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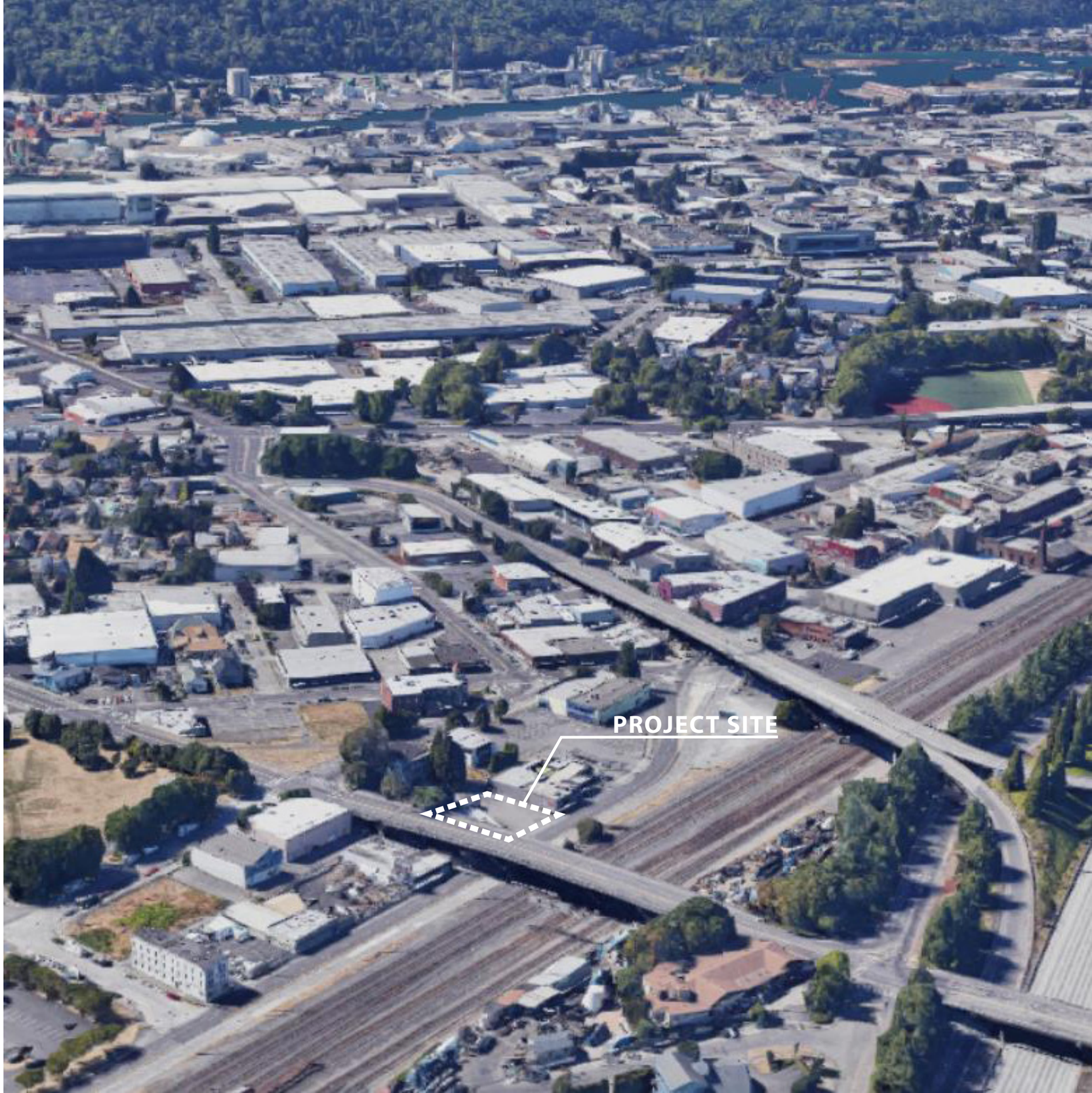
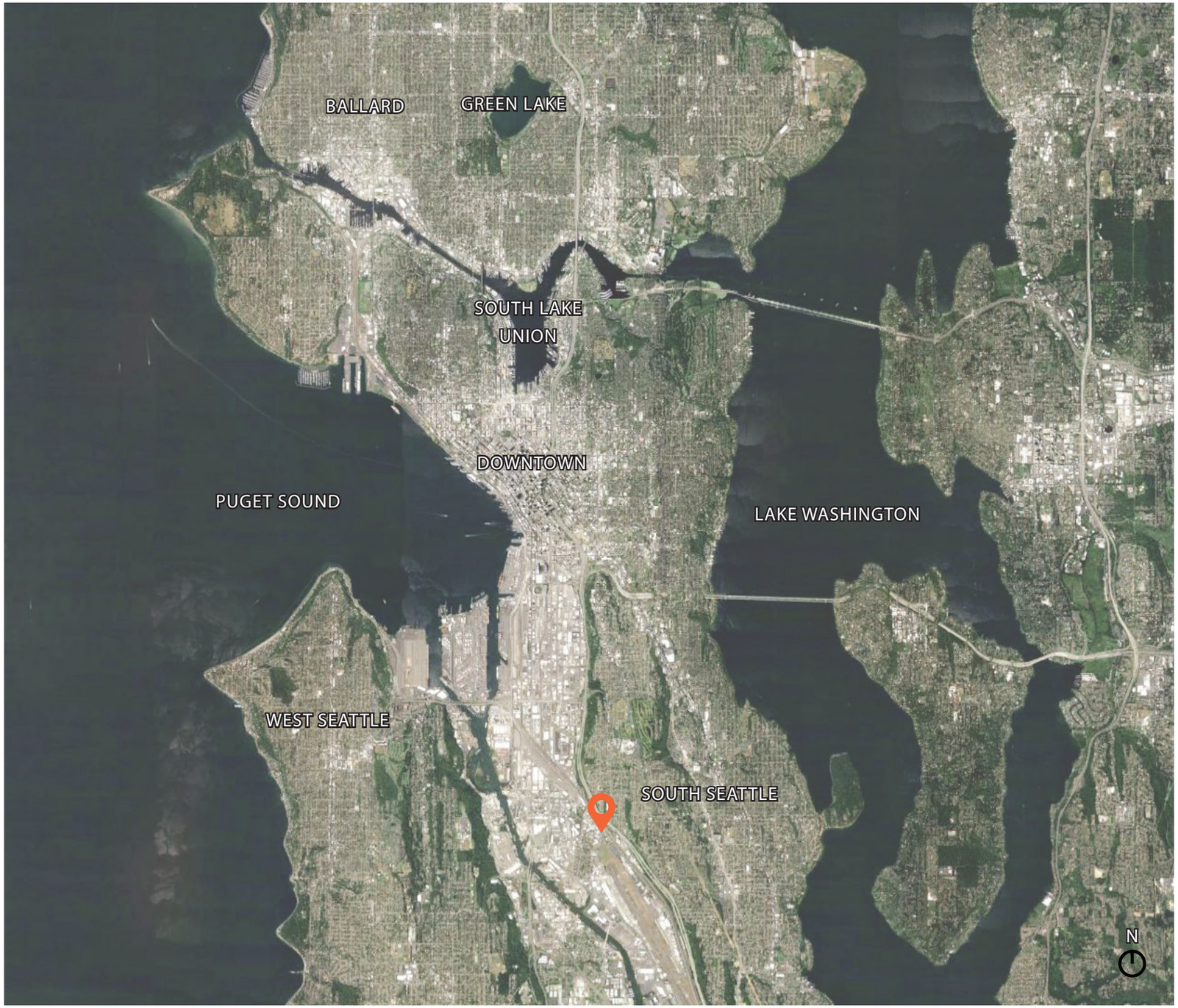





## PROJECT TEAM

OWNER/DEVELOPER
Tang Real Estate Investments
Jimmy Tang
225 Logan Ave S, #307
Renton, WA 98057
T: 206.228.4181

ARCHITECT
N5 Architecture
Seth Hale
2562 Dexter Ave N
Seattle, WA 98109
T: 206.300.5339

LANDSCAPE ARCHITECT
ROOT OF DESIGN LLC
DEVIN PETERSON
7104 265TH ST NW
STANWOOD, WA 98292
PHONE: (206) 491-9545

## PROJECT OVERVIEW

The site is located in the Georgetown neighborhood, at the intersection of Airport Way S and the north side of the S Albro Place overpass. It is also 2 blocks north of Boeing Field.

The subject parcel is zoned C2-55. Zoning to the south and north is also zoned C2-55. NC3-55 is to the west and IG2 U/85 to the east.

PROJECT LOCATION

# DEVELOPMENT OBJECTIVES | Proposal Summary


PARCEL # 7006200430

PROPERTY LINE

## DEVELOPMENT OBJECTIVES

1. Provide meaningful live/work spaces geared toward small business and artists.
2. Provide an open central courtyard that would encourage interaction and offer an active community space

## PROJECT PROPOSAL

- 4 Stories with 12 Live/Work units
- 45,000 SF of FAR Allowed
- 21,000-24,000 SF of AFR Proposed
- 5 Vehicle Parking Spaces
- 12 Bicycle Spaces

# SITE PLAN | Site Context

- PROPERTY LINE
- STRUCTURES TO BE REMOVED
- EXISTING ADJACENT STRUCTURES
- ESTIMATED TREE CANOPY

## SITE CONTEXT

The site is currently occupied by a one-story grocery story with an adjacent parking lot and a small single story dwelling adjacent to the alley. The site is bounded by Airport Way to the east, S Albro overpass to the south, an alley to the west and the following adjacent properties:

North: Great Notion Brewing
- single story CMU building

South: Mayer Design Metal Fabricator
- single story CMU building

East: Railroad tracks

West: Vacant lot and three-story wood framed multi-family building

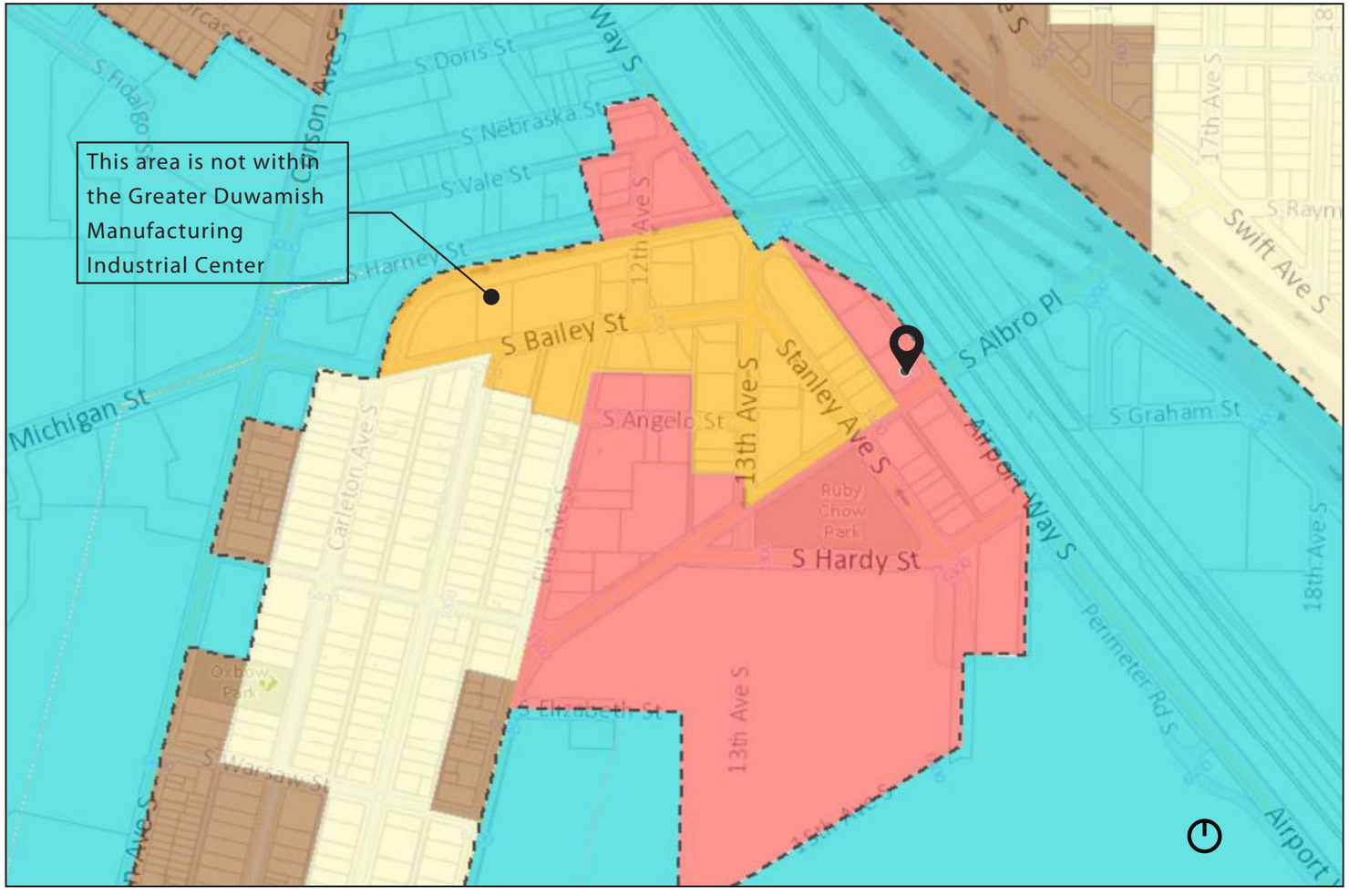
## LEGAL DESCRIPTION

QUEEN ADD, PLAT BLOCK: 7, PLAT LOT: 14 THRU 17.
APN: 7006200430

| TREE | COMMON NAME | DIAMETER | DRIP LINE RADIUS |
|---|---|---|---|
| #1 | Deodar Cedar | 27.9″ | 25′ |
| #2 | Douglas-fir | 9.2″ | 8′ |
| #3 | Douglas-fir | 15.1″ | 14′ |
| #4 | Lawson Cypress | 11.6″ | 8′ |
| #5 | Douglas-fir | 16.4″ | 19′ |
| #6 | Lawson Cypress | 18″ | 8′ |
| #7 | Lawson Cypress | 9.2″ | 14′ |

NO TREES ON SITE ARE EXCEPTIONAL

# URBAN DESIGN ANALYSIS | Zoning & Urban Villages




## ZONING & URBAN VILLAGES

The parcel is zoned C2-55 (M). The site is bounded by C2-55 zoning to the north and south sides. NC3-55 (M) zoning is to the west and IG2 U/85 zoning to the east. While the site is not within, the Greater Duwamish Manufacturing Industrial Center surrounds the area and is located directly to the west.

| | |
|---|---|
| PARCEL # | 7006200430 |
| ZONE | C2-55 |
| MHA FEE AREA | Low |
| URBAN VILLAGE | None |
| PEDESTRIAN AREA | No |
| FREQUENT TRANSIT | Yes |
| ECA | Liquefaction |
| LOT SF | 12,000 SF |

# URBAN DESIGN ANALYSIS | Neighborhood Context



Rainier Brewery Building
Seattle Historic Landmark. Multi-story masonry structure housing numerous small business.


Jules Maes Saloon
Two-story masonry structure typical of numerous structures located in central Georgetown.

- COMMERCIAL
- INDUSTRIAL
- INSTITUTIONAL
- PUBLIC
- SINGLE FAMILY
- MULTIFAMILY/MIXED USE

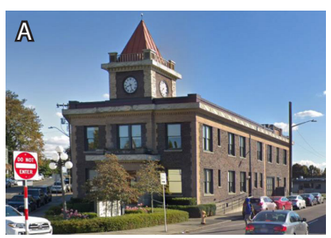
## BUILDING TYPOLOGIES

The majority of surrounding buildings are single story commercial structures. These include a brewery, paint store, metal fabricator and print shop. Directly to the west are two multi-family structures. Each wood framed, two stories in height.

The greater area is a diverse mix of single story commercial/warehouse structures, older masonry buildings and transitioning to single and multi-family dwellings approximately 4 to 6 blocks west.

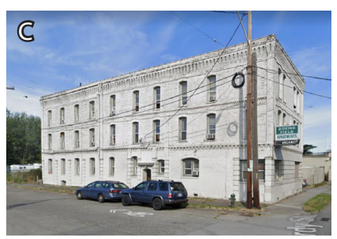
Boeing Field is approximately one block south of the site. Train tracks and Interstate 5 are across from Airport Way directly to the east.

## SURROUNDING BUILDINGS & LOCAL CHARACTER



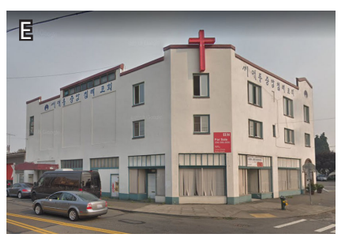

Old Georgetown City Hall
Two-story masonry building with clock tower. Currently used as neighbor care health.


Lowercase Brewing
Single story commercial building. Current reuse as brew-pub.




Boeing Field Apartments
Three-story masonry multi-family building.

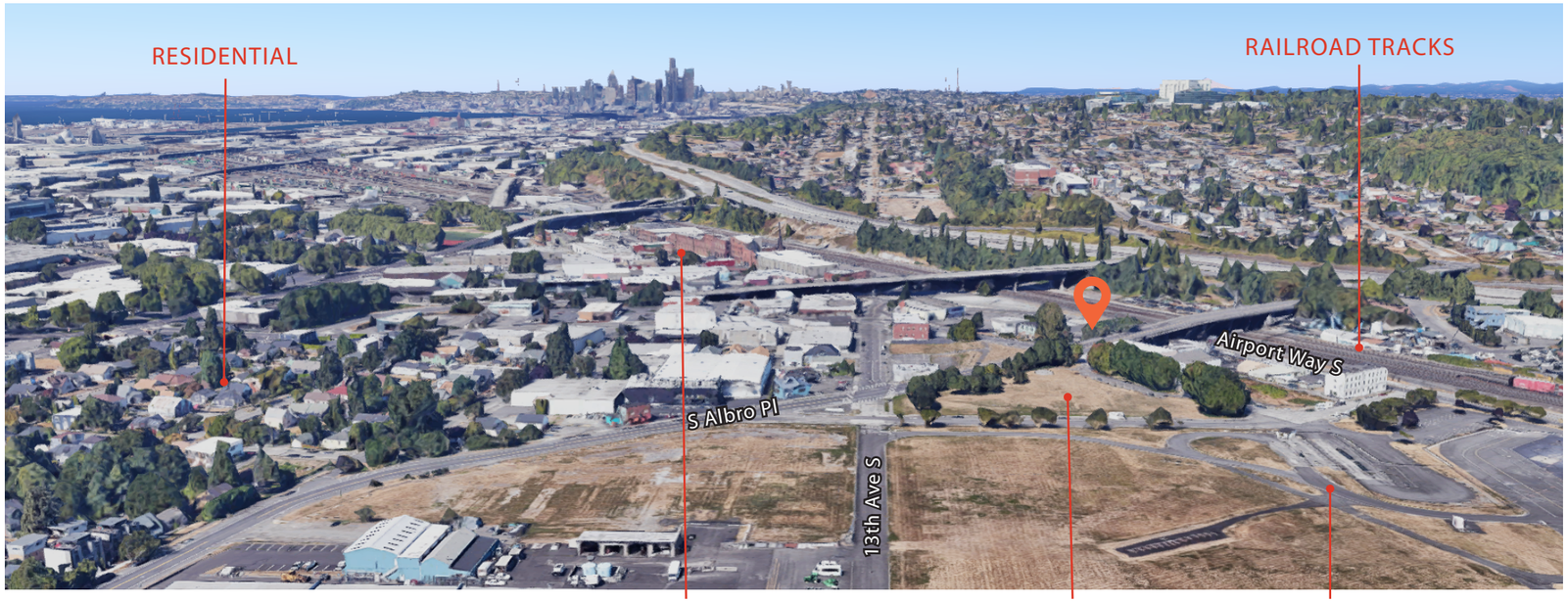

Charles Smith Wines
Conversion of two-story bottling factory to winery.




Central Baptist Church
Multi-story building formerly housed the Korean Baptist Church.


Mueller Residence
Two-story dwelling currently used as apartments.

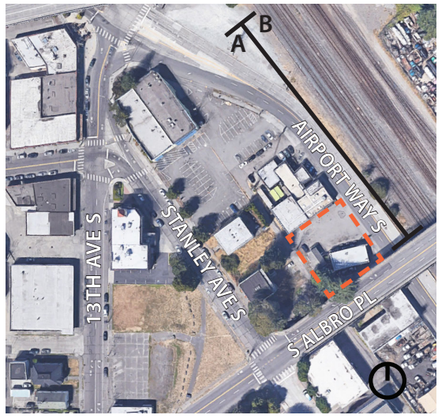
# URBAN DESIGN ANALYSIS | Nine-Block Surrounding Area

