

Greenwood Ave. N & N 90th St. New Multifamily Residential Developments

11/16/2015 EARLY DESIGN GUIDANCE MEETING

SITE A

DPD PROJECT #:
3018316

ADDRESS:
9002 Greenwood Ave. N

APPLICANT CONTACT:

CARON
Peter Tallar, Project Manager
petertallar@caronarchitecture.com
206.367.1382 / Project Ref: 2014.072

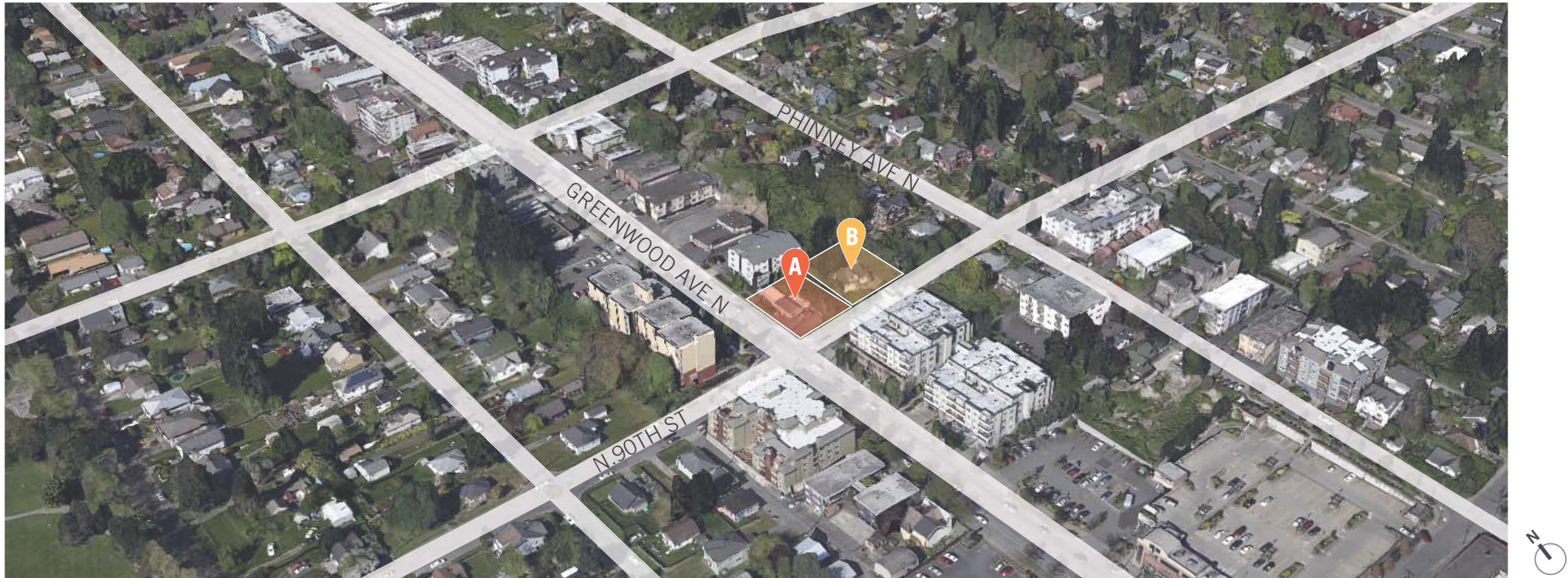
SITE B

DPD PROJECT #:
3019797

ADDRESS:
308 N 90th St.

APPLICANT CONTACT:

DIMENSIONS
Mike Perry, Dimensions, Inc.
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425.827.9293



AXONOMETRIC MAP (GOOGLE EARTH)

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Site A Project Team

OWNER
Metrostructure

ARCHITECT
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Peter Tallar, Project Manager
petertallar@caronarchitecture.com
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Site B Project Team

OWNER
308 Apartments, LLC

ARCHITECT
Dimensions, Inc.
Mike Perry, Architect
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425.827.9293

Development Objectives

The proposed project consists of 2 adjacent parcels that are being developed by separate companies using separate design firms. The intention is for the developments to remain separate entities through construction, however due to the constraints of the site as a whole the two projects and the neighborhood are better served by initially going through the Design Review process together.

Gauging public reaction to a previous proposal on the site, parking was a major concern brought by the neighborhood. Given that N. 90th street is substandard in width and is very busy with motor vehicle traffic, intersecting the street with up to three curb cuts for parking as well as a potential alley curb cut would make the resulting street unsafe for pedestrians and future residents of the proposed buildings. To provide the necessary space for parking, reduce the number of curb cuts and reduce the overall construction impact on the site, the proposal is to share one access point for vehicular traffic for both projects. This proposal will require fewer curb cuts, reduce paving on the site, and through the coordinated efforts of street improvements, make for a safer pedestrian environment surrounding the site.

Both developments will be sharing access to the surface parking area between the buildings. As such, the impacts of providing parking to both lots via this shared access point fall under the purview of the Design Review Board; the two projects are separate and independent developments otherwise with separate owners and developed by separate design firms. Providing parking will ensure that vehicles for residents of these two buildings are secure on site and not parked along busy N 90th St. a shared access will minimize curb cuts and improve safety along N. 90th. Street improvements will also be required along the street frontage of both lots facing N 90th St. which will also improve safety and traffic flow.



N 90TH STREET - LOOKING NORTH

SITE A		SITE B
ADDRESS:	9002 Greenwood Ave. N, Seattle WA 98103	308 N 90th St., Seattle WA 98103
DPD PROJECT #:	3018316	3019797
PARCEL(S):	946520-0180	946520-0181
ZONING:	C1-40	C1-40
SITE AREA:	6,365 sf.	5,507 sf.
OVERLAY:	Greenwood-Phinney Ridge, Residential Urban Village	Greenwood-Phinney Ridge, Residential Urban Village
FREQ. TRANSIT CORRIDOR:	Yes	Yes
ECA:	Steep Slope	Steep Slope
PARKING REQ.:	1 stall per 2 units	1 stall per 2 units
LEGAL DESCRIPTION:	Lots 11 & 12 of Block 2 of Winchester Heights Add. less E 55 ft.	The east 55 ft. of lots 11 & 12 of block 2 of Winchester Heights Add.
BUILDING HEIGHT MAX:	40 ft.	40 ft.
ALLOWABLE / PROPOSED FAR:	19,095 SF / Approx. 18,000 SF	16,503 SF / Approx. 16,000 SF
REQ'D/PROPOSED PARKING:	None / 18 stalls	None / 13 stalls
REQ'D/PROPOSED BIKE STALLS:	28 stalls / 28 stalls	20 stalls / 20 stalls

Site Context & Urban Design Analysis

SITE DESCRIPTION:

The site is located on the NE corner of Greenwood Ave N and N 90th Street. Site A fronts onto Greenwood Ave. and is presently occupied by an old single story tailors shop. Site B is approximately 20 feet above Site A and is occupied by a single family residence on a predominately flat graded bench of land before the topography rises another 20 feet across the alley right of way to the single family lots to the east. There are no exceptional trees on the site. N 90th Street borders the south side of the site slopes up steeply to the east from Greenwood Ave N before leveling out at Phinney Ave N. N 90th St will be improved as part of the development of these two sites.

The site is located just outside of the Phinney – Greenwood pedestrian overlay but within the Greenwood-Phinney Residential Urban Village. There are bike lanes along Greenwood Ave N and Frequent Transit Service with a bus stop in front of Site A. The area is less densely developed than the Greenwood town center at 85th Street. Here there are single story commercial structures on either side of Greenwood Ave N north of the site and 4 story mixed use and residential structures located on the other three corners from this site. Single family structures are located a half block away to the east and west, along Phinney Ave. N and Palatine Ave. N.

The proposed project is the development of underutilized lots on a prominent corner along Greenwood Ave N, a prominent transit corridor in the Greenwood-Phinney Residential Urban Village. The lots are the last corner of the intersection to be developed, which presents a great opportunity to create a development which will act as a signifier or landmark for this area of Greenwood. The proposed development consists of two structures with no commercial space with surface parking for 23 vehicles and garage parking for 11 vehicles. The units will be Small Efficiency Dwelling Units, or small studio apartments, which offer an affordable option for renters who wish to live near amenities of a neighborhood like Greenwood and to have access to transit options for traveling around the city.

SITE ANALYSIS:

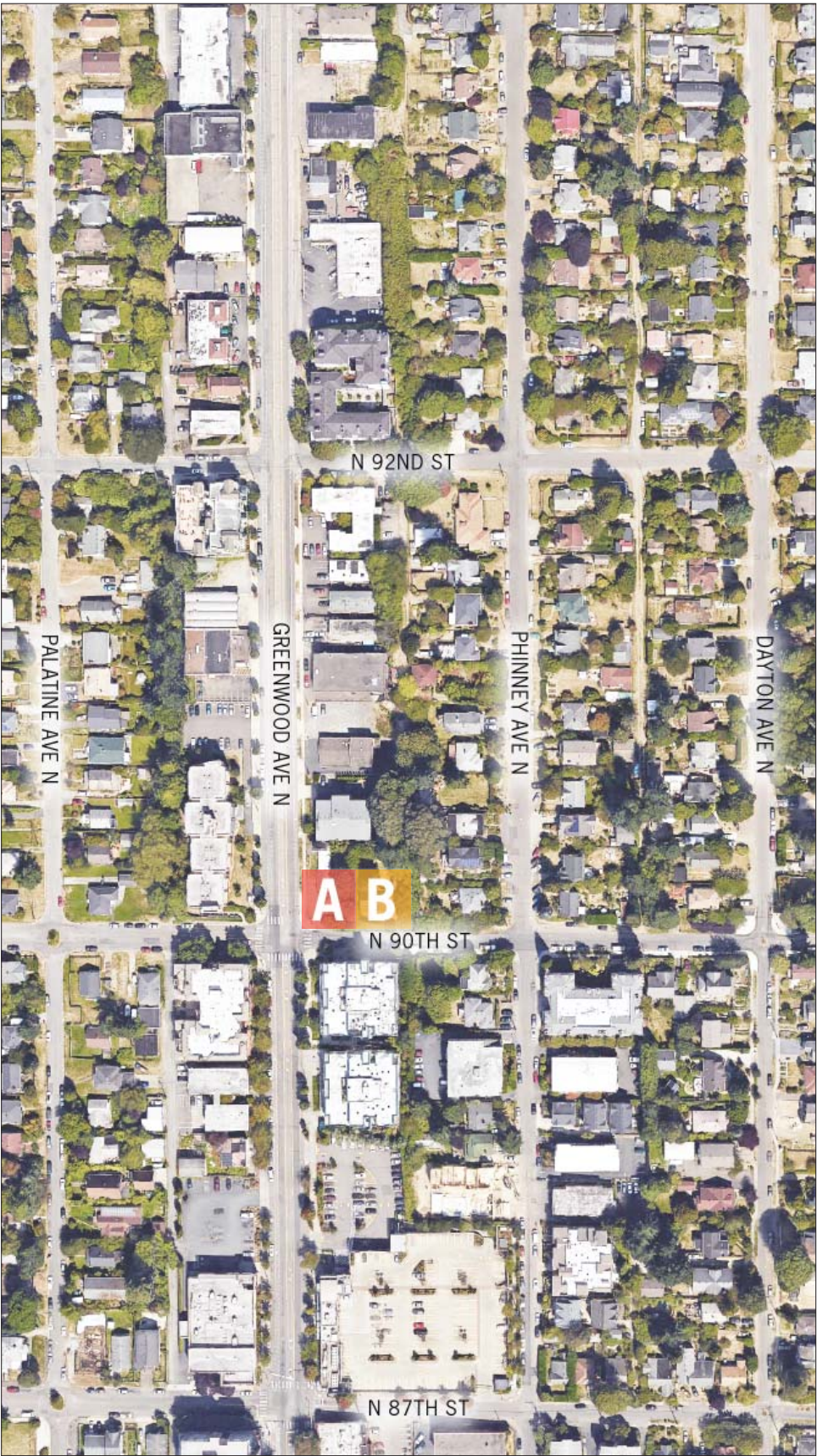
The properties are located just north of the designated Greenwood Town Center area. Greenwood Ave is the central armature of this area with dense development along the majority of the street, while one block in either direction immediately transitions to single family residential use. Adjacent multifamily structures predominantly do not have a commercial ground floor, while commercial structures tend to be a single story with parking in front, reflecting the traditional suburban model.

Of the structures occupying the other corners of the intersection two are only residential in use, including Seattle Housing Authority’s senior housing complex across the street from the site along Greenwood. These structures step back from the corner of the intersection or ignore the corner. Surrounding buildings in Greenwood are built right up to the property line at least on the first floor. Many buildings in the Greenwood area, both old and new, have a strong materially differentiated base. Commercial structures have canopies, while residential structures do not.

Along the east boundary is a 20’-0” unimproved and unopened alley ROW which separates the lots from the SF5000 zone to the east. The residences to the east sit at approximately 20 feet above the predominate elevation of this site and have their front yard facing Phinney Ave. N. A thick mix of vegetation visually separates the two zones. Properties directly across N. 90th Street from the subject site are zoned NC2P-40 west of the alley ROW and LR3 east of the alley ROW.

Surrounding developments include a 4-story multifamily building to the north, two single family dwellings to the east, the northern residence is 3 stories, the southern residence is 1 story. Across N. 90th Street to the south is a single family residence at the corner that fronts on Phinney Ave. N and to the west is a 4-story multifamily building that fronts on Greenwood Ave. N.

N. 90th Street is presently a substandard street with curb gutter and sidewalk only along the southwest half, the remainder is gravel shoulders. No buildings front on to N. 90th Street but four driveways access it including existing single family structure on the project site. Other curb cuts are across N. 90th and serve the garage entrance to the multi-family building, or are abandoned, but are associated with the residences at the NW and SW corners of Phinney Ave. N and 90th St. Street parking occurs predominately on the south side of N. 90th St. and along Phinney Ave. N.



AERIAL 9 BLOCK MAP

Site Context & Urban Design Analysis

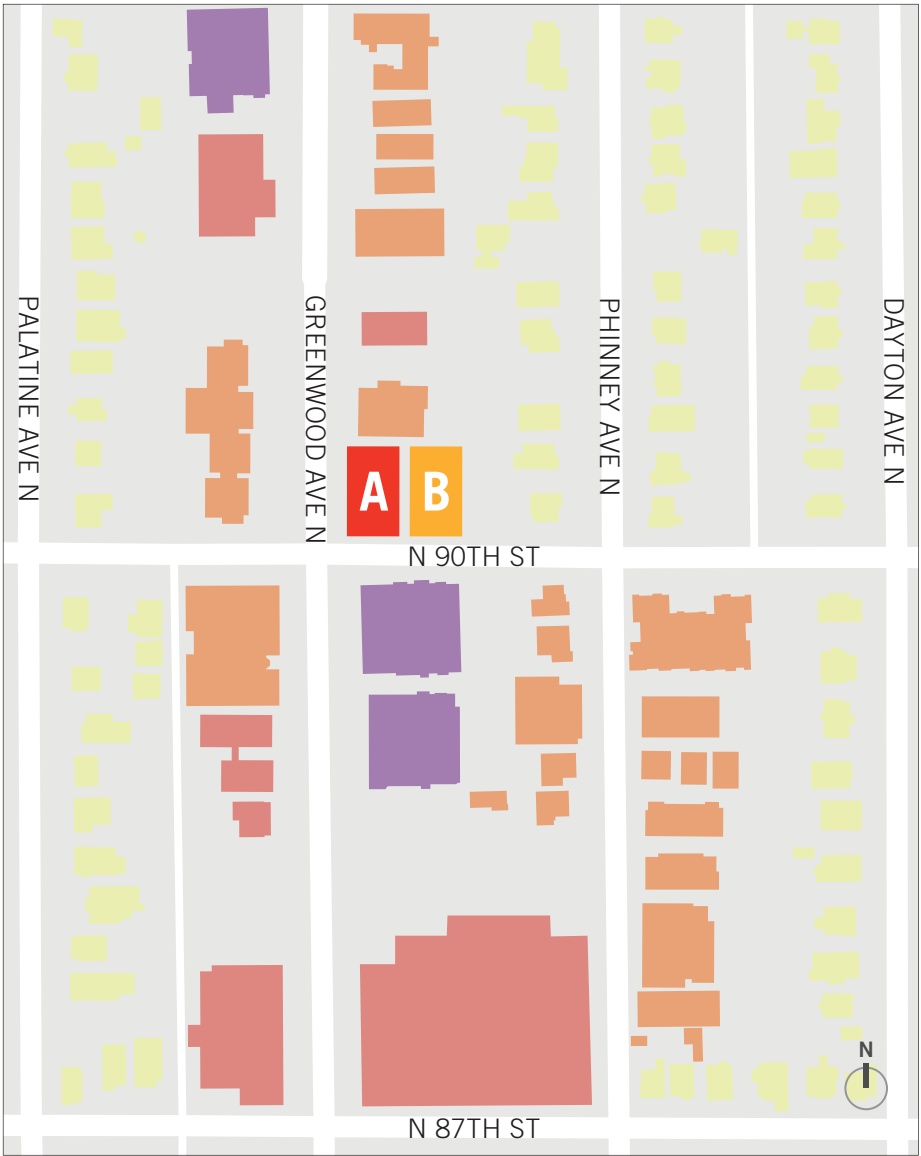
ZONING

Zoning is designated C1-40. Mixed-use and multifamily buildings run along Greenwood Ave. The north limit of Greenwood Town Center lies across N. 90th Street to the south, and the site is within short walking distance to shops, restaurants, Walgreens and Safeway.

Environmentally Critical Areas cover significant portions of the site, due to steep slopes. The water table is noted to be high in the area.

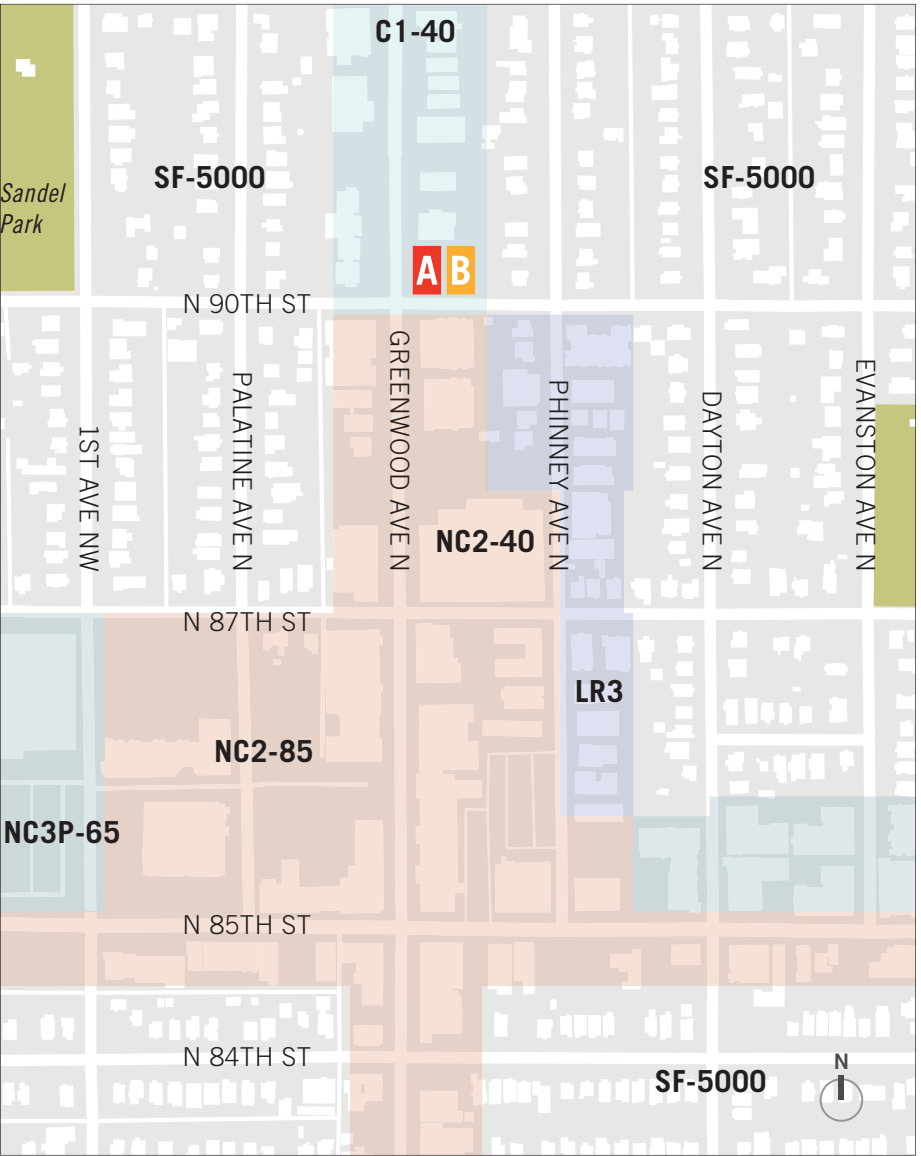
TRANSPORTATION

Greenwood Ave is a major transit street and Frequent Transit Corridor with heavy traffic in both directions. Metro bus stops are located immediately north of the site and directly across the street along Greenwood. Designated bike lanes run in both directions along Greenwood Ave. as well. There is a wide planting strip between the sidewalk and the street along Greenwood. N. 90th Street is a residential street that is used primarily by drivers trying to avoid traffic along N. 85th Street. N. 90th Street is substandard in width and street improvements. A sidewalk and street trees will need to be installed and will make the street much safer for pedestrians.



