



**Early Design Guidance**

*July 30th 2018*

# GREENWOOD TOWNHOMES

*10512 Greenwood Ave N . SDCI 3032190-EG*

## CONTACT INFORMATION

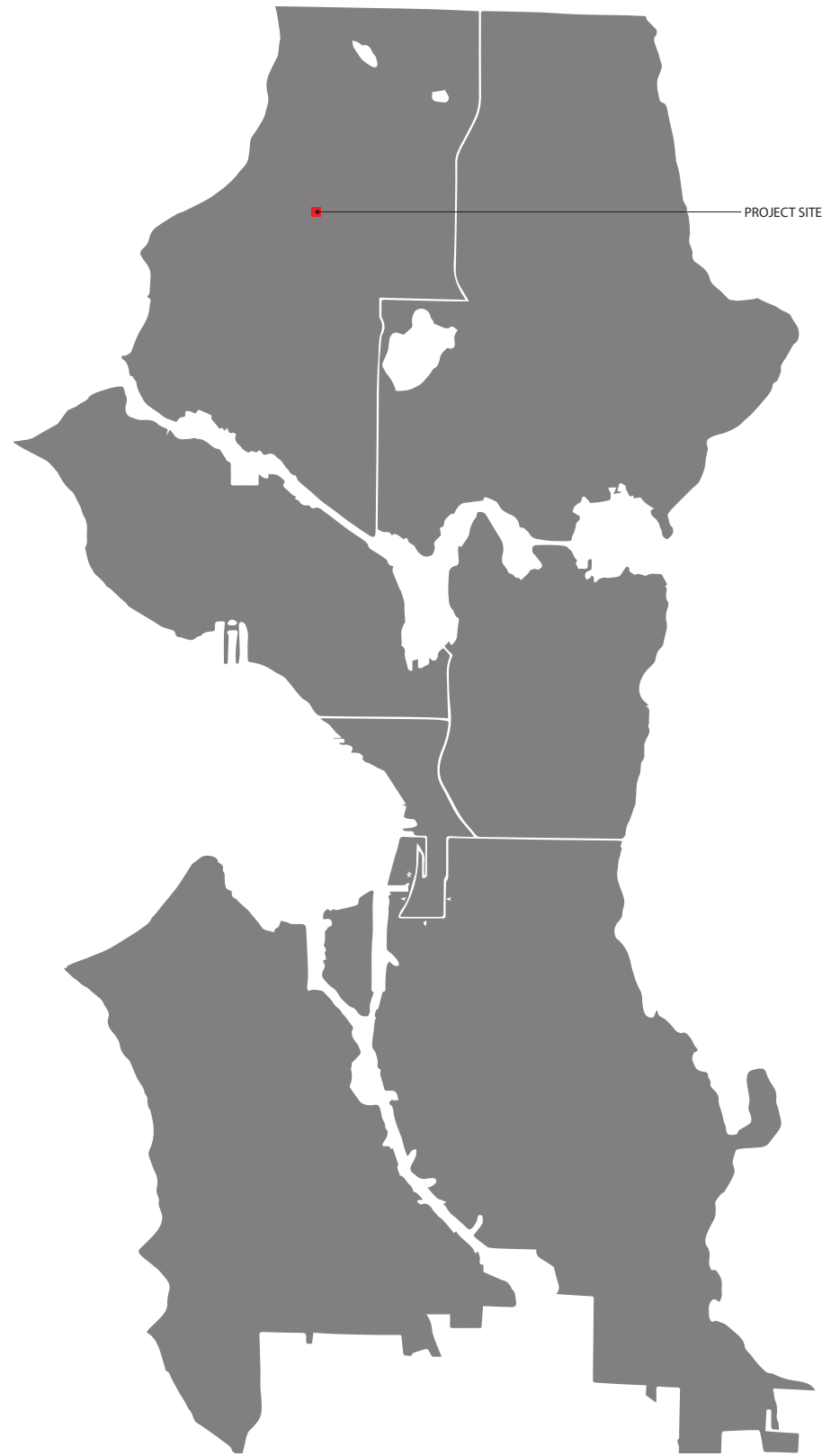
### **Jackson Main Architecture**

311 First Avenue South  
Seattle, WA 98104  
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[www.JacksonMain.com](http://www.JacksonMain.com)

## PROJECT INFORMATION

Greenwood Townhomes  
10512 Greenwood Avenue North  
Seattle, WA 98133



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## Greenwood Townhomes

10514 (12) and 10520 Greenwood Ave N SDCI 3032190-EG

# TABLE OF CONTENTS



① QFC



② Grace Lutheran



③ Intersection of 105th & Phinney



④ Markets @ 105th



⑤ Rickshaw Restaurant



⑥ Four Square Church



⑦ Leilani Apartment Homes



⑧ SAGA School and Rehoboth



⑨ Lucas Market & Deli

### BUILDING INFO

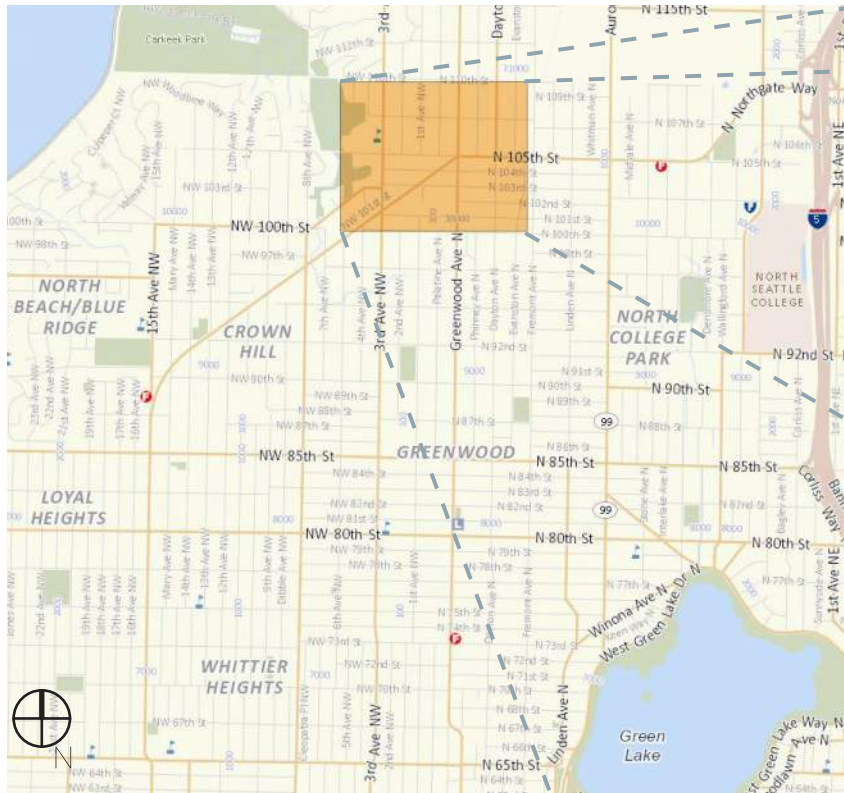
Address: 10514 (12) and 10520 Greenwood Ave N, Seattle WA

### ZONING INFO

Zone	C1-40
Height Limit	40'
FAR	Resid (Only) : 3.00 = 43,197 SF
	Resid + Comm (Mixed): 3.25 = 46,796 SF

Setbacks	15' Setback Above 13' Adjacent to SF Zone in Rear
Parking	1 per Dwelling Unit
ECA's	None Present
Urban Village	None Present
Overlays	None Present
Pedestrian Zone	None Present

# CONTEXT & ZONING INFORMATION



## LOCAL CONTEXT

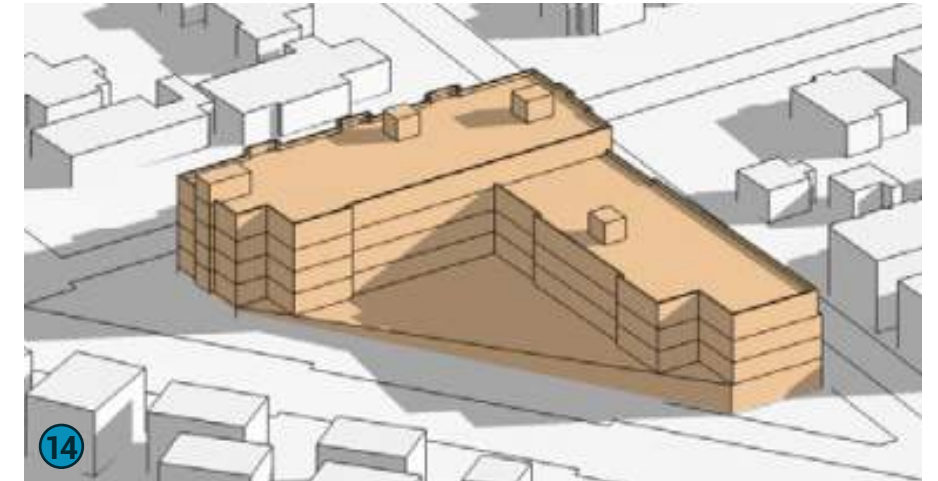
1. QFC
2. Grace Lutheran
3. Intersection of 105th & Phinney
4. Markets @ 105th
5. Rickshaw Restaurant
6. Four Square Church
7. Leilani Apartment Homes
8. SAGA School and Rehoboth Christian Worship Ctr
9. Lucas Market & Deli
10. 10540 Greenwood (36 Sedu, 26 Apt)
11. 10712 Greenwood (8 Townhomes)
12. Leilani Apartments
13. 6701 15th Ave. (12 Townhomes)
14. 10002 Holman Rd. (96 Assisted Living Unites)
15. 7530 15th Ave. NW (20 Live Works, 33 Townhomes)



# OVERVIEW DIAGRAM



10 #30229866 - 10540 Greenwood (36 SEDU & 26 APT.)

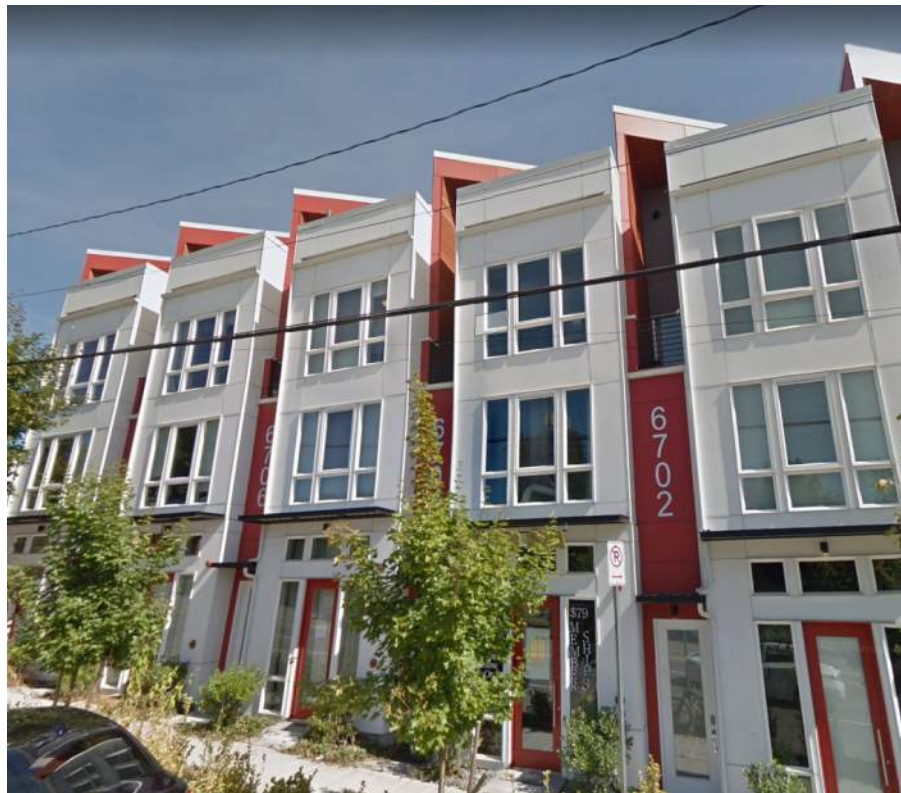


14



14 #3027225 - 10002 Holman Rd. (96 Assisted Living)

# NEIGHBORHOOD DESIGN CONTEXT



13 6701 15TH Ave. (12 Townhomes)



12 Leilani Apartments



15 7530 15TH Ave. NW



11 #3029775 - 10712 Greenwood (8 Townhomes)



15 #3017926 - 7530 15TH Ave. NW (20 Live Work & 33 Townhomes, Over a Podium)



**Greenwood Townhomes**

10514 (12) and 10520 Greenwood Ave N SDCI 3032190-EG

# NEIGHBORHOOD DESIGN CONTEXT



GREENWOOD AVE N. - FOCUS AREA OF EAST SIDE



GREENWOOD AVE N - EXTENTS OF EAST SIDE (FOCUS AREA INSET)



GREENWOOD AVE N. - FOCUS AREA OF WEST SIDE



GREENWOOD AVE N - EXTENTS OF WEST SIDE (FOCUS AREA INSET)

# URBAN DESIGN ANALYSIS



PHINNEY AVE N. - EAST SIDE - FOCUS AREA

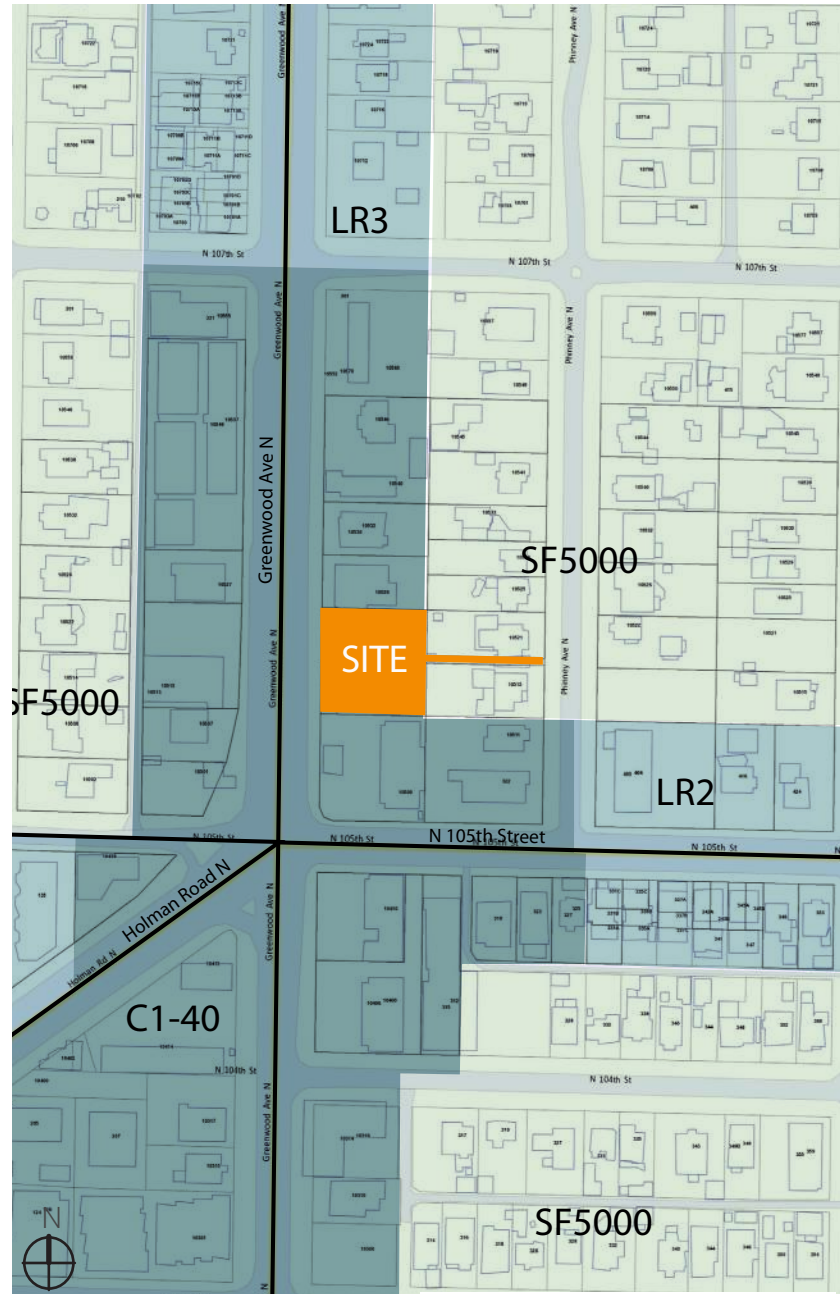


PROPOSED  
PROJECT EAST SITE ACCESS  
OPPOSITE (INSET)



