



3/3/2025 | 7:00 PM

**Municipal Services Center, Council Chamber
3600 Tremont Road**

If you are joining through Zoom, please click the link below to join the meeting:

<https://us06web.zoom.us/j/87999909201>

Or Telephone: 1 (888) 475-4499

Webinar ID: 879 9990 9201

- 1. Call to Order/Roll Call**
- 2. Pledge of Allegiance Led by Council Member John Kulewicz**
- 3. Consent Agenda**
 - a. Approve February 24, 2025 City Council Meeting Minutes
- 4. Reports/Presentations**
 - a. Capital Improvement Program (CIP) Construction Update, Presented by City Engineer Aaron Scott and Park Development & Arts Superintendent Jeff Anderson
- 5. Legislative Items for Third Reading/Public Hearing/ Council Action**
 - a. Ordinance No. 6-2025 - An ordinance amending various sections of Chapter 383 - Bicycles, Motorized Bicycles, and Motorcycles and § 543.02 - Adoption of Rules, Violations; Unauthorized and Prohibited Acts of the Upper Arlington Code of Ordinances (*Kulewicz*)
- 6. Legislative Items for First Reading/Public Hearing/Council Action**
 - a. Resolution No. 3-2025 - A resolution adopting the Envision Henderson Planning Study (*Lynch*)
- 7. Legislative Items for First Reading/Public Hearing**
 - a. Ordinance No. 7-2025 - An ordinance authorizing the City Manager to enter into contract with JCORR for construction-related services for the MSC Switchgear and Generator Replacement Project
 - b. Ordinance No. 8-2025 - An ordinance authorizing the City Manager to enter into contract with Environment Control for custodial services for the Bob Crane Community Center

8. City Manager Update

9. Adjournment

February 24, 2025

City Council met in regular session in the Council Chamber of the Municipal Services Center, 3600 Tremont Road, and was called to order by President Awakessien Jeter at 7:00 p.m.

Members Present: President Ukeme Awakessien Jeter, Vice President Brian Close, Kathy Adams, John Kulewicz, Jim Lynch, and Heidi Munc

Staff Present: City Attorney Darren Shulman, City Manager Steven Schoeny, Assistant City Manager Jackie Thiel, City Clerk Krystal Gonchar, IT Director Jeff Kasson, Finance Director Brent Lewis, Public Service Director Gary Wilfong, Parks & Recreation Director Debbie McLaughlin, Community Center Manager T.J. Putnam, Recreations Superintendent Matt Leber, Police Chief Keith Hall, Fire Chief Chris Zimmer, Assistant Fire Chief Mike Bell, Community Affairs Director Emma Speight, Community Development Director Chad Gibson, and Human Resources Director Don Essex.

Pledge of Allegiance

The Pledge of Allegiance was led by Heidi Munc.

Consent Agenda

- a. Approve City Council Meeting Minutes for February 10, 2025**
- b. Ordinance No. 5-2025 - An ordinance amending 2025 appropriations and the 2025-2026 employee strength table as authorized by Ordinance No. 69-2024**

Vice President Close moved, seconded by Ms. Adams, to approve the Consent Agenda. The motion carried with the following vote:

Voting Aye: Adams, Close, Kulewicz, Lynch, Munc, and President Awakessien Jeter

Absent: Walter

Reports/Presentations

a. Recreation Program Update, a Joint Presentation by the Parks & Recreation Department and Parks & Recreation Advisory Board

The Parks and Recreation Director introduced the Parks and Recreations Advisory Board (PRAB) Chair Lindsey Christ to provide an update. She explained that PRAB has been collaborating on many of the projects that have come before Council. PRAB has been instrumental in bringing Play UA to residents, which is a financial grant awarded on a needs-basis to residents to provide access to Parks and Rec programs. They have also been heavily involved in the athletic turf management plan. They brought it to the community for their input, and it was an evolving plan that came before Council. In response to Vice President Close's question about board representation, Ms. Christ emphasized the goal of ensuring board representation from across the community to bring diverse perspectives on local parks.

The Community Center Manager provided an update on the Bob Crane Community Center, outlining key dates leading up to the grand opening. Membership sales start on March 10, available online and at the senior center. Parks and Rec staff will move into the new facility on March 17. Early tours, which have already generated interest, will be available at the end of March. In early April, residents can try some amenities before purchasing memberships. The grand opening and ribbon cutting will take place on April 6 at 4:00 p.m., with regular hours beginning April 7. Officials are coordinating with police and public services to ensure smooth traffic and parking.

The Recreation Superintendent announced the completion of the largest Activity Guide ever, showcasing new spaces and opportunities at the Community Center. Summer day camp registration is opening with a fourth location added. Staff recruitment is progressing well, and new programs include a year-round swim program, along with classes in pickleball, ballet, hip hop, personal training, and cooking. The ribbon-cutting for the Northam Tennis and Pickleball facilities will be on May 1 at 4:00 p.m. The new pickleball courts will be free to use with a separate entrance and a reservation system. Early program registration is available for residents and members before opening to all, with different pricing tiers.

b. Fire Division Strategic Plan Update, Presented by Fire Chief Zimmer and Assistant Fire Chief Bell

Fire Chief Zimmer and Assistant Fire Chief Bell presented an update on the 2025-2029 Strategic Plan (attached as Exhibit B). Chief Zimmer introduced the fire division's first strategic plan, developed through collaboration with staff, a consultant, and community input. The plan focuses on goals for the next three to five years, with key community priorities including EMS services, high satisfaction with UA FD, and interest in public education. The 2025-2029 initiatives include training and professional development, staffing, capital improvements, and community risk reduction. Efforts will focus on public

education, recruitment and retention, improved response times, fire prevention, equipment updates, and expanding the CARES program.

In response to Ms. Munc's question, Chief Zimmer stated that Station 73 is being maintained and could potentially reopen based on the City's size and population. The strategic plan will guide future planning in collaboration with the City Manager and Finance Director. President Awakessien Jeter praised the fire team for their high community satisfaction ratings. The Fire Chief also shared that new software has been purchased to collect data over the next few years, helping analyze run volumes, identify service gaps, and determine future project needs as the City grows and densifies.

c. Finance Director Report - January 2025

The Finance Director reviewed January 2025 finances, stating everything was good for the first month, and as data keeps coming, he will have further updates.

Motions – Administrative Items for Council Approval

a. Motion to Adopt the 2025-2026 Municipal Program of Services (Final Version)

Mr. Lynch moved, seconded by Vice President Close, to adopt the 2025-2026 Municipal Program of Services (Final Version). The motion carried with the following vote:

Voting Aye: Adams, Close, Kulewicz, Lynch, Munc, and President Awakessien Jeter

Absent: Walter

Legislative Items for Second Reading/Public Hearing

a. Ordinance No. 6-2025 - An ordinance amending various sections of Chapter 383 - Bicycles, Motorized Bicycles, and Motorcycles and § 543.02 - Adoption of Rules, Violations; Unauthorized and Prohibited Acts of the Upper Arlington Code of Ordinances

In response to President Awakessien Jeter's invitation to speak, there were no questions or comments from the public relative to Ordinance No. 6-2025.

The City Attorney provided updates on skateboarding regulations, with staff not recommending changes. Council discussed the challenges of prohibiting skateboards in the street, noting that sidewalks may be more hazardous due to uneven surfaces. Currently, skateboarding is allowed on sidewalks but not streets. The Police Chief cited past safety concerns and complaints, emphasizing that skateboards lack brakes or handles. Council debated whether lower-speed residential streets (25 MPH) might be suitable for skateboards, while higher-

speed roads like Fishinger Rd. (35 MPH) pose greater risks. They also considered whether motorized scooters should be permitted on 35 MPH roads.

Mr. Shulman explained that most traffic law enforcement occurs only when an officer witnesses a violation firsthand. Mayor's Court lacks jurisdiction over juveniles, so their cases go to Juvenile Court, where they are a lower priority. The proposed code change would improve enforcement by allowing charges of reckless operation if an accident occurs and those involved are identified at the scene.

Mr. Kulewicz questioned why the code singles out waterfowl and suggested banning feeding all wildlife instead. Vice President Close proposed removing the requirement for cyclists to ride in a single file line in the street, arguing it should not be mandatory.

President Awakessien Jeter supported the new traffic rules but opposed banning scooters in parks, arguing it unfairly targets juveniles and is impractical. She emphasized the need to curb reckless riding with better signage. The Police Chief noted the rule would provide enforcement options if issues arise. The City Attorney agreed to remove the ban on motorized vehicles in parks. Mr. Lynch requested further discussion on allowing skateboards on 25 MPH roads.

President Awakessien Jeter advised that the Third Reading/Public Hearing/Council Action will be on March 3, 2025.

City Manager Update

The City Manager shared the Goodie Shop will have a ribbon cutting for their expansion on March 4, at 1 p.m. The Bob Crane Community Center opens six weeks from today.

Council Liaison Report

Ms. Adams shared the annual Iftar Dinner will be hosted by CRC next week. The Cherry Blossom Festival will be held on April 7.

* * *

There being no further business to come before City Council, President Awakessien Jeter called for a motion to adjourn the meeting. Mr. Lynch moved, seconded by Ms. Adams, to adjourn. The motion carried unanimously and the meeting adjourned at 9:16 p.m.

Exhibit A

JA BOB CRANE
COMMUNITY CENTER



Bob Crane Community Center



BOB CRANE COMMUNITY CENTER GRAND OPENING HIGHLIGHTS

Join us as we celebrate the grand opening of the Bob Crane Community Center. Beginning March 25, visit and tour the facility, learn about memberships, amenities, programs, and our partner services.

Membership Pass Pre-Sales

Begins Monday, March 10

Purchase your Bob Crane Community Center membership passes ahead of opening day. Memberships can be purchased online (at parks.uaoh.net) or in person (at the Municipal Services Center or UA Senior Center).

Onsite Tours & Membership Pass Sales

Tuesday, March 25-Saturday, March 29

8 am-8 pm T-F, 8 am-1 pm Saturday

Visit uacommunitycenter.com to register for facility tours, or stop by for more information and to purchase your membership.

Preview the Community Center

Tuesday April 1-Thursday, April 3 | 9 am-Noon & 3-7 pm

*(*Tuesday, April 1 morning session reserved for older adults)*

Saturday, April 5 | 8 am-4 pm

While our staff completes training in advance of opening day, we have scheduled a series of preview sessions, which include the use of various facility amenities and demonstration classes. While the facility is open to explore and enjoy, visit uacommunitycenter.com for a list of drop-in activities.

Don't Miss Our "Sunday Celebration!"

Bob Crane Community Center

Grand Opening

Sunday April 6 | 4 pm Ribbon Cutting

Facility Open 4:30-8 pm

Following our ribbon cutting celebration, we invite you to explore the Community Center to enjoy activities, refreshments, tours, and more!

Business As Usual!

Begins Monday, April 7 | 5:30 am-10 pm

All Programs/Classes Move to the Bob Crane Community Center

The doors open first thing Monday, April 7 for daily operations.



Community Center Hours

Standard Hours:

- Monday-Friday: 5:30 am - 10 pm
- Saturday & Sunday: 8 am - 8 pm

Adjusted Hours:

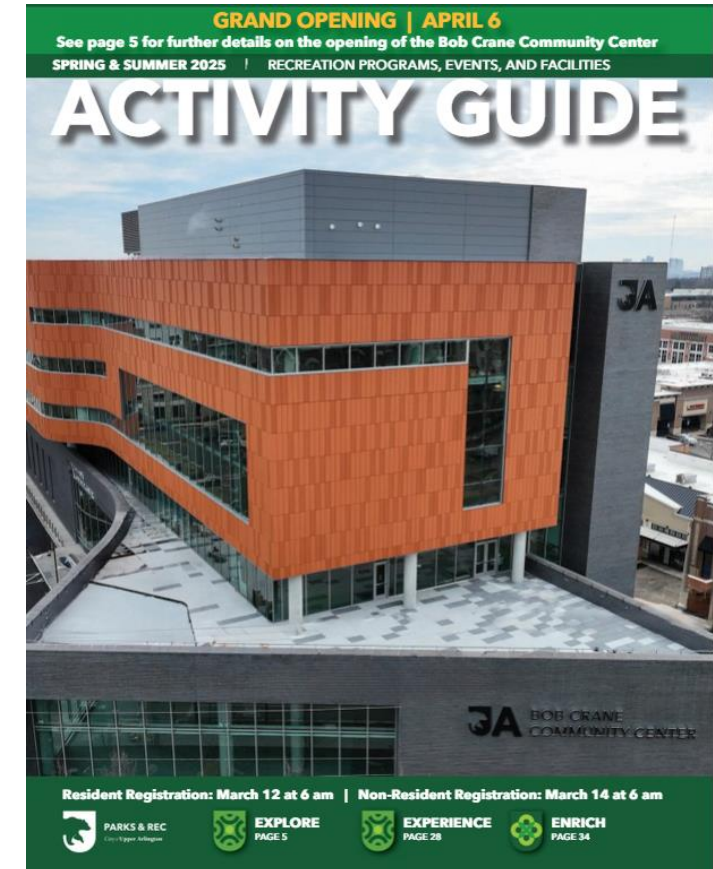
- Standard Hours: Martin Luther King, Jr. Day, President's Day, Juneteenth, Veteran's Day
- Adjusted Hours: New Year's Day, Memorial Day, Labor Day, Christmas Eve, New Year's Eve
- Closed: Easter, 4th of July, Thanksgiving, Christmas Day



Recreation Programming Update

Spring-Summer Activity Guide

- 112 pages, largest guide in recent years
- Registration
 - March 12, 6am for Residents and BCCC Members
 - March 14, 6am for Non-Residents
- New Programming made possible by the Bob Crane Community Center
- Traditional Spring-Summer programming at our parks and other city facilities



Summer Camps

Summer Day Camp 2025

- Added Fourth Day Camp location for 2025
- 4th and final location sold out within 2 hours
- 390 total participants registered, increased participants served by 100
- 29 unique registrants on the waitlist

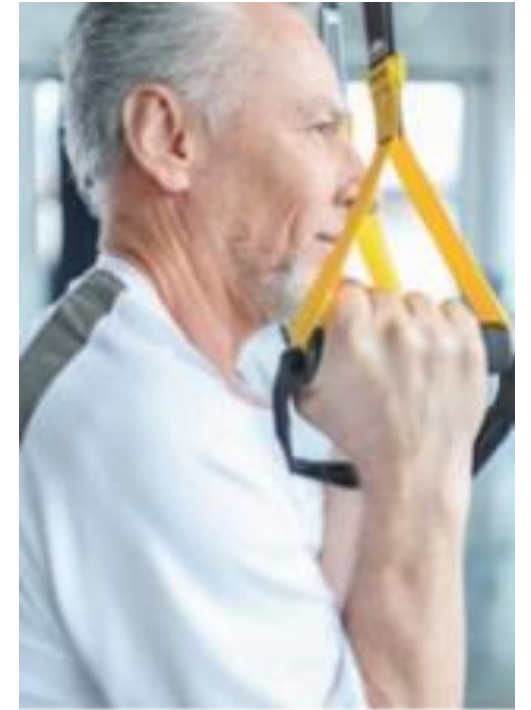
Several half-day camp opportunities available for registration on 3/12



New Programming at the BCCC

A taste of some of the new program opportunities made possible by the BCCC

- Indoor Aquatics Programming
 - Learn to Swim (All Ages), Sculpt, Aqua Zumba, & Sculpt Flow(Aqua Yoga)
- Filmmaking 101 (youth & adult)
- Hip Hop classes and Ballet classes (youth & adult)
- Creative Fashion Lab
- Art Exploration
- Cooking Demonstration Programs
- Cubs Corner – Toddler Open Gym
- Pickleball
- New Group Exercise Programs
 - Body Blast Bootcamp, Sunrise Flow, Evening Glow Yoga, TRX 101, Barre Fusion, Kettlebell 101, Take a Seat to the Beat, Ladies Who Lift
- 5 Personal Trainers working with all ages and abilities



Northam Tennis and Pickleball

- Ribbon Cutting for new courts and service building
 - Thursday, May 1 at 4:00pm
- Tennis
 - League play
 - Scheduled league play (19 Teams in 2025, compared to 17 in 2024)
 - 6 or fewer courts at a time
 - Added an evening time block for 8:30pm – 10pm for more available court time
 - Mike Haddow returning as Tennis Professional

Pickleball

- Court reservation system (free) from 8am – 8pm daily from April to October
 - Open play at all other times
- Programs are split between Northam and hybrid courts at Fancyburg and Thompson





**Upper Arlington
FIRE DIVISION**
Upper Arlington, Ohio





Overview

- **Consultant Profile**
- **Strategic Planning Overview**
- **Fire Division Strategic Planning Process**
- **Community Survey and Engagement**
- **Internal Workshop**
- **2025-2029 Strategic Planning Document**
- **Questions**

Consultant Profile: AP Triton

- **Selected through a competitive Request for Qualifications process.**
- **Established in 2014, AP Triton is a leading provider of consulting services to the public safety industry with a proven track record in the fire service, emergency medical services, law enforcement, fire prevention, life-safety programs, and public administrative services.**

Strategic Planning Overview

- A systematic process where an organization maps out its vision for how best to serve the community.
- Focus on setting priorities to strengthen operations by ensuring staff works toward the common goal of enhancing the quality of life for the community served.
- Hyper-focused on what the organization can achieve over the next three to five years.



Fire Division Strategic Planning Process

- **UAFD Strategic Planning Team made up of members from all positions, ranks, and tenure.**
- **AP Triton conducted an environmental scan of UAFD and the community.**
- **Internal and External Surveys conducted by AP Triton.**
- **September 17, 2024: AP Triton was available to meet directly with stakeholders.**
 - Department-Heads & Employees
 - Council Members
 - Community Members unable to attend the community workshop

Fire Division Strategic Planning Process

➤ Workshops

- September 17, 2024: Half day community workshop
 - Discussion of external survey results with a forced comparison and feedback session.
- September 18-19, 2024: 2-day internal stakeholder workshop to review data and develop the plan
 - Included development of and editing the **Mission, Vision, and Values** statements.
 - Strengths, Weaknesses, Opportunities, Threats, and Challenges Assessment (SWOT/C) exercise which then culminated into the final strategic plan document.

Community Survey and Engagement

Community Affairs assisted with disseminating the survey

- 21,000 emails to residents
- Tri-Village Chamber
- Civic Groups
 - UA Community Foundation
 - Rotary
 - Kiwanis
- Social Media – 7,991 connections
- UAFD contacts
 - Auto-Aid Departments, Law Enforcement, Hospitals, Emergency Management Agencies

655 respondents – One of the highest number of respondents AP Triton has experienced.



Community Survey Results

Key Trends

- High Satisfaction with UAFD Services
 - 92% of those who had received services reported being very satisfied.
 - Per AP Triton: 70-80% highly satisfied equates to a high-functioning agency
 - 92% is rarely if ever, seen in their experience
- 97% of Respondents rated Emergency Medical Services (EMS) and Fire Suppression Capabilities as a Critical Priority
- Enhance Community Engagement and Education
 - ...with a specific focus on hands-on public education and safety preparedness for all ages
- While many were satisfied with current response times, some concerns were expressed related to future response times related to economic development in the city



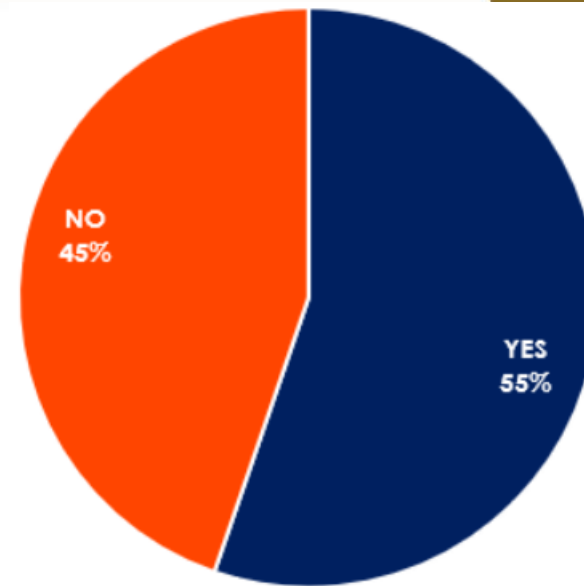
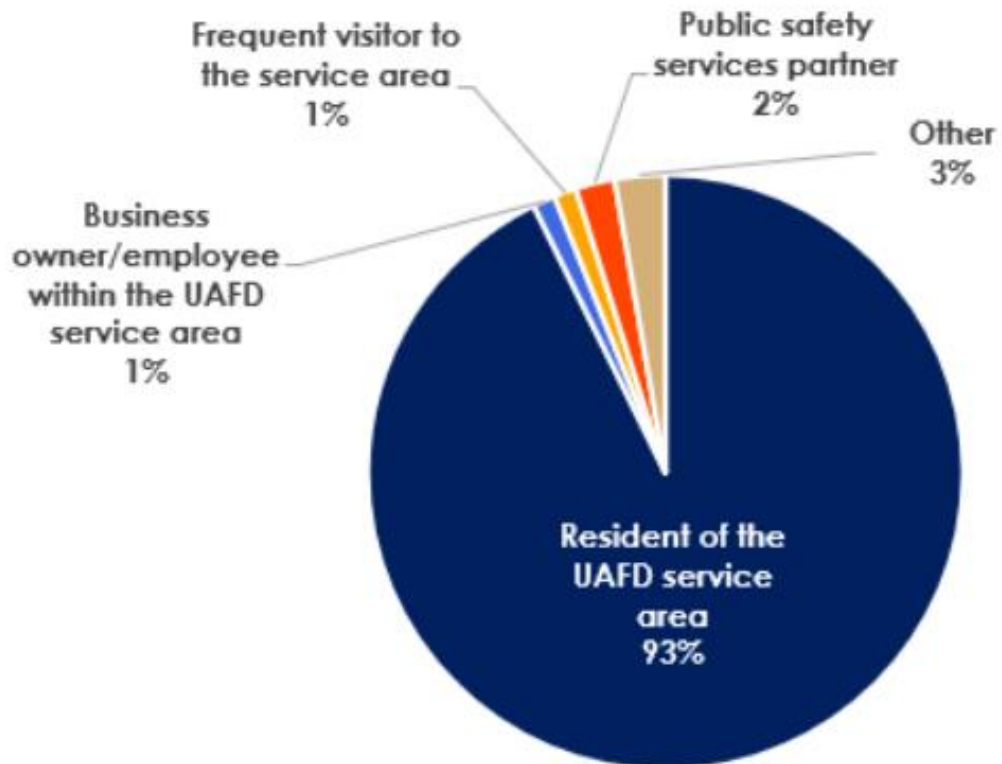
Community Survey Results

Top Recommendations (unranked)

- Expand CPR and Public Safety Education Programs
 - “Invest in and expand CPR, first aid, and fire safety education programs, especially hands-on training for both adults and children.”
- Maintain and Improve Response Times
 - “particularly in areas with traffic or further from fire stations”
- Increase Staffing and Continued Hiring of Qualified Personnel
- Increase Community Visibility and Engagement
 - “Such events can strengthen relationships between the UA FD and residents, fostering a sense of safety and trust.”
- Continue to Upgrade Equipment and Facilities
 - “Ensuring that fire equipment and facilities remain modern and well-maintained.”

Community Survey Results

Respondent's Relationship to UAFD



What is the community's image of UAFD?

92% report excellent

8% report image as being good

Zero ratings as average, poor, or no opinion

Have you received services from the Fire Division?

92% of Yes respondents report being "Very Satisfied."

98% report being satisfied or above

"Most communities surveyed give a very satisfied rating 70–80% of the time." APTriton



Community Survey Results

Service Priority Ranking Activity



Priority 1

Emergency response activities

- Emergency Medical
- Fire Suppression
- Haz Mat / Tech Rescue

Priority 2

Community Risk Reduction

- CARES
- Public Education
- Inspection / Investigation

Priority 3

- Emergency Management
- Plan Review
- Public Outreach
- Community Events



Community Survey Results

(open comment section, unranked)

- **What changes would you like to see in the UAFD in the next five years?**
 - More Public Education and Community Engagement
 - Ensure Adequate Staffing and Hiring of Qualified Personnel
 - Equipment and Technology Updates
 - State-of-the-Art Facilities (Remodel / Replacement)
 - Continued Training and Development

Community Workshop

September 17, 2024, held in council chambers:

- 250+ invited
- Even mix of residents, business owners and UA FD partners
- 35 people in attendance
- 5 current or former elected officials
- 5 civic organization members
- 5 local business representatives
- 5 medical facility representatives
- 6 residents
- 4 representatives from Schools / Library
- 5 Other (neighboring FD/PD, MAB, COSWM)

Most of the above fit into more than one category

Internal Workshop

September 18-19, 2024, at Station 72:

- **23 people in attendance**
 - Assistant City Manager Thiel
 - Dr. Brad Raetzke, MD, UA FD Medical Director
 - Ginny Barney, UA Resident and former city manager and member of council
 - Pam Dobies, UA FD Public Safety Educator, UA Resident
 - 2 Members of Local 1521 executive board
 - 17 UA FD staff members: mix of all positions, ranks, and tenure to include the Chief and Assistant Chief

- AP Triton facilitated the process, centering conversation and activities on the community survey and priorities identified in the workshop which resulted in the creation of the 2025-2029 Strategic Plan



2025-2029 Strategic Plan

Mission Statement

To preserve life and property, reduce community risk, and promote quality of life.

Values Statement

- To adapt to the community's evolving needs.
- To lead in innovation, education, and service delivery.
- To be a model of excellence.

Vision Statement

- **Professionalism:** Dedicated to the highest standards of excellence.
- **Service:** Committed to serving the community and each other.
- **Integrity:** Serving ethically and honestly with accountability.
- **Respect:** Treating all with dignity, compassion, and courtesy.
- **Teamwork:** Committed to working together towards common goals.

2025-2029 Strategic Plan

Initiative 1: Training & Professional Development

- Enhance New Employee Training
- Formalize and Expand Fire Training Program
- Enhance Leadership Training and Succession Planning
- Enhance EMS Training



2025-2029 Strategic Plan

Initiative 2: Operational Performance & Staffing

- Determine community risk and the Division's ability to provide effective coverage
 - Standards of Cover (SOC) / Community Risk Assessment (CRA)
 - Improve Response Times
 - Identify Gaps in Service Delivery and Capacity
- Recruitment and Retention



2025-2029 Strategic Plan

Initiative 3: Capital Improvements

- Maintain the Frontline Apparatus Replacement Plan
- Maintain Existing Facilities, Future Station Location
- Replace Fire Education Trailer
- Replace Breathing Apparatus
- Maintain Service Life Rotation of all Protective Gear



2025-2029 Strategic Plan

Initiative 4: Community Risk Reduction

- Expand Impact and Awareness of Public Education Programming
- Increase the Capacity of Fire Prevention Efforts
- Expand Impact of CARES Program



Conclusion

- This strategic plan is a roadmap for the next five-year cycle for the Fire Division
- Fire Division leadership will delegate goals and objectives to designated program managers
- Plan is dynamic, subject to modifications as circumstances and events evolve
- Progress will be monitored and managed and adjustments made as necessary
- The ***mission***, ***vision***, and ***values*** serve as our guiding principles



Questions



Authors:	Darren Shulman, City Attorney
Council Meeting Date:	March 3, 2025
Subject/Legislative Item:	Ordinance No. 6-2025 - An ordinance amending various sections of Chapter 383 - Bicycles, Motorized Bicycles, and Motorcycles and § 543.02 - Adoption of Rules, Violations; Unauthorized and Prohibited Acts of the Upper Arlington Code of Ordinances (<i>Kulewicz</i>)
Purpose:	This ordinance updates Chapter 383 of the City's traffic code and the City's park rules.
Executive Summary:	Chapter 383's revisions are proposed as part of the City's code review project to update and simplify Upper Arlington's Codified ordinances. The changes to 543.02 prohibit using a motorized or electric transportation device (other than motorized wheelchairs and personal assistive mobility devices) in the parks.

Purpose and Impact

Chapter 383's revisions are proposed as part of the City's code review project to update and simplify Upper Arlington's Codified ordinances. To this end, the code makes the following changes:

- New section 383.01 provides general rules for all forms of transportation other than walking. The approach taken in this section is intended to provide simple rules that cover all the emerging forms of transportation such as e-bikes and scooters.
- The addition of the new 383.01 allows language in other sections to be stricken, resulting in the changes in 383.02, 383.13, 383.15, 383.16, and the deletion of the previous 383.01.

The changes to 543.02 began with prohibiting using a motorized or electric transportation device (other than motorized wheelchairs and personal assistive mobility devices) in the parks. Staff recommended this change due to the high number of complaints received. As staff reviewed the rules, additional cleanup and substantive changes were recommended by staff and the Parks and Recreation Advisory Board. The following are the substantive changes:



- Allowing use of a metal detector but not allowing digging in a park
- Providing considerations the City will review granting a permit to sell or provide instructional services on park grounds or parking lots.
- Prohibiting the use of vehicles or devices used to transport a person that is propelled by a motor or electricity.
- Providing times when park lighting at Sunny 95 park and ball diamonds/courts may be used
- Prohibiting release of domesticated or exotic fish or animals in a park
- Adding vaping and e-cigarettes to the smoking prohibition

2/24 Update: Following up on feedback received from Council at the first reading, staff examined permitting skateboards to ride side by side in the street. Staff do not recommend this change due to the safety risk and possible disruption for drivers it would cause. Staff basis the recommendation on differences between bikes and scooters and skateboards. Bikes and Scooters typically have lights or reflectors and (for the most part) some sort of device you can see. Skateboards have a minimal profile, consisting only of a board the rider stands on. Skateboards also do not have lights or reflectors. In addition to visibility issues, a skateboard does not have brakes or handles, posing a greater risk of losing control or falling into the street in front of a car. Staff also believe that bikes and scooters are less likely to impede traffic than a skateboard because they travel at a faster rate. Initial research indicates a bike's average speed for a beginner on flat terrain is 12 mph, while a very experienced skateboarder can travel approximately 7 mph.

Council also asked questions involving the number of calls the City receives about this issue. Attached is chart the police department created in August of last year that details the number of calls for service (CFS) that involved scooters, e-bikes, and skateboards:



Non-MV Transportation CFS				
	2021	2022	2023	2024 YTD
Total Scooter CFS	18	29	49	39
Total Skateboard CFS	10	8	11	3
Total E-Bike CFS	2	2	4	5
Juvenile Scooter CFS	3	2	10	21
Juvenile Skateboard CFS	3	1	3	0
Juvenile E-Bike CFS	0	2	1	1
UA Parks Scooter CFS	0	0	0	6*
UA Parks Skateboard CFS	0	0	1	0
UA Parks E-Bike CFS	0	1	0	0
*5 incidents at Thompson Park				

History

This project was initially undertaken with the purpose of prohibiting the use electric/motorized vehicles in parks due to the number of resident complaints received, citing safety concerns. In addition to amending the park rules, the traffic code was examined to align with the change. During the review process, other changes were suggested for the park rules and the traffic code sections were given a thorough review as part of the code cleanup project.

Alternatives

Staff recommends passing this language to allow the new park rules to take effect before spring. In the alternative, Council could decline to pass some or all of these changes.

Attachments

1.	Ordinance No. 6-2025
2.	Exhibit A - Draft Code Changes - Motorized Scooters in Parks
3.	Amended Exhibit A - Draft Code Changes - Motorized Scooters in Parks 2.27.25



RECORD OF ORDINANCES

CITY OF UPPER ARLINGTON
STATE OF OHIO

ORDINANCE NO. 6-2025

TO AMEND VARIOUS SECTIONS OF CHAPTER 383 – BICYCLES, MOTORIZED BICYCLES, AND MOTORCYCLES AND § 543.02 – ADOPTION OF RULES, VIOLATIONS; UNAUTHORIZED AND PROHIBITED ACTS OF THE UPPER ARLINGTON CODE OF ORDINANCES

WHEREAS, over the past year, City staff have received numerous concerns regarding safety issues caused by motorized vehicles in City parks; and

WHEREAS, a comprehensive review of existing park regulations was conducted, leading to recommended updates presented to the Parks and Recreation Advisory Board (PRAB), which endorsed the changes and recommended approval by City Council; and

WHEREAS, the City Attorney has reviewed the traffic code to ensure consistency with the proposed park regulations; and

WHEREAS, Staff recommend City Council approval of these code changes to enhance public safety and align regulations accordingly.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Upper Arlington, Ohio:

SECTION 1. Sections 383.01, 383.02, 383.13, 383.15, and 383.16 of Chapter 383 – Bicycles, Motorized Bicycles, and Motorcycles and § 543.02 – Adoption of Rules, Violations; Unauthorized and Prohibited Acts, of Chapter 543 – Parks, Playgrounds and Open Spaces, of the Upper Arlington Code of Ordinances is hereby amended as described in EXHIBIT A, attached hereto and made a part herein.

SECTION 2. This ordinance shall take effect 30 days after passage.

Ordinance No. 6-2025 EXHIBIT A

CHAPTER 383. - BICYCLES, MOTORIZED BICYCLES, AND MOTORCYCLES, AND OTHER FORMS OF
TRANSPORTATION OTHER THAN WALKING

§383.01 TRANSPORTATION RULES FOR FORMS OF TRANSPORTATION OTHER THAN WALKING.

(A) THIS SECTION SHALL APPLY TO ALL FORMS OF TRANSPORTATION OTHER THAN WALKING.

(B) ALL TRAFFIC LAWS MUST BE FOLLOWED WHEN USING ANY FORM OF TRANSPORTATION. ALL TRAFFIC LAWS THAT BY THEIR NATURE COULD APPLY TO A MODE OF TRANSPORTATION OTHER THAN WALKING, DO APPLY UPON ANY PUBLIC STREET, HIGHWAY, SIDEWALK, OR SHARED-USE PATH, OR UPON ANY PORTION OF A ROADWAY SET ASIDE FOR THE EXCLUSIVE USE OF BICYCLES.

(C) WHEN USING A VEHICLE OR OTHER TRANSPORTATION DEVICE, THE VEHICLE/DEVICE MAY ONLY CARRY THE NUMBER OF PEOPLE THE VEHICLE/DEVICE IS DESIGNED FOR.

(D) DUE CARE MUST BE TAKEN WHEN PASSING.

(E) NO PERSON SHALL TRAVEL RECKLESSLY ON A CITY STREET OR SIDEWALK.

(F) UNLESS TRAVELING UNDER THE CIRCUMSTANCES PROVIDED IN C.O. 383.04, WHEN TWO
(2) OR MORE PERSONS ARE TRAVELING TOGETHER THEY SHALL DO SO IN SINGLE FILE.

§ 383.01 APPLICATION OF TRAFFIC CODE TO BICYCLES.

~~(A) Except as provided in subsection (C), all sections of this traffic code which are applicable to bicycles apply whenever a bicycle is operated upon any street or highway or upon any path set aside for the exclusive use of bicycles.~~

~~(B) A bicycle operator who violates any section of this traffic code as described in subsection (A) of this section that is applicable to bicycles may be issued a ticket, citation, or summons by a law enforcement officer for the violation in the same manner as the operator of a motor vehicle would be cited for the same violation.~~

~~(C) The following sections of the traffic code shall apply whenever a bicycle is operated upon any street, highway, any path set aside for the exclusive use of bicycles, or any public or private property used by the public for purposes of vehicular travel or parking:~~

~~(1) C.O. § 315.02;~~

- ~~(2) C.O. § 315.03;~~
- ~~(3) C.O. § 351.25;~~
- ~~(4) C.O. § 353.01;~~
- ~~(5) C.O. § 353.02;~~
- ~~(6) C.O. § 353.03;~~
- ~~(7) C.O. § 357.01;~~
- ~~(8) C.O. § 357.02; or~~
- ~~(9) C.O. § 357.03.~~

§383.02 RULES FOR BICYCLES, MOTORIZED BICYCLES AND MOTORCYCLES. RESERVED.

- ~~(A) (1) No person operating a bicycle shall ride other than upon or astride the permanent and regular seat attached thereto, or carry any other person upon the bicycle other than upon a firmly attached and regular seat thereon, and no person shall ride upon a bicycle other than upon a firmly attached and regular seat.~~
 - ~~(2) No person operating a motorized bicycle or motorcycle shall ride other than upon or astride the permanent and regular seat or saddle attached thereto, or carry any other person upon the motorized bicycle or motorcycle other than upon a firmly attached and regular seat thereon, and no person shall ride as a passenger upon a motorized bicycle or motorcycle other than upon a firmly attached and regular seat or saddle.~~
 - ~~(3) No bicycle, motorized bicycle or motorcycle shall be used to carry more persons at one (1) time than the number for which it is designed and equipped, nor shall any motorcycle or motorized bicycle be operated on a street or highway when the handle bars or grips are more than fifteen (15) inches higher than the seat or saddle for the operator.~~
 - ~~(4) No person shall ride upon a bicycle, motorized bicycle or motorcycle that is equipped with a saddle other than while sitting astride the saddle, facing forward, with one (1) leg on each side of the bicycle, motorized bicycle or motorcycle.~~
- ~~(B) No person operating a bicycle, motorized bicycle, or motorcycle shall carry any package, bundle or article that prevents the driver from keeping at least one (1) hand upon the handle bars.~~
- ~~(C) No person shall operate a motorized bicycle upon a street or highway or any public or private property used by the public for purposes of vehicular travel or parking, unless both of the following conditions are met:~~
 - ~~(1) The person, is fourteen (14) years of age or older and holds either a valid operator's license issued under ORC ch. 4507.~~

- ~~(2) A valid motorized bicycle license is issued after the person has passed the test provided for in ORC § 4511.521.~~
- ~~(D) No person shall operate or be a passenger on a motorcycle without using safety glasses or other protective eye device.~~
- ~~(E) When required, a signal of intention to move right or left shall be made not less than once but is not required to be continuous. A bicycle operator is not required to make a signal if the bicycle is in a designated turn lane, and a signal shall not be given when the operator's hands are needed for safe operation of the bicycle or motorized bicycle.~~
- ~~(F) Nothing in this section shall be construed as prohibiting the carrying of a child in a seat or trailer that is designed for carrying children and is firmly attached to the bicycle or motorized bicycle.~~

§ 383.13 SKATEBOARDS.

- (A) As used in this section the term skateboard shall, without limitation, include any vehicle or device consisting basically of a board or platform mounted on wheels or rollers, whether powered by gravity, muscle power or mechanical or motorized means, which is not equipped with a positive, mechanical means of steering such vehicle or device.
- (B) It shall be unlawful for any person to ride or propel a skateboard on any roadway in this city.
- (C) No person shall ride or propel a skateboard upon a sidewalk within a business district.
- ~~(D) No person shall operate a skateboard at a speed greater than is reasonable and prudent under the conditions then existing.~~

~~§ 383.15 IN-LINE SKATES AND ROLLER SKATES.~~

- ~~(A) Skates and skate: mean, respectively, in-line skates and roller skates, and the use of such devices on the feet as a means of propelling oneself by human power or gravity. The terms do not include skateboards as defined in C.O. § 383.13.~~
- ~~(B) It shall be unlawful for any person to skate on the following roadways except to cross these streets at intersections or crosswalks: Arlington Avenue, Arlington Centre Boulevard, Cambridge Boulevard, Coach Road, Dierker Road, Fifth Avenue, Fishinger Road, Henderson Road, Highland Drive, Kenny Road, King Avenue, Lane Avenue, Lane Road, MacKenzie Drive, McCoy Road, North Broadway, North Mallway, North Star Road, Northwest Boulevard, Nugent Drive, Redding Road, Reed Road, Riverside Drive, South Mallway, Trabue Road, Tremont Road, Waltham Road and Zollinger Road.~~
- ~~(C) No person shall skate upon a sidewalk within a business district or within a shopping center.~~

- ~~(D) No person shall skate on a street or roadway during the time from one-half (½) hour after sunset to one-half (½) hour before sunrise;~~
- ~~(E) No person shall skate upon public or private property used by the public for purposes of vehicular travel or parking unless the following conditions are met:~~
- ~~(1) The person shall wear a protective helmet with the chin strap properly fastened and wrist guards (wrap around or pull-on device with high impact splints along the top and bottom);~~
 - ~~(2) A person skating on a street or roadway shall skate as near to the right hand side of the street or roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction, and shall obey all other traffic rules applicable to vehicles;~~
 - ~~(3) When two (2) or more persons are skating together they shall skate in single file;~~
 - ~~(4) When a person skating is approached by a public safety vehicle signaling in compliance with C.O. § 351.25, the person shall immediately pull to the side of the street or roadway and stop until the vehicle has passed;~~
 - ~~(5) No person shall skate recklessly, skate backwards, skate while wearing headphones, or skate without exercising ordinary care;~~
 - ~~(6) No person shall skate by being propelled by a vehicle, nor shall any person knowingly propel a person who is skating by use of a vehicle or other means.~~

~~§ 383.16 APPLICATION OF THE TRAFFIC CODE TO ELECTRONIC SCOOTERS.~~

- ~~(A) The following sections of the traffic code shall apply whenever an electronic scooter is operated upon any street, highway, any path set aside for the exclusive use of bicycles or electronic scooters, or any public or private property used by the public for purposes of vehicular travel or parking:~~
- ~~(1) C.O. § 315.02;~~
 - ~~(2) C.O. § 315.03;~~
 - ~~(3) C.O. § 351.25;~~
 - ~~(4) C.O. § 353.01;~~
 - ~~(5) C.O. § 353.02;~~
 - ~~(6) C.O. § 353.03;~~
 - ~~(7) C.O. § 357.01;~~
 - ~~(8) C.O. § 357.02; or~~
 - ~~(9) C.O. § 357.03.~~
- ~~(B) An electronic scooter operator who violates any section of this traffic code as described in subsection (A) of this section may be issued a ticket, citation, or summons by a law~~

enforcement officer for the violation in the same manner as the operator of a motor vehicle would be cited for the same violation.

