

SAIGON PLAZA

6033 MLK Way S, Seattle, WA 98118
SDCI 3026698

early design guidance
September 12, 2017

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PROJECT NARRATIVE

SITE DESCRIPTION

The proposed development site consists of two parcels located along Martin Luther King Jr. Way South at S Raymond Street. It contains approximately 1.17 acres and has almost 500 linear feet of frontage on MLK Jr. Way S. The intention of this proposal is to construct a two-story retail and professional service building with associated parking. The project will be developed in two phases. Phase I will be constructed at the corner of S Raymond Street and MLK Jr. Way S. The second phase will be developed on the south end of the site.

COMMERCIAL USES

No residential units are planned for this development. It is the intention to develop two buildings in two phases, building A to have 20,700 GSF, and 15,400 NSF. Building B to have 24,900 GSF and 22,000 NSF. Lease-able square feet for use as retail, professional offices, eating and drinking establishments and medical services. The retail and eating/drinking spaces will be on the ground floor, while the professional offices and medical services will be on the upper floor.

It is currently calculated that 22 parking stalls are required, 24 are provided.

Note : This document is a revised early design guidance presentation based on the previous document and comments received during the review presentation. the presented preffered plan represents a hybrid between two of the options presented at the first EDG meeting.

DEVELOPMENT OBJECTIVES

SITE RESPONSE

Given the site’s narrow dimension in the east/west direction there are limited ways in which the development can be arranged. The main design intention is to locate retail and restaurant spaces on the ground floor on or near the front property line on MLK Jr. Way S with parking relegated to either behind the structure or alongside the building(s). In addition, enrichment of the pedestrian experience along the sidewalk may include such design elements as canopies, covered arcades, outdoor plazas, landscaping and art work.

NEIGHBORHOOD CONTEXT

While the property is zoned for a height of 65’, the surrounding existing buildings are all 1 and 2 stories, small-scale retail developementts. Along with the narrow dimension of the property, a two-story development is more in keeping with the neighborhood scale. The design of the shopping plaza development intends to reflect the residential feel of the neighborhoods while bringing modern commercial frontage along MLK Jr. Way S. Substantial materials such as concrete, stone, masonry and metal may be used for the building’s siding. Large storefront openings on the ground floor along the street frontage will be used. Massing of the development will include a varying roof line, modulation of the walls both horizontally along the street frontage and vertically between floors and the development of a “gateway” feature at the north end of the property at the corner of S Raymond Street and MLK Jr. Way S.

ACCESS

Given the distance to the light rail stations (Othello: 0.71 miles, Columbia City: 0.81 miles) parking will be needed to serve those accessing the site by car. There is a bus stop located at the corner of S Raymond Street and MLK Jr. Way S that will provide transit access to the site. While the current bus schedule does not meet the zoning code’s definition of frequent transit service, it will provide adequate transit access. There is a pedestrian street crossing on MLK Jr. Way S at the intersection with S Raymond Street at the north end of the site which will provide a connection to the neighborhood to the east.

SUSTAINABILITY

No specific sustainable goals are a part of the development but the design team intends to pursue features, systems, and materials that support environmentally sound construction while keeping in mind the limited budget for the project.

TAX LOT 2224049026

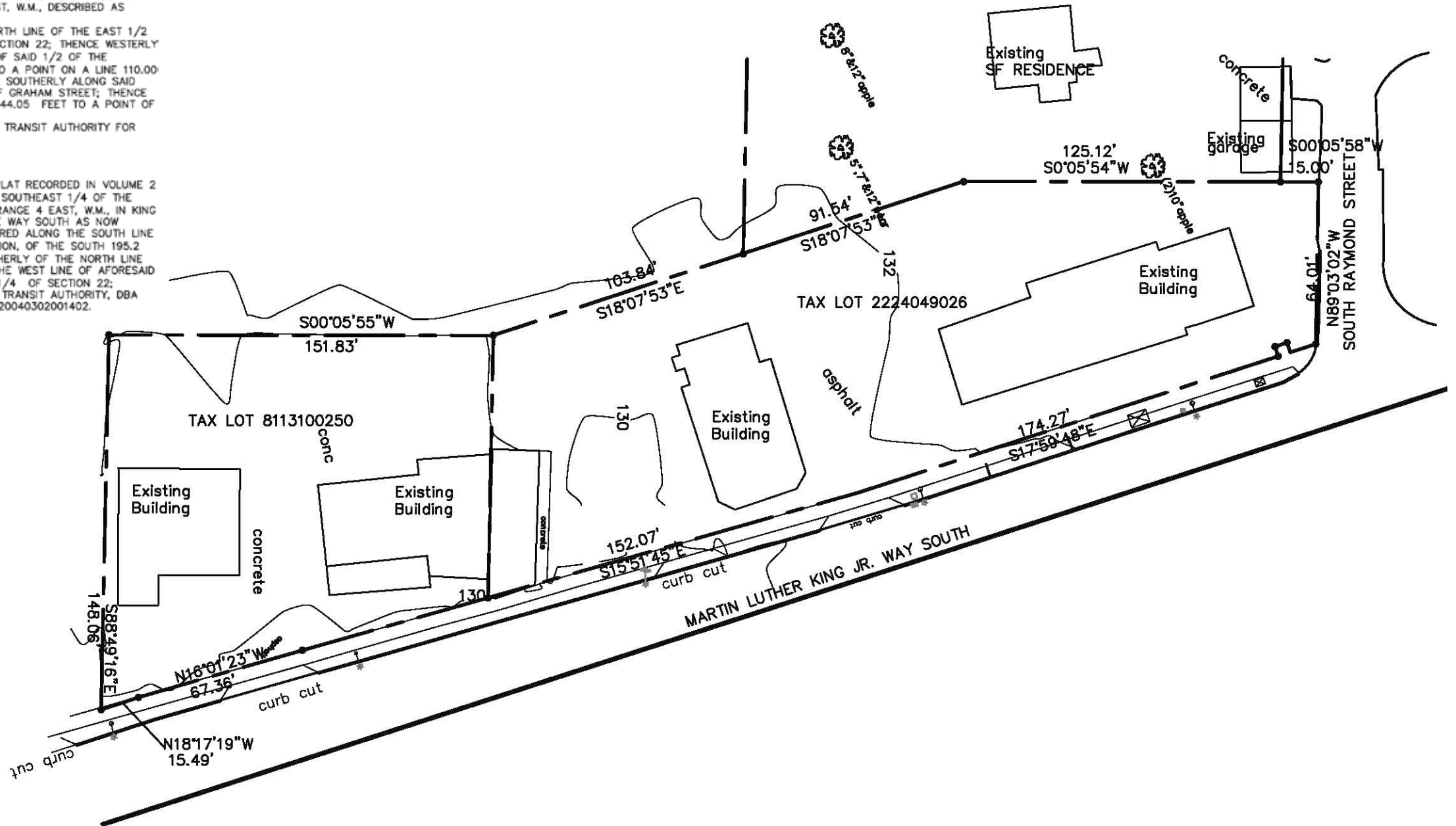
BEGINNING ON THE WEST LINE OF EMPIRE WAY AT INTERSECTION WITH THE NORTH LINE OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 22, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M.; THENCE WESTERLY ALONG SAID NORTH LINE 70 FEET; THENCE SOUTHERLY PARALLEL WITH SAID WEST LINE OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, 130 FEET TO A POINT IN A LINE 110 FEET WEST OF AND PARALLEL WITH THE WESTERLY LINE OF EMPIRE WAY; THENCE SOUTHEASTERLY ALONG SAID PARALLEL LINE TO A POINT 317 FEET NORTH OF THE NORTH LINE OF GRAHAM STREET; THENCE EASTERLY PARALLEL WITH GRAHAM STREET 110 FEET TO THE WESTERLY LINE OF EMPIRE WAY; THENCE NORTHWESTERLY ALONG EMPIRE WAY TO BEGINNING; SECTION 22, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., KING COUNTY, WASHINGTON; AND FURTHER DESCRIBED ACCORDING TO CORRECTED DESCRIPTION OF GENERAL ENGINEERING CO., INC., AS THAT PORTION OF SECTION 22, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE WEST LINE OF EMPIRE WAY AND THE NORTH LINE OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 22; THENCE WESTERLY ALONG THE SAID NORTH LINE 70 FEET; THENCE PARALLEL WITH THE WEST LINE OF SAID 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 140.14 FEET TO A POINT ON A LINE 110.00 FEET WEST OF AND PARALLEL WITH THE WESTERLY LINE OF EMPIRE WAY; THENCE SOUTHERLY ALONG SAID PARALLEL LINE TO A POINT WHICH IS 317.00 FEET NORTH OF THE NORTH LINE OF GRAHAM STREET; THENCE SOUTHERLY PARALLEL TO GRAHAM STREET 116.53 FEET TO THE WESTERLY LINE 344.05 FEET TO A POINT OF BEGINNING;

EXCEPT THAT PORTION THEREOF CONVEYED TO CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY FOR STREET PURPOSES BY DEED RECORDED UNDER RECORDING NO. 20040302001402.

