

RECORD OF PROCEEDINGS
Dublin City Council

Minutes of

Meeting

GOVERNMENT FORMS & SUPPLIES 844-224-3338 FORM NO. 10148

Held May 19, 2025 20

CALL TO ORDER

Mayor Amorose Groomes called the Monday, May 19, 2025 Regular Council Meeting of Dublin City Council to order at 6:00 p.m.

ROLL CALL

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

Staff members present were Ms. O’Callaghan, Mr. Hartmann, Chief Paez, Ms. Weisenauer, Ms. Rauch, Ms. Wawszkiewicz, Ms. Willis, Ms. Hoffman, Ms. Goehring, Ms. Singh, Mr. Barker, Mr. Earman, Mr. Hammersmith, Ms. Murray, Mr. Turner, Mr. Butcher, Ms. Knerr, Mr. Herriott, Mr. Ament, Ms. Hunter and Ms. Blake.

Others present were Brandon Barnett, Polco (virtually); Scott Dring, Visit Dublin Ohio; Ret. Lt. Col. Jeff Noble, Dublin Veterans Advisory Committee; and Kevin Wright and Brooke Klejnot, Yard & Co.

ADJOURN TO EXECUTIVE SESSION

Mayor Amorose Groomes moved to adjourn to executive session for the purposes of:

- Considering the Purchase of Property for Public Purposes; and
- Personnel Matters: Considering the Employment of a Public Employee

Vice Mayor Alutto seconded.

Vote on the motion: Ms. De Rosa, yes; Ms. Kramb, yes; Mr. Keeler, yes; Vice Mayor Alutto, yes; Mr. Reiner, yes; Ms. Fox, yes; Mayor Amorose Groomes, yes.

RECONVENED: 7:00 p.m.

PLEDGE OF ALLEGIANCE

Mayor Amorose Groomes invited the military veterans present to lead the Pledge of Allegiance.

SPECIAL PRESENTATION/RECOGNITION

- Memorial Day Celebration in Dublin
Ret. Lt. Col. Jeff Noble stated that the Memorial Day Ceremony will begin with a parade at 11:00 a.m. A ceremony will take place on the Bridge Street Bridge, and then the procession will continue to the Dublin Cemetery. Jodi David is this year’s speaker. Ms. David’s son Wesley was killed in Iraq in 2005. The Eyes of Freedom will also be on exhibit at the North Market in Bridge Park Monday through Thursday. A picnic lunch will follow the ceremony as in year’s past.
- Dublin Hospitality Industry Update
Mr. Dring introduced the City’s Visit Dublin Ohio board representative Betty Clark, who was present for the report. He shared that the hospitality industry is looking great in the first quarter. He spoke of Visit Dublin Ohio’s aggressive marketing campaigns and as a result, weekend travel to Dublin appears to be increasing. He shared a map of where visitors to Dublin originate from and noted that New York, New York and Chicago, Illinois are both represented. The regional marketing campaign will begin next week and go through August. He stated his appreciation for City staff and Council support. The trails programs continue to bring an economic impact. He is working with top influencers in Central Ohio to review the amenities in Dublin and talk about it online.
He also shared the first Travel and Tourism Academy wrapped up recently with Dublin City Schools. The program went very well and was well received by junior and senior students interested in the hospitality industry.

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Mr. Dring ended his update by talking through the revenue model of Visit Dublin Ohio and the challenges of being a 51C6 organization versus a 501C3.

Ms. De Rosa thanked Ms. Clark for her service on the board.

Mayor Amorose Groomes thanked Mr. Dring for the work of him and his team bringing great recognition to our community.

- Public Works Week Recognition

Mayor Amorose Groomes invited Mr. Turner, Mr. Butcher, Ms. Knerr and Mr. Herriott to come forward and received recognition for Public Works Week – May 18-24. This marks the 65th annual National Public Works Week. The theme this year is People, Purpose and Presence. She recognized the team for their focus on infrastructure, facilities and services that are vital to building sustainable, resilient communities. She thanked the members of the City’s Public Works team for their commitment to excellence, innovation and service.
- National Community Survey (NCS) Results

Ms. Weisenauer stated that 99% of Dubin residents say that Dublin is an excellent or good place to live. The 2025 National Community survey was conducted in February and March of this year. She added that the City regularly surveys residents on a wide range of topics for a variety of reasons. The input plays a vital role in shaping City decisions and ensuring that we continue to meet the needs of our residents. In addition to timely, topic-based surveys, every few years, we invest in high quality, trusted research platforms like the National Community Survey (NCS), which offers standardized data to measure satisfaction and track changes over time. NCS is a longstanding, statistically valid survey that was developed in partnership with the ICMA (International City/Council Management Association) to measure resident perceptions of livability, governance and city services. The survey also allows us to benchmark our results and compare them to hundreds of other cities across the country. Dublin residents rated our community higher and in many cases, significantly higher than national averages. She introduced Brandon Barnett from Polco to share additional results.

Mr. Barnett stated that Polco is an online community engagement platform providing local governments with resident and employee feedback. He shared that the NCS focuses on the livability of Dublin by categorizing survey questions into ten main facets of community livability. These facets have been identified through extensive survey research as those that are most impactful to residents’ quality of life. This was the fifth time conducting the NCS for Dublin. All households were eligible to participate in the survey. 3000 addresses were randomly selected to receive the survey, and the survey remained open for six weeks. 565 surveys were completed and received by Polco. In addition to this randomly selected sample, a link to an online community wide survey was publicized by staff and remained operational for two weeks. An additional 245 responses were received as a result of this effort. The key findings of the NCS are as follows:

 - Dublin continues to experience a high quality of life, about nine out of ten would recommend Dublin to others;
 - Safety remains a standout strength for the City, all ratings for safety received high marks and surpassed the national benchmarks;
 - Residents appreciate many aspects of Dublin’s leadership and governance, government performance exceeded the national average;
 - Dublin’s economic factors remain above the national average, about nine out of ten residents rate the City’s economic health as excellent or good;
 - Dublin actively fosters a strong community, Dublin excels in fostering a strong sense of community and engagement; and
 - Mobility remains strong with some room for improvement.

Mr. Barnett concluded his report by stating that of the 123 survey items for which residents provided an evaluative rating, 112 received ratings higher than the national benchmark.

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Mr. Reiner stated that the rating related to traveling by bicycle was interesting, because Dublin is the only City in Ohio that received a silver status bicycle award for its comprehensive use of trails and amenities.

Ms. De Rosa asked if there were any key demographic differences that stood out to Mr. Barnett as they were preparing this report. Mr. Barnett stated there was nothing that stood out as unusual when looking at demographic comparisons.

Ms. Fox asked about the availability of affordable quality housing. She noted that it went from 51% to 32%. Mr. Barnett stated that affordability is not an issue specific to Dublin, but is part of a national trend they are noticing over the last 18 months.

Mayor Amorose Groomes noted that one of the lowest scores received was on public transit or access to mobility. She stated that one of the issues that we are spending the most time and energy on is the transportation of the future. She thanked Mr. Barnett and Ms. Weisenauer for the report.

CITIZEN COMMENTS

The following residents came forward to request that Council leave Ordinance 06-25 on the table and not remove it from the table at this time. They are not in favor of the rezoning and would like additional due diligence on behalf of the City before hearing the legislation again.

