

EXPAND

KTGY
THOUGHT
DESIGN
INSPIRATION
2017 | NO. 2

A New Perspective



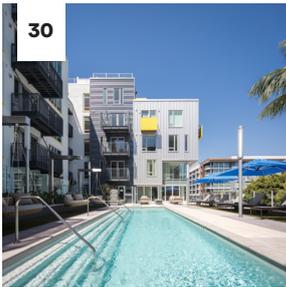
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Photography: Chang Kyun Kim, Darren Bradley (cover), Kenny Cho (page 2)

EXPAND

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A New Perspective

We have all experienced the power of perspective. It may be that you see new potential in an old building, or that you observe an aspect of someone's personality that surprises you in a positive way, or that you find the unexpected within the wonder that is a revitalized city district. Things are changing more rapidly than they have at any other time in history, challenging all of us to think differently. We hope you enjoy this issue of *Expand*, wherein we celebrate the rewards of looking at things in a new way.



COVO

Small Lots in Silver Lake



Los Angeles' ongoing urban revitalization has produced vibrant centers of commerce and culture. Highly desirable places such as Silver Lake, Echo Park and Venice have become famous for neighborhoods rich with character. This success has also pushed home prices out of reach for many. In fact, Los Angeles' housing-supply crisis impacts every neighborhood, causing Mayor Eric Garcetti to call for the creation of 100,000 housing units by the year 2021.

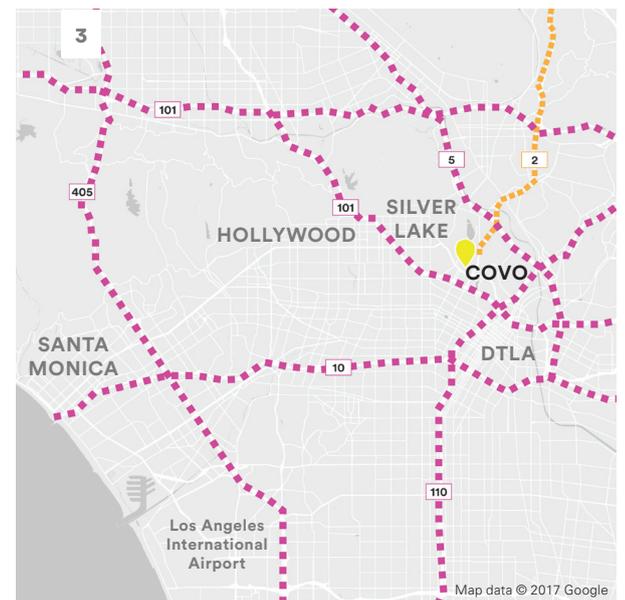
Partly in response to this problem, the City of Los Angeles created the Small Lot Ordinance, supporting the development of new, for-sale single-family homes on lot sizes much smaller than previously allowed. This helps create new homes, which are otherwise in short supply. KTG Architecture + Planning is one of the leaders in small lot design under this ordinance, with more than 1000 homes completed or in the pipeline. The Small Lot Ordinance asks that new home developments respect the scale and edge conditions when adjacent to an existing neighborhood. The intent is to provide a good contextual fit. This can be achieved by designing front and rear setbacks that are consistent with the underlying zoning, stepping back roof decks

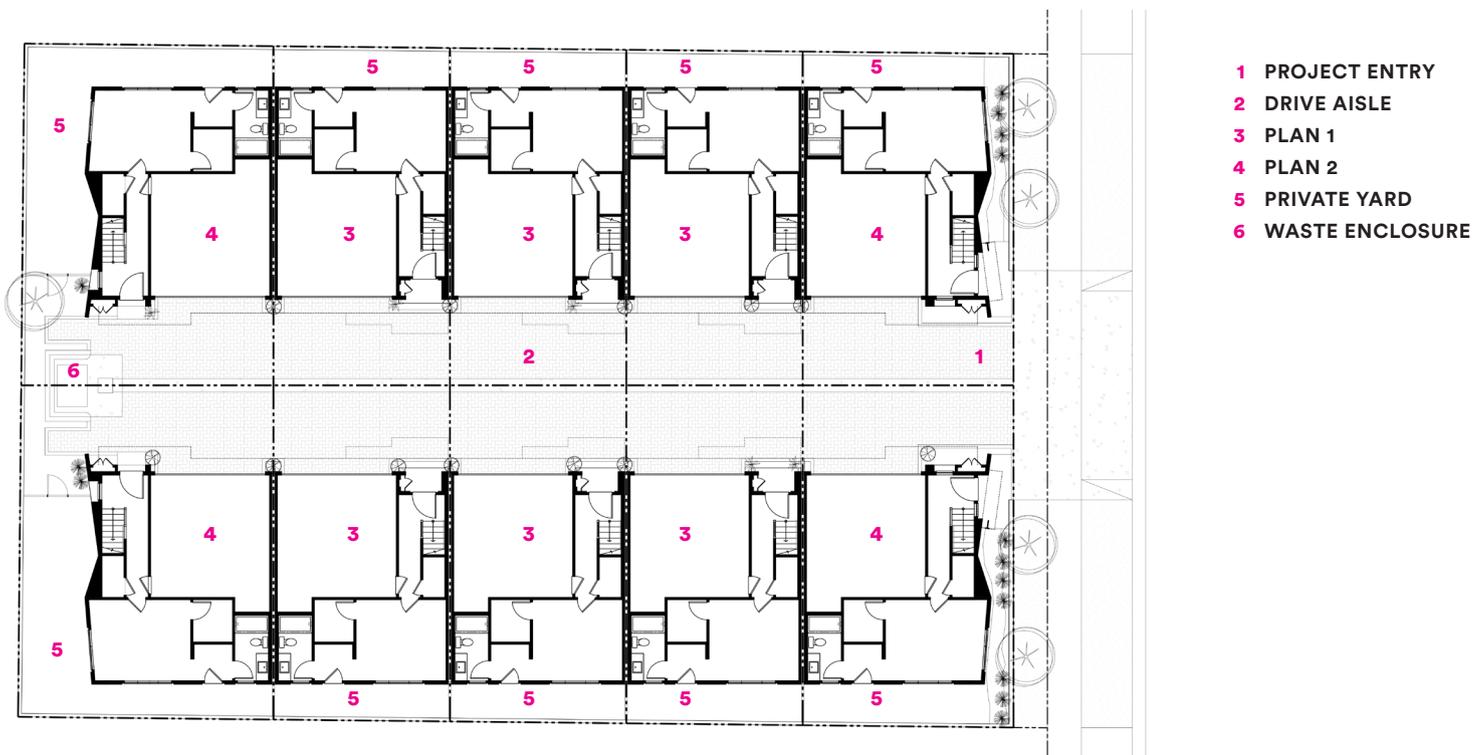
OPPOSITE | Folding metal planes and angular details help to create visual interest at the pedestrian level.

1 | Palm trees and hillsides are among the views from large outdoor decks.

2 | Upper-level decks are deeply stepped back, respecting the scale of the existing neighborhood.

3 | COVO is centrally located within the Los Angeles community of Silver Lake, convenient to all that the city offers.





- 1 PROJECT ENTRY
- 2 DRIVE AISLE
- 3 PLAN 1
- 4 PLAN 2
- 5 PRIVATE YARD
- 6 WASTE ENCLOSURE



from existing neighbors to respect their privacy, articulating facades and roof lines, and providing primary windows and doors to front public streets. The new homes embrace the neighborhoods they are a part of, helping to create more vibrant, walkable communities.

COVO, a collection of 10 new single-family detached homes in Silver Lake, opened for sale in April of 2017, and was 80 percent sold out within weeks. Developed by Planet Home Living, a leader in small lot development, the measure of success for COVO was to create more than a sold-out development. The team behind COVO wanted a development that would become a part of the community, with innovative contemporary living on small lots.

COVO's Silver Lake setting is an enclave of cool – one of the most progressive and artful communities in Los Angeles. Active neighborhood associations set the tone with improvement projects, community arts festivals and by paying close attention to new developments.

Creating its design for COVO, KTGy listened to the community to learn how to make the most of the small spaces while not overwhelming the existing homes.

LEFT | Private outdoor spaces are located on every level, in the form of backyards, balconies and large third-floor and rooftop decks.

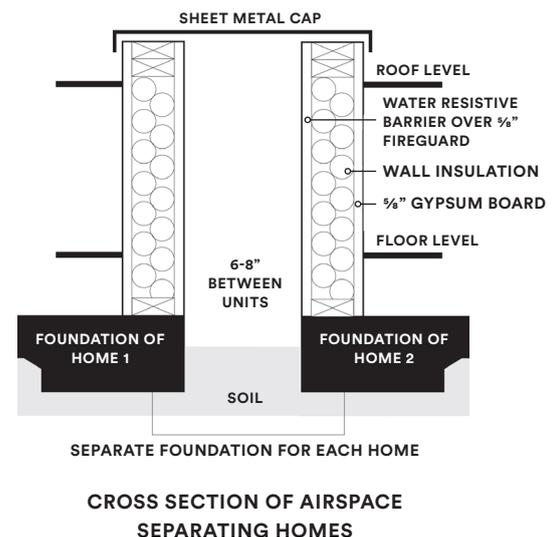
OPPOSITE | Homes are six to eight inches apart. The gap is covered with an expansion joint metal to allow movement of each structurally independent home in the event of an earthquake. The expansion joints also serve as protection from the elements.



THE LOS ANGELES SMALL LOT ORDINANCE PAVES THE WAY FOR NEW THINKING ABOUT FEE-SIMPLE FOR-SALE RESIDENTIAL

The Small Lot Ordinance, adopted by the City of Los Angeles in 2005, has gained tremendous momentum with a surge in the development of compact-footprint single-family homes. The ordinance allows for the subdivision of underused multi-family or commercial land into fee-simple single-family homes within existing neighborhoods that are dominated by apartments and rental properties. These new homes change the mindset of residents to ownership and to a long-term commitment to the neighborhood in which they are now invested.

Small lot development in Los Angeles is allowed for properties zoned for multi-family, therefore no formal Planning Commission or City Council approval process is required. However, neighborhood councils have been active in their voiced opinions about this kind of new development. Los Angeles will update the ordinance this year to add design standards. KTGy is helping to shape these new standards, meant to allow for creative expression while establishing accepted practices for small lots as a smart-growth initiative.





The design solution was to turn the new townhomes “upside down,” placing communal living areas such as living room, kitchen and dining room at the top, and significantly stepping back the building so that from the street view, the homes are of a similar scale to their neighbors. Upper-level decks with expansive sliding glass doors maximize the square footage creating contemporary indoor-outdoor living in harmony with the neighborhood’s views of the hillsides.

Soothing exterior colors and rustic, weathered, corrugated metal deferentially acknowledge that the neighborhood is older, referencing the area’s history with movie production lots and industrial work. Each detached home has a small, private rear yard. Enhanced paving and landscaping at the drive aisle let vehicles and pedestrians safely co-mingle, reminiscent of European cobblestone streets or the early courtyard developments of Los Angeles.

COVO floor plans are comparable to the existing housing stock, with three bedrooms, up to three-and-a-half bathrooms in approximately 1,860 to 2,000 square feet. A ground-level bedroom also can serve as an office or studio. Each home has an attached, private two-car garage with direct home access and ample storage.

Los Angeles is not the only city benefitting from this housing typology: essentially a smartly configured, detached townhome with a rooftop deck. KTGy is also working on small lot developments in neighborhoods scattered throughout California and in the Washington, D.C. area. They hold out the possibility that multiple generations can live in communities that may otherwise be out of reach. ◀

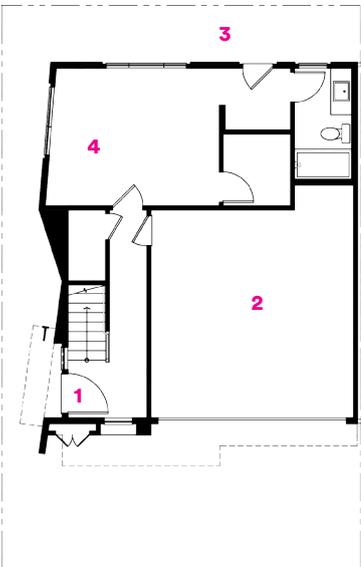
4 | The unconventional upside-down floor plan offers an expansive great room at the third floor of the home, featuring impressive views and an abundance of natural light that pours through oversized windows and sliding glass doors.

