



**CITY OF KIRKLAND**

**Planning and Community Development Department**  
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**DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT**

**DESIGN RESPONSE CONFERENCE**

**STAFF ANALYSIS**

**File No:** DRC12-00001  
**Project Name:** Transit Oriented Development at South Kirkland Park and Ride  
**Applicant:** Polygon NW  
**Project Planner:** Janice Coogan, Senior Planner  
**Date:** March 7, 2012  
**Meeting Date and Place:** 7:00 p.m., March 19, 2012  
City Hall Council Chambers  
123 5<sup>th</sup> Avenue, Kirkland

**I. RECOMMENDATION**

The DRB should continue their deliberation on the South Kirkland Park and Ride Transit Oriented Development (T.O.D.) project to discuss items identified at their previous meeting (see Section III below). It is anticipated that you will need to continue the meeting to April 2, 2012 in order to discuss the final remaining issues of building materials, colors and a final decision on the project.

**II. BACKGROUND**

A Conceptual Design Conference was held on January 9, 2012 followed by a Design Response Conference on February 13, 2012. The meeting was continued to March 19, 2012. The staff memo and project plans for the meetings can be found at the following website:

[http://www.kirklandwa.gov/depart/Planning/DRB\\_Meeting\\_Information.htm](http://www.kirklandwa.gov/depart/Planning/DRB_Meeting_Information.htm)

The City of Bellevue is in the process of their administrative design review for the portions of the campus located in Bellevue such as the Metro Transit parking garage, portions of the parking lot and gateway plaza. Staff has been closely coordinating with the City of Bellevue and the applicant to jointly address these design issues. A City of Bellevue staff recommendation will be made prior to your March 19<sup>th</sup> DRB meeting. Staff will transmit the DRB comments to Bellevue for their consideration in their final decision. Staff will do our best to continue to pass on your comments on the project from a staff level as we continue the coordination process with Bellevue, King County and the project team.

**III. DESIGN RESPONSE- REMAINING ITEMS FOR DISCUSSION**

At the last Design Response Conference, the DRB requested the applicant respond to the following items at the next meeting. Attachment 1 is the project team's narrative describing how the revised plans in Attachment 3 have responded to your requests. Attachment 3 shows a

detail of the Transit Garage screening.

A. Imagine Housing Building- The DRB focused on the building façade along NE 38<sup>th</sup> PI and requested the applicant show how it can address the following design issues:

- Provide vertical modulation
- Meet the intent of the design guidelines for upper story step backs above the 2<sup>nd</sup> story
- At the street level provide more interest for the pedestrian, and screen the parking garage. This is also an issue related to the 10' front yard setback for parking garages and the location of the new property line whether it is dedicated land or an easement provided (see front yard setback section below).

Staff Comments:

*To address the vertical modulation comment the applicant provided three options for the DRB to consider:*

- *Preferred Option: shows one bank of bay windows on four floors with vertical signage above the street level along NE 38<sup>th</sup> PI and a bank of bay windows on the west facade.*
- *Option 1: shows the same bank of bay windows but with a lighter paint color on the top floor.*
- *Option 2: shows two banks of bay windows on NE 38<sup>th</sup> Place and one on the west façade.*

*To address the base of the building at street level the applicant pushed forward to the sidewalk a glassed retail/amenity space that could be used as an exercise studio or serve as a place of occupational therapy for partner human service agencies. The base of the building at the garage will use board form concrete that wraps the corner and landscaping. The building is slightly cantilevered over the concrete base and down lighting provided.*

*YBD 1 Design Guidelines 2.b. describes the expectations for how buildings should be designed to reduce the massing and scale of buildings using such techniques as upper story step backs, vertical and horizontal modulation, treatment of roof forms, use of decks or balconies, and landscaping at the base. Buildings above the 2nd story primarily along NE 38<sup>th</sup> PI and the gateway area should use upper story step backs to create receding building forms to maintain human scale. Design Guidelines also describe how parking garages at the street should be designed to be pedestrian oriented, set back or use landscaping to screen the facades.*

DRB Direction Needed:

1. *The Board should discuss if the building meets the intent of Design Guideline 2.b. that establishes that portions of buildings facing NE 38<sup>th</sup> PI and the gateway area should provide upper story step backs above the 2<sup>nd</sup> story to create receding building forms to maintain human scale.*
2. *The Board should decide which of the three options is preferred.*
3. *The Board should discuss if the revised plans for the street level and the building materials are satisfactory.*

B. Front Yard Setback- YBD 1 zoning requires a 10' front yard setback for parking

structures. Other retail or uses that are designed to provide direct pedestrian access and pedestrian oriented facades may extend to the property line. Dedication of right of way is required to accommodate a wider sidewalk and to provide on street parking. The 10' setback is technically required from the new property line. As an alternative the Planning Director may approve a public easement rather than right of way dedication over that portion of the sidewalk if the façade is adequately pedestrian oriented in design.

