

# 21-181INF – MOBILITY HUB – DUBLIN REC CENTER AT 5600 POST RD

## Summary

Request for non-binding feedback for the construction of a mobility hub located on a 56.81-acre site.

## Site Location

North of the intersection of Coffman Park Drive and Post Road.

## Zoning

PUD: Planned Unit Development District (Coffman Park Master Development Plan)

## Property Owner

City of Dublin

## Applicant/Representative

J.M. Rayburn, City of Dublin

## Applicable Land Use Regulations

Zoning Code Section 153.053

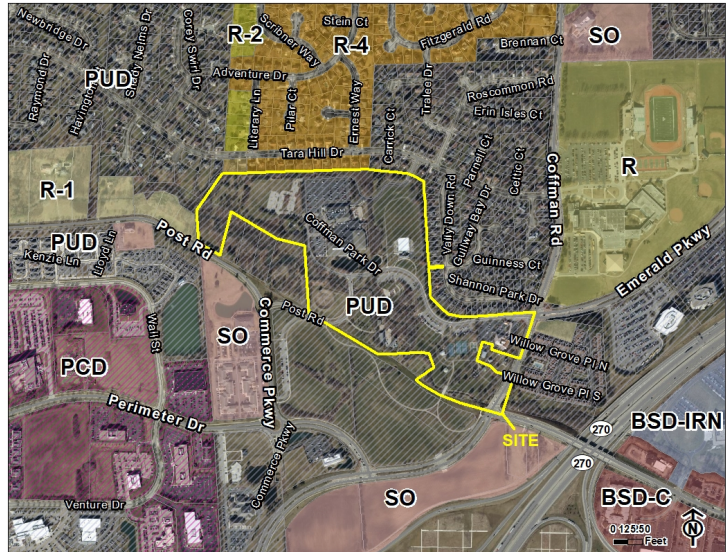
## Case Manager

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## Next Steps

Upon review and feedback of the Informal Review, the applicant may pursue an Amended Final Development Plan application through the Planning Division to be heard by the Planning and Zoning Commission.

## Zoning Map



1. Context Map



21-181INF  
Informal Review  
Dublin Recreation Center - Mobility Hub  
5600 Post Road

0 280 560  
Feet

A north arrow symbol consisting of a vertical line with an arrowhead pointing up, and the letter 'N' inside a circle to the right of the arrow.



## 2. Overview

### Background

5600 Post Road is centrally located in Dublin within the Coffman Park Planned Unit Development District, known as the Coffman Park Master Development Plan. The site contains the Dublin Community Recreation Center (DCRC) which is owned by the City of Dublin. The surrounding facilities includes Coffman Park, the City of Dublin Development Building, the Coffman Homestead, and various Dublin bikeways. The proposed mobility hub will be located on the north façade of the DCRC just west of the two bocce ball courts.

The City of Dublin was recently awarded a grant from the American Association of Retired Persons (AARP) Ohio in order to construct a mobility hub at the Dublin Community Recreation Center (DCRC). The AARP Community Challenge grant program is part of a large nationwide effort known as 'AARP Livable Communities' and is an opportunity to help local communities with quick-action projects that help make communities more livable for people of all ages. Staff presented mobility hub concepts to the Public Services Committee on May 3, 2021 and June 15, 2021 and received favorable feedback from the Committee. As a result, staff submitted a funding request for design and implementation of mobility hubs in 2022-2026 CIP. A total of \$125,000 is budgeted for mobility hubs in 2022 and \$325,000 in 2023.

Resolution 57-21 authorized the City Manager to enter into an Agreement with AARP Ohio and accept funding from the 2021 AARP Community Challenge Grant Program. In October 2021, the City of Dublin Division of Transportation and Mobility released a Request for Quotes to provide a detailed design of a mobility hub located at the DCRC. In November 2021, the City of Dublin entered into contract with HDR Engineering to implement the mobility hub design.

