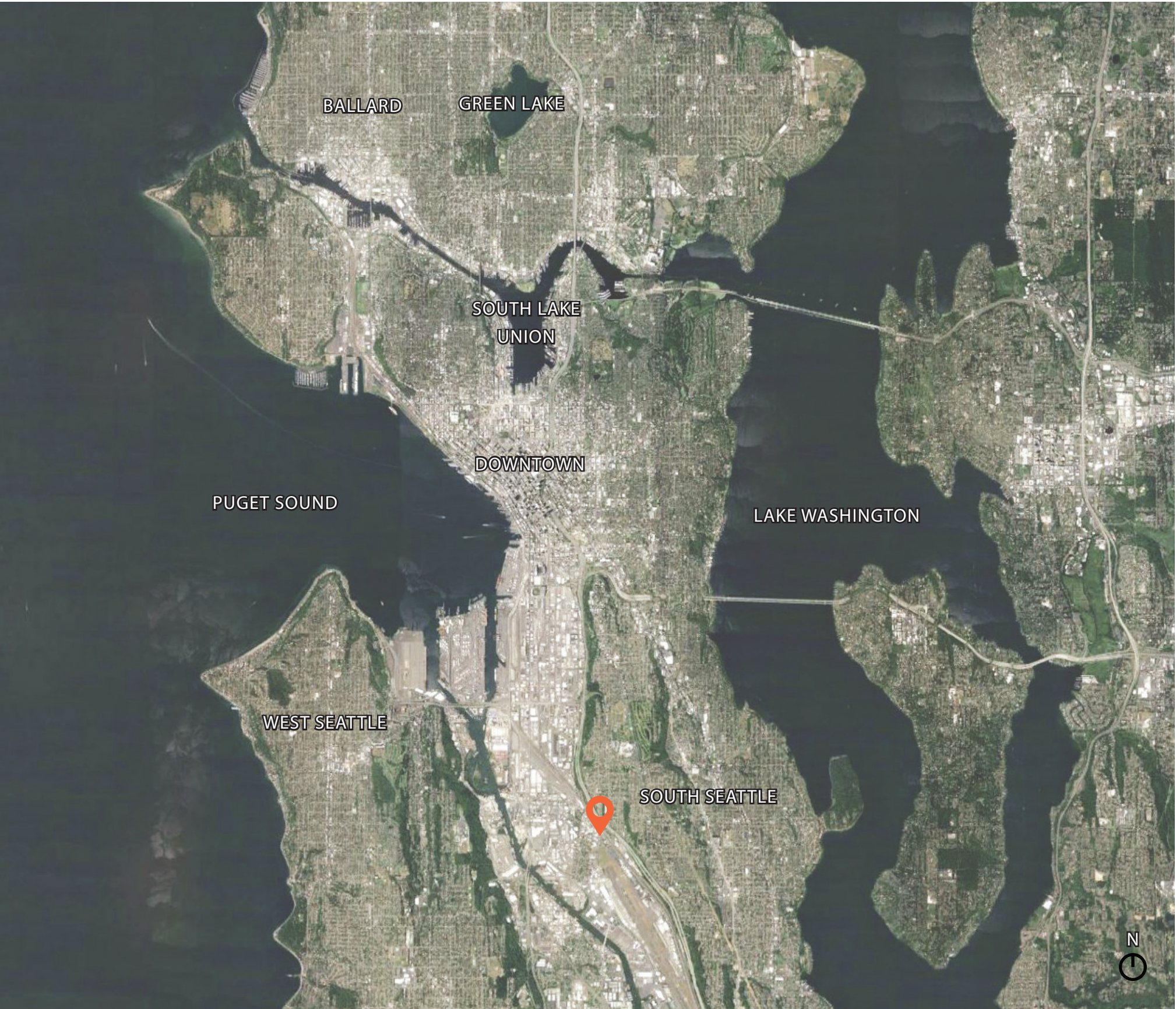




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ADDRESS
6249 AIRPORT WAY SOUTH
Seattle, WA 98108

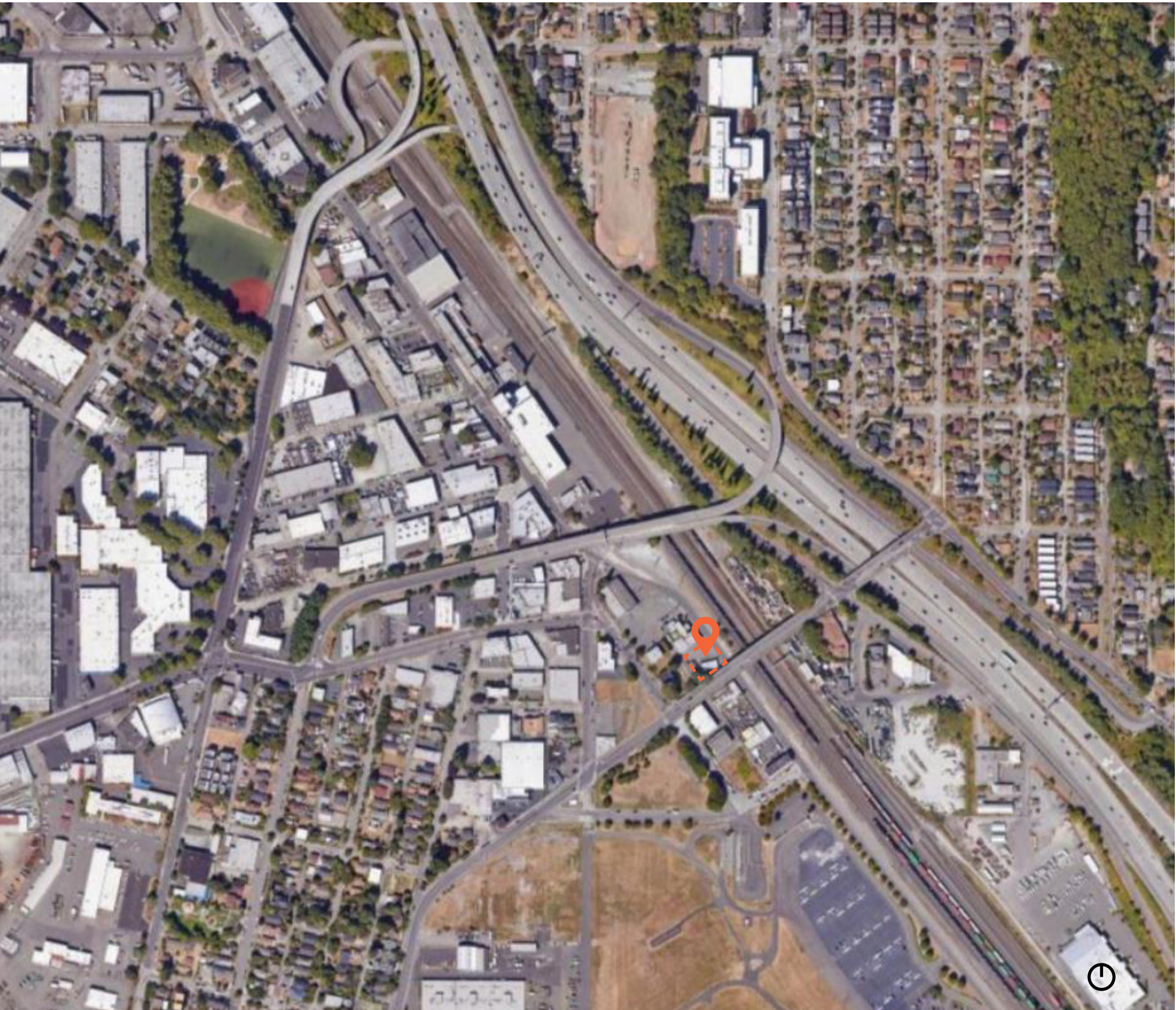
OWNER/DEVELOPER
Tang Real Estate Investments
Jimmy Tang
225 Logan Ave S, #307
Renton, WA 98057
T: 206.228.4181

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

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



 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 FAR 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