Staff Comment

*The applicant has provided a graphic that shows the portions of the mixed use parking podium and mechanical areas that are located 10' from the sidewalk (see Attachment 3 Level P1 Plan cross hatched areas). A portion of the parking garage in front of the Imagine Housing façade at the corner appears to now meet the 10' setback and is treated with decorative concrete and landscaping.*

*The Planning Director would like to defer the decision on whether to require an easement or dedication until the DRB determines the areas of the building that extend into the 10' from the sidewalk meet the design guidelines for pedestrian oriented design and parking structures.*

DRB Direction Needed:

- 1. The DRB should review the portions of the parking structure that are located next to the sidewalk.*
- C. Gateway Area- The DRB requested the applicant show further development of the gateway plaza design to demonstrate how the plaza will transition to the sidewalk and transit center, provide greater modulation of the building façade above the plaza, and describe the type of building materials planned. The Board also requested a design for the driveway entrance opposite the gateway plaza to complement the gateway plaza design.

Staff Comments:

*The applicant has responded by providing more detail of the gateway plaza with the use of paving pattern, raised landscape planters, furniture, and columnar trees to define the plaza. The columnar trees are used on the other side of the driveway entrance to provide a gateway to the campus. Vertical building façade treatments with the use of wood, places for signage and balconies help modulate the building massing. Multiple retail tenant spaces have glazing and brick masonry. Glass and steel canopies provide weather protection.*

DRB Direction Needed:

- 1. The DRB should discuss the revisions to the gateway and other side of the 108<sup>th</sup> Avenue entrance.*
- D. Metro Transit Parking Garage- The DRB requested examples of techniques to screen the garage façade (other than green screens) especially at the street axis view from 108<sup>th</sup> Avenue, details for the ground floor façade and top floor open air parking details.

Staff Comments:

*The green screens have been eliminated due to the concerns about maintenance. To address the concerns about the garage facades, on the north, east and south facades three screening options are provided that incorporate combinations of densities of perforated aluminum panels Options 1, 2 and 3 (preferred) (See Attachments 2 and 3). The view of the*

*façade visible from 108<sup>th</sup> Avenue will be softened by the columnar trees and trees located along the transit plaza.*

*All three options show a partially open vertical stair tower with an accent color on the roof soffit, and vertical signage at the garage entrance. Lower levels of the garage provide required security screening. At the garage base, board form textured concrete will be used and landscaping to soften the facades at the pedestrian level. Along the north garage façade a 12 foot wide with trees in grates will provide a connection to the transit plaza.*

*DRB Direction Needed:*

- 1. The Board should discuss which of the three screening options is preferred and the overall design for the garage. These comments will then be transmitted to the City of Bellevue, King County and the project team.*

- E. Metro Transit Center- The DRB requested further development of the plan for the transit center in the design for the sidewalks, lighting, street furniture, and landscaping.

*Staff Comments:*

*The applicant has responded by providing more information about the transit center details. There will be a 12' wide concrete center loading island for transit and passengers. No color or textured concrete will be provided (because of maintenance and safety standards). Trees will line the loading island. Regarding lighting, the existing taller parking lot lights will be re-used in combination of decorative pedestrian lighting (style is yet to be determined). Black passenger shelters with black waste bins, benches and newspaper boxes will be provided for a coordinated effect. Bike lockers and racks will be provided.*

*DRB Direction Needed:*

- 1. The DRB should comment on the design for the transit center.*

- F. Miscellaneous Items-

The DRB requested more detail on the following miscellaneous items:

- o Landscaping
- o Lighting (both pedestrian and building façade)
- o Streetscape design (including public pedestrian lighting and street trees)
- o Bring a Sketch Up model to the next meeting.

