

Greenwood Phase III Mixed-Use EDG Packet - April 3, 2017



VICINITY MAP



EXISTING SITE

--- Greenwood/Phinney Ridge Residential Urban Village

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Project Team

OWNER

Greenwood Phase III LLC
Contact: Gary Brunt

ARCHITECT

Baylis Architects
Contact: Kevin Cleary

LANDSCAPE ARCHITECT

Brumbaugh & Associates
Contact: Kristen Lundquist

Proposal

PROJECT DETAILS

DEVELOPMENT OBJECTIVE

This mixed-use project will be Phase III of the Greenwood Piper Village Development. The site fronts to Palatine Avenue N on the west, as well as privately owned Morrow Lane on the south. The east edge of the site is facing a dead end alley connected to the N 87th St. There are a couple of existing residences to the north of the property.

By infilling the vacant lot, the goal of the project is to reinforce the two street edges, and have the project sensitively integrated with the existing neighborhood fabric.

Since Palatine Avenue N is predominately a residential scale street, the preferred design incorporates the residential entry lobby and townhome units along this street frontage. In addition to responding to surrounding uses, the townhomes will contribute to the safety of the area with additional “eyes on the street”. By locating commercial frontage along the Morrow Lane façade, the project will create an infilling continuation of the pattern of existing retail activity along Morrow Lane.

Even though the project is located near frequent mass transit, the design incorporates parking spaces, to help Greenwood and its business district transition to a higher density neighborhood.

PROGRAM:

Number of residential units: 142-151

Commercial space area: 3,600 SF – 4,400 SF

Number of parking stalls: 97-102

Total Area: +/-140,000 SF

PROJECT DESCRIPTION

The project will be an infill on a vacant lot previously planned to be a surface parking lot. The site is located in Peat Category 1 area, and it gently slopes from elevation 252’ at the NW corner to 258’ in the SE corner of the site. There are 4 significant trees on the site that will be removed. A new 6’ concrete sidewalk and 5’ planter strip with street trees is proposed along Palatine Ave N per the SDOT street improvement requirements. The sidewalk along Palatine Ave N will be subject to the street improvement, providing a minimum 6’ wide sidewalk with a 5’ wide planter that accommodates street trees.

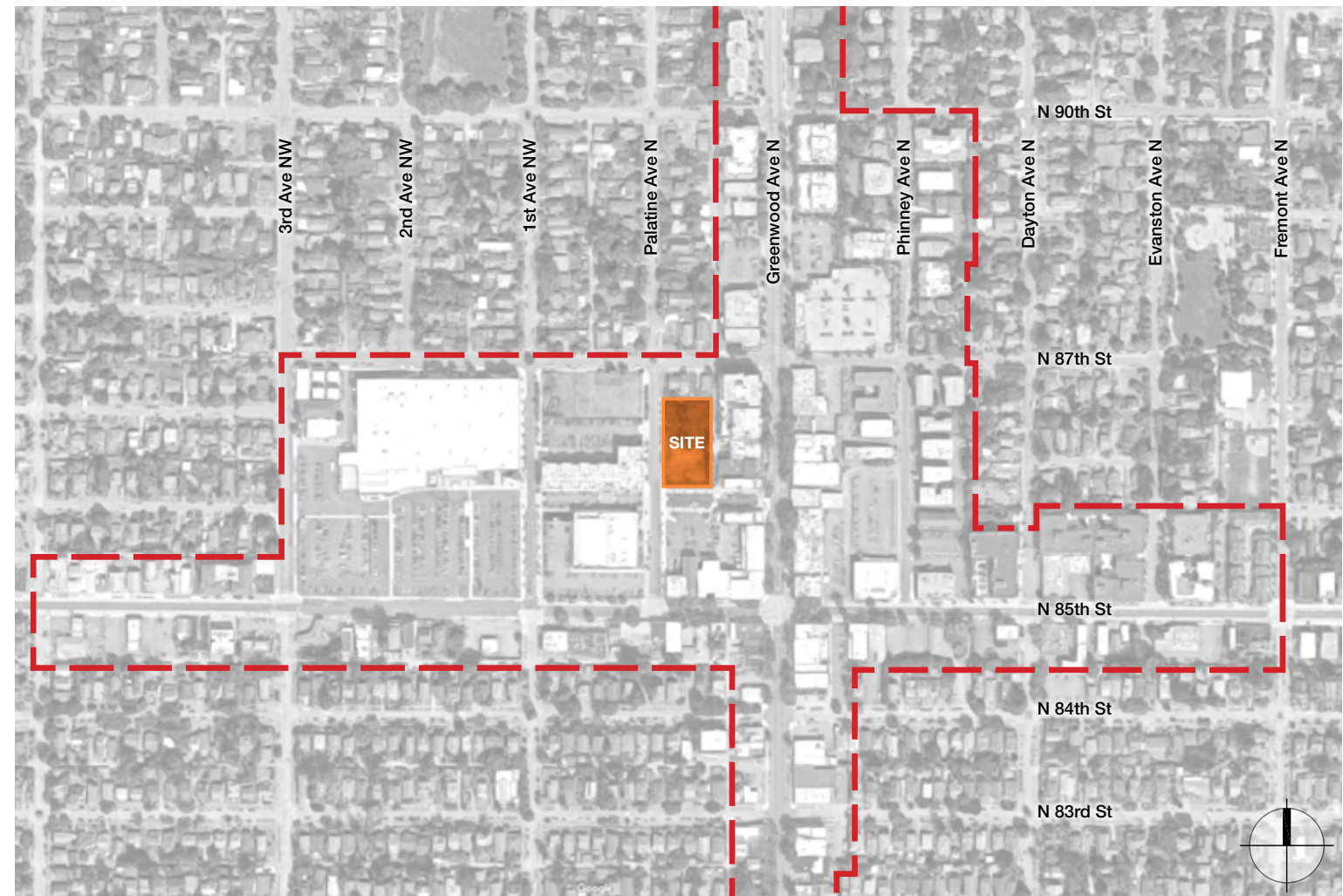
ADDRESS: 8612 Palatine Ave N, Seattle WA 98103

PARCEL # 9231900050 - LOT 10
9231900045 - LOT 9
9231900040 - LOT 8
9231900035 - LOT 7

ZONING NC2-65 – No pedestrian overlay (NC2-65 on all four sides surrounding the site)
Greenwood-Phinney Ridge (Residential Urban Village)
Frequent Transit within ¼ mile – no min. parking required

LOT AREA: 28,904 SF

STREETS: Palatine Avenue N and Morrow Lane



URBAN CONTEXT MAP

--- Greenwood/Phinney Ridge Residential Urban Village

Uses:

Permitted & Prohibited uses chart 23.47A.004.A Table A

- Permitted uses include:**
- Most Commercial uses including:
 - Restaurants and drinking establishments to 25,000 SF
 - Retail sales and services, general to 25,000 SF
 - Office to 25,000 SF
 - Residential – no limit at the street level street facing façade- site does not fall under any conditions of Section 23.47A.005.C.1

Structure Height: 23.47A.012A

- 65’ basic structure height limit
- Peat Settlement ECA +3’ of height
- Total height of 68’

FAR: 23.47A.013

- Area equivalent to 50% of parking above grade is excluded from FAR
- 65’ basic structural height limit
- Max. FAR for any single use w/in M-U structure: 4.25
- Max. FAR for Mixed Use = 4.75

- Setbacks:**
- No setbacks required (lot is not adjacent to, or across the alley from, a residential zone)

Landscaping and Screening: 23.47A.016

- Landscaping = Required, Green Factor Score = 0.30
- Street trees required
- Parking at street façade- NA- landscape buffer not required
- Garbage screening NA if containers located within structure

Residential Amenity Area: 23.47A.024

- 5% of gross residential floor area (GRFA)
- (Mechanical/parking/residential amenities NIC in GRFA)

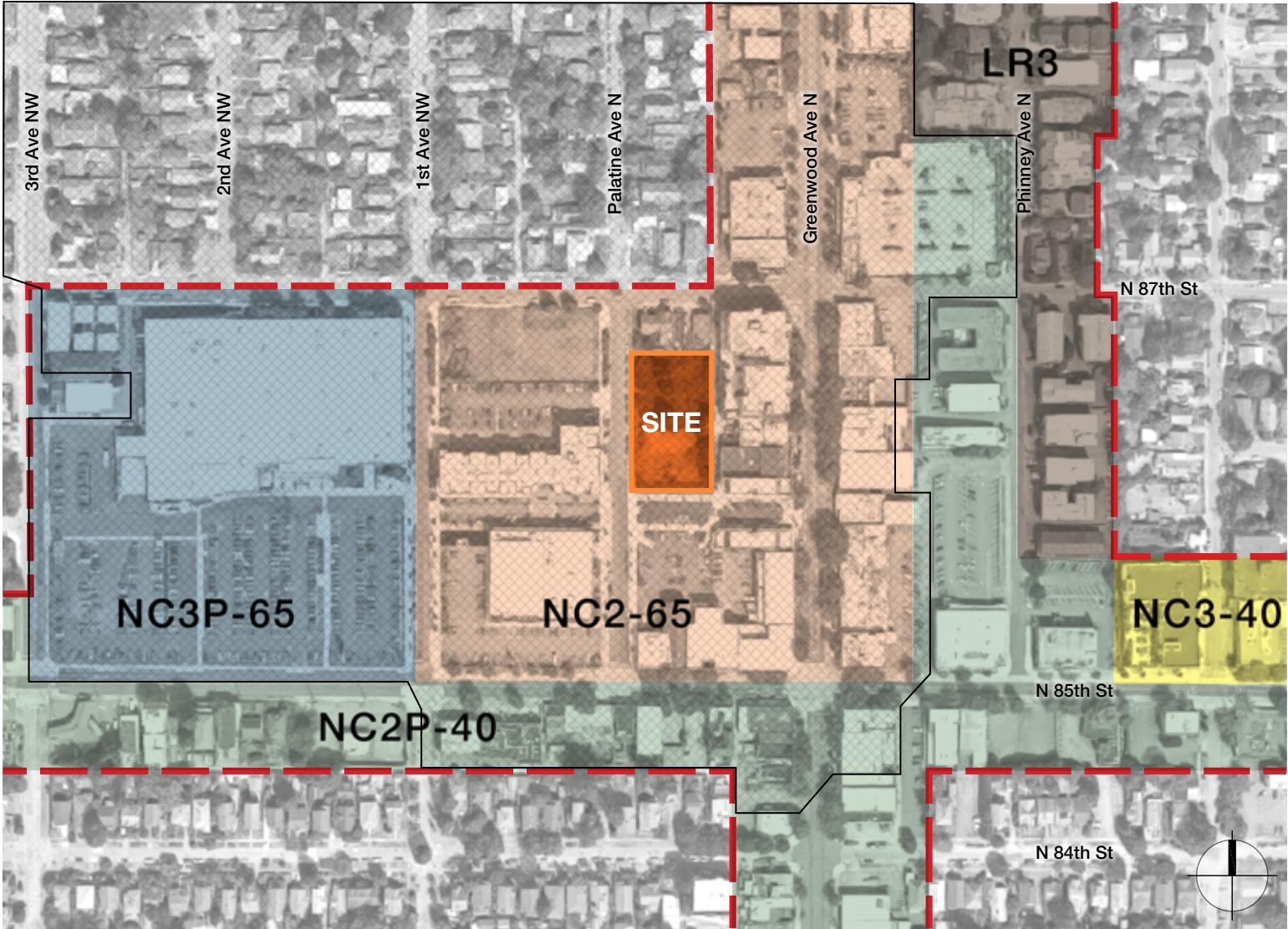
Required Parking and Loading: 23.47A.030

- Off street parking design standards per 23.54A.015
- Parking for Non-residential use- no min. req. per
- Parking for Residential use- no min. req. per

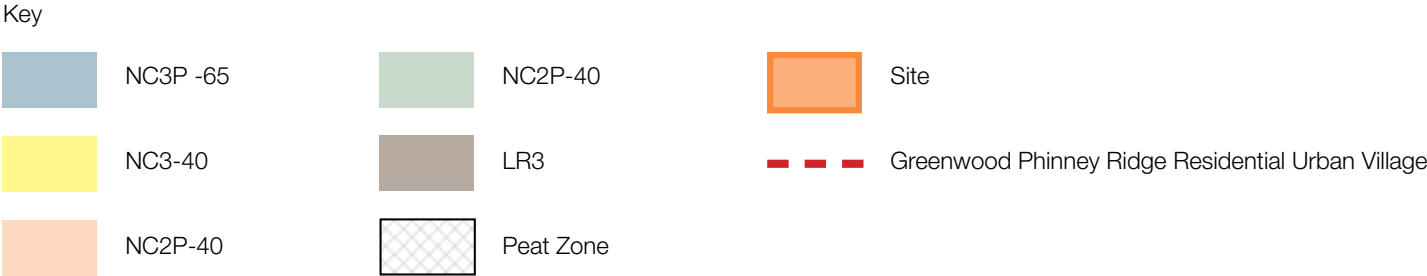
Bicycle Parking 23.54A.015.K

- Commercial: 1 Long term; 1 Short term
- Multi-Family: 1 per 4 Units
- After the first 50 spaces for bicycles are provided, additional spaces are required at ½ the ratio shown in Table D

