

# RECORD OF PROCEEDINGS

Dublin City Council

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

July 1, 2013

Held

20

Vice Mayor Salay called the Monday, July 1, 2013 Regular Meeting of Dublin City Council to order at 6:15 p.m. at the Dublin Municipal Building.

## **ADJOURNMENT TO EXECUTIVE SESSION**

Vice Mayor Salay moved to adjourn to executive session to discuss land acquisition matters (to consider the purchase of property for public purposes) and collective bargaining matters (preparing for, conducting, or reviewing negotiations or bargaining sessions with public employees concerning their compensation or other terms and conditions of their employment).

Mr. Gerber seconded the motion.

Vote on the motion: Ms. Chinnici-Zuercher, yes; Vice Mayor Salay, yes; Mr. Gerber, yes; Mr. Keenan, yes. (Mayor Lecklider, Mrs. Boring and Mr. Reiner joined the session in progress.)

The meeting was reconvened at 7:00 p.m.

## **PLEDGE OF ALLEGIANCE**

Mr. Reiner led the Pledge of Allegiance.

## **ROLL CALL**

Council members present were Mayor Lecklider, Vice Mayor Salay, Mrs. Boring, Ms. Chinnici-Zuercher, Mr. Gerber, Mr. Keenan and Mr. Reiner.

Staff members present were Ms. Grigsby, Mr. Smith, Ms. Readler, Mr. McDaniel, Ms. Mumma, Mr. Foegler, Ms. Crandall, Chief von Eckartsberg, Ms. Puskarcik, Mr. Wagner, Mr. Hahn, Mr. Langworthy, Mr. Earman, Ms. Cox, Ms. Burness, Mr. Garcia, Ms. Ott, Mr. Gunderman, Mr. Goodwin, Ms. Ray and Ms. Husak.

Mayor Lecklider called for a moment of silence in memory of the courageous firefighters who tragically died in Arizona while attempting to control the fires and protect the public.

## **CITIZEN COMMENTS**

There were no comments from citizens for items not on the agenda.

## **SPECIAL PRESENTATIONS/PROCLAMATIONS**

Joe Erb, Board Member of the National Parkinson Foundation of Central and Southeast Ohio introduced Board Chair Bryan Alltop who accompanied him.

Mr. Erb noted that he also serves as a member of Hilliard City Council and appreciates Council allowing him the opportunity to share information. The National Parkinson Foundation of Central and Southeast Ohio has a distinct message, "Our local Chapter is dedicated to provide the care, until there is a cure." Many are raising funds toward finding a cure for Parkinson's, but their Foundation provides care for those affected by this disease.

- An estimated 4-6 million people suffer from Parkinson's worldwide, and it is the second most common neurodegenerative disease after Alzheimer's.
- The public's perception of Parkinson's disease is that it is a disease of older persons. However, more people are being diagnosed at a younger age and are coming forward. It is important to share the message so that people are aware of the help and resources available.
- In Central Ohio, there are 26 support groups; 3,000 monthly educational newsletters are sent out; and there are 10 exercise and speech therapy programs available.

- They provide services in the Dublin area and residents of Dublin can access these services.
- He noted they have several upcoming events, including a car show, and night flight. Their major event is at the end of September – “Moving Day” – and he distributed cards regarding this event.

Mrs. Boring asked Ms. Grigsby what programs the City offers at the DCRC for people with Parkinson’s.

Ms. Grigsby responded that she believes there are some educational programs done by the Senior’s group. Staff can provide an update to Council on the offerings.

Mr. Alltop added that if the City is seeking educational programs, they could reach out to the Foundation for assistance.

- National Parks & Recreation Month

Mayor Lecklider presented a proclamation to Mr. Hahn and Mr. Earman in recognition of July as “National Parks & Recreation Month.”

**CONSENT AGENDA**

Mayor Lecklider noted that three items are proposed for action on the consent agenda. He asked whether any Council member requests removal of an item for further consideration under the regular agenda.

Mrs. Boring stated that she has a general question about some of the items listed on the agenda. In terms of the contracts, is there a provision in the contract that relates to the quality of the work or quality of the materials?

Ms. Grigsby stated that before payment is made on the contract work, staff verifies that the work completed complies with the contract and that the quality meets the Code.

Ms. Chinnici-Zuercher moved approval of the actions listed for the three items on the consent agenda.

Vice Mayor Salay seconded the motion.

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

**Resolution 40-13 (Introduction/vote)  
Accepting the Lowest and Best Bid for the 2013 Sidewalk Maintenance Program.**

**Resolution 41-13 (Introduction/vote)  
Accepting the Lowest/Best Bid for the South Fork Indian Run Floodplain Fill Project.**

**Resolution 42-13 (Introduction/vote)  
Accepting the Lowest and Best Bid for the Bear Run and Amberleigh Park Stormwater Improvements.**

**SECOND READING/PUBLIC HEARING - ORDINANCES**

**Ordinance 54-13**

**Amending the 2007 Dublin Community Plan.**

Mr. Goodwin stated that the proposed amendments to the Plan were reviewed at the July 1 Council meeting, including the new web-based format. He offered to respond to any additional questions.

There were no further questions.

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

Ms. Grigsby congratulated Mr. Goodwin and his efforts with this Plan update. This project involved many divisions, Planning & Zoning Commission and City Council. The Community Plan has been the foundation of the City and demonstrates the value the City places on planning. She thanked Mr. Goodwin for his efforts in guiding this update process.

Mayor Lecklider added that Council was very impressed with Mr. Goodwin's presentation at the last meeting, and Council appreciates all of the effort and hard work involved, based on their own participation in previous Plan updates. He thanked Mr. Goodwin on behalf of Council for his leadership and everyone involved at every level.

Mr. Goodwin noted that this was truly a team effort by a wide variety of City staff.

**Ordinance 55-13**

**Amending Chapter 32 of the Dublin Codified Ordinances (Departments, Boards and Commissions) to Enact New Section 32.07, Community Service Officer Program.**

Chief von Eckartsberg stated that last year, staff initiated the Citizens Police Academy with the goal of engaging the community at every opportunity. The Community Service Officer Program is a related initiative, and the candidates for this program are all graduates of the first Citizens Police Academy. The selection process and background checks are now complete and training will now commence. This legislation will empower these individuals to enforce traffic laws and carry out related assignments. He offered to respond to any questions.

Vice Mayor Salay asked how many officers will comprise the program.

Chief von Eckartsberg responded that he estimates they will have 10 Community Service officers. The five-year strategic plan provides that the number could grow to 30, depending upon interest level and City needs.

Ms. Chinnici-Zuercher congratulated the Chief for undertaking this program. The Citizens Police Academy was a wonderful experience and she encouraged Council members and other citizens to participate. She is hopeful that staff will provide follow-up on the program through the coming months and arrange for any additional training necessary for the graduates.

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

**Ordinance 56-13**

**Amending Section 2 (Wage & Salary Structure/Administration), Paragraph (A) of Ordinance No. 73-06 ("Compensation Plan for Non-Union Personnel") for the Purpose of Incorporating Certain Job Classifications and Corresponding Pay Grades.**

Ms. Grigsby stated that at the June 10 Council meeting, she requested Council's consideration of two additional positions in the Compensation Plan. One is a new position of Director of Public Services and the second is a reclassification of an existing position of Director of Administrative Services to Assistant City Manager. These changes are related to creating a sustainable organizational structure for the City and a continued focus on the significant investment the City has in public infrastructure. Based upon the discussion at the June 10 meeting, the legislation was prepared to create the two positions and establish the appropriate pay range classification. She offered to respond to any questions.

