

A. Overview

The Kingsdale Study Area offers the City a very strong redevelopment opportunity. The main part of the Study Area is the shopping center that has outlived its original role as a regional retail center. From a fiscal standpoint, the retail-dominated area has a negative impact on the City. Although there have been some physical improvements over the past few years, like other commercial centers in the City, Kingsdale is dominated by surface parking lots and many older unattractive structures.

These existing conditions combined with the desire to create a town center with a mix of uses – office, retail, residential and civic – gives the City a very unique opportunity to facilitate the development of the Kingsdale area with a high design quality, strong pedestrian orientation, and better fiscal benefit to the City.

Few communities have the opportunity to create the kind of environment envisioned in the Kingsdale Study Area Plan. Upper Arlington does not possess a traditional town center or “main street.” And although short-term fiscal returns are important, the implementation of the Kingsdale Plan should consider the long-term impacts of creating a high-quality town center in the middle of Upper Arlington. National real estate trends, smart growth planning initiatives, and quality of life opinion surveys all highlight the logic inherent in redeveloping under-performing commercial centers. The fact that the City has other compelling community assets (high quality schools, fine residential neighborhoods, and easy access to downtown Columbus and The Ohio State University) makes the potential for success much greater. The community should seize this opportunity.

1. Location and Background

The Kingsdale Study Area represents one of the largest commercial sites in the City – 38 acres close to the geographic center of the City and south of the “five points” intersection of Northwest Boulevard, Fishinger and Tremont Roads. It is currently a community scale shopping center and a gathering place for community events. Most of what is considered the “triangle” (named as such because of its triangular shape) is made up of two main properties: the Lazarus parcel (6.22 acres) located in the north half of the “triangle” and the Regency Realty parcel (21.48 acres) located in the south half.

The Kingsdale Shopping Center was built in the 1950’s on the site of an old orchard. It underwent a major renovation in the late 1980’s that included changes to the exterior mallway, storefront enhancements, and signage improvements.

Kingsdale, existing view looking northwest



Since then increased retail competition from surrounding areas has eroded the Center's attractiveness as a regional commercial destination. The Center's ownership has changed several times. The current owners have upgraded several areas and created new tenant space. The most recent changes include an addition, renovation and major reorientation of the Big Bear grocery, one of the Center's anchor tenants. These improvements have done very little to change the Center's occupancy rate. Several stores have been vacant for a number of years and the Center's apparent lack of success has created a concern in the community about its long-term viability, especially as dedicated entirely to retail uses.

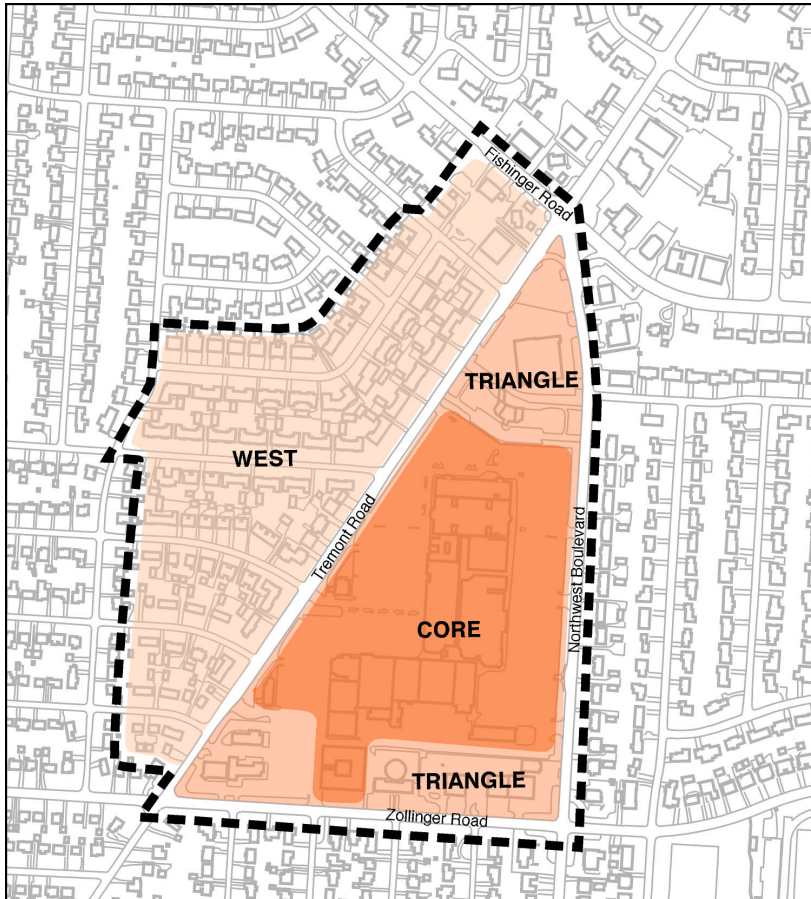
The major difference between this Study Area and the others lies in the fact that it is located in the center of the community making it accessible to all residents. It is bounded by three of the City's most well traveled streets and therefore is highly visible.