5 | Third-floor living continues onto expansive outdoor rooms, blurring lines between indoor and outdoor.

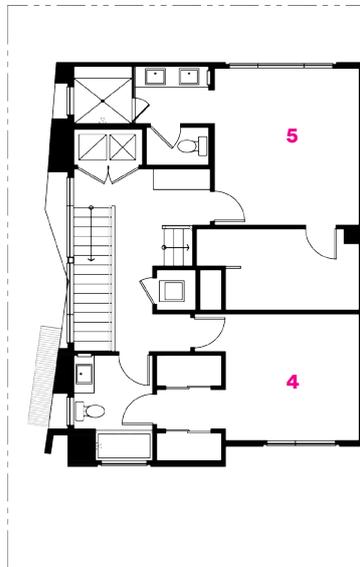
6 | A peek into the second floor master bedroom emphasizes the clean, modern lines of the stairway while bringing the sophisticated interior architecture to life.

7 | An island kitchen is the social heart of the home, with great entertaining and dining opportunities. Modern touches throughout the kitchen are complemented with the dynamic backdrop of this Silver Lake perch.

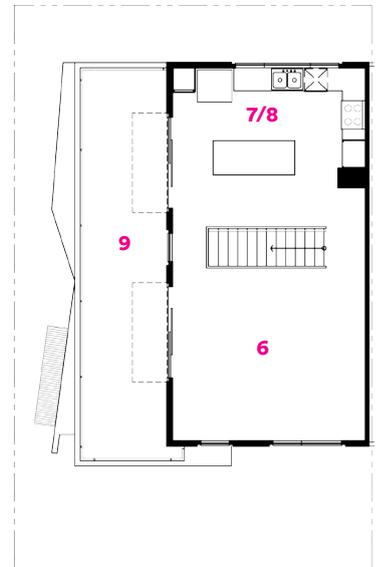
- 1 ENTRY
- 2 GARAGE
- 3 PRIVATE YARD
- 4 BEDROOM
- 5 MASTER
- 6 LIVING
- 7 KITCHEN
- 8 DINING
- 9 DECK



FIRST FLOOR



SECOND FLOOR



THIRD FLOOR



PROJECT TEAM

Owner | Developer: Planet Home Living
Architect: KTG Architecture + Planning
Interior Designer: Madison Modern Home
Landscape Architect: Studio AR&D
Civil: DHS & Associates, Inc.
Structural: Mor Engineers
Mechanical & Plumbing: Mor Engineers
Photography: Chang Kyun Kim

FACTS

Density: 24 du/ac
Unit Plan Sizes: 2,000 sq. ft.
Number of Units: 10 du
Site Area: 0.35 ac
Number of Stories: 3
Parking: 20 spaces (2.0 sp./unit)
Construction Type: VB

TYOLOGY

Small Lot Single-Family Detached





ARTISAN ALLEY AT THE DIAMOND

CRAFTING A DESTINATION



SPADE
HARDWARE SUPPLY

CHATEAU

CHATEAU

DAK SUPPLY CO.

NEUBERGER

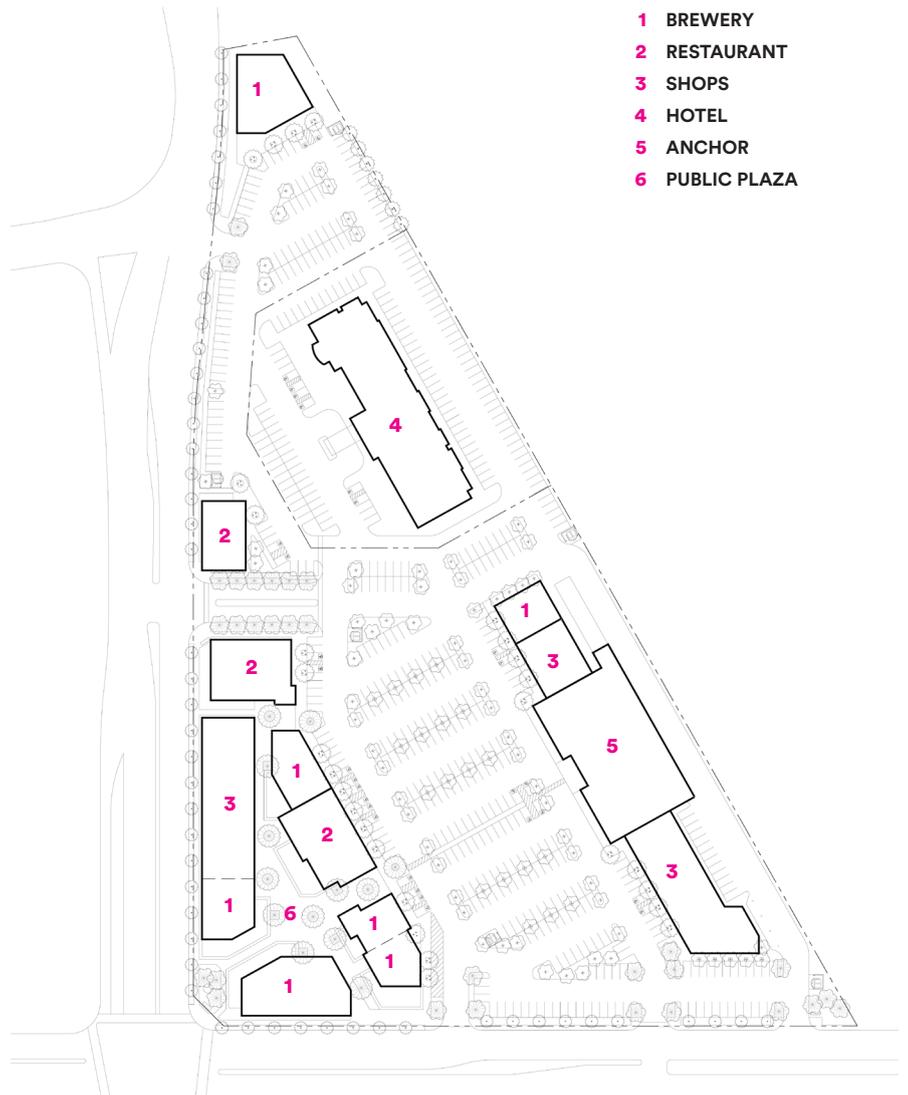
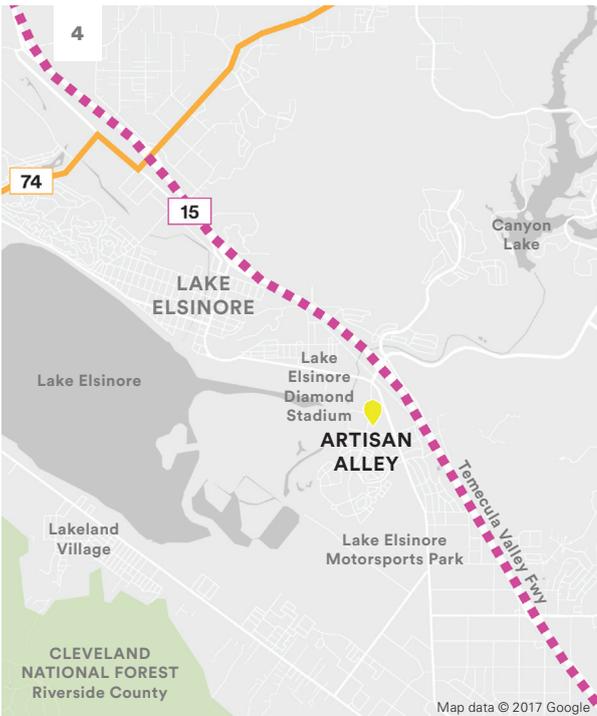
BEER UTOPIA



Creating a memorable destination doesn't happen overnight. Artisan Alley at the Diamond involves property with a centuries-long history of extreme circumstances. More recently, it has been a 30-year labor of love on the part of Civic Partners and the City of Lake Elsinore to create an outstanding gathering place for this Southern California lakeside community.

An hour's drive east of some of Southern California's largest metropolitan centers, Lake Elsinore has long been a day trip or vacation destination. Its 3,000-acre lake is the largest natural freshwater lake in Southern California.

Since the 1800s, the area has attracted visitors seeking the health benefits of its natural mineral springs. Tales of ghosts, movie stars and Victorian-era bathhouses abound. Today, the lake and the adjacent Ortega Mountains and Cleveland National Forest offer areas for people to enjoy the beach, boating, fishing, hiking, skydiving, hang gliding and water sports.



CURATED RETAIL DESTINATION

- 1 | The agricultural aesthetic references the history of the area.
- 2 | Only a short drive from Los Angeles and Orange Counties, Lake Elsinore is a prime destination location.
- 3 | Public art throughout the development creates continuity with the artisanal shops and farm-to-table dining.
- 4 | Artisan Alley is planned to draw local residents and visitors to the lake, and the adjacent minor-league Diamond Stadium.





Over the years, attempts at real estate development suffered. Water supply to Lake Elsinore was not stable enough to support an ongoing community.

However, the city has a determination to overcome adversity as expressed in its motto: "Dream Extreme." In the 1980s, the implementation of a massive infrastructure system created a consistent flow of water to Lake Elsinore, changing the game for the area. In 1994, the Diamond Stadium opened, as home to the Lake Elsinore Storm, a professional baseball farm team of the San Diego Padres. During the 2000s, Lake Elsinore was one of California's fastest growing single-family home bedroom communities and the 2008 mortgage crisis became yet another obstacle for the city to overcome.

In 2010, the Diamond Specific Plan envisioned a vibrant, entertainment-centered development surrounding Diamond Stadium. The realization of this is Artisan Alley: a walkable retail haven of local, artisanal goods, products made on site, farm-to-table dining, craft breweries and other authentic experiences. Civic Partners identified a vacant 12-acre site across the street from the Storm Stadium neighborhood, adjacent to an existing traditional shopping center and near a planned 520,000-square-foot tournament play and sports-training facility.

Civic Partners called on KTG Architecture + Planning to help transform this area into a district where fans, athletes and other visitors could park their cars once and be in walking distance to the game, shopping, dinner, drinks and other activities.

KTG designed Artisan Alley with an emphasis on the rustic vernacular, down to details such as hand-painted signs. Imperfections in materials (brick, reclaimed wood, corrugated metal) suggest a place weathered by time. The architecture references Lake Elsinore's agricultural history of breweries, barns and warehouses.

Artisan Alley is envisioned as the hub for before and after the game, a town center that is both unique and comfortable, and is part of the extreme dream come true. ◀

ATTENTION TO DETAIL PERMEATES ARTISAN ALLEY, WITH POP-UP SHOPS AND FOOD TRUCKS IN AIRSTREAM TRAILERS.



recollect10

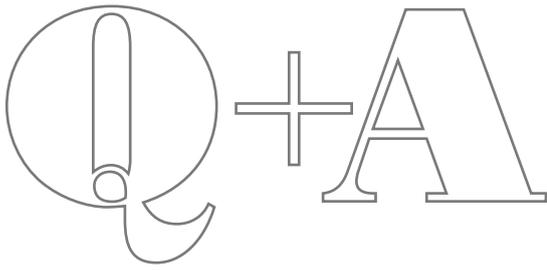


Bar menu
PROST!
BEER + *ANNUAL*
JAHRESBESTEN
BRÄUWEISSE
2007 *2010* *2011*
BRUNNEN *GRÜNDLICH* *WEISSER*
URSPRUNG
Waldberg *etc.* *Concept*
VARIETY OF SPIRITS
VEKKA *GIN* *MIRRETT* *ARM*
HAVE A Kumpstote SHOTZ!

PROJECT TEAM
Owner | Developer: Civic Partners
Architect: KTG Architecture + Planning

TYPOLOGY
Retail | Ground Up

FACTS
Retail Area: 95,000 sq. ft.
Site Area: 11.7 ac



Perspectives on Retail Design

Sy Perkowitz and Michael Tseng



Retail stores are announcing their planned closures at an epic pace. In 2017, stores are shuttering at four times the rate they did 10 years ago. Some are closing while others are focusing on the internet as their primary location.