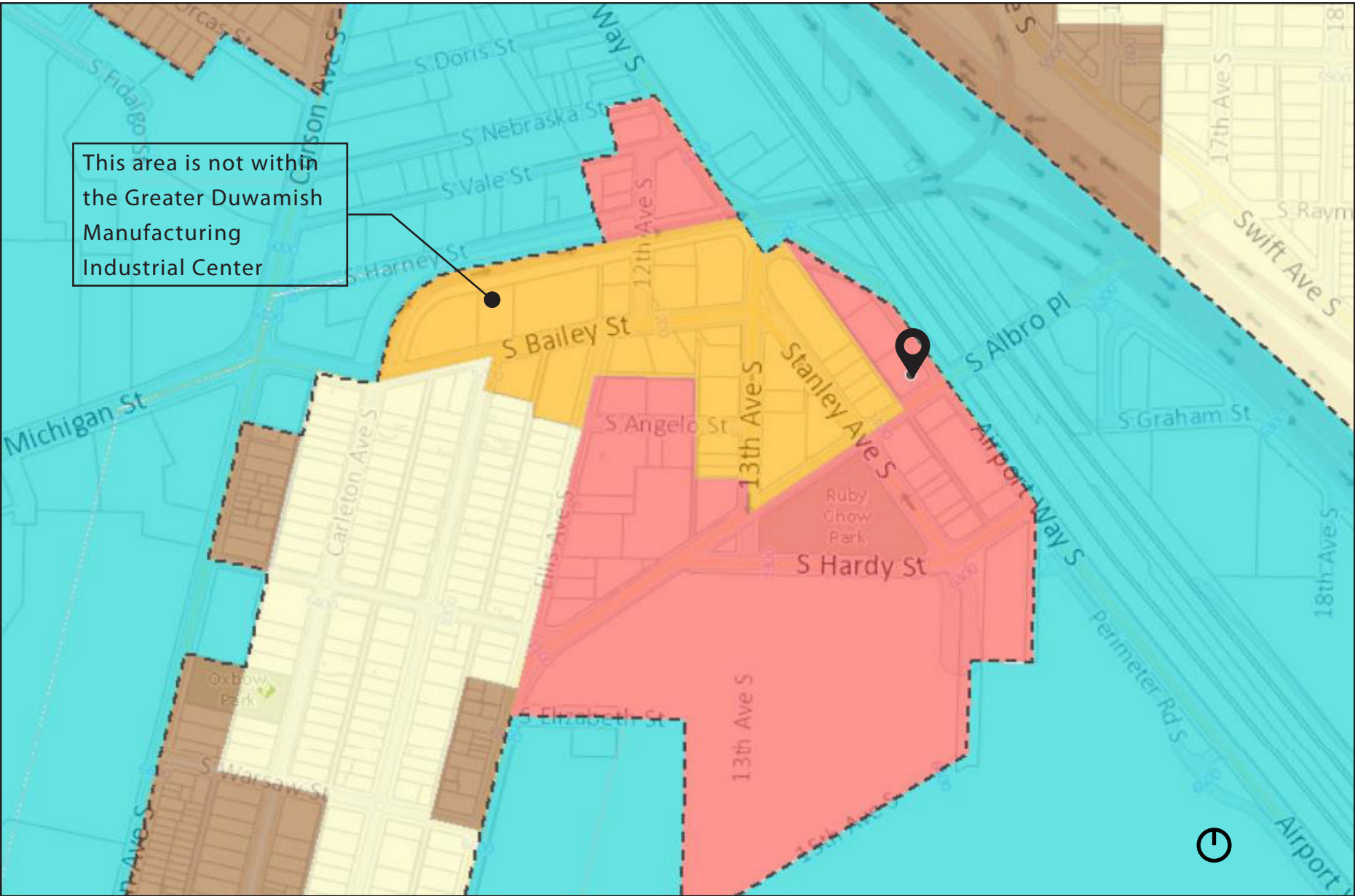
LEGAL DESCRIPTION

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

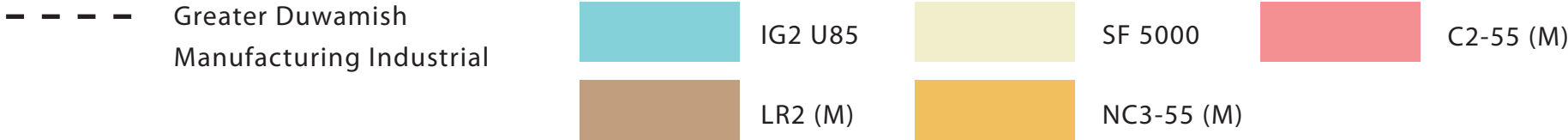




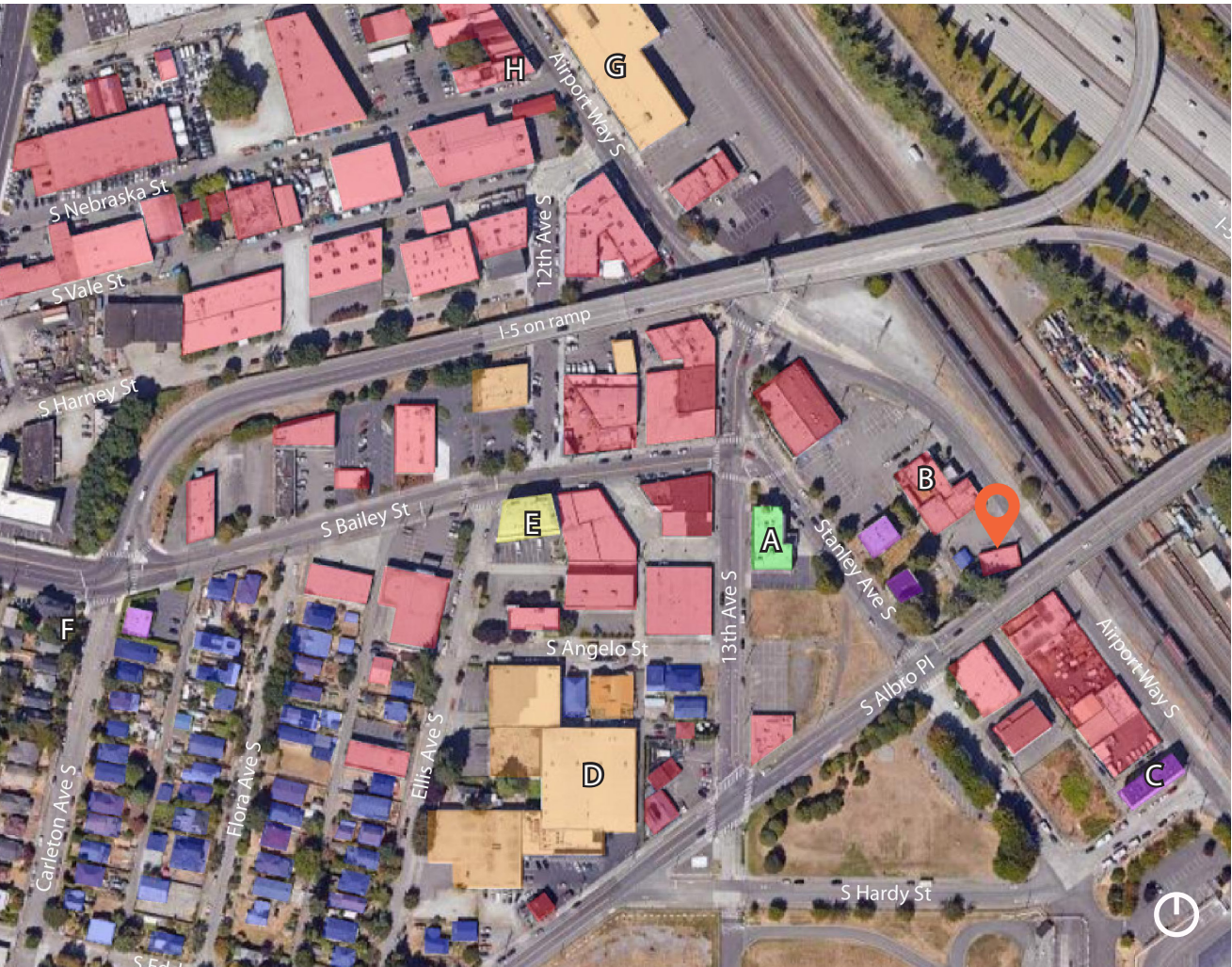
ZONING & URBAN VILLAGES

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

CENTRAL GEORGETOWN

RUBY CHOW PARK

BOEING FIELD

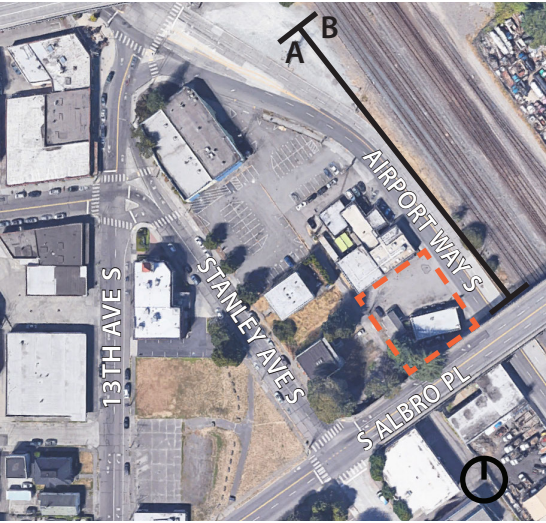


LOOKING SOUTH

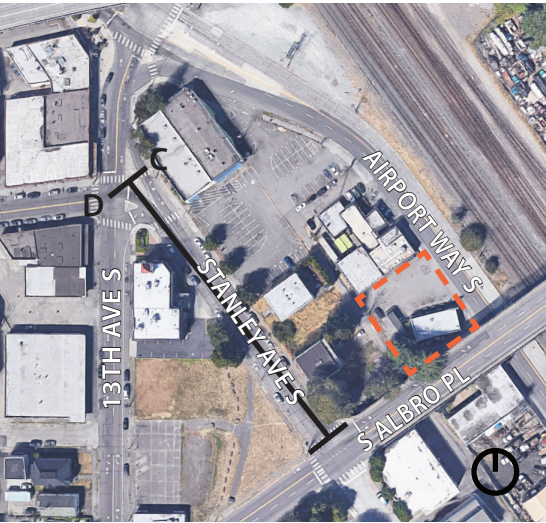
RAILROAD TRACKS

CENTRAL GEORGETOWN

URBAN DESIGN ANALYSIS | Streetscapes



URBAN DESIGN ANALYSIS | Streetscapes



URBAN DESIGN ANALYSIS | Streetscapes





- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- BIKE ROUTE
- BUS ROUTE: 60/107
- BUS ROUTE: 124
- BUS STOPS ALONG ROUTES

ACCESS

The site is located along Airport Way S with stops for bus routes 60/107 and 124 within a quarter mile radius from the site. The site is located in a frequent transit service area and allows the property to be developed with a 50 percent reduction parking requirement.



PERMITTED USES	Table A 23.47A.004 - Live/work use permitted. Residential uses permitted for C2 zone with Administrative Conditional Use.	SETBACK REQUIREMENTS	23.47A.014 - Under C2-55 zone: No setbacks required, unless adjacent to residentially zoned lots.
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.	LANDSCAPE GREEN FACTOR	23.47A.016 - Score of 0.3 or greater is required.
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 sidewalk shall be transparent.	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.
STRUCTURE HEIGHT	23.47A.012 - Zone C2-55 = 55 ft height limit	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
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.		

CONTEXT AND SITE

CS2. URBAN PATTERN AND FORM

- A. Location in the City and Neighborhood
- 2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly...Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity.

Within the context of the immediate neighborhood the proposed development will be visible with a strong architectural presence from Airport Way. While the neighboring parcels are zoned for structures up to 55’ no developments are currently proposed, and adjacent structure are one to two stories. The facades will be designed to contribute to the street edge, interior courtyard and perimeter interior property lines with quality materials, modulation, detailing and at grade transparency.

All three concepts propose street edge commercial spaces with varying levels of visibility and access to an internal courtyard. To enhance the street edge the main floor Live/ Work Commercial spaces propose masonry with significant transparency via glass garage doors adding interest to the public right-of-way experience which will further support economic activity.

The courtyard space will utilize the same material palette and fenestration of the street facing facade providing a consistent aesthetic to define the public/commercial realm and ensure economic activity for all tenants.



VIEW SOUTHEAST AT AIRPORT WAY S



VIEW NORTHWEST AT AIRPORT WAY S



CS3. ARCHITECTURAL CONTEXT AND CHARACTER

- A. Emphasizing Positive Neighborhood Attributes
- 1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/ or the use of complementary materials.

The adjacent architectural character is a mix of early 1900’s masonry structures two and three stories in height, two story wood framed multi-family buildings directly to the west with the remaining character a mix of single story commercial and warehouse buildings, most CMU, ranging in age from 70

to just a few years old.

The proposed Live/Work development is contemporary in design with attributes that respect adjacent scale and proportions and use of materials that complement and address original architectural character.

The scale of the project is reduced by providing two or three structures and limiting the buildings to 4 stories total. Scale is further addressed by cantilevers, offset floor plates and architectural detailing.

Masonry and garage doors are used at the main street level façade. The masonry is complementary of the early 1900’s architectural character and garage doors reflective of the 1950’s and later commercial and warehouse structures, some which have been repurposed as brew-pubs, wineries, etc.

Upper floors are clad in wood to characterize and define the residential aspect of the structures. While residential is present across the alley to the west this use does not have precedence along Airport Way S.



PL1. CONNECTIVITY

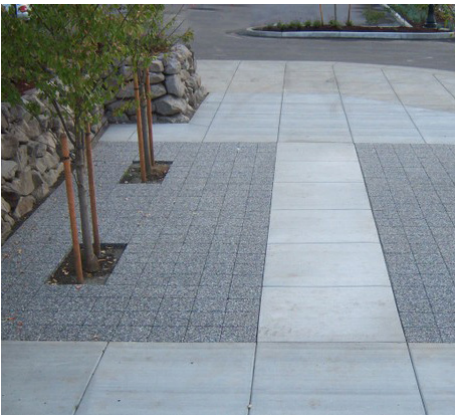
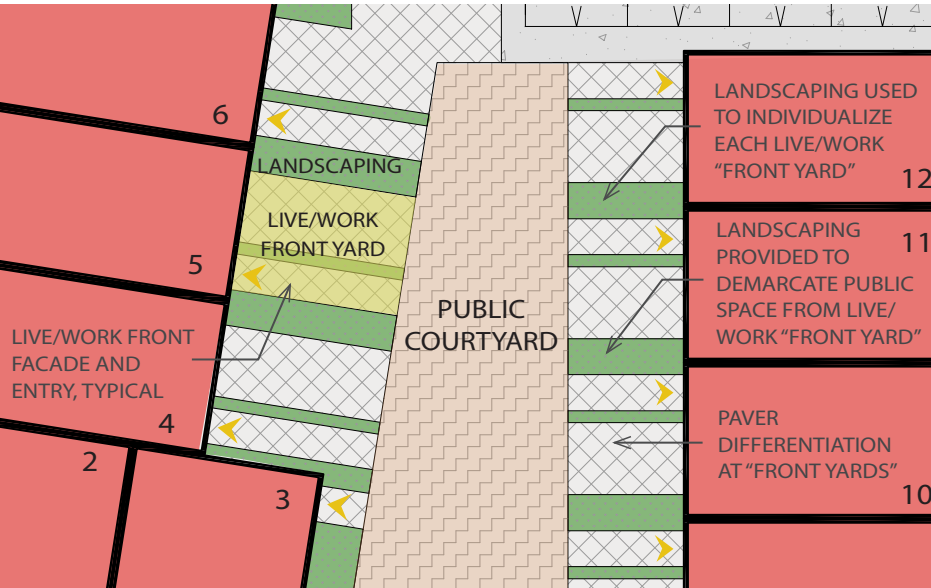
- A. NETWORK OF OPEN SPACES
- 2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider

DESIGN GUIDELINES | Priority guidelines

features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

One component of the design intent is to provide meaningful space and opportunities for successful Live/Work Units. Georgetown includes bars, restaurants and an eclectic mix of small businesses, entrepreneurs, and artists. The development intends to add to this mix with the inclusion of an open publicly accessible courtyard to promote and foster human interaction, tenant interaction, and promote economic viability.

In all options the courtyard spaces are generously sized, will include landscaping and are surrounded by active facades which will include garage doors to open businesses to the courtyard spaces. Individual Live/Work units facing the courtyards are provided with “front yards” to allow for tenant outdoor business opportunities and individualism. This is achieved by paver differentiation and/or paver direction and landscaping creating a visual boundary between the “public” courtyard and the Live/Work “front yards”.

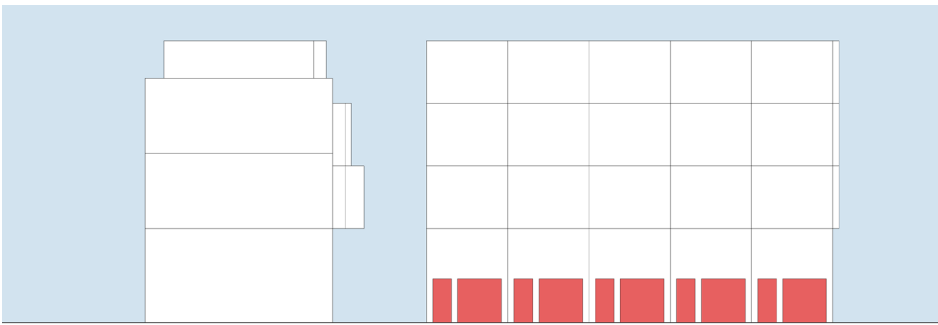


PL3. STREET-LEVEL INTERACTION

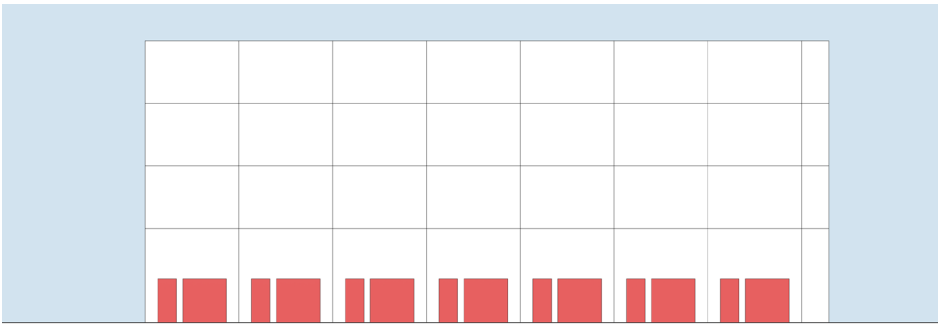
B. Residential Edges

3. Buildings with Live Work Uses: Maintain active and transparent facades in the design of live/work residences that are required to orient the nonresidential portions of the unit toward the street. Design the first floor so it can be adapted to other commercial use as needed in the future.

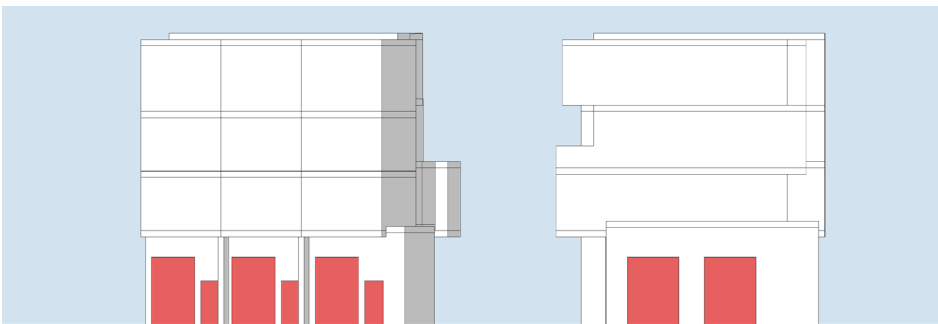
All Units, Live/Work, are provided with active and transparent facades. Garage doors, in addition to man doors, are proposed for transparency and the opportunity for the Live/Work to “spill” into the public ROW and courtyard and increase economic opportunity. The first floor commercial interior is completely open for diverse business opportunity and adaptability.



