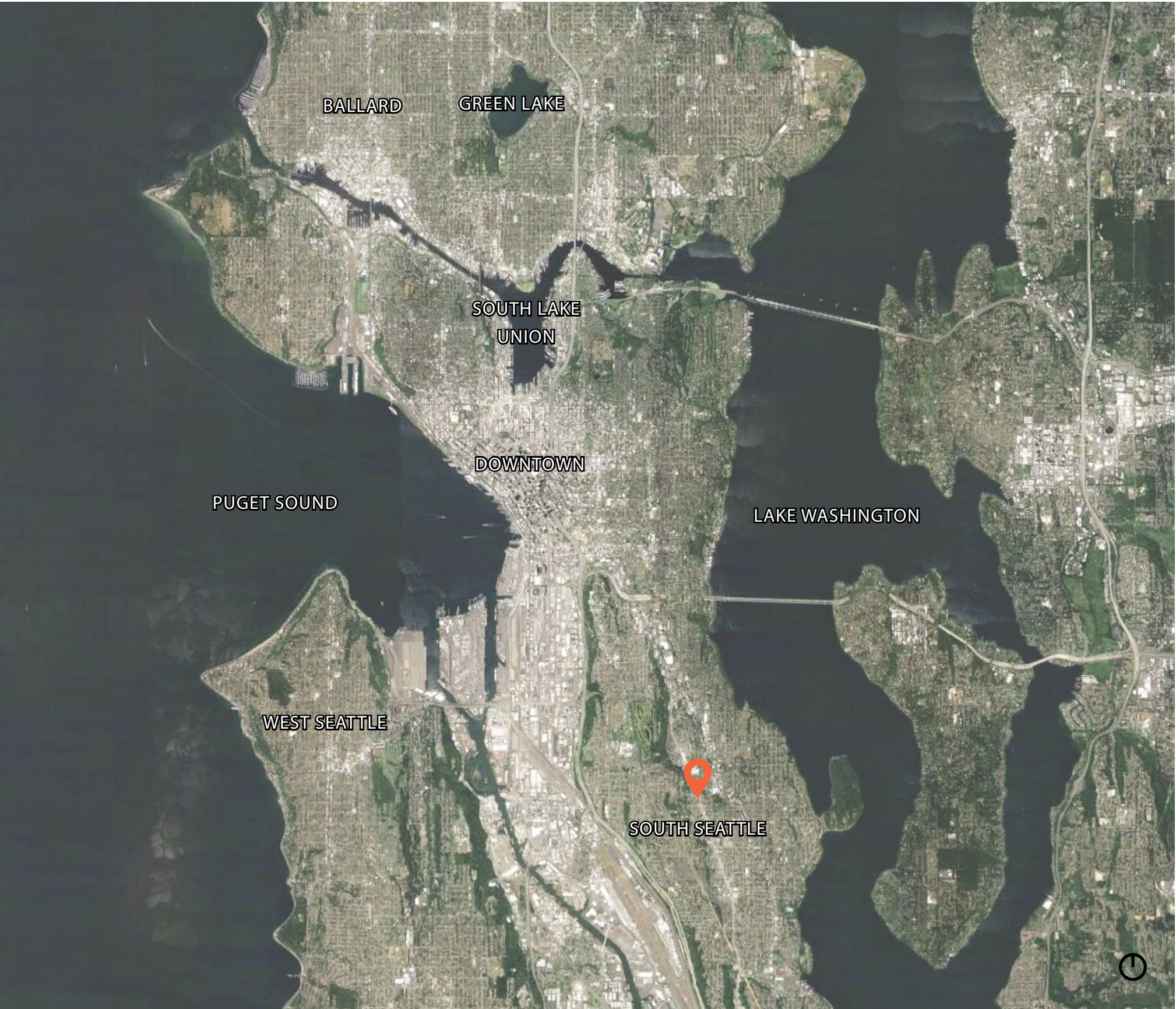




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ADDRESS

3212 S Dawson Street
Seattle, WA 98118

OWNER/DEVELOPER

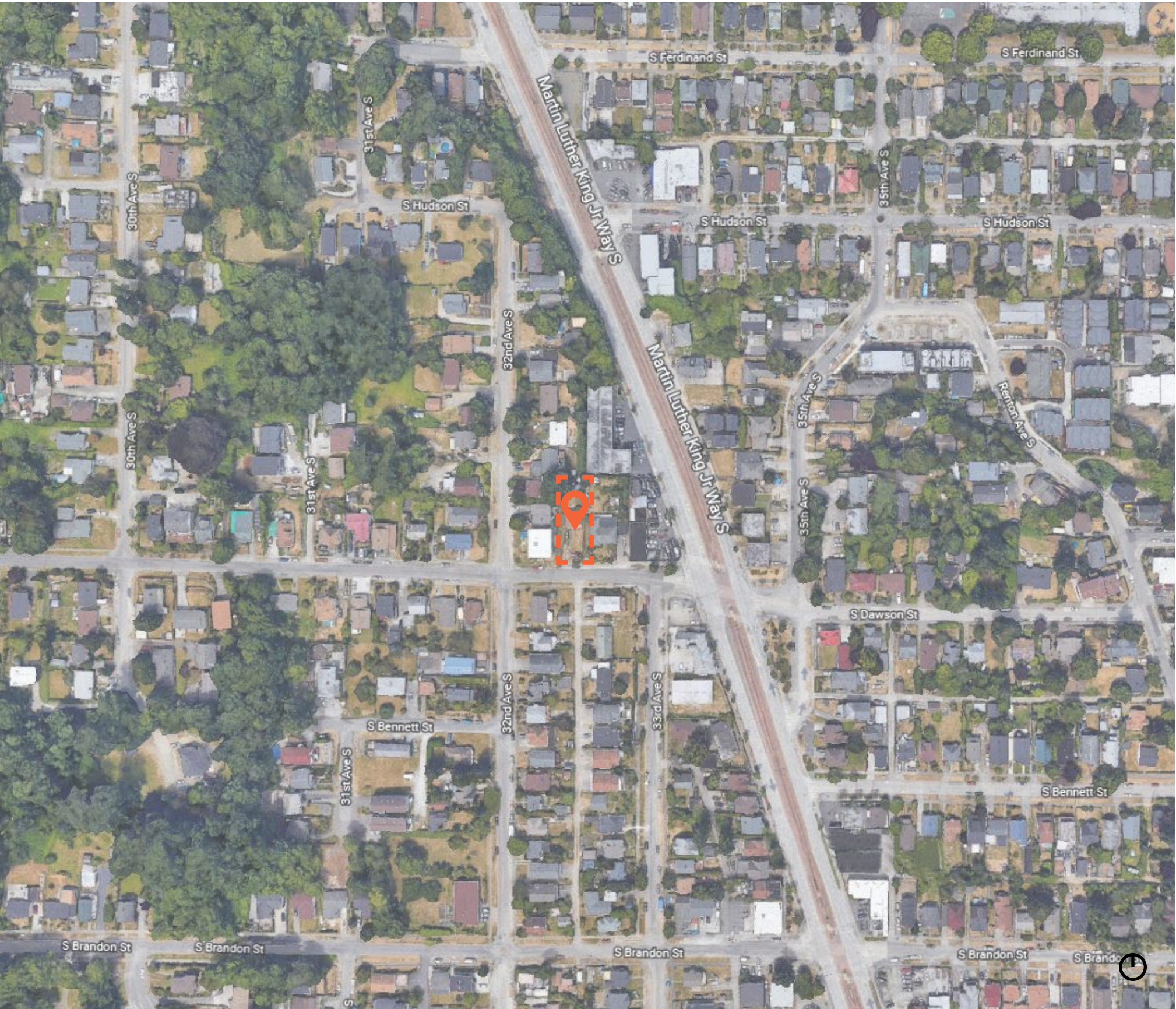
Jabooda Homes
Nghia Pham
1 Eden Lane
Mercer Island, WA 98040
T: 206.288.9527

ARCHITECT

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

PROJECT OVERVIEW

The site is located on the north side of S Dawson St midblock between Martin Luther King Jr Way S to the east and 32nd Ave S to the west. A Lot Boundary Adjustment was submitted in response to changes in zoning. The parcel is zoned as LR2 (M1). The proposal is to construct 8 townhomes with parking for 5 units. The site is considered an Environmentally Critical Area due to the steep slopes at the northeast and southwest property lines. An ECA request for relief has been submitted as the steep slopes have been created by previous legal grading.



 PARCEL # 2660500286

 PROPERTY LINE

DEVELOPMENT OBJECTIVES

- 1. Construct attractive and well-constructed market rate, for-sale townhomes.
- 2. Provide on site garaged parking for majority of townhome units.
- 3. Increase density.
- 4. Provide territorial views from upper level decks for all units.