As anchor tenants leave suburban malls in the lurch, customer foot traffic continues to decline, causing shopping center owners to struggle to fill tenant spaces. The retail development industry is feeling the push to reinvent like never before. Analysis of retail trends has led retail experts from Fitch Ratings to suggest that we will

see a greater change in the design of retail developments and its relationship with shoppers in the next five years than we have seen in the last 50 years. At KTG Architecture + Planning, our R+D Studio is working closely with our Retail Studio, sharing ideas that will help guide our clients during this exciting time of rapid change. Two of KTG's retail studio leaders: Sy Perkowitz, AIA, PE, Principal and Michael Tseng, AIA, Director, Planning, discuss ideas for how new design solutions can respond to the latest shifts in retail culture.

What do you see as the leading cause of the recent retail closures?

Michael Tseng While e-commerce sales continue to rise, it is currently responsible for less than 10 percent of all retail sales. One of the main reasons for declining sales is that retailers are not adapting to meet the needs of consumers. The retailers that are succeeding are those expanding their know-how to rebrand and innovate to bring more customer interaction into the store. Creating compelling in-store experiences that shoppers won't find anywhere else will not only bring shoppers in, but will also keep them coming back.

Sy Perkowitz Over concentration of large-format anchor stores has also contributed to a declining retail economy. Big box retailers typically have high overhead costs that can be challenging to sustain. When large anchor stores close within a shopping center, the other retailers that have previously benefitted by proximity are negatively affected by reduced customer foot traffic.

Although the traditional retail market is experiencing record closures, the Great Recession led to a new wave of innovative small local businesses, as unemployed talent took opportunities during a poor economy to experiment with new business ventures. During that time, we saw a surge in the food truck trend and the rise of direct marketing through social media. As many of those new businesses have continued to succeed, post-recession they have looked for opportunities to open permanent locations. Customers are increasingly interested in supporting local small businesses and specialty stores. This trend has had an impact on the composition of retailers looking for spaces to lease and the size of tenant spaces in demand.

How can we use design to help retail developers entice new and devoted customers?

SP Today's retail projects must provide compelling reasons for people to come out from behind their computers and enjoy physical participation in shopping, dining, and entertainment experiences. The design challenge for retail architects is to create opportunities for people to congregate and socialize while simultaneously encouraging them to make purchases.

The shopping center becomes successful by strategically adding elements of retailing and entertainment to support well-designed gathering spaces. For example, as KTG's retail design team looked for ways to engage the community of Provo, Utah when developing new concepts for the redevelopment of Provo Towne Centre, KTG proposed a community sports field that can convert to an ice skating rink in the winter. As these adjacent community uses blend on the site, the shopping center becomes a place to hang out, eat, drink, and shop.

MT Strategic design methods can have a significant and meaningful impact on the success of a retail center. A good understanding of the developer's vision and consumer demographics can help drive successful design decisions. We want to make sure our designs will entice the desired tenants to lease spaces in the center. Carefully considered wayfinding and lighting

CREATING RETAIL SYNERGY

BELOW | A mix of uses with contemporary architecture resonates with today's sophisticated consumer.

OPPOSITE | Linear retail spaces activate the perimeter pedestrian experience.



design can make a shopping center more comfortable for visitors. Another solution planned for Provo Towne Centre is to deconstruct a closed big-box anchor into four or six restaurants, all set around a plaza that leads to the rotunda entry for the enclosed center. The strategy is to create an appealing place to meet and congregate. If we can create great gathering spaces integrated into well-designed buildings, it will keep bringing customers back.

What do you see as the key to successful incorporation of e-commerce and social media into physical retail design?

SP Both retailers and developers are focused on capturing information about the consumer's habits and are using that information to adapt their business strategy. Social media, online shopping and analytics can all provide opportunities for growth to retailers. A seamless experience between on-site and online shopping is what customers have come to expect. Retailers are using mobile apps to cater to customers who increasingly search for convenience, quality and a personalized shopping experience.

MT Many successful online brands, such as Warby Parker, Bonobos and Birchbox, are now opening physical retail stores or pop-up shops to further engage their customers. Amazon has recently opened three physical bookstores, with plans to open five more this year. They are also experimenting with a new automated checkout grocery store concept: Amazon Go. Online retailers recognize that people like to touch and feel the products, try them on and have their friends give an opinion before making their purchase.

Brands and shopping centers are also creating memorable design elements for taking Instagram

selfies. Great experiential spaces inspire an emotional reaction and can then translate to social media. Retailer Paul Smith's pink wall on Melrose Avenue is a mecca for Instagram pics, as #paulsmith and #melrose continue to trend online.

What are some of the primary factors you consider when proposing a new retail design concept?

MT We always start by understanding the goals of the client and the needs of their desired consumer demographic. However, designing to a specific demographic requires a very thoughtful approach. While a carefully curated mix of retailers and open spaces can appeal to a certain group of people, it must also be welcoming to all, and still maintain flexibility to adapt as the interests of consumers change.

Our initial concepts also consider how a new development can meet a previously unmet need within its community. Artisan Alley in Lake Elsinore, California, is a great example of a curated shopping experience featuring craft beers and complementary artisanal offerings. The community expressed a need for a local gathering place, so public spaces for people to relax and hang out were part of the proposed design solution.

SP Consumers are showing increased interest in quality design and opportunities for new experiences. As the focus shifts toward more experiential retail spaces, the combination of retailers and the incorporation of dining becomes increasingly important. Innovative solutions for food and beverage have become a new anchor. Celebrity chef restaurants, food halls and specialty grocery stores are drawing customers in for repeat visits. Customers will linger in well-designed spaces, leading to greater success for retailers.



What other retail trends are you seeing?

MT Today, the sites previously designated for retail are expanding beyond the scope of typical retail tenants to include a wide range of uses. Rather than thinking of these locations as retail specific, we are shifting toward a more general view of real estate. Property owners are looking for the highest and best use of the property and sometimes that means adding residential, office, healthcare or higher education uses to the mix. Some large tenant spaces are being divided into several small spaces to meet the needs of retailers. This can be a financial benefit to retail landlords, as large retail spaces typically bring in less rent per square foot than smaller tenant spaces. KTG is using these concepts for the design of several sites for Seritage Growth Properties, as the company works to add value to former Sears sites. By adding residential components, the property sees an increase in value while also fostering a boost in foot traffic.

SP Convenient dining and shopping is very appealing to both millennials and boomers, as they are looking for opportunities to live in walkable neighborhoods. The desire to live in a walkable community is one of the driving forces behind the reinvention of shopping centers to mixed-use districts. Property owners are successfully adding residential components to their retail properties and are reinventing parking, access and the pedestrian experience. Apartment sizes continue to trend smaller, adding to the importance of providing convenient

MIXED-USE MOMENTUM

1 and 2 | At Provo Towne Centre, an underutilized area is proposed as a sports field in the summer and an ice rink in the winter.

access to common social gathering spaces. Parks, open spaces and entertainment venues can also be anchors in retail centers.

How can architects help their clients withstand the inevitable evolution of retail in the future?

MT High-quality architectural design resonates with today's educated, well-traveled, sophisticated customer. The public has come to expect honest materials and authentic experiences within the retail framework. Retail design must constantly adapt to respond to the needs of shoppers. Today's shoppers are increasingly demanding and increasingly fickle. As quickly as the latest social media platform becomes outdated, shoppers expect their retail experiences to morph to provide the latest trends. One way to appeal to the changing needs of consumers is by creating multi-sensory experiences within retail spaces. Classes, workshops, pop-up retail and other special events can be tailored to the latest trends and help form a connection with consumers. Successful retailers are adapting to the evolving needs and desires of their customers. As brands find new ways to disrupt the retail market and grab the attention of consumers, our designs must support and encourage these opportunities for innovation.

SP While consumers and their needs are constantly changing, human nature is not. Even with the growth of e-commerce, people still need interaction, experiences and personal growth. Retail developments can incorporate these concepts into their designs, while maintaining flexibility for tenants to evolve their business plans to adapt to the changing times. And by integrating a variety of uses alongside retail spaces, retail developers can help to make their property the place to be. ◀





RE-COMMERCE

A NEIGHBORHOOD GATHERING SPACE



RE-commerce is a retail design concept intended to appeal to today's shoppers by relocating parking and providing multi-sensory experiences through thoughtfully designed community spaces.

As cities and suburbs developed, retail strip centers lined main thoroughfares, providing necessary goods and services to the community. Once successful retail centers are struggling to meet the changing needs of consumers. In cities across the United States, these car-centric strip malls are underutilized and unleased. Empty storefronts lead to economic challenges within a community, creating a ripple effect.

Some retail development owners apply new paint and affix modern design details to their worn-down centers in hopes of creating a revitalization capable of drawing new and unique tenants. But the struggles of lackluster strip malls from the 1980s are manifested by more than surface disrepair. The inherent design of these strip malls is failing to meet the changing needs of today's consumers and neglecting to respond to the way our communities want to interact with them.

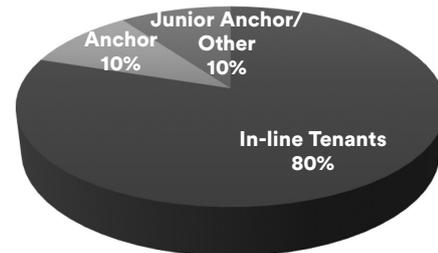
To provide the required parking, the storefronts push back from the sidewalk, creating a disconnect from pedestrian traffic. For the developer to maximize leasable areas, retail footprints expand to fill as much of the site area as possible, leaving little left over for social gathering spaces.

As local neighborhood businesses create a stronger connection to their communities and alternative means of transportation become available, the need for parking becomes



In February 2016:
55,000 U.S. retail jobs were **added**

In February 2017:
26,000 U.S. retail jobs were **lost**



Typical Division of Retail Lease Income

50%
of a mall's gross leasable area is designated for anchor tenants, but those tenants typically constitute

10%
of lease income.

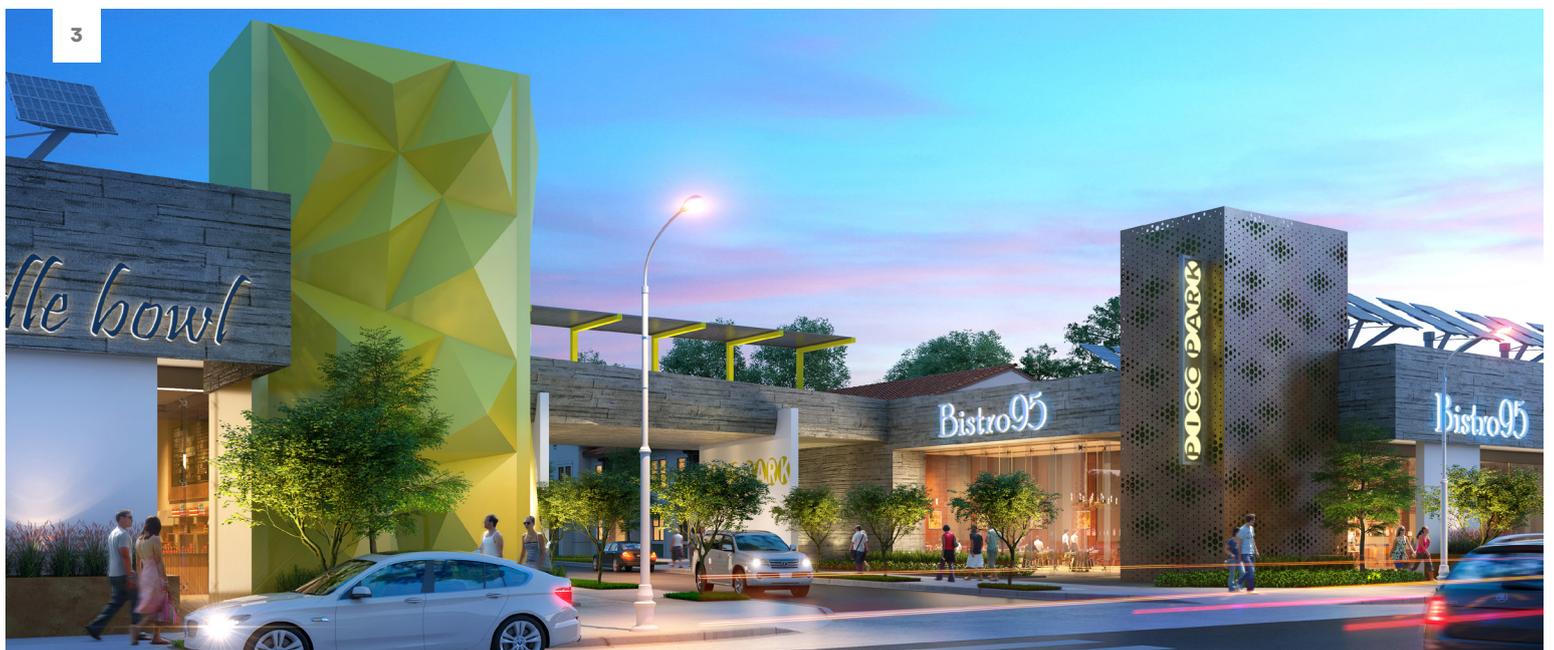
secondary. The standard depth of a typical retail space is often too big for local business owners that hope to establish their first permanent physical location.

