



## MEETING MINUTES

### Architectural Review Board

Wednesday, August 24, 2022

#### CALL TO ORDER

Mr. Alexander, Chair, called the August 24, 2022, meeting of the City of Dublin Architectural Review Board (ARB) to order at 6:30 p.m.

#### PLEDGE OF ALLEGIANCE

The Chair led the Pledge of Allegiance.

#### ROLL CALL

Board Members present: Mr. Alexander, Mr. Cotter, Mr. Jewell, Ms. Cooper, and Ms. Damaser  
Staff present: Ms. Holt, Ms. Mullinax, Mr. Rayburn, Mr. Gable, and Mr. Hammersmith

#### ACCEPTANCE OF DOCUMENTS/APPROVAL OF MINUTES

Mr. Cotter moved, Ms. Cooper seconded, to accept the documents into the record and to approve the meeting minutes from July 27, 2022.

Vote: Mr. Alexander, yes; Mr. Jewell, yes; Ms. Damaser, yes; Ms. Cooper, yes; and Mr. Cotter, yes.  
[Motion carried 5-0]

#### CASE PROCEDURES

The Chair stated the Architectural Review Board is responsible for review of construction, modifications or alterations to any site in the area subject to Architectural Board Review (ARB) under the provision of Zoning Code §153.170. This Board has the final decision-making responsibility on cases under their purview. Anyone who intends to address the Board on any of the cases this evening will be sworn in. The agenda order is typically determined at the beginning of the meeting by the Chair, who also stated the procedures of the meeting. The cases in the minutes follow the order of the published agenda. Anyone who addresses the Board will need to provide their full name and address for the record.

The Chair swore in anyone planning to address the Board on any of the cases to be reviewed.

#### NEW CASES

##### 1. 109 S Riverview Street – Exterior site modifications, 22-101MPR, Minor Project Review

The Chair stated this application was a request for exterior site modifications to a single-family home on a 0.74-acre site zoned Historic District, Historic Residential. The site is southwest of the intersection of Pinneyhill Lane with S. Riverview Street.

### **Staff Presentation**

Ms. Mullinax – The 0.74-acre site is surrounded by single-family homes also zoned Historic Residential with mixed-uses along S. High Street zoned Historic South. The original part of the home fronts S. Riverview Street and various additions expand behind it [aerial view]. The home was built in 1827 and is listed on the National Register of Historic Places. It is recommended contributing to the Historic District as noted in the Historic Cultural Assessment. There are historic people/owners associated with this home including Charles Sells and Dr. Eli Pinney, a known Underground Railroad sympathizer. Dr. Pinney used to communicate to those escaping to freedom through a hidden speaking tube, which connected from the fireplace of the home to the southern exterior wall of the brick home. The stone walls shown in front of the home and on Pinneyhill Lane are non-historic.

Between 2006 and 2017 there were various Minor Projects approved by the ARB for exterior modifications that included a garage Variance. In 2018, improvements for a master suite addition and the location of an open and uncovered patio amongst other items were approved by the ARB. A condition of approval was "that the final details associated with the at-grade patio be approvable by Planning through issuance of a Certificate of Zoning Plan Approval (CZPA) provided the design is deemed appropriate and the general size and location do not change." This application is back this evening as the original size of the patio approved was 700 square feet and the patio size proposed this evening is 859 square feet. Additional exterior site modifications have been added as well that expands the project scope to exceed any Administrative Approval purview by Planning. Additionally at the 2018 meeting, landscape screening for the master suite was discussed. While landscaping is not within ARB's purview, the ARB recommended that the applicant incorporate landscaping along the front of the master suite addition to screen it from view leaving more emphasis on the view of the historic portion of the home. The Minor Project this evening includes exterior modifications for a patio, hardscaping, and the removal of two trees.

Photographs of each elevation revealed: existing stone walkways; the original portion of the home; the master suite addition; the Underground Railroad Speaking Hole located low within the brick wall behind the bushes; the porch on the backside of the garage; and the unsafe conditions within the front walkway leading to the main entry of the home due to unstable stone.

