

## PLANNING REPORT

# Planning and Zoning Commission

Thursday, November 06, 2025

## Bridge North Development 25-082PDP, 25-110CU

<https://dublinohiousa.gov/pzc/25-082>

<https://dublinohiousa.gov/pzc/25-110>

### Case Summary

Address	PID: 273-008244, 273-009080, and 273-009101
Proposal	New mixed-use development on an approximately 7-acre site located northeast of the intersection of Riverside Drive and John Shields Parkway.
Request	Review and approval of a Preliminary Development Plan under the provisions of Zoning Code Section 153.066; and review and approval of a Conditional Use (CU) under the provisions of Zoning Code Section 153.236
Zoning	BSD-SRN, Bridge Street District, Scioto River Neighborhood
Planning Recommendation	<u>Approval of Waivers</u> <u>Approval of the Preliminary Development Plan with Conditions</u> <u>Approval of the Conditional Use</u>
Next Steps	Upon review and approval of the Preliminary Development Plan (PDP) and Conditional Use (CU), the applicant may be eligible to file an application for a Final Development Plan (FDP).
Applicant	Matt Canterbury, Daimler Group & David Kozar, Indus Hotels
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### Community Planning and Development



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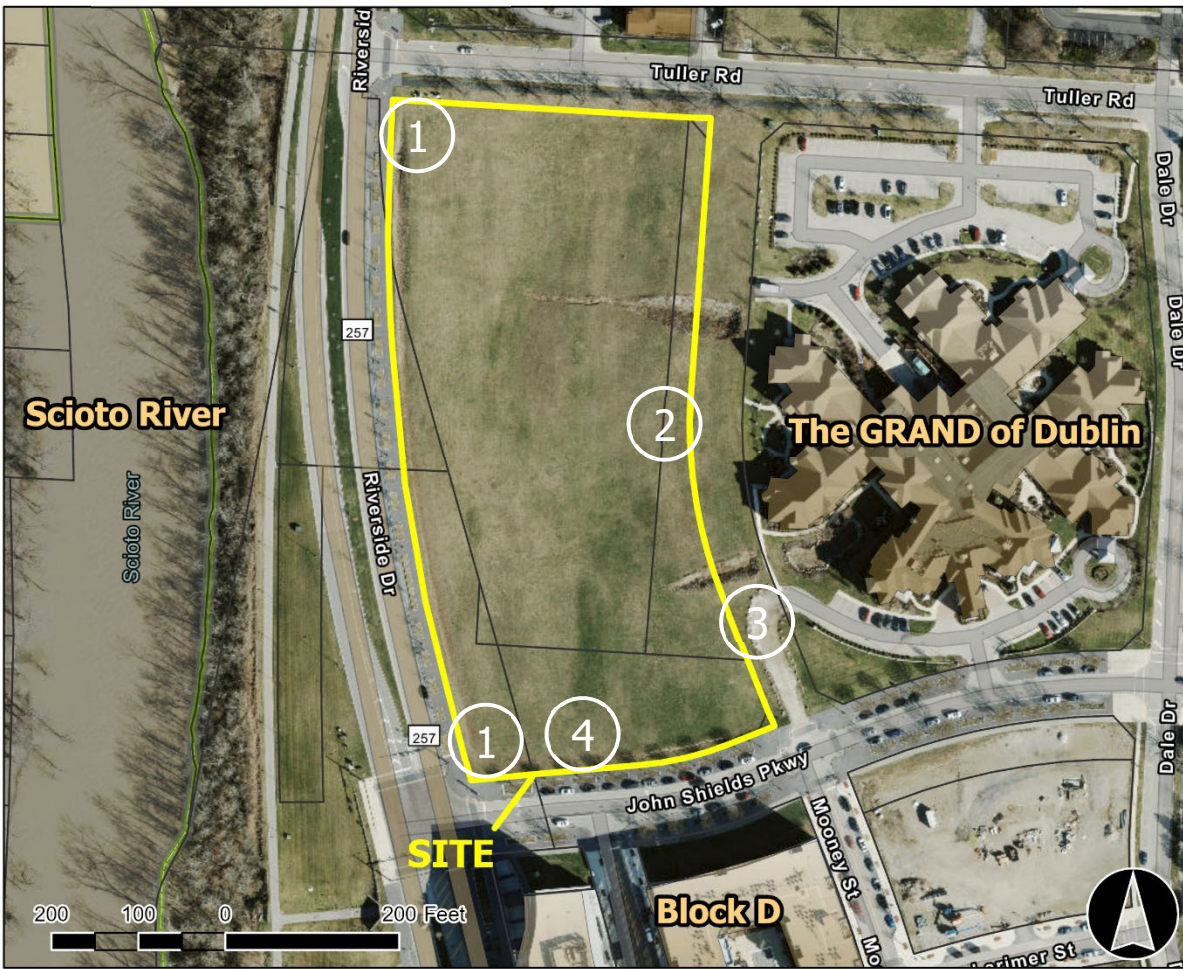
Site Location Map

25-082PDP, 25-110CU Bridge North Development



Site Features

- 1 Gateway Location
- 2 Significant grade change
- 3 Proposed Mooney Street Extension
- 4 Proposed Longshore Drive Extension





## 1. Introduction

### Request

The applicant is requesting review and approval of a Preliminary Development Plan (PDP) and Conditional Use for a new mixed-use development north of Bridge Park. The following points contain key information:

- 5 structures, oriented around a terraced park, including two residential buildings, an office building, a hotel, and a parking garage with residential liner.
- Two new public streets: Extensions of Mooney Street and Longshore Drive from John Shields Parkway to Tuller Road.
- Five public open spaces



Site Plan

### Application Type and Process

As outlined below, the PDP is the second step in the development process. The PDP is generally intended to provide a thorough review of code requirements and define the locations of buildings, streets, and open spaces. A Conditional Use (CU) application has also been submitted and requires determination by the Planning and Zoning Commission. Finally, the applicant will submit a combined Preliminary and Final Plat with the FDP to dedicate public right-of-way to the City. This process will require a recommendation to City Council for adoption of a resolution.

1. *Concept Plan (CP)*
2. *Preliminary Development Plan (PDP)*
3. *Final Development Plan (FDP)*

Review of the PDP should include architectural details and scale/massing details of buildings, with further refinement of materials, landscaping, and open space details provided at the FDP.

The PDP includes the consideration of Waivers, which are deviations from specific code requirements that can be granted by the Planning and Zoning Commission. Waiver requests are typically expected as part of the development process under the Bridge Street Code and are important tools for applicants to create high-quality development that is unique from other developments in the area. They are also designed to permit the form-based standards in the Bridge Street code to be softened based on unique site characteristics for high development quality. All Waiver requests are required to meet the criteria listed in the Code.

## 2. Background

### Site Summary

#### *Location and Natural Features*

The 7.01-acre site is located northeast of the intersection of Riverside Drive and John Shields Parkway, bound to the north by Tuller Road, and to the east by the proposed Mooney Street extension. It is currently vacant and contains minimal vegetation, but features a significant grade change (approximately 30 feet) from east to west.

#### *Surrounding Zoning and Land Use*

North: BSD-OR, Office Residential District (Riverside Drive Animal Care)

East: BSD-OR, Office Residential District (The GRAND of Dublin)

South: BSD-SRN, Scioto River Neighborhood District (Bridge Park)

West: BSD-P, Public District (Riverside Crossing Park)

### Case History

#### *February 2023 (Case 22-172CP)*

Review of a mixed-use development consisting of five buildings: a hotel, parking garage, office, and two residential buildings. Commission approved the Concept Plan (CP) with 9 conditions.



