



2019

COMMUNITY
ENGAGEMENT MEMO
LANE AVENUE PLANNING STUDY



Community Engagement - Round 1

OVERVIEW

As the City’s most rapidly evolving commercial district, the Lane Avenue Planning Study has been initiated to help the City better understand the impacts of future growth and put in place a framework to guide this growth in a way that best benefits the community. The study includes two phases of citizen engagement, providing opportunities for residents to learn about the significance of the business district for Upper Arlington’s future and to provide input on what they believe should be priority considerations.

The first round of public engagement recently concluded. This memorandum includes all results from the public engagement as well as key findings that will inform future phases of the study.

ENGAGEMENT EVENTS

The Lane Avenue Planning Study is intended to reflect the desires of the local community. To help accomplish this, the first round of engagement provided a variety of opportunities to participate in order to increase convenience and accessibility for those interested in the study. Events included an Open House, pop-up meetings at Crimson Cup and Whole Foods located on Lane Avenue, focus groups with local stakeholders, and an online survey.

ENGAGEMENT BY THE NUMBERS

60+ people	Open House	(9/18)
6 meetings	Focus Group Meetings	(9/25)
70+ people	Pop-Up Meetings	(9/26)
1,887 respondents	Online Survey	(10/1-10/13)

KEY FINDINGS - COMMUNITY ENGAGEMENT

- Identity/Character. While participants were conflicted on the identity of Lane Avenue (old vs. new), there was a consensus for traditional, timeless, and durable building materials.
- Outdoor Dining/Gathering Spaces. People desire places along Lane Avenue for outdoor dining and informal gathering.
- Walkability. The community is aligned on the need to improve the walkability and safety of Lane Avenue.
- Traffic/Congestion. Traffic flow along Lane Avenue is a major concern, especially as redevelopment continues.
- Bikeability. Although bicycle safety is a concern now, there is support for bike amenities and connections.
- Downtown. Many view Lane Avenue as the downtown of Upper Arlington and/or a significant mixed use district that offers a live, work, play environment.
- Boundaries and Buffers. There is a need to clearly define the perimeter of the commercial district and adequately buffer development and traffic from residential neighborhoods.
- Consistent Building Character. Building architecture and design should be consistent and complementary throughout the corridor, with distinct massing and timeless character.
- Signage with Natural Materials. Traditional signage with stone, brick, metal, and other natural materials is preferred.



COMMUNITY ENGAGEMENT ACTIVITIES

Seven activities were available at the Open House and many of these stations were replicated for the Pop-Ups and online survey, where feasible. The stations assessed thoughts, preferences, and values on topics related to streetscape, development, and transportation. On the following pages, complete results from all round one engagement are shared. Stations included:

- Future Wall*
- Streetscape Elements Board*
- Big Map Table
- Branding and Wayfinding Preference
- Rating Station*
- Building Character Preference
- “This or That?” Station*

**A version of these stations was available at the Pop-Ups and for the online survey.*

Note about hand-written and online comments: All comments are provided as-is and have not been corrected for spelling errors. Some information, such as names, emails and inappropriate language has been redacted.



"A place to be around other people."

--Participant's vision for Lane Ave

1A. What do you want Lane Ave to be in the future?

Open House

- Interactive building designs that allow residents to frequent assorted businesses. IE. The opposite of the hotel that was built. It's a wall on Lane and not interactive.
- A gathering place for residents. (1)
- A cohesive development w/ street friendly design and landscaping. (2)
- With safe/easy walking. (1)
- A mixed use development that people work, live, + play, that also invite visitors. A downtown UA feel. Eating, walking, gathering. Lots of restaurants, fun stores, lots of art. (1)
- A place to be around other people.
- A safe and inviting neighborhood for residents and visitors.
- Energy efficient buildings – solar, wind, etc.
- The look of Old Arlington – walking space, plantings, variety. (1)
- No tax abatements for developers. (6)
- Town center / vibrant.
- Safe from traffic. (1)
- I want to feel safe + welcomed, whether walking my dog at 9pm and seeing diners and people eating ice cream – or at 4 in the afternoon – make me feel like “all are welcome here.” (1)
- An outdoor Wi-Fi network for the kids / teens.
- Pet friendly.

- Someplace we want to go and spend our \$ in US (dining/shops)
- More business variety!
- Keep existing UA zoning – don't tear down any more homes. (4)
- Branden -> NW, N side of street, mirror style of wine bistro (1)
- Income generator through a rich mix of vulture, space, design, and mixed use.
- A few years ago, sewage spilled into people's yards and into my neighbor's basement. (corner of North Star + Cardiff) It came from the Pizza Hut on that corner this is now being developed. The sewer lines need to be upgraded! (2)
- Maybe a mini Short North or Grandview Ave? (1) (No 2)

Pop-Ups

- More EV charging stations
- Efficient traffic flow! (2)
- ADA (Wheel chair) friendly ramps (No bumps)
- No more banks (1)
- More walkable (4)
- Gathering places (1)
- New builds in the style of UA homes
- More bike-able (2)
- More character in buildings on Lane – No more boxes!
- Kid friendly (1)
- Keep existing building heights/skyline! (1)
- Develop better parking multi-level – space too valuable
- Walkable – 25 mph – parking in front of Lane Ave & turn into public space
- Bikeable – UA has a grand opportunity to be grand
- Cycling on Lane is aggravating

- Safer for pedestrians + cars (humans)
- Walkable to restaurants
- Connectivity from neighborhoods to Lane (walk +bike)
- Town Center / Gathering
- Street Music / Busking
- We use the Mt Holyoke Gate all the time!!
- Scioto Mile – Kalamazoo; ped only on car limited street
- Community should be pedestrian Focused, not car focused b/c of neighborhoods
- Green public space, walker's paradise
- Enjoyable outdoor dining – not exposed to 35 mph traffic & noise

Online Survey Responses to this question are included at the end of this memo.

1B. What needs to happen to achieve your future vision for Lane Ave?

Open House

- Non-motorized prioritization
- “Stay UA” -> Create model for our elders to utilize/shop safely (5)
- I love density of Lane
- Traffic control west of Northwest
- It has to maintain protection for the existing neighborhood- north of lane needs not be a parking lot. (1)
- Need some notification of how far new development cuts into neighborhoods.
- Cooperation w/ the owners of Lane Ave. Shopping Center.
- More brick – less concrete. (2)
- Fewer overhead wires. (7)
- Sidewalks/crossings. (1)
- Sidewalk from N. Star to 315 & OSU for concerts and assorted games and activities
- Trees, concealed parking (adequate), pedestrian friendly (7)
- More trees and greenspace (5)
- Water feature (1)
- Remove all home on lane Ave. NW Blvd. -> N Star
- Beautiful night lighting (2)
- Do not deflect traffic to residential streets. (2)

- Stop tearing down homes / keep existing lines & don't let city staff/council rezone (2)
- Well done mixed use / good lighting & landscaping
- Crosswalks, smart plans for traffic flow & building placement that keep pedestrians safe (2)
- Traffic control into residential areas (Lane Ave other streets)(1)
- More one floor living – apartments or condos – walk to shops, restaurants. It needs to be easily accessed by all of UA (2)
- No more brick boxes (as architecture “style”)
- Road diet to 33
- Pedestrian medians
- Traffic Planning including surrounding roads – don't create cut throughs!

Pop-Ups

- Stop using tax \$ to subsidize your favorite businesses
- Crosswalks + wider sidewalks
- Stop tearing down homes! (2)
- Use existing zones – no new zones *keep existing rezoning (3)
- Green spaces (2)
- Bike lanes, racks (3)
- Repaved Lane Ave
- Fewer zoning laws
- More crosswalks – push buttons – lower speed (1)
- Bike respect – signs – sharrows
- Mass traffic – decongestion – pedestrian friendly – more small, unique biz/entertainment (1)
- Make connections to Lane from neighborhoods (biking) (1)
- More restaurants & entertainment (1)
- Bike-friendly lanes (traffic currently too heavy/fast)

- Neighborhood commission
- Make parking behind “The Lane” more known – signage
- Dedicated bike lane
- Crosswalks!!
- More public parking – Also* accommodate employees
- Green initiative: storm water, building performance
- Similar high density corridors: 3rd street promenade, Santa Monica – Bridge Park – High Street, Worthington – Los Olas Blvd – Lincoln Ave, Miami Beach
- Add mass transit
- Make Lane Ave bike-friendly
- Limit # of accesses into mall to encourage use of rear parking
- Pedestrian crossing, flashing warning sign
- Eco-friendly waste Management
- Outdoor patios not in parking lot
- 25 mph from Tremont East
- Improved bike environment – minimize the cars on the street
- Better & more street crossings – more pedestrian focus- car = inconvenience
- Lower speed limit
- Recycling

Online Survey Responses to this question are included at the end of this memo.

ZONING APPREHENSION

2. Have a suggestion or something to share about Lane Ave? Please place a post-it on the map to leave a comment.

STREETScape CHARACTER



Keep the lines the where they are
Keep the lines the where they are!
Don't let staff allow them to move
Maintain zoning boundary as is!

Don't tear down our houses
Keep Lane Ave as boundary
STOP moving the lines!

Have specific zoning laws for developers for future UA projects

UA should inform neighbors if developers are buying in this area

Developers bought all this prop out our knowledge. OUTDATE

People run across La (south) to yoga, resta

Need safe ways to Crosswalks on south

More Com

These Pedestrian Paths are More please!

Open up this as an access p and out of the mall as it w

Leave Brandon Houses alone

Leave our houses alone (No rezoning)

Remove 2 story houses @ SW corner + Westmont + Lane Ave

Fix the Chester Light, almost never turns green!

This traffic light is so frustrating (Yes!)

Get rid of this bump in the road by Jack Siebert's

Need safe ways to cross Lane here. Crosswalks on south side of Lane

Open this as an exit/entrance like it was designed in the 80's

Add more pedestrian-friendly cut-throughs like here. These help lead pedestrians to the corridor

Dont open this up to vehicular traffic

Make this a 3 way stop. More stop signs on Berkshire

Remove slated sidewalks that about the street, not safe!

Add bar stoplights. No wires (Yes) (Yes)

Safer crosswalks for walking, biking

Wide sidewalks | Consistent Treeline (Yes)

Parking on both sides of N Andover Rd

Bike Lanes from Tremont to Northwest

25 mph from Tremont to N star (Yes!)

Ban large truck thru-traffic on Lane (Yes!) (Yes!) (No!)

Ban Trucks from using Lane!

Make this a 4-way stop

More Pedestrian Paths are More please!

NEIGHBORHOOD CHARACTER

Everything looks like "Any-Town USA" Dreadful.

Lane Ave is our commercial heart, but is Hilliard and Dublin's thruway to Ohio State

We need vibrant commercial, walkable district - things people would want to move here to walk to

More of a feel of "I'm in Upper Arlington now", "Gateway" on Lane

Property w/ D MAP

Line from parking (Agreed!)

cross Lane here. h side of Lane

A great place to gather - Graeter's Patio - I always feel safe there, even by myself

Lane Avenue is too congested already!

Auto Ped Conflict!

Commercial Parking!

re great!

point to get in as intended

Cardiff needs another stop sign

How was it decided to exit Gateway on N Star? Mr. Kass misspoke at meeting!

Left turn is hard on to N Star

WESTMINSTER DR

COLLEGE HILL DR

VASSAR PL

W LANE AVE

ASHDOWNE RD

N STAR RD

N STAR RD

STREET IMPROVEMENTS

Please do not take away lanes on Lane Ave and turn them into parking spaces. Parking garages would need a good flow for traffic so the neighborhood isn't congested

Bike Lanes ON Lane - 25 mph on Lane

Pedestrian access on both sides of Lane

Remove the islands + bumpouts!

Keep the bumpouts & roundabouts, they work!!

The N Star and Lane intersection cannot support additional traffic! (Agree!!)

Allow right turn N Star / Lane on red

This density recently approved is a nightmare

Link North Star w/ Lane with a Sidewalk

Berkshire may be used as a cut through once Arlington Garage is in

OSU CONNECTION

Would like to see map with OSU's plans for West Campus put on it - They passed building ambulatory care at Beckman Park.

Bring back Mass Transit (COTA) to OSU area

Make sure to complement what is to come with West Campus of OSU - they are our neighbors

Need connecting sidewalk on Lane from N star to OSU & 315 for residents use to games & concerts

Are you going to use eminent domain in a few years to take yardage to enlarge N Star if build so close to road?

3. What's your current experience on Lane Ave? Select a rating for each question to let us know.

RANK	QUESTION	AVERAGE
1	How safe do you feel walking in the area?	3.59
2	How important is it to have outdoor dining areas?	3.50
3	How important is it to drive without delay along Lane Ave?	3.36
4	How important is it to have a park or public gathering space in the area?	2.69
5	How easy is it to find parking in the area?	2.51
6	How safe do you feel biking in the area?	2.03
7	How often do you walk in the area?	1.92
8	How often do you bike in the area?	0.97
9	How often would you use transit (bus) to get to and from the area if it was available?	0.88
10	How often do you use ride sharing (Uber, Lyft) to get to the area?	0.56

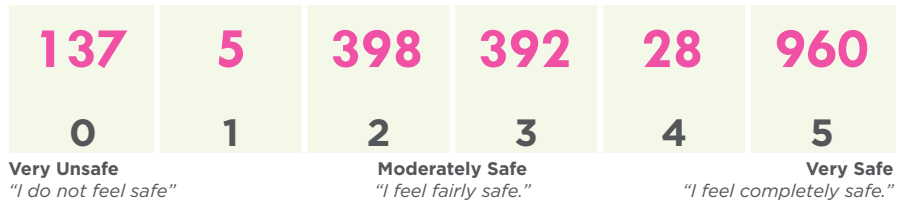
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Pink denotes feedback was received at the Open House, online survey, and Pop-Ups.

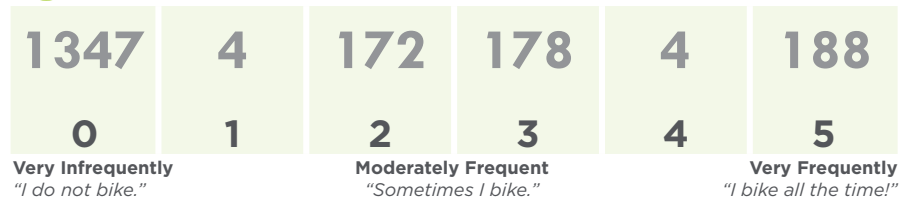
How often do you walk in the area?



How safe do you feel walking in the area?



How often do you bike in the area?



How safe do you feel biking in the area?



 **How often would you use transit (bus) to get to and from the area if it was available?**



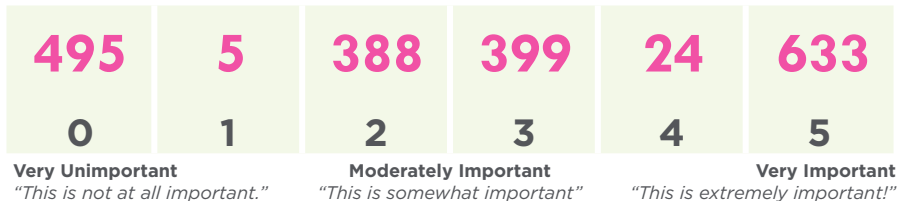
 **How easy is it to find parking in the area?**



 **How often do you use ride sharing (Uber, Lyft) to get to the area?**



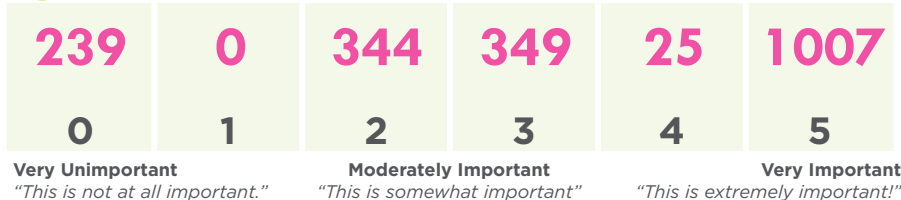
 **How important is it to have a park or public gathering space in the area?**



 **How important is it to drive without delay along Lane Ave?**



 **How important is it to have outdoor dining areas?**



4. For each question, share what is most important to you.

Which of the following conditions do you value more for Lane Avenue?



Gray denotes feedback was received at only the Open House and the online survey.
 Pink denotes feedback was received at the Open House, online survey, and Pop-Ups.

Which of the following conditions do you value more for Lane Avenue?



Outdoor dining with enclosure

Would you like to see more outdoor dining/seating?

YES!	NO..
1,485	2

Do you prefer this type of outdoor dining?

YES!	NO.
722	1,153



Outdoor dining without enclosure

Do you prefer this type of outdoor dining?

YES!	NO..
1,446	435

Do you prefer this type of outdoor dining?

YES!	NO..
1,127	764



Outdoor dining next to street

Do you prefer this type of signage style?

YES	NO.
1,701	182



Do you prefer this type of signage style?

YES!	NO.
1,247	632



Do you prefer this type of signage style?

YES	NO.
1,006	881



5. Which following streetscape elements are most important to you? Please select SIX elements.

RANK	STREETScape ELEMENT	OPEN HOUSE VOTES	POP-UP VOTES	ONLINE SURVEY	TOTAL VOTES
1	STREET LIGHTING	26	32	1,351	1,409
2	STREET TREES	27	40	1,294	1,361
3	SIDEWALK DINING/SEATING	23	33	1,191	1,247
4	ENHANCED CROSSWALKS	33	25	1,187	1,245
5	PARKING LOT BUFFERS	27	18	820	865
6	TRASH RECEPTACLES	9	13	824	846
7	BASKETS	15	11	772	798
8	BENCHES	24	7	662	693
9	PLANTER POTS	17	12	648	677
10	PUBLIC ART	16	21	617	654
11	SIGNAGE/WAYFINDING	8	4	493	505
12	NON-MOTORIZED INFRASTRUCTURE	10	6	323	339
13	GATEWAYS	17	6	159	182
14	BUMP OUTS	2	13	154	169
15	OTHERS	3	14	128	145
16	BANNERS	2	0	126	128

Top Streetscape Elements

1. Street Lighting



4. Enhanced crosswalk



2. Street Trees



5. Parking Lot buffers



3. Sidewalk dining / seating



6. Trash Receptacles



“Other” Comments

Open House

- Add sidewalks

Pop-Ups

- Don't tear down any more houses

Online Survey

- Trash/Recycling/Compost receptacles
- No music played outside stores/restaurants (keep it inside)
- increased building setbacks
- Sidewalks along both sides of Lane Ave
- Bike lanes
- SAFE SIDEWALKS ON BOTH SIDES OF LANE AVENUE AND SAFE CROSSWALKS THROUGHOUT
- Needs to support traffic so neighboring roads are used significantly more.
- Keep it simple, functional, long-term value like major trees.
- Recycling bins
- No tall buildings
- Those parts of commercial Lane avenue that are one lane both ways need to expand to two lanes both ways. To me this is more important than sidewalk dining.
- Less congestion! Easy traffic flow.
- Trash and recycling receptacles
- Outdoor patio seating not on the street
- Ease of driving in and out of the area
- Less obstructive plantings that block drivers view
- Buffer between building and traffic
- wide sidewalks
- moving parking back behind buildings rather than having a lot right out front, want buildings to be more accessible to pedestrians, see the storefronts not parking
- Outdoor dining that is NOT right next to street
- Specific bike paths
- Sidewalks
- This is my neighborhood do not care for the gateway plan and increased commercial use/traffic..
- Solar panels on all businesses
- no parking on the street (it's the main throughfare to SR-315, and it's getting too many slowdowns already)
- This is a traffic artery; the city should provide 4 lanes of traffic. All the other stuff is up to property owners to consider/reject
- Continue sidewalks all the way down Lane Ave: from Kenny to Riverside
- Rain gardens in conjunction with street trees
- Free public parking- Like the Bridge St. garage.
- Sidewalk along Lane Avenue between the university and Northwest Blvd..
- stop making lane ave another henderson road
- dark skies lighting....hooded lights illuminating surface rather than significant ambient light
- No street parking
- Green Infrastructure, Green Roofs, native plants
- Seating not so close to such a busy street
- Bike lanes, pedestrian friendly corridor feeding from residential to commercial, single lane avenue on each side with turn lanes and Better sidewalk system
- Lighted Street Signs
- I don't like the ideas for this area. I like the way it is now.

- Make it illegal to drop off Lime, etc. bicycles and scooters anywhere in the neighborhoods north or south of Lane Ave. It detracts from the nice neighborhoods to have bikes and scooters just laying around on the sidewalk.
- Safe ways to bike/walk the area
- Trees
- less traffic lights
- Handicap Accessibility
- Don't create a canyon with the buildings. Homewood Suites, The Lane building, Chase bank, and the Mutts and CO buildings are examples of the start of this "canyon" effect.
- Bike Lanes, Pedestrian Zones, No car zones
- Sidewalks and bike lanes
- bike path
- Bike Lanes preferably protected i.e. barrier or parked cars separating from traffic
- Bike lanes
- How the [REDACTED] you are going to keep people safe on what is turning into a major thoroughfare
- Parking behind building to allow buildings to be on street
- NA
- Improved traffic flow
- Some grassy / natural areas separating things
- Stop reducing lanes of traffic for automobiles. Causes major congestion. Also traffic flow in and out of shopping center has got to be revised. The other elements listed here are just fluff.
- More green
- More good non-chain restaurants
- Bike lanes
- Better traffic flow! Insanity to add more housing, business to this major corridor into and out of Arlington without traffic infrastructure to support.
- NO STREET PARKING ON RESIDENTIAL STREETS!
- Beauty, classiness, and maintain it! (don't just build it and let it go downhill.) Keep the flowers alive in summer. Don't use the same old christmas decorations (very old red bows and garlands that are years old!) Keep up the signage, windows clean, etc.
- I want the planners to go away. You are useless
- Sidewalk further from road
- Don't do banners and public art. It's tacky af and looks ghetto.
- Urinals
- Possums
- torture devices to make sure that homeless people do not settle in the area. it can't be too nice, you know.
- Better and more connected, safe, convenient sidewalks
- Bike lanes
- Streets that can be easily reconfigure and potentially closed for street fairs/ festivals.
- Sidewalks and crosswalks
- non business public bathroom
- All new development on Lane is ugly. There is no reason for me to spend anytime over there. Worrying Tom and Grandview's old downtowns are so much nicer. Their city management is far superior. We should hire away from them. The city management in UA does not listen to residents. UA city management's goal is to enhance the pocketbooks if developers at the expense of the safety and quality of life of UA citizens.
- Protected bike lanes
- Doesn't matter. Powers that be will do what they and their influential friends decide
- Safe bike routes

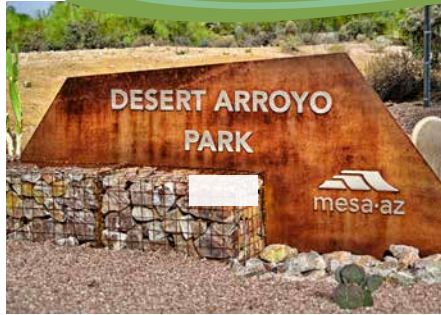
Community Engagement - Round One

- Park, green scape
- Lane Ave is a major street and should be used as an entertainment area.
- Do not interfere with the flow of traffic!
- Something to buffer pedestrians from busy road
- Bins for trash, recycling and compost
- Design that fits with the historic look of UA and is timeless so it doesn't look dated in 10 yrs
- Sidewalks
- sidewalks cleared of snow and ice
- Make one-way only flow out of Whole Foods that supports bikes and pedestrians better
- Bike lane
- Parking
- Bike lanes, bike lockers
- Wide sidewalks and bike parking
- Good stores/restaurants worthy of all this planning
- Accessibility
- Sidewalk and Bicycle access on streets adjoining the area. Reaching from the new high school to Lane Avenue
- Traffic needs to flow on Lane Avenue otherwise people will use apps and start driving in neighborhoods.
- Ban cars on Lane. As long as solipsists are cruising through on their cell phones, it's not safe to bike or walk
- Parking garages free & public like old Dublin has
- Put back 4 lanes for automobiles to elongate the backedup traffic from 315 to Andover Rd that now happens during rush hour!
- Less congested feeling (no large building right next to the street
- some of these like trash receptacles should be a given. recycling bins are needed too. planter pots are another given. bike racks another
- Recycling receptacles
- Bike racks & bike lanes
- parking in front of business so can see how crowded
- Unencumbered street traffic
- Wider sidewalks. No parking lots on the street like shops on lane.
- Bike lanes
- Buildings that are less than 3 stories. All of these tall buildings are ruining the scale and vision of our community. I don't want to see more high rise mixed use space. If I wanted that, I'd move to Dublin Bridge Park. Its ugly and will be an eye sore in a few years. Please stop allowing variances on the height of buildings. The people who live immediately behind lane avenue never imaged they'd have a hotel in their backyard, and even those who don't live in the area don't want it either. The UA gateway building is an awful idea- I am so sorry it is happening. Please stop building these ugly, tall, out of scale for the community buildings (I am thinking Golden Bear plans...).
- (1) Maps at 3-4 locations, attached to lamp posts, to be able to find nearby stores, offices. (2) Have 5 lanes on Lane Avenue, where the center lane would be a turn-off lane. (3) Eliminate parking on the north side of Lane Avenue next-to-the-curb at ALL times.
- Consistent sidewalk width and design
- The more green space, the better
- areas for pets to relieve themselves
- Bigger sidewalks
- Fountains
- Bike lanes or other protected bike right of way
- Pedestrian Bridges instead of crosswalks
- bike lanes; farmers market
- bike lanes
- Cleanliness

- Protected bike lane
- out door public gathering space with public art incorporated
- Fountain or water feature
- A variety of restaurants and retail spaces
- Flowers, landscaping in some form
- Something for men. I.e. hardware stores, hobby stores, sports stores / bars.
I think a park with room for music and small festivals would be great. At some point a different route through town, east to west, is going to be needed if we keep slowing down Lane Ave. though.
- Traffic calming measures
- Highly VISIBLE crosswalk signage. Also, crosswalk enforcement.
- outdoor seating that is not up against the street - very noisy!
- Tree Lawn right down the middle of 2 lanes
- sidewalks
- Less parking on Lane Avenue itself; more parking structures

6. What is your preferred character for branding and wayfinding signage for Lane Ave?

Pink denotes top three preferred signage types.

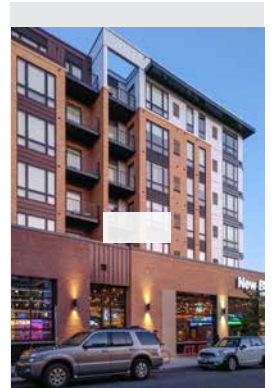




7. What is your preferred building character for Lane Ave? Use a dot to show buildings that you really like (building heights not applicable).

 Pink denotes top three preferred character types.







Focus Groups - Key Findings

Public Stakeholders

- Extensive amount of office and R&D space projected for OSU West Campus.
- Major infrastructure improvements (City of Columbus, OSU, ODOT) needed in proximity of West Campus.
- Described UA's unique character and emphasized need to help community visualize Lane Avenue's future.

Private Stakeholders

- Regional demand for office with UA having a smaller footprint, non-corporate niche product.
- Difficulty with existing tenants making short-term improvements to The Shops on Lane but recognize long term need to redevelop.
- Constraints to PMUD related to setback, height, and use regulations.
- Need to engage community early in development review process.

General Comments/Questions Received

Open House

- No more brick boxes, no cheap paneling. Reduce project depth. Wine Bistro bottles, none look like they belong in UA. Varied, unique design, visual interest! Green Buffers!
- Varied architecture, but quality. You know good architecture when you see it. Building step-backs and rooftop patios! Density is OK!
- I would like something with a historical basis. I think the “Shops on Lane Avenue” are based on a historical row of shops in the Hamptons and it works pretty well.
- Concern about traffic into the residential neighborhoods. (after Northwest going west) How to control speed, amount etc - is there ways to slow down traffic w/ landscape or other ways?
- How will the traffic be controlled west of Northwest? The amount and speed of the traffic has already increased. Does not feel safe for residents with driveways.
- I believe the city should be considering its longer term future in this plan rather than current design branding, marketing trends. Best would be elements that can change with the future. WDS
- Cars heading west on Lane: left turn into N Star will be difficult if the car will next turn left onto the new service drive for the new buildings on that corner. Cars on N Star waiting for a light change may/will be backed up + truck access for cars wishing to turn left into the service drive.
- My primary concern is not having to fight another rezoning fiasco like Wine Bistro, The Lane, etc. If we have to fight over developers buying homes 4-6 deep in neighborhoods again there will be hell to pay. WG

Please note: “No” and similar responses were removed.

- Please get a sound understanding of traffic volumes and assure that the plan does not result in additional traffic on residential streets, especially alternate east/west routes.
- Notification of the study and the workshop/meetings went out too late - too close to the date (as usual by the way). That hurts any impression of project validity/transparency. Run 2 more workshops (like Open House) and 3 more Pop Ups ! :)
- The revenue generated by increasing density in the Lane Corridor should stay to upgrade non-motorized travel in the University Area of Upper Arlington. Build sidewalks on North Star & Northwest all the way to Grandview.
- Wonderful fantastic. Good forward thinking approach to creating a community space that will last for generations. With that said how will this impact one, two, three blocks outside of the zone of direct study?

Online Survey

- All the new proposed buildings look the same and lack architectural character and signature.
- Just that I’m saddened by the height of the buildings we are building. I think it’s too big, and we’re losing our bedroom community feel. And the buildings are kind of ugly too. Makes me sad. We could have done so much better.
- Make it usable by people of all ages and abilities not just people in cars
- The proposed buildings lack architectural imagination and forward thinking. They look the same and do not add to the character of UA. You have do something with the existing Hilton Hotel back side that is on

- Lane Ave. It is ugly. It needs redoing, and would be enhanced with plants, flowers, umbrellas, etc
- There's a real need for street lighting in the streets running from Ln., Avenue north to Northam Avenue. Note that there are no sidewalks on the streets. If someone's had a little bit too much to drink and is driving north from a bar and it's a dark night, that's a recipe for disaster
 - ..thanks for involving the community through online surveys..
 - A city recreation center would be nice.
 - A destination
 - A more gradual transition between homes and the high buildings. There needs to be a buffer between residential and the hotels/tall commerce buildings.
 - A moron came up with this plan.
 - A park or green space along Lane Avenue would be a great feature as long as it has features such as public art, a fountain, a bandshell, etc. to bring people into it for activities, walking, playing, etc.
 - A park would be great!
 - A parking garage would be nice if it would open up opportunities for more community space
 - A parking structure does seem like a better solution than surface lots
 - A post office on Lane Avenue would be wonderful!
 - Additional and improved bicycle parking.
 - Again, easy, fun, inexpensive local transportation available. Golf cart taxis, Bike taxis, etc
 - All the traffic changes in town are nuts. You can tell this survey was not done to get true feedback. So much easier to design a survey if you know the outcome you want.
 - Allow for ample parking and no traffic tie ups.
 - Already said.
 - Am very concerned about lack of recent info regarding the Lane Ave-North
- Star corner development (Pizza Hut to Darron's & apartment building to south). It affects me directly
- Annex Clinton township north side of lane ave. Tommys pizza
 - anything that gets people out of their cars is good. A place where people can walk or bike is healthier and friendlier
 - Appreciate your asking for input
 - Area is already developed/developing so it seems a bit late to study it now
 - As a resident living on a street parallel to Lane, we are concerned about increased traffic in our neighborhood as a result of congestion on Lane Ave. We hope this is taken into serious consideration. Thank you!
 - As a young professional living in the neighborhood, I would be happy to assist in any way [REDACTED]
 - As development plans are being made, can new businesses be required to forfeit frontage/create set-backs on Lane to build turn lanes or enhanced traffic flow onto and off of Lane?
 - As you add businesses to the area, so increases the amount of people on foot and in cars. Safe road and walkways are always a priority. Especially, since there are so many children in the area.
 - Ask direct questions - do you want a 11 story building built
 - attractive entrance into the community
 - Be bold and do what is best for the community.
 - Be decisive in whatever action you take. Too much credence is paid the loudest voices in UA, who are largely "not in my backyard" types who want zero change, nothing new, and simply loath anything they don't do. Many residents including myself would rather see a plan, execution, and delivery, warts and all. Projects of any kind are complicated, messy things. Nothing can be perfect and nothing will please everyone. Attempts to make everyone happy, bowing to the loudest voices has resulted so many times in NOTHING happening. NOTHING changing. UA is a nice place to live, but you'd have hard time convincing someone just driving through of that.

- Because Zollinger/Akerman do not cut through, Lane is the primary thoroughfare to OSU. Traffic must not be impeded. I was already unhappy when the lanes were reduced and traffic slowed last time. Don't continue this.
- Before you raze/replace existing buildings consider how useful they are
- best of luck
- Best wishes and hope you do a good job!
- Better acknowledgement of the traffic and neighborhoods. BZAP approves just about anything without regard to the surrounding area.
- Better communication with residents. Of course old and new will differ but it shouldn't be a war zone
- Better crosswalks across Lane avenue
- better, wider sidewalks
- Bikes
- Biking lanes to OSU campus and Olentangy trail
- Bollards to keep traffic from running onto sidewalks
- Bring back easy living
- Bring in more tax money - we already pay too much.
- Buy adjoining land from OSU and expand city limits as much as possible as soon as possible.
- Can Lazarus building be next on planning study agenda?
- City council members and the zoning commission must respect the residents of the area who ought to have a voice in the development of their community. Please pay attention to the lives of the people already living on the streets off of Lane Avenue. If I lived there, I would be worried about my property, my children and the future.
- Concentrate on traffic flow and parking. With the Ohio climate there are many more cars for the majority of the year than bicycles.
- Concern about speeding around lane avenue and neighborhoods south of lane while drivers try to avoid lane ave. So many pedestrians and children out in our area and the speeding is awful
- Concerned about increased auto traffic, and the safety of pedestrians and bikers.
- Concerned that the current level of building is too much and it will add to traffic issues and delays. Too much traffic to only have one lane.
- Connection/transition between residential and mixed-use areas of lane ave will be important. Continue access and welcoming look all the way between Riverside Drive and Kenny Road
- Consider a pedestrian bridge or tunnel across Lane to facilitate safer travel.
- Consider doing your next study on the Riverside/Fishinger Golden Bear Center redux. That's going to have a huge impact for a large majority of UA in River Ridge and surrounding neighborhoods.
- Consider permit parking on residential streets IF starts to become a problem. This could be a major issue with OSU West Campus development.
- Consider putting more effort into Kingsdale (mini-Easton) where there is some space and major traffic corridors.
- consider the traffic congestion that will increase in this area for motorists trying to get to and from work
- Continue your good work.
- Create a corridor people want to come to, walk around in, and can experience restaurants and other local businesses they won't be able to find anywhere else. Avoid the short term allure of big chains. It won't last.
- Create a pedestrian friendly space.
- Crossing Lane in front of WF is dangerous - cars turning out of WF almost never acknowledge a pedestrian in the cross walk. The cross light at Brandon takes FOREVER to change, encouraging people to jaywalk.
- Current presentations are becoming very invasive to the UA citizen.
- Current street parking is unsafe for pedestrians and cyclists and people coming and going from businesses on the north side of Lane Avenue
- develop the backside of the mall

Community Engagement - Round One

- Developers' pie in the sky, self-enriching plans, elected officials' pandering to campaign donors, and city employees' resume building should not be allowed to masquerade as "doing what is in the best interest of the greater community."
- Ditto
- Do not build a bunch of tall (4-6 story buildings) were not Dublin and this won't fit the UA community.
- Do not get caught up in traffic initiatives, narrowing the road, adding bike lanes on the road that reduce lanes. Just because you can get a grant that funds a project doesn't mean it's a good idea.
- Do not indorse the Gateway plan/ too much increased traffic on North Star Rd. Would like to see the area remain a neighborhood vs more commercial use!
- Do NOT let money talk! Please keep the integrity of Upper Arlington.
- Do not make a connector from North Star or Zollinger to Kenny
- Do not restrict traffic further.
- Do not tear down any more houses. So sad that perfectly good houses must go and change the character of Arlington.
- Do not want Lane Avenue to become a Morse Road with 4 lanes of traffic
- Don't make it worse.
- Don't want too many large buildings. Want a small town feel. Not corporate.
- Don't allow "nay say'ers" to stop careful planning.
- Don't allow the buildings to be any taller than 5 stories, no more banks, use the building near the coffee shop for a cute shop or restaurant.
- Don't be swayed by corporate promises and money. Remember your residents' opinions and needs.
- Don't build higher than 3 stories.
- Don't build too high!! There are a lot of pedestrians and bikers on North Star and not enough places to safely cross other than Guilford somewhat safely
- Don't cater to people who are not residents of UA. Don't try to keep up with the Dubliners! I'd suggest capping all height at 3 stories or preferably less.
- Don't crowd so much in just to make money for the city.
- Don't get hung up with Lane Ave planning and neglect affordable housing,. all students needs addressed and how we, as a most affluent burg, should figure out how our community can keep others needs in mind and work to include others. (And, while planning for UA occurs, please do something to vastly improve the senior center NOW.. If a community center were to come into fruition then the improved senior center could be absorbed.)
- Don't give in to developers crying about extra height or parcel size etc. If they want to develop a parcel bad enough they will without the City giving in. It has been to easy for them so far.
- Don't let Kroger purchase or fund anything!
- Don't make it look like every development going up around central Ohio and the country right now. Also, none of the outdoor dining options were really great. A bigger space that is enclosed is perfect - the one shown was extremely narrow so I marked "no".
- don't want just empty buildings that aren't inviting.
- Easy pedestrian and bicycle access to campus from Lane avenue would be great. More important would be to have dedicated bike lanes, not just on Lane Ave, but branching off Lane Ave at NorthStar and Northwest. We do not need a park or public gathering place there. We have plenty in UA and neighboring OSU. Some density on this corridor would be great.
- Easy with all the condos and apartments. I like the idea of UA being a bedroom community with some restaurants and shops for the locals.
- Efficient traffic in the morning and 4-6p. Then it should be slower and pedestrian friendly
- Efficient bus service in UA could reduce car clutter.
- emergency police call boxes would be a good addition

- Encourage listening in two directions - so that the community is heard and that the community understands the thought behind the plans.
- Encourage local businesses through incentive financing and tax credits. Develop a city park between Northwest and Northstar. The city did not negotiate well with the developers to date.
- Ensure the easy flow of traffic
- Ensure there is plenty of parking, our street for sure! Eliminate the current on street parking on Lane Avenue which defeats the purpose of adding lanes there.
- Excited about lane avenue future. We often think it would be nice to place the parking in the rear of the mall to move to mall up to the street front, but realize this would be very expensive and timely.
- Excited to see what the future holds for UA.
- Existing hotel is an eyesore. Should have been built further back from the street. Too bad this committee wasn't formed sooner.
- Explore innovative modern concepts!
- Avoid previous mistakes of outdated planning and design vision that became "dated" and stale upon completion.
- Figure it out with resident input and don't issue variances to get around height restrictions. Don't turn Lane Ave into Henderson Road.
- find a place for a community center
- Find room for a recreation center - somewhere! We're in desperate need :) Thank you for your efforts!!!
- Focus on tax revenue and commercial growth has not made our streets or neighborhoods safer.
- For cars, the intersection at Lane and Whole Foods is awkward, tight, dangerous. Don't do that again!
- For future projects, let's look at shorter buildings along the street, possibly slightly higher in the background. The street is not wide to start and widening now is going to be difficult. Thus the narrow streetscape feels like the buildings are cowering over top of you, which is less welcoming.
- For me, Lane Ave is no longer a corridor to get to/from the highway or campus. It is a destination. I do my best to avoid it.
- Forget about any additional planning on Lane Avenue & lets focus on the deadbeats that bought the Macys parcel & have done zero! Thank you.
- Forgot to add offices to the mix in question 23.
- Formerly I lived in that area. I am soooo glad that I moved out of this area due to congestion! I consider the Kingsdale Center area as more centralized to all of UA.
- Full speed ahead
- Get rid of on street parking on Lane Ave.
- Get rid of right lane parking! That is ridiculous.
- Get rid of that ugly house for the insurance agent on the corner
- Getting out of lane avenue shopping area entrance nearest northwest blvd can be tricky due to the hairpin turn out of the parking lot.
- Glad to see the effort to bring a strategic viewpoint to future development.
- Go for exclusive, discreet and upmarket. UA is not the Brewery District.
- Go Wolverines!
- Good luck
- Good luck!
- Good luck. You will need it. Upper Arlington is and always has been dominated by an implicit segregation and NIMBY mentality.
- Good parking like Dublin has.
- Grandview ave, main st in bexley
- Green space is really missing in this area.
- Handicap access
- happy to help! let me know if you have any committee openings :)
- Has a nice mix and feel already. Please keep it that way.
- Have better restaurants and activities that span all ages

- help with traffic and parking. we don't want traffic to become a nightmare
- Hide parking lot at Lane Ave. shopping Center
- High end local eateries and bars are a nice complement to the area. Probably need to be sure buildings are multi story to maximize land use. Lane Ave shopping and Kingsdale probably should have been multi level
- Hope that new developments bring in taxes for our schools.
- How often are the people doing the study walking, running, riding bikes, or spending time there? Try it and figure some of this stuff out yourselves.
- How will residents know what the plans look like?
- I am a 17 year resident and think Lane Ave charm has been lost by greedy developers and city who sold out for supposed tax revenue.
- I am amazed at how much has taken place there in a short time. How much more it can be is hard to vision for me.
- I am concerned about the increased traffic, especially at Lane and Northstar.
- I am excited about development of the Lane Avenue corridor.
- I am generally in favor of continued development along the entire lane corridor (North Star to Northwest)
- I am looking forward to the continued development of Lane Avenue
- I am new to Upper Arlington. I love what I see happening all around Columbus and I would love to see Upper Arlington be a part of the new growth happening all around.
- I am opposed to high-rise buildings (above 5-6 stories. I think they make for a closed-in feeling and do change the character of our community in an unsightly and impersonal way.
- I am tired of negotiating orange barrels and traffic lights, and I am sad to see UA slide from the nice family-centric/residential community to an urban/hip/bistro short-north-like zone where anything goes. I do not see current plans, as I understand them, for the Lane Ave corridor as positive
- I appreciate the effort. Change is hard and there will always be people that are unhappy. But UA needs to take some lessons from Dublin

and Westerville and understand that if UA is to retain its reputation it has to move forward and be more longterm thinking. For example, redoing complete roads without expending funds to bury utilities in the name of "savings" is incredibly short-sighted. We will end up being indistinguishable from Columbus.

