

BUILDING VARIETY STATEMENT

The “D” buildings at Bridge Park are bound by Riverside Drive to the west, John Shields Parkway to the north, Mooney Street to the east and Tuller Ridge Drive to the south. This third phase of a mixed-use development is comprised two blocks, both adjacent to Banker Drive along the east-west axis, and separated by Longshore Street. D Block includes a condominium building with commercial space on the ground floor and office space on the second (D1), an office building with commercial space on the ground floor (D2), a residential building with commercial space on the ground floor (D3), and a residential liner building with a garage with commercial space on the ground floor (D4/D5). This block is an evolution of the previous phases of Bridge Park. It complements the scale and rhythm of the previous blocks, yet creates a fresh visual statement to add to the variety and richness of the overall development. Block D is designed to address the Vision Principles for the development of the Bridge Street Corridor districts, by providing an interesting, walkable setting for urban lifestyles that places value on human scale and a diversity of experiences.

Each building has a unique character which is expressed through a variety of material finishes and details. An open green space is proposed between the buildings D1 and D2. The open space is a plaza marked by large lushly planted raised planters that define spaces within the courtyard. Shade trees dotted through the space provide filtered light and an overarching canopy. Café style seating will provide a place for retail patrons to relax and enjoy a coffee.

Building D1 is a mixed use six story “podium” building bound by Longshore Street to the north and east, Tuller Ridge Drive to the south and Riverside Drive to the west. The ground floor is comprised of retail and restaurant, the second floor is office use, and the upper four floors are comprised of for-sale 43 condominium units. The design of the building is derived from a warehouse/loft motif with tall ceilings and an abundance of natural light through a system of organized fenestrations. Brick and manufactured stone are used at the ground floor with the stone used as a base material and at the recessed rustication bands. Stone is also used exclusively at protruding and receding elements along the center of the west and east elevations respectively to highlight the condominium entries. Aluminum and glass storefront with metal panels are used in the fenestrations topped with a limited number of aluminum canopies. A continuous stone cornice is used as a water table to culminate the ground floor detailing. Brick and fiber cement are used on the upper four floors. Manufactured stone is used as a sill material and a 6 course (16 inch high) rowlock brick lintel in an accent color is used at fenestration openings. Brick corbelling is used at the top of pulled brick elements as well as at the cornice below metal parapet coping. Fiber cement panel detailing is used as a spandrel material on the tall brick openings at each end to accentuate the building’s verticality and frame its beginning and ending. Fiber cement lap siding and composite bracketed cornice culminate the upper story in places to break down the mass of the building. Aluminum single hung windows with transoms are used for the fenestrations of the condominium units.

Building D2 is a six story office building with commercial space on the ground floor. The overall rectangular massing of the building zigzags back on itself, breaking the building into 2-story, 5-story and 6-story masses. The 6-story masses culminate in subtly curved opposing corner elements. The southeast

corner anchors the building's main entry by creating a prominent corner at the intersection of Longshore Street and Larrimer Street. The northwest corner engages the pedestrian tunnel entry stair and leads to covered walkways/porches open to the John Shields Greenway to the north and Riverside Drive and the River Park to the west. A majority of the building is clad in brick which gradually transitions from a more traditional reddish blend to a dark iron-spot, complimenting the dark metal and window mullions. The 6th floor and curving accent corner elements are comprised of metal and glass only. While the undulating of the building mass creates significant outdoor terraces at the 3rd and 6th floors, balcony terraces have been added at the northwest corner, anchoring the pedestrian tunnel, and the south façade, engaging the plaza space. Both locations are prominent on Riverside Drive and provide views of the river.

Building D3 is a five story building with commercial space on the ground floor, and four stories of residential units above. Two contrasting brick finishes are used throughout the façade, one a blend and the other a solid color. The blend brick is used mostly along the ground floor, to create a heavily textured wall along the pedestrian level. Cupped aluminum metal tiles are used at key elements on the north, west and south facades. This material introduces a new texture and finish into the Bridge Park material palette. Entry lobby elements and balconies are used to organize the building massing. Transparency is maximized along the ground floor commercial space and at the south and east entry lobbies, though the use of storefront and window wall systems. Brick detailing includes corbeled brick, soldier courses and projecting metal sills, as well as the use of fiber cement as a visual accent between windows. The fiber cement accents are carried though the aluminum metal tile areas as well. The south-facing roof terrace on the second floor opens up views and access to natural light.