TAX LOT 8113100250

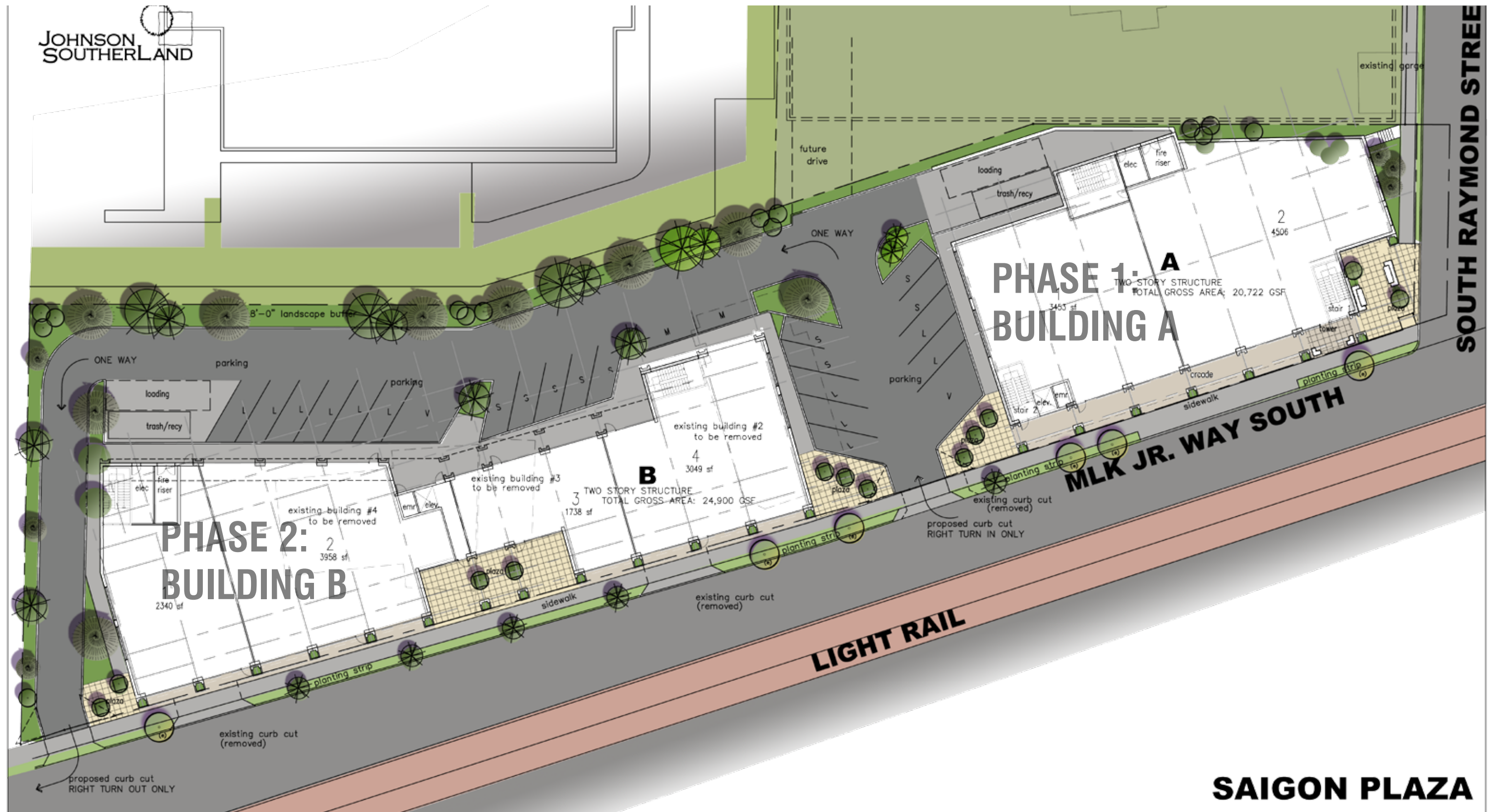
ALL THAT PORTION OF TRACTS 7 AND 8, SUNNYSIDE 5 ACRES TRACTS, AS PER PLAT RECORDED IN VOLUME 2 OF PLATS, PAGE 120, RECORDS OF KING COUNTY AND OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 22, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, LYING WESTERLY OF THE SOUTHWESTERLY LINE OF EMPIRE WAY SOUTH AS NOW ESTABLISHED 90 FEET IN WIDTH, EASTERLY OF THE WEST 217.22 FEET, AS MEASURED ALONG THE SOUTH LINE OF AFORESAID EAST 1/2, NORTH OF THE NORTH LINE AND ITS EASTERLY EXTENSION, OF THE SOUTH 195.2 FEET, AS MEASURED ALONG THE WEST LINE, OF AFORESAID EAST 1/2, AND SOUTHERLY OF THE NORTH LINE AND ITS EASTERLY EXTENSION, OF THE SOUTH 347 FEET, AS MEASURED ALONG THE WEST LINE OF AFORESAID EAST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 22; EXCEPT THAT PORTION THEREOF CONVEYED TO CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, DBA SOUND TRANSIT BY DEED PURPOSES BY DEED RECORDED UNDER RECORDING NO. 20040302001402.

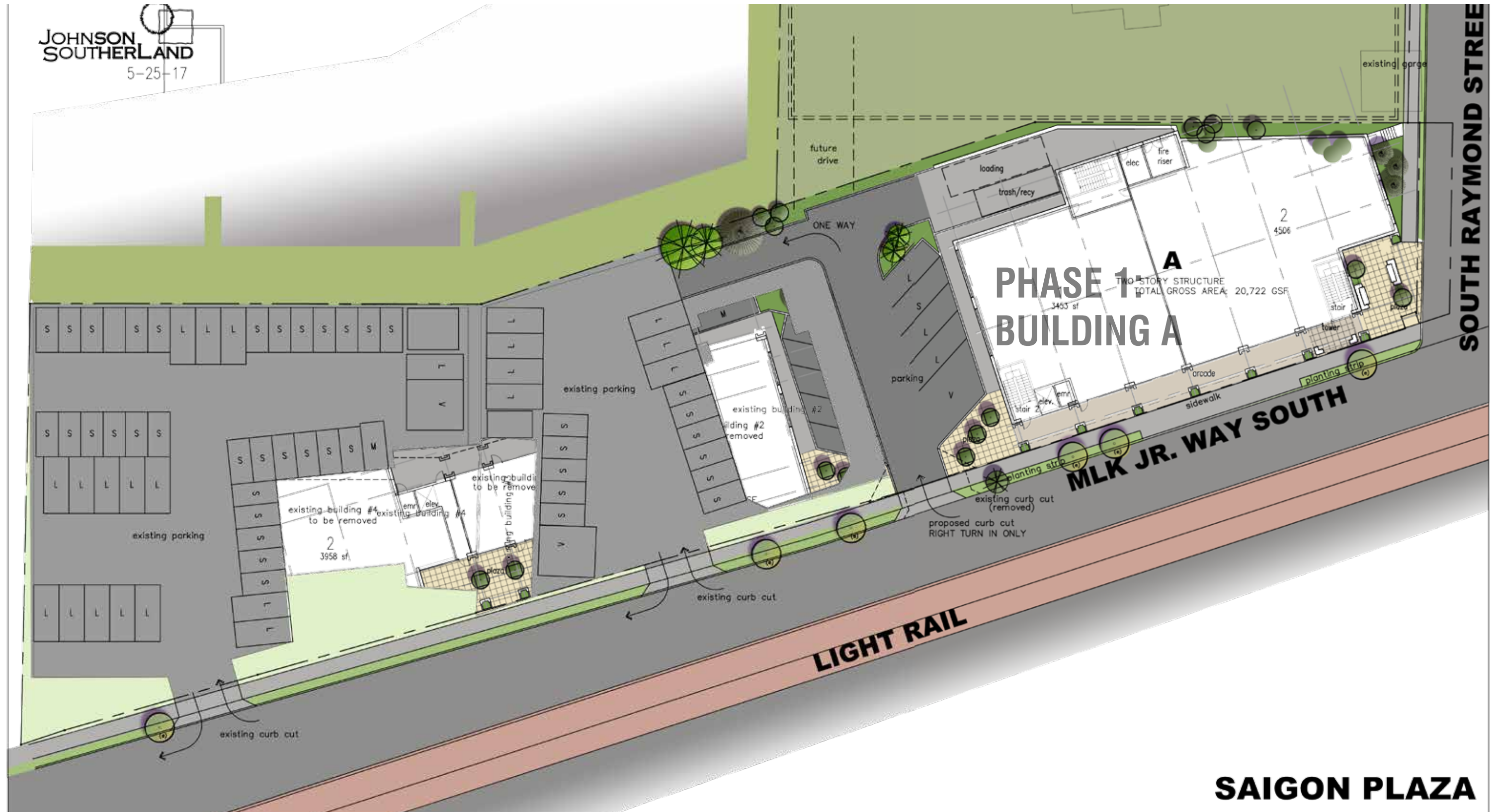


3 EXISTING SITE PLAN



SaiGon Plaza
early design guidance
September 12, 2017





Vicinity

The site is located along a low density commercial area on MLK Jr. Way South approximately half way between the Columbia City and Othello Light Rail Transit stations. Access from the street is from the south bound lanes only due to the light rail tracks. Access from the north bound lanes would be via U-turns at either South Graham Street one block south or South Orcas Street two blocks north.

