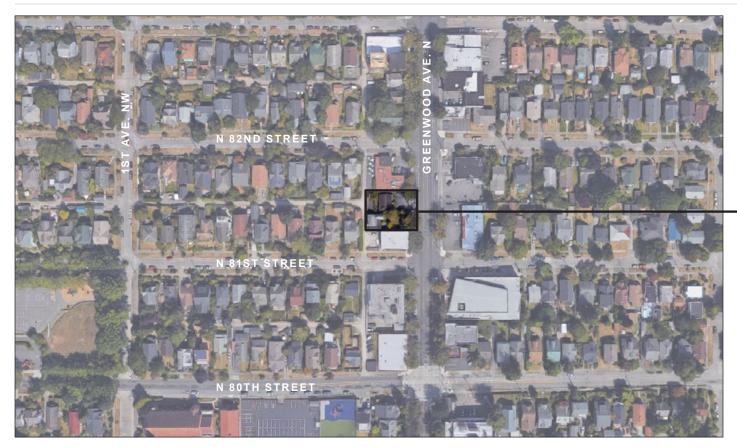


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VICINITY MAP

EXISTING SITE

The project site consists of two parcels (APN 291920-0865 & 291920-0870) on the western portion of Greenwood Ave N. Immediately adjacent to the site on the northern border is a single-story medical office building, and to the south is a two-story apartment building. The subject parcels are a total of 7,439 SF and measures approximately 91' in the east-west direction and 81.5' in the north-south direction. The site slopes downward from the west to the east with an approximate grade change in that direction of 10 feet. A single-family residence and small office building currently occupy the two parcels.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned NC2P-40, indicating that the structure may go up to 40'-0" plus additional applicable height bonuses. The NC zoning continues north and south along Greenwood Ave N for at least a mile in either direction. Directly to the west across the alley the zoning drops to SF 5000, which will require upper level setbacks to be taken into account. Across the street on the east side of Greenwood Ave N, the NC2P-40 designation continues for approximately 1-3 parcels and falls to SF5000 beyond that. Generally, the zoning is NC2P-40 along Greenwood Ave N, with SF5000 to the east and west. The subject parcel is within the Greenwood-Phinney Ridge (Residential Urban Village), and is confirmed to be in a Frequent Transit area. No parking is required nor will it be provided.

DEVELOPMENT OBJECTIVES

The owner proposes the construction a new mixed-use apartment building with approximately 40 small efficiency dwelling units (SEDUs) and a commercial space along Greenwood Ave N. The objective for these apartments is to provide upscale and attainable housing that is within walking distance to the neighborhoods of Greenwood and Phinney Ridge, and public transportation. The demographic that will benefit most from this housing will be students, young professionals, and wage earners in the neighborhood, or city-dwellers seeking a more pedestrian-oriented lifestyle. These small efficiency apartments will transition between the commercial and residential boundaries of the immediate area, and will create convenient and reasonably priced housing options supportive of the vibrant, active, and community-oriented neighborhood.

NEIGHBORHOOD DEVELOPMENT

The immediate blocks in the zone are a mix of multi-family apartment buildings, commercial businesses, and single-family homes. There is a variety of commercial buildings along Greenwood Ave N, which includes several restaurants, coffee shops, bars, various small businesses, and a small, neighborhood grocery store within walking distance. The number 5 bus line runs along Greenwood Ave N and provides a quick link between the neighborhood and downtown Seattle, and only a few blocks north, the number 45, 355, and 994 run along NW 85th St east to the University of Washington. The 45 also connects to the link light rail at the University of Washington Station. A new public park is currently under construction directly across the street from the subject site, with the Greenwood Public Library less than a block away at the intersection of N 81st St and Greenwood Ave N. In general, the area is conducive to an active lifestyle, ideal for students, and provides the necessary transportation and pedestrian links between the city center, the University of Washington, and the immediate neighborhood.



O SITE LOCATION

8105 Greenwood Ave N & 8111 Greenwood Ave N

ZONING SUMMARY

Zone: NC2P-40

Overlay: Greenwood-Phinney Ridge (Residential Urban Village)

PROJECT PROGRAM

Site Area: 7,439 SF

Number of Residential Units: Approximately 40 Commercial Space: 1 Commercial (Approximately

780-1170 SF)

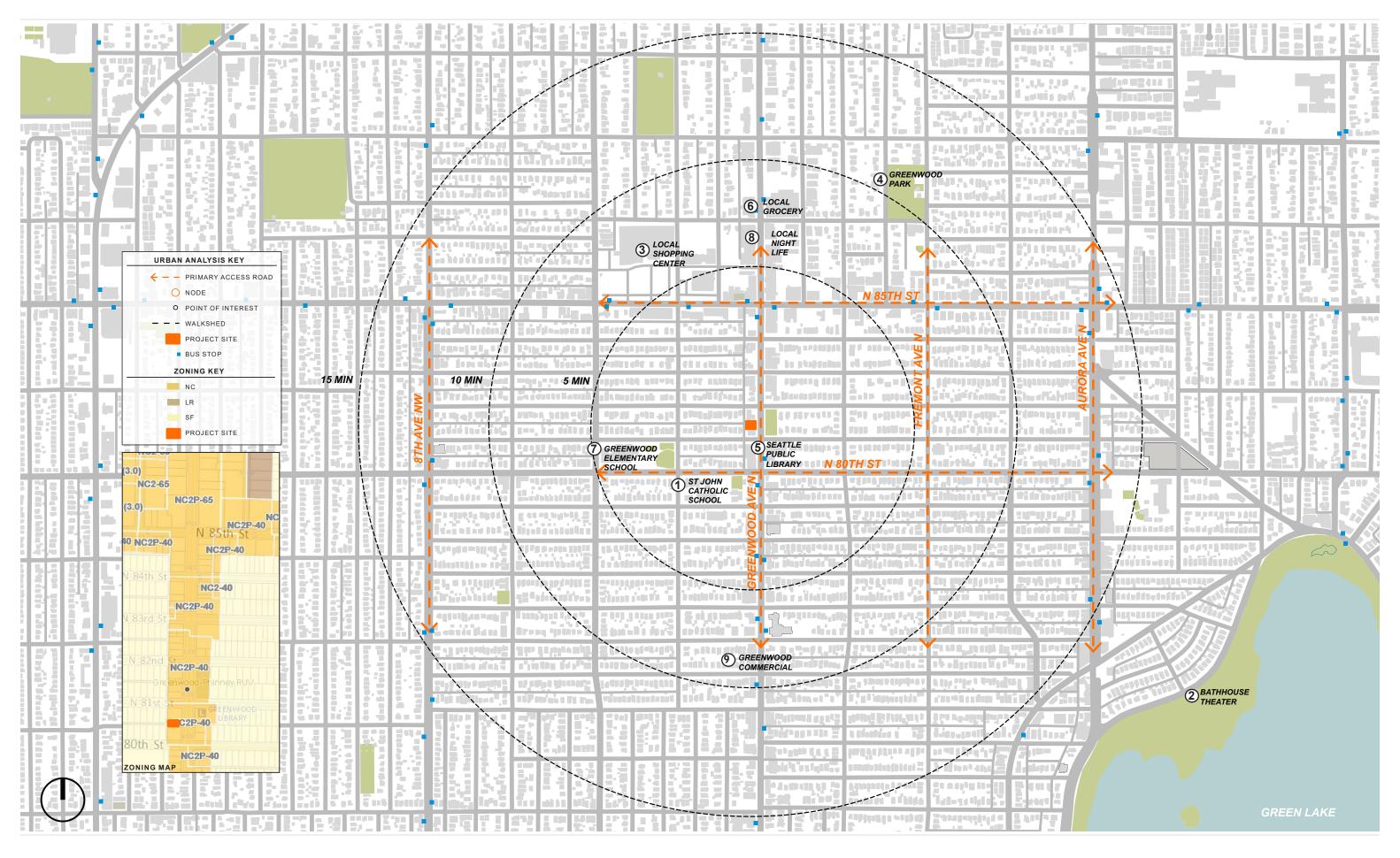
Number of Parking Stalls: 0

Proposed Bike Parking: Approximately 30 Stalls Total Area: Approximately 19,600 SF-19,990 SF

Total Area Above Grade: Approx. 19,600 SF-19,990 SF

Allowable FAR = 3.25

Proposed FAR = Approx. 2.67



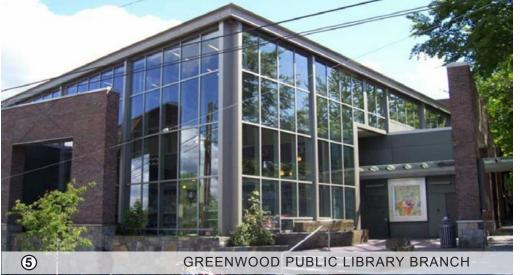
C O N E ARCHITECTURE



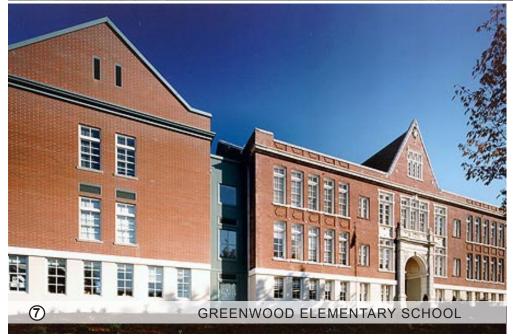
















C O N E ARCHITECTURE

ADDRESSES: 8105 Greenwood Ave N

8111 Greenwood Ave N

2919200870 PARCEL #:

2919200865

ZONING: NC2P-40

Greenwood-Phinney Ridge (Residential Urban Village) **OVERLAYS:**

TOTAL SITE AREA:

23.47A.004 PERMITTED USES

Permitted outright:

Residential

23.47A.005 STREET LEVEL USES

Residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing facade, in a 23.54.015 REQUIRED PARKING pedestrian designated zone, facing a designated principal pedestrian street.

23.47A.008 STREET-LEVEL DEVELOPMENT STANDARDS

- Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 Residential, 26-50 dwelling units: 375 SF feet in width. The total of all blank facade segments may not exceed 40% of the width of the facade of the The minimum horizontal dimension of required storage space is 12 feet. structure along the street.
- 60% of the street facing facade between 2 and 8 feet shall be transparent.
- street level street-facing facade.
- Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.
- At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry; and
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

23.47A.012 STRUCTURE HEIGHT

	NC2P-40
Allowed Maximum Base Height:	40'-0"
4' additional allowed for rooftop features (parapets, clerestories, etc.)	44'-0"
16' additional allowed for stair & elevator penthouses:	56'-0"

23.86.006 STRUCTURE HEIGHT MEASUREMENT

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level ("average grade level" means the average of the elevation of existing lot grades at the midpoint, measured horizontally, of each exterior wall of the structure, or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure.)

23.47A.013 FLOOR AREA RATIO

Maximum FAR: 3.25 (24,177 SF) Minimum FAR: 1.5 (11,159)

23.47A.014 SETBACKS REQUIREMENTS

Setback requirements for lots abutting or across the alley from residential zones:

• For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone as follows: Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet.

A minimum five (5) foot landscaped setback may be required per Section 23.47A.016, Screening and Landscaping Standards.

23.47A.016 LANDSCAPING AND SCREENING STANDARDS

- Green Factor score of .30 or greater, per Section 23.86.019, is required for any lot with development containing more than four new dwelling units.
- Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B.2 and Section 23.53.015.
- Existing street trees shall be retained unless the Director of Transportation approves their removal.
- The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided.

23.47A.024 AMENITY AREA

5% of gross floor area in residential use Required:

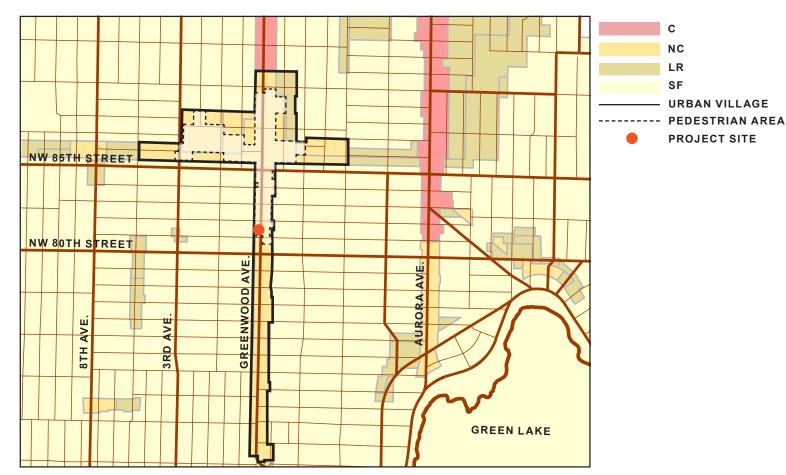
5% x 19,000 SF =995 SF

Parking is not required. The project is within an Urban Village and meets the definition of Frequent Transit.