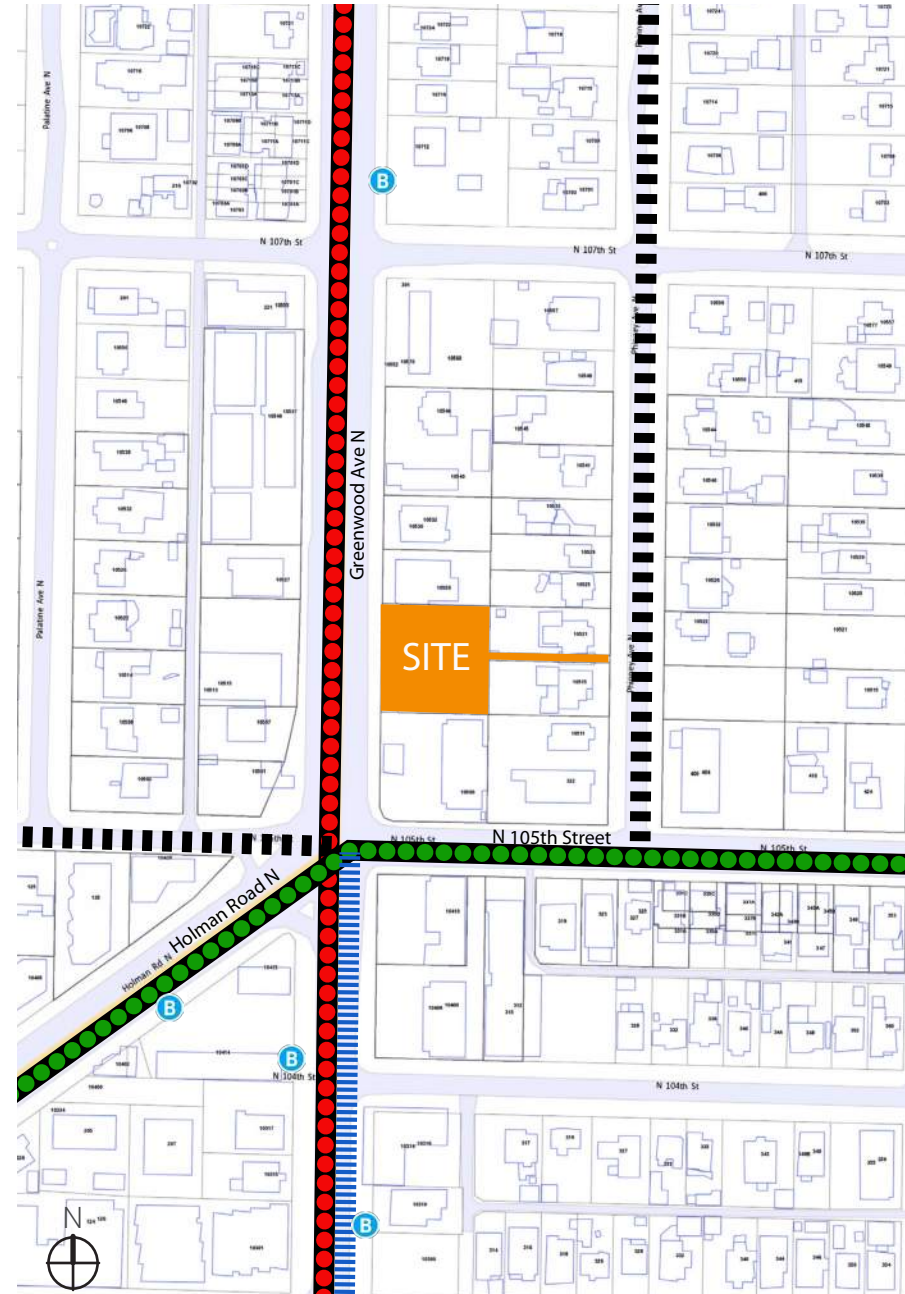
PROPOSED  
PROJECT EAST SITE  
ACCESS (INSET)

PHINNEY AVE N. - WEST SIDE - FOCUS AREA



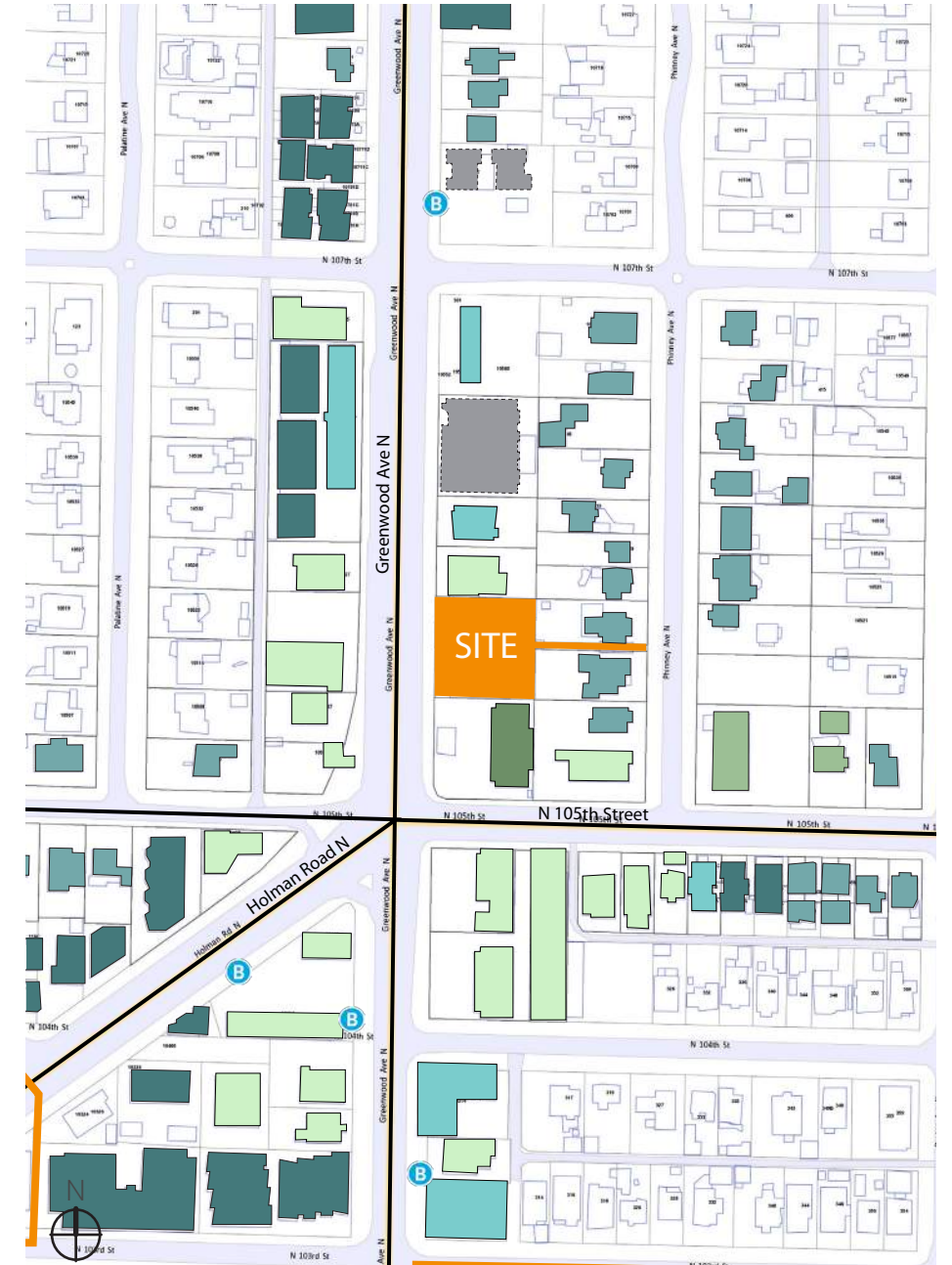
Zoning Key

- C1-40
- LR2
- LR3
- NC1-30
- SF5000



Street, Public Transport and Bike Key

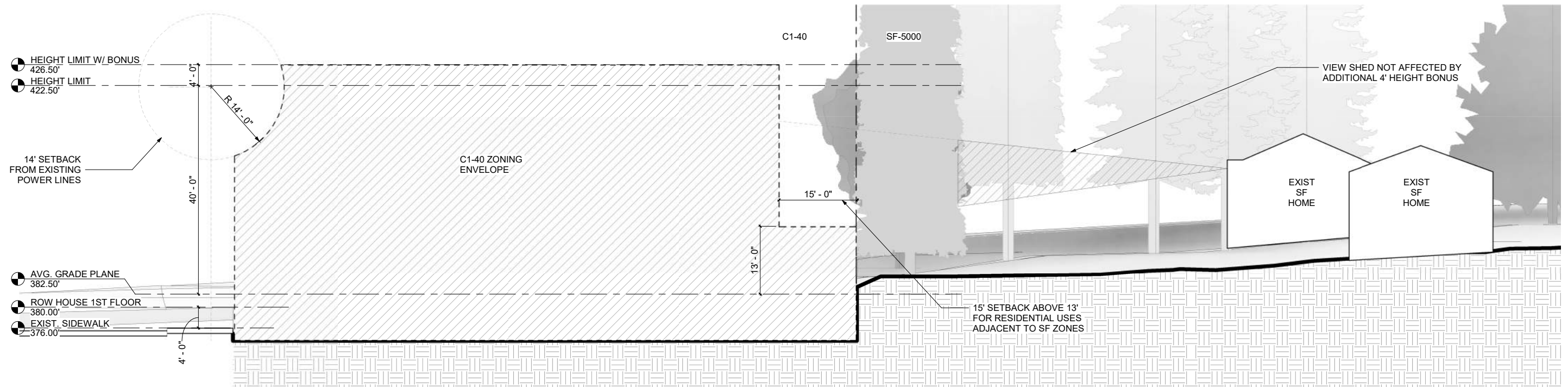
- 3x3 Neighborhood Boundary
- Major Arterial - Urban Center Connection
- Minor Arterial - Neighborhood Yield Street
- Bus Route - Express
- Bus Route - Local
- Bike Lane/Climbing Lane
- Neighborhood Greenway



Current Uses Key

- Residential - Single Family
- Residential - Multi-Family
- Residential - Multi-Family w/ Mixed Use
- Commercial
- Community, Non-Profit or Faith-Based
- Proposed Project by Others

# ZONING, TRANSPORT & USES



SITE SECTION



**Greenwood Townhomes**

10514 (12) and 10520 Greenwood Ave N SDCI 3032190-EG

# ZONING ANALYSIS

Transportation Linkages



SITE OVERVIEW

# SITE OVERVIEW

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SURVEY

## CS1: NATURAL SYSTEMS AND SITE FEATURES

Use natural systems and features of the site and its surroundings as a starting point for project design.

### B. Sunlight and Natural Ventilation

B.1. Sun and Wind: Take advantage of solar exposure and natural ventilation available onsite where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible

The preferred massing option breaks up and steps the massing to allow natural daylight and air to all units and bedrooms.

### C. Topography

C.2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation.

The preferred massing steps down the natural slope of the lot allowing for views into and out of the site.

## CS2 - URBAN PATTERN AND FORM

Strengthen the most desirable forms, characteristics and patterns of the streets, block faces and open spaces in the surrounding area.

### D. Height, Bulk and Scale

#### D.4. Massing Choices

Strive for a successful transition between zone where a project abuts a less intensive zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building details. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation, and/or make for interesting urban form.

The preferred massing breaks up the massing and allows a view

corridor through the site to an existing single family home. The angular articulation of the preferred option development is meant to break up the mass facing the SF zone and provide oblique angles into and out of the sleeping units mitigating direct views into the SF zone. The SF zone setback allows a 13' tall mass set back to 15'. The natural grade and depressing of the garage allows for a graceful transition to the SF zone.

## CS3: ARCHITECTURAL CONTEXT AND CHARACTER

Contribute to the architectural character of the neighborhood.

### A. Emphasizing Positive Neighborhood Attributes

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

The preferred option moves the majority of the townhome massing above a shared parking structure and allows for street facing row homes not typical to townhome developments. The angular articulation is reminiscent of the gable roofs of the SF zone will providing a rhythm of light and shadow across the facade breaking up the perceived mass.

#### PL1: CONNECTIVITY

Complement and contribute to the network of open spaces around the site and the connections among them.

### A. Network of Open Spaces

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

The preferred option incorporates both a pedestrian focused open space between the homes and elevated porches directly off the street front. The existing driveway to Phinney ave is proposed to be transitioned to a pedestrian path providing a pedestrian focused pathway from the SF zone directly into the site eliminating the need for vehicular access.

### B. Walkways and Connections

PL1.B2 Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

The preferred option incorporates both a pedestrian focused open space between the homes and elevated porches directly off the street front. The existing driveway to Phinney ave is proposed to be transitioned to a pedestrian path providing a pedestrian focused pathway from the SF zone directly into the site eliminating the need for vehicular access.

#### PL2: WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

### B. Safety and Security

PL2.B1 Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

The preferred option incorporates both a pedestrian focused open space between the homes and elevated porches directly off the street front. The existing driveway to Phinney ave is proposed to be transitioned to a pedestrian path providing a pedestrian focused pathway from the SF zone directly into the site eliminating the need for vehicular access.

PL2.C3 People-Friendly Spaces: Create an artful and people-friendly space beneath building canopies by using human-scale architectural elements and a pattern of forms and/or textures at intervals along the facade. If transparent canopies are used, design to accommodate regular cleaning and maintenance.

The preferred option incorporates both a pedestrian focused open space between the homes and elevated porches directly off the street front. The existing driveway to Phinney ave is proposed to be transitioned to a pedestrian path providing a pedestrian focused pathway from the SF zone directly into the site eliminating the need for vehicular access.

# PRIORITY GUIDELINES

### PL3: STREET-LEVEL INTERACTION

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

#### PL3.A. Entries

##### PL3.A1 Design Objectives:

Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.

PL3.A1c Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished by signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.

The preferred option incorporates both a pedestrian focused open space between the homes and elevated porches directly off the street front. All the entries to the townhomes are from the elevated podium off a shared green space.

PL3.A1d Individual Entries: Ground-relating housing should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.

The preferred option incorporates both a pedestrian focused open space between the homes and elevated porches directly off the street front.

### PL4 - ACTIVE TRANSPORTATION

Incorporate design features that facilitate active forms of

transportation such as walking, bicycling and use of transit.

#### PL4.A Entry Locations and Relationships

PL4.A.1 Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

The preferred option incorporates both a pedestrian focused open space between the homes and elevated porches directly off the street front. The existing driveway to Phinney ave is proposed to be transitioned to a pedestrian path providing a pedestrian focused pathway from the SF zone directly into the site eliminating the need for vehicular access. The primary vehicular access is off Greenwood ave with a minimal single curb cut and a shared garage space.

DC1.A.4 Views and Connections: Locate interior uses and activities to take advantage of views and physical connection to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

The stepped massing and angular articulation gives each unit a roof deck with views to the Olympic mountains and a unique view out of and through the pedestrian areas and the site.

#### DC1.B Vehicular Access and Circulation

DC1.B.1 Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible.

Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:

- a.) using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;
- b.) where driveways and curb cuts are unavoidable, minimize the number of and width as much as possible.

The preferred option incorporates both a pedestrian focused open space between the homes and elevated porches directly off the street front. The existing driveway to Phinney ave is proposed to be transitioned to a pedestrian path providing a pedestrian focused pathway from the SF zone directly into the site eliminating the need for vehicular access. The primary

vehicular access is off Greenwood ave with a minimal single curb cut and a shared garage space.

DC1.C.1 Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

the preferred option collects all parking traditionally individually divided in a townhome design to a shared common structure providing a more efficient use of space.

### DC2: ARCHITECTURAL CONCEPT

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

#### DC2.A Massing

DC2.A.2 Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

The design concept showing the preferred option and the development of that option seek to provide a better alternative to the traditional townhome massing. The elevated podium allows for shared pedestrian spaces and collects all vehicular traffic below to a shared garage space. The stepped massing allows for views and light to each space while the angled articulation of the facade provides a rhythm and contrast to the facade breaking up the massing.



## Greenwood Townhomes

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# PRIORITY GUIDELINES

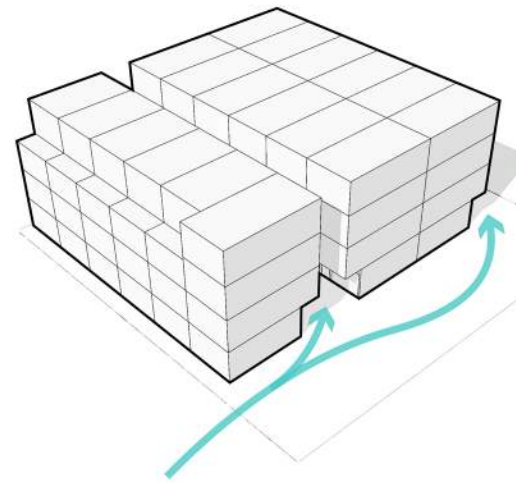
## CODE COMPLAINT

### OPTION 1:

FAR: 2.02

#### DISTINGUISHING FEATURES

- 18 TRADITIONAL TOWNHOMES
- SHARED DRIVE AISLES
- PARKING UNDER 3 STORY HOMES
- SINGLE CURB CUT



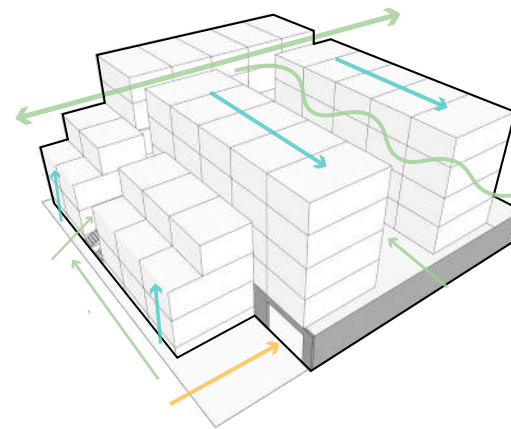
## COURTYARD

### OPTION 2:

FAR: 2.36

#### DISTINGUISHING FEATURES

- PARKING IN SINGLE SHARED STRUCTURE
- COMMUNITY CIRCULATION AND GREEN SPACE
- 20 TOTAL UNITS WITH 5 ROW HOUSES AND 15 4 STORY TOWNHOMES
- LARGE CENTRAL OPEN SPACE



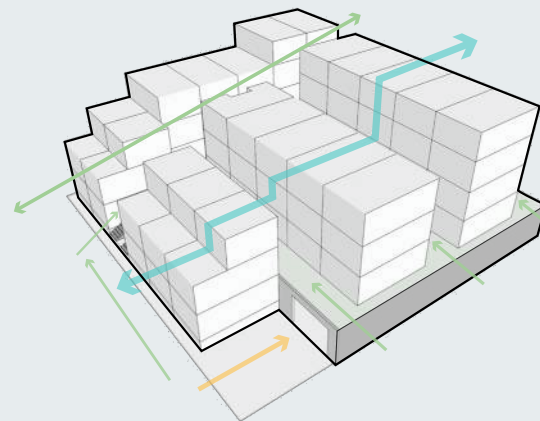
## ISLANDS

### OPTION 3: PREFERRED

FAR: 2.06

#### DISTINGUISHING FEATURES

- PARKING IN SINGLE SHARED STRUCTURE
- COMMUNITY CIRCULATION AND GREEN SPACE
- 20 TOTAL UNITS WITH 5 ROW HOUSES AND 8 3 STORY TOWNHOMES AND 7 4 STORY TOWNHOMES
- UNITS ARRANGED AS ISLANDS WITHIN LARGER COMMUNITY SPACE



