

November 28, 2017

City of Dublin
Planning Department
5800 Shier-Rings Road
Dublin, OH 43016

Attn: Logan Stang, Planner I, City of Dublin

Project: Urban Air Adventure Park – Development Plan Review
Re: Review Comments / Memo



Dear Mr. Stang:

Please accept this letter and attached documents as a response to the Development Plan Review Memo, dated November 9, 2017 and received by M+A on November 11, 2017:

Development Plan

1. *Please provide lot coverage calculations for each individual parcel based on construction phasing to ensure compliance.*

Response:

Lot coverage calculations for each phase have been added to Civil cover sheet, attached.

2. *Please revise parking setbacks to pavement setbacks, rear yard pavement setbacks are 25 feet as opposed to 20 feet.*

Response:

Setback labels on Civil plans have been corrected, see attached sheets.

3. *Please provide a pedestrian connection from the bike path extension to the main entrance/courtyard.*

Response:

Pedestrian connection has been added, see revised sheet A1.1, Civil sheets and Landscaping sheets.

4. *Rear yard building setback is 20 feet as opposed to 25 feet.*

Response:

Setback labels on Civil plans have been corrected, see attached sheets.

5. *Please provide a shared parking analysis stating the reasoning for reduced parking numbers for this use. Should include details regarding the operation of the facility or similar examples implemented elsewhere that necessitate the request for reduced parking.*

Response:

Occupant loads shown on A1.1 is per the Ohio Building Code, which is an absolute maximum but is also not anticipated. The majority of the floor area of the buildings us occupied by trampolines and other recreational equipment.

All of the equipment will have their own maximum users at a single time posted, for example the open trampolines can only have 12 people jumping at a time, which will be less than the Occupant Load per code. Building 2 will have a large area of it designated as a laser tag arena, which will also have limited occupants during a single game.

Urban Air has provided information on the age groups and expected visitors per month, on average, from data at their other facilities (see attached "Average Monthly Total Participants"). 70% per month of typical Urban Air visitors are not of driving age, requiring them to be driven to the facility by people of driving age and expected to be more than 1 person per vehicle, unlike a typical recreation/workout/YMCA facility. In peak hours, the amount of people leaving the facilities match the amount entering, on average

The Urban Air Dublin buildings are designed to accommodate around 200 occupants each at peak hours, including between 10 and 15 employees each. Using the zoning code 153.040 parking ratios for recreation use, 200 / 3 would require 67 parking spaces in each phase. With the 91 spaces shown in Phase 1, parking is provided for up to 273 occupants using the zoning ratio.

The parking quantities provided utilized the 1 space per 250 square feet from Zoning Code Section 153.211 as it provided a minimum standard for the City and the Owner and Design team felt it better represented the use of the facility. An approval of the reduction in parking is requested.

6. *Please revise the site layout to shift the buildings closer to SR 161 and move one row of parking behind the buildings to minimize parking visibility.*

Response:

Zoning code section 153.040, F, 2 indicates visitor parking is permitted forward of the building for wayfinding and access, and employees shall be located along the side and rear of the structure. In response to this item being discussed during planning meetings with the City, parking has been shifted to the sides of both buildings and reduced forward of the buildings significantly.

The parking lot has been designed as it is presented to address several issues – visitor safety, accessibility, site efficiency and business visibility. The building entrances are on the north elevations, facing OH-161. Requiring some visitors to park behind the building would require them to travel 500 feet or more, depending on which entrance they are going to, around the buildings, in a minimally lit areas. Currently the parking areas are double-loaded drives. Moving only 1 row of parking behind the buildings adds more pavement to the site, and reduces the efficiency of the parking layout. From a business perspective, if the parking lot in front of the building is full and available parking is not visible potential visitors could be turned away.

7. *An access easement will be required to permit both lots access to the single entry point on SR 161. This will need to be completed prior to approval of this application.*

Response:

As described during conversation over the phone between Dublin and Jack Reynolds of Smith & Hale, access easements are only required between different property owners. Should the Phase 2 parcel be sold to another owner, an easement will be put together and recorded.

8. *A portion of the courtyard should be constructed with Phase 1 to ensure an open space amenity is provided to both buildings. Please revise the phasing to incorporate a portion of the courtyard with each phase with consideration given to minimizing impacts of the second phase.*



Response:

See revised Landscape plans indicating portion of courtyard for Phase 1. A temporary fence matching the wood fence will be constructed on all sides of the courtyard for safety concerns of any children in the courtyard, and to prevent visitors from entering the building through the courtyard instead of the main entrance. Phase line and landscape plans have been revised, see attached sheets.

