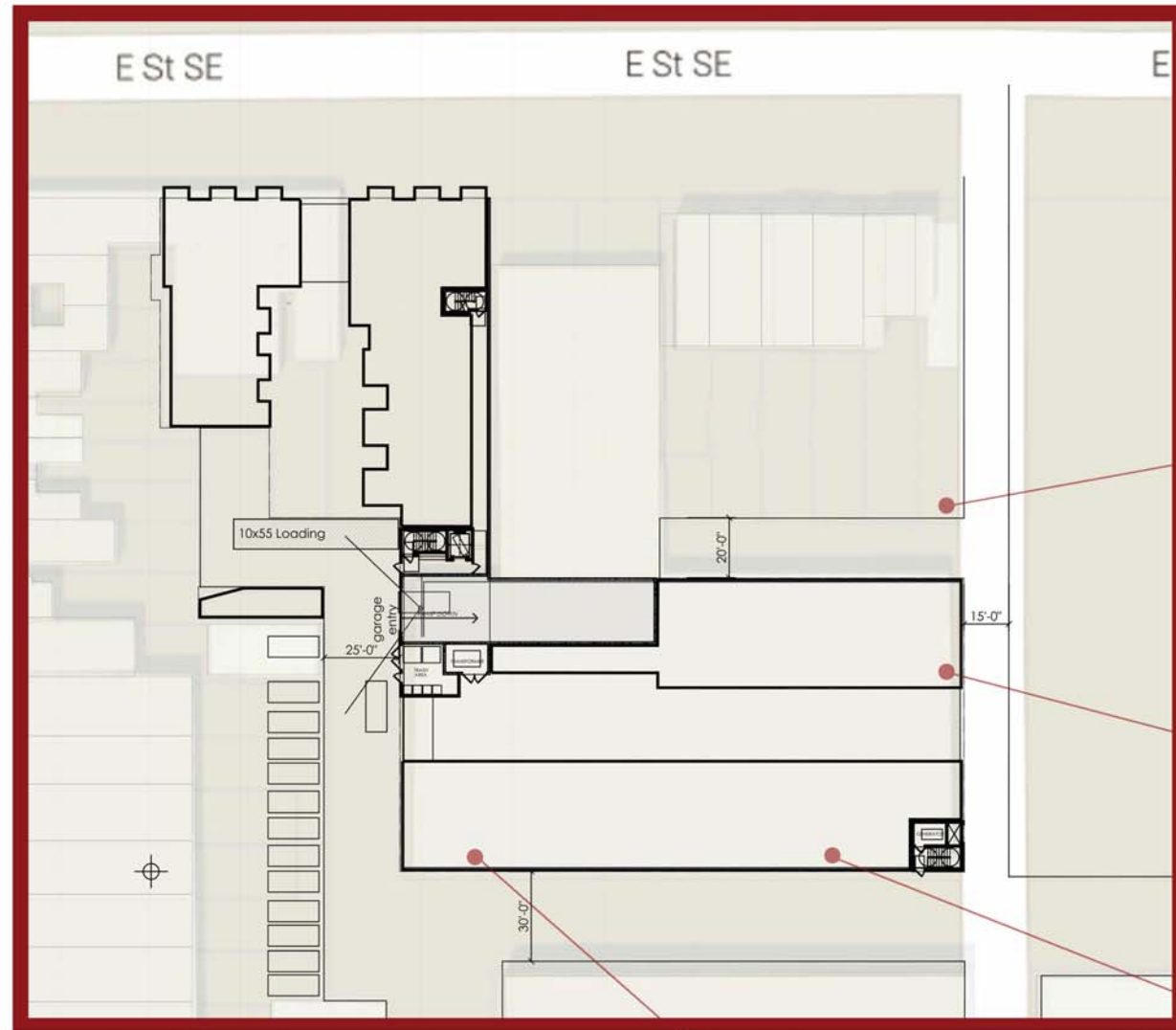


Entry as proposed -

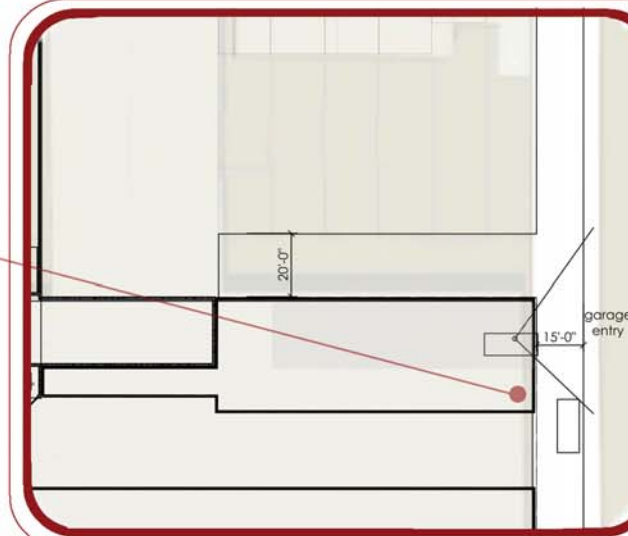
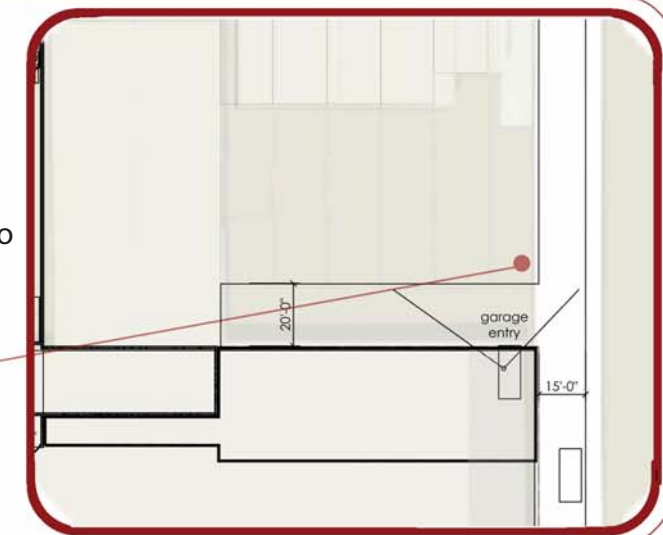
Pros:

- wide alley access
- no traffic beyond this garage
- high pedestrian visibility
- unloads with direct light blocked by our project and existing garage
- traffic limited to this project provides for safer bicycle maneuverability



Entry on Secondary Alley-
Cons:

- Narrower Alley
- unloads with direct light into neighboring property
- limited sight trying to turn onto 15' Alley
- ramp clearance negates ability to provide open courtyard