In response to the continuous rise in cost of living plaguing many urban and suburban areas, residential square footages continue to get smaller and smaller. Many people are giving up yard space to live in a location they desire. There is a need to supplement the lack of private open space with common shared gathering spaces. Residents search for housing locations with access to community spaces and local retail. Both young adults and active adults show a growing interest in living in a walkable community with increased social connection.

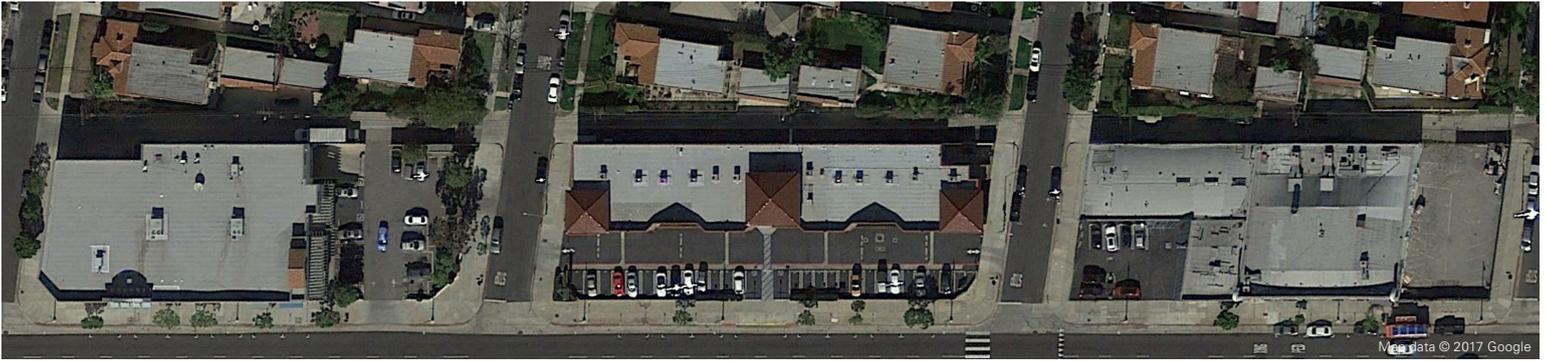


CREATING COMMUNITY

- 1 | Large covered walkways create outdoor dining spaces protected from the weather.
- 2 | Outdoor dining spaces can easily be converted for pop-up retail or other special events.
- 3 | A bridge connecting the upper-level parking across the neighborhood street adds efficiency at the parking level and creates a gateway to the neighborhood.

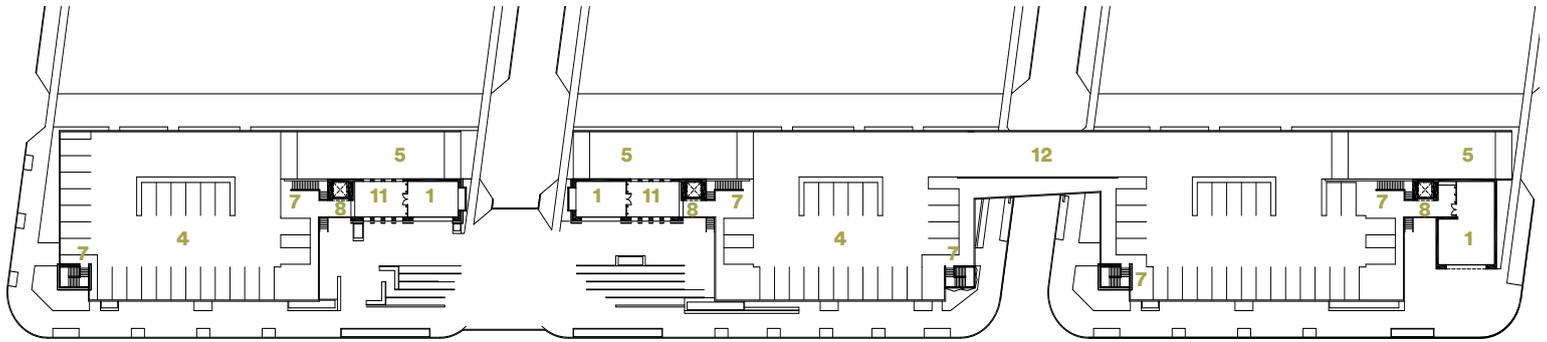


Existing Condition

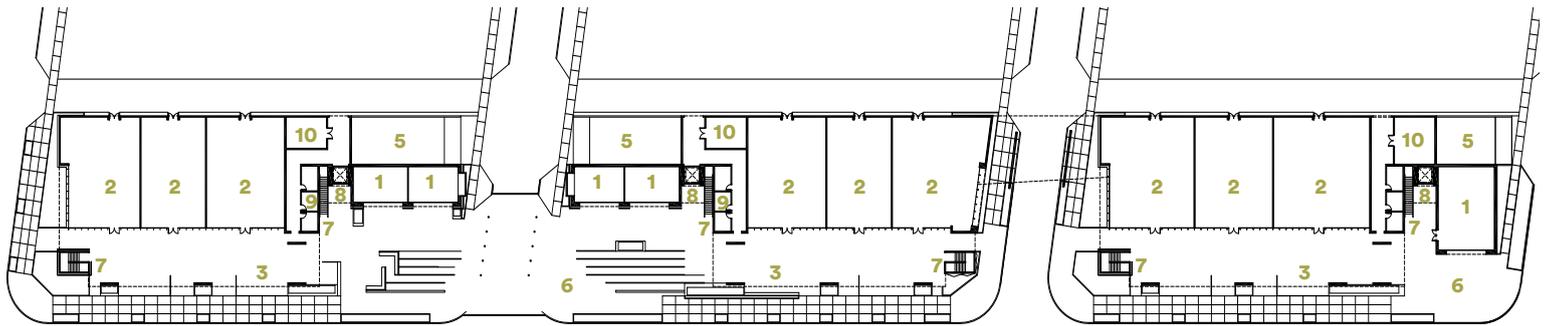


AERIAL VIEW | A string of identical lots line both sides of W. Pico Boulevard in Los Angeles. Like so many other horizontally mixed-use neighborhoods, the underutilized retail strip centers are dominated by parking and fail to provide a gathering space for the community and potential shoppers.

Proposed Solution



PARKING LEVEL | Ramps from the side streets access second-level parking. By raising the parking above the stores, additional space is opened up at the street level for outside dining, community gathering and pop-up retail. Smaller retail spaces fill in the second floor and create a connection from the parking level to the ground level. Photovoltaic panels help offset utility costs for community spaces and retail tenants. A vehicular and pedestrian bridge connects two of the three blocks and forms a gateway into the neighborhood.



STREET LEVEL | A series of 60-foot deep retail spaces combined with smaller leasing options adapt to the need for smaller retail spaces. Retail storefronts shift closer to the street to create a connection to the adjacent sidewalk. Community plazas are formed between retail spaces for impromptu gatherings and special events.

- 1 SMALL TENANT SPACE
- 2 STANDARD TENANT SPACE
- 3 FLEXIBLE OUTDOOR SPACE
- 4 PARKING
- 5 VEHICULAR RAMP
- 6 PUBLIC PLAZA
- 7 STAIRS
- 8 ELEVATOR
- 9 RESTROOM
- 10 SERVICE
- 11 OUTDOOR SEATING
- 12 VEHICULAR + PEDESTRIAN BRIDGE

With the rise of e-commerce, brick and mortar retail has an opportunity to attract visitors through community gathering spaces and strong pedestrian connections.

KTGY's R+D Studio examined some simple reorganization strategies to help make these underutilized retail sites fully functional hubs for retail provisions and community gathering. The RE-commerce concept relocates parking to above the retail space, making plaza spaces available on the ground floor for neighborhood gatherings, outdoor dining, temporary retail structures, and community events. Flexible plaza spaces and deep outdoor seating areas provide space for pop-up retail and temporary events. Similar buildings are mirrored over the adjacent side street to maximize the open space area and create a connection between blocks. Each plaza area is uniquely designed to appeal to a variety of seating and gathering spaces. Upper-level parking connects with a vehicular and pedestrian bridge over the neighborhood side streets, increasing the efficiency of the site and creating a gateway to the neighborhood.

RE-commerce strives to reshape the standard retail strip mall, decreasing the emphasis on vehicular circulation and parking and shifting the focus toward community connections and social interaction. By reconfiguring the retail spaces to increase tenant flexibility and respond to the changing needs of small businesses, RE-commerce provides the adaptable neighborhood retail spaces so many urban and suburban communities need. ◀



GATHERING SPACE

A variety of seating configurations, combined with landscape and hardscape, create a place where friends and family can gather together while encouraging interaction with retail and dining.