SURROUNDING USES MAP KEY

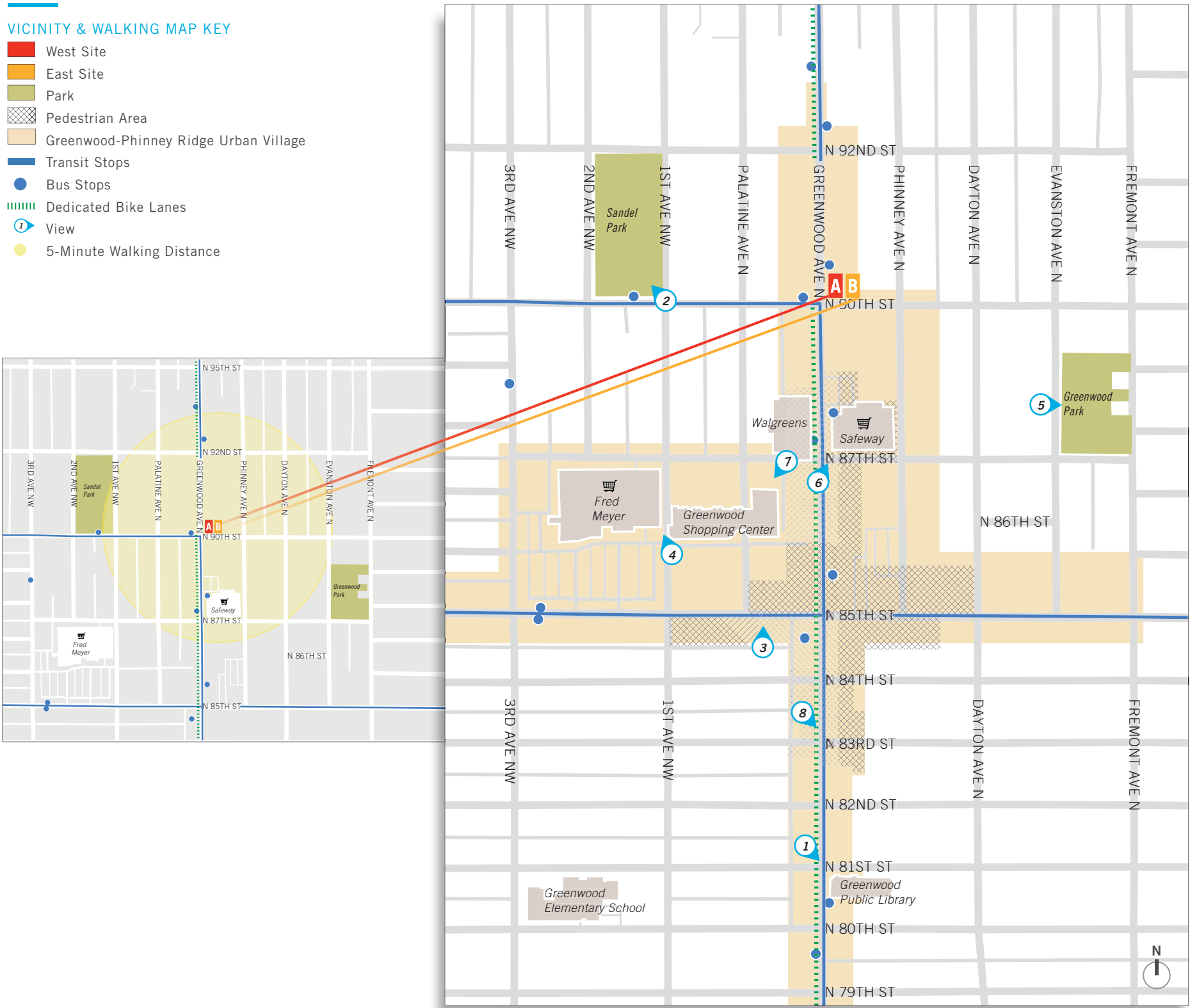
- Site A
- Site B
- Mixed-Use
- Commercial
- SFR (1- 2 Stories)
- Multi Family



ZONING MAP KEY

- Site A
- Site B
- NC2-85 / NC2-40
- NC3P-65
- LR3
- SF-5000
- C1-40
- Park

Community Nodes & Landmarks



1 GREENWOOD PUBLIC LIBRARY



DISTANCE FROM SITE (0.5 MI):
🚲 3 MIN. 🚶 9 MIN.

2 SANDEL PARK



DISTANCE FROM SITE (0.1 MI):
🚲 1 MIN. 🚶 2 MIN.

3 TAPROOT THEATER



DISTANCE FROM SITE (0.3 MI):
🚲 2 MIN. 🚶 6 MIN.

4 FRED MEYER GROCERY



DISTANCE FROM SITE (0.5 MI):
🚲 3 MIN. 🚶 10 MIN.

5 GREENWOOD PARK



DISTANCE FROM SITE (0.4 MI):
🚲 4 MIN. 🚶 7 MIN.

6 SAFEWAY GROCERY



DISTANCE FROM SITE (0.1 MI):
🚲 1 MIN. 🚶 2 MIN.

7 GREENWOOD SHOPPING CENTER



DISTANCE FROM SITE (0.3 MI):
🚲 2 MIN. 🚶 7 MIN.

8 COYLE'S BAKESHOP



DISTANCE FROM SITE (0.4 MI):
🚲 3 MIN. 🚶 7 MIN.

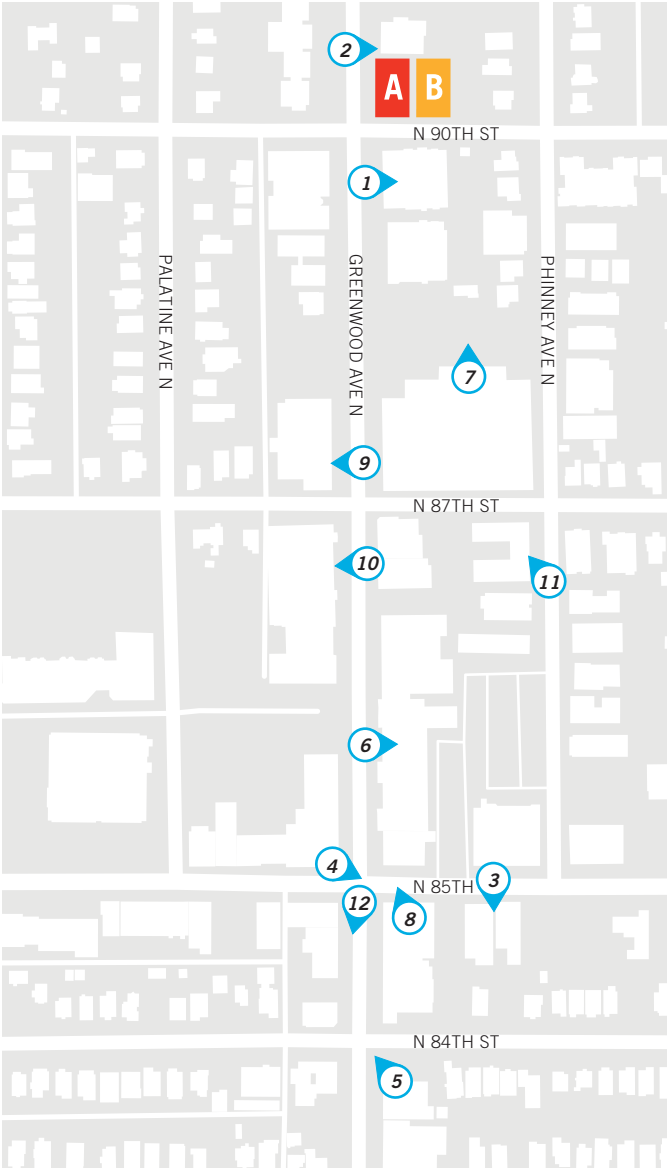
Neighborhood Vicinity Photos

NEIGHBORHOOD CHARACTER

The neighborhood is a host to many eclectic shops, uses, and architectural styles. With such a large array of styles and uses, the neighborhood appeals to families and urbanites alike.

MAP KEY

- Site A
- Site B
- View



1 WESTVIEW NORTH
8760 GREENWOOD AVE. N



2 LAUREL HOUSE APARTMENTS
9010 GREENWOOD AVE. N



3 WINDERMERE REAL ESTATE
311 N 8TH ST.



4 GREENWOOD SQUARE
8420 GREENWOOD AVE. N



5 COMMERCIAL BUILDING
8401 GREENWOOD AVE. N



6 GREENWOOD ASSORTED SHOPS
ALONG GREENWOOD AVE. N



7 FOOTPRINT: PHINNEY
8731 PHINNEY AVE. N



8 CHASE BANK
8500 GREENWOOD AVE. N



9 WALGREENS
8701 GREENWOOD AVE. N



10 GREENWOOD TOWERS
N 87TH ST. & GREENWOOD AVE. N



11 CONDOMINIUMS
8747 PHINNEY AVE. N



12 COMMERCIAL BUILDING
8421 GREENWOOD AVE. N



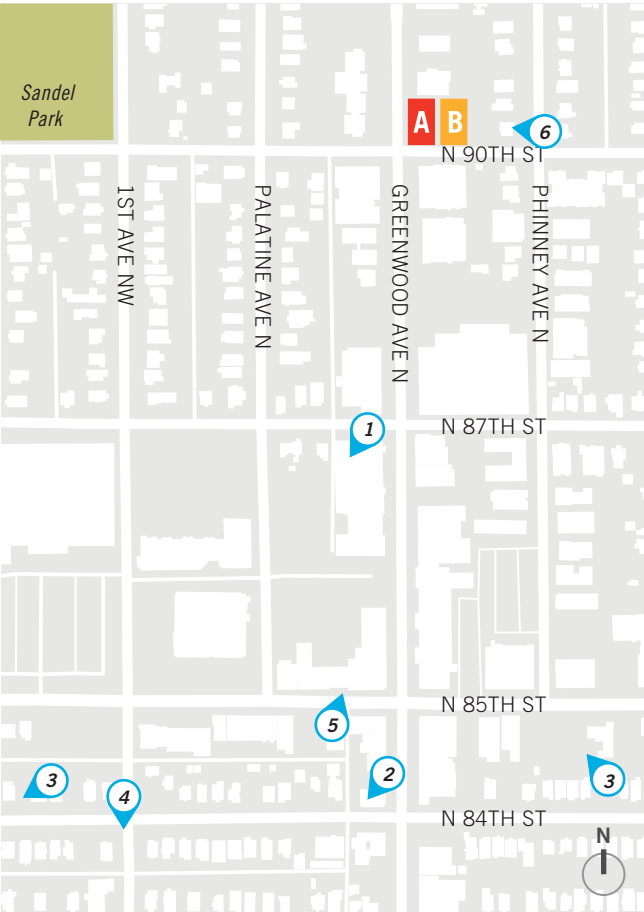
Neighborhood Design Cues

THE GREENWOOD DESIGN CUES

Having the proposed development located just outside of the Greenwood-Phinney Ridge town center, it becomes important to immerse the design into the styling of the neighborhood; taking from existing, prominent, and reoccurring architectural features. These design cues will provide a groundwork for how the developing design will proceed.

MAP KEY

- Site A
- Site B
- View



1 WESTVIEW NORTH



- Levels step back and responds to grade differences on the site
- Horizontal elements

2 COMMERCIAL BUILDING



- Large bay windows

3 SAPPHIRE CONDOMINIUMS



- Vertically oriented modulation on top of brick base
- Large canopy

4 COMMERCIAL BUILDING



- Strong structural base with horizontal elements

5 TAPROOT THEATER



- Use of canopies to cover entries
- Storefront system allows large amount of glass at entry

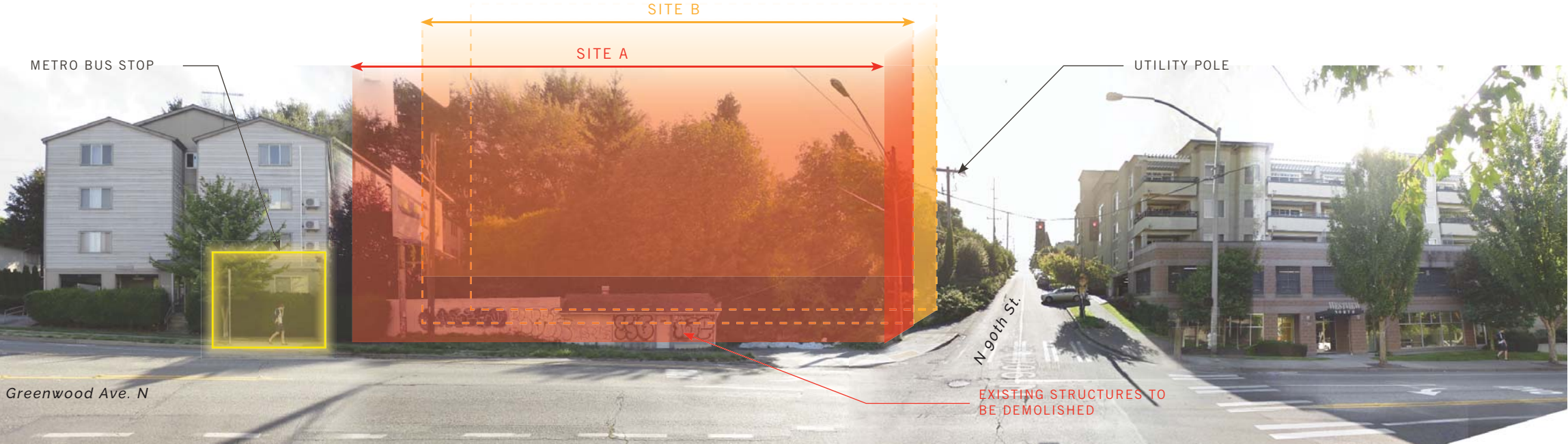
6 SINGLE FAMILY RESIDENCE



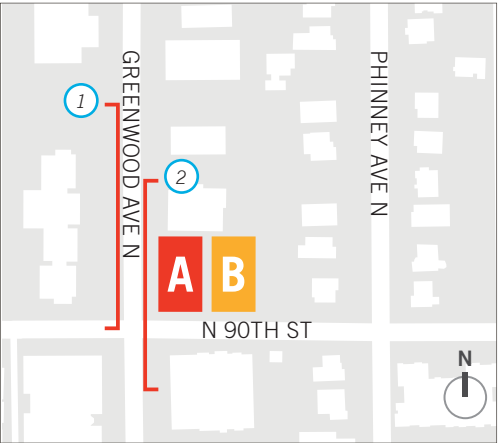
- Bays with horizontal siding
- Punched openings
- Sloping roof

Streetscapes

1 GREENWOOD AVE. N LOOKING EAST AT SITE



2 GREENWOOD AVE. N LOOKING WEST AWAY FROM SITE

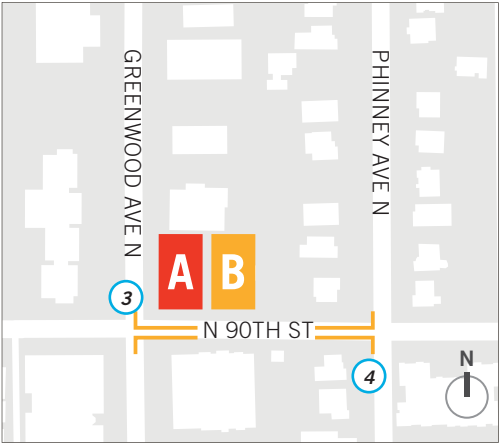


Streetscapes

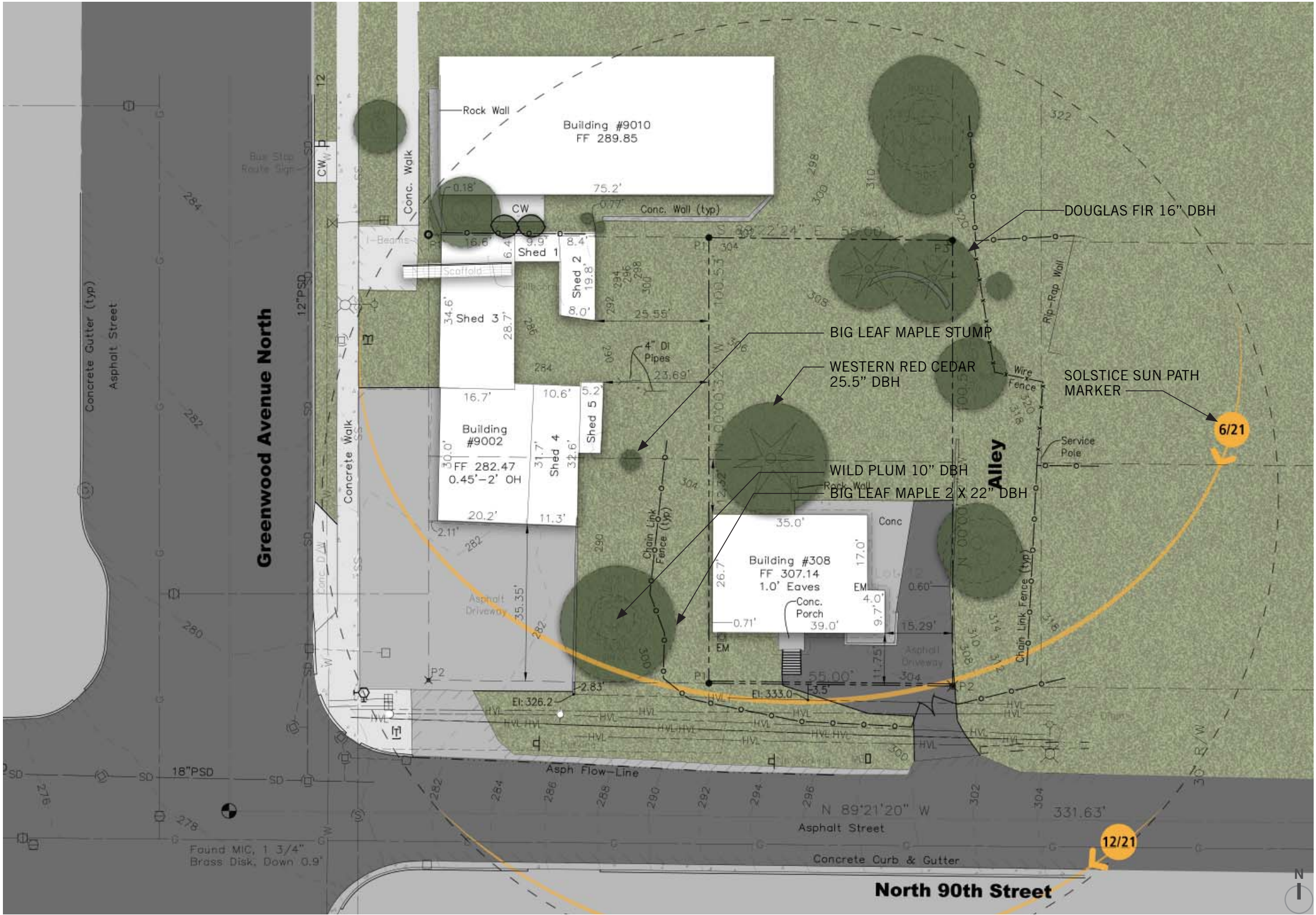
3 N 90TH ST. LOOKING NORTH, FACING SITE



4 N 90TH ST. LOOKING SOUTH, ACROSS THE SITE



Survey / Sun & Shadow Graphical Analysis



Site A Current Site Conditions

SITE A DESIGN OPPORTUNITIES:

The site presents a number of opportunities and constraints, which revolve around the steepness of the site and being situated at the northeast intersection corner of Greenwood Ave and N. 90th St.

