PENNLEY PARK SOUTH DEVELOPMENT - BLOCK A

FINAL LAND DEVEOPMENT PLAN
PITTSBURGH, PENNSYLVANIA

NOVEMBER 26TH, 2018
REVISED JANUARY 28TH, 2019
REVISED FEBRUARY 7TH, 2019

LG

LG REALTY ADVISORS

PROJECT TEAM

OWNER:
LG REALTY ADVISORS
535 SMITHFIELD STREET
SUITE 900
PITTSBURGH, PA 15222

CIVIL ENGINEER:
THE GATEWAY ENGINEERS, INC.
400 HOLIDAY DR
SUITE 300
PITTSBURGH, PA 15220

ARCHITECT:
MV+A
1200 G STREET, NW
SUITE 250
WASHINGTON, DC 20005

TRAFFIC CONSULTANT:
DAVID E WOOSTER AND ASSOCIATES, INC
2 EAST CRAFTON AVENUE
PITTSBURGH, PA 15205

LAND USE COUNSEL:
GOLDBERG, KAMIN & GARVIN
1806 FRICK BUILDING
437 GRANT STREET
PITTSBURGH, PA 15219

LANDSCAPE ARCHITECT:
PASHEK + MTR
619 EAST OHIO STREET
PITTSBURGH, PA 15212

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1.LOCATION PLAN

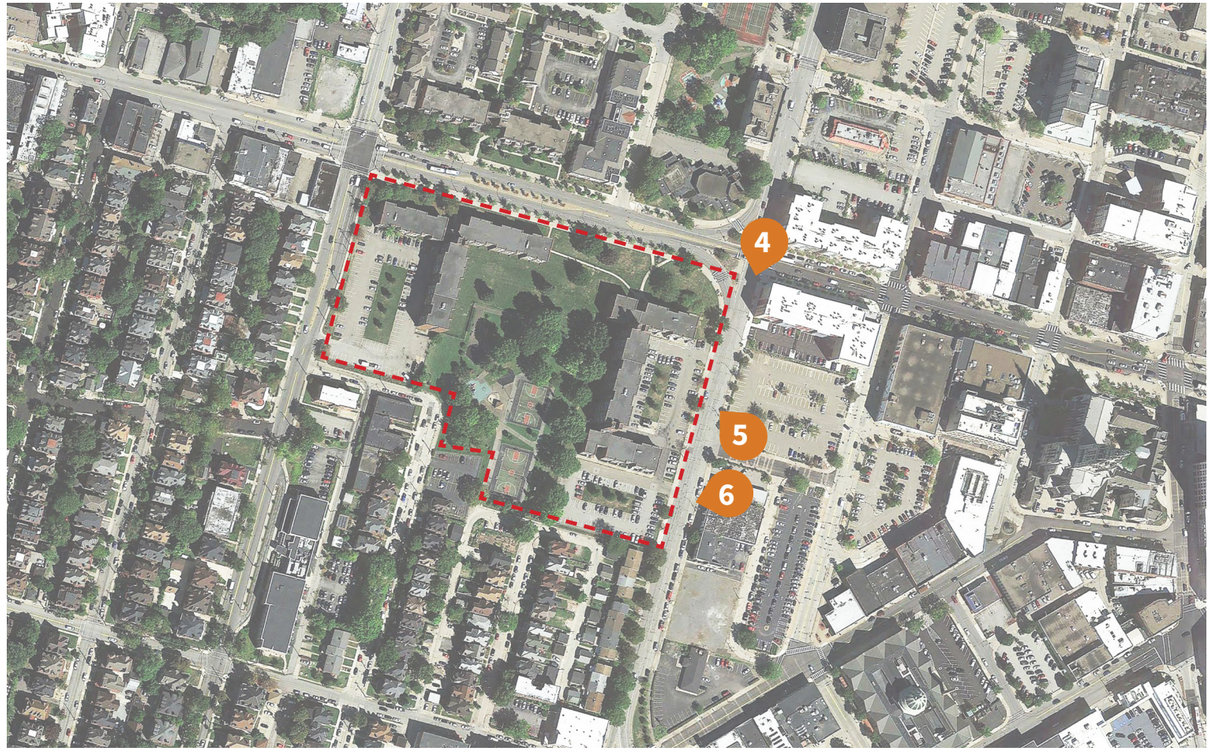
GARLAND PARKLET
KIRKWOOD ST.
N. NEGLEY AVE.
N. ST. CLAIR ST.
N. EUCLID AVE.
PENN AVE.
S. NEGLEY AVE.
S. ST. CLAIR ST.
S. EUCLID AVE.
S. BEATTY ST.
STRAFFORD AVE.
EVA ST.
ENRIGHT PARK
RAVOUX WAY
AMBER ST.
STAMAR WAY
S. ST. CLAIR ST.
EUCLAIR WAY
BAUM BLVD.
FRIENDSHIP AVE.

2. PHOTOS AND SURROUNDING CONTEXT

PENN AVENUE LOOKING EAST

NORTH ST CLAIR STREET LOOKING SOUTH

NORTH ST CLAIR STREET LOOKING EAST



SOUTH EUCLID AVE LOOKING SOUTH

SOUTH EUCLID AVE LOOKING NORTHWEST

SOUTH EUCLID AVE LOOKING SOUTHWEST

7
8
9

7
ENRIGHT PARKLET

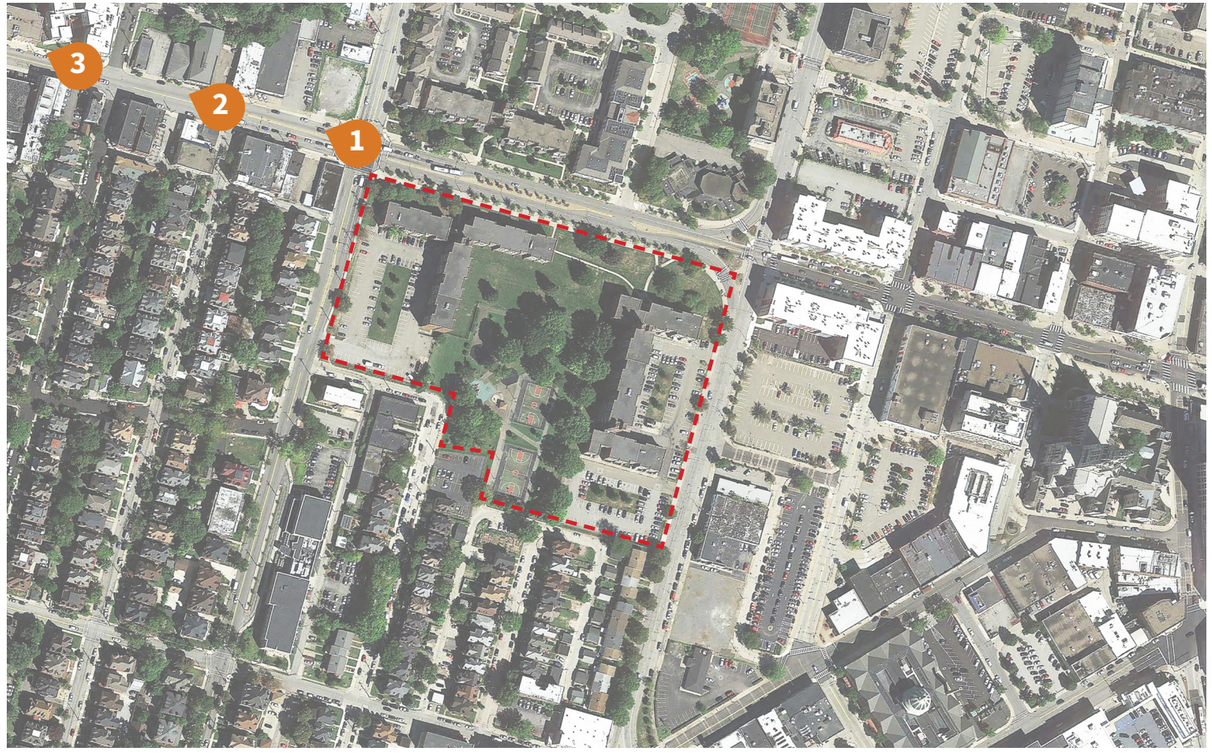
8
ENRIGHT PARKLET

9
ENRIGHT PARKLET

TOPAZ STREET LOOKING EAST

SOUTH ST. CLAIR LOOKING NORTH

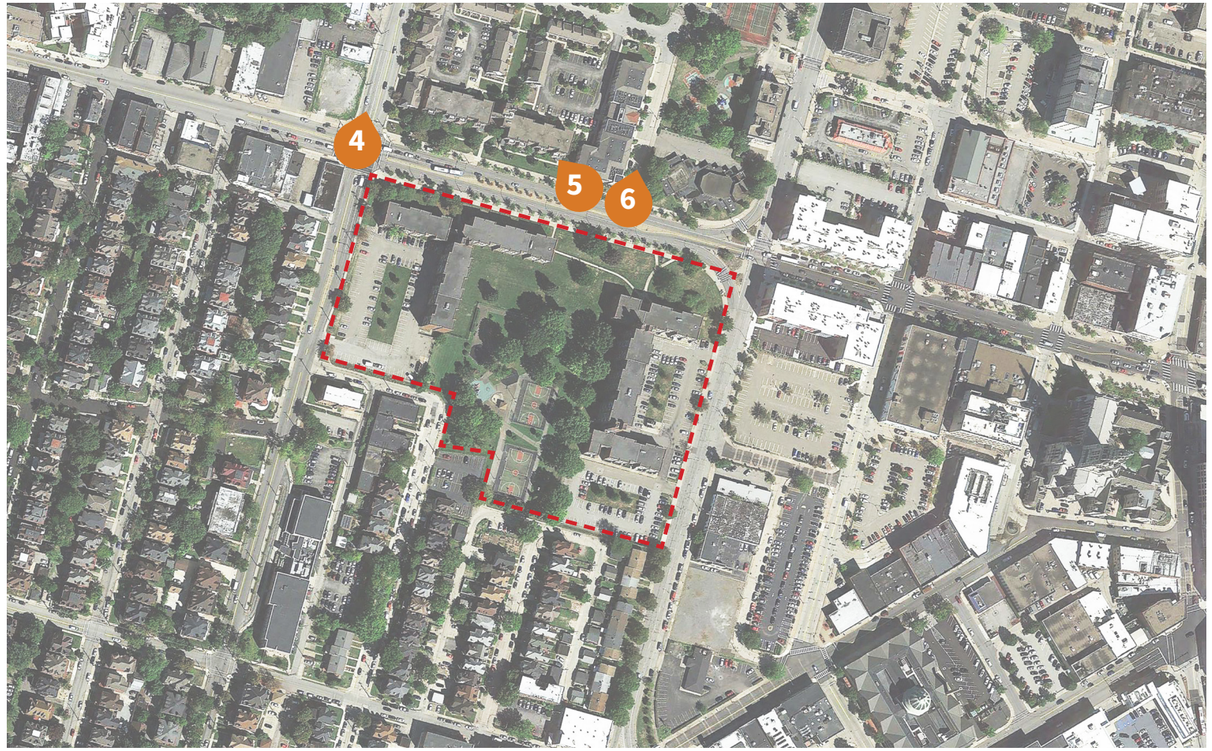
SOUTH NEGLEY AVE. LOOKING NORTH



PENN AVENUE LOOKING WEST

PENN AVENUE LOOKING WEST

PENN AVENUE LOOKING WEST



SOUTH NEGLEY AVE LOOKING NORTH

PENN AVENUE LOOKING WEST

NORTH ST CLAIR STREET LOOKING NORTH

PENN AVENUE LOOKING EAST

PENN AVENUE LOOKING EAST

PENN AVENUE LOOKING EAST

SOUTH EUCLID AVE. LOOKING SOUTH

SOUTH EUCLID AVE. LOOKING NORTH

SOUTH EUCLID AVE. LOOKING NORTH

SOUTH EUCLID AVE. @ FRIENDSHIP AVE.

SOUTH ST CLAIR STREET LOOKING NORTH

ENRIGHT COMMUNITY GARDEN

STAMAR WAY LOOKING NORTH

AMBER STREET LOOKING SOUTH

AMBER STREET LOOKING NORTH

RAVOUX WAY LOOKING NORTH

SOUTH NEGLEY AVE. LOOKING NORTH

SOUTH NEGLEY AVE. LOOKING NORTH

3. PUBLIC REALM DESIGN

EAST LIBERTY BUSINESS DISTRICT - EXISTING CONDITIONS

Street Tree Species

Chinese Elm
Zelkova
Sycamore
Kentucky Coffee Tree
Sawtooth Oak
Swamp White Oak
St. Gregory Hedge Maple
Honeylocust
River Birch
Red Maple
Norway Maple
Paperbark Maple
Little Leaf Linden
Ginkgo
Cherry

Tree Pit / Container Plantings

Mulch
Liriope
Inland Sea Oats
Japanese Blood Grass
Coneflower
Oak Leaf
Hydrangea
Red Twig Dogwood
Boxwood
Fothergilla

Tree Pit Sizes

16' x 5'
13' x 4'
Continuous
12' x 6'
10' x 3'
Raised

Lighting

LED Cobra-head Fixture
City Standard Teardrop Fixture
City Standard Acorn Fixture
Designer Lighting Features (Public Realm on Private Property)

Pedestrian Facilities

City Standard Bicycle Rack
Designer Bicycle Rack (Public Realm on Private Property)
Bicycle Garage
Outdoor Seating
Bus Stop Shelters
Exposed Aggregate Crosswalks
Brick Crosswalks (Public Realm on Private Property)

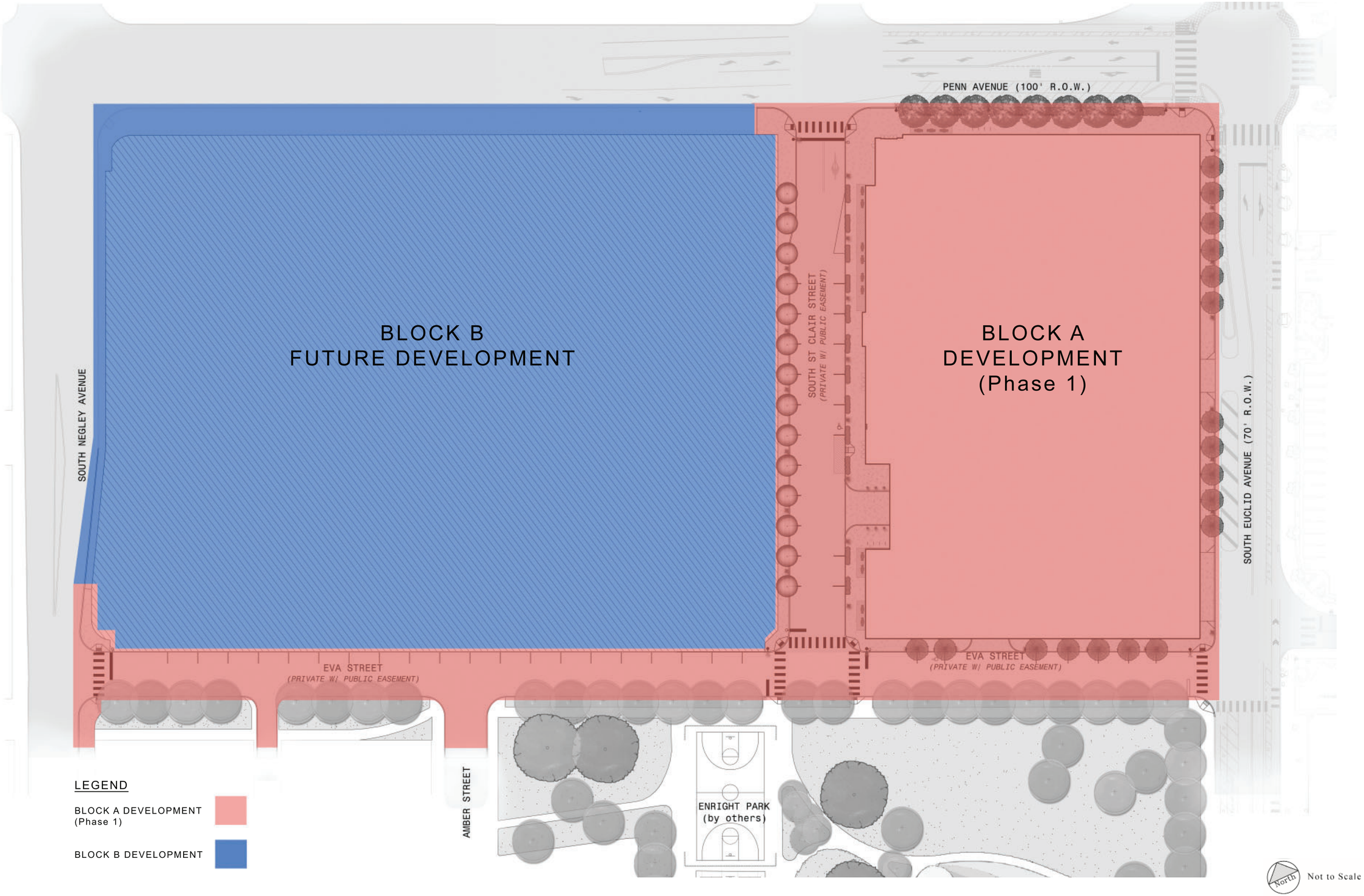
Paving Treatments

Standard Concrete
Exposed Aggregate Concrete (Gray)
Exposed Aggregate Concrete (Brown)
Permeable Paver (Pale Gray)
Decorative Pavers (Public Realm on Private Property)
Cobblestone
Brick (Tan/Brown)

