

EARLY DESIGN GUIDANCE

GREENWOOD AVENUE

A Proposed Apartment Development
for GRE Greenwood Avenue L.L.C.
January 25th, 2010

studio **MENG**
STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

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Sheet Index

A1	TITLE SHEET / CONTACT INFO/ SHEET INDEX/ VICINITY MAP/ SITE MAP	A12	GREEN WALL EXAMPLES
A2	SITE SURVEY PLAN	A13	CLADDING & SYSTEM CONSTRUCTION DESIGN DIRECTIONS
A3	SITE ANALYSIS	A14	PORTFOLIO EXAMPLES
A4	AERIAL MAP WITH PHOTO KEY	Z1	ZONING CODE SUMMARY
A5	VICINITY PHOTOS		
A6	DESIGN GUIDELINES AND DESIGN STATEMENT		
A7	DESIGN STATEMENT (CONTINUED)		
A8	CONCEPTUAL PLANS		
A9	PROPOSED OPTION A		
A10	PROPOSED OPTION B		
A11	PROPOSED OPTION C		

Vicinity Map



Site Map



GREENWOOD AVENUE: EARLY DESIGN GUIDANCE

TITLE SHEET/ CONTACT INFO/ SHEET INDEX/ VICINITY MAP/ SITE MAP

A1

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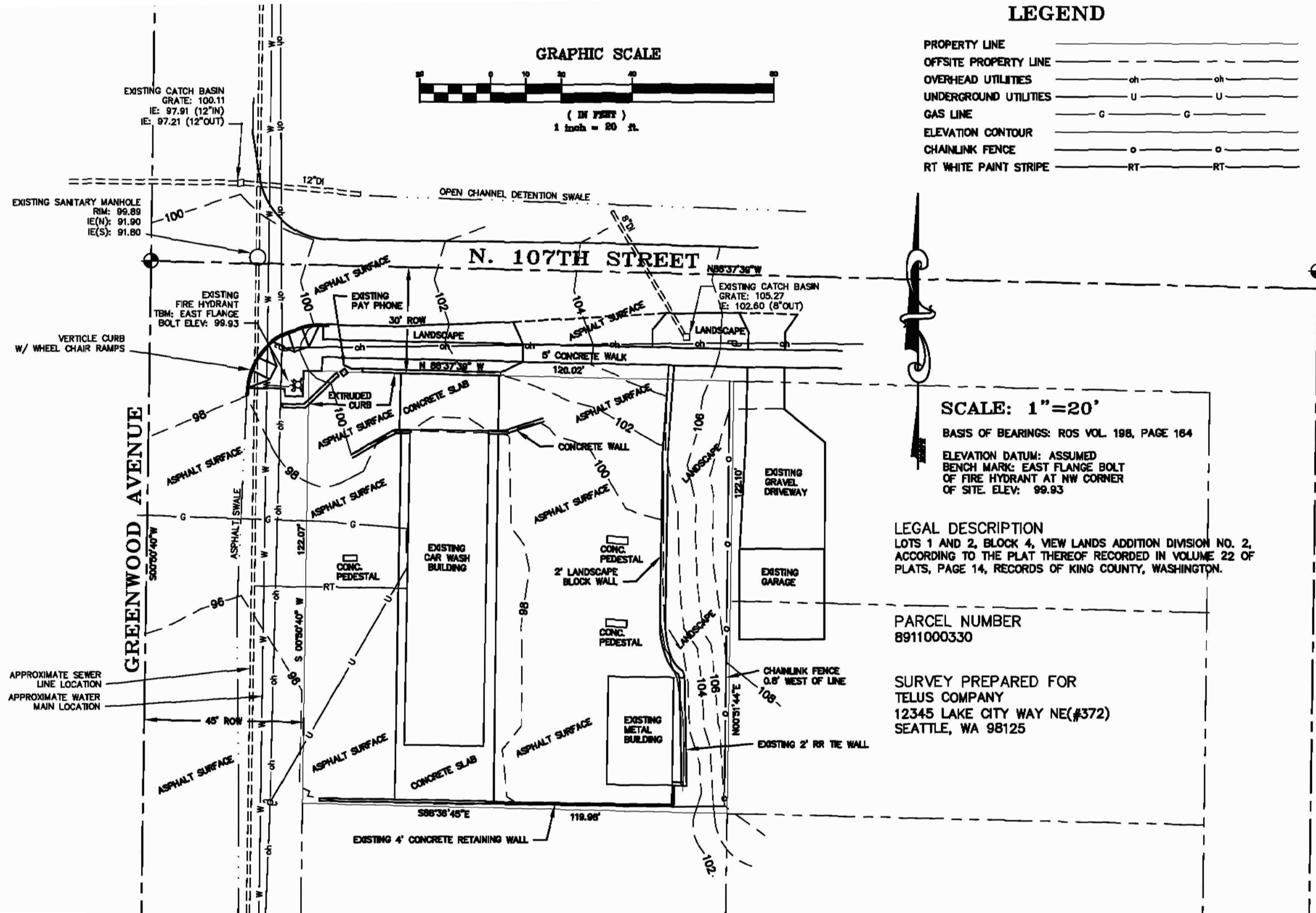
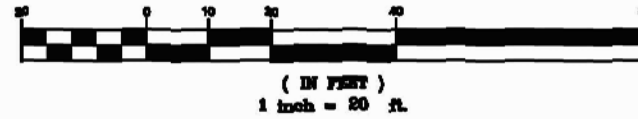
LEGEND

PROPERTY LINE	---
OFFSITE PROPERTY LINE	- - - - -
OVERHEAD UTILITIES	oh oh oh
UNDERGROUND UTILITIES	U U U
GAS LINE	G G G
ELEVATION CONTOUR	~ ~ ~
CHAINLINK FENCE	o o o
RT WHITE PAINT STRIPE	RT RT RT

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GRAPHIC SCALE



SCALE: 1"=20'

BASIS OF BEARINGS: ROS VOL. 198, PAGE 164

ELEVATION DATUM: ASSUMED
BENCH MARK: EAST FLANGE BOLT
OF FIRE HYDRANT AT NW CORNER
OF SITE. ELEV: 99.93

LEGAL DESCRIPTION

LOTS 1 AND 2, BLOCK 4, VIEW LANDS ADDITION DIVISION NO. 2,
ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 22 OF
PLATS, PAGE 14, RECORDS OF KING COUNTY, WASHINGTON.

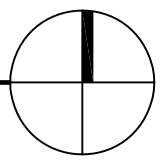
PARCEL NUMBER
8911000330

SURVEY PREPARED FOR
TELUS COMPANY
12345 LAKE CITY WAY NE (#372)
SEATTLE, WA 98125

1

SURVEY PLAN

SCALE: 1/128"=1'-0"