9. *Signs are only permitted a maximum of three colors, current proposal contains four total (orange, gray, black, and white).*

Response:

Signage graphics have been revised – see revised signage sheet, attached.

10. *Building 2 signage does not match between rendering and details on Page 6 of the rendering set.*

Response:

Signage on rendered elevations have been revised – see revised sheets, attached.

11. *Please revise the architecture to provide more massing by projecting the main entrances from the remainder of the buildings. The entrances should extend from the main form to aid in breaking apart the massing and add visual interest to the “box” form.*

Response:

Different materials and architectural elements have been utilized to “break up the box” instead of moving building entrance wall out several feet. Canopies and projecting ribbons extend from the facades 1-, 2-, and 4-feet to provide protection of the windows and entrances they surround, as well as a playful use of shadows on the facades. Perspective views have been provided to better illustrate the architectural elements and shadows, as requested by Claudia Husak.

12. *Please verify Fire Department Connections on each building and that sufficient clearance is provided between the connections and proposed landscaping materials.*

Response:

Fire department connections have been coordinated with the fire department and are now located on the revised Utility Plan, attached.

13. *Please move the dumpster enclosures to the outer edges of the parking lot as the current location is difficult to access from an operational perspective. The southeast and southwest corners of the site can serve as suitable alternatives for dumpster locations.*

Response:

The large waste producing areas of the buildings, the kitchens and cafés, are the reason for the location of the dumpster enclosure. Operationally for the employees of the buildings it is more efficient to have the dumpsters nearest to where they are working rather than several hundred feet away on the far edges of the property. A guardrail has been added along the service drive to prevent any vehicles from accidentally tracking off of the drive and into to the detention pond.

Landscaping

14. *Please preserve trees #15 and #22 and remove trees #1 and #3.*

Response:



In collaboration with Brian Martin / City of Dublin, we have removed trees 1,2, and 3 and preserved 14,15,16. See revised landscaping sheets, attached.

15. *Please provide separate landscape plans that correspond with Phase 1 & 2 of the construction to ensure compliance with each phase of development.*

Response:

Phase I and Phase II Landscape Plans have been separated.

16. *Please provide quantities in the plant list table for all proposed landscaping on sheet L1.01.*

Response:

Plant Quantities have been added to the plant list.

17. *A six foot tall cedar fence is not permitted in the district, code limits fence height to four feet maximum, please revise.*

Response:

Fence height has been reduced to four feet. See revised sheet A1.2.

18. *Trees required for ground coverage per Zoning Code Section 153.133(B)(3)(A) must be located within interior landscape areas, islands, and peninsulas. Columnar trees are not permitted as interior landscape trees in order to meet the intent of vehicular use shading. These trees are identified as #7 on sheet L1.01.*

Response:

All Columnar Trees are no longer considered as code compliant trees.

19. *Trees required for parking lot shading should be located 5-feet away from the pavement and spaced every 40-feet on center. This requirement shall be met on all sides of the parking lot with a minimum 2-inch caliper tree. Evergreen screening is required adjacent to all vehicular use areas.*

Response:

All parking lot trees are located within 5' of the pavement.

20. *Please revise tree species as Swamp White Oak is listed incorrectly as Red Oak.*

Response:

The Red Oak Common Name in the plant list has been corrected.

Engineering

21. *Please provide an AutoTurn analysis for the entire site using the following specifications for the largest aerial apparatus:*

- a. *Overall length (47 feet)*
- b. *Wheelbase length (22 feet – 4 inches)*
- c. *Overall Width (9 feet – 6 inches)*
- d. *Wheelbase width (8 feet – 3 inches)*
- e. *Front bumper to center of front axle (79 inches)*

Response:

See AutoTurn analysis shown on sheet C10, attached.

22. *Please revise the stop bar and shared-use path crossing for the single entry point to place the crossing in front of the stop bar as opposed to behind.*

Response:

Stop bar and crossing configuration has been updated per direction of planning staff. See Site plans.



23. *The Turning Lane Analysis does not demonstrate how the site complies with Section 4.3 of the state standards.*

Response:

An exhibit was included with the analysis when submitted to ODOT. Location is being coordinated with ODOT.

24. *Please contact Michael Hendershot, Civil Engineer II at 614-410-4657 or mhendershot@dublin.oh.us regarding delivery of marked-up plans.*

Response:

Civil drawings have been revised their accordingly. Responses to the comments are attached.