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS

Commercial, 0-5,000 SF: 82 SF (.5) = 41 SF

Mixed use development that contains both residential and non-residential uses shall meet the storage space Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the requirements for residential development, plus 50 percent of the requirement for non-residential development.

















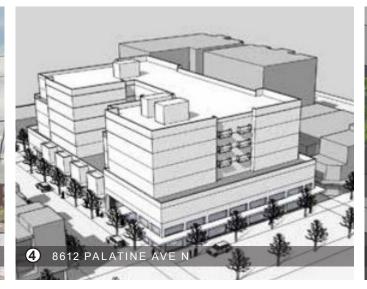
C O N E ARCHITECTURE





















GREENWOOD AVE N LOOKING WEST (A)



ACROSS FROM SITE

GREENWOOD AVE N LOOKING EAST (B) —

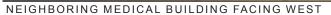






ALLEY WAY LOOKING WEST (B)







SFR & NEIGHBORING APT



NTERSECTION @ ALLEY FACING WEST



NEIGHBORING APARTMENT FACING SOUTH



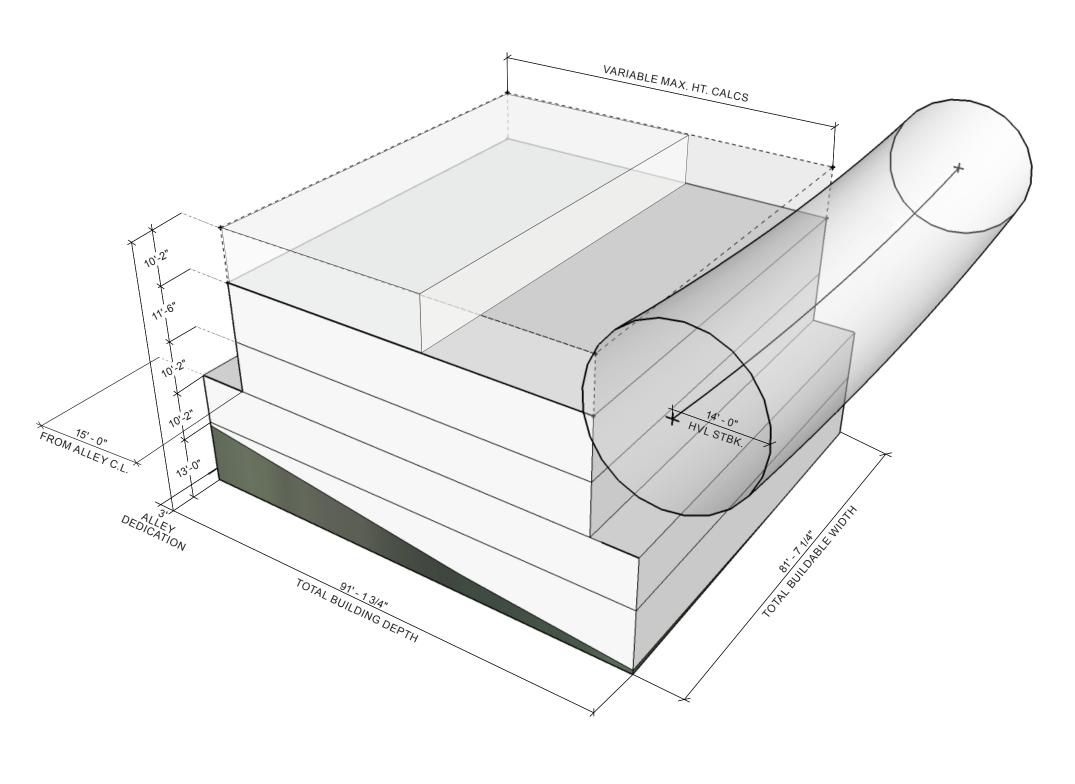
SITE FACING WEST FROM GREENWOOD AVE N

MAXIMUM DEVELOPMENT POTENTIAL

The project site is zoned commercial but borders single family zoning to the west across the alley. The commercial zoning allows the building to extend to all property lines at the ground level, with the exception of a required 3' dedication at the alley. Adjacent to the residential zone to the west, the building with be required to set back 15' above 13' without the granting of a Design Departure. The structure height limit of 40' allows for 4 stories, plus a 4' bonus for parapet walls and a 16' bonus for stair/elevator access to the roof. To be sure the, grade difference between the Greenwood Ave N and the alley (approximately 10' - 0") creates an average grade that will not allow four stories above the street level to continue west to the alley. Rather, the building will have to step down at some distance to the west. In addition, existing high voltage lines (HVLs) along Greenwood Avenue North will require the building to step back above the 3rd floor. To be sure, the large grade change between the alley and Greenwood Avenue North, as well as the required upper level setbacks adjacent to the residential zoning to the west and HVLs to the east, create a constrained building far smaller than would be possible based on the zoning designation alone.



A proposed mixed use development 4-blocks north near the intersection of Greenwood Ave N and NW 85th St.



EXISTING SITE CONDITIONS

PROPOSED PROJECT SITE

- Two parcels located mid-block on the west side of Greenwood Ave N
- Site Area = 7,439SF, and measures roughly 81.5' wide by 91' deep

TOPOGRAPHY

- 10'-0" slope down across site from west to east
- 2'-0" slope down along Greenwood Ave N frontage from south to north

ADJACENT BUILDINGS AND USES

- Existing 1-story medical office building immediately north of site (NC2P-40)
- Existing 2-story apartment building immediately south of site (NC2P-40)
- Existing 2-story single family residence across the alley (SF-5000)
- Proposed public park across Greenwood Ave N (NC2P-40)

LEGAL DESCRIPTION

LOT 15, BLOCK 7, GREENWOOD PARK ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 15 OF PLATS, PAGE 80, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION CONVEYED TO THE CITY OF SEATTLE FOR STREET UNDER CONDEMNATION ORDINANCE NUMBER 19334.

APN: 291920-0865

AND

LOT 16, BLOCK 7, GREENWOOD PARK ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 15 OF PLATS, PAGE 80, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION CONVEYED TO THE CITY OF SEATTLE FOR STREET UNDER CONDEMNATION ORDINANCE NUMBER 19334.

APN: 291920-0870

OBSERVATIONS								
Tree #	Species	Size (Inches)	Exceptional	Drip line radius	Condition	Comments		
1	European beech, Fagus sylvatica	20	SDOT maintained	20	Good			
2	Apple tree, Malus spp.	8.9,9.5 =13	no		Fair health	Asymmetrical crown		
3	Shrub		no		Good			
4	Shrub		no					
(5)	Shrub		no					
6	European white birch, Betula pendula	20 estimate	no	10' over property line		Adjacent tree		
7	European beech, Fagussylvatica	14.8	SDOT maintained	13		Remove blacktop in planting strip for more soil volume and air for city tree		

No Exceptional tree onsite or off site with encroaching driplines. Two city trees along Greenwood Ave N are both SDOT maintained. No trees over 24" in diameter.

SETBACK REQUIREMENTS:

No setbacks required along the north, east, and south property lines. The Eastern street-facing facade is affected by the required 14'-0" HVL clearance. A 3'-0" setback is required at the east side of the site, and an additional 15'-0" upper level setback is also required along the east property line.

SOLAR ACCESS & VIEWS

- The site has great solar access due to existing topography and alley separation to the west.
- Wonderful territorial views of the Cascade Mountains to the east, and possibly the Olympic Mountains to the west.

TRAFFIC CIRCULATION

- Greenwood Ave N is a minor/collector arterial that connects Greenwood and Phinney Ridge. There is parallel parking along Greenwood Ave N on both sides of the street.
- A pedestrian crosswalk is planned at the intersection of N 81st St and Greenwood Ave N, connecting to the planned public park and library across the street.
- A bike lane in the north/south direction is being planned on the west side of Greenwood Ave N, immediately in front of the project site.
- N 81st Street is a residential access street with parallel parking on both sides. There is a stop sign located at the end of both block.

STREETSCAPE

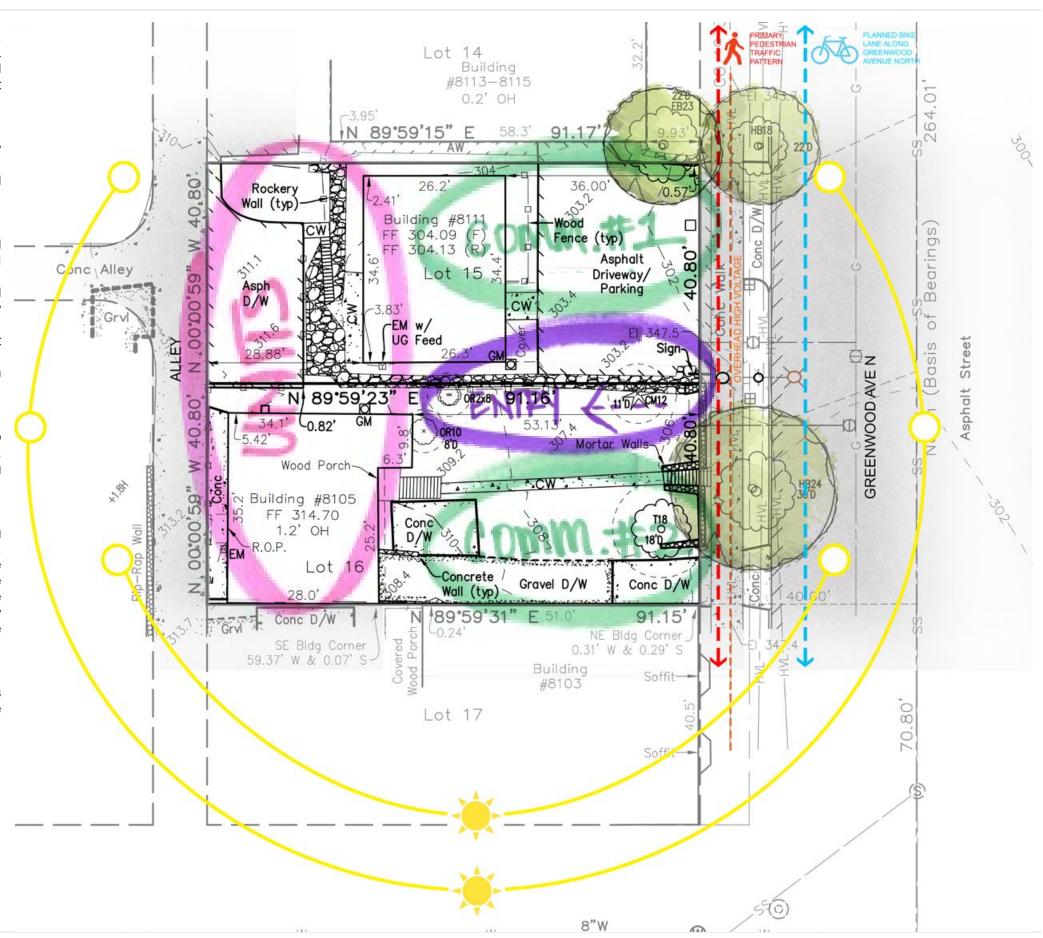
Greenwood Ave N has a 6'-0" wide sidewalk with a 4'-9" planting strip east of the proposed site. There are currently street trees in the R.O.W. along Greenwood Ave N. Overhead power lines run north-south along Greenwood Ave N immediately adjacent to the site.

NEIGHBORHOOD PATTERNS AND POTENTIAL

The current two-story structures on the project site are not maximizing development potential, especially considering the commercial zoning. The existing surface parking in front of the commercial structure on the north side of the site compromises the pedestrian relationship and the large front setback to the existing single family structure disrupts the composition of the street. The proposed commercial space will draw pedestrians south from the Greenwood neighborhood center and provide a hub of activity across from the new park and existing library.