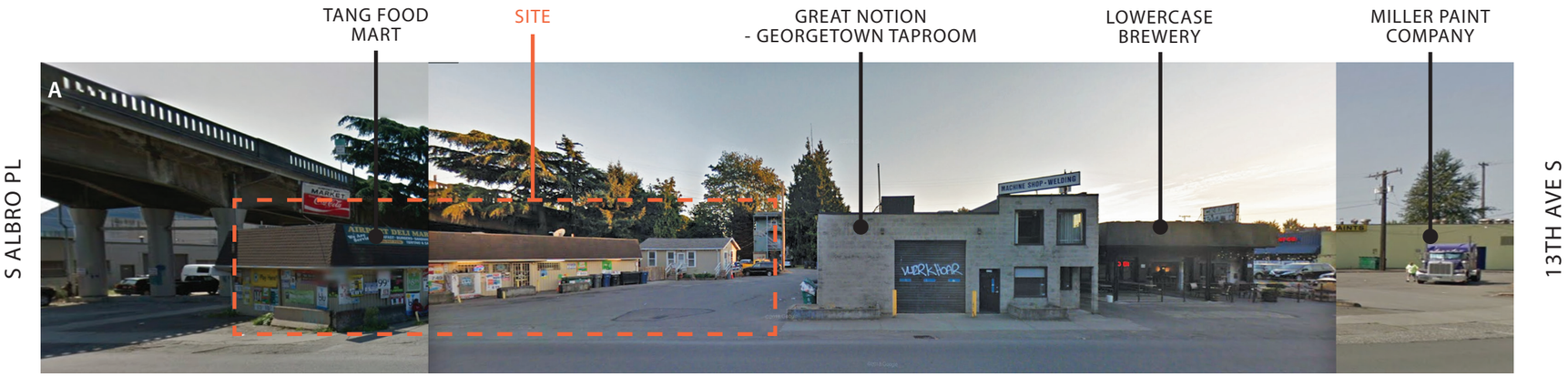



LOOKING NORTH

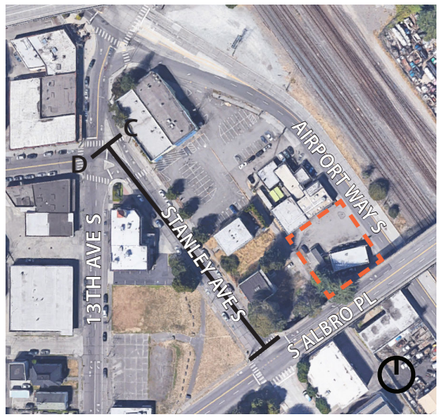

LOOKING SOUTH

# URBAN DESIGN ANALYSIS | Streetscapes




# URBAN DESIGN ANALYSIS | Streetscapes




C

MILLER PAINT COMPANY

MULTI-FAMILY BUILDING

MULTI-FAMILY BUILDING


13TH AVE S

S ALBRO PL

STANLEY AVE S

D

VACANT PARCEL

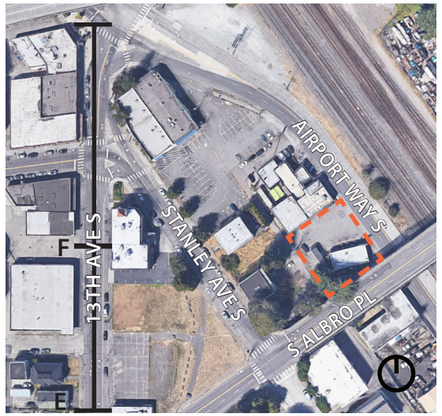
OLD CITY HALL


S ALBRO PL

13TH AVE S

STANLEY AVE S

# URBAN DESIGN ANALYSIS | Streetscapes




AUTO SALES AND SERVICE

HANGAR CAFE

SINGLE FAMILY DWELLING

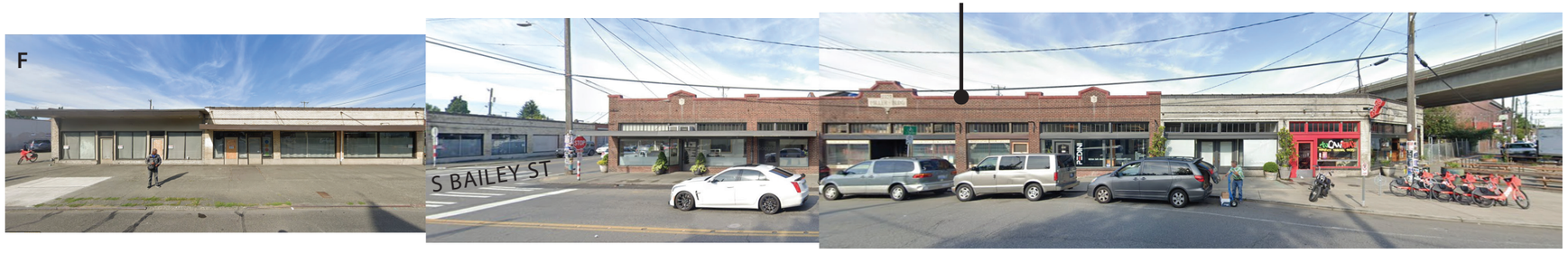
SINGLE FAMILY DWELLING

GRIFFIN COMMERCIAL PARTS


S ALBRO PL

13TH AVE S

MILLER BUILDING
MULTIPLE COMMERCIAL USES




AIRPORT WAY S

13TH AVE S

# ZONING DATA | Development Standards

**PERMITTED USES**

Table A 23.47A.004 - Live/work use permitted. Residential uses permitted for C2 zone with Administrative Conditional Use.

**STREET -LEVEL USES**

23.47A.005.C.1.a - Residential uses may occupy, in the aggregate, no more than 20% of the street level, street facing facade in a pedestrian designated zone, facing a designated principal pedestrian street.

**STREET-LEVEL DEVELOPMENT STANDARDS**

23.47A.008.A.2 - Blank facades

b. Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.

c. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

23.47A.008.B.2. - Transparency

a. Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidwalk shall be transparent.

**STRUCTURE HEIGHT**

23.47A.012 - Zone C2-55 = 55 ft height limit

**FLOOR AREA RATIO**

Table A 23.47A.013 - Total FAR permitted on a lot that is solely occupied by residential use or non-residential use is 3.75 X 12,000 sf = 45,000 sf.

**SETBACK REQUIREMENTS**

23.47A.014 - Under C2-55 zone: No setbacks required, unless adjacent to residentially zoned lots.

**LANDSCAPE GREEN FACTOR**

23.47A.016 - Score of 0.3 or greater is required.

**AMENITY AREA**

23.47A.024 - Amenity area
A. Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use.

**REQUIRED PARKING**

Table B 23.54.015 - Parking for Live-work uses:
0 spaces for units with 1,500 sf or less;
1 space for each unit greater than 1,500 sf

23.54.020.F.2.a - Transit Reduction
Parking requirement reduced by 50 percent if property is located within a frequent transit service area

Table D for 23.54.015 - Parking for bicycles
D.2. Multi-family structures = 1 long-term per dwelling unit & 1 short-term per 20 dwelling units

# COMPOSITE SITE PLAN | Site Plan


## LEGAL DESCRIPTION

Lots 14-17, block 7, Queen addition to the City of Seattle, according to the plat thereof recorded in volume 8 of plats, page 74, in King County, Washington.

### PROGRAM

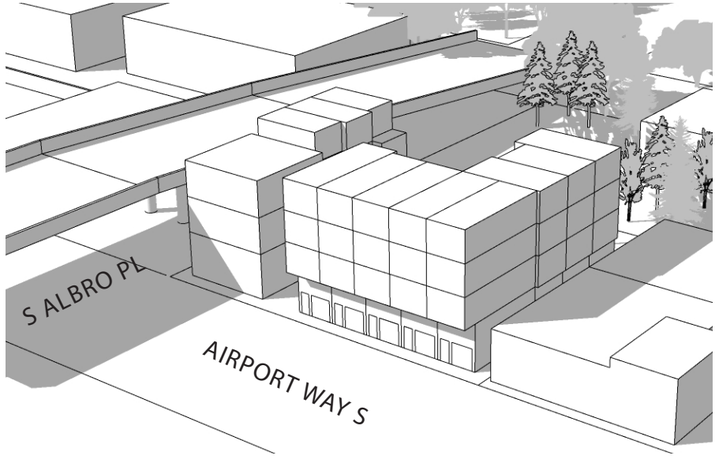
- Residential
- Circulation
- Bike Storage/Recycling
- Parking

### PEDESTRIAN ACCESS

- Private Entry
- Public Entry

## OPTION 1

*(CODE COMPLIANT)*




12 Live/Work units at 4 stories each
45,000 SF of FAR Allowed
21,000 - 23,000 SF of FAR Proposed
23,000 - 25,000 GSF Proposed
6 Vehicle Parking Spaces
12 Bicycle Spaces

PROS:
- Code compliant
- Central courtyard
- Strong structure stree edge at both ROWs
- Two street frontages
- Street level  transparency
- Potential downtown views for north units

CONS:
- Large SE corner unit for code compliance
- One unit with limited openings.
- Courtyard is not visible from Airport Way limiting visibility and business opportunities
- Pedestrian access to courtyard from Airport Way narrow
- South units located close to the Albro overpass

## OPTION 2


12 Live/Work units at 4 stories each
45,000 SF of FAR Allowed
22,000 - 24,000 SF of FAR Proposed
24,000 - 26,500 GSF Proposed
6 Vehicle Parking Spaces
12 Bicycle Spaces

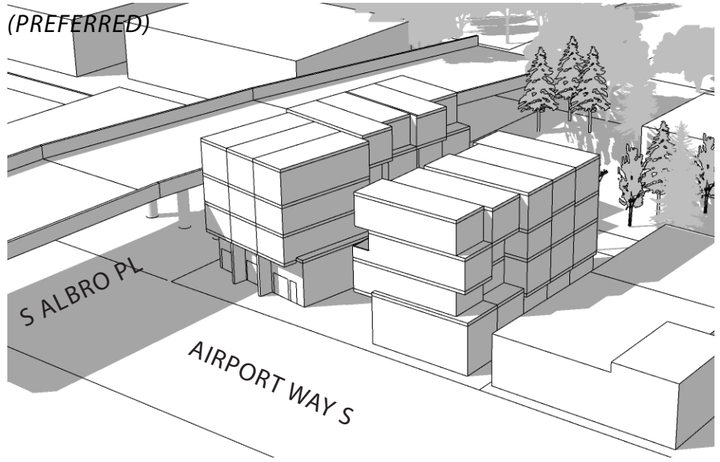
PROS:
- Strong street edge
- All units have openings on at least two sides

CONS:
- Limited street facade modulation
- Rear units blocked by east units limiting visibility and business opportunities
- Narrow courtyard
- South units located close to the Albro overpass

DEPARTURE:
23.47A.008.B.3.a:  Depth provisions for  new structures or new additions to existing structures.  Commercial depth is not provided for  live/work units adjacent to S Albro Place.

## OPTION 3

*(PREFERRED)*




12 Live/Work units at 4 stories each
45,000 SF of FAR Allowed
23,000-25,000 SF of FAR Proposed
25,300 - 27,500 GSF Proposed
5 Vehicular Parking Spaces
12 Bicycle Spaces

PROS:
- Significant unit modulation visible from Airport Way S
- Courtyard open and visible to Airport Way S to encourage business opportunity
- Potential downtown views for north units
- South building angle provides better separation from Albro overpass

CONS:
- One unit with limited openings
- Less parking (5 stalls)

DEPARTURE:
23.47A.008.B.3.a:  Depth provisions for  new structures or new additions to existing structures.. Commercial depth is not provided for live/work unit 1 adjacent to S Albro Place and live/work unit 8 adjacent to Airport Way S.

## PROPOSAL DESCRIPTION

SUMMARY OF GUIDANCE

The proposal is for two structures including 12 Live-Work Units total. The structures are located adjacent to the north and south property lines with a courtyard located between. Surface parking for six stalls is provided adjacent to the alley.

The north building contains 5 live/work units all four stories. The first floor entirely dedicated to the "work" component. Commercial/Retail access faces the courtyard and Airport Way South. Residential entries are provided along the north façade.

The south building contains 7 live/work units. All are 4 stories except for the far west unit. Commercial/Retail access faces the courtyard or Airport Way South. Where feasible residential entries are to the south adjacent to Albro Pl S.

The courtyard is a strong design element. The intent is to provide a successful live/work project where the work portion is actually used for work, tenant and employees/owner's interaction flourishes and visual interest and accessibility draw the public into the site. The courtyard will provide all these functions.

