Adam Woltag

From: Jeff Warner
Sent: Thursday, May 22, 2014 5:32 PM
To: Karen Seddon
Cc: Adam Woltag; Rochelle Nagata-Wu
Subject: KPT Density Study
Attachments: Massing Options + Area Breakdown.pdf

Karen,

As discussed, we've tried to summarize/clarify our planning efforts specific to unit densities. Please note four things: One, each and every alternative has 400 parking places (+/- a few either way) – that's the most surface parking we can comfortably place on the site without compromising open space and building massing. Two, the 85 "Senior" one-bedroom units are *additive* to the unit numbers indicated on each of the alternatives. Three, the mix of units as related to number of bedrooms is similar proportionately in each alternative; And four, all of this is approximate based on the "altitude" from which we're studying all of this. Once we hone-in on the best alternative, we'll be able to get more accurate, but we believe we're good within a few units either to the positive or negative. The alternatives are:

- Option 1 - 185 Units: Based on 400 parking spaces and backing into the number of units that will accommodate *under the current planning/zoning code*, we can get approximately 185 units on the site, plus the 85 Senior units for a grand total of 270 units;
- Option 2 - 250 Units: Based on 400 parking spaces and backing into the number of units that will accommodate under the current planning/zoning code *inclusive of a 25% required parking reduction*, we can get approximately 250 units on the site, plus the 85 Senior units for a grand total of 335 units;
- Option 3 - 308 Units: Based on 400 parking spaces and backing into the number of units that will accommodate under the current planning/zoning code *inclusive of a 40% required parking reduction*, we can get approximately 308 units on the site, plus the 85 Senior units for a grand total of 393 units;
- Option 4 - 365 Units: Based on 400 parking spaces and backing into the number of units that will accommodate under the current planning/zoning code *inclusive of a 50% required parking reduction*, we can get approximately 365 units on the site, plus the 85 Senior units for a grand total of 450 units;
- Option 5 - 400 units: Based on 400 parking spaces and backing into the number of units that will accommodate under a *one parking space/unit scenario*, we can get 400 units on the site, plus the 85 Senior units for a grand total of 485 units.

From our perspective as your planners/architects, Option 3 seems just about as dense as the site and neighborhood can/should carry. Option 4 is still doable *but a push*, especially with four-story buildings backing right onto one-story residential. BTW, each alternative's got two drawings – one is an overall bird's eye view, the second is a section cut through the buildings.

I've sent this to you, assuming you'll cc anyone else necessary. Hope this is helpful...jeff

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Option 1 - "LOW" - (Code Parking)							
	Footprint Wing 1	# Floors	Footprint Wing 2	# Floors	Footprint Wing 3	# Floors	Building Area
A	2300	2	6500	3	3000	2	30100
B	1500	2	6600	3	2000	2	26800
C	4100	3	8000	4	2200	2	48700
D	3600	2	6100	3	2300	2	30100
E	4000	3	7000	3	1000	2	35000
F	3500	2	5000	3	4700	2	31400
G	2800	2	5400	3	3500	2	28800
H	9400	2	4500	3	2400	2	37100
						GSF	268000
						Net:Gross (20%)	214400
						Unit Count	185

For all options: Senior Housing = 85 units totaling an additional 57,650 nsf located offsite. Average unit size = 1,160 nsf

Parking onsite = 400 stalls in all options		
	Unit Ratio	# Units
Code	2.16	185
Code - 25%	1.62	247
Code - 40%	1.296	309
1-to-1	1	400

Option 2 - "PREFERRED" - (Code - 25% Parking)							
	Footprint Wing 1	# Floors	Footprint Wing 2	# Floors	Footprint Wing 3	# Floors	Building Area
A	2300	3	6500	6	3000	3	54900
B	1500	2	6600	4	2000	2	33400
C	4100	3	8000	6	2200	3	66900
D	3600	2	6100	4	2300	2	36200
E	4000	3	7000	6	1000	2	56000
F	3500	3	5000	4	4700	2	39900
G	2800	2	5400	3	3500	2	28800
H	9400	3	4500	3	2400	2	46500
						GSF	362600
						Net:Gross (20%)	290080
						Unit Count	250

Option 3 - "Medium" - (Code - 40% Parking)							
	Footprint Wing 1	# Floors	Footprint Wing 2	# Floors	Footprint Wing 3	# Floors	Building Area
A	2300	5	6500	5	3000	5	59000
B	1500	4	6600	4	2000	4	40400
C	4100	8	8000	8	2200	8	114400
D	3600	4	6100	4	2300	4	48000
E	4000	6	7000	6	1000	6	72000
F	3500	4	5000	4	4700	4	52800
G	2800	3	5400	3	3500	3	35100
H	9400	2	4500	2	2400	2	32600
						GSF	454300
						Net:Gross (20%)	363440
						Unit Count	313

