

## PLANNING REPORT

# Planning and Zoning Commission

Thursday, July 9, 2026

## Bridge North Development 26-020FDP

<https://dublinohiousa.gov/pzc/26-020>

### 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 Final Development Plan under the provisions of Zoning Code Section 153.066
Zoning	BSD-SRN, Bridge Street District, Scioto River Neighborhood
Planning Recommendation	<u>Approval of 5 Administrative Departures</u> <u>Approval of 43 Waivers</u> <u>Approval of the Parking Plan</u> <u>Approval of the Final Development Plan with Conditions</u>
Next Steps	Upon review and approval of a Final Development Plan, the applicant may apply for Preliminary and Final Plat.
Applicant	Matt Canterbury, Daimler Group & David Kozar, Indus Hotels
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### Community Planning and Development



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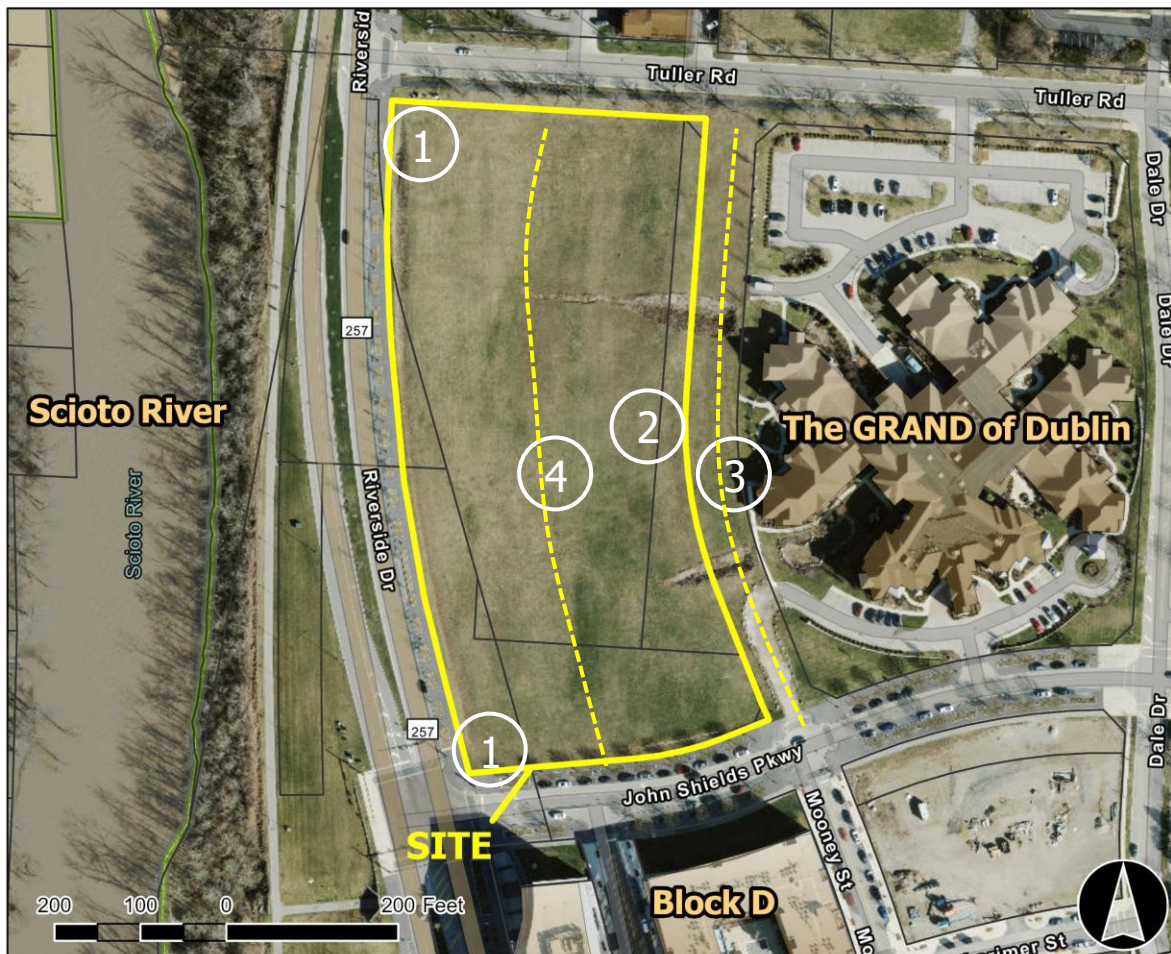
Site Location Map

26-020FDP Bridge North Development



Site Features

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



# 1. Request and Process

## Request

Review and approval of a Final Development Plan (FDP) for a new mixed-use development. The development consists of the following:

- 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.
- Six public open spaces



Site Plan

## Application Type and Process

As outlined below, the Final Development Plan (FDP) is the final step in the development process:

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

The FDP is generally intended to finalize materials and specific details of a development ahead of permitting. Review of the FDP should include architectural and material details of buildings, landscaping, and open space treatments. The FDP includes the consideration of Waivers and Administrative Departures not addressed with the PDP, which are deviations from specific code requirements that can be granted by the Planning and Zoning Commission. Waiver and Administrative Departure 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 and Administrative Departure requests

are required to meet the criteria listed in the Code, which generally require requests to improve the quality of the development and alignment with the intent of the Bridge Street District.

## 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)*

Commission approved the Concept Plan (CP) with 9 conditions which included consolidating Mooney Street access and adding a Longshore Street entry, reducing the project's overall building mass, height, and parking footprint to meet city codes, and providing unique high quality architectural design complementing the district.

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

City Council approved a Development Agreement (DA) and other related agreements for the development of 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.

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.

#### *November 2025 (Cases 25-082PDP / 25-110CU)*

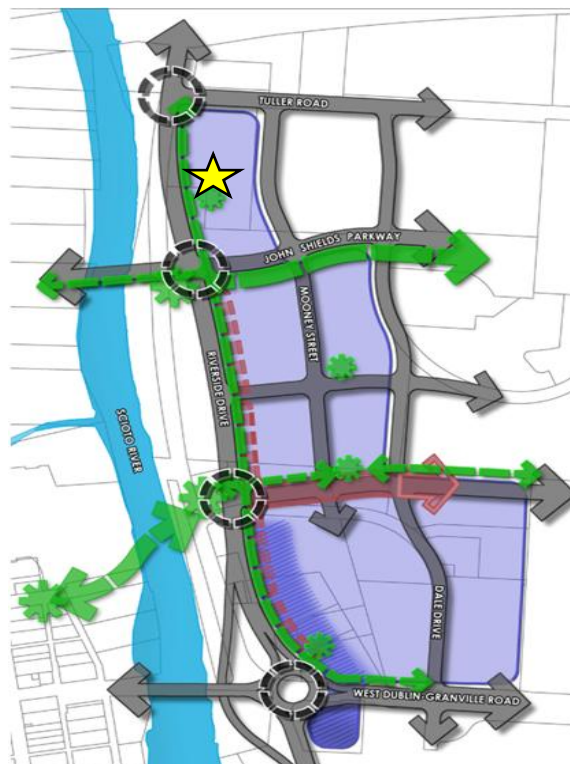
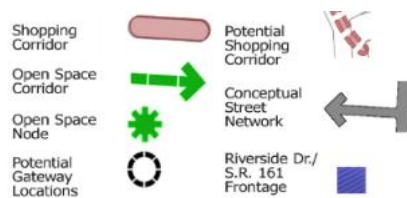
Commission approved the Preliminary Development Plan and Conditional Use for the proposed development. The Commission approved 36 waivers, details of which are included in the history provided with the packet. The conditions of approval were as follows:

- 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 façade 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.

