

MEGAN BARRY
MAYOR



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

Metropolitan Historic Zoning Commission
Sunnyside in Sevier Park
3000 Granny White Pike
Nashville, Tennessee 37204
Telephone: (615) 862-7970
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STAFF RECOMMENDATION

1206 6th Avenue North

April 20, 2016

Application: New construction—infill; Setback determination

District: Germantown Historic Preservation Zoning Overlay

Council District: 19

Map and Parcel Number: 08209027800

Applicant: John Root, Architect

Project Lead: Melissa Baldock, melissa.baldock@nashville.gov

Description of Project: Applicant proposes to construct five townhouses on a vacant lot. Three of the townhouses will be at the front of the lot, along 6th Avenue North. The two other townhouses will be located at the rear of the lot, behind the other townhouses. The project requires a change to the front and rear setbacks.

Recommendation Summary: Staff recommends approval of the project with the following conditions:

1. Staff approve the final details, dimensions and materials of windows and doors prior to purchase and installation;
2. Staff approve masonry;
3. Staff approve the materials of the pathways and the interior courtyard pavers;
4. The HVAC for the front three townhouses be located at their rear, or on their roofs, hidden by the parapet walls; and
5. Staff approve all appurtenances, including, but not limited to, paving, driveways, fencing, railings, etc.

With these conditions, staff finds that the development meets Sections 2.0 and 5.0 of the *Germantown Historic Preservation Zoning Overlay: Handbook and Design Guidelines*.

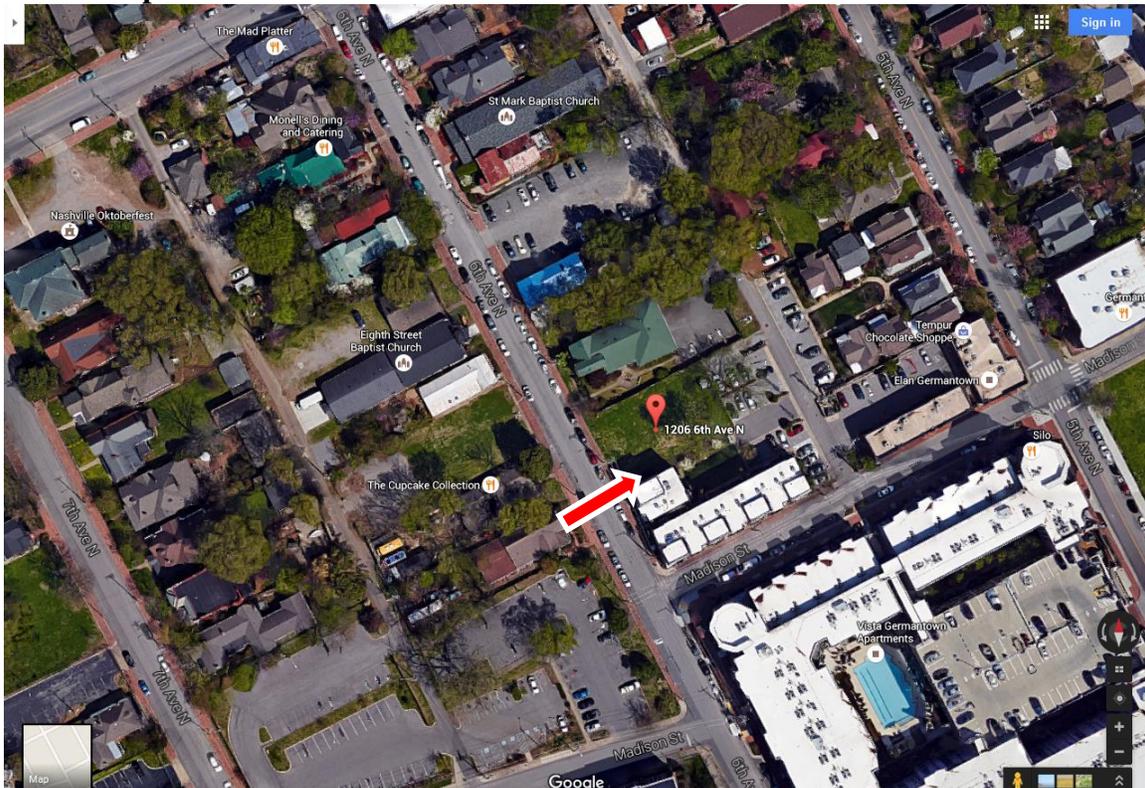
Attachments

- A: Photographs
- B: Site Plan
- C: Elevations

Vicinity Map:



Aerial Map:



Applicable Design Guidelines:

2.0 New Construction within historic context

2.1 General Principles

- 2.1.1 Guidelines apply only to the exteriors of new construction. Public facades shall be more carefully reviewed than non-public facades. *Public facades are those that are visible from the public right of way, street or streets. Non-public facades are those not visible from the public right of way, street or streets. Facades facing the alley are generally not considered public facades.*
- 2.1.2 Construction in Historic Germantown has taken place continuously from the mid-19th through the early 20th centuries and a variety of building styles and types have resulted. New buildings should continue this tradition while remaining compatible with the existing historic context. Because a great variety of historic building forms exist within Germantown, more flexibility in design is possible than might be the case for more architecturally homogenous historic neighborhoods.
- 2.1.3 Because new buildings should relate to an established pattern and rhythm of existing buildings, both on the same and opposite sides of the street, a dominance of the pattern and rhythm should be respected and should not be disrupted.
- 2.1.4 New construction should be consistent and compatible with existing buildings along a street in terms of height, scale, setback, relationship of materials, texture and color; roof shape; orientation; and proportion and rhythm of openings.
- 2.1.5 Reconstruction of a historic building which no longer exists may be appropriate if it meets these criteria: it was formerly located on the site on which the reconstruction is proposed; it contributed to the historic and architectural integrity of the area; it was compatible in terms of style, height, scale, massing, and materials with the buildings immediately surrounding the site; and pictorial documentation supports its accuracy.
- 2.1.7 The MHZC does not review paint colors on wood or metal surfaces.
- 2.1.8 Painting of masonry materials is reviewed by the MHZC.

2.2 Site and Building Planning

2.2.1 Setbacks

1. Maintain the prevailing setbacks from the street within a block.
2. When a definite rhythm of spacing along a street is established by existing lot and building width, infill construction shall maintain that rhythm.
3. Wings, porches, and secondary building elements should be at similar setbacks to existing context.
4. Corner Lots: New construction should appropriately address setbacks on both streets.
5. Alley Setback: Setback from any alley (rear or side) shall be a minimum of 5 feet in order to retain the historic urban street character.
6. Corner Commercial: Historic corner commercial buildings within the NR historic district were typically built to the property line/sidewalk. Setbacks for the construction of new corner commercial structures shall be compatible with this historic precedent.

2.2.2 Orientation: The orientation of a structure's primary facade shall be consistent with that of adjacent historic buildings.

2.2.3 Massing and Scale

1. In new construction, the size of a building, its mass in relation to open spaces and its windows, door openings and porches should be visually compatible with the surrounding buildings.
2. The visual mass of the building shall be at or near the same setback as buildings on adjacent sites.
3. When multiple lots or parcels are assembled within the district, buildings shall be designed to be compatible with the adjacent structures. New structures shall employ design techniques that break the facades into multiple vertical elevations.

2.2.4 Height

1. New buildings shall be constructed to a height which is compatible with the height of adjacent buildings.

Characteristics of the following shall be considered in determining compatibility of height; adjacent properties, historical precedent, height of existing historic structures within the District, location within the District, topography and view corridor.

Generally, historic single-family residential structures are one or two stories in height. Special features of limited height such as towers or turrets may be acceptable. Greater height may be appropriate for commercial and multi-family structures, where there is a lack of historic context along a block.

Consideration may be given to the physical characteristics of a property in determining compatible heights (e.g. exceptional topographic condition, lot size and/or lot shape) In such cases, where height may be greater, height is guided by the Germantown Detailed Neighborhood Design Plan, a component of the General Plan of the Government of Nashville and Davidson County, while ensuring an appropriate transition to smaller historically significant buildings that abut or are across the street or alley from a proposed new building.

2.3 Foundations

- 2.3.1 The foundation height shall be visually compatible, by not contrasting greatly, with those of surrounding historic buildings.
- 2.3.2 For new structures, brick, limestone or split-face concrete block may be used for either pier or solid perimeter foundations. Intervening spaces may be filled with an open lattice work.
- 2.3.3 Foundation access doors shall be located on the side or rear of the building. Slab-on-grade foundations may be appropriate for commercial buildings. Slab-on-grade foundations are generally not appropriate for residential infill buildings.

2.4 Walls/Exterior Materials

- 2.4.1 Masonry materials and wood siding were primarily used in the district and should continue to be predominant. Other materials may be used if they possess characteristics similar in scale, design, finish, texture, durability, and detailing to historic materials and meet *The Secretary of the Interior's Standards*.
- 2.4.2 The relationship and use of materials, texture, details and material color of a new building's public facades shall be visually compatible with and similar to or shall not contrast conspicuously with those of adjacent historic buildings.
- 2.4.3 Large expanses of featureless wall surface are not appropriate. It is most appropriate for materials to change between the foundation to the first floor.
- 2.4.4 Exterior Insulation Finish Systems (E.I.F.S) and vinyl siding are not appropriate exterior materials.
- 2.4.5 Traditional brick colors range from dark red-orange to dark red. The use of "antique" reproduction or multi-colored brick is not permitted.
- 2.4.6 Clapboard siding should exhibit an exposure of 3 to 5". Wood or composite siding and trim (ex. Hardi-plank) are appropriate. Composite materials must match the visual and durability characteristics of wood.