The proposed site plan [graphic] included existing features, areas that are proposed to be replaced with new materials, new additions to the site, and new materials. An 859-square-foot patio, existing entryways and walkways to be replaced with new materials, and the addition of 871 square feet of new gravel walkways to connect the front of the home to the outdoor living space between the master suite addition and the garage were indicated on the site plan. The district maximum for lot coverage is 45%, which the applicant has met.

The location for all new materials was indicated [graphic]. The proposed materials are as follows: Thermal Bluestone, tumbled and custom Limestone, Dry-stack Oakfield Stone and stone veneer, a wood-burning fireplace, wood storage, gravel paths, and cast iron draining grates. Engineering staff have concerns on the proposed outlets for the drains and has asked that the applicant provide further documentation, prior to obtaining a CZPA. The applicant plans to use existing stone and salvage a limestone sidewalk that is on-site.

Staff is supportive of all materials except for the stone coping proposed to be added to the stone columns; this does not mimic the character of the historic stone walls throughout Historic Dublin. Portions of the walkway entries encroach into the public right-of-way. If the ARB is supportive of the proposed walkway changes/materials, the applicant is required to obtain a right-of-way permit from Engineering and coordinate with the City to construct these areas.

The applicant is proposing to remove two maple trees in front of the home along S. Riverview Street. While landscaping is not within ARB's purview, landmark trees are recommended to be preserved to the greatest extent, whenever practicable. The applicant has provided a Level 2 Assessment Report from an arborist but Staff has concerns with the north tree's failure targets of sidewalk and street since damage to either of these is likely not going to be significant. With the south tree, the home is reported as a potential target but the claim risk is moderate. Staff would like to see a more detailed analysis of each tree, prior to its removal and requested a Level 3 Assessment Report, which is significantly more detailed.

The application was reviewed against the Minor Project Review Criteria and all criteria are met. Therefore, Staff recommended approval of the Minor Project with six (6) conditions:

- 1) That the applicant provide further documentation for their proposed stormwater management outlets prior to submitting for a Certificate of Zoning Approval (CZPA), subject to City Engineer review and approval;
- 2) That the applicant apply for a right-of-way permit, coordinate, and obtain approval from, City of Dublin Engineering to construct sections of the walkway entries in the public right-of-way on Pinneyhill Lane and S. Riverview Street;
- 3) That the applicant provide additional review and a Level 3 Assessment Report, prior to the removal of either landmark Maple tree, specifically pertaining to the identified hazard zones and likelihood of failure, subject to Staff review and approval;
- 4) That the coping is not added to any existing or proposed stone columns or walls;
- 5) That the applicant apply for and obtain a Certificate of Zoning Plan Approval (CZPA) prior to construction; and
- 6) That prior to grading, the removal of existing stone, or if historic features are discovered, documentation of those features via plans and photographic records shall be made and placed with either the Dublin Branch of the Columbus Library System or the Dublin Historical Society.

### **Applicant Presentation**

Kerry Schmidt, 109 S. Riverview Street, first and foremost they want to extend the accessibility to their home while adding stability for better safety. They have had people fall. With the addition, they want to make the best use of their outdoor space. They are conscious of the landscaping through screening to make the historic portion of the home the star of the show. There will be a careful line of site from the street to the side of the house pointed out to the Historic Society so anyone on the Historic Tour can note where the speaking tube is located. They tried to keep the materials to what is currently found in the district.

### **Questions for the Applicant**

Mr. Alexander – He asked if the two trees are removed, if they would be replaced with new trees.

Ms. Schmidt – Absolutely. They plan on trees that will grow to the glory of these trees have as well as planting additional trees around the property. She was very unhappy that the trees are in such bad condition, even after making efforts to preserve them. The fact is, the trees have become deteriorated as determined by multiple arborists.

Mr. Alexander – He asked how the applicant felt about the conditions cited in the Staff Report.

Ms. Schmidt – The report is reasonable but she requested more feedback. She was not an arborist but just living with these trees, they have become more unstable, have dropped bark, and as recent as a few months ago, a limb fell. The applicant could pursue an additional round of review from an arborist but does not believe the result would be any different. She was concerned about the safety of her family as well as the number of pedestrians that pass by their home.

