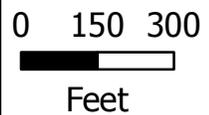


DR



15-006Z/CU  
 Rezoning / Conditional Use  
 COTA Park & Ride  
 4000 Bright Road



Vote on the Ordinance: Vice Mayor Gerber, yes; Mr. Reiner, yes; Ms. Salay, yes; Mr. Peterson, yes; Mr. Lecklider, yes; Mayor Keenan, yes.

**INTRODUCTION/FIRST READING – ORDINANCES**

**Ordinance 13-15**

**Rezoning 3.3 +/- Acres Located on the Northeast Corner of the Intersection of Emerald Parkway and Bright Road from R-1, Restricted Suburban Residential District to SO, Suburban Office and Institutional District. (Case 15-006Z/CU)**  
(COTA Park and Ride)

Mr. Lecklider introduced the ordinance.

Mr. Langworthy stated that this is a rezoning from a current R-1 District to SO, Suburban Office and Institutional District for land located at the northeast corner of Emerald Parkway and Bright Road. The 1997 Community Plan did not make any changes to the existing uses, but with the 2007 Community Plan update, Council discussed and changed the Bright Road future land use from the PZC recommendation of R-1 to Suburban Office and Institutional. The Suburban Office and Institutional zoning is typically used adjacent to residential areas to provide a transition and buffer. This designation has low lot coverages and low densities. The Bright Road Area Plan in the 2007 Community Plan also carried the future land use designation of Suburban Office and Institutional. It was a designation only; no plans were proposed for the area. Planning staff and PZC have completed their reviews and recommend approval by Council.

Mr. Peterson inquired if the proposed conditional use and future use of this site are tied to this rezoning.

Mr. Langworthy responded that they are not. The Conditional Use is under the purview of the Planning Commission (PZC), and is scheduled to be heard by PZC on March 12.

There will be a second reading/public hearing at the March 9 Council meeting.

**Ordinance 16-15**

**Authorizing the appropriation of a 0.130 acre, more or less, permanent easement; and a 0.036 acre, more or less, temporary easement from Riverpark Group, LLC, for the property located at 6400 Riverside Drive, for the construction of a roundabout at the intersection of State Route 161 and Riverside Drive and a shared-use path adjacent to Riverside Drive, and declaring an emergency. (Request to dispense with public hearing)**

**Ordinance 17-15**

**Authorizing the appropriation of a 0.100 acre, more or less, permanent easement; and a 0.096 acre, more or less, temporary easement from Karen Michelle R. Friedman, for the property located at 6310 Riverside Drive, for the construction of a roundabout at the intersection of State Route 161 and Riverside Drive and a shared-use path adjacent to Riverside Drive, and declaring an emergency. (Request to dispense with public hearing)**

**Ordinance 18-15**

**Authorizing the appropriation of a 0.011 acre, more or less, temporary easement from River's Edge One, for the property located at 6371 Riverside Drive, for the construction of a roundabout at the intersection of State Route 161 and Riverside Drive and a shared-use path adjacent to Riverside Drive, and declaring an emergency. (Request to dispense with public hearing)**

**Ordinance 19-15**

**Authorizing the appropriation of a 0.109 acre, more or less, permanent easement; and A 0.130 acre, more or less, temporary easement from Patrick W. Hitesman, for the property located at 6332 and 6350 Riverside Drive, for the construction of a roundabout at the intersection of State Route 161 and Riverside Drive and a shared-use path adjacent to Riverside Drive, and declaring an emergency. (Request to dispense with public hearing)**

**PLANNING AND ZONING COMMISSION**

**RECORD OF ACTION**

**FEBRUARY 5, 2015**

The Planning and Zoning Commission took the following action at this meeting:

**6. COTA Park and Ride Relocation Emerald Parkway & Bright Road  
15-006Z/CU Standard District Rezoning-Conditional Use**

Proposal: A rezoning from R-1, Restricted Suburban Residential District to SO, Suburban Office and Institutional District in accordance with the Community Plan. This is also a proposal for the use of the site as a public Park and Ride. The site is at the northeast corner of the intersection of Emerald Parkway and Bright Road.

Request: Review and recommendation of approval to City Council of a standard district rezoning under the provisions of Zoning Code Section 153.234 and approval of a conditional use under the provisions of Zoning Code Section 153.236.

Applicant: City of Dublin

Planning Contact: Jennifer M. Rauch, AICP, Sr. Planner

Contact Information: (614) 410-4690, jrauch@dublin.oh.us

**MOTION #1:** Mr. Zimmerman moved, Ms. Salay seconded, to recommend approval to City Council of this rezoning from R-1, Restricted Suburban Residential District to SO, Suburban Office and Institutional District because it complies with the Community Plan.

**VOTE:** 6 - 0

**RESULT:** This Rezoning application will be forwarded to City Council with a recommendation of approval.

**RECORDED VOTES:**

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Absent
Cathy De Rosa	Yes
Bob Miller	Yes
Deborah Mitchell	Yes
Todd Zimmerman	Yes

**PLANNING AND ZONING COMMISSION**

**RECORD OF ACTION**

**FEBRUARY 5, 2015**

**6. COTA Park and Ride Relocation  
15-006Z/CU**

**Emerald Parkway & Bright Road  
Standard District Rezoning-Conditional Use**

**MOTION#2:** Ms. Salay moved, Mr. Zimmerman seconded the motion, to table this conditional use.

**VOTE:** 6 – 0.

**RESULT:** This conditional use application was tabled.

**RECORDED VOTES:**

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Absent
Cathy De Rosa	Yes
Bob Miller	Yes
Deborah Mitchell	Yes
Todd Zimmerman	Yes

**DRAFT**

**STAFF CERTIFICATION**

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Jennifer M. Rauch, AICP  
Senior Planner

The Chair asked the applicant if they wanted to add anything. [Hearing none.] She invited the public to speak. [Hearing none.]

**Motion and Vote**

Ms. Newell motioned, Ms. Salay seconded, to approve the Conditional Use. The vote was as follows: Mr. Zimmerman, yes; Ms. Mitchell, yes; Mr. Miller, yes; Ms. De Rosa, yes; Ms. Salay, yes; and Ms. Newell, yes. (Approved 6 – 0)

**6. COTA Park and Ride Relocation  
15-006Z/CU**

**Emerald Parkway & Bright Road  
Standard District Rezoning - Conditional Use**

The Chair, Ms. Newell, said the following application is a request for a rezoning from R-1, Restricted Suburban Residential District to SO, Suburban Office and Institutional District in accordance with the Community Plan. She said this is also a proposal for the use of the site as a Park and Ride, which requires the review and approval of a conditional use. She noted the site is at the northeast corner of the intersection at Emerald Parkway and Bright Road. She said the Commission will forward their recommendation to City Council for the Rezoning and the Commission is the final authority on the conditional use.

Chair Newell swore in all those intending to speak on this application.

Jennifer Rauch introduced this application for relocation of the COTA Park and Ride with two parts of the application with the standard district rezoning, which is the request to change from R-1 Restricted Suburban Residential District to SO, Suburban Office and Institutional District. She said the review and analysis is based on the Community Plan and the designations called out as part of the plan. She said the second application is a conditional use application, which is required within the proposed SO District for park and ride facilities and the Code outlines specific requirements related to the shelter details and review criteria. Ms. Rauch said the applications will be reviewed separately and two separate motions will be required.

Ms. Rauch said the site is at the northeast corner of the intersection of Bright Road and Emerald Parkway. She said the current zoning for this site and the areas to the south and west are R-1, and to the north and east are zoned PUD as part of the NE Quad Rezoning.

Ms. Rauch stated there was a public meeting held in January with COTA and City representatives, and the neighbors within the area regarding the proposal and the feedback provided from that meeting is in the packet.

Ms. Rauch said City Council is reviewing a separate action related to real estate and a development agreement. She stated that as part of those discussions, concerns were raised related to the Community Plan and of the Bright Road Area Plan. She said in 1997, the Community Plan Future Land Use designated this site as existing residential. She said when the City undertook the Community Plan update in 2005, they looked at all the future land use designations and area plans. She said through numerous joint work sessions and meetings with the neighbors, the various area plans were developed including the Bright Road area, which originally had shown this site as a multiple-family designation. She said as part of City Council's final review of the Bright Road Area Plan in 2007, Council made a recommendation and voted to change the site to Neighborhood Office. She said those minutes were also included in the packet. She said this designation was retained in the most recent updates to the Community Plan in 2013.

Ms. Rauch said the Future Land Use Map designation is Neighborhood Office, which calls for density not to exceed 9,500-square-feet per acre. She said area plan recommends development with low lot coverages, increased setbacks, and the provision of a transition between the residential and the future

office developments. She said the area to the east of the site is zoned for office and the area to west is residential, making this site the corner piece to provide the transition between the uses. She said the most consistent zoning district with the Neighborhood Office designation is SO, Suburban Office District, which is the recommendation of this site.

Ms. Rauch said the Bright Road Area Plan recommends the preservation of the natural features, which would include substantial trees on the site as well as along the creek on the northern boundary. She said future development needs to ensure that those features within the area are accounted for. She indicated the area plan calls for opportunities for improving traffic circulation. She said the completion of the final phase of Emerald Parkway has helped open up and provide better access and traffic movement within the area.

Ms. Rauch said based on the standards of the standard zoning district review, Planning has determined the proposal meets the criteria based on the future land use designation and the specific recommendations of the area plan. She said the proposed zoning district is the most compatible district and provides for office and institutional uses in line with the Community Plan. She stated the recommendation for this site is a recommendation of approval to City Council.

Ms. Rauch said the second portion of this application is the conditional use review. She said under the Suburban Office standards conditional use approval is required for park and ride facilities.

Ms. Rauch noted the proposed site shows two access points; one is off Bright Road and the second is off Emerald Parkway. She said there is a bus lane for the buses to circulate on the site that is separate from the parking area. She said the bus circulation action and route traveling is handled on-site, which is different from the current location on Dale Drive where it is done on the street. She said the setback on this site is based on the width of the right-of-way, which in this area, has been increased significantly from the Thoroughfare Plan and the Community Plan.

Ms. Rauch indicated the proposal meets the parking setback lines but the building setback lines are encroached by the proposed shelter, which is one of the deviations requested as part of the proposal. She said based on the significant setback from the roadway and the proposed landscaping and mounding, Planning recommends the location for the shelter be permitted. She said the Code specifies the shelter be limited to 50-square-feet and the architecture of the shelter coordinates and is harmonious with the architecture of the surrounding area. She said Planning's analysis finds these two requirements to be met.

Ms. Rauch said the specific perimeter landscaping and interior landscaping meet required Code. She said there is a pond at the northern end of the site for stormwater retention and the creek runs along the northern boundary. She said the proposed pond and setback will not disturb the 100-year flood plain.

Ms. Rauch said the applicant is proposing a sign at the property line at the corner of the site. She said Code requires signs to be setback 8 feet from the right-of-way; however, due to utilities within the area that they are trying to avoid, Planning recommends the sign be permitted within the proposed location. She indicated there will be lighting proposed on-site, which will meet the lighting requirements within the Code.

Mike Bradley, Vice President of Planning and Service Development, 5941 Hadler Drive, Dublin, Ohio, said a park and ride facility is preferred next to a main arterial and located north of I-270 with good access and visibility. He said COTA is looking to consolidate the park and ride facilities with the goal of increasing the number of trips at each park and ride for greater success. He said their consultant has recommended consolidating the park and rides and having more trips making it more convenient for the people by providing direct service to downtown destinations and operate on the freeway network. He said there is

an express fee, which is higher than local circulation, which comes with it an expectation that the trip is to be express.

Mr. Bradley said they surveyed the customers that currently use the Dale Drive Park and Ride and determined most of the riders are north of the current location. He said a park and ride is designed for commute trips and is weekday-service only. He said there will be 170 parking spaces on site with a passenger shelter and a separate bus lane. He said COTA will start off with six trips in the am that generally operate between approximately 6:00 am to 8:00 am. He said COTA will run three trips down Riverside Drive to Griggs Dam and three trips on I-270 to SR315. He noted operation for pm would be approximately between 3:45 pm – 5:15 pm.

Mr. Bradley said COTA has 29 Park and Rides and not a single incident has been reported on record. He said the majority of the Park and Rides have security cameras and the noise is reasonable. He said lighting is directed down and light/shadowing does not go outside of their property. He said COTA has no trash problems to note. He reported this is COTA's second highest Park and Ride.

Ms. Rauch said based on this information and the analysis completed, approval is recommended for conditional use as the criteria has been met with the two deviations related to the location of the proposed sign and shelter.

The Chair invited public comment.

Gerry Kosicki, 4313 Wyandotte Woods Blvd., said he understands building a city is complicated and if Dublin is going to be successful in the long run the Bridge Street District needs to be about inventing a city and anticipating all the needs of a dense urban area including transit, safety services, environmental, and economic sustainability. He said the COTA relocation project provides an opportunity to rethink the future of transit needs and options. He said if BSD is going to be based on dense, urban walkability, then it should have priority to future transit needs and space should be set aside for this; the city needs can be addressed systematically. He said Dublin cannot rely on COTA to anticipate future transit needs as BSD is built out over the coming years. He indicated COTA has no credible plans for light rail and what they have proposed in the past has been inadequate. He said the area suffers from the lack of such plans. He said mass transit guides future development and infrastructure has a way of channeling density into areas that can be meaningfully served by mass transit. He indicated the Park and Ride relocation plans on Bright Road seem to be business as usual for COTA by replacing one Park and Ride with another to haul some people downtown and back. He said this will not meet the future transit needs of BSD and the City as a whole. He requested a vision for how a new location for the Park and Ride can best facilitate future development of transit options within BSD and between BSD and other parts of the City as well as the surrounding areas. He urged the PZC to carefully consider both the merits and design of this site as well as how this fits into the larger issue of future transit.