- I appreciate the thought that went into the survey!
- I appreciate you doing this. Long time coming!
- I ask those entrusted with making the decisions for the corridor, and especially those who might live deeper into UA where they are buffered from all the development, to make decisions as if it was your own neighborhood and backyard. Thank you for the opportunity to give our input with this survey!
- I consider the Graeter's/La Chatelaine area a much better model to follow for outdoor dining design than any of the claustrophobic right-up-against-the-sidewalk no-visible-green-space displays shown in this survey.
- I did not understand the parking choices in Q 12. The idea of making Lane Ave a 'downtown area' was not on my radar. I think of UA as having different retail pockets like Kingsdale, Lane Ave, 33/Fishinger, etc.
- I do like outdoor seating however, when you sit outside at Wine Bistro there are so many trucks going by that it is extremely loud and hard to have conversations. I would love outdoor seating that is somewhat more quiet.
- I do not want lane ave to become the "downtown" I feel the five points/kings dale is better suited for that.
- I don't care for outdoor seating, try rooftop seating
- I don't know how we can avoid zero lot line structures but having a nice setback... think Paris France !
- I don't think buildings should be much taller than they are now - maybe 1 or 2 stories at the most.
- If you have some green space or gathering space, fountains always are aesthetically pleasing.
- I don't trust that you actually listen to citizens. I think it comes down to

the almighty dollar.

- I don't know how UA city council was able to get the new hotel/buildings approved but I disagree with the decision. The restaurants in the area are generally bad and the hotels are for non-residents. How does this area benefit UA residents? I don't think it does in its current state or in the state that the current council is proposing. The traffic flow is horrible in the Lane Ave shops. Why in the world is Whole Foods cut off from the shops? Stupid! The parking is also dangerous because the spots are too close together. There isn't a single shop that I would use on a regular basis. Why not develop the back of Lane Ave shops instead of across the street?
- I don't think so
- I don't trust it or any other "study" brokered by the city.
- I doubt it will make much of a difference.
- I find many of the above questions practically useless. "This or that" not very good choices. Parking question - only give options you want to hear. Of course there are going to be parking problems. There already are. The traffic flow with one lane closed for part of the day is dangerous. On street parking impedes traffic when allowed. Dangerous to get out of cars with lanes so tight. At this rate, Lane Ave will be a place to avoid rather than a destination.
- I found some of the questions in this survey rather leading. And some of them did not give any options that applied to me. For instance, I said I rarely bike on Lane Avenue, but the true answer is that I Never bike there.
- I have lived here all my life. I am a single dad with both my children full time. I love the safety and security of UA. I have always wanted to steal the downtown location in Delaware and place it on Lane Ave.
- I heard that citizens were not allowed to speak publicly at the Lane Ave public meeting that took place in the Co-op. People were only allowed to stick stickers on poster boards as if they were in kindergarten. UA citizens paid for the meeting and for all the salaries of the public officials that attended but the public officials could not be bothered to actually hear the residents concerns. The fact that the city will not have true public meetings shows that the city has an agenda that you are determined to push through

at all costs, but perhaps more importantly, it shows the city knows full well that its agenda and vision is unpopular with the residents.

- I honestly wish you'd leave well enough ALONE ! what your planning is going to be a traffic and congestion nightmare and not enhance UA one bit.
- I hope and trust the city is coordinating with OSU on their plans to continue developing the technology corridor. For example, if they are planning on extending the drive behind Edison Welding all the way to North Star, this should be strenuously opposed. I am for development, but not at the expense of additional traffic in our neighborhoods.
- I hope that you get this one right!
- I hope the city actually listens to what residents say. They have one opportunity to develop this land.
- I hope there will NOT be bike lanes on such a busy street. i consider them dangerous for busy streets. the ones put in on Tremont are ridiculous. i live at Arlington Crossing and can assure you there are not many bicyclists who use those lanes in street. Kids especially still ride on sidewalk and must be afraid to be in a busy street. Too bad the wide mix-use sidewalk for pedestrians and bikes were not installed on one side of street. I had suggested that this idea be continued as it is near Tremont School but not to be.
- I hope this survey will also reach people who are not internet savvy, and that the opinions expressed will have an impact.
- I know that we have to be sensitive about existing residential homes, but the reality is that much of the redevelopment that needs to occur to make this UA's Main Street needs to encompass additional areas of depth in order to facilitate a more dense development that has adequate parking. Its not reasonable to think that boundaries or zoning can never change.
- I like having the opportunity to share ideas via this survey.
- I like most of the improvements so far. The bump outs on perpendicular roads look bad, but the buildings and the pedestrian friendly concept is good. I wonder if Lane could be widened with streetscape and parking in the middle of Lane.

Community Engagement - Round One

- I like the changes that have taken place on Lane Ave in the past 10 years
- I like the growth so far, keep up the good work.
- I like what has been done with the hotel and Hudson 29. Excited for the next phase and then the gateway
- I like what's done so far but you have overwhelmed the infrastructure
- I live near lane and am very worried about transient people and traffic! Enough apartment and hotels our kids live here!
- I live on Lane Ave and walk to the shopping center all the time. Wish there were more cute local shops and it was closer to the street. I also wish the west bound lane didn't have parking.
- I live on northstar rd and speeding and traffic are a big issue. I am concerned with the lane ave development is going to do to northstar rd. We have small children and the side walk is very close to the road.
- I live very close by and am looking forward to the updates!
- I live very near and am happy to see new development
- I much prefer the look of small town over urban/downtown city.
- I personally think there is too much growth going on for the current infrastructure.
- I realize budget has a lot to do with it, but I look at recent renovations to Bexley and I see a lot to be emulated by Upper Arlington. New construction reflects real materials used throughout the nearby residential neighborhoods. Great places to eat and an overall urban, pedestrian feel.
- I realize we are landlocked and new tax dollars are hard to come by. However, current proposals for Lane will create traffic problems that will significantly decrease the quality of life for those of us who use Lane Ave on a daily basis
- I really disliked only 3 choices to answer the questions. You really aren't getting a clear picture when your options are extreme and moderately like/unlike
- I really love that UA is doing the study and hope that the decision-makers in this process are able to establish and maintain a vision for the future of UA. Too often, the loudest voices (who are usually against progress, improvements, and change), are the only ones that come out and voice their thoughts. I'm participating in this survey so that you can hear from a resident (I literally live on W Lane Ave) that wants to see this area enhanced and changed into an entertainment corridor. I'm 34 years old and look forward to being a part of the UA community for decades to come. Developing Lane Avenue into something more than it is today is one way to ensure that me and my peers desire to be in the UA community.
- I really would like it if the plan fully recognizes the need to incorporate the regional planning needs and goals as well as those of the local community. We need to help with the broader needs of the Columbus area. We are too focused on ourselves.
- I seriously hope the neighborhoods closest to Lane will not be forced to conduct another successful referendum.
- I sure hope this becomes a great place to go to because currently it is not good.
- I think buildings/structures no taller than four stories would be most appealing.
- I think I've provided enough insight in my previous responses.
- I think it is a very good idea.
- I think it is great we are taking this step. This will be the missing link for Upper Arlington
- I think it's great and I encourage the advisory committee to push the limits to ensure the most effective and optimal use of this vital corridor here in UA.
- I think I've said it all.
- I think not allowing too many apartment and condo buildings would be ideal. My biggest worry is that UA will turn into Grandview. Grandview Heights is not a fun place to drive in anymore. This is due to too many apartment buildings and structures. This has created more congestion, stress, and headache. It is difficult to turn left onto 5th or 3rd avenue, for example. Let's be proactive and not let this situation happen in Upper

Arlington! I think residents will be very happy if less congestion was our city's priority.

- I think that the planners should identify and include all types of stakeholders.
- I think the aspect of dealing with traffic and parking is important. I want to be able to come and go easily in the area.
- I think the new approach of engaging the community is amazing. To the extent that this engagement would have taken place from the beginning of the development process it would have been a much smoother process. I am excited to see future development in the area being that I think it brings great value to the community, jobs in the area and much needed city revenue. It also makes UA more competitive to attract future residents when compared to what other communities are doing (Dublin, Powell, Westerville, Worthington, Grandview, Downtown areas, etc.).
- I think the plan is well in hand and is progressing well. There remains the one issue of many yet to be discussed and of course that's the speed and volume of traffic already racing to River Road via Lane Avenue. I am personally looking forward to that amicable mitigation that has been mentioned and apparently is in process.
- I think there has been a total lack of concern for the neighborhood. I have lived here for over 30 years. The stupid bump outs and mini circle that we have on our streets are a joke. You make it hard for emergency vehicles and the snow plows. Why don't you develop the Kingsdale area and Henderson road where CompuServe was located?
- I think we have enough animal hospitals .
- I think we should spend more time and resources on the space now occupied by the old Macy's store, which looks like a war zone, rather than old an area that already is thriving!
- I think what we have is great and if do similar will just be better
- I thought I'd die in my house. If I'm not out by 5yrs, I'll probably be hit by a car on Lane
- I understand that the corridor is an important east/west vehicle pathway,

but adding one or two additional crosswalks would greatly reduce the number of unsafe

- I want to be able to stay in Ua and spend my money here.
- I will miss Half Priced Books desperately.
- I will spend my time and money in areas that have distinct culture, quality offerings, and inclusive environments.
- I wish I had been able to make the coffee meeting - I was traveling for work that week. thank for the survey - and I hope there are more coffee talks in the future.
- I wish I would have chosen Opportunities for art and art gallery
- I would hate to be one of the nearby property owners that has been negatively impacted by the growth of the corridor.
- I would hope that retailers and restaurants would have a say to ensure that these amenities exist for the benefit of the citizens and act as a draw to "outsiders" and tourists. Easton is a destination...why can't UA Lane Ave, be one as well.
- I would like an art center where I can have a studio and teach classes.
- I would like to attend meetings but could not schedule the previous ones. Improve the traffic flow in the center and on the streets. Perhaps build in the back of the center and if necessary add more parking or a garage.
- I would like to see an outdoor community space with a community building for seasonal arts/craft shows, small performances, summer farmer's markets, classes, etc. Also, the space at 5-corners. Will that also be addressed soon? What an eyesore that has become!
- I would like to see greater racial and economic diversity in upper arlington
- I would like to see more arts and craft areas.
- I would like to see the development of our community to take into consideration the reasons why the majority of its citizens choose to live here.
- I would like to see these new buildings to be primarily composed of stone, brick and slate. These timeless materials age well, reflect the character of

the area and invoke pride in the community

- I would love an update on the project happening between N Star and Starbucks
- I would love it if it was a comfortable place to walk around. Unfortunately Lane ave is busy and there isn't a lot of space, but having a little separation between sidewalk/outdoor dining and street would make it feel like a place you would want to walk with your family.
- I would opportunity for rec center instead of hotel or apartment. Maybe a multi level building to serve indoor recreational facilities (pool, exercise, community classes, etc)
- I'm all for redevelopment in UA.
- I'm sad we have some residents being resistant and wish people understood we cannot have the UA of 50 years ago and realistically thrive. Change is a good thing and people need to stop being so resistant to change (especially change that enhances our town).
- I'm concerned about the mix of stores going in at the Lane Avenue shopping. More and more companies are getting squeezed out as the rents are going up.
- I'm confused how this study fits into the earlier designation of the area as an entertainment corridor. Is this further defining the concept or a new start?
- I'd love to see eco friendly construction like rooftop gardens and places to charge electric cars
- I'd prefer just to be able to get to the whole foods and back to my house in river ridge in under 30 minutes...
- If street parking is to be allowed, provide center turn lane and smooth traffic light patterns.
- If the goal is to attract more business then I hope the expectation is that they pay their fair share in taxes. UA is becoming a less accessible community due to high property taxes and sky rocketing housing prices.
- If you slow traffic down too much so there are long lines, i will avoid it; i won't shop or eat there if traffic is a mess. Also the current Shops on Lane parking lot exit at the light does not work well. There need to be 2 exit lanes. it gets bottled & i avoid it at December shopping.
- I'm a Columbus resident who regularly visits the Lane Avenue area for shopping and eating. I really don't like what has been happening recently. It's hard to find parking spaces and the road noise if you want to sit outside at one of the restaurants is overwhelming. And you are apparently planning to add to the mess. Please reconsider!
- I'm concerned about the aesthetic quality of the architecture on Lane. It seems generic, and feels "cheap." (For example, if looking at pix of the new buildings, the area could be Dublin, University Area, Easton... nothing distinctive.) How can we up the expectations for locating on a main thoroughfare in UA?
- I'm happy that the study is being conducted. It makes me hopeful a focus on our infrastructure and entertainment (shops, restaurants, bars, parks) is being taken seriously. I just hope it does not take too long so that I can enjoy Lave Ave. with my kids before they're out of the house.
- I'm NOT a fan of all the high rise buildings.
- I'm supportive of development however, please be reasonable with what is allowed. Pls don't infringe on the neighborhoods. If you decrease traffic flow, all traffic will divert thru neighborhoods. Also, concerned about density of proposed developments...how can it support traffic and parking. The 9-story proposed development is way too tall. It doesn't fit character of the neighborhood and will create too much traffic. It doesn't fit. Worried that Lane Ave development will encroach too much on the surrounding neighborhoods. And please, don't slow down the traffic on Lane Ave. It's already a pain!!! It takes me longer to get down Lane Ave than to get to a destination using 315!!
- I'm wondering why in the world this wasn't done BEFORE all the development Council has allowed?? To me this all seems too little, too late.
- Important to remember that OSU can basically do whatever they want just to the east of us!
- Improve the Lane Avenue shopping district while still keeping it affordable for everyone! Not looking for super high-end restaurants.

- improve the traffic
- Improved parking.
- In earlier Lane Avenue buildings you insisted office space was needed but then you had to pay tenants to move in. What this city really has is a spending problem. All this development is not necessary for this to be a great community.
- In past years, the city council and city officials have run rough shod over residents in the area. Shamefully so, even to the point of dishonest manipulation.
- Is there any plan in place to deal with increased traffic in streets just to north and south of Lane Avenue? Installation of speed bumps etc?
- Is underground parking a possibility? There is not enough parking currently and building isn't done yet.
- It appears that you want to make lane avenue something it is not. Like your trying to put 10 pounds into a 5 pound bag. The new city manager would sell his mother if he could package it as a development DEAL.
- It can't be all restaurants, we need doctors offices, retail shops and other options too. Please don't allow restaurants to block off the sidewalks with structured seating that is used only a few hours a day, a few days a week during a few months of the year, but blocks the sidewalk from use 24/7/365.
- It is important to continue to expand businesses along the lane avenue corridor, but implement pedestrian and bike friendly areas to keep in line with needed green initiatives
- It is not safe to ride bikes in the Lane Avenue area currently. It is not safe to travel to OSU by foot or bike along Lane Ave.
- It is sad and a bit foolish to replace the charm of UA by replicating another community. Bexley has a thoroughfare- it would make more sense to rezone all the homes on Lane Ave to achieve that. Is that the plan? Or is the plan to encroach on the smaller homes first, like Westmont? Kids are growing up on those streets. They walk to school on those streets. We don't need the giant houses on Lane Ave. - that's a lot of land for businesses!
- It is the core of the experience people visiting Columbus - typically because of Ohio State - will have of Columbus. The experience should make them want to live here. Not an entertainment Disneyland - a place to live. I recommend a central fountain - ala Rome/Paris etc.
- It is the only major through way in the area, if you put a bunch of slow moving traffic on Lane Ave you will force more traffic into the neighborhoods which will cause all sorts of other problems
- It must be beautiful and artistic and avoid the corporate greed of overcrowding for profit. The best streets in UA are the ones with the old trees. You want people to love the area, not loathe it.
- It should have been done a long time ago. In many ways, it is too late. The damage has been done.
- It won't do any good if you don't listen to your residents. Places will go out of business, and you'll be left with empty eyesores of buildings.
- It would be best to have sidewalks which connect side streets to Lane Ave.
- It would be great if possible to plan for alternate thru routes that could handle more traffic.
- It would be great if there would be another efficient path for traffic to and from 315 and south of lane other than lane ave
- It would be nice if some semblance of Lane Ave. shopping center is maintained while adding revitalizing the area.
- It would be nice to have a mini Columbus commons type area in the middle with outdoor seating and pet friendly for a gathering place
- It's going to enhance our community once completed
- It's only fair if the plans follow UA building permits (structure height, signage, etc.).
- Just that biking down Lane Ave feels dangerous and there are very few bike racks.
- Just to reiterate that sidewalks need to be in convenient places. People will not walk a quarter my mile out of the way for a sidewalk. It needs to be a priority.

Community Engagement - Round One

- Keep beautification high on the list.
- Keep it fresh and innovative. Think outside cute mainstreet. Avoid Short North 2.0.
- Keep it pretty; classic UA architecture. Stone, stucco, lush landscaping
- Keep it warm & cozy. A place to go when the weather doesn't permit outdoor entertainment. Loved when Lane Ave Shopping Center was closed in. Spent many nights there with kids & friends, eating, shopping & walking.
- Keep it within the scale and architecture of our community.
- Keep looking for community feedback
- Keep residents informed
- Keep the development off the side streets!!!
- Keep the flow of traffic on lane avenue!
- keep the parking lots freshly paved and no pot holes.
- Keep the small town charm
- Keep up the good work
- Keep up the good work. Connecting Zollinger and Ackerman should probably be looked at again, as well. It would help overall traffic flow in this part of UA.
- Keep up with the changes. I live in the area and really enjoy what is being done to make the corridor more pedestrian friendly
- Kingsdale is the center of Arlington. Good parking. No community center unless funded by bonds.
- Kingsdale is the heart of the city
- Kudos to you for starting this.
- Lane Ave will never stop being a major thoroughfare for people traveling to OSU and SR 315. Work with that assumption in mind and don't try to make it overly pedestrian friendly. Otherwise you will force traffic onto secondary streets not equipped for it.
- Lane Ave does not need to be a mini downtown Columbus or another Grandview Yard. Grandview has improved Grandview Ave without sacrificing the "small town" vibe and mom and pop shops and without chasing out neighboring residents. With all the new development, it seems as though UA is no longer interested in being a comfortable community. My perception is that greed and spending is the priority.
- Lane Ave is a critical corridor and therefore needs to be intentional and have high standards. Make developers and property owners play by the rules we want for this area of the city
- Lane Ave is too busy for bikes now let alone with more development.
- Lane ave is unique area. I don't want to see it turn into Dublin or cookie cutter. Find some way to keep the Half Price Book store and other quirky stores.
- Lane Avenue is a through street from 315. With the changing of lanes from one to two lanes at various places, it is hard to navigate
- Lane avenue is a through way for a great many people who are heading to Ohio State. Stop using idiotic European ideas on traffic and create useful drivable roads that efficiently get people to where they want to go. We are America not China, I don't want bikes slowly waddling down the street swerving through traffic causing accidents / irritation.
- Lane Avenue needs a protected or semi-protected bike lane connecting Upper Arlington to the Olentangy Trail. The stroadification of UA should be de-incentivized
- Lane is very dull and dry and needs to be modernized
- leave it alone
- Less is more. We can ALWAYS add more but removal of anything in place is difficult at best. UA has been great in large part because they haven't fallen for the trendy things other communities are doing. Drawing people to our community always has unintended consequences - crime.
- Less residential more business office focused. Taxes to the city from those businesses. Think fwd to other blogs that need removed and how that will fit into the overall plan (AOTA to left of Huntington bank and the new animal vet offices.

- Let this area breath. Take some time to see the impact.
- Let's get some apartments in. Go vertical.
- Let's do it!
- let's not develop with dollar signs in our eyes, get seduced, and then have the spot turn into an abandoned slum after a few years. intelligent development incorporates not just business, but also community resources including non profits, libraries, and integrates history of place. Think of Boston's Freedom Trail. When you integrate a sense and history of place, you draw tourists. If we try to look like every other hip spot, we may get a city with millionaires eating in the fancy restaurants while homeless look for bathrooms next to the \$\$ restaurants. (Anyone visited San Francisco lately?)
- Like that Lane Ave shopping Center has continued to reinvent itself.
- Like the ideas presented and getting feedback from residents. This survey could have used some help...
- Listen to residents of the immediate area and actually respect their opinions and feedback. Limit encroachment into surrounding neighborhoods and provide more significant buffers for those neighborhoods to remain safe and peaceful.
- Listen to what the neighbors are saying about the negative impact of dense development on the quality of life of the neighbors & how what has already been approved is making Lane Avenue a place to avoid.
- Local residents must have safe access to lane..as it is many adjacent streets are being blocked off or traffic light timing makes getting to lane impossible (light at Chester). also need better bus and Uber access.
- Look to Europe for examples and not Grandview or Dublin
- Looks nice
- love all the work you have done already
- Love the area would like more dining options! Love to bike to the area, but is hard with kids with current layout.
- Love the fact you are planning, but there are methodological problems

with this survey. Demographics of person filling out the survey, for example.

- love the increase in restaurants. It does not need a park right in middle or whatever community space means. Graeters does that, and the UA parks do that. Just focus on businesses and shops and restaurants and fun restaurants. Thanks for tearing down all the eyesore buildings.
- Make it 4 lanes all the way down!
- make it a destination, where residents can come and spend an entire 1/2 day there, like Easton, Bridge Street, downtown Grandview, etc.
- Make it accessible to walkers
- Make it beautiful!
- Make it more pedestrian safe
- make it nice and usable, but don't raise tax!!!!
- Make it so All residents can walk or ride bikes safely.
- Make it sustainable.
- Make outdoor restaurant seating dog friendly.
- Make sure there's enough parking and don't obstruct traffic down lane to 315..maybe there shouldn't be street parking ever since there's always someone who can't read who parks during restricted hours and blocks traffic. Make sure all lights are sensed properly
- Make sure you are talking to the people who live near there.
- Make surveys like this more widely available to UA residents.
- Making Lane Avenue and connecting area, for those living south and north of Lane Avenue
- maybe consider connections to university, short north, arena district by some sort of public transportation... inclusive rather than exclusive
- Minimize pedestrian-vehicle conflicts, like already abound on Lane avenue (e.g., the driveway from Whole Foods to Beaumont Avenue), the scarcity of protected or lighted crosswalks. Prioritize pedestrian safety and convenience over vehicular convenience

Community Engagement - Round One

- Mixed development to date has enhanced our quality of life.
- Mixing shopping, dining and residential units is important to create a lively area
- Mo
- More cats please
- More crosswalks so people (including UAHS students) can safely cross Lane. Allowing street parking with certain time exceptions (currently 4-6PM) is very confusing and nobody monitors it.
- More outdoor eating space, more walking space, more biking space are only beneficial for half the year. The juice is not worth the squeeze.
- More residential housing will cause traffic nightmares to and already crazy route to get to 315
- More restaurants. ;)
- Most important is a continuous sidewalk to the stadium. That would do wonders. Declare the State Farm office a public nuisance and tear it down. Consider a shuttle from NW Blvd to High St or the Schott.
- Most important is to keep it safe. If people come in and make it feel unsafe people will stop coming. There was an incident a couple of years ago where someone was killed outside a lane ave business. That has to be prevented at all cost. People who aren't there as a customer shouldn't be allowed to hang around
- Music control of any outdoor seating areas
- My concerns about walking along Lane specifically relate to the Tremont to Northwest section where the cars drive too fast and the sidewalk is too close to the road...not so much in the corridor where you're contemplating development.
- My daughter is requesting a gymnastics studio on Lane Avenue
- My family and I live only three blocks from Lane, and we hope the additional buildings, increase in traffic, etc. do not become too loud and getting in and out of our neighborhood doesn't become a safety NIGHTMARE!!
- My greatest concern would be minimizing traffic backups with the future residential housing being built.
- Needs to be more walkable
- Needs to be more walkable to be a destination. Like Easton
- neighborhoods on side streets seem to be suffering
- Never seen the plan.
- no -- you will do what you want regardless of my response
- No bump outs!! Those are horrible!! It's super important that people can DRIVE down lane avenue!!
- No but I appreciate receiving the survey.
- No change at lane and northstar.
- No high-rises! No more hotels -- we have MORE than enough! If you want to keep a bustling small town downtown feel, then keep the buildings within the already established zoning requirements and restrictions. PLEASE. If you must have a parking garage, keep it low profile and try to hide it. PLEASE.
- No high-rises.....we are losing the residential character of our community. Restrict apartments. Condo ownership affords parties to be invested in the community
- No large buildings
- No massive concrete structures
- No more apartment complexes. No large offices. No more larger restaurants.
- No more apartments!
- No more banks please ;)
- No more displacing houses.
- No more hotels
- No more huge buildings!
- No more on street parking!!!

- No more parking garages. No more buildings above 2 stories.
- No offense but isn't it too late to be taking a survey with all of the approvals that have been given on new projects?
- No sidewalk bump outs for God's sake - those are ridiculous. Please don't put trash receptacles without RECYCLING.
- No street parking. It impedes the flow of traffic.
- No tall buildings please
- No tall buildings, please. Remember that variety is good. We do not need one size or one style for all
- No thank you
- No thank you
- No thanks
- No Zollinger connector. Is not a solution to reducing auto traffic on Lane Ave. Encourage bike/pedestrian traffic. Family friendly stuff like actual sidewalks
- No, but I appreciate this opportunity to express my concerns.
- No, but I have some other city planning issues I would like to share.
- no, but thank you for asking
- No, thank you for survey.
- No. As mentioned, speeding pass-through traffic is Lane Avenue's primary problem. It could be a very pretty Street the welcomes people to the UA community if a few things were changed.
- None -- thanks!
- Nope. Thanks for getting community input!
- North Start is an awesome street
- Northstar to Northwest is a very short distance. Even at 25 mph, it can't take more than 90-120 seconds to traverse. You should calculate that and have that fact ready to share. Plus, a bit slower traffic means a few more seconds to know what's going on in the commercial spaces - what sales are happening, when is the new restaurant grand opening. We need a destination, not a pass through.
- not at this time
- Not at this time
- not at this time
- Not at this time
- Not at this time
- Not at this time
- Not at this time, but definitely as plans take shape another survey would be great!
- Not at this time.
- Not at this time.
- Not happy with the 10 story height gateway on North Star and lane
- Not Lane Ave. But would a movie theater be an idea for Kingsdale Shopping Center??? Plenty of parking. And settle the argument with Kroger's.
- Not now, before seeing the plans.
- Not really.
- Not sure if Lane ave is right location and understand this is a bigger issue but would still love to see UA Rec center or some type of large fitness (LifeTime Fitness) come to central UA. Something with indoor pool and basketball courts that can be used by community programs. Perhaps the stand alone property with the old house east of Pho and Subway) in that area. I love that Lane ave has Cycle Bar, Yoga Six and Barre 3 already but would like to see something the whole family can use together.
- Not that I can think of at this moment
- Nothing else.
- Nothing right now.
- On street parking already interferes with traffic flow near rush hours when someone does not move their car on time. It also adds to safety issues when people are trying to open car doors and traffic is coming. I suggest all

parking be off street. Leaving both lanes free for the increased traffic all the new businesses will be bringing.

- One lane of traffic is not the most convenient nor efficient
- Open and frequent communication
- OSU building in Lane requires more parking immediately. Employees park in neighborhoods as their daily parking.
- Our UA folks love the choices that are being created with the outstanding development planners.
- Parking lots should not be visible from the street.
- Parking, parking, parking! Traffic circulation is already a problem. Don't put your head in the sand and dream that people will walk. They won't.
- pedestrian safety is one concern, but also young biker safety, and they aren't exactly the same. Bike racks that are located in safe spots to get to from BOTH North and South of Lane would be great, then safe pedestrian walkways to places like Graeters, Lane Ave shops, etc. so kids don't ride bikes through parking lots. Push-button cross walks wherever possible.
- People love to eat outside but people don't like eating and breathing in exhaust fumes from the street. It would be great to move the outdoor eating areas behind or on the sides of buildings away from the traffic. Also it's awful sitting at night under a bright street light. Dim the street lights by restaurants.
- People travel the world for good architecture, NOT crap.
- Pet friendly
- Plan something unique and aesthetic that doesn't look like every other neighborhood in Columbus. UA should have its own characteristics/stores but that can't be achieved when you keep putting in hotels and junk chains that will only fail in a few years.
- Plan spring and fall music mini-concerts....perhaps an hour long.
- Please be aware of impact on surrounding neighborhoods. If Lane Avenue doesn't flow, then neighborhood streets are used as cut-throughs.
- Please be sure to minimize any negative traffic impacts on side streets.
- Please build aesthetically pleasing buildings that are consistent and architecturally pleasing as Hudson 29 did with parking and entrance from lot...more European looking. Update apartments on Lane Avenue and especially the ones along Northwest Blvd. They're so outdated and messy. I love little corridors with alley ways that have small restaurants, small being key word that may have few outdoor table and specialty shops like Union Street in San Francisco. Wonderful. I wish we could go back to the feel that was present in Kingsdale in 1980s and early 90's. That was a wonderful center and thriving with such a MIX of stores and restaurants. We need a gathering place for teens maybe like Pins Mechanical...ask our UA kids what they'd like to have. A rec center sure would be great!
- Please consider bike lanes!
- Please consider the adjacent streets and neighborhood and the resulting traffic impact the development presents. The streets south of Lane between North Star and Northwest are already used as cut-throughs and have safety concerns around speed and lack of sidewalks on all streets.
- Please consider the immediate surrounding streets. As the construction and new businesses continue to grow, there will be more cut-through traffic. College Hill Dr., for example, already has a cut-through problem. We would appreciate consideration for speed bumps, sidewalks, streetlights, or a combination of those. Thank you.
- Please continue to develop Lane Avenue as a mini retail and restaurant destination. Additional Hotel / Lodging would be ideal since we lack options for out of town guests
- Please continue to reach out and have good communication with the residents in the Lane Ave Planning Study area.
- Please create an area not only fiscally beneficial but one that is responsible and respectful of the history and desires of UA.
- Please do Not envision Lane Avenue becoming bigger and better than what Dublin is doing another suburbs let's keep it right for Upper Arlington and not try to outdo the other suburbs
- Please do not put in those awful street lights that are on McCoy. It ruins

the beauty of the night and crates unnecessary light pollution. And they are placed every 10 ft!!

- Please do not tear down anymore homes. You are hurting the neighborhood of those who live there.
- Please do this right and create a unique experience/look that enhances Upper Arlington.
- Please don't allow chain businesses to take all of the retail space!
- Please don't keep adding buildings before we know they will be inhabited. UA already has too many vacant buildings, such as the old Lazarus/Macy's building at Kingsdale
- Please don't install a huge round-about , like the ones' they have all installed all over Dublin !
- Please don't make buildings too tall. ~5 stories is the max that would look good in UA.
- Please dont short change the long run for immediate pops in revenue for the city. We shouldn't have to collect signatures to have concerns taken seriously when handing out variances. We want the area developed, but in a way that enhances the long term prospects of lane avenue itself, the surrounding neighbors, and UA as a whole
- Please ensure that the design does not impede the flow of cars, driving them onto our residential streets
- Please get rid of the State Farm house.
- Please give residents priority over developers.
- Please honor the neighborhoods around this construction. We seem to be very cliché with what we are doing.
- Please include safer sidewalks and crossing areas.
- Please keep in mind families who walk, bike, drive and commune there. We need to keep kids and safety foremost in mind.
- Please keep in mind that there is a reason that people find the buildings, and the layout, of the Mallway attractive. There is also a reason why most schools of Architecture have what the public considers the ugliest and most

non-functional buildings designed.

- Please keep us informed. Building new development and money are not the most important parts of a wonderful community ! People and safety should be the focus!
- Please know that the meeting at CoHatch was appreciated. The emergency passage of Gateway undercut trust with city and developers with those of us who live near Lane & North Star.
- Please learn from the neighbor's on Westmont. We came together to petition a terrible plan originally approved through Council. Our efforts resulted in changes that will benefit UA and the development on Lane.
- Please limit building heights to 4 floors.
- Please listen to the community
- Please listen. The parking on lane avenue serves very few people and is a hazard to drivers.
- Please make our UA a community that families will want come and gather!
- Please make sure Half Price Books is still on Lane Avenue - I know the building which it is currently located will be torn down eventually - but we should keep it! I really like the photo in this survey with the hanging signage - that would be a nice esthetic.
- Please make sure the space is user friendly for people of all abilities, from various cultural backgrounds and various socio economic backgrounds. It should not be only for the elite/rich community members.
- Please make sure you study the traffic. It's already bad, and traffic should not have to be diverted onto residential streets, because the City Council did not do due diligence on the planning. Lane Avenue is already becoming a congested mess with too many tall buildings and not enough thoughtful design.
- Please no sidewalk dining.
- Please no ugly buildings like the one planned for Lane and North Star.
- Please plan for the increased amount of traffic.
- Please please please do not forget accessibility. Too many time things

like pots, dining, crosswalks are created and never once is a wheelchair considered.

- Please please please don't build too high!!!
- Please reduce building height and don't build so close to the street. Lane Ave is beginning to feel like a canyon
- Please remember that people's homes are their most valuable asset, when you make variances, you dramatically change the variables with which someone purchased their home, many times decreasing its value. It sure seems that these high rises always go in backed up to the lowest value homes in UA, and that is a clear bias that the council needs to think hard about, the high rises are all north of Lane and on Tremont, but they certainly are not south of Lane, or near any of our most expensive homes. yet, the value drop associated will harm a lower income family much more,
- Please respect the residents in the neighborhood. Landscaping buffers that allow for year round attractiveness vs 2-3 months. Noise reduction and please do not gobble up the sun.
- Please stop "improvements" that infringe on established neighborhoods!! Stop allowing new builds from being so high!! Honor the 3 story limit already imposed on houses. Do not route traffic through nearby residential streets!!!
- Please stop at the current development project. We don't want constricted and congested traffic all the way to Riverside. This is the heart of the walkable residential area of UA. Maybe develop the actual downtown of UA to be more of a destination.
- Please think about the neighbors
- possibly incorporating a UA history exhibit. Including a comprehensive timeline of UA's development.
- Private money only. No more taxes!
- Projects should not be approved before appropriate traffic studies are completed.
- Prompt implementation of the Gateway Project
- Protect the neighborhoods like University Heights that are on the north

side of Lane. Huge developments are ruining what was once a lovely place to live. Who wants a parking garage next door?

- Put a hold on further development until we find out if all the new building is sustainable for families living nearby.
- Put in a Trader Joe's! Please!
- Question 12 flawed, Yes no questions should have undecided as response. Thanks
- Redevelopment is needed, but the Westmont fiasco has tainted confidence in the City Development office and City Council. The original plan to build a parking garage on a residential street was entirely inappropriate.
- Remember the needs of those who are passing through, and not stopping to shop or eat.
- Remove the 11 story monstrosity and allow something that is more appropriate for the area. (4 story buildings are the largest throughout the rest of UA. Don't kill Lane Ave traffic with an 11 story building.
- Respect the neighborhood around Lane Avenue.
- Resurface the street!
- RIGHT NOW THE AREA JUST EAST OF UA ALONG LANE AVENUE IS A TRAFFIC HAZARD. GETTING IN AND OUT OF THE SHOPPING AREAS BETWEEN NORTH STAR AND KENNY ISN'T SAFE FOR DRIVERS OR PEDESTRIANS. THE SPACE WEST BETWEEN NORTH STAR AND NORTHWEST IS POORLY PLANNED AND EXECUTED. STREET PARKING IS A HAZARD BECAUSE THE ROAD ISN'T WIDE ENOUGH AND OLD THINKING HAS CARS CRUISING THROUGH THE AREA AT 35MPH. LANE AVENUE IS STILL A MAJOR THOROUGHFARE FOR PEOPLE BETWEEN 33 AND OSU WHICH MEANS SOMETHING HAS TO BE IN PLACE SO THIS CAN CONTINUE WHILE ALSO MAKING IT SAFE FOR PEDESTRIANS. PLEASE STOP NOW IF THE IDEA IS TO MAKE THIS LIKE AN EASTON OR DUBLIN DEVELOPMENT. WE DON'T LIVE IN UA TO HAVE SOMETHING LIKE THAT HERE. THOSE ARE TRAFFIC

NIGHTMARES. KINGSDALE SHOULD BE PART OF THIS EQUATION. THERE IS PLENTY OF PARKING SPACE IN THE DYING MACY'S AREA YET LANE AVENUE HAS TERRIBLE PARKING OPTIONS.