LANDSCAPE APPROACH

The planting strip along Greenwood Ave N will be filled and street trees meeting the city's criteria will be planting in the right-of-way. Overall, the planting on the site will mostly focus along the property lines.





CS2-I. Streetscape Compatibility

i. Reinforcement of Commercial and Residential Development

Patterns: Commercial development in the Greenwood/Phinney corridor has historically been oriented toward the street, with buildings up against the sidewalks. Most residential developments have modest landscaped setbacks and first floors are built slightly above grade to allow for privacy and a sense of transition from the street. Continuing this pattern will reinforce the character of both the business districts and residential areas. Consider:

- a. 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.
- b. 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.

DC2-III. Mass and Scale

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-I. Architectural Concept and Consistency

Architectural Styles: The Greenwood Avenue North/Phinney Avenue North and North/Northwest 85th Street corridors are characterized by their utilitarian, non-flamboyant, traditional architectural styles (except for churches).

- i. small-scale architectural details at the ground level, including color, texture/patterns, materials, window treatment, sculptural elements, etc;
- ii. landscaping is an important component of the overall character, particularly for residential development; and
- iii. personalization of individual businesses is a key feature of both corridors.



PRECEDENT IMAGE - WEST CAMPUS STUDENT HOUSE (MAHLUM)



PRECEDENT IMAGE - THE ROOSTER (WEINSTEIN AU)



PRECEDENT IMAGE - FACADE ARTICULATION / AWNINGS

PL2-I. Pedestrian Open Spaces and Entrances

ii. Pedestrian Amenities: When possible, new development should integrate pedestrian amenities including but not limited to street trees, pedestrian lighting, benches, newspaper racks, public art and bike racks to maintain and strengthen pedestrian activity.

DC2-III. Mass and Scale _____

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.

DC2-I. Architectural Context

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.

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



PRECEDENT IMAGE - THE PARK MODERN (BUILD LLC)

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COMMERCIAL AREA

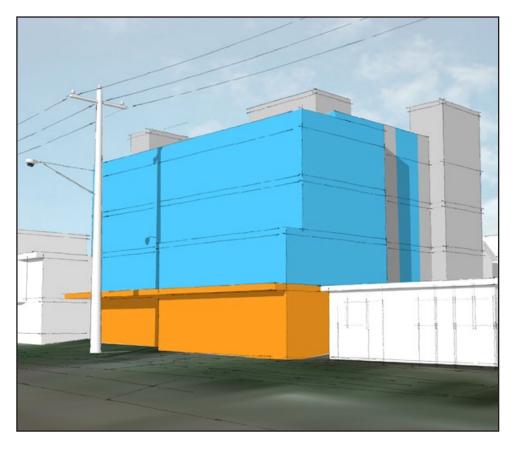
DWELLING AREA

SERVICE AREA

CIRCULATION







OPTION ONE

Option One fronts Greenwood Ave N with a commercial space, a live-work unit, and a residential entrance, that is flush with the facade at the ground level. A bike storage room is located west of the residential entrance within the building. The building massing holds the line of the street level spaces for two stories and then steps back to accommodate the existing location of the HVLs along Greenwood Ave N. Trash and recycling will be picked up from an enclosed Refuse Room located immediately adjacent to the alley at Level 2. The vertical circulation is consolidated to the southern edge of the property and the center of the building. A majority of the residential units face east and west, with one unit at levels 3 and 4 facing north. A large rooftop amenity space oriented to take advantage of the morning sun and views towards the mountains.

OPTION TWO

Option Two fronts Greenwood Ave N with a commercial space, a livework unit, and a residential entrance. The massing here is recessed both vertically and horizontally. The horizontal modulation centers and distinguishes the residential entrance. The vertical setback accommodates the HVL and creates a proportion that relates to the existing neighboring street scale. A bike storage room is located on the south side of the building at the ground level, with access through the residential entrance or at the exterior along the south property line. Trash and recycling will be picked up from an enclosed Refuse Room located immediately adjacent to the alley at Level 2. The vertical circulation is consolidated to the southern edge of the property to reduce the scale of the building. A majority of the residential units face east and west, with two units at levels 2, 3 and 4 facing north and south. A large rooftop amenity space is oriented to take advantage of the afternoon sun and views towards the mountains.

OPTION THREE - PREFERRED

Option Three also fronts Greenwood Ave N with a prominent commercial space on the north side of the structure, immediately adjacent to the sidewalk with the residential and live/work entrances on the south side of the structure. The facade steps back from the sidewalk at the residential and live/work entrance with a linear awning that provides practical weather protection and introduces a horizontal datum to reduce the scale of the structure. A bike storage room is located on the south side of the building at the ground level, with access through the residential entrance or at the exterior along the south property line. Trash and recycling will be picked up from an enclosed Refuse Room located immediately adjacent to the alley at Level 2. The vertical circulation is located at the northwest and southeast corners of the building to activate the side setbacks and provide compositional anchors at the north and south facades. The rooftop amenity space is oriented towards the center of the building to reduce, height, bulk, and scale, at the east and west facades.

DISTINGUISHING FEATURES

- 4-Story building with basement = 19,992 SF
- 38 Apartment Units
- 1 Live Work Unit
- 1 Commercial Space

OPPORTUNITIES

- Setback required for HVL creates desirable modulation
- · Grade change will provide views east and west

CONSTRAINTS

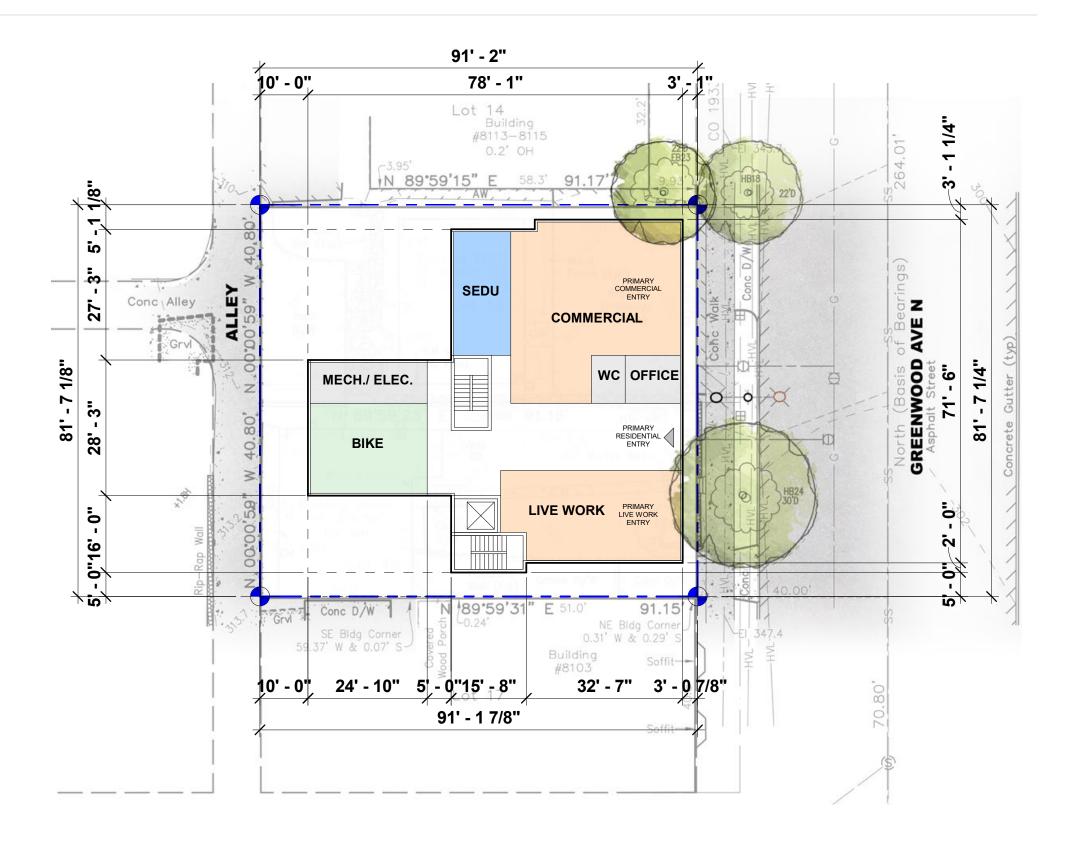
- HVL reduces the opportunity to maximize the site
- Trash located at alley at second floor
- Bike storage accessed from the interior
- Mid-block site limits points of entry
- Potential Future blank walls
- Immediately adjacent to sidewalk
- No modulation at street to distinguish residential from commercial space

FAR CALCULATIONS:

- 24.177 SF FAR Allowed
- 19,992 SF FAR Proposed
- 83% of allowable FAR used

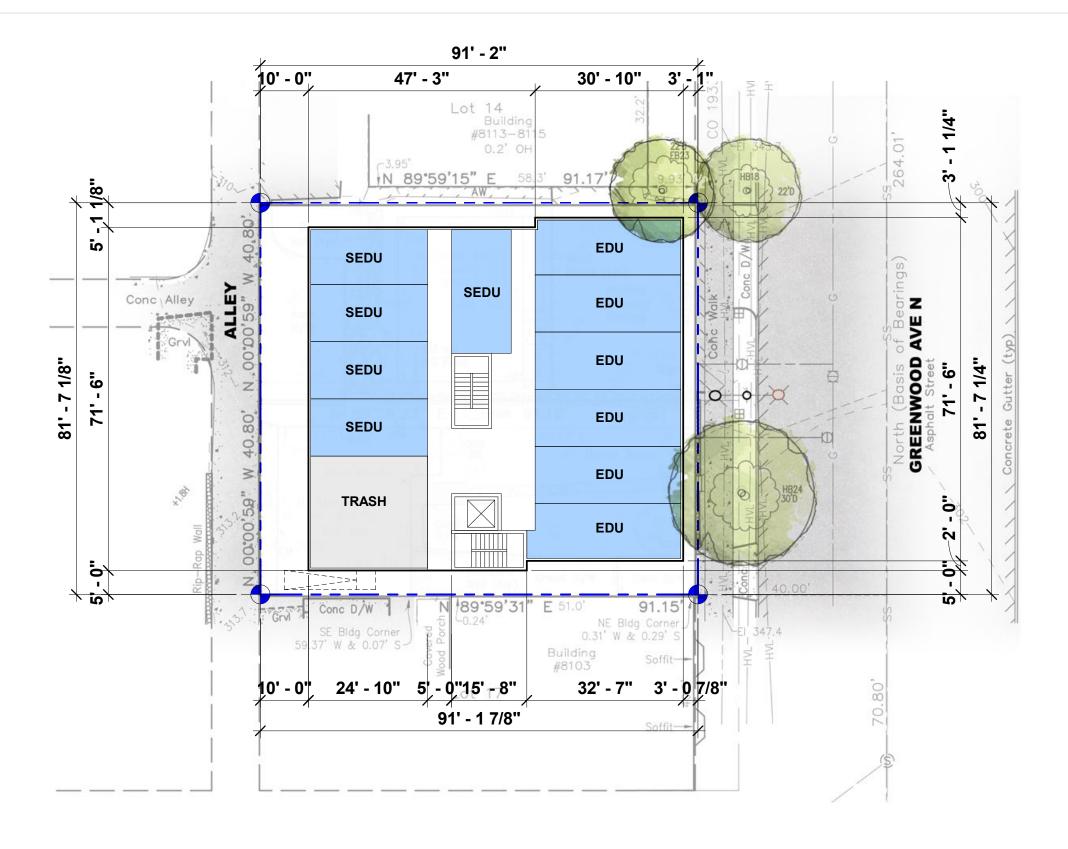
DEPARTURES REQUESTED:

- No departures requested
- Code compliant

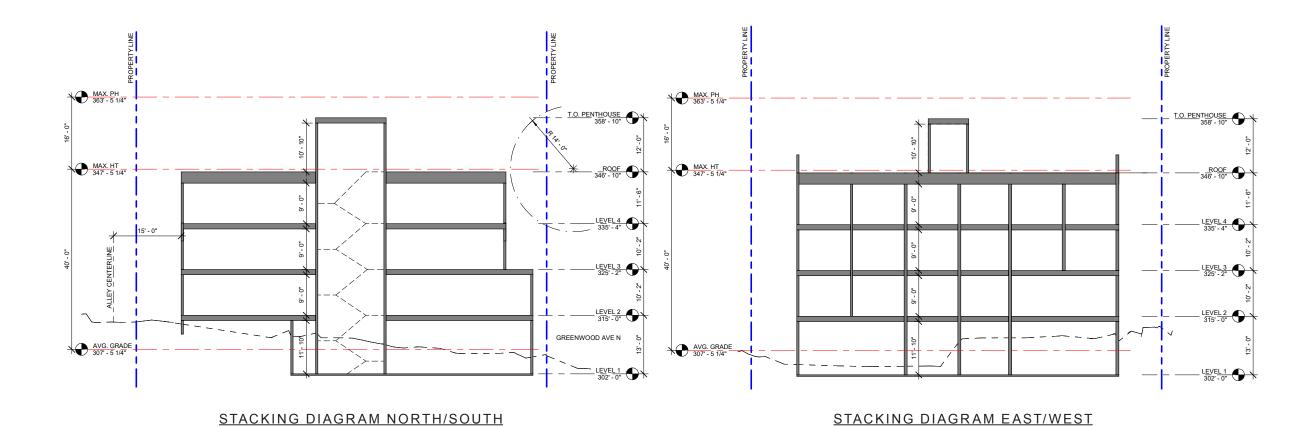


OPTION 1 - LEVEL 1 SITE PLAN

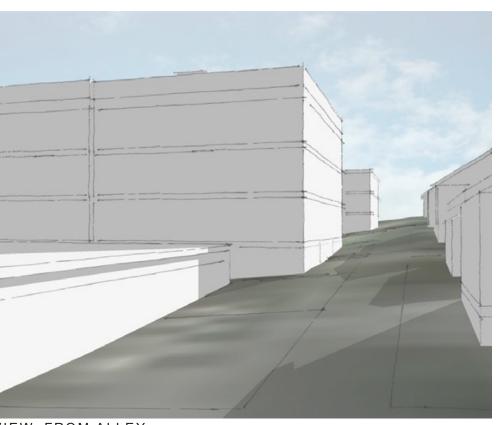
21

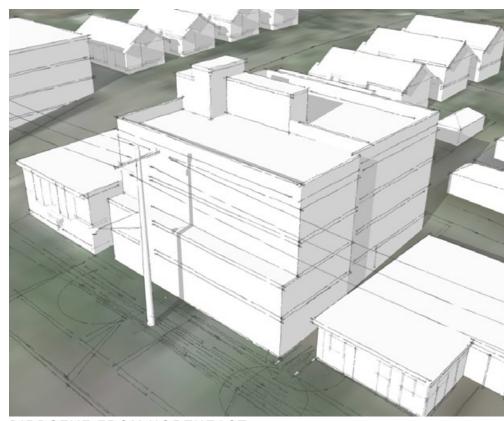


OPTION 1 - LEVEL 2 SITE PLAN



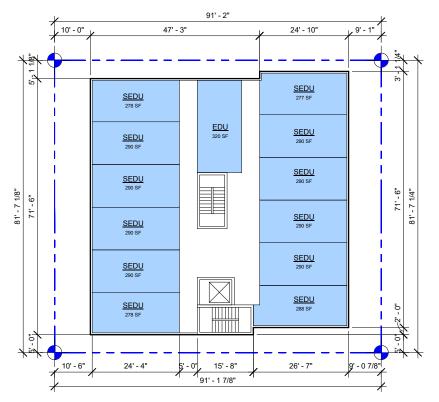
VIEW FROM GREENWOOD AVE N



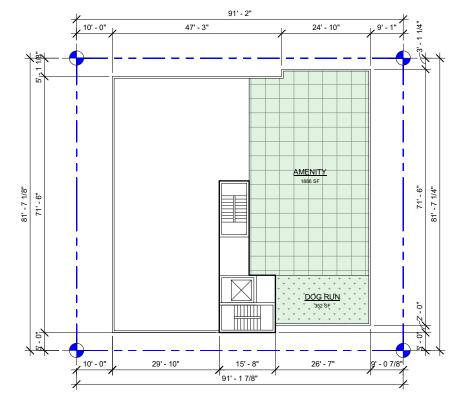


VIEW FROM ALLEY

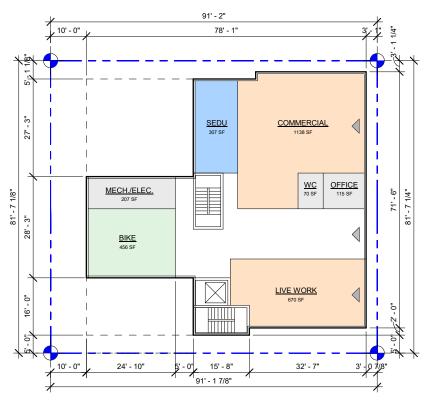
BIRDSEYE FROM NORTHEAST



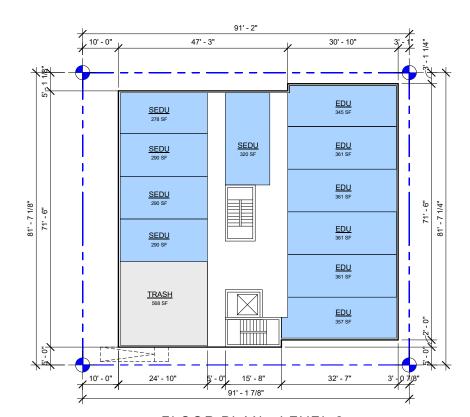
FLOOR PLAN - LEVELS 3-4



FLOOR PLAN - ROOF LEVEL



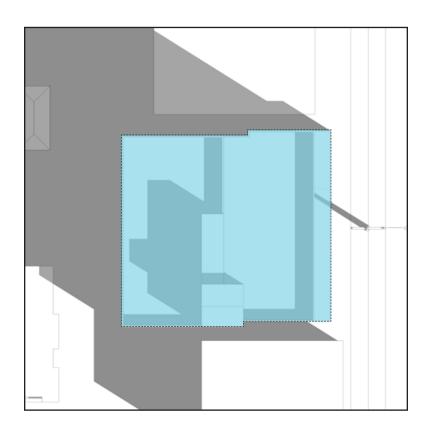
FLOOR PLAN - LEVEL 1



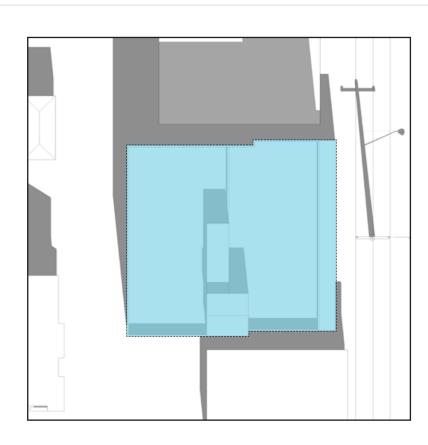
FLOOR PLAN - LEVEL 2



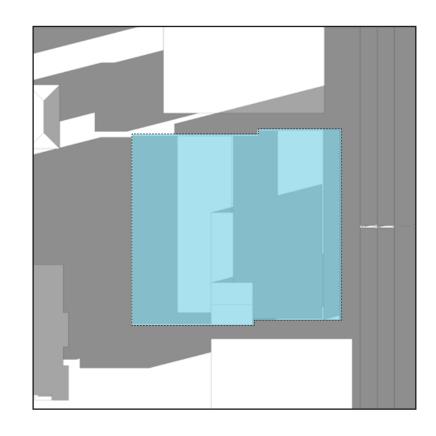




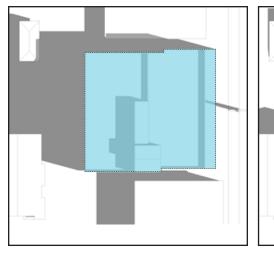




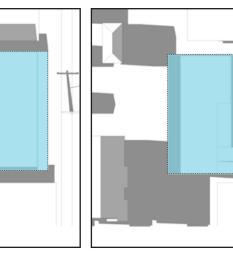
MARCH / SEPTEMBER 21, 12 PM



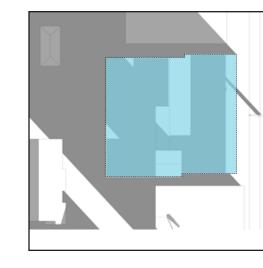
MARCH / SEPTEMBER 21, 5 PM



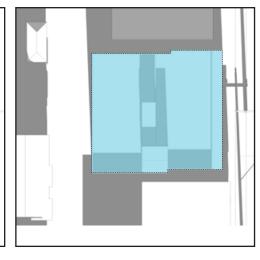
JUNE 21, 12 PM



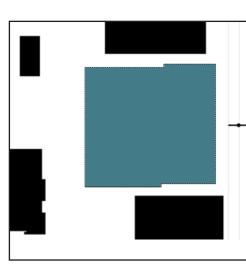
JUNE 21, 5 PM



DECEMBER 21, 9 AM

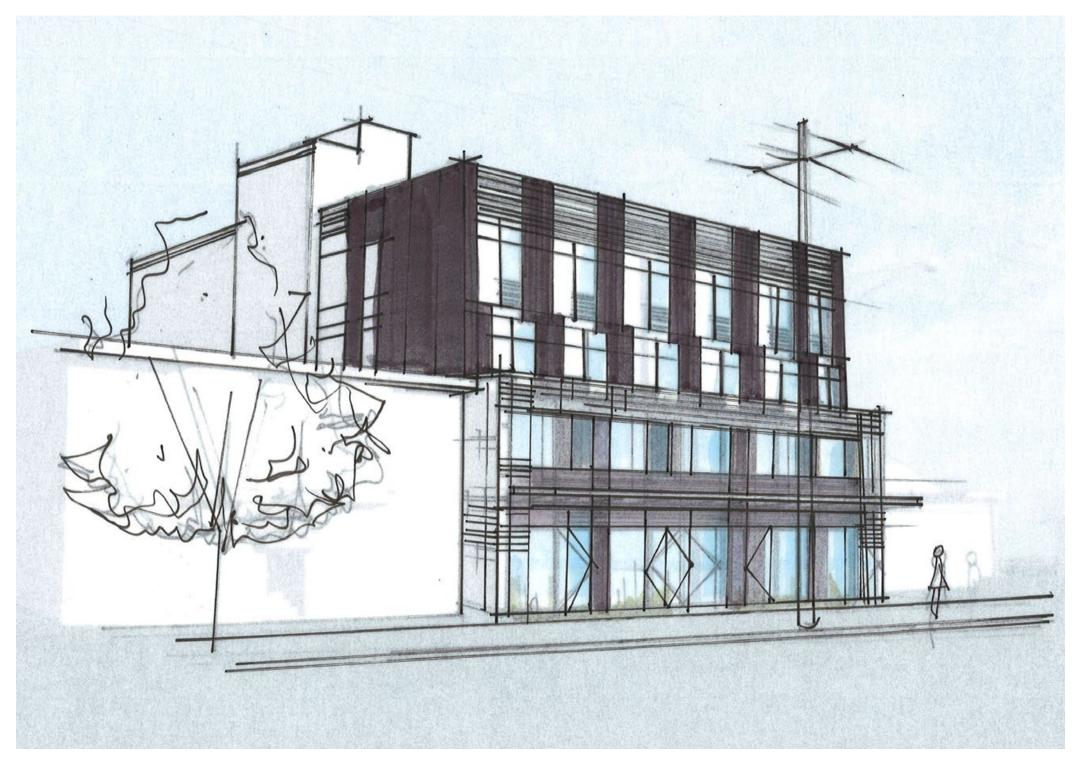


DECEMBER 21, 12 PM



DECEMBER 21, 5 PM

JUNE 21, 9 AM



OPTION 1 CHARACTER RENDERING



METAL PANEL SIDING AT UPPER LEVELS



HIGH QUALITY MATERIALS AT PEDESTRIAN LEVEL



WOOD INFILL BETWEEN WINDOWS TO HIGHLIGHT ALIGNMENT



STOREFRONT WINDOWS AT THE PEDESTRIAN LEVEL

DISTINGUISHING FEATURES

- 4-Story building with basement = 19,882 SF (Gross Floor Area)
- 40 Apartment Units
- 1 Live Work Unit
- 1 Commercial Space

OPPORTUNITIES

- · Modulation that improves the rhythm at the street
- Grade change will provide views east and west
- Consolidated Circulation towers reduce scale adjacent to property lines
- Setback along southern property line provides opportunity for additional access at ground level
- Centered modulation emphasizes residential entry
- Commercial and live work space pushed closer to sidewalk to encourage pedestrian traffic