*Concept Plan (February 2023)*

- 1) The applicant consolidate the number of hotel and garage access points and align with the existing access points on the east side of Mooney Street, to the satisfaction of the City Engineer;
- 2) The applicant provide access to the garage from Longshore Street, to the satisfaction of the City Engineer;
- 3) The applicant reduce the massing of the buildings to meet the Code and to complement the existing character of the Scioto River Neighborhood;
- 4) The applicant identify opportunities to reduce the amount of parking spaces and size of the parking structure to meet the Code, which could include investigating shared parking opportunities throughout the Scioto River Neighborhood District;
- 5) The applicant work with staff to provide additional design details with subsequent applications to provide unique gateway designs at the key intersections that align with the requirements of the Scioto River Neighborhood;
- 6) The applicant submit a Traffic Impact Study at a future time determined by staff;

- 7) The applicant continue to work with staff to ensure the heights of the buildings meet the Code and are compatible with the intent and existing buildings of the Scioto River Neighborhood, subject to staff approval;
- 8) The applicant work with staff to ensure unique, high quality architectural design and details are incorporated within the proposed development that complements the district; and,
- 9) The applicant identify additional opportunities to activate the north elevation of the garage along Tuller Road.

#### *August 2025 (Ordinance 39-25)*

City Council approved a Development Agreement (DA) and other related agreements for the development of the Bridge North development. Prior to the adoption of this Ordinance, the applicant made revisions to the building locations and overall site layout to address comments received from Council and staff.



*Conceptual Development Plan (August 2025)*

The following are the key elements from the agreements, which impact the site design, building design and open space requirements:

- The site must be developed in accordance with the conceptual development plan provided as an exhibit in the DA documents.
- The project has 1-acre of open space dedication deficiency, which is considered satisfied due to adjacent Riverside Crossing Park and other financial commitments.
- Central Park, Pocket Park A and B are required elements of the development, and are to be of high quality.
- The agreement permits certain building elements (pedestrian bridges, patios, balconies) to encroach public right-of-way.
- The parking garage must have approximately 618 spaces and reserved parking for tenants is capped at 132 spaces, unless otherwise approved.

### **3. Bridge Street District**

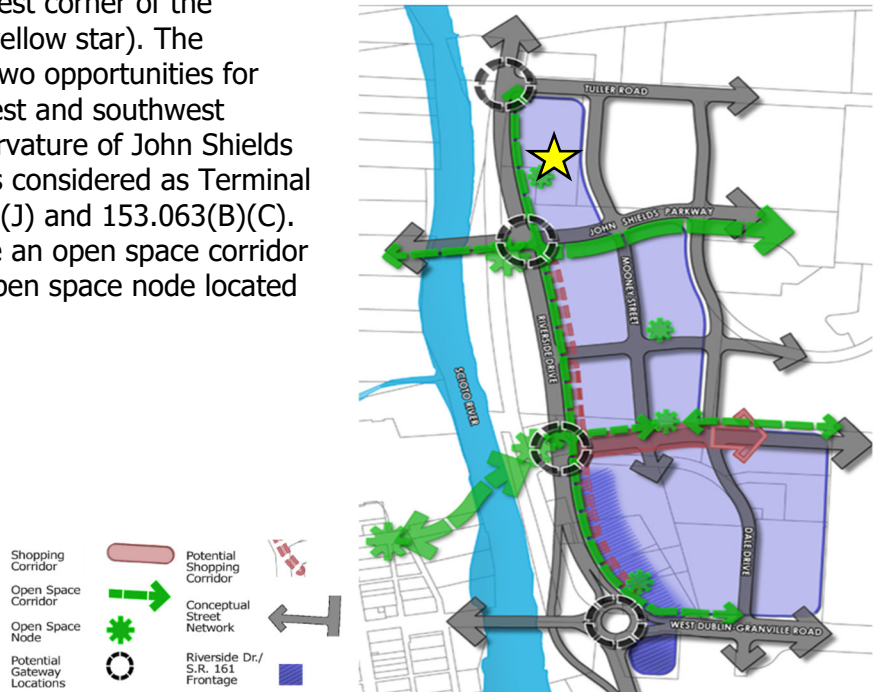
#### **BSD-SRN, Scioto River Neighborhood**

The BSD Code establishes Neighborhood Districts, where special attention to the location and character of buildings, streets, and open spaces is essential to establish a coordinated mix of uses that fulfills the objectives identified in the BSD Special Area Plan within the Community Plan. Each neighborhood anticipates the conceptual layout of critical elements, including street connections, open spaces, and gateways.

The BSD-SRN Neighborhood District provides a significant opportunity for a well-planned and designed neighborhood with a balanced mix of land uses. Predominant land uses include a residential presence to complement and support a strong mix of uses, with office employment and supporting service and commercial uses. A comfortable, walkable street network strongly connects these diverse but complementary land uses.



The site is located in the northwest corner of the neighborhood (shown with the yellow star). The neighborhood district identifies two opportunities for gateway features at the northwest and southwest corners of the site. Given the curvature of John Shields Parkway, the southeast corner is considered as Terminal Vista, per Code section 153.062 (J) and 153.063(B)(C). Additional considerations include an open space corridor along Riverside Drive, with an open space node located centrally in the block.



### BSD Street Network Map

The BSD Code provides a hierarchy of requirements for establishing the gridded street network with streets providing an important organizing framework for development within the BSD. The Street Network Map, part of the Thoroughfare Plan, identifies a family of three street types: Corridor Connectors, District Connectors, and Neighborhood Streets. Corridor and District Connectors are often designated as Principal Frontage Streets (PFS), which are intended to ensure a continuous, pedestrian-oriented block.

Riverside Drive is designated as a Corridor Connector and PFS, Tuller Road and John Shields Parkway are designated as District Connectors and PFS, and Mooney Street is designated as a future Neighborhood Street. Riverside Drive would be the primary street frontage, as it has the highest street designation. The grid street network is the result of a districtwide traffic study completed by the City of Dublin during the Bridge Street corridor visioning in 2011. The gridded street network operates by dispersing traffic over many smaller streets and providing multiple connections increasing the number of potential travel routes. To guide the development of the grid, needed Corridor and District Connectors were adopted into the Thoroughfare Plan. Rather than developers submitting individual traffic impact studies (TIS) and identifying mitigating strategies for projects as is typical when properties are rezoned for new development in other areas of Dublin, development in the BSD is required to construct the portions of the street network and dedicate necessary right-of-way with projects.

The applicant is proposing a new extension of Longshore Street from John Shields Parkway to Tuller Road. While this was not contemplated in the Bridge Street District Street Network Map, the added connection is supported by Staff, as it is a continuation of a pedestrian-oriented corridor and fits the character of the Bridge Street District. Longshore Street is considered a neighborhood street where constructed south of the site. The BSD Street Network Plan is not

intended to represent all requirements or actual development, nor is it intended to designate the precise locations for specific street types. At Concept Plan, staff recommended that the applicant provide a TIS, should the intensity and density of the development exceed the threshold of the traffic study. The current proposal meets the anticipated density of the development and thus a TIS is not required by the City.

John Shields Extension will be extended across the river via a new bridge in the future, resulting in the Gateway designation at its intersection with Riverside Drive.