The site is bounded by Airport Way S to the east, Alley to the east, single story CMU building to the north and S Albro Place to the south. Please note that S Albro is an overpass providing access across I5 to the east and includes pedestrian access below as well as parking. It does not appear the parking is authorized by SDOT.

The site is flat, fully paved, and currently occupied by a single-story convenience store and single-family dwelling. All existing structures will be demolished, and all paving removed. Curb gutter and sidewalk will be added at the Airport Way frontage. The site is relatively flat with an artificially created steep slope adjacent to the east property line.

UNIT GSF IS AS FOLLOWS:

South Building:
Unit A: 1742 GSF
Unit B: 1742 GSF
Unit C: 1832 GSF
Unit D: 1833 GSF
Unit E: 1729 GSF
Unit F: 1716 GSF
Unit G: 1446 GSF
Total: 12,040 GSF

North Building:
Unit H: 1875 GSF
Unit J: 1859 GSF
Unit K: 1911 GSF
Unit L: 1918 GSF
Unit M: 1918 GSF
Total: 9481 GSF

Total GSF: 21,521 GSF
Site Area: 12,004 GSF
Total # of Units: 12 Live/Work Units

DEPARTURES REQUESTED:

Departure #1:
23.47.008.A.2.c: The total of all blank facades may not exceed 40% of the width of the façade of the structure along the street.
4/G2.00: North Building, Unit H: The proposed indicates a blank façade of 41.2%. This equates to 4.8" over allowable blank façade. The rationale is material dimensions and building repetition and rhythm. The proposed façade includes two garage doors each 10' in width. A door could be special ordered of a different width to meet blank facade requirements if necessary. This would then likely dictate another special-order door to maintain symmetry. The two doors maintain the repetition present through the design and provide a pleasing rhythm along this façade. In addition, the main floor utilizes masonry providing a pleasing highly textured façade where facades are deemed blank.

Departure #2:
23.47A.008.E.2: Provision for pedestrian entries on street facing facades.
Unit 3(C) and 8(H) provide man doors or pedestrian entries facing the courtyard. Both entries are readily visible from the Airport Way S ROW and the street facing facades are provided with garage doors which will provide ample visibility and act as secondary entrances when open.
Units 4-7(D-G): South Building commercial entries are oriented towards the courtyard and the south building is angled to improve visibility from Airport Way S. Commercial/Retail success is unlikely at the south façade as Albro Pl is an overpass and the space below currently utilized for parking.

## RESPONSE TO EARLY DESIGN GUIDANCE

### 1. MASSING OPTION

Staff appreciates the three massing options that address the opportunities and constraints of the street, alley, and overpass. All three options approach the public versus private facade and activation uniquely. Options 1 and 2 do a great job creating a designated courtyard space for the live-work tenants while activating the street level through a break in massing. These options also successfully use staggered modulated volumes to form a strong architectural massing. Option 3 delivers the best potential for response to Priority Guidelines, such as designing a stronger architectural concept, a more interactive building-open space concept, and a more vibrant street-level approach.
Therefore, Staff supports the further development of option 3 with the following guidance. (CS2-B-2 Connection to the Street, CS2-D-4 Massing Choices, DC2-A-2 Reducing Perceived Mass, PL1-A-1 Enhancing Open Space)

**a)** Staff supports the orientation of the units across the site as it is unique and creates a visually exciting experience from the courtyard and Airport Way S at the ground level. However, Staff is concerned with how the non-residential portion of unit 8 will interact with Airport Way S given its proposed orientation towards the center of the site. Staff directs further exploration of ways to achieve a vibrant commercial character at all street-facing units, particularly with unit 8. (CS2-B-2 Connection to the Street, PL3-B-3 Buildings w/Live-Work Uses)

RESPONSE:

Unit 8(H) includes two garage doors on the Airport Way S Street facing facade providing 20' of transparency to the commercial space along a 34' long facade. The garage doors facing Airport Way may be opened to allow for the commercial space to extend outdoors towards Airport Way S.

## RESPONSE TO EARLY DESIGN GUIDANCE

**b)** Option 3 offers the most unique site-massing configuration out of the three options. However, the angled massing of the south building inhibits natural lighting from directly hitting the courtyard during the spring, summer, and autumn seasons. Study massing shifts that can increase the amount of natural light within the courtyard throughout the year. (CS1-B-2 Daylight and Shading)

RESPONSE:
The site-massing configuration of the south building is intentionally angled to provide greater separation from the Albro Overpass, improve visibility of the far west live work units and aide in orienting the courtyard towards Airport Way S. Unit 7(G) has been reduced to 3 stories in height to allow daylighting to reach the courtyard earlier in the day. The shadow analysis has been updated accordingly.
The south building angled orientation has been revised slightly to provide additional daylighting to the courtyard. Please note the Albro Overpass shades most of the site in winter months, regardless of building orientation.

### 2. FACADE DESIGN AND MATERIAL TREATMENT

**a)** Though the architectural concept proposes a well-modulated building, continue exploring various modulation and massing shifts for all visible facades. Consider how facades facing perimeters of the site can help activate those edges (Airport Way S and the Alley). Employ the architectural concept to strengthen the commercial character along Airport Way S, while still promoting a neighborly environment facing the existing structure at the alley. Provide a study in the Recommendation packet demonstrating the response to this guidance. (CS2-A Location in the City and Neighborhood, DC2-B Architec tural and Façade Composition, PL3-B Residential Edges)

RESPONSE:
Earlier comments from staff felt the modulation and massing shifts were unnecessary on the north and south perimeters due to the overpass and likelihood that the adjacent north property will be eventually redeveloped with greater massing.
As the project is live/work modulation and massing shifts are somewhat dictated by building code. Two-hour unit separation is required and must continue to grade. There are other building code requirements that are also dictating the offsets however the current configuration has been carefully designed to avoid wall extensions below cantilevers or wall extensions perpendicular to facades. All for fire separation requirements.
All facades utilize similar materials with clear delineation between commercial and residential components. The base or commercial component utilizes masonry whereas upper residential floors are clad in wood.
The street facing façade of both buildings utilizes cantilevers and setbacks to emphasize the commercial at grade component. The south building upper floors cantilever over the commercial at grade floor whereas the north building upper floor is setback. Both massing shifts clearly delineate and express commercial vs non-commercial volumes.
The alley façade, while flush employs the same material differentiation, the east and west cantilevers are evident and dwelling unit 7(G) is 3 stories in height (vs four stories) to reduce the massing.

**b)** Due to the south building's proximity to the overpass, Staff encourages the exploration of exterior-facing materials and color palettes that can obscure/deal with higher levels of dust/pollution over time. (DC4-A Exterior Elements and Finishes)

RESPONSE:
The south facing façade intends to employ the same materials as all other facades. Masonry is proposed at grade and wood siding at upper floors. The upper floors wood siding is relatively dark and textured which will obscure any potential dust/grime over time.

**c)** Staff supports the high-level of modulation and massing forms. Building off this concept, design each façade with equal levels of thoughtfulness and clarity. Staff encourages the applicant to take inspiration from the industrial character of the existing neighborhood context. The material palette, composition, and application determine the successfulness of this architectural concept. (CS2-A-2 Architectural Presence, DC2-B Architectural and Façade Composi tion, DC4-A Exterior Elements and Finishes)

RESPONSE:
While all facades are not as heavily modulated as the street facing façade and courtyard all are treated with the same material palette.
The industrial character of the immediately adjacent neighborhood is CMU, smooth face, and split face. These are not desirable materials to imitate. The larger surrounding context is an eclectic mix of materials with many structures utilizing masonry. Masonry is proposed at grade for the commercial facades. Upper floors propose vertical wood siding and cementitious panels. Wood siding is not typical of this neighborhood however residential is also atypical of this neighborhood. The wood siding is intentionally utilized to express the residential nature of the upper floors. This delineation of materials is utilized, somewhat, on the new live/work building across the alley to the west. While industrial materials are not utilized at grade upper floors are clad in a mix of bevel and panel cementitious siding reflective of the residential nature of these floors.

**d)** Include context-rooted secondary architectural elements for an enhanced industrial commercial character. The highly visible courtyard and its flanking facades is the heart of this design concept, and it is expected to be visually attractive and able to foster passive and active interaction across the site and varying levels. (CS2-A-2 Architectural Presence, DC2-B Architectural and Façade Composition, DC2-C Secondary Architectural Features, DC2-E Form and Function)

RESPONSE:
The courtyard and street facing facades are provided with elements that are industrial in nature. Use of masonry at grade and garage doors adjacent to man doors. The garage doors will provide opportunities for the individual businesses to extend into the courtyard.
The commercial facades are further accentuated by colored cementitious panels above the man doors and are proposed as areas for signage to further increase the individuality of each façade/business.
Secondary Architectural elements are purposefully sparse. The building language is dictated by the significant number of offsets and cantilevers. Numerous secondary architectural elements could compete and/or diminish this aspect.

## RESPONSE TO EARLY DESIGN GUIDANCE

**e)** Staff directs further development of a hierarchy of elements that distinguishes residential and non-residential entries. Staff is concerned that the conceptual site plan on page 31 (PDF page 33) of the EDG packet depicts each live-work unit with a large amount of private entry space that appears to privatize the public courtyard and that entryways from S Albro Pl have an excess amount of perceived privatized space compared to other units. Provide ample renderings in the Recommendation packet that demonstrate a rebal ance of entryway elements between perceived private versus public spaces. (PL1-A-2 Adding to Public Life, PL3-A-2 Ensemble of Elements, PL3-B Residential Edges)

RESPONSE:
The courtyard paving has been extended, landscaping reduced, and paving differentiation included such that the amount of perceived private space within the courtyard is reduced.
The entries facing S Albro are strictly residential as are the entries at the north building north façade. It would be difficult to perceive these as commercial due to the location, limited amount of fenestration and lack of signage. To ensure that there is no confusion a privacy gate is added blocking access to the residential entries at the north building, north façade.
As mentioned in response to 1.a. the south building orientation, while reduced, is intentional to provide separation from the Albro Overpass and provide better visibility to the commercial entries within the courtyard. The south building south façade entries are angled away from Airport Way South. Mistaking these for commercial entries would require intentionally walking on the Albro sidewalk which is located under the overpass to make a visual connection. A fence has been added adjacent to the Albro public sidewalk to further clarify that these entrances are residential.
There is a clear difference in privatized space for the south building. The intent is to provide greater separation from the overpass and allow natural light to reach the building south facade. While there is more privatized space it is uncertain if this will be utilized as it exists within the shadow of the overpass which is unavoidable.

**f)** Staff states that the façade composition and fenestration pattern should be
informed by the architectural concept. Provide a study that demonstrates how the façade design and window styles contribute to a cohesive concept and maximize daylight to interior spaces. (CS1-B Sunlight and Natural Ventilation, CS3-A-1 Fitting Old and New Together, DC2-B-1 Façade Composition, DC2-A-2 Reducing Perceived Massing)

RESPONSE:
The façade composition and fenestration patterns are informed by the architectural concept providing clear delineation between commercial and residential.
Commercial at grade spaces utilize garage doors and masonry to clearly delineate or differentiate from the residential nature of the spaces above. Residential Floors above utilize wood siding and fenestration residential in nature delineating and/or differentiating from the commercial at grade level. The proposed residential fenestration is floor to ceiling and encompasses approximately 50% of each floor façade. This is likely the maximum individual residential façade fenestration width without introducing steel frames for shear structural purposes. Further the residential windows mirror or are offset floor to floor. This fenestration pattern is intended to complement and further express the floor plate offsets.