There were no questions.

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

**Ordinance 57-13**

**Authorizing the City Manager to Execute Necessary Conveyance Documentation to Accept the Dedication of a 1.330 Acres, More or Less, 40-Foot Wide Perpetual Easement for Utilities, Grading, and a Multi-Use Path from Sawmill Hard Center LLC.**

Ms. Cox stated that the owners of the Kroger Centre at Sawmill/Hard Roads are dedicating to the City of Dublin a 1.33-acre easement for utilities, grading and a multi-use path. This dedication is a result of the conditional approval by the Planning & Zoning Commission of the preliminary development plan for the retail center. The condition required that a bikepath be provided on the west side of Sawmill Road and that easements for the bikepath be recorded to the satisfaction of the City Engineer. This easement is necessary for the existing path in place as well as for the City to have the ability to relocate an existing gas main at the time the improvements are done to the Sawmill/Hard Road intersection. Staff recommends adoption of Ordinance 57-13. She offered to respond to any questions.

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

**Ordinance 58-13**

**Amending the Annual Appropriations for the Fiscal Year Ending December 31, 2013.**

Ms. Mumma stated that this amendment provides funding for the City's initial contribution for the I-270/33 interchange project. The preferred design alternative was selected, with an initial cost estimate of \$92 million. Of that amount, the City has committed funding in the amount of \$17.25 million. At this point, ODOT is requesting payment of approximately \$3.2 million, as outlined in the memo. Staff will bring forward legislation in the coming weeks to amend an existing Tax Increment Financing (TIF) district -- specifically the Ruscilli TIF -- to allow those service payments to be used for this project. The Ruscilli TIF, together with the Upper Metro TIF will provide a significant amount of funding for this interchange improvement project.

Ms. Chinnici-Zuercher asked for the timeframe for the improvements, given that ODOT is requesting payment at this time.

Ms. Mumma responded that the \$3.2 million will be used toward the detailed design and initial studies. Construction is expected to commence in 2014.

Ms. Grigsby added that detailed design is anticipated to be completed in August of 2014 and award of the construction contract will be done in the fall of 2014, with construction initiated by the end of 2014. The project has an approximately two-year construction time period.

Mr. Keenan asked about the timing of the improvements to the east-west connectors on US 33 between Avery-Muirfield and I-270.

Ms. Grigsby responded that these improvements should be completed by the end of 2016.

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

**Ordinance 59-13**

**Authorizing the Appropriation of a 0.201 Acres, More or Less, Fee Simple Interest of Which 0.178 Acres, More or Less, is Present Road Occupied and a**

**0.036 Acres, More or Less, Temporary Construction Easement from Jon L. Reynolds and Colleen M. Reynolds, and Declaring an Emergency.**

Ms. Ott stated that this legislation authorizes the acquisition of necessary right-of-way and easements for the construction of the Brand/Coffman roundabout. There are no updates subsequent to the first reading. She offered to respond to any questions.

Mr. Keenan moved to treat this as emergency legislation.

Vice Mayor Salay seconded the motion.

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

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

**INTRODUCTION/FIRST READING – ORDINANCES**

**Ordinance 60-13**

**Authorizing the Execution and Delivery of a Development and Tax Increment Financing Agreement and an Infrastructure Agreement to Provide for the First Phase of Redevelopment of Dublin Village Center.**

Mr. Keenan introduced the ordinance.

**Ordinance 61-13**

**Authorizing the City Manager to Execute and Deliver Documents on Behalf of the City to Accept Title to a Parcel of Real Property within the Dublin Village Center and to Transfer that Parcel Back to the Original Owner.**

Mr. Gerber introduced the ordinance.

Mr. Foegler stated that this is a first reading for both ordinances, noting that staff had earlier indicated to Council that staff would propose the ordinances for emergency passage tonight. For a variety of reasons, including the timing of the School District action on the Tax Increment Financing agreement and some related business terms with the development team, Council will have a first reading tonight with a second reading/public hearing of the legislation on August 12.

He noted the following:

- This sets the framework for the first phase implementation of the redevelopment of Dublin Village Center. The economic development agreement and the infrastructure reimbursement agreement are the two major elements of Ordinance 60-13. Those essentially lay out the private and public requirements associated with this first phase. The major element of the private improvements includes the proposed development by the Edwards Company of a 324-unit multi-family. Also included in phase one private improvements is the renovation of the cinema, which is currently underway, as well as the renovation of Applebee's.
- From the Administration's perspective, what is viewed as particularly of value and noteworthy – in addition to the urban style of housing that is consistent with the Bridge Street District – is the establishment of the grid in this area as the framework to guide future redevelopment.
- The elements of the funded public improvements include the incremental costs of the podium parking and construction of as much of the public road system as can be leveraged with the available TIF revenue to create the road system around that multi-family project, around the theater and to open up some adjacent development sites.
- The infrastructure reimbursement agreement would provide for the Edwards Company, as has been done in the past, to implement the required public improvements on behalf of the City and would have a reimbursement agreement, typical of those used by the City in the past.

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- Ordinance 61-13 simply relates to a provision of this specific Chapter of the TIF statute – Chapter 41 – which has not been used previously by the City. It makes reimbursement for some private improvements and eligibility in cases where redevelopment is being done. This is one of the City's first major redevelopment sites. The parking improvements will be privately owned and managed. To be eligible for that, the property must be in the chain of title, albeit very briefly – in this case, for one day. Ordinance 61-13 provides for the City taking title and then turning the title back over to meet this statutory obligation.
- Staff expects to be in a position to request Council action at the August 12 meeting. By that time, staff hopes to have made good progress on the final business terms and final negotiations with the School District on the TIF arrangement.
- Other related items before Council on tonight's agenda are: 1) consideration of an easement for a waterline so that the site is ready for development when the agreements are finalized; and 2) the approval of the preliminary plat, which is a prerequisite for the project to move to the next phase of implementation. Staff is requesting Council action on these two items tonight.
- Staff will be requesting Council action on Ordinances 60-13 and 61-13 at the August 12 Council meeting.

He offered to respond to any questions.

Mrs. Boring commented that in the past, there were concerns about water capacity in this general area. With this proposal of 300 plus residential units, how is the water capacity issue being addressed?

Mr. Foegler responded that in the broadest sense, his understanding is that as part of the Bridge Street District analysis, detailed infrastructure studies were done regarding all the basic infrastructure systems and their adequacy. As the permits are issued, and as Dublin and Columbus do their reviews, that adequacy will be confirmed.

Ms. Cox added that extra loops will be installed with this system. There are existing 12-inch waterlines on Tuller, Village Parkway and Dublin Center Drive and connections will be made to those with eight-inch lines. There will be new line on the main street of John Shields Parkway as well as one that loops on the eastern street.

There will be a second reading/public hearing of Ordinances 60-13 and 61-13 at the August 12 Council meeting.

**Ordinance 62-13**

**Authorizing the City Manager to Accept the Dedication of 2.71 Acres, More or Less, and 0.03 Acres, More or Less, Fee Simple Interests for Water Line Easements from Whittingham Capital, LLC, and a 0.26 Acres, More or Less, Fee Simple Interest for a Water Line Easement from Clearview Dublin, LLC, Located South of Tuller Road and East of Village Parkway, City of Dublin, County of Franklin, State of Ohio, and Declaring an Emergency.**

Mr. Gerber introduced the ordinance.

