

# 17-101WID-DP – URBAN AIR ADVENTURE PARK

## Site Location

South side of Dublin-Plain City Road, approximately 1,000 feet west of the intersection with Cosgray Road.

## Proposal

A Development Plan (DP), Administrative Departures (AD), and a Parking Adjustment (PA) for the construction of two 20,000-square-foot buildings for entertainment and recreation use and associated site improvements.

## Zoning

ID-2: Research Flex District

## Property Owner

Michael Villopoto

## Applicant/Representative

Andreas Larisch, M+A Architects

## Applicable Lane Use Regulations

Zoning Code Section 153.042

## Staff Recommendation

- A. Approval of two (2) AD
- B. Approval of a PA
- C. Approval of a DP with four conditions

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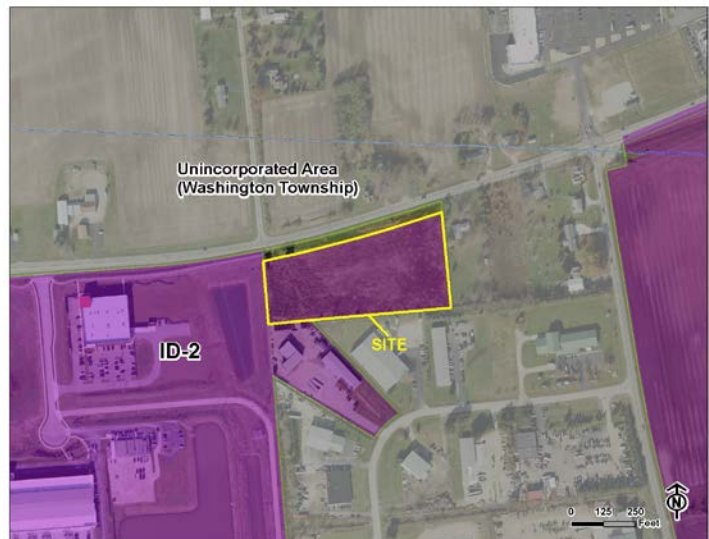
## Case Manager

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## Summary

The applicant is proposing to construct two, 20,000-square-foot buildings for entertainment and recreation uses on two vacant parcels. The development is to be constructed in two phases with a single access drive onto Dublin-Plain City Road (SR 161). The properties are zoned ID-2: Research Flex District.