Amy Krumb, 7511 Riverside Drive, said she was representing the East Dublin Civic Association. She reported she attended both of COTA's meetings in January. She said this proposal would be a win for COTA at this location. She said the Smokey Row neighbors are extremely upset about this location because they would lose a bus route. She indicated this site was not the best for the City of Dublin. She pointed out that the future land designation and the area plan state this should be office. She said one day it may be acceptable to rezone this parcel as Suburban Office but premature to rezone it tonight based on this application. She said Emerald Parkway is lined with beautiful corporate headquarters. She questioned why the City is asking to place a parking lot on this prominent intersection on this new signature roadway that recently just opened as a gateway from Columbus to the City of Dublin and the first parcel being developed along Emerald Phase 8. She said this is suburban office. She said in a work session in 2007, one of the former city staff members, Mr. Combs said that this plan is intended to preserve the key natural features and to maintain the residential character along Bright Road. She said the plan also continues the high quality design in corporation of offices along Emerald Parkway. She read

where Mr. Combs said the concepts give the general expectation for future development with buildings closer to the street, internal parking lots, appropriate landscaping and buffer zones. She said that vision that Staff said was going to be in this area is in nothing like what is being presented tonight. She reiterated that this parcel should not be rezoned tonight.

Ms. Kramb said this is the wrong location for a Park and Ride with regard to the conditional use request. She agreed with the prior speaker-resident that BSD was a much better location. She reported 2013 Census data that showed the City has 21,338 Dublin residents over the age of 16 working in the City. She reported 8,248 of these residents drive alone to work. She said only 74 reported riding transit to work. She referred to COTA's point of origin survey that showed where people come from to ride their services. She said there were 43 riders by adding up the little dots on the survey originating in that area, which extended up to Union County, Powell, Delaware, over to Smokey Row and Columbus. She said there were just 23 dots in the City of Dublin and only 5 of those dots were on the east side of the river. She said if we are looking at this proposal from the City of Dublin's perspective, and their residents, excluding COTA's demographics, we are looking at building a parking lot on land that was \$1.2 million. She said there are more than 25 people present tonight that are opposed to this Park and Ride going to the proposed location. She said the City is in a hurry to acquire this land because it is needed for the Bridge Park District. She said there are other mechanisms for the City to acquire the land. She said the City relocated Spa at River Ridge and they can do that with COTA. She summarized this does not have to happen now and does not have to happen at this location.

Ms. Kramb said vehicular circulation will interfere with the existing circulation around there. She said Planning said it is not going to interfere at all. She said she contests that because Bright Road is not sufficient to handle those trips or those buses at Bright and Sawmill Road. She said that is a horrible intersection at rush hour, which is the exact time these buses will be going through there. She explained that intersection backs up past Inverness every morning and every night as it is and now buses are proposed to be added to the congestion. She said Engineering has repeatedly said Bright Road would be widened to alleviate traffic at this intersection and that when Emerald Parkway went in, there would be less traffic on Bright Road. She said the City is now proposing to allow additional traffic onto Bright Road when the City said they were going to take it off by using Emerald Parkway. She said we will get additional traffic from Smokey Row when their route has been closed down.

Ms. Kramb said this application impedes the development of the area and is harmful economically. She said there will be two residences stuck there between the existing offices to the east if a parking lot is constructed on that site.

Ms. Kramb indicated we should take pride in this corner of the intersection and build something worthwhile on this valuable parcel at this corner. She said the Planning Report states this Park and Ride is going to be an amenity but it is just an amenity for COTA, not for the City of Dublin.

Ms. Kramb said even if people are drawn from Delaware, Powell, and Columbus, there is nothing to keep the riders here. She said they will come, add congestion to our roads, and then will leave the area. She said if the Park and Ride was down in the BSD and riders were dropped off the bus after work, they might grab some dinner at the new restaurant, have a drink at the new bar with a happy hour, hit the gym, or use any number of amenities they could walk to before heading home, spending money in our City.

Ms. Kramb concluded she hopes the PZC votes no to the rezoning and conditional use tonight. She said if the conditional use is approved, there should be a condition added, which is to require COTA to restrict all buses from using Bright Road. She said it would be appropriate for the buses to enter on the south entrance off of Bright Road but always exit north on Emerald Parkway, using the Emerald Parkway and Hard Road intersection. She said COTA is getting everything they want with this application and the residents are not getting anything.

Randy Roth, 6987 Grandee Cliffs Drive, said he is president of East Dublin Civic Association. He said he just learned about this application at the end of December. He said whether Council is going to vote against this or not, the residents are being heard and taken very seriously. He said he is concerned about stream buffer locations and the natural habitat. He indicated the landscaping trees appear to grow right at the edge of the creek. He said 20 feet at the top of the bank should be natural to retain the habitat and the key is the top of the bank. He said we like our coyotes and had them shifted over from Brandon. He said not only should the traffic be diverted from the Sawmill/Bright intersection but consider a way to make it natural.

Mr. Roth said he serves on the Community Plan Steering Committee and served on the Transportation Task Force. He suggested there should be two centers of Park and Rides; one in the BSD and one on Perimeter in the commercial area. He said we could have our own circulator system of buses and suggested working with COTA. He said once you come here, you are far from our Metro Center and the hospital where the jobs are. He read from the website that states "The existing Park and Ride on Dale Drive is in the area that shows potential BSD mixed development and realignment with Dale Drive and any relocation of this facility should minimize service disruptions and should remain in close proximity to the existing Park and Ride." He reported persons with disabilities live between the interstate and along SR161; persons 65 years old and older are in that same parcel. He reported persons in households without a vehicle are in the same area. He said he spoke with some COTA riders and they do not own cars. He said all of this new demographic data really fits our original vision but that is where COTA needs to be to help us. He suggested we take time to consider options and plan this out for an ultimate transportation solution.

Mr. Roth said the City of Dublin voted down a request from COTA to locate near the interchange on the north side. He said every intersection on Sawmill Road by 2030 will have seven lanes. He said we need a decentralized system to pick up Columbus people in Columbus, Powell people in Powell and try to keep them off of Sawmill Road. He said with this plan, COTA will forget about the people of Powell, close the Park and Ride on Smokey Row, and draw all traffic to the jump point. He said we already know all these intersections are going to fail. He said there will not be a Park and Ride between Sawmill Road and US23.

Mr. Roth referred to the Community Plan for Bright Road. He said if this plan is defeated he wants to flip back to the plan they all support. He said this land should be used for multi-family and put the office on the more barren land to the south.

Don Spangler, 3614 Jenmar Court, said there does not seem to be a lot of riders to justify the need. He said the long-time residents of Dublin did not expect to see a parking lot as the first thing constructed on the new section of Emerald Parkway. He said they are very disappointed. He believes there probably is not anyone on City Council that desires to have a Park and Ride in their neighborhood. He said if this is an amenity as described, sitting in a residential area, why it was not an amenity sitting in the BSD where there were a lot more people to use it. He said if the bus would stop where there were restrooms, activities, entertainment, or shops revenue could be made. He said the Park and Ride appears to be a loser as it does not generate revenue and it takes up space. He suggested that if the Park and Ride were located by Chase Bank by Kroger Marketplace on Sawmill Road there is open space and shopping areas besides the grocer and bank. He reiterated at Bright Road and Emerald Parkway, there is nothing. He said people will drive in, get on the bus, and when they return they will get back into their cars and Dublin will never make any money off of them. He said if this is an amenity, we need to rethink how we look at amenities. He concluded this only seems to be an amenity for approximately 50 people and does not see how this Park and Ride fits the criteria for businesses, entertainment, opportunities, parks and recreational facilities that benefit and protect the majority of Dublin residents.

Scott Haring, 3280 Lilly-Mar Court, said he understands the City owns this parcel and the City's purchase of this parcel was to facilitate a little bit of the frontage and west edge to make this new roundabout. He

said he read where this parcel was referred to as over three acres of access land. He asked to clarify that the PZC was being asked to rezone the parcel from R-1 (one house per acre) to Suburban Office and then once that is in hand for the parcel to be used as a parking facility as a conditional use. He stated he did not believe this was the right place.

Mr. Haring said he heard the applicant say they wanted good visibility but he also heard there would be mounding around this so it would be hidden from the street. He added being a block back, west of Sawmill Road, does not sound visible. He said other speakers have noted more recognizable commercial areas where this Park and Ride could be located. He said this proposal reminds him of another facility that is west of Sawmill Road with mounding, which is Dublin Village Center. He recalls hearing years ago that mounding and lack of signage killed Dublin Village Center so he is surprised to hear that these are some of the goals here tonight.

Mr. Haring said he attended the recent City Council meeting that precipitates all this for a new road that is going to bisect the current Park and Ride facility. He said he still does not understand the mechanics that the City could buy the right-of-way on that parcel but it sounds like the preference is to purchase the entire parcel. He said then the City will go back to having two small slivers of excess land. He said it is not clear what happens to that excess land if Dublin does this. He indicated we are a heck of a city to say to COTA you have a Park facility, we would like a sliver of your land for a new road, let us build you a new facility for \$1 million. He said he understands there is supposed to be some land trading and some value but as he had mentioned to City Council 10 days ago, there is another parcel near a roundabout in the City where a little portion of that will be for the future SR161/Riverside Drive Roundabout. He said he understands the City also owns the former Wendy's restaurant lot. He suggested that would be a great place; ±two acres will be taken for the roundabout but it would be a much more 'like for like' and it would be closer to BSD. He said earlier it was stated that the previous goal was to keep it near the BSD and Wendy's lot would meet that requirement. He said there is a line on the map showing a bus route down Riverside Drive and this piece is right next to Riverside Drive. He said he had heard repeatedly from PZC over the years a phrase "the highest and best use for property". He said he went to the party at Emerald Parkway for its opening of the final phase. He was told there were a few more parcels and hopefully big office to come and this parking lot does not seem to fit in the whole spirit of it.

Mr. Haring concluded by stating he hoped the PZC would table this application and consider other ideas or say no; this is not good use.

Robert Cudd, 4281 McDuff Place, said the creek that runs alongside this parking lot, actually runs along the residential area in his back yard. He said he often pulls debris out of that creek, like whenever there is a storm; the stream runs pretty quickly. He said if this lot is fully utilized it will have approximately 44,000 cars parking in it during the year. He said he is concerned about radiator needs, litter, and all the other things that blow into the stream, which feeds right into the Scioto River. He asked the PZC to consider the elements that could go into the stream including the sealants that will be applied to the parking lot. He indicated this is bad for wildlife such as deer, rabbits, and squirrels that are there. He summarized this is a bad idea of putting a parking lot with that kind of capacity right on a stream that feeds into the Scioto River.

The Chair asked if there were any further public comments to be made. [Hearing none.] She closed off the public comment portion of the meeting and invited questions or comments from the Commissioners.

Amy Salay remarked on the phrase "highest and best use". She said that is a development term and it has to be used very carefully because a lot of times a developer looks at a piece of land very differently than we do in Dublin in terms of maximizing what you can get out of a piece of ground. She said she was unsure that they ever wish for "highest and best use" in Dublin as that is a dangerous term.

Ms. Salay asked Staff about stormwater. She asked if pervious paving was considered for the parking lot so there would not be runoff. She admitted she did not know the price comparison from one to the other. She asked if maybe the part that is not going to be used all the time could be pervious. She asked if that question could be answered before this proposal goes to Council.

Ms. Salay said she had a couple of questions for Mr. Bradley of COTA. She said she had spoken to a few people from Smokey Row that attended the COTA meeting and they did not know that they would necessarily lose their park and ride but the bus service might be decreased. She asked him if he could answer that question.

Mr. Bradley said COTA was proposing that but it was not final yet to combine Route 30 with this proposed location. He said the consultants for the transit system review first recommended eliminating it completely. He said the reason COTA left it in was because it was a little bit further from Dale Drive. He said COTA had made a statement if a park and ride is established in the Sawmill corridor they would consider combining the routes. He said they do see the people from Smokey Row using the Dale Drive Park and Ride. He said the watershed for the Park and Ride is pretty large. He said in short, we will not make that decision until the end of May. He said during the transit system review, they considered a lot of changes redesigning the network.

Ms. Salay said what the Smokey Row residents heard, or maybe it was wishful thinking, was that there may be a bus or two removed but that there would still be a facility. Mr. Bradley said that was the residents' suggestion, not COTA's.

Ms. Salay said we have heard a lot of suggestions about keeping a park and ride facility in the BSD. She asked Mr. Bradley how he sees the COTA service within the Bridge Street District working in tandem with park and ride facilities. She said she knows he wants one somewhere on the west side of Dublin in the Perimeter/Avery area. She asked how he sees COTA serving Dublin in the future or would it be something that Dublin would invent themselves.

Mr. Bradley said the long range transit plan was done around 2011. He said even with the Dale Drive location and without the proposed Bridge Street District, COTA was considering a park and ride in Sawmill Corridor as those are the growing corridors. He said in the early 1990s, Dublin was not as extensive and dense to the north and west. He explained the key to a park and ride is capturing people before they get to the highway. He said if they go beyond the freeway they do not want to back up for the most part. He said we have to change with the community. He said COTA is proposing local service on SR161 coming from Sawmill Road over to the Metro Place by 2017. He said the denser an area, the more people will use their service. He said he does not expect the large numbers from the BSD. He said it takes a larger watershed in order to be effective on a park and ride.

Victoria Newell asked Engineering about the circulation with the buses. She thought the buses were going to function at the intersection at Bright Road.

