



# 87th & Greenwood

8704 Greenwood Ave N, Seattle, WA 98103

Early Design Guidance  
SDCI #3033218-EG  
FEBRUARY 11, 2019

WH Greenwood LLC



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## Vision:

The redevelopment at 8704 Greenwood Avenue proposes replacing a single-use grocery building and exposed parking deck with a vibrant mixed-use apartment community that befits Greenwood.

The proposal will offer a continuation of the "miracle mile" of retail along Greenwood Ave N and relate to the much-celebrated retail heart of Greenwood. Current plans are to provide for pedestrian-oriented retail at the SW corner of the site with improved access to the community, a better street frontage with increased transparency, and a ground-level facade that incorporates characteristics of successful existing storefronts in the neighborhood.

The redevelopment proposes quality housing above the retail, taking advantage of the walkable location and great transit access this site affords. Increased vibrancy will provide better safety and security in the area and will contribute to the vitality of adjacent local businesses.

We look forward to continued collaboration with the City and the Greenwood community to establish this project as an active hub for this community for years to come.

## Team:

### WH Greenwood LLC

*Owner*

600 University St. Suite 2820  
Seattle, WA 98101  
Contact: Steffenie Evans  
206.613.5375



*Architect and Landscape Architect*

1301 1st Ave. Suite 301  
Seattle, WA 98101  
Contact: Megan Altendorf  
206.467.5828

## Objectives:

### Residential Units:

Approximately 270 residential units per proposed 65' zoning code (approx. 170 units per current 40' zoning code)

### Pedestrian-oriented Retail:

e.g. small grocery store, restaurant, services  
Approximately 12,500 SF

### Parking:

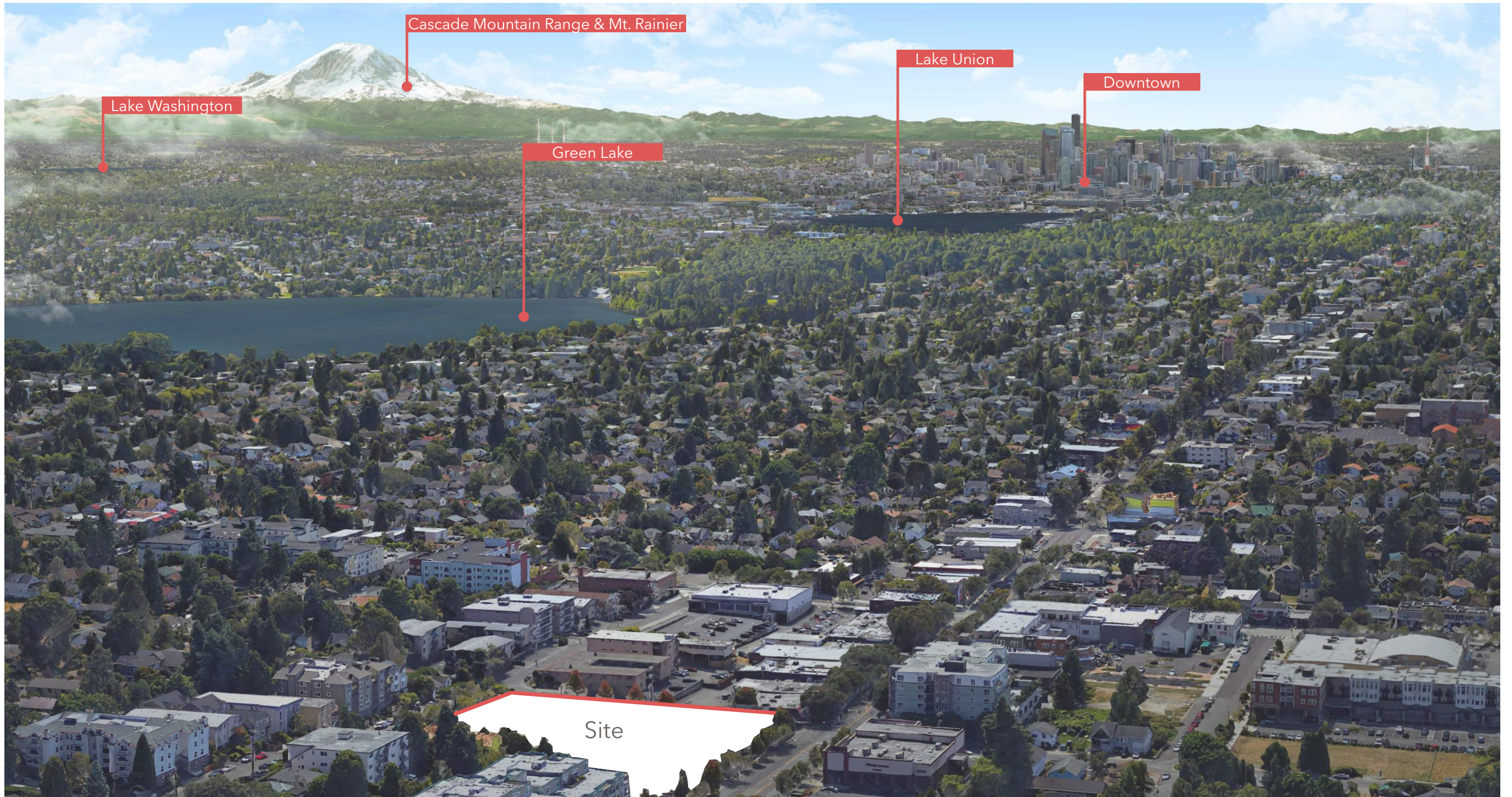
Approximately 240 parking stalls per proposed 65' zoning code - two levels, partially below grade.  
(approx. 120 stalls per current 40' zoning code)  
*Due to the presence of peat and high water table, the ability to excavate is limited.*

