



## 8730 GREENWOOD AVE N.

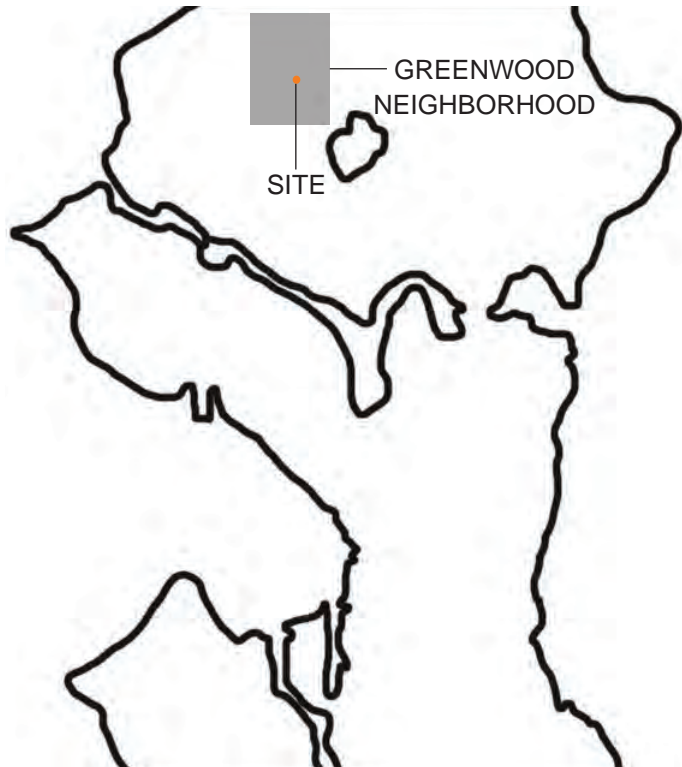
WH GREENWOOD  
II LLC

skidmore  
janette  
architecture  
planning  
design

8730 GREENWOOD AVE N

RECOMMENDATION  
#3036533-LU 04/19/2021

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VICINITY MAP

OVERVIEW

Address | 8730 Greenwood Ave N

Site Area | 15,777 SF

Zone | NC2P-65 (M1)

Overlays | Greenwood-Phinney Ridge  
Residential Urban Village

Proposed / Maximum FAR | 4.50 / 4.50

Proposed / Maximum Height | 63 1/2' / 65'

Proposed # of Dwelling Units: 142  
(100 studio, 37 1-bedroom, 5 2-bedroom)

Proposed Commercial SF | 2,674 SF

Proposed # of Parking Stalls | 22



AERIAL MAP

GREENWOOD NEIGHBORHOOD - SEATTLE, WA

EARLY DESIGN GUIDANCE RESPONSES | MASSING OPTIONS & RESPONSE TO ADJACENCIES

PREFERRED MASSING

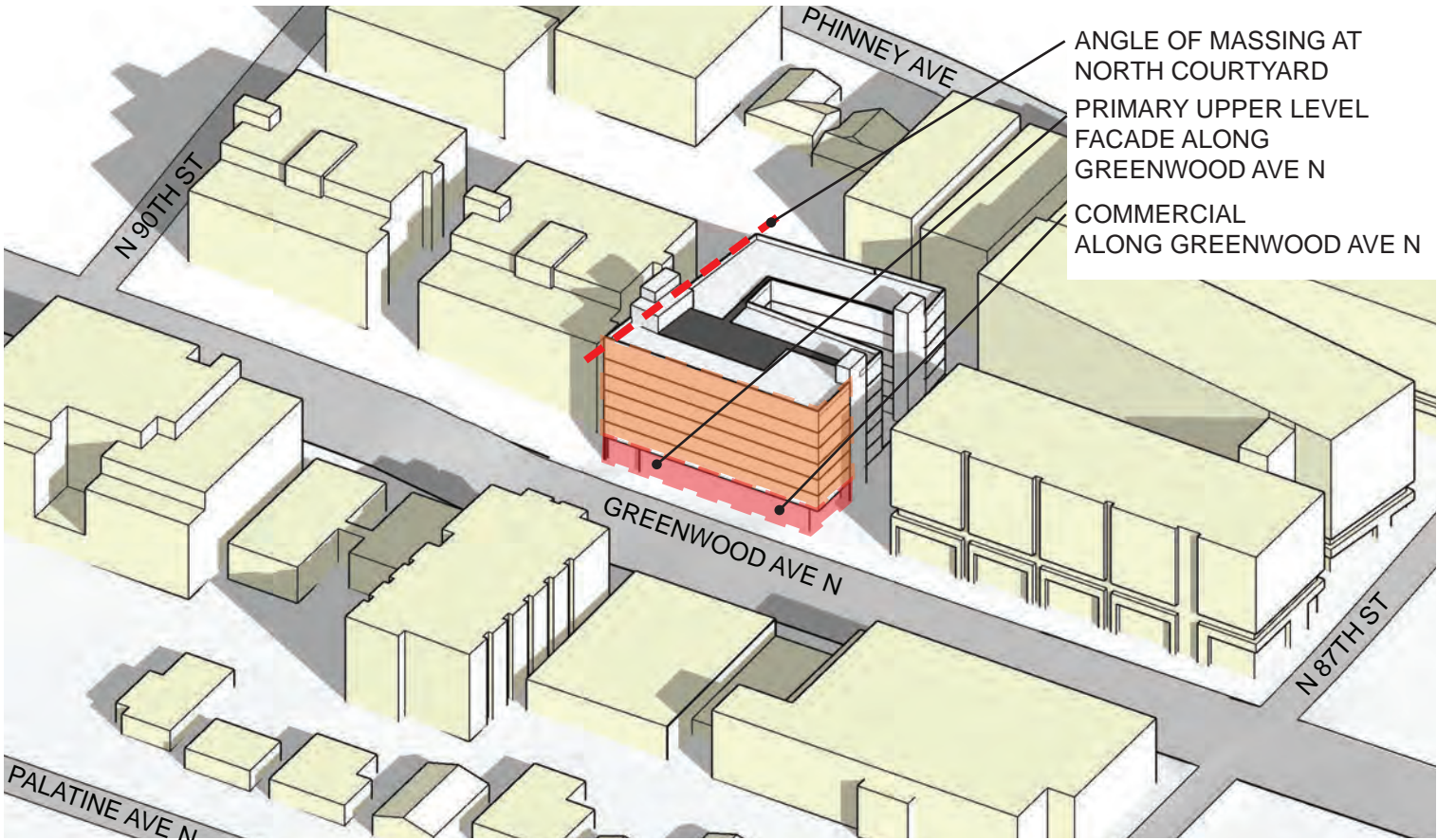
Board Guidance:

The Board supported the applicant’s preferred massing option A as the basis for further development for the following reasons:

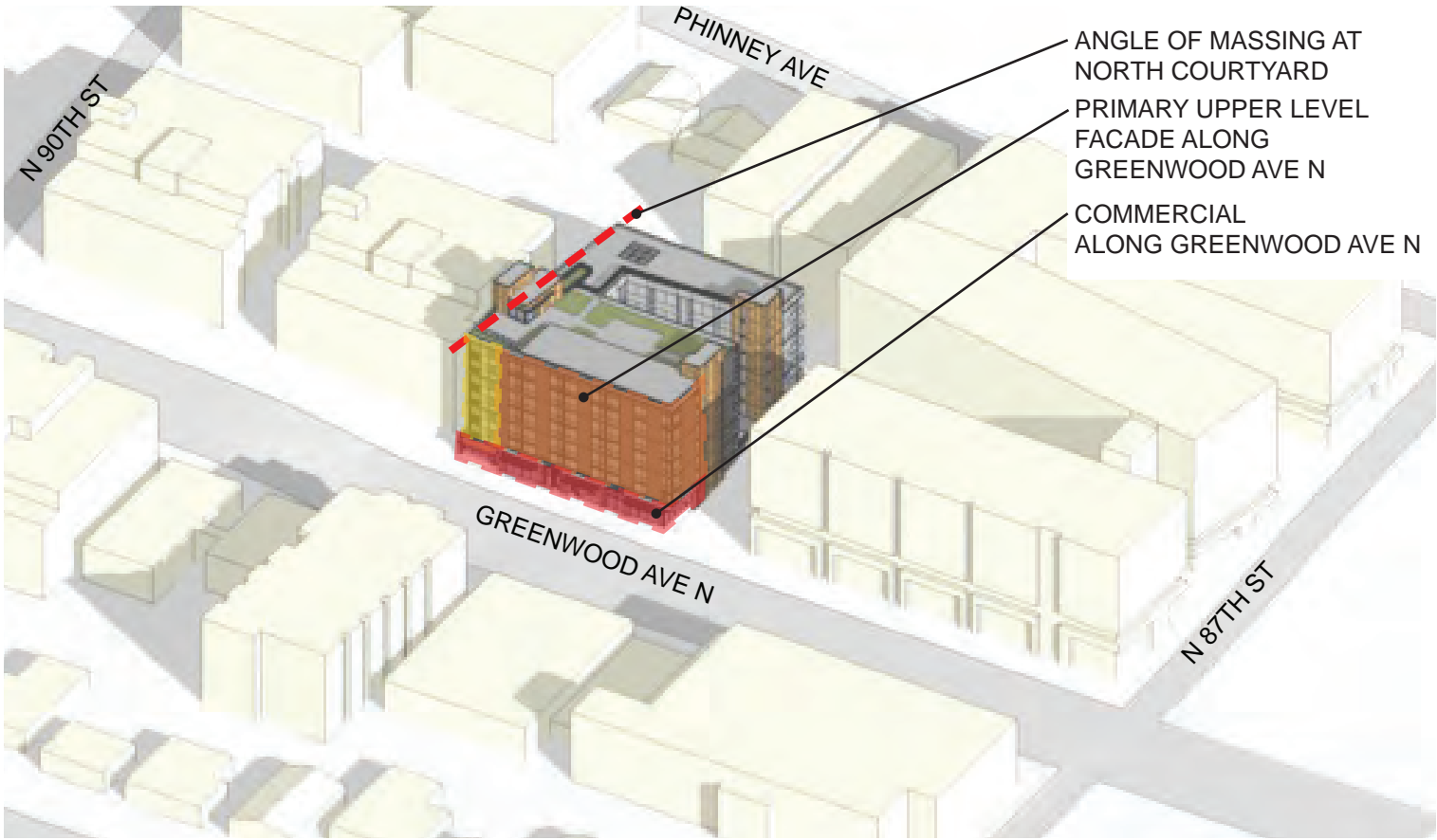
- The canting of the massing along the north façade which provides a sensitive response to the neighboring buildings as well as retention of the line of trees along the north property line.
- The southern orientation of the courtyard and alignment with the courtyard of phase I to the south
- The strong massing response to the Greenwood Frontage
- The arrangement of ground floor uses including the residential lobby to the north and grouping of the commercial space.

Applicant Response:

The proposed design represents an evolution of Option A presented at the Early Design Guidance meeting, retaining the “canted” facades to the north and east, in response to the existing retaining wall, as well as the south facing courtyard that aligns with the open space on the phase 1 “Hemlock” project. The massing along Greenwood has maintained the strong street-level presence and simple upper story façade expression presented at the meeting, with changes to the northwest corner and building entry in response to the board’s guidance. The arrangement of uses on the ground floor is also as presented at the meeting, with a lobby on the north end and commercial spaces at the remainder of the street-level frontage.



EARLY DESIGN GUIDANCE | OPTION A



PROPOSED DESIGN EVOLUTION, MAINTAINING BOARD GUIDANCE AND PREFERENCES

EARLY DESIGN GUIDANCE RESPONSES | MASSING OPTIONS & RESPONSE TO ADJACENCIES  
NORTHWEST CORNER

**Board Guidance:**  
The board discussed the northwest corner of the massing including the placement of the penthouse tower and the relationship with the neighboring residential building. The board was concerned about the potential impacts to the adjacent building including privacy and access to light and air. The board provided guidance to design the proposal to resolve these concerns, while also ensuring the corner is responsive to the overall neighborhood pattern of development and maintains a strong massing presence along Greenwood.

**Applicant Response:**  
*The northwest corner of the building has been pulled away from the north property line at the upper stories, increasing the access to light and air for the neighboring structure to the north. Additionally, the window arrangement, sizes, and location of the northwest unit has taken into account the neighboring fenestration patterns and uses. The penthouse volume has been retained in its location on the north edge of the structure. While the applicant understands the board’s concerns, the circulation tower is an appropriate adjacency as it a) maintains privacy for the neighboring residents, as there are less units facing their south facing windows, b) the penthouse provides a sound and visual buffer from the roof deck to the neighboring structure, and c) while the tower does cast a shadow due to its height, the additional impact is limited to the unoccupied roof and does not adversely impact the units more than any other part of the structure would in that location.*



NORTHWEST CORNER | EDG

The board appreciated the angled facade following the existing retaining wall geometry, and the open space created, but expressed concern about the impact of the massing on the adjacent property at the northwest corner.



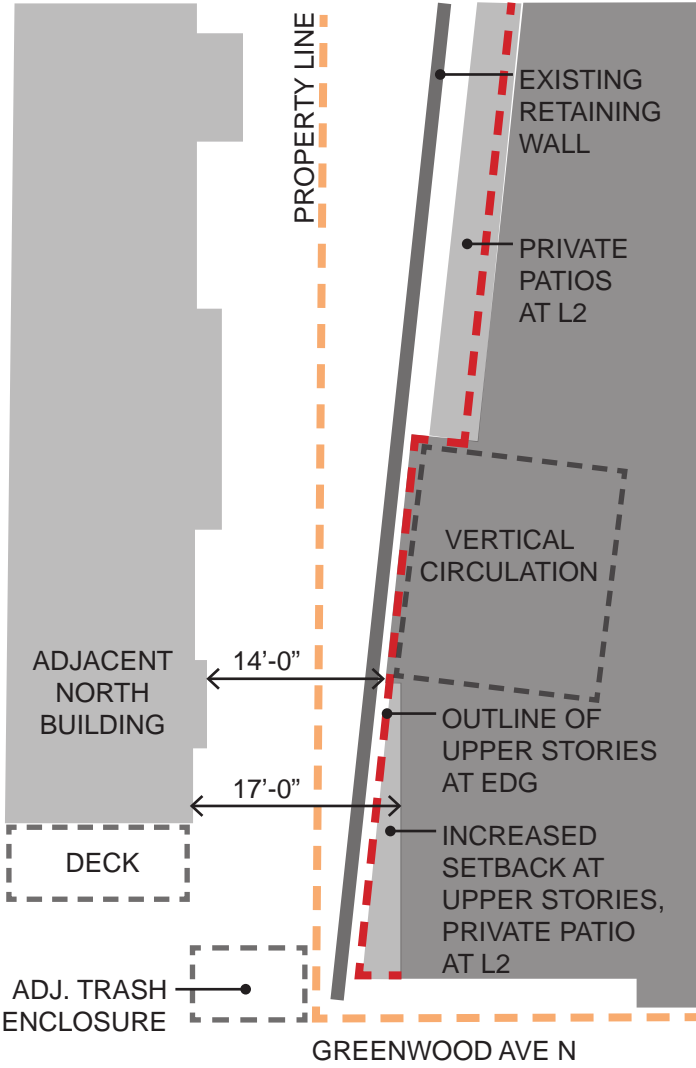
NORTHWEST CORNER | PROPOSED

The massing was pulled back at the northwest corner, creating more shared light and air for the units. The corner unit primarily faces west with only secondary high-sill windows on the north side to reduce visual reciprocity. The vertical circulation, while having extra height, are a program that doesn’t require additional windows, preserving privacy for the neighboring units. At the roof, the penthouse provides a visual and noise buffer between the occupied roof deck and the adjacent property.



NORTHWEST CORNER | ALTERNATE

Though code, privacy, and ground level program considerations support the proposed location of the circulation towers, this alternate study shifts the towers as far south as possible, given the tight site restraints for parking and commercial depth. This impacts the usable space and flow of the lobby at the ground floor, as well as encouraging additional windows to be located on the north facade, reducing privacy for the neighboring units. Furthermore, the proposed configuration shifts more rooftop activity to the north edge increasing potential noise impacts to the adjacent property. The modest reduction in height at the north facade from the proposed does not justify the other potential impacts to the adjacent property.



PLAN DIAGRAM | PROPOSED

EARLY DESIGN GUIDANCE RESPONSES | MASSING OPTIONS & RESPONSE TO ADJACENCIES

BASE / UPPER LEVEL DIFFERENTIATION & EAST MASSING EXPRESSION

Board Guidance:

The board provided guidance to explore differentiation between the base and the upper levels, which could be key to resolving guidance regarding the northwest corner.

Applicant Response:

The street-level expression has remained separate and distinct from the upper story massing. The street-level carries the retail bay expression integral to the Greenwood Ave corridor north, extending the pedestrian-focused streetscape from the south. The upper stories rise above the masonry frames of the retail bays, with evenly spaced, organized fenestration and clean material detailing, providing a complementary contrast with the street-level. This contrast also allows for the northwest corner to be pulled away from the south property line while still maintaining a strong street-edge at the pedestrian realm.



WEST FACADE

STREET LEVEL BASE NORTH TOWER



DARK GRAY METAL SIDING AT UPPER VOLUME



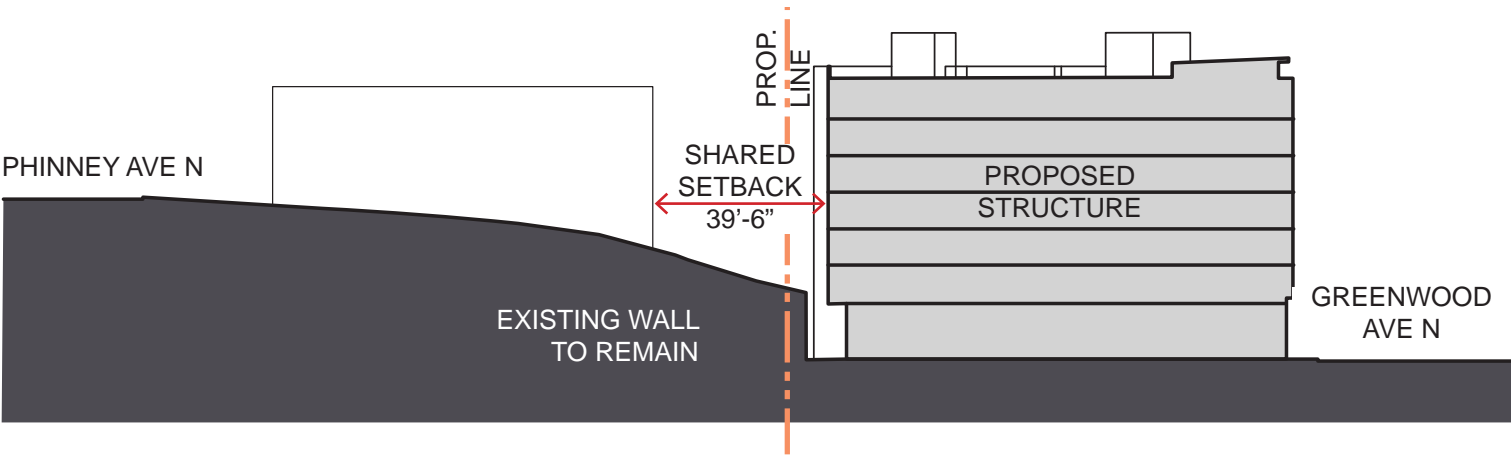
CONTRASTING LIGHTER TONE BRICK AT STREET-LEVEL

Board Guidance:

The board agreed that the east massing form was an appropriate response to the LR3 zone transition occurring at the east property line given the change in grade and the setback of the neighboring buildings.

Applicant Response:

The existing retaining wall has also carried forward to the proposed design, with the significant change in grade aiding in the transition in height from the commercial zoning along Greenwood Ave to the less intensive residential zoning along Phinney Ave. The reduction of the structure's perceived height, bulk, and scale at the zone edge has been further developed and enhanced through the addition of bay modulation on the east façade, creating individual elements that reflect the scale and proportions commonly found in residential zoning, including on the existing adjacent structures.



EAST EDGE SITE SECTION

Though the east edge is a zone transition from NC3-75 to LR3, due to the unique topography of the site, the proposed development is similar height to the adjacent multi-family structure to the east.

The proposed bays and horizontal lap siding create a balanced composition that reinforces residential archetypes to reflect the scale and use of the adjacent structure.



EAST FACADE | RESIDENTIAL SCALE MATERIALS & MODULATION

EARLY DESIGN GUIDANCE RESPONSES | STREET LEVEL  
STREET LEVEL FRONTAGE & PEDESTRIAN EXPERIENCE

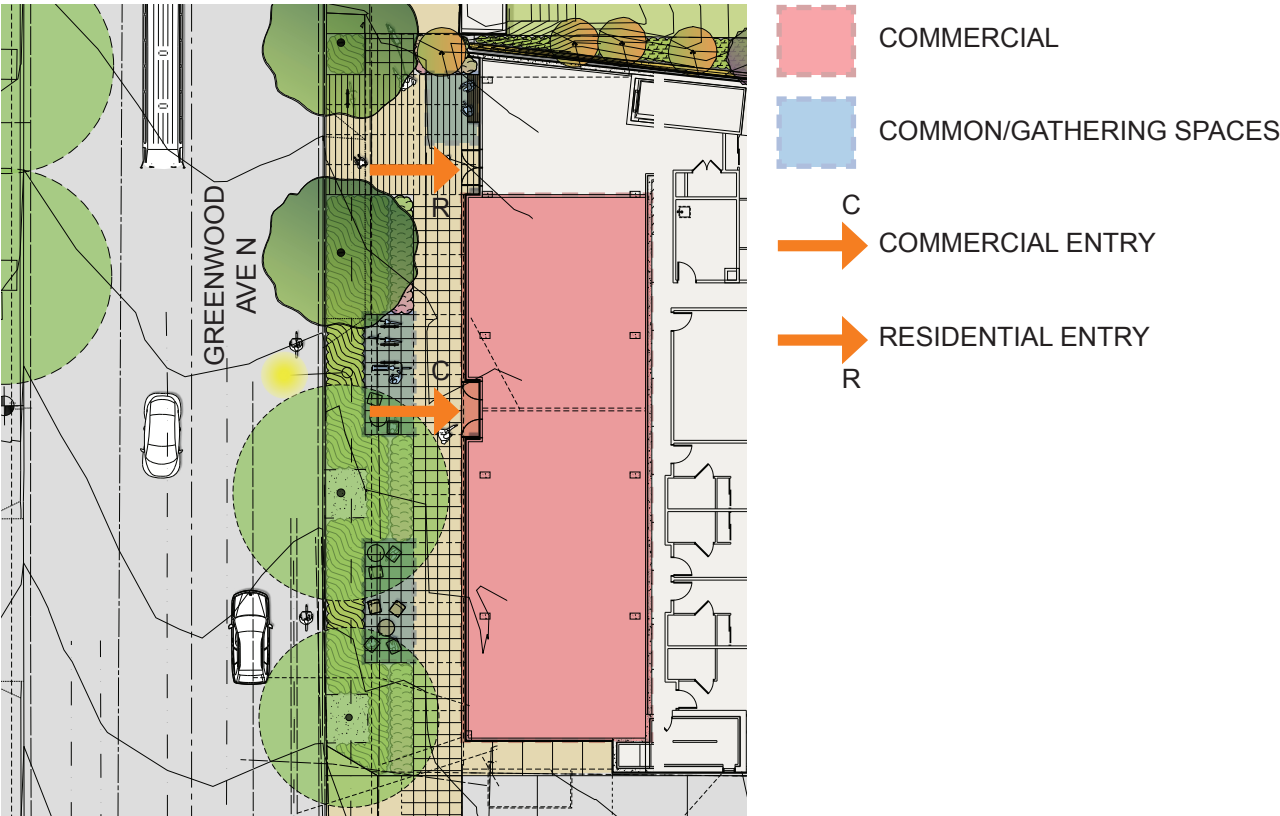
Board Guidance:

The Board supported the consolidation of the commercial spaces option and the continuity of the commercial expression along Greenwood Ave from Phase 1. The board provided guidance to study how space can be allocated in the right-of-way landscape strip as “pocket amenity areas” and how the placement relates to the rhythm of commercial spaces and residential lobby.

Applicant Response:

The commercial space(s) still occupy the majority of the street frontage, set within masonry bays that reflect the existing patterns, rhythms, and felling of the Greenwood Ave commercial corridor. The residential lobby is pushed to the north end of the site which both relates to the existing context and patterns of the neighborhood, but also allows the commercial space to be continuous with the retail space at L1. Additionally, by establishing a single, continuous commercial space, there is flexibility to subdivide the space or maintain a single large space as the neighborhood’s retail needs change over time.

The landscape concept provided at the EDG meeting has been further developed, but maintains the small “eddies” of gathering space between the street and sidewalk within the planting strip. The location of these spaces wrap around the existing street trees to remain, and are programmed to match the needs of the adjacent uses, such as seating and short-term bike parking for the commercial spaces, and a more open “plaza” expression that connects the street to the residential entry with distinctive pavement patterning and open sight lines.



STREET LEVEL LANDSCAPE PLAN

Board Guidance:

The board provided guidance to further differentiate the residential entry from the commercial frontage. The board requested pedestrian level perspectives and detailed street-level drawings be provided the Recommendation packet illustrating the pedestrian experience and street level detailing.

Applicant Response:

Careful design cues help locate and differentiate the residential entry from the rest of the structure, both at the street level and within the context of the architectural design of the building overall. At the street level, fractured brick bays frame the commercial frontage, before a modest setback, unique pattern of the pavement, and a change in the façade establish a new language for the residential lobby frontage. The materiality change and slight setback carry up the building façade, creating a larger gesture that announces the residential entry, while maintaining the strong, simple massing expression along the rest of the street-facing façade.

Additional renderings are included within the packet showing pedestrian experience (18) and detailing (27-28).



GREENWOOD AVE  
COMMERCIAL FRONTAGE  
Along the commercial frontage the building pushes out to meet the edge of the sidewalk and is defined by a clear rhythm of masonry bays reflecting the traditional commercial character of the Greenwood neighborhood.



RESIDENTIAL ENTRY &  
LOBBY  
The recessed massing carries from the sidewalk to the sky, distinguishing the lobby entrance and forming a small recessed “plaza” adjacent to the sidewalk. Use of warm wood-toned elements as wall treatments, soffits, and seating contrast the masonry pilasters of the commercial frontage to further differentiate the uses.



COMMERCIAL FRONTAGE ALONG GREENWOOD AVE N

EARLY DESIGN GUIDANCE RESPONSES | FACADES & MATERIALITY

FACADE EXPRESSION - GREENWOOD

Board Guidance

The Board was supportive of the intent to develop the proposal as a “background” building with a strong, simple massing form and agreed that large modulation of the façade didn’t seem necessary. The board was also generally supportive of the character sketch on pg. 37 of the EDG packet including the use of accent color as well as the pairing of windows.

Applicant Response:

The concept of a simple, clean massing expression of the upper stories along Greenwood has remained largely unchanged, with the exception of modest modulation at the north end to accentuate and differentiate the residential entry, per the board’s guidance. The proposed design takes many of the elements from the presented character sketch, such as the paired windows and vertical circulation volumes accentuated by an accent color / material, and extends those elements and design cues to the overall design of the building.



EARLY DESIGN GUIDANCE | CHARACTER SKETCH

- [Red dashed line] STREET LEVEL
- [Orange dashed line] BASE - UNIFIED FACADE
- [Blue dashed line] PAIRED WINDOWS
- [Purple dashed line] ACCENT COLOR - CIRCULATION



PROPOSED DESIGN

- [Red dashed line] STREET LEVEL
- [Orange dashed line] BASE - UNIFIED FACADE
- [Blue dashed line] PAIRED WINDOWS
- [Purple dashed line] ACCENT COLOR - CIRCULATION
- [Yellow dashed line] NORTH TOWER - RESIDENTIAL EXPRESSION, SET BACK FROM MAIN FACADE

EARLY DESIGN GUIDANCE RESPONSES | FACADES & MATERIALITY

FACADE EXPRESSION - GREENWOOD

Board Guidance:

The board appreciated efforts to both respond to and differentiate the project from Phase 1 and requested the applicant provide an elevation study at the Recommendation phase showing the relationship of the proposal with the adjacent structures including datum lines and the overall streetscape composition.

At the recommendation phase the Board would like to better understand the relationship of the material palette with the materials of Phase 1 to the south.