## OPPORTUNITIES

- TRADITIONAL MASSING SEEN IN AREA
- PARKING PROVIDED FOR EACH UNIT

- LARGE CENTRAL OPEN SPACE
- COMMUNITY FOCUSED CENTRAL CIRCULATION STAIR
- 11 UNITS WITH VIEWS TO CASCADES
- DRIVEWAY TO PHINNEY VIA ALLEY TO ALLEVIATE TRAFFIC ON GREENWOOD

## OPPORTUNITIES

- 20 UNITS WITH VIEWS TO THE OLYMPICS AND INCREASED LIGHT AND AIR EXPOSURE
- STEPPED MASS REDUCES STREET IMPACT AND ACTS AS A TRANSITION TO HIGHER DENSITY ZONE AS WELL AS SF ZONE ADJACENT
- UNIT DIVERSITY ALLOWING 3 SEPARATE UNIT TYPES TO ENSURE A DIVERSE COMMUNITY
- SHARED PARKING STRUCTURE WITH PEDESTRIAN FOCUS

## CONSTRAINTS

- CAR CENTRIC DESIGN
- NO SHARED OPEN OR GREENSPACE
- ONLY 6 UNITS WITH VIEWS TO OLYMPICS
- NOT RESPONSIVE TO TOPOGRAPHY

- ROW HOUSE AND TOWNHOUSES BACK TO BACK REQUIRE ADDITIONAL STORY TO ALLOW LIGHT AND EGRESS TO BEDROOMS
- LARGER OVERALL MASSING
- DOES NOT RESPOND TO TOPO OR NEIGHBORING SF ZONE

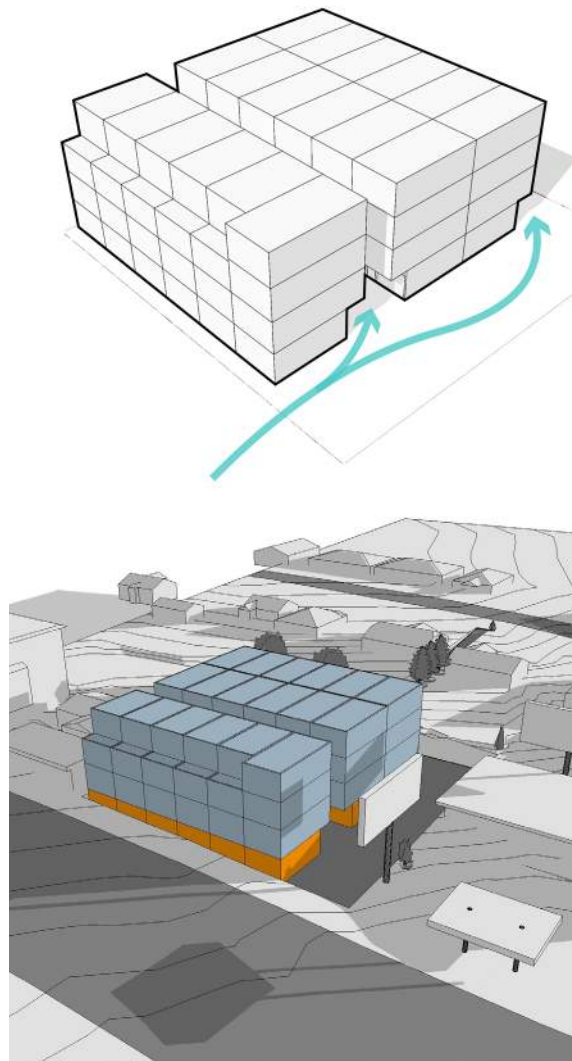
- NARROWER GREEN SPACES

# DESIGN OPTIONS



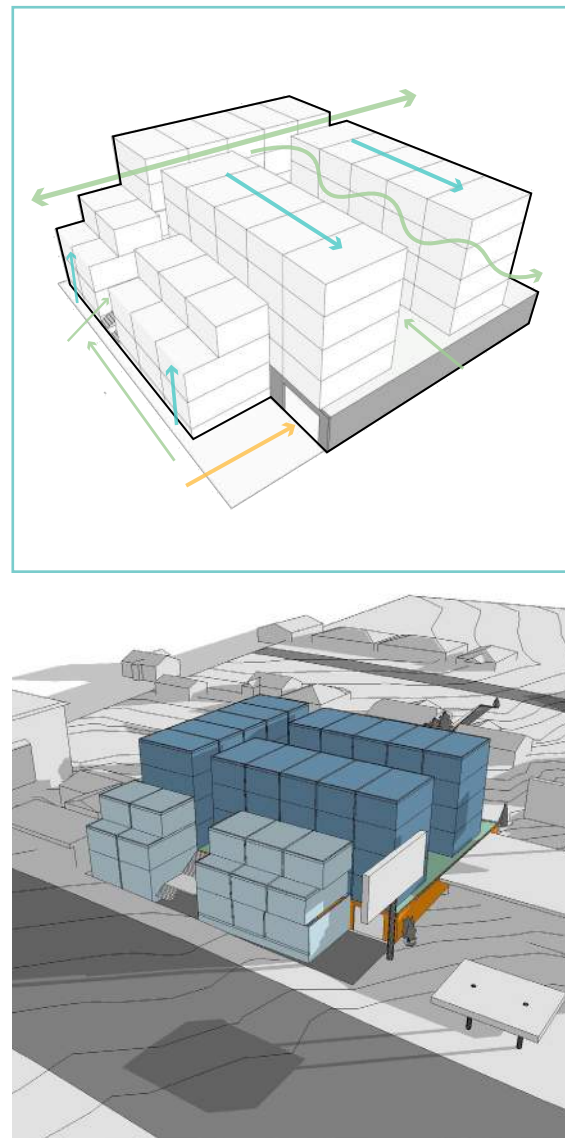
### OPTION 1: CODE COMPLIANT

This code compliant design option is indicative of similar townhome developments in the North Seattle area. It maximizes the unit count and utilizes shared drive aisles for circulation.



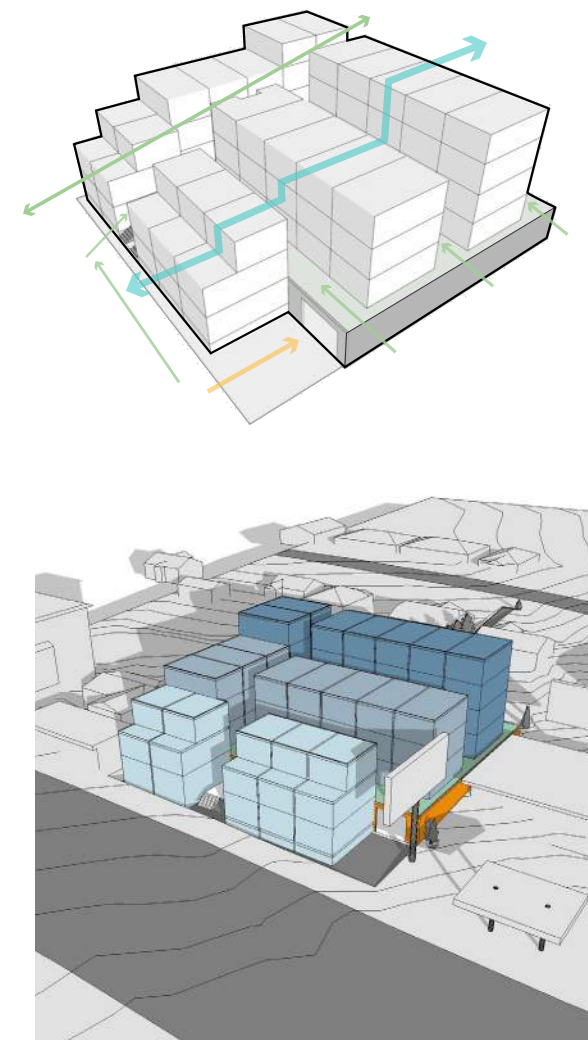
### OPTION 2: COURTYARD

The massing study combines all of the parking into a single shared structure allowing the townhomes to coexist above on the shared podium. This approach to townhomes allows a pedestrian centric environment without sacrificing parking requirements. The massing is organized in small groups and arranged around a central courtyard at the top of a dramatic and monolithic stair which brings you from the parking area to the shared courtyard.



### OPTION 3: ISLANDS

The massing study combines all of the parking into a single shared structure allowing the townhomes to coexist above on the shared podium. This approach to townhomes allows a pedestrian centric environment without sacrificing parking requirements. The massing is organized in small groups across the shared community space. Multiple courtyards at the top of a dramatic and monolithic stair which brings you from the parking area to the shared spaces. The stepped and separated massing allows light, air, and views to all units.



## OPTION 1: CODE COMPLIANT

### BUILDING INFORMATION

#### DISTINGUISHING FEATURES

- 18 TRADITIONAL TOWNHOMES
- SHARED DRIVE AISLES
- PARKING UNDER 3 STORY HOMES
- SINGLE CURBCUT

#### OPPORTUNITIES

- TRADITIONAL MASSING SEEN IN AREA
- PARKING PROVIDED FOR EACH UNIT

#### CONSTRAINTS

- CAR CENTRIC DESIGN
- NO SHARED OPEN OR GREENSPACE
- ONLY 6 UNITS WITH VIEWS TO OLYMPICS
- NOT RESPONSIVE TO TOPOGRAPHY

#### DEPARTURES REQUESTED

- NONE

### DESIGN CONCEPT

This code compliant design option is indicative of similar town-home developments in the North Seattle area. It maximizes the unit count and utilizes shared drive aisles for circulation.



BIRDS EYE FROM NORTHEAST

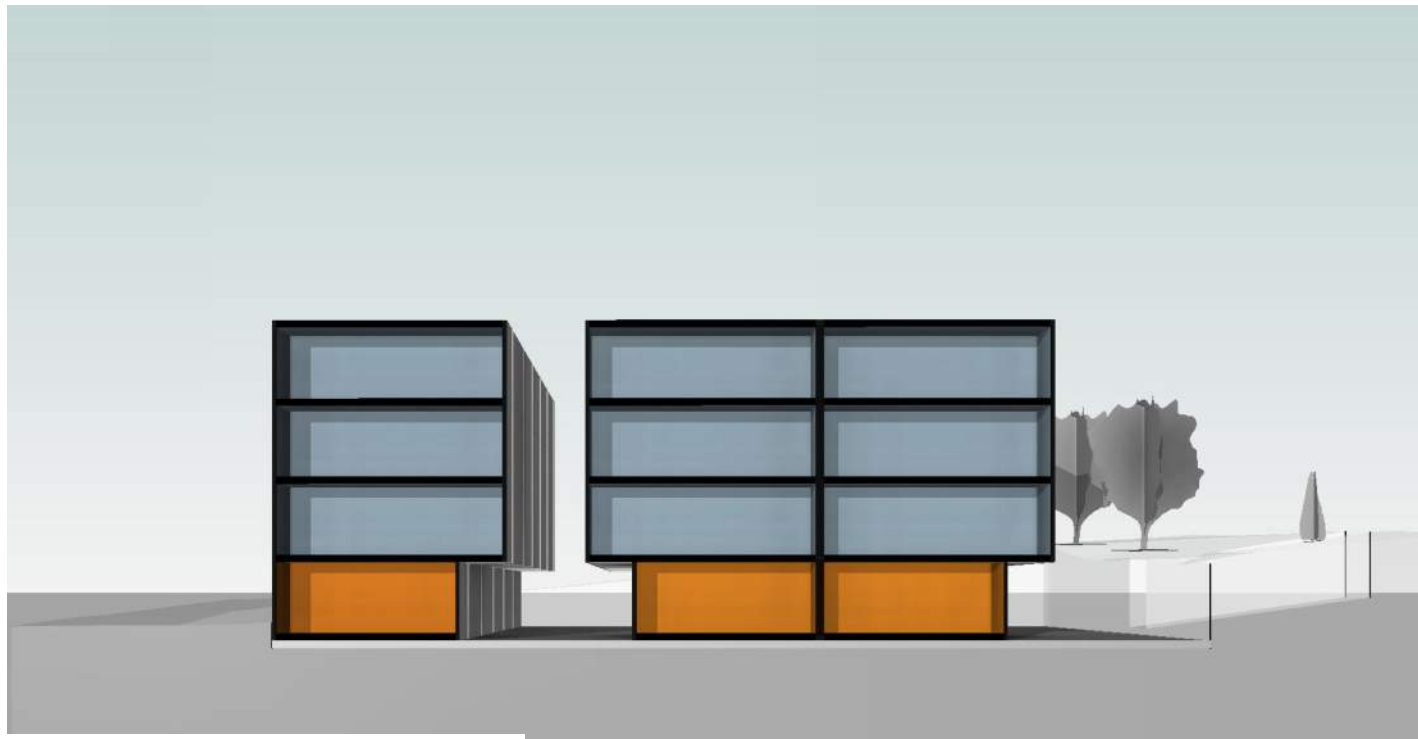


BIRDS EYE FROM NORTHWEST

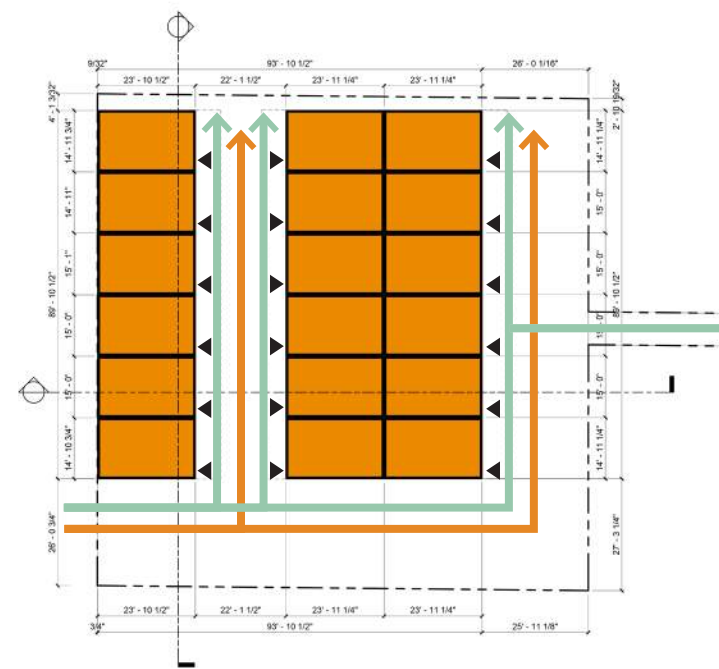


BIRDS EYE FROM SOUTHWEST

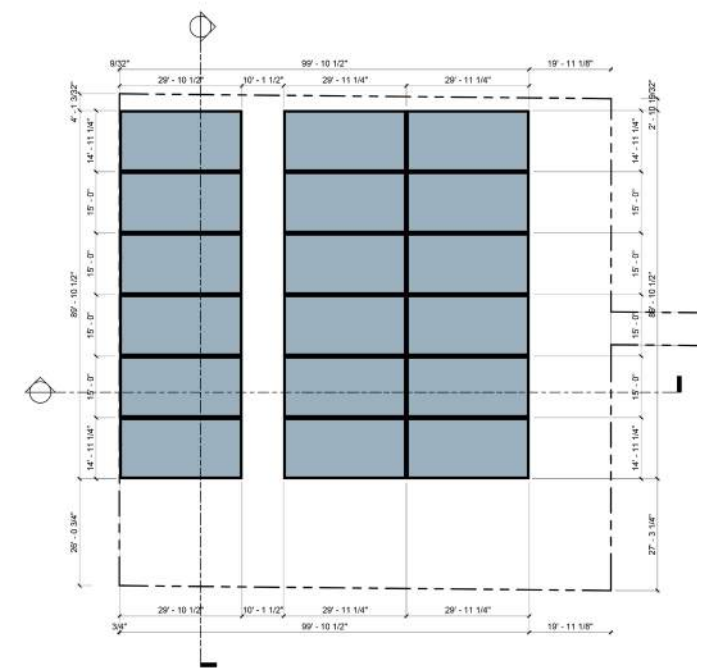
# OPT 1- AXON AND PERSPECTIVES



E/W LONGITUDINAL SECTION



FLOOR PLAN - PARKING



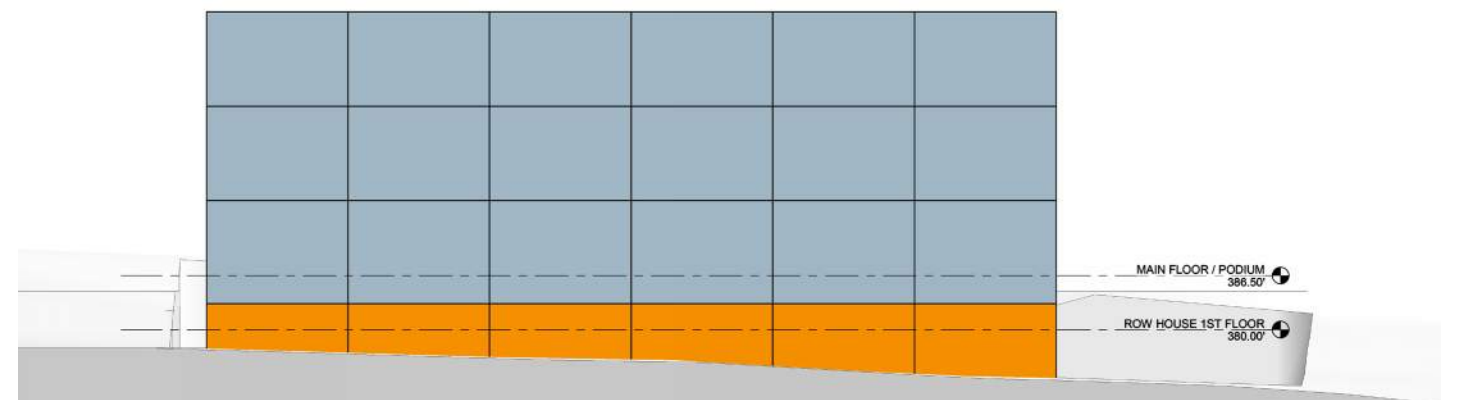
FLOOR PLAN - MAIN FLOOR

- Pedestrian Circulation
- Vehicle Circulation
- Massing Move

- Greenspace
- Parking
- ROW
- 3 - Story Townhome
- 4 - Story Townhome



N/S TRANSVERSE SECTION



WEST ELEVATION

GREENWOOD AVE NORTH

# OPT 1- ELEVATIONS & SECTIONS



**Greenwood Townhomes**

10514 (12) and 10520 Greenwood Ave N SDCI 3032190-EG

## OPTION 2: COURTYARD

### BUILDING INFORMATION

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- DRIVEWAY TO PHINNEY VIA ALLEY TO ALLEVIATE TRAFFIC ON GREENWOOD

#### CONSTRAINTS

- ROW HOUSE AND TOWNHOUSES BACK TO BACK REQUIRE ADDITIONAL STORY TO ALLOW LIGHT AND EGRESS TO BEDROOMS
- LARGER OVERALL MASSING
- DOES NOT RESPOND TO TOPO OR NEIGHBORING SF ZONE