Tina Wawszkiewicz said the site layout shows the Emerald Parkway access as a right in/right out only because there is a median. She said the applicant is proposing to include a left turn lane on Bright Road to get into the site and the length calculated for that left turn lane is only a 50-foot stacking lane. She said Engineering has been working with them to increase that to 125 feet. She said from a traffic perspective a park and ride is good for the transportation system by consolidating trips. She said Engineering wants to see how things go with Emerald Parkway as traffic patterns have not fully been established there. She said they still believe that the completion of Emerald Parkway will take some burden off of Bright Road as those patterns develop. She said Bright Road will continue to be evaluated, but Engineering is aware there is congestion.

Ms. Newell asked if there was a formal traffic study completed for this project. Ms. Wawszkiewicz said a traffic study was submitted and reviewed by Engineering. She said the details are being finalized and will be completed during the site planning process.

Ms. Newell said that was not included in the packets. Ms. Rauch said the planning report included an overview of the traffic study.

Ms. Salay asked Ms. Wawszkiewicz about a timeframe for improvements on Bright Road. She stated the Community Plan discusses the widening to Bright Road between Emerald Parkway and Sawmill Road to four lanes.

Ms. Wawszkiewicz said it is not programmed at this time and reiterated Engineering wants to understand the traffic patterns of Emerald Parkway before any improvements are made.

Paul Hammersmith agreed with Ms. Wawszkiewicz that traffic patterns have to be established with the opening of Emerald Parkway. He recalled what was said during the update of the Community Plan that they were very uncertain as to what Bright Road needed to be when it grew up and what would happen to the network. He said Engineering would start taking counts later this year to understand these patterns. He reported the City of Columbus is considering a southbound lane addition to Sawmill Road, which will include the Sawmill/Bright intersection. He said working from a systemic standpoint we need to work together with Columbus not only to improve Bright Road but also the intersection of Bright/Sawmill. He said Bright Road could be widened to eight lanes wide but if the capacity does not exist at the intersection it does not matter how wide Bright Road is between Emerald and Sawmill. He explained the controlling factors are always going to be the intersection and again that is the City of Columbus' jurisdiction.

Ms. Salay asked about the timing of the cul-de-sac at Bright Road and Riverside Drive. Mr. Hammersmith said Engineering has not determined that yet. He said it will be discussed during the next CIP update. He said there will be some land acquisition required.

Cathy De Rosa asked about the traffic flow. She said the traffic study is completed and Engineering is evaluating what will happen now that the intersection is open. She asked what the anticipated change is in that demand. Ms. Wawszkiewicz said Engineering's expectation would be for people to gravitate towards Emerald Parkway. She said there is no question that there will still be a delay on Bright Road at Sawmill Road.

Ms. De Rosa asked if Engineering was starting to see that happen or if it was too early to tell. Ms. Wawszkiewicz said there have not been any formal counts as it would not help during the change in the traffic pattern.

Deborah Mitchell asked for clarification about the results of the traffic study. Ms. Wawszkiewicz said the study provided for this site is directly related to the two access points that are proposed and the impacts on the roadways.

Ms. Mitchell confirmed Engineering has completed the review of the traffic study, but it was not included in the packet for this meeting. Claudia Husak said Engineering has conducted the analysis of the traffic study and the numbers were provided in the Planning Report. She said detailed traffic studies are not provided to the Commission for review, because those are under the purview of Engineering.

Ms. Mitchell confirmed the conclusion drawn by Engineering was an extreme traffic problem is not anticipated. Ms. Wawszkiewicz said the use outlined in Community Plan as an office would be a more intense use and generate more trips than the proposed park and ride.

Ms. De Rosa asked if any additional properties were forecast to be rezoned in the near future to align with the Community Plan designation. Ms. Rauch said no additional properties were being considered at this point.

Todd Zimmerman asked if any other locations were considered for the park and ride or if this was the primary targeted area. Ms. Rauch said this is the site we were presented to consider for this particular use.

Ms. Salay said the City needs to consider COTA's request to be located north of I-270. She indicated with the Bridge Street District becoming a reality the City needed to relocate some businesses, which includes the park and ride. She said Council's goal was to determine how to make that happen with COTA as a partner with the City. She said the City owns this land and it was considered to be an option for the relocation COTA. She indicated the use works from a traffic standpoint and that is how the proposal turned in an application.

Mr. Langworthy said the Commission needs to evaluate this site and this use on this site and not focus on where it might be better located. He said ultimately, the site location is up to COTA to determine where they think the best location is and the Commission's task is to evaluate this proposal on this particular site.

Mr. Zimmerman said Dublin will give ownership over to COTA. Ms. Salay confirmed that is what is envisioned.

Mr. Zimmerman said COTA will be responsible for the maintenance of the facility. Ms. Rauch agreed.

Mr. Miller asked if there were options to keep the buses off Bright Road and move the buses across Emerald Parkway to Hard Road.

Mr. Bradley said it would add operational costs for every day they serve this site and there are no restrictions at this time. He said the routes are done very efficiently and not being able to get through on Bright Road would cause a run around every day at 16 times at \$70.00 per hour. He said it adds up and the cost to deliver this service to Dublin is passed on to the passengers, who only pay about 20 percent of the total costs.

Ms. Salay asked if COTA was talking about four trips down Bright Road and two trips down Emerald Parkway. Mr. Bradley said COTA is not sure at this time. He said to provide the best service would be to travel on Sawmill Road to I-270 and travel the freeway downtown.

Ms. Wawszkiewicz said from Engineering's perspective, if this were an office use as it was envisioned in the Community Plan, those trips would not be restricted to any particular route. She said rerouting this particular use, even if those trips went up to Hard Road and came south on Sawmill, they are still using the same intersection, which would be the same level of delay.

Ms. Newell said the retention basin is 11 feet deep and not a very attractive shape as a triangle and extremely close to the creek. She said the suggestion about pervious pavers or underground storage could contribute to reducing the size of the pond. She said this would add a benefit to the site. She referred back to the tree survey noting a good grouping of trees pretty close along the property line. She said if the retention pond is reduced through underground storage there may be an opportunity to reduce a row of parking and extend the green space to the north. She indicated COTA might be able to hold the front parking a little bit farther off of Emerald Parkway and save a few more of those trees that are in that area. She said the plan can be improved and is still bothered with the access along Bright Road. She expressed concerns for the residences across the street and the traffic being too great.

Ms. De Rosa said she had driven around and found the intersection at Bright and Sawmill to be really hard to navigate. She said she was not sure if rerouting solves all the problems because congestion still ends up back on Sawmill Road. She asked if there was any opportunity as far as timing here to think about some ways to advance what could be done at Sawmill and Bright Road. She asked if that was totally out of our hands and if it was a broader conversation with the City. She said waiting until 2018 or 2019 to solve that problem seems impractical.

Mr. Hammersmith said it is going to be a long study process; there are no cheap solutions and again it has to be a systemic approach. He said not only at Bright and Sawmill Roads but they are looking at Billingsley. He said the study will look at the entire corridor and not just one location, and it is not going to be an immediate solution. He said there will need to be funding sources identified. He said in the end, this is going to be a project between \$10 million – \$15 million to implement a correction. He explained this is being driven by the City of Columbus. He said he would report back to City Council as alternatives come forward but it is not going to be something that this project is going to solve.

Ms. Salay thought a decision was made but it looked like prior to that there was a lot of discussion about the Bright Road plan. She said we decided on the alignment of Emerald Parkway, 20 some years ago. She said the properties that are adjacent to the park and ride as you go eastbound toward Sawmill Road, are all in single ownership and being sold for redevelopment. She suggested the neighbors sit down with Staff, PZC, and Council to discuss the Community Plan and possible land uses west of Emerald Parkway.

Ms. Salay agreed with Ms. Newell about holding stormwater underground.

Ms. Newell said Suburban Office is the appropriate rezoning for this site. She said she takes exception to the conditional use.

Ms. Salay addressed stream protection and invited Mr. Roth to speak.

Mr. Roth said it would be nice to have natural woodland for about 20 feet; whole preservation would require more than that.

Ms. Newell said it can be two working together and does not have to be one or the other. She said the design of the retention basin on this plan is poorly functional and has no aesthetic redeeming qualities whatsoever. She said by doing a portion of piping underground and splitting the depth the site design would be improved. She said Engineering can speak to how to best balance the retention. She indicated there is a better aesthetic solution than what we were presented with this evening.

Ms. Newell said she was not in favor of the current plan conditional use. She said it fails to be harmonious to the existing intended character of the vicinity. She said she is comfortable with the rezoning of Suburban Office as it meets the Community Plan. She said there is an option to table this case and return with a revised plan that addresses the Commission's concerns or the Commission can vote on the application as presented.

Ms. Rauch said the City is the applicant for this project. She suggested if the Commission was inclined to vote on the rezoning tonight that portion of the application could be forwarded on to Council. She said Planning could work through the details and comments with regards to the conditional use and come back with a revised plan.

### **Motion and Vote**

Mr. Zimmerman moved, Ms. Salay seconded, to recommend approval to City Council of this rezoning from R-1, Restricted Suburban Residential District to SO, Suburban Office and Institutional District because it complies with the Community Plan. The vote was as follows: Ms. De Rosa, yes; Ms. Mitchell, yes; Ms. Newell, yes; Mr. Miller, yes; Ms. Salay, yes; and Mr. Zimmerman, yes. (Approved 6 – 0)

### **Motion and Vote**

Ms. Salay moved, Mr. Zimmerman seconded, to table this conditional use. The vote was as follows: Ms. Mitchell, yes; Mr. Miller, yes; Ms. Newell, yes; Ms. De Rosa, yes; Mr. Zimmerman, yes; and Ms. Salay, yes. (Approved 6 – 0)

### **Communications**

Claudia Husak reminded the Commission that the early registration for the National Planning Conference ends February 19, 2015. She said if anyone on the Commission is considering traveling to Seattle, Washington, she asked that they get in touch with Flora Rogers with dates and check some flights beforehand so Flora can book the hotel at least. Victoria Newell said she was interested in attending. Ms. Salay said she was going too.

Todd Zimmerman asked if the next PZC meeting was set aside for training. Ms. Husak said the February 19 meeting is a training session in conjunction with ARB and BZA. She explained Mr. Foegler will speak about our history with the BSD and where we are currently; Engineering will provide a transportation update; and Rachel Ray will discuss the form-based Code, which is another aspect of reviews. She said the material is geared more for the new members as the others should already be familiar with the content but are welcome to attend.

Deborah Mitchell asked if it would be beneficial to talk to Rachel Ray or other Staff before the February 19 meeting as she has questions and would like to get up to speed. Ms. Husak said it might be a benefit to all to hear the conversation so it would be better to wait until the 19<sup>th</sup>. Steve Langworthy said anyone can come in and have a one-on-one discussion with Staff for more detail at any point in time and recommended sending a request via email to schedule a meeting.

Both Ms. Husak and Mr. Langworthy commended the new Commission members on their first meeting as their questions were great.

Ms. Husak said MORPC has offered to come to one of our training sessions. Ms. Newell said that was a great idea.

Mr. Langworthy suggested the possibility of a Planning Commission Exchange in the future.

The Chair adjourned the meeting at 10:15 p.m.

As approved by the Planning and Zoning Commission on \_\_\_\_\_ 2015.

## **COTA Park and Ride Summary of Neighborhood Meeting January 7, 2008**

A neighborhood meeting was held regarding the proposed relocation of the COTA park and ride located at the northeast corner of Bright Road and Emerald Parkway. City staff and COTA representatives provided an overview of the proposed site to the neighbors. Information was provided regarding the site and why it was selected, long range planning efforts of the city and COTA, proposed site layout, bus routes and times, and details about noise, security, lighting, and site maintenance abatement. The following is a summary of the concerns raised by the neighbors regarding the proposed COTA park and ride facility.

### **Traffic and Transportation**

The specific routes and alignments regarding the bus routes were discussed, particularly regarding the choice to use or limit bus traffic on Bright Road. The neighbors expressed a desire to direct the bus traffic to use Emerald Parkway and Hard Road only due to concerns regarding existing cut-through traffic and speeding on Bright Road. The neighbor also inquired about how the development will impact rush hour traffic in the area.

There was also discussion regarding the status of thoroughfare plan details for the Bright Road area, including, the widening of Bright Road and the cul-de-sac of Bright Road at Riverside Drive. The neighbors also confirmed additional right-of-way was secured on the proposed COTA site in the event Bright Road is widened.

### **Planning and Zoning**

The neighbors inquired about any additional development in the Bright Road area and expressed concern regarding the involvement of the neighborhood early enough in the process to produce significant results from input. They expressed concerns about the prospects of future development in the area due to the development of the park and ride facility. There was also discussion regarding the Bright Road Area Plan and the intended uses. The neighbors are concerned the proposal will cut off the Village of Inverness and not provide the residential component as outlined in the Area Plan because no one will want to live across from the proposed facility.

### **Public Involvement**

The neighbors had questions regarding the status of the project, public notification and future public review. There was some concern about how the project fits with the timeline of City Council's review of the development agreement. The neighbors expressed frustration that the development of the site as a park and ride was a done-deal and does not provide an opportunity for true input regarding its appropriateness on the site. There was discussion regarding the public review process through the Planning and Zoning Commission and City Council.

### **COTA Services**

There was concern regarding why are COTA is relocating the park and ride out of the BSD entirely. There was discussion regarding COTA services within the Bridge Street and future transit services, and the differences between the park and ride services versus local bus services.

### **Lighting and Stormwater**

The neighbors requested clarification about site lighting within the proposed parking lot. They expressed concerns about whether the lights would be on 24 hours and how the lighting from this development affect nearby neighbors. They inquired whether lighting could be reduced to limit the off-site impacts. There was also discussion regarding the proposed shelter and the lighting levels within the shelter and whether it could be minimized.

The neighbors inquired about the stormwater pond and the water would enter the stream to the north. There were concerns raised about the potential for downstream effects and flooding.

