# URBAN DESIGN REVIEW

**DESIGN DEVELOPMENT REVIEW**

**9TH & BROADWAY**

**JULY 25, 2023**

2022-PM-0000257

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DESIGN INTENT STATEMENT

The project is intended to be a 23-story multi-family residential building with ground level retail, fronting Broadway to the east, 10th Ave to the north, and 9th Ave to the south that will conform to the Downtown Design Standards and Guidelines. The existing buildings will be removed, and replaced with new retail space at the ground level and a new luxury 553-unit apartment building with associated structured parking. The new architectural materials and final building design details chosen are intended to utilize the quality of the materials, activate and engage streets and sidewalks as well as complement the surrounding downtown Golden Triangle district. The planned development is approximately 1.72 acres housing a mix of unit sizes and residential amenities throughout the building for the tenant use.

The property is zoned D-GT, Downtown Golden Triangle District. There are no plans to rezone the site. This site is governed by zoning and the Downtown Design Standards and Guidelines adopted in 2021.

GOAL STATEMENT

This building is proposed to be 23 floors above grade, with one additional below-grade level for parking and associated building support program. Two garage entries off the alley provide ramp access to above and below-grade parking levels. The tall first floor will be occupied by the residential lobby, retail, loading, residential amenities, and other support spaces. There are 553 residential units planned and approximately 9,822 square feet of retail, with approximately 659 parking stalls to support residential and retail uses. Parking occurs below grade, and above grade at levels 1-5. Apartments begin at level 3, wrapping the parking levels and screening them from primary street view. Units continue to Level 6, which also integrates resident amenities and the pool deck. Apartments continue from levels 7-24, skipping level 13. Additional resident amenities are located at the top of the building to maximize views.

This project has the unique opportunity to leverage its proximity to AMLI's current development at 8th and Broadway, directly across 9th Avenue from this site. Planning, programming, and massing for the new building are being considered in context with the adjacent building, in order to maximize the urban design potential for both blocks.

Setbacks, height variation, and architectural features are utilized to provide low, mid, and high-rise building scales, which help reduce the building’s overall scale and break down the block-long appearance of the single structure. Changes in the massing are intentional, signifying changes in programming or unit demising. The first significant setback occurs at the ground level and is associated with planned open spaces. The first space, adjacent to activated ground floor programming, is concentrated at the southern end of the property, to leverage the proximity to the 8th and Broadway development and provide an opportunity to mark a gateway through 9th Avenue into the Golden Triangle neighborhood. Additional open space is planned at the northeast corner of the site. These open spaces combine with additional commercial setbacks along Broadway to create a varied and dynamic pedestrian experience.

A second setback in the building form occurs at the top of the parking podium, approximately 57’ above street level. This podium height is of a similar scale to the neighboring 8th and Broadway to the south, the condominium height across the alley to the west, and to the height of the Broadway Market building across Broadway. Building forms or materials translate through this datum and down to the ground, to bring greater emphasis to the main residential entry, or to provide a greater sense of verticality and slenderness at the north and south ends of the project. At level 6, recesses in the building form expose structural columns, bringing more attention to the amenity program at this level.

The bulk of the residential program comes in the form of three offset masses extending between 20 and 23 stories above the ground. Offsets in both plan and section break down the scale of the project as perceived from the pedestrian experience at grade, and create a dynamic silhouette on the skyline. The planning offsets also provide distinct outdoor spaces for the building’s residents, to be enjoyed at different times and with varying program.
### Zoning

**Downtown Neighborhood Context**

**Division 8.6 Downtown Golden Triangle District**

**Article 8. Downtown Neighborhood Context**

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<td>8.6-7</td>
<td>Denver Zoning Code</td>
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#### Zone Lot width

- **75' or less**
- **more than 75' and up to 150'**
- **more than 150'**

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#### Height

- **Zone Lot with FAR of 8.0 or less**
- **more than 8.0 (max)**
  - **Zone Lot width**
    - 200' / 250'
    - 200' / 250'
    - 200' / 250'

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#### Siting

- **Primary Street (min/max build-to range)**
  - **Spencer Blvd, Colfax Ave, 14th Ave:**
    - **10' / 20'**
    - **10' / 20'**
    - **10' / 20'**
  - **All Others:**
    - **0' / 10'**
    - **0' / 10'**
    - **0' / 10'**

---

#### setbacks

- **Primary Street (min):**
  - **Speer Blvd, Colfax Ave, 14th Ave:**
    - **10'**
    - **10'**
    - **10'**
  - **All Others:**
    - **0'**
    - **0'**
    - **0'**

---

#### ResiDential Setbacks

- **Primary Street (min):**
  - **Speer Blvd, Colfax Ave, 14th Ave:**
    - **10'**
    - **10'**
    - **10'**
  - **All Others:**
    - **7'**
    - **7'**
    - **7'**

---

#### Open Space

- **Private Open Space (min):**
  - **na**
  - **na**
  - **na**

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#### Design Elements

- **Building Configuration:**
  - **Upper Story Setback - Broadway, Lincoln St, Colfax Ave:**
    - **No Upper Story Setback Required**
  - **Upper Story Setback above 8 stories or 110' - Speer Blvd:**
    - **100% / 20'**
    - **100% / 20'**
    - **100% / 20'**
  - **Upper Story Setback above 5 stories or 70' - All Others:**
    - **na**
    - **Structures more than 8 stories or 110': 65% / 15'**
    - **65% / 15'**

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#### Incremental Mass Reduction

- **Incremental Mass Reduction for Stories 3-8 (min):**
  - **na**
  - **0%**
  - **10%**

---

#### Street Level Activation

- **Street Level Transparency, Primary Street:**
  - **40% / 40%**

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#### Permitted Primary Uses

- **Street Level Active Uses:**
  - **75' or less**
  - **more than 75' and up to 150'**
  - **more than 150'**

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#### Uses

- **Street Level Active Uses:**
  - **75' or less**
  - **more than 75' and up to 150'**
  - **more than 150'**

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#### Design Standard Alternatives and Design Standard Exceptions

- See Sections 8.6.5, 8.6.6, and 8.10.1 for Supplemental Design Standards, Design Standard Alternatives, and Design Standard Exceptions

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#### Denver Zoning Code

- Amendment: 1
- Amendment: 4

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### Project Details

**AMLI GT II (9TH & BROADWAY)**

**Zoning**

**Project No:** 22155.00

**Issue Date:** 07.25.2023
1. PROJECT SITE (HIGHLIGHTED IN GREEN)
2. NORTH - 10TH AVE
   1001 BROADWAY - CIRCLE K GAS STATION
3. EAST - BROADWAY
   950 BROADWAY - THE BROADWAY MARKET
4. SOUTH - 9TH AVE
   855 BROADWAY - FUTURE 17-STORY RESIDENTIAL DEVELOPMENT
5. WEST - ALLEY
   930 ACOMA ST - METROPOLITAN LOFTS
PROJECT SITE IS LOCATED AT THE SOUTHERN BORDER OF THE GOLDEN TRIANGLE ZONING DISTRICT OF DENVER AND ON THE EDGE OF THE CAPITAL HILL NEIGHBORHOOD.

PROJECT IS WITHIN WALKING DISTANCE OF THE LINCOLN STREET SHOPS, 6TH AND BROADWAY SHOPS, EAST 7TH AVENUE SHOPS AND DINING, A TRADER JOE’S GROCERY STORE, THE CHERRY CREEK BIKE TRAIL, AND GOVERNORS PARK.

THE GOLDEN TRIANGLE IS BORDERED BY COLFAX AVENUE TO THE NORTH, THE ALLEY BETWEEN LINCOLN AND SHERMAN STREETS TO THE EAST, AND SPEER BOULEVARD TO THE SOUTHWEST. THIS DISTRICT AS WELL AS THE ADJACENT CAPITAL HILL NEIGHBORHOOD ARE KNOWN FOR THEIR GALLERIES, MUSEUMS, HISTORY, AND ART.

THE PROJECT IS ADJACENT TO OTHER EXISTING MULTI-FAMILY AND MIXED-USE BUILDINGS AS WELL AS SITES WITH FUTURE DEVELOPMENT OPPORTUNITIES. PROJECTS CURRENTLY UNDER DEVELOPMENT OR CONSTRUCTION INCLUDE AN 18-STORY RESIDENTIAL PROJECT AT 855 BROADWAY.

OTHER URBAN ELEMENTS THAT ARE CLOSE TO THE SITE INCLUDE A BUS STOP DIRECTLY SOUTH ONE BLOCK, ACCESS TO THE BIKE WAY ALONG BROADWAY, ROUGHLY TWO AND A HALF BLOCKS AWAY FROM SUNKEN GARDEN PARK WHICH IS ACROSS SPEER, A MAJOR ROAD FOR DENVER.
THE PROJECT SITE IS THE EASTERN HALF OF THE BLOCK LOCATED ON THE INTERSECTION OF 9TH AVE. AND BROADWAY. THE SITE IS BORDERED BY AN ALLEY TO THE WEST, WEST 9TH AVENUE TO THE SOUTH, W 10TH AVE TO THE NORTH AND BROADWAY TO THE EAST.

TO THE WEST OF THE BUILDING ACROSS THE ALLEY THERE IS A 5-STORY BUILDING CONTAINING LOFTS, ALSO KNOWN AS THE METROPOLITAN LOFTS. NORTH EAST, ACROSS THE 10TH AND BROADWAY INTERSECTION IS THE HOME TO SPORTS CASTLE.

