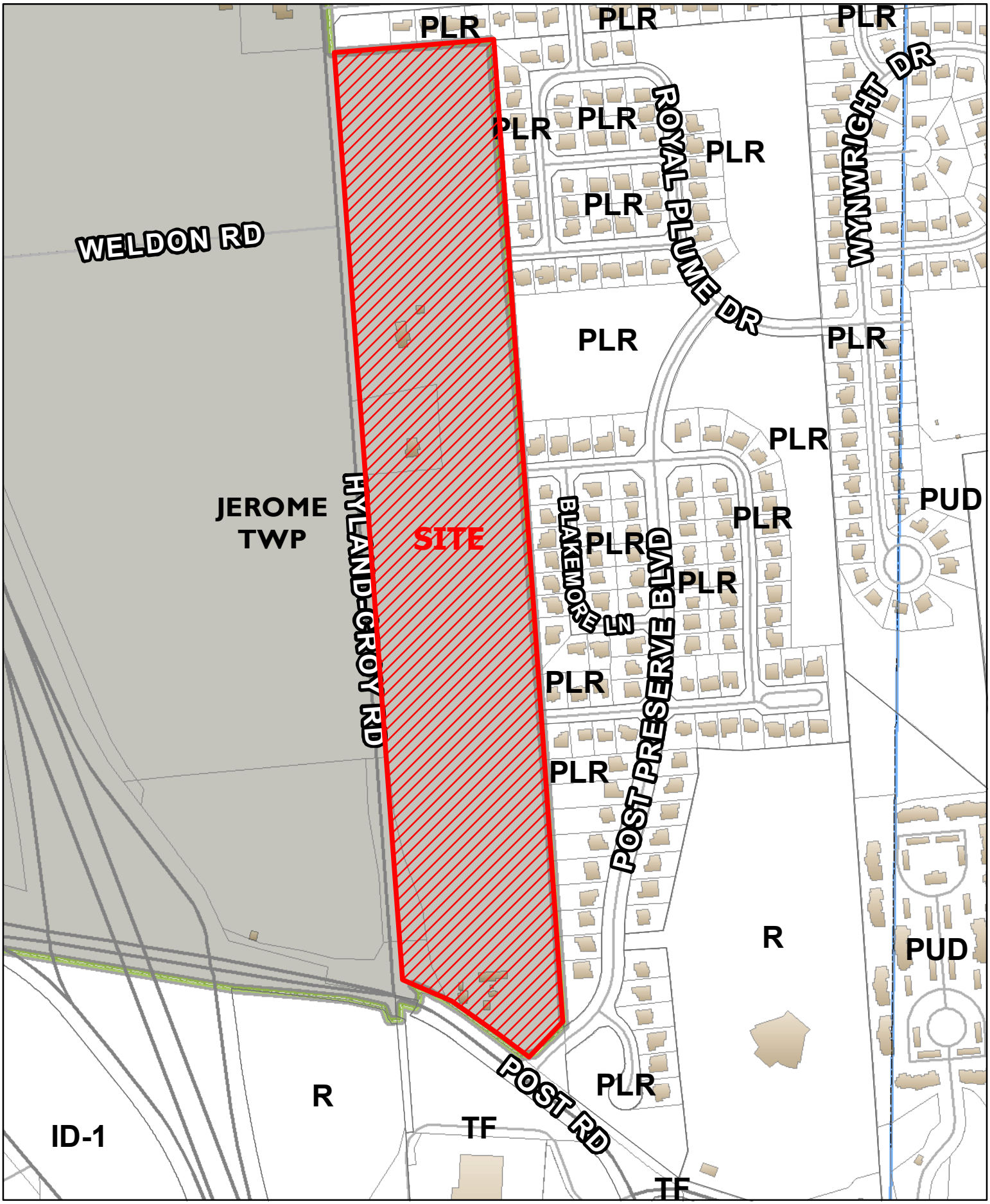

City of Dublin

15-029CP
Concept Plan
Hyland-Croy Gateway District
7150-7270 Hyland-Croy Road

0 300 600
Feet

N

Municipal Prosecutor in the Delaware Municipal Court.
Vice Mayor Lecklider introduced the resolution.
Mr. Smith stated this is an annual agreement with the prosecutor, and the expense associated with the contract is less than $1,000.

Vote on the Resolution: Ms. Salay, yes; Vice Mayor Lecklider, yes; Mrs. Boring, yes; Mayor Chinnici-Zuercher, yes; Mr. Reiner, yes; Mr. Keenan, yes; Mr. McCash, yes.

Resolution 80-06
Authorizing the City Manager to Execute a Lease Amendment with GTN Corporation Dublin Village Tavern.
Vice Mayor Lecklider introduced the resolution.
Ms. Brautigam stated this is an amendment to the lease to permit an expansion of the business premises. It also addresses the lease rate consistent with the market rate of $9 per square foot.
Ms. Salay asked if that is a competitive rate in the Historic District.
Ms. Brautigam responded affirmatively.
Mayor Chinnici-Zuercher asked for the current lease rate in the contract.
Ms. Brautigam responded it is $9 at this time; this amendment merely increases the square footage to which the rate applies.
Mayor Chinnici-Zuercher noted that Mr. Picciano had sent an e-mail to Council, indicating he could not attend tonight's meeting, but that he was pleased to be expanding in Historic Dublin.

Mr. Keenan asked for the term of the new lease.
Mr. Smith responded that it is an amendment to the existing lease, but cannot recall the term of the original lease at this time.
Mr. Keenan asked about the tenant improvements and whether the real property comes back to the City at the end of the lease.
Mr. Smith responded that the real property comes back to the City. He added that the Historic Dublin area was notified of the 90-100 day closing of the Village Tavern to allow for this expansion. The staging area will be behind the building. The renovations will increase the patio space in the front. They will stay open for a portion of the construction period.
Mayor Chinnici-Zuercher noted she would like information about the length of the lease.
Mr. Smith will provide a memo to Council about the lease term.

Vote on the Resolution: Mayor Chinnici-Zuercher, yes; Mr. Keenan, yes; Mr. Reiner, yes; Mr. McCash, abstain; Mrs. Boring, yes; Ms. Salay, yes; Vice Mayor Lecklider, yes.

Wallace Maurer, 7451 Dublin Road noted there is a typographical error in the title of the resolution, which should be corrected.

OTHER

- **Post Preserve Access Modification**

Ms. Cox stated that the development of the Post Preserve subdivision and the improvements to the US 33/SR 161/Post Road interchange have been interwoven from the beginning. In 1999 and 2000, the City began discussions with a couple of developers about the annexation and subsequent rezoning of the properties that are now known as the Post Preserve subdivision. In early 2001, the City approved the Post Preserve preliminary plat, which created the base roadway and lot layout for the subdivision. Simultaneous with the preliminary plat review process, the City conducted a study of the Post Road/US 33 interchange to determine the best interchange configuration to improve the level of service and accommodate future traffic volumes. The study identified feasible alternatives and recommended a preferred configuration. It did not address the right-of-way that would be required or the specific geometry requirements, including the intersection spacing along the local roadway network connecting to the freeway system. A detailed timeline of the Post Preserve subdivision and interchange projects has been provided in Council's packet materials.

The Ohio Department of Transportation (ODOT) approved the recommended configuration for the interchange in December 2001; that configuration has also been

provided. In February 2002, Council approved the recommended configuration for the interchange. At that time, the recommendation was that the SR 33 off ramp would be located at Hyland-Croy Road and connect with Industrial Parkway. The study did not address the areas beyond Industrial Parkway or Hyland-Croy Road. With the development of the Dublin Methodist Hospital and other economic development opportunities, including the Central Ohio Innovation Center, the need of improving the US 33/SR 161/Post Road interchange much earlier than anticipated became apparent. In September 2005, the City decided to move forward with improvements. To do so, ODOT required an update to the interchange study with revised traffic projections to year 2030. An interchange modification study addendum was approved by ODOT on April 4, 2006, which provides that Industrial Parkway would be relocated to the west. The northbound US 33 ramp would remain at the Hyland-Croy Road location.

Discussions with ODOT regarding limited access right-of-way also occurred. ODOT prohibits limited access for 600 feet from the ramp curvature east and west of the interchange. Therefore, no access is permitted on Post Road west of the interchange to the approximate location of the Buckeye Check Cashing site at 7001-7003 Post Road. To the east, access is restricted to just past the Post Preserve Boulevard in the Post Preserve subdivision. Consequently, ODOT has indicated that the current Post Preserve Boulevard/Post Road intersection must be eliminated before the interchange becomes operational. ODOT will also retain control of the immediate area of influence at the off ramp at Hyland-Croy Road. In an undeveloped area, that is an area of approximately ½ mile, or 2,640 feet. In this case where there is already development, ODOT will reduce the requirement to ¼ mile or 1,320 feet. However, the distance between the ramp terminal intersection at Hyland-Croy Road to the existing Post Road/Perimeter intersection is 1,000 feet; therefore, ODOT will not permit the relocation of the Post Preserve Boulevard access to the east.

A second addendum was approved by ODOT on September 12, 2006 revising the use of traffic signals at the ramp terminals to modern roundabouts to accommodate the anticipated traffic volume.

Although Post Preserve has two connections to the surrounding neighborhoods, Post Preserve Boulevard is the main entrance into the subdivision. Staff recognized that the removal of the intersection of Post Preserve Boulevard with Post Road would have significant impact on this neighborhood. Therefore, an extensive public involvement process was initiated. A public meeting was held on January 5, 2006 to educate the residents on the road changes. Following input received at that meeting, five alternatives were developed for access into the neighborhood:

- Alternative 1 - Stillhouse Lane extension to Hyland-Croy Road
- Alternative 2 – Holbein Drive extension to Hyland-Croy Road
- Alternative 3 – Roundabout at Post Road and Perimeter Drive with Post Lake Court extended
- Alternative 4 – Roundabout on Perimeter Drive with Post Lake Court extended and Post Road realigned
- Alternative 5 – New public road from Post Preserve Boulevard through the church property to Post Road.

Those alternatives were discussed at a second public meeting on February 16, 2006. ODOT representatives attended the meeting and provided explanations. Staff provided an update to Council on March 29, 2006. The residents indicated:

- A preference for Alternative 3 as first choice
- A preference for Alternative 1 as second choice
- An interest in maintaining the aesthetic appeal of the current Post Preserve Boulevard entrance and re-creation of a main entrance feeling
- Concerns regarding the use of the Post Preserve subdivision road by neighboring developments to access Hyland-Croy and Post Roads, resulting in safety and traffic volume issues
- Concerns regarding decreased property values
- Belief that they are "paying a price" for poor planning by the City.

A third public meeting was held on April 12, 2006, at which three alternatives were

discussed:

- Alternative 1A – Extension of Stillhouse Lane to Hyland-Croy Road
- Alternative 1B – Extension of Stillhouse Lane and Springview Lane to Hyland-Croy Road
- Alternative 3 – Roundabout at Post Road and Perimeter Drive with Post Lake Court extended.

After extensive consideration, staff's recommendation is Alternative 1B on the basis that it best addresses traffic safety and volume issues on Post Road and Hyland-Croy Roads. While construction of this alternative would occur in one phase, the cost of future improvements to the intersection would be programmed in the CIP process. It is anticipated that at a minimum, a southbound left turn lane will be necessary the year after the construction of Alternative 1B. A modern roundabout will be evaluated as an alternative intersection control. The proposed size (250-foot diameter) is substantially larger than the one at Muirfield Drive and Brand Road (180 feet). The current estimate is $1.3 million. Total current estimate for Alternative 3 is $2.75 million.

Ms. Cox noted that there is undeveloped property between the Post Preserve subdivision and Hyland-Croy Road that is owned by Roger Gorden, and between US 33 and Hyland-Croy Road, which is owned by the Wirchanski's. These properties are potentially developable. Three alternative land use scenarios for the Gorden property have been included in the packet materials. In summary, staff's recommendation is for the construction of Alternative 1B along with the development of the Gorden property.

Mrs. Boring inquired how an alternative can be modified to achieve more creativity.
Ms. Cox stated that, fortunately, there is time with this project to work out the details with the developer. The most critical need is to receive direction from Council regarding which alternative to pursue.

Mrs. Boring inquired if the recommendation is to extend the two lanes into one lane on Hyland-Croy.
Ms. Cox confirmed that is the recommendation.

Mr. Keenan inquired if the small amount of land adjacent to either side of the single entry point to Hyland-Croy Road would be taken by the City.
Mr. Smith indicated that the land could be setback. Legal staff and Engineering staff have met with the property owner and his counsel regarding potential use of that land, depending on alternative road cuts.
Mr. Hammersmith noted that Alternative 1B provides for a 100-foot setback versus 200 feet, which is currently used on Park Place.
Mayor Chinnici-Zuercher inquired why a larger setback than 100 feet could not occur.
Mr. Smith responded that if the City took more than 100 feet for setback, the property owner would perceive that the City had effectively taken half of his property. After the road is constructed, there would be very little left to develop.

Vice Mayor Lecklider referred to the land use scenarios of 1A and 1B. Is scenario 1B feasible?
Mr. Combs responded that with scenario 1B, staff was attempting to show that there are other ways to design the property than with the standard grid pattern. Other designs could address Council's concerns expressed at the last work session, providing something more Dublin-like in character.
Vice Mayor Lecklider noted that all the options are residential.
Mr. Combs responded that at the last work session, a third option was provided for one-story office condominiums that were residential in appearance. Examples of alternative housing types were included, using some examples from Franklin, Tennessee.
Vice Mayor Lecklider inquired if something similar to the Oak Park multi-family development would be possible.
Mr. Combs confirmed that was the intent – to show that something other than single family could be used to provide a transition from the existing single-family development.

Ms. Salay inquired which existing residential development Mr. Combs refers to – the development between the freeway and Hyland-Croy Road?

Mr. Combs responded that he refers to the existing Post Preserve lots. The attempt was to suggest a "like use" on the Gorden property that could back up to those lots.
Ms. Salay inquired what might be suggested for a westerly transition.
Mr. Combs responded that staff is working on a concept for office research use that could include other types of services.
Ms. Salay noted that the City does not have full control over that property for development.
Mr. Combs responded that staff is attempting to achieve a concept that would effectively allow the City to coordinate development on both sides of the street.
Ms. Salay responded that she believed the attempt was to be made to protect Post Preserve from future development across the road, in the event the City could not control or influence the zoning as desired.
Mr. Combs responded that is the objective of the transitional use. There are site constraints. The narrow width of the property and length of frontage can result in a taking issue, depending on the required setbacks. The attempt would be made to work with a developer who would develop the property to design a layout with less than 200-foot setbacks, in some areas pushing the architecture close to the street and in others pulling it back to provide views of the site.

Ms. Salay stated that she is pleased to learn there was discussion about multi-type housing, as opposed to multi-family. She recently read an email in which the suggestion was made to curve Post Preserve Boulevard around and "t" it into Post Road, making it a simple intersection. Couldn't that be an alternative – a simple intersection -- instead of a roundabout?

Ms. Cox responded that this falls within the area of influence of a ramp terminal. ODOT controls the way in which access occurs east of the ramp terminal. Staff has discussed the possibility of moving Post Preserve Boulevard just east of that line with a right in/right out, but it did not receive ODOT approval.

Mr. McCash inquired if Alternative 3, a five-star roundabout, would meet ODOT's standards.
Mr. Hammersmith responded this is considered an adaptation of the existing intersection with Post Road. They can accept the Post-Perimeter intersection's 1,000-foot spacing, although it is not ideal. It works with the travel model.
Mr. McCash inquired if ODOT would have permitted a roundabout at this location if the Post Road intersection did not exist.
Mr. Hammersmith confirmed that if it did not already exist, creating one at 1,000 feet would not have been approved,

Ms. Cox stated that the other issue was related to moving Post Preserve Boulevard to just east of the limited access line, because the spacing between it and the current Post Road intersection would be reduced to approximately 300 feet. With the traffic volume level, the interaction between those two intersections would not be acceptable.

Vice Mayor Lecklider inquired about the need to modify Liggett Road.
Ms. Cox responded that public road access is necessary for the businesses located in the large building in that area, and further down, there is a fiberglass boat business. Liggett Road will be altered to bend around the north side of that building over to the intersection of Post and Perimeter, making it a four-legged intersection.

Vice Mayor Lecklider inquired if there are any other access alternatives for Liggett Road.
Ms. Cox responded that it could possibly be run to the south. However, the intent is to impact as few properties as possible.

Mr. Hammersmith noted that the expectation is that with the redevelopment of that area within 10 to 15 years, the public road system will be reconfigured, including Liggett Road. This will likely be a short-term solution.

Ms. Cox stated that when Perimeter Drive was constructed to the west, the intent was to provide access for those properties. The curb cut was already in place. If it does redevelop, that access will remain.