## Zoning Map

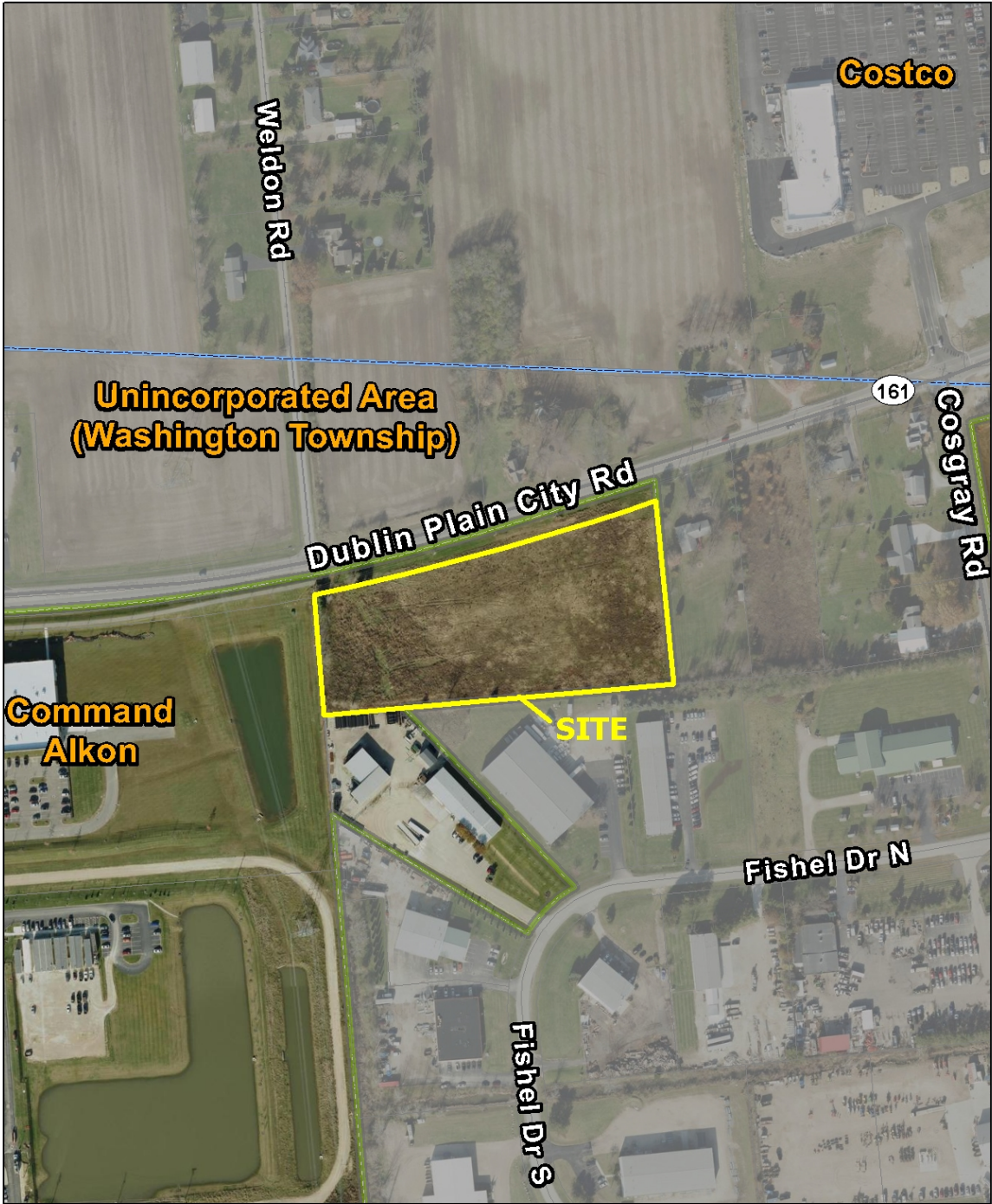


## Next Steps

Upon approval from the Administrative Review Team for the Development Plan, the applicant will be eligible to file for any necessary building and/or site permits for the proposed development.

1. Context Map

The property is located on the south side of Dublin-Plain City Road (SR 161), approximately 1,000 feet west of the intersection with Cosgray Road.



## 2. Overview

### A. Background

The 4.88-acre property was annexed into the City of Dublin in 2008 and was included in a City sponsored rezoning application in 2011 as part of the West Innovation District (EAZ) Area Plan and Zoning Amendment. A lot split in was approved in 2016 to allow for the future development under the Innovation District zoning requirements.

### B. Site Characteristics

#### 1. Natural Features

The site is currently vacant and contains minimal grade change throughout the site. There are small tree rows located along the western and southern property lines while the remainder of the site is free of vegetation.

#### 2. Historic and Cultural Facilities

There are no historic or cultural features on the site.

#### 3. Surrounding Land Use and Development Character

- North: Washington Township (Single-family Residential)
- East: Washington Township (Single-family Residential)
- South: ID-2: Research Flex District (Industrial)
- West: ID-3: Research Assembly District (Command Alkon)

#### 4. Road, Pedestrian and Bike Network

The site has frontage on Dublin-Plain City Road ( $\pm 730$  feet). Access will be provided from Dublin-Plain City Road (SR 161) which is under the jurisdiction of the Ohio Department of Transportation (ODOT). An existing bikepath stub is located at the western edge of the property which will be extended along the southern edge of Dublin-Plain City Road to the east.

#### 5. Utilities

The site is served by public utilities with water provided from Dublin-Plain City Road. Sewer and storm are accessed through an easement located on Command Alkon's property to the immediate west of the site.

### C. Summary

The proposal is for the construction of two, 20,000-square-foot indoor entertainment and recreation facilities on two parcels with a shared access drive, courtyard, and 122 parking spaces on a site totaling 4.88 acres. The development is proposed to be constructed in two phases with the eastern parcel (2.88 acres) containing one 20,000-square-foot building, stormwater management pond, and the shared access drive completed with the first phase. The applicant has indicated that the remaining building on the western parcel (2.0 acres) and associated site work will follow shortly after the completion of the first phase.