AIRPORT WAY S FACADE - OPTION 1



AIRPORT WAY S FACADE - OPTION 2



AIRPORT WAY S FACADE - OPTION 3

■ TRANSPARENT OPENING

DESIGN CONCEPT

DC2. ARCHITECTURAL CONCEPT

B. Architectural and Facade Composition

1. Facade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and wellproportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.

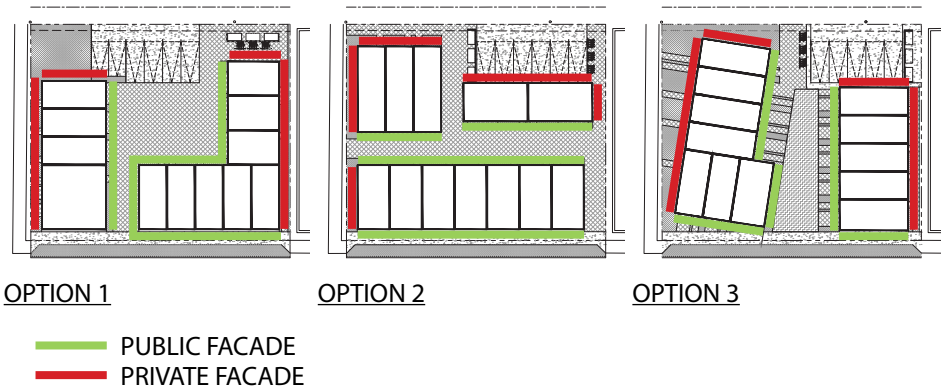
Building façade composition are all treated with similar materiality however the individual facades reflect the desired expression and compatibility with surroundings.

Both the street facing façade and interior courtyard are highly expressive with offset floor plates, cantilevers, materiality, and color. This similarity in expression is intentional to provide architectural clues to the public that both the street facing façade and the courtyard are intended as public spaces.

While the north, south and alley facades maintain a similar materiality and color the offset language and cantilevers are minimized. These facades, while currently visible, may be screened or hidden by future development which may be 55' in height. Additionally, the simplified facades are reflective of the adjacent buildings and right-of-way geometry (overpass) while also differentiating between the public nature of the street facing façade and courtyard and the private nature of the north south and alley facades.

Materials are used to demarcate the Live/Work commercial component from the residential upper levels. At Live/Work

Commercial Façade Entries the repetitive use of masonry, garage doors and signage clearly demarcate commercial or business use from Dwellings. At dwelling the use of wood or imitation wood, cementitious panel and common fenestration patterns clearly demarcate this as residential. These residential materials are carried to grade where individual units have a back door or façade that is dwelling unit related.



DC3. OPEN SPACE CONCEPT

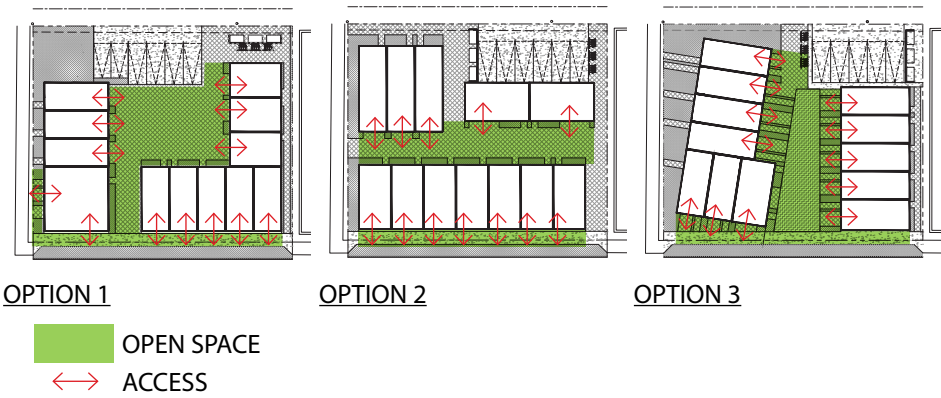
A. Building-Open Space Relationship

1. Interior/Exterior Fit:: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

As discussed under numerous other design guidelines the relationship between open space and interior and exterior spaces is a core component of the design concept and Live/Work viability and success.

The intent of the open space is to provide public visibility to and increase economic viability for all individual businesses while also fostering interaction between residents and the public. The garage doors at Live/Work Commercial entries further this concept by allowing outdoor opportunities for business activity to spill into the courtyard. Upper story dwelling

units are provided with visual access to the courtyard providing a pleasing internalized view and security.



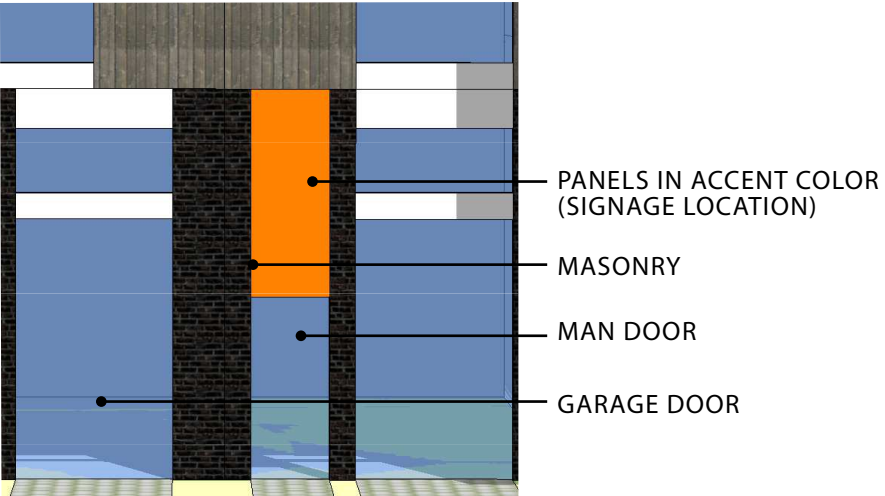
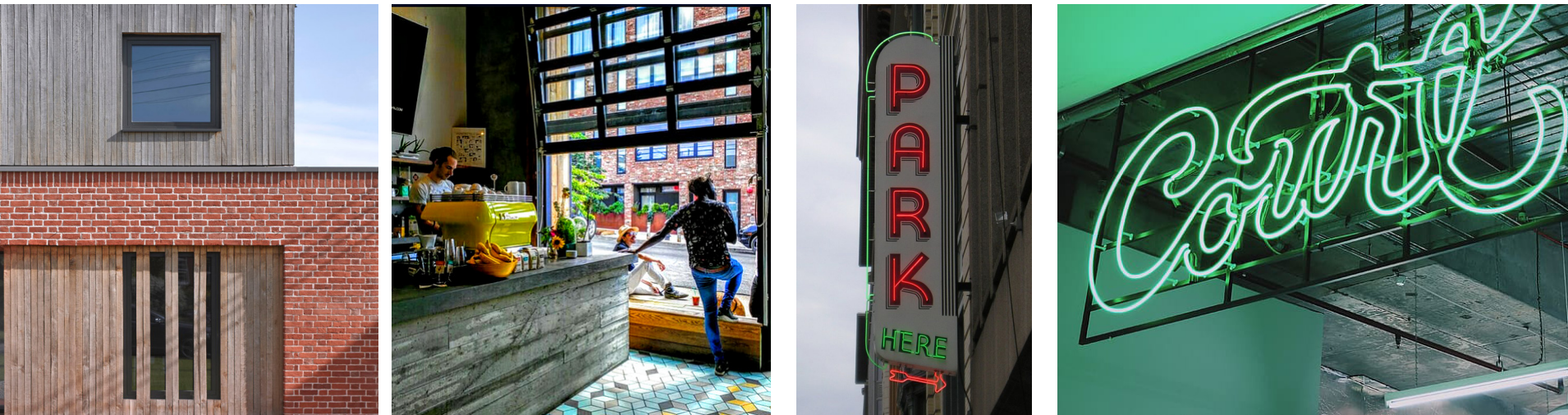
DC4. EXTERIOR ELEMENTS AND FINISHES

A. Building Materials

1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Exterior finish materials are used to demarcate between the Live/Work commercial facades and their dwelling units above. Highly textured masonry is utilized at the commercial facades while wood or composite wood is used at residential entries and upper floor. Flat cementitious panels will also be used to provide material contrast and color as well as potential Live/Work signage locations.

All proposed materials are durable, maintainable, and attractive.



B. SIGNAGE

1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs. Signage should be compatible in character, scale, and locations while still allowing businesses to present a unique identity.

Signage is proposed for all Live/Work Units. Signage location is proposed on highly visibly background with lighting. Signage location will allow for business individuality within a prescribed location.

D. Trees, Landscape and Hardscape Materials

Landscaping and Hardscape Materials will be used in unison within onsite open spaces to provide interest, provide human scale, texture and individualize Live/Work business.

Differing pavers and paver direction will be incorporated to demarcate the public courtyard open space from business entries which will provide opportunities for business to extend into the courtyard. Landscaping will reinforce the Live/Work individual entries and soften the hardscape.



ARCHITECTURAL MASSING CONCEPTS | Precedents



West Seattle Live-Work
Street front live-work units with courtyard-facing townhomes



Columbia City Live-Work Townhouses
Large garage doors open units to community



Commercial Building
Facade pattern and rhythm



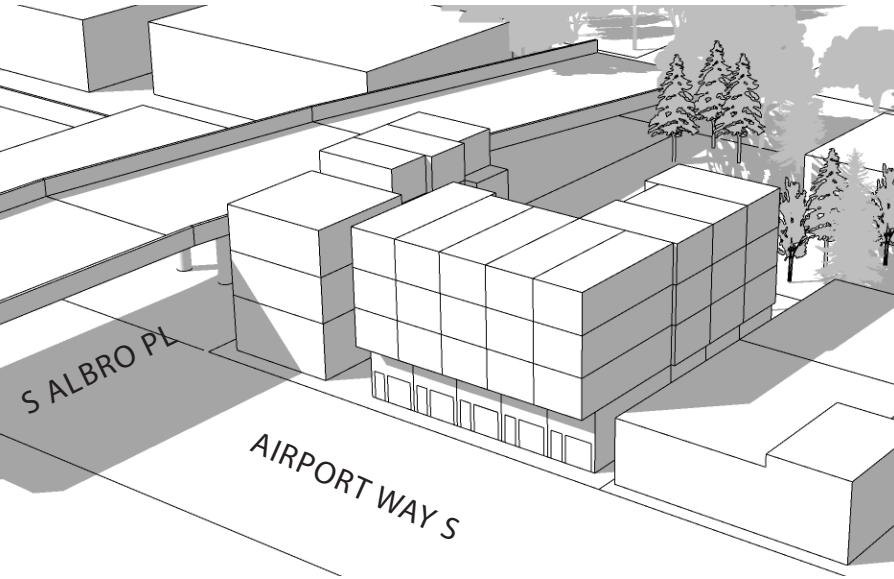
Park Modern Mixed Use
Street-level transparency



Broadway Stack Apartments
Play of facade projection and recess

ARCHITECTURAL MASSING CONCEPTS | Comparison

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

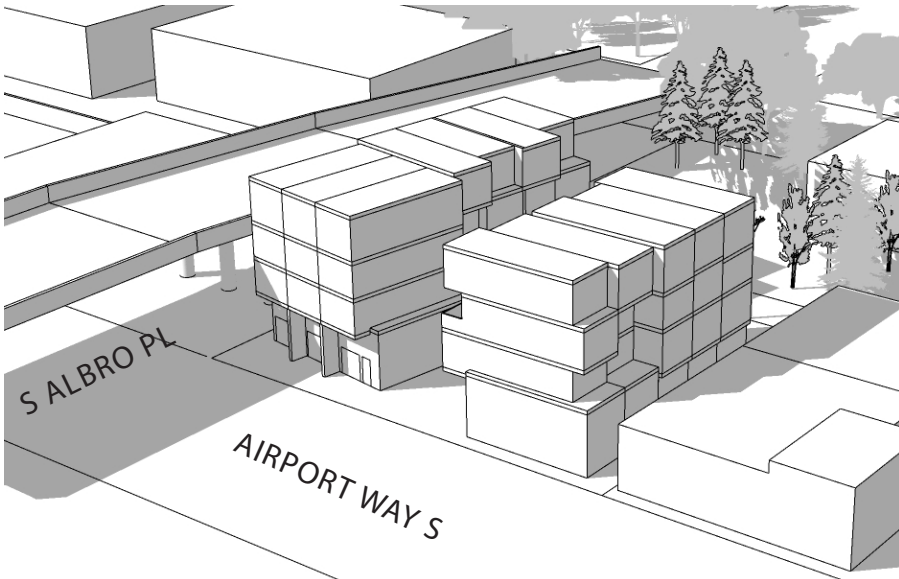


12 Live/Work units at 4 stories each
45,000 SF of FAR Allowed
22,000 - 24,000 SF of FAR Proposed
24,000 - 26,500 GSF Proposed
6 Vehicle Parking Spaces
12 Bicycle Spaces

- 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. See page 30. Commercial depth is not provided for live/work units adjacent to S Albro Place.