Vice Mayor Lecklider inquired if that lies outside the area of influence.
Mr. Hammersmith confirmed it is outside the 1,320-foot limitation.

Vice Mayor Lecklider inquired if that would impact the decision regarding the roundabout.
Ms. Cox stated it would not. The geometry of this roundabout would not be typical with all of the accesses "squared in." This one would have sharp angles, but the concerns are not related to the Liggett Road access.

Vice Mayor Lecklider stated that the Gorden property is not currently within the City limits, and an annexation would have to be initiated by the property owner.
Mr. Hammersmith responded that is correct. The property is within Dublin's exclusive water and sewer service area, and discussions have occurred with the property owner.

Vice Mayor Lecklider inquired about the width of Stillhouse and Springview.
Ms. Cox responded that they are currently local streets, which are built with a 28-foot width.

Vice Mayor Lecklider stated that the concern is that those streets do not have the width to carry increased traffic.
Mr. Hammersmith stated they would have adequate width. During the recent Community Plan update process, a need to eliminate construction of 36-foot collector streets has been identified. In the future, streets of that width will not be constructed, as wider roads encourage traffic to move at higher speeds. A 28-foot street allows parking on one side only, typically restricted on the side containing fire hydrants. A 28-foot street can handle 1,500 cars/day without difficulty, although Dublin tries to limit that to 1,000-1,300 vehicles/day,

Vice Mayor Lecklider inquired about the existing width of Post Preserve Boulevard.
Mr. Hammersmith responded that the lane width is 16 feet, not including the median. A lane width of 12 feet presents a safety concern, in that a delivery truck or wide vehicle parked on the street could block emergency vehicle access.

Mayor Chinnici-Zuercher invited public comment.

Suresh Kumar, 6730 Stillhouse Lane stated that he and his family moved from Dallas, Texas to Dublin over a year ago. He works at Limited Brands, so the first location considered for their move was New Albany. He selected Dublin because of its reputation, and initially, was not disappointed. Within a month of moving to Dublin, it was necessary for him to contact the City regarding a pond issue. Within three hours, the City responded to the situation and addressed the problem. In his 25 years in the United States, living in six different states, he had never experienced that level of responsiveness. Unfortunately, not long thereafter, he and his neighbors learned that the current, beautiful entrance to Post Preserve Boulevard would be eliminated. Had he known on October 13, 2005 that this entrance would not be his primary entrance, he would not have purchased this home. Last Wednesday, a neighborhood petition was initiated. (He distributed copies to Council members.) Within three days, 57 homeowners had requested the City retain a primary entrance to the Post Preserve Boulevard from Perimeter/Post Road, not Hyland-Croy Road. The primary entrance should be through a single-family neighborhood, not condominiums, commercial or other types of development. They further request that the land between the Post Preserve neighborhood and Hyland-Croy should be restricted to single-family development. The residents are relying upon their Council representatives to listen to them and do something about this situation. The question arises of why the City did not know in 2000 that this entrance should not be built. He, along with other residents, has waited two hours tonight to address Council about this matter.

Mike Pugh, 7183 Springview Lane stated he moved to Dublin five years ago because of: (1) how residents are treated and community issues are handled; (2) safety, security and standards; (3) quality of people, neighborhoods and resources provided; (4) good investment; and (5) his wife is a teacher in the Dublin school district. His brother lives in Ballantrae, but he and his wife chose Post Preserve due to its appearance and its proximity to the new hospital and retail. Similar to Mr. Kumar, shortly after moving into

the neighborhood, he had an experience with City responsiveness that impressed him. Later, his impressions regarding the City's responsiveness to the residents has been altered. One observation he has made concerning the process is that nothing has changed since January. The fact is, Option 1A and Option 1B are all conjecture – dependent upon what Mr. Gorden decides to do. The existing Gorden Farms is an apartment complex. Options 1A and 1B range from apartments to condominiums, commercial, and professional offices. That was not his expectation for this neighborhood, and if he had been aware of this potential, he would have moved to Ballantrae. They purchased a home in an upscale, single-family neighborhood never anticipating that in the immediate future they would be required to drive through a business area and apartment development to reach their neighborhood. He is surprised this discussion is even occurring. He would have expected that annexation of the area would have occurred first so that control of the area is assured before considering a decision to alter the primary entrance of a neighborhood of $350,000 - $450,000 homes. A couple of months ago, he attended a City meeting at which the proposal to remove some trees at the entrance to the Tartan West development was reviewed. This is not a few trees. It is an entire entrance of some significance. Again, until annexation occurs, there is no control – there is only conjecture. Until something is seen from Mr. Gorden, it is not fair to make a decision on this. He trusts Council will not make a decision based upon a hope that Mr. Gorden will decide upon a use that is not objectionable. It is important to ensure that the community has what it wants before a decision is made.

Matthew Peacham, 6916 Post Preserve Boulevard stated that he agrees with all the sentiments already offered. None of the homeowners in the neighborhood anticipated the current entrance being closed when they purchased their homes. He understands the desire to maintain the southern entrance. Although the roundabout was his idea at an earlier meeting, he now has concerns regarding safety. He also is concerned about the use of the Gorden property. He believes that extending stub streets as originally intended would give the neighborhood more control over the property use. The expectation of those who purchased homes in this neighborhood was for a single-family neighborhood. It is not fair to change the entrance of this neighborhood to office or multi-use. It will impact the property value of the neighborhood. He would be interested in hearing the Council members' preferences for use of that land if it were annexed.

Raji Subramaian, 7225 Springview Lane stated that the road is not wide enough for two-way traffic. For ten years, he and his wife saved money to permit them to move to Dublin. He works for BMW, which recently relocated to Hilliard. Although they could have enjoyed the tax benefit of also locating in Hilliard, they purchased a home in Dublin. He loves Dublin and anticipated the benefits of having his children grow up here in a beautiful, green area. This has become an emotional issue for him – their dreams have been shattered. He wants to have faith in the City leadership. He urges Council to consider preserving the present entrance and the single-family zoning of this area.

Ken Oshida, 7067 Blakemore Lane stated that during the first meeting in January, City staff indicated the intent was to find a solution that would affect the least number of residents. Now, after receiving 57-58 resident petitions, the City has come up with a proposal that affects a great number of residents. Although his preference is that the current entrance be maintained, that is not possible due to roadway limitations. However, the southern entrance to Post Preserve should be maintained, as only a couple of residences would be impacted. At Post Lake, there are currently no residents – only a model home and home for sale. Regarding the suggestion to make Stillhouse the entrance street, the street is too narrow. He lives at the corner of Blakemore and Stillhouse. He and his neighbors have weekend visitors who park on that street and two vehicles cannot pass through at the same point. On the other hand, Post Preserve Boulevard was designed to be the entrance to the neighborhood.

Bill Razor, 6857 Holbein Drive stated that although he also prefers the current entrance, that does not seem an option, given the factors. His issue now is with who has control of the land. The intended use of the land must be known before the City can make an educated decision. At a minimum, only conditional approval should be given – that only single-family development can occur there, or something similar. This is the least that should be done for the Post Preserve residents. Adjacent single-family development could maintain an equivalent neighborhood for Post Preserve. Development as

condominiums, multi-family or offices would not continue an equivalent neighborhood. Another issue is that Post Preserve has to maintain all the land around its entrance. That is fair when the land is an asset to the community. However, Post Preserve should not be responsible for maintaining a dead-end street.

Mayor Chinnici-Zuercher stated that various ideas have been presented by staff regarding the Gorden property -- commercial, residential and a combination of both. Currently, the City is in the process of updating its Community Plan, and during that process the City looks at development scenarios for all properties currently undeveloped. To the west of this area is Hyland-Croy. This property has recently been rezoned to permit the construction of big box retail. The City now has to look at transitional uses in this location.

Ms Salay agreed. The issue is how best to transition from the land use that is likely to be approved between the freeway and Hyland-Croy, moving eastward toward Post Preserve.

Mrs. Boring noted the question is how best to buffer the neighborhood. Because that parcel of land is narrow, the issue is achieving a reasonable setback, while leaving sufficient land to be developed. Staff has indicated that it would not be economically feasible to have all single-family development on that parcel.

Mr. Hammersmith agreed. The need is for a transitional use. It would be difficult to place single family in that location and have all office, retail and commercial uses to the west. The second issue is that a single-family lot layout would not be possible with 200-foot setbacks.

Mr. Combs agreed. Given the configuration of this property and the setbacks required by City zoning laws, the cost to develop a single-family subdivision on that property would not make it economically feasible.

Mr. McCash inquired if consideration has been given to the market value of those homes, in view of the fact that in all probability there will be a large format retail center across the street.
Mr. Combs stated that given the possibility of what could be developed across the street, the anticipated traffic volume and the proximity to the interchange, it is unlikely a developer would be able to place a higher-end single-family development on that site. Perhaps a higher price point of multi-type housing – townhouses, row houses, or condominiums would be more likely. There would be no market for a single-family subdivision adjacent to a major arterial and interchange.

Mr. Keenan stated that over the past two years, there have been many meetings concerning the development of the properties across the street, in particular the possibility of big box retail on the Wirchanski property. The City is trying to be proactive, but it has no control over the transitional use in Jerome Township or on the Gorden property.

Mayor Chinnici-Zuercher requested clarification of the width of the road and staff's recommendations.

Mr. Hammersmith responded that in residential areas, two road widths can occur: (1) a 36-foot, back-to-back curb, on which parking is permitted on both sides, and (2) a 28-foot, back-to-back curb, on which parking is permitted on one side only. It is doubtful that Stillhouse and Springview are posted as "no parking" on the side with hydrants, because the City generally waits to observe the interaction of the neighborhood. If the need is evident, "no parking" signs are posted on that side of the street. The Post Preserve plat does reflect that there is no parking on the side of the street having fire hydrants.

Mayor Chinnici-Zuercher inquired about the homeowners association's responsibility to maintain the entrance to the subdivision. How would this issue be handled?
Ms. Brautigam responded that issue has not been discussed. Tonight was the first she heard of this, and it is a valid question. She will contact the Parks Division to determine

whether the City has the ability to maintain that area, and she will report back to Council.

Mrs. Boring stated that if a new neighborhood were to be developed in that location, it would be that neighborhood's responsibility.
Mr. Hammersmith responded that has been part of staff's discussion with Mr. Gorden.

He summarized that staff's recommendation is to pursue the extension of Stillhouse and Springview in conjunction with the development of the Gorden property. If that were to develop as single-family or mixed use, it would be the City's intent to have them maintain the entrance.

Ms. Brautigam stated that the new entrance to Post Preserve would be the responsibility of the homeowners association. Perhaps the closed entrance would become the City's responsibility.

Vice Mayor Lecklider stated that the issue is what is developable on this property and the Gorden property. He emphasized that an annexation process is not initiated by the City; but by the property owner. Although the City works cooperatively with developers, the intent is not to base decisions upon whether or not they benefit the developer. The alternative is to impose a use that could result in a lawsuit to the City. There are many considerations in trying to achieve the best possible result, and the City has tried to protect the residents' interests.

Mayor Chinnici-Zuercher stated that this decision is not exclusively Dublin's. She requested clarification of ODOT's role in this decision.

Mr. Hammersmith stated that although the proposal is that Dublin would fund the project at 100 percent, the ultimate approval of the project is ODOT's. This is an ODOT interchange on a U.S. highway involving a state route. It is ODOT who determines how the interchange is improved, according to their standards in regard to limited access right-of-way, interchange and ramp configuration. The City is involved in the process, but the project is approved by ODOT. In summary, the City must abide by ODOT's guidelines, even though the City is paying for the project.

Vice Mayor Lecklider stated that he assumes the realignment of Industrial Parkway to the west, which is included in the improvements, is also an ODOT requirement.
Mr. Hammersmith confirmed that is correct.

Mayor Chinnici-Zuercher noted that ODOT has standards in place to ensure the safety of the state's transportation system.
Mr. Hammersmith agreed. Due to their experience, they look at projects in view of the long-term operational efficiency.

Mr. McCash stated Hyland-Croy is the western boundary of the City's exclusive water and sewer agreement area. Has that been explained in the public meetings? In order for the Gorden property to be developed by another jurisdiction, the City of Dublin would need to grant approval.
Mr. Smith stated that the only exception would be if the development remained within the township and secured approval of an on-site system. However, that is unlikely to occur.

Mr. McCash stated that the City is likely to have more control over this site in the future.
Mr. Smith stated that the City is trying to find a reasonable alternative to a City taking of the land.
Mr. McCash stated that a resident suggested that the City impose a condition on the approval of this property, but the City cannot do so, as there is no pending application.
Mr. Smith stated that any landowner has the right to seek annexation if they meet all the tests for property contiguity. The roadway issue cannot be tied to the zoning issue. However, the City does control the water and sewer access to this property, which will influence the development. For instance, the City could say it does not want to provide water and sewer to a large format retail development.

Ms. Salay inquired about the cost difference between a roundabout and staff's recommendation – is it approximately $500,000?

Mr. Hammersmith indicated that is correct, if the City funds the project 100 percent. However, with Alternative 1B, the City anticipates financial participation from the developer of the Gorden property. For the intersection improvement at Hyland-Croy Road, the City anticipates working with the owner of the WIrchanski property. There is no means available to reduce the cost of Alternative 3; in fact, the cost may be higher.

Ms. Salay inquired if staff's assessment is that the roundabout would not be the safest option.
Mr. Hammersmith responded that it is a feasible option. Staff's concerns are that: (1) the design of that roundabout would not meet driver expectations; (2) the roundabout would not ensure the long-term balance of traffic on Perimeter Drive; and (3) it may become difficult for Post Preserve residents to easily enter the arterial system. In summary, staff has concerns about the ability for residents in the future to navigate this road system.

Vice Mayor Lecklider stated that the Community Plan update has not yet been approved, but hasn't the use of this property been determined as residential?
Mr. Combs responded that has not yet been determined. Discussion occurred in a work session a few months ago, and there was resident consensus on residential use only. During a more recent work session with Planning Commission, questions were raised that resulted in staff looking at the three alternatives in the meeting materials. However, due to public comments, staff will bring back revised area plans to a future work session. Staff has noted the residents' concerns, including the desire to maintain a single-family entrance to their subdivision, and will try to develop a plan that will achieve as many of those objectives as possible. At this time, there is not a plan that has been approved by consensus.

Vice Mayor Lecklider inquired if it is staff's intention to bring back a proposal that is residential only.
Mr. Combs responded that will be one of the options. Multiple options will be looked at. Council will also be provided a report that contains the resident comments staff has received. At this time, there is not a clear consensus on what the land use should be.

Mr. Keenan stated it was his understanding from the previous work session that there was a clear consensus that the use be residential.
Mayor Chinnici-Zuercher noted the direction given was that Council wanted more input from the residents.
Ms. Salay stated it was her understanding that the residents were interested in residential use, although perhaps some office could be mixed in.
Mr. Keenan suggested that the office use could occur within a transitional use in the front of the property.

Mayor Chinnici-Zuercher stated that the issue is with the type of residential, and staff has indicated that high end, single-family is not economically feasible.

Mr. Keenan stated that there are clearly two issues: (1) the use of the Gorden property and (2) the access modification.

Mayor Chinnici-Zuercher requested a motion.

Ms. Salay moved to approve staff's recommendation of Alternative 1B for the property. She noted that Council understands the residents' disappointment with the proposed changes to their neighborhood and has tried to be responsive to them. She has faith that whatever develops on this site will be the best plan. The neighborhood entrance may be different from what it was when their homes were originally purchased, but it will reflect the same quality.
Mr. Reiner seconded the motion.
Vote on the motion: Mr. Keenan, yes; Mr. Reiner, yes; Ms. Salay, yes; Mr. McCash, yes; Mrs. Boring, yes; Mayor Chinnici-Zuercher, yes; Vice Mayor Lecklider, yes.

- **Water and Sewer Report**

Ms. Hoyle noted that Desmond Cullimore, Utility Engineer accompanies her this

CITY OF DUBLIN

Office of the City Manager
5200 Emerald Parkway • Dublin, OH 43017
Phone: 614-410-4400 • Fax: 614-410-4490

Memo

To: Members of City Council

From: Jane S. Brautigam, City Manager

Date: November 17, 2006

Initiated By: Paul A. Hammersmith, P.E., Director of Engineering/City Engineer
Barbara A. Cox P. E., Assistant Director of Engineering – Development
Jean-Ellen M. Willis, P.E., Assistant Director of Engineering - Transportation

Re: Post Preserve Access Modification

Overview:

The planned improvements to the US 33/SR 161/Post Road interchange have resulted in needed modifications to the surrounding local roadway network. These include relocation of Industrial Parkway, relocation of Liggett Road, improvements to Hyland-Croy Road, and elimination of the Post Preserve Boulevard and Post Road intersection.