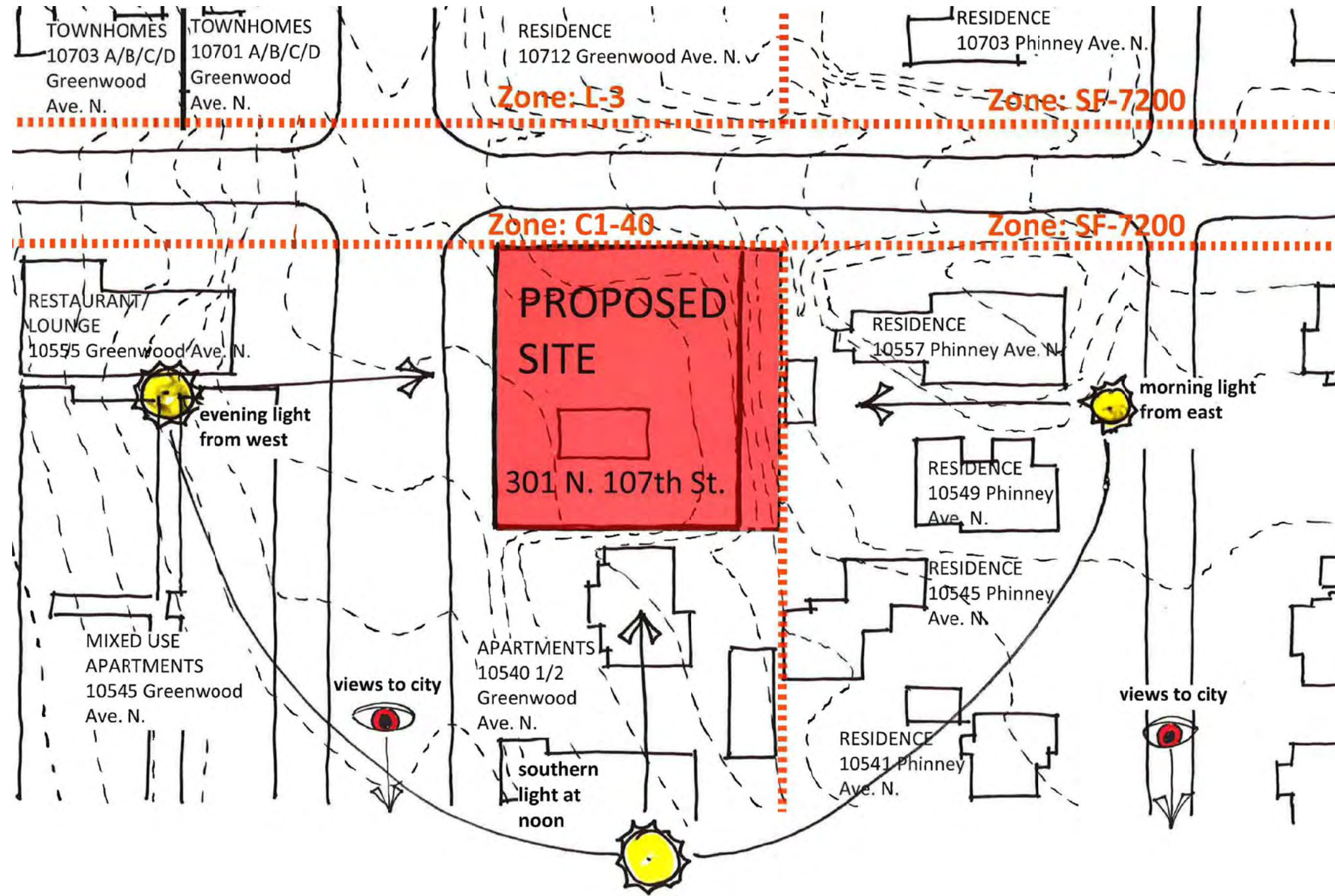


NORTH

GREENWOOD AVE: EARLY DESIGN GUIDANCE

SURVEY PLAN

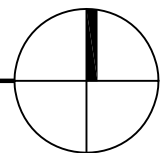
A2



1

SITE ANALYSIS

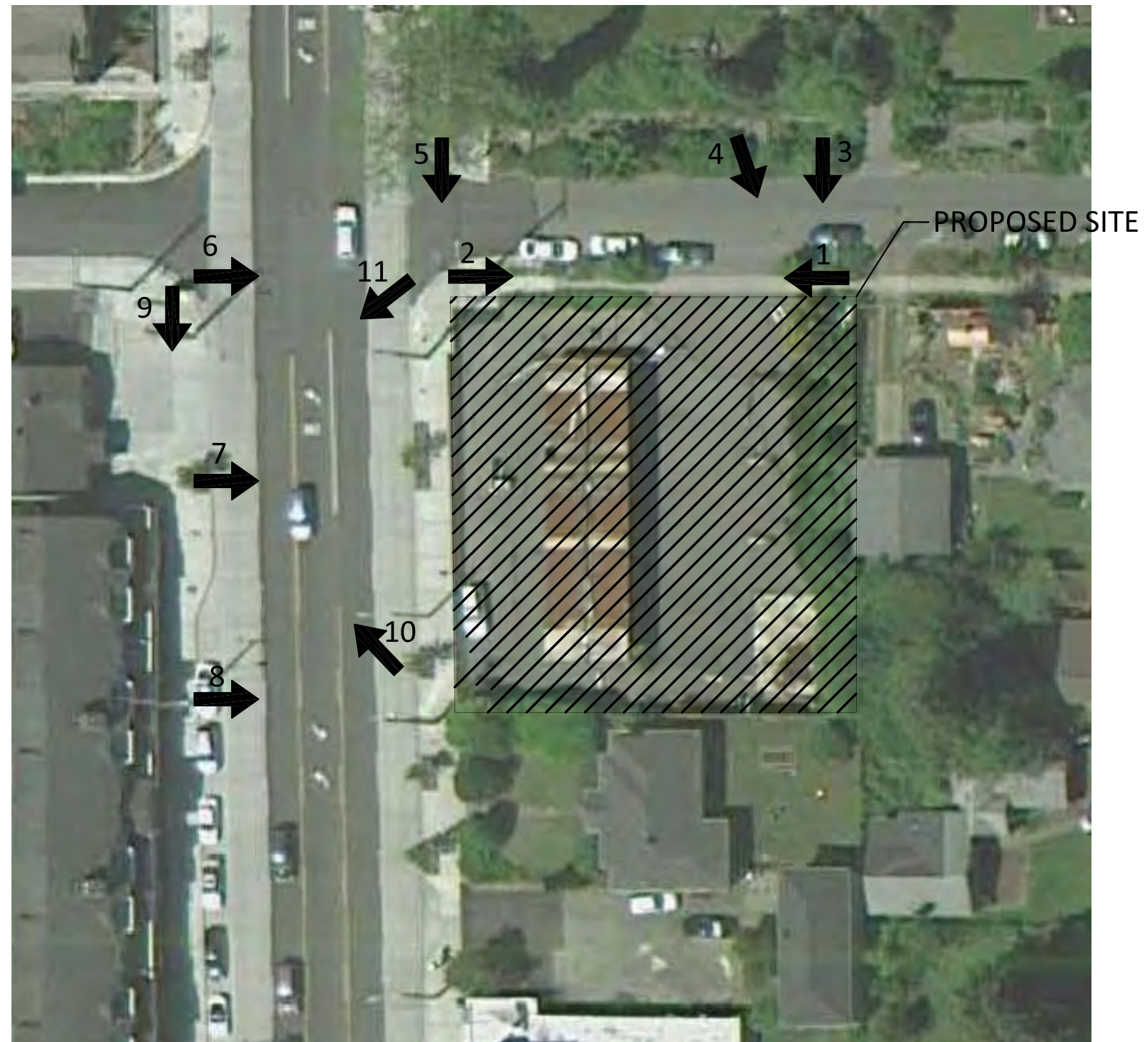
SCALE: NTS



NORTH

GREENWOOD AVE: EARLY DESIGN GUIDANCE
SITE ANALYSIS

A3



GREENWOOD AVE: EARLY DESIGN GUIDANCE

AERIAL MAP WITH PHOTO KEY

A4



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PHOTO #1
View southwest through site from N. 107th St.

PHOTO #2
View west along 107th st.

PHOTO #3
View southeast from Greenwood ave/N. 107th st. intersection



PHOTO #4
View looking south from N. 107th St.

PHOTO #5
View looking southeast from Greenwood Ave.

PHOTO #6
View looking northeast from Greenwood Ave.

PHOTO #7
View looking east from Greenwood Ave.



PHOTO #8
View looking northeast from Greenwood Ave.

PHOTO #9
View northeast from Greenwood Ave.

PHOTO #10
View northwest along Greenwood Ave.

PHOTO #11
View southwest from Greenwood Ave./N. 107th St. intersection

GREENWOOD AVE: EARLY DESIGN GUIDANCE
VICINITY PHOTOS

A5

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DESIGN GUIDELINES

A-7 Residential Open Space

The proposed development of the site does not leave much room for residential open space at the ground level. Balconies can be provided at some units on the upper levels, but create unsightly "outdoor storage" areas for tenants which detract from the appearance of the building when occupied. We propose that the majority of the residential open space/amenity requirement be met via the creation of a roof deck accessible to all building tenants. This deck will be at a high enough elevation that it will have views of Lake Union and Downtown Seattle.

A-8 Parking & Vehicle Access

The site has right-of-way access along both the western edge bordering Greenwood Avenue N and northern edge bordering N 107th St., allowing vehicular access from N 107th St. We propose creating a curb cut at about the same location as the existing entrance to the site with an inset parking gate.

B-1 Height, Bulk & Scale Compatibility

Many of the surrounding buildings are built to the same height as the proposed project, however, most are older converted buildings lacking character that are not making use of their entire lots or new mixed use buildings with plenty of space. Our proposed building configuration makes use of the entire site and maintains a continuous frontage at the street (see A-8).