DIRECTLY TO THE SOUTH OF THE PROJECT SITE SITS A LOT THAT WILL BE DEVELOPED INTO AN 18 STORY RESIDENTIAL BUILDING. ACROSS BROADWAY DIRECTLY TO THE EAST OF THE PROJECT SITE FACING LINCOLN ST SITS THE BEAUVALLON CORPORATION BUILDING THAT CONTAINS VARIOUS RESTAURANTS AND SHOPS. THE NORTH END OF THE SITE IS HOME TO A CIRCLE K GAS STATION ON THE INTERSECTION ON 10TH AVE AND BROADWAY. NORTH AND SOUTH OF THE SITE ON BROADWAY HOLDS A NUMBER OF BUSINESSES SUCH AS RESTAURANTS, BARS,SHOPS AS WELL AS RESIDENTIAL HOMES.
1. METROPOLITAN LOFTS
2. COOK STREET SCHOOL OF CULINARY ARTS
3. ACOMA APARTMENTS
4. 855 BROADWAY
5. EVO DENVER
6. BEAVALLON CORPORATION
7. THE BROADWAY MARKET
8. SPORTS CASTLE
9. CIRCLE K
10. 71-79 10TH AVE
11. 50-96 10TH AVE
EXISTING & FUTURE CONTEXT

1. FUTURE DEVELOPMENT - EVANS EAST
2. FUTURE DEVELOPMENT - EVANS WEST
3. FUTURE DEVELOPMENT - 11TH & CHEROKEE
4. EXISTING DEVELOPMENT - 1000 SPEER BY WINDSOR APARTMENTS
5. EXISTING DEVELOPMENT - PARQ ON SPEER APARTMENTS
6. EXISTING DEVELOPMENT - CITIZEN APARTMENTS
7. EXISTING DEVELOPMENT - ACOMA APARTMENTS
8. FUTURE DEVELOPMENT - 8TH & BROADWAY
9. EXISTING DEVELOPMENT - BEAUVALLON CORPORATION

AHLI GT II (9TH & BROADWAY)
FUTURE BUILDING MASSING

PROJECT NO: 22155.00
ISSUE DATE: 07.25.2023
NOTE: SOME TREES AND BUILDINGS ARE HIDDEN FOR CLARITY

SIMILAR BAYS AND COLUMN LAYOUT AS SURROUNDING CONTEXT

SPONSORS CASTLE

BROADWAY

W. 10TH AVE.
PODIUM LEVELS PULLED BACK FROM THE CORNER OF 10TH AND BROADWAY TO PROVIDE SPORTS CASTLE MORE PROMINENCE ALONG THE INTERSECTION
MEMORIAL DAY
~ MAY 31

