

2024 DUBLIN CITY COUNCIL RETREAT (PART I)
APRIL 4, 2024 – 5:30 PM
5555 PERIMETER DRIVE, DUBLIN

Mayor Amorose Groomes called the Thursday, April 4, 2024 Council Retreat – Part I to order at 5:34 p.m.

Members Present: Vice Mayor Alutto, Mayor Amorose Groomes, Ms. De Rosa, Ms. Fox, Mr. Keeler, Ms. Kramb and Mr. Reiner.

Staff Present: Ms. O'Callaghan, Mr. Hartmann, Ms. Rauch, Ms. Weisenauer, Ms. Willis, Mr. Bitar, Mr. Will, Mr. Gracia, and Ms. Blake.

Others Present: William Murdock, Executive Director, Mid-Ohio Regional Planning Commission (MORPC).

Game-Changing Transportation Initiatives in Central Ohio

Mr. Murdock expressed appreciation for Dublin's thoughtful planning and investment in their community. He shared a presentation (including some slides provided by Dublin staff) highlighting the growth anticipated in the region in the coming years and how that growth could impact housing and transportation in the region. (Presentation attached hereto and incorporated herein by reference as Exhibit A). Some of the discussion points included:

- The growth of Central Ohio: Central Ohio grew over the last decade adding nearly 240,000 people.
- Housing Demand: He shared the demands on the housing market. He stated that the top three things people want is housing that is attainable, walkable and single-family homes style. Dublin was the first to do a Dublin Area Housing Study as a next step to MORPC's study. Healthy housing markets include a mix of housing types and prices to rent and own. He shared information regarding Residential Services that are available through MORPC that assist residents to make their homes better.
- LinkUS: LinkUS proposes five new rapid transit corridors and 45% more service hours resulting in premium rapid transit with faster, more reliable public transportation. The Northwest Line is one of the first three. He stated that one of the factors determining where these lines will go throughout our region is jobs.
- Transit supportive infrastructure: 500+ miles of trails and sidewalks are being planned as supportive infrastructure for the BRT (Bus Rapid Transit) lines. 27.5% of the dedicated new .5% sales tax collection will be dedicated to trails and sidewalks.
- Passenger Rail: 3C+D Route (Cleveland, Columbus, Dayton and Cincinnati) and Chicago to Pittsburgh were put into Ohio Corridor ID Program Awards to have a chance at access to federal dollars. He commented on the highly competitive nature of passenger rail. The FRA (Federal Rail Administration) is evaluating the enhancement of existing rail lines and introducing new long distance routes. The emphasis seems to be on restoring discontinued routes.

- Trails and Central Ohio Greenways: The mission is to increase greenways trails mileage and usage for recreation and transportation to create a world-class network easily accessible to every Central Ohioan.
- Rapid 5 – Waterways: Public ownership along waterways is important. 21,000 acres is publicly owned land.

Council thanked Mr. Murdock for his informative presentation.

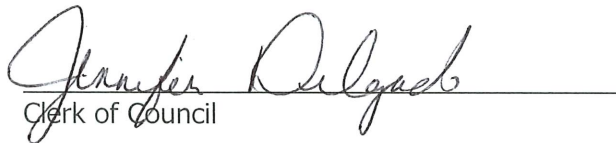
Council consensus was to take a group tour at Intel. Discussion was held regarding the studies that are happening from the west to the east (Dublin to New Albany). Discussion was also held regarding LinkUS and the importance of advocating for communication geared to the benefits to the suburbs of such an initiative.

Council consensus was that potential zoning changes that are proposed to happen by our neighbors need to be better understood. They recommended a work session to discuss zoning codes and the impact (Columbus and Delaware).

There being no further discussion, the meeting adjourned at 8:07 p.m.

A handwritten signature in blue ink, appearing to read 'C. A. S.', written over a horizontal line.

Presiding Officer – Mayor

A handwritten signature in black ink, appearing to read 'Jennifer Delgado', written over a horizontal line.

Clerk of Council



Dublin City Council

April 4, 2024

William Murdock, AICP
Executive Director



WHO WE ARE...



MORPC is the regional voice, trusted convener, and catalyst, bringing Central Ohio communities together to collaborate on best practices and plan for the future growth and sustainability of the region.