Zoning Code Analysis



NEIGHBORHOOD ZONING MAP



Neighborhood Context

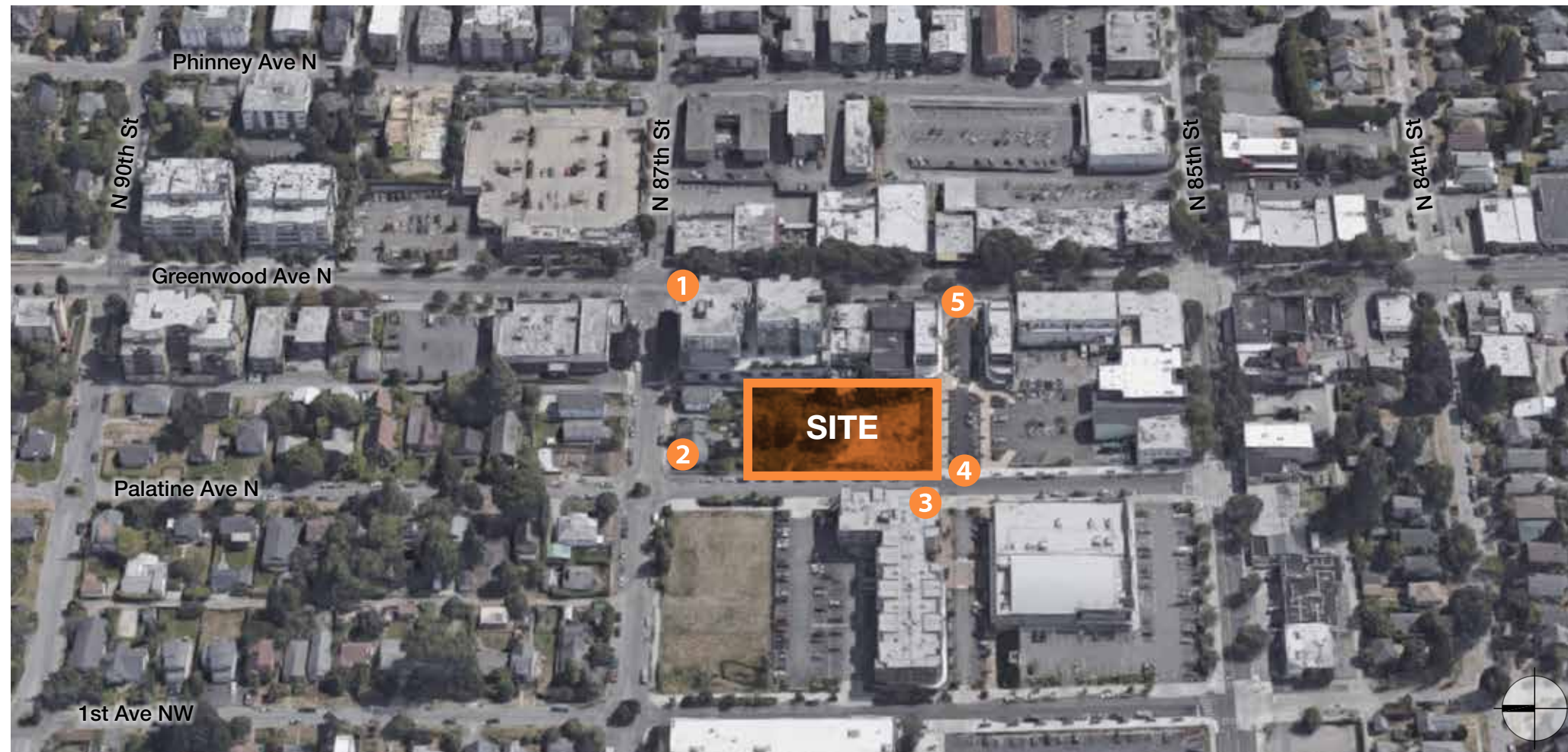
FLOW – VEHICULAR, BUS, BIKE AND PEDESTRIAN WAYS



URBAN CONTEXT MAP

Neighborhood Context

PLACE



9 BLOCK AREAL/VICINITY MAP - IMMEDIATE VICINITY USES AND BUILDINGS



5 Morrow Lane Looking West



4 Morrow Lane Looking East



1 Greenwood Towers



2 Residences West of Greenwood Towers



3 The Sedges at Piper Village

Site Analysis

OPPORTUNITIES AND CONSTRAINTS



SITE ANALYSIS MAP

OPPORTUNITIES

- Southern exposure.
- Proximity to major transit routes.
- Street frontage allowing better light and air access.
- Proximity to pedestrian zone and commercial neighborhood center.

CONSTRAINTS

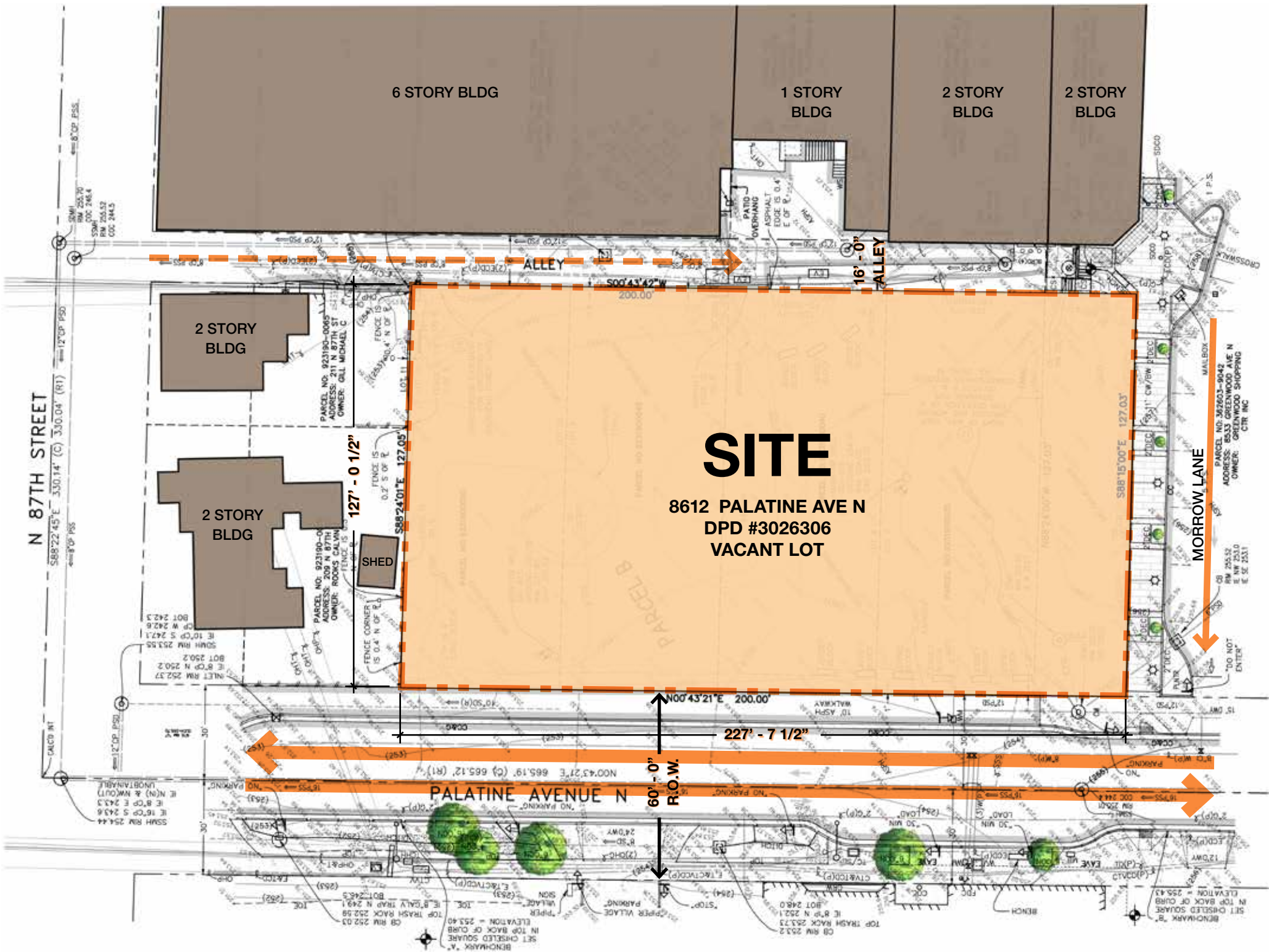
- Adjacency to dead-end alley increases potential traffic congestion. Proposed parking access off of Palatine Avenue N is not preferred by SDOT which supports alley access to parking.
- While properties north of the site are zoned NC2-65, existing buildings are single family residences with requires additional modulation and step backs on the north façade.
- The site is in Peat Category I area, and does not allow for parking underground. This puts a limit to the amount of parking spaces that can be provided on the project.

Key

- Greenwood/Phinney Ridge Residential Urban Village
- Principal Arterial Street
- Minor Arterial Street
- Residential Scale Street
- Major Transit Street

Site Analysis

EXISTING SITE



PARCEL B LEGAL DESCRIPTION:
PARCEL B OF TITLE COMMITMENT 20373418-416-416, ISSUED BY FIDELITY NATIONAL TITLE OF WASHINGTON DATED JUNE 28, 2016.:

LOTS 7 THROUGH 10, INCLUSIVE, IN BLOCK 1 OF WEGENER'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 19 OF PLATS, PAGE 1, RECORDS OF KING COUNTY, WASHINGTON.

TOGETHER WITH THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 26 NORTH, RANGE 3 EAST, W.M., DESCRIBED AS FOLLOWS:

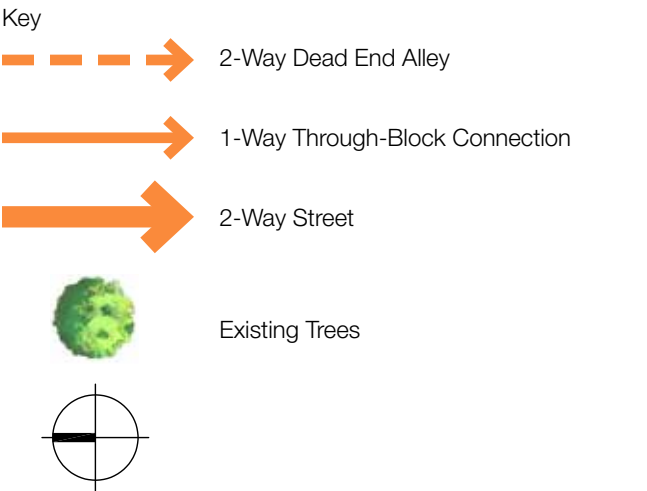
BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 7; THENCE SOUTH 00°43'42" WEST, A DISTANCE OF 27.41 FEET;

THENCE NORTH 88°30'15" WEST, A DISTANCE OF 127.03 FEET TO A POINT ON THE EASTERLY MARGIN OF PALATINE AVENUE NORTH;

THENCE NORTH 00°43'21" EAST, ALONG SAID EASTERLY MARGIN, A DISTANCE OF 27.64 FEET TO THE SOUTHWEST CORNER OF SAID LOT 7;

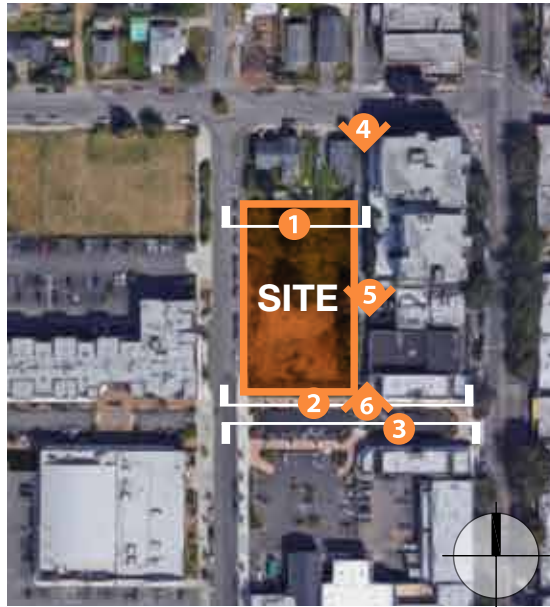
THENCE SOUTH 88°24'00" EAST, ALONG THE SOUTHERLY LINE OF SAID LOT 7, A DISTANCE OF 127.03 FEET TO THE POINT OF BEGINNING.

