



Community Services Advisory Commission
September 13, 2022
Minutes

Commission Members: Present: Vivek Arunachalam, Steve Dritz, Dee Kanonchoff, Rex Pryor, Hong Qiu, Vicki Von Sadovszky

Absent: Elizabeth McClain

Staff Members Present: Robert Ranc, Deputy City Manager/COO
Megan O’Callaghan, Deputy City Manager/CFDO
Nick Tabernik, Deputy Chief of Police
Jenny Rauch, Director of Planning
Jeannie Willis, Director of Transportation & Mobility
Tina Wawszkiewicz, Civil Engineer II
David Traves, Police Corporal
Emily Goliver, Management Analyst DCM/COO

Consultants: David Shipps, Toole Design

I. Call to Order

Ms. Qiu established a quorum was present and called the meeting to order at 6:30 p.m.

II. Public Comments on Items Not on the Agenda

No public comments.

III. Approval of Meeting Minutes

Minutes from the June 14, 2022 meeting were distributed for review via email. Ms. Qiu asked if anyone had any changes to the meeting minutes. There were no changes to the meeting minutes. Ms. Kanonchoff made a motion to approve the minutes. Mr. Arunachalam seconded the motion. All in favor, the June meeting minutes were unanimously approved.

IV. Speed Management – Jeannie Willis

Ms. Qiu introduced Ms. Willis, Director of Transportation and Mobility, and then turned the meeting over to Ms. Willis.

Ms. Willis thanked the commission for having staff back to discuss the speed management program, to discuss where the project is and to answer any questions the commission may have. She started out by introducing David Shipps from Toole Design, who will be guiding us through the project to date and to help answer any questions the commission may have. Ms. Willis said tonight

we would provide the project background and timeline, talk about the public engagement process, discuss our vision and goals, and discuss our approach and possible solution ideas. Then we will open it up for questions and suggestions from the commission. Ms. Willis turned it over to Mr. Shipps.

Project Background and Timeline

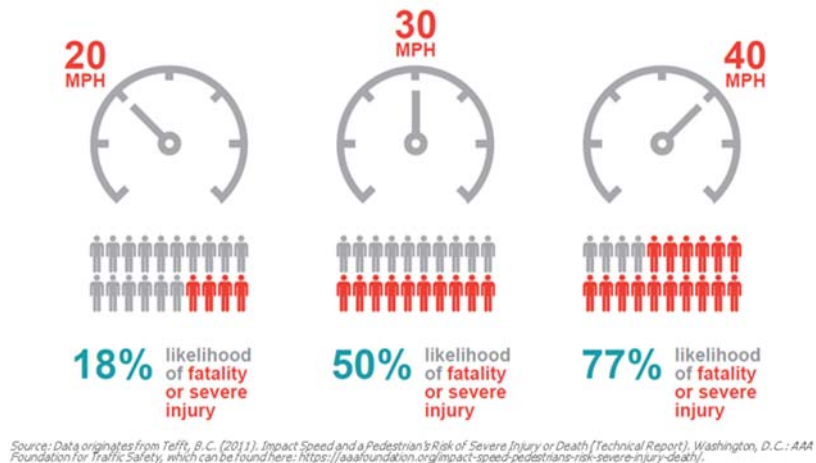
Mr. Shipps started out by saying that concerns about speeding is a common feedback that staff receives from Dublin residents. These community safety concerns prompted Dublin leadership to initiate an update from the Traffic Calming Program to a Speed Management Program to help better address these concerns throughout the City. This also helps provide a foundation for the Dublin's Vision Zero initiative.

Mr. Shipps discussed the project timeline:

- The current traffic calming program was adopted in 2004
- Since the program was adopted the industry has changed from focusing on penalizing the individual driver to more focus on the environment and safety of all roadway users including people walking and biking.
- In 2021, City Council referred this update of the program to CSAC and earlier this year the Speed Management program began.
- So far, the project team has researched related plan/policies and best practices, developed draft vision and goals and ideas to reduce speeding, and we are currently in the engagement phase.
- Today we are here to answer questions on our work to date and hear from you all on feedback on the approach and possible solutions.
- After today, we will analyze available and collected data to develop the recommendations and details of the proposed Speed Management Program.
- We will be back to CSAC in November.

Mr. Shipps stated the question "why is speeding more prevalent on some roadways?" He shared images of two different roadways. He asked the commission to think about the following questions. "What speed do you think is posted on these roadways/what speed are people driving in the photos?" "Would they feel good about driving 45 mph on the residential street? Why?" Mr. Shipps continued to say that street width, visibility, on street parking, the presences of pedestrians, and land use all actually play a very significant role in what speed we travel. In the past engineers always designed roadways at least 5 mph over the planned posted speed to build in a factor of safety. What we have since learned though, is that this just makes it possible and comfortable for people to speed and does not actually create safer roadways. We've started to come back to address this through traffic calming devices, but it is important to understand that those are needed to mitigate the underlining design that makes it comfortable to speed.

Mr. Shipps shared this image with the commission.



Mr. Shipps continued to say that the reason speeding is very important is because of its impact on safety. As speed goes up the likelihood of a crash goes up. Along with the higher likelihood of crashes, higher design speed brings a higher risk of fatal or serious injuries. If you are walking and a vehicle traveling 20 MPH hits you, there is an 18% chance that that crash will result in a serious injury or your death, and if that person's speed was 30mph, your risk is now 50%! Knowing this greatly influences how you drive, but most people are not aware of how significant small increases in speed can be.

Mr. Shipps said nationally, many communities are using the Safe System Approach as the model for addressing speeding and safety. A key component to the Safe Systems Approach, is different than the traditional road safety practices is the understanding that humans make mistakes, but that those mistakes should not result in death or serious injuries. The traditional approach would be to alter human behavior rather than alter the transportation system design. The Safe Systems approach considers the responsibility of decreasing deaths and serious injuries as a shared responsibility.