~~(C) The following sections of this chapter shall apply to the use of electronic scooters:~~

~~(1) C.O. § 383.03;~~

~~(2) C.O. § 383.06;~~

~~(3) C.O. § 383.08.~~

CHAPTER 543. PARKS, PLAYGROUNDS AND OPEN SPACE AREAS

§ 543.02 ADOPTION OF RULES, VIOLATIONS; UNAUTHORIZED AND PROHIBITED ACTS.

(A) The following rules and regulations are ordained and established for the conduct in the parkettes, public parks, playgrounds and open space areas of the city.

- (1) No person shall cut, injure, deface, remove or disturb any tree, shrub, building, fence, sign, bench or other structure, apparatus or property; or pick, cut, or remove any shrub, bush or flower; or mark or write upon any building, fence, bench or other structure. **THE USE OF A METAL DETECTOR IS PERMITTED, BUT DIGGING IS NOT PERMITTED.**
- (2) No person shall make or kindle an open fire except in **BARRELS**, fireplaces, or picnic **GRILLS** stoves provided **BY THE CITY** for that purpose.
- (3) No abusive, profane or indecent language, or any lewd or obscene conduct, or any other conduct that may annoy others, shall be allowed.
- (4) (a) No person, except law enforcement officers within the scope of their duties, shall shoot or discharge any firearms of any description, knives, bows and arrows, crossbows, air and gas guns, slingshots, missiles or missile-throwing devices, or other dangerous ordnance or deadly weapon as defined in C.O. ch. 523.
(b) No person shall have in his or her possession or ignite or detonate any fireworks, or explosive devices, **OR MODEL ROCKETS**, as defined in C.O. ch. 523, without having first obtained in writing the permission of the director of parks and recreation **AND FIRE CHIEF.**
- (c) **MODEL ROCKETRY, ARCHERY AND SIMILAR HOBBIES AND/OR ACTIVITIES SHALL BE PROHIBITED WITHOUT THE WRITTEN PERMISSION OF THE DIRECTOR OF PARKS AND RECREATION.**
- (5) No person shall sell, offer or solicit for sale any goods or merchandise, **CONDUCT BUSINESS, OR PROVIDE INSTRUCTIONAL SERVICES ON PARK GROUNDS OR PARKING LOTS** without a written permit therefore from the director of parks and recreation. **THE FOLLOWING ARE CONSIDERATIONS FOR GRANTING A PERMIT:**

(a) PERSON HAS ENTERED INTO A CONTRACT WITH THE CITY FOR SUCH SALES AS A SERVICE TO PATRONS AT FACILITIES SPECIFICALLY DESIGNED FOR SUCH PURPOSE, INCLUDING, BUT NOT LIMITED TO POOL CONCESSION STANDS, COMMUNITY CENTER CAFÉ, AND VENDING MACHINES.

(b) SALES ARE BEING DONE AS PART OF EITHER A CITY HOSTED OR CITY PERMIT APPROVED SPECIAL EVENT. SPECIAL EVENTS FOR THE PURPOSE OF PROMOTING A PRIVATE BUSSINESS SHALL NOT BE APPROVED. SPECIFICALLY, THE SALE OF BEVERAGES, PRE-PACKAGED GOODS, OR SALES FROM FOOD TRUCKS ARE ONLY PERMITTED ON PARK GROUNDS OR PARKING LOTS IF PART OF A PERMITTED EVENT.

(c) INSTRUCTIONAL SERVICES ARE BEING PERFORMED BY A PERSON THAT HAS ENTERED INTO A CONTRACT WITH THE CITY FOR SUCH PURPOSES. THIS SHALL INCLUDE GROUP PROGRAMS AS WELL AS INDIVIDUAL LESSONS.

- (6) No person shall use, consume, carry or bring any alcoholic beverage in or upon any parkette, public park, playground or open space areas.
- (a) This subsection does not apply to intoxicating liquor or beer consumed on the premises of the Amelita Mirolo Barn or within the **EVENT AREAS** enclosed area of Northam Park designated by the city manager in accordance with a city permit issued by the city manager pursuant to C.O. § 131.05.
- (7) Betting, gambling in any form or maintaining any gambling equipment is prohibited.
- (8) The playing of baseball, golf and other games, **ACTIVITIES**, or contests involving risk of injury to persons or property is prohibited except in areas expressly set aside for such activities, unless otherwise approved by the director of parks and recreation.
- (9) No person shall distribute any advertising, commercial or promotional circulars, cards or written matter, **OR PLACE SIGNS** within any parkette, public park, or playground, or open space areas.
- (10) No **EVENTS**, entertainment or exhibition (**PUBLIC OR PRIVATE**) shall be given in any parkette, public park, playground, or open space areas except under the direction or by written permission of the director of parks and recreation.
- (11) It shall be unlawful for any person to scatter or litter any form of waste material **INCLUDING BUT NOT LIMITED TO WRAPPERS, GUM, SEEDS, AND CIGARETTE BUTTS.**
- (12) No motor vehicles of any description **OR OTHER VEHICLE OR DEVICE USED TO TRANSPORT A PERSON THAT IS PROPELLED BY A MOTOR OR ELECTRICITY**, other than municipal service or emergency vehicles, may enter upon a parkette, public park, playground or open space areas, except as authorized by the director of parks and recreation. **THIS SECTION DOES NOT PROHIBIT MOTORIZED WHEELCHAIRS AND ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, WHICH ARE EXCLUDED FROM THE DEFINITION OF VEHICLE IN C.O. 301.05**
- (13) No person or group of persons shall erect, place or cause to be placed, alter or cause to be altered any equipment (**INCLUDING STAKES OR INFLATABLE APPARATUS**),

facilities or grounds in the city-owned parkette, public park, playground, or open space areas without special written permission from the director of parks and recreation.

- (14) No person or group of persons shall enter, use or remain upon city parkette, public park, playground or open space areas between the hours of 11:00 p.m. to 5:00 a.m. except upon the express authorization of the director of parks and recreation.

(a) LIGHTS FOR THE MULTI-SPORT COURT AT SUNNY 95 PARK ARE LIMITED TO USE UP TO 9:30 PM.

(b) ALL OTHER PARK LIGHTING SYSTEMS FOR ACTIVE AREAS SUCH AS BALL DIAMONDS AND COURTS SHALL ONLY BE USED WITHIN THE DESIGNATED PARK HOURS.

- (15) No person shall feed, cause to be fed or provide food for any waterfowl on any public property within the boundaries of the city. Exceptions to this will only be granted through city, state and/or federal permitting processes.

(a) Signs shall be conspicuously posted to notify individuals that feeding of waterfowl is prohibited on public property within the city.

(b) The absence of a sign shall not be an indication that the no feeding of waterfowl policy does not apply to a particular water source.

(c) Defacing, tampering, moving, or damaging such signs shall constitute a violation of this chapter in addition to any other penalties that may apply regarding the defacement of public property.

- (16) No person in a park shall engage in the activities of swimming, wading, boating and/or ice skating in areas or at times which have not been set aside for these purposes by appropriate signage.

(a) Signs shall be conspicuously posted to notify individuals that these activities are prohibited on public property within the city.

(b) The absence of a sign shall not be an indication that these activities do not apply to a particular water source.

(c) Defacing, tampering, moving or damaging such signs shall constitute a violation of this chapter in addition to any other penalties that may apply regarding the defacement of public property.

- (17) **REGULATIONS REGARDING ANIMALS**

(a) No person in a park shall hunt, capture, take, trap or in any other way abuse, molest, injure, pursue or destroy any animal without the permission of the director other than by fishing.

(b) NO PERSON SHALL RELEASE ANY DOMESTICATED OR EXOTIC FISH OR ANIMALS IN ANY PARK.

(c) ALL PERSONS USING A PARK MUST COMPLY WITH C.O 519.02 (ANIMALS AT LARGE AND ANIMALS CAUSING PHYSICAL HARM.)

- (18) Fishing on a catch-and-release only basis is permitted within the City of Upper Arlington. After capture, all fish must be unhooked and returned to the water unharmed. No person shall take or carry away or attempt to take or carry away any fish caught in a public body of water within the City of Upper Arlington.
- (a) Signs shall be conspicuously posted to notify individuals that a water source is catch-and-release fishing only and criminal penalties exist for taking or carrying away, or attempting to take or carry away fish from the water source.
 - (b) The absence of a sign shall not be an indication that this catch and release policy does not apply to a particular water source.
 - (c) Defacing, tampering, moving or damaging such signs shall constitute a violation of this chapter in addition to any other penalties that may apply regarding the defacement of public property.
 - (d) No person in a park shall fish in public park waters in violation of any sign or signs prohibiting fishing or a manner thereof.
- ~~(19) Model rocketry, archery and similar hobbies and/or activities shall be prohibited without the written permission of the director of parks and recreation.~~
- (19)(20) Smoking and the use of any smoking, **VAPING, OR E-CIGARETTE** materials or devices within any areas of any parkette, public park, playground, or open space areas is prohibited.
- (B) (1) Except as provided in subsections (B)(2) and (B)(3), whoever violates this section is guilty of violating park rules and regulations, a minor misdemeanor.
- (2) If the offender has previously been convicted of a violation of this section, violating park rules is a misdemeanor of the fourth degree.
 - (3) If a violation of this section constitutes a higher classification of offense under another section of the general offenses code or under a state or federal statute, then the offender may also be prosecuted for said section of the general offense code or state or federal statute. It is the intent of this section that the offender be subject to the full range of penalties provided by said section of the general offense code or state or federal statute.

Amended 2.27.25

Ordinance No. 6-2025 EXHIBIT A

CHAPTER 383. - BICYCLES, MOTORIZED BICYCLES, AND MOTORCYCLES, AND OTHER FORMS OF
TRANSPORTATION OTHER THAN WALKING

§383.01 TRANSPORTATION RULES FOR FORMS OF TRANSPORTATION OTHER THAN WALKING.

(A) THIS SECTION SHALL APPLY TO ALL FORMS OF TRANSPORTATION OTHER THAN WALKING.

(B) ALL TRAFFIC LAWS MUST BE FOLLOWED WHEN USING ANY FORM OF TRANSPORTATION. ALL TRAFFIC LAWS THAT BY THEIR NATURE COULD APPLY TO A MODE OF TRANSPORTATION OTHER THAN WALKING, DO APPLY UPON ANY PUBLIC STREET, HIGHWAY, SIDEWALK, OR SHARED-USE PATH, OR UPON ANY PORTION OF A ROADWAY SET ASIDE FOR THE EXCLUSIVE USE OF BICYCLES.

(C) WHEN USING A VEHICLE OR OTHER TRANSPORTATION DEVICE, THE VEHICLE/DEVICE MAY ONLY CARRY THE NUMBER OF PEOPLE THE VEHICLE/DEVICE IS DESIGNED FOR.

(D) DUE CARE MUST BE TAKEN WHEN PASSING.

(E) NO PERSON SHALL TRAVEL RECKLESSLY ON A CITY STREET OR SIDEWALK.

(F) UNLESS TRAVELING UNDER THE CIRCUMSTANCES PROVIDED IN C.O. 383.04, WHEN TWO (2) OR MORE PERSONS ARE TRAVELING TOGETHER THEY SHALL DO SO IN SINGLE FILE.

§ 383.01 APPLICATION OF TRAFFIC CODE TO BICYCLES.

(A) ~~Except as provided in subsection (C), all sections of this traffic code which are applicable to bicycles apply whenever a bicycle is operated upon any street or highway or upon any path set aside for the exclusive use of bicycles.~~

(B) ~~A bicycle operator who violates any section of this traffic code as described in subsection (A) of this section that is applicable to bicycles may be issued a ticket, citation, or summons by a law enforcement officer for the violation in the same manner as the operator of a motor vehicle would be cited for the same violation.~~

(C) ~~The following sections of the traffic code shall apply whenever a bicycle is operated upon any street, highway, any path set aside for the exclusive use of bicycles, or any public or private property used by the public for purposes of vehicular travel or parking:~~

- ~~(1) C.O. § 315.02;~~
- ~~(2) C.O. § 315.03;~~
- ~~(3) C.O. § 351.25;~~
- ~~(4) C.O. § 353.01;~~
- ~~(5) C.O. § 353.02;~~
- ~~(6) C.O. § 353.03;~~
- ~~(7) C.O. § 357.01;~~
- ~~(8) C.O. § 357.02; or~~
- ~~(9) C.O. § 357.03.~~

§383.02 RULES FOR BICYCLES, MOTORIZED BICYCLES AND MOTORCYCLES. RESERVED.

- (A) ~~(1) No person operating a bicycle shall ride other than upon or astride the permanent and regular seat attached thereto, or carry any other person upon the bicycle other than upon a firmly attached and regular seat thereon, and no person shall ride upon a bicycle other than upon a firmly attached and regular seat.~~
 - ~~(2) No person operating a motorized bicycle or motorcycle shall ride other than upon or astride the permanent and regular seat or saddle attached thereto, or carry any other person upon the motorized bicycle or motorcycle other than upon a firmly attached and regular seat thereon, and no person shall ride as a passenger upon a motorized bicycle or motorcycle other than upon a firmly attached and regular seat or saddle.~~
 - ~~(3) No bicycle, motorized bicycle or motorcycle shall be used to carry more persons at one (1) time than the number for which it is designed and equipped, nor shall any motorcycle or motorized bicycle be operated on a street or highway when the handle bars or grips are more than fifteen (15) inches higher than the seat or saddle for the operator.~~
 - ~~(4) No person shall ride upon a bicycle, motorized bicycle or motorcycle that is equipped with a saddle other than while sitting astride the saddle, facing forward, with one (1) leg on each side of the bicycle, motorized bicycle or motorcycle.~~
- (B) ~~No person operating a bicycle, motorized bicycle, or motorcycle shall carry any package, bundle or article that prevents the driver from keeping at least one (1) hand upon the handle bars.~~
- (C) ~~No person shall operate a motorized bicycle upon a street or highway or any public or private property used by the public for purposes of vehicular travel or parking, unless both of the following conditions are met:~~
 - ~~(1) The person, is fourteen (14) years of age or older and holds either a valid operator's license issued under ORC ch. 4507.~~

- (2) ~~A valid motorized bicycle license is issued after the person has passed the test provided for in ORC § 4511.521.~~
- (D) ~~No person shall operate or be a passenger on a motorcycle without using safety glasses or other protective eye device.~~
- (E) ~~When required, a signal of intention to move right or left shall be made not less than once but is not required to be continuous. A bicycle operator is not required to make a signal if the bicycle is in a designated turn lane, and a signal shall not be given when the operator's hands are needed for safe operation of the bicycle or motorized bicycle.~~
- (F) ~~Nothing in this section shall be construed as prohibiting the carrying of a child in a seat or trailer that is designed for carrying children and is firmly attached to the bicycle or motorized bicycle.~~

§ 383.13 SKATEBOARDS.

- (A) As used in this section the term skateboard shall, without limitation, include any vehicle or device consisting basically of a board or platform mounted on wheels or rollers, whether powered by gravity, muscle power or mechanical or motorized means, which is not equipped with a positive, mechanical means of steering such vehicle or device.
- (B) It shall be unlawful for any person to ride or propel a skateboard on any roadway WITH A SPEED LIMIT OVER 25 MPH in this city.
- (C) No person shall ride or propel a skateboard upon a sidewalk within a business district.
- (D) ~~No person shall operate a skateboard at a speed greater than is reasonable and prudent under the conditions then existing.~~

§ 383.15 IN-LINE SKATES AND ROLLER SKATES.

- (A) ~~Skates and skate: mean, respectively, in-line skates and roller skates, and the use of such devices on the feet as a means of propelling oneself by human power or gravity. The terms do not include skateboards as defined in C.O. § 383.13.~~
- (B) ~~It shall be unlawful for any person to skate on the following roadways except to cross these streets at intersections or crosswalks: Arlington Avenue, Arlington Centre Boulevard, Cambridge Boulevard, Coach Road, Dierker Road, Fifth Avenue, Fishinger Road, Henderson Road, Highland Drive, Kenny Road, King Avenue, Lane Avenue, Lane Road, MacKenzie Drive, McCoy Road, North Broadway, North Mallway, North Star Road, Northwest Boulevard, Nugent Drive, Redding Road, Reed Road, Riverside Drive, South Mallway, Trabue Road, Tremont Road, Waltham Road and Zollinger Road.~~
- (C) ~~No person shall skate upon a sidewalk within a business district or within a shopping center.~~

- ~~(D) No person shall skate on a street or roadway during the time from one-half (½) hour after sunset to one-half (½) hour before sunrise;~~
- ~~(E) No person shall skate upon public or private property used by the public for purposes of vehicular travel or parking unless the following conditions are met:~~
- ~~(1) The person shall wear a protective helmet with the chin strap properly fastened and wrist guards (wrap around or pull-on device with high impact splints along the top and bottom);~~
 - ~~(2) A person skating on a street or roadway shall skate as near to the right hand side of the street or roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction, and shall obey all other traffic rules applicable to vehicles;~~
 - ~~(3) When two (2) or more persons are skating together they shall skate in single file;~~
 - ~~(4) When a person skating is approached by a public safety vehicle signaling in compliance with C.O. § 351.25, the person shall immediately pull to the side of the street or roadway and stop until the vehicle has passed;~~
 - ~~(5) No person shall skate recklessly, skate backwards, skate while wearing headphones, or skate without exercising ordinary care;~~
 - ~~(6) No person shall skate by being propelled by a vehicle, nor shall any person knowingly propel a person who is skating by use of a vehicle or other means.~~

~~§ 383.16 APPLICATION OF THE TRAFFIC CODE TO ELECTRONIC SCOOTERS.~~

- ~~(A) The following sections of the traffic code shall apply whenever an electronic scooter is operated upon any street, highway, any path set aside for the exclusive use of bicycles or electronic scooters, or any public or private property used by the public for purposes of vehicular travel or parking:~~
- ~~(1) C.O. § 315.02;~~
 - ~~(2) C.O. § 315.03;~~
 - ~~(3) C.O. § 351.25;~~
 - ~~(4) C.O. § 353.01;~~
 - ~~(5) C.O. § 353.02;~~
 - ~~(6) C.O. § 353.03;~~
 - ~~(7) C.O. § 357.01;~~
 - ~~(8) C.O. § 357.02; or~~
 - ~~(9) C.O. § 357.03.~~
- ~~(B) An electronic scooter operator who violates any section of this traffic code as described in subsection (A) of this section may be issued a ticket, citation, or summons by a law~~

enforcement officer for the violation in the same manner as the operator of a motor vehicle would be cited for the same violation.

~~(C) The following sections of this chapter shall apply to the use of electronic scooters:~~

~~(1) C.O. § 383.03;~~

~~(2) C.O. § 383.06;~~

~~(3) C.O. § 383.08.~~

CHAPTER 543. PARKS, PLAYGROUNDS AND OPEN SPACE AREAS

§ 543.02 ADOPTION OF RULES, VIOLATIONS; UNAUTHORIZED AND PROHIBITED ACTS.

(A) The following rules and regulations are ordained and established for the conduct in the parkettes, public parks, playgrounds and open space areas of the city.

(1) No person shall cut, injure, deface, remove or disturb any tree, shrub, building, fence, sign, bench or other structure, apparatus or property; or pick, cut, or remove any shrub, bush or flower; or mark or write upon any building, fence, bench or other structure. **THE USE OF A METAL DETECTOR IS PERMITTED, BUT DIGGING IS NOT PERMITTED.**

(2) No person shall make or kindle an open fire except in **BARRELS**, fireplaces, or picnic **GRILLS**stoves provided **BY THE CITY** for that purpose.

(3) No abusive, profane or indecent language, or any lewd or obscene conduct, or any other conduct that may annoy others, shall be allowed.

(4) (a) No person, except law enforcement officers within the scope of their duties, shall shoot or discharge any firearms of any description, knives, bows and arrows, crossbows, air and gas guns, slingshots, missiles or missile-throwing devices, or other dangerous ordnance or deadly weapon as defined in C.O. ch. 523.

(b) No person shall have in his or her possession or ignite or detonate any fireworks, or explosive devices, **OR MODEL ROCKETS**, as defined in C.O. ch. 523, without having first obtained in writing the permission of the director of parks and recreation **AND FIRE CHIEF.**

(c) **MODEL ROCKETRY, ARCHERY AND SIMILAR HOBBIES AND/OR ACTIVITIES SHALL BE PROHIBITED WITHOUT THE WRITTEN PERMISSION OF THE DIRECTOR OF PARKS AND RECREATION.**

(5) No person shall sell, offer or solicit for sale any goods or merchandise, **CONDUCT BUSINESS, OR PROVIDE INSTRUCTIONAL SERVICES ON PARK GROUNDS OR PARKING LOTS** without a written permit ~~therefore~~ from the director of parks and recreation. **THE FOLLOWING ARE CONSIDERATIONS FOR GRANTING A PERMIT:**

(a) PERSON HAS ENTERED INTO A CONTRACT WITH THE CITY FOR SUCH SALES AS A SERVICE TO PATRONS AT FACILITIES SPECIFICALLY DESIGNED FOR SUCH PURPOSE, INCLUDING, BUT NOT LIMITED TO POOL CONCESSION STANDS, COMMUNITY CENTER CAFÉ, AND VENDING MACHINES.

(b) SALES ARE BEING DONE AS PART OF EITHER A CITY HOSTED OR CITY PERMIT APPROVED SPECIAL EVENT. SPECIAL EVENTS FOR THE PURPOSE OF PROMOTING A PRIVATE BUSSINESS SHALL NOT BE APPROVED. SPECIFICALLY, THE SALE OF BEVERAGES, PRE-PACKAGED GOODS, OR SALES FROM FOOD TRUCKS ARE ONLY PERMITTED ON PARK GROUNDS OR PARKING LOTS IF PART OF A PERMITTED EVENT.

(c) INSTRUCTIONAL SERVICES ARE BEING PERFORMED BY A PERSON THAT HAS ENTERED INTO A CONTRACT WITH THE CITY FOR SUCH PURPOSES. THIS SHALL INCLUDE GROUP PROGRAMS AS WELL AS INDIVIDUAL LESSONS.

- (6) No person shall use, consume, carry or bring any alcoholic beverage in or upon any parkette, public park, playground or open space areas.
- (a) This subsection does not apply to intoxicating liquor or beer consumed on the premises of the Amelita Mirolo Barn or within the **EVENT AREAS** enclosed area of Northam Park designated by the city manager in accordance with a city permit issued by the city manager pursuant to C.O. § 131.05.
- (7) Betting, gambling in any form or maintaining any gambling equipment is prohibited.
- (8) The playing of baseball, golf and other games, **ACTIVITIES**, or contests involving risk of injury to persons or property is prohibited except in areas expressly set aside for such activities, unless otherwise approved by the director of parks and recreation.
- (9) No person shall distribute any advertising, commercial or promotional circulars, cards or written matter, **OR PLACE SIGNS** within any parkette, public park, or playground, or open space areas.
- (10) No **EVENTS**, entertainment or exhibition (**PUBLIC OR PRIVATE**) shall be given in any parkette, public park, playground, or open space areas except under the direction or by written permission of the director of parks and recreation.
- (11) It shall be unlawful for any person to scatter or litter any form of waste material **INCLUDING BUT NOT LIMITED TO WRAPPERS, GUM, SEEDS, AND CIGARETTE BUTTS.**
- (12) No motor vehicles of any description **OR OTHER VEHICLE OR DEVICE USED TO TRANSPORT A PERSON THAT IS PROPELLED BY A MOTOR OR ELECTRICITY**, other than municipal service or emergency vehicles, may enter upon a parkette, public park, playground or open space areas, except as authorized by the director of parks and recreation. **THIS SECTION DOES NOT PROHIBIT MOTORIZED WHEELCHAIRS AND ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, WHICH ARE EXCLUDED FROM THE DEFINITION OF VEHICLE IN C.O. 301.05**
- (13) No person or group of persons shall erect, place or cause to be placed, alter or cause to be altered any equipment (**INCLUDING STAKES OR INFLATABLE APPARATUS**),

facilities or grounds in the city-owned parkette, public park, playground, or open space areas without special written permission from the director of parks and recreation.

- (14) No person or group of persons shall enter, use or remain upon city parkette, public park, playground or open space areas between the hours of 11:00 p.m. to 5:00 a.m. except upon the express authorization of the director of parks and recreation.

(a) LIGHTS FOR THE MULTI-SPORT COURT AT SUNNY 95 PARK ARE LIMITED TO USE UP TO 9:30 PM.

(b) ALL OTHER PARK LIGHTING SYSTEMS FOR ACTIVE AREAS SUCH AS BALL DIAMONDS AND COURTS SHALL ONLY BE USED WITHIN THE DESIGNATED PARK HOURS.

- (15) No person shall feed, cause to be fed or provide food for any ~~waterfowl~~ **WILDLIFE** on any public property within the boundaries of the city. Exceptions to this will only be granted through city, state and/or federal permitting processes.

(a) Signs shall be conspicuously posted to notify individuals that feeding of waterfowl is prohibited on public property within the city.

(b) The absence of a sign shall not be an indication that the no feeding of waterfowl policy does not apply to a particular water source.

(c) Defacing, tampering, moving, or damaging such signs shall constitute a violation of this chapter in addition to any other penalties that may apply regarding the defacement of public property.

- (16) No person in a park shall engage in the activities of swimming, wading, boating and/or ice skating in areas or at times which have not been set aside for these purposes by appropriate signage.

(a) Signs shall be conspicuously posted to notify individuals that these activities are prohibited on public property within the city.

(b) The absence of a sign shall not be an indication that these activities do not apply to a particular water source.

(c) Defacing, tampering, moving or damaging such signs shall constitute a violation of this chapter in addition to any other penalties that may apply regarding the defacement of public property.

- (17) **REGULATIONS REGARDING ANIMALS**

(a) No person in a park shall hunt, capture, take, trap or in any other way abuse, molest, injure, pursue or destroy any animal without the permission of the director other than by fishing.

(b) NO PERSON SHALL RELEASE ANY DOMESTICATED OR EXOTIC FISH OR ANIMALS IN ANY PARK.

(c) ALL PERSONS USING A PARK MUST COMPLY WITH C.O 519.02 (ANIMALS AT LARGE AND ANIMALS CAUSING PHYSICAL HARM.)

- (18) Fishing on a catch-and-release only basis is permitted within the City of Upper Arlington. After capture, all fish must be unhooked and returned to the water unharmed. No person shall take or carry away or attempt to take or carry away any fish caught in a public body of water within the City of Upper Arlington.
- (a) Signs shall be conspicuously posted to notify individuals that a water source is catch-and-release fishing only and criminal penalties exist for taking or carrying away, or attempting to take or carry away fish from the water source.
 - (b) The absence of a sign shall not be an indication that this catch and release policy does not apply to a particular water source.
 - (c) Defacing, tampering, moving or damaging such signs shall constitute a violation of this chapter in addition to any other penalties that may apply regarding the defacement of public property.
 - (d) No person in a park shall fish in public park waters in violation of any sign or signs prohibiting fishing or a manner thereof.
- ~~(19) Model rocketry, archery and similar hobbies and/or activities shall be prohibited without the written permission of the director of parks and recreation.~~
- (19)(20) Smoking and the use of any smoking, **VAPING, OR E-CIGARETTE** materials or devices within any areas of any parkette, public park, playground, or open space areas is prohibited.
- (B) (1) Except as provided in subsections (B)(2) and (B)(3), whoever violates this section is guilty of violating park rules and regulations, a minor misdemeanor.
- (2) If the offender has previously been convicted of a violation of this section, violating park rules is a misdemeanor of the fourth degree.
 - (3) If a violation of this section constitutes a higher classification of offense under another section of the general offenses code or under a state or federal statute, then the offender may also be prosecuted for said section of the general offense code or state or federal statute. It is the intent of this section that the offender be subject to the full range of penalties provided by said section of the general offense code or state or federal statute.

Authors: Chad Gibson, AICP, Community Development Director
Justin Milam, AICP, Senior Planner

Council Meeting Date: March 3, 2025

Subject/Legislative Item: Resolution No. 3-2025 - A resolution adopting the Envision Henderson Planning Study (*Lynch*)

Purpose: The purpose of the resolution is to formally adopt the Envision Henderson Planning Study. This study is intended to serve as a guide for the City, property owners, and other stakeholders to shape a holistic and sustainable vision for the future of West Henderson Road.

Executive Summary: [Note: At the request of Council, an executive summary has been added to the Study document.]

The Envision Henderson Study set out to:

- Facilitate a consistent, safe, and attractive corridor
- Add community value by creating a welcoming, open corridor
- Maximize economic development opportunities
- Enhance the vibrancy and walkability of the corridor
- Identify opportunities for additional housing in a variety of formats
- Define a transitional edge to Upper Arlington
- Examine potential impacts of COTA's BRT Plan and the City of Columbus' zoning update
- Reveal expanded greenspace areas and desired architecture

A robust outreach effort by the consultant and City Staff drove the ideas and recommendations contained within the Study. Area residents, property owners, and other stakeholders provided input in various formats, which directly informed the Study's content. Core Study recommendations include:

- Addition of shared-use paths



- Addition of crosswalks and sidewalks
- The consolidation of redundant and unsafe access points
- Burial of overhead utilities
- Addition of gateway features
- Addition of planted tree lawns and medians
- Pairing of roundabout intersections
- Implementing safety enhancement for traffic flow/function

Purpose and Impact

To shape the redevelopment of this area, a vision of what the community wants and needs is required. That vision must then be paired with an honest assessment of the community's tools to control, influence, and advocate for what happens in an area. The Envision Henderson Study process was a year-long exercise to define how the community sees the future of the West Henderson Road Corridor and what the City of Upper Arlington, together with our partners at the City of Columbus, can do to encourage private development that makes that vision a reality. Our vision is to make Henderson Road a safe, vibrant, and welcoming northern gateway to Upper Arlington - one that enhances the place's qualities and meets the needs of residents, businesses, and visitors alike.

A favorable vote on Resolution No. 3-2025 would formally adopt the Envision Henderson Planning Study and related documents. Such a vote would establish a clear vision for the corridor. The efforts of many individuals helped make this study an overwhelming success. Staff commends MKSK for stewarding such an interactive and inclusive planning process. Based on these factors, Staff respectfully recommends that City Council pass Resolution No. 3-2025 to adopt the Envision Henderson Planning Study.

History

An RFP for the Envision Henderson Study was issued in September 2023. Several qualified firms applied, and the City team utilized a systematic interview/review process to select our partner in this important effort. Ultimately, MKSK (mkskstudios.com) was chosen, and a series of coordination meetings occurred to refine the project scope and forge a path ahead. The study launched in early 2024 and involved nearly a year-long process where the consultant's planning team met with City Staff and the public to help guide and inform the Plan. Throughout the study process, a series of community engagement opportunities were provided, so that residents and businesses within the district, as well as our neighbors to the immediate north in Columbus, had an opportunity to share their ideas and concerns, as well as provide feedback as the visioning plan is developed.

Community meetings were held in-person and online on April 10, April 17, August 8, and August 15 with a presentation to Council on October 21. A series of "Pop-Ups" were also held at various locations and times to foster engagement. These Pop-Ups included: Jazz at the Barn: April 18; The Fairway: April 25; Somewhere In Particular Brewing: May 8; Spring Fling:



May 11; UA Farmers Market: May 15; and Sandwich Stroll: May 21. BZAP was also involved in the process, with several public meetings, ultimately leading to a positive recommendation for adoption on February 19, 2025. The specific project process/timeline is provided within the attached document.

Alternatives

1) Vote to disapprove or indefinitely postpone the proposed resolution. While formal adoption is not required, such an action would demonstrate Council's commitment to long-range planning and the creation of an updated vision for West Henderson Road.

2) In lieu of, or in addition to the resolution, the study could be codified in part or in its entirety via a separate ordinance. Since the established PMUD and PMOD zoning districts have already been designated and do not need substantively changed, such an action may be unnecessary.

**Staff do not recommend any changes to the Unified Development Ordinance (UDO) at this time. The consultant found that existing zoning regulations would not impede development and are in line with market conditions. BZAP requested that Staff consider a future UDO amendment to better tie the code to past planning studies (Lane Avenue, River Ridge/Kingsdale West).*

Also, further study will be needed for final roundabout locations (Reed Road plus Gettysburg or Dierker Roads) as well as overall site access and safety triangle clearance on both sides of the street.

Attachments

1.	Resolution No. 3-2025
2.	Exhibit A - Envision Henderson Corridor Plan Draft 3.2



RECORD OF RESOLUTIONS

CITY OF UPPER ARLINGTON
STATE OF OHIO

RESOLUTION NO. 3-2025

TO ADOPT THE ENVISION HENDERSON PLANNING STUDY

- WHEREAS,** the City of Upper Arlington issued a request for proposals for the Envision Henderson Study in September, 2023, seeking a qualified firm to lead a comprehensive planning effort for the West Henderson Road Corridor; and
- WHEREAS,** after a systematic selection process, MKSK was chosen as the consultant partner for this initiative, working closely with City Staff and the public to develop a strategic vision for the corridor; and
- WHEREAS,** the study process involved nearly a year of planning and community engagement, including public meetings, online forums, pop-up events, and coordination with the City of Columbus to ensure a collaborative and inclusive approach; and
- WHEREAS,** the study's core objectives included enhancing the corridor's safety, vibrancy, and economic development potential while improving walkability, expanding greenspace, and supporting a mix of housing and business opportunities; and
- WHEREAS,** key recommendations from the study include the addition of shared-use paths, crosswalks, and sidewalks, the burial of overhead utilities, consolidation of redundant access points, the incorporation of gateway features, the addition of planted tree lawns and medians, and implementation of traffic safety enhancements, including roundabout intersections; and
- WHEREAS,** the Board of Zoning and Planning (BZAP) reviewed the study in a series of public meetings and issued a positive recommendation for its adoption on February 19, 2025; and
- WHEREAS,** the adoption of the Envision Henderson Study will establish a clear vision for the future development and revitalization of the West Henderson Road Corridor and guide policy decisions moving forward.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Upper Arlington, Ohio:

SECTION 1.

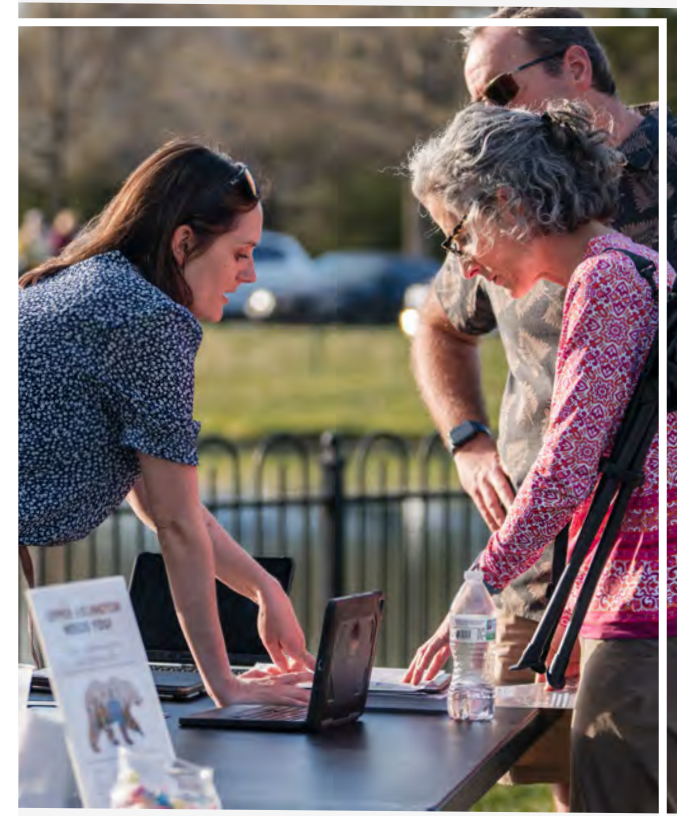
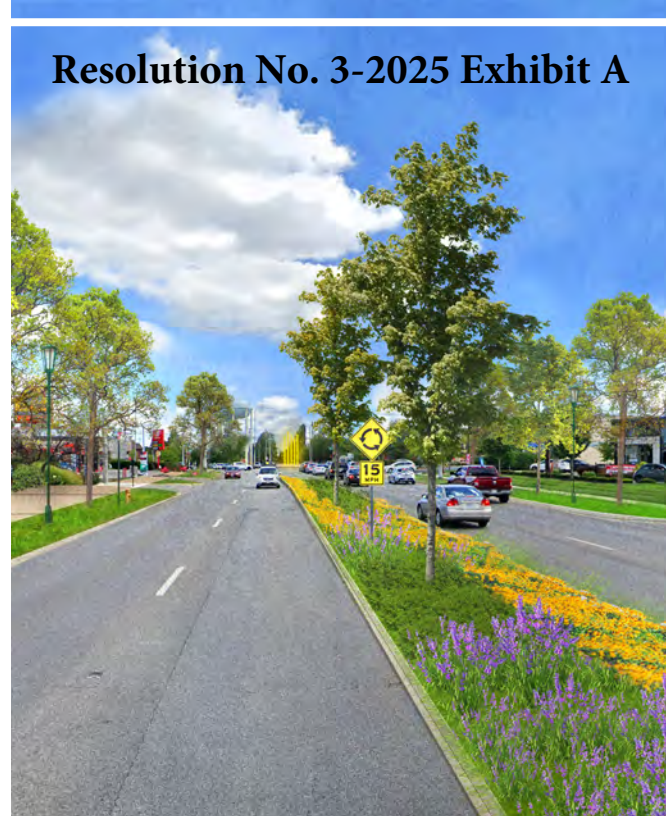
City Council hereby adopts the Envision Henderson Planning Study as the guiding framework for the West Henderson Road Corridor (attached hereto and incorporated herein as Exhibit A).

SECTION 2.

City Staff is directed to utilize the study's recommendations to inform planning, zoning, and infrastructure decisions within the West Henderson Road Corridor.

SECTION 3.

This resolution shall take effect immediately upon passage.



ENVISION HENDERSON

DRAFT ★ VERSION 3.2 ★ FEBRUARY 2025

City of Upper
Arlington®



To shape the redevelopment of any area, we have to start with a vision of what the community wants and needs. That vision must then be paired with an honest assessment of the community's tools to control, influence, and advocate for what happens in an area. The Envision Henderson process was a year-long exercise to define how the community sees the future of the Henderson Road Corridor and what the City of Upper Arlington, together with our partners at the City of Columbus, can do to encourage private development that makes that vision a reality.

Over the past fifty years, Henderson Road and its surrounding areas have evolved into a hub of commercial spaces, restaurants, neighborhoods, and offices. Among these, the office and jobs cluster along Henderson Road has been vital, generating income tax revenue that supports the programs and projects making Upper Arlington a great place to live.

Our vision is to make Henderson Road a safe, vibrant, and welcoming northern gateway to Upper Arlington—one that enhances the place's qualities and meets the needs of residents, businesses, and visitors alike. Envision Henderson's vision extends beyond the road itself. Henderson Road's transformation is about what this great new street will frame.

The Henderson Road Corridor is changing—just as commercial corridors across the region face transitions. Increasing vacancies in retail and office spaces challenge communities throughout Central Ohio to reimagine the future of these districts. Henderson Road also poses unique challenges regarding safety, accessibility, and outdated design. These challenges demand urgent attention and bold solutions, and the recognition that those bold solutions will take years to implement.

While our city's comprehensive plan, completed over 20 years ago, identified Henderson Road as an area of opportunity, it has not seen the same development interest as other districts like Lane Avenue or Kingsdale. Through this planning process, we have taken a deeper step—not just envisioning what new zoning permits but imagining what it can create. The result is a bold vision for vital neighborhoods, vibrant public spaces, and an environment where businesses and residents thrive.

Great cities never stop planning—they embrace the conversation and continuously evolve. Thousands of ideas and input from the community fueled this process. This plan is not The City's but the community's collective vision. Together, we've shaped a vision for Henderson Road that serves as a safe, great street, a vibrant set of neighborhoods, and an economic engine for our growing and strengthening city. This is our opportunity and the necessary outcome for a future-focused Upper Arlington.

