

# Greenwood Phase III Mixed-Use #3026306 DRB Packet - March 5, 2018



AERIAL VIEW

--- Greenwood/Phinney Ridge Residential Urban Village

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## Address

8612 Palatine Ave North  
Seattle, WA 98103

## Project Team

**OWNER**  
Greenwood Phase III LLC  
Contact: Gary Brunt

**ARCHITECT**  
Baylis Architects  
Contact: Kevin Cleary

**LANDSCAPE ARCHITECT**  
Brumbaugh & Associates  
Contact: Kristen Lundquist

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# Proposal

## PROJECT OVERVIEW

### DESIGN INTENT

To create architecture that is responsive to the growing needs of the urban village, through quality housing and indoor-outdoor opportunities for social interaction, and links to neighborhood commercial activity and transit services.

### PROGRAM:

NUMBER OF RESIDENTIAL UNITS: 141

COMMERCIAL AREA: 4,000 SF – 4,400 SF

PARKING STALLS: 85-90

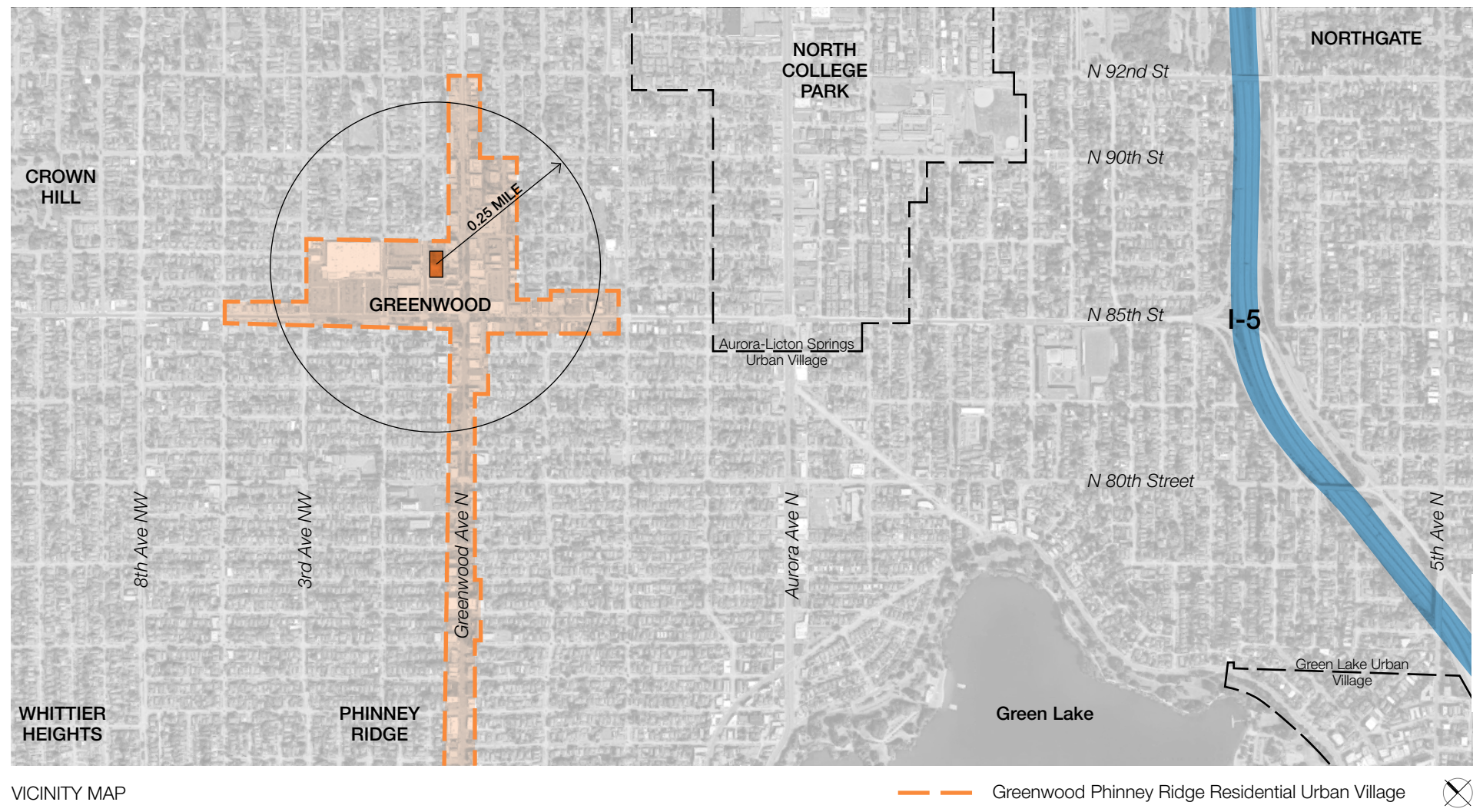
TOTAL AREA: +/-140,000 SF

### DEVELOPMENT OPPORTUNITY

This mixed-use project is Phase III of the Greenwood Piper Village Development, located at the corner of Palatine Avenue on the west and privately-owned Morrow Lane on the south. Morrow Lane is the east-west connector between Greenwood Avenue and 1st Avenue and fronts small-scale commercial uses. The site location presents an opportunity to activate the two street edges through appropriate grouping of uses that are sensitive to the adjacent development.

Grouping residential uses and entries together with existing residential uses on Palatine Avenue N, helps retain the neighborhood character and adds safety to the area. Locating commercial entries along Morrow Lane preserves continuity of the existing retail activity. Although the project is located near frequent mass transit, the program includes parking spaces to assist Greenwood in its business district transition to a higher density neighborhood in near future.

The east edge of the site faces a dead-end alley, and connects to N 87th St on the north. There is a proposed mixed-use with +/- 50 dwelling units to the north of the property and an existing residence on the north-east.



EXISTING SITE

# Zoning Code Analysis

**ZONING:**

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

**ENVIRONMENTALLY CRITICAL AREAS:**

- Salmon Watershed
- Peat Settlement – Category 1

**STREETS:**

- Palatine Avenue N - Access Street –
- NW 85th Street – Principal Arterial Street, Major Transit Street
- Greenwood Avenue - Minor Arterial Street, Major Transit Street
- 16 feet Alley

**USES:**

- Permitted Uses per chart 23.47A.004.A Table A
- Restaurants and drinking establishments to 25,000 SF
- Retail sales and services, general to 25,000 SF
- Office to 25,000 SF
- Live/ Work subject to section 23.47A.004 G
- Residential – no limit at the street level street facing façade
- - site does not fall under any conditions of Section 23.47A.005.C.1

**STREET LEVEL DEVELOPMENT:**

- Blank façade segments between 2' & 8' abv. sidewalk < 20' length 23.47A.008.A.2.b
- Total blank façade < 40% length facing street 23.47A.008.A.2.c
- Street façade setback <10' lot line (unless approved otherwise) 23.47A.008.A.3

*Departure Request D1 – Allow portion of Palatine Avenue N street façade to be set back 15 feet from the street.*

- Non- Residential Street Level Requirements: 23.47A.008B
  - Transparency > 60% of street facing façade between 2'&8' above sidewalk 23.47A.008.B.2a
  - Provide unobstructed view into structure or 30" d. display windows 23.71.008.F.1
  - Uses shall have at least 30' depth (may be averaged but w/min. 15' depth) 23.47A.008.B3a
  - Street level min. floor-to-floor height = 13' 23.47A.008.B.3b
  - No more than 50% of footprint is required to be non-residential 23.47A.008.B.3
- Residential Street Level Requirements: 23.47A.008.D
  - Min. one street level/facing facade must have prominent pedestrian entry 23.47A.008.D.2
  - Floor or DU with street façade w/res. use must be at least 4' above or below sidewalk grade OR setback at least 10' from sidewalk. 23.47A.008.D.3

*Departure Request D2 – Allow residential uses along Palatine Avenue N street-level façade to be located up to one foot above the sidewalk and set back five feet from the sideline at townhome entries and set back nine feet for residential lobby entry.*

- Live-Work units, business must be conducted between Street & Res. portion 23.47A.008.E

**STRUCTURE HEIGHT:**

- Basic Height measurement 23.86.006
- 65' basic structure height limit 23.47A.012A
- Peat Settlement ECA +3' of height 23.47A.012.A.5
- Pitched roof +5' (DNA for sheds or butterfly roofs) all parts must be 4:12 min. 23.47A.012.B
- Open railings, planters, parapets, skylights, clearstories, greenhouses, solariums: 23.47A.012.C.2
- may exceed ht limit by +4 ft. 23.47A.012.C.3
- Solar collectors may exceed ht limit by +7 ft. 23.47A.012.C.4.f
- Stair & elev. penthouses: 23.47A.012.C.4.f
  - may exceed ht limit by +16 ft. over the applicable height limit 23.47A.012.C.4.f
  - 10 ft. Setback required from roof edge for planters and other items per 23.47A.012.C.7

**FAR:**

- Area equivalent to 50% of the lot area is excluded from FAR for buildings with 65' height and over 23.47A.013.D.7.b 5. b.
- 65' basic structural height limit 23.47A.013.B
- Max. FAR for any single use w/in M-U structure: 4.25
- Max. FAR for Mixed Use = 4.75
- Gross Floor Area (GFA) below grade exempt 23.47A.013.D
- Site area = 28,904SF x 4.75 = **137,294 SF Max. Allowable FAR**
- 28,904 SF x 4.25 = **122,842 SF Max. Allowable FAR per use**

**SETBACKS:**

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

**VIEW CORRIDORS:**

- N/A 23.47A.015

**LANDSCAPING AND SCREENING:**

- Landscaping = Required, Green Factor Score = 0.30 23.47A.016.A.2
- Street trees required 23.47A.016.B
- Garbage screening NA if containers located within structure Table D 23.47A.016.D

**RESIDENTIAL AMENITY AREA:**

- 5% of gross residential floor area (GRFA) 23.47A.024.A

**REQUIRED PARKING AND LOADING:**

- Off street parking design standards per 23.54A.015 23.47A.030.A
- Access to Parking 23.47A.032.A.1.a and c
- 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

*Departure Request D3 – Allow providing parking access off Palatine Avenue N*

- Parking for Non-residential use- no min. req. per 23.54A.015 Table A. K
- Parking for Residential use- no min. req. per 23.54A.015 Table B. M

- All residential uses in commercial and multifamily zones within Urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within 1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the (non) residential use.

**Bicycle Parking**

- Multi-Family: 1 per 4 Units

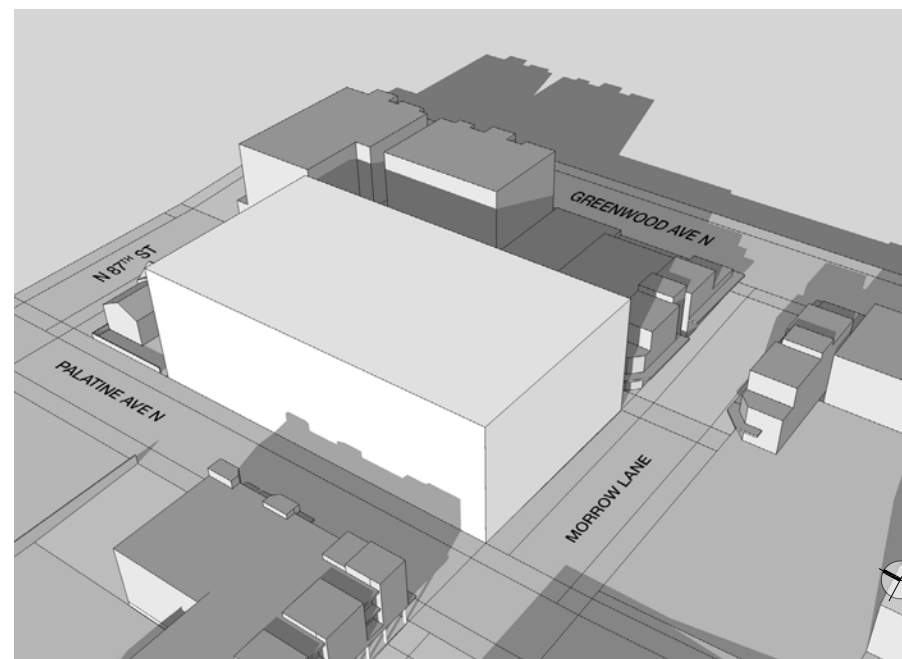
**23.54A.015.K**

**REQUIREMENTS FOR STREET, ALLEYS, AND EASEMENTS:**

- Non-arterial - 40' req'd min. ROW 23.53.015.A.1
- See Subsection D for exceptions 23.53.015.A.

**STRUCTURAL BUILDING OVERHANGS:**

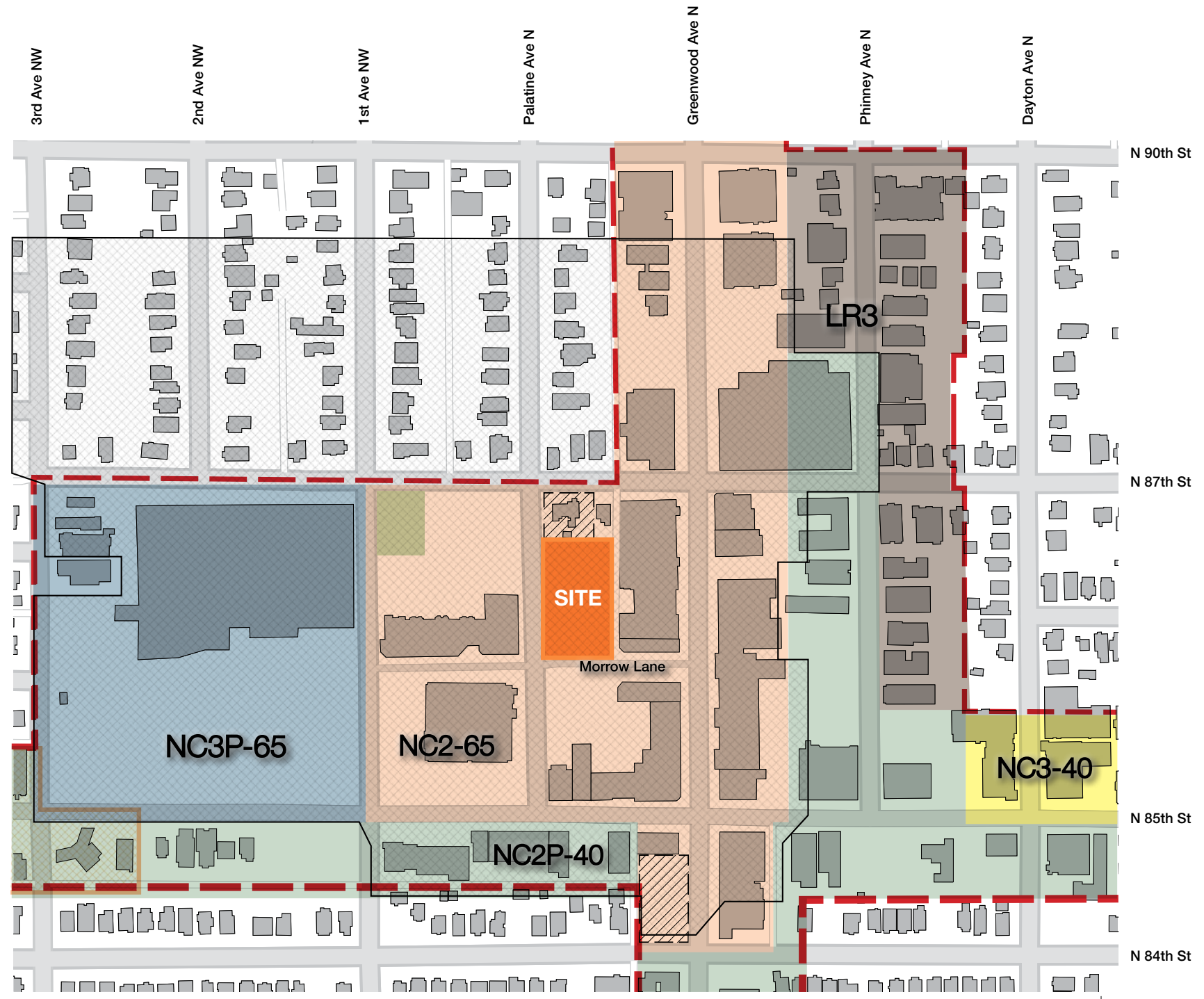
- Requirements for Balconies, cornices, overhang etc: 23.53.035
- Vertical clearance min - 8' above sidewalk, 26' above alley



MAXIMUM ALLOWABLE ENVELOPE

# Neighborhood Zoning Map

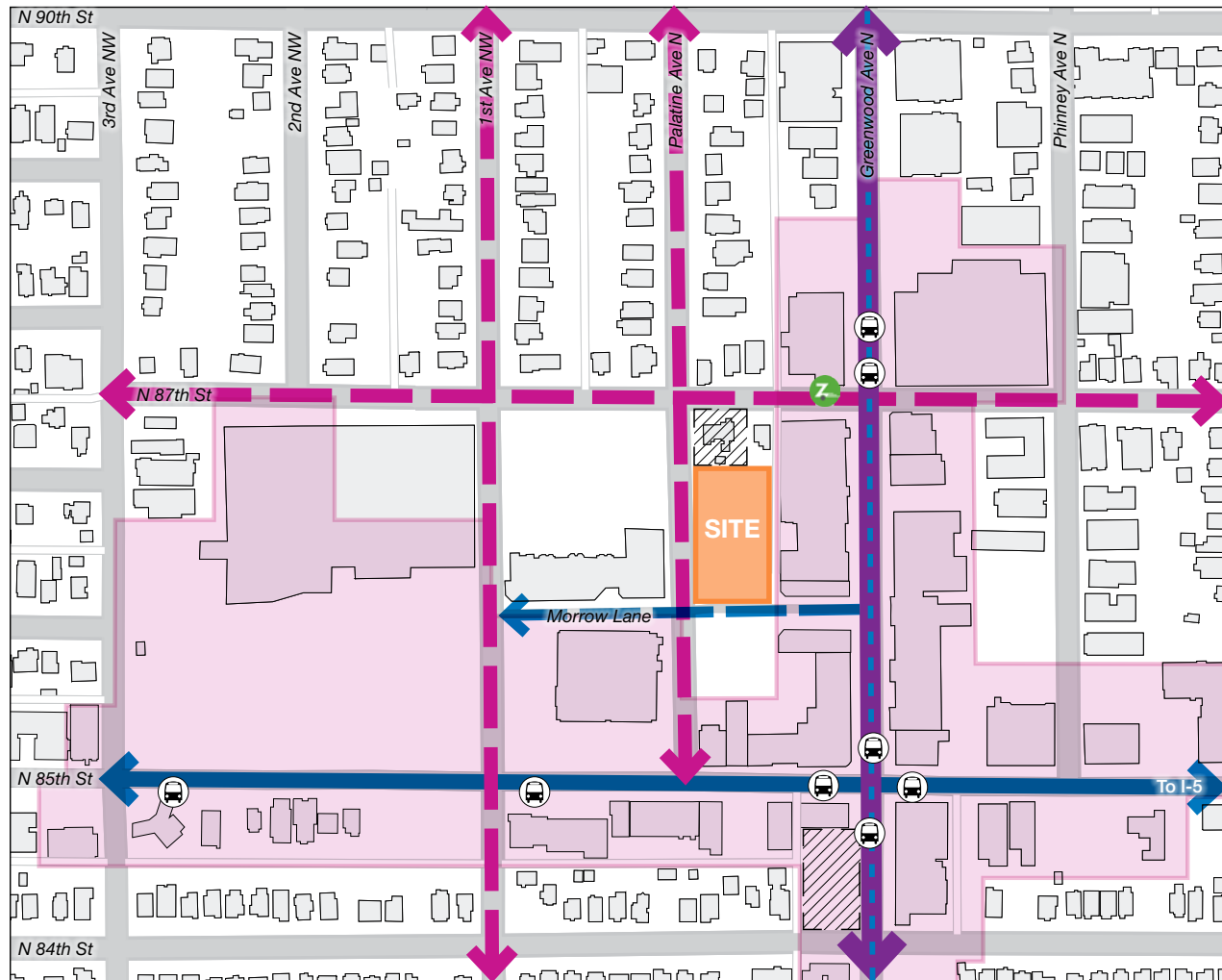
- Key
- NC3P-65
  - NC3-40
  - NC2-65
  - NC2P-40
  - LR3
  - Site
  - Peat Zone
  - Development in Progress
  - Greenwood Phinney Ridge Residential Urban Village