Currently the site contains a number of small commercial single story structures which will be removed as part of this proposal. The site currently has three curb cuts on MLK Jr. Way South and one access point on Raymond.

South Raymond Street is along the north border of the property and serves a number of dead end residential streets to the west. This low density neighborhood consists of mid century houses that in some cases have lacked routine maintenance. The streets do not have curbs or site walks in this area.

A pedestrian crossing exists at South Raymond street and a bus stop is also located at this intersection.

Zoning

The property is zoned C1-65 as is the property across South Raymond and MLK Jr. Way south. The west properties are zoned Mid Rise. The proposed use of retail commercial is allowed in the property zoning.

Sounding Uses

Directly across MLK Jr. Way South is a large shopping center with a large parking lot between the commercial buildings and the street. Directly south between the subject parcel and South Graham Street is a small commercial "quick shop". To the west of the property is a two story office building that houses Washington State Department of Human and Health Services whose parking lot is accessed off South Graham.

A park and middle school (Aki Kurose) is located 1 block to the east.

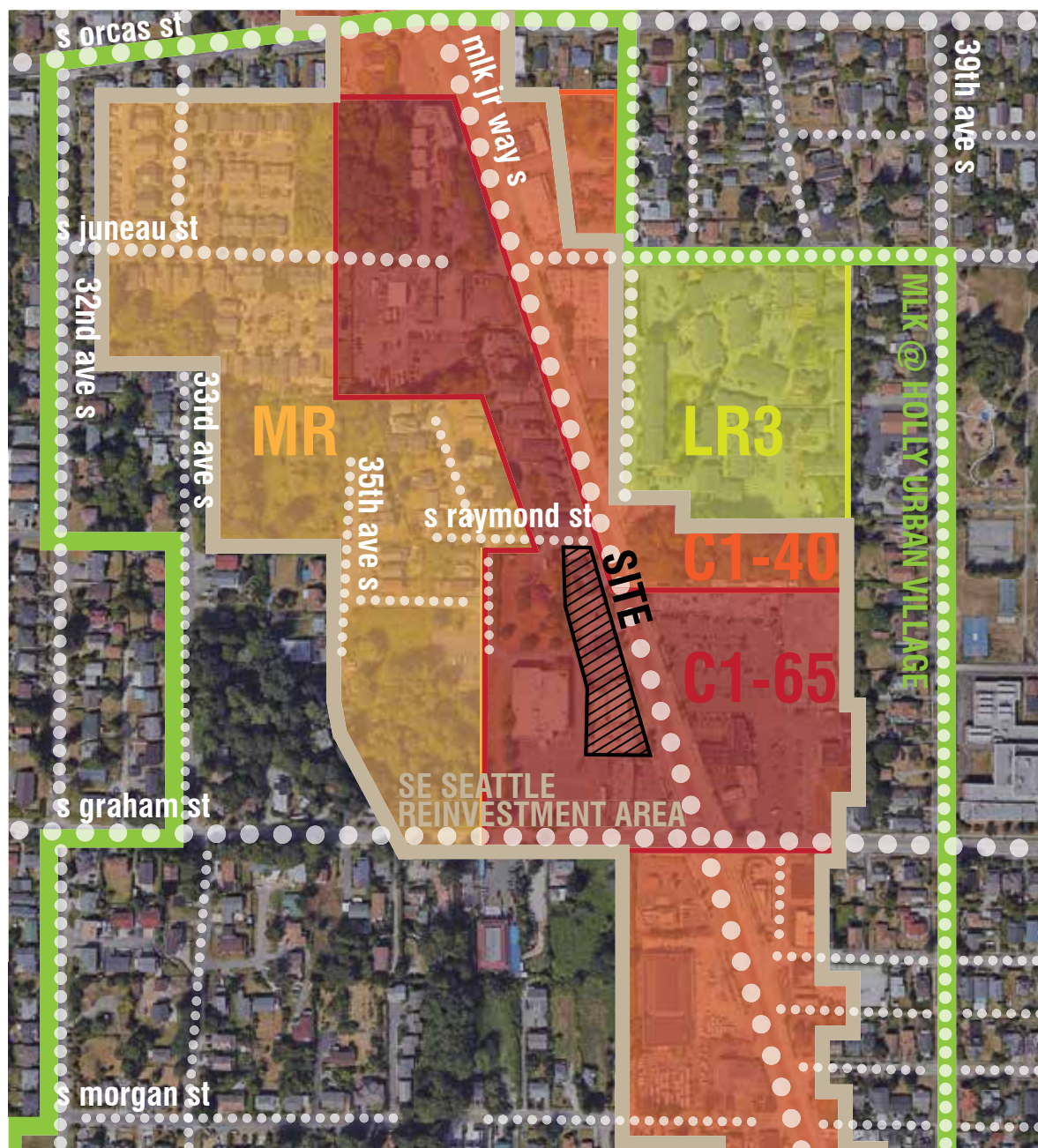
Analysis

The site, being a corner lot is identified as a "gateway" property in the Othello Neighborhood Guidelines and as such will need to provide a strong corner element. Additionally developing street fronting buildings with pedestrian amenities is encouraged with parking either behind (preferred) or along side the structures so the buildings are not cut off from the sidewalk by a sea of parking.

While it is preferred that vehicular access is from the side streets and not from MLK Jr. Way South, the steep grade of Raymond street at the intersection and the site's short dimension along the north property line prevents easy site access in this area (See the analysis diagram included in this report). Therefore it seems curb cuts will be needed from MLK. The proposal would reduce the number of curb cuts from the three currently on the site to two.



VICINITY MAP + TRANSIT



ZONING



SURROUNDING USES

- commercial services
- grocery
- prepared food
- religious/schools
- social services



LOOKING EAST



LOOKING WEST



LOOKING NORTH



LOOKING SOUTH



23.47A.008 Street-level development standards
Applies to structures in C zones across the street from residential zones
Parcels are across the street from other commercially zoned lots; street-level development standards do not apply.

23.47A.013 Maximum FAR
FAR limited to 4.25 for an exclusively non-residential development
Proposed project FAR of 0.7 to 0.9

23.47A.016 Landscaping and screening standards
Landscaping must achieve Green Factor of 0.3 or greater if it contains more than 4,000 new sf of non-residential uses

Street trees required
18 sf of landscaping required per parking space in surface parking areas for 20-50 vehicles. One tree per ten parking spaces required.

Three-foot-high screening of parking required along street lot lines
Possible strategies include additional trees on frontage, green walls, plantings, and vegetated roof.

23.47A.022 Light and glare standards
Parking areas for more than two vehicles shall be screened from adjacent properties by a fence or wall five to six feet in height or a solid hedge at least five feet in height.
Five-foot-high screening provided along west edge of property.

23.47A.030 Required parking and loading
Provide off-street parking as required in 23.54.015. Provide loading berths as required in 23.54.035
22-34 off-street parking spaces provided, 1 loading berth provided.

23.47A.032 Parking location and access
Off-street parking may be located anywhere on a lot in C1 zones with no pedestrian designations if the structures do not contain residential uses and are not across the street from residential uses.
Off-street parking proposed in 3 locations in schemes A, B, C: behind building, in front of building, on the side of building.
MLK proposed as front lot line as principal commercial street.

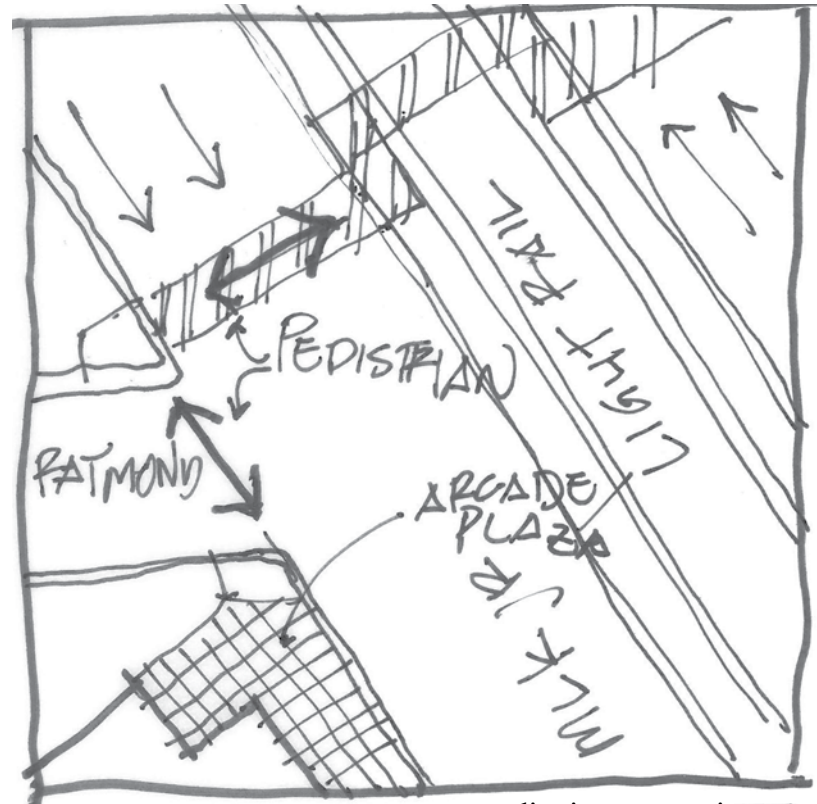
23.53.015
Improvement requirements for existing streets
Minimum right-of-way width of 52' required in C1 zones. If right-of-way is smaller, a dedication of half of the difference between existing and minimum widths is required
S Raymond Street required right-of-way width is 52'. Current street width is 30'. Right-of-way dedication of 11' proposed.