### *Site History*

In May 2005, the Planning and Zoning Commission (PZC) approved two bocce ball courts that were added at the northeast corner of the recreation center building. In July 2000, September 1997, and January 1995, the PZC approved Amended Final Development Plans for various site improvements that were consistent with the PUD criteria. In June 1998, the PZC approved an Amended Final Development Plan for a two-story, 40,000-square-foot expansion including a black box theater, community hall, senior area, offices, and an additional arts, game, and teen space to an existing recreation center. In August 1994, a Final Development Plan was approved for a 100,000-square-foot recreation center with additional park uses. Since that time, several amendments to the park have been approved including a skate park and an additional parking lot were added.

### *Mobility Hubs*

Mobility hubs designate a space to co-locate at least two modes of transportation that create multi-modal transportation options that address first mile and last mile connectivity. In this instance, the transportation options include a future bike share program with the Dublin Connector shuttle service. They serve as a transfer point between the mobility options and as a landmark for orientation within the community. The Dublin Mobility Study Phase 2 recommended a series of mobility hub elements and typologies that could serve Dublin. Consistent with this study, the proposed DCRC mobility hub is expected to incorporate the Dublin Connector Shuttle, dedicated bike share, micro-mobility vehicles, and bike loops as available mobility choices.

### *Mobility Hub Implementation*

Staff has identified proposed locations for mobility hubs in Dublin, with the proposed DCRC selected as the site of Dublin's inaugural mobility hub due to the AARP grant opportunity. The DCRC location was selected based on ridership data from the Dublin Connector shuttle, proximity to community destinations, type of activities associated with each nearby destination, grant opportunities, and feedback from the Public Services Committee. It was also discussed at several meeting of the Public Service Committee who provided feedback and support for the location. The specific location of the mobility hub to the north of the DCRC was also intentionally selected primarily based on the proximity to the Senior Lounge which is an expansive area of the recreation center dedicated to services associated with our aged population.

In order to expand the City's investments in senior mobility options, Staff submitted an application for \$20,000 in funding from the AARP Community Challenge grant program to purchase and install an accessible shuttle shelter at a site adjacent to the Senior Lounge at the DCRC. AARP Ohio notified Dublin Staff in August 2021 that the City was selected for a state-level grant at the requested amount of \$20,000. In order to meet the terms of the grant, AARP Ohio specifies a project completion date of July 30, 2022. The final design of the proposed DCRC mobility hub will be completed by February 2022 and construction is anticipated to begin in late spring 2022. The total cost of the DCRC mobility hub project is approximately \$100,000.

### **Site Characteristics**

#### *Natural Features*

The site is partially developed with vegetation around the border and denser foliage in the northwest corner. There is a stream running through the southern portion of the site.

#### *Surrounding Land Use and Development Character*

North: R-4: Suburban Residential District (Residential)

East: PUD: Planned Unit Development District – Shannon Village – Shannon Park (Residential)

South: PUD: Planned Unit Development District (Undeveloped)

West: PUD: Planned Unit Development District – Hemingway West (Residential)

#### *Road, Pedestrian and Bike Network*

The site has frontage on Post Road ( $\pm 406$  feet) and Emerald Parkway ( $\pm 760$  feet). Vehicular access is provided from Post Road to the south, Tara Hill Drive to the north and Emerald Parkway to the east. Pedestrian access is currently provided along each of these roads. Additionally, there is an extensive network of sidewalks and bike paths throughout the entire site and Coffman Park.

#### *Utilities*

The site is served by public utilities including sanitary sewer, storm sewers, and water infrastructure.

**Proposal**

This is a request for non-binding feedback for a mobility hub that is currently in the conceptual design phase and working toward detailed design located at the Dublin Community Recreation Center (DCRC). According to the Dublin Mobility Study, the proposed mobility hub at the DCRC is a Campus & Community Center Hub type. This includes the



Proposed shelter and site improvements (shaded in yellow)

Dublin Connector shuttle, a docked bike share, shared-use paths connecting to the mobility hub, a ride pick-up destination, and a mobility kiosk which may provide ride hailing services as a provided mobility option for all ages wishing the access the DCRC. The Dublin Connector shuttle would primarily pick up riders from their place of residence/work and drop off riders at the mobility hub located at the DCRC. The proposed mobility hub could incorporate a shelter, bike share station servicing a minimum of 11 docks, bike parking, and designated parking for dockless bikes and e-scooters. The applicant is requesting feedback for the proposed site layout, mobility hub shelter design and materials, mobility hub amenities, mobility hub access, and other considerations proposed by the Commission.