*Staff Comments:*

*A more detailed landscape plan was submitted. Colored photos of proposed trees for NE 38<sup>th</sup> Place, the Gateway Plaza and Transit Garage trees are shown on the last page. The revised elevations show preliminary building colors. The applicant submitted examples of the building materials such as fiber cement siding, board formed concrete for the base and use of masonry in areas, vertical wood panel system, for the entries laminated wood panels, for the bay extensions and body of the building use of colored fiber cement siding. Material samples will be provided at the April 2<sup>nd</sup> meeting. On-street public and private lighting fixtures will be discussed at the next meeting. With building permit submittal the building materials throughout the building will need to be called out on the plans. The applicant will provide the plans in the Sketch Up program at the meeting to view the plans from different viewpoints.*

DRB Direction Needed:

1. *Does the DRB support what was submitted?*

**IV. NEXT STEPS**

The DRB should discuss if the April 2<sup>nd</sup> meeting is necessary, if so what are the remaining issues and what items are needed in order for the Board to make a final decision.

**V. ATTACHMENTS**

1. Applicant's Narrative Response to DRB comments
2. Transit Garage screening details
3. Revised Project Plans received March 5, 2012

**VI. PARTIES**

Applicant's project team  
Department of Planning and Community Development  
Department of Public Works  
Department of Building and Fire Services



WEBER THOMPSON



March 2, 2012

Janice Coogan  
City of Kirkland  
123 Fifth Avenue  
Kirkland WA, 98033

Re: Design Response Conference for the proposed Transit Oriented Development at the South Kirkland Park and Ride, File No. DRC12-00001

Dear Mrs. Coogan,

The following narrative is submitted in response to your Letter of February 14, 2012 summarizing the Design Response Conference Board Comments

### **Imagine Housing Building**

In general, the board indicated that the façade along NE 38<sup>th</sup> was too vertical and the pedestrian level was unresolved. The board asked for the following:

- How the building above the 2<sup>nd</sup> story complies with the upper story step backs in the design guidelines

*Design Team Response: The Imagine Housing south building elevation has been redesigned to incorporate a more active street level retail/amenity space component as requested by the DRB. Given the proximity to the pedestrian mid-block corridor, a number of active amenity spaces have been considered including (1) an exercise studio, (2) yoga studio, or (3) a Pilates room. In addition, as a number of service partner agencies including KITH, Hopelink, EDVP and NAMI will likely provide referrals, the retail/amenity space provides a place for these agencies to provide support and/or occupational therapy in a more private/professional space than within the residential corridors.*

*By incorporating this retail/amenity space into the building the design team has extended the base building an additional 5 feet for the above referenced amenity/retail space. This expansion separates the ground level from the upper stories, providing a step-back that is consistent with the Design Guidelines. In addition, given the desire for more architectural interest and variety, the design team has developed a series of façade alternatives including; inclusion of art signage panel, façade recess, color differentiation or modulated bays. While the design team has identified a preferred option within the packet each of the proposed design alternatives are acceptable to the team — input/direction from the DRB is appreciated.*

- Where the parking garage base of the building meets the street a more permanent solution is needed to treat the building façade to avoid blank walls, soften the concrete walls, and provide a pedestrian oriented façade and corner gateway to that portion of the site. Window display areas are not adequate. This issue should be addressed along the entire parking garage façade along NE 38<sup>th</sup> PI. See staff comment below regarding front yard setbacks for garages.

Design Team Response: As referenced above, the Imagine Housing south building elevation has been redesigned to incorporate a more active street level retail/amenity space component. This design component softens the blank wall concern.

Given the desire for a pedestrian orientated façade and corner drive access along the West boundary, the design team has endeavored to maintain an open sight distance triangle at the very southwest corner of the building as opposed to extending the retail space the full length of the Imagine Housing building. This will make pedestrian movements safer across the access and start the landscaped pedestrian movements to the midblock corridor and the other retail components on 38<sup>th</sup>. In addition to landscaping along the base, random board form concrete treatments have been applied to the architectural concrete base to link the TOD buildings and add variety and interest the entire NE 38<sup>th</sup> Place facade.

The parking garage entry and trash service room have been relocated into a 30' deep alcove from the back of sidewalk with upper floors overhanging to provide additional screening and less visible impact to pedestrians. If Waste Management does not sign off on this access to the trash staging room then the access doors will need to move back to the west façade setback 15' from the back of sidewalk.

- Better response at the southwest corner as the building wraps around the west side.

Response:

Design Team Response: As the building transitions around the southwestern corner random board form concrete has been incorporated into the 38th street elevations. In addition, the Imagine Housing building has been designed to slightly cantilever equally over the concrete base corner to provide down lighting from the overhanging portion of the building on to the random board form concrete material. This down lighting should also provide for a safer pedestrian access and interest and may provide a opportunity for building signage as well.

### **Gateway Plaza**

- Further development of gateway transition at grade and pedestrian level.