Ms. Schmidt – She agreed to work with Staff regarding the limestone coping that replicate what has been recently added to the stone walls on High Street. She also agreed to work with Engineering on the drainage concern. In 2018, when the construction plans were approved, the downspout locations were approved and the applicant is not straying from that plan and will tie into all existing utilities.

### **Public Comment**

There was one public comment received and it was from Mr. Rudy, a Dublin resident who was in support of this proposal.

### **Board Discussion**

Mr. Cotter – He inquired about the Level 3 Assessment Report requested as far as cost and effort.

Ms. Mullinax – The report was requested to derive the most informed decision from the highest analysis, due to the beauty and historic value of the site.

Ms. Holt – A Level 3 Assessment Report is more of an internal look of a tree, which can be done by two different methods: a small boring sample can be pulled out to look for gaps, holes, or areas of rot or an instrument similar to an ultra sound could be used to detect areas of rot or hollows providing a much more accurate picture of the tree's structure, internally. The City's goal is to keep every Landmark Tree that is in good health.

Ms. Cooper – She asked if the City's arborists have access to that equipment in which to provide that kind of analysis.

Ms. Holt – She did not know.

Ms. Damaser – She asked for clarification on if the Board does or does not have purview over trees.

Ms. Mullinax – The Board has purview over Landmark Trees, as stated in the *Historic District Guidelines* that they be protected but any other landscaping would not be.

Ms. Damaser – She asked the applicant what size trees they planned to use to replace the two Landmark Trees, if given the authority to remove them.

The applicant – The Boring Riskometer Test was performed a number of years ago but that report cannot be found currently and the company did not have it available in their archives. From memory, they found places of instability in both trees but it was not a result to recommend immediate removal but it was encouraged. She had asked the master arborist whom they have worked with the last four years, if an additional analysis be completed. Structurally, it was evident that there would be a break throughout the middle.

The applicant - The tree preservation code on the City's website states a tree removal permit is required prior to the removal of any protected tree with the exceptions of trees on privately-owned residential property not located in the No-Disturb Zones. That would imply she does not need a permit to remove these trees. She called the arborist, Brian Goodall, who confirmed Dublin does not have the resources to approve the removal of every tree on every residence.

Ellen Andrews, landscape designer for the project, recommended 2-inch to 4-inch caliper trees be planted depending on the availability and the type of tree selected. Any tree larger than a 4-inch caliper size risks

the shock of having a larger growth tree not being able to take hold as well at setting new roots and growing. They also plan to add a lot more trees around the site, knowing those two large caliper trees were coming down.

Mr. Alexander – There is an informal line of these trees that are the exact same distance from the street and it is more evident further down the street. After this house, there is kind of a break. There is a series of trees the same age and height. The new home on the same side of the street, further down to the south, relocated their driveway in an attempt to preserve one of these trees. It is clear where Staff's recommendation is coming from but that is not saying the applicant cannot tear the trees down.

Ms. Mullinax – The third Condition of Approval would give Staff the opportunity to review the new arborist's report and approve it on an Administrative Level, if the ARB feels comfortable with that condition, as written.

Mr. Cotter – He asked if the Level 3 Assessment Report would be conclusive or not. The Level 2 Assessment Report suggested the trees be removed in the next two years. He asked what the determination would be if the next report states the trees should come down in the next two to five years.

Ms. Holt – Our ISA Certified Arborist and Zoning Inspector would review the report and agree or disagree with the findings. A Level 3 Assessment Report would be conclusive that it is structurally deficient or in an acceptable condition.

Ms. Schmidt – Assuming the City states she is not allowed to remove the trees, she asked who would accept liability for the risk.

Mr. Cotter – It would be the homeowner/you.

Ms. Schmidt – That puts her in a tough position. She has already witnessed a significant limb fall in the street. The home is also very valuable, especially in the improvements they have made in preserving it. There are a lot of pedestrians on this street all the time. When a major limb falls, it can take out power lines. She is a big tree lover and cannot believe she is begging the City to remove these two trees but had concerns about safety and the preservation of this house.

Mr. Cotter – He was also concerned about the same.

The Chair – The Board is leaving this up to Staff to provide more information.