SPRING / FALL
EQUINOX

WINTER SOLSTICE
~ DEC 21

AQLI GT II (9TH & BROADWAY)
SHADOW ANALYSIS

PROJECT NO: 22155.00
ISSUE DATE: 07.25.2023
1. DSG 1.03: VEHICLE ENTRANCE ON ALLEY
2. DSG 1.03: SERVICE ENTRANCE (LOADING, TRASH, ETC.) ON ALLEY
3. DSG 1.03 & 1.36: SERVICE AREAS AND UTILITIES ARE LOCATED ON THE ALLEY TO MINIMIZE IMPACTS TO THE PUBLIC REALM.
4. DSG 1.13, 1.14 & 1.16: ENHANCED COMMERCIAL SETBACKS
5. DSG 1.20 - 1.27: OPEN SPACE AT SAME ELEVATION AS ADJACENT SIDEWALK, PROVIDING DIRECT VISUAL CONNECTION TO THE PUBLIC REALM, ACOMMODATING A VARIETY OF USES COMPLEMENTARY TO THE ADJACENT BUILDING USES, ENHANCING PROMINENT BUILDING ENTRANCES, INCORPORATING HARDSCAPE AND LANDSCAPE, SEATING, LIGHTING, AND PUBLIC ART
6. DSG 2.01 & 2.09: BUILDING MASSING THAT PROMOTES A SENSE OF HUMAN SCALE AT THE STREET LEVEL
6A: UPPER STORY SETBACKS
6B: CLEARLY DISTINGUISHED STREET LEVEL FROM THE REMAINDER OF THE LOWER STORIES
7. DSG 2.02 & 2.09: FACADE PLANE CHANGE >= 3' AND MATERIAL CHANGE THAT EXTENDS THE FULL HEIGHT OF THE LOWER STORY
8. DSG 2.03: BUILDING MASSING, MATERIALITY, AND DESIGN IS INTENDED TO CLEARLY DEFINE THE STREET LEVEL, LOWER STORIES, AND UPPER STORIES
8A: STRUCTURAL BAYS ARE REINFORCED BY EXPOSING COLUMNS AT RETAIL AREAS TO CREATE A COLONNADE
8B: THE TOP OF THE BUILDING HAS CHANGES IN HEIGHT, PLAN AND MATERIAL, DIVIDING IT UP INTO SMALLER MODULES
9. DSG 2.06: BUILDING MASSING TECHNIQUES ARE COORDINATED BETWEEN LOWER STORY AND UPPER STORY FACADES
10. DSG 2.07: BUILDING MASSING CLEARLY COMMUNICATES THE BASE, MIDDLE, AND TOP OF THE BUILDING.
11. DSG 2.10: VARYING THE LOCATION OF UPPER STORY SETBACKS
12. DSG 2.11: EMPHASIZING KEY BUILDING FEATURES SUCH AS PRIMARY ENTRIES
13. DSG 2.18, 5.54 & DZC 8.6.3: LOWER STORY STREETWALL HEIGHT 60%-100% OF THE WIDTH OF THE ROW. LOWER LEVEL PODIUM IS 5 STORIES / 57', ON BROADWAY (57% OF 100' ROW) ON 9TH & 10TH AVENUES (71% OF 80' ROW).
14. DSG 2.4: STREETS LEVEL DESIGN HAS MAJORITY TRANSPARENT FAÇADE WELL EXCEEDING MINIMUM REQUIREMENTS AND PROVIDES NON-RESIDENTIAL ACTIVATED USE AND MAIN BUILDING LOBBY AND RESIDENTIAL AMENITY FOR MAJORITY OF BUILDING FRONTAGE WITH DIRECT PEDESTRIAN CONNECTION TO THE 3 PRIMARY STREETS.
15. DSG 2.14 & 5.50: BUILDING FRONTAGES ON 3 PRIMARY STREETS PROVIDE ENHANCED COMMERCIAL SETBACK WITH ELEMENTS SUCH AS 5' SETBACKS, SPECIAL PAVING, LANDSCAPE, PLANTERS, BISTRO SEATING, AND PEDESTRIAN LIGHTING TO EXTEND THE PUBLIC REALM AND PROMOTE PEDESTRIAN ACTIVITY
16. DSG 5.51: CLEAR PATH OF TRAVEL OF AT LEAST 6', ALONG BROADWAY = 8' MIN. CLEAR, ALONG 9TH = 10' MIN. CLEAR, ALONG 10TH = 7' MIN. CLEAR
17. S.52: VEHICLE CURB CUTS ONLY AT ALLEY
18. S.53: PARKING ON L1 IN THE GARAGE IS AVAILABLE TO THE GENERAL PUBLIC
19. DSG 5.55: STREETSCAPE DESIGN FEATURES STREETSCAPE FURNISHINGS, LANDSCAPE PLANTERS, PAVING SYSTEMS, WALLS, BALUSTERS, AND BOLLARDS, AND INTEGRATED PEDESTRIAN LIGHTING
20. DZC 8.6.2.1 15' UPPER STORY SETBACK FOR 65% OF THE ZONE LOT WIDTH
21. DZC 8.6.3: PRIVATE OPEN SPACE; 5% REQUIRED; 5% x 73,353 SF = 3668 SF; PROVIDED = ~5,512 SF
22. DZC 8.6.3: INCREMENTAL MASS REDUCTION; 10% AT LEVELS 3 TO 8; 25% AT LEVELS 9 TO 14; 35% AT LEVELS 17 TO 18.
23. DZC 8.6.3: STREET LEVEL TRANSPARENCY; 60% MINIMUM; STREET LEVEL ACTIVE USES 70% MINIMUM
24. DZC 8.6.5.4: LIMITATION ON VISIBLE PARKING ABOVE STREET LEVEL. PARKING GARAGE IS WRAPPED WITH DWELLING UNITS ON PRIMARY STREET FRONTAGES SO THERE IS NO PARKING VISIBLE
25. MAXIMUM BUILDING HEIGHT IS 250' FROM BASELINE, ROOF LEVEL OF THIS BUILDING IS AT 249'-4 1/2"
26. IBC 2021: ALLEY FAÇADE 10'-1" MINIMUM FROM EXISTING ALLEY CENTERLINE ON EAST AND FROM PROPERTY LINE ON NORTH TO ALLOW FOR 45% UNPROTECTED OPENINGS AND PROVIDE SUNLIGHT INTO THE BUILDING.
1. DSG 1.03: VEHICLE ENTRANCE ON ALLEY
2. DSG 1.03: SERVICE ENTRANCE (LOADING, TRASH, ETC.) ON ALLEY
3. DSG 1.03 & 1.36: SERVICE AREAS AND UTILITIES ARE LOCATED ON THE ALLEY TO MINIMIZE IMPACTS TO THE PUBLIC REALM.
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6. DSG 2.01 & 2.09: BUILDING MASSING THAT PROMOTES A SENSE OF HUMAN SCALE AT THE STREET LEVEL
   6A: UPPER STORY SETBACKS
   6B: CLEARLY DISTINGUISHED STREET LEVEL FROM THE REMAINDER OF THE LOWER STORIES
7. DSG 2.02 & 2.09: FACADE PLANE CHANGE >= 3' AND MATERIAL CHANGE THAT EXTENDS THE FULL HEIGHT OF THE LOWER STORY
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   8A: STRUCTURAL BAYS ARE REINFORCED BY EXPOSING COLUMNS AT RETAIL AREAS TO CREATE A COLONNADE,
   8B: THE TOP OF THE BUILDING HAS CHANGES IN HEIGHT, PLAN AND MATERIAL, DIVIDING IT UP INTO SMALLER MODULES
9. DSG 2.04: BUILDING MASSING TECHNIQUES ARE COORDINATED BETWEEN LOWER STORY AND UPPER STORY FACADES
10. DSG 2.07: BUILDING MASSING CLEARLY COMMUNICATES THE BASE, MIDDLE, AND TOP OF THE BUILDING.
11. DSG 2.10: VARYING THE LOCATION OF UPPER STORY SETBACKS
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17. 5.52: VEHICLE CURB CUTS ONLY AT ALLEY
18. 5.53: PARKING ON L1 IN THE GARAGE IS AVAILABLE TO THE GENERAL PUBLIC
19. DSC 5.55: STREETSCAPE DESIGN FEATURES STREETSCAPE FURNISHINGS, LANDSCAPE PLANTERS, PAVING SYSTEMS, WALLS, RAILING, AND BOLLARDS, AND INTEGRATED PEDESTRIAN LIGHTING
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4. DSG 1.13, 1.14 & 1.16: ENHANCED COMMERCIAL SETBACKS
5. DSG 1.20 - 1.27: OPEN SPACE AT SAME ELEVATION AS ADJACENT SIDEWALK, PROVIDING DIRECT VISUAL CONNECTION TO THE PUBLIC REALM, ACOMMODATING A VARIETY OF USES COMPLIMENTARY TO THE ADJACENT BUILDING USES, ENHANCING PROMINENT BUILDING ENTRANCES, INCORPORATING HARDSCAPE AND LANDSCAPE, SEATING, LIGHTING, AND PUBLIC ART
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12. DSG 2.11: EMPHASIZING KEY BUILDING FEATURES SUCH AS PRIMARY ENTRIES
13. DSG 2.18, 5.54 & DZC 8.6.3: LOWER STORY STREETWALL HEIGHT 60%-100% OF THE WIDTH OF THE ROW, LOWER LEVEL PODIUM IS 5 STORIES / 5’, ON BROADWAY (57% OF 100’ ROW) ON 9TH & 10TH AVENUES (71% OF 80’ ROW)
14. DSG 5.49: STREET LEVEL DESIGN HAS MAJORITY TRANSPARENT FACADE WELL EXCEEDING MINIMUM REQUIREMENTS AND PROVIDES NON-RESIDENTIAL ACTIVATED USE AND MAIN BUILDING LOBBY AND RESIDENTIAL AMENITY FOR MAJORITY OF BUILDING FRONTAGE WITH DIRECT PEDESTRIAN CONNECTION TO THE 3 PRIMARY STREETS.
15. DSG 5.14 & 5.30: BUILDING FRONTAGES ON 3 PRIMARY STREETS PROVIDE ENHANCED COMMERCIAL SETBACK WITH ELEMENTS SUCH AS 5’ SETBACKS, SPECIAL PAVING, LANDSCAPE, PLANTERS, BISTRO SEATING, AND PEDESTRIAN LIGHTING TO EXTEND THE PUBLIC REALM AND PROMOTE PEDESTRIAN ACTIVITY.
16. DSG 5.51: CLEAR PATH OF TRAVEL OF AT LEAST 6’, ALONG BROADWAY = 8’ MIN. CLEAR, ALONG 9TH = 10’ MIN. CLEAR, ALONG 10TH = 7’ MIN. CLEAR
17. 5.52: VEHICLE CURB CUTS ONLY AT ALLEY
18. 5.53: PARKING ON L1 IN THE GARAGE IS AVAILABLE TO THE GENERAL PUBLIC
19. DSG 5.55: STREETSCAPE DESIGN FEATURES STREETSCAPE FURNISHINGS, LANDSCAPE PLANTERS, PAVING SYSTEMS, WALLS, RAULINGS, AND BOLLARDS, AND INTEGRATED PEDESTRIAN LIGHTING
20. DZC 8.3.1: 15’ UPPER STORY SETBACK FOR 65% OF THE ZONE LOT WIDTH
21. DZC 8.4.3: PRIVATE OPEN SPACE; 5% REQUIRED; 5% x 73,353 SF = 3668 SF; PROVIDED = ~5,512 SF
22. DZC 8.6.3:_INCREMENTAL MASS REDUCTION; 10% AT LEVELS 3 TO 8; 25% AT LEVELS 9 TO 16; 35% AT LEVELS 17 TO 18.
23. DZC 8.6.5: LIMITATION ON VISIBLE PARKING ABOVE STREET LEVEL. PARKING GARAGE IS WRAPPED WITH DWELLING UNITS ON PRIMARY STREET FRONTAGES SO THERE IS NO PARKING VISIBLE.
24. DZC 2021: ALLEY FAÇADE 10’-1” MINIMUM FROM EXISTING ALLEY CENTERLINE ON EAST AND FROM PROPERTY LINE ON NORTH TO ALLOW FOR 45% UNPROTECTED OPENINGS AND PROVIDE SUNLIGHT INTO THE BUILDING.
1. DSG 1.03: VEHICLE ENTRANCE ON ALLEY
2. DSG 1.03: SERVICE ENTRANCE (LOADING, TRASH, ETC.) ON ALLEY
3. DSG 1.03 & 1.36: SERVICE AREAS AND UTILITIES ARE LOCATED ON THE ALLEY TO MINIMIZE IMPACTS TO THE PUBLIC REALM.
4. DSG 1.13, 1.14 & 1.16: ENHANCED COMMERCIAL SETBACKS
5. DSG 1.20 - 1.27: OPEN SPACE AT SAME ELEVATION AS ADJACENT SIDEWALK, PROVIDING DIRECT VISUAL CONNECTION TO THE PUBLIC REALM, ACOMMODATING A VARIETY OF USES COMPLEMENTARY TO THE ADJACENT BUILDING USES, ENHANCING PROMINENT BUILDING ENTRANCES, INCORPORATING HARDSCAPE AND LANDSCAPE, SEATING, LIGHTING, AND PUBLIC ART
6. DSG 2.01 & 2.09: BUILDING MASSING THAT PROMOTES A SENSE OF HUMAN SCALE AT THE STREET LEVEL
7. DSG 2.02 & 2.09: FACADE PLANE CHANGE >= 3' AND MATERIAL CHANGE THAT EXTENDS THE FULL HEIGHT OF THE LOWER STORY
8. DSG 2.03: BUILDING MASSING, MATERIALITY, AND DESIGN IS INTENDED TO CLEARLY DEFINE THE STREET LEVEL, LOWER STORIES, AND UPPER STORIES
9. DSG 2.04: BUILDING MASSING TECHNIQUES ARE COORDINATED BETWEEN LOWER STORY AND UPPER STORY FACADES
10. DSG 2.07: BUILDING MASSING CLEARLY COMMUNICATES THE BASE, MIDDLE, AND TOP OF THE BUILDING
11. DSG 2.10: VARYING THE LOCATION OF UPPER STORY SETBACKS
12. DSG 2.11: EMPHASIZING KEY BUILDING FEATURES SUCH AS PRIMARY ENTRIES
13. DSG 2.14 & DZC 8.6.3: LOWER STORY STREETWALL HEIGHT 60%-100% OF THE WIDTH OF THE ROW. LOWER LEVEL PODIUM IS 5 STORIES / 57', ON BROADWAY (57% OF 100' ROW) ON 9TH & 10TH AVENUES (71% OF 80' ROW).
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16. DSG 5.55: STREETSCAPE DESIGN FEATURES STREETSCAPE FURNISHINGS, LANDSCAPE PLANTERS, PAVING SYSTEMS, WALLS, BALCONIES, AND BOLLARDS, AND INTEGRATED PEDESTRIAN LIGHTING TO EXTEND THE PUBLIC REALM AND PROMOTE PEDESTRIAN ACTIVITY
17. DSG 5.55: CLEAR PATH OF TRAVEL OF AT LEAST 6'. ALONG BROADWAY = 8' MIN. CLEAR, ALONG 9TH = 10' MIN. CLEAR, ALONG 10TH = 7' MIN. CLEAR
18. DZC 8.6.3: PRIVATE OPEN SPACE; 5% REQUIRED; 5% x 73,353 SF = 3668 SF; PROVIDED = ~5,512 SF
19. DZC 8.6.5.4: LIMITATION ON VISIBLE PARKING ABOVE STREET LEVEL. PARKING GARAGE IS WRAPPED WITH DWELLING UNITS ON PRIMARY STREET FRONTAGES SO THERE IS NO PARKING VISIBLE.
20. MAXIMUM BUILDING HEIGHT IS 250' FROM BASELINE, ROOF LEVEL OF THIS BUILDING IS AT 249'-4 1/2"
OVERSIZED PLAZA STEPS
CUSTOM BENCH
NATURAL SEATING MATERIALS
ENTRY ART / SCULPTURE FEATURE

