

ATTACHMENT 5

355, 365, 371, 373 1st St Design Revisions Narrative

Based on feedback from the Neighborhood Meeting, the Peer Review, the Planning Commission, the Complete Streets Commission, and the City Council several revisions were made to the design of the project.

Starting at the main corner of the building at the intersection of Whitney and First Street the main building walls of the upper floors and lower floors were shifted out of plane to create a more significant visual step-back of the upper floor. As you proceed down Whitney the massing was reduced at the upper floors and a full wall plane setback was introduced with a wood siding element. This not only reduced the massing in this area, it created more of a defined element at the corner of the upper floors. This was also accentuated by the revised design of the cornice and the reduced depth of that detail. Proceeding further down Whitney the massing was further reduced by removing some of the building elements and creating a wider, full height, building inset with wood detailing. Finally, the corner of Whitney and the alley was accented with a similar corner detail to the one at the corner of Whitney and First Street.

When looking down First Street from the corner you see a similar inset wall plane at the upper floors that reduces the massing in that area as well as creating the more defined corner element at the upper floors. In addition the large lower floor wood massing was broken down into two smaller pieces which provide a building inset along the lower floors. As we move further down First Street a much wider, full height, building inset was created to further reduce the massing and break the overall building down into smaller components. Finally the southeast corner of the building was treated with a similar detail to the corner of Whitney and First Street both at the lower floors and the upper floors.

In addition to the massing revisions noted above some of the building details were revised including the window patterns, the balcony railing designs, and the cornice details. In regards to interior building details the major revisions were at the bicycle storage and the EV charging stations. The EV charging stations were confirmed to be Level 2 chargers, and will include an energy management system. In case the technology improves by the time of construction, we will target Level 2 chargers, or their equivalent or better. The bicycle storage was totally reconfigured with a secure bike room configured on the First Floor. The bike room provides individual racks for up to 65 bikes with each rack including a power outlet for e-bikes. This configuration allows easy retrieval of bikes without venturing into the basement and easy access to the exterior via the rear exit door which is in close proximity to the bike room entrance. We believe this will be a very positive feature of a pedestrian friendly building.