CONSTRAINT:

The site is steeply sloped requiring a significant portion of the proposed structure to be buried into the hillside.

OPPORTUNITY:

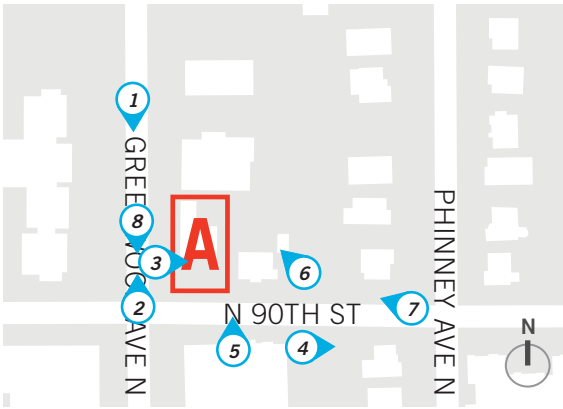
The corner parcel is an opportunity to complete the development of the intersection and provide a landmark of this entrance/exit to Greenwood Ave. N

The site is beyond the edge of the Greenwood pedestrian commercial area, commercial space at this site does not make economic sense for the project.

Corner Site Allows for views to the south and to the west down Greenwood Ave and 90th St.

Busy vehicle traffic along Greenwood Ave.

Frequent Bus service directly in front of site, bike lanes along Greenwood, short walking distance to Greenwood Town Center.



1 LOOKING SOUTH AT SITE



2 NORTH OF SITE ALONG GREENWOOD AVE N



3 LOOKING AT PROJECT SITE



4 LOOKING EAST N. 90TH ST, AWAY FROM SITE



5 N. END OF SITE, EXISTING TO BE DEMOLISHED



6 LOOKING W. AT SITE, EXISTING TO BE DEMOLISHED



7 LOOKING WEST, FROM N. 90TH ST



8 SOUTH OF SITE ALONG GREENWOOD AVE N



Site B Current Site Conditions

SITE B DESIGN OPPORTUNITIES:

The site presents a number of opportunities and constraints, which revolve around the steepness of the site and being situated at the mid-block along N. 90th St. with a single family zone adjacent to east across alley.

CONSTRAINT:

The site is terraced with steep slopes at the east side of Site A and Site B.

OPPORTUNITY:

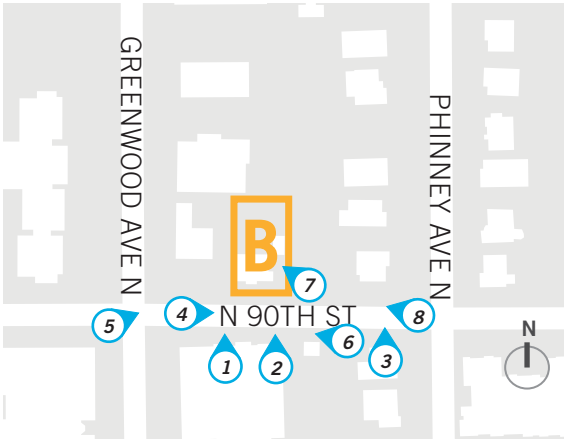
The slope will allow one floor of parking to be buried into the hill within Site A and allows shared parking at the next level up with Site B allowing parking under both structures.

The site is beyond the edge of the Greenwood pedestrian commercial area, commercial space on this site does not make economic sense.

The elevated terrain of Site B allows territorial views from upper floor units.

Greenwood Ave N is heavily traveled and N 90th street is steep making trash pick-up and on street parking difficult.

Frequent transit service, bike lanes and the short walk to Greenwood Town Center will reduce the need for automobile trips.



1 LOOKING N. AT SITE, TO BE DEMOLISHED



2 SITE ALONG N. 90TH ST



3 SINGLE FAMILY HOME NEXT TO SITE



4 LOOKING EAST ALONG N. 90TH ST



5 GREENWOOD AVE N/N 90TH ST INTERSECTION



6 LOOKING WEST, FROM N. 90TH ST



7 CURRENT HOME ON SITE TO BE DEMOLISHED



8 LOOKING WEST ALONG N. 90TH ST



Site A Code Compliance

APPLICABLE ZONING	SMC-SECTION	SUB-SECTION	REQUIREMENT	PROVIDED	OPTION 1	OPTION 2	OPTION 3
Street-level Uses	23.47A.005	C	Residential Uses may occupy, in aggregate, no more than 20 percent of street-level, street-facing façade in a pedestrian-designated zone, facing a designated principal pedestrian street.	Parcel does not front on a pedestrian-designated zone. Residential use may occupy greater than 20% street-level street-facing façade.	✓	✓	✓
Street-level Development Standards	23.47A.008	A.2.b	Blank facades – between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width	Ample glazing will be provided at street level facing the street along Greenwood Ave & N. 90th St. Landscaping will also screen portions of the façade.	✓	✓	✓
		A.2.c	Blank facades may not exceed 40% of the width of façade of along the street	Ample glazing will be present on both street-facing facades	✓	✓	✓
		D.1	Where residential uses are located at street-level street-facing facades at least one street-level, street facing façade shall have a visually prominent entry	Main building entry and lobby is located either at the corner of the lot or centrally located facing Greenwood Ave.	✓	✓	✓
		D.2	Residential use at street-level street-facing façade – floor of dwelling unit shall min. 4 feet above or 4 feet below sidewalk grade or set back 10 feet from the sidewalk.	Residential use is set back >10 feet from the sidewalk along Greenwood Ave N. and N. 90th St.	✓	✓	✓
Structure Height	23.47A.012	A.1.a	In zones mapped with a 30 or 40 foot height limit the height of a structure may exceed the otherwise applicable limit by up to 4 feet provided that the residential use located at street-level street-facing façade is at least 4 feet above sidewalk grade.	Structure will not exceed 40 foot height limit as measured from average grade.	✓	✓	✓
Rooftop Features		C.2	Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend as high as the highest ridge of a pitched roof or 4 feet above the otherwise applicable height limit, whichever is higher.	Parapets and other rooftop additions are not anticipated to rise above the allowed 4 extra feet.	✓	✓	✓
		C.3.f	As long as the combined total coverage of all features gaining additional height listed in this subsection does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses, than stair and elevator penthouses may extend above the applicable height limit up to 16 feet.	Rooftop structures are not anticipated to exceed 20% of rooftop area. Stair and elevator penthouses will remain within 16' of height limit	✓	✓	✓
FAR (Floor Area Ratio)	23.47A.013	Table A	Total FAR permitted for solely residential use in 40 foot height limit zone is 3.0	Structure is solely residential use and is under allowed square footage for FAR	✓	✓	✓
Landscaping & Screening	23.47A.016	A.2	Landscaping shall achieve a Green Factor score of 0.30 or greater	The project is committed to achieving the required Green Factor score	✓	✓	✓
Amenity Area	23.47A.024	A	Amenity Areas are required in an amount equal to 5 percent of the total gross floor area in residential use.	Amenity areas is located at the rooftop and will be accessible to all residents	✓	✓	✓
		B	Required amenity areas shall meet the following standards: all residents shall have access to at least one common or private amenity area; the amenity area shall not be enclosed; parking areas do not count as amenity areas; common amenity areas shall have a minimum horizontal dimension of 10 feet and shall not be less than 250 square feet in area; private amenity areas shall have no horizontal dimension less than 6 feet.	Amenity area is located at the rooftop and will be common and accessible to all residents.	✓	✓	✓
Required Parking	23.54.015	Table B	Parking required is 0.5 spaces per Small Efficiency Dwelling Unit.	Parking is provided at the required ratio	✓	✓	✓
		Table D	Bicycle parking for Small Efficiency Dwelling Units is 0.75 per unit	Parking is provided for 28 bicycles	✓	✓	✓
	23.54.030	F.1.c	The minimum distance between curb cuts located on a lot is 30 feet.	2 curb cuts present, one for access easement	✓	✗ Departures Requested	
Solid Waste Storage Area	23.54.040	Table A	Residential use containing between 26 and 50 units shall have a minimum area of 375 square feet of shared storage space.	A trash area of 210 sq. ft. is provided, pending approval	✓	✓	✓

Site B Code Compliance

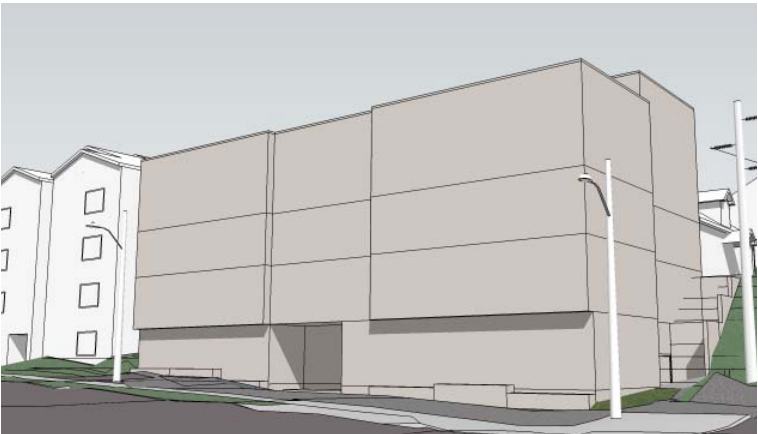
APPLICABLE ZONING	SMC-SECTION	SUB-SECTION	REQUIREMENT	PROVIDED	OPTION 1	OPTION 2	OPTION 3
Street-level Uses	23.47A.005	C	Residential Uses may occupy, in aggregate, no more than 20 percent of street-level, street-facing façade in a pedestrian-designated zone, facing a designated principal pedestrian street.	Parcel does not front on a pedestrian-designated zone. Residential use may occupy greater than 20% street-level street-facing façade.	✓	✓	✓
Street-level Development Standards	23.47A.008	A.2.b	Blank facades – between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width	Any blank portion of the facade between 2 and 8 feet above the sidewalk will not exceed 20'-0"	✓	✓	✓
		A.2.c	Blank facades may not exceed 40% of the width of façade of along the street	Windows, doorway, & patios will sufficiently break up the facade to meet this restriction	✓	✓	✓
		D.1	Where residential uses are located at street-level street-facing facades at least one street-level, street facing façade shall have a visually prominent entry	The building only faces one street and has a dominate entry at the mid point of the facade	✓	✓	✓
		D.2	Residential use at street-level street-facing façade – floor of dwelling unit shall min. 4 feet above or 4 feet below sidewalk grade or set back 10 feet from the sidewalk.	Residential uses are setback greater than 10 feet from the sidewalk.	✓	✓	✓
Structure Height	23.47A.012	A.1.a	In zones mapped with a 30 or 40 foot height limit the height of a structure may exceed the otherwise applicable limit by up to 4 feet provided that the residential use located at street-level street-facing façade is at least 4 feet above sidewalk grade.	Structure will not exceed 40 foot height limit as measured from average grade.	✓	✓	✓
Rooftop Features		C.2	Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend as high as the highest ridge of a pitched roof or 4 feet above the otherwise applicable height limit, whichever is higher.	Parapets and other rooftop additions are not anticipated to rise above the allowed 4 extra feet.	✓	✓	✓
		C.3.f	As long as the combined total coverage of all features gaining additional height listed in this subsection does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses, than stair and elevator penthouses may extend above the applicable height limit up to 16 feet.	Rooftop structures are not anticipated to exceed 20% of rooftop area. Stair and elevator penthouses will remain within 16' of height limit.	✓	✓	✓
FAR (Floor Area Ratio)	23.47A.013	Table A	Total FAR permitted for solely residential use in 40 foot height limit zone is 3.0	Structure is solely residential use and is under allowed square footage for FAR.	✓	✓	✓
Landscaping & Screening	23.47A.016	A.2	Landscaping shall achieve a Green Factor score of 0.30 or greater	The project is committed to achieving the required Green Factor score	✓	✓	✓
Amenity Area	23.47A.024	A	Amenity Areas are required in an amount equal to 5 percent of the total gross floor area in residential use.	Amenity area totals will meet the 5% rule.	✓	✓	✓
		B	Required amenity areas shall meet the following standards: all residents shall have access to at least one common or private amenity area; the amenity area shall not be enclosed; parking areas do not count as amenity areas; common amenity areas shall have a minimum horizontal dimension of 10 feet and shall not be less than 250 square feet in area; private amenity areas shall have no horizontal dimension less than 6 feet and a minimum area of 60 SF.	Amenity area totals will meet the 250sf rule.	✗ Departures Requested		✓
Required Parking	23.54.015	Table B	Multi-family residential uses require 1 space for each 2 Small Efficiency Dwelling Units.	Building is planned to have 26 small efficiency units so 13 stalls are required.	✓	✓	✓
Solid Waste Storage Area	23.54.040	Table A	For residential uses that are not described as a discrete number of dwelling units, the director shall determine the amount of storage space required based on the number of sleeping rooms as a substitute for the number of dwelling units.	Room for 11-96 gallon totes is being provided per discussions with Seattle Public Utilities for this type of housing. Final approval is pending.	✓	✓	✓

Site A Previously Approved EDG Option

DPD PROJECT #
3018316

EDG MEETING DATE
January 5, 2015

PRIORITIES	GUIDANCE	SUB-SECTION
1. Massing and Corner: The Board unanimously favored the preferred massing option C which locates the primary entry along Greenwood Avenue N and provides the greatest setback to the east. The Board felt the preferred massing alternative should be developed with the following guidance.	a) The Board did not support the two units on the 5th story on massing option C. The Board felt the preferred massing alternative should evolve to include the same number of stories as massing option A and B. The Board agreed option A and B provide a better relationship to the existing single family residence to the east	CS1-C CS2-D
	b) The Board felt the corner should include a thoughtful treatment consistent with the existing neighborhood context	CS2-C1
2. Greenwood Avenue NW: The Board was unclear on how the substantial right-of-way setback between the sidewalk and the property line would be treated.	a) The Board agreed the setback should be treated as a buffer to the residential units. The buffer should balance security and privacy considerations while providing eyes to the street.	PL3-B
	b) The setback space and right-of-way area should be designed consistent with Neighborhood Specific Guidelines and be coordinated with SDOT	PL2-I PL2-II
	c) The Board felt the applicant should explore using water related design elements within the setback space.	CS1-E
3. N 90th Street: At the Recommendation Meeting, the Board would like clarity on the N 90th Street right-of-way improvements. The Board felt additional efforts were necessary to demonstrate how the building would meet the future right-of-way design.	a) The Board noted that the N 90th Street façade include access to solid waste and recycling, as well as, a residential unit. The Board felt the street setback should be designed to provide a successful transition between the building and the street for each of the uses provided	PL3-B DC1-C
	b) The Board felt the design of the N 90th Street right-of-way should be coordinated with ongoing SDOT planning efforts in the neighborhood	PL1-B
4. Architectural Concept and Materials: The Board encouraged use of durable, quality materials	a) The Board noted that the existing neighborhood does not have a strong architectural context. The Board agreed that the new development should establish a precedent that is positive and desirable to the neighborhood context	CS3-A
5. Privacy and Respect for Adjacent Sites: The Board noted the north and east facades should be treated to mitigate privacy impacts for the existing residential units.	a) The Board requested the applicant provide a privacy study for the north and east façade at the Recommendation Meeting. The applicant will need to demonstrate how the architectural concept and fenestration mitigate privacy concerns for adjacent residential structures (CS2-D5).	CS2-D5
	b) The Board agreed that the north facade must be treated to avoid large, blank walls facing existing residential units.	CS2-D5
	c) The Board encouraged the applicant to locate the roof deck to maximize privacy for adjacent residential structures.	CS2-D5
	d) At the Recommendation Meeting, the Board requested additional information showing how the east facing ground level terraces would be treated to maximize privacy for adjacently residential units.	CS2-D5
6. Bike parking and Loading: At the Recommendation Meeting, the Board requested additional information on how the site design will accommodate bike parking and back of house functions.	a) The Board felt the substantial setback space on Greenwood Avenue N should include bike parking for visitors.	PL4-B
	b) The Board agreed that long term bicycling parking for residents should be located to maximize convenience for residents.	PL4-A PL4-B
	c) At the Recommendation Meeting, the Board would like to know how people will move into the building. The Board suggested co-locating the solid waste access and other utility access along N 90th Street	DC1-C
	d) At the Recommendation Meeting, the Board would like further information on how solid waste and recycling staging will occur in the right-of-way	DC1-C



Architectural Design Response

Context & Site

CS1. NATURAL SYSTEMS & SITE FEATURES:

I. Responding To Site Characteristics: Take advantage of/enhance scenic views from the building and public right-of-way.

- SITE A: The site is exceptionally steeply sloped due to previous development. It was brought to our attention that the hydrology of the site is also of concern. The development of the two projects will stabilize the steep slope by building in terraced cuts that are informed by the uniform slope of N. 90th St. The drainage design is an opportunity to provide relief from any hydrological issues and create unique design elements.
- SITE B: The site is predominately flat sitting on a terrace between a steep slope that drops off 20 feet to the lot to our west and a steep slope that rises 20 feet across the alley ROW to the east. Because we are sharing parking access with the development to the west, the west 1/2 of the lot will be excavated for a drive aisle and below building parking. The east half of the lot will have less excavation because it will be closest in grade to the main building entry level. The building is setback from the east and north property lines to reduce the height of retaining walls that will need to be implemented. This will distance us from neighboring structures and allows more natural light and potential window placement.

Two options keep the building at 4 stories over parking and one option follows the historic slope of the site with four stories over parking at the west half of the building and 5 stories at the east half.

CS2. URBAN PATTERN & FORM:

I. Streetscape Compatibility - Reinforce existing development patterns

- SITE A: The ground floor units are set back more than 16 feet from the sidewalk along Greenwood Ave., keeping with the development pattern of the neighborhood. Carefully designed landscaping will both provide privacy and shield traffic noise and glare from the ground floor units. In the preferred option planters are provided in front of the ground level units to provide a buffer for privacy and to add interest at the street level. Residential units are kept away from the intersection where possible. N. 90th St. will be improved to provide a safer pedestrian experience as part of the Street Improvement Plan, with sidewalks, planning strips and street trees.
- SITE B: The narrow dimension of the lot faces N 90th St. To address required parking we are working with the developer to the west to create a shared 10 foot wide access drive off of N 90th Street at our shared property line to serve the bulk of our parking. We will also have a 10 foot driveway serving one ADA parking stall near the entry to the building. Because of the steep slope of the alley ROW, we will be asking for an exemption to not improve the alley and thus the 20'-0" alley curb cut will be avoided.

II. Height, Bulk, and Scale Compatibility - Respect for adjacent sites

- SITE A: Surrounding buildings are built to the maximum height and setback upper floors which reflect the change in grade across the site. Facades are articulated vertically into separate planes. The corner at Greenwood Ave and N. 90th St. lacks a strong corner. The preferred option presents a strong corner by not setting back the façade at the intersection. Façade planes are setback past the corner of the intersection along N 90th St. due to safety requirements near power lines.

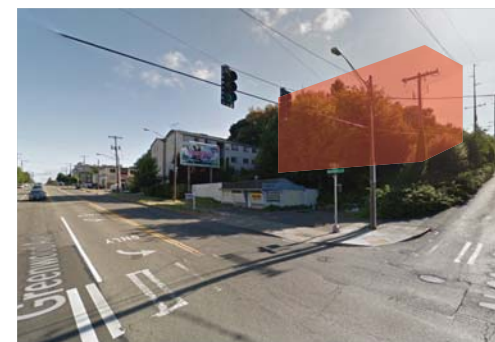


LOOKING NORTHWEST



LOOKING SOUTH

- SITE B: The planned structure to the west of us will have a similar floor to floor height over four stories but with the change in grade, we will start our parking at their second level and our residential level at their third floor. The result is our top floor(s) will be above their upper most floor. This will also put our top two floors in schemes A & B at about the same level as the residences along Phinney Ave N. The front building elevation will step back at the upper levels to accommodate the required setback from SPU's high voltage lines. The floor schemes show a staggering of the facades to allow light into the units and to break up the facade.