Applicant Response:

*The tone and distribution of the materials from the early design guidance character sketch has continued to evolve, but maintained key attributes from the earlier concept. A neutral brick tone that complements the metal siding on the upper stories was selected to also contrast the red / orange Phase 1 / Hemlock masonry color. The physical proportions and expression of the street level brick frames are similar but a lighter more neutral brick tone is used. This color change provides differentiation to mitigate what could otherwise read as a single, long facade at street level. Additionally the proposed color better complements the darker upper level materials. A similar contrast occurs at the upper levels, where the adjacent Hemlock utilizes a lighter toned siding with dark vertical accents, the proposal utilizes a darker primary siding tone w/ a contrasting lighter vertical volume at the residential entry. A warm but vibrant accent color enlivens the composition and juxtaposes the otherwise neutral color palette.*



WEST ELEVATION ALONG GREENWOOD AVE N



1  
MASONRY



2  
PRIMARY SIDING



3  
SECONDARY SIDING



4



5



6  
ACCENT



7



1  
MASONRY



2  
PRIMARY SIDING



3  
SECONDARY SIDING



4

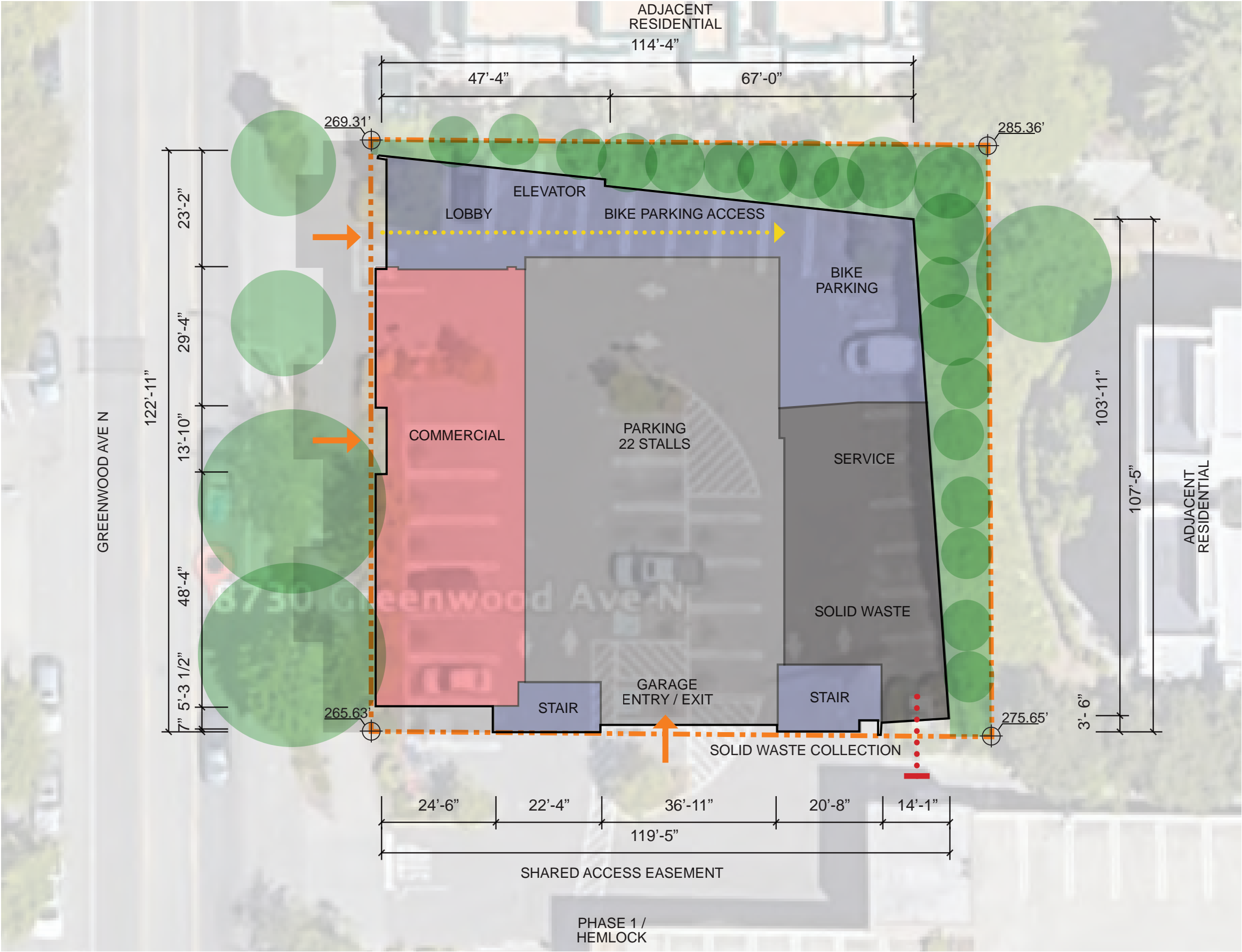


5  
ACCENT

SITE PLAN

KEY

- RESIDENTIAL
- COMMON / CIRCULATION
- SERVICE
- LANDSCAPE
- COMMERCIAL
- OUTDOOR AMENITY
- PARKING



FLOOR PLAN | LEVEL 1

KEY

- RESIDENTIAL
- COMMON / CIRCULATION
- SERVICE
- LANDSCAPE
- COMMERCIAL
- OUTDOOR AMENITY
- PARKING
- 1

RESIDENTIAL ENTRY
- 2

RESIDENTIAL LOBBY
- 3

ELEVATORS
- 4

BIKE PARKING
- 5

GARBAGE/RECYCLING
- 6

TRANSFORMER ROOM
- 7

SERVICE
- 8

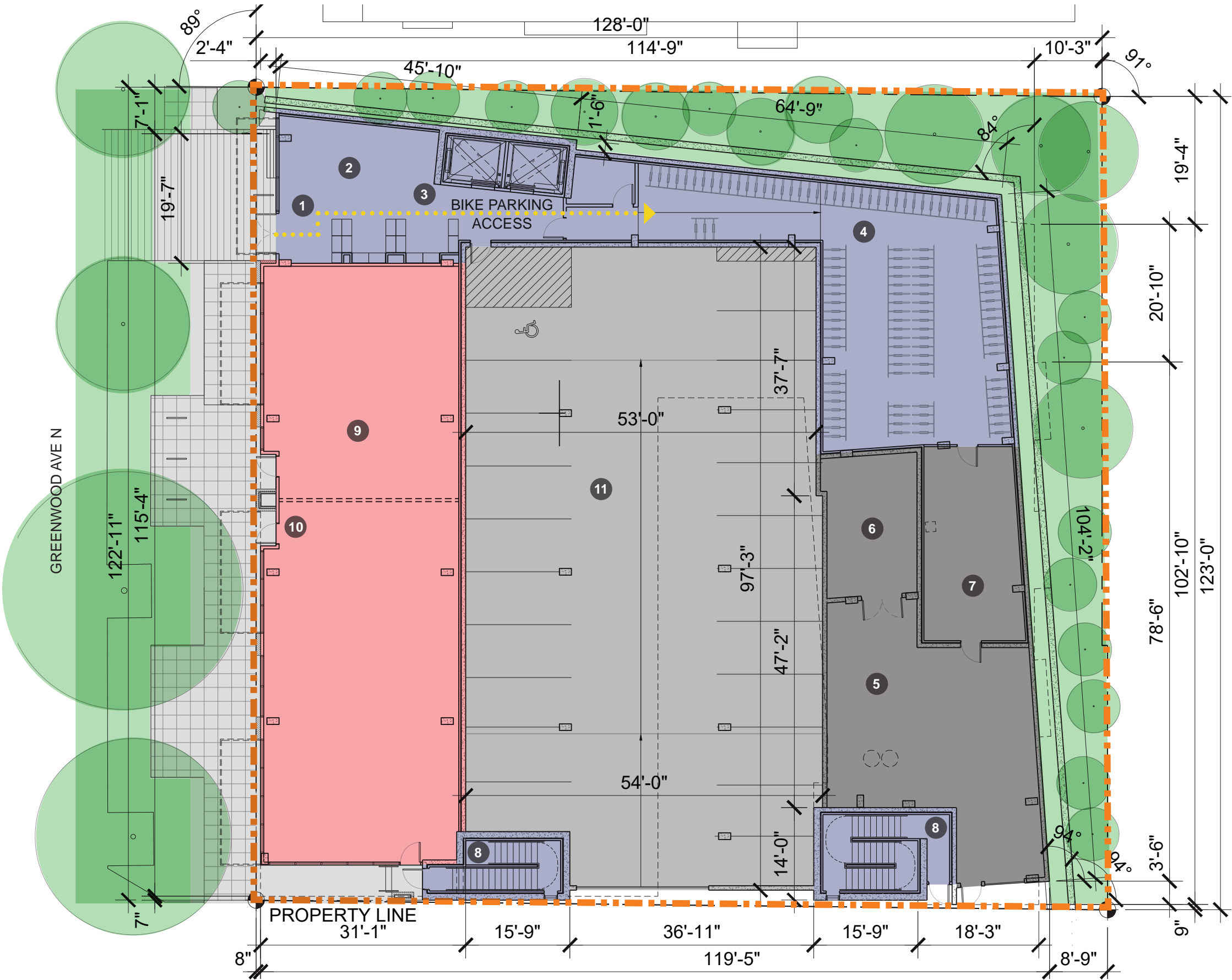
STAIR
- 9

COMMERCIAL
- 10

COMMERCIAL ENTRY
- 11

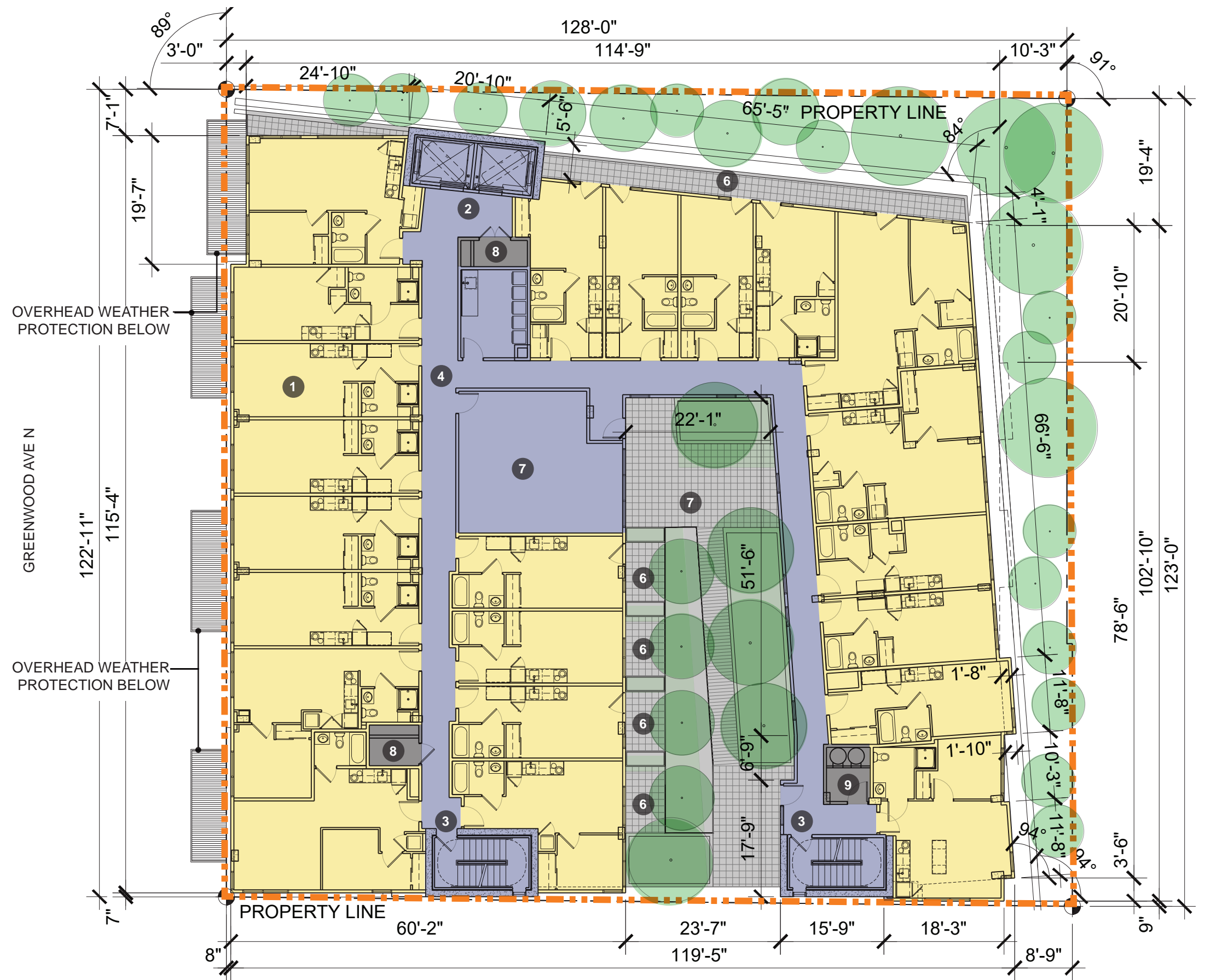
PARKING

SCALE: 1/16" = 1'-0"



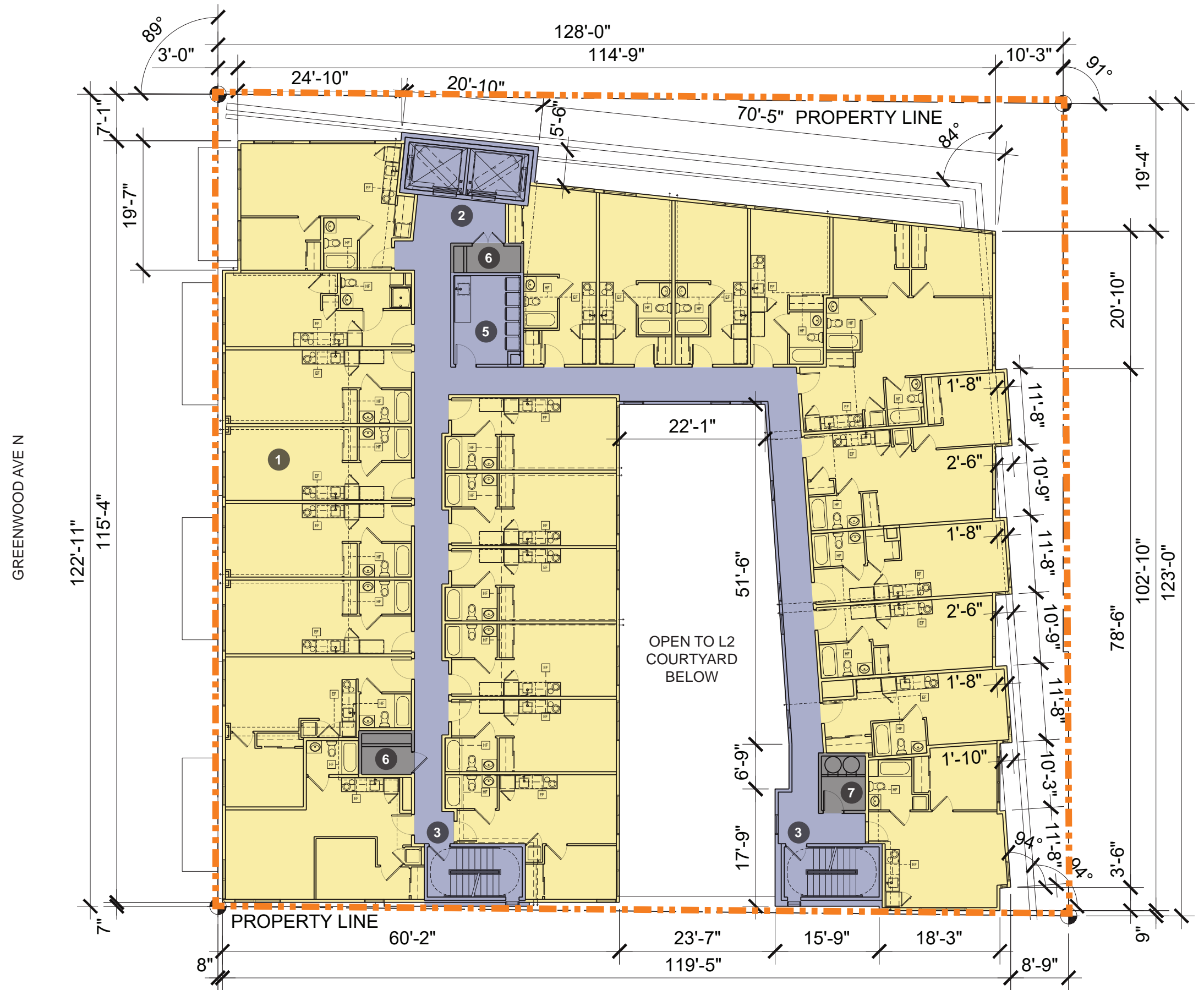
## KEY

- SCALE: 1/16" = 1'-0"



## KEY

- 1 DWELLING UNITS
- 2 ELEVATORS
- 3 STAIR
- 4 CORRIDOR
- 5 LAUNDRY
- 6 MECHANICAL
- 7 TRASH CHUTES



## KEY

- SCALE: 1/16" = 1'-0"



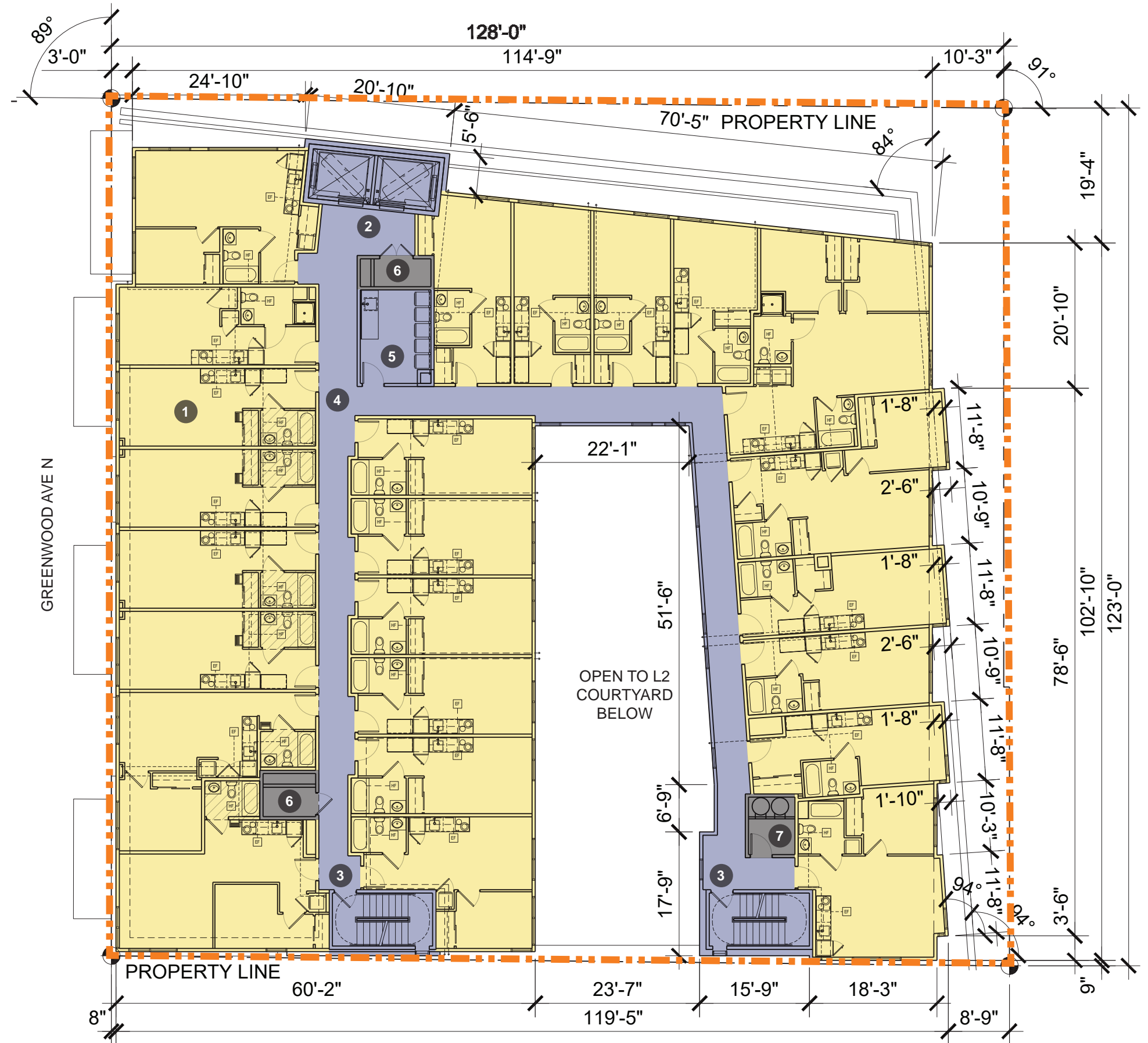
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**FLOOR PLANS**  
LEVEL 7, LEVEL 7 LOFTS



FLOOR PLAN | ROOF

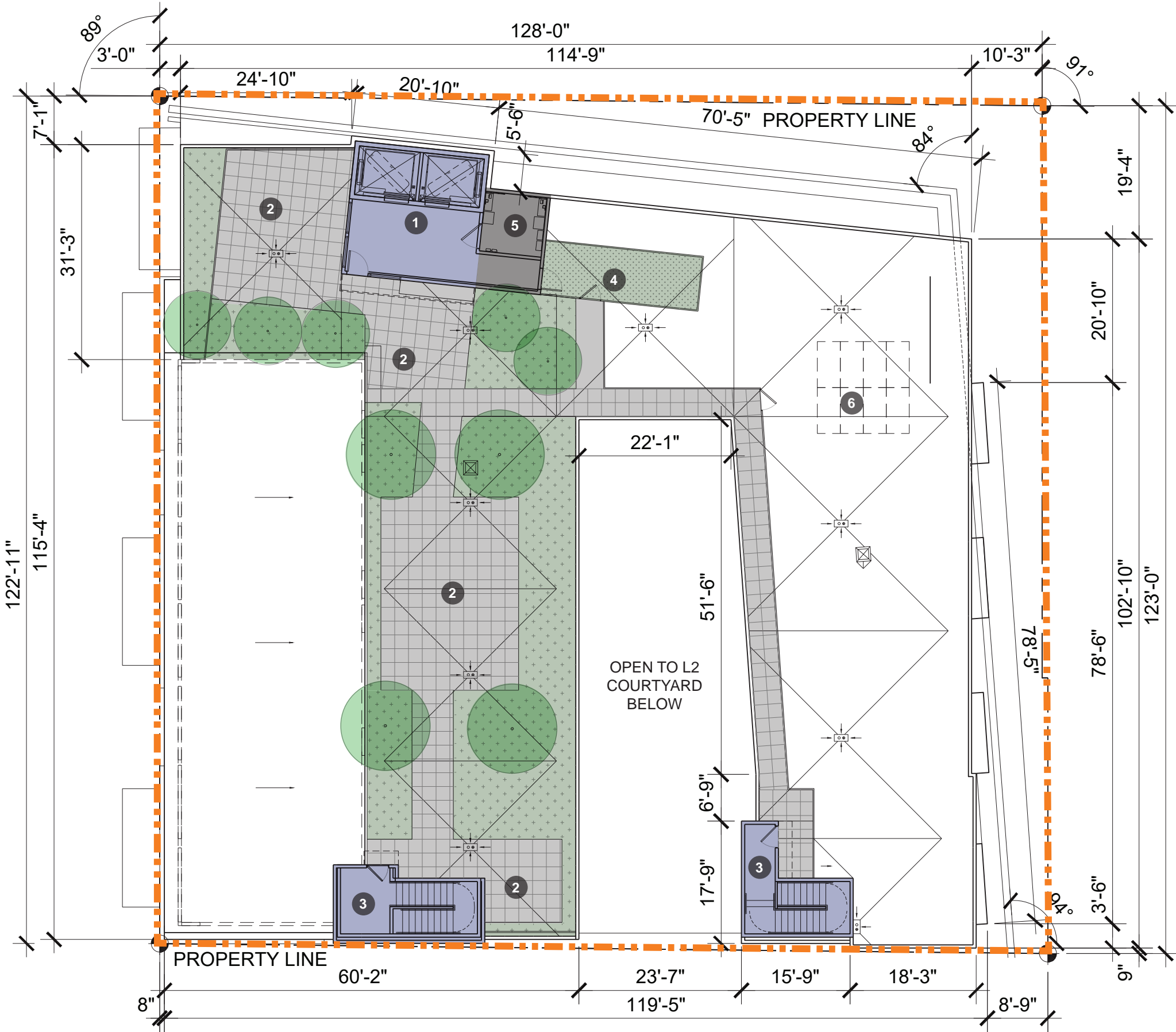
KEY

- RESIDENTIAL
- COMMON / CIRCULATION
- SERVICE
- LANDSCAPE
- COMMERCIAL
- OUTDOOR AMENITY
- 1 ELEVATORS
- 2 COMMON AMENITY
- 3 STAIR
- 4 PET RUN
- 5 ELEVATOR CONTROL
- 6 SOLAR PANELS

SCALE: 1/16" = 1'-0"



GREENWOOD AVE N



AERIAL VIEWS



LOOKING NORTHWEST



LOOKING SOUTHWEST



LOOKING SOUTHEAST



LOOKING NORTHEAST

OVERALL VIEWS



LOOKING NORTHEAST



LOOKING NORTHWEST



LOOKING SOUTHWEST



LOOKING SOUTHEAST

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OVERALL VIEWS

STREET VIEWS



RESIDENTIAL ENTRY | LOOKING NORTHEAST



COMMERCIAL | LOOKING NORTHEAST



RESIDENTIAL ENTRY | LOOKING SOUTHEAST

SIDEWALK VIEWS



RESIDENTIAL ENTRY | LOOKING EAST



COMMERCIAL ENTRY | LOOKING EAST



COMMERCIAL ENTRY | LOOKING SOUTHEAST



COMMERCIAL | LOOKING EAST

AMENITY SPACES



LEVEL 2 COURTYARD | COMMON AND PRIVATE AMENITY



LEVEL 2 COURTYARD | COMMON AND PRIVATE AMENITY



ROOF DECK | COMMON AMENITY



ROOF DECK | COMMON AMENITY



LEVEL 2 PATIOS | PRIVATE AMENITY

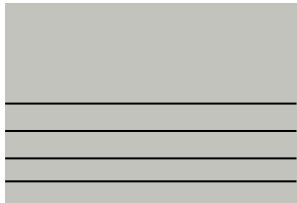
ELEVATION | WEST

KEY

- 1 FIBER CEMENT PANELING | AUTUMN GOLD
- 2 FIBER CEMENT PANELING | STONINGTON GRAY
- 3 FIBER CEMENT LAP SIDING | STONINGTON GRAY
- 4 FIBER CEMENT PANELING | WINTER WHITE
- 5 FIBER CEMENT PANELING | BLACK TAR
- 6 FIBER CEMENT PANELING | MATCH TO SLATE GRAY
- 7 BOX RIB METAL SIDING - VERTICAL | SLATE GRAY
- 8 METAL GUARDRAIL | BLACK
- 9 METAL CANOPY | BLACK
- 10 METAL CANOPY | MATCH TO AUTUMN GOLD
- 11 METAL BANDING | ZINC GRAY
- 12 BRICK | 75% PEWTER, 25% ASPEN
- 13 CONCRETE | CAST IN PLACE, NATURAL FINISH
- 14 WOOD COMPOSITE SIDING/SOFFIT | DARK WALNUT FINISH
- 15 VINYL WINDOWS | WHITE
- 16 VINYL WINDOWS | BLACK
- 17 ALUMINUM STOREFRONT | BLACK
- 18 METAL COPING | BLACK
- 19 METAL COPING | ZINC GRAY
- 20 METAL COPING | MATCH TO AUTUMN GOLD



7



2

3



11



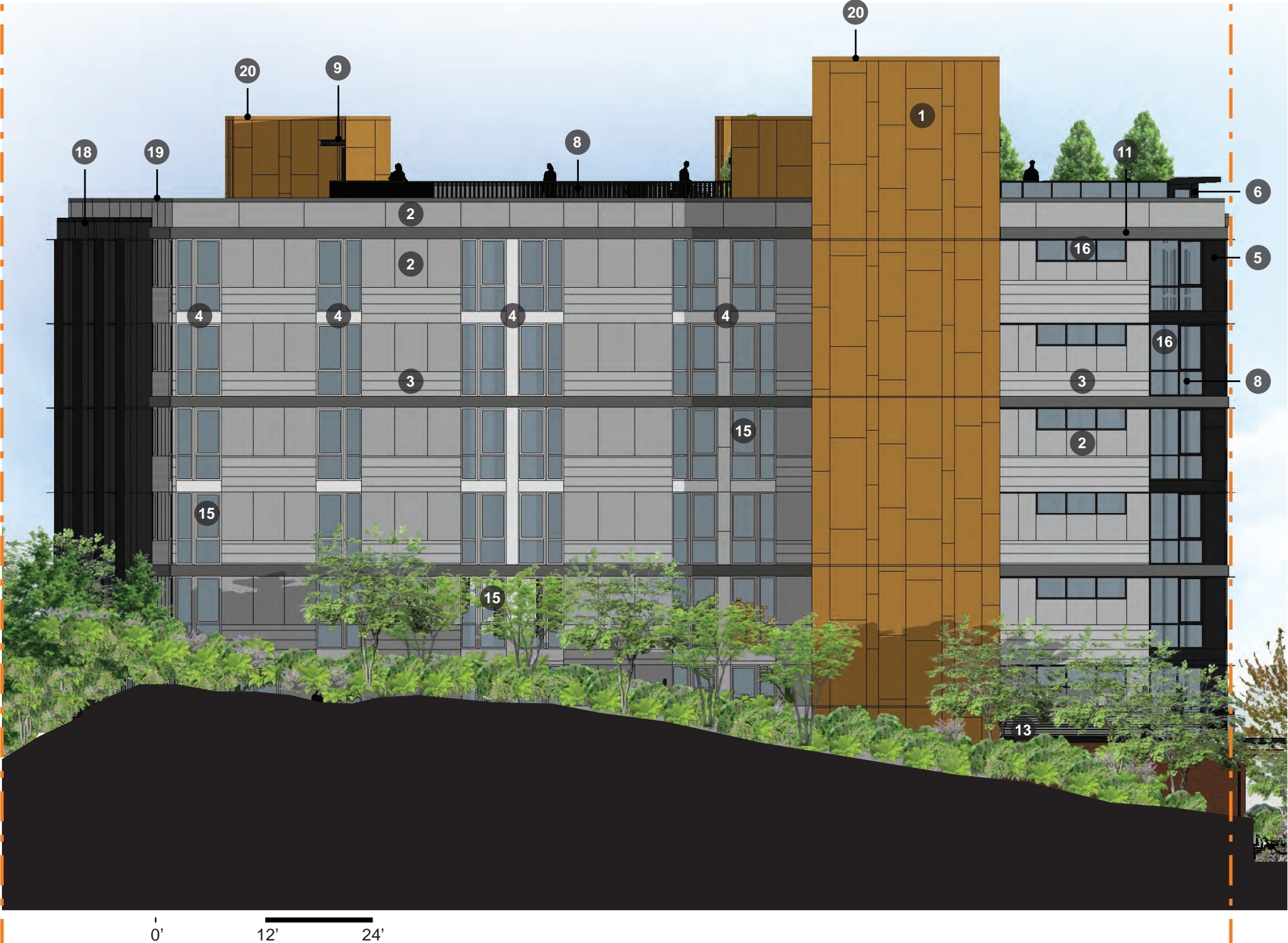
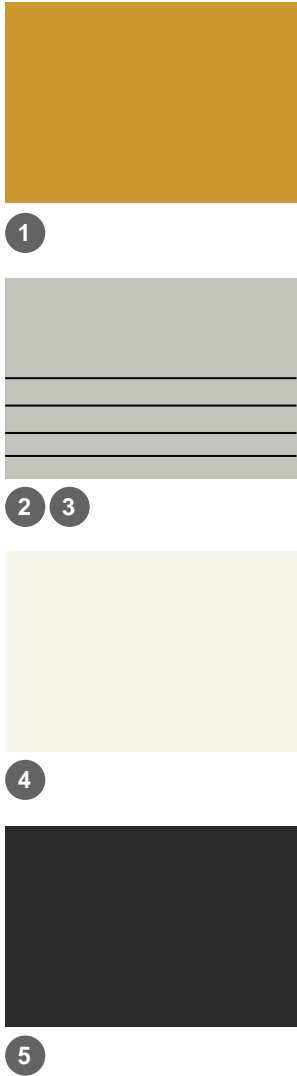
12



ELEVATION | NORTH

KEY

- 1 FIBER CEMENT PANELING | AUTUMN GOLD
- 2 FIBER CEMENT PANELING | STONINGTON GRAY
- 3 FIBER CEMENT LAP SIDING | STONINGTON GRAY
- 4 FIBER CEMENT PANELING | WINTER WHITE
- 5 FIBER CEMENT PANELING | BLACK TAR
- 6 FIBER CEMENT PANELING | MATCH TO SLATE GRAY
- 7 BOX RIB METAL SIDING - VERTICAL | SLATE GRAY
- 8 METAL GUARDRAIL | BLACK
- 9 METAL CANOPY | BLACK
- 10 METAL CANOPY | MATCH TO AUTUMN GOLD
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- 16 VINYL WINDOWS | BLACK
- 17 ALUMINUM STOREFRONT | BLACK
- 18 METAL COPING | BLACK
- 19 METAL COPING | ZINC GRAY
- 20 METAL COPING | MATCH TO AUTUMN GOLD



ELEVATION | EAST

KEY

- 1

FIBER CEMENT PANELING |  
AUTUMN GOLD
- 2

FIBER CEMENT PANELING |  
STONINGTON GRAY
- 3

FIBER CEMENT LAP SIDING |  
STONINGTON GRAY
- 4

FIBER CEMENT PANELING |  
WINTER WHITE
- 5

FIBER CEMENT PANELING |  
BLACK TAR
- 6

FIBER CEMENT PANELING |  
MATCH TO SLATE GRAY
- 7

BOX RIB METAL SIDING - VERTICAL |  
SLATE GRAY
- 8

METAL GUARDRAIL |  
BLACK
- 9

METAL CANOPY | BLACK
- 10

METAL CANOPY | MATCH  
TO AUTUMN GOLD
- 11

METAL BANDING |  
ZINC GRAY
- 12

BRICK | 75% PEWTER, 25%  
ASPEN
- 13

CONCRETE | CAST IN  
PLACE, NATURAL FINISH
- 14

WOOD COMPOSITE SIDING/SOFFIT |  
DARK WALNUT FINISH
- 15

VINYL WINDOWS | WHITE
- 16

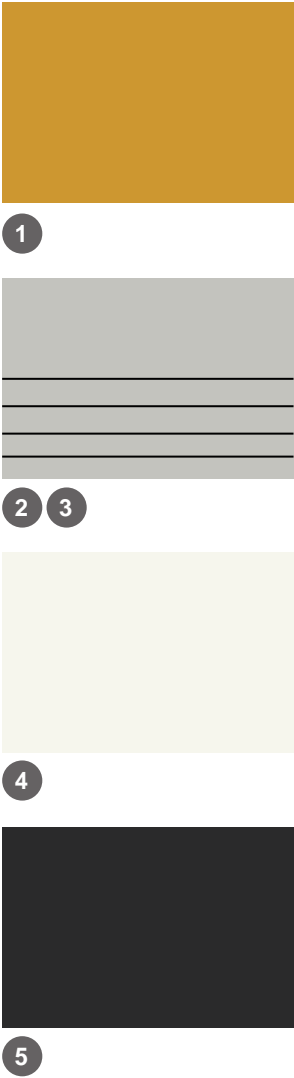
VINYL WINDOWS | BLACK
- 17

ALUMINUM STOREFRONT | BLACK
- 18

METAL COPING | BLACK
- 19

METAL COPING | ZINC GRAY
- 20

METAL COPING | MATCH TO AUTUMN GOLD



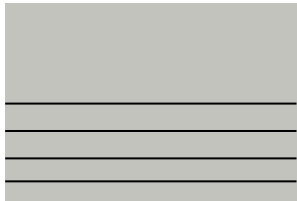
ELEVATION | SOUTH

KEY

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- 19 METAL COPING | ZINC GRAY
- 20 METAL COPING | MATCH TO AUTUMN GOLD



7



2

3



11



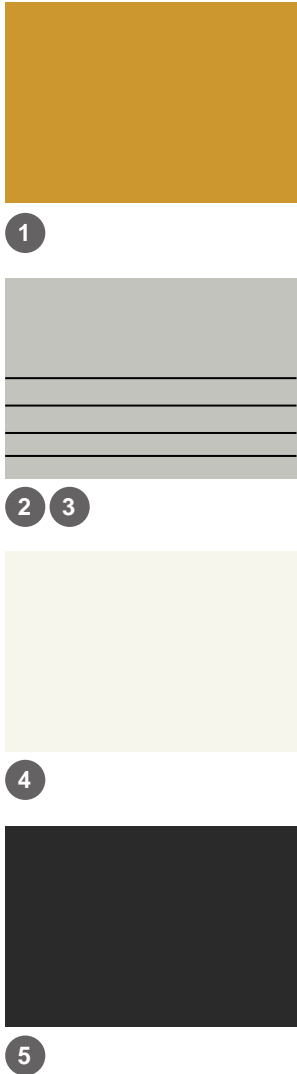
12



ELEVATION | EAST INNER COURTYARD

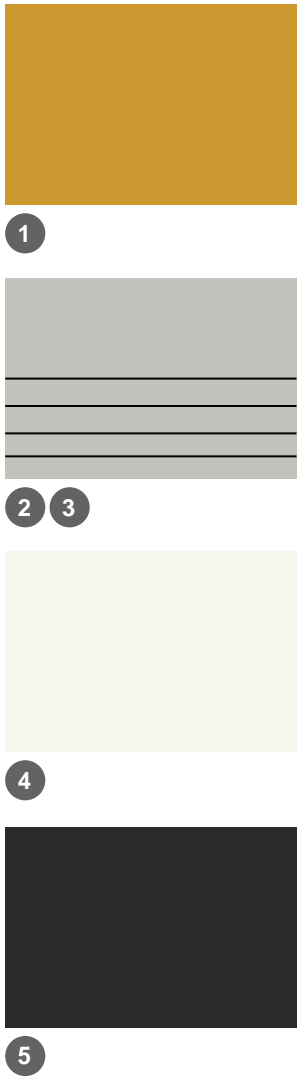
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- 18 METAL COPING | BLACK
- 19 METAL COPING | ZINC GRAY
- 20 METAL COPING | MATCH TO AUTUMN GOLD