### 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.

The site has frontage of all four sides: 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.

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.

#### *Bridge Street District Streetscape Character Guidelines*

The BSD Streetscape Character Guidelines build on the street family hierarchy and introduce a complementary framework of design guidelines within distinct streetscape types based on street hierarchy.

Riverside Drive and John Shields Parkway are high visibility corridors and are required to use signature streetscape brick pavers, granite curbs, brick sidewalks, and planting strips or tree grates. Mooney Street and Tuller Road are under Standard Streetscape category and required to use concrete sidewalk instead of brick sidewalks. The proposed extension of Longshore Street from John Shields Parkway to Tuller Road is designed in accordance with the Standard Streetscape established during the Concept Plan. As supported by Staff during the PDP stage,

this alignment provides critical pedestrian-oriented connectivity that fits the character of the Bridge Street District



## 4. Project Site Layout

The development's overall layout and use is consistent with the PDP. 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

Consistent with PDP, the block is currently defined by Tuller Road (north), Riverside Drive (West), Mooney Street (East), and John Shields Parkway (south). It is largest block along Riverside Drive. The extension of Longshore Street and Mooney Street as public streets to Tuller Road will divide the block into two new rectangular blocks and the west block is divided into three lots.

A Waiver for block dimensions is requested as its maximum perimeter and length exceed those permitted by Code. The applicant has provided a crosswalk from the hotel to the garage and also an at-grade extension of the central open space across Longshore Street to ensure 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 and thus a Waiver is justified.

## Access & Parking

### *Access*

The proposed site design remains consistent with the PDP and 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 Street 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 Street. 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.

The applicant is proposing four vehicular access points which remains consistent with the PDP:

- 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 Street: one for the garage and two for trash services.

A section of Longshore Street 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. Staff recommended extending the paver treatment to the two pocket parks. The applicant is in agreement; however, this revision is not reflected on all drawings. Staff recommends that this revision be incorporated into the civil plans at Building Permit.

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. The Washington Township Fire Department has confirmed that the lack of connection is not a

concern for emergency access. Staff is supportive of this request. This constitutes an amendment to the Grand's approved plans, which is being documented here

*Recommended Conditions:*

- The applicant shall continue to work with the City to refine the proposed street typologies and ensure that all roadway, streetscape, and right-of-way dimensions are internally consistent and accurately reflected in the final civil plans.

*Parking*

Parking is calculated based on the square footage of commercial uses and the number of residential and hotel units. Based on the proposed mix of hotel rooms, residential units, retail space, and office space:

- Total required: 1,034 parking spaces.
- Total Provided: 723 parking spaces with 620 spaces in the parking garage.

The applicant is requesting approval of a parking plan to allow for an adjustment to the Required Vehicle Parking through Shared Parking Calculations. Per Code, the cumulative reduction of minimum parking requirements shall not exceed 30% of required parking, which would require 724 parking spaces based on the calculations.

The applicant has provided a parking diagram that includes adjacent parking garages in Block C and Block D and identifies the amount of available parking within 900 feet of the development based on peak parking demand times. The intent behind this request is to minimize the amount of excess parking provided on the site, as indicated on the plans. Similar parking plans have been approved for various blocks of the Bridge Park development that utilize shared parking across different garages. Staff supports the proposed Parking Plan.

Per Code, parking lots and structures are strongly encouraged to provide at least one electric plug-in service point for every 200 parking spaces, which would require a minimum of 4 electric car charging. Staff recommends including the EV charging points at building permit.

*Bike parking*

Per Code, bicycle parking is required for any development or use with six or more required vehicle parking spaces. For residential uses, one space is required for every 2 dwelling units and for commercial uses, one space for every ten required vehicle parking spaces. Based on the number of residential and commercial:

- Total Required: 215 spaces (148 for residential, 67 for commercial).
- Total Provided: 138 spaces (37 in streetscapes and 101 in the parking structure).

Approximately 45% of the bicycle parking required is proposed to be located in the southeast corner of levels 3 through 5 of the parking structure. This location does not meet with the intent of being within reasonable walking distance of the entrances being served, primarily because these spaces must be accessed via elevator or stairwell. The applicant should work with Staff to meet the bicycle parking requirements and add the necessary spaces throughout the development, subject to Staff approval. This is included as a recommended condition of approval.

## Open Space and Landscaping

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, 1.47 acres of open space are required. The applicant provides  $\pm 0.69$  acres of open space on-site and the remaining  $\pm 0.79$  acres off site at Riverside Crossing Park. This is consistent with the Bridge Park approvals for properties along Riverside Drive and Development Agreement.

The overall project includes:

Park (across Riverside Drive): 34,412 square feet

Two Plazas:

- East Plaza: 13,928 square feet
- West Plaza: 3,497 square feet

Four Pocket Plazas:

- Northeast (near garage): Approximately 1,881 square feet
- Southeast (at Mooney + John shields): 3,511 square feet
- Northwest (between Residential B and Hotel): 4,488 square feet
- Southwest (between Residential A and Office): 2,699 square feet

The applicant proposes a public parkland dedication of  $\pm 0.79$  acres. Because this acreage is less than the minimum standalone threshold required by Code, a Waiver is required; however, this dedication is already a part of an existing city park asset.

The two Plazas are proposed in the center of the development, with one located on either side of Longshore Street. The design intent is to treat the segment of Longshore Street between these two plazas as a "woonerf" (shared street) to provide visual and physical continuity between the open spaces, ultimately connecting them to the designated Pocket Plazas to the northwest and southwest.

The east plaza is intended to provide a critical pedestrian connection between Mooney Street and Longshore Street. Per Code, all required public open spaces must be universally accessible and accommodate community activity and gathering spaces. Given the significant grade changes on-site, the applicant and Staff have explored multiple design options to balance accessibility with the creation of a high-quality open space. To maximize landscaping and public amenities while minimizing excessive, utilitarian concrete ramping, the primary accessible route is currently proposed within the public garage lobby and elevator.

The current layout of the northeast pocket plaza conflicts with building entrance locations and pedestrian circulation needs. Staff recommends that the applicant continue to work with staff to provide a functional high-quality design and meet the intent of public open space.