**g)** Staff encourages adding balconies around the buildings for added activation, ventilation, modulation, texture, and fine detailed, secondary architectural elements. Consider a transparent material approach to reduce the opaqueness and heaviness of the upper levels. (CS1-B Sunlight and Natural Ventilation, DC2-A-2 Reducing Perceived Massing, DC2-D-1 Human Scale)

RESPONSE:
Upper story balconies are not proposed except as indicated on unit 8(H). The architectural concept could potentially suffer from these added elements. In other words, too busy! Additionally. building code requirements will significantly reduce the amount of transparency allowed between exterior balconies as addressed in response to 2.a. While the front of individual decks could be transparent sides would need to be solid walls. This would reduce the amount of daylighting that would penetrate the unit interiors.

**h)** Design the downspouts and vents to coordinate with the architectural concept of the building and landscape design. (PL2-C-2 Design Integration, DC2-C-2 Dual
Purpose Elements)

RESPONSE:
Downspouts and vents have been coordinated with facades, concept, and landscape design.

### 3. SITE PLANNING, GROUND FLOOR, STREET EDGES, AND AMENITY SPACE:

**a)** Staff is concerned with the security of on-site amenities and uses. Explore how porous, decorative, soft-scaping, and/or hardscaping screening techniques could be used to heighten safety and visual presence throughout the site. Provide a study in the Recommendation packet demonstrating the response to this guidance with a focus along the courtyard access areas. (PL2-B Safety and Security, PL3-B-1 Security and Privacy, PL3-B-2 Ground-Level Residential)

RESPONSE:
It is desired to leave the courtyard space open for commercial retail purposes however safety and security is a concern. To address gates have been added to the north building north façade limiting access to residents only. Fences have been included at the south building south property line south façade delineating between public and private spaces. All locations, north and south facades and courtyard (catenary lighting) are provided with generous lighting to heighten safety. At the courtyard upper-level residential stories floor to ceiling fenestration permits “eyes on the courtyard” from all units.

**b)** Staff is concerned with the security of on-site amenities and uses. Explore how porous, decorative, soft-scaping, and/or hardscaping screening techniques could be used to heighten safety and visual presence throughout the site. Provide a study in the Recommendation packet demonstrating the response to this guidance with a focus along the courtyard access areas. (PL2-B Safety and Security, PL3-B-1 Security and Privacy, PL3-B-2 Ground-Level Residential)

## RESPONSE TO EARLY DESIGN GUIDANCE

RESPONSE:
The courtyard has been increased in size and width by reducing the perceived area of the private space in front of the at-grade courtyard commercial entry. This has been accomplished by:
• Elimination the landscaping that separated the Live/Work Garage door from the Man Door which increased the area of the perceived private area.
• Reduction in the depth of the pavers that front the commercial entries. There is an intentional difference in pavers between the main courtyard and live/work entries. The intent is to provide an area in front of the live/work entries that is inviting to the public yet does relay that the space I part of the Live/Work Unit. It is hoped, in good weather, that the individual unit garage doors may remain open and the defined paver area will allow for businesses to spill into this area while also relaying a sense that this "spill" is limited by the paver delineation.

**c)** Staff is concerned with the lack of buffer/screening between the parking area and unit 12. Look for ways to provide added privacy between these two places. (DC1-C-2 Visual Impacts, DC3-C-2 Amenities and Features)

RESPONSE:
Greater separation between parking and unit 12(M) is provided and has been revised to landscaping. The landscaping proposed in this area is larger/taller plantings. The windows in unit 12, at the main floor, are elevated to provide screening from vehicles and headlights, increase privacy and security and add wall space within the work portion of the unit.

**d)** Clarify the landscape concept and ensure that landscaping is used to supplement the transition from the sidewalk to the unit entrances. Be purposeful with shade tolerant plant choices at the landscaped areas facing S Albro Pl. (DC4-D-Choice of Plant Materials, PL2-B-3 Street-Level Transparency).

RESPONSE:
Landscape plan is provide indicating proposed plantings. Proposed plants are +/-18" maximum in height adjacent to entries to ensure entries are readily visible and reduce security concerns. Drought tolerant plants are proposed due to shade at S Albro Place residential entries.

**e)** Develop a robust landscaping and lighting plan that cohesively utilize softscaping, hardscaping, and lighting techniques for an intimate and attractive courtyard area. The lighting scheme should sufficiently illuminate the pathways, entries, courtyard, and other architectural/land scape features for a safer and more attractive space. (DC3-C-2 Amenities and Features, DC4-D Trees, Landscape, and Hardscape Materials, PL2-B-2 Lighting for Safety)

RESPONSE:
Landscaping, paver pattern and differentiation and lighting techniques are use din unison to accentuate the courtyard. Landscaping is used within the courtyard, but sparingly and intentionally low to differentiate/accentuate unit individuality while maintaining visibility. Courtyard perimeter landscaping, specifically at the west side is used to screen parking, trash enclosure and to further enclose the courtyard.

**f)** Staff strongly encourages creating a unique pedestrian and courtyard experience for placemaking purposes. Explore paving designs at the ground level that intentionally create visual interest and texture. (DC4-D-2 Hardscaping Material, DC4-D-4 Place Making)

RESPONSE:
See response to 3.e. Paving patterns are used in unison with landscaping and lighting to provide visual interest and texture.

**g)** Clarify the open space concept at the area between S Albro Pl overpass and units 4-7. Explore whether shifting that space to more accessible areas would contribute to a more useable amenity space. (DC3-A Building-Open Space Relationship, DC3-B Open Space Uses and Activities) Study the internal programming and orientation of the south building and its units to improve solar exposure, expand the courtyard experience, and increase ground level activation. Provide concept diagrams or sketches in the Recommendation packet to demonstrate the response to this guidance. (CS1-B Sunlight and Natural Ventilation, DC1-A Arrangement of Interior Uses, PL3-B Residential Edges)

RESPONSE:
As outlined in response to 2.e the south building is angled to increase separation from the overpass and increase visibility of the commercial facades from Airport Way S. While this open space could be reduced by further reducing the angle and orientation of the south building the overpass would place a larger part of this façade close and within the shade of the overpass.
The area below the overpass is currently used for parking. It is unclear if this is allowed by SDOT or if these vehicles are parked illegally. As this neighborhood undergoes further development this space below the overpass could become an amenity with additional lighting, landscaping, skate park, etc. The south building offset from S Albro Pl. would foster a greater public private separation should this occur.

**h)** Staff encourages overhead weather protection near uses that have higher pedestrian activity such as entries, bike amenities, and trash storage areas. (PL1-C Outdoor Uses and Activities, PL2-C Weather Protection)

RESPONSE:
Overhead weather protection is proposed at residential entries, where overhangs are not present, specifically north façade north building and south façade south building. Bike amenities are provided with roof's, siding and gates for security purposes.

**i)** Ensure that trash storage is easily accessible from all residential units and sufficiently screened and distanced from the public amenity areas, pedestrian pathways, and unit entries to minimize visual impacts. (DC1-C-4 Service Uses, PL1-B-3 Pe destrian Amenities, PL2-A Accessibility)

RESPONSE:
Trash is in the NW corner of the site with at-grade access for all tenants. The trash enclosure is screened and is not visible from the public courtyard.

# FLOOR PLANS | Level 1

## PROGRAM

- Residential
- Circulation
- Live/work

## PEDESTRIAN ACCESS

- Private Entry
- Public Entry

# FLOOR PLANS | Level 2

PROGRAM

- Residential
- Circulation
- Live/work

# FLOOR PLANS | Level 3

PROGRAM

- Residential
- Circulation
- Live/work

# FLOOR PLANS | Level 4

PROGRAM

- Residential
- Circulation
- Live/work

# COMPOSITE LANDSCAPE PLAN | Landscape Plan


## SHRUBS

- Ice Dance J. Sedge
- Evercolor Eversheen J. Sedge
- Everillo J. Sedge
- Red Barrenwort
- Greenspire Upright Evonymus
- Limelight Hydrangea
- Sky Pencil J. Holly
- Big Blue Lilyturf
- Moss Green Honeysuckle
- Mahonia Soft Caress
- Lily of the Valley Bush
- Lily of the Valley Bush
- Western Sword Fern
- Mount Vernon Laurel
- Ramapo Rhododendron
- Dwarf Sweet Box

## TREES

- Vine Maple
- Umbrella Pine
- Village Green Zelkova

## GROUND COVERS

- Creeping Raspberry
- Dwarf Periwinkle

## SITE

- 7/8" Drain Rock

# COMPOSITE LANDSCAPE PLAN | Plant Images

Carex Morrowii |
Ice Dance Japanese Sedge

Epimedium x Rubrum|
Red Barrenwort

Ilex crenata|
Sky Pencil Japanese Holly

Mahonia evrybracteata|
Mahonia Soft Caress

Polystichum munitum|
Western Sword Fern

Carex oshimensis TM |
EverColor Eversheen
Japanese Sedge

Evonimus japonicus |
Greenspire Upright Evonimus

Liriope muscari |
Big Blue Lilyturf

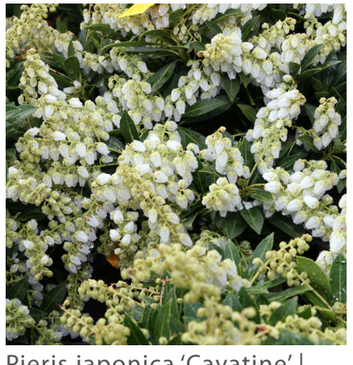
Pieris japonica ‘Browers
Beauty’ | Lily of the Valley Bush