Vision and Goals

Mr. Shipps said the project team developed and shared the draft vision and goals at the public meeting and pop-up events. The vision is as follows:

- *The Speed Management Program will provide a Framework for a **data-driven** approach to speed management. The program goals and strategies focus on **creating safe and comfortable streets for all road users across Dublin, with a including on people walking and rolling.***

Mr. Shipps said what is important to note here is that we are:

- Talking about all road users across Dublin and ALL Dublin roadways
- We are also specifically calling out people walking and rolling – those who use mobility devices and bicycling, b/c they are our most vulnerable roadway users as we just discussed.

Mr. Shipps said there are five draft goals:

- 1 Reduce traffic-related fatalities and serious injuries in the City of Dublin for all roadway users, including those people walking and rolling. This aligns with Vision Zero goals, again a future initiative of the City.
- 2 Reduce excessive speeding, traveling more than 15 mph over the speed limit, across Dublin.
- 3 Ensure existing and future streets are safe and comfortable for all roadway users including people walking and rolling. For this one, the project team will need to define how to measures safe and comfortable, since safe and comfortable can mean different things to different people. There are several ways to potentially measure this, which includes the number of crashes, excessive speeding, having different modes separated by facilities, surrounding context, and frequency of crossings based on surrounding context.
- 4 Reduce community concerns about speeding. As mentioned earlier, part of the reason this project started, was to address concerns from the community.
- 5 Develop strategies to address speeding concerns on Dublin streets. There will be a toolbox of solutions as part of this planning process. We will be going over the possible solutions in a few minutes.

Public Engagement Process

Mr. Shipps shared a summary of engagement efforts thus far.

- Reached over 400 people so far
- Advertised the project, survey and engagement events through multiple communication channels
- Hosted two pop-up events, one at the Dublin Community Recreation Center and one at the Dublin Market. The project team estimates engaging with over 50 people at each event
- Public meeting was held in early August
- Received just under 260 survey responses

Mr. Shipps continued to explain the word cloud was developed from the online survey responses received so far. Staff has heard from the public there is interest in sidewalks, shared use paths, technology and innovative solutions. There is interest in enforcement and physical measures such as roundabouts, speed humps, pavement markings, and safe crossings. Staff has also heard that from some people they feel there are no issues with speeding, something we also heard at the pop-up events. People were appreciative of Dublin looking into speeding concerns further.



Mr. Shipps said at the pop-up events the public was shown these posters and asked what ideas they thought would reduce speeding in Dublin. In general, the public was supportive of these ideas to reduce speeding and each received at least one green dot of support. Some treatments that received a lot of support included:

- Signs
- High Visibility Enforcement
- Signals and Technology
- Surface Treatments



Approach and Possible Solutions

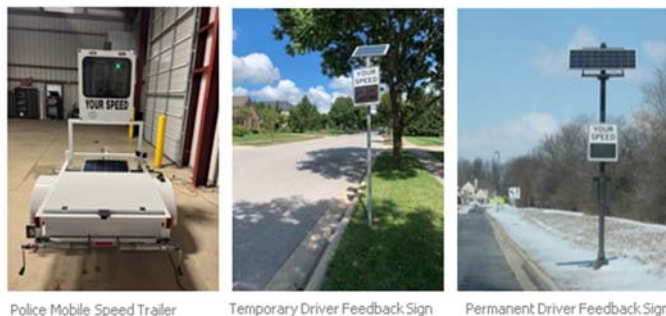
Mr. Shipps said next we want to go over the high-level approach to the program and potential solutions to address speeding. Speeding can be addressed in a variety of ways that all seek to address behavior change. He would go over multiple examples, but what he would like the commission to keep in mind is that multiple solutions are typically used to address speeding. It is really going to depend on the roadway and observed issues. There is no one size fits all treatment to speeding.

Mr. Shipps said at a high level, there are three steps for the project implementation process.

- Step 1 - collect data
- Step 2 - review and evaluate results
- Step 3 - use what will be the new traffic calming toolbox for appropriate solutions.

Mr. Shipps said he is going to share some of those possible solutions that could become a part of the new toolbox.

- There are different types of speed feedback signs that the City uses such as:
 - Police mobile speed trailers
 - Temporary driver feedback sign rotation program
 - Permanent drive feedback signs



The project team will be making recommendations on when to deploy each.

- Reducing the street width with pavement markings is a low-cost solution to visually narrow the roadway. This could be by striping parking as shown here or with wider edge lines.



- Awareness campaigns, which are just what they sound like. There are studies and information that can be messaged through a variety of communication tools to help other understand how small changes can make a difference.



- Police observations - enforcement can play a role in reducing speeding, which can come in the traditional form of warnings and ticketing. But also educating and engaging with the community
- Physical measures or changes to the actual roadway, which can also affect behavior include use of pavement treatments and traffic control. Pavement markings as shown can visually notify a motorist of speed limit and/or to slow down. Signals can also be coordinated to encourage drivers that are traveling the speed limit or to prioritize vulnerable roadways users like those walking and biking.



Sells Mill Drive



Source: New Jersey School Zone Design Guide, NJDOT



Riverside Drive Source: Google StreetView

- Horizontal measures cause motorists to slow down in response to either a visually narrower roadway or a need to navigate a curving travel lane. This can be done with roundabouts, traffic circles or chicanes.



- Additional ways to horizontally narrow the roadway include:
 - Reducing the number of travel lanes as shown on the left where there was a removal of the left turn lane to reduce the number of lanes.
 - Reducing the lane width by striping narrower lanes, which can be a low-cost solution.
 - Medians or center islands and curb extensions



- Speed humps and speed cushions are vertical measures that have slight pavement elevations that self-enforce a slower speed for motorists.
 - In the past, Council discouraged vertical deflection due to delay in emergency vehicle response and transport.
 - So...the inclusion of speed cushions...which were not part of the program previously...are designed to allow for emergency vehicles to drive through them without delay or very minimal delay.
 - Our engagement to date has included feedback to explore vertical deflection measures.