This last modification, elimination of the Post Preserve Boulevard and Post Road intersection, has a direct effect on Dublin residents living in the Post Preserve subdivision. Staff has met with these residents at four public meetings over the last year to inform them of the modifications and discuss with them possible access relocation alternatives.

The Post Preserve residents that attended the public meetings, while upset and concerned about the effect the access relocation would have on their relatively new neighborhood, appeared to be appreciative of being included in the process.

The attached **Detailed Summary Report** describes the background and need for this modification, the public involvement process that has occurred and the basis for staff's recommendation.

Recommendation:

Staff is recommending that the City pursue the combined extensions of Stillhouse Lane and Springview Lane to Hyland-Croy Road in association with the pending development of the Gorden property. Staff believes that this can be accomplished in a manner that minimizes cut-through traffic and speeds and in an aesthetic manner consistent with the character of the existing Post Preserve Boulevard entry treatment.

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Post Preserve Access Modification
Detailed Summary Report

Background

The development of the Post Preserve subdivision and the improvements to the US 33/SR 161/Post Road interchange have been interwoven from the beginning. In 1999 and 2000, the City was asked to annex and rezone the properties now known as the Post Preserve subdivision. In early 2001, the City reviewed and approved the Post Preserve preliminary plat, which created the base roadway and lot layout for the subdivision. At the time these approvals were being considered, the City could not have anticipated that only a few years later the interchange would have been slated for construction.

Rather late in 1999, the City initiated the Post Road at US 33 Interchange Study to determine what interchange configuration would best be pursued at the US 33/SR 161/Post Road interchange to improve the levels of service and accommodate future traffic volumes. The study simply identified feasible alternatives and concluded with a determination of a preferred interchange type. It did not contain detailed information regarding location of new rights-of-way needed or other impacts that might result from the improvement of the interchange. This study also did not address specific geometry requirements including the intersection spacing along the local roadway network that connects to the freeway system.

A detailed timeline for the Post Preserve subdivision and the interchange is in on the next page.

The Ohio Department of Transportation (ODOT) approved the recommended configuration for the interchange at the end of 2001. Appendix A contains copies of the approval letter from ODOT and Figure 3A that depicts the agreed upon configuration (also shown below).

Post Road at US 33 Interchange Study
Recommended Configuration

Post Preserve Access Modification
Detailed Summary Report

Timeline

Interchange Process

Post Preserve Process

1999

March 15, 1999
Annexation for property to be Post Preserve approved by City Council

December 1999
Post Road at US 33 Interchange Study initiated

2000

September 17, 2000
Zoning approved by the Planning and Zoning Commission

November 6, 2000
Zoning approved by City Council

2001

February 15, 2001
Preliminary Plat approved by the Planning and Zoning Commission

March 19, 2001
Preliminary Plat approved by City Council

April 2001
Post Road at US 33 Interchange Study submitted to ODOT for review

December 21, 2001
ODOT approves recommendation in the Post Road at US 33 Interchange Study

February 4, 2002
Council adopts Figure 3A as preferred alternative for the interchange from the Post Road at US 33 Interchange Study

2002

2003

June 23, 2003
Section 1 Final Plat approved by City Council

November 1, 2003
Conditional acceptance of public improvements of Section 1

2004

2005

2006

April 4, 2006
Approval by ODOT of Addendum #1 to the IMS for

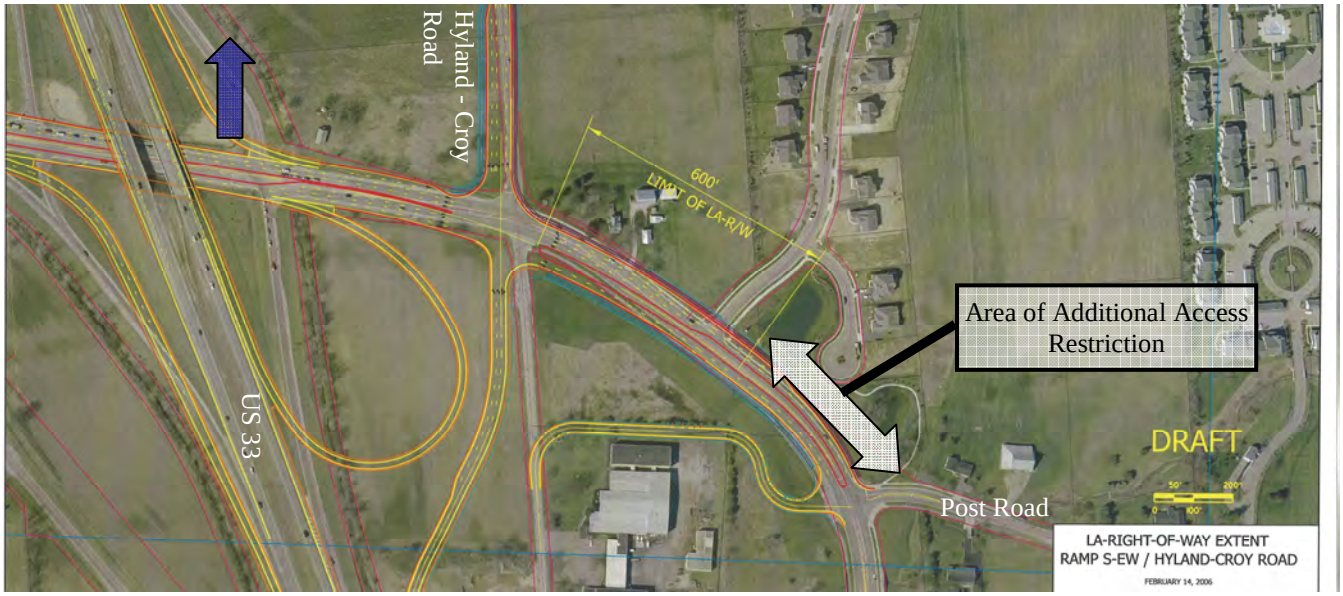
September 12, 2006
Approval by ODOT of Addendum #2 to the IMS for the roundabouts

2007

With the development of Dublin Methodist Hospital and other economic development opportunities arising in 2004 and early 2005, the need to improve the 33/SR 161/Post Road interchange much earlier than anticipated became apparent. In September 2005, the City decided to move forward with improvements. In the fall of 2005, staff approached ODOT regarding the planning level documentation that was necessary to implement the project. ODOT required an update to the Post Road at US 33 Interchange Study; specifically, updated certified traffic projections that extended the horizon year to from 2025 to 2030.

This effort resulted in an Interchange Modification Study (IMS) addendum. Staff then worked with ODOT to establish the area of limited access right-of-way for the new configuration of the interchange.

ODOT's established criteria dictate that a minimum of 600 feet from a ramp terminal must be free of all access. The establishment of these limits is needed to finalize design, determine the appropriate process for property acquisition and necessary access management for the area around the interchange. As a result of this process, the Post Preserve Boulevard and Post Road intersection was identified as falling within the limited access right-of-way. The graphic below illustrates the new edge of limited access right-of-way, east of the interchange.



Staff approached ODOT staff regarding the implication the new limited access right-of-way would have on the existing intersection of Post Preserve Boulevard and Post Road. ODOT determined that this intersection could not remain, nor be "grandfathered" as an existing condition. ODOT has also determined that the existing access cannot be restricted to right-in/right-out movements only because it is within the intersection influence area of the Hyland-Croy Road and Post Road intersection

Per the ODOT Access Management Manual, the spacing for the nearest intersection to a ramp terminal intersection on a Level III roadway (such as Post Road and Perimeter Drive) is preferred to be 2640 feet. This can be reduced to approximately 1320 feet if they determine conditions warrant the reduction. The distance between the ramp terminal intersection (the ramp and Hyland-Croy Road) to the existing intersection of Post Road and Perimeter Drive is only approximately 1000 feet. Therefore, ODOT would not permit the relocation of the Post Preserve Boulevard to the east between the new edge of the limited access right-of-way and the existing intersection of Post Road and Perimeter Drive. This additional area of restricted access is shown in the graphic above.

From October 2005 to April 2006, staff worked diligently with ODOT to gain approval of the first IMS addendum. This was received in April 2006. Subsequently, staff pursued a second addendum to revise the intersection control for the ramp terminals from traffic signals to modern roundabouts. The approval of the second addendum was received in September 2006. Copies of the approvals for these addendums are included in Appendix C. The change to modern roundabouts at the ramp terminals did not alter to the location of the limited access right-of-way along the local roadway network.

Although Post Preserve has two connections to the surrounding neighborhoods, Post Preserve Boulevard is the main entrance into the subdivision. Staff realized that the removal of the intersection of Post Preserve Boulevard with Post Road would be a significant impact to this neighborhood. Therefore, an extensive public involvement process began.

Public Involvement

Staff coordinated an initial public meeting with the Post Preserve residents to discuss the pending changes to their neighborhood and the surrounding area. Meeting invitations were mailed in December 2005, for the first meeting on January 5, 2006. This was a meeting to educate the neighborhood regarding the interchange improvements, the ODOT process to make the improvements, the Central Ohio Innovation Center, and the resultant need to eliminate the Post Preserve Boulevard and Post Road intersection.

Based on input staff received at the initial meeting, five alternatives were developed for access into this neighborhood. These alternatives included:

- Alternative 1 – Stillhouse Lane extension to Hyland-Croy Road
- Alternative 2 – Holbein Drive extension to Hyland-Croy Road
- Alternative 3 – Roundabout at Post Road and Perimeter Drive with Post Lake Court extended
- Alternative 4 – Roundabout on Perimeter Drive with Post Lake Court extended and Post Road realigned
- Alternative 5 – New public road from Post Preserve Boulevard through the church property to Post Road

These five alternatives were discussed at the second meeting on February 16, 2006. ODOT representatives attended this meeting and stated their basis requiring the elimination of the intersection. The five alternatives are in Appendix C for your reference.

Staff summarized for Council at their March 29, 2006 meeting the public input staff had received to that date. Copies of all of the comment sheets received were made available are available for Council's review in the Council Planning Room. A copy of the memo is in Appendix D. The comments from the residents at that time were summarized as:

- A high preference for maintaining the southern entrance into the development via Alternative 3 (roundabout at the intersection of Post Rd. and Perimeter Dr. with the extension of Post Lake Ct)
- The next strongest preference was for Alternative 1 (extension of Stillhouse Lane to Hyland-Croy Rd.)
- High interest in maintaining the aesthetic appeal that is associated with Post Preserve Blvd. entrance currently and re-creation of a main entrance feeling

- Concerns regarding the use of the Post Preserve subdivision roads by those in neighboring develops to access Hyland-Croy and Post Roads including safety and increased traffic volumes
- Perception of decreased property values and not understanding or knowing that a change of this nature could occur in a "new" subdivision
- Appreciation of being included in the process

A third public meeting was held on April 12, 2006. At this meeting staff presented three refined alternatives. These were labeled as Alternative 1A, Alternative 1B, and Alternative 3 described as follow:

- Alternative 1A – Extension of Stillhouse Lane to Hyland-Croy Road
- Alternative 1B – Extension of Stillhouse Land and Springview Lane to Hyland-Croy Road
- Alternative 3 – Roundabout at Post Road and Perimeter Drive with Post Lake Court extended

These alternatives refined the horizontal geometrics and detailed cost estimates were developed. Copies of the three refined alternatives are in Appendix F.

Alternative Evaluation

Many factors have been considered during the evaluation of the alternatives to mitigate the impact of eliminating the intersection of Post Preserve Boulevard and Post Road. These were a combination of items that are typically considered by staff and those that were of importance to the residents of Post Preserve and include:

Typical Considerations:
- ✓ Long-term Safety
- ✓ Community Benefit
- ✓ Operational Efficiency
- ✓ Construction Cost
- ✓ Right-of-way Cost

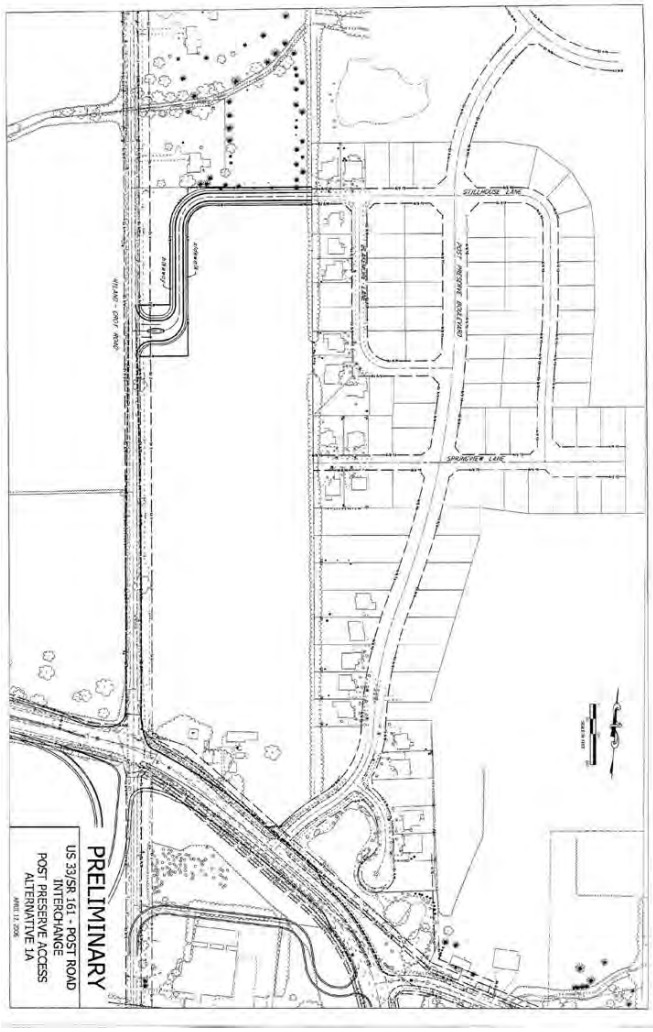
Added Resident Stated Considerations:
- ✓ Preserve Entry-feature Character
- ✓ Minimize Potential Cut-through Traffic
- ✓ Benefit to Neighborhood

Alternatives 1A and 1B

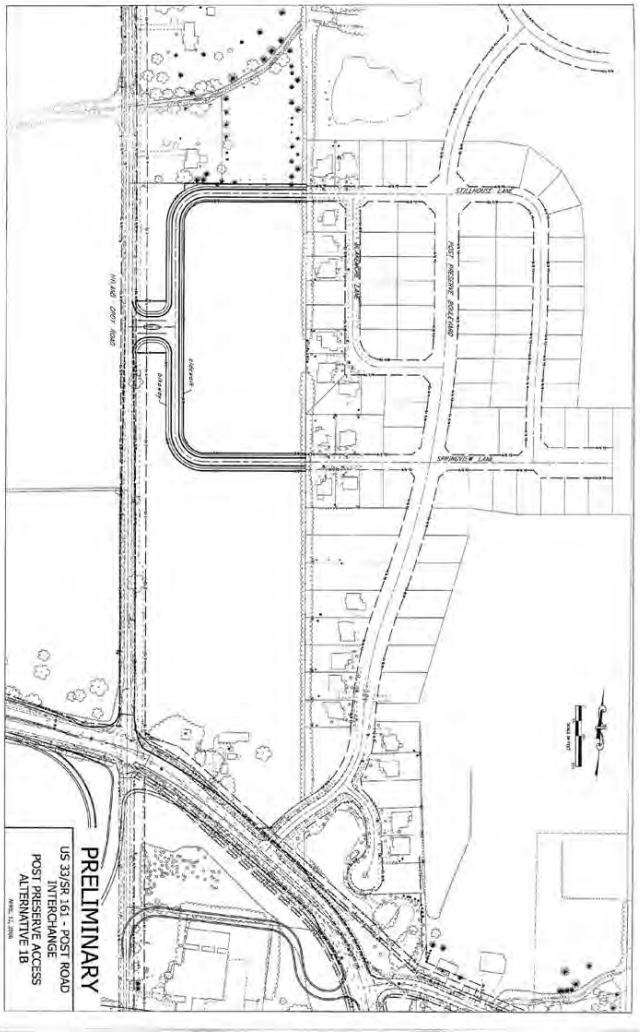
Alternative 1 from the original five alternatives was renamed Alternative 1A. Alternative 1B was developed in response to resident's concerns regarding the increased traffic on Stillhouse Lane. Alternatives 1A and 1B were carried forward so that right-of-way and construction costs could be evaluated. The current estimates (including costs for right-of-way acquisition, existing utility relocation, landscaping and engineering fees) are: 1A - $1,300,000, 1B - $2,100,000.

Alternative 1B is preferred over Alternative 1A as it disperses traffic to both Springview and Stillhouse Lanes. The connection of these stub streets to Hyland-Croy Road provides the best long-term safety due to the projected volumes on Post Road and Hyland-Croy Roads. Post Road (between Hyland-Croy Road and Perimeter Drive) is projected to carry 23,000 vehicles per day in 2030. Hyland-Croy Road is projected to carry 18,000 vehicles per day in 2030.