Ms. Cox stated that the owners of Dublin Village Center have requested to move forward with water line construction for the redevelopment of the Center. Dublin Engineering staff and the Columbus Division of Water staff will require that an easement be recorded and in place where the new public water lines will be installed prior to approval of the construction drawings. This will allow access to the lines, once installed, for maintenance purposes. In order to support the redevelopment of the Dublin Village Center and the developer's proposed schedule, staff is recommending that Council dispense with the public hearing and approve Ordinance 62-13 by emergency. She offered to respond to questions.

Mayor Lecklider offered an opportunity for public comment, but no testimony was provided.

Vice Mayor Salay moved to dispense with the public hearing and treat as emergency legislation.

Mr. Gerber seconded the motion.

Mrs. Boring asked staff to provide the justification for emergency action.

Mr. Smith responded that the easement must be recorded in order that, ultimately, the safety issues can be addressed.

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

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

**Ordinance 63-13**

**Authorizing the Provision of Certain Incentives to Navidea Biopharmaceuticals, Inc. to Induce it to Retain an Office and Associated Operations and Workforce within the City, and Authorizing the Execution of an Economic Development Agreement.**

Mr. Gerber introduced the ordinance.

Mr. Garcia stated that staff has been in discussion with Navidea Biopharmaceuticals regarding the retention of and expansion of their Dublin headquarters. Navidea has received news coverage recently in conjunction with "Lymphoseek" - a diagnostic agent used for cancer treatment and treatment of Alzheimer's disease. In March of 2013, their drug was approved by the U.S. FDA and is currently distributed in the United States by Cardinal Health. Recently, they have partnered with a European distributor as well and hope to have that distributed in the European Union by the end of the year. The proposed agreement includes a five-year, 10 percent performance incentive on withholdings collected for 2014 through 2018. In consideration, Navidea agrees to retain 40 jobs in Dublin and create 20 new full-time jobs by the end of 2019. He offered to respond to any questions.

Vice Mayor Salay asked him to describe the 20 new jobs.

Mr. Garcia responded that they include office support, senior management and research and development staff. Average wages are in excess of \$100,000.

Mayor Lecklider asked where Navidea is presently located.

Mr. Garcia responded that they are located in Metro Center and are reviewing other location options that can accommodate 25,000 square feet for the expansion. They hope to make a decision very soon. They currently occupy approximately 14,000 square feet in Metro Center.

There will be a second reading/public hearing at the August 12 Council meeting.

**Ordinance 64-13**

**Authorizing the Provision of Certain Incentives to Persistent Systems Inc. to Induce it to Create an Office and Associated Operations and Workforce within the City, and Authorizing the Execution of an Economic Development Agreement.**

Mr. Gerber introduced the ordinance.

Mr. Garcia stated that the company is based in India with headquarters in California. They plan to open a local office in the region, resulting in 30 new positions by the end of 2013. The company received approval at the end of June from the State of Ohio Tax Credit Authority and has selected Dublin over the competing cities of Charlotte

and Seattle. The company is looking at 5-7,000 square feet of office space and hopes to make a location decision within the next 30-45 days.

Mayor Lecklider asked if the company initiated the contact with the City.

Mr. Garcia responded that the project came to the region through Columbus 2020, identifying Dublin as a potential community for the company, based on their needs and based on the strength of Dublin's business cluster for Information Technology. The recent IBM announcement solidified the company's decision about locating in the community. The company provides some contract work to Cardinal, and wanted to locate the office in Central Ohio.

Mayor Lecklider asked about the number of employees working at their headquarters in California.

Mr. Garcia responded that he will provide information on the number of employees they have at their headquarters.

There will be a second reading/public hearing at the August 12 Council meeting.

**OTHER**

- Approval of Rights-of-Way Plat for Dublin Village Center

Mr. Goodwin noted that Mr. Foegler referenced this proposal in his earlier comments tonight. As described in the memo provided to Council, this proposal for new street rights-of-way received extensive discussion by the Planning and Zoning Commission during their review. He noted the following:

- This is a proposal for a preliminary plat to establish new street rights-of-way for approximately seven acres of land within the existing Dublin Village Center shopping center. This site is zoned within the Bridge Street Corridor as "Sawmill Center Neighborhood District."
- At the May 16 Commission meeting, the Commission reviewed a Basic Plan application for the initial phases of redevelopment of the Dublin Village Center. That proposal included the preliminary concept for a development plan for the central portion of the DVC site, and that establishes the initial street network and block framework that will lay out the new blocks for development as additional phases of development continue.
- The Basic Plan also included the preliminary details of a proposed site plan for the Edwards apartment project, which Mr. Foegler described earlier tonight and as shown on the slide.
- The Basic Plan lays out new rights-of-way for four new streets within the central portion of the DVC. At this time, staff has not received a full master plan for the full build out of the DVC. This establishes the initial phases of development. Additional development plan and site plan reviews will be required as additional phases proceed in the future.
- One of the primary items of discussion at the Commission review related to the establishment of the easternmost leg of John Shields Parkway. This is a district connector street intended to connect Sawmill Road from the east, across additional land to the west, eventually connecting to Riverside Drive. This will eventually extend across the Scioto River when a new bridge is constructed in the future. The focus of the discussion was the appropriate provision of bicycle facilities for this stretch of John Shields Parkway.
- He displayed a graphic of the Bridge Street District Area Plan, now adopted as part of the Community Plan. The DVC site is outlined in orange. Shown in purple on the graphic are existing multi-use paths within this area. Shown in dashed orange lines are conceptual alignments of future bikeways.
- One of the bicycle facilities proposed for portions of the Bridge Street District is a cycle track system, which is similar to a bike lane but designed at the same grade level of the sidewalk rather than on the street. Outlined in blue is a loop

system that staff has planned for portions of John Shields Parkway, Village Parkway and extending back to Riverside Drive. The system would also connect Village Parkway to Sawmill Road and eventually extend across the river by connecting to the planned pedestrian bridge and across a new vehicular bridge as John Shields Parkway is extended to the west in the future.

- He shared a graphic from the original Bridge Street Corridor Vision Report, showing a concept for how various types of pedestrian and bicycle facilities may be integrated into a more urban street system. In particular, this concept is envisioned for portions of John Shields Parkway that are intended primarily to have urban residential development context along those portions of the street.
- By contrast, for the Dublin Village Center, the development context is intended to change dramatically to the east. He shared two graphics from the Bridge Street District Area Plan, noting that the top graphic was also included in the original Bridge Street Corridor Vision Report, illustrating a very high density, very mixed use, highly walkable environment – with great emphasis on pedestrian mobility, and on bicycle and vehicle mobility as well. The intent here is primarily for a shopping/dining/entertainment type of district; there will be residential uses in this district as well as a mixed-use environment. The intent here, as staff has gone through the planning process for the Sawmill Center Neighborhood, is that cyclists are expected to ride within the roadway on these more urban streets. Certainly, cyclists traveling to the DVC may also choose to park their bicycles at a public rack and proceed on foot to their destination.
- In keeping with that design intent, staff worked with the applicant to develop a proposed street section for John Shields Parkway within the DVC, as shown and which was reviewed by PZC with the Basic Plan review. This includes two standard 11-foot travel lanes, 8-foot parallel parking lanes, a narrow carriage walk that allows pedestrians to step out of their cars before reaching the tree lawn, and a sidewalk system behind the tree lawn. This includes approximately 10-foot wide sidewalks in keeping with the more pedestrian retail nature of the development intended for this area.
- At the Basic Plan review, the Commission expressed concern with this approach, noting that some specific provision for bicycle facilities should be accommodated on John Shields Parkway within this area. The Commission drafted a condition of approval that the applicant provide a designated bicycle way and enhanced pedestrian pathways on John Shields Parkway.
- Staff proceeded to work with the applicant to develop an appropriate solution that met the intent of the Commission's condition.
- One option considered was extending the typical John Shields Parkway section with the cycle track system. This would provide one-way cycle travel at the same grade as the sidewalk on either side of the street. Staff discussed this with the applicant as an option to extend through the DVC. However, the applicant expressed concern with this approach. Given the high volume of pedestrians intended in this area and likely high turnover of on street parking, the applicant was concerned that considerable conflict between pedestrians and cyclists would occur at the same level of the sidewalk. The applicant was ultimately not supportive of this approach.
- The applicant then developed an alternative solution – a hybrid – that would instead provide a shared two-way, eight-foot bicycle path that would also be used by pedestrians on one side of the street. Staff felt this appropriately met the intent of the Commission's condition and recommended approval when submitted with the preliminary plat on June 20. Upon further consider, however, the applicant determined that they remained concerned with the potential for pedestrian/bicycle conflicts with this proposal as well and developed an alternative solution.

