

January 9, 2019

Building F1 (Corridor Type Building) – Bridge Park  
Bridge Park Ave.  
Dublin, Ohio

The Design Team has received several constructive comments throughout the submittal process from ART, Planning and Zoning, and City Council Members. Please see the listing below for comments received and Design Team consideration and response:

## Summary of Comments related to Block F:

### A. ART Recommendation (09.20.18)

#### Comments:

1. Ms. Husak asked if hotel vents would be needed under the windows. She indicated there could be a separate grill but it would need to be integrated into the architecture. She referred to the Heartland of Dublin and said they did a good job with their vents and it appears purposeful.

**Response: The intent is to utilize ptac units under the guestroom windows. This type of system requires a louver at the bottom ¼ of the window unit visible on the exterior. The louvers will be integral to the aluminum window system (as opposed to single, punch-through type louvers) to lessen any impact to the exterior facade.**

2. Mr. Papsidero said service to the buildings is an issue for the Boards and Commissions, which will need to be addressed.

**Response: We've located the service entrances to the Hotel and Lease spaces on the back side of the building (inside corner). This location offers the most direct route from the planned loading zone on the private access drive. The route is landscaped and paths to each space will have retaining walls on each side.**

3. Aaron Stanford stated there needs to be more space for pedestrian circulation around the hotel. Ms. Burchett clarified the pedestrian crossing from F1 to F2 along a private drive.

**Response: Sidewalks are provided around the full perimeter of the building, allowing access to all tenant spaces as well as bicycle traffic. The North façade along Bridge Park Ave. is considered a shopping corridor and has been provided with a 12'-0" clear pedestrian aisle. A mid-block crosswalk has been provided at the private drive to offer pedestrians an option to cross the street to Building F2/F3 without traveling to the ends of the block at Mooney/Dale.**

## **B. Planning and Zoning (09.20.18)**

1. Ms. Newell inquired about the stacking of cars at the drop-off area for the hotel. Mr. Hunter said the stacking number is six. Ms. Newell asked if the hotels will have a certain quantity of parking spaces reserved for their guests. He suggested when they do the study, the answer is absolutely yes. The Marriott says they need about 80% a piece but it depends on the environment.
2. Mr. Wilson said wide sidewalks can be attractive and make an area more walkable; it is an opportunity to add benches so people have additional places to sit/meet outside of those little green spaces. He suggested adding drinking fountains for both humans and pets and by adding these things, the result can be an enriched community.

**Response: The intent is to make sidewalks comfortable by making them wide enough for expected pedestrian traffic. Seating has been provided in open spaces and near the drop off where someone might wait for a car or rideshare.**

3. Mr. Fishman said he agreed with both of his colleagues. He said it is important for sidewalks to be wide enough as now there are a lot of scooters flying by. He said couples on benches makes a lovely scene. He emphasized green, green, green; “everything grows here” is the City’s tag line.

**Response: Winder Drive has been redesigned to become a more complete street with sidewalks on both sides and a mid-block crosswalk. Street trees have been incorporated into the design in open planters to provide ample soil for tree growth and to create a pedestrian, walkable scale to the street. Understory plantings have been provided for additional visual interest and “green”.**

4. Mr. Stidhem said he is not against grass but there is going to be an amazing park across the street and that will take care of a lot of issues that were discussed this evening. He said in general, he likes the proposal and **would love to see something that is a little bit different, especially in terms of the details and character with the new architect.** He would like to see something “just a little bit out there”, something that is unique. He said he thinks of Chicago and how all the architecture is different. He stated the proposal is absolutely walkable. He said he is not passionate about parking because the trends show not as much parking will be needed.

**Response: Two public open spaces have been detailed on the north and south side of Winder Drive. The further development of open spaces will continue to be addressed in future submittals with the garage and office. However, it is the developer’s goal to create unique open space environments for each block.**

5. Ms. Fox said she loves the area between F1 and F2/3 and if designed correctly, can become a little individual oasis. If landscaped correctly, that just might be a hub of activity there for those walking, riding bikes or scooters.