### *Overall Open Space and Landscaping*

The proposed open space arrangement is consistent with the BSD Scioto River Neighborhood standards, which envisions a wide variety of building types and uses to create vibrant, mixed use shopping and employment districts accented by a high quality open space network that

balances a variety of stunning natural greenways and hardscape areas designed to provide intimate gathering spaces appropriate for an urban setting.

The overall landscape design includes a diverse mix of evergreen shrubs, groundcovers, and deciduous and ornamental trees to maintain visual interest throughout the year. The central courtyard utilizes sharp, angular geometric planting beds massed with low-level ornamental perennials and texturized groundcovers to guide pedestrian circulation and create architectural focal points. Linear perimeter planters wrapping the building edge incorporate a specialized, interwoven matrix planting mix. High-quality site furnishings are provided to meet the walkability standards and ensure the comfort and convenience of the users, including trash receptacles with outdoor seating.

#### *Waivers*

- 1) Park less than 2 acres
- 2) Each of the four plazas exceeds the maximum permitted size of 1,200 square feet.
- 3) West Plaza does not meet the minimum required size (10,890 square feet)
- 4) Length to width ratio at various open spaces exceeds the permitted maximum of 3:1 - Park (4.75:1), Northeast Pocket Plaza (5.67:1), Southeast pocket plaza (8.8:1), Southwest Pocket Plaza (14.87:1), Northwest Pocket Plaza (10.17:1)

### **Hotel Building**

#### *Summary*

The proposed building is a 6-story corridor hotel designed as a Corridor Building Type. It is approximately 95,000 square feet in size 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 the corner occupancy requirement. 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 consisting of brick (Dark Brown to Black Range and Buff Range), glass, and metal panels. Due to structural support challenges, a Waiver for the use of thin brick was approved at the PDP for the upper floors (5 & 6) matching the full-depth brick in color and installation method. The windows are integrated with utility elements, which conform to hotel standards, and were also approved at the PDP. The other materials were approved at the PDP and remain consistent in this proposal.

#### *Updates*

In response to previous feedback from the Commission and City Staff, the applicant has incorporated the following architectural updates into the FDP:

- Northwest Corner:
  - Architectural Tower Element: Redesigned the prominent northwest corner to establish a distinct tower feature, integrating a multi-story mural installation across the upper floors.
  - Roofline and Cap: Added a dark metal roof cap to the tower element to create a stronger vertical expression and break up the previously flat, continuous roofline.

- Brick color change: Replaced the uniform dark brick facade with a lighter, warm-toned brick at the corner volume to provide visual contrast. The lighter brick the same color as the southern part of the building
- Fenestration Detailing: Revised the window detailing with a dark, extruded metal window framing.
- South Elevation: Enhanced the facade by introducing brick corbelling details and strategically placing metal panels to break up the massing and monotony of the brickwork.
- East Elevation: Minor modifications due to change in internal layout as required by hotel operations.



Northwest View along Riverside Drive (PDP)



Northwest View along Riverside Drive (FDP)

*Recommended Conditions:*

- Northwest Corner  
While Staff supports the revised northwest corner design intent, the upper portion of the tower element requires further refinement to achieve appropriate prominence and balance with the overall building mass. The northwest corner is a gateway location, and per Code shall include a combination of architectural elements, landscape features and/or public open spaces. A condition of approval at Concept Plan required that the applicant provide a unique gateway design.

As currently rendered, the topmost section reads more like a utilitarian mechanical screen than a deliberate, expressive architectural element. Given that numerous Tempo by Hilton locations nationwide utilize significant, architectural corner features, incorporating similar high-quality elements here would be beneficial. To ensure this prominent intersection functions as a high-quality visual anchor, Staff recommends the applicant refine the proportions of the upper portion of the tower structure by incorporating one or more of the following design enhancements:

**Physical Projection:** Incorporate a slight physical cantilever or articulated cornice at the topmost section to give the roof cap a stronger shadow line and structural presence.

**Material Transitions:** Integrate refined material transitions or accentuated architectural detailing to clearly distinguish the feature as a premium capstone that successfully terminates at the top of the corner mural.

- Glazing specifications for all windows verifying compliance with the BSD Code requirements, including the Visible Light Transmittance and Visible Light Reflectance ratings will need to be provided at permitting. This is addressed through a recommended condition of approval.

### *Administrative Departures/Waivers*

At the PDP, the applicant received approval for 7 Waivers for the hotel building. The applicant is now requesting 4 Administrative Departures and an additional 5 Waivers:

#### *Administrative Departures*

- 1) Parapet height at northwest corner
- 2) Street Façade Transparency: East Elevation
- 3) Non-Street Façade Transparency: South elevation
- 4) Primary Façade Material: West elevation

#### *Waivers*

- 1) No lintels and projecting sills in masonry walls.
- 2) No projecting sills within metal clad walls.
- 3) Lot coverage Waiver - 92% (approved for 87% at PDP)
- 4) Blank Wall Limitations: North and South elevation
- 5) Minimum Primary Façade materials: North and South Elevation

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

## Office

### *Summary*

The office building is a five-story Mixed-Use Building Type and is approximately 90,000 square feet in size, including approximately 15,000 square feet of retail space on the first floor. The building massing is largely consistent with the approved PDP. The building will have frontage on Riverside Drive and John Shields Parkway, with an outdoor retail patio adjacent to the



*Southwest Corner along Riverside Drive (PDP)*



*Southwest Corner along Riverside Drive (FDP)*

intersection of these two Principal Frontage Streets. The upper stories will feature corner balconies for office tenants. Since the PDP, the balcony configuration has been revised to provide additional office space.

The high-quality material palette remains consistent with the PDP, however the color palette has been updated and now features Glen Gery Aspen White brick on the lower first floor and Glen Gery Iberia Brick on the upper stories.

### *Updates*

In response to previous feedback from the Commission and City Staff, the applicant has incorporated the following architectural updates into the FDP:

#### West Façade

##### *Southwest corner*

- Two balconies have been enclosed with curtain wall systems to maximize internal

office square footage. As a result, the wood soffits have been removed from the middle floors and are now limited to the underside of the top two floor terraces.

- The textured, rough-cut stone column at the base has been replaced with one with a smooth metallic finish.
- Minor modifications to seating and planters

### *Northwest Corner*

The water room is now located along the Riverside Drive frontage at the northwest corner of the office building to allow for proper water line routing. There are no changes to the façade as the storefront appearance will be maintained, however a Waiver will be required for non-occupied area at the ground story facing streets.

### East façade

The Longshore Street entrance is enhanced with additional architectural details and increased glazing area to more clearly identify it as the building's principal entrance.