BIKE RACK

PRECEDENT IMAGES
STREETScape VIEW - 9TH AVE & BROADWAY
AMLI GT II (9TH & BROADWAY)
STREETSCAPE VIEW - MAIN ENTRY ON BROADWAY
LEVEL 6 LANDSCAPE PLAN
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6. DSG 2.02 - FAÇADE PLANE CHANGE, MIN 3’ THAT EXTENDS THE HEIGHT OF THE LOWER STORY FACADE
7. DSG 2.09 & 2.10 - BUILDING MASSING TECHNIQUES INCLUDING LOWER STORY SETBACKS AND UPPER STORY SETBACKS THAT VARY IN LOCATIONS, BREAKING DOWN THE LOWER STORY FACADE INTO VISUALLY SEPARATE MODULES
8. DSG 2.11 - BUILDING MASSING EMPHASIZES PRIMARY ENTRY
9. DSG 2.16 & DZC 8.6.3: MINIMUM 15’ UPPER STORY SETBACK FOR 65% OF THE PRIMARY STREET ZONE LOT WIDTH
10. DSG 2.18 & DZC 8.6.3: TO REDUCE STREETWALL HEIGHT, ALL UPPER STORY FACADES ARE SETBACK AT LEAST 15’ FOR A MINIMUM 65% OF ZONE LOT WIDTH.
11. DSG 3.158 - METAL FENCE, LESS THAN 42” TALL, AROUND EATING AND DRINKING AREA WILL BE DESIGNED AS AN INTEGRAL PART OF THE BUILDING FACADE.
12. DZC 8.6.3: INCREMENTAL MASS REDUCTION; 10% AT LEVELS 3 TO 8. PROVIDED: 29%.
13. DZC 8.6.3: INCREMENTAL MASS REDUCTION; 25% AT LEVELS 9 TO 16. PROVIDED: 48%.
14. DZC 8.6.3: INCREMENTAL MASS REDUCTION; 35% AT LEVELS 17 TO 18. PROVIDED: 48%.
15. DZC 8.6.5.4: LIMITATION ON VISIBLE PARKING ABOVE STREET LEVEL. PARKING GARAGE IS WRAPPED WITH DWELLING UNITS ON PRIMARY STREET FRONTAGES SO THERE IS NO PARKING VISIBLE ABOVE STREET LEVELS.
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11. DSG 3.15B - METAL FENCE, LESS THAN 42" TALL, AROUND EATING AND DRINKING AREA WILL BE DESIGNED AS AN INTEGRAL PART OF THE BUILDING FACADE.
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11. DSG 3.158 - METAL FENCE, LESS THAN 42" TALL, AROUND EATING AND DRINKING AREA WILL BE DESIGNED AS AN INTEGRAL PART OF THE BUILDING FACADE.
12. DZC 8.6.3: INCREMENTAL MASS REDUCTION; 10% AT LEVELS 3 TO 8. PROVIDED: 29%.
13. DZC 8.6.3: INCREMENTAL MASS REDUCTION; 25% AT LEVELS 9 TO 16. PROVIDED: 48%.
14. DZC 8.6.3: INCREMENTAL MASS REDUCTION; 35% AT LEVELS 17 TO 18. PROVIDED: 48%.
15. DZC 8.6.5.4: LIMITATION ON VISIBLE PARKING ABOVE STREET LEVEL. PARKING GARAGE IS WRAPPED WITH DWELLING UNITS ON PRIMARY STREET FRONTAGES SO THERE IS NO PARKING VISIBLE ABOVE STREET LEVELS.
16. IBC 2021: ALLEY FAÇADE 10'-1" MINIMUM FROM EXISTING ALLEY CENTERLINE ON EAST AND FROM PROPERTY LINE ON NORTH TO ALLOW FOR 45% UNPROTECTED OPENINGS AND PROVIDE SUNLIGHT INTO THE BUILDING.
1. DSG 1.03: VEHICLE ENTRANCE ON ALLEY
2. DSG 1.03: SERVICE ENTRANCE (LOADING, TRASH, ETC.) ON ALLEY
3. DSG 1.03 & 1.36: SERVICE AREAS AND UTILITIES ARE LOCATED ON THE ALLEY TO MINIMIZE IMPACTS TO THE PUBLIC REALM.
4. DSG 1.14, 5.50 & 5.55 - ENHANCED COMMERCIAL SETBACK INCORPORATING OUTDOOR SEATING, LIGHTING, AND LANDSCAPING, TO PROMOTE PEDESTRIAN-ORIENTED ACTIVITY
5. DSG 1.20 - OPEN SPACE THAT CONTINUES THE PUBLIC REALM, WITH CONNECTIONS TO THE SIDEWALK, AND DIRECT VISUAL CONNECTION TO THE PUBLIC REALM, AND PEDESTRIAN ORIENTED DESIGN FEATURES. PRIVATE OPEN SPACE REQUIRED: 5% x 73,353 SF = 3668 SF; PROVIDED: ~5512 SF
6. DSG 2.02 - FACADE PLANE CHANGE, MIN 3' THAT EXTENDS THE HEIGHT OF THE LOWER STORY FACADE
7. DSG 2.09 & 2.10 - BUILDING MASSING TECHNIQUES INCLUDING LOWER STORY SETBACKS AND UPPER STORY SETBACKS THAT VARY IN LOCATIONS, BREAKING DOWN THE LOWER STORY FACADE INTO VISUALLY SEPARATE MODULES
8. DSG 2.11 - BUILDING MASSING EMPHASIZES PRIMARY ENTRY
9. DSG 2.16 & DZC 8.6.3: MINIMUM 15' UPPER STORY SETBACK FOR 65% OF THE PRIMARY STREET ZONE LOT WIDTH
10. DSG 2.18 & DZC 8.6.3: TO REDUCE STREETWALL HEIGHT, ALL UPPER STORY FACADES ARE SETBACK AT LEAST 15' FOR A MINIMUM 65% OF ZONE LOT WIDTH.
11. DSG 3.156 - METAL FENCE, LESS THAN 42" TALL, AROUND EATING AND DRINKING AREA WILL BE DESIGNED AS AN INTEGRAL PART OF THE BUILDING FACADE.
12. DZC 8.6.3: INCREMENTAL MASS REDUCTION; 10% AT LEVELS 3 TO 8. PROVIDED: 29%.
13. DZC 8.6.3: INCREMENTAL MASS REDUCTION; 25% AT LEVELS 9 TO 16. PROVIDED: 48%.
14. DZC 8.6.3: INCREMENTAL MASS REDUCTION; 35% AT LEVELS 17 TO 18. PROVIDED: 48%.
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15. DZC 8.6.5.4: LIMITATION ON VISIBLE PARKING ABOVE STREET LEVEL. PARKING GARAGE IS WRAPPED WITH DWELLING UNITS ON PRIMARY STREET FRONTAGES SO THERE IS NO PARKING VISIBLE ABOVE STREET LEVELS.
16. IBC 2021: ALLEY FAÇADE 10'-1" MINIMUM FROM EXISTING ALLEY CENTERLINE ON EAST AND FROM PROPERTY LINE ON NORTH TO ALLOW FOR 45% UNPROTECTED OPENINGS AND PROVIDE SUNLIGHT INTO THE BUILDING.
NORTH & SOUTH ELEVATIONS

Level 1 − 100'-0"
Level P1 − 89'-4"
Level 2 − 110'-0"
Level 3 − 120'-0"
Level 4 − 130'-6"
Level 5 − 141'-0"
Level 6 − 153'-6"
Level 7 − 165'-6"
Level 8 − 176'-0"
Level 9 − 186'-6"
Level 10 − 197'-0"
Level 11 − 207'-6"
Level 12 − 218'-0"
Level 13 − 228'-6"
Level 14 − 239'-0"
Level 15 − 249'-6"
Level 16 − 260'-0"
Level 17 − 270'-6"
Level 18 − 281'-0"
Level 19 − 291'-6"
Level 20 − 302'-0"
Level 21 − 312'-6"
Level 22 − 324'-0"
Level 23 − 334'-6"
Level 24 − 345'-0"
Roof − 345'-0"
Upper Roof − 355'-5"

POTENTIAL FUTURE SIGNAGE LOCATIONS

NORTH

SOUTH
This project attempts to approach the glazing transparency minimums listed in the Downtown Urban Design Standards and Guidelines, while still factoring in the environmental impact of heating and cooling loads analyzed in our energy model to meet the energy code. We believe what is shown is an acceptable compromise between those two constraints.

**NORTH SOUTH**

**LOWER STORY FACADES: LEVELS 3-5**
- Glass Requirement: 50% minimum
- Glass Square Footage: 1,476
- Total Square Footage: 4,315
- % Glass: 34.21%

**UPPER STORY FACADES: LEVELS 6-24**
- Glass Requirement: 40% minimum
- Glass Square Footage: 7,416
- Total Square Footage: 22,948
- % Glass: 32.32%

**STREET LEVEL: LEVEL 1**
- Glass Requirement: 60% minimum
- Glass Linear Footage: 88.75
- Total Linear Footage: 140.9
- % Glass: 62.99%

**LOWER STORY FACADES: LEVELS 2-5**
- Glass Requirement: 60% minimum
- Glass Square Footage: 1,476
- Total Square Footage: 4,315
- % Glass: 34.21%

**UPPER STORY FACADES: LEVELS 5-24**
- Glass Requirement: 40% minimum
- Glass Square Footage: 9,470
- Total Square Footage: 23,990
- % Glass: 39.47%

**STREET LEVEL: LEVEL 1**
- Glass Requirement: 60% minimum
- Glass Linear Footage: 88.75
- Total Linear Footage: 140.9
- % Glass: 62.99%
This project attempts to approach the glazing transparency minimums listed in the downtown urban design standards and guidelines, while still factoring in the environmental impact of heating and cooling loads analyzed in our energy model to meet the energy code. We believe what is shown is an acceptable compromise between those two constraints.

**East Glass**

**Lower Story Facades: Levels 3-5**
- Glass Requirement: 50% minimum
- Glass Square Footage: 7,023
- Total Square Footage: 16,523
- % Glass: 42.50%

**Upper Story Facades: Levels 6-24**
- Glass Requirement: 40% minimum
- Glass Square Footage: 39,073
- Total Square Footage: 89,890
- % Glass: 43.47%

**Street Level: Level 1**
- Glass Requirement: 60% minimum
- Glass Linear Footage: 390.25
- Total Linear Footage: 493.5
- % Glass: 79.08%
This project attempts to approach the glazing transparency minimums listed in the Downtown Urban Design Standards and Guidelines, while still factoring in the environmental impact of heating and cooling loads analyzed in our energy model to meet the energy code. We believe what is shown is an acceptable compromise between those two constraints.