### D. Site Layout

The proposal includes a single entry drive located near the shared property line connecting to a loop drive aisle that wraps the entire development. Dublin-Plain City Road (SR 161) is not under the jurisdiction of the City of Dublin and the applicant has been working closely

with the Ohio Department of Transportation (ODOT) on any required improvements to the roadway network. The applicant will continue to work with ODOT to obtain any necessary permits for construction of the access drive and infrastructure improvements. Parking is distributed along the drive loop with the majority of the spaces located to the side and rear of the buildings. The two buildings are staggered in the center of the site with a shared courtyard located between the structures and the proposed mechanical area near the southern edge of the open space. The main entrances to the buildings are centered on the courtyard with sidewalk connections throughout for pedestrian access.

A stormwater management pond extends along the eastern property line of the east parcel wrapping the parking lot to the south and underground storage is provided underneath the parking lot on the west parcel. Natural landscaping is proposed along the frontage with Dublin-Plain City Road (SR 161) and the eastern and western edges of the site. The applicant will also extend an existing bikepath stub located at the western edge of the site, on the south side of Dublin-Plain City Road (SR 161), to the east for future connection to the properties between Cosgray Road and this property. Please see the site plan section of this report for a visual representation.

#### **E. Use**

The proposal is for an indoor sky diving and trampoline operation with 12 party rooms, a laser tag area, café, arcade game area, and various trampoline courses. Code permits indoor recreation and entertainment uses as size limited at a maximum of 20,000 square feet. The proposal is for two buildings at 20,000 square feet each constructed on two separate parcels adhering to Code.

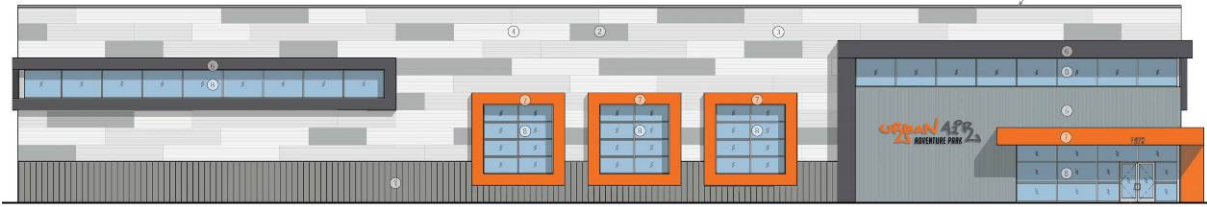
#### **F. Architecture**

The proposed architecture is a modern design entailing a series of orthogonal projections on a rectangular building. The buildings are tall, single-story structures at 34 feet in height to allow for sufficient space for the operation of the recreation use. The entrances are located near the corners to complement the courtyard space shared between the buildings. Surrounding the entrances and windows are accent projections that use colors and dimensionality to aid in breaking the overall massing of the main structure. The projections wrap the front façade to apply a consistent architectural design to all four facades.

The applicant is proposing a mix of materials including EIFS for the base of the structure, corrugated metal panels near the entrances, glass, and prefinished metal panels for the majority of the façade. The Innovation District zoning requires that facades contain at least 80% primary materials which include for example metal panels, EIFS, glass, pre-cast concrete, and stone. All the materials selected are primary materials and the applicant has verified that these calculations meet or exceed the 80% requirement.

In addition to the variation in material, the applicant is using color patterns to add visual interest to portions of the façade covered in a single material. The metal panels are proposed in three different colors and installed in a random pattern that complement the color palette of the structure. An orange accent color is used for some of the projections that is permitted in the Innovation District code to create visual interest and enhance wayfinding. These areas are limited to 10% of the total area of all buildings which the applicant has calculated as being within the permitted maximum.





Building 1 (East Building) – North Elevation



Building 2 (West Building) – North Elevation

## G. Parking

The Innovation District outlines parking requirements for specific uses. For entertainment and recreation use, Code requires parking be provided at either one space for every three persons by occupancy or one space per 150 square feet of gross floor area with the greater of the two being the requirement. In this instance, the applicant has verified that the occupancy requirement would be the greater of the two based on the 979 maximum occupants allowed. This results in a total of 327 parking spaces ( $979 \text{ occupants} / 3 = 327 \text{ spaces}$ ) being required for the entire development. The proposal includes a total of 122 parking spaces which will be shared by both buildings.

As part of this approval, the applicant is requesting approval of a Shared Parking Reduction to adjust the required parking based on data collected from their other facilities. The applicants indicate that although the occupancy is per the Ohio Building Code, their accommodated maximum will be significantly less due to recreational equipment occupying the majority of the floor area. The applicant states that all of the equipment has maximum users permitted at a single time and large recreational areas will be further limited depending on the intended use. The applicant also indicates that 70% of their monthly visitors are not of driving age resulting in multiple occupants traveling in a single car. According to the applicant, the proposed buildings are designed to accommodate 200 occupants each at peak hours which is significantly less than the occupancy based on the Ohio Building Code. For these reasons, the applicant is requesting a parking adjustment from 327 spaces to 122 spaces.