TAX ACCOUNT NO.:
9231900050 - LOT 10
9231900045 - LOT 9
9231900040 - LOT 8
9231900035 - LOT 7



Site Analysis

STREETSCAPES – NORTH AND SOUTH



VICINITY MAP



1 NORTH PROPERTY LINE LOOKING NORTH



4 ALLEY LOOKING SOUTH FROM 87TH



2 MORROW LANE LOOKING NORTH



5 SOUTH END OF ALLEY



3 MORROW LANE LOOKING SOUTH



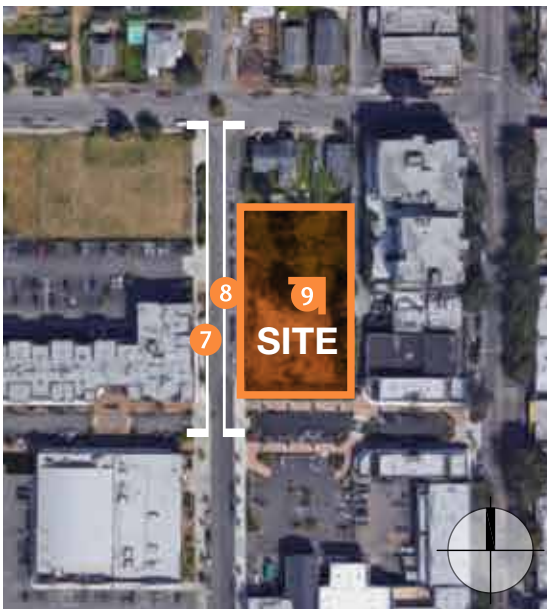
6 ALLEY LOOKING NORTH FROM MORROW LANE

Site Analysis

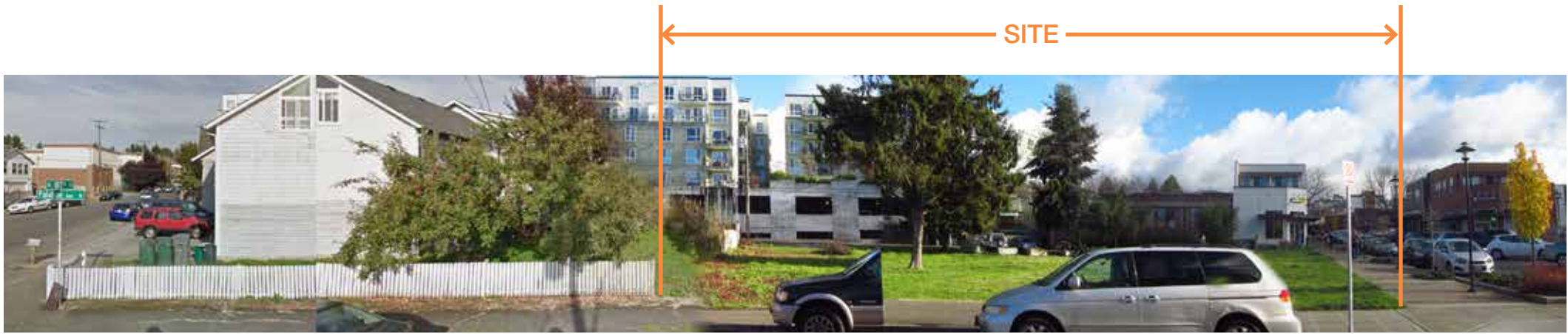
STREETSCAPES – EAST AND WEST



7 PALATINE AVE N LOOKING WEST



VICINITY MAP



8 PALATINE AVE N LOOKING EAST



9 GREENWOOD TOWERS

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Contextual Urban Analysis

PLACE



URBAN CONTEXT MAP - SURROUNDING USES

As Greenwood/ Phinney Residential Urban Village continues to embrace higher density, a range of styles and scales of buildings are dispersed throughout the neighborhood. A few common design elements for mixed-use buildings include:

1. A strong building base, with human scale details and pedestrian friendly façade elements;
2. Vertical massing modulation and/or reducing the perceived mass and scale by recessing upper levels



1 Stage Door Cafe



2 Janus Apartments



3 Janus Apartments behind residential zone



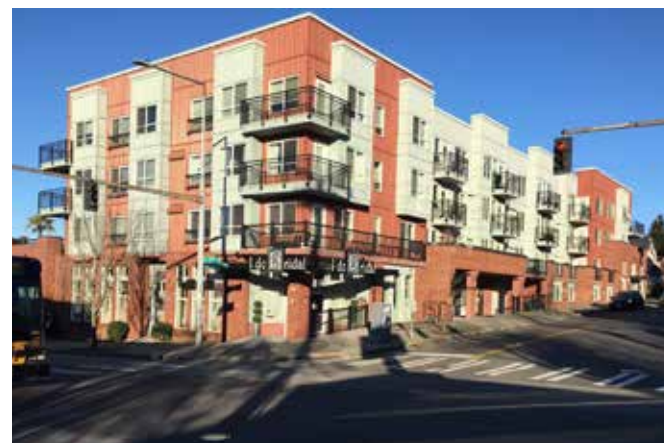
4 The Lodge Sports Bar



5 FlintCreek Cattle Co



6 8403 Greenwood Ave N



7 Sapphire Condominiums



8 Morrow Lane Looking West



9 Greenwood Apartments / 9039 Greenwood Ave N

Contextual Urban Analysis

PATTERNS

CANOPIES

Canopy design is an important re-occurring architectural element that helps establish the Greenwood neighborhood context and character.



STOREFRONTS

The commercial storefronts observed throughout the Greenwood neighborhood vary in architectural styles, colors and materials.



COMMERCIAL ENTRIES

There is re-occurrence of recessed commercial entries, as well as business activity extending onto the sidewalks throughout Greenwood/neighborhood.



Contextual Urban Analysis

MATERIALS AND WAYFINDING

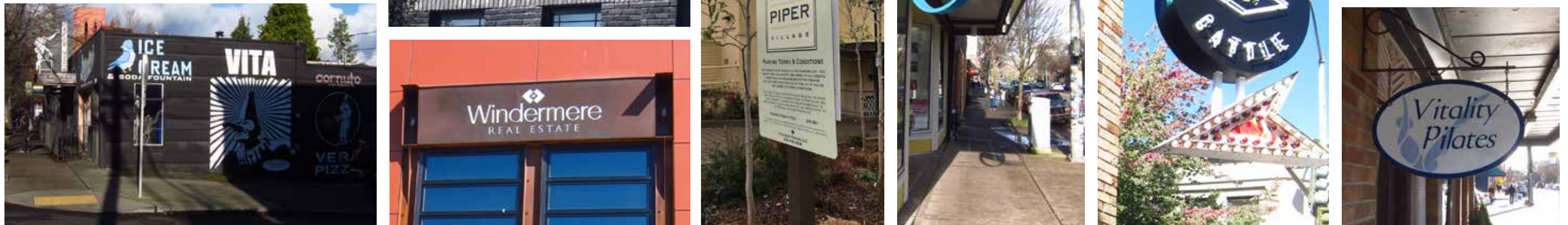
ARCHITECTURAL DETAILS AND MATERIALS

Interesting architectural detailing is spread throughout the neighborhood. Greenwood facades embrace a range of materials such as masonry, concrete, metal and cementitious siding, as well as variety of paving patterns.



SIGNAGE

Commercial signage in the Greenwood/Phinney area varies widely in size, location, lighting and scale. Design and placement of retail signage should be sympathetic to the architectural façade, enhance the vehicular and pedestrian sensitivity to the business, and provide distinctive color and architectural character.



Design Guidelines

SEATTLE

CONTEXT AND SITE

CS1 Natural Systems and Site Features

B.1 Daylight and Shading- Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

CS2 Urban Pattern and Form

D.1 Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

D.5 Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

CS3 Architectural Context and Character

A.1 Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

A.3 In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

RESPONSE: The building base, purposefully set back from the north property line, in addition to the residential massing orientation allows more light and reduces shadow to the adjoining north properties. A similar gesture on the south side of the residential courtyard provides light and air to the nearby units.

The street façade incorporates neighborhood architectural elements such as façade elements, storefront proportions, and cladding. Using this historic neighborhood for the design inspiration, the fenestration will be designed to modern sustainability targets.

See images 2, 3, 4 and 6.

PUBLIC LIFE

PL2 Walkability

B.1 Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

C.1 Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL3 Street- Level Interaction

A.1 Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL4 Active Transportation

B.2 Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

RESPONSE: A fully glazed commercial street façade on Morrow Lane, and residential entry and townhome units along Palatine Ave North, ensure a safe pedestrian environment. Landscaped entry porches provide secure private areas and encourage human activity and eyes on the street. Continuous overhead weather protection at the commercial frontage and residential canopies articulate entry points for wayfinding.

The Project offers secured residential bike storage and a fixing station in addition to vehicle parking. The project is also in close proximity to frequent transit. See images 1, 2, 3, 5, 7, and 10.

DESIGN CONCEPT

DC1 Project Uses and Activities

B.1 Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible.

C.2 Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC2 Architectural Concept

A.2 Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

B.1 Façade 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.

DC3 Open Space Concept

B.4 Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

RESPONSE: The building concept draws its cues from the neighborhood. Using modulation, proportion and pattern arrangement the design is creating a bridge between the existing and new.

Common open space is provided at the Level 3 Courtyard and the roof. The courtyard is adjacent to the amenity room to maximize access by multiple small groups or individuals. Residential units face onto the courtyard and their private patios are separated from the common space by a large garden area. The placement of this outdoor common space takes advantage of full solar exposure and views out to the street. It is intended as a passive use space. The roof deck is designed to function as a series of outdoor rooms, including a sun deck, lounge space, and a grill area with tables and chairs. The spaces while intended to function as outdoor rooms are largely un-programmed and can be flexible in their use for gatherings, meetings, or daily individual use by residents.

Private open spaces occur in several locations at Level 1, Level 3, and Level 4. Private patios are separated by planters or screens for privacy and are large enough to accommodate outdoor furniture.

See images 2, 4, and 6.



1 Architectural Context/Building Entrances



2 Architectural Concept



3 Architectural Context & Character



4 Height, Bulk & Scale



5 Street Elements



6 Private Open Space

Design Guidelines

GREENWOOD

CONTEXT AND SITE

CS2 URBAN PATTERN AND FORM

II. Height, Bulk and Scale Compatibility

i. **Impact of New Buildings on the Street:** Consider the setback of upper stories to reduce the dominance of new buildings on the street. Also, new commercial development should respect the small-scale historical pattern of storefronts on Greenwood Avenue North.

III. **Architectural Context/Building Entrances:** Almost all of the existing buildings located at corners have entrances at the corner. This concept is consistent with traditional neighborhood commercial designs and important in facilitating pedestrian activity at the street corners.

VII. **Mass and Scale:** Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to surrounding plat patterns.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

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.

RESPONSE: The site is bordered by NC2-65 zoned lots on all four sides. However, the design reduces the development impact by receding the massing of the upper levels, step-backs and modulation of the overall form. This approach also reduces the perception of the scale for the pedestrian experience.

The street façade picks up on neighborhood clues through the massing heights, street building segment widths and building entry points.

The street façade reinforces the neighborhood clues through commercial column bay rhythm, storefront heights & patterns, materials and architectural details.

See images 1, 2, and 4.

PUBLIC LIFE

PL2 WALKABILITY

I. **Pedestrian Open Spaces and Entrances:** New development should enhance the pedestrian environment and encourage pedestrian activity. The following measures should be encouraged:

- a. Building entries facing the street
- b. Pedestrian-oriented facades
- c. Weather protection

II. **Pedestrian Lighting:** Provide lighting that enhances pedestrian safety and comfort.

II. **Street Elements:** Integrate public art into buildings and landscaping. Small signs — especially blade signs that hang over sidewalks — should be incorporated.

RESPONSE: The project will infill and continue the pattern of the existing retail activity along Morrow Lane. The sidewalk along the site’s south façade has previously been improved with new street trees and pedestrian lighting. The new project will continue and enhance the pedestrian experience with additional building lighting, commercial and residential signage. Weather protection design changes will also serve as a cue to different street level building uses. Street improvement along Palatine Ave N will include street trees and building lighting. See images 3, 10, and 11.

DESIGN CONCEPT

DC1 PROJECT USES AND ACTIVITIES

III. **Parking and Vehicular Circulation:** Where it is necessary to include parking adjacent to a public street, consider mitigating the visual impacts with street trees, landscaping or other design features.

- ii. Entrances to parking could include special paving and other sidewalk treatments and amenities, such as additional landscaping, signage or art.
- iii. Access to off-street parking around Palatine Avenue North, First Avenue North and Third Avenue North should be consolidated where feasible.

DC2 ARCHITECTURAL CONCEPT

I. Architectural Context

Façade Articulation and Modulation: Façade articulation and modulation in the Greenwood/Phinney Ridge Planning Area are most critical in multi-family residential buildings. Use of façade articulation and architectural elements is encouraged to make new construction compatible with the surrounding architectural context.

DC4 EXTERIOR ELEMENTS AND FINISHES

I. Architectural Context

Signage: ensure that the signs are at an appropriate scale and fit in with the building’s architecture and the local district..

II. **Exterior Finish Materials:** New buildings should feature durable, attractive and well-detailed finish materials. Brick is the most common surface treatment in the commercial areas and should be encouraged. Architectural canopies are encouraged to provide weather protection and a place for business signage.

III. **Landscaping:** Use of plants that are native to the Pacific Northwest is encouraged. New development should include streetscape improvements to the public street where possible.

RESPONSE: The design is emphasizing the positioning of the parking access points to alleviate existing traffic congestion in the neighborhood. It is proposed off of Palatine Ave N, and would be visually announced through the use of different paving patterns from the rest of the sidewalk and carefully designed parking signage.