Mr. Jewell – He also understood it was Staff that would make the final decision after additional information is provided.

Ms. Holt – Staff would take into account preservation of the house, danger to pedestrians, and infrastructure.

Ms. Cooper – It appears the main caliper of the tree is right on the property line.

Mr. Jewell – The tree appears to have right-of-way issues on the east and north sides.

Ms. Schmidt – The trees and proposed new trees would be inside the property line. The canopies hang over both roads. In the photo, there is a large hole in the side of one tree the squirrels love. The structural frailties are so low in the tree that propping up the weight of the canopy would not help. The arborist did not believe that would fully correct the situation. The other tree was cabled previously but was done incorrectly. They have tried to move and limb it up also, which may have provided a few extra years of stability. The initial report was done two years ago that recommended removal in two years. That same arborist returned and asserted the same.

The Chair – Two Board Members find the current report definitive and two do not but further review and determination can be coordinated between Staff and the applicant.

Ms. Cooper – She asked about the homeowner's recourse.

Mr. Cotter – A burden is being put on the homeowner.

The Chair – Landscape reflects a development pattern in a community and landscape archaeology. The applicant's point is understood.

Ms. Schmidt – This comes down to timing. The first arborist's review states two years ago these trees could come down. Right now, we have the opportunity to complete the entire landscaping project, giving new trees the best chance to survive in a healthy way. She was willing to wait, if just the two trees were an issue but is being cognizant of the full landscape master plan and wanted to make the most of that investment.

The Chair – The members are aware of the benefits of planting in the fall but there is a process the Board has to follow.

Ms. Cooper moved and Mr. Jewell seconded, to approve the Minor Project Review with seven (7) conditions:

- 1) That the applicant provide further documentation for their proposed stormwater management outlets prior to submitting for a Certificate of Zoning Plan Approval (CZPA), subject to City Engineer review and approval;
- 2) That the applicant apply for a right-of-way permit, coordinate, and obtain approval from, City of Dublin Engineering to construct sections of the walkway entries in the public right-of-way on Pinneyhill Lane and S. Riverview Street;
- 3) That the applicant provide additional review and a Level 3 Assessment Report, prior to the removal of either Landmark Maple Tree, specifically pertaining to the identified hazard zones and likelihood of failure, subject to Staff review and approval;
- 4) That if Staff and the applicant do not agree on the recommendations per the Level 3 Assessment Report that the applicant comes back to the ARB for review and approval;
- 5) That coping is not added to any existing or proposed stone columns or walls;
- 6) That the applicant apply for and obtain a Certificate of Zoning Plan Approval (CZPA), prior to construction; and
- 7) That the removal of existing stone, prior to grading or if historic features are discovered, documentation of those features via plans and photographic records shall be made and placed with either the Dublin Branch of the Columbus Library System or the Dublin Historical Society.

Vote: Ms. Damaser, yes; Mr. Alexander, yes; Mr. Cotter, yes; Mr. Jewell, yes; and Ms. Cooper, yes.  
[Approved 5 – 0]

## **2. Dublin Pop-Up Business - Mural at 63 S. High Street, 22-108MPR, Minor Project Review**

The Chair stated this application was a request for the installation of a ±154-square-foot mural on an existing garage used for retail on a 0.26-acre lot zoned Historic District, Historic South. The site is located northwest of the intersection of S. High Street with Eberly Hill Lane.

### **Staff Presentation**

Ms. Holt – This application is part two for the Dublin Pop-Up Business concerning a request for a mural whereas last month the request was for signage. This is for a historic, one-and-a-half story home with a

detached garage [aerial view]. The site is surrounded by commercial properties to the north, east, and south; and residential properties are all to the west.

In February 2022, the Historic District Taskforce proposed an initiative to improve S. High Street vitality, which resulted in a leasing opportunity at the site for rotating vendors/artists that could promote vitality and pedestrian circulation. On July 1, 2022, the City of Dublin signed a 1-year lease for Pop-up shops to be open on certain days and times during the week. On July 27, 2022, the ARB approved a Master Sign Plan for a ground sign.

