

Conditional Use Narrative – Bridge North – Tuller Road Activation

Property's Intended Use: As consistent with the PDP for Bridge North (Case 25-082PDP), the use is a Mixed Use Development comprised of Retail, Garage, Hotel, Office, Multifamily and parkland.

Operational Details: The operational details of this project are consistent with the existing Bridge Park District as the project will present to the public and operate in the same manner.

Project Narrative in Response to Bridge Street Requirements: The project development team has worked with the planning staff and engineering staff to consider the physical complexities of the Tuller Rd façade between Longshore St and Mooney St. Collectively they have come up with the following hardships and proposed solutions to activate the roadway and street-front.

Existing Challenges:

- The roadway between the proposed Mooney St extension and the proposed Longshore St extension slopes nearly 21' from East to West.
- The roadway in this same zone had multiple (8) large mature trees.
- Along Tuller is a consistent and existing bikeway lane/train that extends east.
- Tuller Rd is three lanes wide in this location.

Design Responsiveness:

- The retail on Longshore is turning storefront facing Tuller 60' with the incorporation of landscaped terrace retaining walls such that the corner of Tuller and Longshore presents as a retail plaza and standard storefront section consistent with Bridge Street in many areas.
- Stairwells and elevators to the project's garage have been treated as glazed elements versus that of hard walls and have access direct from Tuller to incorporate more entrances on this facade. These represent another 50' of façade and entry onto Tuller.
- Tuller is proposed to drop to 2 vehicular lanes in this zone, allowing for parallel parking along the South of Tuller with consistent curb and treatment as the remainder of the Bridge Street District.
- Of the 194' of façade, only 88' is non accessible, putting the focus on architectural elements and entry features at the main corners of the building. The middle stretch of the building (non-activated with storefront) is the most extreme of the 21' of grade. To activate this area, we have proposed terraced zones of respite off the bike path that are landscaped and comfortable.

It is our intent that these design solutions collectively represent a creative and appropriately prioritized solution to a transitional condition of this property. We eagerly seek your consideration for approval on this component of the overall design.