### **Site Security and Maintenance**

Residents asked about the maintenance and inspection of the site, with concerns raised about security and abandoned cars.

### **Alternative Locations**

There was discussion about the consolidation of COTA routes and the possibility of a second location in the Avery Road corridor. The neighbors inquired about alternative sites near or in the Dublin Village Center area, as well as the previous proposal along Sawmill Road.

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Vice Mayor Lecklider stated that he, too, is disappointed that the drive alignment could not be altered. The setback could not be at 10 or 15 feet for one building alone; it would be necessary for all three buildings.

Mr. Hale concurred.

Vice Mayor Lecklider stated that although there will now be 30 feet to work with, this is something outside the normal procedure. It has been inferred that Council members may not be overly familiar with nursing facilities, but he has two relatives in such facilities. He does appreciate what this facility will offer the Dublin community.

Mrs. Boring moved to amend the conditions to add that a semi-permanent fence be placed and maintained throughout the entire construction period to protect the trees on the western border.

Ms. Salay seconded the motion.

Mayor Chinnici-Zuercher inquired if Mr. Hale would accept the additional condition.

Mr. Hale indicated that he accepts the additional condition.

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

**POSTPONED ITEM**

**Ordinance 58-07**

**Adopting the 2007 Community Plan. (2007 Dublin Community Plan - Case No. 07-056ADM)**

Mr. Combs stated that there is no formal presentation tonight. A summary of all of the motions from the December 3 special meeting has been included in the meeting packets (attachment A).

Mayor Chinnici-Zuercher invited public comment.

Jane Swickard, 2755 Terrace Street, Millersport stated that she hopes all have had an opportunity to read her letter of December 4 regarding the new Community Plan and the proposed setbacks for the southwest corner of Avery and Woerner-Temple Roads. As stated previously, the setbacks would significantly affect the value of the property owned by her family -- a conservative estimate is 38 percent of usable land. Her family requests that Dublin's new Community Plan, which encompasses their property, be flexible in regard to setbacks and that any development proposals for this property be considered on the merits of design and what will benefit the Dublin community.

Wallace Maurer, 7451 Dublin Road, stated that he has 4 issues to address.

- Preservation of the Holder-Wright works. This was addressed previously with respect to the Indian Mounds, and he expressed concern about their preservation. Previously, the City was awarded a \$132,000 grant for the site which was canceled when the owner decided not to sell. Does this affect the preservation plans?

Ms. Brautigam responded that Council adopted a policy of intent to preserve that property. The current property owner is aware of the City's desire to purchase the property, but is not yet ready to sell. They will contact the City when they are ready to do so.

- Water towers. There is the possibility of making water towers visually palatable. Along I-270 between Dublin and Worthington, two water towers are visible. Their structure is considerably modified from the typical water tower of the past, and they are painted a soft color combination that reduces the visual impact. This could be a future art project for the Dublin Arts Council -- a large scale "Titration" type project.
- Bike lanes. In Los Angeles, drivers are very respectful of the bike lanes. However, in the Los Angeles culture, pedestrians have the right of way.
- Ponderosa Estates. He has many thoughts on this issue, and will commit himself publicly to sharing them, albeit it will be through the local newspapers.

Claire Wolfe, 5521 Indian Hill Road, River Forest stated that she is here to speak about the Memorial Bridge issue. She is very disappointed with Council's decision to remove the bridge from the Community Plan. The bridge has been in the Plan for ten years, which is very foresighted. Removing it from the Plan is very shortsighted. Its presence in the Plan did not mean that it necessarily must be built in that location. Its proposed location was very close to her home, so she could not be accused of being one of the

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"not in my backyard" citizens. The City needs to make provision for additional traffic across the river. Some of the remarks expressed in the local papers were somewhat inane, such as, "It is not our problem that the roads are so full" and "Much of the traffic is from the north and those communities should participate in the building of a bridge." That may be true, but Dublin recently rezoned a very large area between McKittrick and Brock roads. There is also Deer Run, Glacier Run and Glacier Ridge Park and the northern part of Muirfield road. The Cardinal Health new construction is anticipated to add an additional 600 cars to SR 745 and Emerald Parkway. Removing the provision for the bridge in Amberleigh where rights-of-way have already been identified seems shortsighted.

Mayor Chinnici-Zuercher requested that the Woerner-Temple/Avery Road area plan be displayed.

Mr. Combs noted that the drawing could be found on page 85 of the Community Plan draft.

Ms. Salay stated that originally she did not support a mixed-use development in this location, nor did most of the neighbors. What made the concept palatable was the incorporation of the large setback that would preserve the pastoral feel along Woerner-Temple west and south on Avery Road. That may not be maximizing the value for the landowners, but that is not the standard by which Council makes its decisions. While she is sympathetic to the plight of the landowners, that is the risk of investment -- there is not a guaranteed return. Time and circumstances can affect it. However, the landowners will not lose; they will receive a fair return for their land. Long term, this is the best plan for the community. A Community Plan must reflect the overall interest of the community rather than the individual interests of the landowners. The right thing to do is to keep the setbacks as discussed previously.

Mayor Chinnici-Zuercher inquired if there were any other comments regarding the Community Plan. The staff memo included in the packet lists the changes that were made in the final draft as a result of Council's public hearing discussions and direction.

Mr. Keenan stated that the Community Plan update has encompassed a three-year effort. He thanked everyone for their hard work on the project.

Ms. Salay stated that she recently reviewed the Community Plan materials she has accumulated over course of the project and was struck by the overly optimistic goal of the initial timeline of 12 to 18 months; it has taken nearly four years. She was one of the original advocates of the need to update the Community Plan. A large portion of her ward was undeveloped, and the area was under-planned. Although it has been a long process, it has been very beneficial. Council has addressed many issues, many of which were unexpected. She thanked staff, particularly Planning, for the very long hours committed to this task. She is concerned, however, that in the end Council may have yielded to the political pressure of the year and not adopted the best long-term policy regarding a couple of issues. Dr. Wolfe, who spoke earlier, may be correct. If so, she apologizes to the future residents who may have to re-visit the bridge issue. Former Council Member Kranstuber, who mentored her when she first assumed her seat on Council, once said that during his years on Council, he observed that Council had not bowed to political pressure but had worked together to do what was best for Dublin. She had hoped that would also be the outcome of this effort. Nevertheless, Council must move on. She heartily supports the Community Plan update and is honored to have been part of the process.

Vice Mayor Lecklider stated that he was also involved with the 1997 Community Plan update, and is not certain where that ended and the new one began. In Dublin, if Council errs, they err on the side of inclusion, including the opinions of more rather than fewer, and that ensures a better result. In addition to staff, he would like to recognize the various boards who had input and devoted time to this effort, particularly the Planning and Zoning Commission. Although there may be details that do not meet his expectations, the vast majority of it does. That is the result of a democratic process. The City and the community can be proud of the result.

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Mrs. Boring stated it has been a long three years, and she will therefore make her comments brief. She thanked Mr. Combs and all the Planning staff for their work.

Mr. McCash stated that this began as a simple update, but evolved into a complete re-write of the Community Plan, completed 10 years after the adoption of the previous version. The 1997 process was also lengthy, but probably not as trying as this process. He commended staff. This is probably some of their best work. Unfortunately, Council's subsequent work may not have been their best work. He has debated the proper action for himself tonight in view of the likelihood that future residents will confront a future Council about the need for an additional bridge over the river. He wants to be on the record for his position that Council's decision regarding the bridge may not have been the best. He trusts that in the future, an update or revision will reevaluate this issue.

Mr. Reiner stated that he assumed a seat on Council at the time the 1997 Community Plan was being completed. It is not improbable that a future Council will be doing the same in another ten years. This Plan is based upon 10-15 year projections, and the community will likely change significantly during the next few years, resulting in the need for another review. He thanked Mr. Combs, the Planning staff and the City Manager for taking on the monumental task of a Community Plan re-write simultaneously with the already heavy workload dictated by the high volume of development in Dublin. He believes this is the best plan for the community at this time. A future community and Council will produce another plan, if needed.

Mayor Chinnici-Zuercher also thanked Mr. Combs and all staff who worked on the Community Plan. As she contemplated the point at which the project took a turn for the better, she believes it was when staff took charge of the project, following the early work by the consultants. That is something that needs to be remembered in the future. The staff, Council and citizens know what the community wants and what would be best for it. Consultants can play a role, but not a lead role, in shaping the Community Plan for the community. She commended Mr. Combs for "stepping up to the plate" and committing the extra time to accomplish the task. All Council members, with the exception of Mr. Keenan, were also involved with the 1997 Community Plan. That update was a very community-based effort, with hundreds of people involved. What it resulted in was a tremendous "buy in" of the community for many subsequent years. Many people in the areas that were later developed were involved in the development of that Community Plan and were able to shape what ultimately happened. She agrees that in the next ten years or less, the City will likely re-evaluate the 2007 Plan. She believes there is great value in the active participation of citizens in the process – in fact, they should lead the process. The outcome may or may not be different. The important thing is that it is really their Community Plan. Citizen investment in the application of the Community Plan is the reason Dublin enjoys such a beautiful community. She hopes this perspective is pulled from the archives at the time Dublin again considers changes to the Community Plan.

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

## **SECOND READING/PUBLIC HEARING - ORDINANCES**

### **Ordinance 87-07**

#### **Adopting the Annual Operating Budget for the Fiscal Year Ending December 31, 2008, and Declaring an Emergency.**

Ms. Brautigam stated that the information provided in this packet includes the updates made as a result of Council's budget work sessions in November.

Mrs. Boring stated that she missed the second budget work session. She has some major concerns about some of the expenses that have been budgeted. She does not believe that Council has a sufficiently tight handle on the budget and that they should begin to look at certain things more closely. There are tasks that current staff is no longer able to do, so additional full-time staff is being added to do the work. She would like to have an understanding of the reasons for that.

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Minutes of \_\_\_\_\_

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DAYTON LEGAL BLANK, INC., FORM NO. 10148

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The purpose of the US 33 area plan is to establish a general vision upon which future policy decisions can be based as conditions warrant.

An issue was raised at the last meeting due to a letter that was received from the Central Ohio Bicycle Advocacy Coalition (COBAC).

Mayor Chinnici-Zuercher requested that Council discuss the US 33/Jerome Township area before moving on.

Mrs. Boring inquired if Council would continue discussion of the Northeast Quad area plans that were not discussed previously.

Mayor Chinnici-Zuercher noted that the only one addressed in the meeting materials is the Bright Road area.

Mr. Combs responded that the memo contains additional information that Council requested on that area.

Mrs. Boring inquired the plan for continuing discussion.

Mayor Chinnici-Zuercher asked for her preference. Both US 33 corridor and Northeast Quad residents are present. Citizens have signed up to speak on the following areas: Tuller Road/Riverside Drive, Rings Road, Northeast Quad, Memorial Drive extension and bridge, US 33 corridor, and the Community Plan in general.

Mrs. Boring stated that for the public's benefit, there should be a schedule for the discussion.

Ms. Brautigam responded that staff's plan was as to discuss the outstanding issues, including any outstanding items in the Northeast Quad; complete staff's report; and conclude with Council discussion.

Mrs. Boring stated that proceeding in a methodical manner, Council could begin with the Northeast Quad, then proceed to the US 33 corridor, then address other areas.

Mr. McCash stated that Council also provided a memo with an alternative timeline for adoption of the Community Plan. Is the intent to adopt the plan at the December 10<sup>th</sup> meeting, or has that been modified to January 7<sup>th</sup>?

Mayor Chinnici-Zuercher responded that it was Council's goal that it would be the present City Council that would approve the 2007 Community Plan, and the last meeting this year is December 10<sup>th</sup>.

Mr. McCash inquired Council's response to staff's suggested alternative timeline. If the adoption is not intended to occur until January 7<sup>th</sup>, there is no need for him to be present for this discussion.

Mayor Chinnici-Zuercher stated that it was well over a year ago that Council requested that the Plan be completed with this Council, which is the body most knowledgeable of this work. Therefore, she would prefer to maintain the December 10<sup>th</sup> adoption schedule.

Discussion followed.

Council consensus was to schedule a special meeting on December 3 at 6:00 p.m. for completing discussion of the Community Plan. The goal tonight will be to end discussion at 11 pm.

## • Northeast Quad – Bright Road Area Plan

Mr. Combs stated that at the last meeting an overview of the plan was given, covering the area east to west along Emerald Parkway. There is Office use along the ravine area; maintenance of park to the north of the ravine to preserve existing cemeteries and the Indian archaeological site, the Holder Wright works. To the west, there is additional Single Family use, and as Emerald Parkway turns to the north, along the final segment to be constructed, there would be a variety of Office use around the interchange at Sawmill Road/I270. Moving further to the north along Bright Road, there would be Medium, Mixed Residential on the north and south sides with additional Office integrated into existing Office along Sawmill. At the last discussion, Mrs. Boring raised a question about the proposed density. Comparative densities are noted within the staff memo.

Mrs. Boring stated that at one time, Area 3 was proposed as Office. Converting it to Office rather than Residential has been proposed. There is currently a mix there. This

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is a critical issue to the area residents. Perhaps those residents should have an opportunity to speak.

Jim Hendrix, Continental Real Estate, indicated he is representing Alan Vrabel who owns the 33 acres at the corner of Tuller and Riverside Drive. Previously, Paul Ghidotti presented a bubble plan of what they hope to develop on that site -- a mixed use of senior housing, nursing home, medical and ancillary retail. Mr. Vrabel purchased the property approximately 13 years ago and cleaned up the driving range with the intent to develop a mixed use office campus on the site. That plan has evolved over the years. He is also in the nursing home business. It is their belief that the mixed use of senior housing, medical and retail would be a better use of the property. They request that the City consider those plans in connection with this property.