*Longshore Street Elevation (PDP)*



*Longshore Street Elevation (FDP)*

### *Recommended Conditions:*

1. **Material Transition:** At PDP, staff recommended evaluating the architectural appropriateness of the brick transitions. While the applicant has introduced a soldier course to create a material transition between the light brick at the base and the darker brick above, staff recommends incorporating a slight physical projection (e.g., a corbel or relief band) to establish a more distinct and architecturally appropriate transition.
2. **Gateway Enhancement:** The corner at Riverside Drive and John Shields Parkway holds strategic significance as a primary gateway location. This intersection is positioned for increased visibility and importance with the future connection of John Shields Parkway to Dublin Road. To enhance the character of the public realm at this critical juncture, staff recommends incorporating a prominent canopy or additional pedestrian-scale design elements.

### Waivers

At the PDP, the applicant received approval for 8 Waivers for the office building. The applicant is requesting an additional 6 Waivers:

### *Waivers*

- 1) Occupied Space Required: Riverside Drive
- 2) No lintels and projecting sills in masonry walls.
- 3) No projecting sills within metal clad walls.

- 4) High Reflective Glass: 30% reflectance
- 5) Lower Visible Light Transmittance Glass: 53% transmittance
- 6) Blank Wall Limitations: North elevation

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

Note: Although the applicant's submittal indicates that the minimum primary material threshold is not met. The consultant's evaluation confirms compliance by counting the rooftop mechanical screening as a secondary material. No material waivers needed.

### 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 133 residential units and ±18,000 square feet of retail/restaurant space on the first floor along Longshore Street.

The building design is largely consistent with the approved PDP. The U-shaped 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 Reading Rock 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.

#### Updates

In response to previous feedback from the Commission and City Staff, the applicant has incorporated the following architectural updates into the FDP:

- The southeast corner element is refined and projects outward, creating a distinct geometric box around the large corner windows, adding depth and shadow lines to the building element.



Southeast Corner – Mooney Street and John Shields Parkway (PDP)



Southeast Corner – Mooney Street and John Shields Parkway (FDP)

- The primary entrance of the building is given prominence and enhanced with additional architectural details and canopy addition.
- The metal coping wraps continuously around the corner of the building.
- Balconies are extended to break up the flat plane of the façade.
- Staff and consultant had concerns regarding Ariscraft Stone, which is not ideal for usage at ground contact. The applicant now proposes Reading Rock cast stone, a material suitable for ground-level contact.

### *Waivers*

At the PDP, the applicant received approval for 6 Waivers for the Residential A building. The applicant is requesting an additional 8 Waivers:

- 1) Parapet height
- 2) High Reflective Glass: 30% reflectance
- 3) Lower Visible Light Transmittance Glas: 53% transmittance
- 4) No projecting sills within metal clad walls.
- 5) Ground Story Transparency: South and East Elevation
- 6) Upper Story Transparency: South Elevation
- 7) Vertical Increments Required: East elevation
- 8) Minimum Permitted Primary Materials: All elevations

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

## **Residential B (West) Building**

### *Summary*

The condominium building is a 6-story Corridor Building Type and includes 100 residential units and approximately ±18,000 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 Level 4 of the garage. The principal entrance of the building is along Longshore Street. A public open space is provided along the Woonerf section of Longshore Street.

The building materials remain consistent with PDP. 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



*Riverside Drive Elevation (PDP)*



*Riverside Drive Elevation (FDP)*

Millennium Tile cladding on the top two floors. Fiber Cement Panels and Formawall are proposed as additional secondary materials.

#### *Updates*

- The applicant has updated the materials palette with similar color tones.
- The fenestration has been simplified. The multi-lite grids are updated to provide cleaner panes of glass. The balcony articulation is maintained, however it is projected to create a variation in the façade.
- Use of millennium tiles is extended to the north elevation for a cohesive palette throughout all elevations.
- The principal entrance on the east elevation is highlighted with a canopy to create a better visual presence as compared to PDP.
- Staff and consultant had concerns regarding Ariscraft Stone, which is not ideal for usage at ground contact. The applicant now proposes Reading Rock cast stone, a material suitable for ground-level contact.
- The water room is now located along Riverside Drive at the northwest corner of the building to allow for proper water line routing. It does not impact any changes to the façade architectural façade, however a Waiver will be required for non-occupied area at the ground story facing streets.

#### *Waivers*

At the PDP, the applicant received approval for 6 Waivers for the Residential B building. The applicant is requesting an additional 6 Waivers:

- 1) Uses and Occupancy requirements
- 2) High Reflective Glass: 30% reflectance
- 3) Lower Visible Light Transmittance Glas: 53% transmittance
- 4) No projecting sills within metal clad walls.
- 5) Ground Story Transparency: West Elevation
- 6) Vertical Increments Required: East elevation

The plan review section of this report provides explanations for the requested Waivers. Staff supports these 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 with the City on these agreements to the satisfaction of the City Engineer at site permit.

## **Garage + Residential Liner Building**

### *Garage Summary*

The garage building is a 5-story Parking Structure Building Type and includes 620 parking spaces in an approximately 201,000-square-foot building. The garage is expected to have rooftop parking, which requires the inclusion 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 proposed materials are consistent with PDP.

## *Updates*

### *East Elevation*

- The building footprint (southeast corner) has been revised to establish a singular, cohesive structure.
- The east elevation is articulated into a series of regular bays using prominent, repeating red-brick structural piers in two tones. These piers introduce depth and a strong vertical rhythm.
- The creative application of a flexible façade system with an alternating color palette of warm terracotta/orange, metallic grays, and light sand tones alongside varied panel sizes breaks up the monotony of the elevation.
- A canopy has been added at the pedestrian entrance, and the center bay mass has been projected outward to visually highlight the vehicular entrance and establish architectural prominence.
- The previously proposed Corten steel screening has been replaced with an integrated green wall mesh with live plants. This feature extends along the Mooney Street frontage to create an appropriate pedestrian streetscape.



*View from Mooney Street (PDP)*



*View from Mooney Street (FDP)*

### *South Elevation*

- A second-level overlook has been integrated into the parking structure to provide visual interest, highlight the vertical circulation core (which also provides ADA access to the lower level of the Central Plaza), and maximize visibility from Mooney Street.
- The south façade now incorporates landscape screening in lieu of mesh panels. This modification effectively mitigates the visual impact of the parking garage on the adjacent Central Plaza.

### *Tuller + Mooney Intersection*

- The prominent corner intersection has been revised to feature a four-story, transparent glass tower element with metal clad bands.
- The brick base incorporates a dark-framed metal storefront glass system and an integrated canopy, establishing a highly visible and active pedestrian entry point.