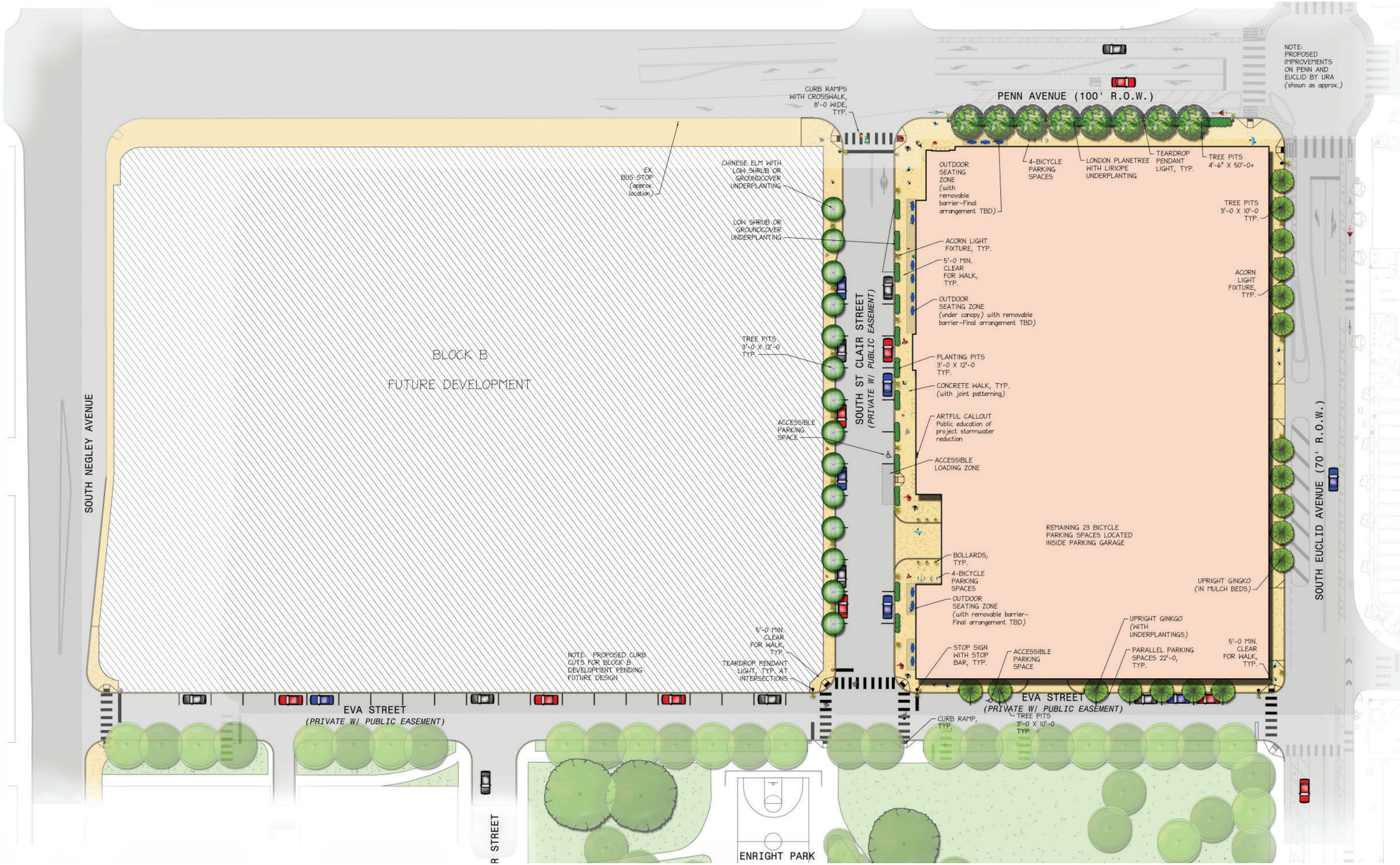
Green Infrastructure

East Liberty Presbyterian Church Rain Gardens
Target Rain Gardens
Liberty Green Park (Future)
Bus Stop Green Roof (Penn Avenue at Whitfield Street)

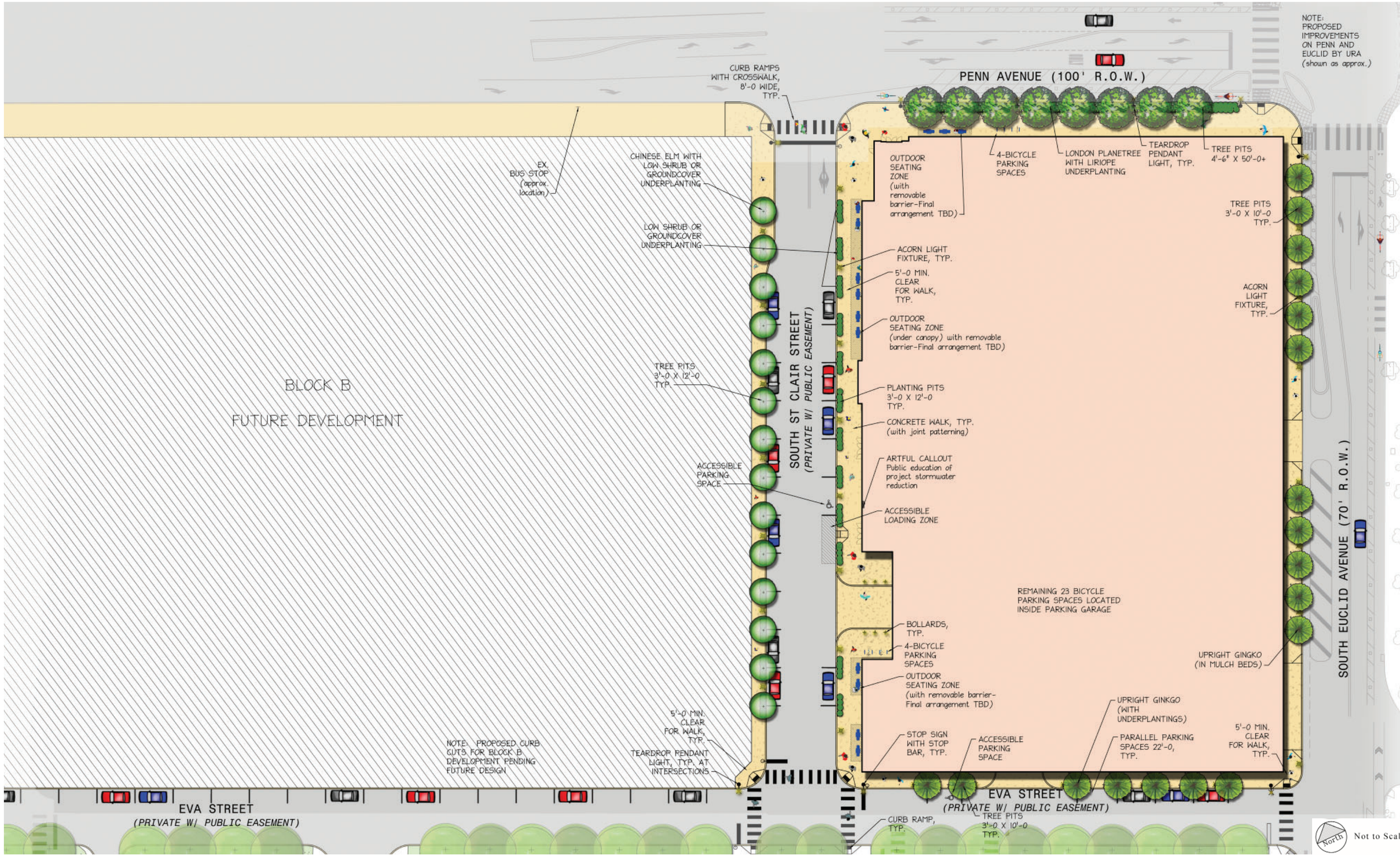
SITE DEVELOPMENT - PHASING PLAN



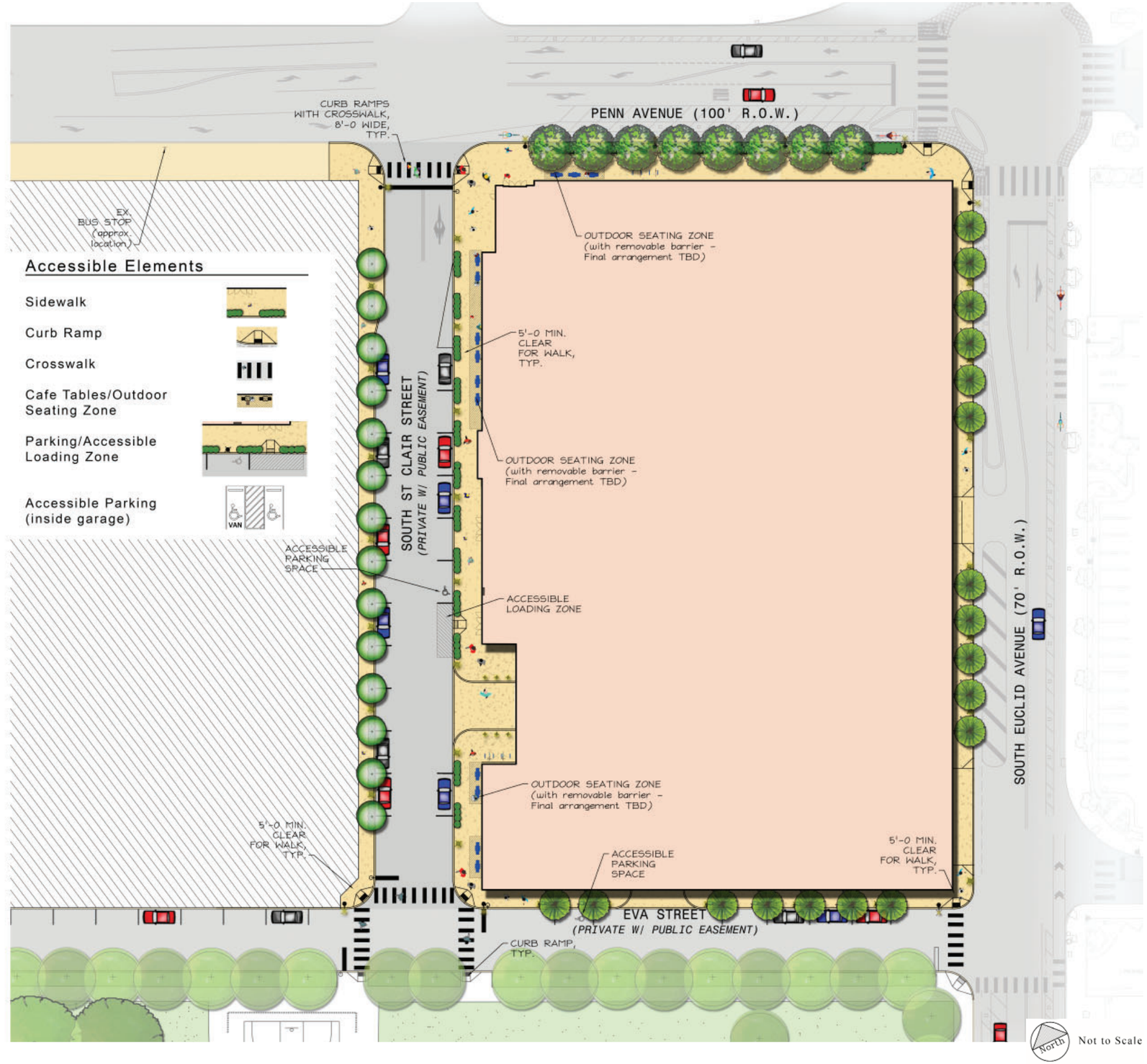
PUBLIC REALM BLOCK A - OVERALL SITE PLAN



PUBLIC REALM BLOCK A - SITE PLAN ENLARGEMENT



SITE ACCESSIBILITY PLAN



SOUTH ST. CLAIR STREET - PROPOSED PUBLIC REALM

Tree Pits (north side)

- 3' x 12'
- Chinese Elms with low shrub/groundcover underplanting
- 22'-0" on-center

Planting Pits (south side)

- 3' x 12'
- Planted with low shrubs/groundcover (no trees due to existing main underground utilites)
- 22'-0" on-center

Lighting

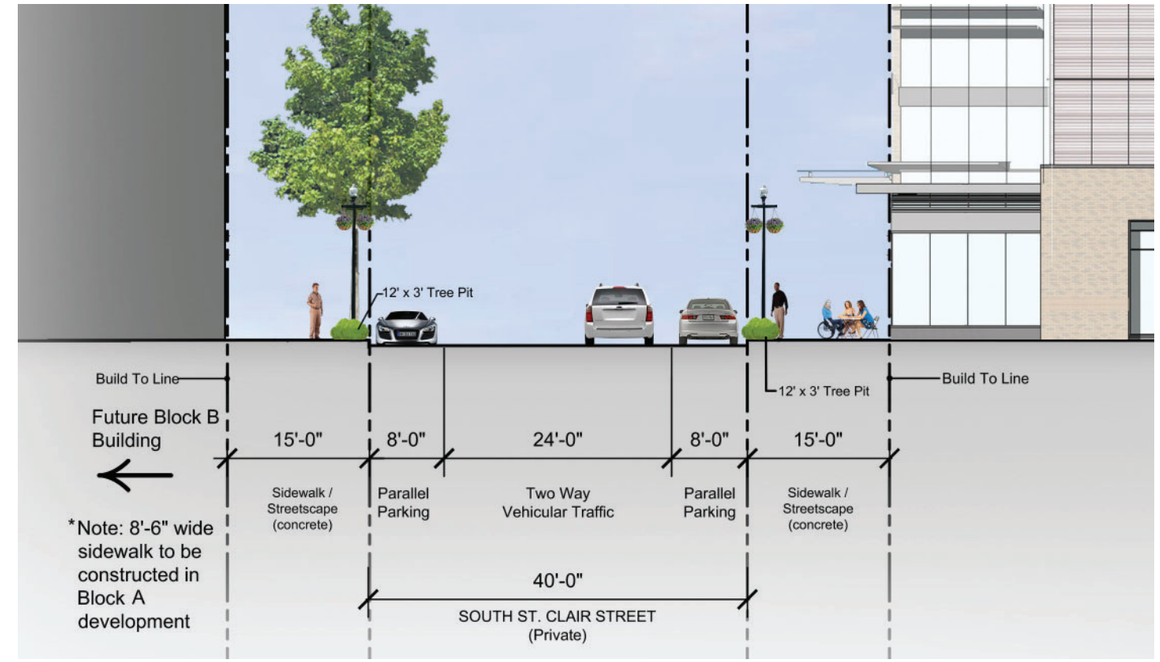
- City standard acorn fixture with flower basket

Pedestrian Facilities

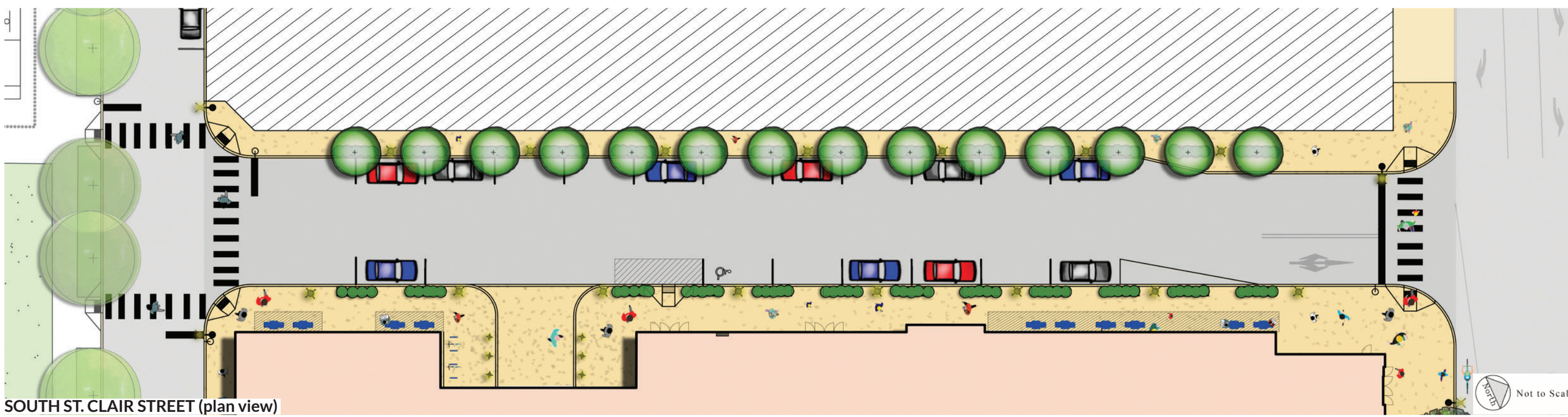
- Bike racks
- Areas for private outdoor seating

Green Infrastructure

- Underground infiltration tank system
- Artful callout/public education of project stormwater reduction



SOUTH ST. CLAIR STREET (typical midblock section) - Dimensions are approximate



SOUTH ST. CLAIR STREET (plan view)

PENN AVENUE - PUBLIC REALM

Tree Pits

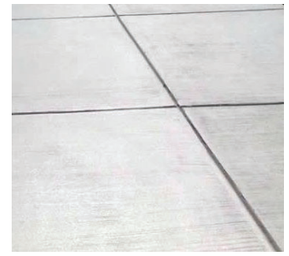
- 4'-6" x 50'
- London Planetrees with Liriope underplantings
- 22' O.C. (closer tree spacing mimics existing street tree spacing along Penn Ave.)

Lighting

- City standard teardrop pendant fixture

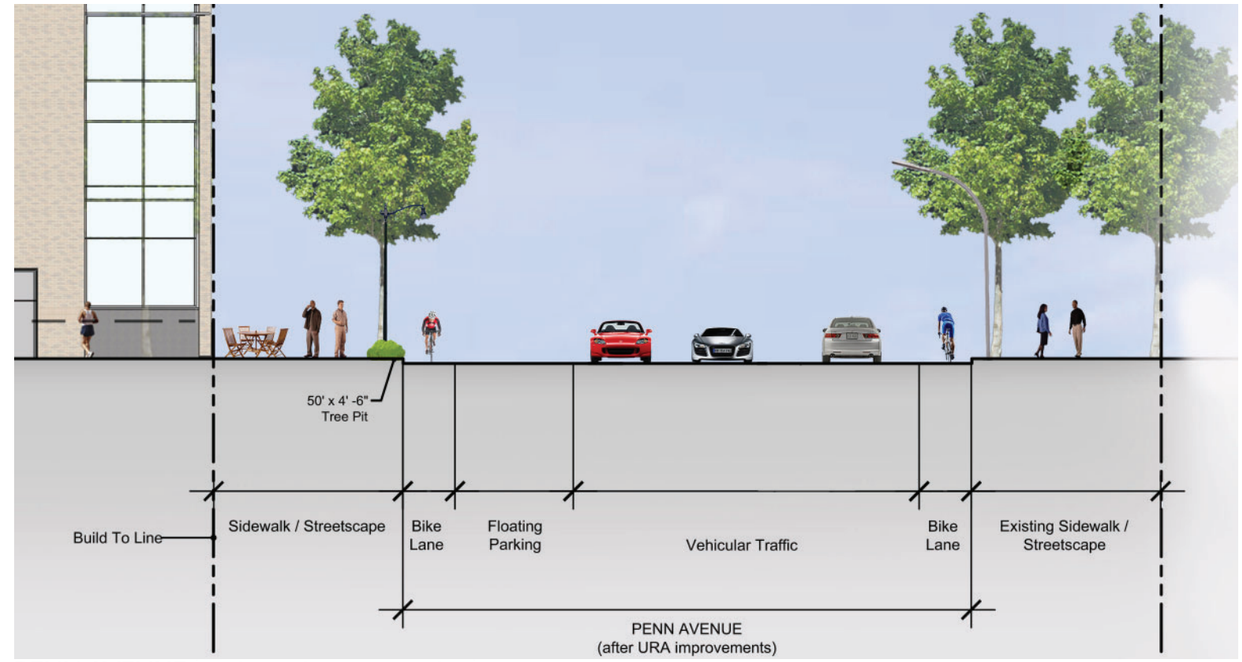
Pedestrian Facilities

- Bike racks
- Areas for private outdoor seating

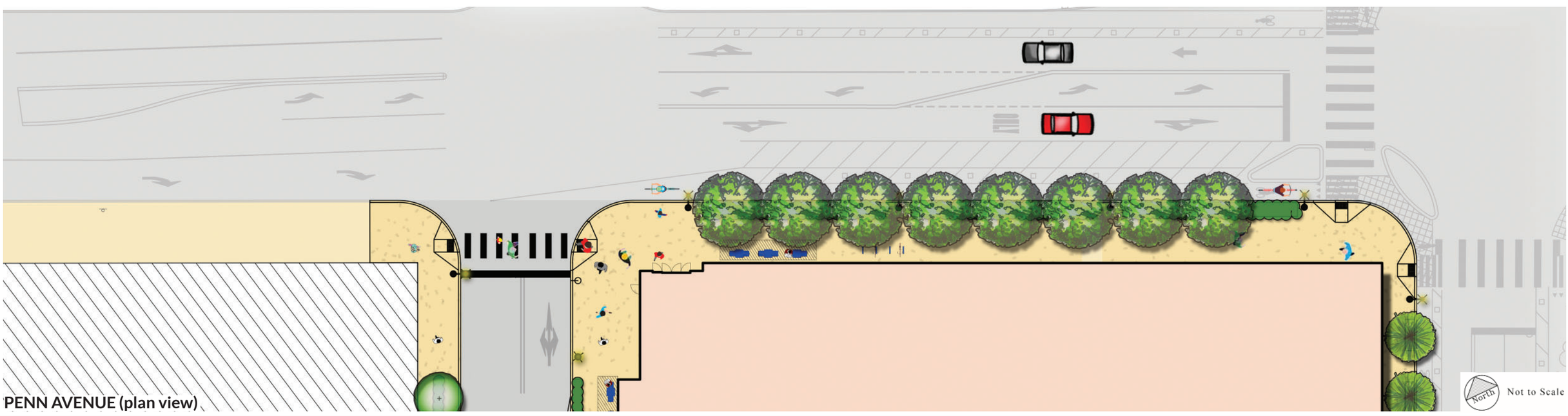


Sidewalk + Paving

- Broom-finish concrete



PENN AVENUE (typical midblock section) - Dimensions are approximate



PENN AVENUE (plan view)