### Number of Building Stories:

6 above grade per proposed 65' zoning code  
(4 above grade per current 40' zoning code)

### Other Uses:

Interior and exterior amenity spaces, leasing offices, residential storage, mechanical



Context & Access to View: South / Southeast

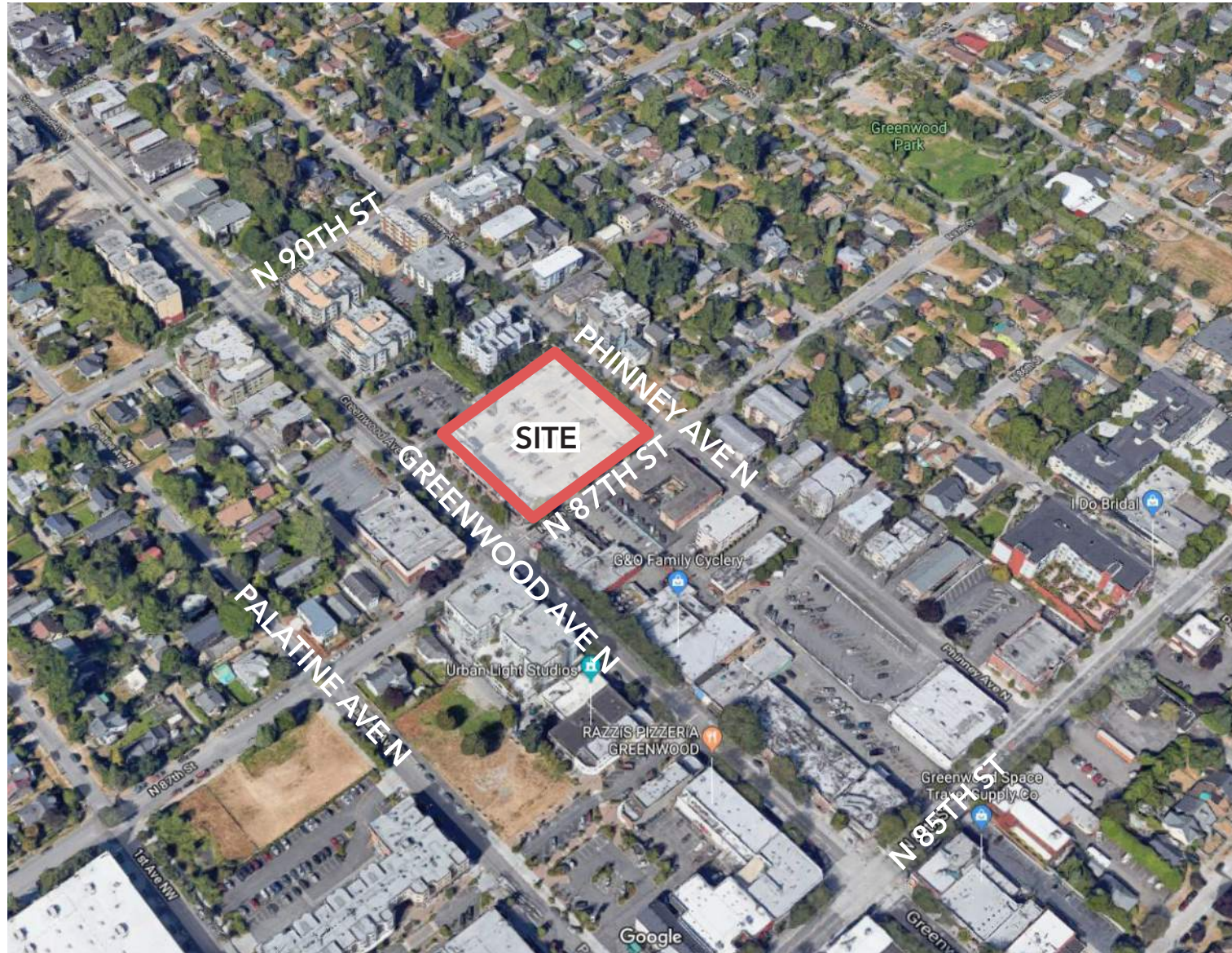




Context & Access to View: West



# Context Axons - Views from South

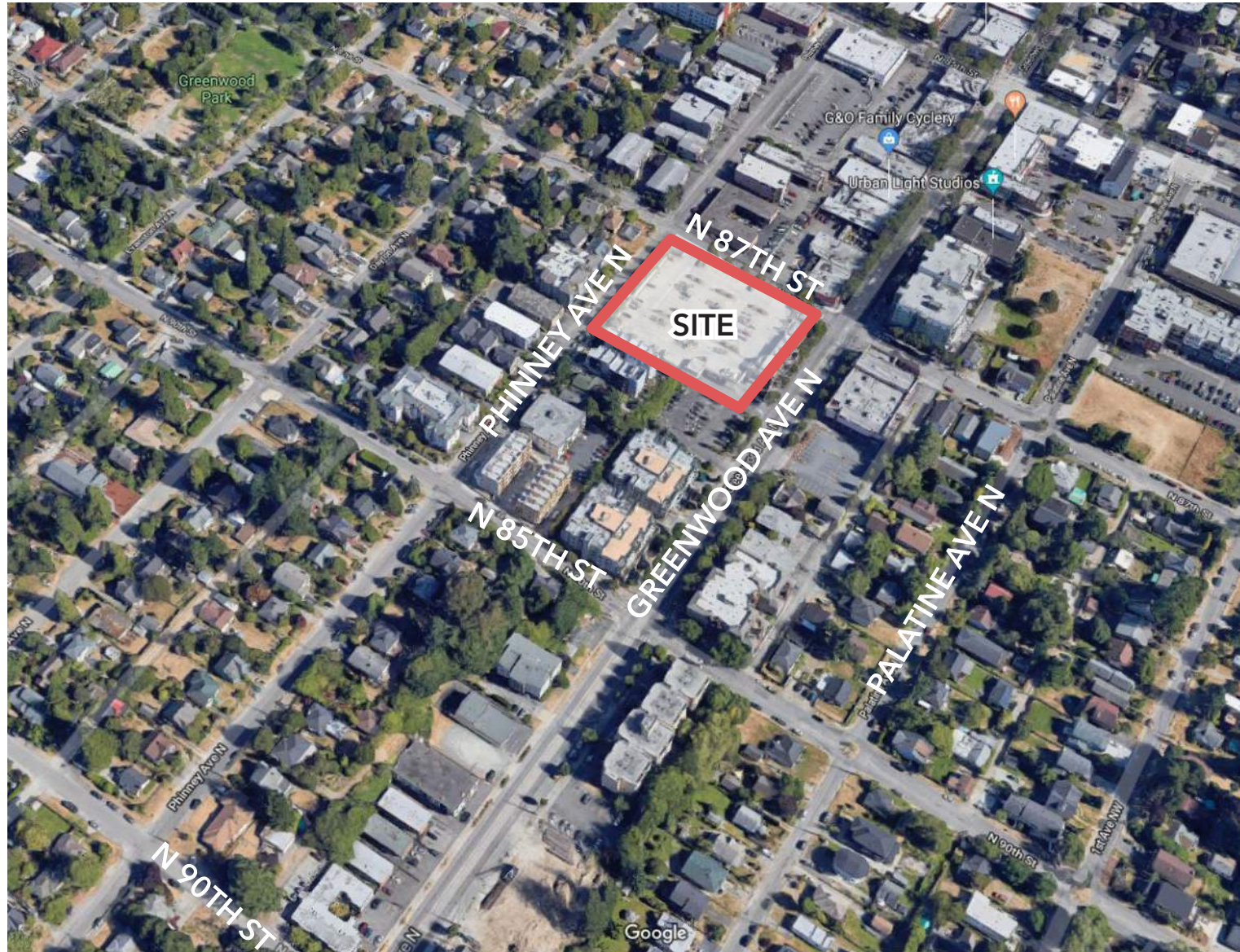


Aerial View from SW

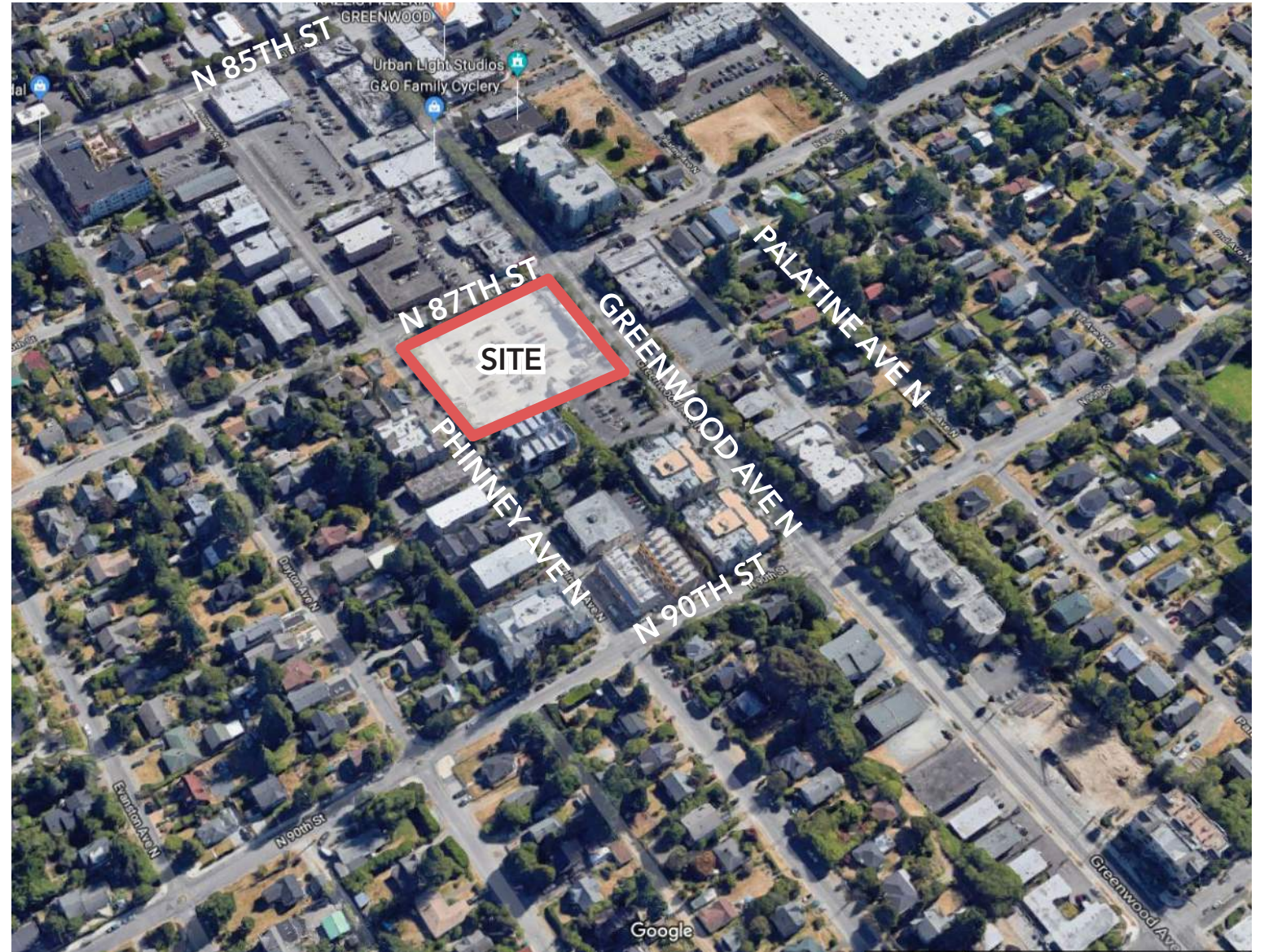


Aerial View from SE

# Context Axons - Views from North



Aerial View from NW



Aerial View from NE