Building forms are varied around the different façades to respond to different contexts, providing reliefs and dynamic massing modulation. Visual reference to the adjacent buildings on Morrow Lane is created by relating massing heights, patterns and recessed commercial entries.

Small commercial spaces, street level residences and building entry points to different uses are distinguished by unique canopy language and special paving patterns.

Residential signage will be distinguished from commercial and parking signage to support the wayfinding around the site.

Clues for material inspiration were taken from throughout the neighborhood and integrated into the design composition. Street level façade design will include high quality, durable materials such as masonry and metal siding, woven with wood accent and aluminum storefront. The upper residential levels will be clad with a combination of metal and fiber cement siding, enhanced with aluminum balconies, changes in color and pattern, and large windows.

The landscape will be comprised of both native and adaptive plant materials that are drought tolerant, and appropriate for an urban environment. Street trees along Morrow Lane are existing and will be preserved.

See images 2, 4, 6, 8, and 9.



7 Bike Facilities



8 Blank Walls



9 Open Space Concept



10 Pedestrian Oriented Entrance



11 Walkability & Pedestrian Lighting

Massing Options

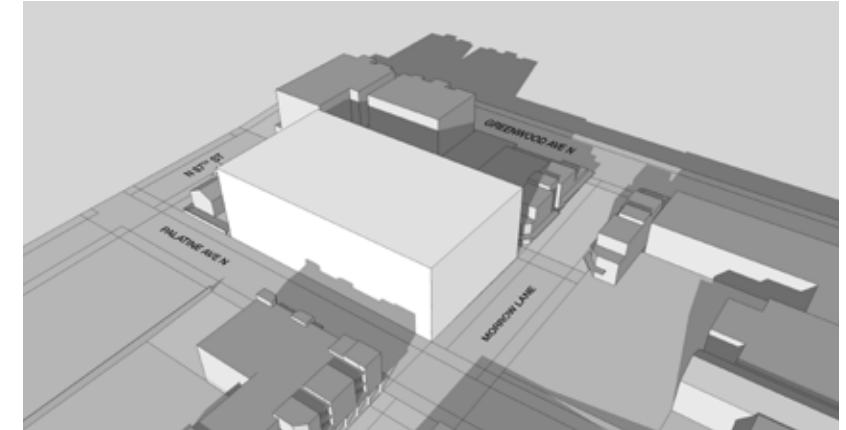
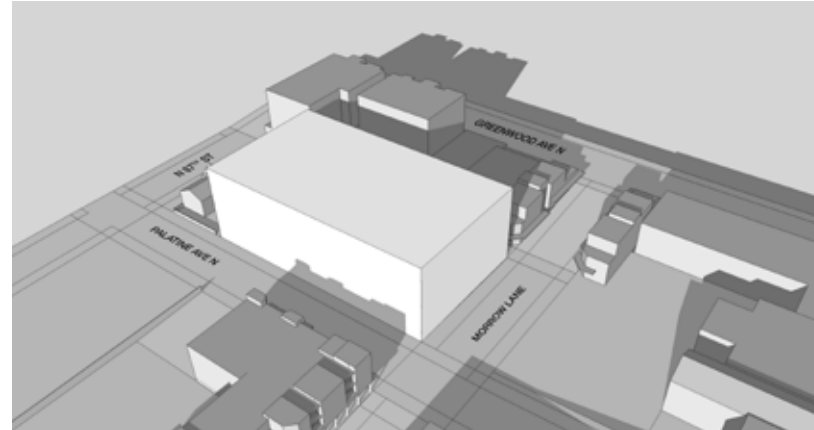
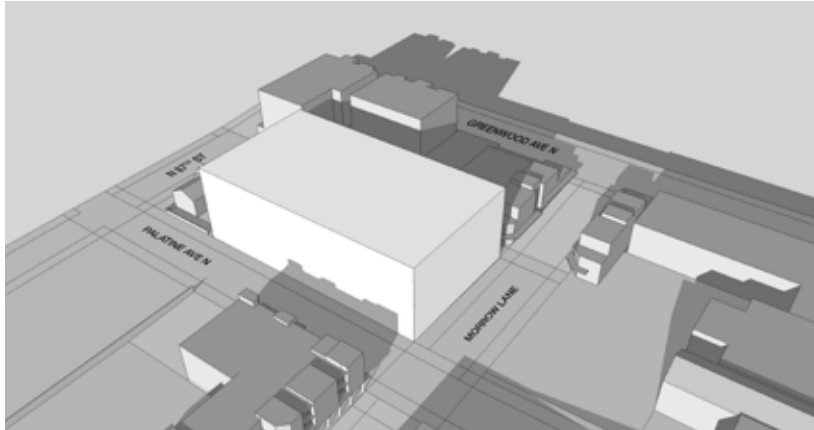
DESIGN DEVELOPMENT PROGRESSION

Option A

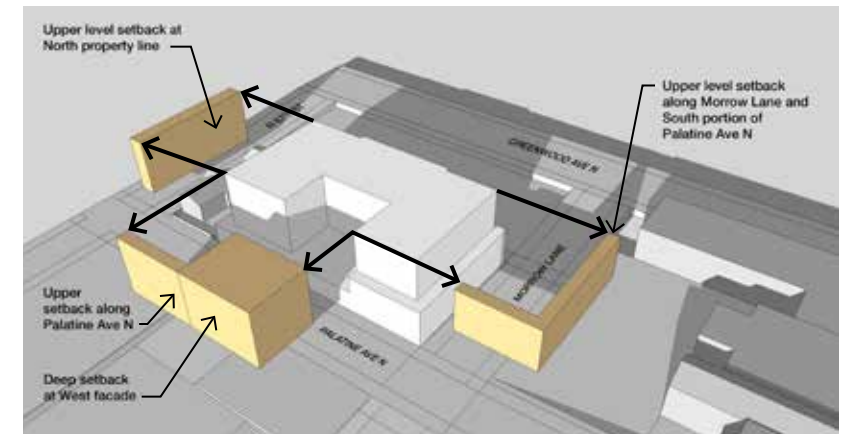
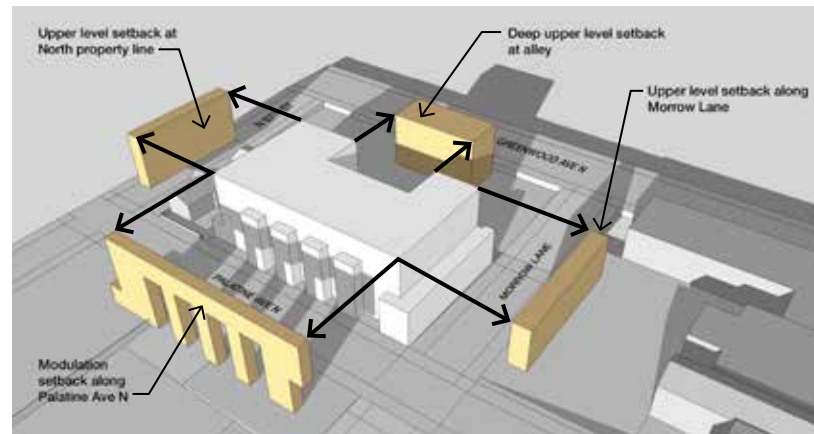
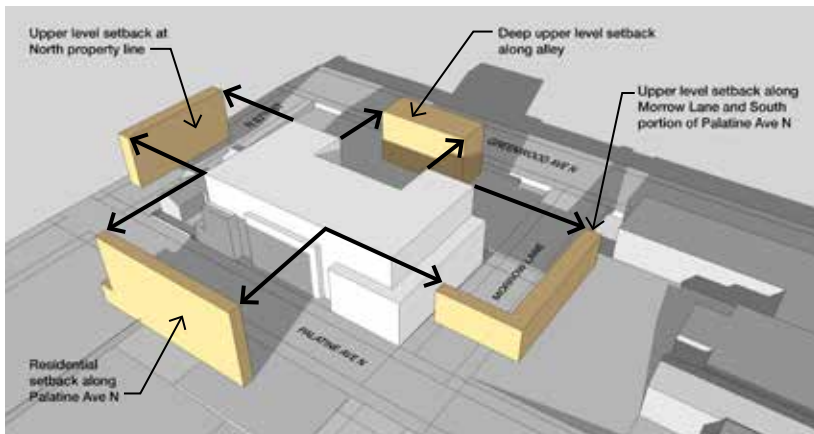
Option B

Option C

Maximum allowable envelope



Building envelope volume reductions



Basic Massing



Massing Options

DESIGN SUMMARY AND DEPARTURES

Option A - Urban Edge

Pros:

- Two-story retail along with additional two residential levels above at Morrow Lane, continuing existing commercial street edge patterns suggest opportunity for the corner entry and anchor at the corner;
- Residential units along Palatine Ave N with 10' offsets from property line create gracious individual entry porches with landscaped area. This will add to the visual interest along the street level façade;
- Residential lobby and amenity location at the northeast corner of the site, activates Palatine Ave N and creates additional “eyes on the street”;

Cons:

- Based on the traffic study, a 100 car garage access through the alley would create traffic congestion, considering this is a dead-end alley. In addition, Greenwood Tower parking access is off of the same alley. The alley access to N 87th Street is also very close to the intersection of Greenwood Ave N and N 87th Street.
- Lack of individual emphasis between residential lobby and street level residential units.
- Residential courtyard/ open space is facing alley offering non-desirable views.
- East- facing courtyard keeps large number of units in shade for most of the day.
- Takes advantage of the allowable zoning envelope however results in a somewhat bulky massing.

Option B - Brownstones

Pros:

- Two-story retail along with additional two residential levels above at Morrow Lane continuing the existing commercial street edge pattern, anchoring the corner and suggesting opportunity for the corner entry.
- Residential lobby entry location off of Palatine Ave N, serves as a visual break between commercial space and street level residential units.
- Street level residential units are raised 1' above the street level, creating a visual separation between private and public space with a nod to a historic “brownstone” style dispersed throughout the neighborhood.
- Street level parking accessed off Palatine Ave N alleviates alley traffic congestion.

Cons:

- Upper level parking access from the alley creates a concern over traffic congestion with dead-end alley. In addition, Greenwood Tower parking access is off of the same alley. The alley access to N 87th Street is also very close to the intersection of Greenwood Ave N and N 87th Street.
- Residential courtyard/ open space is facing the alley; offering non-desirable views.
- East- facing courtyard keeps large number of units in shade for most of the day.

Option C - Solid and Void Interplay

Pros:

- Two-story retail along with one additional residential level above at Morrow Lane continues the existing commercial street edge pattern, anchoring the corner and suggesting opportunity for the corner entry.
- Reduced mass along Morrow Lane gives a better sense of human scale, emphasized by cues from the adjacent storefront height and articulation.
- Upper level residential courtyard/ open space is facing Palatine Ave N, creating visual interest for pedestrians, as well as additional “eyes on the street”.
- Upper level residential courtyard/ open space orientation provides better natural light to more units.
- Alley units set back providing better access to light and air as well as east façade modulation.
- Distinguished residential lobby entry serving as a transition from active retail use to passive residential street level townhome units.
- North façade massing cascades down in response to existing residences creating the most successful transition to the structures of lower height, and minimizing the shadows.
- Parking access off of Palatine Ave N with internal ramp accessing.

Departure Number	Land Use Section	Item	Code Requirement	Departure Requests	Options	Design Rational
D1	23.47A.032.A1	Parking location access	Access to parking shall be from the alley if the lot abuts an alley improved to the standards of subsection 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts. If alley access is infeasible, the Director may allow street access.	Allow not providing parking access off of alley. Instead, single curb cut off of Palatine Avenue N is proposed	2, 3	Based on the traffic study, 100 car garage access through the alley would create a traffic congestion, considering this is a dead-end alley. In addition, Greenwood Tower parking access is off of the same alley. The alley access to N 87th Street is also very close to the intersection of Greenwood Ave N and N 87th Street.