EVA STREET - PROPOSED PUBLIC REALM

Tree Pits

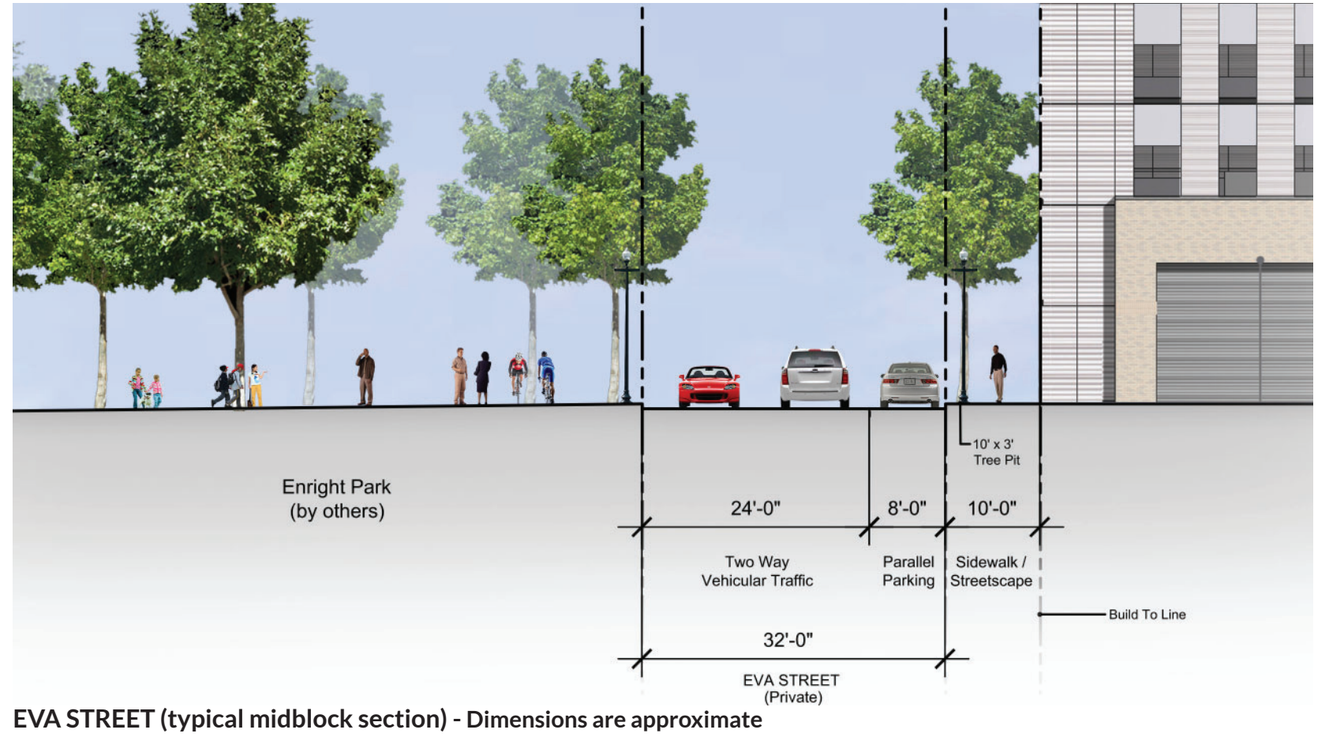
- 3' x 10'
- Upright Ginkgos with underplantings
- 22'-0" on-center

Lighting

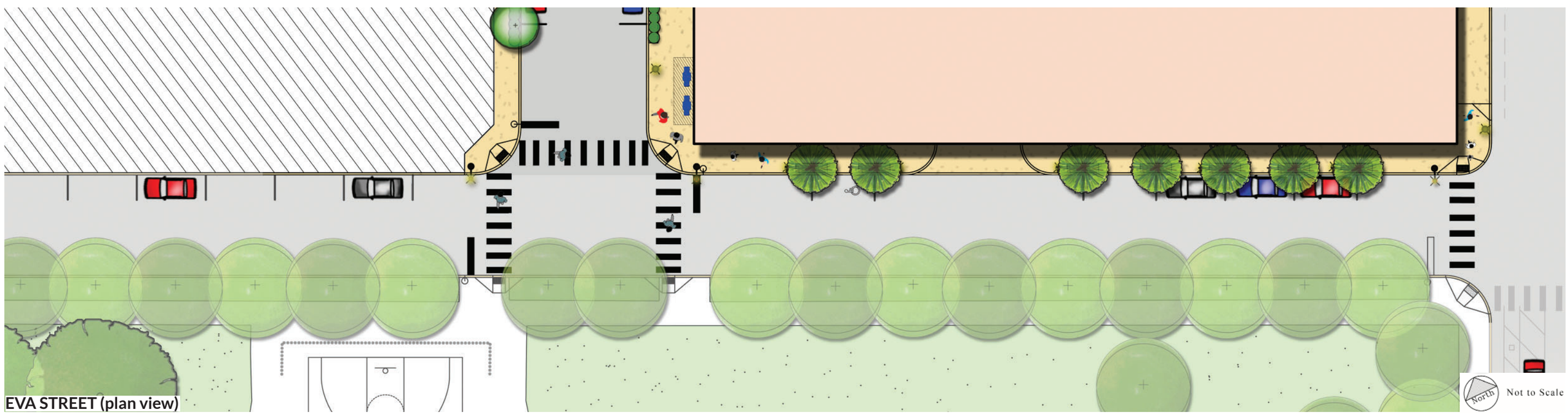
- City standard acorn fixture

Sidewalk + Paving

- Broom-finish concrete



EVA STREET (typical midblock section) - Dimensions are approximate



EVA STREET (plan view)

SOUTH EUCLID AVENUE - PROPOSED PUBLIC REALM

Tree Pits

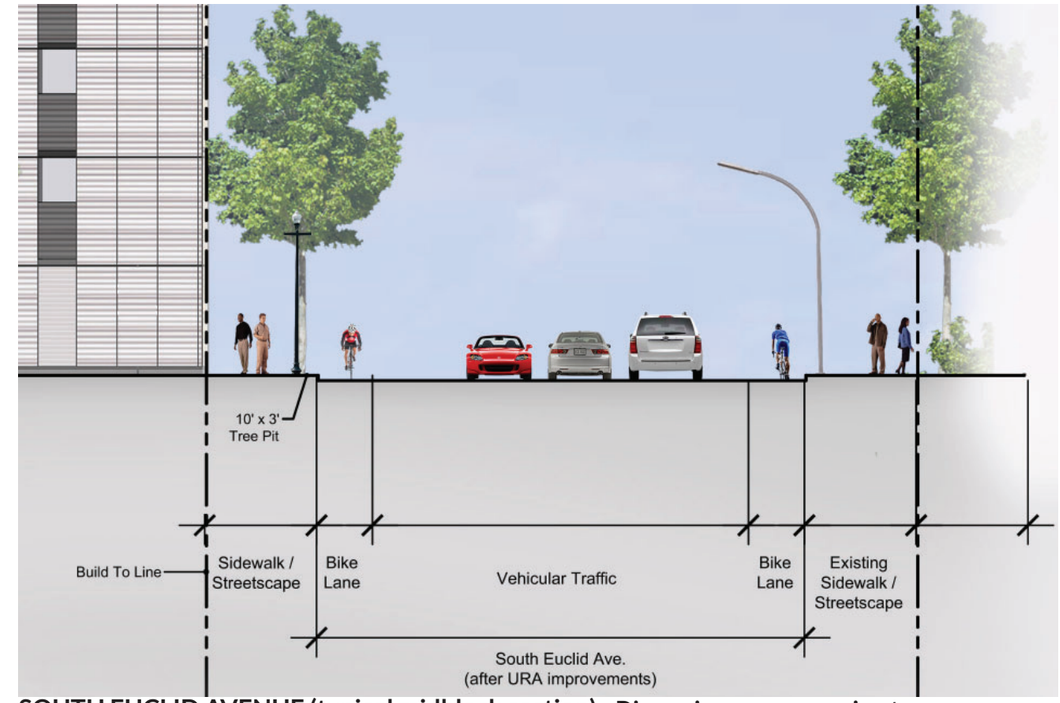
- 3' x 10'
- Upright Ginkgos in mulch beds
- 20'-0" on-center

Lighting

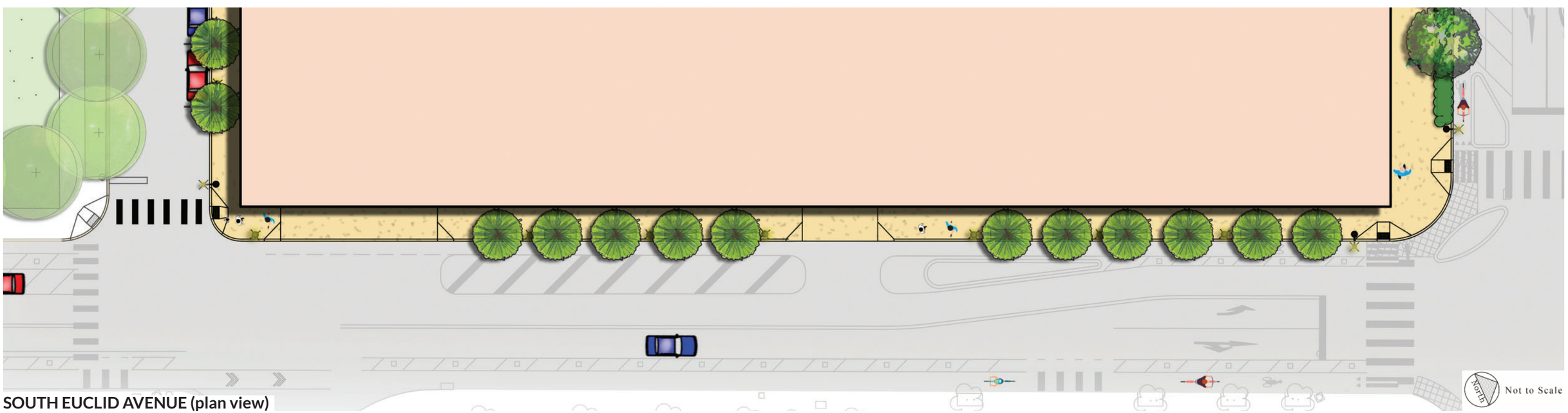
- City standard acorn fixture

Sidewalk + Paving

- 11' wide
- Broom-finish concrete



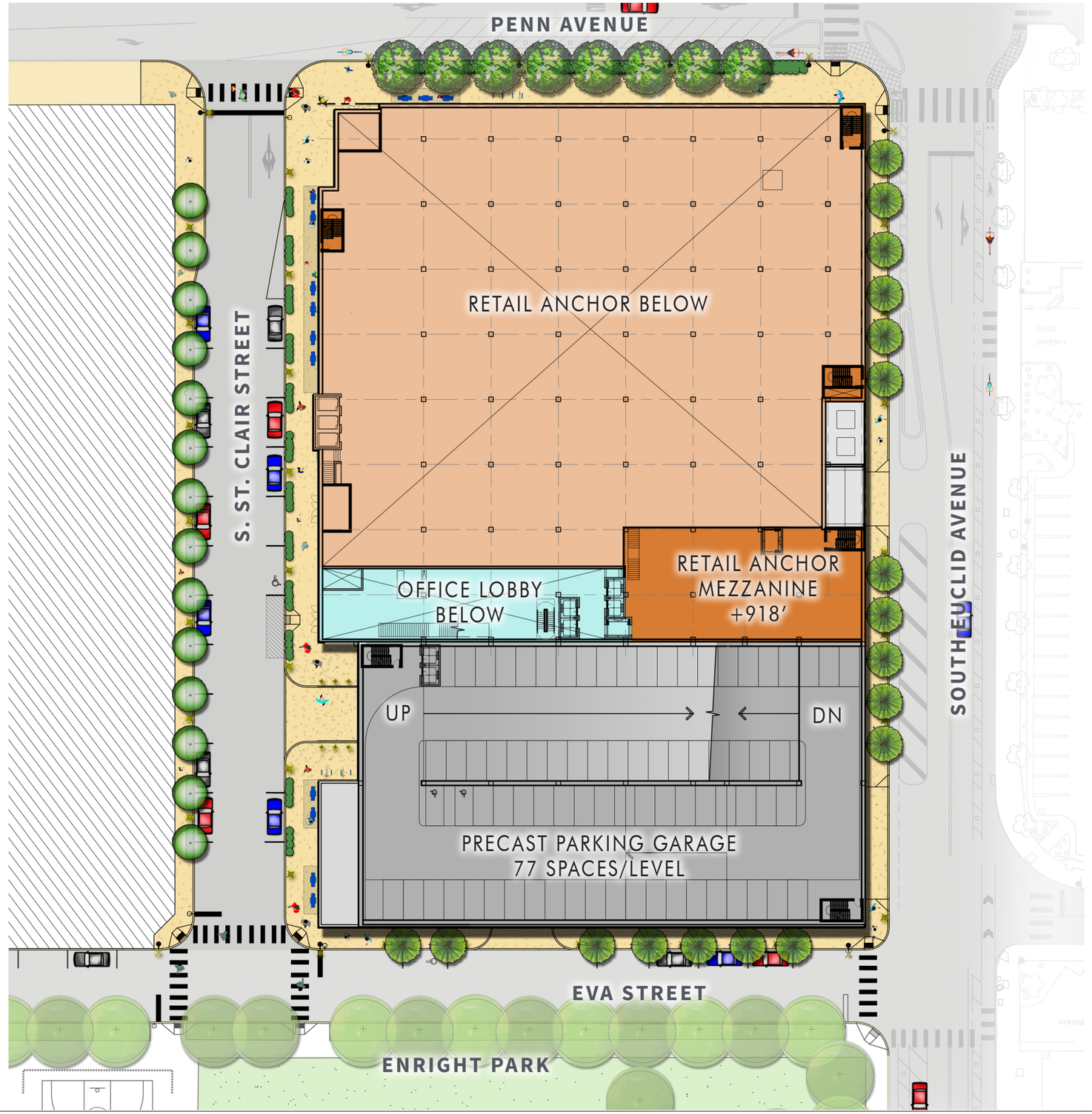
SOUTH EUCLID AVENUE (typical midblock section) - Dimensions are approximate



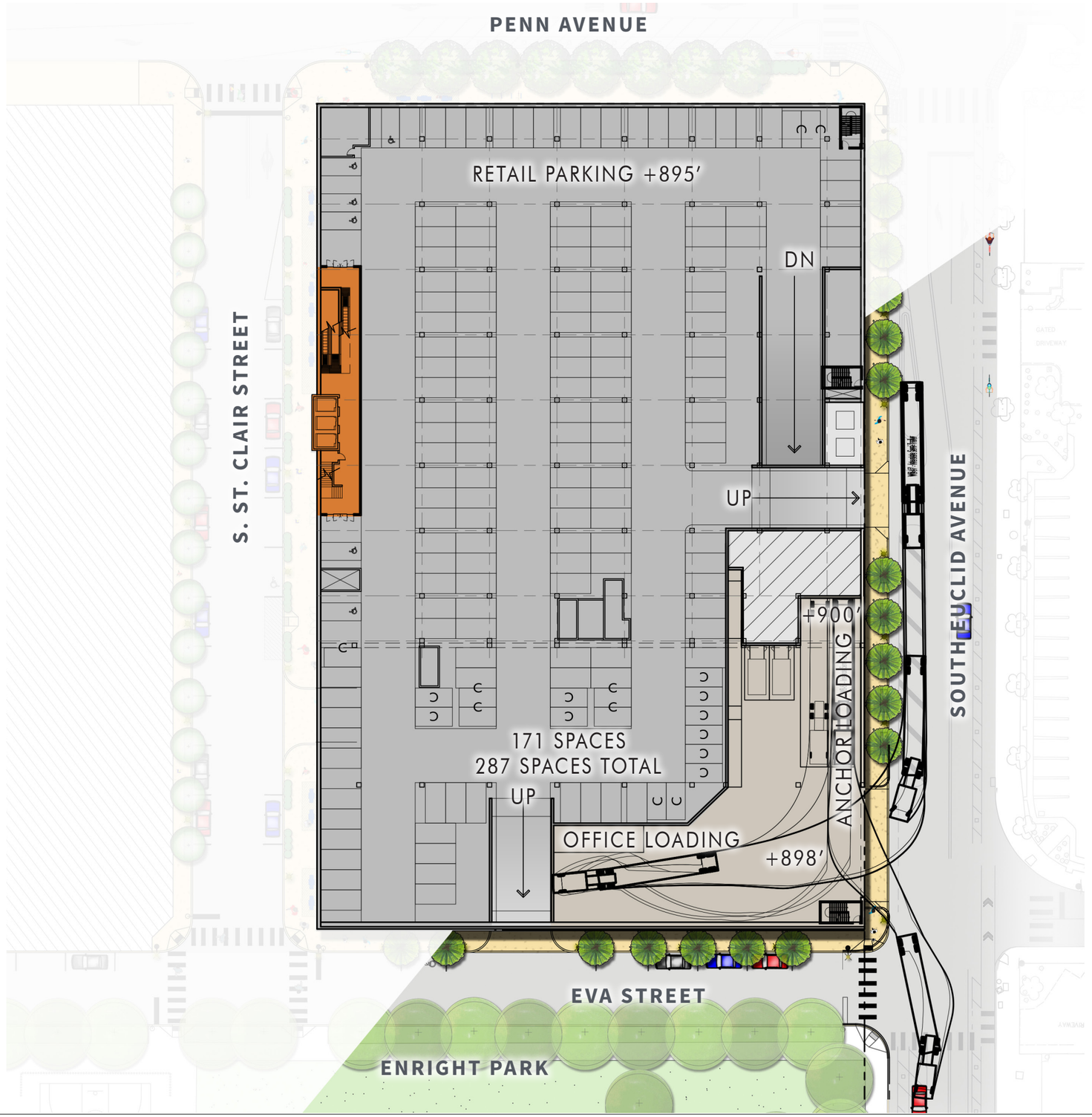
SOUTH EUCLID AVENUE (plan view)

