

# Lane Avenue Planning Study UDO Amendments

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Ordinance #75-2021  
Upper Arlington City Council  
December 6, 2021 – 7:30 p.m.



# Follow-up from November 15, 2021

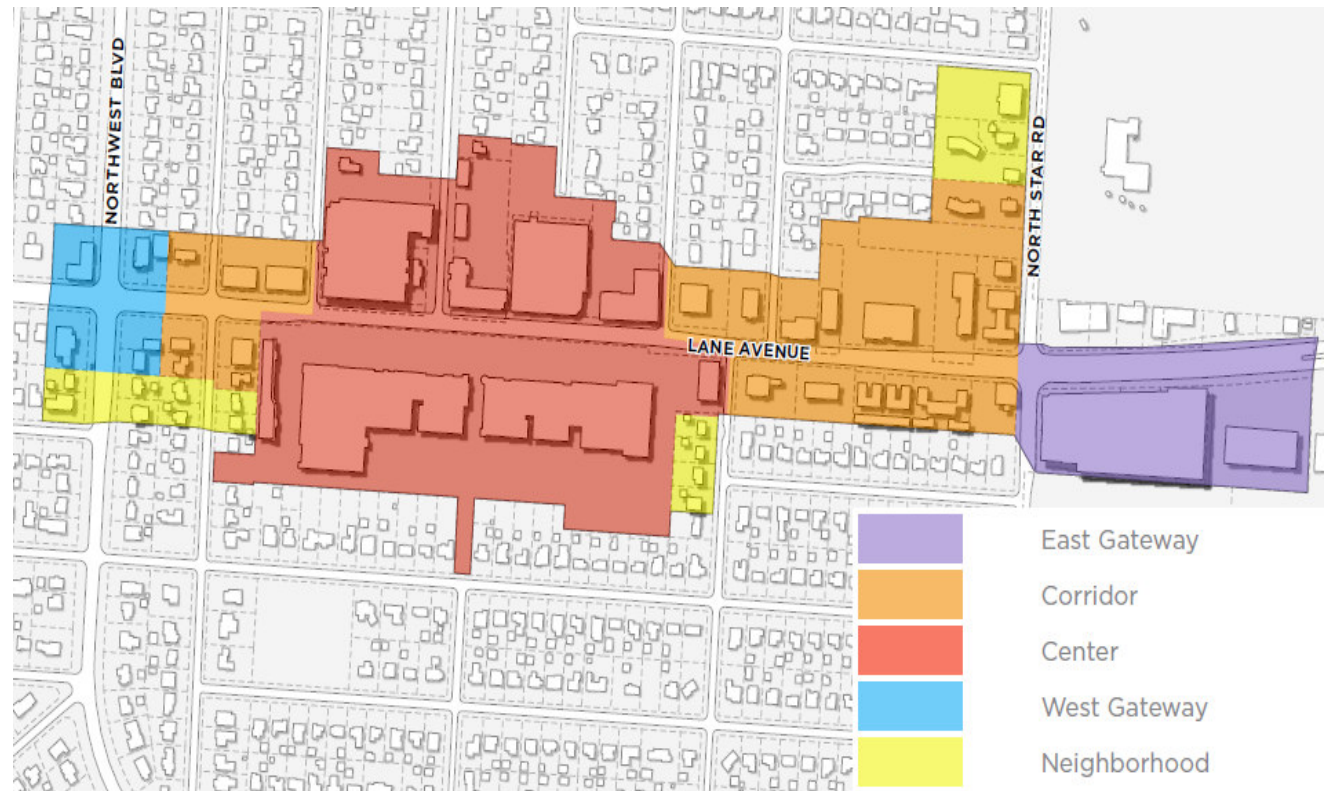
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- During its initial deliberation, City Council asked for the following:
  - Information as to why **84'** was selected as the maximum height in the center context zone with a map showing **100' protection zone**
  - A refresher presentation on the **traffic study**
  - A visual of the corridor showing **build-out scenario**
  - A summary of City '**leverage points**' during the development review process