C-2 Architectural Concept & Consistency

We intend to use building form, materials, and fenestration to create a cohesive and engaging design which follows a coherent overall concept. Rhythmic proportioning will be used to unify design elements in a total design gestalt.

C-4 Exterior Finish Materials

This project will be designed under very tight budgetary constraints, making it difficult to incorporate higher-end finishes into the design. However, we are committed to creating a design and details with materials which are visually engaging and durable. We refer the Board to examples of our past work as evidence of our ability to fulfill this commitment.

D-2 Blank Walls

Because portions of the proposed building are built directly to the side and rear property lines, there is one internal lot-line fire wall which can have no openings for fire-resistance reasons. This wall will be treated with textural masonry material and color to enhance their appearance and create a pleasing facade that will add to the cohesiveness of the area.

D-6 Screening of Service Areas

The service and garbage collection area is proposed to be located at the northeast corner of the site in a full enclosure with a gate in order to screen it from the street while allowing easy access for garbage pickup.

D-12 Residential Entrance

The residential lobby and entrance has been located centrally in the façade and recessed partially at the street. Color differentiation and signage will also be used to emphasize the "front door" of the project.

DESIGN STATEMENT

This project is the second of several upcoming in which we are trying to develop a new model for the design and development of apartment buildings in a severely-impacted real estate economy. **New economic realities call for innovative approaches.**

As this particular site was being considered for development, the property owner identified the core criteria that would have to be met to result in a successful project. These include:

1. Total construction cost of **less than \$120 per square foot**
2. A minimum of **54 dwelling units**
3. Target project for **workforce housing** (100% to 120% of median income)

The first criterion derives from financial feasibility limitations. At construction hard costs over \$120/sf, the project is not feasible. The second criterion derives from the challenges of sourcing capital for construction projects in the current economy. Private equity participation is now necessary to make projects of this type happen, and most private equity participants have investment thresholds, one of which is a minimum unit count of 54 dwelling units. The third criterion is driven by demand.

Design Criteria

Following from these two criteria, our design team developed the following design criteria to meet the project requirements:

- No parking below grade.
- Mostly wood-frame construction and masonry (i.e. minimal concrete, minimal steel).
- Use simple building geometry, regular shapes, and compact plans.
- Take a Systems Approach to design.
- Use low life-cycle- and first-cost building materials, finishes, and fixtures.
- Minimize construction waste and material use (e.g. advanced framing, modular geometry, etc.).
- Maximize building perimeter available for dwelling unit daylighting while maintaining appropriate unit sizes and types.

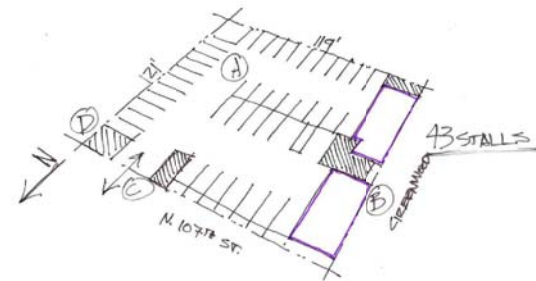


DIAGRAM #1

Issue 1: Parking Layout

Maximum possible parking on site without going underground is thus one of the main design constraints for this project, and defines the parameters for overall building configuration. Even with the allowable 20% reduction in parking allowed for this site via transit service offsets, 43 parking stalls are required by code for the targeted 54 dwelling units.

Optimum efficiency for parking layout requires 90-degree two-way parking aisles. The typical bay width for parking is therefore 56 feet to 59 feet (depending on stall size, one bay must be deeper to accommodate barrier-free parking). The site for this project is rectangular, 121 feet in the north-south dimension, and 119 feet in the east-west direction. It is not possible to park 43 cars on site without having two bays of parking, so the parking layout must therefore orient the bays east-west instead of north-south [A]. This leaves a strip of area along Greenwood Ave. approximately 18 feet deep, in which live-work units, building service areas, and the project entrance lobby can be located (and which also screen the parking from the sidewalk). [B]

The access driveway and curb cut have been located toward the northeast corner [C] to keep it further away from the main arterial to the west and closer to the shared property line [D].

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DESIGN STATEMENT

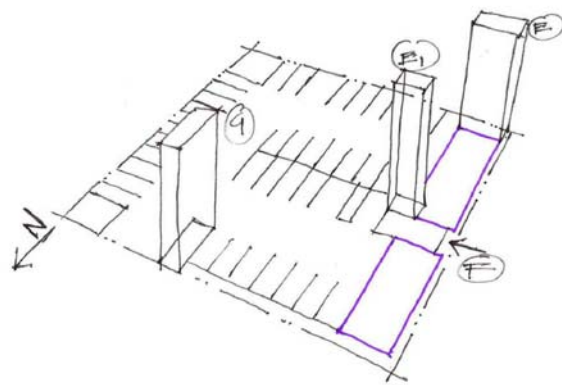


DIAGRAM #2

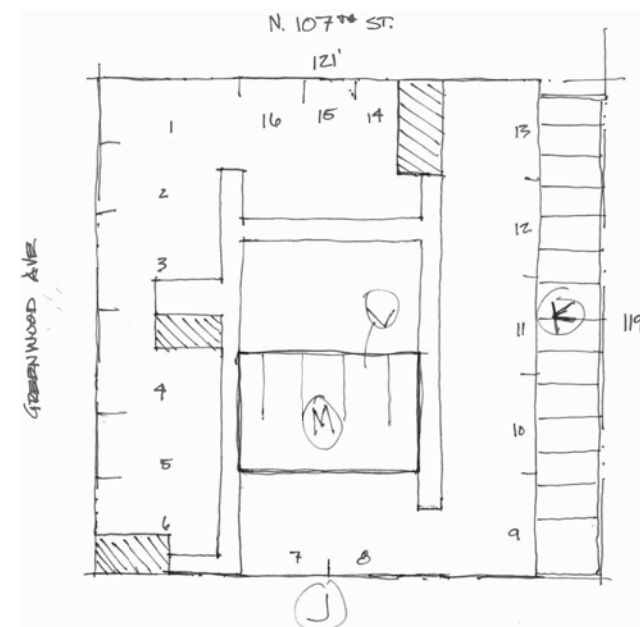


DIAGRAM #3A

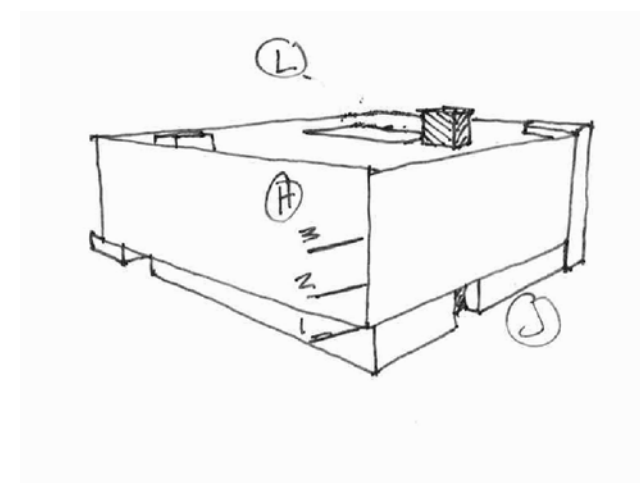


DIAGRAM #3B

Issue 2: Access & Circulation

The parking layout then defines the areas where vertical circulation core elements can be located, staying clear of drive aisles and minimizing impact on parking spaces by locating them within the parking module. The main stair [E] and elevator core [E1] must be directly accessible from the sidewalk and oriented to minimize hallway circulation on the upper levels. The location proposed for this core allows a lobby area with an inset entry door to emphasize the "front-door" presence of the project and provide weather coverage. The building wall along the sidewalk has been set back toward the entrance for further emphasis and to allow a planting strip if needed[F].

Required exit spacing under the provisions of the Seattle Building Code plus the need to minimize hallway circulation space on the upper levels determines the location of a second stairway [G] within the parking module.