## H. Landscaping

The applicant has provided a detailed landscape plan that provides a natural treatment to blend the site with the character of the surrounding developments. Significant buffering runs along the perimeter of the development to delineate and screen the site from the adjacent properties. Specific attention has been given to the frontage treatment along Dublin-Plain City Road (SR 161) in order to retain a natural appearance. Within the courtyard space, the applicant has provided a hardscaped area complete with ornamental fencing, concrete benches, and raised planters. The hardscape will contain moveable furniture for use by the visitors of the facilities and an open lawn are directly in front of the

western buildings main entrance. This courtyard provides a unique amenity for the development that also aids in screening the mechanical and dumpster enclosure on the south side of the property. Pedestrian connections are provided throughout to ensure proper access to the parking areas, courtyard, and main facility entrances.

#### I. Signs

The Innovation District code refers all sign regulations to §§153.150 through 153.164, unless specifically provided for in the Innovation District section. Entertainment uses are regulated by the standard sign regulations permitting wall signs at a maximum size of 80 square feet, maximum height of 15 feet, and number permitted limited to one per parcel. The applicant is proposing two wall signs, one on each building, at a size of 80 square feet and a height of 15 feet from grade. The signs consist of the operator name "Urban Air" in orange and white copy with a black outline. Building 1 has the text "Adventure Park" below in white copy with a black outlined while Building 2 has the text "Skydiving Park" in an identical color palette. The signs do not contain any additional logos or images and are to be channel lettering. The proposal is consistent with all applicable sign regulations as outlined in the zoning code.



#### J. Stormwater Management & Utilities

The proposal includes a retention basin along the east and south property lines of the east parcel to be constructed with Phase 1 of the development. Phase 2 stormwater management consists of underground storage underneath the western parking spaces on the west parcel. Both stormwater management facilities will outlet to the southwest of the site through proposed storm sewer within an existing drainage easement as a means to discharge the site runoff to South Fork Indian Run. The applicant will be required to revise the plans to show the proposed storm sewer from structure 4 through structure 1 as private to be owned and maintained by the property owner and not the City of Dublin and will be required to provide any necessary utility easements to the satisfaction of the City Engineer with the submission of building permits. Calculations submitted demonstrate compliance with stormwater requirements as defined in Chapter 53.

Proposed water service will be accessed from the existing water main along the south side of Dublin-Plan City Road (SR 161). Proposed sanitary service will be accessed via the existing public sanitary main within an easement located on Command Alkon's property to the immediate west of the site.

### 3. Site Plan



### 4. Criteria Analysis

A. **Administrative Departures Review Criteria [§153.042(D)(6)(e)(2)].** The ART shall grant a request for an administrative departures provided the request meets the general purpose and intent of the District and one or more of the following criteria:

- A. Is not so substantial in nature or degree that it represents a major divergence from the intent of requirements of the District;
- B. Is necessitated by a condition related to the site, rather than simply as a means to reduce costs or a matter of general convenience;
- C. If approved, would maintain the specific purpose of the requirements and conditions of the regulation that is subject of the request; or
- D. Is limited to that necessary to account for special site conditions or development requirements specific to an individual user.

1. **153.039 – Side Pavement Setbacks (d)**

Required side yard setbacks for pavement, which includes open storage, service and loading areas, shall be at least 15 feet, except for common access drives or shared service courts.

Request. 0 feet for both properties at shared, interior property line.

Criteria (C) Met. The applicant is requesting a zero foot setback to allow for the creation of a shared courtyard area available to both buildings. The shared courtyard creates a unique feature that complements the design of the buildings and enhances the character of the site. Additionally, the zero setback aids in the correlation of the development as a single project by integrating all portions of the site into the design.

Adhering to the pavement setbacks would severely limit the available space to implement this amenity leaving an underutilized space in the center of the site.

**2. 153.040 – Bicycle Parking (H)(1) – Required Number of Spaces**

One bicycle parking space shall be required for every 15 parking spaces required, or fraction thereof (327 parking spaces required/15 spaces= 22 bicycle parking spaces).

Request. 12 bicycle parking spaces.

