



LANE AVENUE PLANNING STUDY

Council Meeting
Monday, June 15, 2020

AGENDA

City Council Meeting 1

01 Introductions

02 Project Process

03 Creating the Framework

- Traffic Analysis
- Market Summary
- Streetscape Analysis

04 Community Engagement Summary

05 Recommendations

- Framework Plan
- Gateways & Neighborhood Thresholds
- Streetscape

06 Next Steps



01

INTRODUCTION

THE PLANNING TEAM





02 PROJECT PROCESS

An aerial, isometric view of a city grid. Buildings are represented as 3D rectangular blocks. The color palette is primarily green, with some yellow and orange blocks scattered throughout. The perspective is from a high angle, looking down at the city streets and building footprints. The text 'Project Goals' is centered over the middle of the image in a large, white, sans-serif font.

Project Goals



There is a need to...



**Align market
opportunities with
community perspectives.**



Grow the local economy.

1750
The Wine Bistrot

Create and define the
character.



**Plan for a dynamic
streetscape.**



Consider traffic impacts.

An aerial photograph of a city street grid, showing buildings, trees, and parking lots. The image is overlaid with a semi-transparent green filter. The text is centered and reads:

**Refine the Unified
Development Ordinance.**

Determine the role of the corridor.

COGO
SIDE STAIRS

Wellesley Dr
& Lane Ave

1918 2018
CITY OF UPPER
ARLINGTON

City of UPPER ARLINGTON



| | | |
|--------------|---|----------|
| Mon 2 | Board of Zoning & Planning Work Session* | 6 pm |
| Wed 7-14, 21 | Get Fresh! UA Farmers Market | 9-7 pm |
| Thu 9 | Movies in the Park Spectator into the Saddle Venue (PG) Thompson Park | Dark |
| 12-18 | Nationwide Children's Championship OUI Golf Club, Saddle Creek, Saddle Creek | All Day |
| Sat 18 | Draggin' Day Saddle Creek Water Park | 9am-2 pm |
| Mon 19 | Board of Zoning & Planning Meeting* | 6 pm |
| Mon 19 | Council Conference Session* | 7:30 pm |
| Mon 26 | City Council Meeting* | 7:30 pm |

* Held at 1401 Trenton Road

City of
Upper Arlington

@CityofUA | upperarlingtonoh.gov

02

Approach

Project Overview



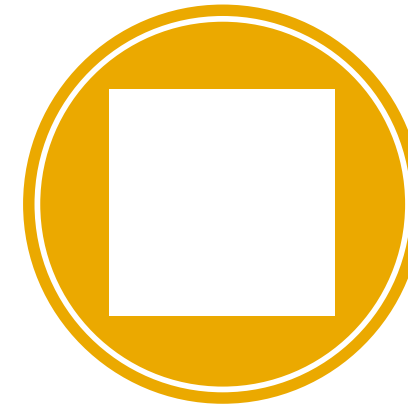
PHASE 1
Launch



PHASE 2
Discover



PHASE 3
Create



PHASE 4
Test and Refine



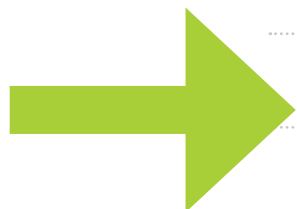
PHASE 5
Finalize

02

Schedule

Project Update

| | |
|---|-----------------------|
| KICK OFF MEETING | <i>July 26</i> |
| STEERING COMMITTEE 1 | <i>August 21</i> |
| COMMUNITY MEETING 1 | <i>September 18</i> |
| FOCUS GROUPS ROUND 1 | <i>September 25</i> |
| COMMUNITY POP-UPS | <i>September 26</i> |
| STEERING COMMITTEE 2 | <i>October 16</i> |
| STEERING COMMITTEE 3 | <i>November 21</i> |
| COMMUNITY MEETING 2 | <i>December 12</i> |
| STEERING COMMITTEE 4 | <i>January 16</i> |
| COMMUNITY MEETING 3 | <i>February 13</i> |
| FOCUS GROUPS ROUND 2 | <i>February 27</i> |
| STEERING COMMITTEE 5 | <i>March 13</i> |
| STEERING COMMITTEE 6 | <i>May 6</i> |
| ELECTED/APPOINTED OFFICIALS MEETING: FRAMEWORK | <i>June 15</i> |
| ELECTED/APPOINTED OFFICIALS MEETING: CODE | <i>June 29</i> |





03

**CREATING THE
FRAMEWORK**

03

Creating the Framework

Data Gathering

- Traffic Study
- Market Analysis
- Streetscape Analysis

03

Creating the Framework

Traffic Study applied to Plan

- Level-of-Service study determined that the Pedestrian zone must work with ***existing curb locations***; the goal of the streetscape improvements is to not add congestion.
- Pedestrian improvements should include ***safety strategies at street crossings*** (signal timing, striping)
- District will need to address design solutions for ***structured parking and shared parking***

03

Creating the Framework

Market Summary

* These figures are in addition to existing development and projects approved through October 2019. They represent market demand, not planned development.

Retail



1. Retail Store



**155,000 SF /
40-45 NEW
STORES**

including department stores, grocery, general merchandise stores, full-service restaurants, pharmacy, and hardware

2. Restaurants



**35,000 SF /
12-15 NEW
RESTAURANTS**

Office



**UP TO 260,000
SF COMBINED**

1. Local-Serving



**UP TO
120,000 SF**

potential to support up to one million square feet of office seeking proximity to the proposed The Ohio State University West Campus research center, if fully implemented as planned

2. Class A 4-5 Star



**UP TO
200,000 SF**

03

Creating the Framework

Market Summary

* These figures are in addition to existing development and projects approved through October 2019. They represent market demand, not planned development.

Hotel



1. Limited Service



100-120 KEYS

2. Full Service



250-300 KEYS

with well-appointed lobby and common area, 8,000-12,000 sf meeting and conference space, indoor pool, whirlpool, and a business center and fitness center.

Residential



1. Soft Loft



120-140 UNITS

400 sf studio units to 900 sf 2 bedroom units in 2-5 story buildings

2. Upscale Apartment



150-170 UNITS

700 sf 1 bedroom units to 1,150 sf 3 bedroom units located in multi-family buildings

3. Townhomes & Live-Works



60-80 UNITS

1,100 sf 2 bedroom units to 1,800 sf 3 bedroom units arranged in clusters of 4-8 units

4. Cottage Homes



20-30 UNITS

ranging from 1,000 sf 2 bedroom to 2,000 sf 4 bedroom homes on 2,500 sf to 4,000 sf lots

03

Creating the Framework

Streetscape Analysis - Setting The Direction

- Maintain and build on existing **street tree** application, species, and grates;
- Build on existing **crosswalk infrastructure** and plan for aesthetic enhancements (e.g. pavers);
- Continue to **require high quality landscaping** for private developments and build a consistent theme that complements the public realm aesthetic;
- Continue to **promote access management** and, where feasible, require shared access and parking;
- Build on **existing light and furniture** furnishings, maintaining a black and green color scheme;
- Create setbacks that will create a **consistent streetscape condition** and allow for quality design. The goal would be at least 100 feet of right-of-way to achieve the desired roadway, landscape zone, pedestrian travel zone and frontage zone;
- Create a **consistent sidewalk network** on Lane Ave and extend the network north/south into adjoining neighborhoods;
- Develop a set a series **typologies** for how to develop the frontage zone;
- Create a **consistent lighting standard for fixtures** and application for public and private developments;
- Develop standards for the application of **bike infrastructure**;
- Develop a **gateway and branding strategy** for the corridor and integrate into streetscape standards;
- Develop a series of creative solutions to **manage grade changes**, where present in the study area;
- Enhance standards for **parking lot screening**;
- Develop standards for integrating **pedestrian signage** in the corridor; and
- Create a **Designated Outdoor Refreshment Area** (DORA) in the area, which is a designated public area where alcoholic beverages can legally be consumed.

03

Creating the Framework

Streetscape Analysis - Key Findings

Creating the Framework

STREETSCAPE ANALYSIS

In recent years, the Lane Avenue corridor has benefited from new growth and development, including both private development and improvements to the streetscape and roadway. While these recent developments have dramatically changed the character of the Lane Avenue corridor, there is an opportunity to continue to improve and create a cohesive pattern in both the public and private realm. The planning team evaluated and assessed the existing streetscape using a variety of methods including site visits, a walking audit, photo documentation of existing building facades and frontages, and computer-based modeling and analysis, among other efforts.

The following are key findings of what is currently working within the streetscape and what may need to be improved.

Streetscape Assessment Key Findings

Trend toward consistent palette of light poles, furnishings, and street tree palette.



Consistent application of crosswalks but could be improved to enhance safety and comfort.