Massing Study

OPTION A

Development Objectives:

- Number of residential units: 143
- Number of parking stalls: 99

Pros:

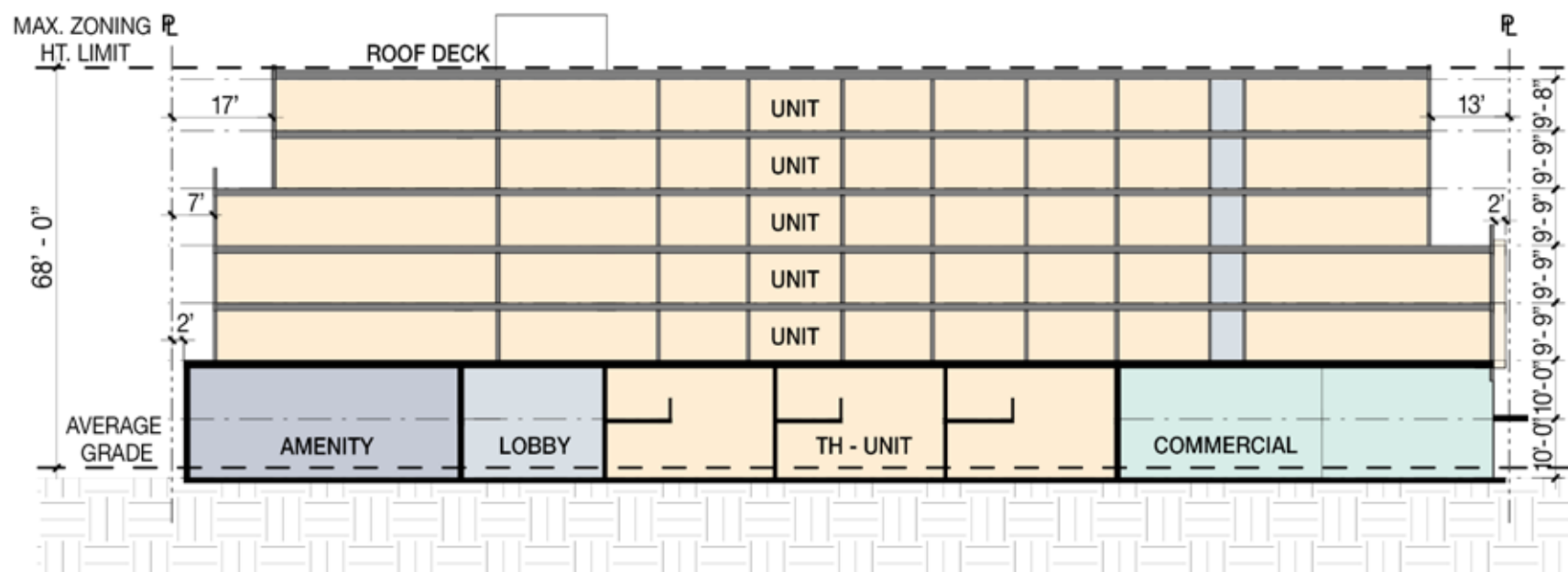
- Two-story retail along with additional two residential levels above at Morrow Lane continue existing commercial street edge pattern, anchor the corner, and suggest the corner entry.
- Residential units along Palatine Ave N with 10' offsets from property line create gracious individual entry porches with landscaped area, breaking up long façade.
- Residential lobby and amenity location at the northeast corner of the site, activating Palatine Ave N and creating additional "eyes on the street".

Cons:

- Based on the traffic study, 100 car garage access through the alley would create a traffic congestion, considering this is a dead-end alley. In addition, Greenwood Tower parking access is off of the same alley. The alley access to N 87th Street is also very close to the intersection of Greenwood Ave N and N 87th Street.
- Lack of emphasis between residential lobby and street level residential units.
- Residential courtyard/ open space is facing alley offering non-desirable views.
- East-facing courtyard keeps large number of units in shade for most of the day.
- Takes advantage of the allowable zoning envelope resulting in somewhat bulky massing.

Departures:

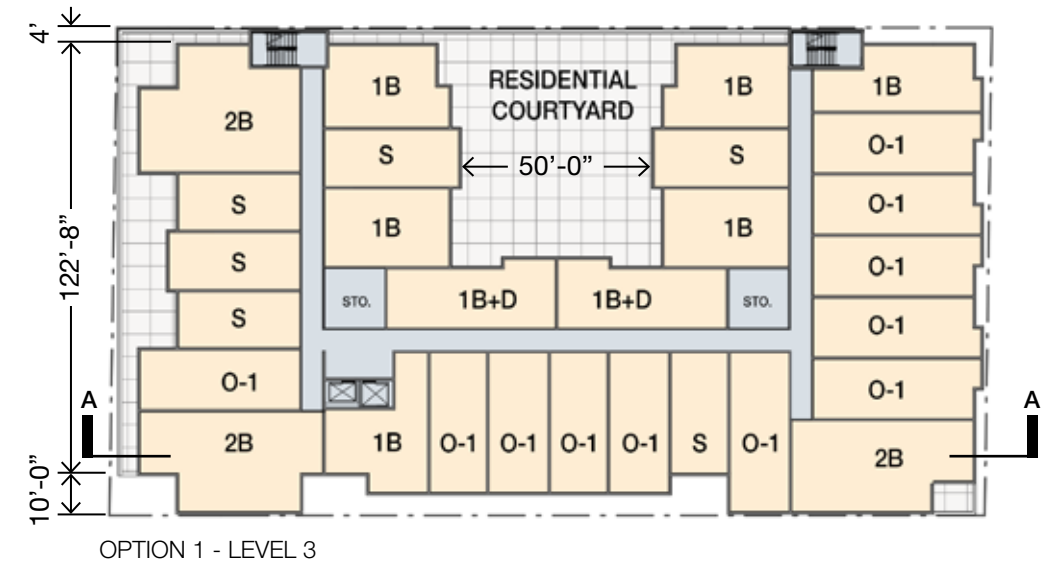
- None



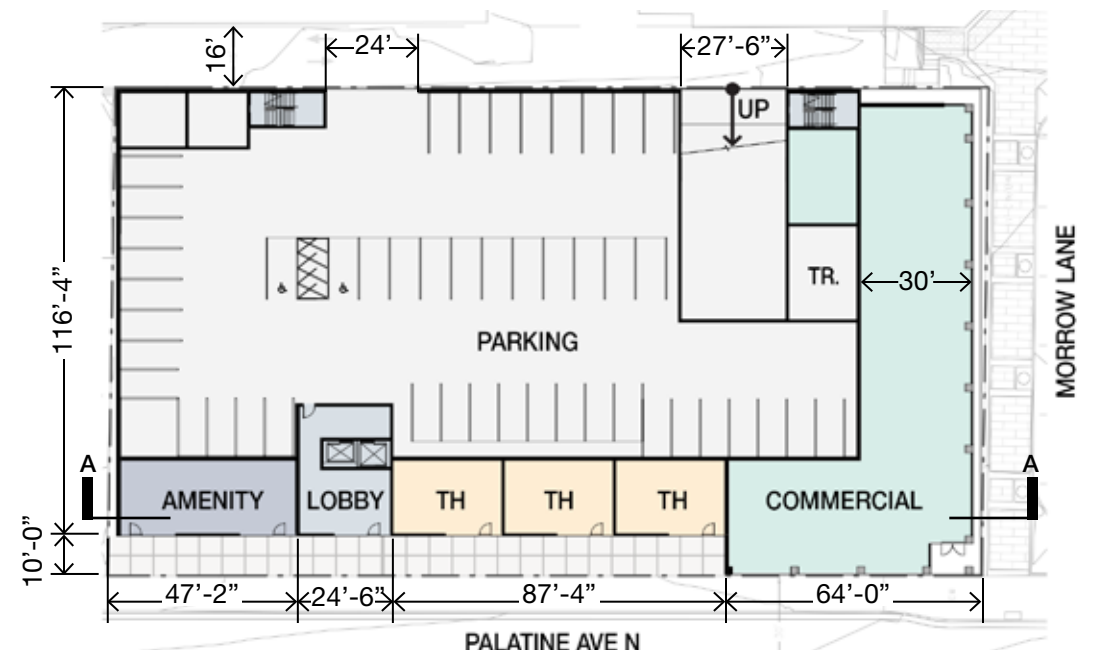
OPTION 1 - SECTION A-A



OPTION 1 - LEVEL 5



OPTION 1 - LEVEL 3



OPTION 1 - MAIN LEVEL

Massing Study

OPTION A



View From Greenwood Ave N Down Morrow Lane

- Vertical modulation creates pattern often seen in the neighborhood



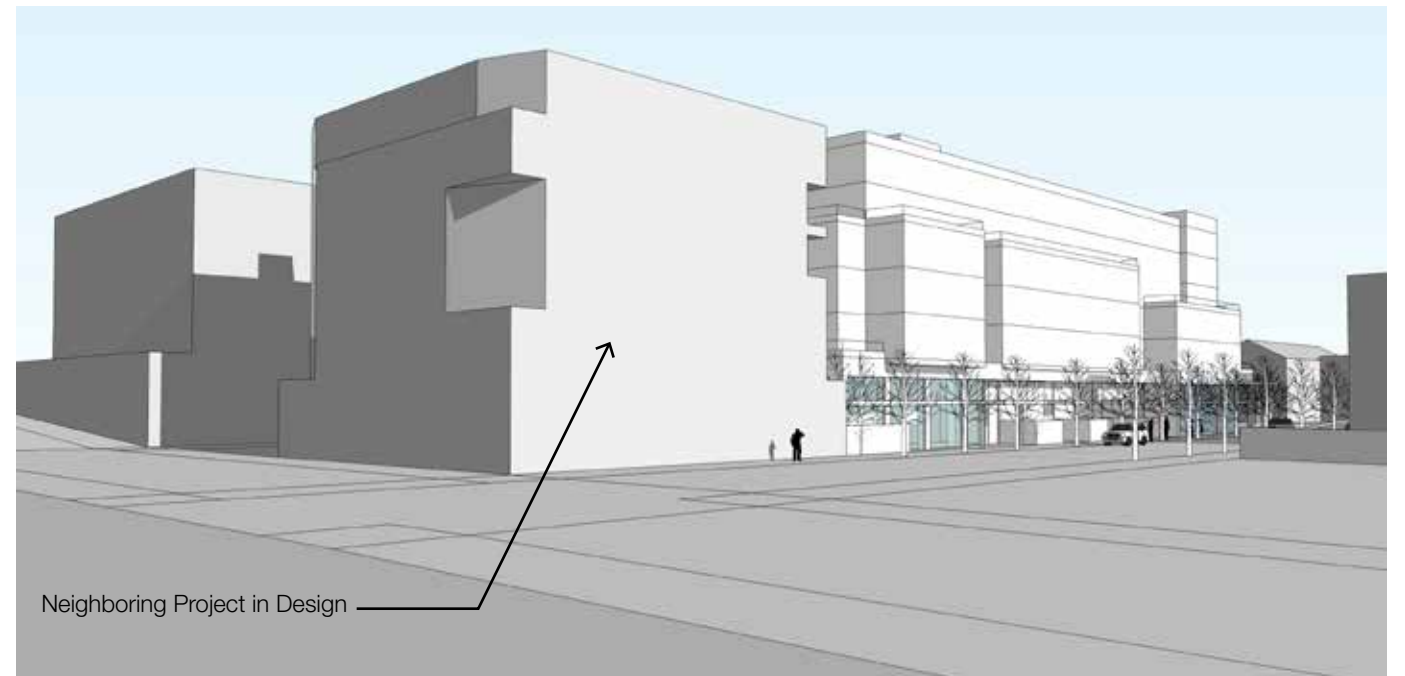
Street View of South Elevation and Commercial Frontage

- Combination of vertical modulation with recessed upper levels reduce perceived mass



Street View along Palatine Ave N – Looking North

- Activating street level façade while establishing urban edge



Street View along Palatine Ave N – Looking South

- Eroded corners allow better light/air access to surrounding sites

Massing Study

OPTION B

Development Objectives:

- Number of residential units: 151
- Number of parking stalls: 102

Pros:

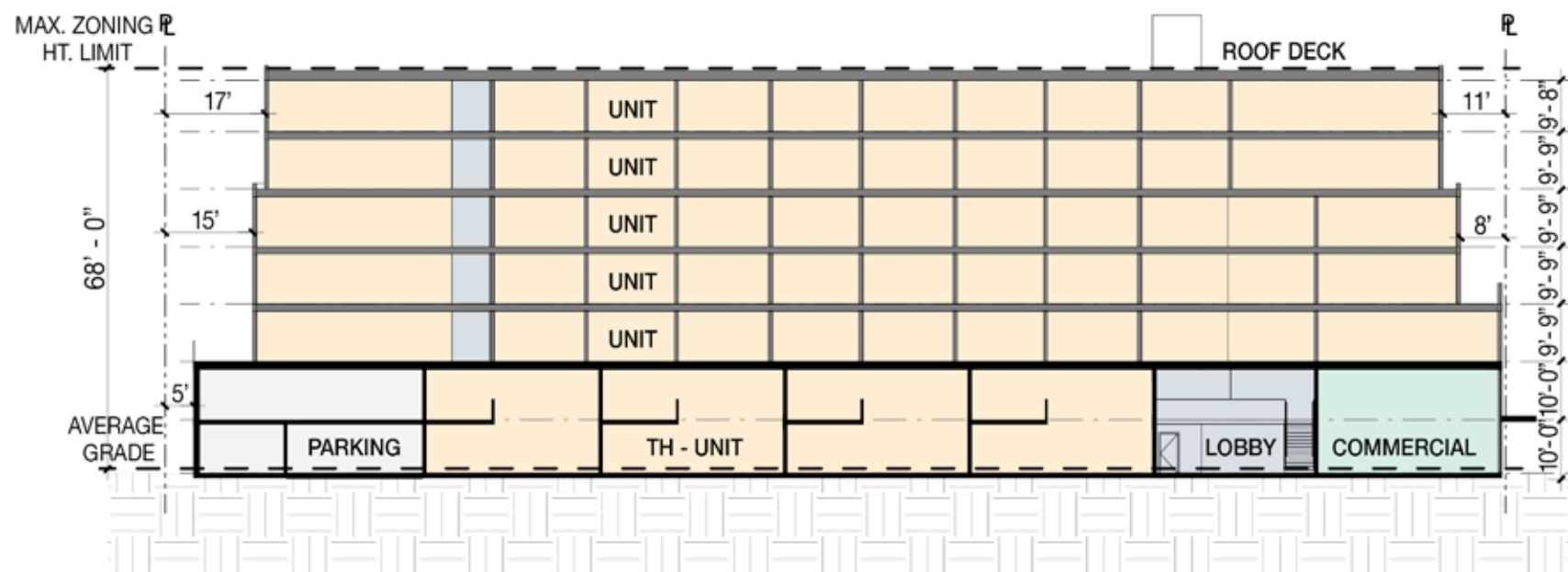
- Two-story retail along with additional two residential levels above at Morrow Lane continue existing commercial street edge pattern, anchoring the corner and suggesting opportunity for the corner entry.
- Residential lobby entry location off of Palatine Ave N, serving as a visual break between commercial space and street level residential units.
- Street level residential units are raised 1' above the street level, creating a visual separation between private and public space with a nod to a historic "brownstone" style dispersed through the neighborhood.
- Street level parking accessed off Palatine Ave N to alleviate alley traffic congestion.