West Glass
Upper Story Facades: Levels 6-24
Glass Requirement: 25% Minimum
Glass Square Footage: 33,508
Total Square Footage: 91,383
% Glass: 36.67%
CONCEPTUAL BUILDING PROGRAM

SUMMARY:

LEVEL 1: BROADWAY RETAIL / NON-RESIDENTIAL ACTIVE USE, MAIN LOBBY, LEASING, CO-WORKING
LEVEL 2: NORTH LOBBY, RESIDENTIAL AMENITY, RETAIL / NON-RESIDENTIAL ACTIVE USE
LEVEL 3-4: RESIDENTIAL UNITS WRAPPING A CLOSED PARKING
LEVEL 5-6: RESIDENTIAL UNITS, AMENITY, OUTDOOR AMENITY SPACE
LEVEL 7-24: RESIDENTIAL UNITS, AMENITY

ISSUE DATE: 07.25.2023
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MECHANICAL EQUIPMENT

5'-6"

SIGHTLINE FROM OPPOSITE ROW

9th Avenue

9th Avenue

10th Avenue

North - South Building Section A

North - South Building Section B
SUMMARY:

CONCEPTUAL BUILDING PROGRAM

LEVEL 1: BROADWAY: RETAIL / NON-RESIDENTIAL ACTIVE USE, MAIN LOBBY, LEASING, CO-WORKING
9TH: CO-WORKING, RETAIL / NON-RESIDENTIAL ACTIVE USE
10TH: NORTH LOBBY, RESIDENTIAL AMENITY, RETAIL / NON-RESIDENTIAL ACTIVE USE
ALLEY: PARKING
LEVEL 3-5: RESIDENTIAL UNITS WRAPPING A CLOSED PARKING ALLEY: 20' ALLEY
LEVEL 6: RESIDENTIAL UNITS, AMENITY, OUTDOOR AMENITY SPACE

The Beauvallon
20' Alley
Broadway Market

LEVEL 10
LEVEL 11
LEVEL 12
LEVEL 14
LEVEL 15
LEVEL 16
LEVEL 17
LEVEL 18
LEVEL 19
LEVEL 20
LEVEL 21
LEVEL 22
LEVEL 23

20' Alley
Townhomes

LEVEL 3-5: RESIDENTIAL UNITS WRAPPING A CLOSED PARKING ALLEY: PARKING

40' 95'-7" (PROVIDED BUILDING HEIGHT TO ROOF)
5,501.13' MAX. ALLOWABLE HEIGHT
250'-0" (MAX ALLOWABLE BUILDING HEIGHT TO ROOF)

East - West Building Section A

East - West Building Section B

207'-6" (MAX ALLOWABLE BUILDING HEIGHT TO ROOF)
AMLI GT II (9TH & BROADWAY)
ELEVATION DETAILS

PROJECT NO: 22155.00
ISSUE DATE: 07.25.2023
AMLI GT II (9TH & BROADWAY)
MATERIAL BOARD - PRIMARY

PROJECT NO: 22155.00
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1. METAL PANEL
2. METAL PANEL
3. STOREFRONT GLAZING SYSTEM
4. WINDOW WALL SYSTEM
5. LIGHT COLORED MASONRY
6. DARK COLORED MASONRY
7. MEDIUM COLORED MASONRY
MATERIAL BOARD - ALLEY

LIGHT COLORED EIFS TO MATCH LIGHT BRICK

MEDIUM COLORED EIFS TO MATCH MEDIUM BRICK

DARK COLORED EIFS TO MATCH DARK BRICK

LIGHT COLORED MASONRY

DARK COLORED MASONRY

MEDIUM COLORED MASONRY

NOTE: SOME BUILDINGS HAVE BEEN HIDDEN FOR CLARITY
3. DSG 3.30: EXTERIOR BUILDING MATERIALS ARE DETAILED TO ARTICULATE TEXTURE AND DEPTH. WINDOWS ARE INSET FROM MAIN FAÇADE AND SET IN A BRICK FACADE WITH PUNCHED WINDOWS, THAT ARE SUBDIVIDED WITH MULLIONS AND OPERABLE WINDOWS, DARK WINDOW SHADES INSIDE, AND LANDSCAPING. THE GLAZING IS ALSO BROKEN UP WITH DESIGN ELEMENTS DESCRIBED ABOVE. LEVELS 2-5 OF THE BUILDING ARE DESIGNED HIGH TRANSPARENCY AND VERY LOW REFLECTIVITY. IN ADDITION, A MAJORITY OF THE GLAZING AT LEVEL 1 IS INSET TO THE BUILDING AT ARE SUBDIVIDED USING MULLIONS, STRUCTURAL ELEMENTS, INCLUDING COLONNADE AREAS. A VARIETY OF TECHNIQUES ARE USED TO TRANSITIONS OF MATERIALS OCCURRING IN INTENTIONAL REVEALS AT INSIDE CORNER RETURNS. THE UPPER STORY FAÇADE FEATURES THE HIGH-QUALITY WINDOW SYSTEM ON ALL FOUR SIDES OF THE BUILDING.

7. DSG 3.44-3.50: BALCONY RAILINGS ARE INTENDED TO BE EITHER METAL FRAMED GLASS RAILS, WITH MAJORITY TRANSPARENT GLAZING PROVIDED BETWEEN 12" AND TOP OF RAILING, OR METAL PICKET RAILS NEITHER OF WHICH WILL SIGNIFICANTLY BLOCK VISIBILITY OF THE FACADE.

11. DSG 3.76 AND 3.77: ACCENT LIGHTING AND EXTERIOR LIGHTING IS COORDINATED WITH THE SCALE AND DESIGN OF THE BUILDING AND LANDSCAPE FEATURES, SHIELDING LIGHTING TO REDUCE GLARE.

13. DSG 3.78 - 3.87: COMMERCIAL FRONTAGE HAS BEEN GIVEN AS MUCH STREET-ORIENTED SPACE AS PRACTICABLE, ACTIVATING THE PUBLIC REALM AND FEATURES, SHIELDING LIGHTING TO REDUCE GLARE, BETWEEN 12" AND TOP OF RAILING, OR METAL PICKET RAILS NEITHER OF WHICH WILL SIGNIFICANTLY BLOCK VISIBILITY OF THE FACADE. NO BALCONIES WILL BE INSET BEHIND THE ROW. INCLINED BALCONIES ARE CONSISTENT WITH THE OVERALL FAÇADE DESIGN. BALCONIES ARE DESIGNED TO FURTHER ACTIVATE PUBLIC SPACES AND SPACES INCLUDING THE PRIVACY OPEN SPACES. BALCONY BALCONIES WITH METAL FRAME GLAZING WILL BE SIMILAR TO THE WINDOW SYSTEM WITH DIVIDERS INTENDED TO SUBDIVIDE INTO SMALLER PANEL PATTERN.

14. DSG 3.101-3.109: OPEN SPACE, NOT INCLOSED BY WALLS GREATER THAN 42" HIGH, ARE FRONTED WITH RETAIL STOREFRONTS/CAFES, BUILDING LOBBIES AND AN ENTRANCE AREAS LIKE WORKING SPACES. BENCHES AND PEDESTRIAN-SCALE LIGHTING ARE PROVIDED. LANDSCAPING SPACES FOR LONG-TERM SURVIVAL WHICH WILL NOT BLOCK VIEWS TO AND FROM INTERIOR USES OF THE STREET LEVEL. MATTED CONCRETE IS PROVIDED TO DISTINGUISH DIFFERENT USES, AND ENCLOSED PUBLIC USE. MORE THAN 30% OF THE OPEN SPACE WILL BE LANDSCAPE ON PAVED AREA. PLANTERS ARE USED FOR ENCLOSURE OF OUTDOOR EATING AND DRINKING AREAS.

15. DSG 3.75: A DESIGNATED BAND HAS BEEN INCLUDED TO PROVIDE LOCATION FOR STREET LEVEL SIGNSAGE.

3D BUILDING MASSING AT STREET

AMLI GT II (9TH & BROADWAY)

PROJECT NO: 22155.00
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SOUTHEAST CORNER

DAVIS PARTNERSHIP
ARCHITECTS

65
1. DSG 3.02 & 3.135 - ARTICULATION TECHNIQUES ON THE LOWER STORY FAÇADES ARE CONTINUED AROUND THE EN CORNER OF THE ALLEY FOR MORE THAN THE RECOMMENDED 30', WHILE THE UPPER STORY FAÇADE WRAPS FOR JUST OVER 100'. AT THE NW CORNER, THE LOWER STORY FAÇADE WRAPS FOR ABOUT 30', WHILE THE UPPER STORY FAÇADE WRAPS FOR 30'.

2. DSG 3.26 - 3.29: THE PROJECT DIFFERENTIATES BETWEEN THE GROUND LEVEL COMMERCIAL USE STOREFRONT/GLAZING (HIGHER GLASS-TO-WALL RATIO) AND THE RESIDENTIAL UNITS ABOVE WITH PUNCHED WINDOWS (LOWER GLASS-TO-WALL RATIO). THE COMMERCIAL USE ON LEVEL 1 WILL HAVE GLASS GLAZING TO MAINTAIN THE VISIBLE QUALITY OF THE DESIGN ORIENTED COMMERCIAL SPACE. LARGER EXPANSES OF GLAZING ARE SUBDIVIDED USING MULLION, STRUCTURAL ELEMENTS, INCLUDING COLUMNNAR AREAS. A VARIETY OF TECHNIQUES ARE USED TO ADDRESS GLAZING/BIRD COLLISIONS, WHICH PRIMARILY OCCUR IN THE FIRST 3 LEVELS OF A BUILDING, AS GLAZING THAT HAS HIGH TRANSPARENCY AND VERY LOW REFLECTIVITY. IN ADDITION, A MAJORITY OF THE GLAZING AT LEVEL 1 IS MOST TO THE BUILDING AT LEAST 3' WITH SHADING ON BUILDING CLICKS DESIGN, RESULTING IN ELIMINATING ASSOCIATIVITY OF THE GLAZING TO THE AIR FOR LANDSCAPING. THE GLAZING IS ALSO BROKEN UP WITH DESIGN ELEMENTS DESCRIBED ABOVE. LEVEL 1'S OF THE BUILDINGS ARE DESIGNED AS ASOTNY WITH PUNCHED WINDOWS, THAT ARE SUBDIVIDED WITH MULLIONS AND OPERABLE WINDOWS, DARK WINDOW SHADING INSIDE, AND SET IN A BRICK FACADE.