Mack Parkhill, 7879 Riverside Drive, stated that he is a trustee with the East Dublin Civic Association. As well as speaking for himself, he indicated to Randy Roth earlier today, whose father is ill, that he would present his concerns. The residents believe that the proposed Summitview/Sawmill area plan is good. They do not object to alternative land use plans as long as retail is not included, and it has not been. There are concerns about the SR 161/Sawmill Road/Riverside Drive area. Many suggestions have been made for the Digger & Finch, formerly Bash, property. However, the scenic corridor designation for Riverside Drive does not begin at Tuller Road; it has always started at SR 161 and proceeded to the county line. In the past, the residents have opposed most of the proposals, which have included a large, 3-4 story apartment building and a large, Florida-style high-density residential project. The City Planning Commission agreed that those proposals were not appropriate for a scenic route. They ask that Council keep that in mind as they review this area. At this time, another high density housing development is proposed for the area. The residents ask that Council protect this scenic route. The residents love the existing greenspace. However, if plans for the area do not remain exactly the same, they ask that whatever the plan is that it be more in line with the existing use than what is proposed, which is to fill in the site and completely change the entire character of this entry point to Dublin.

Speaking for Mr. Roth regarding the Bright Road area, there is concern regarding staff's plan for land along Bright Road east of the power lines. The 1997 Plan suggested that the land north of Bright Road be re-developed as Office, similar to the existing professional offices on Bright Road, and that the 10-acre site immediately south of Bright Road be redeveloped as multi-family condominiums to protect the Village of Inverness. Recently, staff has proposed inverting the plan so that the Office use would be contiguous with the existing Office use on the south side of Bright Road. The residents agreed, so the Plan proposed multi-family condominiums in the area north of Bright Road and professional Office to the south. Last month, the residents were startled to see a new draft of the plan, which shows both areas developing as multi-family. The residents were not consulted about the last-minute change, and they are concerned about it. Previously, any proposals were discussed with the civic association. It is their belief that the recent change is a mistake for the following reasons:

(1) The professional offices on the east side of Bright Road and to the east of Sawmill along Billingsley and Sawbury are fully occupied. There is a market for professional office space in the Sawmill corridor because Columbus did not zone enough space on the east side of Sawmill Road. Additional professional offices would serve residents in the Sawmill corridor and would not compete with Dublin's new Innovation Center. A large, multi-family zoning on the east side of Bright Road would make it difficult to attract upscale office projects to the neighborhood. A large multi-family area would damage the Office use potential of the surrounding land just as the apartments on Sycamore Ridge damaged the Office potential along Tuller Road. Not one new office building has been built in that area since the apartments were added.

(2) It sets a double standard for the appearance of Emerald Parkway east of the Scioto River. The City has not allowed a multi-family rezoning anywhere along Emerald Parkway since it was planned in 1990. All the zonings have been for Office, Institutions, or Single Family Housing.

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(3) Less than half of the dwelling units in east Dublin will be owner occupied if the suggested plan is followed. The Civic Association is adamantly opposed to lowering the proportion further. It is very easy to attract residents to apartments in Dublin because of the schools, but the high proportion of transient students who come from areas with very poor schools has had an extremely negative impact on the schools that East Dublin children are attending. It is incumbent upon Dublin not to exacerbate this problem.

(4) The plan shows a parking lot in the area north of Billingsley Creek where the Indian burial mounds exist, an area designated for archaeological preservation. The parking lot should be moved to the south of the creek or the western end of Bright Road where it will not compromise the historic district.

(5) They oppose several components of the Sawmill-SR 161 area plan. They believe the Sawmill Road frontage should remain commercial. They support the City's long-standing goal to generate revenue from this corner, and they would prefer to see it developed imaginatively as a retail center rather than abandoned to multi-family or a village concept zoning. They would like to see Snuffer Road continued west across Sawmill Road to improve access to the interior of that site, and they would like to encourage the development industry to acquire the small frontage properties along Sawmill Road and include them in a larger, retail PUD. The new retail developments along SR 161 send a message that the land is suitable for retail where the road access is adequate and the sites are visible. The problem is addressed by improving the flow of traffic and visibility and redeveloping the frontage. It is doubtful an eastern-style, urban village development would succeed in the Sawmill corridor because the area is dominated by mid-scale, bargain retailers, not upscale retailers. They do not believe the character of the area can be changed east of the power lines.

Mr. Reiner inquired if his statement is that there is 50 percent existing rental there now. Mr. Parkhill responded that would be the proportion with the additional proposed multi-family. That is of great concern to the existing residents.

Mayor Chinnici-Zuercher requested that Mr. Combs explain the reason the area plan was changed.

Mr. Combs responded that it has not changed from the June 2007 draft. Although there were concerns voiced at one of the public meetings and the option of placing Office on one of the two sites suggested, there was no direction given at any of the joint work sessions.

Multi-family condominiums north of Bright Road, east of Emerald Parkway

Mrs. Boring stated that the residents desire that the Village of Inverness be surrounded by multi-family condos. The area they are concerned about is the area north of Bright Road and east of Emerald Parkway. The adjacent area is designated as Office, and those offices are always full. She would suggest that this area also be changed to Office use.

Mrs. Boring moved to revise the area plan to designate this particular area as Neighborhood Office.

Mr. Reiner seconded the motion.

Mr. Keenan requested clarification of the site.

Mr. Combs responded that it is Bright Road between Sawmill and Emerald Parkway.

Mr. Keenan inquired if the Office use would have appropriate access.

Mr. Combs indicated it would.

Mr. Keenan inquired if any issues were envisioned with the proposed change.

Mr. Combs responded that an Office use rather than Residential would generate a difference in traffic, but he could not say specifically how it would impact the intersection.

Mayor Chinnici-Zuercher noted that these would be neighborhood office size buildings.

Mr. Combs responded that by definition, it would be within a range of 9,000 sq. ft. /acre.

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

Proposed Parking Lot on Indian Mounds Site

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Mr. Combs noted that given the decision that was made to cul de sac Bright Road along Riverside Drive, the expectation is that this would become a community-scale park due to its importance. That generates the need for some level of parking provision. The intent was to represent a very small parking lot that would be integrated into the design. The idea was to keep all of the park traffic off of Bright Road as a residential road, and focus it off of Emerald Parkway.

Mrs. Boring stated that it is a good idea to provide sufficient parking for these parks. Did Mr. Parkhill understand the reason for the parking space? What was the specific concern?

Mr. Parkhill responded that the concern is that the parking is located much too close to the archaeological site itself, which was intended to be preserved as it is. The civic association suggested that the parking lot be moved south of the creek and west of Bright Road, where it would impact the archaeological site must less.

Vice Mayor Lecklider stated that this is conceptual only. He is confident that the City would not create a parking lot that would damage the integrity of the archaeological site. He is not certain the City would want to incur the expense of a roadway in that location.

Mr. McCash noted that there is the issue of the Billingsley Ravine. It is better to show it this way with the understanding that a later Council could decide to build it across the ravine. The important thing is to remember the impact on the ravine itself.

Mrs. Boring inquired if Council would consider a curbcut on Riverside Drive.

Council indicated they would not.

Mrs. Boring stated that she is concerned about the neighborhood response if the road is shown with an access off Bright Road.

Mr. Keenan made a motion that the Bright Road area plan indicate only that there would be parking provided, but not a specific location.

Mayor Lecklider seconded the motion.

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

## Sawmill Road and SR 161

Mrs. Boring stated that the proposed plan was probably well received due to the greenway along Riverside Drive and the pedestrian pathway that runs east and west. The alternate proposal that was forwarded to the City was included in the meeting materials. She requested staff's comments.

Mr. Combs stated that this is the plan Mr. Hendrix referred to earlier. They propose a second-story office building on Tuller Drive, one to three stories in height. The plan continues the concept of a pedestrian greenway. Their proposed changes would include retail along Riverside Drive and a higher density mixed residential. In general, staff has no significant objections. Placing a lot of retail along Riverside Drive is not the best alternative for the area. The Community Plan provides for a road with river heritage character, with minimum setbacks of 60-100 feet. He is not certain Office at that scale would work.

Mr. McCash moved to leave the area plan as it is shown in the Community Plan, where it has been tested and modeled. This would not preclude the submission of future rezoning requests, and traffic studies could be conducted at that point.

Mrs. Boring requested input regarding plans for the Sawmill Road area. Mr. Parkhill has expressed concerns with staff's plan.

Mr. McCash stated that he disagreed somewhat with Mr. Parkhill's comments that it is not possible to change the mix in that area. With the right development plan, it would be possible to change and improve the mix. A good example is the southwest area of Dublin. The development, which includes the Golf Club of Dublin, has distinctly changed the area for the better. On the west side of Sawmill Road, Dublin has the opportunity to demonstrate to Columbus how to do development exactly how to do it right.

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Mrs. Boring stated that she does believe Dublin should consider the suggestion to extend Snouffer Road.

Mr. Combs responded that this has been suggested previously. The City of Columbus does have jurisdiction over Sawmill Road. The plan does include the comment that Dublin would be willing to work with Columbus to address traffic issues at the various intersections, however, no specific provision was made regarding Snouffer Road.

Mrs. Boring inquired if a notation could be made in the Community Plan that it is Dublin's desire that Snouffer Road be extended across Sawmill Road.

Mr. Combs responded that a comment to that effect would be added.

Mrs. Boring referred to the provision for a mixed-use town center with a greenspace setback. Could this site be marketed for something educational, such as an institute – something other than mixed use?

Mr. Combs responded that the definition of mixed use is quite broad. It actually provides for a mix of government offices and institutions such as an educational use. That use could be incorporated into the plan. A walkable environment where an educational use could be integrated with the surrounding uses could attract interest.

Mrs. Boring inquired if that use should be specifically suggested, or should the plan remain as it is.

Mr. Combs responded that it is already covered in the list of mixed uses, but a note could be added to indicate an interest in having an educational use integrated into that area.

Mayor Chinnici-Zuercher suggested that it be added to the Planning Issues and Challenges on page 138. An educational use would not typically be thought of as a town center use, so it should be specifically noted.

Mayor Chinnici-Zuercher inquired about the absence of Lowe's on the map.

Combs responded that the policy direction seemed to discourage big box retail development. Those types of uses typically do not have longevity, and eventually this site will need to be redeveloped.

Mrs. Boring suggested that this specific planning area be extended further south to SR 161, retaining the existing bank building.

Mr. Combs stated that the general concept is to push the buildings to the street, in some areas providing greenway connections in some areas, but taking more of an urban feel. That pattern can be duplicated. The larger issue would be the type of uses. Would there be a different policy direction for that area, or would it be part of the town center development area.

Mr. Reiner stated that he would think it could certainly be part of the town center developments. For the present, Dublin is happy to have Lowes and the other businesses that are active there. This is a long-range plan to year 2050.

Mayor Chinnici-Zuercher moved to extend the town center concept to the SR 161-Sawmill intersection.

Mrs. Boring seconded the motion.

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

Summitview and Sawmill

Mrs. Boring stated that the recommendations for this area and the areas to be protected are satisfactory. The association is hoping for flexibility in the plan. They are interested in maintaining a more "country" use, such as an equestrian park.

US 33 Corridor-Jerome Township Area Plan

Mayor Chinnici-Zuercher invited citizen comments.

Jesse Dickinson, 10144 Brock Road, Plain City, stated that he believes his comments reflect the opinions of others in Jerome Township. He would like to comment on three issues: remarks at a previous meeting, the views of the citizens of Jerome Township, and remedies for the US 33 corridor. At a previous meeting, Mr. Guerin summed up the views of 100 residents. In the Industrial Parkway corridor, approximately one half of the

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residential homes are within ½ mile of the US 33 corridor. The proposal is to have businesses develop along that corridor. He considers that to be a transfer of value from the individual homeowners to corporations. The homeowners' homes become valueless. The property becomes more valuable, but the businesses that move in will destroy the lifestyle of the existing residents and the potential for anyone else to use the land. Look at the Industrial Parkway area today for example.

[The meeting was briefly recessed for technical/recording difficulty.]

Mr. Dickson stated that another comment was made by a Council member that a township trustee's remarks were disingenuous. He concurs with that comment. Many of the citizens want low density, residential development that can support the three school districts. The citizens group, originally designed for the citizens, has been infiltrated by architects and developers. The township trustees do not listen to the people, the residents. There have been 10 referendums. He has attended the MORPC and LUC meetings and spoken on behalf of the residents. He is providing a CD to Council tonight with a survey conducted of their area. It is well done, and he hopes Council reviews it. He sees three possible remedies to change Dublin's plan: (1) The US 33 corridor plan be revised to resemble Dublin's earlier plans for development of a lighter density. (2) Referendum of the proposed plans. He believes that in Dublin he has found people who believe they should be representatives of the people, not dictators to the people. (3) Merge. Annex the area and provide the proper zoning.

Kathleen Crowley, Planning and Zoning Coordinator for Jerome Township, stated that she realizes Dublin sees this area as its growth corridor. She would like to ask a couple of questions on behalf of Jerome Township residents that are in attendance tonight. She inquired if the US 33 corridor planning area that is being discussed, a couple thousand acres, is currently in Jerome Township.

Mayor Chinnici-Zuercher affirmed that it is.

Ms. Crowley stated that in order for the City of Dublin to implement this type of planning, the property owners would have to annex to the City of Dublin. The area plan being discussed by Dublin City Council is solely Dublin's plan, not Jerome Township's or the City of Marysville's. As it is now, those 2,000 acres are within Jerome Township. The citizens of Jerome Township could only be subject to Dublin's taxes if they were to annex to the City.

Mr. McCash responded that the residents are already paying school district taxes, which is the greater tax.

