CROWN KEY / V4 SITE BLUEPRINT

Seven existing assets • authored optimization on the locked P04 baseline • north up



1 P04 unit = 1 planning m assumed; native scale/terrain fit pending.

SEVEN PRIORITY PLOTS

01 Crown
PI-BLD-0001-V01 • SOUTH
ROW gap 12.0 m / coast 259.9 m

02 Split
PI-BLD-0002-V01 • SOUTH
ROW gap 32.9 m / coast 153.1 m

03 West Twist Compact
PI-BLD-0004-V02 • EAST
ROW gap 43.3 m / coast 211.5 m

04 Crescent Hotel
PI-BLD-0009-V01 • SOUTH
ROW gap 14.7 m / coast 13.5 m

05 Straight Tall
PI-BLD-0013-V01 • SOUTH
ROW gap 22.0 m / coast 152.8 m

06 Straight Slim
PI-BLD-0013-V02 • SOUTH
ROW gap 13.0 m / coast 198.6 m

07 Frame Mid
PI-BLD-0006-V02 • SOUTH
ROW gap 66.0 m / coast 376.1 m

DRAWING KEY

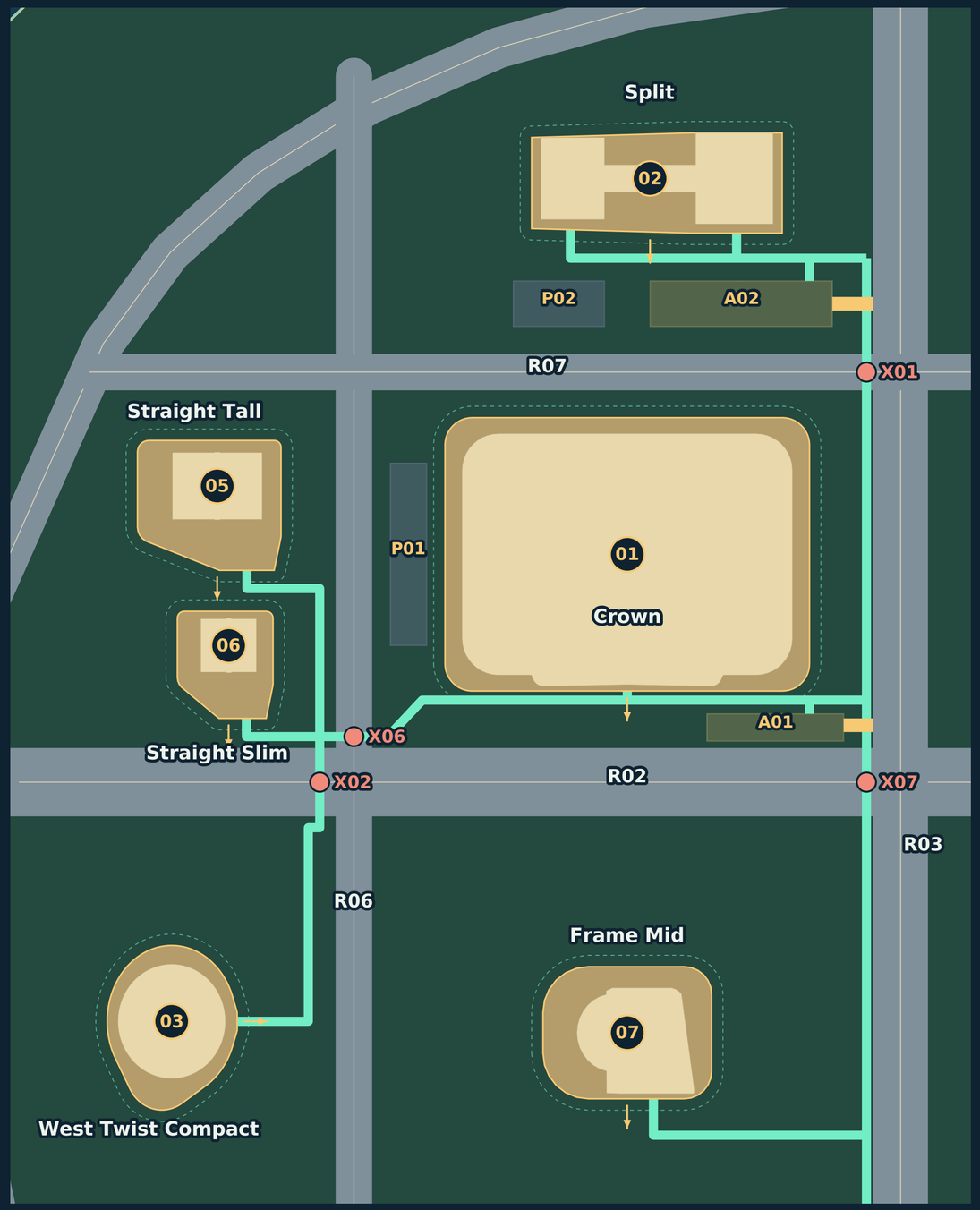
- Locked road + bridge corridors
- Existing export envelopes / arrival
- Proposed 4 m walks / 5 m buffer
- Seven proposed road crossings
- F01–F03: unassigned future plots