2. Study Area Limits

The Study Area limits are composed of two areas: the areas of focus and influence. The area of focus includes most of the retail and office area within the "Triangle" and to a lesser extent surrounding the "five points" intersection. The multi-family area west of Kingsdale was also included to test the capacity of the area to accommodate additional housing and commercial development at somewhat higher densities than those that currently exist.

The area of influence, as the name implies, reflects the need to consider development issues within a reasonable distance from the area of focus.

Kingsdale Study Area



B. Study Area Plan

The Kingsdale Area Plan is made up of three sub-plans. The first two plans, the Core and Triangle, represent two phases of development for the site. The Core plan involves less change and could be considered the first phase. The Triangle plan covers the entire triangle and represents the ultimate build-out scheme. The third sub plan, Kingsdale West, considers the multi-family area west of Tremont Road. This area could be intensified primarily with higher quality housing. The higher density development would be focused toward Tremont Road.

1. Planning Direction

The following focus for the Kingsdale Study Area identifies the primary land uses to be included in the plan and describes the potential character of the area:

Town center with a mix of uses: office, retail, residential and civic. This will be the City's central gathering place – home to major community events and traditions.

In addition to the focus, the following summarizes the desirable design characteristics for the Kingsdale Study Area. This information was used to create the illustrated plans and should be considered as a starting point for new development regulations for this particular Study Area.

- For the Core the central part of the mall will be redeveloped. Big Bear supermarket and Lazarus department store will remain. Some out parcel areas will be redeveloped.
- A grid street pattern will be established with on-street parking.
- For the Triangle, redevelopment will spread over the entire 38-acre site in a character similar to the Core.
- Office use should be emphasized (45 to 55 percent building area), but include retail (20 to 35 percent), limited amount of residential (15 to 30 percent), and civic uses (10 to 15 percent).
- Intensity of land use should be increased (FAR of .60 to .75) with 90 to 100 percent lot coverage.
- Density of residential should be 25 to 40 dwelling units per acre.
- Surface parking should be minimized. Shared parking will be encouraged and on-street parking opportunities will be maximized. Three spaces per 1,000 square feet should be required for non-residential uses. Residential uses should be required to provide 1.5 spaces per dwelling unit.
- Maximum height in the middle of the area should be five to six stories. The perimeter structures should be no more than two stories.
- Buildings should be placed close to the street – 12 to 15 feet from curb – at the building line.

Kingsdale West includes the large multi-family area west of Tremont Road. This area will be redeveloped with a mix of uses, but with an emphasis on residential. New residential will be at a higher density, but will blend with the existing single-family areas at the edges. The mix will have the following ranges: office density (10 to 20 percent), retail (3 to 5 percent) and residential (75 to 85 percent).

2. Planning Concept

As stated earlier, development of a plan for the Kingsdale Study Area actually resulted in plans for three areas: the Core, the Triangle and Kingsdale West. The plans represent development concepts, and in a very general way, illustrate the desired character of an improved mixed-use area.

In line with the Study Area focus, each plan for improving the Kingsdale area recommends a mix of retail, residential and office uses in an environment with increased intensity of development. Land uses are located within more vertically integrated, multi-story buildings, incorporating retail uses on lower floors and office or residential uses on upper levels.