2.5 Doors

- 2.5.1 The relationship of width to height of doors and the rhythm of solids (*walls*) to voids should be compatible with surrounding buildings. (*Exterior doors often have transoms, giving them a tall, narrow proportion.*)
- 2.5.2 Primary entrances shall be in locations similar to those used historically for primary entrances.
- 2.5.3 Door openings should be recessed (2" minimum) on masonry buildings, as they are traditionally, rather than flush with the rest of the wall.
- 2.5.4 Front doors shall be wood and at least half-glass.

2.6 Windows

- 2.6.1 The relationship of width to height of windows and the rhythm of solids (*walls*) to voids should be visually compatible with surrounding buildings. (*Exterior windows are generally tall and narrow in proportion*)
- 2.6.2 Tinted, reflective, or colored glass are generally not appropriate.
- 2.6.3 Window openings should be recessed (2" minimum) on masonry buildings, as they are traditionally, rather than flush with the rest of the wall.
- 2.6.4 For new commercial structures a significant portion of the street level façade shall be transparent (i.e., doors and windows) to provide visual interest and access for the pedestrian.

2.6.5 On corner commercial buildings, glazing shall address both streets.

2.6 Porches / Entrance/ Recessed Entries

2.6.1 Primary building entrances should be oriented towards the street.

2.6.2 Within the district front porches and recessed entries are common on residential and commercial buildings. New construction (specifically of single and multi family homes) shall provide an entry that utilizes elements of a porch to create a transition from the outside (*public domain*) to the inside (*private domain*).

2.6.3 The height of porch roofs shall be compatible, by not contrasting greatly, with those of surrounding historic buildings.

2.6.4 Entrances to commercial buildings should be recessed.

2.7 Roof

2.7.1 The roofs of new buildings should be visually compatible by not contrasting significantly with the roof shape, pitch, and orientation of surrounding buildings. (*Predominant roof shapes are gables and hips with slopes ranging from 35 to 50 degrees, 7/12 to 14/12*).

2.7.2 Roof-top equipment, skylights, solar panels, and roof penetrations located on or attached to the roof shall be located so as to minimize their visibility from the street. *Generally, they should be placed rear of the mid-point of the building.*

2.7.3 Within the district are surviving examples and/or pictorial evidence of commercial, multi-family, and institutional buildings having a low slope roof behind a parapet wall. Therefore, low slope roofs may be appropriate for buildings of similar use within the district.

2.8 Utilities / Mechanical

2.8.1 Utility connections such as gas meters, electric meters, electric service mast and power lines, phone, cable, satellite TV and HVAC condenser units should be located so as to minimize their visibility from the street. Exterior utilities and mechanical equipment shall generally be located in the rear or side yard and/or screened when visible from the street.

2.8.2 Appurtenances related to new buildings and additions, should be visually compatible with the environment established by surrounding existing buildings and the site on which they are located.

2.9 Outbuildings / Garages / Carports / Accessory Buildings

2.9.1 Historically, outbuildings, garages and carports were either very utilitarian in character, or (particularly with more extravagant houses) they repeated the roof forms and architectural details of the houses to which they related. Generally, either approach is appropriate for new outbuildings. Brick, weatherboard, and board-and-batten are typical siding materials. Outbuildings with weatherboard siding typically have wide corner boards and window and door casings (trim).

2.9.2 Outbuildings, garages, carports and accessory buildings shall be located to the rear of the property. When a definite rhythm along a street/alley is established by uniform lot and building width, infill construction shall maintain that rhythm.

2.9.3 The predominant vehicular access to properties within the District should continue to be through the use of alleys. Garages and carports shall be accessed from the service alley as is typical for historic buildings in the district. For most residential lots new curb cuts on public streets are generally not appropriate. The removal of unnecessary existing curb cuts on primary streets is encouraged. It is acknowledged that in some cases alley access may not be possible or practical.

In this case, curb cuts and driveways at the public street should be minimized and the width of parking access should be limited. Curb cuts and driveways shall be located so they are visually less dominant.

2.9.4 The design of outbuildings, garages, carports and accessory buildings shall not be visually disruptive to the character of surrounding buildings.

2.9.5 The size and mass of outbuildings, garages, carports and accessory buildings in relation to open spaces and its windows and openings shall be visually compatible with the primary building and surrounding buildings.

2.9.6 Swimming pools are to be located in the rear yard or appropriately screened from view and set back from the street; fencing around swimming pools required by zoning ordinance must comply with these design guidelines.

2.9.8 Portable storage buildings less than 100 square feet are not reviewed by the MHZC.

5.0 Site Improvements/ Appurtenances

Site improvements or appurtenances include fences, walls, sidewalks, paving or driveways, parking areas, exterior lighting, utility connections, and other permanent landscape features.

Historic architecturally-significant site improvements should be maintained, and repaired using historically appropriate materials and methods.

5.1 Fences & Walls

Character-defining features of historic fences and stone retaining walls including gates, decorative pickets, finials, and hardware should be preserved. Repair rather than replace fence and wall materials. For irreparable elements replacement features shall match the original features.

5.1.2 Fences or walls may be utilized to demarcate property lines and screen private areas from public view.

5.1.3 New fences and walled areas shall be compatible with the building site and streetscape in terms of location, height, opaqueness; design, style, materials composition, scale, proportion, color and texture.

Consideration of the physical characteristics of a property and its use will be given in determining appropriate fence heights and location (e.g. exceptional topographic condition, lot location within the District (street corners etc), adjacent to non compatible use, lot size and/or shape)

Walls of solid masonry construction within the front setback are permitted up to 24" in height.

Fences shall be constructed of wood, metal or masonry. Vinyl is generally not an appropriate fencing material.

The combination of fences and walls in front setbacks shall not exceed 48". Generally side yard fences from the street to a distance of 10' behind the front (public) façade shall not exceed 48".

Side yard fences shall be located a minimum of 10' behind the front (public) façade and shall not exceed 72" in height. (Exception: Fences may be 96" in ht. when the top 24" is open in nature).

Rear yard / privacy fences shall not exceed 72". (Exception: Fences may be 96" in height when the top 24" is open in nature).

5.1.4 Coordination of style and materials with adjacent properties is encouraged where appropriate.

5.1.5 In general chain link fencing is not appropriate. Black or dark green chain link fencing may be used for pet enclosures or at the rear of the lot when it is screened from public view.

5.2 Sidewalks

5.2.1 New sidewalks or walkways should remain visually compatible with the materials and placement of historic walkways.

5.2.2 Curb cuts on public streets are generally not appropriate. The removal of existing curb cuts on primary streets (where a lot can be accessed from the alley) is encouraged to bring non conforming properties into conformance.

5.2.3 Original sidewalks and walkways, including details such as original curbstones, brick, etc., should be preserved in their original state as closely as possible. Special care shall be taken to preserve existing specimen trees and significant landscape elements.

5.2.4 Pathways and walkways providing access to buildings shall be serviceable and relate to the building in scale, width, placement and material.

5.2.5 Brick, concrete, concrete pavers, stone, and stepping stones are appropriate walkway materials.

5.3. Paving/Driveways/Parking Areas and Parking Lots

5.3.1 The predominant vehicular access to properties within the District should continue to be through the use of alleys. It is acknowledged that in some cases alley access may not be possible or practical. In this case, curb cuts and driveways at the public street should be minimized and the width of parking access should be limited. Curb cuts and driveways shall be located so they are visually less dominant.

5.3.2 Vehicular access to new developments (specifically large lot developments) shall be executed with techniques that minimize interruption to the sidewalk network and the pedestrian environment. Cross access between parking areas to minimize street curb cuts and adjacent driveway is encouraged.

- 5.3.3 Parking structures should generally be located below or behind buildings and landscaped to mitigate their visual impact.
- 5.3.4 Parking structures that are located close to the sidewalk are encouraged to include retail uses at street level to minimize the visual impact of the structure and engage the pedestrian network - Where street level retail uses are not feasible, architectural treatments shall be used to modulate the façade breaking the mass and horizontal lines typical of parking structures. Facades of parking structures facing public streets shall have flat (non sloping) floor plates.
- 5.3.5 Shared parking facilities that efficiently utilize parking spaces are encouraged.
- 5.3.6 Garages and carports shall be accessed from the service alley as is typical in the district. For residential lots new curb cuts on public streets are generally not appropriate. Where a lot can be accessed from the alley, the removal of existing curb cuts on primary streets is encouraged. Where an existing lot cannot be accessed from the alley executed vehicular access shall be executed with techniques that minimize interruption to the sidewalk network and the pedestrian environment.
- 5.3.7 Swimming pools are to be located in the rear yard or appropriately screened from view and set back from the street; fencing around swimming pools required by zoning or inance must comply with these design guidelines.
- 5.3.8 Portable storage buildings less than 100 square feet are not reviewed by the MHZC.

5.4 Exterior Lighting/ Miscellaneous

- 5.4.1 Dumpsters and other trash containers shall be located with techniques that minimize interruption to the sidewalk network and the pedestrian environment. The most appropriate location for dumpster and trash containers is in the rear yard or alley and screened from public view.
- 5.4.2 Exterior lighting fixtures shall be compatible in style, size, scale and material with the character of the structure and neighborhood.
- 5.4.3 Avoid spilling light onto adjacent structures, signs, or properties.
- 5.4.4 Ground mounted light fixtures/spotlights shall be screened from public view.