Steven R. Schoeny
City Manager, City of Upper Arlington

Acknowledgments

Thank you to the countless community members, stakeholders, and leaders who participated in the Envision Henderson planning process. The city would like to acknowledge the following individuals for their guidance and direction specifically:

City Council

Ukeme Awakessien Jeter, *President*
Brian C. Close, *Vice President*
Kathy Adams
John J. Kulewicz
Jim Lynch
Heidi Munc
Todd Walter

Board of Zoning & Planning

Shannon Tolliver, *Chair*
Bill Westbrook
Daniel Barringer
Todd Boyer
Kevin Carpenter
Matt McGrath
Marianne Mitchell

City Staff

Steven Schoeny, *City Manager*
Jacolyn Thiel, *Assistant City Manager*
Chad Gibson, *Community Development Director*
Justin Milam, *Senior Planner*
Gary Wilfong, *Public Service Director*
Emma Speight, *Community Affairs Director*
Andres Antequera, *Communications Manager*
Aaron Scott, *City Engineer*



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ENVISION HENDERSON

City of Upper
Arlington

EXECUTIVE SUMMARY

Background

As dynamic changes begin to take shape in Central Ohio, the city of Upper Arlington looks ahead at the future of one of its most vital commercial districts: the Henderson Road corridor. Henderson Road serves as Upper Arlington's northern boundary, adjoining the city of Columbus. The planning area is home to numerous businesses and offers diverse housing options for area residents.

Since the 1960s, when Upper Arlington annexed land south of Henderson Road, the area has been designated for commercial uses. Several large shopping centers and office buildings proliferated along the corridor through the '70s and '80s, catering to the population growth in the surrounding neighborhoods. Today, the roadway and surrounding developments are outdated, and safety along the corridor is a growing concern for vehicles and pedestrians alike.

Through a comprehensive and collaborative planning process, the Envision Henderson Corridor Plan seeks to establish a blueprint for redevelopment of the corridor, transforming the area into a safe, cohesive, and vibrant district that supports walkability, spurs economic development, and supports housing opportunities. As Central Ohio continues to evolve, this plan will help Upper Arlington reimagine its northern boundary with a forward-thinking approach.

 [Click here to learn more about the Background & Context on page 16.](#)

Context

The Henderson Road planning area includes portions of Upper Arlington and Columbus adjacent to Henderson Road. Its boundaries extend from Reed Road on the east side to Stonehaven Drive/Chevy Chase Court on the west side, spanning just under one mile in length and totaling 230 acres of land across both jurisdictions.

Conditions and Trends

- ★ Ownership of Henderson Road between Reed Road and Stonehaven Drive will be transferred to Upper Arlington in spring 2025
- ★ The curb-to-curb width averages between 70 and 100 feet, not including area for landscaping and/or sidewalks
- ★ From 2018 to 2022, 139 crashes were reported along Henderson Road within the planning area
- ★ The corridor exhibits an overall lack of sidewalk connectivity
- ★ Roughly 1,500 people live within the planning area, and 8,500 people live within a ½ mile buffer of the planning area
- ★ The area's rental housing is relatively affordable, and 40% of rental tenants have lived in their units for over ten years
- ★ Nearly 45% of businesses in the planning area have seen a decrease in annual visitors since 2022

 [Click here to learn more about the Conditions & Trends on page 24.](#)



Community Process

Through two rounds of engagement and outreach activities, over 900 community members participated in conversations and activities to share their vision for the future of Henderson Road. These conversations included in-person and virtual public meetings, interviews with over two dozen key stakeholders, six pop-up events, and online feedback opportunities.

Themes

- ★ Safety is a concern for motorists and non-motorists
- ★ Henderson Road lacks the distinct character of UA
- ★ The corridor should be a proper “gateway” to the city
- ★ Existing residential neighborhoods should be preserved
- ★ Collaboration with Columbus will support future success

 Click here to learn more about the [Community Process](#) on page 20.

Process & Principles

Distilling community priorities and aspirations into a set of guiding values grounded in a shared vision

Principles for Growth and Reinvestment

The research and analysis of the corridor’s existing conditions revealed an uninviting, hazardous streetscape with outdated development patterns and an architectural character that is incongruous with the community’s identity. Community sentiments echoed these findings, describing the corridor as unsafe, disjointed, and in need of a refresh to stimulate activity and support economic prosperity.

Together, the community process and the technical analysis of existing conditions and trends informed a collection of guiding principles for growth and reinvestment along the corridor. These principles set the intentions for the corridor’s future, providing a framework for leadership to make decisions grounded in the community’s shared vision.

The three “BIG Ideas” for the corridor and the additional opportunities proposed in this plan are all rooted in these five principles. This guiding framework will help the city achieve its vision for the future of the Henderson Road corridor.



Enhance...
the right-of-way, enabling a safe, connected, and well-planned corridor for all users.



Inspire...
great projects that better serve the community and meet our standards for quality, connectivity, and viability.



Build...
on past investments in infrastructure and maintain economic productivity of the district and the city’s fiscal sustainability as a result.



Integrate...
and leverage regional opportunities that enhance connections and improve the stitching between communities.



Generate...
places for people. Places that—through their considerate site planning, development, and architecture—are vibrant, productive, and beautiful.

 Click here to learn more about the [Principles for Growth and Reinvestment](#) on page 39.



Henderson Road evolved over several decades without a comprehensive plan for safety, access management, non-vehicular accommodations, or aesthetics. This has resulted in a haphazard, generally unsafe vehicular environment with perilous crossings for pedestrians and cyclists. The safety and aesthetic appeal of Henderson Road were frequent topics of conversation during the community engagement process.

- ★ 139 crashes in the planning area between 2018 and 2022
- ★ Half of all crashes in 2022 resulted in an injury
- ★ 38 total “curb cuts” or driveways leading to businesses along the corridor
- ★ Four total street trees along less than one mile of road
- ★ Speed limit drops from 50 to 35 mph on the westbound approach
- ★ General lack of sidewalks, multi-use trails, and mid-block crossings

The Henderson “Boulevard”

Envisioning a safe, accessible, and attractive signature street and gateway to the Upper Arlington community

The Vision...

The Henderson “Boulevard” envisions a new signature street forming the northern boundary of Upper Arlington. Along this mile, the city will leverage its newly established right-of-way ownership to make strategic investments addressing safety, access, and aesthetics. This linear gateway sets the standard for street design, elevates the properties along it, and provides an effective east-west corridor for all users.

Roadway Redesign

Landscaped boulevard with medians, street trees, and green spaces

Access Management

Consolidate curb cuts and improve connectivity between sites

Streetscape Improvements

Upgraded signage and wayfinding elements, street furniture

Safety Enhancements

Traffic calming measures, improved pedestrian crossings, and better lighting along corridor

Active Infrastructure

Continuous sidewalks, bike lanes, shared use paths

Stimulating Development

Encourage redevelopment to align with new aesthetics and functionality



CONDITION

OPPORTUNITY

 Click here to learn more about the *current Henderson Road conditions* on page 46.

 Click here to learn more about the *Henderson “Boulevard” BIG Idea* on page 48.



Major shopping centers and single-use commercial buildings line this segment of Henderson Road, along with vast parking lots. Businesses along the corridor are under-performing compared to similar areas in the metropolitan and state-wide markets. Some retailers have closed, leaving large commercial spaces vacant.

- ★ 70% of businesses have visitor counts below 50th percentile for region
- ★ 45% of businesses experienced a decrease in visitors since 2022
- ★ 96% of buildings in the planning area are at least 30 years old; 77% are over 50 years old
- ★ Retail vacancy in the area is 20%, compared to 12% in surrounding region
- ★ The relocation of TJ Maxx and HomeGoods indicates retail space is not meeting the needs of businesses
- ★ 14 properties in planning area have a land value that exceeds building value

[Click here to learn more about Henderson Road's *Susceptibility to Change* on page 58.](#)

The Northern Gateway

A lively mixed-use district, brimming with activity and serving as a welcoming gateway to Upper Arlington

The Vision...

The Northern Gateway envisions a new dominant land use pattern for the real estate along the Henderson Road corridor. As redevelopment decisions become timely and trends progress to plans, it will behoove the city to prepare its vision and expectations for future projects. Community priorities will inform thoughtful site planning, and a new walkable district will emerge incrementally.

Mixed-Use District

Integration of residential, commercial, and recreational uses to promote social interaction and 24/7 activity

Complementary Uses

Seamless blend of residences and businesses with open spaces, public amenities, lush landscaping and aesthetic appeal

Walkable Spaces

Pedestrian-oriented street design that emphasizes safety with wide sidewalks, safe crossings, improved lighting, and pathway connectivity

Housing Opportunities

Range of housing types for new and current residents that meet diverse needs at varying price points

Fiscal Sustainability

Encourage development that creates new jobs, increases property value, and generates additional tax revenue

Character-Rich Gateway

Signage, public art, landscaping, and cohesive architecture that reflects the community identity



CONDITION



OPPORTUNITY

[Click here to learn more about the Northern Gateway *BIG Idea* on page 64.](#)

The Live+Work Neighborhood

A blend of the office park with the traditional neighborhood, creating a more resilient, green, walkable district

The Vision...

The Live+Work Neighborhood blends the best aspects of neighborhood and office design. Through a balanced and thoughtful site plan, this district broadens the usefulness of the built environment, allowing for complementary land uses, a lush landscape, and new pathways and trails. The emerging neighborhood is active, beautiful, and strong.

Mixed-Use Office District

Use the city's PMOD zoning to implement a walkable, mixed-use district with an emphasis on office

Unite Community Goals

Weave housing opportunities and add supporting amenities to bolster the success and longevity of office spaces

Fiscal Sustainability

Encourage development that creates new jobs, increases property value, and generates additional tax revenue

Trail Connections

Improve pedestrian and bicycle access to Northwest Kiwanis Park and connect it to other city and regional recreation facilities

Walkable Spaces

Pedestrian-oriented street design that emphasizes safety with wide sidewalks, safe crossings, improved lighting, and pathway connectivity

Housing Opportunities

Range of housing types for new and current residents that meet diverse needs at varying price points

Upper Arlington's largest job cluster is along Henderson Road, with about 500 office workers in the Upper Arlington portion of the planning area. While these jobs are not in decline, several broader trends present an opportunity to make this area a prime business district, including a mix of complementary uses and amenities.

- ★ UA has a low, but increasing, office vacancy rate
- ★ The area has no class A office space
- ★ Several major employers, like National Church Residences and GOSH Enterprises, occupy large office spaces
- ★ 38% of land in area is covered by surface parking lots that are underutilized
- ★ Trends indicate workers value offices in walkable areas with recreation and daily life amenities nearby
- ★ Northwest Kiwanis Park, adjacent to the planning area, presents unique opportunity to connect park to offices



CONDITION



OPPORTUNITY

Click here to learn more about *Shifting Demands for Office Space* on page 88.

Click here to learn more about the *Live+Work Neighborhood BIG Idea* on page 82.

Additional Opportunities

Working with partners to maintain neighborhoods, extend amenities, and collaborate regionally

Neighborhood Investment

The Upper Arlington side of the planning area features over 250 housing units with a unique and relatively affordable “missing middle” stock, including duplexes, triplexes, and quadplexes that serve both owner-occupants and renters of all ages. However, the area is at risk of redevelopment due to aging structures averaging over 60 years old, jeopardizing this essential housing supply.

To unlock the neighborhood’s full potential, strategies must:

- ★ Preserve affordability while ensuring long-term viability
- ★ Promote diverse housing types for residents of all ages
- ★ Encourage maintenance programs for aging properties
- ★ Facilitate redevelopment that maintains the community’s character
- ★ Engage residents and stakeholders in decision-making processes



 Click here to learn more about [Neighborhood Investment](#) on page 92.

Trail Connections

The Central Ohio pathway network is expanding, with Upper Arlington committed to enhancing connections to create a safer, more walkable community. The Envision Henderson plan aims to advance these linkages between neighborhoods, services, and workplaces.

Significant trail connectivity projects that will impact Henderson Road include:

- ★ Over 250 miles of proposed regional trails
- ★ Local projects such as the Scioto River Trail and a proposed pathway on Henderson Road
- ★ LinkUS BRT stop at Bethel and Dierker Road with trail connections



 Click here to learn more about [Trail Connections](#) on page 94.



Regional Collaboration

Central Ohio is experiencing rapid growth, prompting discussions on how to address the resulting pressures. It is vital for Upper Arlington to engage in regional planning efforts to ensure community priorities are met. Significant initiatives include:

- ★ **ZoneIn:** On July 29, 2024, Columbus City Council approved a substantial up-zoning along Henderson Road, allowing buildings of up to five stories by right, with two additional stories permitted for affordable housing.
- ★ **LinkUS:** This regional initiative focuses on improving streetscapes and establishing bus rapid transit in key areas. A new station is planned within half a mile of Henderson Road. A sales tax levy passed in November 2024 further supports this project.
- ★ **Central Ohio Greenways:** Additional funding for LinkUS aims to expand the regional trail system, utilizing the major waterways, including the Scioto and Olentangy Rivers, with opportunities for multi-use pathways connecting these areas along Henderson Road.

 Click here to learn more about [Regional Collaboration](#) on page 96.

FIGURE 37
Implementation Processes and Actions

Implementation

The Envision Henderson Plan aims to create a vibrant, accessible district that meets the needs of residents, businesses, and commuters, all while ensuring safety, functionality, and sustainability. Developing a plan and implementation strategy is the first step toward meaningful and lasting change. A comprehensive matrix of actions, timeframes, coordinators, and funding resources will guide city staff and departments on timely and cohesive efforts that will facilitate the transformation of Henderson Road into a dynamic gateway to the community. The actions and recommendations will guide the vision for Henderson Road by:

- ★ Helping identify and pursue a variety of funding opportunities
- ★ Combining short-term interventions with long-term projects to transform the corridor incrementally
- ★ Encouraging sustained collaboration with the city of Columbus and other regional partners
- ★ Determining feasible solutions and generating a blueprint for future development

 Click here to read the [Implementation Strategy on page 100.](#)







01

INTRODUCTION & BACKGROUND

This chapter provides a comprehensive foundation for understanding the project. It explores the corridor's history, relevant planning context, key public insights, and major conditions and trends shaping the area. This groundwork establishes the basis for the vision ahead.

ENVISION  HENDERSON



INTRODUCTION

BACKGROUND ★ HISTORY ★ CONTEXT ★ PROCESS ★ CONDITIONS & TRENDS ★ PLAN STRUCTURE ★ VISION

This chapter provides a comprehensive foundation for understanding the project. It explores the corridor's history, relevant planning context, key public insights, and major conditions and trends shaping the area. This groundwork establishes the basis for the vision ahead.



Henderson Road: The northern gateway to Upper Arlington, a vital corridor for Columbus area commuters, Source: Jon McCoy

Background

Henderson Road marks the northern boundary of Upper Arlington and serves as a key corridor for the community. It is a vital gateway that accommodates thousands of daily trips and is home to over 100 businesses employing hundreds of people. The area also features a diverse mix of neighborhoods with various housing options shared between Upper Arlington and Columbus. In 2024, the city launched a visioning process to reimagine the future of this vital corridor. The roadway's design and development patterns are outdated, failing to meet modern safety, streetscape, and aesthetic standards. The vision plan offers an opportunity to reshape the corridor's character, function, and form through a collaborative effort involving city leadership and the public.

This comprehensive planning process aims to establish a blueprint for redevelopment, focusing on street improvements, land use, economic growth, and enhancing residents' quality of life. The goal is to create a cohesive, safe, attractive, vibrant, and walkable corridor while supporting economic development and housing opportunities. As Central Ohio continues to grow and evolve, this plan will help Upper Arlington adapt and define its northern edge with a forward-thinking approach.



Formerly part of Perry Township, Upper Arlington was historically farmland before it was developed into the suburban community it is today, Source: Upper Arlington Historical Society.

History of Henderson

The City of Upper Arlington annexed the land south of Henderson Road in 1964 and 1969. This addition was one of the City's final significant annexations (greater than 1,000 acres), setting its northern boundary against the City of Columbus and unincorporated portions of Franklin County, or Perry Township. The City zoned parcels along the Henderson roadway for commercial use along with the trend in the 1960s and '70s for corridors like Henderson Road. The population growth in northwest Columbus and the northern neighborhoods of Upper Arlington developed a substantial market for retail and services through these same decades. Major shopping centers like Arlington Square, Greentree, and Northwest proliferated across the planning area at this time.

CompuServe, one of the first primary online services, was founded in 1969 in Upper Arlington, Ohio, as a computer time-sharing service for businesses. It later pivoted to become a pioneering online service provider, offering early forms of email, chat rooms, and web access to consumers in the 1980s and 1990s. Headquartered in Upper Arlington, CompuServe became a critical player in developing online communities and digital communication before eventually being acquired by AOL in 1998. The district surrounding the original CompuServe site blossomed



Historical CompuServe Headquarters, once located off Henderson Road in Upper Arlington, Ohio, founded in 1969, Source: Upper Arlington Historical Society.

over the 1980s and '90s into the city's primary office district and is home to one of its largest employers, National Church Residences.

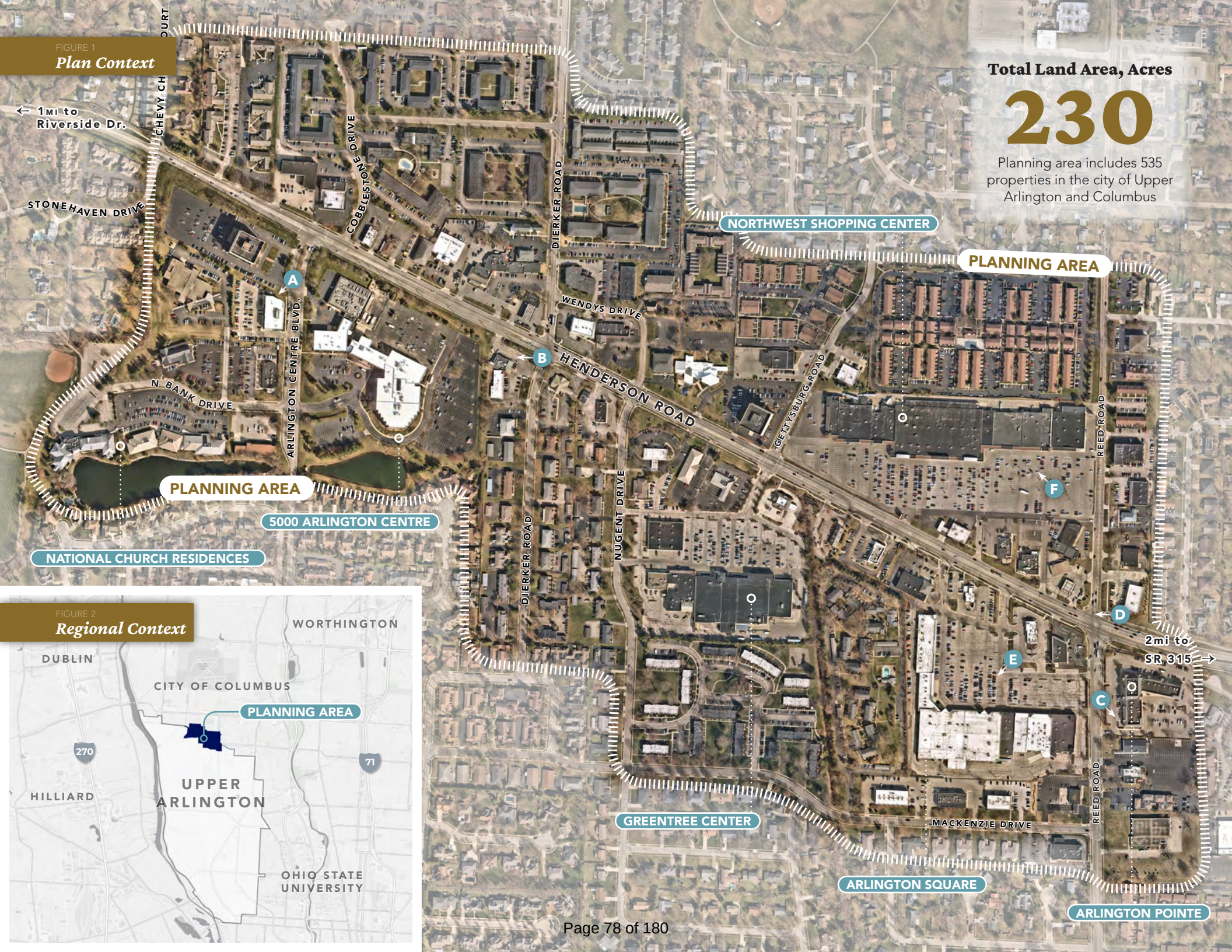
The city completed its first Comprehensive Plan in 2001 after more than 40 years of growth and development. The *Renew the Vision: Comprehensive Plan* identified the Henderson Road corridor as a focus area and described it as a "...location with the greatest opportunity for intense office use. Other uses (retail, hotel and residential) should be included to help create a vital area. This corridor enhances the community's identity through an improved and unifying edge and gateway treatments."



BIRTHPLACE OF THE INTERNET?

CompuServe, founded in 1969, was a pioneering commercial online service that introduced many users to email, forums, and e-commerce. Based in Upper Arlington, Ohio, near Columbus's emerging tech community, it leveraged local talent and infrastructure. Its innovative platform laid the groundwork for the Internet's early consumer adoption and online communication.

FIGURE 1
Plan Context

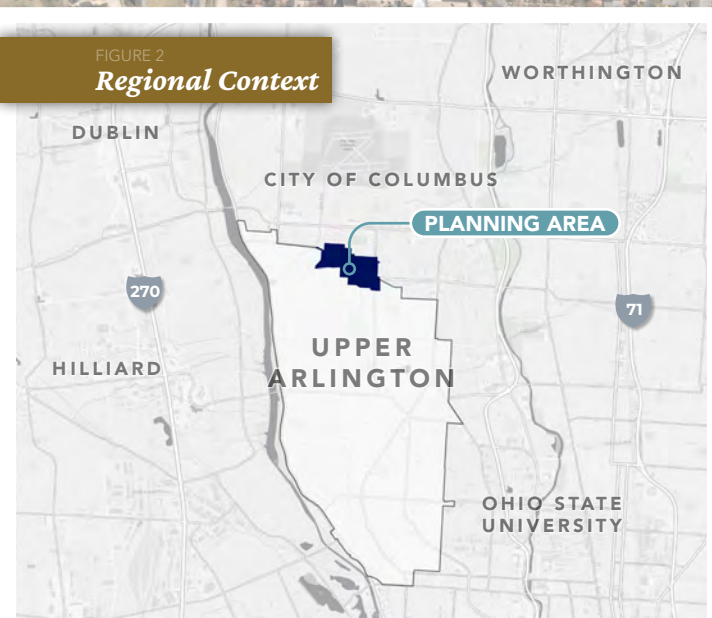


Total Land Area, Acres

230

Planning area includes 535 properties in the city of Upper Arlington and Columbus

FIGURE 2
Regional Context



Context

The City of Upper Arlington developed the Envision Henderson Plan during a dynamic period in Central Ohio. This section highlights key conditions and trends pertinent to the city's discussion.

According to projections prepared by the Mid-Ohio Regional Planning Commission (MORPC), the Central Ohio region is expected to add 726,000 new residents by 2050. This forecast was updated from 650,000 following Intel Corporation's announcement about its plans to build in Licking County. Job growth has outpaced household growth in the region, increasing the competition for the workforce and housing.

Upper Arlington is located on the northwest side of the Columbus metropolitan area. It is surrounded by Columbus to the north and east, Grandview Heights and the village of Marble Cliff to the south, and Columbus and Hillard to the west.

- ★ The planning area is just under one mile in length (.86 miles) and spans from the Reed Road intersection on the east side to Stonehaven Drive/Chevy Chase Court on the west side.
- ★ Henderson Road is an important east-west connection for the area, linking Riverside Drive, a major thoroughfare from Dublin to Downtown Columbus and beyond, to SR 315 to the far east.
- ★ The ownership of the right-of-way will be transferred from the city of Columbus to Upper Arlington in the spring of 2025.
- ★ The curb-to-curb width averages between 70 and 100 feet across, not including area for landscaping and/or sidewalks.
- ★ The planning area is 0.36 square miles, or about 230 acres, divided into 585 total parcels.
- ★ There are roughly 1,500 people who live in the Henderson Corridor planning area and 8,500 within a 1/2-mile buffer of the area.





The planning team prioritized inclusive community engagement, employing diverse methods to connect with residents across the community, Source: Upper Arlington Staff

Community Process

From April to August 2024, the city of Upper Arlington staff and consultant team conducted a comprehensive community engagement campaign to inform the West Henderson Road Visioning Plan. This effort was designed in collaboration with city staff to ensure an encompassing, inclusive process. A combination of live and virtual formats was employed to maximize participation and provide flexibility for those interested in the corridor’s future and the community.

The team held two conversation rounds, each building on the ideas and feedback from the previous one. Additionally, interviews were conducted with over two dozen key stakeholders, providing deeper insights into the priorities and concerns of various groups.

Over 900 participants created a database of more than 2,500 comments and ideas, reflecting a wide array of perspectives. This database became the cornerstone of the plan, helping to sharpen the focus and direction of the visioning work. The information gathered by the team during this engagement process helped to ensure that the final plan was aligned with the community’s goals and values. This extensive public input has been crucial in shaping a responsive and inclusive Visioning Plan for the future development of West Henderson Road.

Total Process Participants

900+

Sharing more than 3,500 comments, reactions, and ideas via in-person and online activities

Total Place Mapping

200+

The UA community pinpointed opportunities, strengths, and challenges in the planning area

“This is incredible! We are in dire need of these improvements and additions to our community along our northern border.”
-Participant

“I love the idea of a safe place for pedestrians and bicycles. It’s even better if there are trees to provide shade along the route.”
-Participant

“Make buildings unique to Upper Arlington not any town in the USA.”
-Participant

“Greater walkability is a must!”
-Participant

“I love that you are focusing on entry level units for UA. We must have options for new young families to enjoy and be a part of UA. We have lived here 20 years and likely wouldn’t be able to buy in today.”
-Participant

“This is a long-needed refresh to the dated and disjointed commercial uses along Henderson Road. Multi-use spaces in a pedestrian-friendly environment will be a welcome update.”
-Participant



The planning team listened to a range of concerns and ideas in Round 1, using those valuable those insights to refine and test concepts in Round 2, Source: Upper Arlington Staff

ROUND ONE: KICK-OFF

In the first community engagement round, the planning team facilitated large-scale in-person and virtual community meetings and stakeholder interviews, generating over 700 responses from 400 unique participants. The focus of these prompts varied from assessments of the corridor's current condition to ideas to improve the place in the future. The planning team reviewed each response and developed a categorization scheme to analyze the input. This section presents the approach and key findings from these meetings.

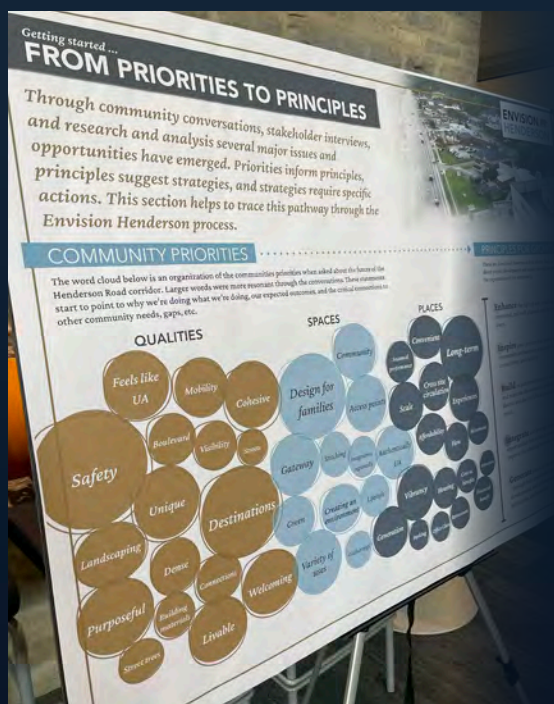
- ★ Enhance Cohesive Identity and Sense of Place
- ★ Improve Safety and Accessibility for All
- ★ Elevate Quality and Character in Future Developments
- ★ Integrate and Support Existing Communities
- ★ Strengthen Collaboration Between Upper Arlington and Columbus

The full comment database and engagement round findings can be found in the document appendix.

ROUND TWO: COMMUNITY CHOICES

Hosted on August 8th at the Municipal Building, the in-person community choices meeting included more than 30 in-person and several hundred online participants. Following an informational presentation, the planning team conducted various activities to engage participants. The planning team asked attendees to evaluate the direction of the corridor plan concerning the emerging ideas. The second round of outreach and engagement generated over 3,000 responses from 400 participants. Several themes emerged from the responses:

- ★ The majority of participants responded positively to the Henderson “Boulevard” BIG idea as a potential treatment for the right-of-way
- ★ Safety and aesthetics are a priority
- ★ Land uses along the corridor are in transition, but future projects should meet the character and high expectations of the community
- ★ Housing—including the housing in existing neighborhoods—is an important part of the future land use mixture
- ★ Restaurants, retail and “third places” are critical ingredients of a successful redevelopment project



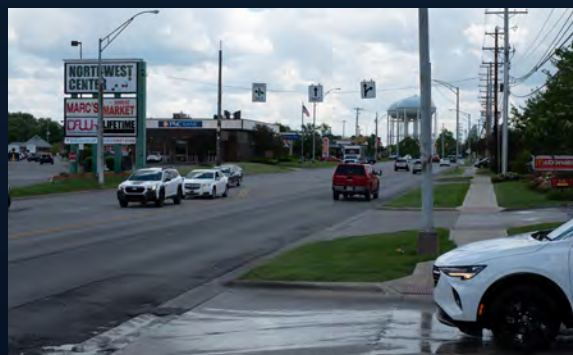
During Round One of engagement, several key words emerged, highlighting important qualities, spaces, and places that resonated with the community, Source: Planning Team

Major Themes

The planning team, including MKSK and Burgess and Niple, reviewed each response and developed a responsive categorization scheme based on the reading and review. These themes provide a high-level perspective on the noteworthy, emergent topics shared by stakeholders and participants. Crosscutting themes and takeaways from the community conversations focus on significant major issues like safety, aesthetics, vibrancy, mobility, jobs and fiscal outcomes, and the qualities of place.

Movement inside, into, and across the corridor should be made safer for motorists and, especially, non-motorists.

- ★ There are areas where these dangers cluster, but generally, safety along the corridor should be looked at holistically.
- ★ Access management is a key challenge.
- ★ Biking and walking can be perilous in areas where connections are missing.



Henderson Road today, highlighting the key challenges both along the corridor and between neighboring centers, Source: Planning Team

The qualities of place are important in Upper Arlington, but they are lacking throughout the Henderson Road corridor.

- ★ There is a general lack of consistency with respect to architecture and site design.
- ★ The pattern and architecture of sites and buildings is haphazard and negatively impacts the area's overall sense of place.



Sidewalk gaps along Henderson Road highlight the need for improved pedestrian connectivity and safety in the corridor, Source: Planning Team

The market processes currently playing out are harmful to the quality of the built environment and the fiscal position of the city.

- ★ These processes are not self-correcting.
- ★ The softening retail and office markets—especially as they are impacting older products—could act as a drag against community priorities.
- ★ Widespread vacancy in retail areas around the region could be a possibility in the planning area as well.

“Love the idea of improving the area. Currently, the area is an eyesore and feels less safe than any other part of UA”

-Participant

There are residents here and they are important and part of the broader Upper Arlington community.

- ★ The communities tucked into the corridor are, in some cases, more than 50 years old and are generally more affordable because of their range of housing types.
- ★ These neighborhoods are an important part of the cities of Upper Arlington and Columbus and should be connected into, rather than fenced out of, complementary spaces that evolve along the corridor.



Vacant buildings along the Henderson Road corridor, highlighting underutilized spaces in the area, Source: Planning Team

There is a need to move beyond simple, transactional spaces.

- ★ Single-use areas are isolating and have resulted in a fragmented building pattern and overbuilt infrastructure and parking.



The planning area has a variety of housing options, showcasing the diverse residential character of the area. Source: Jon McCoy

The stitching between the cities of Columbus and Upper Arlington will define the future success of this planning effort.

- ★ Work in either community will have an impact on the other. Coordination and collaboration are key to the plan's success.
- ★ The Zone In (city of Columbus zoning code updates) and LinkUS (Central Ohio Transit Authority Bus Rapid Transit proposal) efforts will have a profound impact on the north side of the corridor with respect to development opportunities.
- ★ The communities should continue to work together to achieve shared, strong outcomes along Henderson Road while maintaining their unique identities.

The “gateway” aspect of the corridor can be better embraced.

- ★ Henderson Road makes up the northern boundary for the city and this “gateway” should showcase the best aspects of the community.
- ★ The corridor's larger lots and existing mix of uses make it an ideal location for addressing latent community needs without overburdening existing neighborhoods.

“We can add connections between places to increase livability”

-Participant

Not all redevelopment is inherently “good” or “bad”.

- ★ Change should be considered and metered, following a strategy, leading to incremental transformation of the corridor.
- ★ The design, integration, materials, architecture, landscaping, and market fundamentals make up a short list of elements to consider for any proposed project.
- ★ These decisions are important. The city has very few simple redevelopment or development sites remaining.

Major Conditions & Trends

This section presents major findings from the planning team’s research and analysis. The content is organized by major topics and includes relevant maps, figures, and tables to support the information. For more information and/or data pertaining to any of the topics, please refer to the document appendix.

DEMOGRAPHICS

The planning team analyzed different components of the planning area population concerning overall size, household make-up, age and race dynamics, housing, and additional factors. The key findings from this research are presented below.

2023 Population of the Planning Area

~1.5k

Spread across ~800 households, no change in either from 2023

The city of Upper Arlington’s population has grown modestly over the past two decades, adding just under 3,000 new residents since 2000. The city, however, sits within a fast-growing part of the metropolitan area. The zip codes bordering the city average ~6,000-person growth over this same period, 2010–2023. Overall, Columbus is experiencing rapid

growth, adding more than 115,000 new residents, or a 25% increase over the period. Upper Arlington has a median age of 40.3, nearly nine years above the city of Columbus’ 31.7. The median household income in Upper Arlington is \$144,705, and in the city of Columbus is \$61,727. Both cities’ household incomes have increased over the past decade.



Mackenzie Village Apartment, one of the many residential options within the planning area, Source: Planning Team

The population within the planning area is stable, with smaller household sizes on average. The current population is approximately 1,900 and has remained relatively stable for the last two decades. The average household size is 1.9 people, significantly smaller than Upper Arlington’s average household size is 2.6. Over half (55%) of households in the area consist of single individuals, 10% consist of single adults over 65, and 18% are child-free couples.

Planning Area Avg. Household Size

1.9

The average household size is smaller compared to the citywide average

There is high employee inflow/outflow and low labor participation among residents. 62% of the planning area is employed, indicating a relatively low labor participation rate and possibly a high retiree population. There is a large inflow of employees and outflow of residents each day, with only 1% of residents working in the area. By comparison, Upper Arlington has a labor force participation rate of 69%, and 7% of the workforce works in the city.

HOUSING & NEIGHBORHOODS

The corridor's planning area includes neighborhoods in Upper Arlington and Columbus. This analysis summarizes key findings related to housing products and neighborhoods.

A majority of the housing units are renter-occupied but not (necessarily) more transient.

Over 40% of area renters have lived in their units for over ten years. One reason for this is the below-average rent cost. Compared to the city of Upper Arlington's median rental price of \$1,880, the planning area is quite affordable. In large apartment complexes, units range from \$900–\$1,000 for one-bedroom apartments and \$1,100–\$1,400 for two-bedroom apartments, while private condo or duplex rentals cost slightly more at \$1,500–\$1,800.

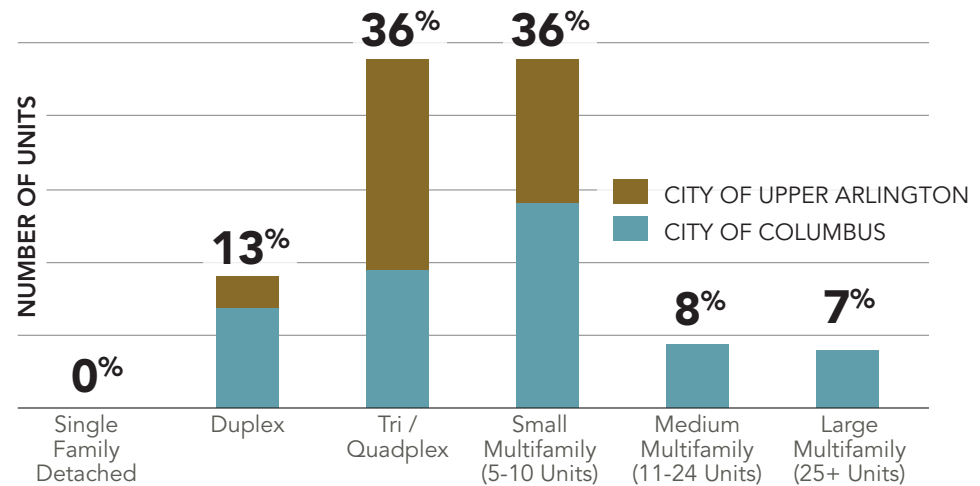
Less than 40% of housing units in the area are owner-occupied. Most owner-occupied homes are condominiums with a median value of \$263,000, less than half the cost of the average home in Upper Arlington. Owner occupancy is highest among older residents—56% of residents over 60 own their homes, and nearly half of owner-occupied homes belong to those 60 or older.

The age and diversity of units preserves a pocket of affordability. This neighborhood is one of the few affordable entry points into Upper Arlington, primarily due to the older age of many of its residential buildings. The below-average cost of condominiums also makes it an attractive location for elderly Upper Arlington residents to downsize while remaining in their community. This area naturally fills a crucial local real estate market gap that newly built housing does not.

The area's housing products are diverse and range from duplexes to 10-plus-unit apartment complexes. About half of the area's residential buildings are condos and townhome-style buildings with two to eight housing units each.

FIGURE 3

Housing Unit Types in Planning Area



Source: American Communities Survey



Long Standing Tenants, Years

10+

A large portion, 40%, have been long standing tenants in the planning area



EMPLOYMENT & ECONOMICS

The planning team analyzed broad economic conditions and trends in the planning area, including business activity and sector make-up, employment, real estate, performance, and additional factors.

The area is a vital jobs hub for the city of Upper Arlington.

An analysis of daytime population changes (an indicator of local employment) shows the two 250-acre grids along the south side of Henderson Road have some of the highest jobs clusters in the city. There are around 150 total businesses along the corridor shared between Columbus and Upper Arlington; around 100 of these are in Upper Arlington. Collectively, these businesses employ around 1,700 people across several industries. The area has lost around ten percent of its total jobs from a high point in 2002.

Retail and service businesses are underperforming compared to peers in other parts of the metropolitan or state market.

Despite the largest concentration of commercial land use in the city, 70% of the businesses in the area have visitor counts below the 50th percentile compared to market counterparts within a 15-mile radius. Nearly 45% of businesses have experienced a decrease in visitors since 2022, with annual visitors decreasing by an average of 23% among these businesses. An additional 13% have remained relatively stagnant, with a <1% increase in annual visitors since 2022. Fast food locations average below the 33rd percentile among locations statewide. In 2023, retailers TJ Maxx and HomeGoods closed their stores at 1871 West Henderson Road as a “relocation” to a new storefront in Clintonville’s Graceland Shopping Center.

