



Engineers, Surveyors, Planners, Scientists

November 15, 2021
Revised December 17, 2021

Chase Ridge
Planner
City of Dublin Planning
5200 Emerald Parkway
Dublin, OH 43017

Subject: Bridge Park Block F Shared Parking Study

Dear Mr. Ridge,

The purpose of this letter is to provide information on the required and proposed parking for the Existing Bridge Park Block F Hotel and the proposed “Bailey” multi-family residential development. Per Dublin Zoning requirements the required number of parking stalls depend on the number of hotel units, the floor space of the restaurant in the west end of the hotel, the number of residential units in the Bailey, and the square footage of the Friendship at Home office space. Per zoning code, the hotel units require 97 stalls, the restaurant requires 90, and the Bailey requires 141, and Friendship at Homes requires 7 for a grand total of 335 required stalls. The proposed parking will include 11 on-street parking, 87 stalls in the Bailey parking garage, and surplus parking in the Block B Garage next door. Based on zoning parking requirements, the Block B Garage has 142 stalls available after accounting for the Block B office, residential, and retail. Adding these available stalls with the proposed parking provided 240 stalls for the Block F Hotel, Block F Restaurant, and the Bailey. With 335 required and 240 provided, the following ULI Parking Shared Parking Study is provided to explain why the number of proposed parking stalls is adequate for this development.

A shared-use parking study was performed to determine when during the day the Block F hotel, restaurant, and the Bailey would experience peak parking. The data utilized in this study can be found in *ULI Shared Parking, Third Edition*. Please refer to the attached parking calculations. The study was performed once with a Monday through Friday work schedule, and again with a weekend schedule. It was assumed the hotel would be marketed toward business use rather than leisure, and the restaurant would service all three meals and act as a bar during the nighttime hours. To be conservative in the analysis, the

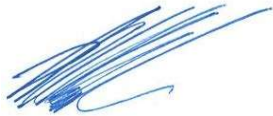
Bailey is modeled as a typical multi-family residential development rather than age restricted, since multi-family requires more parking. The Bailey's parking garage will be private and used only by the residents. Because of this, the study shows those 87 spaces as occupied 100% of the time. Throughout the week, the Bailey and hotel are most active overnight and into the morning with visitors in their rooms and some hotel staff on hand. After 9 A.M most hotel patrons and residents would be out. During the work week the restaurant was most active during lunch hours and dinner hours. During the weekend, however, the restaurant attracts more customers later into the night for either late night meals or drinks at the bar.

To account for the additional stalls required, the study turned to the Block B offices in buildings B1 and B2. The number of parking stalls required by code for the offices is 107. The hotel and Bailey peak parking demand times are during the weekday evenings and over the weekends, which coincides with the least demand for the office. Conversely, those same spaces will not be in demand for the hotel and residential during the weekday when the office space needs them.

Please note, this study does not take into consideration driving adjustments or non-captive ratios since the time of day analysis proves sufficient parking is provided. Driving adjustments are used to "adjust the base parking ratios for transportation characteristics. The base parking ratios reflect the density of persons present in the land use and assume that nearly all users arrive by private automobile with typical auto occupancy for the specific use" (ULI Shared Parking, 3rd addition). Examples of driving adjustments are persons carpooling, walking, working from home, ride share, motorcycle, or bicycle. Non-captive ratio is "an estimate of the percentage of parkers at a land use in a mixed-use development who are not already counted as parking at another land use. For example, when employees of one land use visit a nearby restaurant or coffee store, additional parking demand is not usually generated." (ULI Shared Parking, 3rd addition).

In conclusion, the hotel, the restaurant, the Bailey, and the Block B office space complement each other by having differing peak parking times. If you have any additional information on the current design or the above information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, consisting of several overlapping, slanted strokes that form a cursive-like shape.