3. DSG 2.10: EXTERIOR BUILDING DETAILS ARE DETAILED TO ARTICULATE TEXTURE AND DEPTH. WINDOWS ARE INSERT FROM MANY FAÇADE MATERIALS, WITH METAL PANEL BANDING BETWEEN GROUPS OF WINDOWS.

4. DSG 3.31: MORTAR IS ONLY USED ON FAÇADES THAT ARE NOT VISIBLY FROM THE PRIMARY STREET (ALLEY FACADE).  

5. DSG 3.34 & 3.35: CHANGES IN FAÇADE MATERIALS ARE DESIGNED INTENTIONALLY, INTENTIONAL Reveals and Joints are Provided Between Materials. Material Changes occur only at inside corner returns, and Changes are Located at Rectangular and/or Rectangular Joints.

6. DSG 3.36, 3.38, AND 3.39: PROJECT IS DESIGNED SO THAT ALL VISIBLE FACADES ON THE PRIMARY STREETS ARE TREATED EQUALLY WITH MATERIAL, COLOR, and Detailing. Walls on the Allee facing facades will match the color of the brick on each respective mass, with transitions of materials occurring in intential reveals at inside corner returns. The upper story facade features the same high-quality window system on all four sides of the building.

7. DSG 4.26-4.30: BALCONY BALUSTERS ARE INTENDED TO BE EITHER METAL FRAME GLASS BALUSTERS WITH MULLION TRANSPARENT GLAZING PROVIDED BETWEEN 1 1/2" AND TOP OF BALUSTERS, OR METAL PORTAL BALUSTERS IN WHICH WILL SIGNIFICANTLY BLOCK VISIBILITY OF THE FACADE. NO BALUSTERS WILL BE TENDED TO THE ROOF. EXCLUDED BALUSTERS ARE CONSISTENT WITH THE OVERALL FACADE DESIGN. BALUSTERS ARE DESIGNED TO SUPPORT ACTIVE PUBLIC SPACES AND SPACES INCLUDING THE PUBLIC OPEN SPACES. BALCONY BALUSTERS WITH METAL FRAME GLAZING will be similar to the window system with windows intended to subdivide into smaller panel patterns.

8. DSG 3.67 AND 3.77: STREET LEVEL COMMERCIAL SPACE WRAPS THE CORNERS ONTO INTERSECTING STREETS, WITH TRANSPARENCY, ARTICULATION AND ARCHITECTURAL DETAILS. COMMERCIAL SPACE ARE DESIGNED TO ACCOMMODATE 14'-0" CEILINGS. THE STREET LEVEL COMMERCIAL ELEVATION IS LESS THAN 42" ABOVE THE PUBLIC REALM.

9. DSG 4.27 AND 4.29: STREET LEVEL ENTRANCE IS DESIGN TO PROVIDE A PROJECTING CANOPY WITH SOFFIT DOWNLIGHTING. ENTRY SIGNAGE, EXPOSED COLUMNS AND ACENT METAL PANEL NEXT TO IT HELP EMPHASIZE THE ENTRY PRESENCE.

10. DSG 3.71: A DESIGNATED BAND HAS BEEN INCLUDED TO PROVIDE LOCATIONS FOR STREET LIGHTING.

11. DSG 3.10 & 3.11: ACCENT LIGHTING AND EXTERIOR LIGHTING IS COORDINATED WITH THE SCALE AND DESIGN OF THE BUILDING AND LANDSCAPE FEATURES, SHIELDED LIGHTING TO REDUCE GLARE.

12. DSG 3.75: A DESIGNATED BAND HAS BEEN INCLUDED TO PROVIDE LOCATION FOR STREET LEVEL SIGNAGE.

13. DSG 3.72 AND 3.95-3.97: MAIN BUILDING ENTRY IS RECESSED AND UNDER A PROJECTING CANOPY WITH SOFFIT DOWNLIGHTING. ENTRY SIGNAGE, EXPOSED COLUMNS AND ACCENT METAL PANEL NEXT TO IT HELP EMPHASIZE THE ENTRY PRESENCE.

14. DSG 4.31-4.33: STOREFRONT CREATIONS ARE USEFUL IN PROVIDING ANSWERS FOR THE PACKAGE REQUIRED IN MATERIALS DESCRIBED IN 3.112. THEY CAN BE USED TO PROVIDE SHIELD AND SHADE.

15. DSG 3.110-3.113: STREET LEVEL FAÇADES HAVE ENHANCED COMMERCIAL SETBACKS, USING HIGH-QUALITY MATERIALS, COMPLIMENTING ADJACENT BUILDING USES.

16. DSG 4.32-4.33: CAMEYS ARE INTEGRAL WITH THE ARCHITECTURAL DESIGN OF THE FACADE, WITHOUT POSTS, AND FABRICATED WITH QUALITY DURABLE MATERIALS OF STEEL AND METAL PANELS. THESE MATERIALS VARY FROM THE GLASS FACADES DESCRIBED FOR THE PROJECT SOUTH OF THIS ONE, TO MEET THE REQUIREMENTS FOR VARIATION IN MATERIALS DESCRIBED IN 3.112. THEY CAN BE USED TO PROVIDE SHIELD AND SHADE.

17. DSG 3.112 AND 3.124: THE STRUCTURED PARKING GARAGE IS SEPARATELY VENTILATED BECAUSE IT IS VENTED WITH PRIMARY BUILDING USE ON THE PRIMARY STREET FRONTAGE, SO IT IS NOT POSSIBLE TO MEET THE NATURAL VENTILATION REQUIREMENTS OF AN OPEN GARAGE. THE PROJECT IS DESIGNED TO PROVIDE OPENINGS ON THE ALLEY FACADE TO ALLOW AIR TO NATURALLY FLOW INTO THE GARAGE AND THEN TO PROVIDE MECHANICAL VENTILATION ON THE EAST SIDE OF THE PROJECT TO EXHAUST THE GARAGE. THIS LIMITS THE EFFECT ON ADJACENT PROPERTIES. LOUVRES ARE PLACED ABOVE THE DOUBLE HEIGHT GLAZING ON L1 UNDER THE 12 SLAB TO MINIMIZE THE IMPACT TO THE PUBLIC REALM AND ARE DESIGNED TO MATCH THE BALLOONS OF THE GLAZING SYSTEM ON L1. OPENINGS IN THE LEVEL ABOVE THE LOUVRES HAVE BEEN VERIFIED TO MEET THE CODE SEPARATION REQUIREMENTS.

18. DSG 3.125: MORTAR BETWEEN THE ALLEY HAS BEEN DESIGNED TO ASSIST IN DESIGNING Architectural Features on Adjacent Buildings. DESIGN ELEMENTS INCLUDE PROVIDING A MINIMUM 42" SOLID WALL AT ALL PARKING LEVELS TO BLOCK HEADLIGHTS, PROVIDING FULLY SHIELDED GLASS MIRRORS INGLE LITES TO MINIMIZE LIGHT POLLUTION OUT OF THE BUILDING, AND DESIGNING OPENINGS AND ARTICULATION IN A THOUGHTFUL, AND CONSISTENT PATTERN ACROSS THE GARAGE FACADES AND FLOORS.

19. DSG 3.141-3.144: ROOFTOP MECHANICAL ELEMENTS INCLUDING EQUIPMENT, PAVES, ANTIMICHTICIS, ETC. ARE SET BACK FROM THE ROOF EDGE AT LEAST 10" FROM THE EXTERIOR BUILDING FACE AND SCREENED FROM VIEW OF ADJACENT ROW AND PUBLIC REALM BY THE BUILDING FAÇADE AND SCREEN WALLS. REFER TO THE BUILDING / STREET SECTION SHEETS FOR VIEW ANGLES SHOWING HOW THE MECHANICAL EQUIPMENT IS SCREENED FROM THE PUBLIC REALM. THE COLUMNS TOWERS ARE SET BACK 1' FROM THE BUILD EDGE, FOR EVERY 1' IN HEIGHT ABOVE THE ROOF.

20. DSG 3.171: METAL CLAD COLUMNS AT THE MAIN BUILDING ENTRANCE AND AT EPOD COLUMN.

21. DSG 3.171: VARIATIONS IN EXCLUSION DEPTH THAT ALIGN WITH THE JAGGING IN THE PRIMARY RECEIVING ABOVE.

AMLI GT II (9TH & BROADWAY)
3D BUILDING MASSING AT STREET

PROJECT NO: 22155.00
ISSUE DATE: 07.25.2023
The project differentiates between the ground level commercial use storefront/glazing (higher glass-to-wall ratio) and the residential units above with punched windows (lower glass-to-wall ratio). The commercial use on level 1 is provided with specialty glazing to ensure visibility into the pedestrian-oriented commercial space. Large expanses of glazing are subdivided using mullions, structural elements, including columns and mullions. A variety of techniques are used to address glass bird collisions, which primarily occur in the first 3 levels of a building. Level 1 includes glazing that has high transparency and very low reflectivity. In addition, a majority of the glazing at level 1 is most to the building at least 5 feet from windows on building sides visible, reducing the apparent reflectivity of the glass to the sky or landscape. The glazing is also broken up with design elements described above. Levels 2-5 of the building are designed as masonry with punched windows, that are subdivided with mullions and operable windows, dark window shades inside, and set in a back facade.