OPTION 3 (PREFERRED)

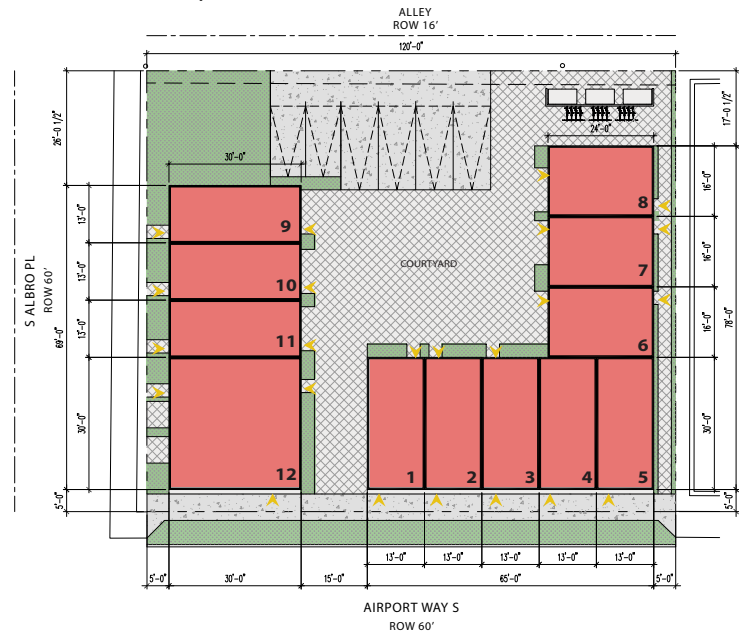


12 Live/Work units at 4 stories each
45,000 SF of FAR Allowed
23,000-25,000 SF of FAR Proposed
25,300 - 27,500 GSF Proposed
5 Vehicular Parking Spaces
12 Bicycle Spaces

- 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. See page 31. 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.

OPTION 1
(CODE COMPLIANT)

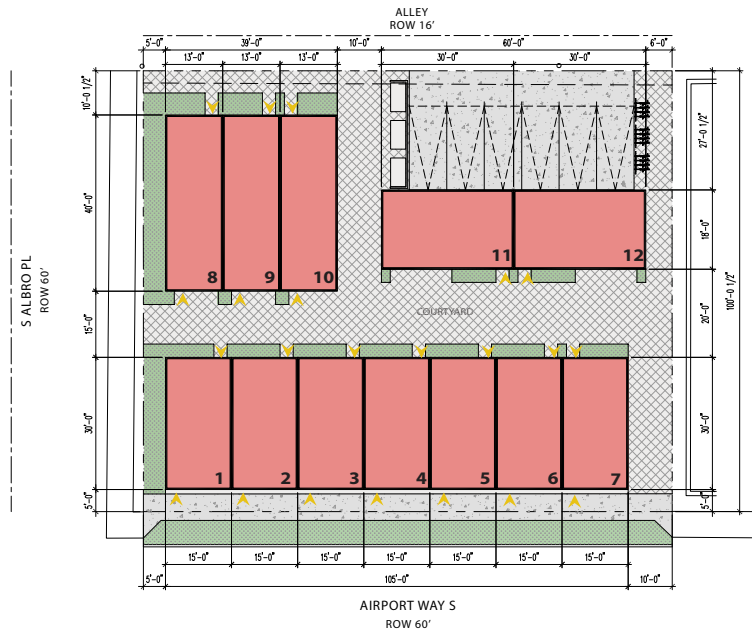


12 Live/Work units at 4 stories each
45,000 SF of FAR Allowed
21,000 - 23,000 SF of FAR Proposed
23,000 - 25,000 GSF Proposed
6 Vehicle Parking Spaces
12 Bicycle Spaces

- 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

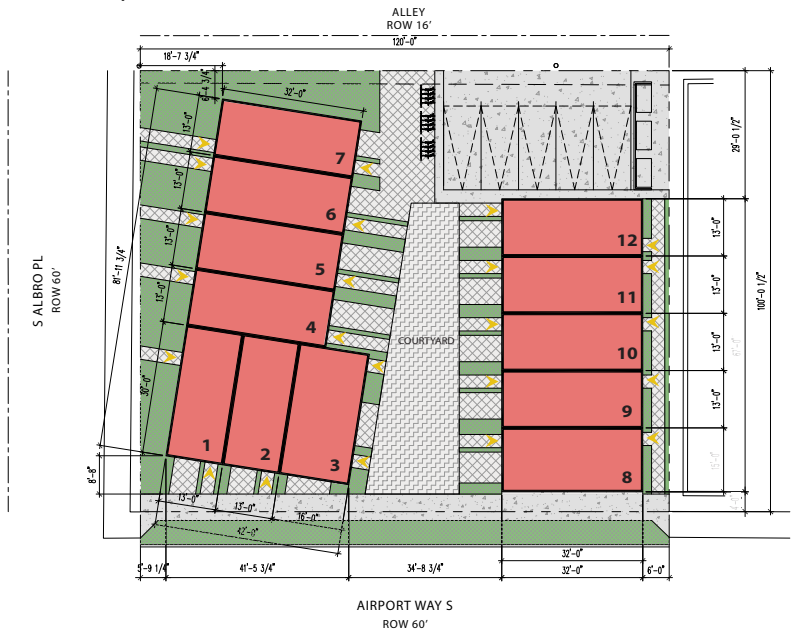


12 Live/Work units at 4 stories each
45,000 SF of FAR Allowed
22,000 - 24,000 SF of FAR Proposed
24,000 - 26,500 GSF Proposed
6 Vehicle Parking Spaces
12 Bicycle Spaces

- 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. See page 30. Commercial depth is not provided for live/work units adjacent to S Albrow 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

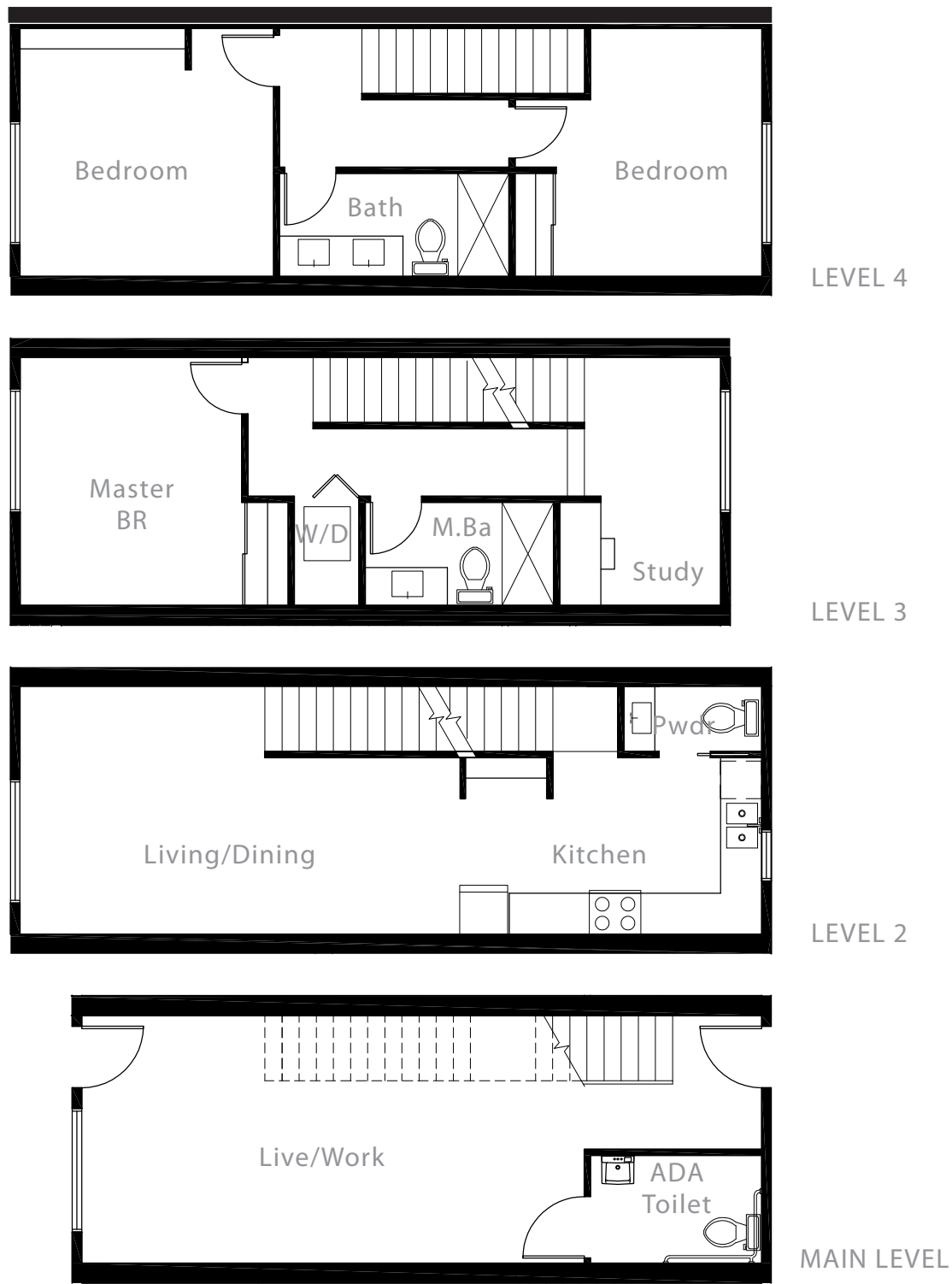
- PROS:
- Significant unit modulation visible from Airport Way S
 - Courtyard open and visible to Airport Way S to encourage business opportunity
 - Potential downtown views for north units
 - South building angle provides better separation from Albro overpass

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

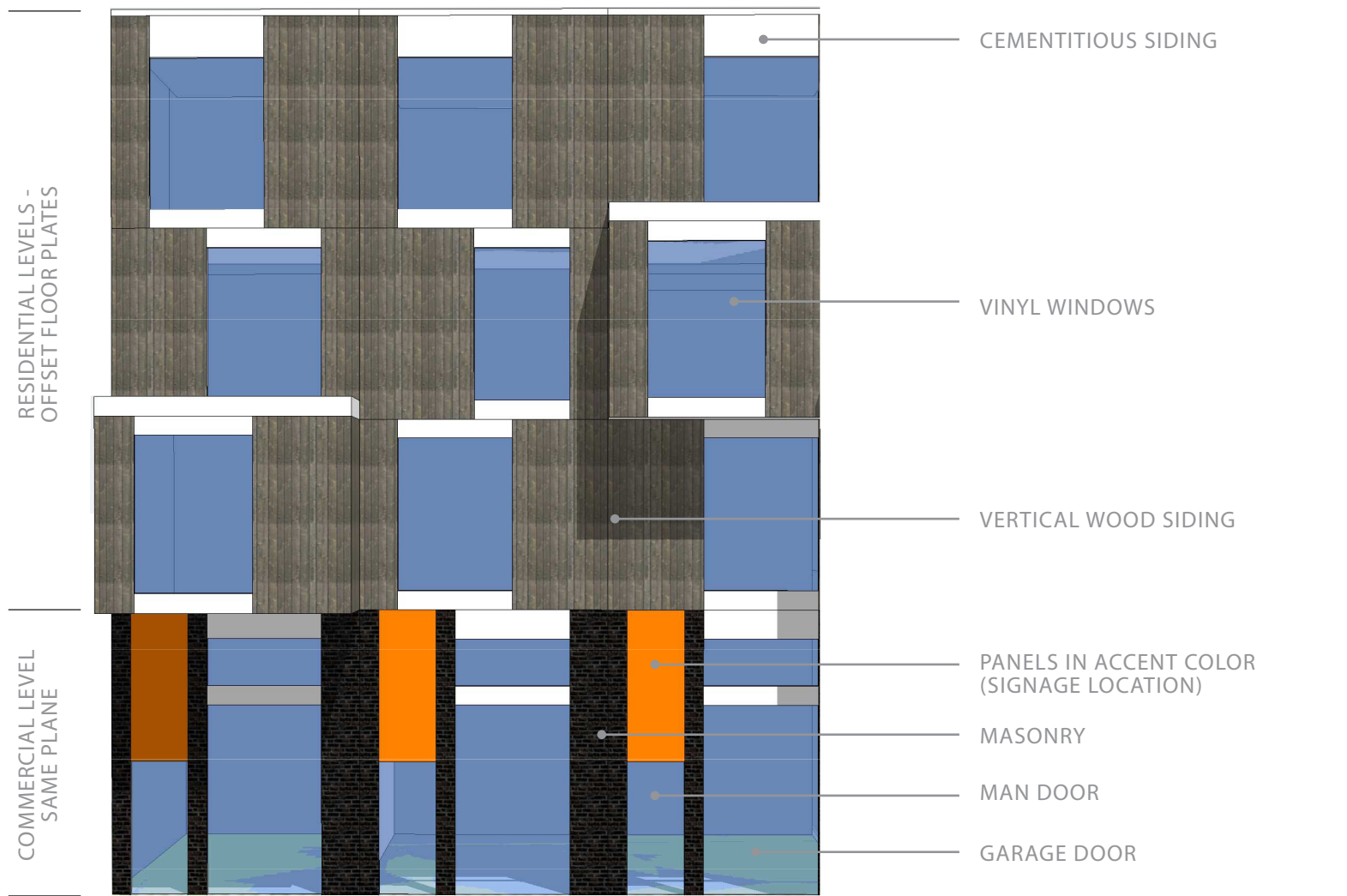
DEPARTURE:
23.47A.008.B.3.a: Depth provisions for new structures or new additions to existing structures. See page 31. Commercial depth is not provided for live/work unit 1 adjacent to S Albrow Place and live/work unit 8 adjacent to Airport Way S.

ARCHITECTURAL MASSING CONCEPTS | Floor Plans & Materials

All three options have similar floor plans and material palette as shown here.