Sincerely,

A handwritten signature in blue ink, appearing to read 'Andreas Larisch', written over a horizontal line.

Andreas Larisch, Assoc. AIA

Cc:



Memo

Planning

5800 Shier-Rings Road · Dublin, Ohio 43016

Phone: 614-410-4600 · Fax: 614-410-4747

TO: Andreas Larisch, M+A Architects.

FROM: Logan Stang, Planner I

DATE: November 9, 2017

RE: **Urban Air Adventure Park – Development Plan Review**

The following items need to be addressed prior to this application being placed on the agenda for a Planning and Zoning Commission meeting. Please submit revised plans by November 28th to be eligible for determination at the December 7th meeting.

Development Plan

- 1) Please provide lot coverage calculations for each individual parcel based on construction phasing to ensure compliance.
- 2) Please revise parking setbacks to pavement setbacks, rear yard pavement setbacks are 25 feet as opposed to 20 feet.
- 3) Please provide a pedestrian connection from the bikepath extension to the main entrance/courtyard.
- 4) Rear yard building setback is 20 feet as opposed to 25 feet.
- 5) Please provide a shared parking analysis stating the reasoning for reduced parking numbers for this use. Should include details regarding the operation of the facility or similar examples implemented elsewhere that necessitate the request for reduced parking.
- 6) Please revise the site layout to shift the buildings closer to SR 161 and move one row of parking behind the buildings to minimize parking visibility.
- 7) An access easement will be required to permit both lots access to the single entry point on SR 161. This will need to be completed prior to approval of this application.
- 8) A portion of the courtyard should be constructed with Phase 1 to ensure an open space amenity is provided to both buildings. Please revise the phasing to incorporate a portion of the courtyard with each phase with consideration given to minimizing impacts of the second phase.
- 9) Signs are only permitted a maximum of three colors, current proposal contains four total (orange, gray, black, and white).
- 10) Building 2 signage does not match between rendering and details on Page 6 of the rendering set.

- 11) Please revise the architecture to provide more massing by projecting the main entrances from the remainder of the buildings. The entrances should extend from the main form to aid in breaking apart the massing and add visual interest to the "box" form.
- 12) Please verify Fire Department Connections on each building and that sufficient clearance is provided between the connections and proposed landscaping materials.
- 13) Please move the dumpster enclosures to the outer edges of the parking lot as the current location is difficult to access from an operational perspective. The southeast and southwest corners of the site can serve as suitable alternatives for dumpster locations.

Landscaping

- 14) Please preserve trees #15 and #22 and remove trees #1 and #3.
- 15) Please provide separate landscape plans that correspond with Phase 1 & 2 of the construction to ensure compliance with each phase of development.
- 16) Please provide quantities in the plant list table for all proposed landscaping on sheet L1.01.
- 17) A six foot tall cedar fence is not permitted in the district, code limits fence height to four feet maximum, please revise.
- 18) Trees required for ground coverage per Zoning Code Section 153.133(B)(3)(A) must be located within interior landscape areas, islands, and peninsulas. Columnar trees are not permitted as interior landscape trees in order to meet the intent of vehicular use shading. These trees are identified as #7 on sheet L1.01.
- 19) Trees required for parking lot shading should be located 5-feet away from the pavement and spaced every 40-feet on center. This requirement shall be met on all sides of the parking lot with a minimum 2-inch caliper tree. Evergreen screening is required adjacent to all vehicular use areas.
- 20) Please revise tree species as Swamp White Oak is listed incorrectly as Red Oak.

Engineering

- 21) Please provide an AutoTurn analysis for the entire site using the following specifications for the largest aerial apparatus:
 - a. Overall length (47 feet)
 - b. Wheelbase length (22 feet – 4 inches)
 - c. Overall Width (9 feet – 6 inches)
 - d. Wheelbase width (8 feet – 3 inches)
 - e. Front bumper to center of front axle (79 inches)
- 22) Please revise the stop bar and shared-use path crossing for the single entry point to place the crossing in front of the stop bar as opposed to behind.
- 23) The Turning Lane Analysis does not demonstrate how the site complies with Section 4.3 of the state standards.
- 24) Please contact Michael Hendershot, Civil Engineer II at 614-410-4657 or mhendershot@dublin.oh.us regarding delivery of marked-up plans.

Please let me know if you need any further clarification on these comments. Thank you and have a nice day.

Sincerely,

Logan Stang
Planner I