4.PLANS, SECTIONS, ELEVATIONS

PENN AVENUE
S. ST. CLAIR STREET
SOUTH EUCLID AVENUE
243'-3"
206'-0"
RETAIL ANCHOR
50,000 SF +/-
+908'
TRANSFORMER LOCATION
AND EXTENTS MAY VARY PENDING
INPUT FROM ELECTRIC UTILITY
24'
ANCHOR PARKING
INGRESS/EGRESS
+904'
+900'
OFFICE LOBBY
5,860 SF
OFFICE AND CORNER RETAIL
PARKING INGRESS/EGRESS
PRECAST PARKING GARAGE
19 RETAIL SPACES
UP
RETAIL
4,600 SF +/-
+905'
ANCHOR PARKING
INGRESS/EGRESS
LOADING BELOW
SEE P1
53.5'
24'
EVA STREET
ENRIGHT PARK
0'
25'
50'

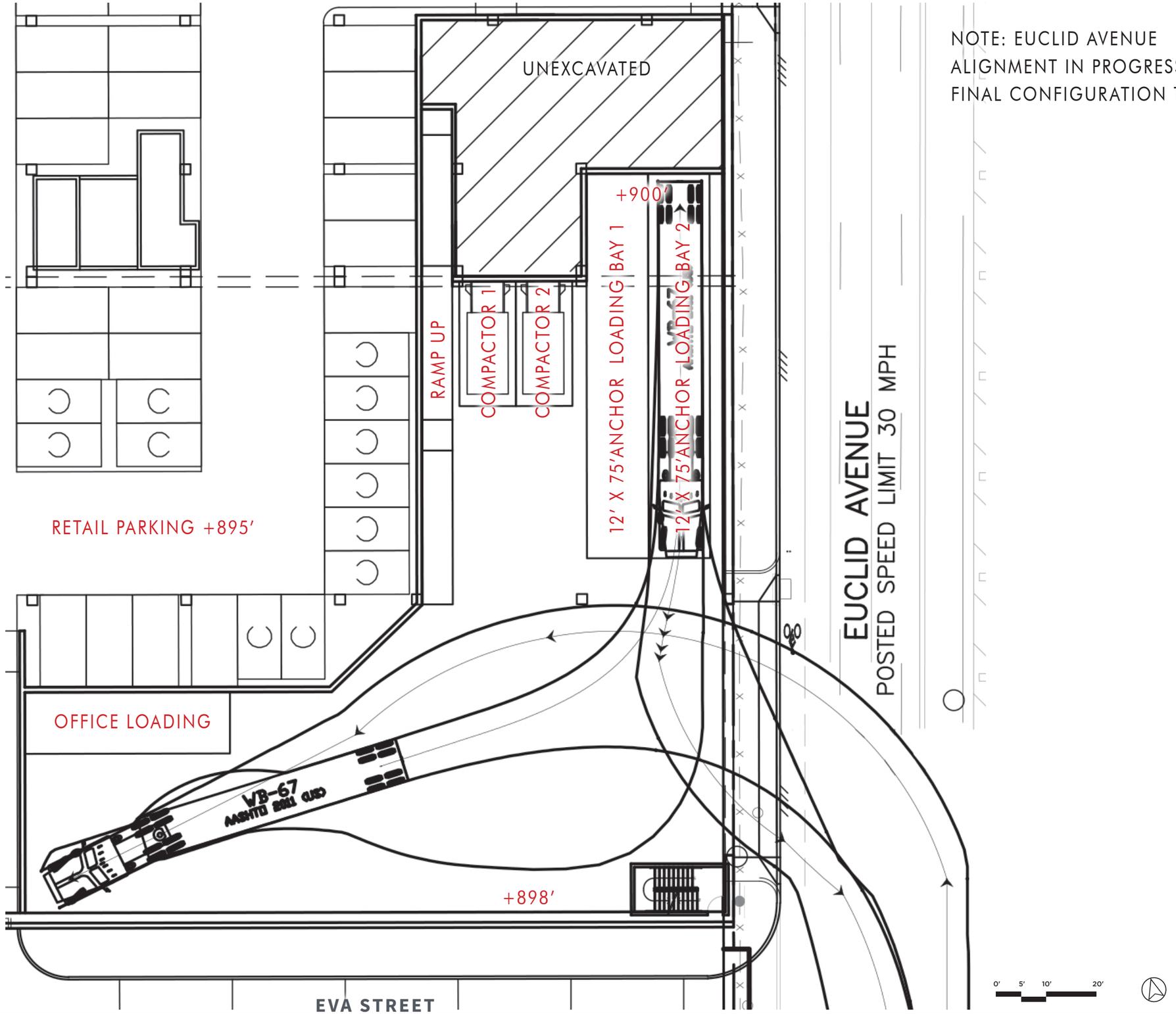

PENN AVENUE
S. ST. CLAIR STREET
SOUTH EUCLID AVENUE
RETAIL ANCHOR BELOW
OFFICE LOBBY BELOW
RETAIL ANCHOR MEZZANINE +918'
UP
DN
PRECAST PARKING GARAGE
77 SPACES/LEVEL
EVA STREET
ENRIGHT PARK

0' 25' 50'

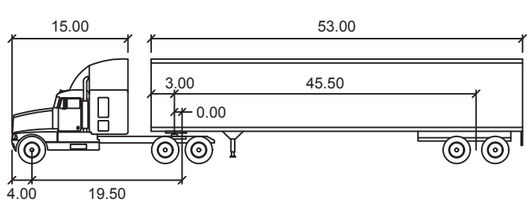

PENN AVENUE
S. ST. CLAIR STREET
SOUTH EUCLID AVENUE
EVA STREET
ENRIGHT PARK
RETAIL PARKING +895'
DN
UP
+900'
ANCHOR LOADING
171 SPACES
287 SPACES TOTAL
UP
OFFICE LOADING
+898'

0' 25' 50'

NOTE: EUCLID AVENUE ALIGNMENT IN PROGRESS; FINAL CONFIGURATION T.B.D.



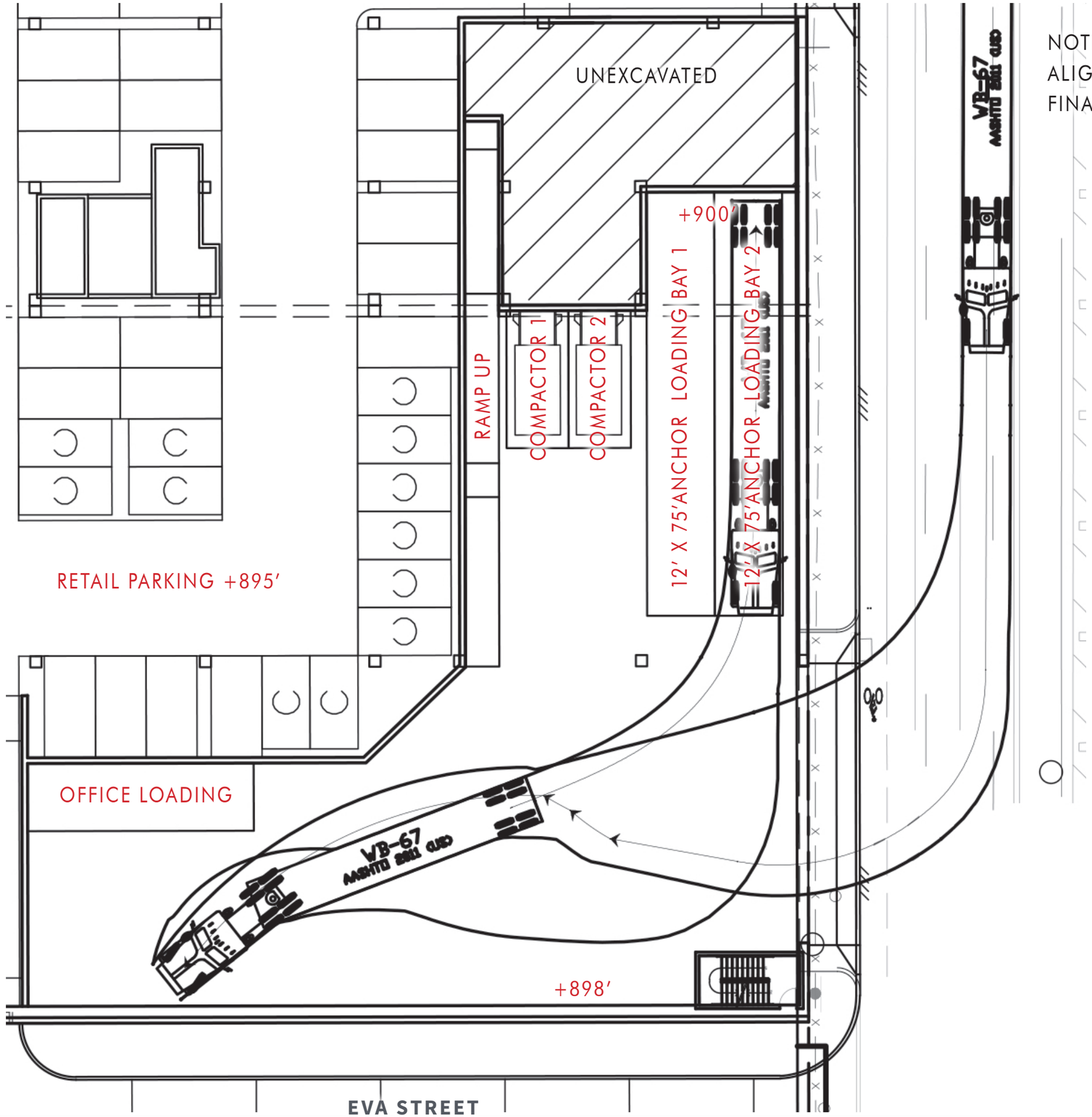
VEHICLE TEMPLATE



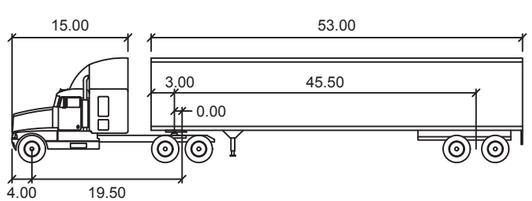
WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

NOTE: EUCLID AVENUE ALIGNMENT IN PROGRESS; FINAL CONFIGURATION T.B.D.



VEHICLE TEMPLATE

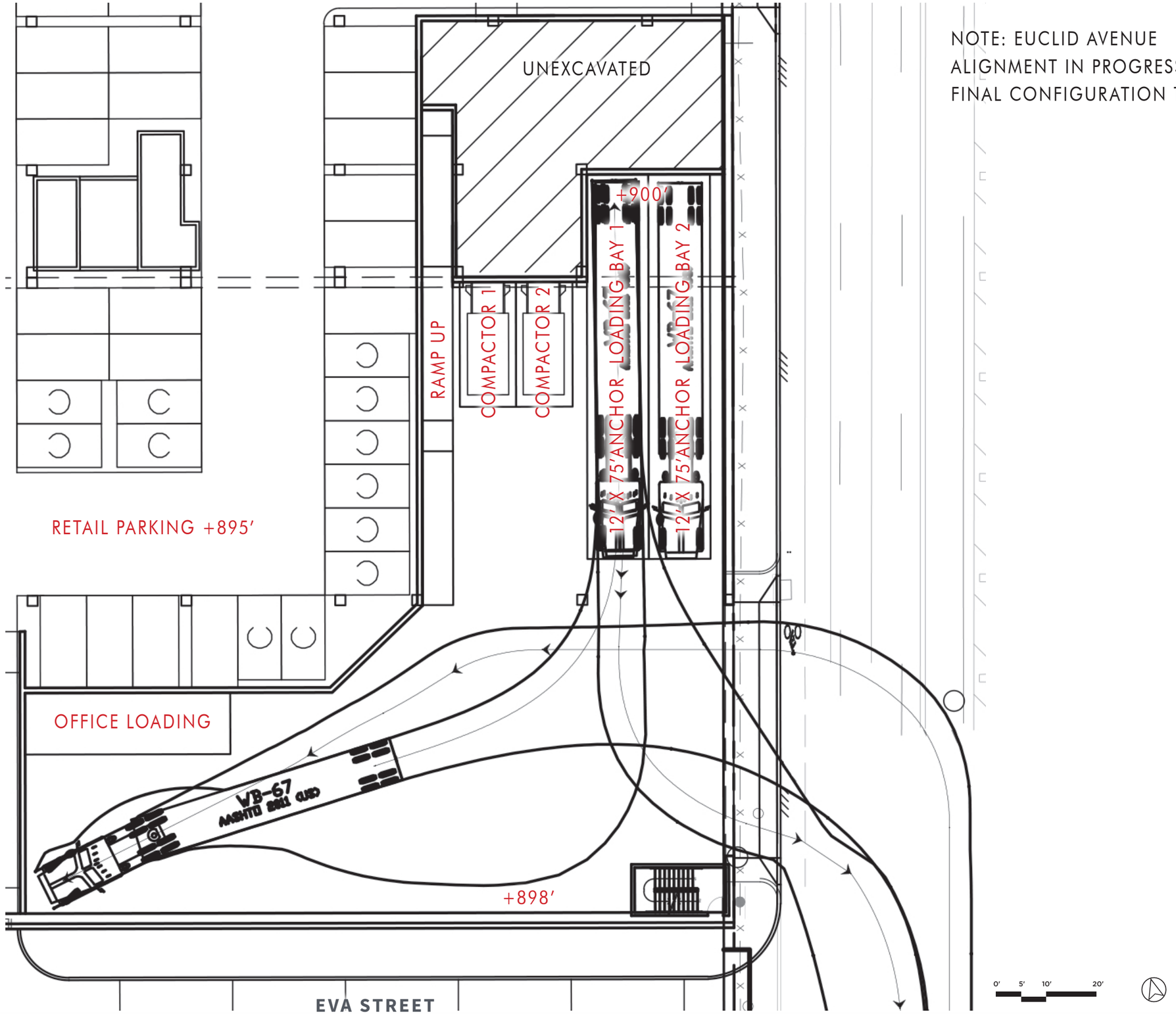


WB-67

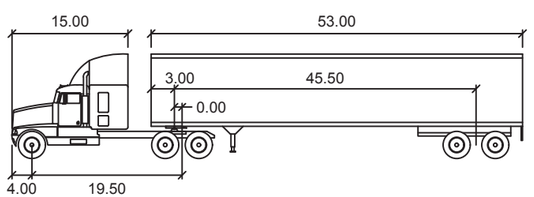
	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

0' 5' 10' 20'

NOTE: EUCLID AVENUE ALIGNMENT IN PROGRESS; FINAL CONFIGURATION T.B.D.



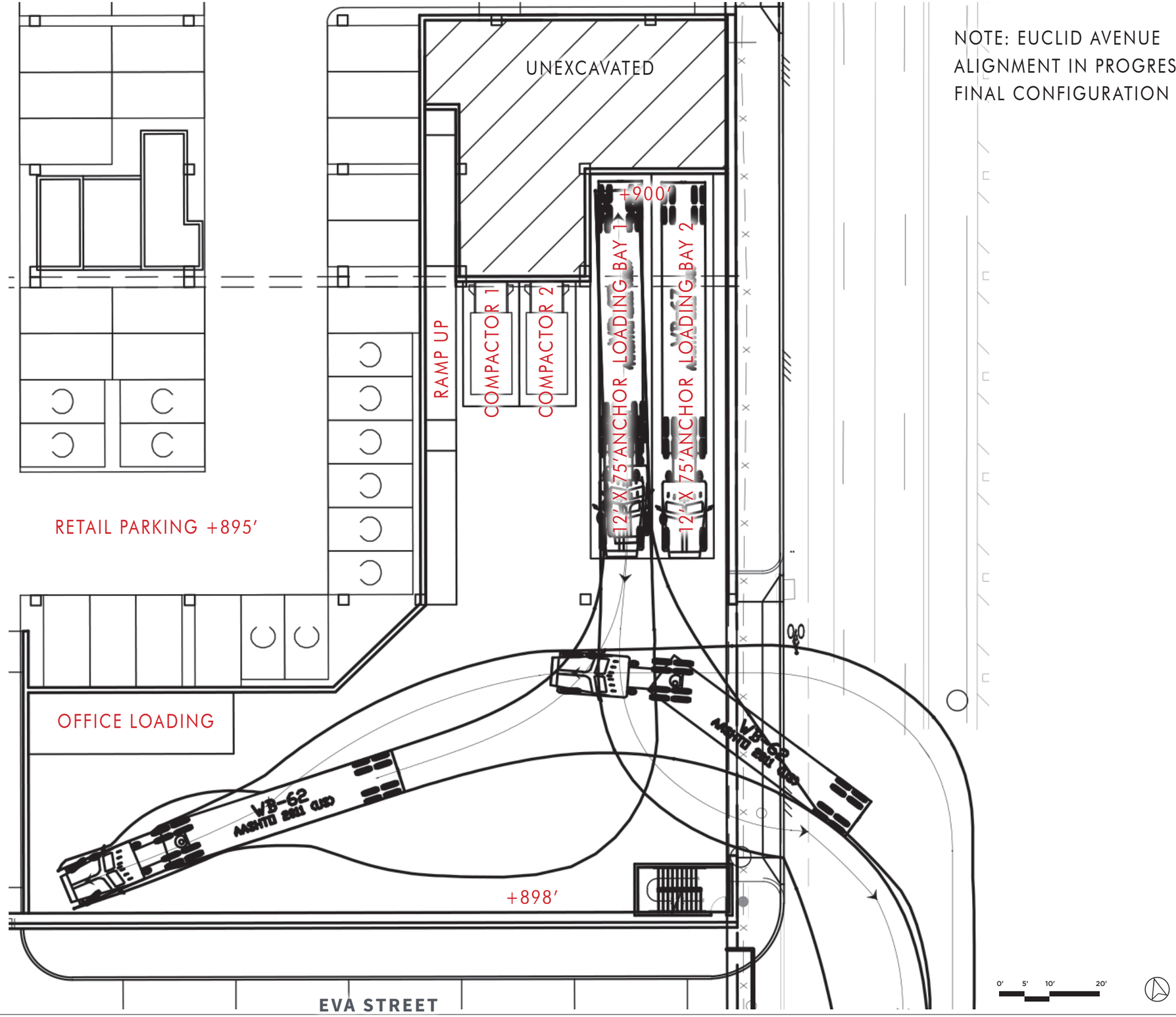
VEHICLE TEMPLATE



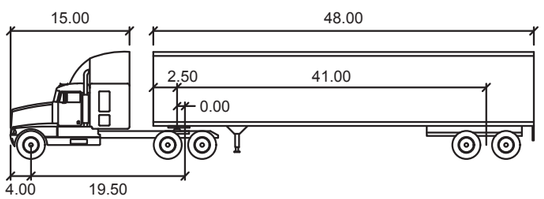
WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

NOTE: EUCLID AVENUE ALIGNMENT IN PROGRESS; FINAL CONFIGURATION T.B.D.



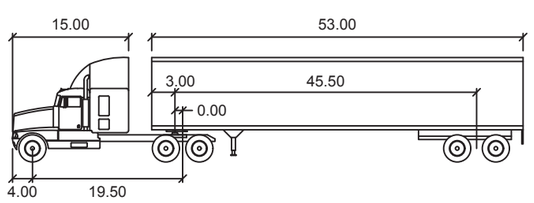
VEHICLE TEMPLATE



WB-62

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



WB-67

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

NOTE: EUCLID AVENUE ALIGNMENT IN PROGRESS; FINAL CONFIGURATION T.B.D.