TYPICAL LIVE/WORK FLOOR PLANS



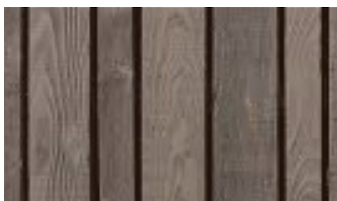
TYPICAL FACADE - PARTIAL VIEW



Panels in Orange



White Cementitious Siding



Vertical Wood Siding



Dark Masonry

OPTION 1 | Overview
(CODE COMPLIANT)

12 Live/Work Units at 4 Stories Each
45,000 SF of FAR Allowed
21,000 - 23,000 SF of FAR Proposed
6 Vehicle Parking Spaces
12 Bicycle Spaces

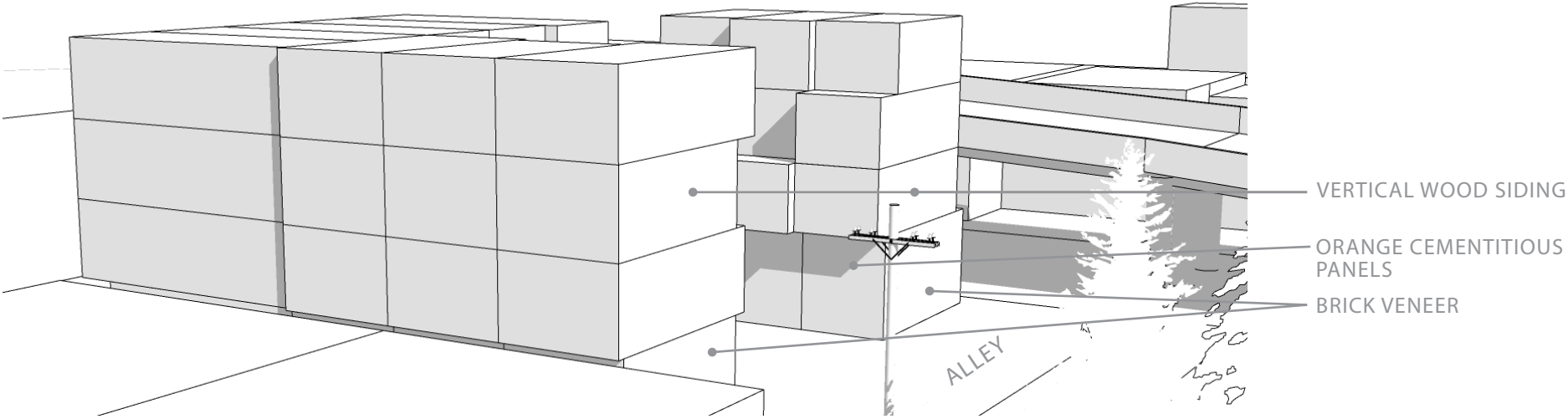
OVERVIEW

Option 1 is code compliant with twelve 4 story live/work units within two structures. The structures are focused on the two right-of-ways with 5 units facing Airport Way S, 3 units facing S Albro Pl and the SW corner unit facing both Airport Way and Albro Place. An internal courtyard, approxiamtely 30x50 fronts on 9 of the 12 live/work units and is accessed via a 15’ pedestrian connection to Airport Way. The courtyard is oriented to encourage tenant and business interaction. Courtyard street presence is limited however, privacy and security for tenants and businesses is enhanced.

Courtyard units floor plates are offset to provide weather protection at grade, modulation and interest. Street facing units are more “regular” with upper floor cantilever for weather protection.

The SW corner unit is oversized to provide code compliant live/work depth from both Airport Way and Albro Place and is limited to three stories to reduce the size of the dwelling above.

Proposed exterior materials are masonry and cementitious panel at grade with wood or imitation vertical wood and cementitious panel at the dwelling levels. In all options, the first floor is entirely dedicated to commerical live/work space and upper floors dedicated to dwelling. As well, parking and solid waste are located at the alley in all options.



LOOKING SOUTHEAST

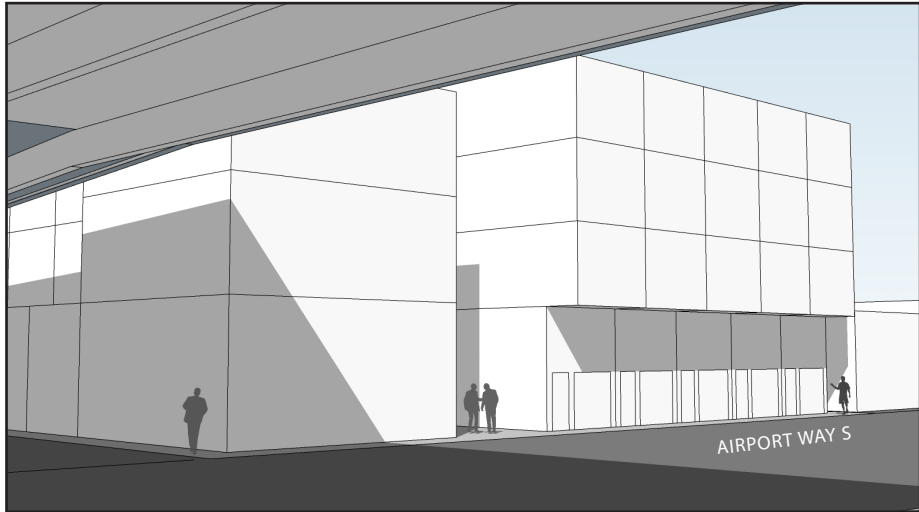


AIRPORT WAY STREET FACADE

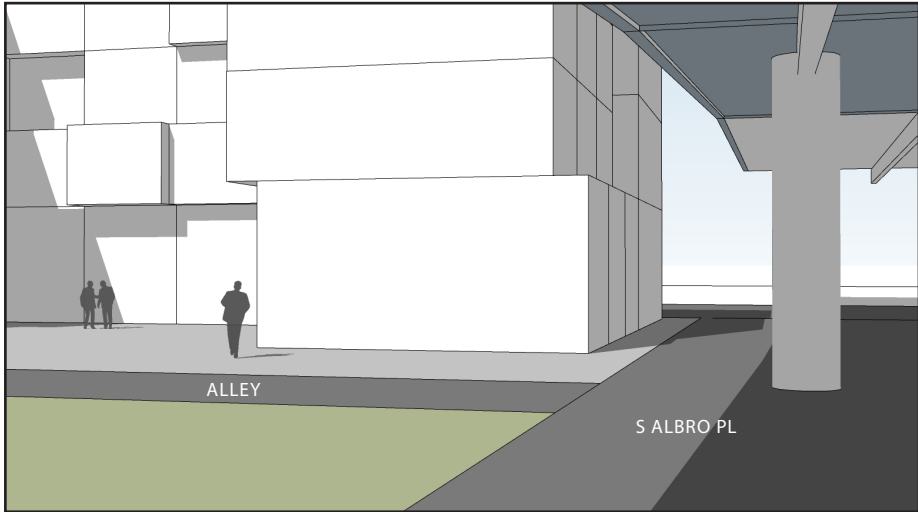
OPTION 1 | Project Views
(CODE COMPLIANT)



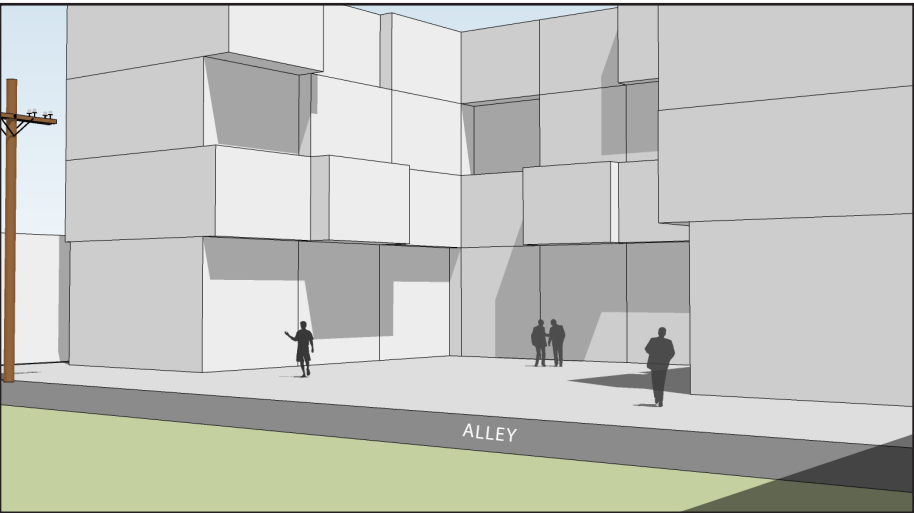
AERIAL VIEW



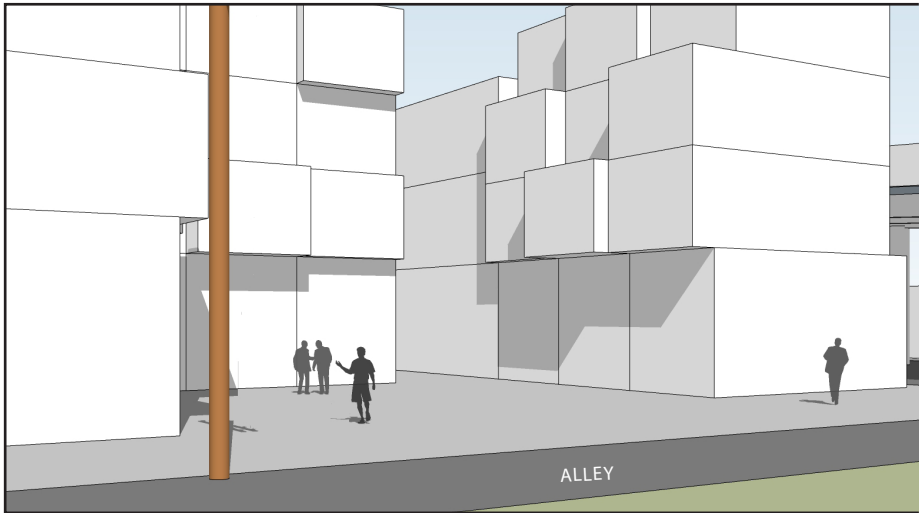
VIEW LOOKING NORTHWEST ON AIRPORT WAY S



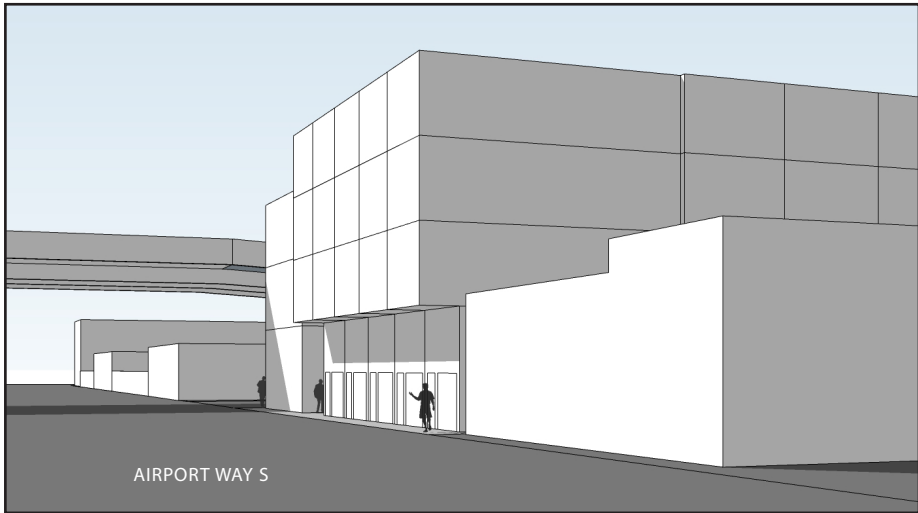
VIEW LOOKING EAST ON S ALBRO PL



COURTYARD VIEW LOOKING NORTHEAST



COURTYARD VIEW LOOKING SOUTHEAST

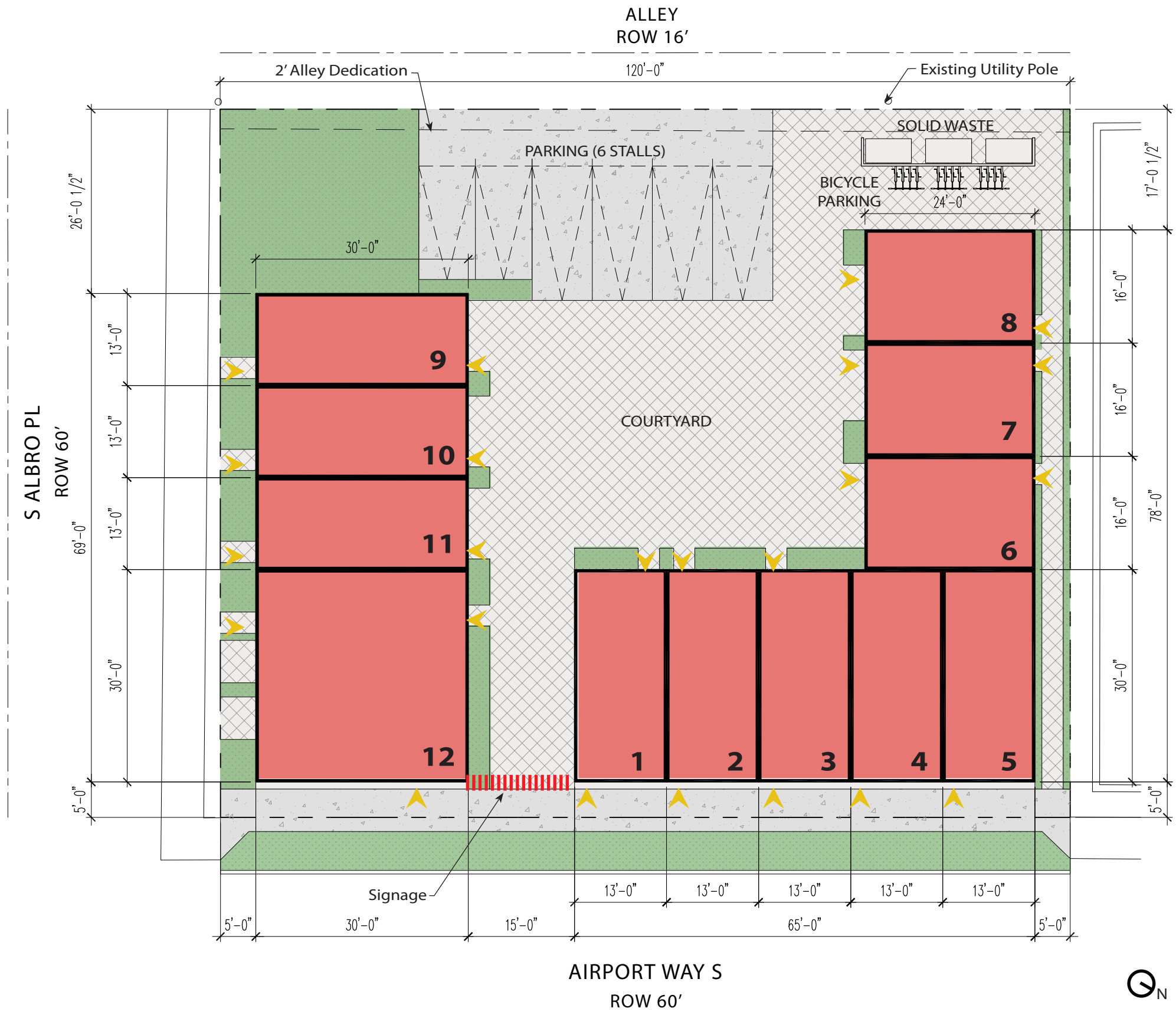


VIEW LOOKING SOUTHEAST

OPTION 1 | Site Plan
(CODE COMPLIANT)

In all options, the first floor is entirely dedicated to commercial live/work space and upper floors dedicated to dwelling.