Background: 1206 6th Avenue North is a vacant lot (Figure 1). It is seventy feet (70’) wide at the front and approximately one hundred and ten feet (110’) deep. The lot is zoned MUN.



Figure 1. 1206 6th Avenue North, vacant lot.

Analysis and Findings: Applicant proposes to construct five townhouses on a vacant lot. Three of the townhouses will be at the front of the lot, along 6th Avenue North. The two other townhouses will be located at the rear of the lot, behind the other townhouses. The project requires a change to the front and rear setbacks.

Setbacks. Base zoning requires a ten foot (10') front setback and a twenty foot (20') rear setback. Base zoning does not prescribe minimum side setbacks, and allows multi-family development to sit on the side property lines.

The applicant is proposing to step the front setbacks of the three 6th Avenue North townhouses so that the southernmost townhouse is three feet (3') from the front property line, the middle townhouse is five feet (5') from the front property line, and the northernmost townhouse is seven feet (7') from the front property line. These front setbacks make the transition from the c. 2007 multifamily infill at the corner of 6th Avenue North and Madison Street, which is two feet (2') from the front property line, to the c. 1999 single family house at 1212 6th Avenue North, which is ten feet (10') from the front property line. Staff finds that the proposed front setbacks are appropriate to the context, and recommend approval of the front setback determination.

The proposed townhouses will be three feet (3') from the south/right property line and will sit on the north/left property line. Staff finds these side setbacks to meet both base zoning and the historic context, where multi-family development and even single family houses often sit on or near the side property lines.

The applicant is proposing to construct the two rear townhouses three feet (3') from the rear property line. This would require changing the rear setback from twenty feet (20') to three feet (3'). Staff finds the proposed setback determination appropriate for several reasons. The lot is unusual in that it is shorter than other lots around it and it does not meet the rear alley. The lot is one hundred and ten feet (110') deep, whereas the other midblock lots on this block of 6th Avenue North are one hundred and seventy (170') deep. In addition, the rear of the lot abuts the side and rear of the lot situated at the corner of Madison and 6th Avenue North. The area that it abuts is the parking and open space area for this development, and therefore the area will likely remain open space for the foreseeable future. The reduced rear setback will not significantly impact the neighboring properties. In addition, reducing the rear setback allows for space for an interior driveway and vehicular access to each of the five units.

Staff finds that the development's proposed setbacks meet Section 2.2.1. of the design guidelines.

Orientation: The three townhouses along 6th Avenue North are oriented towards 6th Avenue North. Each has a recessed entry behind a stoop. Vehicular access to the site will be from the rear, via a side alley. The two rear townhouse units will have entries on their side facades, as their front/interior facades will have garage doors on the ground floor. Staff finds this to be appropriate since the rear units will not be visible from the

street. Staff finds that the proposed orientation meets Section 2.2.2. of the design guidelines.

Massing, Scale, and Height. The two southernmost 6th Avenue North townhouses are attached, with a total width of forty feet (40'). The third unit will be separated from the other two units by a seven foot (7') wide walkway, and this townhouse will be twenty feet (20') wide. Staff finds that this width meets the historic context, as the site serves as a transition from the multi-family development at the corner to the smaller-scale single family houses on the interior of the lot and the break between the units allows for pedestrian access to the rear units. The historic houses on the block have widths that range from twenty-one feet to forty-six feet (21'-46'), and staff therefore finds that the proposed widths are appropriate. The three front townhouses will be between forty and forty-two feet deep (40'-42') deep.

The southernmost townhouse unit will be three stories in height, but the other two townhouses will be two stories tall, with a recessed third story. All three townhouses will have a maximum height of thirty-five feet (35'). Staff finds the three story townhouse to be appropriate because the c. 2007 infill next door is three and a half stories in height and approximately forty feet (40') tall. The step-backed upper levels will help the development transition from the taller infill on the corner to the smaller-scale historic houses on the interior of the block.

The two other townhouses will be two stories and approximately twenty-three feet (23') tall at the front. Third stories plus a roof deck are added, recessed from the front wall of the townhouses. The middle townhouse's third story is recessed between five feet, six inches and seven feet, six inches (5'6"-7'6") from the front wall of the house, and the northernmost townhouse's third story is recessed between seven and nine feet (7'-9') from the front wall of the house.

The two rear townhouse units will be at most minimally visible from 6th Avenue North. They will be three stories and thirty-five feet (35') tall. They will each be twenty-two feet, six inches (22'6") wide, and will be separated from each other with a six foot (6') wide walkway. Their depths will each be thirty-eight feet (38').

Staff finds that the height, massing, and scale of the townhouse development meet Section 2.2.3. of the design guidelines.

Foundation. The proposed foundations for the three front townhouses are approximately one foot (1') tall. The foundations will be brick and will be separated from the wall above with a brick soldier course. The foundations for the two rear townhouses will also be brick with a soldier course, but will be taller at approximately three feet tall (3'). Staff finds this to be appropriate since these foundations will be at most minimally visible from the street. Staff finds that the proposed foundations meet Section 2.3. of the design guidelines.

Materials. The primary façade material will be brick, and staff recommends approval of a brick sample. Five inch cement fiber board lap siding, stucco, and cypress rainscreen siding will be used as accent materials. The windows will be Marvin Integrity windows or other metal clad windows, and staff recommends review and approval of the final window and door selections prior to purchase and installation. The entryway step and floor will be concrete. The balcony handrails will be steel. Staff recommends approval of the material of the pathways and interior courtyard pavers. With the aforementioned staff approvals, staff finds that the proposed materials meet Section 2.4 of the design guidelines.

Windows and Doors. The window and door openings are all appropriately recessed for a brick structure. The proposed infill's windows are generally twice as tall as they are wide, thereby meeting the historic proportion of window openings. The side facades of the front townhouses will have few window openings on them, which can be typical of townhouse development, particularly when a façade sits on or near the property line. The north façade of the northernmost townhouse will have faux window openings, filled with brick in a herringbone pattern. Staff finds this to be appropriate because actual window openings are not permitted on the property line under building code, and faux window openings on brick facades are a feature seen historically in Germantown. The rear townhouse fenestration pattern will not be highly visible from the street. Staff finds that the proposed windows and doors meet Sections 2.5. and 2.6. of the design guidelines.

Porches and Entrances. The three 6th Avenue townhouses will have entrances off of 6th Avenue North, which is appropriate. The entries will be recessed, and will be located behind low stoops, which is appropriate for a townhouse design. The rear townhouses will have entries on the side, which staff finds to be acceptable since these entries will not be visible from the street. Staff finds that the proposed stoops and entrances meet Section 2.6 of the design guidelines.

Roof. The proposed roofs will be flat behind a parapet wall. This roof form is found in the Germantown Historic Preservation Overlay, and staff finds that the proposed roof forms meet Section 2.7 of the design guidelines.

Utilities/Mechanical. No location for the mechanicals and utilities were indicated on the site plan, and staff recommends that they be place at the rear or on the townhouse roofs, hidden by the parapet wall.

Parking: Each townhouse will have an attached garage at the ground floor level. The garage doors will face the interior courtyard, and will be accessed via a driveway off of a side alley. Staff finds the proposed attached garages to be appropriate since they will not be visible from the street. Staff finds that the garages meet Section 2.9 of the design guidelines.

Fences, walls, and other appurtenances. A walkway between the middle and the northernmost unit is proposed to lead from the sidewalk on 6th Avenue North to the interior of the lot. Another sidewalk will be located in between the two rear units.

Pavers are indicated in between the driveway and the rear unit number 4, and staff recommends review of the paving material. Staff also recommends approval of the final driveway and interior court yard design. No fencing or walls were indicated on the site plan, and staff will want to review all fencing, walls, and other appurtenances to ensure they meet Section 5.1 of the design guidelines.

Recommendation Summary: Staff recommends approval of the project with the following conditions:

1. Staff approve the final details, dimensions and materials of windows and doors prior to purchase and installation;
2. Staff approve masonry;
3. Staff approve the materials of the pathways and the interior courtyard pavers;
4. The HVAC for the front three townhouses be located at their rear, or on their roofs, hidden by the parapet walls; and
5. Staff approve all appurtenances, including, but not limited to, paving, driveways, fencing, railings, etc.

With these conditions, staff finds that the development meets Sections 2.0 and 5.0 of the *Germantown Historic Preservation Zoning Overlay: Handbook and Design Guidelines*.