FIGURE 4
Shopping Center Performance Comparison



Source: Placer AI, planning team research and analysis

FIGURE 5
Shopping Center Performance Comparison

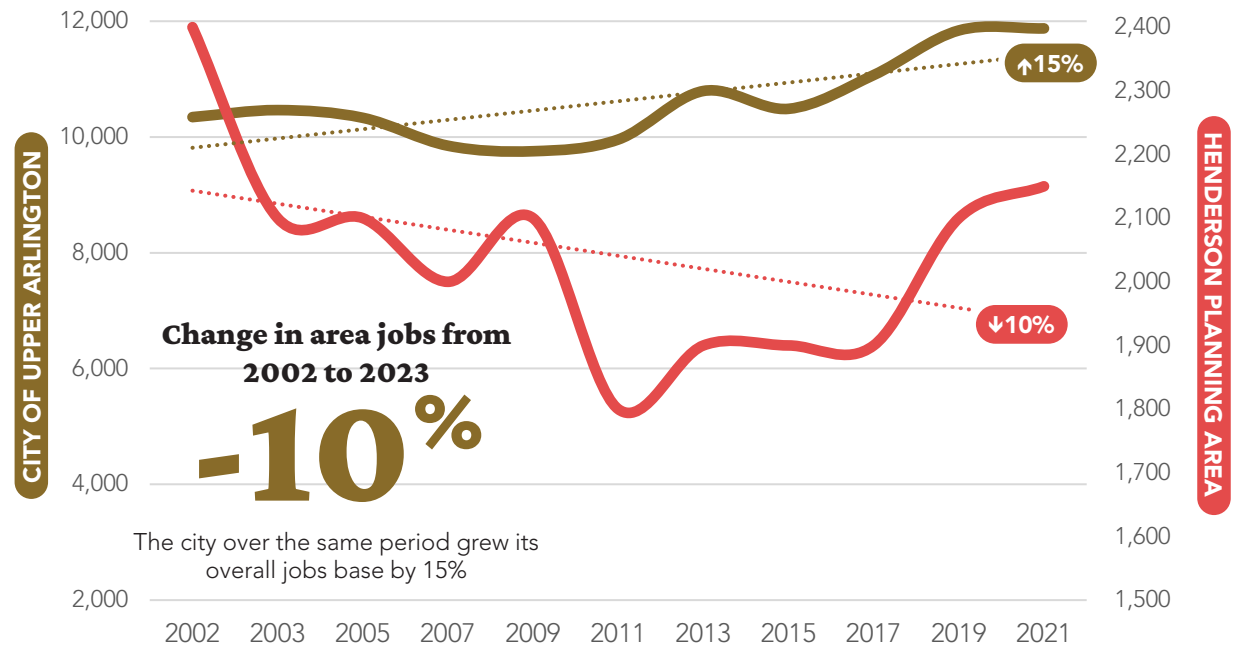
ID	NAME	TOTAL VISITS (2024)	VISITS PER SQ FT	VACANCY (2024)*	2017 TO 2024 VISIT CHANGE
A	Greentree Center	1.1 million	8.3	8.8%	+1.8%
B	Arlington Square	1	6.4	43.6%	-41.4%
C	Northwest Center	1.3	5.9	5.6%	-24.7%
D	Carriage Place	3.3	10.2	5.7%	-10%
E	Crown Point	1.7	11.9	3.7%	+3.3%
F	Bethel Centre	1	8.6	9.3%	-4.4%
G	Olentangy Plaza	2.2	8.8	4.8%	-10.6%

Sources: Placer AI, planning team research and analysis. *Note: Vacancy based on 2024 windshield survey

Jobs are split between three main sectors, including retail trade (51%), finance, insurance, and real estate (12%), and services (33%). The corridor's largest employers include Kroger (300), GOSH Enterprises, Inc. (250), Marc's (100), National Church Residences (81), and Central Ohio Youth for Christ (80). Businesses in the area reported a collective \$654.6M in sales, resulting in \$307,637 of revenue generated per employee.

The area is a major office cluster and an important income tax revenue source for Upper Arlington. Split between several sites and employers, the Upper Arlington portion of the planning area includes around 500 office workers. Healthcare and medical services make up two-thirds split across numerous outpatient facilities throughout the corridor. A small cluster of these medical offices at Arlington Centre Boulevard and North Bank Drive includes outpatient and administrative offices. This segment is high-performing in the region and well-leased within the planning area. The corridor is also home to the corporate headquarters of National Church Residences, one of the country's largest developers of senior housing, and GOSH Enterprises Inc., a multi-restaurant management company that owns BIBIBOP Asian Grill, Charley's Philly Steaks, and Lennys Grill & Subs.

FIGURE 6
Area Jobs Change Compared to Overall City



Source: On the Map LODS Data



INCOME TAXES AND CITY REVENUE

Income taxes are the primary revenue source for municipalities in Ohio, and in the city of Upper Arlington, they constitute around 75% of the community's revenue stream. Because workers pay their local income taxes in the communities where they work and not where they live, large communities like Upper Arlington must maintain a strong and stable jobs base to balance fiscal burdens and maintain high levels of service.

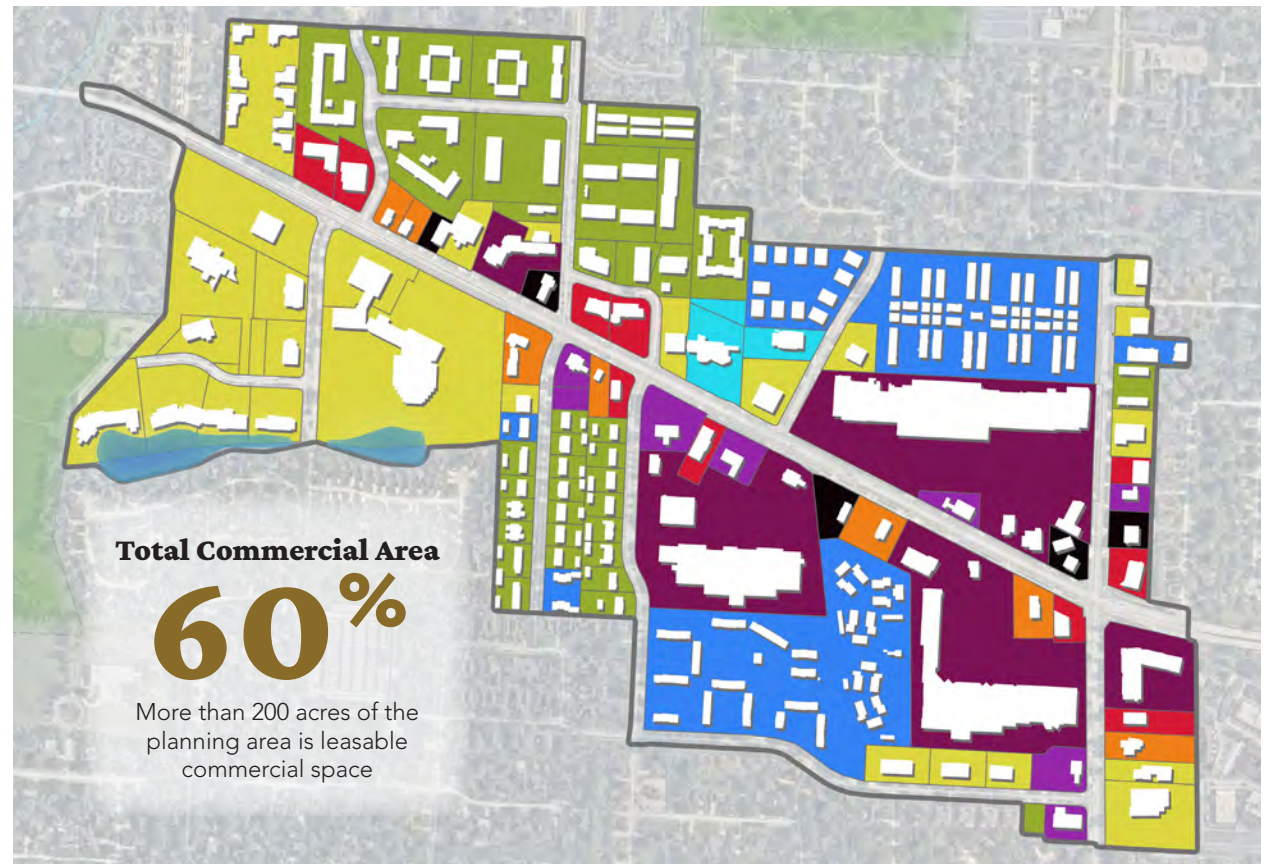
LAND USE AND REAL ESTATE

The following are major findings from conditions and trends research regarding land use, development, and residential and commercial real estate. The planning team utilized the latest available data and GIS information to assemble these findings.

The planning area is just over 200 acres and consists of 60% commercial and 40% residential land uses. The most prominent single land use is office, making up 26% of the total planning area, with most of this inventory located west of Dierker Road. Shopping centers constitute 46 acres, or 22% of the planning area. Arlington Square, the Kroger Shopping Center, and Northwest Center comprise a concentrated node of major shopping centers within less than ½ mile between Reed Road and Nugent Road. An array of single-use commercial buildings line Henderson Road, consisting of a mixture of restaurants, retailers, auto services, and banks. A mix of uses occurs at the corner of Reed Road and Mackenzie Drive, where retail, office, and restaurant properties make up the east end of Arlington Square Shopping Center.

Of the 225 buildings in the planning area, 93 (43%) are non-residential. Little development has occurred along the corridor since 1980, with only ten new buildings developed since 1994, four of which are along Henderson Road.

FIGURE 7
Land Use by Property



Source: Upper Arlington, Columbus, and Franklin County Assessor



Legend

	SHOPPING CENTER		BANK
	OFFICE		AUTO SERVICE
	RETAIL		APARTMENTS
	RESTAURANT		CONDO/TOWNHOME
	RELIGIOUS/CIVIC		

ZONING

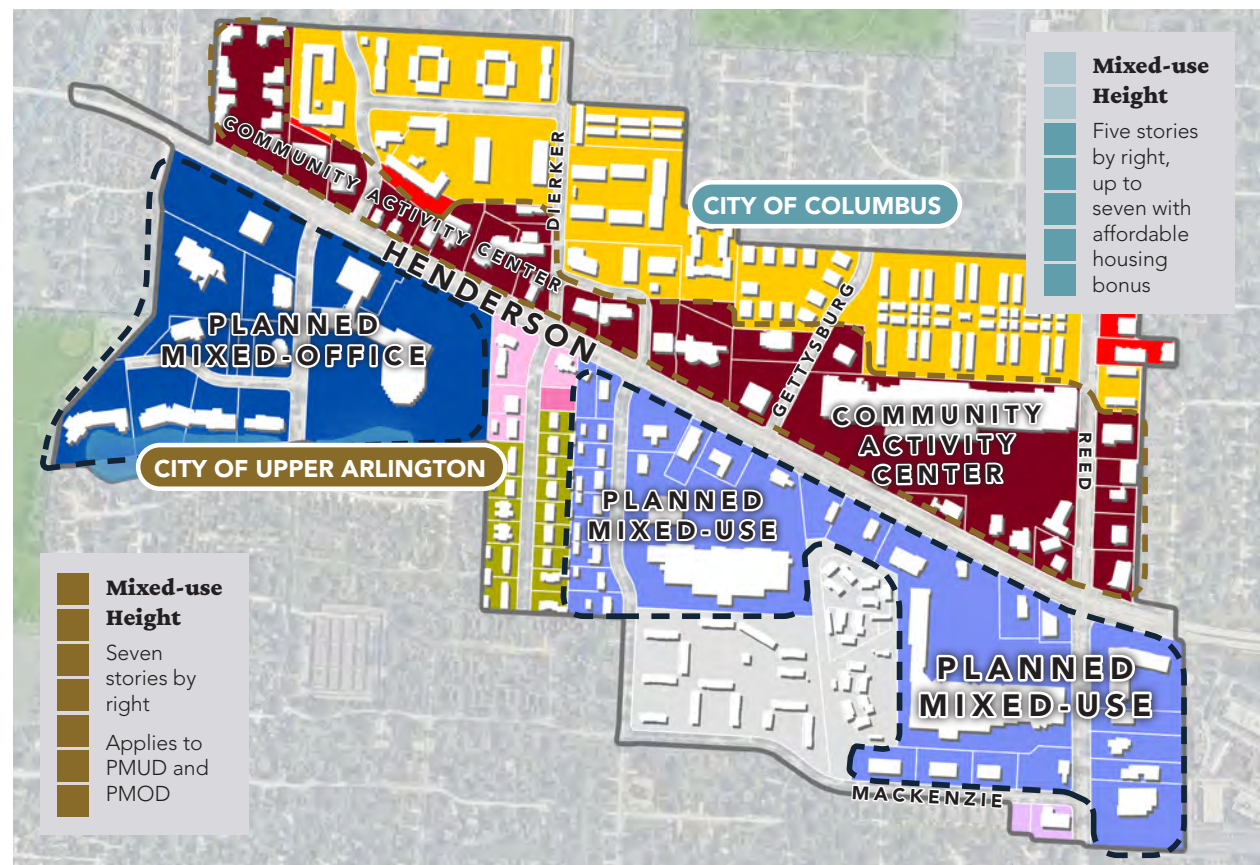
The planning team reviewed policies related to zoning and entitlements for the cities of Upper Arlington and Columbus.

Major portions of the city's commercial property—around 45 acres within the planning area—have been rezoned to Planned Mixed Use (PMU). This entitlement encourages the development of mixed-use centers with vertical and horizontal integration of office, residential, and retail functions. It emphasizes the inclusion of prominently located civic spaces serving as gathering places for residents and visitors, increased floor area, and higher-intensity land use to create vitality and enhance real property values.

Additionally, the Planned Mixed Office District (PMOD) was introduced for a 35-acre area in the far west of the planning region. While sharing similar permissions regarding height and density and an emphasis on master planning as the PMU zoning, the PMOD is more focused on maintaining and reinvesting in the city's critical office districts.

The city of Columbus has adopted the ZoneIn Corridor proposals, which allow for mixed-use development by right along the north side of the corridor with building heights up to five stories. Projects with a minimum portion of affordable housing are eligible for bonus densities of up to seven stories.

FIGURE 8
Zoning Districts and Entitlements



Source: Upper Arlington, Columbus, and Franklin County Assessor

Upper Arlington Zoning Districts

- NEIGHBORHOOD BUSINESS
- COMMUNITY BUSINESS
- OFFICE
- PLANNED MIXED-OFFICE DISTRICT
- PLANNED MIXED-USE DISTRICT
- MULTI-FAMILY RESIDENTIAL
- RESIDENTIAL COMMUNITY DISTRICT

Columbus Zoning Districts

- MIXED-USE: COMMUNITY ACTIVITY CENTER ADOPTED 2024
- COMMERCIAL
- MULTI-UNIT RESIDENTIAL

TRAFFIC AND SAFETY

The planning team analyzed traffic and safety along the corridor.

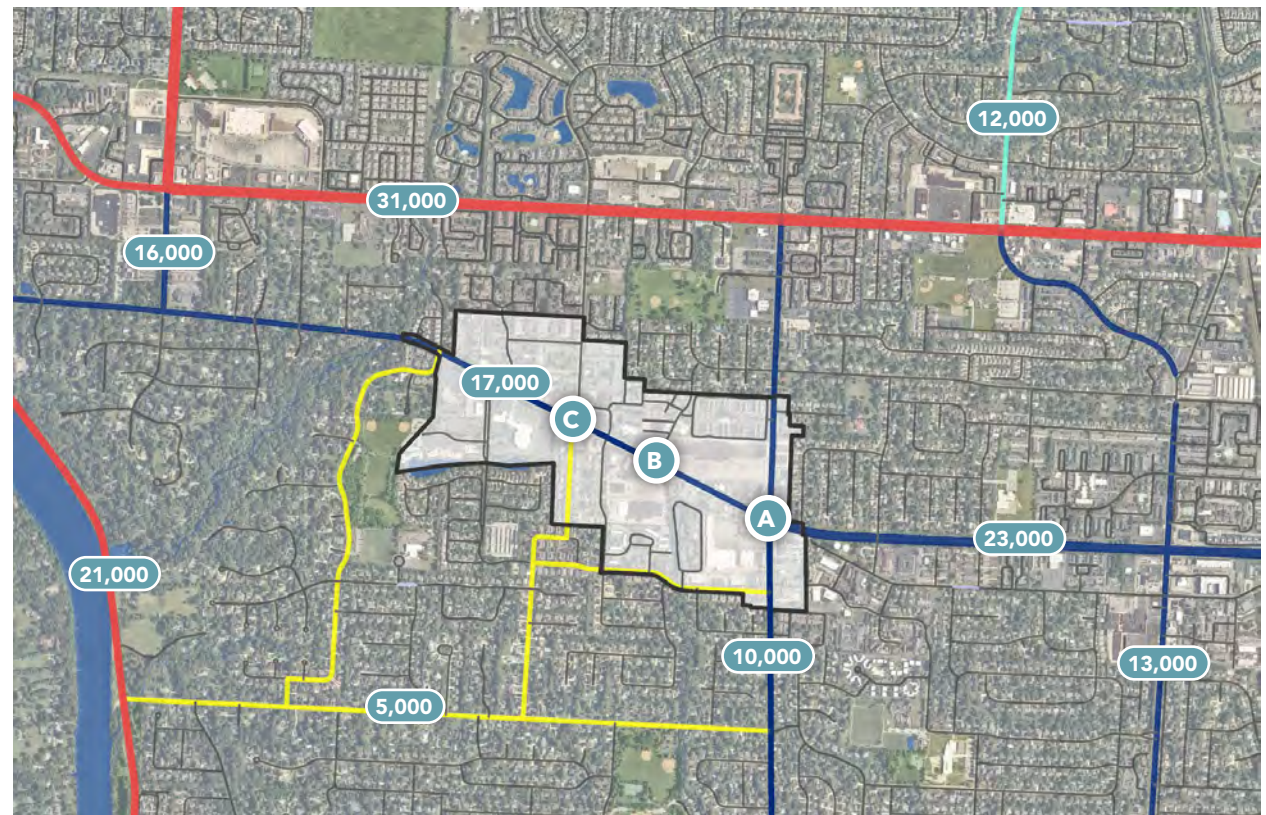
Henderson Road is one of the most heavily traveled roads in Upper Arlington. The corridor averages between 17,980 and 28,745 cars daily, the highest traffic in the city, along with US-33/Riverside Drive by the Scioto County Club at 37,958. The Annual Average Daily Traffic count high points are located at Henderson outside McDonald's, at Henderson and Dierker Road, and at Henderson and Nugent Drive. These three spots are outside large shopping centers or highly visited retailers. Traffic counts decrease further west on Henderson Road.

Along the Henderson Road corridor, there are three intersections controlled by traffic signals. The following signalized intersections were analyzed utilizing the Highway Capacity Software (HCS) under current traffic volumes and projected future year volumes utilizing optimized signal timings in HCS: Henderson Road at Dierker Road, Henderson Road at Gettysburg Road, and Henderson Road at Reed Road.

Counts were taken at each location on March 12, 2024. These counts were utilized for the existing traffic volumes and were forecasted for the next twenty years using a growth rate of 0.75% per year.

FIGURE 9

Regional Road Classifications and Average Daily Traffic Volumes



Source: Ohio Department of Transportation (ODOT)

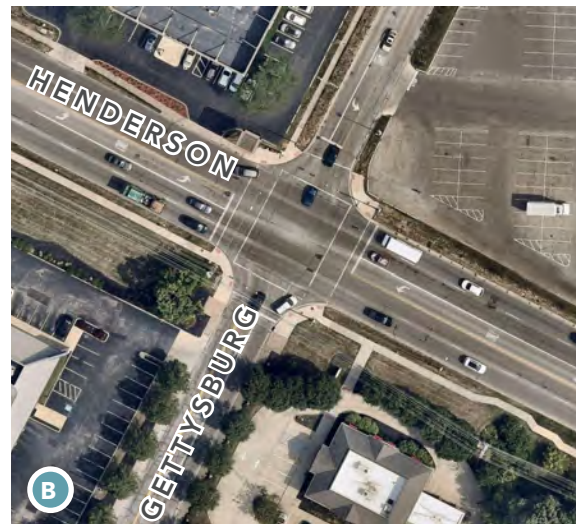
The capacity analysis under existing traffic volumes indicates the intersections operate at an acceptable level of service during both the AM and PM peak periods. The PM peak period is the controlling time period in the analysis, with larger traffic volumes along the network.

Legend

- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MINOR COLLECTOR
- LOCAL
- # 2024 TRAFFIC COUNT



Henderson Road at Dierker Road. Existing operations at this intersection are acceptable under both current and future year traffic when looking at the intersection's traffic operations, though site visibility and clearance issues exist today. The northbound and southbound approaches are within the acceptable Level of Service (LOS); additional delays and queues are present due to the minimal available capacity for each movement on both approaches. Given that no northbound or southbound left turn phasing is present and each approach is a single lane serving the left, through, and right turn movements, the approaches cannot operate as efficiently. This is especially true when a left-turning vehicle from Dierker Road blocks through movements as they wait for a gap in traffic. Queues on the southbound approach extend past Wendys Drive to the north during both peak periods.



Henderson Road at Gettysburg Road. The traffic operations at this intersection also show an overall acceptable LOS for the intersection. The northbound and southbound approaches have additional delays, with some movements operating at LOS E. The HCS analysis indicates that the queues extend past the available storage for left turns for the southbound approach, and the through and rights for the northbound approach block left-turning vehicles' ability to get into the left turn lane. This impacts traffic operations at the intersection by blocking the through and right turn movements when the queues spill back. Therefore, it is likely that the northbound and southbound approaches operate worse than shown in the analysis.



Henderson Road at Reed Road. This intersection is showing some operational issues under both existing and forecasted traffic. The overall LOS is acceptable for the intersection. The westbound movements are expected to struggle in the future year, with lengthy queues and volumes nearing the capacity of the existing lanes for various movements. Once capacity is met or exceeded, the LOS will go into failure. Given the redevelopment and potential growth in the area, this leaves minimal excess capacity to handle additional growth with the existing roadway configuration.

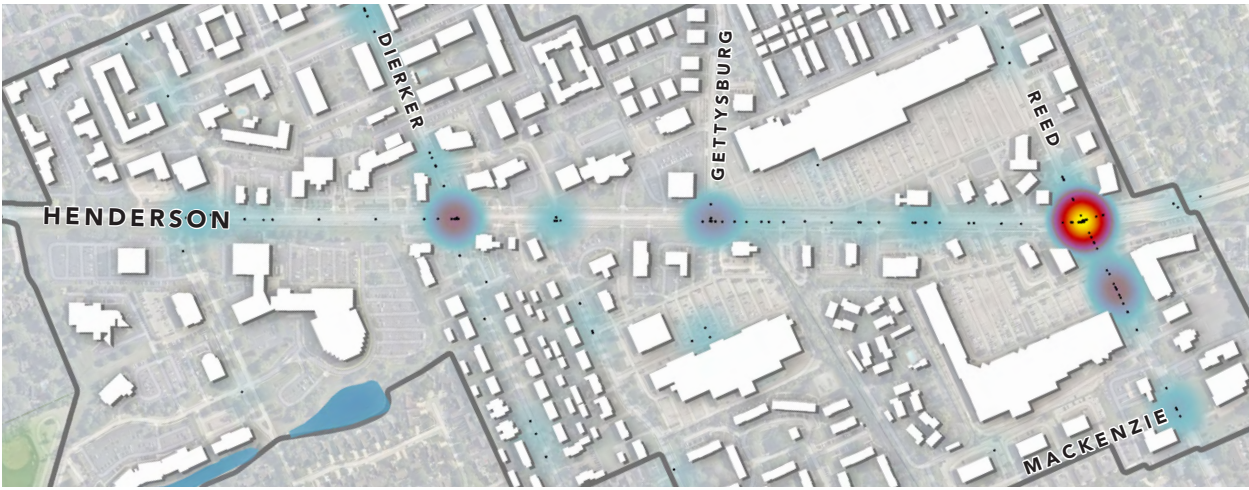
INTRODUCTION

From 2018 to 2022, there were 139 crashes reported along Henderson Road within the planning area. Over these five years, 2018 experienced the highest frequency of crashes, with 41 crashes. There was a decrease in crashes from 2020 to 2021, a possible result of the pandemic and an increase in employees working from home. In 2022, the planning area experienced an increase from the two previous years, with 30 total crashes and the highest frequency of injury crashes with 17. Two hot spots for crashes along Henderson Road are at heavily trafficked intersections: Reed Road and Dierker Road. Of all the crashes, 39% were driveway crashes, 46% were intersection crashes, and 15% were non-intersection and non-driveway crashes.

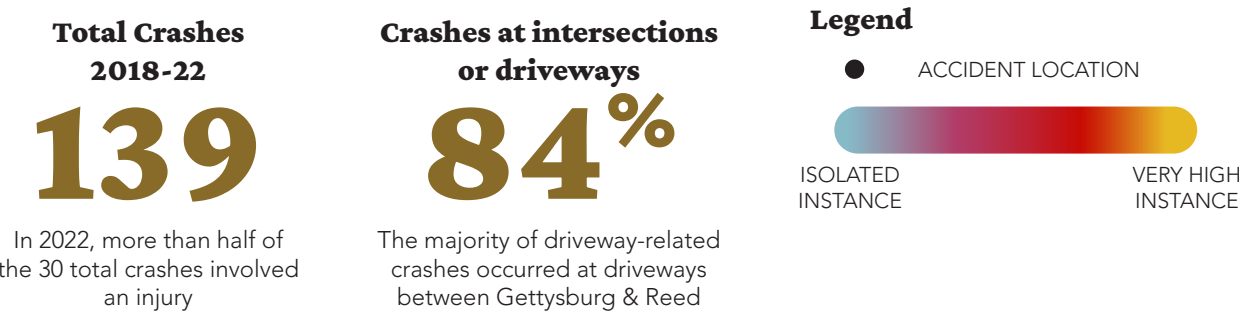
The intersections in the planning area account for almost 50% of the crashes (46%, 64 crashes). Driveways accounted for 39% of all crashes (54 crashes), and nearly half of all driveway-related crashes occurred between Gettysburg Road and Reed Road. This stretch of roadway experienced 26 driveway-related crashes. Driveway crashes were also heavily concentrated on Reed Road directly north and south of the Henderson Road intersection.

The afternoon hours saw the highest frequency of crashes, with 46% of crashes occurring between 2 PM and 6 PM. Young drivers ages 15 to 25 were involved in 56 crashes during the study period, which equates to a 40.3% crash rate, whereas drivers ages 65 and older were involved in 42 crashes during the study period, a 30.2% crash rate.

FIGURE 10
Crash Instances and Density



Source: ODOT Crash Analysis Tools (GCAT)



SIDE-IMPACT COLLISIONS

The most prevalent crash types on the corridor were angle crashes (28.8%), followed by left turn crashes (25.2%), and rear end crashes (24.5%). Side-impact car crashes are especially dangerous because the sides of vehicles offer less space and structural protection to absorb collision forces, leading to a higher risk of severe injury to occupants. Additionally, these crashes often occur unexpectedly at intersections, where vehicles may be traveling at significant speeds, amplifying the impact directly on the passenger compartment.

FIGURE 11

Henderson Road Streetscape Today



Source: Google Streetview

The streetscape of the Henderson Road corridor exhibits significant inconsistency due to a haphazard development pattern over time. This disjointed growth has led to a proliferation of curb cuts and redundant driveways, resulting in limited access management and a lack of seamless site-to-site connections. Sidewalks are intermittent, and pedestrian crossings are often perilous with inadequate markings, making the corridor unsafe and unwelcoming for pedestrians. There is a noticeable absence of coordinated landscaping, including a lack of street trees and cohesive green spaces, which detracts from the area's visual appeal and environmental quality.

As the corridor serves as a boundary zone between Upper Arlington and Columbus, development review processes have varied widely both inter-jurisdictionally and over time. This variability has contributed to the inconsistency in streetscape elements and design standards. Expectations have evolved in Upper Arlington, and newer projects reflect more thoughtful approaches to site planning, access management, signage, and aesthetic considerations. These recent developments showcase improved design and functionality. However, older developments, which dominate the corridor, remain haphazard and lack the cohesive elements necessary for a unified and attractive streetscape.

WHO OWNS HENDERSON?

In 2024, the cities of Columbus and Upper Arlington began a rare process to transfer ownership of the roadway from Columbus to Upper Arlington. Before completing the transfer, the city of Upper Arlington completed a full plat and survey of the 12 acres of right-of-way for deeding and approval by Franklin County. For such a transfer, both jurisdiction's councils must approve the action. Once this process is completed in early 2025, the city of Upper Arlington will control the right-of-way from the property lines on the north side of Henderson Road from Stonehaven Drive to just east of the Reed Road intersection. Owning the roadway means the city can, unilaterally, plan for and implement projects that improve the corridor's safety, function, and aesthetics.



Henderson Road serves a variety of users, including motorists, cyclists, pedestrians, and bus riders. Here, pedestrians wait for the bus in the road verge, highlighting one of the busiest sections of the street.
Source: Planning Team

ACTIVE TRANSPORTATION

The planning team analyzed the sidewalk and trails network inside and connecting to the planning area.

The corridor exhibits an overall lack of sidewalk connectivity, adversely affecting pedestrian mobility and safety. Although there have been improvements on the Upper Arlington side, significant gaps persist in the sidewalk network. These discontinuities hinder seamless pedestrian movement and limit access to key destinations along the corridor. Furthermore, pedestrian crossings require enhancement in terms of lighting, markings, and overall safety measures. The existing crossings are often perilous, and the high speed of traffic along the corridor exacerbates the risk to pedestrians. As a result, there tend to be few pedestrians and cyclists who use the corridor.

The planning area has the potential to connect two major regional trail systems (one existing, one planned). However, its current configuration is not a safe or attractive option for non-motorized travelers. Upper Arlington is located on the east of the Scioto River and west of the Olentangy River. The Central Ohio Greenways Plan has identified a future alignment for the Scioto Trail one mile east of the planning area along Riverside Drive. The closest existing regional trail to the planning area is the Olentangy Trail, which is three miles to the east.

An existing multi-use pathway along Dierker Road connects Henderson Road with Bethel Road. This trail terminates at Bethel Road at a future stop along the LinkUS Northwest high-capacity transit route, which is being planned and not yet funded. The trail does not currently connect south into the city of Upper Arlington.

TRANSIT

The planning team reviewed policies and regional trends regarding public transportation. The Central Ohio Transit Authority (COTA) provides transit in Central Ohio.

The planning area is well-connected to Central Ohio Transit Authority (COTA) public transportation routes. Henderson Road is directly served by COTA's standard Route 33, which runs between North High Street in Worthington and Dublin Metro Place. Other nearby routes include the 1 (standard) and 72 (rush hour) lines that connect northwest neighborhoods to Downtown Columbus; these stops are located on Bethel and Kenny Roads within a mile of the planning area. Additionally, Route 73, another rush hour line running along Riverside Drive between Dublin and Downtown Columbus, passes near the area but does not make stops close to Henderson Road.

The LinkUS Northwest Corridor route will connect northwest suburbs like Upper Arlington and Dublin to Downtown Columbus. The portion of this route closest to the planning area will run along Bethel Road, approximately one-third of a mile from Henderson Road, with multiple adjacent streets providing connections between the two roads. Although this initiative is not expected to service the area until 2030, it will significantly improve connectivity for a wide demographic and offer more efficient transportation options for employees and residents. With 3,390 people commuting in or out of this area daily for work, having multiple means of transportation is crucial. The Northwest Corridor contains three of the largest employment hubs in Central Ohio and accounts for 30% of all jobs in Franklin County; thus, even at a half-mile distance, this transit corridor will substantially impact Henderson Road.

FIGURE 12

Transit, Trails & Sidewalks



Legend

- EXISTING SIDEWALKS
- - - EXISTING SIDEWALKS (OUTSIDE AREA)
- EXISTING MULTI-USE PATH
- ... SIDEWALK GAP WITHIN PLANNING AREA (PUBLIC ROADS)
- COTA BUS STOP LOCATION

UTILITIES

The planning team analyzed utility systems and capacities within the planning area.

Stormwater flows in this area converge toward Turkey Run, centrally located within the planning area. From Reed Road, stormwater moves west along the south side of Henderson Road, with storm sewer sizes increasing from 12 inches to 24 inches. Conversely, stormwater flows east from Dierker Road, expanding from a 12-inch to a 36-inch sewer on the south side and from a 12-inch to a 21-inch sewer on the north side, all directing toward Turkey Run. A substantial 83-inch box culvert also channels stormwater south from Gettysburg Road into Turkey Run. Turkey Run then flows southward, gradually bending east before discharging into the Olentangy River approximately half a mile north of North Broadway.

The area benefits from proximity to the Henderson Road twin water towers, located just east of Reed Road and within 1,000 feet of the planning area. These towers distribute water westward through a 24-inch water main situated on the north side of Henderson Road within the right-of-way.

Sanitary sewer infrastructure is limited due to the area's position along the municipal boundary. Only one 8-inch sanitary sewer crossing exists at the Dierker Road and Henderson Road intersection, with no parallel sanitary sewers within the right-of-way. Dierker Road is a relatively high point in the local Columbus sanitary system. Consequently, sewage flows west of Dierker Road move toward the Upper Scioto Trunk Sewer, while flows east of Dierker Road head toward the Olentangy Trunk Sewer. The Olentangy Trunk Sewer, however, has restricted capacity for new development until 2035, when a new tunnel will be completed at the intersection of Henderson Road and Olentangy River Road. On the south side of Henderson Road, small sanitary lines owned by the city of Upper Arlington flow southward to the Turkey Run Sewer, which connects to the Columbus Clinton #3 sub-trunk but has limited available capacity. These circumstances leave little room for increased near-term demand on the sewer infrastructure in the area.



Henderson Road's utility infrastructure is essential in supporting the area's growth, ensuring reliable services for residents and businesses along the corridor, Source: Planning Team

ELECTRICAL

Electrical upgrades, including the burial of overhead lines, will require extensive coordination. Multiple private utilities exist along the corridor, with the overhead power line owned by AEP providing primary electric service and distributing power to adjacent properties. This pole line also supports fiber optic lines from AT&T, Spectrum, CenturyLink, and city of Columbus lighting circuits. Underground utilities include AEP distribution, AT&T, Columbia Gas, and Verizon. Future overhead line burial projects will require careful coordination with AEP and other joint users. Investigating utility corridors along the southern side of the roadway could help mitigate conflicts with existing buried utilities and identify appropriate locations for undergrounding efforts.

RIGHT-OF-WAY ANNEXATION

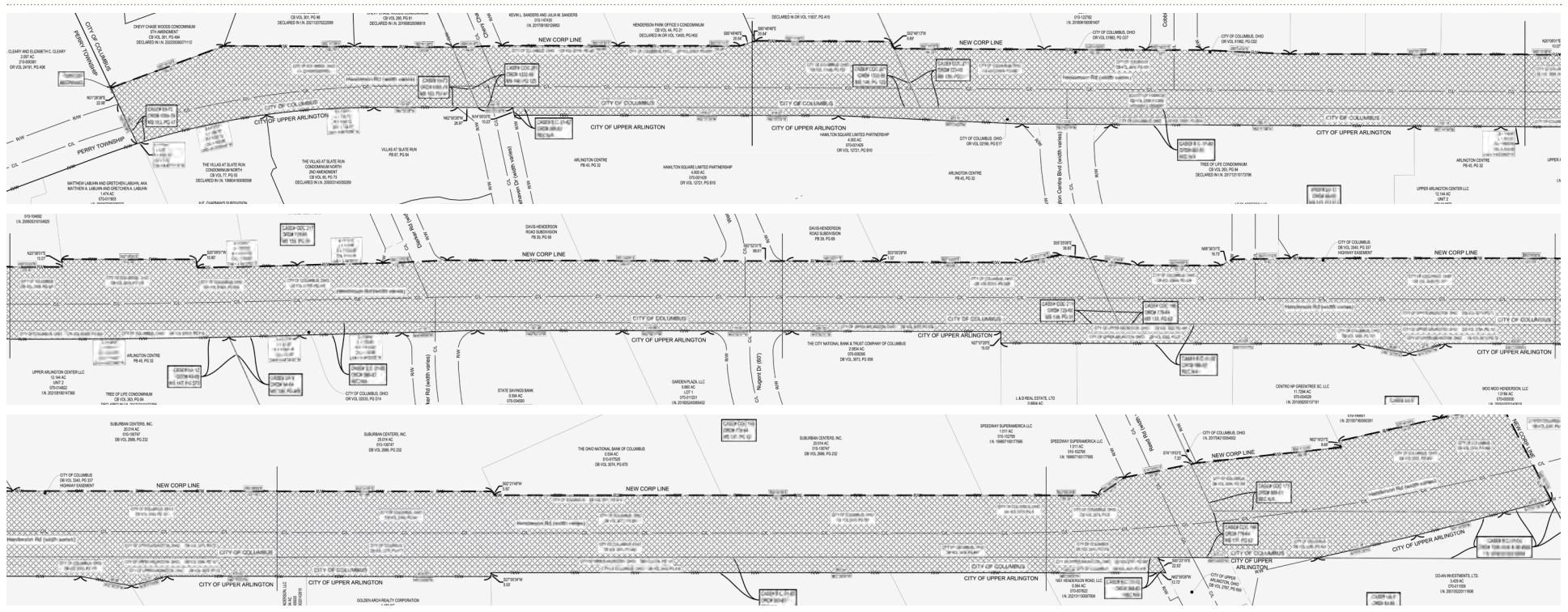
In 2024, the cities of Columbus and Upper Arlington began a rare process to transfer ownership of the right-of-way to Upper Arlington.

The right-of-way is expansive in size, requiring significant attention. The right-of-way along Henderson Road averages 70 feet across, not including areas for landscaping and sidewalks. In 2024, the cities of Columbus and Upper Arlington began discussions to transfer the deed and management of portions of Henderson Road within the planning area from Columbus to Upper Arlington. Maintenance of this right-

of-way is a significant undertaking, totaling 12 acres of land and requiring extensive care and maintenance. The transfer required three readings before its final approval by both jurisdictions' councils in December 2024. As a result, Upper Arlington will become the sole controller of the right-of-way from the property lines on the north side of Henderson Road, stretching from Stonehaven Drive to just east of the Reed Road intersection.

The city of Columbus has been a great partner throughout this process and will continue to be a strong northern neighbor. With long-needed upgrades on the horizon, ownership of the right-of-way allows Upper Arlington to plan and implement projects that enhance the corridor's safety, functionality, and aesthetics.

FIGURE 13
Survey and Plat of the Henderson Road Right-of-way



Source: Planning Team

Plan Structure, Use, & Application

The West Henderson Road Vision Plan outlines a road map for improving and redeveloping this vital corridor over the next 20 years. It presents an aspirational yet achievable vision, with progress toward the community’s goals requiring investments in projects that enhance the appearance and functionality of the Henderson right-of-way. While the plan organizes these actions, it also ties each project back to its central purpose. Furthermore, the community can expect properties along Henderson Road to face redevelopment pressures throughout the planning period. This plan anticipates these redevelopment proposals, setting clear expectations for successful projects that align with the community’s vision.

The “Opportunities” chapter establishes a community-focused perspective on the future of the corridor. It addresses major priorities like safety, aesthetics, and notable trends, including shifts in real estate demand for retail and office spaces. Each concept in this chapter includes specific actions the city can take to bring the vision to life.

The final chapter introduces the implementation strategy. This section describes the process for institutionalizing the plan and steadily progressing toward each goal. It details the city’s capital improvement process and departmental roles and responsibilities and includes a matrix of key actions, assigning time frames, responsibilities, and priorities. A plan like Envision Henderson should be regularly updated—at least every five years—as market conditions change or significant progress is made.

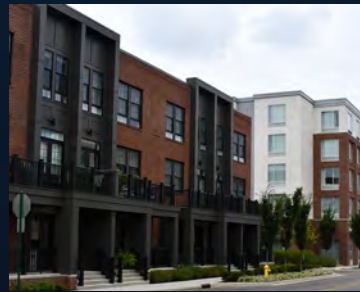
FIGURE 14
Envision Henderson Process Diagram



The Envision Henderson Process was a comprehensive approach that began with in-depth research, progressing through community engagement, identifying opportunities, and culminating in implementation strategies.

Principles for growth and reinvestment

These principle statements distill the community's priorities and aspirations into a set of guiding values. They provide a clear, bold framework for leadership, ensuring that future decisions and investments remain grounded in what the public cares about most. Viewed as a lens through which to evaluate projects, these principles reflect the community's vision and chart a realizable path forward. By setting forth these guiding statements, the plan establishes common ground and direction—an enduring point of reference that helps everyone stay focused on what truly matters as the district evolves.



Enhance ...

the right of way, enabling a safe, connected, and well-planned corridor for all users.

Inspire ...

great projects that better serve the community and meet our standards for quality, connectivity, and viability.

Build ...

on past investments in infrastructure and maintain the economic productivity of the district and the city's fiscal sustainability as a result.

Integrate ...

and leverage regional opportunities that enhance connections and improve the stitching between communities.

Generate ...

places for people. Places that—through their considerate site planning, development, and architecture—are vibrant, productive, and beautiful.





02

OPPORTUNITIES

This section presents the background and outlines the direction for significant opportunities along the Henderson Road corridor. These opportunities are divided into two main categories: improvements to the safety and aesthetics of the right-of-way and land use strategies intended to enhance the vitality and vibrancy of these districts for decades to come.

ENVISION  HENDERSON



OPPORTUNITIES

BACKGROUND ★ BIG IDEAS ★ ADDITIONAL OPPORTUNITIES

This section presents the background and outlines the direction for significant opportunities along the Henderson Road corridor. These opportunities are divided into two main categories: improvements to the safety and aesthetics of the right-of-way and land use strategies intended to enhance the vitality and vibrancy of these districts for decades to come. The end of the section presents additional opportunities to invest in active transportation, strengthen neighborhoods, and leverage regional projects.



Taking Action

Advancing the community's priorities for the Henderson Road corridor requires a strategic approach that transforms principles into actionable steps. This section focuses on how to achieve incremental progress by connecting the community's priorities and principles with tangible actions. The plan links priorities with possibilities by identifying best practices, catalysts, and transformational ideas, paving the way for meaningful change.

The opportunities highlighted include **"BIG ideas"**—transformational investments and major moves—that aim to elevate the function, viability, and livability of the corridor for residents, workers, and visitors. These initiatives aim to mitigate current and emerging challenges, helping to push the conversation forward and deliver on community expectations. By building a connection between the current state of the corridor and the community's vision, this section sets the foundation for progress that aligns with shared goals and aspirations.