CONSTRAINTS

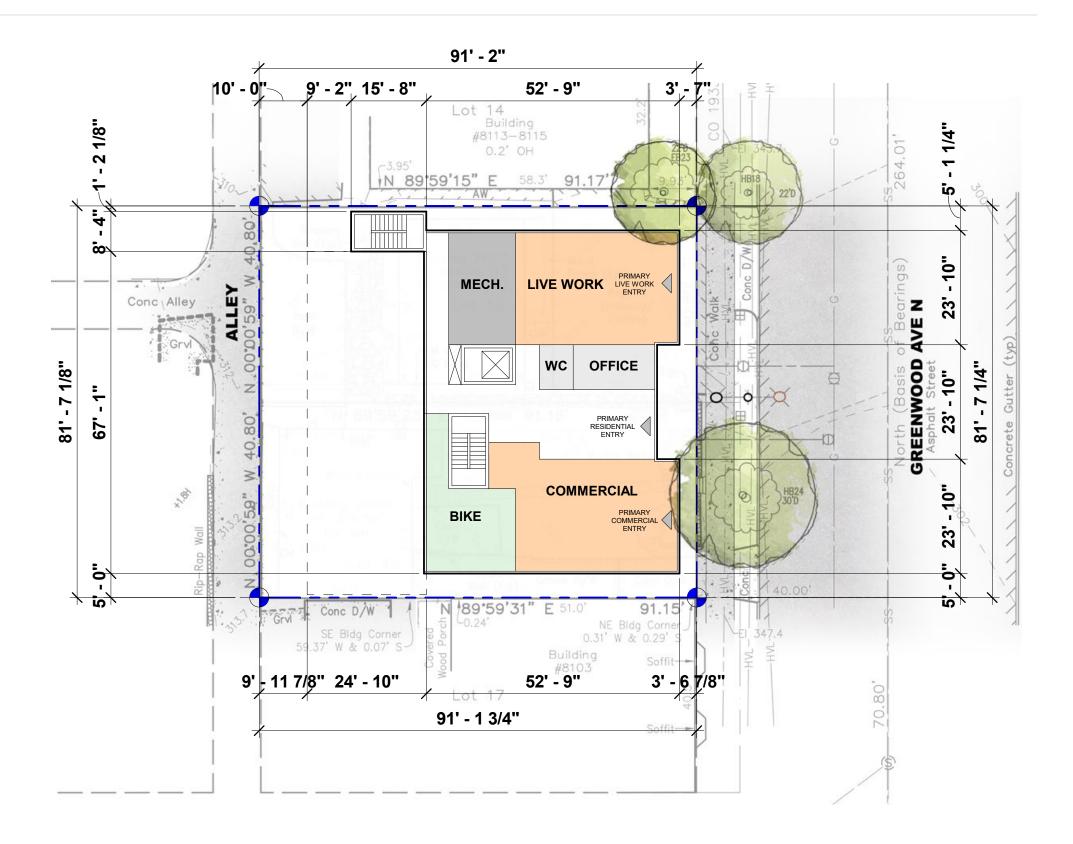
- HVL reduces the opportunity to maximize the site
- · Trash located at alley at second floor

FAR CALCULATIONS:

- 24,177 SF FAR Allowable
- 19,882 SF FAR Proposed
- 82% of allowable FAR used

DEPARTURES REQUESTED:

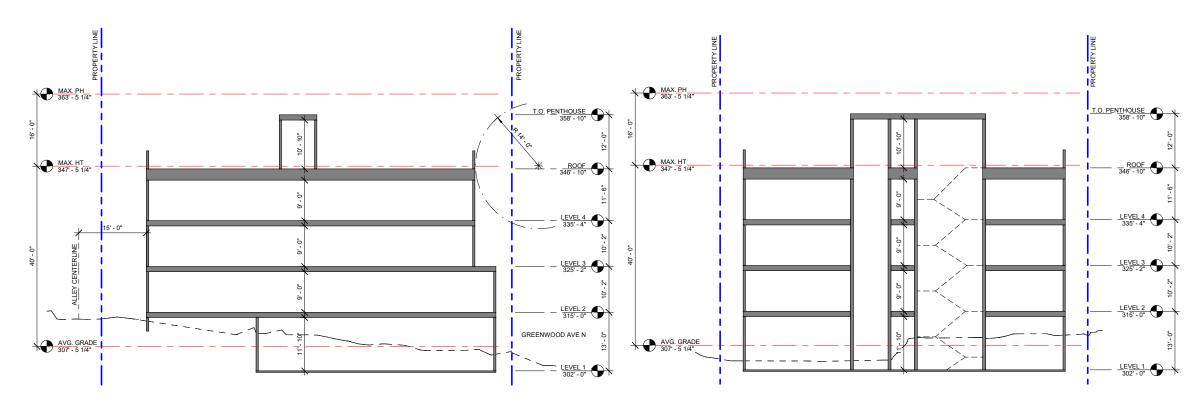
- No departures requested
- Code compliant



OPTION 2 - LEVEL 1 SITE PLAN

27

OPTION 2 - LEVEL 2 SITE PLAN

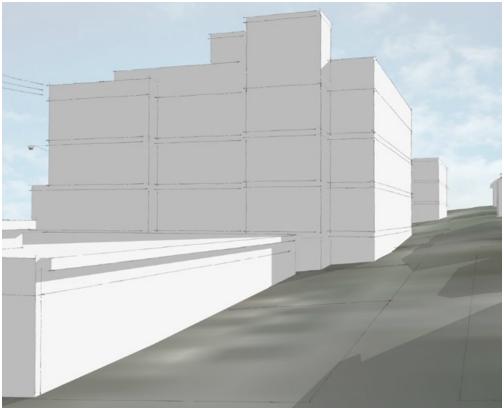


STACKING DIAGRAM NORTH/SOUTH

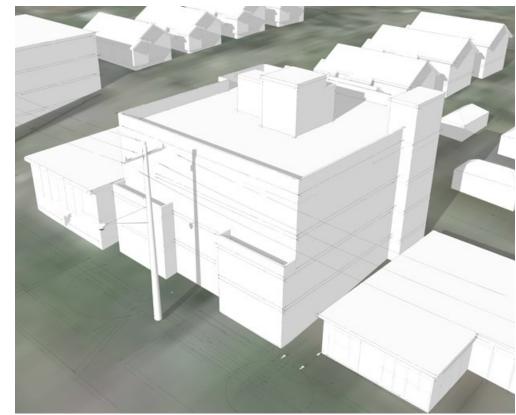
STACKING DIAGRAM EAST/WEST



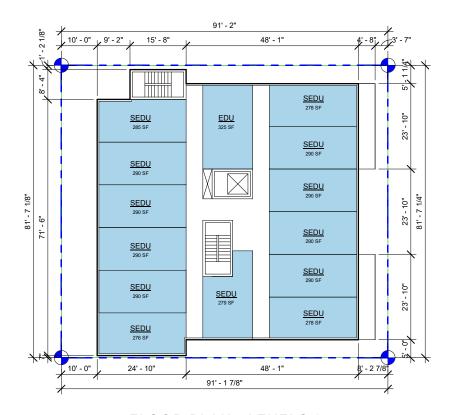
VIEW FROM GREENWOOD AVE N



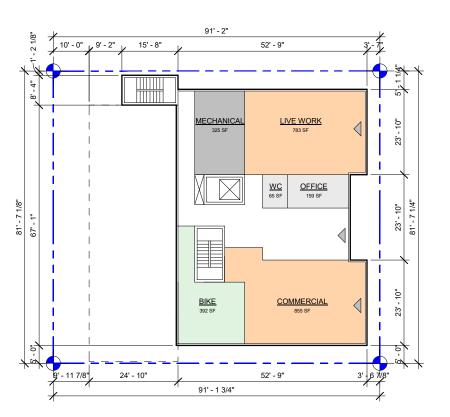
VIEW FROM ALLEY



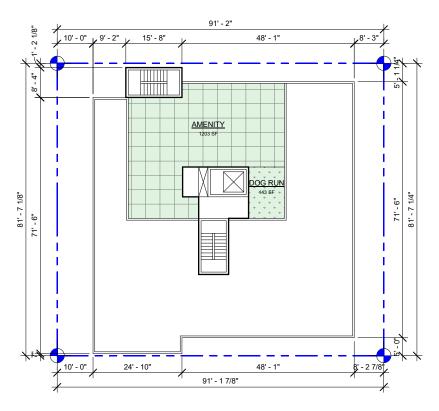
BIRDSEYE FROM NORTHEAST



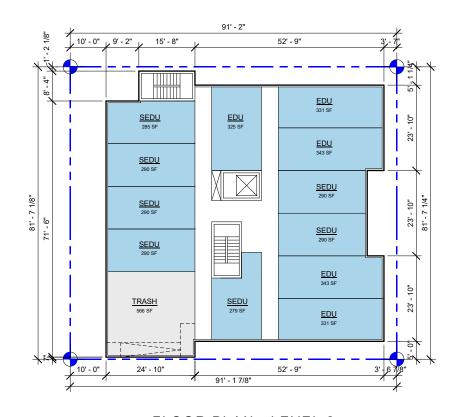
FLOOR PLAN - LEVELS 3-4



FLOOR PLAN - LEVEL 1



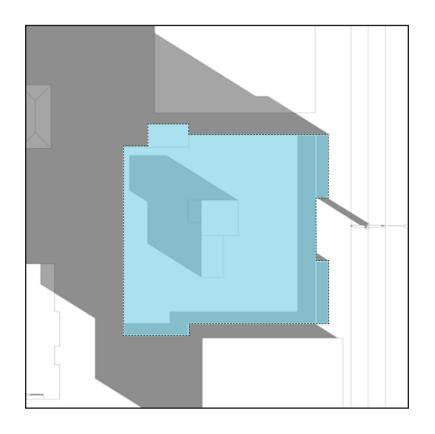
FLOOR PLAN - ROOF LEVEL

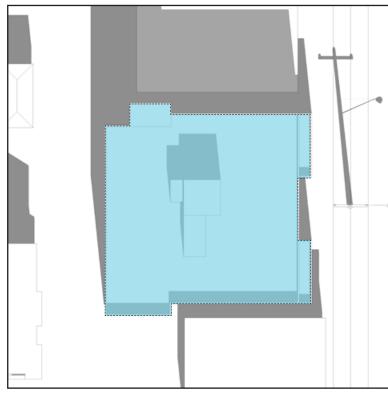


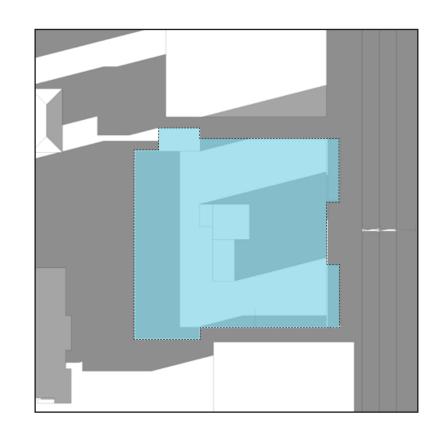
FLOOR PLAN - LEVEL 2











MARCH / SEPTEMBER 21, 9 AM

MARCH / SEPTEMBER 21, 12 PM

MARCH / SEPTEMBER 21, 5 PM



C O N E ARCHITECTURE

GREENWOOD MIXED USE #3029589 EDG



OPTION 2 CHARACTER RENDERING



METAL PANEL SIDING AT UPPER LEVELS



HIGH QUALITY MATERIALS AT PEDESTRIAN LEVEL



WOOD INFILL BETWEEN WINDOWS TO HIGHLIGHT ALIGNMENT



STOREFRONT WINDOWS AT THE PEDESTRIAN LEVEL

DISTINGUISHING FEATURES

- 4-Story building with basement = 19,950 SF
- 40 Apartment Units
- 1 Live Work Unit
- 1 Commercial Space

OPPORTUNITIES

- Setback required for HVL creates desirable modulation
- · Grade change will provide views east and west
- Commercial space adjacent to existing neighboring office building
- Setback along southern property line provides opportunity for additional access at ground level
- Overhang above ground level entry provides shelter and visual interest
- Modulation at north and south facades limit the potential for large blank walls