## 4. Project

### Site Layout

The development's overall layout is consistent with the conceptual development plan previously presented to City Council. The entire project is comprised of five principal structures and a parking garage with residential liner. All buildings are strategically oriented around a terraced Central Plaza.

#### Layout Summary

Building/Area	Use	Placement
Hotel	Hotel (Tempo by Hilton)	The anchor building at the corner of Riverside Drive and Tuller Road. Its principal entrance is on Longshore Street, with a midblock pedestrian crosswalk connecting directly to the parking garage.
Office	Class A Office	Positioned at the intersection of John Shields Parkway and Riverside Drive. The principal entrance is from Longshore Street. Retail uses are incorporated at the ground level.
Residential A (East)	Mixed-Use (Retail/Residential)	Positioned at intersection of Mooney Street and John Shields Parkway and the principal entrance is from Mooney Street. The retail space is at the ground level.
Residential B (West)	Mixed-Use (Retail/Residential)	Sits between the Hotel and Office along Riverside Drive. The Principal entrance is from Longshore Drive.
Parking Garage + Residential Liner	Mixed-Use (Parking Structure/Retail/Residential)	Located at the intersection of Tuller Road and Mooney Street with access from both Mooney Street and Longshore Drive.
Open Spaces		At multiple locations

### Lots, Blocks, and Streets

The block is currently defined by Tuller Road (north), Riverside Drive (West), and John Shields Parkway (south) and is the largest block along Riverside Drive. The extension of Longshore Drive and Mooney Street as public streets to Tuller Road, will divide the block into two new rectangular blocks. Although these blocks are designed consistently with the Bridge Park blocks south of the site, a Waiver is required for the block dimensions as they exceed the maximum perimeter and length permitted by Code. A total of five lots would be created within the two blocks.

The applicant has provided crosswalk from the hotel to the garage and also the at-grade extension of the central open space across Longshore Drive to ensure the pedestrian connectivity across the blocks. The street network map does not indicate a required street connection along the Riverside Drive frontage, nor would staff support a street connection to Riverside Drive midway through the block. In order to break down the mass of buildings in the block, the applicant has provided open spaces in key locations to create a visual and physical break in the buildings along the street frontage. Additionally, the grading of the site presents a challenge to provide a street connection to Mooney Street midway through the block.

## Access & Parking

### *Access*

The proposed site design significantly updates the area's infrastructure to integrate the new development with the existing district. The extension of Longshore Street through the center of the development ensures that both vehicular and pedestrian access to, through, and from the site are consistent with the established design principles of the Bridge Park neighborhood to the south. The plan proposes a limited access intersection at Longshore Drive and John Shields Parkway to manage traffic flow. These traffic improvements are coupled with the realignment of a section of John Shields Parkway and the reorganization of existing on-street parking to facilitate the extension of Longshore Drive. The applicant will continue working with staff on access alignment and right turn dedication on Tuller Road. Furthermore, the plan enhances pedestrian connectivity with the surrounding neighborhood by proposing the addition of two new pedestrian crosswalks and widening the median at the center of John Shields Parkway.

Additionally, the construction of Mooney Street between John Shields Parkway and Tuller Road, will complete the required grid network.

At CP, the Commission expressed concerns with multiple access points and required the applicant to consolidate the number of hotel and garage access points and align with the existing access points on the east side of Mooney Street.

The applicant is currently proposing four vehicular access points:

- 1 vehicular access point on the west side of Mooney Street to access the garage.
- 3 vehicular access points on the east side of Longshore Drive: one for the garage and two for trash services.

Two access points on the east side of Mooney Street were previously approved as part of the Grand development with the intent that they would connect to the street network upon the extension of Mooney Street. The southern one was constructed at the time and is currently accessible via a private drive. The northern one was stubbed at the property line. The owner of The Grand does not desire to connect the northern access point to Mooney Street. Washington Fire Township has confirmed that the lack of connection is not a concern for emergency access. Staff is supportive of this request; however, the applicant and the neighboring property owner must work together at FDP to ensure that all required formal processes are completed. Staff recommends that the applicant provides additional landscaping and buffering to ensure a seamless visual transition.



A section of Longshore Drive is proposed to utilize a woonerf street concept with a flush curb, creating a seamless connection from the Central Plaza to the proposed open space on the west side of the street. The flush curb area will be finished with vehicular-grade pavers.

#### *Parking*

Parking is calculated based on the square footage of commercial uses and the number of residential and hotel units. The applicant's parking calculations show the total required parking spaces at 957. However, based on the proposed mix of hotel rooms, residential units, retail space, and office space, 1,047 parking spaces are actually required. The proposed plan includes 719 parking spaces with 618 spaces in the parking garage. There are discrepancies between the number of parking spaces shown in the calculation table and number of spaces shown on the plan. The applicant must work with staff to ensure there are no discrepancies at FDP.

The applicant has noted that a parking plan will be provided at FDP to allow for an adjustment to the required parking through Shared Parking Calculations. Similar parking plans have been approved for various blocks of the Bridge Park development that utilize shared parking across different garages. Per Code, the cumulative reduction of minimum parking requirements shall not exceed 30% of required parking, which would still require 732 parking spaces based on staff's calculations. The parking plan will be evaluated at FDP.

#### **Open Space**

Open Space requirements within the Bridge Street District are dictated by the number of residential units and the square footage of commercial space in the development. A minimum of 200 square feet of publicly accessible open space is required per each dwelling unit and 1 square foot per 50 square feet of commercial space. Based on the uses, 1.44 acres of open space are required. The applicant is providing 0.77 acres of open space on-site the rest was waived by the DA due to the proximity to Riverside Crossing Park and other financial commitments.

The overall project includes two Plazas and one Park, in addition to four Pocket Parks. Because three of the Pocket Parks are designed to spread across multiple lots, the applicant will be required to provide a public access easement for open spaces. The applicant has not provided an analysis of each open space type and whether it meets the minimum requirements. This analysis must accompany the FDP to assess if Waivers are necessary.

#### *Staff comments:*

1. Several open spaces are inaccurately shown on the civil drawings and the applicant must address those at the next step.
2. Applicant should continue to work with staff on the northeast Pocket Park, as the boundary is comprised of area within the ROW.
3. Some of the public open spaces include private patio spaces, which should be excluded from the calculations.

#### **Hotel Building**

##### *Summary*

The proposed building is a 6-story corridor hotel designed as a Corridor Building Type, and approximately 95,000 square feet in size, within the BSD Scioto River Neighborhood District and includes a 150-key Tempo by Hilton hotel and other amenities. The hotel meets the minimum and maximum height requirements of 3 and 6 stories, respectively. It has frontage on multiple

streets, including Riverside Drive (designated as the Primary Street Façade), Tuller Road, and Longshore Street. The design meets the minimum Front Property Line Coverage at Tuller Road and Riverside Drive and occupies the required corner lots. The principal entrance is on the Longshore Street elevation with an accessible entrance from Riverside Drive.

The building features a Parapet roof type, with proposed materials of brick (Dark Brown to Black Range and Buff Range), glass, and metal panels. Due to structural support challenges, the applicant proposes to use thin brick on the upper floors (5 & 6) matching the full-depth brick in color and installation method. Staff reviewed this thin brick material with the City's architectural consultant and are supportive of the material, as it is a trusted material that has been successfully used in various project across the Columbus region. The windows are integrated with utility elements, which conforms to hotel standards but will require a Waiver.