Design Team Response: Sense of "gateway" is strengthened by employing a series of permeable layers, both visually and physically, providing a pedestrian experience that is rich in choice with respect to movement and repose. Layering is manifested by changes in grade, arrangement of raised landscape planters and trees, and with a paving pattern that reinforces the geometry of the plaza. As a pedestrian, you can choose to move around the gateway (sidewalk), pass through the gateway (multiple points via stairs and at grade), or slip behind the gateway (along the building facade). All of these choices present the passerby with opportunities for pause.

Looking at the broader context, the large columnar trees on both side of the entrance provide strong entry markers for drivers, passengers and pedestrians approaching the

gateway. These type of columnar trees are unique to this location in the landscape. Slender Silhouette Liquidambar are proposed. They turn bright red in the autumn.

- The building façade above the gateway should be part of the gateway solution, consider more modulation and better use of materials.

Design Team Response: The gateway building façade has been modified to better acknowledge its gateway presence and integrate with the landscape plaza at 108<sup>th</sup>. The buildings retail base incorporates glass and steel canopies for pedestrian weather protection, increased storefront window divisions with multiple retail entry points and brick masonry to provide a better pedestrian scale. The upper 3 floors incorporate a pattern of cement panel and lap siding areas to create variety. As the plan steps a series of decks interrupt the façade and are anchored by a tower element acting both as screen and signage, marking the presence of the building at the gateway with a community information kiosk. A color change occurs in the cement panel areas to highlight the top floor at the street intersection, the center of the building at the plaza and the façade corner at the Park and Ride entry drive. A thin roof canopy extends along the cornice line above the gateway plaza areas to accent the roof line and tie to the roof overhang detail at the Imagine Housing building.

- Details for the 108<sup>th</sup> entrance opposite the gateway plaza to complement the gateway plaza. The Board's interest was that the landscape treatments in this area work with the gateway plaza to emphasize the entrance.

Design Team Response: A formal planting mirroring the Gateway Plaza planting has been designed to strengthen the sense of passing through a formal gateway upon entering the transit mall. The layout and use of the same columnar trees used in the Gateway Plaza combined with a similar, formally laid out ground plane plant palette achieves this by reflecting the Gateway Plaza plantings while differentiating itself from the more informal, "wild" planting comprising the buffer between 108th and the parking garage.

### **Transit Parking Garage**

- Examples of other screening techniques and/or façade treatments in addition to green screens to screen the transit garage, especially at street axis view from 108<sup>th</sup> Avenue. They expressed concern about maintaining the vines growing on the screens.

Design Team Response: Due to a shared concern the green screens have been eliminated from the proposal. In their place on the north, east and south facades additional landscaping has been added to provide softening of the facades and screening from adjacent properties. The Elevations illustrate both existing steep slope landscaping as well as the supplemental landscaping at 10 year maturity.

Three schemes have been presented for the west façade of the structure which is most visible from the 108<sup>th</sup> view axis. The overarching concept is the incorporating of a series of screens reflecting the design motif of the mixed use building. All three schemes incorporate sloped roof features above the elevators and stairs with a color accented soffit. In addition to the weather

protection benefits the roofs act as way finding to the primary pedestrian circulation route. Vertical signage has been added to all schemes at the garage entry to better define the point of entrance as well as to compliment the verticality of the stair tower at the northwest corner.

Scheme 1 employs a monolithic perforated aluminum screen that wraps both the stair tower and the West façade of the garage. The screens are mounted horizontally on exterior of the vertical columns, masking the structure beyond.

Scheme 2 employs a similar monolithic perforated aluminum screen but provides two levels of transparency via different densities of perforation in the panels. These varying panels create a horizontal composition that begins to mimic the slatted tower element from the Gateway Plaza.

Scheme 3 (preferred) again uses two different densities of aluminum panel, but integrates into a fenestration treatment between the lateral structural guard wall panels as well as an applied screen on the exterior. The stair tower is clad in the panels in a way that references the tower elements of the mixed-use building across the transit corridor. The combined building mounted screens interact with the landscape pattern to create a unified screen of the west façade.

- Ground floor garage façade details

Design Team Response: The parking garage is a cast in place concrete structure. The structure consists of vertical columns on an 18' bay spacing with concrete lateral bracing panels (spandrels) spanning between. The lateral structural system is located at the building perimeter to allow for interlocking of parking stall rows at the building interior and reduce the width of the overall structure. The lateral bracing panels also serve as guard rails. These panels are recessed from the concrete columns to provide modulation and relief along the building facade. Detail is incorporated into the ground floor façade by use of a horizontal random board form concrete pattern applied to the spandrel panels. A 2x4 metal mesh security provides infill at the openings between the columns and spandrel panels. At the primary building entry a metal and glass canopy provides pedestrian weather protection.