ELEVATION | WEST INNER COURTYARD

- KEY
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  - 10 METAL CANOPY | MATCH TO AUTUMN GOLD
  - 11 METAL BANDING | ZINC GRAY
  - 12 BRICK | 75% PEWTER, 25% ASPEN
  - 13 CONCRETE | CAST IN PLACE, NATURAL FINISH
  - 14 WOOD COMPOSITE SIDING/SOFFIT | DARK WALNUT FINISH
  - 15 VINYL WINDOWS | WHITE
  - 16 VINYL WINDOWS | BLACK
  - 17 ALUMINUM STOREFRONT | BLACK
  - 18 METAL COPING | BLACK
  - 19 METAL COPING | SLATE GRAY
  - 20 METAL COPING | MATCH TO AUTUMN GOLD



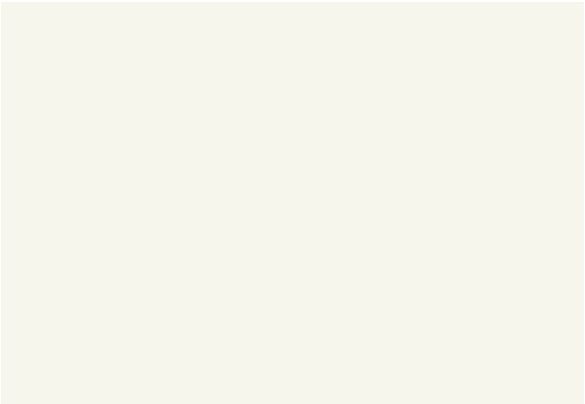
MATERIALS



1 10 20 AUTUMN GOLD  
FIBER CEMENT PANEL SIDING  
BENJAMIN MOORE AUTUMN  
GOLD 2152-30



2 3 LIGHT GRAY  
FIBER CEMENT PANEL/LAP SIDING  
BENJAMIN MOORE STONINGTON  
GRAY HC-170



4 WHITE  
FIBER CEMENT PANEL SIDING  
BENJAMIN MOORE WINTER WHITE OC-21



5 BLACK  
FIBER CEMENT PANEL SIDING  
BENJAMIN MOORE BLACK TAR 2126-10



6 MEDIUM GRAY  
FIBER CEMENT PANEL SIDING  
PAINTED TO MATCH "SLATE GRAY" METAL



7 SLATE GRAY  
BOX RIB METAL SIDING  
AEP SPAN SLATE GRAY



7 SLATE GRAY  
BOX RIB METAL SIDING  
AEP SPAN SLATE GRAY



8 9 18 BLACK  
METAL ACCENTS/RAILINGS/  
CANOPIES/COPING



11 ZINC GRAY  
METAL BANDING  
AEP SPAN ZINC GRAY



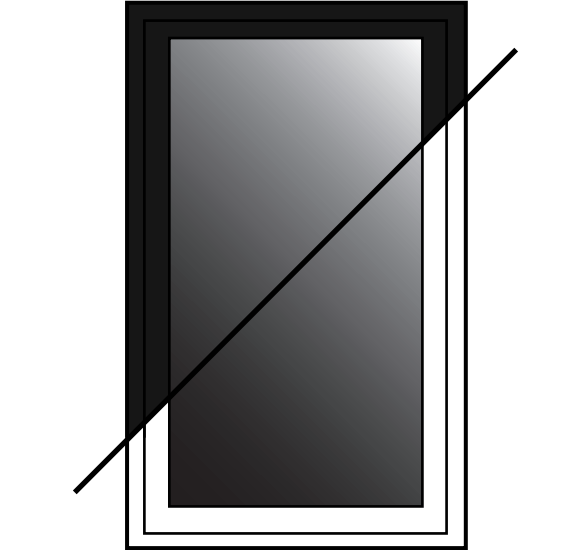
12 BRICK BLEND  
75% PEWTER, 25% ASPEN  
MUTUAL MATERIALS



13 CONCRETE  
CAST IN PLACE, NATURAL FINISH



14 WOOD COMPOSITE  
DARK WALNUT FINISH

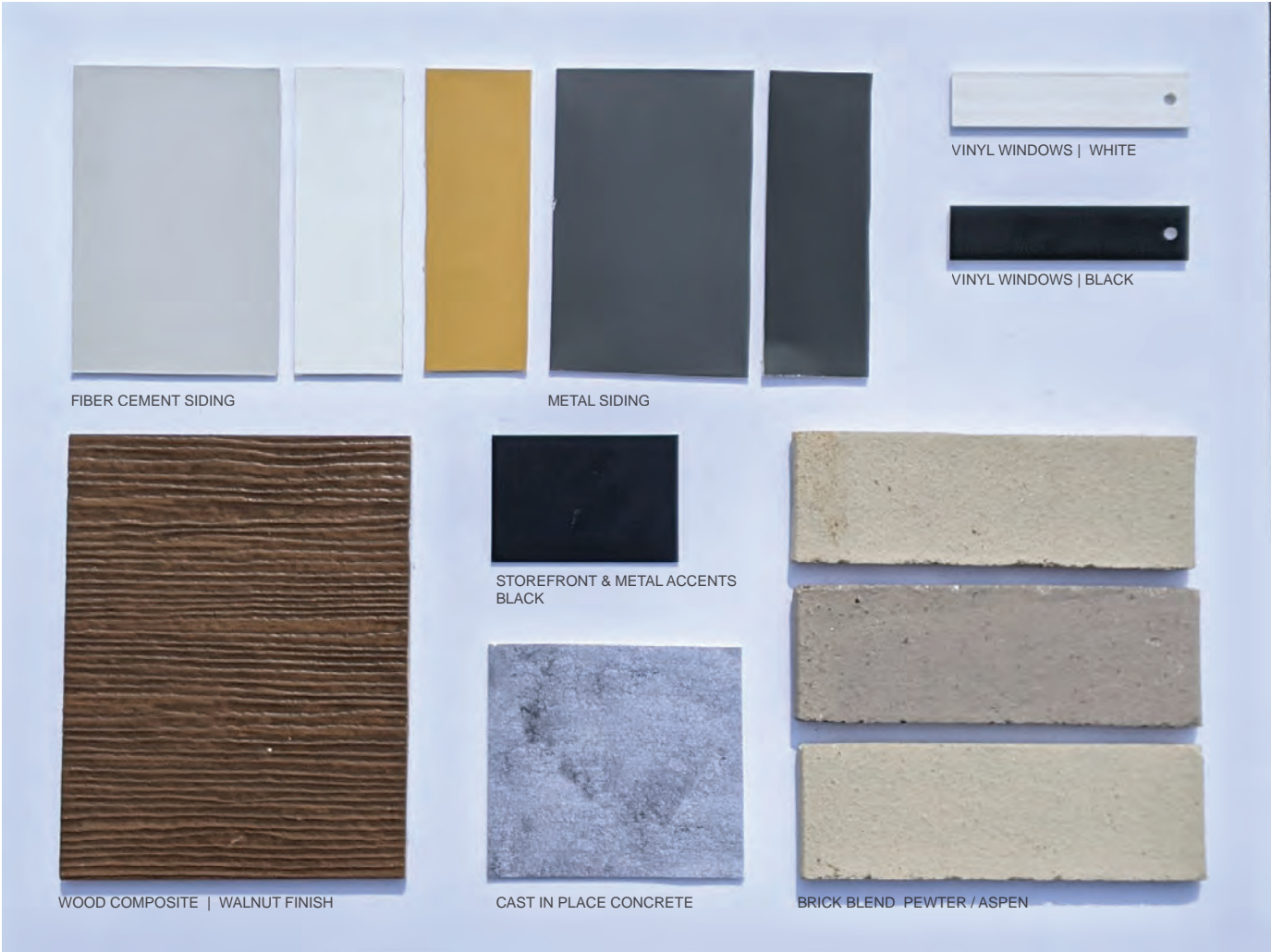


15 16 WINDOWS  
BLACK/WHITE VINYL



17 STOREFRONT  
BLACK, ALUMINUM

MATERIAL BOARDS

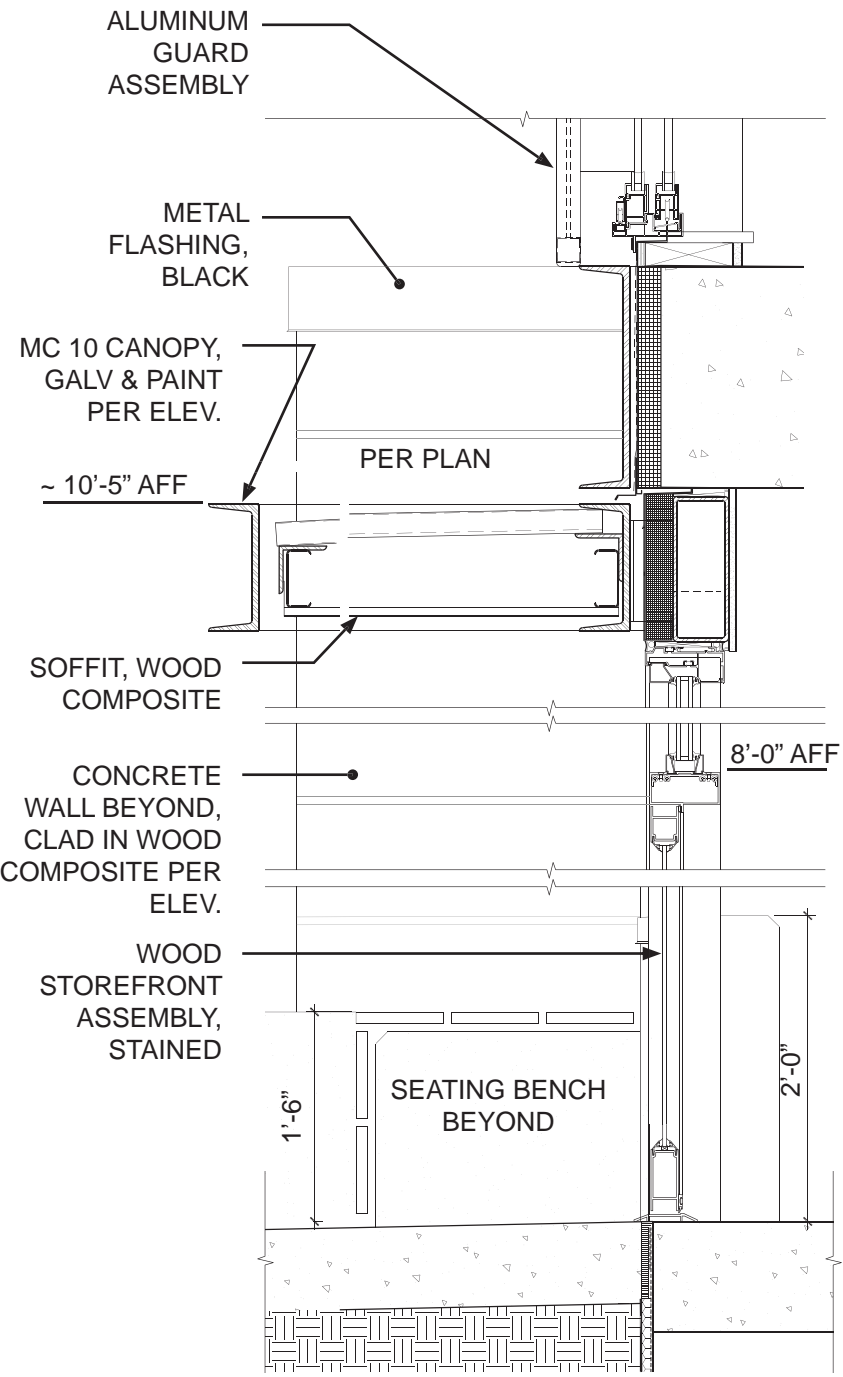


PROPOSED PROJECT | 8730 GREENWOOD AVE N



PHASE 1 / HEMLOCK | 8704 GREENWOOD AVE N

EXTERIOR DETAILS



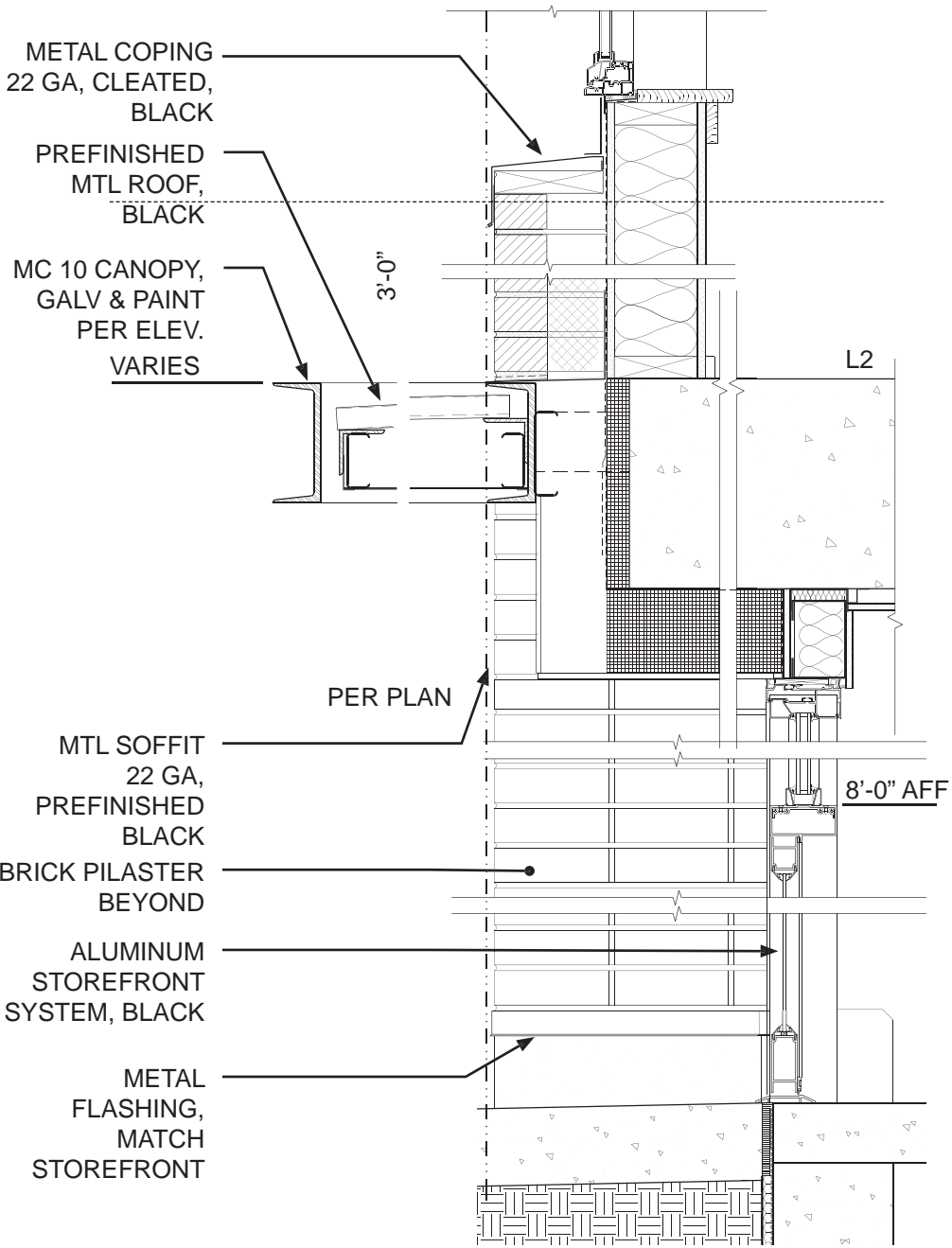
A - RESIDENTIAL ENTRY CANOPY



RESIDENTIAL CANOPY

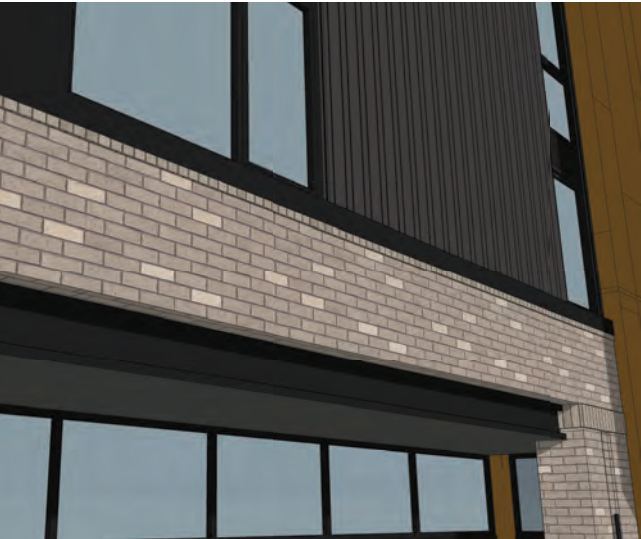


COMMERCIAL CANOPY

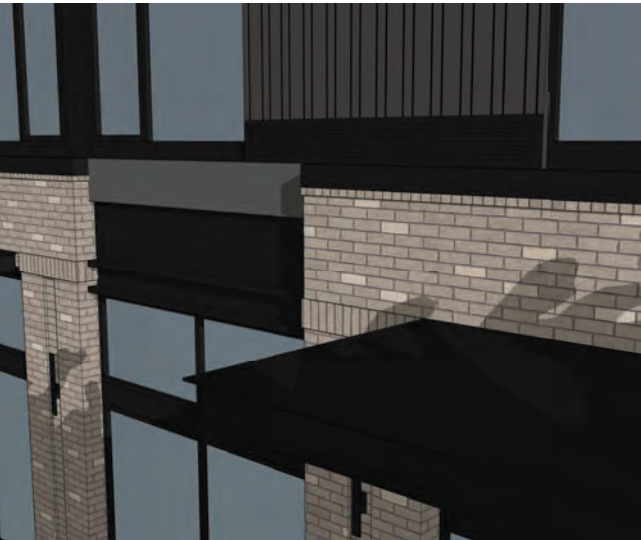
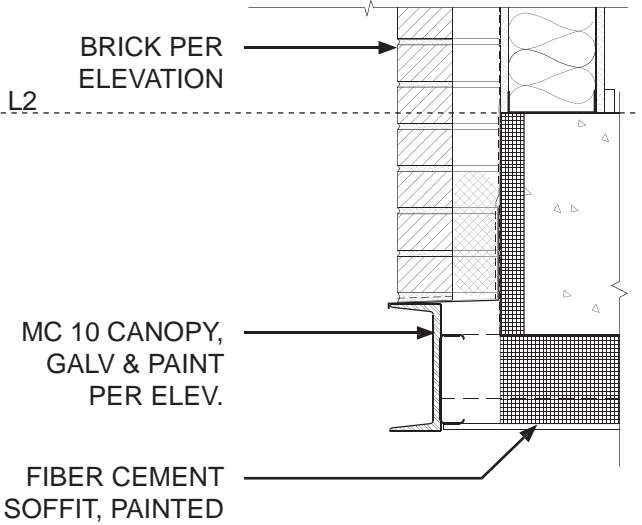


B - COMMERCIAL CANOPY

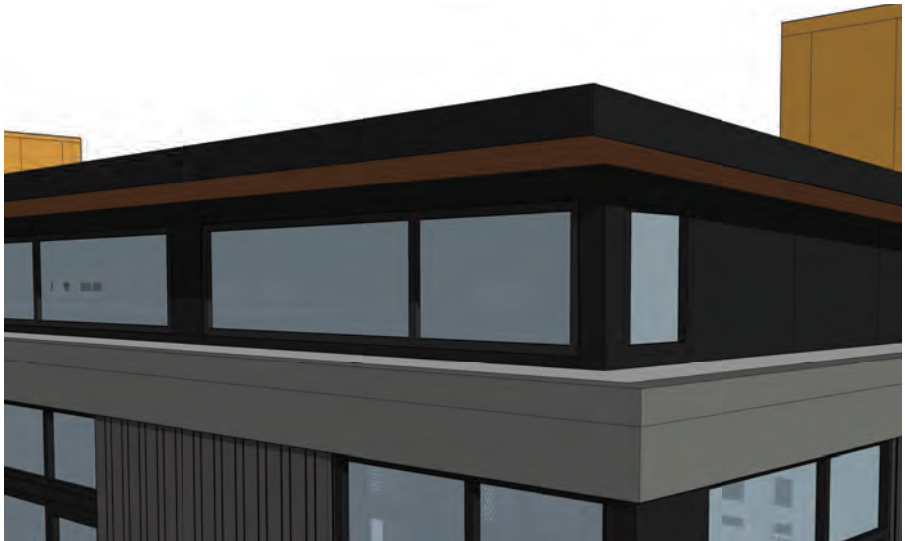
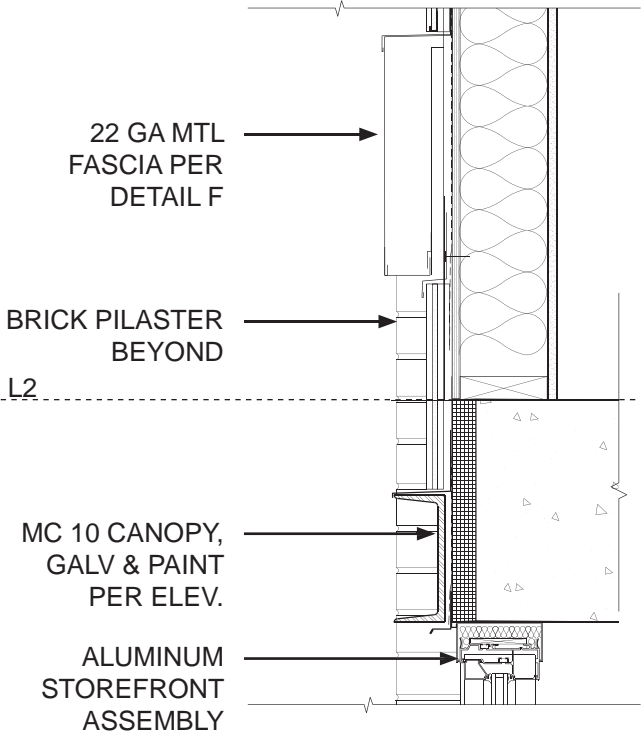
EXTERIOR DETAILS



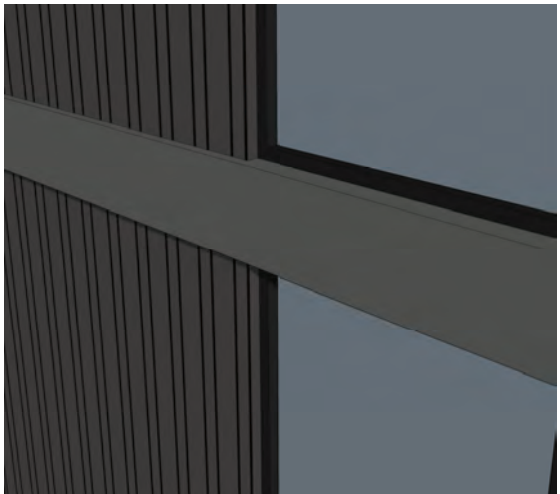
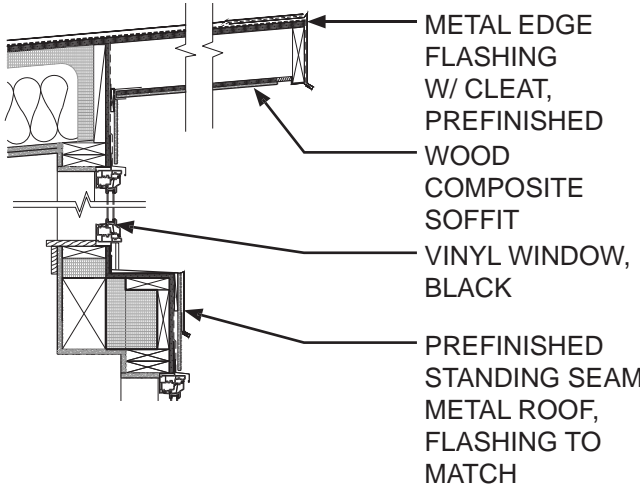
C - BRICK HEADER AT STOREFRONT



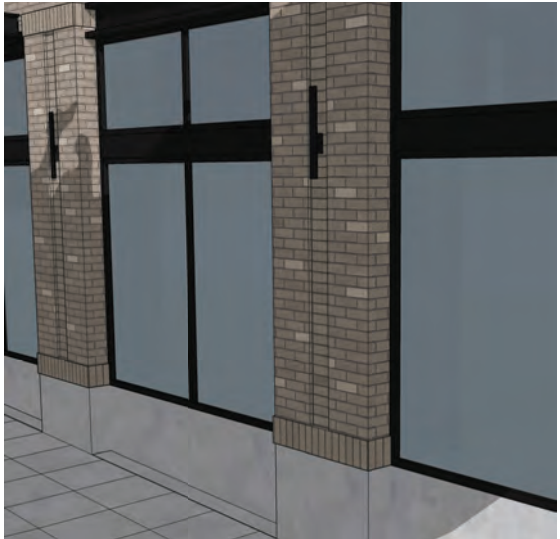
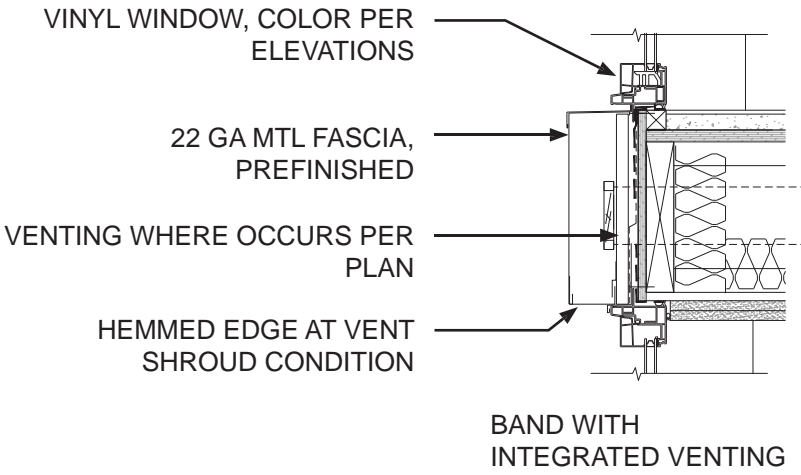
D - STOREFRONT / SIDING TRANSITION AT L2



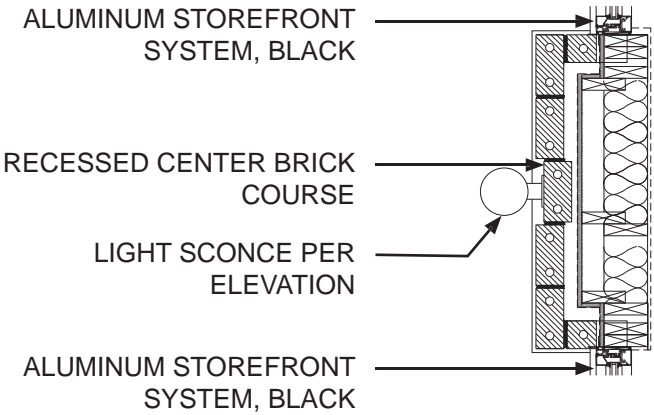
E - CLERESTORY EAVE



F - HORIZONTAL BANDING



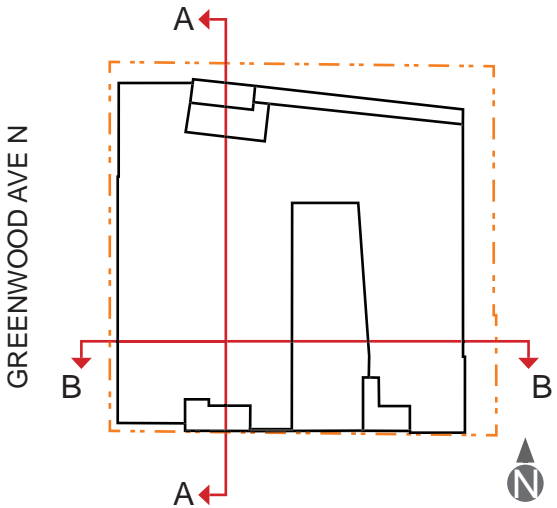
G - STREET-LEVEL BRICK PILASTERS



BUILDING SECTION | EAST / WEST

KEY

- COMMON/CIRCULATION
- RESIDENTIAL
- SERVICE/UTILITY
- COMMERCIAL

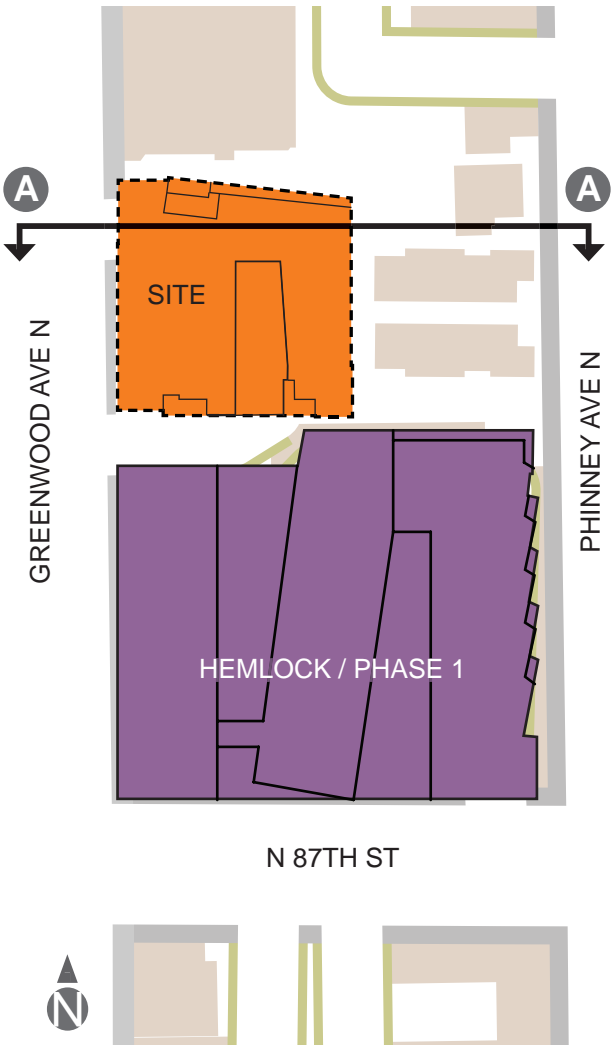
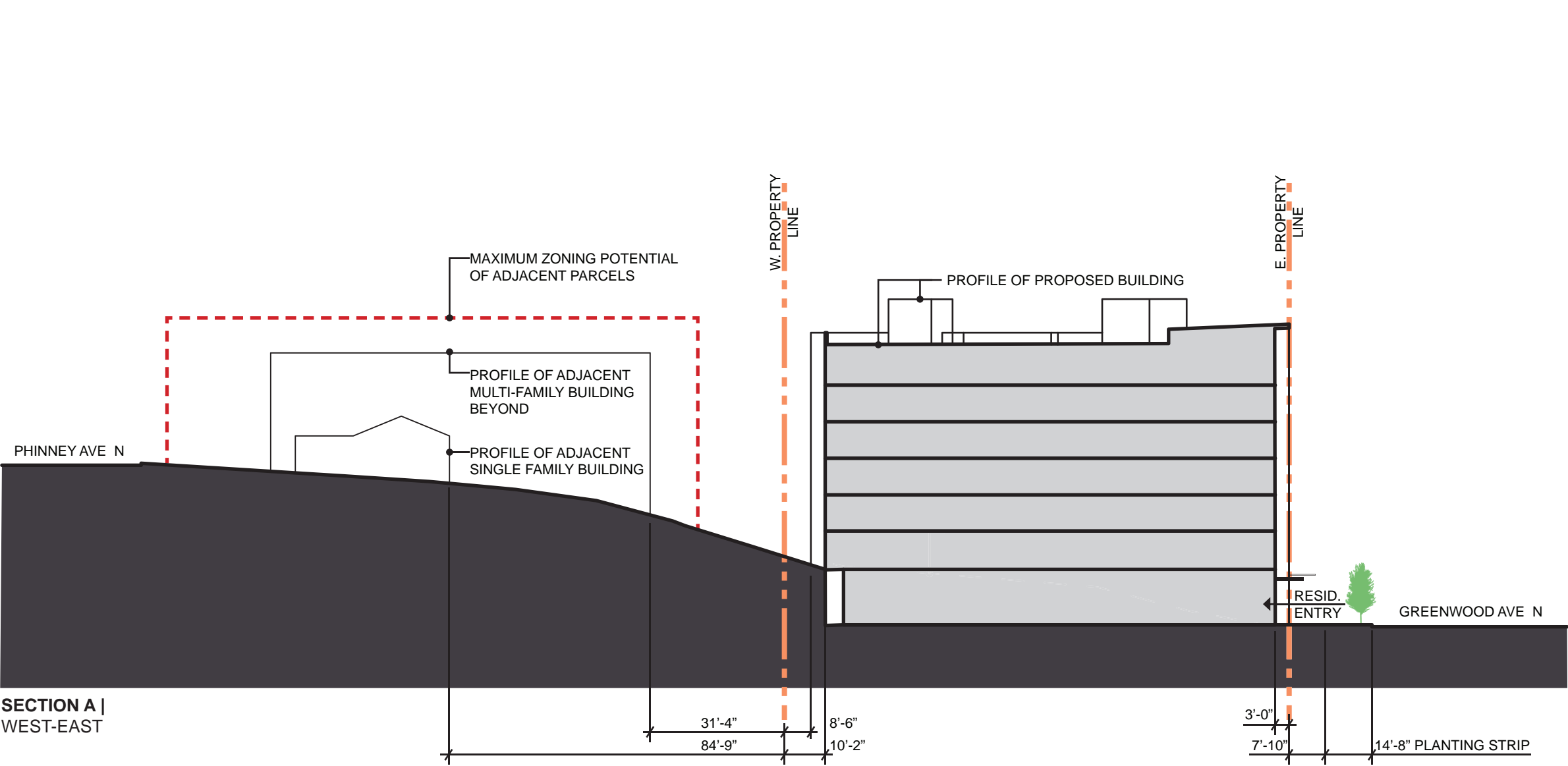