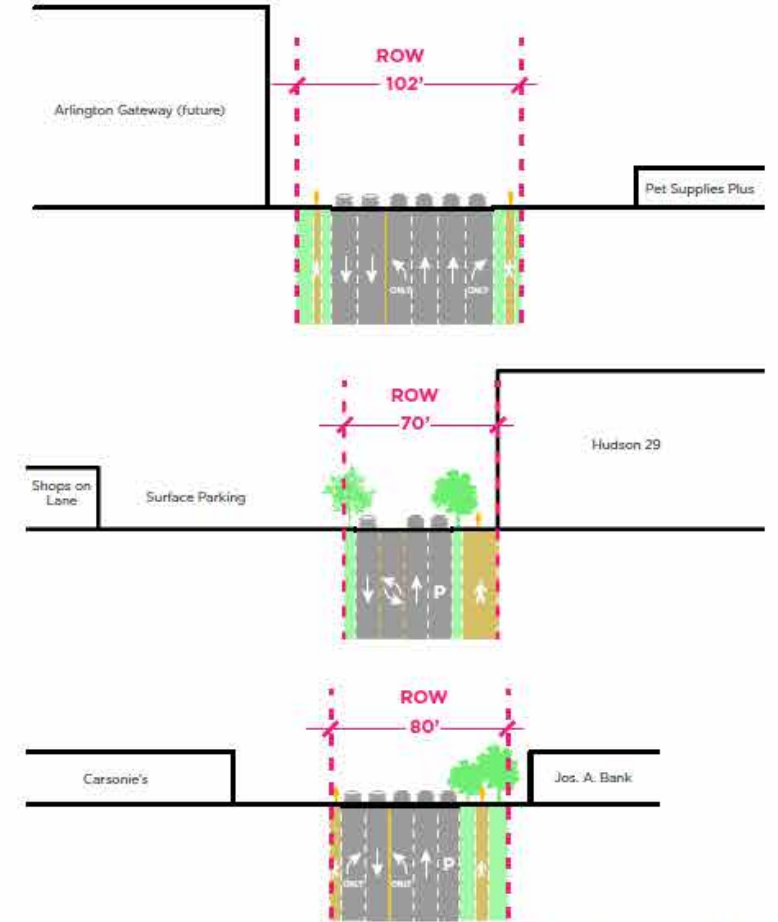
Intent to activate frontage zones (outdoor dining).



Private developments maintain quality landscaping.



Varving inconsistent right-of-way limits ability to provide a consistent streetscape.



Lane Avenue Corridor Framework Plan DRAFT 25



04

COMMUNITY ENGAGEMENT

04

Community Engagement

Phase 1: Listening and Learning

Community Meeting 1

COhatch, September 18th
(60+ people)

- What do you envision for the future?
- Current areas of concern or interest?
- Mobility
- Streetscape
- Architecture
- Branding elements

Online version garnered
nearly 1,900 responses.

Focus Group Interviews

COhatch, September 25th
(6 meetings)

- Neighboring communities and developers in the area
- Insight to adjacent area plans
- Opportunities to improve the regulations and process

Community Pop-Ups

Crimson Cup and Whole Foods, September 26th
(70+ people)

- Capture feedback from people who may not typically be able to attend public meetings.

04

Community Engagement

Phase 2: Testing and Refining

Community Meeting 2

Municipal Building,
December 12th (40+
people)

- Summary of public input to date
- Direction of future recommendations
- Feedback on gateway, streetscape, and code elements

Online version garnered
over 1,100 responses.

Community Meeting 3

COhatch,
February 13th (60+ people)

- Project overview
- Final recommendations

Focus Groups 2

COhatch and Municipal
Bldg., February 12th
(10+ people)

- Meeting with area developers
- Meeting with Osborn Road Residents

04

Community Engagement

Engagement Review

250+
People

In-Person touch-points

3,000
Respondents

Online Survey

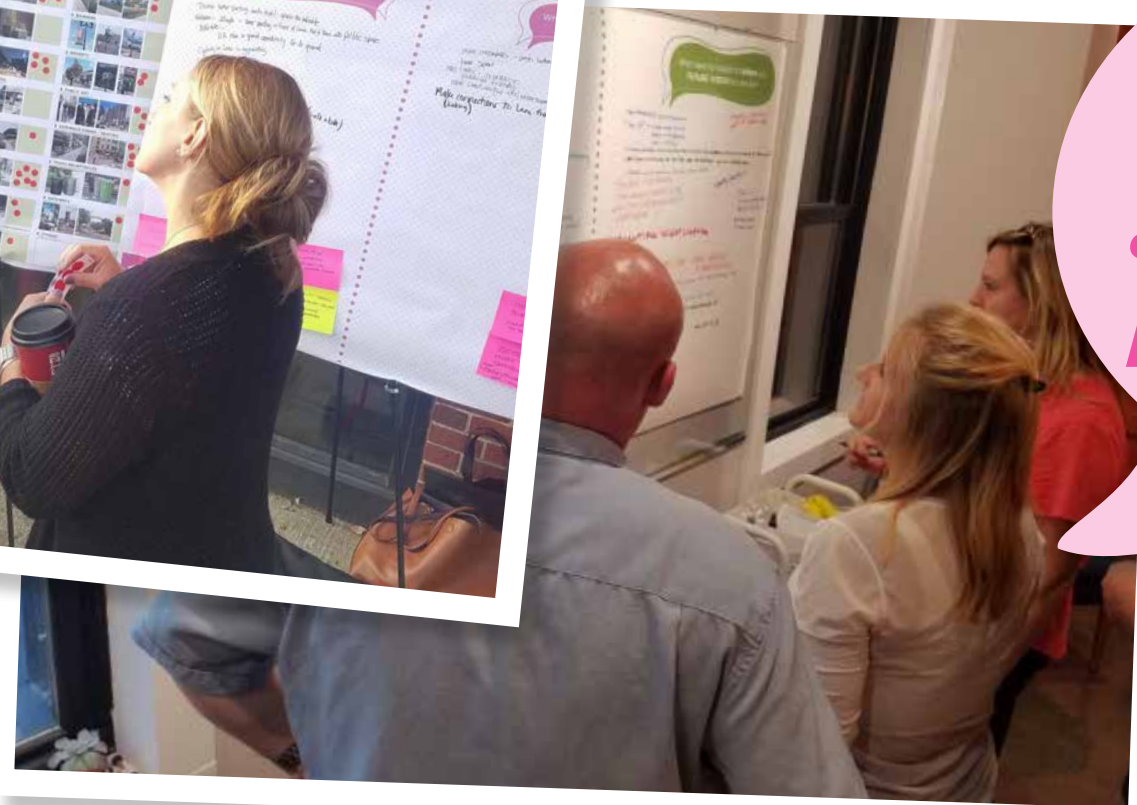




77% of people felt Lane Avenue should serve as UA's downtown.



"A place to be around other people."



--Participant's vision for Lane Ave

A 3D architectural rendering of a city street scene. The scene is viewed from an elevated perspective, showing a wide street with a central lane and sidewalks. There are several cars on the road, and people are walking on the sidewalks. The scene is rendered in a muted, greyish color palette. A large, semi-transparent green rectangular box is overlaid in the center of the image, containing the text "WHAT DID WE HEAR?". The text is in a bold, white, sans-serif font. The box is outlined with a thin yellow border.

WHAT DID WE HEAR?

04

Community Engagement

Engagement Round 1: District Vision

- ***Identity/Character.*** Conflicted on the identity of Lane Avenue (old vs. new); consensus for traditional, timeless, and durable building materials.
- ***Outdoor Dining/Gathering Spaces.*** Desire for outdoor dining and informal gathering.
- ***Walkability.*** 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.

04

Community Engagement


Engagement Round 1: District Vision

- ***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.

Engagement Summary

Engagement Round 2: Streetscape, Gateways, Thresholds

- Residents prefer a **contemporary design** that incorporates **traditional elements**, with integrated lighting feature.
- Most residents preferred the **stone neighborhood threshold**
- Integrate **landscaping and soft elements** in the streetscape, where appropriate
- Updating lighting poles within the district (**from green to black**) may be supported in a cohesive streetscape installation.
- Generally, the public is **supportive of the direction for the Lane PMUD code**, although we may need to provide clarity on some topics in the future.