#### DEPARTURES REQUESTED

- REAR UNITS ENCROACH INTO 15' REAR SETBACK
- DRIVEWAY WIDTH REDUCE TO 8'

#### DESIGN CONCEPT

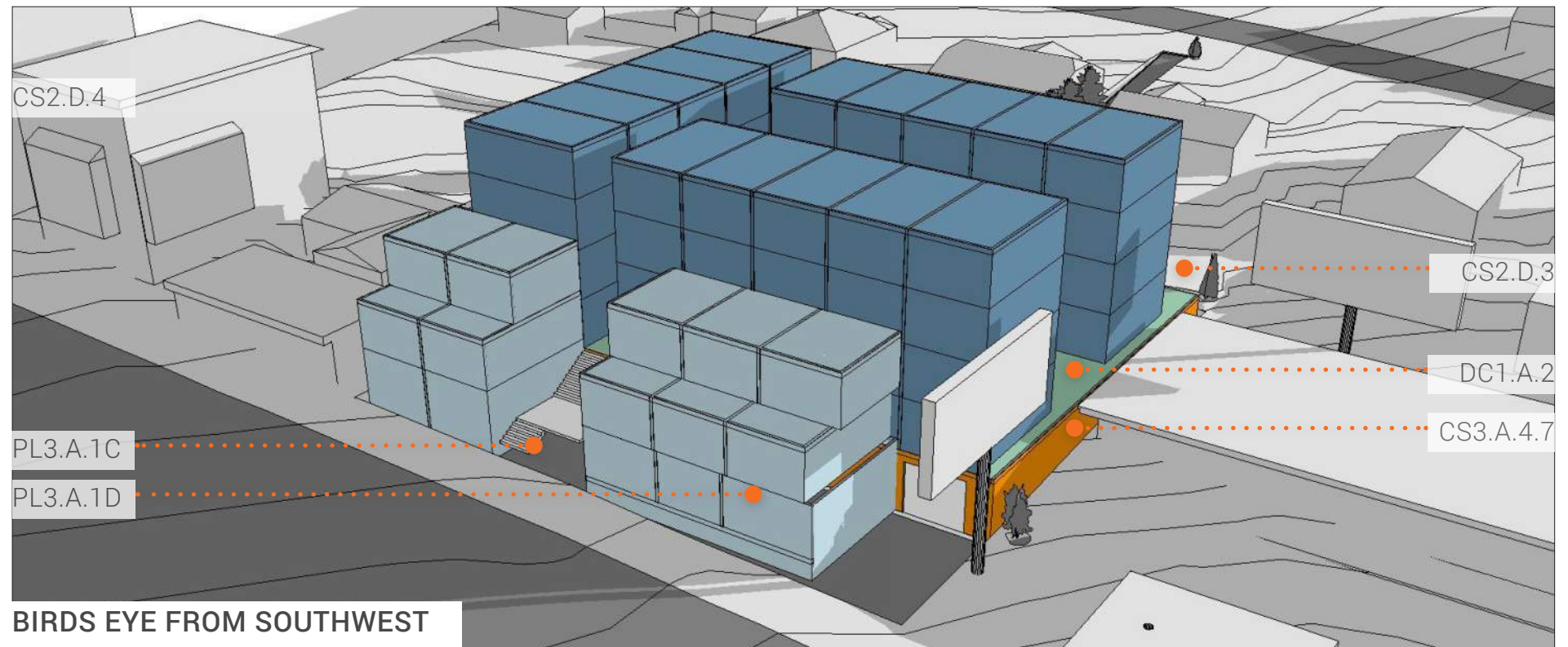
The massing study combines all of the parking into a single shared structure allowing the townhomes to coexist above on the shared podium. This approach to townhomes allows a pedestrian centric environment without sacrificing parking requirements. The massing is organized in small groups and arranged around a central courtyard at the top of a dramatic and monolithic stair which brings you from the parking area to the shared courtyard.



BIRDS EYE FROM NORTHEAST

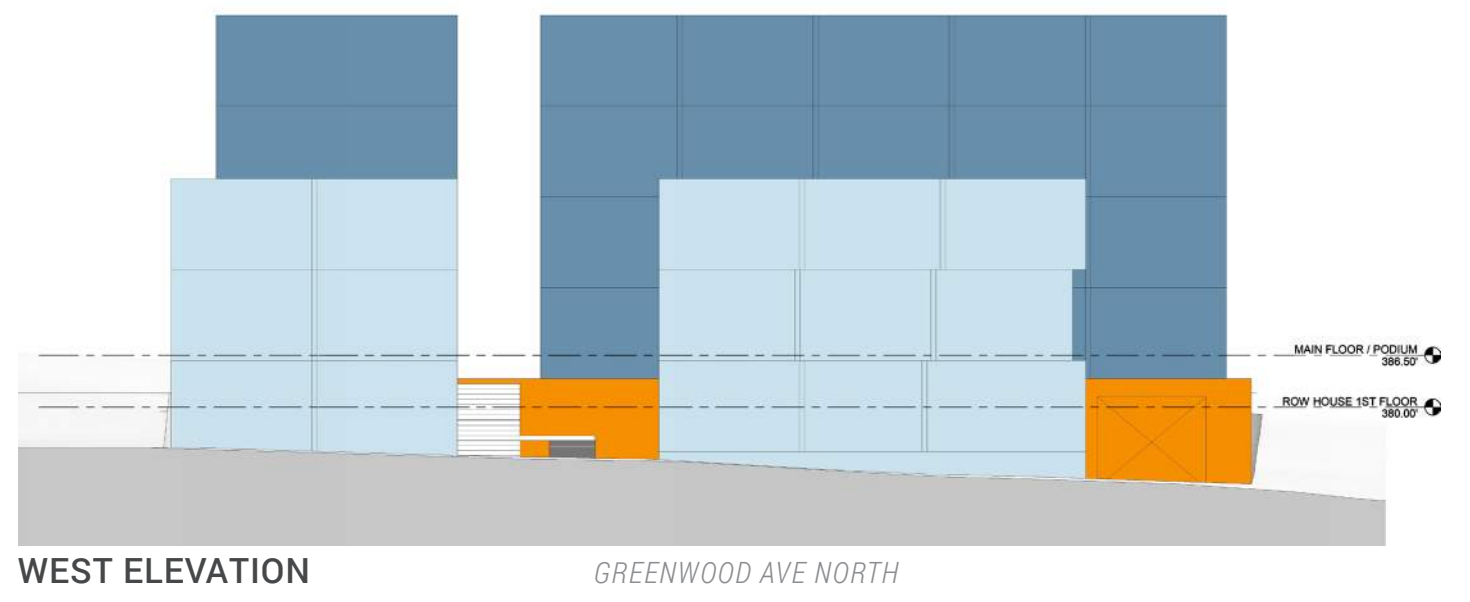
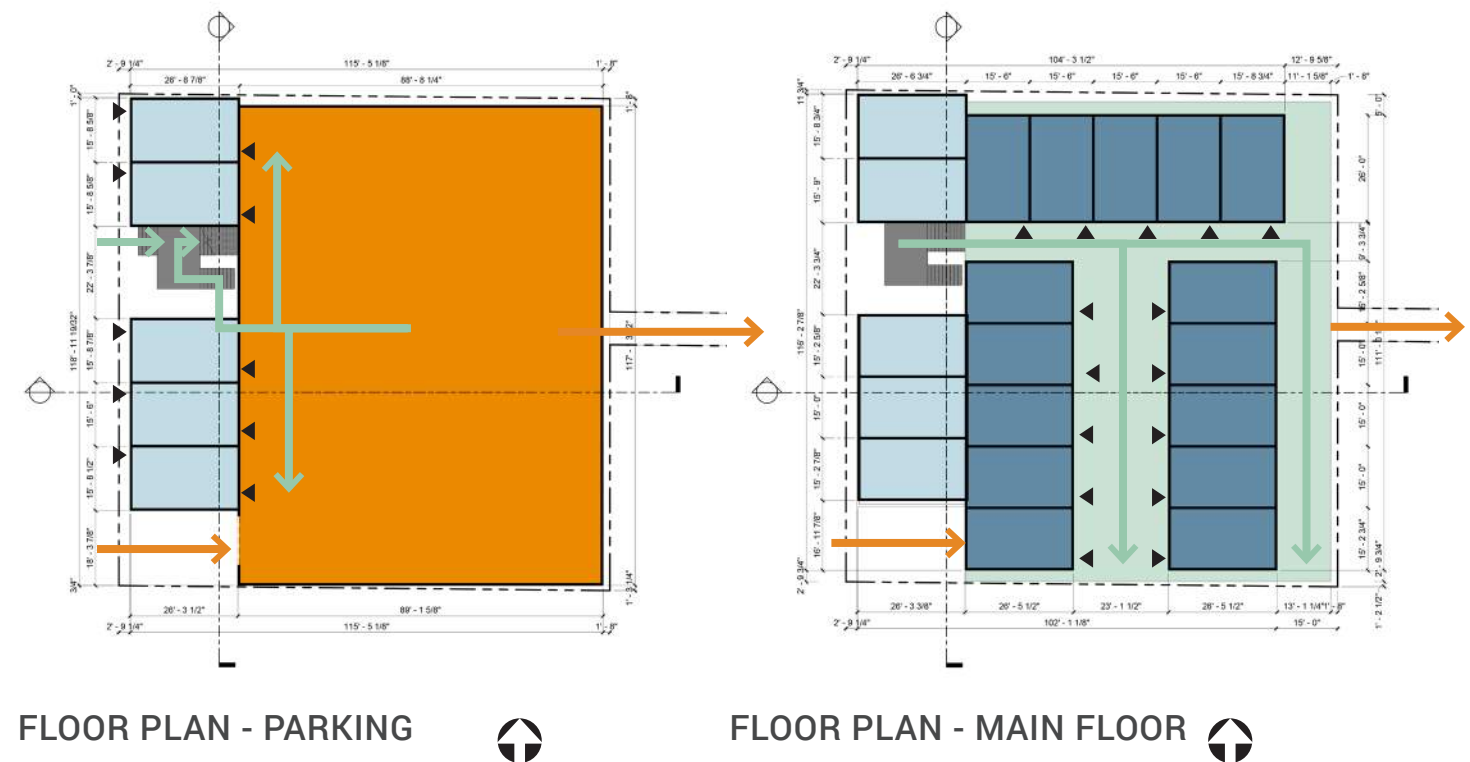
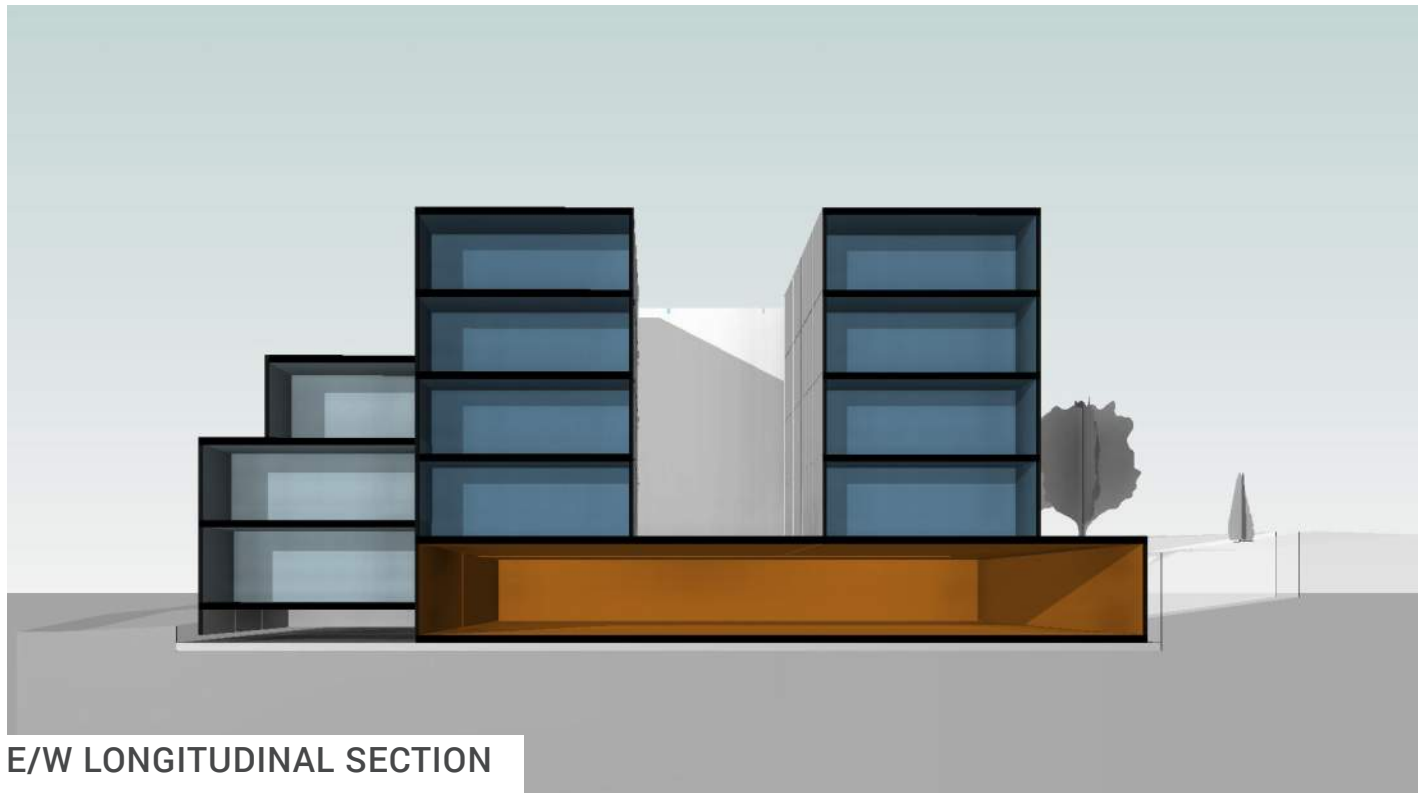


BIRDS EYE FROM NORTHWEST



BIRDS EYE FROM SOUTHWEST

# OPT 2 COURTYARD - AXON AND PERSPECTIVES



N/S TRANSVERSE SECTION

WEST ELEVATION GREENWOOD AVE NORTH

# OPT 2 - ELEVATIONS & SECTIONS



## OPTION 3: ISLANDS (PREFERRED)

### BUILDING INFORMATION

#### DISTINGUISHING FEATURES

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- 20 TOTAL UNITS WITH 5 ROW HOUSES AND 8 3 STORY TOWNHOMES AND 7 4 STORY TOWNHOMES
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- UNIT DIVERSITY ALLOWING 3 SEPARATE UNIT TYPES TO ENSURE A DIVERSE COMMUNITY
- SHARED PARKING STRUCTURE WITH PEDESTRIAN FOCUSED REAR SITE ACCESS TO PHINNEY

#### CONSTRAINTS

- NARROWER GREEN SPACES

#### DEPARTURES REQUESTED

- REAR UNITS ENCROACH INTO 15' REAR SETBACK

#### DESIGN CONCEPT

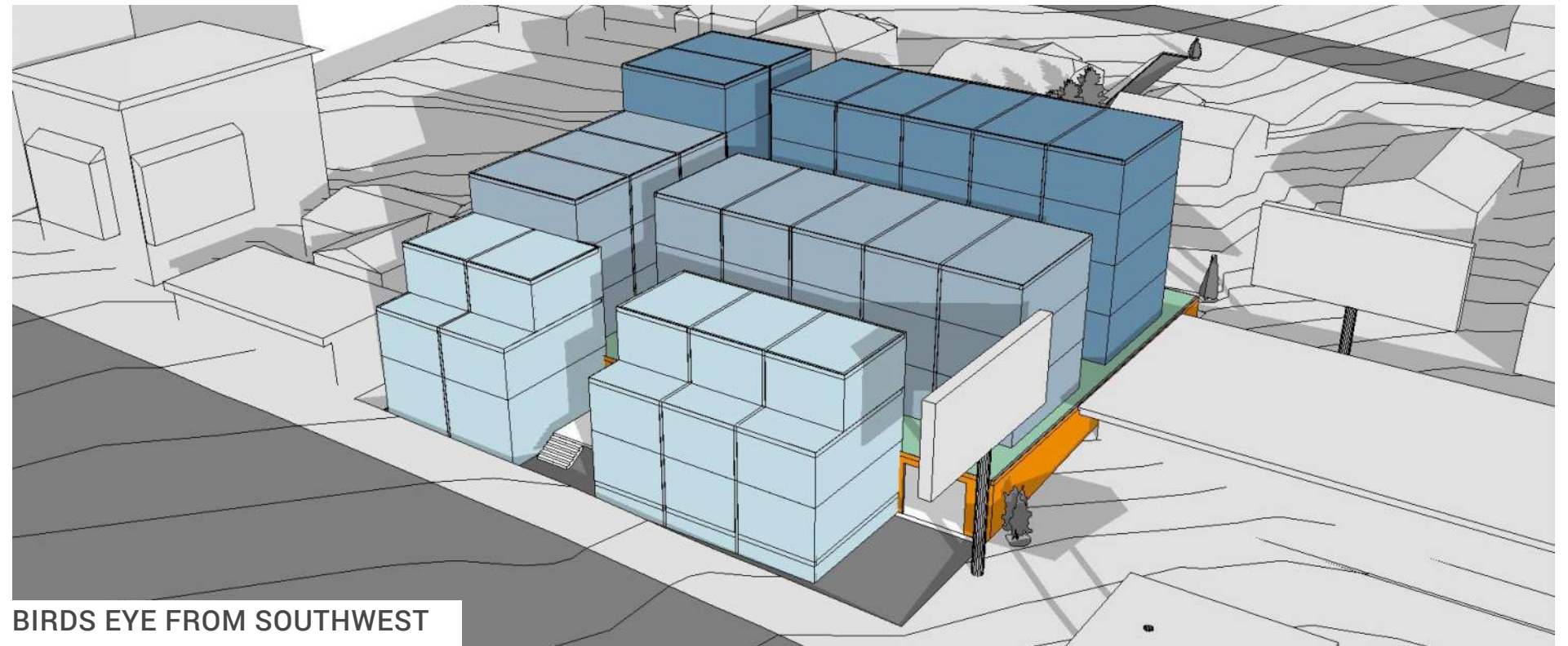
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BIRDS EYE FROM NORTHEAST