- Dave Bullock, 5745 Ballantrae Circle, Dublin
- Sandy McIntosh, 5792 Trafalgar Lane, Dublin
- Todd Hemmert, 5824 Houchard Road, Dublin
- Richard Weeks, 5826 Houchard Road, Dublin
- Lynn Roose, 5830 Houchard Road, Dublin
- Jim Martinson, 7074 Cormac Way, Dublin
- Kurt Smith, 6692 Roundstone Loop, Dublin

CONSENT AGENDA

- Minutes of the April 21, 2025 Council Work Session
- Minutes of the May 5, 2025 Regular Council Meeting

There was no request to remove an item from the Consent Agenda.

Mayor Amorose Groomes moved to approve the Consent Agenda.
Vice Mayor Alutto seconded the motion.

Vote on the motion: Mr. Keeler, yes; Ms. Kramb, yes; Vice Mayor Alutto, yes; Mr. Reiner, yes; Mayor Amorose Groomes, yes; Ms. De Rosa, yes; Ms. Fox, yes.

TABLED ITEM – ORDINANCE 06-25

Mayor Amorose Groomes stated that the motion for the tabled item is procedural as required by Roberts Rules of Order. She added that this motion of removing the item from the table does not open the item for discussion or comment, rather it places it on a future agenda for consideration. She added that this is a procedural action that must be taken in order to continue discussions. It does not mean that action must be taken the next time it is on an agenda.

Mayor Amorose Groomes moved to remove Ordinance 06-25 from the table and place it on the June 23 Council agenda for second reading/public hearing.

Vice Mayor Alutto seconded the motion.

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Vote on the motion: Mayor Amorose Groomes, yes; Mr. Reiner, yes; Ms. Fox, yes; Ms. De Rosa, yes; Mr. Keeler, yes; Vice Mayor Alutto, yes; Ms. Kramb, yes.

INTRODUCTION/FIRST READING - ORDINANCES

Ordinance 12-25
Amending Fee Ordinance 41-24: RC-22 Community Recreation Center (DCRC) Rental Rates

Vice Mayor Alutto introduced the Ordinance.
Mr. Earman stated that this Ordinance is being proposed based on prior discussions regarding recreation services, fees and charges; recommendations from the Parks and Recreation Master Plan, management of the projected population growth expectations and cost recovery goals. As a follow up to last year’s discussions specifically related to the Dublin Community Recreation Center (DCRC) lap pool rental fee for the Dublin City Schools Swim and Dive Teams, City Council directed staff to further engage with Dublin City Schools regarding the potential fee adjustments. The current rental rate is \$9.00 per hour, which was increased from \$6.00 per hour in 2019. According to the 2024 cost study, a rental rate of \$56 per lane is required to fully recover all costs. Based on discussions with Dubin City Schools, staff recommended a phased increase over the next three years. This approach will ultimately align with the City’s current fee structure at a rate of \$40 per lane over that three-year period. Approval of the Ordinance will initiate the first phase of that fee increase raising the Dublin School’s rate from \$9 to \$20 per lane effective for this fall 2025 season. Lap pool rental fees will continue to be evaluated annually as part of the City’s ongoing cost of services study to determine future phased increases with inflation. Staff recommended approval of the Ordinance at the second reading.

There were no public comments.

Ms. Fox asked how many lanes are rented by the Dublin City Schools. Mr. Earman stated that they use all 11 lanes Monday through Thursday between 3:15 p.m. and 5:30 p.m. He added that they also use the lanes for meets on Fridays and early mornings for certain practices based on availability. He stated it equates to about 2500 lane hours. Ms. Fox stated that she believes it is important to benchmark what other recreational facilities are charging for their lanes. She noted that it is nice to recover costs, but sometimes the indirect benefits of being able to have these facilities never pay for themselves. Mr. Earman stated that staff will bring forward market value as well as the cost recovery value.

In response to Ms. Kramb’s question about a non-City school rental fee per lane being \$40, Mr. Earman responded affirmatively. She added that at \$40 we are still under cost recovery. Mr. Earman stated that was correct.

Vice Mayor Alutto stated that the schools have been engaged in this conversation and have requested that this be phased in to structure their budget in the coming years.

Second reading/public hearing is scheduled for June 2, 2025.

Ordinance 13-25
Adopting the Proposed Tax Budget for Fiscal Year 2026

Vice Mayor Alutto introduced the Ordinance.
Ms. Murray stated that this Ordinance is the annual tax budget ordinance required by statute to be effective and filed with the Council Auditor by July 20. This tax budget does not make appropriations; it allows the City to collect local government funding. Staff recommended approval at the second reading on June 2.

There were no public comments.

Second reading/public hearing is scheduled for June 2, 2025.

Ordinance 14-25

Amending the Annual Appropriations for the Fiscal Year Ending December 31, 2025 (Q2)

Vice Mayor Alutto introduced the Ordinance.
Ms. Hoffman stated that this ordinance amends the 2025 appropriations. This ordinance contains additional budget needs for various projects, property taxes and appropriations from the General Fund for debt payments to be made later this summer. The descriptions for each appropriation were outlined in Council's meeting materials. Staff recommended approval at the second reading.

There were no public comments.

Ms. De Rosa asked about property tax. She asked if we did not have the tax data or if it is in addition to the amount we anticipated. Ms. Hoffman stated that when the property was purchased, there was a credit on the settlement statement at closing. It was credited for a partial year of property taxes, but the City still has to pay the full year. There was not a change in the tax rate.

Second reading/public hearing is scheduled for June 2, 2025.

**Ordinance 15-25
Authorizing the Provision of Certain Incentives to Hexion Inc. to Induce it to Lease a Facility to Locate and Expand an Office and its Associated Operations and Workforce, all within the City; and Authorizing the Execution of an Economic Development Agreement**

[Ms. De Rosa recused herself from this legislation due to a prior business relationship.]
Vice Mayor Alutto introduced the Ordinance.
Ms. Goehring stated that the City has been in discussions with Hexion Inc. They are considering leasing a facility in the City of Dublin for the location of their future innovation lab with headquarters located in Columbus. Hexion is a global leader in manufacturing adhesives and performance materials. Their products are used in construction, automotive, energy and other key industries. The agreement proposed is a 15% performance incentive on withholdings over seven years valued at \$314,000 for the term of the agreement. Due to the company's investment and planned workforce growth in Dubin, the City is also proposing a \$200,000 location grant to support construction costs related to the renovation of the facility. The project would result in the creation of 100 jobs based within the City by December 31, 2028. The project is anticipated to bring approximately \$1.8 million in net withholdings through the seven-year term of the project. Staff recommended approval at the second reading on June 2.

There were no public comments.

Second reading/public hearing is scheduled for June 2, 2025.

[Ms. De Rosa rejoined the meeting.]

**Ordinance 16-25
Authorizing the City Manager to Execute a Construction and Maintenance Easement and Accept Necessary Conveyance Documents and Contracts for Parcels Located at the Quarry Place Office Park Association Reserve along Riverside Drive**

Vice Mayor Alutto introduced the Ordinance.
Mr. Earman stated that this Ordinance will enable the execution of a construction and maintenance easement for properties located at the Quarry Place Office Park Association Reserve on Riverside Drive. At the request of the property owner of the office park, this easement would allow the City to take over the responsibility and maintain the entry drive into that development area, which also serves as the main parking spaces for Kiwanis Park that is just west of the office park. This easement will also allow for future construction improvements to the pathway into the park to ensure compliance with Federal ADA

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requirements. Funding for these future improvements is not currently identified in the City’s budget, but will be brought forward for consideration for the next budget cycle. Staff recommended approval at the second reading.