Criteria (A) Met. The applicant is requesting to install less than the required amount due to the parking reduction requested through a Parking Adjustment. The requirement for bicycle parking is based off the total number of vehicular parking spaces required. The applicant has demonstrated through the operation of their other facilities that the code required amount of parking is in excess of what operationally is necessary. With the reduction of the overall vehicular parking and intent of the consolidated development, the requested number of spaces does not diverge from the intent of the code requirement.

**B. Parking Adjustments [§153.040(G)]**

**1. Shared parking reduction. Fewer parking spaces may be permitted upon approval of a shared parking analysis submitted by the owner demonstrating that the spaces planned will be sufficient.**

Standard Met. The applicant has provided a narrative stating the operational details of the establishment and the parking demand associated. The majority of the floor area will be occupied by recreational equipment that permits a limited number of occupants at a single time. The remaining areas designated for more specific uses are also limited in number of occupants depending on the selected use such as the laser tag area. Based on these statements, the applicant has designed the building for a maximum of 200 occupants during peak hours per building. The proposed parking space number of 122 spaces is appropriate given the applicants narrative and allows for sufficient parking should the use change by providing spaces at approximately one per 330 square feet of gross floor area.

**C. Development Plan Standards of Approval [§153.042(D)(8)]**

**a) Site Design Characteristics.**

**1. All elements of the site design shall be harmoniously and efficiently organized in relation to topography, the size and type of lot, the character of adjoining property, and the type and size of buildings.**

Criteria Met. The applicant has designed the site layout to appropriately locate the buildings, parking lot, open space, and stormwater management facilities. Where possible, the applicant has provided shared amenities and access to reduce congestion on the site and ensure that the development is efficiently designed to meet all the requirements of the zoning code. The character of the West Innovation District (EAZ) is retained through the careful design of the landscaping and massing of the buildings relative to the neighboring properties.



2. **The site shall be developed so as not to impede the normal and orderly development or improvement of surrounding property for uses permitted by the District.**

Criteria Met. The applicant has worked to meet or exceed all the code requirements of the Innovation District's and has requested diversion from code requirements to allow for a consolidated development. The site ensures proper separation/buffering from neighboring properties to allow for future development and minimizes the impact this development will have on the surrounding area. The applicant has worked closely with the City and other agencies to provide the necessary infrastructure improvements for orderly development.

3. **All buildings or groups of buildings shall be arranged so as to permit emergency vehicle access by some practicable means to all vehicles.**

Criteria met with Condition. The proposal includes a single access drive that connects to a loop drive aisle circulating the entire site. The applicant has provided an AutoTurn exhibit for review of fire apparatus maneuverability. The applicant will be required to revise the proposed site layout to adequately accommodate fire apparatus maneuverability to the satisfaction of the Washington Township Fire Department.

4. **Every structure or dwelling unit shall be provided with adequate means of ingress and egress via public streets and walkways.**

Criteria Met. The applicant has provided multiple pedestrian connections from the building entrances to the drive aisle and public right-of-way. The site allows for cross-access for use by pedestrian and vehicular traffic that is provided through an access easement established by the applicant. Additional building requirements for ingress and egress will be verified with the building permit review.

**b) Environmental Standards.**

1. **The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soil removal, alteration to the natural drainage courses, and the amount of cutting, filling and grading. Natural features and the site topography shall be incorporated into the proposed site design to the maximum extent practical.**

Criteria Met. The applicant has demonstrated the preservation of as many natural features on site as practicable. Replacement trees and supplemental landscaping have been added to the site to replenish any loss to the natural vegetation. As the site is vacant, minimal clearing will be required to prepare the site for construction and any alteration to the site topography has been to comply with all applicable regulations.

2. **Landscaping buffers and/or greenbelts may be required beyond those otherwise required in the District to ensure that proposed uses will be adequately buffered from one another and from surrounding public and private property.**

Criteria Met. The applicant is not required to provide public open space or greenway. The proposal includes a private open space amenity in the center of the site for use by both buildings. This amenity will be available upon completion of phase 1 and

extended upon the completion of Phase 2. The perimeter of the site is appropriately landscaped to screen the site from neighboring properties using natural materials that enhance the character of the area.

