



MEETING NOTES

Historic Dublin Task Force

Tuesday, August 18, 2020 | 4:30 - 6:30 pm

Historic Dublin Task Force Members Present: Clay Rose, Sally Van Horn, Garrick Daft, Kim Way, Burt Dowden, Carol Matune, Ed Ostrowski, Kathy Lannan, Alan Szuter, Marylou Szuter, and Lynn Long.

HDTF Members Absent: Jay Nordenbrock, Paula Yonnotti-Ansel, Becky Brightman, Craig Price, Enas Lanham, Olivia Wirth, and Rohan Madan.

City Council and Dublin Staff: Council Members Jane Fox and Andy Keeler; Jennifer Rauch, Planning Director; Tammy Noble, Senior Planner; Sara O'Malley, Economic Development Administrator; Cyndy Barney, IT Project Lead; and Laurie Wright, Administrative Support II.

City of Dublin Speakers: Jeannie Willis, Engineering Manager; Tina Wawszkiewicz, Civil Engineer II; and Shawn Krawetzki, Landscape Manager.

Ms. Rauch welcomed everyone and thanked them for their participation. She stated Jeannie Willis and Tina Wawszkiewicz were presenting and responding to any questions related to Engineering projects. Shawn Krawetzki from Parks and Recreation was going to discuss landscaping projects and answer questions as well.

Ms. Willis shared a map of the Historic Dublin area and explained the work to commence in phases. She explained the Overhead Line Burial Project would be completed in three phases. First they will install underground conduits on Franklin Street and 250 feet on Mill Lane; overhead services on Franklin Street will be placed underground on Franklin Street; overhead distribution power will be removed from S High Street and placed underground on Franklin Street; and utility poles on Franklin Street will be removed.

Also in Phase 1, Ms. Willis said American Electric Power (AEP) lights will be addressed. She said there are 12 AEP lights being considered but not all will be replaced with the standard Historic Dublin street lights. The lights on High Street will have the twin-head lights model and lights on Riverview Street will have the single-head light model; all to be completed during Phase 1 ending 2022. Costs estimates for AEP \$1.064M, to others \$100,000, and street lights \$80,000. The schedule for design is 90% complete; easement acquisition – August 2020 to March 2021, and construction to commence May 2021 to October 2021.

Phase 2 will cost \$1.35 mil. for underground conduit work that will cover the rest of Mill Lane and S Blacksmith Lane and a new easement area south of S Blacksmith Lane. Overhead lines, services and other utilities on Mill Lane and S Blacksmith Lane will be placed underground and in a new easement area south of S Blacksmith Lane. Services, other utilities, and utility poles to be removed



on S High Street. Power and utility services to properties on S High Street will have utility services rerouted underground from Mill Lane and S Blacksmith Lane. The full scope of construction is scheduled for 2022 and estimated cost to AEP \$984,000.

Ms. Willis continued. Estimated costs for Franklin Street improvements are \$600,000 for design and construction. Once the Phase 1 overhead utility burial project is complete, Franklin Street will see some additional improvements south of Bridge Street. The project will install ADA compliant facilities at the Franklin and Bridge St intersection; install and repair brick walks on both sides of Franklin from Bridge Street south to first alley; install concrete sidewalks from first alley south to Waterford Drive (includes new concrete aprons for all drives); and repave the street. The schedule for design is 2021 and construction 2022.

Ms. Willis stated Franklin Street will be extended north from Bridge Street to North Street. This includes approximately 480 feet of new roadway; sidewalks; a new traffic signal on Bridge Street; the removal of the overhead crosswalk at Darby Street; and ADA upgrades (improvements to the curb ramps at intersection) to the signal at Bridge Street and High Street. This project provides additional connectivity in the Historic District to aid in circulation and better access to the new features in the District like the parking garage and bicycle/pedestrian bridge. The full scope of this project is estimated at \$2.725 mil and scheduled for design in 2021 with construction in 2022.