Significant investment and continued leadership are essential to activate these opportunities. Implementing these actions will require collaboration among stakeholders, resource allocation, and a steadfast commitment to the shared vision. However, the potential benefits are immense and worthwhile.

IMPLEMENTATION FRAMEWORKS

The plan proposes a collection of projects, policies, and programs designed to move the community toward its vision for the Henderson Road corridor. These recommended actions fall into three categories, reflecting the city's varying levels of control over their implementation:

Control: Actions that the city can unilaterally plan, fund, and develop. These primarily involve recommendations related to the right-of-way for Henderson Road and other city-owned streets. Examples include capital projects such as streetscape improvements, sidewalk extensions, and traffic calming measures. The Control category represents the city's greatest opportunity to shape outcomes directly through leadership and investment.

Influence: Actions where the city is not solely responsible but plays a significant role in setting direction, framing goals, and directing outcomes. These include tools like zoning regulations, where the city can guide development through policy-making and regulation, even though implementation may involve private developers or other entities. By leveraging its influence, the city can encourage projects that align with community priorities.

Advocate: Actions where the city seeks to draw attention to issues but cannot influence the outcome directly. In these cases, the city can advocate for changes or investments by regional partners, state agencies, or private entities. For example, the city may advocate for improved public transportation services or regional infrastructure projects that would benefit the corridor. While the city's direct control is limited, its advocacy can help catalyze action and attract support for initiatives that advance the community's vision.

ADVOCATE

Property in Columbus

Catalytic regional projects like LinkUS, Greenways, etc.

Understanding of regional trends

ZoneIn—new entitlements

INFLUENCE

Property in Upper Arlington

Setting the rules and direction

Stoking the market

Cultivating opportunities; guiding projects

CONTROL

Upper Arlington's right-of-way

Transformative projects

Improving safety, aesthetics, access management, mobility

Setting the table for redevelopment



LEVELS OF ACTION

The plan acknowledges the varying degrees of authority and resources available to the city by categorizing actions into items it can Control, Influence, and Advocate. This framework helps to strategically focus efforts where they can be most effective, whether through direct implementation, shaping policies and partnerships, or championing causes that require broader collaboration. Together, these action levels form a comprehensive approach to achieving incremental progress and realizing the transformational opportunities within the corridor.

BIG IDEAS

THE HENDERSON “BOULEVARD” ★ THE NORTHERN GATEWAY ★ THE LIVE+WORK NEIGHBORHOOD

“BIG ideas” are the transformational investments and primary initiatives that significantly elevate the corridor’s function, viability, and livability for residents, workers, and visitors. These ideas aim to mitigate current and emerging challenges, push the conversation forward, and fulfill community expectations. Big ideas drive substantial progress toward shared goals by building a connection between the current state of the corridor and the community’s vision.

The Henderson “Boulevard”

Henderson Boulevard envisions a new signature street forming the northern boundary of Upper Arlington. Along this mile, the city will leverage its newly established right-of-way ownership to make strategic investments addressing safety, access, and aesthetics. This linear gateway sets the standard for street design, elevates the properties along it, and provides an effective east-west corridor for vehicles, pedestrians, cyclists, and all users.

- ★ Implementing safety improvements like roundabouts, traffic calming measures, and better pedestrian crossings.
- ★ Transforming the road into a landscaped boulevard with medians and street trees to enhance visual appeal.
- ★ Enhancing pedestrian and bicycle infrastructure with continuous sidewalks and bike paths.
- ★ Upgrading streetscape elements such as signage and lighting for a cohesive appearance.
- ★ Encouraging redevelopment of adjacent properties to align with the new aesthetics and functionality.





The Live+Work Neighborhood

A Live+Work Neighborhood blends the best aspects of neighborhood and office design. Through a balanced and thoughtful site plan, this district broadens the usefulness of the built environment, allowing for complementary land uses, planting a lush landscape, and connecting internally and externally through pathways and trails. The emerging neighborhood is active, beautiful, and strong.

- ★ Merge community goals for housing diversity and fiscal sustainability within an additive multi-use site plan, while leveraging the city's Planned Mixed Office District (PMOD) zoning.
- ★ Create walkable spaces through pedestrian-oriented street design.
- ★ Introduce new housing opportunities for current and future residents.
- ★ Enhance the fiscal position of the city and school district.
- ★ Improve access to Northwest Kiwanis Park through new trail connections.

The Northern Gateway

The Northern Gateway envisions a new dominant land use pattern for the real estate along the Henderson Road corridor. As redevelopment decisions become timely and trends progress to plans, it will behoove the city to prepare its vision and expectations for future projects. Community priorities will inform thoughtful site planning, and incrementally, a new walkable district will emerge.

- ★ Establish a character-rich gateway at Upper Arlington's northern border that embodies this shared vision.
- ★ Create walkable spaces through pedestrian-oriented street design to enhance livability and connectivity.
- ★ Introduce new housing options for current and future residents to meet diverse needs.
- ★ Enhance the fiscal position of the city and school district by fostering developments that contribute to economic growth and sustainability.



The Henderson “Boulevard”

Envisioning a safe, accessible, and attractive signature street and gateway to the Upper Arlington community

Like many commercial corridors in the Columbus metropolitan area, Henderson Road evolved over several decades without a comprehensive plan for safety, access management, non-vehicular accommodations, or aesthetics. This has resulted in a haphazard and generally unsafe vehicular environment, with perilous crossings for pedestrians and cyclists. However, the corridor holds potential for significant improvement.

With its wide right-of-way to be owned by the city of Upper Arlington, Henderson Road can accommodate various forms of movement without sacrificing flow, efficiency, or access. Redesigned intersections can minimize potential conflicts and improve crossings for pedestrians and cyclists. Enhanced landscaping and signage can be installed to meet the expectations of residents and business owners. Henderson Road can transform from just a road into a signature street, creating a strong and beautiful gateway into the city of Upper Arlington and laying the foundation for the corridor’s next chapter of investments and improvements.



The Henderson “Boulevard”: A glimpse into the potential transformation, showcasing a vibrant, accessible, and beautifully designed corridor that serves as a welcoming gateway for all. Sources: MKSK

THE CONCEPT

The Henderson “Boulevard” envisions a new signature street forming the northern boundary of Upper Arlington. Along this mile, the city will leverage its newly established right-of-way ownership to make strategic investments addressing safety, access, and aesthetics. This linear gateway sets the standard for street design, elevates the properties along it, and provides an effective east-west corridor for vehicles, pedestrians, cyclists, and all users.

Roadway Redesign

Transform Henderson Road into a landscaped boulevard with medians, street trees, and green spaces to enhance visual appeal and environmental quality.

Safety Enhancements

Implement traffic calming measures, improved pedestrian crossings, and better lighting to increase safety for motorists, pedestrians, and cyclists.

Access Management

Consolidate curb cuts and redundant driveways to reduce conflict points, improve traffic flow, and enhance connectivity between sites.

Active Infrastructure

Develop continuous sidewalks and add bike lanes to promote active transportation and improve accessibility.

Streetscape Improvements

Upgrade signage, wayfinding elements, and street furniture to create a cohesive and attractive streetscape that reflects the community’s character.

Stimulating Development

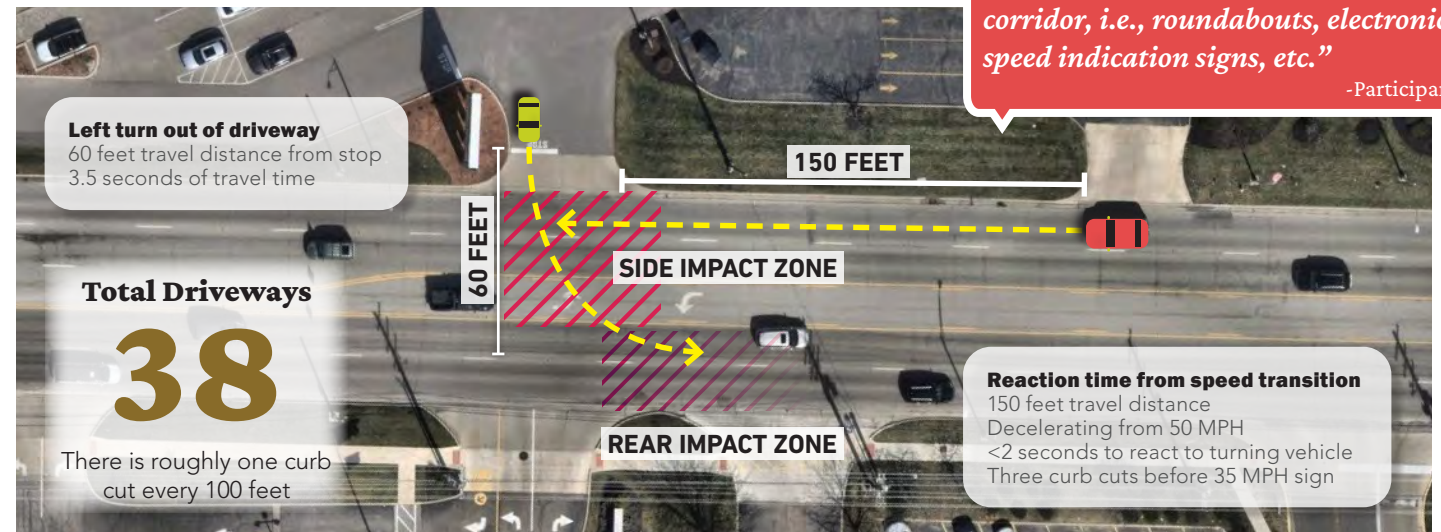
Encourage redevelopment of adjacent properties to align with the new boulevard’s aesthetics and functionality, supporting economic vitality and community priorities.

ADDRESSING SAFETY

- ★ Between 2018 and 2022, there were 139 crashes along the corridor. These often occur at the Reed and Henderson Road intersection. Driveway crashes—accidents happening at access drives for area properties—were the second most prevalent location.
- ★ There is a high incidence of injury accidents. In 2022, more than half of the 30 total crashes involved an injury. More than half of all accidents from 2018 were “side impact” collisions.

FIGURE 15

Traffic Conflicts Caused by Driveway Turns



Source: ODOT Crash Analysis Tool (GCAT)

IMPROVING AESTHETICS

- ★ Process participants emphasized the need to address the physical presence of the corridor including landscaping, signage, utilities, etc.
- ★ There is a general lack of non-motorized infrastructure including sidewalks, multi-use trails, mid-block crossings, or internal site connections.

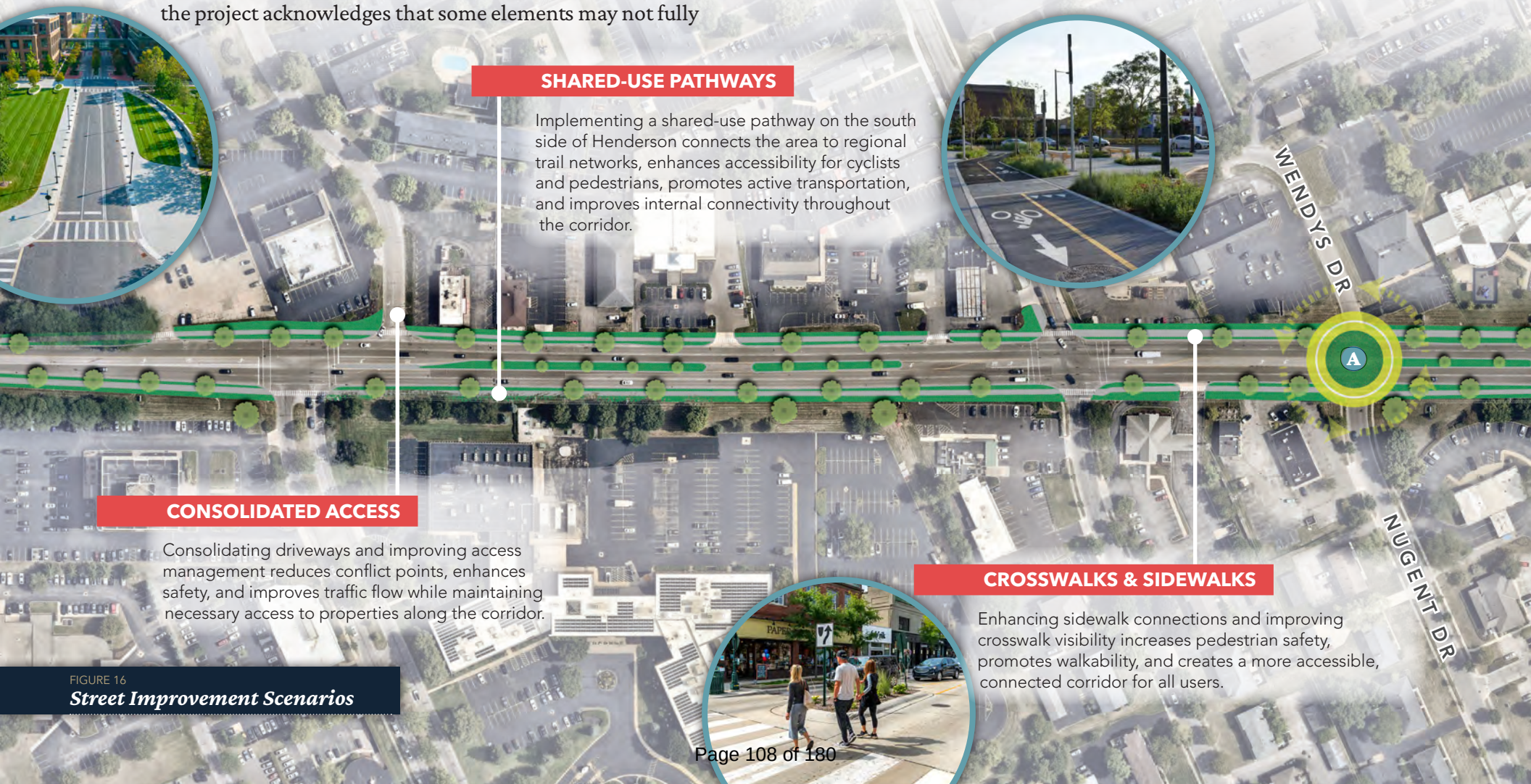


The Henderson “Boulevard”

Transforming Henderson Road from “Stroad” to a Complete Street

Henderson Road is currently considered a “Stroad”—a hybrid between a street and a road—that combines high-speed traffic with multiple access points, often leading to unsafe conditions for all users. The transportation goal for the corridor is to transform Henderson Road into a proper street that slows traffic, prioritizes pedestrians and cyclists, and enhances safety. This involves maintaining access through controlled and carefully planned methods while incorporating aesthetic elements to redefine the corridor’s character. Recognizing that vehicles will continue to use this space, the project acknowledges that some elements may not fully

align with traditional “street” design ideals under the Stroad/Road/Street concepts—such as the inclusion of medians, shared spaces for bikes and pedestrians alongside cars, and the implementation of lower speed limits. However, the proposed design focuses on creating the desired traffic speeds through thoughtful design rather than relying solely on posted speed limits. By integrating multiple modes of transportation comfortably and safely, the project aims to do more than connect drivers to places; it seeks to create a corridor that enhances the overall experience for all users.



SHARED-USE PATHWAYS

Implementing a shared-use pathway on the south side of Henderson connects the area to regional trail networks, enhances accessibility for cyclists and pedestrians, promotes active transportation, and improves internal connectivity throughout the corridor.

CONSOLIDATED ACCESS

Consolidating driveways and improving access management reduces conflict points, enhances safety, and improves traffic flow while maintaining necessary access to properties along the corridor.

CROSSWALKS & SIDEWALKS

Enhancing sidewalk connections and improving crosswalk visibility increases pedestrian safety, promotes walkability, and creates a more accessible, connected corridor for all users.

FIGURE 16
Street Improvement Scenarios



ROUNDBOUT INTERSECTION PAIRING

Implementing paired roundabouts at the Reed Road and Gettysburg Road or Wendys/Nugent Drive intersections manages access and speeds along the corridor, enhancing safety while maintaining traffic flow and property access. There are two options for the eastern pairing to the Reed Road intersection at Wendys/Nugent (A) or Gettysburg (B). These should be studied through future feasibility assessments.



GATEWAYS

Establishing an iconic community gateway at Reed and Henderson Road creates a welcoming entrance, enhancing community identity and highlighting the corridor as Upper Arlington's prominent northern boundary.

FLOW & FUNCTION

Implementing safety enhancements and optimizing intersections maintains roadway flow and function, drastically improving safety and ensuring continuous movement despite anticipated regional growth.

GETTYSBURG RD



HENDERSON



PLANTED TREE LAWN & MEDIAN

New tree plantings, medians, and improved landscaping enhance aesthetics, promote environmental quality, calm traffic, and create a cohesive, attractive streetscape for all users.

UTILITY BURIAL

Burying utility lines along the corridor cleans up visual clutter, enhancing aesthetics, safety, and reliability, while creating space for streetscape improvements and a more attractive environment.



Roundabout Intersection Pairing

Maintaining access; improving safety

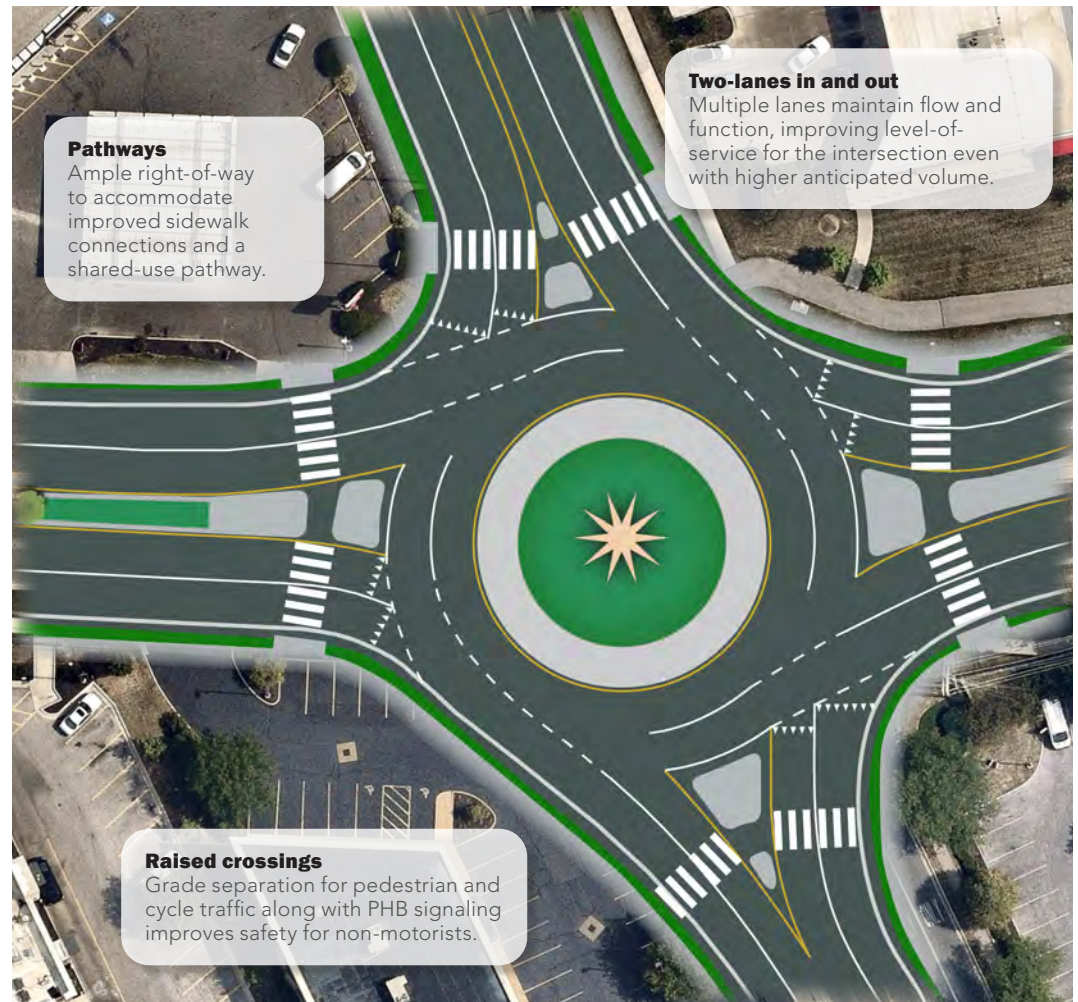
A key proposal to enhance safety along the Henderson Road corridor is the introduction of paired roundabouts at the Reed Road and Wendys/Nugent Drive or Gettysburg Road intersections. This initiative addresses safety concerns by reducing conflict points and managing traffic speeds. The existing development pattern has resulted in excessive driveways—often multiple per property—leading to numerous crossing movements that increase the risk of side-impact crashes. Additionally, the roadway’s substantial width of over 70 feet, with a continuous center turn lane from Reed Road to Stonehaven Drive, contributes to higher travel speeds and unsafe conditions for all users.

The speed limit transition from 50 MPH east of Reed Road to 35 MPH west of Reed does not align with drivers’ perceived comfortable speed in this built environment. Enforcement alone is insufficient to mitigate speeding; thus, structural changes are necessary. Implementing roundabouts at these key intersections would reduce opportunities for side-impact collisions by eliminating left-turn movements across oncoming traffic. The roundabouts would also naturally calm traffic, reducing and managing speeds without relying solely on enforcement while maintaining the corridor’s flow and function.

Moreover, this design maintains access to all properties and businesses, ensuring economic vitality. In particular, the roundabout at Reed Road would compel westbound traffic to slow down as vehicles navigate the intersection. This model also creates opportunities for enhanced pedestrian safety through new crosswalk treatments, including raised crossings, signalized crossings, and improved markings, thereby enhancing safety and legibility for non-motorists.

FIGURE 17

Demonstration Roundabout Treatment at Henderson and Reed Roads



Roundabout Concept: The above diagram illustrates a potential roundabout treatment at Henderson and Reed Roads to improve traffic flow, enhance safety, and create a more efficient intersection. The roundabout includes raised crossings, pathways, and two-lane ins and outs.

Planted Tree Lawn and Median

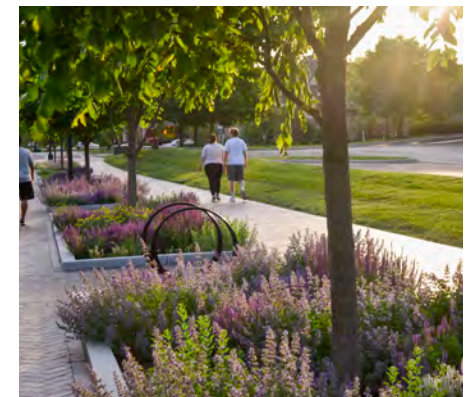
Softening and beautifying the built environment

An essential component of improving the Henderson Road corridor is the introduction of a planted tree lawn and landscaped median. This initiative aims to drastically increase the amount and regularity of landscaping along the corridor, enhancing aesthetics, environmental quality, and pedestrian comfort. Currently, there are fewer than five street trees within the right-of-way, and there is a significant disparity in site development planning between the southern and northern properties. Many properties lack adequate parking screens or berms, resulting in an inconsistent and uninviting streetscape.

Implementing a continuous landscaped median between the two potential roundabouts—and intermittently between the roundabout pairing and Stonehaven Drive—provides a substantial opportunity to introduce new plantings, street trees, and raised beds. This median beautifies the corridor and acts as a traffic-calming feature by visually narrowing the roadway, encouraging drivers to reduce speed.

Key elements of the landscaping plan include:

- ★ **Introduction of Hardy, Mixed Tree Species:** Planting a diverse mix of hardy tree species will ensure resilience against pests, diseases, and varying climate conditions.
- ★ **Low-Maintenance Ground Cover and Shrubs:** Selecting ground cover plants and bushes that are sound and simple to maintain will ensure long-term sustainability of the landscaping without imposing significant maintenance burdens on the city.
- ★ **Preservation of Sightlines:** Landscaping design will prioritize safety by ensuring that plantings do not obstruct sightlines, especially at entry points to roundabouts and intersections.
- ★ **Enhanced Aesthetics and Cohesion:** By increasing the number of street trees and landscaping elements, the corridor will achieve a more consistent and attractive appearance.
- ★ **Improved Pedestrian Experience:** The addition of tree lawns and landscaped areas will provide shade and a buffer between pedestrians and vehicular traffic, making the corridor more inviting for walking and contributing to a healthier, more active community.



Green Street Enhancements: Showcasing planted tree lawns and median treatments that improve aesthetics, enhance environmental sustainability, and create a more inviting streetscape, Source: MKSK

**Total Street Tree
Potential**

+125

Combination of tree lawn, median, and new development planting opportunities



Sidewalks, Crosswalks & Pathways

Ensuring better safety outcomes for all users

Addressing the existing gaps in the sidewalk network, enhancing crosswalks, and expanding multi-use pathways are imperative to improving safety along the Henderson Road corridor. The current sidewalk infrastructure is intermittent, with less than a quarter-mile where sidewalks are mirrored on both sides of the street, covering just over a mile in total. This inconsistency hinders pedestrian mobility and accessibility, especially between neighborhoods and key destinations such as grocery stores, offices, and services.

The proliferation of driveways along the corridor further decreases safety for pedestrians and bicyclists by increasing potential conflict points. Implementing painted ladder markings and clear signage will make crossings more visible, mitigating risks at these conflict points. In high-traffic areas, introducing flashing signals can significantly improve pedestrian safety. For roundabout pedestrian crossings, designs should include raised crosswalks that are painted and well-lit to enhance visibility and encourage vehicles to yield.

There is also an opportunity to expand multi-use pathway connections within the existing right-of-way on Henderson Road. A 10-foot-wide pathway could connect the existing trail east of Reed Road with the current multi-use trail running north from Henderson at Dierker Road. This expansion would improve connectivity for cyclists and pedestrians and promote active transportation throughout the corridor. Additional connections beyond the Henderson Road corridor can link neighborhoods, area parks, and recreational facilities, fostering a more integrated and accessible community network.

By closing sidewalk gaps, improving crosswalk safety, and expanding multi-use pathways, the corridor can become a safer and more inviting environment for all users. These enhancements support the broader goals of increasing walkability, promoting healthy lifestyles, and improving the overall quality of life for residents, workers, and visitors in the Henderson Road area.

FIGURE 18

Example Sidewalk and Crosswalk Deficits and Opportunities



Identifying Gaps and Opportunities: Highlighting existing sidewalk and crosswalk concerns while showcasing potential improvements to enhance connectivity and accessibility.

Legend

- MISSING SIDEWALK
- DRIVEWAY CROSSING
- INTERSECTION
- ||||| CURRENT / FUTURE PATHWAY



PEDESTRIAN HYBRID BEACON

PHB systems are traffic control devices installed at unsignalized pedestrian crossings to enhance safety. Activated by pedestrians, they display yellow and red signals to alert and stop vehicles, increasing driver compliance. PHBs effectively reduce pedestrian accidents and improve crossing safety.

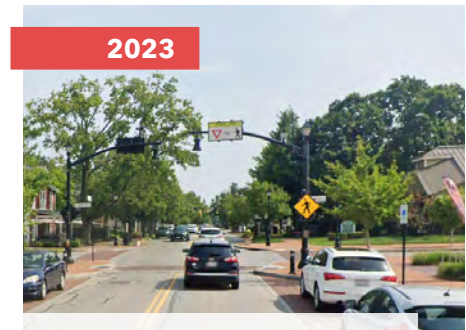
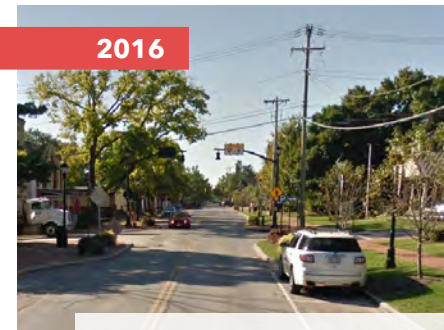
Utility Burial

Securing critical infrastructure; beautifying the corridor

An important enhancement for the Henderson Road corridor involves the burial of utility lines to improve aesthetics, safety, and reliability. Currently, a large electricity transmission line runs along the south side of the corridor, serving as a distribution line for the northwest portion of Columbus and Upper Arlington. Some areas have up to 17 individual wires for electrical, coaxial, and fiber optic services. These lines also cross Henderson Road at numerous points to feed transformers for properties on the north side. Additionally, roadway signage utilizes these poles, with wire-hung signs at multiple locations across the corridor.

The overhead utility lines dominate views along the corridor, detracting from its visual appeal and potentially impacting property values. Moving these utilities underground would offer several significant benefits:

- ★ **Enhanced Aesthetics:** Eliminating overhead wires would dramatically improve the visual landscape of the corridor, creating a cleaner and more attractive streetscape that aligns with the community's vision for revitalization.
- ★ **Improved Safety:** Underground utilities are less susceptible to damage from storms, falling tree branches, or vehicular accidents involving poles, thereby reducing the risk of power outages and enhancing public safety.
- ★ **Increased Reliability:** Burying utility lines can lead to fewer service interruptions caused by weather-related events, providing more consistent electrical and communication services to residents and businesses.
- ★ **Freed-up Space for Streetscape Improvements:** Removing utility poles opens up space for additional landscaping, wider sidewalks, and other pedestrian amenities, contributing to a more walkable and inviting environment.
- ★ **Simplified Roadway Signage:** With the poles removed, roadway signage can be redesigned and standardized, improving wayfinding and reducing visual clutter along the corridor.



CASE STUDY: UTILITY BURIAL IN HISTORIC DUBLIN, OHIO

Throughout the 2020s, the city of Dublin has undertaken significant efforts to bury major segments of above-ground utilities in its historic core. The multi-phase process has transformed the physical environment around the district. This beautification effort eliminates fire hazards, accidents, safety risks, and power outages caused by fallen lines. By eliminating visual clutter, reducing maintenance needs, and improving service reliability, the city transformed the streetscape, promoting economic development and pedestrian friendliness. Through careful coordination with utility companies and strategic planning, the city successfully minimized disruptions during construction. Phase 2 of the project has a nearly \$4 million budget to transition utilities underground along roughly 1/2 mile of roadways.

Signage, Lighting, and Art

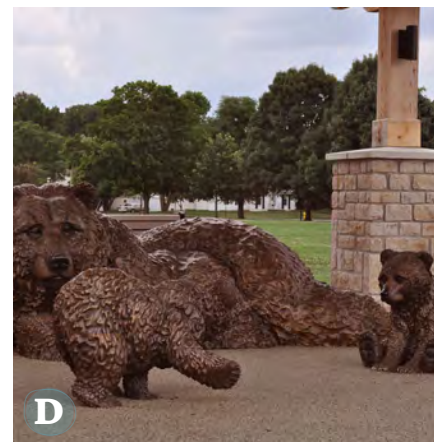
Establishing an iconic gateway to the Upper Arlington community

Upgrading the aesthetics of the Henderson Road corridor is essential for creating a more legible and consistent environment for both drivers and non-motorists. This can be achieved by standardizing signage, improving lighting, and incorporating public art, all of which contribute to a cohesive visual identity and enhance the overall user experience.

Key elements of this recommendation include:

- A ★ Adopt Upper Arlington’s Standard Signage and Wayfinding Branding:** Implement the city’s established signage designs to create consistency throughout the corridor. This includes uniform street signs, directional signs, and wayfinding elements that reflect Upper Arlington’s branding and aesthetic standards.
- B ★ Upgrade Lighting Fixtures to Iconic Green Pendants:** Replace the existing City of Columbus standard mast arm lighting with Upper Arlington’s signature green pendant streetlights. These fixtures improve nighttime visibility and safety, reinforce the city’s identity, and contribute to the corridor’s visual appeal.
- C ★ Standardize Street Furniture:** Install street furniture that conforms to Upper Arlington’s design standards, such as benches and bike racks. These amenities should be strategically placed at logical locations, primarily within new developments and high-traffic areas, to enhance functionality and encourage pedestrian activity.
- D ★ Incorporate Public Art Installations:** Introduce public art at key locations along the corridor to enrich the cultural landscape and create visual interest. Art installations can serve as landmarks, promote community pride, and reflect the area’s unique character and heritage.

By focusing on these elements, the corridor can achieve a more unified and attractive streetscape that improves legibility, fosters a sense of place, and enhances the overall experience for residents, workers, and visitors. This coordinated approach to signage, lighting, and public art supports the broader goals of the corridor plan by promoting aesthetic quality, safety, and community identity.



Consolidated Access

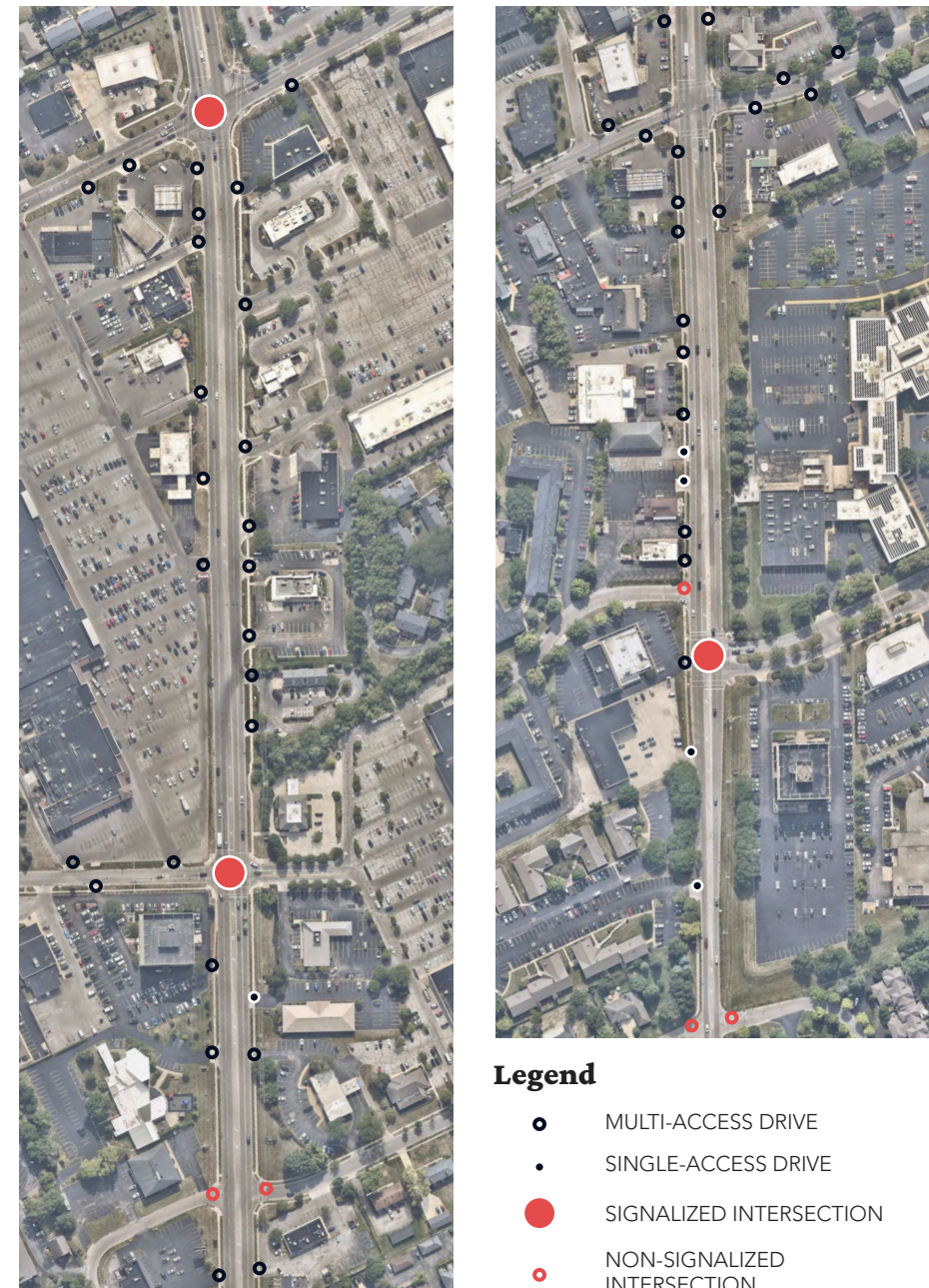
Maintaining accessibility while reducing conflicts

Improving access management along the Henderson Road corridor is essential for enhancing safety, traffic flow, and overall corridor efficiency. Currently, there are excessive curb cuts—approximately one every 100 feet, totaling 38 in the 3/4-mile stretch of roadway. Many properties have more than two access points, including direct drives off Henderson Road and secondary roads. Additionally, limited cross-site connectivity exists because each development has occurred with little regard for its neighbors. This abundance of driveways poses a danger for motorists, but even more so for pedestrians and cyclists, increasing potential conflict points and the likelihood of accidents. Key elements of this recommendation include:

- ★ **Driveway Consolidation:** Reduce the number of curb cuts by consolidating driveways wherever possible. This involves collaborating with property owners to combine access points, thereby maintaining business access while minimizing conflict points along the corridor.
- ★ **Improved Cross-Site Connectivity:** Encourage developments to establish internal connections between adjacent properties. By facilitating movement between sites without requiring re-entry onto Henderson Road, overall traffic flow improves and reduces the number of turning movements on the main roadway.
- ★ **Access Management Strategies:** Implement access management techniques such as shared driveways, right-in/right-out configurations, and dedicated turn lanes where appropriate. These strategies enhance the performance of existing traffic signals and intersections, improving the corridor's flow.
- ★ **Enhanced Safety for Pedestrians and Cyclists:** With fewer driveways intersecting the sidewalk and bike lanes, the safety of non-motorists increases significantly. The remaining crossings should be equipped with better visibility measures, such as painted ladder-style crosswalks and clear signage, to alert drivers to the presence of pedestrians and cyclists.
- ★ **Collaboration with Stakeholders:** Work closely with businesses, property owners, and developers to ensure access management improvements meet operational needs while advancing the corridor's safety and efficiency goals. This cooperative approach helps balance economic vitality with public safety considerations.

FIGURE 19

Driveway and Access Consolidation Opportunities



Streamlining Access: Highlighting opportunities for driveway and access consolidation to improve traffic flow, enhance safety, and optimize land use.



The Henderson “Boulevard”

Envisioning a safe, accessible, and attractive signature street and gateway to the Upper Arlington community



EXISTING CONDITIONS





FIGURE 20
Street Improvement Render

SUSCEPTIBILITY TO CHANGE

Assessing the susceptibility of existing real estate to change is crucial for planning the future of the Henderson Road corridor. Aging developments will likely experience transitions such as increased vacancy, ownership changes, or redevelopment within the next five to seven years. Identifying these properties enables strategic planning that aligns with community goals and effectively anticipates change. This section introduces analytical criteria to pinpoint properties with a high likelihood of transformation. Key factors include:

- ★ **Building Age and Investment History:** Older buildings lacking recent renovations or reinvestments are more prone to functional obsolescence, making them prime candidates for redevelopment.
- ★ **Vacancy Trends:** Elevated vacancy rates at local, regional, or national levels may indicate declining demand for certain property types, suggesting the potential for repurposing or redevelopment.
- ★ **Ownership Structure and Parcel Characteristics:** Due to their scale and flexibility, properties owned by large landholders or that feature extensive underutilized areas, such as redundant parking lots, offer significant opportunities.
- ★ **Land-to-Building Value Ratio:** An inversion where land value exceeds building value suggests that existing structures may not represent the highest and best use of the property.
- ★ **Lease Return Rates:** Properties yielding lower lease returns than market averages may face financial pressures, increasing the likelihood of ownership transitions or redevelopment.

The analysis aims to identify the most susceptible properties by applying these criteria. This proactive approach allows the community to guide redevelopment efforts, ensuring changes contribute positively to the corridor's vitality and align with the shared vision for its future.