Cons:

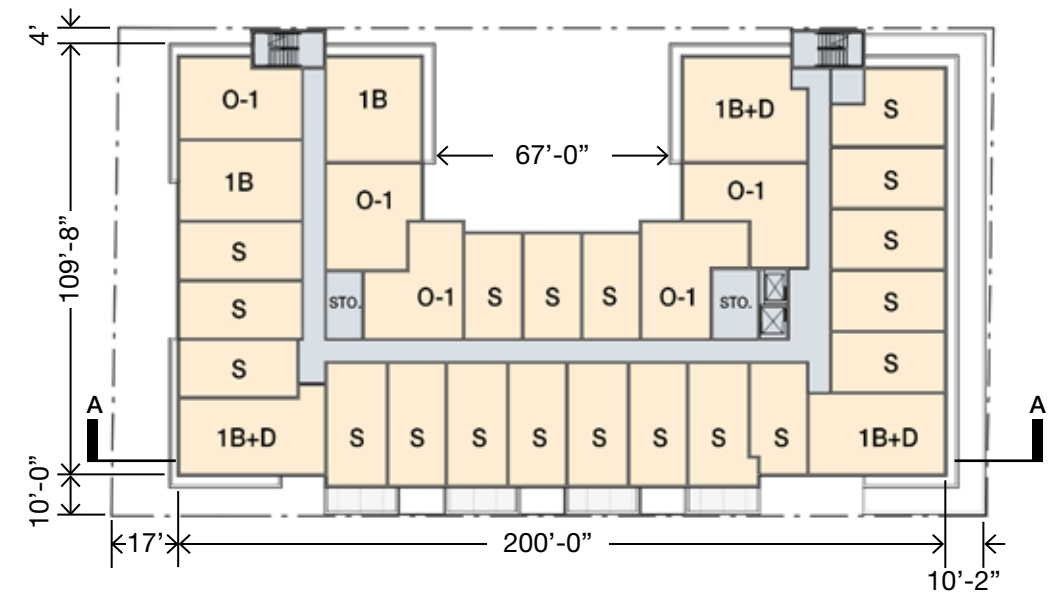
- Upper level parking access from the alley creates a concern over traffic congestion with dead-end alley. In addition, Greenwood Tower parking access is off of the same alley. The alley access to N 87th Street is also very close to the intersection of Greenwood Ave N and N 87th Street.
- Residential courtyard/ open space is facing alley offering non-desirable views.
- East-facing courtyard keeps large number of units in shade for most of the day.

Departures:

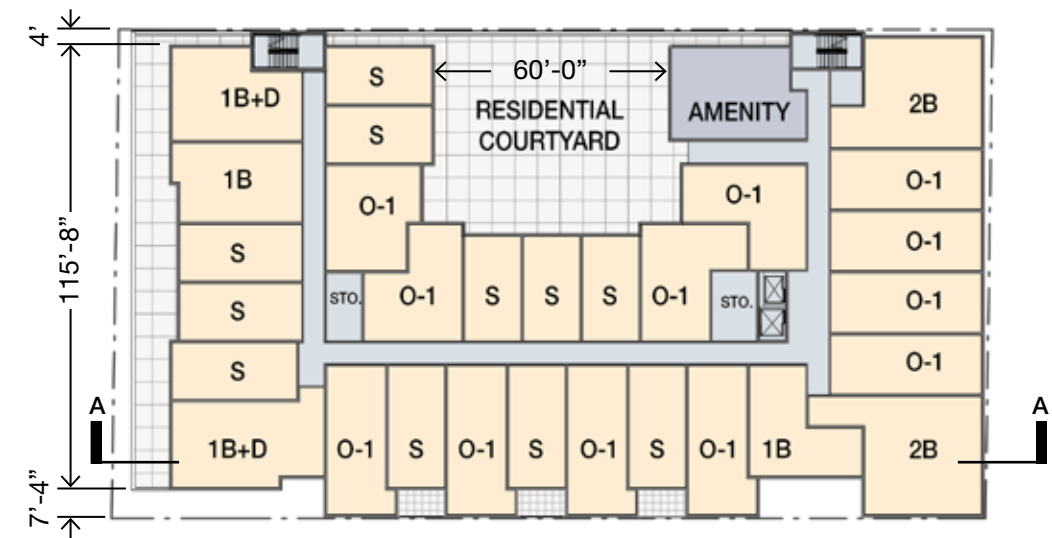
- Allow parking access off the street rather, than alley access only.



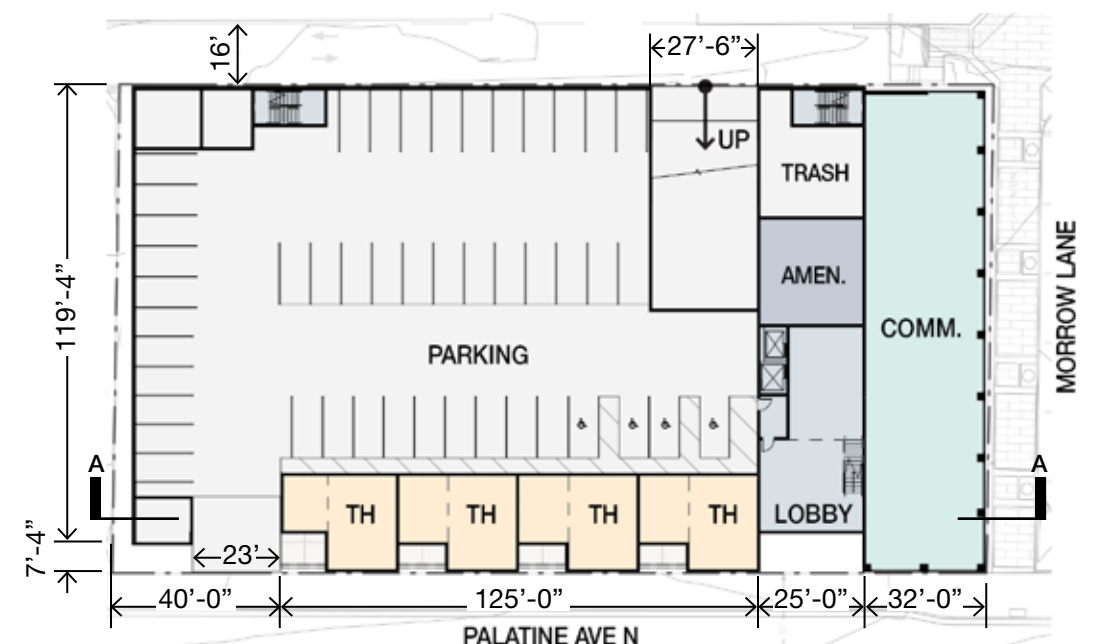
OPTION 2 - SECTION A-A



OPTION 2 - LEVEL 6



OPTION 2 - LEVEL 3



OPTION 2 - MAIN LEVEL

Massing Study

OPTION B



View From Greenwood Ave N Down Morrow Lane

- Recessed upper levels above commercial base clearly distinguish street level commercial base from residential mass



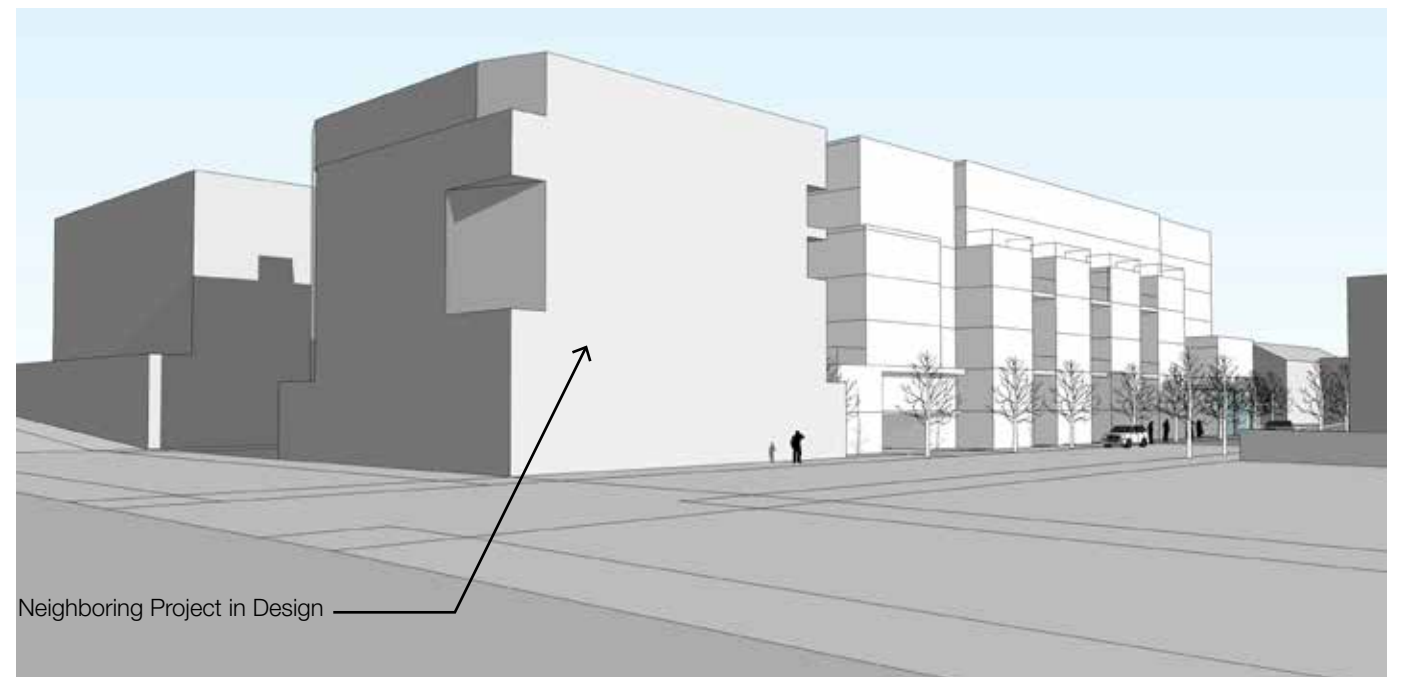
Street View of South Elevation and Commercial Frontage

- Distinguished massing treatment of commercial vs residential street frontage



Street View along Palatine Ave N – Looking North

- Recessed “brownstone” - like entry points characteristic for neighborhood



Street View along Palatine Ave N – Looking South

- Vertical articulation breaks down the scale of longer buildings

Massing Study

OPTION C – PREFERRED

Development Objectives:

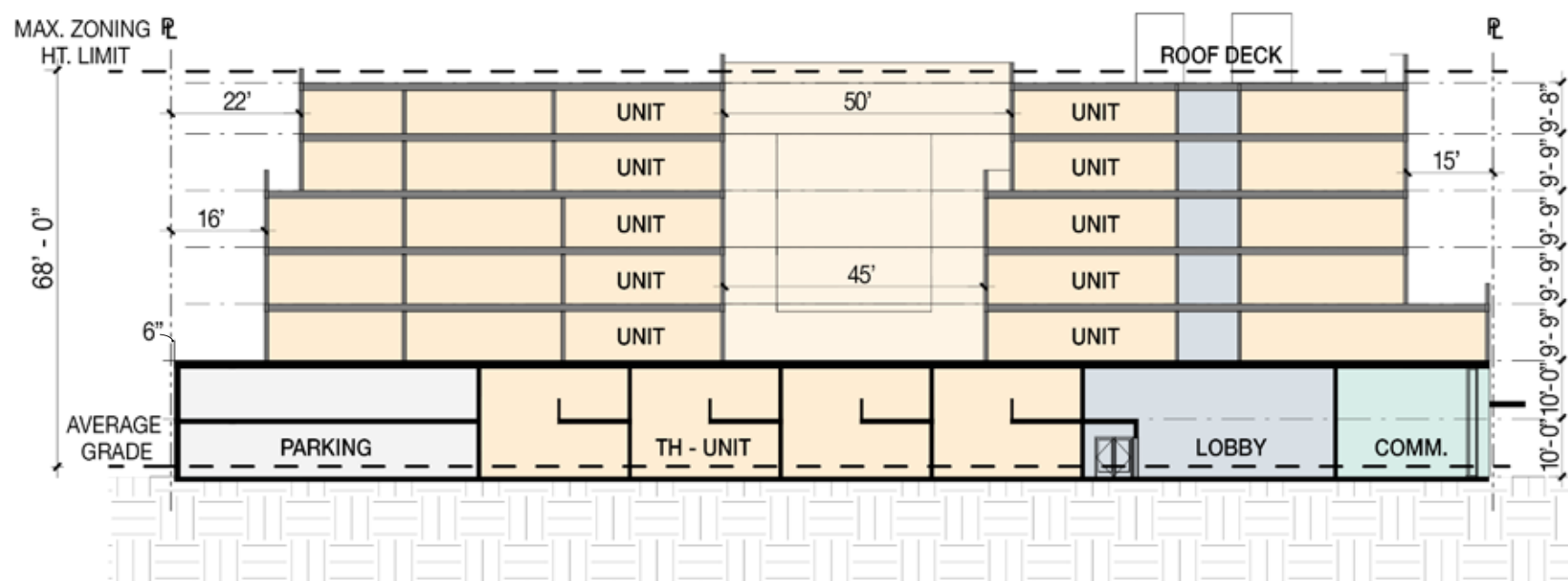
- Number of residential units: 142
- Number of parking stalls: 101

Pros:

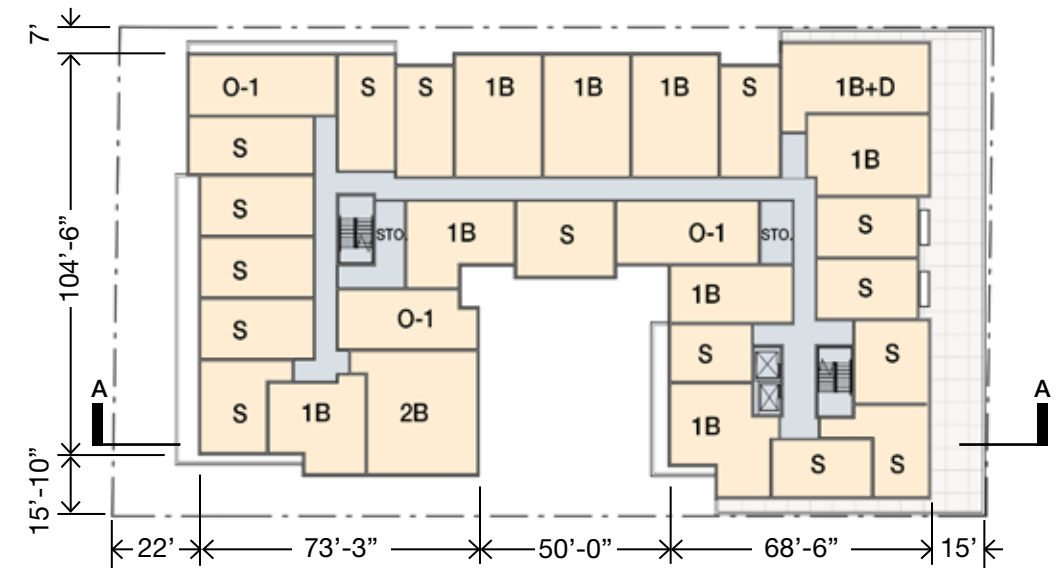
- Two-story retail along with additional one residential levels above at Morrow Lane continue existing commercial street edge pattern, anchoring the corner and suggesting opportunity for the corner entry.
- Reduced mass along Morrow Lane gives better sense of human scale, emphasized by cues from the adjacent storefront height and articulation.
- Upper level residential courtyard/ open space is facing Palatine Ave N, creating visual interest for pedestrians, as well as additional “eyes on the street”.
- Upper level residential courtyard/ open space orientation provides better natural light to more units.
- Alley units set back providing better access to light and air as well as east façade modulation.
- Distinguished residential lobby entry serves as a transition from active retail use to passive residential street level townhome units.
- North façade massing cascades down in response to existing residences creating the most successful transition to the structures of lower height, and minimizing the shadows.
- Parking access off of Palatine Ave N with internal ramp accessing.

Departures:

- Allow parking access off the street, rather than alley access only.



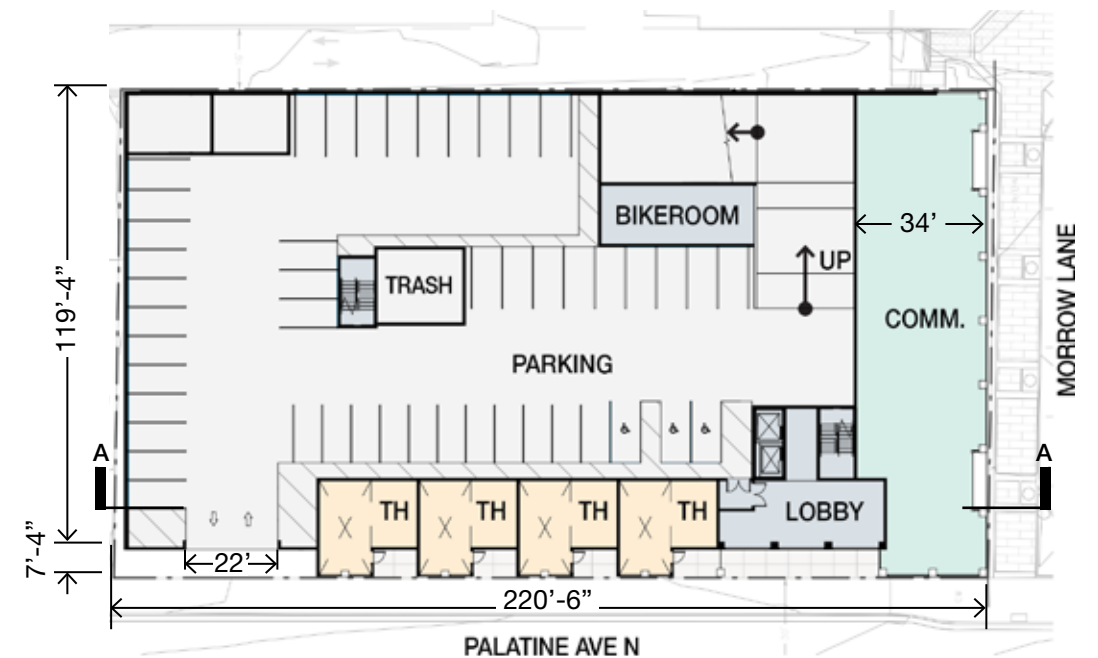
OPTION 3 - SECTION A-A



OPTION 3 - LEVEL 6



OPTION 3 - LEVEL 3



OPTION 3 - MAIN LEVEL

Massing Study

OPTION C – PREFERRED



View From Greenwood Ave N Down Morrow Lane

- Secondary Arch elements reduce perceived mass



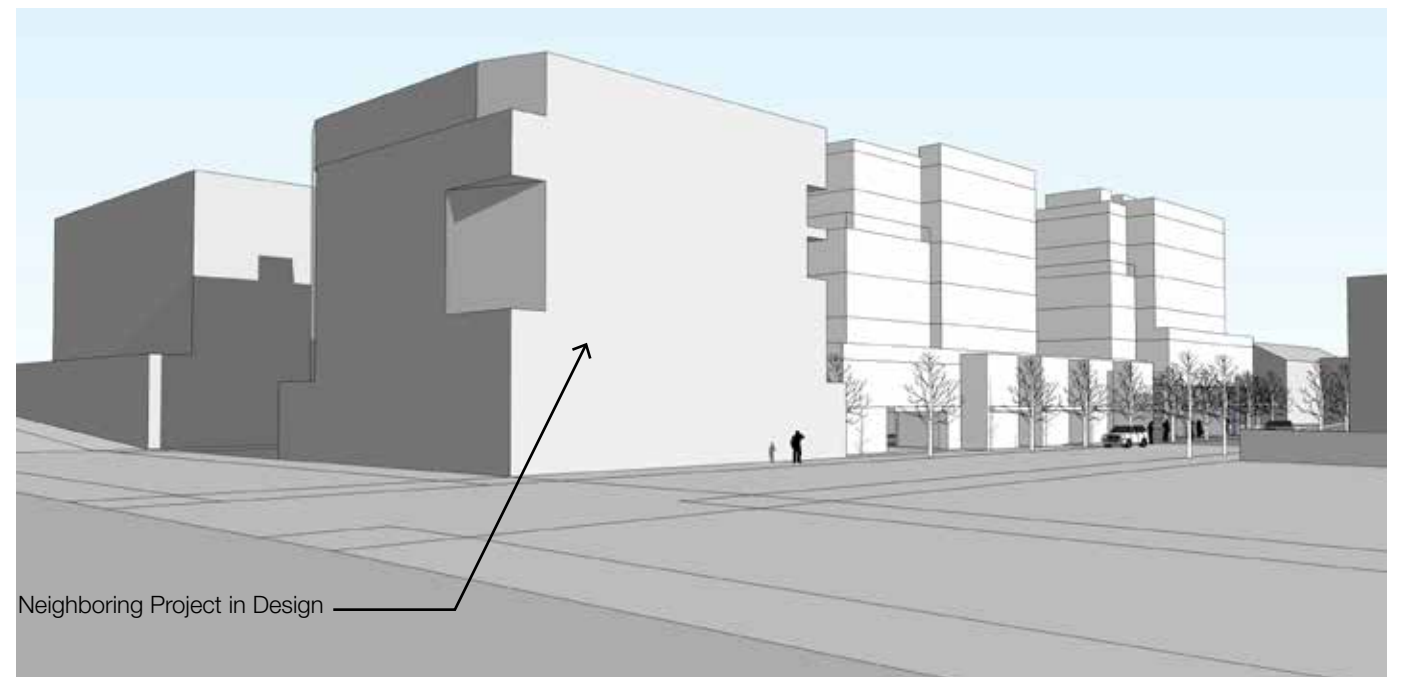
Street View of South Elevation and Commercial Frontage

- Reduced street mass takes cues from surrounding buildings



Street View along Palatine Ave N – Looking North

- Pedestrian oriented façade enhancing human activity



Street View along Palatine Ave N – Looking South

- Mass reduction through interplay of solid and void reduces dominance of the development

