



# MEETING MINUTES

## Planning & Zoning Commission

Thursday, March 12, 2026

### CALL TO ORDER

The meeting was called to order by Mr. Way at 6:30 PM at 5555 Perimeter Drive. Mr. Way welcomed attendees and noted that the meeting could be joined in person or accessed via livestream on the City's website.

### PLEDGE OF ALLEGIANCE

Mr. Way led the Pledge of Allegiance.

### ROLL CALL

Commission members present: Gary Alexander, Hilary Damaser, Dan Garvin, Kathy Harter, Kim Way

Commission members absent: Jamey Chinnock

Staff members present: Bassem Bitar, Thaddeus Boggs, J.M. Rayburn, Christopher Will, Matt Earman

### ACCEPTANCE OF MEETING DOCUMENTS

Mr. Garvin moved, Mr. Alexander seconded acceptance of the documents into the record and approval of the minutes of the February 5, 2026 Planning and Zoning Commission meeting.

Vote: Mr. Way, yes; Ms. Harter, yes; Ms. Damaser, yes; Mr. Alexander, yes; Mr. Garvin, yes.  
[Motion carried 5-0.]

Mr. Way explained that the Planning and Zoning Commission is an advisory board to City Council when platting and property rezoning are under consideration, with Council receiving recommendations from the Commission. In other cases, the Commission has final decision-making responsibility. Tonight's presentations would provide updates from staff on plans, legislation, and efforts recently approved by City Council, with no determinations to be made.

### CASE REVIEW

There were no cases for consideration before the Commission this evening.

### DISCUSSION ITEMS

#### Signature Trail Plan

Overview of the plan adopted by City Council on December 8, 2025.

## **Staff Presentation**

Mr. Rayburn presented an overview of the Signature Trail Plan adopted by City Council on December 8, 2025 covering the public engagement process, outcomes including trail alignment and typologies, signature experiences, and implementation phasing.

Mr. Rayburn noted the project aligns well with City Council's Strategic Framework, helping Dublin become more connected, sustainable, and resilient while elevating active transportation. He explained that, unlike projects with predefined routes such as abandoned rail corridors, this Signature Trail required determining how to meander from Sawmill Road on the east side to the proposed passenger rail station on the west side of Dublin.

The public engagement process was extensive, with over 500 people providing input through 13 different engagement events, including pop-up events at the mobility concierge held every Friday at Riverside Crossing Park, open houses, and online surveys.

Mr. Rayburn presented the trail alignment, noting it includes both short-term and long-term components. The trail would start at the proposed passenger rail station site, go through Darree Fields, continue under US Route 33, through Red Trabue and Coffman Park, and eventually utilize the John Shields Parkway extension over the river before continuing to Bridge Park Avenue. He described the Metro Center/Blazer Parkway loop as resembling an acorn, providing a permanent alignment around the interchange of US Route 33 and I-270, ensuring the trail touches all business districts until the bridge over I-270 in Metro Center is realized.

Future connections were discussed, including a south side link to connect to the Heritage Trail, regional partnerships with Rapid 5 and Central Ohio Greenways for the Scioto Trail connection, connections between the Olentangy Trail and Sawmill Road/State Route 161, and continued coordination with Columbus on their Bike Plus Plan updates.

Mr. Rayburn detailed the trail typologies, explaining there would be fixed and flexible components. The fixed trail zone would include design elements that remain largely consistent but adaptable to location, while maintaining continuity to ensure users know they are on the Signature Trail. The flexible amenity and gathering spaces would vary in placement and frequency, allowing each location to express unique context while maintaining overall Signature Trail identity.

Three typologies were identified: urban for areas like Bridge Park and Metro Center; park and nature preserve for park spaces like Darree Fields, Red Trabue Nature Preserve, and Coffman Park; and suburban or new development for future development projects. Each typology has preferred widths ranging from 27 feet for nature preserve to 35 feet for the urban context, all including a 16-foot shared use path and 6-foot sidewalk.