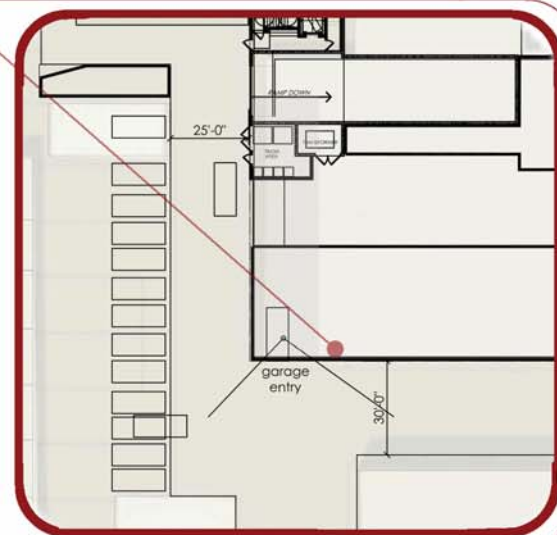


Entry on 15' Alley-
Cons:

- Much narrower Alley
- inability to easily enter or exit
- severely limited sight at exit
- dangerous for pedestrians on small alley
- two way traffic running on existing alley

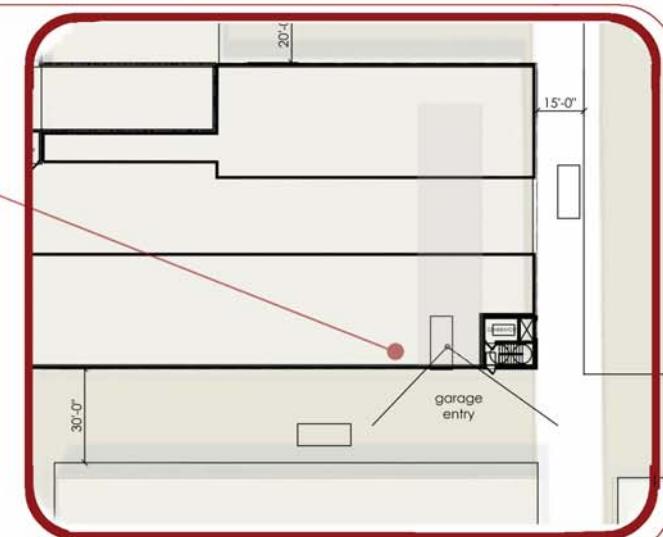
Entry on 30' Alley (west end) -
Cons:

- two way traffic on existing alley
- ramp clearance negates ability to provide open courtyard



Entry on 30' Alley (east end) -
Cons:

- two way traffic on existing alley
- tight maneuvering out and immediately onto 15' alley
- ramp clearance negates ability to provide open courtyard

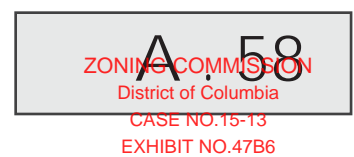


Analysis - Alternate Garage access points


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Common Area Lighting
black finish, dark sky hood
mounted at approx. 10'
above walking surface.

final number and location
to be determined by
photometric analysis



Site Post Lighting
black finish, dark sky hood
mounted at approx. 14'
above walking surface.

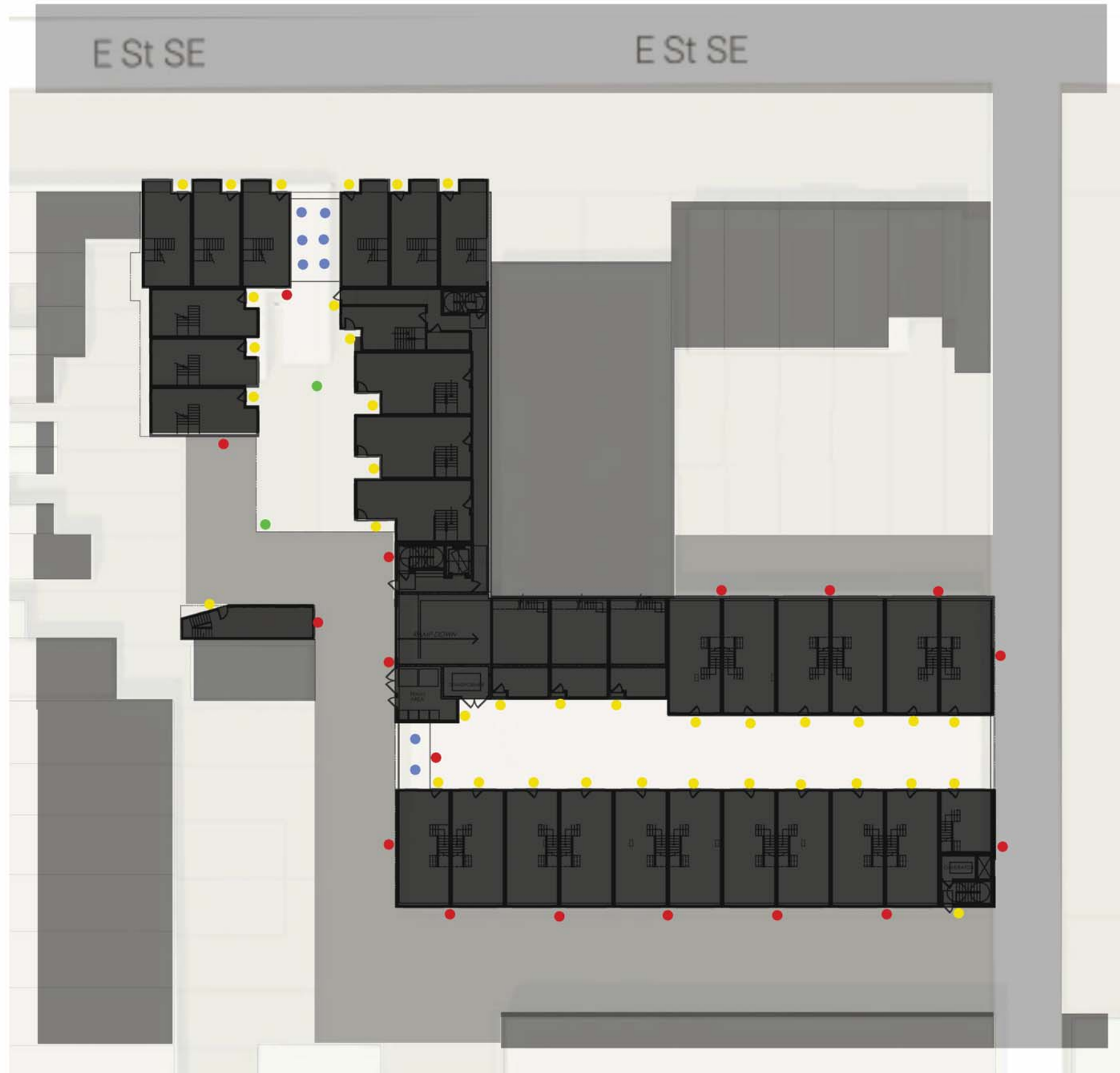
final number and location
to be determined by
photometric analysis



Unit Entry Lighting
black finish, dark sky hood
mounted at approx. 8'
above walking surface, or
above door.