- LANDSCAPING
- PERMEABLE PAVEMENT
- CONCRETE PAVERS
- PROPOSED BUILDING
- ENTRY
- COURTYARD SIGNAGE



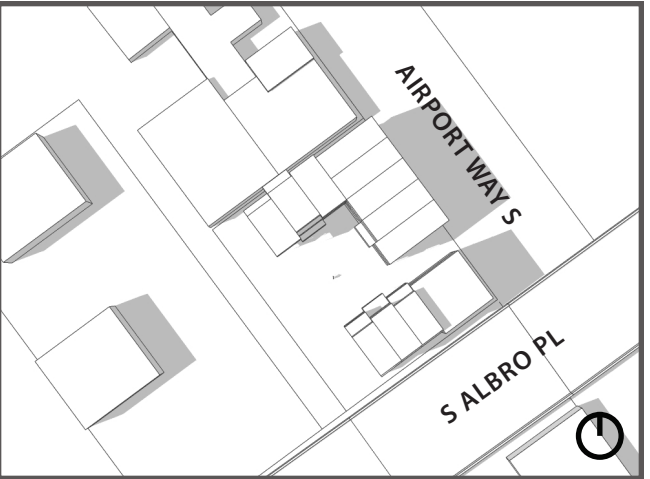
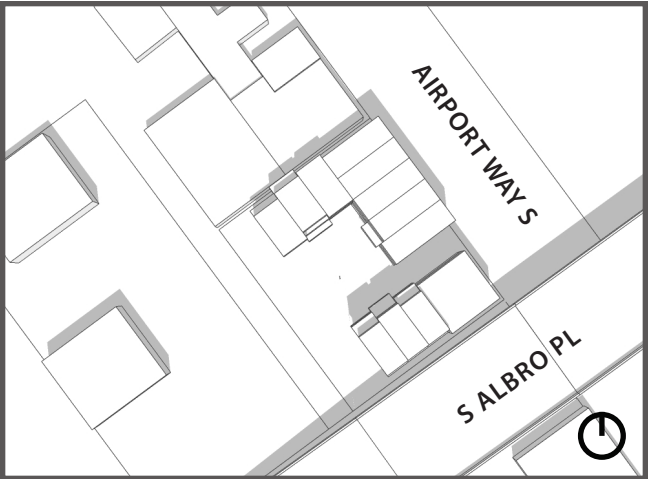
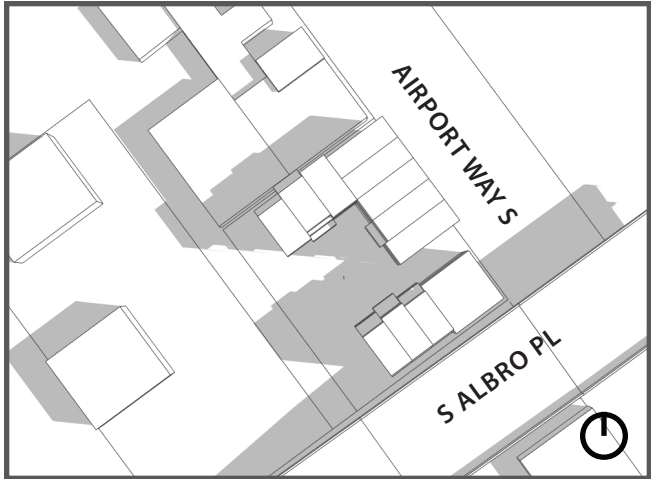
OPTION 1 | Shadow Analysis
(CODE COMPLIANT)

9:00 AM

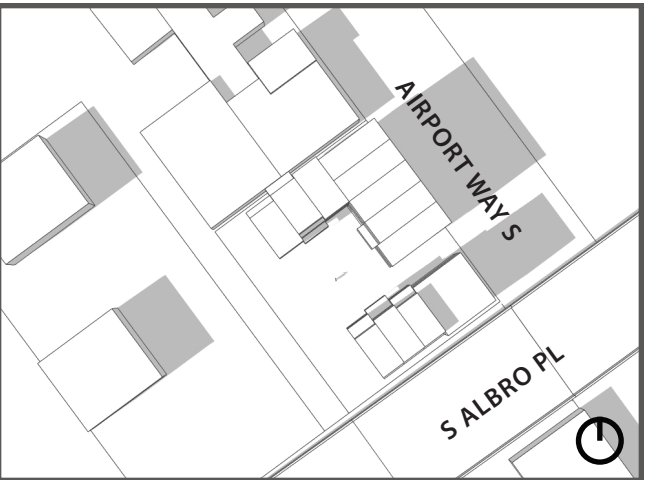
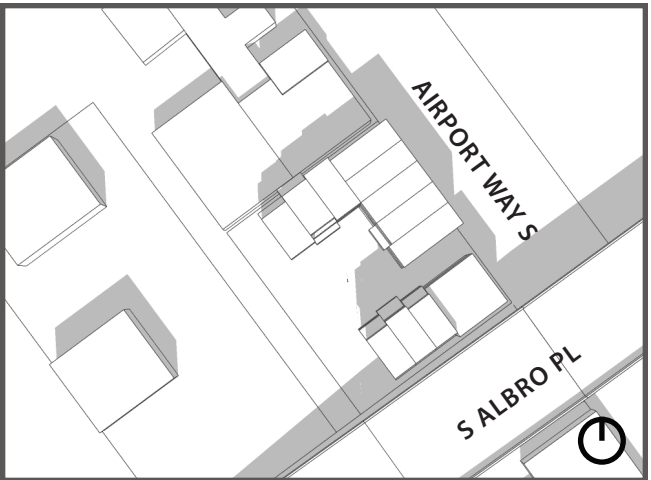
12:00 PM

3:00 PM

SUMMER SOLSTICE
(JUNE 21)



SPRING / AUTUMN EQUINOX
(MARCH / SEPTEMBER 21)



WINTER SOLSTICE
(DECEMBER 21)



OPTION 2 | Overview

12 Live/Work Units at 4 Stories Each
45,000 SF of FAR Allowed
22,000 - 24,000 SF of FAR Proposed
6 Vehicle Parking Spaces
12 Bicycle Spaces

OVERVIEW

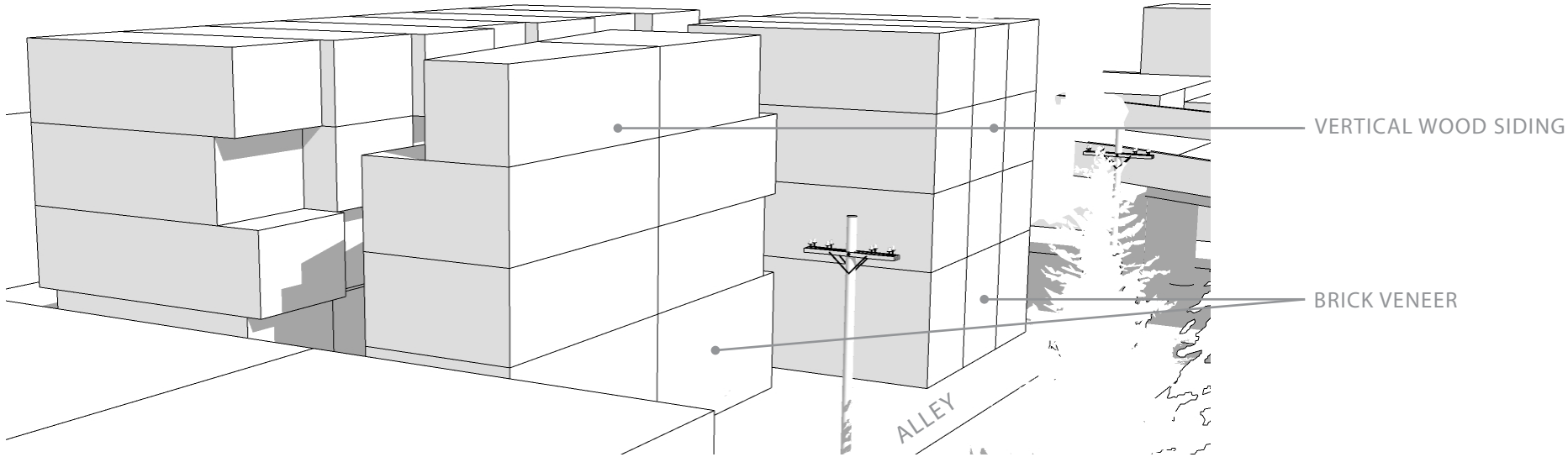
Option 2 is twelve 4 story live work units within three structures. The east structure presents a strong commercial street edge and transparency at Airport Way S with upper floor cantilevers providing weather protection.

The east building is separated from the west buildings by a 15’ wide linear courtyard. All units have direct access to the courtyard. The courtyard facades floor plates are offset to provide weather protection at grade, modulation and architectural interest.

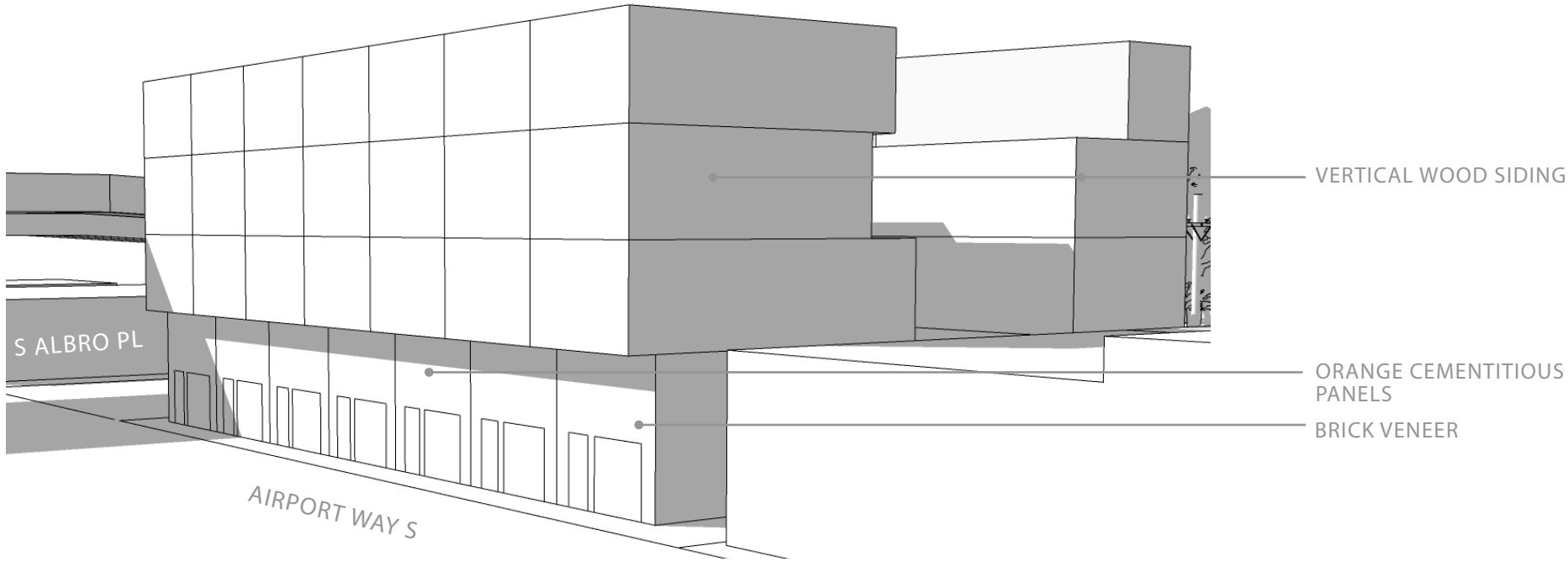
Proposed exterior materials are masonry and cementitious panel at grade with wood or imitation vertical wood and cementitious panel at the dwelling levels.

A departure is required for the units adjacent to the S Albrow Place row as they do not meet the minimum commerical depth requirement of 30’ per 23.47a.008.B.3.A.