Tonight, the review is for an application requesting a mural to be primarily on the west façade of the garage that was built much later than the house, facing the open lawn. The mural size is proposed at 7 feet high and 22 feet wide, equalling 154 square feet. The design consists of fairy wings, a tiny fairy door, shamrocks, and flowers to match the flowers used in the planter boxes on the home for a unified and Dublin-appropriate appearance and color. The design is such that people can stand between the fairy wings, take photos, and post the photos to social media. The mural extends ±four square feet on the southern façade of the garage to entice visitors around the corner to view the main part of the mural, which is on a pedestrian scale. The purpose is to encourage visual interest with interactive elements that align with the *Historic Design Guidelines*.

This application has been reviewed against the Minor Project Review Criteria, which it met. Therefore, Staff supports the Minor Project without conditions.

### **Applicant Presentation**

Kendel Blake, Management Analyst, City of Dublin, 5200 Emerald Parkway – Pop-Up Dublin is a rotating retail and art experience. To date, 77 vendors have applied to participate. There have been 7 successful markets thus far, with another going on currently. The calendar runs through December 17, 2022, but City Council will have the ability to extend the market through the full length of the lease to June, 2023, based on the success. The key component that make Pop-Up Dublin is the community engagement aspect to this significant, historical, home. The mural that Ms. Holt presented will help activate the property and encourage pedestrian traffic along S. High Street. The mural design is intended to combine the features of the home by incorporating the flowers planted in the window boxes, and include Irish elements such as fairy wings, shamrocks, and a small fairy door to represent Dublin. The Fairy Trail Tour brings so much pedestrian traffic and energy to Historic Dublin of which this venue could capture, as well. The flower choices continue to pay homage to Polly Lee Richards, who was the long-time owner of this property. As the weather turns colder with the seasons, the flower boxes will be changed and coordinated with the City's plantings throughout Historic Dublin. Staff went door-to-door to speak with the adjacent neighbors to the west of the home in the sightline of the proposed mural space. Of the residents who were home, there was excitement about the mural and were pleased to see Polly Richard's love of Geraniums come through on the design. Dublin Jerome's High School student, Cecelia Martina, designed the mural and will paint it, should the Board approve the design. She is present and available to answer any questions.

Ms. Damaser – She asked how the mural would be maintained after the lease is over, and if the City were to decide not to continue with this initiative of Pop-Up Dublin.

Ms. Blake – The neighbors were asked if a mural would be acceptable before the City signed the lease and if it was the request of the residents, the City would paint the garage back to white, to match the existing color and conditions of the garage.

Ms. Cooper – Asked if there was a requirement that if the use was returned to a residential use, that the mural be concealed or painted over in an appropriate color to the Historic District.

Ms. Holt - There was not.

### **Public Comment**

No public comments were received.

### **Board Discussion**

The Chair – This Board approved a mural for the Toy Emporium in Historic Dublin.

Mr. Jewell – That mural turned out very well for that space connected to the toy store.

Ms. Cooper – She agreed and added that mural was in the heart of the commercial area, whereas, this is in a residential area.

Mr. Alexander – He asked what happens to the mural if the site is sold after the lease is up.

Ms. Damaser – She asked if the new owner would need to have approval from the ARB to paint over the mural.

Ms. Holt – The answer is no as Staff would guide the new owner to choose a white color that is within the pre-approved paint colors in the *Historic District Guidelines*. The only reason to gain approval from the Board is if the new owner wanted to deviate from that list of pre-approved paint colors.

Ms. Cooper – She asked if a mural is appropriate for a residential property and what if that owner wanted to change the design to something less Dublin-esque.

The Chair – If the color was to be changed, the new owner would seek the approval of Staff. If the subject were to be changed, it would require this Board's approval. This is a cement block wall of a garage and not an example of historic architecture or a historic structure. A mural on a residence has not yet been requested and signage issues could come into play.

Ms. Cooper – She was in support of this mural but was concerned about the extension to other residential structures.

Ms. Holt – If the new property owner wants the City to repaint this to cover the mural they would.

Mr. Alexander – There is not anything in the Code that states a mural is not permitted on a residential structure. Additionally, he did not believe this would cause an unusual precedent.

The Chair – If other applicants come forward with murals, the Board can decide if it is inappropriate.