OLYMPIC & OLIVE



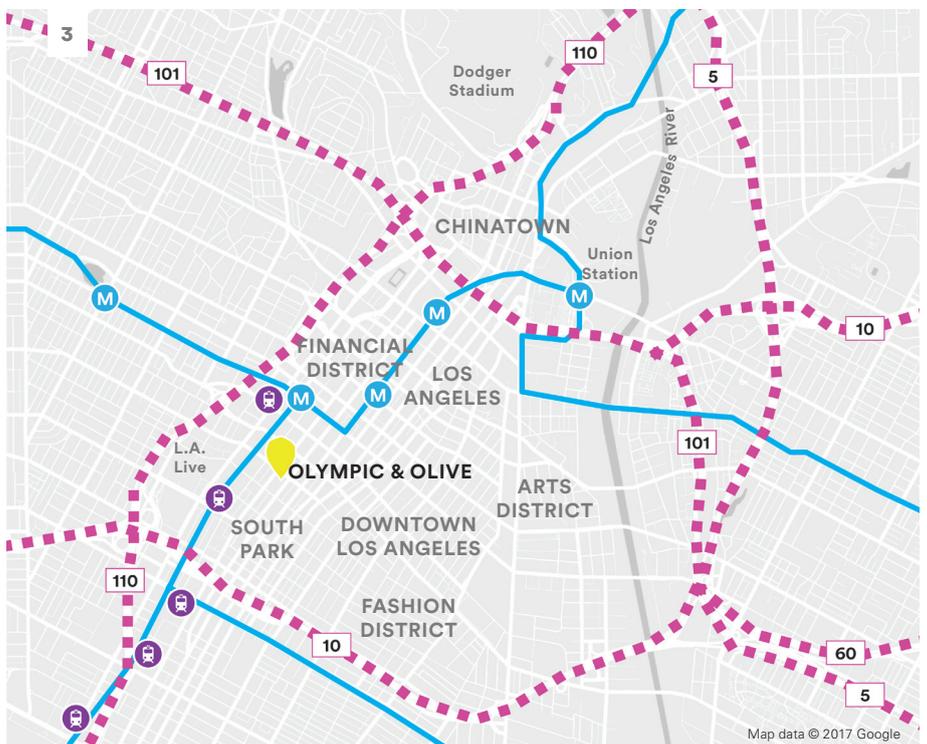
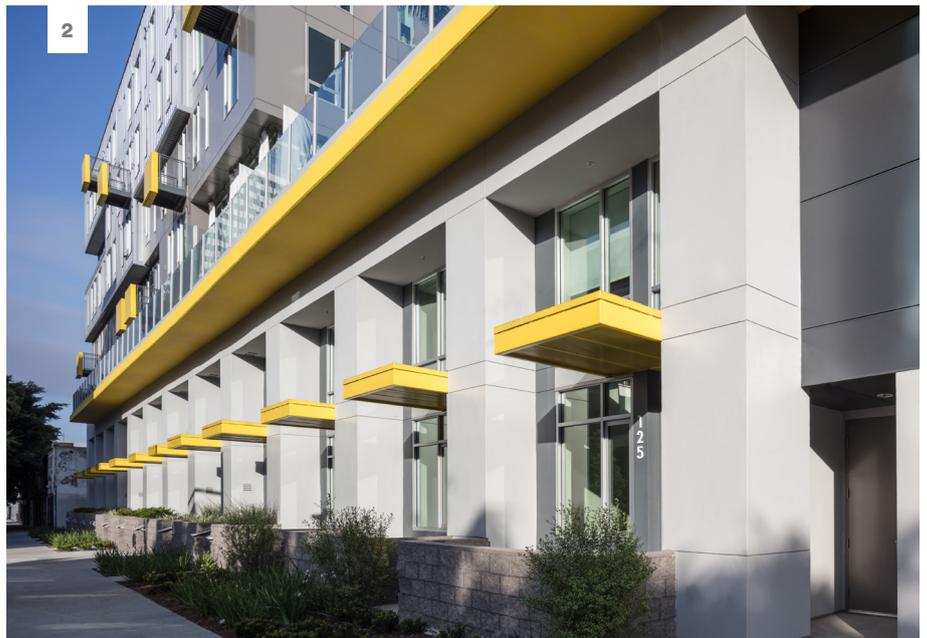
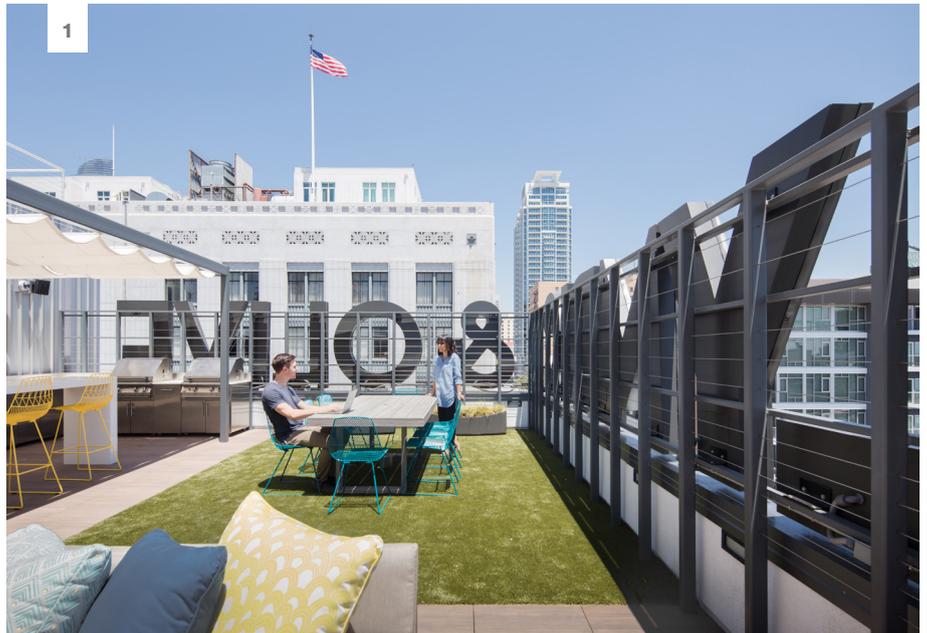
CONNECTING TO DOWNTOWN



Today in South Park, choices abound. The Downtown Los Angeles neighborhood, once deadened by empty parking lots, is now home to Staples Center, L.A. LIVE, a Whole Foods Market and thousands of new residential units. It is a true 24/7 neighborhood, with nearly 30 significant new developments rising since 2010 – ranging from new high-rises to historic renovations.

One of the community’s most innovative places is Olympic & Olive. KTGy Architecture + Planning designed the seven-story development for Lennar Multifamily Communities. It stands out for its modern design, bold color scheme and artfully placed decks that maximize views. The building’s iconic Olympic & Olive sign on the seventh-floor roof deck is reminiscent of the landmark Hollywood sign.

Before it opened as for-rent residential, Olympic & Olive caught the eye of Oakwood Worldwide. The global leader in corporate housing was looking for a flagship location to launch an upscale extended-stay destination appealing to a new class of executives who demand an extremely high-quality environment for project work in Los Angeles.



BALANCING WORK AND PLAY

1 | Lounge seating, communal dining tables, bar seating and barbecues create luxurious outdoor rooms on the seventh-floor deck.

2 | Townhomes with private patios have front doors at the street level, increasing the connection to the city.

3 | Located in Downtown Los Angeles’ South Park district, Olympic & Olive is walkable to the major sports and entertainment venues of Los Angeles, as well as the Financial District.



Third-floor amenities are positioned to maximize both sunlight to the pool area and city views from the deck.

& OLIVE



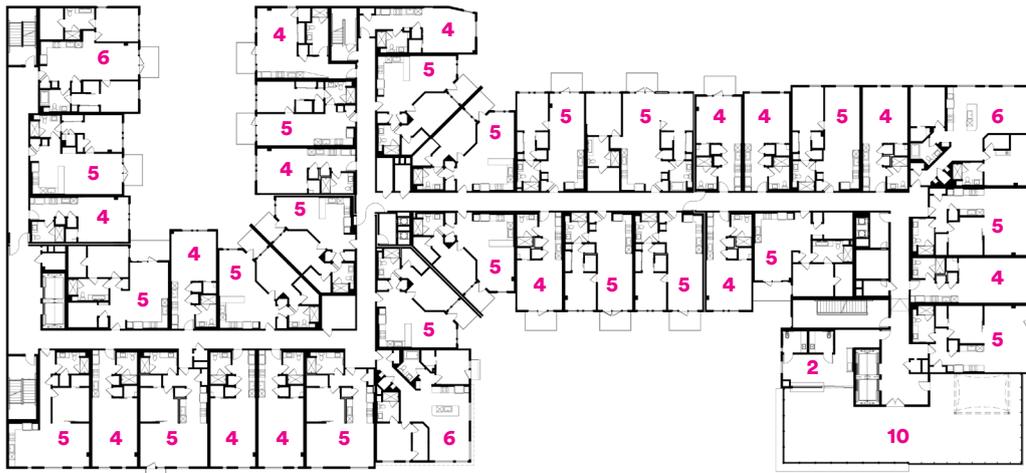




Oakwood Worldwide, under the parent company, Singapore-based Mapletree Investments, acquired Olympic & Olive in 2017, citing the quality of the building as suitable for its expanding portfolio of properties. The modern mid-rise apartment community is an energetic downtown presence. Residents experience a boutique-hotel-style design, including a seventh-floor sky lounge, downtown views from the pool deck and townhomes with front-door stoops along Olive Street. The outdoor spaces and additional amenities create a sense of community, an urban oasis in the heart of Downtown Los Angeles.

ON-SITE AMENITIES

- 4 | Lounge areas create a sense of community.
- 5 | At the building's business center, a combination of private and collaborative rooms are equipped with Wi-Fi, flat screens and a mini kitchen.
- 6 | A pool deck adjacent gym has the latest fitness equipment.

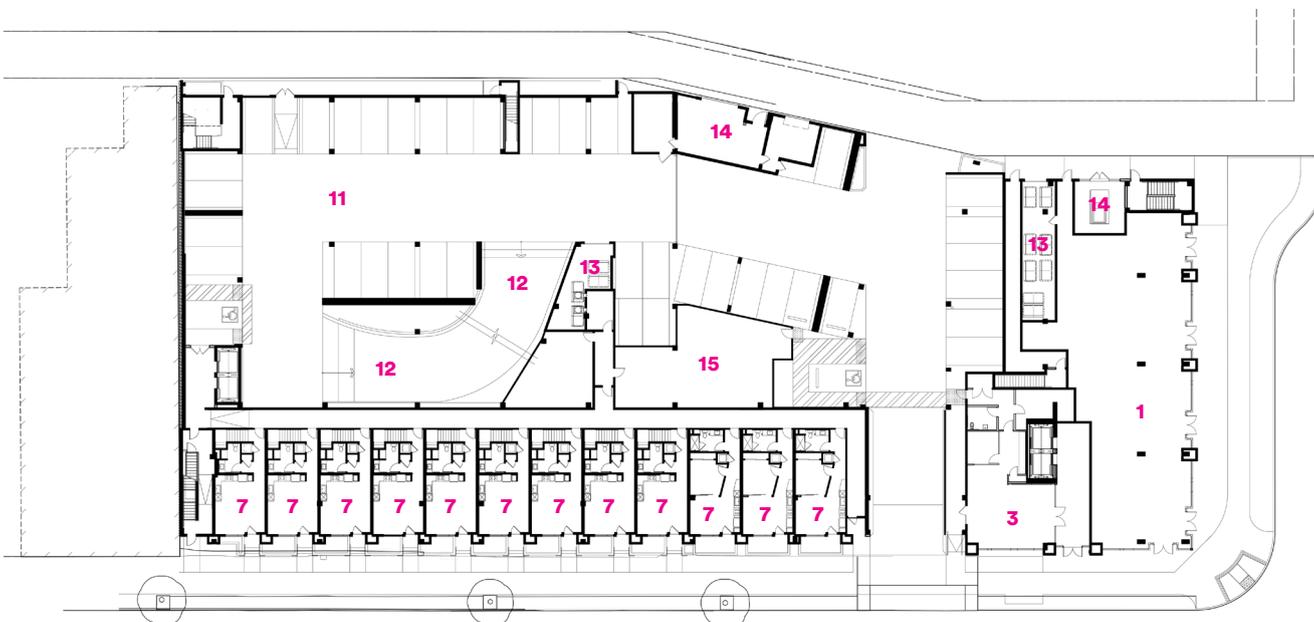


SEVENTH FLOOR

- 1 RETAIL
- 2 AMENITY SPACE
- 3 LOBBY
- 4 STUDIO
- 5 ONE BEDROOM
- 6 TWO BEDROOM
- 7 TOWNHOUSE
- 8 POOL DECK
- 9 OUTDOOR COURTYARD
- 10 ROOF DECK
- 11 PARKING
- 12 RAMP TO PARKING
- 13 TRASH
- 14 UTILITIES
- 15 BIKE STORAGE



THIRD FLOOR



GROUND FLOOR

Olympic & Olive offers furnished and unfurnished apartments: 201 units of studio, one- and two-bedroom residences with open-concept living areas. Designer finishes include quartz countertops, glass tile backsplashes, stainless steel appliances, gas ranges, 10-foot ceilings, in-unit washers and dryers, fully equipped kitchens and contemporary furniture. Outdoor spaces include a pool, as well as more intimate spaces for smaller gatherings and a “paw park” for four-legged residents. On-site conveniences include secure bike storage, underground parking with EV charging stations, multiple co-working spaces for groups of two to 12 and a high-tech fitness center.

With a Walk Score of 95, a Transit Score of 100 and a Bike Score of 82, Olympic & Olive is testament to how far South Park has come, and an example of how architectural design contributes to modern living. ◀

PROJECT TEAM

Owner: Oakwood Worldwide
Developer: Lennar Multifamily Communities
Architect: KTG Architecture + Planning
Interior Designer - Common Areas: Gensler
Interior Designer - Residential Units: Hibner Design Group, Inc.
Landscape Architect: MJS Landscape Architecture
Civil: PSOMAS
Structural: DCI Engineers
Mechanical & Plumbing: IDS Group
Photography: Les Nakashima/Nextimage3D (pages 30-31), Darren Bradley (pages 32-39)

TYOLOGY

Mixed-Use Podium
Long-Term Stay Apartments | Retail

FACTS

Density: 186 du/ac
Unit Plan Sizes: 457 - 1,229 sq. ft.
Number of Units: 201 du
Site Area: 1.08 ac
Retail: 4,126 sq. ft.
Number of Stories: 7
Parking: 208 spaces (1.03 sp./unit)
Construction Type: III



The Disappearing Parking Lot

By David Kennedy

Since the Great Recession there has been a paradigm shift in how we live, led by the surge of millennials who have graduated into adulthood during the past 10 years.