In all options, the first floor is entirely dedicated to commerical live/work space and upper floors dedicated to dwelling. As well, parking and solid waste are located at the alley in all options



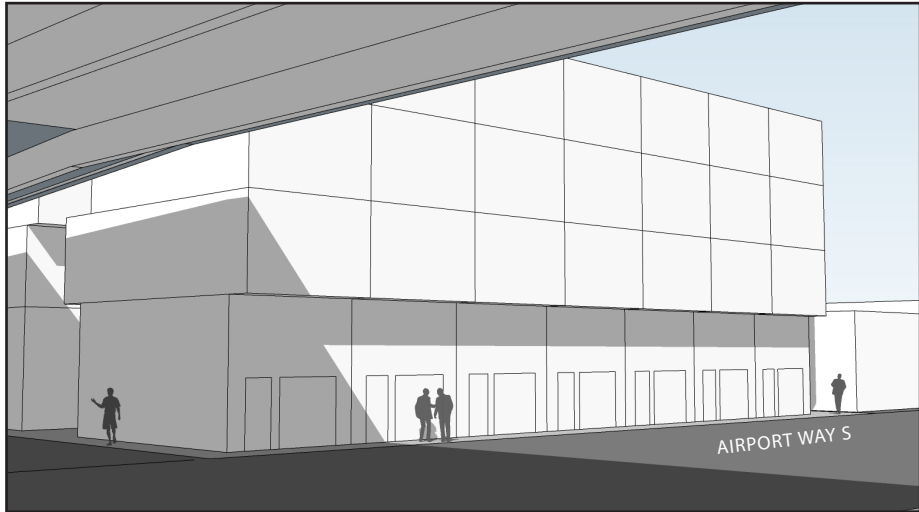
LOOKING SOUTHEAST



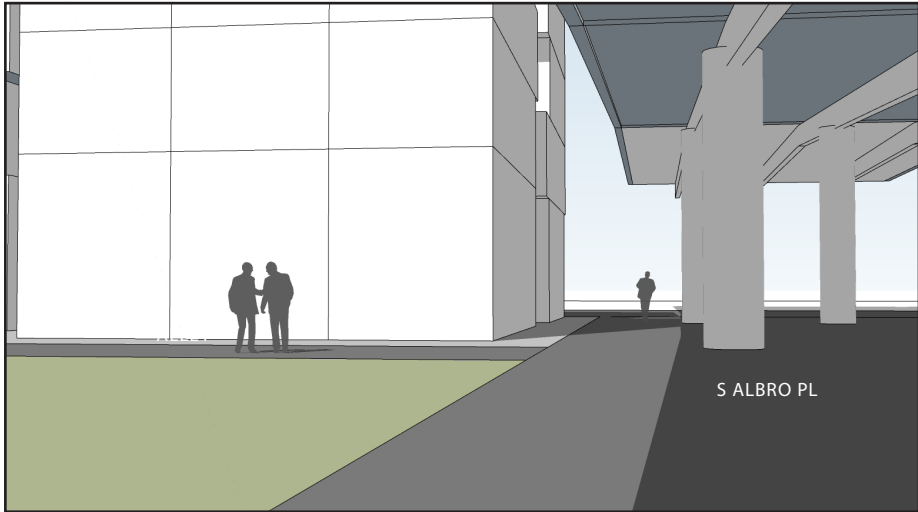
AIRPORT WAY STREET FACADE



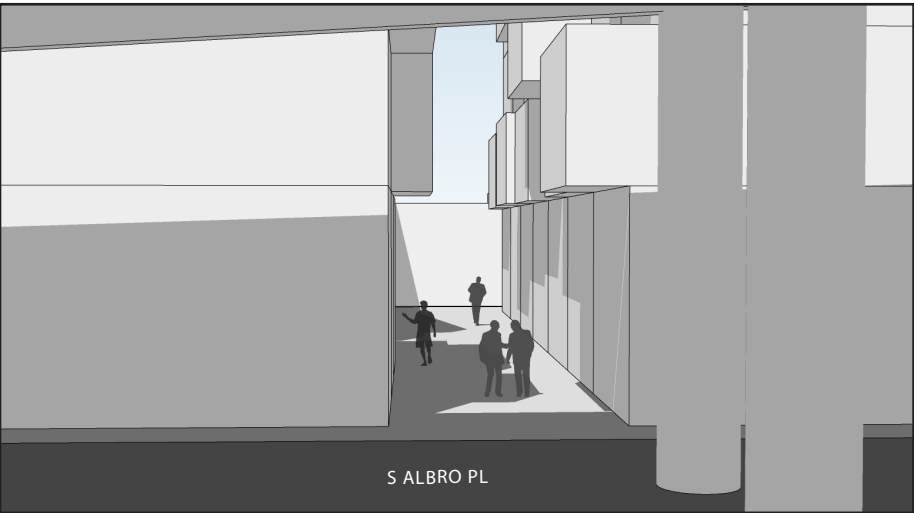
AERIAL VIEW



VIEW LOOKING NORTHWEST ON AIRPORT WAY S



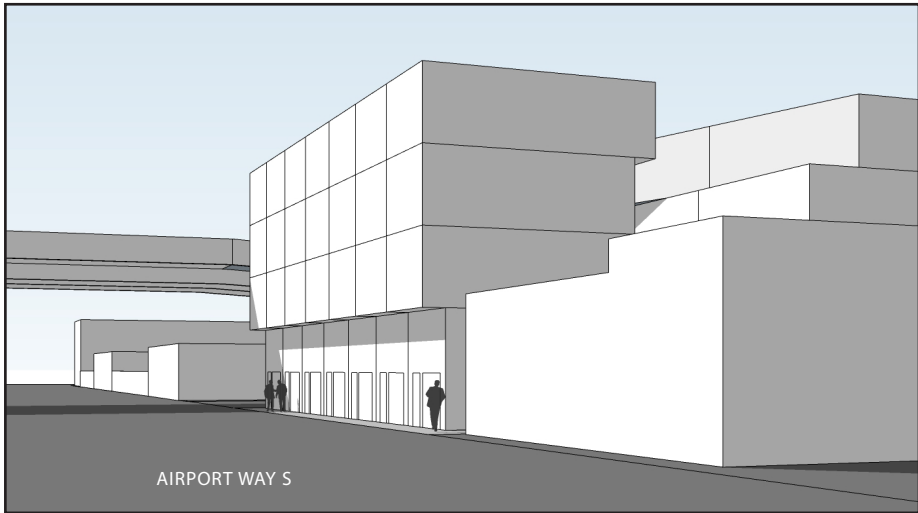
VIEW LOOKING EAST ON S ALBRO PL



COURTYARD VIEW LOOKING WEST



COURTYARD VIEW LOOKING EAST

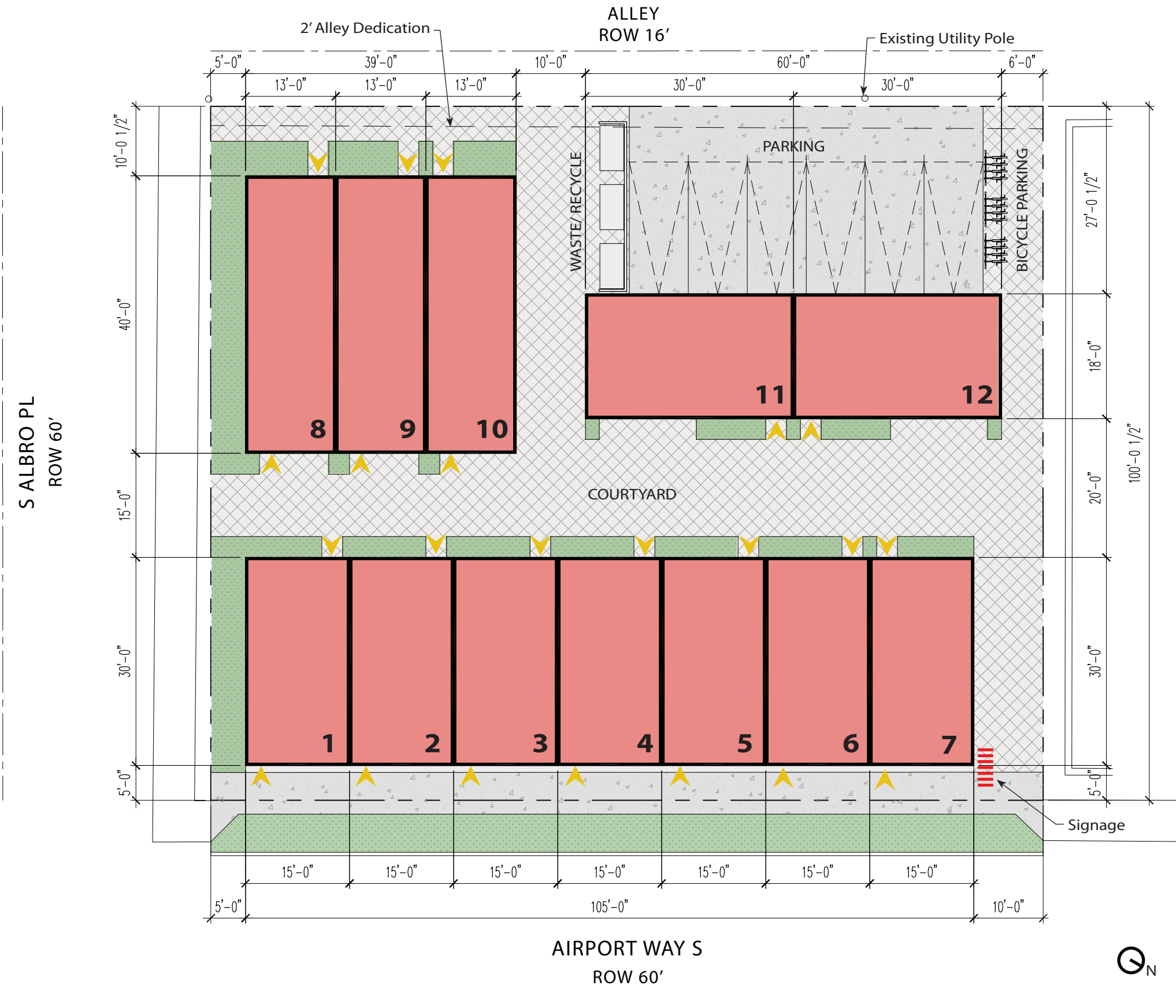


VIEW LOOKING SOUTHEAST

OPTION 2 | Site Plan

In all options, the first floor is entirely dedicated to commercial live/work space and upper floors dedicated to dwelling.

- LANDSCAPING
- PERMEABLE PAVEMENT
- CONCRETE PAVERS
- PROPOSED BUILDING
- ENTRY
- COURTYARD SIGNAGE



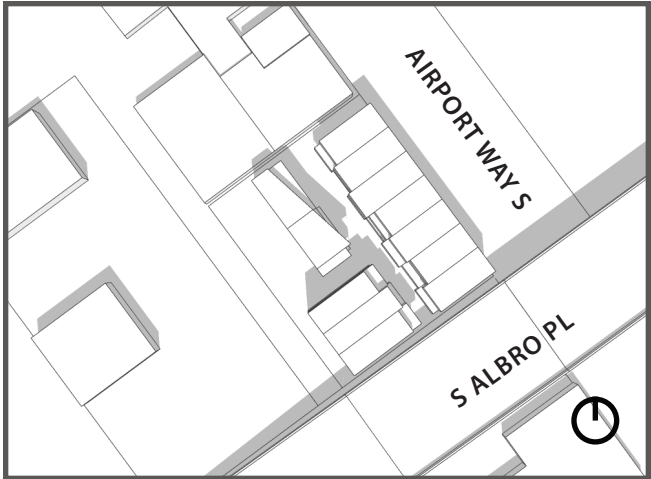
OPTION 2 | Shadow Analysis

9:00 AM

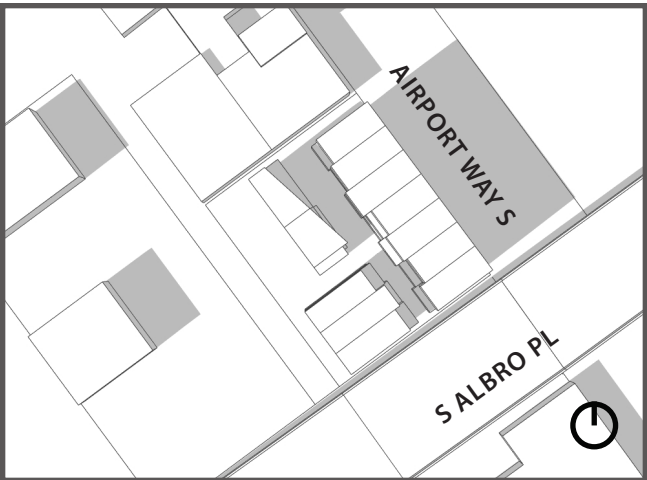
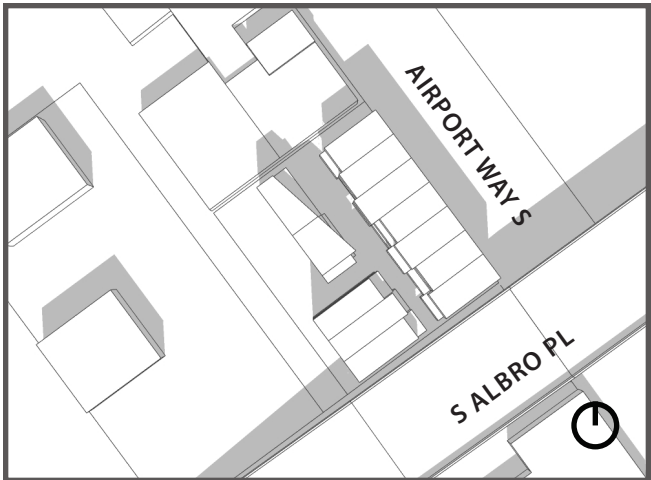
12:00 PM

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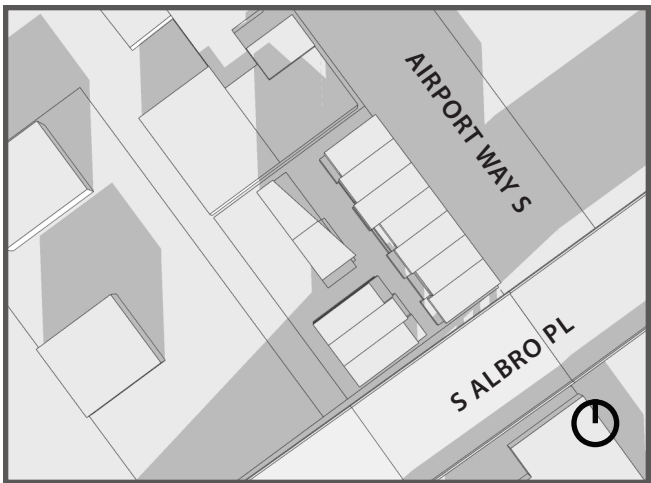
SUMMER SOLSTICE
(JUNE 21)



SPRING / AUTUMN EQUINOX
(MARCH / SEPTEMBER 21)



WINTER SOLSTICE
(DECEMBER 21)



OPTION 3 | Overview

(PREFERRED)

12 Live/Work Units at 4 Stories Each
45,000 SF of FAR Allowed
23,000 - 25,000 SF of FAR Proposed
5 Vehicular Parking Spaces
12 Bicycle Spaces

OVERVIEW

Option 3 is twelve 4 story live/work units within two structures. The structures are oriented to address Airport Ways S as well as the courtyard.