Balconies are designed to be either metal framed glass rails, with majority transparent glazing provided between 12" and top of railing, or metal picket rails neither of which will significantly block visibility of the facade. No balconies will be within the row. Enclosed balconies are consistent with the overall facade design. Balconies are designed to further activate public streets and spaces including the primary open space. Balcony railings with metal framed glazing will be similar to the window system with openings intended to subdivide into smaller panel patterns.

Street level facades have enhanced commercial setbacks, using high-quality materials, complementing adjacent building uses. Ground floor facades have enhanced commercial setbacks, using high-quality materials, complementing adjacent building uses. Accents and detailing feature the diversity and depth of the materials used in the facade. Windows are inset from main facade materials, wrapping for about 30', while the upper story facade wraps for 55'.

Openings on the alley facade to allow air to naturally flow into the garage and then to the public realm are designed and patterned to match the mullions of the glazing system on L1. Openings in the level above the main building entrance are designed to accommodate 14'-0" ceilings. The street level commercial elevation is less than 42" above the public sidewalk.
1. DSG 3.02 & 3.135 - Articulation techniques on the lower story façades are continued around the NW corner of the alley for more than the recommended 10', while the upper story façade wraps for just over 10'. At the nw corner, the lower story façade wraps for about 10', while the upper story façade wraps for 3'.

2. DSG 3.26 - 3.29: The project differentiates between the ground level commercial use (floor-to-ceiling glazing) and residential units above with punched windows (lower glass-to-wall ratio). The commercial use on level 1 will have clear glazing to ensure the visibility into the penthouse-oriented commercial space. Large expanses of glazing are subdivided using mullions, structural elements, including columns and awnings. A variety of techniques are used to address glass bird collisions, which primarily occur in the first 2 levels of a building. Level 1 includes glazing that has high transparency and very low reflectivity. In addition, a majority of the glazing at level 1 is set off the building at least 1' with awnings on building north sides,皎conding on elemental integration of the facade to the site for landscaping. The glazing is also broken up with design elements described above. Levels 2-3 of the building are designed as mixed with punched windows, that are subdivided with mullions and operable windows, dark window shades inside, and set in a brick facade.

3. DSG 2.20: Exterior building materials are detailed to articulate texture and depth. Windows are inset from main facade materials, with metal panel banding between groups of windows.

4. DSG 3.32: Base is only used on facades that are not visible from the primary street (alley facade).

5. DSG 3.34 & 3.35: Changes in facades are designed intentionally. Intentional reveals and joints are provided between materials, material changes occur only at inside corner returns, and changes are located at recesses and at projections only.

6. DSG 3.36, 3.38, and 3.39: Project is designed so that all visible facades on the primary streets are treated equally with material, color and detailing. Walls on the alley facing facades will match the color of the brick on each respective wall, with transitions of materials occurring in intentional reveals at inside corner returns. The upper story facade features the same high-quality window system on all four sides of the building.

7. DSG 2.46-2.50: Balcony railings are intended to be either metal framed glass rails, with majority transparent glazing provided between 1' and top of railing, or metal picket rails neither of which will significantly block visibility of the facade. No balconies will be within the row. Enclosed balconies are consistent with the overall facade design. Balconies are designed to further activate public streets and spaces including the private open spaces. Balcony railings with metal framed glazing will be similar to the window system with doors intended to subdivide into smaller panel pattern.

8. DSG 3.68-3.71 and 3.73: Street level commercial space wraps the corners onto intersecting streets, with transparency, articulation and architectural details. Commercial spaces are designed to accommodate 1'-1' ceilings. The street level commercial elevation is less than 42' above the public ground.

9. DSG 3.70-3.71: Top accent lighting and exterior lighting is coordinated with the scale and design of the buildings and landscape features, shedding lightings to reduce glare.

10. DSG 3.71: - 3.77: Commercial programming has been given as much street-oriented space as practicable. Activating the public realm and enhancing commercial streetscapes with seating and outdoor dining near open spaces, street level retail frontages is visibly distinguished from the rest of the lower story facades with a taller floor-to-floor height, full height storefront glazing, combined bays between curtain wall plasters, and canopies. Canopies are thoughtfully integrated into the overall building design, making of materials like the other lower story facade materials, and providing shade for windows/diors while not obtruding entry points.

11. DSG 3.80: Operable folding windows activate the public realm reinforcing physical and visual connections.

12. DSG 3.109: Open space, not included by walls greater than 42" high, are fronted with retail storefronts, cafes, building lobbies and amenity areas like co-working spaces. Benches and pedestrian-scaled lightings are provided. Landscaping spec for long-term survival which will not block views to and from interior uses of the street level. Patterned concrete is provided to distinguish different uses, and encourage public use. More than 30% of the open space will be landscaped or pervious area. Planters are used for enclosure of outdoor eating and drinking areas.

13. DSG 3.110-3.113: Street level facades have enhanced commercial entries, using high-quality materials, complementing adjacent building uses.

14. DSG 3.111-3.113: Canopies are integral with the architectural design of the facade, without posts, and fabricated with quality durable materials of steel and metal panels. These materials vary from the glass canopies designed for the project South of this one, to meet the requirements for visibility in materials described in 3.313. They are large enough to provide shelter and shade.

15. DSG 3.136-3.137: The structured parking garage is being mechanically ventilated because it is wrapped with primary building use on the primary street frontages, so it is not possible to meet the natural ventilation requirements of an open garage. The project is designed to provide openings on the alley façade to allow air to naturally flow into the garage and then to provide mechanical louvers on the east side of the project to exhaust the garage. This limits the impact on adjacent properties. Louvers are placed above the double height glazing on LH under the 1.2 slab to minimize the impact to the public realm and are designed and patterned to match the bulwark of the glazing system on L1. Openings in the level above the louvers have been verified to meet the code separation requirements.

16. DSG 3.40: Windows that face the alley have been intentionally designed to mitigate impacts on neighbors or adjacent buildings. Design impacts include providing a minimum 4" solid wall at all parking levels to block headlights, providing fully shielded, glare reducing ceiling lights to minimize light pollution out of the building, and designing openings and patios to be a thoughtful, and consistent pattern across the garage facade and floors.  

17. DSG 3.141-3.142: Roofing mechanical elements including equipment, fans, antennas, etc. are set back from the roof ridge at least 1' from the exterior building face and screened from view of adjacent roof and public facade by the building parapet and screen walls. Refer to the building / street section views for view angles showing how the mechanical equipment is screened from the public realm. The cooling towers are set back 1' from the roof edge, for every 1' in height above the roof.

18. DSG 3.71 - 3.77: Variations in elevation depth that align with the spacing in the podium recesses above.

NORTHWEST CORNER

AMLI GT II (9TH & BROADWAY)
3D BUILDING MASSING AT STREET

PROJECT NO: 22155.00
ISSUE DATE: 07.25.2023
AND SET IN A BRICK FACADE. AS MASONRY WITH PUNCHED WINDOWS, THAT ARE SUBDIVIDE D WITH MULLIONS AND OPERABLE WINDOWS, DARK WINDOW SHADES INSIDE, LANDSCAPING. THE GLAZING IS ALSO BROKEN UP WITH DESIGN ELE MENTS DESCRIBED ABOVE. LEVELS 2-5 OF THE BUILDING ARE DESIGNED HIGH TRANSPARENCY AND VERY LOW REFLECTIVITY. IN ADDITI ON, A MAJORITY OF THE GLAZING AT LEVEL 1 IS INSET TO THE BUILDING AT ADDRESS GLASS/BIRD COLLISIONS, WHICH PRIMARILY OCCUR IN THE  FIRST 3 LEVELS OF A BUILDING. LEVEL 1 INCLUDES GLAZING THAT HAS HIGH TRANSPARENCY AND LOW REFLECTIVITY. LEVELS 1-3 OF THE BUILDING ARE DESIGNED AS MASNERY WITH PUNCHED WINDOWS, THAT ARE SUBDIVIDED WITH MULLIONS AND OPERABLE WINDOWS, DARK WINDOW SHADDOWS INSIDE, AND SET IN A BRICK FACADE.

1. DSG 3.02 & 3.135 - ARTICULATION TECHNIQUES ON THE LOWER STORY FAÇADES ARE CONTINUED AROUND THE SW CORNER OF THE ALLEY FOR MORE THAN THE RECOMMENDED 10', WHILE THE UPPER STORY FAÇADE WRAPS FOR JUST OVER 10'. AT THE NW CORNER, THE LOWER STORY FACADE WRAPS FOR ABOUT 30', WHILE THE UPPER STORY FACADE WRAPS FOR 30'.

2. DSG 3.26 - 3.29: THE PROJECT DIFFERENTIATES BETWEEN THE GROUND LEVEL COMMERCIAL USE STOREFRONT/GLAZING (HIGHER GLASS-TO-WALL RATIO) AND THE RESIDENTIAL UNITS ABOVE WITH PUNCHED WINDOWS (LOWER GLASS-TO-WALL RATIO). THE COMMERCIAL USE ON LEVEL 1 WILL HAVE CLEAR GLAZING TO ENSURE THE VISIBILITY INTO THEIR PREMISES. ORIENTED COMMERCIAL SPACE. LARGE EXPANSES OF GLAZING ARE SUBDIVIDED USING MULLIONS. STRUCTURAL ELEMENTS, INCLUDING COLUMNNA E ARMS. A VARIETY OF TECHNIQUES ARE USED TO ADDRESS GLASS-BIRD COLLISIONS, WHICH WHOLELY OCCUR IN THE FIRST 3 LEVELS OF A BUILDING. LEVEL 1 INCLUDES GLAZING THAT HAS HIGH TRANSPARENCY AND LOW REFLECTIVITY. IN ADDITION, A MAJORITY OF THE GLAZING AT LEVEL 1 IS MOST TO THE BUILDING AT LEVEL 2 IS SPECIFIED WITH WINDOWS OR BUILDING SURFACES, EXCLUDING GLAZING RAISED AT THE TOP OF THE GLAZING TO THE SET OR LANDSCAPING. THE GLAZING IS ALSO BROKEN UP WITH DESIGN ELEMENTS DESCRIBED ABOVE. LEVELS 3-5 OF THE BUILDING ARE DESIGNED AS MASONRY WITH PUNCHED WINDOWS, THAT ARE SUBDIVIDED WITH MULLIONS AND OPERABLE WINDOWS, DARK WINDOW SHADOWS INSIDE, AND SET IN A BRICK FACADE.