SECTION AA

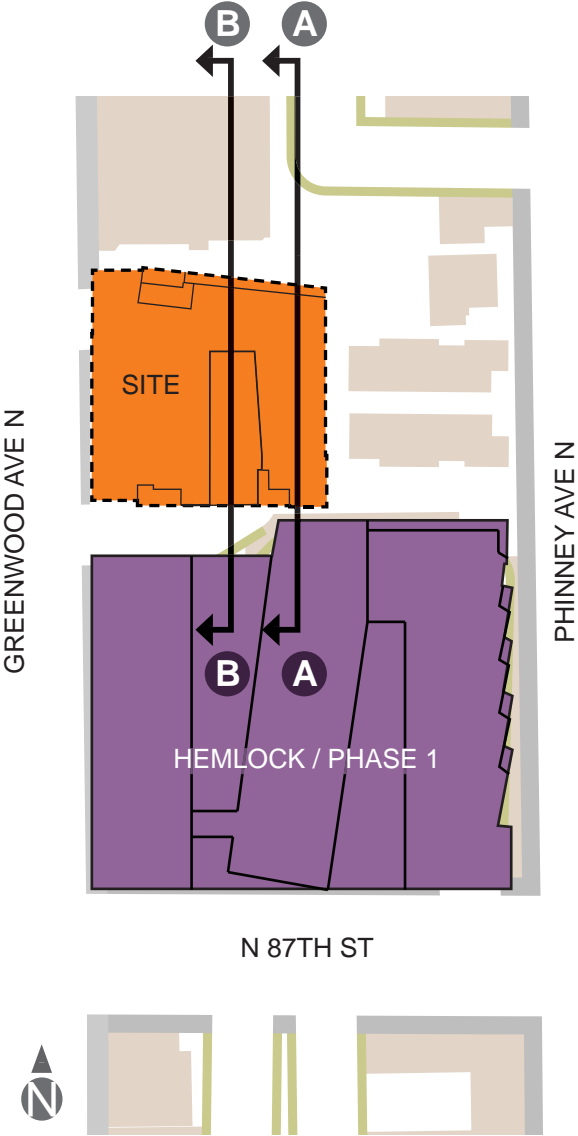
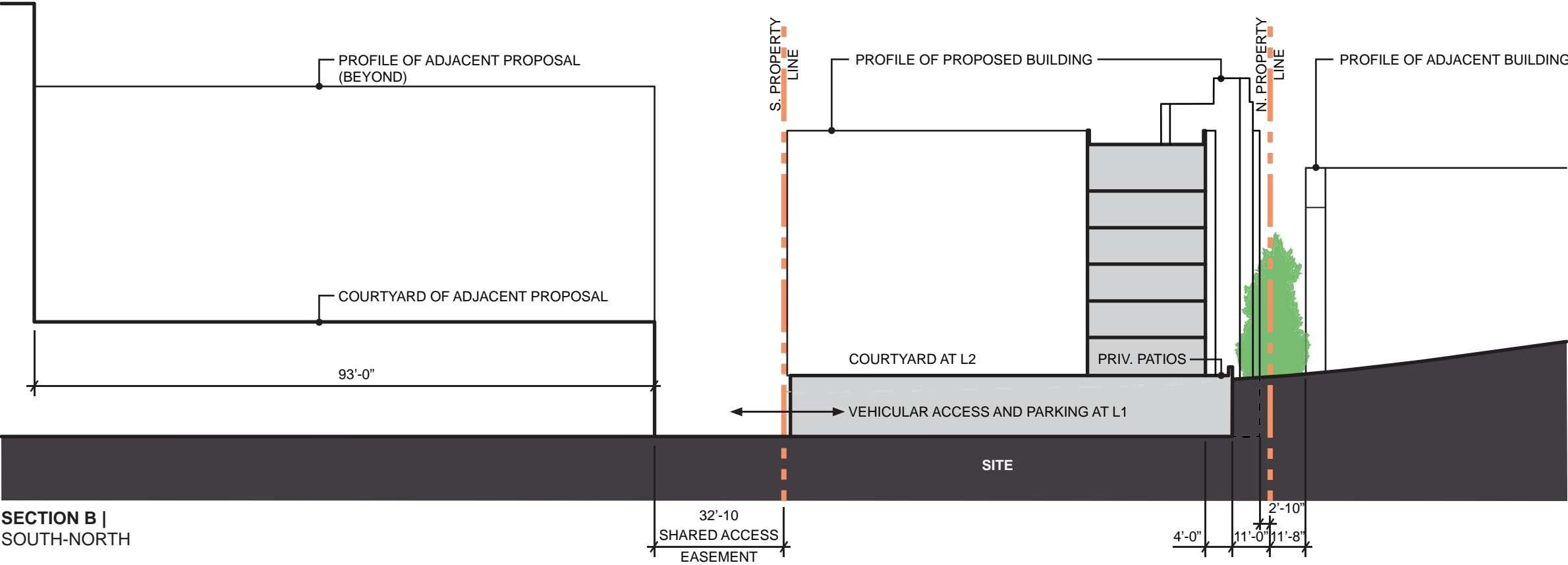
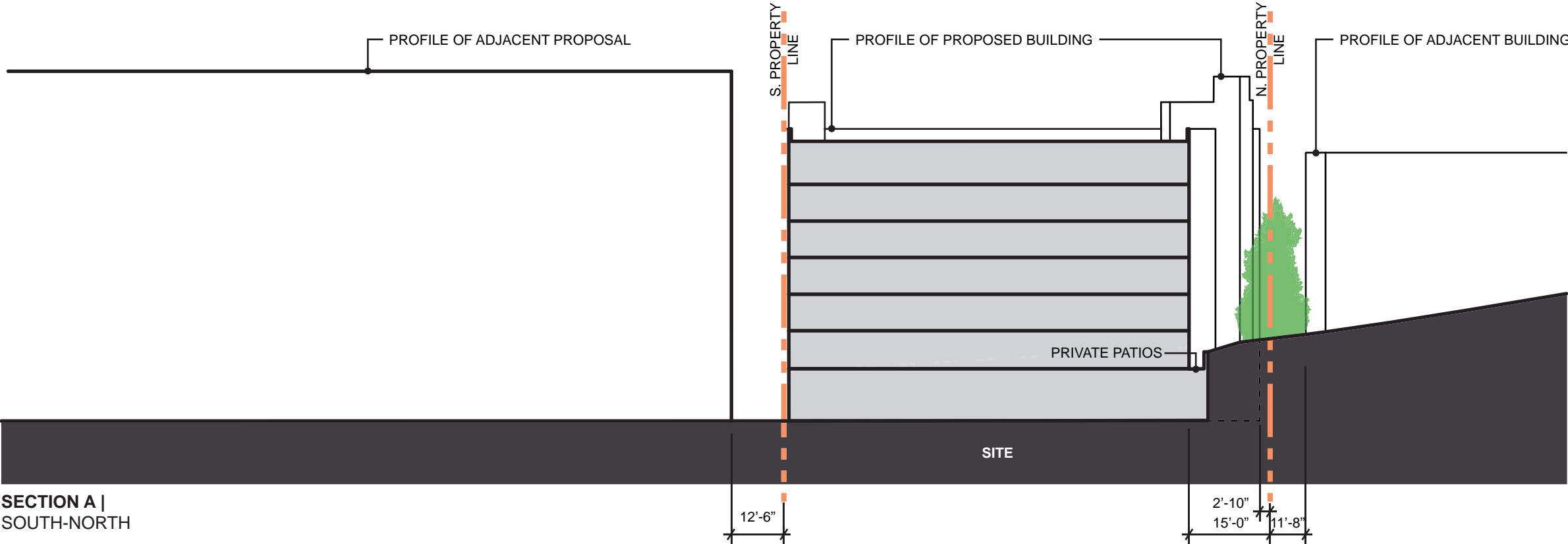


SECTION BB

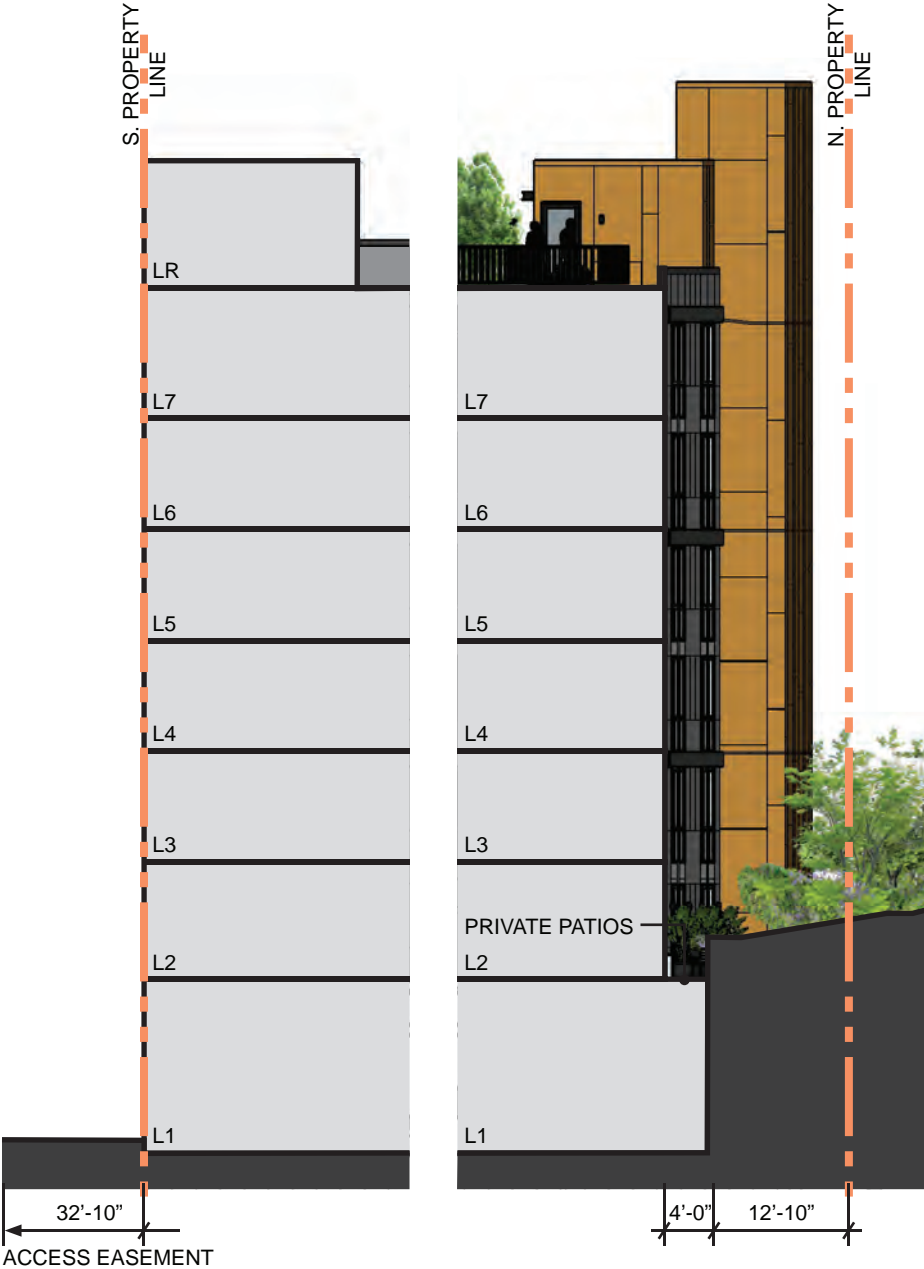
SITE EDGE CONDITIONS



SITE EDGE CONDITIONS



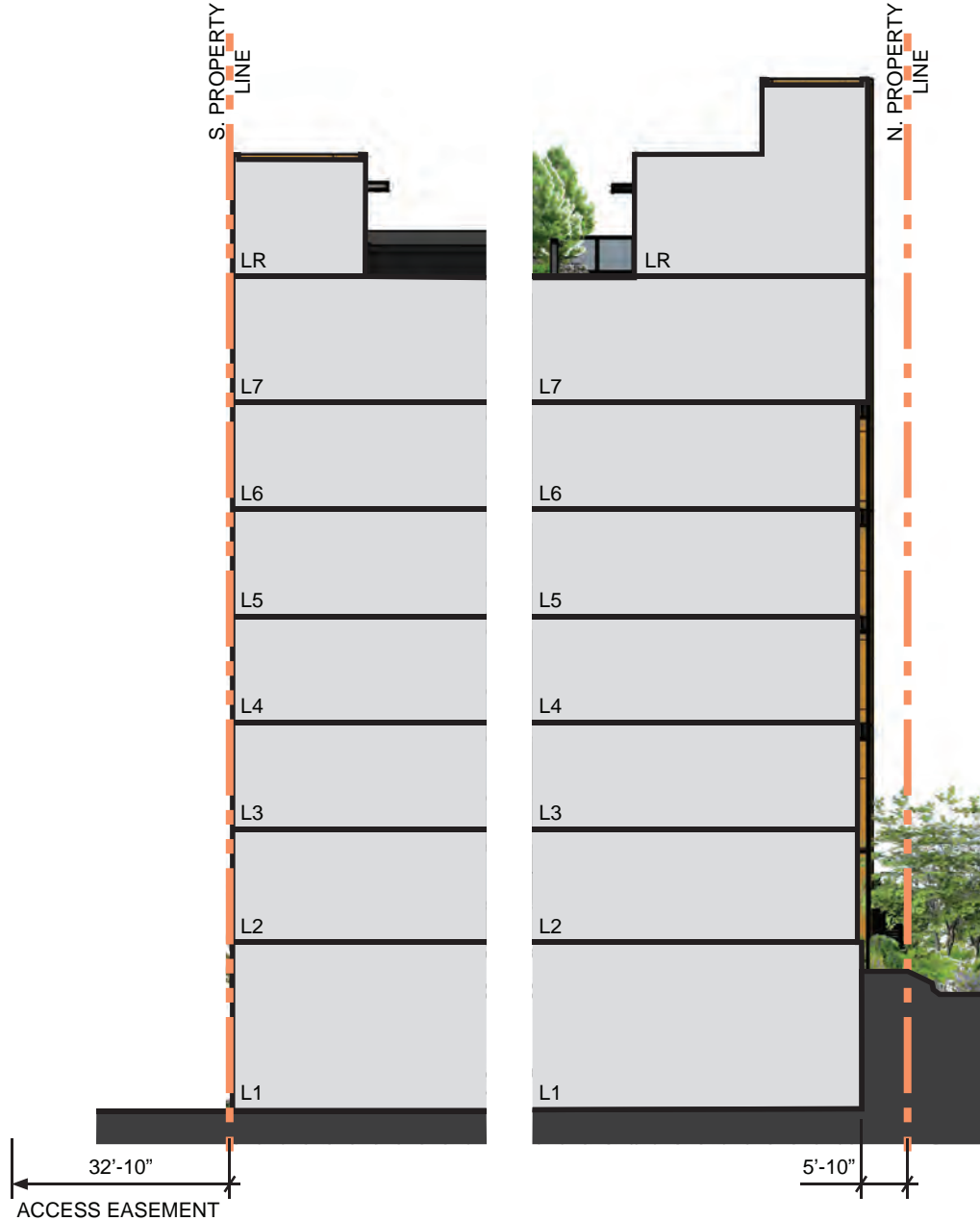
ADJACENCIES



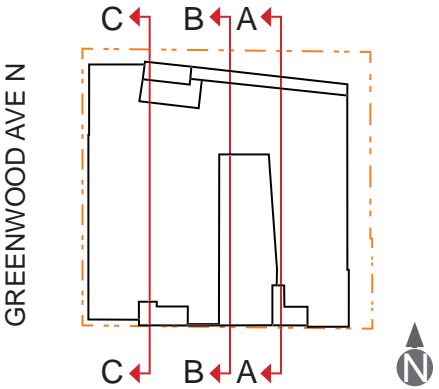
ADJACENCY SECTION A | SOUTH-NORTH



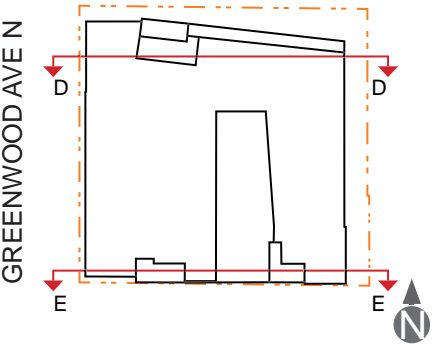
ADJACENCY SECTION B | SOUTH-NORTH



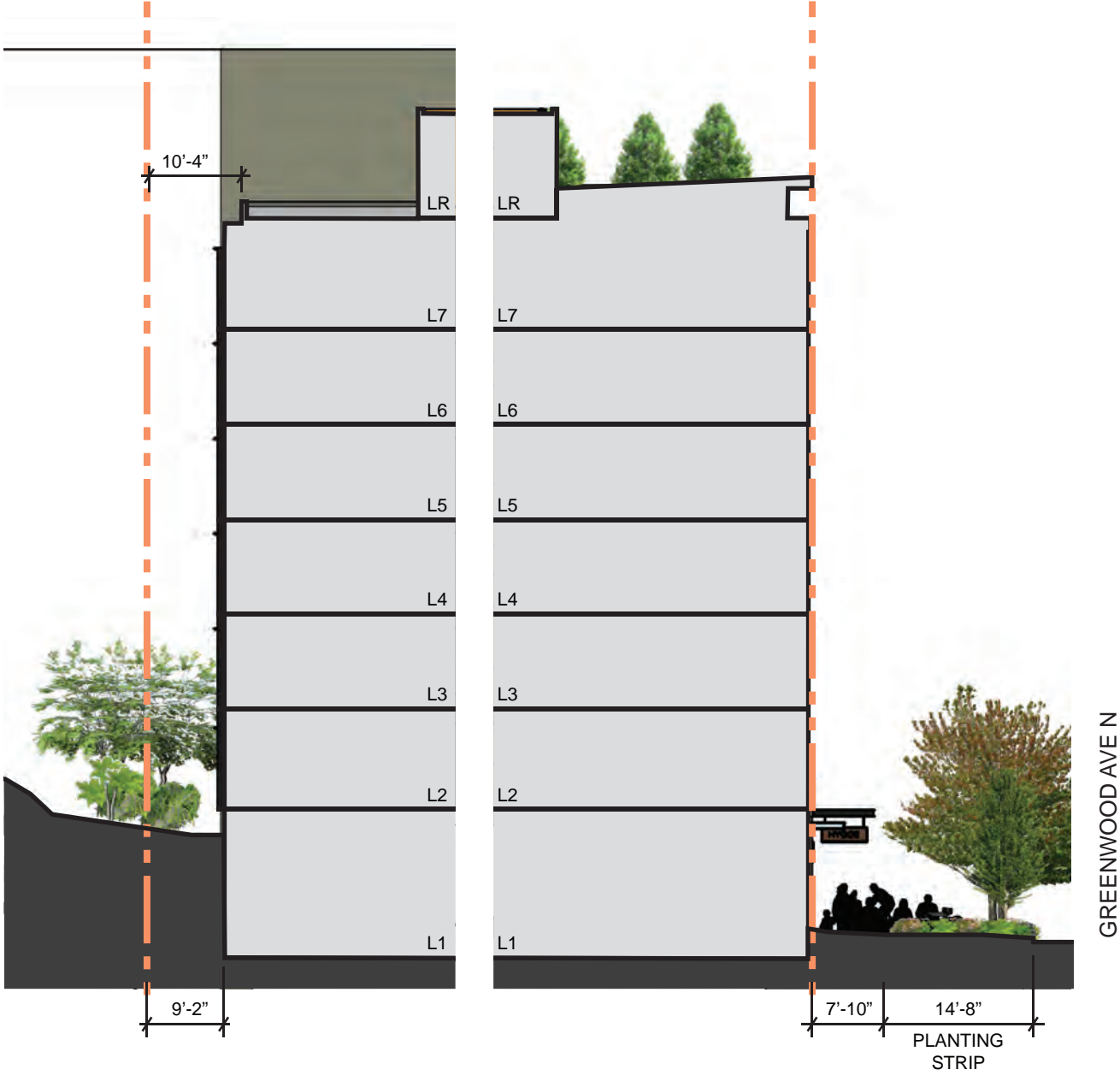
ADJACENCY SECTION C | SOUTH-NORTH



ADJACENCIES



ADJACENCY SECTION D | EAST-WEST

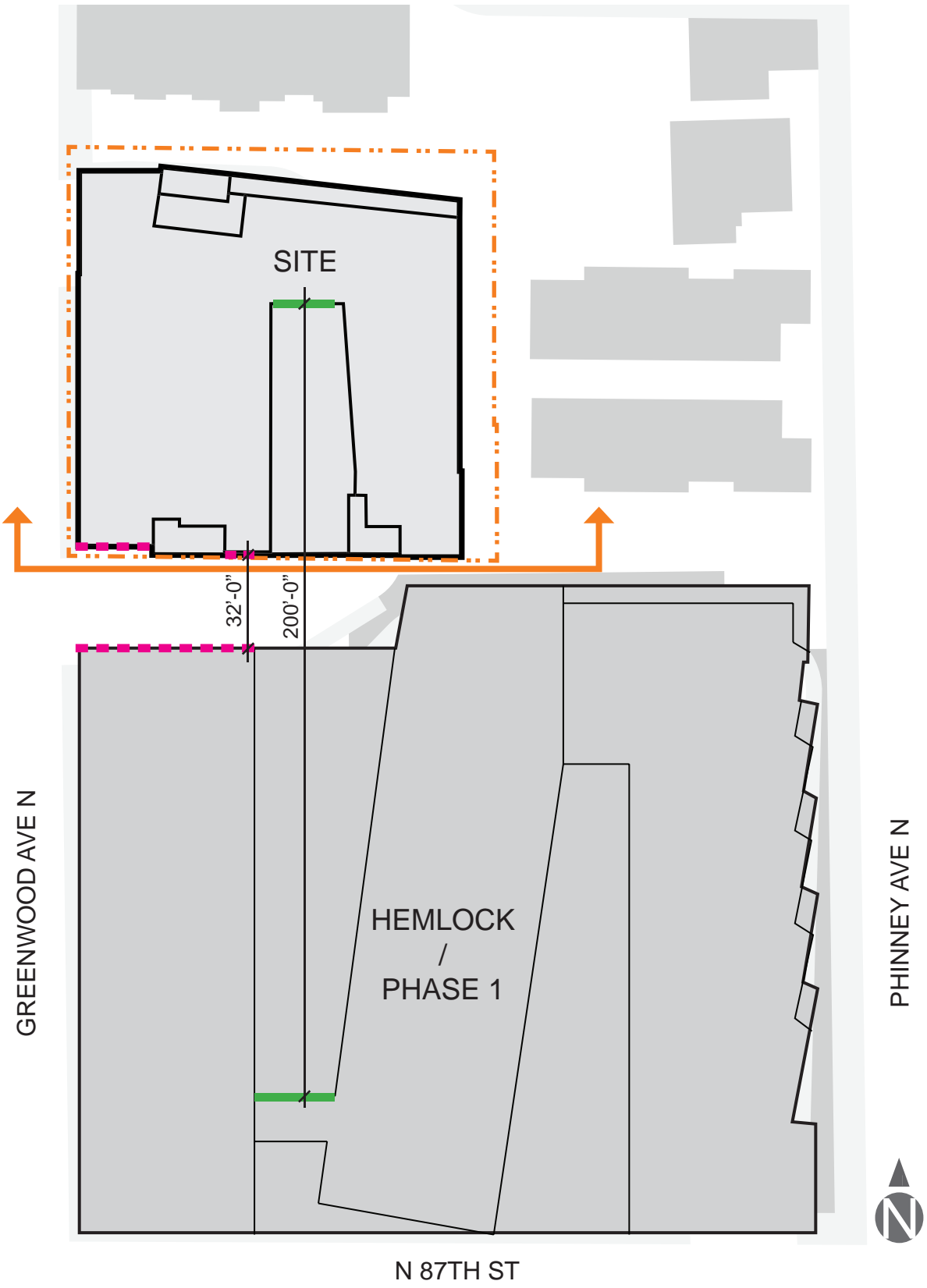


ADJACENCY SECTION E | EAST-WEST

ANALYSIS |  
PRIVACY & ADJACENT STRUCTURES

SOUTH FACADE |  
The shared drive aisle between the Hemlock building and proposed structure is approximately 32'-0", so while there are windows that overlap in elevation, the distance between the structures is significant enough to mitigate any potential privacy concerns. The remaining overlapping windows are at the far ends of the courtyards and are greater than 200' feet from each other.

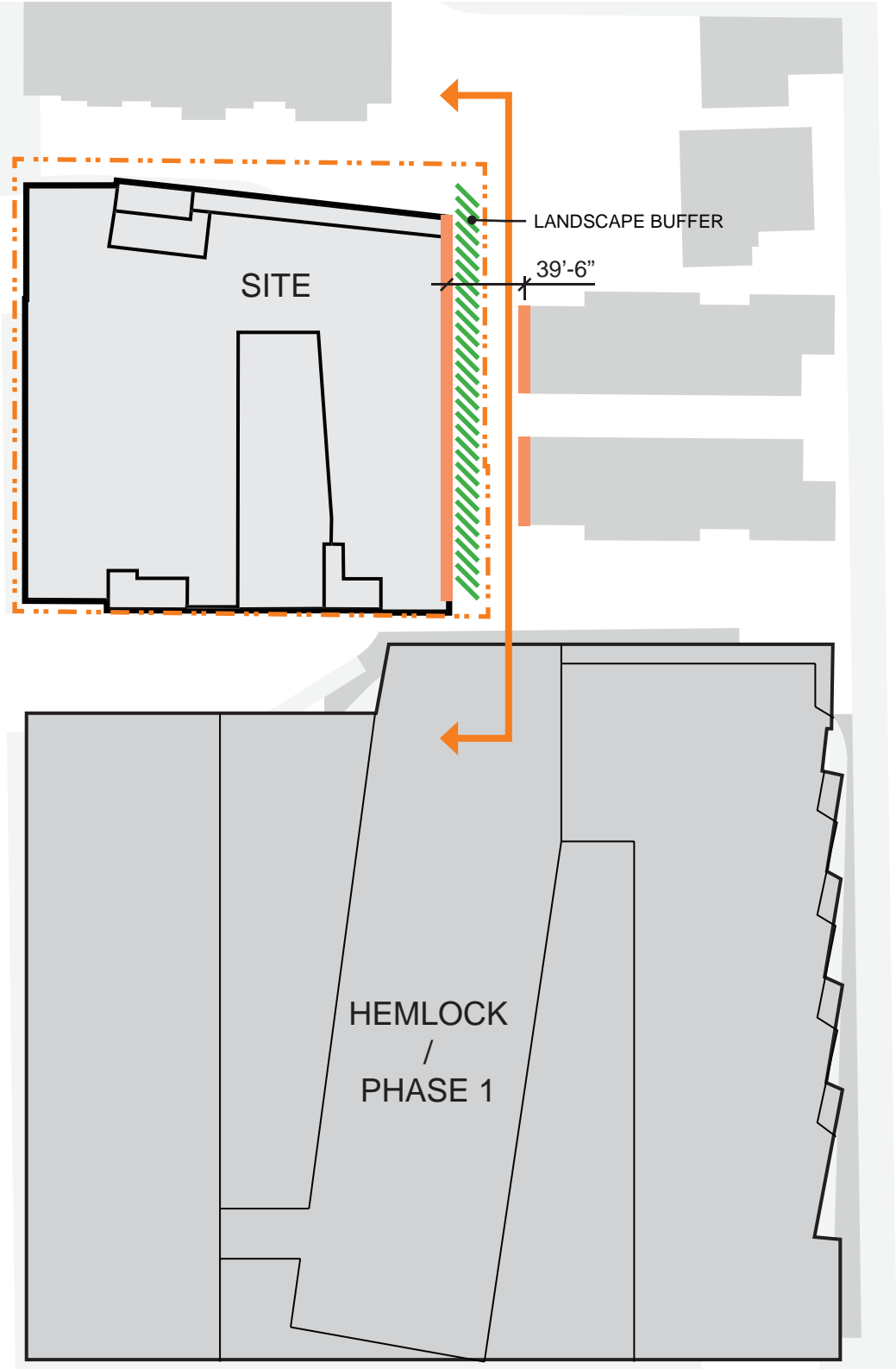
-  WINDOW OVERLAP WITH  
NEIGHBORING BUILDING (32'-0" +/- SEPARATION)
-  WINDOW OVERLAP WITH  
NEIGHBORING BUILDING (200'-0" +/- SEPARATION)



# ANALYSIS | PRIVACY & ADJACENT STRUCTURES

EAST FACADE |  
 Though there is also nearly 40'-0" feet of separation between the two buildings, care has been taken along the east facade to stagger the proposed windows with the adjacent multi-family structure, minimizing visual reciprocity and maintaining privacy for both residents.

 **WINDOW OVERLAP WITH  
 NEIGHBORING BUILDING (39'-0" +/- SEPARATION)**



# ANALYSIS | PRIVACY & ADJACENT STRUCTURES

**NORTH FACADE |**  
The north facade of the proposed building follows the existing retaining wall and angles away from the adjacent structure. The two buildings are closest to each other (approximately 17'-0") at the northwest corner, and angle away to greater than 30'-0" at the east edge. Where the buildings are closest either no windows, or smaller windows with a high sill have been used to mitigate privacy concerns between units facing each other.

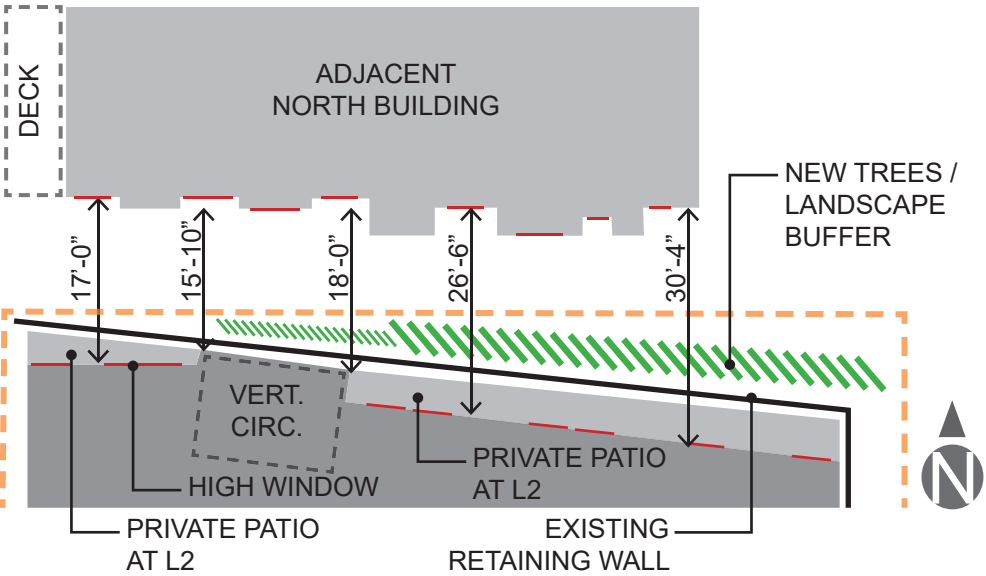
 **WINDOW OVERLAP WITH  
NEIGHBORING BUILDING (> 25'-0" SEPARATION)**



 NORTH ELEVATION



**EXISTING STRUCTURE & TREES TO NORTH**  
After assessing the trees on the northern edge of the site, a consulting arborist recommended *"to remove those trees and replant the areas with a shade tolerant species. We just think it is unlikely they will survive long term. They are already growing in a slightly funky lean towards the south, and have clearly been suppressed by the ivy for quite some time."*  
The project team has been in discussions with the adjacent property owners to the north regarding the proposed uses and the landscaping between the two properties, and the current proposal to remove the existing trees and plant a robust landscape buffer of new, shade tolerant trees and landscaping it supported.