P04 is a build baseline, not proven V3 image street geometry. Source34’s unmatched deck fragment stays unresolved.

PLACEMENT, ACCESS & TRADEOFFS

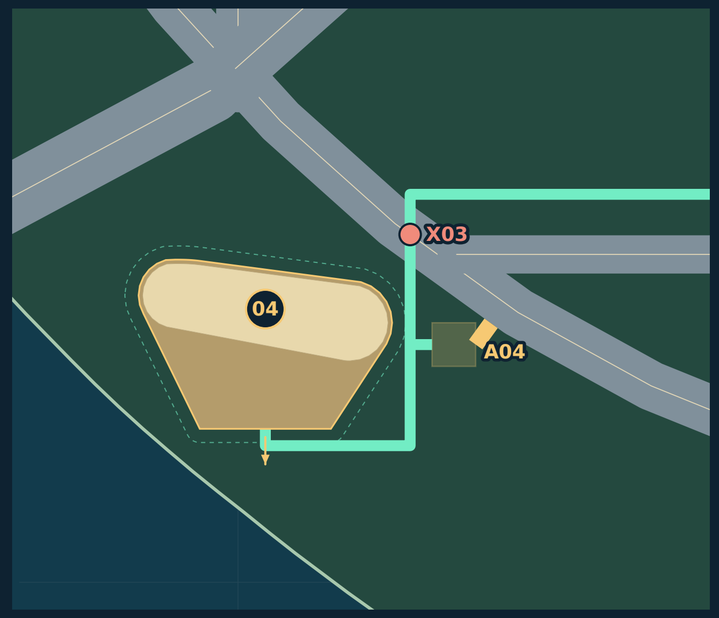
Source exteriors and dimensions remain unchanged. Every addition below is a planning proposal.

NORTHERN CLUSTER



Crown stays northwest; Split remains north behind it. The two western rectangular towers have 18 m between full export envelopes. Compact faces east toward Q Street.

SOUTHWEST HOTEL / WATERFRONT OPTION



Hotel front and rooftop pool keep their southward water address. Arrival/service sits to the east; a 4 m walk skirts the full source envelope.

13.5 m minimum coast clearance is a geometric margin only. Flood/erosion, setbacks, terrain, service-door access and turning remain unresolved.

FOUR OWNER DECISIONS

OD1 Crown one block farther south

Use V4-P01 (320,240), Split (330,75). Crown remains NNW; full-envelope minimum ROW gap increases from 3.94 m to 12 m. Keep former tighter C04 plot only as an explicitly constrained alternative.

OD2 Hotel waterfront or inland fallback

Waterfront V4-P04 (210,900), south-facing, preserves southwest identity. Inland alternate (320,805), same scale/facing, gives more coast and service tolerance but weakens waterfront position.

OD3 Pedestrian and arrival concepts

Review the proposed 4 m pedestrian network, seven crossing areas and three 6 m arrival approaches. Keep every P04 road/bridge fixed. Curb permits, ramps, sightlines and turning still need design/testing.