23.54.015 Required parking
In commercial zones, no parking is required for the first 1,500 sf of each business establishment. Requirements per use: Eating/drinking establishment, 1 per 250 sf
Medical offices, 1 per 500 sf
Offices, 1 per 1,000 sf
Sales/services, 1 per 500 sf
Short/Long-term bike parking provided per the following:
Eating/drinking establishment, medical offices, and sales/services, 1S per 4,000 sf, 1L per 12,000
Offices, 1S per 40,000 sf, 1L per 4,000
22-34 total parking spaces provided per uses.

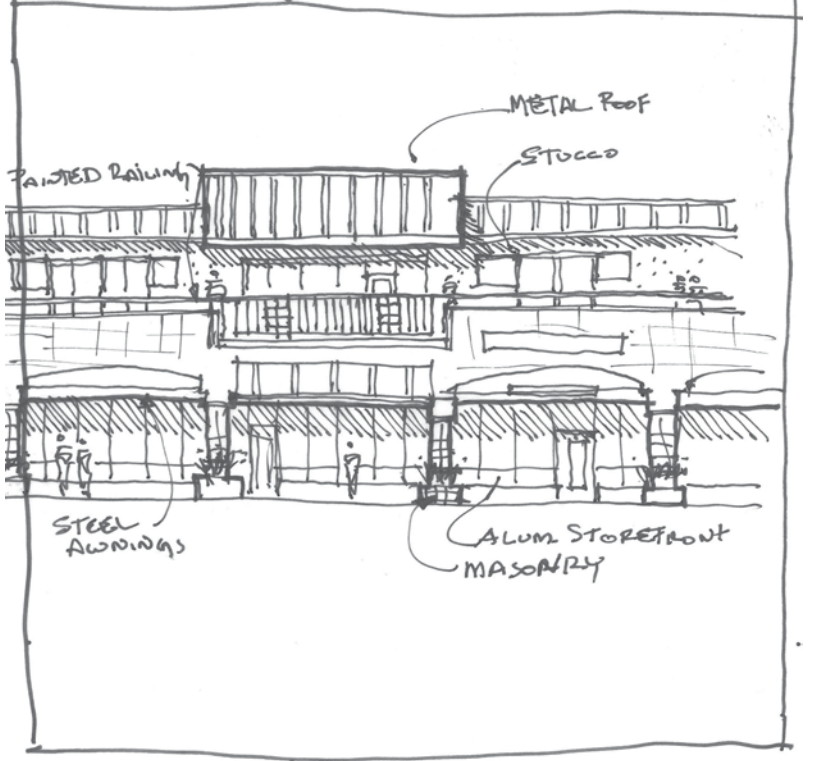
23.54.030 Parking space standards
Director shall determine number and location of curb cuts in C1 zones as a Type 1 decision.
Three curb cuts currently exist on MLK and one exists on Raymond Street. Access is proposed via two curb cuts on MLK.

23.54.035 Loading berth requirements and space standards
1 loading berth required per 10,000-60,000 medium demand uses including eating/drinking establishments and sales/services
15-20,000 sf eating/drinking establishments and sales/services uses proposed; 1 loading berth provided at 10' wide x 35' long x 14' high.

23.54.040 Solid waste and recyclable materials storage and access
For 15-50,000 sf of non-residential development, provide 175 sf shared storage space for solid waste containers.
175 sf storage space to be provided for solid waste containers.



pedestrian connection to plaza/arcade



facade material study

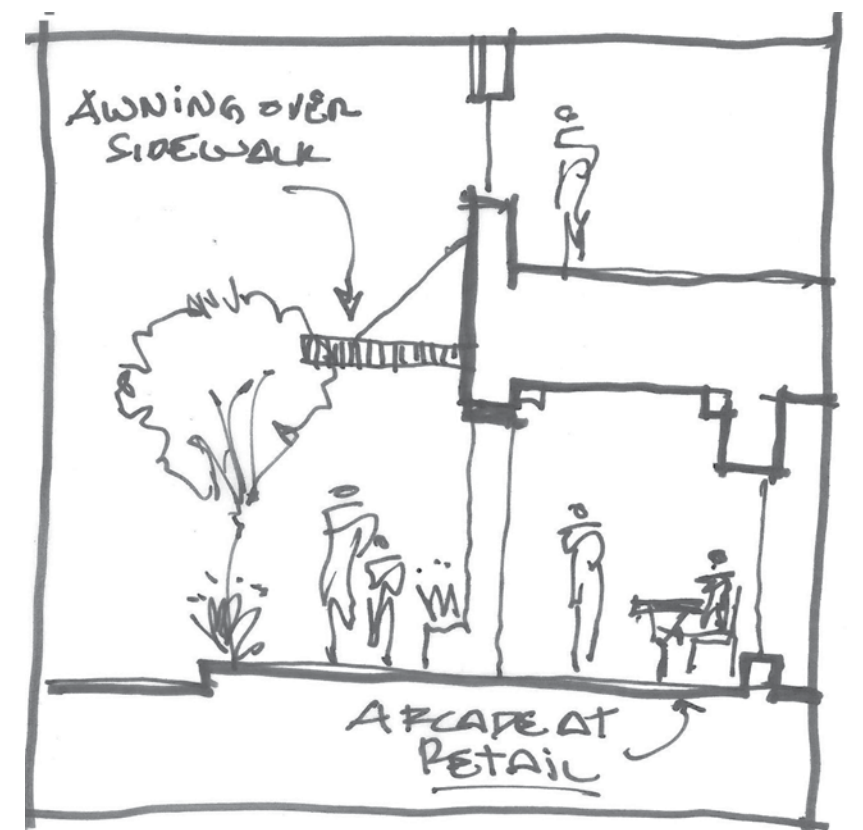
	DIRECTIVE
SITE Natural systems and site features Urban pattern and form	CS1.D Plants and habitat
	CS2.A Location in city and neighborhood
	CS2.C Relationship to the block
PUBLIC LIFE Connectivity	PL1.A Network of spaces
	PL1.C Outdoor use and activities
	PL2.B Safety and security
Walkability	PL2.C Weather protection
Street-level interaction	PL3.A Entries
DESIGN CONCEPTS Project uses and activities	DC1.B Vehicular access + circulation
Architectural concept	PL2.B Architectural + facade composition

RESPONSE
Opportunities for installing native plantings and drought tolerant plantings to limit need for irrigation.
Project would propose to develop a strong street edge with an articulated façade, semi-public spaces for pedestrian interaction. Limiting parking to behind or beside the buildings to connect buildings directly to the sidewalk.
Since the site is a corner site, there is potential to establish an anchor element at the corner. Providing pedestrian access through the site from the neighborhoods to the west of MLK may be considered to activate the site.
The project will include semi-public plazas or walk ways to connect the parking to the retail and office spaces and to the street. A strong street frontage will contain a covered pedestrian arcade to expand the existing street sidewalk and provide possible outdoor retail spaces.
Covered arcades and small outdoor plazas will provide opportunities for the retail and eating establishments to spill out into the pedestrian zones.
Providing large storefront windows along the street frontage will provide an opportunity for “eye on the street” from the shops. Good exterior lighting will promote safety during winter months and evenings. The project’s second floor will open to the west overlooking the parking area for more security.
Covered arcades and extending canopies over the sidewalk in the right-of-way will provide weather protection for pedestrians.
Project will contain upper office level entry lobbies and exterior access stairs. Lower level retail will present clear entries to shops and restaurants with change in materials at entry and signage.
Either one or two driveways will be planned to access the parking. These will be right turn only in, right turn only out, as MLK accessible from the site is southbound only. Clear delineation of pedestrians access across drives will be provided through a change in material and/or warning striping.
At ground level, a palette of substantial materials such as stone, masonry, metal panel, concrete along with large storefront openings to enrich the pedestrian experience. At the second floor a varied roof form and/or parapet height and a variety of window openings with sun shades, balcony railings and color will be used to break down the long street front facades.