- 15-county region
- 87 member communities and organizations
- 100+ board members
- MORPC's focus is on mobility, sustainability, and local government in Central Ohio



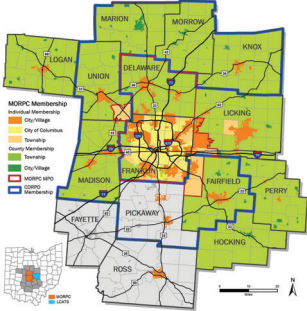
WHAT WE DO...

Provide nonpartisan data analysis, community resources, and long-range planning

HOW WE DO IT...

By being an honest broker and funding facilitator, while sparking collaboration and innovation between our region's local governments and communities

SERVING ALL OF CENTRAL OHIO...



- Transportation & Infrastructure
- Economic & Community Development
- Planning & Sustainability
- Community Engagement & Advocacy
- Residential Services



**CHRIS AMOROSE
GROOMES**

MAYOR
CITY OF DUBLIN

BOARD CHAIR
MORPC



STRATEGIC FRAMEWORK

The strategic framework is built on four pillars.

Its focus is on tangible strategies for improving Central Ohio.



Central Ohio is growing.

We've been planning for growth.

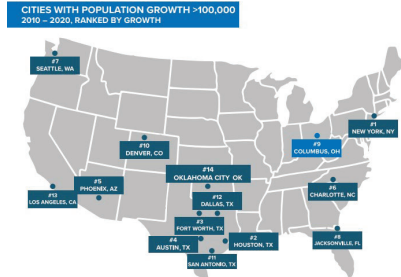
Let's grow better as we get bigger.



CENTRAL OHIO IS ONE OF THE FASTEST GROWING METROS

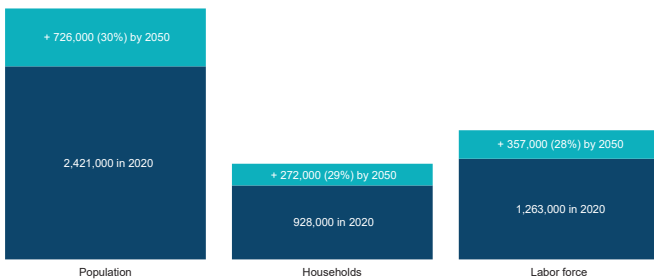


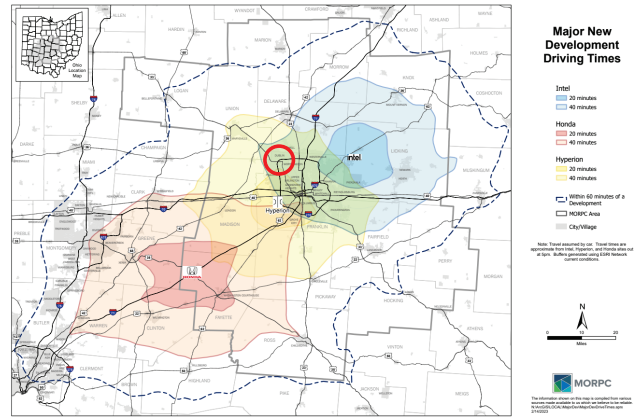
- Central Ohio grew over the last decade – adding nearly 240,000 residents from 2010 to 2020.
- Central Ohio ranked 27th in population growth among *all metros*.
- Columbus was the only Midwestern city to grow by more than 100,000 residents.
- Among cities with population growth over 100K, Columbus ranked 9th.



BIG MOVES IN CENTRAL OHIO

GROWTH = PEOPLE + HOUSEHOLDS + JOBS





HOUSING PRODUCTION REMAINS LOW



Housing Production Surplus

Housing Production Deficit



2000s

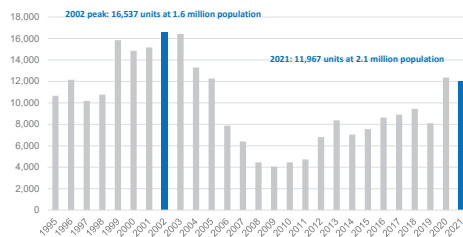
2010s

Average HH size: 2.5 people

HOUSING DEMAND > SUPPLY

Central Ohio was building 40% more housing 20 years ago with 500k fewer people.