Ms. Willis said the primary wayfinding efforts began with key City of Dublin staff, an integrated consultant team, numerous external Dublin stakeholders, and Kolar Design, Inc. who assessed Dublin's existing wayfinding conditions and then crafted a comprehensive wayfinding strategy with the primary goal of creating a best-in-class visitor experience. The wayfinding system, which was presented to and endorsed by City Council at a workshop in June 2015, is designed as a modular, cost effective, and maintainable program of signs. The system welcomes and guides visitors from "highway to hallway" with an integrated, multimodal and fully coordinated system of signs. Aesthetically, the system design builds on the Dublin brand, the unique architectural and streetscape character of Historic Dublin, and the Bridge Street District (BSD) streetscape standards. The wayfinding sign program has three main parts: traffic control signs (e.g. stop signs, lane control signs), wayfinding signs (identifying major destinations), and signs that have both wayfinding and traffic control elements (overhead wayfinding and traffic control signs for the SR 161/Riverside Drive roundabout).

Ms. Willis provided images of the various sign types, including the Bridge Street District wayfinding, street name, and traffic control signs, and Historic Dublin wayfinding and entry signs. Note the Historic District is the only area in Dublin with the decorative finial at the top of the sign. As for the schedule, the wayfinding signs in the Historic District and many other parts of the City were installed in 2017. The remaining areas of the City are scheduled for construction in 2021.

Mr. Szuter asked if the Architectural Review Board (ARB) can weigh in on the decisions being proposed regarding the style of lighting fixtures and bike racks, etc. Ms. Willis said lighting fixture

styles would not change but the color or the amount of light used can be adjusted to make a softer effect. Ms. Fox agreed lighting can create a mood. Ms. Willis indicated an LED light can still be used but perhaps the glass covering could be changed to a frosted glass to soften the illumination.

Ms. Willis said utility lines will be buried on Mill Lane in Phases 1 and 2. Mr. Szuter said all work presented will bring major improvements to the area.

Ms. Noble asked if roads will be shut down during any of this construction. Ms. Willis indicated she did not know as the process was designed by AEP. If there will be impacts to traffic the homeowners or business owners would be notified well in advance.

Ms. Long said she very much appreciated the presentation. She asked if there will be a cost to owners with lines being buried. Ms. Willis stated no.

Mr. Way asked if it was possible to plant trees where utility poles have been removed. Ms. Willis indicated there were no plans for that and it is possible but not likely as there would be a significant increase in the cost of the project.

Ms. Willis said the secondary wayfinding project for the shared-use path system is to provide residents and visitors with wayfinding directional information through the use of on-pavement path markings. A secondary wayfinding study, in coordination with the City-wide wayfinding initiative, was completed in 2019.

Ms. Willis stated the final recommendations and a design concept were presented to CSAC and the Bicycle Friendly Advisory Committee (BFCAT) in the first quarter of 2020. Those recommendations are currently being incorporated into a pilot project, to be implemented as a series of curated loops throughout the City for the 2021 bike season. The goal of the loops is to gain a proof of concept and to provide a model for the rest of the region. Currently, trails in central Ohio are linear with limited options for riders. Dublin's loop proposal will expand options for people who bicycle while simultaneously increasing overall accessibility to the existing trail network. Dublin shared-use path users, CSAC, BFCAT, and the Bicycle Ambassadors will be surveyed for feedback with regards to efficacy for wayfinding, ease of use, and safety.

Another type of secondary wayfinding may be coming to Dublin, Ms. Willis said. The Central Ohio Greenways (COG) is a trail network of national significance spanning over 230 miles, connecting Central Ohio to other parts of the state and country. These trails are traveled more than 12 million miles annually providing economic, quality of life, and health benefits to the community. The Central Ohio Greenways Board, a committee of MORPC, was formed in 2015. The Board developed a 5-year strategic plan to extend existing trails, fill gaps in trail corridors, connect neighborhoods to job centers, and create a truly interconnected network of trails useful for both transportation and recreation. In February 2020, the Central Ohio Greenways Board approved a trail designation from Bridge Park to Dublin Road to Brand Road to Glacier Ridge Metro Park. MORPC is collaborating

with the City of Columbus to add trail infrastructure along SR 161 for greater east-west connectivity, which will provide a direct bike connection into Dublin. There are on-going discussions concerning whether the new pedestrian bridge should be a part of the COG system to determine if this is the location where we want to promote more avid cyclists.

Ms. Willis said the next steps for wayfinding are to finalize curated loops and implement the wayfinding pilot; and continue to engage MORPC and the City of Columbus to identify potential connections and expand overall accessibility to the existing network.

Ms. Noble asked why the determination was made to have the sidewalks in the Historic District be a brick material. Ms. Willis explained brick pavers are used first for the center of the Historic District and the farther the distance from the center, less expensive materials are used (concrete).