Several crossings requiring new infrastructure or treatments were identified. The preferred alignment minimizes roadway interactions using both at-grade and grade-separated crossings to maintain comfort and continuous accessibility. All crossings would follow NACTO and Federal Highway Administration best practices with high visibility markings, signs, clear sight lines, and context-specific upgrades.

A hierarchy of trailheads and access points was described to ensure convenient and equitable access for residents and regional visitors arriving by foot, bike, or car. New trailheads would be tied to future developments at Metro Center, John Shields Parkway Extension, and West Innovation District, with potential retrofitting at existing destinations like Coffman Park, Riverside Crossing Park, and Darree Fields.

Mr. Rayburn outlined Signature Trail experiences guided by principles of nature and urban integration, timeless and authentic design using materials rooted in Dublin's character, and fun and expressive elements celebrating Dublin's history, culture, and community through creative art and storytelling.

The trail was divided into place-making zones, each telling Dublin's story differently. The recreation zone in the West Innovation District (WID) would focus on family-friendly spaces celebrating sports and Dublin's golf legacy. The WID would feature bold public art as a linear art park. The parkland would emphasize nature and calm with immersive forest corridors. Historic and urban cores would focus on history, culture, and diversity, creating vibrant multicultural gateways. The future experience zone would emphasize innovation and technology with iconic, illuminated designs creating an awe-inspiring urban presence.

Implementation would occur through phasing, with over 20 segments allowing manageable implementation. The City wanted to begin with something interesting in the west to provide excitement and momentum. Multiple phases were identified, though they could be sequential or opportunistic when funding, timing, and other factors align.

Mr. Rayburn noted extensive coordination with other projects and studies, identifying integration opportunities as various initiatives advance. The complete Dublin Signature Trail Study is available online under the strategic studies webpage in the Transportation and Mobility section.

### **Commission Questions/Discussion**

Mr. Garvin asked about factors that would cause phases to advance beyond those dependent on John Shields Parkway. Mr. Rayburn explained the capital improvement plan for 2026-2031 identifies expanding the culvert under US 33, while coordination with planning and parks would focus on western development including park redevelopment, the West Innovation District, and the passenger rail station. Council wanted to start with excitement in the west, then shift to retrofitting areas like Red Trabue with Signature Trail treatments. The Commission would help ensure trail preservation as projects come before them.

Mr. Garvin inquired about the timeline if the passenger rail station does not materialize. Mr. Rayburn confirmed they still want to connect to the Heritage Trail regardless, continuing west of the City to maintain that connection.

Mr. Alexander asked about the connection to Riverview Village, specifically whether it would go under the bridge to connect south or over the bridge to newer development. Mr. Rayburn explained the short-term plan uses the existing Dublin Link pedestrian bridge, with trail alignment hugging Indian Run Falls while working sensitively with school districts. The long-term plan involves continuing when John Shields Parkway extends over the river, coming up Corbins Mill to reach the Dublin Link Bridge at Rock Cress and High Street, although exact alignment requires design phase determination for High Street crossing logistics.

Ms. Harter praised the comprehensive effort and expressed concern about Bridge Park lacking islands for safe crossing at Dublin Granville Road. Mr. Rayburn noted coordination with regional partners on the Link US Northwest Bus Rapid Transit line, which would redesign the corridor to be more pedestrian-friendly, using this study to inform crossing locations for maximum safety and comfort. He confirmed various options including potential bridges remain on the table.

Miss Harter asked about connections with local bike groups. Mr. Rayburn mentioned engaging with local groups through the upcoming bicycle-friendly community application due this summer, working with the Outreach and Engagement division for input on this and other City initiatives.

Ms. Harter suggested connecting with Walk With A Doc, a 20-year Dublin group that would appreciate the nature-oriented aspects. She also asked about coordination with Dublin City Schools regarding walking radiuses, noting high school students within a mile must walk, creating difficulties for families. Mr. Rayburn confirmed staff is working on a pedestrian bicycle school safety action

plan with Dublin and Hilliard City Schools, examining gaps around schools that would inform trail access.