PROJECT PROPOSAL

8 Three Story Townhome Dwellings
12,600 SF of FAR Allowed
12,330 SF of FAR Proposed
5 Garage Parking Stalls

EXISTING SITE PLAN | Site Context

-  PROPERTY LINE
 STRUCTURES TO BE REMOVED
 EXISTING ADJACENT STRUCTURES
 TREE CANOPY/VEGETATION

SITE CONTEXT

A single story, single-family dwelling currently occupies the site. Parking is provided at grade in the front yard. A steep slope is mapped in the southwest and northeast corners of the property. An ECA request for relief has been submitted as the steep slopes have been created by grading for the structures to the north, east and west of the subject parcel. Several trees exist on site but only one Bigleaf Maple in the northwest corner is considered significant. Measures will be taken in the design proposal to protect this tree.

The site is zoned as LR2.

The structures adjacent to the site include:

North: Three story multi-family structure

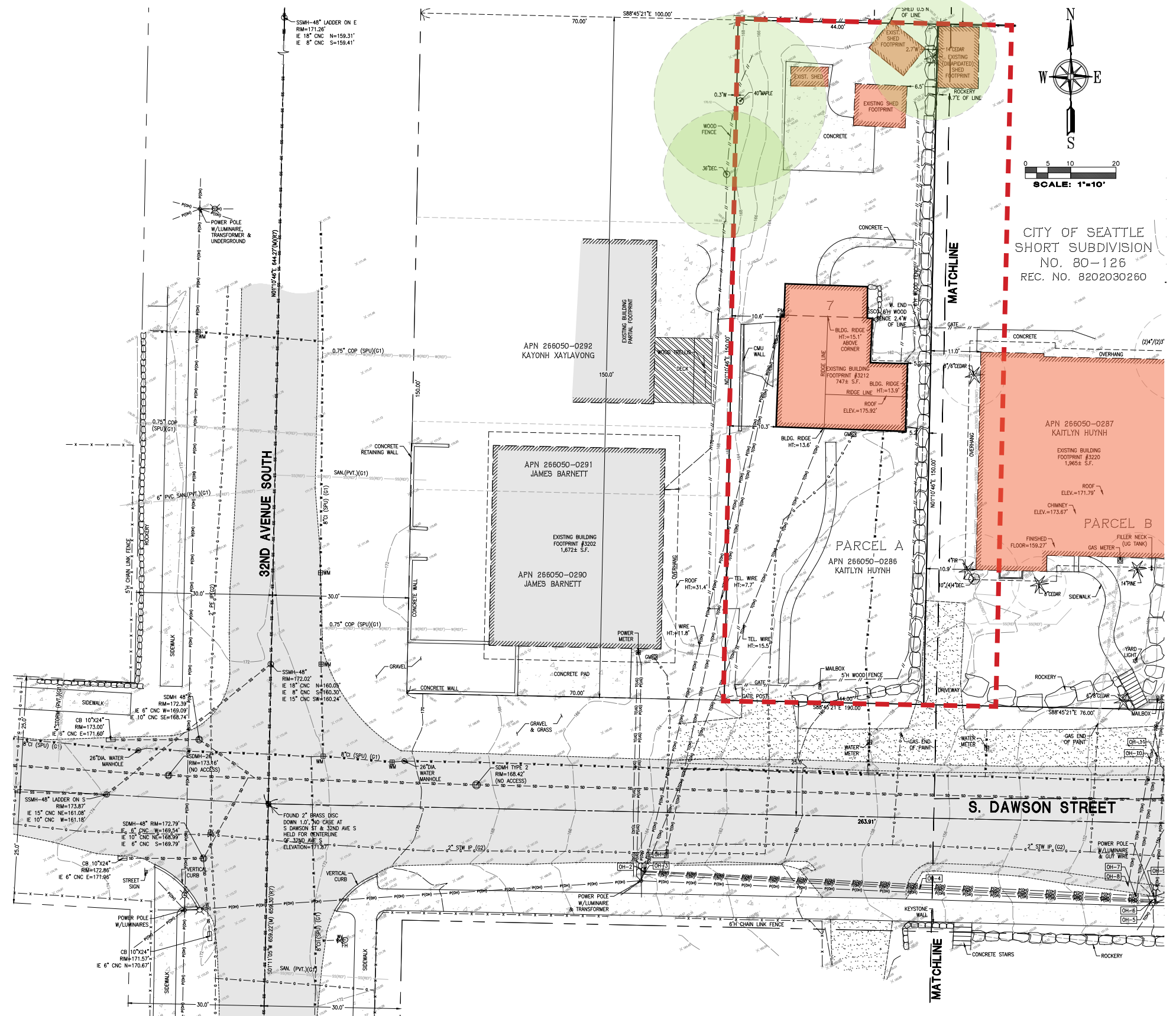
East: One story single-family dwelling

West: Single-family dwellings

South: Two story single-family dwelling

LEGAL DESCRIPTION

FRYES ADD TO COLUMBIA PARCEL A SEATTLE SHORT
PLAT NO 80-126 REC NO 8202030260 SD PLAT DAF
LOT 7 & POR OF 8 LY WLY OF EMPIRE WAY S LESS W
70 FT OF SD LOT 7 LESS ST





ZONING & URBAN VILLAGES

The parcel is zoned LR2. The parcels to the west and northwest are zoned NC2-55. The parcels to the south and across S Dawson St are zone SF5000.

PARCEL #	2660500286
BASE ZONES	LR2 (M1)
ZONE TO THE NORTH:	LR2- (M1), NC2-55 (M)
EAST:	NC2-55(M)
SOUTH:	SF 5000
WEST:	LR2 (M1)
AIRPORT HEIGHT OVERLAY	Horizontal Surface
URBAN VILLAGE	Columbia City(Residential Urban Village)
PEDESTRIAN AREA	NO
FREQUENT TRANSIT	YES
PARKING FLEXIBILITY	YES
ECA	40% STEEP SLOPE
LOT SF	9,000 SF



SURROUNDING USES & LOCAL CHARACTER



Nuuanu Pali Apartments
Apartment building located just north of the site along Martin Luther King Jr Way S.



Ngoc Auto Repair
One of three auto shops within a few blocks along Martin Luther King Jr Way S.



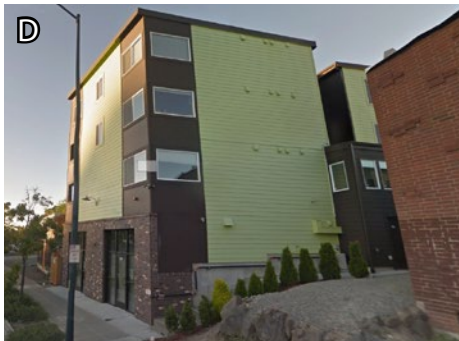
Townhomes
Newer townhomes along Martin Luther King Jr Way S.



Billiard Hoang
Vietnamese cuisine and sports bar.



Pentecostal Missionary Church
A religious institution within a previously commercial building

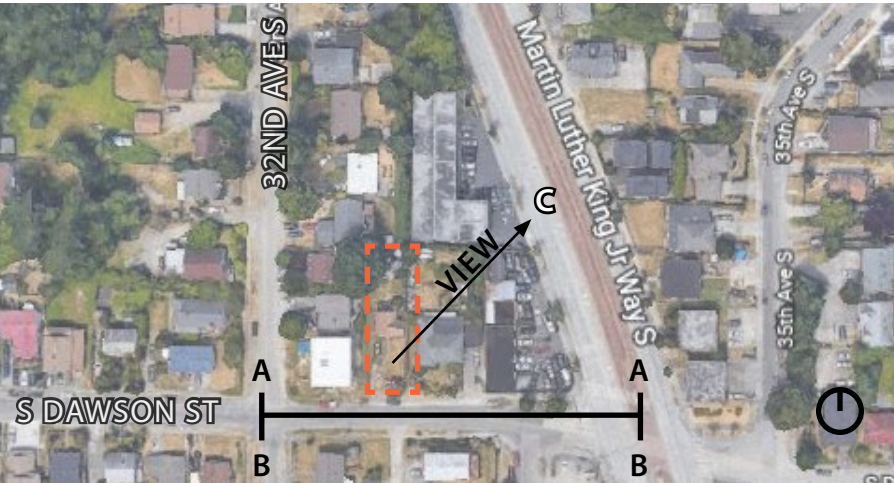


Fair Work Center
Non-profit group focusing on empowerment of workers and fair employment

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

BUILDING TYPOLOGIES

The site is bounded by single family dwellings except at the northeast corner. To the northeast is a 3 story multi-family structure with 19 dwelling units. Martin Luther King JR Way S to the east, zoned NC2-55, is a mix of commercial, multi-family and single-family dwellings. The six selected images indicate typical building typologies and uses in the immediate surroundings. With light rail present on Martin Luther King Jr Way S the neighborhood is likely to see significant development soon and numerous projects are already in development or under review. The adjacent building typologies are not necessarily informing the design, but are telling of current context, use and neighborhood diversity.