Building D4/D5 is a residential liner building (D4) and garage (D5). The first floor of the garage is dedicated to a multi-vendor market place (like the North market in the Short North), which lines Longshore and parts of Larimer and Tuller Ridge. The residential liner is clad in a heavily textured brick blend and two accent brick colors, breaking down the mass of the building into a playful composition. Balconies are treated as cutouts of the exterior brick wall, giving the facades additional depth. Brick detailing includes 12" soldier/rowlock headers at balcony openings, vertical running bond areas along garage openings and select residential liner locations. Fiber cement is used at window openings, as header and side panel elements. The fiber cement panels create an alternating pattern from floor to floor, which reduces the perceived scale of the building, and plays against the strong verticality of the stacked windows. Cast stone sill detailing is used at the bottom of the window and balcony openings. Vines are used at select locations along the east façade to provide a visual accent and to soften the façade at the street level. Diamond-shaped aluminum metal tiles are used at key elements on the north and west façade. This material introduces a new texture into the Bridge Park material palette. The garage building has one vehicular entry at the first level on Tuller Ridge Drive. Ample pedestrian entries are provided along Larrimer and Longshore. The mostly glass-clad west stair serves as a clear way-finding device in relation to the D1 building and the connecting bridge. A window wall system is used at the principal street entrance. Transparency is maximized at this location for ease of way-finding. Other areas of glazing include the commercial facade along Longshore, and egress stairs. The garage takes material and visual cues from the residential liner to integrate visually into a holistic design. The three

brick finishes are used here, as well as the cast stone sill detail at openings. A crash rail similar to the balcony guardrails is used at the garage openings.

WAIVERS – BLOCK D

BUILDING D1 (MIXED USE BUILDING)

-Ground Story Street Facade Transparency: 1st story does not meet requirement at West, East and South elevations. Window areas are maximized within the context of a traditional base element, which includes visually-appropriate piers

-Blank Wall Limitations: North elevation does not meet requirement at the wall where the transformers are located.

-Vertical Increments Required: Requirement not met on north, east, south and west elevations. The massing proportions are designed to be appropriate to the scale of the building. There is also an intentional effort to extend the vertical increments on D block in general, in order to create a slightly different massing/visual texture than the preceding blocks.

-Horizontal Façade Divisions Required: Requirement not met at center bay of west elevation, end bays of east elevation, and end bays of north and south elevations. These bays apply the horizontal façade division at the top of the second floor, as a way to visually break the line of the top of the base element, and give these areas a more vertical expression.

-Permitted Primary Materials: Secondary materials exceed requirement on all facades. Fiber cement and composite metal panel are used along with brick, stone and glass, to add visual interest and material contrast to the building. They are also used to incorporate a visually lighter top to the building, to emphasize the visual proportions of base, middle and top, as well as to provide a comfortable street scale.

-Changes in Roof Plane: Requirement not met at west elevation. The middle bay is purposefully designed to have a longer roofline, as a dominant form/bay on this façade.

BUILDING D2 (CORRIDOR BUILDING)

-Blank Wall Limitations: South elevation does not meet requirement at the wall where the electrical and water rooms are located. The tree canopy of the open public space will provide some screening to this area.

-Vertical Increments Required: Requirement not met on north, east, south and west elevations. The massing proportions are designed to be appropriate to the scale of the building. The brick pier elements greatly break down this scale visually, creating a slender, vertical proportion to the window bays. The curved corner bays provide a visual contrast, maximizing transparency and views, as well as providing usable outdoor space with generously-sized balconies.

-Horizontal Façade Divisions Required: Requirement not met at locations above brick piers and at the south elevation. The intent is to create a contemporary, clean aesthetic with the colonnade along the west elevation, a pattern which visually carries across all facades.

-Permitted Primary Materials: Requesting aluminum composite metal as a primary material. This is a key material in creating the desired aesthetic, which also relates visually to the materials used on block A, creating a “book end” to the Riverside elevation of Bridge Park at the north end.

BUILDING D3 (CORRIDOR BUILDING)

-Ground Story Street Façade Transparency: Does not meet requirement along the north and south elevations, due to the rapidly rising grade between Longshore and Mooney. Along the east elevation, the requirement is not met because the second floor is the ground floor, and so transparency is maximized for residential units, without sacrificing privacy and usable wall space.

-Blank Wall Limitations: Portions of the ground story wall along the north and south elevations do not meet requirement, due to the change in grade. These wall is treated with a corbeled brick pattern, which adds texture and visual interest at the pedestrian level.

-Number of Street Façade Entrances Required: Requirement is not met along Mooney Street because there is no retail component along the residential liner. Residential unit privacy is maintained along the street level, and balconies are provided instead. Along John Shields and Larrimer, most of the area along these streets is unexcavated, due to the grade change between Longshore and Mooney.