There were no public comments.

Ms. Kramb asked if it would be possible to include signage for Kiwanis Park in this agreement. Mr. Earman stated he can discuss that with the owner, but it is not currently in the agreement.

Second reading/public hearing is scheduled for June 2, 2025.

INTRODUCTION/PUBLIC HEARING/VOTE – RESOLUTIONS

Resolution 32-25
Appointing Members to the Various Boards and Commissions of the City of Dublin and the Board of Trustees of the Bridge Park New Community Authority

Vice Mayor Alutto introduced the Resolution.
Ms. De Rosa, Chair of the Administrative Committee, read the proposed appointments and reappointments as stated in the Resolution as follows:

- Kim Way and Dan Garvin to Planning and Zoning Commission for four-year terms expiring May 31, 2029;
- Mark Stetchschulte and Hilary Damaser to Architectural Review Board for three-year terms expiring May 31, 2028;
- Brad Linville to Board of Zoning Appeals for a three-year term expiring May 31, 2028; and Abigail Dalesandro to Board of Zoning Appeals for an unexpired term expiring May 31, 2027;
- Sheri Tackett and Jeremiah Gracia to the Bridge Park New Community Authority for two-year terms expiring May 31, 2027;
- Chitra Goyal and Luke Powell to the Chief’s Advisory Committee for two-year terms expiring May 31, 2027;
- Bob VanVliet and Carol Clinton to Community Services Advisory Commission for two-year terms expiring May 31, 2027;
- Mark Stemm to Personnel Board of Review for a three-year term expiring May 31, 2028;
- Deena Ratliff, Chad Elliott, Neil Greenfield, Roger Ansel and Jeff Noble to Veterans Committee for two-year terms expiring May 31, 2027; and
- Mary Jobe to Visit Dublin Ohio Board for a three-year term expiring May 31, 2028.

There were no public comments.

Vote on the Resolution: Ms. Fox, yes; Ms. Kramb, yes; Mr. Keeler, yes; Mayor Amorose Groomes, yes; Ms. De Rosa, yes; Vice Mayor Alutto, yes; Mr. Reiner, yes.

Resolution 33-25
Acceptance of a Preliminary Plat for the Subdivision of 14.2 acres into 20 Single-family Lots with 5.8 acres of Open Space and Dedication of Right-of-Way (Case 24-151PP)
Vice Mayor Alutto introduced the Resolution.

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Ms. Singh stated that this Resolution is for acceptance of a preliminary plat for the Bridge Road Reserve. The purpose of the plat is to subdivide land to identify property lines, establish easements, provide open space and create public rights-of-way. The plat subdivides 14.2 acres of land including the creation of 20 single-family homes and open space totaling 5.8 acres and two public streets. As part of City Council's approval at the March 17 meeting, Council requested that the applicant provide sidewalks on both sides of the streets in accordance with City standards. The applicant is proposing four-foot-wide sidewalks on both sides of the streets, citing the requirement that is within the subdivision regulations. Ms. Singh noted that in Planned Unit Developments, a higher standard is required to promote higher quality development. Staff's recommendation is for a five-foot wide sidewalk on both sides of the streets. The applicant has shown a 3.5-foot wide tree lawn at certain locations within the development, but they have since confirmed that it was a technical error and all the tree lawns are actually five feet wide within the development. The easements that are located along the northern boundary for lots five through seven are within the Tree Preservation Zone. Staff's recommendation was that all easements be removed from the Tree Preservation Zone at the February 6 Planning and Zoning Commission (PZC) meeting. Staff recommended approval of this Resolution with four proposed conditions which were:

- 1) The plat should be revised to provide a 5-foot wide sidewalk on both sides of the streets and any associated easements needed for construction and maintenance.
- 2) The plat should be revised to provide a consistent 5-foot-wide tree lawn between the curb and the sidewalk throughout the development.
- 3) The plat should be revised to remove the easements from the designated Tree Preservation Zone on Lots 5-7.
- 4) The applicant addresses any other technical adjustments as needed on the Final Plat.

Ms. Singh stated that condition two has been met with the applicant identifying the technical error on the plat.

Curtis Berry, Advanced Civil Design, came forward on behalf of the applicant and stated that when Council required sidewalk on both sides of the street, the width of the sidewalk was not determined. He added that the current subdivision regulations specify four-foot wide sidewalks. He also confirmed that the technical error regarding the tree lawn has been corrected and is now a five-foot width consistently on the plat.

Ryan Schultz with MKSK came forward on behalf of the applicant and stated that they met on the site with Dublin staff member Joshua Britt. He was receptive to the idea of moving the easements to accommodate the north perimeter and new trees infilling that area to further support the existing trees there. He was also supportive of removing invasive species or "junk trees" to help the environment as well.

Bill Adams, 8824 Dunsinane Drive, Dublin, applicant, stated that he understands Council already approved sidewalks on both sides of the streets. He reiterated that the current standard is four-foot-wide sidewalks, and they will maintain a five-foot tree lawn. He stated that they will continue to work with staff regarding language changes between the preliminary development plan and final development plan.

Ms. Kramb asked a clarifying question regarding the third condition. She asked if the City is asking the applicant to move the utility easements 20 feet south of the property line. Ms. Singh responded affirmatively. Ms. Kramb added that she was supportive of four-foot-wide sidewalks on both sides of the street.

Ms. Fox agreed with Ms. Kramb and stated that allowances need to be made in order to create unique neighborhoods. This project has given well above the open space requirements, and the Code currently says four-foot-wide sidewalks.

Mr. Keeler agreed that four feet on both sides is adequate.

Ms. De Rosa stated that she is supportive of five-foot wide sidewalks because she fears four foot is too narrow. She stated that it is disappointing to her to hear that more mobility is needed. It was heard tonight in the survey report, and there is plenty of room in this subdivision to do the wider sidewalks. She was supportive of staff’s recommendation of five-foot wide sidewalks.

Mr. Reiner stated that he agrees that a four-foot width is more than adequate.

Vice Mayor Alutto stated that she does not like to govern by exception, but the current Code says four-foot-wide sidewalks. She stated that she appreciated Ms. De Rosa’s comments, but this is a unique little space, and she is comfortable with requiring four-foot sidewalks on both sides.

Mayor Amorose Groomes noted that there was consensus among Council that four-foot sidewalks was adequate. She asked the applicant if he agreed to conditions two, three and four. Discussion was held regarding the condition of removing the easements from the Tree Preservation Zone. It was determined that the Tree Preservation Zone language is in the development text and cannot be modified without PZC review. Therefore, Mayor Amorose Groomes suggested rewording the condition to state the intent of preserving as many trees as practical while the utilities are installed. Ms. Singh was in agreement with that approach. Mayor Amorose Groomes clarified for Mr. Adams that any changes that come with the Final Development Plan have to ensure that it meets what was approved in the development text. If you wish to change the development text, that would require a review by PZC for an amendment to the text. She reiterated that intent language can be added without changing the development text. City Council consensus was to amend the proposed conditions to the following:

- 1. The Plat be revised to provide a consistent 5-foot-wide tree lawn between the curb and the sidewalk throughout the development.
- 2. The Plat be revised to identify the easements with the intent of protecting the designated Tree Protection Zone on Lots 5-7.
- 3. The applicant addresses any other technical adjustments as needed on the Final Plat.