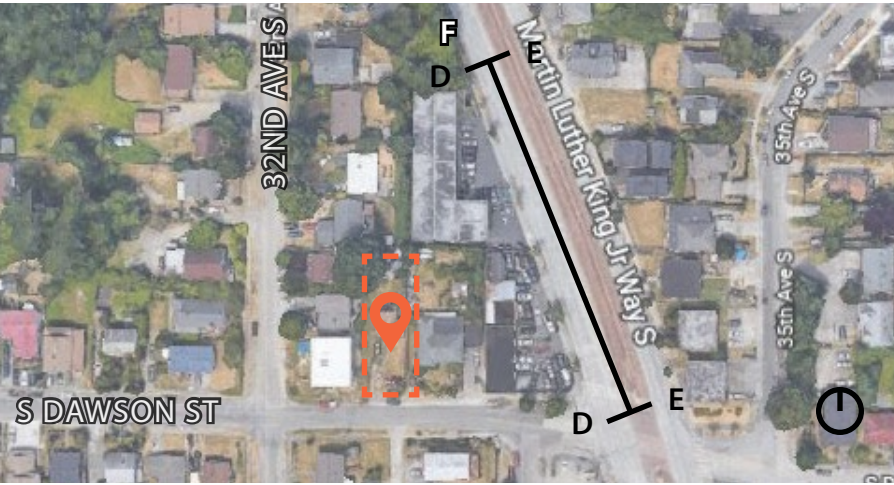


SITE VIEWS

The proposed 8 townhome dwellings are expected to have east and south territorial views, especially from the upper floors and proposed roof decks. It is not anticipated that any views from adjacent structures will be blocked. Additionally, the orientation of the structure and separation from the SF dwelling to the west should allow for continued privacy and continued territorial views to the south.



URBAN DESIGN ANALYSIS | Streetscapes





- .25 MILE RADIUS FROM SITE
- PRINCIPAL ARTERIAL
- LIGHT RAIL
- BUS ROUTE: 106
- BUS STOPS ALONG ROUTES

ACCESS

The site is located approximately 200 feet from the intersection of Martin Luther King Jr Way S and S Dawson St. The site is served by bus route 106 and Light Rail running north south on MLK Jr Way S. Light Rail Columbia Station is approximately quarter mile north and route 106 bus stops are located north and south bound at the intersection of Dawson and MLK and southbound. Within a half mile, stops for bus routes 7 and 9 are located along Rainier Ave S. Bus routes, light rail and Urban Village grant the site a 100% parking reduction.

PERMITTED USES 23.45.504	Table A for 23.45.504 - Uses in lowrise zones A. Residential uses permitted for LR2(M1) zone	LANDSCAPE STANDARDS 23.45.524	Green Factor Requirement A.2.a. Green Factor score of 0.6 or greater.
FLOOR AREA RATIO 23.45.510	Table A for 23.45.510 - FAR Limit in LR2 = 1.4 1.4 X 9,000 SF = 12,600 SF	STRUCTURE WIDTH & FACADE LENGTH LIMITS 23.45.527	Table A. Structure width may not exceed 90 FT B.1. The maximum combined length of all portions of façades within 15 FT of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line:
STRUCTURE HEIGHT 23.54.514	Zone LR2 = 40 ft height limit		
SETBACK REQUIREMENTS 23.54.518	Front = 7' Average; 5' Minimum Rear = 7' Average; 5' Minimum Side (Facade length ≤ 40') = 5' Side (Facade length ≥ 40') = 7' Average; 5' Minimum 2. Upper-level Setbacks in LR2 Zones a. Upper-level setback of 12' from front lot line is required for all portions of a structure above 44' e. Rooftop features are not allowed in upper-level setback except as follows: 1) Pitched roof, other than a shed roof or butterfly roof, if all parts of the roof are pitched at a rate > 6:12 and < 12:12. 2) Open railings may extend up to 4' above the height at which the setback begins. 3) Parapets may extend up to 2' above the height at which the setback begins.	EXTERIOR LIGHT AND GLARE STANDARDS 23.45.534	Lot depth = 150 FT X .65 = 97.5 FT A. Exterior lighting shall be shielded and directed away from adjacent properties. C. Driveways and parking areas for more than two vehicles shall be screened from abutting properties by a fence or wall between 5 ft and 6 ft in height, or a solid evergreen hedge at least 5 ft in height.
AMENITY AREA 23.45.522	A.1. The required amount of amenity area for rowhouse and townhouse developments and apartments in LR zones is equal to 25 percent of the lot area. A.2. A minimum of 50 percent of the required amenity area shall be provided at ground level.	REQUIRED PARKING 23.54.015	Table B for 23.54.015 - Parking for residential uses II. Residential use requirements for specific areas M. All residential uses in multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within a frequent transit service area = No minimum requirement. Table D for 23.54.015 - Parking for bicycles D. Residential uses D.2. Multi-family structures = 1 long term per dwelling unit 1 short term per 20 dwelling units L. Electric vehicle (EV) charging infrastructure.

PARKING SPACE AND ACCESS
STANDARDS
23.54.030

- 1. Residential Uses
 - a. Private parking for individual residential units. When parking for any individual dwelling unit is provided in a private garage, carport, or parking area, separate from any parking facilities serving other units, at least one parking space in that garage, carport, or parking area shall be EV-ready.

CONTEXT AND SITE

CS1. NATURAL SYSTEMS AND SITE FEATURES

C. TOPOGRAPHY

- 1. Land Form: Use the natural topography and/or other desirable land forms or features to inform the project design.
- 2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation.

The structures will take advantage of the site slope. While Building 1 will be located to match grade at S Dawson St, Building 2 will be slightly elevated to negotiate the rising topography to the west of the project site. Building 3 will then step back down in order to better manage the grades along the northern property line. While the east entry side of Building 3 is close to grade along the property line, the west side of the structure provides direct access to the exterior from the living spaces at the landing of the stair.

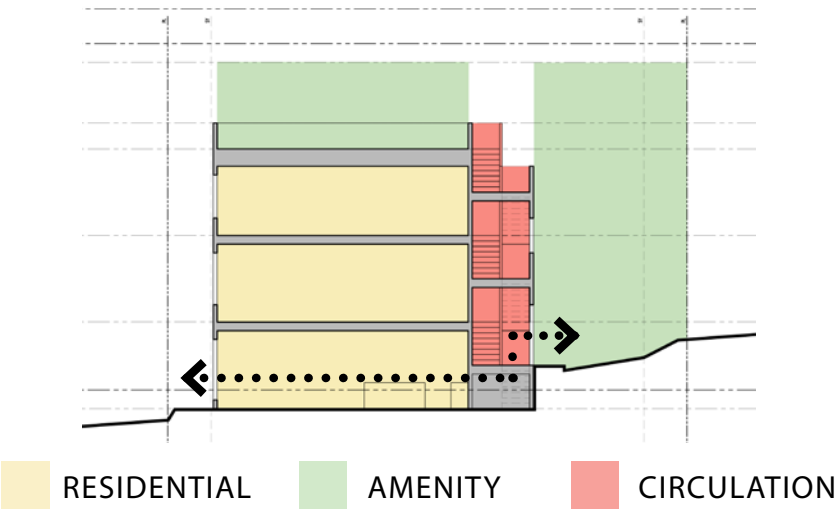


Diagram for CS1.C.2 - Building 3 Section, Existing Grades

D. PLANTS AND HABITAT

- 1. On-Site Features: Incorporate on-site natural habitats and landscape elements such as: existing trees, native plant species or other vegetation into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

Two large Bigleaf Maple trees are present at the northwest corner of the project site, one of which is classified as exceptional. These trees will be retained and the proposed design will leave adequate space to ensure prolonged health of each tree. The large space left adjacent to the trees will be used for resident amenity areas.

CS2. URBAN PATTERN AND FORM

D. HEIGHT, BULK, AND SCALE

- 1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

Proposed structures reflect anticipated height, bulk and scale of likely future development within LR2 zoning.

- 3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

Factors to consider:

- a. Distance to the edge of a less (or more) intensive zone;

- b. Differences in development standards between abutting zones;
- c. The type of separation from adjacent properties (e.g. separation by property line only, by an alley or street or open space, or by physical features such as grade change);
- d. Adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and
- e. Shading to or from neighboring properties.

The structure is adjacent to NC2-55 zoning to the east and SF5000 zoning across the street to the south. The proposed design is situated close to the street edge at three stories tall, creating a strong presence to compliment the higher density and scale of the NC2-55 zone. While the allowable height limit in LR2 zoning is 40'-0", with additional height granted for parapets and penthouses, the proposal will be closer to 35'-0" in height at the street. This will be well suited to SF5000 zoning across the street which is allowed a maximum structure height of 30'-0", plus additional height for pitched roofs.



Diagram for CS2.D.3 - S Dawson St Elevation, Lower Heights

DESIGN GUIDELINES | Priority guidelines

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.
- 4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

The proposed townhome structure is contemporary in nature, however, building articulation and proportions have been designed to fit with the existing neighborhood context. The design responds to the zone transition with bulk and scale appropriate for the NC2-55 zone, while also incorporating heavy articulation and strong individual unit entries suited for LR and SF zones. The discernibility of the individual units reduces the perceived scale and proportions of the structure as viewed from the LR2 (M1) zone. Traditional materials such as natural wood and lap siding compliment the nearby SF zoning while contemporary elements like panel siding and expansive fenestration create compatibility with newer, modern designs.