Option 4 - "450" (Code - 50% Parking)							
	Footprint Wing 1	# Floors	Footprint Wing 2	# Floors	Footprint Wing 3	# Floors	Building Area
A	2300	3	6500	6	3000	4	57900
B	1500	3	6600	5	2000	4	45500
C	4100	6	8000	9	2200	5	107600
D	3600	3	6100	5	2300	4	50500
E	4000	5	7000	8	1000	5	81000
F	3500	5	5000	5	4700	5	66000
G	2800	5	5400	5	3500	5	58500
H	9400	4	4500	4	2400	3	62800
						GSF	529800
						Net:Gross (20%)	423840
						Unit Count	365

Option 5 - "HIGH" - (1-to-1 Parking)							
	Footprint Wing 1	# Floors	Footprint Wing 2	# Floors	Footprint Wing 3	# Floors	Building Area
A	2300	3	6500	7	3000	5	67400
B	1500	3	6600	5	2000	4	45500
C	4100	7	8000	10	2200	5	119700
D	3600	4	6100	6	2300	4	60200
E	4000	4	7000	8	1000	5	77000
F	3500	5	5000	8	4700	5	81000
G	2800	5	5400	7	3500	5	69300
H	9400	4	4500	4	2400	3	62800
						GSF	582900
						Net:Gross (20%)	466320
						Unit Count	402

Option 1: Code Parking = 185 units

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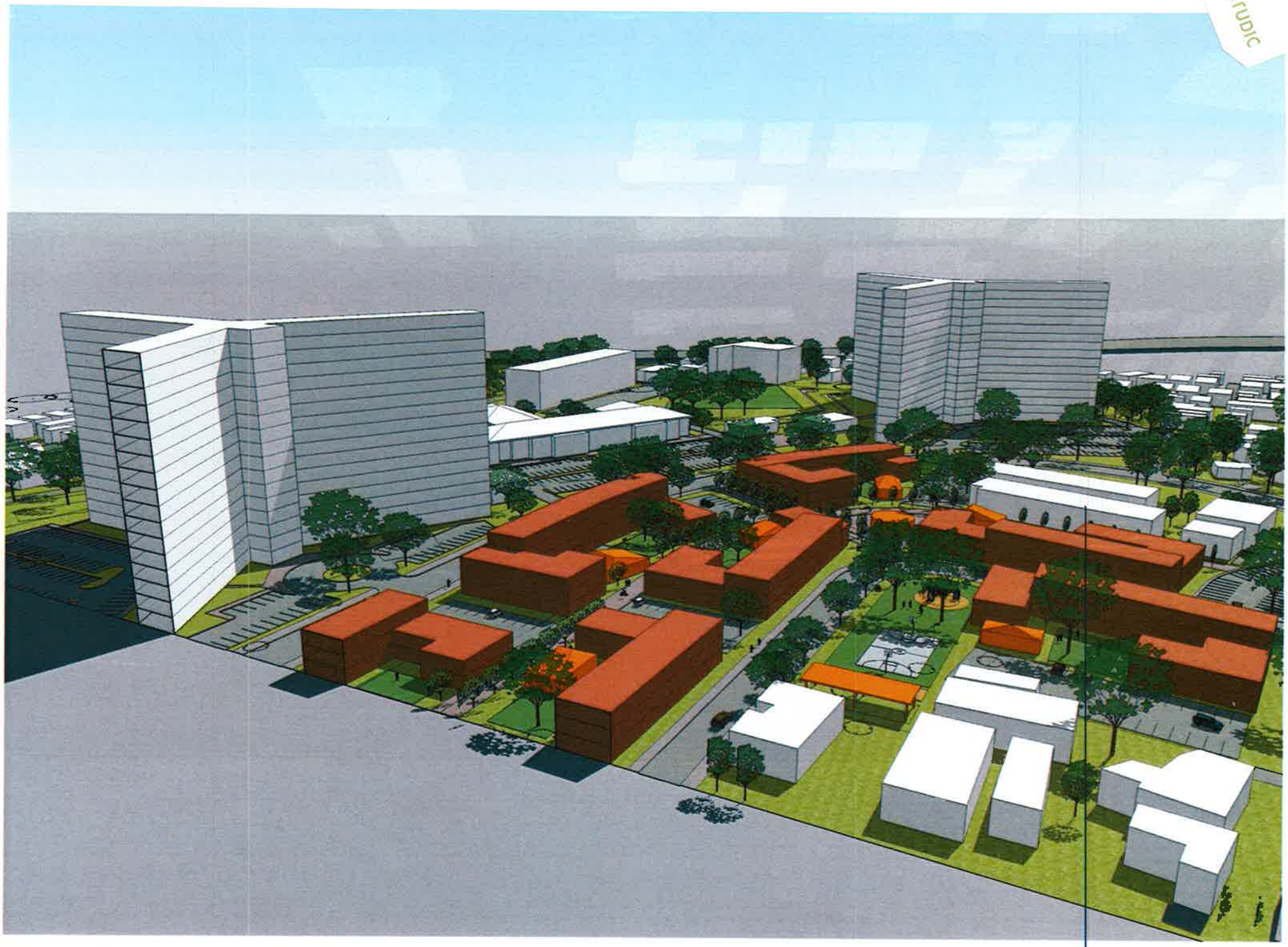

