

**DUBLIN CITY COUNCIL  
COMMUNITY DEVELOPMENT COMMITTEE  
Tuesday, June 18, 2024 – 5:00 p.m.  
5555 Perimeter Drive  
Council Chamber**

**Meeting Minutes**

Mr. Reiner called the June 18, 2024 Community Development Committee meeting to order at 5:00 p.m.

Members present: Ms. Fox, Mr. Keeler, and Mr. Reiner (Chair)

Staff present: Mr. Earman, Mr. Gable, Mr. Krawetzki, Mr. Ament

Minutes of the April 16, 2024 Meeting

Mr. Keeler moved to approve the minutes of the April 16, 2024 Community Development Committee meeting. Ms. Fox seconded the motion.

Vote: Mr. Reiner, yes; Ms. Fox, yes; Mr. Keeler, yes

West Bridge Street Streetscape Enhancement Project

Mr. Earman stated that in 2022, the Community Development Committee (CDC) reviewed the most recent landscape plan for the West Bridge Street Streetscape Enhancement Project, but that plan was not finalized. Committee feedback and Council discussion regarding utility burial could lead the project in a different direction. The project location is the area between Frantz Road and Corbin Mills Road in front of the Kroger parking lot. The City funded the project for construction in 2023 with a budgeted amount of \$675,000. The conceptual design includes a shared-use path connection, improved stormwater management and enhanced landscaping. The associated shared-use path completes a network between Frantz Road and Historic Dublin and provides connectivity for residents, businesses, retail, restaurants, etc. in the West Bridge Street District. The concept plan was referred to the CDC, which met in September and November 2022 to discuss conceptual landscape options for the project. At the November 2022 CDC meeting, the Committee requested staff to explore the burial of the overhead utility lines as part of the project.

Mr. Earman shared the latest shared-use path and landscape concept plan for the West Bridge Street Streetscape Enhancement Project and existing conditions. Stormwater drainage, utility lines, and topography changes are challenges of the project. If the City were to work on utility burial for this project, prior to the burial there would be a series of requirements. During the burial itself, there are a series of items that would have to be integrated into the project. The probable costs are very rough estimates because they have not gone through evaluations of every unknown aspect. The original budget for the shared-use pathway and landscaping only was \$675,000. The utilities burial as a

standalone project would be \$750,000 bringing the total project to \$1.425 million. Requiring the Dublink connection of service providers, fiber lease rates would cost \$17,560 for a 20-year lease, and \$1,800 annually for a 15-year lease. Mr. Earman presented the following options to the Committee for feedback:

1. Do nothing to prepare for the utility burial as part of this project and proceed with the shared use path and landscaping.
2. Install utility conduit only as part of this project to support future utility burial with future development projects.
3. Install all necessary conduit and bury all utilities associated with this project.

Mr. Reiner inquired the cost of installing conduit. Mr. Earman stated that the cost is similar to actually burying the utilities with a difference of around \$100,000. Mr. Reiner stated that after speaking to the owners of some of the development in the area, there is no interest in redevelopment now. The City needs to decide if it is time to clean up the area.

Mr. Keeler asked about the primary riser poles. Mr. Krawetzki stated those are the points where utilities are crossing overhead, so they would be located at the corner of Shawan Falls and Bridge Street in the northeast corner and mid-block where the utilities extend to OCLC. They would replace the wood poles in that area. Discussion continued clarifying the exact location of the riser poles. After confirming all of the utilities on the south side would be cleaned up as part of this work, Mr. Keeler indicated his support for burying the utilities as part of this project.

Ms. Fox asked what happens east of the defined project area. Mr. Krawetzki stated that the lines to the east would remain above ground. Ms. Fox asked if Dublink is on the north side of 161. Mr. Krawetzki stated that Team Fishel has some lines already installed there. Ms. Fox inquired if the lines that are already present could be used for lease costs, or if AEP would need to lay conduit. Mr. Krawetzki answered affirmatively and added that the conduit would have to be installed per AEP standards. Ms. Fox asked about the cost difference of laying additional conduit and not using Team Fishel's lines versus leasing their lines. Mr. Earman stated that it will cost \$750,000 to lay conduit there. Mr. Krawetzki stated opening the ground for AEP is the primary cost. Ms. Fox stated that this is the front door to the City and it looks awful. She wants to clean the area as much as possible but improving it piecemeal without a comprehensive streetscape plan does not make the best use of money spent. She also expressed concern about the status of irrigation in landscaped areas.

Mr. Earman stated that much of what has been designed piecemeal was to satisfy the idea that the City is looking for ways to enhance this incrementally as improvements move downtown. This is not a holistic approach for landscaping all of the area from I270/US33 down to the Historic District. These are areas for enhancement along the



way until the entire corridor can be improved. Ms. Fox stated that entryway signage has been designed. She would prefer this to be part of a master plan that has phased development.