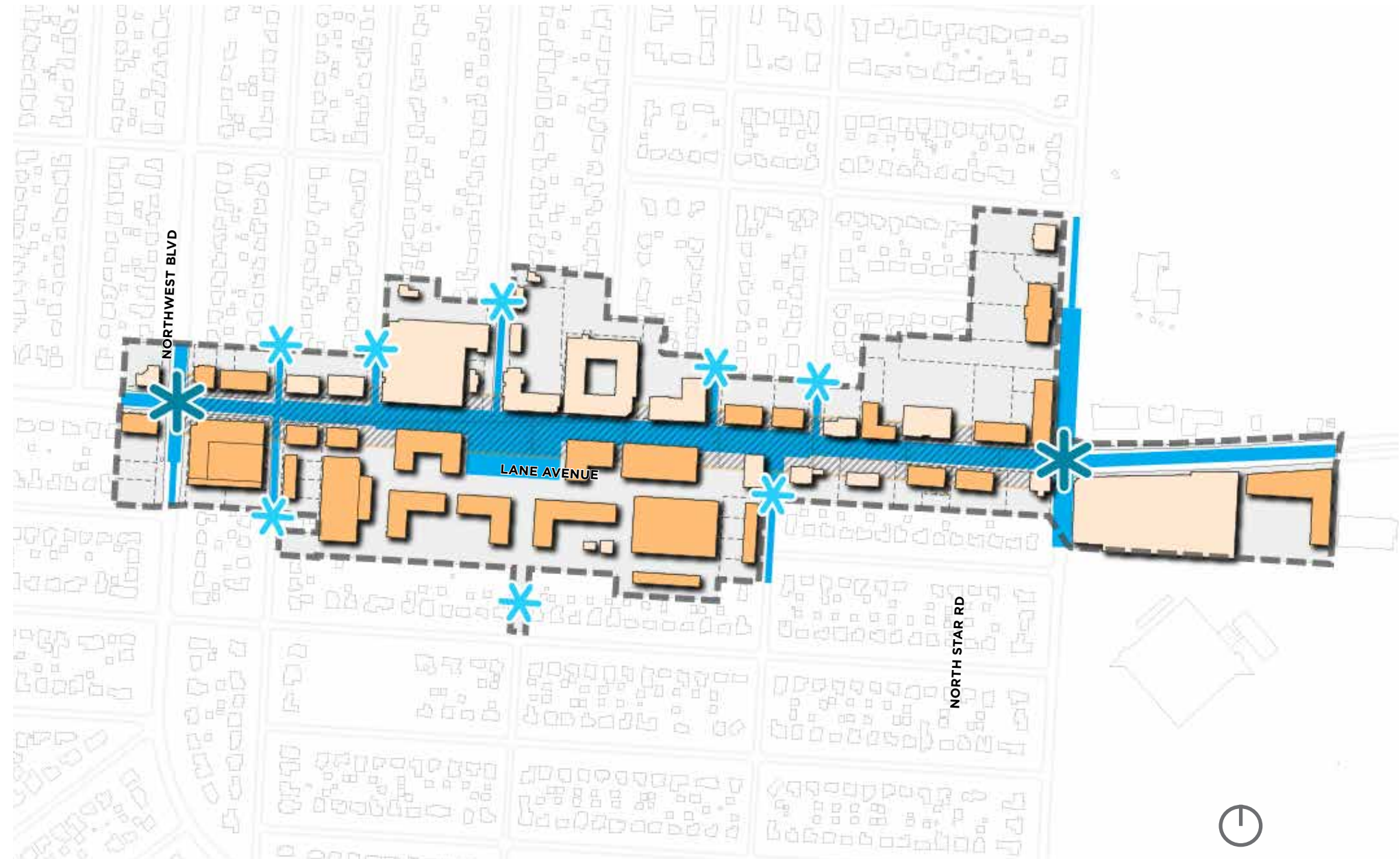
The background is a 3D architectural rendering of a city street scene. It shows a road with cars, sidewalks with trees, and various human figures in silhouette. A large, semi-transparent green rectangle is centered over the image, containing the text '05 FRAMEWORK PLAN' in white, bold, sans-serif font. The text is arranged in three lines: '05' on the top line, 'FRAMEWORK' on the middle line, and 'PLAN' on the bottom line. The green rectangle has a thin white border.

05 FRAMEWORK PLAN

05

Framework Plan

Private Realm and Public Realm



05

Framework Plan

Private Realm - Building Form

Future Development Plan

- Long-term Vision impacted by many factors
- Mix of uses
- Small site development will be limited by land area and parking balance
- Buildings should front the street with parking to the side or rear.
- Signature greenspace should be integrated with larger and more dense redevelopment



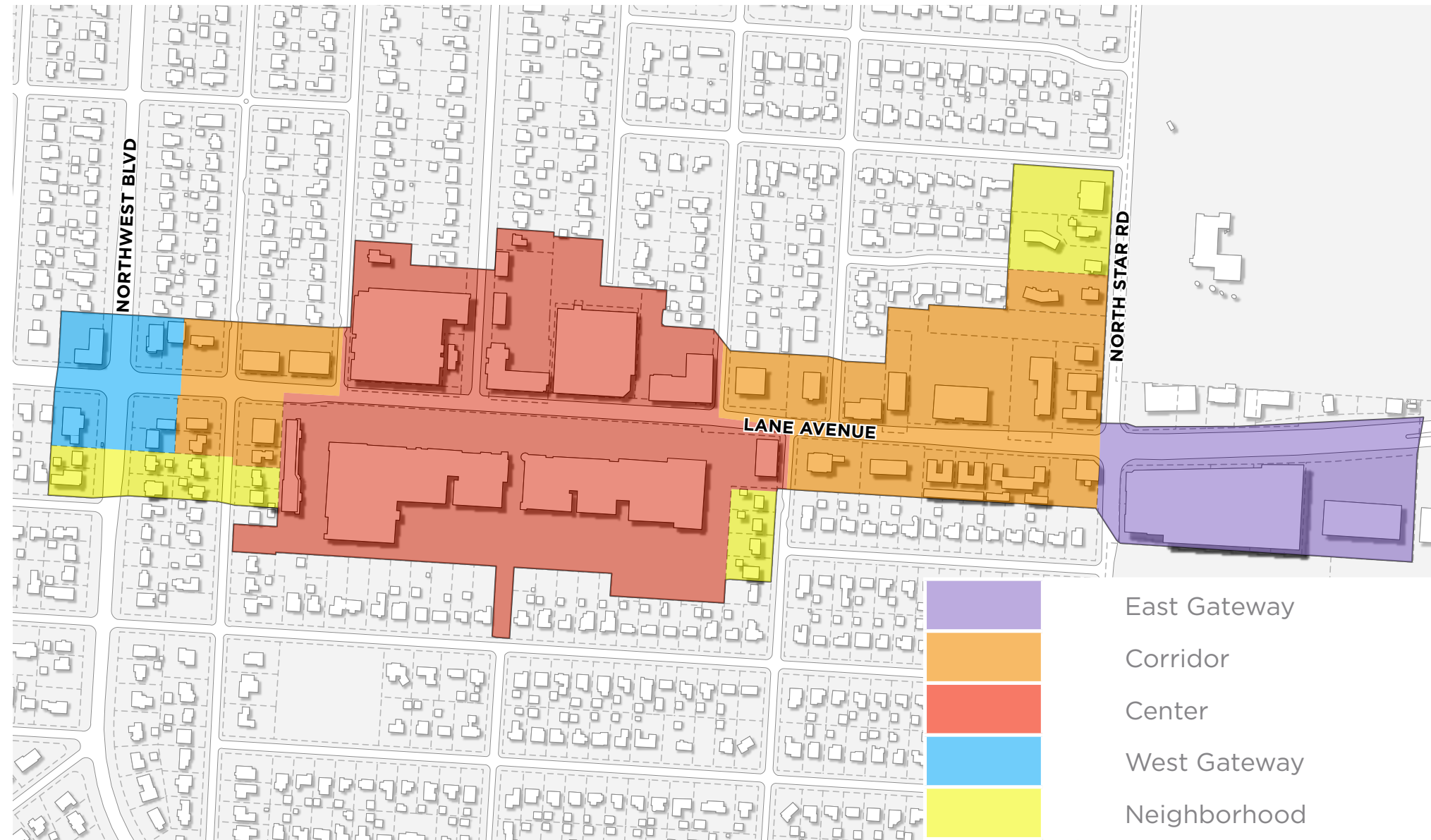
05

Framework Plan

Private Realm - Subdistrict Plan

Context-based Regulatory Framework

- Use context areas (sub-districts) to divide public and private realm criteria
- Define by unique characteristics such as block size, lot size, lot depth and width, location and surrounding neighborhoods
- Assign and define development patterns (typologies) based on the context area.