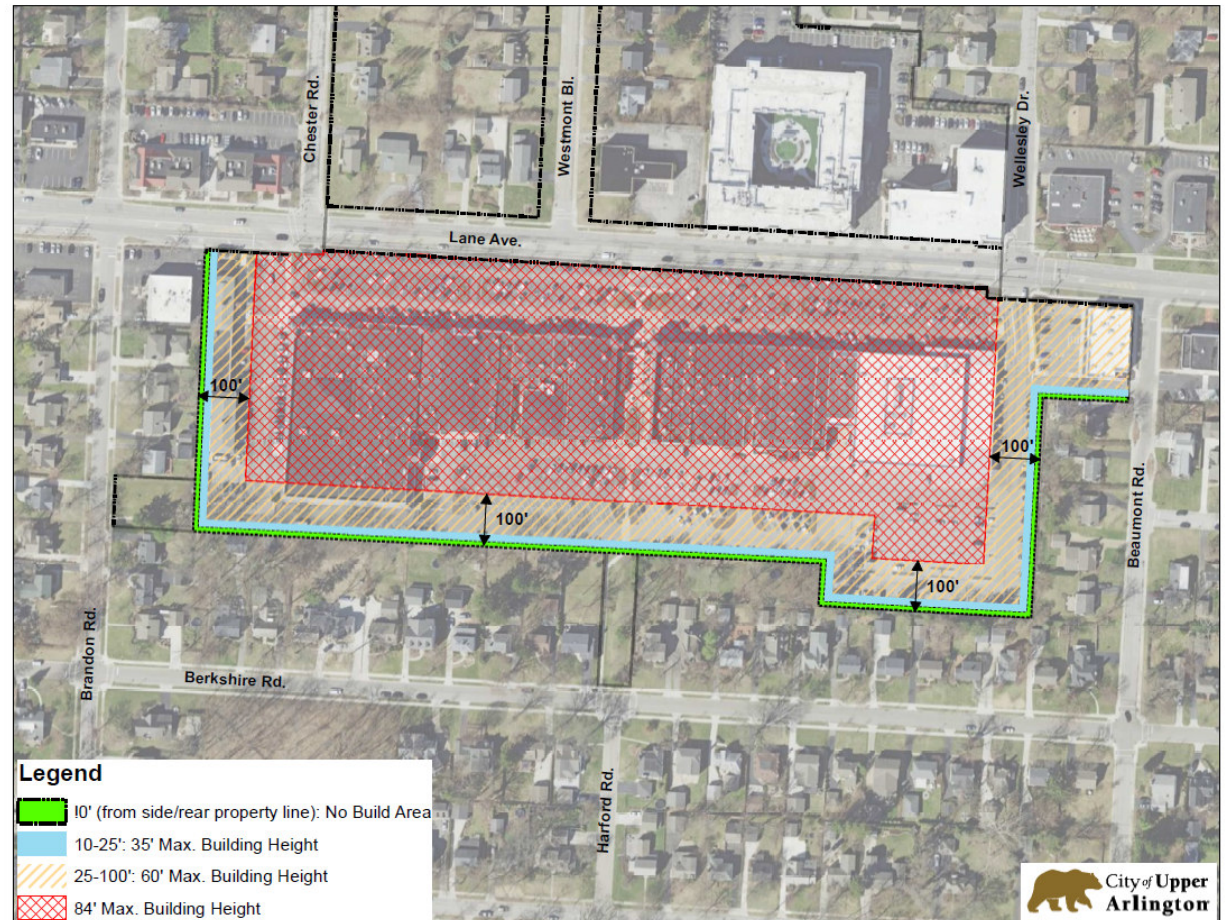
# Lane Avenue Context Zones (5)

- Lane Avenue PMUD boundaries remain unchanged
- Zones tailored to respect established neighborhoods
- Zones designed to maximize redevelopment opportunities while protecting neighborhoods



# Why 84 Feet in the Center Context Zone?

- Code may allow an 84' tall (six-story) building
  - 24' ground floor
  - 12' floors above (60' total)
- Setbacks, upper floor step-backs, open space/plaza requirements, parking loads all apply!
- Code prohibits a massive, monolithic structure