Disillusionment in the value of homeownership and a massive increase of renters-by-choice have flooded America's cities. It is not just lack of confidence in the future value of single-family homes, or more restrictive home loan policies, but rather a mind-shift by both millennials and boomers, about where and how they want to live. Increased demand for rental housing, and a generation that so far lacks the desire to own a suburban home and the cars that go along with those remote homes, are among the demographics that are driving the need for more high-quality housing in metropolitan areas.

With city dwellers walking and using public transportation and ride share services like Lyft and Uber, the need for parking has decreased. Futurists predict that this trend will only continue with the advent of driverless cars. The opportunity to use parking lots differently is now an issue of what is the highest and best use of the land.

It was about 100 years ago that our love affair with the automobile resulted in the innovation of the parking lot concept. This occurred when the percentage of Americans that owned cars reached a tipping point and cars could no longer be stored only on the streets. Although the first multi-story paid parking structure was built in Chicago in 1918 at the Hotel LaSalle, cities did not require developments to provide off-street parking until the 1930s. The problem of vehicle storage in cities continued to increase for decades. Millions of square feet of asphalt-paved lots exist in the United States today. According to studies conducted by the University of Arizona and the University of California at Berkeley, the United States currently has between 630 and 910 million off-street parking spaces, yet there are only 240 million vehicles and 210 million licensed drivers. The oversupply of off-street parking presents a wonderful opportunity to redevelop these sites. Many of these lots are in prime real estate locations. The change from their use as parking lots is a good thing for our cities and the well-being of their inhabitants.

Among the challenges of redeveloping a parking lot is that most of the parking tables included in the zoning ordinances are outdated. Many are 50 years old. They do not respond to the current reduction in demand for parking in urban areas. The parking ratio, or cars per unit, for a new residential or mixed-use development is not a discretionary decision the developer can make. Typically, the local zoning ordinance will determine the amount of parking required for a development. This is based on land use and the size of the project. Some municipalities have been proactive with their zoning policies

and have adopted Transit-Oriented Development (TOD) overlay zones, that allow for a reduction in parking requirements.

The City of Chicago Department of Planning has recently passed an ordinance that allows developers to decrease the parking ratios in multi-family developments when the sites are within 600 feet of a transit stop. By ordinance, the project may provide no parking; but projects are rarely approved without any parking. When developers are planning sites in the TOD overlay district in Chicago, they will provide what they believe to be the right amount of parking. This is currently a ratio between .3 and .5 cars per unit.

One of the issues with providing minimal parking is the acceptance of a parking reduction by the neighbors. When working with neighborhood meetings and city hearings, architects hear concerns about increased traffic and not enough parking. Neighbors are often worried they will have to battle with new residents for limited parking. At KTG Architecture + Planning, we often advocate for plans with reduced parking, educating communities about the trends behind new ways we are living and commuting.



Image Courtesy of Landmarks Illinois.



The Wolf Point development in Chicago will replace a surface parking lot set on a prime waterfront site. In addition to two residential towers and a third that will likely include office space, plans for the site include retail, restaurants and an expanded riverwalk. Photo credit: YoChicago.com.

In Chicago, a well-known and prominent example of the redevelopment of a parking lot is Wolf Point, the land at the junction of the Chicago River, just outside of the Loop. This is prime commercial real estate that had been used for surface parking for decades. The Wolf Point redevelopment plan approved by the City of Chicago includes three high-rise structures. The new buildings – the first was completed in 2016 – include two residential towers and an office tower. This is a significant transformation in density and an outstanding opportunity to provide new uses to a prime waterfront site.

Examples of redevelopment solutions to reuse surface lots are numerous and located throughout the country. KTG Architecture + Planning is working on projects where residential towers are now being constructed on sites that once were city parking lots, parking lots for office buildings and even on sites that were once the parking lots of shopping centers.

The challenges in development are numerous but the rewards are great. The opportunity is there to densify areas and transform them into morning-to-evening locations. Life on the streets, an increased number of residents are things that revitalize the area and make it possible for local retailers to thrive. These new neighborhoods are often the ones where we see the newest restaurants, clubs and shops. Because residents are there to live close to where they work or where they socialize, developers can maximize the rentable areas of

their buildings with smaller units and unusual design solutions that add to the character of the neighborhood.

The demand for urban rental housing has led to increased competition for sites and tenants. In order to obtain financing, new developments must make sense. Adding an unnecessary amount of parking will be a hit on the expense side. Years ago, parking spaces added enough income to be a desirable part of a development. Now, with less demand, higher construction costs and competition for tenants, this is not the case. In the student housing space, developers have a hard time reconciling sites where the University or municipality require high parking ratios. The cost for structured parking can be as much as \$25,000 per space and increases to \$35,000 per space if they are subterranean. These numbers are quoted for the Chicago market; they are even higher on the East and West Coasts where the numbers may reach \$43,000 per space.

For the parking that is required today, design innovations such as the use of permeable pavers, bioswales, increased amounts of landscaping, better and more efficient lighting, and shared parking arrangements contribute to a next generation of thinking. Parking lots are being designed with daytime and evening uses in mind, as well as for potential future uses. Some structured parking lot owners are filling ground floors with retail and office uses. The disappearing parking lot is a trend toward better urban design – one that places a special emphasis on walkability and the overall health of urban communities. ◀



PARK HOUSE

A HOUSING SOLUTION FOR REPURPOSED PARKING STRUCTURES



Park House is a possible solution for what will certainly be a paradigm shift in car culture in the United States.

The 1950s brought about a car-dominated culture that dictated the fabric of cities in the United States. Eisenhower's Federal-Aid Highway Act of 1956 authorized the construction of 41,000 miles of national highways, connecting cities across the United States, while also displacing and dividing urban neighborhoods. Clearing the path for these highways wasn't the only physical impact on cities: with so many ways to drive into and around the city, parking lots and structures became a necessity.

Fast forward to 2017: more than 6,500 square miles of land in the United States is devoted to parking, more than the total area of the state of Connecticut. Interestingly, around 40,000 parking structures and surface lots operate at only half capacity, according to the Urban Land Institute. Parking lots and structures in American cities are detrimental to the walkability and vitality of the city fabric. As our dependence on cars as the only mode of transportation shifts, an opportunity emerges to repurpose and reuse these sites for improved uses.

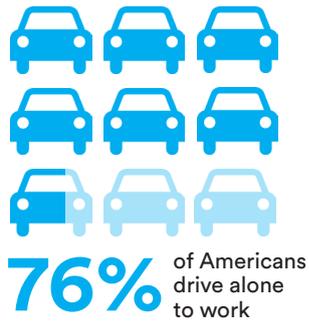
Dedication to mass transit, the rise of a sharing culture, the emergence of autonomous vehicles and increased popularity of automated

parking solutions will, in time, alter the fabric of cities around the country. Fewer automobiles will travel our streets. Parking and auto storage will be relegated to the most undesirable locations, on the outskirts of cities. As this happens, thousands of parking garages will be rendered obsolete.

Demolition of these garages would generate millions of pounds of concrete and steel waste, as well as a tremendous disruption to life surrounding these structures, which are embedded in the urban fabric.

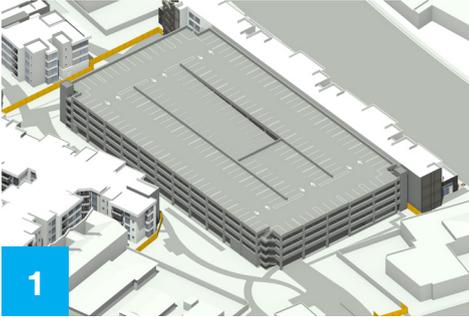
In an effort to find a sustainable solution to this problem, KTG's R+D Studio proposes a system that not only repurposes these parking garages for much-needed housing, but does so using repurposed shipping containers that can be simply "plugged in" to maximize efficiency and minimize the disruption to the existing context.

Park House is a possible solution for what will certainly be a paradigm shift in car culture in the not so distant future. Using an existing student housing site designed by KTG that has a stand-alone parking structure, we explore the possibility of using shipping containers as living units and the intricacies of converting a parking structure into a new housing development.

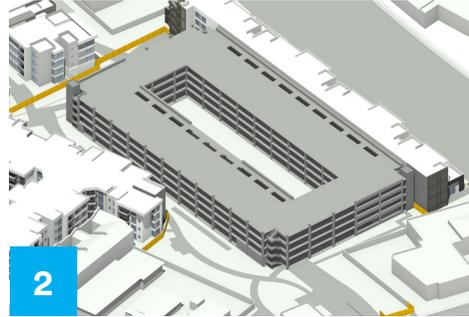


If an entire city shifted to autonomous cars, it would need **90%** less parking than it needs today.

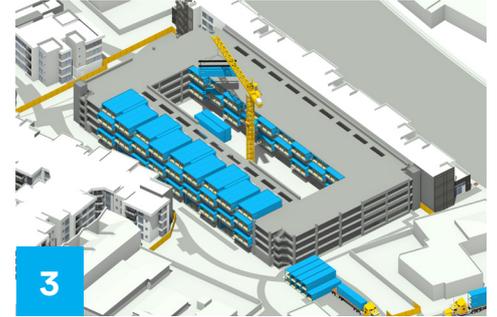
Repurposing the Parking Structure



1 Parking structure as it exists.



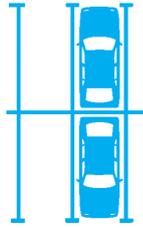
2 Parking ramps removed; Slabs punched for additional light and air circulation to lower floors.



3 Original driveway utilized as staging area; Phase I and II containers installed.

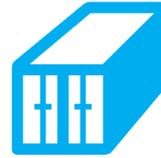
two typical parking spaces require

360
SQ FEET



one typical 40' container is

320
SQ FEET



A parking structure ideal for conversion into housing residential units is mainly dependent on the configuration of ramps. The "donut" shape provides a way to carve out a courtyard and provide daylight to all units. The proposed site of Park House is within an existing student housing development in San Diego, designed by KTGy. This "donut" shaped parking structure features an efficient layout,

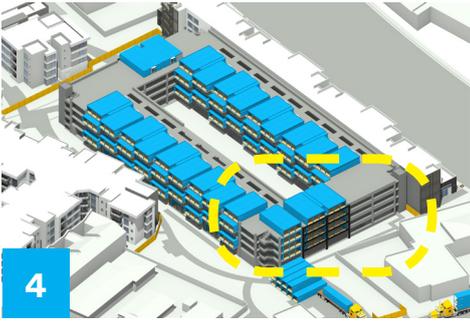
ample clear height and access for infilling with shipping containers. If parking is no longer a necessity on site, converting the structure into additional housing units is a logical next step. The proposed sequencing takes advantage of the once-ramped area of the structure for access to courtyard unit installation and surrounding open space for staging of containers and crane erection.



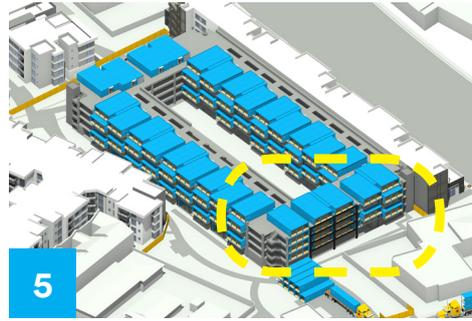
Park House uses **357** shipping containers to create **119** residential units.