Ms. Harter inquired about emergency access coordination with Washington Township Fire Department and AED placement along the trail. Mr. Rayburn expressed appreciation for the suggestion for future consideration.

Regarding operating hours, Ms. Harter asked if trails would be open dawn-to-dusk or 24-hour access. Mr. Rayburn noted they want to include lighting and see 24-hour access as a possibility, though policies have not been fully developed. The hotel experience and connectivity were mentioned as factors supporting the need for extended hours.

Mr. Way noted this becomes a guiding document for project reviews, though it has not yet been tested in cases. Mr. Rayburn confirmed the study was adopted December 8, 2025, and staff has already begun communicating the requirements to applicants, such as the need to provide 33 feet from curb for Signature Trail accommodation.

Mr. Way praised the project, particularly referencing the existing Indian Run trail as phenomenal and noting the Signature Trail would better expand and connect the City. He asked about economic development impacts, referencing the Atlanta BeltLine's success. Mr. Rayburn confirmed they studied several trails including Atlanta's BeltLine and the Netherlands bicycle infrastructure. Dublin is waiting for the second cohort of the regional Trail Towns program, which focuses on food, lodging, and recreation opportunities. Economic development partners are aware of the trail as a potential draw for talent retention and attraction.

Regarding operational challenges with changing mobility devices, Mr. Way asked about regulation and safety. Mr. Rayburn shared City Council's Monday approval of micromobility code updates taking effect in 30 days, which provides expectations for device types, locations, speeds, and parental accountability. He noted that the trail design includes both 16-foot shared-use path and 6-foot sidewalk to help separate different travel speeds, with Parks and Recreation and Public Service helping finalize operational details.

Mr. Way asked about alignment specificity for planning and zoning review purposes. Mr. Rayburn explained some adjustments are expected, particularly in the West Innovation District as current studies are finalized. Other parts like the Blazer Parkway/Metro Center loop are more fixed, utilizing existing shared-use paths with Signature Trail treatment upgrades. There remains corridor-level flexibility with opportunities for adjustment in some areas while others are more determined.

## **Community Noise Ordinance**

### **Overview of Code amendments adopted by City Council on February 9, 2026 to address vehicular and environmental noise.**

#### **Staff Presentation**

Mr. Boggs presented an overview of Code amendments adopted by City Council on February 9, 2026, addressing vehicular and environmental noise.

The noise ordinance updates resulted from extensive resident feedback on noise issues throughout the city, addressing multiple concerns: traffic noise from vehicle operation and amplification systems; nuisance noise from land uses including HVAC equipment and industrial noise; and disorderly conduct involving excessive noise from people. This multi-pronged problem required a multidisciplinary approach involving engineering, traffic and mobility, legal, police, and planning departments.

Mr. Boggs explained that previous noise studies were conducted in 2011 regarding traffic at Linden Lane and around Hard Road neighborhoods. A 2024 study found that while there was a broader

range of decibel levels, none exceeded ODOT or Federal Highway Administration recommendations for noise mitigation. Outliers seemed to result from lawn care equipment and sirens, with readings middling around 50-60 decibels, comparable to suburban neighborhood ambient noise or normal conversation levels.

Truck count studies were conducted at key locations including Hard Road east of Riverside Drive, Avery Road and Warner Temple Road, Cosgray Road, Shier Rings Road, Dublin Road and Emerald Parkway, Highland Croy, Tullymore Drive, and State Route 161 and Industrial Parkway. Results were mixed, with increases at Hard Road east of Riverside Drive, decreases at Cosgray Road, Shier Rings Road, Highland Croy, and Tullymore Drive, and others consistent with prior counts. These results aligned with expectations, as the transportation system is designed systematically to provide alternative routes for different traffic types, preventing congestion concentration.