Alternative 1A



Alternative 1B



In order to determine the change in traffic volumes on Stillhouse Lane, Springview Lane, or both, an analysis was done for these possible roadway configuration scenarios:

1. Connect Stillhouse Lane to Hyland-Croy Road and sever the connection to Post Road.
2. Extend both Stillhouse Lane and Springview Lane into a loop and connect the loop to Hyland-Croy Road. Sever the connection to Post Road.
3. Connect Stillhouse Lane to Hyland-Croy Road and maintain a southern connection to Post Road. (Base Condition)
4. Extend both Stillhouse Lane and Springview Lane into a loop and connect the loop to Hyland-Croy Road. Maintain a southern connection to Post Road.

These scenarios were defined to estimate traffic volumes only. Graphics of these are in Appendix F.

Volumes were estimated based on the Institute of Transportation Engineers (ITE) rate of 10 trips per day generated by a single family home. Traffic counts were also performed at the intersections of Post Preserve Boulevard & Stillhouse Lane, Post Preserve Boulevard & Springview Lane, and at Post Preserve Boulevard north of Post Road.

Traffic was distributed based on 50% of trips accessing the US 33 & SR 161 interchange. Another 30% is expected to use Post Road east of Post Preserve Boulevard. The remaining 20% is expected to be split equally to the north and east via Royal Plume Drive and Marston Lane.

The proposed roadway connection between Hyland-Croy Road and Stillhouse Lane and/or Springview Lane is referred to as the Hyland-Croy Connector for the purposed of this analysis. The estimated volume on the Hyland-Croy Connector using the first alternative is approximately 1,560 vehicles per day. This assumes full occupancy within the Post Preserve subdivision.

Using the second scenario, the same volume is expected on the Hyland-Croy Connector near Hyland-Croy Road, 1,560 vehicles per day. However, with the second scenario, the vehicles can use either Stillhouse Lane or Springview Lane east of the Connector, therefore reducing the volumes to about half east of the split.

The estimated volume on the Hyland-Croy Connector using the third scenario is approximately 1,050 vehicles per day. The lower volume expectancy is due to the connection with Post Road.

With the fourth scenario, the Hyland-Croy Connector is again expected to carry approximately 1,050 vehicles per day. However, as with the second scenario, the vehicles can use either Stillhouse Lane or Springview Lane east of the Connector, reducing the volumes to about half east of the split.

The estimated volumes are summarized in the following table and shown on the maps in Appendix F.

Scenario	Estimated ADT	
	Hyland-Croy Connector	Stillhouse Lane
1	1,560	1,560
2	1,560	780
3	1,050	1,050
4	1,050	525

Recent counts on Post Preserve Boulevard near Post Road indicate daily volumes of approximately 1,720 vehicles per day, which is higher than the expected full occupancy volume. However, this volume includes construction traffic, which is estimated at about 450 trips per day. Excluding the construction traffic, volumes are near the expected traffic of 1,260 vehicles per day, with the current occupancy and trips from outside Post Preserve.

Based on the number of estimated trips, the second and fourth scenarios are expected to generate the least number of trips in front of the existing homes on Stillhouse Lane. These scenarios extend both Stillhouse Lane and Springview Lane into a loop and connect the loop to Hyland-Croy Road. The difference between these two scenarios is the connection to the south with Post Road. Eliminating this connection adds approximately 255 vehicles per day to Stillhouse Lane.

The first and third scenarios demonstrate how trips are distributed when Springview Lane is not extended. Without this connection, the volumes are doubled on Stillhouse Lane. Comparing the first and third scenario, the difference with the connection to Post Road is approximately a 510 vehicles per day reduction on Stillhouse Lane.

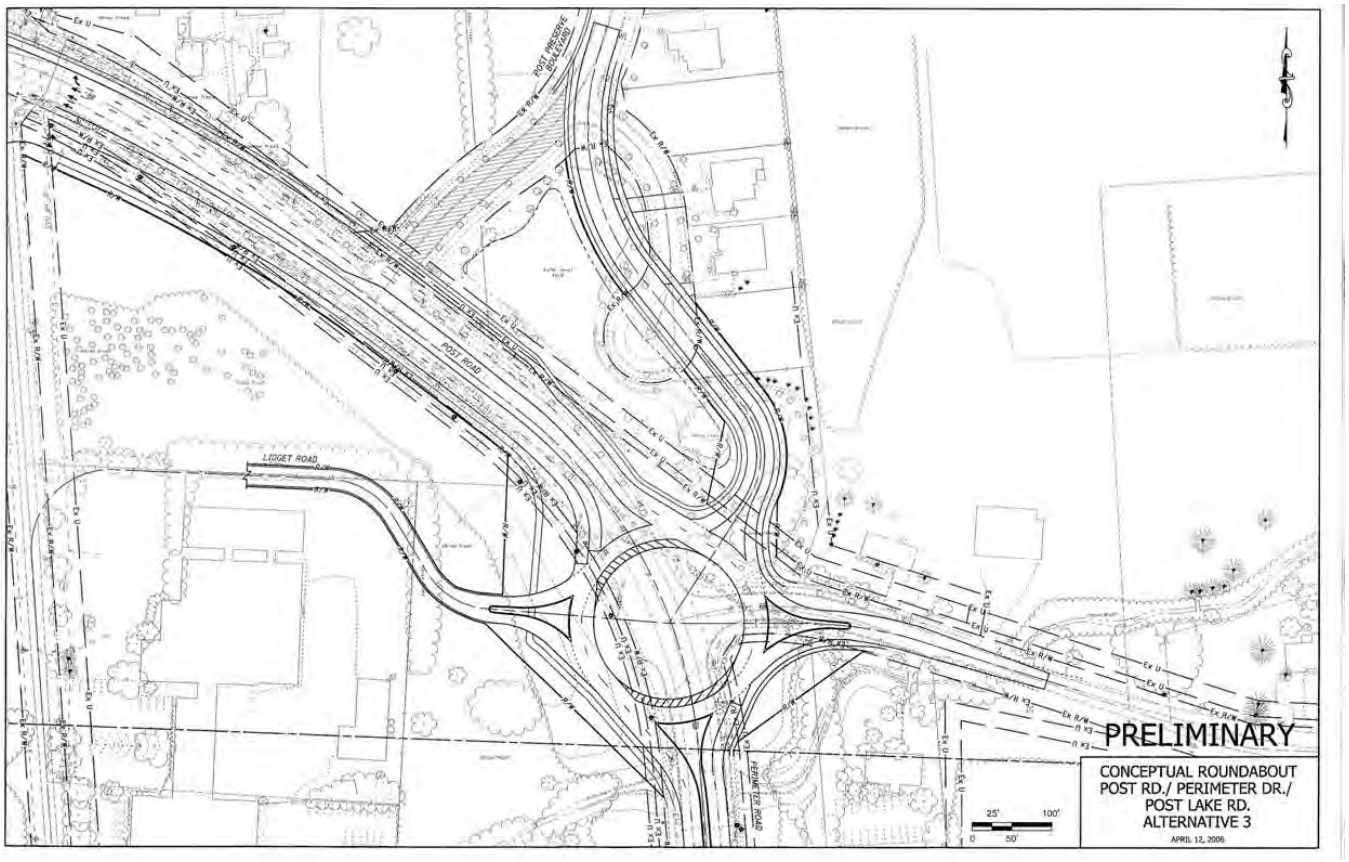
Traffic volumes would be expected to increase with further development in the area. Stillhouse Lane may experience volumes higher than the estimations presented, due to potential future development of the surrounding area.

While staff recommends that Alternative 1B be constructed in one phase, the future intersection traffic control at the new Hyland-Croy Road intersection can be programmed within the regular Capital Improvements Program process. It is anticipated that at a minimum a southbound left turn lane will be necessary the year after the construction of Alternative 1B is complete. A modern roundabout will be evaluated as alternative intersection control. The current estimate for this modern roundabout is $1,300,000. Staff will monitor the traffic volumes on Hyland-Croy Road to determine when intersection control is needed or as a result of development in the area.

Alternative 3

Alternative 3 was carried forward from the original five alternatives, as it was the strongest preference of the residents. This alternative created a roundabout composed of five intersecting streets and would be outside the intersection influence area of Hyland-Croy Road, the ramp terminal, and Post Road.

Alternative 3



Alternative 3 creates a “star” intersection at Post Road and Perimeter Drive as it will have five approaches into the intersection. Typically, the creation of new star intersections is discouraged and efforts are made to eliminate them when possible. Due to the complexity of the traffic operations at these types of intersections, it is difficult to meet drivers’ expectations. Meeting drivers’ expectations is important to optimize traffic operations and reduce traffic crashes.

The tool of the modern roundabout allowed this alternative to me carried forward for additional consideration. If this had to be a signalized intersection, staff would not have supported further analysis of this alternative.

The proposed size of this modern roundabout in this alternative is substantially larger than the one located at Muirfield Drive and Brand Road. The roundabout at Muirfield Drive and Brand Road has an inscribed diameter of 180 feet; whereas, the inscribed diameter for Alternative 3 should be approximately 250 feet. This dimension is needed to keep the speeds on the approaches and within the circulatory roadway at acceptable levels and accommodate all five approaches.

Another important aspect of modern roundabout operations is the balance of traffic flow on the approaches. This means that each approach should have similar volumes of traffic. This balance allows for appropriate gaps in the circulatory roadway so that the approaching vehicles can enter the roundabout. Alternative 3 does not have balanced traffic flow on each approach. The table below shows the approach volumes for each of the five approaches at this proposed intersection.

Roadway	**Volume (vehicles per hour in 2030 PM Peak)**
Post Road (from west)	893
Liggett Road	10
Perimeter Drive	1208
Post Road (from east)	505
Post Preserve Boulevard (relocated)	140

As shown above, the traffic volumes are not balanced, especially on the Liggett Road and Post Preserve Boulevard approaches. The Perimeter Drive volume is approximately 860% higher than the Post Preserve Boulevard approach. When situations like this are encountered, experience has shown this causes significant delays, most likely resulting in driver frustration and an increase in traffic crashes.

Also with the volumes that are predicted on Perimeter Drive, it could be anticipated that some of these vehicles will use the relocated Post Preserve Boulevard to by-pass the Hyland-Croy Road and Post Road intersection and the interchange. There are destinations such as Park Place, Wyndham Village, Dublin Jerome High School, north and west that could attract this travel route. This would create additional traffic in the Post Preserve neighborhood, which is undesirable to the current residents.

There are existing utilities at the existing Post Road and Perimeter Drive intersection. We know that these will need to be relocated as was experienced in 2000 -2001 when the intersection was created. Also additional right-of-way will be needed for Alternative 3. The current estimate for this alternative (including costs for right-of-way acquisition, existing utility relocation, landscaping and engineering fees) is $2,750,000.

Other Considerations

There is undeveloped property between the Post Preserve subdivision and Hyland-Croy Road. Mr. Roger Gorden currently owns this property. Staff has had numerous conversations over the course of the last year with Mr. Gorden regarding his property. Staff understands that when the Post Preserve

subdivision was being planned, the Gorden family was uninterested in developing their property at that time. Therefore, requiring the developer to provide access to Post Preserve from Hyland-Croy Road would have been difficult. Also, the development had the appropriate amount of frontage along Post Road to provide access. This access along Post Road was limited by the distance between the existing intersections of Hyland-Croy Road and Perimeter Drive with Post Road. Also, the location aligned with the relocated Liggett Road depicted in the Post Road at US 33 Interchange Study.

Staff developed three alternative land use scenarios for the Gorden property. These are in Appendix G. At the fourth meeting with the Post Preserve neighborhood on November 9, 2006 meeting, the residents were asked to indicate on comment sheets which type of land use they would prefer. During the discussion at this meeting, the residents indicated they wanted to drive through a similar type area as they live in to get to their homes. They wish to retain the aesthetics that have been established at the current entrance to their neighborhood. Also, they are concerned with cut-through traffic and speeds on their local streets.

The Wirchanski property between US 33 and Hyland-Croy Road is another potentially developable parcel. In order to promote access management along Hyland-Croy Road, staff intends to continue to work with the Union County Engineer to align the new intersection on Hyland-Croy Road created by Alternative 1B with access to this property. Staff understands resident concerns regarding minimizing cut-through traffic. A development on the Wirchanski property has the potential to significantly alter destination choices, which changes travel paths. In this case, if the Wirchanski property develops with access across from the Hyland-Croy Connector, volumes are expected to increase along Stillhouse Lane. This is because neighboring subdivision trips would be expected to travel through Post Preserve to reach the development. In many cases, Stillhouse Lane would provide the shortest route.

Conclusions

The Post Preserve residents have actively participated in the pubic involvement process to date. They have been very consistent in attendance at the public meetings, provided good insight and meaningful feedback. Their consistent message includes that they feel they are “paying the price” for poor planning by the City. Also, they understood that the stub streets were to be extended but not at the same time that the main entrance to their neighborhood would be closed.

Staff has carefully considered Alternatives 1A, 1B and 3. Based on the detailed analysis contained in the Alternative Evaluation in this report, staff recommends the extension of Stillhouse and Springview Lanes, based upon:

- They provide the best long-term access management for the Post Preserve subdivision in terms of safety, traffic operations, and driver expectations.
- They can be constructed in cooperation with the development of the Gorden property.
- Additional traffic control can be installed at the new intersection on Hyland-Croy Road either with this alternative or in the future.
- The street extensions and the intersection improvements could be partially funded by development projects in the area.
- These public street extensions have been anticipated since the early planning stages of the Post Preserve subdivision.

APPENDIX A

Post Road at US 33 Interchange Study

OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE, P.O. BOX 899, COLUMBUS, OHIO 43216-0899

December 12, 2001

Mr. Balbir S. Kindra, P.E.
Dublin City Engineer
5800 Shier-Rings Road
Dublin, Ohio 43016-1236

Re: Freeway Access Modification
UNI-33 @ Post Road Interchange

Dear Mr. Kindra:

This letter is in response to the study dated April 17, 2001, that identified a preferred alternative for the reconfiguration of the US 33 and Post Road interchange in Dublin.

After reviewing the study, ODOT concurs with the recommendation that Alternative 3A be the preferred alternative that should be carried forward into the next phase of environmental and design. Alternative 3A has been approved by ODOT with regard to the Freeway Access Modification requirements, provided ramp metering is installed and in operation by the date stated in the study. Any diversion from the design shown in Alternative 3A must be submitted to ODOT District Planning and the Office of Roadway Engineering before construction begins so that the operational effects of the change can be determined. If the changes are significant, a revision to the study may be required or else the original approval will be void. If the opening day of the project is delayed beyond the opening day identified in the study, new traffic projections may be required and the study updated to provide the twenty-year design operation with the updated traffic volumes.

If you have any questions please call Dirk Gross in the Office of Roadway Engineering Services at (614) 752-5576.