*Tuller + Mooney Intersection*

*Recommended Conditions:*

- Continue to work with staff on adding design elements and/or canopy on the east façade to ensure the center bay architecture complements the entire façade.
- Extend the canopy over the pedestrian entrance on the east elevation adjacent to the tower entrance.
- Highlight the architecture of the parking structure between the pilasters by exposing the brick knee walls at certain locations to define each story of the garage.
- Per code, a horizontal facade division are required within 3 feet of the top of the ground story, the brick corbelling is restricted to the Level 2 pilasters Staff recommends extending the corbelling to meet the Code requirements. .
- Utilize available space in the oversized drive aisles to restripe the structure to compliant dimensions at Building Permit.
- Per Code, pedestrian flow shall be channeled through openings to permit surveillance, either by a booth cashier or by cameras being monitored from a remote location. Staff recommend providing adequate information.
- Provide complete architectural, structural, and engineering details for the proposed pedestrian bridges for review and approval by City Staff,

*Waivers*

At the PDP, the applicant received approval for 7 Waivers for the garage building. The applicant is requesting an additional 5 Waivers:

- 1) High Reflective Glass: 30% reflectance
- 2) Lower Visible Light Transmittance Glas: 53% transmittance
- 3) Street Facades: Number of Entrances
- 4) Vertical Increments Required: North and south elevation
- 5) Internal Circulation: Height clearance

The plan review section of this report provides explanations for the requested Waivers. Staff supports these 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 5,000-square-feet of retail spaces on first floor. The liner has frontage along Tuller Road as well as 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 building materials remain consistent with PDP.

*Updates*

*Longshore + Tuller Intersection*

- Projected balconies with enhanced structural detail.
- Modified Window Configurations along with modifications to extruded aluminum detail, which now frames entire vertical sets of windows continuously, eliminating the previous split into separate longitudinal bays.



Tuller + Longshore Intersection (PDP)



Tuller + Longshore Intersection (FDP)

Longshore Elevation

- The balcony system is enhanced to project outward from the building face. This extension introduces deep structural shadow lines that break up the flat plane of the façade.
- The section directly above the garage entrance is enhanced and incorporates brick, and additional design elements to create a cohesive architectural façade.



Longshore Elevation – Across Hotel Building (PDP)



Longshore Elevation – Across Hotel Building (FDP)

Recommended Conditions

- A canopy was shown at the PDP at Tuller + Longshore Intersection. Staff recommends reintroducing it prior to Building Permit.
- Brick corbeling is provided between the first and second story at the north and south ends of the building. Staff recommends that the corbeling should be extended through the middle portion of the west façade as well.

Administrative Departures/Waivers

At the PDP, the applicant received approval for 2 Waivers for the liner building. The applicant is requesting 1 Administrative Departure and an additional 8 Waivers:

Administrative Departures

- 1) Ground Floor Street Transparency

Waivers

- 1) Parapet height

- 2) Parapet Wrap
- 3) High Reflective Glass: 30% reflectance
- 4) Lower Visible Light Transmittance Glas: 53% transmittance
- 5) No lintels and projecting sills in masonry walls.
- 6) No projecting sills within metal clad walls.
- 7) Vertical Increment
- 8) Primary Façade Materials

The plan review section of this report provides explanations for the requested Administrative Departures and Waivers. Staff supports these Departures and 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 at Building Permit.

### **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 the following items prior to site permit.

#### *Recommended Conditions*

- The applicant shall continue to coordinate with City staff to refine and provide final utility alignments. All utility locations, configurations, and clearances shall be provided to the satisfaction of the City Engineer.
- The applicant shall continue to work with Engineering to demonstrate stormwater management compliance in accordance with Chapter 53 of the Dublin Code of Ordinances.

#### *Screening*

The applicant is proposing multiple locations for transformers and utility equipment situated between the pocket parks and the plaza. These installations are required to provide service to the development. To screen the utilities, the applicant proposes perforated metal privacy panels featuring custom graphics and integrated lighting. While the current drawings note that the final graphics and metal treatments are still to be developed, the applicant will be required to submit additional details for staff review and approval during the site permit process.

#### *Lighting*

The applicant has provided a partial photometric plan for the development, but the plan needs to be updated with additional information about combining the photometric data from individual lighting fixtures. The applicant should submit an updated photometric plan with their site permits, subject to Staff approval. The applicant should also submit additional specifications for all decorative lighting proposed on the site, subject to Staff approval.

## **5. Plan Review**

**Administrative Departures  
 [153.066(J)]  
 Hotel Building**

Requirement	Request	Review
1. Parapet height of no more than 6 feet <i>153.065(E)(3)</i>	To allow parapet height of 6.33 feet at northwest corner	The request is minimal in nature and will not negatively impact the intent of the requirement.
2. Minimum Street façade transparency 60% <i>153.062 (O)(5)</i>	To allow 55% transparency on East Elevation	The reduced percentage is due to the location of internal layout and is minor in nature.
3. Minimum Non-Street Façade Transparency 15% <i>153.062 (O)(5)</i>	To allow 14% transparency on South elevation	The deviation is minor and does not impact the intent of the requirement. It is due to the location of kitchen on south elevation.
4. Primary Façade Material 80% <i>153.062 (O)(5)</i>	To allow 77% primary material on West elevation	Although the primary material percentage is not met, the deviation is minor in nature and not impacting the building character or requiring a need for Waiver.

**Administrative Departures  
 [153.066(J)]  
 Liner Building**

Requirement	Request	Review
5. Minimum Street façade transparency 60% <i>153.062 (O)(5)</i>	To allow 59.4% transparency on West Elevation	The request is minor and the intent of achieving street façade transparency is largely met.

**Waiver Review [153.066(I)(6)]  
 Lots and Blocks**

Requirement	Request	Review
1. <b>Maximum Block Size:</b> Maximum block length of 500 feet and a maximum block perimeter of 1,750 <i>153.060(C)(2)(a)</i>	To allow a maximum block length of ±750 feet and a maximum block perimeter of ±1,800 feet (east block) and block length of ±780 feet and a maximum block perimeter of ±1,900 feet (west block)	The proposed block aligns with the approved BSD Street Network Map. Although the block is larger than the code allows, it includes multiple interconnected open spaces, functioning as mid-block pedestrian connections and contributing to the intent of creating a walkable, pedestrian-

scaled development, consistent with other blocks in the adjacent Bridge Park.

Open Space		
Requirement	Request	Review
<p>2. <b>Park Size:</b> Parks must have a minimum area of 2 acres (87,120 square feet)  <i>153.064 (F)</i></p>	<p>To allow a Park area of 34,278 square feet</p>	<p>This would not be a free-standing park, but part of Riverside Crossing Park, which contributes open space to the neighborhood. It provides informal active and passive larger-scale recreational amenities to City residents.</p>
<p>3. <b>Pocket Plaza Size:</b> Pocket Plazas must have a minimum area of 300 square feet, a maximum area of not more than 1,200 square feet, and a minimum width of 10 feet. <i>153.064 (F)</i></p>	<p>To allow 1,881 square foot Northeast pocket plaza, 3,511 square foot Southeast plaza, 4,488 square foot Northwest plaza, and 2,699 square foot and ± 8 foot wide Southwest plaza.</p>	<p>The proposed open spaces meet the intent of the pocket plaza to provide a formal open space to serve as an impromptu gathering place for the development.</p>
<p>4. <b>Plaza Size:</b> Plazas must have a minimum area of 0.25 acres (10,890 square feet) and minimum width of 60 feet. <i>153.064 (F)</i></p>	<p>To allow for 3,497 square foot west Plaza and a width of approximately 30 feet.</p>	<p>West plaza is right across the east plaza, adjoined by woonerf street. The intent of this open space is to provide open space to diverse land uses with a greater level of pedestrian activity.</p>
<p>5. <b>Open Space Proportion:</b> Maximum Block Size: With the exception of the Greenway, all Open Space Types shall be sized at a ratio of not more than 3:1, length to width. <i>153.064(G)(1)(b)</i></p>	<p>To allow a ratio of 4.75:1 for park, 5.67:1 for Northeast Pocket Plaza, 8.8:1 for Southeast pocket plaza, 14.87:1 for Southwest Pocket Plaza, 10.17:1 Northwest Pocket Plaza.</p>	<p>The ratio of the existing Riverside Crossings park is an existing condition. For all the other spaces, due to the challenging site and building footprints, the proportion requirement is not met. The open space ratio does not negatively impact the intent of the open spaces, and they form high-quality space spread across multiple locations and accessible by all buildings.</p>