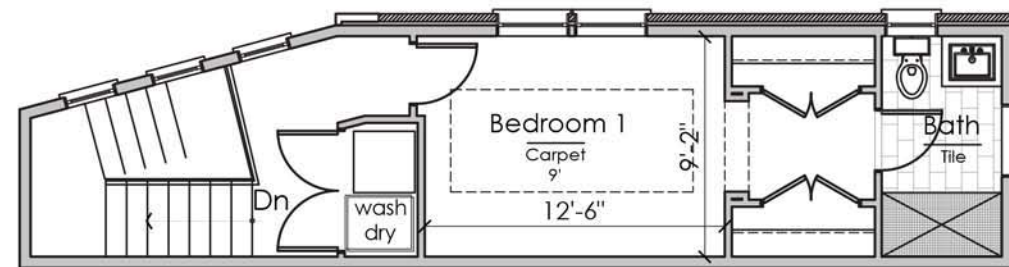
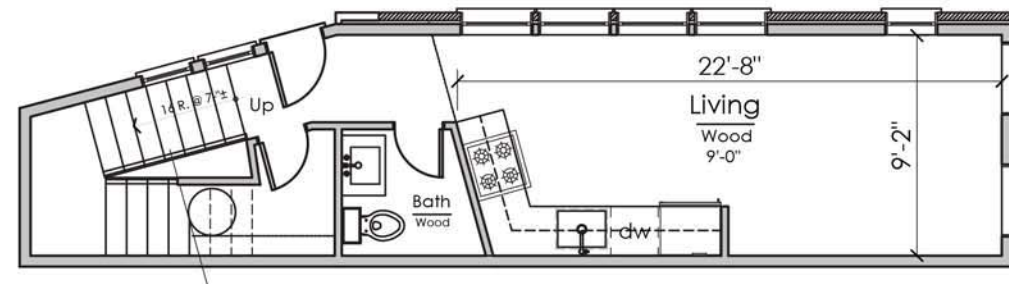
final number and location
to be determined by
photometric analysis