PUBLIC LIFE

PL2. WALKABILITY

B. SAFETY AND SECURITY

- 1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.
- 2. Lighting for Safety: Provide lighting at sufficient lumen

intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

On site safety will be provided via the drive aisle and pedestrian entry lighting. Pedestrian access occurs on different sides of each building within view of interior living spaces. This will maintain visual surveillance via individual entries and fenestration while encouraging interaction between tenants. The dwelling unit facing S Dawson St will provide entry lighting, a street facing entry door, and fenestration which will provide a line of sight to the street level.

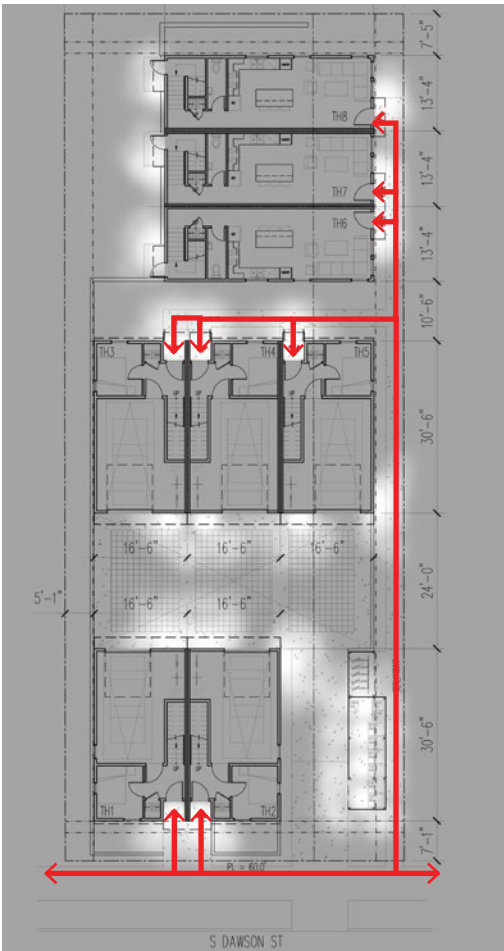


Diagram for PL2.B.2 - Exterior Lighting, Pedestrian Circulation

PL3. STREET-LEVEL INTERACTION

A. ENTRIES

- 1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.
- d. Individual entries to ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.

Individual entries at street level are set back from the sidewalk and use landscaping elements to define circulation and privacy. Overhangs and recessed doors create a sense of intimacy and security while still signifying a clear point of entry to individual units.



Diagram for PL3.A.1.d - Individual Entries at Ground Level

DESIGN CONCEPT

DC1. PROJECT USES & ACTIVITIES

B. VEHICULAR ACCESS AND CIRCULATION

1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:

- a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;

With no existing alley to use for vehicular access, a single drive aisle is provided from S Dawson St to access individual garages located between Building 1 and Building 2. The visual effect of the garage entries is reduced by being located between the two buildings and tucking the garage entries below cantilevers. In order to create a safe condition for pedestrian and bicycle access, a sidewalk, separate from the drive aisle, is provided along the east property line to access individual entries. Bicycle parking is located at the beginning of the walkway allowing for ease of use.

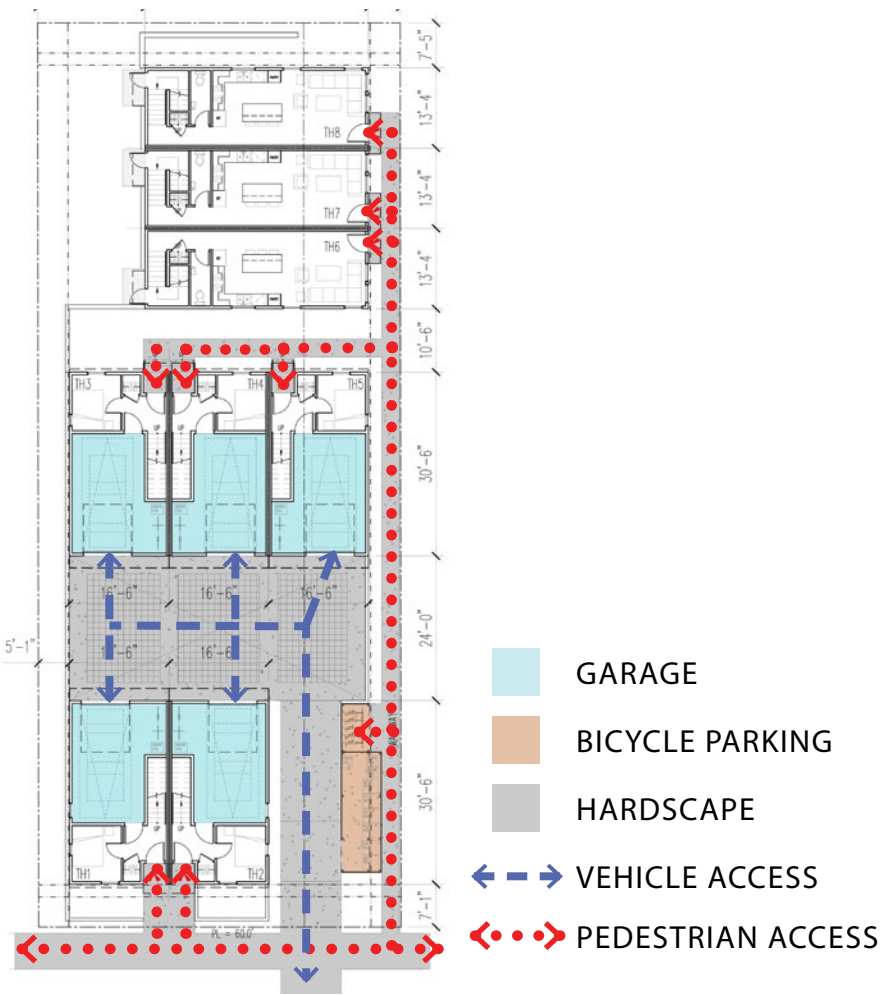


Diagram for DC1.B.1 - Vehicular Access and Separation

C. PARKING AND SERVICE USES

4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation. Where service facilities abut pedestrian areas or the perimeter of the property, maintain an attractive edge through screening, plantings, or other design treatments.

The solid waste enclosure abuts the southern perimeter of the property. To reduce the visual impact, a 5' tall wood screen

and landscaping maintain an attractive edge. The covered enclosure also contains the required short-term bicycle parking, separated by more wood screening. The wood elements also tie back to the wood facade treatments on each building.



Diagram for DC1.C.4 - Solid Waste Screen, Bicycle Parking

DC2. ARCHITECTURAL CONCEPT

A. MASSING

2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

The proposed structures are heavily articulated with secondary architectural elements along each facade. Articulation of building massing, individual entries, fenestration patterns and color differentiation clearly demarcate individual units and reduce the perceived mass. Varying facade materials are offset from one another to reinforce this massing concept. Upper-level cantilevers further break down the massing and create points of design interest that help bring the building down to human scale.



Diagram for DC2.B.1 - Facade Composition

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 well-proportioned 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 facade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing facade around the alley corner of the building.

The proposed structure has highly visible facades from each direction due to site layout and circulation. Facades on each building have been carefully designed and provide articulation and well proportioned fenestration. and clearly demarcate individual units. The three buildings have been designed to use similar facade elements to create a cohesiveness to the site.

DC3. OPEN SPACE CONCEPT

B. OPEN SPACE USES AND ACTIVITIES

1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function
With limited exterior space available at grade on a tight project site, ample space has been provided at roof top decks to provide residents with enough exterior functionality.

4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children’s play (covered and uncovered), barbecues, resident meetings, and crafts or hobbies.

Each townhome has roof top amenity area that can encourage interaction between residence. The private amenity areas on the west side of Building 3 also allow interaction at grade between residence while still being large enough to provide necessary privacy.

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.

2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle’s climate, taking special care to detail corners, edges, and transitions. Highly visible features, such as balconies, grilles and railings should be specially attractive, well crafted and easy to maintain.

Pay particular attention to environments that create harsh conditions that may require special materials and details, such as marine areas or open or exposed sites.

The materials proposed for the design include natural wood and cementitious siding. Natural wood siding is proposed to provide a higher quality finish on facades with townhome entries. Durable cementitious panels and bevel siding are proposed closer to grade, and at areas that will endure more wear and tear on a yearly basis.