05

Framework Plan

Key Discussions

Building Height/ Massing

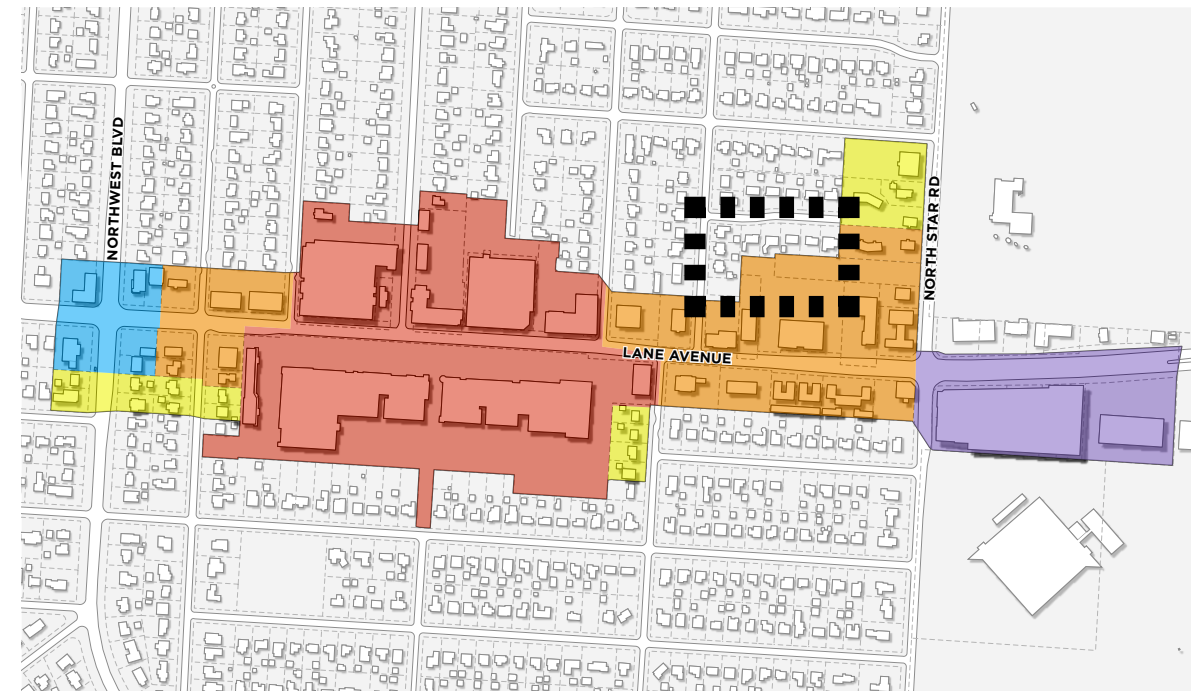
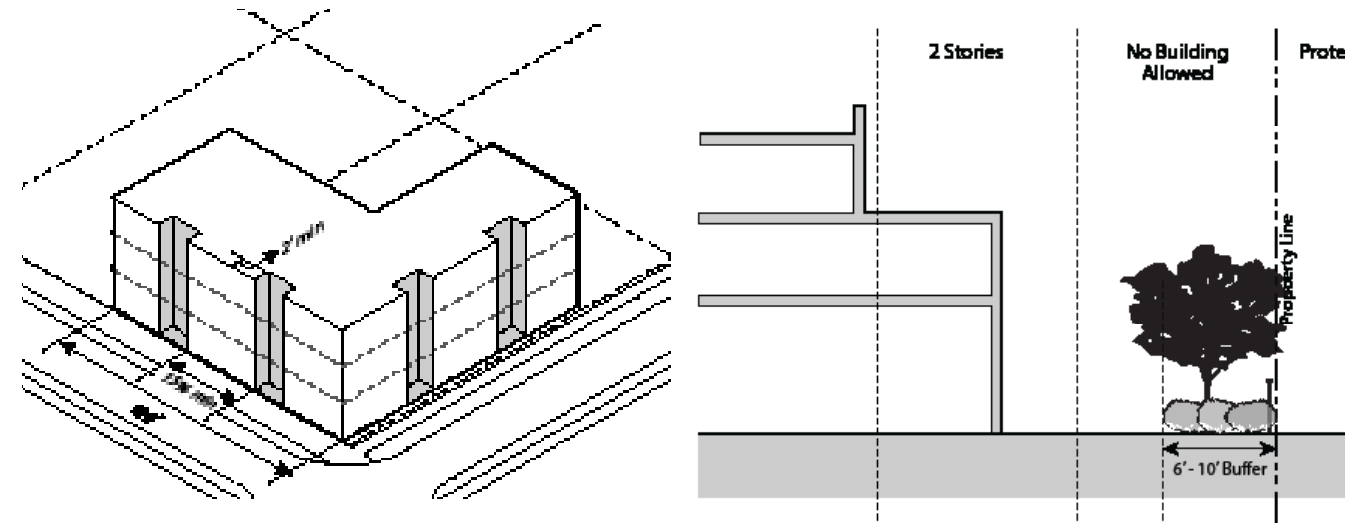
- Limiting height, but also breaking up massing with step-backs and articulation to avoid creating big featurless boxes

| | EAST GATEWAY | CORRIDOR | CENTER | NEIGHBORHOOD | WEST GATEWAY |
|----------------------|--------------|----------|--------|--------------|--------------|
| Existing Max. Height | 96 ft. | 48 ft. | 48 ft. | 48 ft. | 48 ft. |
| Proposed Max. Height | 144 ft. | 60 ft. | 84 ft. | 38 ft. | 48 ft. |

- Code section review on **June 29** with more details

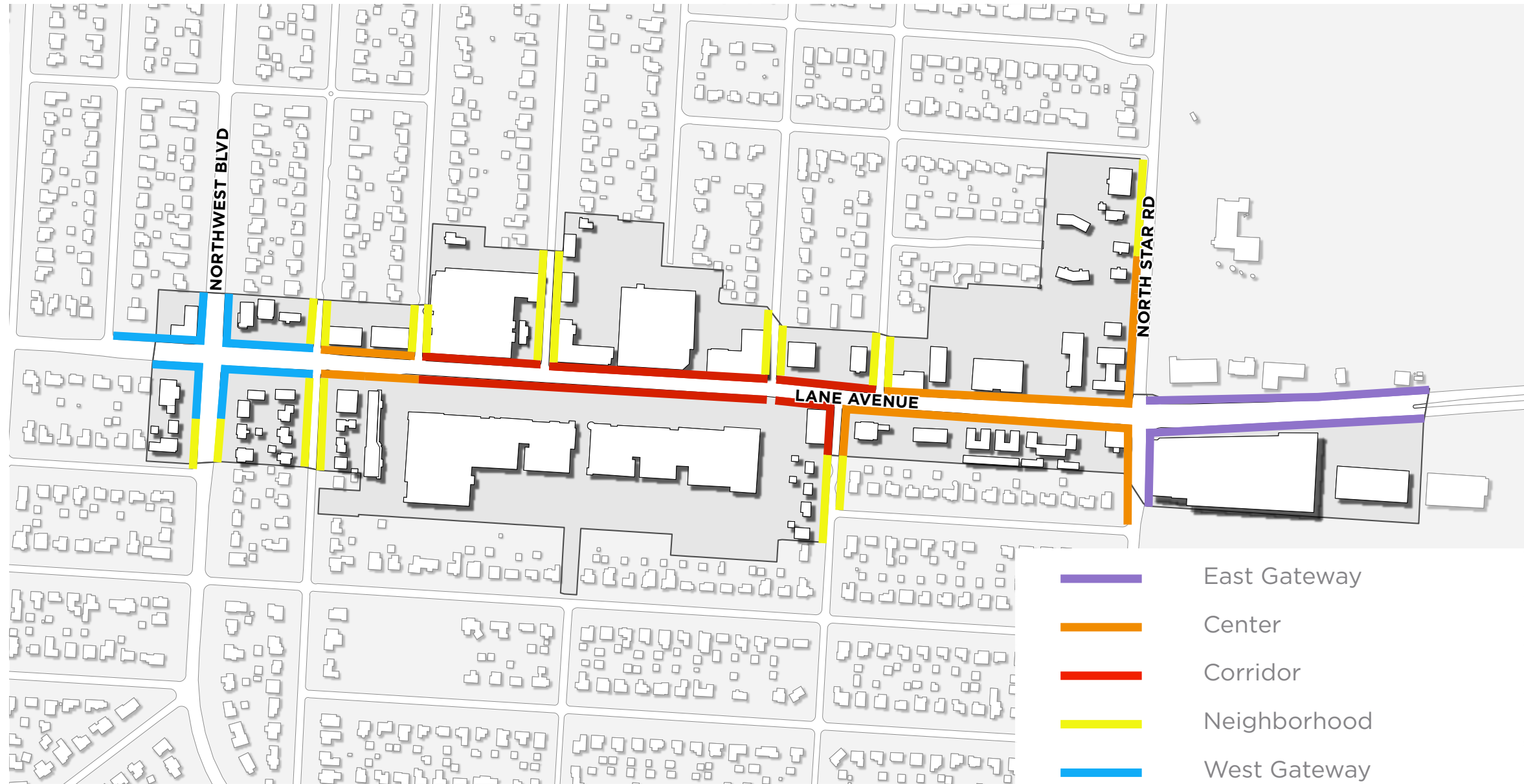
PMUD District Boundary

- Based on community input and our technical assessment, we recommend that no changes be made to the PMUD boundary at this time.
- Exception: Osborn Road Neighborhood