Issue 3: Residential Floor Layout

With three units provided as live-work spaces at the ground level, 51 more units must be located in the residential floors above to meet the minimum 54 required for project feasibility. This site is slightly sloped and has a 40-foot height limit under the provisions of the C1-40 zoning designation. This allows for three levels of units above [H], or 17 units per level, minimum.

The total site area to the property lines is 14,647 square feet. Subtracting space for core and circulation, this would theoretically allow 17 units of approximately 600 sq. ft. each. However, dwelling units must have windows for light and air access, and windows cannot be located directly on property lines. The site also has a Floor Area Ratio limit of 3.25.

Therefore, some portion of the residential levels must be set back from the property lines.

Maintaining full frontage along the street allows more window area for units facing the street and creates a more unified appearance and massing for the project on the block [J]. To the rear, the required 15 foot setback allows all units to have window frontage [K], and with the addition of an interior light well approximately 21 feet by 20 feet, the dwelling units that border the required fire wall are allowed windows for required light and air access [L]. This also allows the parking below to qualify as an "open parking garage" under the building code, eliminating the need for costly mechanical ventilation of this area [M].

The adjacent properties to the west and south share the same commercial zoning designation and also have no side yard setback requirements, however, the properties to the north and east do not. The property to the east has an SF-7200 zoning designation and the property to the north has an L-3 zoning designation. Overall plan shape is kept simple and regular to avoid cost issues, and is laid out on a four-foot module to reduce construction waste and allow for advanced framing techniques or partial modularization to be used. The firewall at the side property line and rear provide excellent shear wall locations.

Limited Building Configuration Options & Early Design Guidance

Following directly from the project feasibility criteria through the dimensional restrictions of the site and use geometries, we find that there is essentially only one way to "skin the cat" when it comes to overall building configuration for this project, yet the Early Design Guidance process recommends that applicants provide three distinct configuration options.

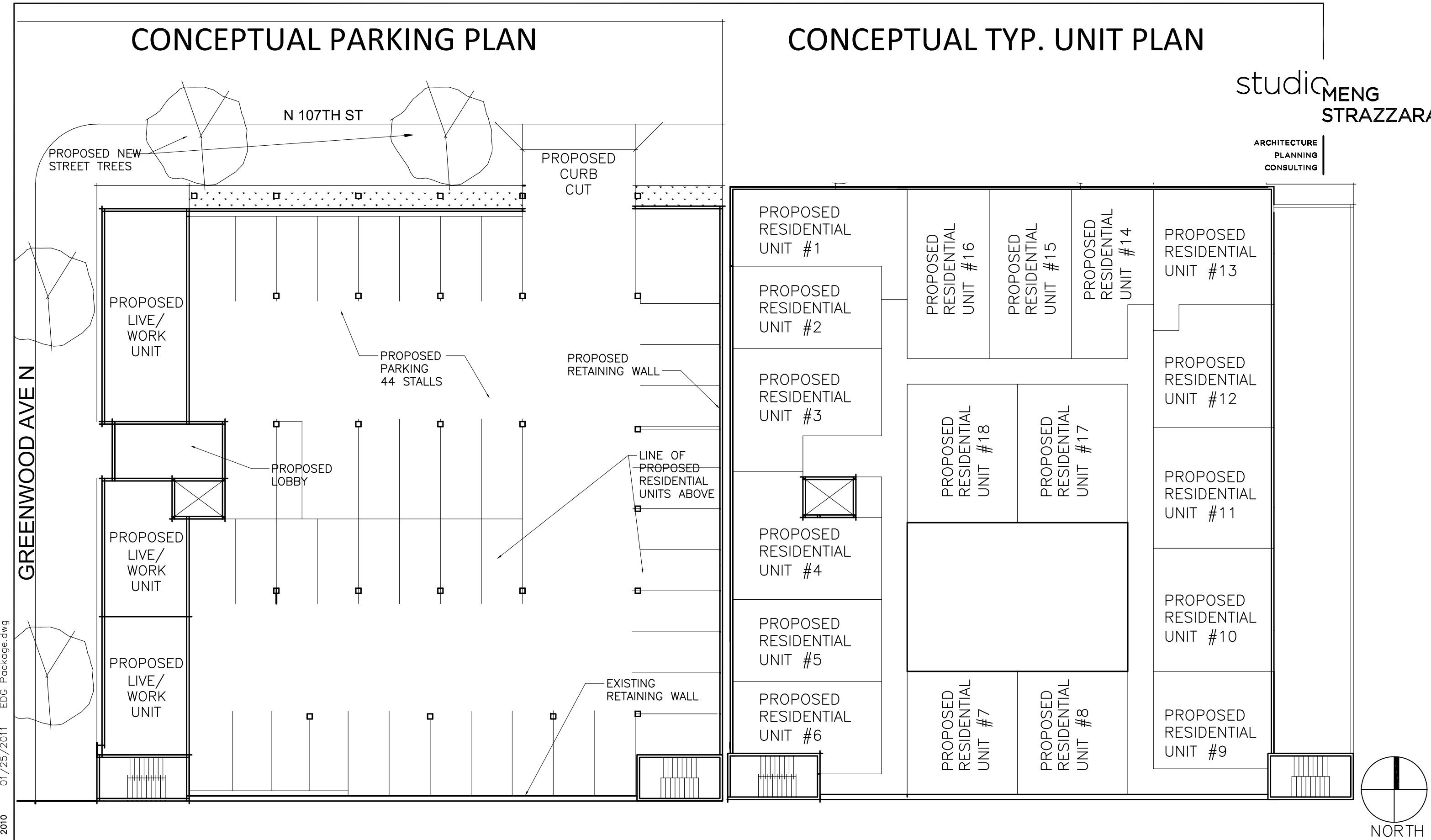
As part of our design proposal, rather than present non-feasible configuration options, our primary task for design review is then to determine alternatives for satisfying the design review guideline criteria within the configurational envelope that satisfies the project parameters. The three schemes shown here investigate how that might be done with exterior skin and fenestration treatment (Option A), set back rear facades (Option B), and facade articulation (Option C).

CONCEPTUAL PARKING PLAN

CONCEPTUAL TYP. UNIT PLAN

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GREENWOOD AVE: EARLY DESIGN GUIDANCE CONCEPTUAL PLANS



A8

OPTION A

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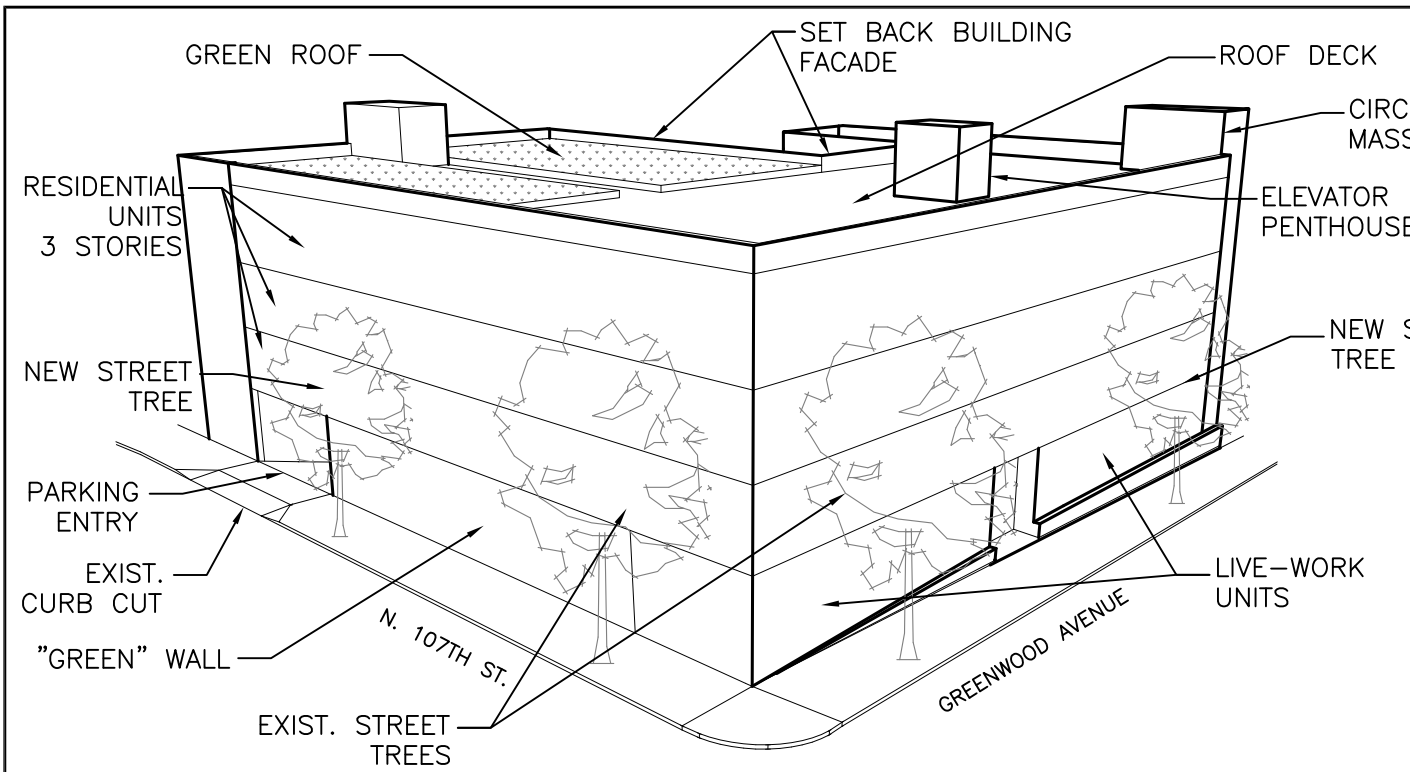
1 PROPOSED NORTHWEST ELEVATION
SCALE: NOT TO SCALE