Ms. Crowley that the financial situation in a township is different than in the City.

Mr. Keenan stated that the millage is the same in the township as it is in the City. The only difference is the 1/2 mill the City collects. This issue is not about taxation, however; it is about planning.

Ms. Crowley responded that it is about land use, and Dublin can determine the land use only if the area is annexed into the City.

Mayor Chinnici-Zuercher stated the City's plan is conceptual only. When Jerome Township does their area plan, they do not look only at the township area. A plan looks at contiguous area factors that would have an impact on the municipality or township.

Mr. Reiner stated that there is often a misunderstanding that if an area annexes into the City, their taxes will greatly increase. The largest portion of the taxes paid are to the school district. The City portion is minimal. Additionally, the property owners are often concerned that the City will annex their property. Only the property owner can initiate an annexation.

Mr. Keenan stated that for the small amount of millage the City collects, a great number of services are provided.

Vice Mayor Lecklider stated that he would like to emphasize what Mr. Reiner alluded to and that annexation is not an action the City pursues. To be annexed, the property owner must initiate the process.

Ms. Crowley stated that she is aware of that. She also wanted to confirm that this is not a zoning; it is a community concept plan. She is simply confirming the facts for the township citizens.

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Mr. Reiner stated that as Mr. Keenan indicated, with an annexation the property owner receives a large number of City services in return for a nominal tax increase. Dublin has the one of the highest levels of public services provided for its residents.

Mayor Chinnici-Zuercher inquired if Council members would like to request any changes to the US 33 Corridor plan, which is a conceptual design for areas outside the City's current jurisdiction.

Mrs. Boring stated that she believes some property owners in this area are aware of the high level of planning, including buffering, that Dublin provides and would be interested in annexing to Dublin. However, is it possible to plan around those neighborhoods, not over them?

Mr. McCash stated that this is essentially a future redevelopment concept. If this land were to become more valuable as Office use, the property owners would be inclined to sell their property to benefit from the higher value and move from the US 33 corridor.

Mrs. Boring stated that the "cashing in" concept is often misunderstood. \$300,000 acre for raw land may seem to be a good price, but selling the property for \$300,000 when a house is included does not seem to be a "windfall."

Mr. McCash responded that the land involved in the Tuttle Crossing extension and rezoning increased much more in value than the houses sitting on the land. If the land is sold, the property owner will realize a much greater profit than they would have before it was rezoned. If the land in the US 33 corridor were to be annexed into Dublin sometime in the future and zoned as Commercial but the land around it remained residential, Dublin would be sensitive to the adjoining neighbors. Dublin's zoning code requires a buffering element between commercial and residential properties.

Mrs. Boring noted that is how the "islands" are formed. She inquired what low density is contemplated here.

Mr. Combs responded that it would be single family.

Vice Mayor Lecklider stated that development happens incrementally and unavoidably creates islands. It is unlikely development would occur 300-400 acres at a time.

Mayor Chinnici-Zuercher inquired Mrs. Boring's recommendation.

Mrs. Boring responded that she would like the plan to indicate the existing residential. If she lived in this area, this plan would be very unsettling to her.

Mr. Keenan stated that US 33 is similar to Bethel Road, which eventually became retail.

Mrs. Boring stated that Bethel Road, however, is a major collector.

Mr. Keenan responded that US 33 is as well. This plan is a concept for 30 years in the future. If proper planning does not occur now, problems will result from uncontrolled development. The planning has no real effect, unless the land is annexed.

Mr. Keenan noted that, in his opinion, there is a significant problem with the plan. Prime real estate on a limited access highway is designated as Low Density Office use. What is the reason for that provision? This area is within the City's planning area.

Mr. McCash responded that he believes that provision has been carried over from the once contemplated Erickson plan.

Mr. Keenan stated that he recalls the City decided to save this site for a use better suited for this prime real estate.

Ms. Brautigam stated that when this area was last discussed, staff recommended that the land be zoned as High Density Office use. The issue was raised whether transportation planning for high density has been conducted. As that had not occurred, staff agreed to remove the high density indication for this area. However, staff does agree that the proper plan for that area would be high density, and if Council would like to re-insert that into the plan, they would be happy to do so.

Mr. Keenan moved to revise the use from Low Density Office to High Density Office use for this site.

Mr. Reiner seconded the motion.

Mayor Chinnici-Zuercher clarified that the motion is to change the Cosgray/Shier Rings/SR 161 Low Density Office to High Density Office.

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

Mr. McCash inquired if there is an aerial of the area. Vice Mayor Lecklider responded that it is on page 167 and 171 of the draft plan. Mr. McCash referred to the Industrial Parkway area. Except for a small area, the majority of the area up to the Post Road interchange is designated General Industrial. Mr. Combs indicated the areas that included Residential -- Industrial Parkway in the center of the planning area, Mitchell-DeWitt Road, Warner Road and area to the north. Mr. McCash inquired if the homes preceded the industrial, or the reverse. He is curious about the Jerome Township planning. Mr. Combs indicated he is not aware of the answer. Mr. McCash stated that issues have been raised about the proposed Office and Industrial designations, yet, in Jerome Township, General Industrial exists next to Residential. That does not occur in Dublin.

Mayor Chinnici-Zuercher indicated that Mrs. Boring's question is currently on the table, which is, can the Community Plan indicate the existing Residential in the area. Mrs. Boring asked if staff had discussed the concept plan with any of the residents of this area. Mr. Combs responded that staff had spoken with a couple of the residents. Copies of their correspondence were included in the last Council packet. Throughout the process, various residents of Jerome Township have attended Community Plan workshops to learn the intent of the plan and offer comments.

Mr. McCash moved to add an asterisk which states that it is not the City's intent to displace residential properties within the area. However, if the properties are re-developed, the designation indicated would be the preferred scenario. Mr. Reiner seconded the motion.

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

Mayor Chinnici-Zuercher stated that there would be two additional citizen comments before the Community Plan discussion is concluded.

John Pelton, Dublin resident, stated that he is a realtor and he owns property on Rings Road. The Southwest Plan will significantly impact seven contiguous properties on Rings Road. He referred to the map of the Rings and Avery roads area on page 157. Several properties on Rings Road are being acquired by Dublin Engineering. City staff indicates that those houses will be removed and the road will be widened in that area. He inquired if it would be widened to four lanes.

Ms. Brautigam stated that she does not believe the City transportation plan provides for Rings Road to become four lanes. She asked Mr. Hammersmith for clarification. Mr. Hammersmith stated that there are plans for Avery Road to become four lanes, but not Rings Road.

Mr. Pelton responded that he had meant to say Avery Road would be widened to four lanes. West of that intersection are the seven contiguous properties on Rings Road to which he refers. According to the Southwest Plan, the area across the street from those properties will become Standard Office. Behind those properties is a reserve area with dense woods and undergrowth, which provides a buffer to an adjacent upscale condominium neighborhood. These seven beautiful properties have now become unsaleable as homes. There are no sidewalks and no curb and gutter. The properties have been so devalued that the property owners will not be able to afford connection to City water and sewer when it becomes available. As mentioned earlier in tonight's discussion, these properties have become an island area. He rents his property to a family with a child who attends a Hilliard elementary school. This year, Hilliard Schools terminated bus service to these homes as they are within a mile of the newly opened Washington Elementary.

Mr. Keenan stated that he does not concur with his argument about the negative impact of Standard Office across the street. The Killilea subdivision does not appear to have

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suffered negatively by the Cardinal Health development across the street. Is Mr. Pelton suggesting the properties should be rezoned?

Mr. Pelton responded that he is not. He does not know the answer for these properties, but they can no longer be sold as residential homes. Perhaps senior housing would be an alternative. However, he does want Council to be aware of the negative impact on these once valuable homes, now an island area.

Mr. Keenan inquired the amount of acreage involved.

Mr. Pelton responded that they are one to two-acre sites, a total of 10 to 11 acres.

Bob Warne, 5808 Tartan Circle, stated that he attended an earlier meeting where the proposed Memorial Drive extension and bridge across the river were discussed. The significant problem with that proposal is increased traffic volume. Between Dublin and Muirfield, there are 22 entrances. Between Avery Road and Muirfield, there are 11 entrances; three of those are offices and one is the golf course entrance, which generates a high volume of traffic. How many homes would be impacted by the extension of Muirfield Drive? In that area there are a minimum of 450 two-car garage homes accessing Memorial Drive an average of 3 times daily. In addition to the number of Memorial Drive accesses generated by those homes would be the traffic that would come from southern Delaware. The increased traffic volume will result in a larger number of accidents. He would like to remind Council of the old adage, "If it isn't broke, don't fix it." Memorial Drive isn't "broke," and extending it will only create greater traffic issues for the residents in this area. He requested that Council reconsider their vote on this proposal and completely remove it from the City's agenda.

Mayor Chinnici-Zuercher stated the discussion of the Community Plan is completed for this evening and will be continued at a December 3 Special Meeting. She requested that the public notices list the areas that will be discussed at that meeting.

## **COUNCIL COMMITTEE REPORTS/COUNCIL ROUNDTABLE**

Mr. McCash noted that he would be out of town on November 26-28.

Mrs. Boring stated that:

1. She would ask Ms. Clarke to include in Council's next packet a list of high school stadium rentals for various activities.
2. She recently attended the National Leagues of Cities conference in New Orleans. She found a great spirit in the residents with whom she spoke. It is a unique, yet diverse City.

Mr. Keenan, Finance Committee chair, stated that:

1. There have been four Finance Committee meetings in the past week and a half. The last of those occurred this evening at 6 pm, during which the City's cost of services legislation was reviewed. A public hearing on that ordinance will occur at the December 10 meeting.
2. On November 15, Ms. Brautigam, Mr. Hammersmith, Mr. Combs and he attended the annual LUC Regional Planning Commission meeting in Urbana. The speaker, Dr. Robert Head, was very dynamic.

Vice Mayor Lecklider thanked staff for their willingness to commit the extra time needed to complete the Community Plan this year.

## **ADJOURNMENT**

The meeting was adjourned at 11:15 p.m.

  
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Mayor - Presiding Officer

  
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Clerk of Council

along Bright Road, additional residential would be integrated with the Village of Inverness. To the west of the future extension of Emerald Parkway would be additional office development.

Bright Road at Future Emerald Parkway and Riverside Drive

The concept provides for the preservation of the existing Indian mounds site and cemetery area as a large park area that can be connected with pedestrian paths. South of the ravine, which is a major natural feature in this area, integrated office development that faces Emerald Parkway is proposed.

Mrs. Boring stated that this is essentially the plan that is currently in existence. Mr. Combs responded that it is a refinement of the 1997 Bright Road area plan.

Mrs. Boring referred to #12 - medium density residential that backs up to Grandee Cliffs. Would the lot lines be aligned with this, or is that not essential? She is concerned about placing medium density development in that area versus low density.

Mr. Combs responded that it is generally intended to be consistent with the surrounding residential areas. Staff could verify the correct category with the Future Land Use map.

Mrs. Boring asked that staff do so. She believes this may have changed, as medium density seems somewhat high considering the older properties in that area.

Mr. Keenan inquired the difference between low and medium density.

Mr. Combs responded that with a medium density, there would probably be a single-family development. With mixed residential, there would be a variety of housing types within the same development. He believes the concept for this area is single-family, two units per acre. The medium density mixed residential provides for five units per acre with integrated types of housing. He will check to verify the densities.

Mrs. Boring stated that the premium office provided for at the interchange would certainly be a positive. However, in the past, there was an issue with the impact of such density on the traffic. She assumes that if there is development interest, the developer would be required to conduct traffic studies to ensure that the density of the proposed office is appropriate.

Mr. Combs responded that when any major office development is proposed, a traffic study of trip generation and access issues would be required.

Mrs. Boring stated that she believes there has been a change from the 1997 plan. With the Emerald Parkway extension in this area, what is the feedback from the residents regarding the change from medium density development to office?

Mr. Combs responded that staff has heard responses on both sides of the issue. However, there has not been overwhelming response for one side over the other, so the concept has remained the same throughout the process. From a planning perspective, there is existing residential development just off of Sawmill, and surrounding it completely with office development would not be good land use. It would be preferable to add a blend of additional residential and office. Keeping in mind the commercial/residential balance and what is anticipated with the Central Ohio Innovation Center and some other areas, it would not be wise to include too much office in these area plans. That might make it counterproductive to focus on office development in some of the other areas.

Mrs. Boring asked that staff verify that the proposed density matches the existing density for the adjacent land.

Ms. Salay asked if there was a timetable for the cul de sac of Bright Road at point one on the map.

Mr. Hammersmith responded that the expectation is that it would occur as part of the Emerald Parkway Phase 8 construction, which is currently in the design stage.

Ms. Salay stated that the reason she wanted to clarify that point is that in the past, Council has made decisions to cul de sac various roads, which the residents relied

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upon. Later, Council has reversed such decisions. She wants to verify this is scheduled.