*Northwest View along Riverside Drive*



*Southeast View along Longshore Street*

#### *Staff Comments*

The design generally aligns with the required aesthetic and massing standards for a Corridor Building, but several details need to be resolved to ensure full compliance with Code at the FDP stage.

#### *Architectural Elements:*

- Gateway Location & Terminal Vista: The corner of Tuller and Riverside Drive is a Gateway location. Staff has expressed concerns with the corner and recommendations to the applicant that it should be designed to provide a unique gateway feature and distinct vertical elements. Given the location and adjacency to the highway, staff recommends design interventions at FDP. At CP, one of the conditions of approval was that applicant provide unique gateway designs at key intersections.
- At FDP, the applicant shall provide detailed architectural and site plans, exterior material and glazing specifications, window and trim details, façade dimensions, and a site photometric plan with all exterior lighting fixtures.
- The applicant should continue to work on ensuring that the façade requirements along Tuller Road are met at FDP.

#### *Materials/Transparency*

- Material Transitions: The location of exterior vertical material transitions will require further analysis at FDP as the floor plans currently lack sufficient detail.
- Window specifications will need to be provided and evaluated at FDP
- The upper story transparency is currently shown at 14% where the minimum is 15%. Staff recommends meeting this requirement. This will be further evaluated at FDP.

- Applicant is requesting blank wall limitation Waiver along north and south elevation on upper floors. Staff is not supportive of the Waiver at PDP and recommends architecturally-appropriate design elements are added to create unique visual interest and mitigate the blank wall impact at FDP.

### *Waivers*

Staff is recommending approval of 7 Waivers for the hotel building with the PDP as outlined below:

1. Maximum Impervious Lot Coverage
2. Occupied Space Required – Tuller Road (Ground Floor)
3. Principal Entrance Location
4. Number of Principal Entrances (along Longshore Street, Riverside Drive and Tuller Road)
5. Facade requirements - location of vents
6. Street Façade Transparency
7. Secondary Materials: Thin Brick (floors 5-6)

The plan review section of this report provides explanations for the requested Waivers. Staff supports these Waivers.

## **Office**

### *Summary*

The office building is a 5-story Mixed-Use Building Type and approximately 90,000 square feet in size, including approximately 15,000 square feet of retail space on the first floor. The massing of the building is consistent with the Conceptual Development Plan. The building will have frontage on Riverside Drive and John Shields Parkway with an outdoor retail patio adjacent to the intersection of these two Principal Frontage Streets. The upper stories of the building will also feature corner balconies for the office tenants.



*Southwest Corner along Riverside Drive*



*Longshore Drive Elevation*

The facade uses a contrasting, high-quality material palette, featuring Gery Light Buff Matt brick on the lower first floor and US Brick Black Satin on the upper stories. For fenestrations, Storefront Glazing System in a black finish, and Chromium Grey Centria Formawall architectural metal panels for accent are proposed. The ground floor retail design allows for pre-approved variations in storefronts and canopies to maintain visual interest across the streetscape.

### *Staff Comments*

Staff has following comments which need to be addressed at FDP:

- Gateway Location & Occupation of Corner: The building is outside the RBZ and fails to occupy the corner of Riverside Drive & John Shields Parkway, which is a requirement for this building type. The corner at Riverside Drive and John Shields Parkway holds strategic significance as a primary gateway location, which is positioned for increased importance with the future connection of John Shields Parkway to Dublin Road. The current design presents an opportunity for enhancement by achieving the required corner occupation and integrating additional elements to enhance the character of the public realm. These enhancements are necessary to maximize the building's visual response at this key entry point. The applicant has acknowledged this and will continue to develop this corner by integrating landscape elements and public seating at ground level as the project progresses.
- The applicant should work with staff to further emphasize the principal entrance on Longshore Street, potentially through architectural elements or canopy design.
- Discrepancies between floor plans and elevations must be addressed at FDP, including a proposed 34-foot blank wall on the north elevation. A Waiver is required if this blank wall remains.
- At FDP, the applicant must submit detailed architectural and site plans, exterior material and glazing specifications, window and trim details, façade dimensions, and a site photometric plan with all exterior lighting fixtures.
- Storefront windows will be temporarily infilled until tenant occupancy, and these areas currently factor into transparency and material calculations. The applicant must work with staff at FDP to ensure future storefront designs comply with Code requirements.
- The ground story design uses Light Buff Matt brick columns below Black Satin brick and metal panels; requiring further review for architectural appropriateness at FDP.

#### *Waivers*

Staff is recommending approval of 8 Waivers for the office building with the PDP as outlined below:

1. Maximum Impervious Lot Coverage
2. Front Property Line Coverage – along John Shields Parkway
3. Occupation of Corner - John Shields & Riverside Drive
4. Ground story height – all elevations
5. Upper Story Height
6. Principal Entrance Location
7. Number of Entrances on street façade - along John Shields Parkway
8. Parapet Height

The plan review section of this report provides explanations for the requested Waivers. Staff supports these Waivers. Materials and transparency will be analyzed with the FDP, which could require additional Waivers.

### **Residential A (East) Building**

#### *Summary*

The Residential A building is a Corridor Building Type with a height of 5 stories along Mooney Street and 6 stories along Longshore Street. The approximately 170,000 square-foot building includes 129 residential units and around 16,000 square feet of retail/restaurant space on the first floor.



The U- shape flat roof building has frontage on John Shields Parkway (Principal Frontage Street), Longshore Street (retail and restaurants), and Mooney Street (access to residential units). An amenity deck with a swimming pool is proposed at the center of the building, which will be accessible only by the building residents. The north side of the building connects to the garage via a pedestrian bridge, allowing residents to have direct access from garage. The building utilizes a contemporary industrial aesthetic and uses Arriscraft cast stone for the base and a traditional reddish-brown brick along with corrugated metal panel, dark gray fiber cement panels and metal panels. The façade has large, rectilinear windows and includes private balconies for the residential units.



*Southeast Corner (Mooney Street and John Shields Parkway)*

### *Staff Comments*

Staff has following comments which need to be addressed at FDP:

- The applicant should provide plan details ensuring vertical transitions occur at inside corners.
- The applicant shall resolve discrepancies between floor plans and elevations at FDP, including compliance with minimum zoning requirements for balcony size and required façade divisions.
- The applicant will collaborate with staff to enhance the primary entrance at the double-height main lobby, making it a more prominent feature of the building façade.
- The applicant should continue refining the building and the pocket park design at the southeast corner and provide focal elements to meet terminal vista requirements at FDP.
- As with the office building, storefront windows will be temporarily infilled until tenant occupancy; the applicant must work with staff at FDP to ensure future storefront designs comply with Code requirements.
- Staff has concerns with using Arriscraft cast stone, a calcium silicate masonry. Although it is considered a high-quality material used on other buildings within the District, its performance has not been successful. The maintenance literature for the product explicitly advises against installing the material directly at or below grade in cold weather climates. Given these issues, staff recommends the applicant provide a different high-quality material for this location at FDP. Staff also reached out to the City's architectural consultant and has included a material review memo for PZC's consideration.
- At FDP, the applicant must submit detailed architectural and site plans, exterior material and glazing specifications, window and trim details, façade dimensions, and a site photometric plan with all exterior lighting fixtures.