**Waiver Review : Hotel Building**

Requirement	Request	Review
<p>6. <b>General Building Type Requirements:</b>            Windows in masonry walls shall have architecturally appropriate lintels and projecting sills.  <i>153.062(H)(1)(f)</i></p>	<p>To allow for no sills or lintels in brick masonry wall.</p>	<p>The proposed windows do not incorporate lintels or sills and are fully surrounded by continuous brickwork. This treatment is architecturally appropriate in this case, providing a simple and cohesive façade composition that is consistent with the overall design of the hotel.</p>
<p>7. <b>General Building Type Requirements:</b>            Windows within siding clad walls shall have a projecting sill.  <i>153.062(H)(1)(g)</i></p>	<p>To allow for no projecting sill within siding-clad walls.</p>	<p>Projecting sills and trim surrounds are not appropriate to the contemporary character of the metal panel façade. The proposed brick detailing provides sufficient depth and shadow.</p>
<p>8. <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 92% lot coverage.</p>	<p>A Waiver for 87% was approved at the PDP. With a revised design, the lot coverage has slightly increased. The design remains consistent with the conceptual development previously presented to City Council. Stormwater quantity management is exempt within the BSD and will not be impacted by this proposal.</p>
<p>9. <b>Façade requirements:</b>            Blank Wall Limitation, no more than 15' of horizontal surface can be windowless.  <i>153.062(O)(5)(d)(1)</i></p>	<p>To allow for 20' blank wall facade on north and south elevations.</p>	<p>A blank wall waiver is requested to allow for a more efficient internal configuration of hotel spaces. The proposed façade incorporates sufficient architectural detailing to mitigate the visual impact of the blank wall condition.</p>
<p>10. <b>Façade Materials:</b>            80% Stone, Brick, Glass.  <i>153.062(O)(5)(d)(5)</i></p>	<p>To allow 58% primary materials on north and south elevations.</p>	<p>At PDP, Waiver was approved for east and west elevations. The request is consistent with the previous approval.</p>

**Waiver Review : Office Building**

Requirement	Request	Review
<p>11. <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)(6)(c)</i></p>	<p>To allow a Water Room at a depth of ±20 feet from the front facade.</p>	<p>To ensure a functional utility layout, it is the best possible location for the water room.</p>
<p>12. <b>Window Requirements:</b>            Windows in masonry walls shall have architecturally appropriate lintels and projecting sills.  <i>153.062(H)(1)(f)</i></p>	<p>To allow for no sills or lintels in brick masonry wall.</p>	<p>The proposed windows do not incorporate lintels or sill. This treatment is architecturally appropriate in this case, providing a simple and cohesive façade composition that is consistent with the overall design of the office building.</p>
<p>13. <b>Window Requirements:</b>            Windows within siding clad walls shall have a projecting sill.  <i>153.062(H)(1)(g)</i></p>	<p>To allow for no projecting sill within siding-clad walls.</p>	<p>Projecting sills and trim surrounds are not appropriate to the contemporary character of the metal panel façade.</p>
<p>14. <b>Window Requirements:</b>            Maximum 20% exterior light reflectance is permitted.  <i>153.062(H)(1)(b)</i></p>	<p>To allow for 30% reflective glass.</p>	<p>The requested windows are high quality and energy efficient.</p>
<p>15. <b>Window Requirements:</b>            Minimum 60% visible light transmittance is required.  <i>153.062(H)(1)(c)</i></p>	<p>To allow for 53% Visible light transmittance.</p>	<p>53% transmittance regulates interior glare and thermal comfort while maintaining an active visual connection between the streetscape and the interior.</p>
<p>16. <b>Façade requirements:</b>            Blank Wall Limitation, no more than 15' of horizontal surface can be windowless.  <i>153.062(O)(5)(d)(1)</i></p>	<p>To allow for ± 47' blank wall facade on north elevation.</p>	<p>The Waiver is requested due to the location of water meter room.</p>

**Waiver Review: Residential A**

Requirement	Request	Review
<p>17. <b>Parapet Height:</b>            Minimum 2' required  <i>153.062(D)(1)(a)</i></p>	<p>To allow ±1.5', ±3' and ±5' parapet height at multiple locations.</p>	<p>Varying parapet heights are utilized to create visual interest and break up the facade.</p>
<p>18. <b>Window Requirements:</b>            Maximum 20% exterior light reflectance is permitted.  <i>153.062(H)(1)(b)</i></p>	<p>To allow for 30% reflective glass.</p>	<p>The requested windows are high quality and energy efficient.</p>
<p>19. <b>Window Requirements:</b>            Minimum 60% visible light transmittance is required.  <i>153.062(H)(1)(c)</i></p>	<p>To allow for 53% Visible light transmittance.</p>	<p>53% transmittance regulates interior glare and thermal comfort while maintaining a active visual connection between the streetscape and the interior and does not negatively impact the intent.</p>
<p>20. <b>Window Requirements:</b>            Windows within siding clad walls shall have a projecting sill.  <i>153.062(H)(1)(g)</i></p>	<p>To allow for no projecting sill within siding-clad walls.</p>	<p>The office building design is contemporary with a mix of various materials. The projecting sills and trim surrounds are not appropriate to the proposed character of the façade.</p>
<p>21. <b>Ground Façade Transparency:</b> 60% required  <i>153.062(O)(5)(d)(1)</i></p>	<p>To allow for 10% ground transparency on south elevation and 51% on east elevation.</p>	<p>Due to the grade change windows are not possible and thus a Waiver is requested.</p>
<p>22. <b>Upper Story Façade Transparency:</b>            Minimum 30% required  <i>153.062(O)(5)(d)(1)</i></p>	<p>To allow for 26% on south elevation.</p>	<p>Waiver is requested due to the specific design of the units. The high-quality architecture meets the intent of the Code. The building is well-designed with the façade featuring multiple fenestrations.</p>
<p>23. <b>Façade divisions:</b>            Vertical Increments            Required no greater</p>	<p>To allow a vertical increment of approximately 52 feet on east elevation.</p>	<p>To successfully achieve the targeted urban density and provide façade hierarchy, the applicant requests a waiver to</p>

than 45'  
 153.062(O)(5)(d)(1)(4)

exceed the standard vertical  
 increment.