2 PROPOSED SOUTHWEST ELEVATION
SCALE: NOT TO SCALE



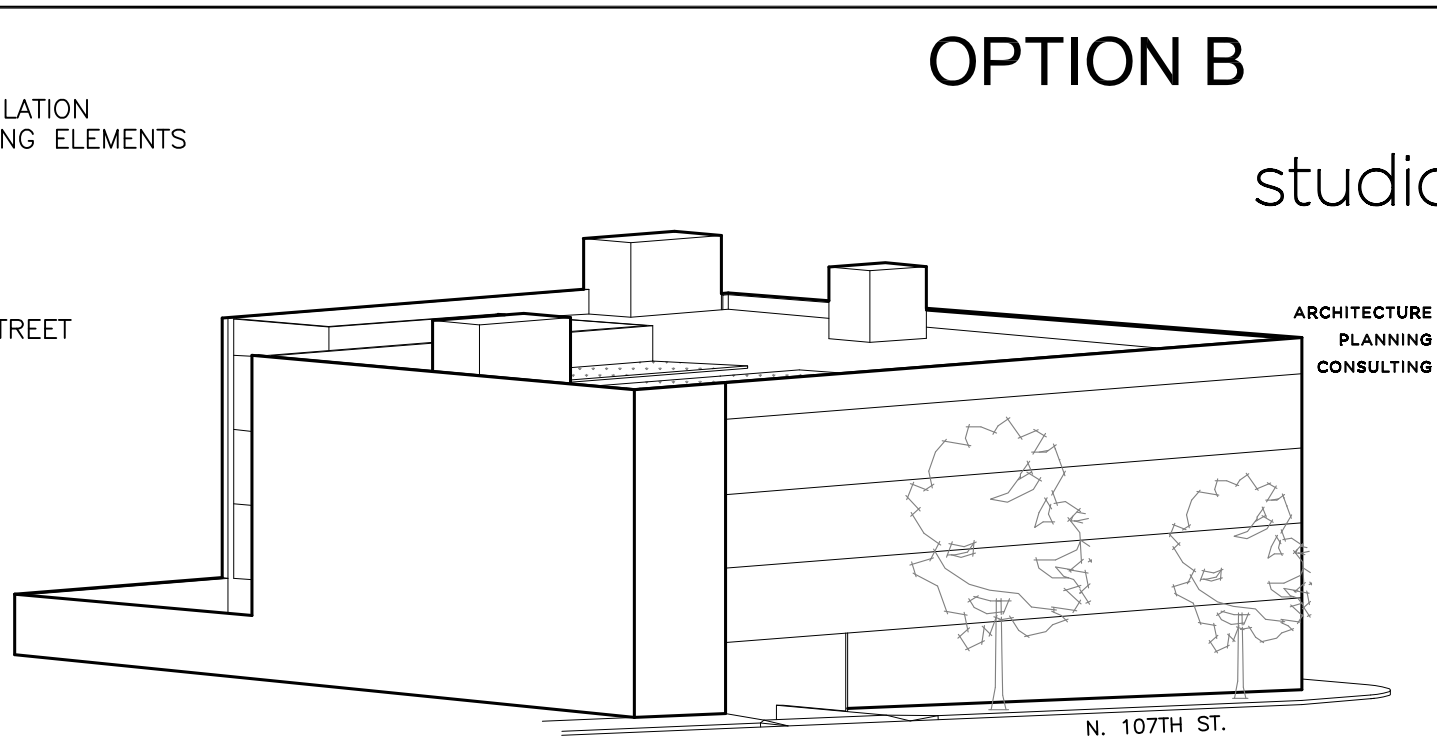
3 PROPOSED NORTHEAST ELEVATION
SCALE: NOT TO SCALE