Framework Plan

Public Realm - Hierachy of Streets



05

Framework Plan

Public Realm - Street Typologies

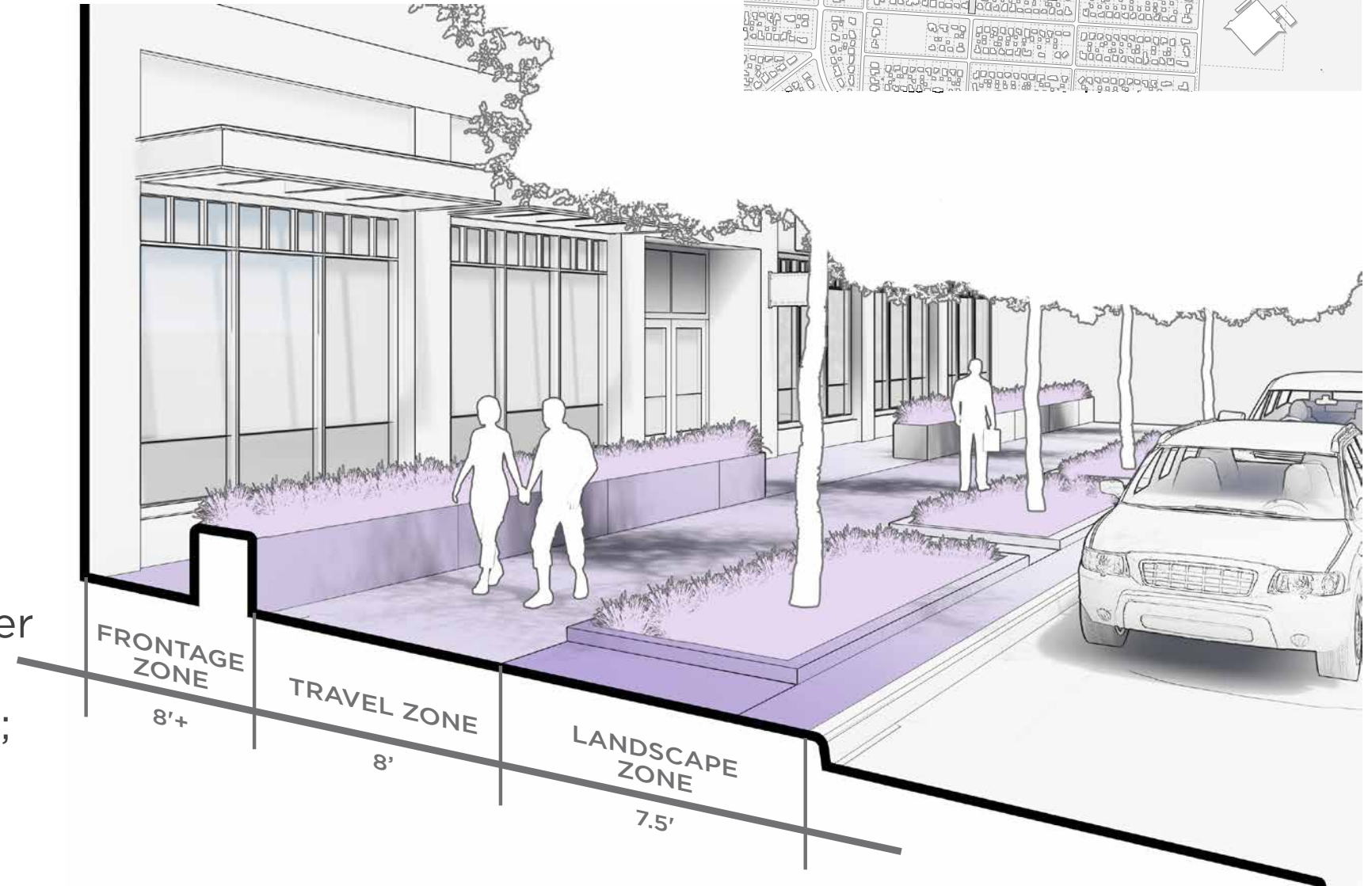
East Gateway

Design Goals

- Incorporate proposed streetscape model by Gateway project.
- Create a frontage zone that allows for outdoor dining.
- Create an enlarged landscape zone to buffer from high traffic volumes

Key Features

- A 7.5' landscape zone to create a buffer between active pedestrian walking area and high-volume vehicular traffic;
- An 8' unobstructed pedestrian travel lane;
- An 8' minimum frontage zone which creates space for outdoor displays, planting, cafes or outdoor seating.



05

Framework Plan

Public Realm - Street Typologies

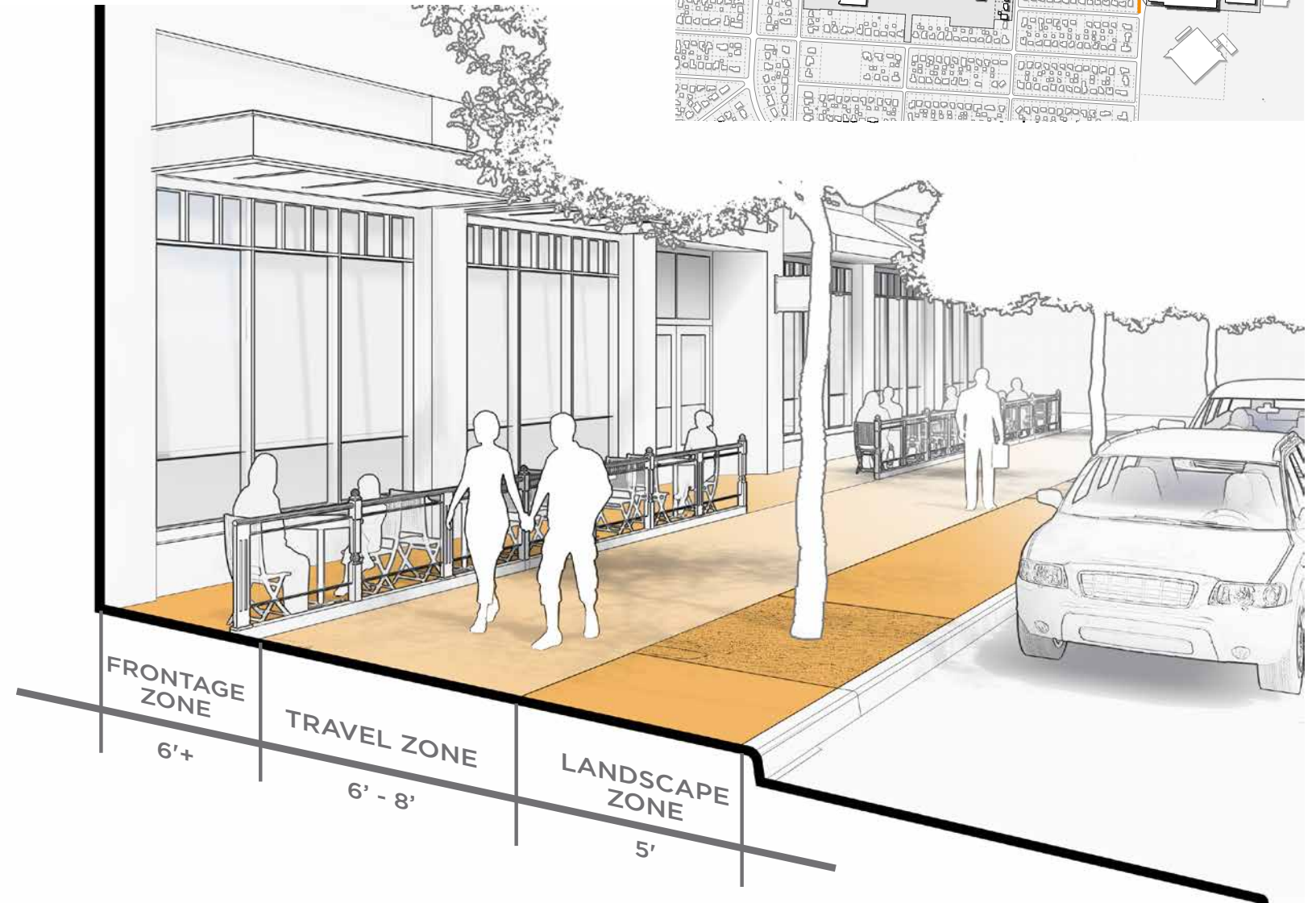
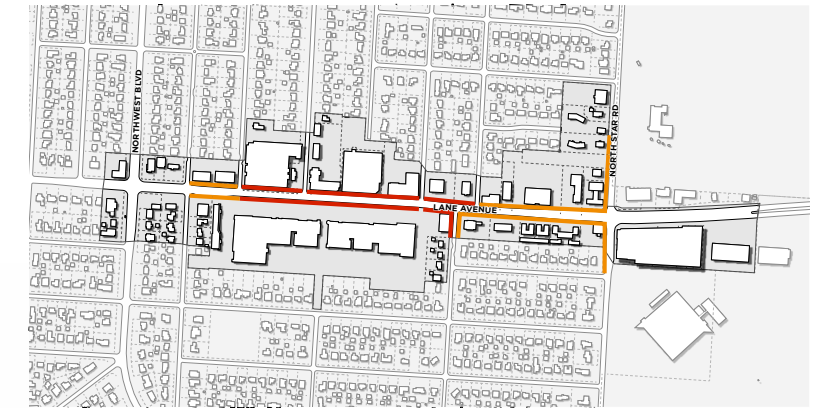
Corridor and Center

Design Goals

- Similar to existing streetscape model at Hudson 29 and Hilton, but without the existing Travel Zone encroachment.
- Ensure frontage zone allows for outdoor dining.
- Match Landscape Zone to existing tree grate dimensions, style, and spacing.

Key Features

- A 5' landscape zone which shall match existing tree grate application;
- An 8' unobstructed pedestrian travel zone on primary streets and a 6' unobstructed travel zone on secondary streets;
- A 6' minimum frontage zone.



05

Framework Plan

Public Realm - Street Typologies

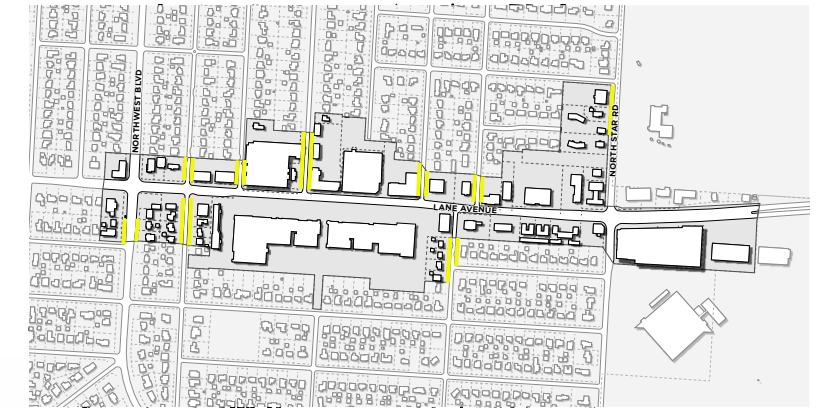
Neighborhood

Design Goals

- Typology should be applied on residential/office/live work uses.
- Create a buffered frontage to transition from commercial street scale to neighborhoods.
- Utilize a turf Landscape Zone to support residential character.