LOOKING NORTHWEST



LOOKING SOUTHEAST

Architectural Design Response - Continued

Context & Site

CS2. URBAN PATTERN & FORM:

III. Architectural Context/Building Entrances - Corner Sites

- SITE A: The development of the corner is an opportunity to create a landmark or focal point which can serve as a signifier of the neighborhood. The preferred design features a strong base and overhanging mass above. There are opportunities to provide canopies and signage at the corner and over the entry to help define the sequence of navigating the site.
- SITE B: The project is unique in that it is a mid-block lot transitioning between the commercial/residential uses along Greenwood Ave N and the single family residential. An entry patio and gathering space will front on N. 90th St. with the entry doors setback undercover to the side of the patio. A carport containing the accessible parking stall will be adjacent to the entry door but setback into the building. All other parking enters at the SW corner of the site on a shared 10'-0" wide driveway with the stalls screened from view and setting below the building under its western side.

CS3. ARCHITECTURAL CONTEXT & CHARACTER:

I. Architectural Concept & Consistency - Respect for the neighborhood's character of utilitarian, non-flamboyant, traditional architectural style (except for churches).

- SITE A: Although no commercial space is proposed, a strong and differentiated base is important in defining and maintaining the character of the street. Beyond the site to the north Greenwood Ave lacks a cohesive street pattern. Canopies, planters, and strong durable materials can help to define positive to the street-scape patterns. The preferred option maintains the developed pattern of a central entry along Greenwood Ave. The development of both projects will include a vast improvement to the north side of N. 90th street as previously discussed.
- SITE B: The desire here is to keep the two projects distinct but compatible. The scale of and the use in the buildings will be similar. This project will be designed with sloping roof forms in keeping with the single family residential uses closest to us. The entry patio and carport will also reinforce a residential scale at the street level.

Public Life

PL1. CONNECTIVITY:

I. Pedestrian Open Spaces & Entrances - Incorporate small, usable open spaces

- SITE B: The patio at the entrance of the building will provide an open space for residence as well as allow them to observe neighborhood activities, interact with passing pedestrians, and greet other residents. We propose to clean up the alley ROW to allow a better landscape feature for both residents, passerby's, and neighbors.

Public Life

PL2. WALKABILITY:

I. Pedestrian Open Spaces & Entrances - Enhance the pedestrian environment & encourage pedestrian activity

- SITE A: Building entrances will be made easily identifiable by using canopies, signage, lighting and well thought out landscaping. Lighting will be placed strategically to provide security and safety without being a nuisance to adjacent properties. The connections to the building from the R.O.W. will be landscaped to provide interest at the street and encourage pedestrian activity. Built-in planters are incorporated into the preferred option for the ground level units for privacy and security. Other details such as siding and window treatment will be considered in the design of the ground level units. Providing bicycle parking will be an important part of the development.
- SITE B: The main entrance to the building faces N. 90th St. and will be slightly above street grade. As part of the entry experience, we plan to incorporate a patio/terrace area to promote tenant interaction and interaction with pedestrians. The majority of the patio and entry will be covered but is facing south so will benefit from maximum light and sun exposure. The majority of the parking is to the side and under the building. Street trees will be placed along N. 90th St. and other landscaping to screen any blank walls and provide a "front" yard to the building and separate the driveway from the pedestrian walkway to the front door.

Design Concept

DC1. PROJECT USES & ACTIVITIES:

I. Blank Walls - Minimize blank walls

- SITE A: Since the building is residential in nature, we will be proposing as much glazing as possible for the units. This will minimize blank walls along Greenwood Ave. Landscaping will add a sense of layering between the street and the façade on both Greenwood Ave and N. 90th St. where blank walls may occur at the ground level near the parking entrances. The trash enclosure is located out of the way of any main pedestrian entry along N 90th St. for safety during pick-up.
- SITE B: This building is a residential use so it will have a large number of punched openings at the upper levels especially at the south facade. The entry level will have varying depths and any blank walls will be set well back. The entry areas will have glass in the door and sidelights to be more inviting. Landscaping along N. 90th St. will be planned to screen and soften any exposed foundation/retaining walls as the grade falls away to the west.

Architectural Design Response - Continued

Design Concept

DC2. ARCHITECTURAL CONCEPT:

I. Architectural Concept - Facade Articulation & Modulation

- SITE A: The proposed façade is broken into planes which reinforce the stacking of units and the interior circulation of the building. Additional setbacks for the entries and the safety setbacks from power lines provide modulation along both streets. Windows and other architectural detailing will further enhance shadow lines and reveals along the façade. This detailing will also be present along the rear façade.
- SITE B: This residential building will provide a covered patio at the entry area, a stepping back of the facade as it rises due to the high voltage lines that run along N. 90th St., as well as steps in the east half versus west half of the south facade. The roof line will be pitched in various forms depending on the scheme to lower its profile and blend in with its neighbors as it transitions to the uphill single family homes.

II. Human Scale - Level Composition

- SITE A: It will be an important design goal to provide a strong base, middle, and top as the design gets further along. Canopies and planters will help add a layer of fine detail to give the project a sense of proportion related to the pedestrian environment which the preferred option intends to encourage.
- SITE B: The south facade fronting on N. 90th St. will have a one or two story presence while the upper floors step back to accommodate the power line clearances. This allows a more pedestrian friendly scale and allows us to play with changes in materials and or colors at the break in the planes of the facade.

III. Mass & Scale - Reduction of Perceived Mass

- SITE B: The planned modulation of the south (front), east and west facades as well as stepping back of the upper south facade will help reduce the verticality of the narrower front elevation and break up the depth of the side facades. The grade difference from the east to the west will also dynamically change the perception of the building as it transitions from 3-1/2 stories to 5 stories east to west.

DC4. EXTERIOR ELEMENTS & FINISHES:

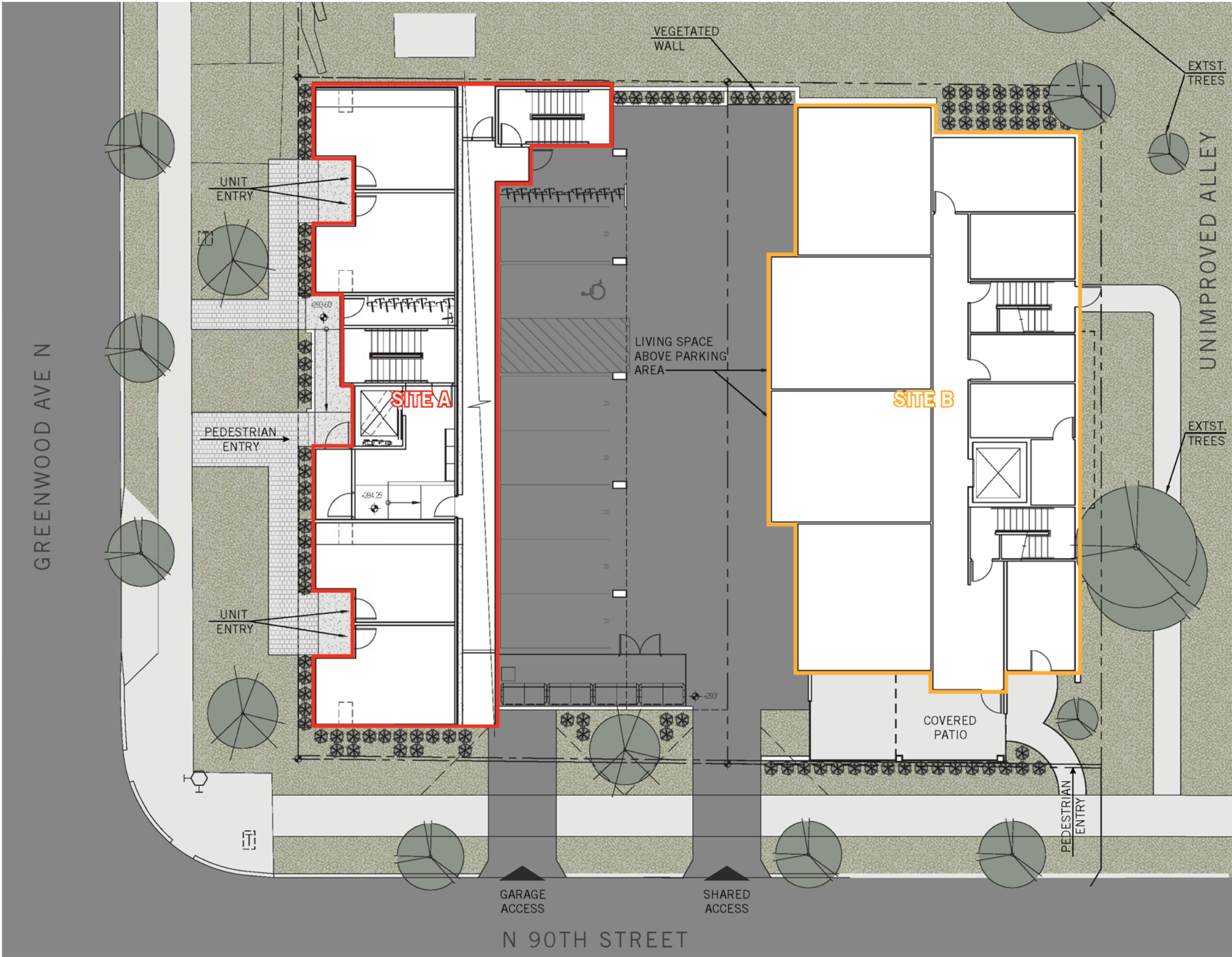
I. Architectural Context - Visual Character of Signage

- SITE A: Building signage will be an important detail as the design gets further along. The building being a signifier or landmark of the corner may be accomplished by both texture and words.
- SITE B: Signage for the building will be understated to scale with the main entry and not internally illuminated.

II. Exterior Finish Materials - Feature durable, attractive and well-detailed materials

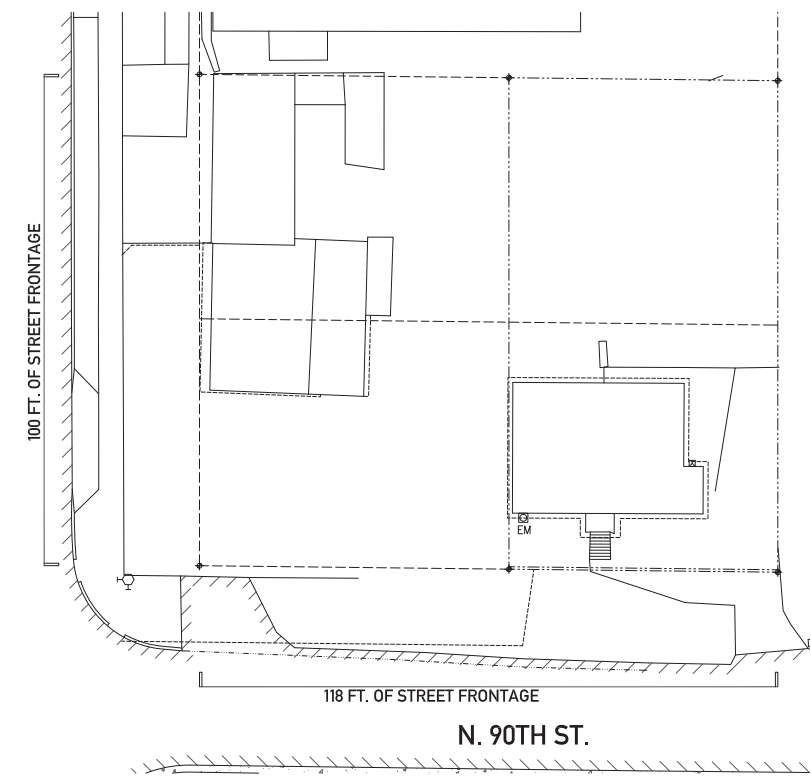
- SITE A: Material choices will play an important role identifying this building on the corner. A variety of durable materials are being researched for use on the building.
- SITE B: Materials will be chosen for durability and to accent the building's relationship to adjacent structures and uses.

Landscape Concept Plan

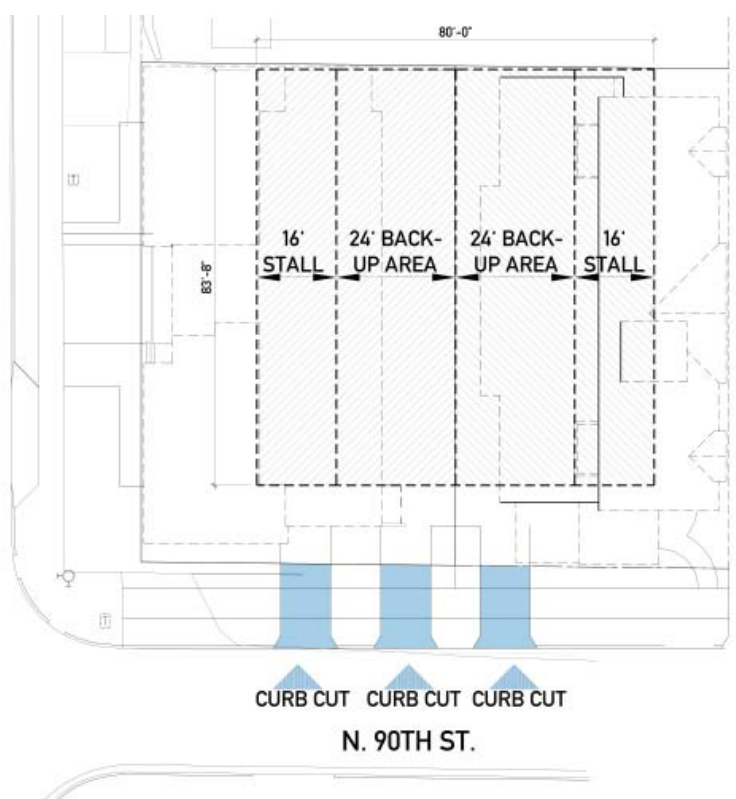


Design Concept Development

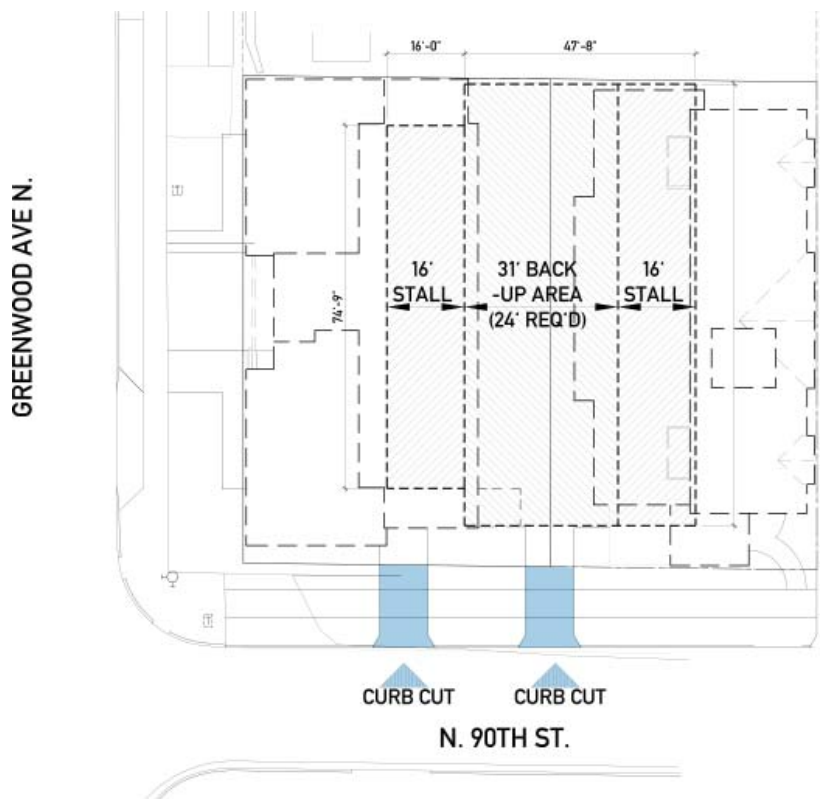
WHY ARE THESE PROJECTS BEING REVIEWED TOGETHER?



218 feet of lineal street frontage allows for three curb cuts per SMC 23.54.030.F. By combining vehicle access as much as possible, two curb cuts will create a safer pedestrian environment.



THREE CURB CUTS: With separated parking access, the necessary combined surface area of the site devoted to parking is 6,692 SF.

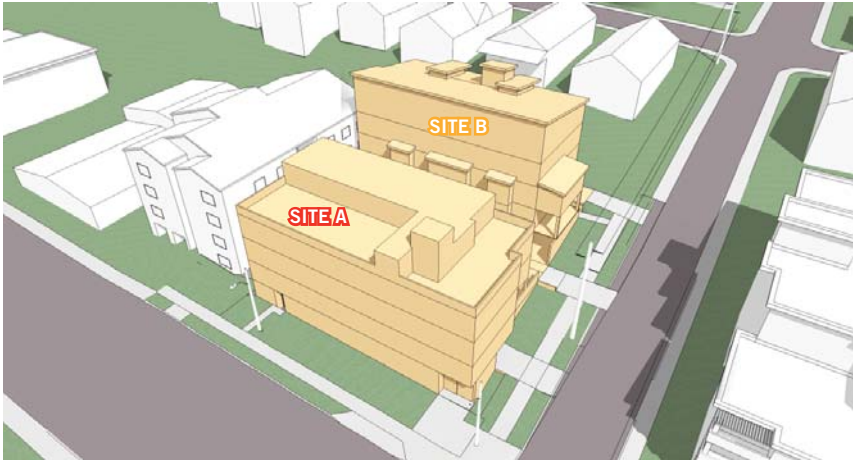


TWO CURB CUTS: With combined parking access, the necessary combined surface area of the site devoted to parking is 5,533 SF.

Overview of Design Options

OPTION 1

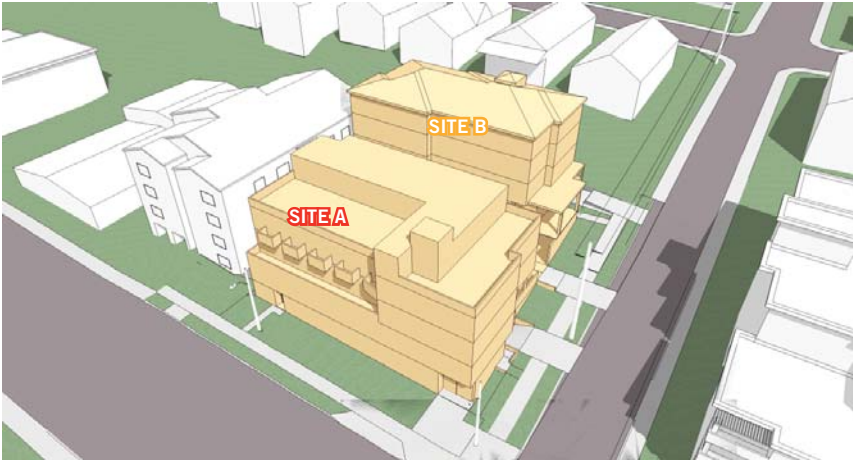
The strong urban edge along Greenwood Ave. N compacts Site A Building which gives more space for the Site B Building to push westerly facade modulation out over parking.