Option 1: Code Parking = 185 units

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Option 2: Code - 25% = 250 units

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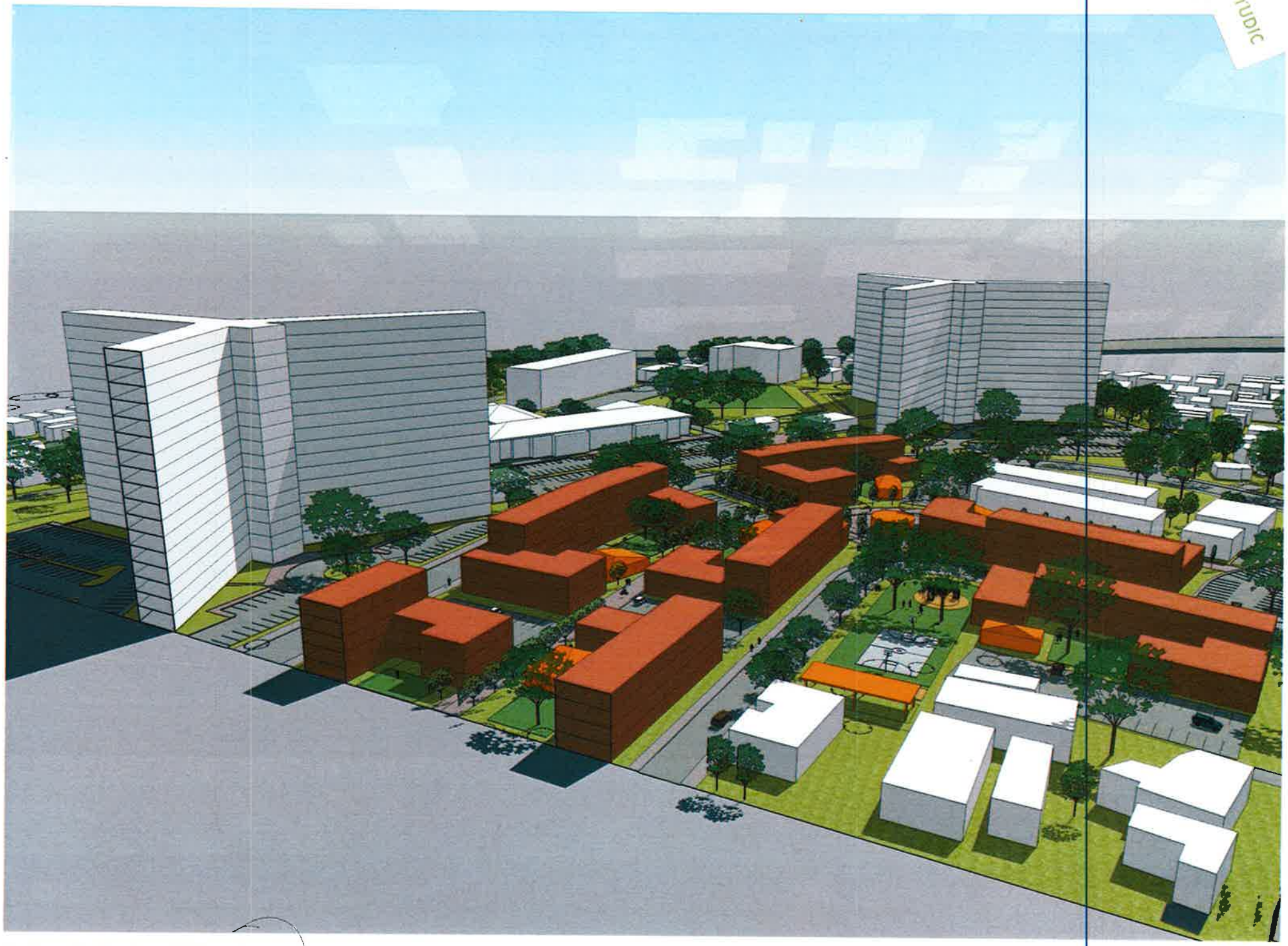

Option 2: Code - 25% = 250 units

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Option 3: Code - 40% = 308 units

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Option 3: Code - 40% = 308 units

Option 4: Code - 50% = 365 units

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Option 4: Code - 50% = 365 units

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Option 5: 1-to-1 = 400 units

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Option 5: 1-to-1 = 400 units

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