The plant palette for the Transit Garage area reflects a desire to provide interest to the pedestrian through foliage texture and color, architecturally interesting forms, and seasonal color and fragrance. The planting in on the north and west side of the garage is coordinated with the architecture. Trees are arranged in concert with the buildings column spacing – either on column or between columns. On the west side, the columnar trees against the building are arranged in a pattern that complements the asymmetrical articulation of the façade.

- Open air parking level details

Design Team Response: The vertical columns and concrete lateral bracing panels (spandrels) continue to the upper levels of the structure although as architectural concrete only without the random board form texture. The opening between columns and spandrels is left open for air movement and natural garage ventilation. A limited amount of decorative perforated aluminum

screening is proposed at the most visible west façade; see transit parking garage façade screening discussion above. With the garage buried on the east and south facades the natural ventilation compliance is determined by the amount of wall openings at the second floor level. Code compliance requires a minimum of 20% of the perimeter wall area be open. The second floor is currently calculated at 29% open prior to applying any reduction due to the decorative perforated screens. Area lighting poles will be mounted to the roof parking surface to provide security and visibility and are shown in the attached plan and elevation. Pedestrian lighting at the covered parking levels and at vertical circulation areas will be surface mounted, daylight censored and shielded light fixtures.

### **Transit Center**

- Transit center design details; sidewalks, lighting, shelters, landscaping, street furniture, signage

Design Team Response: The transit center design details will be based on King County Metro dimensional and furnishing standards and the ability of the project to re-use existing structures in compliance with the King County Sustainability mandate. The 12' wide loading island has common concrete score joints and will not incorporate any color or texture other than at sidewalk crossings for blind. Area lighting will be achieved through the re-use and re-positioning of the existing exposed aggregate concrete posts and fixtures. Additional pedestrian lighting will be installed along the on site pedestrian pathways to match the on-site pedestrian lighting selected for the mixed use building. These on-site pedestrian lights will be selected once City staff confirms pedestrian right-of-way lighting options so they are complementary. Passenger shelters will be the style F52 Frame consisting of a 5'x17' roof area, a back wall, and a 1'-4" wing wall on either end and in the middle. Bike parking for 26 will be accommodated within the parking garage on the first floor near the primary pedestrian entry. There will also be 4 bike lockers located just outside the north east corner of the garage. The passenger shelter, waste bins, benches and newspaper box base will be painted Metro standard black to coordinate with the contemporary, sophisticated color palate of the mixed use building. See attached for images of the standard shelter, waste bin, bench and newspaper box base.

### **General**

- Building elevations showing building materials, colors and details including at pedestrian level. Illustrate and detail the ground floor grade transitions.

Design Team Response: Building materials include both architectural and random board formed concrete at building base areas. Retail base areas incorporate accent masonry detailing, glass and metal canopies and storefront glazing. Siding of the upper floors is a combination of cement panel, horizontal lap, and composite wood panels. Decks have metal guardrails with public terrace guardrails accommodated through the placement of solid cast in place concrete landscape planters. Material samples will be provided at the following DRC meeting on April 2.

- Landscape palate details.

Design Team Response: The plant palette for the Transit Center area reflects a desire to provide interest to the pedestrian through foliage texture and color, and architecturally interesting forms. Plants have been selected whose size and habit are conducive to the programmatic requirements of the Transit Center with respect to required clearances.

- Lighting fixture details along pedestrian connections, transit center and streetscape  
Design Team Response: Transit area lighting will be achieved through the re-use and re-positioning of the existing exposed aggregate concrete posts and fixtures. Additional pedestrian lighting will be installed along the on site pedestrian pathways at both the Transit and mixed use areas. These on-site pedestrian lights will be selected once City staff confirms pedestrian right-of-way lighting options so they are complementary.

- Streetscape details for decorative sidewalks on site and sidewalks. Decorative or patterned sidewalk everywhere except where Metro specifications.  
Design Team Response: Decorative sidewalks have been incorporated into the Gateway plaza as well as the paver areas over the garage podium allocated along the east side of the building as well as at the mid-block crossing. The landscape plan shows areas where textured concrete and scoring pattern changes are proposed. Metro will not allow any colored or patterned paving other than that required for blind crossings.