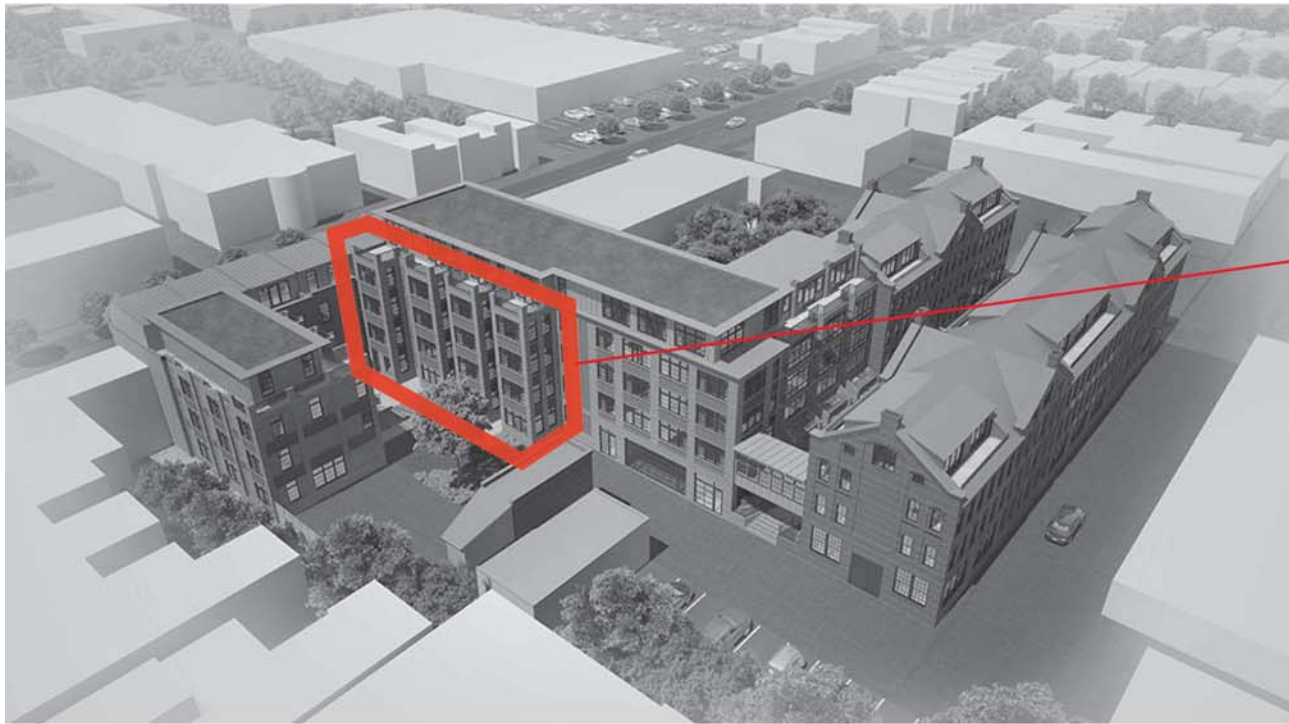
Recessed Fixtures ●



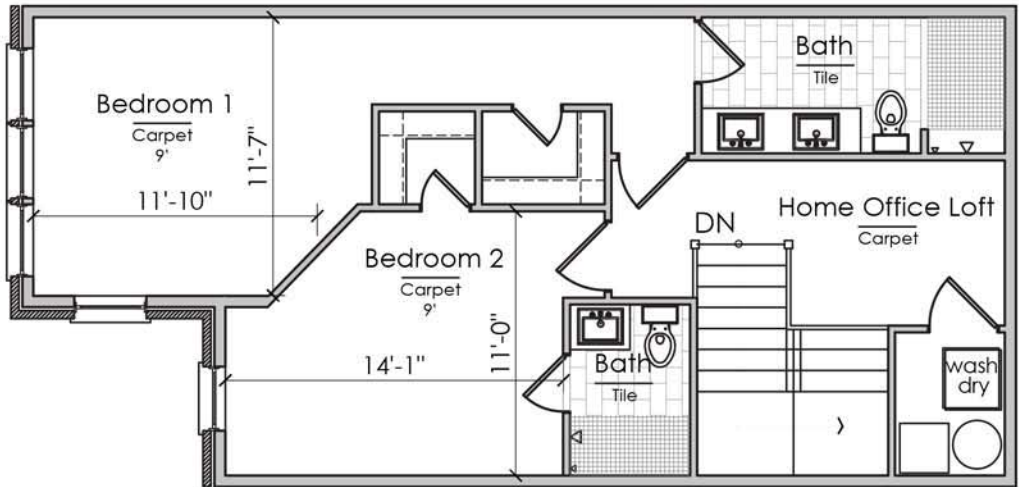
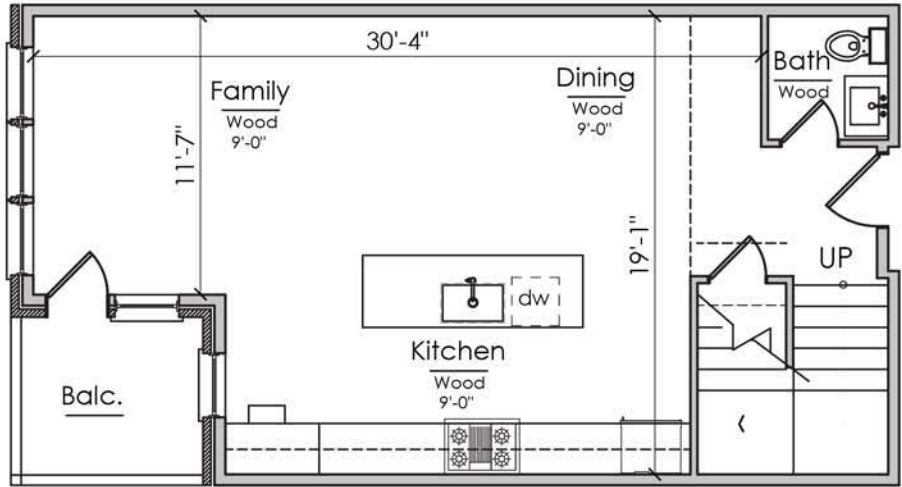


Carriage House
 826sf $\frac{1}{8}'' = 1'-0''$
 1 Unit



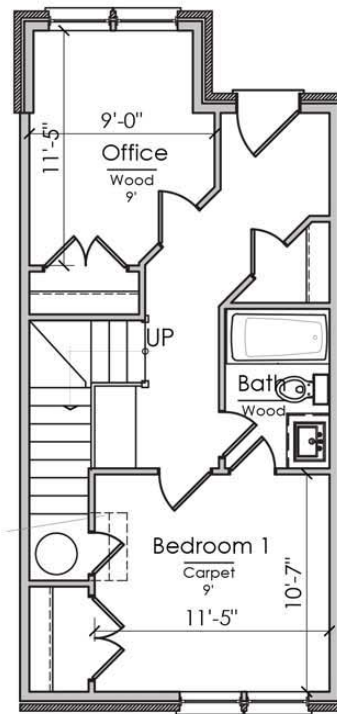


Stacked Flats
 1464sf $\frac{1}{8}'' = 1'-0''$
 8 units

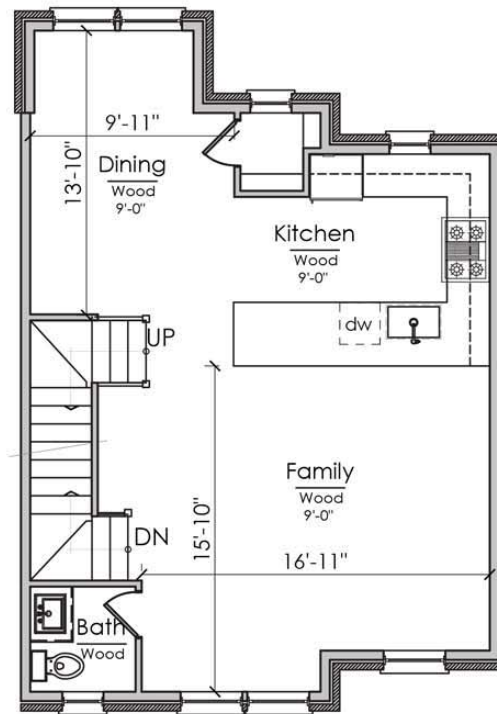




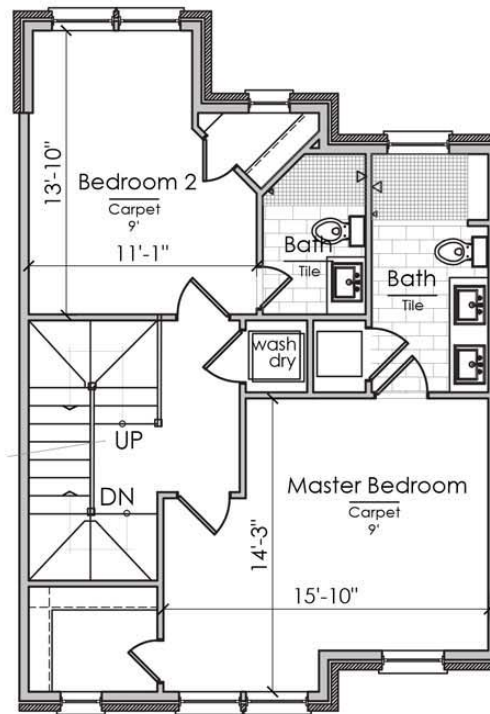
Towns at Bridge
 2277sf $\frac{1}{8}'' = 1'-0''$
 2 Units