24. **Primary Materials:**  
 Minimum of 80 percent  
 primary façade materials  
 (brick, stone, glass)  
 153.062(O)(5)(d)(5)

To allow for 58% on north  
 elevation, 41% on west  
 elevation, 54% on south  
 elevation and 55% on east  
 elevation.

A high-quality, modern palette  
 of mixed materials is  
 proposed, ensuring the  
 original design intent is fully  
 maintained.

**Waiver Review: Residential B**

Requirement	Request	Review
25. <b>Uses and Occupancy Requirements:</b> Minimum 30 ft. depth of occupied space is required at the ground story facing streets 153.062(O)(5)(c)	To allow a Water Room at a depth of ±20 feet from the front facade.	To ensure a functional utility layout, it is the best possible location for the water room.
26. <b>Window Requirements:</b> Maximum 20% exterior light reflectance is permitted. 153.062(H)(1)(b)	To allow for 30% reflective glass.	The requested windows are high quality and energy efficient.
27. <b>Window Requirements:</b> Minimum 60% visible light transmittance is required. 153.062(H)(1)(c)	To allow for 53% Visible light transmittance.	53% transmittance regulates interior glare and thermal comfort while maintaining a active visual connection between the streetscape and the interior.
28. <b>Window Requirements:</b> Windows within siding clad walls shall have a projecting sill. 153.062(H)(1)(g)	To allow for no projecting sills within siding-clad walls.	Projecting sills and trim surrounds are not appropriat to the contemporary character of the façade.
29. <b>Ground Façade Transparency: 60% required</b> 153.062(O)(5)(d)(1)	To allow for 45% ground transparency on west elevation	Due to the grade change, minimum transparency requirement is not met.

The building has a storefront and provides a higher transparency towards Riverside Drive above the calculation zone.

<p><b>30. Façade divisions:</b>          Vertical Increments          Required no greater than 45'  <i>153.062(O)(5)(d)(4)</i></p>	<p>To allow a vertical increment of approximately ±51 feet on east elevation.</p>	<p>Vertical increments are intended to minimize long stretches of unbroken façade on large buildings. The design element creates a focal point and is broken by material breaks on adjacent façade, which are highly articulated and minimize the impact of a greater vertical increment.</p>
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**Waiver Review : Garage Building**

Requirement	Request	Review
<p><b>31. Window Requirements:</b>            Maximum 20% exterior light reflectance is permitted.  <i>153.062(H)(1)(b)</i></p>	<p>To allow for 30% reflective glass.</p>	<p>The requested windows are high quality and energy efficient.</p>
<p><b>32. Window Requirements:</b>            Minimum 60% visible light transmittance is required.  <i>153.062(H)(1)(c)</i></p>	<p>To allow for 53% Visible light transmittance.</p>	<p>53% transmittance regulates interior glare and thermal comfort while maintaining a active visual connection between the streetscape and the interior.</p>
<p><b>33. Street Facades:</b>            Number of Entrances:            One entrance per 75 linear feet  <i>153.062(O)(11)(d)(3)</i></p>	<p>The east façade is ±329 feet in length, requiring 5 entrances, 2 are provided.</p>	<p>The 2 entrances along Mooney Street are appropriate to the design of parking structure.</p>
<p><b>34. Façade divisions:</b>            Vertical Increments            Required no greater than 30'  <i>153.062(O)(11)(d)(4)</i></p>	<p>To allow for 39.5' and 37.02' wide bays on north elevation and 34.17' and 38.90' wide bays on south elevation.</p>	<p>To complement the functions of the parking garage design, including the parking bays, a Waiver is requested.</p>

<p><b>35. Internal Circulation:</b>          A minimum ceiling clearance height of 12 feet is required to allow for potential occupancy in the future.  <i>153.065 (B)(c)</i></p>	<p>To allow for ±10.67 foot story height.</p>	<p>The garage will strictly function as parking, future occupancy is not anticipated.</p>
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**Waiver Review : Residential Liner**

Requirement	Request	Review
<p><b>36. Parapet Height:</b>            Minimum 2' required  <i>153.062(D)(1)(a)</i></p>	<p>To allow 1.5' to 2.33' parapet height.</p>	<p>To align with contemporary design intent, a low parapet height is proposed; the mechanical units behind it are screened by the slope of the roof.</p>
<p><b>37. Parapet Wrap:</b> Parapet shall wrap around all sides of the building.  <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.</p>
<p><b>38. Window Requirements:</b>            Maximum 20% exterior light reflectance is permitted.  <i>153.062(H)(1)(b)</i></p>	<p>To allow for 30% reflective glass.</p>	<p>The requested windows are high quality and energy efficient.</p>
<p><b>39. Window Requirements:</b>            Minimum 60% visible light transmittance is required.  <i>153.062(H)(1)(c)</i></p>	<p>To allow for 53% Visible light transmittance.</p>	<p>53% transmittance regulates interior glare and thermal comfort while maintaining a active visual connection between the streetscape and the interior</p>
<p><b>40. Window Requirements:</b> Windows in masonry walls shall have architecturally appropriate lintels and projecting sills.  <i>153.062(H)(1)(f)</i></p>	<p>To allow for no sills or lintels in brick masonry wall.</p>	<p>The proposed windows do not incorporate lintels or sill. This treatment is architecturally appropriate, providing a simple and cohesive façade composition that is consistent with the overall design of the building.</p>

- |  |   |   |
|--|---|---|
| <p>41. <b>Window Requirements:</b> Windows within siding clad walls shall have a projecting sill.<br/> <i>153.062(H)(1)(g)</i></p>         | <p>To allow for no projecting sills within siding-clad walls.</p>                             | <p>Projecting sills and trim surround are not appropriate to the contemporary character of the façade.</p>  |
| <p>42. <b>Façade divisions:</b> Vertical Increments Required no greater than 45'<br/> <i>153.062(O)(5)(d)(4)</i></p>                       | <p>To allow vertical increment of 56' on west elevation.</p>                                  | <p>Although these façade bays exceed the requirement, the applicant is providing material breaks and small articulations in the facades that meet the intent of these requirements.</p> |
| <p>43. <b>Primary Materials:</b> Minimum of 80 percent primary façade materials. (brick, stone, glass)<br/> <i>153.062(O)(5)(d)(5)</i></p> | <p>To allow for 29% on north elevation, 36% on west elevation and 59% on south elevation.</p> | <p>Applicants propose using high quality contemporary materials.</p>  |