*Site Layout/Mobility Hub Access*

The proposed mobility hub shelter and associated facilities are proposed to be located on the north facing façade of the DCRC directly adjacent to the senior lounge. The proposed mobility hub is approximately 200 square-feet in area which includes the proposed shelter, seating with handrails, refuse receptacle, digital interactive display with mobility service information technology, WiFi, lighting, illuminated seating area, and a cooling/heating element for the shelter. The mobility hub will also consider sustainable components in its design. The site map highlights the proposed locations of major site features and their corresponding areas. An ADA-compliant ramp is highlighted in purple (187.8 square-feet), new sidewalk (43 square-feet) and relocated bike racks (372.3 square-feet) highlighted in pink, and the shelter (square footage to be determined) outlined in yellow.



Proposed mobility hub shelter and associated facilities location

There are three major vehicular access points including Downpatrick Dr. to the north, Emerald Parkway accessed by Coffman Park Dr. to the east, and Post Rd accessed by Coffman Park Dr. to the south. Staff is recommending that the Dublin Connector Shuttle service utilizes the two access drives along Coffman Park Dr. to avoid increased traffic along Tara Hill Dr. in the northerly residential neighborhoods. A pedestrian safety review will be provided due to the high frequency of pedestrians of all ages entering and exiting the DCRC entrance on the north façade.



*Parking Requirements*

The Coffman Park Master Development Plan states that the Community Recreation Center shall have a minimum of 350 parking spaces. Currently, the existing parking accommodates 436 parking spaces, of which 10 are handicapped and 2 are Electrical Vehicle charging station parking spaces. The mobility hub at the DCRC is a Campus & Community Center Hub type which does not influence parking demand due to the provided mobility types including the Dublin Connector shuttle service and biking infrastructure in lieu of vehicle transportation. Therefore, existing parking will not increase or decrease in the number of offered parking spaces.

*Mobility Hub Design Elements*

The scope of the proposed work includes a mobility hub that will relocate the existing bike racks and modifications to an existing sidewalk by installing an ADA-compliant curb ramp for low-stress boarding and alighting from the Dublin Connector shuttle. The bike share station will service a minimum of 11 docks, bike parking, and designated parking for dockless bikes and e-scooters. The bike parking will include a bike repair station and feature a covered shelter, either as an extension of the shuttle shelter or stand-alone shelter. The mobility hub will be accompanied by a mobility kiosk for on demand mobility hub information, access to public Wi-Fi, and have the ability to request a shuttle ride and similar ride hailing options. The design of the shelter may be custom-designed or a manufactured structure, depending on PZC feedback, and is required to feature an AARP sponsorship logo to honor the grant awarded.

Other required mobility hub elements include wayfinding signage (mobility iconography to indicate transportation modes present is required), bollards for enhanced safety, and solar solutions and sustainability components.

*Setback Requirements*

Within the Coffman Park Master Development Plan, DCRC building shall be no closer than 175 feet to the west property line and 280 feet to the north property line. All pavement areas are required to be a minimum setback of 15 feet from the west property line and 35 feet from the north property line. With this application, the proposed mobility hub meets all required

setbacks. It is anticipated that the mobility hub will meet all zoning requirements with future applications.

### 3. Discussion Questions

- 1) Is the Commission supportive of the mobility transportation modes proposed for the DCRC mobility hub?
- 2) Is the Commission supportive of the proposed amenities the DCRC mobility hub will offer including a kiosk, heating/cooling, Wi-Fi, etc.?
- 3) What architectural style of the DCRC mobility hub shelter does the Commission support?
- 4) Is the Commission supportive of the proposed shelter materials which may include stone, wood, glass, etc.?
- 5) Does the Commission feel that the proposed mobility hub shelter design should take design cues from the existing DCRC building or stand out in its design and proposed materials?
- 6) Other considerations by the Commission.

### 4. Recommendation

Planning recommends the Commission provide informal review and feedback on the proposed application based on the above discussion questions.