# Building Height

- Affords higher density and better walkability in the Center Zone
- Visual impacts mitigated by step-back, setback and open space requirements
- Additional height not readily perceptible from street view
- Responsive to modern commercial ceiling heights, typically 20+ feet on the 1<sup>st</sup> floor and 12-14 feet on upper floors
- BZAP review still required and appeal rights by aggrieved parties remain



Project	Building Height
Kingsdale Senior Housing Building*	86'
Kingsdale Apartment Building*	75'
Community Center*	115'
Arlington Crossing	69'
OSU Wexner Medical Center	75'
Lane 1 & Homewood Suites	55'
Lane 2	65'-6"
Lane 2 TownePlace Suites	62'-3"
Golden Bear Center*	68'
Arlington Gateway*	72' to 144'

*\* = approved but not yet built*

# Traffic Study Summary

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- Assistant City Manager Jackie Thiel, P.E. and the consultant presented to Council on June 15, 2020
  - From Riverside Drive to SR 315
  - Included potential future redevelopment (OSU West Campus too)
  - Maximum density for each land use
  - Included parking structures
- 83% of corridor traffic is not complete cut-through
- Traffic Impact Study required by code for each new development proposal



# Build-out Scenario

Four interactive streetscapes can be found on the Lane Ave Study website:

<https://upperarlingtonoh.gov/community-development/lane-avenue-planning-study/>



# City Leverage Points

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- Numerous ways to ensure development is appropriate to Upper Arlington
  - Permitted, conditional and prohibited uses
  - Development standards (height, setbacks, design, etc.)
  - BZAP review per standards of approval
  - Economic incentive negotiation (i.e. TIFs - school vs. non-school)
  - Staff recommendation to BZAP and/or City Council
  - Outdoor dining policy
  - Conformance with Master Plan and Lane Avenue Planning Study!
  - Pre-application meetings with Staff and the neighbors (first filter)





# Ordinance Summary

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- The Lane Avenue Planning Study performed a detailed analysis of the corridor to better understand the impacts of future growth and guide it
- Ordinance #75-2021 would codify standards and policies per the recommendations for the Study
- Staff met with Council members individually to review this significant code change and answer initial questions
- Multiple BZAP reviews and a formal recommendation coming on November 17
- City Council hearings set for November 15, December 6 and December 13, 2021