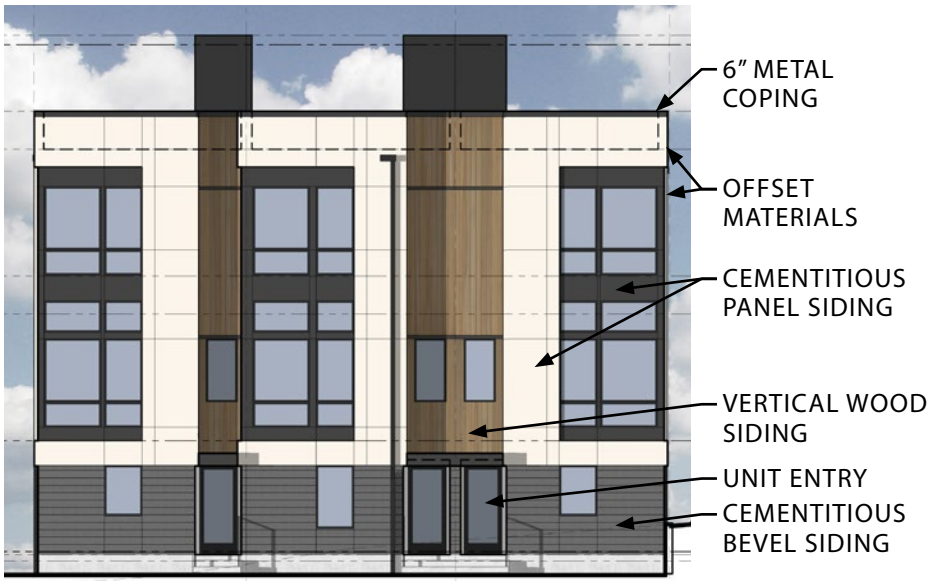


Diagram for DC4.A.1 - Exterior Finish Materials

C. Lighting

2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

Lighting will be provided at individual unit pedestrian and garage entries to increase site safety and highlight the individual dwelling entries. Lighting will be screened to ensure glare does not impact adjacent uses.

ARCHITECTURAL CONCEPT | Overview

- 8 Townhomes
- 0 SF of commercial space
- 12,600 SF of FAR Allowed
- 12,330 SF of FAR Proposed
- 5 Electric-Vehicle Ready parking provided in garages
- 8 long term and 3 short term bicycles spaces provided

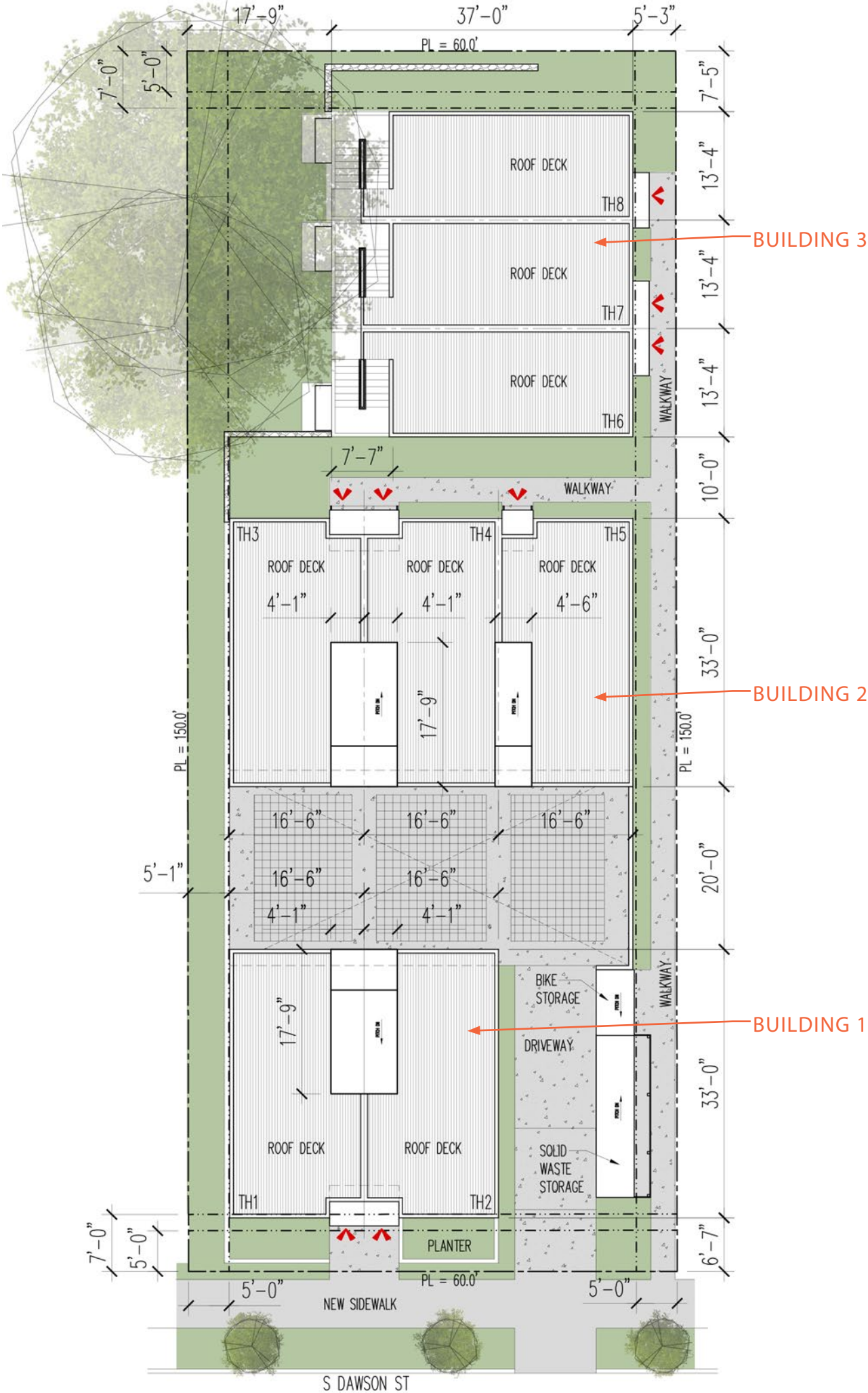
OVERVIEW

The proposed project will provide eight townhouse units within three separate structures. While no parking is required, five units will be provided with individual garages accessed from a common drive aisle. The two townhouses in Building 1 will have entries facing S Dawson St and the remaining units will be accessed via a pedestrian walkway that is separate from vehicular access. A common solid waste storage enclosure is located in the southeast corner of the site and is easily accessible by service people from the common drive aisle. The enclosure is visually enhanced with natural wood screening that will block views of containers from public ways. The enclosure also doubles as bicycle storage which is accessed from the opposite side along the pedestrian walkway.

Landscaping and amenity areas will act as buffers along the ROW with additional at-grade amenity areas located in the northwest corner of the site adjacent to Building 3. This amenity area also provides space for two existing substantial trees, leaving enough space for the root systems. Building 3 avoids the use of a penthouse for roof deck access to further avoid the existing trees. Additional landscaping is used to create a sense of privacy and ownership along walkways to individual entries.

The three buildings each sit at slightly different elevations in order to negotiate the existing topography and ensure ease of access both by foot and by vehicle. Perceived building heights from the street are approximately 35'-0" and will act as helpful transitions between NC2-55 and SF5000 zoning. Flat roofs are utilized both to create a strong street presence adjacent to the NC2-55 zoning as well as provide roof decks to take advantage of territorial views.

Significant facade modulation and offset materials helps to break down perceived massing while traditional building materials connect the townhouses to the existing neighborhood fabric. The front entries of TH1-TH5 are recessed and have wood siding used as vertical facade elements to demarcate individual units. Similar vertical elements of wood are used to on the entry facades of TH6-TH8. Each townhouse entry uses overhangs to provide weather protection. Similar fenestration, materials and colors are used at each building to bring a sense of cohesion to the site and create a sense of place.





- BUILDING 3
- BUILDING 2
- PEDESTRIAN WALKWAY
- COMMON DRIVE AISLE
- WOOD FENCE
- BUILDING 1
- SOLID WASTE / BICYCLE ENCLOSURE