Annual Housing Permits, Columbus MSA



Central Ohio lags behind peer markets in housing construction

Austin, TX	45,581
Nashville, TN	27,961
Charlotte, NC	26,426
Raleigh, NC	21,460
Indianapolis, IN	11,482
Columbus, OH	11,000

* Source: U.S. Census Bureau.

REGIONAL HOUSING STRATEGY



LEADERS LISTEN)))

WHAT DO RESIDENTS WANT TO PRIORITIZE?

ATTAINABLE HOUSING

WALKABLE COMMUNITIES

SINGLE-FAMILY HOMES

ZONING AND DEVELOPMENT

Communities around Central Ohio are rethinking zoning codes and development review processes.

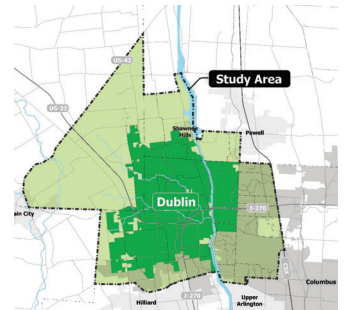


Reynoldsburg
OHIO • 1839



DUBLIN AREA HOUSING STUDY

- Dublin Area Housing Study commenced in 2021 as a "next step" to MORPC Regional Housing Study.
- Regional analysis of housing needs in the northwest region.
- The first suburban communities to conduct local analysis.
- Adopted by City Council April 2023.





HOUSING STUDY - STRATEGIC THEMES

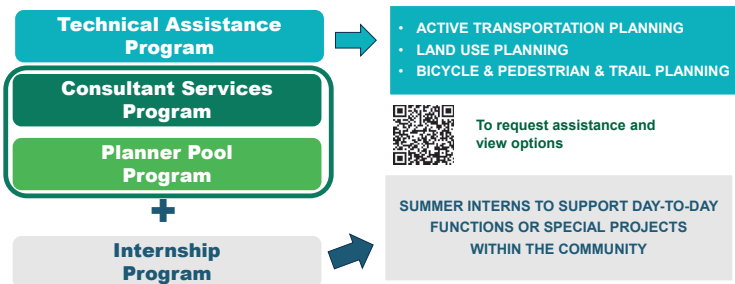
- 1 Enhancing the sense of community
- 2 Ensuring economic competitiveness
- 3 Planning for future growth
- 4 Expanding housing options for seniors



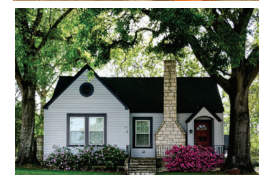
EVERYTHING GROWS HERE.



COMMUNITY-BASED PLANNING ASSISTANCE

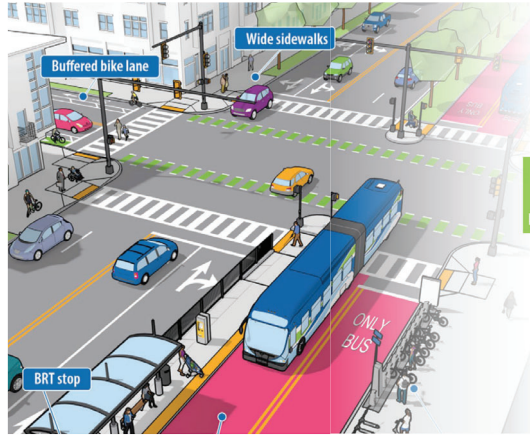


RESIDENTIAL SERVICES





BIG MOVES IN CENTRAL OHIO | LINKUS



WHAT IS AND WHY LINKUS?

LinkUS is Central Ohio's comprehensive transportation initiative to help address growth, affordability and opportunity gaps in our community.

GROWTH



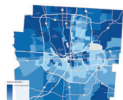
Nearly one million new neighbors expected by 2050

AFFORDABILITY



\$12,700/year spent on transportation in the average Central Ohio household. Median home sale price up 45% since 2020.

OPPORTUNITY GAPS



Opportunity Index (lighter = less opportunity)
40,000 Franklin County households lack access to a personal vehicle. A third of residents live in areas of low opportunity.

HOW?