Working with police revealed targeted enforcement efforts on I-270, US 33, and Riverside Drive addressing speed, street racing, and engine revving. However, they lacked quantitative measures in the Code, relying instead on qualitative reasonableness principles. The new amendments provide both quantitative and qualitative approaches, allowing enforcement flexibility depending on context.

Four Code sections were adopted: loud noise from motor vehicles (covering both amplification and operation), engine brake noise (a specific type of loud operating noise), disorderly conduct (person-generated noise versus land-use noise), and Chapter 153 public nuisance provisions.

Community benchmarking revealed Dublin was not alone in noise Code challenges, with various communities having different approaches to quantitative noise measures. Dublin's approach creates quantitative levels across all categories while maintaining qualitative standards.

Uniquely, Dublin addressed not just loud noise measured in decibels, but also pervasive noise. Even if not reaching decibel thresholds, pervasive unreasonable noise violates the new Code. This addresses industrial noises described as low hums or vibrating sounds from HVAC systems, fans, cooling equipment from data centers, or lawn care equipment.

The 80-decibel threshold was set at a level comparable to lawn equipment, reaching the threshold where prolonged exposure could cause hearing difficulties. The Dublin Police Department has decibel meters for evaluation and tools for developing evidence for qualitative assessments and potential adjudication.

### **Commission Questions/Discussion**

Mr. Garvin asked whether having quantitative values might make noise control more challenging and if provisions could be challenged more easily. Mr. Boggs responded with an OVI analogy, explaining there are two tools: OVI impaired (requiring evidence of actual impairment) and OVI per se (0.08 limit). Similarly, noise violations could be charged based on decibel readings above 80 or evidence of unreasonable noise, providing prosecutors with multiple tools rather than replacing previous standards.

Mr. Alexander asked about regulating pervasive noise below 80 decibels. Mr. Boggs explained that a reasonableness standard is used, which does not target the most sensitive receptors but considers what affects persons of ordinary sensibilities. Evidence would include distance from noise source, activities prevented (conversation, reading, sleeping), and input from multiple affected residents. While more evidence collection is required, the intent is to address these issues rather than ignore them, lacking better quantitative measures.

Ms. Harter asked about citizen reporting procedures, whether to call police or use Dublin code enforcement. Mr. Boggs clarified that traffic noise and disorderly conduct noise from individuals

would be police calls (non-emergency), while ongoing building system noise like HVAC would be code enforcement matters.

Ms. Harter inquired about neighborhood education plans. Mr. Boggs indicated that next steps would include sharing information through homeowners' association (HOA) meetings and documents, similar to the micromobility education about responsibilities and relief avenues.

Regarding time-of-day considerations for services like trash pickup, Ms. Harter noted neighborhood concerns about noise from early pickup times. Mr. Boggs confirmed exceptions remain for trash pickup and service vehicles during certain hours and special events with City permits for defined hours. He noted the potential need for neighborly discussions with businesses about timing.

Ms. Harter asked about applicability to development review situations like garage door noise from loading operations. Mr. Boggs clarified these ordinances do not address such scenarios, though the Commission currently has ability to ask about loading dock proximity, activity expectations, and site plan compatibility during Final Development Plan reviews.

Mr. Way asked about construction activity exceptions. Mr. Boggs confirmed construction activities during work hours with building permits are excepted.

Regarding fireworks, Mr. Way noted City fireworks are excepted, with Mr. Boggs acknowledging enforcement challenges for illegal fireworks, especially at night when sources are difficult to locate. Mr. Way asked about railroad quiet zones, noting the community rail lines and increasing development in the West Innovation District. Mr. Boggs confirmed this was not addressed in current iterations but suspected it would not be the last the Commission will hear about noise issues, particularly with future development anticipated along rail lines.