OD4 Keep a restrained first phase

Place the seven named assets only. Keep east plots F01-F03 unassigned, green commons open and pavilion deferred. Exact rendered skyline/view quality still needs a later reviewed scene.

PLOT SCHEDULE & EVIDENCE

Source measurements are reproducible; selected plot coordinates remain authored planning choices.

PLOT / ASSET	SOURCE ENVELOPE	PLAN ORIGIN	FRONT / TURN	ROW GAP	COAST GAP
V4-P01 Crown PI-BLD-0001-V01	160.0 × 120.0 m XY 241.2 m full Z extent	(320, 240) east, south • planning m	south / 0° screen rotation; not UE yaw	12.00 m R07	259.89 m
V4-P02 Split PI-BLD-0002-V01	110.0 × 44.0 m XY 153.6 m full Z extent	(330, 75) east, south • planning m	south / 0° screen rotation; not UE yaw	32.86 m R01	153.10 m
V4-P03 West Twist Compact PI-BLD-0004-V02	72.2 × 57.0 m XY 69.8 m full Z extent	(120, 445) east, south • planning m	east / -90° screen rotation; not UE yaw	43.25 m R06	211.46 m
V4-P04 Crescent Hotel PI-BLD-0009-V01	92.8 × 61.9 m XY 33.7 m full Z extent	(210, 900) east, south • planning m	south / 0° screen rotation; not UE yaw	14.73 m R01	13.55 m
V4-P05 Straight Tall PI-BLD-0013-V01	63.0 × 57.0 m XY 98.3 m full Z extent	(140, 210) east, south • planning m	south / 0° screen rotation; not UE yaw	22.00 m R07	152.84 m
V4-P06 Straight Slim PI-BLD-0013-V02	42.0 × 47.0 m XY 112.3 m full Z extent	(145, 280) east, south • planning m	south / 0° screen rotation; not UE yaw	13.00 m R02	198.57 m
V4-P07 Frame Mid PI-BLD-0006-V02	74.0 × 58.0 m XY 100.9 m full Z extent	(320, 450) east, south • planning m	south / 0° screen rotation; not UE yaw	66.00 m R02	376.12 m

PRESERVATION & FIT

336 boundary vertices; all 13 roads + 3 bridges unchanged.

Seven full export envelopes: no ROW or coast encroachment.

No inter-building overlaps; every 5 m buffer fits.

One proposed walk component; 7 crossings require approval.

No exterior edits, resizing, new tower variants or pavilion.

CONFIDENCE & OPEN GATES

HIGH: existing GLB vertex bounds and source byte hashes.

MEDIUM: fit within the explicitly assumed P04 metre frame.

UNVERIFIED: native pivots, yaw, Z, terrain and image registration.

UNTESTED: source threshold joins, road crossings, parking, vehicle turns, 3D views, collision and packaged playability.

P04 is not established as actual V3 image roads. Source34’s unmatched fragment is unresolved, not a proven extra bridge.

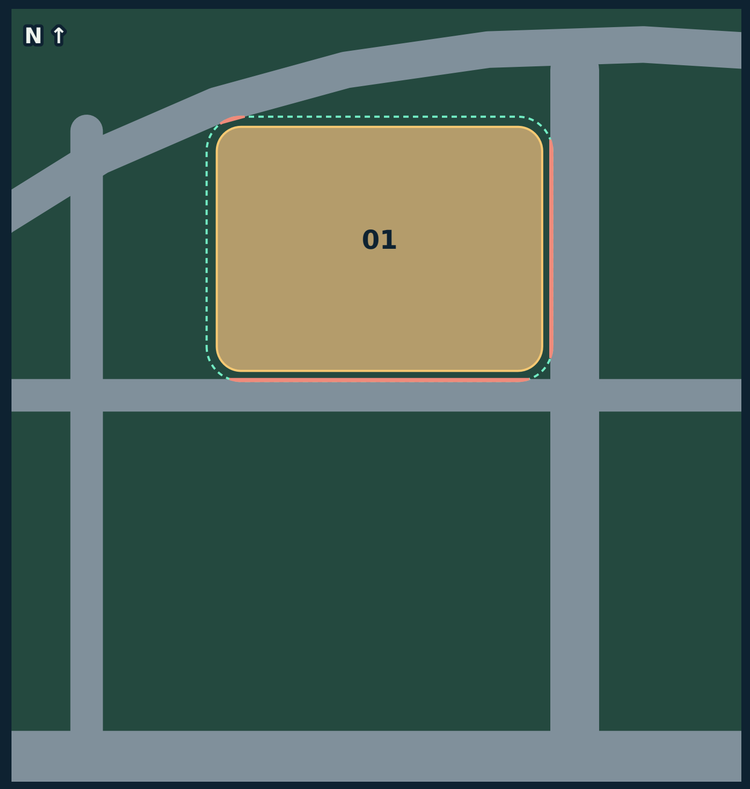
RETAINED CONFLICTS / CONSERVATIVE ALTERNATIVES