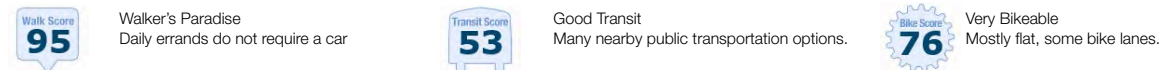
NEIGHBORHOOD ZONING MAP

# Neighborhood Context

## DEVELOPMENT AND USES / CIRCULATION



CIRCULATION MAP



Key

- Project Site / Greenwood Phase III
- Principal Arterial
- Minor Arterial
- Pedestrian Zone Walkability Score 95
- Development in Progress
- Residential Street
- Through Block Connector
- Bike Friendly Route
- B Bus Stop
- Z Zip Car Location



DEVELOPMENT / USES MAP

Key

- Multifamily/Mixed-Use Buildings
- Open Space Conservation Area
- Greenwood Phase I and II
- Commercial / Retail / Office
- / Development in Progress
- Single Family
- Project Site / Greenwood Phase III
- Greenwood/Phinney Ridge Residential Urban Village

# Neighborhood Context

## PLACE



1 Greenwood Apartments #3026717  
6-Story Mixed-Use Building Development in Progress



2 Single Family Residences West of Greenwood Towers Duplex



3 The Towers on Greenwood  
6-Story (68') Mixed-Use Building



4 Greenwood Storefront



5 Sapphire Condominiums



6 8403 Greenwood Ave N #3025261  
6-Story Mixed-Use Building Development in Progress



7 Flintcreek Cattle - Greenwood Storefront



8 Janus Apartments  
5-Story Mixed-Use Building



9 Morrow Lane Looking Southwest - Phase II  
1-Way Private Through-Block Connection  
2-Story Commercial Building



10 Morrow Lane Looking Northwest - Phase II  
1-Way Private Through-Block Connection  
2-Story Commercial Building



11 Morrow Lane Looking East from Palatine Ave N  
Greenwood - Phase II  
1-Way Private Through-Block Connection



12 The Sedges at Piper Village - Phase I  
3-Story (40') Mixed-Use Bldg

## Site Analysis

### OPPORTUNITIES AND CHALLENGES

#### FACTORS THAT CONTRIBUTED TO THE PROJECT DESIGN DEVELOPMENT -

- ❶ Pattern of small-scale commercial bays fronting Morrow Lane
- ❷ Morrow Lane connection between Greenwood Avenue and 1st Avenue
- ❸ Proximity to major transit routes on Greenwood Avenue
- ❹ Residential character of the neighborhood on the west and single-family on the north
- ❺ Proposed mixed-use and existing single-family residence on the immediate north
- ❻ 16 feet dead-end alley on the east, with +/- 7 feet grade change at the southeast corner

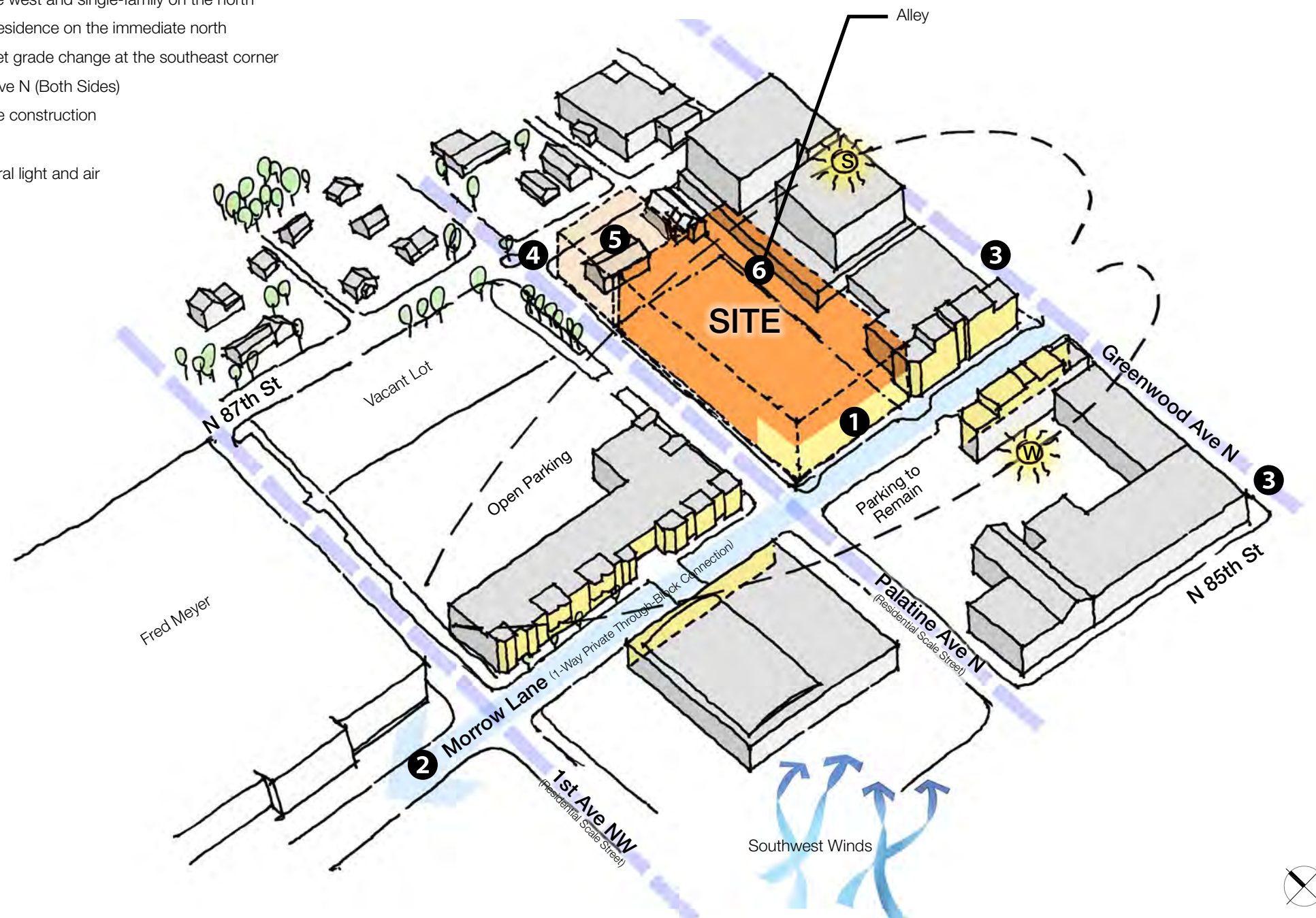
Small Scale Commercial All Along Greenwood Ave N (Both Sides)

Peat Category I area does not allow below-grade construction

Southern exposure

Two street frontages allow better access to natural light and air

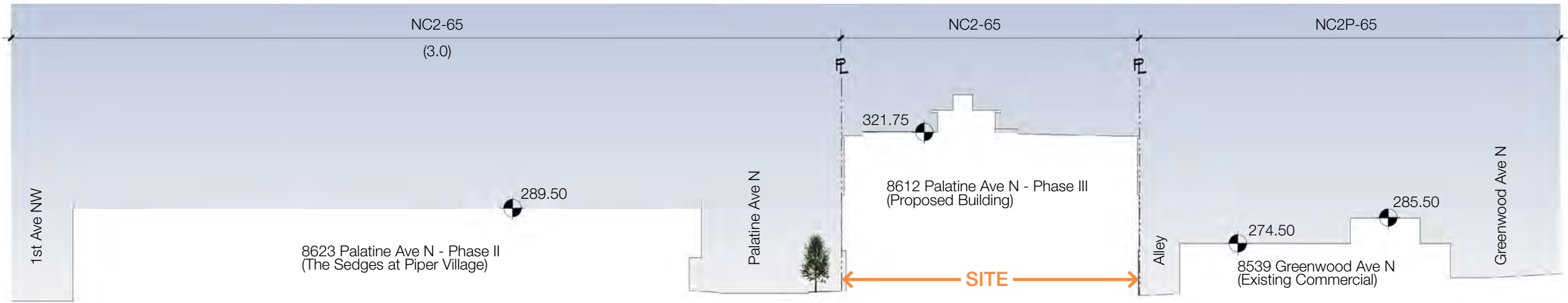
Pedestrian-friendly zones in the neighborhood



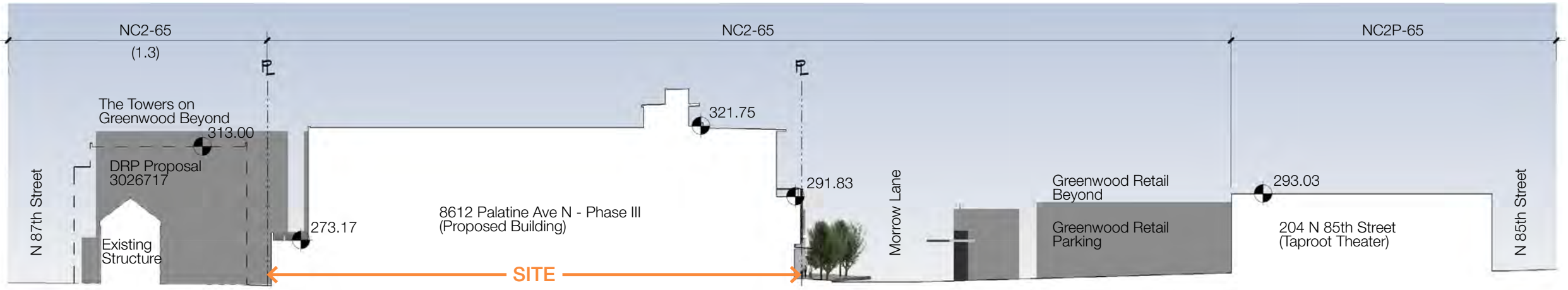


# Site Analysis

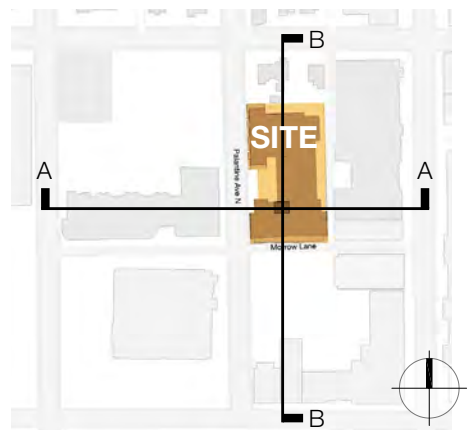
## SITE SECTION AND ADJACENT BUILT ENVIRONMENT



SECTION A-A EAST / WEST



SECTION B-B NORTH / SOUTH



# Site Analysis

## STREETSCAPES – NORTH AND SOUTH



1 MORROW LANE LOOKING SOUTH



4 ALLEY LOOKING SOUTH FROM 87<sup>TH</sup>



2 MORROW LANE LOOKING NORTH



5 SOUTH END OF ALLEY



VICINITY MAP



3 NORTH PROPERTY LINE LOOKING NORTH



6 ALLEY LOOKING NORTH FROM MORROW LANE

# Site Analysis

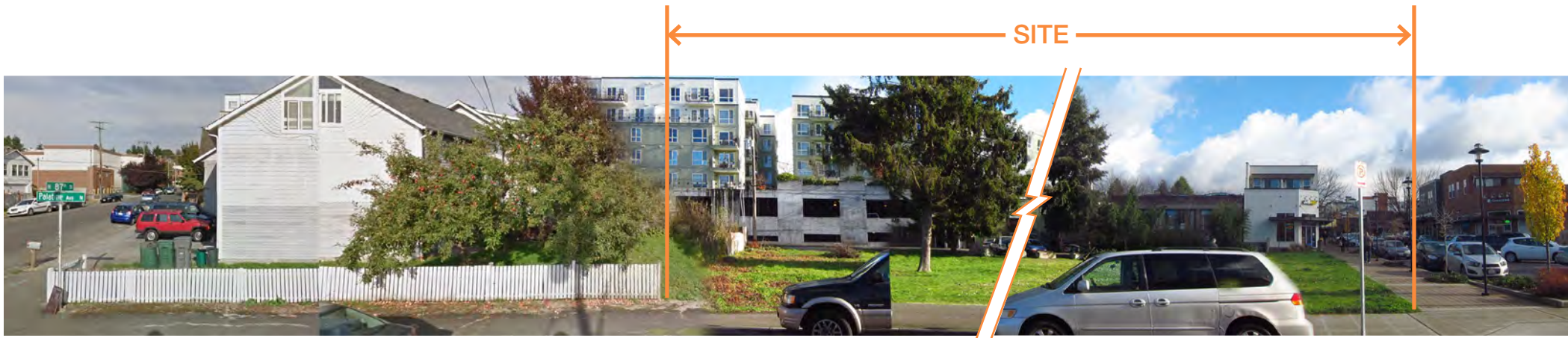
## STREETSCAPES – EAST AND WEST



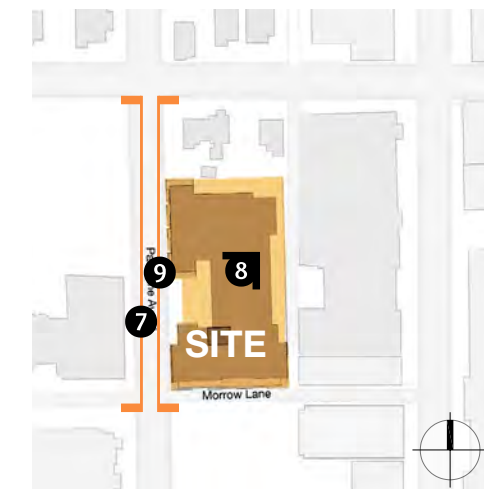
7 PALATINE AVE N LOOKING WEST



8 TOWERS ON GREENWOOD FROM ALLEY



9 PALATINE AVE N LOOKING EAST

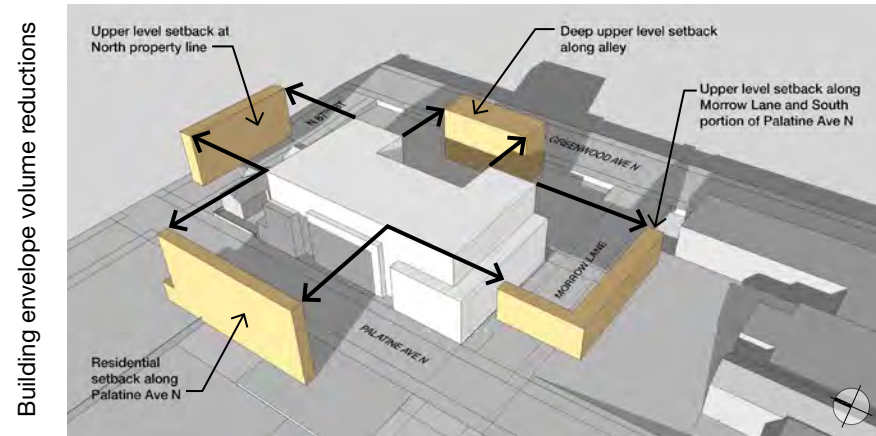


VICINITY MAP

# EDG - Massing Options

## REVIEW OF PREVIOUS DESIGN OPTIONS

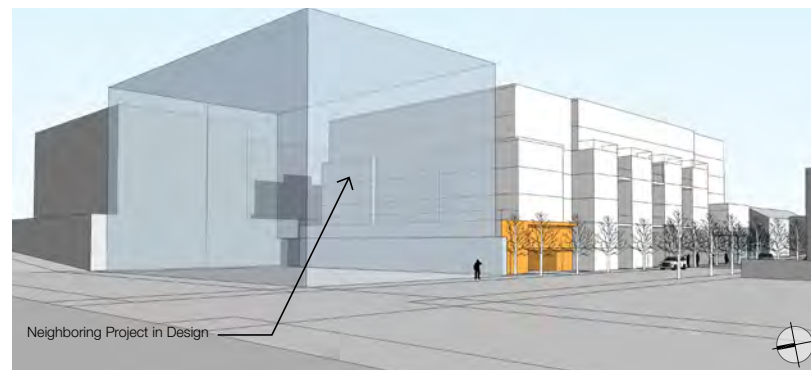
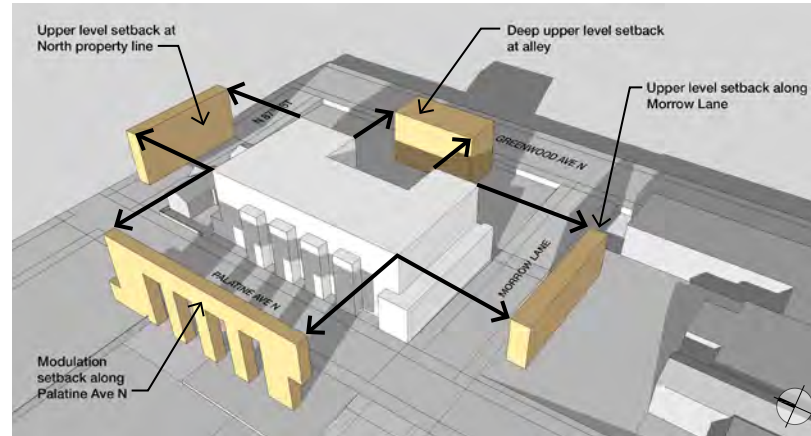
OPTION A