**Response: Winder Drive has been redesigned to become a more complete street with sidewalks on both sides and a mid-block crosswalk. Street trees have been incorporated into the design in open planters to provide ample soil for tree growth and to create a pedestrian, walkable scale to the street. Understory plantings have been provided for additional visual interest and “green”.**

She also suggested something interesting be created for the southwest corner of F1. She stated she loved the separation of the buildings as it allows for some very interesting things to be created.

**Response: We have allowed this area to be free from benches and seating to allow people to circulate more freely here and enjoy the two nearby public open spaces. We feel it is important to leave some space for tenants to leave an impression on open space adjacent to their businesses, it adds another layer of character and authenticity to the district.**

6. Ms. Newell said generally the proposal meets the intent of walkability. She said she was concerned about the access drive and pedestrians only permitted to walk on one side because the other space is completely green. She suggested the applicant treat the whole access drive area with some very upscale amenities so it appears as its own pocket park. If it was very well landscaped, it would encourage walkers to want to walk on just one side of the street.

**Response: Winder Drive has been redesigned to become a more complete street with sidewalks on both sides and a mid-block crosswalk. Street trees have been incorporated into the design in open planters to provide ample soil for tree growth and to create a pedestrian, walkable scale to the street. Understory plantings have been provided for additional visual interest and “green”.**

7. Mrs. Fox said Dale Drive is an important, district connector so the building elevations on Block F should have a notable presentation on the street.

**Response: We agree that Dale drive is an important, highly visible façade (especially in traveling from the East along Bridge Park Ave.) We’ve taken steps to liven up this facade and offer some uniqueness in the building program and exterior materials at the NE corner. We’ve incorporated an event room/space on the NE corner of the First Floor lobby where activities within the space such as meetings, wedding receptions, etc.. are visible through corner window units.**

**Given the interior layout of the upper floors on F1, an egress stair is required at the Eastern portion of the building. In an effort to further activate this façade, we’ve opened the interior of stair to view from the exterior by implementing a stacked storefront window**

**system. The use of glass, interior color and lighting effects will provide an opportunity to liven up this section of façade that would otherwise be filled in.**

### **C. City Council Meeting (09.20.18)**

#### **Comments:**

1. Ms. Fox stated that at the Planning and Zoning Commission (PZC) meeting, Concern was expressed about the access drive. There will be more Uber rides and autonomous vehicles, and there was a sense that this component was underdeveloped. The area does not provide adequate stacking for cars dropping off at the hotel. If the Dublin connector vehicle becomes a reality and runs are made through this area, there are spaces to stack six cars only. PZC expressed concern as to whether there is sufficient transit mobility provided through this narrow area.

**Response: Winder Drive has been redesigned into a narrower, one-way street. The drop-off area has been redesigned in conjunction with the canopy and building entrance to provide a clearer entry destination, stacking for vehicles and additional canopy coverage. Three additional parking spaces line the south side of Winder Drive opposite the drop-off. A loading zone has been created to the west to accommodate deliveries and provide additional space for larger busses that may be dropping off and picking up larger groups.**

2. The Commission discussed the northwest corner, where the restaurant is, as being a significant intersection corner. In spite of its strong position in the area, it only has a patio on one side, and really doesn't do much for the west side of the street.