7 Lastly, shade structures, guardrails, and courtyard landscaping are installed.



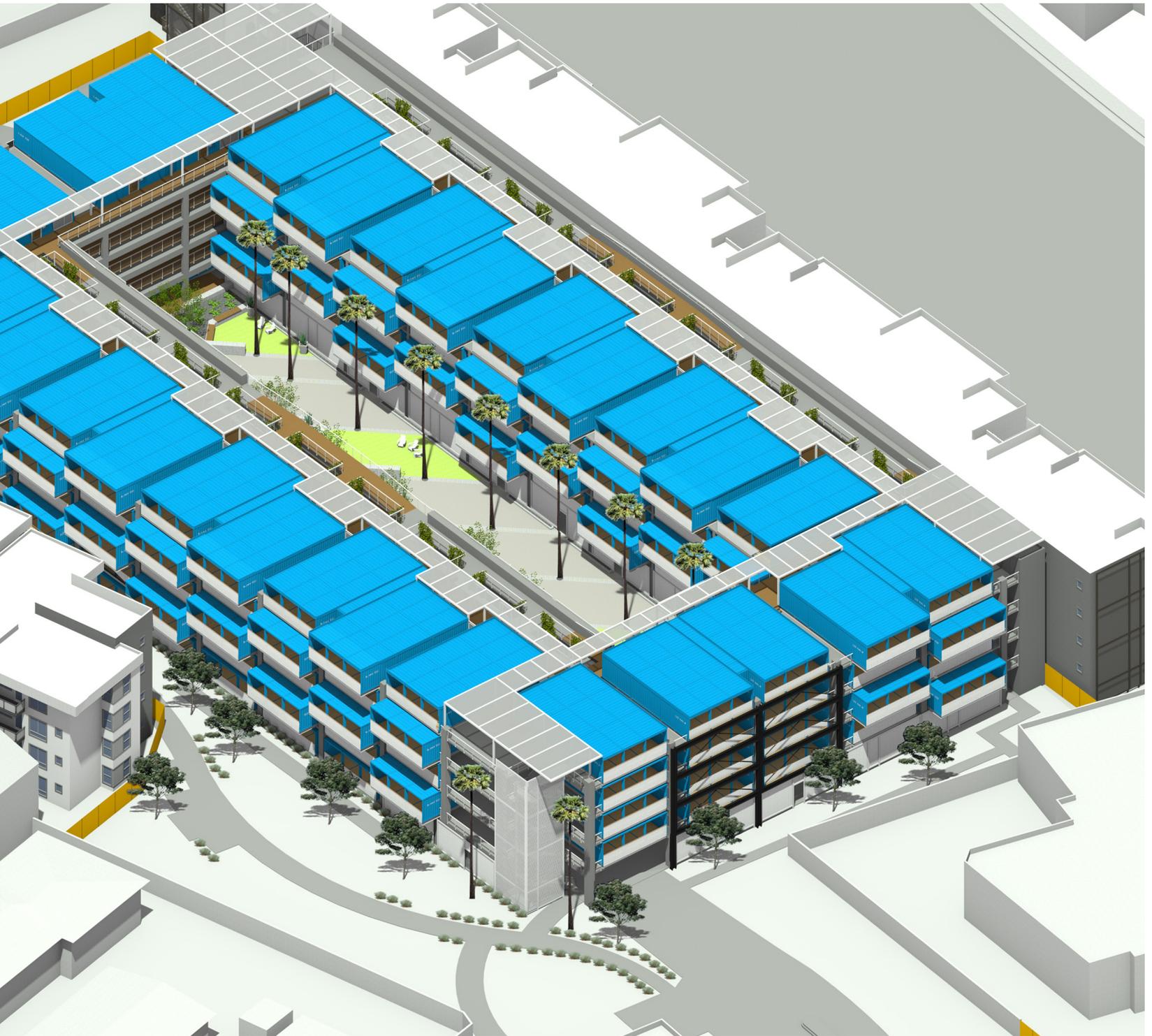
Supplemental structural shear installed at the edge of the structure.



Existing shear wall removed, providing access for eight additional units to be installed.



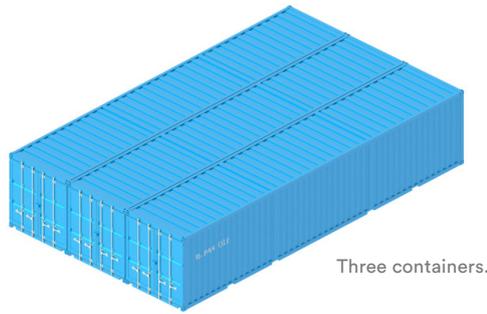
Raised floor system of ramps and stairs installed for barrier-free access to all units.



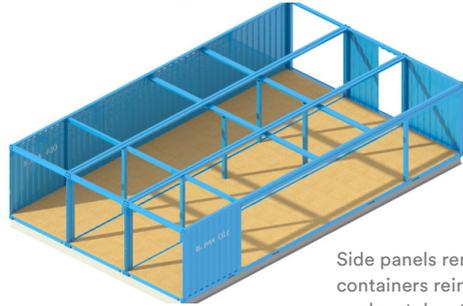
Fitting into the Existing

Park House is primarily aimed at young professionals and the units were designed with this consideration. There are two unit types, a one-bedroom unit comprised of three shipping containers, and a two-bedroom unit comprised of three containers with a prefabricated extension. Working within the parking structure's 28-foot structural bay, three shipping containers side-by-side measure 26 feet wide. This leftover space between the columns is utilized in the two-bedroom unit to provide an additional 128 square feet.

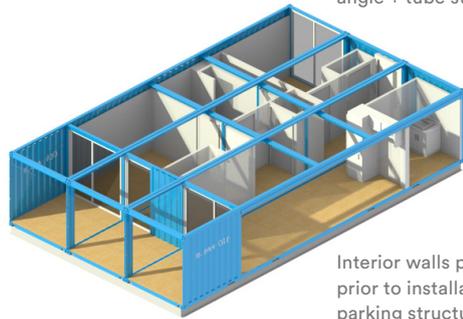
To address the need for incorporating plumbing and electrical systems, a one-foot plenum was created beneath each unit by welding a steel channel to the steel container. By coring the existing slab at key locations, the plumbing for each unit can run beneath the containers within the plenum and connect to the main stack through pipes cored into the slab.



Three containers.



Side panels removed, containers reinforced with angle + tube steel.



Interior walls prefabricated prior to installation in the parking structure.



- 1 EXISTING COLUMNS
- 2 PUNCHED-SLAB OPENINGS
- 3 RAISED-DECK CORRIDOR
- 4 ONE-BEDROOM UNIT
- 5 TWO-BEDROOM UNIT
- 6 PRIVATE PATIO





1 | Tube steel reinforcing and shipping containers surfaces have been left exposed in much of the living spaces.

2 | The two-bedroom unit features exposed concrete of the parking structure where the kitchen has been integrated into space between the existing concrete columns.

3 | A section cutting through bathrooms and kitchens demonstrates the utility plenum below the units, providing space for supply lines (orange) and waste water lines (yellow).

Once a parking structure that provided 1,091 parking stalls, Park House now proposes a 119-unit residential building with a density of 79.87 dwelling units per acre. With some modifications to the existing structure, the original utilitarian structure transforms into a building that's hardly recognizable as its past function.

Warm wood decking in the corridors and courtyard softens the concrete slabs and is more suited to the residential use. Simple cable and steel railings open up the corridors to allow light and air movement where there were once 36-inch concrete walls. The container units push and pull to create interesting shadows and movement in the elevation. Punched slab openings along the corridors break up the wide corridor. The openings also serve as a vertical green space, with planters and hanging vines filling the void. ◀



DESIGN DETAILS

4 | A stepped courtyard with low concrete walls creates a variety of smaller entertaining spaces for residents, while the containers and added architectural elements almost completely mask the former parking structure.

5 | Fifth-level units have a unique corridor servicing their units, with a steel shade structure.

6 | A raised deck corridor eliminates the need for stairs at each unit, while providing an accessible path of travel. Punched openings in the existing slab create a vertical garden and open guardrails bring light into corridors, providing visual connections to floors above and below.

OPPOSITE | Shipping container units in elevation: ample 8-foot deep and 24-foot wide private patios provided for each unit.



FOURTH STREET EAST

NEW LIFE IN AN OLD TOWN





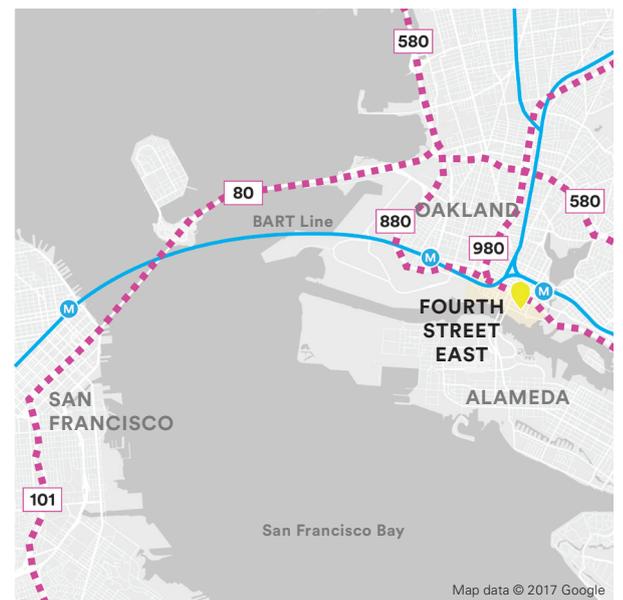
The City of Oakland has a rich history that inspires art and often demands greatness. As the city continues to evolve, civic leadership has emphasized redevelopment and promoted beauty, food, architecture and sports. The Oakland renaissance has created one of the most desirable cities in the Bay Area.

Carmel Partners commissioned KTG Architecture + Planning to design a multi-family community with ground-floor retail on two sites at 4th and Madison Streets, along the eastern side of Oakland's waterfront Jack London Square District and three city blocks from the Lake Merritt BART station. Carmel Partners and KTG took the time to carefully consider the site, its historical context and the existing neighbors.

KTG established its Oakland office in Jack London Square in 2005, so the designers have a personal affinity for the area. Many of them make their homes nearby and enjoyed working with the neighbors on this project.

OPPOSITE | View of Fourth Street from Madison Street.

BELOW | The Transit-Oriented Development is located just blocks from the Lake Merritt BART Station and the Nimitz Freeway.



HISTORIC OAKLAND WATERFRONT DISTRICT

The City Planning Commission, City Council and civic leaders enthusiastically endorsed the design for 330 residential units in two seven-story buildings, with 3,000-square-foot of high-ceilinging retail at the street level. The building program will further energize the surrounding district. The site is made up of two properties.

For one of these buildings, under construction on a former parking lot, 90 units are planned with a bold look that evokes the shipping containers of the Port of Oakland. Converting surface parking to multi-family brings community benefits: it is new housing that does not displace existing residents, and it creates a morning-to-evening environment that supports neighborhood retail. The retail at Fourth Street East totals 3,000 square feet. Key spaces feature 20-foot high ceilings while each corner is flanked by either a shop or restaurant.

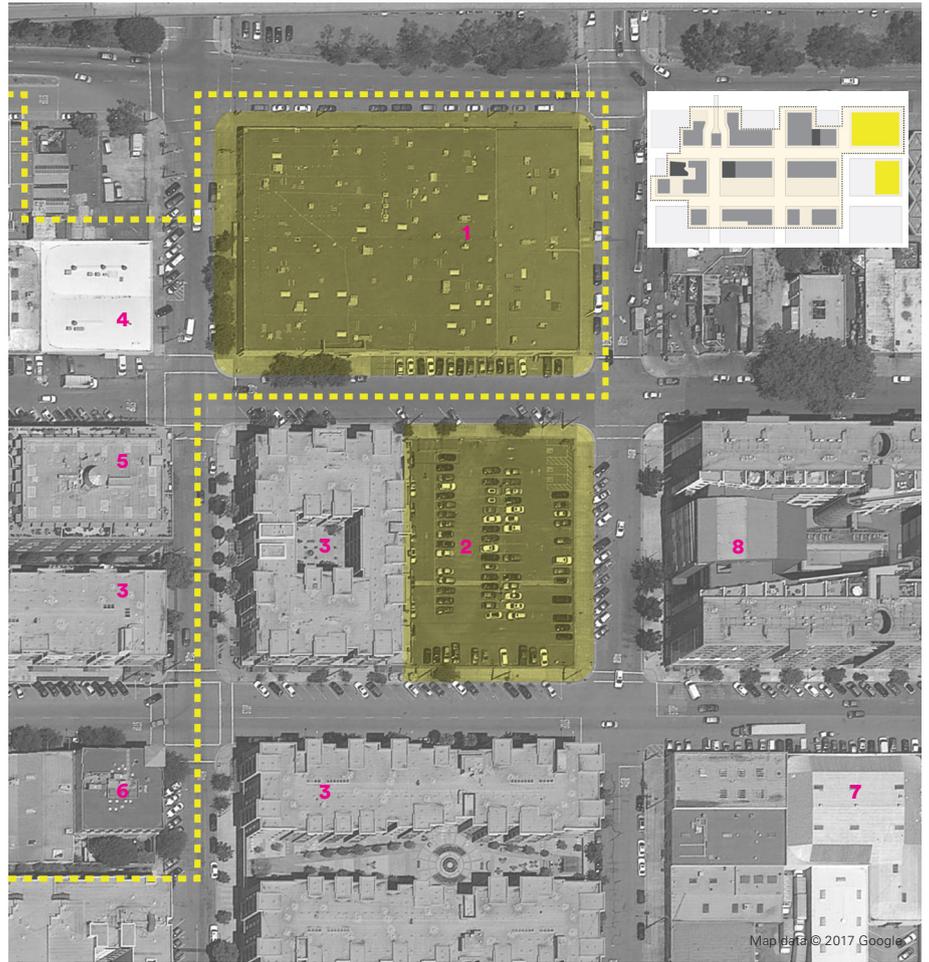


Photo Courtesy of Jack London Oakland.