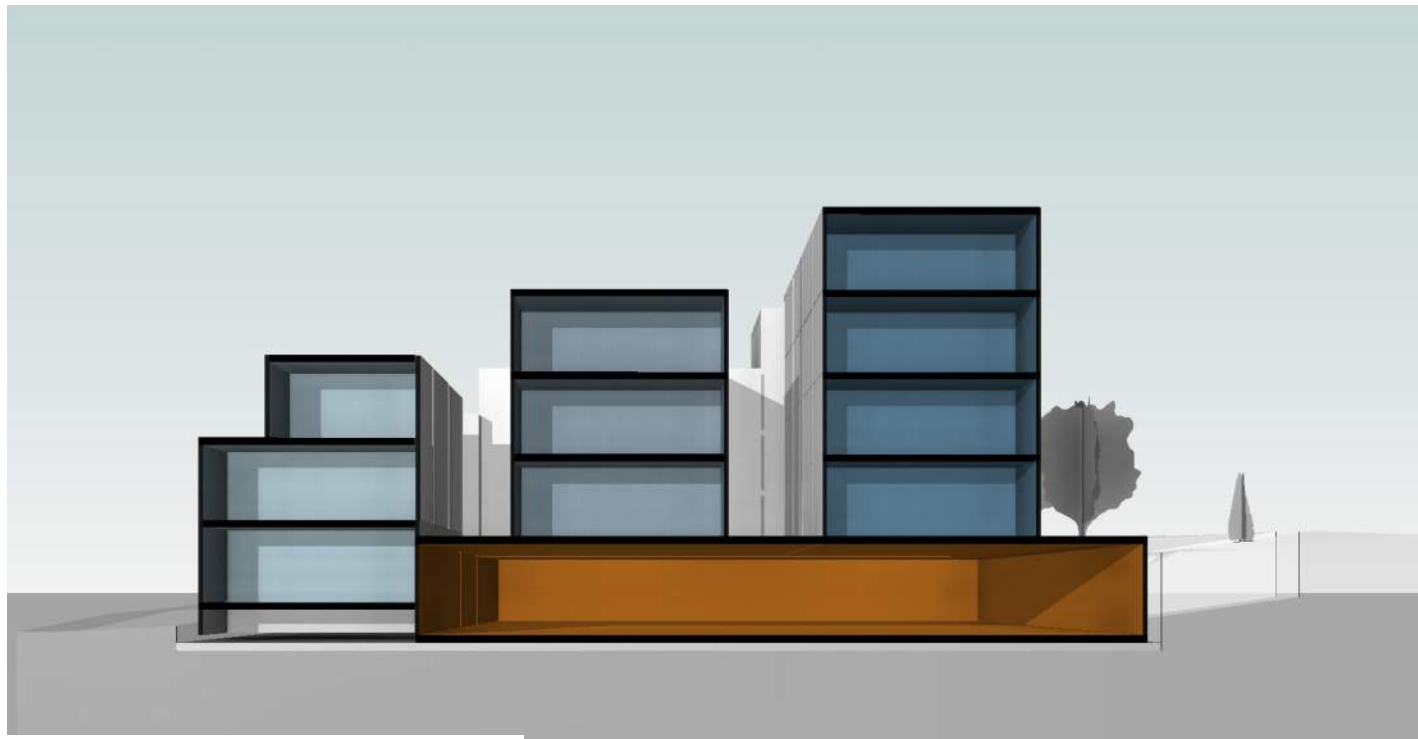


BIRDS EYE FROM NORTHWEST

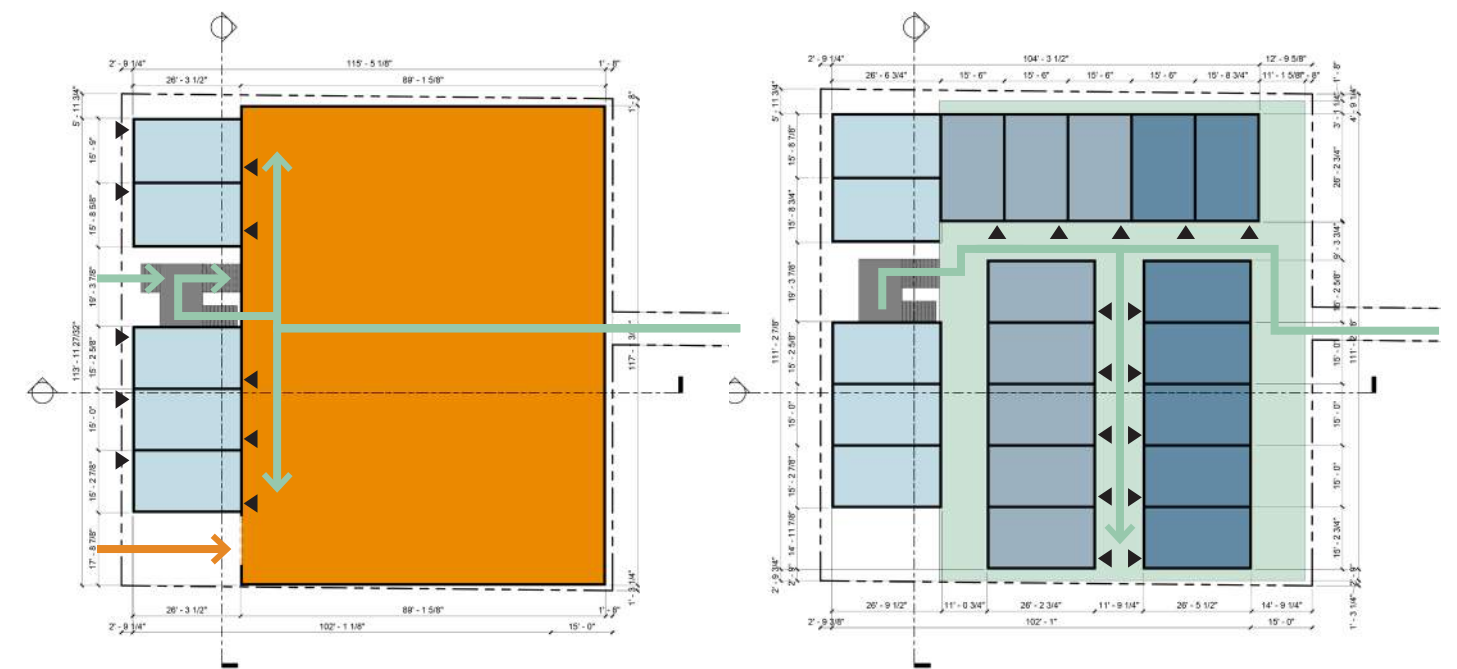


BIRDS EYE FROM SOUTHWEST

# OPT 3 - AXON AND PERSPECTIVES



E/W LONGITUDINAL SECTION



FLOOR PLAN - PARKING

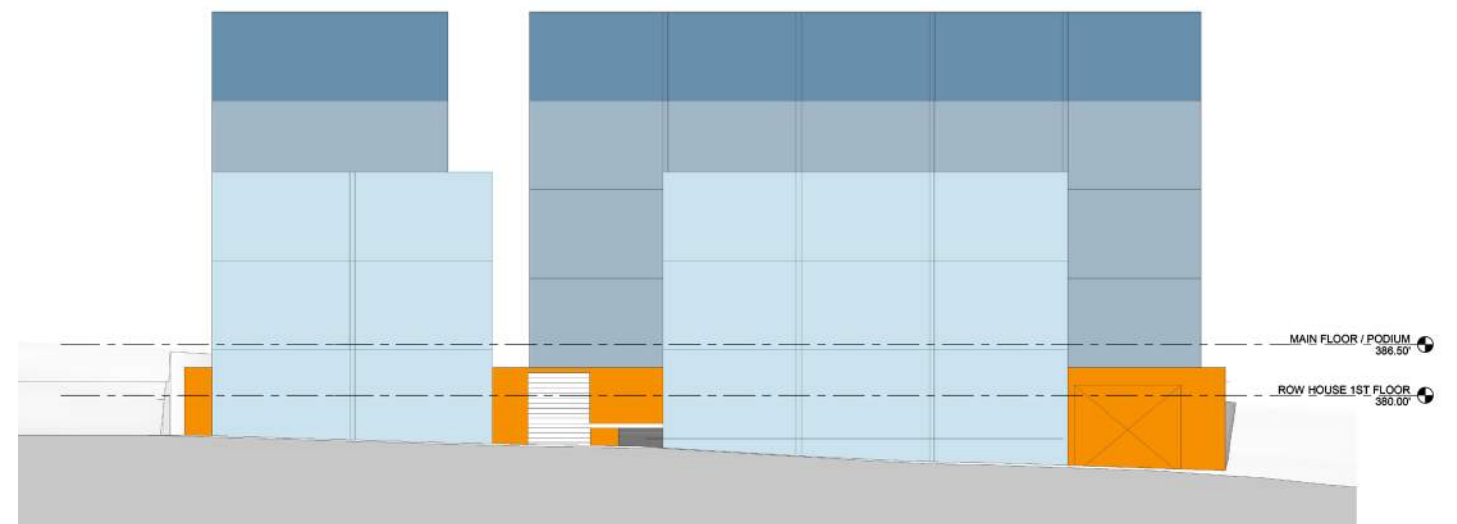
FLOOR PLAN - MAIN FLOOR

- Pedestrian Circulation
- Vehicle Circulation
- Massing Move

- Greenspace
- Parking
- ROW
- 3 - Story Townhome
- 4 - Story Townhome



N/S TRANSVERSE SECTION



WEST ELEVATION

GREENWOOD AVE NORTH

# OPT 3 - ELEVATIONS & SECTIONS

## OPTION 3 PREFERRED (FURTHER DEVELOPMENT)

### BUILDING INFORMATION

#### DISTINGUISHING FEATURES

- PARKING IN SINGLE SHARED STRUCTURE
- COMMUNITY CIRCULATION AND GREEN SPACE
- 20 TOTAL UNITS WITH 5 ROW HOUSES AND 8 3 STORY TOWNHOMES AND 7 4 STORY TOWNHOMES
- UNITS ARRANGED AS ISLANDS WITHIN LARGER COMMUNITY SPACE

#### OPPORTUNITIES

- 20 UNITS WITH VIEWS TO THE OLYMPICS AND INCREASED LIGHT AND AIR EXPOSURE
- STEPPED MASS REDUCES STREET IMPACT AND ACTS AS A TRANSITION TO HIGHER DENSITY ZONE AS WELL AS SF ZONE ADJACENT
- UNIT DIVERSITY ALLOWING 3 SEPARATE UNIT TYPES TO ENSURE A DIVERSE COMMUNITY
- SHARED PARKING STRUCTURE WITH PEDESTRIAN FOCUS

#### CONSTRAINTS

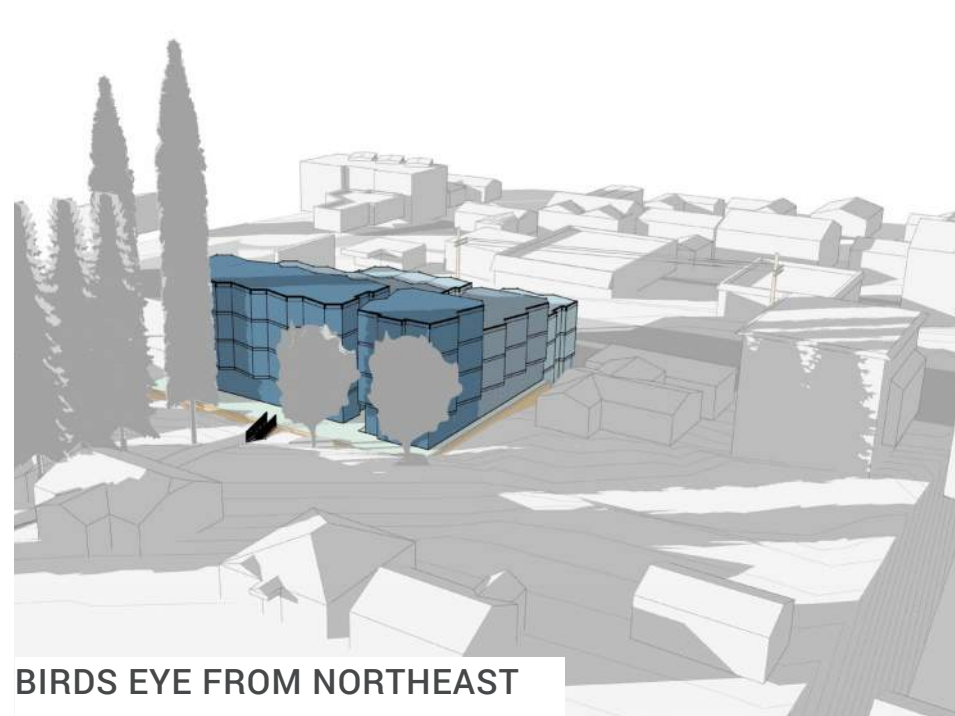
- NARROWER GREEN SPACES

#### DEPARTURES REQUESTED

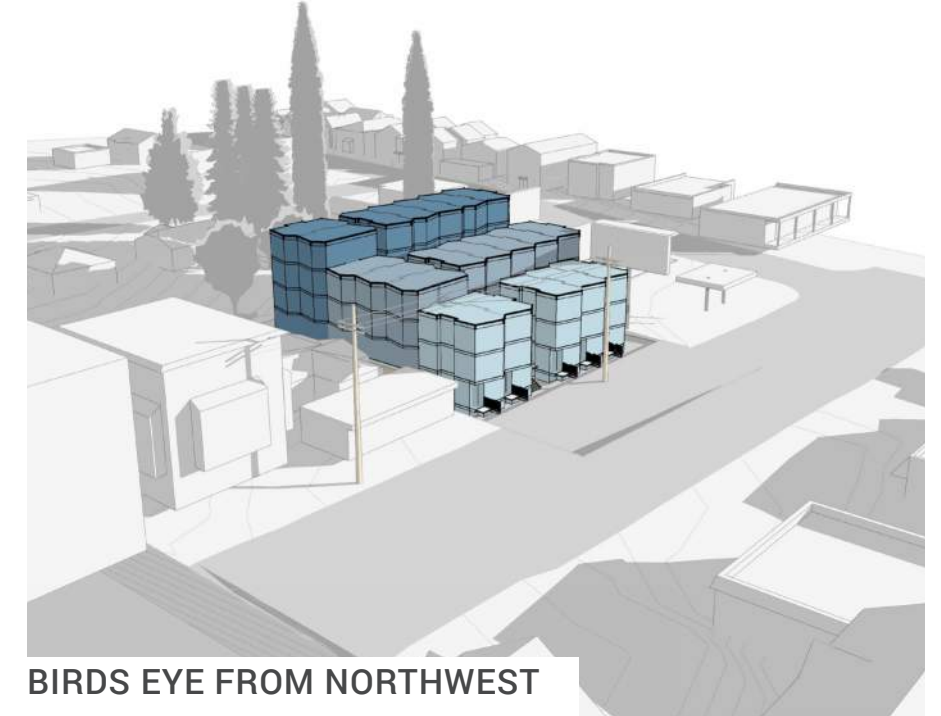
- REAR UNITS ENCROACH INTO 15' REAR SETBACK
- DRIVEWAY WIDTH REDUCE TO 8'

### DESIGN CONCEPT

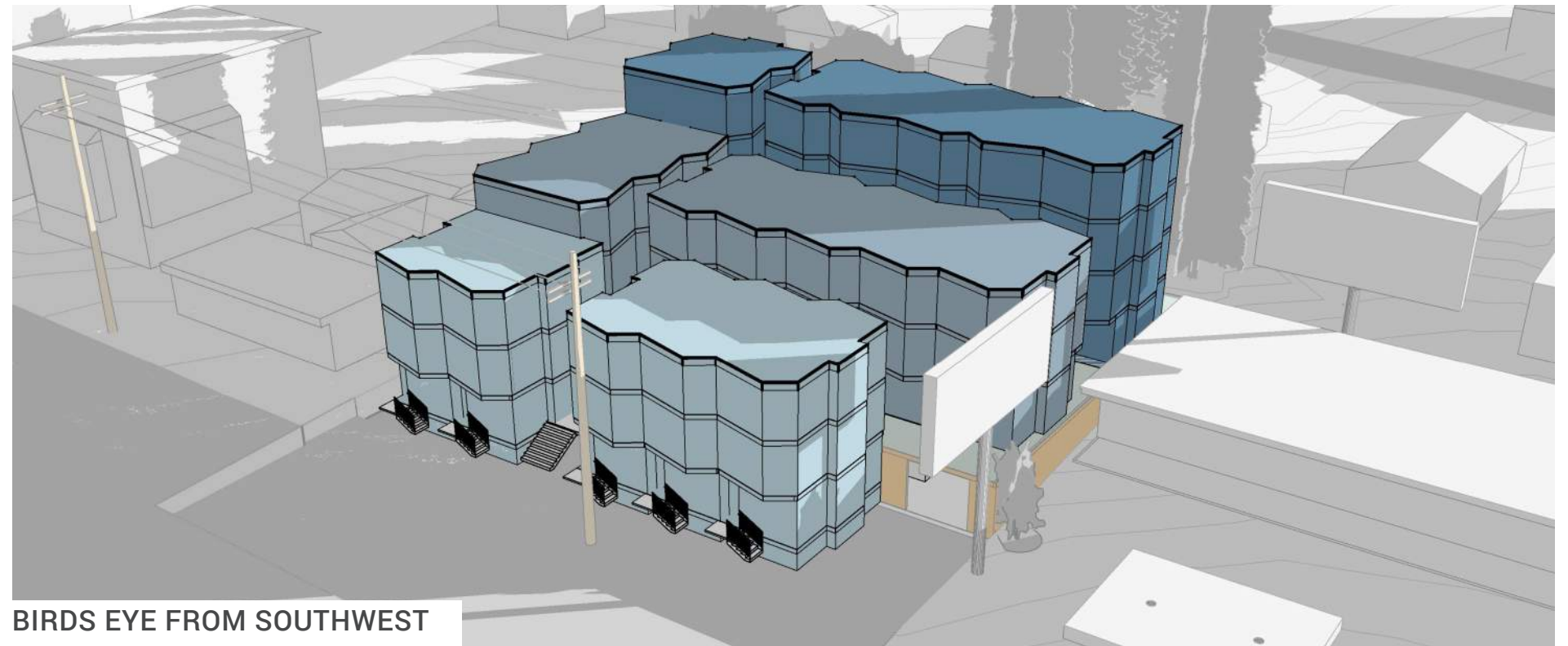
The massing study combines all of the parking into a single shared structure allowing the townhomes to coexist above on the shared podium. This approach to townhomes allows a pedestrian centric environment without sacrificing parking requirements. The massing is organized in small groups across the shared community space. Multiple courtyards at the top of a dramatic and monolithic stair which brings you from the parking area to the shared spaces. The stepped and separated massing allows light, air, and views to all units.