Brian Quackenbush, P.E.
Principal & Senior Project Manager

Weekday Parking Demand Study

Bridge Park East- The Bailey

Per Urban Land Institute's Shared Parking, Third Edition

11/15/2021

Revised 12/17/21

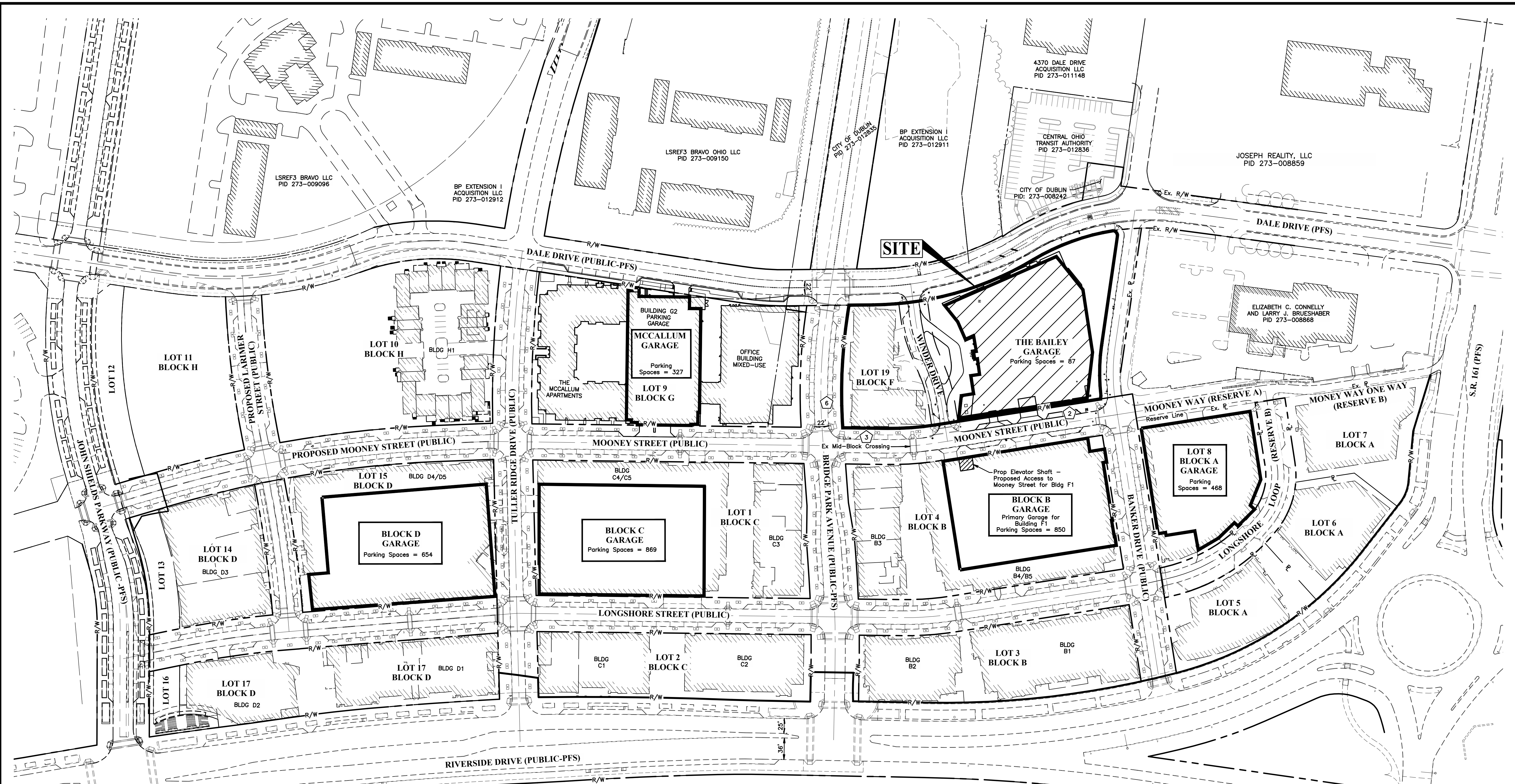


Total Parking Demand	229	246	280	328	346	344	329	325	314	301	290	291	258	253	259	251	264	262	239
Total Parking Provided	347	347	347	347	347	347	347	347	347	347	347	347	347	347	347	347	347	347	347
Net Surplus (Deficit)	118	101	67	19	1	3	18	22	33	46	57	56	89	94	88	96	83	85	108
% of Surplus (Deficit)	51%	41%	24%	6%	0%	1%	5%	7%	11%	15%	20%	19%	34%	37%	34%	39%	32%	33%	45%