S&W Fine Foods Warehouse

In 1937, the warehouse at 4th and Madison was developed for S&W Fine Foods, a pioneer in canned fruits and vegetables. Notable architectural features are the Art Deco fluted pilasters on the Fifth Street façade, and integrated features for logistics and warehouse use. KTG Architecture + Planning's solution for a new multi-family community on the site references the historic architecture of the building, using Art Deco references, such as linear elements traveling from the ground to the sky.



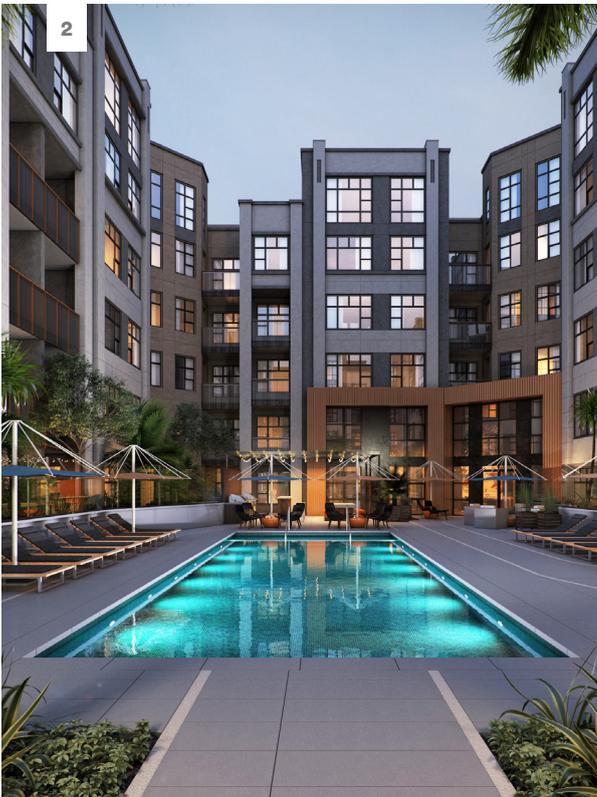
- 1 FOURTH STREET EAST BUILDING A
- 2 FOURTH STREET EAST BUILDING B
- 3 ALLEGRO
- 4 DEL MONTE MEAT
- 5 SAFEWAY STORES
- 6 BRICK HOUSE LOFTS
- 7 OTTO FREI & JULES BOREL CO
- 8 THE SIERRA



RIGHT | Building B contains retail space at the ground floor on the corner of 4th and Madison Streets.

BELOW | Aerial rendering shows how the project responds to its surrounding context in the Jack London Square District.

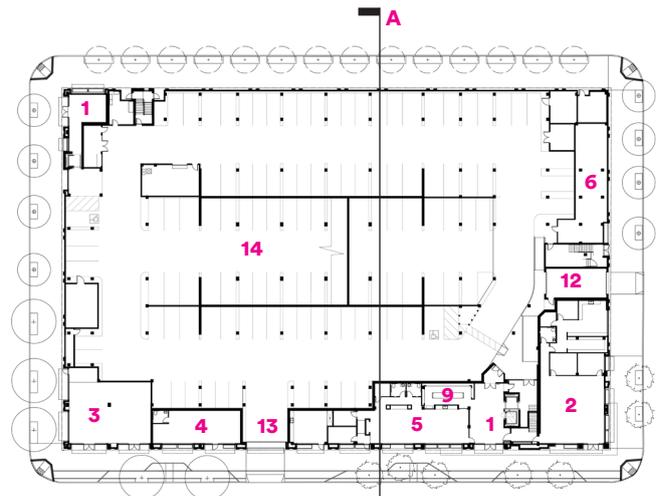




1 | Main lobby entrance at 4th Street.

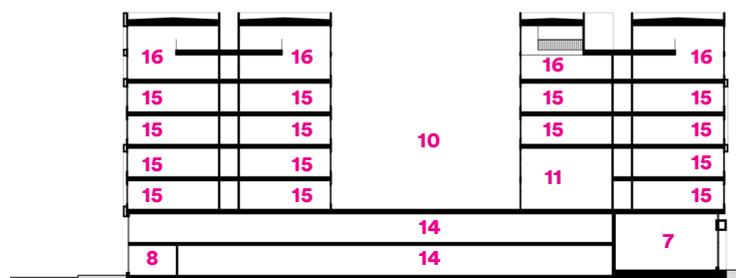
2 | Amenities are shared between the two buildings, including the building spa and pool that can be found on the third floor of Building A.

3 | The architectural massing and cladding materials of Building B are reminiscent of stacked railway boxcars that once filled the Port of Oakland.

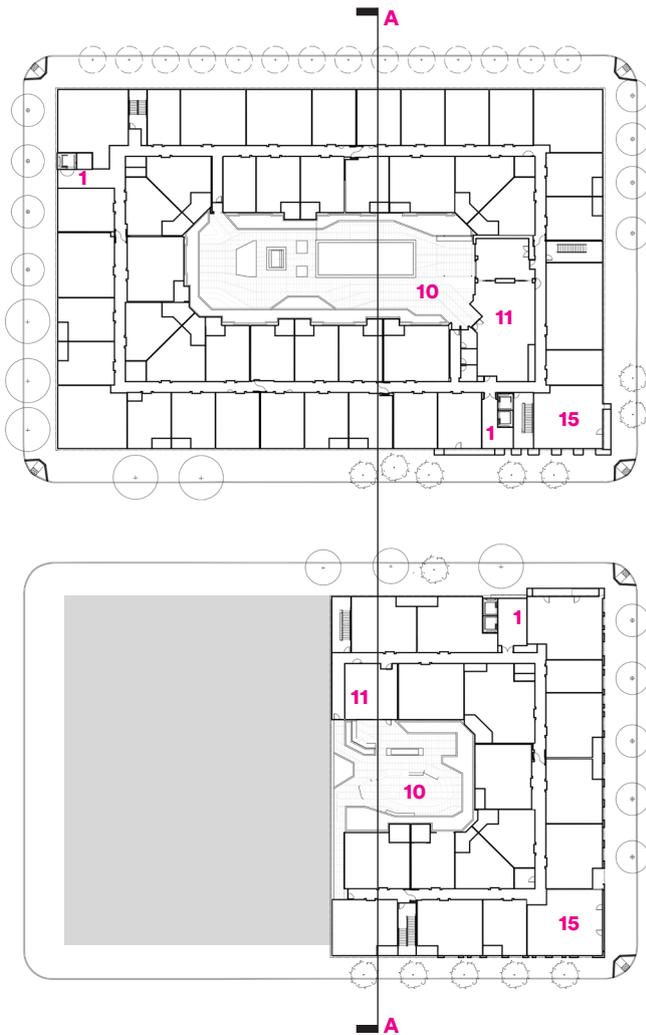


GROUND FLOOR

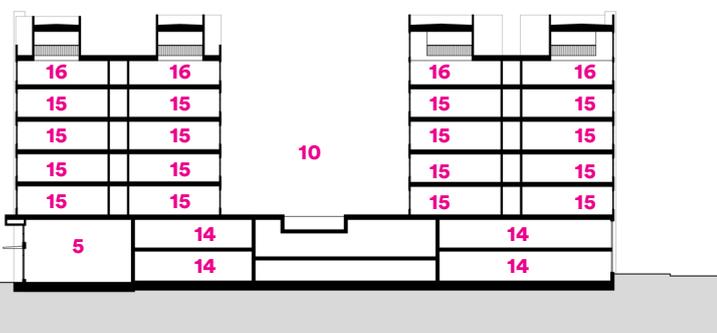
- 1 LOBBY
- 2 LEASING
- 3 RETAIL
- 4 DIY WORKSHOP
- 5 CO-WORKING SPACE
- 6 BIKE PARKING
- 7 FITNESS
- 8 DOG SPA
- 9 MAIL ROOM
- 10 COURTYARD
- 11 AMENITY
- 12 LOADING
- 13 GARAGE ENTRY
- 14 PARKING
- 15 RESIDENTIAL UNIT
- 16 LOFT UNIT



SECTION AA



THIRD FLOOR | PODIUM



Immediately across the street, the second building of Fourth Street East is on a site with an existing building that is part of the Oakland Waterfront Historic District. Listed on both the National and State Historic Registries, it is the former office building for Cost Plus World Market, and was built in 1937 for S&W Fine Foods, a pioneer in canned fruits and vegetables. As a mitigation measure for the change in use, the design for the new residential building was required to address the area's historic architecture in its aesthetic.

KTGY's solution reflects the historic architecture of the existing building on the site, utilizing Art Deco references, such as linear elements traveling the ground to the sky. The overall design is a synthesis of old and new. The boxcar and shipping container materials that recall Jack London Square as the place where the railroad first connected to the Port of Oakland. This building includes 240 residences in seven stories, with nearly half of these as two- or three-bedroom units, making room for families or roommates. Upper-level mezzanines provide access to eighth-floor terraces that function as semi-enclosed outdoor rooms. This allows for the magnificence of the rooftop that is sheltered by the walls that result from the staggered roofline.

Fourth Street East enjoys proximity to the Oakland waterfront and beautiful views of San Francisco. Redevelopment here improves the pedestrian connection to the Lake Merritt Neighborhood and Uptown Oakland. Carmel Partners is also upgrading the intersection of Sixth and Jackson Streets. At the same time, the City of Oakland's Walk This Way public improvement program is creating pedestrian-friendly streetscapes under the Nimitz Freeway. ◀





PROJECT TEAM

Owner | Developer: Carmel Partners
Architect: KTG Architecture + Planning
Interior Designer: Degen & Degen
Landscape Architect: Cliff Lowe Associates
Civil: Lea & Braze Engineering, Inc.
Structural - Wood: Structural Design Group
Structural - Concrete: FBA Inc.
Mechanical & Plumbing: Fard Engineers

TYPOLOGY

Mixed-Use Podium Apartments | Retail

FACTS

Density: 159.58 du/ac
Unit Plan Sizes: 557 - 1,454 sq. ft.
Number of Units: 330 du
Retail: 3,000 sq. ft.
Site Area: 2.07 ac
Number of Stories: 7
Parking: 362 spaces (1.1 sp./unit)
Construction Type: III

LOFT UNIT



ABOVE | Seventh-floor loft units for both buildings feature partially sheltered mezzanine levels and private outdoor decks.

RIGHT | A Sky Lounge on the seventh floor of Building B boasts indoor and outdoor spaces with views of the neighborhood and of Building A across the street.

OPPOSITE | Ground-level retail aims to serve both the new and existing residents of Jack London with goals of bringing new life to the neighborhood.



RETAIL RETAIL

FOURTH
& MADISON
apartments



LAST SHOT:

Liberty Warehouse Durham, North Carolina

Preserving the brick wall at the contemporary seven-story multi-family community on the site of Durham's historic 1938 Liberty Warehouse connects downtown residents to the city's past, and calls out the adjacent Central Park, creating an urban backyard.



EXPAND
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Vision: To move the discourse of architecture
forward by continuously searching for better.

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- Tysons