FASTER, MORE RELIABLE PUBLIC TRANSPORTATION

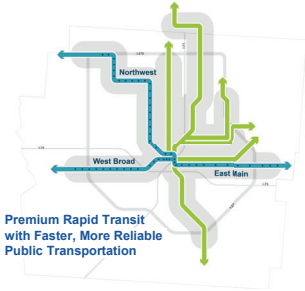


SAFER AND EXPANDED BIKE AND PEDESTRIAN PATHS



WALKABLE COMMUNITIES, MORE AFFORDABLE ACCESS TO WORK, HOME, AND ENTERTAINMENT

HOW LINKUS TRANSFORMS US

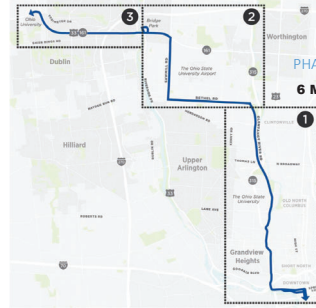


5
New Rapid
Transit Corridors
&
45%
More Service Hours



NORTHWEST BRT CORRIDOR

PHASE 3
4.6 MILES



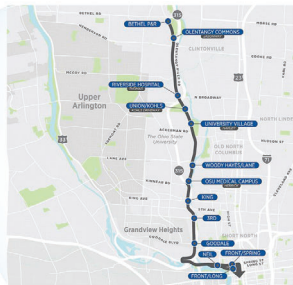
PHASE 2
6 MILES

PHASE 1
8.5 MILES
\$188 MILLION

30% OF ALL JOBS IN FRANKLIN COUNTY
50% POPULATION GROWTH BY 2050

NORTHWEST BRT CORRIDOR

PHASE 1
\$188 MILLION



STATION IN CONTEXT



TRANSIT SUPPORTIVE INFRASTRUCTURE

Safer and Expanded Bike and Pedestrian Paths



Sidewalks



Bikeways



Trails

500+ Miles

~\$250 Million

Complete Street Roadway Investments



TRANSIT SUPPORTIVE INFRASTRUCTURE

27.5%

Dedicated of the New 0.5% Sales Tax Collection



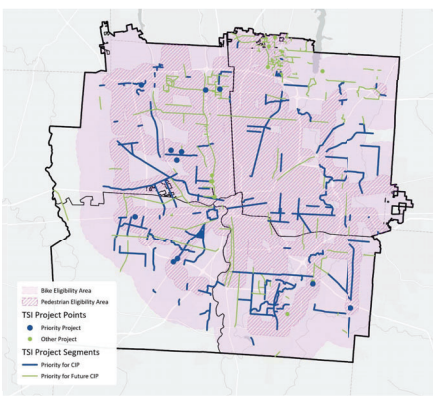
~\$60M

Estimated Annual Collections Dedicated to Transit Supportive Infrastructure



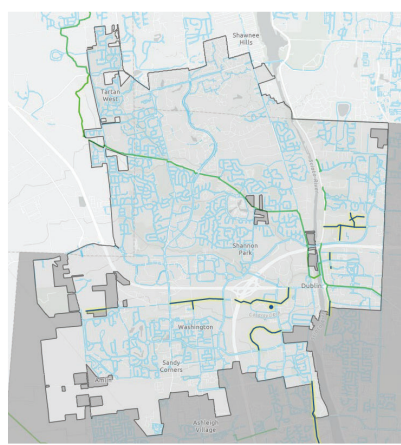
TSI REGIONAL PRIORITIES

- 330+ projects under consideration
- 130+ identified as local priorities
- 360+ miles of trails, sidewalks, bike paths
- \$500-700 M in total estimated project costs
- Collaborating to complete feasibility studies and cost estimates for conceptual projects



DUBLIN TSI PRIORITIES

- Blazer Parkway Bike/Ped Improvements
- Dale Drive Shared-Use Path
- City-wide bus stop improvements
- Bright Road Shared-Use Path
- Signature Trail (Metro Center)
- Shier Rings Road Shared-Use Path
- Riverside Drive Shared-Use Path (to Friendship Village)
- Dublin Road Shared-Use Path (local match)



NEXT STEPS

- Continue engagement of community, government, non-profit, and business stakeholders
- Continue corridor design and federal grants process
- Determine future corridors and near-term, non-corridor transit improvements (Spring)
- Create initial Transit-Supportive Infrastructure Capital Improvement Budget and Capital Improvement Plan (Summer)
- Create Equitable Transit-Oriented Development Action Plan (Summer)
- Place a potential COTA Levy on the ballot (November)