Project Site - Aerial Context





# Tree Legend

- Trees located on project site
  - Trees located in ROW
- (Trees <6" not labeled)

A	9.3"	<i>Acer Campestre</i>	(Hedge Maple)
B	6.9"	<i>Acer Campestre</i>	(Hedge Maple)
C	6.5"	<i>Acer Campestre</i>	(Hedge Maple)
D	7.0"	<i>Acer Campestre</i>	(Hedge Maple)
E	9.7"	<i>Acer x Freemanii</i>	(Freeman Maple)
F	7.1"	<i>Acer x Freemanii</i>	(Freeman Maple)
G	7.6"	<i>Acer x Freemanii</i>	(Freeman Maple)
H	8.8"	<i>Acer x Freemanii</i>	(Freeman Maple)
I	13.7"	<i>Acer x Freemanii</i>	(Freeman Maple)
J	13.6"	<i>Acer x Freemanii</i>	(Freeman Maple)
K	12.0"	<i>Acer x Freemanii</i>	(Freeman Maple)
L	9.2"	<i>Acer rubrum</i>	(Red Maple)
M	7.2"	<i>Acer rubrum</i>	(Red Maple)
N	7.4"	<i>Acer rubrum</i>	(Red Maple)
O	12.5"	<i>Acer rubrum</i>	(Red Maple)
P	6.2"	<i>Pyrus calleryana</i>	(Callery Pear)
Q	13.2"	<i>Pinus nigra</i>	(Austrian Black Pine)
R	11.0"	<i>Pinus nigra</i>	(Austrian Black Pine)
S	12.5"	<i>Pinus nigra</i>	(Austrian Black Pine)
T	13.0"	<i>Pinus nigra</i>	(Austrian Black Pine)
U	11.0"	<i>Pinus nigra</i>	(Austrian Black Pine)
V	12.2"	<i>Pinus nigra</i>	(Austrian Black Pine)
W	11.7"	<i>Pinus nigra</i>	(Austrian Black Pine)

# Legal Description

THE WEST HALF OF LOTS 1 AND 2, AND THE WEST HALF OF THE SOUTH 40 FEET OF LOT 3, BLOCK 1, OSNER'S SUBURBAN HOMES, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9 OF PLATS, PAGE 92, IN KING COUNTY, WASHINGTON;

EXCEPT THE WEST 15 FEET THEREOF CONVEYED TO KING COUNTY FOR ROAD BY DEED RECORDED UNDER RECORDING NO. 2587585 AND CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 238428;

TOGETHER WITH THE EAST HALF OF LOT 1, BLOCK 1, OSNER'S SUBURBAN HOMES, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9 OF PLATS, PAGE 92, IN KING COUNTY, WASHINGTON;