Vote on the Resolution with the three conditions as stated above: Ms. Kramb, yes; Vice Mayor Alutto, yes; Mr. Reiner, yes; Ms. Fox, yes; Ms. De Rosa, yes; Mayor Amorose Groomes, yes; Mr. Keeler, yes.

Resolution 34-25
Indicating What Services the City of Dublin will Provide to 79.0 ± Acres of Land, More or Less, for the Annexation Known as the Madison County Annexation Files by Thaddeus M. Boggs, Agent for the Petitioners

Vice Mayor Alutto introduced the Resolution.
Mr. Hartmann stated that this Resolution relates to the City’s annexing of 79 acres of City-owned property that is currently in Madison County and is not yet part of the City. This property consists of part of the Shepherd acquisition and previous acquisitions. This resolution, commonly called the Statement of Services for General Annexation, is required to be passed by the City before the hearing on the annexation (currently scheduled for June 17).

There were no public comments.

Vote on the Resolution: Mr. Keeler, yes; Ms. De Rosa, yes; Vice Mayor Alutto, yes; Ms. Fox, yes; Ms. Kramb, yes; Mr. Reiner, yes; Mayor Amorose Groomes, yes.

OTHER BUSINESS

- Community Events Roadmap Final Report

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Ms. Blake stated that the presentation will be a high-level project overview and then Yard & Co. will go into the in-depth analysis that was done and their recommendations. This project is in furtherance of Council’s goal to “Reimagine and Launch Dublin’s Community Events Program.” She shared the scope outline of the project. She introduced Brooke Klejnot from Yard & Co. to share their report. Ms. Klejnot began the presentation by reviewing the process and schedule, which involves a three stage process: explore, test and build. She stated that the project is in the build stage. She reflected that there was a robust community engagement process with 34 stakeholder interviews and the review of over 50 planning and operation documents and reports. An online and in-person community survey was completed. Yard & Co.’s analysis included not only the City’s signature events, but also the entire Dublin events ecosystem. They examined each signature event, the financials and operations, the permitting process and key places in the community that are regularly programmed or could be regularly programmed. Benchmarking was also completed at the request of Council.

Ms. Klejnot stated that there were four high-level goals which are:

- The Why – re-establishing the importance of community events as community building.
- The Where – being more intentional about places and spaces. The report shares the analysis of each of the places examined and offers recommendations for the annual scheduling tempo and potential future events.
- The Who – expanding and diversifying operators who produce events. This action item is to preserve and strengthen the events division. The recommendation is keeping the events division intact and maintaining the in-house production of the signature events to ensure continuity, quality control and institutional knowledge. They also recommend in the report the establishment of a nonprofit organization to hold a reserve fund for the Dublin Irish Festival (DIF). They also recommended outsourcing future events to outside organizations that possess the necessary expertise to maintain the quality, safety and brand promise expectations. She referenced the last update provided to Council where Riverside Crossing Park and the opportunity to bring on an activator/operator were discussed. Since there was not consensus for an RFP process, they are recommending a different path forward that would still satisfy the desire to pursue this if Council chose. They recommended an RFI (Request for Information) process as a low-risk way to assess the market readiness and gather feedback from potential partners. Additionally, she stated that they are recommending that the City build an integrated events ecosystem. They also recommended better aligning City funding, which includes direct allocations, grants and sponsorships with future event goals by formalizing agreements with funded organizations and creating fee-for-service relationship where appropriate.
- The How – aligning the inner workings to meet new goals. She stated that there are three levels of operations including signature event operations, the events division and then the City in general. She reviewed the recommendations for each of the City’s signature events that had not changed since the last update (Tree Lighting, Spooktacular and St. Patrick’s Day Parade). The Independence Day celebration was discussed at length in the last update meeting. The conclusion was to continue with the budget as is and not to increase the entertainment costs, but instead to consider lower-level national acts or booking local or regional acts. They recommend the booking agent attend an upcoming Council meeting to discuss the talent buying process, the challenges and the opportunities. The goals for the DIF are to raise revenue \$150,000 and cut expenses by \$150,000 to get closer to a break-even point. They

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also recommend creating a revenue backstop (using the reserve fund they mentioned earlier).

Regarding the events division, they recommend investing in low-cost, high-impact, community-focused programming. They also recommend continuing to support resident community building through expanding the block party permit packages. They also recommend improving the community events permitting process.

Regarding City operations, they recommended establishing a citywide sponsorship strategy and developing food truck regulations. They also recommend developing a process for obtaining a special event permit for art vending. They recommended expanding community and audience engagement by building a things-to-do calendar, so the entire community could be aware of what is happening. Another recommendation was to make an investment in permanent event infrastructure particularly at Coffman Park. Finally, they recommended packaging and marketing cultural programming.

Ms. Blake stated that they would like to receive Council feedback prior to bringing forward the final report for adoption on June 2. She added that implementation of these recommendations is intended for 2026, but if possible, they will be incorporated into 2025 operations. She stated as an example, the Spooktacular event has already been advertised and sponsorships sold for two days, so taking the recommendation to a one-day event will happen in 2026.

Mr. Keeler stated that he is not optimistic that there would be a lot of support for establishing a non-profit. He stated he does not see the harm in creating the shell; if it is supported, then that would be great, but if not, it is not an issue. He is supportive of the idea to have developers lead activation of the areas that will be developed, like Metro Center and West Innovation District. He stated that sponsorships could be expanded at the DIF to offer stage sponsors. There are other similar opportunities to leverage. He agrees with cutting costs by reducing the amount of each pour. He is also supportive of issuing an RFI for Riverside Crossing Park.

Ms. Fox indicated she is supportive of the community events calendar. She also shared that she likes the idea of an RFI for Riverside Crossing Park because it would provide more data to understand whether or not that would be successful. She asked about the possibility of doing smaller, more intimate events in the Historic District and whether there are places to do those other than the street. Mr. Wright stated that in the final report, there are references to smaller, more Historic District type events, which make a lot of sense from a physical district aspect. He stated that the library has a dynamic public space; the Veteran’s Memorial is a very unique space; and there was a pocket park that was mentioned as well.

Ms. Fox, referring to the RFI, stated that she would like to see someone who can connect the east and west sides of the river, so that the activities bring people back and forth and not just remain on one side.

Ms. Kramb stated that she is supportive of the RFI. She stated that she would like to see the food truck regulations move forward sooner rather than later.

Ms. De Rosa stated that the summer music series is a good opportunity to pilot the food trucks and see what we can learn from that. She stated her support for the RFI as well.

Mayor Amorose Groomes stated she looks forward to seeing the final report. She shared her support for the RFI. She cautioned that Riverside Crossing Park should not be over programmed, making it usable by our residents.