Speed Hump on Sells Mill Drive



Speed Cushion

Mr. Shipps concluded his presentation by saying the project team is also looking at examples of emerging and future technologies, such as speed monitoring sensors, permanent changeable messaging, automated speed notification cameras, and customizing driver feedback signs. Currently there are federal or state policies limiting some of these ideas, but there is the potential to explore them in the future.

Mr. Shipps asked if the commission had any questions.

Ms. Qiu said it was great to see all of the measurements the City is using. When talking about the speed versus the comparison of accident percentages, Ms. Qiu was wondering what the statistics are for the City of Dublin as far as accidents, speeding tickets and fatalities in Dublin. Based on the number of residents. Ms. Qiu said the number of residents being surveyed is a very small percentage of the overall population. She was just curious about the comparison of statistics to the perception of the residents.

Mr. Shipps said the City has all of that data in regards to accidents and violations within the City and geographically. This type of information is more statistical information and data that validates some of the feedback we are receiving.

Ms. Willis said just to add some additional clarity on what the process is; staff is still in the public engagement and feedback portion of the project, which is why staff is here tonight to get direction and guidance from this commission. Staff is then going to take all of this information back and before we meet with this commission again on November 8, staff is going to dig into all of the details of all of the data we have collected in order to develop our recommendations. Tonight was to provide a brief overview of where we are in process, specifically in the public engagement process. Then staff will report to this commission in November.

Ms. O'Callaghan also added that on a routine basis the City conducts surveys of the residents of Dublin in the form of National Citizen Survey and the Community Attitude Survey, which includes a much larger resident sampling of data that is separate from this specific initiative. Something that does frequently come up in those surveys is concerns about traffic in Dublin. Staff will be pulling the data from those efforts as well.

Ms. Von Sadovszky asked if there is evidence based on the data of different strategies that work better.

Ms. Willis said there is data on the federal level and based on different communities that have performed before/after type of studies that we have been able to find. We will use that data to help guide us as we make decisions and recommendations.

Ms. Von Sadovszky asked if staff is using the City's data as we have performed some of the suggested measures.

Ms. Willis said the City does have some measures, such as our Tara Hill Calming. We also were able to collect some data on Monterey Drive while the City was doing some paving work. Staff was able to collect data without the speed humps and then collect more data once they were back in place.

Mr. Dritz asked in regards to the number of reduced fatalities and serious injuries, is there a number in mind that will be used to consider it a success?

Ms. Willis said that is a very good questions, but the answer to that question right now is no, which is why we just used the generalized word of "reducing" those. It is hard to put a specific number on that. Obviously, we do not want to see any, but achieving that is going to be difficult, so we need to determine that balance between being aggressive, but not being realistic.

Mr. Dritz asked if we know a rough number of how many fatalities Dublin has a year.

Mr. Tabernik said there are one to three fatalities a year and crashes are anywhere from 850-900 per year.

Mr. Dritz asked if they City currently has speed cushions anywhere in Dublin. He also asked what automated speed notification cameras are.

Ms. Willis said the City does not have any speed cushions at this time. Currently the City only has speed humps deployed but no speed cushions. Ms. Willis also continued to explain that the speed notification camera is a driver feedback sign, but there is a camera in the middle of the sign that can also collect information about the speed, location and time. The City could theoretically deploy one of these and get timestamps and some identifying information in regards to the vehicle.

Ms. Von Sadovszky said she understands this is a speed study, but was curious if anyone is looking at red light violations.

Ms. Willis said yes these are two completely different topics, but it is a big topic. It is connected as a part of our Dublin Smart City Program. The City has the Denso Ecosystem around Coffman

High School, at Tara Hill/Coffman, Emerald/Coffman, Emerald/Post, Emerald/Perimeter, the main entrance to the Emerald Campus and at Post Road/OCLC where the City has the ability to capture red light violations at a few of those intersections and this will help us be more proactive.

Mr. Kanonchoff discussed a traffic signal program in Florida that has a blue light that detects oncoming traffic for signal change. She asked if the City was looking into any different type of signal program similar to how Florida is set-up.

Ms. Willis said she is not entirely sure of the program Ms. Kanonchoff is referring too. Ms. Willis continued to say that in Ohio there are systems in place that allow the traffic lights to be preempted for emergency vehicles when they are in the path of a traffic signal. Ms. Willis said the system Ms. Kanonchoff is referring to sounds like it may be an enhancement that would be added to normal operation system.

Ms. Qiu commented at certain intersections, there is a timer that allows drivers/pedestrian to know how much time is in place before the light changes color. She thought it would be helpful if those were also located at major intersections. It might make drivers feel more at ease about how long it takes the light to change colors and maybe people then would be not be so apt to run red lights.

Ms. Willis said she believes Ms. Qiu is referring to the countdown pedestrian signal heads, which are not meant to count down the amount of time a driver has to wait before the light changes colors. It is meant to tell the pedestrian how long they have to cross the road and when they should be entering the intersection and when they should not. It is dangerous in some ways to use it as a countdown, because sometimes we hold traffic longer than the pedestrian countdown shows and if someone is not careful, they can enter an intersection illegally. Ms. Willis continued with stating that what Ms. Qiu was saying is fair and the City of Dublin is very aggressive with our signal timings. Ms. Willis said what Ms. Qiu is talking about in timing is the cycle length. This is how long it takes for the signal to cycle all the way through all movements in the intersection. Some intersection lights take longer to cycle. A perfection example is Frantz Road/33 and Post Road. It is the longest signal length and it is frustrating. It is that way because the intersection is physically not large enough to have opposing left lanes turn at the same time, so the signal is set up for sequential side street, which means we release each leg of the intersection independently and this causes a longer cycle length. Ms. Willis said while we try to balance the physical needs of the intersection and the amount of concurrent movements we can have, it also works with how much space we physically need.