	SITE A	SITE B
# UNITS:	37	26
TOTAL FAR:	Approx. 18,000 SF	15,555 SF
RESID. FAR:	15,398 SF	9,764 SF
PARKING STALLS:	18	13
BIKE STALLS:	28	20
CODE:	✓ Code Compliant	X Departure Requested

OPTION 2

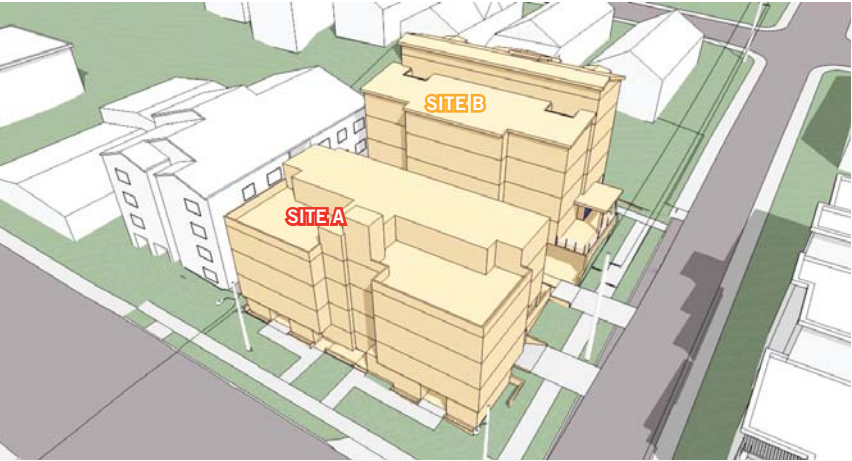
The terraced street facade along Greenwood Ave. N pushes the west building further over the parking. Site B building's west facade recedes to allow light, and mirrors facade along N 90th St.



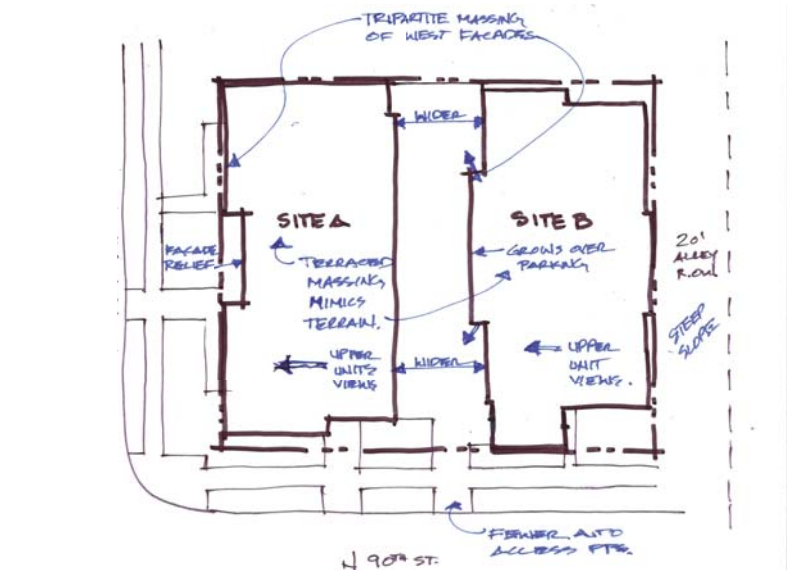
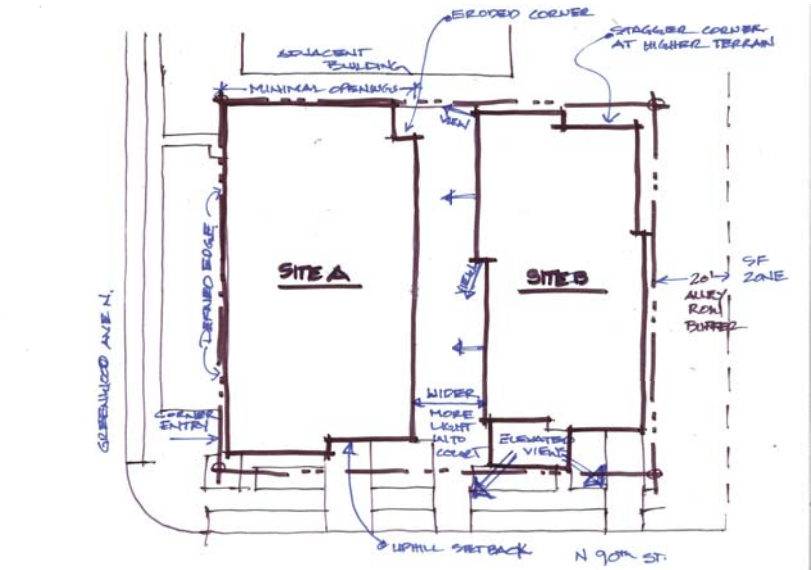
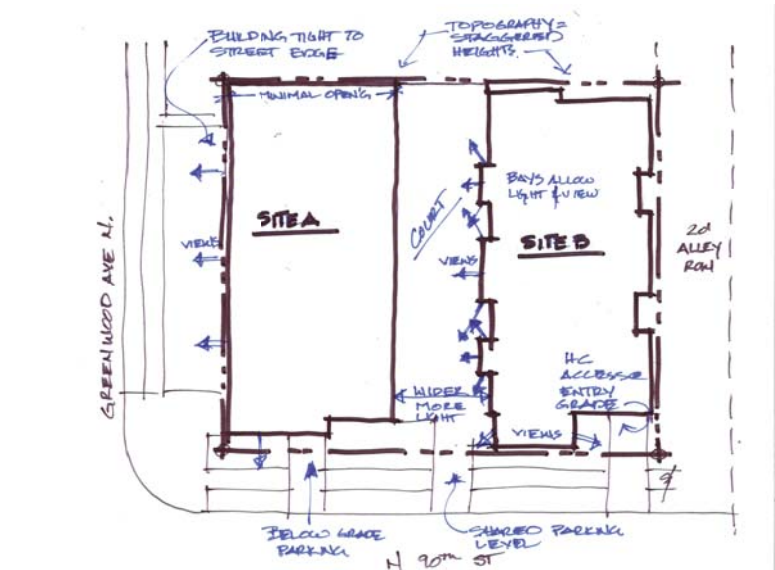
	SITE A	SITE B
# UNITS:	37	26
TOTAL FAR:	Approx. 18,000 SF	15,068 SF
RESID. FAR:	15,653 SF	9,304
PARKING STALLS:	18	13
BIKE STALLS:	28	20
CODE:	X Departure Requested	X Departure Requested

PREFERRED OPTION 3

The classic tripartite street facade is bisected around an internal circulation allows for walk up units at Greenwood Ave. N, and terraced massing reflected by roof lines responds to the sloped grade of the street allowing for maximum number of units with westerly views.



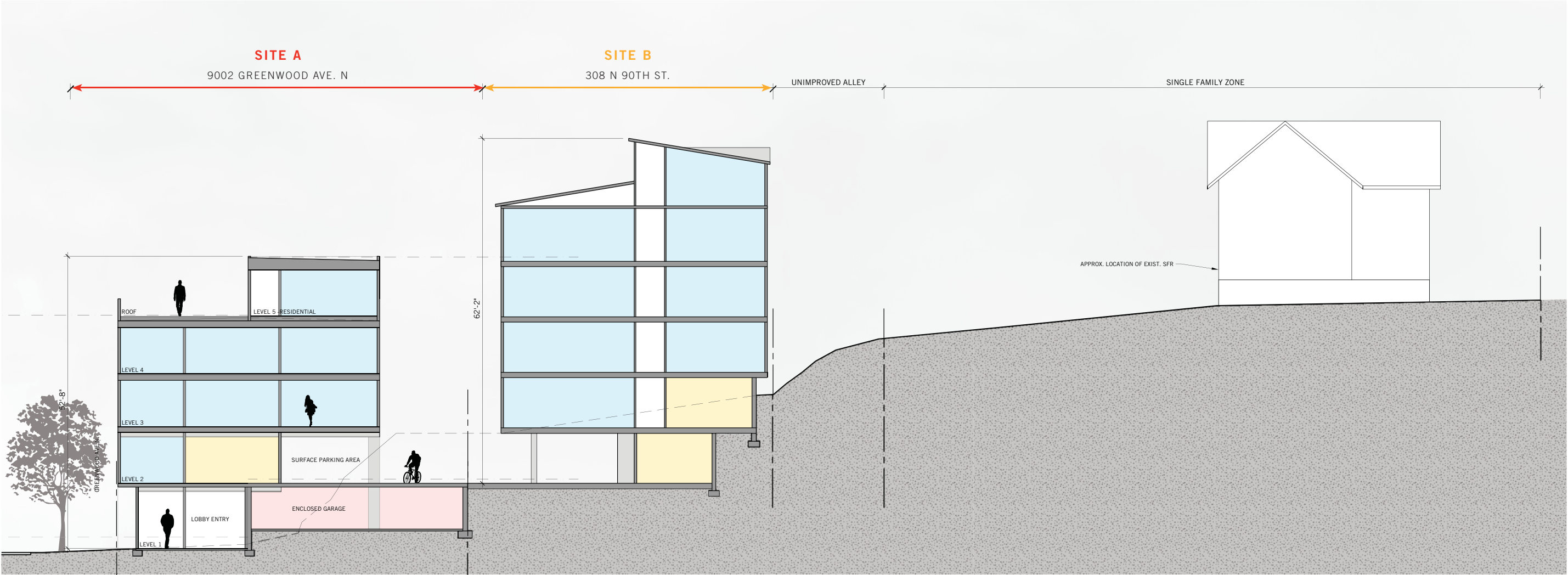
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TOTAL FAR:	Approx. 18,000 SF	16,358 SF
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Overall Option Section

SECTION KEY

- Units
- Utility/BOH
- Enclosed Parking



Overall Option Shadow Study



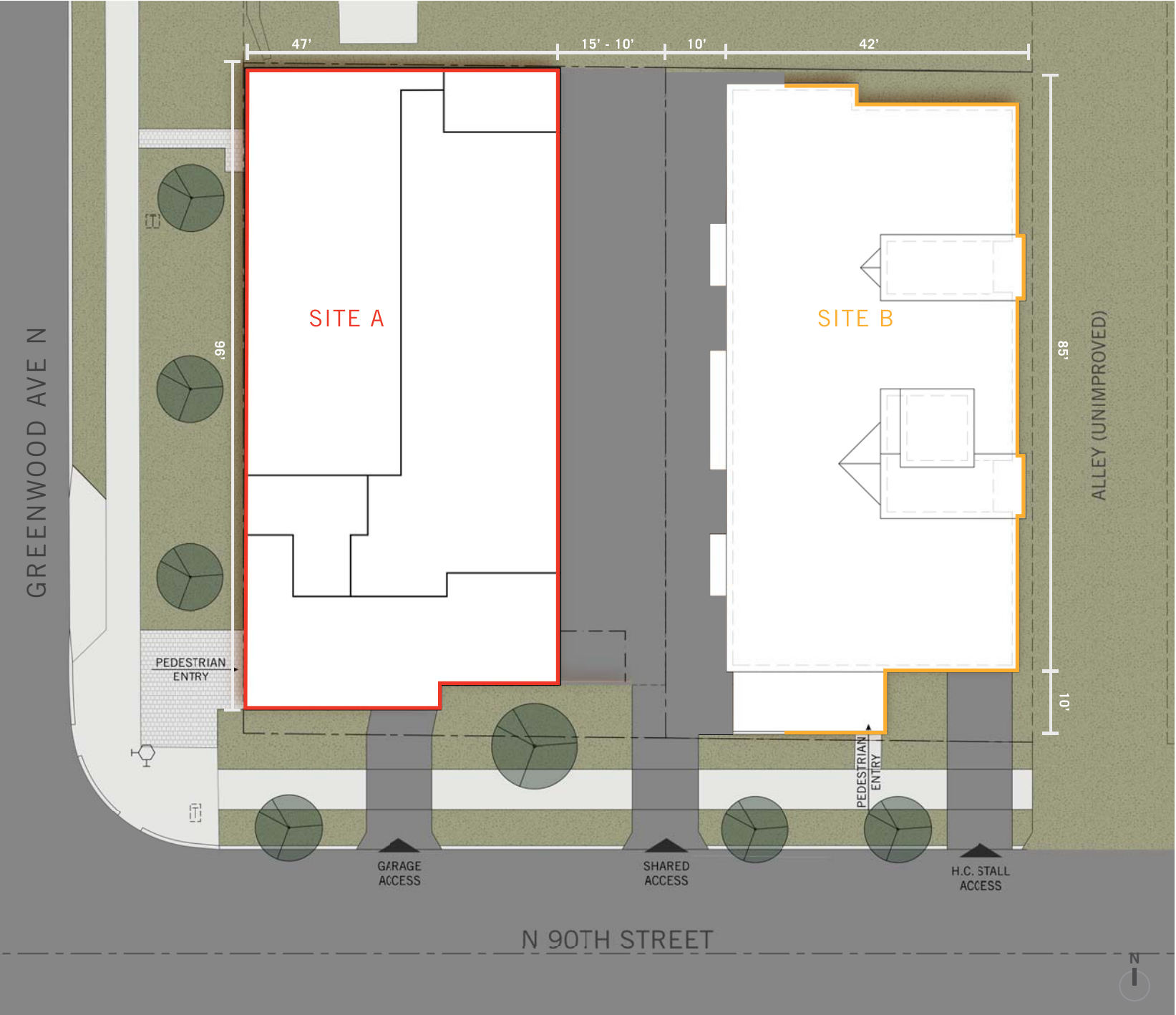
Option 1 Overview

DESIGN CONCEPT

The strong urban edge along Greenwood Ave. N compacts Site A Building which gives more space for the Site B Building to push westerly facade modulation out over parking.



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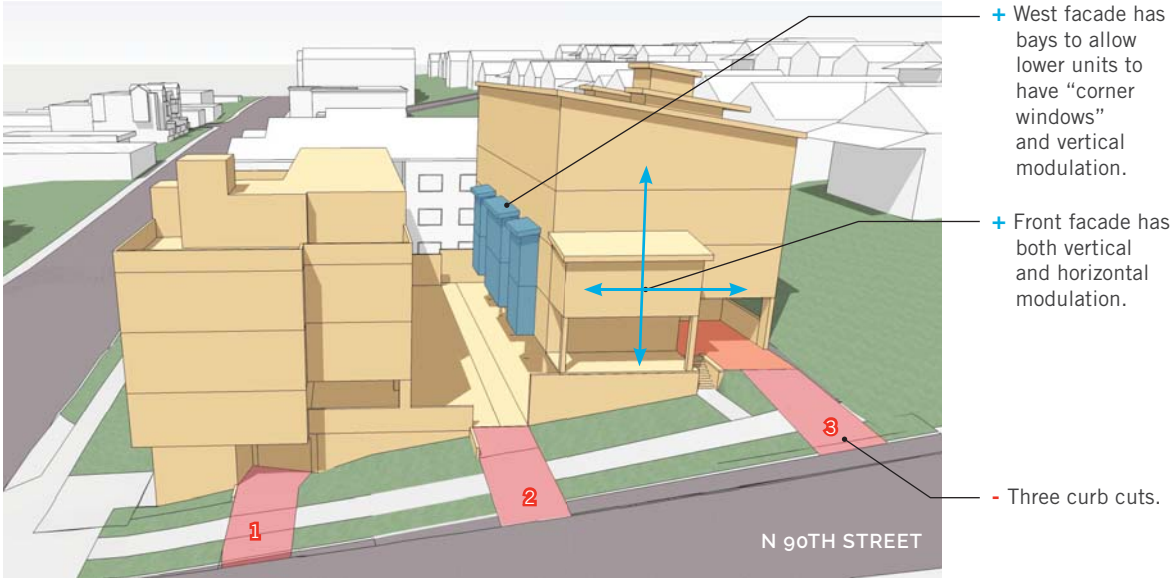


SITE PLAN

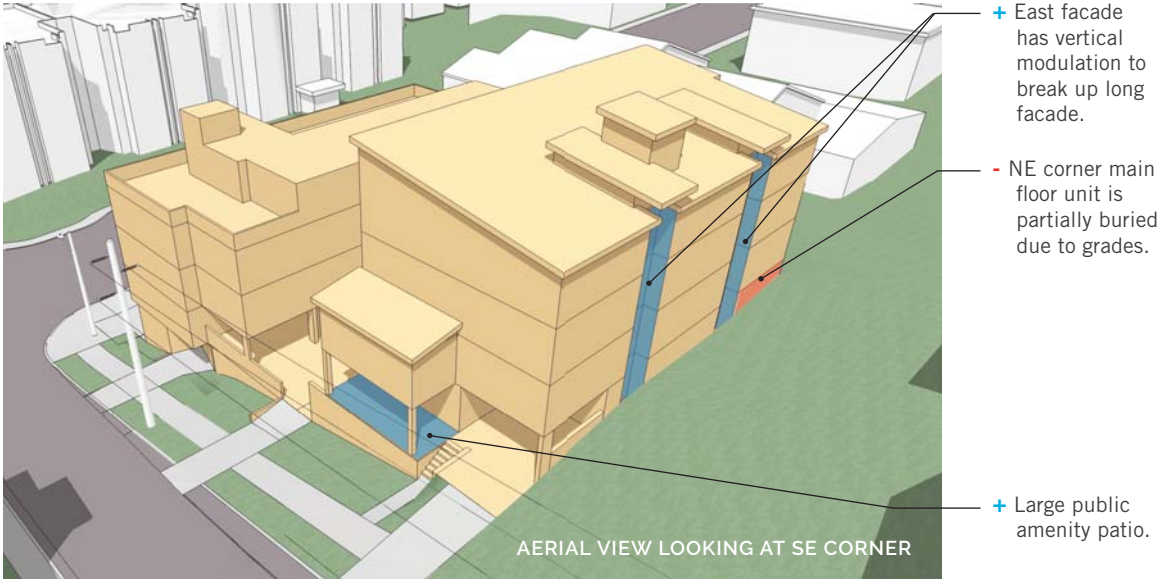
Option 1 Opportunities & Constraints



- + Corner entry provided greater sequence of transition space between public, semi-public and private.
- + This option presents a strong urban edge along Greenwood Ave. N.
- There is a reduced opportunity for building modulation.
- There is less privacy for ground floor units.
- Small residential lobby space.
- + Majority of parking is below the building.



- + West facade has bays to allow lower units to have "corner windows" and vertical modulation.
- + Front facade has both vertical and horizontal modulation.
- Three curb cuts.

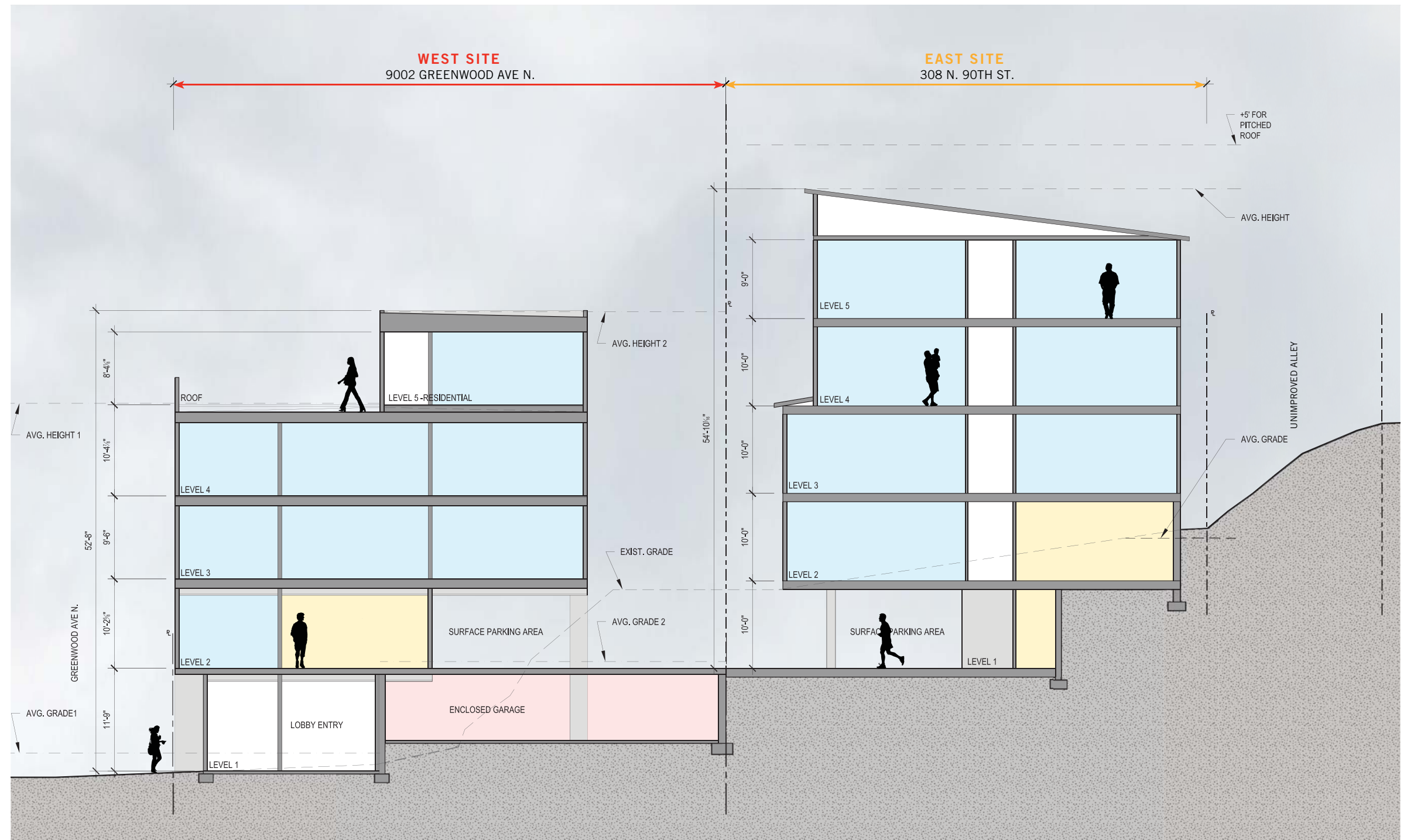
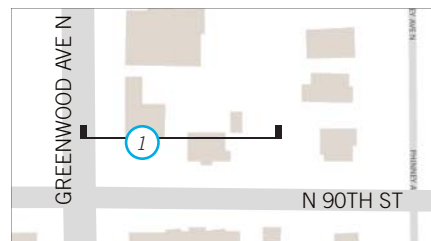


- + East facade has vertical modulation to break up long facade.
- NE corner main floor unit is partially buried due to grades.
- + Large public amenity patio.