Mr. Jewell – The applicant/City Staff has to go back to City Council for review to see if the lease can be renewed and what should happen with the mural could be decided at that point.

The Chair – The applicant/City Staff has stated that as long as the City has the lease, the City will maintain it, even if they do not continue to run the program.

Ms. Cooper – Her concern was mural advertising in the Historic District.

Mr. Cotter – If it became advertising, it would then need to adhere to sign regulations, therefore, he did not see a risk.

Ms. Cooper – The mural by the toy shop was added to an unusable space, dead zone on a main street to create interest in which this mural would do also.

The Board Members agreed a mural or two in the district would not be an issue in order to tell a story and in this case, on a non-historic, attached garage.

Polly Lee Richards, the artist, chose super bright colors so the mural could be Instagram-able, gaining the social media presence. She thought this was a great addition to bring people over to that section of Dublin and to visit the Dublin Pop-Up, revitalizing the Historic District. She does large-scale chalk murals, also.

Ms. Cooper moved and Ms. Damaser seconded, to approve the Minor Project Review without conditions.

Vote: Mr. Jewell, yes; Mr. Alexander, yes; Mr. Cotter, yes; Ms. Damaser, yes; and Ms. Cooper, yes.

[Approved 5 – 0]



**Presentation by Brian Gable of City Engineering – Utility Relocation Project on S. High Street**

Mr. Gable – Phase 1 is to relocate overhead utilities to underground for both power and telecommunications in the project area, starting north on W. Bridge Street, heading south to Short Street, from the west is Franklin Street heading east, to the west side only of S. High Street. The AEP distribution primary will be relocated from S. High Street to Franklin Street (underground). The majority of the project is within the Historic District in the Historic Core and Historic Residential Districts. The specific locations planned for the ground-mounted equipment was noted.

The easement sizes have been reduced as much as possible. Transformers and pedestals have been moved to the rear of each lot where possible. Screening will be performed around above-ground facilities to obscure installation within easement areas. Most transformers are 3 feet wide by 3 feet long by 2 feet tall. Larger electrical items are mainly located on City property and vary in size. Telecommunication pedestals are generally 1 foot wide by 1 foot long by 2 feet tall. Telecommunication pull boxes are flush at surface level and are generally 3 feet wide by 2 feet long. Size of equipment slightly varies by location. It is typical to see different boxes in a development by the different contractors somewhat spread apart but since the City is doing all of this work, the equipment will be placed closer together and will be easy to screen with landscaping. The units will not be completely hidden but fairly obscure. The types of landscaping proposed were shown.

The Utility Burial Project (Phase 1) has begun and design is on-going for Electrical and Communications. In April 2022, acquisition of easements began. In October 2022, acquisition of easements was completed and electrical and communications burial work began.

June 2023 is the anticipated date for completion. Design for Phase 2 will begin in October 2022 with acquisition of easements beginning in January 2023. Phase 2 is anticipated to be completed in April 2024.

**Board Discussion**

The Chair – He was concerned with the back ends of businesses on Mill Lane, which is also narrow. Most of the parking lots do not have curbs and are not real defined as to where to park. He asked if bollards would be incorporated into the design so people are not able to back into one of those new transformers. Where the street ends and the property begins is blurred more often than not.

Mr. Gable - Most of the transformers are on the property lines, away from the drive entrances, and are robust. The pedestal equipment is made to bend or break-away, if they are hit with a vehicle. Bollards would be a challenge given these are installed on private property in easements and are much more intrusive.

The Chair – He asked if any of this will disrupt what has already been improved on S. High Street, recently. Mr. Gable – The goal is for the pole lines to be moved underground by 2024 so AEP would not be prompted to pull down or greatly trim the new trees that were recently planted. That installation occurred with this project in mind.

**Presentation by JM Rayburn of City Transportation and Mobility – Bird Scooters in the Historic District**

Mr. Rayburn – Micro-mobility covers bikes, scooters and everything in between; devices that could be rentable or private. The City is partnering with two operators: Bird Scooters and CoGo Bike Share. The latter is based in Central Ohio, mainly used in Bexley, Grandview, and Upper Arlington. The City started on May 1, 2022, with Phase 1 of the Demonstration Pilot with 30 Bird Scooters in our community. CoGo stations

have been identified within the boundaries of the pilot. As new operators are introduced, some of the goals of the City can be reached, which is a mode shift to 1% meaning single drivers changing to a different mode of transportation like biking, walking, and scooting, etc.