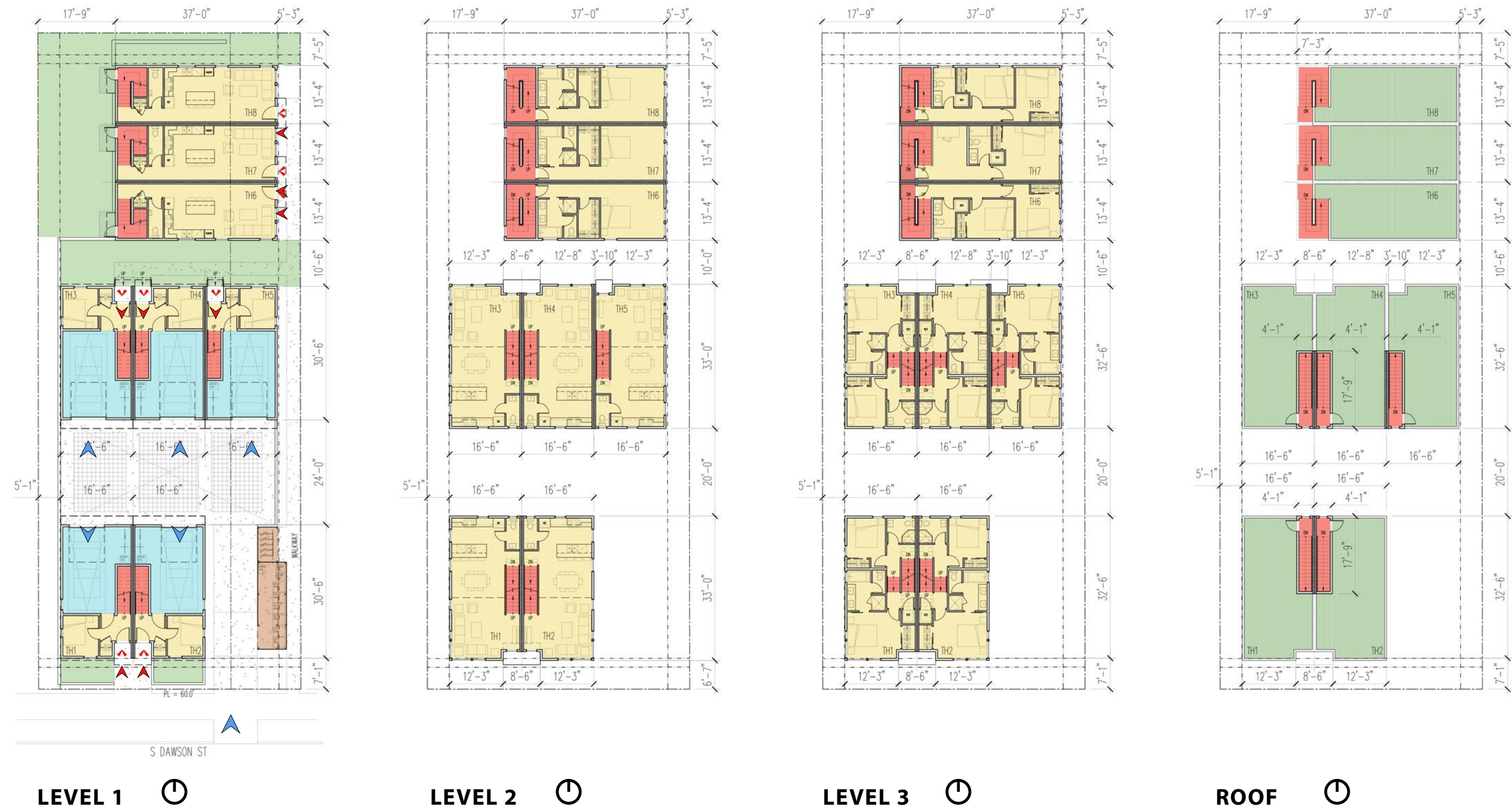
ARCHITECTURAL CONCEPT | Floor Plans

- RESIDENTIAL

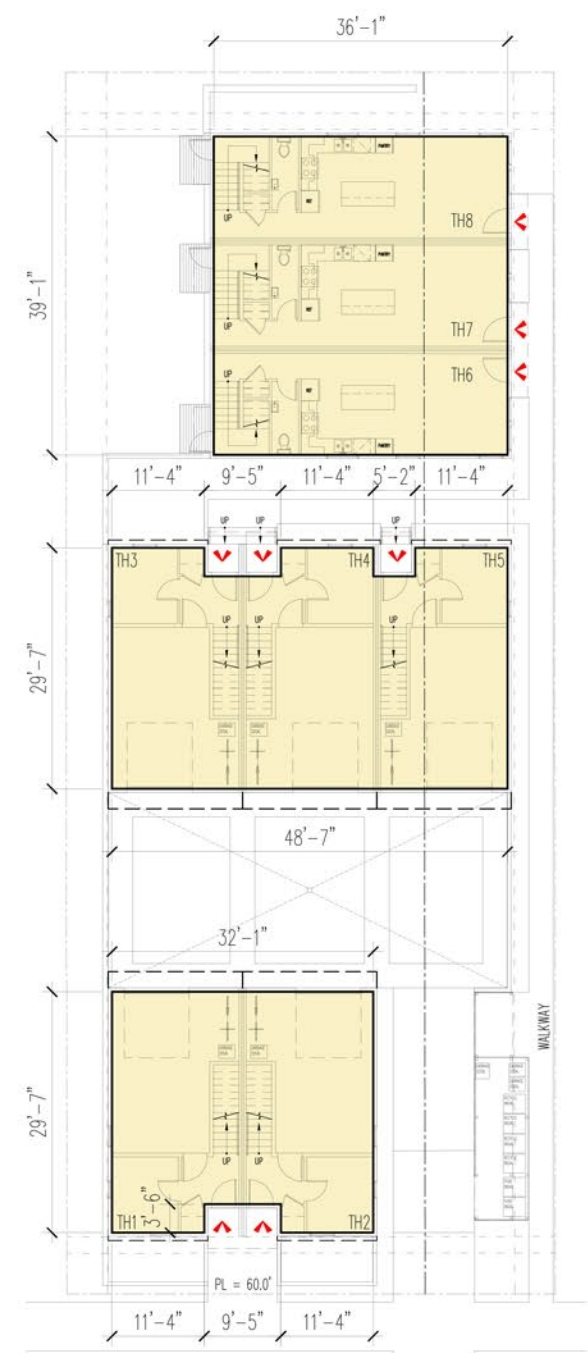
AMENITY
- CIRCULATION

GARAGE
- SOLID WASTE/ BICYCLE STORAGE
- TENANT ACCESS

VEHICULAR ACCESS

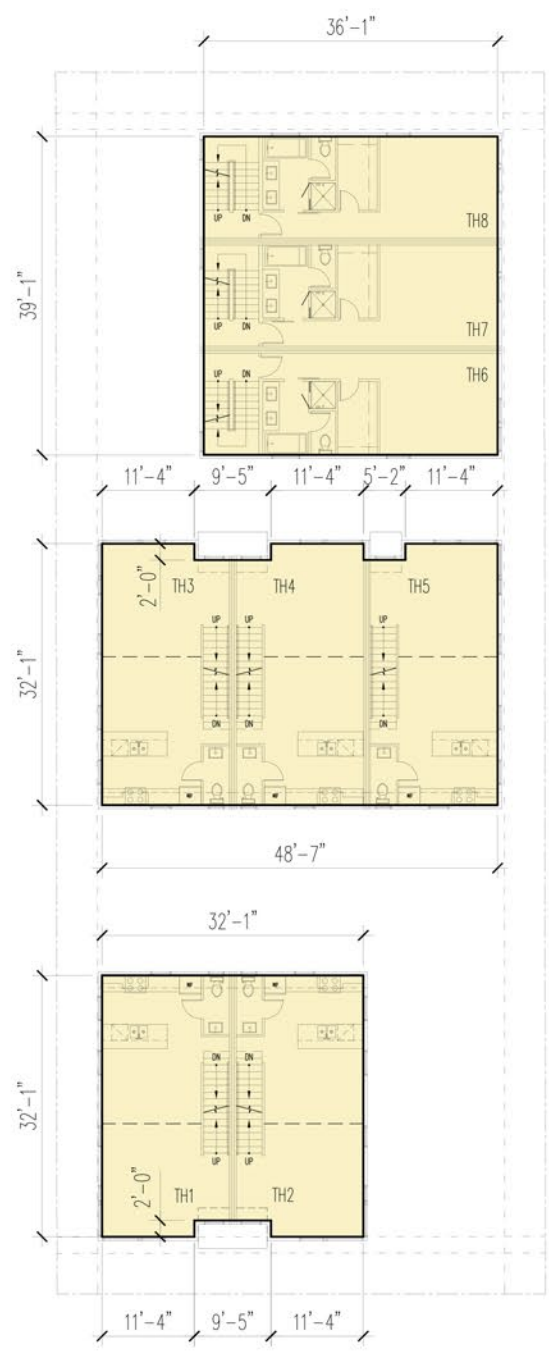


ARCHITECTURAL CONCEPT | Gross Floor Area



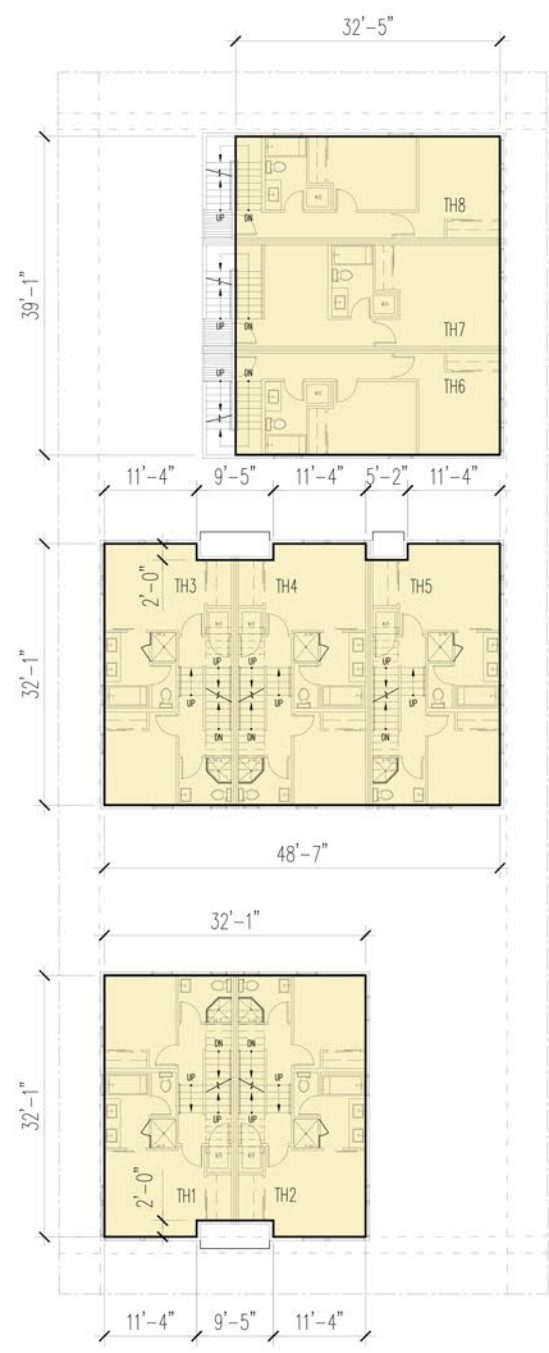
LEVEL 1

BUILDING 1 = 916.2 SF
BUILDING 2 = 1,386.3 SF
BUILDING 3 = 1,410.3 SF



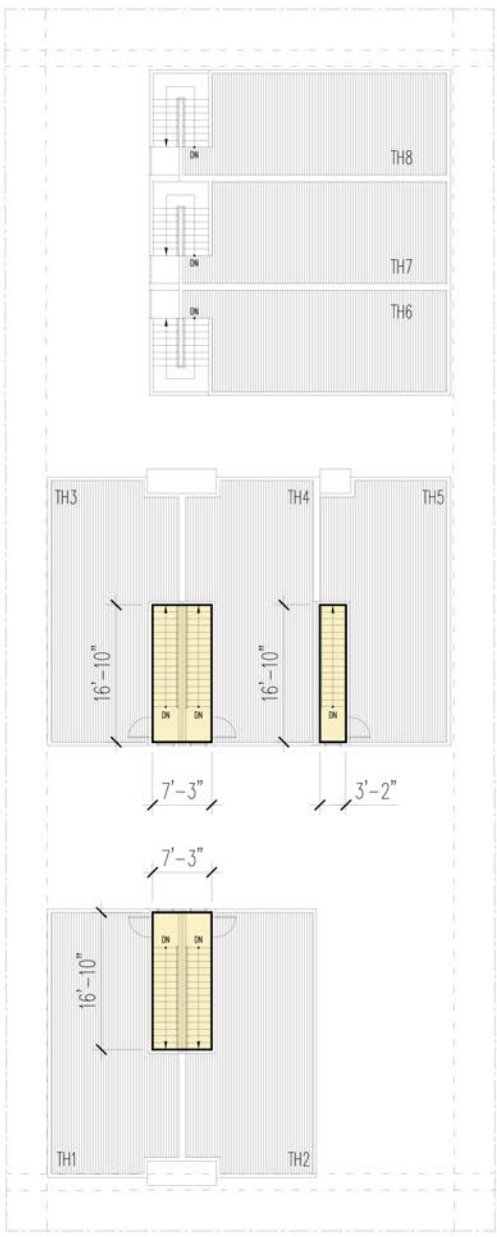
LEVEL 2

BUILDING 1 = 1,010.5 SF
BUILDING 2 = 1,529.7 SF
BUILDING 3 = 1,410.3 SF



LEVEL 3

BUILDING 1 = 1,010.5 SF
BUILDING 2 = 1,529.7 SF
BUILDING 3 = 1,268.6 SF



ROOF

BUILDING 1 = 122.1 SF
BUILDING 2 = 175.9 SF
BUILDING 3 = 0.0 SF

TOTAL GROSS FLOOR AREA:		
BUILDING 1 = 3,059.3 SF	BUILDING 2 = 4,621.6 SF	BUILDING 3 = 4,089.2 SF

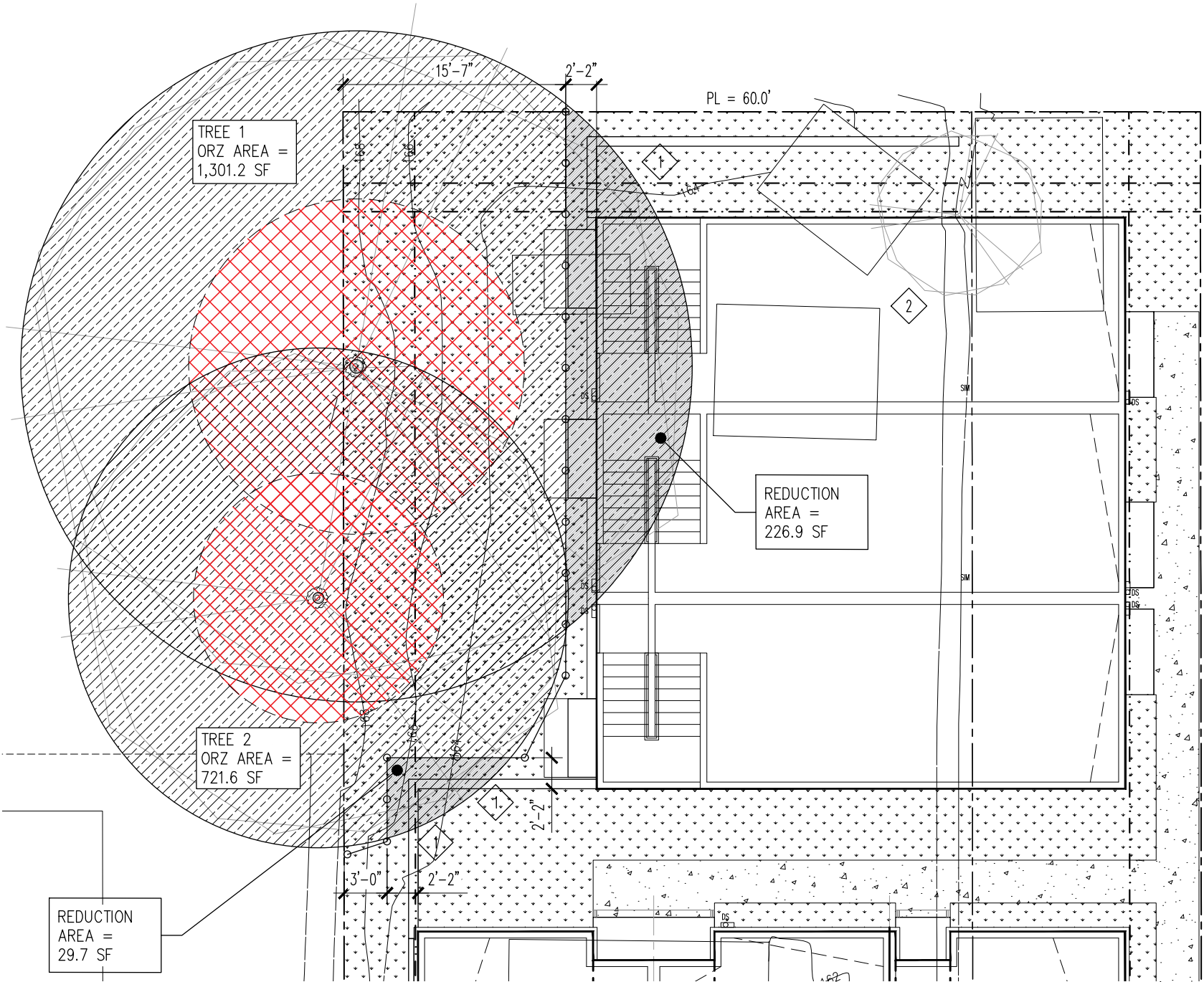
GROSS FLOOR AREA