Context Photos



Development to the right/south at the northeast corner of 6th Avenue North and Madison Street



View to the left/north along the east side of 6th Avenue North



View across the street and to the south of the site



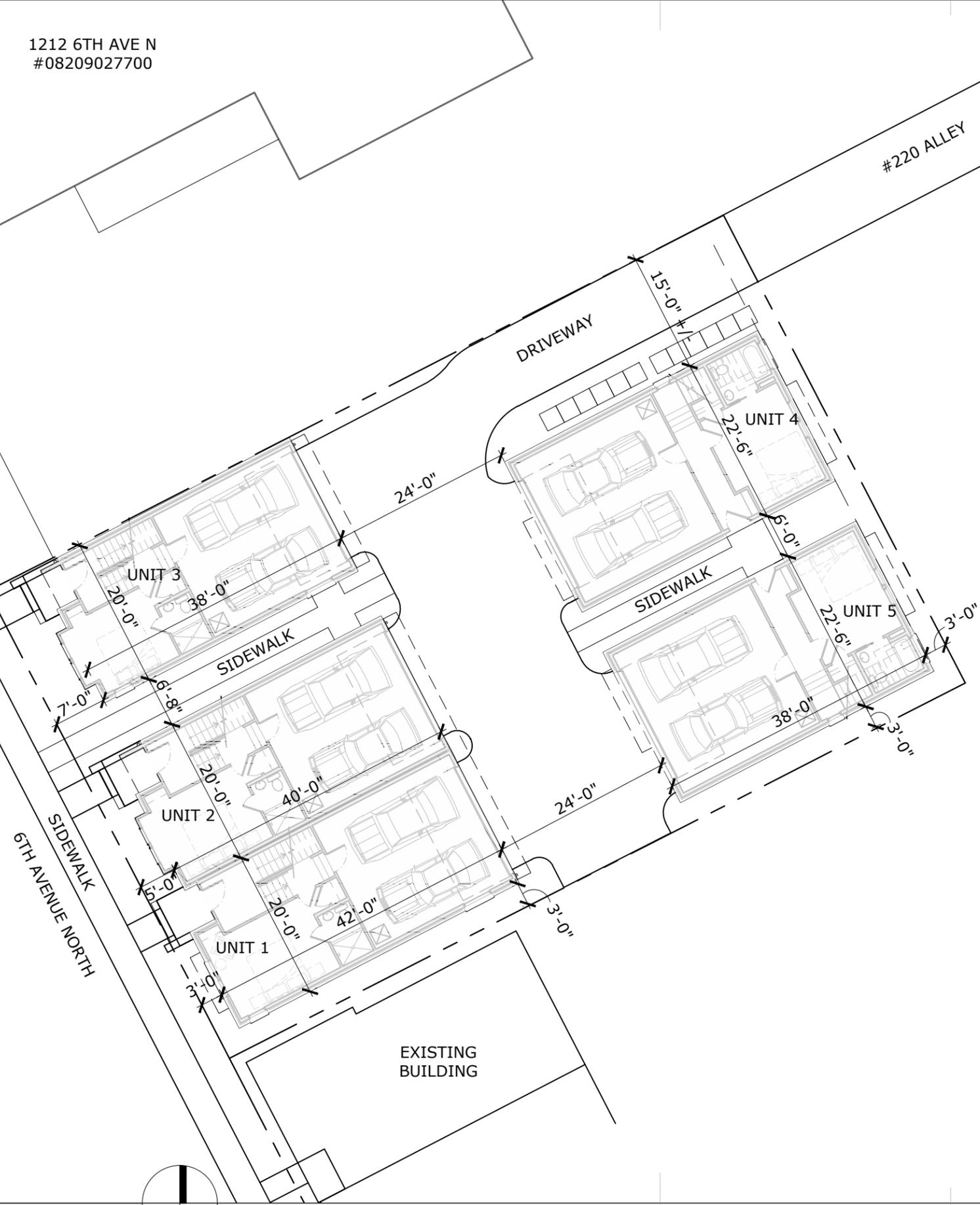
View directly across the street



View across the street and to the north of the site.

THESE DRAWINGS SHALL NOT BE REPRODUCED OR REUSED WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE ARCHITECT. ALL DESIGNS AND INTELLECTUAL PROPERTY SHALL REMAIN EXCLUSIVELY OWNED BY THE ARCHITECT.

1212 6TH AVE N
#08209027700

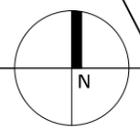


#220 ALLEY

#206 ALLEY

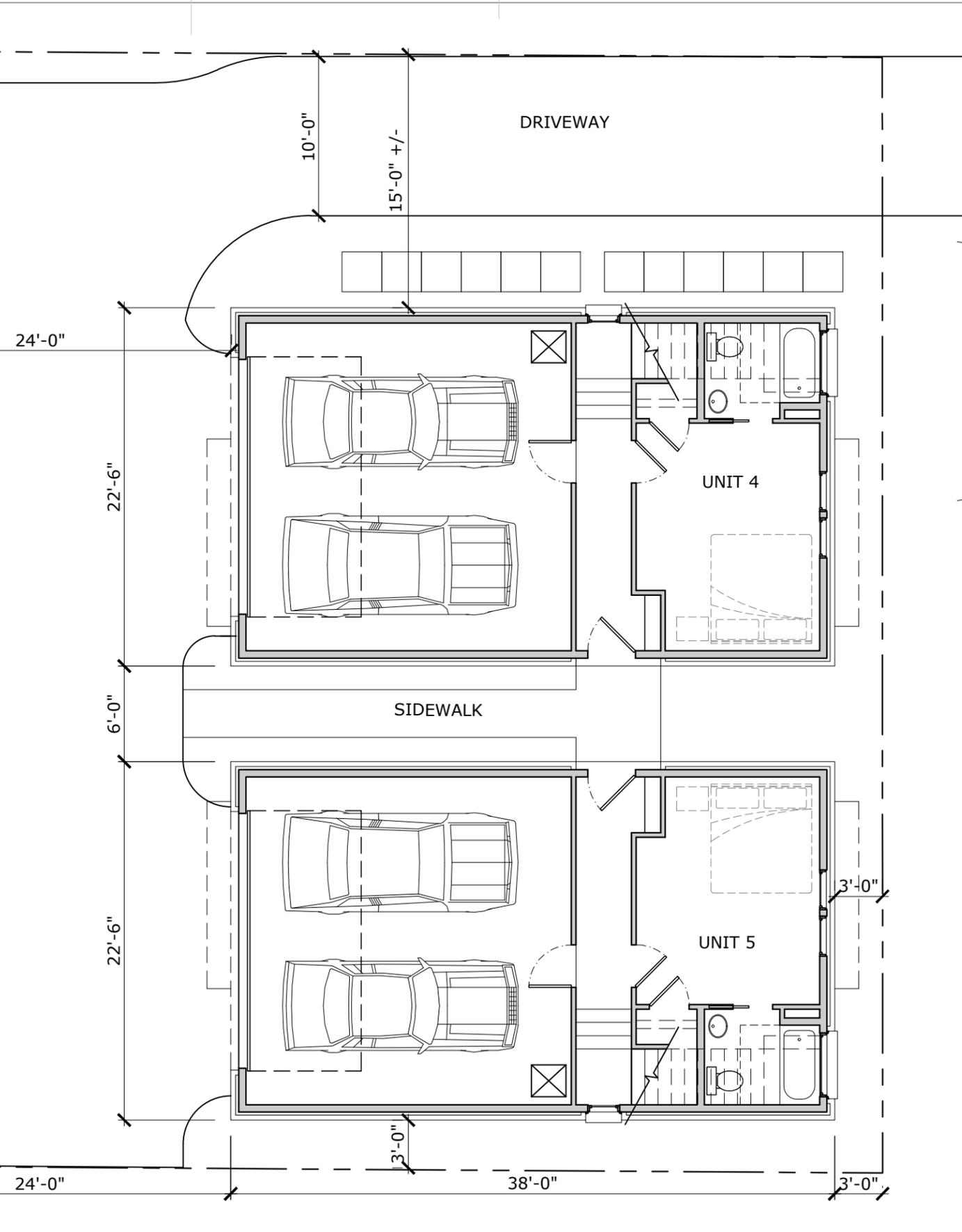
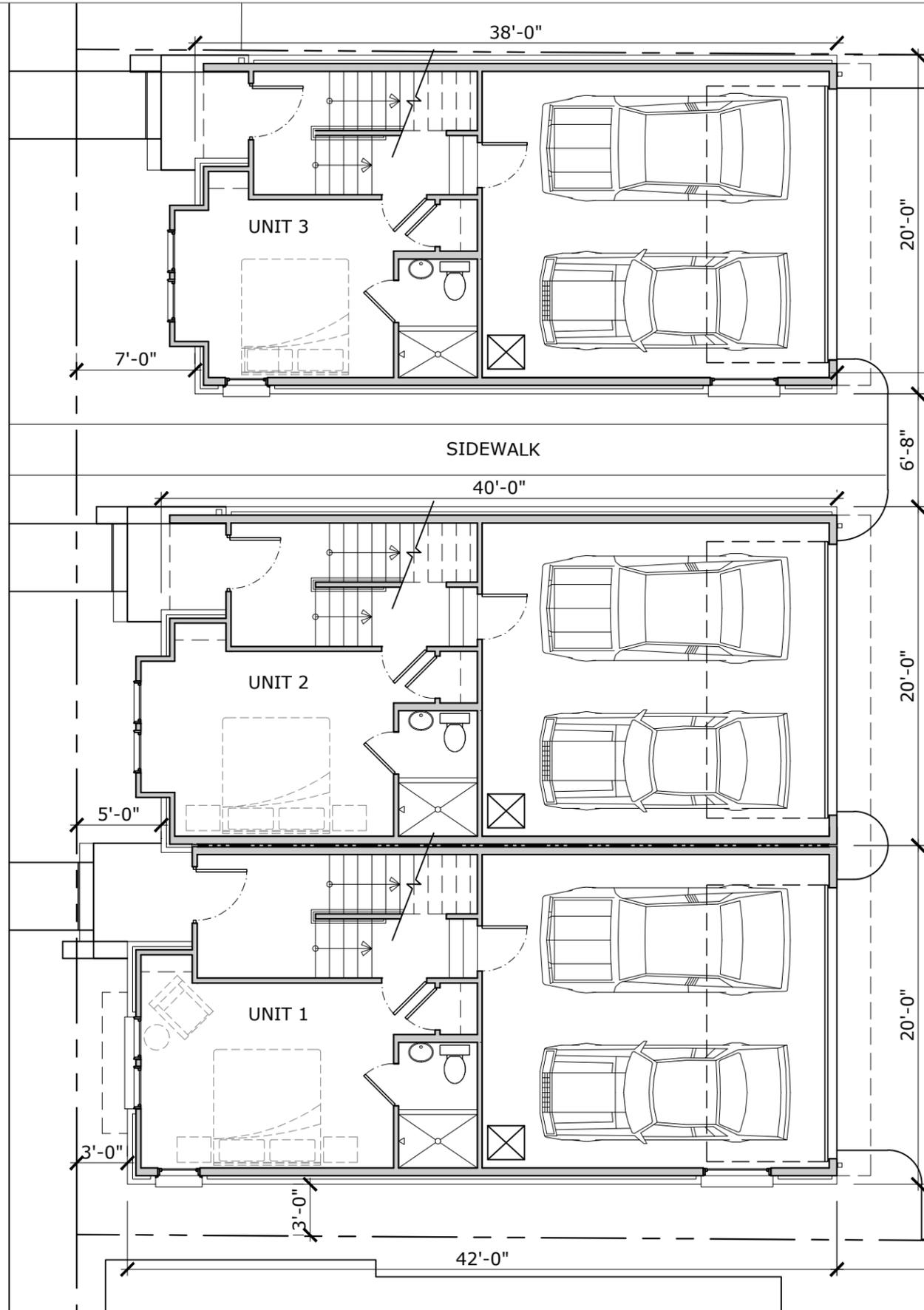
SITE PLAN