#### US 33 Corridor Area

Alan Guerin, 10240 Mitchell DeWitt Road, Plain City stated that he speaks for the owners of the 100 plus homes located in the US 33 corridor. They reviewed the City's plan for their community and are not in favor of that plan. They ask City Council not to approve the U.S. 33 corridor plan as this time. They realize that the City has been involved with the planning process for some time and has obtained input from the Dublin community. However, the City has not contacted the residents in the US 33 corridor or taken into consideration the impact of Dublin's community plan on their homes. With the proposed plan, three neighborhoods – Frazier Road, Weldon Road, and the area of Warner Road and Mitchell DeWitt would be completely replaced with high density housing, high density office, a town center, a village center and extensive acres of low density office. How can the City make plans for this land without consideration of and without the input of the present owners? Even though this plan is a projection of the possible development within the next 15-30 years, planning to eliminate their homes and develop at such intensity is not reasonable. The present homeowners moved into the community, and built or purchased these homes in large open spaces for a reason. To see their future alternatively planned in this manner is disheartening. Their concerns are as follows:

1. They have not been provided the opportunity to voice their opinions. They are not Dublin residents so do not receive the Dublin newspapers.
2. The Dublin draft community plan is not consistent with the Jerome Township draft community plan, the southeast corridor plan, or the 1997 Union County Comprehensive Plan. Therefore, this is not what Jerome Township wants for their community.
3. They understand Dublin prefers compatible uses, however, elimination of their homes and replacing them with new compatible uses is not reasonable.
4. They are the families who will be forced to feel the impact of the Dublin tech park initiative, yet they have no voice in this plan. Why is Jerome Township the proposed area to handle hundreds of acres of high density housing and office?
5. Why are their homes not recognized on the maps, as every other Dublin home is? At their last meeting, Council indicated that the Ponderosa renters, not homeowners, should be recognized on the Plan's maps. Do the U.S. 33 corridor homeowners not have the same value?
6. Why are their communities not planned for in such a way that they can remain in their homes and continue to experience the life they all moved there to live? The City's plan calls for smart growth principles. Is there not room within the smart growth principles for larger tracts of land or open space or a right not to live in dense housing surrounded by retail and office?
7. If this plan is approved as is, the City has cost them both their way of life and their money. They are completely trapped by this plan. If they stay, they lose everything they moved to this community to achieve and experience. If they try to hurry up and sell their homes, the City has lowered the value of their homes. Who would want to buy their homes, knowing what Dublin has planned for that land?
8. As Mrs. Boring indicated in the discussion regarding the O'Shaughnessy Hills plan, there is a fear factor involved for the homeowners. That is the situation for the U.S. 33 corridor homeowners as well. The US 33 corridor plan impacts a greater number of homes than the O'Shaughnessy plan.

In summary, they ask that Council not approve the plan for the US 33 corridor area, and that the homeowners be involved in future decisions. He urges the City to work with the township trustees and residents in any planning for this area.

Mayor Chinnici-Zuercher stated that tonight Council would accept public comments on any of the other proposed area plans. Council will discuss those plans at the next Council meeting. Council has seen a couple of email communications between staff

community to simply support others to  
to Powell instead of using Home Road,  
to MORPC. He said there will be sufficient east-west connectivity, and the community should  
not be destroyed to support development outside Dublin. He said that roads should be kept narrow  
because the wider you build them, the more traffic will be attracted. Mr. Saneholtz said that the  
engineering answer is not always the correct answer for aesthetic and livability reasons.

Mr. Gerber confirmed that consideration #18 should be included.

Mr. Gerber confirmed that #19 should be added to identify the existence of the Ponderosa and to  
eliminate the planning model found in the Community Plan.

Mr. Fishman clarified that was just for that part of the acreage. He said that there is a bigger part  
of the site, but they are referring to the portion that is just the Ponderosa Park.

Mr. Gerber said that the consideration proposed for the Memorial Drive Bridge should be "...to  
eliminate the Memorial Drive Bridge from the Community Plan."

Ms. Amorose Groomes said that all of this is because of what we have been educated. She said if  
we do it for one issue, it could potentially communicate to the rest that the other items were not as  
a result of community input.

Mr. Gerber confirmed that the Memorial Bridge language was acceptable. He said that #17 was to  
have an annual joint meeting between Planning Commission and City Council to review and  
evaluate the Community Plan, and that #19 was to identify the existence of Ponderosa Park and to  
eliminate the planning model from the proposed Community Plan.

#### **Motion and Vote**

Mr. Gerber made a motion to provide a positive recommendation for this Administrative Review  
of Ordinance 58-07 and the 2007 Dublin Community Plan to Dublin City Council for a public  
hearing and final vote, with 19 considerations:

- 1) That bikepath connectivity be increased between neighborhoods east of the Scioto River  
(new paths and missing segments) and provide more connections for pedestrians across  
the Scioto River;
- 2) That a phasing plan/timetable for the construction of needed connections in the bikepath  
network be established;
- 3) That the City work with the City of Columbus to resolve transportation issues along the  
Sawmill Road corridor, particularly in the areas of Bright Road and Billingsley Road, and at  
the O'Shaughnessy Dam;
- 4) That bike lanes be incorporated into future road construction projects;
- 5) That other alternatives to access Dublin's interstate system be considered, as well as other  
alternatives to cross the Scioto River;
- 6) That traffic issues relating to the O'Shaughnessy Hills Area Plan be reviewed;
- 7) That bikepath connectivity in the Hyland-Croy Road area be increased to provide greater  
access to schools and parks;
- 8) That coordination between jurisdictions and provide additional language be provided in the  
plan to describe how Dublin will communicate/coordinate with other jurisdictions;

- 9) That setbacks be maintained along
- 10) That focus be provided on smaller coordinated planning with other jurisdictions,
- 11) That increased communication be provided about the flexibility and purpose of the Community Plan, including the identification of existing properties and an explanation of the Plan's intentions;
- 12) That a list of "Property Owner's Rights" be included in future brochures about the Community Plan and within the Community Plan document;
- 13) That existing neighborhoods (i.e. Ponderosa) be acknowledged and indicate them on the Plan;
- 14) That rural characteristics be recognized as an important component of the City's identity;
- 15) That a consistent greenbelt/open space system be maintained throughout the City;
- 16) That care is used in the redevelopment of Historic Dublin to link all areas of the District and maintain appropriate massing, scale, materials and character with vernacular architecture;
- 17) That an annual workshop or joint meeting of City Council and the Planning and Zoning Commission be held to review and evaluate the Community Plan;
- 18) That the Memorial Drive bridge be eliminated from the Plan; and
- 19) That the area plan be modified to identify the Ponderosa and eliminate the proposed subarea for that site.

Mr. Fishman seconded the motion. The vote was as follows: Mr. Saneholtz, yes; Ms. Amorose Groomes, yes; Mr. Zimmerman, yes; Mr. Fishman, yes; and Mr. Gerber, yes. (Approved 5 – 0.)

Mr. Gerber announced that the second reading of the Community Plan is slated for October 15, at 7 p.m., in Council Chambers before City Council. He asked that those interested attend and said that everybody's involvement is what makes Dublin great. He said it was not just the Commission or City Council trying to figure out what to do. Mr. Gerber said the reason why we are such a great community is because we go to great lengths to talk with one another and try to work together. He said that was what a community was all about. He thanked the residents for their comments and contributions over the three year process. He noted that staff has done a fantastic job with all of the hours that have been involved and listening to the Commission talk and debate. He thanked staff and everyone on the Commission for their dedication through out the August meetings and the many Joint Work Sessions that were held. He said he was proud to say that the Commission's attendance was fantastic.

#### **Administrative Business**

Mr. Gerber made a motion to cancel the October 4, 2007 Commission meeting and that the only October meeting will be on the 11<sup>th</sup> at 6:30 p.m. Mr. Fishman seconded the motion. The vote was as follows: Mr. Zimmerman, yes; Ms. Amorose Groomes, yes; Mr. Saneholtz, yes; Mr. Fishman, yes; and Mr. Gerber, yes. (Approved 5 – 0.)

The meeting was adjourned at 7:45 p.m.

Respectfully submitted,

Flora Rogers and Libby Farley  
Administrative Assistants

*Additional Options:*

- Add design note to area plan conc

2) *Establish a phasing plan/timetable for the construction of needed connections in the bikepath network*

*Considerations:*

As a specific implementation process, the establishment of phasing plans and specific timetables are not addressed as part of the Community Plan. Individual projects that are targeted for design and construction are included as part of the Capital Improvements Program adopted by City Council. Council has provided direction to speed the completion of important bikepath projects, and prioritization and funding allocation are ongoing.

*Additional Options:*

- Add additional strategy to Objective #11 on page 185 to address the expedited pursuit of programming for key bikepath segments

3) *Work with the City of Columbus to resolve transportation issues along the Sawmill Road corridor, particularly in the areas of Bright Road and Billingsley Road, and at the O'Shaughnessy Dam*

*Considerations:*

Regionalism plays a major policy role in the Plan. As part of Chapter One, "regional cooperation" is specifically noted on page 30 as one of the major building blocks of the Community Plan. Objective 9 in the Transportation Chapter (pp. 183-184) notes that the City should "...work cooperatively with surrounding jurisdictions to coordinate regional transportation planning and programming." Associated strategies also specifically note that Dublin should aggressively explore bridge locations outside Dublin with surrounding jurisdictions and should encourage Columbus and State of Ohio officials to improve the Sawmill Road Corridor north of I-270.

*Additional Options:*

- Modify the transportation strategy to specifically include the O'Shaughnessy Dam as a bridge alternative for further consideration.
- Add design recommendation to the Bright Road Area Plan to specifically note the need to work toward improvements in the Bright Road and Billingsley Road area.

4) *Incorporate bike lanes into future road construction projects*

*Considerations:*

The City is currently considering the feasibility and design implications for integrating bikelanes into future roadway projects. Objective 11 on page 185 call for the promotion of bicycle and pedestrian mobility throughout the City. Particular strategies recommend that bikepaths and bike lanes should be considered as integral parts of the roadway design process.

*Additional Options:*

Mr. Gerber said that congestion has always been a major problem. He said that staff and Council should be encouraged to be mindful of solutions in the Bright Road Area and to discuss options with other jurisdictions. He said that this part of Dublin is paying the brunt of problems and perhaps other plans should be considered in this area.

Mr. Fishman said Dublin needs to work closely with Columbus to help ease the problem on Sawmill and in the Smokey Row and I-270 area.

Mr. Walter said the Billingsley – Bright Road debacle should be a focus area for the City. He said that the plan appears to change traffic patterns and tends to suggest an immovable partner in Columbus. He said that ways to work with Columbus should be sought to solve the problem and that there are options available. He questioned the connection on Bright Road between Sawmill Road and Emerald Parkway.

Mr. Zimmerman said Emerald Parkway is a key factor that once completed will allow other elements to be completed. He said it will connect both sides of the river and destinations. He said it will allow the neighborhoods to get more connections.

Mr. Walter agreed that Emerald Parkway is important, but that enough alternatives to cross the river and to get to the interstate have not been considered through the process. He said Council should use efforts to make better access.

Mr. Saneholtz said that the plan works to provide greater connection across the river to Historic Dublin. He said that with the Dublin Village Center he is concerned about the idea of additional retail. He said the correspondence from residents is that Dublin does not need more rental property in that location. Mr. Saneholtz said owner occupied housing may bring the younger generation into the area. He said the area has a lot of potential and someone will come along with a great idea. He said that there should be more open space and pedestrian connection.

Mr. Walter said the O'Shaughnessy plan should potentially be reviewed for traffic issues. He said that over time the area should be connected with the rest of the city and that decisions have been made to close connectivity with new development. He gave Bryson Cove as an example.

Ms. Amorose-Groomes said a unified effort would be needed for developers in that area, but the plan is a stretch.

Mr. Gerber said that there should be a balance between moving traffic and preserving neighborhoods and protecting character.

Ms. Amorose-Groomes said that making the connection on Macbeth Drive would have been a disaster because of the setbacks in that area and resulting cut-through traffic. She said that connectivity should not be made just for connectivity's sake.

high densities will be considered to face as long as quality architecture and design :

*Coffman Park Area*

Participants agreed that a combination of office/commercial development (without retail) should be incorporated along the Emerald Parkway and I-270 frontage. Parkland should be integrated, and surface parking should be minimized. There was a detailed discussion about the configuration of Post Road will be deferred until modeling results are known. No decision was made as to the location of City Hall.

*Historic Dublin Area*

Improved pedestrian connections should be made to the river with additional spaces and plazas as overlooks that are more removed from Bridge Street. Interest in boardwalks and a pedestrian bridge should be explored. Ms. Rauch noted that the block system was supported and staff will reevaluate signalization at Bridge and High Streets. Traffic patterns on Franklin Street will also be considered. Significant discussion about the library and cemetery occurred, but decisions will be deferred until a later date.

*Northeast Area*

Discussion on the Bright Road area resulted in concerns about natural features, an historic cemetery and the Holder-Wright Works. Ms. Rauch noted that staff was instructed to modify plans to indicate parkland on both the Holder and McDowell properties.

Ms. Rauch concluded her summary and indicated that comments were received from Cathy Boring, who was not present this evening. She said that Ms. Boring agreed with the preservation of park areas in the Bright Road area and noted a desire for additional buffering between residential uses on Bright Road and office development. She said that Ms. Boring also discussed providing more office component at the southeast corner of the area plan and the potential for some support services. Ms. Rauch explained that Ms. Boring indicated that proposed plans in the Summitview area addressed concerns raised at the last meeting about retail and that the residential and office mix was more in line with prior comments. She also said that Ms. Boring was concerned about protecting the ravine at O'Shaughnessy Hills and wanted sufficient buffering with Wedgewood Hills. Comments also included limiting access on Riverside Drive for safety. Ms. Rauch concluded by reminding members that comments should be provided by email or in writing for distribution to the Work Session participants.

Amy Salay asked for confirmation about the designation of parkland in the Bright Road area. Carson Combs clarified that areas south of the ravine on the Holder and McDowell properties are designated as office (fronting onto Emerald Parkway). The ravine and areas to the north on both properties will be noted as future parkland.

Ms. Salay noted that many issues have been deferred due to modeling issues, but questioned whether or not decisions will need to be made to move the process forward.

Ms. Rauch said that staff can proceed at this time, but that ultimately decisions will need to be made. Mr. Combs added that upcoming discussions will need to include general concepts such as scenic roads and character. More specific issues such as the location of a city hall or library is more entwined with the transportation model and answers will not be possible until next year. He said that upcoming discussions will lay the groundwork for those decisions.