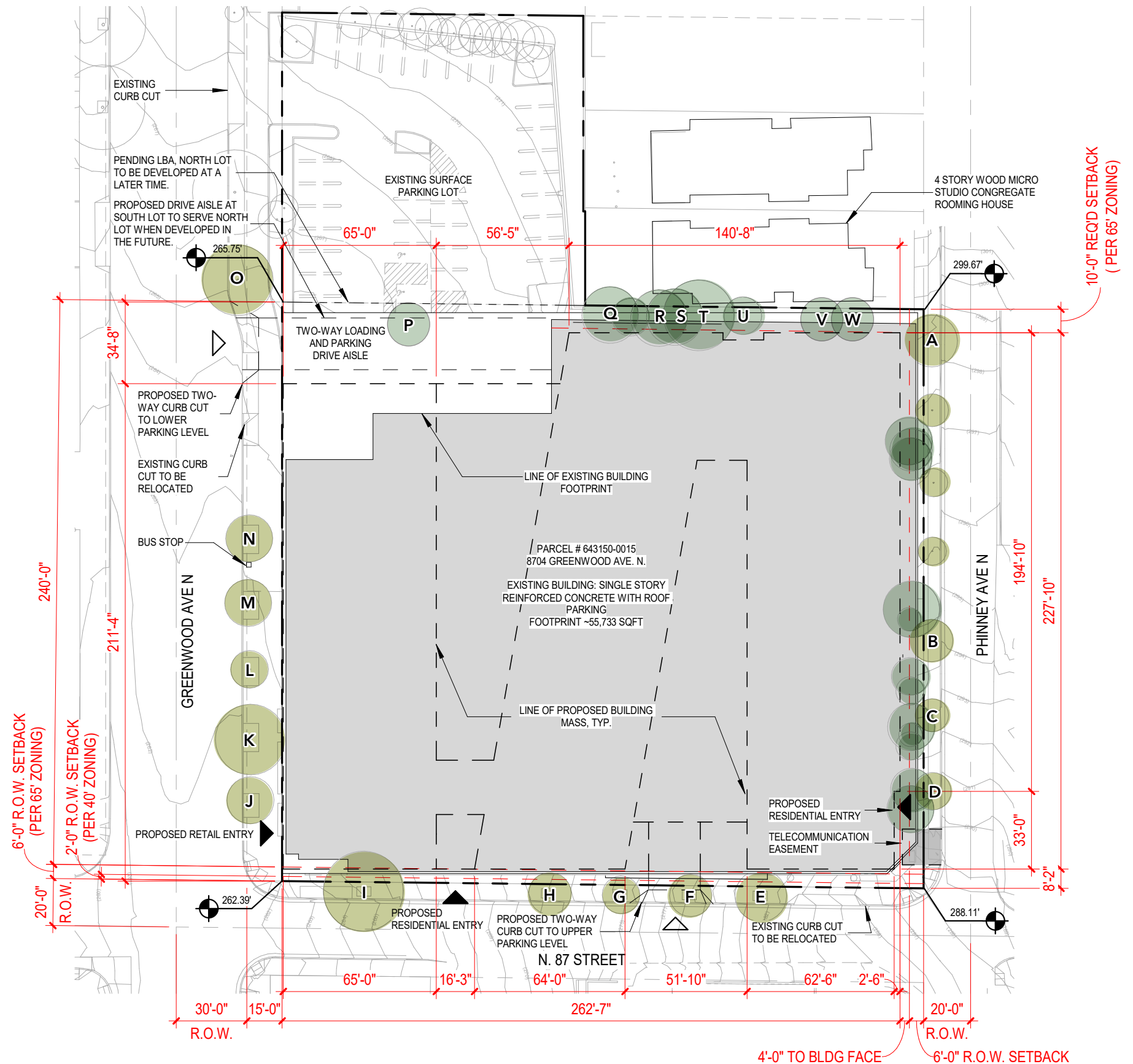
TOGETHER WITH THE EAST HALF OF LOT 2, BLOCK 1, OSNER'S SUBURBAN HOMES, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9 OF PLATS, PAGE 92, IN KING COUNTY, WASHINGTON;

EXCEPT THE NORTH 45 FEET THEREOF;  
TOGETHER WITH THE NORTH 45 FEET OF THE EAST HALF OF LOT 2, BLOCK 1, OSNER'S SUBURBAN HOMES, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9 OF PLATS, PAGE 92, IN KING COUNTY, WASHINGTON;