NORTH EDGE PLAN DIAGRAM

ANALYSIS | SOUTHWEST CORNER PILASTER

The proposed design has a “soft corner” at the street level that provides many benefits to the project in regards to emergency egress, pedestrian and vehicle safety, and maintaining a consistent language between the building and the adjacent Phase 1 / Hemlock project.

- The secondary emergency egress for both the commercial space and west stair are via a dedicated walkway between the commercial space and south property line. Incorporating a corner pilaster would force people egressing to enter the drive aisle, creating a conflict with vehicular traffic.
- The corner pilaster would significantly obstruct the view of drivers towards the north sidewalk, increasing the chance of vehicle / pedestrian collisions.
- The west face of the egress stair is primarily glass, and a pilaster creates a visual obstruction along the street-edge, reducing the overall street-facing transparency within the pedestrian zone, contrary to zoning specifications and design guidelines.
- The adjacent Phase 1 / Hemlock development utilizes a similar “soft-corner” expression, and the use of similar elements - masonry pilasters, transparency facing the shared access easement, and the “soft” corner - helps reinforce a connection between the two structures.



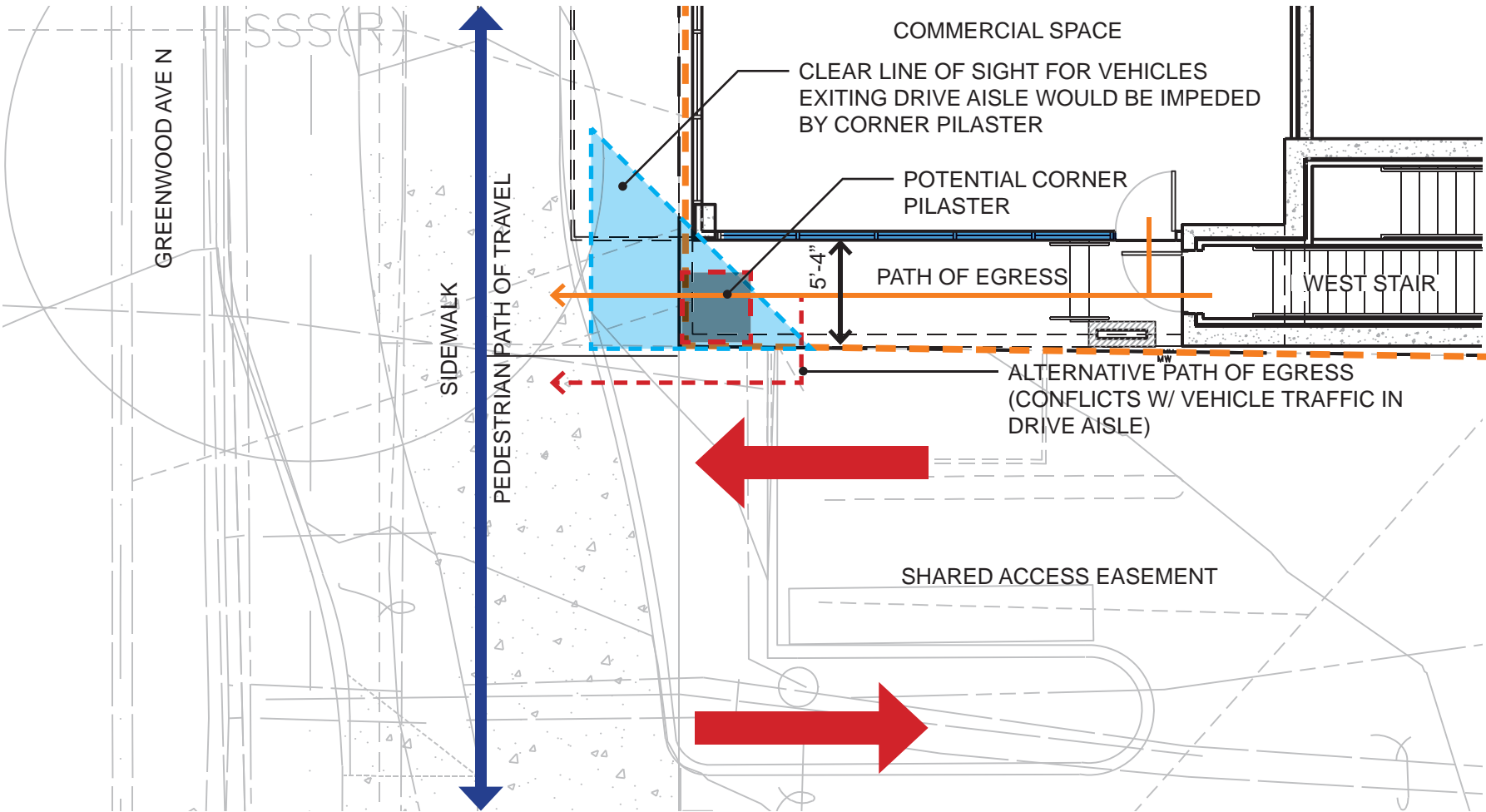
PHASE 1 / HEMLOCK  
The adjacent structure to the south uses a similar eroded corner expression at the corner to increase transparency at the street-level.



PROPOSED SOUTHWEST CORNER | NO CORNER PILASTER  
Eroded corner at L1 provides safe egress and increased transparency at street-level.



ALTERNATE SOUTHWEST CORNER | CORNER PILASTER  
The corner pilaster creates both a visual and physical obstruction, decreasing safety for both pedestrians and vehicles at the southwest corner of the site.



↑ SOUTHWEST CORNER STREET-LEVEL  
PLAN DIAGRAM

ANALYSIS | BRICK DATUMS IN RELATION TO PHASE I



PROPOSED WEST ELEVATION | 1-STORY BASE

The Greenwood Ave commercial corridor traditionally has a single story commercial base, divided into individual bays by masonry columns or pilasters. The adjacent Hemlock / Phase 1 building also has a single story expression, but with a taller height due to the larger commercial space program.



PROPOSED STREET VIEW | 1-STORY BASE



ALTERNATE WEST ELEVATION | 2-STORY BASE

An alternate study explores how a 2-story base expression could better align with the top of the adjacent Hemlock / Phase 1 masonry frames to unify the two projects. The alignment is closer, however still doesn't align exactly due to changes in topography and differences in program between the two structures. It is also a stronger neighborhood pattern to provide a distinction between commercial uses at street-level and residential uses above.



ALTERNATE STREET VIEW | 2-STORY BASE

# LANDSCAPE | GROUND LEVEL



street retail



room for bikes, hangout at generous landscape



fragrant borders



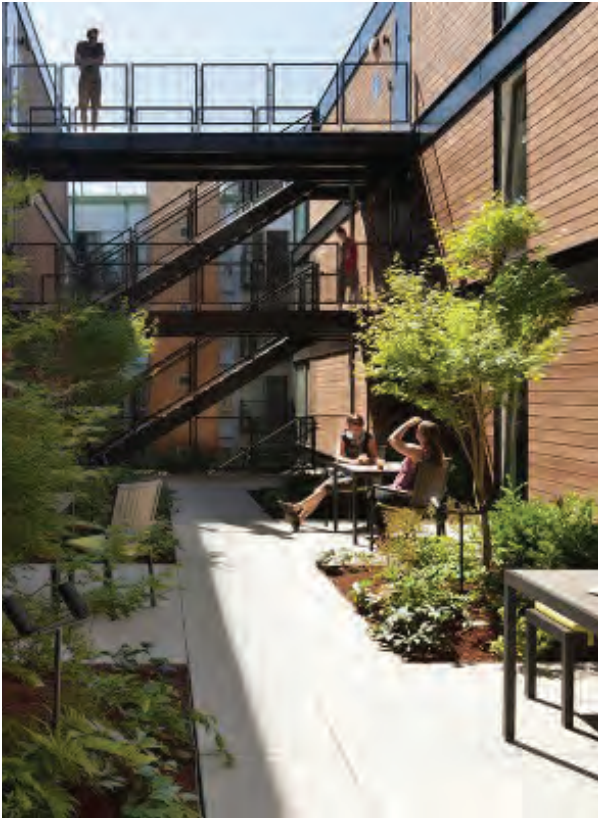
native plantings on rear slopes



hangout at common area



courtyard biplanter

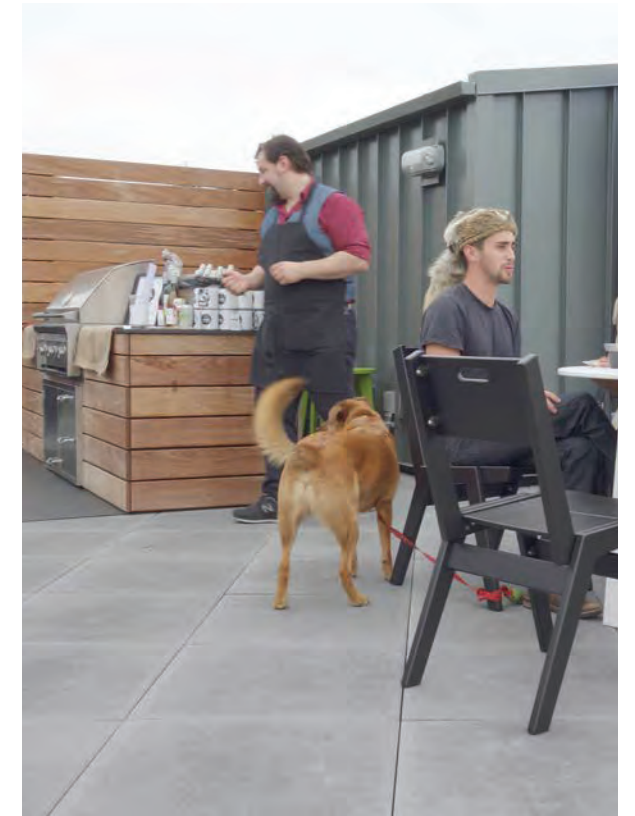


hangouts along connector





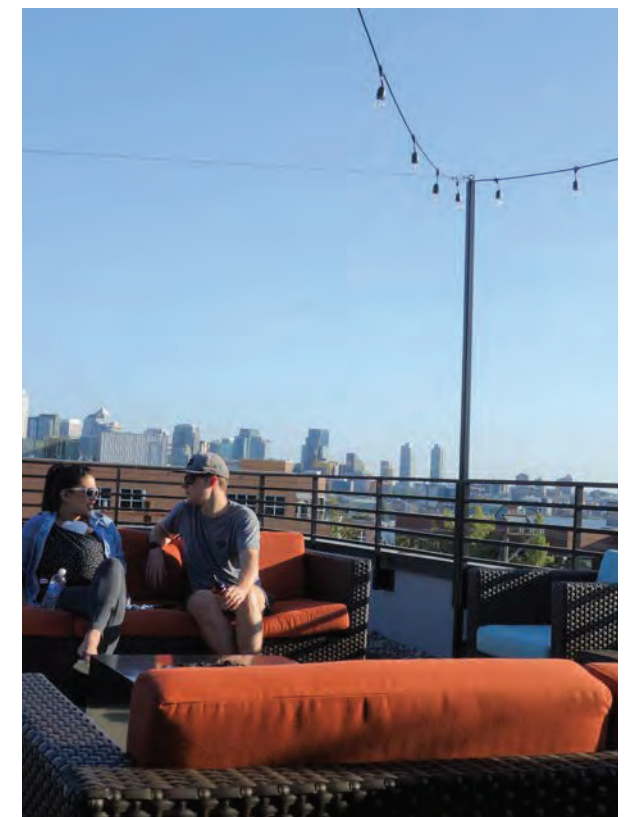
fire and conversation



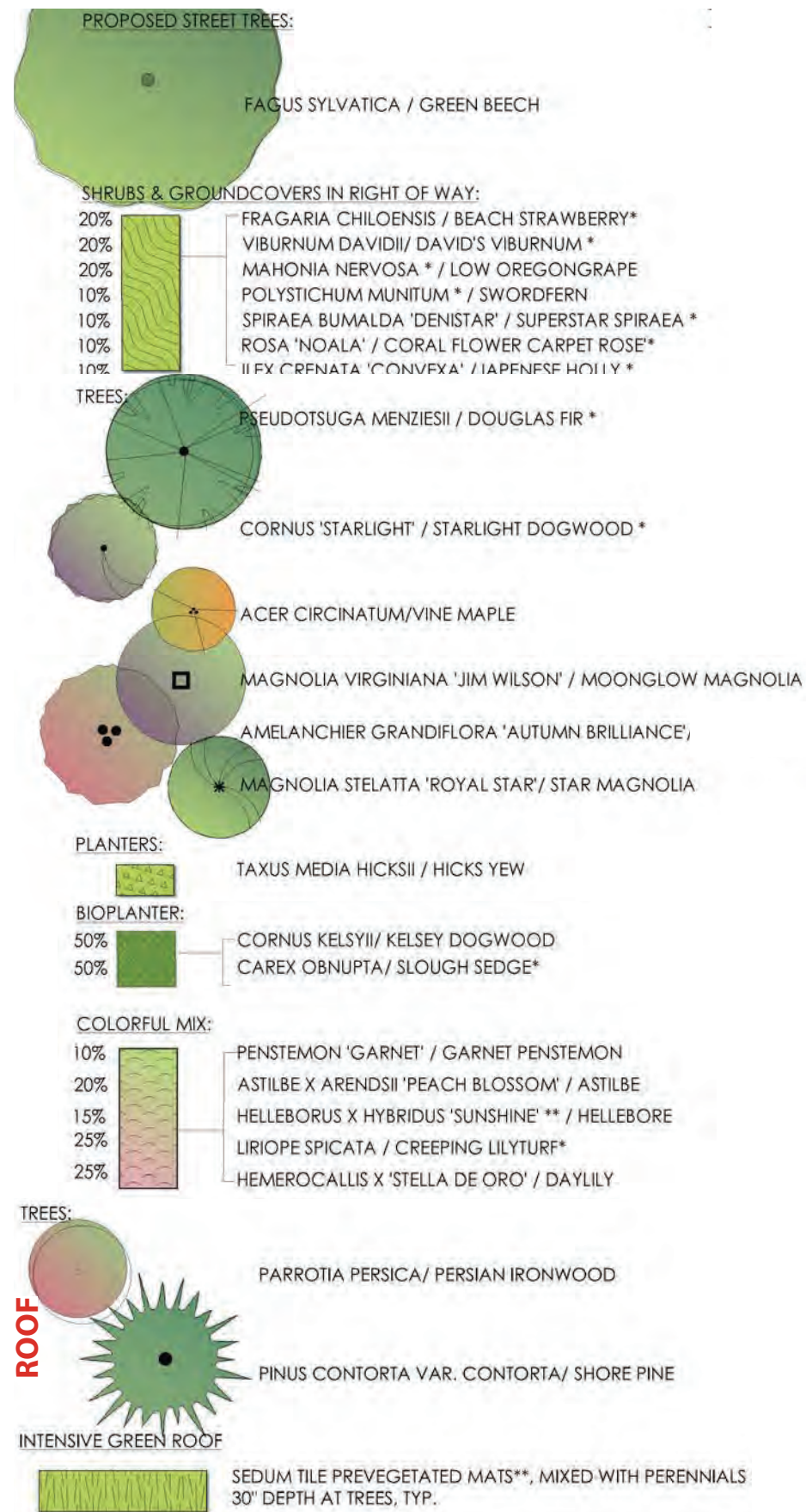
food al fresco



trees in dunes



hangout spot



TREES



*Fagus sylvatica*  
Green Beech

SHRUBS, ETC.



*Viburnum davidii*  
David's Viburnum



*Rosa 'Noala'*  
'Coral Flower Carpet' Rose

MIXES



*Native Mix - Salal, Ferns, Mahonia*



*Cornus kousa 'Starlight'*  
'Starlight' Dogwood



*Mahonia nervosa*  
Leatherleaf Mahonia



*Ilex crenata 'convexa'*  
Japanese Holly



*Bioplanter Mix: Kelsey Dogwood, Slough Sedge*



*Magnolia virginiana 'Jim Wilson'*  
Sweet Bay Magnolia



*Spiraea x bumalda 'Denistar'*  
Superstar Spirea



*Taxus media 'Hicksii'*  
Hick's Yew



*Colorful Mix: Astilbe, Hellebore, etc.*

ROOF



*Shore Pine*  
*Pinus contorta var. contorta*



*Parrotia persica*  
Persian Ironwood

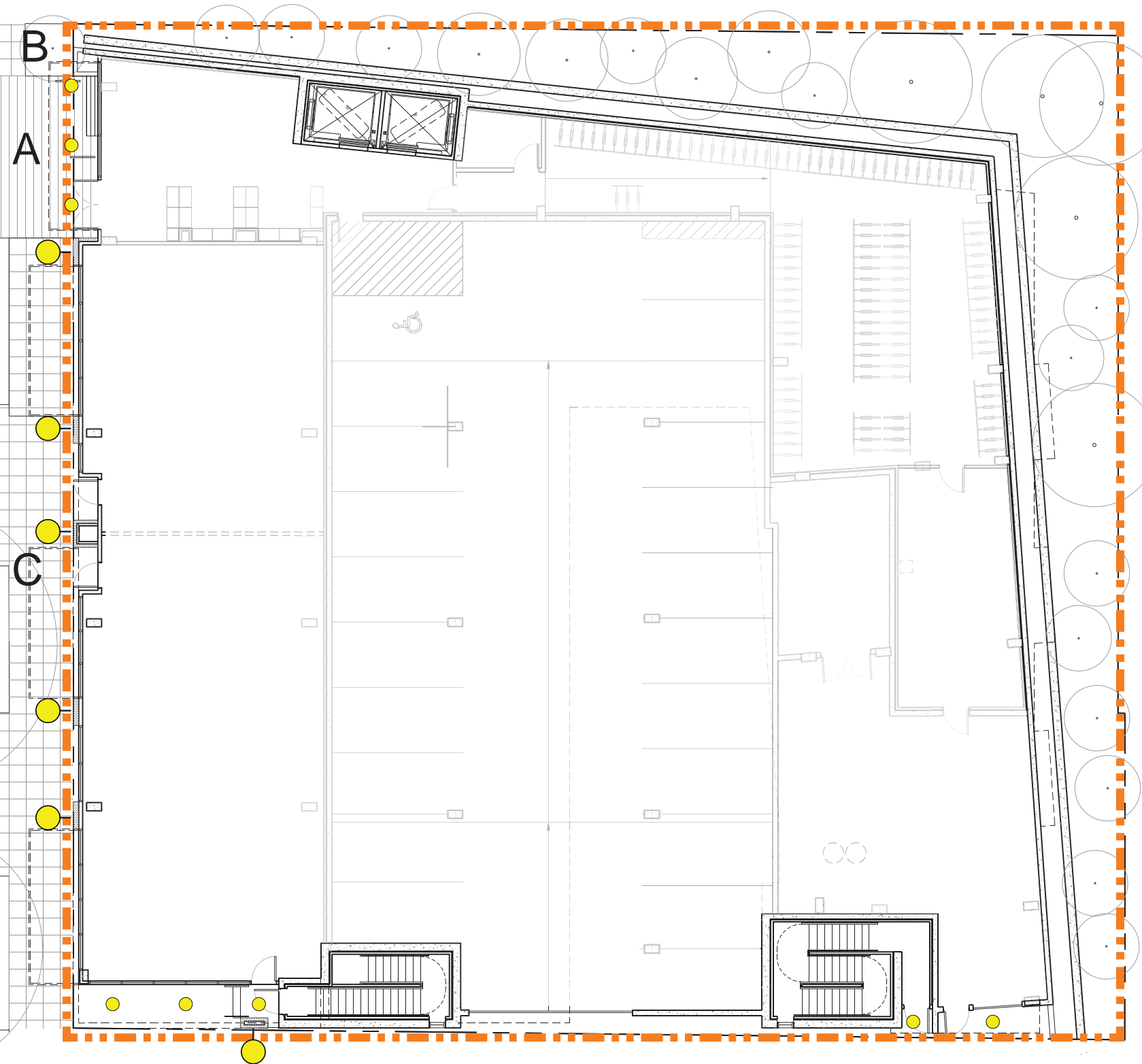


*Sedum green roof with colorful perennials*



*Sedum 'Autumn Joy'*  
'Autumn Joy' Sedum

LIGHTING



PROPOSED SIGNS



**A** BUILDING SIGNAGE  
MATERIAL: STEEL  
DIMENSIONS: +/- 8" W X 8" H (EACH LETTER)  
LOCATION: MAIN ENTRY FIN



**B** ADDRESS SIGNAGE  
MATERIAL: STEEL  
DIMENSIONS: +/- 8" W X 8" H (EACH LETTER)  
LOCATION: ABOVE MAIN ENTRY BUILDING SIGNAGE



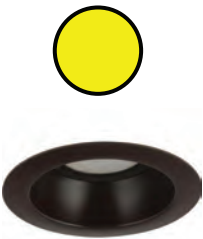
**C** MATERIAL: STEEL  
DIMENSIONS: 54" W X 18" H  
LOCATION: COMMERCIAL ENTRY

PROPOSED FIXTURES

**LED WALL LIGHT | BLACK**  
MANUFACTURER: DWELED  
DIMENSIONS: 5" W X 20" H  
LOCATION(S): COMMERCIAL BRICK PILASTERS



**DOWNLIGHT | BLACK**  
MANUFACTURER: WAC LIGHTING  
DIMENSIONS: 4.5" DIA.  
LOCATION: CANOPIES & BUILDING OVERHANGS



SCALE: 1/16" = 1'-0"

LIGHTING

PROPOSED FIXTURES

LED WALL LIGHT | BLACK

MANUFACTURER:  
WAC LIGHTING

DIMENSIONS: 4.5" W X 6.5" H

LOCATION(S):  
UNIT PATIOS



DOWNLIGHT | BLACK

MANUFACTURER:  
HINKLEY LIGHTING

DIMENSIONS: 8.0" W X 3.25" H

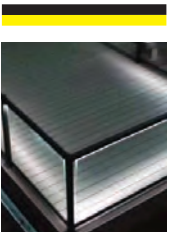
LOCATION: CANOPIES & BUILDING  
OVERHANGS



DOWNLIGHT UNDER RAILING

MANUFACTURER:  
TBD / CUSTOM

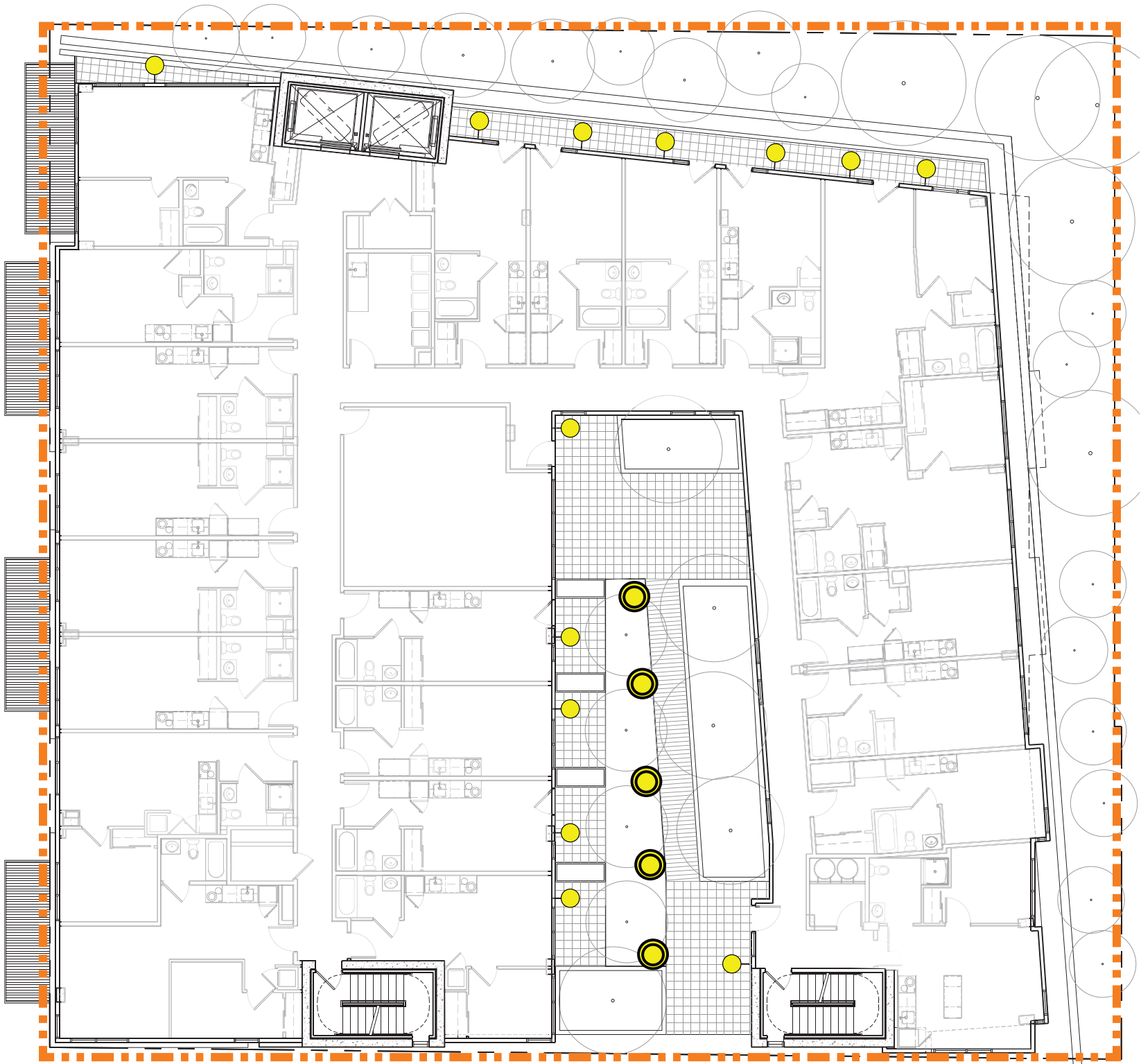
LOCATION : ROOF DECK



BOLLARD LIGHTING

MANUFACTURER:  
BEGA

LOCATION : ROOF DECK



SCALE: 1/16" = 1'-0"

LIGHTING

PROPOSED FIXTURES

LED WALL LIGHT | BLACK

MANUFACTURER:  
DWELED

DIMENSIONS: 5" W X 14" H

LOCATION(S):  
UNIT PATIOS, ROOF DECK

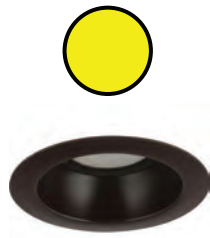


DOWNLIGHT | BLACK

MANUFACTURER:  
HINKLEY LIGHTING

DIMENSIONS: 8.0" W X 3.25" H

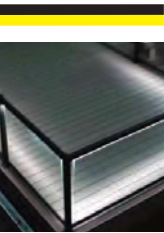
LOCATION: CANOPIES & BUILDING  
OVERHANGS



DOWNLIGHT UNDER RAILING

MANUFACTURER:  
TBD / CUSTOM

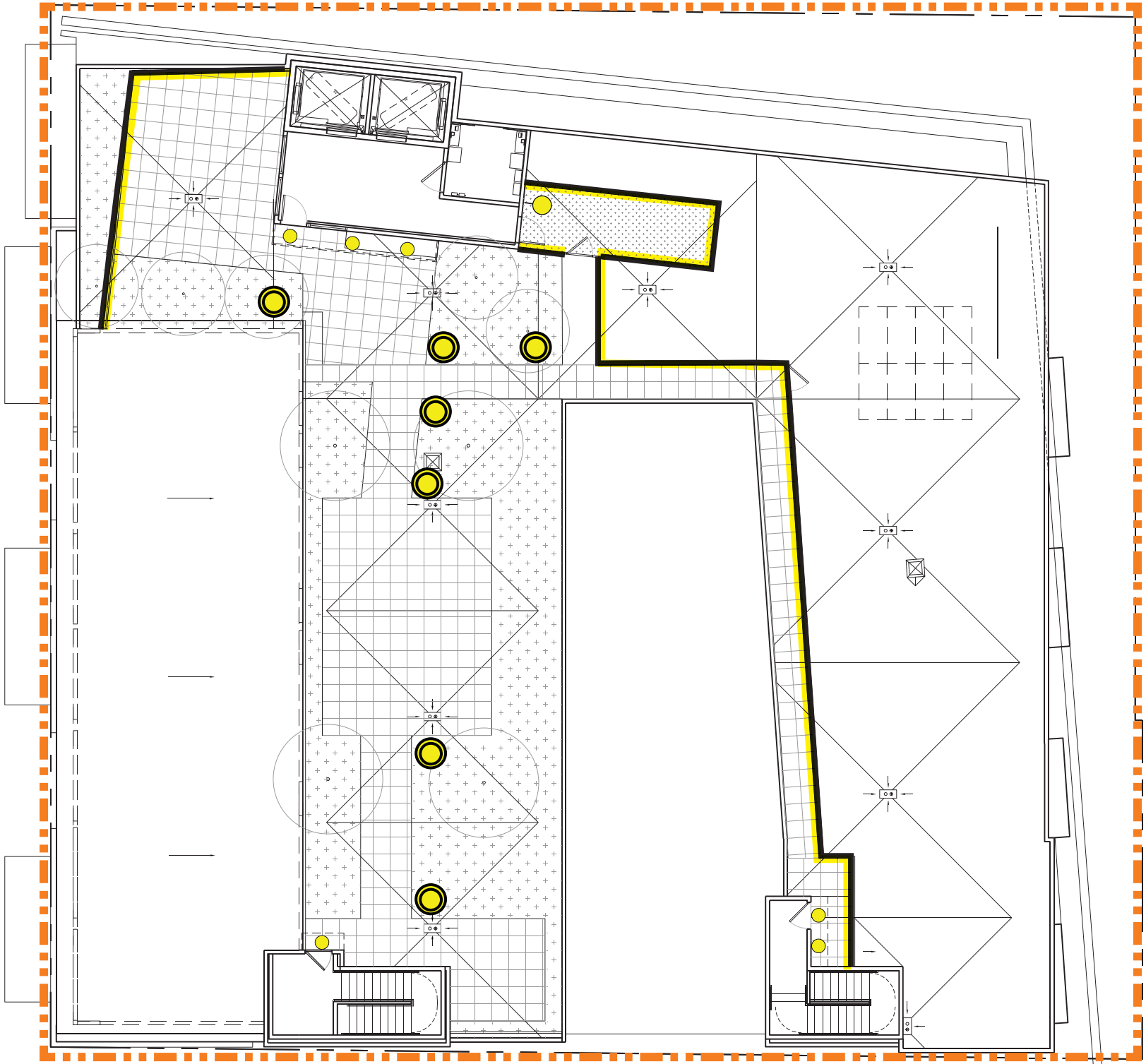
LOCATION : ROOF DECK



BOLLARD LIGHTING

MANUFACTURER:  
BEGA

LOCATION : ROOF DECK



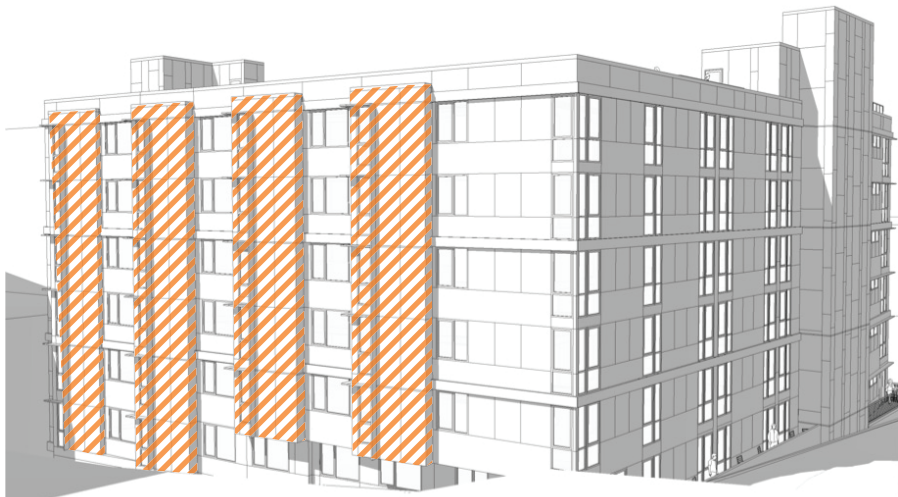
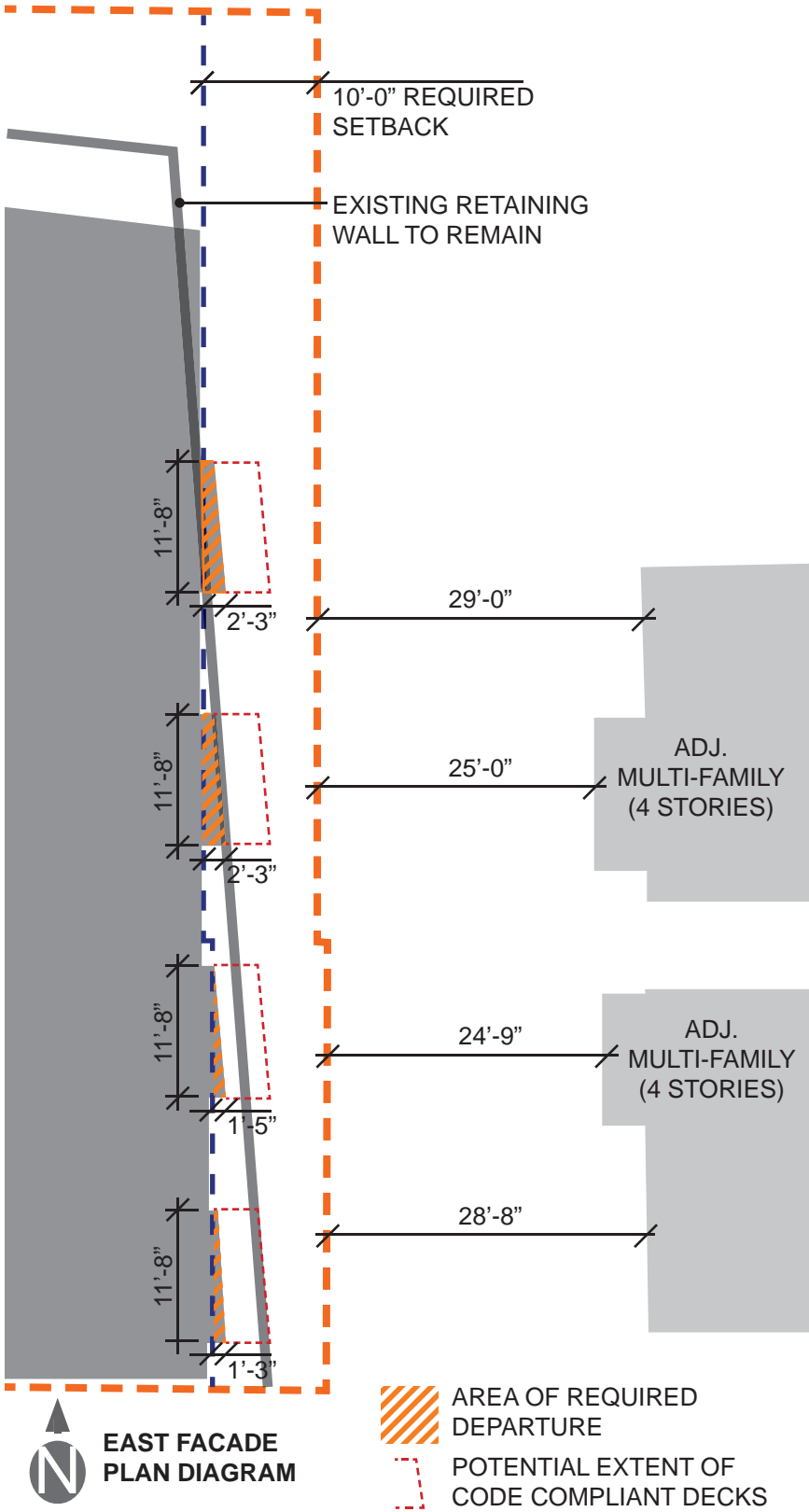
SCALE: 1/16" = 1'-0"

REQUESTED DEPARTURE #1 | SMC 23.47A.014.B2  
REAR SETBACK

**CODE / REQUIREMENT :**  
SMC 23.47A.014.B2 : An upper level setback is required along any rear or side lot line that abuts a lot in an LR, MR, or HR zone as follows: Ten feet for portions of structures above 13 feet in height to a maximum of 65 feet.