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- This alternative removes the sidewalk level bicycle way and instead widens the vehicular travel lanes from 11 feet to 14 feet, providing a sharrow marking on the outside edge of the travel lane – the same as those used on Emerald Parkway.
- Staff is not in favor of this approach in DVC for reasons outlined in the memo. The intent of streets within the Bridge Street District, particularly in these dense urban environments is to minimize pavement width. That will help to moderate travel speeds of traffic through the area. Staff is concerned that any additional pavement width will only serve to increase travel speeds, which is counterproductive to providing a space for cyclists on the roadway. The wider pavement width will also increase pedestrian crossing distances at crosswalks at the street intersections. By providing the sharrow at the outside edge of the travel lane, between the travel lane and parallel parking, it will place the sharrow within the door swing zone of the parallel parking and will encourage cyclists to ride in a more dangerous portion of the roadway.
- The Commission agreed that this was not an appropriate solution to meet the intent of their original condition from Basic Plan Review. They also felt that the alternative solution of the eight-foot shared pedestrian bicycle path did not meet the intent of their condition. The Commission drafted a new condition during the preliminary plat review: that the applicant continues to work with staff to design the proposed bicycle facility for John Shields Parkway as a space separately designed, to avoid conflicts with pedestrians and vehicles, and that the street section be modified prior to submission to City Council. Staff proceeded to work with the applicant to find an appropriate solution. One of the options proposed by the applicant was to provide a striped and dedicated bicycle lane on the roadway. That would actually have further widened the pavement width of the vehicular travel lanes and therefore staff is opposed to that solution for this urban environment area.
- Ultimately, staff and the applicant came to the recognition that it may not be possible to meet the objectives of all parties involved. Staff worked with the applicant to develop the proposed section as shown on the slide and as submitted to Council as part of the preliminary plat. This solution returns to standard 11-foot travel lanes; it does provide a sharrow within the roadway, within the center of the roadway versus at the edge of the roadway. The concept is that these are full, shared vehicular/bicycle lanes, which is becoming a more common solution for certain types of urban streets. The intent is that these are low speed streets and the cyclist should be able to ride safely within the street – as long as the cyclists know where it is appropriate for them to ride and the motorists know where it is appropriate as well. This solution would also include regulatory signs specifying bicycles may use the full lane, which is permitted by law. Motorists will respect the right of cyclists to be in this portion of the roadway.
- This solution also meets another Planning Commission condition, which is to provide minimum eight-foot sidewalks on John Shields Parkway. This option actually provides 10-foot wide sidewalks within the public right-of-way. This is similar to the original proposal with the Basic Plan and staff and the applicant both believe this is appropriate for the design intent for this urban street.
- The section is included in the proposed preliminary plat as submitted to Council. That plat provides rights-of-way for four new streets: Trinity Street to the west of the proposed Edwards apartment project; Tradala Row to the east; Tollgate Avenue south of the new Edwards apartment project and south of the AMC theater; and John Shields Parkway running through the center of the site. Some additional right-of-way for Dublin Center Drive will be reconfigured to a "T" intersection with John Shields Parkway.
- In terms of the five conditions of approval appended by the Planning Commission, four are met with this proposal. Condition #5 remains

outstanding, dealing with the provision of a separately designated bicycle space. Staff believes that this condition cannot be met while achieving the objectives of the applicant in a manner that is acceptable to both the Planning and Engineering staff.

Staff recommends approval of the proposed street section as submitted to Council and recommends approval of the preliminary plat with two conditions:

1. That the subdivision requirement stating rights-of-way lines at street intersections must be connected with a straight line tangent be waived with this proposal; and
2. That the proposed street section for John Shields Parkway, including 11-foot wide shared vehicle/bicycle lanes, 2.5-foot wide carriage walks, 6-foot wide tree lawns and 10-foot wide sidewalks be approved with this preliminary plat.

He offered to respond to any questions. The applicant is available to respond as well.

Mr. Reiner stated that he is not satisfied with the solution. In looking at the original option recommended, he can understand that six-foot width walks may be tight. But couldn't the bike only lanes, shown as eight-foot and one way, be modified by removing two feet and adding that to the pedestrian walkways abutting the buildings? This would allow more comfortable movement along the street for retail patrons.

Mr. Goodwin clarified that the bike only lanes are five feet in width plus the carriage walk to accommodate for the door swing zone. His suggestion is an option that would be generally consistent with the overall cycle track system planned for other portions of John Shields Parkway. Ultimately, the applicant is not in favor of and will not agree to provide a bicycle way at the same grade as the sidewalk system.

Mr. Reiner stated that this is the direction the City is headed in for this environment, and by making the changes requested by the developer, the City is not in keeping with its intent. He agrees with the developer that as much sidewalk space as possible for pedestrians is desirable. His suggestion is the only option to achieve a reasonable solution.

Vice Mayor Salay asked staff to display the graphic that shows the loop of the proposed cycle track.

Mr. Goodwin noted that the blue lines on the graphic show the preliminary alignment of the cycle track system. Staff's planning for the cycle track system was to intersect Village Parkway and then use Village Parkway as a primary means to access Sawmill Road to the east. Hopefully, new bicycle facilities will be built in the future in the City of Columbus to connect. Also, the track would loop back along a new street system to Riverside Drive, and plans call for a two-way cycle track on the east portion of Riverside Drive. Tonight's discussion focuses on the portion of John Shields Parkway as shown.

Vice Mayor Salay stated that there are some cyclists who are comfortable with riding in the streets and others with less experience who are not comfortable in that right-of-way. Assuming cyclists want to remain on their bicycles, what option is available if they don't want to ride in the traffic? If there is not a designated spot for them, what kind of environment is being created? She believes the proposal does not meet what the Commission has requested. Her major concern is that this is a combined facility, which in principle works, but does not accommodate those not comfortable with riding in traffic.

Mrs. Boring agreed, noting that she does not believe families on bikes will use the street but will instead use the sidewalk.

Mr. Goodwin stated that will sometimes occur, as there will always be cyclists not comfortable riding in the roadway regardless of the system provided – even if there are dedicated bicycle lanes. Certainly, families with young children will not be comfortable using that type of facility. People may choose to use the wider sidewalk,

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and hopefully that can be accommodated without making it a designated space that encourages that conflict between pedestrians and cyclists. Staff also expects that if someone doesn't live within Dublin Village Center and they are cycling to a destination in that area, once they reach DVC, there is a 3-4 block span that is very walkable. Staff expects that bicycle parking facilities will be provided throughout the area.

Mr. Reiner asked about the overall dimension.

Mr. Goodwin estimated it is less than ¼ mile, which is a walkable distance within five minutes.