- Rock on dudes!
- S
- safer bikeways - something to slow the traffic down
- see 24
- See above.
- See my response to #23.
- Seems like it should have been done a long time ago before the three massive development projects were approved.
- slow down the traffic and increase the pedestrian and walkable traffic. A casual gathering places open and welcoming for a diverse population
- Slow down. Don't be so income oriented!
- Slow the road down, bring back or establish a quaint charming , pedestrian friendly destination town
- So excited to see the city taking this seriously.
- So far it has turned out better than I had anticipated.
- So happy after 25 years Arlington is embarking on a great project like the Dublin area has invested in for their community!
- So I live on Berkshire Road (south of Lane Avenue). I do not want Berkshire to be a street that people drive on to avoid traffic on Lane Avenue. We recently put in sidewalks as a safer alternative for kids, but locals use Berkshire frequently to avoid Lane Avenue. I do not want this traffic flow to increase on Berkshire as a result of Lane Avenue's expansion.
- Sooner the better! With a development company that can deliver a project on time so the residents don't have to live through continuous construction.
- Sorry to have missed the recent community pop-ups!
- Sports. Ymca
- Start over....what is there now and being built looks like no one put any thought or plans into it....like they wanted to get it done before anyone objected! Awful!!!!
- Stay true to the low density environment.
- stick to your guns - don't let a few disgruntled neighbors spoil things for the community as a whole.
- Stop building and making lane avenue a headache to travel on.
- Stop over-development!
- Stop planning everything around cars.
- Stop thinking of it as a corridor and a large strip mall, but rather think of it as a city center
- stop wasting money on studys and committees
- Stop with the hotels already.
- Streets will need to be widened.
- Strong infrastructure is important. Well kept buildings and streets, but we do not need 9 story buildings, that change the entire profile of the neighborhood and displace residents on fixed incomes who have called the area their home for decades.
- Study the whole corridor. From Kenny to Riverside. That will help with transit options for cars, bus, bike, scooter and walking. Work with landowners to get their thoughts.
- Take care of the neighbors whose homes and sense of residential community are being sacrificed with this needed improvement. Make access to streets north of Lane Ave very limited to parking and car traffic - would even consider closing the roads to Lane Ave. access.
- Take the opinions of the residents seriously.
- Taking away the small Main Street feel of Lane Ave is a disadvantage to the community.
- Thank you

Community Engagement - Round One

- Thank you for all you are doing to make UA an even better place to live.
- Thank you for asking
- Thank you for asking for input
- Thank you for developing UA!! I am so hopeful that a rec center will be in our future somewhere at some point (not on Lane Ave, I know haha). Thank you for all that you do!!
- Thank you for doing this for UA!
- Thank you for doing this! Lane Avenue has so much potential and is in such need of good city planning.
- thank you for your work
- Thank you!
- Thank you!
- Thanks
- Thanks
- Thanks again for choosing to involve the residents in this process.
- Thanks for asking for our opinion.
- Thanks for getting input!
- Thanks for including the communitiy
- Thanks for listening!
- Thanks for listening. I live right next to the Whole Foods, and I love the restaurants and businesses that are nearby. Walking our very short distance to the shops on Lane and restaurants is extremely dangerous at times, especially with people turning in and out of the lot on Beaumont. Traffic flow and pedestrian safety in and out of the Whole Foods needs careful attention.
- Thanks for trying to the area .
- Thanks!
- The ability to cross at all stop lights at lane ave. Walker friendly. Coventry Rd light is timed poorly and is not walker, runner, biker friendly
- The Bridge area of Dublin took vision and risk. I'd like to see UA have some of that... I've lived here over 50 years and have never seen any vision really shown in UA
- The businesses on the north side already have parking issues. I no longer visit Graeter's, Brassica, and Hudson 49 as during busy times parking is not easy to find so I choose replacements in other cities with better parking that are accessible.
- The changes proposed so far are exciting for our community.
- The city officials have not been responsive to the neighborhood people in this endeavor. During the city talks with neighbors regarding the eleven story building, neighborhood opinions were ignored by the city.
- The current and past heavy truck traffic has created exceptionally poor quality asphalt, i hope there is a plan to increase the strength of the road to handle the heavy truck traffic in the future.
- The focus should be kingsdale. Change the property tax to be solely based upon acreage and major use not buildings. Work with Columbus State to add a branch linked with high school
- The Gateway was/is a complete fiasco is size, scope, height. Height allowances were given without public input. Then the new plans were quickly voted upon without proper community vetting in an "emergency" vote. Who is more important? The people or the businesses? I think the planning study is likely too little to late and the only real concern of the city is cosmetics.
- The masses are asses and this study proves it...you are leading them around by the nose to get results already planned and sited
- The narrow setback for the Gateway project and the rest of the new development will be something future UA residents will regret in decades to come. Decisions about Lane need to be made with pedestrians, cyclists, COTA, and green infrastructure in mind. UA has no climate plan, and no sustainability office that I can see, but needs to plan for increased severe rain events, increased heat island problems, and ecological habitat in the city, and these solutions are made through zoning and enforcement. Generally, I feel that the Lane Ave zoning decisions being made are 100%

for developers and generally are a **terrible** mistake: narrow setbacks, demolishing houses for “conditional” parking lot use, etc. If you truly want feedback on getting it right have more public meetings and don’t rush it. I live three blocks from Lane and heard nothing about the “listening events”.

- The new buildings along Lane Avenue are too tall and too close to the road.
- The new non descriptive monstrosities being built are disgusting
- The parking that is actually on Lave Ave is unnecessarily congesting of traffic in that area
- The proposed density concerns me -especially the idea of building 5 stories above the mall. Make sure through access is still smooth.
- The residents around Lane Avenue, as a majority, must be happy with the plan. The city should also consider annexing the property North of Lane and East of North Star. It’s old and tired and needs redeveloped.
- the scale of the developments should take into considerations the adjacent neighborhood and smaller homes.
- The shops at Lane Ave are looking better but the Parking lot is an eye sore. I would be interested in ways to better utilize that space.
- The sidewalks around Lane need to improve if there is developing going to happen.
- The stop light by Bed bath and beyond needs adjusting.
- The study needs to clarify by ordinance the boundaries and types of development that will occur along Lane.
- The study was done when the University was not in session. I’m not convinced it accurately reflects the traffic flow and the future implications of the new buildings.
- The survey seemed biased towards making more outdoor dining. I don’t see how parking versus community space makes an appropriate either/or question.
- The traffic taking it down to one lane through there is congested. Can we park here? Can we not?

- The west entrance to lane Ave shopping center is completely designed bad and is difficult if there is any traffic like a holiday. Plus the curb bump out at Brandon is a mistake.
- There are limited opportunities for UA to develop its property that will create an ongoing revenue stream for the community’s needs. Lane Avenue is one of the places that we must leverage for the entire community. Kingsdale is another area that can be used to provide additional funds for community needs. Riverside Drive and to a lesser extent, Kenny Road are other great opportunities.
- There is a vocal minority that tends to thwart creativity and good planning - don’t forget about the recent survey that clearly indicates the vast majority of the City likes what’s happening on Lane Avenue! Thanks to City Council for initiating this effort!
- There needs to be a good-sized sidewalk with trees on both sides...I would suggest a series of pedestrian underpasses to link the Lane Ave shopping and parking to the North side of Lane for an organic experience. Trees that make sense...that will look amazing during the Autumn season.
- There should be a crosswalk from lane ave shops to near the ramen rest. sooo many people run across the road there and it is not safe
- These questions are being asked too late. They should have been asked before any building was begun.
- Think big
- Think like this was being done in your back yard
- Think of the residents that live in the area. I bet they really enjoy people in the hotels overlooking there homes.
- This is a huge opportunity for UA that will set the stage for how we progress as a city. I appreciate you taking the time to make sure we get this right. There is no reason why we can’t develop something truly special given our vast talent and resources.
- This is an important area in our community - don’t mess it up and don’t go too vertical.
- This needs to be for the future. Planned correctly, it will be a great area for

the long term.

- This study is about 5 years too late.
- This study should have been done years ago before Lane Avenue was blown up.
- This survey could have been designed better to reflect possible responses. To many forced/opposed questions. Feels a bit manipulative.
- This would have been helpful 10 years ago before you started tearing buildings down and narrowing Lane Ave down to where traffic is at a crawl.
- Too darn many people and committees !!
- TOO MANY QUESTIONS DON'T APPLY TO ME, BUT THE QUESTIONNAIRE FORCES ME TO GIVE AN ANSWER IN ORDER TO MOVE ON. IT'S BADLY DESIGNED.
- Traffic density is already a problem.
- Traffic flow is already congested
- Traffic flow is critical!
- Traffic flow, traffic flow, parking and height of buildings!
- Traffic in that area can be problematic and we need to keep traffic flowing while adding amenities
- Traffic needs to flow on Lane Avenue otherwise people will use apps and start driving in neighborhoods. Don't give in to developers. Keep the neighborhoods of UA safe.
- Traffic safety is an issue. Because people don't anticipate the street parking on Lane with one street lane disappearing after turning from Northstar, it causes confusion and accidents. That whole Northstar/Lane intersection is pretty bad with constant accidents.
- Traffic will only get worse and the streets cannot be widened.
- Traffic. Be aware of the heavy traffic use on Lane.
- Traffic is horrible
- trees and greenery along corridor
- Trees! We are supposed to be a tree city. Plant trees! And give them enough dirt around them to grow!
- Try listening to residents and not giving tax breaks to businesses over the next 29 years
- U. A.'s "planning studies" typically follow the direction of a very few connected people and are a sham to make people think they are involved. Do not let this happen. Listen to the community people!!
- UA continuously shows that the city is more motivated by impressions from outsiders than the needs and desires of the residents who live here and pay taxes. UA will never be a Dublin or Gahanna, so please stop trying. UA is great just as it is. Stop with the unwanted changes.
- UA ignored many key findings of the River Ridge Study. Frankly, I think the Lane Ave study findings already are written. The nature of some questions are absurd, e.g, is parking easy or difficult? It depends on the day of the week and time of day. The this or that queries are ridiculous. Did a real expert in survey research construct the questions? Have the qstns been field tested? Are they valid? I have no confidence in the survey and the results will be meaningless and twisted to suit decision makers' preferences.
- UA needs to quit trying to compete with Dublin and other neighborhoods. UA has been a wonderful residential community and it seems commercialism is becoming more important to City Council.
- UA needs to solve the east-west vehicle circulation. Lane Avenue provides that artery and will need replaced if it becomes choked down. Otherwise the residential streets will be its replacement.
- Upper Arlington is a wonderful place to call home. I grew up here, raised my kids here and still live here. It's lacking an identity without a true downtown. The location of Lane Avenue's central location is perfect for that.
- Upper Arlington needs to promote more growth.
- Use whatever tax money raised from the redevelopment of Lane Avenue to put the community center in at Kingsdale like you should have done years ago!
- using facebook advertisements to share this survey link probably skews

your data pretty hard, huh?

- Utter disgust with our City Government!
- Variety is always good, mix it up, keep the shopper always wondering what is new!
- Very curious about the questions here that mention a “gathering space.” Where would such a space go? Opportunities for further development appear limited between North Star and Northwest, and no existing projects include such a space, to my knowledge. How does the desire for this space dovetail with the community center discussions?
- We are not meant to be downtown or big business. We are meant to be more towards family style and safe environment
- We don't need to recreate Dublin's Bridge Area, but we can't do nothing. I would rather dine and drink in UA (Moreti's, Bucket) than go elsewhere
- We live off lane avenue and do not want our commute in and out of the neighborhood affected with traffic.
- We live two blocks south of Lane Avenue Shopping Center in the University district.
- We need at least one serious art gallery at Lane Avenue. Lots of outdoor eating spaces seems unnecessary given our climate.
- We need national perspective. Upper Arlington is a top level community nationwide. We owe it to ourselves to learn from other communities that have wrestled with balancing business, neighborhoods, architects, and safety. Neighborhood input is vital. But the design options fail to reflect the experiences and successes of other top-rank cities across the country. Shouldn't our design guidelines and development criteria reflect the best national examples available?
- What are our choices outside Lane Ave
- What is structured parking with community gathering space? ??
- whatever happened to the penny lady?
- When the next recession comes, the Lane Ave and other projects will be delayed for years and ask for additional concessions from the city

- When there was a survey about what citizens thought of the current growth on Lane Avenue I think it should have been weighted with area stakeholders. After all, people on Sandringham do not have to put up with the noise, a half dozen turnarounds in their driveways everyday (dangerous with all the kids here, the area in front of our driveways are crumbling), parking on our curbs, (Wine Bistro landscaping truck took a chunk out of the newer curb in front of my house). You get the idea. If the city really realized what the neighbors have given up and remedied the above situations it would go a long way toward earning trust.
- When will you put UA taxpaying residents first? When I called with concerns about the long term stay hotel I was told that Children's Hospital wanted it....really?? Why isn't UAPD to weigh in in the impact of hotels and parking garages on the long term safety of the community? Especially right down the street from UAHS?? We pay a lot of taxes and work hard to create a high quality of life here...we pay for the city government who now especially with the new city manager seems he'll bent it sell it out for a few bucks...the hotels really don't generate that much city revenue compared to the negatives they bring to the community and I would argue that the increase policing costs will greatly offset the little additional revenue they bring -also why doesn't our economic dev person live in Us rather than downtown...that speaks volumes...have lived here 23 years and the level of neighborhood policing is significantly reduced and can only imagine how much more so as you density and the crime rises and we the residents pay the price ...most communities like UA would be protecting their special community ...UA council/manager seem to just want to monetize it....sad It's a big concern among residents
- Why change it to something worse
- Will the parking garage be free - that would be great, and would draw more customers
- Will there be a chance for the public to ask questions to the OHM team other than the Open Houses?
- With development on lane, traffic increasingly is diverting to university district streets (“abc” streets). Consideration of how to limit access and encourage traffic to remain on lane to keep this area a safe walking and

- biking area for all needs to be a priority.
- Would like to be able to get there from west campus.
- Would like to have more family restaurants
- Would like to see the shops at lane moved forward to the street and two story with parking in the back
- Would love to have the main corridor look similar to what old Dublin and Powell do in regards to the street signage and lights/plants etc. It would be very festive to have holiday displaces from light poles ie 4th of July, fall, Christmas etc
- Would not like to see any nw construction in the current Shops on Lane Avenue.
- Yea, the cut-through traffic from Lane to either North Star or Northam through the side streets is getting very bad. No traffic calming measures have been employed. There are no sidewalks, so people who live in the houses are having quality of life and safety issues, and it's only getting worse as development proceeds. People speed, run stop signs and clog up the roads. Northam traffic is getting way out of hand, and most people speed. Put in more stop signs, or some other traffic calming measure.
- Yeah, actually listen to the residents about traffic and parking. we know you want the revenue from these projects but make it fair for us. lessen restrictions on residents and allow parking on both sides of the street.
- Years ago there was a beautiful plan put together with renderings based off of other communities. I'm sure people are looking at those but they do provide a good idea of what it could and should be.
- Yes- make lane ave a destination and fun place to go to drink, dine and mingle
- Yes, don't forget about traffic delays on Northwest Blvd. Right now the lights are set for ease of driving on Lane while you can sit and wait for minutes on Northwest with no cars in sight on Lane Ave. How lane interacts with the other streets should not be forgotten It is not the only street in that area.
- Yes, fair parking on the streets for all. Get rid of the dumb island on Chester.
- Yes, open up the street again! Get rid of parking spaces and put it back the way it was before.
- Yes, you won't listen to what the people want based on my experience.
- Yes. Prioritise your projects! Protect citizens with sidewalks, bike lanes, etc.
- Yes. You are presuming residents are all on board for redevelopment and densification. Most residents are resigned to the process, at best. I could care less about aesthetic differences and signage; I like someone to ask us what ur vision of responsible development is.
- You are never going to please everyone, but updates are needed
- You are putting to many large buildings in a small space, it is to congested. You have taken away the character of what Lane Ave was.
- You're investing so much in our schools and the growing youth population. Please give them somewhere to go
- You've already messed it up from traffic, natural elements, and architecture to retail selection. Can it be fixed? Just please don't make it worse.
- your going to do what ever you want anyways - why are you asking
- Your study is stupid and highlight the stupidity of your profession
- Your survey response options were skewed in that they didn't all for a full range of choices.

What do you want Lane Avenue to be in the future?*

- a destination area for restaurants and shopping
- Busy thoroughfare with mix of residential and commercial...
- I would like it to have shops, restaurants, and bars. I think downtown Dublin did it right (Not bridge district - other side of river). It's beautiful. The aesthetic is consistent throughout (brick) and feels authentic to the community feel. I love the mix of restaurants, coffee shops, ice cream shops, pizza places, etc. I Want Lane Avenue to be a place for the residents to go for food and entertainment. We need to do better on the design standards. It doesn't feel cohesive, with every shopping center having a different look.
- Vibrant, neighborhood feel and safe and more restaurants
- Charming shopping, dining and gathering spot for local residents.
- "downtown" of UA
- "downtown" space for Upper Arlington
- An efficient vehicle transportation route. Lane Ave from High St. to Riverside Drive is 4 lane road except at it's most congested point - Lane Ave. Shopping Center. Sidewalks need to fit the needs of the potential users - Asphalt - for runners, walkers, stroller users, so it is the "softer" surface they all want - and will get them out of the street!, where they are now, right beside the concrete sidewalks. Structures in UA should utilize limestone to reflect the original structures and to give us a specific character and UA community distinction.
- This survey seems to "lean" toward community space, even though the review process is not yet complete.
- IF a community center is a consensus project, it should NOT be at

**Online responses only*

Northam Park - enough already! If part of the Lane Ave. Project, select an Urban Planner with "realistic" parking plans! - did I say realistic, yet. I understand the existing planner mentally is focused on "traffic calming" concepts, but the two opposing views of calming and increased access (can we ever get beyond the Zollinger extension?) - make for a confusing planning process. To the Community Center process - this will need to be a clear and rational presentation- should a Center be the desire. COST effective, how to finance - with as little cost to property owners as possible. The idea that a community center will increase values does NOT always get reflected in a sales price. A realistic member charge. To create a property tax for a facility that residence can't afford to use, I hope, is certainly not the intent of a long term goal.

- Thanks
- 1. Safe. 2. We just celebrated our centennial. I would like new structures to reflect the character of the homes in this area. 3. Quiet??? Is that possible? Do we need to have trash pickup at 4:30 A.M.? Do you know what all those crashing wine bottles sound like? People parking on our streets and coming back to their cars late? Restaurants throwing out trash (think glass) in the evening while you are trying to relax on the porch? There are things that can change. 4. Limit height of buildings. Now I'm going to look out my front door and see a parking garage above my neighbor's house. 5. Use of materials in exterior of buildings that conform to old Arlington. I don't care what that paneling is made of...it looks cheap.
- 2 lanes each way , thus current mess is inefficient and always backed up. You put too much stuff too close and now you are adding more - wring answer
- 35mph arterial with mixed use development. (i.e. it should not be a

“complete street.” It is a minor arterial and should function as one.)

- 4 lanes divided
- 4 lanes for cars and rt turn on red legal. The traffic is terrible with fewer lanes and will get worse with development. Rt and left turn out of lane shopping center by carsonies. Better easier way to go west in the center. It is too difficult to turn from the shopping to exit onto lane ave. May need to widen the street.
- A 4 lane street with no obstacles In the streets
- A area that is nice and easy to get around either by car or walking
- A beautiful combination of restaurants and shops in the Gateway. However we must protect the residential areas and property values. As we move forward and understanding the need for commercial tax base we need that delicate balance that makes UA special.
- A beautiful community/retail gathering area. Questions asked in the survey were really great. I'm excited to see some of the plans.
- A beautiful downtown attraction with lots of shops and restaurants (like High St)
- A beautiful place to shop and gather.
- A beautiful, tasteful mixed use corridor friendly to pedestrians, bikers and transit with well lit spaces, parking and enforced speed limits
- A beautiful, walkable gathering place - the hub of Arlington
- A beautiful, welcoming gateway to UA with mixed use buildings. Walkability.
- A big green park
- a bike path
- A boulevard with decreased traffic, allowing pedestrian/ cyclists...and regular conversation (versus screaming over the traffic).
- A center for UA
- A center point of the community that is family friendly
- A central meeting place for UA residents with restaurants, shops, and green

space.

- A central place in UA that brings families in the community, allowing them to gather together to enjoy a meal or time together. With great shopping and food options!
- A charming and forward looking downtown
- A charming shopping and dining area with buildings that are classic and traditional. Nothing more than 3 stories
- A charming, attractive downtown that is bike/pedestrian friendly and has great restaurants and shops
- A city center for UA, similar to old worthington. I'd like to see it be more of a destination and for it to be more pedestrian friendly. I'd like to see traffic slowed down. I'd like for more retail/restaurants to come in, which will encourage people to gather there. I'd also like fewer banks, pet businesses and other businesses that don't encourage community gathering.
- A clean, fresh, but quaint downtown that my family enjoys because of its vibrancy, culture and energy.
- A clearly contained area for restaurants and shops
- A cohesive mixed use area,pedestrian friendly with sufficient building setback to allow for landscaping and outdoor dining ,ie,the Wine Bistro building. Low building heights,fewer apt. Structures. And no encroachment into neighborhoods as per current developments ,giving in to easily to developers !!!
- A cohesive, high end finishes, safe walking and biking environment. Currently , new buildings lack character and are too close to the street
- A combination of downtown New Albany and Grandview Avenue.
- A combination of live, work, and play that caters to a wide age range. (i.e. Bridge Street District in Dublin). It should also be a focal point for UA that seamlessly connects pedestrians and drivers to OSU and Downtown Columbus.
- A comfortable place for UA residents to be able to access and enjoy for food and shopping.

Community Engagement - Round One

- a comfortable place to dine and shop.
- A comfortable place to walk around, dine or relax outdoors or shop. Please don't make every store look the same!
- A commercial hub surrounded by homes and apartments/condos. I would like to see the streets running north from Ln., Avenue get lighting is currently very dangerous and College Hill at night
- A community center / hub that is inviting not only to traffic (enter/leave/thoroughfare) but to people to stay, browse, shop, and meet.
- A community destination
- A community gather places for all ages - babies to seniors - a place where people can gather to shop, eat, get coffee or just sit and gather/indoors and outdoors. The "bridge park" style area for UA.
- A community gathering area that is walkable, with events along the lines of the short north's gallery hop
- A community gathering corridor for Families.
- A community hub for all types of people to gather, relax, and enjoy the sense of place unique to UA.
- A community shopping/dinning area with control limiting through traffic or eliminating all auto/truck traffic so the area is open to strolling/walking only
- A community space with a good balance of green space rather than one strip plaza and commercial entity after another.
- A commuter-friendly hub where it is easy to access by alternate forms of transit. Something carbon-neutral and full of refreshing greenery.
- A contained commercial area with a varied architectural look....no cookie cutter stuff
- A continuation of what it's been growing to be now - Outdoor dining, walkable shopping. But I worry that anything that slows down traffic will push drivers to cut through the surrounding residential streets.
- A convenient place to walk to, shop, gather, dine... similar to the feel of Grandview Ave in Grandview or High St. in the Short North - a place where people gather, shop, eat
- A convenient place where I can find anything I'm looking for-groceries, restaurants, gifts, exercise, and community
- A convenient steady flow of car traffic all the way down Lane Ave. a shopping mall that reverts back to the enclosed space as a mall. No buildings put up higher than 2 stories. No parking garages.
- A convenient, walkable, attractive and clean place for dining and shopping. It would be helpful to have better parking (for both cars and bikes). I feel lucky to be within walking distance of Lane - I regularly walk down to eat at my favorite restaurant, or pickup takeout, and I often take guests there for dining.
- A cool place for families and friends to gather and enjoy like Grandview or Easton for Upper Arlington—to be the "downtown" of Upper Arlington
- A coordinated group of buildings with reasonable heights (not above 4 stories that back up to residences) for development. A wide and safe biking and running/ walking path that lines Lane and connects to larger bike trails like the Olentangy trail would be wonderful. The farms at OSU could even do a trail along the perimeter or through the fields so adjacent residents could enjoy the nature the slice of land. There definitely needs to be calming measures to protect pedestrians would increase traffic. Also, a community green space with a playground of sorts would really enhance the community.
- A copy of State St. in Uptown Westerville.
- a corridor for families, college students and thrill seekers alike. The 4-5 mile stretch from the new adventure park at the old quarry on the other side of the Scioto River all the way to high street on campus could be connected with safe, accessible bike and walking paths. The current lane ave development would serve as a nice stopping/gathering point in between the 2 areas. The new Gateway project, and the new west campus innovation district development, both along Lane Ave as well, could all be a unique urban pathway connecting adventure, education, entrepreneurship, social engagement and families
- A corridor that people can visit by car, mass transit, OR by walking/biking.

- A cultural plaza that reflects the old architecture of UA - buildings not too high. An inviting corridor with trees, easy/safe parking, walking, biking; outdoor dining; park atmosphere. Maybe similar to Newbury Street in Boston. Pedestrian friendly from one end to the other.
- A cute walkable downtown with restaurants and shops
- a destination for multiple activities. dinner, then shopping, then ice cream.
- a place to ride a bike to have things to keep kids busy and safe
- A desirable destination for folks to hangout out at on evenings and weekends
- A destination
- A destination area. Something similar to the Short North but more upscale.
- A destination center for shopping and dining.
- A destination for all ages to dine, shop, stroll, bike. Safe for all ages. Built for the community to share and enjoy.
- A destination for dining and gathering. A very mini bridge park
- A destination for dining and shopping
- a destination for dining similar to short north or Grandview ave.
- A destination for families to gather, date-night locations, place to host small events, and find great food/drinks and experiences, while also able to shop. All while being easily accessible.
- A destination for families, singles, , couple, old and young. Welcoming to visitors with events for them to want to come see our city. A community space to relax and meet others. Varying types of restaurant and retail. Expanded down lane avenue to the east until OSU property.
- A destination for great dining and a place to grab a drink or coffee. Beautiful walk way where people would want to actually walk. Nice neighborhood feel.
- A destination for night life. A place that is considered the downtown of Upper Arlington that is currently lacking when co.pared to Dublin or Grandview.
- A destination for shopping and eating with ample parking
- a destination for UA residents as well as non-residents.
- A destination place for walks, shopping and dining
- A destination where people could go for more than one thing, combination of shopping, dining, outdoor space, walking paths, bike friendly etc. Something similar to Grandview with a mix of commercial and residential spaces. Buildings with character, not just typical developer buildings.
- A destination. Gateway into Arlington, local restaurants/retail, picturesque
- A dining and shopping and entertainment destination
- A dining destination like Grandview Ave BUT WITH SELF-PARKING (not all valet).
- A dining and entertainment district where it is easy to find parking.
- A distinctive gateway to our community
- A diverse area with stores and restaurants with easy access, not another short north with limited access.
- A down town that attracts people
- A downtown area for UA that is safe & efficient for all to drive, bike, and walk through, preferably with some green space so that people have a place to gather. Would be nice for kids to have a spot to hang out in as well, since we don't have a community center.
- A downtown area for UA that looks and feels cohesive and thoughtfully developed so that it fits our community.
- A downtown area for Upper Arlington
- A downtown area with bars, restaurants, shopping, maybe a place for outdoor entertainment in the summer. I would like it to be more walkable and not have to go into the shops on lane to access a sidewalk on that side.
- A downtown area with lots of activities to do and things to see. A place where people can hang out and get food and have fun.
- a downtown area with outdoor seating and non-chain businesses. very

pedestrian friendly

- A downtown for upper Arlington
- A downtown like atmosphere with a variety of options for dining (including family friendly) and shopping, that fits into the traditional feel of the community without encroaching too far into adjacent neighborhoods.
- A downtown upper Arlington
- A downtown where you can park and easily walk to dining and shopping. Possibly a small shuttle that can transport people along Lane Ave at either no cost or very little cost (a quarter) to different spots along Lane Ave. Some of us can't walk far, but also don't want to have to move our car and continually look for different parking.
- A downtown with a walking feel. Connecting Whole Foods with development down to where Pizza hut is would be nice although probably not possible.
- A dramatic, but fitting gateway to the city similar to Grandview Avenue, downtown Clintonville, Worthington or Main Avenue in Bexley.
- A easy pathway for vehicles. It is one of the only ways to efficiently travel to OSU.
- A four lane road to easily get through UA. This is a main thoroughfare and should continue to be. Parking on street is ridiculous. For those of us who commute it is imperative. Also, some dining and stores, but NO apartments.
- A friendly thoroughfare.
- A friendly, safe gathering space with good shops and restaurants. The more small business mom-and-pop businesses, the better.
- a fun destination, but traffic flow has got to change! Absolutely ridiculous that one car parked in the street causes many delays...daily! Not sure why they are even allowed to park there
- a fun go to for shopping and dining.
- A fun place to hang out in that is in alignment and furthers the small town

effect of the community

- A fun place to meet friends, offering something to do with family/kids, and attraction for visitors.
- A fun safe place for UA residents to go eat and shop
- A fun vibrant area with cool restaurants & shops
- A gateway into east Arlington, efficient traffic flow, walking-friendly areas, and green space. It should be welcoming.
- A Gateway/ gathering spot
- A gathering area that is walk able and safe for walkers (with dogs). runners. Bicycles with a welcome feel for the community to engage in.
- A gathering hub of restaurants, shopping and business. I envision it as IA's downtown area. I like Grandview Ave is so much! My husband and I are frequent visitors there because of the atmosphere.
- A gathering place
- A gathering place for all generations
- A gathering place for events, entertainment, eating, shopping. Like Grandview Hop
- A gathering place for the community with shopping, dining and work space
- a gathering place like Easton . Parking easy,
- restaurants and an inviting place to be.
- a gathering place of mixed use. Restaurants, stores, part/condo with it easy to get around.Small park area with green space would be great.
- A gathering place with many options for local restaurants and a park (water/splash pad feature)
- A gathering place with restaurants and some family friendly activities
- A gathering place; I see the growing Dublin as an example. Dining both casual and upscale, entertainment venue (ie Pins, sports bars, etc). I appreciate new establishments and updated buildings and infrastructure
- A gathering space with a variety of options, retail and recreational. A

walkable safe area. An inviting physical presence. People-focused rather than transportation-focused. Careful attention to moving vehicles quickly and with areas to park, while maintaining an attractive environment that offers pockets of quiet space. And a brew pub would be great!

- A gathering space with restaurants, stores, and green space
- A gathering spot (restaurants, social rooms/bars, outdoor spaces) not just for residents but to attract outside folks as well.
- A gathering spot for dining & shopping
- A go to area with shops and restaurants for family and young adults as well.
- A good mix of retail, office, and dining with easy parking
- A good place to bike or walk to for shopping and dining.
- A good place where you can go to eat and shop.
- A grand entrance into Upper Arlington with mixed use retail, business and living.
- A grand entryway into UA that has multi floor buildings mixed into the existing layout
- A great area where people want to be
- A great hub of dining options and shops.
- A great mixed use gateway to UA. Traffic flow is very important to avoid negative impact on surrounding neighborhoods.
- A great place for business, restaurants, shopping and gathering. Rooftop dining would be a great add, that has the ability to be open air but also walled in with weather (see Juniper as example). Plenty of safe parking and walking paths. An actual bike path or mixed use path that is not 3 ft of “share the road” from OSU to the river - see Dublin as an example.
- A great place to shop and eat. A source of revenue for UA.
- A great place to spend time
- A green space with plants, bike racks, park like green space, wide sidewalks with lighting and modern signage. Parking garages with multiple levels, outdoor/patio dining and water features. A place with live music, that is

pet friendly and family friendly. A place to shop, eat and receive services.

- A healthy and safe hub of activity with goods, services, and events for everyone
- A homeless encampment.
- A hub , destination for dining, shopping , art
- A hub of restaurants, shopping, living, and a community gathering space. It would be nice for it all to be connected, so you could easily walk and visit places along lane avenue. Green spaces are always appealing and would be a nice addition as well. Also- a UA rec center would be a wonderful, much needed asset to our city.
- A hub or downtown, much like Grandview has developed
- A hub to meet your friends
- A hub with plenty of restaurant options and shopping
- A lifestyle community similar to Bridge Park, on a smaller scale. A lively bustling corridor safe for walking or biking. Uncongested traffic. Appealing storefronts with similar architecture. Less of the expensive boutiques and more of the more common destinations (coffee, dining, small businesses, grocery). No more banks! No, seriously, no more banks.
- A little piece of Paris in UA
- A lively area with nightlife and retail options.
- A lively business district with sufficient parking, dining options, retail, and some AFFORDABLE housing (maybe entry-level priced condos/ apartments). I'd like it to look distinctive, avoid too many chain businesses, and reflect a warm and welcoming atmosphere. I'd like to to be inviting to senior citizens as well as the nightclub crowd so that long-time UA residents can enjoy its amenities and businesses.
- A lively commercial center for the city.
- A live-work-play area. Shopping, restaurants, market.
- A location for shopping and dining, but it should not become so congested with traffic that residential streets are affected.
- A lot like it is now.

Community Engagement - Round One

- A lovely mixed-use area with apartments and condominiums of varying price points mixed with shops. An old-fashioned neighborhood in appearance with modern amenities.
- A main road in UA. We already have Kingsdale, develop that vacant land!
- A main thoroughfare through UA, with speed limit not less than 35 mph
- a main thoroughfare with a great selection of shops and restaurants to stop at “on the way home”
- A major mixed-use hub/corridor that draws visitors and businesses throughout the central Ohio region.
- A micro outdoor mall: More Shopping options for a variety of age groups and genders
- A mini walkable shopping, dining and entertainment area with more nightlife.
- A mix of shops and restaurants.
- A mixed area of interesting shops, spaces and restaurants, preferably with local or independent merchants.
- A mixed residential, retail, office space that is self sustaining, yet has capacity for visitors. It should have a unique nostalgic quality and identity that reflects the old Upper Arlington as originally conceived.
- a mixed space, business, retail and restaurants
- A mixed use area but with as much business use that would generate significantly more business and individual income taxes for the city.
- A mixed use area that can be changed as the market changes.
- A mixed use area with medium density housing which limits the height of structures to 3-4 floors.
- A mixed use area with shopping, dining and residential options.
- A mixed use commercial corridor
- A mixed use coordinator with dining and shopping and walkable for pedestrians and easy to get to and from Ohio State
- A mixed use of work and living that blends into the neighborhood.
- A mixed use place that serves all of UA.
- A mixed use, pedestrian and bike friendly corridor with transit as well as traditional transportation options. It should reflect the needs of the future of central ohio.
- A mixed-use office/retail/living community
- A mixed-use, downtown area
- A model of how small towns can attract people from far away. Getting the cars away from Lane Ave. is important. Multi-level parking behind stores and centers.
- A modest, retail hub that offers a variety of dining and shopping experiences for Upper Arlington residents. I don't want it to become a target destination local for undergrads or non-residents.
- A more efficiently used commercial corridor
- A more pedestrian and vehicle friendly zone with better traffic flow and ways for pedestrians to get from north side to south side without crossing through traffic. Need a sidewalk on south side of Lane.
- A more pedestrian friendly area with socializing areas and shopping.
- A more pedestrian/bike friendly destination for the community
- A more walkable commercial area. I live close by and walk or bike, but there is not enough of a set back in the current structures of have ample bike/walk space, and outdoor seating etc. There should be seating, then sidewalk, then trees, then street.
- A multi use space that isn't just a parking lot but has plenty of parking.
- A neighborhood focal point
- A neighborhood shopping and dining location, and an efficient major thoroughfare for cars.
- A nice place to hang out without ghetto-ass “artscapes” that look like some kid with spray paint did it. A safe place to buy upscale medicinal substances (not trailer crap like crack or meth or somebody's grandma's oxycontin) without worrying that the seller is going to rob you.
- A nice place to live.

- a nice place to meet, shop and dine
- A nice place to shop or eat
- A nice place to spend a fall evening
- A nice place to visit.
- A nice shopping and dining area.
- A nice variety of stores and restaurants. Dog friendly. Well planned traffic pattern. Since there are plans by OSU to develop Lane/Kenny area, maybe you should think about how that will mesh with the Lane area east of current Darron's.
- A nice walkable area with good restaurants and shopping. No more banks.
- A one stop Main Street for a variety of activities
- A one stop shop: cute boutique shops, lots of independent restaurants-gastropubs, upscale dining, bars, kid friendly restaurant but with great food and drink options, coffee shops, ice cream Shop, healthy food options (smoothie/salad place)
- A peaceful place where folks can walk and enjoy nature and conversation.
- A pedestrian and bike friendly corridor that serves as a center of the surrounding neighborhoods and allows easy connectivity between "south of lane" and "north of lane". It should be less of a border than it is.
- A pedestrian friendly area for shopping, dining, and gathering.
- A pedestrian friendly area with a mix of upscale and casual restaurants. Pedestrian friendly way to go between the north side of Lane avenue and the Shops on Lane Avenue.
- A pedestrian friendly area with good food options. I would like to see some high end condos on Lane Ave. A more 'urban' feel.
- A pedestrian friendly street with high walk ability to and from restaurants, shops, etc that is traditional in style and feels like a small town....similar to Old Worthington or downtown Granville
- A pedestrian-friendly gathering place, rich with retail and dining options.
- A place easy to drive through.
- A place for families. Also a place I my older kids could gather at for ice cream or dining with some friends and feel the could safely get around. Miss the days of old Lane Ave
- A place for fine dining, entertainment, and mixed use for the increased economical gain for the city.
- A place for light shopping and restaurants, but easy to get in and out of by driving. It's probably too far for me to ride a bike there, so that is less important for me
- A place for restaurants and shopping
- A place for the community to gather and spend money on goods and services.
- A place for the community to gather; a place to dine at unique restaurants; a walkable place to shop for nearby neighbors
- A place for us to walk to for meals and shopping. Upper Arlington needs better restaurant options--we want to be able to take our family to dinner and/or go out for date night in our own neighborhood. An open space for families to gather would also be nice.
- A place I can spend hours of time. Alone or meeting up with people.
- A place I can take visitors and give them a sense of how great this community is; and that reflects who we are. Would be great to have an area that attracts people from other parts of town (we have that to some extent now, but could be enhanced).
- A place like Vendone's inner city with lots of 'sidewalk cafe' restaurant seating where music can be held for gathering and kids running around that has better control of where cars go
- A place people can feel safe letting their child have fun with friends.
- A place people can gather, human centered area. No looming ugly square boxes. More like Wine Bistro. A place with mixed use. Green space, retail, food, music, small businesses, maybe some housing, bike lanes, comfortable walking area. I believe Austin has such an area.
- A place that appeals to everyone, without losing the picturesque design

Community Engagement - Round One

- A place that diverse in its uses, pedestrian friendly, easy to access by car, bike & walking, has enough office uses to help with city income.
- A place that encourages foot and/or bike traffic rather than auto traffic. UA can be a place where one can park their car Friday after work and not drive again until Monday morning. We should strive to encourage that rather than continue to encourage more auto traffic.
- A place that encourages people to get out and enjoy
- A place that has value to the community as access to gathering points, not someplace where you get bogged down.
- A place that I don't have to continue avoiding because traffic is so horrible.
- A place that I'd look forward to going to
- A place that is easy to get to, offers amenities that feel local but have options and is not difficult to navigate the parking.
- A place that is not too busy, so it feels like a relaxed atmosphere.
- A place that is safely accessible to families by car, bike or walking and offers a variety of gathering points
- A place that my family and I can enjoy for 20+ years with shopping and dining and businesses.
- A place to bicycle to and eat and shop.
- A place to eat, shop, and socialize
- a place to get good food, hang out
- A place to go for happy hour / dinner / shopping / bars, with some businesses / condos above to provide property tax revenue.
- A place to go that's close to home but feels like downtown Columbus. Can walk to boutique shops, eat, get ice cream. Ride bikes there. Have a park or play structure, maybe even a splash pad, for the kids to burn off some energy.
- A place to meet friends or for meetings, a place to shop and eat, a place to be proud of .
- A place to shop, eat, park.
- A place to take my family to a nice restaurant and perhaps shop a bit. A well thought out tax base for the city. I like outdoor dining but Lane avenue is a busy street and so the view is not very attractive and vehicle exhaust is an issue for me when dining very close to the street.
- A place to take your family and feel safe from traffic flow .
- A place to visit, eat and shop as well as just enjoy time with friends and family. A safe area to walk around and to cross streets.
- A place to walk to and meet friends for dinner or lunch.
- A place where cars drive without long stops at traffic lights because of fewer traffic lanes. Longer stops means fouler air.
- A place where families can go and find something for everyone.
- A place where I can go and do it all: east, exercise, shop
- A place where my family can walk, eat, find things to do.
- A place where my wife and I like to hang out in the evening, and where my kids might like to hang out with friends once they become teenagers.
- A place where people can walk safely and shop and eat, but also as a main thoroughfare, cars can travel well without lots of traffic and accidents.
- A place where people from around Columbus would like to come to.
- A place where people will want to go. A place where there is a variety of stores and activities for everyone.
- A place where small local shops can thrive.
- A place where the community can gather and hang out.
- A place where UA residence can shop and dine that is safe, clean and has a neighborhood feel
- A place where we can spend time, walk around, in an interesting eclectic, wholesome, "downtown".
- A place with a lot of restaurants and/or bars
- A place with business and restaurants for UA residents to enjoy but don't want to see if become a super congested area with traffic and parking issues.
- A place with options for many different age groups, for gatherings,

community, food and retail.