**REQUEST :**  
Encroachment of four bays along the east facade, each 11'-8" long (46'-8" total), a maximum of 2'-3" into the required 10'-0" rear setback.

- THIS DEPARTURE PROVIDES AN OVERALL DESIGN THAT BETTER MEETS THE INTENT OF THE APPLICABLE DESIGN GUIDELINES BY:**
- The modulation and facade articulation on the facade reduce the perceived height, bulk, and scale of the facade from the adjacent LR zone, as well as creating visual depth and interest to the east facade.  
*CS2.D4 - Massing Choices, DC2.A2 - Reducing Perceived Mass, DC2.C1 - Visual Depth and Interest*
  - The width and scale of the bays create proportions that reflect the scale and proportions of the adjacent existing multi-family structure, as well as reflecting the angled geometry of the adjacent Hemlock's west facade. *CS2.D4 - Massing Choices, DC2.A2 - CS2.D1 - Existing Development and Zoning, CS3.A1 - Fitting Old and New Together, DC2.C3 - Fit With Neighboring Buildings, Greenwood/Phinney DC2.AI - Facade articulation and modulation*
  - The top of the bay projections are pulled down below the parapet line, further reducing the structure's perceived height, bulk and scale. Paired with the large change in topography along the east property edge, the stepped down bays allow the larger structure to erode and transition to the LR zoning scale.  
*CS1.C2 - Elevation Changes, CS2.D2 - Existing Site Features, CS2.D5 - Respect for Adjacent Sites, DC2.A1 - Site Characteristics and Uses*
  - Code permits decks up to 5'-0" deep (over twice the depth of the proposed bays) with no limitation on their length. The proposed bays provides the positive attributes described above with less impact to the adjacent property then larger decks would without requiring a departure.  
*CS2.D5 - Respect for Adjacent Sites, DC2.C1 - Visual Depth and Interest*



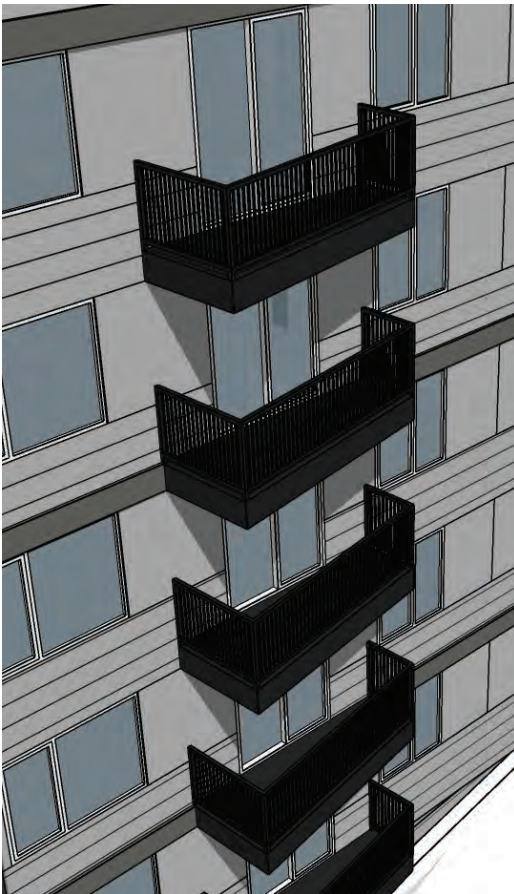
**EAST FACADE BAY MODULATION**  
The articulated bays provide modulation that mitigates the large east facade, in addition to reducing the perceived height, bulk, and scale of the proposed building in relation to the adjacent 4-story multifamily development.



**ADJACENT MULTI-FAMILY STRUCTURES**

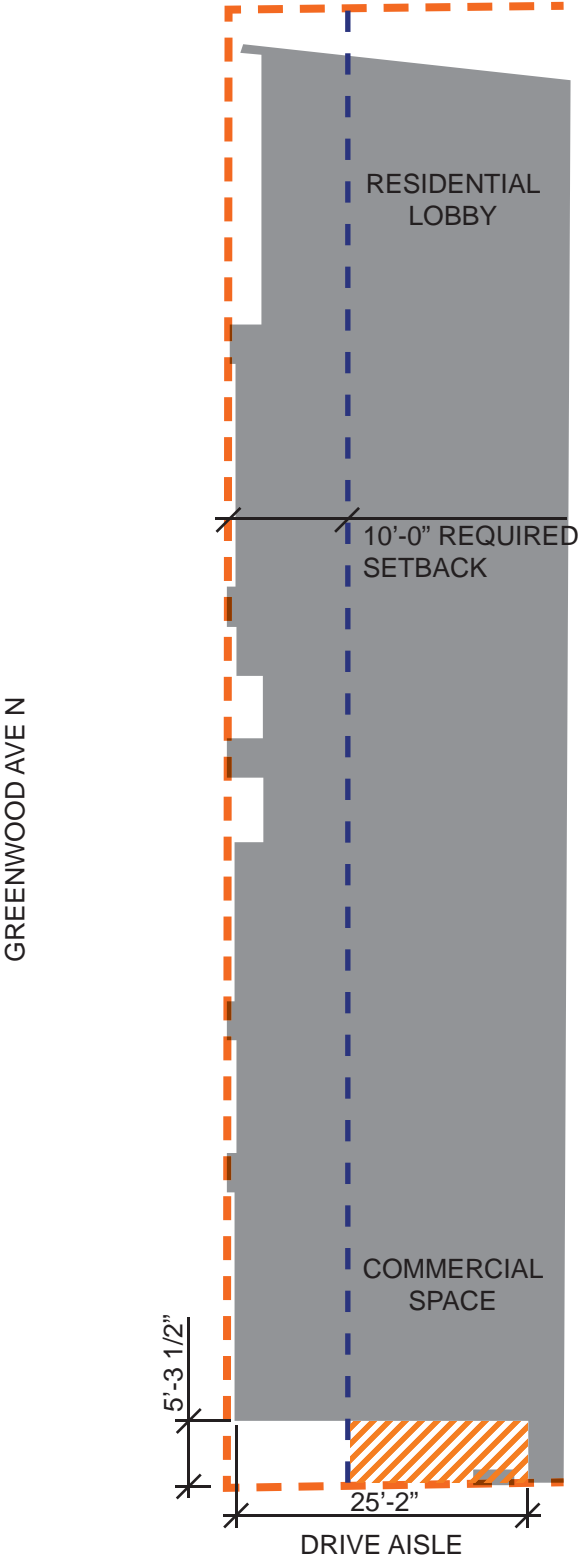


**PROPOSED BAY MODULATION (REQUIRES DEPARTURE)**



**CODE COMPLIANT DECKS (NO DEPARTURE REQUIRED)**

REQUESTED DEPARTURE #2 | SMC 23.47A.008.A3  
STREET LEVEL DEVELOPMENT STANDARDS



WEST STREET-LEVEL  
PLAN DIAGRAM

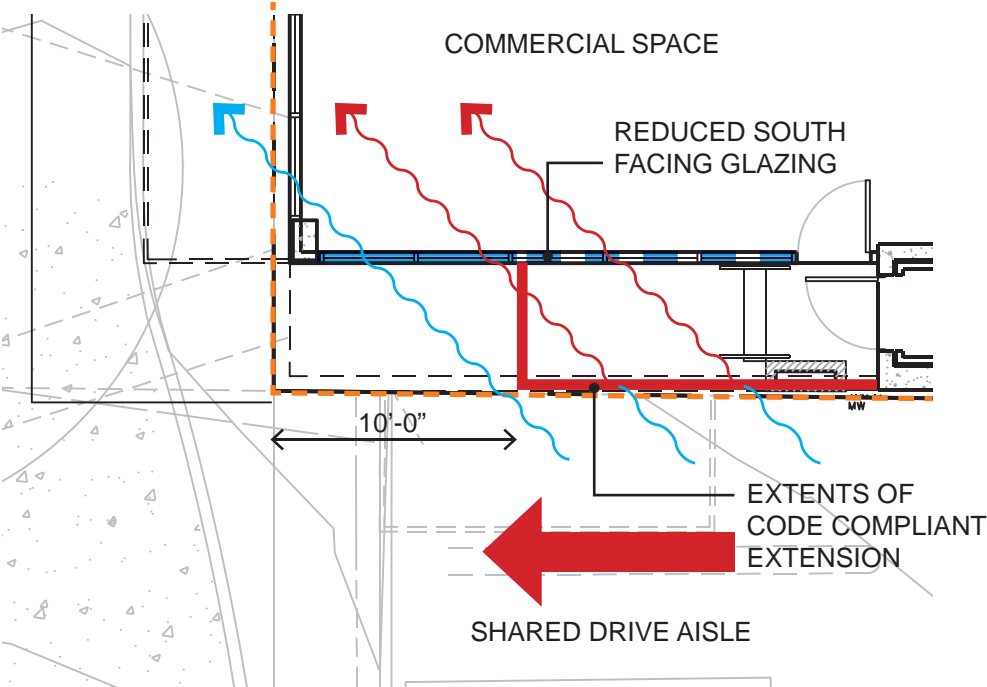
AREA OF REQUIRED  
DEPARTURE

WH GREENWOOD  
II LLC

CODE / REQUIREMENT :  
SMC 23.47A.008.A3 : Street-level street-facing facades shall be located within 10 feet of the street lot line.

REQUEST :  
The southernmost 5'-3 1/2" of the street-facing facade is set back 25'-2" from the street lot line.

- THIS DEPARTURE PROVIDES AN OVERALL DESIGN THAT BETTER MEETS THE INTENT OF THE APPLICABLE DESIGN GUIDELINES BY:**
- The proposed facade meets the intent of the code as the overwhelming majority of the street-level, street-facing facade (114'-9", over 95% is within 10 feet of the street edge, maintaining the commercial street wall adjacent to the sidewalk found elsewhere along Greenwood in the commercial core.  
*Greenwood/Phinney CS2.I - Reinforcement of commercial and residential development, Greenwood/Phinney CS2.V - Street Pattern, CS3.A.3 - Established Neighborhoods*
  - The modest set back portion of the facade allows for occupant egress from the building without conflicting with the adjacent drive aisle that serves parking garages for both the proposed structure and adjacent development. The setback also reduces the blind corner for vehicles entering and exiting the drive aisle, improving pedestrian safety.  
*zCS2.B2 - Connection to the Street, PL4-A1 - Serving All Modes of Travel, DC1.B1 - Access Location and Design (Vehicular Access)*
  - The setback allows for the street-level storefront glazing to turn the corner (An appreciated design element from the early design guidance proposal), increasing visual reciprocity between the interior space and public sidewalk. It also establishes parity with how the storefront on the adjacent development's glazing turns the corner.  
*PL2.B3 - Street Level Transparency, PL3.C1 - Porous Edge, PL3.C2 - Visibility, DC2.C3 - Fit With Neighboring Buildings*



Extending the exit passageway to within 10'-0" of the front property line will significantly reduce the south facing glazing into the commercial space, as well as creating more visual obstructions for drivers using the shared drive aisle.



PROPOSED SOUTHWEST CORNER  
Eroded corner at L1 provides safe egress and increased transparency at street-level.



CODE COMPLIANT SOUTH WEST CORNER  
Reduces glazing on south facade and visual access to commercial space

skidmore  
janette  
architecture  
planning  
design

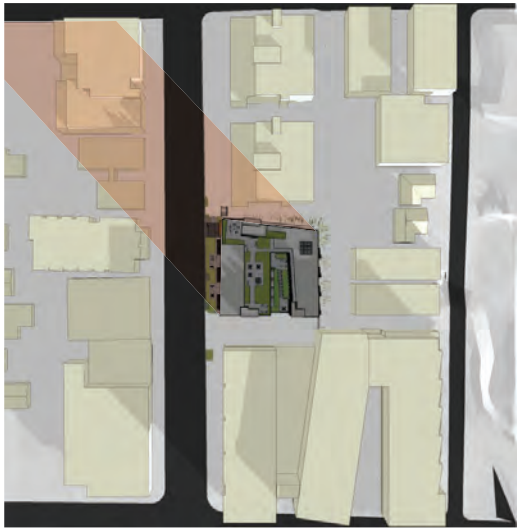
8730 GREENWOOD AVE N

RECOMMENDATION  
#3036533-LU 04/19/2021

DEPARTURES  
CORNER SETBACK

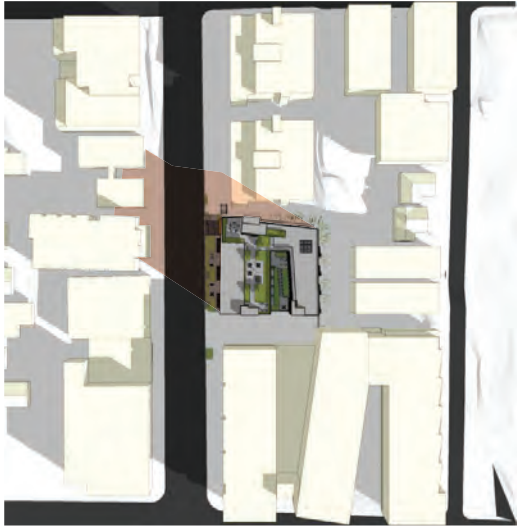
SHADOW ANALYSIS

WINTER SOLSTICE



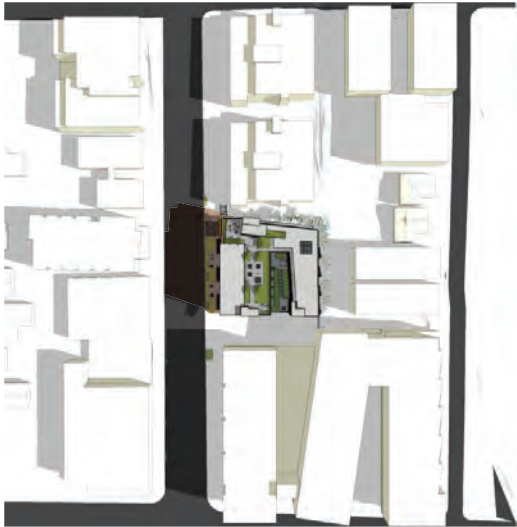
WINTER SOLSTICE | 9AM

FALL/SPRING EQUINOX



FALL/SPRING EQUINOX | 9AM

SUMMER SOLSTICE



SUMMER SOLSTICE | 9AM



WINTER SOLSTICE | 12PM



FALL/SPRING EQUINOX | 12PM



SUMMER SOLSTICE | 12PM



WINTER SOLSTICE | 3PM



FALL/SPRING EQUINOX | 3PM



SUMMER SOLSTICE | 3PM

APPLICANT WORK SAMPLES

SKIDMORE JANETTE APD



WH GREENWOOD  
II LLC

skidmore  
janette | architecture  
planning  
design

8730 GREENWOOD AVE N

RECOMMENDATION  
#3036533-LU 04/19/2021

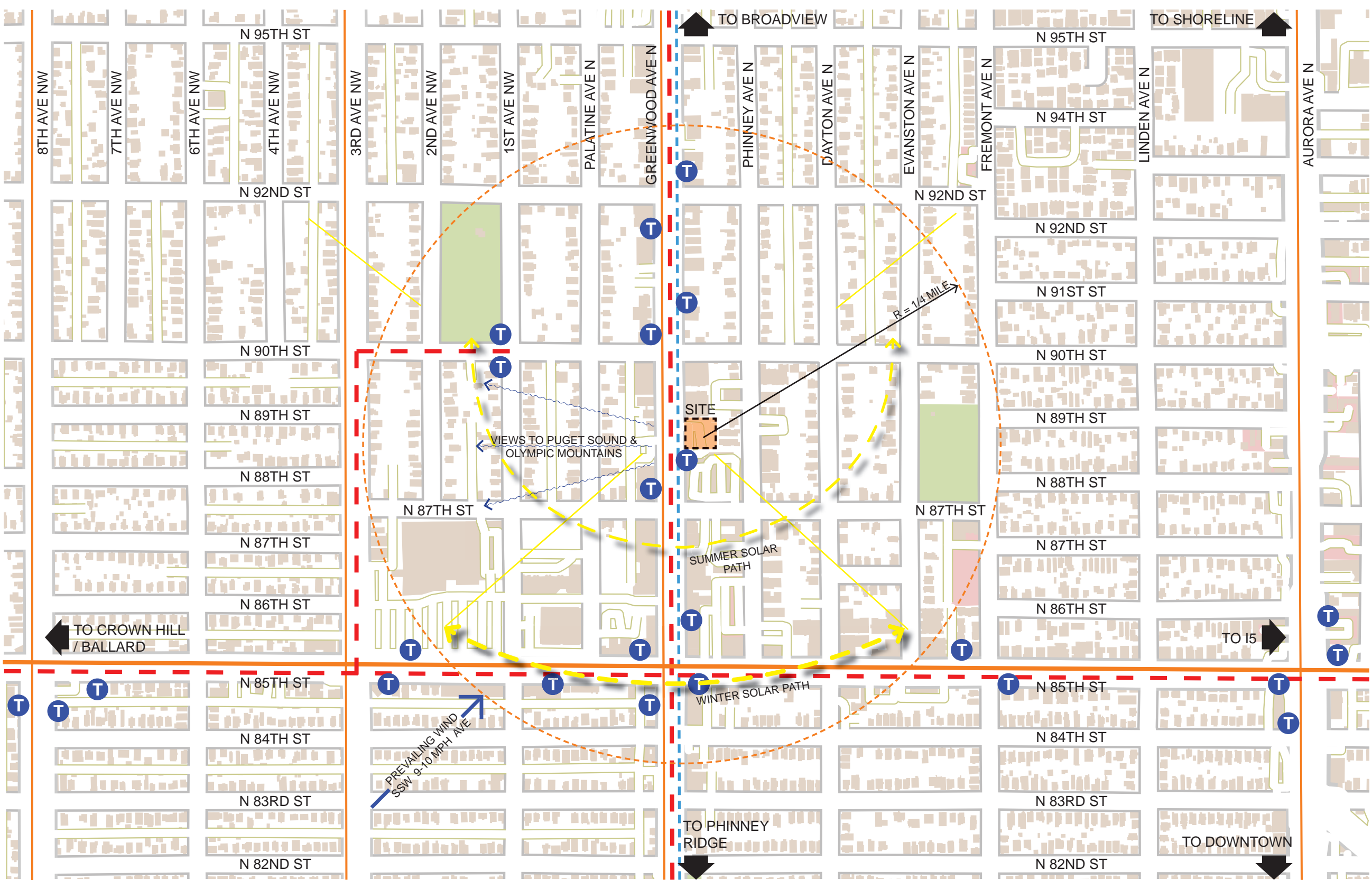
WORK SAMPLES  
SKIDMORE JANETTE APD



CIRCULATION, TRANSIT, & ENVIRONMENTAL ANALYSIS

KEY

- MAIN ARTERIAL
- SECONDARY ARTERIAL
- BIKE ROUTE / LANES
- NEARBY TRANSIT STOP
- TRANSIT ROUTE



NEIGHBORHOOD AMENITIES & OPEN SPACE



1 SANDEL PARK



2 GREENWOOD PARK



3 FRED MEYER GROCERY STORE



4 CARKEEK PARK



5 ALICE BALL PARK



6 85TH + GREENWOOD AVE PEDESTRIAN CORE



7 GREENWOOD ELEMENTARY



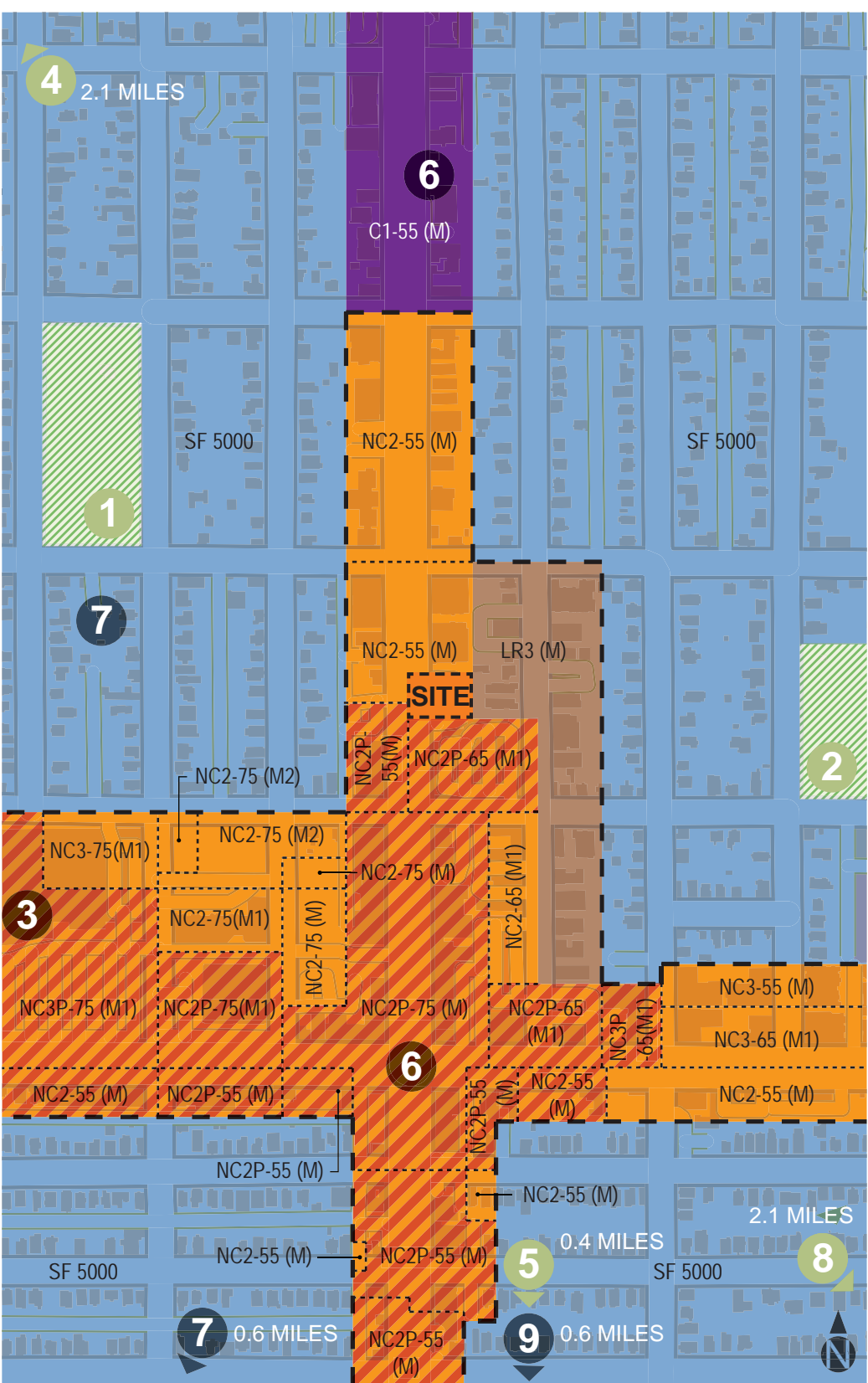
8 GREEN LAKE PARK



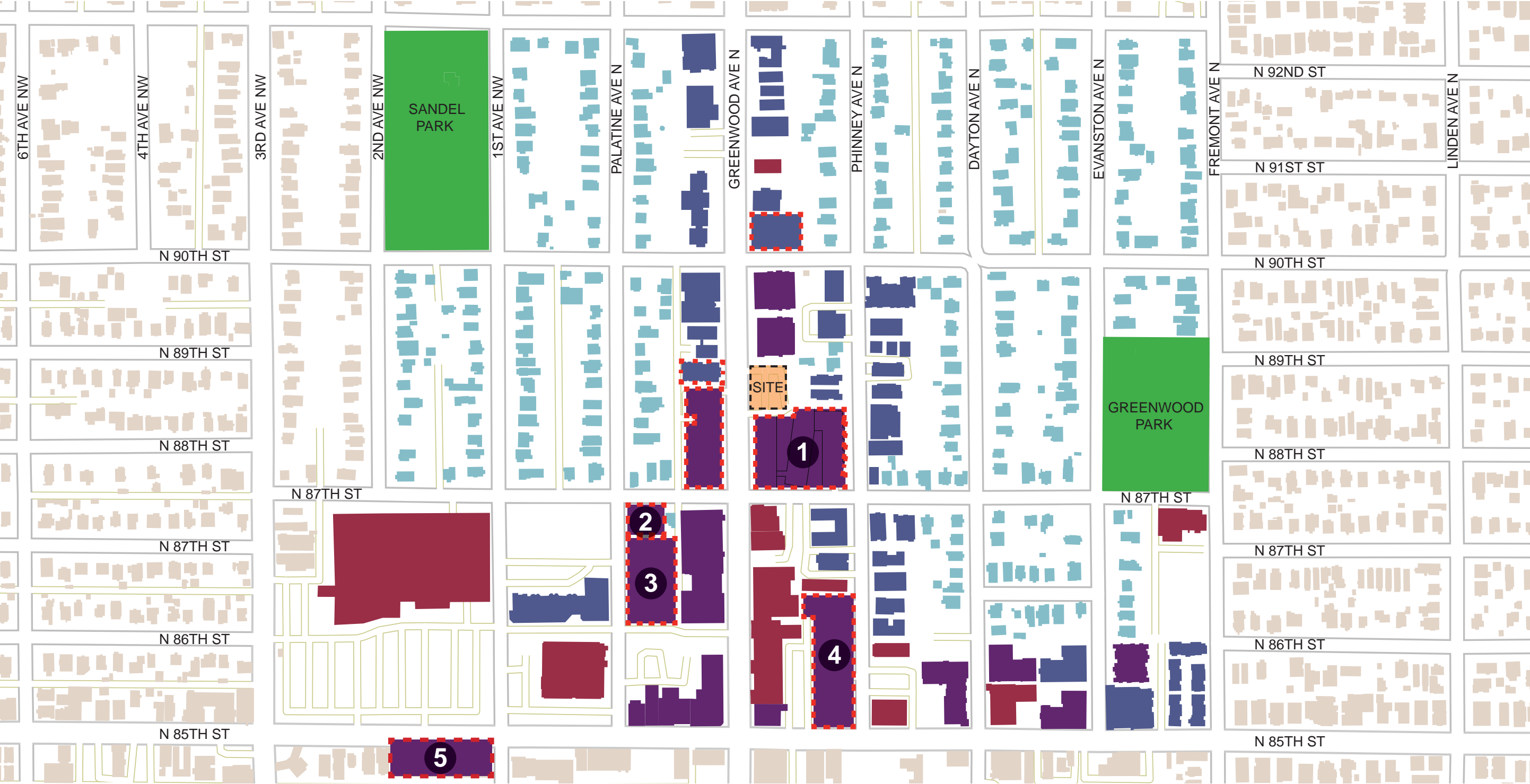
9 GREENWOOD PUBLIC LIBRARY

KEY

- SF
- LR ZONES
- NC
- C
- CITY PARK
- PEDESTRIAN DESIGNATED ZONES
- SITE
- BOUNDARIES BETWEEN ZONING
- RESIDENTIAL URBAN VILLAGE BOUNDARY



ADJACENT USES - PLAN



KEY

MULTI-FAMILY

SINGLE FAMILY

MIXED USE

PROPOSED / IN PROGRESS

COMMERCIAL

PARK / OPEN SPACE

#

PROPOSED / EXISTING MULTI-FAMILY & MIXED USE DEVELOPMENT (SEE PAGE 8)

WH GREENWOOD  
II LLC

skidmore  
janette

architecture  
planning  
design

8730 GREENWOOD AVE N

RECOMMENDATION  
#3036533-LU 04/19/2021

NEIGHBORHOOD ANALYSIS  
ADJACENT USES

55

ADJACENT USES - PLAN



KEY

MULTI-FAMILY

SINGLE FAMILY

MIXED USE

PROPOSED / IN-PROGRESS

COMMERCIAL

PARK / OPEN SPACE

#

PROPOSED / EXISTING MULTI-FAMILY & MIXED USE DEVELOPMENT (SEE PAGE 8)

56

WH GREENWOOD  
II LLC

skidmore  
janette  
architecture  
planning  
design

8730 GREENWOOD AVE N

RECOMMENDATION  
#3036533-LU 04/19/2021

NEIGHBORHOOD ANALYSIS  
ADJACENT USES

EXISTING OR PROPOSED ARCHITECTURE | GREENWOOD & PHINNEY RIDGE

8704 GREENWOOD AVE N



- IMAGE COURTESY OF GGLO
- LARGE WINDOWS / SLENDER WINDOWS
  - LARGE FORMS SEPARATED BY RELIEF
  - FORMS UNIFIED THROUGH MATERIAL
  - PITCHED, RAISED CANOPY

209 N 87TH ST



- LARGE WINDOWS
- CLEAR MASSING VOLUMES, DEFINED BY MATERIAL / COLOR
- BOLD ACCENT COLOR
- HIGH TRANSPARENCY AT STREET LEVEL

8612 PALATINE AVE N



- LARGE WINDOWS
- UPPER LEVEL SETBACKS / MATERIAL CHANGE
- DURABLE, HIGH QUALITY MATERIALS
- DEFINED CORNICE / EAVE

320 N 85TH ST



- LARGE WINDOWS
- FORMS DIFFERENTIATED BY COLOR AND DIRECTION OF FENESTRATION
- FORMS UNIFIED BY ROOFLINE AND PEDESTRIAN AMENITIES

121 NW 85TH ST



- LARGE WINDOWS
- CLEAR MASSING VOLUMES, DEFINED BY MATERIAL AND COLOR
- BOLD ACCENT COLOR
- HIGH TRANSPARENCY AT STREET LEVEL