3. DST 3.20: EXTERIOR BUILDINGS MATERIALS ARE DETAILLED TO ARTICULATE TEXTURE AND DEPTH. WINDOWS ARE INSET FROM MANY FAÇADES, WITH METAL PANELS BANDING BETWEEN GROUPS OF WINDOWS.

4. DSG 3.25: WINDOWS THAT ARE NOT VISIBLE FROM THE PRIMARY STREET (ALLEY FACADE). CHANGES IN FAÇADES ARE DESIGNED INTENTIONALLY. INTENTIONAL REVEALS AND JOINTS ARE PROVIDED BETWEEN MATERIAL, MATERIAL CHANGES OCCUR ONLY AT Inside CORNER RETURNS, AND CHANGES ARE LOCATED AT RECESSIONS AND ON PROJECTIONS UP.

5. DSG 3.31, 3.32, AND 3.35: PROJECT IS DESIGNED SO THAT ALL VISIBLE FAÇADES ON THE PRIMARY STREETS ARE TREATED EQUALLY WITH MATERIAL, COLOR AND DETAILING. WINDOWS ON THE ALLEY FACING FAÇADES WILL MATCH THE COLOR OF THE BRICK ON EACH RESPECTIVE WALL, WITH TRANSITIONS OF MATERIALS OCCURRING IN INTENTIONAL BANDS AT Inside CORNER RETURNS. THE UPPER STORY FACADE FEATURES THE SAME HIGH-Quality WINDOW SYSTEM ON ALL FOUR SIDES OF THE BUILDING.


7. DSG 3.49: BALCONY RAILINGS ARE INTENDED TO BE EITHER METAL FRAMED GLASS BALCONIES, WITH MAJORITY TRANSPARENT GLAZING PROVIDED BETWEEN 1/2" AND TOP OF RAILING, OR METAL PICKET RAILS NEITHER OF WHICH WILL SIGNIFICANTLY BLOCK VISIBILITY OF THE FACADES. NO BALCONIES WILL BE WITHIN THE 10' OF THE WALL. EXCLUDED BALCONIES ARE CONSISTENT WITH THE OVERALL FACADE DESIGN. BALCONIES ARE DESIGNER TO FURTHER ACTIVATE PUBLIC SPACES AND SPACES INCLUDING THE PRIVACY OPEN SPACES. BALCONY RAILINGS WITH METAL FRAMED GLAZING WILL BE SIMILAR TO THE WINDOW SYSTEMS INTENDED TO SUBDIVIDE INTO SMALLER PANEL МEH.

8. DSG 3.66 TO 3.73: STREET LEVEL COMMERCIAL SPACE WRAPS THE CORNERS ONTO INTERSECTIONS, WITH TRANSPARENCY, ARTICULATION AND ARCHITECTURAL DETAILS. COMMERCIAL SPACES ARE Designed TO ACCOMMODATE 14'-0" ELEVATIONS. THE STREET LEVEL COMMERCIAL ELEVATION IS LESS THAN 40" ABOVE THE PUBLIC REALM.

9. DSG 3.72 AND 3.97: PROJECT DESIGN IS RECEIVED AND UNDER A PROJECTING CANOPY WITH DROP DOWN LIGHTING. ENTRY SIGNAGE, EXPOSED COLUMNS AND ACCENT METAL PANEL NEXT TO IT HELP EMphasize THE ENTRY PRESENCE.

10. DSG 3.75 - A DESIGNATED BAND HAS BEEN INCLUDED TO PROVIDE LOCATIONS FOR STREET LEVEL DOORAGE.

11. DSG 3.76 TO 3.77: ACCENT LIGHTING AT ENTRY AND EXTERIOR LIGHTING IS COORDINATED WITH THE SCALE AND DESIGN OF THE BUILDINGS AND LANDSCAPE FEATURES, SHIELDING LIGHTS TO REDUCE GLARE.


13. DSG 3.88: OPERABLE FOLDING WINDOWS ACTIVATE THE PUBLIC REALM REINFORCING PHYSICAL AND VISUAL CONNECTIONS.

14. DSG 3.90: 4.0.99: OPEN SPACE, NOT INCLUDED IN WALLS WIDER THAN 60" HIGH, ARE FRAMED WITH METAL SPINDLES, CAFES, BUILDING LOBBIES AND ANEYITY AREAS LIKE CO-WORKING SPACES. BENCHES AND PEDESTRIAN-SCALED LIGHTING ARE PROVIDED. LANDSCAPING SPACE FOR LONG-TERM SURVIVAL WHICH WILL NOT BLOCK VIEWS TO AND FROM INTERIOR USES OF THE STREET LEVEL. PATTERNEd CONCRETE IS PROVIDED TO DISTINGUISH DIFFERENT USES, AND ENCOURAGE PUBLIC USE. MORE THAN 30% OF THE OPEN SPACE WILL BE LANDSCAPE OR PREVIOUSLY PLANTED.

15. DSG 3.101-3.109: OPEN SPACE, NOT INCLOSED BY WALLS GREATER THAN 42" HIGH, ARE FRONTED WITH RETAIL STOREFRONTS, BUILDING LOBBIES AND ANEYITY AREAS LIKE CO-WORKING SPACES. BENCHES AND PEDESTRIAN-SCALED LIGHTING ARE PROVIDED. LANDSCAPING SPACE FOR LONG-TERM SURVIVAL WHICH WILL NOT BLOCK VIEWS TO AND FROM INTERIOR USES OF THE STREET LEVEL. PATTERNEd CONCRETE IS PROVIDED TO DISTINGUISH DIFFERENT USES, AND ENCOURAGE PUBLIC USE. MORE THAN 30% OF THE OPEN SPACE WILL BE LANDSCAPE OR PREVIOUSLY PLANTED.

16. DSG 3.110-3.113: STREET LEVEL FAÇADES HAVE ENHANCED COMMERCIAL SETTINGS, USING HIGH-Quality MATERIALS, COMMERCIAL ADJACENT USES.

17. DSG 3.111-3.113: CANOPIES ARE INTEGRAL WITH THE ARCHITECTURAL DESIGN OF THE FACADE. WITHOUT POSTS, AND FABRICATED FROM HIGH-QUALITY DURABLE MATERIALS OF STEEL AND METAL PANELS. THESE MATERIALS VARY FROM THE GLASS CANOPIES DESIGNED FOR THE PROJECT SOUTH OF THE ONE, TO MEET THE REQUIREMENTS FOR VARIATION IN MATERIALS DESCRIBED IN 3.126. THEY ARE LARGE ENOUGH TO PROVIDE SHELTER AND SHADE.

18. 3.130 & 3.131: THE STRUCTURED PARKING GARAGE IS BEING MECHANICALLY VENTILATED BECAUSE IT IS WRAPPED WITH PRIMARY BUILDING USE ON THE PRIMARY STREET FRONTAGES, SO IT IS NOT POSSIBLE TO MEET THE NATURAL VENTILATION REQUIREMENTS OF AN OPEN GARAGE. THE PROJECT IS Designed TO PROVIDE OPENINGS ON THE ALLEY Facades TO ALLOW AIR TO NATURALLY FLOW INTO THE GARAGE AND THEN TO PROVIDE MECHANICAL LOUVERS ON THE EAST SIDE OF THE PROJECT TO EXHAUST THE GARAGE. THIS LIMITS THE IMPACT ON ADJACENT PROPERTIES. LOUVERS ARE PLACED ABOVE THE DOUBLE HEIGHT GLAZING ON L1 UNDER THE L3 SLAB TO MINIMIZE THE IMPACT TO THE PUBLIC REALM AND ARE DESIGNED AND PATTERED TO MATCH THE MILLONs OF THE GLAZING SYSTEM ON L1. OPENINGS IN THE LEVEL ABOVE THE LOUVRES HAVE BEEN VERIFIED TO MEET THE CODE SEPARATION REQUIREMENTS.

19. 3.141-3.144: ROOFTOP MECHANICAL ELEMENTS INCLUDING EQUIPMENT, PANS, ANTENNAS, ETC. ARE SET BACK TO THE ROOF EDGE AT LEAST 10' FROM THE EXTERIOR BUILDING FACE AND SCREENED FROM VIEW OF ADJACENT ROW AND PUBLIC REALM BY THE BUILDING METAL AND SCREEN WALLS. REFER TO THE BUILDING / STREET SECTION SHEETS FOR VIEW ANGLES SHOWING HOW THE MECHANICAL EQUIPMENT IS SCREENED FROM THE PUBLIC REALM. THE COOLING TOWERS ARE SET BACK 1' FROM THE ROOF EDGE, FOR EVERY 1'-0" IN HEIGHT ABOVE THE ROOF.

20. DSG 3.171: METAL CLAD COLUMNS AT THE MAIN BUILDING ENTRANCE AND AT EXPOSEd COLUMN.

21. DSG 3.171: VARIATIONS IN ELEVATION DEPTH THAT ALIGNED WITH THE SPACING IN THE PODIUM RECESSIONS ABOVE.