Key Features

- A 5' landscape zone with turf;
- A 6' unobstructed pedestrian travel zone;
- A 6' minimum frontage zone with landscape plantings.



05

Framework Plan

Public Realm - Street Typologies

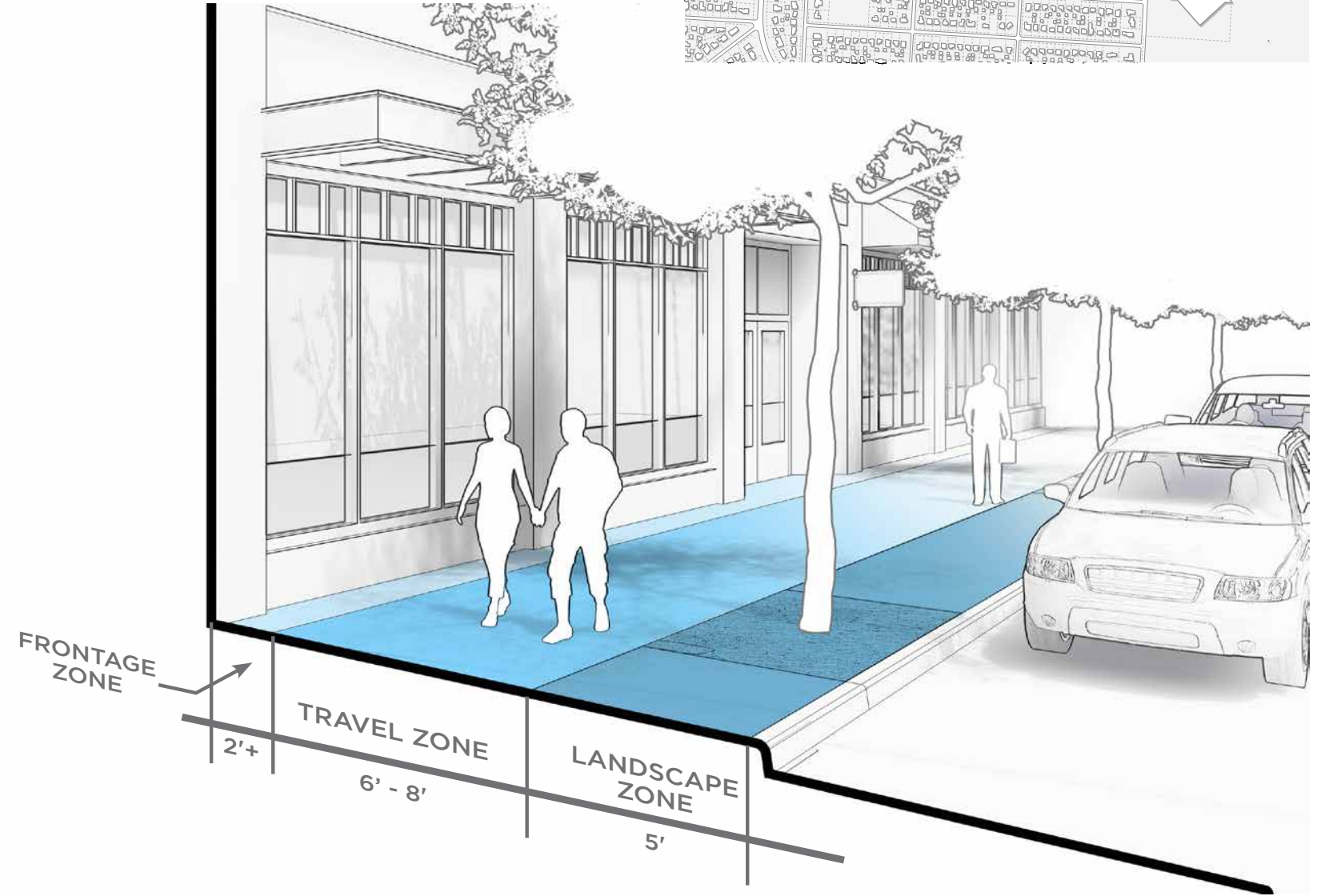
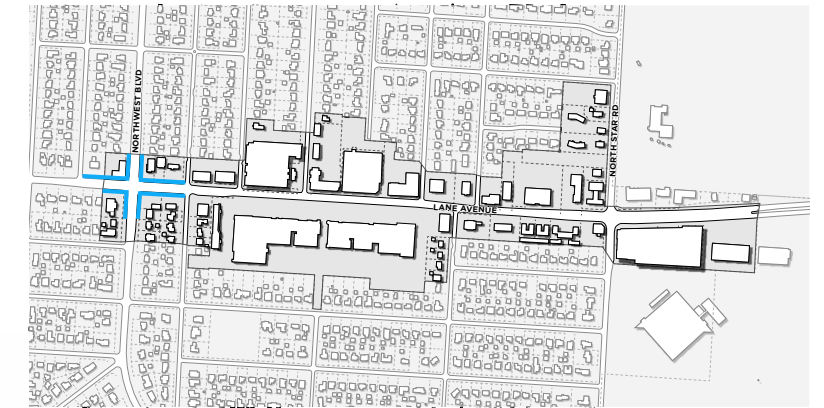
West Gateway

Design Goals

- Support a shallow frontage zone to transition from commercial street scale to residential.
- Utilize existing tree grates and spacing in the Landscape Zone.
- Create outdoor seating in the Landscape Zone.

Key Features

- A 5' landscape zone which, shall match existing tree grate application;
- An 8' unobstructed pedestrian travel zone on primary streets and a 6' unobstructed pedestrian travel zone on secondary streets;
- A 2' minimum frontage zone.

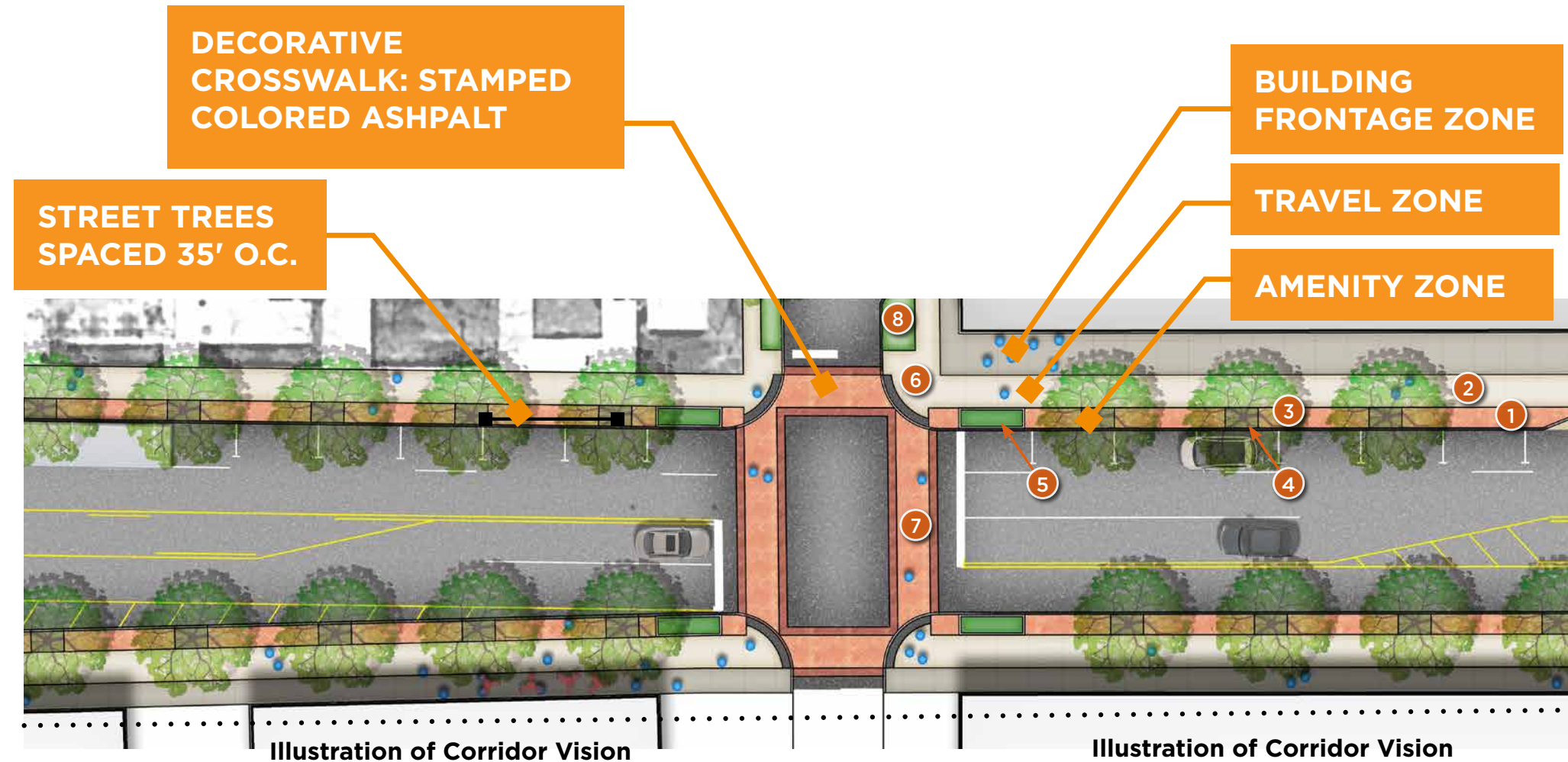


Framework Plan

Public Realm - Typical Streetscape

LEGEND :

- 1 BRICK PAVERS WITH DECORATIVE ACCENTS
- 2 CONCRETE SIDEWALK
- 3 STREET TREE WITH STRUCTURAL SOIL
- 4 TREE GRATE
- 5 BIO-RETENTION PLANTER
- 6 ADA COMPLIANT CURB RAMP
- 7 DECORATIVE CROSSWALK
- 8 TREE LAWN



An architectural rendering of a city street scene, viewed from an elevated perspective. The scene includes a road with two cars, a sidewalk with several yellow silhouettes of people walking, and buildings in the background. A large, semi-transparent green rectangular box is overlaid on the center of the image, containing the text "GATEWAY & THRESHOLD CONCEPTS" in white, bold, sans-serif capital letters.