There are six components, currently in play for Historic Dublin:

1. Historic Dublin 'Mobility Boulevard' (similar to a bike boulevard)
2. New designated parking areas on Mill Lane and at the John Wright Parking Lot
3. E-bike charging station
4. High Street Slow Zone (Bird Scooter System)
5. Dublin Link Bridge Slow Zone
6. Library Parking Garage No-Ride Zone

The City is following the guidance of NACTO for bike boulevards. To be comfortable on a bike, speed and volume is determined. There is a great parallel route on Darby Street and Mill Lane, parallel to High Street to keep pedestrians safe, as High Street has narrow sidewalks and brick pavers that are not the best conditions for bicycle or scooter use. Areas for parking the devices is important and fortunately we have bike racks already available but there are opportunities to add more where they are absent. The Mobility Boulevard was shown [aerial view] along with surrounding context. A proposed micro-mobility parking area was highlighted on Mill Lane. Pavers are unique that glow in the dark can be used for the parking of these devices. With the chips in the pavers, they look appropriate by day but could also attract micro-mobility parking since there is limited lighting in the area. The proposed on-street parking spot to be converted to micro-mobility parking could also be a great place to install e-bike charging. This is all what the forward-thinking cities are doing per a conference he had attended the year prior. Most e-bike charging stations were in Europe and very expensive. The City's electric crew has developed an e-bike prototype at this location. If this is successful, the City could share with the region. This is an economical way to provide e-bike charging to start. There is a vendor that can provide a special paint in an approved Dublin standard green color to denote this is a different kind of parking space with three bike racks added inside. The various iconography would be stenciled in, too. This area would be clearly marked so it would not be used for vehicular parking and catch the eye of someone biking or scooting.

The City has received a lot of feedback for making the experience of scooting, better. The City will rely on the Bird Scooters and their app to help communicate good etiquette for riding and appropriate areas to ride. Scooters can go up to 15 – 16 mph but in a slow zone, they will automatically be decelerated to 10 mph. For someone that is new to scooting, 10 mph is a comfortable cruising speed as compared to a bicycle that would be around 12 mph. High Street would be a Slow Zone but the mobility boulevard would not have any speed restrictions to possibly promote bypassing High Street. The Dublin Link is another Slow Zone with the plazas at each end included as these are high pedestrian areas and the goal is to ensure these modes of transportation are being used responsibly. There will also be Garage No-Ride Zones on both sides of the river to prevent kids from racing on the ramps from one level to the next in the garages. In these areas, the scooter will be decelerated completely and safely to a stop by beeping to alert the rider they are not permitted to ride there.

Other No-Ride Zones established are Longshore Street and the travel lanes on Riverside Drive in Bridge Park, outside of the Historic District. This is due to Longshore Street being heavily traveled by pedestrians and Riverside Drive as a high-speed roadway.

Updates will be provided at the City Council meeting on October 10, 2022. In the meantime, there is a live public survey available for a while but to obtain responses for City Council, the survey will need to be completed by September 30, 2022. Mr. Rayburn encouraged the Board Members to participate in the

survey, which can be accessed at <https://dublinohiousa.gov/micromobility>. The responses may help determine if Phase 2 should move forward for city-wide, micro-mobility opportunities.

### **Board Discussion**

The Chair – He loves the path system in Dublin, separate from the street but serious cyclists do not like it because they do not want to share with pedestrians but certainly a lot safer than sharing a lane with vehicles. The micro-mobility zone is shared with vehicles. He asked if it is impossible to separate the alternative mobility from the vehicles.

Mr. Rayburn – That is being explored.

Mr. Alexander – The Mobility Boulevard includes Mill Lane. There are a lot of curb cuts there and transformers with landscaping are going to be added. This all causes a lot of conflicts for the rider. He asked if there is a way to make these routes easier for use and safer. The mobility zone crosses Bridge Street. There is a cross walk with a flashing signal. He asked if there were plans to do something else there to accommodate the alternate mobility options.