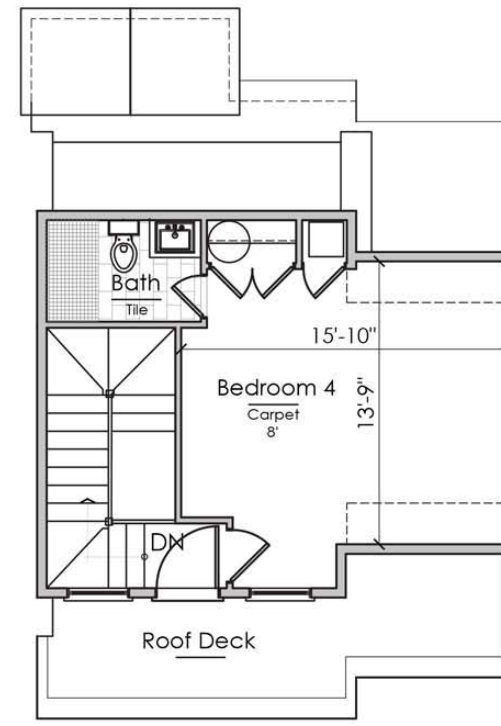
first flr



second flr



third flr



loft



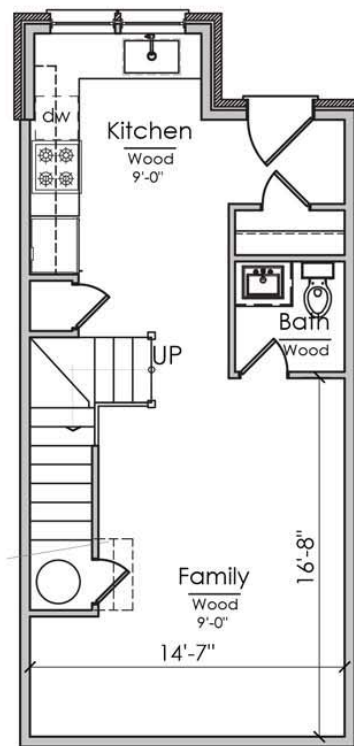
Floor Plans

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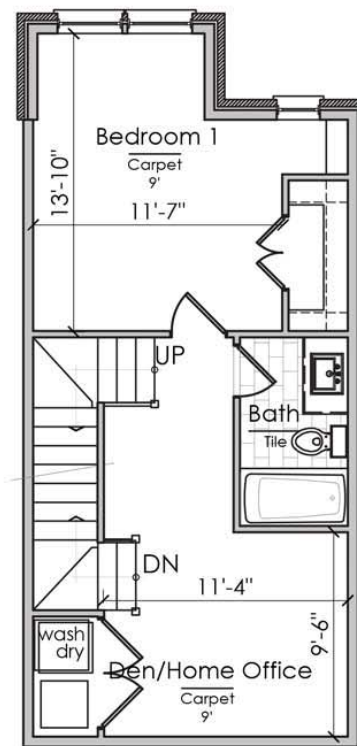