Respectfully,

Larry F. Sutherland
Deputy Director
Office of Roadway Engineering Services

LFS:DBG DBG

C: R. Lorello (D-6) - G. Channel (D-6) - Reading File - File

AN EQUAL OPPORTUNITY EMPLOYER

FINAL ENGINEERING REPORT

Post Road at US 33 Interchange Study

Prepared for

APRIL 2001

CH2MHILL

CH2M HILL Ohio, Inc.
One Dayton Centre, Suite 1100
One South Main Street
Dayton, Ohio 45402
937.228.4285

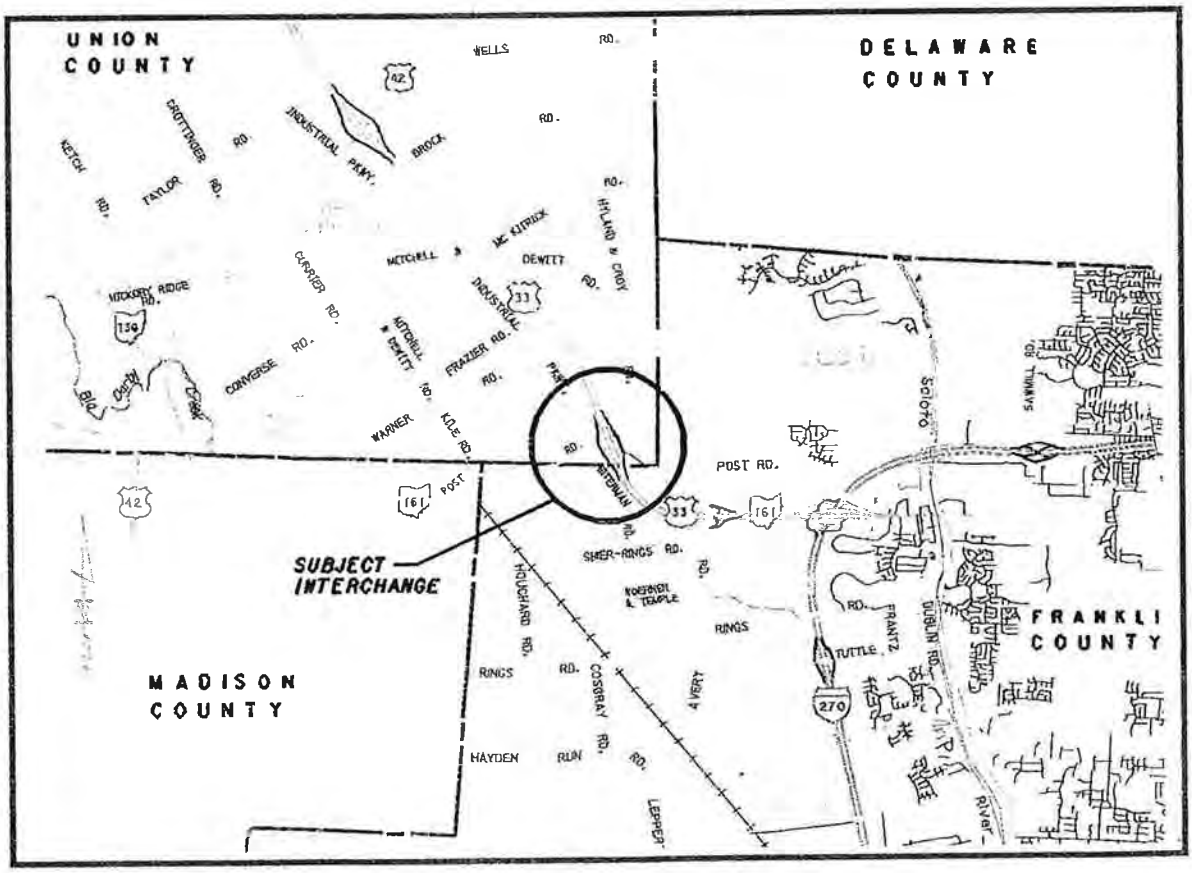
Introduction

The interchange of Post Road at US 33 serves as one of two access points linking the City of Dublin to US 33 (see Figure 1). In the City's Community Plan, the interchange was identified as an "Interchange Gateway", and is widely recognized as a critical point of entry into the Dublin Community.

The City is presently experiencing tremendous economic growth and development, which has significantly increased traffic demand along nearby corridors – including the adjacent interchange of Avery Road. In a previous study, interchange improvements were identified for the Avery Road interchange which will accommodate projected traffic growth at that interchange. The recommended improvements were subsequently approved by the Ohio Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) and are currently being constructed.

As development occurs in the future, it is expected that traffic demand at the Post Road interchange will increase dramatically as well. In January of 2000, the City of Dublin retained CH2M HILL to conduct an interchange study to develop cost-effective improvements for the interchange which will be necessary to accommodate projected traffic growth. This report documents the process, results, and recommendations of the 12-month planning level study.

Figure 1 – Interchange Location Map

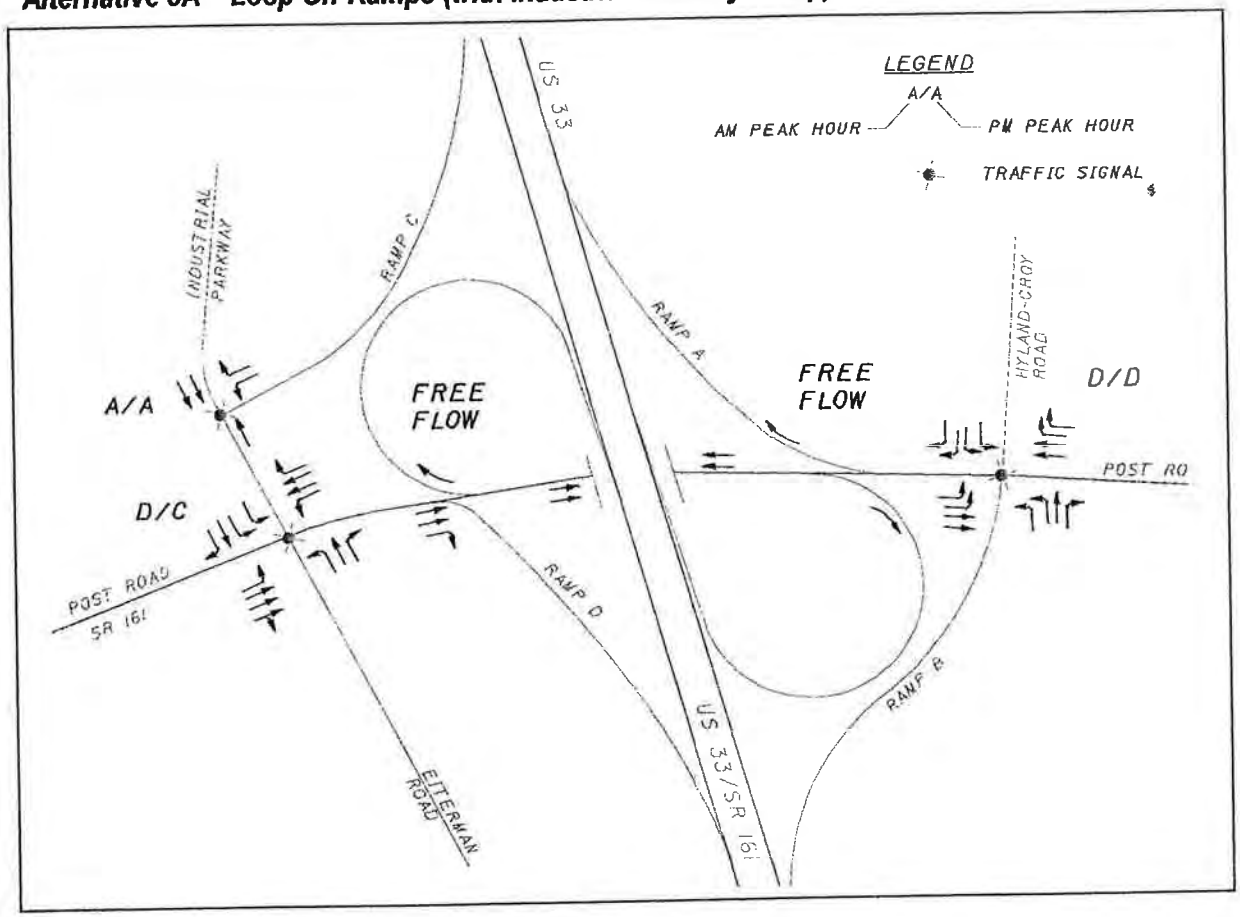


Alternative 3A – Loop On-Ramps (with Industrial Parkway Ramp)

As shown previously in Figure 10, Alternative 3 would necessitate relocation of Industrial Parkway, in order to provide space for the southbound US 33 off-ramp. Since this realignment is not practical, alternative interchange configurations were investigated.

Through an iterative process, various configurations of the southbound off-ramp were considered. The alignment, shown below in Figure 13, provided the best balance of cost, operation, and performance.

Figure 13
Alternative 3A – Loop On-Ramps (with Industrial Parkway Ramp)



Alternative 3A can be constructed, while maintaining the existing alignment of Industrial Parkway. Obviously, this alternative will necessitate extensive right-of-way acquisition in the northwest and southeast quadrants of the interchange.

Selection of Preferred Alternative

Alternative 1A and 3A were compared to select a preferred alternative. These comparisons include assessments of construction cost, right-of-way cost, and performance measures (e.g., total delay, stops, speed, travel time). The results of these assessments are shown below in Table 1.

Table 1
Comparison of Refined Alternatives

Benefit/Cost	No-Build		Alternative 1A		Alternative 3A	
	AM	PM	AM	PM	AM	PM
Performance Index	**1180**	**1450**	**125**	**200**	**173**	**186**
Total Delay	932	1148	97	121	141	126
Travel Time	995	1212	158	184	205	196
Stops	43,000	51,000	8,400	10,500	9,700	9,600
Ave. Speed	2	2	14	11	11	13

Based on the results of these comparisons, Alternative 3A was selected as the preferred alternative – for the following reasons:

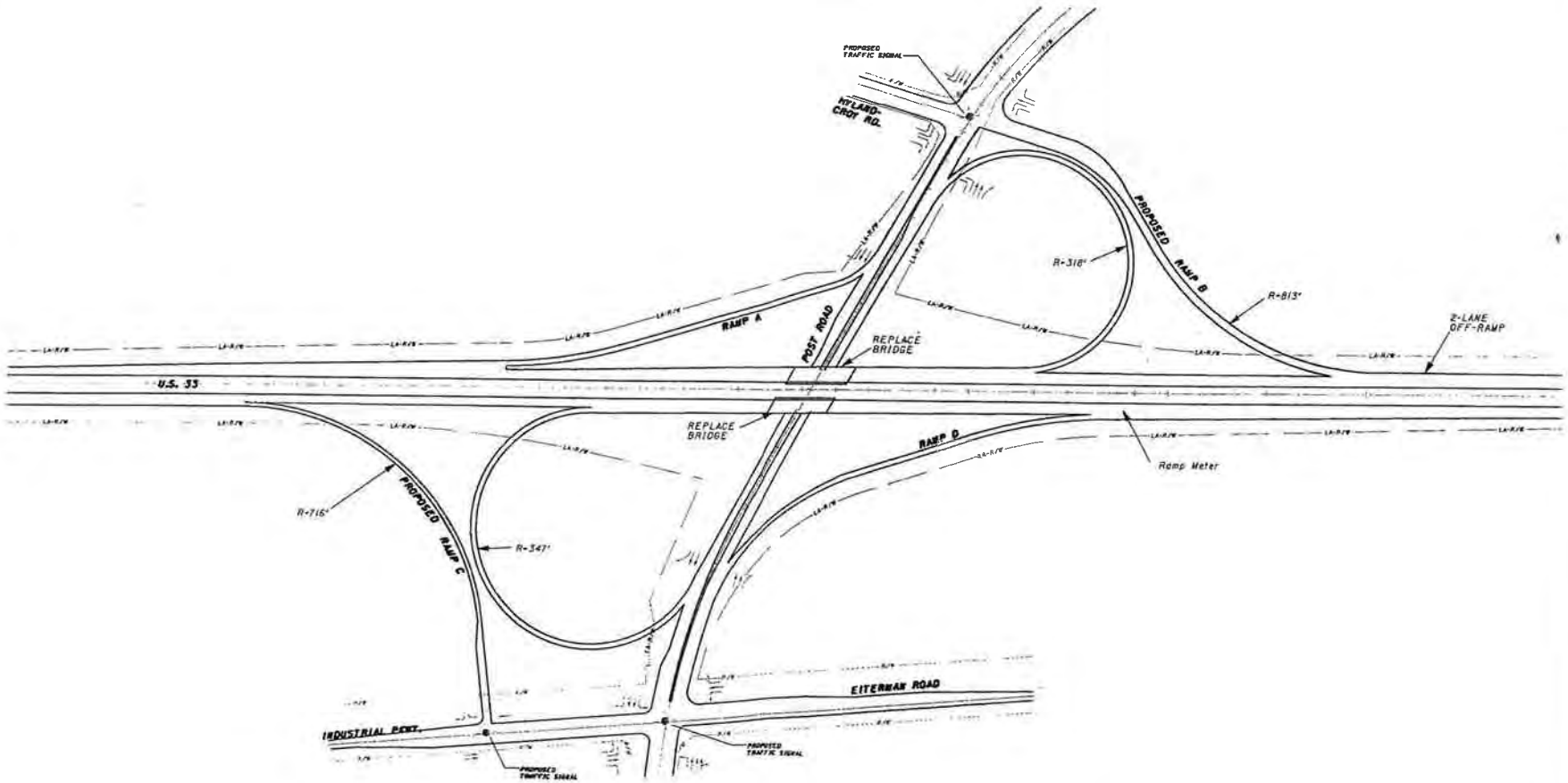
1) The interchange provides two effective loop ramps, which will provide the greatest residual capacity to accommodate possible variations in future traffic growth;

2) The interchange loop geometrics can be constructed with desirable radiuses and superelevation rates, which will result in safer and more efficient operations;

3) The design provides interchange symmetry, which can be effectively utilized for aesthetic treatments; and.

4) Additional improvements can be made to the US 33 corridor, without necessitating reconstruction of the proposed interchange. This consideration is particularly important, since future improvements will be required on US 33 to eliminate ramp meter restrictions at Post Road and Avery Road.

The proposed interchange geometrics are illustrated in Figure 14 (next page).



Post Road Interchange
City of Dublin, Ohio

Figure 14

Recommended Interchange Improvements

CH2MHILL

APPENDIX B

IMS Addenda

inter-office communication

To:	Valerie Croasmun, P.E., District 6 Production Administrator
Attention:	Mandy Kisling, P.E.
From:	Dirk B. Gross, P.E., Administrator of Office of Roadway Engineering
By:	Mary Bapu-Tamaskar, P.E., Studies Engineer
Date:	April 4,2006
Subject:	UNI-33&SR161/ Post Rd. IMS Addendum Comments

The Office of Roadway Engineering has reviewed the March 31, 2006 Addendum to the Post Rd. IMS. The consultant has complied with all the review comments. The proposed interchange improvements, in conjunction with ramp metering, meets ODOT's requirements. Once the Office of Roadway Engineering has received an acceptable Memorandum of Agreement from the City of Dublin for ramp metering, this Addendum will be officially approved. If you have any questions, please call Mary Bapu-Tamaskar at (614) 644-7888.

DBG
DBG:MBT

c: J. Marchbanks (D-6) – V. Croasmun (D-6) - Reading File - File

inter-office communication

To: Valerie Croasmun, P.E., District 6 Planning Administrator
Attention: Mandy Kisling, Traffic Engineer, P.E.

From: Dirk B. Gross, P.E., Administrator, Office of Roadway Engineering
By: Mary Bapu-Tamaskar, P.E., Studies Engineer

Date: September 12, 2006

Subject: UNI-33 & SR161/ Post Rd. IMS Second Addendum Comments

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The Office of Roadway Engineering has reviewed the Second Addendum to the IMS for the subject interchange dated August 21, 2006. The latest addendum proposes to construct roundabouts at both the ramp intersections of the US33 & SR161 interchange. The interchange design, a Parclo A, will remain the same as the first addendum. The study shows acceptable levels of service for both roundabouts in the proposed 2015 design and 2030.

The Second Addendum to the US33 & SR161/ Post Rd IMS is approved. If you have any questions, please call Mary Bapu-Tamaskar at (614) 644-7888.