4 PROPOSED SOUTHEAST ELEVATION
SCALE: NOT TO SCALE



1 PROPOSED NORTHWEST ELEVATION

SCALE: NOT TO SCALE

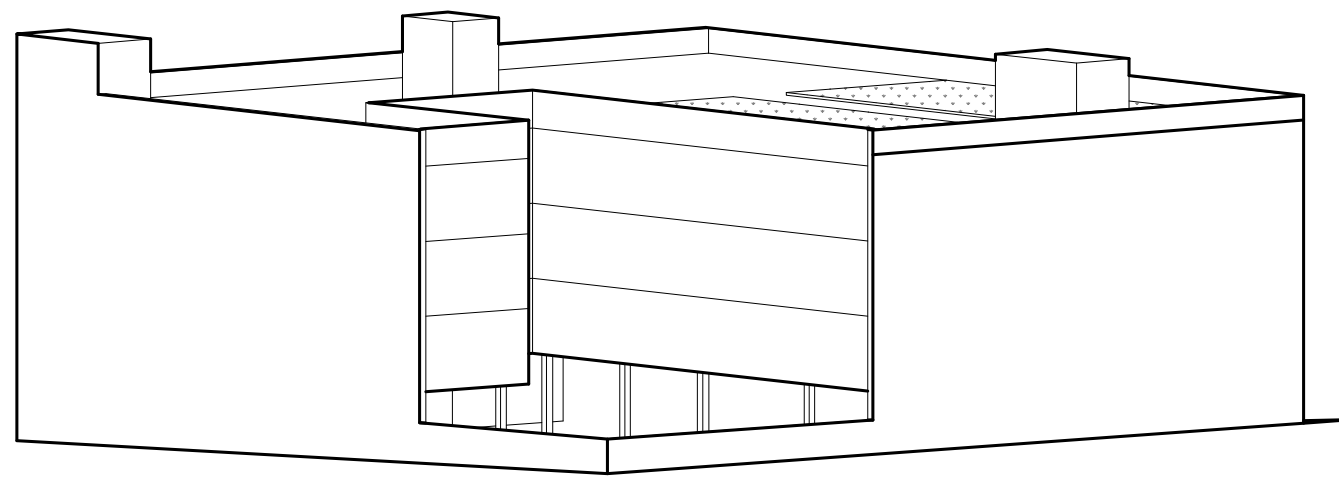


OPTION B

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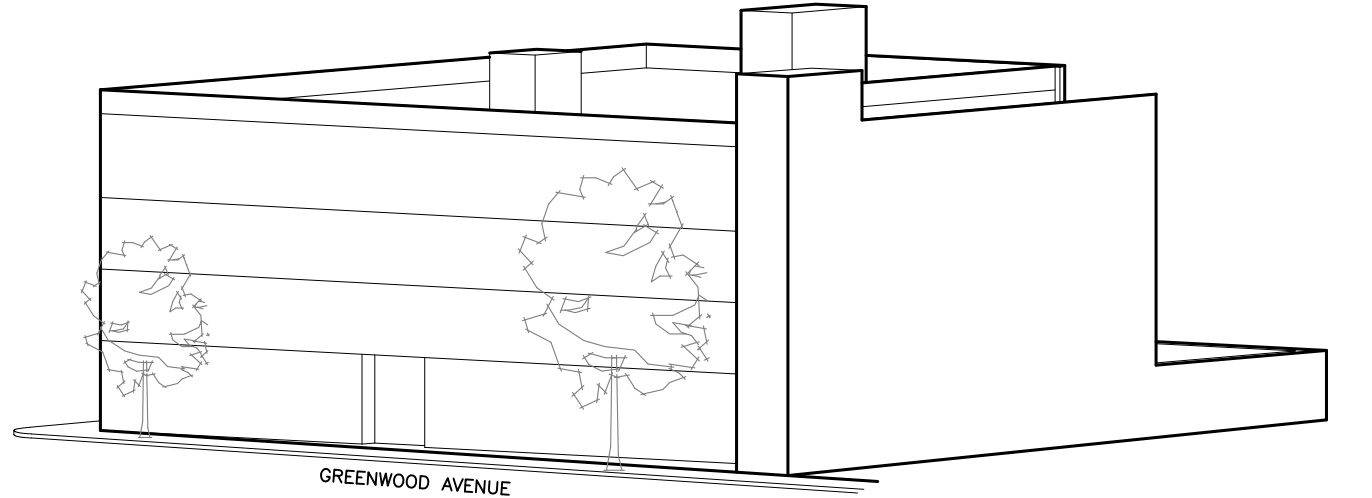
2 PROPOSED NORTHEAST ELEVATION