GATEWAY & THRESHOLD CONCEPTS

05

Gateway

Locations



Design Goals

- Create unique district and define limits
- Improve circulation and pedestrian safety
- Work within confines of existing conditions



05

Existing - Lane and North Star



▶ EXISTING CONDITION

05

Gateway - Looking West on Lane



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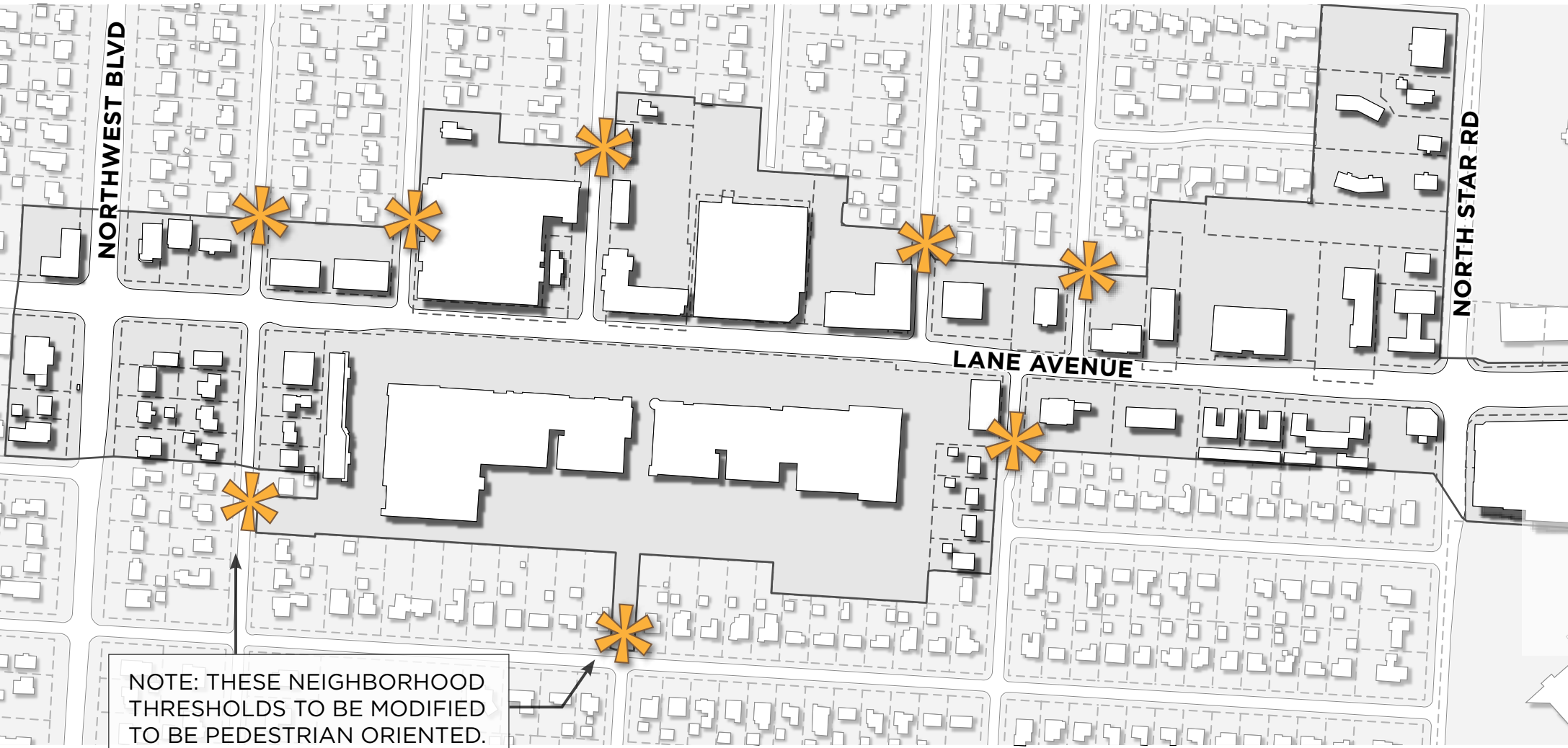
Gateway - Looking East on Lane



05

Neighborhood Thresholds

Locations



Design Goals

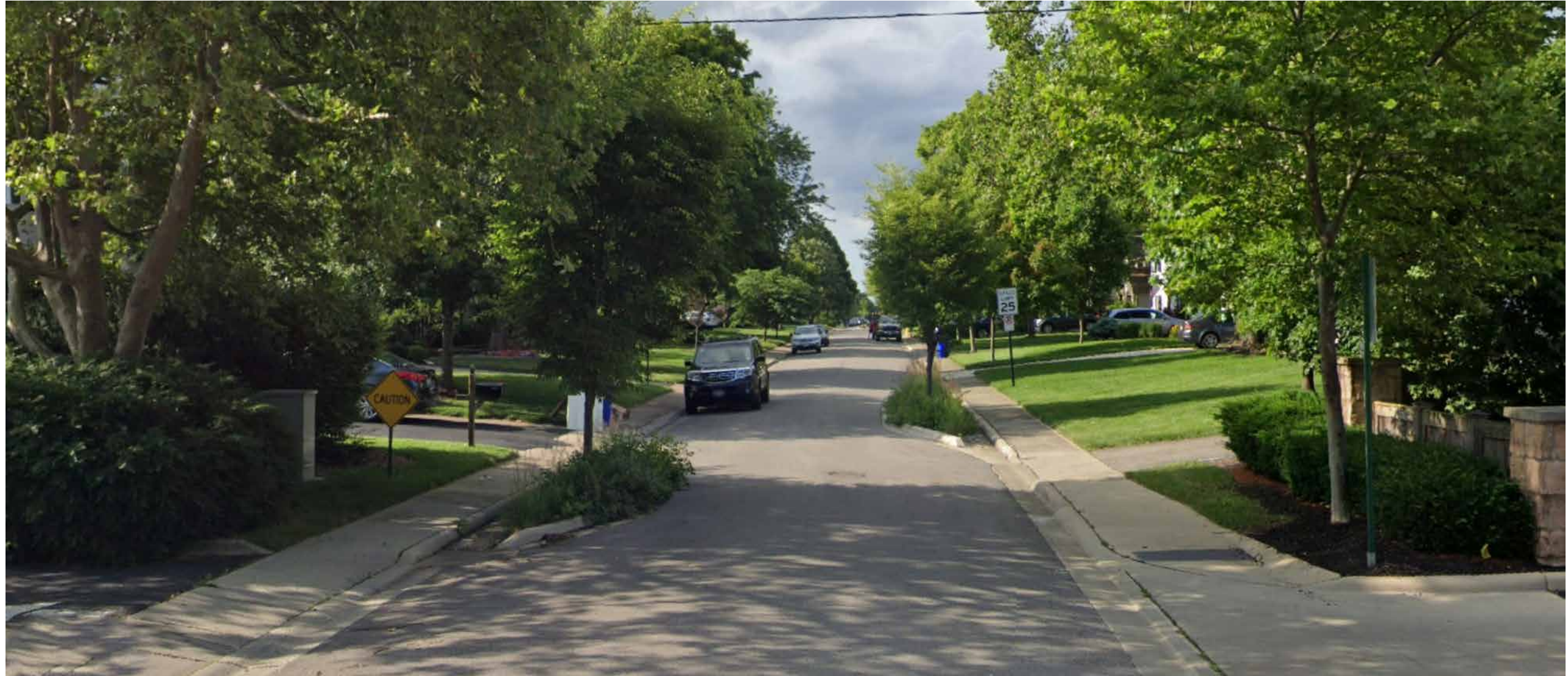
- Create unique district and define limits
- Improve circulation and pedestrian safety
- Work within confines of existing conditions

 **NEIGHBORHOOD THRESHOLDS**

05

Neighborhood Thresholds

Existing Brandon Road



▶ EXISTING CONDITION

05

Neighborhood Thresholds

Proposed Brandon Road



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Neighborhood Thresholds

Alternative



Alternative where right-of-way width allows or can be obtained.