Plans are schematic and subject to modification during project development

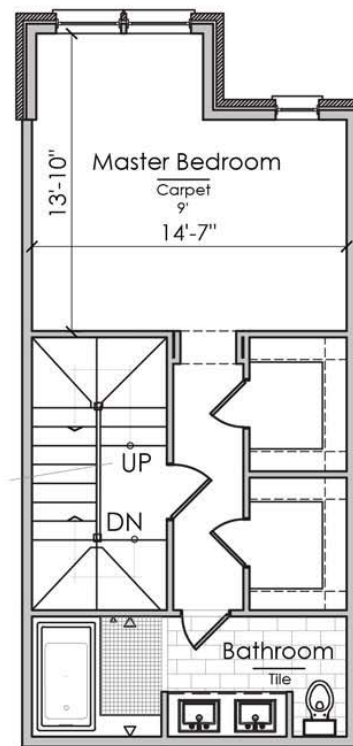
20 June 2016



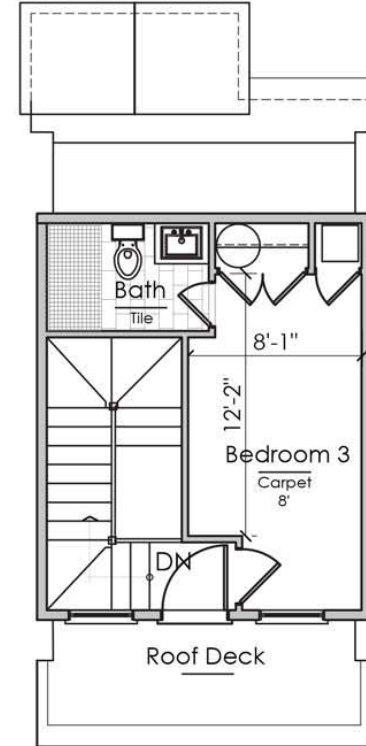
first flr



second flr



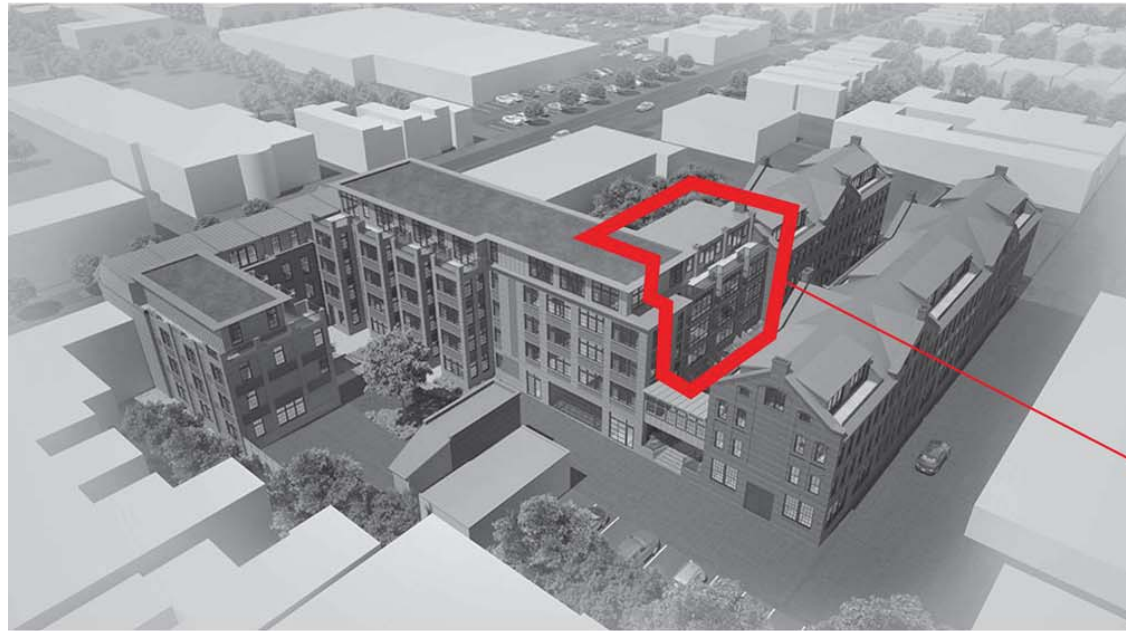
third flr



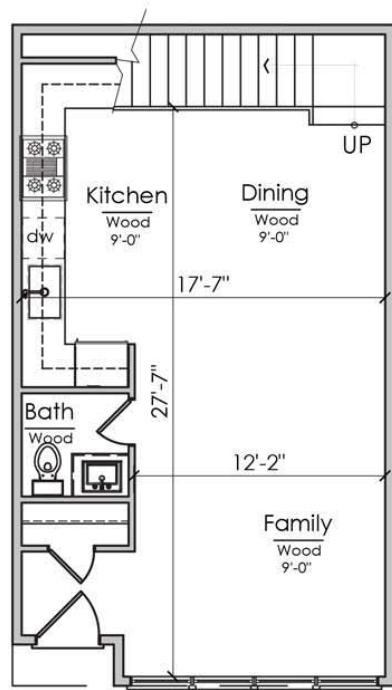
loft

E Street Towns
 1761sf $\frac{1}{8}'' = 1'-0''$
 4 Units

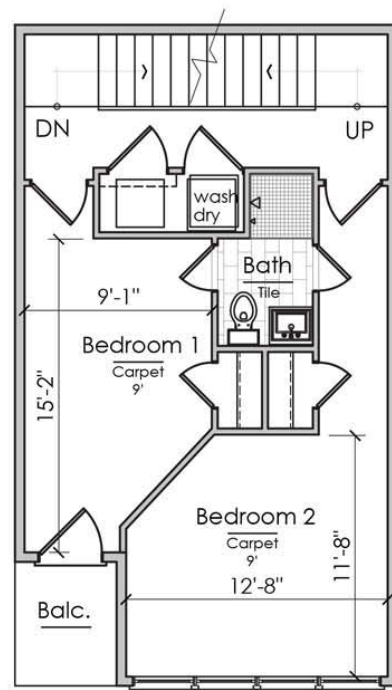
Floor Plans



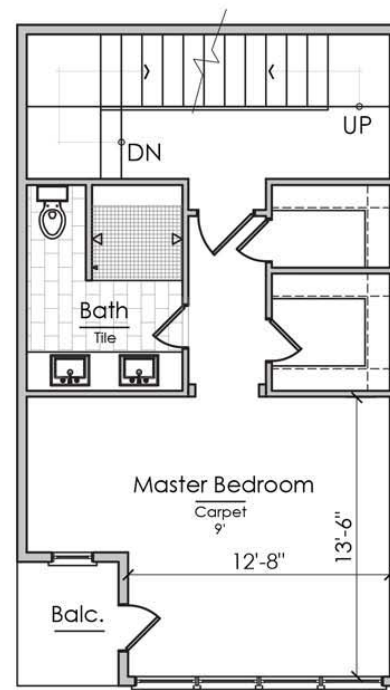
Industrial Towns
 2135sf $\frac{1}{8}'' = 1'-0''$
 3 Units



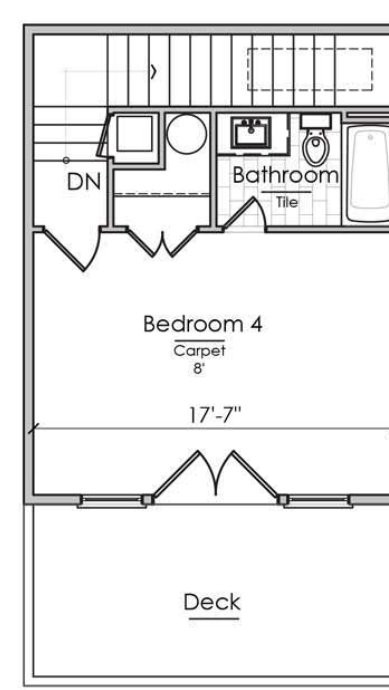
first flr



second flr



third flr



loft

Floor Plans



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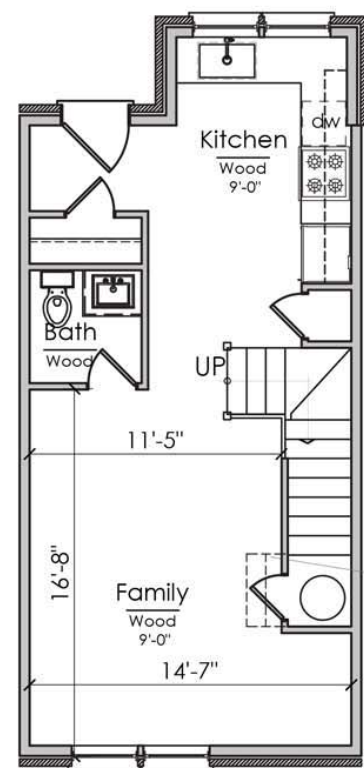


Plans are schematic and subject to modification during project development

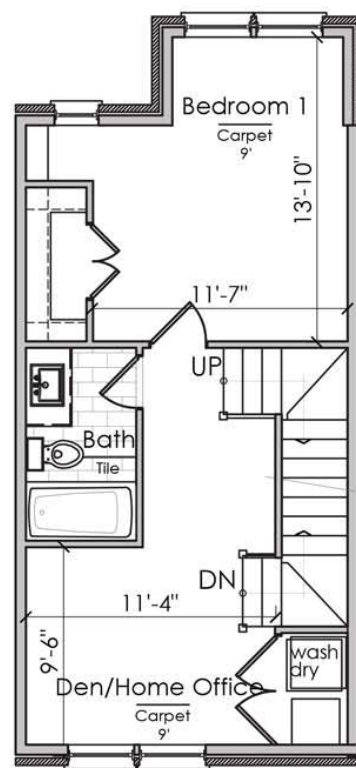
20 June 2016



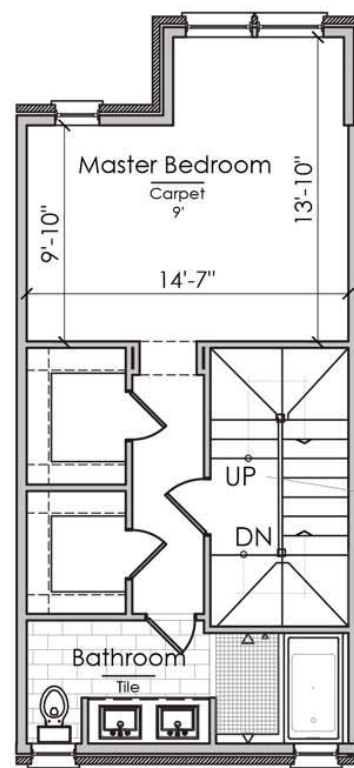
North Court Towns
 1820sf $\frac{1}{8}'' = 1'-0''$
 3 Units