9039 GREENWOOD AVE N



- LARGE WINDOWS
- DURABLE, HIGH QUALITY MATERIALS
- CLEAR MASSING VOLUMES, DEFINED BY MATERIAL / COLOR

7903 GREENWOOD AVE N



- LARGE WINDOWS
- 3 DISTINCT FORMS (BASE, MIDDLE, TOP)
- UPPER LEVEL SETBACK
- HIGH CONTRAST COLOR PALETTE

8403 GREENWOOD AVE N



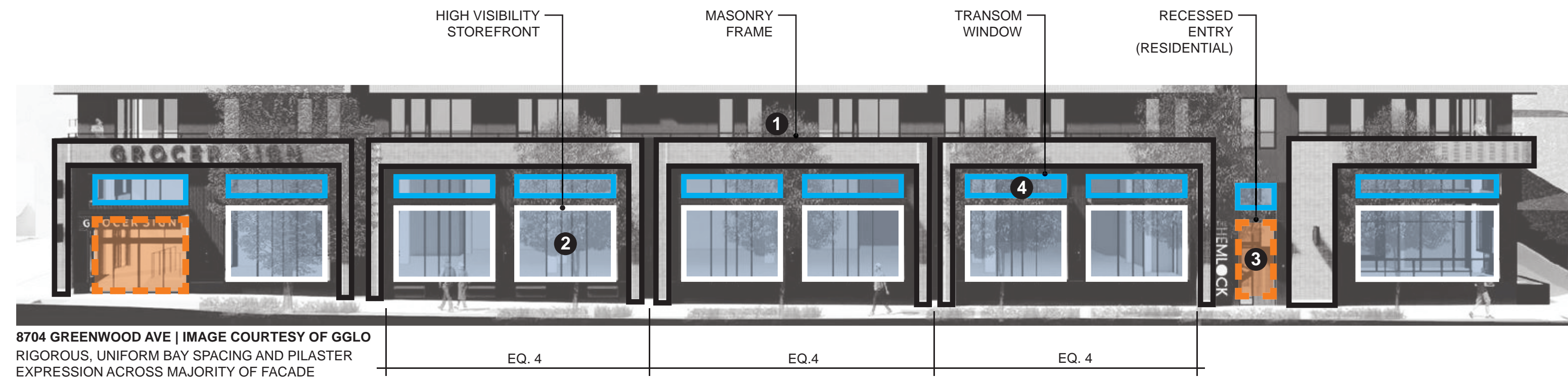
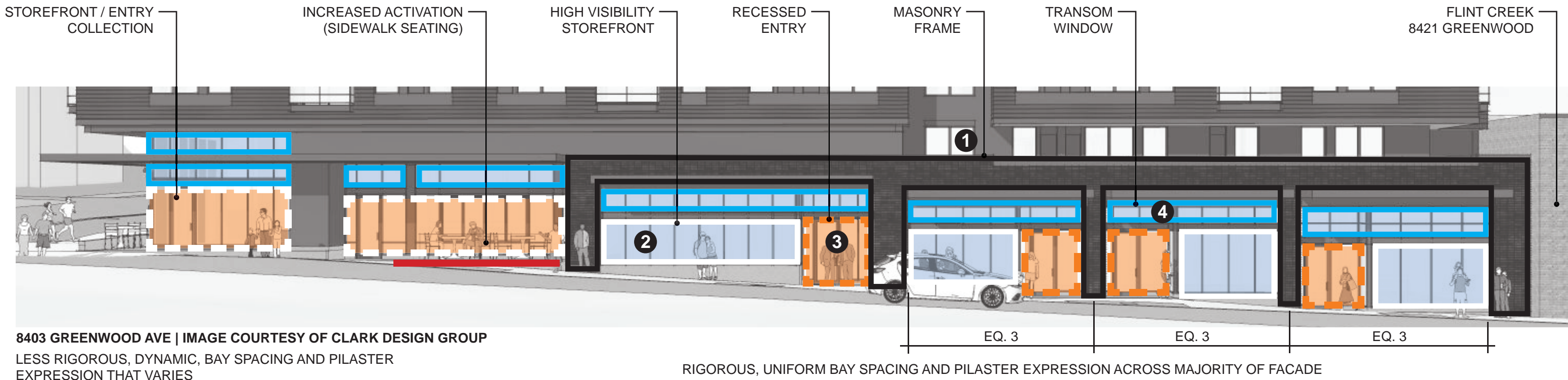
- LARGE WINDOWS
- HIGH TRANSPARENCY AT STREET LEVEL
- SIMPLE MASSING

EXISTING ARCHITECTURE | IMMEDIATE VICINITY



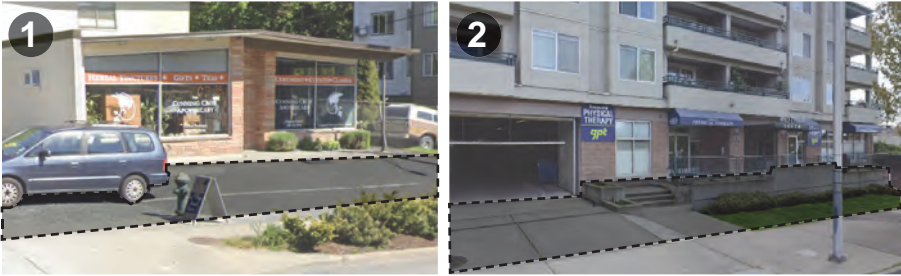
- 1 The Greenwood retail corridor is defined by small scale retail “bays” with high transparency storefront, entries and transoms separated by frame elements, often built of masonry, though other materials such as stucco, metal, and wood are common as well. The widths and proportions of the frames vary from building to building, but are typically equally distributed among on the facade when multiple bays occur on the same structure. New development along Greenwood has followed a similar pattern. Establishing a compatible rhythm of bays at a scale that is proportionate to the proposed structure and compatible with the established context will help stitch the storefront into the existing fabric of the neighborhood.
- 2 Large storefront windows provide visual reciprocity between the interior and exterior spaces and display retail and interior restaurant spaces to pedestrians. Sills are typically low to maximize visibility. Providing these large expanses of glass along the sidewalk on the proposed building will benefit both the neighborhood and future tenants of the retail spaces.
- 3 Entries, both retail and residential, are typically recessed within the expressed frames. These spaces provide relief along the street edge and visual depth to the street level facades. When expanded beyond just the width of the entry to a full bay, they provide opportunities for the interior uses to spill into the adjacent space in the form of cafe seating or retail displays, providing increased activation at the pedestrian realm. Opportunities to recess entries, or more, should be explored as a means of maintaining and neighborhood patterns and enlivening the neighborhood sidewalks.
- 4 Due to the high volume of many of the retail spaces, transoms are a common element along the Greenwood Ave storefronts. Often broken into smaller square or vertical panes, the transoms most commonly span entire bays, from pilaster to pilaster, above recessed entries. Newer structures have continued this pattern, with a horizontal mullion separating the street-level storefront into a larger picture glass pane and an upper transom with different patterning. It is appropriate to maintain these arrangement where applicable.

RETAIL RHYTHMS | PROPOSED



STREETSCAPE ANALYSIS

To the north of the site, the commercial uses disengage from the sidewalk, and spaces between the pedestrian and structures begin to enlarge



A landscape buffer between the sidewalk and property line begins to provide separation from the proposed site and adjacent service uses to the north.



The proposed project to the south of the site retains the rigorous retail bay spacing and strong street edge adjacent to the public sidewalk.



Near 85th / Greenwood is heavily pedestrian focused with wide sidewalks.



LESS PEDESTRIAN ORIENTED

MORE PEDESTRIAN ORIENTED

ANALYSIS |

The site sits along the Greenwood Ave N commercial corridor. The corridor is “centered at the intersection of Greenwood and NW 85th street, where there is a heavy pedestrian focus and many smaller, individual structures with their own storefront. As Greenwood continues north, the adjacent uses to the street become more residential and recede from the pedestrian realm. Even where commercial uses remain, they setback from the sidewalk edge and create open space, either hardscape or landscape. The proposed sits right at the north edge of the pedestrian zone, where the strong pedestrian focus begins to recede.

CONCLUSIONS |

The project site street frontage should look to continue the positive, pedestrian focused trends of the main commercial core, while also aiding in the transition to the more residential, open spaces to the north. Locating the lobby on the north end to maintain the continuous commercial use from the adjacent building to the south allows the pedestrian focused atmosphere and retail rhythms to extend north. The lobby itself can serve as a connection between the commercial use and the adjacent residential uses to the north.



Newer construction along the Greenwood corridor maintains similar rhythms and materials to continue the pedestrian experience and amenities (high transparency, weather protection)



Many smaller retail bays and storefronts encourage strolling and interaction between the retail spaces and public realm.



At the center of the commercial / retail core structures are pedestrian scaled and high transparency, defining the established rhythm.

PHASE 1 ANALYSIS



NATURAL MATERIAL ACCENTS

NEUTRAL COLOR PALETTE

BRICK AT STREET LEVEL

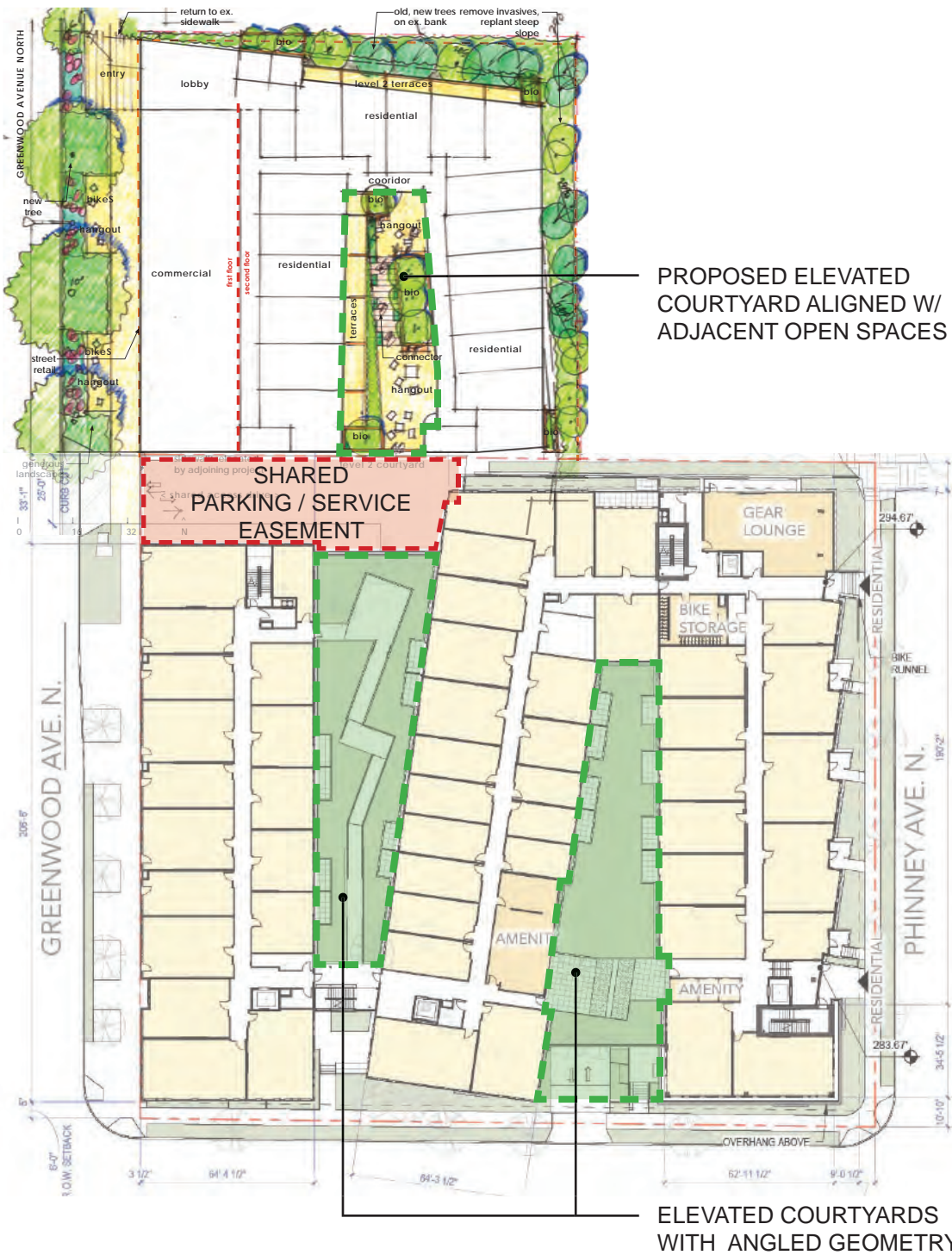
HIGH TRANSPARENCY, REGULARLY SPACED RETAIL BAYS

RELATIONSHIP TO “PHASE 1”

The project site is directly adjacent to a larger, nearly 300 unit development that has been approved and will soon start construction. The proposed project will serve as a “phase 2” to “The Hemlock” apartments, with certain “shared” program elements, such as parking and service access. The goal and design intent is a relationship between the two that is distinct but complimentary.

The proposed design will seek to emulate certain design elements from The Hemlock :

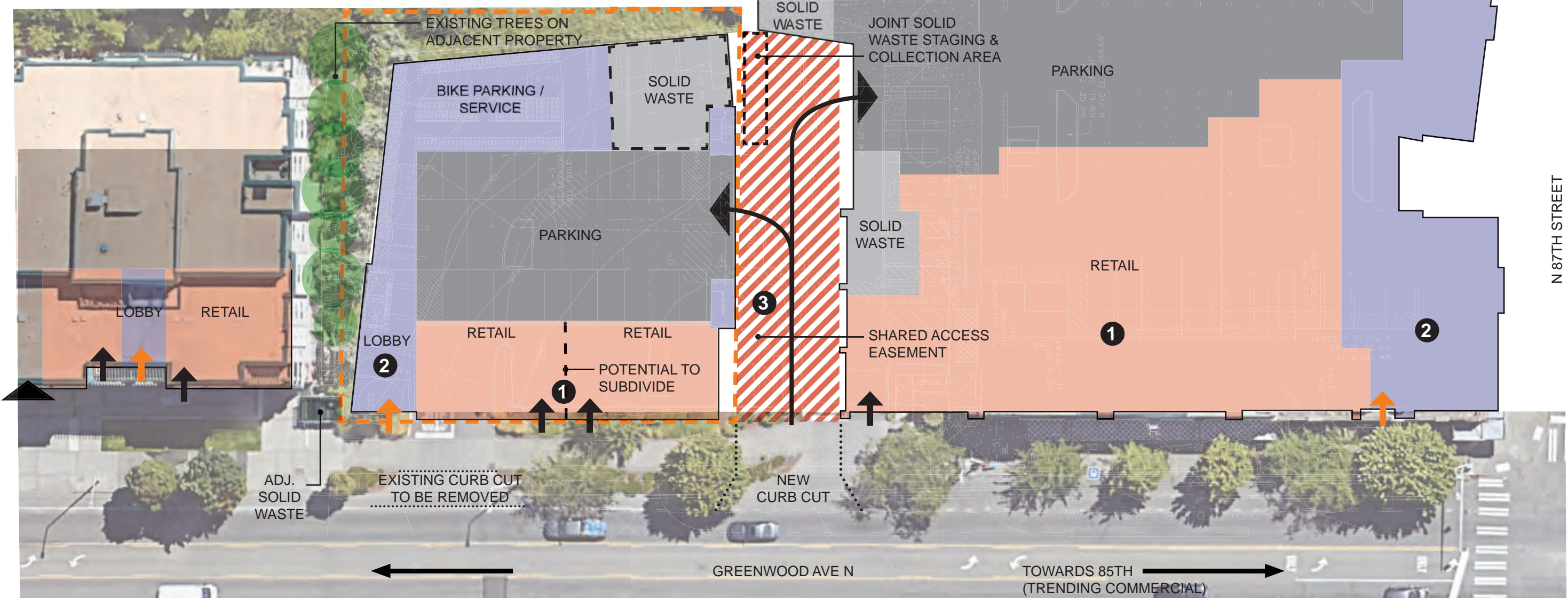
- Single-story, brick pilaster framed storefront are common along the Greenwood commercial core, and a large part of the neighborhood’s identity. The Hemlock has continued this expression in a modern way that respects the materiality, proportions, and architectural presence of the historic structures. The proposed project will continue this expression, looking at both the Hemlock and historical facades to draw proportions from.
- Large, elevated courtyards with angled geometry define the Hemlock’s overall massing, dissolving the residential volumes into three separate volumes marching up the hill. The courtyards provide light and air to the residential units in addition to reducing the height, bulk, and scale of the structure. The proposed design options seek to utilize these elevated courtyards to provide light and air to units, as well as providing relief from adjacent properties. Preferred options further reinforces this connection by aligning the courtyard with the adjacent Hemlock’s open space, strengthening the overall connection between the two projects.
- The material palette for the Hemlock consists of brick, glass, and dark steel at the ground floor, with lighter, neutral colored siding on the upper volumes. Wood toned soffits on the roof and darker color accents break up the upper volumes. To remain compatible, the project will continue the brick and glass elements at the sidewalk level. The upper volumes will be clad in similar neutral colors with natural accents. To help differentiate from the Hemlock, the project will use overall darker tones offset by large glazing.



PROPOSED ELEVATED COURTYARD ALIGNED W/ ADJACENT OPEN SPACES

ELEVATED COURTYARDS WITH ANGLED GEOMETRY

GROUND FLOOR ANALYSIS | OPTIONS A & C



CONCLUSIONS |

The proposed project is linked and informed by the adjacent project to the west. Both line Greenwood Ave N w/ retail (1) and utilize a shared easement (3) to access parking and services. Creating a consistent storefront that reflects the retail driven, pedestrian focused design of Greenwood and is also compatible with the site opportunities and constraints is critical.

- 1 RETAIL SPACE |** The proposed structure has approximately 2,500 SF of retail fronting Greenwood Ave. The proposed adjacent project has a substantially larger commercial space intended to be a grocery store. The smaller scale retail in the proposed structure will complement the larger use and has the opportunity to remain one unified space, or be broken into two smaller spaces that are consistent with other similar sized spaces along the Greenwood Ave corridor. Locating the retail on the south edge of the frontage establishes a continuity of retail experience between the proposed space, Greenwood retail core, and the adjacent grocery space.
- 2 LOBBY |** Pushing the proposed residential entry to the north edge of the site is consistent with the overall neighborhood pattern, with a more urban and retail focused pedestrian experience to the south, transitioning to a more residential streetscape to the north. Additionally, the lobby location allows for a consistent commercial vocabulary between the proposed and adjacent spaces. The lobby also acts as a “bookend” to the adjacent project’s lobby at the corner of 87th and Greenwood.
- 3 SERVICE / ACCESS EASEMENT |** An approximately 35'-0" wide easement has been established on the adjacent property to the south, which allows for vehicle access to both the parking and solid waste collection areas. This easement improves the pedestrian experience by minimizing the number of curb cuts required along Greenwood Ave S and allowing garbage and service spaces to be shifted away from the street frontage. However, it does limit the flexibility in the location of ground floor programming, with both the service and parking entries being required to have access to the easement along the south edge. This location for the curb cut has been set, reviewed and approved by SDOT, and there is no alternate location available.

KEY

COMMERCIAL / RETAIL

RESIDENTIAL LOBBY / COMMON

PARKING

GARBAGE / SERVICE

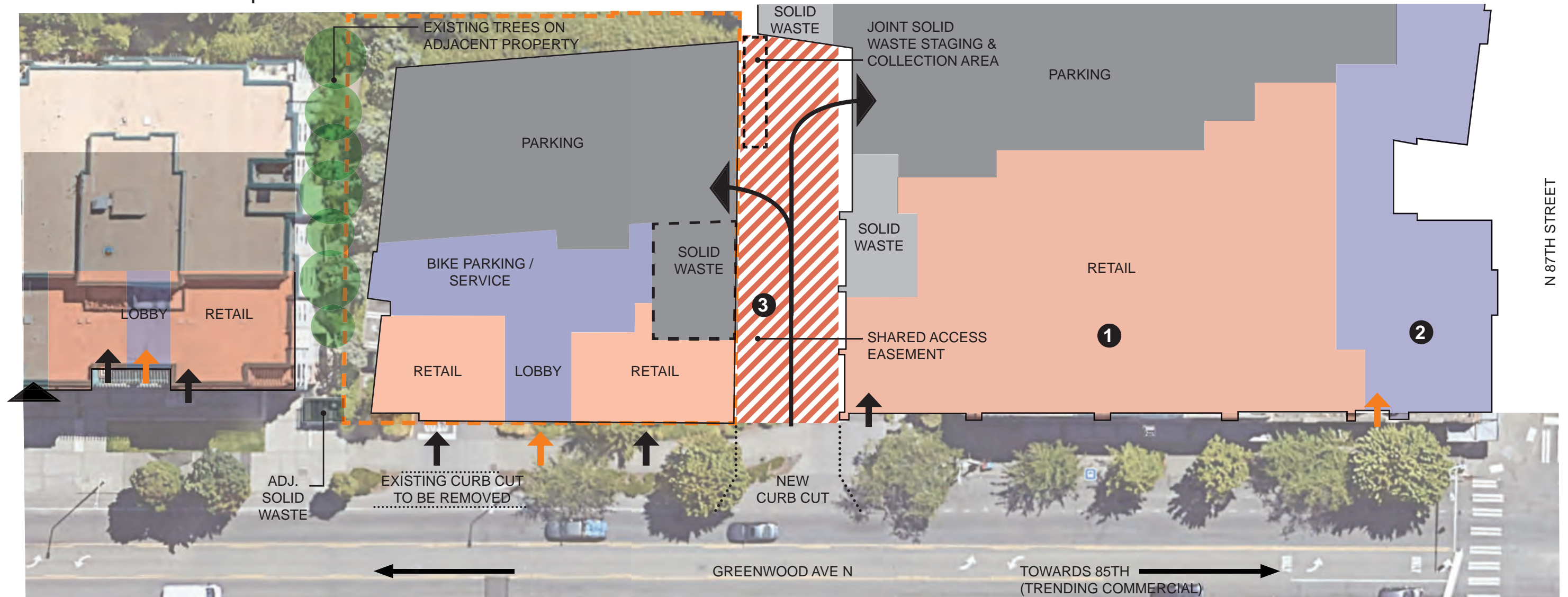
RESIDENTIAL ENTRY

COMMERCIAL ENTRY

PARKING / VEHICLE ENTRANCE

PROPERTY LINE

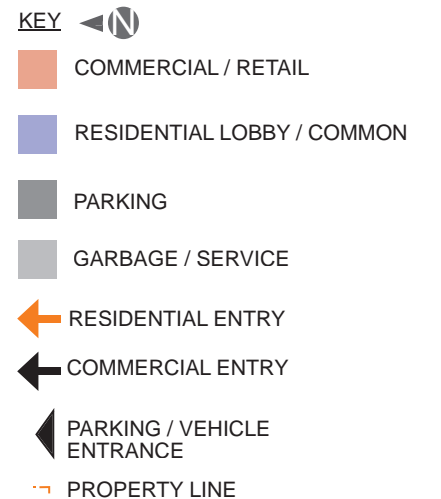
## GROUND FLOOR ANALYSIS | OPTION B



## CONCLUSIONS |

The proposed project is linked and informed by the adjacent project to the west. Both line Greenwood Ave N w/ retail (1) and utilize a shared easement (3) to access parking and services. Creating a consistent storefront that reflects the retail driven, pedestrian focused design of Greenwood and is also compatible with the site opportunities and constraints is critical.

- 1 RETAIL SPACE |** The alternate floor plan shown here maintains the approximately 2,500 SF of commercial space at ground level, and retains a connection between the large adjacent commercial space to the south. However, the centrally located lobby subdivides the retail, reducing the flexibility of the space to be either combined or subdivided, as possible in Options A & C. Greenwood is dominated by small retail, so the smaller scale spaces fit the context, but adaptability to provide larger spaces as the neighborhood and it's needs grow is an important consideration.
- 2 LOBBY |** Locating the lobby centrally in the frontage provides a different expression than options A & C, and allows for the bicycle parking to be located closer to the front of the building, accessible through the lobby. However, the trade off of reducing the flexibility of the commercial spaces is a critical concern.
- 3 SERVICE / ACCESS EASEMENT |** The proposed scheme redistributes the parking and service uses, but maintains their general location away from the street frontage and adjacent to the shared easement along the south end of the property. In order to accommodate the revised lobby and vertical circulation location, the parking is shifted further east, and the solid waste room is no longer directly adjacent to the shared staging and collection space. This is an operational concern, as the containers will need to be transported across the drive aisle / vehicle access for the parking. This location for the curb cut has been set, reviewed and approved by SDOT, and there is no alternate location available.



STREETSCAPES - GREENWOOD AVE N

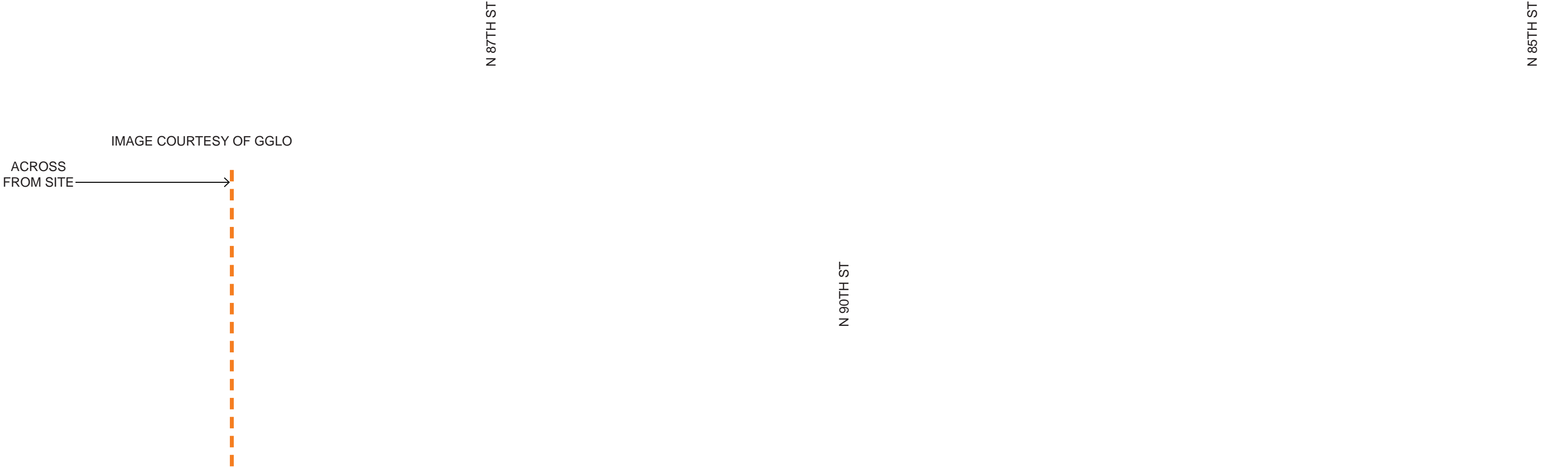


**A** LOOKING EAST FROM GREENWOOD AVE N

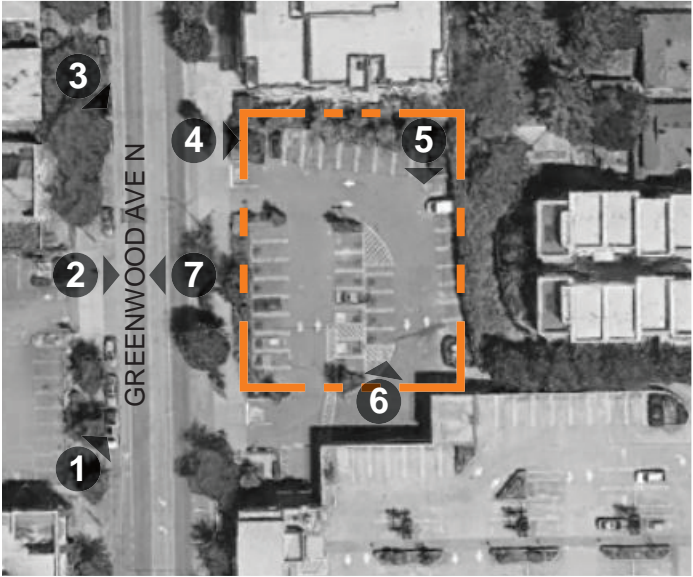


**B** LOOKING WEST FROM GREENWOOD AVE N

STREETSCAPES - GREENWOOD AVE N



SITE PHOTOS



1 LOOKING NE TOWARDS SITE



2 LOOKING E TOWARDS SITE



3 LOOKING SE TOWARDS SITE



4 LOOKING S THROUGH SITE



5 LOOKING SW THROUGH SITE



6 LOOKING WEST TOWARDS GREENWOOD AVE FROM REAR OF SITE (EAST)



7 VIEW ACROSS GREENWOOD AVE FROM SITE

EXISTING SITE CONDITIONS

KEY

- PROPERTY LINE
- .....

TOPOGRAPHY CONTOURS
- ==

POWER LINES
- RETAINING WALL / ROCKERY
- |||||

ZONING BOUNDARY
- COMMERCIAL
- MIXED-USE
- SINGLE-FAMILY
- MULTI-FAMILY
- PROPOSED
- EXISTING TREE GROVE

SIZE |  
15,744 SF approx. | 128'-0" X 123'-0"

RIGHT OF WAYS / STREETS |  
The corner site has 123'-0" of frontage along Greenwood Ave N to the west. A large retaining wall runs along the north and east portions of the site. There is an access easement of 10'-0" that is shared with a 24'-0" easement located on the site directly south for a total of 34'-0" for access to parking and solid waste service.

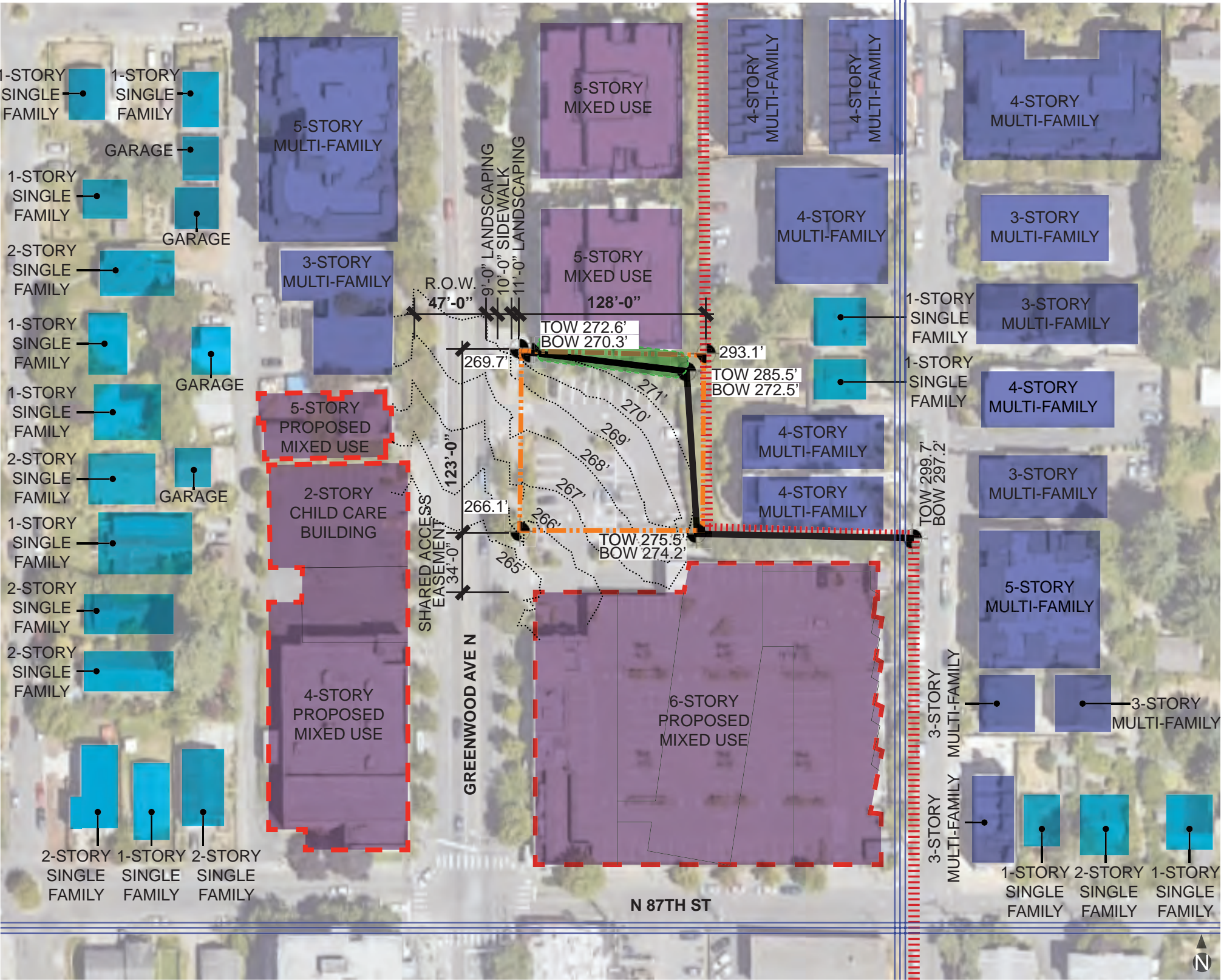
TOPOGRAPHY |  
The site slopes down from north-east to south-west with retaining walls at the north and east property lines. There is approximately 3 1/2" feet of rise from south to north along the Greenwood Ave sidewalk.