Mr. Reiner stated that the bikepath system as laid out stops and converts over to the road system in this location. Most of the renters living in the apartments will keep their bicycles in their units. The layout of this system in this location is not acceptable to him. The City is trying to promote biking to work, and sharrows painted in the street is not the best solution to meet that objective.

Mr. Gerber agreed with Mr. Reiner, noting that the proposed alternative staff has brought forward satisfies the developer's concerns. Equally important, however, is to satisfy the conditions set by the Commission. He has reviewed the Commission's minutes and noted that the applicant's legal representative agreed to the conditions. But it seems that staff and the developer do not want to meet the condition. He believes Mr. Reiner's proposal is a workable solution.

Mr. Goodwin clarified that the Commission emphasized that they did not want to design a specific facility or dictate exactly what the facility should be. They did request that staff meet the objective of providing a separate space. He concurs that the proposed solution does not meet the letter of that condition. However, the Commission did not make it clear if their preference was for an on-street facility or an off-street facility.

Mr. Gerber commented that he does not believe the sharrow system will work in this area and he is not in favor of this solution.

Mr. Keenan asked staff to compare this project to the Easton project. How does Easton address this issue?

Mr. Goodwin responded he is not familiar with any specific designated bicycle facilities within Easton. The streets are low speed and very narrow, and he has observed some bicycles using those streets.

Mr. Keenan stated that there is a mix of uses at Easton with retail and apartments, but it was apparently not addressed in that project.

Ms. Chinnici-Zuercher commented that she has never observed anyone on a bicycle at Easton, as the center is not conducive to that. Further, the apartments are not integrated into the center but are external and located across a street. Conceptually, this is not the same as the DVC. It seems that the intent of the Commission, based on their minutes, is that the concept with the 14-foot roadway sections with sharrows designated on the roadway is acceptable.

Mr. Goodwin responded that when the Commission reviewed the proposed 14-foot lane with the sharrow as drawn, they did not believe that it met their original condition. That is why they drafted the new condition, using the term "separately designated."

Ms. Chinnici-Zuercher stated that the reason she is opposed to this alternative is not because of the separation, but because it is 14 feet in width. This is not consistent with narrow streets, which slow traffic and are therefore more pedestrian friendly. The parallel parking also reduces the speeds in the area.

Mrs. Boring stated she is not supportive of the alternative proposed by staff. It will create more conflict. She wants to create a separated system for the bicycles versus something like Emerald Parkway where sharrows were added to squeeze in the bike traffic. She is not supportive of having the bicycles share the roadway. The

Commission discussed this at length, and they wanted something totally separate from the street to accommodate the cyclists.

Vice Mayor Salay stated that staff has indicated the developer is opposed to something that is at the same grade as the sidewalk. What about the option of a bicycle lane being dropped down and adding curbing? This would alert people to the bicycles using the designated area.

Mr. Goodwin responded that option was briefly discussed at the Commission. This solution has been implemented in some cities, often as a retrofit condition by eliminating an existing parking lane, if there is space in the roadway to accommodate it. It is certainly an option and the applicant can address their view of this. The applicant's concerns were two-fold -- that the sidewalk and the cycle track were at the same level, but also that the cycle track and the cycle track movement would be located between the face of the building and the parallel parking zone. Another consideration was the complications that would create at the street intersections, as the streets are intended to be designed with a bump out that narrows the crossing distance even further for pedestrians. Significant rework of the design would be needed to accommodate a cycle track at the street level that would go through that raised bump out. There are various ways to design those solutions.

Mayor Lecklider stated that the alternative proposed in the packet materials is acceptable to him, based on what he believes is trying to be achieved -- an urban environment with suburbanized streets. He would not support widening of the streets. The goal is to create a low speed environment where the cyclists will be as safe as in any low speed environment. He also believes there is the opportunity for those not as comfortable riding with vehicular traffic to use the 10-foot wide sidewalks. What he envisions is the ability to reach this dense area that is designed to be walkable. It will be a destination, and people can use these other means with dedicated opportunities to ride their bicycles to the center, where the vast majority will park their bikes and walk around the center. There will be opportunities to ride through the center and across Sawmill Road. He believes that the alternative offered in the packet materials is preferable and is in keeping with the concept, as he understands it for this area.

Mrs. Boring stated that her concern is that this be done right the first time. The difference between Dublin and the Short North is that this facility can be implemented now -- there is no need for retrofitting. She remains confused about the conflict between the cyclists and the pedestrians.

Ms. Chinnici-Zuercher asked staff to clarify the area of the plan as shown in blue on the graphic. There is a need to be consistent in this area, as the City is changing the pattern of behavior for those who traditionally ride bikes in Dublin.

Mr. Goodwin responded that this is the street section that would represent the implementation of cycle tracks, one way, on either side of the roadway. Once that section ends and intersects with another street section, a transition will be needed at the intersection into an on-road shared lane facility, as proposed, or any other different type of facility. Those details have yet to be worked out. Engineering is confident this can be done. There will always be transitions at certain intersections as there will never be "one size fits all" facilities appropriate for every roadway. He explained that the design intent, initially, as staff envisioned, is that the development character changes so much to the east of Village Parkway within the planned redevelopment of Dublin Village Center that it is appropriate to change the bicycle facility as well. However, that is not to say that a cycle track or some other type of facility could not be incorporated. This simply is consistent with the original design intent.

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Mrs. Boring noted that John Shields Parkway is a major east/west connector. What is being proposed is changing this connector in the middle of it.

Mr. Goodwin responded that there would be a different development context than is expected to the west of Village Parkway. The change in character would occur at the intersection of John Shields Parkway and Village Parkway.

Mayor Lecklider stated that he had always envisioned that people visiting this part of Dublin would find it was distinctly not like Dublin, as it exists today. It seems that the proposals being discussed by some Council members tonight would suburbanize this. This is a concern for him. Bicycles are not prohibited; they can share the roadway with vehicles; high-speed traffic is not expected in this location; cyclists can use the 10-foot sidewalk area. He expects bicycle traffic to be considerably less in this area. Cyclists will learn the safest, smoothest route to their destination. Cyclists traveling from north to south or from west to east will not ride through this area unless they are headed to a destination in the Dublin Village Center. They will park their bikes if headed to a destination in the Center.

Ms. Chinnici-Zuercher disagreed, noting that John Shields Parkway will be the east-west connector from Riverside Drive. It will not be used exclusively by those who live in the residential portions of the Center.

Mayor Lecklider asked what destination Dublin residents would be headed to beyond this District.

Ms. Chinnici-Zuercher responded the destination would be the stores and restaurants on the east side of Sawmill Road.

Mr. Goodwin clarified that there is not a full access intersection at the proposed John Shields Parkway intersection with Sawmill Road.

Mrs. Boring summarized that the portion of John Shields Parkway – between the orange lines on the graphic – is what is proposed to be modified. To her, it does not make sense to modify the design in this in one portion of the roadway. It creates confusion and will set a precedent for other roadway designs of connectors.

Mr. Keenan noted that the bicycle enthusiasts will be on the roadway – they will not use bicycle paths or tunnels, based on his experience.

Mrs. Boring responded that Dublin wants to be a bicycle friendly city and to encourage the casual cyclists to use their bicycles.

Mr. Reiner stated that people living in the residential areas of the District will ride their bikes through the District and beyond; they will not park their bikes and walk through the District. Now is the opportunity to do this right.

Mayor Lecklider invited the applicant to testify.