Mr. Arunachalam asked if the accident reports also include the reason for the accident.

Mr. Tabernik said they we do not necessarily report the reason for the accident, but we do record the cause and effect, such as a car follows the car too closely, so they rear end a car, etc. We include this type of information, not only on the report, but also on the citation issued.

Mr. Arunachalam asked how the City could improve progression in the Avery/Muirfield corridor from Post Road down to US 33.

Ms. Willis said the area to which Mr. Arunachalam is referring to has been clogged lately. It is due to the amount of construction going on in the area. Dublin Road in the southbound direction has been closed, which is causing that rerouting down Muirfield. In addition, there has been quite a bit of paving activity, which is causing some backups in that area, along with paving on Perimeter Drive, which has caused some rerouting over to Muirfield Drive and along Avery/Muirfield. Dublin does pay very close attention to that corridor because it is an area of known concern.

Mr. Dritz said CSAC received a letter from Mr. McDaniel in relation to this topic. It was noted that there are some local key areas for speed management. He was curious if the City is going to be prioritizing these areas as to where staff is going to deploy these measures.

Ms. Willis said it all relates to the data that is gathered. Staff will analyze the data and determine where the areas of focus should be. That is a question asked, as a part of the online survey. The Bridge Park area was an area where there are some concerns. Staff has not decided to prioritize that now, but it will be included in all of the data as we review it.

Mr. Dritz asked if the City considers the roundabout at Riverside Drive a success.

Ms. Willis said the City does consider it a success. We were able to bring back all movement with the roundabout. There was also a crash severity problem at that intersection and when there were crashes, they were severe and people were getting hurt. Granted we do still have crashes at that location, but they are more property related damage rather than severe injuries. It is also more efficient. It is not perfect, but it is better.

Mr. Ranc asked if there are any additional questions regarding the agenda topic, in order to provide clear direction to staff and the consultant.

Ms. Kanonchoff asked if there is any emphasis on speeding around schools.

Ms. Willis commented that the City is already very aggressive with the technology that we use in school zone areas. All of our school zones have our driver feedback signs and our Police routinely patrol school zones for compliance. We will also include schools zones when we review our data, but there update on any additional measures at this time for school zones.

Mr. Pryor asked in general in terms of speed management and Vision Zero initiative what the plans are in terms of getting cars off the road by way of public transit or scooters.

Ms. Willis said anytime we can get a driver off the road in a vehicle by way of another form of mobility is a great solution. That why Vision Zero along with the speed management program are so important because we want to make sure our roadways are comfortable for all users, but not

those just in vehicles or walking. It is meant to look at the street as a holistic system. There are several initiatives going on that talk about transit in other mobility options. One option being looked at is bringing CoGo to Dublin which would be a mixture of peddle bikes and e-bikes. There are other initiatives with COTA and bringing bus rapid transit to Dublin, if and/or when that becomes a reality for our region. These are all active initiatives the City is trying to work on to try to provide other options and get people out of their vehicles.

Ms. Qiu thanked staff and Mr. Shipps for all of the information and the great discussion.

V. Solar Panel Discussion – Jenny Rauch

Ms. Rauch started by introducing herself and explaining that she is here to discuss renewable energy, in particular, solar panels. This is being presented because more recently, there have been numerous request through Building Standards and Planning for single family residents that want to install solar energy on their homes. Staff has had some initial discussions, but in the light of City Council's goal of sustainability and what opportunities that brings to the city, staff wanted this opportunity to talk with this commission and get feedback on this topic before the Planning and Zoning Commission and City Council review a code amendment.

Ms. Rauch provided a quick overview of the current regulations are as they relate to solar panels and renewable energy in the City and how that fits with individual homeowner association (HOA) restrictions and who oversees that. Ms. Rauch said the existing regulations, which are the City's responsibility are as follows:

- Renewable Energy Equipment is considered an accessory use and typically is limited to the side or rear of a structure, including single-family homes
- Planned Unit Developments may be more restrictive
- West Innovation District, Bridge Street District, Historic Dublin and Dublin Corporate Area have additional permissions which are provided
- In all instances a building permit is required prior to installation

Ms. Rauch said the HOA restrictions include:

- Individual HOA's enforce deed restrictions, which may have limitation regarding renewable energy than what the Code would permit
- Senate Bill 61 is a new law that governs how HOA's may apply rules to solar panels on residential properties

Ms. Rauch continued to explain that the Planning and Zoning Commission discussed this topic was in October of 2021 and then again in April 2022. Ms. Rauch highlighted the discussion that took place:

- Support of solar panels and sustainability efforts
- Recommended regulating the location of solar panels as to not be visible from the public rights-of-way to the extent possible.
- Solar energy should be permitted to ensure compatibility with the community's aesthetics, while also pursuing the latest technology

- Discussed incentivizing solar panels for new developments
- Supported the need to balance the approach to solar and provide clearer direction within our Code
- Requested additional information and benchmarking

Ms. Rauch continued to say that two weeks ago there was a joint session between Dublin City Council, Architectural Review Board, Planning and Zoning Commission and the Board of Zoning Appeal Board regarding this topic. They had conversations about roof-mounted solar panels on residential homes and how those should be regulated. There were concerns raised about the general aesthetics of solar panels and the installation of the panels on front elevations. Also, discussed the impacts of the new Senate Bill regarding how HOA's regulate solar panels. The next steps are to be here tonight to discuss this commission's perception of solar panels from your neighborhood, personal experience and as a committee. We would also like to get some feedback about what this commission would like to see, as a part of a potential Code amendment for the Planning and Zoning Commission to take into consideration.