- A place with such a wide variety of dining, service and shopping choices that residents don't feel the need to leave the community.
 - A place you can go that is easily accessible, has good traffic flow, is safe and well done architecturally.
 - A place you could bike down without fear. more and easier way to cross Lane Ave. Quiet outdoor areas to eat out in, away from the street.
 - a place/location that has amenities, shops, restaurants, that draws people in for a variety of reasons
 - A pleasant place to walk and spend time in. Currently it is just a busy motor vehicle corridor. Also, it would be nice if there were some practical stores like a pharmacy.
 - A pretty place to walk, dine, shop, work and gather
 - a public gathering space with mixed use development and apartment buildings to allow for greater diversity in the area
 - A quaint town square
 - A quaint area of commerce without becoming unwieldy in size, resulting in traffic congestion
 - A quaint downtown of upper Arlington that still upholds the same characteristics as the rest of UA. I do not want to see a bunch of tall buildings comprised of hotels and condos. The Wine Bistro block is how I envision this strip of land should look. Lane Ave should look at the Worthington and Grandview's downtown. They are quaint and desirable. It should be are a place you can walk with your family. Right now many avoid this area because of poor traffic flow, and lack of crosswalks.
 - a quaint mixed use attraction with outdoor dining, coffee, retail shops that is easily walkable and accessible to the neighborhood
 - A quality place that looks current and fits with the overall neighborhood
 - A reflection of the people, architecture and quality inherent to our historic residential community. A place to gather, walk, mingle and shop. THOUGHTFUL in DESIGN and EXECUTION
- A relaxing place to spend time
 - A representation and gateway of/to Upper Arlington. Welcoming, charming and a place to hang out.
 - A retail center with office space on upper floors east of Northwest Blvd. A residential area west of Northwest Blvd.
 - A road without stalled traffic.
 - A safe and attractive gathering, shopping and dining area with ample parking
 - A safe and fun destination similar to bridgepark area in Dublin
 - A safe area for people to shop, eat, play. A splash pad or fountains would be incredible. Ideally would be able to spend 1/2 day or more.
 - A safe area for walking/riding bikes to for dining, shopping, gatherings to listen to music, view art
 - A safe area with more dining and /or community gathering spaces and less business.
 - A SAFE COMMUNITY SPACE TO SHOP, DINE, CONNECT, HANGOUT, AND BRING PEOPLE TOGETHER. LOCAL BUSINESSES THRIVE AND THE BIG BOX/CHAIN RETAILERS DIE. IT NEEDS TO BE FRESH AND LOCAL TO DRAW PEOPLE. IT NEEDS TO BE ECO-FRIENDLY WHERE OUR UNIQUE WALKING COMMUNITY IS CELEBRATED AND NOT KEPT AWAY BECAUSE OF THE CURRENT HAZARDS OF NAVIGATING THE AREA.
 - A safe convenient place to walk/bike. Lots of businesses, especially local businesses. The current trend seems to be taking out an older building that fits the neighborhood and putting up a giant box that blocks the sunlight and is full of chains I could go to anywhere. Three stories is likely pushing it and developers seem to want to put up 5 story monstrosities. I liked the 1050s/1960s vibe of UA when I moved here and there were more interesting businesses. It feels like we are losing part of what made us different. I hope Lane Ave doesn't evolve into the same boring "gateway" full of chains that have been popping up all over Columbus

Community Engagement - Round One

- A safe place for people to come to. Easy traffic flow so people don't feel like they have to cut through the neighborhood streets because they go too fast!
- A safe place for people to go to to shop or dine, with outdoor seating and entertainment. Easy and safe for pedestrians and bikers.
- A safe place to eat and shop at.
- A safe place to enjoy our town not a congested mess
- A safe place to gather community
- A safe place to go and not be so crowded with buildings
- A safe place to shop and dine. Safe and easy to park. Safe for walking around. WELL LIT. Easy to get from one store or restaurant to the next. I would like to see something that takes the current architecture into consideration as well as the architecture in the surrounding neighborhoods. I'd love it to be a go to spot for shopping and dining
- A safe place to walk for everyone
- A safe place with various shops.
- A safe quiet attractive area to serve the neighbors, with non congestion in traffic.
- a safe shopping, eating and residential area
- A safe walkable rideable (bikes) area where neighbors can meet, gather, set and shop
- A safe, family friendly area for dining and shopping
- A safe, fun, community gathering center without any buildings more than 5 stories tall
- A safe, walkable place for the community to enjoy
- A safe, walkable, city hub with entertainment and convenience.
- A series of small businesses: art galleries, book stores, restaurants, pubs, florist, coffee shop, boutique, specialized grocery. I would like more emphasis on independent entrepreneurs and a gallery hop atmosphere. A focus away from the larger businesses that have an increasing online presence and usage and towards more service related industry and creativity.
- A shopping and eating place for all people. You must include the senior citizens when you make changes or plan new developments. Seniors DO NOT like to park in hi rise parking garages, they are NOT safe!
- A shopping and dining destination.
- a shopping area with a variety of stores
- A shopping, dining and gathering place. Our central core
- A shopping, dining, living, business hub for UA. A place for kids to safely hang out with friends. A place for families to dine and shop.
- A shopping, dining, living and destination
- A shopping, dining, living, gathering area.
- A signature street for UA.
- A small scale version of the Dublin bridgepark
- A sort of downtown area
- A spaceport
- A spot to visit and walk for an evening or just a spot for some quick shopping.
- A state of the art actively WALKABLE and BIKEABLE community with safe access to the Ohio State campus and efficient bus/public transportation options to short north/downtown. Lane Ave/Upper Arlington is one of the most unique neighborhoods in all of Columbus - updating this area with wide, walkable and bikeable sidewalks would be a tremendous value to the residents and draw more visitors to the area.
- A street
- A street for UA residents, not a cut-through for Hilliard/west-siders to get to campus/downtown.
- A street I avoid unless going to Graeter's
- A street that Arlington residents can actually drive down again. And to have places people can actually afford. Half the city can't afford breakfast at some of the places in there now. And absolutely no multi-story buildings

over 3 or 4 floors. It's ridiculous.

- A street to get across town easily
- a street.
- A stunning example of community building. Use Urban Land Institute wisdom - they helped UA in the thirties.
- A suburban destination with a variety of retail and dining options
- A sustainable investment in our community. Designed with future flexibility in mind with the anticipation that change is ever present.
- A thriving center with good affordable restaurants, retail (more men's clothing stores) outdoor dining, free evening entertainment as on Thursdays or Fridays, clean sidewalks and parking areas and allowable parking where one can park in one area and cross street to shop, or eat if necessary.
- A thriving retail area
- A through street without a lot of stop signs or traffic lights.
- A town center feel
- A town center. Pedestrian friendly. A variety of shopping and dining options.
- A trendy functional place. Upscale but relaxed
- A unique character, not like the packaged suburban/urban wannabee that it is now.
- A unique destination - boutique shopping and dining (no chains or big box)
- A very pedestrian friendly hub of activity with dining, shopping (including some boutique style shops) and activity to draw the family to the area. A pedestrian walkway to the university area is critically important
- a viable and vibrant destination location for UA producing sales and property tax revenue for UA with a good blend of mixed retail, commercial and residential. Build up if needed (why wouldn't we?), fill in gaps to optimize land use and emphasize safe and efficient pedestrian mobility.

- A vibrant area that protects and respects the neighboring homes that are most likely to frequent and recommend the area along with utilizing the hotels and services for their friends, family, and guests. Green gathering space would be beneficial. Traffic patterns that protect the surrounding neighborhoods to uphold the high class area therefore benefitting and promoting the Lane Ave area rather than becoming a defunct area that is over crowded and unpalatable to the surrounding neighborhoods and causing increase in crime.
- A vibrant area with good restaurants, shopping, and a place for families to spend time— while still being able to navigate through relatively easily
- A vibrant mixed use district with residential, commercial, retail and dining options. An upscale urban feel, similar to Bridge Park in Dublin
- A vibrant mixed-use corridor that attracts people from throughout Columbus. But I think that Kingsdale should be sited as the Upper Arlington “downtown.”
- A vibrant, walkable street with many alternative transportation options (sidewalks all the way to OSU, protected bike lane, public transit)
- A village-like feel, with grocery, coffee shop, stores, restaurants, other retail (dog store, toy store, bike store, etc). Much like it is now, just updated with some improvements and expansion.
- A visually attractive space that has lots of trees and plants that will bring people because it is a pleasant place to be.
- A visually-appealing, pedestrian-friendly mixed-use space with good traffic flow. Avoiding increased congestion along Lane Avenue is a must!
- A walkable area that encouraged UA residents to gather in the public spaces.
- A walkable area, safe for my kids, with various dining options and some stores. No more condos please, the traffic is a growing problem and adding people to it that way exacerbates the traffic problems and the dangers of walking the area. Way too dangerous to bike with kids there now.
- A walkable assortment of unique retail establishments and restaurants
- A walkable lively gathering, social environment with unique shops and

restaurants. A destination for not only UA but for the Columbus metro area.

- A walkable place to spend an evening with my spousal unit.
- a walkable shopping/dining destination
- A walkable town center w many restaurants and boutiques.
- A walkable vibrant downtown area with entertainment options similar to Grandview Ave in Grandview Heights or Main St in Bexley. Prefer local small business over corporate chains.
- A walkable, hub of activity for Upper Arlington. Full of great restaurants and shops for all ages to enjoy. Less surface parking and more mixed use density.
- a walking area with diverse offerings and family friendly/student friendly options...no more high end restaurants
- A walking community with places to dine and meet.
- A warm, lively community gathering on Main Street. It needs to be more pedestrian friendly - particularly for young children walking, on bikes or in strollers. I would like architectural cohesiveness and character - it should be a gateway into the City.
- A way to get across Upper Arlington without hassle.
- A way to get to Rte 315 without excessive delay. Or else build the Ackerman - Zollinger access. I've lived here almost 25 years and it used to take 5 minutes to get to 315. Now it's at least 15 minutes. Not progress.
- A welcome to the city.
- A welcoming, small town charm place to shop and visit.
- A well designed area of mixed usage, with plenty of parking.
- A well designed, aesthetically appealing mixed use avenue with adequate parking/walking.
- A world-class, walkable mixed-use corridor that is vibrant and hip.
- Able to have 4 lanes to drive through. The current allowing parking on street is terrible. Always people cutting in causing others to slam on their

brakes

- Absolutely no more density or any additional apartments. Returned to four lanes of traffic to reduce congestion i.e. remove the parking spaces on the north side.
- Accessible and back to 2 lanes both directions
- Accessible clean well kept
- accessible to the neighborhood
- active area but not congested
- active pedestrian and bike friendly...need bike path adjacent to the street from UA to OSU - plenty of room E of N Star to incorporate a bike path , not in the roadway
- Active Urban environment. Buildings near the street with structured parking behind. Lots of bike lanes and Trees on the streets.
- Active, pedestrian friendly "town center" location with dining, shopping, outdoor activities. Additionally, with calmed traffic and side walks leading back into the residential areas to provide a safe pedestrian environment.
- Active, social area for UA
- Active. Vibrant. Community Hub. Beyond shopping plaza retail.
- Add a Jcrew, PLEASE. Get better shopping options. Local or major brand. Make this more commercial and build up downtown UA in old Arlington like Lake Forest in Illinois.
- aesthetically appealing shopping and dining area. The town center should really be Kingsdale, but they blew it with the landscaping and choice of stores.
- Aesthetically pleasing, outdoor dining, retail destination, classic south of lane charm, walkable, family-friendly!!!
- ALL of the buildings and structures need to have the setback distance that's in front of Wine Bistro. The trend is a narrow setback to say "we can put chairs in this 36 inches here" but they are unusable and horrible. The hotel, the chase bank, the new bank at Lane+NW - those setbacks are a crime against UA. Larger setbacks with trees, green infrastructure, and pleasant

seating space is mandatory for Lane Ave.

- An accessible street with safe pedestrian crossing that accommodates bike and car traffic. I very much think that the city needs to put dedicated bike lanes that are separated from traffic on all of the major thoroughfares.
- An active, attractive commercial street providing unique consumer goods and good jobs for university students. I want the speed limit not to exceed 25MPH from Northwest BLVD to North Star. I like multi-story parking that looks good from the outside and makes room in the Lane Ave. Shopping Center for more shopping space creatively designed. I want cameras for safety, everywhere.
- An active, mixed use area with many options for shopping and dining, that is pedestrian friendly.
- An amazing downtown location for all citizens in UA. I frequent downtown Delaware weekly. I love the setup and atmosphere there. I do not care for Grandview and the large amount of Bars. It would be nice to have something similar to Delaware with affordable dinner and some bar selections. A place I can go out with my family or with friends on the weekend.
- An appealing and safe thoroughfare for boutique shopping, dining, apartment or condo living and hotel lodging.
- An area that does not infringe on the adjacent residential neighborhoods.
- An area that I can frequent each week and not feel like I'm only able to go to the same 5 places. Tons of restaurants and social areas. Give me a reason to stay in UA every weekend vs venturing to short north or downtown.
- An area that will provide quality dining/shopping options in the city of UA that will also boost tax revenue.
- An area where I would want to go frequently with a variety of shops and (especially) restaurants, while maintaining an appropriate ambiance for the area.
- An area with easy walking, shopping and entertainment. Throw in some green space, a few condos/hotels and make it like the area in Dublin on 33 or Grandview avenue.
- An area with good restaurants, Gastropubs, and boutiques.
- An area with walkable restaurants and shops. With a local feel no national chains
- An assortment of retail and dining
- An attractive and bustling casual eating and shopping area
- An attractive gathering area with retail stores, restaurants, apartments and condos, small businesses
- An attractive mixed use area with sufficient parking and drainage
- An attractive safe dining and shopping area.
- An easily accessible area with easy parking and good meeting spaces and many amenities and environmentally friendly
- An easy access area with shipping and dining. With easy parking. Which also does NOT impede the flow of traffic on lane.
- An easy route to travel through by car. On street parking loses lanes that we need! Those lanes were added years ago for a purpose. I grew up 10 doors from Lane Avenue 50 years ago when it was just a 2 lane road - and now they're trying to make it a 2-lane road again, but with lots of traffic. Keep the 4-lane road...
- An easy thoroughfare to 315. Moderate amount of commerce with an appropriate mix of residential space.
- An easy to access center of shops and dining. Adequate parking and entertainment businesses located here too.
- An easy to access place with varied places to eat, with sidewalks for more - and safer - pedestrian traffic
- An easy to navigate one-stop-shop for shopping, dining and other needs (like exercise, etc). But it doesn't need to be a massive, corporate feeling development. Small and thoughtful is okay.
- An eclectic mix of stores and restaurants - a place where people can meet up and relax (and buy groceries). But the traffic has got to be managed better at rush hour. Leading greens into both entrances to the mall.
- An economic driver for the region with office / retail and dining, think

bridge park in Dublin. We have tons of single family homes and smaller retail area. This should be the primary spot for dining options and potentially night life in Arlington

- An economic hub of walkable stores and shoppes
- An effective “downtown” for UA. A pedestrian-friendly area with a variety of eating and shopping establishments that serve the community’s needs.
- An efficient roadway through Arlington with pleasant to look at buildings that have easy access to parking that does not interfere with 35 mile an hour traffic flow .
- An enhancement to UA w/o becoming overly congested. An eating, shopping, walking place
- An entertainment/dining/shopping experience for UA.
- An entrance into the city that represents the city as it is; a residential area.
- An entry to the neighborhood but not so congested that traffic doesn’t flow smoothly and parking is hard to find. While Grandview Avenue is charming, I avoid dining in that area because it feels claustrophobic and parking is tough.
- An exciting place and destination to go and enjoy time with friends and family, whether you’re shopping, eating, or just socializing.
- An innovative entertainment experience that incorporates an engaging atmosphere with an modern mixture of distinct taste of culture, design and art that encourages sustainable lifestyles. Upper Arlington Lane Avenue is seven minutes from Columbus’ downtown district. Upper Arlington has the opportunity to be a LEADER in innovation and design concepts for cultural entertainment experience.
- An inviting addition to Upper Arlington that does not become so dense that it is defeated by traffic and parking issues
- An inviting shopping dining community center with an inviting European feel.
- An inviting place to grab a casual or upscale meal or drink. Variety of small business and space to provide family friendly entertainment and activities.
- An inviting place with alternate transportation options
- An inviting, attractive community area with enhanced pedestrian areas but that does not slow down the traffic flow.
- An safe and attractive accessible destination with distinct character.
- An safe and efficient place to gather. I will not go if it’s a headache to park.
- An upscale, trendy place to shop and eat. Small, local businesses which are kind to its neighbors. Walkable, safe with appropriate lighting.
- An urbanized, walkable area which can help the developmental goals of the entire region. While it doesn’t need to rival the Short North, encouraging our local community to engage with an area throughout the day, morning, day, and night, the greater area will be better served.
- Another wonderful place to hang out in UA. I would like cool places to eat casually (smoothie bowl place like Alchemy and fun places for teenagers). There is no place for teens to go in UA.
- Architecturally beautiful downtown feel with good traffic flow, outdoor eating and large sidewalks
- Area with locally owned shops and restaurants
- Area with restaurants, shopping, not a lot of traffic. Not too thrilled with multistory parking or living.
- As a UA resident that lives on Lane Ave, I love the idea of making he area east of Northwest Blvd a walkable, vibrant, “downtown” area...but want to be mindful of density, building height and traffic. The area should be filled with restaurants and shopping mixed with office space and some (not a lot) residential apartment/condos/townhomes.
- As easy to get through as possible.....
- As it is now typical of the classic UA community. Small with a good selection of mixed use retail and F&B. No Tower blocks or more condos. UA tax base remits a lot of revenue and should preserve a character of exclusivity and up market retail. Let Hilliard be Hilliard not UA! True quote: On a Delta flight to Amsterdam a nice guy from Worthington said”We always thought -well at least UA is not worried about turning into the next expanded sleeper. They are exclusive and want to remain that way”

Let's re-purpose what there is instead of expanding into more characterless new builds.

- As someone who lives within an easy walk, I like the mixed-use nature of Lane Ave to take care of my needs without having to go far.
- Attractive
- Attractive portal to the cities commercial entities
- Attractive and accommodating to all
- Attractive and not cluttered
- Attractive and usable. NOT overly crowded. We owe it to no one to make UA more accessible to them to live in!! We don't have enough space for many more residents.
- Attractive mix of residential, retail and food places.
- Attractive mixed-use area that suggests a downtown for the city.
- Attractive yet easily accessible with ample parking. Nice shops with affordable dining.
- Bar, restaurants, coffee shops & shopping
- Be able to drive down Lane Avenue without a line. No removal of anymore houses.
- Beautified with planting seeds and flowers....mixed places to eat.
- Beautiful
- Beautiful
- Beautiful entryway into Upper Arlington and safe pedestrian friendly feeder access to commercial Lane Ave and OSU campus
- Being able to drive without your BS
- better dumpsters that discourage rats
- Better planning. Better parking
- better relationship with the outdoor space to the building. The hotel seating area is terrible. The Wine Bistro treatment is a 10. Also traffic lanes need to be maintained to get UA residents home from downtown: losing a

west bound lane for two years for the new construction has been a pain.

- Better shopping
- Better than Bridgepark
- Better than Grandview 5th Avenue
- Better thru street access and less traffic!!!! Totally ruined it when the parking spaces were placed on Lane Avenue. Also, the outdoor seating along the busy street is noisy and I hate to breathe the exhaust from cars while trying to eat.
- Better traffic and pedestrian flow
- Better traffic flow
- Better traffic flow between North Star Rd and Northwest Blvd. Narrowing the lanes a few years back was another horrible decision the city of Upper Arlington made, traffic crawls through that area. When this decision was made, motorists now use other roads such as Fishinger and McCoy. These roads now have increased traffic and speeders.
- Better traffic flow with mixed use of restaurants and shopping. I am not a fan of high rise buildings in UA
- Better traffic flow, less congestion
- Better traffic flow.
- Better traffic flow. It wasn't that long ago that we had 2 lanes each way all day. That was so much better. Would love to see more restaurants, cafes, shopping, condos - not apartments. Would love for this to be more of a central part of our town.
- Better traffic flow. No more buildings up on the street. More restaurants.
- Better!! Dublin is better and Grandview is way better
- Bike and walker friendly, safe. Not an overcrowded, unpleasant traffic nightmare.
- Bike-friendly.
- Blend of shopping, dining and pedestrian friendly
- Bridge Park Jr.

Community Engagement - Round One

- buildings that met code with regards to height and not block sunlight to houses to the north. make adequate sidewalks and let eating areas and trees take up room
- business and retail
- Bustling business/life center of the community. A proper downtown.
- Capitalistic Meca
- Center of town
- center of UA
- Center of UA shopping, dining, arts and entertainment. Think Greenville, SC, or Asheville, NC. Would be great to bring in a brewery or distillery like Middle West
- Center of UA which is exciting destination for people of UA and other parts of city. Mixed use, retail, office, housing, in best of all worlds.
- Central community space walkable and bike friendly to shop, dine and meeting people.
- Central downtown area with restaurants outdoor seating some retail comfortable to go to and walk around similar to Dublin
- Central downtown gathering place for shops, condos, businesses. It needs to be safe to cross Lane Ave by foot. I love street lights, trees, plants/ hanging baskets, cafe outdoor eating, community events and music, etc.
- Central downtown Upper Arlington...that is accessible to vehicular traffic.
- Central shopping/dining location
- central site
- Central/Downtown UA with some park/green space, very pedestrian friendly. A CBUS circulator type public transportation could make it much easier to park further from Lane. It should loop from Kingsdale, around Northam park to library and Senior center and through Lane Ave.
- Classy place for social gathering, shopping, living, revenue generation for the city
- Classy place to dine, recreate and live without traffic congestion.
- Clean. Safe and easy to navigate from East to West.
- Closer to what it was. I don't like the multi story buildings being built. I think it looks awful, will creat significantly more traffic problems, and create dangerous traffic situations on the side street. Combine off of these issues and property values will decline.
- Cohesive feel but with a variety of different buildings. It should stay commercial and not have community green space.
- Commercial area
- Commercial place - shopping mall
- Commercial use is fine, but I do not want it be like Grandview, which has been overbuilt and traffic is bad
- Commercialized in an attractive way (not too vertical) w good ingress, parking and egress while maintaining efficient and expedient traffic flow on Lane Ave itself. Do not extend any further into the residential areas on the west side of Northwest Blvd.
- Community
- Community area with Higher end retail shops- shoe stores please! No more groceries. Mini Easton- a destination
- Community center that is also respectful of residential areas
- Community center, pedestrian oriented, public third places
- Community downtown with character. I like the style of downtown worthington and would love something similar in UA.
- Community friendly, small businesses as oppose to large businesses that would bring lots of commuter traffic, varied housing types, Worthington "esque"
- Community gathering place, downtown-like hub, smooth traffic
- Community gathering place.
- Community gathering space for all ages
- Community gathering space with outdoor seating and dining options. I would love to see a splash pad area like Hilliard's!!

- Community gathering space! Family friendly!
- Community gathering space.
- Community gathering spot with retail and restaurants but not overbuilt.
- community gathering, shopping & dining. walkable.
- community meeting place
- Community retail and restaurant district. Prefer low-rise buildings.
- community shopping district and office district with some sites for entertainment
- Complete street plan w mixed use. Vibrant community destination area w a variety of stores, restaurants and grocery. Multi modal friendly w more bike facilities that would connect other parts of UA w Lane Ave easily.
- Completely walkable exciting destination
- Concern is Traffic
- Connected to the rest of UA. A downtown community feel with plenty of greenspaces would be awesome, but it would be even better if the rest of UA could get there without driving, which means connected safe biking and pedestrian paths to the entire city, and coordinated efforts with public transit that actually connects people into the area.
- consistently styled gateway corridor
- Constructed with consideration and respect for homeowners in the area.
- Continuation of what's been started with Hudson 29, Whole Foods / Lane Ave Shopping Ctr redevelopment, etc
- Continue the walkable feel - more small businesses and less of the trendy "mixed use". Like a downtown Worthington and Westerville. They have a warm friendly gateway into their city.
- Continue to grow walkability
- continued commercial and walkable area
- Continued development into a walkable entertainment district.
- convenient place to go for dinner or lunch or drinks and that also has some shops that are of interest
- Convenient shopping and dining with easy parking
- Corridor, traffic needs a way through Arlington
- Current and easy to get around and use.
- Deemphasized as a through street; more like the center of an old downtown with unique merchants, etc.
- Dense mixed use - retail, restaurants, housing (rental or condo), with structured parking focused on the rear of properties in order to maximize use of the space
- Dense mixed use development with some green space and pedestrian friendly.
- Dense mixed use.
- Dense multi-use buildings. A downtown for UA with little visible surface parking that is friendly to pedestrians, not through traffic.
- Destination
- Destination "downtown" area like Old Dublin or Old Worthington
- Destination and gathering space that is walkable
- Destination area that has green space, dining, walking. Some Entertainment.
- Destination for eating and shopping.
- destination for teens and adults, action ending by 11pm
- destination location
- Destination of high quality attractions and services.
- Destination place for shopping, dining, and gathering
- Destination place.
- Destination that everyone can enjoy, i feel really fortunate to be able to live in such an awesome community, alot of others are not able to.
- Destination that will generate tax revenue
- Destination with walkable options
- Dining

Community Engagement - Round One

- Dining and boutique shopping area that is pleasant to the eye.
- Dining entertainment outdoor seating pedestrian friendly
- Dining places
- Dining shopping area where you can walk around and see or eat something new each time you go. Mixed price points in dining options
- Dining, entertainment, and moderate density living.
- Dining/ entertainment
- Dining/entertainment area
- Dining/shopping area
- Dining/shopping destination
- Diverse and functional
- diverse corridor - retail, residential, commercial mix
- Diverse shopping, dining and entertainment with music, fountains and parking.
- Do not care
- do not want traffic congestion
- Doesn't matter to me.
- Don't have any specific vision.
- Don't put tables right on street - sidewalk should buffer! Make it pretty. Get Cols. to fix it from 315 to North Star. That looks like crap. Do pretty archways to welcome you to UA. It looks like crap now and it is main entrance to city. west of NorthStar it is looking very pretty. Keep up that good work.
- Downtown area for UA. Very walkable. Lively. Saturday farmers market.
- Downtown area with variety of restaurants, shops, gyms
- Downtown family friendly social gathering place
- Downtown feel like Worthington. It's too bad Lane Avenue mall was not developed on the street with parking behind. It's a big miss that it's not dynamic with the buildings across the street. Parking is not what people want to look at.
- Downtown for UA
- Downtown for UA. Shops and restaurants
- Downtown Granville is good inspiration. Smaller than the bridge park area in Dublin or the Creekside area in Gahanna.
- Downtown like area with small park, trees, etc. outdoor cafes, dining options
- Downtown of UA
- Downtown of UA - gathering place with lots of activity and restaurants and retail
- Downtown of UA with non chain restaurants and stores
- Downtown of Upper Arlington with shopping and dining and a night life.
- downtown UA
- downtown UA
- Downtown UA appropriately done with thought of families, parking, ease of use,
- Downtown UA with restaurants, retail, and office space.
- Downtown UA. A place to walk, eat and shop.
- Downtown/Main Street with continuity, consistent architectural style and charm and not nondescript unintegrated commercial. Minimize front facing surface parking. pedestrian friendly, community space and not overly developed.
- Ease of traffic through Lane Ave as it is a connector to so many other portions of UA. Ample parking for buildings built there, easy pathways btwn buildings and SAFE area in which to enjoy outdoor dining.
- Easier and safer to cross as a pedestrian. It would be nice if it didn't have a lot of high rise type buildings or noise and light pollution.
- Easier parking
- Easier to drive through. The one lane traffic is a pain and hard to navigate.

- Easier to travel on in my vehicle and not stuck in traffic constantly
- Easily accessible and full of amenities (retail/restaurants) that I want to utilize.
- easily accessible area with combination of stores, restaurants, public areas
- easily accessible hub for dining, shopping and grocery
- Easily commutable. The road should be two lanes going both east and west with a turn lane. There is parking behind the plaza, which should be more utilized to afford more room for the road way. Store parking is also not necessary, if a parking structure is erected.
- Easily navigable and lively
- Easy access and outdoor dining
- Easy access through the lane ave corridor
- Easy and efficient to navigate - by auto, bike and walking - with outdoor dining options
- Easy and efficient to navigate for all modes of transportation, quiet (hate loud traffic noise), and still retain community charm. Extremely concerned about the burden the new development at Lane/N. Star is going to add to a small intersection. In addition, the height of it is grossly out of place for other buildings in the area. Once you do it, you can never go back. :-)
- Easy car driving through area
- Easy to drive through
- Easy to drive through/to, but also a destination
- Easy to navigate and a great look
- Easy to navigate with lots of shops/restaurants/parking and free flowing traffic (not having to stop every block at a red light and wait forever).
- Easy to park and multi-use area
- Easy to traverse
- Easy traffic and pedestrian flow. This is an active corridor between UA and the University and Route 315. Do not clutter it up with too much turning traffic.
- Economically sustainable, high-quality and well maintained private and public assets
- Efficient but attractive
- Efficient drive to OSU
- Efficient driving corridor. Otherwise I am going to cut through the neighborhood to reach 315. Similar experience to new Dublin. Parking garages that fit in. Similar to Hudson's on Lane
- efficient roadway for cars
- Efficient traffic corridor, successful shops and other occupants, low-rise not high-rise, coordinated appearance, safe, clean
- Efficient vehicle traffic
- Emphasis on small businesses. Destination for community events like gallery hop, moonlight market, etc. But with a focus on multi generational events. Additionally, has there been consideration of a rec center similar to westerville in the lane ave corridor or elsewhere - this would be central and make it a destination for families
- Energetic
- enhanced dining and shopping in UA
- Enhanced green traffic corridor. It is primarily the only cross-town street north of fifth and south of Henderson. Parking in garages fronted by businesses/restaurants with trees/planting would make it aesthetically pleasing. Additional stop lights will frustrate locals and commuters headed to 315 and OSU.
- entertainment and dining district
- Entertainment and gathering area for UA community
- Entertainment district
- Entertainment district
- Entertainment and shopping. The modern face of UA
- family friendly dining and outdoor community space for concerts, rallies,

etc.

- family friendly gathering space that allows for safe foot and bike travel
- Family friendly place
- Family friendly walkable area to dine and shop and run into neighbors! Eating, drinking, ice cream are more important than retail shopping stores
- Family friendly walking area with lots of places to eat, no more apartments/offices/hotels
- First and foremost we would like to see the preservation of the essence of UA, including Lane Ave neighborhoods, as a quiet, safe residential community for which it was founded. We would like sensible re-development of already designated business areas without the infringement onto residential properties nor the razing of homes and green spaces bought up by developers. I dread seeing even the outskirts of UA swallowed by development and businesses as Columbus and OSU continue to grow around it. Upper Arlington is a gem, please preserve it.
- For it to still feel unique to UA, like part of the local community. Still local restaurants, shops & businesses; mixed with nationwide brands.
- Four lanes of DRIVING not usurping a lane for PARKING
- Free flow of traffic. Lots of restaurants.
- Free flowing for cars. Stop rezoning residential home which leads to tear downs and more businesses that increase noise, odors, parking issues and attract rats and other rodents.
- Free from bureaucratic control
- Friendly and inviting
- Friendly dining and shopping
- Friendly family gathering place
- Friendly to surrounding residential neighborhoods. Night lighting that enhances architecture without shining into homes (see, e.g., NightSky.org for sample guidelines developed by broad base of stakeholders and adopted by many growing, upscale cities). Architectural elements that do not interfere with safe driving (e.g., the transformer box installed near curb

just west of Beaumont Rd... very dangerous obstruction of view when entering Lane from Beaumont... and completely avoidable locational choice). Any restriction of traffic flow will lead incentivize increased travel through surrounding neighborhoods. Lane is the main arterial and must function smoothly... or else we end up with through-drivers rushing down residential side streets. Not good for children; not good for neighborhood quality; not good for safety. This mistake has been made in many communities, but others have gotten it right. Lane development should be a national model of getting it right.

- Friendly, lively, attractive, good traffic flow, walker friendly, good mix of stores and restaurants, a gathering place
- Friendly, safe and thriving
- First to respect the citizens living in the neighborhood. No multi-story buildings designed with windows peering into neighbor's bedrooms and gardens. No gathering areas that allow deafening music and public parties. No high density designs that force employees and visitors to park on residential streets.
- Fun and safe .
- Fun destination of food and entertainment where people gather. Much like Grandview Avenue
- Fun happening area to use all time of the day.
- Fun multi use area of shopping and dining, easy to navigate for pedestrians and bikes
- Fun place to shop. We were heartbroken when the inside mall was gone.
- Fun, clean, safe place to go for dining experiences
- Gathering downtown for ua
- Gathering place for playing, dining and shopping
- Gathering place for UA. Different shops and restaurants that will last
- Gathering place, bikeable
- Gathering place. Venue for more restaurants and businesses. Similar to new Dublin area

- Gathering point
- gathering space
- Gathering space with outdoor seating and activities. Pedestrian friendly.
- Gathering spot for UA for various functions and entertainment
- Gathering spot with many varieties of businesses (boutique shops, restaurants, pubs, booksellers). Not a tourist trap though.
- Given that Lane Avenue is expanding from east to west I would like to see public transportation such as trolley or small bus that enables ease of transportation with less carbon footprint. Underground tunnels or overhead walkways that will enable people to cross the streets safely and won't tie up traffic due to lights.
- Go east for further improvements
- Go to destination for shopping, dining, gathering, entertainment in UA.
- Good shopping and eating
- Good shopping and eating opportunities
- Good variety of restaurants and other shops
- Great dining destinations for the whole family
- Great for shopping and dining with a mix of local and national businesses.
- Great restaurants and retail but not at the expense of the surrounding neighborhoods.
- Groovy, man, groovy.
- Growth that does not exceed infrastructure ability to accommodate it.
- Handicap accessible for mobility impaired users. Close and plentiful handicap parking that is within a few feet of the destination's door.
- Hard to say. All these ideas are nice but that takes space taken away the street. This is a well-travelled road. You don't have the space. UA can't become Dublin
- Have buildings closer to the street instead of parking out front. Kind of like Grandview Avenue or the Mallway.
- have good Restaurants and a Dance club
- Having better bus access with dining and shopping options and space to hang outside at.
- High density entertainment district with owner occupied condos for those residents who do not want to live in a traditional single family home with mass transit connectivity to other major Columbus amenities/ neighborhoods.
- High density mixed-use corridor, but still very easy to drive through. This will never be high street. So walkability should be considered secondary to traffic accommodations.
- Higher density shops and restaurants easily walkable
- Home town, family and friends gathering
- Homeless bums
- Honestly my biggest concern is traffic flow, specifically south of Lane Avenue, and especially after the Gateway project is built. The city should be actively involved in evaluating and implementing recommendations from the traffic plan, and should be transparent in decisions. They also need to solicit input from residents. In terms of the corridor, we need to have a design review body involved with reviewing and approving new developments. If this was in place, it would have ensured the building between Huntington and Whole Foods would not be constructed as designed. Transparency is critical through the process; I appreciate the increased efforts taken to improve communication and solicit input from residents.
- Hub of UA with charm
- Human oriented - not about cars or efficient "selling" - but about quality of life. Lane Avenue can be commercial - but the draw should be the human experience. Think a street cafe in Paris.. I should want to be there even if I have nothing to buy - and that desire to be there will ensure I buy something. Everybody wins. ;-)
- I am already concerned about the number of larger buildings. I would be moving right now if I were renting on the west side of the apt. building

next to the newest development. Quality of life for me also includes a nice view...not the side of another building. I am also concerned about further encroachment into our nice neighborhoods. Some of the development has been positive. I can see replacing some of the older buildings, but I would prefer lower profiles.

- I am certain that I do not want Lane Avenue to be UA's "downtown." It lacks character and the major road through it further detracts from the character. And there's too much traffic to reroute and calm. The Old Arlington area (Jones) makes a better "downtown." This is a long standing problem for UA; I recall critiquing on the lack of a UA downtown when I moved here 20 years ago- and almost went to Worthington instead. Currently, I'm sorry I didn't buy that house in Old Dublin.
- I am content as it is presently but I am not a city planner. I am open to new ideas. The list above (Q#22) gives bumpouts to the street. I don't know the safety stats for these bumpouts but I have a long, safe history of safe driving and I can imagine a driver unfamiliar with the area declaring "I'm not going back there again!". The Lane Ave corridor needs to be welcoming to all.
- I bike there often and would love a bike lane. I like eco friendly things like lots of trees and organic local restaurants. I'd like to avoid more banks and have more fun things like pins bowling in Dublin or cute pubs
- I do like the vision of a "Downtown" for UA. I would like to see it be as dense as possible for both residential and retail/business.
- I do not like the industrial buildings that were put up for Hudson, and the very ugly, no architectural value building of Homewood, it is terrible. Also, I do not see enough value in the revenue to increase our housing stock with apartments and condos, the benefit does not outweigh the downsides
- I do not want it to be a traffic nightmare due to over dense building and poor anticipation of flow especially in light of OSU development on West Campus.
- I do not want to see the entire road become a mixed use entertainment corridor. I do not want to see developers getting tax abatement and

putting the cost for schools and infrastructure back on the home owners

- I don't want it encroaching on anymore home north of Lane. Go south of Lane next time.
- I don't want Lane Avenue to become so busy that it causes a disruption in the life of the residence around this location. I do like offering a place with small restaurants and small local shops where the people of upper Arlington can visit.
- I don't know.
- I don't think this survey at all incorporates the fact that the Lane Avenue corridor still abuts neighborhoods on both the north, south and west ends. This survey seems geared toward creating a Short North-style corridor, and I am quite surprised by how leading it is in that direction. I would think that you had heard loud and clear from the Westmont-Chester neighbors that, while we are willing to support development along Lane Avenue, you have to proceed by considering the wants and needs of residents of that immediate neighborhood.
- I don't understand this question.
- I feel like it's headed in the right direction with Athleta, SOW and the new nail place. I'd like to see more restaurants (NO CHAINS), a small enclosed playground would also serve as a nice gathering space.
- I feel like Lane Avenue Mall should continue to be a major centerpiece of the street.
- I feel that Lane Ave needs to be a route through UA. If it is not then Fishinger and other roadways will become over loaded. I think to try to make it a slow drag and meeting place it will become a congested mess.
- I feel the building structure of Wine Bistro/ J McLaughlin is in the keeping of the small town old English feel that UA was initially based. The current construction seems to be very common all over the United States. I'm afraid it'll be the strip mall of the 2020s.
- I have no vision for Lane Ave
- I hope the mall remains in place as it offers great stores. Every shop does not need to be 2 stories.

- I hope we can retain as much as possible the neighborhood element of Lane Avenue.
- I like Hilliard's with the splash pad, music, ice cream, food, ease to drive through. Family evening destination
- I like the idea of a community gathering space with lots of green, outdoor seating (public and for businesses), but PLEASE don't cheapen it with sterile and wholly mediocre chain restaurants like Applebee's or Chili's. Please give favor to independent businesses -- like you have already with Hudson 29 (I realize this is part of a portfolio of restaurants, but it's certainly more "home-grown" than Chili's). Make space for places like Cover to Cover in the mallway. That's how you will see it developed like you want it with lots of personality
- I like the idea of a downtown for UA - it's likely the best area with the section East of North Star included.
- I like the idea of a hub - a Grandview Ave type of place with a restaurants, cafes, and stores. BUT...Grandview Ave has become too much of a hub and the parking is terrible, so we need to be planful with our parking structures and ensure we have sufficient spaces. Dublin is creating a great downtown space too. I want to feel comfortable biking there with my kids as well, so be sure to make space for bikes / walkers. Keep in mind great potential at Kingsdale too! Please also don't build any higher than we already have there - otherwise it just doesn't fit with the neighborhood at all. Already I think they are a story too high in my opinion.
- I like the idea of it being a "downtown" area / community gathering spot for Upper Arlington with restaurants and shops, maybe gallery space, and some outdoor/green space.
- I like the idea of Lane Ave becoming a more central place for people to gather, but the issue is parking and driving. UA seems to be short sighted when it comes to parking and driveability (much like the Short North). Ease of movement is more important than a new restaurant or hotel.
- I like the residential feel that Upper Arlington always had in the past and promised for our futures.
- I like the variety of businesses but I really want it to be able to accommodate the additional traffic which new apartments and office spaces will add. Also, easier, safer crossings are needed from Shops on Lane parking lot to restaurants across the street (Hudson 29, etc). People have to climb a big berm on edge of parking lot to cross bc no one wants to go to cross walks a block away in either direction.
- I like to be able to stay in UA to do shopping and dining, so continue this!
- I like what it is - shops and restaurants, and a great place to meet friends for same. Adding some businesses to the mix only enhances that, in my opinion.
- I like what you are doing but not addressing the side streets for residents is not fair. I lived in the short north and parking is a disaster down there and will be up here also unless you allow parking on both sides of the street.
- I live in the area...what was wrong with a residential area? We are one big construction site...the high school, the house across the street from me, and the end of the block on Chester and Westmont. The construction starts early and last all day long. This is noisy, dirty, and congested with all the equipment...we will be torn up for a couple of years...the last thing I want is more construction. How safe is it with a bunch a bars nearby and all the outside people you are attracting to the neighborhood? The downside of development. If businesses are so desperate to come to UA why are we as tax payers subsidizing all the development?
- I live right next to the current construction (as in literally next door to the home that is being used as the construction office).
- We chose to live right by Lane because we love the hustle and bustle of a city but still the ability to live in a safe neighborhood with easy parking, a garage and a yard as well as access to wonderful schools. We love all the dining, the outdoor seating, the concerts, etc. We love UA and want this to be our forever home but I also want to make sure the city keeps those that have to live right next to what is being built in mind as they make changes. Obviously, you cannot please everyone, but when the residents are able to pull together a referendum with little effort, it shows that the city is moving forward without truly considering the needs of the community.