**Response: A stone clad vertical element is incorporated into the NW corner of the building massing which is taller in appearance when compared to other façade elements along Mooney and Bridge Park Ave. The upper floor guestrooms at this corner have been modified from prototype to incorporate full height corner window units, enhancing the exterior corner façade and providing views of the adjacent development from inside each room.**

**Lease Space 1 will have a primary entrance on the Mooney side of the corner massing element and has been provided with an outdoor patio along Bridge Park Ave.**

**Lease Space 2 has a primary entrance on Mooney with an opportunity to incorporate an outdoor patio along the South end of Mooney.**

3. With the F1 building site, they have reduced the number of steps in order to make the transitions less subtle, which will create opportunity for interest. Between the restaurant and the hotel, they can introduce more landscaping than they have had, but they can also introduce larger, more impactful public and private spaces that are on our side of the right-of-way

**Response: The amount of landscaping between the tenant space and hotel is largely driven by the desire to provide opportunity for activated outdoor spaces that relate to the programming inside the building. The goal is to draw people out onto the patios giving them life and activity, making the spots of green that much more interesting.**

4. Ms. Fox stated that what seems to be missing in these green spaces is unique pockets that provide an opportunity for a guitar or jazz player; they are not just a walkable view, but spaces with a more unique identity in the greenspace, which would attract a different kind of activity. There is that opportunity here, even though it is a drop-off point, for a more unique type of space and activity. Discussion about how to program these spaces will occur in the Final Development Stage.

**Response: The patio on the south side of the hotel has been redesigned to become a public open space. The space is partially enclosed with walls and landscaping, but has a welcoming stair at the southwest corner, inviting anyone in for relaxation or entertainment should the operator provide it.**

5. Ms. Husak responded that one of their main concerns, which is reflected in one of the conditions, was that while the through movement from a vehicular and drop-off standpoint is important, they also recognize that there will be significant crossing of that drive by people coming from/returning to their vehicles or people renting the rooms on that side. They are working with the applicant to get it closer to what exists with the AC hotel, which appears to work well.

**Response: A mid-block crosswalk has been provided at the private drive to offer pedestrians an option to cross the street to Building F2/F3 without traveling to the ends of the block at Mooney/Dale.**

6. Loading zones, trash pickup questions and how we would address those items.

**Response: A loading zone has been provide on the West end of the private access drive.**

**Council Determination:**

**Mayor Peterson moved to approve Waivers #1 through #4:**

1. Building Types —Incompatible Building Types (Building F2)
2. **Building Types —Front Property Line Coverage (Building F1)**
3. Building Types —Front Property Line Coverage (Building F3)
4. **Building Types —Maximum Ground Story Height (Building F1)**

**Mayor Peterson moved to approve the Basic Plan with a modified Condition 5 and an additional Condition 8:**

1. That Building F3 be located within the required building zone and comply with the front property line coverage requirement to the maximum extent possible for verification with the Site Plan Review;  
**Response: This will be addressed in a future application for Building F3.**
2. That Building F2/F3 be relocated within the required building zone of 5 feet to 25 feet for Parking Structures, for verification with the Site Plan Review;  
**Response: This will be addressed in a future application for Building F3.**
3. That the proposed patio space and seating areas located between the existing tree grates in the Bridge Park Avenue right-of-way and the facade of Building F1 be revised to provide the minimum 12 feet of clear sidewalk width;  
**Response: A minimum of 12' clear has been provided along Bridge Park Avenue.**
4. That the applicant provide a Parking Plan with the Site Plan Review to the satisfaction of the Planning Division;  
**Response: A parking plan has been provided, please see the attached summary.**
5. That the applicant continues working with staff to ensure the private access drive located between Building's F1 and F2/F3 can accommodate appropriate pedestrian circulation and other types of mobility and transportation options to the satisfaction of the Engineering and Planning Divisions;  
**Response: We have been working with Staff and Engineering on refining Winder Drive.**
6. That the applicant provide all final details regarding open space and site development standards with the Site Plan Review;  
**Response: Additional detail has been added for the public open spaces along Winder Drive.**
7. That the applicant continues to refine architectural details and Building Type requirements, as part of the Site Plan Review; and,  
**Response: Architecture and details have been refined since last submittal and provided here for review .**
8. That the applicant address deliveries and trash removal to address the concerns raised at City Council's review of the Basic Plan  
**Response: We have been working with Staff and Engineering on refining Winder Drive to incorporate a loading zone for deliveries and adding a mid-block crossing to access the compactor.**