Option 1 Site Section

SECTION KEY

- Units
- Utility/BOH
- Enclosed Parking

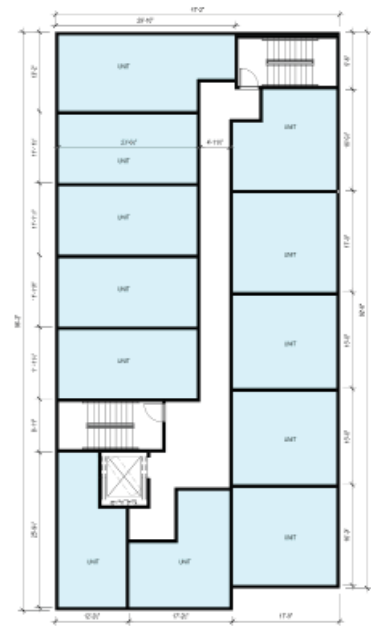


N 90TH STREET SECTION

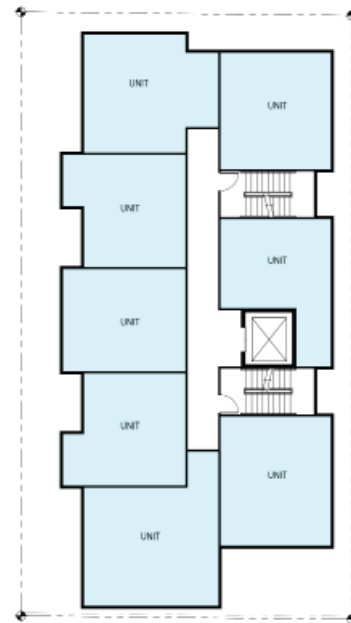
Option 1 Floor Plans



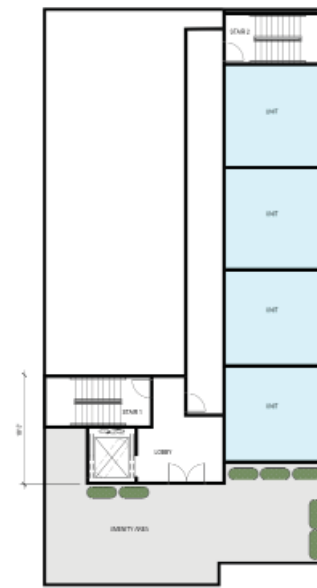
LEVEL 3-4
SITE A



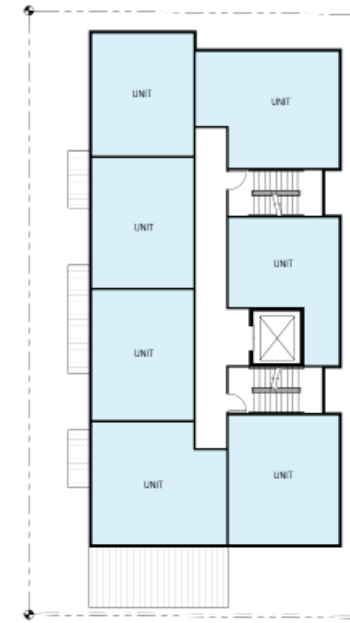
LEVEL 2
SITE B



ROOF LEVEL SITE A

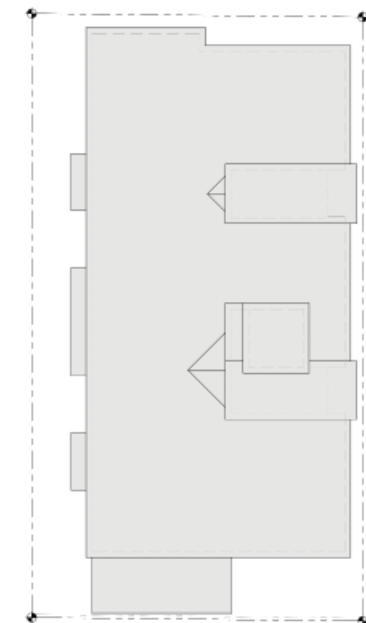


LEVEL 3-4
SITE B

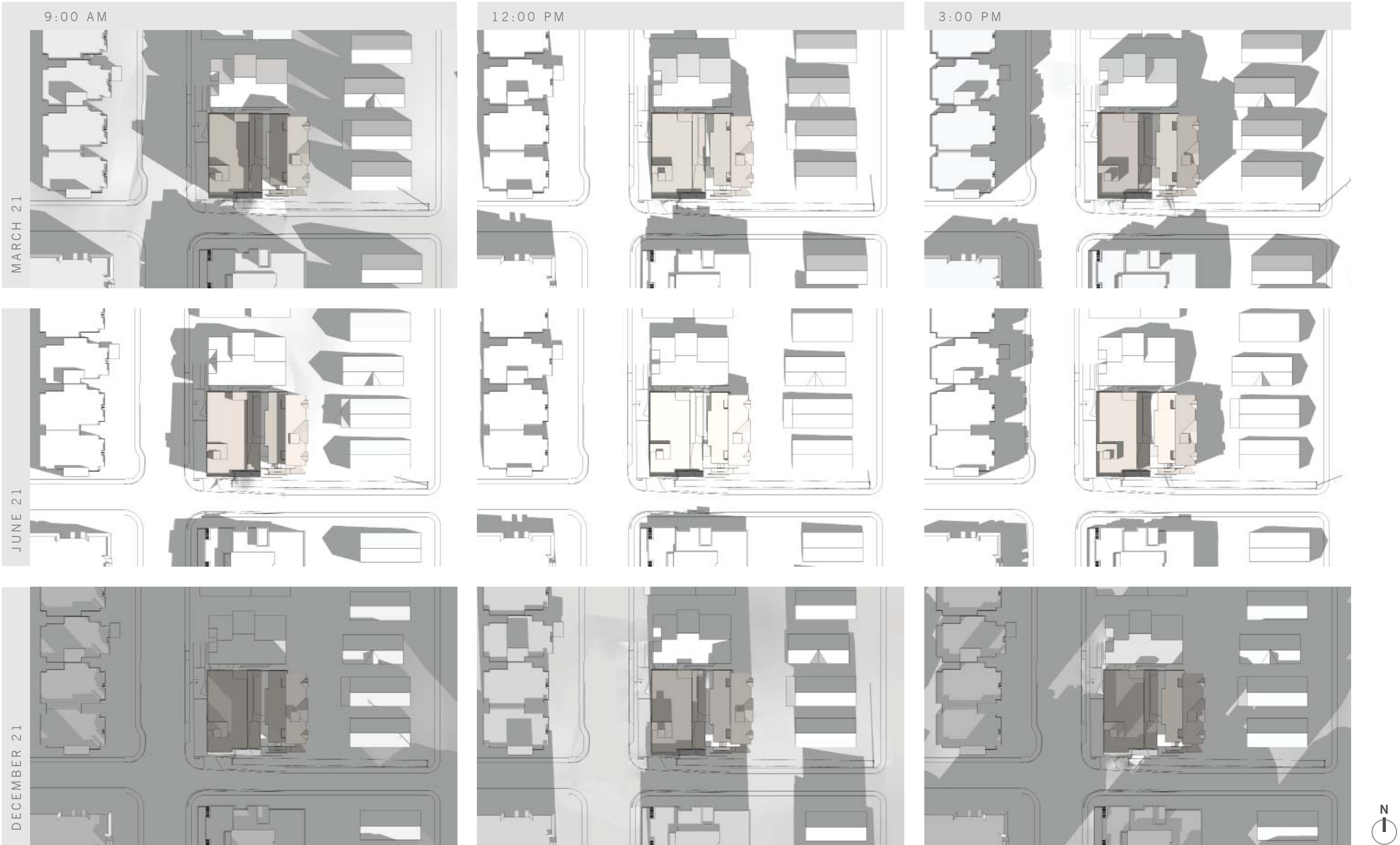


ROOF LEVEL

SITE B



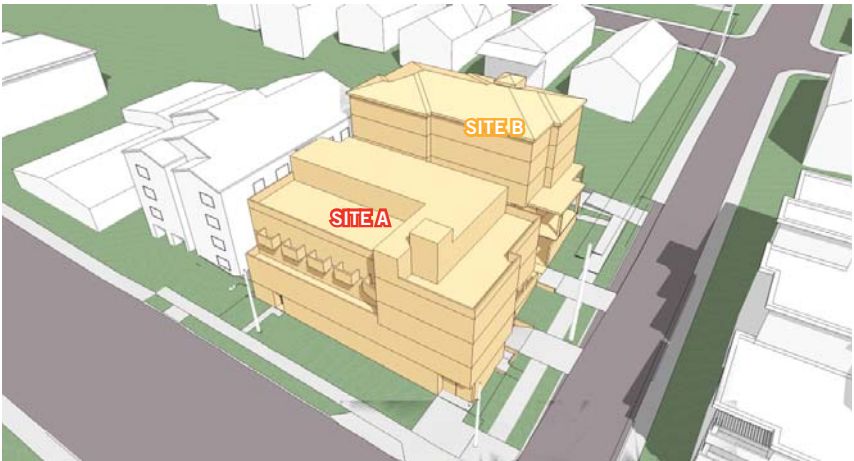
Option 1 Shadow Study



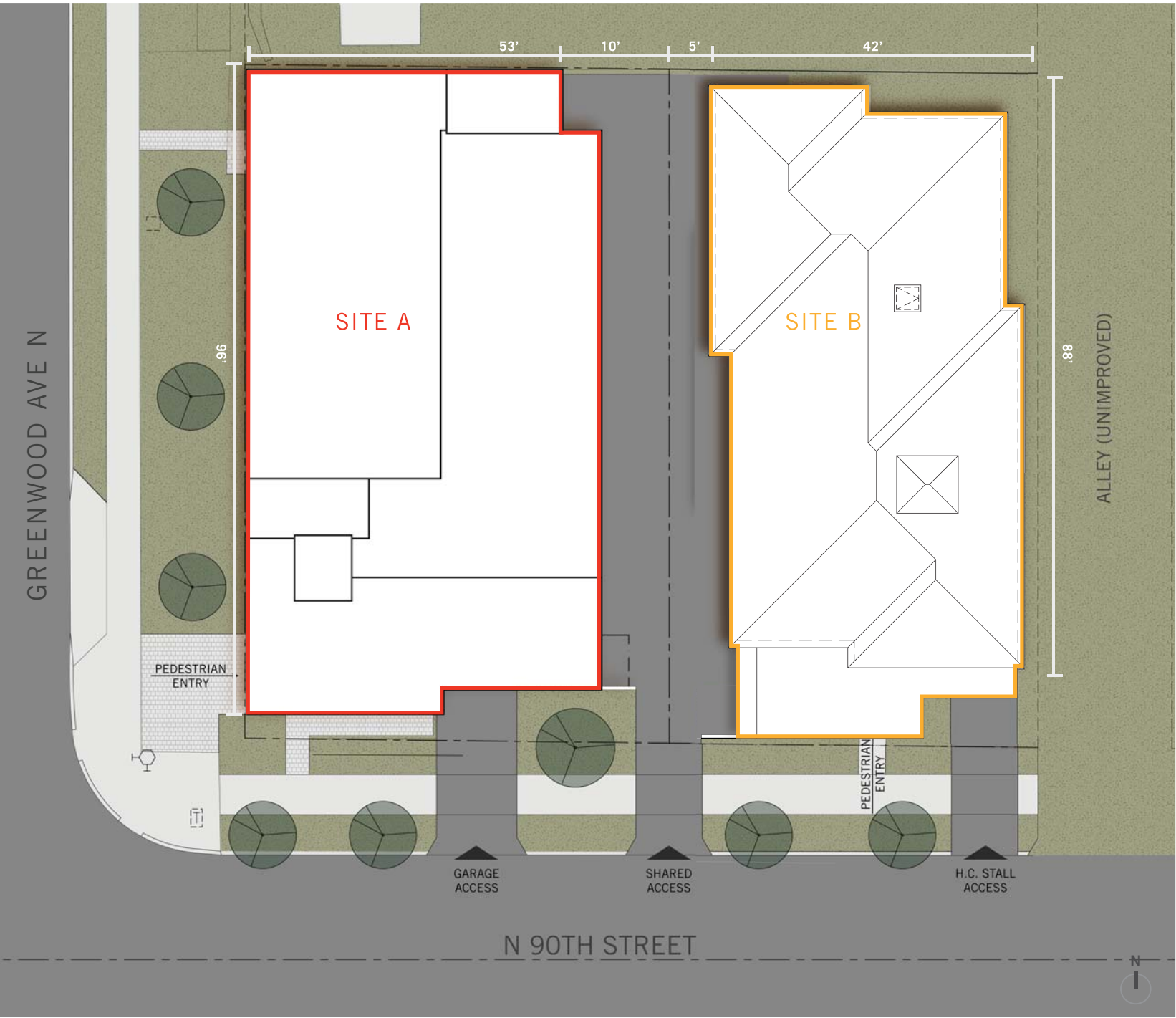
Option 2 Overview

DESIGN CONCEPT

The terraced street facade along Greenwood Ave. N pushes the west building further over the parking. Site B building's west facade recedes to allow light, and mirrors facade along N 90th St.



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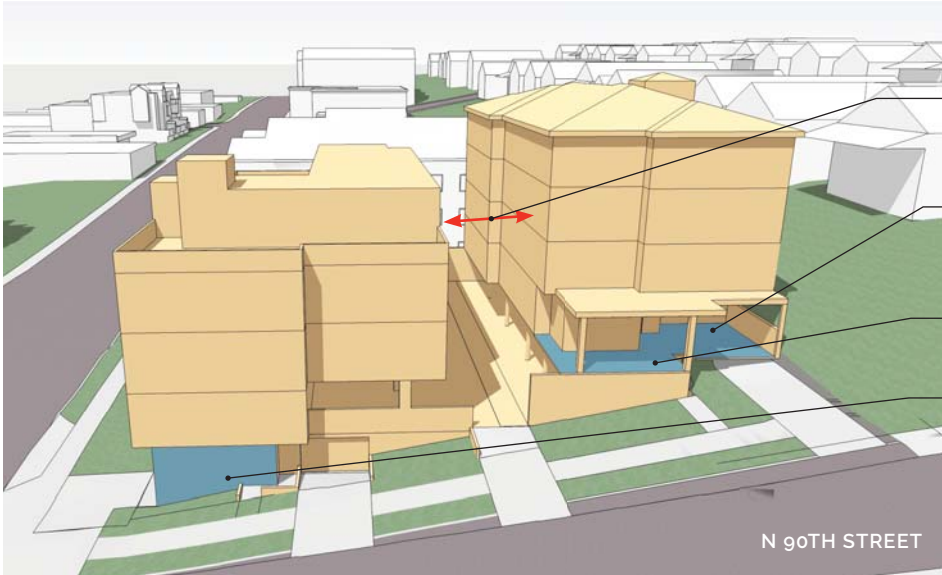


SITE PLAN

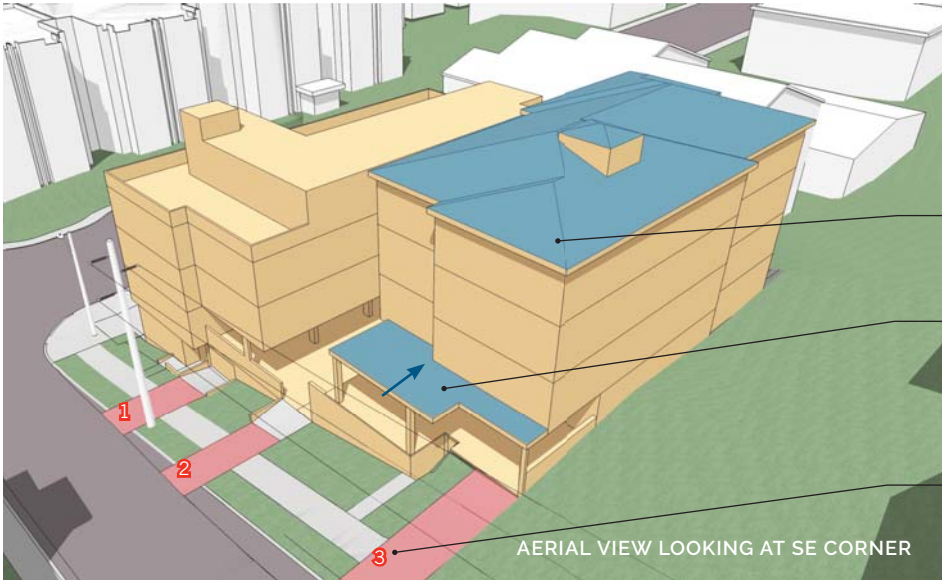
Option 2 Opportunities & Constraints



- + Terraced west facade steps back away from Greenwood Ave. N






- Reduced setback between structures
- + Accessible parking close to front entry.
- + Large public amenity space.
- + Corner entry and lobby.