1/16" = 1'-0"



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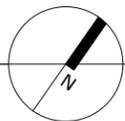
SIDEWALK

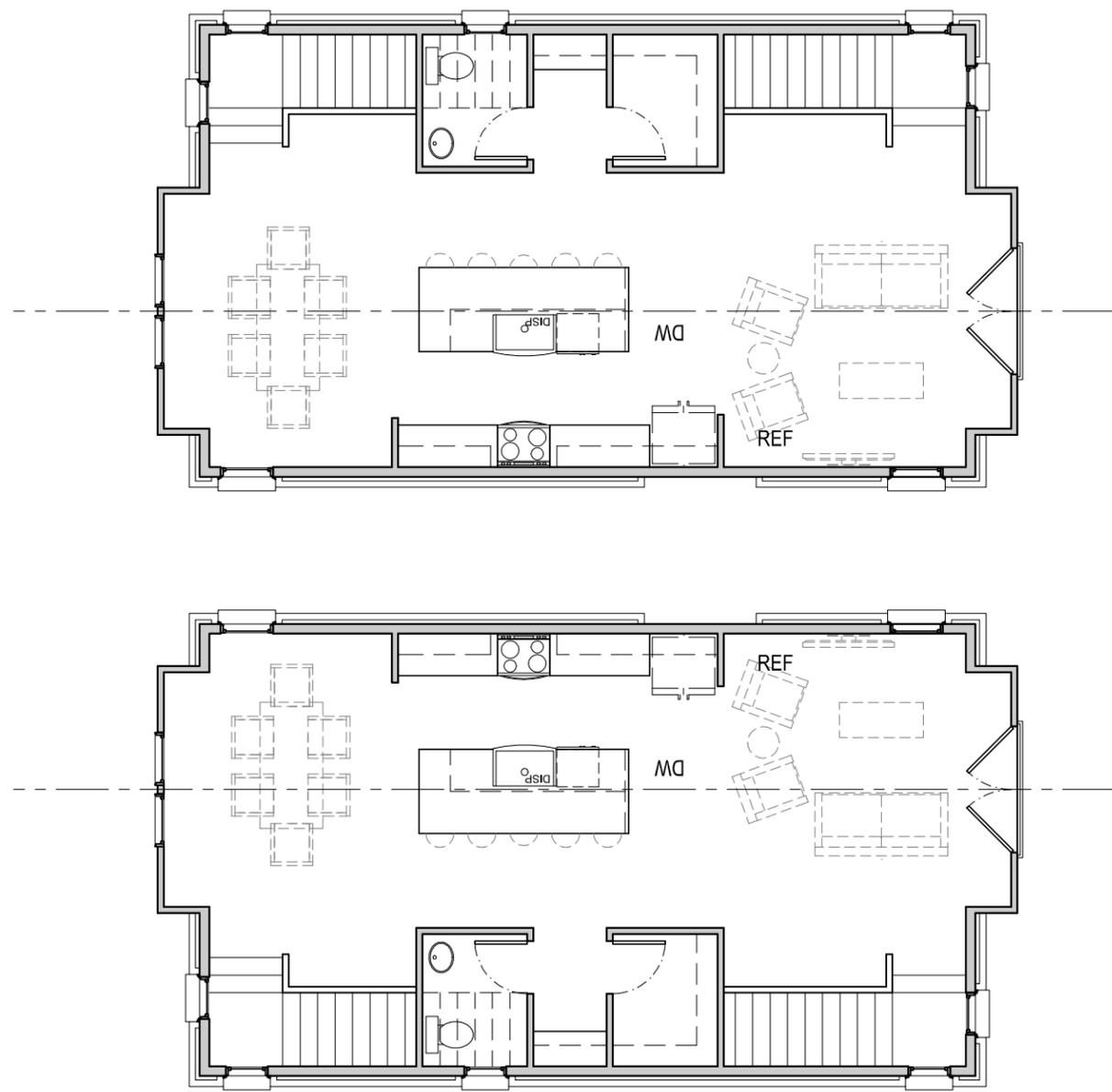
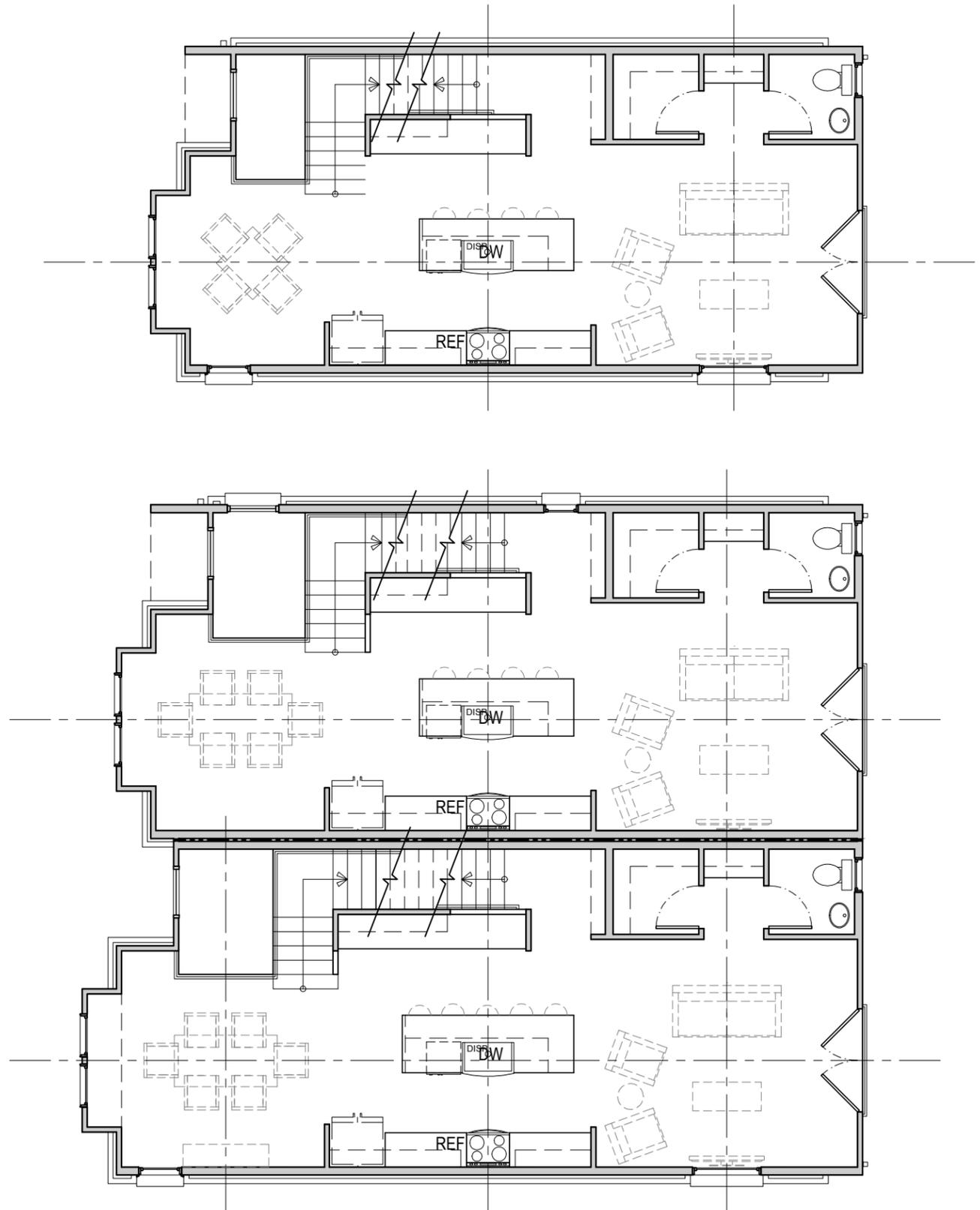