### *Waivers*

Staff is recommending approval of 5 Waivers for the Residential A building with the PDP as outlined below:

1. Maximum Impervious Lot Coverage
2. Front Property Line Coverage

3. Ground story height – East, West and South Elevations
4. Occupied Space Required – Longshore Street (Ground Floor)
5. Principal Entrance Location
6. Number of Entrances on street façade - along John Shields Parkway

The plan review section of this report provides explanations for the requested Waivers. Staff supports these Waivers. Materials and transparency will be analyzed with the FDP, which could require additional Waivers.

## Residential B (West) Building

### Summary

The condominium building is a 6-story Apartment Building Type and includes 100 residential units and approximately 19,000 square feet of retail in an approximately 128,000-square-foot building. The building has frontage on Riverside Drive, which is the principal frontage street and on Longshore Street. The east side of the building connects to the garage via a pedestrian bridge, allowing residents to have direct access from garage from Level 4. The principal entrance of the building is along Longshore Street. A public open space is provided along the Woonerf section of Longshore Street.



*Riverside Drive Elevation*



*From Central Plaza*

The building has a mixed-material facade featuring a base of light-colored cast stone and darker reddish-brown brick on the main body. Vertical segments of lighter-toned brick are proposed to break up the massing along with Millennium Tile Cladding on the top two floors. Fiber Cement Panels and Formawall are proposed as additional secondary materials.

### Staff Comments

Staff has the following comments which need to be addressed at FDP:

- Some façade fenestration is misaligned between elevations and floor plans, which prevents a complete evaluation of the vertical increment requirement for the north, south, and east elevations at the PDP stage.
- The principal entrance currently lacks distinction from other tenant entrances; staff recommends enhancing its prominence.
- Discrepancies exist between the floor plans and elevations regarding the number of entrances on the Riverside Drive and Longshore Street façades.
- At FDP, the applicant must provide detailed architectural and site plans, including exterior material and glazing specifications, window and trim details, façade dimensions, and a site photometric plan with all exterior lighting fixtures.

- Millennium tile is used on upper floors of all elevations except the north; staff recommends adding this material to the north elevation for a cohesive palette.
- Staff has concern with using Arriscraft cast stone and recommends exploring a different material a FDP, as mentioned above.
- As with the Office and Residential A Building, storefront windows will be temporarily infilled until tenant occupancy; the applicant must work with staff at FDP to ensure future storefront designs comply with Code requirements.

### *Waivers*

Staff is recommending approval of 6 Waivers for the Residential B building with the PDP as outlined below:

1. Maximum Impervious Lot Coverage
2. Front Property Line Coverage – along Riverside Drive
3. Ground story height – All Elevations
4. Principal Entrance Location
5. Vertical Façade Increments – Middle section of West Elevation
6. Parapet Wrap – All Elevations

The plan review section of this report provides explanations for the requested Waivers. Staff supports these Waivers. Materials and transparency will be analyzed with the FDP, which could require additional Waivers.

In addition, 3 sets of entry doors along Longshore Street and 1 set along Riverside Drive encroach into the right-of-way and will require Right-of-way Encroachment Agreements. The applicant should continue working to the satisfaction of the City Engineer.

## **Garage + Residential Liner Building**

### *Garage Summary*

The garage building is a 5-story Parking Structure Building Type and includes 618 parking spaces in an approximately 201,000-square-foot building. The garage is expected to have rooftop parking, which requires the addition of one tower in the northeast corner of the building as shown in the drawings. Parking structures are permitted to include parking on the roof, consistent with other parking garages in Bridge Park. The garage is connected to the other two residential buildings to the south and west via pedestrian bridges on level 4. The garage is accessible from Mooney Street as well as from Longshore Street, which is one level lower than Mooney Street due to grade change. The garage is proposed to be clad in brick, millennium tile and perforated FlexFacade tensile architecture mesh in grey/copper or similar color.



*View from Mooney Street*

As shared with applicant, there are numerous discrepancies between the plan and elevations and the applicant must continue to work with staff to resolve these at FDP. The design for screening parked cars in the ground level openings (foundation planting and trellises) and upper stories (wire mesh) requires additional refinements at FDP.

### *Conditional Use*

A Conditional Use is required for any parking garage that is not completely lined by space available for occupancy along a public or private street frontage, or when a garage is not separated from the street frontage. The proposed parking garage is located directly along the street and does not provide occupied space along Mooney Street and a section of Tuller Road. Conditional Use applications have been approved for various Bridge Park blocks when the proposed garage is located at the interior of the development. In this case, the proposed garage is in the least prominent location of the entire block. The section along Tuller Road is activated with a residential liner, vertical pedestrian circulation access and terraced lawn. Staff supports the Conditional Use request, but recommends additional design refinements as noted below.

### *Staff Comments*

Staff has the following comments which need to be addressed at FDP:

- Provide an additional view of the Mooney and Tuller intersection and continue refining the parking structure's corner detail at this principal entrance along Tuller Road.
- Explore the use of complementary masonry cladding to introduce vertical material variation and better define the pedestrian zone.
- While the garage entrance along Mooney Street has been highlighted, staff recommends further exploring cladding materials to distinguish the entrance and break up the structure's massing.
- Revise the floor plans to show exterior cladding materials and ensure vehicle entry/exit lanes from Mooney Street are consistent across all drawings.
- Submit additional information on tower height, roof type, horizontal façade divisions, floor plans with materials, and any other details required for staff review.
- At FDP, the applicant should provide stairwell window specs, bicycle parking locations, dimensioned floor plans, parking structure section heights, and detail on pedestrian access and surveillance measures.

### *Waivers*

Staff is recommending approval of 7 Waivers for the garage building with the PDP as outlined below:

1. Lot Coverage (combined with Residential Liber Building)
2. Front Required Building Zone
3. Corner Required Building Zone
4. Building length
5. Tower Location
6. Tower Width
7. Number of Parking Entrances

The plan review section of this report provides explanations for the requested Waivers. Staff supports these Waivers. Materials and transparency will be analyzed with the FDP, which could require additional Waivers.

In addition, a retaining wall at the Tuller Road pedestrian access encroaches into the right-of-way and will require a Right-of-way Encroachment Agreement.



### *Residential Liner Summary*

The residential liner building is a 6-story Corridor Building Type. It is approximately 111,000 square feet in area and includes 63 residential units and 5000-square-feet of retail spaces on first floor. The liner has frontage along Tuller Road as well Longshore Street. The building has a two story brick podium at the center portion along Longshore Street. The upper stories of the building will also feature balconies for residents. The proposed building will use brick and storefront systems as primary materials, and millennium tile, extruded aluminum, and fiber cement panels as secondary materials.



*Tuller + Longshore Intersection*



*Longshore Elevation (Across Hotel Building)*

### *Staff Comments*

Staff has following comments which need to be addressed at FDP:

- Staff recommends enhancing the material palette at the garage entry on the west façade to better complement the building and improve the pedestrian and guest experience, such as by extending the brick podium or using an alternative material in line with top of the brick podium.
- The applicant should clarify access from the hotel lobby to the upper floors of the parking structure (a hotel parking lobby is shown on the first floor plan).
- The applicant should continue working with staff to provide a parapet wrap or additional details to ensure adequate mechanical screening.
- At FDP, the applicant must submit detailed architectural and site plans, including exterior material and glazing specifications, window and trim details, façade dimensions, and a site photometric plan with all exterior lighting fixtures.
- As with the other buildings, storefront windows will be temporarily infilled until tenant occupancy; the applicant must work with staff at FDP to ensure future storefront designs comply with Code requirements.