Ms. Rauch said the City did benchmarking with similar communities that have comparable Zoning Code which include Westerville, Worthington, Hilliard, Grove City, Upper Arlington, Columbus, Blue Ash and Montgomery, Ohio and Carmel, Indiana. Blue Ash, Westerville, Worthington, Upper Arlington and Montgomery allow wind, solar and geothermal, which Grove City, Upper Arlington, Worthington and Columbus permit solar only in all districts and locations.

Ms. Rauch provided some non-Dublin commercial building examples and explained the differences between them.





Solar Vehicular
Canopies



Solar Farms



Ms. Rauch also provided some non-Dublin residential home examples.



Ms. Rauch said for this evening, staff would like for the Commission to discussion on the following questions.

- What have the Committee members heard from Dublin residents regarding renewable energy, particularly solar panels on single-family residential?
- What should the Planning and Zoning Commission and City Council consider regarding aesthetics, location (front, side and/or rear), and technology types (roof-mounted v. ground-mounted, or solar shingles v. panels) when reviewing a proposed Zoning Code amendment for renewable energy equipment?
- Other considerations of the Committee?

Mr. Arunachalam asked if the City looked at areas similar to Muirfield when benchmarking.

Ms. Rauch said staff did not specifically look at communities with golf courses.

Ms. Qiu said the City has a very robust business community. Ms. Qiu asked if the City could encourage the businesses to install solar panels on their building first, before moving to residential areas.

Ms. Rauch said the City can encourage businesses to do this, but by no means are we suggesting that everyone needs to have solar panels. The challenge is that our Code could be clearer about what we would like to have happen and how to permit that. For single family residential there is the opportunity for federal incentives for them to install solar panels, which is why there has been a push. There has also been interest from residents to put solar panels on the front of their homes, which is currently not permitted in Dublin.

Ms. Qiu said if the City wants to encourage the use of solar panels; it would be helpful to provide educational sessions for the residents. Ms. Qiu said she is very interested, but as she was looking for information online, she realized there is a lot of information out there and it can be overwhelming. It would be helpful for people to understand better the technology and to know which vendors are reputable to provide services.

Ms. Rauch said the City could provide educational sessions once the Code has been adopted. The Mid-Ohio Regional Planning Commission (MORPC) has a program called SolSmart, which can help provide resources to the City and thus to residents. Ms. Rauch asked the commission members if any of their neighbors have solar panels on their homes.

Mr. Dritz said his neighbors do not have any solar panels on their roof. The only one he has seen in Dublin is the one at the Golf Club of Dublin on Hole 14. It is not aesthetically appealing and it is on the back on the house. Mr. Dritz said he imagines that allowing this on the front of the property would decrease the property value of the home.

Ms. Qiu said she is only aware of one person that has solar panels on this home and he is a coworker of hers. He is not a Dublin resident, but she has spoken with him about his solar panels and his

were installed through Tesla and he has had issues after issues. This is why she suggested the educational portion and recommendations on what works well and what does not, for residents that are not familiar with what is available.

Ms. Kanonchoff said depending on how someone's how faces the sun, could depend on where the individual would like to place solar panels, so if there are restrictions that would not allow for equal opportunity. She asked what the points of discussion are, to determine what the City might be looking at, as far as placement.

Ms. Rauch said Ms. Kanonchoff makes a very valid point, which is why this is a very challenging conversation. There may be neighborhoods that completely prohibit them and other neighborhoods that allow them within specific areas of a residential property. This is the nature of zoning requirements for various neighborhoods. The conversation at Planning and Zoning Commission and our joint session, which included Dublin City Council, was largely related to what you would want to see on the front of the property and concerns about the aesthetics. We know we want to be sustainable and we have this opportunity for sustainable equipment and we want to permit that in some capacity, but we also want to make sure we are upholding the character and quality of Dublin. Are solar panels something we want to see on the front of the property? There have been concerns on how to tackle it.

Ms. O'Callaghan said the discussion at the Planning and Zoning Commission would really be focused around #2 and the details. Should there be a desire to accommodate solar panels on residential properties, how could the City best accommodate. Those very specific questions will be discussed, such as location, where should allow them to be placed, what types should be allowed and how best to regulate them.

Ms. Qiu said she feels like residents need to be sure that it will be a good investment before investing in solar panels. Ms. Qiu is only aware of JP Morgan using solar panels. She thought it might be a good idea for staff to check to see if they are getting their money back on their investment. If it is beneficial for them, then maybe it will be worth the investment from a residential standpoint.

Ms. O'Callaghan said if it does seem beneficial for residents to have solar panels, she asked if the commission has any preference on the aesthetics. Are there any suggestions as to how or if they should be incorporated in residential neighborhoods?

Ms. Qiu said if it makes financial sense and if residents are interested, it should be up to the HOA they live in. I think it would depend on where they live and the scenario of what the resident would like to install.

Ms. O'Callaghan said it sounds like Ms. Qiu is stating that it should be up to the HOA as to what each neighborhood will allow, but based on the new law that is in place, that may not be an option for HOA's to determine what is allowable.

Ms. Von Sadowsky said it is something different than people are used to seeing, but with time, people will get used to it. If the goal is for our community to be sustainable, then it goes hand in hand with that. She said she does not have a problem with placement of the solar panels.

Mr. Pryor said he is all for solar panels 100% across the board. He feels that it adds to the general attitude of a sustainable Smart City and he likes the way they look.

Mr. Dritz said he has seen some instances of solar panel that are aesthetically fine. He feels like there should just be guidelines on installation regardless of where they are installed so they look professionally installed.

Mr. Arunachalam said he agrees with Mr. Dritz. He would also like to see solar panels made better so they looked more pleasing than they currently do.

Ms. Kanonchoff asked if this topic is coming up a lot recently; so that it is becoming an issue that does need to be addressed in the near future. She asked if many people are trying to apply for permits for solar panels.