Kerry Reeds, MKSK, 452 South Ludlow Alley, Columbus stated that the intent is to have as many people walking on the sidewalks and in and out of the retail stores as possible. Putting bicycles on a sidewalk is trading one potential conflict for another. Motorists' expectations in an active, low speed, dense environment such as this are that there might be bicycles on the street. When a motorist exits a car, the expectation is they step onto a sidewalk for pedestrians. Regarding the concern about the nature of John Shields Parkway changing, it is appropriate, given the different environment of the area immediately to the east. The intent is that there are existing facilities and planned additional facilities for access. As alluded to, a multitude of bicycle parking will be provided at every intersection and encouraged so that people will patronize the shops and the theater.

Mr. Reiner stated that he does not agree with Mr. Reeds' comments. There is a huge transition of trees separating the pedestrian zone. The City is making every effort to encourage citizens to use bicycles to commute to work and to shop. There is a 19-

foot platform of surface, which is huge. He also takes issue with motorists exiting vehicles and cyclists not being aware of that.

Mr. Reeds responded that another consideration is that there will be a considerable conflict at the intersection with bicycles, strollers, and pedestrians using the same space. The pedestrians should not have to compete with bicycles at crosswalks. In terms of the urban envelope that is being created, dedicated bike lanes effectively split the buildings apart, make the road over a lane wider, and change the character of the area. The vibrancy of the pedestrian environment is impacted with this alternative.

Kevin McCauley, Stavroff Interests, 545 Metro Place South stated that they have studied several urban environments, including Easton, in this planning. They have been specific in their plan for 15 feet between the tree lawn and the building. Trying to accommodate a bikepath will increase the hardscape, pushing the buildings back. Installing a bikepath between the cars and sidewalks will tear apart the fabric of an urban development.

Mr. Gerber commented that this could be an issue related to the form-based Code. Council is not viewing the entire design layout, but only the streets – working in a vacuum to some extent.

Mr. McCauley agreed, noting that the dedication of right-of-way is being done before information regarding all the other sections is available to share. The only section available is the Edwards project. Planning & Zoning Commission had issues related to the Code as well, but it is the process in place.

Mr. Reiner stated that he believes the eight-foot bicycle track should be modified to six feet.

Mr. McCauley responded there will be over one million visitors to AMC, and two million visitors to the Center. They do not know how many bicycles will be used to access the Center. They must also consider intersection impacts and conflicts for bicycles and pedestrians. Cycle tracks are made for high speed where there are no crossings. There are a minimum of five crossings in this 1,200-foot section. The Commission did agree that the less bicycle activity on the sidewalk, the better. He recalls that at the end of the hearing, Ms. Groomes indicated that if the safest location for the bicycles is determined to be in the roadway, that is where they should be. The applicant believes that having the bicycles on the roadway is the best alternative.

Mr. Reiner responded that, based on his review of the Commission minutes, he believes that the Commission wanted a separate bikepath – not in the street. Mr. McCauley's statement is inaccurate.

Mr. Gerber agreed.

Mr. McCauley stated that Ms. Groomes did comment that if the bicycles have to go in the street, that is what should happen.

Mr. Reiner pointed out that it is not necessary for the bicycles to be in the street. Further, a cyclist needs only a six-foot lane – not eight feet. Narrow streets slow cars. The best solution is what he suggested earlier tonight.

Mr. McCauley stated that they have discussed the alternatives thoroughly. The alternative Mr. Reiner is suggesting is not acceptable to the applicant. The retailers have indicated that having bicycles on the sidewalk with pedestrians will not work. As the developer, they cannot move forward with that alternative. If that is ultimately what is mandated, the project cannot move forward. They have worked for months with staff on this bikepath. The goal is to have high urban density and a pedestrian friendly area – not bicycles traveling through it. They request that Council approve the alternative that staff and the applicant are recommending.

Mr. Reiner stated that there is a treed area separating the bicycles and pedestrians. Shrubs could be used to separate the two groups as well. The least expensive alternative is to paint sharrows on the street, but the conflicts with cars will be

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dangerous for the cyclists. He has traveled to many cities such as Portland and is familiar with how this has been handled in other cities.

Vice Mayor Salay noted that Mr. Goodwin has indicated staff is supportive of the applicant's position at this point. She is curious about the evolution of this issue on staff's part, as at the beginning of tonight's presentation it was noted that staff wanted separate facilities. What has transpired in staff's view in regard to this neighborhood?

Mr. Goodwin stated that staff's position at the outset of this process was that a street system similar to this was acceptable, consistent with the design intent for Dublin Village Center. This would not include the cycle track or any separate provision for a bicycle facility. The thinking was that cyclists in this very dense, urban environment would tend to use the roadway or walk.

Vice Mayor Salay asked for confirmation that it was therefore never envisioned that this particular part of the neighborhood would have cycle tracks or separate cyclist facilities.

Mr. Goodwin responded that there was an earlier concept proposed by Nelson Nygaard, transportation consultants, that did propose a general bikeway system. One option would have brought it around Tuller Road to the north of this site, or potentially through it, but that was never finalized among staff. There were a number of options considered, and as the planning process proceeded, staff ultimately arrived at the solution recommended tonight. The cycle track would diverge at Village Parkway and because of the change in development character within Dublin Village Center, staff has for some period of time now assumed that the street section would be different in this portion.

Mayor Lecklider stated that as one travels east across Sawmill Road, what is the destination to which they are traveling on a bicycle? In terms of the people the City is trying to attract to the Bridge Street District by creating this environment, he doesn't envision them traveling to the east on a bicycle across Sawmill Road.

Mr. Reiner commented that the destinations across Sawmill would likely be Whole Foods and the major shopping center.

Mrs. Boring added that, eventually, it will evolve. On the plan submitted and dated June 24, 2013 with the sharrows in the roadway, there are still 19 feet shown – 3-foot carriage, 6-foot tree lawn, and 10-foot concrete walk. She is hearing from the developer that this width is not possible.

Mr. Reiner stated that if the setback is that great, there will potentially be huge sidewalks. The solution he is proposing is much better.

Mrs. Boring stated that for the version with the dedicated bike lane, that shows 19 feet and the one with bikes in the roadway is still 19 feet. Mr. Reiner is correct, that there will be a huge sidewalk area that the bikes will use in any case.

Mr. Goodwin clarified that, depending upon the width of the sidewalk within the public right of way, the setback of the buildings is likely to respond to that. The wider the sidewalk within the right-of-way, the closer the buildings will likely be designed to the public right-of-way. So there is variability permitted within the Code.

Ms. Chinnici-Zuercher asked for clarification regarding which option Council is being asked to vote upon tonight.

Mr. Goodwin responded that staff is requesting that Council vote upon the section shown on the slide with the shared vehicle and bicycle lane.

Ms. Chinnici-Zuercher added that in downtown Columbus, it is common to have bicycles in the roadway. On Gay Street, which is boulevarded, has parallel parking and has condominiums, the bicycles are in the roadway. It is difficult to envision this locally, but in urban areas, this is not uncommon.

Mr. Keenan agreed, noting there are many patio spaces along Gay Street and the area seems to work well for everyone.

Vice Mayor Salay stated that after hearing all of the discussion, she has been persuaded that in this particular neighborhood it is acceptable to have the bicycles in the roadway. She believes that most people would elect to walk their bikes in the District if the traffic in the District is heavy and they are not comfortable riding in the street. She is now comfortable with the option being recommended tonight by staff.

Mr. Keenan moved approval of the rights-of-way plat for Dublin Village Center as submitted to Council in the packet for the July 1 meeting and as described in Condition #2:

- 2) That the proposed street section for John Shields Parkway including 11-foot wide shared vehicle/bicycle lanes, 2.5-foot wide carriage walks, 6-foot wide tree lawns and 10-foot wide sidewalks be approved with this preliminary plat.