DBG
DBG:MBT

c: J. Marchbanks(D-6) – V. Croasmun (D-6) - Reading File - File

APPENDIX C

Alternatives 1 - 5

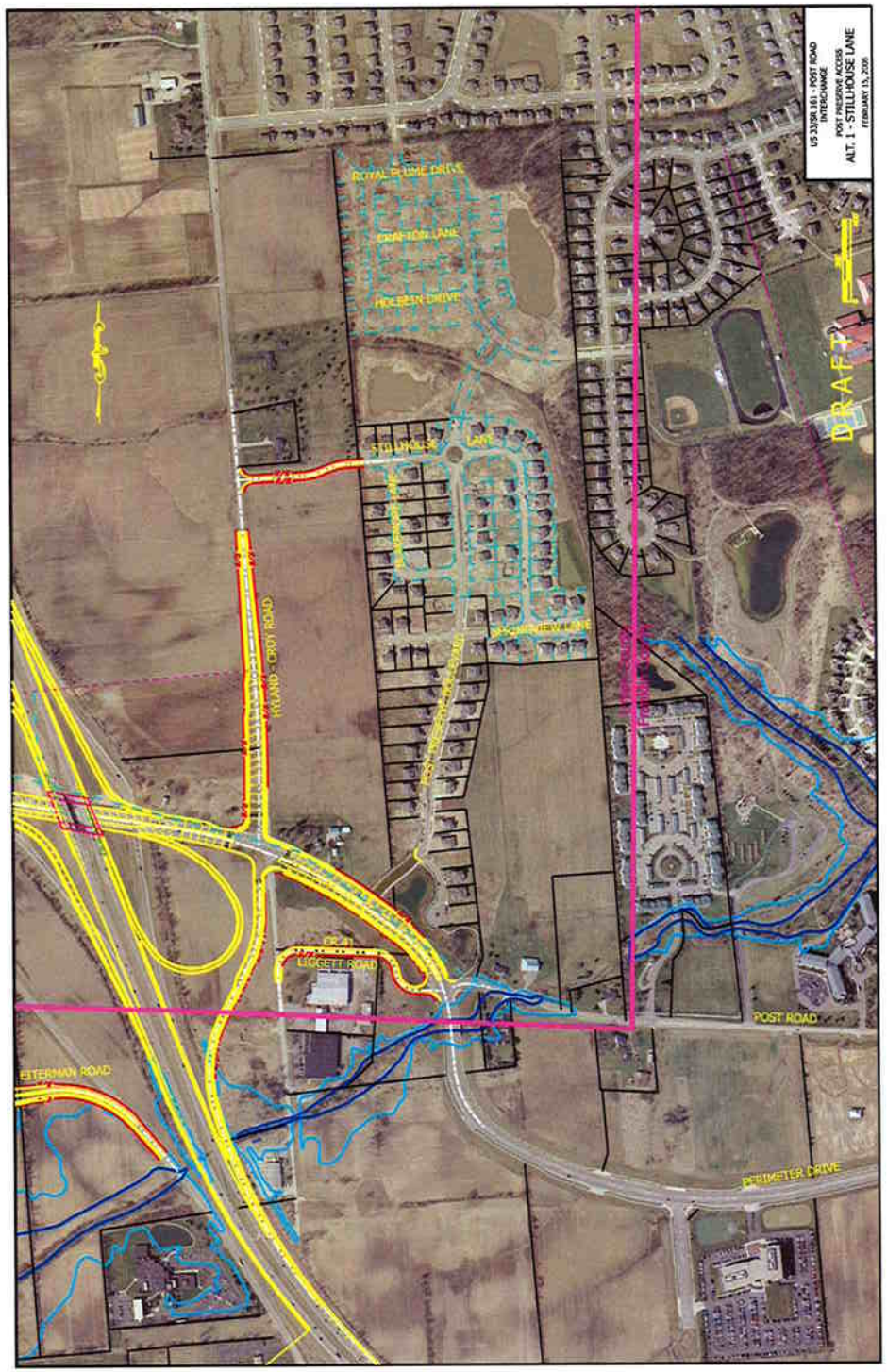
Alternative 1

Stillhouse Lane Extension

Estimated Cost of $750,000

Hyland-Croy Rd. Roundabout

Estimated Cost of $1,300,000



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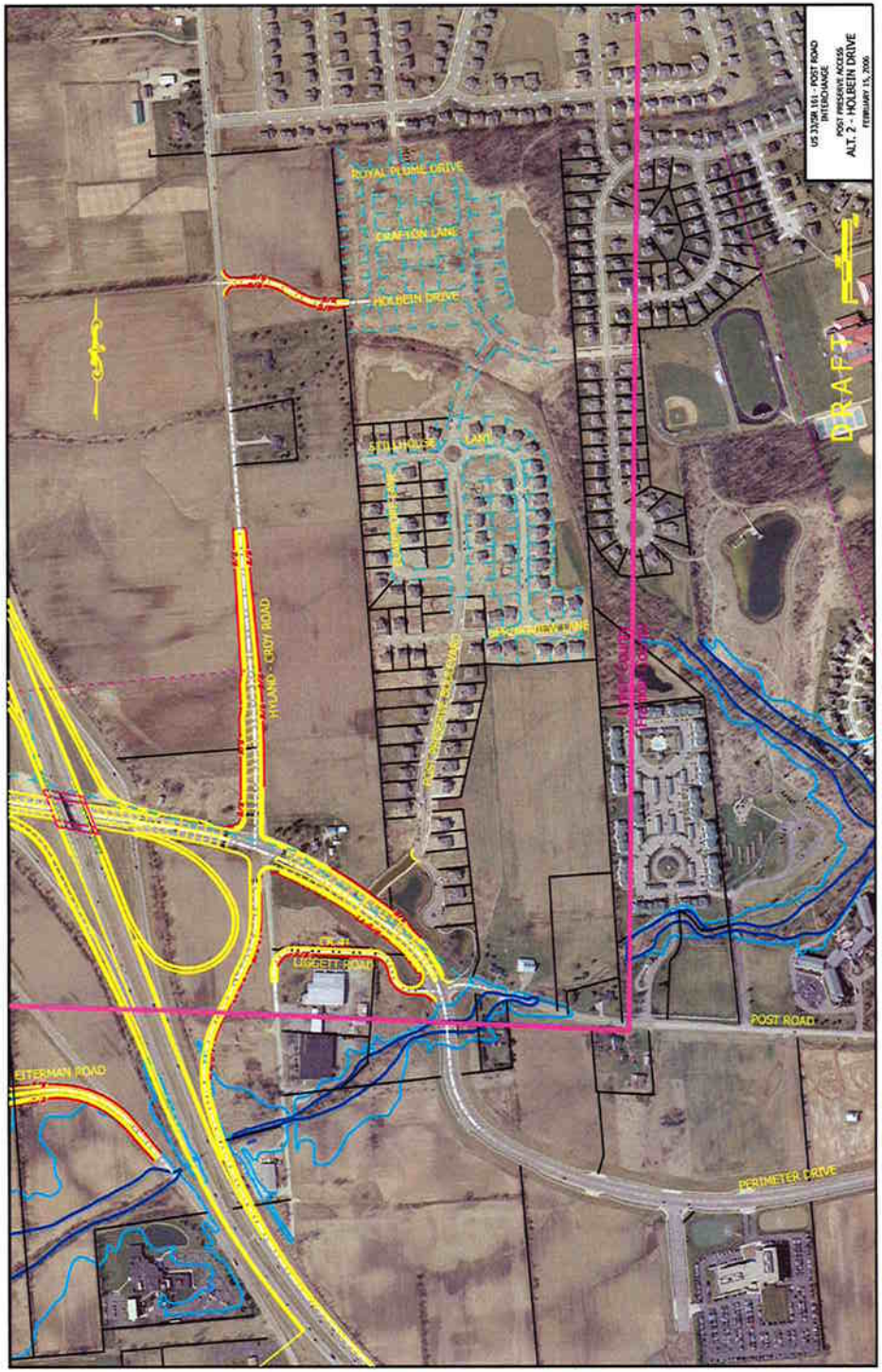
Alternative 2

Holbein Drive Extension

Estimated Cost of $800,000

Hyland-Croy Rd. Roundabout

Estimated Cost of $1,300,000



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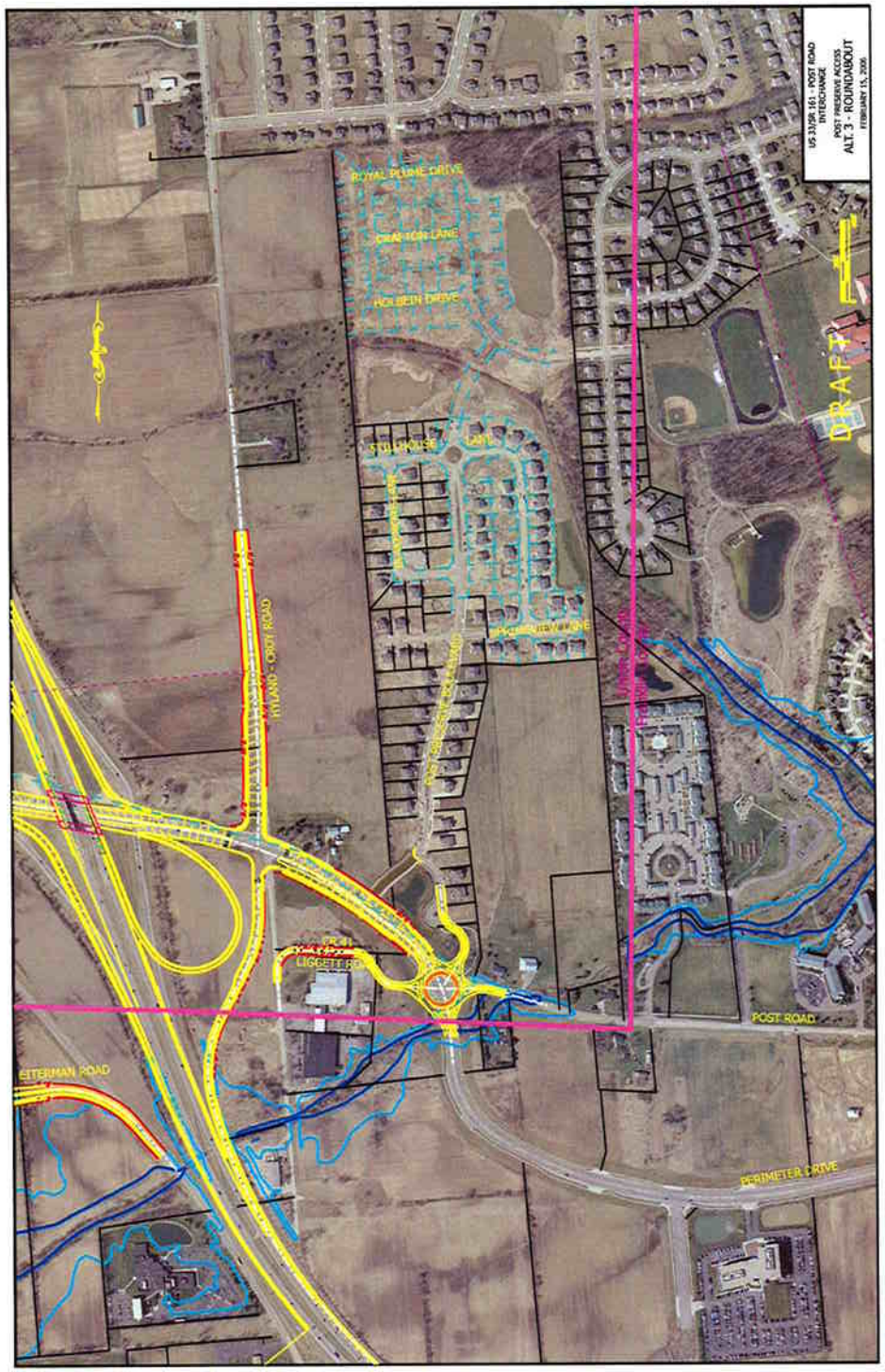
Alternative 3

Roundabout at Post Rd. and Perimeter Dr. with Post Lake Ct. Extended

Estimated Cost of
$2,400,000



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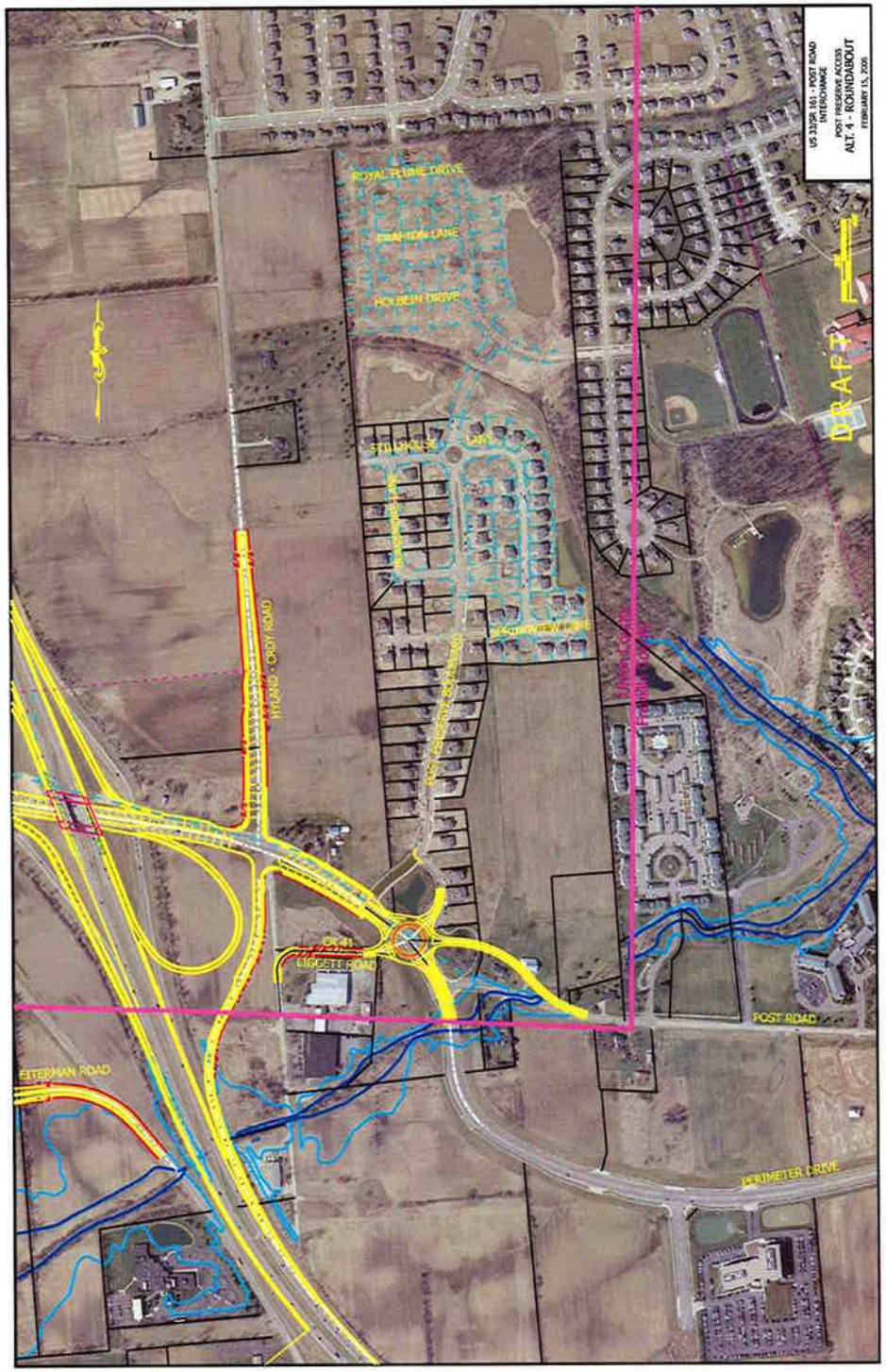
Alternative 4

Roundabout on Perimeter Dr. with Post Lake Ct. Extended and Post Rd. Re-aligned

Estimated Cost of
$3,200,000



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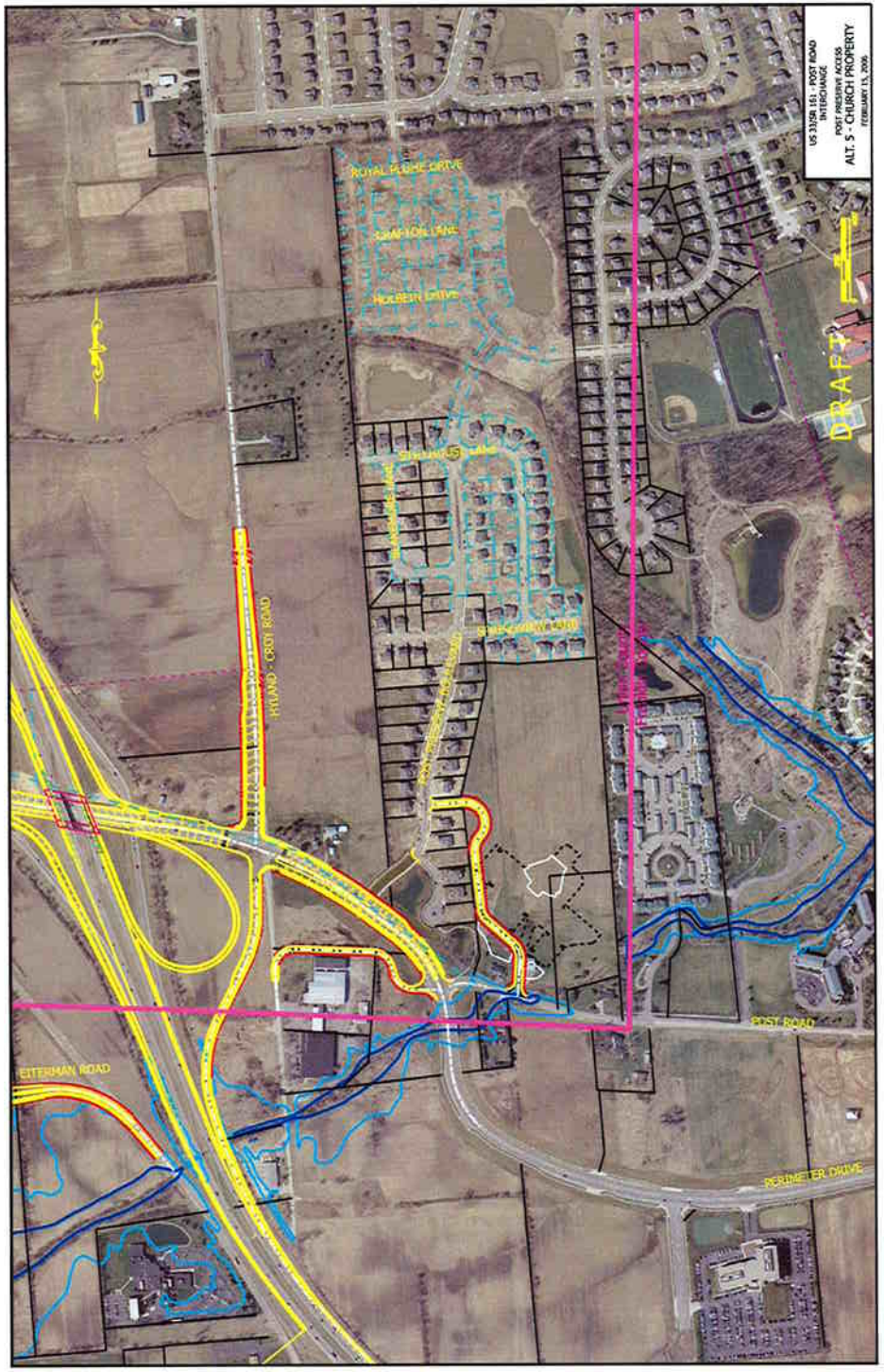
DUBLIN

Alternative 5

New Public Road from Post Preserve Blvd. through Church Property to Post Rd.