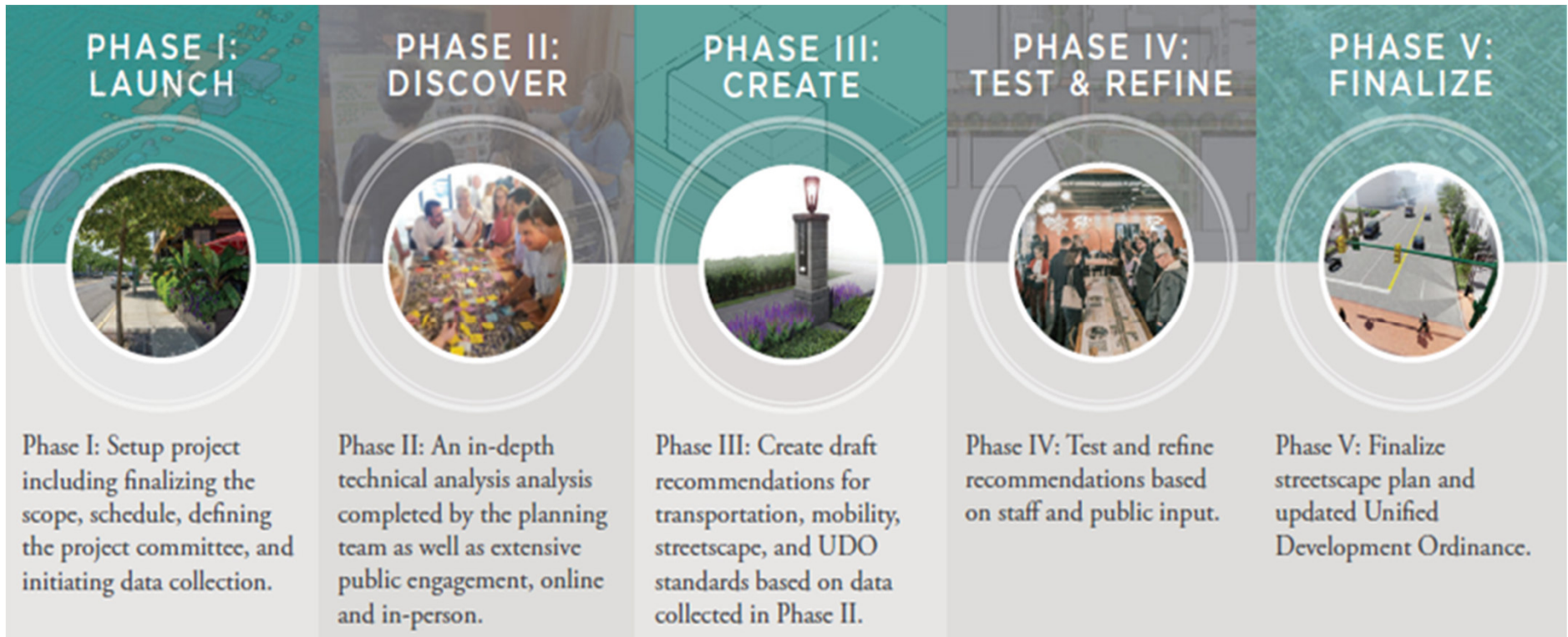


# Lane Avenue Planning Study Timeline

- July 2019 - Ordinance 52-2019 authorized the hiring of OHM Advisors
- Extensive public outreach undertaken (postcards, project webpage, City Insight newsletter, social media, flyers, posters, blogs, articles)
- Numerous input opportunities with 1,000s of community touchpoints
- September 2020 - Resolution 11-2020 adopted the Lane Avenue Study
- 2021-2022 - streetscape design for implementation as early as 2024
- November 2021 - over 400 letters sent to all property owners in the Lane Avenue PMUD as well as all those located within 300 feet
- November 15, December 6 and December 13 - Council hearings



# Study Process



# Lane Avenue Planning Study Contents

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- Framework Plan - a guide to create a holistic vision for the future
- Traffic Impact Study
  - Lane Avenue from Riverside Drive to SR 315
  - Current traffic counts + projected counts from the Lane 2 and Arlington Gateway traffic impact studies + 2030 expected land use per allowed density
  - 83% of vehicles using Lane Avenue coming to or from a destination within UA
- UDO Amendments
  - Codification of Study recommendations
  - Critical step in realizing the newly updated vision for the corridor



# Highlights

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- Creates a Lane Avenue PMUD overlay with height maximums
- Adds minimum open space requirements based on the # of units and SF
- Adds Traffic Impact Study to the list of minimum submittal requirements
- Eliminates the F.A.R. requirement in Table 5-G since this requirement is redundant
- Requires pedestrian-oriented “blade” signs; prohibits ground-mounted signs
- Adds sustainable design requirements per existing policy
- Enhances building design guidelines and standards



## Highlights (continued)

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- Reduces building heights and permitted uses adjacent to single-family zoning
- Prohibits new Lane Avenue access points under certain conditions
- Standardizes streetscape along the corridor
- Identifies banks and hotels as a Conditional Use in certain zones
- Adds thresholds/demarcation elements between PMUD and single-family areas
- Clarifies shared parking is OK and adds a shared parking factor for mixed-uses and updates certain parking requirements
- Adds that pre-application neighborhood meetings (300' radius) can be required



# Context Zones - Maximum Building Heights

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- East Gateway – 144'
- Center – 60' but 84' when >100' from a protected zone
- Corridor – 60'
- West Gateway – 48'
- Neighborhood – 38'

**Note:** for comparison the adjacent R-1 District has a maximum height of 35'



# Staff Recommendation

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- The Lane Avenue Planning Study was an overwhelming success with 1,000s of community touchpoints
- Significant outreach effort coupled with a multitude of options for providing input
- The Study's recommendations were directly informed by residents and stakeholders
- These code changes are the last of three key study components
- Staff believes these proposed UDO amendments will transition the Study's recommendations into law, setting the course for achievement of the vision