Vice Mayor Salay seconded the motion.

Vote on the motion: Mr. Reiner, no; Mayor Lecklider, yes; Mrs. Boring, no; Vice Mayor Salay, yes; Mr. Gerber, no; Ms. Chinnici-Zuercher, yes; Mr. Keenan, yes.

#### STAFF COMMENTS

Ms. Grigsby:

1. Stated that information was provided in Council packets regarding a refund request for a Board of Zoning Appeals variance application fee from John and Trisha Buckley. The Board heard their case on June 23 and denied their request for a variance. The basis of the Buckley's refund request is that the City should have provided better information to them concerning their chances for approval. After review of the facts, staff recommends their request for a refund be denied. Staff is requesting Council concurrence with their recommendation.

Mr. Keenan noted that he reviewed the records, and there were three different opportunities for them to hear from staff that the fee was non-refundable.

Mr. Keenan moved to approve the staff recommendation for denial of the refund request from John and Tricia Buckley for the BZA variance application fee.

Ms. Chinnici-Zuercher seconded the motion.

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

2. Stated that information has also been provided on the dais regarding a concept for a golf ball community art campaign, developed from discussions with PGA and members of the Presidents Cup stakeholders committee. Also provided was an update on the events being planned during the Presidents Cup that are consistent with what Council previously approved for the event. Staff continues to work on some other concepts previously reviewed by Council. The golf ball community art campaign is a new item; it was not included with the previous items discussed by Council. She noted that 18 golf ball art pieces were initially considered, but due to time constraints, staff is now recommending nine golf ball art pieces be purchased.

Ms. Chinnici-Zuercher stated that her concern relates to the sponsorship opportunities for the Presidents Cup being offered by Columbus 2020 and whether there will be a restriction regarding which companies can be solicited for participation in the Dublin golf ball community art campaign.

Ms. Puskarcik responded that Dublin-based companies will be approached first.

Ms. Chinnici-Zuercher stated that a number of those companies are part of the partnership and already actively engaged. Is there free rein to approach any company?

Ms. Puskarcik responded that there are no constraints.

Ms. Chinnici-Zuercher asked if there are other opportunities for sponsorship for Dublin companies in addition to the golf ball project.

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Ms. Puskarcik responded that there are sponsorship opportunities for the state VIP event. There will be many planning meetings going forward, and any opportunities to solicit funding will be pursued. The Dublin and Convention Visitors Bureau will be doing the same.

Ms. Chinnici-Zuercher inquired if the Dublin Arts Council would be seeking sponsorships for the "Playing through Piano" project. Will the City have any role in that?

Ms. Puskarcik responded that Dublin Arts Council is not seeking sponsorships. The \$22,000 amount indicated in the memo is for the piano purchase, canopy, and the artist for the Presidents Cup event. If the project were to be continued after the Presidents Cup, there would be additional costs.

Ms. Chinnici-Zuercher asked if it would be possible to request a piano company as a sponsor.

Ms. Puskarcik responded that there has already been an offer from a party to provide the next piano.

Ms. Chinnici-Zuercher stated that she wants to make it clear that Council's approval of the piano element applies only to the Presidents Cup event, nothing on a continuing basis.

Mrs. Boring asked if an artist has been selected for the piano project.

Ms. Puskarcik confirmed that an artist has been selected to paint the street piano with a Presidents Cup theme.

Ms. Chinnici-Zuercher inquired if a Dublin artist had been chosen.

Ms. Puskarcik responded that a Dublin artist was not selected. The committee chose another artist group, due to their community engagement process within central Ohio, which Council has previously indicated is important.

Mr. Keenan stated that it would seem that the sponsorship amount of \$1,500-\$2,200 would attract many businesses to participate in the golf ball art program.

Ms. Puskarcik responded that four businesses have already expressed a strong interest in the program. The City can limit the total sponsorships to nine, however, if that is Council's desire.

Ms. Grigsby noted that the Dublin Chamber is working with the City and will be pursuing sponsorships as well.

Ms. Puskarcik stated that Dublin Arts Council has offered to help with selecting artists, if an organization or business wants to hire an artist to paint their golf ball.

Ms. Chinnici-Zuercher requested information about the Thursday evening event and the dignitary dinner and breakfast.

Ms. Puskarcik responded that the breakfast will be held at OCLC on Thursday. The current proposal is that it would be an event hosted by the PGA tour; if so, no City funding will be required. It would be a collaboration between the State of Ohio, City of Columbus, City of Dublin and Franklin County. A name will be selected this week for the street fair, as well as the creative imagery that will be used. Bridge and High streets will be closed for that event. A road closure of that magnitude is critical, and they are beginning to work on the communications regarding the closure. A focus at the event will be the piano, which will be placed at the intersection of Bridge and High streets. Some pianists will be hired to perform, but there will be open times as well. There will be an "Irish is an Attitude" stage in the vicinity of the Brazenhead, and an international stage closer to the southern part of Historic Dublin. In a joint effort with Dublin Schools, there will be a community stage immediately outside the perimeter of the closed street section for the street festival. This stage will be for Dublin schoolchildren performances. Families will be encouraged to bring picnics and lawn chairs and enjoy those performances. They will be working on securing beer and wine vendors and food trucks for the festival. There is discussion concerning the potential of Historic District restaurants offering to-go selections. They are continuing to work

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with the PGA Tour on the VIP Experience travel packages, with the potential of a Dublin restaurant being included in the VIP Experience.

Ms. Chinnici-Zuercher asked if Council is expected to attend a majority of the events. Ms. Puskarcik responded that they are working with HNS Sports to develop a list of the events. They are also looking at numbers, and a determination will be made concerning how many people will be invited to the various activities, such as the Wednesday night opening ceremonies and Thursday morning.

Ms. Chinnici-Zuercher asked where the opening ceremony will be held.

Ms. Puskarcik responded that it will be held at the Columbus Commons.

Mr. Keenan noted that Dan Sullivan was mentioned yesterday during a national golf tournament broadcast. Currently, he is involved with the Greenbriar Classic.

Mr. Gerber stated that as mentioned at the last Finance Committee, they are interested in having the Historic Dublin Business Association (HDBA) involved. Will the street fair involve the HDBA?

Ms. Puskarcik responded that she and Ms. LeRoy attended the HDBA meeting last week and presented an overview of the Presidents Cup event and, in particular, the activities planned for the Thursday event in the Historic District. The HDBA will partner with the City for the event. She has spoken with Brenda Kocak, HDBA president, about the potential of renaming the upper green area for those 18 days as "The Presidents Plaza," erecting international flags for display.

Mr. Keenan asked if the town pump art installation would be complete at that time.

Ms. Puskarcik responded that it would not.

Mr. Keenan stated that the previous art piece has been removed, so perhaps a temporary focal point should be substituted for that time.

Ms. Ott added that there would be challenges with the Thursday evening event if a permanent art piece is installed before that event. Something portable, like the piano, would be a great temporary option for that location. They are working on a dedication date for the pump art installation to take place shortly after the Presidents Cup event.

Mayor Lecklider summarized that the request tonight is for Council's consideration of the golf ball public art campaign at little or no cost to the City.

Ms. Grigsby responded that any expense will be based upon sponsorships secured.

Mayor Lecklider noted that, initially, the sponsorships will be limited to nine but increased if there is sufficient interest.

Ms. Chinnici-Zuercher asked if nine sponsors are not secured, would the City have to cover the costs for those not sponsored?

Ms. Puskarcik responded that they are confident of obtaining nine sponsors.