Mike Keenan emphasized that the t decisions. Mr. Combs agreed and aske

#### **Public Input/Area Plan Discussion**

Mr. Combs stated that over 115 people participated in the June open house and full reports were provided to City Council and the Planning Commission that include verbatim comments. He proceeded to discuss area plans.

#### *Summitview & Sawmill Area*

Mr. Combs said that no specific plan was completed for this area in 1997 and that the Future Land Use Map denoted the entire area as “Mixed Use Employment Emphasis.” Concepts developed in 2005 included the realignment of Summitview Road with mixed neighborhood uses that follow the ten Land Use Principles. He said that the 2006 draft conceptually shows one-story office with residential development that would transition to Glenree Place while providing a greenway corridor that will link with nearby parkland. Mr. Combs explained that the latest draft attempts to minimize traffic congestion and provides a layout that minimizes cut-through traffic.

Ms. Salay asked if the power line was on the western edge of the area in question, and Tim Lecklider asked what the acreage for the area is. Mr. Combs indicated that the high-tension lines do run along the west edge of the site, but the exact acreage was not known.

Mr. Lecklider asked for the proposed density of the concept and what type of character was proposed. Mr. Combs said that the residential density of the concept was approximately two du/ac. and that zonings for such developments are generally in the range of 9,000 square feet per acre. He noted that the character of the development is more of a typical suburban pattern.

Warren Fishman asked why so many homes were being proposed with the office when that use generates revenue for the City. He said that no one wants more retail along Sawmill Road and office would be a more ideal situation. John Reiner agreed.

Mr. Combs noted that these issues are the point of discussion. He said that staff is trying to mitigate future traffic impacts, and placing significant office development along Sawmill will further congest Sawmill Road and Summitview Road. He asked participants to suggest an appropriate balance.

Mr. Lecklider questioned the style and layout of the proposed residential uses. Mr. Reiner and Mr. Fishman agreed.

Mr. Fishman said that the office will create traffic only twice a day and that it will be less obtrusive than housing.

Mr. Lecklider suggested the incorporation of townhomes and a layout that was not a typical suburban pattern.

Jamie Greene noted that in earlier discussions, concepts did show a mix of housing types with a traditional neighborhood pattern that included mixed use, small retail, and a realignment of the road. Mr. Greene said the previous concept provided a greater mix of housing.

### **Bright Road Area Plan**

Mr. Combs referred the Joint Work Session to the plans within the packets. He pointed out the future Emerald Parkway extension, recent parkland acquisition and existing floodplain areas. Mr. Combs mentioned the expected widening of Bright Road east of Emerald Parkway and its impact on future land uses. He pointed out the ravine west of Riverside Drive and the Indian mounds off Bright Road. He concluded with other site issues and noted that access and safety was previously discussed.

Mr. Combs said that the plans intend to preserve key natural features and to maintain the residential character along Bright Road. The plans also continue the high quality design and incorporation of offices along Emerald Parkway. He said that the concepts give the general expectations for future development with buildings closer to the street, internalized parking lots and appropriate landscaping and buffering. He said that the concept is very similar to the 1997 Community Plan and looks at clear pedestrian connectivity and providing an architectural appearance at the interchange.

Ms. Boring raised concerns about placing offices behind the Village of Inverness and isolating that development from other residential uses in the area.

Mr. Combs said that the issue has not been raised through public input, but can be considered further.

Ms. Boring suggested swapping proposed office and residential areas along Bright Road. She said that previously a development proposal at the interchange had proposed larger office and the Traffic Impact Studies failed. She asked if that was taken into consideration.

Mr. Combs said that past studies were not considered and that the particular parameters by which that study was carried out is not known. He said that the plan includes considerations for the completion of Emerald Parkway and the widening of Bright Road from Emerald Parkway to Sawmill Road. He said he is not familiar with the particular segments of Emerald Parkway that were completed at that time.

Ms. Boring said that the intersection at Bright Road and Sawmill Road failed.

Ms. Salay asked whether all of the traffic is being modeled off of the land uses. She recalled reducing densities and changing uses to match the capacities of the transportation network.

Mr. Combs said that the uses have been included in the modeling. He said that a final iteration of the model will be completed to incorporate any adjustments made in the area plans. Mr. Combs said the process is iterative and that all of the land uses have been looked at through the transportation and fiscal models. He said that final adjustments will be made between completion of the final draft and adoption.

Mr. Fishman said that evolution in office banks have a substantially higher employment density than traditional offices. Mr. Fishman said that the new uses need to be examined in terms of traffic and parking.

Ms. Boring said that the area is ready for nice offices. She said she wants to ensure the plan is on target to allow such development in the future.

Mr. Saneholtz voiced concern to maintain pedestrian connections to Lifetime Fitness and the High School.

Mr. Gerber asked if the area plan is consistent with existing zoning.

Mr. Combs said that the Area Plan does not consider existing zoning. He said that parcels in the area are primarily zoned R-1 or equivalent.

Mr. Zimmerman asked about the unmarked cemetery and asked for the rough location.

Mr. Combs said that the land is located near the Arts Council along Riverside Drive and that a sign has been erected at its location. He said that the location is generally known, and Ms. Salay added that there have been surveys completed in the past by OSU or other entities.

Mr. Zimmerman asked if the cemetery would be fenced in and the graves marked.

Mr. Combs said that Parks and Recreation would look at design issues as part of the park development plans for the site.

Ms. Salay asked about the timetable for installing a cul-de-sac on Bright Road.

Mr. Combs said he was not aware of specific timing and indicated that the final segment of Emerald Parkway would be needed.

Mr. Gerber said that it will be tough to coordinate publishing the Community Plan with the results of the modeling. He said that the same methods may need to be employed as with the 1997 Plan.

Mr. Greene said that there should not be any significant issues to deal with unless the Area Plans are significantly changed.

Ms. Boring said that the densities are a factor, but the land uses are on target.

#### **Coffman Park Area**

Mr. Combs said that City Council has taken action on the Post Road issue since the last discussion. He said that Post Road will be redirected to Commerce Parkway. He said that the major planning issue was the "bowtie" area between Emerald Parkway and I-270.

Ms. Salay said the option would have to have funding available to finance the transportation network and comm.....

At the request of Ms. Boring, Ms. Willis explained the scenario would improve the traffic situation for Willow Grove because much of the business traffic is being removed.

Ms. Boring asked which properties would be impacted to create the east-west road, and Mr. Combs noted OCLC and Cardinal Health comprise the bulk of the land, and there is not enough detail yet to know the impacts to existing businesses along Post Road. He stressed staff is at a broader modeling level at this time.

Mr. Phillabaum said discussion of this option has not yet occurred with Cardinal and OCLC. He said a connection to benefit existing and future Cardinal facilities, as well as OCLC, is being studied. However, study is not at a detail level to determine an actual alignment, but there is ongoing discussion to determine a solution that will address access and traffic issues.

Mr. Sanholtz said just creating a "T" intersection at Dublin Road will take pressure off of Historic Dublin.

Vice Mayor Lecklider summarized the option would be kept for further modeling consideration. [No one disagreed].

*Bright Road Options*

Mr. Martin showed an exhibit showing Bright Road from Riverside Drive to Sawmill Road. He said the extension of Emerald Parkway will improve traffic in the future and under consideration is which end of Bright Road to disconnect. He said if the Riverside Drive end is removed, approximately 100 cars in the peak hour will go elsewhere in the network, but will not really impact other areas and disconnecting the Emerald Parkway end will still result in LOS "F" regardless. He explained the option at Riverside Drive is recommended because of the high injury crash rate at 52%.

Ms. Boring asked if a cul-de-sac could be placed at both ends of Bright Road. She suggested a cul-de-sac east of Emerald Parkway. [Discussion ensued]. She said the latest preference of the residents was to cul-de-sac at Riverside Drive for safety. Ms. Willis confirmed the preference.

Mr. Combs noted the current Community Plan indicates a cul-de-sac at the east end of Bright Road, but due to safety reasons both options are being considered to see which has more benefit to the network.

Vice Mayor Lecklider said the recommendation would be to place the cul-de-sac on the west side of Bright Road. Ms. Willis clarified Bright Road should include a cul-de-sac at the west side near Riverside Drive and no other locations will be considered. [There was no additional comment].

Mr. Messineo thought others would see an entertainment venue. He said the location at Riverside at see an entertainment venue.

Mr. McCash said the site was a commercial location. He said he would place City Hall between Post Road and SR 161.

Mr. Keenan said the group should be cognizant of using up prime commercial areas.

Mr. Greene acknowledged Dublin's success through using commercial property wisely. He stated that the fiscal status of the City does not hinge on this one area and noted that other communities have a civic gesture in the center of town and that economics should not be the only criteria.

Mr. Keenan said he is interested in what other comparable communities are doing. The City should be careful with its tax dollars.

Ms. Chinnici-Zuercher said the new City Hall, regardless of its location, is intended to bring everybody under the same roof. She said it will be grandiose by size but should not be too ornate.

Ms. Salay agreed that acquiring land just for the City Hall might garner a negative reaction.

Mr. Greene challenged the group to think whether or not the site is a piece of key real estate and whether they want to see a civic use.

[The group shook their heads affirmatively, indicating that they wanted this to be a civic area.]

#### **Northeast Quad Area Discussion.**

Jeremy Rowan, ACP, showed a slide of the 1997 Bright Road Area Plan. He noted that public feedback indicated that substantial work was done to create the 1997 Plan and little adjustment was warranted. He described the draft plan, noting areas of office along I-270, the extension of Emerald Parkway, and buffers to the single-family neighborhoods. Mr. Rowan described proposed changes along Bright Road that included preservation of archeological and natural resources and the incorporation of residential development.

Mr. McCash voiced concerned about not impacting the Indian mounds.

Mr. Rowan explained that drawing shows a concept that is not to scale. The idea is to preserve the mounds with open space that connects to the ravine, while allowing for development on the adjacent site.

Ms. Boring asked why development was being forced there and asked if the City had applied for grants to preserve this historic area.

Ms. Salay said there have been excavations and that the family desires to keep the area preserved as open space. She said she did not think any type of development could be built.

Mr. Greene asked if the group designated as park.

Mr. McCash said they were expecting a park use with an area designated for a museum or visitor's center. He did not want multi-family uses.

Mr. Greene asked if it would be either park or civic uses.

Mr. McCash agreed.

Ms. Brautigam clarified that there were two property owners in the area. Staff has been working with the Holder family to preserve the site. The McDowell property is not included in the City acquisition requests. Ms. Brautigam said part of the McDowell property is possible for development, and clarifications will be made to the plans.

Mr. Greene asked what land use is appropriate for the balance of the area not within the Holder site.

Ms. Salay said she thought development was on the south side of the creek.

Mr. Reiner wanted to know if that area could be disturbed since it was one of the Hopewell Indian sites.

Mr. Greene explained that the plan intends to protect the Indian mound site, but that it sounded as though the whole area north of the ravine was something Council would like to protect.

Mr. Rowan noted areas to the south of the ravine are proposed for office uses, similar to the 1997 Plan. He then described other areas of the plan and noted that portions along Emerald Parkway south of Hard Road were shown as single-family consistent with the 1997 Plan.

Ms. Boring asked if there was enough room for single-family uses, and Ms. Chinnici-Zuercher asked for the acreage.

Mr. Rowan was unaware of the acreage.

Mr. McCash stated that only a right-in/right-out curb cut would likely be allowed on Hard Road. He questioned the single-family use.

Mr. Greene explained that is how the 1997 Plan currently designates the area.

Ms. Chinnici-Zuercher said Lifetime Fitness and other development was not known at the time, and the context should be taken into consideration.

Mr. McCash said a park buffer or something smaller was needed, even if it was a single-story office similar to the west side of Llewellyn Farms.

Ms. Boring noted the stand of trees on the site and asked where power lines are located.

Mr. Greene said realistically the sit  
The power lines are also located alk

Ms. Boring commented that today they would not place as many curb cuts on Hard Road. She asked if small areas of commercial support are factored into the office uses.

Mr. Rowan agreed that land uses are placed into the model; there is a component of supportive retail assumed (for “mixed use employment emphasis”).

Mr. Sanholtz asked if the additional residential proposed south of Bright Road was to keep existing homes from being on an island next to commercial.

Mr. Rowan explained that the public expressed that new residential be added as a buffer next to future offices.

#### **Summitview and Sawmill Discussion**

Mr. Rowan introduced the plan and described an option to realign Summitview at Sawmill. The 1997 Plan recommends mixed-use employment and the proposed plan would provide office at the corner with supportive retail that could serve both businesses and residents. Buffers along Sawmill Road are provided that create an open space link to the park on Summitview Road, as well as providing separation for the existing substation. Additional residential uses are provided for transition between the mixed-use and existing single-family. Architecture at the corner will be two-story and transition into the residential uses.

Ms. Chinnici-Zuercher requested the number of commercial acres located between Summitview and Sawmill Roads, and Mr. Greene said they would look into the number. [His later reply was 12 to 15 acres]

Ms. Boring said that Summitview Road was designated as rural, and that is the reason why Hard Road was built. She said there is no way the City wants to create a cut-through for traffic to go through Summitview. She stated that the proposal was unacceptable.

Mr. Rowan asked for clarification as to whether the road alignment was unacceptable.

Ms. Boring said the realignment is a huge burden that should not be considered.

Ms. Salay said she was frustrated that the group is not given more time to think about the concepts, much less get the reaction of residents. She requested that packets be provided in advance with an explanation and phone number to call if they had questions. Ms. Salay shared concerned that there were different ideas for Summitview Road.

Mr. Green clarified that the group was given a notebook in which this information was provided.

Ms. Salay said she did not recall hearing this information at the public meetings and noted that Ms. Boring had not based upon her reaction.