CONSTRAINTS

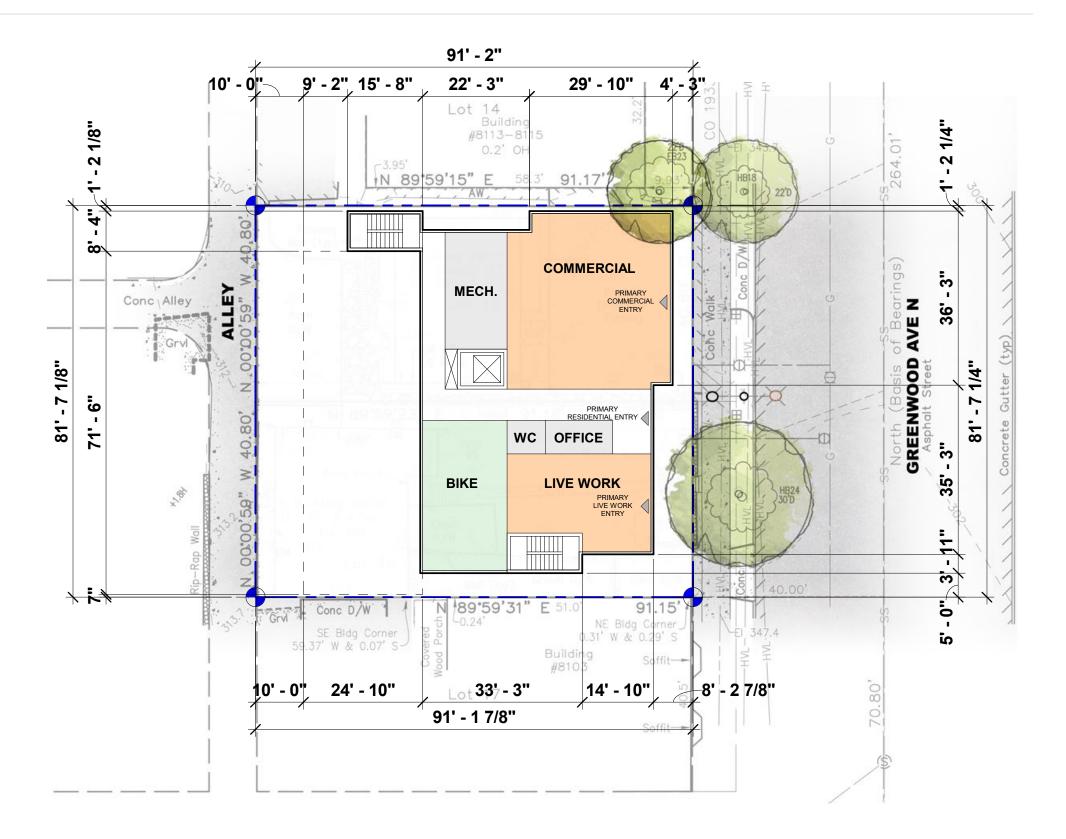
- HVL reduces the opportunity to maximize the site
- · Trash located at alley at second floor
- Circulation cores at exterior increase scale adjacent to property lines

FAR CALCULATIONS:

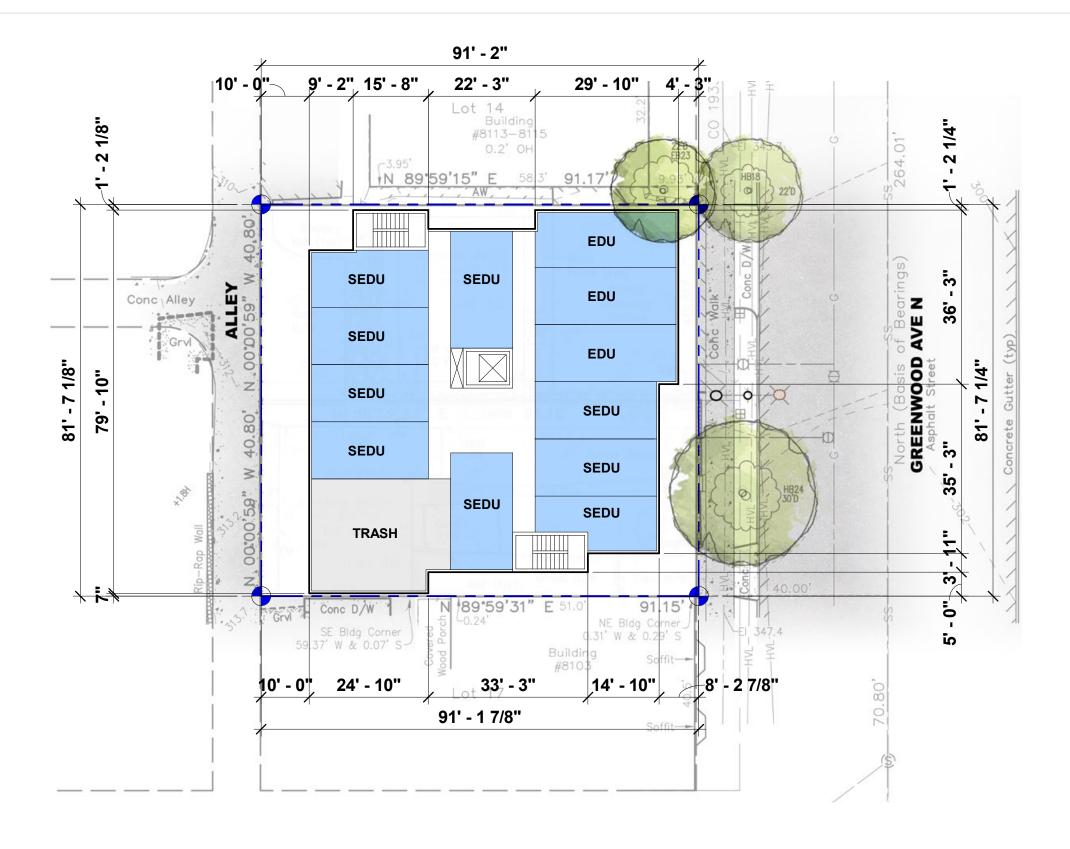
- 24,177 SF FAR Allowable
- 19,950 SF FAR Proposed
- 83% of allowable FAR used

DEPARTURES REQUESTED:

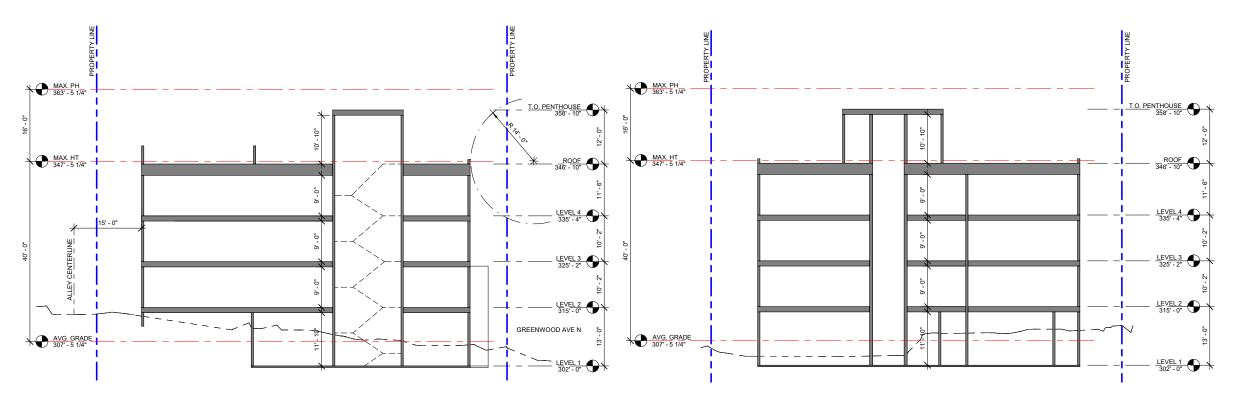
- No departures requested
- Code compliant