SUSCEPTIBILITY TO CHANGE

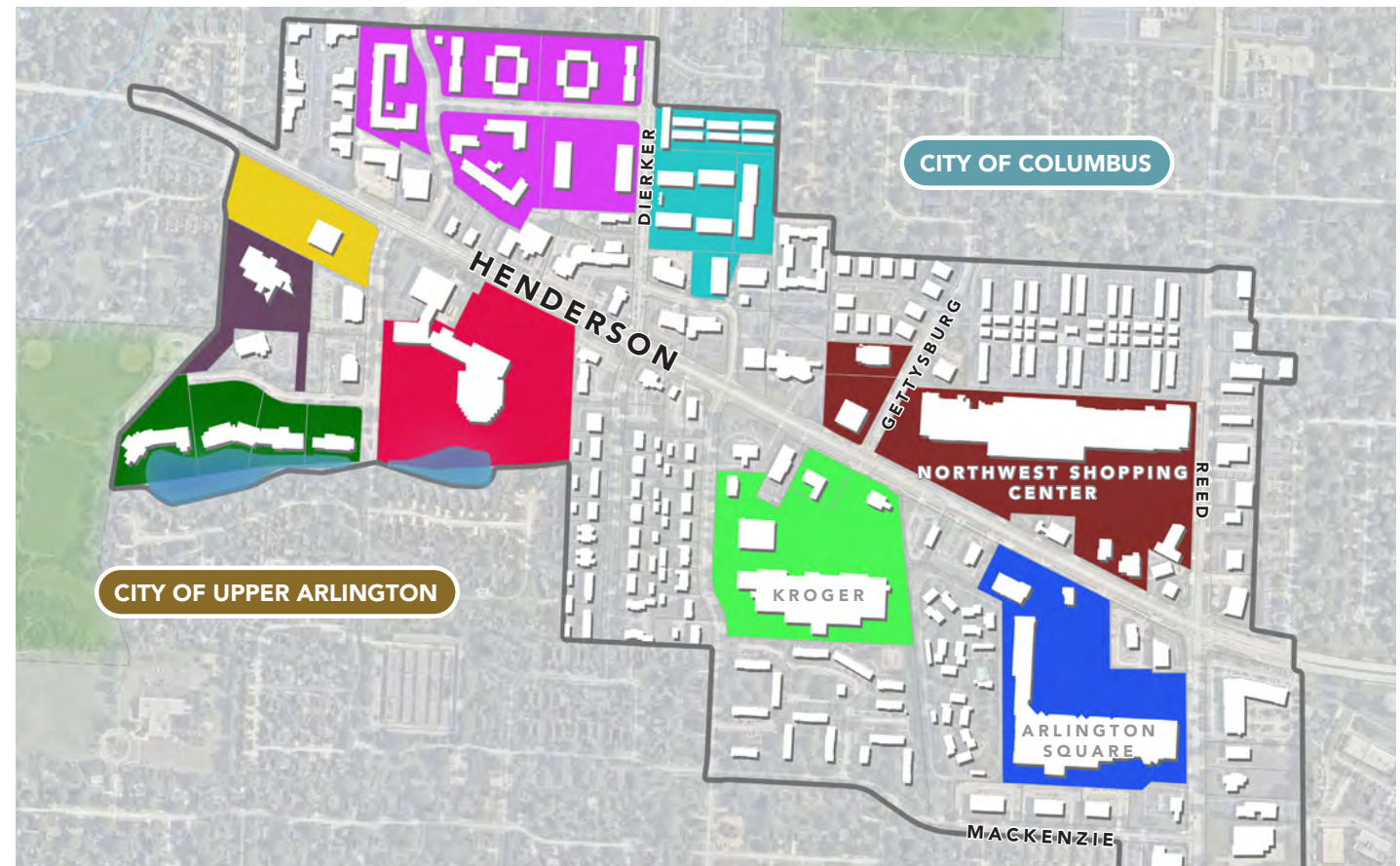
Consolidated property ownership

The nine largest property owners control nearly half of the land in the planning area. These owners each own at least four contiguous acres of land and five of them have at least 12 acres of property, including the three major shopping centers, the Arlington Center office property, and the Lexington Park Apartments off Dierker Road. It's important to note where the largest land holdings are, as they present the biggest swaths of land where redevelopment scenarios could occur without consolidating properties from multiple landowners.

Five of the largest properties have frontage along Henderson Road. More than half of the large land holdings abut the Henderson Road right-of-way, presenting multiple opportunities for potential redevelopments to interface with a re-imagined Henderson Road corridor.

FIGURE 21

Single Property Owners with Holdings Greater than Four Acres



Source: Franklin County Tax Assessor

Nine Largest Property Owners, Total Acreage

97

Large property owners account for
over 42% of the planning area

Legend

- SUBURBAN CENTERS INC - 19 ACRES (3 PROPERTIES)
- LEXINGTON PARK HOLDINGS LLC - 16 ACRES (5 PROPERTIES)
- CENTRO NP GREENTREE LLC - 13 ACRES (2 PROPERTIES)
- GGRE SON CENTRAL II ARLINGTON LLC - 13 ACRES
- UPPER ARLINGTON CENTER LLC - 12 ACRES
- NATIONAL CHURCH RESIDENCES - 8 ACRES (4 PROPERTIES)
- LEEMAN ASSOCIATES II LLC - 8 ACRES (4 PROPERTIES)
- UPPER ARLINGTON MEDICAL LP - 4 ACRES
- HAMILTON SQUARE LIMITED PARTNERSHIP - 4 ACRES

SUSCEPTIBILITY TO CHANGE

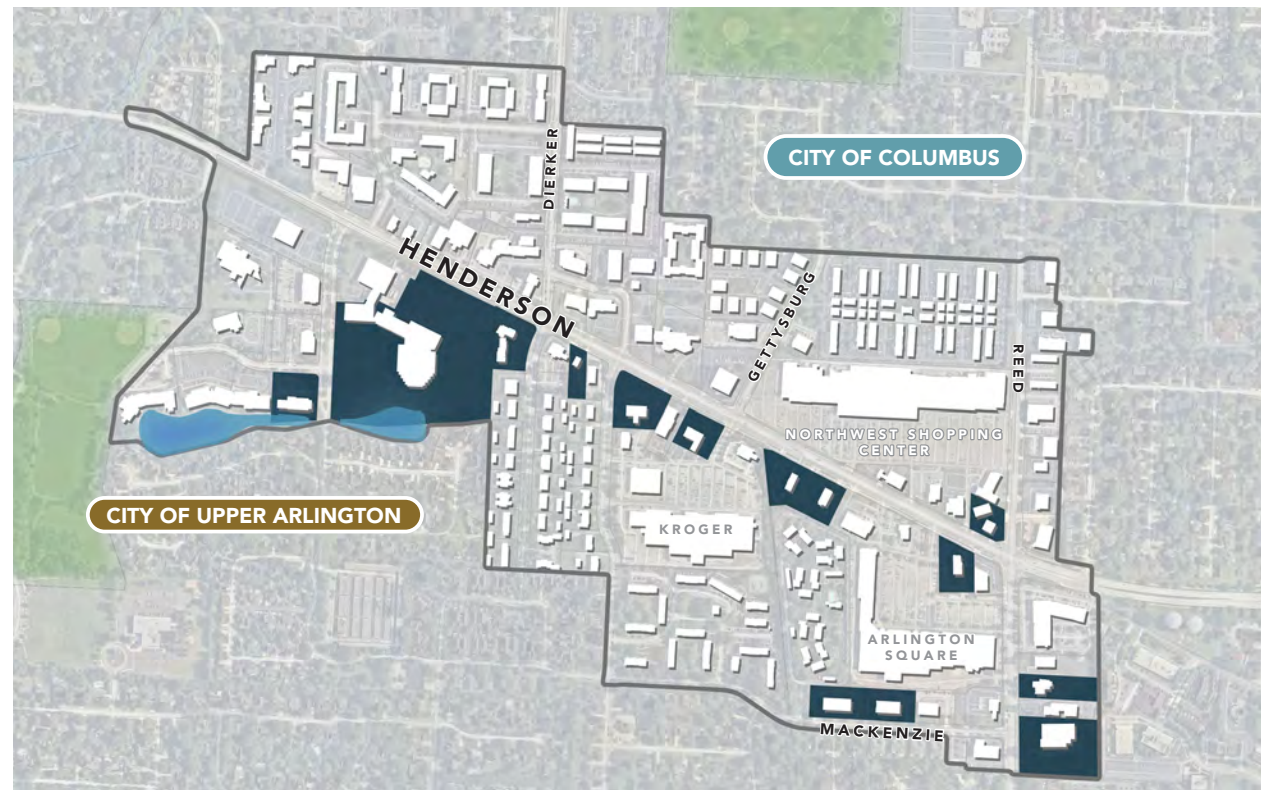
Building-to-land ratios

The planning team analyzed the value of land to the value of improvements on the land (buildings) as one way to assess properties that may be underutilized. *Tax values taken from the Franklin County Auditor.*

Within the planning area, 14 properties have a land value greater than the building value—13 of which are within Upper Arlington, primarily along the Henderson Road corridor. Properties with a land value greater than the improvement value indicate places where the land is more valuable than the buildings on that land. This is a proxy for conceptualizing which properties may be underutilized from a tax value perspective and may be optimal for re-investment and repositioning.

1975 is the average year built for properties with a building value less than the land value. From a tax base perspective, buildings depreciate in value, while land does not. Newer buildings levy more taxes while influencing the perception and feel of the properties around them. Properties along Henderson Road have an inherent value due to high visibility and convenient access along a major roadway. Still, the buildings themselves do not fully capture their full potential due to the age and condition of many of the structures.

FIGURE 22
Building to Land Value Ratio



Source: Franklin County Tax Assessor

Legend

PROPERTIES WHERE BUILDING VALUE IS LESS THAN LAND VALUE

Properties with Buildings Over 40 Years

93%

That have a higher land value to building value

Buildings Less Than 30 Years Old

10

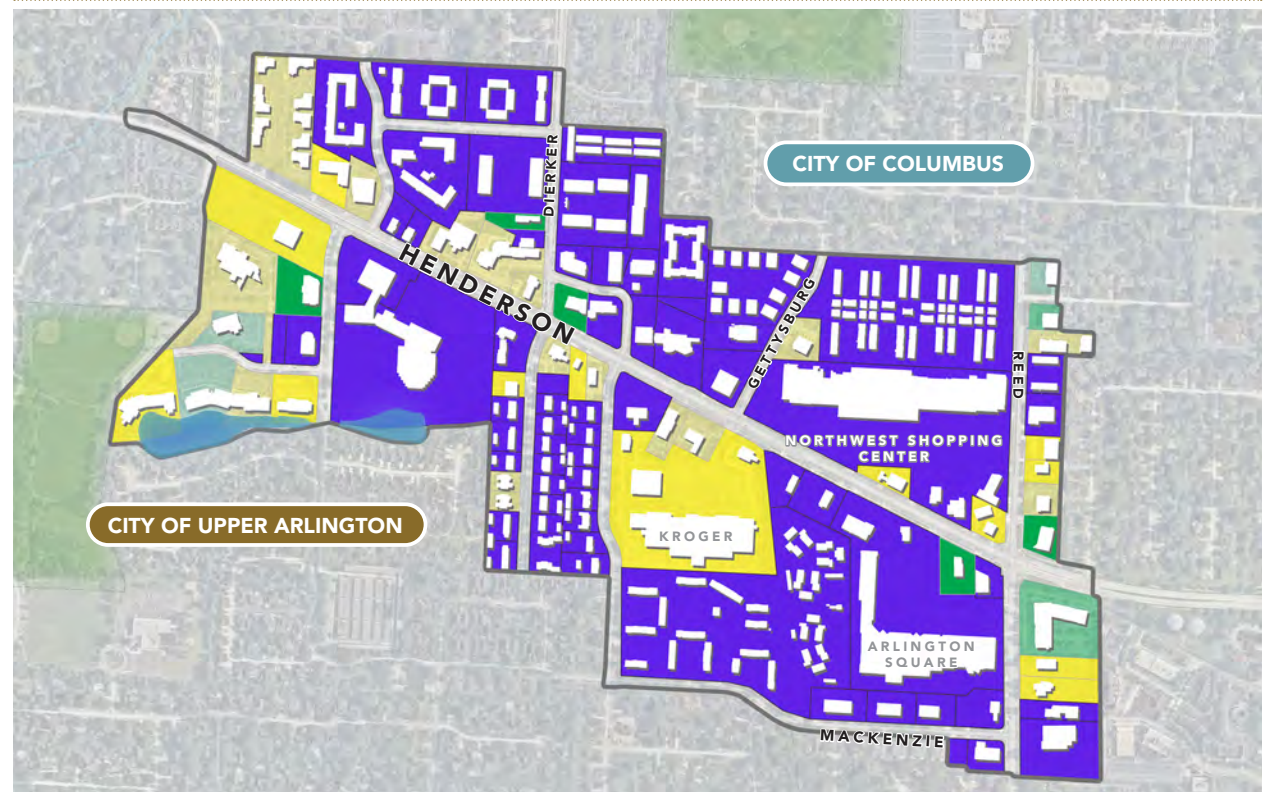
The corridor has seen little development since the 1980s

SUSCEPTIBILITY TO CHANGE

Buildings over 50 years old

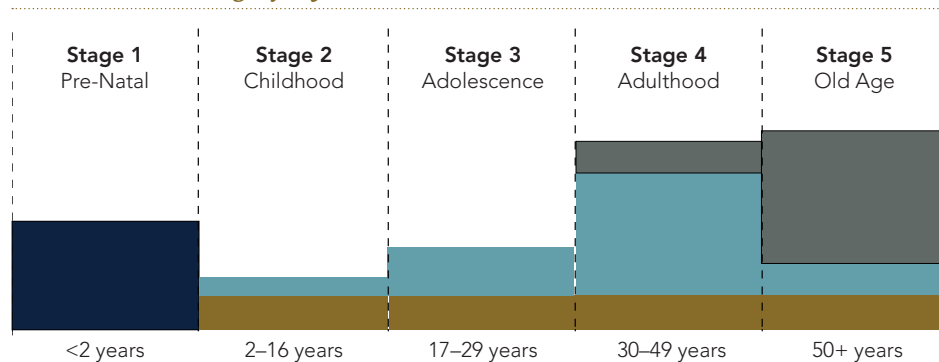
96% of buildings within the planning area are in Stage 4 (Adulthood) or Stage 5 (Old Age) with respect to the commercial building life cycle timeline. There are five stages in the life cycle of commercial buildings, which include general trends regarding maintenance, capital investment, and property adaptation/redevelopment. The first three stages, or the first 30 years of a commercial building, typically include little more than routine maintenance. Between 30 and 50 years old, a commercial building is considered to be in adulthood, and a major uptick in capital renewal is usually necessary, including interior and exterior renovations, HVAC upgrades, and major landscaping initiatives. Once a building hits 50 years old, it moves into Stage 5, or “Old Age.” Stage 5 often requires significant re-investment or repositioning to continue functioning as a viable and attractive commercial building.

FIGURE 23
Building Age



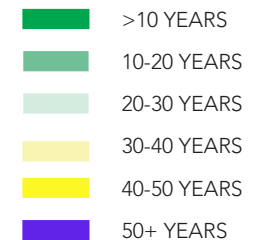
Source: Franklin County Tax Assessor

FIGURE 24
Commercial Building Life Cycle

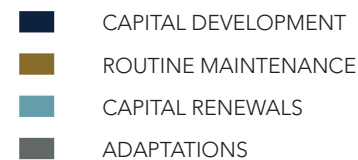


Source: Asset Insights

Legend



Legend



SUSCEPTIBILITY TO CHANGE

Trends in retail and office leasing

Changing trends in leasing are an important force bearing down upon commercial property within the planning area.

The Columbus commercial real estate market is strong, but adaptation is necessary to be competitive. According to commercial real estate company Colliers, 96% of commercial properties within the Columbus market are leased as of the summer of 2024. While that puts a healthy demand on existing inventory, class “A” products (generally built within the last 15 years with top-end amenities) are the most sought-after products on the market, particularly by national retailers. There continues to be a shift toward smaller footprints for retailers, with many quick-service restaurants focusing more on carry-out business and reducing in-store square footage. Another emerging trend is the blending of e-commerce with brick-and-mortar retailers. For example, Ross now has physical space within some of their stores dedicated to returns for products bought on Amazon.

Rent increases are major concerns. A national study by the Wall Street Journal found that 60% of small businesses nationwide said their rent increased during 2024. Growing demand from national chains and a construction slowdown have boosted demand for commercial spaces. These factors and increased landlord maintenance costs have escalated the rent required to fill physical spaces. A 2024 report from CBRE found that retailers are signing longer leases to better protect against these rising costs. The average retail lease term in the first three quarters of 2024 was 96 months, compared to 90 months for the same period in 2023.

Under-performing Retail or Restaurant Establishments

>70%

Businesses in the Henderson Road corridor are performing below the 50th percentile, with 45% seeing a decrease in visitors from 2022.

ARLINGTON SQUARE (2022)



CASE STUDY: TJ MAXX/HOMEGOODS

The vacant anchor space within Arlington Square (43,399 sq ft) was occupied by TJ Maxx & HomeGoods until they closed in September of 2023. That same month, TJ Maxx & HomeGoods opened a 46,000 sq ft store in Clintonville’s Graceland Shopping Center. Graceland has invested in numerous incremental upgrades, including exterior building renovations, infill redevelopment, and the addition of apartments. Within the larger Columbus market, most of the new retail space delivered in the last year has been either new standalone buildings or part of a new mixed-use development.



GRACELAND - CLINTONVILLE (2023)

SUSCEPTIBILITY TO CHANGE

Community impressions and ideas

The planning process leveraged in-person engagement events and an online mapping application to collect place-based feedback on specific areas within the planning area that are strong, weak, or areas of opportunity. Each reaction was tied to a specific place within the planning area. This section summarizes these comments, with maps showcasing the areas of weakness and opportunity.

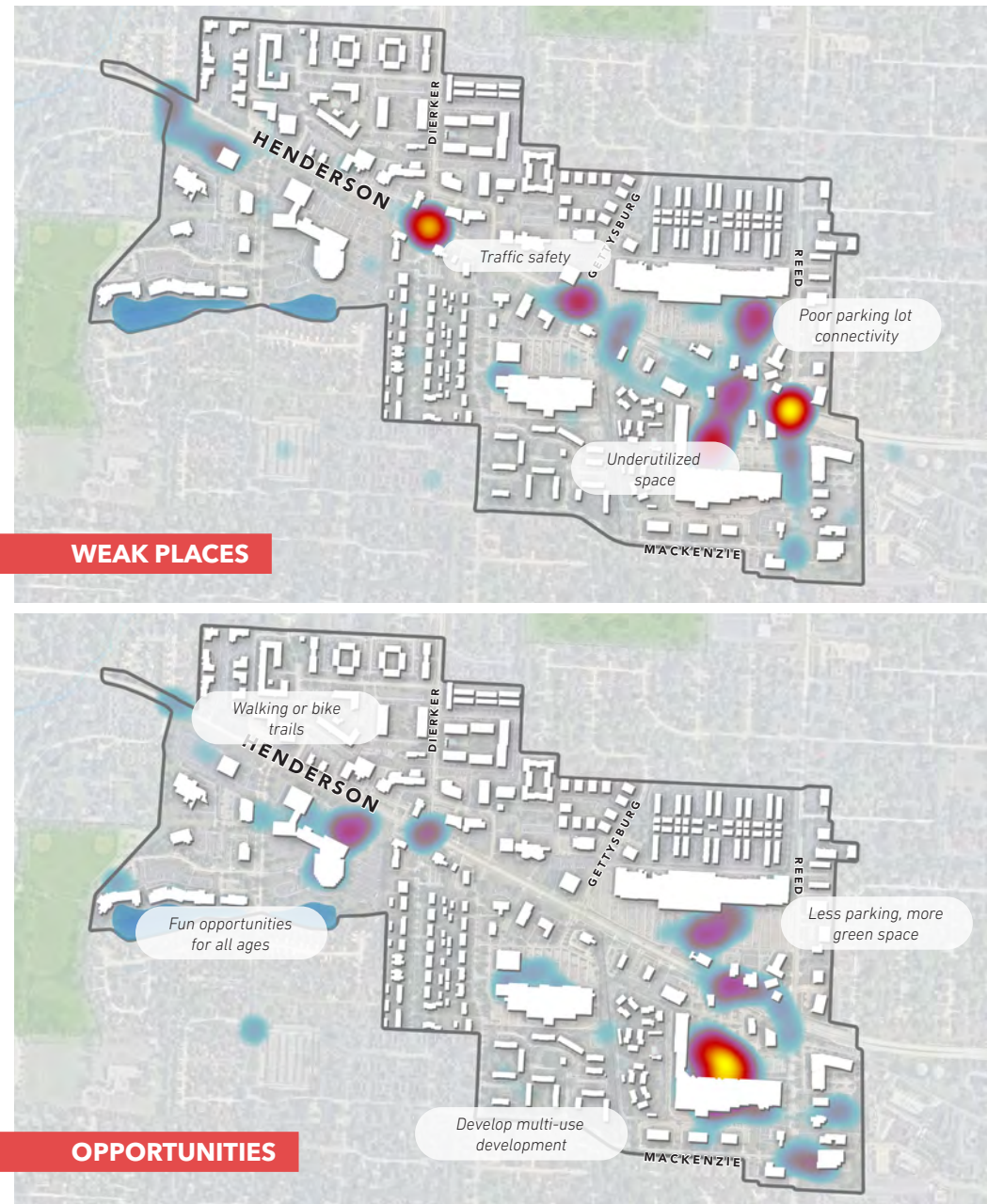
Henderson Road is not conducive to traffic safety. The road is wide and barren, the speed limit is inconsistent, and there are insufficient traffic lights. As a result, unsafe drivers are hazardous to other drivers, pedestrians, and cyclists sharing the road.

There are too many curb cuts along Henderson Road and limited connectivity between businesses on the street. An access road or similar connecting measure would improve access and safety. Residents of the neighborhoods south of Henderson would like more trails that offer access to the businesses along Henderson and more pedestrian-friendly connections between the north and south sides of Henderson Road.

Arlington Square has potential but is currently underutilized, outdated, and spatially inefficient. Suggested improvements include affordable housing, condominiums, local restaurants and shops, and green space. There is too much parking, and the area is especially underwhelming without TJ Maxx.

FIGURE 25

Community Feedback Mapping Results





The Northern Gateway

A lively mixed-use district, brimming with activity and serving as a welcoming gateway to the Upper Arlington community

Retail corridors nationwide are in flux. The rise of e-commerce and consolidation of major brands is reducing demand for brick-and-mortar storefronts, increasing vacancies, especially in mid-size, multi-tenant commercial buildings. While not universal, creative property managers are finding ways to fill spaces and attract tenants, though competition remains fierce. The good news is that forward-thinking communities are preparing for the next chapter along their retail corridors, envisioning future possibilities. Opportunities are abundant on Henderson Road.

Despite its challenges, Henderson Road outperforms comparable shopping centers in the metro area. However, recent closures highlight potential

vulnerabilities in the current land use pattern, suggesting it's time to envision what comes next. Opportunities abound, but discussions must begin by setting strong, community-supported expectations. A re-imagined Henderson Road transitions from single-use, transactional spaces to a vibrant, walkable district. The area becomes porous and active, featuring rich public spaces, green connections, and a mix of complementary, market-supported uses. With top-quality materials and architecture, the vibrant public realm and restaurants attract residents from across the community. In short, these new spaces enhance the sense of place, reinforce community identity, and provide enjoyable areas for residents of all ages.

WHY NOW? WHY HERE?

- ★ **Concentrated Node of Major Shopping Centers.** Arlington Square, the Kroger Shopping Center, and Northwest Center form a concentrated node of major shopping centers within less than half a mile between Reed Road and Nugent Road.
- ★ **Single-Use Commercial Buildings and Mixed Uses.** An array of single-use commercial buildings lines Henderson Road, consisting of restaurants, retailers, auto services, and banks. At the corner of Reed Road and Mackenzie Drive, a mix of uses occurs where retail, office, and restaurant properties comprise the east end of Arlington Square Shopping Center.
- ★ **Under-performing Retail and Service Businesses.** Retail and service businesses in the area are under-performing compared to peers in other parts of the metropolitan or state market. Despite having the city's largest commercial land use concentration, 70% of businesses have visitor counts below the 50th percentile compared to market counterparts within a 15-mile radius.
- ★ **Closure and Relocation of Major Retailers.** In 2023, retailers TJ Maxx and HomeGoods closed their stores at 1871 West Henderson Road, relocating to a new storefront in Clintonville's Graceland Shopping Center.
- ★ **Decline in Visitors and Stagnant Growth.** Nearly 45% of businesses have experienced a decrease in visitors since 2022, with annual visitors decreasing by an average of 23% among these businesses. An additional 13% have remained relatively stagnant, showing less than a 1% increase in annual visitors since 2022. Fast-food locations rank below the 33rd percentile among similar locations statewide.
- ★ **Aging Building Stock.** A significant portion of buildings within the planning area are aging. Nineteen percent of buildings are between 30 and 50 years old, and collectively, 96% of buildings are in Stage 4 (Adulthood) or Stage 5 (Old Age) according to the commercial building life cycle timeline.
- ★ **Land Value Exceeding Building Value.** Within the planning area, 14 properties have a land value greater than their building value, 13 of which are located within Upper Arlington, primarily along the Henderson Road corridor.
- ★ **Large Parcels with Extensive Parking Allocations.** Many properties along Henderson Road occupy large parcels featuring expansive parking lots that are often underutilized. These oversized parking areas contribute to inefficient land use and present significant opportunities for redevelopment or reconfiguration to better serve current market demands and community needs.

FIGURE 26

The Northern Gateway Context



New Uses & Reinvestment: Greentree Shopping Center

As a grocery-anchored shopping center, Greentree's customer base draws from a smaller geography than its peers. Its vacancy (8.8%) is middling within the region. The center has successfully added new, non-retail uses like the Fairway Columbus (an indoor golf simulator), and its anchor tenant, Kroger, submitted plans in 2024 for a major \$900k reinvestment in its space.

Visitor Trips, 2017–24

-21%

Decrease in the immediate region was 12 percent



Mixing Uses: Arlington Pointe

Completed in 2006, the Pointe development is fully leased and includes a mix of retail, restaurant, and office space.

Retail Vacancy, 2023

20%

Higher than comparable shopping centers in the immediate region where vacancy is 12 percent



Medium Format Retail: Arlington Square

The shopping center has the highest vacancy in the NW Columbus region, losing two of its larger tenants in 2022.

ARLINGTON POINTE

What is the Northern Gateway?

An opportunity to create a great, new place for the Upper Arlington community

The Northern Gateway envisions a new dominant land use pattern for the real estate along the Henderson Road corridor. As redevelopment decisions become timely and trends progress to plans, it will behoove the city to prepare its vision and expectations for future projects. Community priorities will inform thoughtful site planning, and a new walkable district will emerge incrementally.



THE CONCEPT

The Northern Gateway is an opportunity to strengthen the entrance to Upper Arlington and build a vibrant new district for residents and visitors alike.

Prepare for the Next Generation of Development Projects Along the Corridor

- ★ Continue to involve residents, businesses, and local organizations in a collaborative planning process to define a shared vision for the corridor's future.
- ★ Build a compelling community-derived vision for "what's next?"
- ★ Develop strategies that align with emerging market demands, positioning the corridor to attract innovative and sustainable development projects.



The Mallway, Upper Arlington, Ohio

Integrate Complementary Uses in Well-Conceived Site Plans

- ★ Create attractive site plans that seamlessly blend businesses, residences, and public amenities.
- ★ Emphasize aesthetic appeal through design excellence and lush, sustainable landscaping.
- ★ Include features like community centers, art installations, and open spaces that serve both residents and visitors.



THE RIGHT MIX

The Van Aken District, Shaker Heights, Ohio

Move Beyond Single-Use Spaces to Dynamic Mixed-Use Districts

- ★ Promote projects that integrate residential, commercial, and recreational uses to create vibrant, 24/7 activity hubs.
- ★ Design areas that facilitate social interaction, including plazas, parks, and community gathering spots.
- ★ Ensure that different functions complement each other, boosting foot traffic and economic vitality.



A PLACE FOR PEOPLE

Century Square, College Station, Texas

Create Walkable Spaces Through Pedestrian-Oriented Street Design

- ★ Implement wider sidewalks, safe crossings, and pedestrian-friendly lighting to encourage walking.
- ★ Develop a network of pathways that connect key destinations within the corridor and surrounding neighborhoods.
- ★ Use design elements like narrowed lanes and street trees to reduce vehicle speeds and enhance safety.



Main Street, Bexley, Ohio

FAMILY ORIENTED



Downtown Hilliard, Hilliard, Ohio

Introduce New Housing Opportunities for Current and Future Residents

- ★ Offer a range of housing types, including apartments, townhomes, and affordable units to meet diverse needs at varying price points.
- ★ Ensure that new housing developments are accessible to people of various income levels and life stages.
- ★ Combine housing with commercial and public spaces to create lively, mixed-use environments.



HIGH QUALITY

Grandview Yard, Grandview Heights, Ohio

Enhance the Fiscal Position of the City and the School District

- ★ Attract developments that will increase property values and generate additional tax revenue for the city and schools.
- ★ Encourage businesses that create jobs and contribute to the local economy.
- ★ Utilize under-performing properties to boost economic returns and community benefits.

DIVERSITY OF HOUSING



Grandview Yard, Grandview Heights, Ohio

Establish a Character-Rich Gateway at Upper Arlington's Northern Border

- ★ Design gateway features such as signage, public art, and landscaping that reflect the city's identity.
- ★ Use cohesive architectural styles and streetscape improvements to make a strong first impression.
- ★ Incorporate elements that highlight Upper Arlington's heritage, fostering pride and a sense of place.

A mix of housing products & neighborhood integration

The success of the Northern Gateway redevelopment hinges on its ability to enhance the district while preserving and strengthening the existing community fabric. Housing plays a pivotal role in this endeavor. By matching the area's existing mix of housing types—including multifamily units and “missing middle” housing such as quadplexes, duplexes, and garden apartments—the project can offer diverse living options that cater to a wide range of residents. This diversity fosters a multi-generational and socially connected neighborhood where people of different ages, backgrounds, and income levels can live and interact.

Protecting existing neighborhoods from the pressures of gentrification is paramount. The area currently boasts some of the most diverse and affordable housing in Upper Arlington, and it is essential that future developments do not displace current residents or erode this affordability. Adopting a “neighborhood first” approach to district design ensures that new developments thoughtfully integrate into the existing urban fabric. This involves stitching new construction into existing neighborhoods through matched architectural styles, scales, and designs that respect the community's character and identity.

By prioritizing thoughtful site planning and design, the redevelopment can seamlessly blend new housing with existing structures, enhancing connectivity and cohesion. This approach enriches the district and strengthens the community by promoting inclusivity and preserving affordability. Ultimately, the goal is to elevate the Northern Gateway's function, viability, and livability for current and future residents while safeguarding the unique qualities that make the area a desirable place to live.



MULTI-FAMILY
NEW

TOWNHOMES
NEW

SINGLE-FAMILY DETACHED
NEW

CASE STUDY: GRANDVIEW YARD

Grandview Yard is a mixed-use community in Grandview Heights. The initial construction phase was completed in 2010, and additional development has continued since then. The area includes 1,500 residential units alongside offices, restaurants, retail establishments, hotels, and an event center. Grandview Yard offers a variety of housing options, including single-family detached homes, duplexes, quadplexes, townhomes, and multi-family dwellings, with new construction integrated with pre-existing residences. The area prioritizes higher density in the neighborhood's core, gradually decreasing towards the periphery. This development has proven successful, leading to over 2,000 jobs, \$16 million in income tax revenue, and \$660 million in real estate investment.

TOWNHOMES
NEW

QUADPLEX
NEW

GRANDVIEW YARD
(2014 TO PRESENT)

GRANDVIEW HEIGHTS - NORTHWEST
BOULEVARD NEIGHBORHOODS
(PRE-1960s)

QUADPLEX
ORIGINAL

DUPLEX
ORIGINAL

DUPLEX
ORIGINAL

SINGLE-FAMILY DETACHED
ORIGINAL

Great streets

A critical component of the Northern Gateway redevelopment is the creation of great streets that serve as the backbone of a vibrant, mixed-use district. Unlike roads, which are primarily designed for vehicular movement, streets are dynamic public spaces that accommodate all forms of movement—pedestrians, cyclists, transit users, and vehicles—while fostering social interaction and economic activity. Focusing on street design that prioritizes walkability and multimodal transportation will make the district more accessible, lively, and sustainable.

The redevelopment must consider and accommodate all forms of movement with an emphasis on walkability. Wide sidewalks and dedicated bike lanes encourage active transportation, while traffic calming measures help tame vehicular movement, especially at intersections and structure entrances or exits. Techniques like narrowed lanes, raised crosswalks, and curb extensions enhance safety for all users.

Ample landscaping and hardscaping will create an inviting streetscape, integrating green spaces, ground cover, and street trees for aesthetic and environmental benefits. A mix of paving materials such as granite, brick, or permeable pavers adds visual interest and defines distinct areas. Consistent signage, lighting, and street furniture unify the district, enhancing the user experience and reinforcing the area's identity.

Prioritizing great streets will elevate the district's function, viability, and livability, encouraging community interaction and supporting local businesses.



THE NORTHERN GATEWAY: ESSENTIAL INGREDIENTS

Complementary elements & activities

A vital component of forming a great, vibrant mixed-use district is the seamless integration of complementary land uses and activities that are inherently “baked-in” to the development. By thoughtfully combining various functions, the district becomes more than the sum of its parts, fostering an environment where work, living, and leisure coexist harmoniously. This integration enables the creation of an 18-hour district that remains active beyond traditional business hours, enhancing safety, economic vitality, and community engagement. To achieve this dynamic environment, several key strategies should be implemented:

★ **Enable an 18-Hour District Balancing Work, Living, and Leisure.**

Designing the district to support activity throughout the day and into the evening ensures continuous vitality. This balance attracts a diverse population—including professionals, residents, and visitors—contributing to a lively atmosphere that enhances the area’s overall appeal.

★ **Locate Destination Dining Overlooking Central Green Spaces.** Positioning destination dining establishments adjacent to central green spaces or plazas creates “patio-first” environments. These settings serve as social hubs where people gather, dine, and enjoy outdoor spaces, fostering community interaction and encouraging longer visits.

★ **Consider Unique, Reinforcing Elements Like a Boutique Hotel.** Introducing unique amenities such as a boutique hotel caters to local demand and adds character to the district. A boutique hotel not only accommodates visitors but also supports local businesses and provides venues for events, further activating the area and stimulating economic growth.

★ **Right-Size Retail to Create Active Shopping Spaces.** Curating retail spaces to match current market demand ensures that shopping areas remain vibrant and economically sustainable. Placing these retail options at the center of the neighborhood encourages foot traffic and interaction among residents and visitors, contributing to a dynamic commercial environment.

★ **Locate Modern, Amenity-Based Class “A” Office Space.** Incorporating high-quality office spaces with modern amenities attracts businesses seeking dynamic work environments. The proximity to residential areas, dining, and retail enhances the appeal for employers and employees alike, fostering a live-work-play ecosystem that boosts the district’s competitiveness.



HOUSING DIVERSITY



RESTAURANT & RETAIL



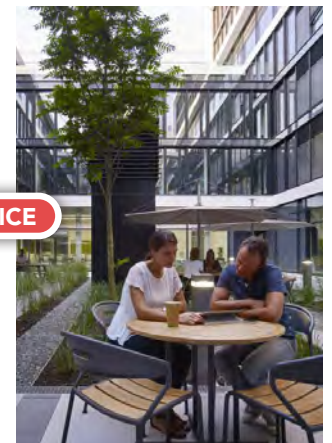
ENTERTAINMENT



LODGING



MODERN OFFICE



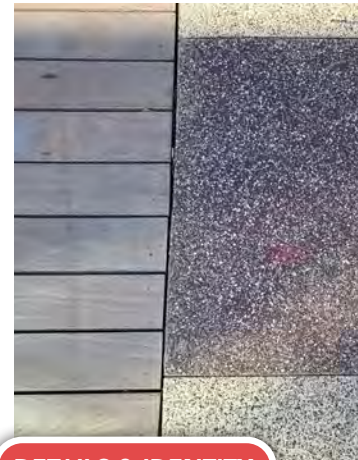
THE NORTHERN GATEWAY: ESSENTIAL INGREDIENTS

High quality design & materials

A cornerstone of the Northern Gateway’s redevelopment is the commitment to high-quality design and the use of superior materials. Thoughtful architecture is essential in creating a functional and aesthetically pleasing district. By incorporating innovative design elements that reflect functionality and visual appeal, buildings can become visually striking and timeless landmarks within the community.

Utilizing durable and sustainable materials enhances the longevity of structures, reduces maintenance needs, and promotes environmental responsibility. This sustainable approach not only benefits the environment but also aligns with the community’s values and long-term economic interests. Prioritizing architectural consistency and cohesion ensures that new developments complement the surrounding environment, contributing to a unified sense of place and reinforcing the district’s identity.

Emphasizing natural light, open spaces, and thoughtful details enhances the user experience, making the district more inviting and enjoyable for residents, workers, and visitors alike. These design choices improve the overall community appeal, fostering a sense of well-being and encouraging social interaction. By focusing on high-quality design and materials, the district will elevate its aesthetic standards and create a lasting, positive impact that resonates with the community’s vision for a vibrant and enduring environment.



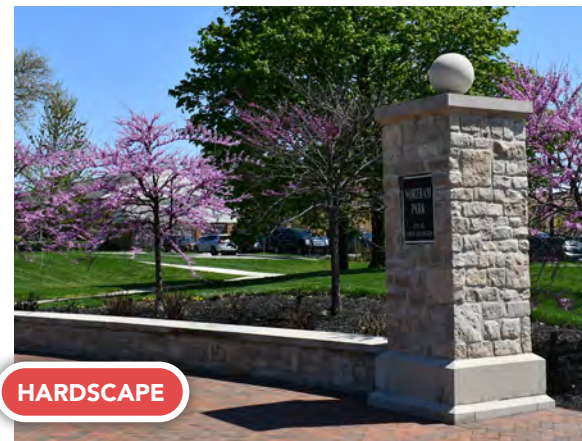
DETAILS & IDENTITY



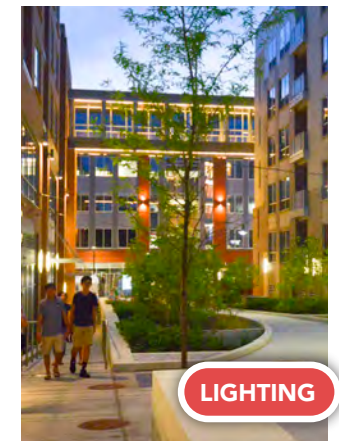
SOFTSCAPE



FENESTRATION



HARDSCAPE



LIGHTING

THE NORTHERN GATEWAY: ESSENTIAL INGREDIENTS

Central public space

A central plaza or park space is essential to support the development and serve as a vibrant, dynamic hub fully open to the broader community. This space acts as the “heart” of the district, anchoring it both physically and socially and fostering connections among residents, workers, and visitors. Key strategies to achieve this include:

- ★ **Establish a “Heart” That Centers the Space.** Create an internal courtyard for the neighborhood with trees and green spaces. This central area becomes a communal gathering place offering respite and encouraging community interaction.
- ★ **Mix Passive and Active Uses.** Design the plaza to accommodate a variety of activities catering to different interests and age groups. Include shaded seating, gardens, and walking paths for passive enjoyment, as well as playgrounds, interactive art installations, or exercise spaces for more active engagement.
- ★ **Allow Third Places to Mix In.** Integrate cafes, bookstores, and community centers adjacent to or within the plaza. These “third places” provide informal gathering spots where people can meet, relax, and engage in community life, enriching the social fabric.
- ★ **Design for an All-Ages Environment.** Build a communal “backyard” that is inclusive and welcoming to families with children, young adults, seniors, and everyone in between. Features like play areas, social seating areas, and accessible pathways ensure the plaza meets the needs of all community members.
- ★ **Make Space for Active Programming.** Provide areas suitable for concerts, festivals, farmers’ markets, and other events that animate the space and draw people together. These activations not only entertain but also strengthen community bonds and support local culture.
- ★ **Ensure the Space is Authentically Upper Arlington.** Incorporate design elements that reflect the community’s heritage, values, and aesthetic preferences. Engage local artists for public art installations and integrate historical references into the design to celebrate the area’s identity, fostering a sense of pride and ownership among residents.



A BACKYARD



THE HEART



ALL AGES



THIRD PLACES





The Northern Gateway

A lively mixed-use district, brimming with activity, and serving as a welcoming gateway to Upper Arlington



EXISTING CONDITIONS



CENTRALIZED PARKING

Implementing centralized parking facilities, including shared parking structures and on-street parking, will create a “park once” environment. This encourages visitors to park their vehicles and explore the neighborhood on foot.

NEW CLASS-A OFFICE SPACES

Introducing Class-A office spaces will attract businesses seeking premium work environments equipped with the latest amenities. These office buildings will serve as a gateway to Upper Arlington, enhancing the city's professional image and signaling economic growth.

THE “BACK YARD” - A DYNAMIC CENTRAL PARK

Establishing a central park or plaza serves as the heart of the neighborhood, offering a mix of passive and active uses. This space will collect trees and green areas, creating an internal courtyard that fosters social interaction and community engagement. Designed as a communal “backyard,” the park will cater to all age groups, providing areas for relaxation, recreation, and events like concerts and festivals. This ensures the space is lively and continuously activated. Incorporating design elements that reflect the community's heritage and values will make the park a place of pride for residents, reinforcing the area's identity.



DIVERSE HOUSING OPTIONS

Offering a mix of housing types—from attached townhomes to multifamily buildings and mixed-use residences with retail on the ground floor—provides options for various lifestyles and needs.

A MIXED-USE ENVIRONMENT

The development will feature a blend of retail shops, restaurants, housing, and office spaces, both within individual buildings and across the district.

NEW LODGING OPPORTUNITIES

Introducing a boutique hotel or lodging facility will cater to the increasing market demand, providing visitors with high-quality accommodation options. This addition supports local tourism, stimulates economic activity, and complements nearby businesses by increasing foot traffic.