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- We are not opposed to development in anyway, in fact, we love the development and though we are living through lots of dust and construction equipment and workers in our side yard for a few years, we are excited to see the finished product.
- I cannot say enough how much I appreciate the action of our neighborhood who pushed the city to give us a better product! The city was ready to sign off when J. Liu was going to develop this area even though the plan was very poor. No one from the city was willing to make the tough decision that was to say... we need to wait because there is something better for this area and the community as a whole. As it turned out, the referendum ended up pushing the city and Jason to pause, reevaluate and to find much better investors and developers!
- We look forward to the continued growth in this area and the city as a whole. I am not the outgoing individual who will get up and speak at council meetings or large events but if there is ever a time where you need to talk to someone directly about the changes and ideas, I would be more than happy to sit down with anyone from the city.
- Thanks for your time and this survey! It means a lot to us to have a voice in the process!
- I live within a mile of the Lane Avenue development and used to travel on Lane Avenue at least twice a day. Now, I stay as far away from Lane Avenue as possible. I NEVER go there including the Rusty Bucket and other restaurants that I used to frequent regularly. The density has created serious traffic issues that need resolved. Guess the developers will enjoy Lane Avenue, it certainly wasn't done for residents.
- I love how it has developed
- I love the idea that it is a mixed use corridor with community gathering spaces. I love that there are restaurants and shops my family and I can walk and bike to.
- I love the path it is on! Would love to see the same transformation along Henderson or Kenny Rd!
- I minimally-dense mixed-use space.
- I miss having an enclosed shopping center. Too bad Lane Ave. can't go back to that type of center for UA.
- I own a home on W Lane Ave, and I do NOT want to see the area's traffic become worse. I also worry about residential areas being re-zoned, and how this might impact my home's property value. I do not want to see more eyesore buildings that clash with the area, such as the horrific Heartland Bank that was just build. My husband and I are a young family (late 20s/early 30s), and we would like for this area to maintain a small town feel that is safe and walkable.
- I preferred Lane Avenue the way it once was - a convenient two lane road. But that is long gone and I know the City Council doesn't care about what UA residents want. Therefore, I have answered the survey to include the few possible elements that could probably keep the area as similar to what it was in the past .
- I think Kingsdale should be enhanced and developed. Not Lane Ave.
- I used to frequent businesses on Lane Avenue more before change started happening. If I can't drive and park, I am not spending money there. I spend my money in places like Henderson Road stores / restaurants
- I view it as something like Easton, but on a much smaller scale. A place where people can go for entertainment, shopping, dining with lovely trees, fountains, landscaping. but not the congestion or parking issues that Easton has, given it's overbuilding.
- I want cars to be towed the minute Lane tuns into 2 lanes heading west
- I want it to be a destination for all ages with safety being my first priority. I want to trust that my kids can walk and bike there safely. I want it to be a place designed for the neighborhood - keeping the charm and small town feel of Upper Arlington.
- I want it to be a friendly place THAT RESPECTS THE PRIVACY OF THE PEOPLE WHO LIVE ON THE SIDE STREETS. No multi story hotels and buildings that overlook family homes as was done with the hotel whose guests can now peer into the bedrooms of families in the neighborhood. Also avoid fancy street decorations like flags and doodads. They are expensive and costly to maintain. Stick to the long-term, high value basics like trees, benches, signage, trash cans, and multi story

parking.

- I want it to be an area that families can go to and support local businesses. Restaurants, local boutiques, and fitness centers would all be awesome additions to the area, with a conscious of traffic patterns.
- I want it to be an entertainment district that fits Nicely into the community.
- I want it to be downtown, just like Old Worthington. Shops, parades, gathering spaces. A destination. Sow Plated was a HUGE improvement to the Shoppes at Lane - we should definitely seek out many more vendors and companies with a vision like that.
- I want it to be pedestrian friendly - an area that you can walk/bike to and enjoy a mix of dining, shopping and entertainment..
- I want it to be walkable, safe, a downtown gathering space for the community. When people think of downtown UA, it should be Lane vs. The Mallway. It would be awesome to have a kind of place that can be like Clintonville or Worthingtons High St/Farmers market or Grandview Ave/ Grandview Hop.
- I want it to NOT be a congested area. I feel like building too tall of buildings will encourage a bunch of traffic as it will add to much more people in the area. I worry that building too many apartments and tall buildings will have a negative impact. Excess people and congestion creates headaches, stress, and inconveniences to area residents.
- I want it to not be a major thru-way but a thru-way that has a slower speed, more parking and more options for stores, restaurants, etc that make it a destination.
- I want Lane Ave to be our “downtown” with walkability, unique stores and restaurants. A place for family friendly outings.
- I want lane Avenue to be an entertainment corridor to the city.
- I want Lane Avenue to be like Bridge Park in Dublin.
- I want to be able to drive down road without having to dodge idiots on bikes who think they own the road. 2 mph is too slow to be in real traffic.
- I want to be able to get in and out of Arlington to 315 and 33 easily.

- I want to drive down it without hitting every light.
- I want to want to go to Lane Ave not Short North or Bridge Park in Dublin. I want there to be fun events (farmers market, gallery hop style), shopping, and places to eat.
- I wanted to have the community feel that Grandview does where there’s restaurants I’m worried that All the buildings are sitting too close to the street. No one likes to sit on a sidewalk while the cars are zooming by
- I would be happy if every project were held to the standard of the metropolitan project housing Wine Bistro. This was an A in character, mixed use and fits the integrity of UA. No one will enjoy eating outside if more projects emerge that are mixed use commercial and residential as the traffic will be unbearable to enjoy outdoor eating. In addition, very disappointing projects continue to be green lighted that are too massive for Lane Ave. UA corridor is one project away from ruining the charm and prestige of UA with renters and hotel guests. I would think homeowners across demographics would care about and city officials too.
- I would like a full 2 Lanes of traffic in both directions with off street parking.
- I would like for it to be organic but inviting, don’t want it to look like what they did over in dublin (pins/urban meyer place), they build too high and too compact in my opinion
- I would like for the scale to be shorter. I think the current buildings are too tall. It’s too dense and lacks character. I’d actually love to see more buildings similar to the small shopping center South of Lane. Those buildings are much more aesthetically pleasing than the large scale behemoth hotel, etc. along Lane Avenue. In approving that, you lost some of the identity/character of the city.
- I would like it to increase the property value of my home
- I would like it to maintain the look and feel of a neighborhood commercial area. Main St in Bexley would be my vision. The round-about of death in Dublin would not be my vision, nor would the Fairfax Dr corridor in Arlington VA.
- I would like it to mirror the restraint district in Ann Arbor. Good model

- I would like Lane Avenue to be the epicenter of Upper Arlington with a high energy vibe that attracts all types of people into UA similar to Grandview Ave and the Short North High Street area. Ideally, have a lot of shops and restaurants as well as employers to sustain the area for decades to come.
- I would like Lane Avenue to be the official 'downtown'/gathering area for UA. My wife and I struggle in finding our desired dining options in UA and often find ourselves in Grandview, Clintonville, or the Short North.
- I would like the infrastructure moved to the sidewalks with first floor retail and restaurants, similar to a downtown.
- I would like to be a hub in Arlington where it is well planned out and no parking lots in front of the shops
- I would like to feel safe biking to barre3. Less franchised places and more small businesses
- I would like to not be at the mercy of developers who get green lights on residential/mixed use development without having to pony up a dime for the traffic infrastructure to support it. Lane Ave is a nightmare at rush hour and more development isn't going to help that situation.
- I would like to see a pharmacy there. Lane avenue has always been an area that we can walk to and enjoy. The sidewalks need improved to be more fluid and walking friendly.
- I would like to see Lane Avenue be the main mixed-use/commercial area for Upper Arlington. Think of it like the Downtown Grandview area for UA. There are wonderful restaurants, coffee shops, stores, office space above, parking behind buildings, etc. in Downtown Grandview that make it the hub for entertainment, events (like Grandview Hop), etc. And just a block or two from Downtown Grandview, you have parks, residential home areas, schools, etc. It's great and I would love for UA and Lane Avenue to become an equally as great area for our community!
- I would like to see Lane Avenue have a variety of dining and shopping options but I would also like to see an improved experience for people on bikes. It's currently very difficult to safely ride to the places on Lane Avenue as motorists in the area are not careful around bikes and there is no infrastructure in place to protect cyclists and little to help pedestrians.
- I would like to see more locally owned businesses and fewer commercial owned businesses.
- I would like to see more outdoor dining options and green space.
- I would like it to return to 4 lane road with parking garages on land north of Lane
- I would love it to look more like Grandview Ave. A nice coffee shop, ice cream, some place to eat and spend time talking. Family friendly. No more banks!
- I would love the idea of it being a community space where people really felt like it was a place to go hang out and not just to drive through.
- I would love to see it be a cute, walkable area similar to Grandview Ave or Main Street in Bexley.
- I would love to see Lane Avenue have more restaurant and shopping options. I would also like to see a more cohesive plan for shops/restaurants on the street.
- I would love to see more outdoor areas for dinner/drinks with live music. A gathering place with entertainment.
- I would want Lane Ave to serve as a downtown for Upper Arlington, with diverse shopping and restaurants and plenty of parking, with good design (no more retail with apartments/offices above. Very ugly.)
- I'd like it to serve as a downtown for UA along with nearby Kingsdale. But it needs to be walkable and bikeable.
- I'd like to see it as an actual downtown of Upper Arlington with both sides of Lane Ave. offering shops, restaurants, coffee shops, bakeries, craft beer and wine establishments. It needs to be a destination for lunch and shopping or an evening out. The ideal plan would be to build shops along the street of the existing shopping center to have the downtown feel on both sides of the street. Offering parking in between the existing shops/restaurants in the lot and having a parking garage somewhere would be ideal.
- I'd like to see it be a walking entertainment district with condos,

apartments, hotels, restaurants, some boutique retail.

- I'd like it to be a gathering space, with a mix of commercial and residential, and a SAFE space to walk and drive.
- I'd like it to remain an area with some commercial enterprises but not a busy "downtown" look like the Short North.
- I'd like to see Lane Avenue become a smoothly functioning commercial center.
- I'd like to see the retail options continue with more outdoor dining. I prefer outdoor seating for restaurants with at least some buffer from parking and traffic. I think the ability to walk throughout the area would be a plus perhaps from centralized parking locations.
- I'd like to see well thought/planned businesses that will stand the test of time instead of business for the sake of business that have resulted in vacancies on both sides of Lane Ave. I also am opposed to neighborhoods being impacted by businesses anymore than they already have been. I struggle to see the need for a second hotel on Lane Ave. and at least 4 banks. Unique shops and dining places will enhance UA. The city should not rush to build on every square inch of land. Thoughtful city planning is needed.
- Ideally, we would have followed the template for something like Grandview Avenue, which offers a mix of retail options in a walkable environment that abuts residences. Instead, however, we've opted for something closer to the Short North -- five-story hotels, rezoning to build into existing neighborhoods, redundant businesses (three boutique gyms in one block is PLENTY).
- if it goes toward the commercial, maybe include amongst the multistoried structures, apartment dwellings. Widening the streets should be considered. Service for transporting people from area to High Street, given the attractions along the way.
- If it is Main Stit needs all necessities of same. bank, library, variety store, gift store, clothing, barber, beauty, bar, restaurant, drugstore, grocery, deli, craft etc.... unless all is left up to Amazon Then just one big community room with internet access. .
- If it is to be a gathering place for the community, there needs to be more parking and more opportunity for recreation/exercise.
- Impeach Trump Avenue
- Increased density does not bother me as long as there is adequate / abundant parking and good traffic flow. I don't know that the current infrastructure and layout of Lane Ave is adequate if higher density uses continue to be added.
- Innovative. Walkable streets with cafes, restaurants, and shops at ground level. Instead of getting tenants that can pay the highest rent (chains), invest in local entrepreneurs. In the long run, it will pay off by creating a more desirable, unique destination.
- Instead of a busy corridor, an integrated space that provides gathering space for the community but also honors the authentic community of UA
- Inviting, usable, financially stable, easy to use parking.
- It can be a shopping/dining area to go to, but not at the expense of our neighborhoods. More traffic is not ok. Development with no proper traffic plan is short-sighted and not good for the city. It still needs to maintain its charm and character. We are not Dublin. We are not New Albany. We are Upper Arlington, and we should strive to be ourselves, charming, small-town feel, and exclusive.
- It can be Arlington's "Downtown" or restaurant district
- It does not really need a radical overhaul
- It feels like UA is on course to transform Lane Ave into something of a Broad Street, and turn the corridor into UA's "downtown." Current development is adding to density, and I don't think that is desirable or beneficial in the long run. I favor mixed use: residential/shopping/restaurants with green space, sidewalks, and proximal parking. I do not want mega-story development.
- It is a balance between the thoroughfare from OSU/315 to UA versus a community gathering place. If we slow down traffic, they will just divert to other streets such as Northam
- It is pretty much developed, except for the Mall and that side so having

something similar to what is newly constructed would be nice.

- It might be too late. Once the new buildings go up, and the one at the corner of Lane and North Star is obnoxiously too big for the area, we will have lost most of the feel for our “neighborhood.” As someone who lives quite close to Lane, Lane Ave is now just like Sawmill. It’s not safe for pedestrians or bikers and now on one of the busiest thruways between Hilliard and OSU you’ve added so much more traffic. All of the above are nice, but I’m not sure I want to sit outside and eat just to watch traffic stopped on Lane Ave. It’s sad.
- It needs to be more pedestrian friendly i.e. wide sidewalks on both sides of the street.
- It needs to have Classy Old Town Feel. Like it’s been here forever. It shouldn’t be a urban high-rise monster.
- It should be the central hub for dining and entertainment and suitable for family gathering
- It will be developed but it should be a seamless fit with the neighborhood homes. It should have a long term vision and sustainability not a quick build with an eye on generating taxes and later not viable - think both short and long term.
- It would be great if there could be a bar that’s open past 10 or something fun like pins mechanical
- It would be nice to have it as a mix used space that feels more like a walking village where you can eat and shop.
- It would be really nice for UA to have a true downtown area. Lane Avenue could be it but it would take significant work.
- It would be wonderful if it could be developed to attract people in - vibrant. Something I see no place else is trying to attract both young and older people. Variety in both store and restaurant offerings. Quiet areas where older people can hear and enjoy gathering.
- It would have been nice to NOT have all these buildings right on the road/sidewalk area, but set back further. It’s too late for that now...this questionnaire seems a few years too late for designing the area now with all

the buildings that are already there and going up....?? Odd that the city is asking all this input now after decisions have been made.

- It’s about time we have a destination place in the city. Gather, dine, walk with a place for young kids to gather. Maybe a green space with a splash pad for the summer
- It’s ok now. Tall buildings would be out of place
- It’s turning into a traffic nightmare and will only get worse-Hotels especially long term stay hotels belong by highways-not next to residential homes-no other suburb does this...safety and quality of life issue-UA residents should matter first -not outside interests or \$\$\$..long term hotel should be in gateway project NOT next to homes-those homes should get a tax abatement for ruining their block -take the parking off Lane Avenue to open traffic up-it takes forever to get to 315 now -higher density also brings more crime-you took out trees and green space and filled the landfill with several blocks of homes...something that seems to be the norm now in SUSTAINABLE UA-what happened to repurposing-the height allowance is out of control -very concerned with new city manager-from his North Market project he seems to have zero respect for history-the “new north market” -the old building history is what makes the market -we like a non densified suburban community focused UA otherwise we’d live downtown-don’t know why other than \$\$\$ we are destroying great livability for increases traffic, pavement , transiency and crime
- It’s a gateway to Arlington - this should be a “main attraction”, great shops, restaurants, outdoors spaces (green spaces and trees are a MUST HAVE if you’re going to build more high rise buildings/hotels. Maybe a human/ dog park areas). Quite honestly, it would be amazing to have a space where people can either sit outside or inside to gather for meetings, study groups etc. Since the city doesn’t have a rec center - small mixed use spots (free spots if possible) would be amazing.
- Just a shopping center
- Just another street in UA that happens to have business and residential space in the same area. None of this “center/heart of the city” nonsense.
- Lane Ave can be a mixed use gateway to UA, but I do NOT view it as UA’s

downtown (I would prefer downtown to be Tremont Rd btwn Kingsdale and Tremont Center/Northam Park). Development needs to be sensitive to adjacent established residential neighborhoods, and it should encourage and accommodate more walkers and bikers.

- Lane Avenue could become a destination within UA as a community gathering place. It could have a community green space where musicians can perform, farmers' markets or food truck rally could be held, and other community events could take place.
- Lane Avenue is the "welcome to Upper Arlington" road. It should be easy to travel and get around. I know UA doesn't own/take care of the part of Lane Avenue from Kenny to North Star but it WOULD BE AWESOME if we did. That stretch of Lane Ave. is a forgotten wasteland! It looks awful and that is what people see when coming into our city. You drive through Dublin and all their streetscapes are beautifully maintained. We should strive for that uniformity.
- Lane Avenue is too congested with traffic. No more apartments increasing traffic and crowds in stores and restaurants.
- Lane Avenue should be a commercial district that's accessible to all - including pedestrians, cyclists. Currently, cycling on Lane is harrowing.
- Lane avenue should be a community street with small shops and restaurants, easily walkable but passable by car.
- Lane Avenue should be part of the UA community - not a thoroughfare for pass through traffic. Single traffic lanes, biking lanes, and pedestrian-friendly sidewalks would add tremendously to Lane Avenue. Currently, east-bound traffic is speeding to beat each other to the left lane so that they can pass the Lane Avenue shops. The street could be a lot more charming and safer with a few changes.
- leave it alone - this was residential are now it is a henderson road
- leave the residents living near lane avenue alone. stop infringing on their space!!
- Less apartments, more restaurants and shopping. Less congested.
- Less auto-centric, more diverse and fresher local restaurants, more walkable,

less surface parking/strip mall vibe

- Less busy, street dining that is quiet, buildings that are no taller than 3 stories.
- Less busy. You can't have everyone directed to one artery. It's dangerous as well as frustrating. If it gets too big no one will come because it will be too difficult and a hassle
- Less cars
- Less cars more walk friendly
- Less commercialized and more community oriented.
- Less congested.
- Less congested.
- Less congestion, better parking and safety
- Less congestion/safer walking
- Less crazy traffic - more unique
- Less of a drive through from riverside to osu
- Less traffic
- Lexington Avenue, NY City
- Like Bridge Park or Downtown Dublin. A place for families and a great date night location. Would love for it to have a European/Parisian feel with outdoor seating and nice shops and cafes. A splash pad (fountains like at Easton) or something for kids would be nice to draw families to businesses during the day through the week.
- Like bridge park.
- Like downtown Dublin or Hilliard Main Street
- Like Grandview ave
- Like Grandview Ave in Grandview Heights.
- Like Grandview avenue
- Like idea of a community gather place
- Like it currently is.

Community Engagement - Round One

- Like it is now, a mixture of restaurants and shopping. I do not feel that we need any more living spaces, condos, apartments, hotels, etc.
- Like it the way it currently is. Why do we need more hotel rooms, offices, and apartments? Just to increase tax dollars to be spent. Would rather it remain a simple, safe, non-transient neighborhood. We are unique in that we are the only 'cottage neighborhood' in this busy and congested MSA. Why become like all of the other suburbs? Stay unique. How does having another multi-story hotel to serve OSU make our neighborhood a more pleasing area? Let OSU use THEIR land east of North Star to serve their travelers. They have more of it than we do.
- Like it was in the last 1960s.
- Like the new Dublin area has on Riverside Dr. A cool little multiple street district with shops, bars, restaurants and stores only with a better street presence (outdoor seating, trees, flowers...) on Lane Ave. since our street isn't as fast/busy as Riverside is.
- Like the old one -in door and bring back the tandori chicken.
- Like to have a local gym
- Limit access to residential areas with no through traffic to Lane Ave., especially on North Star to keep these neighborhood streets from becoming thoroughfares.
- Living close to Lane Avenue, I would love for it to offer more walkable destinations. A range of restaurant, shops, community space, etc. I'm not a fan of the 6-story buildings. I would like to see more similar to the Wine Bistro building. Also, I want safe egress for drivers at intersections. The new(ish) building just east of the Whole Foods is placed so far forward towards Lane Ave that when you are on the side street, you have to creep over the stop line at that intersection to be able to see traffic.
- Local dining and smaller retail shops. I'm not interested in seeing hotels, condos, apartments. UA has limited room to grow but we need to maintain the integrity of 100 year old community.
- Local place to go for a night out/dining out.
- Local shopping and eating destination
- Look nice, but don't impede traffic, Allow for pedestrians and bicycles. Otherwise too expensive so I don't shop /eat there.
- Lots of great restaurants and local Shops. Walkable areas. A sense of history and timeless architecture. NO more high rises.
- Lots of mixed use commercial development with great sidewalks
- Love having restaurants and shopping but the traffic flow is my greatest concern. It is already a problem so concentrate on that!
- Low density low traffic
- Lower key
- Lower my income taxes
- Lower profile buildings. Set away from the street. No parking on the street. Some landscaping. Charm- which is totally missing on the north side!
- magnet similar to Grandview Blvd but with parking AND NO MORE HOTELS
- Main gathering place for UA with diverse set of restaurants, bars, and shoppes with building guidelines. Proper setback from the road needed and more character buildings. Also, higher brand standards for future hotels. Design standards need to be enhanced
- Making Lane a commercial center is okay if traffic flows and parking is provided. It needs to flow for the entrance to OSU and route 315.
- Maneuverable
- Mix of retail and dining. No more apartments or residential
- Mixed pedestrian area farmers market
- Mixed residential and commercial area.
- mixed retail and commercial/office use
- Mixed retail business and community space with GOOD architecture, art, planting... where people feel welcome and want to spend time in the area.
- Mixed retail, easily driven through, parking, restaurants
- Mixed use

- Mixed use
- mixed use
- Mixed use
- Mixed use - destination with shops and unique restaurants; adequate parking and biking accommodations
- Mixed use (with housing). Prefer to have parking to the side or behind (not the first thing seen). Wider sidewalks. Bigger bikelanes. Public spaces would be great
- Mixed use , family friendly space that can be accessed by foot or bike in addition to car
- Mixed use : Popular stores for shopping , Dining , and residential housing .
- Mixed use area with easy access
- Mixed use areas like Easton
- Mixed use commercial entry way into Upper Arlington, but caveat is that if it attracts too much traffic, then I would avoid driving there unless I was going to a specific shop.
- Mixed use corridor
- Mixed use corridor
- Mixed use corridor
- Mixed use corridor with good traffic flow
- mixed use corridor with increased tax base
- Mixed use dining, shopping plus offices and apartments at the east end closest to North star.
- Mixed use for all ages with shopping, eating, entertainment. Safe!! Less traffic
- Mixed use for our neighborhood. Small park for children to play. Easy walking for neighborhood and visitors. NO more disruption to neighborhood streets that tie into Lane ave. We want to maintain our neighborhood feeling
- Mixed use hub, like a bigger version of Grandview (or smaller version of Bridge St corridor in Dublin).
- Mixed use in the North Star to Northwest corridor, and not beyond.
- Mixed use like book stores, toy stores, more restaurants,
- Mixed use residential, commercial, office
- Mixed use shopping hub
- Mixed use w/better transitions between residential & commercial. Nothing too tall (or much better transitioned). Traffic can be erratically speedy; smooth that out. Fewer parking lots in front of buildings (side or rear more attractive).
- Mixed use with affordable housing
- Mixed use with respect for surrounding neighborhoods.
- Mixed use, with English architecture like the mall on Arlington Ave.
- mixed use, easily walkable, upscale shops & restaurants, housing with an urban feel
- Mixed use, taxable/commercial
- Mixed use, vibrant area. However, it needs to have much better traffic pattern to let shoppers get out of the parking areas. It can be a long, frustrating wait to exit to Lane Ave. from the west end of the shopping area. Bike and pedestrian enhancements are great but I want it to be easy to do regular shopping and dining there and will always take my car Roget there.
- mixed use. not junky. pretty. user friendly for cars and bikes ad walkers. No bad leases like tanning beds and dollar stores
- mixed use. easy pedestrian and bicycle access. bike lane and pedestrian access to OSU campus
- Mixture of retail and dining with some residential opportunities above storefronts
- Mixture of vendors and restaurants.
- Moderate mixed use area. No more hotels or rental units should be built.

The area is getting more and more congested which is a real problem for such a major artery to the highway and OSU. All these high rise projects being contemplated are too much for the area.

- Modest traffic, mixed use area
- More bars/restaurants and unique shops for men and women. Better sidewalks near Lane Ave. on the side streets with lights. Sidewalk on both sides of Lane ave and crosswalk.
- More bike and pedestrian friendly
- More comfortable for walking
- More community areas (Skate parks/ gazebo's/fitness areas), less wasted parking in the rear of the center, better circulation, better scale of building, (less strip center)
- More dining options
- More dining, less apartments and hotels.
- More food options
- More good local restaurants. No chains
- More independent restaurants (not chains), combined with retail. Do not need it to be a gathering place. We have this on Arlington Ave by Jones School and on Tremont by Northam Park.
- More like an actual downtown (like Worthington or Grandview)
- More like Easton, very walking friendly with parking more hidden away
- More like grandview ave. More downtown feel less strip mall like.
- More like Grandview Ave. I go there to visit one store for something specific, not just for an evening out.
- More like Grandview Avenue -- not necessarily a vehicular corridor, more a center of businesses with an emphasis on restaurants and shops without national chains.
- More like the streets in Europe for shopping, dinning, and more.
- More mixed use
- More of a community "main street" feel that is open and inviting (trees/

plants, cute shops, outdoor dining, etc.).

- More of a downtown feel. Stores, shops, restaurants in close proximity. Currently there are too many gaps between places and inconsistency...some places are very close to the street while others are set back, some are of modern style architecture, while others are dated or out of place.
- More of a urban feel
- More of a verity of shops
- More of what it is now
- more of what it is now...multi use space
- more of what it is without significant impact or degrade to the quality of life in the surrounding neighborhoods. The intrusion into the community on the North side is too much.
- more pedestrian and bike friendly
- More pedestrian friendly not a thoroughfare.
- More pedestrian friendly, slower traffic, places to gather, businesses that have entertainment for all ages movies, bowling, gaming, etc.
- More pedestrian friendly. Less automobile- centric.
- More pedestrian-friendly. Slow traffic near shopping areas to 25 mph and enforce it.
- More Restaurants
- More restaurants
- More restaurants and clothing stores.
- More restaurants and fast food places
- More restaurants and parking
- More restaurants and shops
- More restaurants and shops. I would love to see someplace family/teen oriented so kids have someplace to go eat, hangout.
- More restaurants, small business shops. Similar to grandview ave.
- More restaurants/food options

- More restaurants since china dynasty went out and different variety
- More retail and things to do without becoming congested and inaccessible like the Short North.
- More shopping and dining options
- More shopping available to our citizens, more restaurants, more businesses in general, condos which will all benefit our citizens plus of course increasing the tax base to lessen the burden on homeowners in the city.
- More shops and dining with adequate parking
- More shops, cafe/ restaurants
- More shops, restaurants, living spaces.
- More sidewalks throughout UA so easy walking access to lane ave
- More suburban than urban; efficient traffic flow; no on-street parking; a shopping and dining area, NOT a community hub with events (e.g., concerts).
- More vibrant, pedestrian friendly, similar to “old” Grandview with more walkability and easy-access restaurants.
- More walkable
- Much more about pedestrians, much less about vehicle traffic.
- Much wider!!! No parking!!
- multi functional area with living, shopping and dining.
- multi use corridor, much like it is now.
- Multi use space...commercial, dining, residential...that doesn't negative impact traffic flow but enhances pedestrian traffic. Generates tax revenue to offset residential property tax burden.
- Multi-purpose shopping/eating/area
- Multiuse
- music, outdoor seating and gathering, food choices, more like market district but outdoors or like Dublins new area on Dublin road by the roundabout
- Must have larger group outdoor seating... little two person outdoor seating is not what works
- n/a
- N/a
- NA
- Need to make it flow both with traffic and appearance.
- NEEDS TO BE A 4 LANE ROAD TO CARRY THE TRAFFIC.
- Needs way more, easier parking. More restaurants and shops. I don't want to drive to Easton or Polaris to shop and dine.
- Newly built apartments, condos, hotels are very cookie cutter-ish. Looks like every other newly built area in Columbus. Nothing that has character or charm. The only charm lies in the fact that everything is new. In the future there should be distinctive charm. The exits from Lane Avenue Shopping Center are very inefficient.
- Nice boutiques and restaurants. I like old Worthington. Dublins new development is great. Somewhere for our kids to go. UA provides nothing for them. No rec center. Apparently our schools are growing. Respond to that growing population. Make Lane Ave biker friendly. The kids loiter at giant eagle because there's nothing else to do. Pathetic
- Nice quiet area with adequate shopping and dining.
- Nice to go back to covered mall.
- Nice to walk and shop with free parking when needed.
- Nice walking and dining.
- Night life with affordable dining out experiences
- No bikes
- No commercial West of Northwest Blvd except what there. sidewalks on both sides of street. Slower traffic. More interesting new buildings than are being built
- No high rises or tall buildings
- No idea

Community Engagement - Round One

- No larger! For the residents, not every one in the County
- No more commercial building!! Please!!
- NO MORE DEVELOPMENT!
- No more hotels
- No more junk commercial chains. We don't need another Easton or Polaris. I refuse to shop at those locations but UA is continuously destroying the charm of this neighborhood by adding chain hotels and shops. We need more local stores, landscaped medians, and pedestrian friendly areas. Not more parking and chain stores!
- No more multi-stories!!! TWO stories maximum. Stop with the monstrosities!!!
- No opinion
- no side street parking
- No tall buildings that change traffic patterns for many blocks and change neighborhoods to the north and south.
- No tall structures, and structures that fit the current neighborhood character, not modern.
- non-congested thoroughfare for vehicles.
- NOT a "Gateway," but merely a pleasantly enhanced version (w/good traffic flow & attractive things like planters & outdoor dining) of the current scene.
- not a congestion nightmare and useful for folks from a range of economic backgrounds....not ONLY \$\$\$\$ restaurants
- NOT a high-traffic mess!!!
- Not a hot congested mess. The traffic flow is already unnatural and slow. It's hard for residents that actually live nearby to get home or where they need to go. Development is nice, but please know there are limits and I think we're reaching that. I like sidewalk dining, but let's not make the same mistake that was made in the street and bottleneck any sort of traffic, whether it's foot or otherwise. I think Lane Ave. has reached about its max potential. Anymore would just be a headache and a detraction.
- Not a lot of high rise buildings!
- Not a main highway
- Not a through way from Hilliard to OSU.
- Not a traffic jam
- Not a traffic jam
- Not a traffic mess - I want 2 full lanes both eastbound & westbound.
- NOT a traffic nightmare during rush hour both in the morning and in the evening, especially since there is a lot of traffic using it to get to SR 315.
- Not as congested.
- Not clogged and crowded. Relaxing and interesting
- Not congested
- Not congested traffic!!!
- Not congested with traffic impacting our neighborhood. We need to be able to get around easily.
- Not congested, cohesive, convenient, useful
- not everything
- Not full of 4 + story buildings. Bad idea
- Not giant high rises packed up against the street- unfortunately that seems to be where we are headed
- Not heavily congested But if one place to go for dining out and shopping
- Not like Dublin
- NOT like New Albany, Worthington or Dublin and certainly not like mismatched Grandview. Need to make new construction feel and look like it has always been there and keep the unique and consistent presence of our community.
- Not more than 4 stories tall. This is not Manhattan. It is a main artery to OSU and the highway, this efficiency of traffic is TOP priority. I like being able to ride my bike to Graeters. I like being able to park at Chatelaine. etc.
- Not much different than it is now. I worry about increased traffic making

it less desirable to visit.

- Not overbuilt with 6 story hotels
- Not overcrowded with bumper to bumper traffic. We came to UA for its quaint neighborhood feel
- Not overdeveloped. Not too much traffic. Ample parking. Currently the vet clinic employees from lane avenue park on our street, Ashdowne. I like some of what has been done but I fear over- development.
- Not overly crowded, not over developed
- Not runaway development
- Not so cluttered. I drive it everyday and it's a nightmare.
- Not so crowded- more lanes for cars so the traffic is not so bad. Better parking at Lane Ave shopping center. No more high rises and no more encroaching on the neighborhoods. There have been so many houses knocked down for restaurants and hotels. We are NOT Dublin. UA is a small, safe, community. People want to live here because of the good schools and not a lot of traffic and that is changing for the worse.
- Not so crowded that I never go there
- Not so crowded with traffic! It's already becoming toooo crowded and driving through this area is cumberson. Lane by Whole Foods onto Lane Av. is too narrow. Cars cut through parking lot to Beaumont and cause too much traffic congestion; not safe!! This could be just a neighborhood shopping area; with hotels and expensive restaurants and shops the area is not just for neighborhood. Many hotels are in other areas close to OSU; we do not need so many opportunities for people to stay/sleep in UA if they are in OSU and other areas. other areas around here.
- Not so crowded!
- Not so many tall five story or more buildings.
- Not sure. but safe and not too busy - efficient flow of traffic - it is one of the main routes to OSU, downtown and 315. Should be a fun place to go with a balance of shops and restaurants.
- Not to be a traffic nightmare.

- Not to busy
- Not too much different from the present. Any development should use existing retail space, and respect and demonstrably preserve the character of the adjoining neighborhoods. Every time I pass through the area I feel sorry for those who lost their yards and open views, and now look at the ugly side of multi-story buildings and have strangers parking up and down their streets.
- Not too overbuilt. It's fine the way it is. Don't get carried away.
- Offering good retail and dinning options, not more apartments. easy access to 315
- Offering more restaurants with outdoor seating, shopping as well.
- offices mixed with shops and dining
- Once the current projects are completed, I feel that further development would overtax the area with both car & pedestrian traffic....in fact, it may prove once completed that the project was too aggressive for the area.
- One of the arteries from 315 to Riverside Dr, but not the only one (we need the A to Z corridor!!!)
- One of the main thoroughfares in the East/West direction across Upper Arlington.
- One of two downtown areas in Upper Arlington. Kingsdale should follow suit...it's designed like a strip mall. Make it more like the Bridge Park development I'm in Dublin.
- Options for dining and shopping. Gathering place for UA. Walkable and bikeable!
- Our city needs a downtown gathering/dining area. Is it Lane Ave? don't know.
- outdoor dining
- Outside dining like Wine Bistro. Source of tax revenue. Good traffic flow. Good parking. No big box stores
- Part of a walkable neighborhood.
- Part of the neighborhood a s opposed to a corridor

- Paved
- Peaceful
- Pedestrian and bike friendly gathering space for dining (plenty of outdoor options) etc...with living uptop. Future thinking parking- ie in 5-10 years we won't need parking structures as most people will be using Uber/Lyft instead of owning cars. I would also like to encourage walking/ biking throughout the community.
- Pedestrian and bike friendly. Jitney transpiration among key hubs: Lane, Northam Tremont, Kingsdale, Reed Henderson/ maybe 33 Fishinger: landscaping and screening greenery, good lighting, occasional bench and trash receptacle, moderately decent backed car traffic
- Pedestrian centered
- Pedestrian friendly
- Pedestrian friendly
- Pedestrian friendly and constantly bustling
- Pedestrian friendly area. Lots of great examples in nearly every other town.
- Pedestrian friendly but smooth vehicle flow.
- pedestrian friendly gathering place
- Pedestrian friendly with mix of shops and restaurants where people can gather outdoors and not be "on top of" traffic and parking. Should be a showcase for UA that is inviting, safe, and variety of activities. It should reflect a warm, welcoming atmosphere that is vibrant. Not a thoroughfare to get from 315 to Dublin Road.
- Pedestrian friendly with places to dine outside without excessive traffic noise. Unique retail spaces.
- Pedestrian friendly, community-oriented dining, shopping and gathering
- Pedestrian friendly, respectful of existing neighborhoods, walkable, more options for food, smart traffic flow
- Pedestrian friendly.
- Pedestrian friendly.
- Pedestrian walking/dining/shopping area with outdoor dining that's not on the street. Outdoor live music and green spaces a plus.
- Pedestrian/bike friendly but I don't want the solution to involve transferring the traffic to Zollinger Rd. and the A-Z connector. That area needs to remain residential. So keep the height of buildings to a minimum on Lane Ave. Right now Vassar has become a parking lot for some business on lane Ave. - I watch the people parking get out of their cars and then walk towards North Star and this is not fair to those residents on Vassar.
- Pedestrian-friendly retail and restaurant destination that does not inhibit the flow of traffic between Riverside Drive and Route 315.
- People friendly, vibrant, safe
- Place for community, vibrant, energetic, walkable
- Place for shopping and restaurants - a place to go for an afternoon or evening. Clean and easy to get to.
- Place with accessible and varied dining and/retail options for both family and adult use. Needs to be a welcoming and family friendly atmosphere. Skaneateles, NY great example from energy perspective.
- Planned. Walkable. Mixed use buildings with housing and business.
- Please make it more ped friendly. We need crosswalks like on Tremont road to stop traffic and let shoppers from Tremont to northstar cross the road!
- Please stop trying to push the whole "community" space stuff through. Not everything has to be public space. The ridiculous gateway on Tremont Rd is a perfect example. A total waste of money that serves no purpose, other than being a monument to those that make decisions.
- Premier suburban downtown type experience with mix of residential, retail and restaurants
- Pretty much what it is today
- Pretty place to take family for dinner and have multiple activities/shopping in one area.