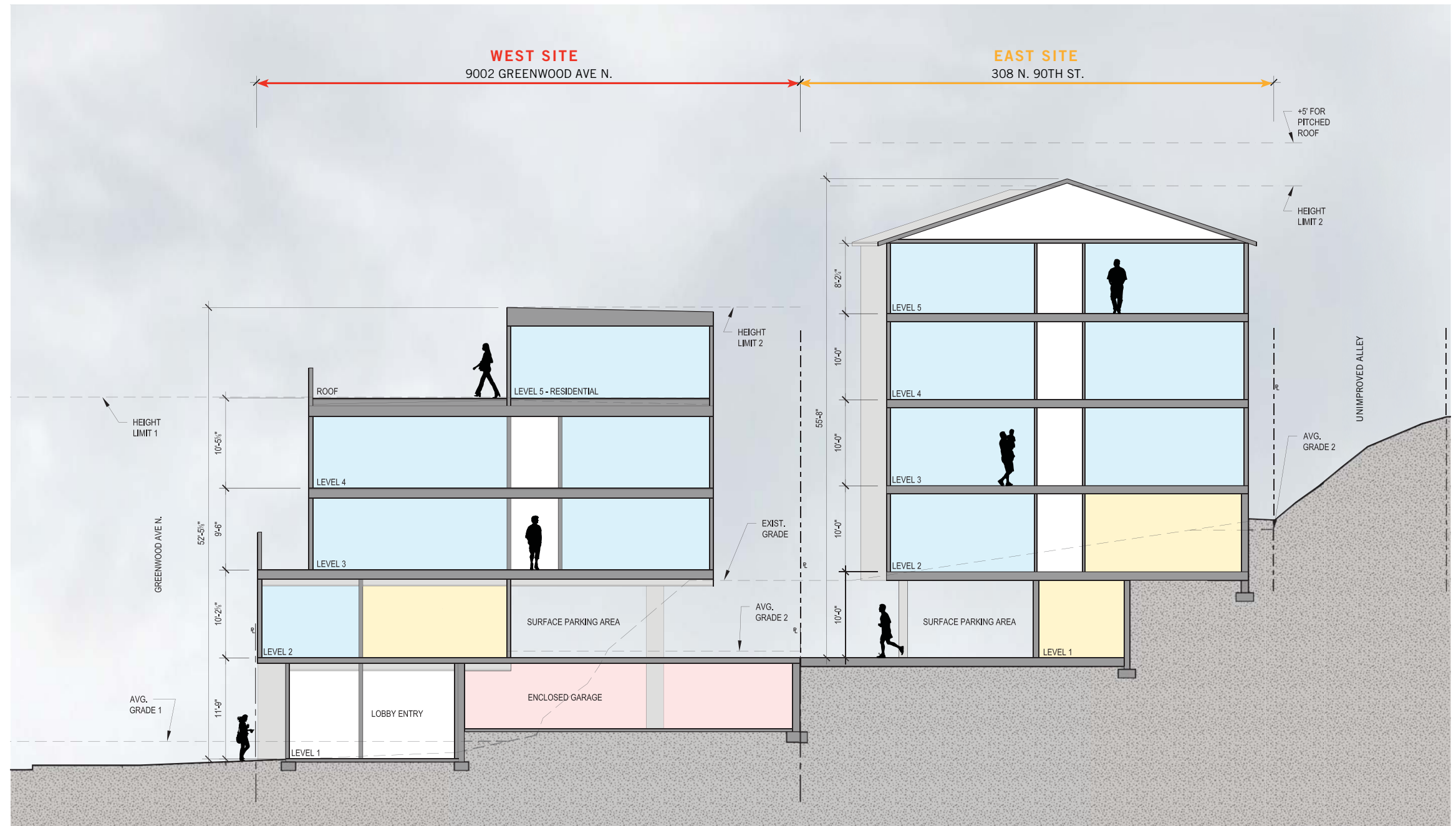
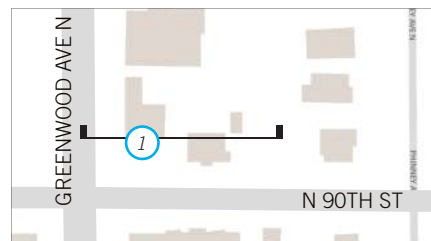


- + Reflects residential style roof and form.
- + Upper floors step back to accommodate high voltage power lines.
- Three curb cuts.

Option 2 Site Section

SECTION KEY

-  Units
 Utility/BOH
 Enclosed Parking



N 90TH STREET SECTION

Option 2 Floor Plans

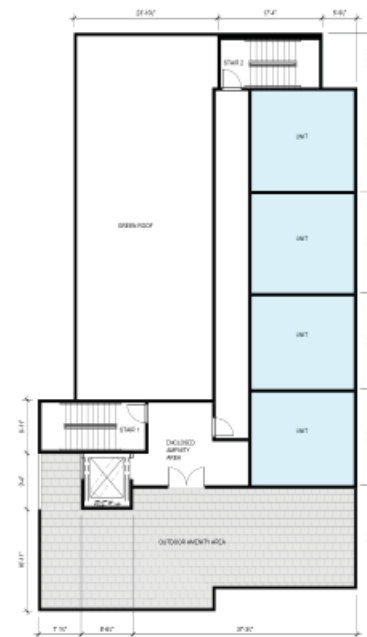


FLOOR PLAN KEY

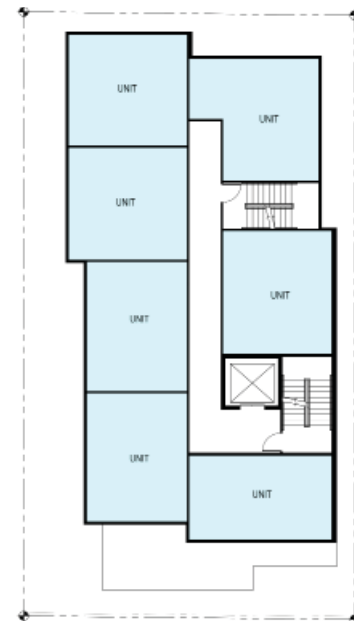
- Units
- Utility/BOH
- Amenity
- Enclosed Parking

N

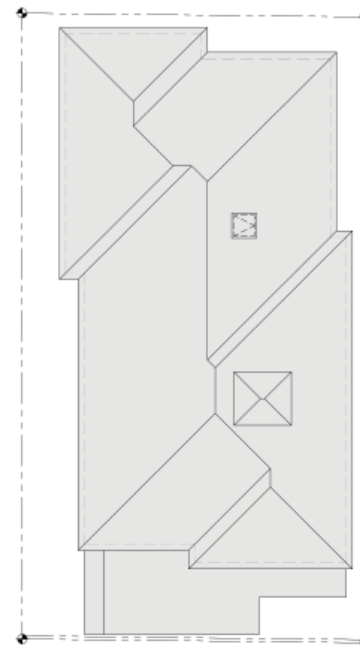
ROOF LEVEL
SITE A



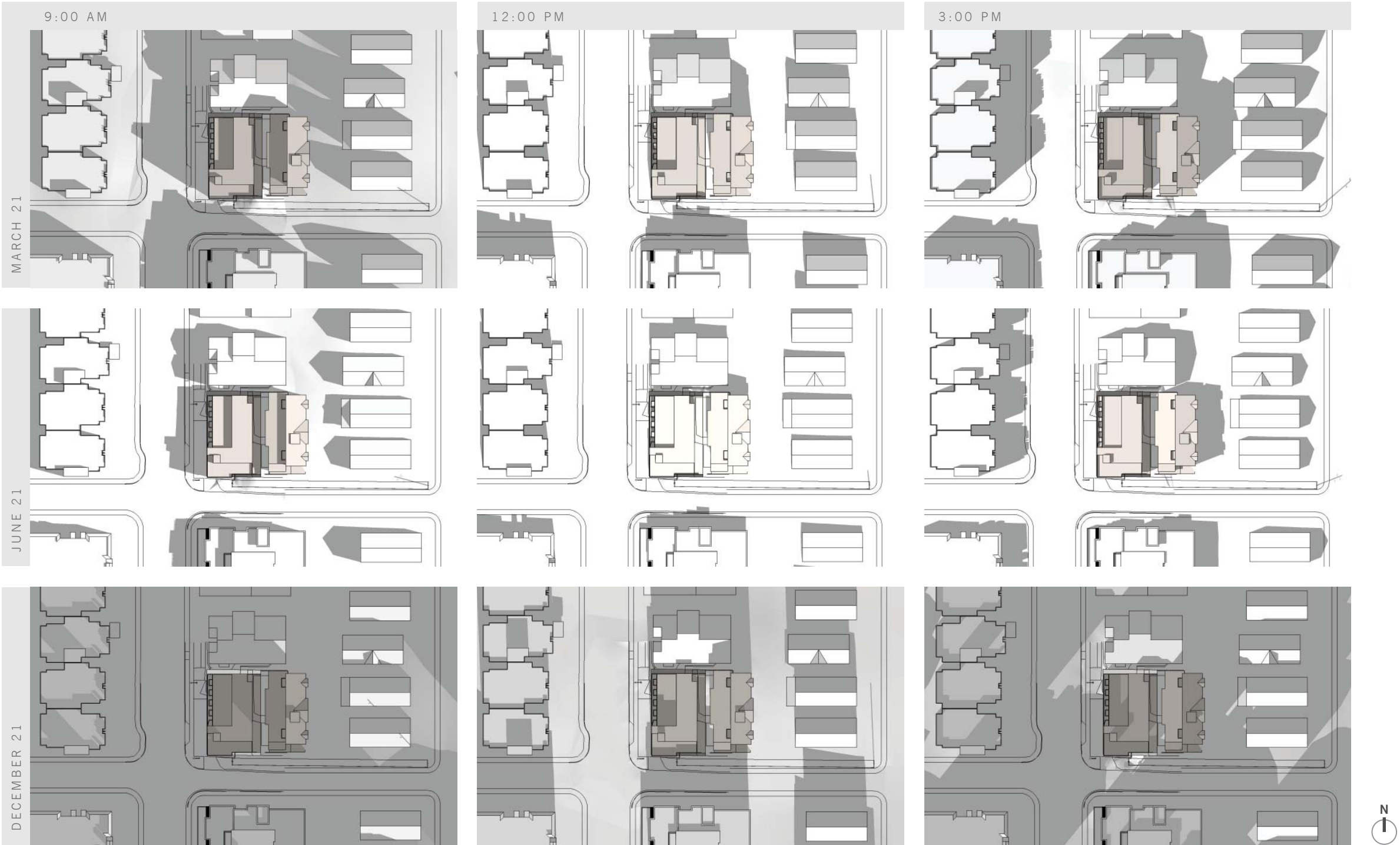
LEVEL 2-4
SITE B



ROOF LEVEL
SITE B



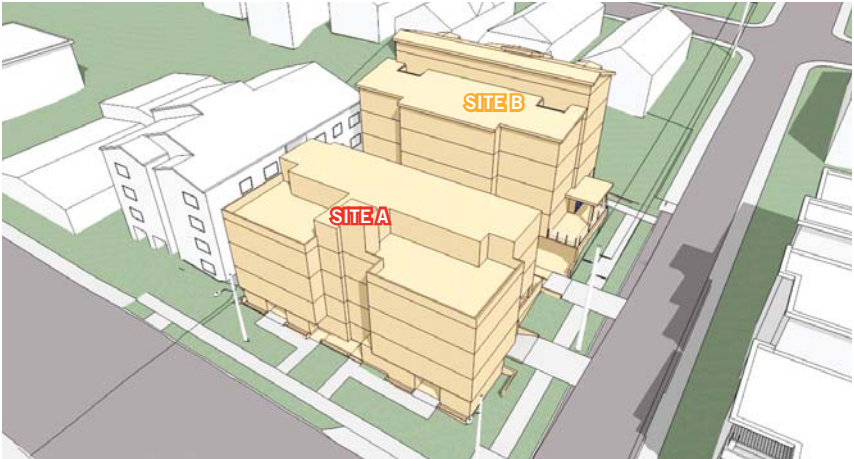
Option 2 Shadow Study



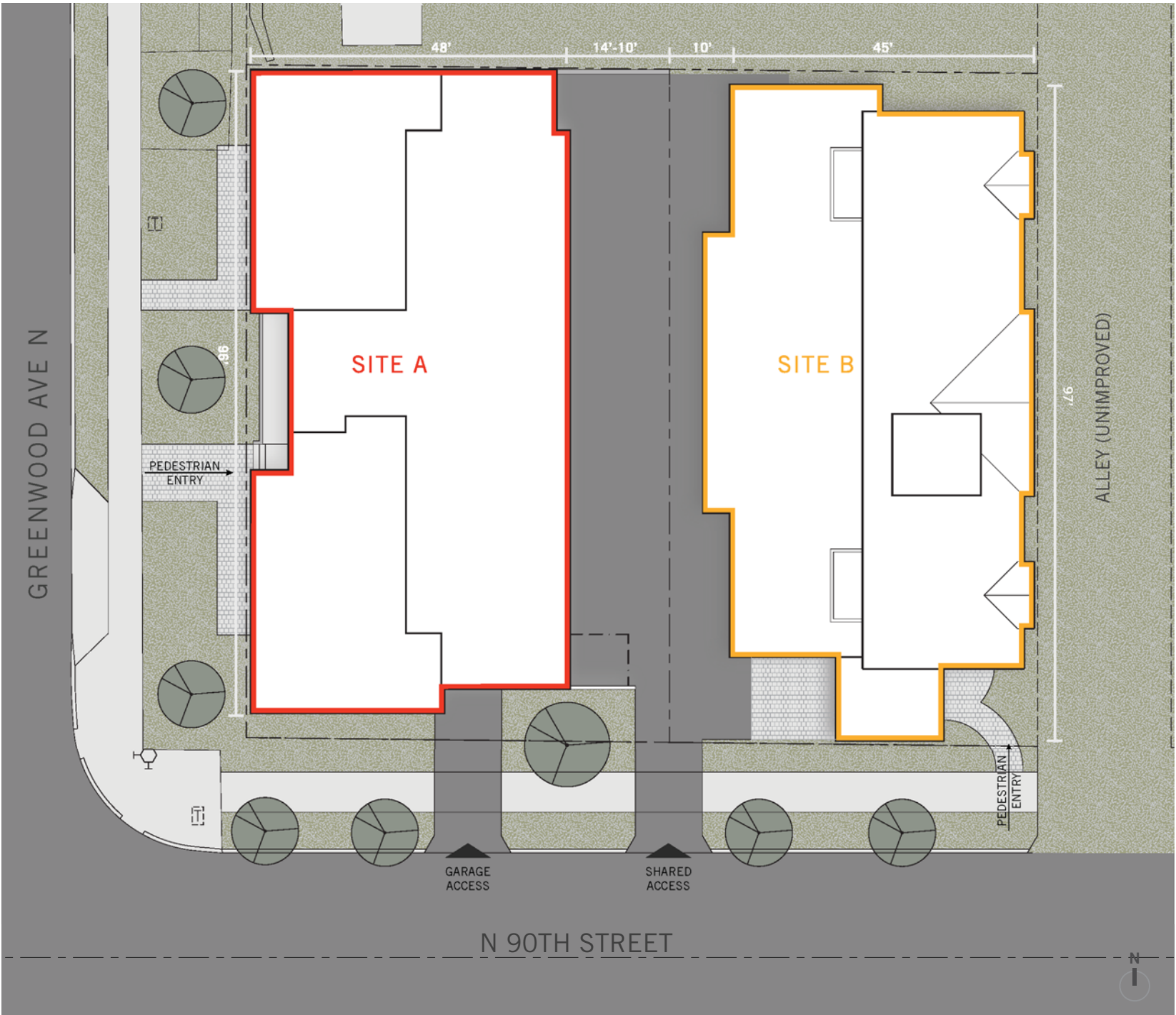
PREFERRED Option 3 Overview

CONCEPT

The classic tripartite street facade is bisected around internal circulation which allows for walk up units at Greenwood Ave. N, and terraced massing reflected by roof lines responds to the sloped grade of the street allowing for maximum number of units with westerly views.

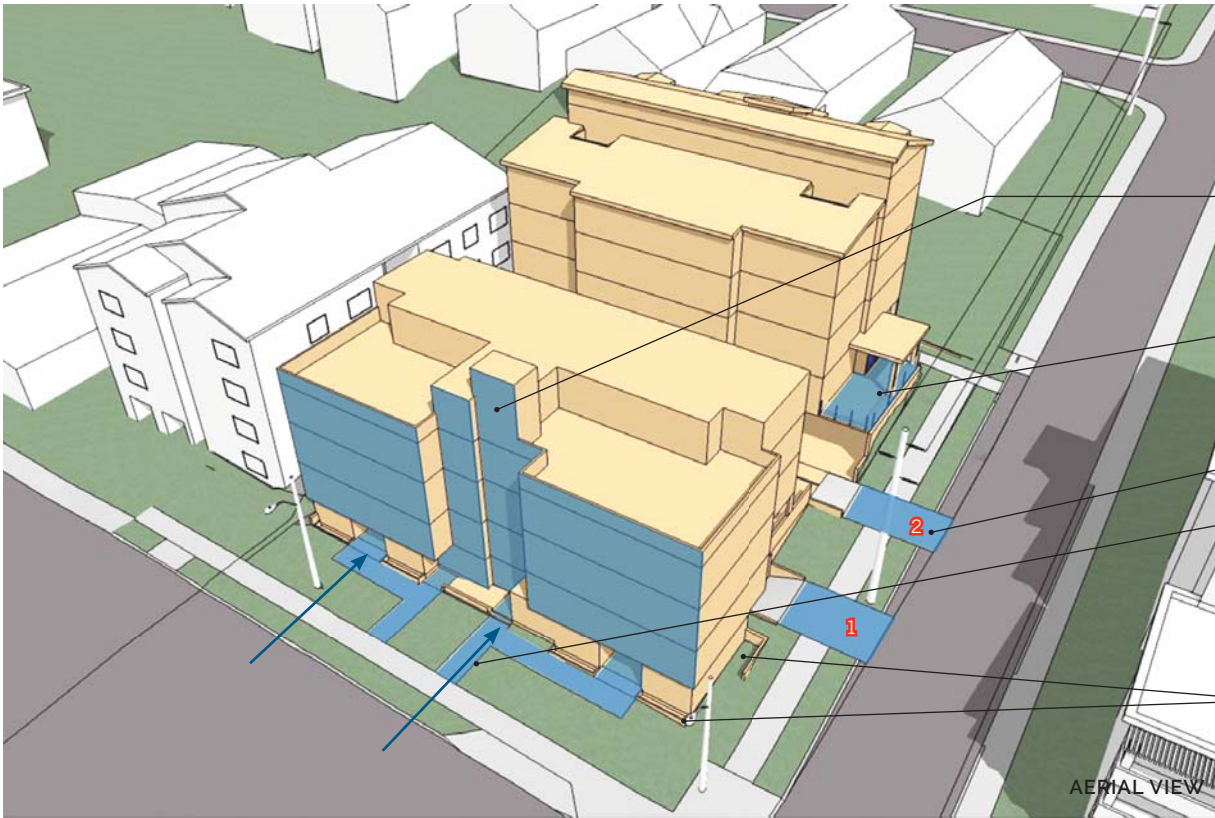


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SITE PLAN

PREFERRED Option 3 Opportunities & Constraints



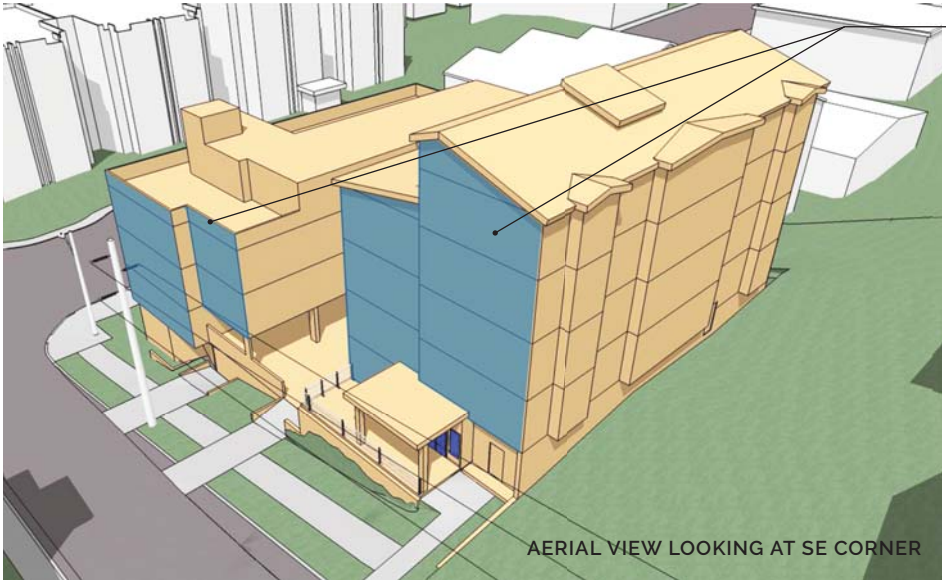
- + Large defined areas of modulation at street.
- + Large amenity patio at entry and interacts with street.
- + Two curb cuts.
- + Increased setback at the ground level allows for walk-up units, greater privacy for units.
- + Planters provide privacy and streetscape appeal.



- + Upper floors have territorial views.
- + Strong corner element.



- + Sloping roofs related to single family residences.
- + All parking is below grade.
- Less parking than option 1 and 2.
- + Vegetated parking screen wall.