Kingsdale Streetscape



For the purposes of illustration, all program numbers for office use assume second level or higher locations in commercial structures. Retail makes up 70 percent of ground floor commercial structures. Residential is only in specifically designated residential structures. Residential should be supported in the upper levels of commercial buildings. Parallel parking is conveniently located on-street, with additional parking located within landscaped, off-street lots. Multi-level, structured parking is concealed by the retail and office buildings and designed to integrate with the surrounding structures. The following describes each of the three illustrative plans in more detail.

a. Core

The 27.6-acre Core plan is concentrated within the two major parcels that make up the Triangle. It does not include the outparcels along Tremont Road, the office and retail uses fronting Zollinger Road or the two commercial parcels closest to the “five points” intersection. The existing Big Bear supermarket and the Lazarus department store also remain, along with their adjacent surface parking lots. The Core plan essentially replaces all of the one-story structures between Lazarus and the Big Bear supermarket.

To improve accessibility and reduce the size of the Kingsdale “super block”, the surrounding grid street pattern is extended through the site. The largest mass of buildings is concentrated

toward the center of the site with two prominent five-story structures (surrounding an open, central courtyard) and a parking structure. Lower-rise, smaller scale buildings are located at the edge of the site. The intent is to create a gradual transition in building height and mass from the street edge (two levels) to the center of the site (five levels).

Retail uses are located on the first floor of the commercial buildings to enhance the level of streetscape activity. No less than 70 percent of the first floor will be retail use. Offices overlooking the landscaped plazas and streets occupy the upper floors. A similar four-level commercial building is located on the south side of Lazarus that could serve as a combination of retail and office space. A conveniently located, 1,200-space parking structure is situated on the south side of the two, five-level buildings. The parking structure has five levels. Parking structures have smaller floor-to-floor heights than typical office buildings. This means that the overall height will be less even though the number of floors in a commercial building is greater. (It is assumed that all levels of the parking garage will be above ground.)

Central gathering place, aerial



A large one-acre green space is located east of the central buildings and west of Northwest Boulevard. This is where special events (like the Fourth of July parade) could be staged or open-air events held similar to the ones at City Hall and Northam Park. During the day, office workers and nearby residents can enjoy the park-like setting. It is also the type of design gesture that can help give this area a special environment – an “address” – which is beneficial to marketing the development and giving it an identity.

Central gathering place, looking southwest.



Along Northwest Boulevard and on the north and south sides of the open plaza, there are two- and three-level, multi-family and live-work units. These structures create an enclosed auto court. These multi-level units could be the ground floor spaces surrounding the open space. They could also be desirable retail locations, even though the program does not include this configuration. Live-work units are designed to allow residents the opportunity to combine their professional work places on the lower levels while maintaining living quarters on the upper levels. Some of these could also be targeted to seniors. Each unit has an at-grade, enclosed parking space.

Core Land Use Plan



Core Site Plan



Core aerial view looking northwest



Table 3.1: Land Use Data, Kingsdale Core

	Existing		Illustration	
Land Area	27.6 AC		same	
Total SF	376,000		692,000	
Retail	361,000	96%	244,000	35%
Office	15,000	4%	328,000	47%
Residential	0	0%	120,000	17%
FAR	.31		.57	
Res. Unit	0		80	
Avg. Size SF	N/A		1,500	

b. Triangle

The Triangle (37.6 acres) is an expansion of the Core plan and covers the entire triangle, including the outparcels along Tremont Road, the retail and office uses along Zollinger Road and the two parcels at the far northern tip of the site. The additional building area also replaces much of the existing surface parking and requires another centrally located parking structure.

The illustration depicts Big Bear supermarket remaining. Surface parking is maintained nearby. Another two-story retail and office building similar to the one on the north side of the parking structure (see Core concept) is located on the north side of Big Bear, attached to the existing building.

The Lazarus department store building is replaced with a five-level, 800-space parking garage attached to a four-story commercial building designed to conceal the south side of the garage. Additional two-story multi-family units are located between the former Lazarus building and the “five points” intersection.