- Professionally done not creeping further north - also want more egress from Shops on Lane to Brandon and South
- Public gathering, dining destination
- Quaint
- Quaint and attractive
- Quaint spaces with unique, businesses that offer quality goods and services
- Quaint. Not large business bringing in huge amounts of congestion and traffic
- Quality businesses
- Quick access to and from 315
- Quicker to drive through
- Quiet for surrounding neighbors
- Quieter
- Real world , mid range retail and dining that will actually attract visitors. Think Easton on a smaller scale. Not overpriced niche/boutique retail and restaurants.
- Reflect small town community life.
- Regardless of what it “is,” there needs to be the realization that this is one of the main east/west arterials through the community. While certainly with more commercial development the demand for parking increases, the street parking on the north side was and is a bad idea. And I’ve learned that what I and many others might want the area to be, it will be dictated by developers with the almost routine rubber stamp from the city. I still can’t believe that an 11-story structure was given the okay without even a moistest floor setback along North Star. We should either enforce the UDO rather than provide rampant variances or be honest and just scrap it. It really only comes into play when a homeowner wants to do something outside the limits on their own property.
- remember that it is located in a residential part of our UA community and not an extension of Ohio State - make decisions that cater first to what is best for our community and citizens who live here. A safe area that our children can safely walk and ride bikes to. Buildings should be similar in style and look. Attract shopping & dining that cater to the community with parking options that do not impact residents that live in close proximity of the area.
- Remove street parking. This only “manufactures” traffic problems.
- Resembling downtown Worthington. Quaint, walkable, stylish, traditional
- Residential
- Restaurants and shopping
- Restaurants and shops.
- Restaurants with patios, easy parking, no traffic delays.
- Restaurants, office, retail space with landscaped, attractive street front preferably with outside dining. Parking in rear (garage).
- Restaurants, Shopping, Easy access to these things.
- Retail and restaurants
- Retail and restaurants - and good traffic flow
- Retail shops and restaurants
- Retail, dining
- Retail, restaurant, and recreational center of UA
- Riding paths, public greens or commons, mom and pop shops (no chains), diverse socio-economic offerings
- Right now it is a major traffic pattern through UA to my house. Traffic pattern, or alternate route should be top priority if planning a proper downtown area.
- Right now people get off 315, and they are greeted with this corner from the 80’s...a Pizza Hut, a Speedway, a bank and some random cell phone store. It should WOW people, UA is an amazing community in Columbus. I want it to be THE place to be on a Friday or Saturday,
- Safe
- Safe and not infringing upon residential areas

Community Engagement - Round One

- Safe clean with restaurants and shopping good traffic flow without using residential streets
- Safe comfortable
- Safe for pedestrians and bicycles. Very nature oriented. Very pretty. Walkable.
- Safe for walkers and bikers
- Safe for walking and bike riding
- Safe gathering spot for families with children and adults without. A walkable area.
- safe major throughway
- Safe place to walk for families and places to eat and do fun things
- Safe public space and varied shopping
- Safe to walk across
- Safe, accessible mixed use space
- safe, accessible, plants and trees, easy to park, easy to ride or walk, community oriented.
- Safe, family friendly, retail, restaurants
- Safe, fun and easy to navigate
- Safe, functional center of town for dining, shopping, gathering.
- Safe, walkable and friendly environment
- Safe, walkable or rideable, tree lined
- Safely go to shop and eat. Currently it is unsafe and congested.
- safer for kids to ride bikes to Graeters! Or anywhere along Lane Ave - sometimes now they are biking through parking lots and it is not very safe. Maybe more spots to park bikes and walk to destinations?
- Also would love more charm, ie: downtown Worthington.
- Safer for walkers and bikers. The one light and crosswalk at the beginning and end of the mall is not enough. The parking prohibits safe turning from Vassar to Lane Ave and vice versa
- Semi- urban
- Shopping and eating destination
- Shopping , Dining, Groceries, Hotel
- Shopping & dining area!
- I don't See Lane Avenue as our downtown!
- I See it as a gateway. We have multiple city centers like the old one near Jones Middle + Kingsdale!
- I would like to see the Reading & Henderson area as well as the Riverside interface with Griggs Reservoir area (especially Fishinger down past Clifton with new building coming) get a lot more attention as it is also a gateway and really does not have a very attractive look nor is there any cohesive sense of design!
- Thanks for asking !
- Shopping and business area
- shopping and dining
- Shopping and dining area.
- Shopping and entertainment district
- Shopping and entertainment district. I don't see a need for a community park.
- Shopping area with surface parking which means planning to limit the number of businesses so there is room for parking.
- Shopping center
- shopping dining area
- Shopping, business, housing, walking community with family activities & green space for gathering & entertainment. Charming architectural structures that create a neighborhood ambiance.
- shopping, dining experience
- Shopping, restaurants
- Shopping, restaurants and small hotels

- Shopping/dining, like it is now but more walkable and more choices.
- Should be called Midtown UA. Non-chain restaurants, buildings with stone fronts to keep true to UA's character.
- Similar in look and function to Gahanna creekside
- Similar to bridge park in Dublin
- Similar to downtown worthington
- Similar to Grandview Ave
- Similar to Grandview Avenue
- Similar to Grandview Avenue area
- similar to now with improvements
- Similar to Pearl District in San Antonio, or the Harbor area in Washington DC, or a blend of short north and Grandview Ave.
- similar to present
- Similar to Short North
- Similar to the easily walkable mix of businesses that we currently see along Main St. in Bexley
- Similar to what it is now.
- Similar to what it is now. Too many businesses will only make the traffic worse than it already is
- Similar to what it is now...but if I could take away the buildings above 3 stories, I would. I'd actually like the lane avenue from the past- a mostly residential area.
- Sit down dining with shopping
- Small shopping area and small offices for old Arlington
- Smooth traffic flows with parking and green space buffering the residential areas
- Social destination. More restaurants, night life, community center. Similar to Bridge Park
- Some place to get lunch.
- Someplace calm that isn't hurried, but also has a vibrancy in the evening, where you can relax, bring a picnic dinner to a greenspace, where people want to go in the evenings -- not just a bunch of chain stores with strip malls
- Someplace enjoyable to walk/bike access local businesses. Hate darting across traffic to get across to graters. Slow traffic to 25mph
- Something closer to what is on grandview avenue in grandview. Local establishments to eat and shop. I would prefer fewer of the chain retailers that we have today.
- Something like Grandview Avenue
- Something like the pictures used to sell the current project.
- Somewhere I'd like to actually go to. Most of the shops there are not appealing to me. Grandview is much better. Currently I would never go to Lane Avenue for anything.
- Sort of downtown to walk, bike, dine and enjoy outdoor.
- Special
- Still have small community feel. Nooo to roundabouts. Not another bridge park please.
- Stop encroaching on the residential community.
- Stunning, safe, easy to traverse, and a place full of attractions that would attract me to that area morning, noon, and night, weekday or weekend. More food options and coffee options are needed.
- Successful commercial/retail corridor with a small town/downtown feel
- Successful. Relevant. Pedestrian friendly.
- Super cool place to go and hang out. More development between 315 and Northstar
- Supportive of a more dense corridor, whether it be mixed-use, apartments, etc. Its nice to have a vibrant area with an interesting variety of uses within the UA community. Supportive of similar concept in nodes along Northwest, Zollinger, and Tremont.
- Tax revenue

Community Engagement - Round One

- The “downtown” of UA. Easy to access, easy to walk around, dining and shopping options, easy for traffic to get through (preferably local traffic only), but pedestrian friendly. Buttons to hit to have flashing lights for traffic to stop when crossing like Dublin has by the new library
- The Bridge Park of UA. It’s centrally located and a huge part of our commercial tax base can fit here.
- The center of town, full of activity, festive and colorful.
- The center of UA
- The central downtown of UA
- The city center/ gathering area
- The city has completely destroyed Lane Avenue with two hotels and horrible cheap looking architecture. Lane Ave looks like urban sprawl with no character. It looks like Sawmill Road or Olentangy RIVER Road as does the development along Tremont Road. UA needs to fire its development director. He is horrible and does not have the sophistication to oversee the development of a historic city like UA. It is interesting that the new buildings in UA bear no resemblance to UA’s historic past. It is as if the development director wants to wipe out the history and charm UA was once known for. The development director is also horribly rude to citizens but rudeness is endemic to UA city management. By the time the second hotel is built Lane Avenue will look like an exit off of a major highway. Also the condo density that you are building is opposed by all neighboring residents but the city callously ignores their concerns. The height and scale of the buildings is ridiculous. It is embarrassing how bad Lane Avenue looks. The traffic is already horrible and will only get worse with the planned density. No one wants to walk or bike in an area with 35 mph traffic, frustrated drivers, and buildings abutting the street. The planned mixed use zoning has destroyed Tremont and Lane because new businesses have to build unwanted office space or condos just to open a business. Thus we get oversized development that no one wants, looks cheap and sits empty. Plus it is impossible and dangerous to get to the businesses on Lane because of the terrible traffic flow. Asking people what kind of planters or trash cans they like is not going to solve the problems the city of UA has created on Lane.
- The city’s main St.
- The downtown of UA. Bustling and busy and full of dining and entertainment options
- The downtown of Upper Arlington
- The downtown of upper Arlington with the look and feel of our community
- the downtown that we have lacked for many years, w. retail shoppes that become destination points for upscale customers; more restaurants (but not chains). A “true” boutique hotel.
- The epicenter of UA
- The extreme expansion of Lane Avenue makes me nervous. Currently I see it as a inconvenient mix of high traffic and commerce. It is a main artery through Upper Arlington. This reminds of a street that went through OSU campus. There was so much pedestrian travel that they closed it. It was weird at first but eventually it was clear that there should not have been any cars due to the number of people walking. I don’t think that Lane ave should not allow cars but currently it is difficult to even pull out onto Lane ave from a side street due to the high speeds. Therefore it does not present a feel for strolling between restaurants and shops. Adding more shops and buildings will not change the numbers of cars and their speeds.
- The feeling of a small downtown. A variety of businesses to provide multiple opportunities to visit for different reasons.
- The heart of UA, a place for people to feel safe. Biking, walking to outdoor dining and shopping
- The hub of our city. Lots of dining areas and places people want to walk to and come visit. A gathering place!
- The main drag of UA, with compelling places to visit — parks, restaurants, stores.
- The main street of Upper Arlington without traffic congestion
- The monster genie is already out of the bottle with overdevelopment, poorly planned traffic flow, and soul-less, one dimensional, incongruent architecture that in no way represents the designs of the founders, i.e.

Arlington Mallway.

- The Wine Bistro section of Lane Ave, between Chester and Brandon is architecturally in keeping with the character and history of the U A community.
- Very sad that City Council and the Zoning Board have sold out to developers.
- The new downtown of UA
- The new downtown of UA
- The newest hotspot for restaurants and retail with ample parking and the ability to drive through the area without more traffic lights or other traffic slowing measures.
- The next mini - Short North or Grandview Ave.
- The place to be exciting shops restaurants, energy , vibe
- The place to go in UA
- The place we go to shop or grab a bite on the weekends with our dog.
- The plans are fine, but you need to address parking in side streets. It's not fair the all the parking is on one side of the street and we will have to deal with all the new parking issues that are coming. Ignoring this isn't fair to us.
- the Premier gathering and dining community experience. Like Dublin's Bridge Park. There should be a farmers market. A community rec center
- The primary hub of UA.
- The short north / downtown of UA that is family friendly as well as suitable for date night and girls night. Must easily and efficiently be able to drive through during my commute to and from work during rush hours
- The walkable downtown of UA. A place that is safe and welcoming to local residents and families -- morning, noon and night. With shopping and restaurants and activities. I will use Naperville, IL as an example of a wonderful suburban downtown. Would love to see rickshaw or golfcart taxi services available to local residents to cutdown on local car traffic/ parking.
- the way an european small city looks
- The way it used to be with 4 lanes of traffic and not such a nightmare to drive.
- There are no questions about the structures improving the lives and property of the residents already living in the area. So far, I see only damage to property values and the safety of residents and their children. Please give residents consideration.
- This is an ideal location for a complete streets plan that integrates sustainable solutions to activate the street with pedestrians and add value to the community.
- This needs to be better front door to Upper Arlington. This corridor will never be as walk-able as Kingsdale or other areas because of the 4 lane connectivity back to OSU and Dublin Road.
- This survey does not address what I do not want. I live very close to the Lane Avenue shopping center and I am really worried about traffic jams and parking, making it difficult to drive on Lane Avenue and North Star Road. I fear that I will have to avoid driving in my own neighborhood, instead taking other routes to get where I need to go. I don't want Lane Avenue to be a hub for activities in U.A. and would not have bought a home near Lane Avenue if I had known the basis for my fears.
- Thoroughfare with useful shopping center (not boutiques) and office buildings as it was for years. It has easy access to 315 which brought the majority of my clients in before you tore my office building down.
- Thriving
- thriving downtown district for UA
- Thriving, unique food, shopping, and possibly entertainment hub focusing on progressive options (like Sōw Plated) without tall buildings overpowering the landscape or adjacent residential neighborhoods. When I head to Lane, I hit the restaurants (Sōw, La Chatelaine, Tommy's, Carsonie's- all local!!!) and Whole Foods. For the love of God, NO MORE ATROCITIES like the current construction project on Lane that tore into surrounding neighborhoods. If I wanted to live in an area devoid of character or community like the current nightmare going up at the corner

of SR 33 and 161, I would have moved there when we recently sold our house!!! We are renting until we decide if UA is heading in a direction we don't support!!! Are the increasing taxes really worth it? Time will tell. A community needs to focus on the people, not profits, or the people that make it thrive will leave!

- Thriving. Relevant businesses and dining where I will want to go. Neat, clean, up-to-date.
- To be a gathering place with live music, restaurants, and ability to unwind easily within our community
- To be the communities downtown area
- To bring in restaurants like Olive Garden, Outback Steak House etc.
- To have a cohesive plan and have our own unique style. Don't try to make it look like other places like Easton or Dublin.
- To have both better traffic flow and a better streetscape.
- To keep traffic moving.
- To look like Worthington's downtown area!
- To not be busy and keep small town feel. It's getting to be over crowded and hectic.
- To reflect Upper Arlington and it's history and style....just like Belles has done.
- To retain what is left of it's historical value. IT DOES NOT NEED A HIGH RISE MIXED USE BUILDING
- Too congested as is
- Traditional buildings that will stand the test of time, don't turn us into a new modern Dublin that will look outdated in a few years, like the new buildings along 161 and riverside drive. More greenery- we are tree city USA
- Traffic moving easily. Not a bottle neck!
- Traffic needs to flow on Lane Avenue otherwise people will use apps and start driving in neighborhoods.
- trees, restaurants, wider sidewalks, outdoor cafes, park
- True downtown or city-center area for Upper Artlington. Upper Arlington is a great area in spite of not having a true downtown destination. If this was planned to be more of a downtown feel - with more small-setback retail, outdoor dining, pedestrian friendly, open space, gathering space, public square, etc. it would be the capstone for upper arlington, attract more business, and increase housing values. This is the missing element for Upper Artlington now.
- True mixed use
- UA
- UA downtown
- Ua gathering and shopping areas
- UA is a residential community destroying more houses to add what can be obtained other places is irresponsible
- UA is missing an "entertainment" district, and a large employer would be great to support new restaurants and the income tax base. Lane avenue should be a small but dense gateway to support the community. It's nice that it's on the fringe of UA with great access to highway, without having to have traffic it brings drive through the residential parts of the community.
- UA needs some sort of downtown - a place to go. Many of our neighbor cities have true downtowns and I think that's something we are lacking. I'd love to see it become a walkable destination. I just don't live close enough to walk there.
- UA needs to make smart choices, balancing need for capital with that of the original character of the neighborhood. Stop knocking down buildings Willy nilly at the expense of the people whol live there!!! Lane Ave is tremendously important as a throughway for traffic. Kingsdale could've been the "downtown" but that was a mess too!!!
- UA's "Main Street." A central spine for the city; a place where all residents feel at home; a hang-out built for the pedestrian with wide sidewalks and and simple crosswalks with great buildings that address the street on

BOTH sides of Lane. A true “Main Street.”

- UA’s Short North. Multistory business, retail, restaurants, residential; a hub of activity, that is easy to walk, ride at the expense of clean traffic flow. Let people use Henderson or 33/Riverside if they want a more vehicle centric East-West corridor. Oh, and rooftop bar/restaurants with views of campus and downtown.
- uncongested
- Uncongested!!!
- Uncrowded
- Unfortunately recent developments have probably overtaken my vision for this area. I would have preferred a much lower-density, low traffic environment. But I don’t think this is possible and fear that Lane Avenue may just become another High Street in the campus area - overcrowded with too much traffic and too little parking.
- Unfortunately, the plans and projects ongoing have already decided. I feel this question and survey is far too late.
- unique and desirable shopping and dining
- Updated and more variety. Better night life but reasonably priced.
- Updated restaurants, retail, entertainment.
- Updated...from Chester down to Tommy’s on both sides of the street. Think the Dublin updates to their downtown. Could be amazing!
- Upper Arlington’s community downtown with 2 lanes each direction for traffic flow 24/7.
- Upper Arlington’s identifiable main street with a mix of shops, restaurants and housing options. Would love mass transit to OSU and downtown Columbus.
- Upper Arlington’s Main Street. Very pleasant and interactive for pedestrians. It will necessarily be more modern than other Central Ohio suburban downtowns, but it has the potential of being a truly great area if we can get the design and feel right.
- Upscale dining and shopping and entertainment
- Upscale shops and restaurants with plenty of parking.
- Urban edgy variety a place that I want to visit
- Usable and safe for everyone. Not too tall or look like it was pulled out of downtown.
- Useful
- User friendly mix of retail, restaurants, hotel
- Variety of commercial businesses. Better traffic control and easier options. (Parking ingress/egress at Lane Ave Shopping Center is bad!) Better quality of architecture and building materials.
- Variety of shopping outlets with mix of quality / discount pricing as well as dining experiences with adequate parking
- Very similar to the way it is. DO NOT INCREASE THE DENSITY. ONLY RETAIL AND SMALL AND MEDIUM BUSINESS ON THE SOUTH SIDE OF KANE AVENUE. DI NOT INCREASE THE DENSITY.
- Viable yet what it is. A main traffic thru street
- Vibrant and walkable space that is welcoming to residents and attracts visitors from neighboring areas.
- Vibrant civic center with a variety of programs and retail opportunities to draw people together. A new modern library... a civic plaza with restaurants that spill out onto... public art installations
- Vibrant, mixed use safe area with restaurants with outdoor seating, boutique- type shops.
- Vibrant, safe, mix of uses, pleasant to walk along, slower traffic.
- Vital, attractive corridor for upscale shopping, dining, hotels, apartments, that is a signature attraction for visitors well as a convenience for residents.
- Walkable
- Walkable
- Walkable and bikeable
- Walkable and easy accessible.

Community Engagement - Round One

- Walkable area with a wide variety of businesses.
- Walkable area with restaurants and shopping
- Walkable community
- Walkable dining and entertainment
- Walkable downtown destination area for UA residents - restaurants and shops. But maintain good traffic flow as it's main road to 315, Northwest, Riverside, and other major roads.
- Walkable entertainment area with mixed use buildings.
- Walkable mixed use, safe for pedestrians
- Walkable restaurants; easy parking.
- Walkable shopping/dining experience
- Walkable with a mix of local and regional businesses. It would be great to see sidewalks extended to Beekman to create a walking corridor.
- Walkable with great restaurants and shops, aesthetically pleasing but not something that will decrease traffic flow on Lane Ave...it's still a main corridor that needs to accommodate traffic.
- Walkable with shopping and restaurants and a good vibe
- Walkable- would mean adding some sidewalks on streets connecting to Lane Ave as well. Wellesley for example.
- Walkable, bike able, downtown of UA with a lively pedestrian area with restaurants, shops, galleries and kids activities, restricted access for cars
- Walkable, community center, nightlife
- Walkable, lively, good affordable dining options
- walkable, open, quaint for customers with bistros, cafes, coffee, boutiques, look at Germany's major town centers in small towns, people sit outside, eat, leisurely enjoy drinks, walk everywhere
- Walkable, vibrant "downtown" UA with public spaces, outdoor seating, live music, arts, etc.
- walkable, vibrant hub that is catered to families with young children.
- way better traffic flow, more lanes of traffic not less
- We have no downtown...the mallway is not downtown by any stretch of the imagination.
- This should become downtown. Traffic mitigation & slower speed limits are critical.
- We must maintain Lane Avenue as a pathway from the west side to OSU and 315. Perhaps a walking overpass is required to connect the north and south elements of an expanded shopping center or efficient use of crosswalks to minimize traffic delays.
- We need more mixed family and fancy running options in UA. A brewery would be great and options to bike in the neighborhood
- We need to have a plan for Lane Ave. It should be a mixed use area that allows for efficient car traffic. The monstrosity that was pushed through city council and now delayed should be shelved and properly passed rather than a false "emergency"
- We would like to see Lane Avenue as an aesthetically pleasing corridor, encouraging residents for the purpose of gathering, shopping, and dining.
- Welcoming city gathering place
- Welcoming gateway into Upper Arlington that's functional and accessible
- Welcoming to the visitors and citizens and maintaining the neighborhood feel or low key and "homey"
- What I wanted is no longer possible - how it originally designed "closed air mall". At least a combination much like Easton and Tuttle - now the mall is a large strip mall; BORING!
- As for the rest, meh - I like the effort but it seems to lack good planning - the high density so close to residential not to mention along the main artery in UA.
- I don't really know how it's going to get any better - given all the pending projects I foresee it only getting worse.
- The ideal place for much of this would've been done as part of the Kingsdale redo. Which I believe is the ONLY store in UA that sells Men's

clothing and we desperately need a athletic store - Agler Davidson for those with memories of the mid 80's.

- But, I've lived in UA my whole life so I'll support whatever is decided.
- What it is now.
- What it is today
- What it used to be like before all the new development on Lane Ave.
- Whatever cool unabated development will lower or keep my exorbitant property taxes steady to pay for the ridiculously planned school projects.
- Whatever it becomes, I do not want it to drive traffic to the residential, side streets.
- whatever the public wants
- While the effort is nice it is somewhat too late. There is not much that has not been redeveloped. A real plan 10 plus years ago would have been more helpful than that stupid master plan the keeps getting referred to.
- Widen because it a access in and out of UA
- without construction
- Would like historical character of area to remain, do not want it to feel like downtown Columbus
- would like Lane Ave to feel more like a downtown neighborhood destination as opposed to a "freeway" where cars are traveling at high speeds

What needs to happen to achieve your future vision?

- Design standards. Easy, free parking, and not giant parking garages! That does not have a quaint residential feel. That to me feels like downtown/short north/university area. I'm telling you, Dublin did it right. We should take a page from their playbook. They accommodated parking and tons of retail in a way that doesn't feel overly commercial
- Imagination and vision... No commercialization
- More [REDACTED] from Mexico.
- tear down the hotel
- The city needs to work with the local residence around Lane Avenue
- Vision... No vulgar commercialization
- Remove the one way driveway in front. Very difficult to exit at light near bed bath/carsonies
- (1) Think about the uninterrupted traffic flow both ways. It must remain 2 lanes in each direction, with a turn-off lane at the center. That means 5 (FIVE) lanes, with NO PARKING signs at the curbs. (2) The reason for the 4+1 lanes: there are 4+1 lanes to the east of the Lane Corridor, and there are 4 lanes to the west of the Lane Corridor. Please avoid maintaining a bottleneck along the Lane Corridor with the narrowing of the street there. (3) Make room for parking along the side streets, or UNDER the new buildings at street level, or build a new multi-level parking garage, with a good-looking facade.
- Safe cross walks, adequate disability parking, efficient traffic flow, street lights at busy intersections. Please make this road accessible for all from young to elderly, and for people who have difficulty with mobility
- 1. Listen to citizens. I appreciate the Open House and this survey. But

**Online responses only*

many people, myself included, think the city already has a plan. The city still hasn't won back my trust.

- 4 lanes if traffic, 2 each way
- A center turning lane along entire corridor - I don't recall if it's only in sections at this time.
- To cross Lane Ave, maybe a foot bridge to get over the street that is architecturally pleasing to the eye (as a "gateway").
- A clear picture of what development will look like & function
- A community rec center
- A community space with fountain in the middle for kids surrounded by restaurant and cafes with Parisian outdoor seating
- A community that is willing to accept change
- A comprehensive plan supported by a tier 1 developer and architect that blends nicely with the existing community and embraces technology. My fear is that the entire project when completed will not look congruent and will lack fluidity for pedestrians. Also, I'm hoping the State Farm building will be redeveloped eventually as it will look entirely out of place once the surrounding development is completed.
- A few nice restaurants
- a happening place with plenty of parking, outside dining, beautiful landscaping and well planned traffic flow.
- A large scale plan or study. Don't hand it over to a bunch of developers! If you give it to preferred living it will just be a bunch of ugly apartments. Think Bout it. Higher some architects and city planners. Put together a vision for the future. A Smart city hub that people want to be. Then do

the same thing on Riverside. If u just work with developers without a vision, it will evolve into a mess. Have/a plan, shoot for the stars and make it great. You can do it!!!

- A lighted pedestrian crosswalk between bed bath and beyond and Whole Foods. Green spaces to balance out the infrastructure
- A lot of construction and recruitment of retail
- A lot of construction!
- Tear down/redesign the old buildings that are eye sores.....Pizza Hut, the used book store, the old strip mall, Tommy's Pizza.
- A lot!
- A master plan rather than haphazard development when the city finds a potential developer.
- A park would be great
- A park!!!
- A parking garage should be built in the back of Lane Avenue Shoppes and the front parking lot should be converted to green space as much as feasible. A crosswalk at minimum to Lane II needs to be put in place, a traffic light would be best at Westmont
- A pedestrian-friendly gathering area.
- A plan that doesn't look like it was cookie cutter or contrived. It should look as though it borrows heavily from the most classic UA Architectural elements and design.
- A plan with symmetry from North Star to Northwest Blvd. with destination restaurants and shops.
- A pleasant place to shop with a variety of stores. Adequate parking. Safe pedestrian paths. Easy access from the street.
- A shift in focus away from the automobile as king and toward the well-being of the community.
- A significant reconfiguration of the Lane Ave shopping center, with more parking moving to the back or a structure, freeing up the most visible and walkable space out front for better uses.

- A true public/private partnership where all sides come together and contribute
- A variety of different restaurants that might stay open later into the evening.
- A vision that has character and class to meet the standards of UA, never cutting corners.
- A vision that UA and Lane Ave, become little more than extension of an urban Columbus. Over zealous development throughout UA will cause UA's 'smalltown/suburban charm' to vanish.
- A vision to inconvenience drivers and prioritize pedestrians and sustainable street and landscape design.
- A vision with buy-in from City, merchants, and community
- a walking bridge over lane avenue and more grassy areas
- A willingness of leaders/business to think beyond short term gain - in terms of money or politics.
- Acceptance of the fact that we are not Dublin or some other suburb. We do not need to emulate them or be jealous of them. UA is fabulous for its own reasons. Kingsdale should be our city "downtown," it should be our city center, not Lane Ave.
- accessibility and commitment of community to support
- Acquire more right of way for developing the land on the north and south sides of Lane Avenue beginning at North Star and going east toward Kenny Road.
- This would require working with the State of Ohio to acquire a setback sufficient to build on the land. It would enhance the area for everyone by offering additional dining and shopping as well as upscale apartments.
- Actually talk to residents near Lane Ave.
- Add a bike lane. Replace some banks with cute local organic restaurants :)
- add green spaces and large walkways and secure crosswalks across Lane
- Add more outdoor seating, have parking but accessible in the back.

Community Engagement - Round One

- Add more shops and places to eat
- Add the right type of businesses, not as many hotels and offices, safe traffic calming in surrounding neighborhoods
- Add wider sidewalks and bike lanes.
- Added entertainment, not just restaurants. Bars/indoor gaming(like pins)/ live music/theatre
- Adding a wider variety of dining, service and shopping choices.
- Adding items mentioned above and continuing along Lane Ave east toward 315. There are so many old / random buildings that are in major need of renovations.
- Addition of a bus route or stop, outdoor seating or dining, more sidewalks
- Additional businesses and building of parking, gathering, and green spaces. Love cities that have flowers and trees everywhere - in planters, hanging, and store window boxes!
- Additional development
- Additional development of outdated buildings with newer higher density buildings with first floor shops and restaurants
- Additional parking would be nice. Safe biking routes to Lane Avenue and bike parking as well.
- Additional restaurants and parking
- Address the needs - parking, walkability, retail options. dining options - traffic. It is only one street and the “downtown” cannot expand to other surrounding streets so it has to be PRETTY, it has to feel safe and it has to allow for ease of use of the offerings - easy to park and easy to walk
- Adequate planning and business incentives.
- Adequate roads and parking options to handle increase in business due to development.
- Advance planning including consultation with adjacent properties (include OSU, Columbus, adjacent suburbs) and traffic planners, infrastructure and COTA
- Aggressive pursuit of mixed use development and city incentives for doing so - principally TIF, but also a willingness to provide tax incentive for non-residential development.
- Agreement by the majority
- Agreement of ultimate goals, cohesive approach to incrementally achieving the “heart of UA”
- Align incentives for the right kind of restaurants and stores. Make as much as possible dog friendly.
- All future development should have an urban feel/vibe to it with the elements i listed above in the previous question. Tax incentives should be offered to developers to help make this a reality and attract investment. Lane Ave shopping center and the positioning of its parking needs to somehow be dealt with, until that is done we will not achieve the downtown feel. Also, Lane Ave should go down to 25 MPH as it should be considered a business district.
- All the players - City Council, BZAP, the Developers, the residents who live in the area directly affected by the development, and the UA residents in general need to have open communication and listen to one another.
- Allocate space for better bike and walking, allow business to go outside (beyond the mall) Provide bike racks and restrict parking, connect by bike line / Sidewalks from northwest Blvd to Northstar incl Starbucks / Piada mall
- Allow the development to happen and improve walking/biking
- Allow traffic to flow by removing parking on Lane but reduce speed limit
- Allow traffic to move through, allow restaurants
- Already on the right track
- An “A to Z “ road through as another road for traffic, as was discussed a few years ago
- An area with no additional hotels and or apartments and more dining. Possibly a recreation center to serve UA.
- An attractive area that encourages social interaction.

- An overall plan that creates a pleasant safe experience and stick to it
- Appropriate scale
- Appropriate set-back AND build-to requirements of new construction. A consistent streetscape plan. Wide sidewalks (wider than even new Lane dev) and Lane Ave Mall must redevelop, at least in part, to address the street. We need great sidewalks on the south side of the street.
- Approval of higher density, mixed use development. Development of a master plan with the full participation of the citizens of UA.
- Archways like in the Short North would be nice. Maybe provide a name other than Lane Avenue area? UA Culture District? UA Entertainment District? The UA Strip? And can we start working on the Kingsdale Lazarus building?!
- As a bicyclist, I try to stay off Lane Avenue itself -- traffic is far too heavy/fast to feel safe. Better accommodation for pedestrians and bicycles. More outdoor dining. More entertainment options: street music especially.
- As above with good flow of traffic without more delays. Don't build so close to the street- peo will not see oncoming traffic and more accidents may occur. Make it attractive like worthington, Westerville, Grandview and Dublin and gahanna. We need a community center not funded by taxpayers- maybe a YMCA . Develop the old Macys store- it is an eyesore and waste of good usable land.
- As the Entertainment district grows help neighborhoods understand what they should expect and give them the opportunity to help.
- Assurance from businesses that they will maintain property and limit tax abatements.
- Attention paid to how parking and traffic, sidewalks, and landscaping interact with the layout of the retail and dining locations.
- Attention paid to traffic and how it is routed which did not happen in other improvements. The Kingsdale area is more appropriate for a central downtown of UA. Increasing traffic whether cars, bikes or foot so close to residential homes and the impact inconvenience and dangers to residents and children, our future residents needs to be considered. A

place for families rather than just drinking and dining would be fabulous and contribute to the health, wellness, and happiness of residents and their families. UA is in close proximity to Columbus and it's restaurants and bars and venues but the main reason for residing in UA is feeling a sense of security, a place for family, and community from UA not for outsiders. Exclusivity has always been a draw for UA. Seeing and feeling your community whilst out and about with the sense of security that is fading with influx of establishments and their employees and their draw of others. We don't need any more murders behind our homes, robberies of our homes or vehicles, semi truck drivers speaking to our small children in our back yards, or safety concerns. Security and patrols of the area will be needed. Traffic routing away from side streets rather than toward and into neighborhoods.

- Attract businesses and plan thoughtfully
- Attract businesses, higher density zoning
- Attract gold standard businesses.
- Attract more high end stores and restaraunts.
- Available affordable leasing options.
- A-Z connector so traffic is distributed and isn't the PIA it is now.
- balanced development that is cognizant of the residential nature of the community surrounding the area
- Be cognizant of traffic needs and actual road usage. Be mindful of local citizens. This is a bedroom community. If we wanted to live in Dublin, we'd move there. This is not going to work as an answer to Bridge Park.
- be mindful of those of us who live on Lane Avenue. Current traffic congestion diminishes property value and makes accessing our homes difficult
- Be selective about the businesses that are allowed to flourish here.
- become more pedestrian friendly, the neighborhood to the north can not even get across the street, the parking lot in front of lane avenue is taking up valuable real estate and it still does not meet the demand for parking, put a big garage behind the mallway

Community Engagement - Round One

- Become more walkable and cozy, with things easily connected by safe sidewalks and bike lanes
- Begin implementing approved features into build outs.
- Being able to turn right AND/OR left out of certain spots needs help. The light leading into shops on land on the bed bath and beyond end is a mess. Backs up, difficult to turn going into and coming out of.
- Being very aware of traffic in the area including considering OSU west campus long term plans.
- Better accessibility, improved crosswalks for pedestrians
- Better architecture! Quit accepting anything just to get development. Think long term. Seek out retail that residents are driving to Grandview and Downtown for.
- Better architecture. Building boxes that come right up to the sidewalk with no green space (recent bank building being an example) detract rather than add to the atmosphere desired. Let's not look like every other strip center in America. That bank building is hideous.
- Better biking and pedestrian access for the surrounding area.
- Better city planners. We don't need more hotels and tall buildings in that area.
- Better cost for rent for locally owned businesses.
- Better crosswalks and paths throughout the area.
- Better crosswalks, more dining options
- Better crosswalks. Infrastructure to support flow of traffic while maintaining safe corridor for shopping and social activities to include walking to and from the area to surrounding neighborhoods.
- Better crosswalks...so that our kids don't get hit crossing roads near Lane Ave, like the poor Jones Middle School teacher just did. That was a travesty and should not happen again.
- better design and landscaping
- Better design standards, more concern for defining UA... lane ave looks disconnected and slapped together. We shop and dine in Grandview or new Dublin downtown
- Better dumpsters to discourage rats
- Better flow of traffic on Lane avenue; turn signal into the Shops at both East and West entrances; less street parking
- Better infrastructure before any more building takes place
- Better infrastructure for alternative transportation
- Better layout/design for future developments.
- Better parking
- better parking in the front of the shops-too congested and a weird layout presently. Very difficult to get out and onto Lane Ave. Restaurants are not a priority. A variety of stores is most important.
- Better parking options. Do not allow "business/entertainment district" to move any closer than it has into upper Arlington. the development of this corridor has taken over many homes and while the changes are an enhancement, we don't want to forget that this is still a community. Increased traffic, restaurants also come with downsides to UA residents that live nearby. Be mindful of the impact of changes to the community
- Better parking, reduce traffic flow
- Better parking, stop limiting lanes for traffic on a main thoroughfare, don't use morons who limited tremont to one lane.
- Better pedestrian access to both sides of Lane. Less on street parking. More restaurants.
- Better pedestrian access; safer biking lanes; more restaurant/shopping choices
- Better planning
- Better planning and traffic movement - fewer street parking spots to allow cars to flow through and fewer stop lights
- Better planning of development. Too much focus on specific projects without looking at the total picture.
- Better restaurants, easier access, local shops (not just chains)

- Better shopping
- Better sidewalks, crosswalks, outdoor seating. Move parking lot behind shops or add parking garage
- Better sidewalks.
- Better sidewalks.
- Better stoplight timing
- Better street design to slow traffic and prioritize pedestrian and bike rider safety. More bike racks and benches. A common Green space.
- Better traffic flow and more restaurants
- Better traffic flow, more open air space
- Better traffic flow. Limit building height. Protect our quality of life. We are not a freeway off ramp area! We are a neighborhood.
- Better traffic flow...not sure of a solution there.
- Better traffic flows and more local businesses.
- Better traffic management especially entry/exit to shops on lane - some serious thought about one way side street Brandon one way to high school Chester one way from high school as an example
- Better traffic pattern - “sometimes” parking lane doesn’t work. Need an additional crosswalk by Hudson 29 as well to serve those businesses
- Better traffic pattern in front of Lane Ave mall single lane is too backed during peak hours
- Better use of currently zoned commercial properties, less surface parking, more pedestrian friendly
- Better walkability, parking in back instead of front
- Better walkability. The ability to cross Lane without dying. Nothing is connected to make anybody want to walk around the Lane shops. Also, without more places to eat, linger, most will just shop and leave.
- Bike lanes have been a good start but they’re inconsistent and, frankly, dangerous (due to distracted drivers and those who simply - for some reason - seem to despise bike traffic). Law enforcement should increase

their presence and enforcement of speeding and distracted driving laws. Reconfigure traffic by reducing lanes for autos, perhaps widening (or installing) sidewalks for walkers/runners, and increasing the number of bike lanes. MARKET the pluses of non-auto travel around UA: bike to the football game, walk to wine night, etc. market NOT being in a hurry and enjoying the day, the town. don’t get there GO there...and have fun GOING.

- Bike lanes, better sidewalks and crosswalks.
- Bike safety lanes and/or multi-use walkways like on Northstar for bikes and walkers. Thoughtful traffic ideas to funnel workers in am and pm in and out. Don’t want to lose great stores like half-price books and independent restaurants by over-gentrification.
- Blend the old with the new
- Boulevard / trees / safe crosswalks / pedestrian and or cycling lanes
- Boutique style building
- bring back the Mall.....great for walking/shopping in the cold winter days.
- Bring in additional restaurants and make the area pedestrian friendly.
- Bring in more restaurants, perhaps a Pins Mechanical or something similar. No more banks! I would love a “community” restaurant that has great food. Large tables where you run into friends and they can join your table.
- Bring in young people
- bring more business into Lane Ave, but make sure Upper Arlington residents can maintain their safe environment lifestyle
- Buffers between development and existing single family residential
- Build a park or splash pad. Have kid friendly places. If it feels too adult like, or aimed at the young professional, my family won’t go there often.
- build a park, more restaurants especially with outdoor seating
- BUILD A PARKING GARAGE TO GET CARS OFF OF THE STREET
- Build a spaceport, also add more feral cats

- Build farther out/back into the parking lots to create pedestrian only corridors between restaurants. Don't skimp on design, landscaping, etc so that it's an attractive destination
- build so we can attract business to generate more tax revenue to our community
- build the parking garages
- Build the right stuff
- Builders and designers that understand the charm of the area and that it is not suitable for large flashy contemporary Buildings that do not reflect the charm of Upper Arlington.
- Building it
- Building new spaces.
- Buildings east of North Star need to be leveled and/or updated. We need more trees/planters, etc to make this stretch of road feel inviting to both the residents and people visiting our community.
- Buildings should be as close to the street as possible with parking in the rear or underground.
- Buildings that are similar in size and style. Walkable store front area. More like Grandview Avenue. Improve traffic flow.
- Bury utility lines. Establish a Northstar restaurant.
- Businesses coming into UA
- Businesses investing in our community
- Can't think of anything in particular.
- Careful and honest traffic studies. Lane and east of North Star is a mess several times a day. I love the current northwest-north star strip of lane.
- Careful consideration to building setbacks and don't just give in to developers.
- Careful planning involving residents and frequent visitors
- Careful planning on the part of everyone involved.
- Careful planning so traffic congestion does not detract from the experience or put the public at risk.
- careful planning, consideration of opinions of diverse set of stakeholders, consideration of needs of elderly, children, differently abled.
- Careful study of national exemplar cities will yield clear, strong evidence for sound design principles and architectural guidelines. As a residential suburb, we have policies that fit our needs in the past. As a transforming suburb, we need policies that will guide future development. We do not need to develop these on our own. Many cities have gone down this path before us, some with success, many with regrets. Lane planning really needed to be started 10 years ago or more. Some problems we are going to just have to live with because appropriate guidelines are not in place and cannot be applied retroactively. Night lighting rules can be adopted. Arterial capacity can be protected and enhanced. Expanded sidewalk widths can be adopted... for future construction. Unimpeded lines of sight for drivers can be maintained... for future development. In other words, we should do all we can now, while adopting sensible guidelines for future development.
- Careful traffic planning
- Careful, considerate planning. Broader sidewalks; biking lanes; crosswalks that work for pedestrians; trees. More sidewalk cafes.
- Carefully planning of traffic controls.
- cars must be on it.
- Casual dining and live music
- Change in UA
- Change the lanes back to 4 Lanes like it was.
- Changes to infrastructure
- City Council members need to actually execute their go-to talking point about "responsible development." Council and the zoning board, for instance, often cite the Lane Avenue 2 project as an example of neighbors and developers working together to find compromise. But the neighbors in that community had to collect petition signatures and hire an attorney to force those conversations, and subsequent changes to the city's charter

make such an effort impossible now. Council also began the practice of approving development projects (Arlington Gateway, sheep farm purchase) through emergency legislation after the Westmont project was resolved, removing the possibility of any negotiations between developers and residents.

- City council to listen to people in all of UA instead of doing what architect wants
- City Council to listen to residents.
- City employees and elected officials need to listen to and heed what the citizens living in the area say. This has not been the case in the past.
- City has to have that balls to tell all the idiots who don't want Lane ave developed to get out of the way (look at Main Street in Bexley)
- City needs to deny the developer 's request to tear down Lane Avenue Shopping Center for replacement with multi-story buildings with retail & apartments. City needs to put developers on notice that their proposed projects will be evaluated not on the project itself but on its impact to the surrounding area & the community as a whole. The City needs to stop lining developers' pockets at the expense of the surrounding residents & UA as a community.
- City needs to look again at the plans for multi story buildings and the increased traffic congestion that will happen. Plan in place for all the infrastructure, fire and emergency access, sewer etc
- City needs to stop allowing developers to dictate what our streets look like and start listening to residents. City needs to stop being so thirsty for money and get their priorities in check. City needs to stop granting all kinds of variances. City needs to allow residents a seat at the table when it comes to future development. City needs to only allow reputable developers into the area. City needs to get unbiased companies to conduct traffic studies.
- commercial development
- Commitment from city, private investment and residents to make change. While UA has a rich history, we are often "stuck" in not moving forward since its' "never been that way". Showing the public many

different examples of what the future could be will provide people a visual. Engagement with the community like the school project was effective.

- Committing to making it different. Selecting nice places to eat to open a shop there. Diverse choices.
- Community center
- Community center
- Community consensus. Openness to higher density.
- Community input on design and types of businesses, investors to commit.
- Community space and a place for kids to hang out
- Community support
- Community support
- Complete current developments and only refresh existing zoned development parcels.
- Complete existing projects, make the route more pedestrian friendly. Work with developers to develop other properties that are still eyesores (radio shack, JAE company, Pho, tommys, front runner, etc. Would love a great new restaurant to come to the China Dynasty location too.
- Complete street design for pedestrians, bikes, cars, and vegetation (trees and plantings).
- Comprehensive plan for the community as a whole.
- Concerned about the multi-story buildings. May take away from the warmth of the area. Parking has the potential to be a problem.
- Connection of sidewalks TO lane Ave. I live on Vassar. We have no sidewalks. My kids walk in the street. Very dangerous.
- Consensus and money
- Consistency in architecture. More family friendly restaurants. Traffic should go down to one lane, west of North Star and east of Northwest, with a center turn lane to go left or right. The shops of lane ave. should move closer to the street, with a big parking lot in the rear, to create more sidewalk traffic. Downtown Worthington is a good example and they are

dealing with 2 major roads...161 and 23, but they make it work.