- An idea to incorporate into the project is the use of a clock tower or other landmark feature.  
Design Team Response: See Gateway discussion above.

- Bring Sketch Up model to visually move around the project.  
Design Team Response: We have updated the sketch up model and will bring it the meeting for the board to review. Select images have been prepared; axial view up 108<sup>th</sup> from Northrup Way, the NE 38<sup>th</sup> Place entry to the pedestrian crossing, views of the building base along 38<sup>th</sup> and views of the west and north facades of the transit garage.

Additional Staff Comments- Staff would like to clarify the front yard setback requirement along NE 38<sup>th</sup> PI as it relates to the location of the property line if property is dedicated or a public access easement is accepted over the proposed sidewalk (see KZC 110.52).

In the YBD 1 zone, the front yard setback for any portion of a building containing parking structures is 10' measured from the property line. A 0' front yard setback is only allowed where retail uses or other ground floor space provides direct pedestrian access. In some areas of the City where 0' front yard setbacks are allowed a public easement may be placed over a sidewalk rather than actual property dedication of right of way (i.e. CBD). This is at the discretion of the Public Works and Planning Department Directors.

At the time the YBD 1 regulations were developed, staff and Metro were aware that dedication of property would be needed along NE 38<sup>th</sup> PI to provide a 10' wide sidewalk and an amount of on street parking. Knowing that dedication would be necessary, the intent of this regulation when written was to have parking garages setback from the sidewalk in order to provide

landscaping or other treatment to soften and screen a blank wall for the pedestrian experience. *See several examples of the intent in the YBD Design Guidelines.*

In this case, after dedication, the new property line would be located in several areas of the site at the back of the sidewalk and therefore, the parking garage podium would need to be setback 10' from the sidewalk. The Planning Director is not comfortable making an interpretation at this time whether an easement or dedication is appropriate without first hearing from the Design Review Board that the portions of the parking garage (or non retail portions of the project) along NE 38<sup>th</sup> PI meet the intent of the design guidelines.

*Design Team Response: As referenced above, the Imagine Housing south building elevation has been redesigned to incorporate a more active street level retail/amenity space component.*

*With these changes, the design team has: (1) maintained the proposed guest parking along NE 38<sup>th</sup> Place (2) maintained a 10' setback from the sidewalk to the exposed portions of the building garage, (3) incorporated a ground floor retail space with direct pedestrian access, (4) preserved a sight distance corridor for the new driveway access at the south west corner of the community, (5) maintained landscaping along the base of the exposed podium base structure to connect to the midblock pedestrian corridor, and (6) added architectural random board form accent treatment to the concrete base to tie to the architectural character of the transit orientated community.*

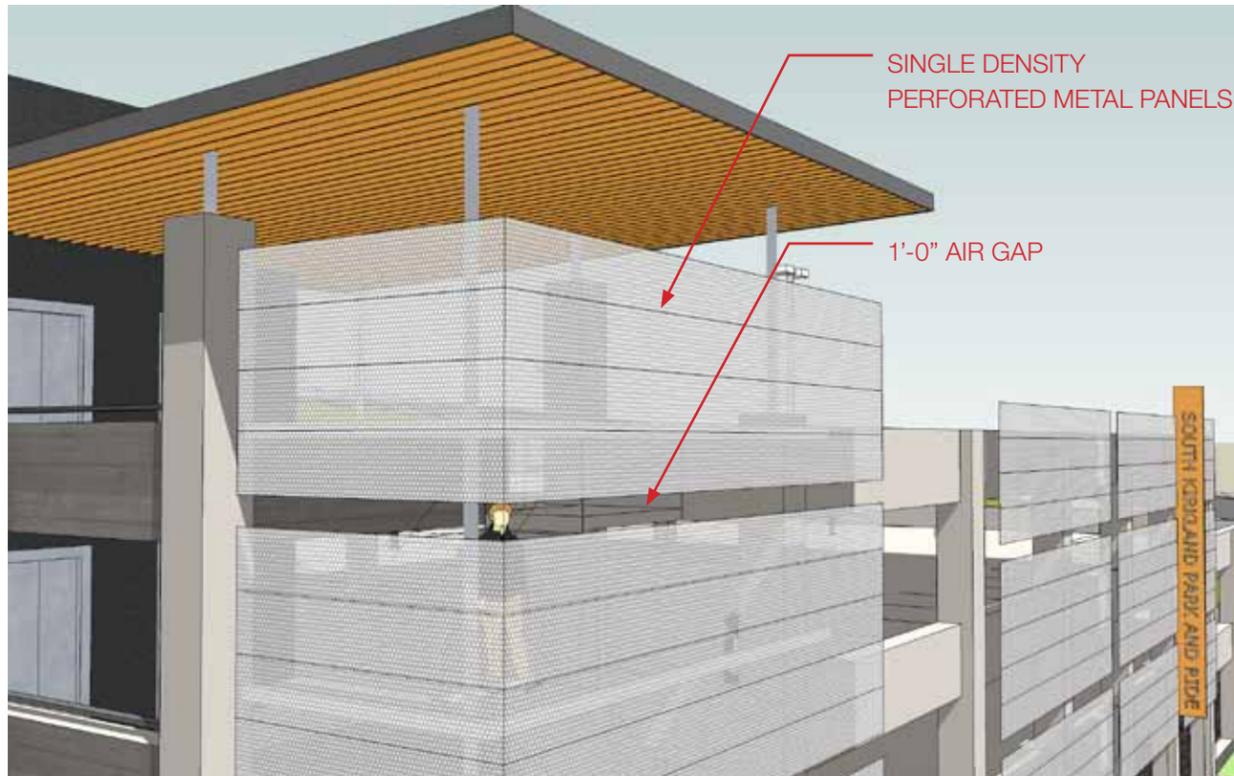
*To accomplish these objectives, the 10' sidewalk along NE 38<sup>th</sup> Place is proposed to be partially constructed within an easement granted to the City of Kirkland. See the attached P1 Plan exhibit which identifies in crosshatch extremely limited building service area encroachment into the 10' setback.*