**c) Vehicular and Pedestrian Circulation.**

- 1. The expected volume of traffic to be generated by the proposed use shall not adversely affect existing roads and the circulation thereon.**  
Criteria Met with Condition. The applicant has been working closely with ODOT regarding the necessary improvements to Dublin-Plan City Road (SR 161) based on the operation of their use. The applicant will be required to obtain a right-of-way permit from ODOT for the proposed access onto Dublin-Plain City Road (SR 161) and for the required left turn lane and associated roadway improvements on SR 161 to be provided with the building permit submittal.
  - 2. Driveways shall be located to minimize conflict with traffic operations on the adjoining road. The number of driveways shall be the minimum needed to provide reasonable access to the site.**  
Criteria Met. The applicant has submitted a traffic impact study for review by ODOT to determine appropriate location of driveways and associated infrastructure improvements. The applicant will continue to work with ODOT and the City of Dublin on the required improvements and associated approval processes to minimize traffic impact on the existing roadway network.
  - 3. The arrangement of public or common ways for vehicular and pedestrian circulation shall respect the pattern of existing or planned streets and pedestrian or bicycle pathways in the area.**  
Criteria Met. The proposal connects with the existing roadway network and minimizes potential for impacts from the development. The site contains a series of sidewalks for pedestrian connection and circulation both from the building to parking lot and from the site to the public right-of-way. The applicant will also extend an existing bikepath along their frontage further expanding the bicycle network.
  - 4. Safe, convenient, uncongested and well-defined vehicular and pedestrian circulation within and to the site shall be provided. Drives, streets and other elements shall be designed to promote safe and efficient traffic operations within the site and at its access points.**  
Criteria Met. The proposal includes adequate and efficient pedestrian circulation throughout the site providing connections to the building entrances, parking lot, and public right-of-way. Vehicular traffic is directed through a single drive aisle loop that circulates the entire development connecting to a single access drive onto Dublin-Plain City Road (SR 161). Conflict between pedestrians and vehicles is minimized based on the proposed design allowing for safe circulation throughout the site.
- d) Public Services. The scale and design of the proposed development shall facilitate the adequate provision of services currently furnished by or that may be required of the city or other public agency including, but not limited to, fire and police protection, stormwater management, sanitary sewage**

**removal and treatment, recreational activities, traffic control, and administrative services.**

Criteria Met with Conditions. The applicant has provided sufficient material to analyze the development relative to code requirements for the City of Dublin and other agencies. Additional detail and review will be conducted as part of the building permit review and any subsequent reviews required by outside agencies. The applicant will be required to provide necessary access, common area, and utility easements to the satisfaction of the City Engineer with the building permit submittal. The applicant will also be required to revise the plans to show the proposed storm sewer from structure 4 through structure 1 as private, to be owned and maintained by the property owner and not the City of Dublin.

**e) The general purposes and spirit of this chapter and the various provisions and components of the Community Plan, including the EAZ Plan.**

Criteria Met. The proposal is consistent with the requirements of the zoning code and components of the Community Plan. The West Innovation District (EAZ) was recently updated by Council, however the applicant had filed the application prior to the ordinance taking effect. The applicant has designed the buildings to represent the intent of the West Innovation District (EAZ), at the time of filing, while adhering to the zoning requirements for materials. The site is efficiently designed to allow for a consolidated development with proper screening/buffering from neighboring uses and the applicant is working with ODOT on the improvements to Dublin-Plain City Road (SR 161) to allow for safe vehicular access.

## **5. Recommendation**

### **Administrative Departures**

The proposed Administrative Departures are consistent with all applicable review criteria.

**Approval** is recommended for the following departures:

- 1) Side Pavement Setbacks
- 2) Bicycle Parking

### **Parking Adjustment**

The proposed Parking Adjustment to provide a shared parking reduction is consistent with all applicable review criteria. **Approval** is recommended.

### **Development Plan Review**

The proposed Development Plan for the construction of two, 20,000-square-foot buildings for indoor recreation use and associated site improvements is consistent with all applicable review criteria. **Approval** is recommended with the following conditions:

- 1) That the applicant revise the proposed site layout to adequately accommodate fire apparatus maneuverability to the satisfaction of the Washington Township Fire Department;
- 2) That the applicant be required to obtain a right-of-way permit from ODOT for the proposed access onto Dublin-Plain City Road (SR 161) and for the required left turn lane and associated roadway improvements on SR 161 to be provided with the building permit submittal;

- 3) That the applicant provide necessary access, common area, and utility easements to the satisfaction of the City Engineer with the building permit submittal; and,
- 4) That the applicant revise the plans to show the proposed storm sewer from structure 4 through structure 1 as private, to be owned and maintained by the property owner.