	DIRECTIVE	RESPONSE
Materials	DC4.A Exterior elements + finishes	Durable materials at the ground floor will include concrete, masonry, possibly wood panels or slats, and metal panels along with aluminum storefront. The upper levels of the project will be clad with stucco and painted fiber cement siding with aluminum windows and metal sun shades.
	DC4.D Trees, landscape and hardscape materials	With the development of the light rail improvements, mature street trees are already present on the project's frontage along with planting strips at the curb and a new sidewalk. The project will enhance the current streetscape with additional plantings in the open spaces between buildings and extend the sidewalk into the development. Possibly change of hardscape materials may include using a permeable paver system and concrete seat/planter walls. Native planting and low maintenance and low irrigation-need planting will be emphasized.
	CS2.A Streetscape compatibility	The main issue will be to create a retail front at the street on the existing sidewalk to avoid a "sea of parking" image for the development. Adding canopies and covered arcades will provide an extension of the sidewalk and weather protection for pedestrians which will allow retail tenants to have outdoor displays of goods. The project will consider a small grade change between the side walk and retail arcade to promote a sense of place and safety away from the busy street. Traffic on MLK can be dense, fast and is directly adjacent to the curb 4' from the sidewalk.
	CS2.B Respect for adjacent sites	Surrounding properties are all zoned commercial but at the present time are under-developed. Some multi-family developments are nearby. The site can provide a connection from the single family neighborhoods to the west to MLK.
Walkability	CS2.C Corner lots	The lot is at the corner of Raymond and MLK and is identified as a potential activity zone. The development may consider a retail plaza at this location. The massing of the project will reinforce the corner in the design with higher roof forms and the development identity sign.
	CS2.D Height, bulk and scale	While the property is zoned for 65' height, the constraint of the narrow east-west and long north-south dimensions does not lend itself to a development of more than a few stories. The adjacent properties are all one and two story structures.
	PL2.A Personal safety + security	The development will maintain good open spaces with adequate sight lines along with good site lighting to promote pedestrian security and safety. Creating low barriers with seating walls, planters and planting will provide a sense of safety when adjacent to the busy street. The project will be designed with clear delineation of public, semi-public and private tenant spaces.
	PL3.A Human activities	With the use of covered arcades and open plazas the development will promote pedestrian actives along the shop fronts and provide a space for retailers and restaurants to spill out to the exterior. Providing weather protection along the street and at storefront entries will be a part of the development design.
Street-level interaction	PL3.B Pedestrian open spaces + entrances	Plazas and arcades are planned for the project. In addition, at shop entries modulation of the storefronts with recessed doorways will provide clear entry identities.

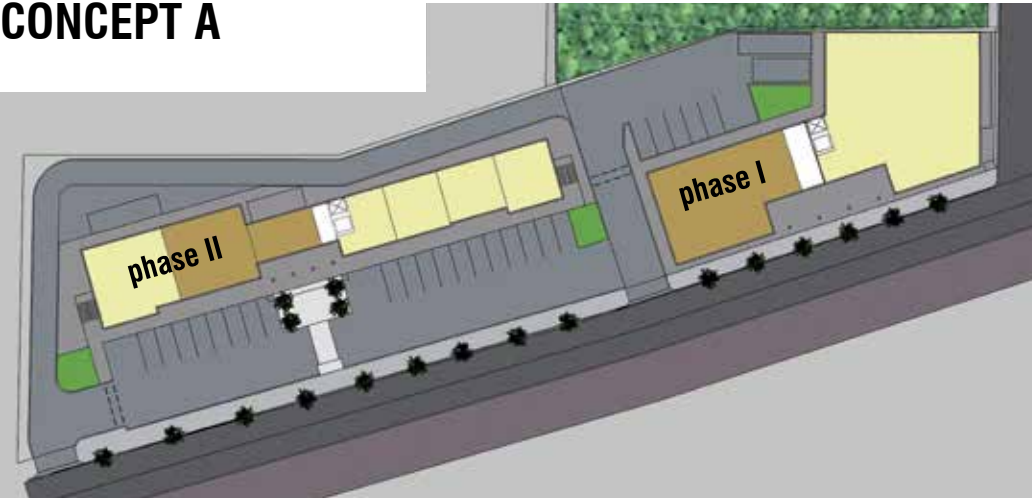


retail display in arcade

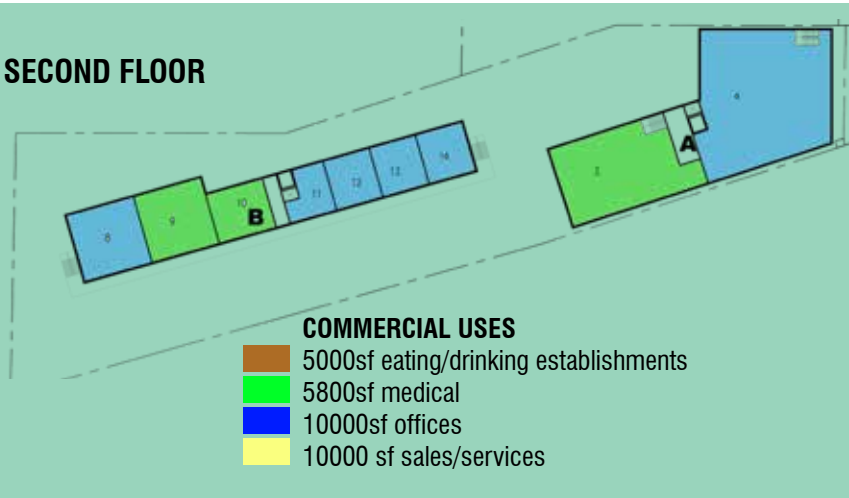


weather protection

CONCEPT A



SECOND FLOOR



DESCRIPTION : 30000sf commercial development along MLK and S Raymond
27 parking stalls. One building occupies the corner of MLK and S Raymond, providing 150' of frontage along MLK. The other building is set back behind parking. This scheme provides covered plazas at the center of each of the buildings.

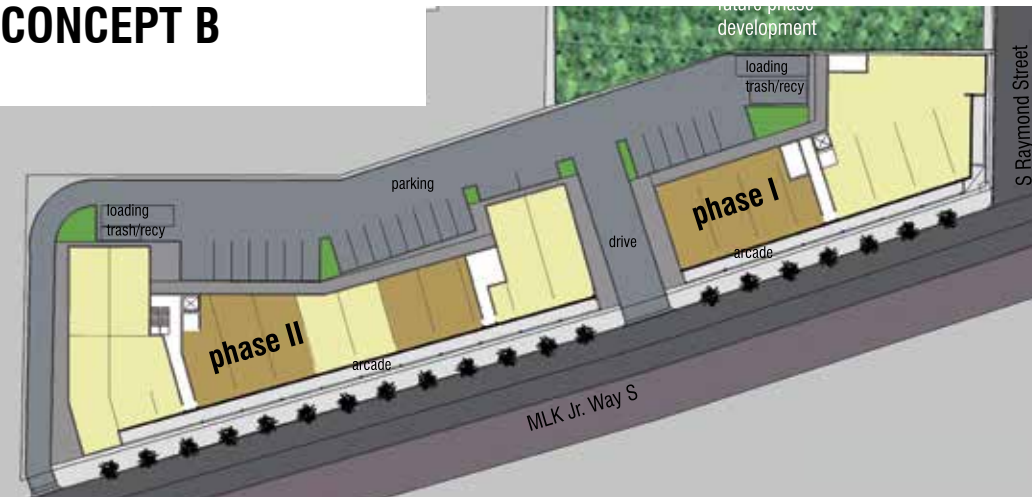
OPPORTUNITIES :Building provides a strong element at the corner of MLK and Raymond and covered plazas to activate the public space. Development pattern is most in keeping with character of the surrounding neighborhood.

CONSTRAINTS : Parking at the front of the building may detract from the pedestrian experience, with commercial space located along 32% of MLK.

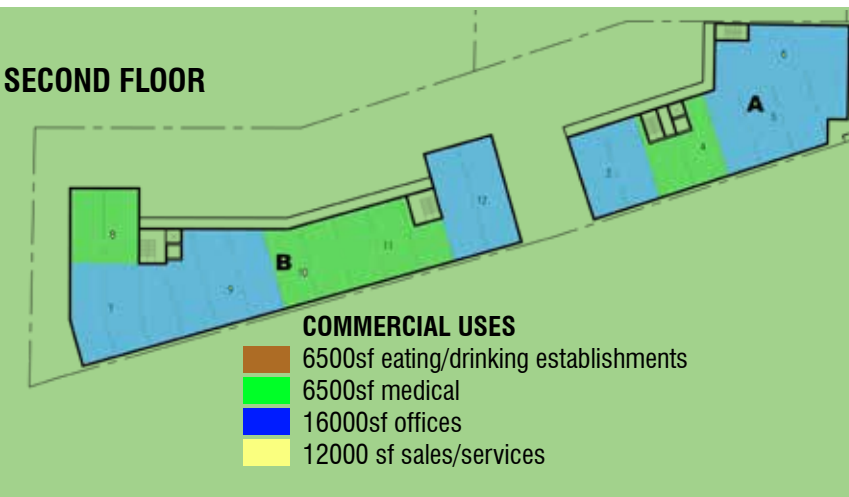
STREET-LEVEL INTERACTION : A covered plaza is provided at the center of each building; commercial storefronts open onto MLK

PARKING : 27 parking stalls provided

CONCEPT B



SECOND FLOOR



DESCRIPTION : 41000sf commercial development along MLK and S Raymond
23 parking stalls. The two buildings occupy the maximum frontage along MLK and S Raymond, providing 400' of frontage along MLK. This scheme provides a continuous covered arcade along the length of the development.

OPPORTUNITIES : This scheme maximizes commercial frontage along MLK, at 85%, and provides a strong corner element and a continuous covered arcade along the length of the buildings to create a comfortable pedestrian experience. Parking is the least visible in this scheme.

