

- Four lane heavy traffic on Zollinger will leave no room for parking, or bicycles, etc.
- Heavy traffic on Zollinger will create a huge problem during the many sports activities at the UAHS football field. There are activities going on there several days per week.
- Sidewalks along Zollinger next to UAHS have no tree lawn. They are against the curb and only 5' wide.
- UA doesn't bus students to high school. The students walk, bike, and drive.
- The busiest traffic time of day is in the morning when the kids arrive at UAHS. It's extremely congested. Thousands of commuters cutting through UA on Zollinger will add hugely to this congestion.
- There are 2 lunch periods with hundreds of students crossing Zollinger back and forth
- The traffic study projects that the connector will only decrease traffic on Fishinger (from 5 Points to Kenny) by 22%. Is it worth increasing traffic 400% in one neighborhood, to only reduce it in another, better equipped neighborhood by 22%?

The false connectivity claims

Kingsdale Mall did not die because of a lack of connectivity. Area residents know this!

At one time Kingsdale was a vibrant mall with many local and successful businesses. Many former Kingsdale business owners have reported that Kingsdale died because of mismanagement by Regency. When

Regency bought Kingsdale, they raised rents dramatically and reduced services such as snow removal. These policies drove out many of the store owners. If connectivity were the issue, Kingsdale would never have had a prolonged period of success, which it did. If connectivity were the issue, Mill Run Shopping Center would be full, Northland & City Center would still be around and Eastland & Westland would be bustling.

Quality of Life

The quality of life in UA has been sustained for almost 100 years because it is an island, not just another suburb that can be cut through on the way to somewhere else. Upper Arlington was built as a planned community. People go around, not through UA. The limited access design has even helped keep crime rates down which has allowed the city to spend less than other cities on law enforcement.

People move to Upper Arlington primarily because of the schools, the parks, the libraries, the safe streets, the charming neighborhoods and the proximity to both OSU and downtown Columbus. These factors create a very appealing neighborhood oriented life style.

The proposed new commercial buildings are going to be taller than residential buildings. They will loom over the surrounding neighborhoods, like the 5 story residential buildings on Tremont. Should this project be unsuccessful, will the developer raze the buildings or will the community be stuck with one more cement graveyard that is so common around Central Ohio?

The increased noise and pollution caused by a 400% increase in traffic is unthinkable for all who live in this area.

How can the City of UA claim to be a "green city" with this in its future? Why would anyone want to see the destruction of the old growth forest (which is a natural habitat to dozens of types of wildlife) on the land being considered for the connector just to add yet one more section of road? This form of "progress" is exactly what has been destroying green spaces throughout Central Ohio for many years.

Tax Revenue

U.A. claims it needs to increase its tax base for "our future" but will the connector even add much to that tax base, at what cost and for how long?

The developer and connector supporters wish to flood the office space market with 100,000+ sq.ft. of expensive space in 4 story buildings on Zollinger Road.

UA was designed to be ringed in office developments, not to have them built up within the residential part of the community. There are already tens of thousand of square feet for rent in the U.A. office market along Riverside Drive, Henderson Road, Old Henderson Road, Kenny Road, behind PNC Bank at 5 Points, and Lane Avenue.

Reports state there is a huge glut of office space in Central Ohio which won't be absorbed for 10 years! Reports also - state that commercial real estate across the country is being negatively impacted by economic woes affecting most commercial real estate markets.

Commercial Real Estate Deals Decline
<http://www.businessweek.com/news/2011-10-20/commercial-real-estate-deals-decline-as-u-s-rebound-cools.html>

The connector will create further isolation of the Wakefield Forest neighborhood. It will effectively “cut them off” to the rest of UA, like the widening of Kenny, Tremont, and Fishinger Roads did to Westwood Acres. Property values will drop and there will be more “cut-thru” traffic on Kirkley, Trentwood, and Brandon Roads. A loss of property value is also a loss of tax revenue.

The City of UA tax base remained stable after the failure of Kingsdale because of the residential property owners. Businesses come and go but people remain in neighborhoods because of the quality of life they offer.

Cost

U.A. City Officials have omitted some important facts about the connector.

- The cost of the project is over \$5,000,000.
- The MORPC grant request is only for 80% of the money. Who is going to pay the other 20%?
- The City of UA intends to borrow the money as soon as the grant is confirmed and pay it back when the money is available in 2016.

In their application to MORPC, they state the 2 homes at the end of Zollinger might need to be razed to make way for a traffic circle. The cost of these homes is over \$500,000 combined. Why wasn't this expense included in their budget?

More unanswered questions

- Who will the City of UA borrow the money from and what will be used as collateral?
- Should the City of UA default on this loan, what will be the consequences?
- What percentage of government projects are completed within their budget?
- If OSU & City of UA are joint owners of an office building at Kingsdale, how does their investment enrich the lives of the tax paying UA residents who will be adversely affected by a 400% increase in traffic and a reduction in property values? Who will be the winners and who will be the losers?
- Why isn't the City Council disclosing all of the facts and what the real time line is?
- Why does the City of UA list this as a “priority” in their request to MORPC?
- Why would the City of UA participate in a risky commercial project?
- Has a professional risk assessment been done by a qualified unbiased financial analyzer?

The Bottom Line

While the connector might increase temporary profits for the developer and investors, it would be a big permanent loss for the people who call Upper Arlington home and their children.

For more information about the connector visit:

Stop the Road A to Z

<http://stoptheroadatoz.org/default.aspx>



**CRITICAL FACTS ABOUT THE
 ACKERMAN -
 ZOLLINGER
 CONNECTOR!**

TRAFFIC COUNT.

Traffic count is key to increasing the price of Kingsdale properties to **investors**, as well as maximizing the rents. **This is the only reason for the proposed A-Z connector.**

- The traffic study from City of UA revealed that traffic on Zollinger Rd is currently less than 2,000 cars per day.
- The same study stated that the connector would increase traffic to 8,200 cars per day going past the UAHS on Zollinger - by 2025. That's over 400% increase.
- In 1956 UAHS was built specifically in its current location to be “off the beaten path” for safety reasons. That's why it was not built on Northwest Blvd or Fishinger Road, which is 25% wider than Zollinger Road.