WEEKDAY CALCULATIONS

Users	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	noon	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	midnight
Hotel																			
Employees	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	20%	10%	5%
	1	6	17	17	19	19	19	19	19	19	17	13	8	4	4	4	4	2	1
Visitors	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
	74	70	63	55	47	47	43	43	47	47	51	55	59	59	63	67	74	78	78
Subtotal	75	76	80	72	66	66	62	62	66	66	68	68	66	62	66	70	78	80	79
Restaurant																			
Employees	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
	7	10	12	12	13	13	13	13	13	10	10	13	13	13	13	11	9	9	5
Visitors	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%	25%
	19	38	46	57	65	68	76	68	38	34	34	57	61	61	61	46	42	38	19
Subtotal	26	48	58	69	78	82	90	82	51	44	44	70	74	74	74	56	51	47	24
Block B Offices																			
Employees	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%
	3	14	48	86	96	96	82	82	91	91	82	58	24	14	5	3	1	0	0
Visitors	0%	1%	20%	60%	100%	45%	15%	45%	95%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%
	0	0	2	6	11	5	2	5	10	5	2	1	1	0	0	0	0	0	0
Subtotal	3	14	50	93	107	101	83	86	101	96	83	59	25	15	5	3	1	0	0
The Bailey - Residential																			
Resident	95%	80%	66%	66%	66%	66%	66%	66%	66%	66%	66%	66%	66%	70%	80%	85%	95%	97%	100%
	125	105	87	87	87	87	87	87	87	87	87	87	87	92	105	112	125	128	132
Visitors	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
	0	1	2	2	2	2	2	2	2	2	2	3	5	9	9	9	9	7	4
Subtotal	125	106	89	89	89	89	89	89	89	89	89	90	92	101	114	121	134	135	136
Friendship at Home Office																			
Employees	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%
	0	1	3	6	7	7	6	6	6	6	6	4	2	1	0	0	0	0	0
Subtotal	0	1	3	6	7	7	6	6	6	6	6	4	2	1	0	0	0	0	0

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Commercial Required Parking				
Building	Hotel	Restaurant	Office	Total
F1	145	8,940	0	
Total Rooms or SF	145	8,940	0	
Min. Required Parking	2/3 Rooms	10/1000 SF	3/1000 SF	
Max Allowable	125%	125%	125%	
Min. Parking Required	97	90	0	187
Max Parking Allowed	122	113	0	235
Bicycle Parking Required				19

Required Residential Parking				
Building	3 BR	2 BR	1 BR	Total
Block F Residential	20	67	0	87
Min. Residential Required Parking/Unit	2	1.5	1	
Max. Residential Allowable Parking/Unit	2	2	2	
Min. Residential Parking Required	40	101	0	141
Max. Residential Parking Allowed	40	134	0	174
Friendship At Home (2,300 sf at 3 spaces per 1,000 sf)				
	0	0	0	7
Total Minimum Residential Parking Required				
				148

PARKING PROVIDED			
	On Street	Parking Structure	Total
Block F Hotel	9	0	9
Block F Residential	2	87	89
Total On-Site Parking Provided Per Unit		1.00	
Additional Spaces in Off-Site Block B Garage	0	142	142
Total Parking Provided (On-Site & Off-Site)			240
Minimum Parking Required			335
Maximum Parking Allowed			409
On-Site Bicycle Parking Required			44
On-Site Bicycle Parking Provided			44
On-Site ADA Accessible Parking Required			4
On-Site ADA Accessible Parking Provided			4
On-Site Loading Spaces Required			3
On-Site Loading Spaces Provided			3

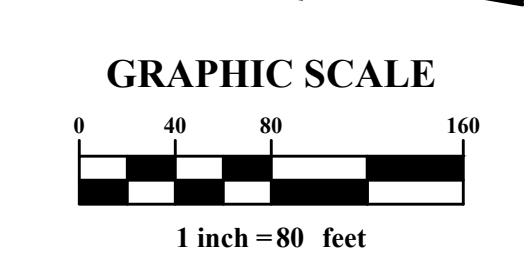
Total Minimum Parking Required for Block F = Minimum Commercial Required Parking + Minimum Residential Parking Required
 = 187 spaces + 148 spaces
 = 335 spaces

See attached ULI Shared Parking Analysis that shows the time of day usage of the Block B garage.

Note: Total number of Existing Structural Parking Spaces = 3,168 (Excludes Block F)

LEGEND

Proposed On-Street Parking for Block F



MARK	DATE	DESCRIPTION

CRAWFORD HOYING development

CITY OF DUBLIN, FRANKLIN COUNTY, OHIO
 PRELIMINARY & FINAL DEVELOPMENT PLAN
 FOR
**BRIDGE PARK
 BLOCK F - THE BAILEY**
 OVERALL SITE PLAN & PARKING PLAN

EMHT
 Survey & Mapping, Urban Planning & Design, Inc.
 Engineers & Surveyors & Planners & Scientists
 5500 New Albany Road, Columbus, OH 43254
 Phone: 614.775.5500 Fax: 614.775.5501
 www.emht.com

DATE
 December 17, 2021

SCALE
 1" = 80'

JOB NO.
 2021-0553

SHEET
 3/10