### **Premier Athletic and Recreation Campus Update on the Visioning and Framework Development Process for creating a Premier Athletic and Recreation Campus encompassing the SportsOhio and Darree Fields sites and their vicinity.**

#### **Staff Presentation**

Mr. Will presented an update on the Visioning and Framework Development Process for creating a Premier Athletic and Recreation Campus encompassing the SportsOhio and Darree Fields sites and their vicinity. He was joined by Parks and Recreation Director Matt Earman.

Mr. Will stated that following the City's acquisition of the SportsOhio property in late 2024, City Council made creating a premier athletic complex one of their goals, updating it in 2026 to be a Premier Athletic and Recreation Campus (PARC). The context includes Darree Fields (150 acres) and SportsOhio (about 100 acres), along with acquired properties including Shepherd's Excavating (between Darree Fields and SportsOhio) and Carter Farms. Other City-owned property in the vicinity was noted, with some acquisitions added further west since the graphic was prepared. The Chiller facility, part of SportsOhio but separately owned, and the North Jewett property between Darree Fields and SportsOhio were also identified.

Staff worked with consultants from Sasaki, Planning NEXT, and Sports Facilities Companies (SFC) (managing SportsOhio) on a visioning process starting summer 2025 with project alignment and background, exploring big ideas, advancing concepts, and refining a preferred framework. This leads to future Phase 2 master planning that will detail engineering, architecture, feasibility, and business modeling.

Mr. Will stated that the project builds on existing considerations from Envision Dublin and the West Innovation District illustrative plan, including potential park expansion, future adjacent mixed-use nodes around the OU campus mixed-use center and potential neighborhood-level mixed-use near

Shier Rings and Cosgray roads. The WID's purpose of promoting economic development centered on innovation was considered, along with the thoroughfare and mobility character including Cosgray Road bisecting Darree Fields and SportsOhio, building transportation networks with a University Boulevard Connection, a Shier Rings Road Extension, and the Signature Trail integration. Coordination with other projects include the WID-integrated implementation study examining implementation in the heart of WID adjacent to the Dublin passenger rail; coordination of mobility and transportation connections; University Boulevard, Shier Rings and Post Road activities, and integrating with concurrent work.

The process builds upon the Parks and Recreation Master Plan adopted in 2023, highlighting parks and recreation needs citywide with Darree Fields-specific recommendations providing community engagement mechanisms, and the Hunden study completed by Visit Dublin examining additional Darree Fields facilities to attract tournaments and grow economic development and tourism.

Analysis of current conditions identified several observations: access and circulation is disconnected throughout the park with entrance curves making navigation difficult; limited parking during tournaments exceeds available spaces; Cosgray Road as a two-lane road requires connection considerations during modernization; different architectural styles exist between SportsOhio (early 1990s development) and Darree Fields; inefficient layouts and designs for fields or parking from incremental additions over years; experience limitations including lack of shade, amenities, and place-making elements with no heart or gathering spaces; and incompatible uses visible to the north in the West Innovation District.

Mr. Will shared the following case studies that were reviewed:

- Grand Park in Indiana (31 rectangle fields, 26 diamonds) can attract large tournaments but suffers from lack of shade, expansiveness causing navigation difficulties, super-block wayfinding challenges, and limited nearby amenities (restaurants, hotels), although it accommodates professional sports partnerships.
- WakeMed Soccer Park in Cary, North Carolina, primarily serves soccer with large tournament hosting capabilities and collegiate/statewide tournaments. Despite an immediately adjacent mixed-use center with hotels and restaurants, separation by ravine and woods creates no apparent connection, highlighting wayfinding importance.
- Paradise Coast Sports Complex in Naples (managed by SFC) features large new multi-sport complex with turf fields, emphasizing a community hub that both community members and park visitors use, activating the space and providing amenities.
- North Myrtle Beach Park Sports Complex in South Carolina features easier wayfinding with a circular loop connecting different sporting areas, a park-like setting integrated into woodscapes, and nice amenities for each sport area.

The vision statement focuses on creating a Premier Athletic Recreation District unique to Dublin, which will serve as an economic driver to attract tournaments and grow economic development.