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- Downtown Dublin Curbside Management Plan Revisions

Ms. Wawszkiewicz stated that this discussion will focus on the revisions that have been made to the Downtown Dublin Curbside Management Plan, which was reviewed at the March 17, 2025 Council meeting. She shared that she would review the background; the follow-up provided to the discussion and questions at that meeting; provide a proposed condensed action plan; and request additional feedback on the changes and revisions.

By way of background, Ms. Wawszkiewicz stated that the Curbside Management for Downtown Dublin was discussed at three City Council work sessions and two Public Services Committee (PSC) meetings from 2016 to 2019 before recommendations were presented at the September 9, 2019 City Council meeting. At the April 18, 2016 Council work session, initial findings from the Walker Parking Consultant’s strategic business plan for Dublin’s parking assets were reviewed. A proposal for a \$1-per-hour, fee-based, on-street metered parking system in the Bridge Street District, beginning with Bridge Park East, was presented. The system aimed to improve parking turnover, better manage space usage, and support long-term growth. Council recommended reducing the maximum parking duration from 12 hours to two hours, limiting the number of installed street meters along the street, and requested additional information on pricing. In response, Nelson Nygaard was tasked with drafting a Downtown Dublin Parking Study that was discussed at the June 19, 2017 Council work session. The draft study offered a toolkit and strategies for short-term and immediate parking management improvements across Downtown Dublin, including Historic Dublin and Bridge Park. While new parking garages had opened in Bridge Park, Historic Dublin still relied on private lots, requiring solutions focused on awareness and coordination. A mobile app option was introduced to eliminate the need for traditional meters. The parking study continued to evolve and was discussed again at the September 17, 2018 work session. The Rock Cress parking garage had recently opened, and it was estimated that one-third of Bridge Park visitors were arriving via rideshare services like Uber and Lyft. Council directed staff to issue a Request for Proposals (RFP) for a six-month, app-based paid parking pilot in Bridge Park East, and referred the topic to the Public Services Committee (PSC). At the PSC meeting on June 12, 2019, four proposals were reviewed. After interviews with the two top vendors, staff recommended ParkMobile. A ParkMobile representative presented their mission and product. Next steps included creating an enterprise fund, decriminalizing parking violations, and establishing a rate structure. Concerns were raised about data privacy and the potential costs of enforcement and signs, prompting the committee to request a revised proposal for further review by the committee prior to advancing a recommendation to the entire Council. At the August 7, 2019, PSC meeting, discussions focused on pilot costs, public education, data privacy, and the need for a comprehensive curbside management plan. There was also consideration of extending the pilot to the west side of the river and noting that the parking demand data had been collected before the Rock Cress garage opened. The next steps, if approved by Council, were to finalize the contract, collaborate with stakeholders and the public, and work with ParkMobile on branding and signs. The committee unanimously voted to recommend to City Council to move forward with the pilot for the east side of the river and conduct outreach to the west side of the river before moving forward with the project in the Historic District.

At the September 9, 2019 City Council meeting, Council members raised broader concerns about paid parking and emphasized the need for a more comprehensive understanding and management of curbside uses, including accessible parking, micro-transit, loading zones, rideshare, and other pick-up/drop-off activities. The discussion also highlighted the need to track usage of the Rock Cress garage and on-street parking through technology and to increase public awareness that garage parking is free. Shortly after that discussion, the onset of Covid-19 reduced the overall parking demand but significantly

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increased curbside usage. The pandemic’s “lockdown” phase intensified and complicated curbside vehicle demand, as consumer behavior shifted toward delivery-based shopping and dining. After the pandemic when vehicular travel and parking habits began to resume, a request for proposals was issued, and the study that is currently underway was initiated in 2022. The RFP framed the need for a framework for curb uses and technology pilots. Staff has now provided an overview of a draft curbside management plan. Based on the history, the focus is on organizing the curb and on technology-based management with no paid parking at this time.

Well-managed curbs are essential for supporting business assets, efficient delivery, safe pedestrian movement and public transportation. The curbside management plan prioritizes short-term parking, encouraging those quick visits under one hour on the primary or main streets, two hours on side streets and longer stays encouraged in the larger parking garage areas and parking lots. This strategy ensures the most in-demand spaces serve the highest value functions without being overwhelmed. By guiding those longer-term parkers to off-street options, the City can better use all available parking assets and maintain curb availability for high turnover needs. The key performance target from the previous studies is to maintain 15% on-street parking availability consistent throughout the day and the district. While this is currently met along Longshore Street and N. High Street, additional capacity is still available on side streets and in the garages, indicating room to improve overall curbside efficiency. Double parking creates a significant safety risk, especially for pedestrians. When deliveries block the crosswalks and travel lanes, they obstruct visibility and create dangerous points of conflict. The current study shows that about 80% of those double parking occurrences occur when curb space is unavailable. To address this, the City has increased its focus on freeing up curb space for active loading, discouraging unsafe practices and improving safe traffic flow. The study areas on both sides of the river are designed to support a vibrant pedestrian environment with wide sidewalks and active store fronts – a people first approach and an effort to avoid larger, more suburban loading zones. To achieve this vision, the curb must remain flexible and support the efficient loading/unloading in our urban district. Following the draft recommendations of this study, new sign faces were installed along Longshore and N. High streets in October 2024 and January 2025 to remove the previous 30-minute time limit on loading zones and streamlining the enforcement efforts. The Curbside Management Study provides the strategic methodologies to make the curb function as envisioned. As the specific use of the zone changes by time of day between food/drink deliveries in the morning, package/parcel deliveries and picks in the afternoons, and micro-transit, rideshare and food order pickups in the evenings; the need for short-turnover parking remains constant. Designating the zone with a simple "Active Loading Only" sign allows a single zone to serve multiple purposes, streamlining the process and ensuring efficient use of curb space. This flexibility helps businesses and residents meet diverse needs while maintaining smooth traffic flow. Additionally, enforcing active loading zones is often more effective than the traditional time-limited parking, as it eliminates the need for timestamping or follow-up by officers after a set period. To further improve enforcement, camera and sensor technology is being used to identify double-parking and active loading zone violations, providing real-time notifications and dashboards for police. As the properties develop under the Bridge Street District (BSD) Code, there are criteria for parking and loading that must be met. 20 applications since the 2012 BSD Code was adopted have been reviewed against these criteria. All qualifying developments, which are commercial buildings 25,000 SF or more, have met those requirements set forth in the Code. No waivers have been granted. Curbside enforcement activities not only promote safety but also provide visibility and engagement opportunities with businesses and residents in downtown Dublin. The cost of enforcement and complaint response in 2024 was approximately \$33,000. This

Table 1. Technology Pilot Goals and Costs

| Vendor | Technology Goals | Cost | Year |
|-----------|--|------------|-----------|
| Automotus | Hard-wired cameras for on-street parking occupancy and duration | \$75,000 | 2022 |
| Vade | Solar cameras for on-street parking occupancy and duration | \$42,000 | 2022 |
| Park Pow | Parking Garage vehicle counts + API for dashboard | \$3,250/yr | 2023-2025 |
| Park Nav | Predictive model + app | \$15,600 | 2023 |
| Derq | Hard-wired cameras with safety monitoring and parking metrics | \$75,000 | 2024 |
| UpCiti | Hard-wired cameras for on-street parking occupancy/duration and noise monitoring + app | \$27,000 | 2024 |
| Fybr | In-ground sensors for double parking and overstay + app | \$25,000 | 2024 |

Other communities have adopted similar technology to enhance their parking operations. For example, Westerville uses Fybr to share real-time parking availability with the public; however, the police department does not use Fybr for enforcement. Marysville leverages the same system to share parking space availability and to detect time-limited parking violations for enforcement purposes. Staff from Marysville have experienced some technology-related concerns with equipment not properly tracking the amount of time a vehicle occupied a parking space. While technology can alert Police to potential infractions, in Ohio, officers must verify the violation before issuing a citation. The City’s study team recommends that the real-time parking availability in the parking garage be displayed through dynamic signs, starting at the Rock Cress parking garage. Existing budgets will be used to implement this technology at the first garage. The technologies that prove successful will be extended to grow a robust resource for residents and visitors to know the best place to park and for enforcement to be focused and efficient.