**Final Development Plan**

Criteria	Review
<p>1. The FDP shall be substantially similar to the approved PDP, and consistent with the record established by the required reviewing body, the associated Staff Report, and the Director’s recommendation;</p>	<p><b>Criterion Met with Parking Plan. Administrative Departures, and Waivers:</b>            The proposal is largely similar to the PDP and consistent with the record established by the Planning and Zoning Commission, with the approval of a revised Parking Plan, Administrative Departures, and Waivers.</p>
<p>2. The proposed development is consistent with the Community Plan, BSD Special Area Plan, BSD Design Guidelines, other adopted City plans, and citywide administrative and financial policies;</p>	<p><b>Criterion Met:</b> The proposal is largely consistent with all planning policies applicable to the site.</p>
<p>3. The proposed land uses conform to all applicable requirements and use specific standards of §153.059 Uses;</p>	<p><b>Criterion Met:</b> The Commission approved the Conditional Use application at the PDP.</p>
<p>4. The proposed buildings are appropriately sited and conform to the requirements of §153.062 Building Types and §153.065 Site Development Standards;</p>	<p><b>Criterion Met with Administrative Departures and Waivers:</b> The proposal conforms to the development standards of the BSD with the approval of Administrative Departures and Waivers.</p>

Criteria	Review
5. The proposed lots and blocks conform to the requirements of §153.060 Lots and Blocks;	<b>Criterion Met with Waiver:</b> The proposal conforms to the lots and blocks requirements of the BSD with Waiver approval.
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, as amended;	<b>Criterion Met:</b> The proposal largely conforms to the street requirements of the BSD. The extension of Longshore Street was not contemplated in the BSD Network Map, however, the added connection is supported by Staff, as it is a continuation of a pedestrian-oriented corridor and fits the character of the District.
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;	<b>Criterion Met with Conditions:</b> The proposed circulation through the site creates a safe and efficient access for pedestrians and vehicles. A condition of approval requires the applicant to extend the woonerf streetscape. Additionally, the applicant should work with Staff to meet the bicycle parking requirements and add the necessary spaces throughout the development, subject to Staff approval.
8. The proposed design, architecture, and materials of buildings is consistent with the BSD Design Guidelines, while integrating with nearby development, and avoids overshadowing of existing or proposed development;	<b>Criterion Met with Conditions, Waivers, and Administrative Departures:</b> The proposed buildings are largely consistent with the character of the adjacent Bridge Park development to the south. To the east and north are existing buildings that predate the BSD Code. Careful attention has been given to providing high-quality architecture that complements this existing development
9. The proposed site design, landscaping, screening, and buffering is consistent with the BSD Design Guidelines;	<b>Criterion Met with Conditions:</b> The development is largely consistent with the BSD Design Guidelines. The applicant will be required to obtain a right-of-way encroachment permit through the Engineering department. Additionally, the applicant should provide Staff with additional screening details as part of the site permit, subject to Staff approval. The applicant should submit an updated photometric plan with their site permits, subject to Staff approval. The applicant should also submit additional specifications for all decorative lighting proposed on the site, subject to Staff approval.

Criteria	Review
<p>10. The proposed open spaces are appropriately sited and designed to conserve or enhance natural features as appropriate, enhance the community, benefit the community both within and outside the proposed development, and conform to the requirements of §153.064 Open Spaces;</p>	<p><b>Criterion Met with Conditions and Waivers:</b>            The proposal largely meets the requirements for open space. The applicant should continue to work with Staff on the final design of the northeast pocket park, subject to Staff approval.</p>
<p>11. 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;</p>	<p><b>Criterion Met:</b> The proposal allows the provision of public services to and around the site.</p>
<p>12. The proposed development conforms to the requirements of §153.063 Neighborhood Standards, as applicable;</p>	<p><b>Criterion Met:</b> The proposal meets all requirements of the Scioto River Neighborhood.</p>
<p>13. 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;</p>	<p><b>Criterion Met with Condition:</b> The applicant will continue to work with Engineering Staff on final civil plan details at the Site Permit submittal stage and adhere to all of the City’s regulations and design requirements.</p>
<p>14. 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;</p>	<p><b>Criterion Met:</b> The proposal will meet all requirements for public and private infrastructure improvements.</p>
<p>15. If the development is proposed to be implemented in phases, each phase has adequate infrastructure to serve the development independently</p>	<p><b>Not Applicable</b></p>

Criteria	Review
<p>without the need for further phased improvements; and</p> <p>16. 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.</p>	<p><b>Criterion Met with Administrative Departures, Waivers and Conditions:</b> The proposal is consistent with applicable policies and documents to the BSD.</p>

**Recommendation**

**Planning Recommendation:** Approval of the Parking Plan

**Planning Recommendation:** Approval of 5 Administrative Departures

**Planning Recommendation:** Approval of 43 Waivers

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

- 1) The applicant provides updated civil plans at site permit to show the vehicular-grade pavers within Longshore Street extending to the two pocket parks, subject to staff approval.
- 2) The applicant works with Staff to meet the bicycle parking requirements with the necessary spaces provided throughout the development, and to include EV charging points subject to Staff approval.
- 3) The applicant continues to work with Staff on the final design of the north-east pocket park, subject to Staff approval.
- 4) The applicant continues to work on the Hotel Building (northwest corner) as detailed in Planning Report, subject to staff approval.
- 5) The applicant provides glazing specifications for the Hotel building, at site Permit.
- 6) The applicant continues to work with staff on the Office Building to provide appropriate material transition above the storefronts, subject to staff approval.
- 7) The applicant continues to work with staff and provides architectural detail/canopy at the Office Building (southwest corner), subject to staff approval.
- 8) The applicant continues to work with staff on the Garage Building - East elevation and brick corbelling details, subject to staff approval.
- 9) The applicant shall submit complete architectural, structural, and engineering details for the proposed bridge structures for review, subject to staff approval.
- 10) The applicant continues to work with staff on brick corbelling on the Liner Building (West Elevation) and provide information on material transition; subject to staff approval.
- 11) The applicant continues to work with staff and provide canopies at all entrances, subject to staff approval.
- 12) The applicant provides surveillance information for the garage structure in accordance with Code requirements at site permit; subject to staff approval.
- 13) The applicant provides staff with additional screening details for the utility structures as part of the site permit, subject to Staff approval.

- 14) The applicant submits an updated photometric plan at site permit, subject to Staff approval.
- 15) The applicant submits specifications for all decorative lighting proposed, subject to Staff approval.
- 16) The applicant obtains right-of-way encroachment permits through the Engineering department.
- 17) The applicant shall continue to work with the City to refine the proposed street typologies and ensure that all roadway, streetscape, and right-of-way dimensions are internally consistent and accurately reflected in the final civil plans to the satisfaction of the City Engineer.
- 18) The applicant shall continue to coordinate with City staff to refine and provide final utility alignments. All utility locations, configurations, and clearances shall be provided to the satisfaction of the City Engineer.
- 19) The applicant continues to work with Engineering to demonstrate stormwater management compliance in accordance with Chapter 53 of the Dublin Code of Ordinances.