The “Back Yard”

A Dynamic Central Park

At the heart of the Northern Gateway district lies the central park—a dynamic “backyard” designed to be a welcoming space for people of all ages. This patio-first environment serves as the communal living room of the neighborhood, where residents and visitors can gather, relax, and engage in a variety of activities. The park features ample outdoor seating areas, including a beer garden that offers a casual setting to enjoy local brews and socialize with friends and neighbors. Entertainment options abound, from live music performances and outdoor movie nights to cultural festivals that celebrate the community’s diversity.

Children can delight in interactive play areas, splash pads, and open spaces perfect for imaginative play, while adults explore third spaces like open-air markets, art installations, and pop-up shops. The design encourages seamless integration between indoor and outdoor spaces, with adjacent restaurants and cafes offering patio dining that overlooks the park’s lush landscaping. By fostering an atmosphere of continuous activity and engagement, the central park becomes the district’s vibrant heart, enhancing the Northern Gateway’s overall livability and appeal. This lively hub provides a place for leisure and recreation and strengthens community bonds, making it a true gathering place for all.





FIGURE 28

Northern Gateway Park Render

Architecture, Style, and Character

Creating a timeless and beautiful neighborhood

The architectural vision for the Northern Gateway aims to establish a framework that enables variety and vitality while maintaining a clear sense of place. Drawing inspiration from the community's rich architectural heritage, the design strategy seeks to blend historic and contemporary styles to create a cohesive and dynamic district.

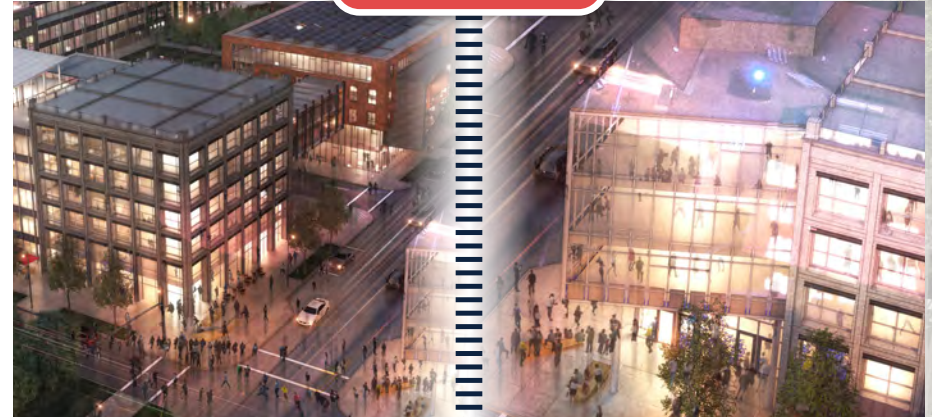
Upper Arlington has excellent examples of historic architecture characterized by a domestic scale rooted in early 20th-century residential traditions. These buildings often feature primary materials such as stone, brick, and stucco, executed in various traditional styles (Tudor, Revivals, Neoclassical, etc.) Additionally, the community's newer commercial and mixed-use developments exhibit diverse stylistic directions, forms, and scales. This architectural diversity informs our approach to creating an environment that is both familiar and visionary.

TRANSITION OF STYLISTIC EXPRESSIONS

The concept envisions a transition of stylistic expressions from south to north, corresponding with the general scale and massing of the proposed buildings and programming. Along the southern border on MacKenzie Drive, buildings will reflect a more domestic scale, incorporating materials like stone, stucco, brick, and siding reminiscent of early 20th-century architecture in the community. These transitional structures may feature varied setbacks, traditional window assemblies with punched openings in the facades, and a mix of pitched and flat roofs, contributing to a neighborhood feel that harmonizes with the existing residential context.

On the northern edge along Henderson Road, where the property meets the boundary of the city of Columbus, the architectural expressions are more representative of the contemporary era. These buildings will incorporate strong compositions of glass and dynamic materials, showcasing contemporary design while maintaining a limited palette of exterior materials to ensure cohesion within the district. This approach allows for stylistic variety without compromising the overall harmony of the development within the city's boundaries.

HENDERSON ROAD



NEIGHBORHOODS



FIGURE 29
Northern Gateway Street Render

OPPORTUNITIES

UNIFIED GROUND PLANE AND MATERIALS

Despite the range of scales and stylistic variations within the neighborhood, the ground plane elements will be strictly consistent. Common hardscape materials, lighting fixtures, tree lawns, and tree grates will be used throughout the district, creating a cohesive vocabulary that establishes a qualified sense of place. Standardized elements such as pavers and limestone accents in curbs, walls, and other features will serve as unifying threads, knitting the different areas together into a coherent whole.

FRAMEWORK FOR FUTURE DEVELOPMENT

In summary, the architectural visioning for this potential neighborhood aims to establish a framework of ingredients that relate to the possible uses, which are currently undefined but envisioned. The aim is to set firm yet realistic criteria for the southern portions of the district, likely to feature wood-frame construction, while recognizing the potential for higher and better uses in the northern part of the district. The next steps in developing the architectural standards will focus on limiting building material selections and defining massing and fenestration strategies for the different zones.

The current planning proposal suggests a diversity of building types and price points, and the architectural standards will respond accordingly by setting relevant criteria for each portion of the district. By thoughtfully integrating a range of architectural styles and scales, the Northern Gateway District will achieve a vibrant and cohesive identity that honors the community's heritage while embracing contemporary design. This approach aligns with the overarching vision of creating a dynamic mixed-use neighborhood that meets the needs of residents, workers, and visitors, contributing to the vitality and livability of the Henderson Road corridor.

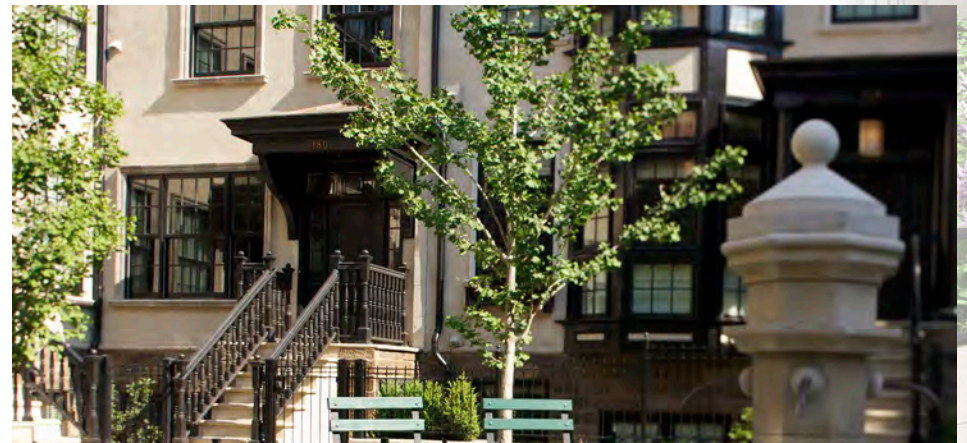




FIGURE 30
Northern Gateway Housing Render



Live+Work Neighborhood

A blend of the traditional office park with the traditional neighborhood, creating a more resilient, green, and walkable district.

The economic shutdowns related to the COVID-19 pandemic profoundly impacted the commercial office real estate market. The work-from-home movement that followed is still affecting urban and suburban markets, including in Upper Arlington. Income taxes are the primary source of revenue for cities in Ohio; in the city of Upper Arlington, they constitute around 75% of the community's revenue stream. Because workers pay their local income taxes in the communities where they work and not where they live, it is imperative for large communities like Upper Arlington to maintain a strong, stable jobs base to balance fiscal burdens and maintain high levels of service.

Henderson Road is home to one of the city's largest office jobs clusters. Split between several sites and employers, the Upper Arlington portion of the planning area includes around 500 office workers. These office jobs in the Columbus metropolitan area are not in decline, but as employers consider their next lease, they are taking the work-from-home movement seriously.

Place matters. Nationally, office spaces in traditional central business districts are struggling, but the story is similar in more suburban, single-use office parks. The trend is most pernicious among older buildings in districts separated from daily life amenities, parks, and so on.

Buried in these trends is a profound opportunity. If walkability, access to parks and trails, and nearby amenities are the future key attributes for successful office space, then the Henderson Road cluster is poised to take advantage. While the 500-job cluster at the far west of the planning area was designed as a traditional office park, the district can, through incremental steps, transform into a more balanced neighborhood. This new community can blend the best aspects of both environments, introduce new complementary amenities and services, and connect to other catalyzing developments along the corridor. The result is a live+work neighborhood that captures more activity, builds new, great places, and re-energizes a critical office district in Upper Arlington.

WHY NOW? WHY HERE?

- ★ **Concentration of Office Jobs.** Split between several sites and employers, the Upper Arlington portion of the planning area includes around 500 office workers. Healthcare and medical services make up two-thirds of these jobs, split across numerous outpatient facilities throughout the corridor. A small cluster of these medical offices is at Arlington Centre Boulevard and North Bank Drive. This segment is high-performing in the region and well-leased within the planning area.
- ★ **Shifting Vacancy Rates.** Only the cities of Grandview Heights and Upper Arlington had measured office vacancies below ten percent in 2022. These are the lowest rates of suburban markets in Central Ohio. The rate, however, increased year-over-year and absorptions negatively doubled.
- ★ **Demand for High Quality Spaces.** According to a 2024 report published by JLL, "Class A properties led 2024 net absorption ... while class B properties saw a decline of 248,782 SF, as tenants preferred superior amenities and prime locations." There are no class A spaces within the planning area.
- ★ **Key Corporate Tenants.** The corridor is home to the corporate headquarters of National Church Residences, one of the country's largest developers of senior housing and GOSH Enterprises Inc., a multi-restaurant management company that owns BIBIBOP Asian Grill, Charley's Philly Steaks, and Lennys Grill & Subs.
- ★ **Land Value Exceeding Building Value.** Within the planning area, 14 properties have a land value greater than the building value, 13 of which are within Upper Arlington, primarily along the Henderson Road corridor.
- ★ **Aging Building Stock.** 77% of the buildings in the planning area are at least 50 years old, with another 19% of buildings between 30–50 years old.
- ★ **Underutilized Parking Facilities.** Work-from-home policies and flexibilities leave large swathes of parking vacant among the corridor's office spaces.
- ★ **Adjacent Recreation Amenities.** The city's Northwest Kiwanis Park makes up the western border of the planning area and shares a parking lot with National Church Residences.

FIGURE 31

Live+Work Neighborhood Context



Medical Cluster: North Bank Drive and Arlington Centre

Several medical office tenants are housed in a cluster of buildings along Arlington Centre Boulevard, including a dental office, a prosthetics service company, and several surgery centers specializing in a variety of procedures.

RIVERSIDE OUTPATIENT SURGERY CENTER

NORTHWEST KIWANIS PARK

NATIONAL CHURCH RESIDENCES

HENDERSON ROAD

ARLINGTON CENTRE BLVD

NORTH BANK DRIVE

5000 ARLINGTON CENTRE

B

Buildings in transition: 5000 Arlington Centre

5000 Arlington Centre, the former AOL Time Warner offices and the founding headquarters for CompuServe, was sold to GOSH brands in 2021 for \$5.5M. The new owners have invested significantly in the building, including new lighting, solar panels, and improved landscaping. At the time of the plan in 2024, the owners were actively advertising just over 80,000 square feet of the 200,000-square-foot building.



Total Office Space in Square Feet

445k

The Live+Work Neighborhood is one of the largest office clusters in Upper Arlington

A

Corporate Headquarters: National Church Residences

National Church Residences (NCR) is one of the city's largest employers, occupying over 50,000 square feet of office space adjacent to Northwest Kiwanis Park. As one of the nation's leading senior housing developers, NCR's mission aligns with the vision to add more diverse housing options to the Henderson Road corridor.

Land Covered by Surface Parking

38%

Parking lots are the dominant use of land in the area today



What is the Live+Work Neighborhood?

A blend of the traditional office park with the traditional neighborhood, creating a more resilient, green, and walkable district.

A Live+Work Neighborhood blends the best aspects of neighborhood and office design. Through a balanced and thoughtful site plan, this district broadens the usefulness of the built environment, allowing for complementary land uses, planting a lush landscape, and connecting internally and externally through pathways and trails. The emerging neighborhood is active, beautiful, and strong.



THE CONCEPT

The Live+Work Neighborhood is an opportunity to reinforce the city's most critical office district.

Merge Community Goals for Housing Diversity and Fiscal Sustainability

- ★ Implement an additive multi-use site plan that enhances and complements the existing uses.
- ★ Strategically weave housing opportunities into the existing fabric of the neighborhood.
- ★ Add supporting amenities that will bolster the success and longevity of office spaces in the district.
- ★ Invite more activity to the district outside of traditional work hours.



Bridge Park, Dublin, Ohio

Introduce New Housing Opportunities for Current and Future Residents

- ★ Offer a range of housing types, including apartments, townhomes, and affordable units to meet diverse needs.
- ★ Ensure that new housing developments are accessible to people of various income levels and life stages.
- ★ Combine housing with commercial and public spaces to create lively, mixed-use environments.



Grandview Yard, Grandview Heights, Ohio

Create Walkable Spaces through Pedestrian-Oriented Street Design

- ★ Implement wider sidewalks, safe crossings, and pedestrian-friendly lighting to encourage walking.
- ★ Develop a network of pathways that connect key destinations within the corridor and surrounding neighborhoods.
- ★ Use design elements like narrowed lanes and street trees to reduce vehicle speeds and enhance safety.



Village Center, New Albany, Ohio

Enhance the Fiscal Position of the City and the School District

- ★ Attract developments that increase property values and generate additional tax revenue for the city and schools.
- ★ Encourage businesses that create jobs and contribute to the local economy.
- ★ Utilize under-performing properties to boost economic returns and community benefits.



GREAT STREETS

Bridge Park, Dublin, Ohio



CONNECTED TO PARKS

Northam Park, Upper Arlington, Ohio

Improve Access to Northwest Kiwanis Park through New Trail Connections

- ★ Improve pedestrian and bicycle access to the park from other parts of the planning area.
- ★ Connect the park to other city and regional parks, trails, and recreation facilities.
- ★ Encourage local workers and residents to visit the park via clear and accessible entry points with adequate wayfinding and signage.



TOP OFFICE SPACES

Grandview Yard, Grandview Heights, Ohio

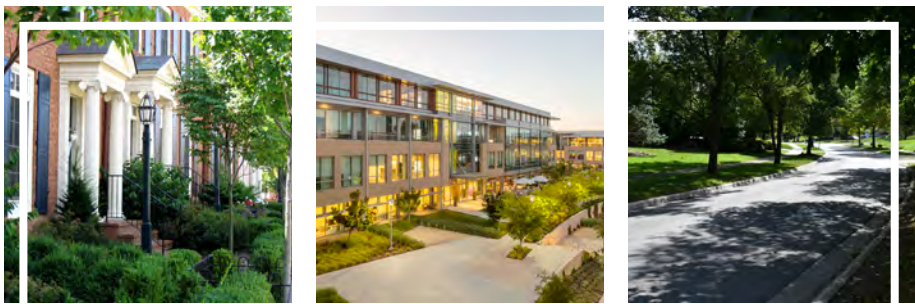
TRAILS + CONNECTIONS



Child riding bicycle on trail, Upper Arlington, Ohio

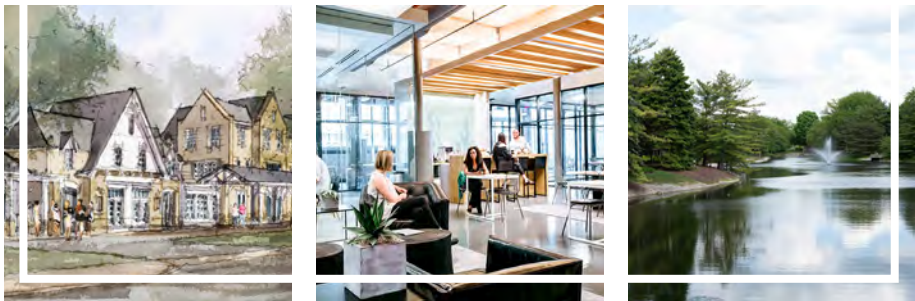
Leverage the City's Planned Mixed Office District (PMOD) Zoning District

- ★ Implement a walkable, mixed-use district with an emphasis on office and office-related uses.
- ★ Allow for limited residential and retail uses to be integrated into the district.
- ★ Ensure future development is meeting the requirements of the city's Commercial Development Standards.



The Live+Work Neighborhood

A blend of the traditional office park with the traditional neighborhood



EXISTING CONDITIONS



PURSUE INFILL OFFICE OPPORTUNITIES

Continue to expand Class "A" office opportunities that are connected to city's growing trail network, great parks, and new amenity areas like the Northern Gateway.

IMPROVE ACCESS TO NORTHWEST KIWANIS PARK

Improve pedestrian and bicycle access to the park from other parts of the planning area. Connect the park to other city and regional parks, trails, and recreation facilities.



FIGURE 32

Live+Work Opportunities Diagram**CONNECT SIDEWALKS+TRAILS****HENDERSON ROAD****ARLINGTON CENTRE BLVD****5000
ARLINGTON
CENTRE****CONNECT TO PATHWAY NETWORK**

Close connections in the sidewalk system and connect multi-use pathways on the north side of Henderson Road. Prioritize the connection to the Dierker Road pathway and crossing.

ENABLE CREATIVE RE-USE STRATEGIES

Re-imagine suburban office space as an "Idea-to-IPO" launch zone for entrepreneurs. Flexible co-working spaces and incubators to nurture growth, walking trails directly connected to the Northern Gateway redevelopment district, and nearby third spaces like coffee shops can uplift the neighborhood as a nexus for ideas and collaboration. Instead of single-use corporate campuses, a lively mix of work, leisure, and social interaction creates a dynamic environment in Upper Arlington, allowing early-stage ventures to thrive, adapt, and establish their presence as they scale toward success.

SUPPORT CAMPUS PLANS FOR NCR

National Church Residences has the opportunity to reinvest in its campus located just off Henderson Road in the Live+Work Neighborhood, solidifying a great work space for a top employer in the city and potentially introducing new housing options to the area as well.

LIVE+WORK NEIGHBORHOOD: ESSENTIAL INGREDIENTS

Shifting demands for “top” office space

Technological advances and the emergence of remote and hybrid work across many industries have led various companies to re-examine their investments in office space. While still holding a critical place in most companies’ functioning, desires for office space have trended toward highly amenitized spaces in convenient and desirable locations, often seeking more flexible leases and smaller footprints than in pre-COVID years.

At a local level, office space in the suburbs of Columbus has recently outperformed that within the central business district. In 2023, suburban office vacancies were 2.9% lower than in the central city. However, those office vacancy rates, even in the suburbs, are still well above what they were pre-COVID. CBRE reports that suburban vacancy rates were around 24% in 2023, 9% higher than the 15% vacancy in 2019.

A 2024 report from commercial real estate company JLL found that while the larger Columbus market experienced negative office absorption rates for the first half of 2024, the Grandview/Arlington/Dublin submarkets experienced gains in occupancy. This highlights the continued demand for office space throughout the Northwest Corridor of Columbus, with the Henderson Road planning area within that geographic footprint. Upper Arlington has one of the lowest office vacancy rates in Central Ohio (at 10%), largely due to its location, market, and relatively small office inventory (approximately 1.1 million square feet).

The Henderson Road planning area, which has roughly half of the city’s office stock, has a lower average asking rent than the larger Columbus metropolitan area, which was \$21.28 per square foot in 2023. This may be correlated to the complete absence of Class A office within the planning area and an average office building age of 42 years old.



Increase in Suburban Office Vacancy Rates

+9%

Total vacancy for office space in the central Ohio market increased in 2024 to 22 percent

“Class “A” properties led with respect to net absorption in the central Ohio Region in 2024. Tenants stated a preference for superior amenities and prime locations.”

-Caitlin Fadgen, Research Manager, JLL

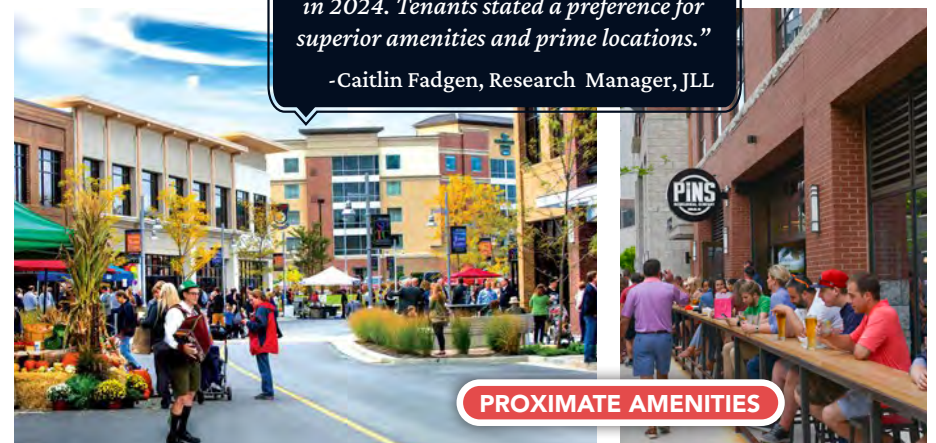
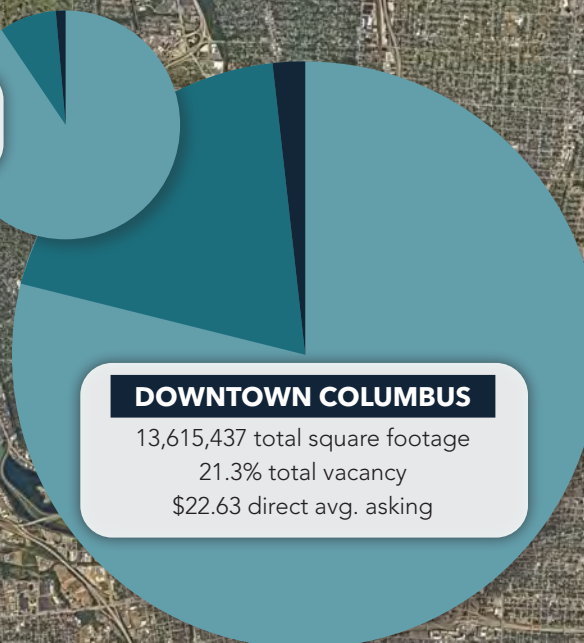
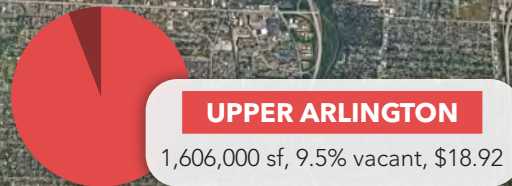
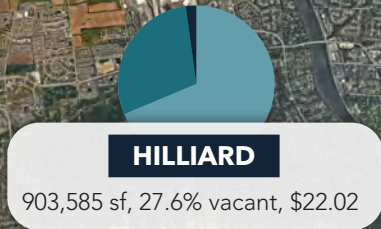
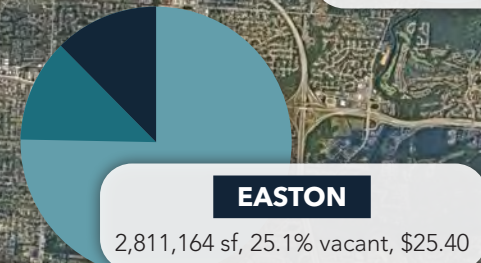
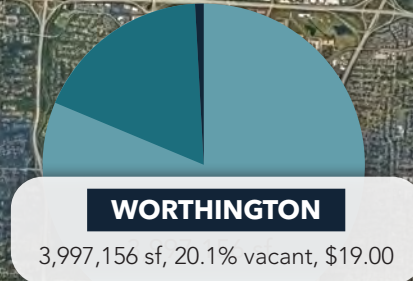
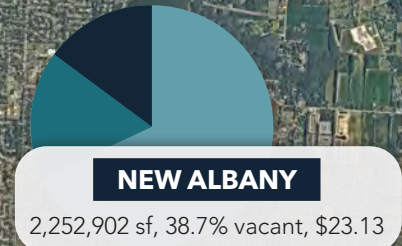
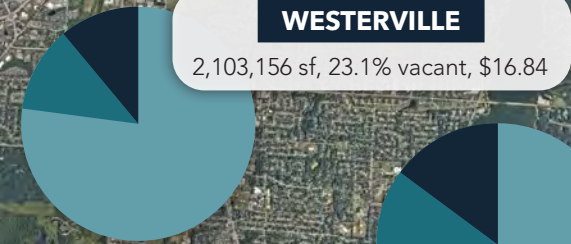
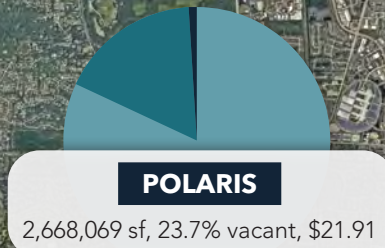
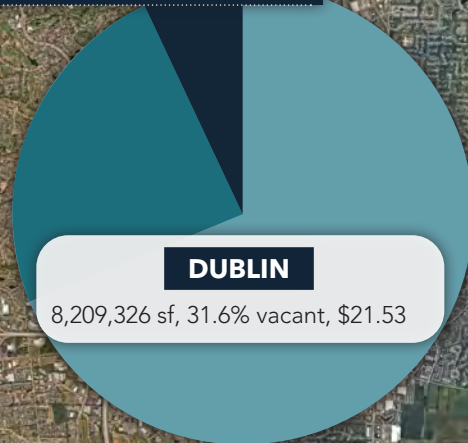


FIGURE 33

Regional Office Inventory



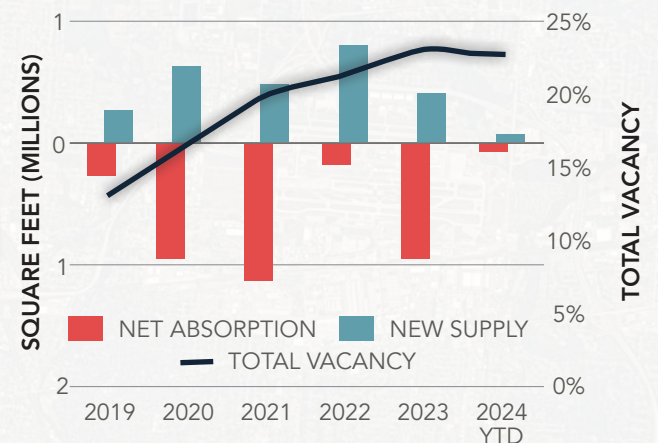
REGIONAL OFFICE VACANCIES

Size of the circle represents square footage of office space in each sub-market as a snapshot in quarter four of 2022. Vacant space available for sublease and direct vacant space equal total vacancies within each market.

- DIRECT VACANT
- SUBLEASE VACANT

FIGURE 34

Historical Supply and Demand Trends for Regional Office



Source: Jones, Lang, Lasalle IP, Inc, 2024



Additional Opportunities

Working with partners to maintain neighborhoods, extend amenities, and collaborate regionally

Throughout the planning process, three additional areas of consideration for future policies, programs, investment, and support were identified: **neighborhood investment, trail connections, and regional collaboration**. These opportunities are vital for preserving the area's residential character, improving multimodal connectivity, and building stronger relationships and policy alignments with other local governments and organizations.



Source: MKSK

Background

In addition to advancing the corridor's overarching vision, this section highlights opportunities to enhance livability, connectivity, and resiliency. It outlines strategies to strengthen multimodal connections, better integrate housing and neighborhoods, and foster effective regional collaboration. The Henderson Road corridor functions within a larger regional system, where changes in one area can ripple outward. By leveraging emerging opportunities—such as trail expansions, transportation initiatives, and zoning updates—Upper Arlington can strengthen its ties with the broader Central Ohio region.

Henderson Road offers a critical future link between two significant greenways along the Scioto and Olentangy Rivers. A distinct cluster of neighborhoods within the planning area features diverse housing types. Many residents have lived here for more than fifteen years, and they care deeply about how projects along Henderson Road affect their quality of life. Supporting these residents and preserving existing housing stock are key priorities. Recommended actions include providing resources for home repairs, securing funding for trails and multimodal infrastructure, and aligning Upper Arlington's infrastructure investments with those of neighboring local governments.

Neighborhood Investment

Preserving the most essential components of Upper Arlington's diverse and affordable housing supply.

With over 250 housing units in the Upper Arlington portion of the planning area, this neighborhood stands out for its unique “missing middle” housing stock, including duplexes, triplexes, and quadplexes that cater to both owner-occupants and renters of all ages. Its affordability makes it a key entry point into Upper Arlington and helps to fill a region-wide gap in middle housing availability. This area is also highly susceptible to redevelopment due to aging structures, which average more than 60 years old, threatening the prospects for maintaining such an essential piece of Upper Arlington’s housing supply. Thoughtful strategies to preserve affordability while ensuring long-term viability and integration with surrounding development will unlock this neighborhood’s full potential.

- ★ Ensure affordability and diversity by promoting various housing types for all life stages. This will allow residents to age in place while welcoming the next generation of UA community members.
- ★ Focus on maintenance and preservation by encouraging programs and partnerships that support homeowners and landlords in maintaining the aging housing stock.
- ★ Promote complementary redevelopment that retains the spirit and legacy of the area’s housing diversity and affordability while integrating into future development along Henderson Road.
- ★ Involve residents and stakeholders in decision-making to ensure that public and private investment strategies align with the neighborhood’s existing character and long-term goals.



Source: Jon McCoy



Source: Jon McCoy

HIGHLIGHTS FROM MAJOR CONDITIONS & TRENDS



Total Housing Units

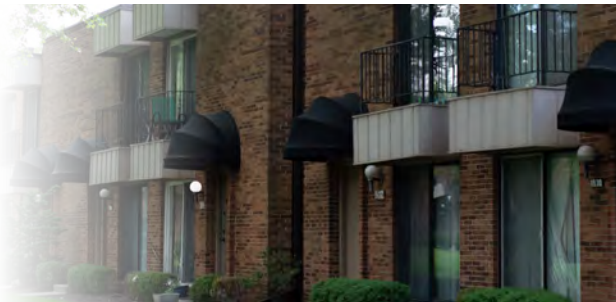
990

In the overall planning area, 250 within the city of Upper Arlington

Median For-Sale Price

\$263K

Compared to \$625k in the rest of the city of Upper Arlington



Planning Area Avg. Household Size

1.9

The average household size is smaller compared to the citywide average

Long Standing Tenants, Years

10+

A large portion, 40%, have been long standing tenants in the planning area



Source: US Census, MKSK

RECOMMENDATIONS

Recommendations are specific proposals for projects, policies, or programs that respond directly to major challenges and leverage key opportunities. They encompass actions the city can undertake on its own, as well as those that call for collaboration with other jurisdictions, organizations, or partners.

- ★ **Publish a place-based renovation guide.** A renovation guide is a tool utilized by residents and landowners seeking to improve to their home or property. A renovation guide provides place-specific guidance for renovations based on the types of housing products in the area. This helps to educate residents about the historic or unique elements of their specific type of home and provides tips, tools, and resources to preserve its character. Cities like Chattanooga have implemented a renovation guide, providing education and tips for renovating or building additions to different styles of homes found throughout the community, including colonial, contemporary, craftsman, Tudor, and Victorian homes.
- ★ **Explore a pilot Revolving Loan Fund (RLF) for home repairs and updates.** An RLF is a financial tool typically established to provide low-interest loans or flexible financing options to support specific community or economic development initiatives. These funds often focus on projects like housing rehabilitation, infrastructure improvements, small business support, or environmental cleanup. Repayments from loans are reinvested into the fund, ensuring ongoing lending and long-term sustainability. The city should explore partnerships with non-profit organizations or agencies like MORPC to help administer the fund.
- ★ **Conduct neighborhood plans for residential areas near the Henderson Road corridor.** These efforts should focus on community outreach, future public investments, protecting sensitive housing stock, and introducing complementary housing types that integrate with the Henderson Road corridor.

Trail Connections

Multi-use pathways and sidewalks improve walkable and bikeable connections across the community and tap into the burgeoning regional trails network.

The Central Ohio pathway network continues to grow, connecting significant portions of the region. As a community, Upper Arlington has invested in pathways by adding new miles and enhancing key connections, resulting in a safer, more connected community for all. The city can build on this momentum by considering key linkages that help create walkable or bikeable places. These connections include neighborhoods, daily activities or services, homes, workplaces, and our community and the broader region. The Envision Henderson plan supports these connections and will recommend extending the network within the planning area.

LOCAL AND REGIONAL OPPORTUNITIES

The corridor offers a valuable opportunity to enhance both local and regional connectivity, focusing on improving pedestrian access and expanding trail networks. Planned infrastructure improvements will strengthen ties between neighborhoods and regional mobility systems, creating a more integrated and accessible community.

The corridor has untapped potential for local and regional connectivity. Limited sidewalk coverage—only about 60% of streets within the corridor—strains internal site connections and hampers pedestrian access, leaving room for improvement in walkability.

Regional trail expansion is transforming mobility options. With LinkUS’s approval, the current 230-mile trail network is expected to nearly double to 500 miles. Major projects like the Scioto River Trail and a proposed multi-use pathway along Henderson Road could significantly enhance regional access.



Source: The city of Upper Arlington

Key infrastructure projects will bridge local gaps and connect to broader networks. The Henderson “Boulevard” concept includes a 10-foot multi-use pathway on the north side of Henderson Road, seamlessly linking to the city of Columbus trail east of Reed Road. The planned LinkUS stop at Dierker and Bethel Road, just half a mile from the planning area, will tie into an existing multi-use trail, bolstering connectivity for the corridor and its neighborhoods.

Sidewalk Coverage

63%

Just one quarter-mile of Henderson Road has sidewalks on both sides.

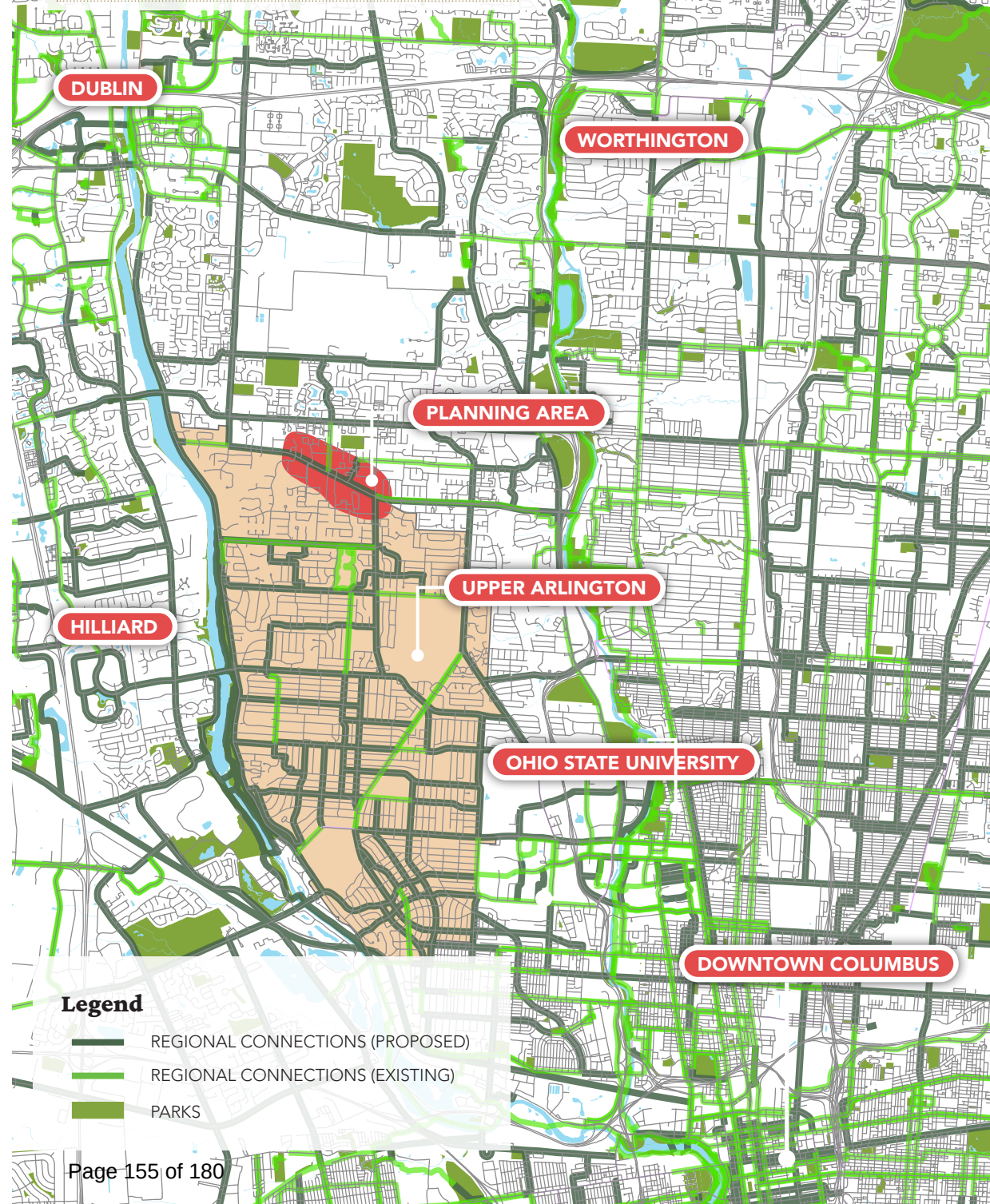
RECOMMENDATIONS

Recommendations are specific proposals for projects, policies, or programs that respond directly to significant challenges and leverage key opportunities. They encompass actions the city can undertake on its own and those that call for collaboration with other jurisdictions, organizations, or partners.

- ★ **Fill gaps in the multimodal network and prepare for regional connections.** The city should identify and fill gaps in its existing mobility network, including sidewalks, trails, and bike or multi-use paths. Improvements should also consider regional connectivity as future investment bolsters mobility infrastructure around the planning area.
- ★ **Connect Northwest Kiwanis and Burbank Parks to Henderson Road.** These parks offer valuable recreational amenities but lack safe multi-use connections to Henderson Road.
- ★ **Construct a shared-use path along Henderson Road.** The path should be protected from traffic by a landscaped buffer with street trees to provide shade and additional protection. The city should simultaneously explore opportunities to consolidate access along one side of Henderson Road to limit the number of crosswalks along the shared-use path.
- ★ **Encourage bike and multimodal infrastructure as areas redevelop along the corridor.** Prioritize ongoing collaboration with landowners and the development community to ensure that future multimodal infrastructure is incorporated into site programming.
- ★ **Explore grant funding to help enhance the multimodal network in the planning area.**

FIGURE 35

Existing & Proposed Regional Trails Network



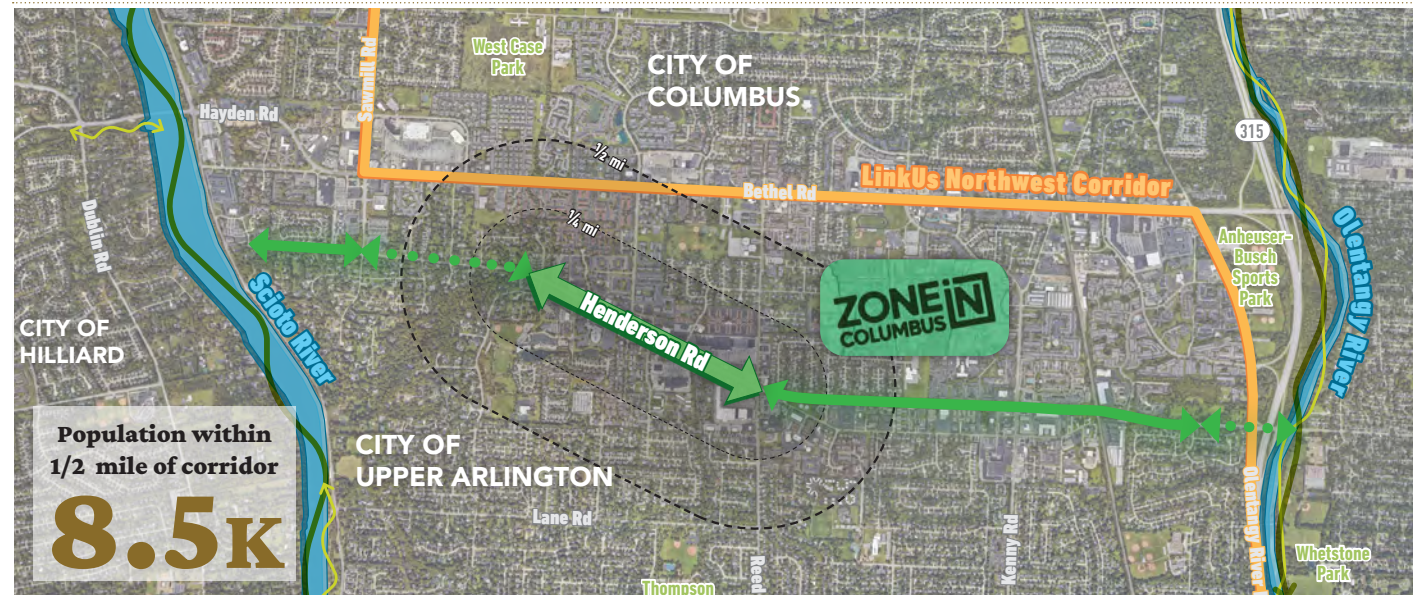
Regional Collaboration

The Central Ohio region is moving fast, and growth pressures are impacting nearly all market segments. At the same time, major initiatives are being considered to address this growth. It's imperative for the city to join these discussions and ensure the community's priorities are reflected.