Prunus laurocerasus|
Mount Vernon Laurel

Carex oshimensis Everillo |
Everillo Japanese Sedge

Hydrangea paniculata |
Limelight Hydrangea

Lonicera pileata |
Moss Green Honeysuckle



Pieris japonica ‘Cavatine’ |
Lily of the Valley Bush

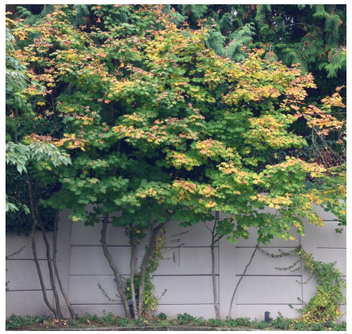
Rhododendron x |
Ramapo Rhododenron

# COMPOSITE LANDSCAPE PLAN | Plant Images

Sarcococca hookeriana humilis |
Dwarf Sweet Box

Zelkova serrata |
Village Green Zelkova

7/8" Drain Rock



Acer circinatum |
Vine Maple

Rubus calycinoides 'Emerald
Carpet' | Creeping Raspberry

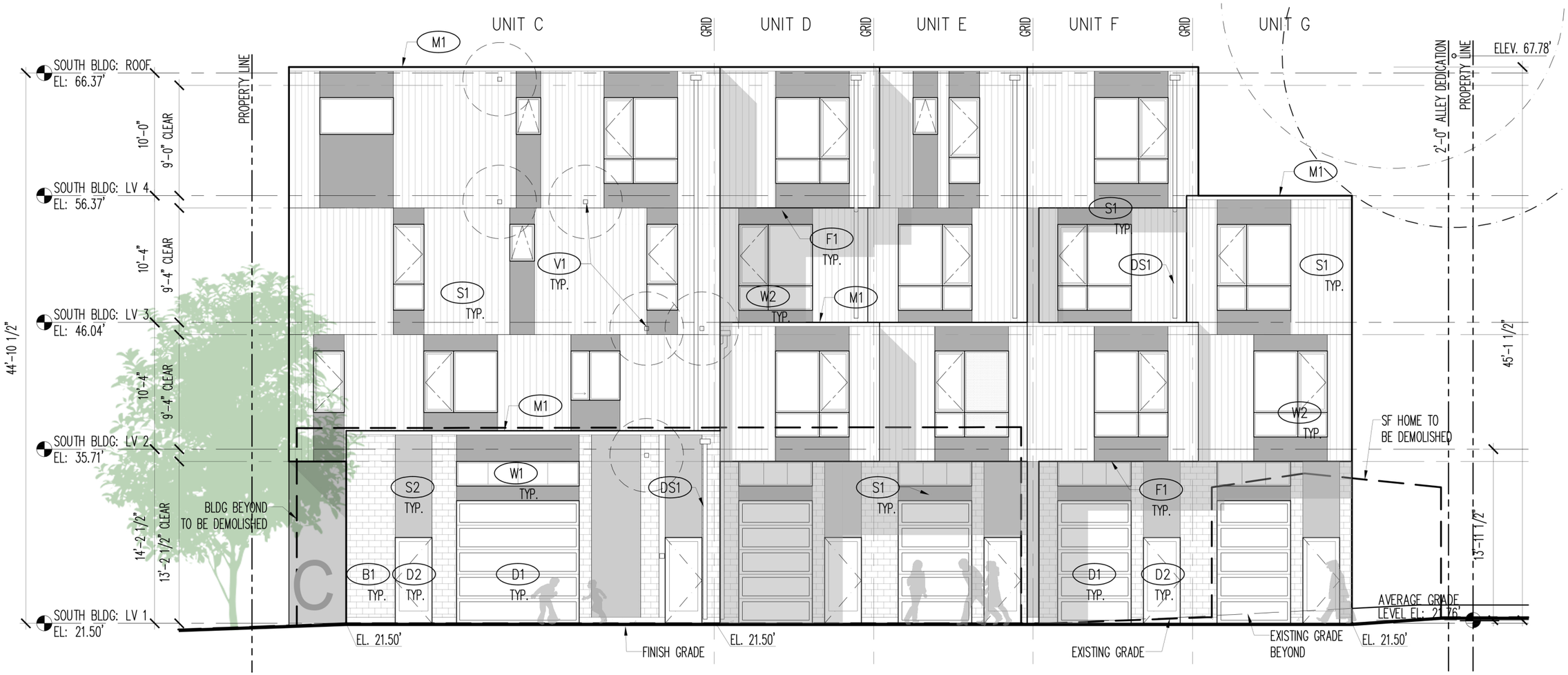
2x2 Concrete  Pavers

Sciadopitys verticallata|
Umbrella Pine

Vinca minor 'Bowles Blue' |
Dwarf Periwinkle

Concrete Pavers

# ELEVATIONS | South Building



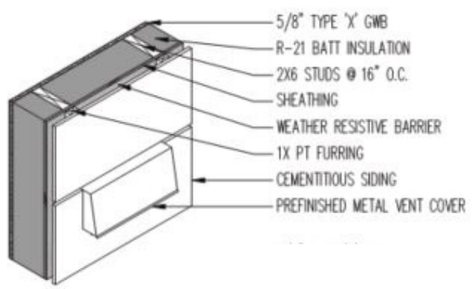

NORTH ELEVATION (COURTYARD)

## MATERIALS

- B1 Brick Veneer - Coal Creek
- CN1 Canopy - Black Metal
- D1 Garage Door - Dark Gray/Black
- D2 Door Frame - Dark Gray/Black
- DS1 Downspout - DarkGray
- F1 Soffit Panel - Cementitious Panel - Osage Orange
- G1 Guardrail - Darl Gray Metal
- M1 Metal Coping - Gray
- S1 Cementitious Panel Siding - Extra White
- S2 Cementitious Panel Siding - Osage Orange
- V1 Prefinished Vent Cover - Dark Gray
- W1 Window Frame - Dark Gray/Black
- WD1 Wood - Vertical Wood Siding
- WD2 Wood - Horizontal Wood Screening
- W2 Window Frame - White

# ELEVATIONS | South Building

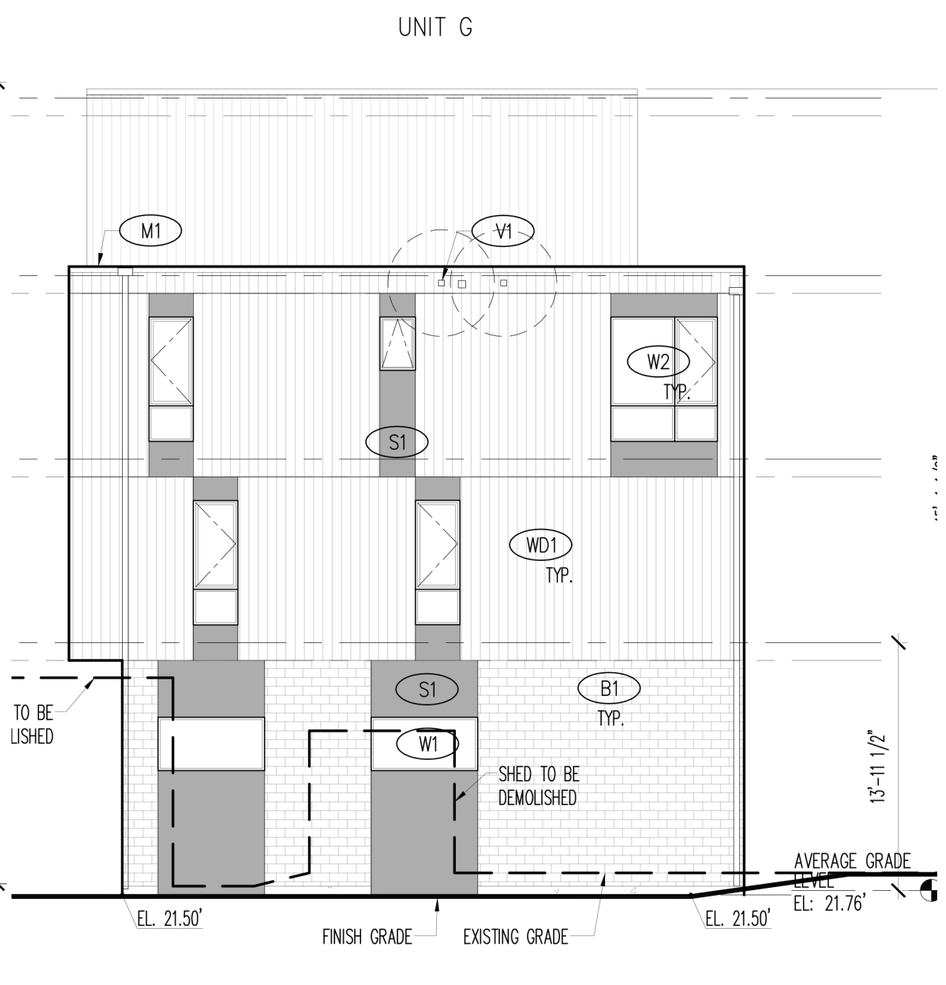

SOUTH ELEVATION (S ALBRO PL)




VENT DESIGN

# ELEVATIONS | South Building


EAST ELEVATION (AIRPORT WAY S)




WEST ELEVATION (ALLEY)

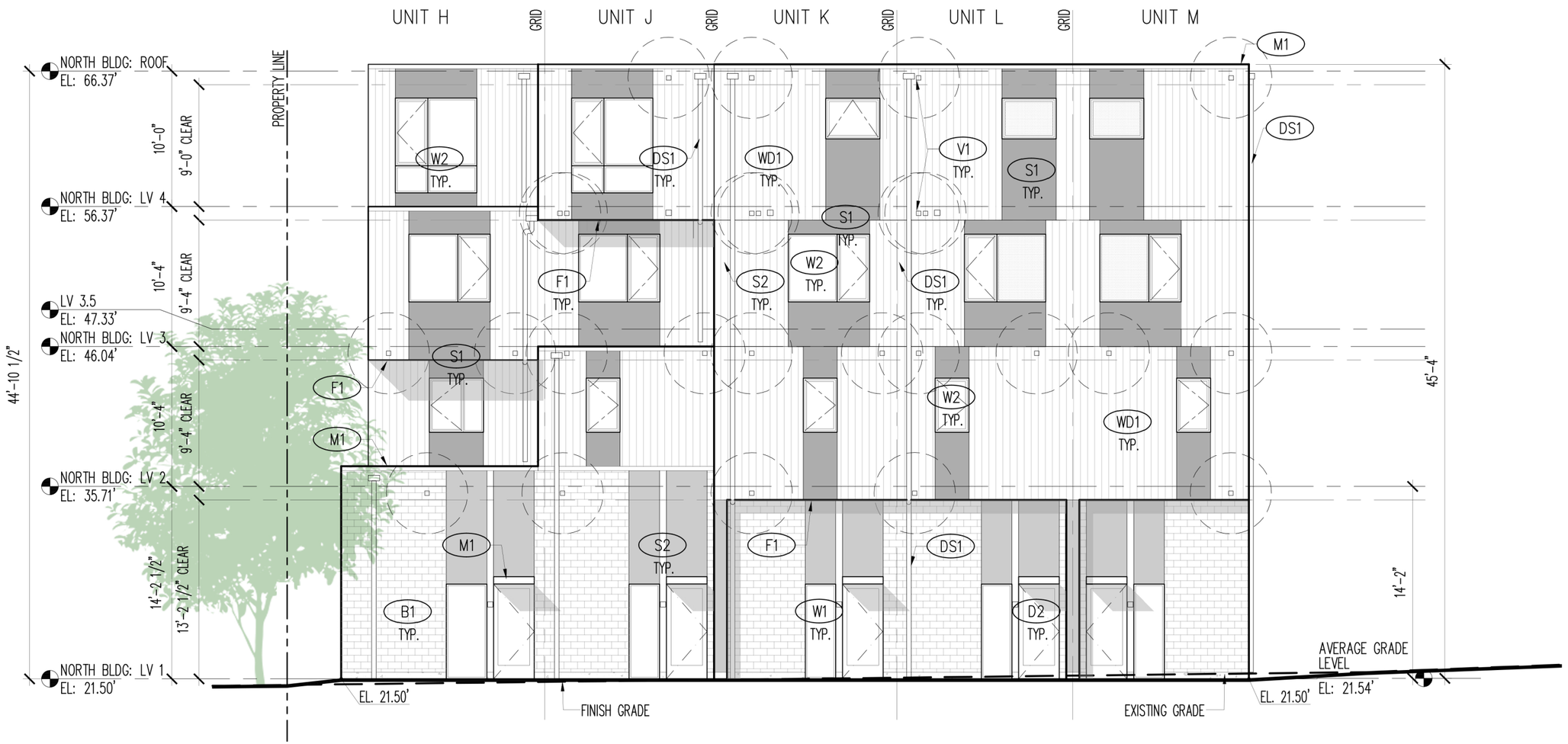
# ELEVATIONS | North Building


SOUTH ELEVATION (COURTYARD)