### *Waivers*

The applicant is requesting approval of 5 Waivers for the garage liner building with the PDP as outlined below:

1. Lot Coverage (Combined with Garage Building)
2. Ground Story Height
3. Occupied Space Required – Longshore Street

The plan review section of this report provides explanations for the requested Waivers. Staff supports these Waivers. Materials and transparency will be analyzed with the FDP, which could require additional Waivers.

In addition, a retaining wall and entry doors at the Tuller Road/Longshore Street intersection encroaches into the right-of-way and will require a Right-of-way Encroachment Agreement.

Stormwater Management, Utilities, and Services

The project site is located within the Bridge Street District East A Exemption Area, as defined by the City of Dublin’s Stormwater Management Design Manual. Due to this exemption, stormwater quantity control is not required; however, quality control is mandated to meet Ohio EPA requirements. Currently, the site consists entirely of greenspace that naturally drains toward the Scioto River. Runoff from the proposed Bridge North development will be routed to a StormTech underground system for water quality treatment. This system is strategically located east of the proposed Longshore Street and positioned north of Residential Building A and south of the proposed Garage + Liner Building. The applicant will continue to work with Engineering staff to resolve any outstanding comments as the design progresses.

5. Plan Review

Waiver Review : Hotel Building		
Requirement	Request	Review
1. <b>Maximum Impervious Coverage:</b> Maximum permitted impervious lot coverage is 80%. <i>153.062(O)(5)(a)(2)</i>	To allow for 87% lot coverage.	A high-quality design is proposed to create a vibrant urban environment and support the district’s economic vitality. The design remains consistent with the conceptual development previously presented to City Council. Stormwater management is exempt within the BSD and will not be impacted by this proposal.
2. <b>Uses and Occupancy Requirements:</b> Minimum 30 ft. depth of occupied space is required at the ground story facing streets <i>153.062(O)(5)(a)(1)</i>	To allow a Trash Room, at a depth of ±12.83 feet and a Water Room and Mechanical Room at a depth of 27 feet from the front facade.	This is the best possible location for the mechanical room.
3. <b>Principal Entrance Location:</b> Primary street façade of building <i>153.062(O)(5)(d)(3)</i>	To allow for the Principal Entrance on Longshore Street, which is not a Principal Frontage Street.	To better facilitate the hotel operation, the principal entrance is along Longshore Street. Additional pedestrian access are provided along Riverside Drive.
4. <b>Street Facades: Number of Entrances:</b> One	To allow 2 Entrances along Riverside Drive (4 Required), 2 Entrances along Longshore	Hotel generally limits the number of public entrances to ensure the safety of guests.

public entrance is required per 75 linear feet of façade <i>153.062(O)(5)(d)(3)</i>	Street (4 Required) and none along Tuller Road (2 Required)	
5. <b>Street Façade Transparency:</b> 60% required (Ground Floor) <i>153.062(O)(5)(d)(3)</i>	To allow 37% street façade transparency on north and west elevation.	Calculation requirements require transparency 2'-8' above the sidewalk, but the first story on these two facades is 5' above the sidewalk due to the sites grading conditions
6. <b>Façade Requirements:</b> Vents, air conditioners and other utility elements shall not be part of any street-facing building façades (Ground Floor) <i>153.062(N)(4)(a)(5)</i>	To allow vents, air conditioners and other utility elements along the street-facing building façades.	The vents are installed on the exterior façade in accordance with hotel standards. The façade design incorporates these louvers, matching their size and material to the window units for a cohesive appearance.
7. <b>Permitted Primary Materials:</b> Permitted primary building materials stone, manufactured stone, full depth brick and glass. <i>153.062 (E)(1)(c)</i>	To allow clay thin brick as a Primary Material on east and west elevation.	Staff and our architectural consultant have reviewed the requested Belden thin brick material and are supportive of the material as a permitted primary material

#### Waiver Review : Office Building

Requirement	Request	Review
1. <b>Maximum Impervious Coverage:</b> Permitted 80% <i>153.062(O)(5)(a)(2)</i>	To allow for 96% lot coverage.	A high-quality design is proposed to create a vibrant urban environment and support the district's economic vitality. The design remains consistent with the conceptual development previously presented to City Council. Stormwater management is exempt within the BSD and will not be impacted by this proposal.

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| <p>2. <b>Front Property Line Coverage:</b> Minimum 75% Required<br/> <i>153.062(O)(5)(a)(1)</i></p>  | <p>To allow 61% along John Shields Parkway.</p>  | <p>The curvature of the lot frontage limits the amount of front property line coverage that can be provided.</p>  |
| <p>3. <b>Occupation of Corner:</b> A corner of the principal structure, a street wall, or a permitted open space type shall be located at the intersection of the front and corner side RBZs<br/> <i>153.062(O)(5)(a)(1)</i></p> | <p>To allow none to be provided at the intersection of Riverside Drive and John Shields Parkway.</p>   | <p>The building's corner is intentionally left open to activate the gateway location and enhance the pedestrian experience by providing a public seating area beneath.</p>                          |
| <p>4. <b>Ground Story Height:</b> Minimum Ground Story Height 12 feet; maximum 16 feet<br/> <i>153.062(O)(5)(b)</i></p>  | <p>To allow:<br/>         18 feet at the south end (east elevation)<br/>         19 feet at the north end (east elevation)<br/>         21.5 feet at the north end and 20 feet at the south end (west elevation)</p> | <p>Due to the grading challenges, the height exceeds the maximum permitted.</p>   |
| <p>5. <b>Upper Story Height:</b> Minimum 10, Maximum 14,<br/> <i>153.062(O)(5)(b)</i></p>  | <p>To allow 15.33 foot height on 5<sup>th</sup> floor</p>  | <p>The upper zone is proposed taller than other floors, still under maximum 10% allowed via a Waiver. Given the location and architectural appropriateness, staff is supportive of the request.</p> |
| <p>6. <b>Principal Entrance Location:</b> Along Principal Frontage Street<br/> <i>153.062(O)(5)(d)(3)</i></p>  | <p>To allow for Principal Entrance along Longshore Street</p>  | <p>Retail access is provided along Riverside Drive, with greater prominence given to these entrances. Office access is located along Longshore Street, serving offices on level 2 and above.</p>    |
| <p>7. <b>Street Facades:</b> Number of Entrances: One entrance per 75 linear feet<br/> <i>153.062(O)(5)(d)(3)</i></p>  | <p>To allow for no entrance along John Shields Parkway, where 2 entrances required</p>   | <p>Due to overall site grading, no entrances are provided along John Shields Parkway elevation.</p>   |



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| <p>8. <b>Parapet Height:</b><br/>         Minimum 2' required<br/> <i>153.062(D)(1)(a)</i></p> | <p>To allow 1' 4" high parapet</p> | <p>A low parapet height is proposed as a part of contemporary design intent; a separate mechanical roof screen is proposed.</p> |
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#### Waiver Review : Residential A