Mr. Szuter asked if the sidewalk would be put on both sides of Franklin Street to which Ms. Willis answered affirmatively. Mr. Szuter inquired about the location for sidewalks on narrow streets and if they would encroach more into the street or encroach residents' yards. Ms. Willis answered the sidewalks would be pushed into the yards. Mr. Szuter added narrow streets help to control traffic but Franklin Street is wide and should look more like the rest of the Historic District.

Ms. Willis clarified concrete aprons would be added that will decrease the size of the tree lawn but they will try to avoid as many trees as possible.

Mr. Szuter said all this work will be a major improvement to the area.

Ms. Willis indicated a Curbside Management Study is in the works. With increasing demand for curb space due to the growth in e-commerce, freight and on-demand deliveries, and ride hailing, this study is looking to develop a flexible, innovative, data-driven approach to managing congestion, transit (including shuttles), loading zones, ride-share vendors, valet parking, and on-street parking. This study has not been initiated yet, but will hopefully receive funding in 2021. It is intended to create an overall curbside management plan that will organize on-street parking, handicap spaces, loading zones, ride-share locations, valet operations, and transit operations for Historic Dublin and Bridge Park East. The idea is to identify locations for Loading Management Zones for safe and legal short-term commercial pickups and drop-offs and create an implementation plan, which help make our streets safer and easier to navigate for all users, including pedestrians, bicyclists, and drivers. In the meantime, the City is actively working with our valet vendor, restaurants and other stakeholders to manage the curbside congestion and competing needs.

Ms. Fox opened a conversation about the use of roadways for cyclists. She said that when there are brick sidewalk, nobody uses it. Ms. Willis said the State of Ohio encourages connections and there are now initiatives for how to complete gaps. Ms. Fox said bike markings are needed on High Street. Ms. Fox indicated Marysville might approve a bike path to connect to Dublin.

Ms. Fox commented there is a lot of sign clutter in the Historic District in her opinion and asked if old signs could be removed. Ms. Willis reported there was a sign audit conducted within the last couple of years.

Since there were no more questions or concerns about engineering projects, Mr. Krawetzki, the Parks and Recreation Representative was given the floor.

Mr. Way inquired more about wayfinding. He asked if there was way to incorporate historic information into an electronic system - an 'App' for pedestrians and cyclists to use to tour the Historic District. Ms. Willis said it is being contemplated for integration into the bike paths, etc. Mr. Krawetzki said he would advocate for that. He added there is a project team currently working on that.

Mr. Krawetzki shared a rendering of a streetscape design they have been working on for S High Street. He recalled the trees that came down due to AEP's work and some for their decline due to an insufficient amount of soil. He said this new envisioned streetscape will provide healthy trees that will provide a canopy. Starting in the fall of 2020, retaining walls will be added and trees pushed to curb level for a suspended paver system for the west side. The landscape plan showed lots of Tulip Trees being proposed. He indicated the paver system would need to change since the sidewalk goes up to the wall, which is less than 30" in height. This will allow people to sit on walls for parades and located as such so car doors will not come in contact with the wall. He explained the wall will be constructed with cement block and covered in a stone veneer to replicate real stone dry-stack walls around Dublin. Dry stack walls could not be used as they would crumble if people sat on them. The block/veneer wall will be able to retain more soil that will be added and is also less expensive. Additionally, the block wall will not require a footing as the grading alone will support the blocks. Carriage steps will remain. He indicated work would commence on the east side in some time in the future.

Mr. Krawetzki explained Riverside Crossing Park runs along each side of the Scioto River with the Pedestrian Bridge linking the east and west sides. The West Plaza is close to completion; there were issues with handrails that delayed the project. The City will plant reforestation for a more natural park. This will be especially true for the west side of the Scioto River where they will work with the natural elements existing, leaving the area more natural and dense, whereas, the east side is more active and urban and will contain less vegetation.

Mr. Krawetzki presented photographs of artistic bike racks that were commissioned for the Historic District. Samples of big metal birds were reviewed and determined for bike parking. There are three different sizes so they will not all be positioned the same around the Historic District.

Mr. Krawetzki said access will be provided to the Scioto River on the west side of the park for kayak launching in the coming years depending on the state of the CIP. Currently, kayaks can be launched at Dublin Springs and under I-270 at Riverside Drive near Emerald Parkway.