FIRST FLOOR PLANS

1/8" = 1'-0"

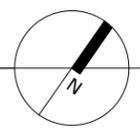
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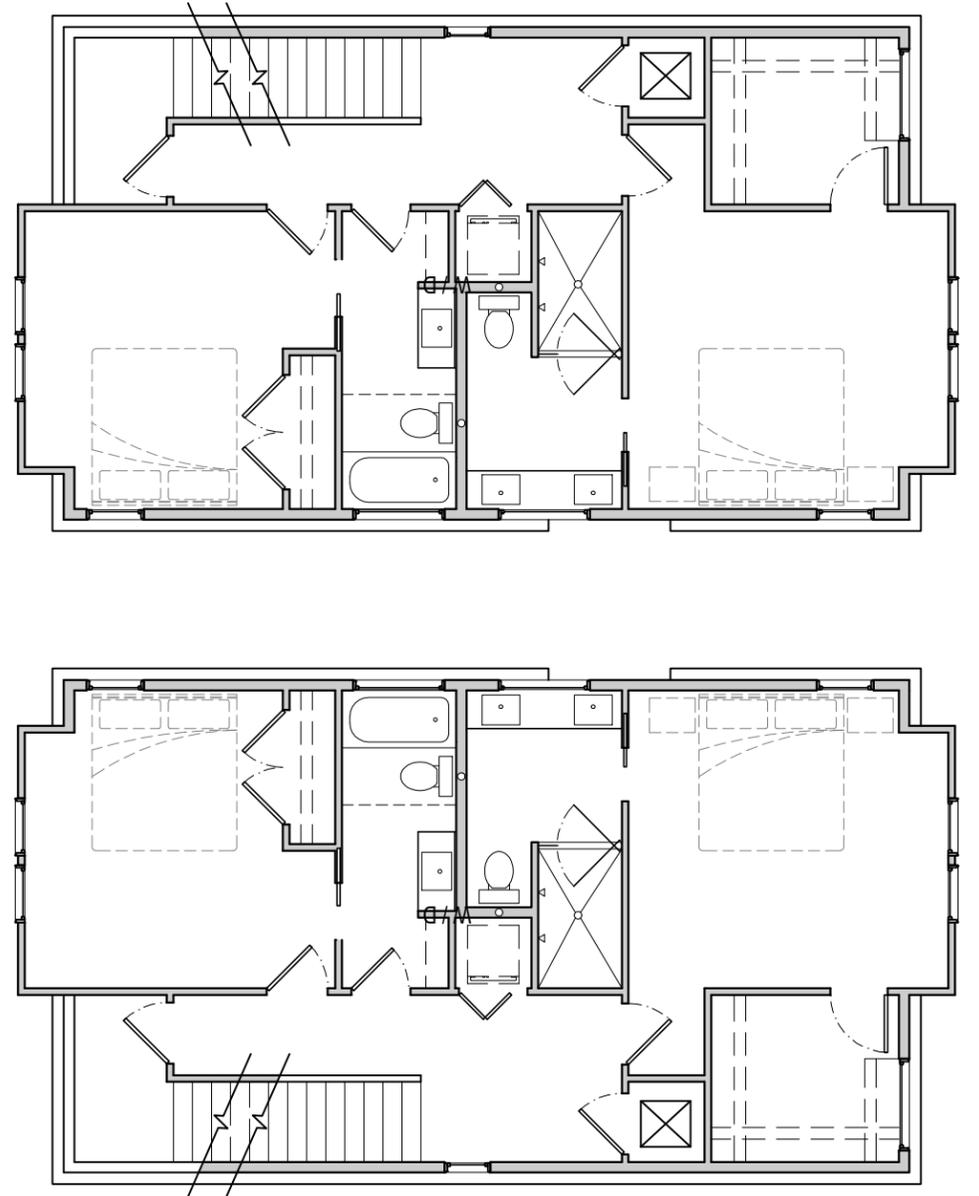
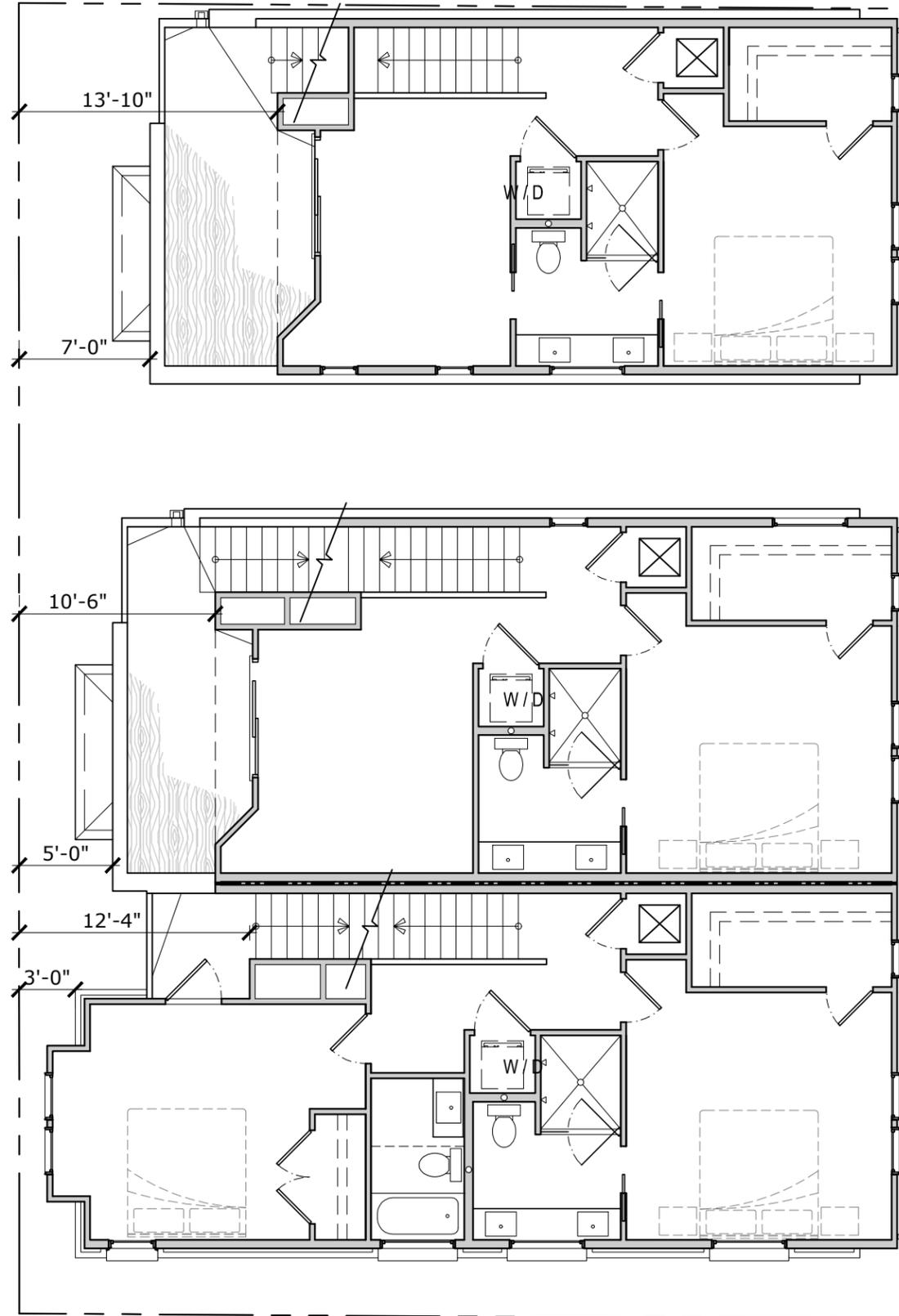


SECOND FLOOR PLANS

1/8" = 1'-0"



