
From: Contact Council [<mailto:no-reply@wufoo.com>]

Sent: Monday, February 23, 2015 9:01 PM

To: Anne C. Clarke; Judy K. Beal; Jennifer L. Delgado

Subject: Contact Dublin City Council [#512]

Name *	Gerald Kosicki
Email *	gerald.kosicki@gmail.com
Phone Number	(614) 791-9788
Subject *	Bridge Street Corridor and COTA

Comments *

To build a city is a complex thing. One of the reasons Dublin is what it is today is that the city council, planning commission, staff and residents worked together over many years on a series of planning projects to anticipate future needs and trends.

I think we all agree that we need the Bridge Street District to be successful in the long run. To me this means inventing a city and anticipating all the needs of a dense urban area – plans for community policing and other safety services, environmental and economic sustainability, and mass transit. Bridge Street cannot be just a vast series of apartment projects or a tall mixed use residential, office and commercial zone. It needs to be carefully thought about as a dense urban area.

The COTA relocation project presents an opportunity for us to rethink the future of transit needs and options that the urban zone will need and the city wants to encourage for this area and for the city as a whole as it develops.

If Bridge Street is going to be focused on dense urban walkability, isn't it the kind of place that should have priority on whatever enhanced transit options become available in the community at some future point? The city should be setting aside some place where mass transit options to serve Bridge Street's needs and the larger needs of the city can be addressed systematically. If the city anticipates rapid bus, light rail, monorail, sky trains or whatever, in its future, now is the time to set aside some space for this.

Mass transit infrastructure like light rail stations or rapid bus line stops help signal to developers where high density is most feasible. Such infrastructure plans guide development that requires and benefits from density. The community plan is rather eloquent about the need for mass transit options and notes that this must be a central consideration in plans for Bridge Street District.

Central Ohio as a whole suffers from the lack of plans for light rail or other mass transit options to guide dense development. Such projects have a way of channeling densities into areas that can be meaningfully served by mass transit. Having a mass transit backbone also simplifies planning bus and shuttle routes from mass transit stations to destinations in the surrounding areas.

These are some of the reasons why I feel disappointed with the plans to move a critical piece of transport infrastructure to an out of the way location at Emerald Parkway and Bright Road. The plans for the relocated Park & Ride seem to me to be business as usual for COTA. They seem to see this as simply replacing one park and ride with another to haul some people downtown and back. This is fine as far as it goes, but it won't do a thing to meet the future transit needs of Bridge Street and the city of Dublin as a whole.

The Dublin way to do this would seem to urge city officials, staff and COTA to lay out some kind of vision for how a new location for the Park & Ride can best facilitate the future development of transit options within the Bridge Street area and between Bridge Street and other parts of the city and surrounding areas.

One final point: If you decide to build this on Emerald Parkway and Bright Road, I hope you can at least consider adding some innovative features such as charging stations for Electric Vehicles. That's something to consider throughout the parking structures in the BSD as well.

I would like my message to be sent to the following Council Members. *

- All City Council Members

Name * Donna Keidel

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Phone Number (614) 793-1244

Subject * East Dublin

Comments *

I've lived on Bright Road for nearly 10 years. I knew of the plan to extend Emerald Parkway but how things are working out is very different from the way I perceived the original plan. The way it is now, I wonder if my home value will ever reach what I paid for my home. You're putting in more offices (and more traffic). I'm not okay with that. And now, a Park and Ride? That was NEVER in any of the plans. I DO NOT want a COTA bus stop for a neighbor. A parking lot will have a negative impact on my home's value.

I'm so disappointed in my city. In the last year, I've seen that Dublin cares more about money and development than it cares about its residents and their home values, at least on this side of the river. Stop being greedy. Treat our area as if you lived here. Would you want a COTA stop by your home? Would you want a huge office complex by your home? Would you want LOTS of apartments by your home? Please... Care about your residents, their happiness and their home values...

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transportation system centered on the Bridge Street development clear in its remarks on the city website (<http://dublinohiousa.gov/bridge-street-district-questions/qa-traffic/>): "The existing Park and Ride is in the area shown as part of the potential 'Bridge Park' mixed use development and realignment of Dale Drive, and any relocation of this facility should minimize service disruptions and should remain in close proximity of the existing Park and Ride."

2. These two Park-and-Rides could serve as hubs for the circulator bus system envisioned in the Dublin Community Plan. Dublin would run small circulator buses to transport workers to and from our business parks along Emerald Parkway and in Metro Center from the two Park-and-Rides and from our dense multifamily developments.

3. A COTA Park-and-Ride at Emerald and Bright would not serve Dublin or the residents of northwest Franklin and southern Delaware counties effectively. City Council defeated a similar COTA proposal years ago that would have drawn all commuter traffic from the northwest to a centralized facility on Sawmill Rd. We opposed that proposal unanimously because we believed COTA should develop a decentralized system that would pick up Columbus commuters on Smoky Row and Delaware County commuters in Powell, rather than force those commuters to cross or drive down Sawmill Road. Adding all those cars to one of the worst choke points in the county's transportation system—the Sawmill-Bright-Sawbury area—makes no sense whatsoever. And COTA plans to make the situation worse by closing its current facility on Smoky Row. The proposed Park-and-Ride certainly makes things easy for COTA—only one pick-up and drop-off area—but it will create problems for everyone else. < br />

4. As the Dublin Community Plan shows, Sawmill Road cannot be widened beyond 7 lanes. And at build-out, 7 lanes will not be wide enough to carry the traffic loads projected for Sawmill. Every intersection will fail badly. And the cities of Dublin and Columbus are now developing projects along Sawmill Road at far higher densities than those anticipated by the community plan traffic study. We need to think boldly about how to keep cars off of Sawmill Road and its collectors (Hard, Emerald, Summit View, etc.) if our business parks and

multifamily developments are to be successful.

5. The proposed COTA Park-and-Ride will make it virtually impossible for the City of Dublin to carry out the Bright Road area plan and fulfill its commitment to rebuilding the Bright Road neighborhood. The neighborhood has already lost a number of homes to Emerald Parkway. The Bright Road plan calls for a high-quality, owner-occupied condominium development at R-5 along Billingsley Creek north of Bright Road and east of Emerald Parkway. That development would maintain the residential character of the neighborhood, reverse at least some of the traffic load at rush hours, have the least impact on the creek and its adjacent landowners, and prevent the isolation of the Village at Inverness. The landowners in the area agreed to the plan because it was the highest use possible for that difficult piece of land and would preserve the more expensive land south of Bright Road for office development. The major landowner to the south of Bright Road was adamant that he did not want to build condos. The staff's plan to move the condo development to the south side of Bright Road west of the Village at Inverness could only happen if the city were to subsidize that development—something we doubt future councils would be willing to do. The proposal has also stranded two single family homes east of the Park-and-Ride on acreages too small to redevelop satisfactorily.

For these reasons, we believe it would be a mistake for the City of Dublin to proceed with its land swap agreement with COTA. The plan is bad for Dublin and will undermine our efforts to execute our Community Plan.

Thank you for your consideration.

Sincerely,

The Officers and Trustees of the EDCA

Randy Roth
Bob McKnight
Don Spangler
Joanne Crockett
Merlin Marshall
Scott Haring
Dave Underwood
Amy Kramb

1/29/2015

Jenny M. Rauch - Outlook Web App

John Leffler
Gerald Kosicki
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