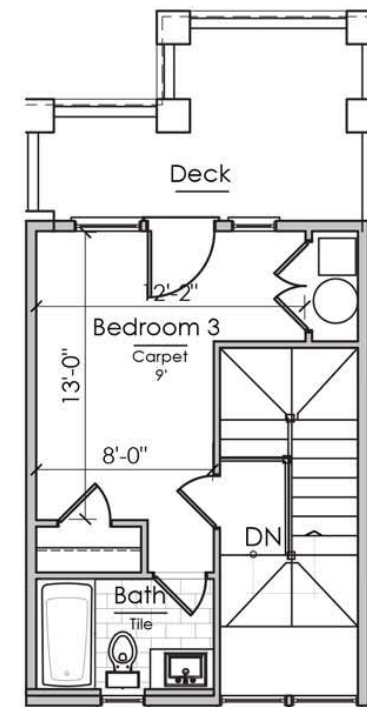
first flr



second flr



third flr



loft



Floor Plans

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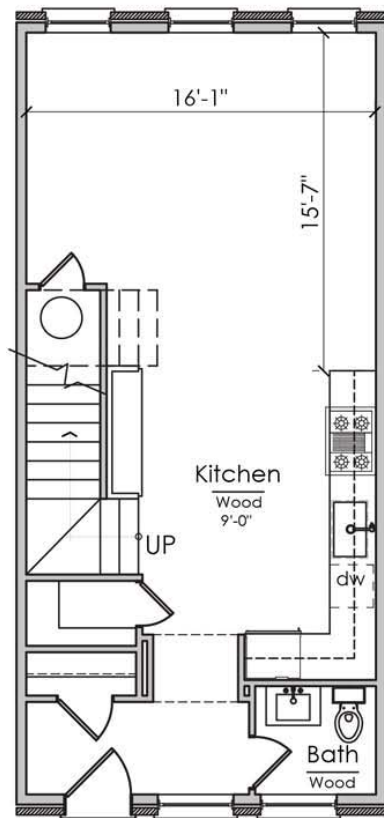


Plans are schematic and subject to modification during project development

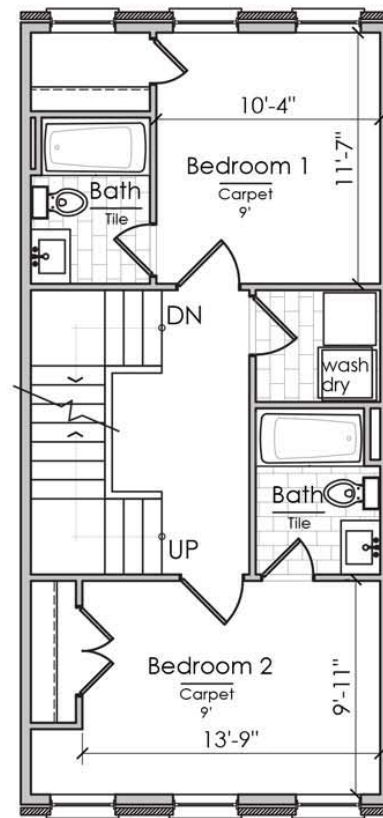
20 June 2016



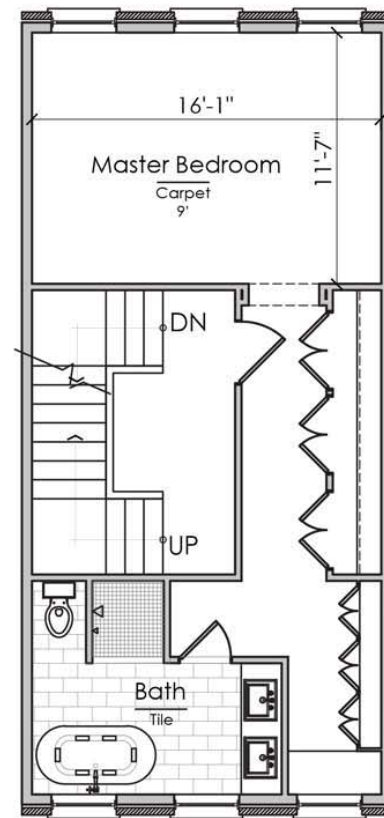
South Court Towns
 2248sf $\frac{1}{8}'' = 1'-0''$
 17 units



first flr



second flr



third flr



loft



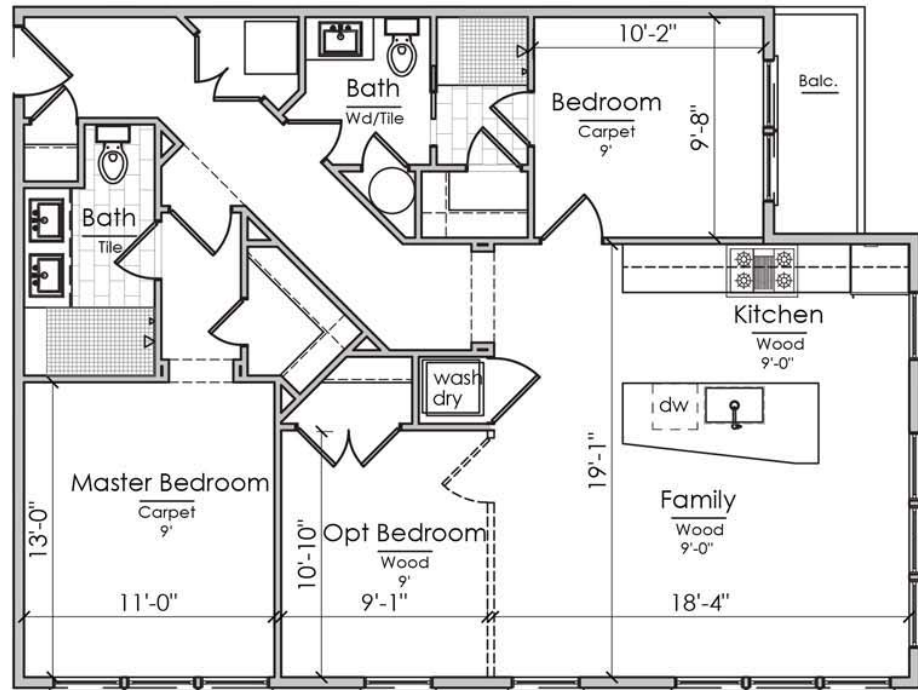
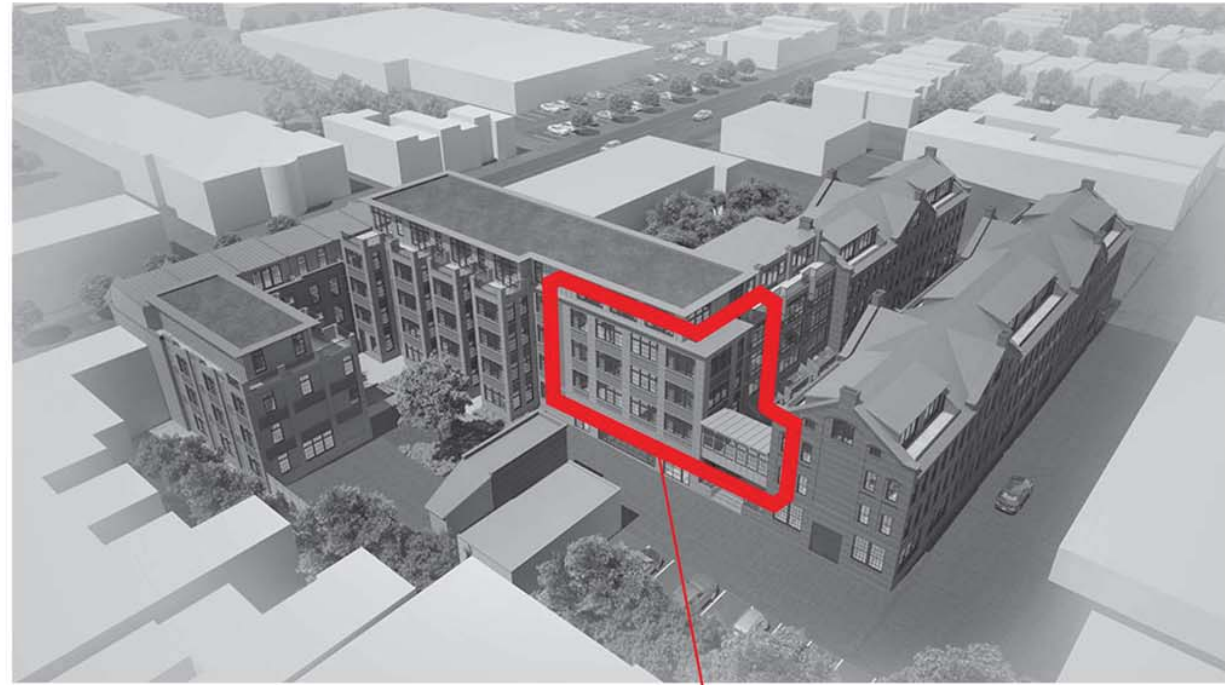
Floor Plans