Former Crown (344,88): ROW gap 3.94 m; proposed 5 m landscape buffer conflicts. Selected Crown (320,240): 12.00 m. West-facing hotel (230,910): 8.56 m² overlaps R01; use selected south-facing plot or inland (320,805).

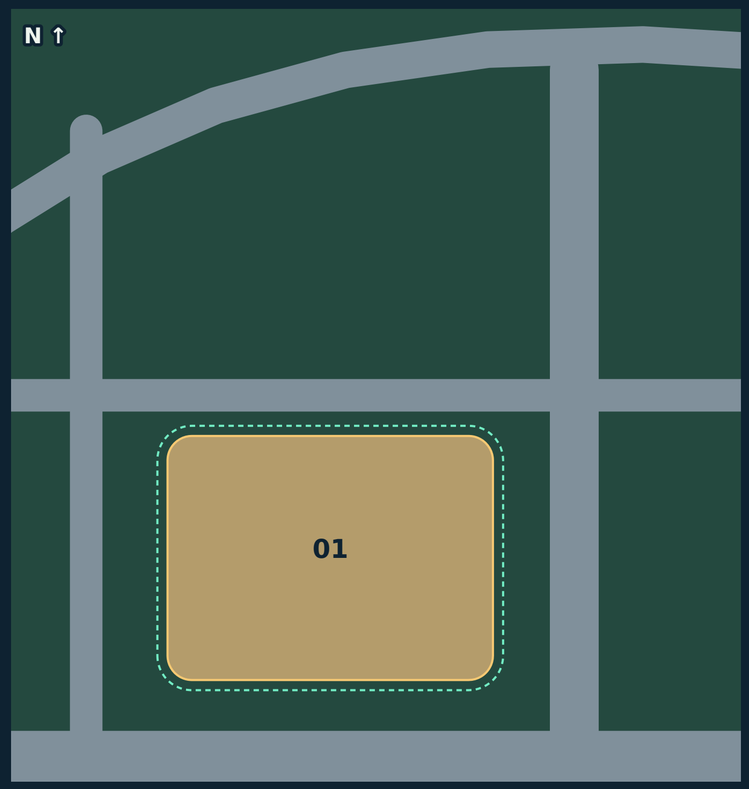
CONSTRAINT COMPARISONS

Same exported geometry at scale 1 • exact P04 roads • red marks the recorded conflict