Situated directly west of the five-story commercial buildings (see Core illustrations) are four commercial buildings flanking a boulevard entrance to the site. A smaller triangular-shaped parcel is located on the south side of the boulevard and serves development on the site’s west side. Additional two-level multi-family and commercial uses replace the out parcels on Tremont Road. Two-story multi-family uses located along Zollinger Road serve as transitional uses to the single-family neighborhood to the south. A two-story commercial building anchors the northwest corner of the Northwest Boulevard and Zollinger Road intersection.

Triangle Land Use Plan



Triangle Site Plan



Triangle aerial view looking northwest



Table 3.2: Land Use Data, Kingsdale Triangle

	Existing		Illustration	
Land Area	37.6 AC			
Total SF	474,000		1,247,000	
Retail	427,000	90%	277,000	22%
Office	47,000	10%	654,000	52%
Residential	0	0%	316,000	25%
FAR	.29		7.6	
Res Unit	0		200	
Aug Size, SF	N/A		1,500	

c. Kingsdale West

Located directly west of Kingsdale, the 28-acre Kingsdale West area includes 233 existing multi-family units. The plan for this area retains the existing street network with the exception of extending Millwood Drive to integrate with the Triangle street network. Two-story commercial buildings are located along most of the Tremont Road frontage and concentrated at key intersections. Directly behind the commercial areas is a combination of 210 multi-family and live-work units complimenting the mix found within the Core and Triangle east of Tremont. These units will be sensitive to the single-family housing to the west. This area would be appropriate housing attractive to seniors and young professionals who desire live-work units

Table 3.3: Land Use Data, Kingsdale West

	Existing		Illustration	
Land Area	27.7 AC		same	
Total SF:	294,000 95%		592,000	
Retail	5,000	2%	20,000	3%
Office	9,000	3%	54,000	10%
Residential	280,000	95%	518,000	87%
FAR	.24		.49	
Res Unit	233		345	
Aug Size, SF	1,200		1,500	

4. Intensity and Density

Accommodating an increase in building area within the same site area resulted in an increase in land use intensity. One measure of land use intensity is floor-area-ratio or FAR (total building area to total site area). It is typically used to measure the intensity of non-residential uses. For the purposes of comparison, all floor areas for all uses is included in the FAR expression for the Study Areas.

For the Core, the FAR nearly doubled, increasing from .31 to .57. For the Triangle, the FAR increased from .29 to .76. This increase is not possible with surface parking only. It requires a combination of surface parking, both on-street and off-street, and parking within multi-level structures. For Kingsdale West, the FAR increased from .24 to .49.

Density is a description of the number of residential units as a function of land area. Neither the Core nor the Triangle areas include existing residential use. The residential areas illustrated in the Study Area Plans have densities of 37 dwelling units per acre for the Core and 28 dwelling units per acre for the Triangle. For the Kingsdale West area, the residential density increased from nine dwelling units per acre to 15 dwelling units per acre.

5. Parking

Increasing the amount of building floor area within the Study Area has a direct impact on the amount of needed parking. To accommodate increased intensity, an additional supply of parking was added by creating on-street parallel parking spaces and structured parking.

The amount of required parking was based on a ratio of three spaces per 1000 feet of gross building area for office and retail use. This ratio is less than the one typically used for suburban development but is appropriate for a more urban, mixed-use environment. Residential uses require 1.5 spaces per unit. On-street parking is provided throughout the Study Area to help alleviate fewer required spaces. The mixed-use nature will allow for shared parking, as different users may have different demand patterns.

Approximately 1,840 parking spaces will be required to serve the 692,000 square feet of office, retail and residential area proposed for the Core area (See Table 3.4). Most of this parking demand will be accommodated within a 1,200-car parking structure. Of the 1,000 surface parking spaces, 150 will be on-street, parallel parking spaces. Approximately 850 off-street spaces remain on the site. There are 360 surplus spaces that could give the City the opportunity to create more building space, reduce the structured parking.

The office, retail and residential uses proposed for the Triangle will require approximately 3,100 spaces (See Table 3.5).

Most of this parking demand or 2,000 spaces will be accommodated within two parking structures. This includes the structure in the Core scheme and an additional five-level structure with 800 spaces on the north-central portion of the site. Of the 1,100 surface parking spaces, 500 will be on-street, parallel parking spaces. Approximately 600 off-street spaces remain on the site.