With the study goal of the current study to provide a more comprehensive understanding and management of curbside uses, including accessible parking, micro-transit, loading zones, rideshare, and other pick-up/drop-off activities, the study team developed recommendations using industry best practices and local community input for primary and secondary curb functions.

The new PROWAG (Public Right-of-Way Accessibility Guidelines) requirements introduce a more context-sensitive approach to determining the number of accessible parking spaces. Rather than relying solely on a fixed ratio or standard, these guidelines take into account the number of parking spaces around the perimeter of a block. This approach acknowledges that the availability of accessible parking should be proportionate to the total number of spaces in the area, ensuring that accessible spaces are more evenly distributed and located in areas where they are most needed. At the March 17, 2025 City Council meeting, there was interest expressed in exploring the potential for restricting vehicular access along select streets within the study area. Longshore Street serves as a successful example during the summer months, hosting car-free events such as the Dublin Market, ForeFest, and other community activities. During the COVID-19 pandemic, Longshore Street was effectively transformed into a vehicle-free dining and pedestrian zone. As new walkable urban areas develop such as Metro Center and the West Innovation District, operational issues faced with Longshore Street should be considered, such as accessing parking garages and services. These events demonstrate the viability and public appeal of an Open Streets approach. Additionally, the Draft Dublin Sustainability Plan includes an action item to “identify locations for car-free or car-light zones that can be paired with high-density urban development to create a high-quality

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and safe pedestrian environment.” It is recommended that further study be conducted to evaluate the feasibility of implementing vehicle restrictions on designated streets within Downtown Dublin.

During the March 7, 2025 City Council discussion, several related topics were raised, including pedestrian safety along Riverside Drive, the organization of rideshare and micro-mobility services, and the integration of the ongoing EV Charging Study with the Curbside Management Plan.

To enhance pedestrian safety, new electronic signs have been installed at the two signalized intersections along Riverside Drive within Bridge Park. These signs are designed to increase driver awareness and emphasize the obligation to yield to pedestrians in crosswalks. Additionally, the City will explore paver/pavement treatments to add contrast for drivers based on the Speed Management Program and Heightened Awareness Crosswalk Study/Crosswalk Treatment Guidelines, along with the evaluation of implementing leading pedestrian intervals (LPIs), which give pedestrians a head start before vehicles receive a green signal, at these same intersections.

To improve the efficiency of rideshare services, the City’s micro-transit provider has been encouraged to use designated Active Loading zones for passenger pick-up and drop-off in Downtown Dublin. As the Veo micro-mobility fleet is deployed, these devices will offer a convenient last-mile option for residents and visitors traveling from parking garages to their destinations. Coordination with rideshare companies, including Uber and Lyft, is also occurring to promote pick-up and drop-off locations in designated areas, away from higher volume roadways. As the EV Charging Plan progresses, findings and best practices from the Curbside Management Plan will be integrated to ensure coordinated and effective use of public curb space.

Ms. Wawszkiewicz stated that Council members expressed a strong interest in expediting the implementation of the Curbside Management Action Plan at the March 17, 2025 meeting. There was also consideration for taking a phased approach, introducing changes incrementally rather than all at once. The following tiered recommendations outline a two-year implementation strategy:

Year 1:

1. Prioritize Safety
 - Enforce against double parking violations, which pose risks to both drivers and pedestrians.
 - Focus on the operation, evaluation, and monitoring of Active Loading Zones.
 - Enhance the pedestrian crossings across Riverside Drive with LED Yield to Pedestrian signs.
2. Enhance Accessibility
 - Implement the on-street accessible parking recommendations throughout the study area. (propose in 2026-2030 CIP)
3. Adjust Existing Parking Time Limits (In-House)
 - Where 2-hour and 3-hour time limits currently exist for on-street parking:
 - Reduce limits to 1 hour on High Street and Longshore Street.
 - Standardize to 2 hours on all other streets within the study area, aligned with curb typologies.
4. Implement Dynamic Parking Garage Displays
 - Install real-time parking space availability signs, starting at the Rock Cress parking garage. (\$50,000 included in 2025 CIP)
5. Develop an education and outreach strategy.
 - Communications and Marketing to publicize the free parking garages and technology to help residents and visitors find the most appropriate places to park.

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- Provide notice of curbside updates to local businesses first, and to the public at least one month before the change.
- 6. Explore Mobile Parking Technologies
 - Investigate solutions for real-time parking availability via mobile platforms.
- 7. Begin a Curbside Vendor and Food Truck Policy
 - Create clear guidelines for vendor operations in curbside spaces. (propose in 2026 Operating Budget).
- 8. Continue Technology Pilots (\$120,000 budgeted in 2025 CIP)
 - Leverage apps and tools for enforcement.
 - Maintain momentum on existing initiatives and assess their effectiveness.

Year 2:

- Expand Time-Limited Parking
 - Implement 2-hour limits in areas where on-street parking is currently unrestricted. (In-House)
 - Include in Year 2 to ease change for residents and capture the effects of incremental change.
- Promote 'Park-Once' Practices
 - Encourage connections between parking garages and mobility options such as scooters, bikes, e-bikes and micro-transit.
- Assess Valet Parking Demand in Bridge Park
 - Review the recently reinstated business-led Historic District valet operation for reference.
 - Study the feasibility and potential benefits of a valet program in Bridge Park.
- Prioritize Safety
 - Enhance the pedestrian crossings across Riverside Drive by evaluating alternative pavement treatments and LPI. (propose in 2026 CIP).
- Pilot New Technologies
 - Identify and trial additional innovative curbside and parking technologies for operational efficiency and enforcement. (propose in 2026 CIP)
- Study Open Streets Concepts
 - Coordinate with the Draft Dublin Sustainability Plan and evaluate the potential for temporary or permanent vehicle access restrictions to promote pedestrian zones. (propose in 2026 Operating Budget)

Ms. Wawszakiewicz stated that staff is seeking feedback from City Council on the revisions and proposed implementation plan.

There were no public comments offered.

Mayor Amorose Groomes invited Council members to comment on the three discussion questions provided by staff:

- Is Council supportive of the condensed Action Plan?
- Does Council desire to evaluate paid parking and related policies?
- Are there additional considerations Council would like to be included in the Curbside Management Plan?