EDG RECOMMENDATIONS:  
 ✓ Commercial Massing

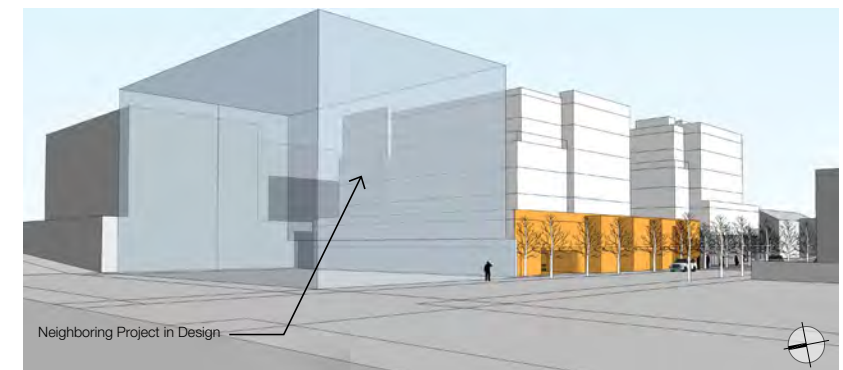
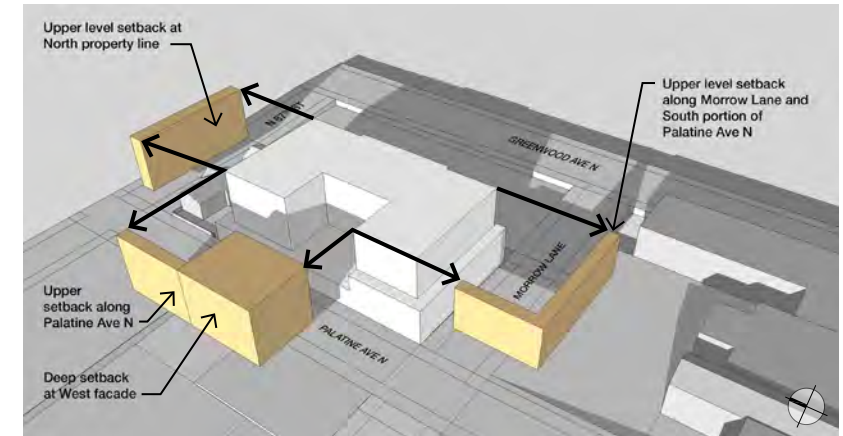
MUP RECOMMENDATIONS:  
 ✓ Parking access from alley

OPTION B



EDG RECOMMENDATIONS:  
 ✓ Parking access form Palatine  
 ✓ North parking access potential traffic safety concern opposite access too close

OPTION C



EDG RECOMMENDATIONS:  
 ✓ Townhome bays  
 ✓ West courtyard  
 ✓ Parking access form Palatine traffic safety concern opposite access too close

# EDG - Response to Board Recommendations

## PROPOSED GUIDELINES AND RESPONSE

### DESIGN GUIDELINES EDG MEETING KEY ISSUES

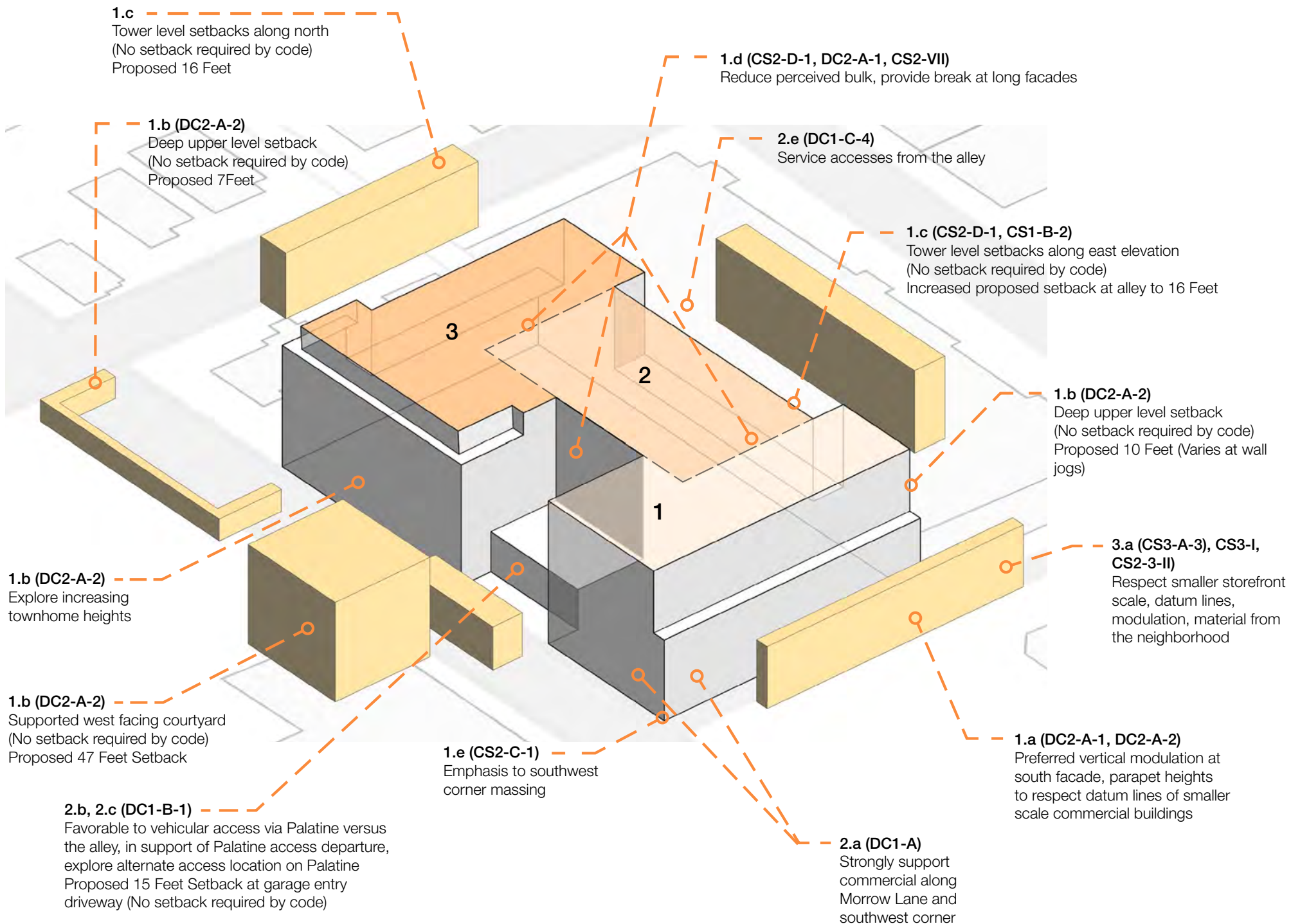
#### OVERVIEW OF KEY ISSUES DISCUSSED AT THE EDG MEETING

**1. Massing and Form**  
The board discussed the three proposed massing alternatives and noted merits of Option A and C. The Board supported a hybrid massing option of both.

**2. Street-level Uses and Entries**  
The Board strongly supported commercial uses along Morrow Lane and at the southwest corner. The Board acknowledged public's concerns regarding the parking garage entry location at the north property line and discussed possible alternate locations further south along Palatine Avenue. The Board requested further analysis of Palatine Avenue and the surrounding context, including the driveway access across the street, to determine the arrangement of ground level uses.

**3. Neighborhood Compatibility**  
As massing refined, the Board stated the importance of compatibility with the surrounding neighborhood.

**4. Development Standard Departures**  
The Board's recommendation on the requested departures will be based on the departure's potential to help the project better meet the design guidelines priorities and achieve a better overall project design than could be achieved without the departures. The Board's recommendation will be reserved until the final Board meeting.



- Massing Volume 3
- Massing Volume 2
- Massing Volume 1



## Design Review Board Recommendations

### SEATTLE

#### CS2-I STREETScape COMPATIBILITY

##### CS2-I-i. Reinforcement of Commercial and Residential Development Patterns:

- Build commercial development up to the sidewalk where possible. Along North/Northwest 85th Street, new commercial buildings should be set back sufficiently to provide 12-foot minimum sidewalks (including street trees and other plantings). Commercial buildings may be setback off the street if pedestrian-oriented space is provided that is enhanced with humanizing components such as trees and other plants, site furnishings and high-quality, well detailed pavements between the sidewalk and the building.
- Residential buildings (on Greenwood Avenue North and North/Northwest 85th Street) should be setback where possible five to 15 feet from the sidewalk to provide extensive landscaping in the front yard. When possible, first floor residential units facing Greenwood Avenue North or North/Northwest 85th Street should be located at least three feet above the sidewalk level to provide a sense of privacy and surveillance over the street.

##### RESPONSE:

*The project is located at the corner of Palatine Avenue and Morrow Lane, a pedestrian oriented one-way through-block connector, presenting small-scale commercial appeal. Responding to the existing commercial storefronts language, the project proposes commercial entries off Morrow Lane sidewalk edge. The characteristic existing porous pavers at sidewalks flanking both sides of the pedestrian oriented Morrow Lane are retained for consistency.*

*Palatine Avenue is a quiet residential street. The proposed right-of-way improvements along Palatine Avenue include pedestrian sidewalk with five feet landscape buffer. Residential use entries - the lobby, leasing or parking garage and townhomes interface with the new sidewalk. Townhomes are setback five feet from the property line that include a raised (one foot) porch entry and area for landscaping providing a sense of privacy and separation from the streetscape at each unit. The residential entry lobby, leasing or garage entry and residential lobby recede 15 feet from the property line allowing larger landscaped planters and widened sidewalks.*

##### CS2-I-ii. Treatment of Side Streets: Some treatment of side-streets off of Greenwood Avenue North and 85th Street is important to create an effective transition to residential neighborhoods. Some options to consider include:

- setbacks with view-framing landscaping (see CS1)
- arbors with hanging plants
- small outdoor spaces with trees and landscaping.

##### RESPONSE:

*Palatine Avenue is predominantly a residential street and continues north to a single-family zone. The residential entry lobby and townhomes are located along Palatine Avenue in response to the scale and residential character of the street. The design incorporates grade-level setbacks of varying depths that offer landscaping opportunities at the residential lobby, garage entry/Leasing Office, townhomes and pedestrian level. At-grade bio-retention planters at the townhomes provide a softer*

*transition between the sidewalk and townhome edge. Large planters and entry plaza open up the sidewalk to invite residential scale activity in the 'alley option' and the green screen feature in the 'Palatine option' provides effective visual transition between the sidewalk and the garage entry.*

#### CS2-II HEIGHT, BULK AND SCALE COMPATIBILITY

**CS2-II-i. Impact of New Buildings on the Street:** Consider the setback of upper stories of new mixed-use development on Greenwood Avenue North and North/Northwest 85th Street 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. Typically, the older storefronts are about 50 feet in width and feature brick, stone or other masonry units. Some also feature architectural details that provide interest and a human scale to the buildings.

##### RESPONSE:

*The project site, zoned NC2-65, is located on Palatine Avenue, west of Greenwood Avenue N and Morrow Lane which is a through block connector between N 85th Street and N 87th Street. It interfaces with the six-story Greenwood Towers on the northeast, three-story Sedges on the west across the street and a new proposed six-story immediately to the north. The design proposes transitions through tower level setbacks to accommodate varying requirements to neighboring adjacencies and the board's recommendations. Massing on the south gestures towards the existing Morrow Lane storefronts by providing ten feet setback at the upper floors. Podium-level setbacks on the north, east and west are in response to the residential six-story Greenwood Towers on the northeast across the alley, a new proposed six-story immediately to the north, and three-story Sedges on the west across the street. The setbacks have landscaped private decks and have terraces for common use. At street-level, the residential lobby tower and leasing or garage recede up to 15 feet from the property line to soften the building edge along Palatine Avenue. Based on the board's suggestion, the design includes deep recess at upper floor on Palatine Avenue and holds the SW corner massing.*

*The proposed design uses bricks with detailing, concrete masonry block, exposed concrete columns and storefront bays at the street-level to reflect the eclectic mix of materials in the neighborhood.*

#### CS2-III ARCHITECTURAL CONTEXT/BUILDING ENTRANCES

**CS2-III-i. Entrances:** Even when the principal off-street parking areas are located on the side of the building, a primary building entrance should be located at the corner. This concept is consistent with traditional neighborhood commercial designs and important in facilitating pedestrian activity at the street corners.

##### RESPONSE:

*The primary building entrance is located immediately adjacent to the commercial front as it turns around the SW corner. The entry is emphasized with a tower massing that is also distinct materially from the adjacent massing.*

#### CS2-VII MASS AND SCALE

**CS2-VII-i. Reducing Visual Mass:** 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.

##### RESPONSE:

*On a larger scale, the project is a cluster of three massing forms integrated to reduce the apparent mass of a single building. Each of the three built forms are further modulated, both vertically and horizontally, in response to their adjacencies. The neighborhood expression is articulated through use of brick patterning and modulation, storefront bays, exposed concrete columns, reinterpreting cornice lines at the townhome brick façade and deep roof overhangs at upper floors adding visual interest.*

## Design Review Board Recommendations

### GREENWOOD

#### CS3 ARCHITECTURAL CONTEXT AND CHARACTER: CONTRIBUTE TO THE ARCHITECTURAL CHARACTER OF THE NEIGHBORHOOD.

##### CS3-A Emphasizing Positive Neighborhood Attributes

**CS3-A-1. Fitting Old and New Together:** 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.

##### RESPONSE:

*Greenwood represents varied architectural styles and detailing spread throughout the neighborhood with characteristic small-scale commercial outfits lining both sides of the street. Contemporary materials and detailing are used in conjunction with timeless material like brick and mortar. The project draws its rectilinear scale and proportion for storefront and residential windows from the characteristic storefronts of the area. See response to CS2-VII-i.*

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

##### RESPONSE:

*Applicant's Response: Greenwood facades embrace a range of materials such as masonry, concrete, metal and cementitious siding, as well as a variety of paving patterns. The project explores form and materials like brick patterns, the concept of 'façades', playful transitions of the cornice lines through use of metal flashing and precast concrete sill, and applying contemporary vocabulary. See page 30 for a detailed response on the contextual interpretation of the existing architectural styles.*

#### GREENWOOD/PHINNEY SUPPLEMENTAL GUIDANCE:

##### CS3-II Compatibility

**CS3-II-i. Existing Pattern:** Consider using the human-scale historical pattern of storefronts on Greenwood Avenue North as a guide in developing new structures abutting TownCenter streets. New development should respond to Greenwood's existing context by matching window and opening proportions, entryway patterns, scale and location of building cornices, proportion and degree of trim work and other decorative details, and employing a variety of appropriate finish materials.

##### RESPONSE:

*The neighborhood has distinct yet assorted styles and materials that are inspirational. At the Board's suggestion to refine the massing, the project takes design cues from the historical storefront pattern and smaller storefront bays with inset entry, 'façade' concept with cornice lines, canopies lining the storefronts, vertical window configurations, use of brick in various colors and modulations and creative signages and interprets them to a contemporary style compatible with the evolving neighborhood.*

#### PL1 CONNECTIVITY: COMPLEMENT AND CONTRIBUTE TO THE NETWORK OF OPEN SPACES AROUND THE SITE AND THE CONNECTIONS AMONG THEM.

##### PL1-B Walkways and Connections

**PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

##### RESPONSE:

*Morrow Lane, a private through-block connector, is the commercial and pedestrian oriented link between Greenwood Avenue and 1st Avenue. The project proposes, as was strongly supported by the Board, commercial spaces along Morrow Lane to encourage pedestrian activity. This link also provides walkability to public transportation on Greenwood Avenue. Six feet deep canopies along the entire length of commercial bays provide the necessary visual connection.*

#### DC4 EXTERIOR ELEMENTS AND FINISHES: USE APPROPRIATE AND HIGH QUALITY ELEMENTS AND FINISHES FOR THE BUILDING AND ITS OPEN SPACES.