CONSTRAINTS : Store entries are most difficult to access by people arriving by car in this scheme.

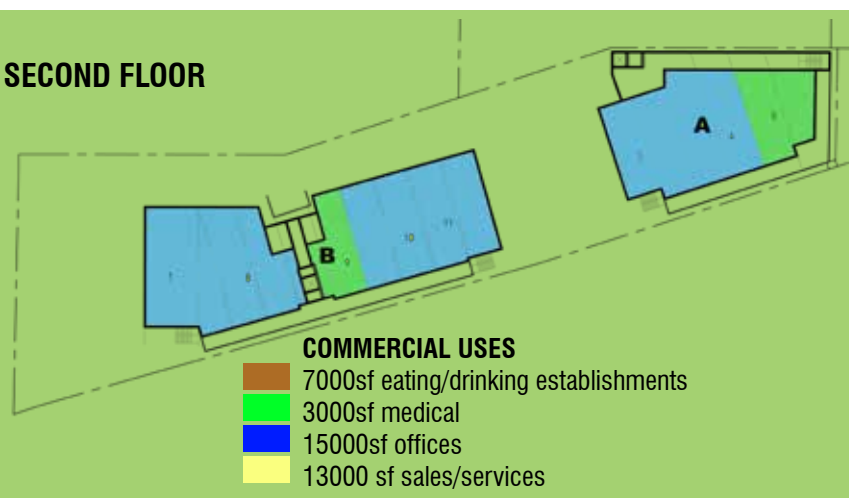
STREET-LEVEL INTERACTION : A covered pedestrian arcade is provided along the full length of both buildings with commercial storefronts opening onto MLK

PARKING : 23 parking stalls provided

CONCEPT C



SECOND FLOOR



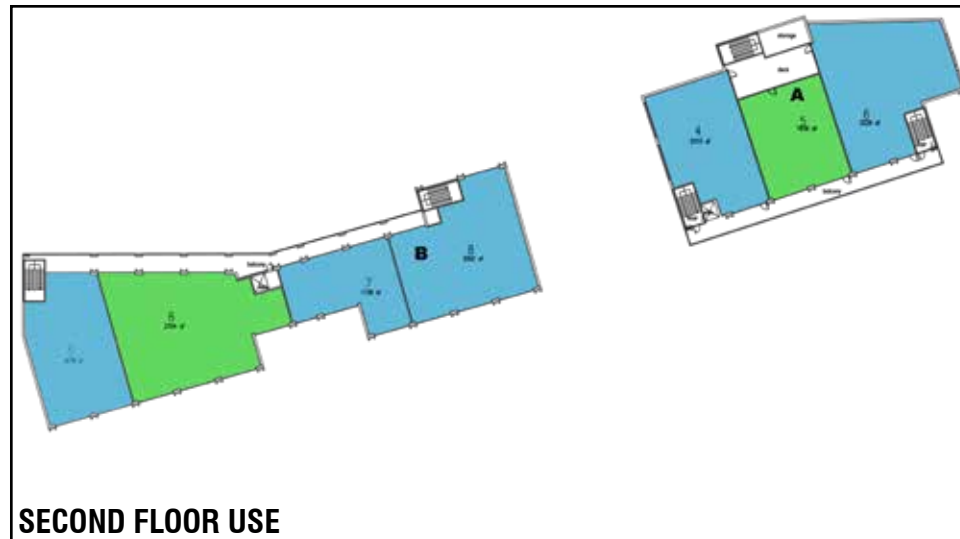
DESCRIPTION : 38000sf commercial development along MLK and S Raymond
31 parking stalls. The buildings occupy 300' of frontage along MLK, with parking to the side of each. This scheme provides plazas at the bookends of each of the buildings.

OPPORTUNITIES : This scheme provides 64% commercial frontage along MLK and provides a strong corner element and plazas at the ends of each building to activate public space. It also provides a 4' setback to enhance the pedestrian experience.

CONSTRAINTS : Parking is visible in this scheme, with surface lots at the side of each building.

STREET-LEVEL INTERACTION : Plazas are provided at the ends of each building and at the center of the building to the south, with commercial storefronts opening onto MLK

PARKING : 31 parking stalls provided



PREFERRED CONCEPT

COMMERCIAL USES

7600sf eating/drinking establishments

5600sf medical

12700sf offices

11300 sf sales/services

appx. 44,000sf total development

DESCRIPTION : 44,000 sf commercial development along MLK and S Raymond, 24 parking stalls. The two buildings occupy the maximum frontage along MLK and S Raymond providing 400' of frontage along MLK. Building A has a continuous arcade on the MLK side and building B has an arcade on the west facade.

OPPORTUNITIES : This scheme maximizes commercial frontage along MLK, at 85%, and provides a strong corner element and a continuous covered arcade along the length of the buildings to create a comfortable pedestrian experience. Parking is the least visible in this scheme.

CONSTRAINTS : The entrance to the parking stalls to the west of building B cuts the street frontage and arcade and prevents continuous ease of travel.

STREET-LEVEL INTERACTION : Plazas are provided at the ends of each building and at the center of the building to the south, with commercial storefronts opening onto MLK

PARKING : 24 parking stalls provided

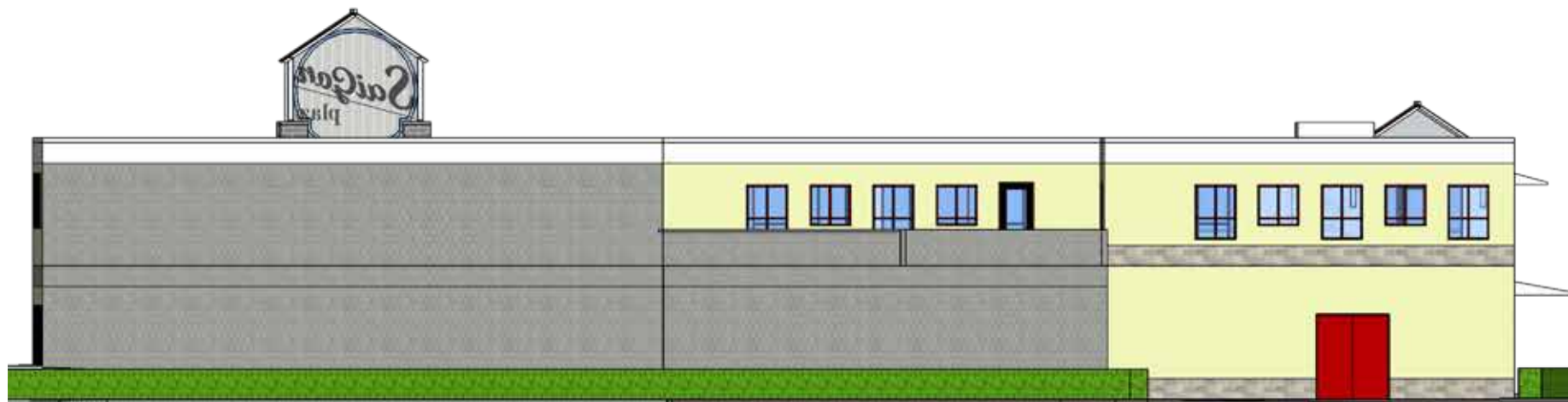




PREFERRED CONCEPT: BLDG A : EAST ELEVATION
1/16" = 1'-0"



PREFERRED CONCEPT: BLDG A : NORTH ELEVATION
1/16" = 1'-0"



PREFERRED CONCEPT: BLDG A : WEST ELEVATION
1/16" = 1'-0"



PREFERRED CONCEPT: BLDG A : SOUTH ELEVATION
1/16" = 1'-0"



PREFERRED CONCEPT: BLDG B : EAST ELEVATION
 1/16" = 1'-0"



PREFERRED CONCEPT: BLDG B : WEST ELEVATION
 1/16" = 1'-0"



PREFERRED CONCEPT: BLDG B : SOUTH ELEVATION
 1/16" = 1'-0"



PREFERRED CONCEPT: BLDG B : NORTH ELEVATION
 1/16" = 1'-0"