Sincerely,

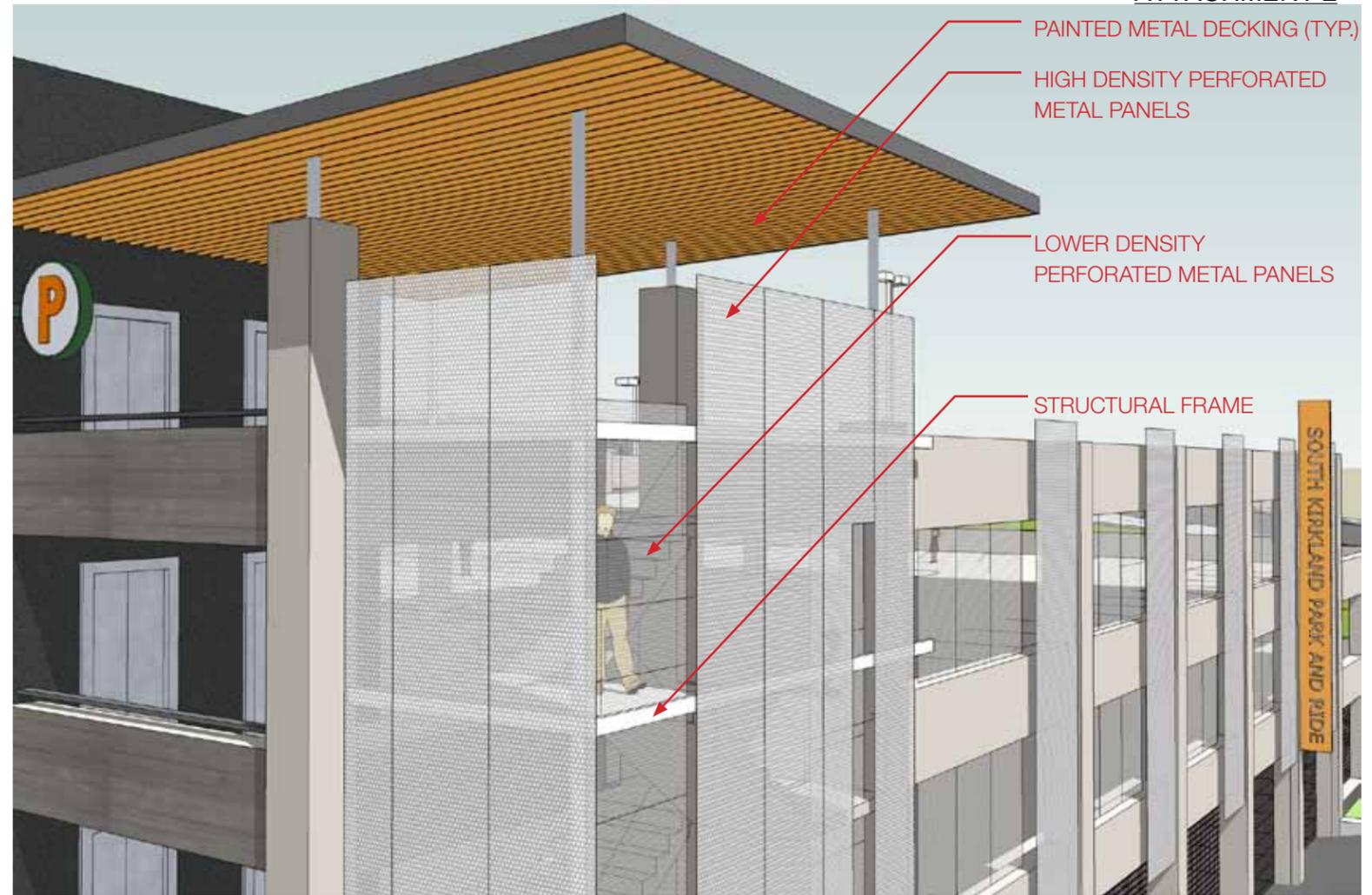


Mindy Black  
Senior Associate  
Weber Thompson

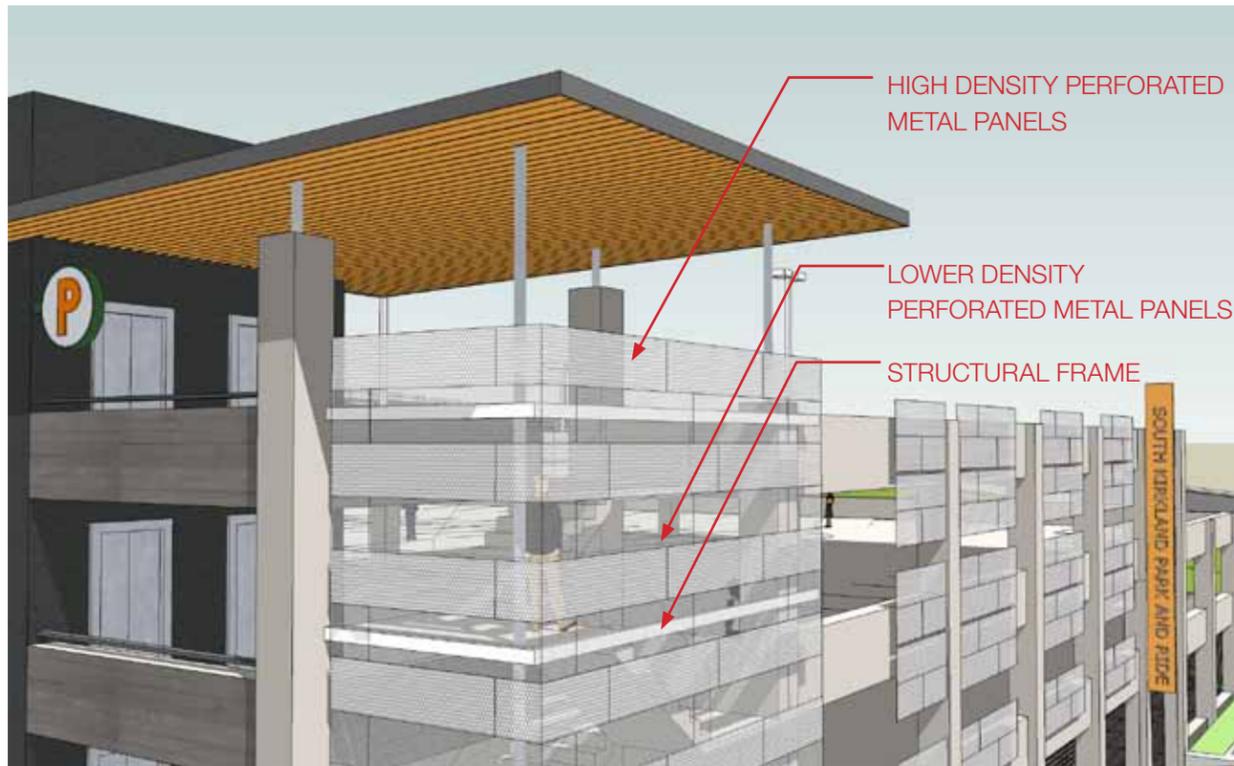




TRANSIT GARAGE SCREEN DETAIL - OPTION 1



TRANSIT GARAGE SCREEN DETAIL - OPTION 3 (PREFERRED)



TRANSIT GARAGE SCREEN DETAIL - OPTION 2