Ms. Rauch said yes, there has been much more inquiry in the last six months in regards to solar panels than staff has seen over the last several years. Ms. Rauch said it is to the point where there are several homeowners that are not permitted to have solar panels on the front and they have requested a variance to that requirement at the Board of Zoning Appeals.

Ms. Kanonchoff said she was not sure what the issues with aesthetics is. She does not think they look obnoxious and from a commercial standpoint, it makes perfect sense. It might take some getting used to but as Mr. Pryor stated, if Dublin wants to be a Smart City, then this makes sense with how we are trying to project Dublin to be. It makes sense to be energy efficient.

Ms. Qiu said if aesthetics is not a concern, then why we are limiting solar panels just to the backside of the property. She suggested incorporating some rules such as panels matching the house/shingle and having the solar panel covering 80-90% of shingles so it blends better and aesthetically looks nice.

Mr. Arunachalam commented that there is the possibility of the solar panels being damaged due to hail or other factors. He suggested having language about replacing damaged equipment in a timely manner so it is not an eyesore.

Ms. Rauch thanked the commission for their time and the information and feedback provided by the commission.

VI. Dublin Sustainability Framework 2.0 – Emily Goliver

Mr. Ranc provided a recap that at the last meeting, prior to break, the previous Sustainability Framework was discussed in great detail. There is also a lot to discuss as a part of the Sustainability Framework 2.0. Certainly tonight, if the commission would like to provide a recommendation to Council regarding the adoption of the Framework, we can do that, but we also want to make sure it is right and not rushed, so if there is the desire to come back to the next meeting for follow-up or additional information that can most certainly be done. Mr. Ranc wanted to make sure the expectations were clearly defined and discussed up front. Some of the more notable portions of the Framework were called out in detail, but if this commission wants to discuss every detail of the Framework, we can do that also. Mr. Ranc then turned the meeting over to Ms. Goliver.

Ms. Goliver started out by providing some follow-up information from the last meeting.

- LED Lights vs Incandescent: The cost savings between the two is about \$44,000 per year for LED over incandescent. This information is from the payback period on the capital expenditure during 4.26 years.
- There was a question on maintenance of City vehicles. Average maintenance on Gas/Diesel is just under \$10,000. CNG is just over \$7,000. Electric is almost exactly \$500.
- Another question was in regards to the electronic charging stations and the electricity cost associated with those. No way to break out just City vehicles but just in the second quarter there was nearly \$13,000 cost savings in gas by using electric vehicles. The best she can tell for just City vehicles is looking exclusively at the chargers for City Hall, Development building, Justice Center and Service Center. Other than the Service Center, the public can use all of these, as well. For these specific charging stations, about \$2,000 cost savings in the second quarter as well.

Ms. Goliver provided a timeline for the Framework 2.0.

- End of 2021 - The original Framework was to be effective from 2018 through 2020 but was extended through 2021 based on the pandemic to allow time to implement some of the goals and initiatives
- April 2022 - EcoDublin Team was assembled as an internal sustainability committee. There is one representative from each internal division in the City
- May 2022 – First round of the Framework 2.0 was drafted by the EcoDublin Team
- Summer 2022 – Regional benchmarking and multiple rounds of staff review
- September 2022 – Presentation to CSAC

Ms. Goliver said the Dublin Sustainability Framework is staff driven, which means the City did not hire a consultant for this Framework process. One representative from each division was able to speak on the feasibility to their individual work units. We kept it policy and operations focused, so we can focus on what we can influence. As a city, we have a responsibility to be a leader in sustainability for residents and the business community. Our internal practices are important to set the stage for what others can do. We also have a responsibility to our residents to provide the opportunity to be sustainable.

Ms. Goliver continued to explain that the outline of this Framework has overarching themes, then goals for each theme and objectives and indicators. This is going to tell us how we are going to achieve each goal. There will be owner to every goal set and a timeframe, where applicable. This Framework extends through 2026, then we will re-evaluate to see what the best practices are throughout the region are.

Ms. Goliver said Resolution 36.22 adopted the Dublin Strategic Framework at the Dublin City Council meeting on July 25, 2022. Part of the vision statement is that Dublin is a global City of choice that is the most sustainable, connected and resilient. Environmental sustainability is a key part of that sustainable function, so we want to make sure that this Framework encompasses that.

Ms. Goliver said the overall themes for the Framework are process and operations, diversion, mobility, natural environment, sustainable development and community engagement and education. As stated earlier, each of these themes have goals and each goal has objectives and indicators associated with them.

Ms. Goliver said as Mr. Ranc mentioned earlier, staff emphasized some notable initiatives to discuss in more detail this evening.

- Convert 50% of City vehicles to hybrid/CNG/electric by 2026
 - 28% of vehicles are currently electric/CND/hybrid
 - Plans for all new police interceptors to be hybrid
 - Just purchased a new electric van
 - All truck purchases will be electric starting in 2024
- Convert all lawn maintenance in Bridge Park to electric by 2024
 - Bridge Park was specified due to the high pedestrian traffic
 - Don't want pedestrians to be subject to the fumes
- Increase the City's diversion rate from 48% to 55% by 2025
 - Identified in the previous Framework, but COVID caused some issue
 - Diversion rate doesn't capture commercial and with everyone home, all of that volume was put into the residential waste stream
- Increase shared use paths to 150 miles of paths by 2026
 - Current system is just above 135 miles
- Increase the amount of native species included in City plantings each year
 - Based on discussion at the previous CSAC meeting regarding native plants
- Add solar trash compactors to each community pool and major parks by 2024
 - Big Belly Compactor on the East landing of the Dublin Link. Smart technology informs staff when full, rather than staff having to go check it regularly.
 - Propose to deploy at community pools and major community parks
 - Saves gas and prevents litter overflow

Ms. Goliver continued to explain that based on previous discussion and feedback there are a few areas of considerations staff would like to the commission to take into consideration as a part of the recommendation.