Requirement	Request	Review
<p>1. <b>Maximum Impervious Coverage:</b> Permitted 80%  <i>153.062(O)(5)(a)(2)</i></p>	<p>To allow for 96.5% lot coverage</p>	<p>A high-quality design is proposed to create a vibrant urban environment and support the district's economic vitality. The design remains consistent with the conceptual development previously presented to City Council. Stormwater management is exempt within the BSD and will not be impacted by this proposal.</p>
<p>2. <b>Front Property Line Coverage:</b> Minimum 75% Required  <i>153.062(O)(5)(a)(1)</i></p>	<p>To allow 73% along John Shields Parkway.</p>	<p>The curvature of the road limits the amount of front property line coverage that can be provided. A pocket park is proposed at the southwest corner to activate the spaces.</p>
<p>3. <b>Ground Story Height:</b> Minimum Ground Story Height 12 feet; maximum 16 feet  <i>153.062(O)(5)(b)</i></p>	<p>To allow:          17.6 feet at south end and 19.6 feet at the north end (west elevation)</p>	<p>Due to the grading challenges, the height exceeds the maximum permitted story height.</p>
<p>4. <b>Uses and Occupancy Requirements:</b> Minimum 30 ft. depth of occupied space is required at the ground story facing streets  <i>153.062(O)(5)(a)1.</i></p>	<p>To allow for full depth trash room along west elevation.</p>	<p>To limit the access points along Mooney Street and grading challenges along John Shields parkway, west elevation is best suited to provide trash room.</p>
<p>5. <b>Principal Entrance Location:</b> Along Principal Frontage Street  <i>153.062(O)(5)(d)(3)</i></p>	<p>To allow for Principal Entrance along Mooney Street</p>	<p>The principal entrance to residential units is along Mooney Road and does not conflict with other uses of the building.</p>

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| 6. <b>Street Facades:</b><br>Number of Entrances:<br>One entrance per 75<br>linear feet<br><i>153.062(O)(5)(d)(3)</i> | To allow for no entrance<br>along John Shields Parkway<br>where 2 entrances are<br>required; and to allow 2<br>entrances along Mooney<br>Street where 5 are required | To provide security and to ensure<br>controlled access, one entrance is<br>provided to access the residential<br>units. |
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### Waiver Review : Residential B

Requirement	Request	Review
1. <b>Maximum Impervious Coverage:</b> Permitted 80% <i>153.062(O)(5)(a)(2)</i>	To allow for 95% lot coverage	A high-quality design is proposed to create a vibrant urban environment and support the district's economic vitality. The design remains consistent with the conceptual development previously presented to City Council. Stormwater management is exempt within the BSD and will not be impacted by this proposal.
2. <b>Front Property Line Coverage:</b> Minimum 75% Required <i>153.062(O)(5)(a)(1)</i>	To allow 53% along Riverside Drive.	The curvature of the road limits the amount of front property line coverage that can be provided. Two pocket parks on each side create a vibrant pedestrian corridor.
3. <b>Ground Story Height:</b> Minimum Ground Story Height 12 feet; maximum 16 feet <i>153.062(O)(5)(b)</i>	To allow 18 feet at the south end (east elevation); 20.6 feet at the south end (west elevation), and 24.6 ft at north end.	Due to the grading challenges, the height exceeds the maximum permitted.
4. <b>Principal Entrance Location:</b> Along Principal Frontage Street <i>153.062(O)(5)(d)3</i>	To allow for Principal Entrance along Longshore Street	The principal entrance to residential units is along Longshore Street and does not conflict with other uses of the building.
5. <b>Vertical Façade Increments:</b> No greater than 45' <i>153.062(O)(5)(b)</i>	To allow for approx 54' vertical façade increment along Riverside Drive	The request is driven by unit width and to create more balanced and symmetrical façade in the central area.

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| <p>6. <b>Parapet Wrap: Parapet shall wrap around all sides of the building.</b><br/> <i>153.062(D)(1)(b)</i></p> | <p>To allow for height to drop at multiple locations.</p> | <p>It is a part of design intent to create variation and articulation along building façade. Separate mechanical screening is proposed to screen the mechanical units.</p> |
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Waiver Review : Garage Building		
Requirement	Request	Review
<p>1. <b>Maximum Impervious Coverage:</b> Maximum permitted impervious lot coverage is 80%.  <i>153.062(O)(5)(a)(2)</i></p>	<p>To allow for 95% lot coverage (Combined with liner building)</p>	<p>As stated for other buildings, a high-quality design is proposed to create a vibrant urban environment and support the district's economic vitality. The design remains consistent with the conceptual development previously presented to City Council. Stormwater management is exempt within the BSD and will not be impacted by this proposal.</p>
<p>2. <b>Front Required Building Zone:</b> 5 feet-25 feet  <i>153.062(O)(11)(a)(1)</i></p>	<p>To allow encroachment beyond the Front RBZ. 2.5 feet from Tuller Road and 0.83 feet from the shared stairwell to the west (north elevation)</p>	<p>The parking structure extends into the front RBZ as an intentional design feature. The corner is dedicated to vertical pedestrian circulation, which increases its prominence on the building façade.</p>
<p>3. <b>Corner Side Required Building Zone:</b> 5 feet-25 feet Corner Side RBZ Required  <i>153.062(O)(11)(a)(1)</i></p>	<p>To allow 3 foot encroachment along Mooney Street right-of-way</p>	<p>As stated above, it is an intentional design feature.</p>
<p>4. <b>Maximum Building Length:</b> Permitted 300'  <i>153.062(O)(11)(a)(2)</i></p>	<p>To allow for 329.33 foot length</p>	<p>Due to the site size and grading constraints, it would allow for functional garage design.</p>
<p>5. <b>Tower Location:</b>          Permitted on facades only at terminal vistas, corners at two principal frontage streets, and/or adjacent to an open space type.  <i>153.062(O)(11)(a)(2)</i></p>	<p>To allow for tower on one Principal frontage street; not a terminal vista.</p>	<p>The tower is a design intent to create prominence on building façade for the pedestrian's visibility.</p>

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| 6. <b>Tower Height:</b> width of a tower shall not exceed its height.<br><i>153.062(D)(4)(b)</i>                        | To allow a width of 19 feet  | It is an intentional design feature and intended to accommodate an internal stairwell for circulation. It adds varied height to the overall mass. |
| 7. <b>Entrance/Exit Lanes:</b><br>One entrance per 300 spaces and one exit per 200 spaces<br><i>153.065(B)(5)(a)(1)</i> | To allow for 2 entrances and 3 exit lanes where 3 entrances and 4 exit lanes are required. | Given the site grading conditions, the number of entrances and exit are reduced. The request is consistent with other parking garages.            |

**Waiver Review : Residential Liner**

Requirement	Request	Review
<ul style="list-style-type: none"> <li> <b>Maximum Impervious Coverage:</b> Maximum permitted impervious lot coverage is 80%.  <i>153.062(O)(5)(a)2</i> </li> </ul>	To allow for 95% lot coverage.	This Waiver is combined with garage waiver.
1. <b>Ground Story Height:</b> Minimum Ground Story Height 12 feet; maximum 16 feet <i>153.062(O)(5)(b)</i>	To allow: 18 feet at the south end (east elevation) 20.6 feet at the south end (west elevation), and 24.6 ft at the north end.	Due to the grading challenges, the ground story height exceeds the maximum permitted.
2. <b>Uses and Occupancy Requirements:</b> Minimum 30 ft. depth of occupied space is required at the ground story facing streets <i>153.062(O)(5)(a)(1)</i>	To allow for full depth trash room along west elevation.	It is the only feasible trash location for the Building. It would limit the access points along Mooney Street, which was a concern at Concept Plan.

**Preliminary Development Plan**

Criteria	Review
1. The PDP shall be consistent with the approved CP, the record established by the required reviewing body, the associated staff report, and the Director's recommendation.	<b>Criterion Met with Waivers and Conditions</b> The application is generally consistent with the approved Concept Plan, Conceptual Development Plan presented to City Council, and with the surrounding development pattern



2. The development is consistent with the Community Plan, BSD Special Area Plan, BSD Design Guidelines, other adopted city plans, and related policies.