CROWN / EARLIER C04 OPTION



CROWN / SELECTED V4-P01



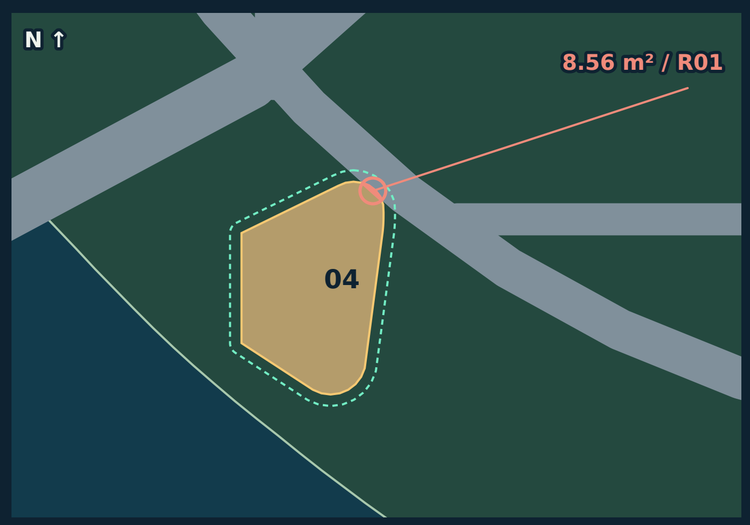
THE ROAD STAYS FIXED

Earlier origin (344,88): the full model clears the ROW by 3.94 m, but the proposed 5 m landscape/walk separation overlaps the ROW by 255.54 m².

Selected origin (320,240): minimum ROW gap is 12.00 m. The 5 m buffer fits and a south arrival reserve can sit outside the source envelope. Crown remains NNW of the island centre.

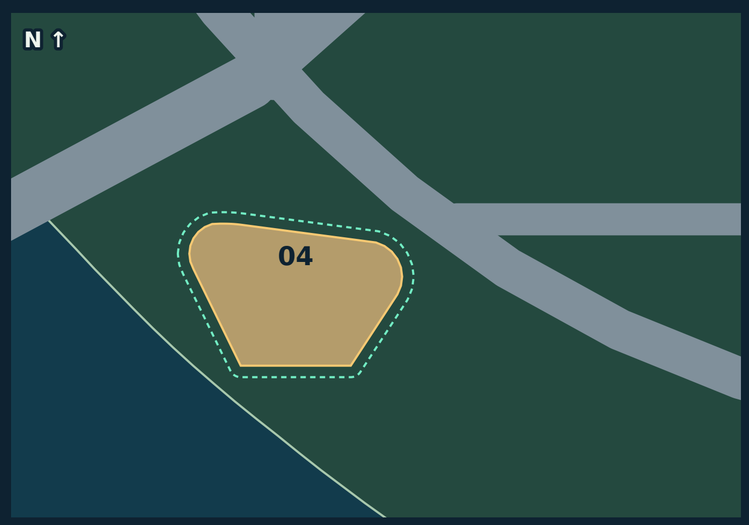
No model shrink, street shift or widened road is used to obtain the fit. Compare the source origin, not a rooftop image point.

HOTEL / REJECTED WEST FRONT



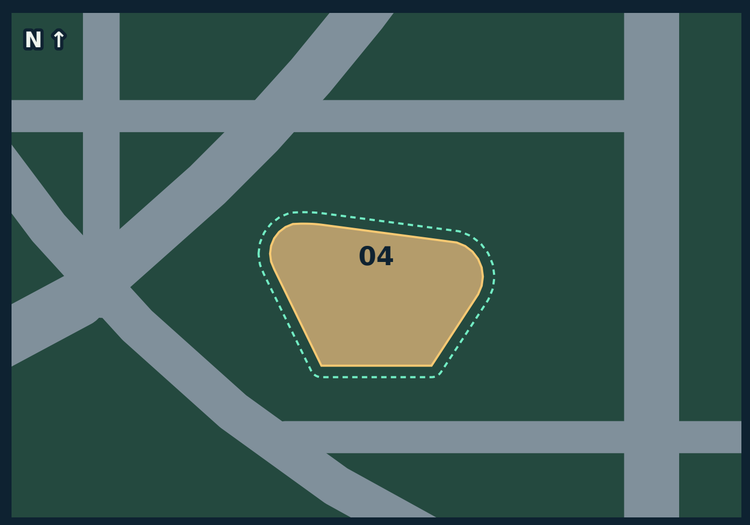
(230,910), west: 8.56 m² of the full export envelope crosses R01. Do not move the road to make this fit.

HOTEL / SELECTED SOUTH FRONT



(210,900), south: ROW gap 14.73 m; coast gap 13.55 m. Keep this option conditional on shoreline and service review.

HOTEL / INLAND FALLBACK



(320,805), south: ROW gap 24.16 m; coast gap 156.68 m. Safer geometric reserve, weaker waterfront identity.