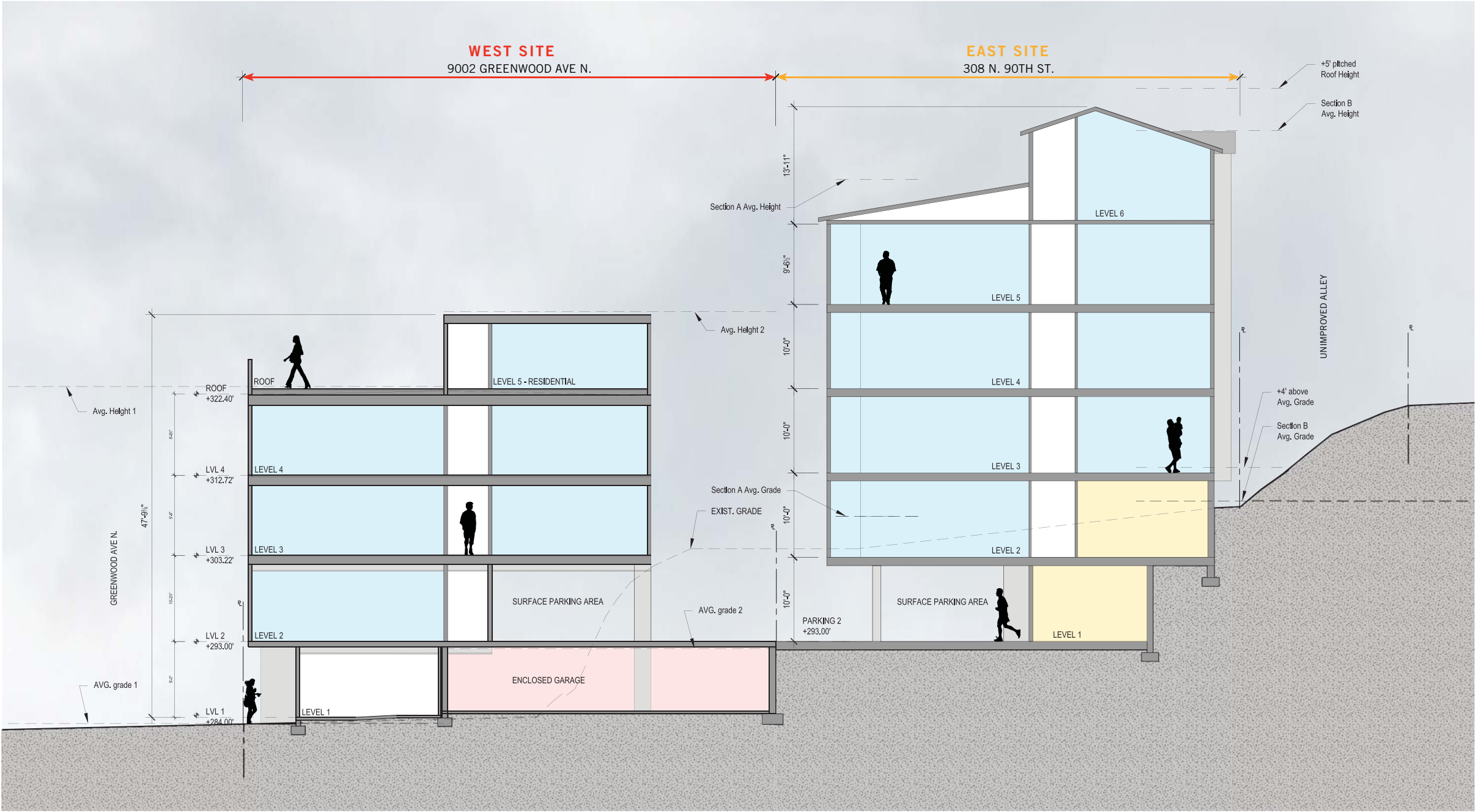
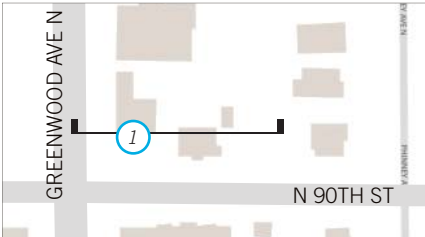


- + Buildings are stepped to follow topography, reflects grade change.
- Taller building heights cast more shadow and visible to existing single family residences.
- Less setbacks at upper levels along N 90th St.

PREFERRED Option 3 Site Section

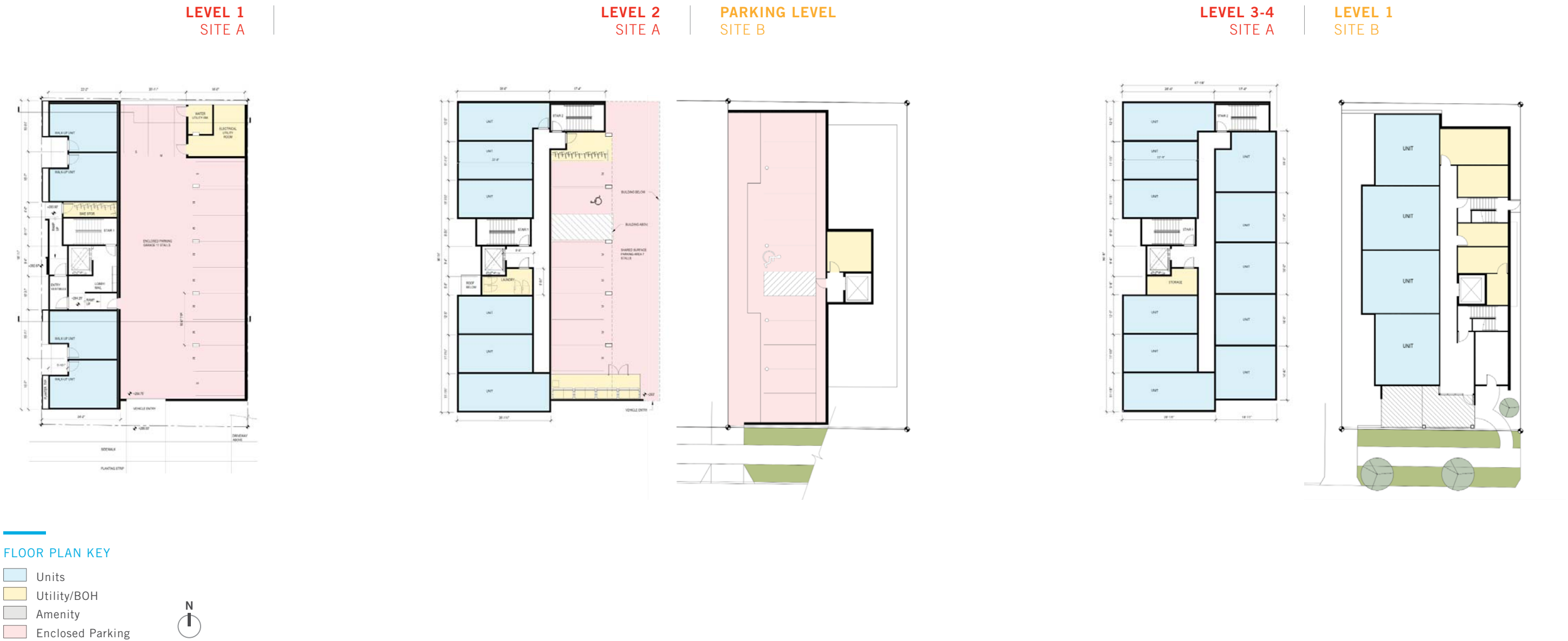
SECTION KEY

- Units
- Utility/BOH
- Enclosed Parking

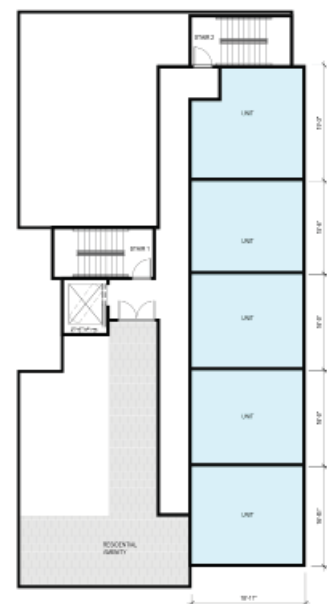


N 90TH STREET SECTION

PREFERRED Option 3 Floor Plans



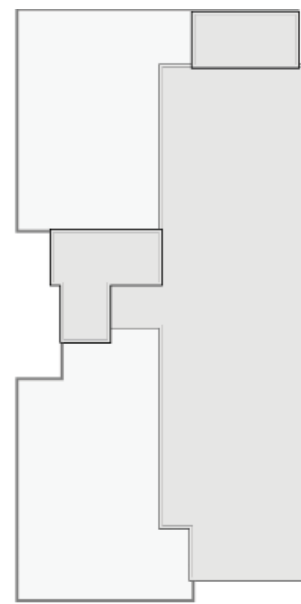
ROOF LEVEL
SITE A



LEVEL 2-4
SITE B



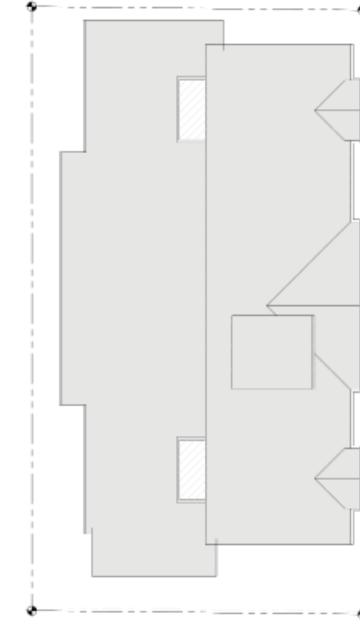
UPPER ROOF LEVEL
SITE A



ROOF LEVEL
SITE B



UPPER ROOF LEVEL
SITE B



PREFERRED Option 3 Shadow Study



Preferred Materials



1 CONCRETE - SACKED



2 CONCRETE



3 CONCRETE - PAVING



7 STOREFRONT WINDOW SYSTEM



4 CONCRETE - SCORED



5 METAL SIDING



6 METAL SIDING



8 FIBERCEMENT PANELS - COLORS TBD



9 FIBERCEMENT PANELS - COLORS TBD



10 PLANTERS



11 STONE SIDING

Departure Request #1

WEST SITE

PARKING SPACE STANDARDS

23.45.030.F.1.C: Distance between curb cuts. 1) The distance between any two curb cuts located on a lot is 30 feet, unless the use is townhouses or row houses.

DEPARTURE REQUESTED:

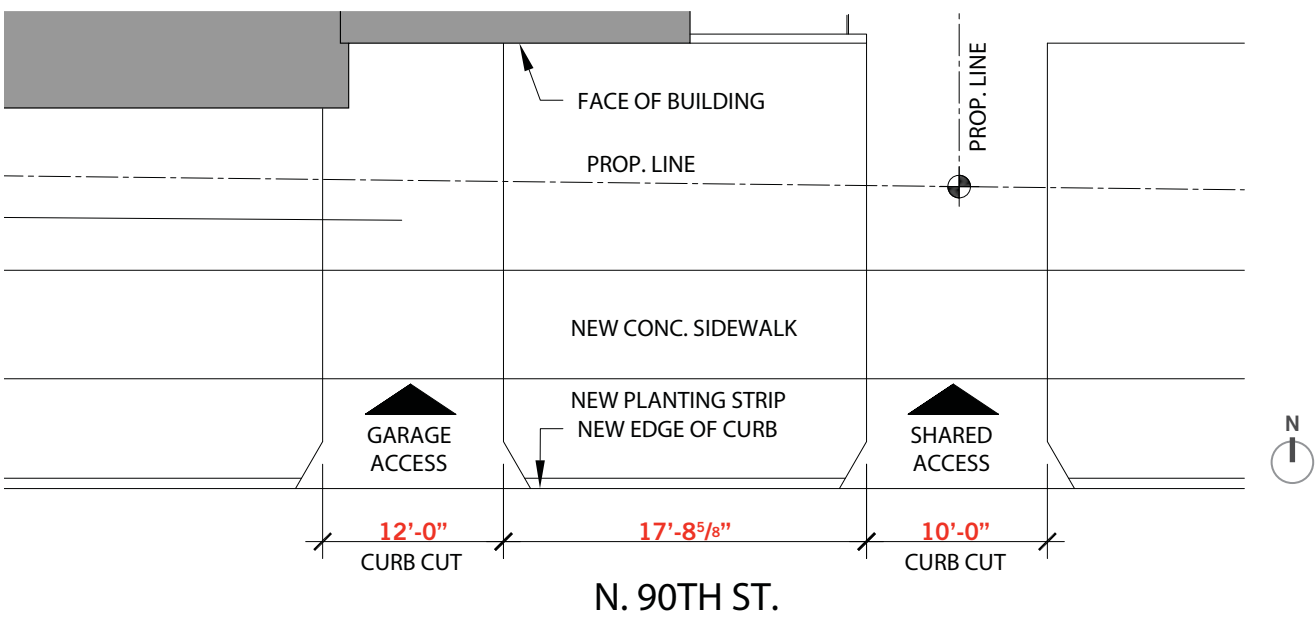
The proposed curb cut is 17'-8 5/8" for Option 2 and 20'-0 7/8" for Option 3 which is less than the code required 30'-0".

The proposed solution for providing parking for this project is to share access to a surface parking area with the adjacent project to the east, located at 308 N. 90th St. Providing parking was a major concern raised by the public in the last Early Design Guidance meeting. We are proposing to provide enclosed parking and surface parking areas that will be out of sight from the street. Access to these parking areas is restricted by 1) location of public utilities, 2) the shared nature of the proposed access, 3) the limited width along the N. 90th St. to safely locate curb cuts.

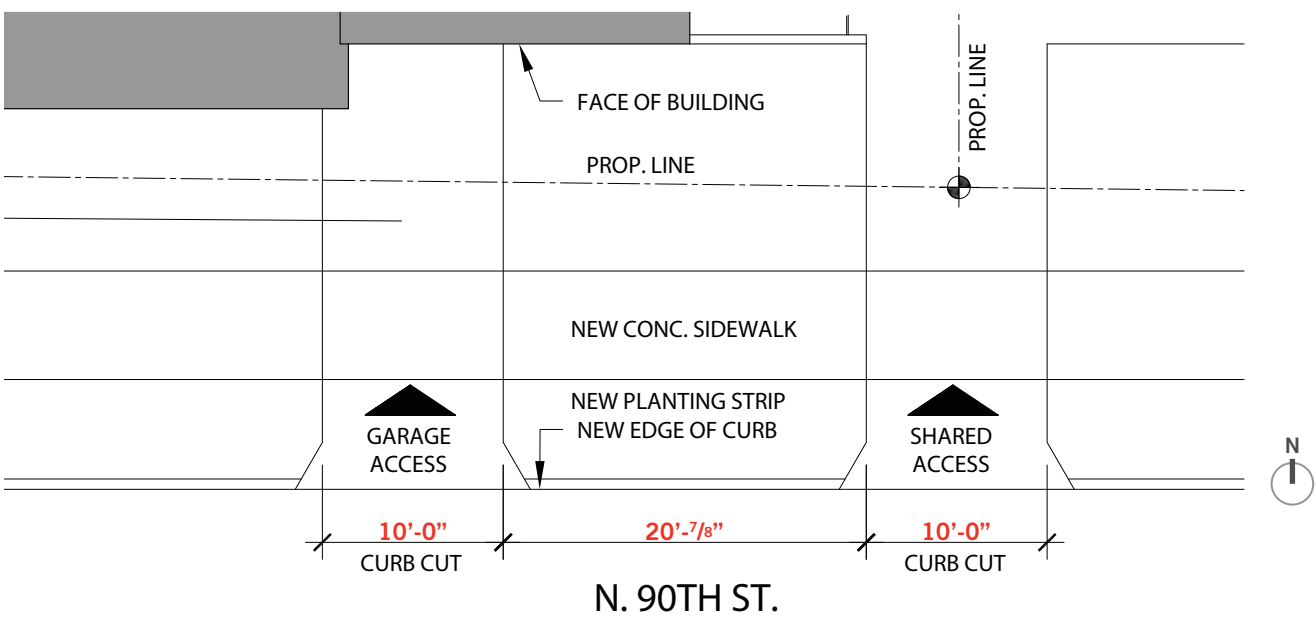
Locating the western curb cut in its proposed location will not require the re-routing of underground utility lines that service the Cooper Square Condominiums. This will prevent a major inconvenience for the residents of Cooper Square and be cheaper for the project. The eastern shared access curb cut requires an easement between the two properties, which to remain fair, usually requires each property owner to give up an equal portion of their property to the other party for use in accessing the property. This future easement fixes the location of the eastern curb cut in relation to the shared property line between the two projects. With the eastern curb cut fixed in its location providing a safe access point for the western curb cut becomes restricted. Locating the curb cut the required distance apart would put it less than 45 feet from the intersection at Greenwood Ave. N. 90th St. is an increasingly busy street used by drivers avoiding 85th St. and placing the curb cut closer to the intersection would provide less distance for people to see making the turn from Greenwood onto 90th creating an unsafe condition for residents pulling into or out of the parking garage.

We request that the distance between proposed curb cuts be reduced to distance shown on the plan.

OPTION 2
WEST SITE
Parking Space
Standards Departure
Request Diagram



OPTION 2
WEST SITE
Parking Space
Standards Departure
Request Diagram



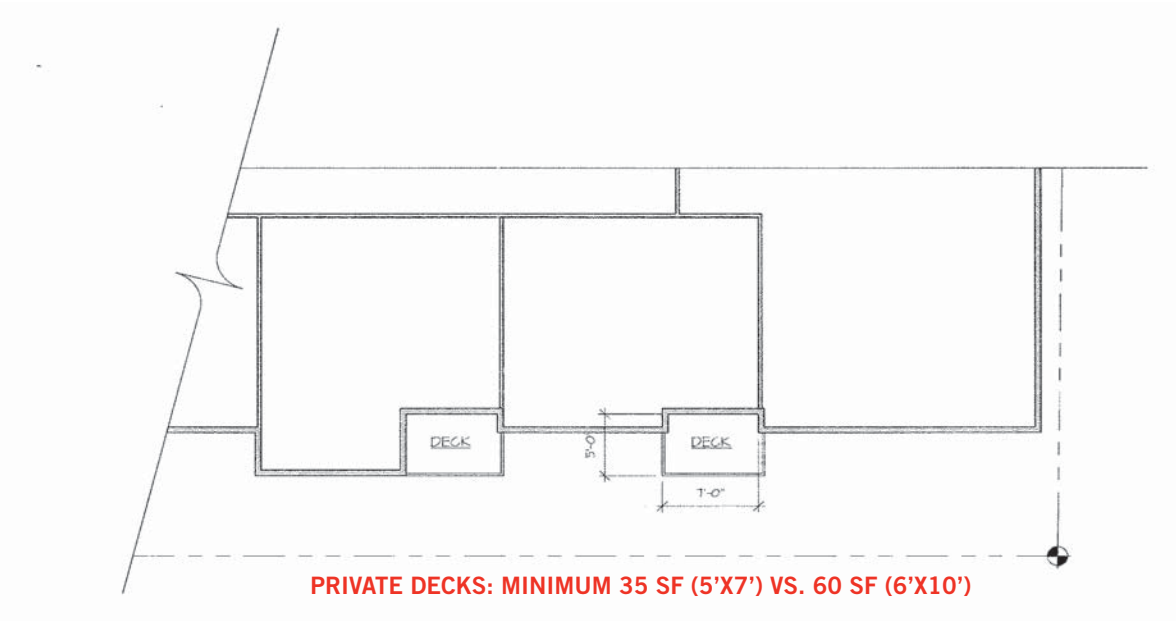
Departure Request #2

EAST SITE

AMENITY AREA STANDARDS
23.47A.024.B.5: Required amenity areas shall meet the following standards, as applicable: 5) Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.

DEPARTURE REQUESTED:
To meet 5% amenity requirement, a minimum of 250 SF will be in a common public space and additional area in private decks. The scale of the decks would be more in scale with Small Efficiency Dwelling Units, yet still usable space.

OPTION 1
EAST SITE
Private Balcony &
Deck Departure
Request Diagram



OPTION 2
EAST SITE
Private Balcony &
Deck Departure
Request Diagram