**Criterion Met with Waivers and Conditions:**

The proposal is largely consistent with all adopted plans and policies with Waivers and Conditions. Due to the grading challenges, the Waivers would allow for flexibility in site design and building design.

3. The proposed land uses align with all applicable requirements and use specific standards of 153.059 Uses.

**Criterion Met with Conditional Use:** All proposed uses are permitted and meet the Code requirements. The parking structure requires approval of a Conditional Use as it is unlined along a public right-of-way. It is consistent with previous developments within the district

4. The proposed buildings are appropriately sited and scaled to create a cohesive development character that complements the surrounding environment, and conforms to the requirements of 153.062 Building Types and 153.065 Site Development Standards.

**Criterion Met with Waivers and Conditions:**

The proposal is appropriately scaled and complements the surrounding environment and meets the building type and site development standards.

5. The proposed lots and blocks conform to the requirements of 153.060 Lots and Blocks.

**Criterion Met with Waiver:** Due to the grading and location of the site, a Waiver is required to permit the proposed length and perimeter requirements.

6. The proposed street types conform to the requirements and standards of 153.061 Street Types, including the general pattern of streets, blocks, and development reflected on the BSD Street Network Map and the conceptual locations of access points to surrounding streets to avoid adverse impacts on surrounding neighborhoods and traffic infrastructure.

**Criterion Met with Condition:** One of two proposed streets are not noted within the BSD network map. However, the street follows the anticipated pattern, with planned access points to avoid any impact on surrounding neighborhood and traffic. The applicant will continue working with staff on access alignment and right turn dedication on Tuller Road.

7. The proposed design of the internal circulation system, driveways, and any connections to the public realm provide for safe and efficient access for pedestrians, bicyclists, vehicles, and emergency services.

**Criterion Met with Condition:** The applicant should continue to work with Staff to address the streetscape design along Tuller Road as required by the City Engineer. The applicant will continue working on pedestrian connections at FDP.

8. The proposed design of buildings conforms to the BSD Code and is consistent with the BSD Design Guidelines, while integrating with nearby development.

**Criterion Met with Conditions and Waivers:**

When combined with Waivers, the proposed design of the buildings conforms to applicable requirements. The applicant should continue working with staff on the design of each building to address staff comments.

9. The proposed open spaces are appropriately sited and designed to conserve or enhance natural features as appropriate, enhance the community both within and outside the proposed development, and conform to the requirements of 153.064 Open Spaces.

**Criterion Met:** The proposed open spaces meet the minimum area requirement. However, analysis of each open space type is required at FDP to determine whether it meets the minimum requirements.

10. The scale and design of the proposed development allows for the adequate provision of services currently furnished by or that may be required by the city or other public agency including, but not limited to, fire and police protection, public water and sanitary sewage services, recreational activities, traffic control, waste management, and administrative services.

**Criterion Met:** The proposed development allows for the provision of services to the site and adjacent sites.

11. The proposed development conforms to the requirements of 153.063 Neighborhood Standards, as applicable.

**Criterion Met:** The development meets the requirements of the Scioto River Neighborhood standards.

12. The proposed development provides adequate stormwater management systems and facilities that comply with the applicable regulations of this code and any other applicable design criteria or regulations as adopted by the city or required by other government entities.

**Criterion Met:** The applicant will continue to work with Engineering staff to resolve any outstanding comments as the design progresses.

13. The proposed development can be adequately serviced by existing and/or planned public or private infrastructure consistent with the city's most recently adopted capital improvements program.

**Criterion Met:** The proposed development can be adequately serviced and is consistent with City's CIP.

14. If the development is to be implemented in phases, each phase has adequate infrastructure to serve the development independently without the need for further phased improvements.

**Not Applicable:** No information is provided for staff to determine if the development will be implemented in phases.

15. The proposed development demonstrates consistency with the recommendations, principles, and intent of all applicable design standards and guidelines, including but not limited to buildings, open spaces, and streetscapes.

**Criterion Met:** The proposed development is generally consistent with the established character of the District and includes high quality buildings, open spaces and streetscapes.

### Conditional Use (153.236)

Criteria	Review
1. Harmonious with the Zoning Code and/or Community Plan.	<b>Criterion Met:</b> The proposed garage use is not located along a Principal Frontage Street. The request is consistent with previous developments within BSD.
2. Complies with applicable standards.	<b>Criterion Met:</b> The use meets all applicable zoning standards.
3. Harmonious with existing or intended character of the general vicinity.	<b>Criterion Met:</b> The garage building is sensitively sited across from a non-BSD type building and primarily faces a parking lot. It features creative landscape treatments and public open spaces on both sides.
4. The use will not have a hazardous or negative impact on surrounding uses.	<b>Criterion Met:</b> The use will not have negative impacts on surrounding uses and will serve the proposed development.
5. The use will be adequately served by public facilities and services.	<b>Criterion Met:</b> The use will be adequately served by public facilities and services.
6. The use will not harm the economic welfare.	<b>Criterion Met:</b> The use will not negatively impact the economic welfare of the area; the parking amenity will contribute to the economic growth of the district.
7. The use will not be detrimental to any person, property, or the general welfare.	<b>Criterion Met:</b> The parking garage is operational 24 hours and will provide parking facility to residents and visitors.

8. Vehicular circulation will not interfere with existing circulation.

**Criterion Met:** The use will not interfere with existing circulation; the addition of two new public streets will improve the vehicular circulation in the District, in alignment with the BSD street network.

9. Not detrimental to property values in the vicinity.

**Criterion Met:** The proposal is expected to integrate well with the surrounding area and add economic value by developing the parcel and constructing a parking garage that will serve both private and public users.

10. Will not impede the development or improvement of surrounding properties.

**Criterion Met:** The use will not impede the development or improvement of surrounding properties.

## Recommendation

**Planning Recommendation:** Approval of 36 Waivers.

**Planning Recommendation:** Approval of a Preliminary Development Plan with the following conditions:

- 1) The applicant should continue to work with staff to enhance the design of the northwest corner of the Hotel Building to create a more prominent architectural gateway at the northern limit of the Bridge Street District and to minimize the presence of the blank wall condition on the upper stories of the south elevation.
- 2) The applicant provide unique gateway design at the intersection of John Shields Parkway and Riverside Drive.
- 3) The applicant work with staff to refine the Residential A Building including revising the exterior cladding scheme in the upper stories adjacent to the amenity space to provide more visual interest on the east façade; introducing additional vertical elements in the architecture and open space design of the terminal vista area; and enhancing the pedestrian experience along the blank wall area adjacent to the east Plaza architecturally, or with landscaping.
- 4) The applicant work with staff to revise the north and south elevations of Residential B Building for improved cohesiveness and consistency in the design of the elevation.
- 5) The applicant continue to work with staff to refine the Mooney Street façade design of the Garage.
- 6) The applicant should continue to work with staff to enhance the design of the vehicular and pedestrian entrances to the parking structure along the Longshore Street facade of the Residential Liner building to create a stronger connection to the Hotel entrance across the street.
- 7) The applicant should continue to work with staff on architectural details of all the buildings based on the comments provided in planning report prior to FDP.
- 8) The applicant provide a parking plan at FDP.

**Planning Recommendation:** Approval of a Conditional Use with no conditions.