

May 16, 2019

Re: Advisory Design Panel Response

The ADP approved the proposal, with comments in three areas:

1. Further review of the Alston Street elevations
2. Further consideration of the handrail details on the Wilson Street accesses
3. Further review, where possible, of accessibility throughout the site as a whole.

1. Alston Street Frontage

The design panel was asked by city staff to provide input on the Alston St frontage with regards to articulation. The ADP input was for the applicant to review this angle again. A few suggestions were made on the spot-like adding a door to this face. A door for the sake of articulation that doesn't add to the interior flow/use of space, doesn't in our opinion make thoughtful design. The main issue with adding corners or bay windows (ie articulation) is that it severely inhibits our ability to meet step 4 of the energy. Simple geometry is how we are able to achieve this step which we prioritize, and believe we are meeting the spirit of the design guidelines through other measures.

Ways we have committed to adding to the desirability of this frontage are:

1. By aiming to meet step 4 of the new energy code, we have kept the overall geometry of the buildings simple as to not create thermal breaks. The buildings themselves will be articulated with our textured cladding choices, colors, trim details, sills and full round dimension downspouts. We chose a thoughtful color palette that is found throughout the surrounding area that will provide a pleasing backdrop complimentary to abundant landscape.
2. We are passionate and proud of our landscapes. We want this front corner to have amazing visual interest and will have plant material ranging between 1-15' on the Alston/Wilson corner on the property side to provide a pleasing aesthetic. This was not denoted with visuals besides color differentials in our presentation and was therefore perhaps missed.
3. Additional windows were added to this frontage after initial staff comments.
4. The blank wall above the underground parking garage will have a full length platform holding a planting ledge of large format pots and sizable greenery. The space will be further filled with a period style sign denoting the name of the project "Wilson Walk". This had been previously discussed with city, but was not denoted on plans at time of ADP.

Consideration after the ADP meeting was given to Alston detailing - in addition to signage and added landscape articulation, as well as front stair railings on Wilson frontage to be made of steel for a more pleasing look and sturdy feel.

2. Wilson Street Handrail Consideration

We have adjusted the main stair railings to be made out of steel and added some soft edges to the design.

3. Pedestrian Pathways & Accessibility to units

Of particular note in regard to accessibility, there are many parameters for a project of this size & complexity of grades. We have prioritized building to the highest and best overall use outlined in OCP, for the land with its' existing challenges, and stakeholders.

We have endeavored to include dedicated outdoor space for all units and to create at great cost, underground parking. Because parking was mandated by the city to be entered off the Alston Street side of the development, keeping heights within range of height restrictions, meant it would be accommodated under the rear volumes. Therefore, suites would be located under the front set of buildings.

The grade on this property runs 18% front to back as well as side to side. To say accommodating needed additional suites to inventory, as well as keeping parking underground, while asking for near no give in terms of setbacks, has been difficult to say the least. Our prioritizing of density / out of sight parking / most amount of private & landscaped space, led us to the place that stairs throughout this property were unavoidable.

We aim to be thoughtful in design and have come to realize that every project cannot hit all the marks. Consideration was given to accessibility through ramping locations on both west /east side access. Doing so could add very limited accessibility to interior corridor, only to be met with the challenge we have faced on such a sloped site-gaining access to all units from that point. The same challenge is met when considering the steep rise required to get from Wilson St. up to the interior courtyard.

Bike ramps are included on relevant stairwells.