## MATERIALS

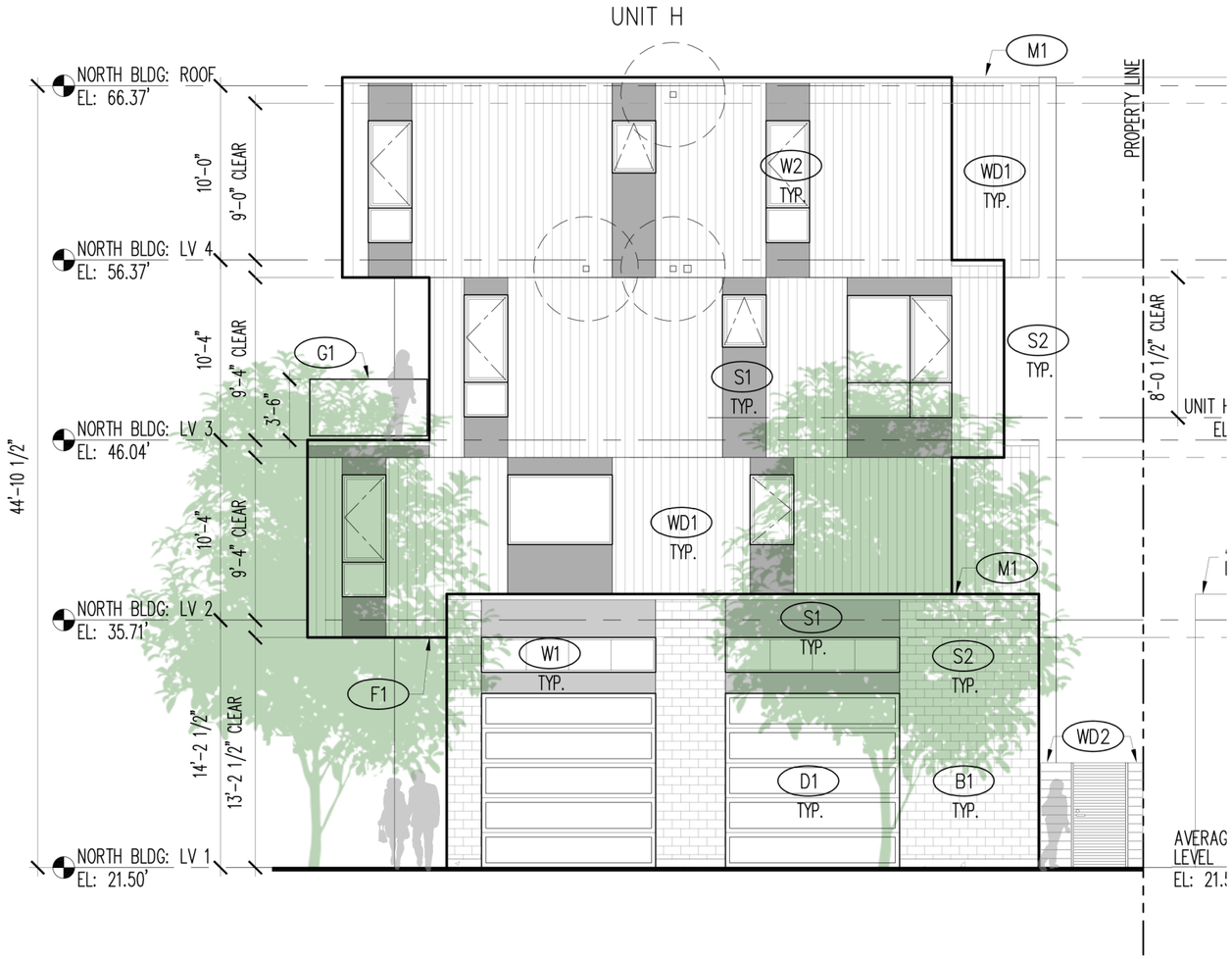
- B1 Brick Veneer - Coal Creek
- CN1 Canopy - Black Metal
- D1 Garage Door - Dark Gray/Black
- D2 Door Frame - Dark Gray/Black
- DS1 Downspout - DarkGray
- F1 Soffit Panel - Cementitious Panel - Osage Orange
- G1 Guardrail - Darl Gray Metal
- M1 Metal Coping - Gray
- S1 Cementitious Panel Siding - Extra White
- S2 Cementitious Panel Siding - Osage Orange
- V1 Prefinished Vent Cover - Dark Gray
- W1 Window Frame - Dark Gray/Black
- WD1 Wood - Vertical Wood Siding
- WD2 Wood - Horizontal Wood Screening
- W2 Window Frame - White

# ELEVATIONS | North Building

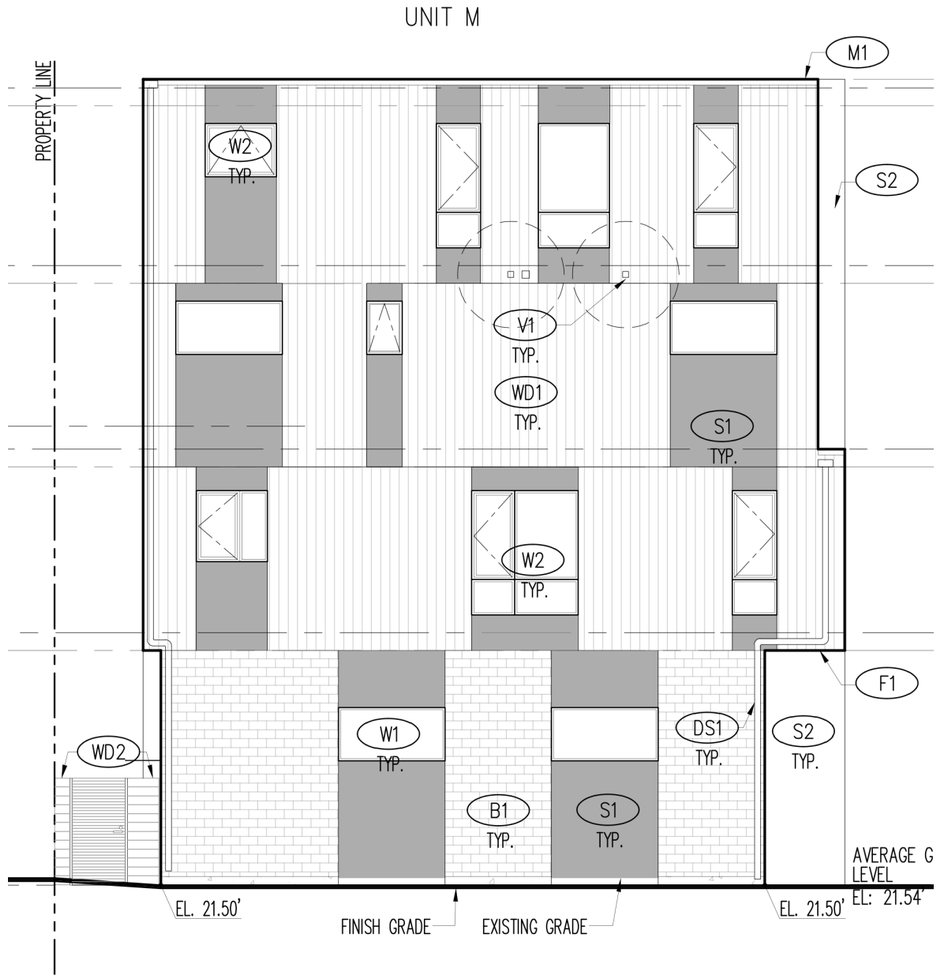



NORTH ELEVATION

# ELEVATIONS | North Building




EAST ELEVATION (AIRPORT WAY S)




WEST ELEVATION (ALLEY)

# MATERIAL & COLOR PALETTE | South Building

## MATERIALS

HardiePanel Vertical
Siding Smooth:
SW 6890 - Osage Orange

HardiePanel Vertical
Siding Smooth:
SW7006 - Extra White

Vertical Wood Siding
to Match
Hewn Keybony Antigua

Mutual Materials
Slimbrick:
Coal Creek

Garage Doors | Live/Work Entry
Adonize Aluminum

Guardrail:
To Match PPG
Solargray

Vinyl Windows/Doors:
Silver

Vinyl Windows/Doors
White

EAST ELEVATION
(AIRPORT WAY S)


NORTH ELEVATION
(COURTYARD)

# MATERIAL & COLOR PALETTE | South Building

SOUTH ELEVATION
(SOUTH ALBRO PL)


WEST ELEVATION
(ALLEY)

# MATERIAL & COLOR PALETTE | North Building

## MATERIALS

HardiePanel Vertical
Siding Smooth:
SW 6890 - Osage Orange

HardiePanel Vertical
Siding Smooth:
SW7006 - Extra White

Vertical Wood Siding
to Match
Hewn Keybony Antigua

Mutual Materials
Slimbrick:
Coal Creek

Garage Doors | Live/Work Entry
Adonize Aluminum

Guardrail:
To Match PPG
Solargray

Vinyl Windows/Doors:
Silver

Vinyl Windows/Doors
White

EAST ELEVATION
(AIRPORT WAY S)


NORTH ELEVATION

# MATERIAL & COLOR PALETTE | North Building

SOUTH ELEVATION
(COURTYARD)


WEST ELEVATION
(ALLEY)

# MATERIAL & COLOR PALETTE | Materials Board

Haridie Panel - Vertical Siding
Smooth Finish

HEX #EEEFEA
RGB(238, 239, 234)

Extra White (SW 7006)
Paint - Sherwin Williams

Vertical Woord Siding - to Match
Hewn Keybony Antigua

Vinyl Windows/doors


Guardrail
Glass\ Adonize Aluminum

Haridie Panel - Vertical Siding
Smooth Finish

HEX #F4A045
RGB(244, 160, 69)

Osage Orange (SW 6890)
Paint - Sherwin Williams

Mutual Materials Slim Brick:
Coal Creek

Garage Doors - Live/Work Entry
Adonize Aluminum

# RENDERINGS | Looking West from Airport Way (Under Albro Pass)

LOOKING WEST FROM AIRPORT WAY (UNDER ALBRO PASS)

# RENDERINGS | Courtyard View Looking Southwest

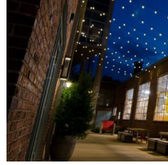
# RENDERINGS | Looking North from Albro Pass