Mr. Rayburn - Mill Run and Darby Street are going to be used for the Mobility Boulevard part of the Pilot program. There is a project to extend Franklin Street and Franklin Street is being examined as a possible alternative for a long-term Mobility Boulevard because it extends all the way north to the Dublin Parking Garage and the Dublin Library Parking Garage where the City is planning a Mobility Hub. It would be a nice route to that destination but would also go down to John Wright Lane and cut over to High Street. They will be coordinating with Engineering on how to make that Mobility Boulevard as comfortable as possible, given the mix of vehicles.

Mr. Alexander – It sounds as though all is being reviewed.

Mr. Rayburn – He encouraged everyone to share their feedback so the information can be shared with City Council.

Mr. Cotter – He verified the Bird Scooters can be rented in various areas. He asked if a scooter is still fast at 10 mph compared to a pedestrian walking at 2 mph. He asked how this can all be controlled when e-bikes can go 15 mph. He asked how this conflict of speeds with e-bikes or personal bikes can be managed, especially on the Dublin Link Bridge.

Mr. Rayburn – Companies that have equipment for rent have apps that the City can use to govern speeds and where they can be ridden. The privately-owned fleets will have to rely on public education, stressing etiquette on multi-use paths as well as on the pedestrian bridge, which will be an on-going endeavor. The Dublin Police have been great partners with the City Staff in this initiative. The Police prefer not to have a punitive response to these issues, and would rather push education, as much as possible.

Mr. Rayburn – The City's path systems are really the most comfortable and safe places to scoot. Scooters can be ridden across brick pavers or sidewalks but each little groove or bump can be felt. Dublin does well with more level bricks in place but in other communities, that might be a challenge.

### **Communications**

Ms. Holt thanked Brian Gable of City Engineering for the informational presentation regarding the Utility Relocation Project on S. High Street and JM Rayburn from City Transportation and Mobility who discussed Bird Scooters in the Historic District. The Board appreciated the presentations about current projects during the early stages.

Preservation Designs, LTD will continue the work on the Alternative Materials Project that was started in 2020 and Staff intends to provide an update in October, 2022.

Everyone has been invited to the Joint Work Session being held on Wednesday, August 31, 2022, at City Hall with dinner included. The meeting is for City Council, the Planning and Zoning Commission, the Architectural Review Board, and the Board of Zoning Appeals. Ms. Cooper is the only member from the ARB that is unable to attend per a schedule conflict. Council would like to hear about policy items, changed or new Code updates or Guidelines that may have caused angst, and any other situations the Boards and Commission may be struggling with.

Mr. Jewell stated he had the opportunity to attend the National Alliance of Preservation Commissions Forum "Bridging the Divide" in Cincinnati, OH July 13-17, 2022, and found it most informative as he heard from representatives all across the United States discuss challenges and successes within their Historic Districts. He provided a link for the information presented on how to manage a Historic District, which was very relevant to what we see in Dublin:  
[https://drive.google.com/drive/folders/1mMMAGAJBOXzcrza\\_QSP9mTK-UrPWrbLY](https://drive.google.com/drive/folders/1mMMAGAJBOXzcrza_QSP9mTK-UrPWrbLY). He recommended attending the next forum, which will be held in 2024 in West Palm Beach, FL.

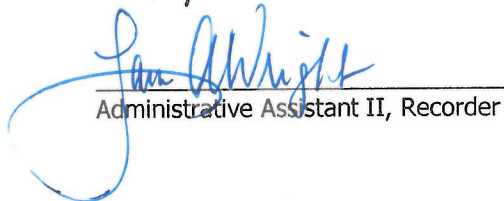
Ms. Holt stated the schedules for proposed meeting dates are usually provided in October/November each year from City Council and finalized by each Board or Commission in November/December.

Text was unintentionally omitted from the introduction section of the *Historic Design Guidelines*, which has since been revised and reprinted.

The Chair adjourned the meeting at 8:26 p.m.



Gay J. Alexander  
Chair, Architectural Review Board



Jan Wright  
Administrative Assistant II, Recorder