UNEXCAVATED

+900'

RAMP UP

COMPACTOR 1

COMPACTOR 2

12' X 75' ANCHOR LOADING BAY 1

12' X 75' ANCHOR LOADING BAY 2

Rear-Load Garbage Truck

RETAIL PARKING +895'

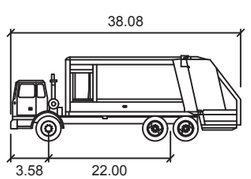
OFFICE LOADING

+898'

EVA STREET

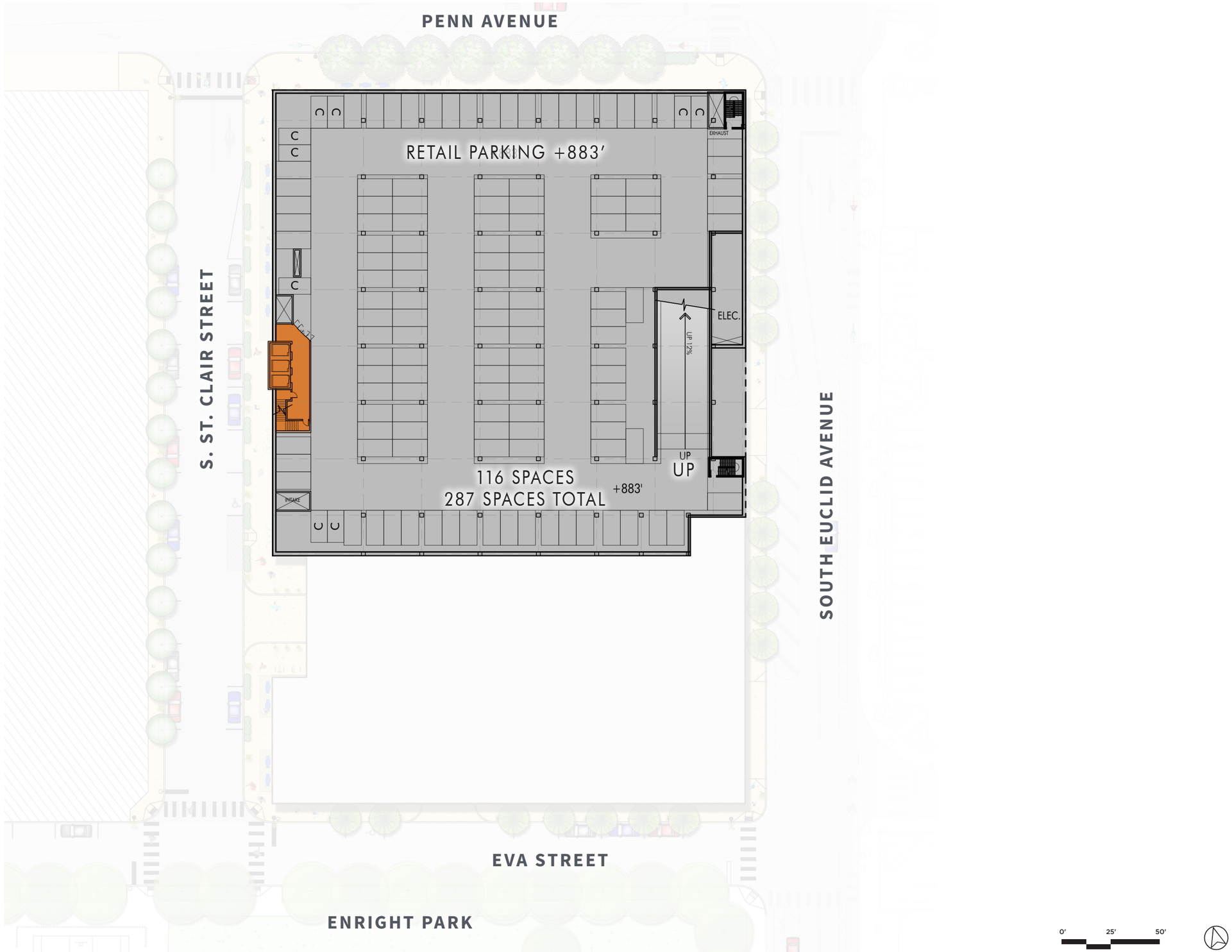
0' 5' 10' 20'

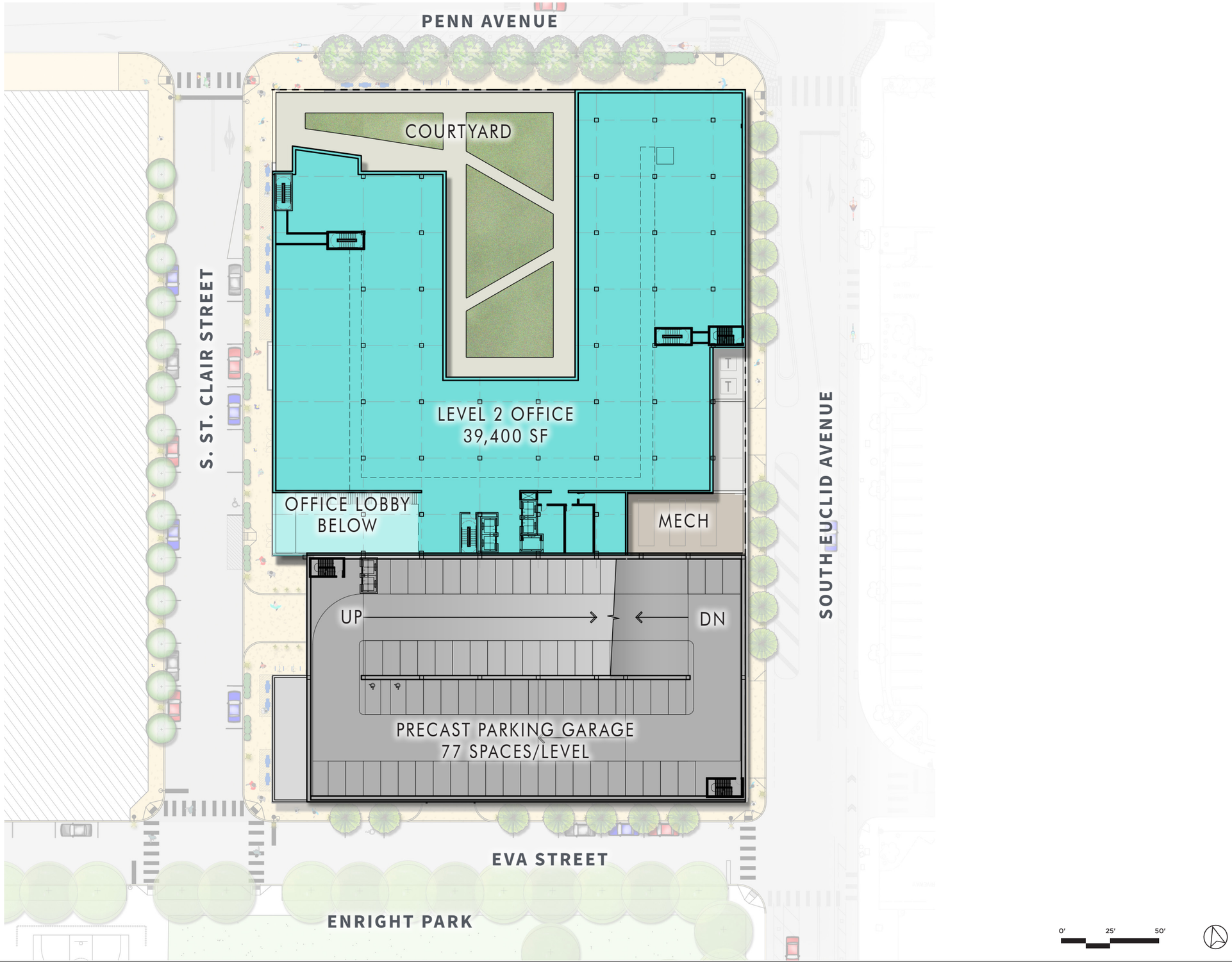
VEHICLE TEMPLATE

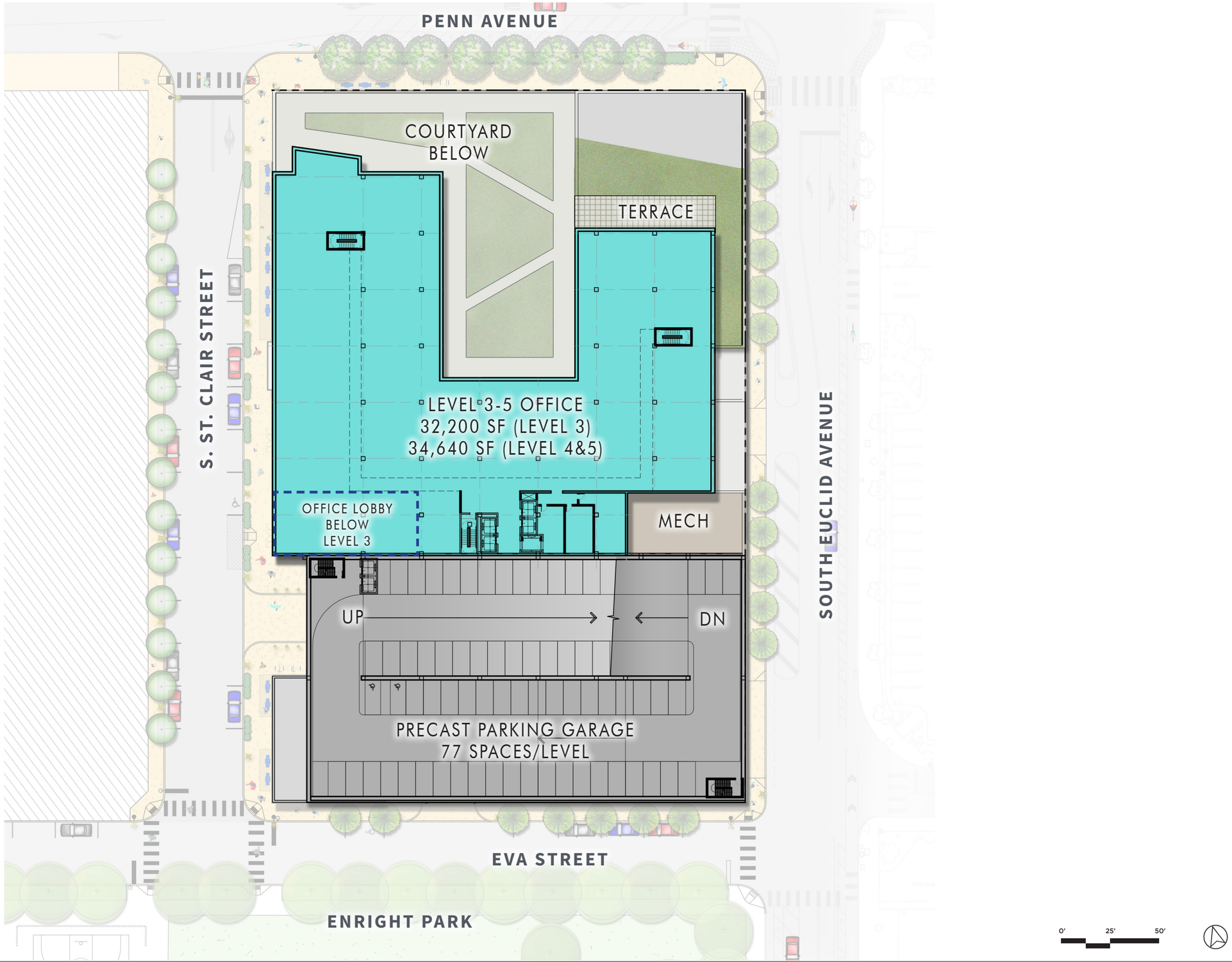


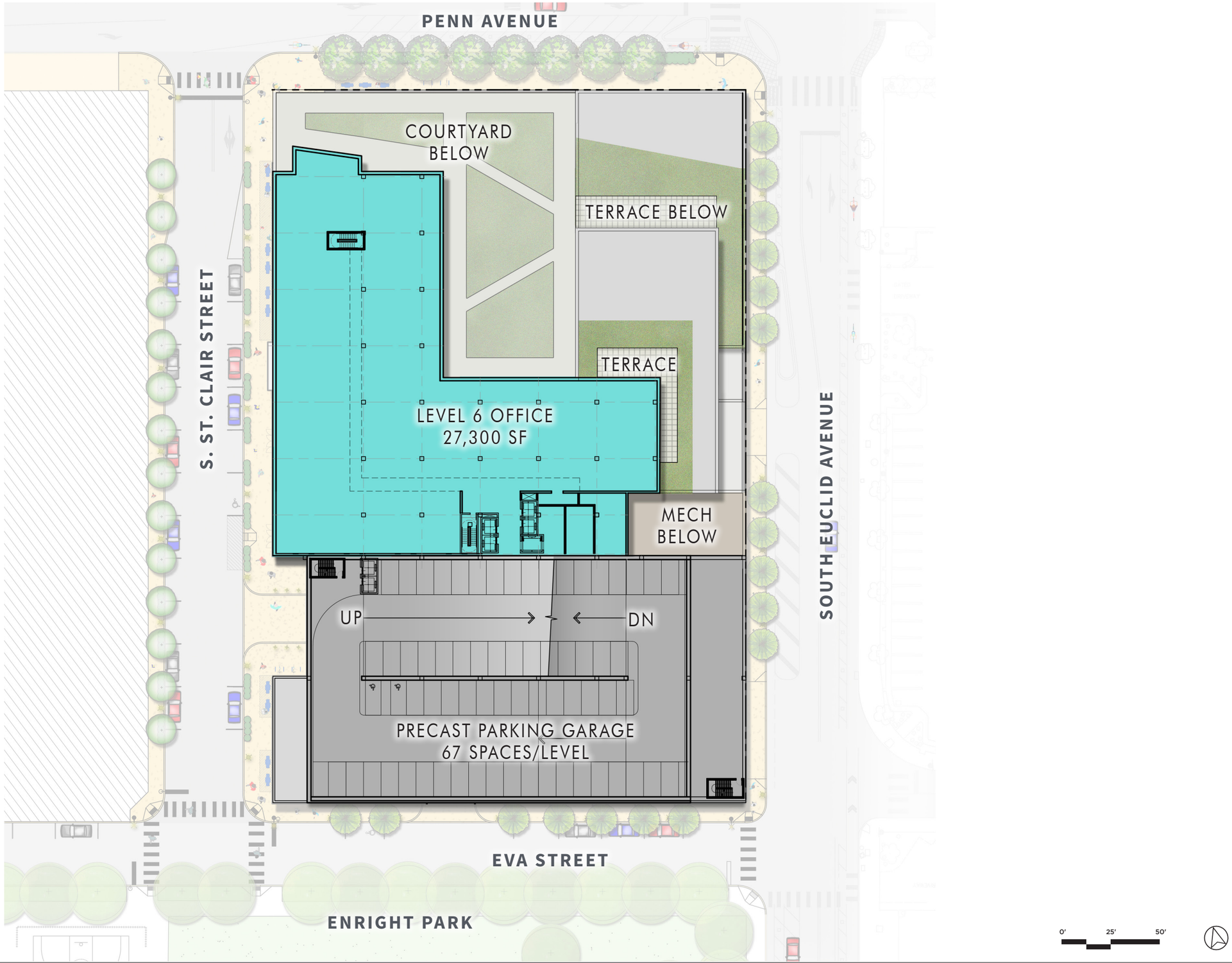
Rear-Load Garbage Truck

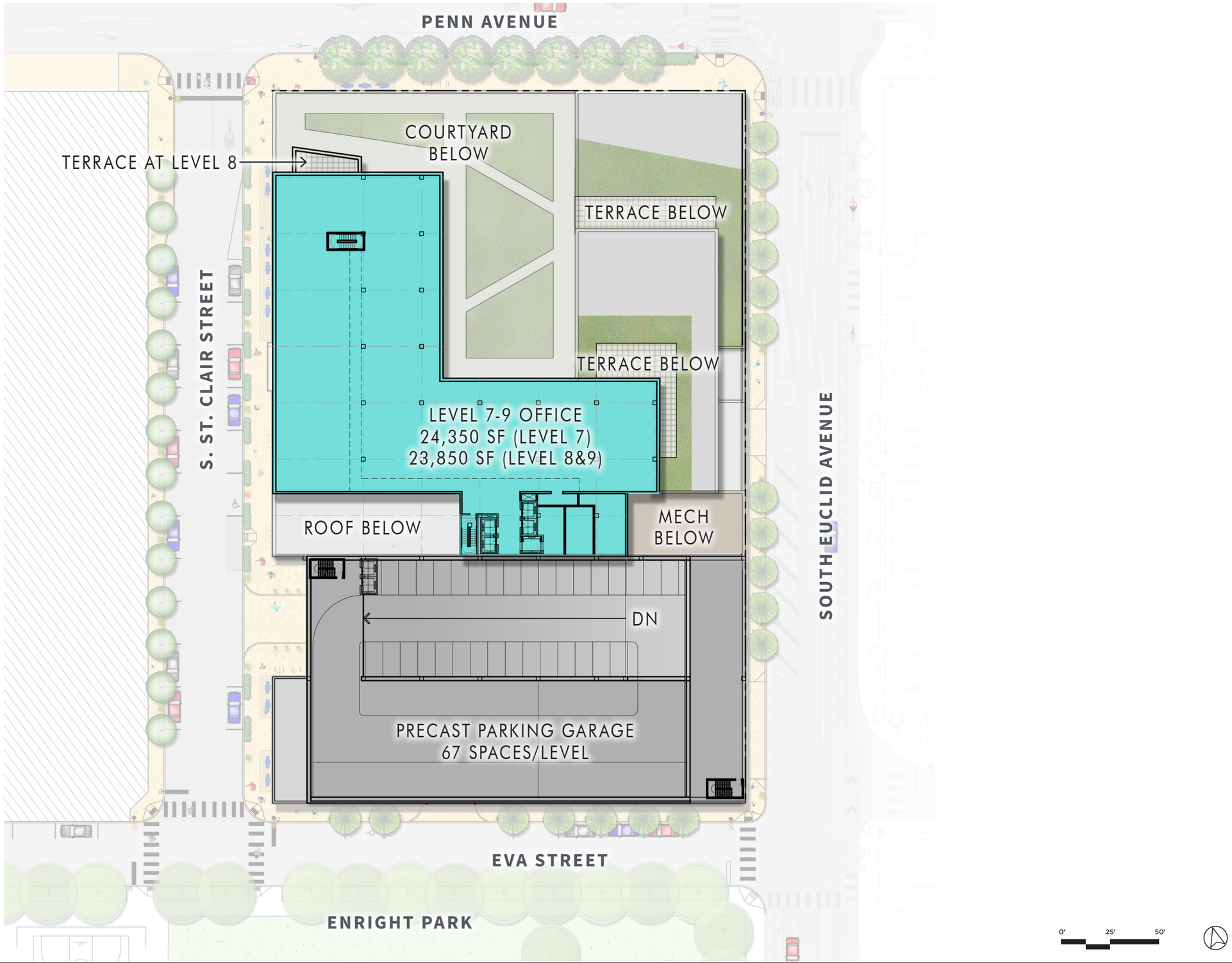
	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 27.4

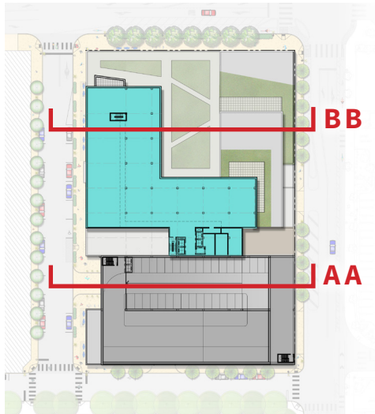

PENN AVENUE
S. ST. CLAIR STREET
SOUTH EUCLID AVENUE
EVA STREET
ENRIGHT PARK
RETAIL PARKING +883'
C
EXHAUST
ELEC.
UP 12%
UP
UP
116 SPACES
287 SPACES TOTAL
+883'
INTAKE
0'
25'
50'