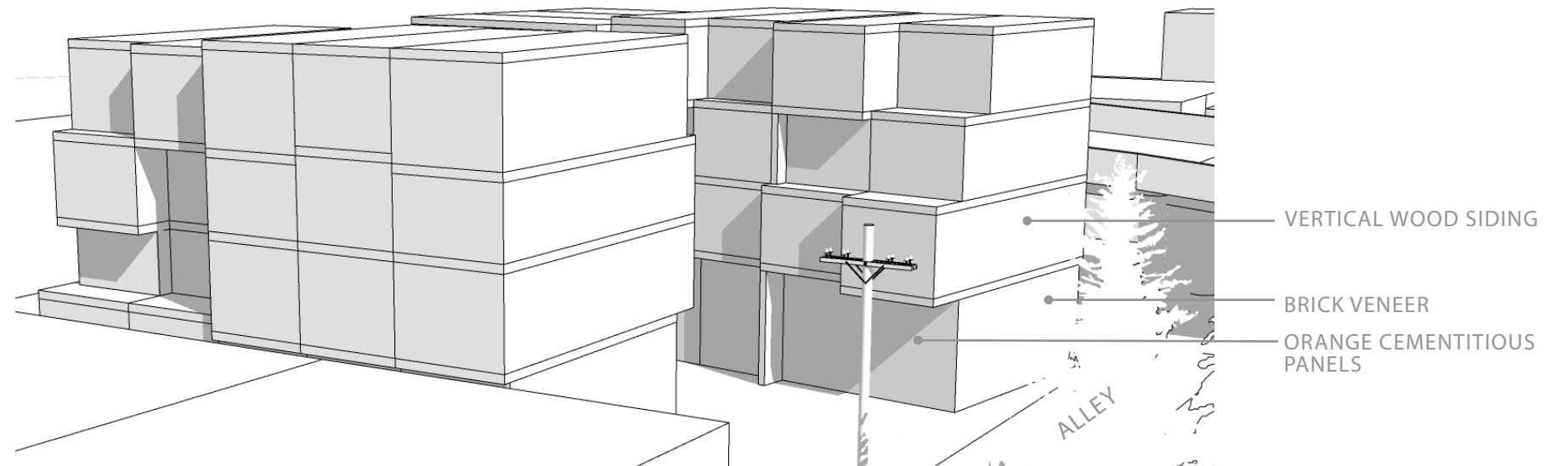
The south building, 7 units, is set at an angle to increase the setback from the S Albro overpass, to engage the courtyard and provide visual presence from Airport Way to the north facade. The south building siting allows for five commercial entries to face the courtyard as well as five residential entries from S Albro Pl. The three east units provide a strong street edge facade, transparency and weather protection.

The north building, 5 units, is parallel to the north property line and all units engage the courtyard. The east unit also provides a strong street edge, transparency and visual presence.

The courtyard is open to Airport Way to encourage tenant, business and public interaction and averages approximately 30' in width and 60' in length.

A departure is required for the SE corner unit adjacent to the Albro Pl row and the north building east unit as they do not meet the minimum commercial depth requirement of 30' per 23.47a.008.B.3.A.

In all options, the first floor is entirely dedicated to commercial live/work space and upper floors dedicated to dwelling. As well, parking and solid waste are located at the alley in all options.



LOOKING SOUTHEAST

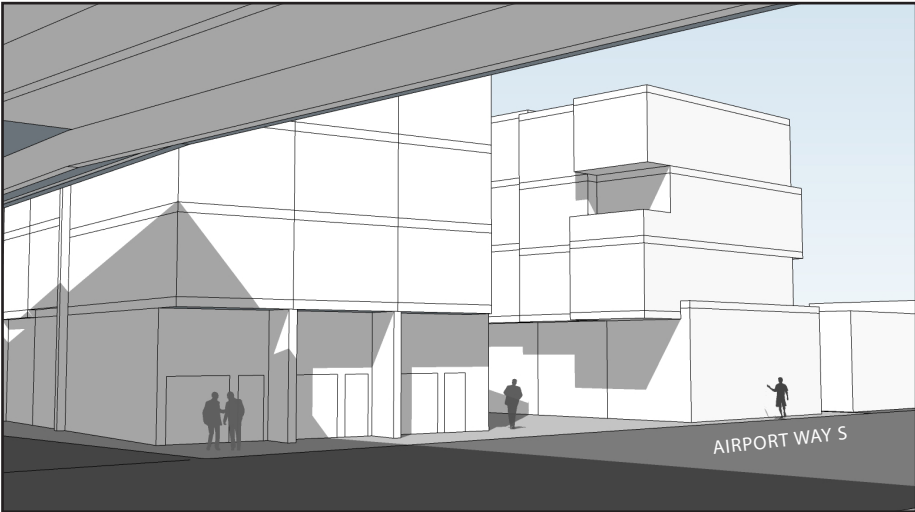


AIRPORT WAY STREET FACADE

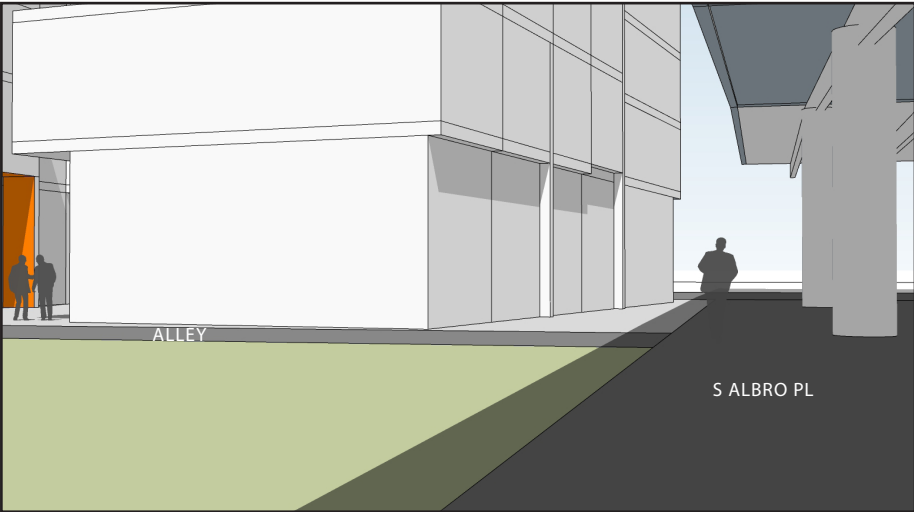
OPTION 3 | Project Views
(PREFERRED)



AERIAL VIEW



VIEW LOOKING NORTHWEST ON AIRPORT WAY S



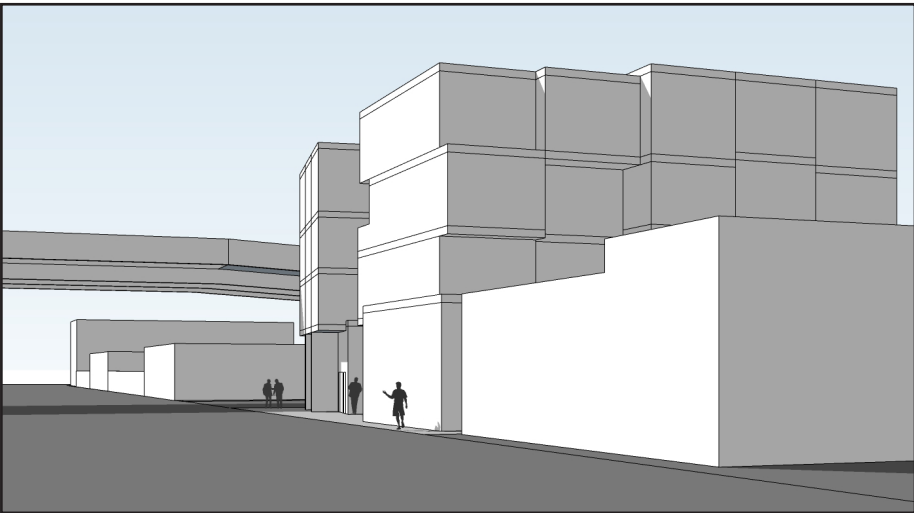
VIEW LOOKING EAST ON S ALBRO PL



COURTYARD VIEW LOOKING EAST ON AIRPORT WAY S



COURTYARD VIEW LOOKING WEST



VIEW LOOKING SOUTHEAST

(PREFERRED)

- LANDSCAPING
- PERMEABLE PAVEMENT
- CONCRETE PAVERS
- PROPOSED BUILDING
- ENTRY



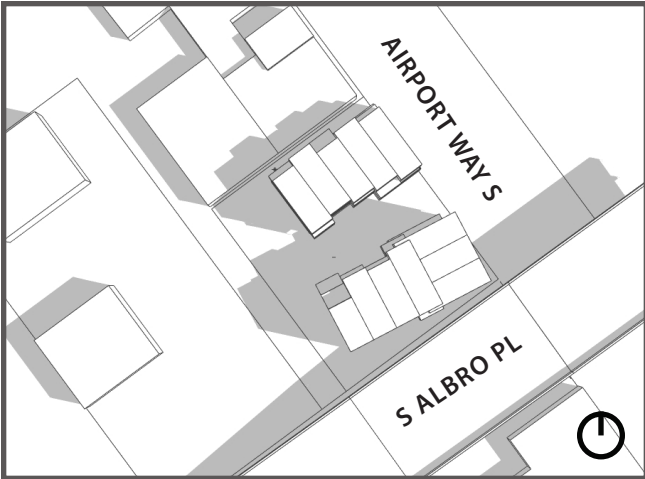
OPTION 3 | Shadow Analysis
(PREFERRED)

9:00 AM

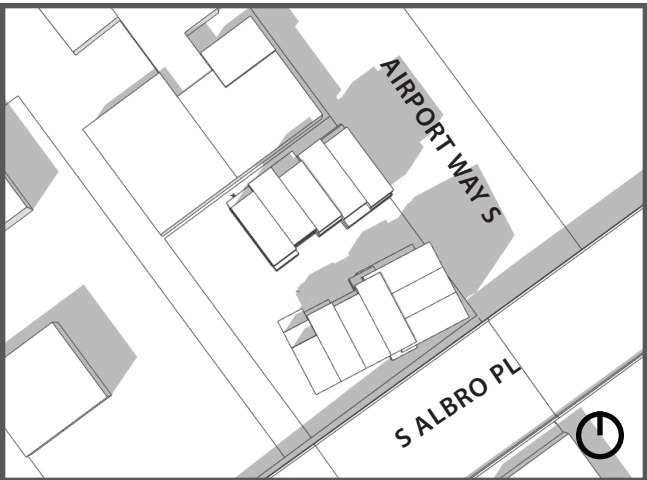
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SUMMER SOLSTICE
(JUNE 21)



SPRING / AUTUMN EQUINOX
(MARCH / SEPTEMBER 21)



WINTER SOLSTICE
(DECEMBER 21)



DEPARTURES | Anticipated Departures

OPTION 3

REFERENCE:

- 23.47A.008 - Street Level Development Standards
- E. When a live-work unit is located on a street-level, street-facing facade, the provisions of subsections 23.47A.008.A and 23.47A.008.B, and the following requirements, apply:
- 2. Each live-work unit must have a pedestrian entry on the street-facing facade that is designed to be visually prominent and provide direct access to the non-residential portions of the unit.

PROPOSED:

Units 1 and 2 provide pedestrian entries along Airport Way. The remaining units provide pedestrian entries from the common courtyard space. Units 3 and 8 include large, glazed garage doors along the street-facing facade.

APPLICABLE DESIGN GUIDELINES:

- DC2.A.1: SITE CHARACTERISTICS AND USES
- PL1.A.1: ADDING TO PUBLIC LIFE
- PL3.B.3: BUILDINGS WITH LIVE/WORK USES

RATIONALE:

UNIT 3:

Unit 3 is provided with multiple entry points to activate both the street facing facade as well as the courtyard facing facade. While the non-residential man door is located from the courtyard, the angle of the building will aid in pedestrian wayfinding. The use of a large, glazed garage door allows pedestrians to see into the non-residential space from Airport Way S. This will help encourage pedestrians to enter the courtyard and experience the additional non-residential spaces further away from the street.

UNIT 8:

The Unit 8 departure is intended to provide a transparent street façade that address Airport Way S and the courtyard. This orientation allows for consistent Live/Work dwelling configuration and building massing for the north building while allowing for façade variation with the adjacent south building. The proposed north/south orientation will maintain an active façade at Airport Way with opportunities for this specific unit to open to both Airport Way and the courtyard.

If the departure were not granted units 3 and 8 man doors would be revised to be relocated along Airport Way south. This would reduce the opportunity to bring pedestrians into the courtyard space and potentially limit opportunities for interaction with the other Live/Work Units facing the internal courtyard.