ZONING |  
The site is zoned as MC2-65 (M1).

ADJACENT BUILDINGS / USES |  
The site to the south is proposed with a 6-story mixed use building with vehicular access. Commercial (with parking) and mixed use buildings are found to the west and north (respectively) of the site. The remaining nearby buildings are made up of various residential structures including multi-story, multi-family buildings and single-story, single family buildings.

POWER LINES |  
There are high voltage power lines on the west side of the alley of Greenwood Ave N. There are also high voltage power lines on the south side of N 87th St. Neither locations will impact the siting or massing of the proposed structure.

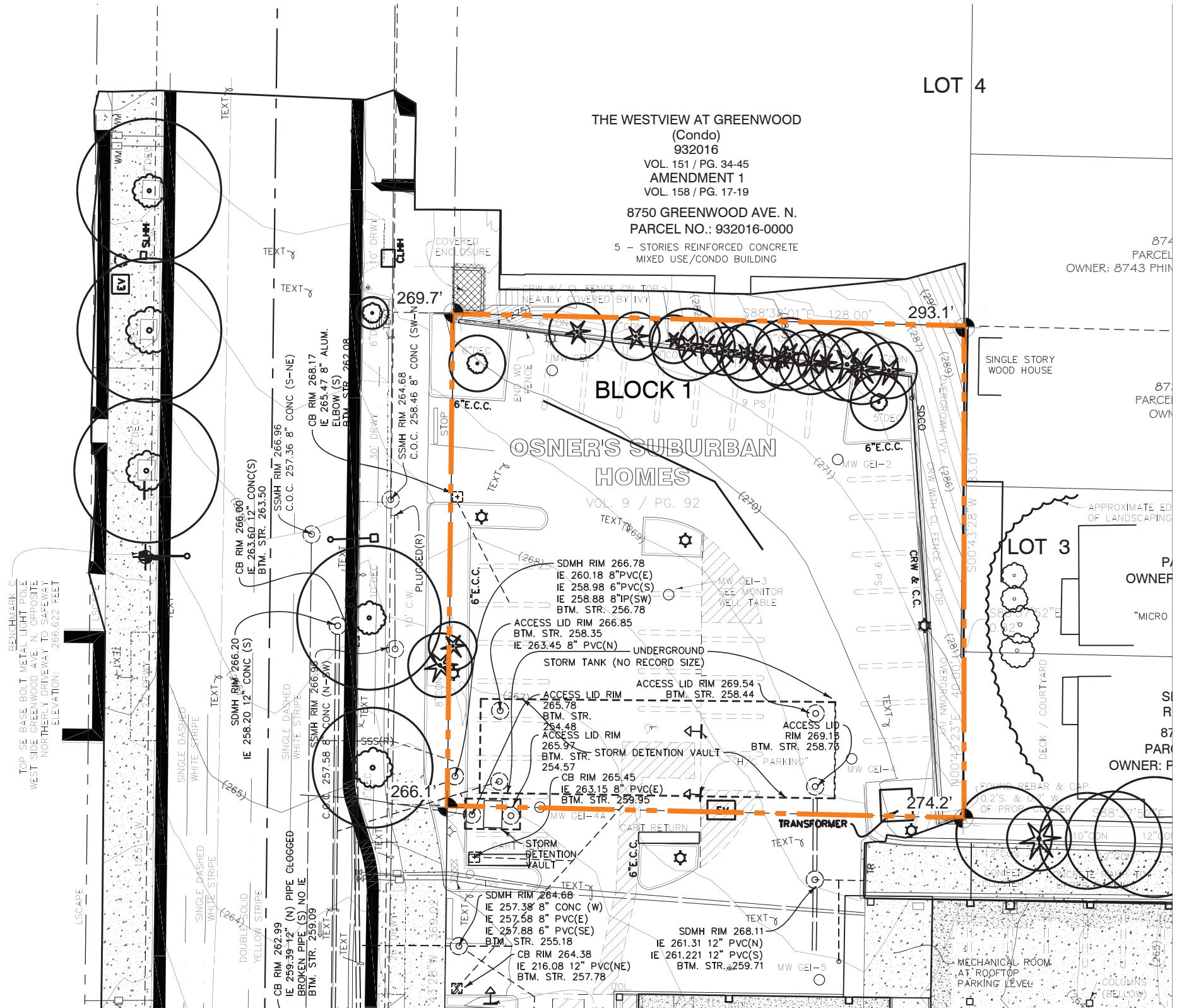
TREES |  
There are no exceptional trees on the project site, however, there is a non-exceptional grove of Rocky Mountain Juniper trees along the northeast corner of the site. Consultation with an arborist is ongoing to determine the viability of the trees during and after construction, should the project seek to preserve them.



## SITE SURVEY

## LEGAL DESCRIPTION |

8730 GREENWOOD AVE N  
THE NORTH 83 FEET OF THE WEST 143 FEET OF  
LOT 3, BLOCK 1, OSNER'S SUBURBAN HOMES,  
ACCORDING TO PLAT RECORDED IN VOLUME 9 OF  
PLATS, PAGE 92, IN KING COUNTY, WASHINGTON



PRIORITY DESIGN GUIDELINES - CONTEXT & SITE

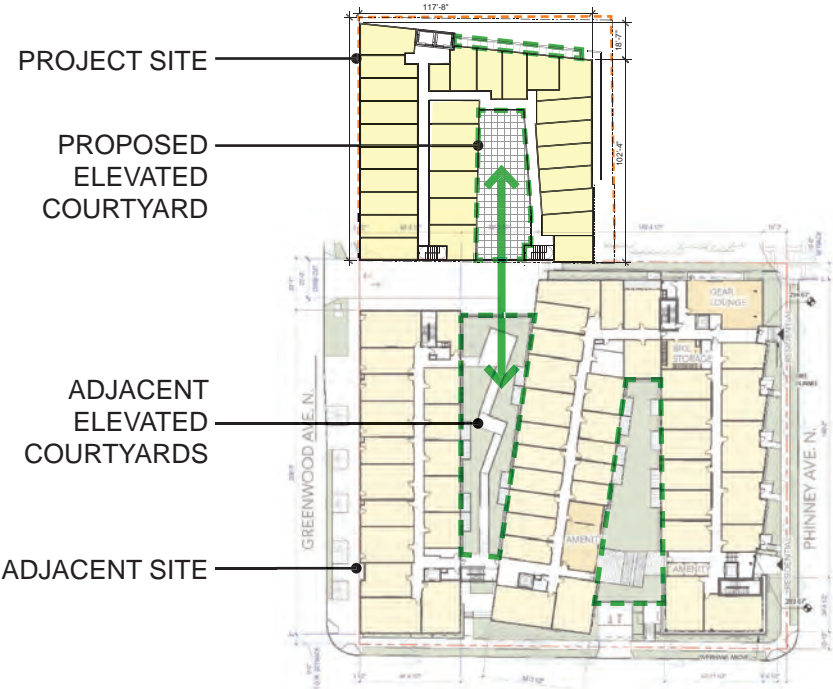


CS1.D1 | ON-SITE FEATURES

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.

RESPONSE |

- A grove of approximately 11 Rock Mountain Juniper trees are located along the north edge of the site, atop the large retaining wall. The trees are a potential benefit to both the proposed project and adjacent property to the north, as well as the neighborhood as a whole. Consultation with an arborist about the condition of the trees and how best to preserve the trees in a safe way are ongoing.

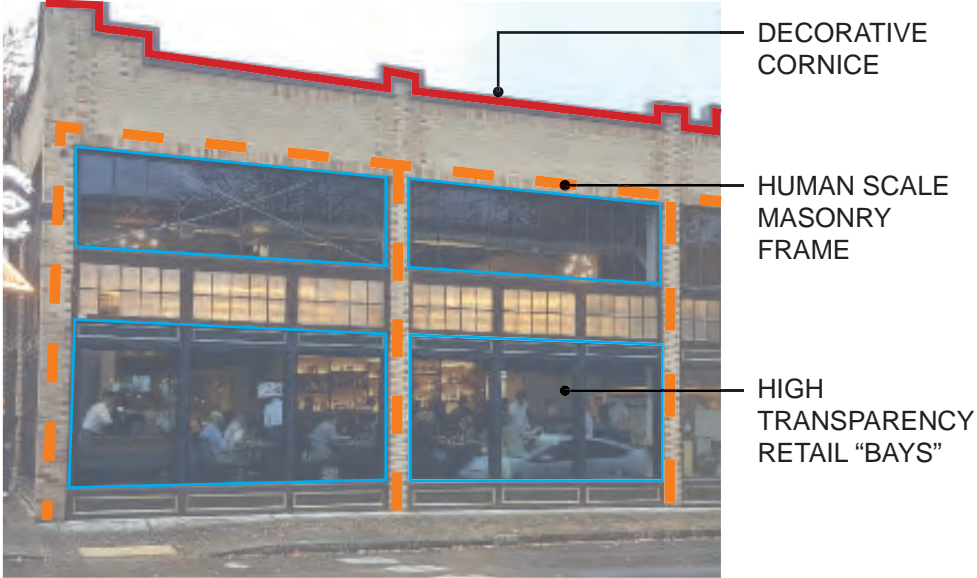


CS2. B3 | CHARACTER OF OPEN SPACE

Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or “rooms” for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).

RESPONSE |

- The adjacent building to the south incorporates large elevated courtyards between the building volumes. All three proposed schemes incorporate similar, angled courtyards
- The open spaces are oriented differently in the proposed scheme, but are most successful when they align with the adjacent courtyards, establishing a network of larger, open space.



CS2.B2 | CONNECTION TO THE STREET

Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

GREENWOOD / PHINNEY CS3.II | COMPATIBILITY

Consider using the human-scale historical pattern of storefronts on Greenwood Avenue North as a guide in developing new structures abutting Town Center streets. New development should respond to Greenwood’s existing context by matching window and opening proportions, entryway patterns, scale and location of building cornices, proportion and degree of trim work and other decorative details, and employing a variety of appropriate finish materials.

RESPONSE |

- The area along Greenwood Ave, particularly near 85th, has a well established street edge, defined by retail and restaurants at the sidewalk edge with high transparency, well-proportioned storefront inset in well detailed masonry frames. See Analysis on pages 10-11
- The project proposes a strong, high-transparency street edge along Greenwood Ave N, with opportunities to pull proportions, patterns, and other design cues from the existing neighborhood streetscape.

PRIORITY DESIGN GUIDELINES - PUBLIC LIFE



PL1.A | NETWORK OF OPEN SPACES

Design the building and open spaces to positively contribute to a **broader network of open spaces** throughout the neighborhood. Consider ways that design can enhance the features and activities of existing off-site open spaces. Open space may include sidewalks, streets and alleys, circulation routes and other open areas of all kinds.

GREENWOOD / PHINNEY CS3.II | PEDESTRIAN OPEN SPACES

Small, usable open spaces are an important design objective. Open spaces incorporating the following features are encouraged with new commercial and mixed-use development:

- i. Good sun exposure during most of the year
- ii. Located in areas with significant pedestrian traffic
- iii. Storefront and/or residential windows face onto open space, at or above the ground level
- iv. There are a variety of places to sit
- v. Pedestrians have something to look at, whether it is a view of the street, landscaping, a mural, etc.

RESPONSE |

- The proposed L2 courtyards look to interface with the existing elevated courtyards to the south, increasing solar exposure and creating a larger network of green space throughout the block. See analysis on page 13.
- The streetscape along Greenwood Ave is wide, with existing street trees that will be enhanced with additional landscaping in the planting strip. Ample opportunities for storefront that opens to the right of way and/or outdoor seating will provide pedestrian activation to the block. See analysis on page 12.



PL3.A | ENTRIES

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.

Common entries to multi-story residential buildings need to provide **privacy and security for residents** but also be **welcoming and identifiable to visitors**. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, **low walls and/or landscaping**, **a recessed entry area**, and other detailing that signals a break from the public sidewalk

RESPONSE |

- The primary residential entry will be located adjacent to the sidewalk, so care will be taken to distinguish it from the rest of the storefront with a combination of design features; overhead weather protection, recessed entry, pedestrian amenities, and signage will designate the entry.



PL3.C | RETAIL EDGES

1. Porous Edge: **Engage passersby with opportunities to interact visually with the building interior using glazing and transparency**. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.
2. Visibility: **Maximize visibility into the building interior and merchandise displays**. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.
3. Ancillary Activities: **Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur**. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

RESPONSE |

- Along Greenwood Ave the retail provides opportunities for activation of the sidewalk and visual reciprocity between the public realm and interior spaces. The width of the sidewalk and use could allow the commercial uses to spill out on the sidewalk, further engaging the neighborhood.

PRIORITY DESIGN GUIDELINES - DESIGN CONCEPT



DC2.B1 | 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**.

GREENWOOD / PHINNEY DC2.I | ARCHITECTURAL CONTEXT

Facade modulation and articulation are less critical in commercial or mixed-use structures as long as **appropriate levels of detail are present to break up the façade**. Many of these structures are **simple boxes that are well-fenestrated** and contain a number of details that add **interest at the ground level and lend buildings a human scale**. Modulation of commercial and mixed-use structures at the street level is discouraged unless the space or spaces created by the modulation are large enough to be usable by pedestrians.

RESPONSE |

- **The proposed massing lends itself to the neighborhood guidelines of a more detailed ground level expression with a well-fenestrated simple massing expression at the upper stories.**
- **Modulation, fenestration patterns, and materials will take cues from the neighborhood context, but incorporated into the proposed design to establish a clear, coherent composition.**



DC3.B | OPEN SPACE USES AND ACTIVITIES

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.

**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), barbeques, resident meetings, and crafts or hobbies.

RESPONSE |

- **The project proposes a variety of open spaces for residents to gather, including the large outdoor spaces at both the level 2 courtyard and the rooftop deck. Amenities such as landscaping, seating, and food preparation areas will encourage interaction between the residents and foster a community environment.**



DC4.A1 | 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.

GREENWOOD / PHINNEY DC4.II | EXTERIOR FINISH MATERIALS

New buildings should feature durable, attractive and well-detailed finish materials.  
i. Building Materials in the Greenwood Avenue North/Phinney Avenue North and North/Northwest 85th Street Corridors: Again, buildings within these corridors are characterized by their utilitarian, nonflamboyant, traditional architectural styles. **Brick is the most common surface treatment in the commercial areas and should be encouraged**. Plastic awnings should be strongly discouraged. As an alternative, **architectural canopies are encouraged to provide weather protection** and a place for business signage.

RESPONSE |

- **Newer development in the neighborhood often honors the neighborhood context with one and two story masonry frames at the street level, with more modern materials at upper stories, expressed through fenestration patterning and detailing. Accents, either through use of natural materials or color, are sometimes used to draw attention to design elements, such as eaves or expressed massing volumes.**

23.47A.004 | PERMITTED USES

- Residential uses (apartments) are permitted outright, per table A 23.47A.004.
- Restaurants are permitted (limited to 20,000 SF), per table A 23.47A.004.
- Retail Sales and services are permitted (limited to 50,000 SF), per table A 23.47A.004

23.47A.008 | STREET-LEVEL DEVELOPMENT STANDARDS

- The provisions of subsection 23.47A.008.A apply to : structures in NC zones
- Blank segments of the street-facing facade between 2 and 8 feet above the sidewalk may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street
- Non-residential uses at street level requirements:
- 60 percent of the street-facing facade between 2 and 8 feet above the sidewalk shall be transparent.
- Street facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
- Non-residential-uses shall extend an average depth of at least 30 feet and minimum depth of 15 feet from the street-level, street-facing facade.
- Non-residential uses at street level shall have a floor to floor height of at least 13 feet.

- In additions to the provisions above, the following standards apply in pedestrian designated zones:
  - A minimum of 80 percent of the width of the structure’s street-level street-facing facade that faces a principal pedestrian street shall be occupied by uses listed in subsection 23.47A.005.D1
  - Continuous overhead weather protection (minimum 6 foot depth) is required along at least 60 percent of the the street frontage of a structure.

23.47A.012 | STRUCTURE HEIGHT

The height limit for structures in NC2-65(M1) is 65 feet.

On lots containing a peat settlement-prone environmentally critical area, the height of the structure may exceed the otherwise applicable height limit and the other height allowances provided by up to three feet. Three more feet of height may be allowed for any wall of a structure on a sloped lot, provided that on the uphill sides of the structure, the maximum elevation of the structure height shall be no greater than the height allowed by the first sentence of this subsection 23.47A.012.A.3. The Director may apply the allowances in this subsection 23.47A.012.A.3 only if the following conditions are met:

a.The Director finds that locating a story of parking underground is infeasible due to physical site conditions such as a high water table;

b.The Director finds that the additional height allowed for the structure is necessary to accommodate parking located partially below grade that extends no more than 6 feet above existing or finished grade, whichever is lower, and no more than 3 feet above the highest existing or finished grade along the structure footprint, whichever is lower, as measured to the finished floor level above; and

c.Other than the additional story of parking allowed according to this subsection 23.47A.012.A.3, the additional height shall not allow an additional story beyond the number of stories that could be built under the otherwise applicable height limit.

Applicable height exceptions are:

- Open railings, planters, clerestories, greenhouses, solariums, parapets, and firewalls may extend up to 4 feet above the otherwise applicable height limit.
- The following rooftop features may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features does not exceed 20 percent (25 percent if the total includes stair or elevator penthouses)
  - Solar collectors
  - mechanical equipment,
  - stair and elevator penthouses (may extend up to 16 feet above the applicable height limit)
- Solar collectors, planters, clerestories & non-firewall parapets shall be located at least 10 feet from the north lot line unless a shadow diagram is provided that demonstrates that locating such features within 10 feet of the north lot line would not shade property to the north on January 21st at noon more than would a structure built to the maximum permitted height & FAR.

23.47A.013 | FLOOR AREA RATIO

The maximum FAR in a NC2 zone with a 65 foot height limit is 4.50 per table B, as long as the project complies with the incentive zoning provisions of SMC 23.58A.

Applicable FAR exemptions are :

- All underground stories
- Portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access.
- On a lot containing a peat settlement-prone environmentally critical area, above-grade parking within or covered by a structure or portion of a structure, if the Director finds that locating a story of parking below grade is infeasible due to physical site conditions such as a high water table, if either:
  - a. The above-grade parking extends no more than 6 feet above existing or finished grade and no more than 3 feet above the highest existing or finished grade along the structure footprint, whichever is lower, as measured to the finished floor level or roof above, pursuant to subsection 23.47A.012.A.3; or
  - b. All of the following conditions are met:
    - 1) No above-grade parking is exempted by subsection 23.47A.013.B.4.a;
    - 2) The parking is accessory to a residential use on the lot;
    - 3) Total parking on the lot does not exceed one space for each residential dwelling unit plus the number of spaces required for non-residential uses; and
    - 4) The amount of gross floor area exempted by this subsection 23.47A.013.B.4.b does not exceed 25 percent of the area of the lot in zones with a height limit less than 65 feet, or 50 percent of the area of the lot in zones with a height limit 65 feet or greater

23.47A.014 | SETBACKS & SEPARATIONS

An upper-level setback is required along any rear or side lot line that abuts a lot in an LR, MR, or HR zone or that abuts a lot that is zoned both commercial and LR, MR, or HR if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows:

a. Ten feet for portions of structures above 13 feet in height to a maximum of 65 feet; and

b. For each portion of a structure above 65 feet in height, additional setback at the rate of 1 foot of setback for every 10 feet by which the height of such portion exceeds 65 feet, up to a maximum setback of 20 feet

23.47A.024 | AMENITY AREA

The required amount of amenity area in NC zones is equal to **5%** of the total gross floor area of the structure in residential use, with the following conditions:

- All residents shall have access to a common or private amenity area.
- Amenity areas shall not be enclosed.
- Common Amenity areas: 250 sf min, no horizontal dimension less than 10 feet
- Private Amenity areas : 60 sf min, no horizontal dimension less than 6 feet.

23.54.015 | PARKING REQUIREMENTS

- Item “D1” - In all commercial and in pedestrian-designated zones, no parking is required for the first 1,500 square feet of each business establishment.
- Table B for 23.54.015 Item “L” - No parking is required for all residential uses within urban centers or within the Station Area Overlay District.
- Bicycle parking requirements : **1 per 4 dwelling units**, per table D SMC 23.54.015 item D.2. Required bicycle parking shall be provided in a safe, accessible, and convenient location. Bicycle parking hardware shall be installed so that it can perform to it's manufacturer’s specifications and any design criteria promulgated by the Director of Transportation, allowing adequate clearance for bicycles and their riders. Bicycle parking required for small efficiency dwelling units and congregate residence sleeping rooms is required to be covered for weather protection. If the required, covered bicycle parking is located inside the building that contains small efficiency dwelling units or congregate residence sleeping rooms, the space required to provide the required bicycle parking shall be exempt from Floor Area Ratio (FAR) limits. Covered bicycle parking that is provided beyond the required bicycle parking shall not be exempt from FAR limits.

COMMUNITY OUTREACH



SCREENSHOT OF WEBSITE HOMEPAGE

In cooperation with the department of neighborhoods, the project performed community outreach by sending out flyers to neighborhood businesses and restaurants, setting up and publicizing a hotline phone number, and posting a public website that included information on the proposed project and a survey to collect feedback.

The survey asked the following questions and possible responses (indicated responses in orange)

Though the survey did not have a large volume of responses, when feedback was collected for the adjacent “Phase 1 development in early 2019, there was a large neighborhood response, and much of the feedback - priority of bringing new services to the area (specifically a grocery store), importance of the pedestrian experience, and concerns about making driving and parking more difficult - were consistent with feedback received for the proposed project.



IMAGE OF FLYER MAILED TO NEIGHBORHOOD RESIDENTS AND BUSINESSES

The survey asked the following questions and possible responses (indicated responses in orange)

1. What is your connection to this development project? (select all that apply)

- o I live very close to the project
- o I live in the general area
- o I own a business nearby
- o I visit the area often for work or leisure
- o I don’t have a direct connection, but I care about growth and development in Seattle
- o Other

2. What is most important to you about a new building on this property? (select up to two)

- o That it is nice looking
- o That it looks unique and interesting
- o That it brings new services or amenities to the area (businesses, open space, etc.)
- o That is affordable for residents and/or businesses
- o That it is designed to be family-friendly
- o That it is designed with environmental sustainability in mind
- o Other : “Should Not be obtrusive to the skyline. It should match the height of nearby buildings.”

3. We will be providing retail space at the street-level. What types of businesses would you like to see? (select up to two)

- o Coffee shop, restaurant, pub, etc.
- o Personal services (hair/nails, gym, laundry, etc.)
- o Small or local businesses of any type
- o Other: Grocery Store

4. We will be improving the sidewalks and landscaping at the street-level. Which are the most important for designing the public areas? (select up to two)

- o Good for pedestrians (enough space to walk, etc.)
- o Lots of plants/greenery
- o Lighting, “eyes on the street”, and other designs for safety
- o Attractive building materials at street-level (siding, windows, doors, signs, etc.)
- o Seating/places to congregate (sidewalk cafes, benches, etc)
- o Other: All are important

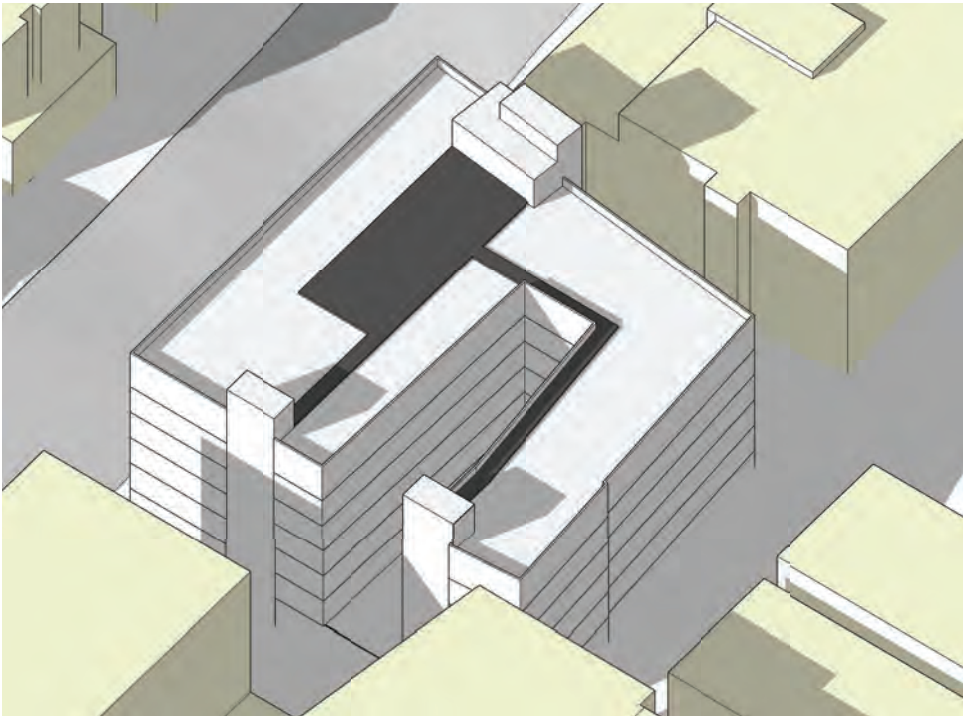
5. What concerns do you have about the project? (select any/all that apply)

- o Construction noise/impacts
- o The current parking is going away
- o That I will not like the way it looks
- o That it will not be affordable
- o That it may feel out of scale with other buildings nearby
- o That it will make driving and parking in the neighborhood more difficult
- o I don’t really have any specific concerns
- o Other

Additional Comments:

“Looking forward to a new building in section of Greenwood Ave. There are many restaurants, cafes and pubs along Greenwood so if adding anything new there, I would hope it would be very nice cafe or restaurants and not more pubs.”

DESIGN CONCEPTS |  
OVERVIEW



OPTION A  
**PREFERRED**

168 Units, 2,900 +/- SF Commercial

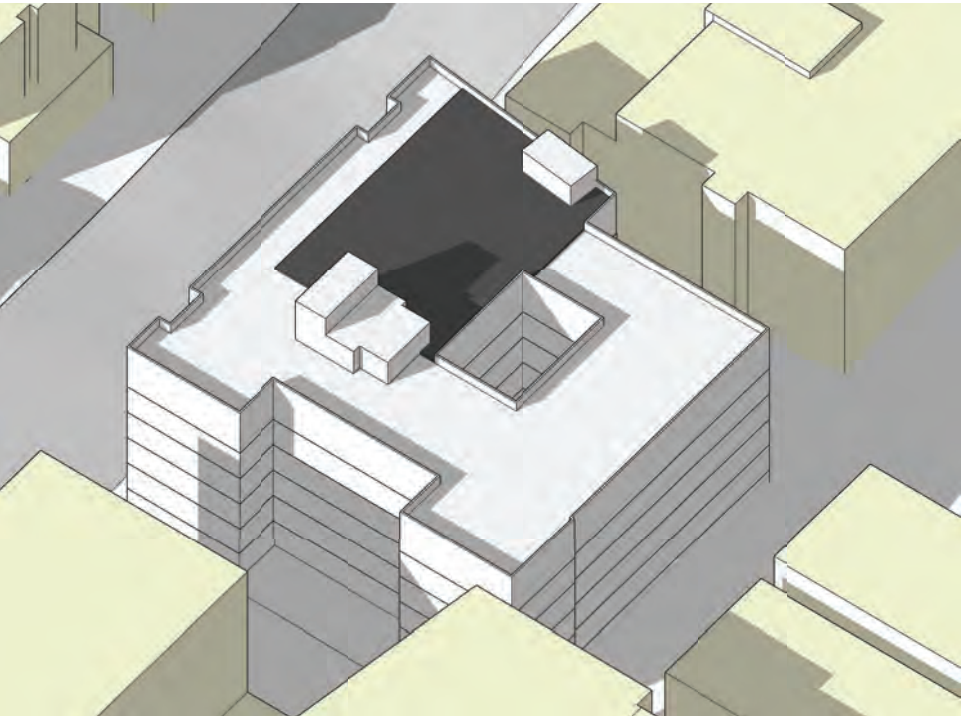
No Departures Required

PROS

- + Large open courtyard erodes massing and provides increased exterior wall area for unit windows
- + South facing courtyard maximizes access to light and air and aligns with adjacent development to establish “network of open space”
- + Setback at north facade for existing trees and increased privacy
- + Roof deck maximizes potential of western views, screened from northern neighbors by rooftop penthouse

CONS

- Lack of Modulation on west facade is inconsistent with structures to the north, however is consistent with adjacent Phase 1 massing.



OPTION B

150 Units, 2,900 +/- SF Commercial

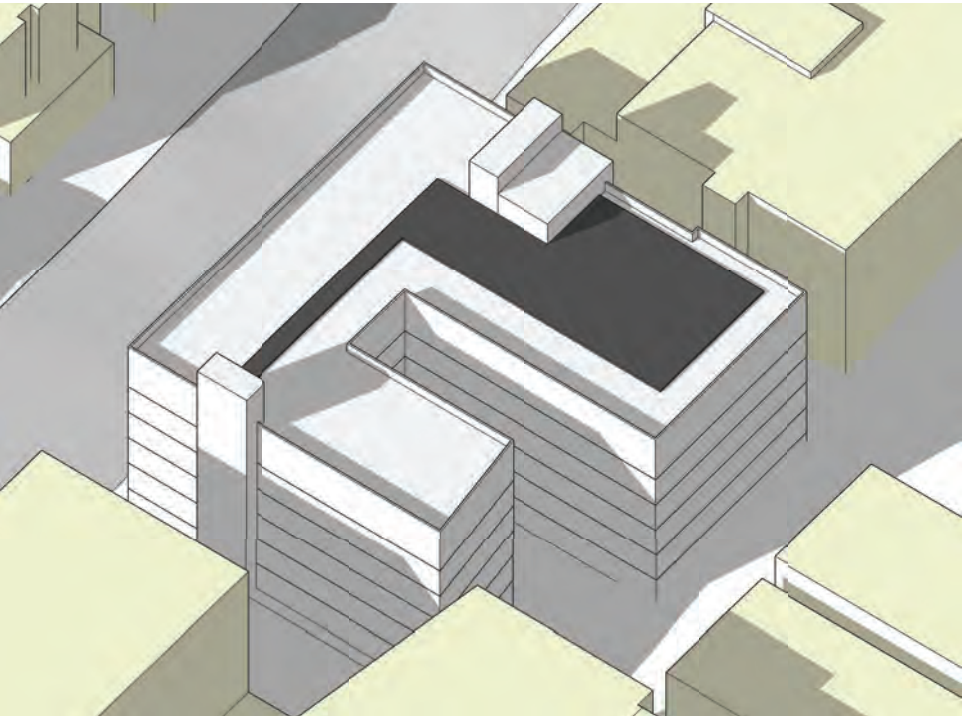
No Departures Required

PROS

- + Roof deck maximizes potential of western views
- + Modulation on western facade dissolves perceived height, bulk, and scale
- + Setback at north facade for existing trees and increased privacy

CONS

- Lightwell provides least amount of light and air to interior units
- Amenity court provides light and air, but much of sunlight is indirect
- South courtyard does not directly align with adjacent open space to the south to maximize light and air



OPTION C

147 Units, 2,800 +/- SF Commercial

No Departures Required

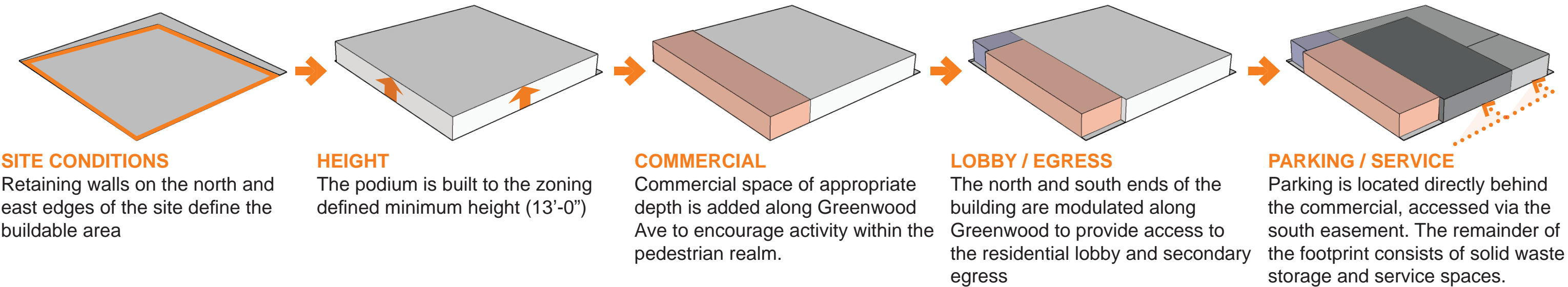
PROS

- + Large open courtyard erodes massing and provides increased exterior wall area for unit windows
- + South facing courtyard and angled geometry mirror forms of adjacent development

CONS

- Smallest setback at north edge results in biggest impact to existing trees
- Amenity court provides light and air, but much of sunlight is indirect
- South courtyard does not directly align with adjacent open space to the south to maximize light and air
- Roof deck location does not capitalize on views and has potential impact on northern property
- Lack of Modulation on west facade is inconsistent with structures to the north, however is consistent with adjacent Phase 1 massing.

PODIUM



UPPER MASSING