Mayor Lecklider moved approval of nine golf ball sculptures, as described in the proposed "Golf Ball Community Art Campaign," at no cost to the City, based on securing sponsorships. Additional sculptures may be added, depending upon level of interest in sponsorships.

Mr. Keenan seconded the motion.

Vote on the motion: Mrs. Boring, yes; Vice Mayor Salay, yes; Mayor Lecklider, yes;

Ms. Chinnici-Zuercher, yes; Mr. Reiner, yes; Mr. Gerber, yes; Mr. Keenan, yes.

3. Referred to the memo in Council's packet concerning the Bridge Street District Scioto River Corridor Framework Plan. The intent is to schedule that plan for adoption at one of Council's August meetings.

**COUNCIL COMMITTEE REPORTS/COUNCIL ROUNDTABLE**

Mr. Keenan commented that Council will have had four meetings within eight days, and he looks forward to tomorrow's meeting at 5:30 p.m.!

Mr. Gerber:

1. Stated that at the corner of Bridge and High Streets, specifically where the Dublin Village Tavern entrance/exit is located, there is significant vehicular traffic congestion in conjunction with pedestrian traffic. This is a dangerous condition. There was some previous discussion about the possibility of right in/right out at this location. He requested an update on current plans to address the situation.

Ms. Grigsby responded that the street immediately to the south of that site is a one-way street. Staff will review the accident history and potential options for that intersection.

2. In regard to the Bridge Street District Scioto Corridor Framework Plan, to be scheduled for review/adoption in August, he would be very interested in seeing the projections for job creation and income tax revenue in that area. There has been discussion of the anticipated costs and real estate values, but much of what the City does is based upon economic development.

Ms. Grigsby responded that development in the Bridge Street District is not anticipated to generate a significant number of jobs, which is a component of the City's traditional consideration of economic development. In this development, much of the focus is on providing amenities for the community, as well as residential opportunities that will attract a work force for the surrounding businesses. However, staff can provide numbers for the estimated square footage for commercial and retail development, types of jobs and potential income tax revenue generated.

Mrs. Boring stated that the City's July 4<sup>th</sup> celebration takes place on Thursday. The City of Dublin is known for having an outstanding fireworks display.

Ms. Chinnici-Zuercher inquired if there is a weather plan in place.

Ms. Grigsby responded that the City retains a meteorologist who is on site that day to provide up-to-date information on the timing of any storms moving into the area and to evaluate the weather throughout the day.

Ms. Chinnici-Zuercher asked if there is an alternative site available for the *Chicago* performance, should an outdoor performance be impossible.

Ms. Grigsby responded that there is no alternative site. Typically, performers' contracts do not permit a different timeframe than the one defined, and due to the size of the crowd that attends, there is no indoor facility with that capacity.

Ms. Chinnici-Zuercher:

1. Noted that the staff memo for Ordinance 62-13 indicated that Columbus will require a copy of the recorded easement before approving the construction drawings. Council approved Ordinance 62-13 tonight; what is the anticipated timeframe for receipt of their approval of construction drawings?

Ms. Grigsby responded that she is not certain of the timeframe. However, one of the reasons the document has already been executed is the fact that they are giving an easement to the City of Dublin in order to accelerate that review and approval. Engineering staff has been meeting with Columbus regularly on this project, so that information can be requested and provided to Council.

2. In regard to the copy of the Police and Safety Community Survey provided to Council, when is the survey done and who receives it?

Chief von Eckartsberg responded that he would have to request the sampling procedures from Marty Saperstein. The reason this survey is being done separately, however, is that the questions Police must ask for accreditation and goal-setting purposes are not possible with a phone survey. Residents are asked to rank items in terms of safety and program preferences.

Ms. Chinnici-Zuercher asked why there is no additional category beyond the "No Opinion," such as "I have never had to use the service." Many of the questions relate to things the public would not be aware of unless they had previously requested services from the Police Department.

Chief von Eckartsberg responded that for those who do have an opinion, the survey asks them to rank the items that they view as important for Dublin residents.

Ms. Puskarcik noted that the "at random" phone survey list has been compiled using addresses provided by the Information Technology department, and staff will be doing that survey in-house.

Mr. Reiner:

1. Asked about the potential of using a Dyson-type hand dryer system and eliminating the use of paper towels at the Rec Center.

Mr. Earman responded that the option has been discussed; however, due to the noise generated by the dryers and the restroom proximity to the Talla conference rooms this was not pursued. He is not certain if the dryers were considered for the locker rooms, but can research the history and provide it to Council.

2. Stated that it has been his pleasure to serve this City as a Council member, and he is announcing his candidacy for a new term on City Council. He is interested in serving during the next phase of the City's development -- the Bridge Street Corridor venture, which is unique. Council has had a vision for building a model city that is financially secure, attractive, with great amenities, independent from outside interests, that is able to support a first-class educational system. He believes that has been accomplished through great staff support and from community members who have contributed their time. There is much to be proud of and he wants to see those efforts continued. He is hoping to serve another term as Ward 3 representative to Council.

Vice Mayor Salay:

1. Stated that in a recent edition of *Dublin Villager*, rosters were posted of the championship soccer teams. Three of those were Ohio Premier Eagle teams, which are based in Dublin. However, only a quarter to one-third of the players listed were Dublin residents. There are always questions regarding the composition of the local soccer club teams, so she found that information interesting.

Mayor Lecklider responded that is what has been suspected. At the higher age levels, even beginning as early as the U13 team, there tends to be a lower percentage of Dublin residents.

Ms. Chinnici-Zuercher asked if that indicates that the Dublin residents are dropping out of those teams or moving on to play on middle or high school teams.

Vice Mayor Salay responded that there aren't any middle school teams. The club team members play during the high school off-season or they play exclusively for the clubs. What this means is these teams are comprised for the most part of players in the 12 - 14 age group who are not yet high school level and who are not Dublin residents.

Mrs. Boring requested clarification of Dublin's policy.

Vice Mayor Salay responded that she would defer to Recreation Services for this policy issue. However, Council has often discussed the likely composition of these teams and these rosters provide such information.

Mr. Earman stated that he is currently working with each of the club organizations, including Dublin Soccer League, to revise the City's entire policy. He hopes to have a policy agreed upon by all parties to bring back to Council. He is hopeful that some of these issues that have continued to be a problem can be resolved.

Ms. Chinnici-Zuercher stated that from a City perspective, there is a need to look seriously at the return on the City's investment. This program is intended to be for Dublin residents. There is the cost of staff time, fields, etc. Perhaps a discussion of this program would be appropriate during budget discussions in the fall.

**RECORD OF PROCEEDINGS**  
Dublin City Council

Ms. Grigsby noted that the fees for field usage differ, based upon resident versus non-resident status. That is taken into account and considered during the cost study each year.

Mr. Keenan stated that there are likely many participants from outside the City because the City soccer fields are some of the best in the area. As Council has discussed many times, however, they are intended for use by Dublin residents. Mayor Lecklider stated that, for him, this factor informs his decision-making when Council hears about the demand for additional soccer fields.

Mayor Lecklider stated that the City's July 4<sup>th</sup> celebration takes place on Thursday. Council's recess will begin after tomorrow evening's Special Meeting. The recess means that there are no regular Council meetings scheduled until August 12. However, Council will continue to attend events and participate in other activities, etc. One of those events is the 2013 Dublin Irish Festival taking place on August 2-4. In addition to the best Independence Day fireworks in the area, Dublin has an amazing Irish Festival. Council invites the public to attend that event, as well.

**ADJOURNMENT**

The meeting was adjourned at 9:12 p.m.

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Mayor – Presiding Officer

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Clerk of Council