Table 3.4: Parking Summary – Core

Parking Spaces	
Demand	1,840
Available	2,220
Surface	850
Structure	1,200
On-Street	150
Difference	+360

Table 3.5: Parking Summary – Triangle

Parking Spaces	
Demand	3,100
Available	3,100
Surface	600
Structure	2,000
On-Street	500
Difference	0

6. Traffic Implications

Increasing the amount of building area, especially retail and office space, has an effect on trip generation and traffic movement. The following describes the impact on the local road network. It also includes specific improvements, if warranted, and associated costs. These costs were also used in the fiscal assessment of the plans.

Due to proximity, the following intersections will be impacted the most:

- Fishinger Road, Tremont Road and Northwest Boulevard (“five points” intersection).
- Zollinger Road and Tremont Road.
- Ridgeview Road and Tremont Road.
- Zollinger Road and Northwest Boulevard.

According to the traffic investigation (see Appendix B) changes illustrated for the Core will increase the number of peak hour trips by nine percent or 150 vehicles. The Triangle plan will add 1,500 trips (88 percent increase above existing conditions), with Kingsdale West generating another 300 trips (120 percent above existing).

Traffic generation rates are used in determining the capacity of a particular intersection. Capacity is defined as the maximum number of vehicles that can cross a particular road segment or through a particular intersection within a particular time period. Capacity is described by level of service (LOS), which is a qualitative measure that describes operational conditions and motorist’s perceptions within a traffic stream. There are six levels of service, A through F with LOS D being most frequently used as the design threshold for improving signalized intersections.

The Tremont Road/Fishinger Road/Northwest Boulevard intersection will operate at LOS D. The Tremont Road intersections at both Zollinger Road and Ridgeview Road will operate at LOS B. As a result, no capacity improvements are needed at the “five points” intersection for the intensification in the Core Plan. Improving the streetscape could cost \$1.55 million. The total probable cost for roadway improvements and new streets could be \$2.17 million.

The Triangle plan may require widening at the “five points” intersection. This may mean an additional northbound through lane and additional dedicated turn lanes (left and right lanes) on all approaches. These improvements could potentially cost \$2.4 million. It is possible through detailed design to consider alternatives to simply widening the lanes. Widening in general is in contradiction with the desire to enhance the pedestrian experience. A larger allowance of \$6.5 million was identified to

construct new streets within the Study Area and provide streetscape improvements. The total amount for these potential improvements is \$9.5 million. In addition, the Kingsdale West plan includes the potential of \$850,000 in streetscape improvements.

7. Fiscal Implications

The fiscal impact analysis conducted for the Kingsdale Study Area tested the annual stabilized costs and benefits of programmed improvements. The net fiscal benefit of each Study Area was determined and then compared with that of existing uses to illustrate the net fiscal impact of new development versus existing development. The impacts are stabilized, meaning that they represent a time in the future when development is completely built-out (See Appendix C).

The net fiscal impact to the City for the Core improvements was forecasted as positive for all three land use types. Office had the highest net fiscal impact at \$981,000 per year followed by retail at \$173,000 and residential at \$2,000. The total potential impact for the Core is \$1.1 million per year. This does not account for infrastructure improvements (including parking structures) that could total \$14 million. These costs should be financed in such a way that the entire funding burden does not rest with the City. Otherwise, the positive fiscal impact will be eroded.

For the Triangle, the net fiscal impact was forecasted as positive for all three land use types. Office had the highest net fiscal impact at \$1,800,000 per year followed by retail at \$216,000 and residential at \$4,000. The total impact is \$2 million per year. Like the Core infrastructure improvements would be needed. For the Triangle, these costs could be \$30 million.

The net fiscal impact to the City for the Kingsdale West plan was positive for office and residential, but negative for retail. Office development had the highest net fiscal impact at \$134,000 followed by residential at \$2,000. Retail had a negative impact of \$16,000. The total potential impact is \$120,000 – virtually neutral.

8. Community Center

Concurrent with the Master Plan and Study Area plans, the City initiated a four-month feasibility study for a multi-purpose community center facility. The study recommends locating the community center at Kingsdale. The Master Plan recommends Kingsdale as the preferred site for a community center, which suggests civic uses should become an integral part of any Kingsdale town center redevelopment. Other civic uses were discussed for inclusion in a town center – including a relocated municipal office building and post office.