1. Extending the year for the DIF diversion rate, which is under the diversion topic, to 2023 to allow more time to have this approved in advance of that
2. Recommend adding language to discuss passenger rail under “Expand Infrastructure to Allow for Multimodal Transportation Options” as the City has purchased 100 acres along a railroad in support of this

Mr. Ranc also added that we want to make sure we are leaders in sustainability, so we have some very big goals. For instance, we want to be totally carbon neutral. In order to be totally carbon neutral we need to replace our fleet with limited emissions vehicles and there is a lot that goes into that. The idea with our Sustainability Framework is to take near-term tangible steps to achieve these long-term large goals. The intentional nature of the Sustainability Framework is focused on these specific tasks and measurable goals that we can obtain by 2026, but we also do not want to lose sight of the large long-term goals that we are working towards. So these are the pieces we can take a bite out of in the near term to reach those goals. Mr. Ranc wants to make sure, as discussion takes place, because it does get down into weeds of the operations and other elements of sustainability that we are not losing sight that is all working towards long-term significant sustainability goals.

Mr. Dritz said when the last Framework was approved it was aligned with MORPC’s agenda from 2014-2020. He asked if MORPC has a new agenda that this Framework 2.0 is aligned with.

Ms. Goliver said as a part of the regional benchmarking staff did included working closely with MORPC to make sure we are aligned with their goals and objectives also. We also have staff members on many MOPRC committees.

Mr. Dritz asked if the handout, which incorporated different areas, is the entire Framework. The last Framework included more detail such as goals, timelines and measurements for each goal.

Mr. Ranc said there is more detail. What staff wanted to bring this commission initially was just the initiatives to focus on and discuss. Framework 2.0 is going to look similar to the original framework.

Ms. Qiu said she really likes that staff has added an “owner” to the Framework 2.0. Ms. Qiu said that is very important to have an owner of the goals. Ms. Qiu asked was curious how much the solar trash compactor at Bridge Park cost. Ms. Qiu said there was discussion about having trash and recycling in side-by-side containers in the park. Ms. Qiu was wondering if those would really be effective. She said lives by Avery Park and whenever she is at the park, it looks as though patrons use the recycling containers as trash containers. Ms. Qiu suggested having a better way to identify the different between the trash and recycling containers. They seem very confusing and easy to put trash in the wrong container.

Ms. Goliver said she did not have the information readily available for the cost of the solar trash compactors, but she can certainly follow-up and provide that cost.

Mr. Ranc said that is great feedback and that speaks to what we want to make sure is in the Framework. Best practice is to have trash and recycling in the same together so people do not have to search for which receptacle to use, but to also make sure that is clearly delineated. A great example of that type of container is in Bridge Park. The City has trash, recycling and composting all in a side-by-side container, which is called the Big Belly trash compactor. These containers cost between \$5,000-\$7,000 per unit. These containers are not cheap, but it is also not a restrictively expense item. They are impressive containers and do save on CO2 omissions and provide a lot more capacity.

Ms. Qiu said she would like to see more information in the Framework on maintaining natural land or farmland. Ms. Qiu has noticed there continues to be more development and she wonders if it will ever end or if the City will keep allowing development until there is no longer natural area and farmland.

Mr. Ranc asked if Ms. Qiu was referring to preservation of natural areas.

Ms. Qiu said she is also referring to farmland such as cornfields and soybean fields. She is afraid Dublin is going to end up as a suburb with no farmland left.

Ms. Rauch commented that it would ultimately be a part of the City's Community Plan update, which staff will be undertaking within the next year or two. There will be discussion about what that is. All property in the City has future land use assigned to it, so we will need to discuss what we would want to see there should development happen. As a part of previous Community Plans we've had a lot of discussion about rural character and what that looks like. If we would want to take an aggressive approach and limit development, that would be something City Council would need to weigh in on as a part of that discussion. We need to determine if there is a way to preserve the rural character without requiring that farmland continue to be farmland.

Mr. Ranc also commented that in regards to the Community Plan and all the other plans the City has such as the Parks and Recreation Master Plan, it is important to make sure that through the Sustainability Framework that all of these plans are talking to each other, which is not necessarily an easy task. We also have a large diverse staff with different areas of expertise and we also need to make sure that different staff members and divisions talk to other staff and divisions when working on each of these different plans. This is why we have the EcoDublin Team in place because there are representatives from each of the divisions. Mr. Ranc said all that to emphasize that in terms of land preservation, the Community Plan is really the place where staff is going to want to focus on that conversation. Certainly, there is a sustainability aspect to that, but in terms of which plan that should be included in, the Community Plan is where the conversation should really take place.

Mr. Dritz said under City processes it refers to reducing internal waste and water consumption, but there is not comment or action in regards to water consumption.

Ms. Goliver said that action would be in regards to the energy and water efficient toilets. We put that under the energy efficient practices, but it may fit better under the water consumption topic.

Mr. Dritz said under the diversion section, it states implementing an automated waste and collection program. He asked what that would be.

Ms. Goliver said this is a topic that has been discussed in regards to automated trucks that would empty the waste and recycling bins, so it would require different bins that are retracted directly by the truck and not humans. It was be able to verify the amount of waste coming from each home along with other diversion capabilities.

Mr. Dritz said his neighborhood was a part of a similar pilot program back in 2002. Mr. Dritz wasn't sure why that pilot was never implemented.

Discussion took place in regards to this pilot program and what the program included.

Mr. Ranc said staff could look into that pilot further to determine what exactly the pilot program was and why it was never fully implemented.

Ms. Kanonchoff commented about the diversion rate and continued to say that diversion is not only trash and recycling, but also now composting. She said Mr. Ranc mentioned all three are taking place in Bridge Park. She asked if adding composting was something being considered throughout Dublin.