Mr. Krawetzki said benches will be installed along N High Street and they are actively looking for places to install more benches. Additionally, Frog Park will be rearranged for more efficiency.

Mr. Krawetzki said contract maintenance changed last year and the new contract is really solid for higher standards for areas not well traveled.

Ms. Lannan said the treescape for High Street is amazing. She asked what type of trees those were as shown in the rendering. Mr. Krawetzki answered an Emerald Cultivar of Tulip Trees, which should reach a height of 25 feet. Ms. Lannan asked what would be planted between the curb and the wall. Mr. Krawetzki answered they are considering some sort of ground cover, lawn, or mulch but the material would have to sustain foot traffic. More steps will be added that will pop through the wall to provide more access so people do not have to walk all the way around to reach their destination. Mr. Way inquired about the distance between the curb and the wall to which Mr. Krawetzki responded four to six feet.

Ms. Szuter asked if there would be room for planting flowers or hanging flower pots from the lights. Mr. Krawetzki indicated that part of the project would come later.

Ms. Long said she loves the design on High Street. She inquired about pedestrian traffic gaining access to stores when the street, sidewalks and easements are torn up during construction. Mr. Krawetzki said they will work with business owners to coordinate. The street construction would occur in the spring and the sidewalks and walls would be constructed at a different time to allow for some maneuverability.

Ms. Long said the artistic bike racks are too contemporary and modern and do not fit in with the Historic District. Mr. Krawetzki said the Dublin Arts Council recommended working in iconic art pieces into the Historic District. He noted Herons can be sited along the Scioto River and the design lines follow the gracefulness of the new Pedestrian Bridge. Ms. Long reiterated that she did not like the bike racks and Mr. Garrick said they look like they could be a hazard.

Ms. Fox asked if the following elements should be brought before the ARB for review and consideration before they are placed: bike racks; benches, art, and streetscape designs. Ms. Long answered affirmatively to having the ARB to weigh in. Mr. Szuter suggested there should be a comprehensive book on the Historic District to ensure all elements fit together well in the Historic District. He said the ARB usually consists of one architect or maybe two and they never have anyone on the Board with an ART or Urban background. Ms. Szuter stated she liked the Heron bike racks as Dublin has both Herons and bicyclists.

Everyone agreed these items would go before the public for input. Mr. Krawetzki said a group selected the Art, etc.

Ms. Fox stated all the stone walls in Historic Dublin should have a rough, old, natural appearing finish and not look contemporary. She likes the idea of more steps. Mr. Krawetzki indicated the wall design will be reviewed by the ARB. Parks and Recreation want the walls to look like old Dublin but need to be stronger to retain soil. They will also be working in columns adding one or two per block.

Ms. Rauch said the brick sidewalks follow the streetscape standards.

Mr. Way suggested transitioning might bring a balance between the more historic area of S High and the more contemporary toward Bridge Street. Ms. Fox noted there needs to be cohesiveness.

Mr. Way inquired about the connectivity along the Scioto River and to Indian Run. Mr. Krawetzki said those plans are still being worked through.

Mr. Way asked if there was going to be a designated route to Springs Park. Mr. Krawetzki said he did not think there was a plan for that but more sidewalks are being created. Mr. Way asked if this is a subject the HDTF can provide input for. Mr. Krawetzki answered affirmatively and added the Task Force can make recommendations for the preservation of more natural areas, also.

The HDTF thanked Mr. Krawetzki for his time, clarifications and limiting his focus to the Historic District for his presentation to the Task Force.

Ms. Rauch stated the Task Force participated in a mapping exercise at the previous meeting. She said task members that were not in attendance could add their thoughts and those that participated may ask for clarification to be added or anything they forgot at the time but would like added now.

Ms. Rauch took a straw poll for what the best time is for this meeting; if the time was working out for everyone. It was decided that the next meeting would begin at 4:30 pm and run until 6:30 pm. She said the task at the next meeting is to take all the comments for the mapping exercise and compare them to the Community Plan to see how the directions align.

Mr. Way said he likes the direction of these Task Force meetings. Mr. Szuter said he learned a lot this evening about what is going on that he did not know about previously.

Mr. Fox announced City Council is engaging in a project for 'What DUBLIN should look like in 2035'. She requested the Task Force think about this topic and provide any input they would like.

Ms. Rauch thanked the Council Members and the Members of the Task Force for their participation and adjourned the meeting at 6:00 PM.