##### DC4-D Trees, Landscape, and Hardscape Materials

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

##### RESPONSE:

*The plant materials have been selected and grouped to create an urban garden that provides interest throughout the seasons, is adaptable, sturdy, and appropriate for the urban environment. Vertical green elements in the form of vines on screen structures will complement and soften the architecture, while adding to the garden character intended.*

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

##### RESPONSE:

*The frontage along Morrow Lane will have pervious pavers that match the other portions of the east west pedestrian connection between Greenwood Ave and 1st Ave W. The entry plaza off of Palatine will have accent paving in keeping with the scale of Morrow Lane while maintaining its own identity from the retail entry spaces.*

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

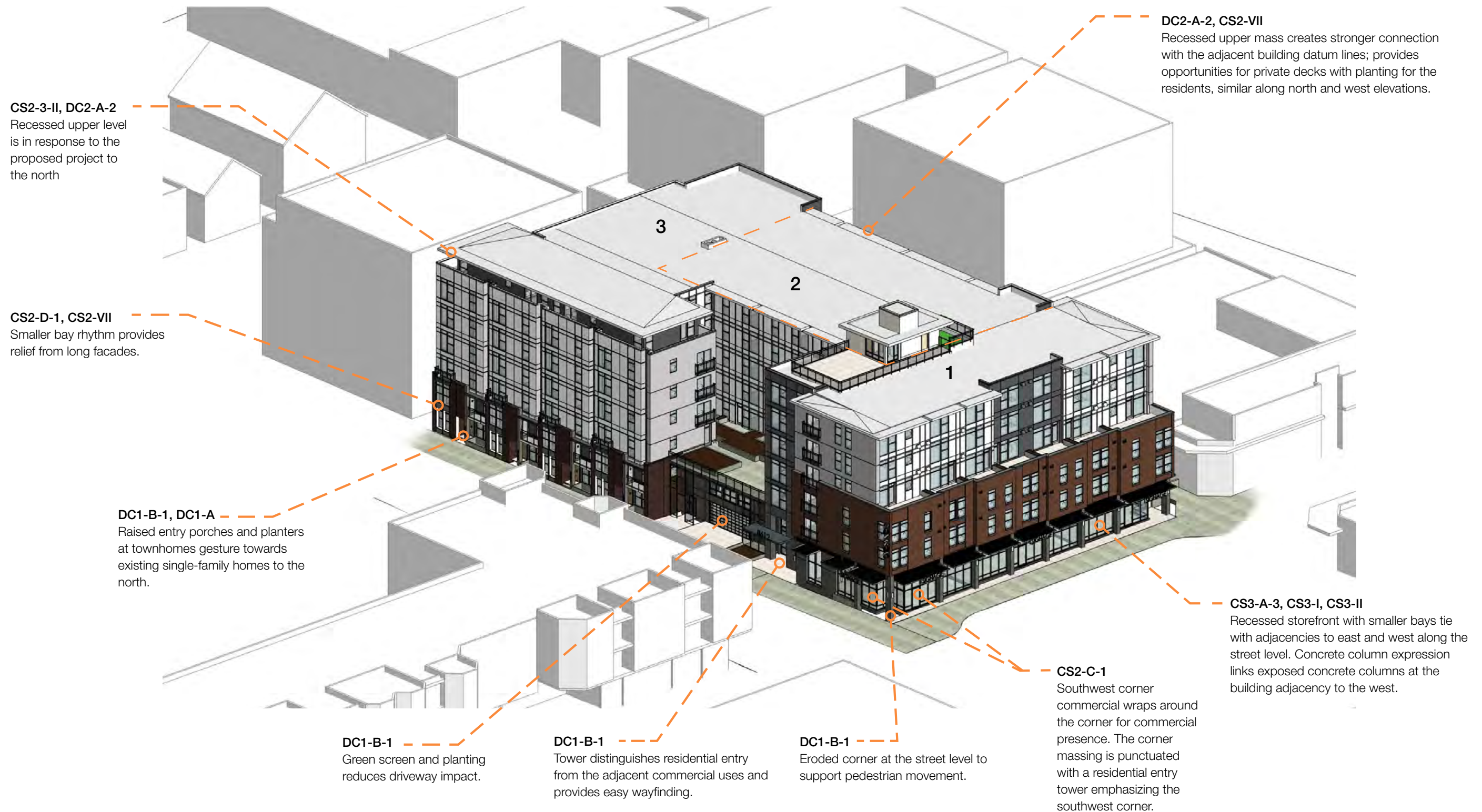
**RESPONSE:** *All plant materials have been selected to appropriately fit into an urban landscape, with lower forms and compact shapes along public walks; trees that are limbed up a minimum of 6' from the sidewalk; and a selection of species that will provide a variety of textures and colors to create seasonal interest.*

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

##### RESPONSE:

*Palatine Avenue streetscape is designed to create a tree-lined sidewalk with a planting strip to separate vehicles from pedestrians, and to provide shade on the west façade of the buildings during warm summer months. Accent trees on the terraces will provide filtered light and screening for privacy from units above and in adjacent buildings. In plaza spaces that are near building overhangs and canopies, green screens with vines create vertical landscape elements that define spaces and provide a comfortable sense of scale for pedestrians.*

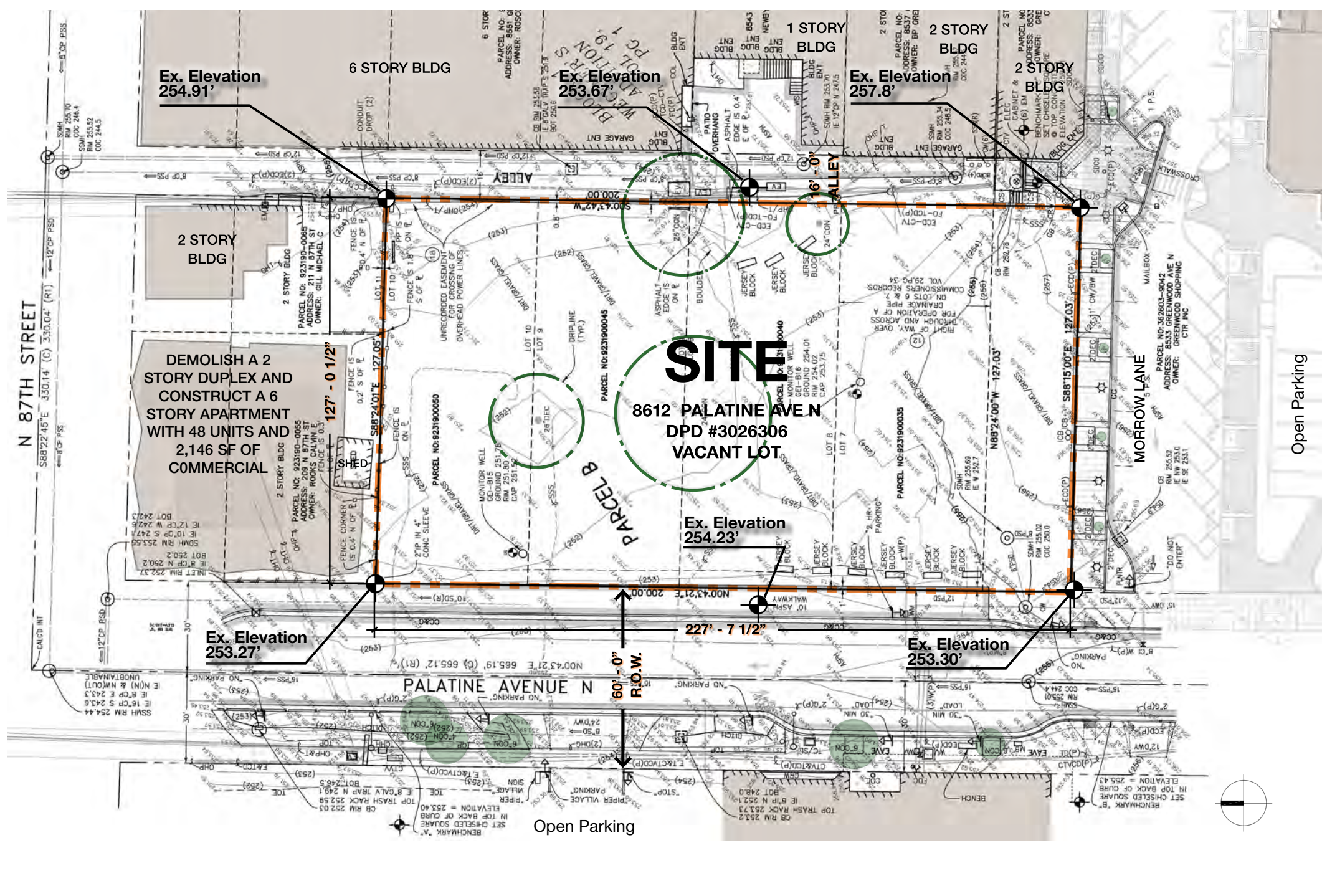
## Architectural Concept - Preferred Option





# Existing Site Conditions

## SITE AND TREE SURVEY



**SITE 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.

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

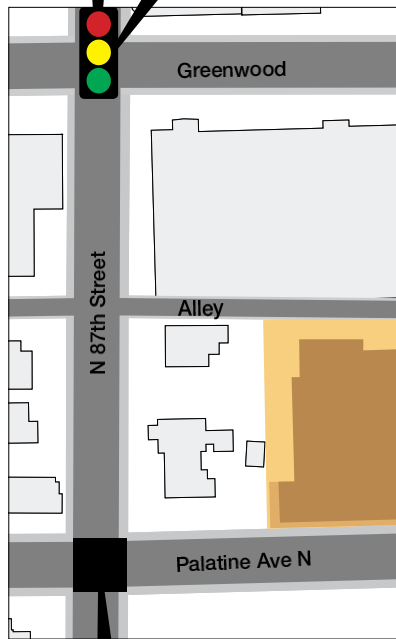
**PARCEL B LEGAL DESCRIPTION:**  
 Parcel B of title commitment 20373418-416-416, issued by fidelity national title of Washington dated June 28, 2016:  
 Lots 7 through 10, inclusive, in block 1 of Wegener's addition to the City of Seattle, according to the plat thereof, recorded in volume 19 of plats, Page 1, records of King County, Washington.  
 Together with that portion of the Southeast quarter of the Southeast quarter 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.

# Vehicular Access Study - Alley

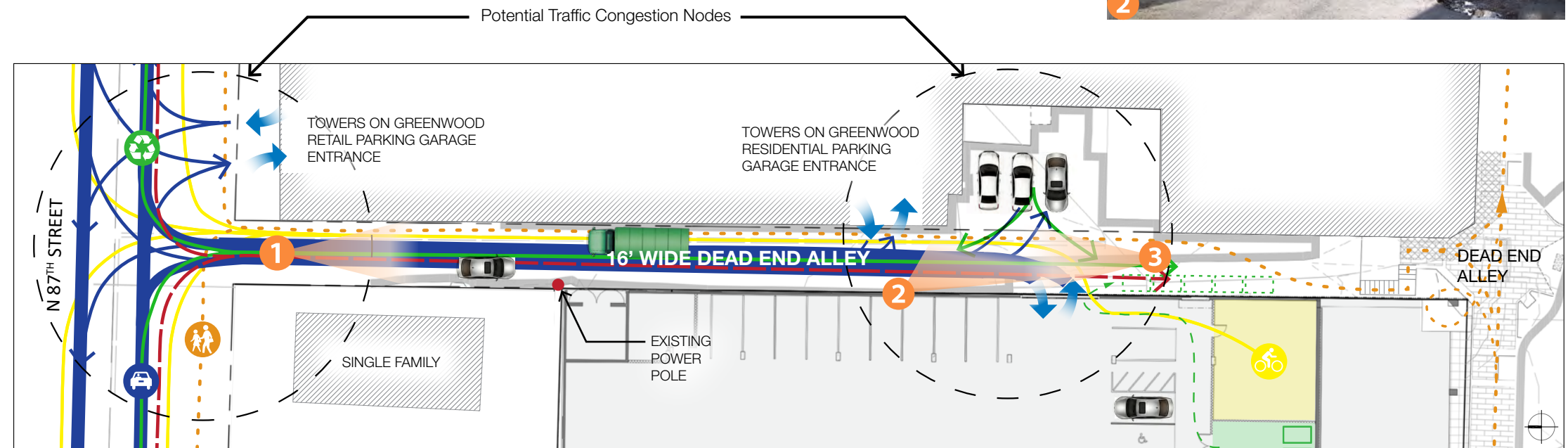
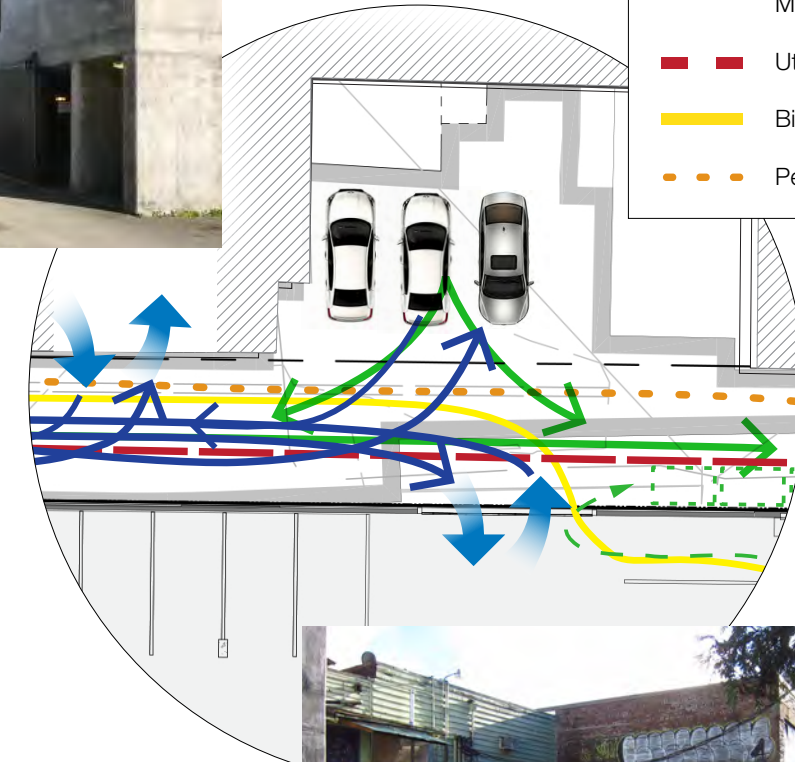
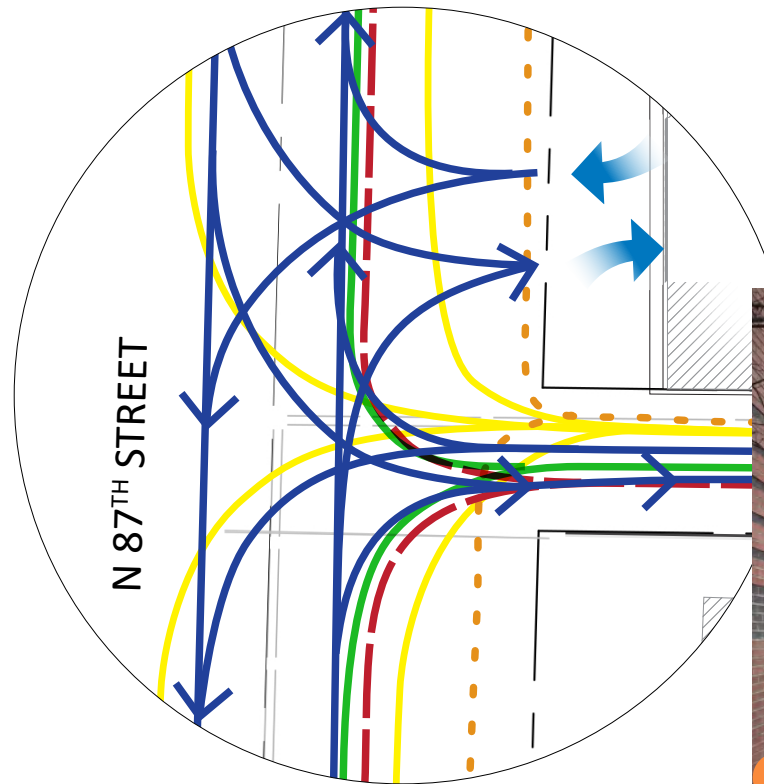
## ALLEY ACCESS - TRAFFIC PATTERNS

|                           |     |     |     |
|---------------------------|-----|-----|-----|
| 4 Greenwood Ave/N 87th St |     |     |     |
| PM Peak Hour              |     |     |     |
| 40                        | 450 | 20  | ↖ ↗ |
| ↙                         | ↘   | ↘   | ↖ ↗ |
| ↖ ↗                       | ↘   | ↖ ↗ | ↖ ↗ |
| N 87th St                 |     |     |     |
| 40                        | ↖ ↗ | ↖ ↗ | ↖ ↗ |
| 45                        | ↖ ↗ | ↖ ↗ | ↖ ↗ |
| 75                        | ↖ ↗ | ↖ ↗ | ↖ ↗ |

Traffic light located +/- 125 feet from alley.



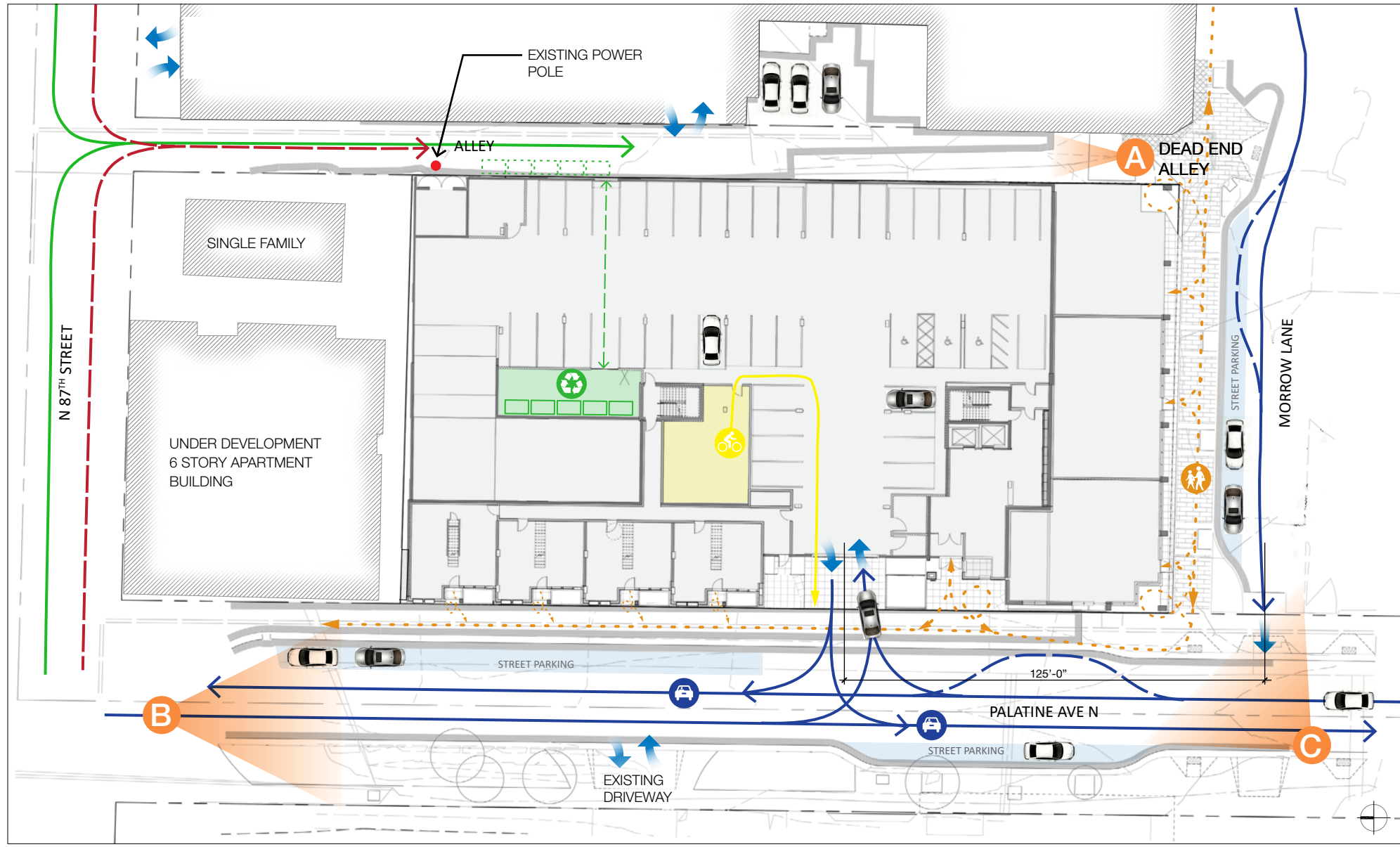
|                           |     |     |     |
|---------------------------|-----|-----|-----|
| 1 Palentine Ave/N 87th St |     |     |     |
| PM Peak Hour              |     |     |     |
| 2                         | 4   | 2   | ↖ ↗ |
| ↙                         | ↘   | ↘   | ↖ ↗ |
| ↖ ↗                       | ↘   | ↖ ↗ | ↖ ↗ |
| N 87th St                 |     |     |     |
| 3                         | ↖ ↗ | ↖ ↗ | ↖ ↗ |
| 149                       | ↖ ↗ | ↖ ↗ | ↖ ↗ |
| 14                        | ↖ ↗ | ↖ ↗ | ↖ ↗ |