Mr. Ranc replied that currently SWACO is working on an initiative to expand their composting operations at their location. Their hope is, eventually, to lead curbside composting pickup. There is nothing imminent at this time, but the City has signed a letter of support, which does not commit the City to anything. Where it does help, is it shows firms that provide this service, that there is support among their member communities. Mr. Ranc said in point to what Ms. Goliver talked about earlier, this is a flexible living document and that is something that we are not stopping. There are different composting organizations out there and the City is approached from time to time to bring composting in to the City. There is a private composting company available in Dublin, that anyone can sign up for and they will go door to door and pick up your composting. With that being said, people approach the City about adding large composting processing areas, and that is not something we have interest in. Therefore, the City will continue to communicate with SWACO and support the initiative they have just started.

Mr. Ranc also commented that a previous commission meeting Mr. Ranc discussed the Environmental Sustainability Advisory Group, which has not met since the last Framework was in place, which was a part of the previous commission. We discussed CSAC being the advisory group, because in City Code it is a part of the parameters of what this commission is designed to review. A part of what is important in being leaders, is resident support and leadership from groups just like this. This group meets quarterly at MORPC with resident environmental groups. They are

phenomenal meetings and often talk about specific issues as they pertain to things such as native plants, landscaping, and how residents can do their part to create a more sustainable community. Something staff has called out in this particular plan, is want to call out people who are passionate and have a specific interest in environmental issues to our boards and commissions. We can definitely revisit maintaining a separate environmental advisory group, who can work hand in hand with this commission.

Mr. Ranc also added that staff has received feedback from a resident that was not able to make it to this commission meeting tonight. He did provided an incredible amount of feedback in regards to this proposed Framework. This shows that there are residents in the community that are very passionate about this topic.

Ms. Qiu mentioned a situation that a friend of hers had with a sick deer and said it seems like our wildlife population has increased over the last year or so. She asked if the City is prepared and has a plan on how to deal with the increased wildlife population and if there is reason for the sudden increase in the population.

Mr. Ranc said Barbara Ray attended a commission meeting earlier this year and discussed the wildlife management program and tracking of wildlife in Dublin. Staff does track activity through our GIS program, which includes deer hits and problems with wildlife, so that staff can property track wildlife in Dublin. Wildlife is not really a topic that has been included as a part of the updated Framework, but that is of the desire of this commission, we can definitely go back and discuss this further with Barbara Ray about that topic could fit in with a sustainable natural environment.

The commission would like staff to include wildlife as a part of the Framework.

Ms. Qiu said the commission is almost out of time, she asked if this discussion should continue to the next meeting or if the commission would like to continue discussion.

Mr. Ranc recapped what was discussed tonight, in regards to feedback for the Framework 2.0

- Make sure staff ties the MORPC goals and the MORPC plan to the City's Framework plan
- Install and combine trash and recycling bins in City parks
- Completing the study and implementing the recommendations in regards to electric vehicle infrastructure at the City Service Center
- Follow-up and report back to the commission regarding the 2002 pilot for trash and recycling and why it was not fully implemented at the time
- Bring back a specific goal as it relates to sustainability from a wildlife perspective with the City under the natural environment initiative within the Framework

Mr. Ranc asked if there is anything his missed in recapping the feedback from tonight.

Ms. Qiu said the one item Mr. Ranc did not mention is keeping the City more of a rural environment

Mr. Ranc said his recommendation would be to address that topic as a part of the Community Plan in future land usage. That will be the most effective way to address that policy conversation as opposed to the Sustainability Framework.

There being no further discussion, Mr. Ranc said staff will plan to bring updated information back to this commission at the October 11, 2022 meeting and at that point, this commission may be ready to make a recommendation to City Council and move forward from there. Mr. Ranc thanked the commission and said he appreciates the commission's time and feedback on this topic.

Mr. Dritz said in the old Framework there was a measure for each one of the goals. Mr. Dritz asked if that has been eliminated in the updated Framework or if that will be added.

Mr. Ranc said there is a measure for each goal. We did not provide the full Framework packet, which we can provide before the next meeting along with a letter from our new City Manager that we can include.

Mr. Dritz also commented that there is a section about reducing litter on highways and roadways. He was curious as to how the City will measure that goal.

Mr. Ranc said that is a great question and staff would review that goal and come back with a better measurement on that goal.

Mr. Pryor said he appreciates the information regarding native plants. It is great to see when residents are passionate about a topic and then to see the City implement programs around the topic. Mr. Pryor also added that in terms of mobility, there is a lot of information about micro-mobility and to expand infrastructure to allow for multi-modal transportation options, but little to say about larger forms of mobility options. He asked if that would be included.

Ms. Goliver asked if there is a specific program to which Mr. Pryor is referring.

Mr. Pryor said earlier staff mentioned something about the COTA implementation. He was interested to see more information regarding that type of mobility.

Ms. Willis said the Link Us or the bus rapid transit initiative for Central Ohio would also be included automatically under option #4 to expand infrastructure to allow for multi-modal transportation options. Option #5 says the same thing, so staff will need to review those statements. Regardless, the Link Us initiative would be covered. The City is already looking how to prepared and be best positioned for that type of service to come to Dublin when it does.

Mr. Pryor thanked staff for the additional information.

Ms. O'Callaghan also recommended specific mention of Smart Mobility initiatives, because so many of those are geared towards sustainability.

VII. Other Items of Interest

There were no other items of interest.

VIII. Next meeting: October 11, 2022

The next meeting will be Tuesday, October 11, 2022 at 6:30 p.m.

IX. Adjournment

Ms. Qiu adjourned the meeting at 8:37 p.m.

Respectfully Submitted by:

A handwritten signature in cursive script, reading "Marja Keplar".

Marja Keplar, Administrative Support III

Attachments: Speed Management Program Memo
Solar Panel Discussion Memo
Sustainability Framework 2.0 Memo
Styrofoam Recycling Launch Update Memo