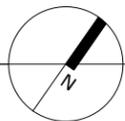
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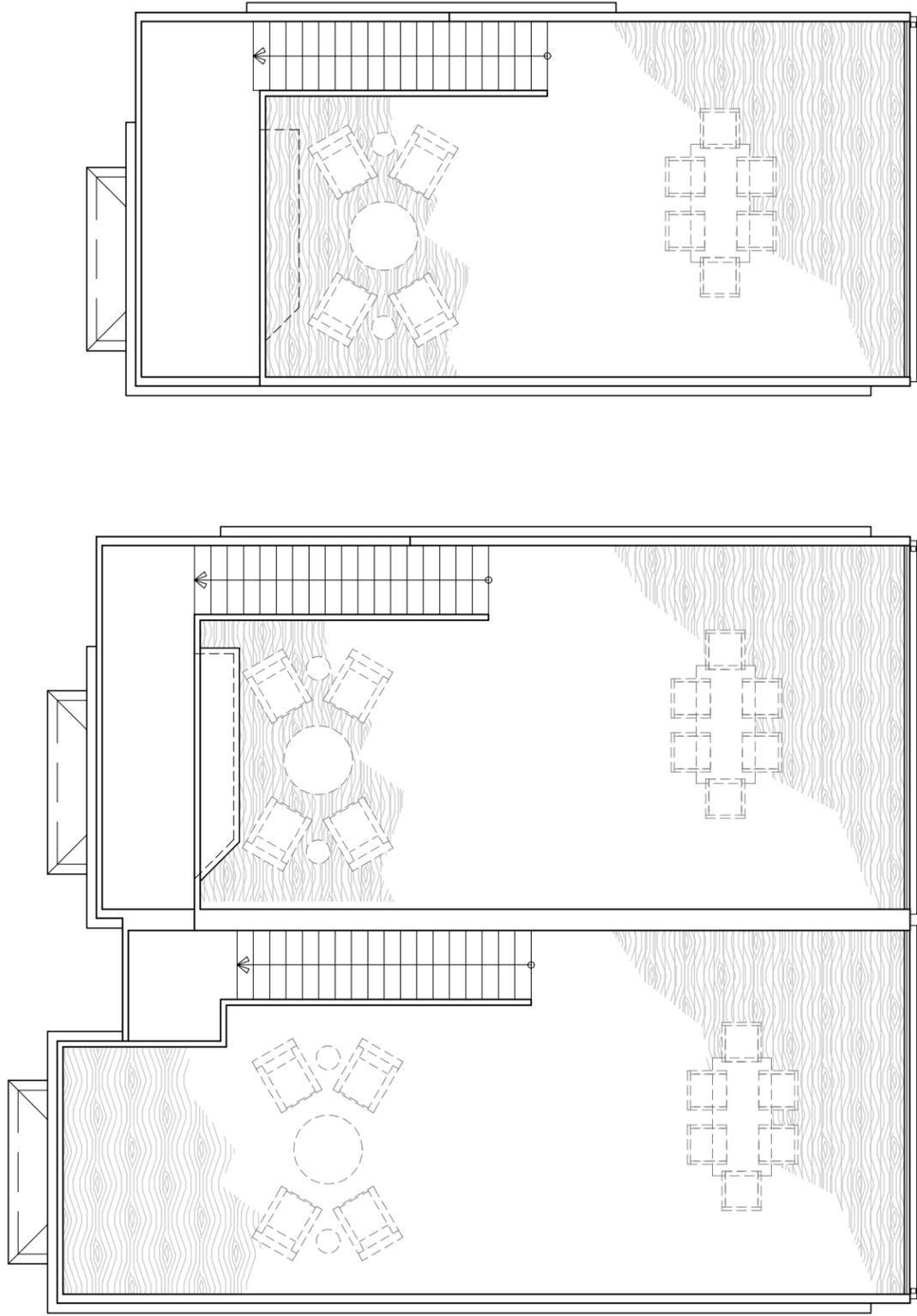
THIRD FLOOR PLANS

1/8" = 1'-0"

0 4 8 16



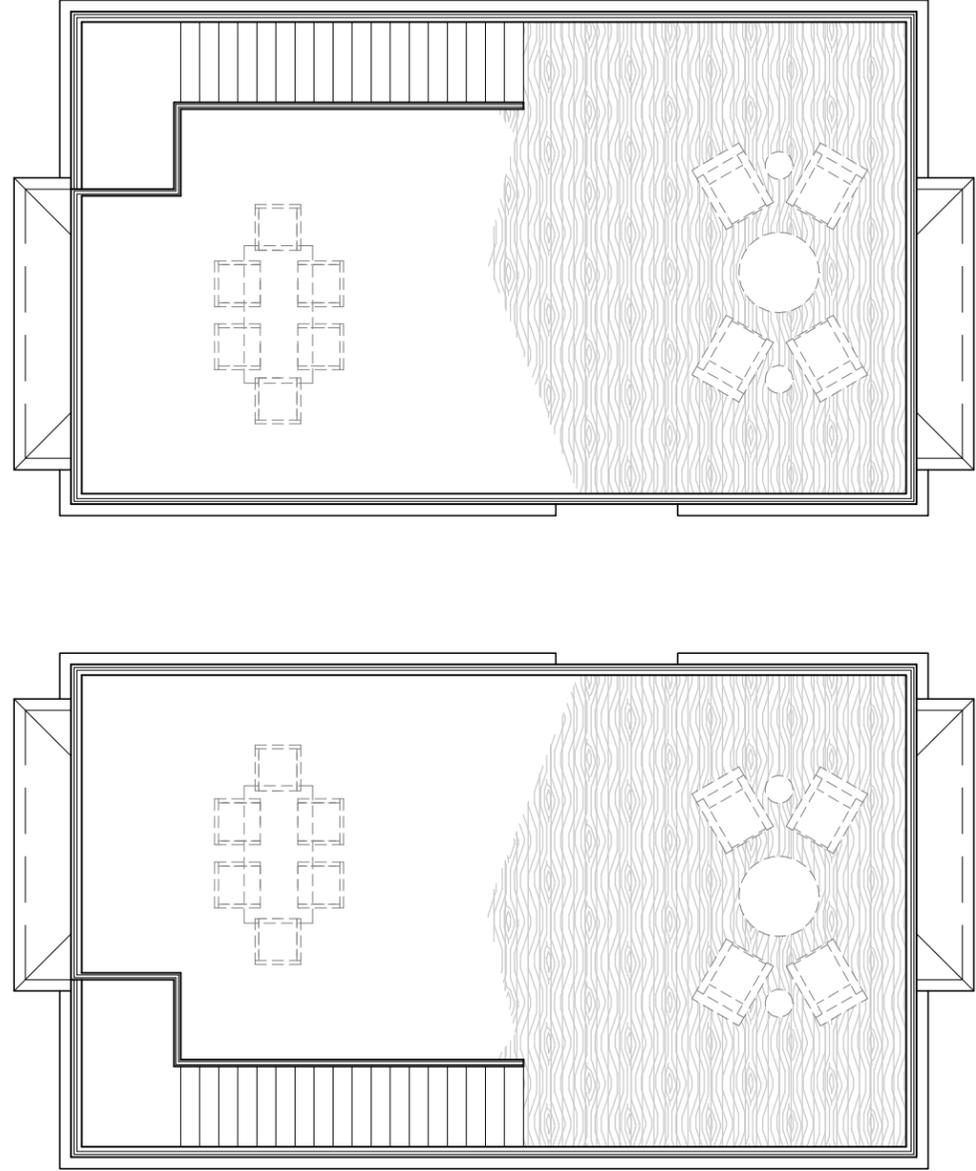
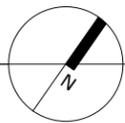
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ROOF DECK PLANS

1/8" = 1'-0"

0 4 8 16



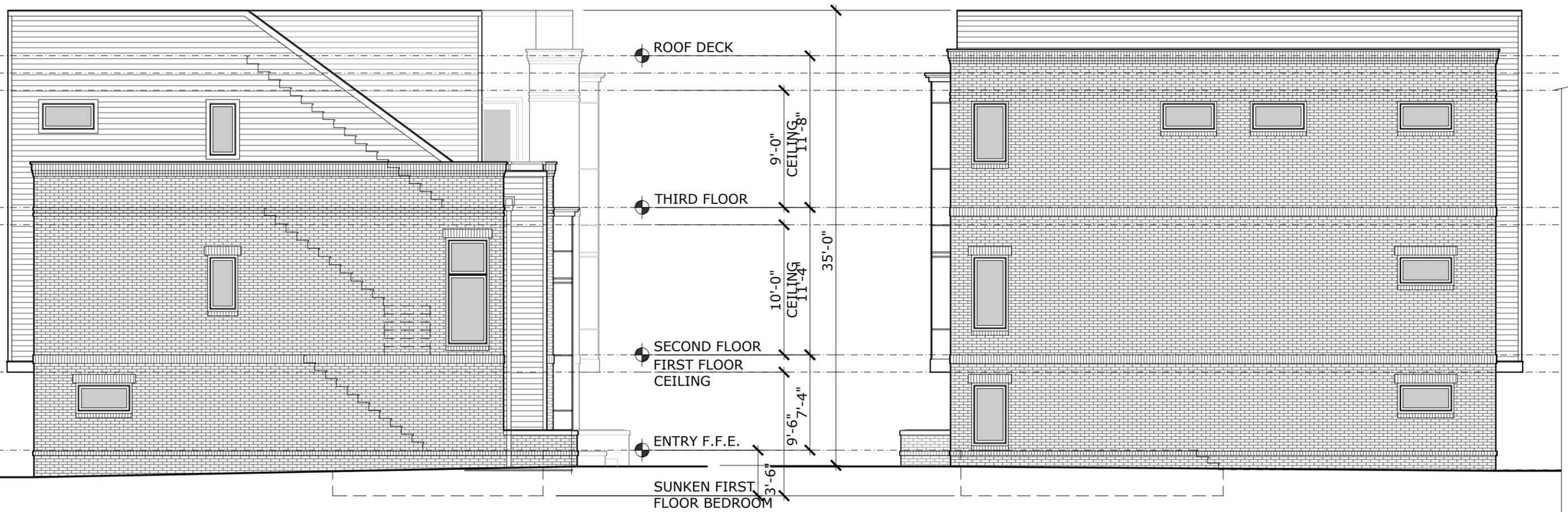
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02.29.16