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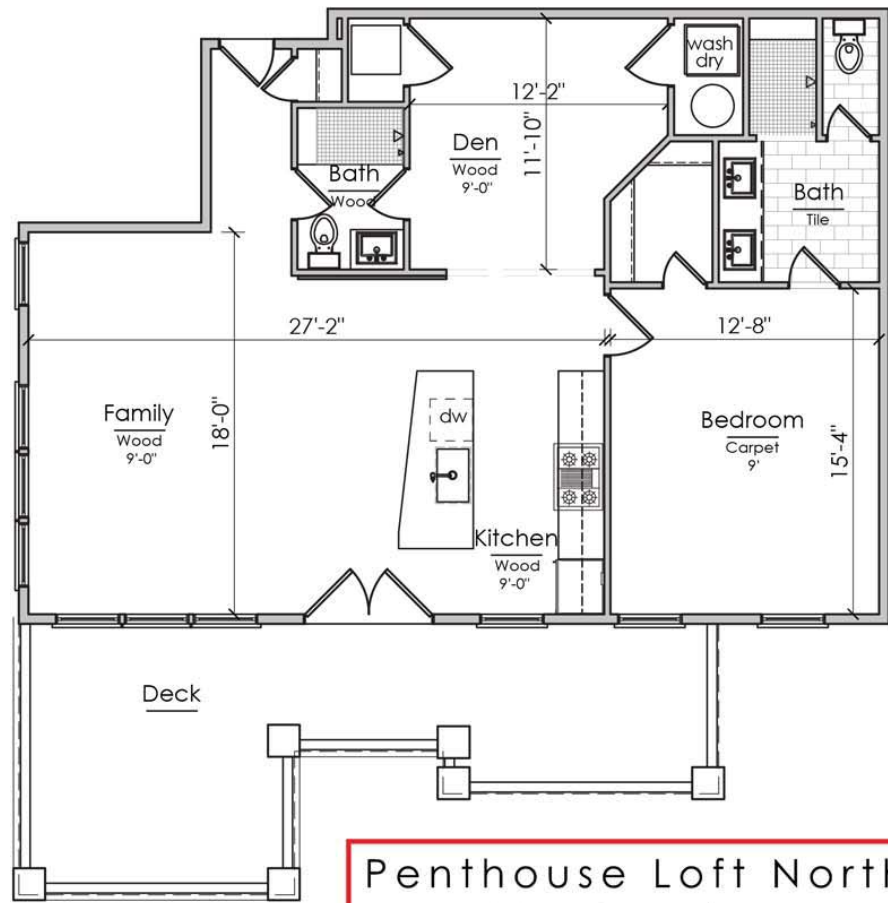


Plans are schematic and subject to modification during project development

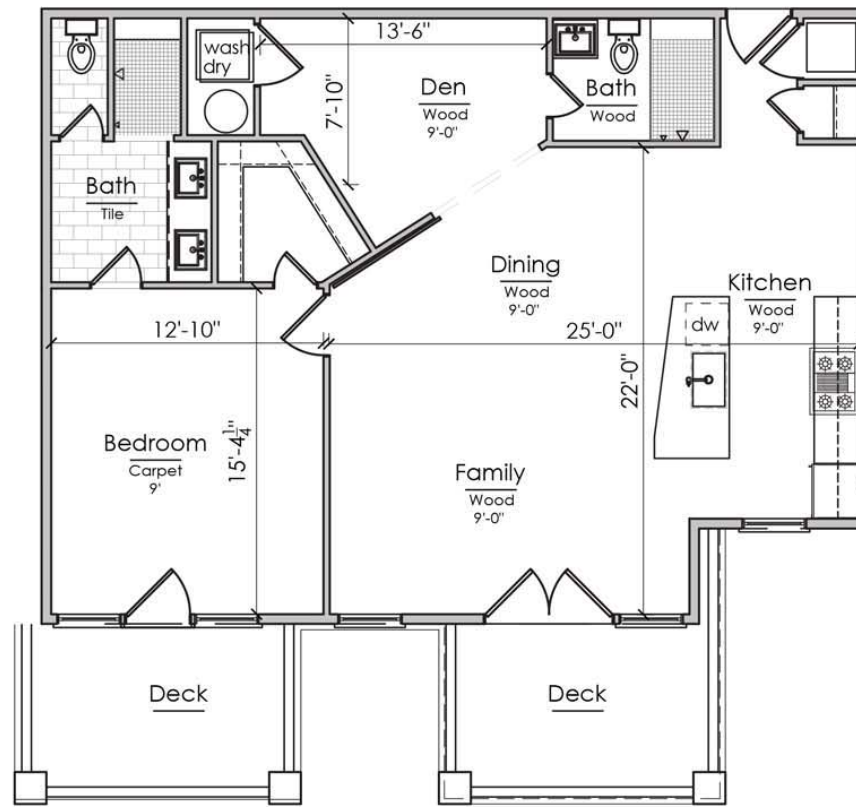
20 June 2016



Courtyard Lofts
 1133sf 1/8" = 1'-0"
 floors 2 thru 4 3 Units



Penthouse Loft North
1095sf $\frac{1}{8}'' = 1'-0''$



Penthouse Loft Center
1095sf $\frac{1}{8}'' = 1'-0''$



Penthouse Loft South
1000 sf $\frac{1}{8}'' = 1'-0''$