N 87TH STREET AND ALLEY INTERSECTION

# Vehicular Access Study - Palatine Ave N

## PALATINE ACCESS - PREFERRED OPTION



With Transit Mode Share Adjustments for Residential

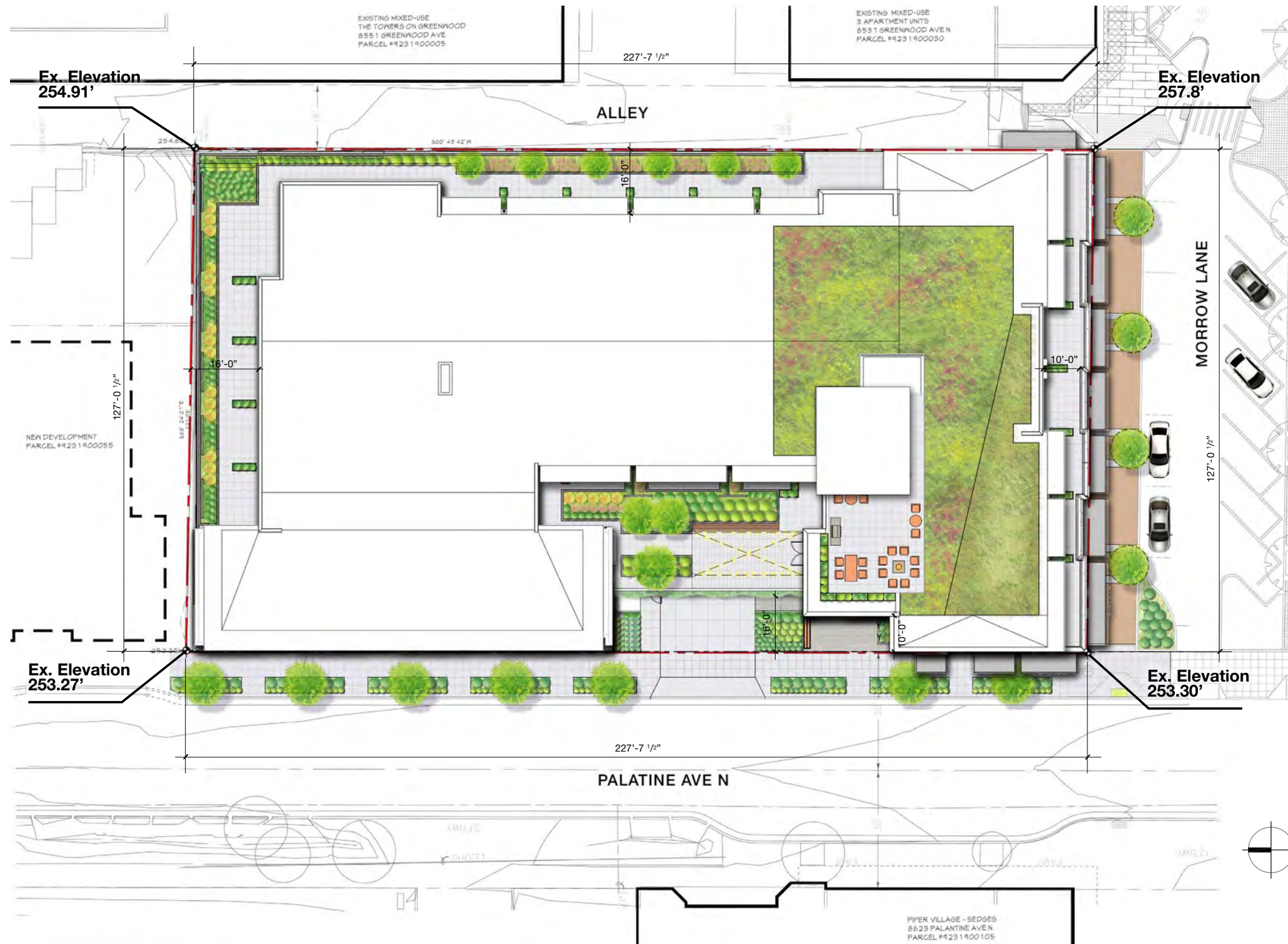
| Time Period          | In  | Out | Total |
|----------------------|-----|-----|-------|
| Weekday AM Peak Hour | 17  | 35  | 52    |
| Weekday PM Peak Hour | 37  | 30  | 67    |
| Weekday Daily        | 545 | 545 | 1,090 |

Key

- Vehicle Path
- Street Parking
- Bicycle Storage
- Waste Management Room
- Delivery / Drop Off
- Pedestrian
- Bicycle Route
- Waste Management Staging
- Utility
- Waste Management

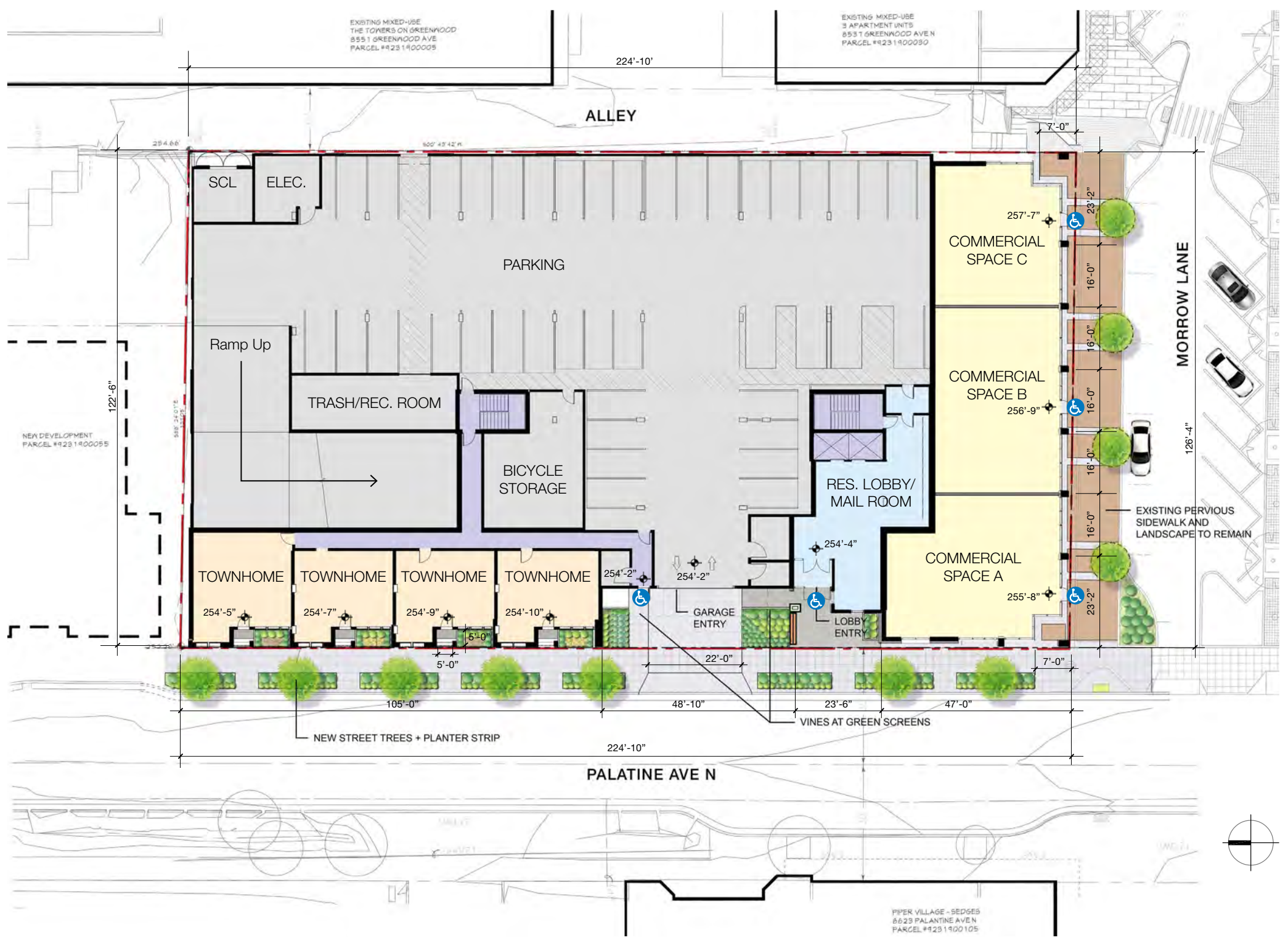
# Preferred Option - Palatine Avenue Access

## SITE PLAN



# Preferred Option - Palatine Avenue Access

## FLOOR PLAN - LEVEL 1



SOUTHWEST CORNER



SOUTHWEST CORNER - STREET VIEW LOOKING EAST

# Preferred Option - Palatine Avenue Access

## FLOOR PLAN - LEVEL 2



RESIDENTIAL LOBBY ENTRY VIEW



STREET VIEW OF GARAGE ENTRY AND LOBBY



# Preferred Option - Palatine Avenue Access

## FLOOR PLAN - LEVEL 3



EAST TERRACE PLANTER



WEST COURTYARD

# Preferred Option - Palatine Avenue Access

## FLOOR PLAN - LEVEL 5



SUN LOVING SOUTH TERRACE PLANTS



TYPICAL PLANTER AT TERRACE





# Preferred Option - Palatine Avenue Access

## FLOOR PLAN - LEVEL 7



# Preferred Option - Palatine Avenue Access

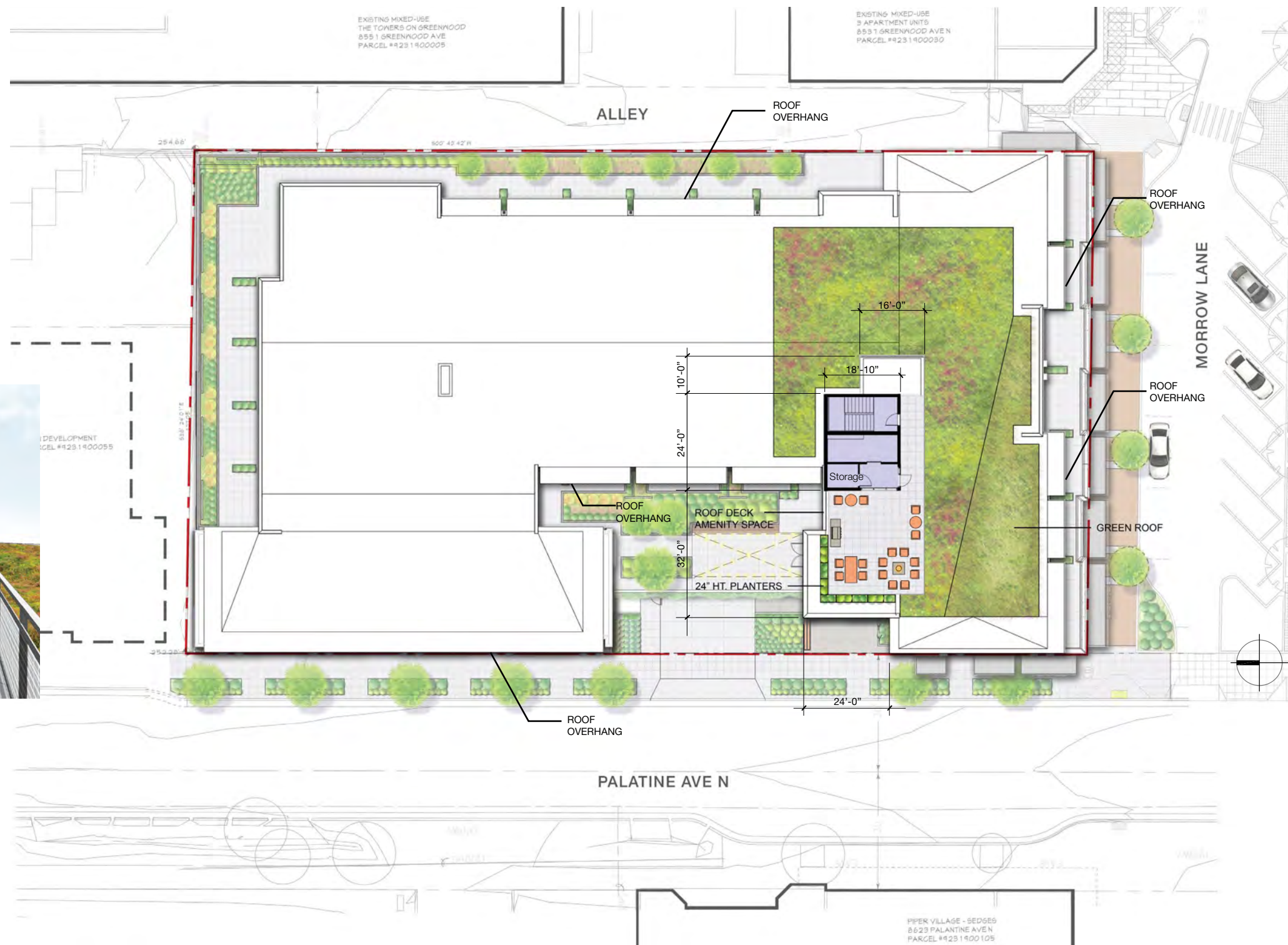
## FLOOR PLAN - ROOF



CONCEPT ROOF DECK WITH FIREPIT



ROOF TERRACE NORTHEAST



# Landscape

## PLANTING



EVERGREEN SCREENING + HEDGE PLANTS



SHADE TOLERANT PERENNIALS + GROUNDCOVERS



ACCENT PLANTS AT WEST TERRACE



SHADE TOLERANT PLANTS FOR NORTH + EAST TERRACE



ROOF DECK PLANTINGS



# Contextual Interpretation

## INSPIRATION & APPLICATION

### STOREFRONT AND COMMERCIAL BAYS



SMALLER COMMERCIAL BAYS ALONG MORROW LANE



BLACK STOREFRONT AND DOORS

### 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.

### 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.



CONTEXT IMAGES: COMMERCIAL FACADES

# Contextual Interpretation

## INSPIRATION & APPLICATION

### BRICK FAÇADE

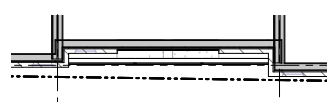
- BRICK: RUNNING BOND AND LIGHTER GROUT
- VARIATION IN BRICK THICKNESSES
  - WALL JOGS AT VERTICAL JOINTS