Because of the independent nature of the feasibility study, as well as the parallel work effort, the Study Area plans do not account for the community center in any way – physically, fiscally, traffic, etc. There was recognition that a community center would not maximize the tax revenue potential of the Kingsdale site. (The initial program identified in the community center feasibility study is 125,000 square feet. This represents a little less than 10 percent of the total square footage of the Triangle plan’s building area – not all of the community center floor area would necessarily come from the office use.) However, creation of a true town center would benefit from a major civic anchor. A community center could be such an anchor and provide an important amenity that would make the area more appealing to office users. In order to achieve the desired office space absorption, the City needs to consider strategies that can provide competitive advantages.

In terms of location of the community center at Kingsdale, the street network provides a framework that allows for a number of options. Because the City is landlocked, a typical land-consumptive community center is not appropriate. The higher-density character envisioned for Kingsdale suggests a more vertical configuration that could integrate into the physical fabric. One of the community center building prototypes developed for the feasibility study provides such a configuration. This conceptual layout includes an integrated parking structure that could be shared by other users. If the community center is built on the existing land identified in the Core plan, then the location of the garage indicated in the illustrations is the most appropriate location. Long-term, the Kingsdale site needs to accommodate another parking structure and the structures need to be well distributed on the site. Placing the community center, with an integrated parking structure, in the middle of a shopping center could jeopardize long-term potential to maximize height for office use. It could also jeopardize efficiently locating a future garage.

Considering a potential community center in Kingsdale makes the redevelopment process even more challenging. However, if the community supports such a facility, the town center could be more successful. More importantly, the City’s overall quality of life could be significantly enhanced.

C. Existing Characteristics

Understanding the Study Area’s existing characteristics helps establish certain parameters on which to base future development. The existing pattern of ownership, land use, zoning and vehicular movement all contribute to an area’s uniqueness. Recognizing these unique characteristics and incorporating them into the overall design is critical to successful redevelopment of the area.

1. Adjacent Neighborhood Characteristics

The Kingsdale Study Area lies within an established residential and commercial neighborhood situated at the geographic center of the community. Kingsdale Shopping Center is in the middle of the Study Area and located within the block known as the Kingsdale Triangle. Northwest Boulevard, Tremont Road and Zollinger Road form the boundaries of the triangle.

Both the east and west sides of the Kingsdale Triangle are adjacent to single-story, multi-family neighborhoods, with the “point” of the triangle next to a commercial/office node created by the Fishinger Road, Tremont Road and Northwest Boulevard intersection. A predominantly one-story, single-family residential neighborhood lies directly south of Zollinger Road at the base of the triangle. A block of two-story multi-family units extends 1,500 feet along the east side of Northwest Boulevard. These units are adjacent to a single-family neighborhood. This super block weakens the connection between the single-family neighborhood and the shopping center. The other residential areas surrounding the site have multiple east-west streets intersecting with Zollinger and Tremont Roads.

2. Ownership

Understanding the ownership pattern of an area (along with land use and zoning) gives an indication of the difficulty involved in assembling property for development. Parcel size, configuration and location all have an effect on future development potential. Certain uses demand parcels of a particular size, width and depth in order to develop reasonably. Larger parcels have the benefit of being easier to develop and can be subdivided to fit development program needs. Contiguous parcels with the same owner could be purchased together, saving time and money.

Most of the land in the Triangles 37.6 acres is owned by two entities. Regency Realty owns 21.48 acres and Lazarus owns 6.22 acres. The remaining 10 acres has seven property owners with an average parcel size of 1.4 acres.

3. Land Use and Zoning

The current land use pattern within the Study Area includes retail, office and residential uses. All of the uses within the Triangle area are either retail or office. Retail is the greatest use, accounting for 90 percent of the total building area, or approximately 474,000 square feet. (See Tables 3.1 and 3.2 for existing land use.)