Ms. Kramb stated that she is supportive of the condensed action plan. However, she does not desire to pursue paid parking. She indicated the following considerations she would recommend be included in the Curbside Management Plan:

- She believes active loading zones refer to commercial activities, not stopping to pick up a coffee. She would suggest an educational campaign, perhaps using a QR code to access information. A 5 or 10-minute parking sign would indicate that anyone could run inside for a carryout.
- She is supportive of increasing the additional ADA parking spaces to the maximum needed.
- She is supportive of de-criminalizing parking tickets, and she believes that should occur in Phase 1.

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4. She is supportive of the proposed increase in parking time by one hour.
5. She noted that there currently is an issue with the scooters being dropped off randomly, nowhere near a designated parking facility; this issue needs to be addressed.
6. She recommends the City look into how we can hold those employers accountable who are permitting their employees to park in the one-hour parking spots. She has frequently seen employees of one of the restaurants on North High Street exit the restaurant and enter their car, which is parked immediately out front. We need to educate the employers that they need to emphasize the need of parking in the parking garages to their employees and not utilizing the street parking spaces.
7. She does not believe the City should pay money to study the potential for paid parking. She believes that suggestion originated at the time we were told we did not need loading zones. Perhaps the parking study could be financed by the NCA.

Ms. Fox stated that she is supportive of some portions of the condensed action plan. She believes Bridge Park will always experience double parking, because of the way it is designed. She is supportive of designated loading zones. Perhaps appropriate signage can be used. However, there are limited loading zones and alleys in Bridge Park, which means trucks will double park to unload. That is typical urban life. In regard to signage that defines a loading zone, she prefers the LED signs. She is supportive of increasing the number of ADA spaces and of the proposed parking time limits. In regard to the proposals for the parking garage, she is supportive of the technology that designates parking space vacancies on a daily basis. Often, developers are given parking spaces in the parking garages with the explanation that there is a significant amount of space still available. It would be helpful for PZC to know if there really is a large amount of space in the parking garage and when the spaces are being used. If that data is true, it would be helpful to Planning and Zoning to know as it makes related decisions. She believes the cost of the parking space availability technology is only \$2,350 versus all the other more expensive technologies. She would be supportive of distribution of brochures at the Saturday market regarding the loading zones or placement of sandwich boards indicating parking. She agrees with the suggestion to discuss the parking issue with employers whose employees are using the street parking. She does not believe the City should spend any more money on studies; we have already spent over \$500,000 on parking studies. We can evaluate the level of success as we move forward, and if we need to add some technologies later, she would be supportive of adding them later. She appreciates that they are looking forward to the future in regard to loading/unloading zones in new areas. She believes that valet parking is under used, but it is needed because this is an entertainment district. We will need it at COhatch, when it opens. Dublin is a city of older residents, so valet parking should be made available. In regard to the Dublin Connector and micro-transit, the City survey indicates that mass transportation is not used significantly. We need to identify ways to encourage the use of micro-transit to transport people to various destinations. Other than those suggestions, she believes this is a good plan.

Mr. Reiner stated that he is supportive of the condensed Action Plan. He is not supportive of paid parking due to the expense and the hassle in handling it. In addition, Dublin has a reputation of being a city with free parking. Currently, that is an advantage that Dublin has over other communities, such as the Short North in Columbus, where parking is an issue. He noted that during the pandemic, the Dublin implemented a European dining experience in limited areas. He would like the City to consider dedicating one downtown block for that purpose. This is common in Europe, so it is very doable. He appreciated the map that shows designated temporary parking spaces for businesses.

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Mr. Keeler stated that Dublin does not have a lack of parking spaces, but people do not know where to park. He is opposed to paid parking anywhere. He believes implementing signage that indicates number of available parking spaces at the parking garage entrance would be very helpful. It will serve as a psychological trigger to passing vehicles. Signage indicating free, readily available parking spaces would encourage people to park in the garage. He agrees with the other comments about active loading zones. He has always considered those spots to be intended for delivery vehicles, not for him to grab a coffee. It is important to have loading zones for trucks, so they do not block traffic. It would also be convenient to have a spot that is available for 5, 10 or 15 minutes. He believes many do not go to Bridge Park because of its inconvenience; the more convenient it can be made, the better.

Ms. De Rosa stated that she is in agreement with everything her colleagues have said. She is very supportive of the condensed action plan. She agrees that the City should not invest any more time or money in considering paid parking at this time. She is supportive of adding technology to designate available parking spaces in the parking garages. She is supportive of trying it in one place rather than conducting further study. She likes the suggestion for "no traffic" streets, which were very successful during the pandemic. That would create more business for the restaurants. She would be supportive of resurrecting the earlier idea for a bicycle rack program in Bridge Park, where the City would supply the racks if businesses would implement them.

Vice Mayor Alutto stated that she is supportive of the condensed action plan, particularly with the ADA spaces. She is not supportive of evaluating a paid parking option at this time. It can be considered at a later time, if there should be a need. She is supportive of adding the dynamic parking garage display and also of de-criminalizing parking tickets. She is supportive of moving forward with the proposed action plan.

Mayor Amorose Groomes stated that she is largely in agreement with her fellow Councilmembers. She is supportive of the condensed action plan. However, she is supportive of considering a paid parking option. If the City is going to monitor its parking situation, we should attempt to have some cost recovery for that. In regard to other considerations, she would like to see the City move forward on the EV (electrical vehicle) charging plan. There are a sufficient number of electric vehicles to warrant providing availability for customers to charge their vehicles while they are visiting the area. There are various technologies available to be sure we are accomplishing our goal. She agrees with Mr. Keeler on the psychological benefit of adding available parking space technology at the parking garage entrance.

Mayor Amorose Groomes inquired if staff had received the input needed, or if additional clarity is needed.
Ms. Wawzkiewicz summarized the feedback she had heard: Council members are supportive of the condensed action plan. The majority of Council is not supportive of pursuing a paid parking option at this time, unless major changes occur. Council is supportive of a focus on the education regarding the loading zones, de-criminalization of parking tickets and supportive of the one and two-hour parking limits and advancing the ADA parking.

Ms. Fox inquired if valet parking was already covered in the plan. Ms. Waszkiewicz responded affirmatively. Valet parking has already been reinstated in the Historic Dublin area, and the option of adding it to Bridge Park will be evaluated.
Mayor Amorose Groomes thanked staff for the presentation.