MARCH/ SEPT 21

JUNE 21

DEC 21

9AM

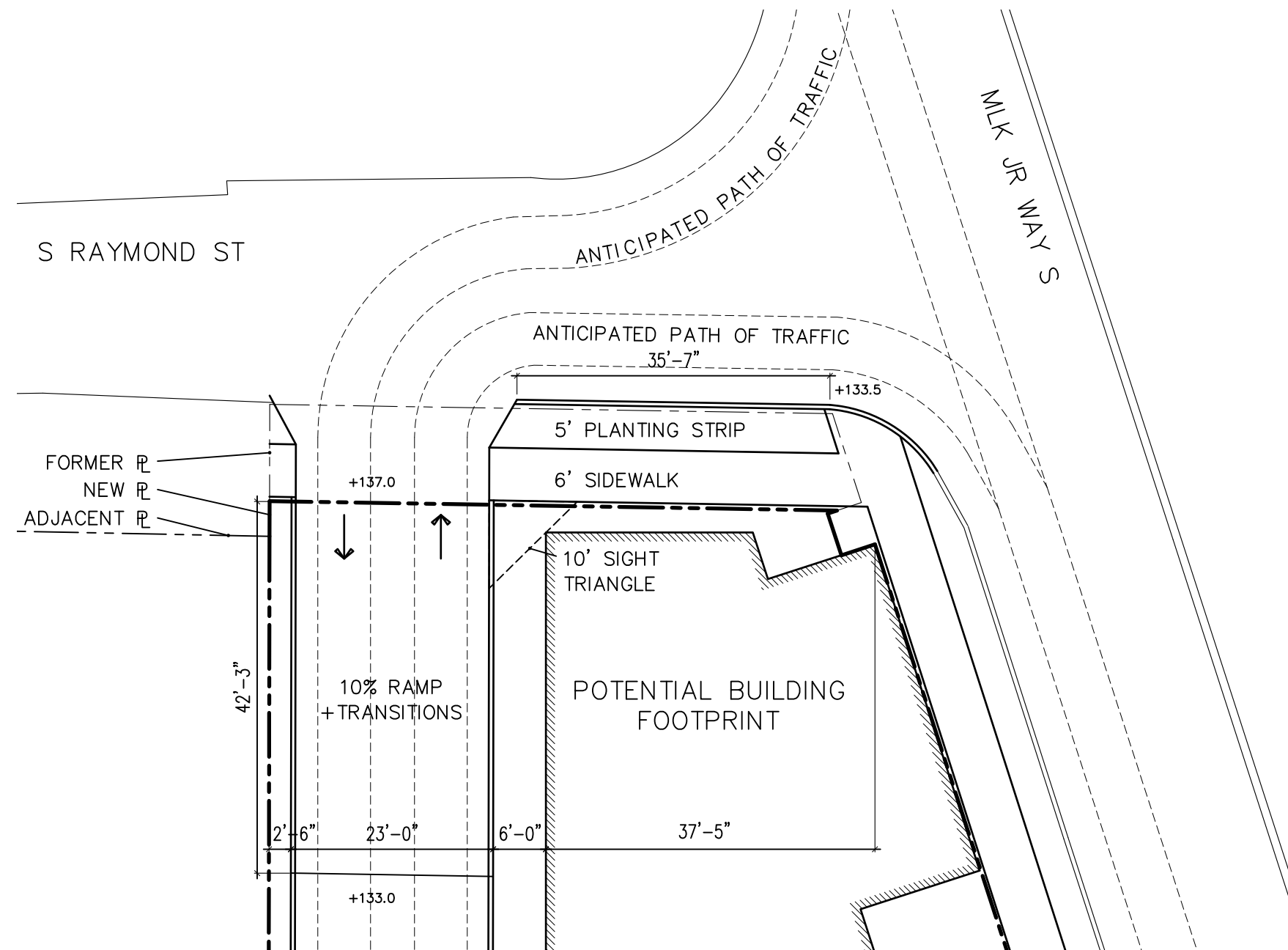


NOON



3PM





ALTERNATIVE: ACCESS FROM S RAYMOND STREET

POTENTIAL ISSUES

- Close proximity from curb cut to intersection (under 40')
- Neighbor concern about increased traffic on S Raymond St
- Increased car traffic in and out of S Raymond St may create dangerous access to the bus stop across Raymond street
- General site elevation is more than 4 feet below Raymond street at point of acces will require ramp, limiting sight lines of vehicles entering and leaving site.
- Confusing vehicular access to site may cause problematic or dangerous maneuvering on MLK Way
- 22' two-way driveway and required sight triangle occupy a large percentage of narrow site's width

PROPOSED: ACCESS FROM MLK JR WAY SOUTH

EACH PROPOSED OPTIONS PRESENTED IN THIS DOCUMENT PROPOSES TWO CURB CUTS ON MLK JR WAY SOUTH.

SUPPORTING ISSUES

- The project is proposed on two separate lots which, if developed separately would each have access off MLK Jr. Way South.
- Proposed project is phased, second curb cut would not be constructed until second phase is completed.
- Properties have a total of more than 700 feet of frontage on MLK Jr Way South. Blocks to the north and south of this block, over a similar frontage have 4 to 7 curb cuts.
- Access to the site from MLK Way South is only from south bound traffic. Two access points will provide better site circulation and provide safer traffic flow.



street traffic view/experience of building



fenestration patterns with canopy and second floor retail



fenestration patterns with second floor balcony on street front



wayfinding board on west entry of building B



pedestrian activation: entry plaza along ground floor



corner plaza



ENTRY PLAZA AT MLK & RAYMOND WITH GREEN SCREEN (NOT SHOWING TREES)



ENTRY PLAZA AT MLK & RAYMOND WITH GREEN SCREEN (SHOWING TREES)



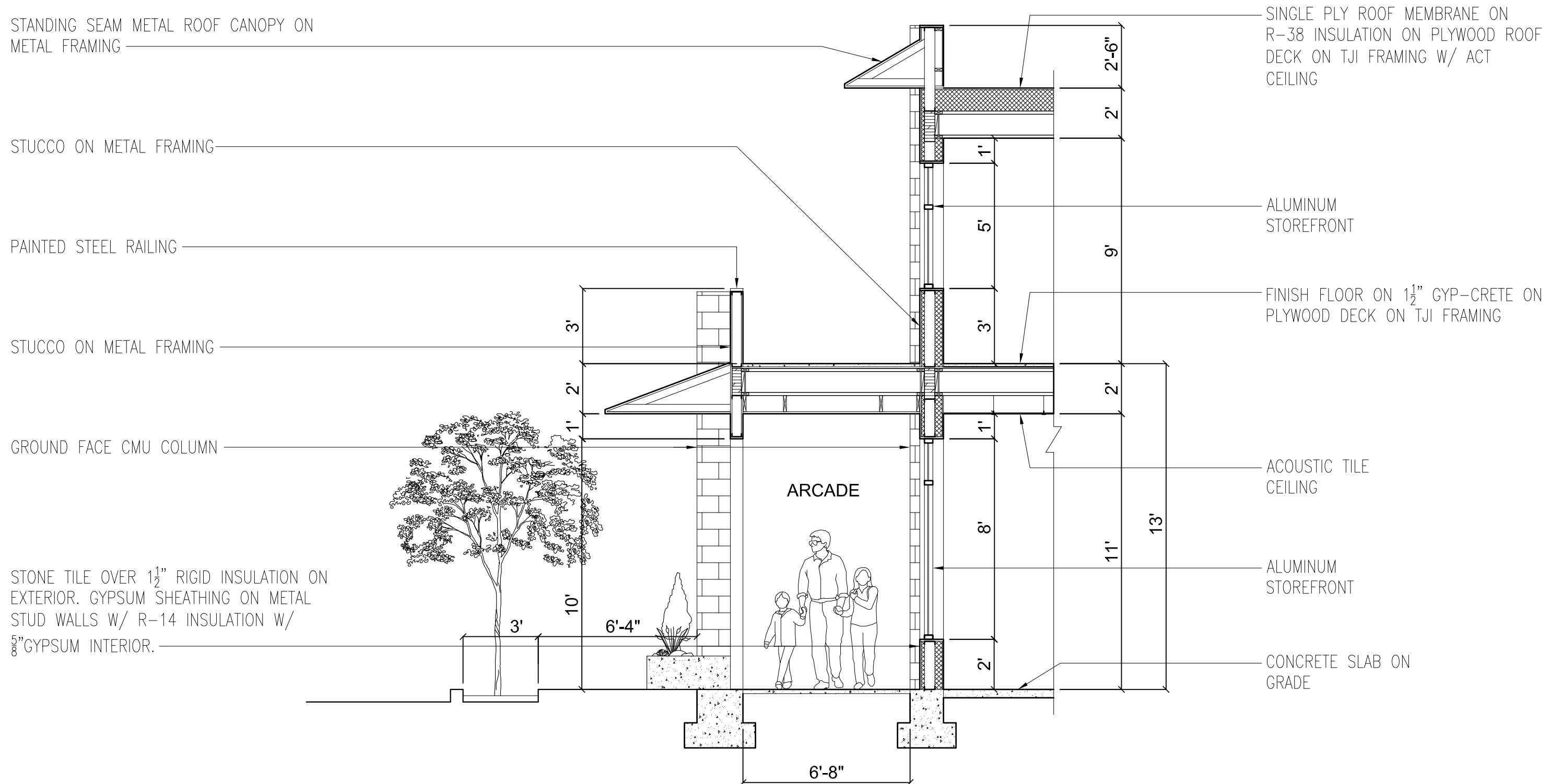
VIEW OF WEST FACADE FROM PARKING LOT (BUILDING B)