PASSENGER RAIL



OHIO CORRIDOR ID PROGRAM AWARDS



CORRIDOR ID PROGRAM



The Corridor Identification and Development (Corridor ID) Program is a Federal Railroad Administration (FRA) initiative to reimagine passenger rail planning nationally. It is comprised of three Steps:

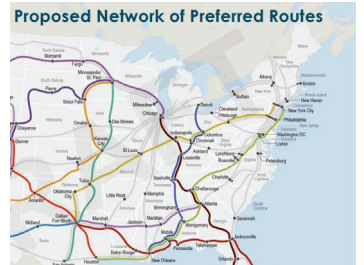
- Step 1**
Selection and Initiation
 What: Develop scope, schedule, cost estimate for Step 2
 Why: Capacity-building to deliver subsequent Steps
 Duration: Likely 6-12 months to complete
- Step 2**
Route Planning
 What: Prepare a *Service Development Plan (SDP)*
 Why: Detail route, stations, service, capital improvements
 Duration: Likely 1-3 years to complete
- Step 3**
Project Development
 What: Preliminary engineering, environmental review
 Why: Prepare projects for design, construction, service
 Duration: Likely 1-3 years to complete

Where we are now:
\$500,000 federal planning grant award per corridor

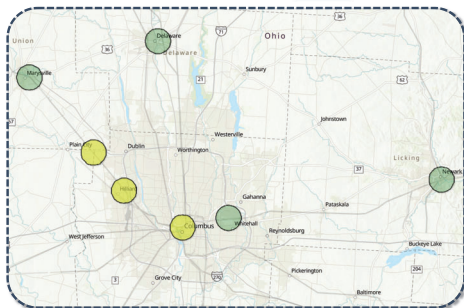
FRA LONG-DISTANCE SERVICE STUDY



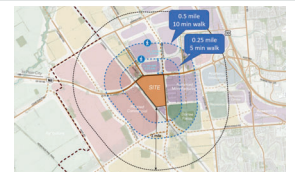
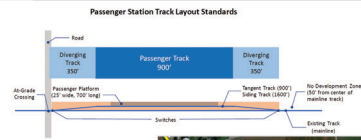
- FRA evaluating enhancing existing and introducing new long-distance routes
 - Long distance = 750+ miles
 - Does not require support from states
- Emphasis on restoring discontinued routes and opening up new markets
- Two preferred routes in Ohio for further development
 - **Detroit to New Orleans via Toledo, Columbus, Dayton, Cincinnati**
 - **Dallas to NYC via Cincinnati, Dayton, Columbus, Pittsburgh**
- 2040+ implementation timeframe



CENTRAL OHIO STATION PLANNING CONTEXT



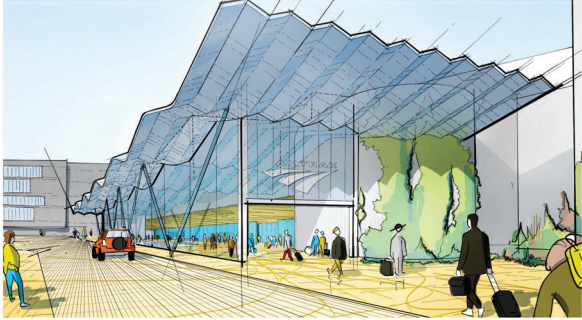
Dublin Passenger Rail Planning and Vision Study



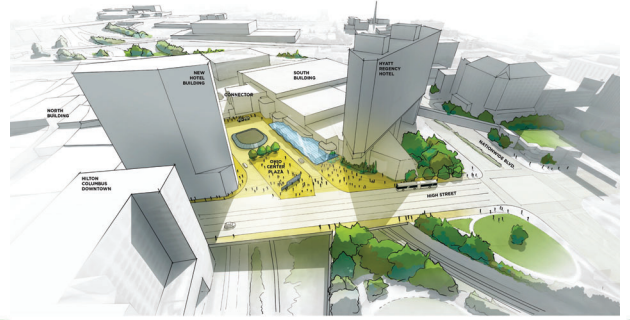
Purpose: To develop a **vision plan for the placement of the West Dublin Passenger Rail Station**, a state-of-the-art, multi-modal passenger rail station located on an **approximately 100-acre, City-owned property** and to assess land use and transportation impacts in the periphery of west Dublin