OPTION 3 - LEVEL 1 SITE PLAN



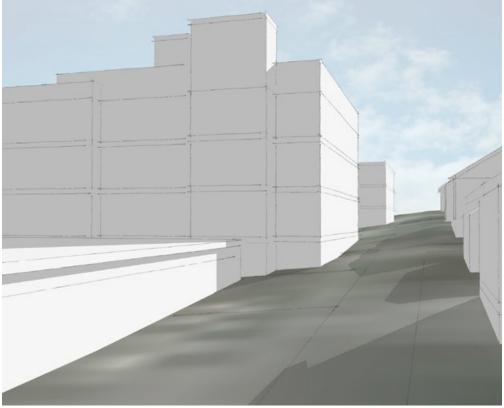
OPTION 3 - LEVEL 2 SITE PLAN

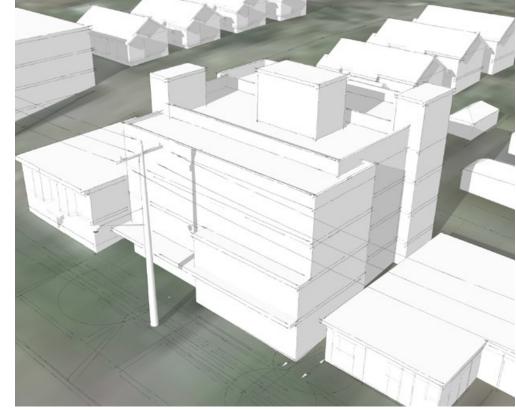


STACKING DIAGRAM NORTH/SOUTH

STACKING DIAGRAM EAST/WEST



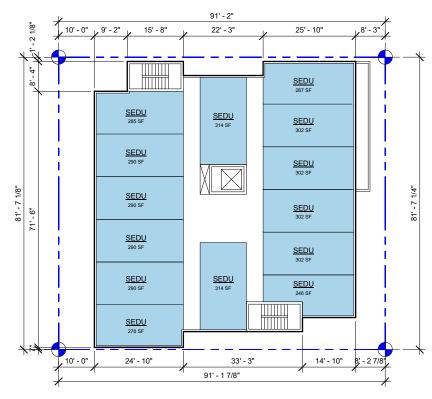




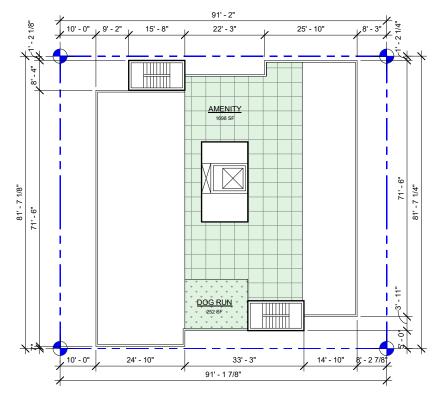
VIEW FROM GREENWOOD AVE N

VIEW FROM ALLEY

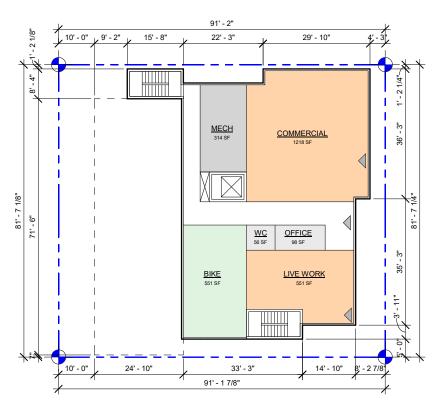
BIRDSEYE FROM NORTHEAST



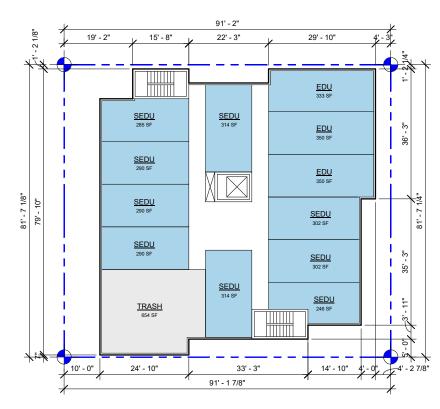
FLOOR PLAN - LEVELS 3-4



FLOOR PLAN - ROOF LEVEL



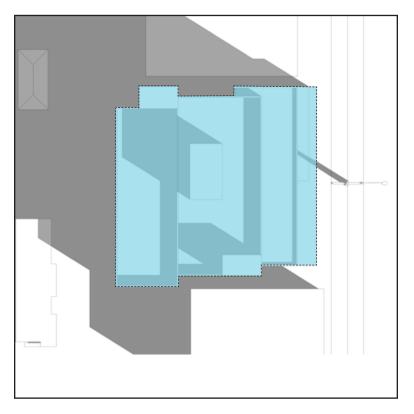
FLOOR PLAN - LEVEL 1



FLOOR PLAN - LEVEL 2







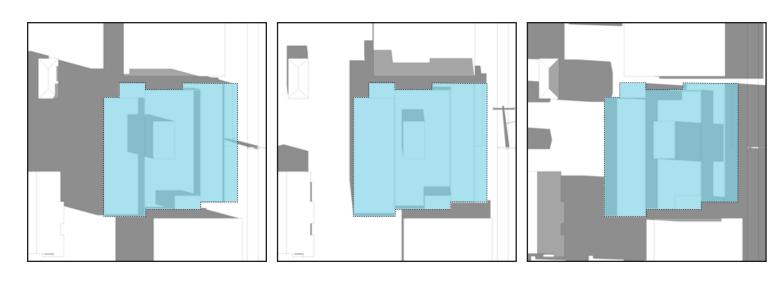




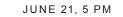
MARCH / SEPTEMBER 21, 12 PM

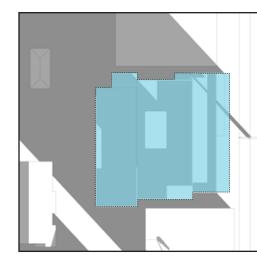


MARCH / SEPTEMBER 21, 5 PM

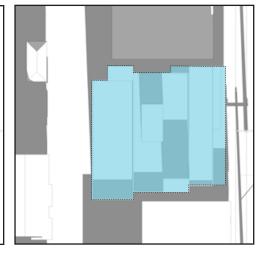


JUNE 21, 12 PM

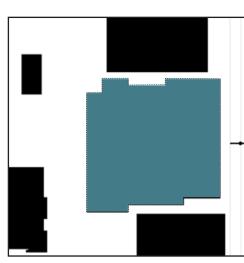




DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 5 PM

JUNE 21, 9 AM



LOW LANDSCAPING AND SIGNAGE TO INDICATE POINTS OF ENTRY



AWNING TO IDENTIFY RESIDENTIAL ENTRY



QUALITY MATERIALS @ PEDESTRIAN LEVEL



STOREFRONT WINDOWS



The Housing Affordability and Livability Agenda (HALA) has included the Greenwood-Phinney Ridge Neighborhood in its plans for zoning capacity changes. Specially the zoning for the subject parcels is proposed to increase to MC2-55(M). This will translate into a new maximum building height of 55 feet and an increase in FAR to 3.75, or a maximum allowable area of 27,896 sf. It is likely that these changes will be implemented while our proposal is under review with the SDCI, therefore we would like to offer the following alternate option which shows the HALA potential of our preferred option.

DISTINGUISHING FEATURES

- 6-Story building with basement = 27,893 SF
- 62 Apartment Units
- 1 Live Work Unit
- 1 Commercial Space

OPPORTUNITIES

- Setback required for HVL creates desirable modulation
- · Grade change will provide views east and west
- Commercial space adjacent to existing neighboring office building
- Setback along southern property line provides opportunity for additional access at ground level
- Overhang above ground level entry provides shelter and visual interest
- Modulation at north and south facades limit the potential for large blank walls

CONSTRAINTS

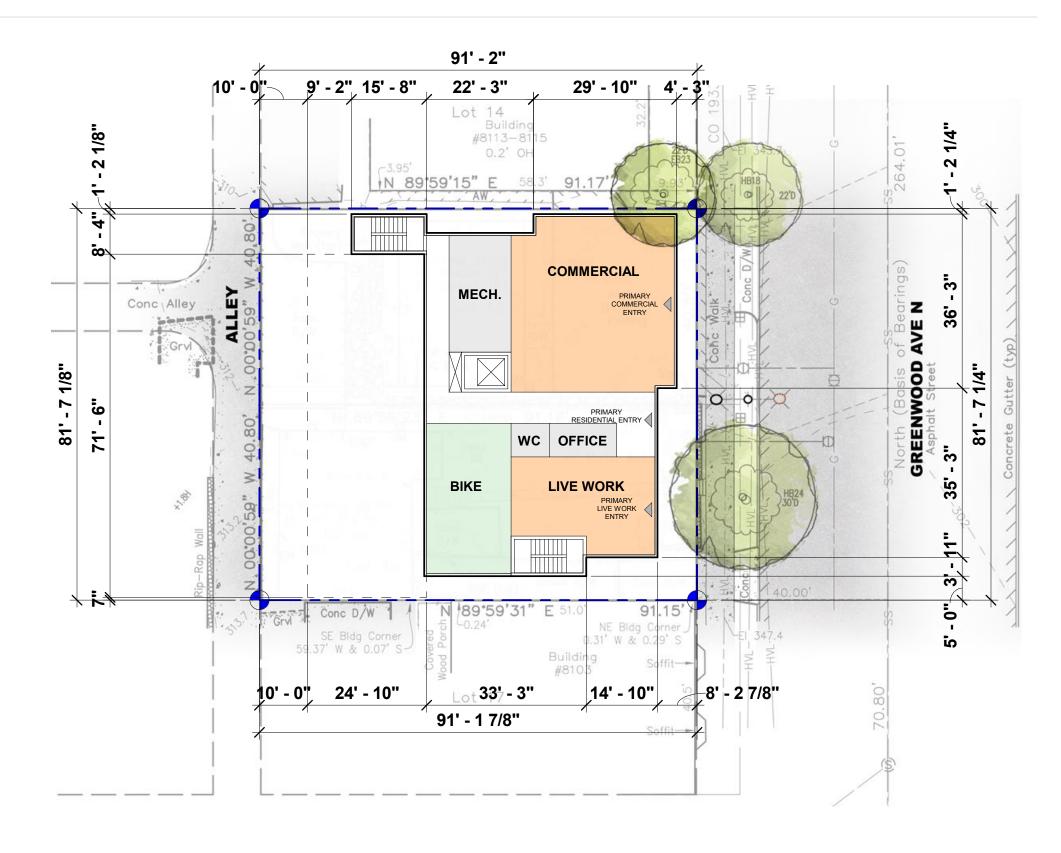
- HVL reduces the opportunity to maximize the site
- · Trash located at alley at second floor
- Circulation cores at exterior increase scale adjacent to property lines

FAR CALCULATIONS:

- 27,896 SF FAR Allowable
- 27,893 SF FAR Proposed
- 99.9% of allowable FAR used

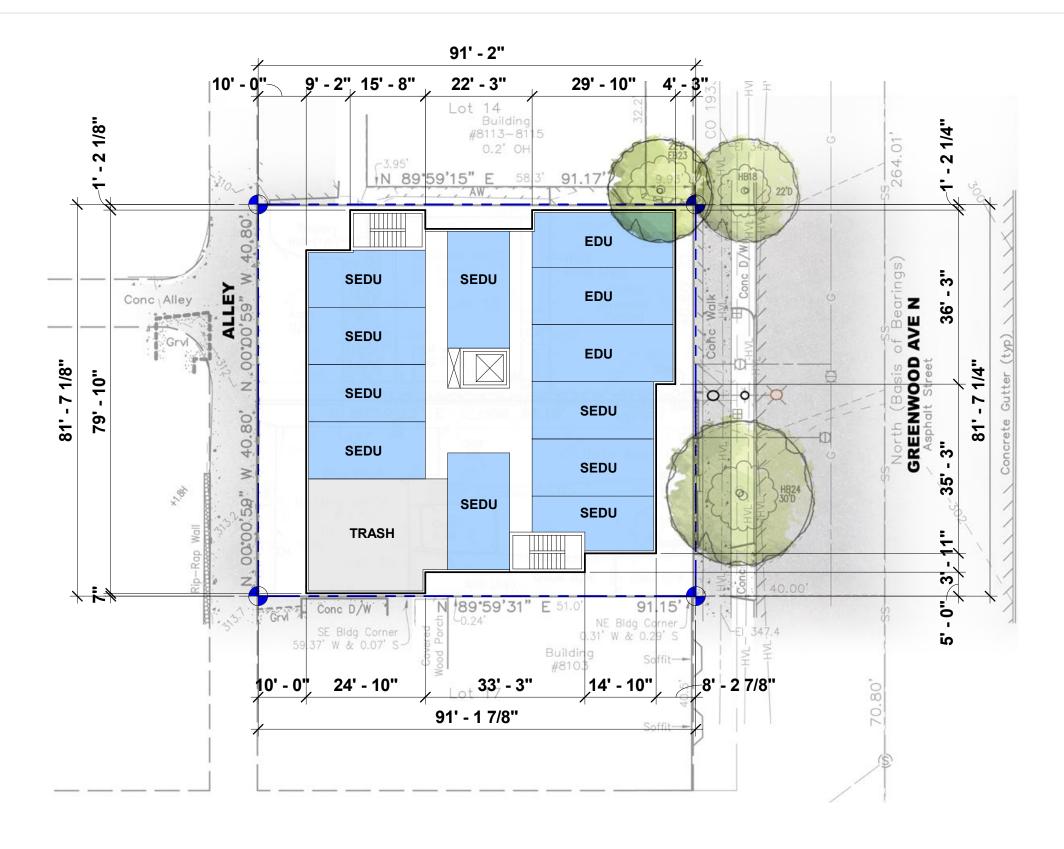
DEPARTURES REQUESTED:

- No departures requested
- Code compliant

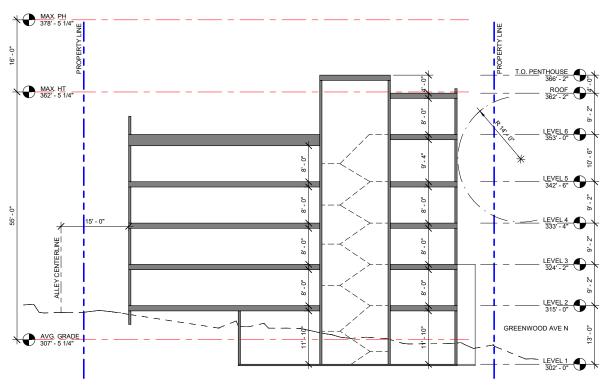


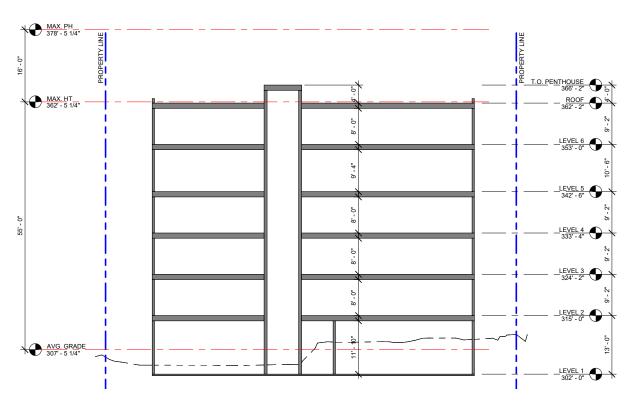
OPTION 3 (HALA) - LEVEL 1 SITE PLAN

C O N E ARCHITECTURE



OPTION 3 (HALA) - LEVEL 2 SITE PLAN



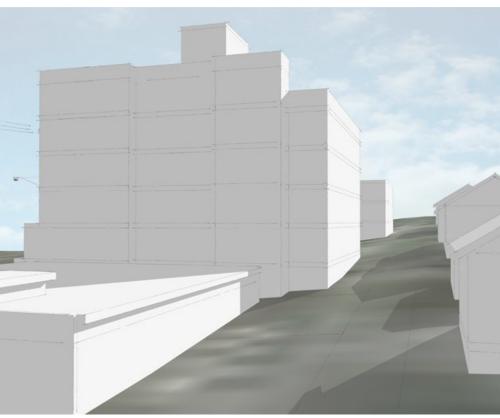


STACKING DIAGRAM NORTH/SOUTH

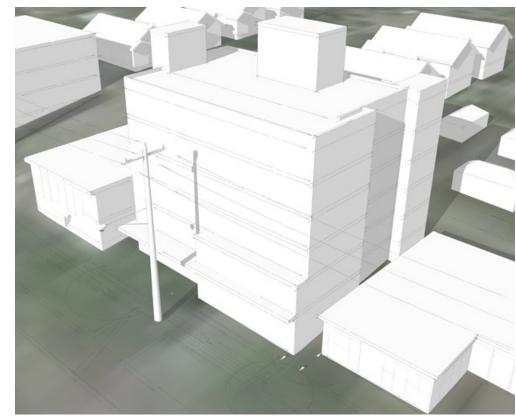
STACKING DIAGRAM EAST/WEST



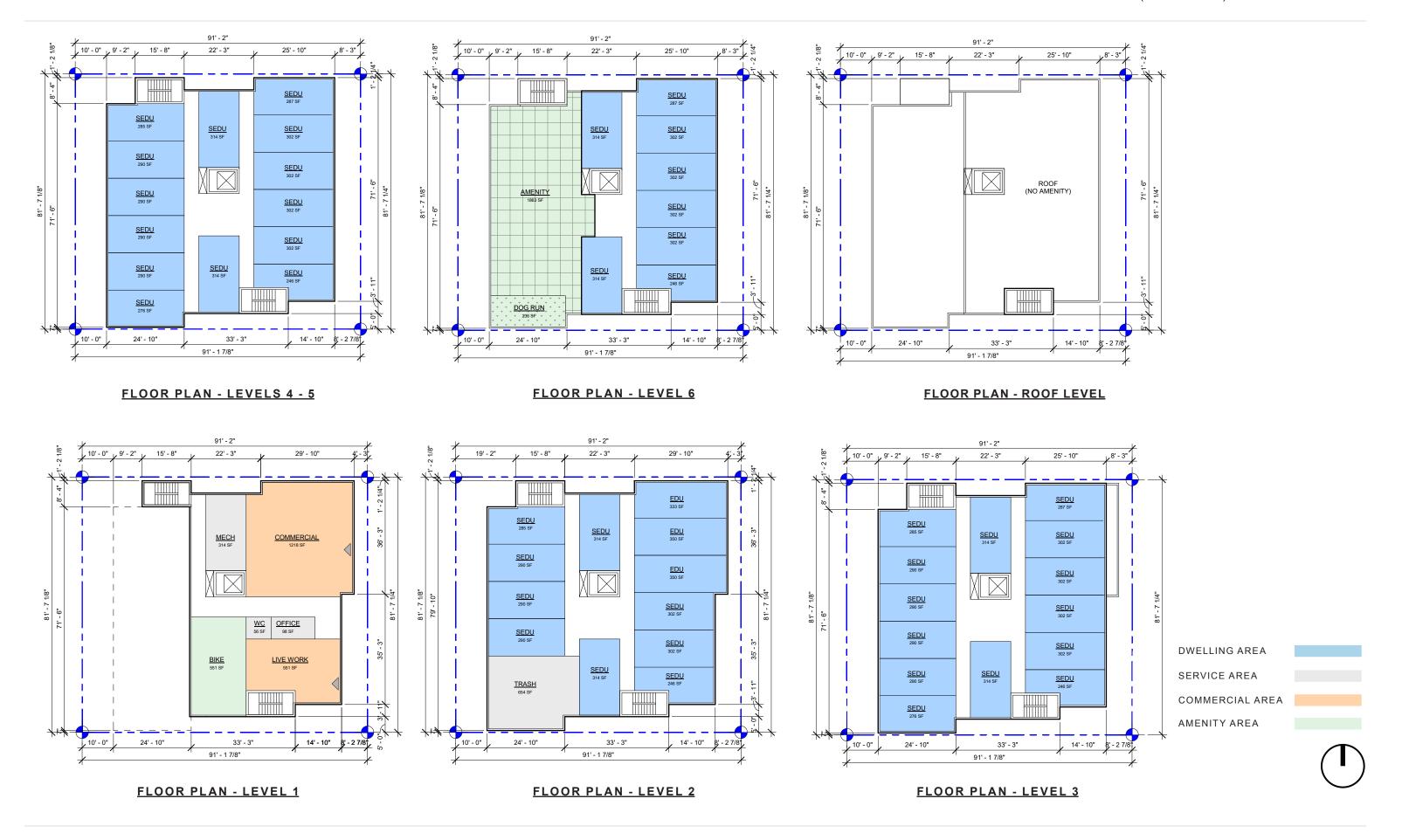
VIEW FROM GREENWOOD AVE N

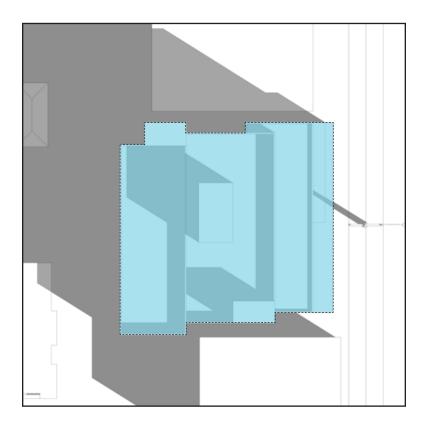


VIEW FROM ALLEY



BIRDSEYE FROM NORTHEAST

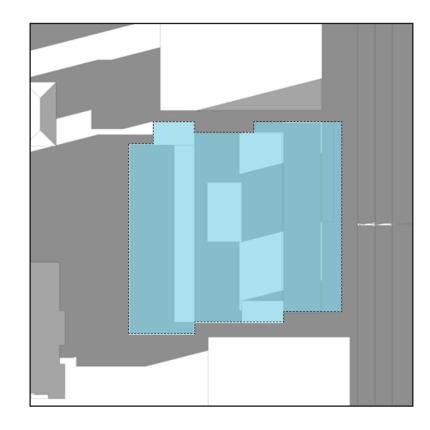




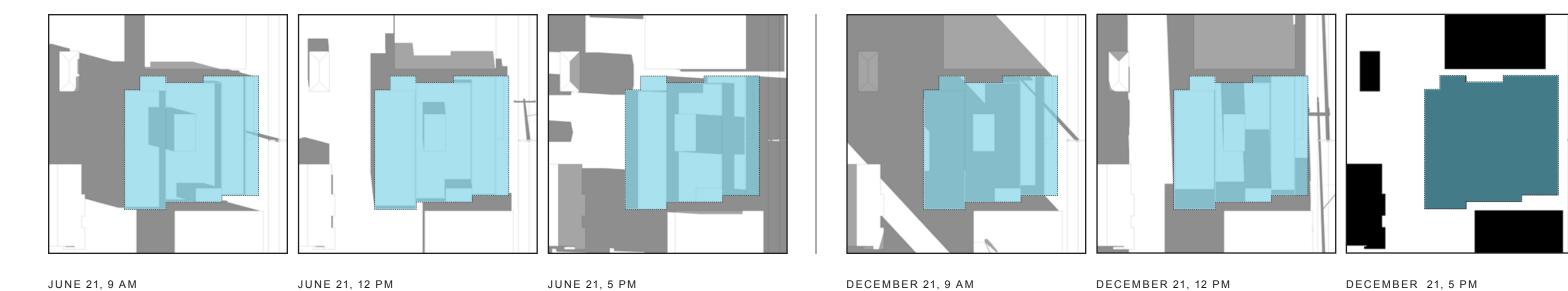




MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 5 PM



C O N E ARCHITECTURE



LOW LANDSCAPING AND SIGNAGE TO INDICATE POINTS OF ENTRY



AWNING TO IDENTIFY RESIDENTIAL ENTRY



QUALITY MATERIALS @ PEDESTRIAN LEVEL



STOREFRONT WINDOWS



RECESSED UPPER FLOOR

The upper level is set back to avoid the HVL lines that run north to south along Greenwood Ave N. This creates additional modulation, and also decreases the scale of the structure at the sidewalk.

RELATIONSHIP TO EXISTING CONTEXT

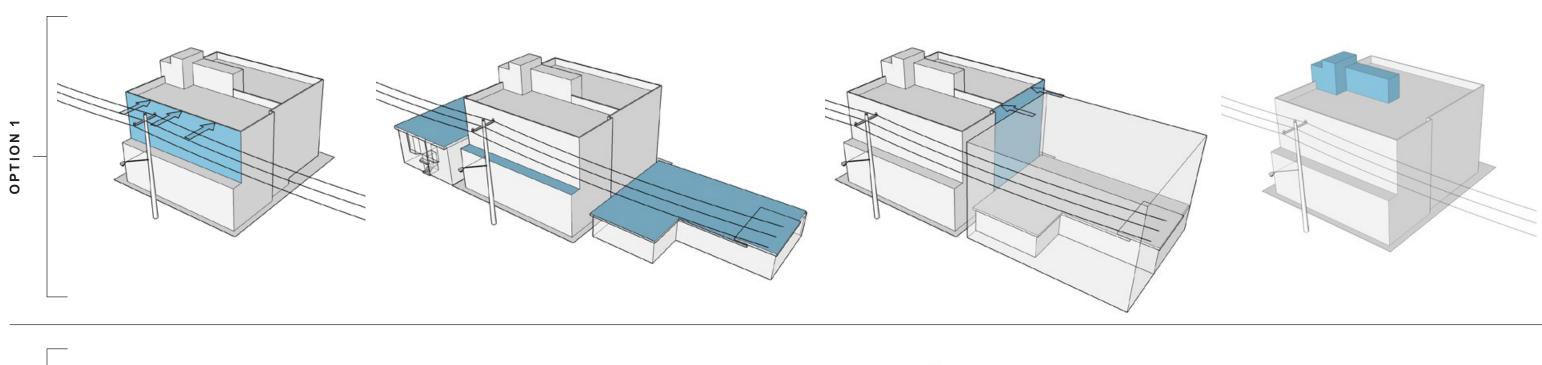
Both options use the massing opportunities to reduce the scale of the street-facing facade, relating to the existing structures on the north and south side of the subject lot.

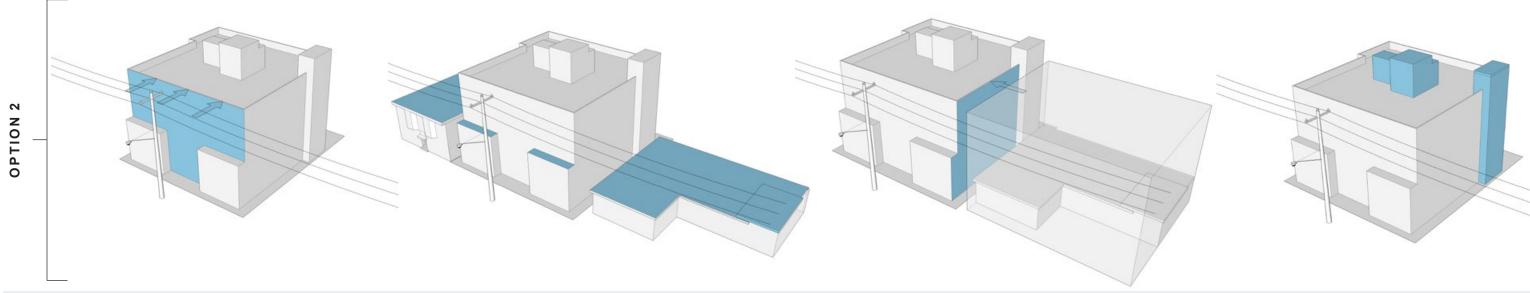
SIDE SETBACKS

Both options 1 and 2 provide additional side setbacks, responding to the privacy of the existing structures and planning ahead for potential future development.

CIRCULATION STRATEGY

Option 1 consolidates the circulation to reduce the scale of the structure from the street and alley facades. Option 2 locates the circulation on the outer-most corners of the building to activate the side setbacks and encourage the use of outdoor space on all sides of the structure.





OPEN SPACE AT GROUND LEVEL

Modulation on all facades provides additional open space at the ground level. The open space will be activated through pedestrian circulation and native, lush plantings to create soft buffers from the existing neighboring structures.

RELATIONSHIP TO THE BLOCK

The street-facing facade has been divided both vertically and horizontally to reduce the scale immediately adjacent to the sidewalk. The proportion of the modulation intentionally mimics that of the existing neighboring structures to create a consistent rhythm along the street and relate to the context of the neighborhood.

SIDE SETBACKS

Side setbacks in excess of the requirement provide a buffer from the existing neighboring structure and allow for additional natural light both at the proposed structure and any potential future developments.

RECESSED UPPER LEVEL

Strategic modulation and recessed upper volumes create a prominent entry that is centered on the massing. Conversely, the live work and commercial space are pushed closer to the street to encourage pedestrian activity.