VIEW FROM WEST

LEGEND

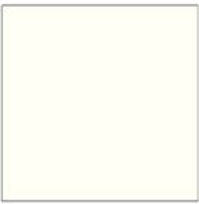
- FOOTPRINT OF PROPOSED DWELLING
- FOOTPRINT OF PROPOSED DWELLING BELOW
- PERMEABLE PAVING
- LANDSCAPING
- TREE TO REMAIN
- TREE TO BE REMOVED
- INNER ROOT ZONE AREA
- OUTER ROOT ZONE AREA (ORZ)
- ENCROACHMENT IN OUTER ROOT ZONE AREA – PER SMC 25.11.050.B



TREE PROTECTION/REDUCTION (SMC 25.11.050.B)					
TREE #	COMMON NAME	SCIENTIFIC NAME	ORZ AREA	REDUCTION LIMIT (1/3 OF ORZ)	REDUCTION AREA
TREE 1	BIGLEAF MAPLE	ACER MACROPHYLLUM	1,301.2 SF	1,301.2 SF / 3 = 433.7 SF	226.9 SF = 17.4% ORZ
TREE 2	BIGLEAF MAPLE	ACER MACROPHYLLUM	721.6 SF	721.6 SF / 3 = 240.5 SF	29.7 SF = 4.1% ORZ



VIEW FROM SOUTHEAST

-  Panel Siding-
Cementitious Panels
in off-white
-  Panel Siding-
Cementitious Panels
in dark gray
-  Lap Siding-
Cementitious Siding
in gray
-  Wood Siding-
Vertical stained 1x4
wood boards
-  Massing-
Concrete