The following Seven Guiding Principles were developed:

- Game day and every day: celebrating sports and recreation while ensuring something for everyone in the community, including visitors, spectators, and non-sports participants.
- Experience and community inspired: ensuring the park represents Dublin's character and culture through design and programming.
- Smart layout and safe and friendly design: addressing circulation issues, ensuring efficient entry/exit, safety, and family-friendliness for easy navigation.

- Connected and accessible for all: enabling easy movement between park areas and from different city parts to the park, considering all ability needs for accessing fields, parking, and amenities.
- Design with nature: making nature a focal point, building upon existing natural features, creating park-like settings, and emphasizing sustainability both large (stormwater) and small (recycling receptacles).
- Financially sustainable: creating revenue generation opportunities within the park to support long-term viability.
- Rooted in the district: supporting West Innovation District wellness, economic development, sports medicine and providing connections to adjacent parcels with future mixed-use areas for visitor amenities.

Mr. Will shared the following program considerations:

- Outdoor athletics: rectangle fields (soccer, lacrosse), diamond fields (softball, baseball), hybrid fields for multifunctional use
- Indoor athletics: indoor soccer, practice fields, lacrosse, volleyball, basketball
- Active and passive recreation: trails, playgrounds, adventure courses for community-wide appeal
- Supporting facilities: parking, visitor maintenance, restrooms
- Business partnerships: creating synergy with sports medicine and innovation businesses as campus components

Mr. Will stated that the team developed three broad concepts vetted with City Council. Those included filling in underutilized areas using existing bones and layout; creating a Central Park concept with a wooded-lot green spine around the South Fork Indian Run connecting both sites, and an inside-out approach pushing circulation to the edges with a green center and extending fingers.

The Central Park concept received broad support for reusing existing facilities while leveraging natural site resources, fixing circulation and layout issues, and adding amenities.

The framework elements of the Central Park Concept are turf rectangle fields, youth diamonds, and hybrid fields, which form a ring around a central forested park along the Darree Fields site. A golf center continues functioning with indoor athletic opportunities building upon existing facilities. The Signature Trail and South Fork Indian Run serve as a spine connecting east and west, potentially going under or over Cosgray Road. Vehicle circulation includes Cosgray Road bisecting the park, a University Boulevard connection recommendation from a multimodal plan and Envision Dublin, with the Sports Ohio site used for a UV3 connection.

A new continuous connection from University Boulevard through Sports Ohio to Cosgray Road and Darree Fields establishes a singular grand entrance as a unifying feature. It will include reopening the existing park entrance off Cosgray Road opposite Dublin Park Drive, accommodating the multimodal plan for a Shier Rings extension using a fourth roundabout leg. This will require shifting over time, creating a new south park entrance, and maintaining the Houchard Road entrance.

This transportation framework disperses traffic during large tournaments through multiple park access points. A Darree Fields loop drive exists somewhat today but needs improvement for intuitive navigation, especially for out-of-town visitors. Dublin Park Drive on the Sports Ohio side currently forms a horseshoe but requires modification to accommodate the new University Boulevard-to-Cosgray Road connection, potentially reorienting it to create a campus feel along green spaces.

Bike and pedestrian connections address current challenges between sporting areas and SportsOhio to Darree Fields access due to lacking facilities on unmodernized roads. The framework

plan highlights connection hierarchy with the Signature Trail spine linking east and west sides. Secondary paths within each side enable biking and walking between amenity areas and parking-to-fields connections, ensuring accessibility for wheelchairs, carts and strollers across potentially wet grass.

The open space framework centers on:

- A forested park middle around Darree Fields with 100–150-year-old trees as a green heart.
- The West Tournament Hub with amenities for larger tournaments, spillover space, and gathering areas;
- The Signature Trail following Indian Run corridor across Cosgray Road connecting to the SportsOhio site;
- An East Community Hub at the existing pond offering community-oriented uses and amenities with easier parking access for Dublin residents during tournaments and serving as the Signature Trail trailhead continuing north to Ohio University (OU) and future mixed-use development.