Shadow Studies

OPTION A



Summer Solstice



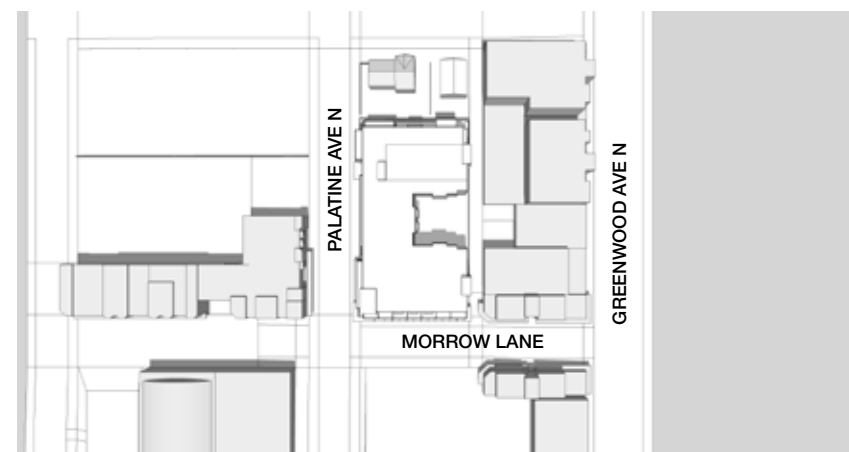
Equinox



Winter Solstice



Summer Solstice



Equinox



Winter Solstice



Summer Solstice



Equinox



Winter Solstice

Shadow Studies

OPTION B



Summer Solstice



Equinox



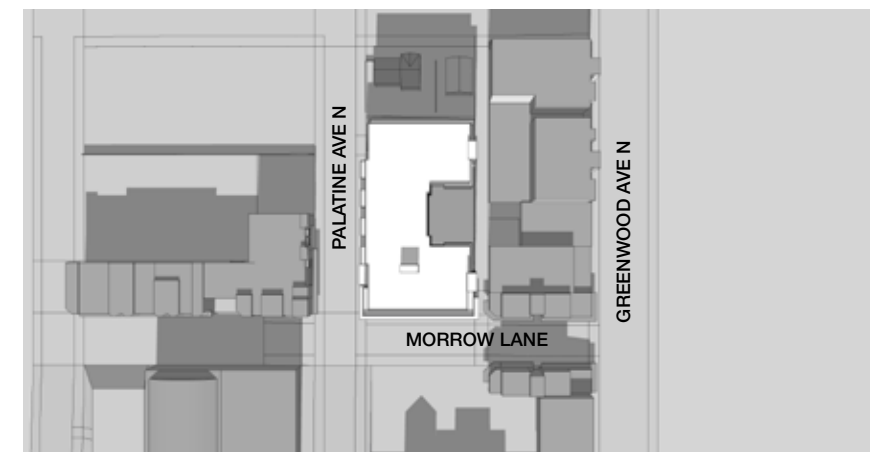
Winter Solstice



Summer Solstice



Equinox



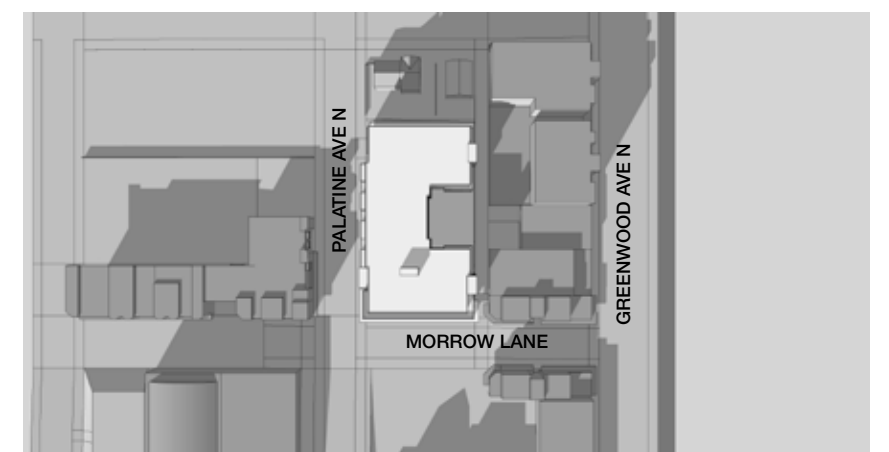
Winter Solstice



Summer Solstice



Equinox



Winter Solstice

Shadow Studies

OPTION C



Summer Solstice



Equinox



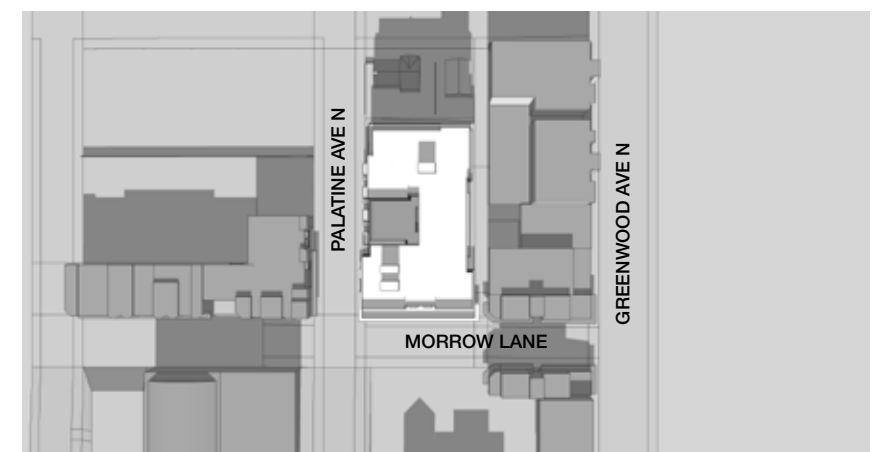
Winter Solstice



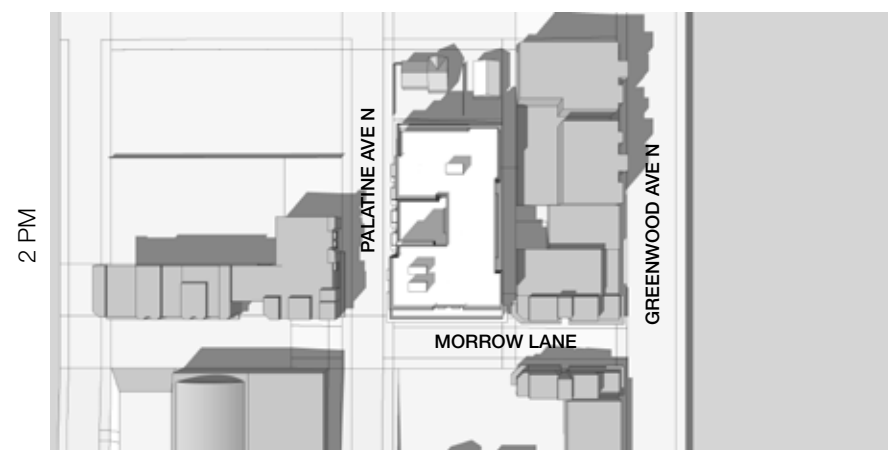
Summer Solstice



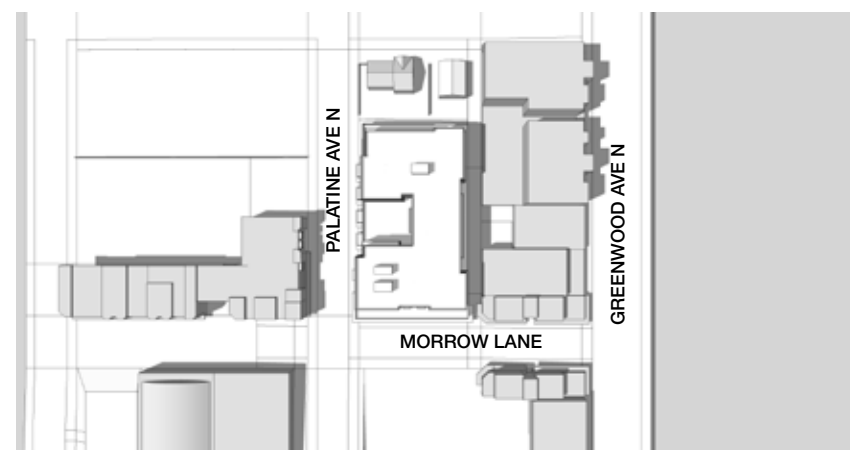
Equinox



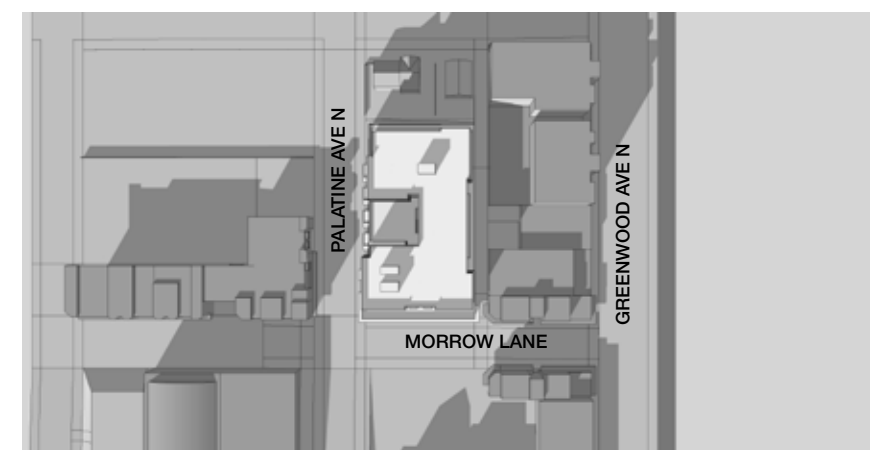
Winter Solstice



Summer Solstice



Equinox



Winter Solstice

Landscape

SITE PLAN

Brumbaugh & Associates
Landscape Architecture

(A) Foundation Planting & Vertical Screen

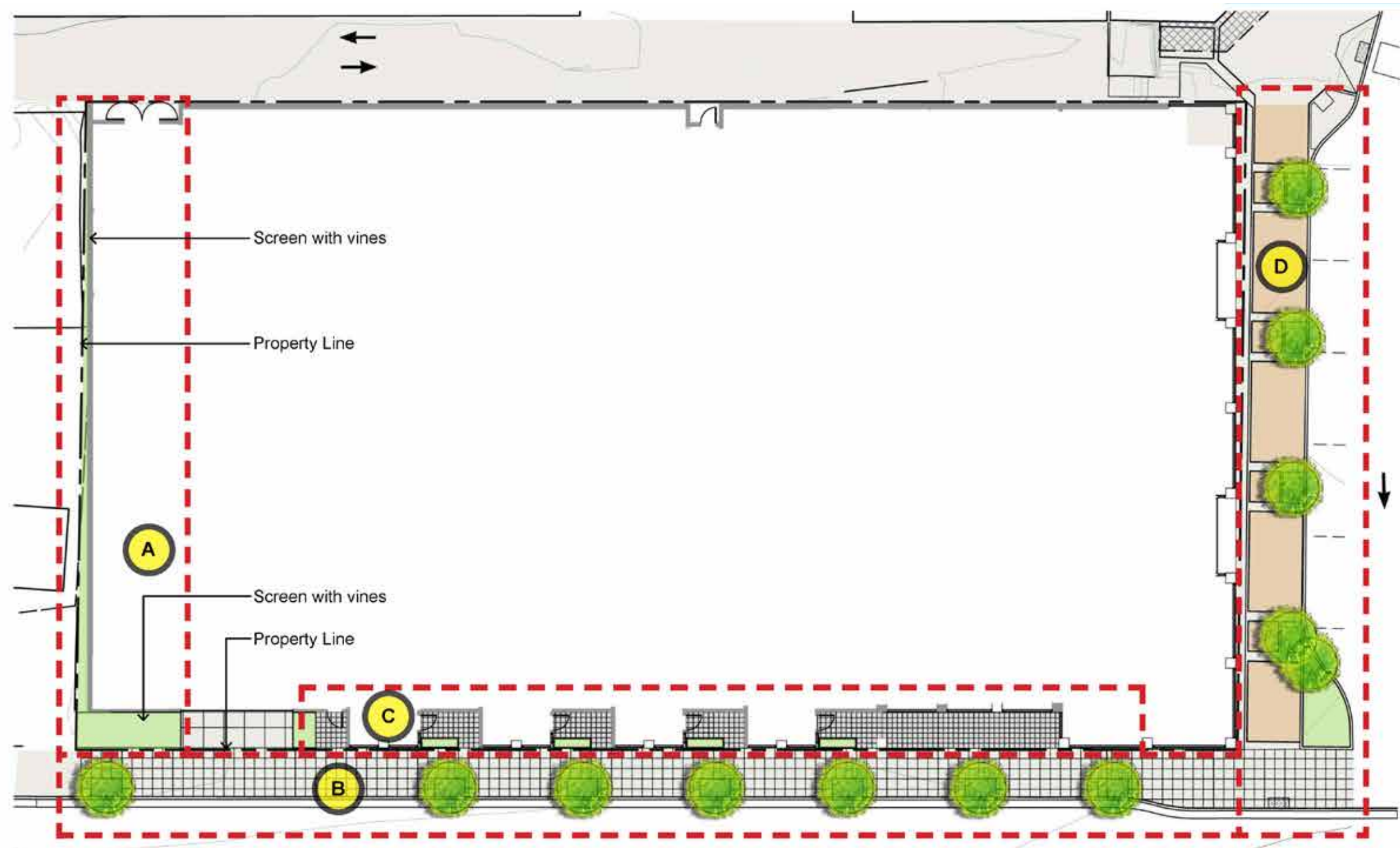


(B) Street Trees / R.O.W. Planting



(C) Residential Patios with Planters

(D) Existing conditions to remain



Landscape

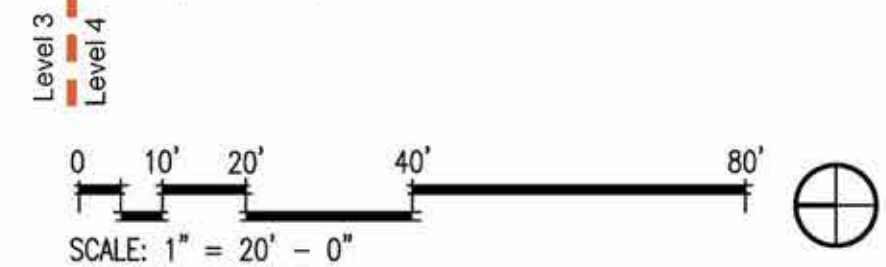
3RD AND 4TH FLOOR

Brumbaugh & Associates
Landscape Architecture

A Courtyard / Private Patios / Planter



B Linear Planters Dividing Residential Patios



Landscape

ROOF PLAN

Brumbaugh & Associates
Landscape Architecture

A Trellis & Outdoor Kitchen Area



B Overhead String Lighting



0 10' 20' 40' 80'
SCALE: 1" = 20' - 0"

G Green Roof



F Dog Run



E Lounge Deck



C Seating Area



D Fire Feature with Seating



Relevant Work by Baylis Architects

MIXED-USE PROJECTS



THE EDDY AT GREENLAKE VILLAGE APARTMENTS



THE EDDY AT GREENLAKE VILLAGE APARTMENTS



525 AT THE ENCLAVE APARTMENTS



507 NORTHGATE APARTMENTS



VENN AT MAIN APARTMENTS



RAY APARTMENTS



VELO APARTMENTS



LINK APARTMENTS



PRESCOTT WALLINGFORD APARTMENTS