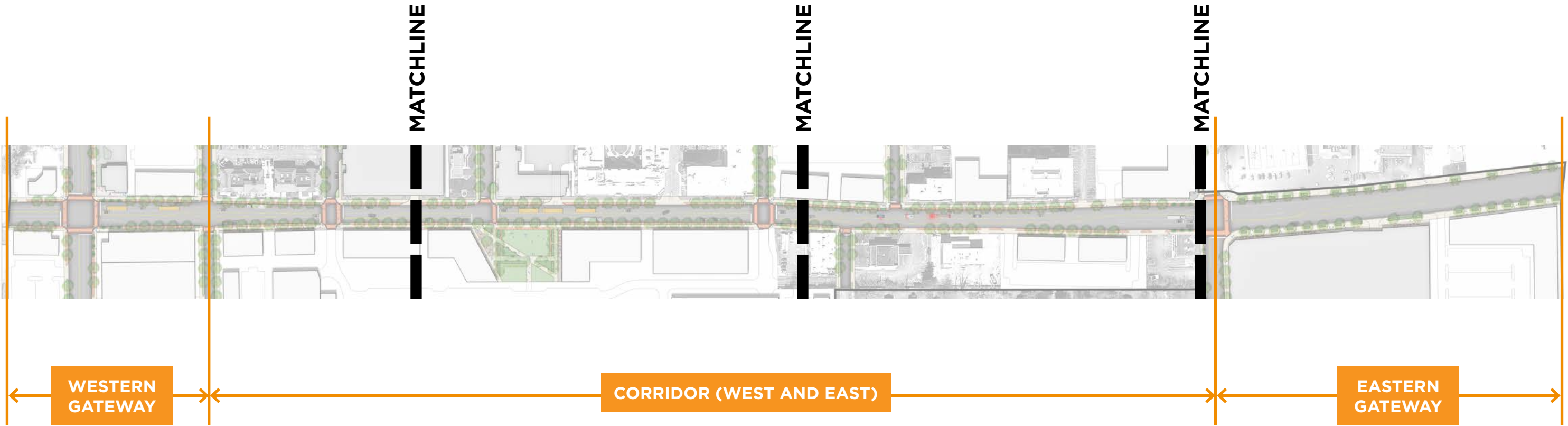
The background features a dark grey architectural line drawing. On the left, a multi-story building with a flat roof and several windows is shown. On the right, a car is depicted from a front-three-quarter view. The drawing uses simple black lines on a dark grey background.

**NOW LET'S
TAKE A LOOK....**

05

Schematic Streetscape Plan

Streetscape Model



Plan View of Streetscape Plan

05

Streetscape Design

East Gateway



VR PERSPECTIVE



05

Streetscape Design

East Corridor and Center



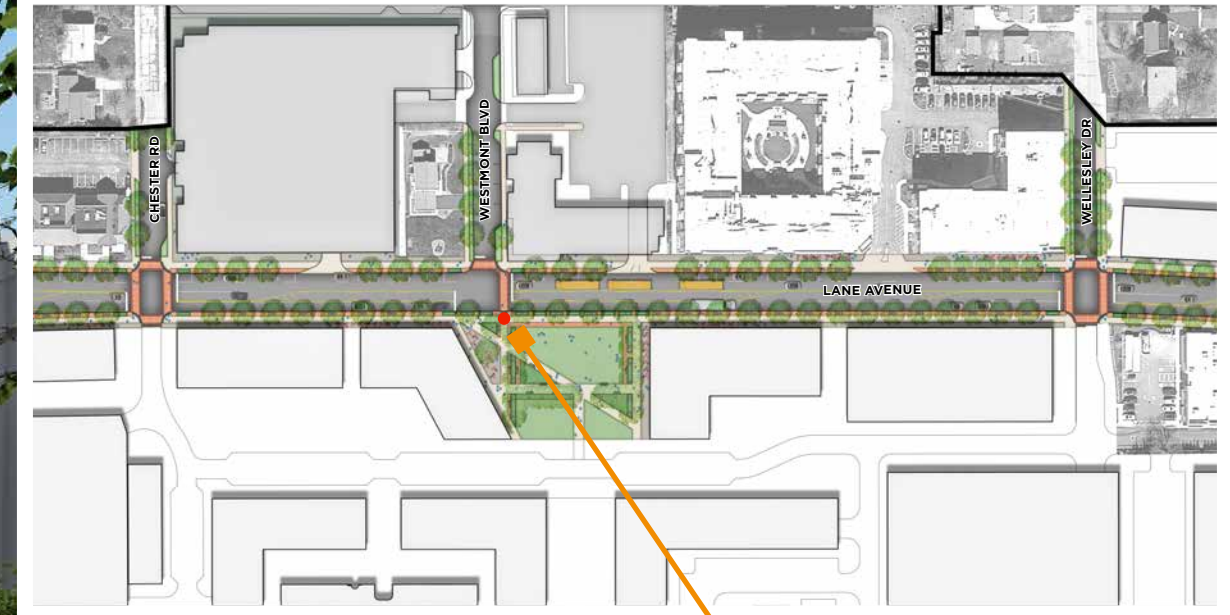
VR PERSPECTIVE



05

Streetscape Design

West Corridor and Center and Signature Open Space



VR PERSPECTIVE



05

Streetscape Design

West Gateway



VR PERSPECTIVE





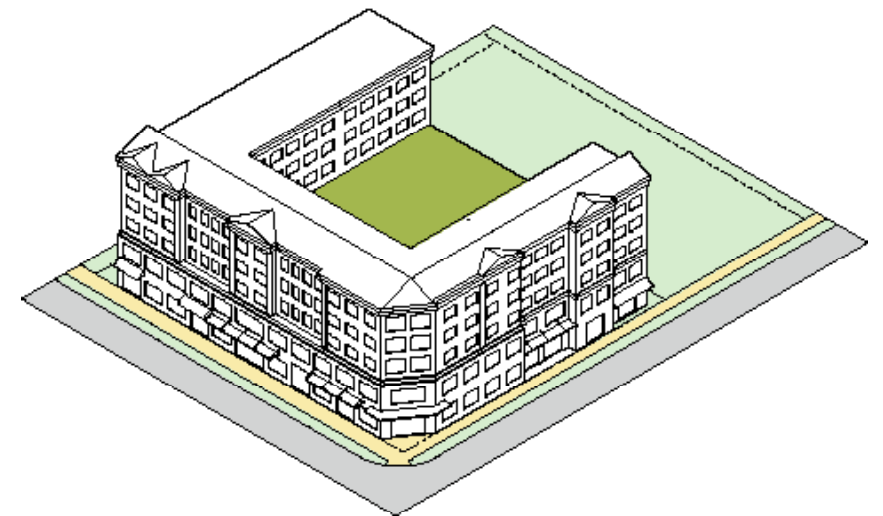
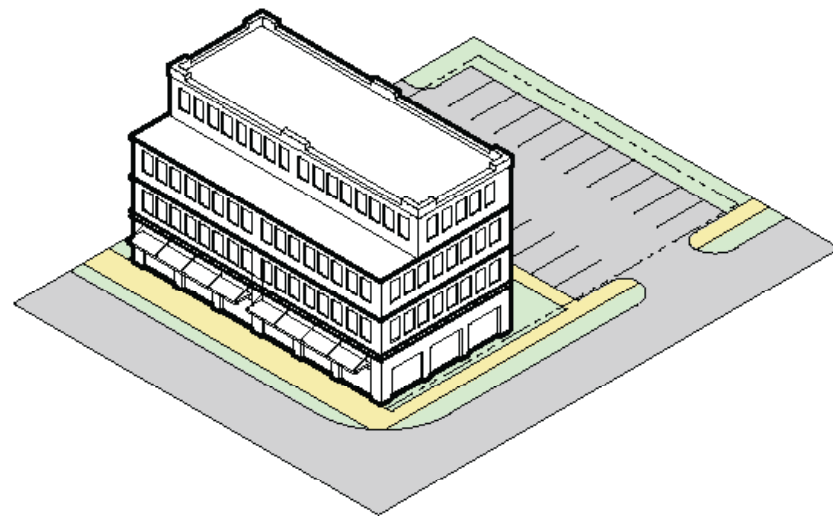
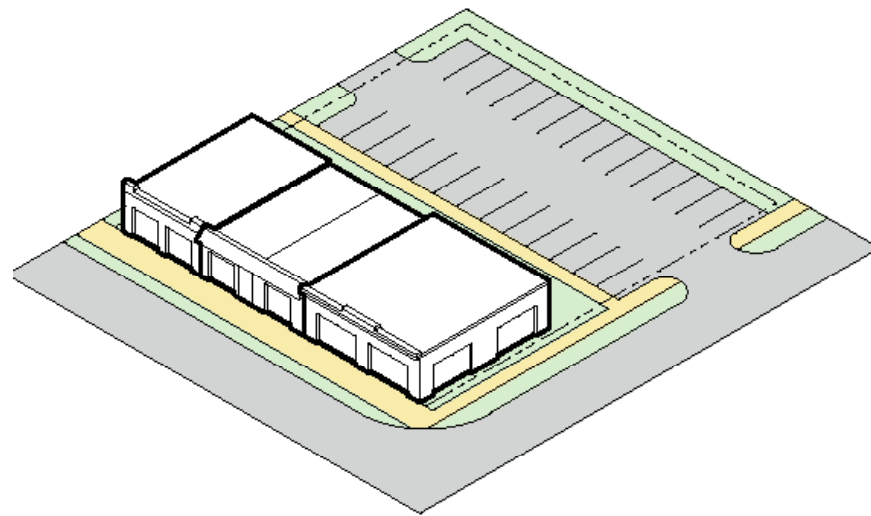
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NEXT STEPS

06

Next Steps

- June 29th: City Council - PMUD Code Introduction



Thank you!