STAFF COMMENTS

Ms. O’Callaghan shared the following:

- She thanked all who attended our Experience Public Works Day this past Saturday at the Dublin Service Center. We were fortunate to have beautiful weather although it was a bit too windy for the bouncy inflatables. Attendees had the opportunity to explore a variety of trucks and equipment, paint a snow plow blade and participate in a Bike Rodeo. Thank you to all who participated and contributed to making this event a success as we kicked off our celebration of National Public Works Week.
- She shared an update on sales for Independence Day. Registration for reserved tables at the Evening Celebration went online on May 12 and were sold out within the first two days. Those residents wishing to attend the event can still purchase stadium wristbands starting on June 15.
- As always, the City is excited to host the Memorial Tournament presented by Workday! The world’s best golf will take place at Muirfield Village Golf Club May 29–June 1. Team Dublin is busy preparing the City to be on the international stage. There are a number of events that will take place all around Dublin, including the FORE! Miler run through Muirfield Village this Thursday, May 22nd and Fore!Fest at Bridge Park May 30th and 31st, which will once again include a drone show on Friday, May 30th. Details are on the City’s website and additional information is included in binders that were placed in the Council mailboxes this evening.
- Finally, she presented Matthew Rubino as her appointment for Chief Financial Officer and Director of Finance.
This position was publicly advertised in late January and was advertised broadly on social media and through several professional associations. We received over 80 applications, narrowed the pool of candidates to interview to 13 and then to four candidates for more extensive interviews. As the preferred candidate, Mr. Rubino was invited to a final interview spending a day with members of our leadership team and the Finance and Tax teams. Throughout the interview process, Mr. Rubino continuously demonstrated his extensive knowledge of governmental finance including budgeting, investments, debt, payroll, and auditing standards as well as the public policy aspects of local government, municipal government structure, and processes.
Mr. Rubino brings more than 25 years of public sector financial leadership experience to the City of Dublin. Most recently, he has served as the Director of Finance for the City of Solon since 2016, where he has led the City’s financial strategy and operations. He holds both a Master of Public Administration and a Bachelor of Science in Business Finance from the University of Akron.
Mr. Rubino is deeply engaged in regional financial leadership and collaboration. He is a Board Member for the Cooperative Council of Governments and the Northeast Ohio Regional Municipal Association Insurance Pool, serves on the Finance Committee of Chagrin Valley Dispatch, and represents Solon on the Regional Income Tax Agency Board. He is also a member of several professional associations.
In addition to his technical expertise, Mr. Rubino brings a strategic, collaborative approach to public finance that aligns well with Dublin’s culture of innovation, transparency, and fiscal stewardship.
She noted that she provided Council with additional information regarding Mr. Rubino’s experience and qualifications and Council had an opportunity to interview him.
She requested Council’s consent and approval of the appointment of Mr. Rubino to the position of CFO and Director of Finance per Section 6.03(b) of the revised Charter.

Mayor Amorose Groomes moved to approve the appointment of Matt Rubino to the position of CFO and Director of Finance.
Vice Mayor Alutto seconded.

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Vote on the motion: Vice Mayor Alutto, yes; Mayor Amorose Groomes, yes; Ms. De Rosa, yes; Ms. Fox, yes; Mr. Keeler, yes; Ms. Kramb, yes; Mr. Reiner, yes.

Ms. O’Callaghan thanked Council for the approval and thanked Jaime Hoffman for her work as the Interim CFO. She stepped in and has been pulling double duty and has done a wonderful job.

COUNCIL COMMITTEE REPORTS

- Public Services Committee: Ms. Kramb reported that the Public Services Committee met on Wednesday, May 14 and heard an update regarding all the Speed Management Programs over the last year. There were also updates on the enforcement and the statistics and public awareness campaign. After hearing all updates and staff’s recommendations for moving forward, the Committee will be bringing to Council recommendations at the next Council meeting (June 2). The recommendations are as follows:
 - Discontinue the Tactical Urbanism Pilot Program;
 - Continue the Speed Camera Program at the proposed four new locations;
 - Implement additional driver feedback signs and pavement markings in select locations;
 - Provide updates to Council on the success of the new HAWK signals and consider additional deployments in other high volume pedestrian crossing locations;
 - Consider adding an educational sticker or QR code to select enhanced pedestrian crossing locations to help pedestrians understand who has the right-of-way;
 - Broadening promotions of speed management programs beyond just digital and social media; and
 - Continuing to pursue technology advancements.
- Liaison Reports
 - Ms. De Rosa had no report.
 - Ms. Fox had no report.
 - Mr. Keeler reported that at the May 8th Logan/Union/Champaign County Planning Commission, there was a report on a conditional approval of the Preliminary Plat for the Shops at Hawks Landing at the corner of Post Road and Hyland Croy. Four lots were approved and that is also the location of a car dealership.
 - Mr. Reiner reported that the current art show at the Dublin Arts Council is by Artist Vivian Ripley, which will run through June 27. The Search Committee is continuing its work on selecting a new executive director. He added that no matter which finalist is chosen, it will be a good choice.
 - Ms. Kramb relayed that Washington Township is grateful for the passage of the levy. The Architectural Review Board will be hearing a minor project review for the 40 East Bridge Street house. She also reported that there are two other new builds on the agenda on South Riverview Street on a vacant lot that was split earlier in the year.
 - Mayor Amorose Groomes thanked Ohio Senate President McColley for his advice of meeting with Senator Manchester relative to rail. It was a productive conversation. She stated that it is her understanding that Senator Reineke will submit an amendment on behalf of the Midwest connect rail. She is hopeful that it will be accepted by the Senate and move forward.

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COUNCIL ROUNDTABLE

Ms. Kramb thanked the outgoing Board and Commission members for their service and congratulated all the incoming members. She reminded everyone of the recognition reception on June 2 for Board and Commission members.

Ms. Fox thanked the staff for the work and effort in making the City shine for the Memorial Tournament.

Mr. Reiner reported that there is a traffic issue at SR 745 and Glick Road. The new stoplight is causing traffic to be backed up. He stated that this problem was resolved 12 or 15 years ago. A program was implemented with Dublin and the State contributing to fix the intersection and now the light is reversing that progress. Mr. Reiner stated a couple of options that he proposed may fix the issue. He is hopeful that he will be able to meet with the Mayor of Shawnee Hills soon to discuss the matter.

Ms. De Rosa welcomed Mr. Rubino and thanked Ms. Hoffman for all her work in the interim. She stated she looks forward to the Memorial Tournament week.

Vice Mayor Alutto reminded everyone that school is ending for kids, and they will be out and about for summer activities; so please be aware and take it slow.

Mayor Amorose Groomes shared the following:

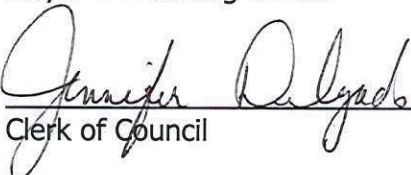
- o She thanked Judge Sargus for hosting the Naturalization Ceremony in Dublin. It was a wonderful ceremony that welcomed 100 new Americans into our community.
- o She thanked the Police for a wonderful Police Memorial Ceremony. It is one of the most moving days of the year to recognize the sacrifices that have been made on behalf of public safety in our region.
- o She reported that she had lunch with the Consul General of Japan to introduce him to Congressman Troy Balderson. They are looking forward to partnering with new ways to bring Japanese businesses to our region.
- o She reported that a CIC meeting was held and a new member was welcomed to the CIC. She stated that an email communication will be going to the balance of Council on that appointment.
- o She had coffee with Dr. Bill Burke from Ohio University and then the same morning, she met with members of the Schottenstein Real Estate Group to update them on passenger rail initiatives.
- o On May 15 was an Ohio Mayor's Alliance call where they discussed the importance of "storytelling" the work that cities do at the State house and what contributions cities bring. Telling our story is going to be increasingly more important.
- o Also on May 15, she attended the Women In Business Luncheon held by the Chamber.
- o May 15 was also an ITC Committee meeting. They will be getting a new task for the FCC Committee that she believes will be of great interest to Dublin.
- o Finally, on May 15 she attended the graduation of Leadership Dublin. Dublin was represented well.

ADJOURNMENT

There being no further business, the meeting was adjourned at 9:57 p.m.



Mayor – Presiding Officer



Clerk of Council