PARTIAL ELEVATION



PARTIAL PERSPECTIVE



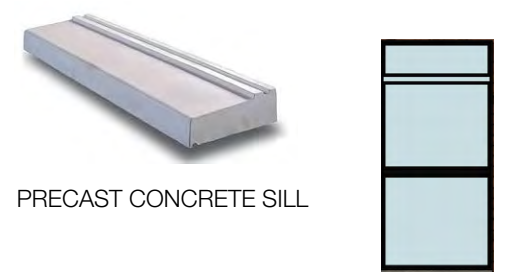
THIN BRICK FOR VERTICAL MODULATION



CONTEXT IMAGES FROM NEIGHBORHOOD: BRICK FACADES AND COLORS



BLACK AWNING WINDOW



PRECAST CONCRETE SILL

RECTILINEAR PROPORTION

### RESIDENTIAL BAYS



SIDING IS REINTERPRETED USING FIBER-CEMENT PANELS AND 2XTRIMS INSPIRED BY THE BOARD AND BATTEN IN THE ADJACENT BUILDINGS



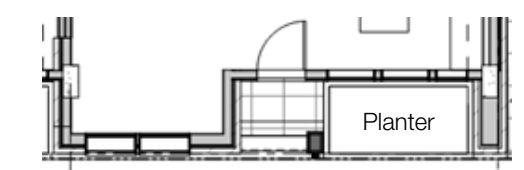
WHITE VINYL AWNING AND FIXED WINDOW



PARTIAL PERSPECTIVE RESIDENTIAL



BRICK: STACK BOND AND CONTRASTING GROUT



PLAN: TOWNHOME BAY

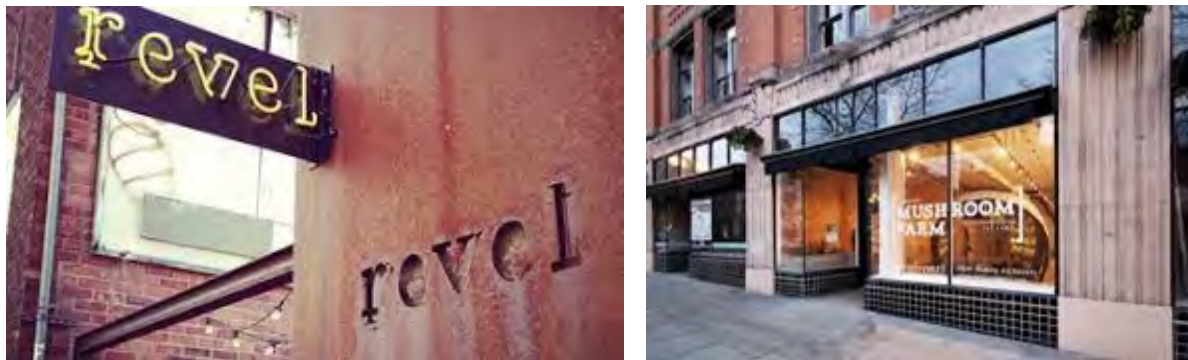


BOARD AND BATTEN SIDING

# Concept Signage and Canopy

## 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.



COMMERCIAL STORE FRONT

## CANOPIES

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



RESIDENTIAL LOBBY

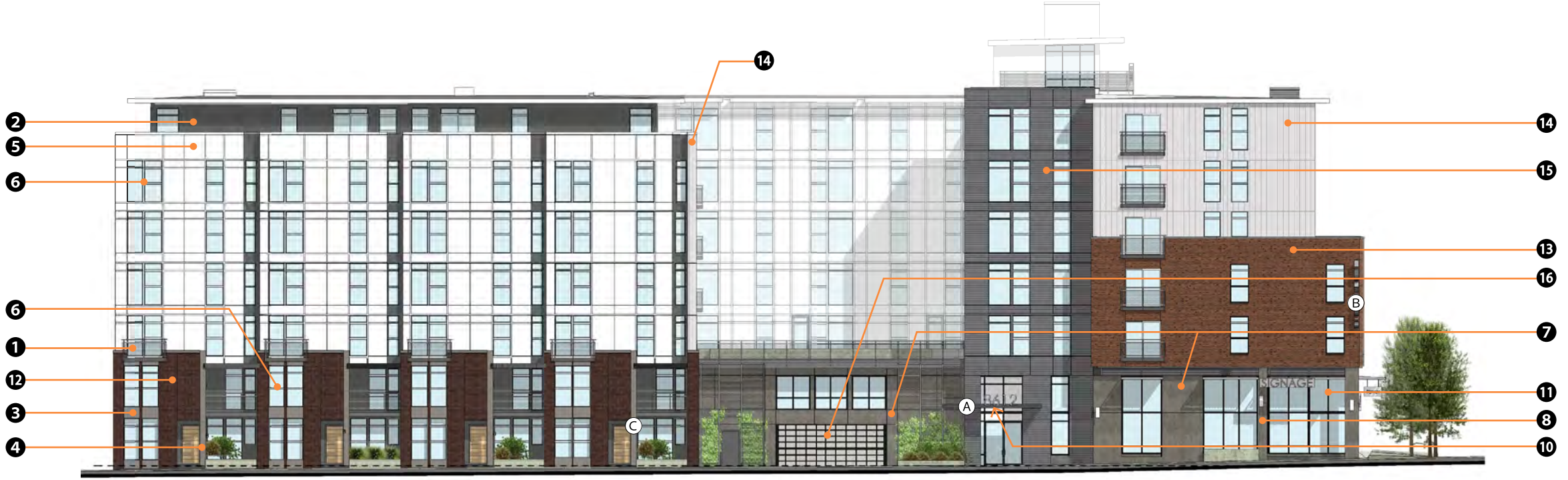


BUILDING CORNER



TOWNHOME UNITS

# Materials and Color Palette



1 METAL RAILING WITH SCREENED INFILL PANELS



2 FIBER CEMENT PANEL, PAINTED COLOR: GRIZZLE GRAY



3 FIBER CEMENT PANEL, PAINTED COLOR: DOVETAIL



4 FIBER CEMENT PANEL PAINTED Channel Siding COLOR: STUDIO TAUPE



5 FIBER CEMENT PANEL, PAINTED COLOR: MODERNE WHITE



6 VINYL WINDOWS WHITE AND BLACK



7 CMU: DARK SEALED EXPOSED CONCRETE Running Bond



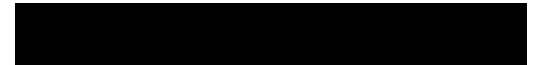
8 DARK STAINED CONCRETE AT COMMERCIAL



9 EXPOSED CONCRETE TYPICAL



10 SLATTED WOOD SOFFIT AT RESIDENTIAL LOBBY ENTRY



11 ALUMINUM STOREFRONT BLACK ANODIZED



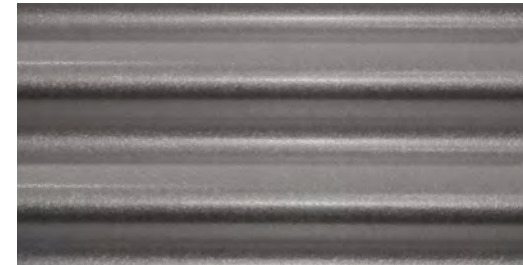
12 BRICK COLOR: DARK IRONSPOT Stack Bond



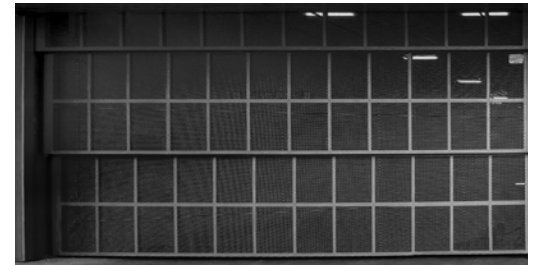
13 BRICK COLOR: MOUNTAIN BLEND Running Bond



14 AEP SPAN COLOR: COOL METALLIC SILVER Vertical



15 AEP SPAN COLOR: COOL ZACTIQUE II Horizontal corrugated



16 BLACK METAL GRILLE GARAGE DOOR

# Colored Elevations

## SOUTH ELEVATION



**CS3-A-3**  
 Long linear window proportion in response to the fenestrations and storefront in the area  
 Note- Deep roof overhangs provide shading and function as unifying design element

**CS3-A-3**  
 Use of brick at south façade to resonate with the neighborhood context

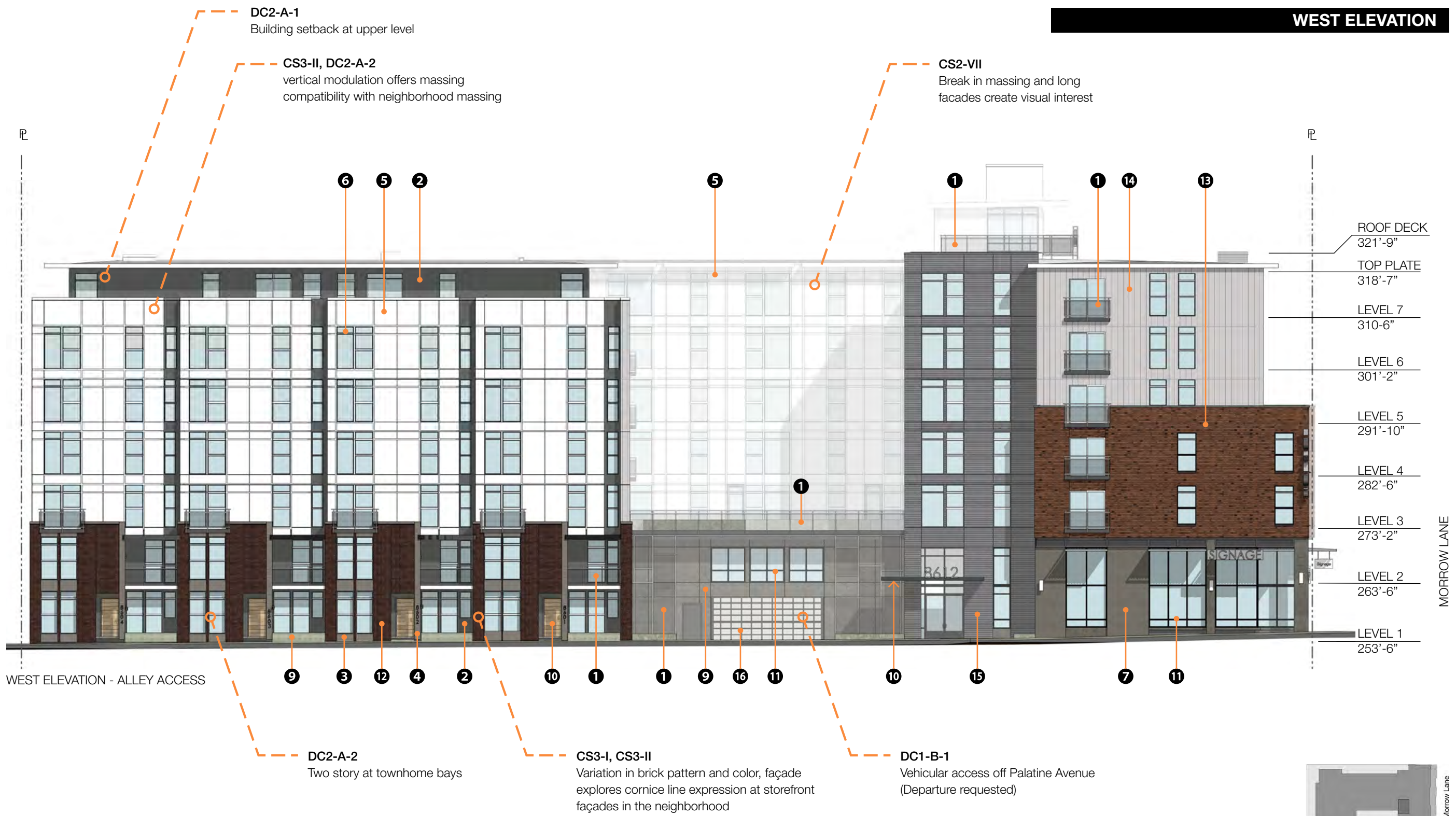
**CS3-A-3, CS3-I, CS3-II**  
 Recessed storefront with smaller bays, Concrete column expression, Canopy line connecting commercial use along Morrow Lane





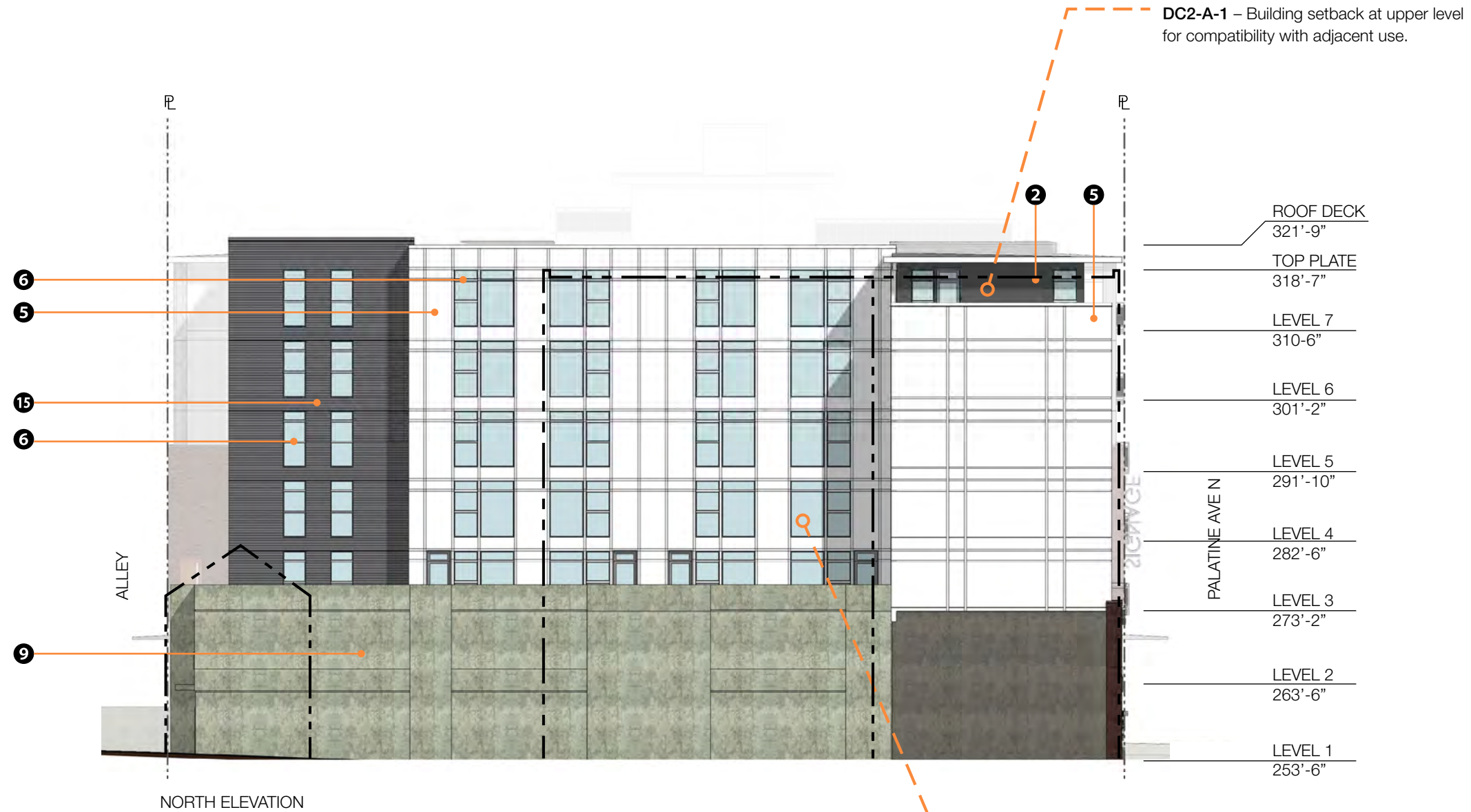
# Colored Elevations

## WEST ELEVATION



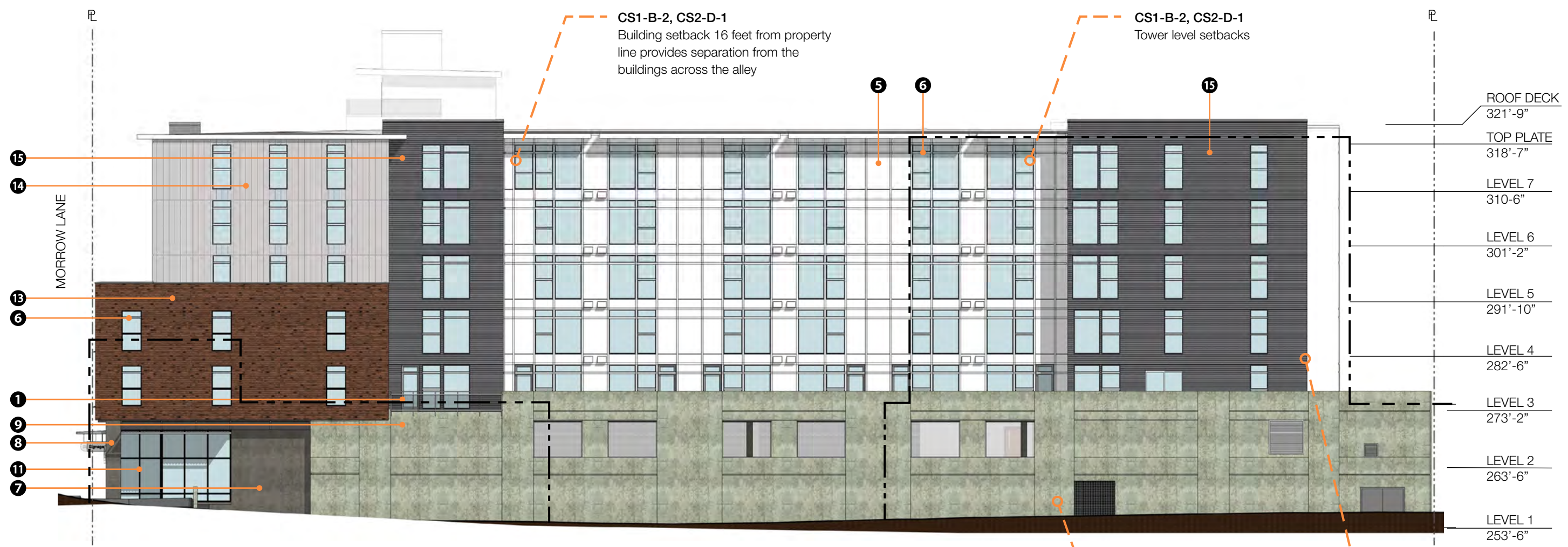
# Colored Elevations

## NORTH ELEVATION



# Colored Elevations

## EAST ELEVATION



**CS1-B-2, CS2-D-1**  
 Building setback 16 feet from property line provides separation from the buildings across the alley

**CS1-B-2, CS2-D-1**  
 Tower level setbacks

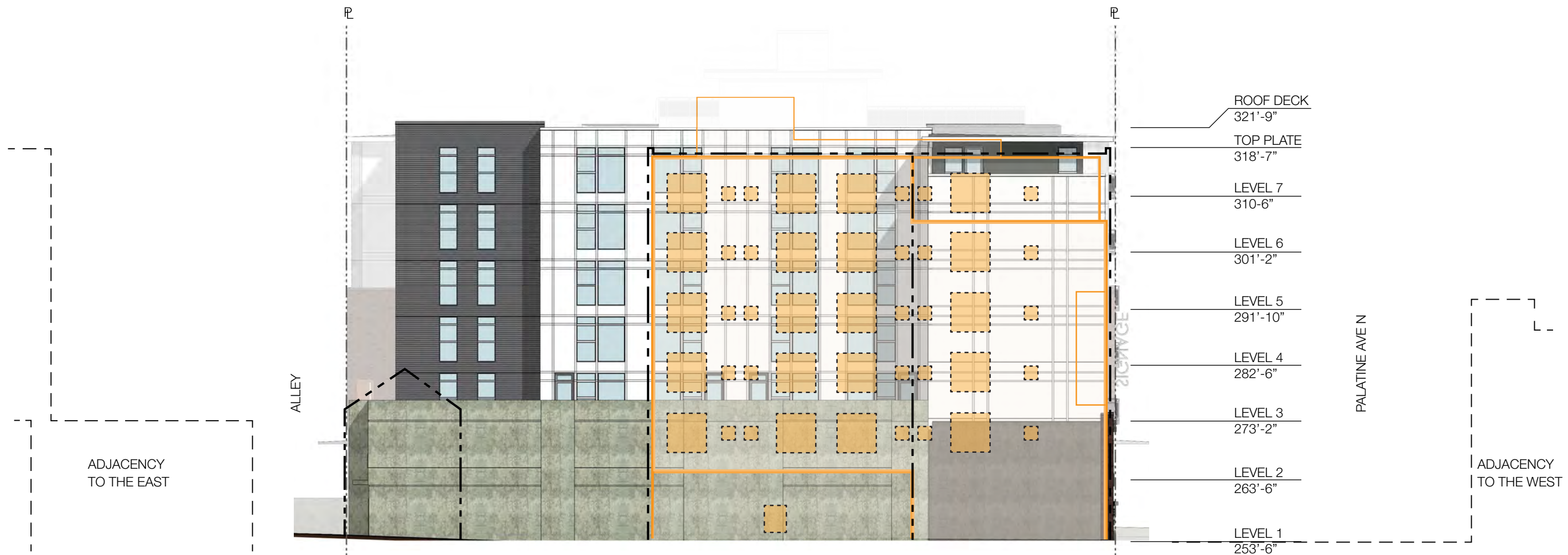
**DC1-C-4**  
 Service access for trash and utilities from the alley