PENN AVENUE
COURTYARD
S. ST. CLAIR STREET
LEVEL 2 OFFICE
39,400 SF
OFFICE LOBBY
BELOW
MECH
SOUTH EUCLID AVENUE
UP
DN
PRECAST PARKING GARAGE
77 SPACES/LEVEL
EVA STREET
ENRIGHT PARK
0'
25'
50'

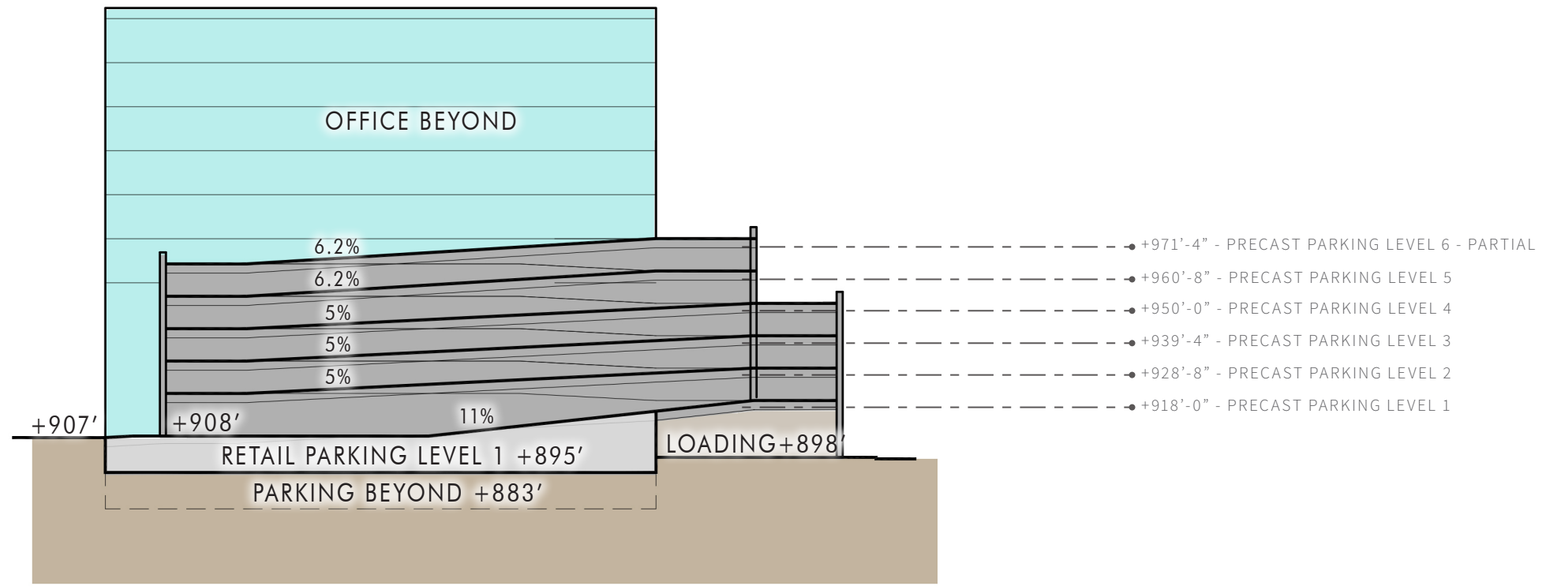

PENN AVENUE
COURTYARD BELOW
TERRACE
S. ST. CLAIR STREET
LEVEL 3-5 OFFICE
32,200 SF (LEVEL 3)
34,640 SF (LEVEL 4&5)
OFFICE LOBBY BELOW LEVEL 3
MECH
SOUTH EUCLID AVENUE
UP
DN
PRECAST PARKING GARAGE
77 SPACES/LEVEL
EVA STREET
ENRIGHT PARK
0'
25'
50'


PENN AVENUE
COURTYARD BELOW
TERRACE BELOW
TERRACE
LEVEL 6 OFFICE
27,300 SF
MECH BELOW
S. ST. CLAIR STREET
SOUTH EUCLID AVENUE
UP
DN
PRECAST PARKING GARAGE
67 SPACES/LEVEL
EVA STREET
ENRIGHT PARK
0'
25'
50'

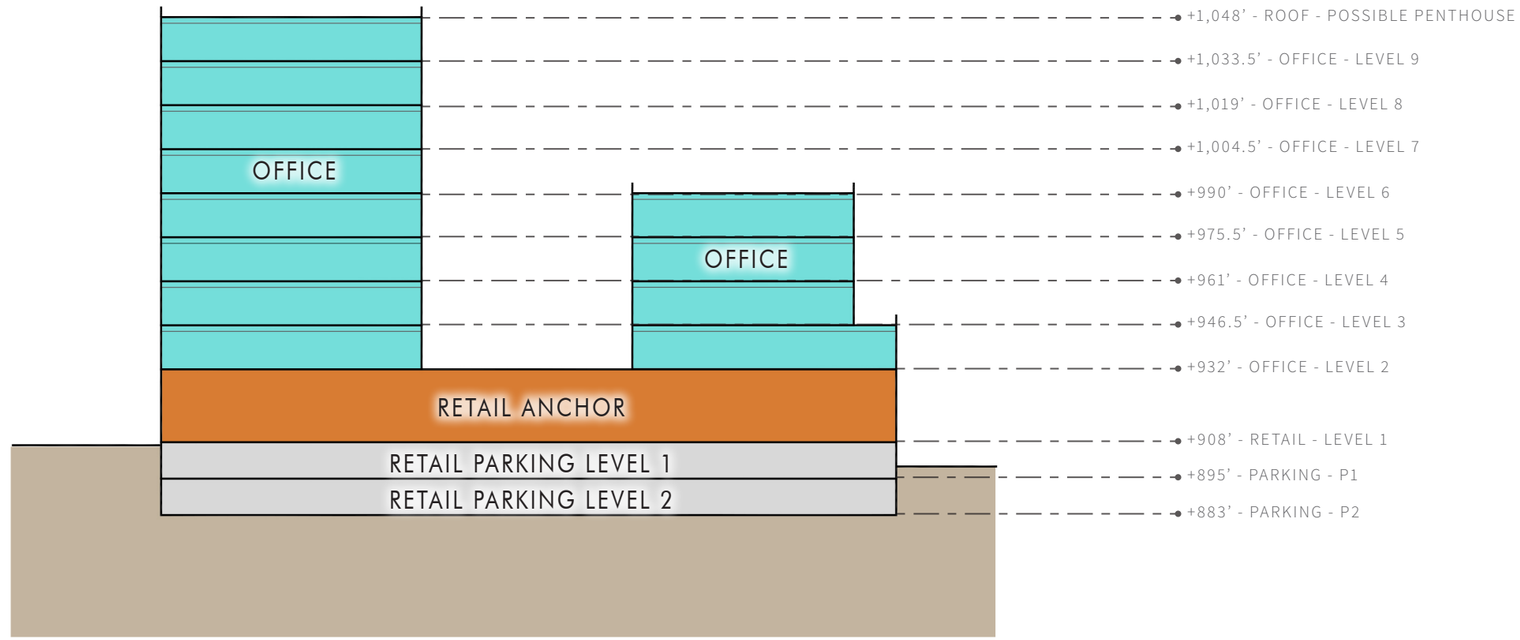

PENN AVENUE
COURTYARD BELOW
TERRACE AT LEVEL 8
TERRACE BELOW
TERRACE BELOW
S. ST. CLAIR STREET
LEVEL 7-9 OFFICE
24,350 SF (LEVEL 7)
23,850 SF (LEVEL 8&9)
ROOF BELOW
MECH BELOW
SOUTH EUCLID AVENUE
DN
PRECAST PARKING GARAGE
67 SPACES/LEVEL
EVA STREET
ENRIGHT PARK
0'
25'
50'



KEY PLAN

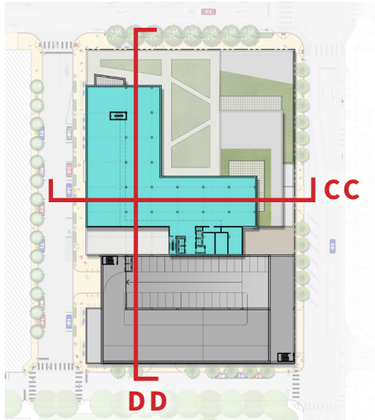


SITE SECTION AA



SITE SECTION BB

0' 25' 50'



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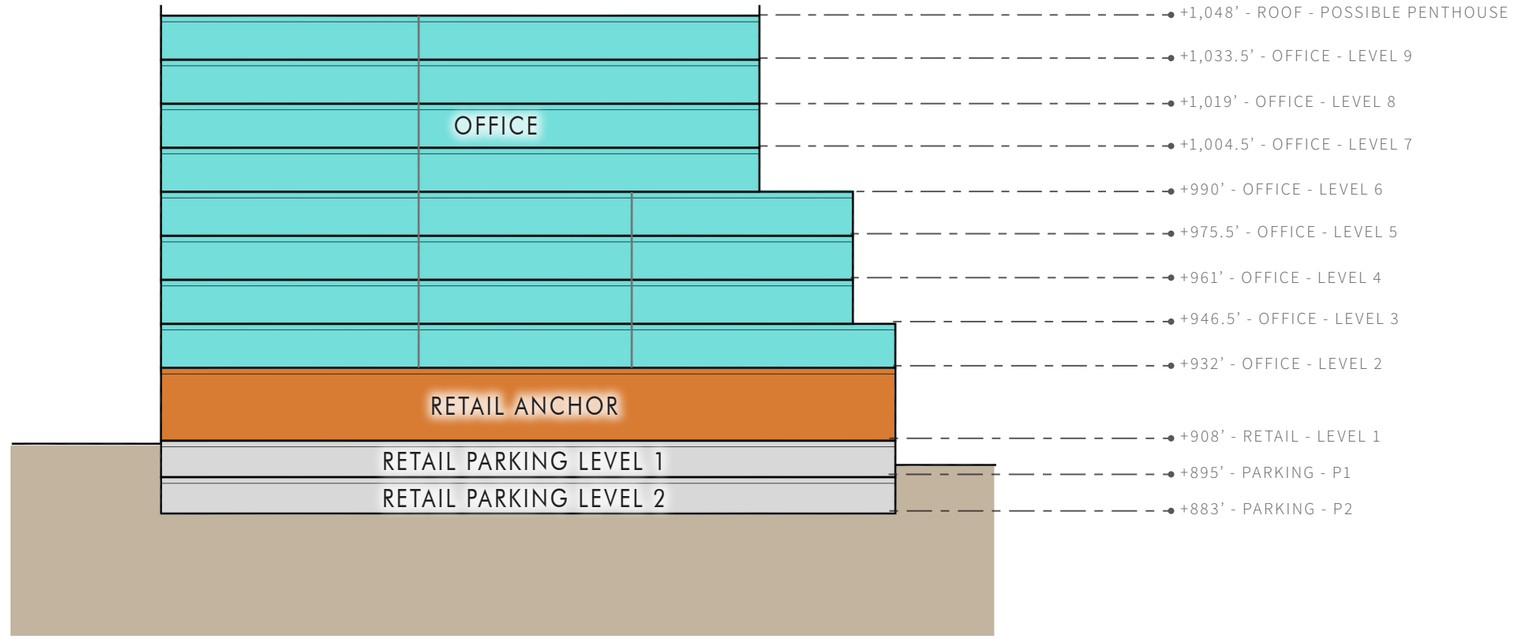
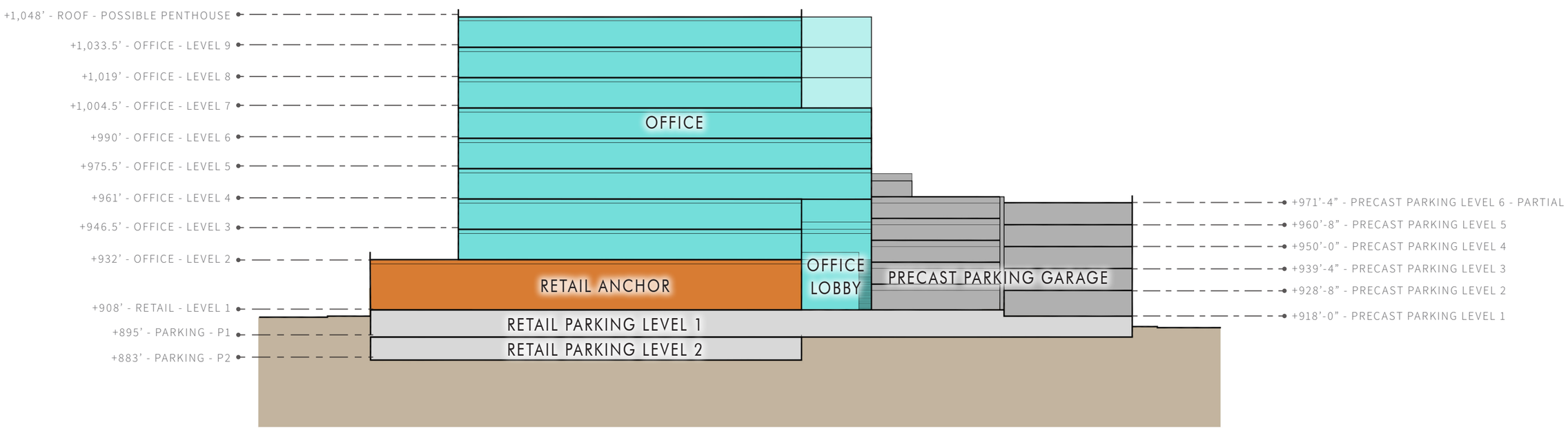
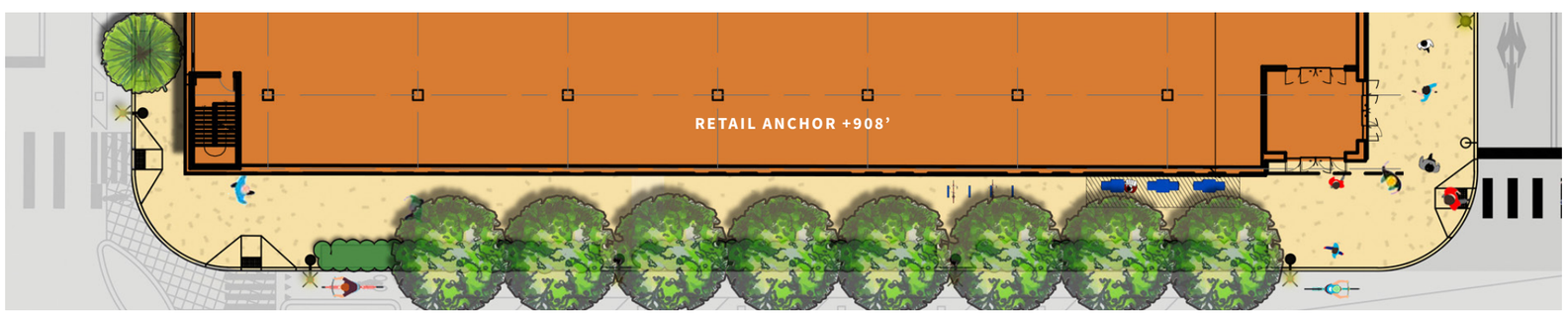


SITE SECTION CC

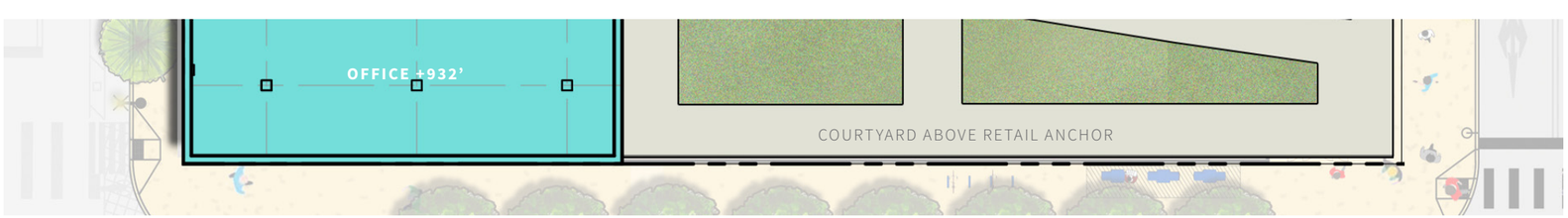


SITE SECTION DD

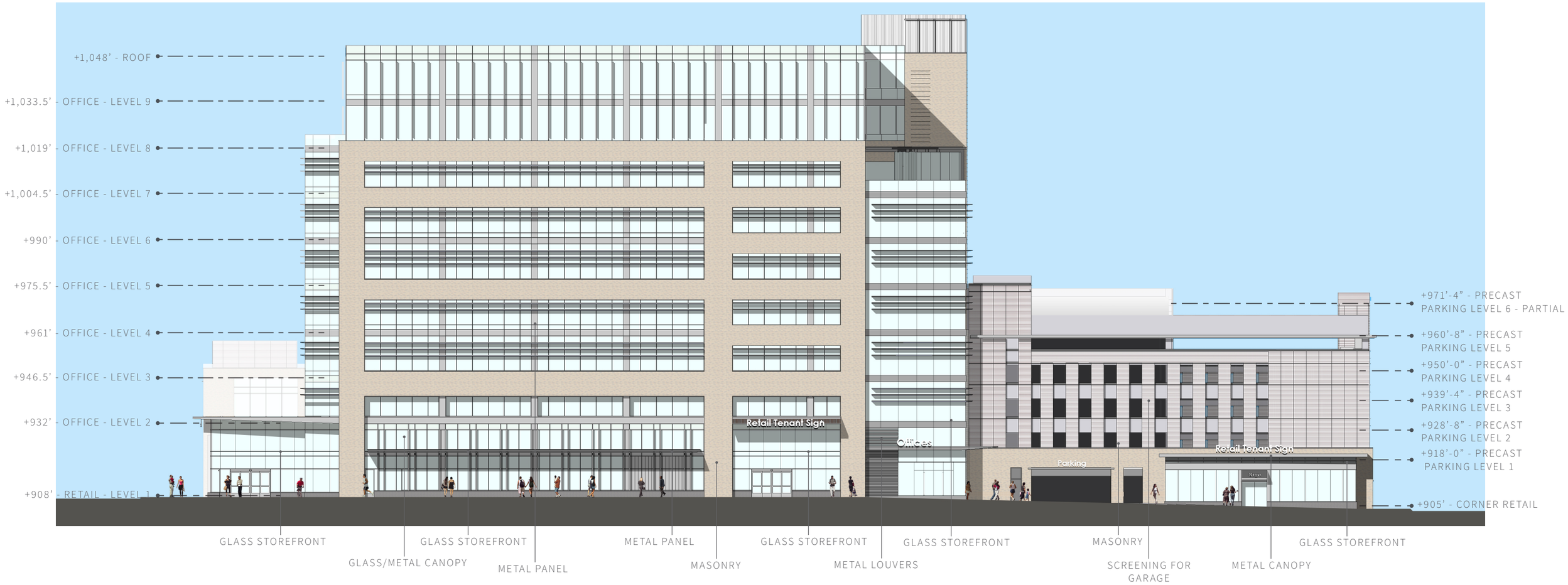
0' 25' 50'