SCALE: NOT TO SCALE



3 PROPOSED SOUTHEAST ELEVATION

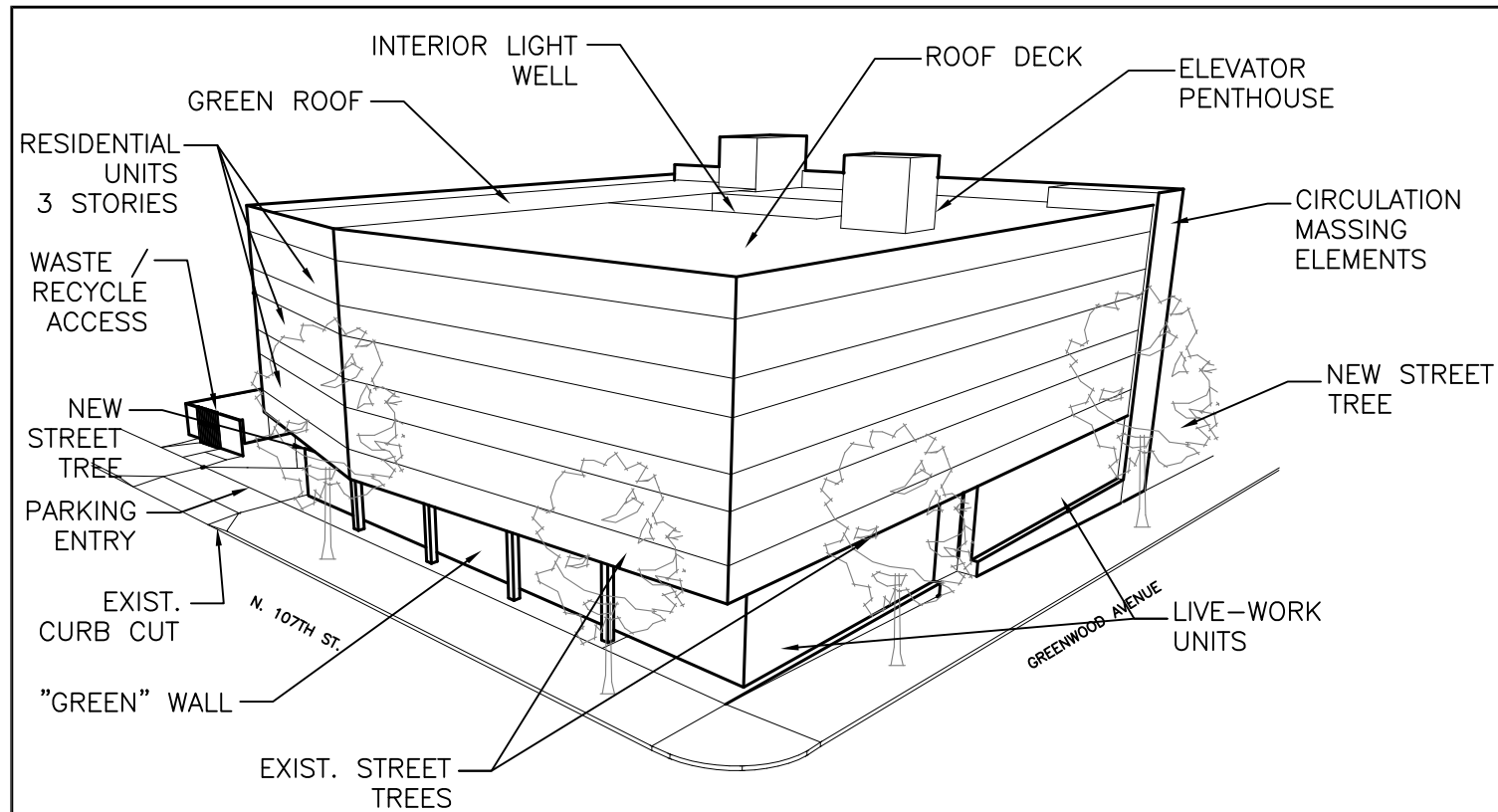
SCALE: NOT TO SCALE



4 PROPOSED SOUTHWEST ELEVATION

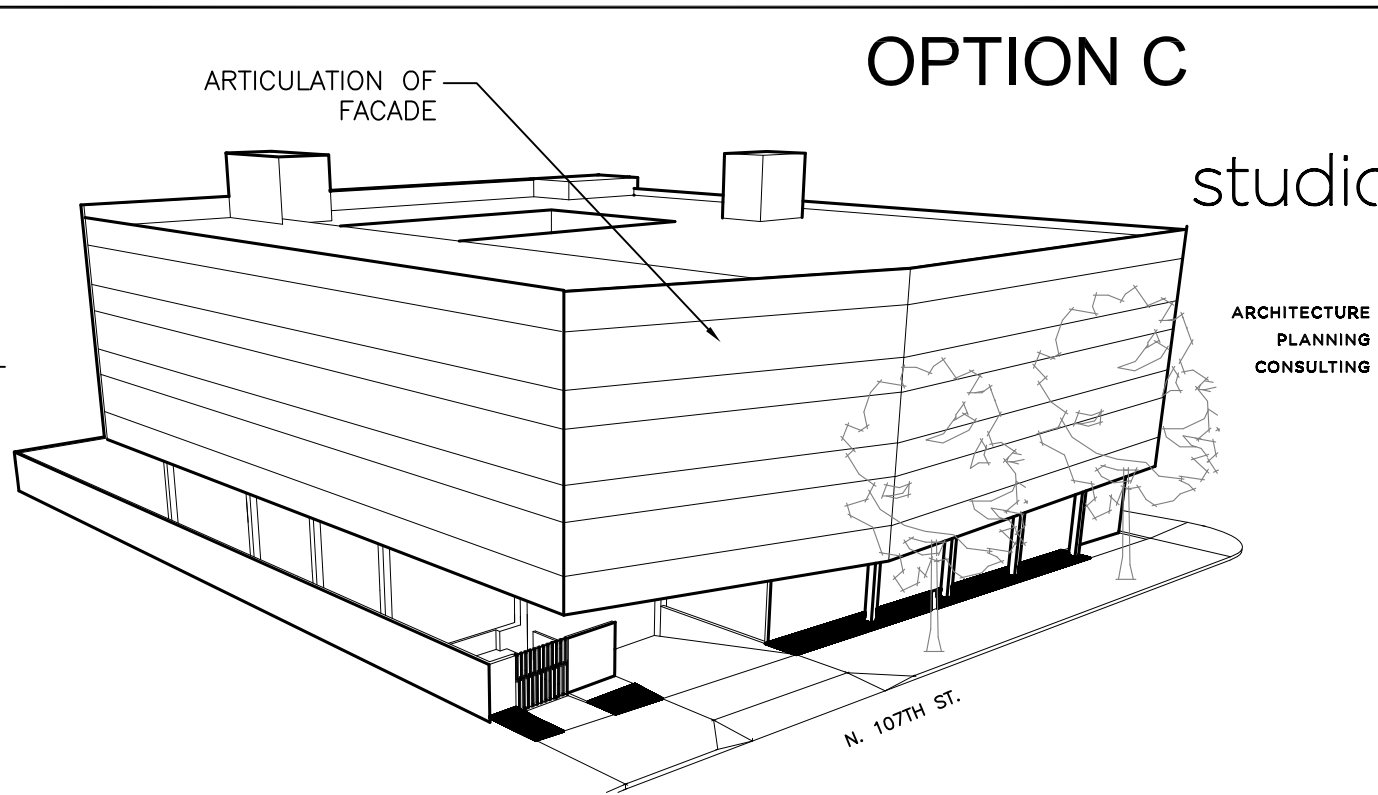
SCALE: NOT TO SCALE

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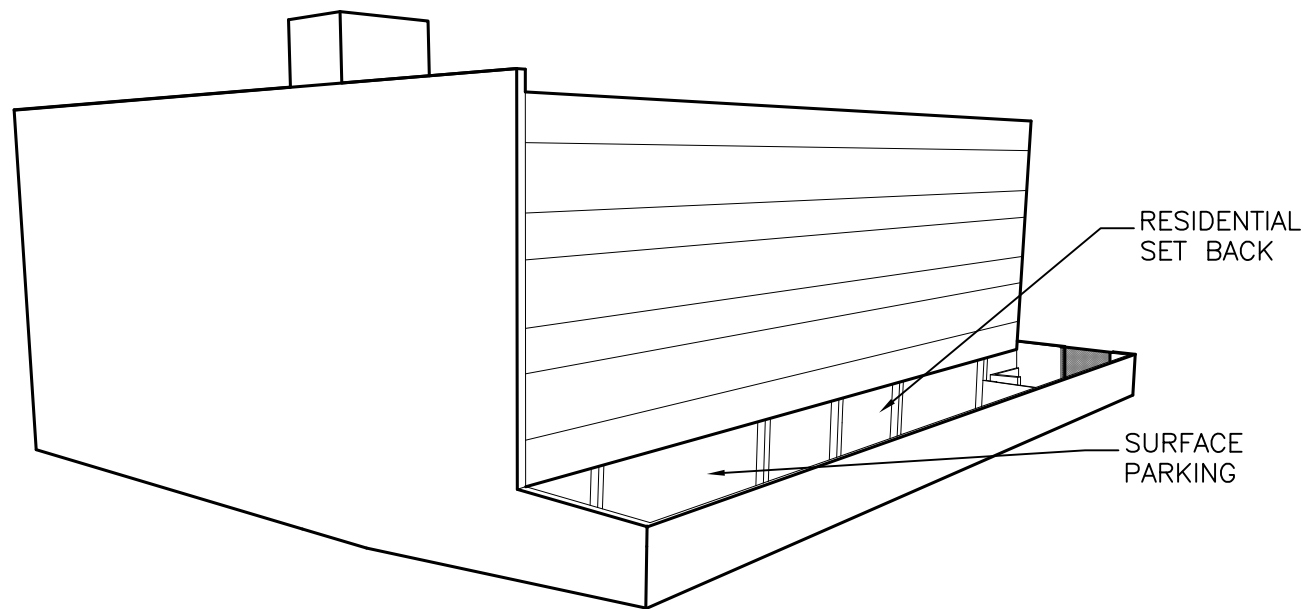
1 PROPOSED NORTHWEST ELEVATION

SCALE: NOT TO SCALE



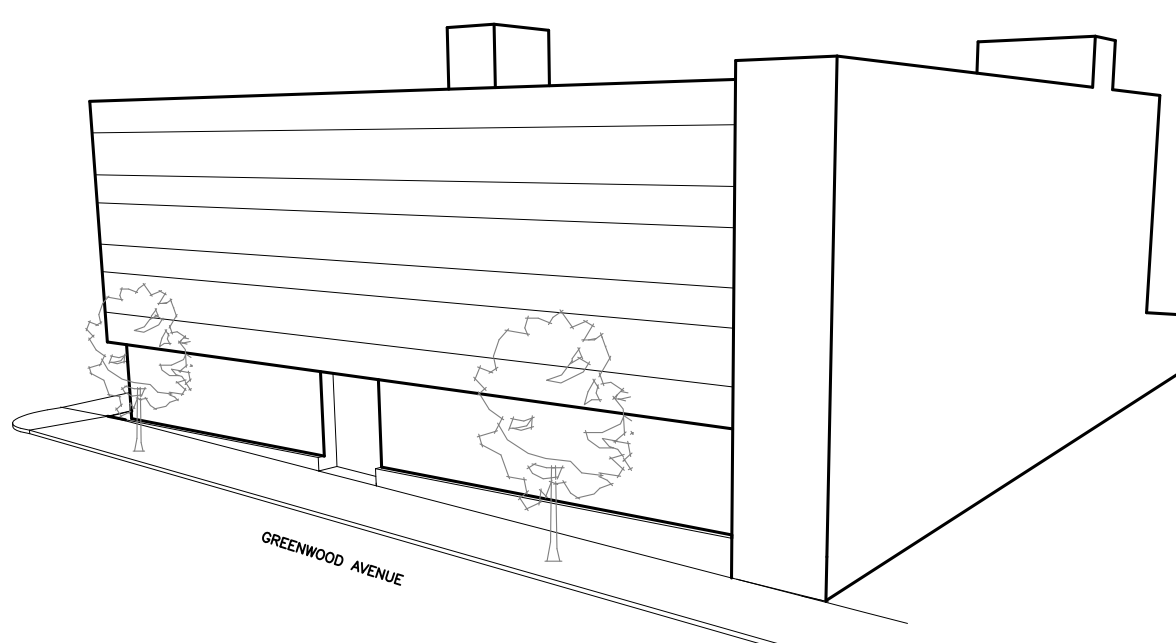
2 PROPOSED NORTHEAST ELEVATION

SCALE: NOT TO SCALE



3 PROPOSED SOUTHEAST ELEVATION

SCALE: NOT TO SCALE



4 PROPOSED SOUTHWEST ELEVATION

SCALE: NOT TO SCALE

OPTION C

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"GREEN" WALL EXAMPLES



EIT Living Walls, exterior



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GREENWOOD AVE: EARLY DESIGN GUIDANCE
"GREEN" WALL EXAMPLES

A12

CLADDING & SYSTEM CONSTRUCTION DESIGN DIRECTIONS

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SMOOTH PANELS

- * VERTICAL BATTENS
- * HORIZONTAL FLASHING LINES ALIGN WITH FENESTRATION
- * 4'-0" GRID FOR DESIGN UNITY & REDUCED CONSTRUCTION WASTE

42" X 72" DOUBLE-HUNG WINDOWS

- * TOP-BOTTOM NATURAL VENTILATION
- * ALLOWS LARGER WINDOWS WITH ECONOMICAL FRAMES
- * REPETITIVE UNIT SIZES CREATE FACADE RHYTHM IN ALTERNATION
- * BETTER SHADOW LINES THAN WITH CASEMENTS



HIGHER PARAPET @ EMPHASIS ELEMENTS

CMU @ EMPHASIS ELEMENTS

- * STRONG COLOR
- * TEXTURAL EFFECT

NEUTRAL COLOR

ACCENT COLOR @ WINDOW BAYS

- * SMOOTH PANEL?
- * PAINTED?
- * TEXTURED?
- * PRE-FINISHED?

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STUDIO MENG STRAZZARA'S PROJECT PORTFOLIO EXAMPLES



BROADWAY ON BROADWAY
MIXED USE, CAPITOL HILL - SEATTLE, WA



DWELL ROOSEVELT
MIXED USE, ROOSEVELT WAY - SEATTLE, WA



SHILSHOLE BAY CONDOMINIUMS
MIXED USE, BALLARD - SEATTLE, WA

ZONING CODE SUMMARY

PROPERTY ADDRESS: 301 N. 107th St., SEATTLE, WA 98133
 PARCEL NUMBER: 891100-0330
 ZONE: C1-40
 OVERLAYS: NONE
 MAPPED ECA: YES, SALMON WATERSHED
 LOT AREA: 14,647 SF
 FAR: 3.25
 LEGAL DESCRIPTION: LOTS 1 AND 2, BLOCK 4, VIEW LANDS ADDITION DIVISION NO. 2, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 22 OF PLATS, PAGE 14, RECORDS OF KING COUNTY, WASHINGTON

PROJECT DESCRIPTION

Construct a four-story apartment building with parking located below on ground level.