Mr. Keeler agreed with Ms. Fox, adding that it would seem that once the utilities are buried, that would not need to be redone no matter what is done later above ground. He would recommend City Council approve proceeding with the utility burial with the understanding that this piece would be incorporated into the vision for the entire corridor. He urged staff to develop a master plan for the whole area, making adjustments to this project area so it does not have to be removed in two or three years. His recommendation to Council is that the utilities be buried, but if the landscaping is not cohesive with the master plan, then the landscaping should wait.

Ms. Fox stated that she would not be open to just anything. There was talk about narrowing the roadway. There is no City identification. She would design this all at once and put the pieces in place. This does not feel like a permanent solution. She does not know how the signage fits into the landscape.

Mr. Earman stated that though staff is supportive of a master plan for this gateway segment as a primary entrance into the City, they were challenged to make this smaller area better until the entire area can be improved. This is quite an expensive and invasive project. Money and time could be saved by doing it now. He does not know how far away the City is from a master plan for this gateway.

Mr. Reiner stated that although this is a nice plan, there is no theme. He would recommend a master plan to City Council. Veterans Park has a nice theme, for example. He asked if this could be designed in-house with landscape architects.

Mr. Earman stated that there would be a significant amount of coordination required with engineering, rights-of-way and ODOT. The City of Dublin team is heavily involved with every project designed, but he is not sure the capacity exists to do this totally inhouse.

Mr. Reiner inquired if the plan to revitalize Frantz Road was on hold because of the Metro Center revitalization project. Mr. Earman affirmed that is an extensive project that has not come to fruition because of the Metro area development.

Ms. Fox stated that she is supportive of waiting. The Envision Dublin Community Plan was just completed. Engineering and Transportation and Mobility have an idea of how wide they would like to see this street and how wide these sidewalks should be. Now that goals for the City's appearance have been determined, this entrance should be redesigned. She suggested staff work together with Engineering, Planning and

Transportation and Mobility to plan the four-way intersection and then work on subsequent sections of the corridor.

Mr. Earman stated this feedback is helpful. He would recommend the study area be from the intersection of I270/US33 east to High Street.

Mr. Reiner asked the name of staff's contact at ODOT. Mr. Krawetzki responded that it is Tammy Boring.

Mr. Keeler stated that designing this corridor is a very long project and provided the example of phased work on Bright Road from planning to construction.

Mr. Reiner stated the City built one flyover over I270 and he has not heard anything about the other flyover that is anticipated. Mr. Gable stated that ODOT was not projecting that as a high need. Mr. Reiner stated that he has not heard about it since there has been turnover on City Council. Mr. Gable stated that the ramps are set up for an additional flyover to be constructed in the future. He stated that in 2013 dollars, the project cost was between \$20 and \$25 million.

Ms. Fox asked about gateway signage. She asked if there is anything that can be done that is less expensive to add more color at the corner to freshen up that area visually while working on a master plan for the larger area. Mr. Krawetzki stated that no trees are permitted in limited access areas.

Mr. Keeler stated that utility burial is significant. If that could be done according to plan, and if it would suit future development, that would go a long way to cleaning up the area. Having decent streetlights instead of overhead wires would freshen up the area.

Mr. Earman stated that developing a phased master plan is a good idea. Getting rid of utility lines will improve the appearance of the area. The original goal of this was to put in the shared-use path. South High Street is a good example of a master planned area.

Mr. Krawetzki stated the initial point of this project was to install the shared-use path. He agrees that a master plan would be a good idea.

Mr. Gable stated that utility companies do not want to add new splices to fiber. There are only about 15 poles left in this area, and this project would eliminate six poles. Although it is more expensive, he believes burying the utilities now and doing the streetscape later would improve the appearance of the area.



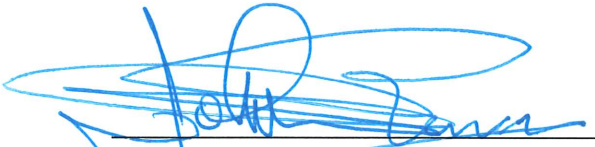
Mr. Keeler stated that it makes sense to eliminate the poles in this section now because that would show progress. It sounds like it would be more cost effective to do the shared-use path, landscaping and utility burial all at once.

Mr. Reiner stated that his recommendation would be to start working on a master plan and put this on hold.

Mr. Keeler moved to recommend to City Council creation of a phased streetscape master plan for Bridge Street from I-270 to High Street. Ms. Fox seconded the motion.

The motion passed by the following vote: Mr. Keeler, yes; Ms. Fox, yes; Mr. Reiner, yes.

There being no further business to come before the Committee, the meeting was adjourned at 5:46 p.m.



Chair, Community Development Committee

  
Deputy Clerk of Council