-  Panel Siding-
Cementitious Panels
in off-white
-  Panel Siding-
Cementitious Panels
in dark gray
-  Lap Siding-
Cementitious Siding
in gray
-  Wood Siding-
Vertical stained 1x4
wood boards
-  Massing-
Concrete

VIEW FROM NORTHWEST



VIEW FROM NORTHEAST

-  Panel Siding-
Cementitious Panels
in off-white
-  Panel Siding-
Cementitious Panels
in dark gray
-  Lap Siding-
Cementitious Siding
in gray
-  Wood Siding-
Vertical stained 1x4
wood boards
-  Massing-
Concrete

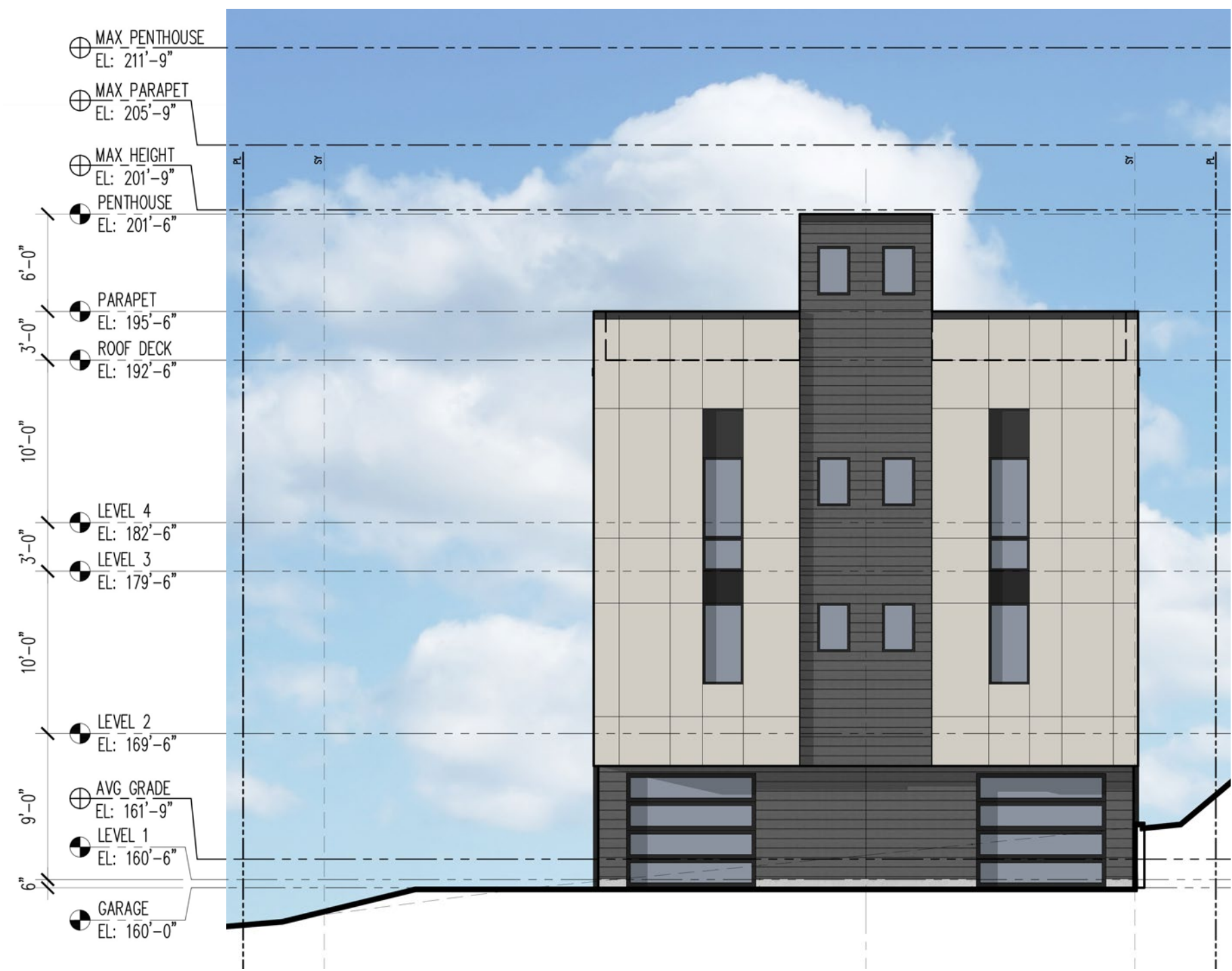
ARCHITECTURAL CONCEPT | Elevations



Building 1 - South Elevation
SCALE: 1' = 1/8"



Building 1 - East Elevation
SCALE: 1' = 1/8"



Building 1 - North Elevation
SCALE: 1' = 1/8"



Building 1 - West Elevation
SCALE: 1' = 1/8"



Building 2 - South Elevation
SCALE: 1' = 1/8"



Building 2 - East Elevation
SCALE: 1' = 1/8"



Building 2 - North Elevation
SCALE: 1' = 1/8"



Building 2 - West Elevation
SCALE: 1' = 1/8"

ARCHITECTURAL CONCEPT | Elevations

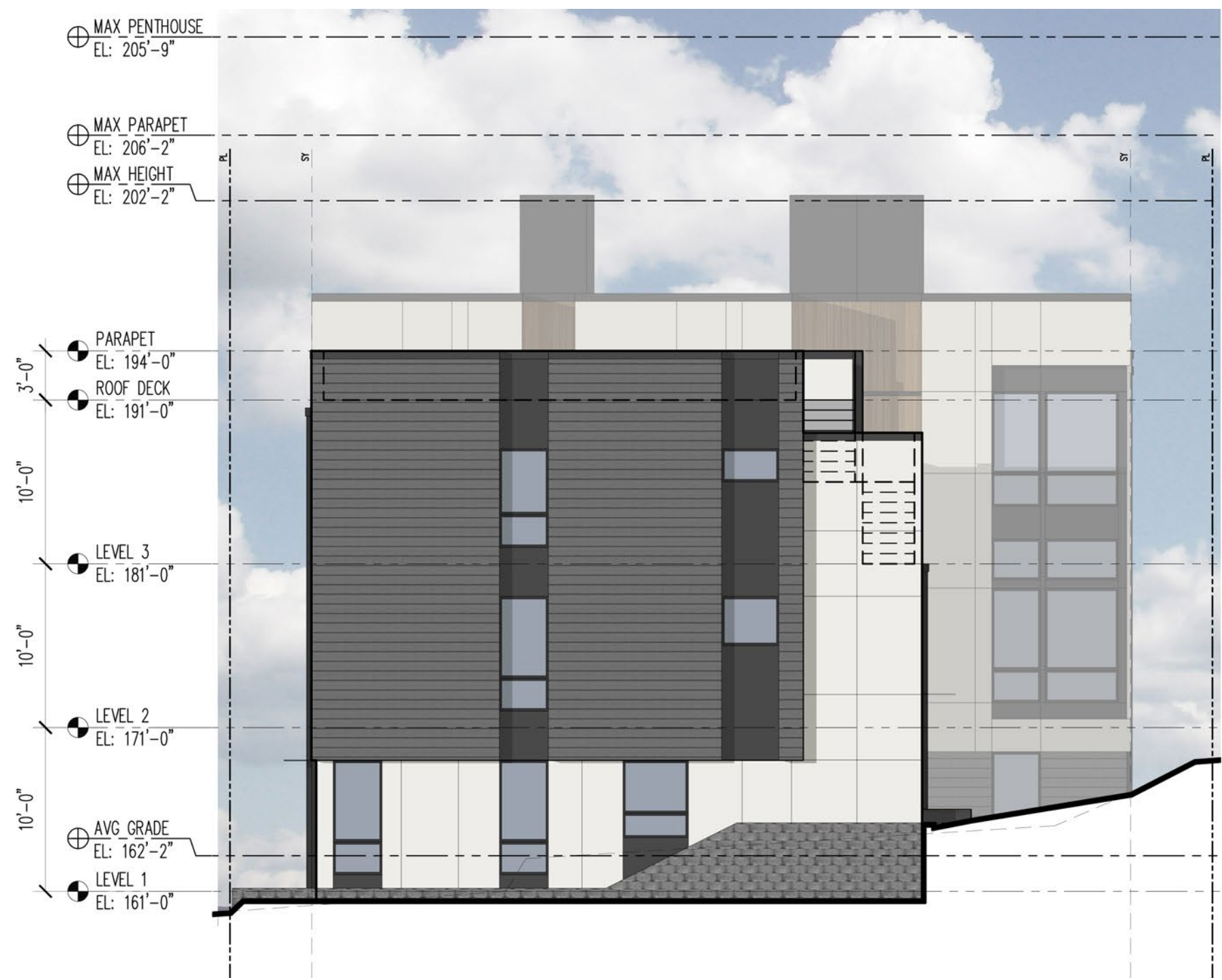


Building 3 - South Elevation
SCALE: 1' = 1/8"



Building 3 - East Elevation
SCALE: 1' = 1/8"

ARCHITECTURAL CONCEPT | Elevations



Building 3 - North Elevation
SCALE: 1' = 1/8"



Building 3 - West Elevation
SCALE: 1' = 1/8"