- Construction
- Construction and development
- Construction, money and time.
- Continue doing what is being done now and allow for heavy traffic to OSU and 315
- Continue high density development of Lane Avenue corridor including the redevelopment of the Lane Avenue Shoppes. A realization that Lane Avenue is the local, crowded, central business district of Upper Arlington as opposed to a quick way to get through Upper Arlington where you occasionally stop to shop at a strip center.
- Continue the plans
- Continue the theme eastward. Space meet everyone's needs for transport. Not just a strip mall.
- Continue thoughtful development between Northwest and Northstar.
- Continue to attract diverse residents and customers to both retail businesses as well as additional restaurant offerings. At some point having a dedicated parking structure to allow people to park centrally and walk throughout the area will be important
- Continue to attract quality businesses with a plan in mind; and resist the urge to bring more multi-story buildings to the main corridor.
- Continue to bring in all types of dining. Candy and ice cream parlors interesting shops so we, and people visiting OSU and all the tech shops in the area can spend a couple hours walking the strip
- Continue to develop and promote businesses and restaurants to be in UA.
- Continue to develop the land into mixed use buildings
- Continue to increase the retail and (especially) restaurant options.
- Continue what is happening as you enter UA before NorthStar intersection. The Lane Avenue shopping center gets backed up with traffic. A traffic light to exit in the middle area of the shops would benefit and alleviate some of this problem.
- Continue with present plan.
- continued controlled growth
- Continued densification like the lane and what is proposed to replace darron's building.
- Continued development with long term vision/planning
- Continued development, ideally focused on restaurants.
- continued mindful development
- Continued redevelopment of existing building stock that focuses on bringing businesses closer to the streets.
- Continued variety of amenities - love the idea of different housing and businesses that employ more professionals to work, live and shop in UA.
- Continued work between the city and homeowners near the Corredor in the city of Columbus if need be. It's hard to believe the state farm business house property would not cooperate with the fair offer they were given and are going to louse up the visual aesthetics of the entire Corredor but I guess eminent domain does not apply in that case.
- Continuous conversation of residents and developers to find the vision. The no conversation isn't the future so working together but maybe the city council taking some risk pushing us forward with this vision is needed. The Thompson brothers didn't form UAs vision without some risk and long term vision.
- Control traffic
- Controlled development
- Controlled, smart development with a large amount of input of area residents.
- Controlled, thoughtful growth that adds long term businesses and residents
- Coordinated development plan
- Council and community support.
- Creat fair parking situation for all residents. Parking needs to be on both

sides of the street. And get rid of the stupid speed thing on Chester.

- Create a committee that focuses on identifying and supporting unique, local, family owned businesses to draw them into the area. Think long-term!!! What makes UA special? Local businesses like the ones mentioned above as well as the Tremont Goodie Shop, Chef-O-Nette, Huffman's Market, Tremont Pharmacy, Colin's Coffee, etc, even the newer Crimson Cup!!! We need to support these businesses and not bring in corporate entities that will suck the life out of them with their presence. How many other communities in Columbus have such a plethora of unique, upscale, local options?!! Support and encourage them. Provide grants and financial incentives if that will help.
- Create a development environment that encourages small business to locate here
- Create a south of lane av zoning board
- Create appropriate facilities and traffic lanes
- Creative thinking
- Cross walks for pedestrians. No more banks or 6 story hotels.
- Crosswalks from Lane Avenue shopping area to across the street restaurants and hotels
- Current development is great and a positive for the residents; however the impact of the increased activity and traffic from Lane Ave leading into the residential areas is not being adequately addressed. As an example: Greater Ice cream and Roll bike store patrons often park on the adjacent street and are seen walking down the street to access the businesses.....why? there are no sidewalks leaning from the residential side streets to the main corridor of Lane Ave. To add to the problem, people park on both sides of the road blocking traffic flow on the street, so now there is a one way street with cars attempting to go both ways, while at the same time people (mostly family's with kids) are walking down the road to access the businesses. This creates an unsafe and unfriendly pedestrian environment. Future planning needs to more adequately address the parking and pedestrian traffic on the side streets leading from the adjacent residential areas to the main corridor street of Lane Ave.
- Current space is fine as is. Would be nice though to have better sidewalks or pedestrian/bike trails behind line avenue to allow better transit without having to use busy street.
- Decrease the high volume traffic. Do NOT add a tall office building. I do not feel the infrastructure can handle it and I don't like the extra traffic. I would move to Dublin for that.
- Dedicated bike lane. It's very unsafe for people going to osu using their bikes.
- Dedicated, street-marked bike lanes.
- Deliberate, conscientious city planning; not catering to developers. Not giving them tax abatements so the city sees no money for years. Honest, thoughtful city council decisions.
- Density of pedestrian areas
- design and build mix used developments, with pedestrian and bicycle access.
- Design better surveys. The this or that questions, preferences, etc . Do not make sense without better definitions. Transit from where to where.? What is the corridor- Kenny to Riverside Drive or what section are you addressing?
- Detailed descriptors of potential alternatives with study of traffic impacts and potential mix of retail, food, entertainment and housing. The center should maintain a village atmosphere rather than a 21st century ultra-modern style.
- Develop a cohesive master plan for the area and be disciplined in it's implementation.
- Develop an eclectic group of restaurants. Once again I would stress having offerings without loud music and cocktails that not as trendy.
- Develop within the existing PMUD, do not enlarge it fuller. Maintain residential neighborhoods north and south of Lane, and replace affordable housing with the affordable homes and units developers tear down.
- Developers interest and open minded citizens

Community Engagement - Round One

- Developers to actually listen to the community and not just put up buildings that have no architectural value to the neighborhood. All the buildings being put up in Dublin and other areas look all the same. You wouldn't know what city you're in because it all the same cookie cutter crap.
- Developers with vision to create a planned small Midwest downtown community like downtowns in Dublin, Powell, Grandview and Worthington.
- Development proposals need to conform to a long term master plan for the corridor. Green space MUST be preserved. And some restraint and discipline needs to be shown by city leaders.
- Development should include sufficient rear parking to accommodate the expected number of patrons. Buildings should be sufficiently set-back to allow ample room for sidewalks and cafe seating, as appropriate. Perhaps Shops at Lane should be reconfigured to have one Lane Ave. entrance and one Lane Ave. exit to streamline flow of traffic in and out.
- Different city council members who evaluate the function and not the aesthetic first.
- Diverse options. Varying food, local shopping boutiques. Something to make it unique to us
- Divert the university traffic and make it safe
- For kids to bike and adults to attend easily.
- Divert traffic to other directions and not thru the little neighborhoods around
- Do away with most or all surface parking in front of the shops on Lane and introduce freestanding retail spaces, plaza and sidewalk seating, trees/ green space.
- Do away with some of the old, one story existing buildings and build more modern buildings that are more functional.
- Do not build more buildings that are taller than 2 stories. Include plants, trees and flowering baskets much like the Mallway on Arlington.
- Do not expand space is over crowded
- Do not impede traffic
- do not make it too congested/crowded, with over use of chain restaurants/retailers - allow a casual flow of local business with national and allow a lot of space for casual walking/biking
- Do something
- Don't design everything around cars and parking lots.
- Don't know
- Don't know
- Don't know
- Don't let the buildings get too high - 11 stories is too high to still keep the quaint feeling; the hotels at 4-6 stories are okay. Hide parking garages as much as possible so that it still feels like a smaller neighborhood, not a big city.
- Don't screw it up
- Don't clutter it with buildings up to the curbs
- Don't further obstruct driving lanes (no more on-street parking), add a multi-level parking structure.
- don't get so crowded that there is no place to park
- Don't know
- Don't let developers call the shots. Don't tear down any more houses.
- don't overbuild
- Don't spend money razing bldgs. and building a giant Gateway, but spend LESS money enhancing what is there now.
- Easier bus access from OSU area, protected bike lanes
- Easier traffic flow. Would be nice to have a small wine / beer bistro similar to grapevine in grandview. Casual place to stop and just have a drink or two. Most of the shops on lane are very specific to women....Chico, athleta, barre, fabtique, loft, Anthony Vince, ulta, talbots, etc. Nice to see more shops that cater to families and kids. I love the north side of lane with graeters (kids), la chatelaine (easy, quick place to grab food), wine

bistro (nice patio, good food), Hudson 29 (upscale, nice for parents and friends) and definitely carsonies (good food, casual, family friendly)

- Easy access
- Easy access for all
- Easy access to business
- Easy flow of traffic; bridge/walkway to other side of the street
- Economic development and parking garage for large employer.
- efficient auto travel on Lane Ave
- Efficient travel on Lane Ave, allows me to travel out of UA. If we are to make the area more pedestrian / experience friendly need to make it safe. Always worried someone will be hit.
- Efficient use of the street frontage and more attractive, in demand tenants
- eliminate on-street parking, make all lanes available all the time
- Embrace the younger families moving to the area..Parents want a place to go for a night out and a place to go with their kids. Shops on Lane is so gross with a giant parking lot along the street..Should be all the way to the sidewalk with businesses and a nice boulevard in the middle to walk in, like Easton.
- Encourage independent restaurant owners to come here.
- encourage local businesses and restaurants instead of chains
- End to construction
- Enhance drainage during rain. Zoning must hold the line on the amount of required parking for new developments.
- Enhanced traffic flow
- Enough construction! No more hotels, or high rise housing.
- Ensure that commercial businesses aren't bottlenecks
- Ensure traffic patterns remain flowing on Lane Avenue during construction and after the development is complete, and focus on aesthetics for pedestrians.

- Exactly what is taking place now is what I agree with, so, it's already happening !
- Exciting destinations
- Expand and beautify Lane Ave
- Expand your vision!
- Expanded mixed use zoning.
- Expanding the area such as using some of the buildings from recent businesses that have closed, knocking those down and building new. Making it easy to get from one area to another, easy walking.
- Fewer cars
- fewer cars
- Figure out parking and get back the lanes of traffic we had before
- Find better ways to manage the buckeye football games and traffic on Lane Avenue?
- Fire the planners
- Fix the traffic issues. More restaurant destinations.
- Focus on function first, then aesthetics
- Focus on pedestrian access and safety, to keep with traffic flow on the street, build a bridge/walk-way over Lane Ave to get to the South or North side easily.
- for you to stop
- Force developers to pay for the infrastructure and be extremely judicious with any TIF or other incentives from the city. That is what smart cities do. We need as much tax revenue as possible to pay for the bond issuance to renovate the schools.
- From my perspective it seems we are in a good path with the building & development that is occurring.
- Full 4 (or five) lanes for traffic. No street parking...too dangerous for bicycle riders, or parents unloading carseats. Bicycle parking for locals. Continue with more greenspace, plantings etc.

Community Engagement - Round One

- Further development of the corridor.
- Future development should limit the number of floors (stories) of any future builds to 2 floors, maybe 3 at the most.
- Garage parking to reduce need for surface parking which can then be utilized to widen sidewalks and create areas for open restraint seating
- get a dancing club and Deweys pizza
- Get government out of real estate
- Get it together and plan and do
- Work on diverse experiences
- Get people that are better at their jobs
- Get rid of on street parking. If a place is built must have own parking off street.
- Get rid of on-street parking. I hate that westbound is one-lane most of the time. Encourage a variety of retail outlets--it's not bad now, but could diversify more.
- Get rid of parking on lane avenue. Period.
- Get rid of the commercial dominance in city council
- Get rid of the hotel
- Get rid of the huge parking lots
- Get rid of the junkie appearance.
- Get rid of the single family house that houses the State Farm office. That is totally out-of-place and inconsistent with a Class A mixed-use environment.
- Get rid of the street parking it's terrible
- Get the parking off the street by building parking structures so traffic can flow easily through town. Create broad sidewalk areas suitable for cafe and pedestrian use. Adorn the street with flowers and hanging planters and take care of them so they look good all the time.
- Get traffic off of there!
- Getting away from "big" money makers and looking to invite small businesses that will stay longer, unlike those that will make their money, abandon and move on to next suburb looking for development \$
- Given the different developers and development along Lane Ave., there is inconsistency in look and feel from 315 to NW Blvd. There needs to be some sense of consistency and flow-signage, sidewalks, landscape and benches/ seating--to make the entire stretch feel inviting and as one.
- Good city planning
- Good decision making from people with a good design sense
- Good decisions on changes based on forward thinking of what will be needed in the future. Don't build anything that will be outdated in 20, 30 or 40 years and have to be torn down or restructured. Make the area look old UA and not "let's see who can design the most outrageous-looking structure."
- Good developments
- Good planning
- Good planning
- Good planning and community involvement
- Good planning and organization.
- Good planning and public investment.
- Good planning on getting traffic through the area - lane ave has to continue to be a through street from OSU to the river
- Good planning! Lane avenue is a main thoroughfare. With so much residential/ being built, it will become s cluster****!
- Good planning, especially regarding how buildings will look
- Good planning, good design, merchant and resident involvement.
- Good planning, opportunities for small businesses to be included, not just Cameron Mitchel chains
- Good planning. Extra lane of traffic. Perhaps 2-3 story businesses in order to accommodate parking

- Good traffic flow
- good traffic flow and parking
- Good traffic flow, lots of parking
- Good urban planning
- Good zoning, administration, and the perseverance to see it through
- green space, walkable, packable, less stressful.
- green space, community space, wider and improved pedestrian pathways.
- Green space, safe traffic flow, outdoor space
- Ground Zero for WWII
- Has a 33-year resident of the “Lane Avenue Corridor,” I have watched the City waste incredible amounts of tax payer monies on study after study of the area, only to sell out to the developer of the current debacle in process.
- My future vision, as a life-long resident is to move out of UA.
- Has more than enough commercial use.
- Have a Community Center for fitness, enrichment, dog park, to host art shows, plays, exhibitions, meetings, listen to concerts, watch plays, performances, dance and music. A place for kids to meet up and mingle, complete art together, have workshops for kids, teens, to hang out, have dances, performances. A safe enjoyable place for our Community.
- Have a tow truck standing by. Nothing is more annoying than having a single car outside Hudson blocking the flow of rush hour traffic.
- Have an unbiased planning and zoning commission without personal motive. Actually listen to residents’ opinions at meetings and in surveys. Homeowners within walking distance of Lane Ave corridor should have the biggest say. We are the most affected. Also, less banks.
- Have at least two lanes of traffic in both directions, all the time. New buildings should have their their open air dining on their property, like Grater’s and La Chatelaine. Parking should be vertical and behind, or between/below, above, the new buildings. Put pedestrian bridge over Lane where/if needed.
- Help maintain traffic flow, manage parking thoughtfully and have a strong pulse on what retail tenants are permitted.
- High taxes on businesses in that area
- Holistic plan for the entire project. Even if it’s phased over the next few decades
- Honestly I think this are gets far too much attention!
- Honestly, after BZAP and Council refused to listen to our pleas to scale back the 11 story building I don’t care anymore. It was made abundantly clear that tax revenue matters more than our neighborhood quality of life. Lane Ave is already a hot mess and it’s just going to get worse. Not sure how long we’ll stay in UA now after our daughter graduates. :(
- Honor existing residential sections bordering Lane Ave and every attempt to reduce traffic/business noise
- Hope the community is open to trying something new! Would like to avoid seeing a lot of the same cookie cutter shops/retail, something unique, personalized to UA that people would want to go to.
- How did Dublin get bridge park?
- Human scale. More people, fewer cars.
- I am in favor of the redevelopment that is happening along Lane Avenue.
- I covered this for the most part in #23.
- I really hope that the decision makers who are allowing development to happen aren’t blinded by the “revenue” aspect (s). Be different - large overhanging buildings are ok when sporadically implemented but often developers need to do this to pay for the project.
- Lastly, traffic in the Lane Ave area should drive the narrative and work backwards - restricted turns, road diets, etc. address the safety aspect but cripples the vehicular traffic.
- I do not know
- I do not know.
- I don’t know

Community Engagement - Round One

- I don't know
- I don't know.
- I don't know. You're elected to take care of that.
- i don't live in that neighborhood. However it is very close to the school and having some kind of deterrent to keep the neighborhoods private from the commerce seems like a high priority.
- I don't think anything..haha!
- I enjoy it now
- I feel that Arlington needs to have a better zoning board. This includes for the houses that are being torn down and belts. I feel like we're not holding upper Arlington up to the highest standards that it once was and we are letting a bunch of homes in Arlington look like module homes
- I imagine that careful planning would be required.
- I know a lot of toes are being stepped on, but if you build it, they will come! Please, no more banks.
- I liked many of your streetscape ideas. More public space, more cohesive look to the street. Sidewalks all the way from Kenny to 33. Slow down the cars.
- I love this process that you are using right now! This step back is necessary before it's too late. This is only ONE chance to get the executive of this main thoroughfare right that so much serves as a gathering place for our community.
- I need a limit to the height of the new buildings. It adds stress to the surrounding residential area when we can't see the sky.
- I think any further development at Lane Avenue should be done in conjunction with the discussions about Kingsdale a community center. Your questions around whether or not to have a community space on Lane for ex. is based on whether or not we get that at Kingsdale.
- I think elected officials should start listening to constituents and stop caving in to investors. There should be a better balance.
- I think I put it all in the above response
- I think it is happening now
- I think it is pretty much headed in the right way. Probably an equally big concern for me is the old Macy's at Kingsdale - that whole center could be so much more than it is. It would be great to have a covered farmer's market there, something more like the Worthington market, with shops/dining above.
- I think it's in a good place. I don't like the tall condo/apartment buildings going up
- I think it's pretty great now, but recent changes have spruced up the area, so I would say the area is already moving in the right direction.
- I think that improving the parking and traffic flow will help the area. Biking should not be permitted on the Lane Ave. next to the commercial area.
- I think the area needs a parking garage and better crosswalks.
- I think the city is doing the right thing by asking residents and studying the situation.
- I think the city is well on their way, but am hopeful they will take into consideration the residents that live on Lane Ave and that while bringing business to the City is wonderful, Lane Ave is still a residential street where many families make their homes.
- I think the process in place is working, albeit slowly. I think as each tall, dense project is completed, the will of those opposed to such development will be broken and momentum will build as a fully developed downtown for UA will be seen as an inevitability.
- I think there needs to be more community engagement, and in different ways, before you proceed. Not all families in this area have the ability to attend the community meetings. This survey is a start but seems to hardly reflect honoring the character of the neighborhoods surrounding Lane Avenue.
- I think this monstrous development is destructive to existing residential neighborhoods and that is my main consideration and my worry.
- I think UA are so eager to develop that they are giving away the store.

Once the developer builds they move on to the next project and don't care what happens to the area. I can't believe the long term property tax give away and concession the Columbus city schools made for the Gateway to be built.

- I think we are on the right track with the current developments.... maybe no more hotels, but additional high density residential and mixed use buildings.
- I think we are on track for this to happen.
- I think you are on it! But probably need a safe way to cross if the Graeter's side of the street is part of the plan .. raised sidewalk over street?
- I vehemently dislike the cityscape like there is in Dublin's Bridge Park. I avoid the area. If I wanted to live in NYC, I would.
- I would like the parking area in front of the Shops on Lane turned into a shopping, restaurant area and put a parking garage in the back. Some of the older businesses updated. Put in high rise apartments or condos.
- I would like to see a greater variety of stores and restaurants for different types of food and price points, though I think great strides have been made in recent years. I love outdoor dining but the Lane Avenue corridor is heavily traveled by cars, trucks, and vehicles that are extremely noisy. Are there structures that can be installed to help baffle noise? I don't know if this is possible but it would improve the outdoor eating experience if that could be considered. I would love to see more public art and some decorative elements to make the area look more festive and welcoming rather than like a business district in the middle of a residential neighborhood.
- I would like to see small business have space/store fronts. Home decor, clothing, handmade stores. Not just a food experience.
- I would like to see the street parking removed
- I would love to see the City grow a pair and demand sensible development with the necessary infrastructure paid for by the individuals/corporations who will profit from the development, not always by taxpayers.
- I would prefer the Lane Ave. development to extend to the East side of

Northstar on both the North and South side. I do not think that we should continue to extend the development West of Northwest Blvd. We also need more sidewalks / paths on Lane Ave. from Riverside Drive to Kenny Rd. In a perfect world, I would love the section between Northstar and Kenny to be a commercial development and better utilize the Ohio State agriculture land that has street frontage. We would not necessarily have to turn all of the agriculture land into development but just the street frontage portion which has the most value.

- I'm not sure
- I'm not sure. I just hope it doesn't get too commercial and unwieldy.
- I'm not sure. UA seems to attract a lot of chains and generic options ie Panera, and Rusty Bucket and less of the independent restaurants that you might see in German Village or Short North. I'm not sure what we need to do to attract those options.
- I'd like to be able to drive it without stopping numerous times.
- I'd like to see a great local restaurant / brewery, something that makes it unique.
- I'd rather you put in storm drains and sidewalks on Mount view between Fishinger and Ridgecliff to protect Hastings students who have to walk in the street. This is more important than fancy signs and outdoor dining.
- Ideally you would have cut a road north of lane ave by buying the houses. This would have cut off the residential from the commercial, and created on continues streetscape without places for each north/south road. It that ship sailed.
- If it is a hassle for me to go someplace, I am going to opt out. So, ease of use. Investment in small businesses. The community space has me intrigued as long as it does not turn into politics.
- IF IT'S GOING TO BE THE GATHERING SPOT/HUB OF UA THEN IT NEEDS TO BE FOCUSED ON PEDESTRIAN SAFETY THROUGHOUT. THAT MEANS WAYS TO WALK AND BIKE TO THE AREA AND SAFE WAYS FOR PEOPLE TO TRAVEL VIA FOOT/BIKE. RIGHT NOW IT'S A PEDESTRIAN/BIKING HAZARD. IT IS FRAGMENTED AND NOT CONNECTED. THINK ABOUT

GRANDVIEW'S WALKING DISTRICT, WORTHINGTON'S WALKING DISTRICT, ETC. THOSE PLACES HAVE PEDESTRIAN ACCESS AND CROSSWALKS SMARTLY LOCATED.

- If new businesses are going to come in they need to stay between North Star and Northwest Blvd.
- If you're proposing a temporary tax-hike from schools or property taxes, I'd rather see Lane Ave. Corridor maintain its current state. In other words; I'm not interested in restructuring the district at the expense of UA residents.
- Improve current parking at the shops on lane. Especially Whole Foods lot.
- Improve pedestrian crossings at Lane/Northstar and at the East entrance to the Shops on Lane. Don't allow loud music on the outdoor patios on a daily basis. Don't allow more electronic billboards like one just West of Northstar. Generally, be considerate of the people living along Lane Ave.
- Improve quality of sight (benches, tables, seating, plants, trees, lighting, art, make it pretty!), more restaurants and shops for all ages, and walkable!
- Improved density and focused development
- Improved flow for pedestrians walking and on bikes. Additional retail space to attract more restaurants and shops. Parking will also become a necessity with the retail space
- In N Out Burger
- Include senior citizens in your planning stages. Ask them what they want. You have made the rent so HIGH & EXPENSIVE that the average person cannot afford to live in the community they know and love.
- income tax base/source of tax revenue
- increase business development & pedestrian access
- Increase businesses and expand sidewalks
- Increase number of restaurants
- increase traffic to four lanes
- Increased condominium construction
- Increased priority given to pedestrians and recognition that Lane to Riverside is residential, and Northwest to Beekman is mixed use residential, office and retail. Place an emphasis on an active streetscape.
- increased traffic calming. In earlier years, speeders were regularly ticketed....not anymore. Speeding and traffic is out of control...
- Independent restaurants, shopping, art
- innovative design and respect for neighbors
- Input from residents
- Inspired city planners. Responsible zoning. (not sure hotels fit this model -- but understand the tax implications. Just no more!) Residents seeing the value of the area contributing to our quality of life as more development occurs..
- Instead of taking out more houses, extend the use further down lane past North Star. Purchase some of the land adjacent to UA land and put parking there so valuable space isn't used for it.
- intelligent development, integrating nature into development, taking into account users of the spectrum of ages (very young through very old)
- Intelligent planning and control of special (economic) interests
- Intelligently addressing the balance between bringing people to the area and making it possible for them to enjoy it. The Short North is a good example of how not to do it. An area with abundant art, shopping and dining is now avoided by all the people I know because it is impossible to park without hassle. Also the art galleries have been priced out. Lane avenue is popular with local residents for shopping and dining. Lots more dining has arrived lately which is great, but I am hearing many complaints about safety for pedestrians crossing Lane ave. I personally would hate to see it become so busy that I stop shopping there.
- Intentional planning of restaurant/shop, parking, green space balance on a very busy road.
- Interesting retail and eateries that attract patrons.
- Investment

- Investors need to invest and the NIMBYs need to be rolled
- It is currently disconnected or inconvenient as far as walkability. I'd like more unique restaurant and shopping options. I'm not really interested in more chains. I also think it was a major miss to not require a usable sidewalk on the entry from Beaumont to Whole Foods when the outbuilding was built. That's a busy parking lot, and I am afraid it is a tragedy waiting to happen. We need to keep this type of thing in mind for walkability everywhere.
- It IS happening nicely!
- It needs to be more walkable with multiple crossing spots across Lane Ave. The parking on the Shops on Lane needs to be moved to the rear and green space and shops move to the front of the shops
- it needs to have a comfortable, friendly feel.
- It seems to already be on it's way!
- It would be nice if it had an old world feel with spaces for people to gather and eat or just have coffee and talk. I'd like it to be more bike and pedestrian friendly (and dog).
- It would be nice to have a pharmacy!
- It's land locked and building skyscraper apartments not the answer. Have you been to Dublin ???? Horrible traffic
- It's nice as is. Sad to lose residences when landlocked. Is it possible to affect the businesses in Clinton township to refresh the area west of North Star? Specifically the half price books and building just west of it?
- It's on its way to achieving my vision and will continue to improve with future planning and growth.
- It's too late to be asking this now as you have basically densified Lane Avenue-more traffic, more congestion less trees less green space -added hotels to residential areas which belong by highways not homes ...anyone with common sense is concerned with hotels especially long term stay hotels in a residential area...and yes lane avenue not matter what you call the corridor is a residential area...those homes have lost privacy , community, safety and their neighborhood
- Just some updated stores and restaurants (more). More area to walk around and better parking
- Keep adding dining options and keep parking accessible. Have variety in architecture and interesting lighting.
- Keep at it
- Keep building - but don't cut too much into residential areas. Build in the fields where possible.
- Keep businesses in the store fronts. Keep the property maintained. Improve traffic flow on the streets and in the parking lots. Improved/more parking. Increased pedestrian traffic and safety.
- Keep developers at bay and enforce existing restrictions. Not create more buildings or parking lots or concrete surfaces - enhance non-motorized infrastructure and maintain trees and plantings and enhance those.
- keep doing surveys and keep up the good work!
- Keep doing what the Master Plan says.
- Keep doing what you are doing...I like what I see.
- Keep expanding as they have been doing and include safe walking and crossing for pedestrians
- Keep in mind the uniqueness of Upper Arlington, and resist the pressure to adopt national trends that don't fit our city; don't try to copy other suburbs. We are special.
- Keep Lane Avenue Mall vibrant and find ways to continue to make it a centerpiece of the city.
- Keep looking at this as a gem for development
- Keep the 4-lane roadway.
- Shops, restaurants, and street-side dining with walkability are nice too.
- Be sure we have a convenient place to park.
- Keep the community in mind as you make decisions, not just \$\$\$
- Keep the face of the buildings away from the edge of the street, so that full grown trees can exist in front of the buildings. Not the cruddy ornamental

- trees that are now typically found in new developments. Keep the height of the building below 60 feet.
- Keep the streets flowing - let the market decide the shops and restaurants
 - Keep traffic flowing
 - Keeping fast food out of Lane Ave
 - Lane Ave blocked off from N Star to Northwest Blvd. Add 2, 1-way streets a block north and south. The north street would be west only and the south street would be east only. Build structured parking behind the Lane shops and then use the current flat lots and part of Lane to build an entire new row of shops. Lane ave would be pedestrian only .
 - Lane ave needs to be 4 lanes of traffic... no street parking
 - Lane Ave. mallway needs to be rearranged and updated...Athleta looks great, but many other storefronts are very dated.
 - Large areas that are not being fully utilized should be restructured with current style building.
 - Leadership...master plan
 - leave it alone
 - Leave it alone
 - Leave it alone after the current project is completed
 - Less car centric
 - Less concrete..more parks
 - Less condos, less banks, 2 story buildings with shopping on both floors.
 - Less congestion!
 - Less congestion/safer walking
 - Less congestion
 - Less franchise businesses.
 - Less high rise cookie cutter buildings.
 - less hotel and apartment
 - Less hotels , more restaurants, shops, green space.
 - Less lane ave parking
 - Less of a cluttered look
 - Less parking in the front, more pediatrics friendly. More mixed use development. More restaurants and entertainment options.
 - Less traffic
 - Less traffic
 - Less traffic and more walking areas
 - Less traffic definitely. Although this will cause more traffic on the side streets and we already have dangerous speeding going down streets south of lane
 - Less traffic interruptions
 - less traffic more walking
 - Less traffic so I can drive to 315
 - Less traffic, of pedestrian bridges
 - Let private developers pitch good ideas.
 - Lighted, controlled crosswalks, dedicated bikeways and pedestrian friendly areas.
 - Limit development—seems as though it has reached enough.
 - Limit large buildings directly on the street. Change standards to drive smaller (3 stories or less) buildings with patios or open areas towards the street. Would like to see a brew pub with a patio as a retail tenant in the corridor and adding community events like a farmers market.
 - Limit overbuilding (i.e. structures over four stories)
 - Limit the depth of future developments.
 - Limit the number of high rise buildings in the area. Add some small boutique shops for artisans and artists that can be rented at reasonable rates that artists can afford.
 - Limit the size of new buildings, and integrate them to be multi usage. Have some kind of cohesive flow from one area to the next.

- Limit unnecessary growth
- Limiting the speed people travel on Lane between NW Blvd, and N. Star Rd. 25 mph and enforced.
- listen to public
- Listen to the people who live there first, not the developers who want to make money and don't live here.
- Listen to the residents who live along the corridor. Give residents priority over developers on decisions affecting the residents' lives. I do not live along the corridor but pity those that do.
- Looks like it is happening
- Local architectural design
- Local businesses, green space, outdoor dining, sustainability
- Local residents priorities should be of the utmost importance.
- Look at all of the input
- Look at existing property and redesign it
- Look beyond a few grumpy old residents and commuters to the future
- Look nationally at what has been done
- Looks like it's on its way.
- Lots
- Lots of public meetings and input - which may be hard, but considering how difficult it seemed to get Northam Park updated, public input at all stages would be a good idea.
- Lower building structures.
- Lower speed limit. More crosswalks. Sidewalks on the south side of the street in front of the shops.
- Lower speed limits.
- Maintain 2 lanes each way, parking structure for accessibility
- Maintain some uniformity of buildings, sidewalks further set back from busy road or wider to promote easier access by foot/ stroller.
- Maintain the character of Old Arlington
- Maintain the development style currently in place. Inform local residents that the area will be growing up (multi-story) so that they don't complain so much when it happens.
- make it a safe place
- Make it attractive for restaurateurs to bring new restaurants to lane ave
- Make it classy with lots of landscaping and signage. Love mixed use ideas and more restaurants. Condos that open to the outside not a hall way
- Make it four lanes again
- You cannot have a public park on a main arterial roadway!
- If you want to make it a family area bridge over or tunnel under to insure traffic flow!
- Make it look good
- make it more difficult to drive fast through it and attract more new OSU grads with apartments above nice gathering spots like Hudson 29
- Make it more of a destination... with a variety of things to do, see and eat or both folks that live a few blocks away and attractive to people within central OH. Unique/local places.
- Make it more walkable, plant more trees, more outdoor dining options, increased connectivity to surrounding neighborhoods.
- Make it safe to walk and bike (lower speed limit, etc).
- Make our community a safe but fun area for families and friends to go
- Make sure it doesn't get overbuilt with huge structures. UA is still a suburb with a classic feel. Don't lose that in the name of revenue:
- Make sure that safety is a first priority
- Make the current parking lot on the south side of lane the destination area. Make more parking in the back of the south shopping center and re-develop the parking between Rusty Bucket and Lane Avenue. I don't like the North side of the street because the buildings are too close to the street.
- make traffic transition easy, available parking, mix of stores, restaurants,

and public spaces. plenty of trees, plants, architectural interest

- Making sure the decisions made reflect the interests of U.A. in its entirety as opposed to a select few deciding for us, as has often occurred in the past.
- Many of the things outlined above.
- Master plan and key guidelines. I'm generally pro growth and development but it needs to be thoughtful
- Maximize lanes for cars in streets for entire length of street. No parking on Lane Ave. Traffic lights timed properly.
- Maybe add some form of entertainment
- Maybe remove street parking altogether, put in sidewalks and footbridges.
- Maybe the shops on Lane Avenue all need to be pushed forward closer to the street so that all traffic and parking can be funneled behind the shops and restaurants. It's too congested right now for the volume of cars and traffic entering/exiting the parking lot area off of Lane.
- Measured development that keeps individual/family interests in mind.
- mix of nature space, living space, and business
- Mixed use parking needs more handicap parking close to the MAIN door. We are unable to use the new businesses that have the garages because the walking distance from handicap parking is too great from the MAIN entrance and street parking is often full. The street parking should be marked as handicap as it is the closest to the doors.
- Money
- MONEY and great Vendors
- More "missing middle" and multifamily unit housing stock options in the Lane corridor and a renewed focus on prioritizing lower speed traffic
- More appealing shops and restaurants with outdoor seating options and fun local events
- More architectural/design restrictions placed on development.
- More bars/restaurants and sidewalks
- More buildings/condos/hotels along the street. Less parking lots, and

housing. More side streets behind the buildings for easy navigation through the area.

- More businesses
- More businesses
- More businesses, more parking and more of a community feel. Like downtown Powell or New Albany or Worthington. You could hang out there for hours.
- More comfortable outdoor dining options.
- More well designed multi-story buildings to add density.
- More on-street and (well-signed) public parking.
- Public gathering/open spaces.
- Add safe/comfortable mid-block crossings.
- Community events.
- More community events
- More community input
- More community participation
- more concentration and mixture of dining, shops and services
- More consideration for traffic flow.
- More cross walks and continuous side walks. Less car traffic.
- More crosswalks. Less on street parking. It's impossible to see around there.
- More development and encouragement from the city ensure developers share this vision.
- More development focused on A quieter more relaxed environment; less buzz.
- More development kn north side of street. Relocating some parking to tie the two sides of the street together more.
- More development with an eye towards design.
- More development! Please convince S Renee Dutton to sell that property.

- More developments
- More developments that are harmonious. Mid-rise buildings would increase occupancy. I am thinking about something like the developments along Main Street in Bexley.
- More dining and social options. Make this an area to spend time rather than stop in and shop
- More dining options and community gathering area
- More dining options with outdoor seating
- More dining options, more parking
- More dining options.
- More dining/drinking establishments; outdoor seating; community buy in
- More diverse shops, restaurants and bars. Easy and safe to talk to and walk around. Places to stop and get a beverage, a place for all ages - kids through elderly. Parking in the back rather than parking lot between sidewalk and stores.
- More diversity and inclusion in development.
- More diversity of food options
- More eateries, shops and thoughtful planning to allow pedestrians and transportation vehicles to interact smoothly together
- More events and the space to do it for community
- More grab and go shopping like coffee, clothing shops for children, Made in Ohio shops
- More green space
- More green space, more space between sidewalks and roads (or buffers of some kind), more moderately priced family-friendly restaurants, a long-term development plan that is proactive rather than UA's reactive model.
- More interesting places to eat and shop. Something that appeals to all ages.
- More investment. Tear down the properties on the South Side of Lane Avenue between North Star and Beaumont.
- More is not better.
- More lanes and parking.
- More lanes for traffic
- More lanes for traffic
- More local restaurants, wine bar/cocktail bar
- More long term impact studies - good grief, if the police would issue traffic tickets to all the speeders you wouldn't need extra income! It's already awful walking the dog down N. Star with all the speeders and cars. Develop commercial/high density areas away from residential homes!! KennyHenderson, Reed/ Henderson Road, Henderson, for example.
- More mixed use buildings, a small park, a central square.
- More mixed use development of old structures. re-build the mall portion closer to the street and develop the southern portion of the property
- More mixed use space
- More mixed use.
- More moderate to nice sit-down restaurants and perhaps the addition of a pub or bar. Not casual for fast food/grab and go style. Plenty of those in the area.
- More money into the projects .
- Stronger restrictions for business Owners .
- More new buildings.
- More office and parking.
- More options (outside of the shopping center parking lot) that is walkable. At least one entertainment venue (comedy, live music, etc.)
- More options and better quality
- More options and easy parking (structures are fine).
- More options, more accessible for foot traffic broad variety to bring people to area.
- More options.
- More outdoor dining and more restaurants

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- More outdoor seating, restaurants and shops
- More outdoor space
- More outside seating
- more parking (parking garage), re-develop existing buildings between Pho and Northwest Blvd
- More parking better structured, fewer options for driving directions with stronger 'bumps' that don't allow driving over to go the wrong way
- More parking in lots, not on street.
- more parking structures and no more parking along Lane avenue. Drives are very dangerous swirving around cars parked on the road. A public greenspace
- More parking structures will help manage the larger crowds of people drawn to the area as growth continues.
- More parking.
- More pedestrian friendly
- More planning for the needs of humans who live in the area and/or would use the area for more than just spending money. Quality of life is important and the reason many love UA.
- More responsible development via design review board and standards. Elimination of developers steamrolling City Council. More checks and balances of council members not voting on projects with potential conflicts of interest. Maximum height limit that is not allowed to be altered via variance. 11 stories on Lane Ave is so disheartening
- More restaraunts, more beautiful landscape
- More restaurant options. Maybe a couple more quick serve food options.
- More restaurants
- More restaurants & bars
- more restaurants (of different ethic cuisines), a small movie house/theater, more lighting, more outdoor seating at restaurants, wider sidewalks, less chain stores and restaurants and more local owned unique places. All that while still be easy to drive through. It is a main artery and need to move a fairly high volume of traffic fairly quickly.
- Coordinate development plans with Columbus, so UA's develop ties into the development on the east side of Northstar and the entire area is one dinning and entertainment district. If the two don't work together the area will continue to be a weak/under utilized area for both UA and Columbus.
- More restaurants and bars
- More restaurants and businesses.
- More restaurants and parking
- More restaurants and shops
- More restaurants and shops b
- More restaurants and shops.
- More restaurants and shops. More/Safer cross walks linking both sides of Lane Ave.
- More restaurants with outdoor seating.
- More restaurants, more hip shops, smarter walk-ability, open container laws, outdoor/rooftop options, also more car-free/pedestrian only shopping/restaurant sections near/off lane
- More restaurants, stores, and parking
- More restaurants.
- More restaurants...
- more safe bike paths and walking trails. More casual dining inside and out. bookstore
- more shoppes and restautants -- better parking; Condos and apts nearby
- More shopping. Target. Kohls
- More shops
- More shops and restaurants
- More shops and restaurants need to be added
- more shops, restaurants and bars to bring people in - and with those,

parking and accessibility for pedestrians that live in the neighborhood.

- More small shops and restaurants, outdoor seating. I love the idea of parking structures that are more hidden behind so the street frontage can be more pedestrian friendly and have more seating for people-watching.
- More stores
- More street level entertainment type businesses that would appeal to the public - not more banks, insurance companies, etc.
- More stringent guidelines for building. Green space is a must. The fact that we have a building over 5 stories coming to lane avenue is horrible for the look and feel of our community. We need to do better.
- More unique building (less strip mall feel) that is walkable with outdoor dining and green space.
- More variety of dining . Better and more crosswalks
- More variety of restaurants need to be attracted as well as other businesses.
- More Variety of shops.
- More vertical. More walkable and bikeable. More structured parking and slower traffic speeds. More of a grid layout.
- more ways to safely walk and bike to Lane and on Lane from all directions.
- Move buildings back. More lanes of traffic.
- Move OSU stadium farther away :)
- Move parking to a garage and have more gathering/retail/restaurants with sidewalks
- Move traffic to another E W street.
- multi-lane roads in each direction
- My biggest wish would be to eliminate the northern-most row of parking in Lane Avenue Shopping Center to provide space for a nice sidewalk along Lane Ave. There is generally adequate parking along the back of the shopping center with a couple of nice entrances (one enclosed, one open air) for shoppers to access the main store fronts. Adding this additional sidewalk on the other side of Lane Avenue would not only add

to the ambience of the street, but also encourage the pedestrian usage of the corridor. Additionally, I would eliminate the entrance/exit to the shopping center across from the yoga studio (toward Rusty Bucket) and re-purpose that as a pedestrian crosswalk to encourage patrons on-foot to move safely between the north & south sides of the street. Traffic into/out of the Lane Avenue Shopping Center should be limited to the entrances already equipped with traffic lights.