COLUMBUS – CONVENTION CENTER



COLUMBUS – CONVENTION CENTER



NEXT STEPS



- Sponsors initiate Step 1 of the Corridor ID Program
 - Once funds are obligated, it will take about 6-12 months to complete a scope, schedule, and budget for subsequent work
- Identification of non-federal share of remaining Corridor ID steps
 - 10% for Step 2 (planning), expected in 2025
 - 20% for Step 3 (engineering and environmental), expected in 2027-2028
 - May require a mix of state, local, and regional sources
- Planning for local station proposals, multimodal connections, and economic development potential
- Strengthen coordination through MORPC's new Passenger Rail Committee





BIG MOVES IN CENTRAL OHIO | AIR

JOHN GLENN COLUMBUS AIRPORT EXPANSION



Terminal of the future

- GREATER CAPACITY**
- 13 million annual passengers
 - 51% increase

- SPACE FOR FUTURE GROWTH IF NEEDED**
- Lane to the east

- DESIGNED FOR EFFICIENCY**
- Y design brings aircraft closer to the checkpoint
 - Reduces walking distances for passengers

LINKUS CORRIDORS, COTA SRTP + ODOT EAST-WEST WORKFORCE CONNECTOR



MAP LEGEND

- NW LinkUS Corridor Phase 1
- NW LinkUS Corridor Phase 2
- NW LinkUS Corridor Phase 3
- Other LinkUS corridors in design
- Potential LinkUS corridors
- Proposed realignment of COTA Route 35, Dublin to New Albany
- Proposed realignment of COTA Route 32, Dublin to Easton
- Proposed ODOT East-West Workforce Connector
- Rail line
- Proposed Dublin Rail Station
- Proposed Columbus Rail Station - Downtown
- Proposed Hilliard Rail Station

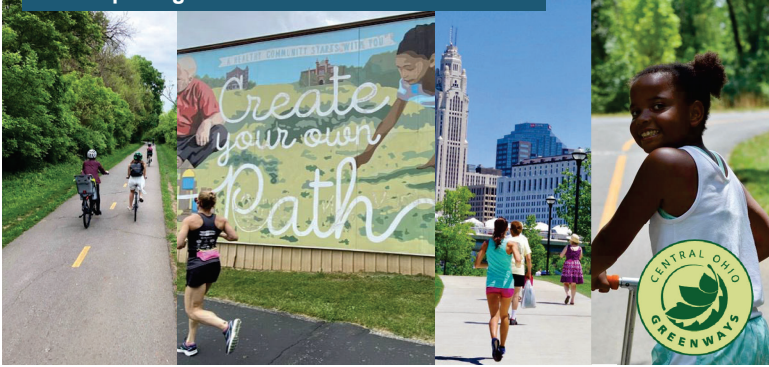
COTA/ODOT TRANSIT STUDY

COTA received \$2.7 million from ODOT to study the feasibility of an East-West Workforce Connector. The study will determine feasible transit modes and routes, preliminary schedules, and a cost-benefit analysis to examine workforce transit needs in northern Central Ohio. This study will include working with multiple transit agencies, several community partners, employers,

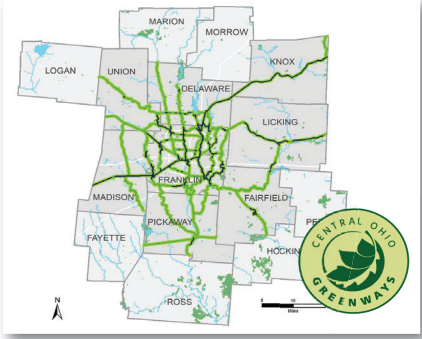


BIG MOVES IN CENTRAL OHIO | TRAILS

CENTRAL OHIO GREENWAYS: opening access to *all* communities



CENTRAL OHIO GREENWAYS— Advancing access, connectivity, health, & more



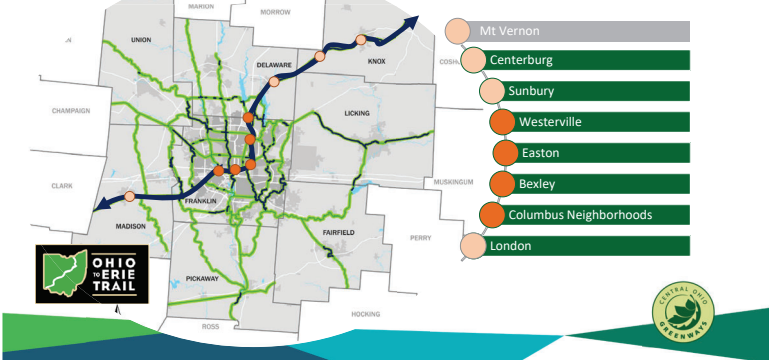
VISION
A world-class network
easily accessible to every
Central Ohioan