Estimated Cost of $1,400,000

No negotiations have been done with the Church



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APPENDIX D

March 29, 2006 Council Memo

CITY OF DUBLIN.

Office of the City Manager
5200 Emerald Parkway • Dublin, OH 43017
Phone: 614-410-4400 • Fax: 614-410-4490

FILE COPY

Memo

To: Members of City Council

From: Jane S. Brautigam, City Manager

Date: March 29, 2006

Initiated By: Paul A. Hammersmith, P.E., Director of Engineering/City Engineer

Barbara A. Cox, P.E., Assistant Director of Engineering - Development

Re: Executive Summary of Post Preserve Resident Concerns Regarding the Removal of the intersection of Post Preserve Blvd with Post Road

Summary:

Engineering staff has meet with the residents of the Post Preserve subdivision twice to date regarding the removal of the Post Preserve Blvd and Post Road intersection. Staff provided the presentation and handouts from the second meeting to City Council at the February 21, 2006, meeting. Comments were solicited from the residents at both public meetings via comment sheets. Copies of the comments received have been placed in the Council Planning Room for your information.

In general, Staff has summarize the comments received to date as follows:

- A high preference for maintaining the southern entrance into the development via Alternative 3 (roundabout at the intersection of Post Rd. and Perimeter Dr. with the extension of Post Lake Ct)
- The next strongest preference was for Alternative 1 (extension of Stillhouse Lane to Hyland-Croy Rd.)
- High interest in maintaining the aesthetic appeal that is associated with Post Preserve Blvd. entrance currently and recreation of a main entrance feeling
- Concerns regarding the use of the Post Preserve subdivision roads by those in neighboring develops to access Hyland-Croy and Post Roads including safety and increased traffic volumes
- Perception of decreased property values and not understanding or knowing that a change of this nature could occur in a "new" subdivision.
- Appreciation of being included in the process

Recommendation:

Staff is providing this for information only. Another meeting has been scheduled with the residents to further explore Alternatives 1 and 3. This meeting will be on April 12, 2006 at the Dublin Community Recreation Center in Talla 2. The meeting will begin at 5:30 pm and conclude at 7:30 pm.

APPENDIX E

Refined Alternatives

Refinements of Alternative 1

- Alternative 1A was created
  - Northern portion of loop between Stillhouse Lane and Springview Lane
- Alternative 1B was created
  - All of loop between Stillhouse Lane and Springview Lane
- Pedestrian path connectivity included in 1A and 1B
- Discussed improvements along Hyland-Croy Rd with Union County Engineer's Office
- Traffic counts have been taken
  - Turning movement counts to evaluate distribution
  - 24-hour counts to determine current total volume
  - Information will be used to estimate change in traffic distribution/volumes

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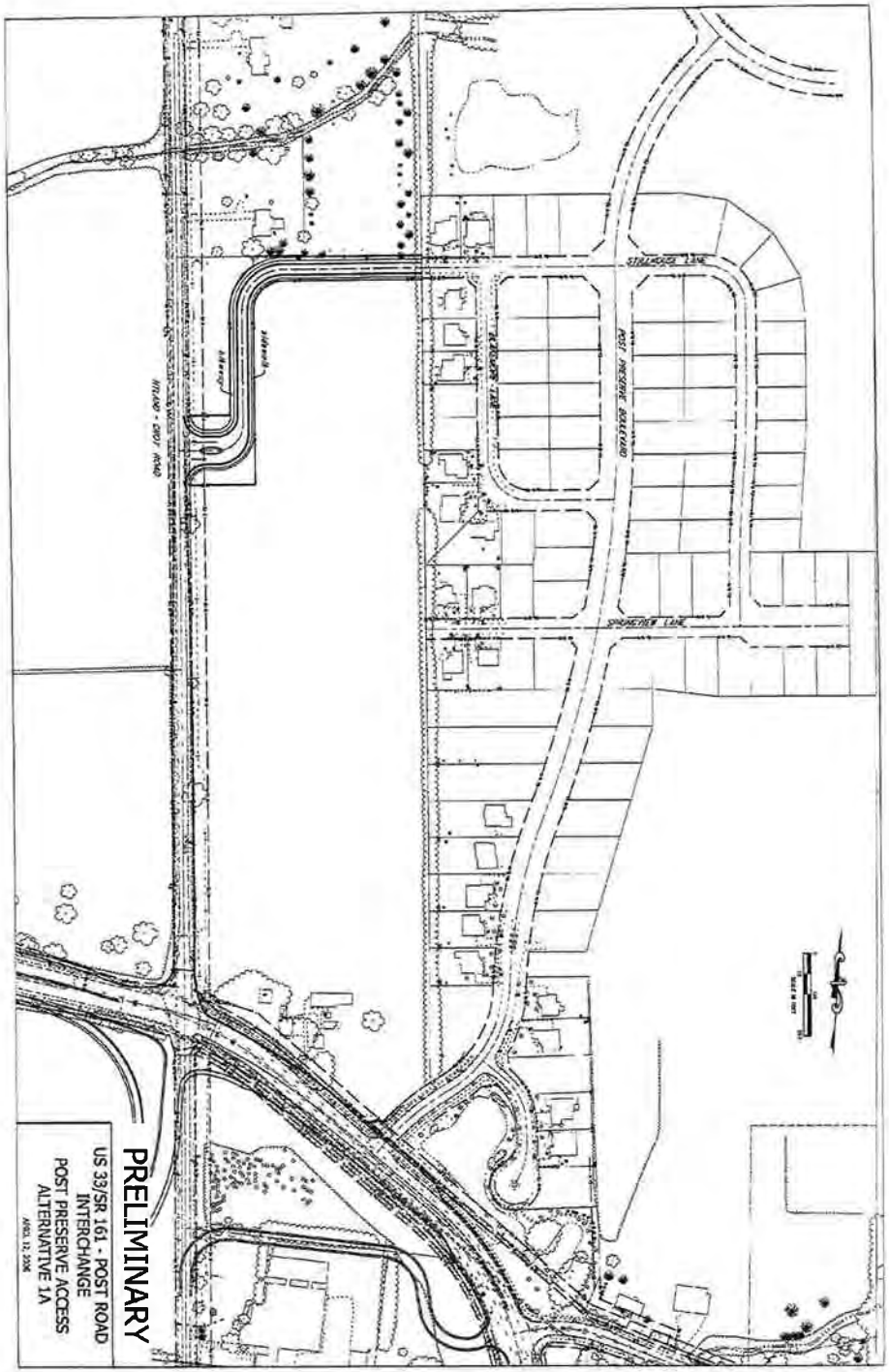
Alternative 1A

Estimated Cost of $1,300,000

(Updated and includes costs for right-of-way acquisition, existing utility relocation, landscaping and engineering fees)

Hyland-Croy Road Roundabout at new intersection: Estimated Cost of $1,300,000



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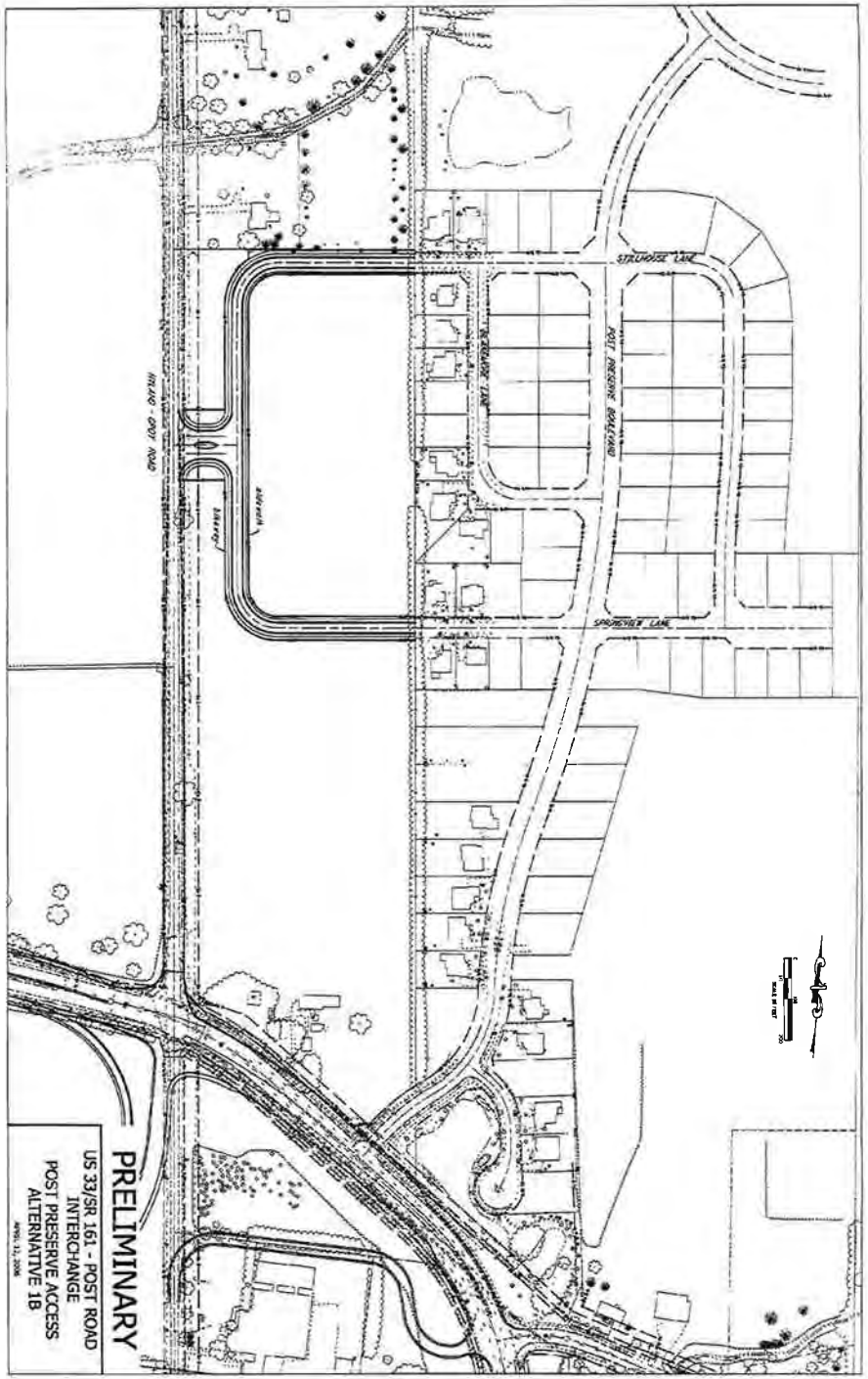
Alternative 1B

Estimated Cost of $2,100,000

(Updated and includes costs for right-of-way acquisition, existing utility relocation, landscaping and engineering fees)

Hyland-Croy Road Roundabout at new intersection: Estimated Cost of $1,300,000



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Refinements of Alternative 3

- The horizontal alignment has been revised to meet geometrical standards
- Purchase of the eastern lot on Post Lake Ct. is required
- Complete removal of Post Lake Ct. is required
- Impact to culvert on Perimeter Dr. was quantified

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Refinements of Alternative 3

- The operational analysis of the roundabout has been reviewed by Kittleson & Associates, Inc.
  - They are nationally recognized experts in roundabout design and analysis
  - They suggested that the diameter of the roundabout should be increased
  - Costs have been updated
- More accurate right-of-way limits defined
- Pedestrian path connectivity included

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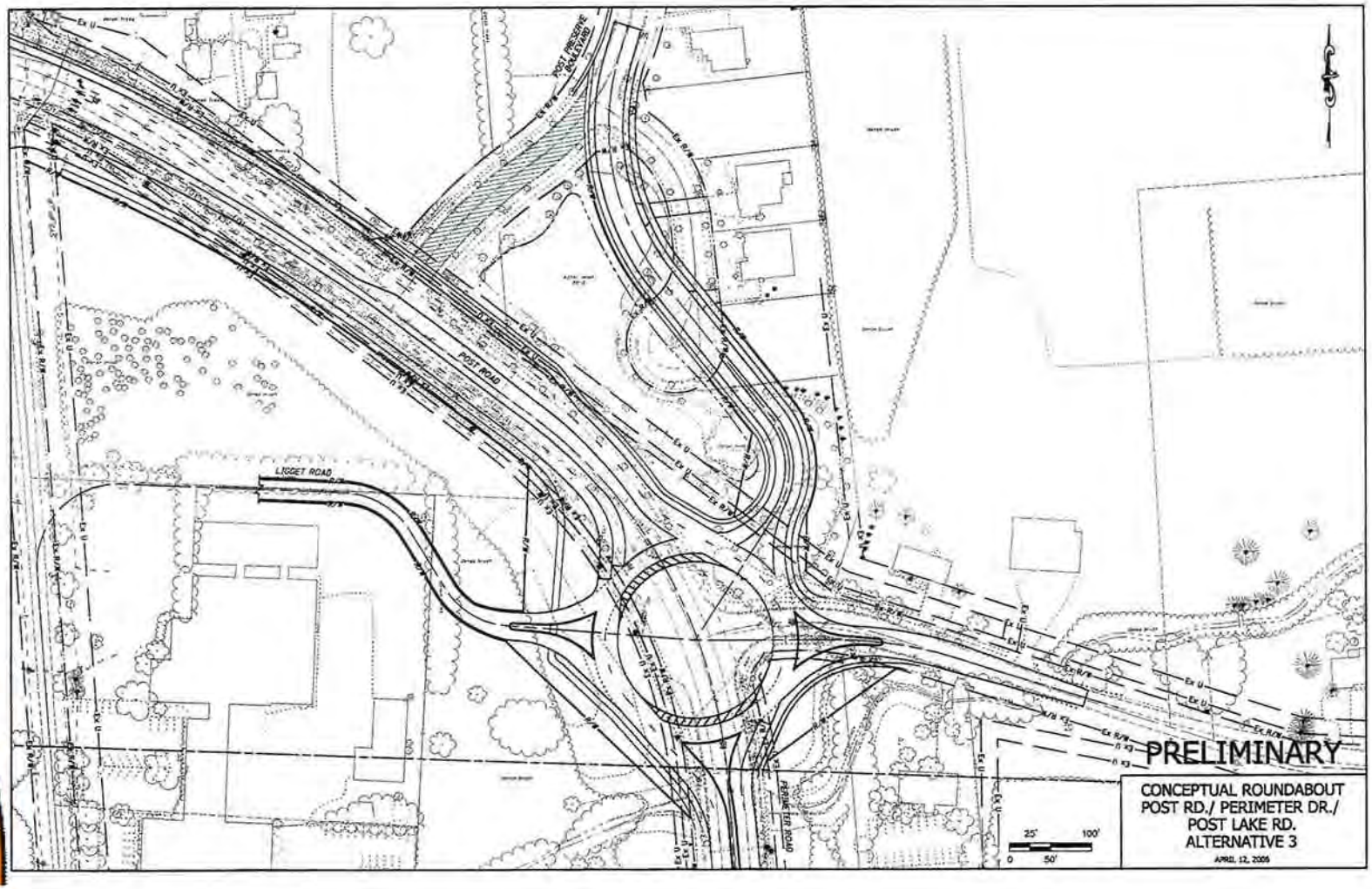
Alternative 3

Estimated Cost of $2,750,000

(Updated and includes costs for right-of-way acquisition, existing utility relocation, landscaping and engineering fees)



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APPENDIX F

Hyland-Croy Connector Scenarios

Post Preserve

It's Greener in DUBLIN

Distribution

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Scenario 1

It's Greener in DUBLIN

- Connect Stillhouse Ln. to Hyland-Croy Rd.
- Sever connection to Post Rd.