BIRDS EYE FROM NORTHEAST



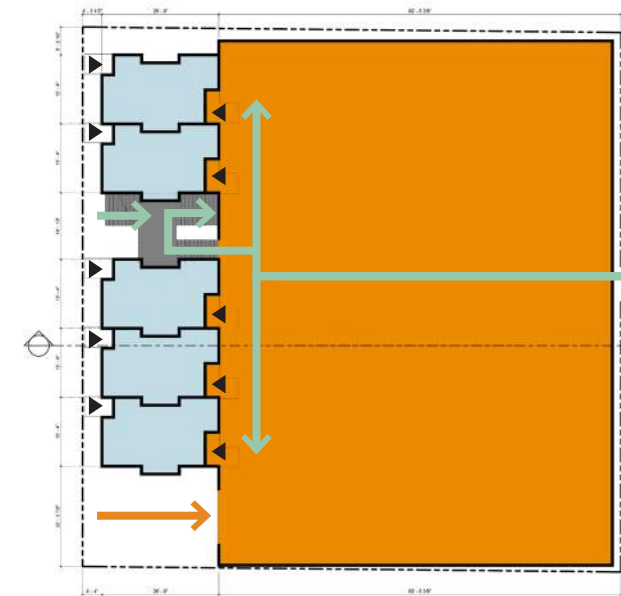
BIRDS EYE FROM NORTHWEST



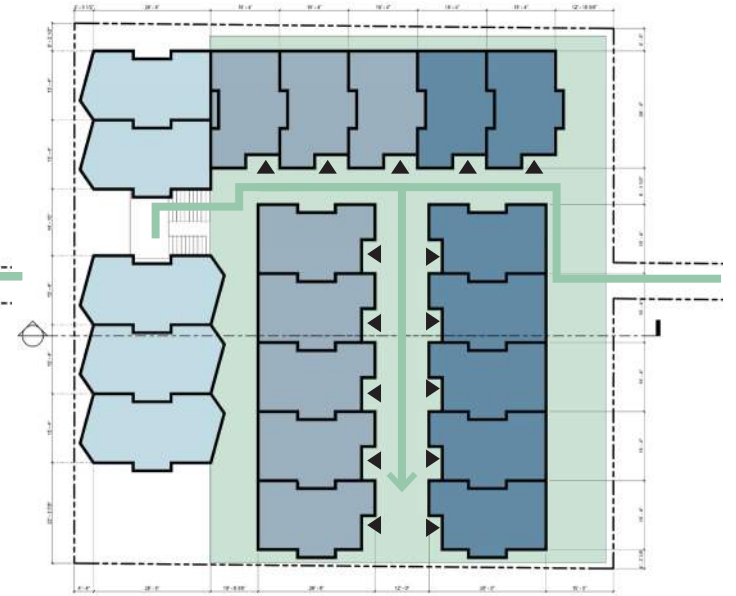
BIRDS EYE FROM SOUTHWEST

# OPT 3D - AXON AND PERSPECTIVES

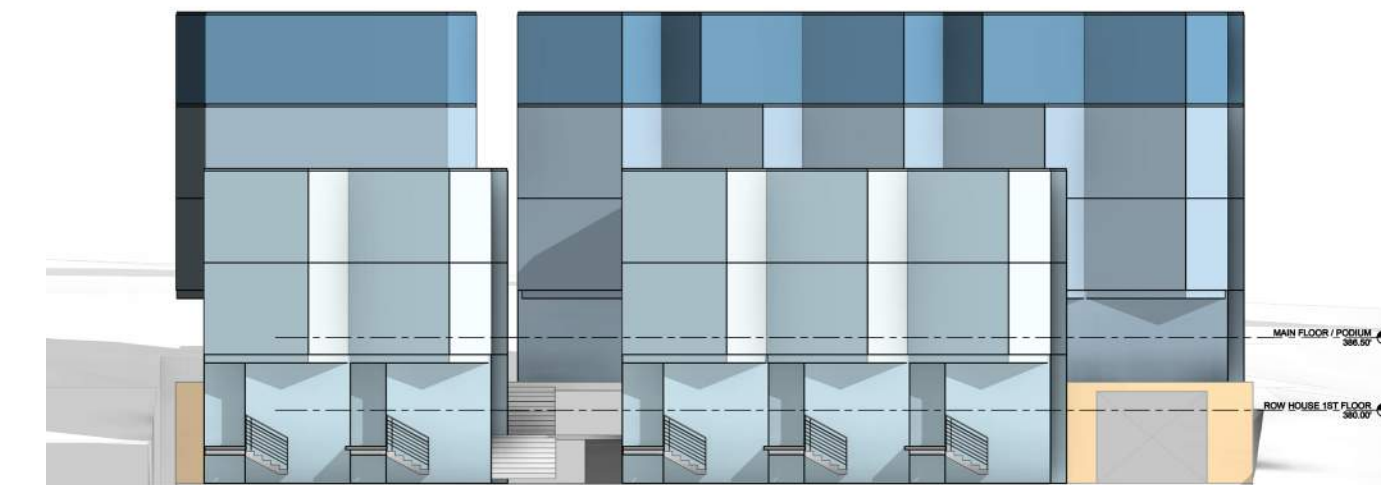




FLOOR PLAN - PARKING

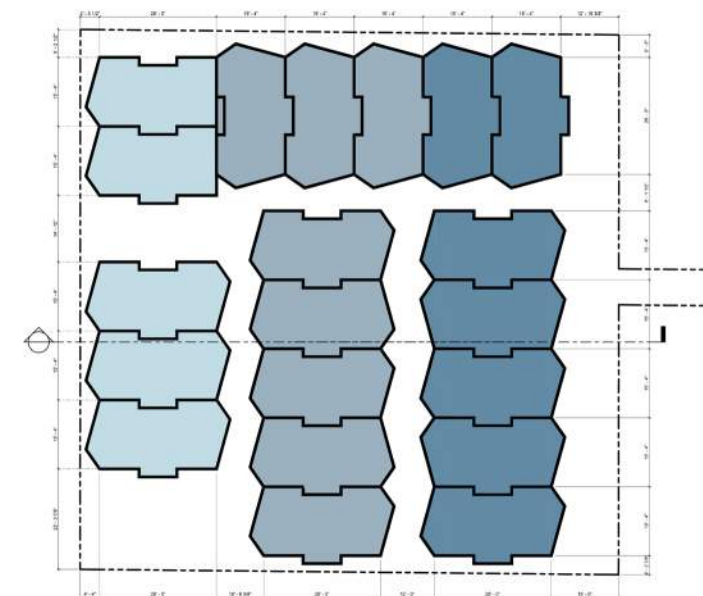


FLOOR PLAN - MAIN FLOOR



WEST ELEVATION

GREENWOOD AVE NORTH



FLOOR PLAN - SECOND FLOOR

- █ Greenspace
- █ Parking
- █ ROW
- █ 3 - Story Townhome
- █ 4 - Story Townhome

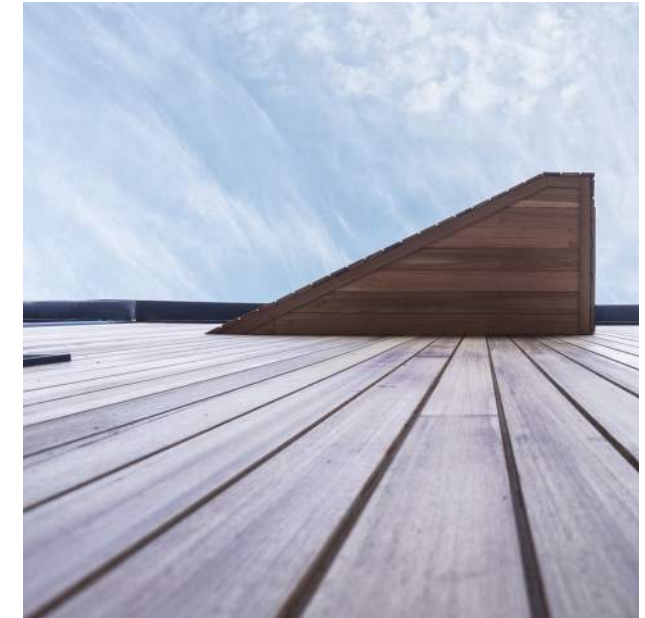
- Pedestrian Circulation
- Vehicle Circulation
- Massing Move

# OPT 3D - ELEVATIONS & SECTIONS



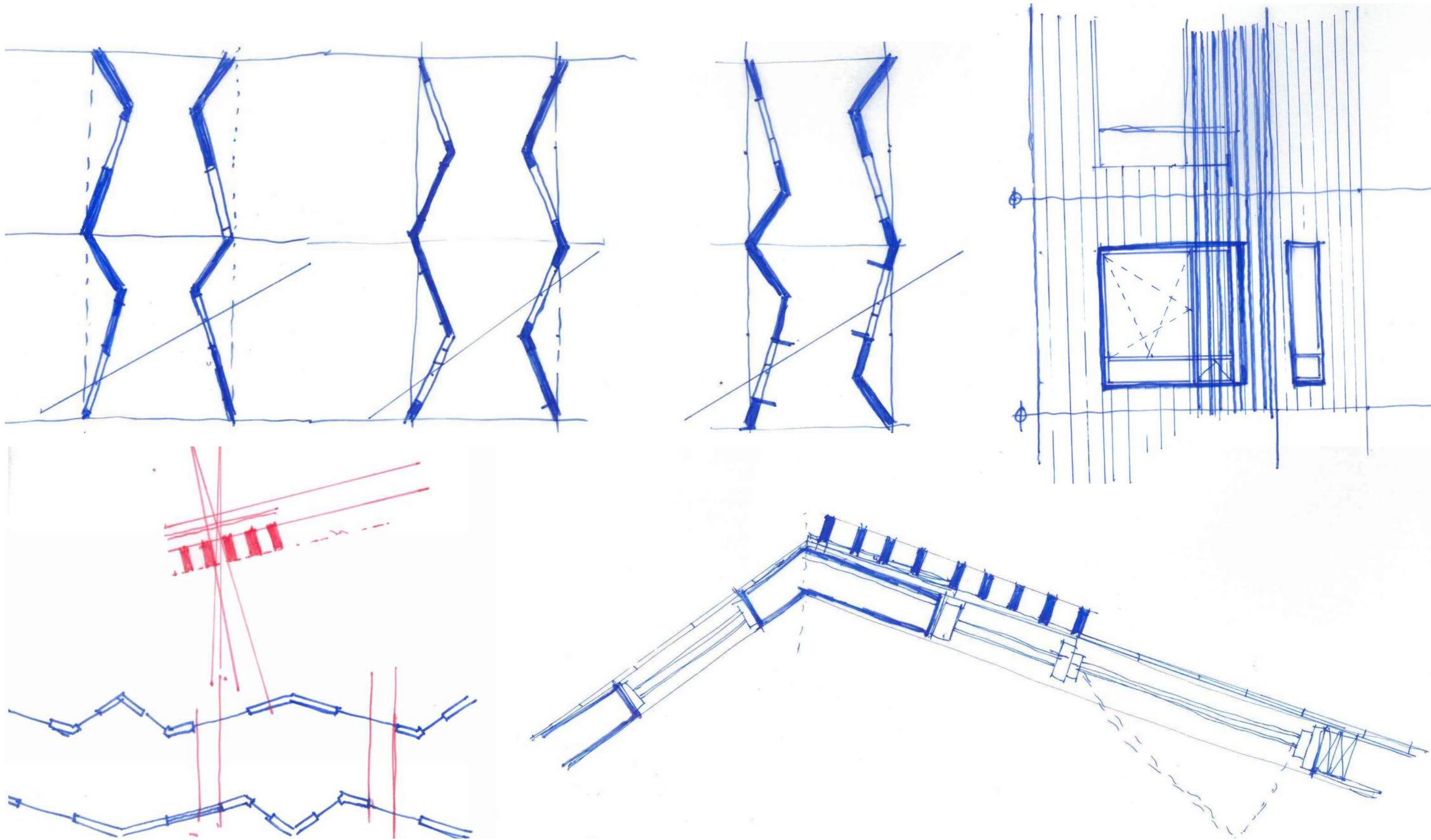
**Greenwood Townhomes**

10514 (12) and 10520 Greenwood Ave N SDCI 3032190-EG

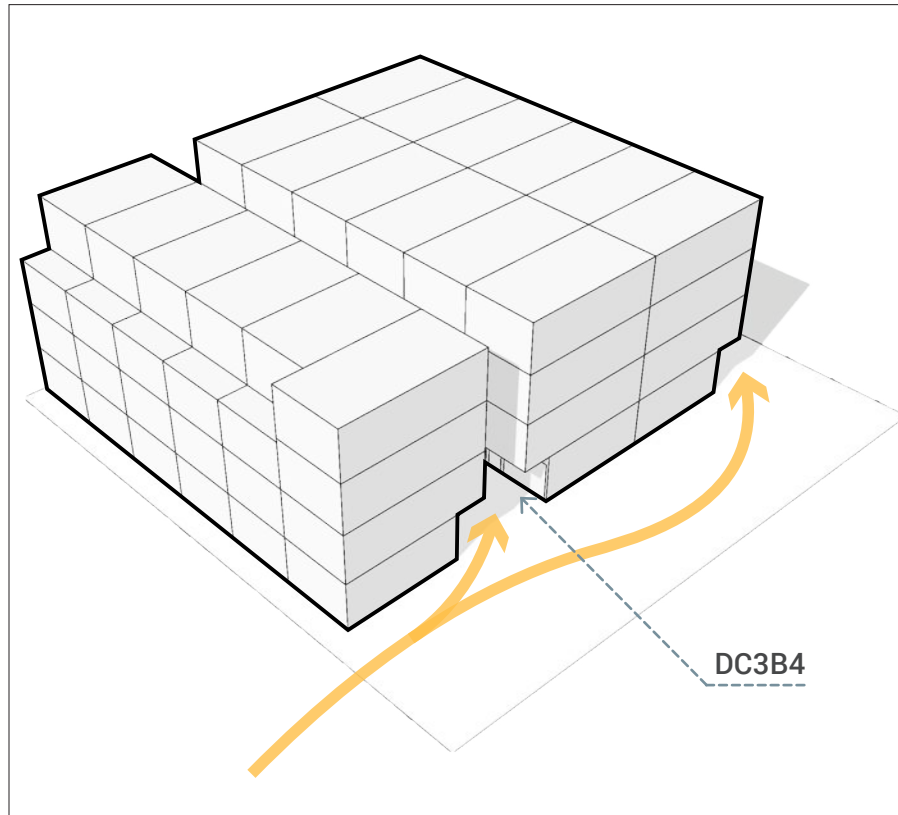


# DESIGN PRECEDENTS

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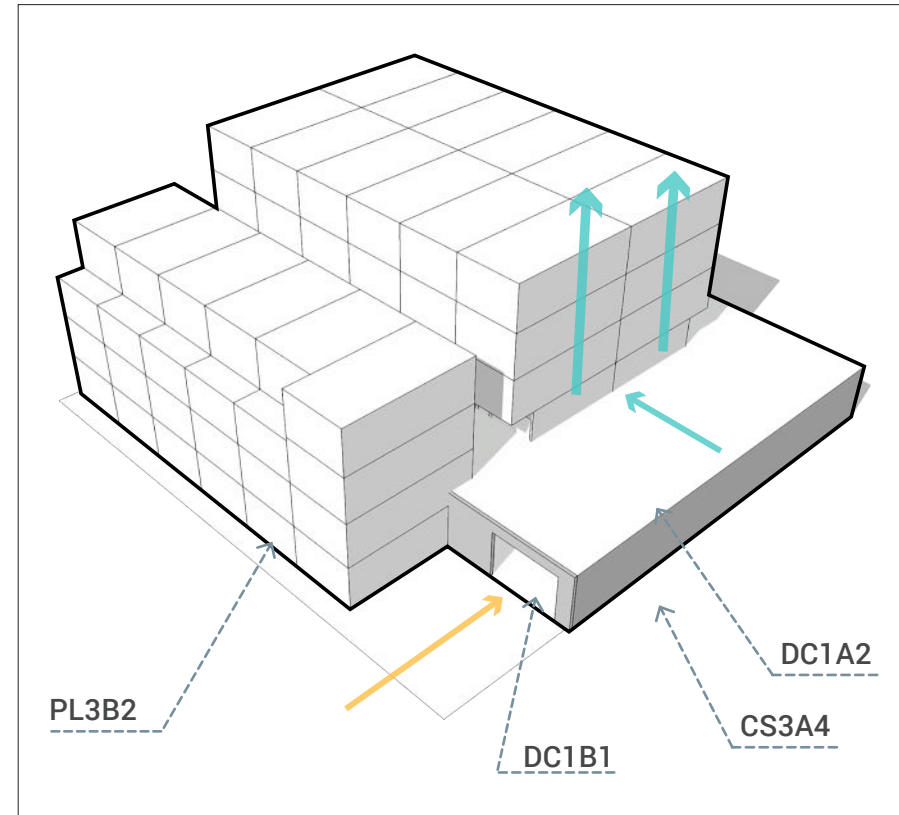