The Kingsdale Shopping Center is dominated by parking lots on all three sides. Three commercial and office out buildings are located along Tremont Road at the western edge of the parking lot. Six separate office and retail buildings front Zollinger Road

Major Property Owners,
Kingsdale



on the south side of the center. The office uses function as a transition between the service side of the center and the adjacent single-family residential neighborhood. The Kingsdale West area is made up completely of multi-family residential. There are currently 233 units on 28 acres.

A City of Upper Arlington water tower is located directly behind one of the office buildings off Zollinger Road on a separate parcel. This water tower is being considered for removal. A freestanding auto service store is located within the parking lot on the eastern side of the center.

The middle of the Kingsdale Shopping Center is occupied by a single-story, open-air mall with entrances on the mallway and the parking lot. Service and storage for this area is handled at the basement level. The Lazarus department store anchors the mall on the north end and the Steinmart clothing store and Big Bear supermarket are on the south end. Service for these stores (plus additional retail space recently added with the Big Bear expansion) is on the south side of the center.

The entire Kingsdale Triangle is zoned B-2, Community Business District. To the east of the Kingsdale Triangle site and directly across Northwest Boulevard is a multi-family neighborhood zoned R-2a, One to Four Family Residence District. Directly south is a single-family residential neighborhood zoned R-1c, One-Family Residence District. To the west (or Kingsdale West) is another mostly multi-family area zoned R-2a and R-2b, One to Four Family Residential. At the intersection of northwest Boulevard, Tremont Road and Fishinger Road is a combination of office and retail uses. The retail uses are zoned B-1, Neighborhood Business District. The office uses are zoned O, Office District and OC Conditional Office District.

4. Vehicular and Pedestrian Movement

Capacity of the existing road network – in particular at intersections – was assessed to understand the impact of the Study Area Plan. Capacity is defined as the maximum number of vehicles that can cross a particular road segment through a particular intersection within a particular time period. Capacity is described by levels of service (LOS), which is a qualitative measure that describes operational conditions and motorists perceptions within a traffic stream. There are six levels of service, A(best) to F(worst) with LOS D being the most frequently used as the design standard.

Street capacity refers to the number of vehicles that can safely pass a given section of roadway in a set time period. Intersection capacity is the critical factor to understand because system failures typically occur first at the intersections. Whether or not streets have additional capacity depends on how many vehicles are using

the street (during peak hour) and the theoretical peak hour capacity.

Tremont Road, a primary thoroughfare and one of the major roads serving the area, experiences 10,000 vehicle trips per day. Fishinger Road, a regional thoroughfare, functions as a major connector between Riverside Drive and Kenny Road. Northwest Boulevard, another primary thoroughfare at the eastern edge of the Study Area, accommodates 10,000 vehicles per day between Fishinger and Zollinger roads.

Traffic counts were conducted as part of the study at the three major intersections surrounding the site: the Northwest Boulevard/Zollinger Road intersection, the Tremont/Zollinger Road intersection, and the “five points” intersection. The existing Kingsdale Core area is generating 1,500 trips per day with the entire Kingsdale Triangle generating another 200 trips per day.

The Northwest Boulevard intersection with Zollinger Road is currently operating at LOS C, with an average delay of 20 seconds per vehicle. The Tremont Road/Zollinger Road intersection operates at LOS B, with a delay of 7 seconds per vehicle. The Fishinger Road/Northwest Boulevard/Tremont Road intersection is operating at LOS D with a 43-second delay. Of all the intersections surrounding the site, the “five points” intersection has the least capacity to accommodate additional traffic.

Even though there are multiple access points to the Kingsdale Shopping Center off of three roadways, vehicles are forced to drive almost the entire perimeter of the Center to travel from one side to the other. Very few of the curb cuts are aligned with the surrounding street network. This makes turning movements awkward and limits the opportunities for controlled pedestrian crossings. Because the Center is located toward the middle of the site – with no orientation toward the street – it is easier for pedestrians to circulate within the mall space than it is for adjacent residents to walk to the Center. Furthermore, there are no safe crosswalks with the surface parking lot, which further discourages pedestrians. Improving pedestrian access (e.g. integrating the street network, smaller blocks, etc.) between the Center and the surrounding neighborhood could improve safety and access and thereby encourage more walking to and from the surrounding neighborhoods.