Conceptual renderings were created to communicate a long-term vision for 1, 5, 10, 15 and 20-year implementation.

The Vision builds consistency with the Parks and Recreation Master Plan and the Hunden Study, aligning park vision with the City's long-term community and economic needs.

The next steps include finishing the Framework Plan with revisions based on City Council feedback; establishing and releasing a request for proposals (RFP) for the next phase that will determine detailed pieces, initial next steps, civil engineering, stormwater, architecture, field utilization, and operational components; and continuing to explore partnerships and opportunities around sports, recreation, and economic development.

### **Commission Questions/Discussion**

Mr. Garvin asked if all fields would be turf, including the mixed-use ones. Mr. Will explained the next phase would determine artificial turf versus natural turf and phasing timing. The intention is that all hybrid fields would be artificial turf due to them having the heaviest use from both diamond and rectangle sports throughout the seasons.

Regarding economic development order (City investment first or phased with company interest), Mr. Will stated that Phase 2 would highlight components, costs, and potential phasing. The framework is opportunity-based, accommodating special partnerships or private sector opportunities within the larger vision and framework. The City is studying the University Boulevard piece and Signature Trail as a potentially early segment and considering turfing portions of existing rectangle fields over time. Ancillary economic development around the park would activate adjacent parcels for sports medicine, wellness, and innovation businesses wanting proximity or alignment with the vision.

Mr. Garvin asked about the "GGG" sculpture ("Going, Going, Gone" artwork installation). Mr. Will confirmed it would stay and be incorporated with the West Tournament Hub, adding focus and activation as a gathering place while highlighting Dublin art and place-making extending into wood lots beyond the oval lawn.

Mr. Alexander asked about market studies for revenue generation.

Mr. Will referenced the Hunden Study completed by Visit Dublin, which demonstrates the market demand and feasibility for expanding sports and recreation to attract larger tournaments driving economic development. The study showed that the demand exists and identified the right field mix developed with partners to attract needed tournament types. Future steps might examine field utilization and implementation details.

Regarding City-owned adjacent properties for plan expansion or complementary uses, Mr. Will confirmed the park plan uses the north Jewett property between Cosgray Road and the existing Darree Fields, plus portions of Shepherd's Excavating (the company plans to relocate) to support sports and recreation programming beyond Darree Fields and Sports Ohio today. Surrounding properties not needed for programming could support other economic development initiatives following future land use plans.

Mr. Alexander asked about senior activity additions like pickleball or tennis, noting the plan appears scaled for kids' activities. Mr. Will emphasized the "Game Day, Every Day" guiding principle ensuring something for everyone, including seniors. The East Community Hub would accommodate different sports and activities, requiring a Phase 2 study and community engagement to determine specifics. Pickleball was identified in programming lists for the SportsOhio site accommodation.

When asked how sports were identified for addition, Mr. Will deferred to the Parks and Recreation Master Plan. Mr. Earman confirmed various Parks and Recreation Master Plan items are being considered for this campus. Since the Master Plan was adopted before purchase/acquisition ideas, they now have this asset into which they can incorporate Master Plan items.

Mr. Earman noted there are problems yet to be solved like addressing community and regional needs, creating year-round destinations, and addressing Master Plan-identified needs.

Ms. Harter asked about federal or state government coordination to ensure the location's viability for safety reasons around industry. Mr. Will responded that the area has been a park since 1990 with existing uses already occurring.

Regarding the impact on the Dublin Community Recreation Center (DCRC), Mr. Earman explained the current renovation phasing of the DCRC with certain Master Plan aspects are still under consideration. They will continue to do a comprehensive examination of the additional opportunities for expansion of recreational services at this campus without expanding the recreation center footprint or relocating needs. During DCRC's current renovation, staff is focusing on services not intended to be part of this campus's development, while holding off on some items until the site's role is further determined.