Add 500+ New Miles

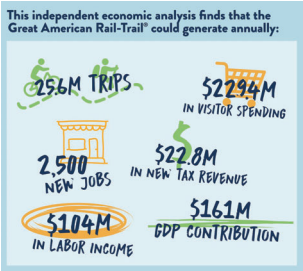
MISSION
Increase Greenways trails
mileage and usage for
recreation & transportation



TRAIL TOWN FRAMEWORK "To be a Trail Town is to make the decision to pay attention to trails" – and invest in them.



GREAT AMERICAN RAIL TRAIL



NATURE BASED PLANNING: collaborative work on local & regional trails

Current Projects Include

- Trail Towns Framework
- Wayfinding Strategy: *Beyond Signage*
- Outdoor Trails Pass – *Experience Columbus*
- Central Ohio Blueways
- Mapping Natural Assets

CONTACT: Melinda Vonstein: mvonstein@morpc.org



Central Ohio Blueways

2023 Columbus Outdoor Trails Pass




Ideal Trail User EXPERIENCE

- 3 Feeling INSPIRED**
The trail user is delighted by a punctuating experience on or near the trail, which may pertain to the art, history, culture, performance, or other unique aspect of a place.
- 2 Feeling EXPLORATORY**
The trail user is enticed off-trail to partake of local assets and amenities, assured of their ability to find their way back to the trail when they're done.
- 1 Feeling SECURE**
The trail user is oriented to where they are and where they're going, and confident they can get their basic needs met at any time.

ESSENTIAL ENHANCED IDEAL

DOWNTOWN COLUMBUS

The Capital Line





THE CAPITAL LINE

AN URBAN PATHWAY THROUGH THE HEART OF COLUMBUS

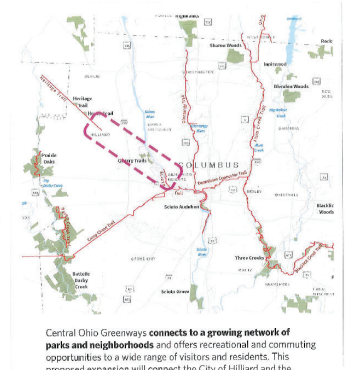
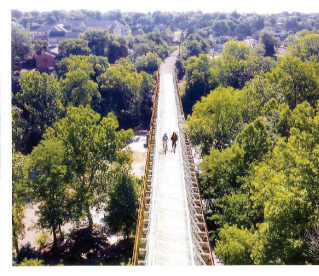
HIGHLIGHTS

- A two-mile pedestrian trail creating linkages to existing assets within Downtown Columbus
- Exclusive to pedestrians and cyclists creating a signature path
- Public art installations sprinkled throughout for an exceptional pedestrian experience