# WINDOW DIAGRAM SKETCHES



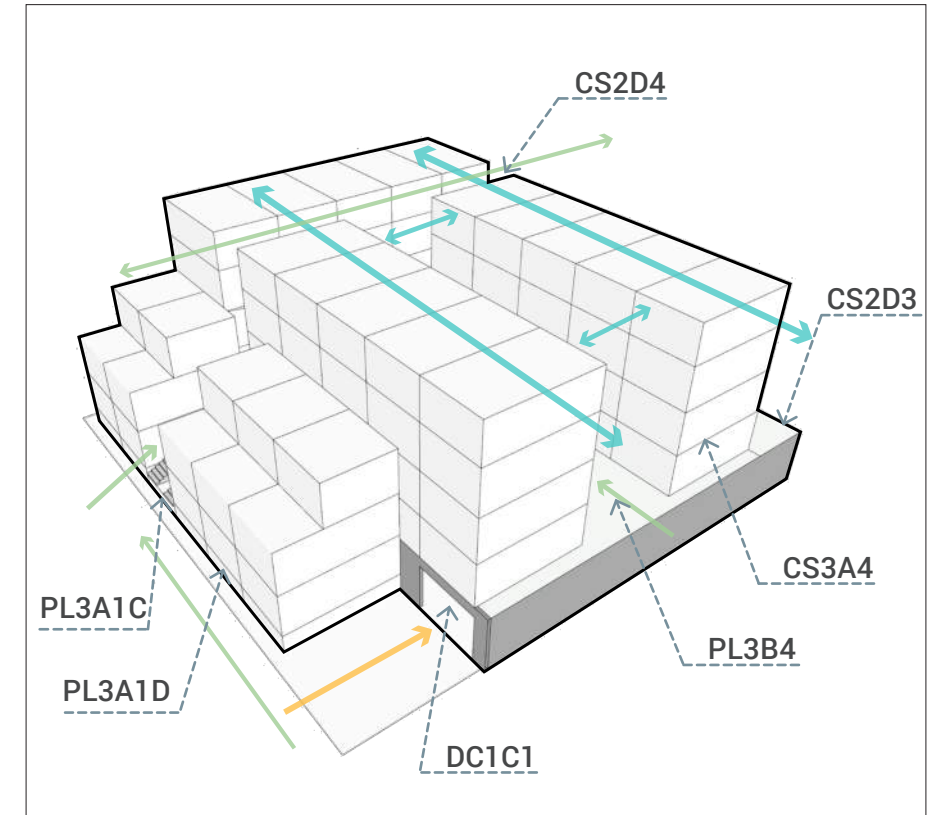
OPTION 1 - CODE COMPLIANT

- DC2C2 : DUEL PURPOSE
- DC2C1 : VISUAL DEPTH
- DC3B4 : MULTI-FAMILY OPEN SPACE
- DC3C2 : AMENITIES AND FEATURES
- DC4A2 : CLIMATE APPROPRIATE MATERIALS
- PL3A1 : SAFE ACCESS POINTS
- PL4B3 : BIKE CONNECTIONS
- DC1B1 : USE EXISTING ALLEYS



DIAGRAM

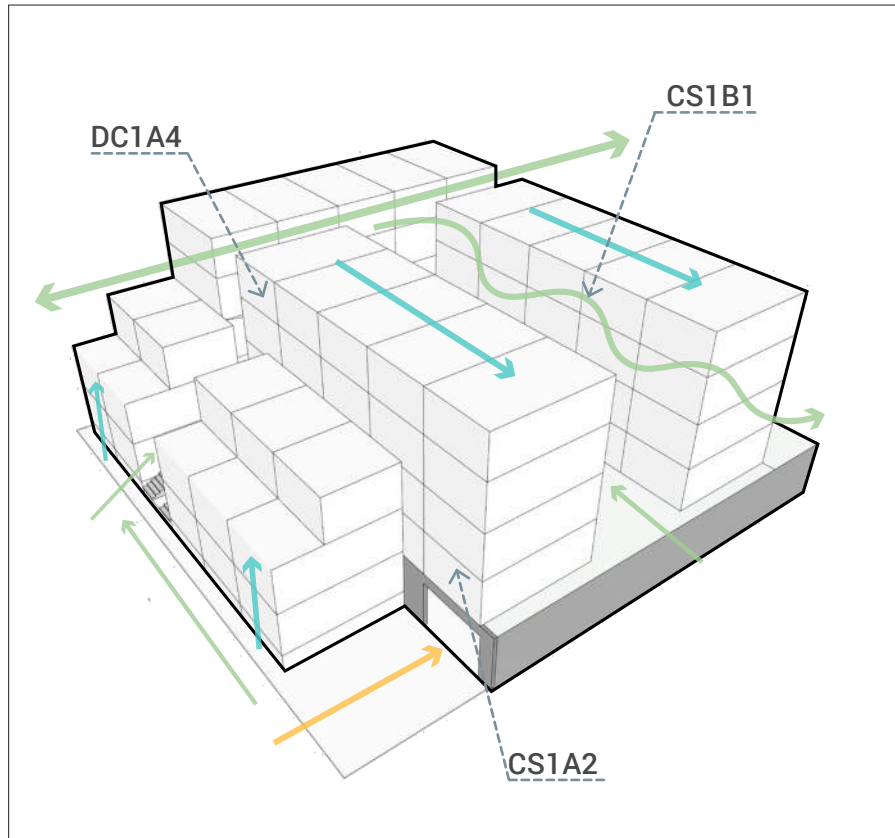
- CS3A4 : PODIUM
- PL3B2 : GROUND LEVEL REQUIRED
- DC1B1 : ACCESS LOCATION + DESIGN
- DC1A2 : GATHERING SPACES



DIAGRAM

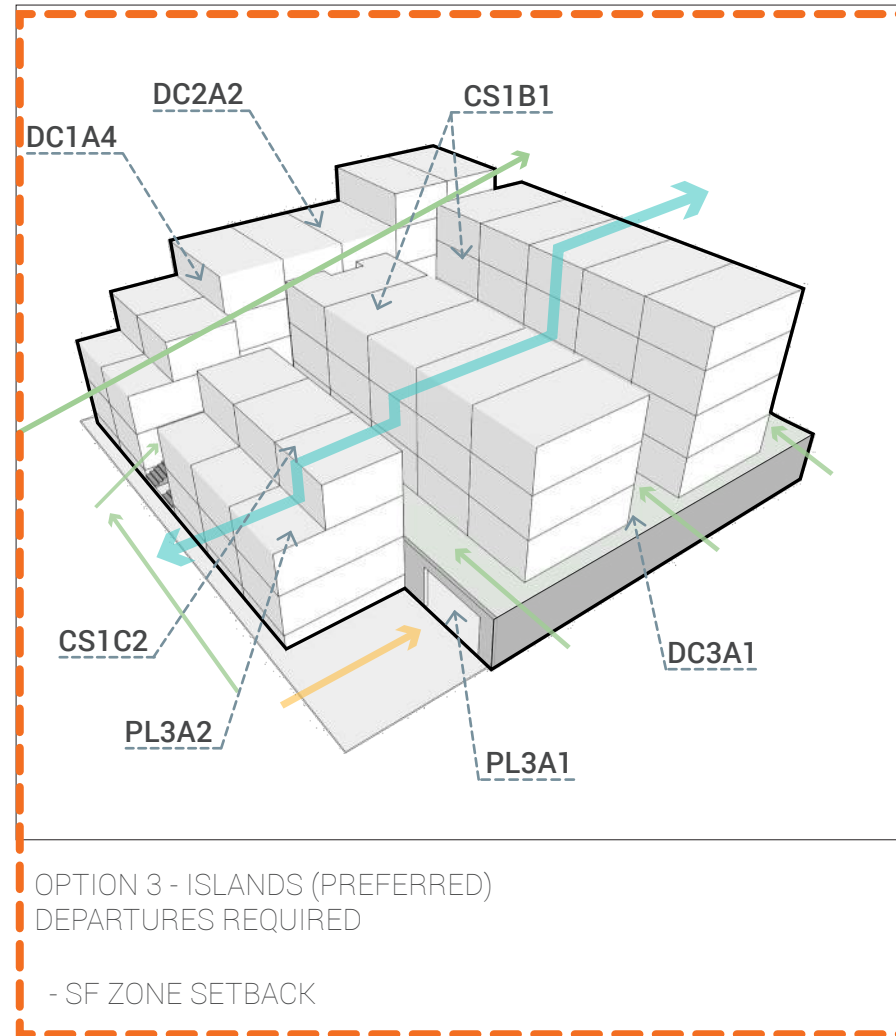
- PL3A1C: COMMON ENTRANCE
- PL3A1D: INDIVIDUAL ELEMENTS
- DC1C1-4 : BELOW GRADE PARKING
- CS2D4 : VIEW CORRIDOR
- CS2D3 : ZONE TRANSITIONS
- CS3A4 : PODIUM TOWNHOMES
- PL3B4 : INTERACTION

# MASSING DEVELOPMENT



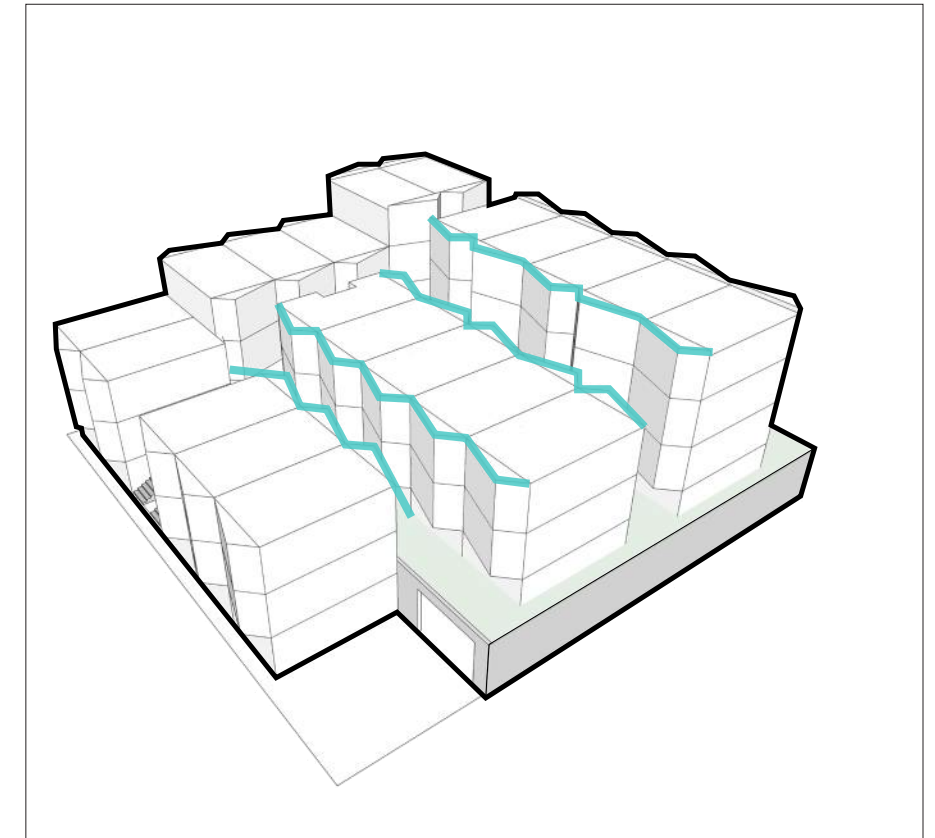
OPTION 2 - COURTYARD  
 DEPARTURES REQUIRED  
 -SF ZONE SETBACK  
 -DRIVEWAY WIDTH REDUCTION

DC1A4 : VIEWS  
 CS1B1 : SUN + WIND  
 CS2A2 : ARCHITECTURAL PRESENCE



OPTION 3 - ISLANDS (PREFERRED)  
 DEPARTURES REQUIRED  
 - SF ZONE SETBACK

DC1A4 : VIEWS  
 CS1B1 : SUN + WIND  
 DC2A2 : PERCEIVED MASS  
 CS1E2 : NATURAL WATER FEATURE  
 PL3A2 : ENSEMBLE OF ELEMENTS  
 PL3A1 : STAFF ACCESS  
 DC3A1 : BUILDING OPEN SPACE RELATIONSHIP  
 CS1C2 : STEPPING DOWN HILLSIDE



OPTION 3 DEVELOPMENT  
 DEPARTURES REQUIRED  
 - SF ZONE SETBACK

# MASSING DEVELOPMENT

**LAND USE CODE**

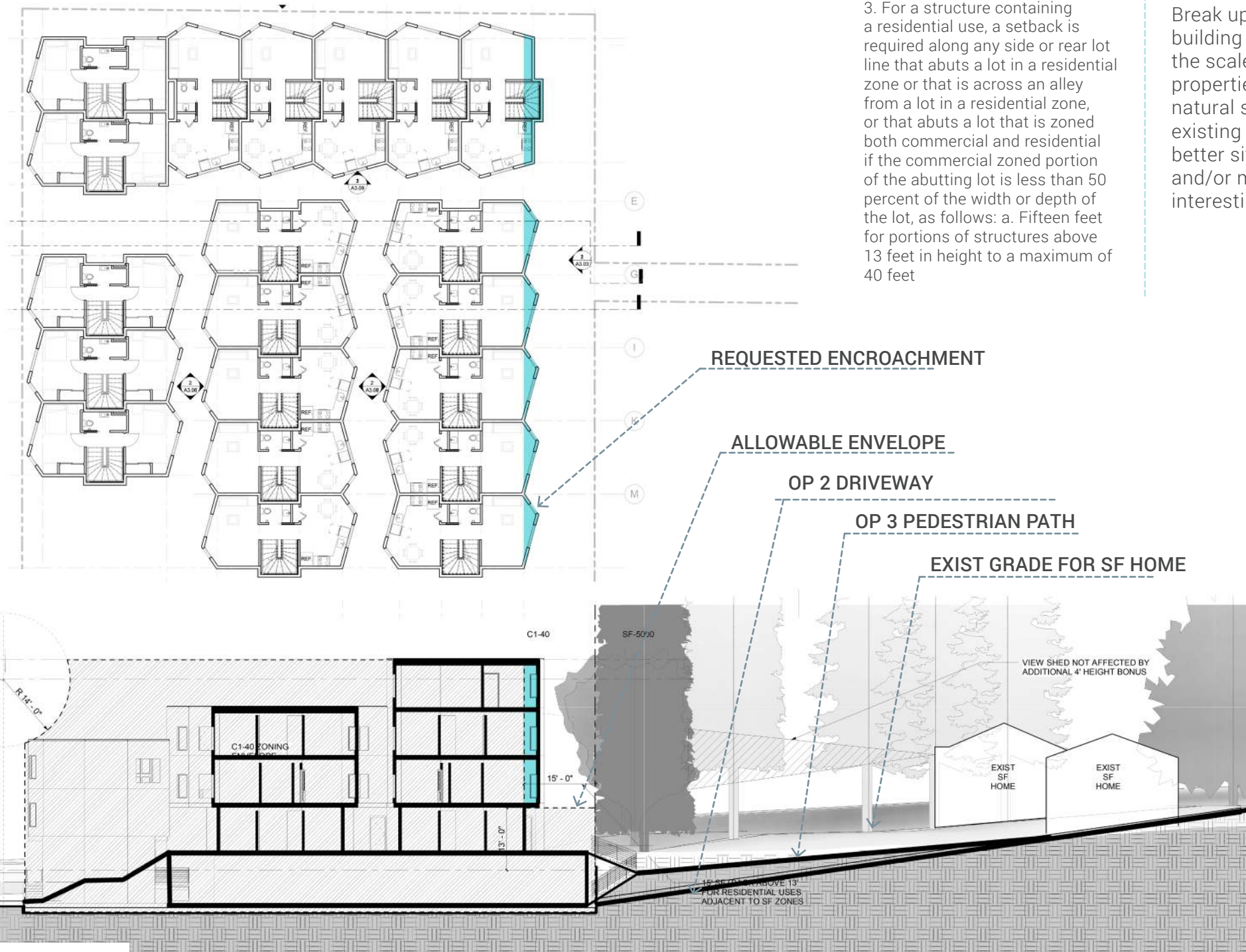
23.47a.014 SF zone setback.  
 3. For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone, or that abuts a lot that is zoned both commercial and residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows: a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet

**DESIGN GUIDELINE**

CS2-D 4 Massing choices  
 Break up the mass of the building and/or match the scale of adjacent properties... preserve natural systems or existing features, enable better site orientation and/or make for an interesting form.