**CS1-B-2**  
 16 feet building setback at north



EAST ELEVATION PALATINE ACCESS

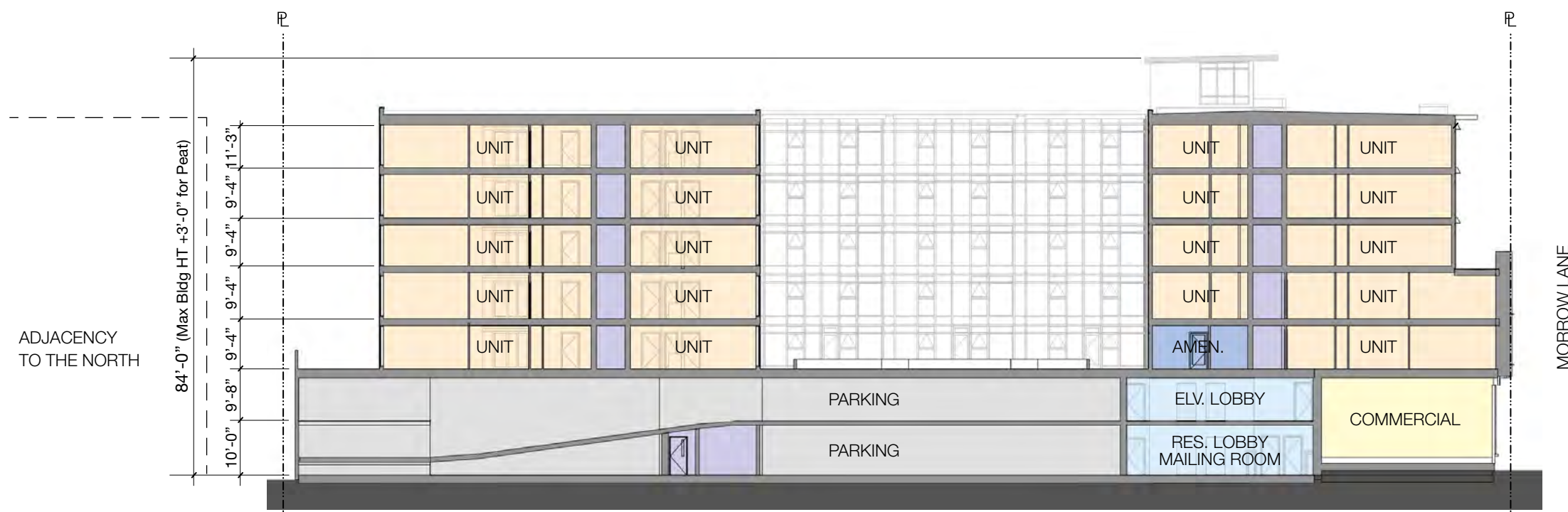
# Window Overlay Diagram



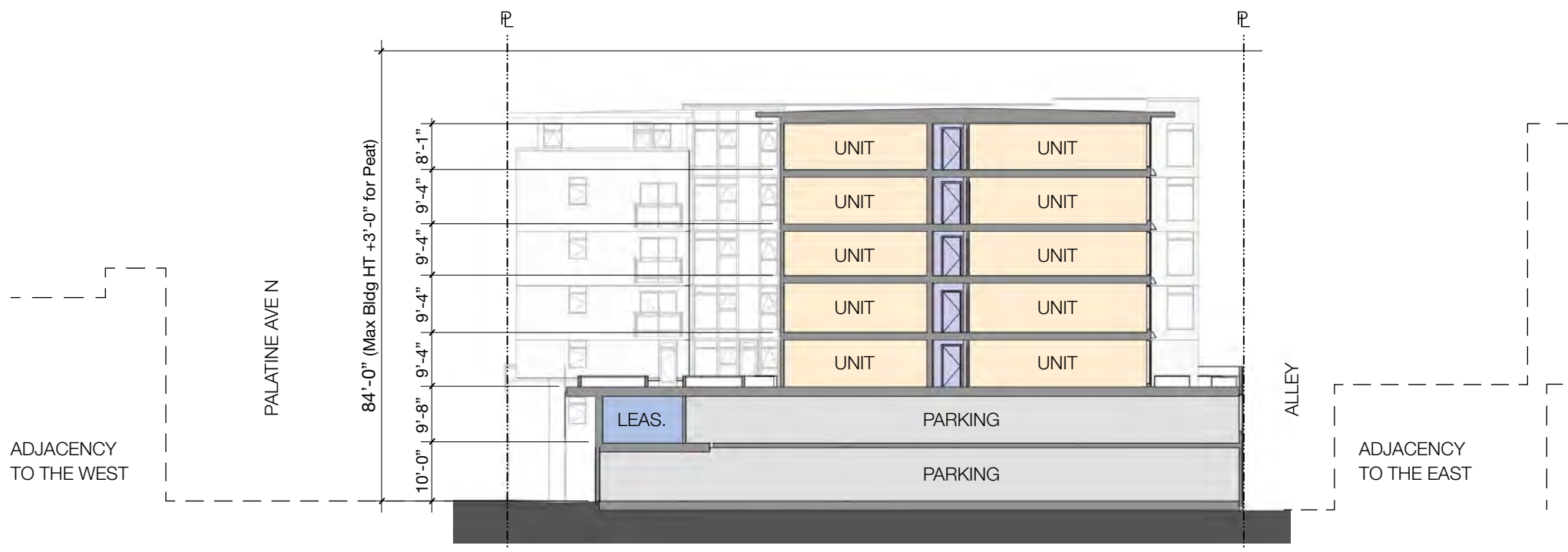
NORTH ELEVATION WITH WINDOW OVERLAY OF PROPOSED BUILDING AT NORTH PROPERTY

# Building Sections

## NORTH - SOUTH & EAST - WEST



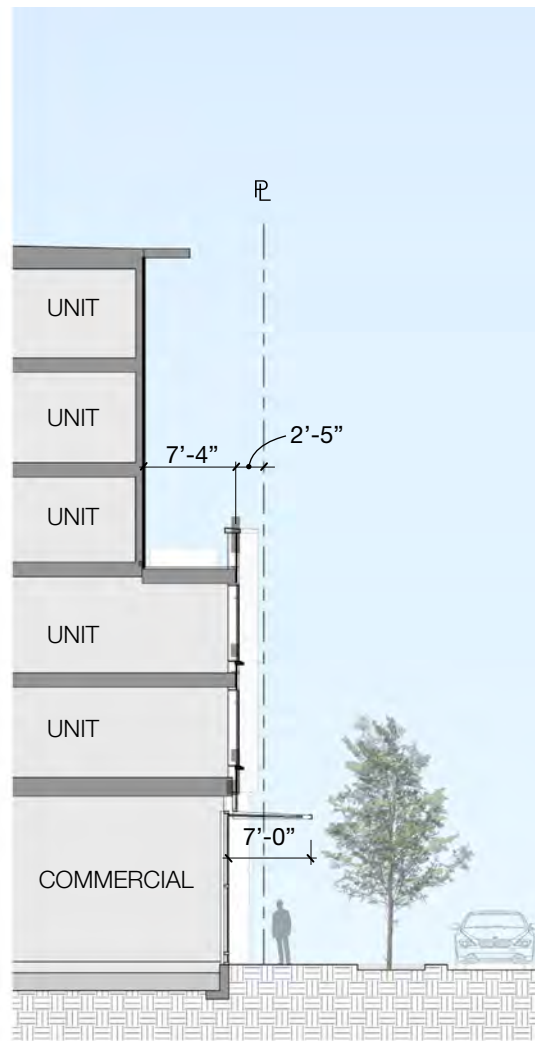
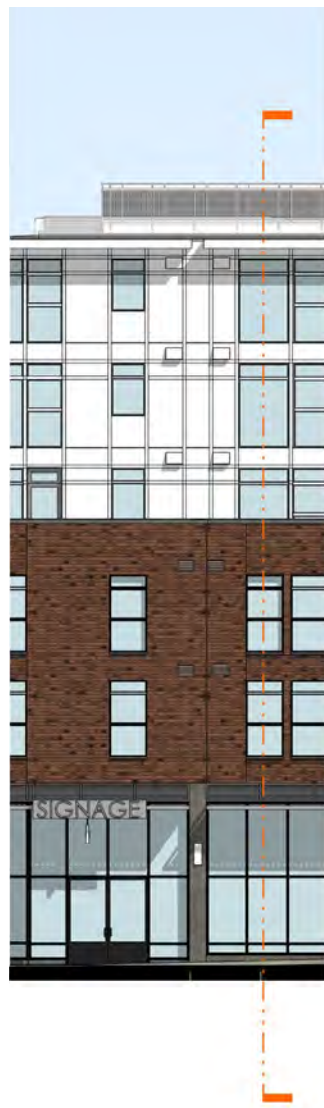
NORTH SOUTH SECTION A-A



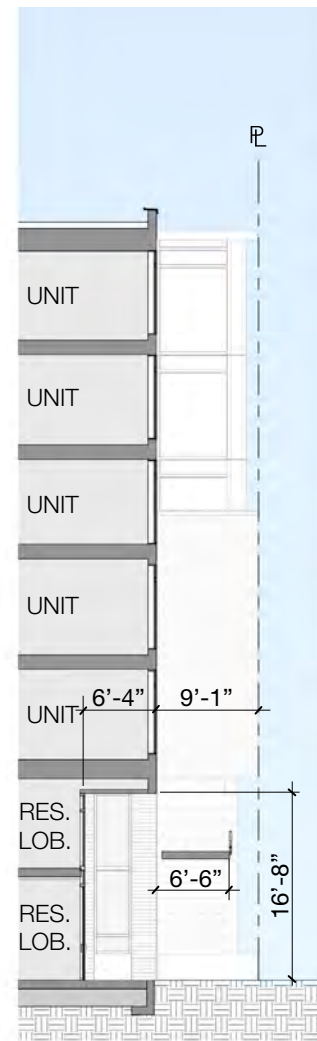
EAST WEST SECTION B-B



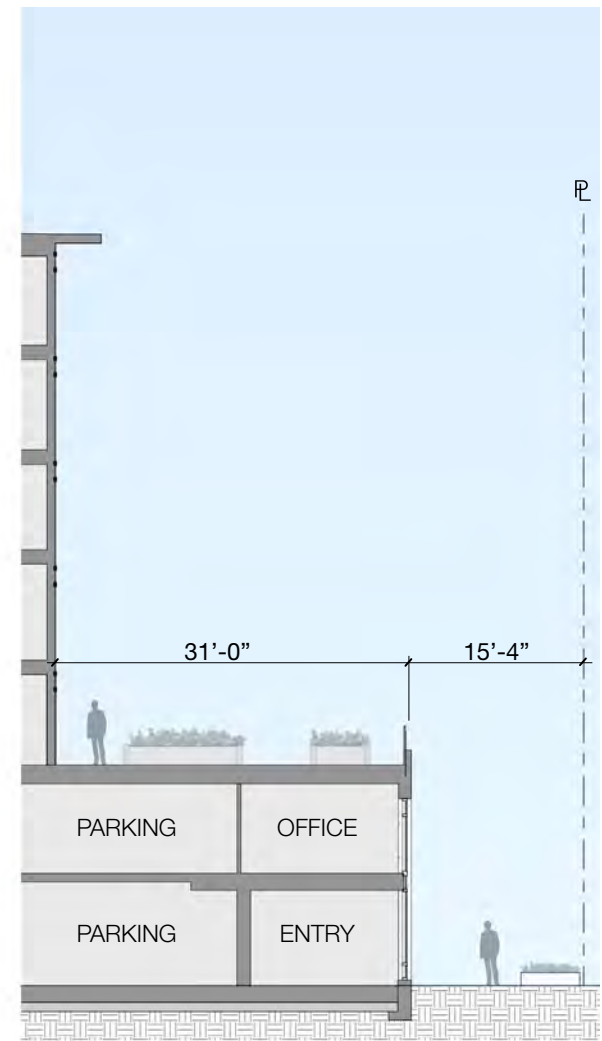
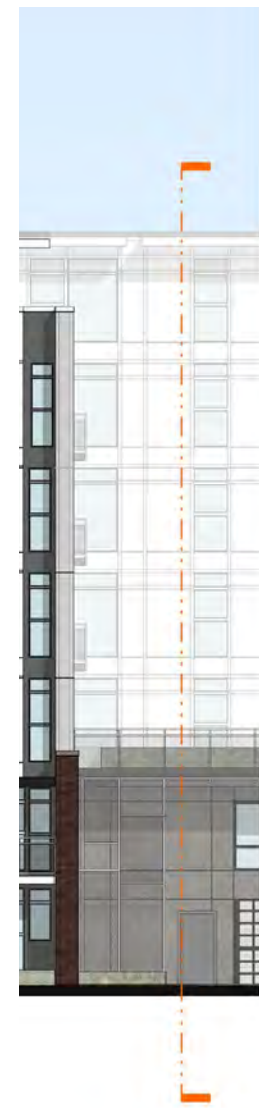
# Canopy and Setback Sections