REQUIREMENT FOR C1-40 ZONE

PARKING REQUIREMENTS:

SMC 23.54.015 I. Uses in multiple parking chart categories:

If an entire use or structure, or the same portion of a use or structure, falls under more than one category in Table A, Table B or Table C then, unless otherwise specified, the category requiring the smallest number of parking spaces applies except as expressly set forth on such charts.

Table A - Parking for Non-Residential Uses Other Than Institutions

Use D - Live Work Units = (0) spaces for units with 1,500 square feet or less;

Table B - Parking For Residential Uses

Use H - Multi-Family Residential Uses (1) = One (1) space for each dwelling unit

Parking Quantity Exceptions:

SMC 23.54.020F2a Transit Reductions

In NC zones and C zones, except pedestrian-designated zones, and in the Seattle Mixed (SM) zone, except on Class 1 Pedestrian Streets, the minimum parking requirement for a nonresidential use, except institutions, may be reduced by 20 percent when the use is located within 800 feet of a street with midday transit service headways of 15 minutes or less in each direction. This distance will be the walking distance measured from the nearest bus stop to the property line of the lot containing the use.

Parking Quantity Exceptions Transit Reductions Supporting Document:

A3 Bus Stop Map & Time Table Calculation

A4 Metro Official Bus Time Table

A5 Metro official Bus Route

Required parking:

43 Parking Stalls

(54 stalls - (20% of 54 stalls) = 54 stalls - 10.8 stalls = 43.2 stalls)

Proposed Unit & Parking Stalls:

54 Units

43 parking Stalls

FLOOR AREA RATIO (FAR)

SMC 23.47A.013

Chart A: Maximum Floor Area Ratio (FAR) Outside of the Station Area Overlay District

Total permitted for all uses within a mixed-use structure containing residential and non-residential uses for 40'-0" height limit = 3.25

Calculation:

Allowed Gross Floor Area of Buildings = FAR x Total Area of Lot.

Allowed Gross Floor Area of Buildings = 47,602.75 SF (3.25 x 14,647 SF)

Proposed Gross Floor Area of Buildings:

Parking Level= 11,427 (3,045 SF Uncovered Parking Area)

Level 1= 11,427 SF

Level 2= 11,427 SF

Level 3= 11,427 SF

Gross Floor Area= 45,708 SF

RESIDENTIAL AMENITY AREA

SMC 23.47A.024

Proposed Gross Floor Area= 34,281 SF (Level 1 + Level 2 + level 3)

Parking Level = N/A (Accessory parking + live work units + lobby + storage)

Level 1 = 11,427 SF

Level 2 = 11,427 SF

Level 3 = 11,427 SF

Residential Amenity Area:

Required Amenity Area:

5% of Total Gross Floor Area in Residential Use

5% (34,281 SF)= 1,714 SF

Proposed Amenity Area = 11,000 SF

Proposed Amenity Area Location:

1.) Rooftop areas excluded pursuant to section 23.57.012C1d do not qualify as residential amenity areas. (SMC 23.47A.024B6)

Additional Amenity Area Requirement:

1.) All residents must have access to at least one residential amenity area. (SMC 23.47A.024B1)
 2.) Common recreational areas must have a minimum horizontal dimension of at least ten (10) feet, and no common recreational areas can be less than two hundred and fifty (250) square feet. (SMC 23.47A.024B4)

PERMITTED AND PROHIBITED USES

SMC 23.47A.004 CHART A: Residential uses are permitted in C-1 Zones

STREET-LEVEL USES

SMC23.47A.005 C. Residential uses at street level

1. Residential uses are generally permitted anywhere in a structure in NC1, NC2, and C1 zones.

SETBACK REQUIREMENTS

SMC 23.47A.014 No setbacks required.

COMMUNICATION REGULATIONS ON COMMERCIAL ZONES ROOFTOP AREA

SMC 23.57.012C1d

Restricted Areas:

1.) The area eight (8) feet from and in front of a directional antenna and the area two (2) feet from and in back of a directional antenna.
 2.) The area within eight (8) feet in any direction from an omnidirectional antenna.
 3.) Such other areas in the vicinity of paging facilities as determined by the Seattle King County Health Department after review of the Non-Ionizing Electromagnetic Radiation (NIER) report.

LANDSCAPING AND SCREENING STANDARDS

SMC 23.47A.016

Landscaping Requirements:

Landscaping achieves a Green Factor score of .30 or greater, pursuant to the procedures set forth in Section 23.86.019. (SMC 23.47A.016A2)

Street Tree Requirements:

Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B2 and section 23.53.015.

Existing street trees shall be retained unless DOT approved its removal. (SMC 23.47A.016B1)

Screening Requirements for Specific Use:

1.) Surface parking Areas Landscaping Requirements: Chart C for 23.47A.016: 18SF/ parking space (for 20-50 parking spaces):

18SF x 44 (proposed parking spaces)= 792SF

2.) Trees in surface parking areas:

One tree is required for every ten parking spaces (SMC 23.47A.016D1b1)

44 proposed parking spaces / 10 = 4 trees

3.) Screening of surface parking requirements:

Three-foot-high screening is required along street lot lines. (SMC 23.47A.016D1c1)

Proposed Landscaping and Screening

1.) 11'-6" high metal cyclone fence along North wall for climbing plants (i.e. ivies) to serve as screening and part of the landscaping requirements.

2.) 256 SF Landscaping area within parking lot.

3.) Street trees will be provided.

4.) Existing ROW landscaping along Greenwood Ave. and 107th St.

Landscaping and Screening Waiver and Reduction:

1.) When it would not otherwise be feasible to provide the required number of spaces. (SMC 23.47A.016D1d3)

ACCESS TO LOTS

SMC 23.53.005

A.1. For residential uses, at least 10' of a lot line shall abut on a street or private vehicle access easement.

SOLID WASTE & RECYCLABLE MATERIALS STORAGE SPACE

SMC 23.47A.029

For Multifamily Structure Size 26-50 units:

Minimum Area for Storage Space = 150 Square Feet; Container Type = Front-loading containers

a. The storage space shall have no minimum dimensions less than 6 feet

b. The floor of the storage space shall be level and hard-surfaced (garbage or recycling compactors require a concrete surface)

c. Screened from public view if outdoors

STRUCTURE HEIGHT LIMIT

SMC 23.47A.012

(23.32 Official Land Use Map) = 40'-0" Height Limit

Structure Height Exception:

A.1.a.1) i. A floor-to-floor height of 13 feet or more

is provided for nonresidential uses at street level.

Proposed Building: Live-work units and parking

on Ground level with 14 feet floor-to-floor height.

C. The ridge of a pitched roof, other than a shed

roof or butterfly roof, may extend up to 5 feet

above the otherwise applicable height limit in

zones with height limits of 30 or 40 feet, if all

parts of the roof above the otherwise applicable

height limit are pitched at a rate of not less than

4:12.

D.2. Open Railings, planters, skylights, clerestories, greenhouses, parapets and firewalls

may extend as high as the highest ridge of a pitched roof permitted by subsection

23.47A.012.C or up to 4 feet above the otherwise applicable height limit, whichever is

higher.

STREET-LEVEL DEVELOPMENT STANDARDS

SMC 23.47A.008

A. Basic street-level requirements;

2.b. Blank facades that face towards the street cannot exceed 20' wide at heights between 2'-8' above the sidewalk.

2.c. Total of all blank facade segments cannot exceed 40% of the width of the facade along the street.

3. Street-level street-facing facades must be located within 10' of street lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

D.3. When a live-work unit is located along the street-facing facade it shall be at least 4' above or 4' below sidewalk grade or be set back at least 10' from the sidewalk.

E. When a live-work unit is located on a street-level, street-facing facade, the portion of each live-work unit in which business is conducted must be located between the principal street and the residential portion of the live-work unit.



VICINITY MAP



GREENWOOD AVE: EARLY DESIGN GUIDANCE

ZONING CODE SUMMARY

Z1