- N/A
- N/A
- N/a
- n/a
- Na
- na
- NA
- Na
- Need outdoor dining with outdoor heaters. And floral pots or window boxes. Charmin
- Need pros/cons of this area verse others and choices
- Need redevelopment on both sides of Lane avenue. As long as its just in the North Side neighborhoods it looks like the City Council is favoring their South of Lane friends.
- Need restaurants like Rusty Bucket And Houlihans on Henderson Rd (Just have fast food or Roosters)
- Need to attract some more well known brands who can flex their store size to boutique type shops - similar to how the Gap was at Lane Ave years ago.
- Need to coordinate with the City of Columbus to create a vision from Kenny Road until the Upper Arlington City limits. This is one of the biggest hurdles to overcome and make the entry into the City inviting. It does not feel like you are entering one of the best suburbs in town and needs to be a bigger focus than the walk-ability.
- Needs to be an overall plan/set of standards. Too often development

happens on a piecemeal basis that prevents larger goals from being attained.

- Needs to be less scary to walk from West of Northwest
- NEVER EVER AGAIN ALLOW A BUSINESS TO TURN A HOUSE INTO AN OFFICE.
- New and continued development.
- New business
- New or different stores so it doesn't seem like a strip mall
- New restaurants in our community that provide a variety of options
- New vendors
- No barriers to traffic
- No bump outs, only allowing development that contains sufficient parking in the plans - side road exits and entrances for residential developments so they do not clog up traffic flow during morning and evening rush hour. NO STREET PARKING !
- No city money be spent. If private money wants to change the look, go for it.
- no comment
- No development
- No high rises
- No idea
- no large multi-story office/apartment buildings which would create too much traffic
- No more banks and vets on lane avenue. Build more restaurants. Redo the random not nice strip malls along lane avenue
- No more banks, more quick food options and more grocery options or a pharmacy option.
- No more big buildings, no more than 2 stories!
- No more hotels
- No more letting the developers immediately get what they want without

pushback addressing residents concerns. Cooperation, like what the signature campaign forced on the project going up now. Traffic concerns are legitimate. The more traffic on lane, the more people crossing through the neighborhoods where there are always tons of kids out. Makes it a scarier place to walk, a more frustrating place to drive, and diminishes the value of living in the surrounding community instead of increasing it.

- No more mega size parking garages and hotels
- No more stop lights and more turn lanes
- No more tall buildings! Especially when they are too close to street. More green space
- No more zoning changes. UA govt serve biker/walker as they do driver/parker
- No opinion
- No parking on actual Lane Ave. More Coffee shops. Less banks. Perhaps a roundabout at congested areas. No gas stations either.
- No parking on lane ave
- No sure
- No tall buildings, green space, small shop retail, restaurants
- No tall buildings, please
- No traffic congestion, reasonable growth of infrastructure
- North and south sides of street need to feel and be connected .
- North Star is too narrow for more traffic. Lane Ave. is still a major traffic route to OSU and 315. That isn't going to change. Please, no on street parking in the stretch by shopping center.
- Northwest and lane ave intersection needs to be built up
- Not allow variances to the master plan.
- Not allow building of tall buildings
- not allow the HUGE building that is to be started on the corner of Lane Avenue and Northstar!!
- Not as many hotels

- Not certain how you can improve traffic flow- we are already landlocked and Lane Ave continues to add shopping, restaurants, etc but it is becoming a headache with driving on Lane
- not much
- Not much. The less intrusive the changes the better.
- Not my area of expertise. Defer to those.
- Not my expertise
- Not so much building that creates too much traffic and congestion so no one wants to go there.
- Not sure
- Not sure
- not sure
- Not sure
- not sure
- not sure
- not sure
- Not sure
- Not sure
- Not sure
- Not sure
- Not sure
- Not sure, careful planning?
- Not sure.
- Not sure. Maybe a traffic tunnel?
- Not what's been happening. Stick to a plan. I'm okay with the taller buildings. Shopping Center needs to be redone with parking garage in the rear and some green space somewhere for gathering.
- Nothing
- Nothing
- Nothing
- Nothing
- Nothing much.
- Nothing.
- Nothing.
- Office space. Keep buildings to four stories or less
- Ohio House and Senate would need to push legalization of certain substances, and people would have to stop telling their little snowflakes that their crap artwork looks good.
- Ongoing attention to parking
- On-street parking on Lane needs to be replaced with a protected bike lane. More stores/restaurants and less parking. Public transit options must be expanded. A bus route going to OSU would get a lot of use.
- open area to listen to music and socialize.
- Open minded residents
- open up to 4 lane traffic again all the time
- Options for restaurants both nicer dining and low, budget-friendly options. Someplace for kids to go besides the GE.
- Organized plan for future look and development that coordinates all projects to have a cohesive look. Input from public and financing from many sources.
- Our community needs to realize it's time to change and redevelop by creating new spaces that are future looking on Lane Avenue.
- Our history or 'the way it's always been' should only have a vote in the process, but it should never hold veto power. I enjoy living in Arlington, but too often progressive change is lacking or nonexistent because of our proud history.
- Outside areas of buildings to be more accessible for dining or community

- areas to relax in (developed). parking lot in front of shops at Lane Ave reconfigured
- Outside dining spaces, more restaurants and boutiques
- Parallel roads to take some traffic off lane more pedestrian friendly places and more parking
- Park space, green space, public square
- Parking
- Parking and pedestrian access and safety will be important
- Parking garage
- Parking garage that is either free or low cost. Safe lanes for bikes that are physically removed from traffic or separated from car lanes by rumble strips.
- Parking garages and reduced surface lots
- Parking garages needed if more businesses are added!!! Green life and better lighting needed to balance increased traffic/parking. NO STREET PARKING ever anywhere along Lane Ave
- Parking lot in lane avenue shopping center needs to be moved to back and restaurants added close to the street...lane avenue needs different flow so it's not as busy. Should be similar to Grandview Avenue....
- Parking to the rear of Lane shopping, possibly a garage. Reorient the shopping center to be more welcoming from the rear. Burying power, cable and telephone lines is a great start
- Partnering with the city/OSU/UA to create a safe, wide path from OSU to Lane Ave Shopping Area. Keeping the character and quality of the buildings as well as street trees/green areas. A parking lot or more hotels would not add value to the neighborhood. Creating and maintaining a resident/visitor walkable/bikeable and public transportation experience is one of the best things to make the most of the neighborhood.
- Partnership and good communication between developers city leaders and the community
- Pay attention to the details, especially parking
- Pedestrian connectivity. Sidewalks from beyond the Lane Ave, Northwest Blvd and Northstar precinct. Community programming beyond private enterprise (retail/grocer/restaurant)
- Pedestrian crosswalks, sidewalks, improved traffic flow, and lighting all contribute to this future.
- Pedestrian friendly, reduce carbon footprint by welcoming alternative transportation options. Set an example to other suburban towns that they, too, can be "green." Less surface parking as the blacktop disrupts water drainage. Solar panels on new construction.
- Pedestrian safety needs to be significantly enhanced with increased development and population density. Some east-west Lane Avenue traffic needs to be diverted to other east-west routes. Speed limits on Lane will need to be reduced. The Lane Avenue/North Star Road intersection will need to be greatly enhanced.
- people need to feel safe from traffic to bike and walk
- People need to get with it and relax their egos. (I'm not from UA but I'm here now!).
- Seems ppl here cont to demand more and more from city resources but wont approve/support the necessary engines needed to better provide enhanced/improved resources.
- People need to stop fighting each other and change. I do, however, feel for the people who bought houses these not knowing that this change was coming - I think we need to be compassionate toward them!
- People with enough insight who listen to the community.
- Perhaps, more parking areas, better management of the way traffic flows both east and west on Lane avenue. Street parking is haphazard right now. No bike lanes on Lane Avenue...too dangerous. Or Perhaps a bike lane on either side that is shouldered from street traffic with connected poles to keep traffic away from bikers and bikers being seen by drivers. Everyone will feel safer and more families with young children could bike to businesses.
- Plan for parking and safe, flow car traffic

- Plan, plan, plan. Look at Old Dublin.
- Planning
- Planning
- Planning and Construction
- Planning designs restricted.
- Planning for good traffic flow (ped, bike, and car), ample sidewalk space, some continuity to make it more of a walking area/destination.
- Planning for safe walking and bike riding- Lane is very busy- parking difficult at times
- Planning needs to be “timeless” in regards to style, vendor selection needs to be strategic, green space needs to be a specific ratio of buildings to grass/trees. Water feature would be nice if possible. Source local artists for outdoor culture/feel.
- planning transparency
- Planning variety of shops restaurants and other usage
- Planning with an emphasis on diversity and ease of access
- Planning, Planning and Planning
- Please keep the area’s identity as the neighborhood and community it was founded to be like Bexley and Grandview have done.
- Please no businesses that bring dense commuter car traffic and other unnecessary traffic into area such as high-rise buildings, large office buildings, hotels, condos etc.
- Please bring in more ‘Mom n Pops,’ local and diverse businesses instead of more chain restaurants, and please no fast food restaurants.
- Please keep with tasteful modern architecture like Whole Foods and Brassica. Simple classic mid-century modern/Frank Lloyd Wright inspired. Natural wood, stone, metal, etc. (Many of the homes in this area were built in that era). Quality construction, not build to demolish in 12 years
- WASTE, SEWAGE AND RODENT MANAGEMENT!!! minimize and control business trash, dumpsters, waste, odors. Strict codes and enforcement. Adequate infrastructure.
- Please absolutely NO making A to Z (Ackerman to Zollinger) for traffic
- Policies to attract businesses which will actually be frequented by those in the surrounding areas of Upper Arlington and which will attract business with favorable tax benefits.
- popular vote
- preserve some green space and minimize the concrete
- Pretend you lived near by.
- Prettier space
- More restaurants and bars
- Have a space that people can genuinely hang out at
- Pretty, safe and walkable with businesses such as restaurants and shops that draw foot traffic
- Prevent the construction of tall buildings that are too close to the roadway
- Prioritize green space
- Probably a lot
- Probably a lot more around aesthetics. We have a lot of good restaurants and that kind of thing, but the aesthetics to tie it all together aren’t there yet.
- Probably a public willingness to accept that traffic through the area on Lane will be slower and that accommodations for parking will need to be made.
- Probably approval and Money, LOL.
- Progress
- Prohibit building hotels and restaurants on the north side.
- Proper consideration of the residents of Upper Arlington and less concern about generating revenue and increasing commercial activity
- Proper engineering, good tenant selections,
- Proper planning and development by professionals

- Proper planning and zoning guidelines.
- provide a wide bike path type sidewalk on one side of the street. slow the traffic speeds on lane.
- Public (govt) direction & asset investment with private partnerships. Appropriate zoning (ie. should some buildings be as tall they are for neighborhood, as close to street, is the transition from tall, commercial, non-residential to residential appropriate (or is it too abrupt)
- Public and business support
- Public education and public/private funding.
- public parking garage behind lane ave shopping center and redesign of their front surface parking lots into public gathering space lined with restaurants and shops . . .
- Public space in addition to commercial
- Public-private partnership w/public need driving design.
- Put in more food options
- Put the parking lot behind the one avenue shopping center
- Putting the brakes on anything over 4-5 stories. Going too big too fast = really bad bad bad idea. UA is prized for the small town look and feel. Ruin that, people won't want to return.
- Quality places to eat. Places to gather, sense of community. Needs organization to be developed.
- No more banks, pet stores, etc.
- Quality shops, restaurants, pedestrian friendly. Open/park space
- Quiet discreet urban planning that takes into account that we can only use full outdoor seating about 6 months a year-this should not be the focus of planning. Investment in optical fiber cabling to make us a smart digital community that enhances our excellent schools which are at the heart of our property values.
- Real consideration for the people who actually live and travel in the area. Don't put development before neighbors.
- Really need to work on the traffic flow.
- Reasonable rent/lease for tenants
- Rebuild of lane avenue similar but better than Grandviews downtown.
- Redesigned roadway.
- Redevelop both sides of the street
- Redevelopment
- Redevelopment of low density commercial properties. New builds to have a UA look to them.
- redevelopment of non-commercial properties and connectivity between various shopping centers
- Redevelopment of the Lane Ave shopping center
- Re-do Lane Ave. shopping center
- Redo most of sidewalks and street level buildings. Bring in attractive businesses that make people want to visit. Mixed use buildings.
- Reduce Lane ave to 1 lane in each direction, reclaim some parking and ensure businesses are diverse.
- reduce the flow of through-traffic
- Reduced dependence on Lane Avenue for being a major thoroughfare for automobile traffic going somewhere else. It shouldn't be used as a cut through.
- Referenced above
- Regulations or design standards that support adaptability.
- Remain a pleasant residential community. Not every suburb has to have highrises, specialty shops, and bad traffic.
- Remove barriers to crossing the street on foot. i.e. high earthen berms bounding north side of parking at shops. Spend some money on best in class design and planning. Thanks for asking
- Remove on street parking
- remove on street parking to make it the cross city street it is

- Remove on-street parking
- Remove street parking and impediments to traffic flow.
- remove street parking.
- Renovate/rebuild outdated and shabby buildings. Provide for parking. Have a unified vision that is enforced.
- Reopen all Lane Ave lanes. No parking on the street. No more major buildings right up against Lane Ave. Look at Dublin, they have built new structures with class, it seems UA just wants the tax money, doesn't care what it looks like or quality. Look how they allow COMPAS Homes to take over. Their houses diminish the looks of other homes around theirs. Should not allow them in the city.
- Replace old, outdated, less-used and less-attractive buildings with updated more usable ones
- Require parking structures to be included in all new development, to include public access to some spots. Increase police foot patrol, not car patrol. Increase sidewalks on all streets leading to Lane Ave.
- Residential streetscape and traffic control. We have lived on Lane Ave for 10 years and it has become a drag race strip for morning and evening traffic to try to get to the single lane commercial portion of the road. Traffic concerns about delays or purpose have been primarily voiced by commuters from non-UA residents who use Lane Ave as a byway to get to work. A few extra minutes of planning and good traffic control solves that. Lane Ave has beautiful homes and yet Lane Ave is treated like a highway. It should be a residential access to the "new downtown" area that also provides orderly and safe transportation for autos, bikes, and pedestrians.
- Residents and business owners striving for the same goal!
- Residents and city officials need to learn how to distinguish between needs and wants, between long-term value and fads, and consider cost because the economy is cyclical and tanks periodically.
- Residents to be open minded and flexible. The city needs to listen to resident concerns.
- Resist so many tall building like the one coming to Lane and Star.
- Respect citizens' input and do as they ask, NOT what a builder believes should happen!
- Respect road capacity. Lane Ave. must function as a major transportation corridor. It is probably too late for this "planning study".
- Respectfully tax income is necessary and the approvals for projects that have been passed in direct correlation to hopefully that coming our way. I feel it's at a sacrifice for the true identity of UA. Smaller, more subdued developments that do not dominate the streetscape would have been preferred.
- Responsible development - not dozens of variances and tax breaks with neighborhood razing
- restaurants with outdoor spaces, more community space
- Restraint.
- Restrictions on apartments and other residential structures being built on Lane
- Revamp of stores and parking, ability to walk area better, "hide" parking behind stores or in structures; still be able to drive to area/through
- Revised planning of area.
- Road diet. Reduced speed through commercial areas. Car free days.
- Road dieting. Walkability and parking
- Rooftop bars/restaurants & easily walkable/bikeable
- Route cars around Lane
- Route through traffic between 315 & the University and the west side of the Scioto River around UA. Fifth Ave. Fishinger Rd or Henderson Road.
- Run down buildings along the corridor need to be thoughtfully replaced. Large office buildings are for Henderson Road, not Lane Avenue. Tax dollars be damned.
- Safe bike lanes, safe bike parking
- Safe crosswalks more small local restaurants and small shops better traffic plan no parking on Lane

Community Engagement - Round One

- Safe pedestrian and bike crossing across Lane Ave to have easy access to each area or store.
- Safer crosswalks and sidewalks
- Safer places to walk on both sides of streets. More choices in dining or entertainment.
- Safer sidewalks or bike lanes away from traffic where younger kids and family can ride
- Safer sidewalks, needs a pharmacy/general store
- safer streets for pedestrians and drivers
- Safety for patrons (sidewalks, crosswalks, etc) and efficient parking
- Sane zoning and attractive development (no boxy architecture) that supports business success.
- Scale way back on future projects in terms of density. No huge apartments/condos/hotels. But I think that's probably water over the dam.
- See #23
- see above
- See above
- See above!
- See my comments above. Would like for us to be more selective in approving new businesses on Lane Ave. I think we have reached our quota for pet stores, bike stores, and banks.
- Seems like it's happening
- Seems silly to me to try and make a walkable community hub on your major thoroughfare in and out of the city. Seems like opposite uses to me.
- Selective designation of buildings with space maintained so you're not cramming too much into the area
- Self sustaining, with the thought of community engagement
- Set of rules and restrictions
- Shoppes at Lane Ave need to go, so it probably will never happen.
- Shops and restaurants
- Shops need to be closer to the street, with parking in the back. More green space. More public spaces where people just hang out. Look at Hilliards new green space with spray fountains. It's a focus for outdoor concerts and events.
- Short of restoring Lane Ave. to 4 lanes, parking restrictions should be strongly enforced to allow for 2 lanes WB during the peak hours. Cars should be towed.
- Sidewalk on shopping center side. True bike lanes
- Sidewalks on both sides of Lane Ave that are consistent in width and design. Better 1st floor design so that storefronts are more interactive on a pedestrian scale. Further redevelopment also needs to happen. We still have a lot of building set back from the street that either need to be redeveloped or substantially modified. We need to make sure that the rules we establish are not overly restrictive in preventing this kind of redevelopment from happening.
- Sidewalks on both sides of lane ave. Better cross walks from neighborhood north of lane. Dining at different price points with patio or sidewalk seating. A rooftop patio!
- Sidewalks, crosswalks rear parking
- Sidewalks, parking, cohesive building design, restaurants, shopping
- Simplicity without overthinking or overreaching with respect to plans. Stop tinkering with the zoning of this area and trying to be all things to all people.
- Slow down and consider all residents before rushing project through.
- Slow down development and give thought to making this a safe, livable and enjoyable place.
- Slow down the construction. Have a safe walkway to cross the street. No buildings above 5 stories.
- Slow down the development to fit what we have there. The city is allowing too much to be stuffed into the area.

- Slow down the road
- Slow down the traffic, don't create too much population density.
- Slow down traffic
- slow the speed limit down, especially in the adjacent neighborhood section of Lane Ave between Northwest Blvd and Tremont Rd. Sidewalks on Lane Ave should be further from the busy road to create a safe environment
- slow traffic down
- Slow traffic down, enhance the sidewalk atmosphere (encourage more restaurants with outside dining), bench seating, tree canopies, bike racks, smaller storefronts similar to the Short North that encourage greater variety and make Lane Ave more of a destination.
- Slow traffic through the area, create better walking and biking corridors, create outdoor space / park.
- Slower speed limits. Fewer lanes of traffic. Bigger pedestrian and bike areas. More thoughtful businesses/retail/restaurants (including offering rents that small/local businesses can afford). More gathering space.
- Slowing of traffic flow on Lane and Norrhwest Blvd. make 2 lane or max 3 with center being turn lane. Community Center at Kingsdale Ctr. Keep Northam Park as family park. Do demographic study of needed stores and food providers for Lane Avenue center. Example—we are now completely without a quality toy store (Larson's) and a good sandwiches and fries.
- Slowly buying up houses near to Lane Ave as is being done now. Possibly re arranging Lane Ave Shopping Center to be less of a Parking Lot and more of a place with shops AND streets.
- Smart planning and building to transition to the urban density needs along the corridor and preserving the more traditional neighborhoods
- Smart planning for traffic flow once all of the apartments are built. The light at North Star and Lane is already long enough. Probably another way to leave the apartments and go east on Lane and avoid North Star.
- Smart planning, continuation of Half Price Books, maybe a cat café or a satellite pet adoption front, something unique.
- Smooth flowing auto/vehicular traffic. It is my major through way, everyday. I just want to get through it with no hassels...
- smooth traffic flow
- Solid planning and oversight by the city so that it doesn't grow haphazardly.
- Some proper planning and implementation that is gradual so that it is not torn up all at once.
- Somehow make Lane ave walkable and crossable without having to wait forever.
- Spec quality multi story mixed use buildings, no cheap stick construction that only benefits the developer and not the end user
- Start enforcing our exiting UDO with variance granting being a steep hill to climb.
- Start listening to residents instead of city council
- Stay with the one story structures and provide upscale shopping without the show currently being presented. Look out for the citizen, not the rich man looking for more.
- Stay with the taller buildings, establish parking, keep it safely lit and predominantly UA use — we don't want the Short North mob scenes in UA.
- Stop adding banks. Make it a place people in neighbor hood want to walk to. Coffee shop with outdoor seating, more places like bodega, something like North Star or katalinas.
- Stop all the construction on a road that was never designed for the traffic volume.
- Stop allowing more than 2 story hotels, apts, and all the other incompatible sizes!
- Stop allowing variances for apartments and large hotels
- STOP BUILDING
- stop building -- Make it cute
- Stop building multi-story buildings without concern for traffic

Community Engagement - Round One

- Stop building so high, “city shadows” can change the appeal of a city not letting enough light in
- Stop building so much. It is going to be too difficult to drive through there.
- Stop building so tall, multi use Buikdings are trendy and will be empty in the future.
- Stop building soooo many restaurants, hotels in that area;
- too small of a space to accommodate all that is there. Make
- walking and bicycling safer in that area.
- Stop changing the lines of development and tearing down homes
- Stop developing 5 story buildings
- Stop developing vanilla architecture.
- Stop eating up private homes.
- Stop giving in to developers. They have constantly played a weak city staff to do things that should not have occurred, such as buildings that are too tall and parking that is insufficient.
- Stop granting variances to allow massive apartment buildings to be built on lane avenue.
- Stop having banks, pet shops, and other commercialized venues. We need better restaurants and better unique mom and pop art, jewelry, curio shops that would encourage one to mingle, shop, and return.
- stop kissing developers asses, and protect the residents area!
- Stop narrowing the street for frivolous stuff
- Stop new development and plans to include more retail and housing near North Star and lane Ave.
- Stop over-development in the area in order to limit traffic. Do not allow additional luxury apartment development.
- Stop putting developers interests before local residents interests. Prioritize pedestrians and cyclists over vehicles. Convenient bike racks, extra points for covered bike racks.
- Stop putting in chain stores and widening roads! The hotels already destroyed most of this area.
- Stop restricting Lane Avenue to one lane, possibly by widening it where needed and putting in structured parking in place of streetside parking.
- Stop street parking
- Stop taking peoples homes to line the pockets of developers
- Stop the building going on now....ugly buildings, condo, and the hodge podge of usage going on now....just ugly and unfunctional.
- Stop the creep west of Northwest Blvd. enforce parking laws.
- Stop the density. UA up to now has been a convenient, ease of access community. If I wanted traffic problems, I would live in Dublin or Powell.
- Stop the focus on money at any cost. People centered. If you provide something people want, the money will follow. Make it a destination not a run in pick up something and leave. On Friday night there should be people like on Grandview Ave. Saturday morning people having coffee and conversation.
- Stop the increased building of multi story buildings. A huge amount of damage has been done to the community. I would like to see the city council take a moment and listen to the public versus always thinking about more tax revenue.
- Stop the mid-century modern retro architecture. Yuck!!!
- Stop the overdevelopment of our city
- Stop trough traffic
- Stop trying to make Lane Ave like a European village. We do not need to be Grandview. You have the Mallway and Kingsdale if you want outdoor dining.
- Stop with the building. We have enough here. More green spaces and fix the traffic problems.
- Stopbuilding tall buildings and offering tax abatements!
- Strategic development

- Street expansion
- Street noise is too loud to hear conversations in outdoor dining areas. Auto traffic needs to be directed off Lane near restaurants.
- Streetscape improvements, slower speed limit.
- Stricter city control of development with no tax breaks for developers
- Strong leadership in city council, committed to retaining the integrity of UA's small town in a big city feel. Please don't turn our city into another suburban blight like Dublin.
- Stronger enforcement by zoning commissions that considers and encourages patronage from customers outside of the UA area.
- Structure parking w/o Lane Ave street parking
- Sufficient parking! I work on Lane Ave. and not only does OSU spill over consistently, everyone who works at Brassica parks on Vassar.
- Support independent businesses.
- Take into consideration when designing buildings to keep enough green space to create a warm neighborhood friendly place to gather, shop & dine with family & friends.
- Take the parking off the street. It impedes traffic. It was a stupid decision.
- Taking over many old buildings and business that are eye sores
- Talented people to design landscaping unlike much of UA's current landscaped areas. Careful attention to not over developing spaces available in relation to available parking.
- Taller buildings. Replace a few more houses with public facilities
- tax abatements
- Tear down all the new development.
- That's also pretty vague.
- The on street parking makes it congested and dangerous. I do not like the change that made. I drive this corridor everyday. I also walk to this area.
- The area won't be inviting if you create a traffic problem. Who wants to dine outside looking at stop and go traffic while breathing in exhaust

fumes. Your plans look nice but are impractical. Slowing traffic will force commuters to take side streets.

- The city needs to be mindful of what they approve for developers. Too often I feel that a developer proposes a plan and the city just goes along with it. I would like to see a lot of restrictions placed on the height of buildings. Too tall of buildings ruins the visual landscape in my opinion. We need to stop focusing on potential tax income and start focusing on beautification of our community instead. The tall apartment complexes and buildings are not visually pleasing.
- The City needs to create incentives for developers to create a great urban corridor. Allow for architecture to be modern and traditional on the same street. Looks for ways to close Lane for markets and events.
- The city needs to enable and encourage TASTEFUL development.
- The city needs to have a vision and plan for building and development which encompasses green space, parking, walking areas as well as safety for bicycles.
- The city needs to honor the concerns of the residents
- The city needs to stop allowing new development that is out of scale with the community- we don't want 900 people living in condos in our community. We don't need splitting of lots, or Compass homes wiping out the character of our city. Please stop the building variances and allowing out of scale structures to be built. For example, two story homes on a street full of mid-century ranches.
- The city needs to stop developers from buying and tearing down homes. The development needs to stay along Lane Ave. the city also needs to pay attention to the intent of the developers. Instead of packing as much as possible on the land we need to look at the types of development going in. Shops and restaurants are desirable, condos/hotels are not. It congests the area. Grandview Ave has done a nice job of incorporating housing on top of shops. Traffic needs addressed as well.
- The city officials, city counsel, and BZAP need to get aligned and cast a compelling vision (which I think they are doing a pretty good job of so far). The developers are interested.

- The city to actually listen to the residents. No idea who is asking for these things you're promoting. Everyone I know avoids Lane Avenue like the plague. Residents nearby hate it. Most of us can't afford it. It's like it's made for South of Lane people only.
- The city to back off and stop encouraging dense projects that add traffic and hurt the adjacent residential neighborhoods.
- The community needs to be on the same page as developers
- The community needs to come together to support modernization and young families. Too many complainers on the discussion forum!
- The council and city need to work hard with developers to give the residents (especially ones nearby) these type of amenities and improvements so everyone is happy with the development.
- The current proposal needs to be scaled down. UR is a village not a city.
- the developers to all work together to recognize the opportunity to connect the many different projects happening within the 5 mile Lane Ave area. The new Quarry Trails park, the new adjacent Golden Bear, the new Lane Ave/J Liu/Crawford Hoying development, the new Arlington Gateway and the upcoming west campus innovation district, and connection main campus past the OSU sports fields should all be connected and work together to make a friendly biking/walking ability between all destinations.
- The development needs to not be on such a huge scale. Multistory buildings shouldn't be haphazardly added. They really are out of character here.
- The developments being created need to define what UA is and the community. We do not need more random hotels and apartments. We need something we can enjoy. Something that does not charge an overpriced rental lease for the tenets, like the shops at Lane Ave. we need something that we can enjoy. Keeping the business local and not escaping our amazing little slice of heaven to enjoy an evening in another community.
- The entire corridor needs to be revamped that hasn't already been revamped. The stoplights need to be better thought out (combined, etc) to make it more flow and less stop/start. Better lighting for sure and the Shoppes on Lane Ave are not adequate for use. They are not destinations. They are conveniences of stores.
- The gateway monstrosity on corner of North Star and Lane not to happen.
- The parking is terrible, I avoid going there because it is difficult to get in and out of the parking lot on the south side of the street
- The parking situation at lane avenue shopping mall is awful. I don't even want to go there because the wait time to get out is too much. It's not even a walkable street because the shops are set behind a giant surface lot.
- The realtor house needs to be bought and taken down.
- The right structures and traffic flow to attract the best businesses. I also want to make sure the residences on Lane are not effected by major traffic coming up from riverside.
- The surface lot in the front of Lane avenue needs to be underground and a green space on top with outdoor dining and park space with new an unique shops and restaurants.
- The upgrading of Lane needs to stretch east of North Star.
- There are some older buildings along Lane Avenue that probably need to be updated or replaced to allow for Lane Avenue (from just east of North Star Road to Northwest Boulevard) to be a true entertainment corridor. Some work is already started in the area, which is fantastic, but there are definitely some lots/areas along that part of Lane that could use a revamp or replacement.
- There has to be another means for through traffic to get through. Like build the A to Z connector so Zollinger can handle more through traffic and put a light at Zollinger and Riverside.
- There need to be more (wider) sidewalks with a streetscape. Better connectivity across Lane Avenue. More careful and discerning eyes on the approved architecture to create a warmer and more cohesive main thoroughfare.
- There needs to be a concentrated effort to introduce more pedestrians in the area and educate the public on how to safely drive. I'm afraid we're an accident waiting to happen. Please address the light at Chester-coming out

of the Shops at Lane Avenue is a nightmare.

- There needs to be a proactive parking solution implemented. We cannot allow people visiting or working on Lane avenue to continue park cars in front of houses in the neighborhoods. This is currently occurring and has gotten much worse recently on Vassar and Osborn Drive. Cars sit unattended for hours and sometimes days. Brassica, UA Vet Hospital, and OSU workers and visitors have flooded this area. I've witnessed they park and drive disrespectfully for residents in the area. I know OSU is supposed to have overflow parking in OFDA and this doesn't happen nor is it enforced locally. This cannot continue to be ignored especially on a much larger scale with new development.
- There needs to be a shuttle lane or specific pickup/dropoff areas.
- There needs to be more of everything: shops, restaurants, seating and walkways.
- There needs to be plans to make Lane Ave more walkable, in particular, connecting the Shops on Lane mall with the new development across the street.
- There should be an underground express lane for traffic going through the Lane Ave corridor
- This survey
- this type of survey and the developments organically taking place
- Thoughtful comprehensive planning
- Thoughtful consideration of traffic flow and relationship of buildings and road to allow for safe pedestrian and bike traffic. Very poor at present.
- Thoughtful development that enhances tax base and keeps local flavor
- Thoughtful development with a long-term strategy would make it much more possible.
- Thoughtful development, with space set aside for parks or greenspace, not simply strip malls crammed into every single possible area
- Thoughtful planning
- Thoughtful planning
- Thoughtful planning and affordable so that local businesses can stay in area and housing the adds to community diversity
- Thoughtful planning and execution
- Thoughtful planning and respect for the surrounding neighborhood. Right now it is a cut through for OSU traffic.
- Thoughtful planning! Extra attention paid to parking and entrance/exits.
- Thoughtful, deliberate city planning that respects surrounding neighborhoods and attracts quality businesses that the community will support.
- Tightly controlled development
- Time, just relax. It will evolve. Let the market work. Stop trying to force the public vision of a few in power now on all of us.
- To be safer and pedestrian friendly we need No parking signs on Vassar, more trees planted on streets in the area. No left turn into Speedway off North Star. Parking Garage on West Lane away from residential area with a trolley taking pedestrians to the area.
- To be what it once was. Not a trash hole as it is now
- To make it more walking/pedestrian friendly.
- To not have more expansion that adds more vehicular travel through the area
- tradiional styled buildings that fit in our community like the wine bistro building, and not industrial high rises like the hudson building. I do like the enclosed parking in the hudson, it is attractive and easy to use.
- traffic calming
- Traffic conditions changed
- Traffic control, slow down.
- Traffic does not flow well now and looks to only become more hectic.
- traffic flow and parking
- Traffic flow must be maintained
- Traffic flow needs studied! N Star, NW Blvd and Lane are all issues!

Community Engagement - Round One

- Traffic flow needs to be better. No parking on Lane Ave ANYWHERE!!
- Traffic need to be improved
- Traffic needs to be able to move though the blocks between Northwest Blvd and Star Road efficiently. That means that movement must be steady.
- Traffic needs to flow on Lane Avenue otherwise people will use apps and start driving in neighborhoods.
- Traffic pattern
- Traffic patterns need to be changed first. Then adding a few features such as arches, biking lanes, and flowers/lighting/seating would be charming.
- Traffic should be one lane in both directions with a center turn lane. More crosswalks and more outdoor dining/gathering areas. Make it an area where people can go for an evening and have plenty of options of things to do and see.
- Traffic should not be congested for people walking, biking and driving
- Transition well from public to private property.
- Two lane road both ways with plenty of sidewalk space and great lighting and have the city monitor traffic and pedestrian traffic.
- UA commissions to continue to seek community input and investigate successful urban communities.
- UA needs pockets of activity rather than one big downtown so to speak. We have Kingsdale, Tremont, the Mallway, Henderson Rd and some new places in the making. That is fine with me.
- UA needs to develop its own identity and not try to copy Cbus or Dublin. We are not those communities. Infrastructure and new building needs to focus on being well built and not slapped together the Dublin Bridge/Tuller area is newer development but it is already requiring major repairs that are replacing damage rather than fixing the problem. The constant road closures on top of road closures because of inadequacies and poor construction decisions would not be well tolerated in our community, particularly on a major through fare.
- Uncertain.
- Uncluttered sidewalks with trees and flowers. Local shops and restaurants.
- Unique buildings and options, not the cookie cutter buildings popping up in nearby communities that will be outdated in 10 years.
- unsure
- Update older buildings and put in more convenient restaurants for families. Too expensive to eat at most restaurants on lane currently
- Update the area
- Updated and quit building more. As more is not always better. Traffic is becoming a problem and we are loosing the small town/burb feel.
- Updates that can be modified..
- Use surveys like this to gain popular public opinion. Publish the information. Follow through with the plans and don't allow a (literal) vocal minority to derail the plans. This cannot be another Northam Park situation.
- Use the parking lot space of the current Lane Avenue shopping center for outdoor eating areas, Landscaping & sidewalks, etc... Build a parking structure behind for parking.
- Use ULI
- Utilize the behind the Lane parking area that is mostly open
- Utilize the space behind the existing stores for community . Bridge across Lane Ave FREE parking garage ...how high..? 5 stories? Golf carts for seniors and scooters for others.
- Utilize the space better. Front and back parking lots seem to be wasted space. Can we combine or use back space in a different way
- Variety of restaurants
- Very intelligent old suburb growth. WE ARE NOT DUBLIN OR NEW ALBANY. EMPHASIZE WHAT WE ARE NOT ANYTHING ELSE.
- Vision
- Vision from developers. No more cookie cutter buildings. Expansion to the east past northstar

- Vision, planning and cooperation
- We have already experienced an influx of nonresidents with the addition of the medical building on Zollinger and hotels on Lane Ave. UA needs to have less emphasis on commercialism for Lane Avenue to be appealing to residents.
- We live in a 4 season environment. Dedicating a large portion of resources to walking / biking / scooters taking up to half of the corridor would be useless space during much of the year, especially during prime holiday shopping times. Having adequate walkways along with auto / bike parking would be good.
- We need a plan and stick to it! Not a hodgepodge of different plans.
- We need bike lanes (especially throughout UA - we are a family oriented community, and it's only 3 miles long - why can't we bike everywhere???) and efficient crossings. A uniformed look that is old and new and unique to UA would be very beautiful. Let's brand UA!
- We need our leaders to have a more discerning eye towards things that will actually enhance the lifestyle of its residents, and not cave into development that doesn't provide adequate parking, keep traffic with an easy flow, and add pressure to our schools. It is ridiculous that the ongoing development is crowding out families who own homes north of Lane, causing so many families with kids to move out of there. So that OSU and the downtown companies have more options for traveling visitors? Doesn't make sense to me. Think like the leaders of Monterey, or Santa Barbara, or Santa Cruz - where every addition is skeptically considered.
- We need to attract and keep businesses in the location
- We need to be able to be bold and make decisions that better the community and not be so fearful of change (...that's not how we've always done it therefore we can't change").
- We need to build groovy schtuff.
- We need to not add multi-story buildings right on Lane Ave. I don't think the "commercialized" look is good. If building new strip malls, keep them shorter and use stone/brick to maintain the aesthetic of the neighborhood.
- Well thought out and coordinated development.
- Well thought out planning.
- when this area was built cars were low to the ground and smaller, now these over sized SUV's that are parked on the street are too big to see around for residents when leaving our driveways. No resident should have to deal with it. You need to reduce restrictions on residents on how we can build a driveway so we can park on our property instead of the street.
- Wide enough side walks separated from street using landscape. Well marked cross walks. Green space.
- Widen Lane Ave or Reduce the Speed Limit. More business closer to the sidewalk and rent that allows small businesses and not giant chains
- Widen the lanes which is impossible. So I avoid lane Avenue at all costs
- widen the street. apartment dwelling options about all retail spaces as seen in urban neighborhoods, and more services for those needing to get to High Street
- Widening of the road and attached roads, speed control, more parking in the form of a garage, and enhanced streetscaping.
- Wider sidewalks and planned walkways. More greenery (but not wasted space). Planning at the street level that includes more shops and restaurants.
- Wider sidewalks with store fronts further from street.
- Timed street lights to allow for slower, yet not congested traffic during rush hours
- Rents must come down (if possible) to allow for more local retailers.
- No more banks or pet-related stores please
- Wider sidewalks without incursion of dining or businesses. More traffic lights. Bike lanes. Trees. On street parking to protect pedestrians
- Wider sidewalks, benches, lighting and a pedestrian bridge over Lane
- Wider sidewalks, better crossing, safe bike lanes
- Willingness to innovate and embrace change

Community Engagement - Round One

- With all the highrises, don't forget the trees, greenery. NOT CONCRETE ALLEY LIKE DOWNTOWN!
- work on the vehicular traffic. The on street parking after rush hour is a good idea.
- Work with City of Columbus to get their part fixed. it all needs to blend. East of 315 OSU has done a nice job with bridge. it needs to flow into UA and be pretty. New Heartland bank is pretty too. Make Fifth Third fix their ugly building on Lane across diagonal from Heartland. Not the bank right on the corner - the investment building.
- Would also like aesthetics to be a consideration (which it seems to be) - would prefer unique/distinct design that will stand test of time instead of adopting some unifying kitschy theme.
- Would like some historical oversight over what is being torn down, and some standards of what is acceptable character or style to be built new
- You are on the right track.
- You could do underground parking like children's hospital. Or make the road go underground. Or you could build the area over the road.
- You need to add more tall buildings with shopping and dining on the bottom.
- You need to have more restaurants that people actually want to go to. Less high end shopping.
- You need to raze the hotel and stop the new development. It is cheap looking with no character.
- You really don't want me to answer this question...
- you tell me
- You will lose the charm of UA if you attempt to mimic the Gateway effect 5th Avenue in Grandview. It is difficult to navigate, park, and exit. If UA wants to bring in more business, spread it around a little. Try rezoning space at Henderson rd. You can't continue to rip through neighborhoods along Lane Ave.
- Zollinger connector room kenny
- Zollinger needs extended to Kenny/Ackerman.
- Zoning controls
- Zoning needs to change, and be ENFORCED (no variances) that mandates a setback the size of the one in front of Wine Bistro. Developers don't deserve to profit on the backs of the community, and to me those developers are the only voices the UA planning office listens to.
- Zoning should be stricter as far as building size and height. Many new buildings are way too high and big.
- If you want a downtown area where people want to congregate you need a more intimate experience. Huge buildings do not fit with this idea.