-Vertical Increments Required: This requirement is mostly met on all four facades. It is exceeded by design, at key areas to create a different massing/texture than the adjacent blocks B and C. This is meant to create a slightly different rhythm and feel that contributes to the feeling of a real community which has grown organically, and in keeping with the mandate to “enable buildings of lasting, memorable and high quality architectural character that maintain Dublin’s commitment to exemplary planning and design”.

-Horizontal Façade Divisions Required: Requirement not met at areas where a visual pattern is achieved by ‘breaking” the horizontal façade division line. This is meant to create an elegant composition that provides visual variety and interest along the pedestrian path, mostly at the southeast corner. It also creates a unique character for this building, adding to the richness of the pedestrian experience.

-Permitted Primary Materials: Requirement not met on north and west elevations. While the predominant material used is brick, aluminum metal tile and fiber cement are used to accent key areas and window openings. The aluminum metal tile is used to provide a rich texture to complement the other façade materials.

BUILDING D4/D5 (CORRIDOR BUILDING/PARKING STRUCTURE)

CORRIDOR BUILDING

-Ground Story Street Façade Transparency: Does not meet requirement. Maximum transparency is provided at lobby/public entry. The transparency percentage at ground level is low because this building does not have a retail component, and because of the substantial grade change along the east elevation. While there is fenestration provided at the lowest level of the SE corner, most of the area along the east façade is unexcavated.

-Upper Story Façade Transparency: Does not meet requirement in some cases (see Elevation Calculation Sheets). The design objective is to achieve a visual balance between window openings and solid cladding materials. The fiber cement panels help to visually expand the area of what is perceived as “opening”, creating a rich pattern along the brick façade.

-Blank Wall Limitations: Portions of the first floor wall along east and north elevations do not meet requirement. Along east elevation, this is due to the change in grade. While there is fenestration provided at the lowest level of the SE corner, most of the area along the east façade is unexcavated. Along the north elevation, it is due to the transformer yard and the exterior wall at the elevator. Visually this area provides an anchor to the otherwise playful façade composition.

-Number of Street Façade Entrances Required: Requirement is not met along Mooney Street because there is no retail component along the residential liner. Residential unit privacy is maintained along the street level, and balconies are provided instead.

-Vertical Increments Required: This requirement is mostly met on all four facades. It is exceeded by design, at key areas to create a different massing/texture than the adjacent blocks B and C. This is meant to create a slightly different rhythm and feel that contributes to the feeling of a real community which has grown organically, and in keeping with the mandate to “enable buildings of lasting, memorable and high quality architectural character that maintain Dublin’s commitment to exemplary planning and design”.

-Horizontal Façade Divisions Required: Requirement not met at areas where a visual pattern is achieved by ‘breaking’ the horizontal façade division line. This is meant to create an elegant composition that provides visual variety and interest along the pedestrian path, mostly along the east façade. It also creates a unique character for this building, adding to the richness of the pedestrian experience.

-Permitted Primary Materials: Requirement not met on north and west elevations. While the predominant material used is brick, aluminum metal tile and fiber cement are used to accent key areas and window openings. The fiber cement panels help to visually expand the area of what is perceived as “opening”, creating a rich pattern along the brick façade. The aluminum metal tile is used at the NW corner to accent this area and provide a rich texture to complement the other façade materials.

PARKING STRUCTURE

-Ground Story Street Façade Transparency: requirement not met along south façade. This is because of the rapidly rising grade from Longshore to Mooney, and due to the location of the loading dock and garage entrance.

-Street Façade Transparency / Garage Openings: Parked cars are not entirely screened. A cable rail system is used at the garage openings. The idea behind this approach is that these openings could be replaced with glazing in the future, if the garage is converted to residential units in the future. The cable rail is visually similar to the horizontal guardrail used on the residential balconies.

-Blank Wall Limitations: South elevation does not meet requirement at planter along first floor. The length of the planter works visually with the overall proportion of the façade, and is meant as an anchoring element, and is meant to visually balance the rhythm of the upper story bays.

-Number of Street Façade Entrances Required: Requirement not met along Mooney Street. Pedestrian entries are maximized along the west and north facades. The Mooney street façade includes the parking garage entry/speed ramp, and the loading dock for the commercial space.

-Vertical Increments Required: Requirement exceeded in a few areas, by design. The vertical increments are extended to create a different massing/texture than the adjacent blocks B and C. The vertical brick elements between openings create bays of 16 feet and less. This is meant to create a slightly different rhythm and feel that contributes to the feeling of a real community which has grown organically, and in keeping with the mandate to “enable buildings of lasting, memorable and high quality architectural character that maintain Dublin’s commitment to exemplary planning and design”.

-Permitted Primary materials: Primary material percentage at west façade is very close, but not met. This is due to the introduction of aluminum metal tile and wood siding, which add materials and textures to the visual palette, enriching the pedestrian experience and overall material variety of D block.