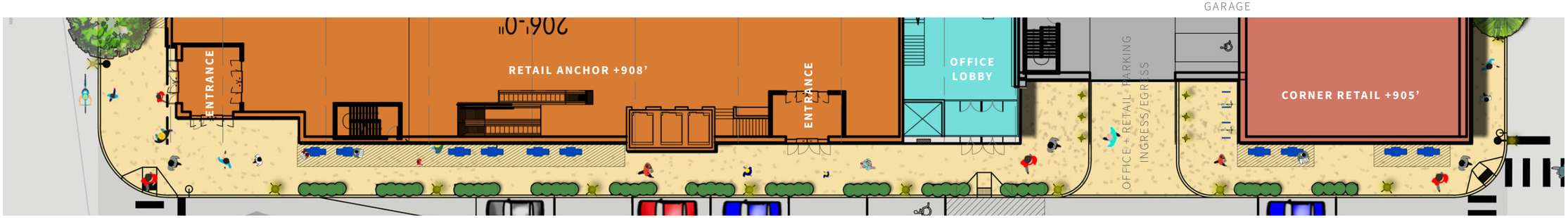


LEVEL 1 PARTIAL PLAN



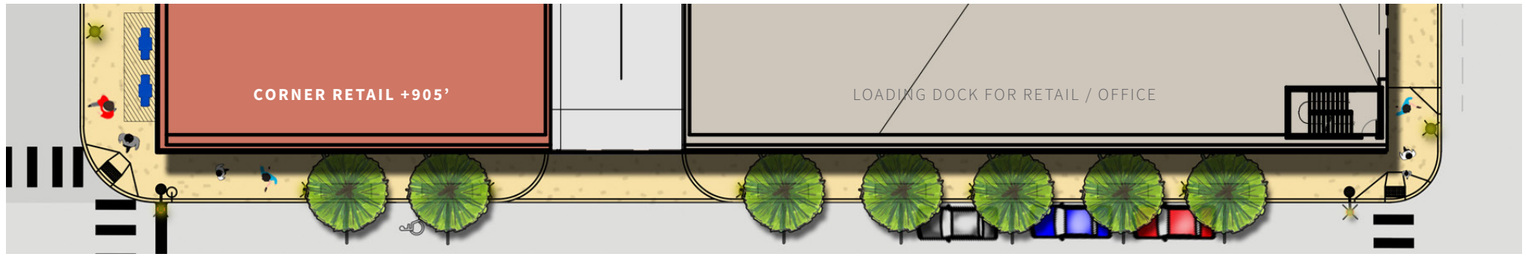
LEVEL 2 PARTIAL PLAN



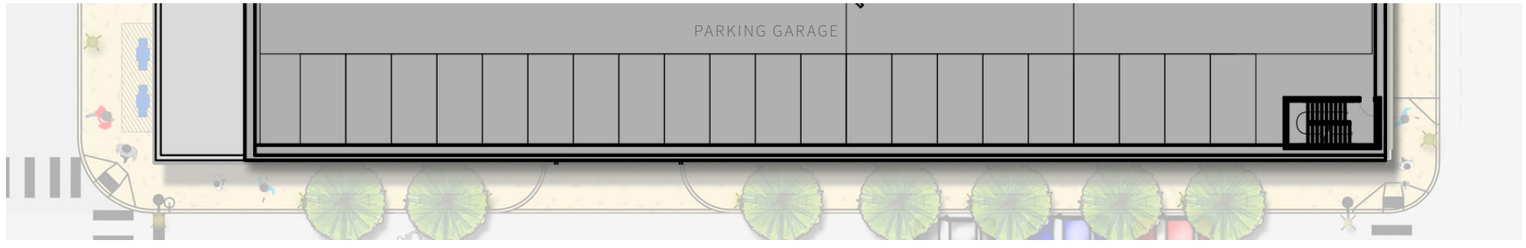


LEVEL 1 PARTIAL PLAN

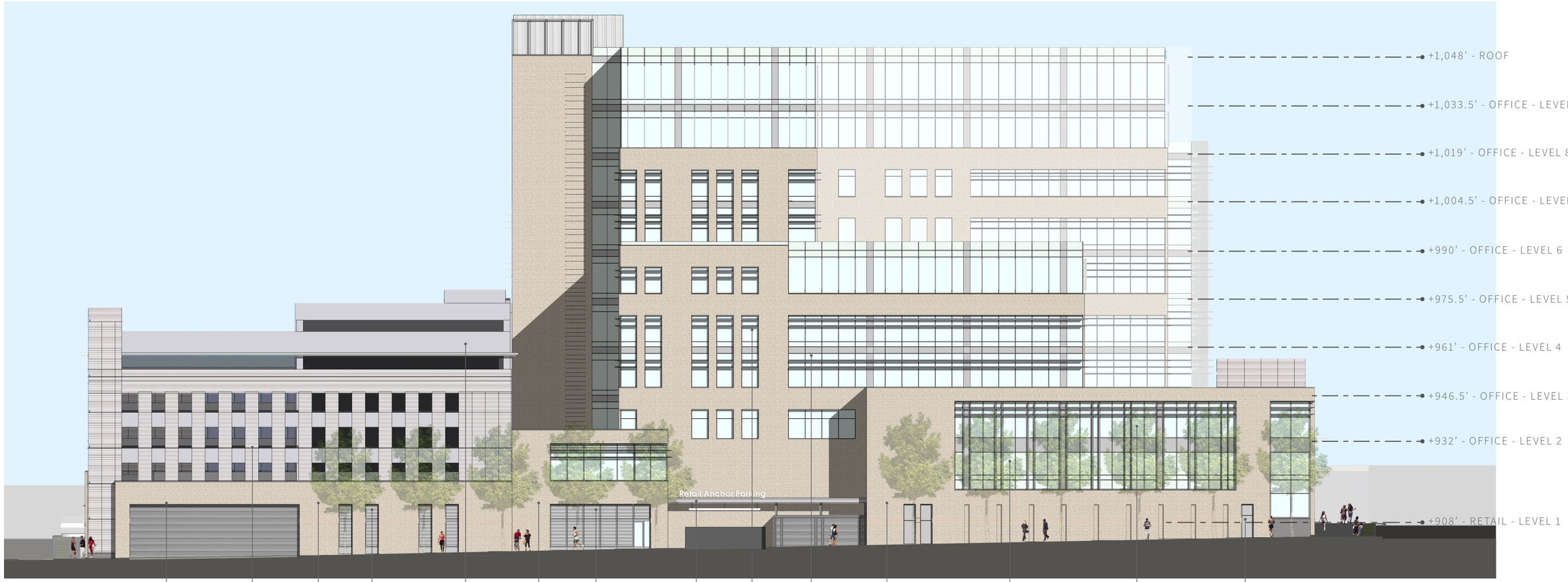
LEVEL 2 PARTIAL PLAN



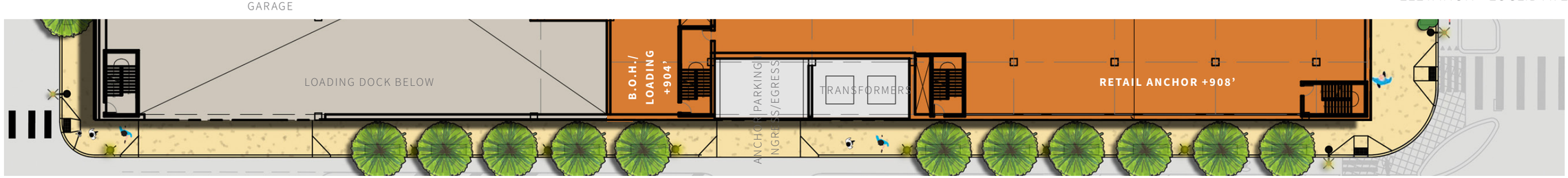
LEVEL 1 PARTIAL PLAN



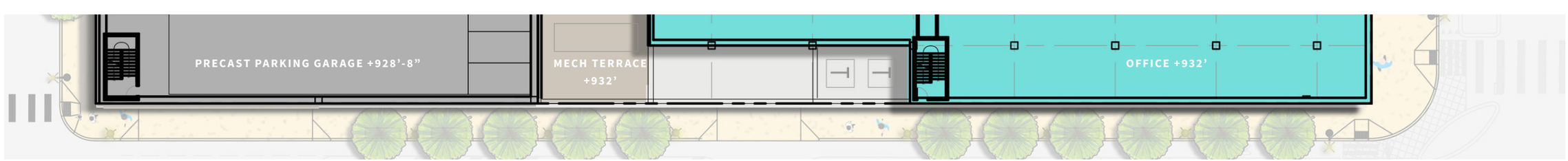
LEVEL 2 PARTIAL PLAN



ELEVATION - EUCLID AVE



LEVEL 1 PARTIAL PLAN



LEVEL 2 PARTIAL PLAN

PROJECT DATA		
RETAIL	ANCHOR	50,000 SF +/-
	CORNER	4,600 SF
	TOTAL	**54,600 SF**
OFFICE	LEVEL 1 - LOBBY	5,860 SF
	LEVEL 2	39,400 SF
	LEVEL 3	32,200 SF
	LEVEL 4, 5	34,640 SF EACH
	LEVEL 6	27,300 SF
	LEVEL 7	24,350 SF
	LEVEL 8, 9	23,850 SF EACH
	TOTAL	**246,090 SF**
RETAIL PARKING		287* SPACES (2 LEVELS)
OFFICE PARKING (PRECAST GARAGE)		385** SPACES*** (6 LEVELS)
BIKE PARKING		31 SPACES (62 BIKES)

* includes 7 ADA accessible spaces
** includes 8 ADA accessible spaces
*** includes parking for corner retail

5.PRELIMINARY PROJECT VIEWS/RENDERINGS

5. PRELIMINARY PROJECT VIEWS/RENDERINGS - CORNER OF PENN AVE. AND EUCLID AVE.

Office Anchor
EAST LIBERTY MARKET

5. PRELIMINARY PROJECT VIEWS/RENDERINGS - CORNER OF EVA ST. AND S. ST. CLAIR ST.

Project Signage
PARKING

6. SUPPLEMENTARY MATERIALS

SUSTAINABILITY

The Applicant has designed this development with a true focus on Sustainability. The following list is illustrative of the Applicant's Sustainability efforts:

1. LOCATION AND TRANSPORTATION SUSTAINABILITY.

A. The Development is proximately located to major public transit lines, which increases the ability of employees and visitors to utilize mass transportation to commute to and from the Development.

B. The Development is located next to areas with dense residential population and diverse uses, which will encourage pedestrian and bicycle utilization.

C. The Development will have bicycle facilities to encourage visitors and employees to bike to work. In addition, the Development will have access to bicycle lanes.

D. The Development has been designed to facilitate ride share drop offs and loading to encourage more efficient utilization and to reduce parking impacts.

E. The Development has been redesigned to place the retail parking underneath the retail use, which reduces the parking footprint.

F. The Development will have a Transportation Coordinator as part of the Project, who will inform the employees of alternative transportation methods, and will help to coordinate ride share, public transportation use, and alternative means of commuting.

2. SUSTAINABLE SITES.

A. The Development will have an extensive storm water management system which will reduce the flows of EXISTING storm water by more than 66%. This will significantly reduce the impact on the existing sewer shed within the greater East Liberty Area. The Applicant also believes that it will receive significant innovation points for its storm water work.

B. The Development will use various techniques including, but not limited to, materials and selective use of plantings for heat island reduction. On the street level, the Development is utilizing landscaping and larger tree pits to accomplish these goals. Within the structure, the Development will utilize plantings and roof materials for the terraces to reduce the heat island effect.

C. The Construction of the Development will occur with a Construction Activity Pollution Prevention Plan.

D. The Development will implement outdoor water use reduction strategies.

E. The Development will implement indoor water use reduction strategies such as fixture optimization and reduced water level usage.

F. The Development will implement efficient cooling towers.

G. The Development will have water metering throughout so as to monitor and optimize use.

3. ENERGY UTILIZATION.

A. The Development will have energy efficient glass.

B. The Development will have energy efficient HVAC systems and operating systems.

C. The Development will implement energy level metering throughout which will be monitored on a demand basis. All energy usage will be optimized.

D. Any refrigerant utilized will be managed pursuant to a refrigerant management system.

4. MATERIALS AND RESOURCE UTILIZATION.

A. The Development will implement a recycling and waste management program.

B. During construction, the Development will engage in construction and demolition waste management planning to minimize waste generated from the Development.

C. The Development will be planned implementing building-life cycle impact reduction strategies.

D. Materials, whenever possible, will be sourced locally.

E. The Development will utilize environmental product disclosures and declarations whenever possible.

5. INDOOR ENVIRONMENTAL QUALITY.

A. The Development will establish minimum indoor air quality standards.

B. The Development will have a tobacco smoke control and policy.

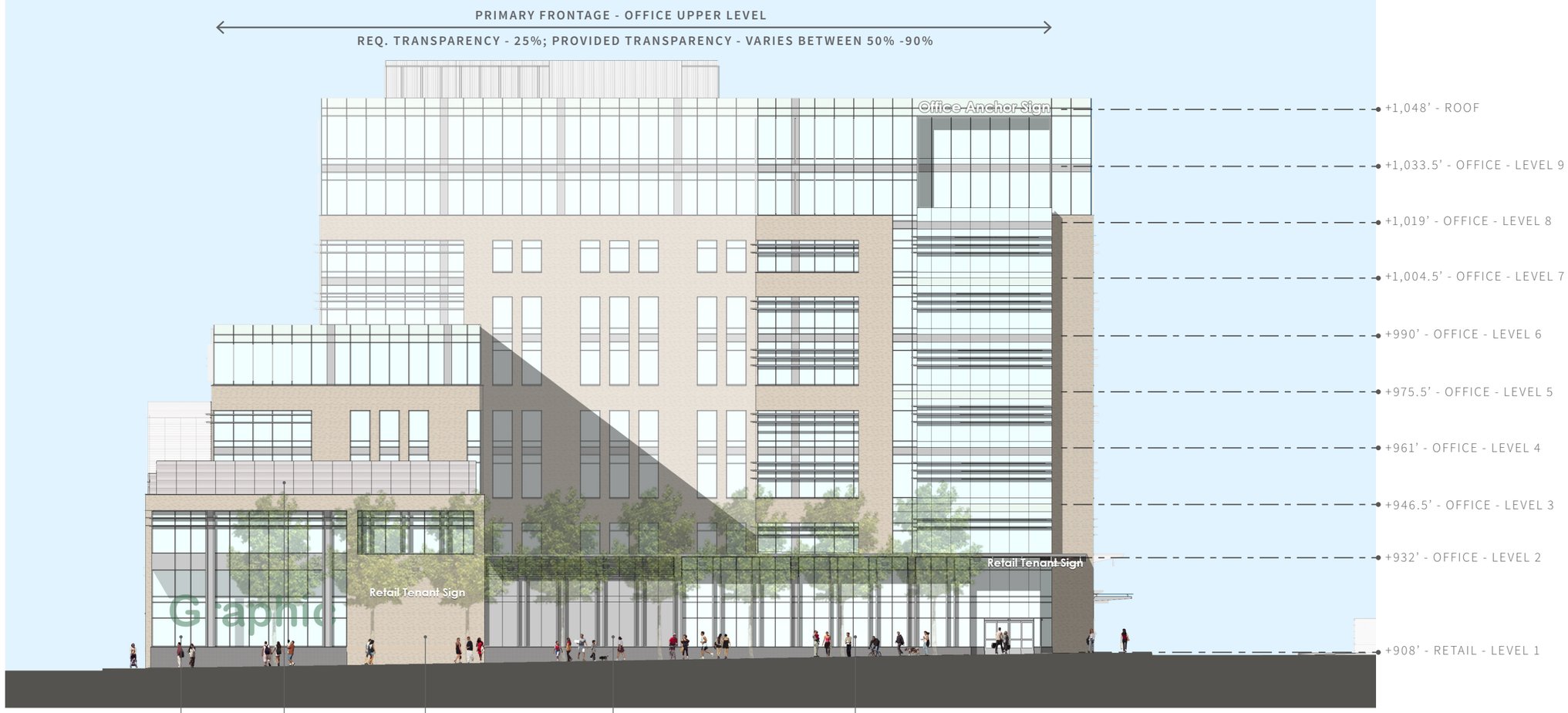
C. The Development will utilize low emitting materials and curb the use of vocs.

D. The Development will employ a construction indoor air quality management plan.

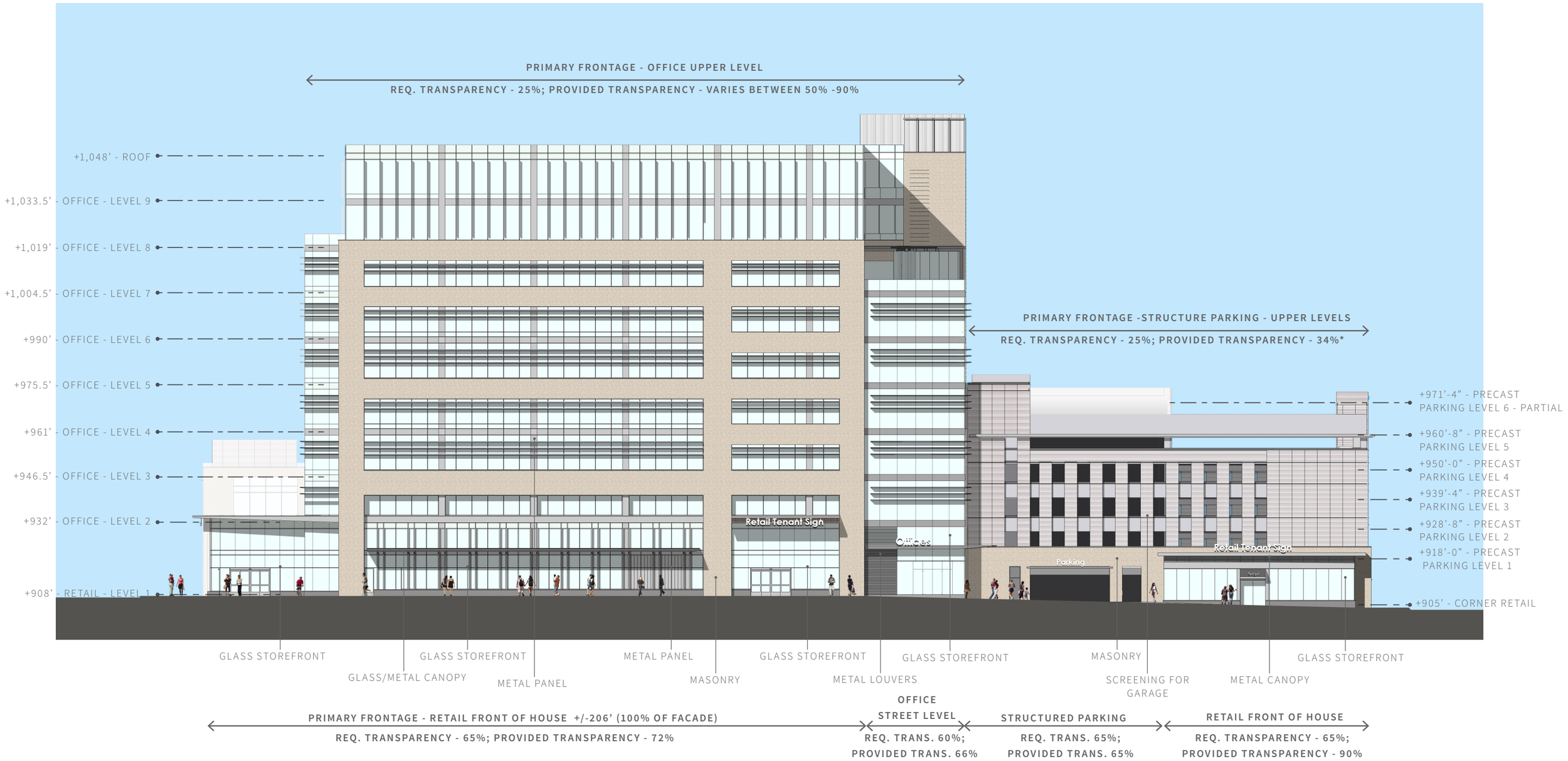
E. All interior lighting will be energy efficient and be appropriately monitored.