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6TH AVE N EVELATION



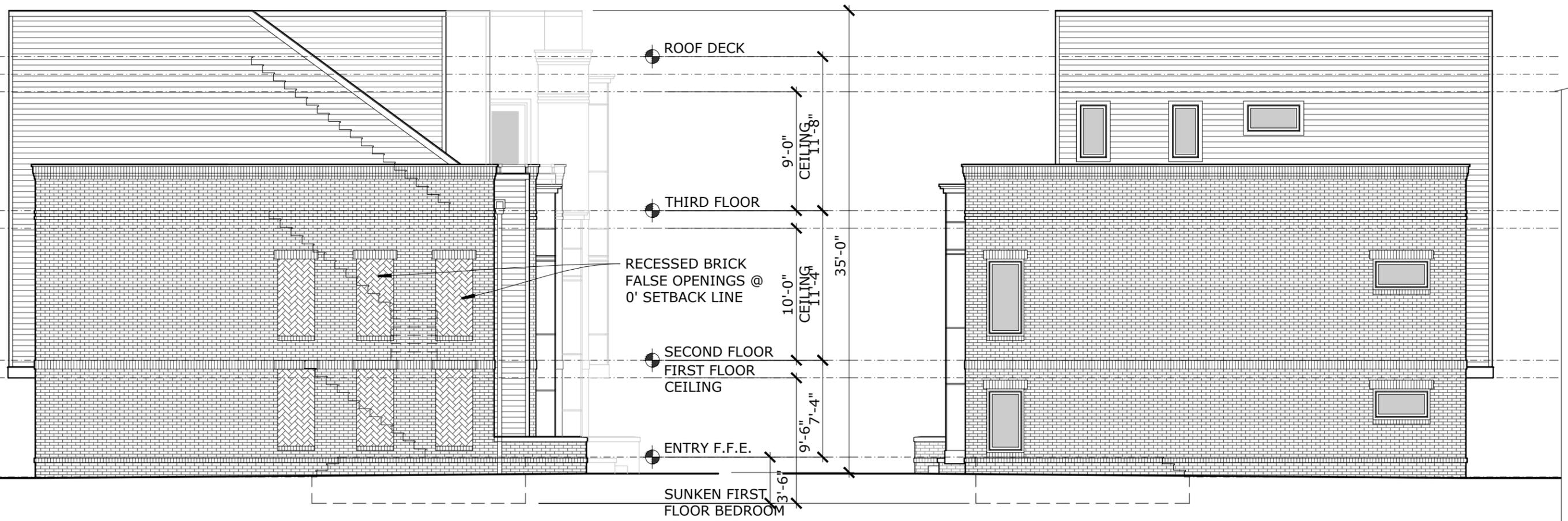


UNIT 2 NORTH ELEVATION @ PEDESTRIAN WALK



UNIT 1 SOUTH ELEVATION





UNIT 3 NORTH ELEVATION



UNIT 3 SOUTH ELEVATION @ PEDESTRIAN WALK

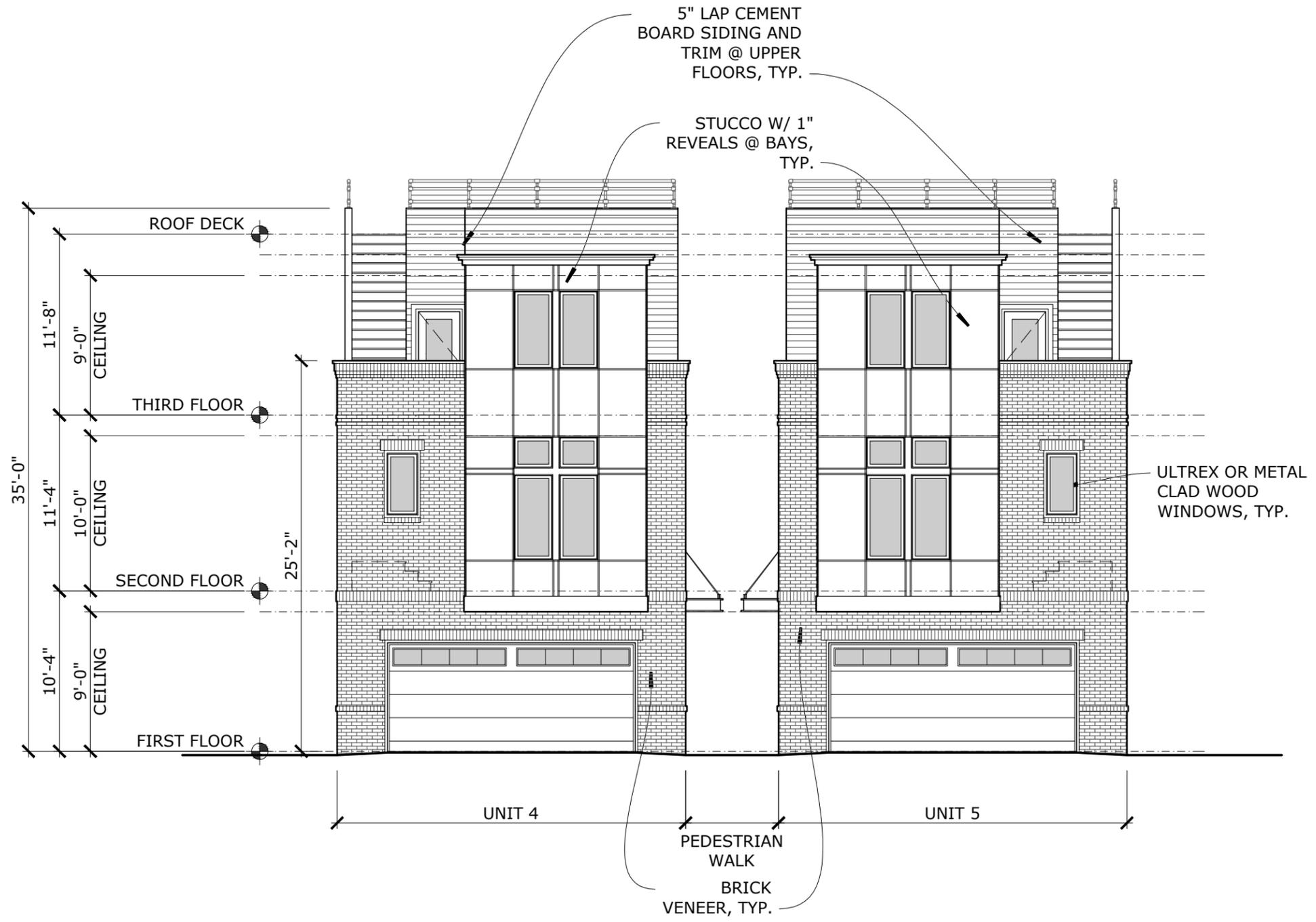




UNITS 1-3 REAR ELEVATIONS

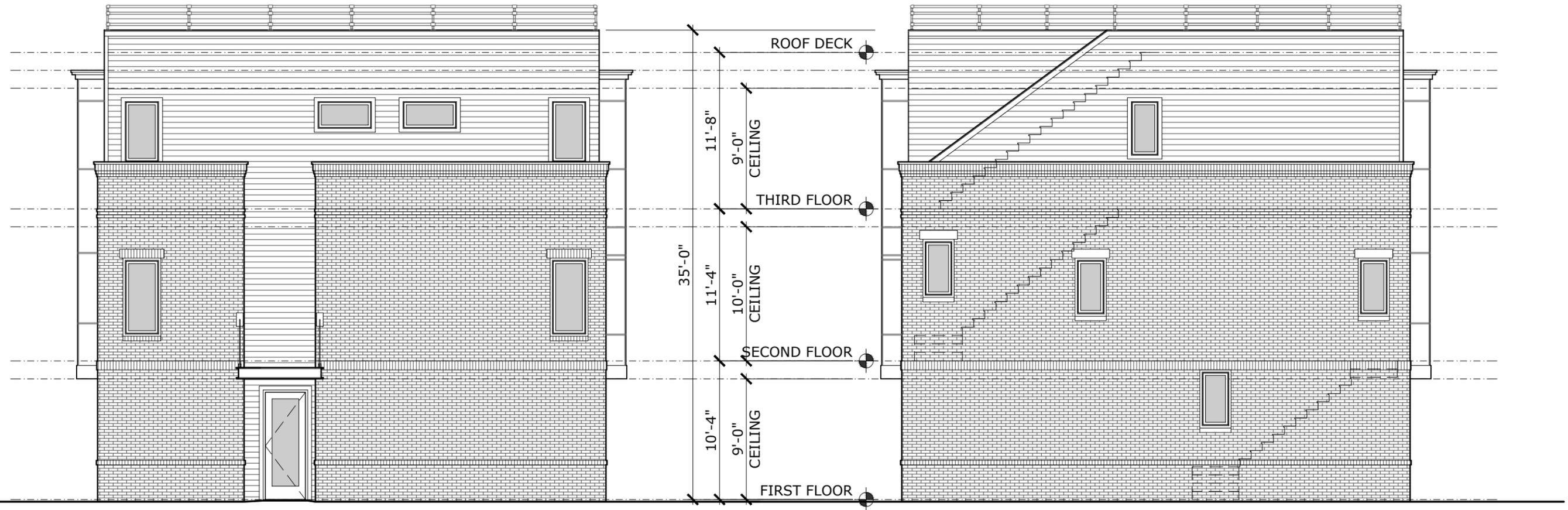


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UNITS 4 & 5 WEST ELEVATIONS (INTERIOR)





UNIT 5 NORTH ELEVATION @ PEDESTRIAN WALK (UNIT 4 SOUTH O.H.)

UNIT 5 SOUTH ELEVATION (UNIT 4 NORTH O.H.)



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UNITS 4 & 5 EAST ELEVATIONS

1/8" = 1'-0" 0 10 20

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STREET PERSPECTIVE

NTS

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STREET PERSPECTIVE

NTS