Regarding school district committee involvement and parent athletic groups, Mr. Earman confirmed that a Dublin City Schools Board of Education representative serves on the steering committee for this project. For turf considerations, Mr. Earman noted that artificial turf and lit fields can more than double the existing field use, requiring fewer fields while expanding scheduling and season length exponentially. To better fulfill the community's needs, they will work with local organizations, soccer groups, and Dublin Youth Athletics in the next phase of planning to ensure understanding of the objectives and strategies requiring scheduling shifting.

Ms. Harter asked about last-minute cancellations due to weather. Mr. Earman explained cancellations are one issue, but playing when conditions should not allow it causes field damage, takes fields out of commission, creates rotation needs, and pressures other fields. The next phase of sequencing would utilize currently unused areas to shift programming while turfing fields, accommodating existing programs without interruption.

Regarding safety and emergency access, Ms. Harter mentioned coordination with the Washington Township Fire Department for ambulance access versus golf cart transport. Mr. Earman confirmed that AEDs exist in the parks today with hope of further expansion through Washington Township's partnership and state grant funding. Emergency vehicle field access and preventing unauthorized vehicle field access are focused considerations when investing significant funding in protecting the field facilities.

Ms. Harter inquired about the stadium seating shown in other location pictures. Mr. Earman explained that they are conceptually examining two options for champion field tournaments with

sophisticated bleacher seating and concession access, but Phase 2 would determine the worth of the investment worth or if existing resources should be maximized without over-costing.

Ms. Harter mentioned street hockey. She noted that as a mother of children participating in sports, she appreciated having nearby hotel convenience.

Mr. Way expressed appreciation for the term "PARC" versus "WID" acronym usage. He noted previous PZC chair Rebecca Call's steering committee service, with his stepping in after her departure and participating in option discussions and supporting this preferred choice. He particularly values woodland preservation and use of woodland as entertainment space during events for families with younger children in safe, contained areas. However, he is also concerned about preserving the woodland environment from overuse damage and keeping children corralled appropriately.

Mr. Way characterized this as a vision plan providing an incredible framework for building and incorporating the Signature Trail into the surrounding land use influences as the WID develops. All edges relating to this great amenity and its transitioning into neighborhoods would be part of the Planning's purview. He is looking forward to continued steering committee service representing the Commission.

Mr. Garvin asked about a potential home franchise or lower-level professional team to anchor stadium development, or regional event studies for high school or division 2-3 college level facilities. Mr. Earman stated that all options remain on the table.

Todd Hemmert, 5824 Houchard Road, Dublin, stated that he found it strange to start the campus in the WID since it connects to nowhere initially with few residents living there. This approach relies heavily on the sports complex being completed first, but the sports complex requires heavy road infrastructure. He believes they are jumping ahead quickly with great vision while the surrounding properties are discussing ID-6 industrial uses right next to the fields, creating a disjointed development approach.

As Houchard Road residents, they would experience large traffic effects along with Cosgray Road heavy traffic use. He noted insufficient parking from the images shown require reconsideration. Buses and similar transportation options are missing from the plans.

He emphasized the surrounding area's importance, particularly regarding retail and hotel placement and connections, business viability, and economic sense. He expressed concern about very expensive costs.

## **COMMUNICATIONS**

Mr. Bitar reported that Mr. Deschler has resigned from the commission. City Council is working to fill the appointment. He wished Mr. Deschler and future new members well, noting Miss Damaser would no longer be the newest member.

Mr. Way noted several upcoming national conferences, including the American Planning Association conference in Detroit in late April and the Urban Land Institute conference in Nashville in early May, both within driving distance. Other conferences are also available. Mr. Bitar noted that hotel reservations and popular mobile workshop sessions fill quickly, requiring prompt registration.

## **ADJOURNMENT**

The meeting was adjourned at 8:33 pm.



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Chair, Planning and Zoning Commission



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Deputy Clerk of Council