F. The Development's interior has been designed to enhance daylight and natural light infiltration.

G. The Development's interior will be designed to promote acoustic quality within the spaces.

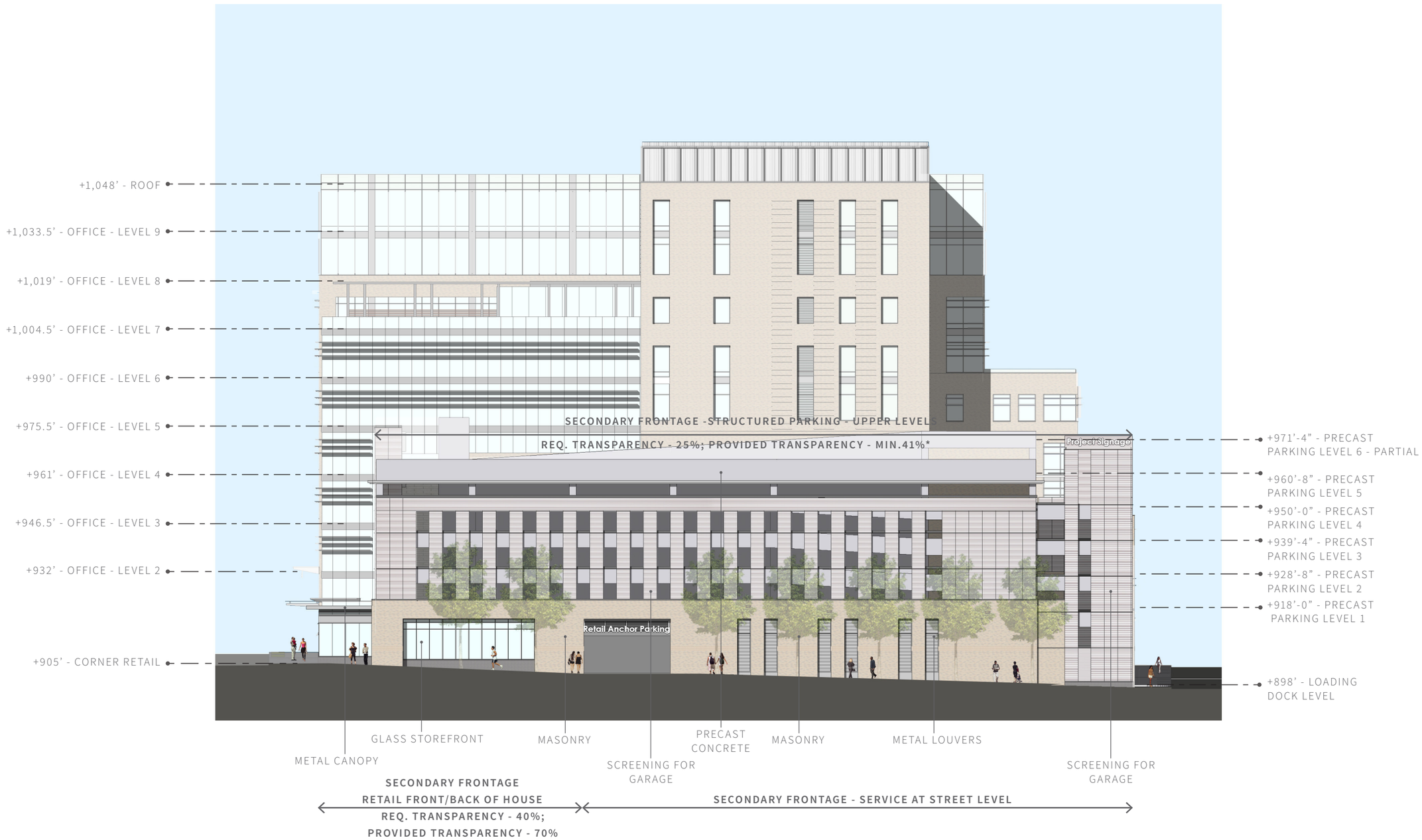


NOTE: PER PLDP, TRANSPARENCY ALONG PRIMARY FRONTAGE IS CALCULATED BETWEEN 3' AND 8' FROM THE RETAIL FLOOR. PROVIDED TRANSPARENCY PERCENTAGES MAY CHANGE DUE TO LEASING/TENANT REQUIREMENTS.



NOTE: * CALCULATIONS DO NOT TAKE INTO ACCOUNT THE TRANSPARENT NATURE OF THE GARAGE SCREENING

PER PLDP, TRANSPARENCY ALONG PRIMARY FRONTAGE IS CALCULATED BETWEEN 3' AND 8' FROM THE RETAIL FLOOR. PROVIDED TRANSPARENCY PERCENTAGES MAY CHANGE DUE TO LEASING/TENANT REQUIREMENTS.



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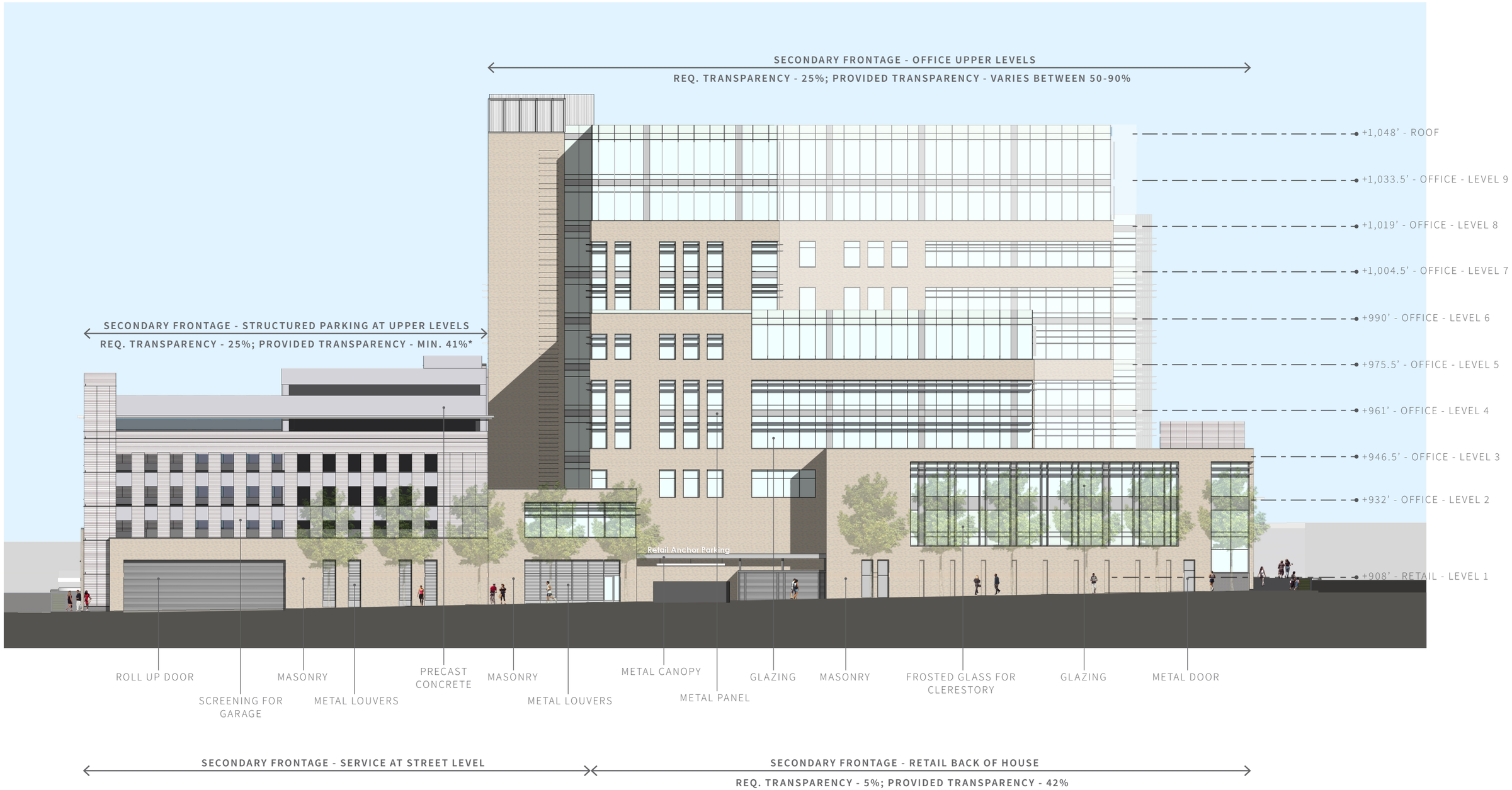

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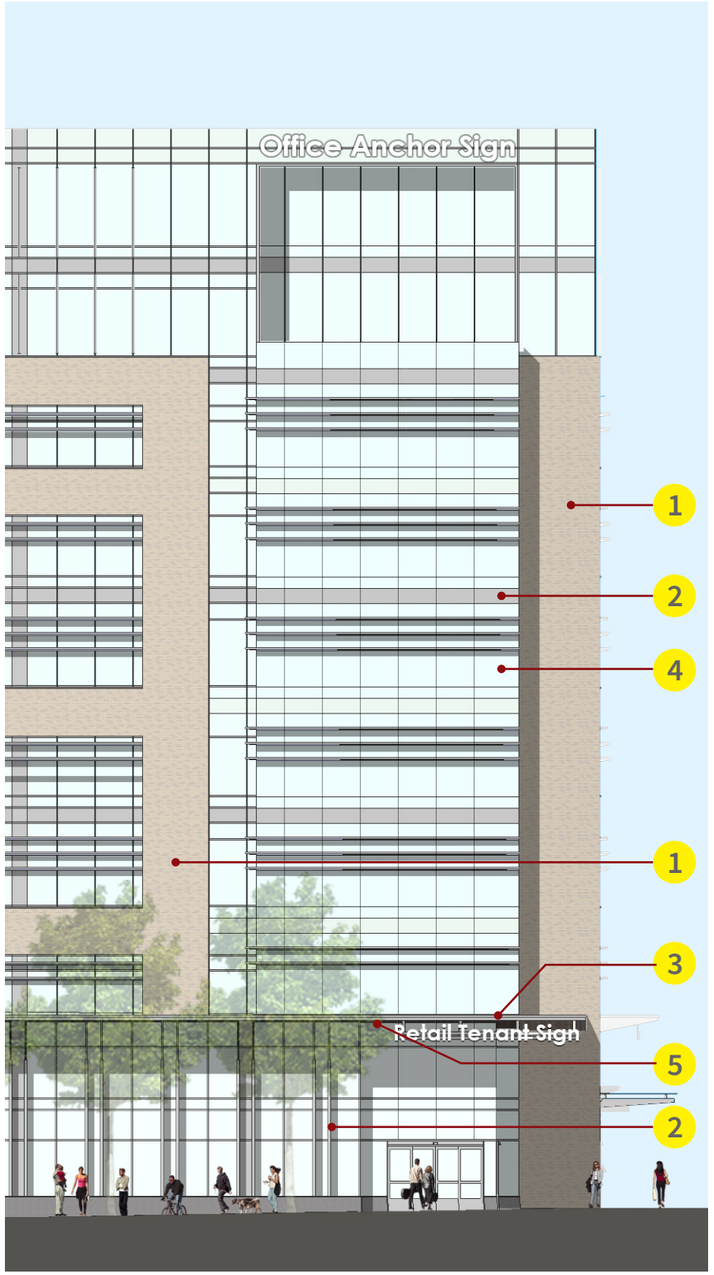
PROVIDED TRANSPARENCY PERCENTAGES MAY CHANGE DUE TO LEASING/TENANT REQUIREMENTS.

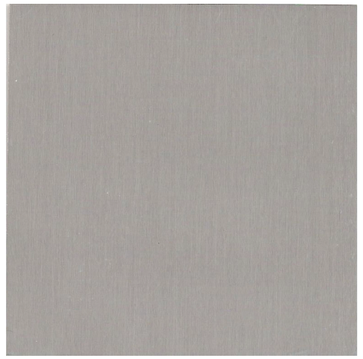


PARTIAL OFFICE ELEVATION ALONG PENN AVENUE

BRICK MASONRY 1

PARTIAL GARAGE ELEVATION ALONG S. ST. CLAIR

METAL COLOR 2
Aluminum Windows and Doors, Balconies, Railings, and Misc. Metals

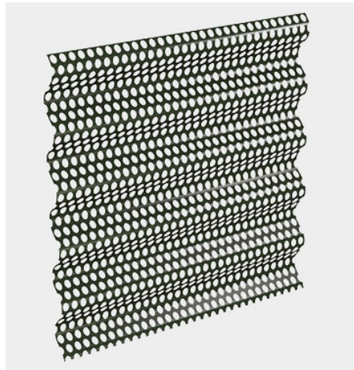


METAL PANEL 3

LOW-E CLEAR GLAZING 4

WOOD SOFFIT 5

ROLL-UP GARAGE DOOR 6



PERFORATED METAL SCREEN 7

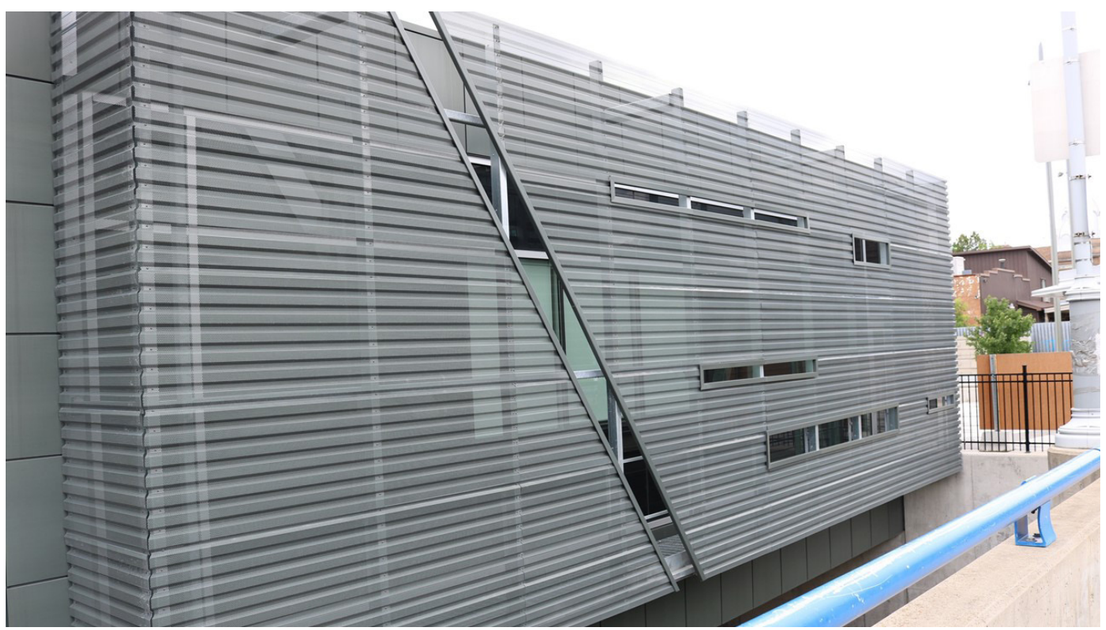
NOTE: Material selection is preliminary and subject to change due to availablity and other related factors.

Office Anchor
PA-380

Penn Ave

EXAMPLE OF METAL PANEL SCREENING FOR MECHANICAL EQUIPMENT

EXAMPLE OF UNINTERRUPTED PEDESTRIAN WALKWAY AT A CURB CUT LEADING TO A GARAGE ENTRANCE



EXAMPLE OF METAL PANEL SCREENING FOR GARAGE

EXAMPLE OF METAL ROLL-UP DOOR FOR LOADING AND GARAGE ENTRANCES

CITY OF PITTSBURGH

Department of City Planning

William Peduto
Mayor

Raymond W. Gastil, AICP
Director

October 26, 2018

Contextual Design Advisory Panel
Eric Booth
Nina Chase Anne Chen
Greg LaForest
Eric Osth
John Robinson
Page Thomas
Kate Tunney

Jim Voelzke, FAIA, LEED AP
MV+A Architects
1200 G Street, NW
Washington DC 20005

Re: CDAP Summary for Pennley Park South

Dear Mr. Voelzke:

Thank you for bringing the Pennley Park South to the Contextual Design Advisory Panel on October 16, 2018.

CDAP members had the following comments for Pennley Park South:

- Continue to refine the corner massing at S Euclid and Penn Avenues. The Panel noted that this is an important corner and neighborhood gateway for the overall development. In particular, explore means to further break down the massing or to further articulate this corner.

MV+A Response: The corner massing is a subset of the overall building massing and is sized similar to the existing buildings at this intersection. The massing is further articulated by large openings in the masonry patterned with a composition of opaque metal panels, transparent glass and projecting sun shading devices. Breaking down the massing further will have the adverse impact of obliterating the corner presence established by the current design.

- The Panel discussed the garage and loading screening precedents included in the presentation and recommended that the project utilize a high quality material, especially at the corner of Eva Street and S Euclid Avenue.

MV+A Response: Acknowledged

- Find ways to further activate Penn Avenue. The Panel appreciated the storefront design on Penn Avenue, but urged more activity and interaction on Penn Avenue.

MV+A Response: The steeply descending grade along Penn Avenue and the fixed higher retail grade make it challenging to activate the sidewalk with direct connection to the retail. However, we believe, visual activation is an appropriate solution for such a scenario. We have maximized direct visual interaction along much of the store where the difference in grade is minimal. For areas where the store is too high for such an interaction, provision has been made for branding opportunities to embellish the façade and provide a connection with the viewer on the street.

- Continue to refine the relationship between the project's different volumes. While the Panel appreciated the project's detailing and proportions, they commented that it had an institutional feeling. The Panel suggested looking for ways to give the volumes subtly differentiated identities to break down the visual scale of the building.

MV+A Response: Several factors - site context, neighboring building heights, incline plane restrictions, internal programming, etc have resulted in a massing that consists of volumes of differing height. This automatically helps break down the visual scale of the building. We strongly feel that these volumes are helped by having an overarching design principle tying it all together with subtle design differentiation becoming evident as a result of the mixed use programming of the project.

- Consider how the project meets the sky. The Panel observed that the glass crowns read as an extrusion of the floor plan. The Panel understood that the glass crown element is necessary to mitigate the buildings' massing, but thought that they could be further refined.

MV+A Response: Acknowledged. We will continue to detail the design - the type of glass, selection of curtain wall, accoutrements, etc. to make sure the two story glass volumes act as a fitting crown for the building.

Please also let me know if you have any question about this summary.

Continue to work with staff and forward an updated drawing set addressing these design comments. Continue to work with staff and forward an updated drawing set addressing these design comments in preparation for a future Planning Commission hearing date.

Sincerely,

William Gregory
Planner 2 (Design Review)