**RATIONALE**

We are requesting to re allocate the allowed massing between 8' and 13' directly adjacent to the property line and redistribute it along the eastern edge of the townhomes in an angular modulation. This will preserve the natural slope of the single family lots allowing for graceful views to the podium garden and utilize exiting trees and angled windows to screen the townhome spaces from the single family homes.

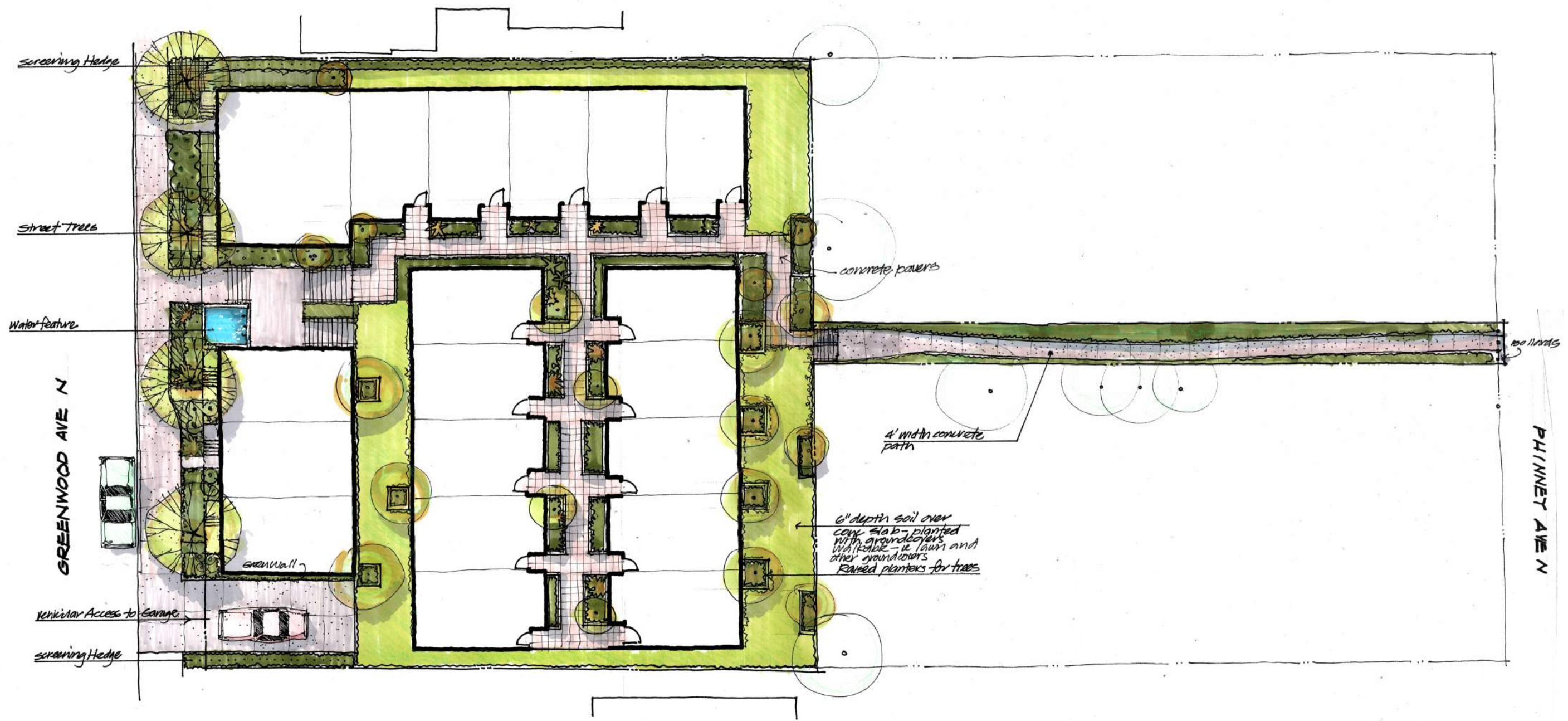


SITE PLAN

SITE SECTION

# DEPARTURES





# LANDSCAPING







PARKING LEVEL

PODIUM LEVEL

# PEDESTRIAN PATHS



**Greenwood Townhomes**

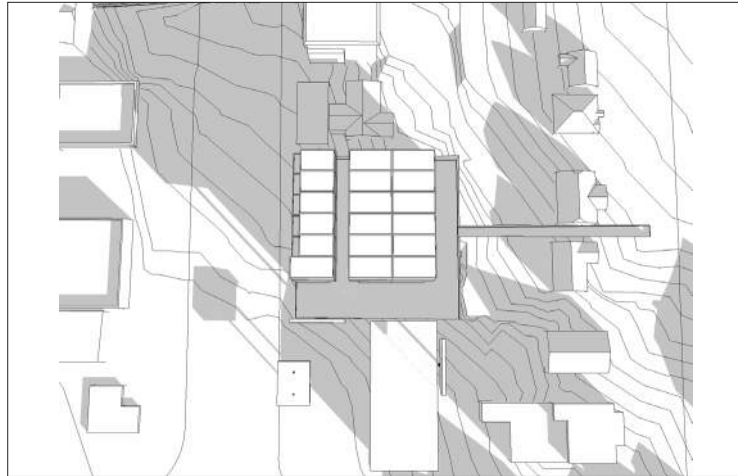
10514 (12) and 10520 Greenwood Ave N SDCI 3032190-EG

BLANK

WINTER SOLSTICE



DECEMBER - 9AM



DECEMBER - 12PM



DECEMBER - 3PM



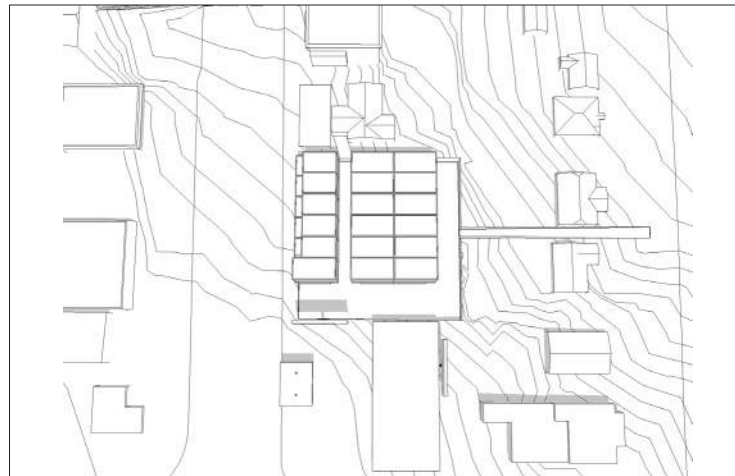
SUMMER SOLSTICE



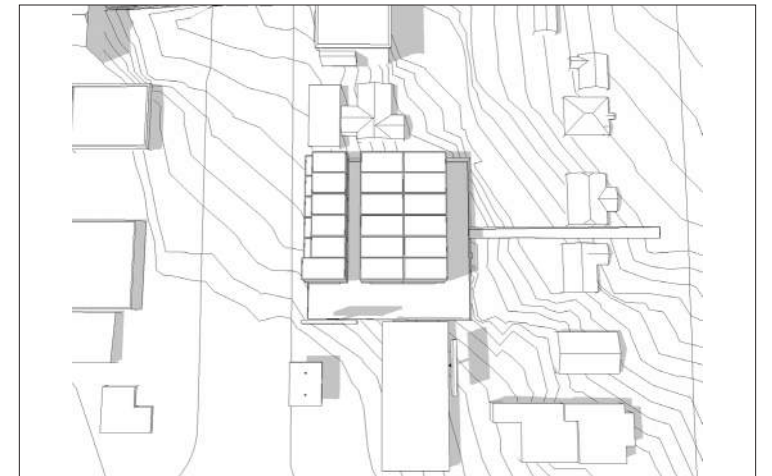
JUNE - 9AM



JUNE - 12PM



JUNE - 3PM



EQUINOXES



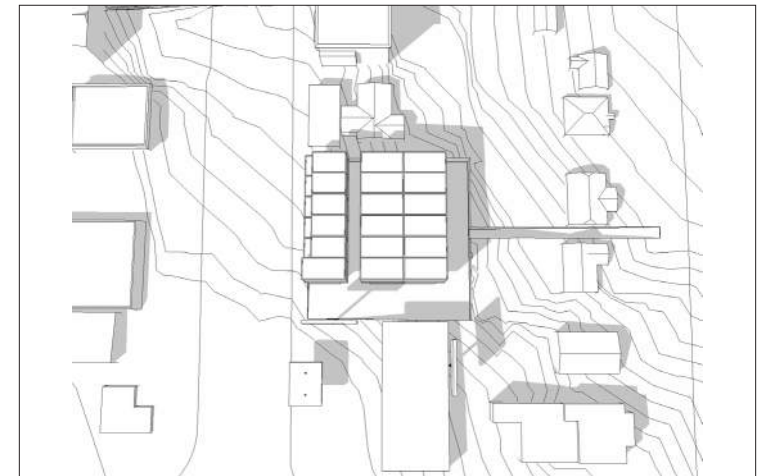
MARCH / SEPTEMBER - 9AM



MARCH / SEPTEMBER - 12PM



MARCH / SEPTEMBER - 3PM



# APPENDIX 1 - SHADOW STUDIES 1

WINTER SOLSTICE



DECEMBER - 9AM



DECEMBER - 12PM



DECEMBER - 3PM



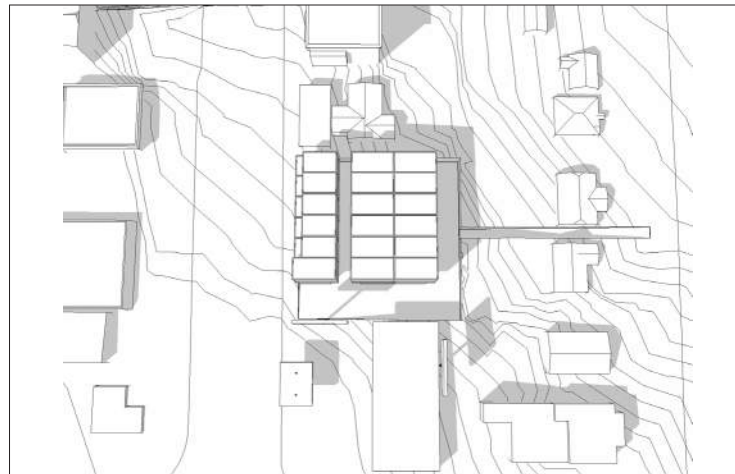
SUMMER SOLSTICE



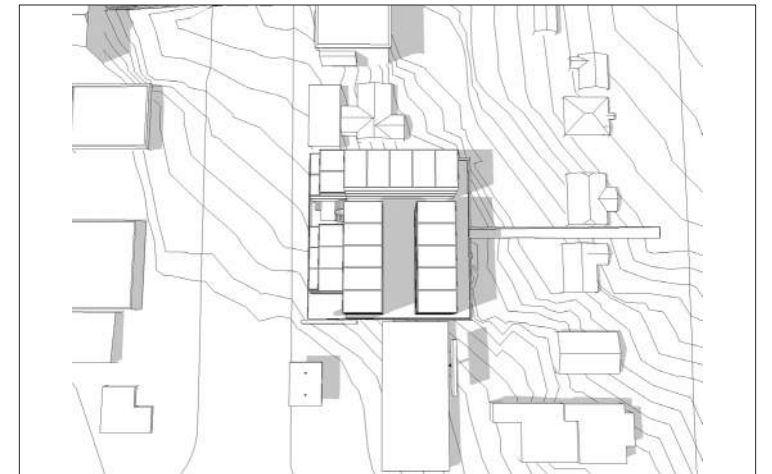
JUNE - 9AM



JUNE - 12PM



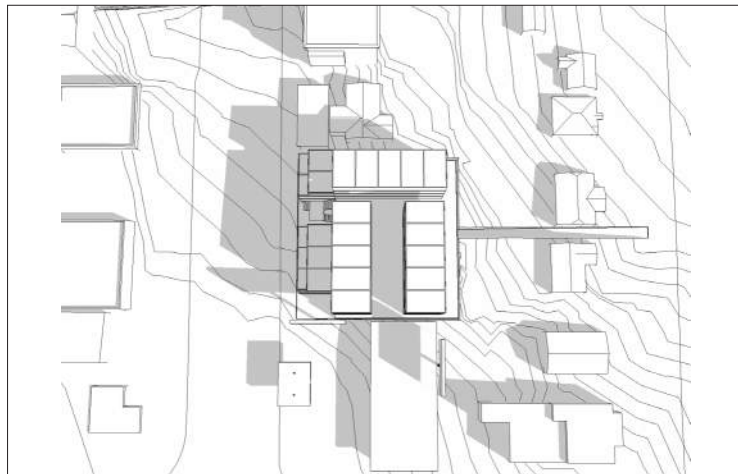
JUNE - 3PM



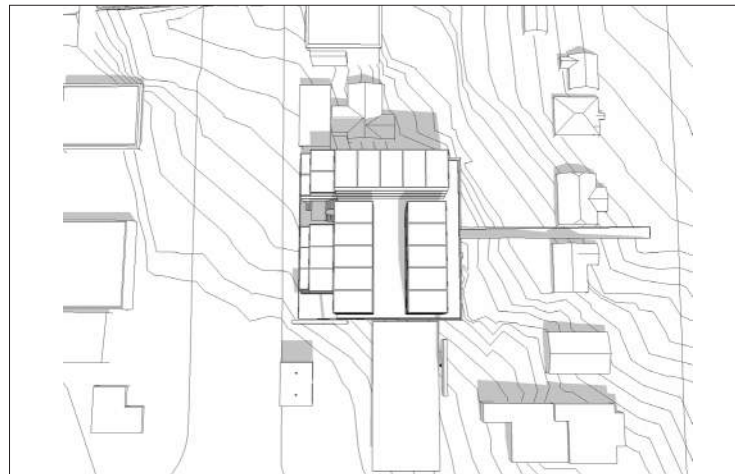
SPRING/FALL EQUINOXES



MARCH / SEPTEMBER - 9AM



MARCH / SEPTEMBER - 12PM



MARCH / SEPTEMBER - 3PM

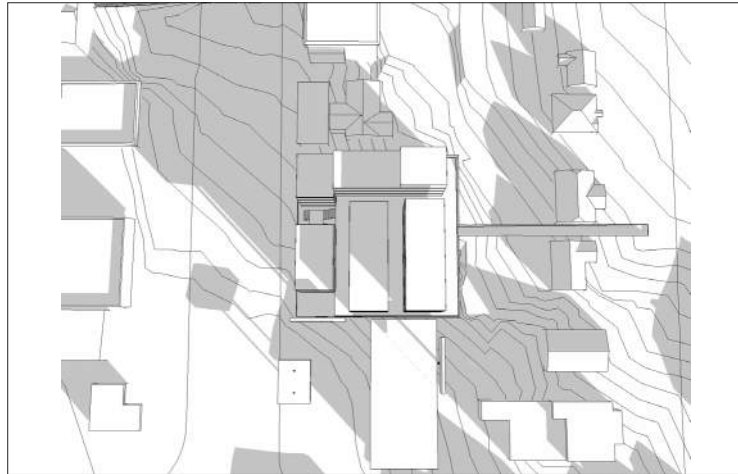


# APPENDIX 2 - SHADOW STUDIES 2

WINTER SOLSTICE



DECEMBER - 9AM



DECEMBER - 12PM



DECEMBER - 3PM



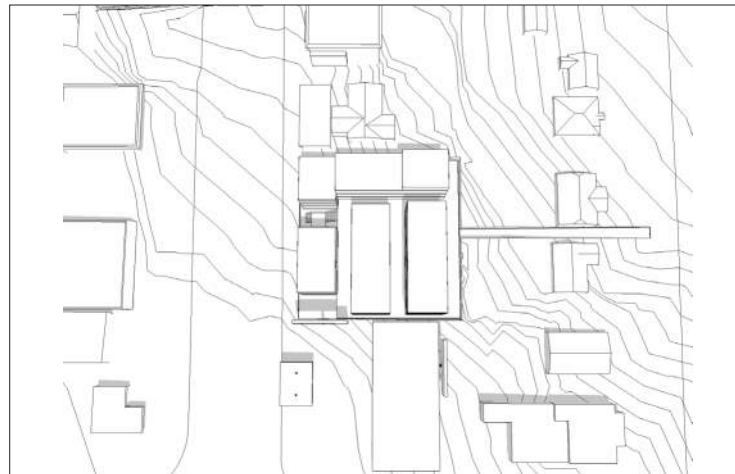
SUMMER SOLSTICE



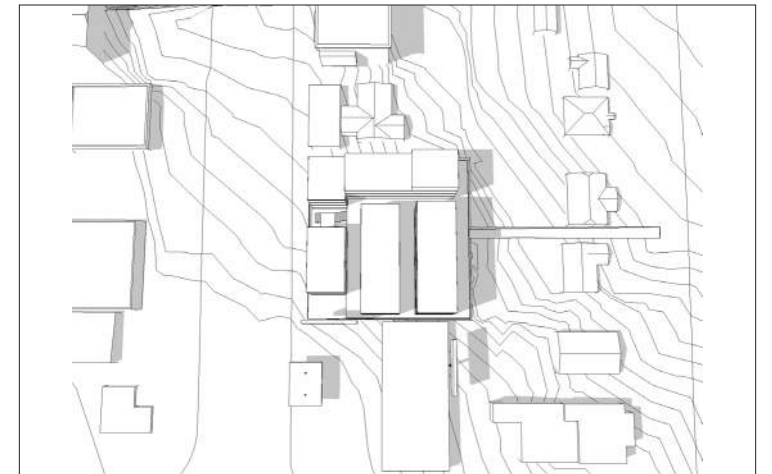
JUNE - 9AM



JUNE - 12PM



JUNE - 3PM



SPRING/FALL EQUINOXES



MARCH / SEPTEMBER - 9AM



MARCH / SEPTEMBER - 12PM



MARCH / SEPTEMBER - 3PM



# APPENDIX 3 - SHADOW STUDIES 3