Scenario 2

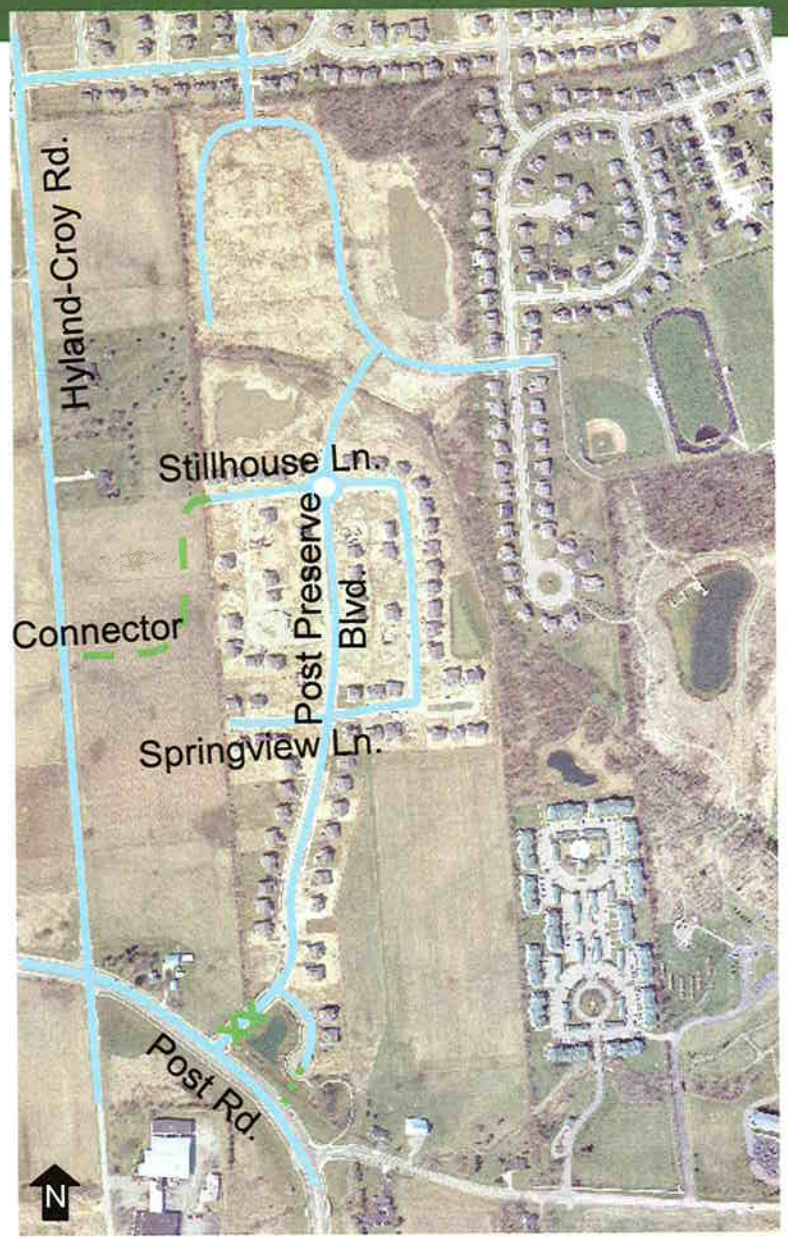
It's Greener in DUBLIN

- Loop Stillhouse Ln. to Springview Ln.
- Connect loop to Hyland-Croy Rd.
- Sever connection to Post Rd.

Scenario 3

It's Greener in DUBLIN

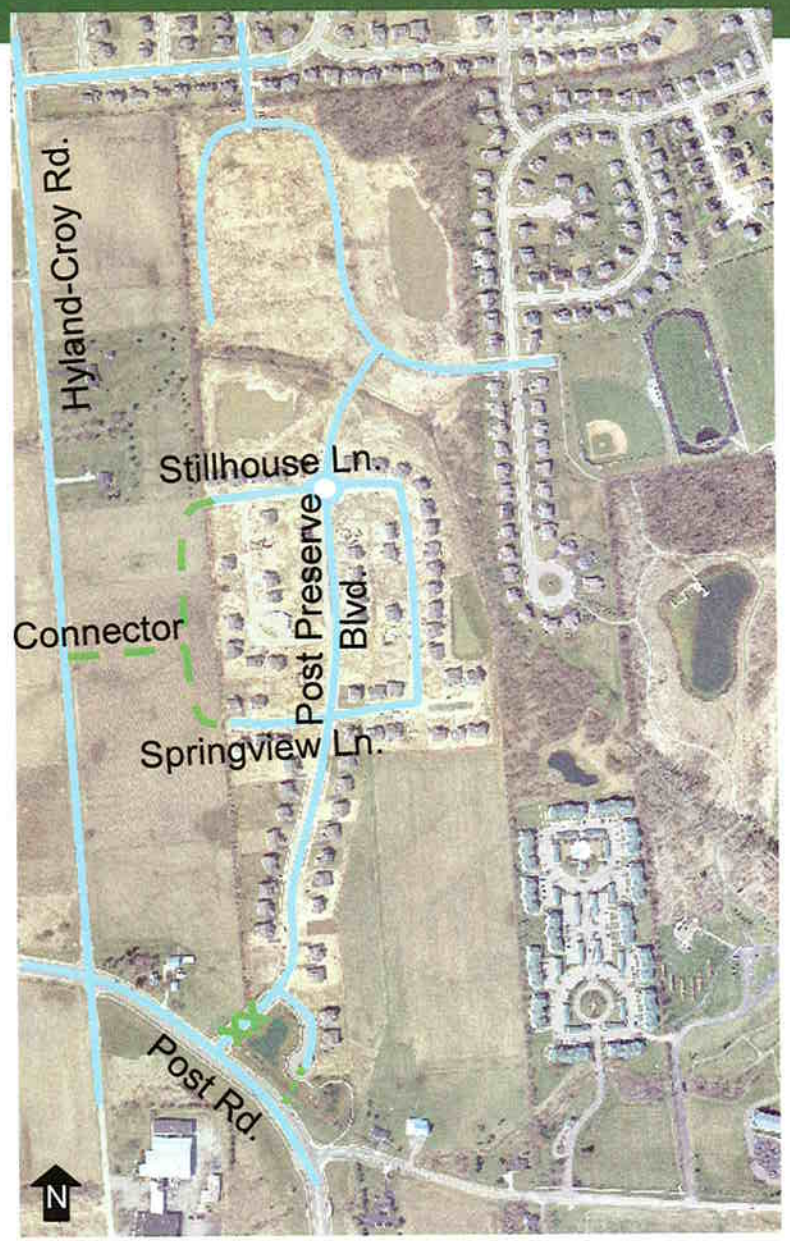
- Connect Stillhouse Ln. to Hyland-Croy Rd.
- Create southern connection to Post Rd.



Scenario 4

It's Greener in DUBLIN

- Loop Stillhouse Ln. to Springview Ln.
- Connect loop to Hyland-Croy Rd.
- Create southern connection to Post Rd.



Scenario 1

It's Greener in DUBLIN

Estimated ADT with full occupancy in Post Preserve subdivision

Volumes

CITY OF DUBLIN

Scenario 2

It's Greener in DUBLIN

Estimated ADT with full occupancy in Post Preserve subdivision

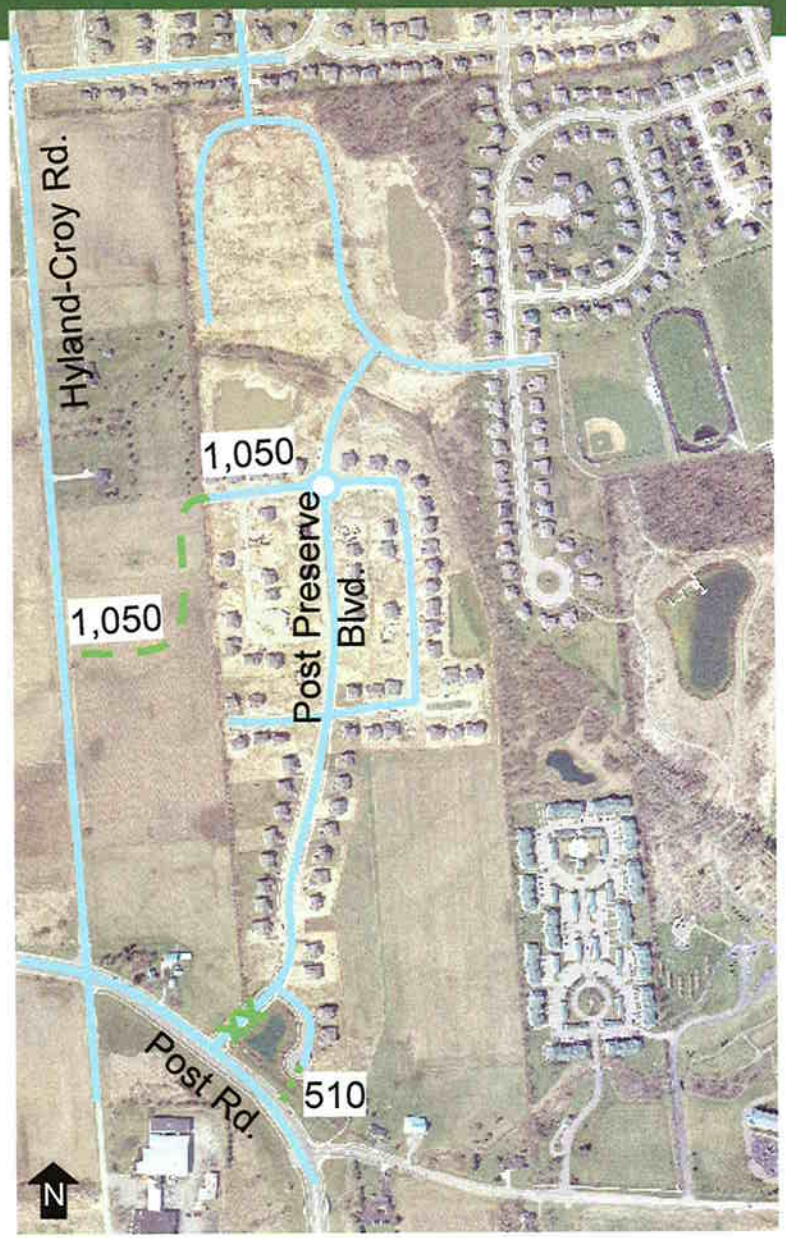
Volumes

CITY OF DUBLIN

Scenario 3

It's Greener in DUBLIN

Estimated ADT with full occupancy in Post Preserve subdivision



Volumes

CITY OF DUBLIN

Scenario 4

It's Greener in DUBLIN

Estimated ADT with full occupancy in Post Preserve subdivision

Volumes

CITY OF DUBLIN

APPENDIX G

Land Use Scenarios

Land Use Scenario 1
Mix of Single-family and Multi-type Residential

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Land Use Scenario 2

Office

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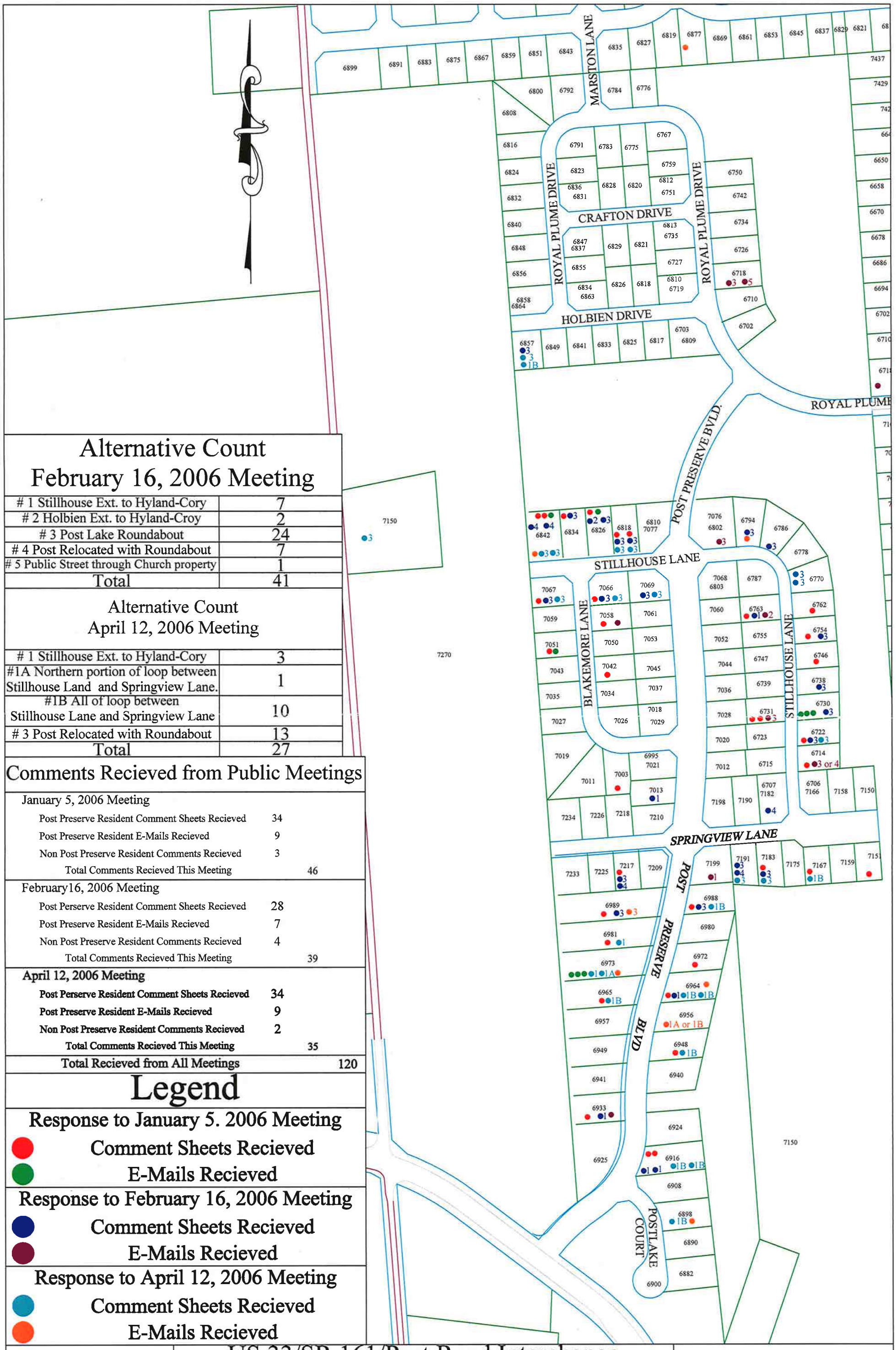

Alternative Count
February 16, 2006 Meeting

# 1 Stillhouse Ext. to Hyland-Cory	7
# 2 Holbien Ext. to Hyland-Croy	2
# 3 Post Lake Roundabout	24
# 4 Post Relocated with Roundabout	7
# 5 Public Street through Church property	1
Total	41

Alternative Count
April 12, 2006 Meeting

# 1 Stillhouse Ext. to Hyland-Cory	3
#1A Northern portion of loop between Stillhouse Land and Springview Lane.	1
#1B All of loop between Stillhouse Lane and Springview Lane	10
# 3 Post Relocated with Roundabout	13
Total	27

Comments Recieved from Public Meetings

January 5, 2006 Meeting		
Post Preserve Resident Comment Sheets Recieved	34	
Post Preserve Resident E-Mails Recieved	9	
Non Post Preserve Resident Comments Recieved	3	
Total Comments Recieved This Meeting		46
February16, 2006 Meeting		
Post Perserve Resident Comment Sheets Recieved	28	
Post Preserve Resident E-Mails Recieved	7	
Non Post Preserve Resident Comments Recieved	4	
Total Comments Recieved This Meeting		39
April 12, 2006 Meeting		
Post Perserve Resident Comment Sheets Recieved	**34**	
Post Preserve Resident E-Mails Recieved	**9**	
Non Post Preserve Resident Comments Recieved	**2**	
Total Comments Recieved This Meeting		**35**
Total Recieved from All Meetings		**120**

Legend

Response to January 5. 2006 Meeting
- Comment Sheets Recieved
- E-Mails Recieved

Response to February 16, 2006 Meeting
- Comment Sheets Recieved
- E-Mails Recieved

Response to April 12, 2006 Meeting
- Comment Sheets Recieved
- E-Mails Recieved

CITY OF DUBLIN
PREPARED BY THE
DEPARTMENT OF DEVELOPMENT/
DIVISION OF ENGINEERING
5800 Shier-Rings Road • Dublin, Ohio 43016-1236
Phone (614)410-4600 • Fax (614)781-6506

US 33/SR 161/Post Road Interchange
Central Ohio Innovation Center
Public Meeting Comments Recieved

275
275 137.5 0 275

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