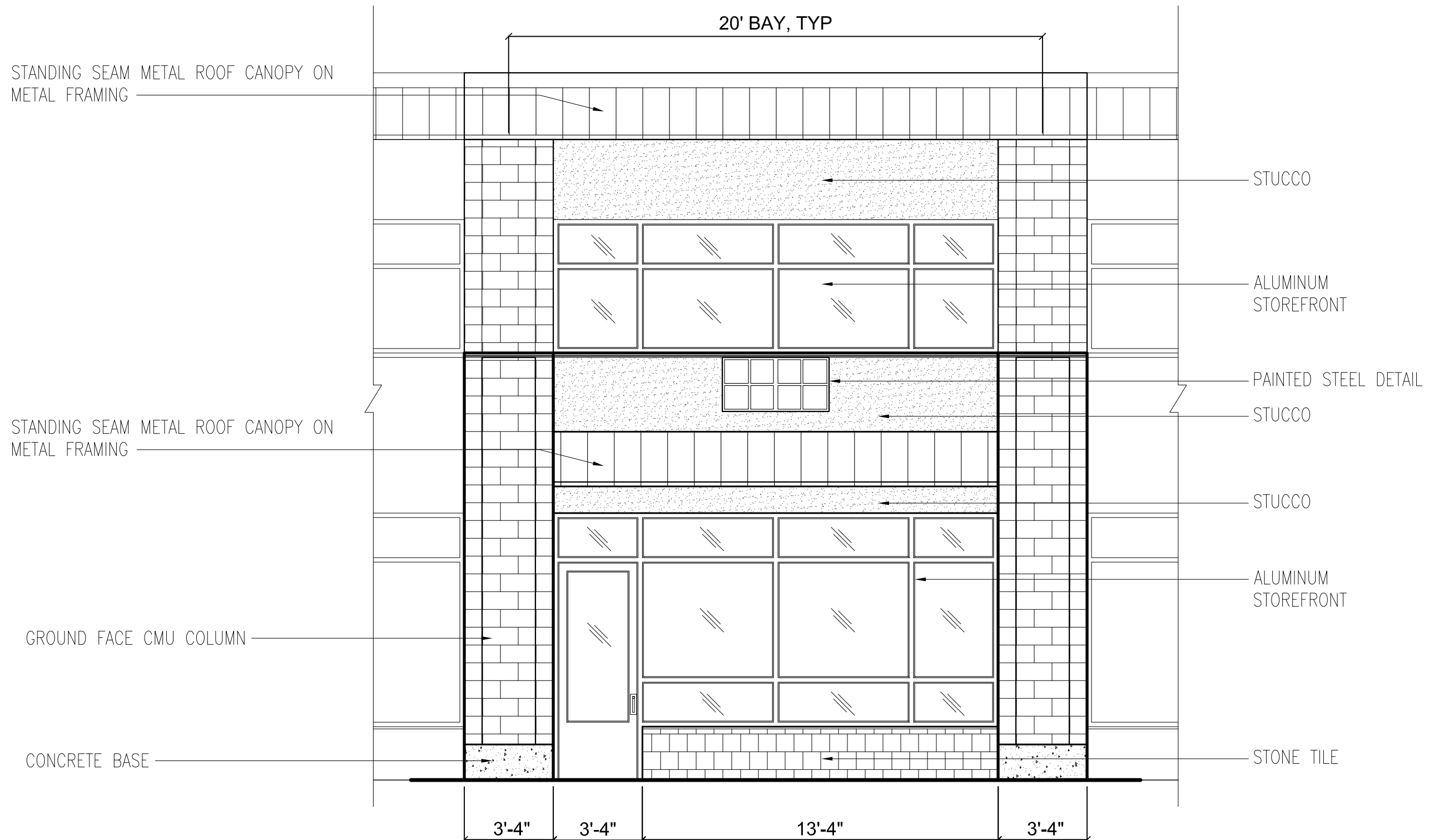


BUILDING B EAST PLAZA ENTRY OFF OF MLK

23

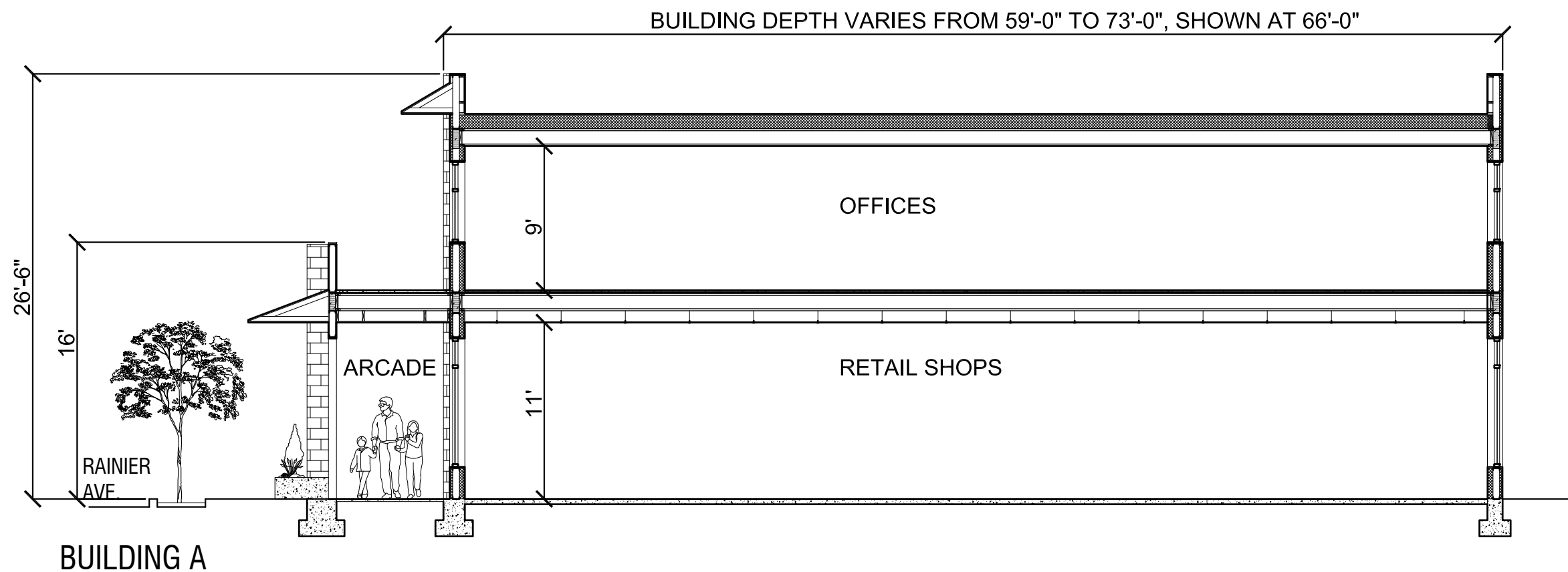
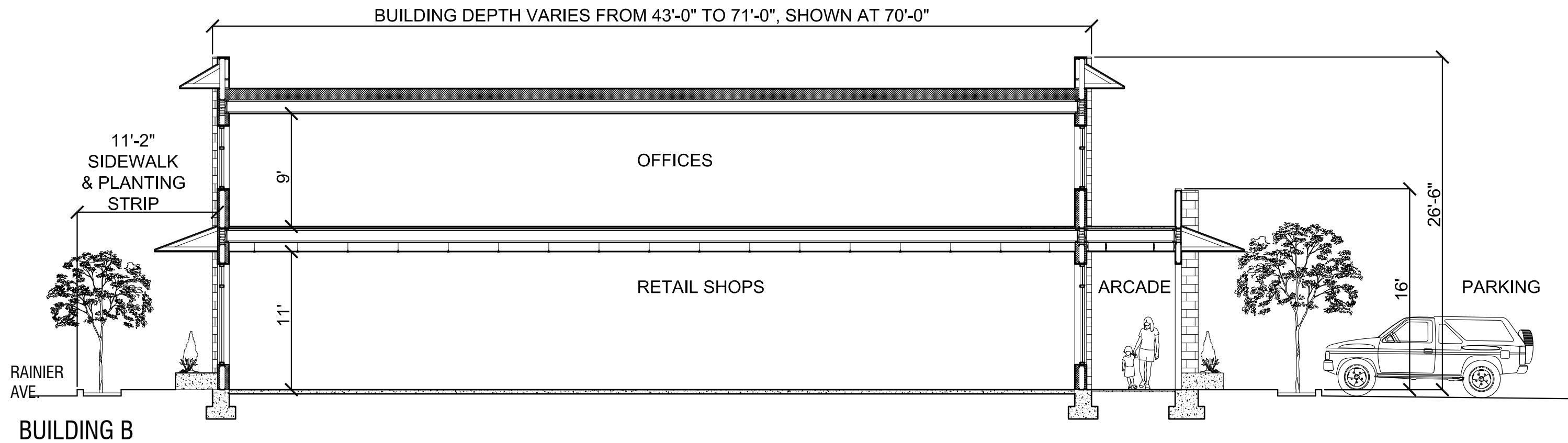
BUILDING B EAST PLAZA ENTRY & WEST PARKING LOT VIEW





25 TYPICAL ELEVATION & MATERIAL LOCATIONS

ELEVATION: 1/4"=1'-0"





GROUND FACE CMU



KALWALL FOR SIGNAGE



RED STANDING SEAM METAL ROOF



STUCCO



RED PAINTED STEEL RAILING



STONE TILE



RED ALUMINUM STOREFRONT



brick, concrete + aluminum storefront



split face, ground face CMU + sculptural articulation



CMU, brick + aluminum storefront, wood soffit



CMU + aluminum storefront base, fiber cement above



concrete, metal panel + aluminum storefront, wood soffit



concrete, metal + aluminum storefront



painted brick + aluminum storefront



wood siding + punched openings



textured concrete



narrow buildings



balconies



local flora



raised commercial walkway