Major regional plans and projects could have a long-term impact on the planning area and the broader Upper Arlington community:

- ★ **ZoneIn** - Columbus City Council adopted a significant up-zoning of properties along the north side of Henderson Road on July 29, 2024. This includes up to five stories permitted by right on Henderson Road, with up to two additional stories for affordable housing.
- ★ **LinkUS** - The regional initiative aims to enhance streetscapes and implement bus rapid transit along major corridors, including the Northwest Corridor, which is less than half a mile from Henderson Road. A sales tax levy was passed in November 2024, marking a significant victory for future projects.
- ★ **Central Ohio Greenways** - Central Ohio has allocated additional funding for LinkUS to expand the regional trail system. This trail system centers around the region's five waterways, including the Scioto and Olentangy Rivers. Henderson Road can connect these two waterways through multi-use pathway connections.

FIGURE 36
Regional Dynamics and Major Projects



Source: MORPC, COTA, MKSK



Source: Central Ohio Transit Authority (COTA)

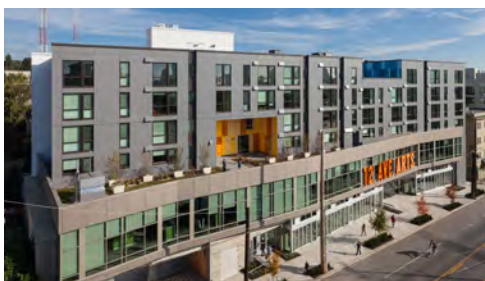


Source: The city of Columbus

RECOMMENDATIONS

Recommendations are specific proposals for projects, policies, or programs that respond directly to significant challenges and leverage key opportunities. They encompass actions the city can undertake on its own and those that call for collaboration with other jurisdictions, organizations, or partners.

- ★ **Pursue coordinated public infrastructure projects.** The city should continue collaborating with the city of Columbus to ensure that goals for infrastructure and utility improvements remain aligned to create a cohesive development pattern on both sides of the corridor.
- ★ **Leverage regional funding opportunities.** Continue engaging with regional partners to pursue funding for investments benefiting the public good.
- ★ **Integrate land use and infrastructure improvements with the LinkUS initiative.** Ensure that public and private investments consider connections to future transportation nodes due to the Northwest Corridor bus rapid transit line. These may include multimodal infrastructure investments for first-mile / last-mile connections to and from bus stops.
- ★ **Support the establishment of a Henderson Road business association.** Regional conversations about economic development, real estate, transportation, and trails are ongoing. Ensuring businesses and residents along the Henderson Road corridor have strong representation in these discussions is essential. Establishing an association can open doors to new funding opportunities and policy initiatives benefiting the corridor.



Benchmark imagery of potential development scale introduced by ZoneIn

IMPLICATIONS OF ZONEIN

ZoneIn Columbus is a zoning code update for key corridors throughout the city of Columbus, seeking to modernize zoning along these corridors to promote more dense, vibrant, mixed-use growth and development and support alternative modes of transit.

One of the focus areas for the Zone In initiative is the Columbus side of the Henderson Road corridor. This segment of Henderson Road would be zoned as Community Activity Center, “suburban locations with medium-sized buildings and parking lots.” The proposed Community Activity Center zoning allows for buildings up to five stories, and up to seven stories if a project meets the threshold for an affordability bonus by providing a certain percentage of affordable housing units.

Future development along the north side of Henderson Road will significantly impact public infrastructure and utility capacity. Therefore, the city should continue to align future upgrades to the roadway, water, wastewater, and electric infrastructure in preparation for increased development. This alignment is particularly important to match the scale and intensity of uses on the south side of Henderson Road with those being introduced on the north side.





03

IMPLEMENTATION

This section presents the overall strategic roadmap, outlining how the goals, vision, and recommendations of this plan can be executed. The Implementation section will ensure that the recommendations articulated in the plan become a re

ENVISION  HENDERSON



IMPLEMENTATION

PROJECT PLANNING ★ TIMING ★ FUNDING ★ PRIORITIES

This section presents the overall strategic roadmap, outlining how the goals, vision, and recommendations of this plan can be executed. These recommendations are broken into six categories: the Henderson “Boulevard”, the Northern Gateway, the Live+ Work Neighborhood, Neighborhood Investment, Trail Connectors, and Regional Collaboration. The Implementation section will ensure that the recommendations articulated in the plan become a reality, delivering tangible actions and timeframes.



The Purpose

The Envision Henderson Plan represents a bold step forward for the corridor, brimming with potential yet burdened by longstanding challenges, aging infrastructure, gaps in pedestrian and bicycle networks, economic underutilization, and a lack of cohesive identity. This plan seeks to address the multifaceted challenges that have long hindered the corridor’s potential, transforming the corridor into a thriving, dynamic, vibrant, and accessible district that meets the needs of all users—residents, businesses, and commuters alike. Today, the corridor struggles to meet the needs of a growing population and evolving urban demands, underdeveloped spaces fail to attract economic activity, and inconsistent aesthetics detract from the corridor’s sense of place. The Envision Henderson Plan is designed to overcome these obstacles by emphasizing thoughtful urban design, strategic investments, and inclusive solutions prioritizing safety, functionality, and environmental sustainability. Through targeted conversations, the plan aims to transform Henderson Road into a vibrant and accessible space that balances the needs of its diverse users, creating a dynamic gateway and a model for modern, resilient development. This chapter presents a complete matrix of plan actions with associated timeframes, coordinators, and funding resources.

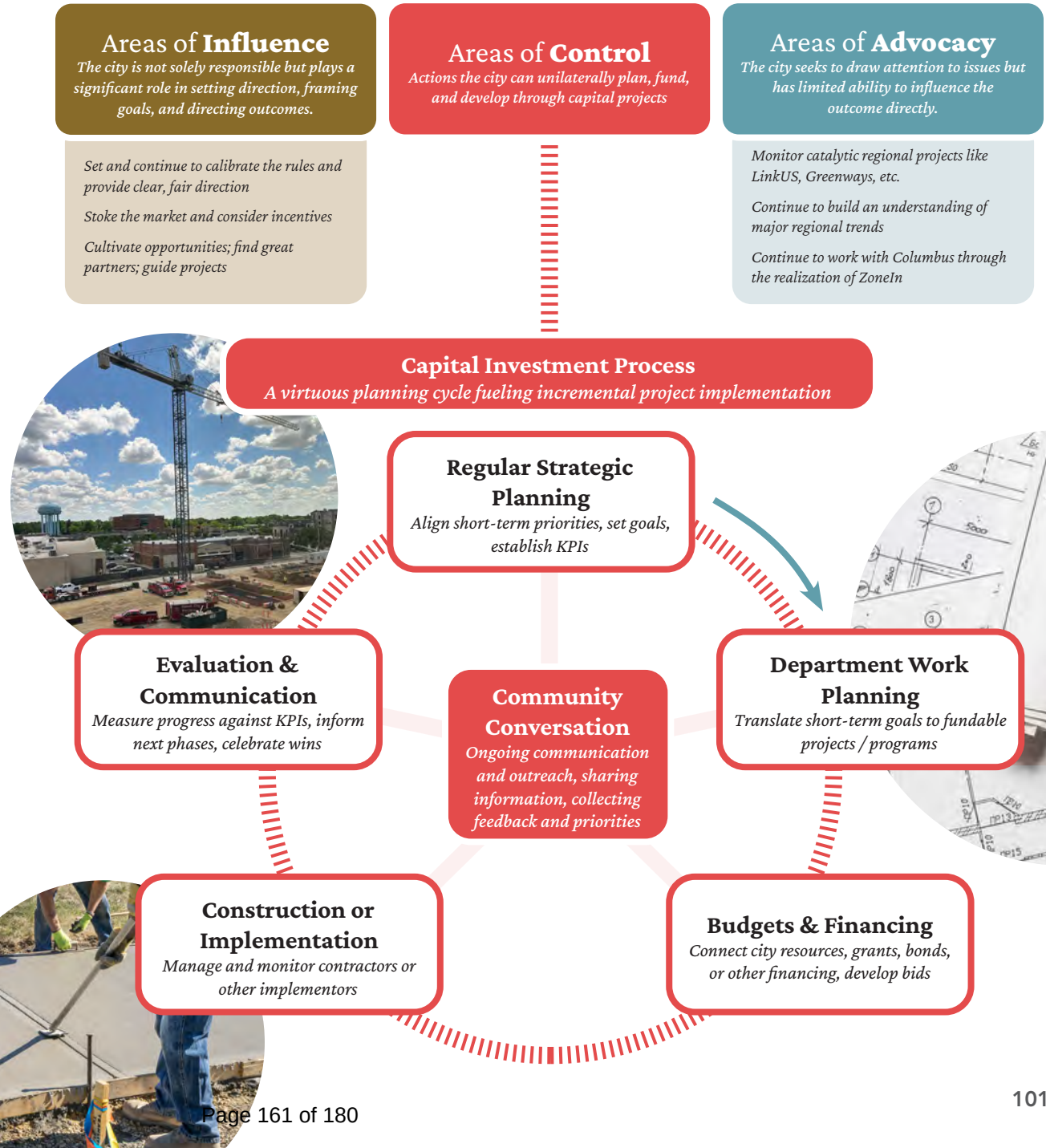
Assigning Action

Effective plans inspire real-world action, driven by the community and guided by city leadership. Developing a plan and implementation strategy is only the first step in a long-term transformative journey toward meaningful and lasting change. However, the city cannot achieve this vision alone. Many implementation actions require coordination and collaboration extending beyond the city's direct control, involving multiple stakeholders and partners. This is why providing a clear vision and actionable steps is vital—not only to guide progress but also to empower stakeholders to take ownership of the process. By fostering shared responsibility and collaboration, the plan becomes a unifying tool for collective action and sustained impact.

CAPITAL IMPROVEMENT PLAN

A capital improvement plan (CIP) is a strategic planning document used by municipalities to manage and prioritize large-scale projects and capital investments over a specified period, typically 5–10 years. The CIP serves as a roadmap for addressing the community's long-term needs. The city of Upper Arlington has a 10-Year Capital Improvement Program, pertinent to streets, sidewalks, waterlines, sewers, parks, and other public infrastructure. Each year, the city works its way through the capital improvement projects they have outlined in the 10-year plan. The city's capital improvement projects can be found [here](#).

FIGURE 37
Implementation Processes and Actions



Implementation Actions

The tables below provide a concise list of recommendations, organized by which Big Idea or additional opportunity they address. A more comprehensive strategy for implementation can be found starting on page 103.

Recommendations: Big Ideas

ID	RECOMMENDATION
<i>The Henderson "Boulevard"</i>	
1	Conduct a Feasibility Study for a boulevard concept, investigating alternatives for roundabouts, medians, shared use paths, and other improvements
2	Explore Pedestrian Hybrid Beacon
3	Conduct a feasibility study to "underground" utilities
4	Continue to collaborate with the city of Columbus
5	Enhance visibility and safety of crosswalks
6	Explore short-term median and/or streetscape enhancements
7	Update the Capital Improvement Program (CIP) in concurrence with the Plan
8	Pursue formal Safety Study for HSIP funding
9	Identify and pursue various funding opportunities
<i>The Northern Gateway & The Live+Work Neighborhood</i>	
10	Develop architectural guidelines to inform major redevelopment projects
11	Study TIF potential for major redevelopment
12	Meet proactively with building owners and businesses
13	Evaluate infrastructure capacities and potential needs
14	Develop an incremental redevelopment strategy
15	Identify diverse funding opportunities

Recommendations: Additional Opportunities

ID	RECOMMENDATION
<i>Neighborhood Investment</i>	
16	Explore renovation guide
17	Study a pilot revolving loan fund
18	Continue to pursue neighborhood-scale planning
19	Evaluate the need to re-open the no. 3 Fire Station
<i>Trail Connections</i>	
20	Fill gaps in the multimodal network and prepare for regional connections
21	Explore connections to Northwest Kiwanis and Burbank Parks to Henderson Road
22	Construct a shared-use path along Henderson Road
23	Encourage bike and multimodal infrastructure as areas redevelop along the corridor
24	Support active transportation connectivity
<i>Regional Collaboration</i>	
25	Pursue coordinated public infrastructure projects
26	Leverage regional funding opportunities
27	Integrate land use and infrastructure improvements with the LinkUS initiative
28	Support the establishment of a Henderson Road business association

Implementation Strategy

The following table expands upon all actions and recommendations suggested through the previous chapters. The matrix connects each priority action with a timeframe for completion, a lead coordinator for the effort, and any supporting organizations or partners who may need to be involved. It is anticipated that the implementation steps may change over time based on new developments, or success in other areas.

ID	RECOMMENDATION	DESCRIPTION	RESPONSIBILITY	TIMEFRAME	COST
<i>The Henderson “Boulevard”</i>					
1	Conduct a Feasibility Study for a boulevard concept, investigating alternatives for roundabouts, medians, shared use paths, and other improvements	This Feasibility Study will evaluate detailed alternatives to address safety, access management, pedestrian and bicycle connectivity, and capacity through the project corridor. The study will identify a Purpose and Need, evaluation criteria, and costs for the alternatives, which can be used to determine a preferred alternative to carry into future design efforts.	Engineering Community Development	Immediate (next six months)	Nominal - <\$200K
2	Explore Pedestrian Hybrid Beacon	Investigate the feasibility of a near-term installation and implement the installation of a Pedestrian Hybrid Beacon (PHB) at key mid-block crossings to support pedestrian movement and safety through the corridor.	Engineering Community Development	Immediate (next six months)	Moderate - \$200K to \$1M
3	Conduct a feasibility study to "underground" utilities	A feasibility study will evaluate the practicality, costs, and benefits of relocating existing overhead utility lines underground along the Henderson Road corridor. The study will assess engineering requirements, potential disruptions, and funding options to determine the viability of this transformation. Burying utilities would improve the corridor's aesthetics, enhance safety, reduce maintenance needs, and increase reliability, supporting the vision for a modern, cohesive streetscape.	Engineering Finance Department, City Manager's Office, Community Development	Short Term (6 months to 3 years)	Minimal - <\$1M
4	Continue to collaborate with the city of Columbus	Continue to foster a collaborative relationship with the city of Columbus in regards to projects and opportunities occurring along Henderson Road. As improvements and redevelopment proposals take place, communication between the two jurisdictions will ensure the corridor is evolving in a cohesive and complementary manner that benefits both sides of the community.	City Manager's Office, Economic Development, Community Development	Ongoing	Administrative - Staff time / capacity
5	Enhance visibility and safety of crosswalks	Improve existing crosswalk conditions along the Henderson Road corridor by implementing high-visibility crosswalk striping, providing pedestrian refuge zones at mid-crossing medians, and upgrading signalized crossing equipment.	Community Development, Economic Development, Engineering Parks & Recreation	Short Term (6 months to 3 years)	Moderate - \$200K to \$1M

ID	RECOMMENDATION	DESCRIPTION	RESPONSIBILITY	TIMEFRAME	COST
6	Explore short-term median and/or streetscape enhancements	Investigate near-term opportunities for phased median construction to provide traffic calming and minor access control. Investigate long-term solutions for medians to provide corridor access control and streetscape opportunities. This could be part of a corridor Feasibility Study.	Engineering	Short Term (6 months to 3 years)	Moderate - \$200K to \$1M
7	Update the Capital Improvement Program (CIP) in concurrence with the Plan	Incorporate roadway and streetscape improvement projects proposed in this plan for Henderson Road into the CIP in order to allocate funds, set completion goals, and track progress towards goals for planned and ongoing projects along the corridor.	Engineering, CIP Committee	Short Term (6 months to 3 years)	Administrative - Staff time / capacity
8	Pursue formal Safety Study for HSIP funding	Perform a formal ECAT analysis and safety study application following ODOT guidelines at the Dierker Road and Henderson Road intersection and between Gettysburg Road and Reed Road. This can be an element in a detailed preliminary engineering / Feasibility Study.	Engineering	Immediate (next six months)	Administrative - Staff time / capacity
9	Identify and pursue various funding opportunities	Investigate and pursue potential funding opportunities—including HSIP, RAISE, SS4A, Attributable Funding, Transportation Supportive Infrastructure, and other potential funds—that can be used for roadway improvements or community development initiatives.	Engineering	Immediate (next six months)	Nominal - <\$200K
<i>The Northern Gateway & The Live+Work Neighborhood</i>					
10	Develop architectural guidelines to inform major redevelopment projects	Architectural guidelines allow Upper Arlington to define the desired architectural appearance of new development along the Henderson Road corridor, tailoring requirements for development that will help the city achieve the ideal character in the Northern Gateway and Live+Work Neighborhood districts. These guidelines can set specific regulations for building forms, architectural styles, materials, colors, landscaping, and other design elements that may not be achieved through the city's zoning code alone.	Community Development	Short Term (6 months to 3 years)	Nominal - <\$200K
11	Study TIF potential for major redevelopment	Tax increment financing (TIF) can be used to encourage new development in a designated district by subsidizing projects from future tax increases, encouraging more public and private investment in an area. Designating an area of Upper Arlington along the Henderson Road corridor as a TIF district may help expedite large redevelopment projects in the area, kickstarting the desired transformation of the corridor into a more walkable, mixed-use environment.	Economic Development, Community Development	Short Term (6 months to 3 years)	Administrative - Staff time / capacity

ID	RECOMMENDATION	DESCRIPTION	RESPONSIBILITY	TIMEFRAME	COST
12	Meet proactively with building owners and businesses	Proactively maintaining communication with building and business owners in the Henderson Road area is critical to ensuring smooth and collaborative implementation of the plan. Regular engagement allows the city to stay informed about emerging challenges and opportunities from the perspective of these stakeholders, while also keeping them updated on the plan's progress and upcoming actions. This is especially vital as roadwork is planned or begins and as major redevelopment projects take shape. Consistent outreach builds trust, fosters transparency, and ensures that the voices of those directly impacted remain central to the corridor's transformation.	Community Development	Ongoing	Administrative - Staff time / capacity
13	Evaluate infrastructure capacities and potential needs	Evaluating the condition and capacity of underground utilities is a critical step in preparing for any major redevelopment project. While the area benefits from ample water capacity, stormwater management and wastewater infrastructure require closer attention. Effective stormwater management will be essential to accommodate increased impervious surfaces associated with redevelopment, ensuring compliance with regulatory requirements and mitigating potential flooding risks. Wastewater capacity, however, represents a more pressing challenge. This part of Columbus faces growing limitations in wastewater infrastructure, a concern that will need to be addressed regionally, particularly as the City of Columbus aims to add density along Bethel Road and throughout northwest Columbus under its ZoneIn recommendations. Collaborative planning with regional utility providers and stakeholders will be necessary to ensure infrastructure upgrades can support redevelopment while aligning with broader goals for growth and sustainability. Proactively addressing these issues will lay a strong foundation for successful and resilient redevelopment.	Engineering, City Manager's Office, Finance Department	Short Term (6 months to 3 years)	Nominal - <\$200K
14	Develop an incremental redevelopment strategy	Consider phasing the project to allow gradual improvements and reduce risk. Start with smaller, visible improvements to build momentum and attract further investment.	Economic Development, City Manager's Office, Engineering	Immediate (next six months)	Administrative - Staff time / capacity
15	Identify diverse funding opportunities	Securing funding is a cornerstone of any successful redevelopment project, requiring a mix of creative financing strategies and collaboration between public and private stakeholders. Grants, tax incentives, and public-private partnerships are key tools that can help reduce financial barriers and make projects more attractive to developers and investors. For example, federal or state grants may be available for infrastructure improvements, stormwater management, or utility upgrades, while local tax increment financing (TIF) districts or property tax abatements can offset redevelopment costs. Public-private partnerships provide an opportunity to pool resources and share risks, enabling transformative projects that might otherwise be infeasible. For developers and investors, the financial benefits of redevelopment in a vibrant, growing area like the Henderson Road corridor should be clearly articulated. Highlighting the corridor's strategic location, economic potential, and planned infrastructure investments can inspire confidence and attract private capital. Additionally, showcasing the long-term return on investment—through increased property values, rental income, or reduced operational costs due to modern utilities—can further solidify interest. By proactively identifying and leveraging funding mechanisms, the city can accelerate redevelopment, address infrastructure needs, and ensure that projects align with the broader vision for the corridor's future.	Economic Development, Community Development	Ongoing	Administrative - Staff time / capacity

ID	RECOMMENDATION	DESCRIPTION	RESPONSIBILITY	TIMEFRAME	COST
<i>Neighborhood Investment</i>					
16	Explore renovation guide	A renovation guide is a tool utilized by residents and landowners seeking to improve their home or property. This tool provides place-specific guidance for renovations based on the types of housing products in the area. This helps to educate residents about the historic or unique elements of their specific type of home and provides tips, tools, and resources to preserve its character.	Community Development	Mid Term (3 to 7 years)	Administrative - Staff time / capacity
17	Study a pilot revolving loan fund	An RLF is a financial tool typically established to provide low-interest loans or flexible financing options to support specific community or economic development initiatives. These funds often focus on projects like housing rehabilitation, infrastructure improvements, small business support, or environmental cleanup. Repayments from loans are reinvested into the fund, ensuring ongoing lending and long-term sustainability. The city should explore partnerships with non-profit organizations or agencies like MORPC to help administer the fund.	Community Development	Mid Term (3 to 7 years)	Nominal - <\$200K
18	Continue to pursue neighborhood-scale planning	Conduct neighborhood plans for residential areas near the Henderson Road corridor. These efforts should focus on community outreach, future public investments, protecting sensitive housing stock, and introducing complementary housing types that integrate with the Henderson Road corridor.	Community Development	Ongoing	Administrative - Staff time / capacity
19	Evaluate the need to re-open the no. 3 Fire Station	As redevelopment along Henderson Road progresses, it may become necessary to reassess the potential use of Fire Station No. 3 on Coach Road. While there is no immediate commitment to reopening the station, maintaining the property and preserving the opportunity ensures flexibility to address future needs if and when they arise. Increased residential and commercial density in the area could necessitate enhanced emergency response capabilities, making this site a valuable long-term asset for the city. This evaluation will help the community remain prepared and adaptable as the corridor evolves.	Fire Division, City Manager's Office	Long Term (7 to 10 years)	Administrative - Staff time / capacity
<i>Trail Connections</i>					
20	Fill gaps in the multimodal network and prepare for regional connections	The city should identify and fill gaps in its existing mobility network, including sidewalks, trails, and bike or shared-use paths. Improvements should also consider regional connectivity as future investment continues to bolster mobility infrastructure around the planning area.	Parks & Recreation, Community Development	Ongoing	Moderate - \$200K to \$1M
21	Explore connections to Northwest Kiwanis and Burbank Parks to Henderson Road	Northwest Kiwanis and Burbank Parks offer valuable recreational amenities, but lack safe shared-use connections to Henderson Road.	Community Development, Parks & Recreation	Short Term (6 months to 3 years)	Administrative - Staff time / capacity

ID	RECOMMENDATION	DESCRIPTION	RESPONSIBILITY	TIMEFRAME	COST
22	Construct a shared-use path along Henderson Road	The path should be protected from traffic by a landscaped buffer with street trees to provide shade and additional protection. The city should simultaneously explore opportunities to consolidate access along one side of Henderson Road to limit the number of crosswalks along the shared-use path.	Community Development, Engineering, City Manager's Office	Short Term (6 months to 3 years)	Significant - \$1M to \$5M
23	Encourage bike and multimodal infrastructure as areas redevelop along the corridor	Prioritize ongoing collaboration with landowners and the development community to ensure that future multimodal infrastructure is incorporated into site programming.	Community Development	Ongoing	Administrative - Staff time / capacity
24	Support active transportation connectivity	Identify potential active transportation improvements to support connectivity outside of the project corridor. This could include identifying potential projects for future Transportation Supportive Infrastructure funding or developer-driven improvements with adjacent parcel development. Specific focus would be given to shared-use path connectivity to the west, south, and east of the project corridor, supporting connections to adjacent parks, the Olentangy Trail, existing infrastructure (addressing gaps), and residential areas. Identify near-, mid-, and long-term projects, partnerships, and funding opportunities that would support active transportation in the community.	Engineering	Short Term (6 months to 3 years)	Moderate - \$200K to \$1M
<i>Regional Collaboration</i>					
25	Pursue coordinated public infrastructure projects	Collaboration with regional and local governments, utility providers, and transit agencies is essential to align public infrastructure projects along the Henderson Road corridor. Coordinated planning ensures that investments in transportation, utilities, and public spaces complement one another and maximize efficiency. For example, integrating utility upgrades with planned roadway improvements minimizes disruptions while addressing long-term needs. This unified approach also provides opportunities to leverage shared resources and expertise, resulting in infrastructure projects that are more impactful, cost-effective, and aligned with the broader goals of regional connectivity and sustainability.	Engineering, Community Development	Ongoing	Administrative - Staff time / capacity
26	Leverage regional funding opportunities	Tapping into regional funding sources is critical for advancing the Henderson Road Corridor Plan. Opportunities such as federal grants, state infrastructure funds, and regional transportation programs can provide significant financial support for transformative projects. Collaborating with entities like the Mid-Ohio Regional Planning Commission (MORPC) can help identify and secure funding for initiatives including multimodal transportation enhancements, stormwater management upgrades, and public realm improvements. By leveraging these resources, the city can reduce the financial burden on local budgets while ensuring that projects align with regional priorities and generate widespread benefits.	City Manager's Office, Economic Development, Community Development, Finance Department, Engineering	Ongoing	Administrative - Staff time / capacity

ID	RECOMMENDATION	DESCRIPTION	RESPONSIBILITY	TIMEFRAME	COST
27	Integrate land use and infrastructure improvements with the LinkUS initiative	The LinkUS initiative presents a unique opportunity to align Henderson Road's redevelopment with regional transit-oriented goals. By integrating land use strategies that support multimodal transportation, such as higher-density housing and mixed-use developments near transit corridors, the plan can enhance connectivity to the larger LinkUS network. Improvements to the corridor's infrastructure, such as pedestrian-friendly streetscapes and bike lanes, can further support LinkUS objectives while fostering walkable, vibrant neighborhoods. This alignment positions Henderson Road as a critical component of the region's evolving transit ecosystem and maximizes the benefits of LinkUS investments for the local community.	City Manager's Office, Community Development, Engineering	Ongoing	Nominal - <\$200K
28	Support the establishment of a Henderson Road business association	Establishing a business association for the Henderson Road corridor can strengthen collaboration among property owners, business operators, and community leaders. Such an organization would serve as a unified voice advocating for the corridor's interests, promoting local businesses, and coordinating marketing efforts. Additionally, the association could facilitate communication between stakeholders and the city, ensuring that concerns are addressed and opportunities for growth are maximized. By fostering this sense of community and shared purpose, the business association would play a key role in driving economic development and enhancing the corridor's overall appeal.	Community Development, Economic Development	Mid Term (3 to 7 years)	Administrative - Staff time / capacity

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APPENDIX
CONDITIONS REPORTING ★ PRESENTATIONS ★ FIGURES & MAPS

This section is a collection of all supplemental information developed through the Envision Henderson planning process. It includes foundation reporting on conditions and trends that are pertinent to the planning area as well as public presentations delivered throughout the planning process.



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Authors:	Jacolyn Thiel, Assistant City Manager Mike Hamer, Facilities Manager
Council Meeting Date:	March 3, 2025
Subject/Legislative Item:	Ordinance No. 7-2025 - An ordinance authorizing the City Manager to enter into contract with JCORR for construction-related services for the MSC Switchgear and Generator Replacement Project
Purpose:	To authorize the City Manager to enter into contract for the construction services related to the Municipal Services Building, MSC, Switchgear and Generator Replacement Project.
Executive Summary:	Legislation authorizes the City Manager to enter into contract with JCORR for \$1,480,500 for construction services related to the MSC Switchgear and Generator Replacement Project. This is the last step in a facility project for the MSC to upgrade and improve the building's electrical system to ensure it works safely, reliably, and without interruptions. The switchgear replacement focuses on controlling and distributing power, while the generator installation ensures there's always backup power available when needed.

Purpose and Impact

This legislation authorizes the City Manager to enter into contract with JCORR for \$1,480,500 including 5% contingency. This project was included in the 2025-2026 budget for \$1,200,000. The base bid is \$210,000 over the budget and \$280,500 over the budget when the contingency is included. This overage has been discussed with the Finance team, and we are still recommending awarding the bid and will use the Facilities Contingency budget to cover the overage (this was budgeted for \$600,000).

This project updates the original electrical switch gear (a collection of equipment that controls, protects, and isolates electrical circuits) for the MSC building. This project also installs the generator that was purchased in 2023 (ordinance no. 84-2023) to keep all portions of the Municipal Services Building operational, including the HVAC system, during any power interruptions.



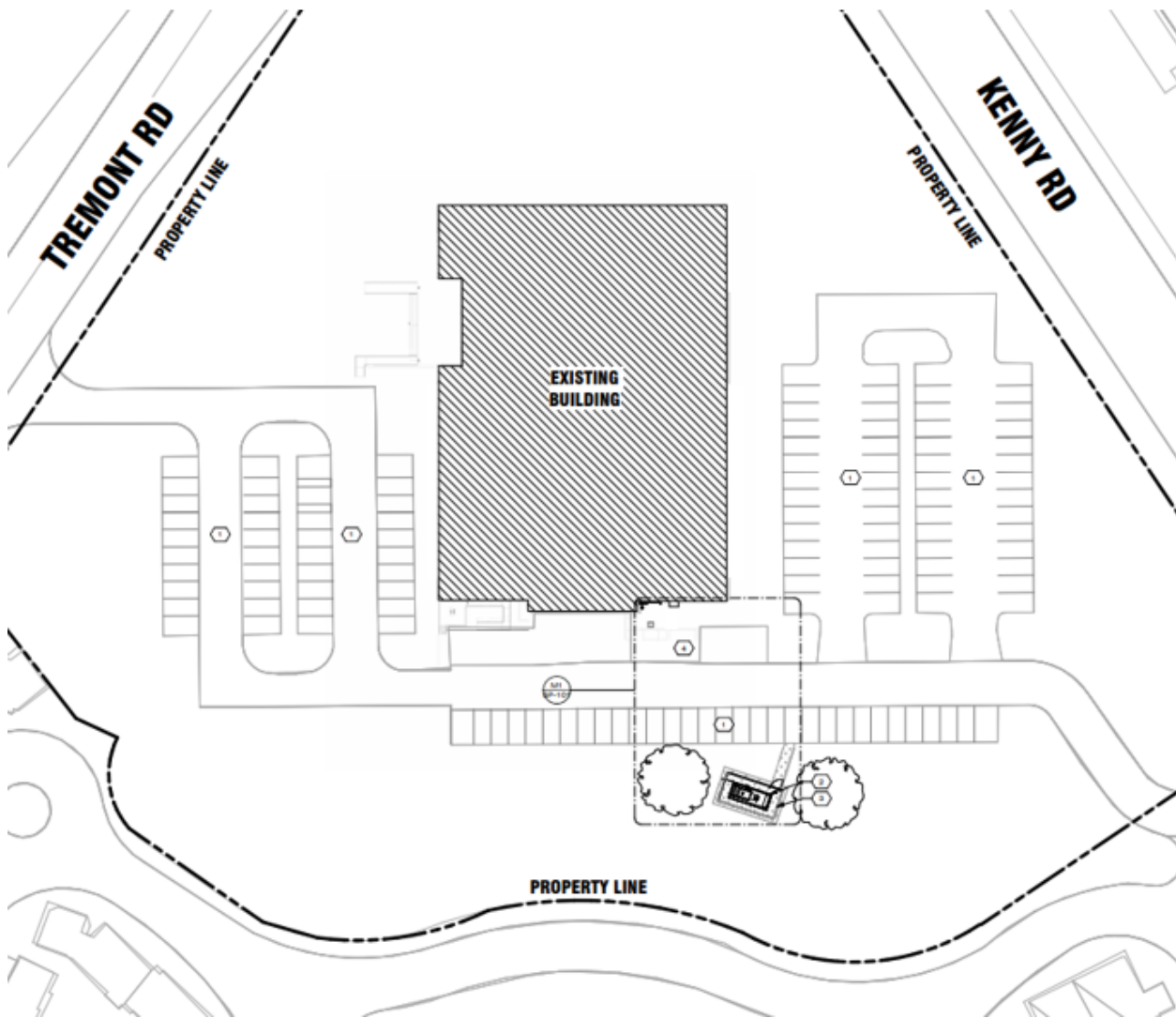
The city solicited bids for these construction services on January 24th, 2025 and hosted a site visit for interested bidders on January 30th. Bids were opened (results below) on Friday, February 14th with JCORR being the lowest and best. BBCO, the architect for this project, along with the city facilities team, reviewed bids and completed an interview with JCORR on February 21st to review the scope of work. Based on the responses to the bid and interview, JCORR has a full understanding of the project scope of work along with the schedule.

Contractor	Bid
JCORR	\$1,410,000.00
Sherwin	\$1,660,859.00

History

In 2022, we identified the need to replace the original building electrical switchgear due to no longer being able to operate the system for electrical shut-offs for maintenance. At the same time, we recognized the importance of keeping the entire building operational during power interruptions that had affected city operations numerous times that year. This project replaces the existing generator (located in the mezzanine of the MSC) that currently powers essential police operations along with power to the lower level meeting room during a power outage. The new generator will be located outside near the southeast side of the building (shown below) and will keep all portions of the Municipal Services Building operational, including the HVAC system, during any power interruptions.







Alternatives

The project could not be awarded at this time and re-bid next year. We don't recommend delaying the project further and feel confident that although the cost is higher than anticipated, this is a complex project, and we do not anticipate being able to secure better pricing.

Attachments

1.	Ordinance No. 7-2025
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RECORD OF ORDINANCES

CITY OF UPPER ARLINGTON
STATE OF OHIO

ORDINANCE NO. 7-2025

TO AUTHORIZE THE CITY MANAGER TO ENTER INTO CONTRACT WITH JCORR FOR CONSTRUCTION-RELATED SERVICES FOR THE MSC SWITCHGEAR AND GENERATOR REPLACEMENT PROJECT

WHEREAS, the MSC Switchgear and Generator Replacement Project updates the original electrical switch gear (a collection of equipment that controls, protects and isolates electrical circuits) for the Municipal Services Building (MSC); and

WHEREAS, the project also includes installation of the generator that was purchased in 2023, to keep all portions of the MSC, including the HVAC system, operational during any power interruptions; and

WHEREAS, the City solicited bids for construction services on January 24, 2025, followed by a site visit for interested bidders on January 30, and bids were opened on February 14; and

WHEREAS, JCORR was determined to be the lowest and best bidder for an amount of \$ 1,410,000.00; and

WHEREAS, it is therefore recommended that City Council authorize the City Manager to enter into contract with JCORR for construction-related services for the MSC Switchgear and Generator Replacement Project, for an amount not to exceed \$1,480,500.00, which includes a five-percent contingency.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Upper Arlington, Ohio:

SECTION 1. The City Manager is hereby authorized to enter into contract with JCORR for construction-related services for the MSC Switchgear and Generator Replacement Project, for an amount not to exceed \$1,480,500.00, which includes a five-percent contingency.

SECTION 2. The City Manager, Finance Director, and the City Attorney are hereby authorized to take all actions, including the execution of all documents or amendments necessary to enter into, implement, and administer the agreement, that are not substantially inconsistent with this ordinance.

SECTION 3. This ordinance shall take effect immediately upon passage.

Authors:	Jacolyn Thiel, Assistant City Manager Mike Hamer, Facilities Manager
Council Meeting Date:	March 3, 2025
Subject/Legislative Item:	Ordinance No. 8-2025 - An ordinance authorizing the City Manager to enter into contract with Environment Control for custodial services for the Bob Crane Community Center
Purpose:	To provide custodial cleaning services for the Bob Crane Community Center.
Executive Summary:	To authorize the City Manager to enter into an 18-month contract with an option to extend for an additional year with Environment Control for custodial cleaning services for the Bob Crane Community Center.

Purpose and Impact

To authorize the City Manager to enter into an 18-month contract with an option to extend for an additional year with Environment Control for custodial cleaning services for the Bob Crane Community Center, BCCC. The contract amount for eighteen months is \$236,520.00 or \$13,140 per month. The budget amount for 1 year of cleaning was \$160,000 or \$13,333/month. To enter into the first 18-month contract (so our contract aligns with all city facilities) we will need to appropriate for the full \$236,520 to enter into this contract, which the cost will be covered by the facilities contingency budget.

Environment Control is locally owned and operated by a national organization with six decades of experience. The full scope includes full cleaning 7 nights per week, along with midday service to keep common areas, restrooms, locker rooms, and trash areas tidy and free of litter and debris.

A Request for Proposals for custodial Services for the BCCC was issued on January 24, 2025, with site visits for interested bidders completed on February 11th. Proposals were opened (results below) on Friday, February 21, 2025, with Environment Control being the lowest and best. This was based upon their proposal that included computer software for quality control reports along with 60 years of experience and onsite 3-day training for all new personnel. The review team determined the hiring process and training requirements along with location for the lowest bid, VGS, would not meet the opening operating timeline for the BCCC.



Responding Supplier	18 months	30 months
VGS	\$213,044.58	\$360,745.38
Environment Control Southwest Ohio Incorporated	\$236,520.00	\$400,500.00
UR Way Cleaning Services	\$406,224.00	n/a
JSI Janitorial, LLC	\$290,934.90	\$488,770.62
GDI Integrated Facility Services	\$298,332.00	\$507,168.00
City Wide Facility Solutions (Duncan Sales Inc)	\$304,001.46	\$512,749.14
Clean Team (Clean Team Inc,)	\$323,280.00	\$540,960.00
Mid-American Cleaning Contractors, Inc.	\$241,478.38	\$494,336.70
Cummins Facility Services	\$394,932.78	\$665,347.86
Luminous Cleaning & Painting LLC	\$400,269.60	\$667,116.00
MR Bs CLEANING SERVICES	\$414,000.00	\$690,000.00
Slate USA Inc.	\$473,580.00	\$789,300.00
Square Janitorial Cleaning, Inc. (Square Janitorial Cleaning)	\$701,480.00	\$1,144,520.00
Healthy Connections (Healthy Connections Ilc)	\$929,700.00	\$1,533,300.00
Palmer & Palmer Cleaning LLC (Palmer and Palmer Residential Cleaning and Consultants LLC)	\$979,815.96	\$1,643,623.56

History

All other city facility custodial services are under a contract with Mr. B's Cleaning Services. This new contract for the BCCC end date will align with the end date with Mr. B's Cleaning Services and allow the city to determine if all facilities will be bid as one contract or continue with smaller contracts mid-year 2026. OSU will be providing their own custodial cleaning for their leased areas of the BCCC.



Alternatives

In the future, if the costs of custodial services increase, the city could research the cost/benefit ratio of providing these services in-house vs. continuing to contract for custodial services.

Attachments

1.	Ordinance No. 8-2025
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RECORD OF ORDINANCES

CITY OF UPPER ARLINGTON
STATE OF OHIO

ORDINANCE NO. 8-2025

TO AUTHORIZE THE CITY MANAGER TO ENTER INTO CONTRACT WITH ENVIRONMENT CONTROL FOR CUSTODIAL SERVICES FOR THE BOB CRANE COMMUNITY CENTER

WHEREAS, the City is in need of custodial services for the newly constructed Bob Crane Community Center (BCCC); and

WHEREAS, all other City facility custodial services are currently managed under a separate contract, but in the future, the City would like the option to bid the services together; and

WHEREAS, if approved, the end date for this new contract for the BCCC will align with the end date with the City's current custodial services contract for all other facilities, allowing for the option to bid as one contract or continue with smaller contracts mid-year 2026; and

WHEREAS, the City solicited Requests for Proposals for BCCC custodial services on January 24, 2025, followed by a site visit for interested bidders on February 11, and bids were opened on February 21; and

WHEREAS, Environment Control was determined to be the lowest and best bidder, for an amount of \$236,520.00, for an 18-month contract; and

WHEREAS, it is therefore recommended that City Council authorize the City Manager to enter into contract with Environment Control for BCCC custodial services, for an amount not to exceed \$236,520.00, for the 18-month contract.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Upper Arlington, Ohio:

SECTION 1. The City Manager is hereby authorized to enter into an 18-month contract with Environment Control for custodial services for the Bob Crane Community Center, for an amount not to exceed \$236,520.00.

SECTION 2. The City Manager, Finance Director, and the City Attorney are hereby authorized to take all actions, including the execution of all documents or amendments necessary to enter into, implement, and administer the agreement, that are not substantially inconsistent with this ordinance.

SECTION 3. This ordinance shall take effect immediately upon passage.