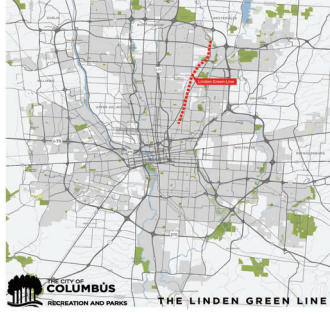


Heritage Trail Extension

Hilliard ← → Arena District

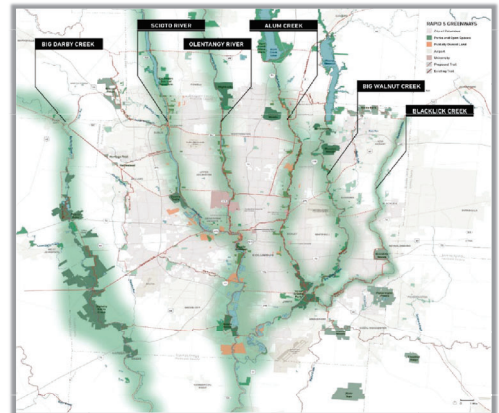


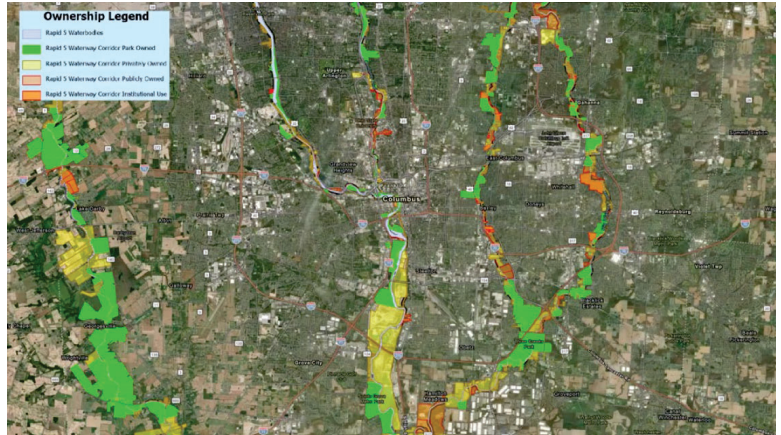
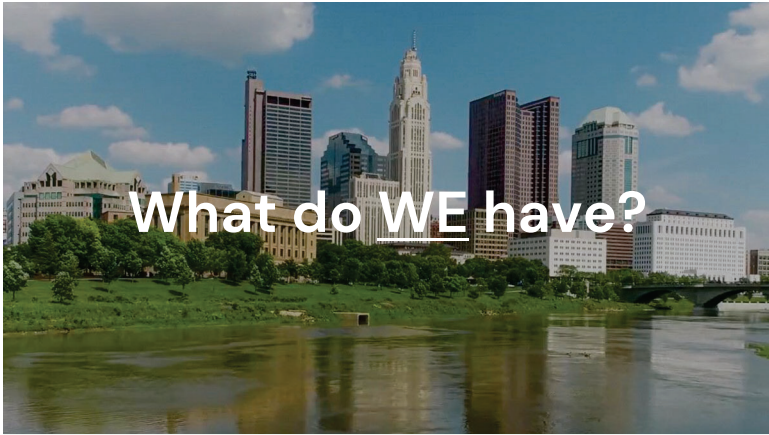
Central Ohio Greenways connects to a growing network of parks and neighborhoods and offers recreational and commuting opportunities to a wide range of visitors and residents. This proposed expansion will connect the City of Hilliard and the existing Heritage Trail to Quarry Trails Metro Park, Upper Arlington, Marble Cliff, Grandview Heights, and Downtown Columbus.



RAPID 5 Purpose

Creating of a single integrated regional open space system along the five major water corridors and their tributaries which protects and replenishes our natural water systems and connects all residents of Central Ohio to nature.





RAPID 5 Acreage along 5 rivers

Total land acres adjacent to a waterway in the 5 corridors:

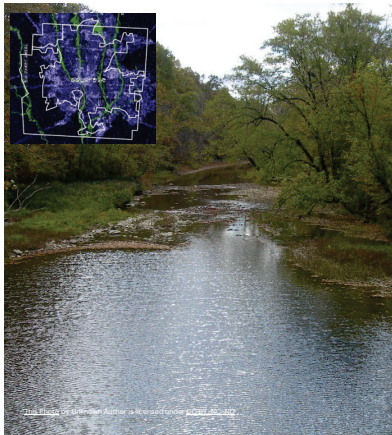
> 30K acres (50 sq mi)

Publicly owned land:

~21,000 acres (34 sq mi)

Privately owned land:

~12,000 acres (16 sq mi)



RAPID 5 In Perspective

Salt Fork State Park, the **largest State Park** in Ohio, is **20,000 acres**.

R5 corridors have **~21,000 acres** of public land today.

Of the 21,000 ac. of public land, **over 16,000 acres** is already in public parks.

Total of what is already publicly-owned land is equivalent to **25 Central Parks**.

NYC's Central Park: **834 acres**





Central Ohio is growing.

Let's grow better as we get bigger.

What is the opportunity for Dublin?



WILLIAM MURDOCK, AICP
Executive Director
Mid-Ohio Regional Planning Commission

T: 614.233.4101 | M: 614.465.6446
wmurdock@morpc.org
111 Liberty Street, Suite 100
Columbus, OH 43215