1 COMMERCIAL ON MORROW LANE



2 RESIDENTIAL LOBBY ON PALATINE AVE N



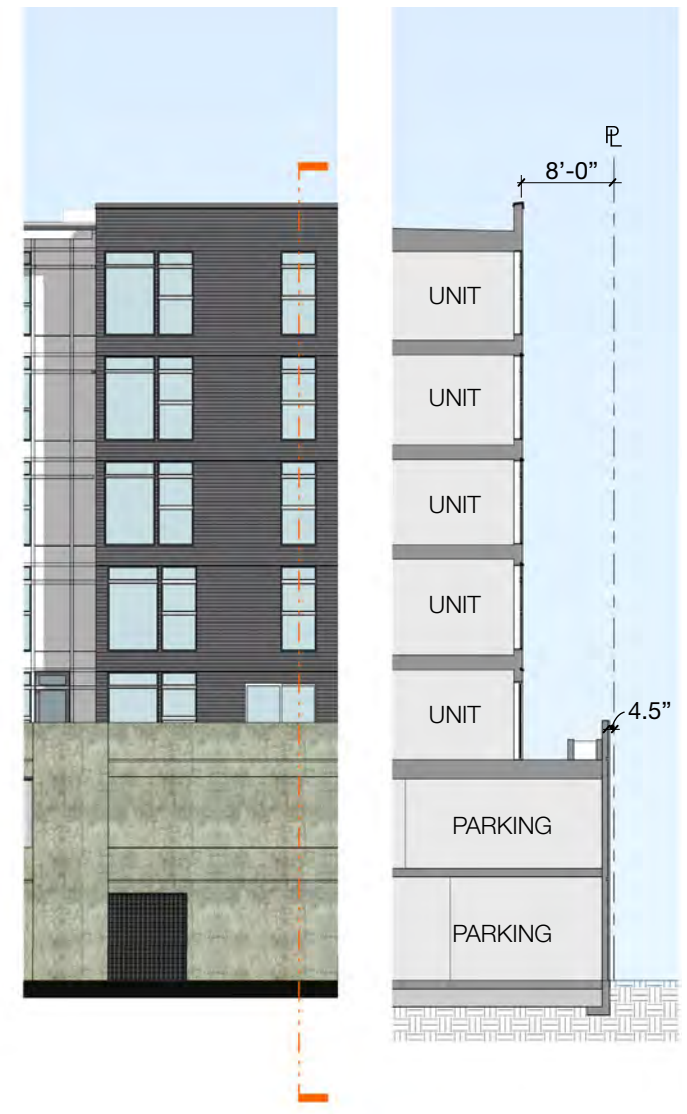
3 TERRACE FACING WEST



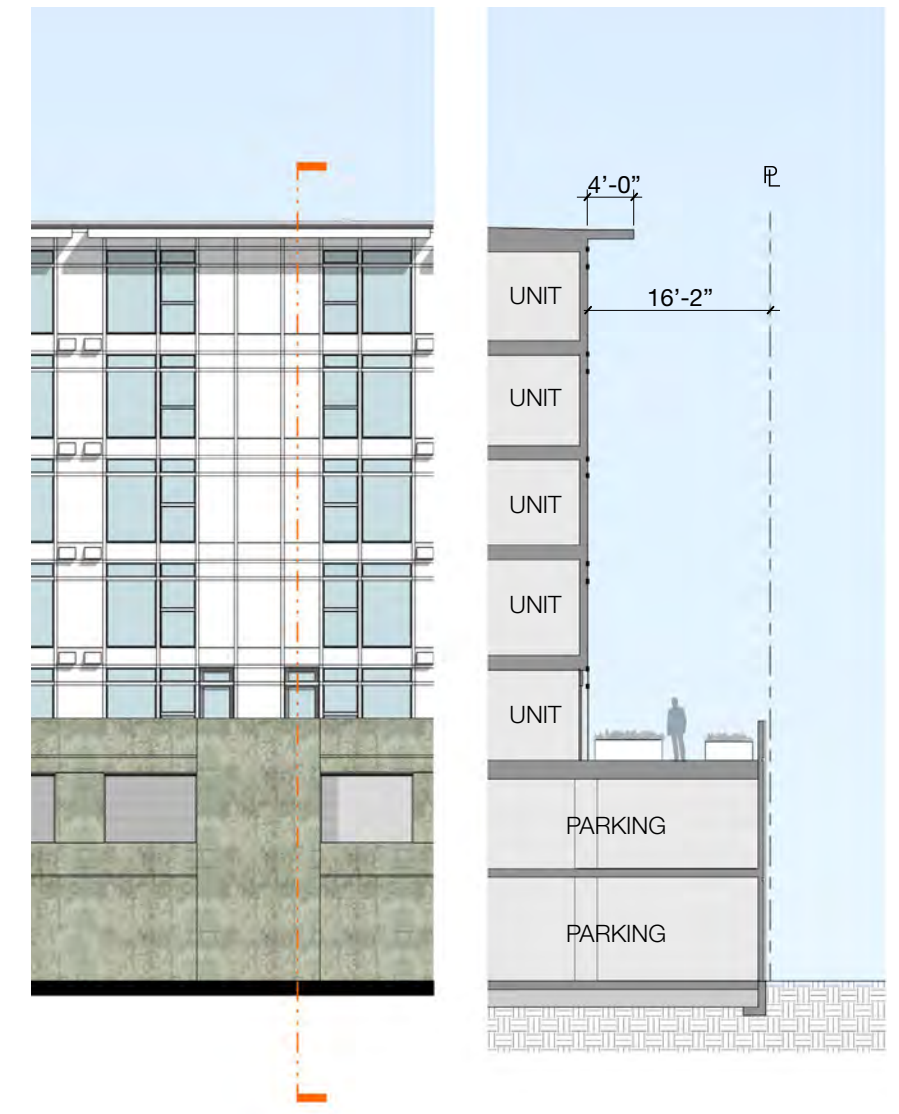
# Canopy and Setback Sections



4 TOWNHOME ON PALATINE AVE N



5 RESIDENTIAL AT ALLEY



6 GARAGE ACCESS AT ALLEY



# Rendered Street Views

## PALATINE AVENUE N



TOWNHOME UNITS



GARAGE ENTRY



# Rendered Street Views

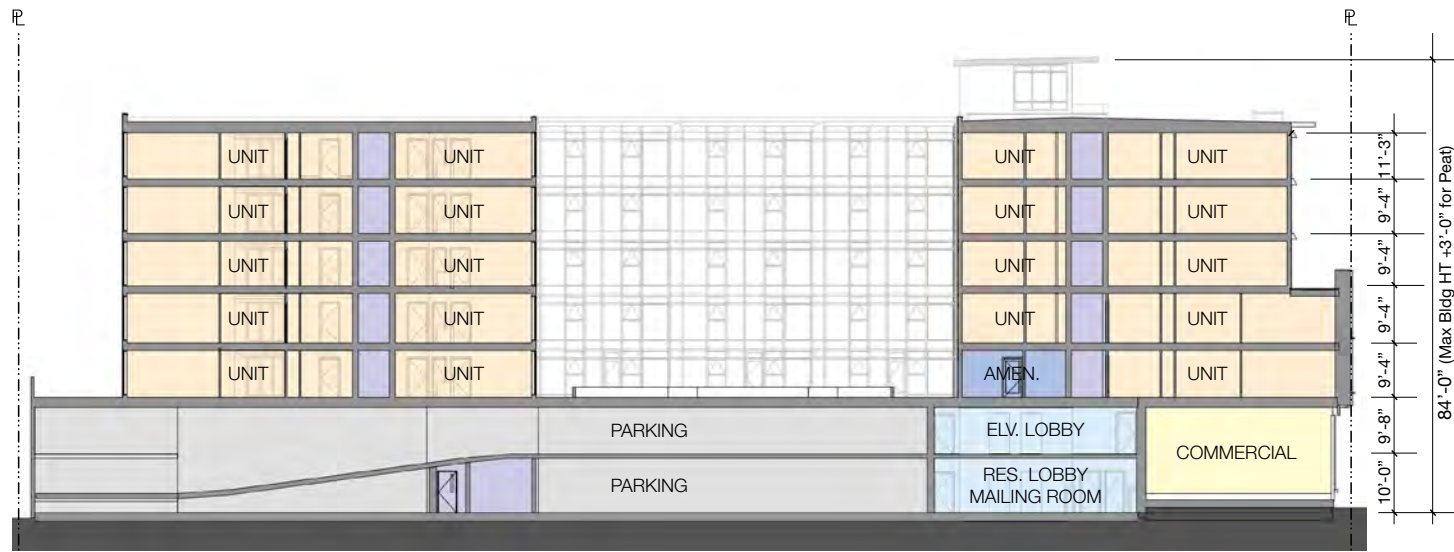
## PALATINE AND MORROW LANE



SOUTHWEST CORNER

# Code Compliant - Access Option

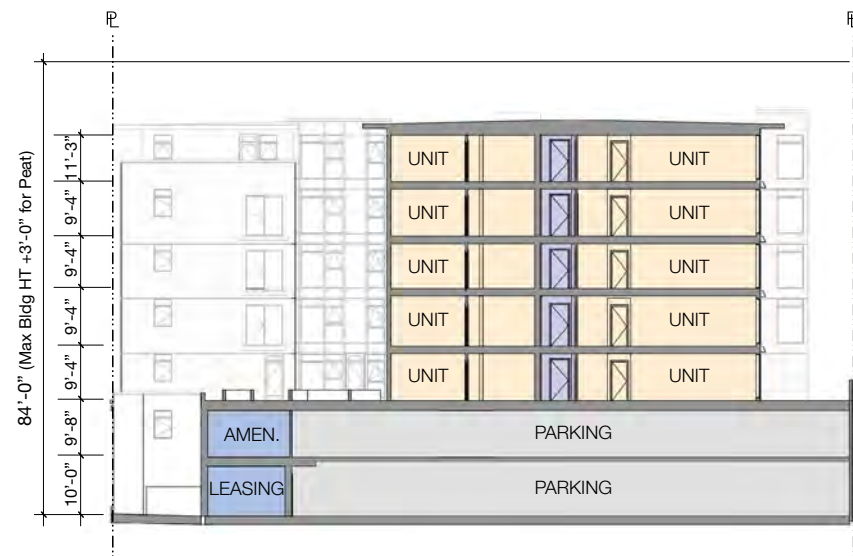
## PLANS AND SECTIONS



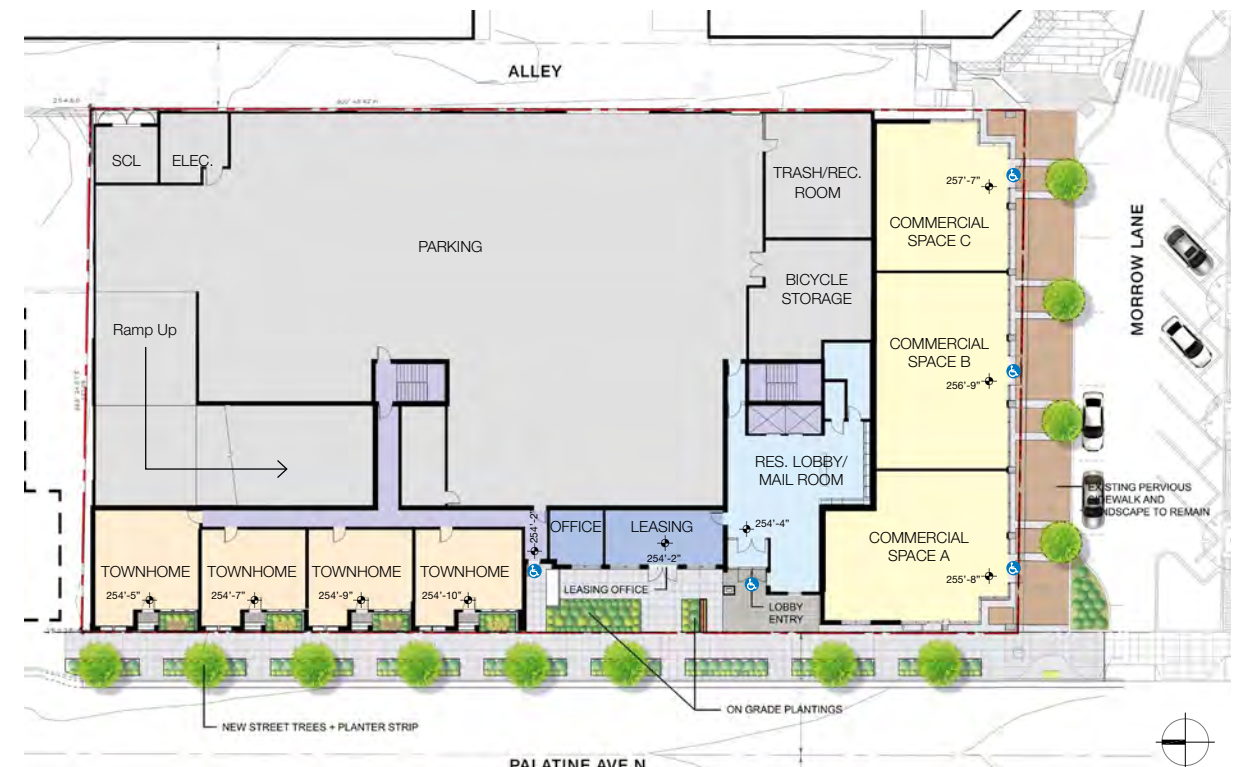
NORTH SOUTH SECTION A-A



LEVEL 2



EAST WEST SECTION B-B



LEVEL 1



# Code Compliant - Access Option

## ELEVATIONS AND STREET VIEW



WEST ELEVATION - ALLEY ACCESS



EAST ELEVATION - ALLEY ACCESS



VIEW OF RESIDENTIAL LOBBY

# Concept Exterior Lighting Plan

## COMPOSITE PLAN



BOLLARD LIGHT



PLANTER LIGHT



FESTIVAL LIGHTING



WALL SCONCE AT TOWNHOME



RECESSED CEILING LIGHT



WALL SCONCE AT UNIT DECK



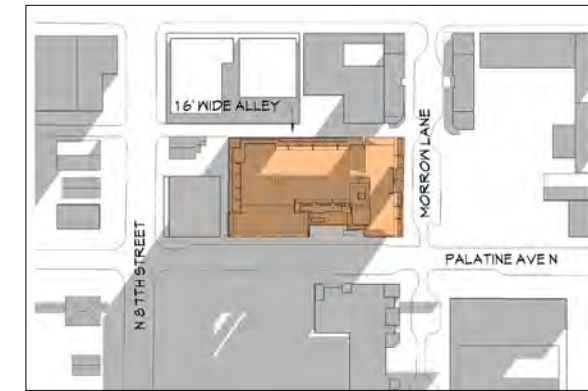
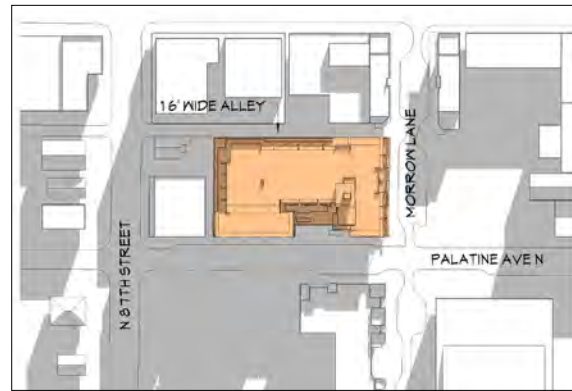
CHANNEL SUSPENSION



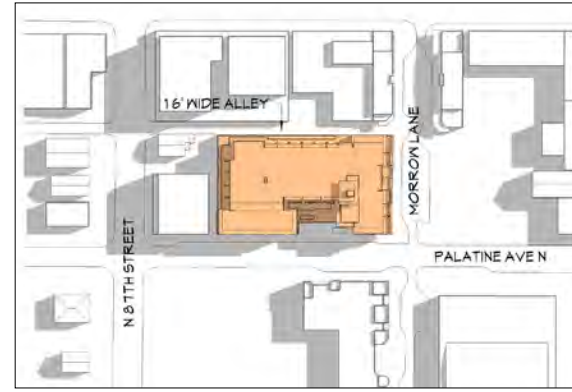
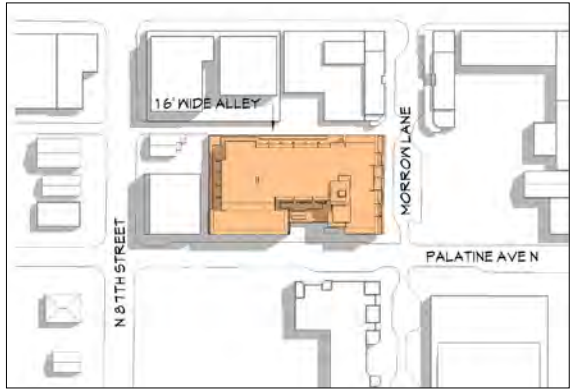
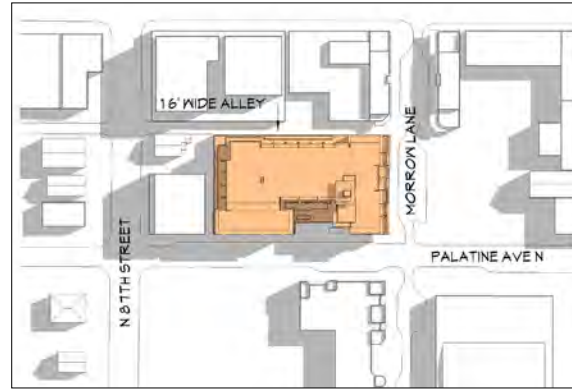
WALL SCONCE



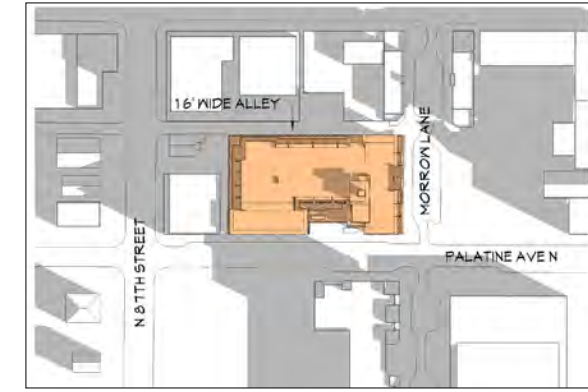
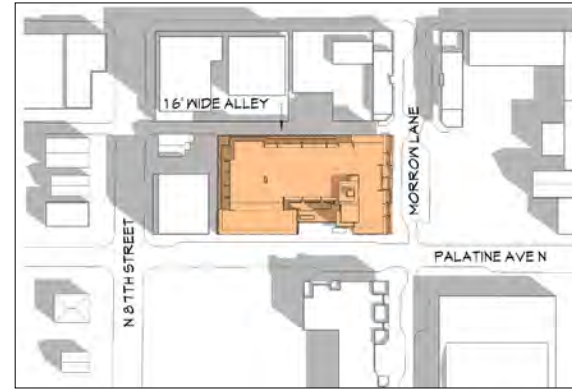
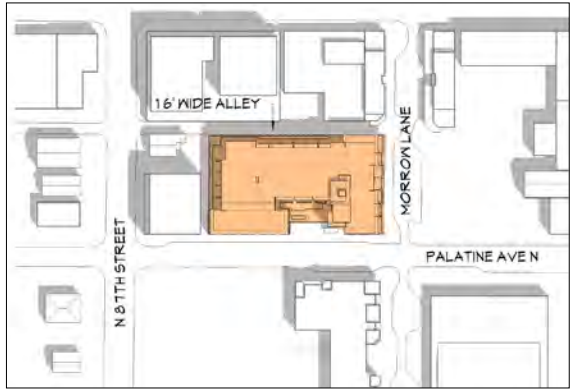
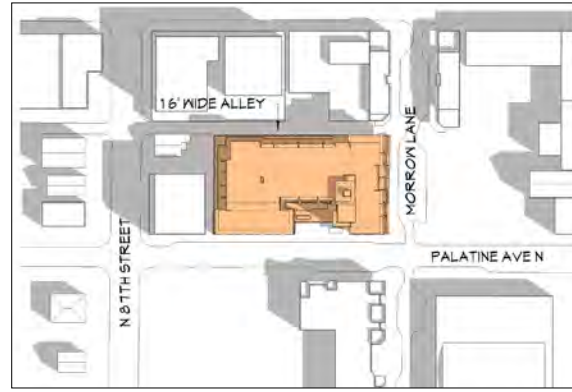
# Sun Studies



9AM



NOON



3PM

MARCH 22

JUNE 22

SEPTEMBER 22

DECEMBER 22

# Departures

| DEPARTURE           | REQUEST   | STANDARD   | PROPOSAL   | RATIONALE  |  |
|---------------------|---|--|--|--|--|
| D1                  | ALLOW TOWNHOME ENTRIES AT THE STREET-LEVEL FAÇADE ON PALATINE AVENUE N TO BE LOCATED LESS THAN FOUR FEET ABOVE SIDEWALK GRADE AND LESS THAN TEN FEET FROM THE LOT LINE. | PER SMC 23.47A.008.D.2, THE FLOOR OF A DWELLING UNIT LOCATED ALONG THE STREET-LEVEL STREET-FACING FAÇADE SHALL BE AT LEAST 4 FEET ABOVE OR 4 FEET BELOW SIDEWALK GRADE OR BE SET BACK AT LEAST 10 FEET FROM THE SIDEWALK   | TOWNHOME ENTRIES LOCATED ONE FOOT ABOVE THE SIDEWALK GRADE AND SET BACK FIVE FEET FROM THE LOT LINE. | BRINGING THE TOWNHOME MASSING CLOSER TO THE LOT LINE CREATE STRONG TWO-STORY BAYS AT THE SIDEWALK AND HELP REDUCE THE PERCEIVED BULK ALONG THE PALATINE AVENUE FACING FACADE. THE PROPOSED 5 FEET DEEP ENTRY PORCHES AND ADJACENT PLANTERS OFFER PRIVACY AND SEPARATION FROM THE SIDEWALK. RAISING OR LOWERING ENTRY PORCHES MORE THAN ONE FOOT IS INFEASIBLE DUE TO FLOOR HEIGHT CONSTRAINTS AND PEAT CONDITIONS. |  |
| D2                  | ALLOW PARKING GARAGE ACCESS ALONG PALATINE AVENUE N FAÇADE TO BE SET BACK MORE THAN 10 FEET FROM THE STREET LOT LINE.   | PER SMC 23.47A.008.A.3, STREET-LEVEL STREET-FACING FACADES SHALL BE LOCATED WITHIN 10 FEET OF THE STREET LOT LINE, UNLESS WIDER SIDEWALKS, PLAZAS, OR OTHER APPROVED LANDSCAPED OR OPEN SPACES ARE PROVIDED PER SMC 23.47A.008.A.3.  | PARKING GARAGE ENTRY WALLS SET BACK 15 FEET FROM THE LOT LINE.                                       | PARKING GARAGE ENTRY WALLS ARE SET BACK 15 FEET FROM THE LOT LINE. TALL GREEN SCREEN ELEMENT AND PLANTING REDUCES DRIVEWAY IMPACT. THE WIDENED SIDEWALK, PLANTERS AND BENCH FOR SEATING MAKE A WELCOMING EXTERIOR AT THE RESIDENTIAL LOBBY ENTRY.  |  |
| D3 Preferred Option | ALLOW PARKING ACCESS OFF PALATINE AVENUE N  | PER SMC 23.47A.032.A.1 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 THE ALLEY ACCESS IS FEASIBLE AND DESIRABLE TO MITIGATE PARKING ACCESS IMPACTS. IF ALLEY ACCESS IS INFEASIBLE, THE DIRECTOR MAY ALLOW STREET ACCESS. | PROVIDE A SINGLE TWO-WAY CURB-CUT OFF PALATINE AVENUE N  | THE PROJECT SEEKS DEPARTURE BASED ON DESIGN MERIT TO ALLOW PARKING ACCESS OFF PALATINE AVENUE N. THE PROJECT DOES NOT MEET CITY'S TYPE I ALLEY ACCESS EXCEPTION.   |  |