# EXTERIOR LIGHTING PLAN | Site Plan


SITE PLAN

## LIGHT LEGEND

1



Modern Forms Bloc
LED Wall Sconce
Black
16.5 Watts

2



LumenArt - AWL 60.1
UNV Wall Mount
White
16.5 Watts

3



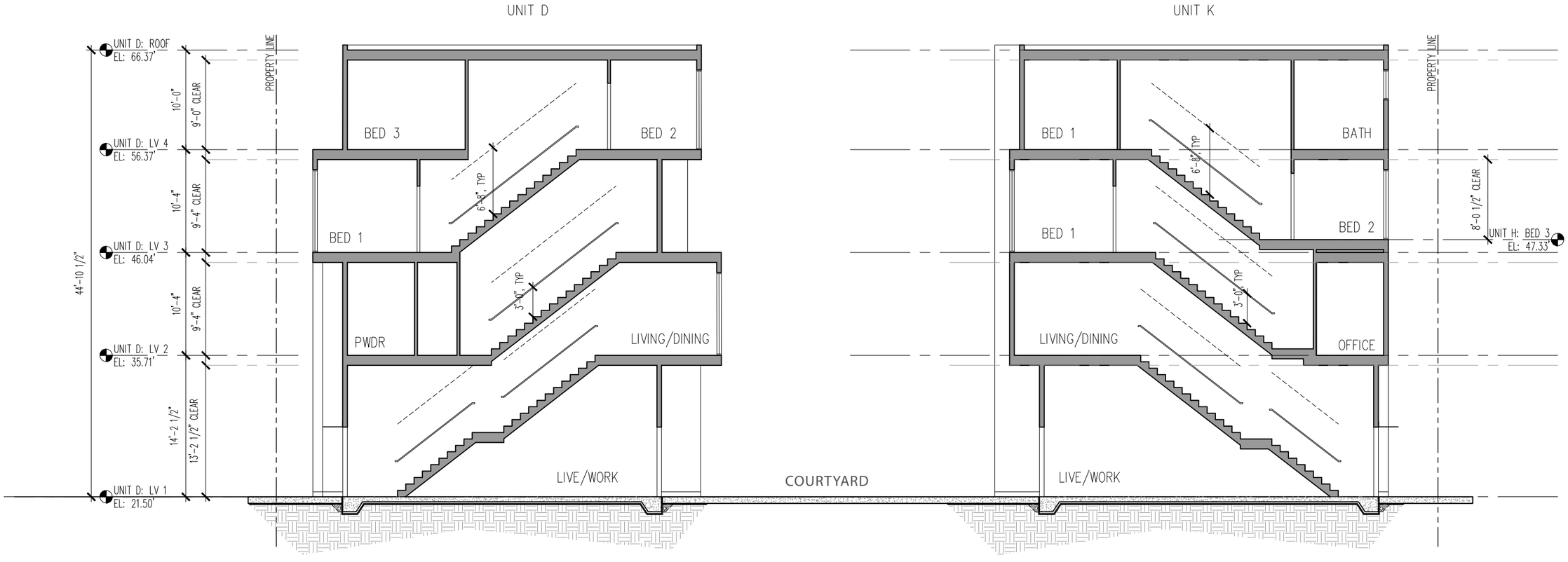
Rincon Bollard LED
Pathway Light
Slate
14 Watts

4



Catenary Lighting

# BUILDING SECTIONS | Section A

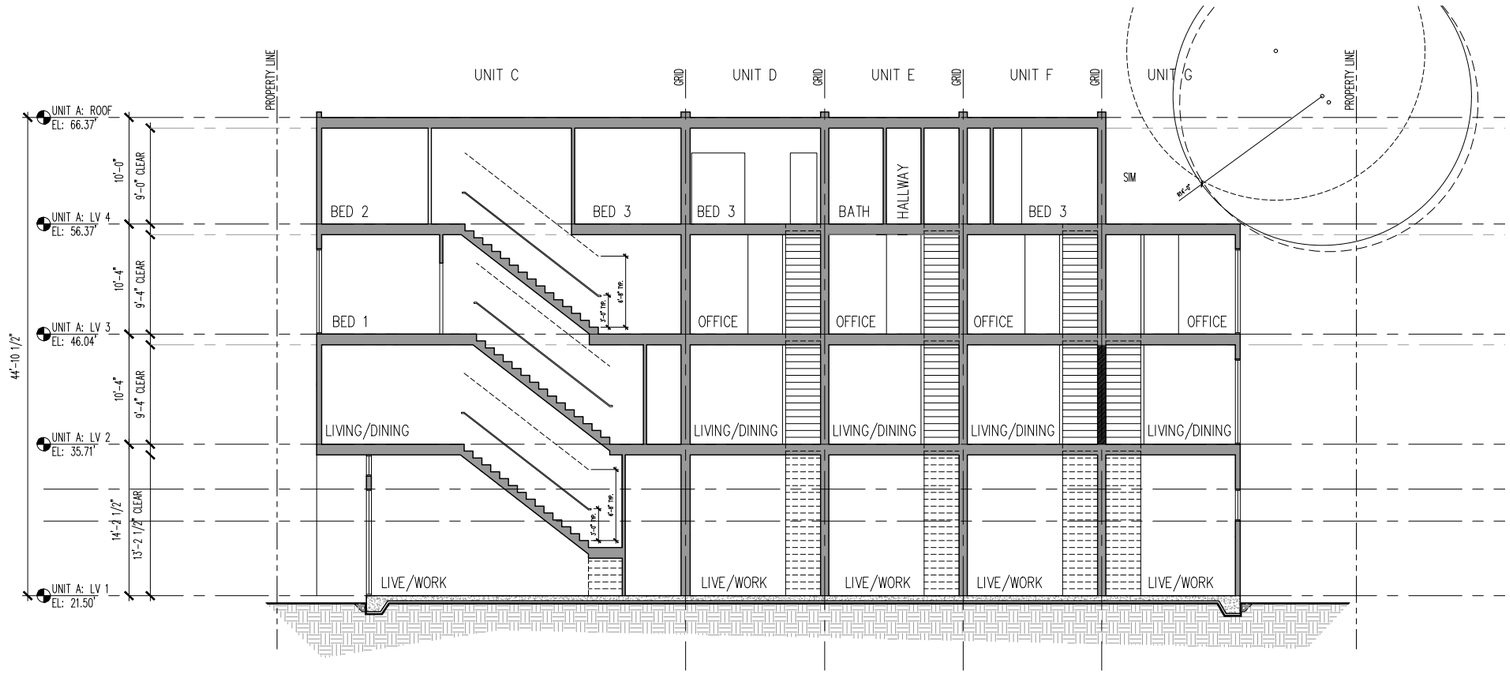



SOUTH BUILDING

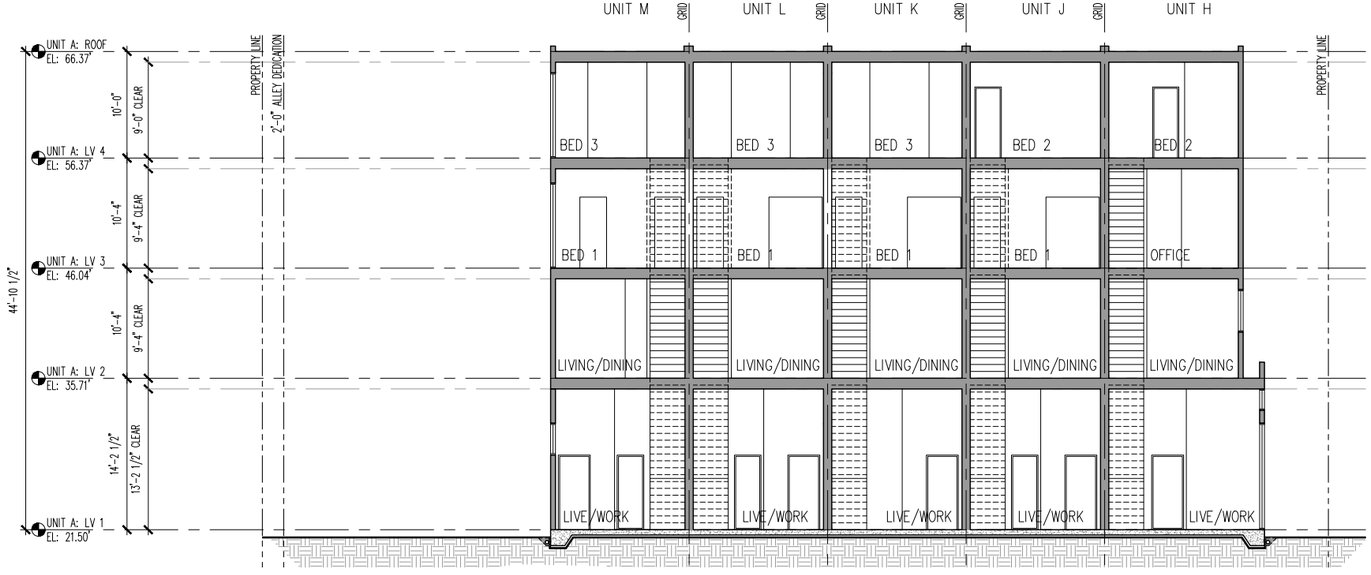
NORTH BUILDING

# BUILDING SECTIONS | Section B & C

SOUTH BUILDING
SECTION B




NORTH BUILDING
SECTION C



## COMPLIANCE DIAGRAMS - BLANK FACADE

STREET-LEVEL BLANK FACADE PER SMC 23.47A.008 - NORTH BUILDING

The code requires non-residential uses (live/work units) blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width, and the total of all blank facade segments to not exceed 40 percent of the width of the facade of the structure along the street.

Code allowed maximum blank façade:
Total façade length 34′-0″
Maximum allowed blank façade: 13′-7 3/16″

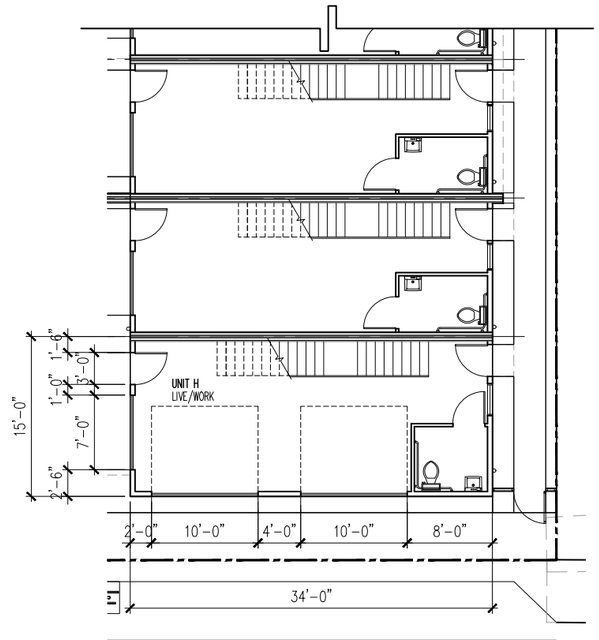
BLANK FACADES

Proposed blank façade live/work north building:
Total façade length: 34′-0″
Total blank façade length: 14′-0″
% Blank façade: 41.2%

Proposed transparency live/work north building, east and south facades:
Total façade length: 49′-0″
Total blank façade length: 19′-0″
% Blank façade: 38.7%

While it is feasible to obtain 40% maximum blank facade by the additional 4 13/16″ this would require a custom opening. It is preferred to proceed with standard sized doors to maintain the rhythm created by the equal sized openings. While not street facing this particular live work unit is also providing transparency along the south facade perpendicular and visible from airport way and a component of the courtyard. This design strategy provides over 60% transparency on both facades accessible and visible to the public and allows for standard door widths and interior programmatic requirements. I.e. the required accessible bathroom.

NORTH BUILDING
FLOOR PLAN




NORTH BUILDING
SOUTH ELEVATION (COURTYARD)


NORTH BUILDING
EAST ELEVATION (AIRPORT WAY S)