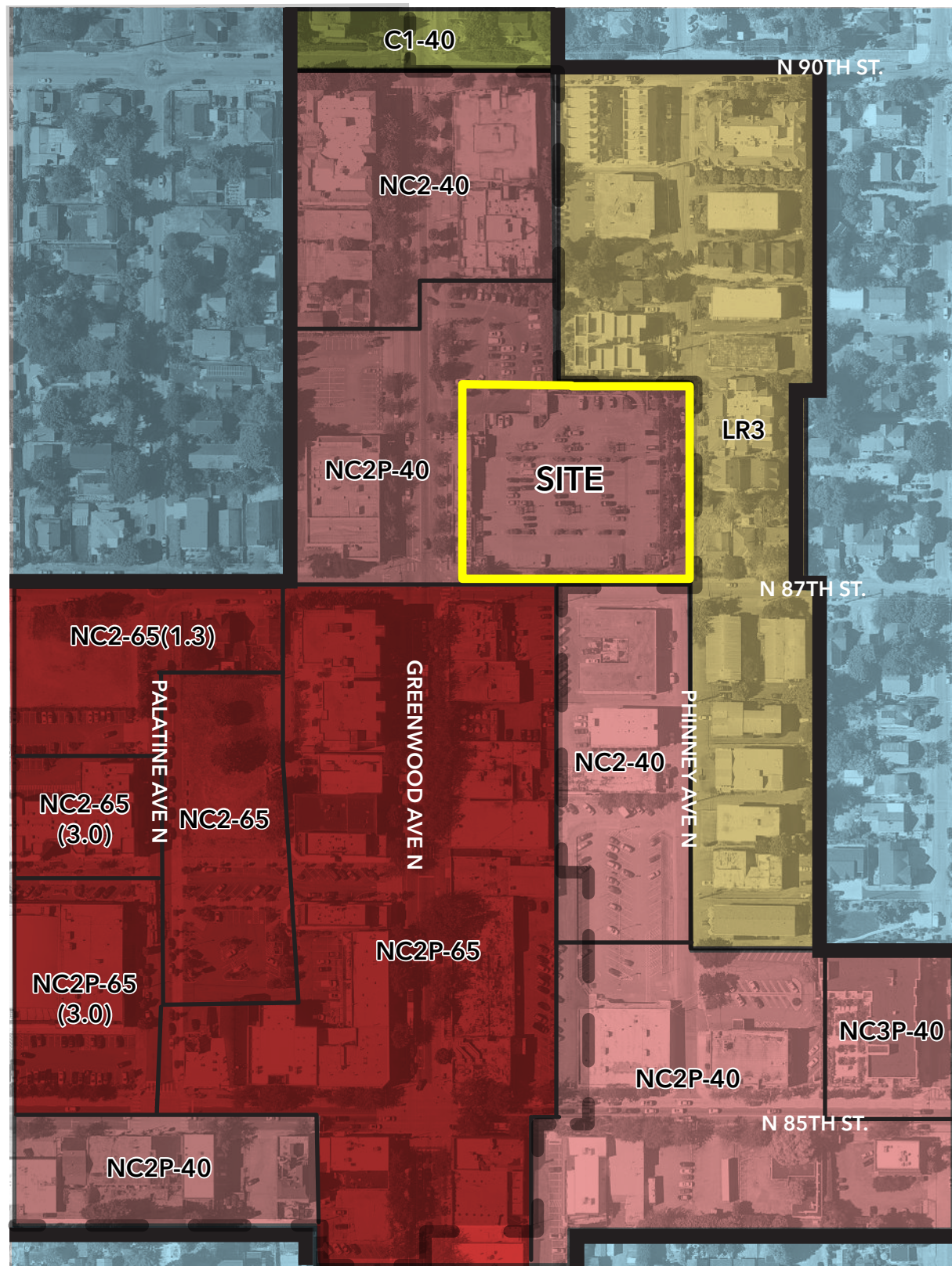
TOGETHER WITH THE NORTH 83 FEET OF THE WEST 143 FEET OF LOT 3, BLOCK 1, OSNER'S SUBURBAN HOMES, ACCORDING TO PLAT RECORDED IN VOLUME 9 OF PLATS, PAGE 92, IN KING COUNTY, WASHINGTON;

EXCEPT THE WEST 15 FEET CONVEYED TO KING COUNTY FOR ROAD BY INSTRUMENT RECORDED UNDER RECORDING NO. 2589363;

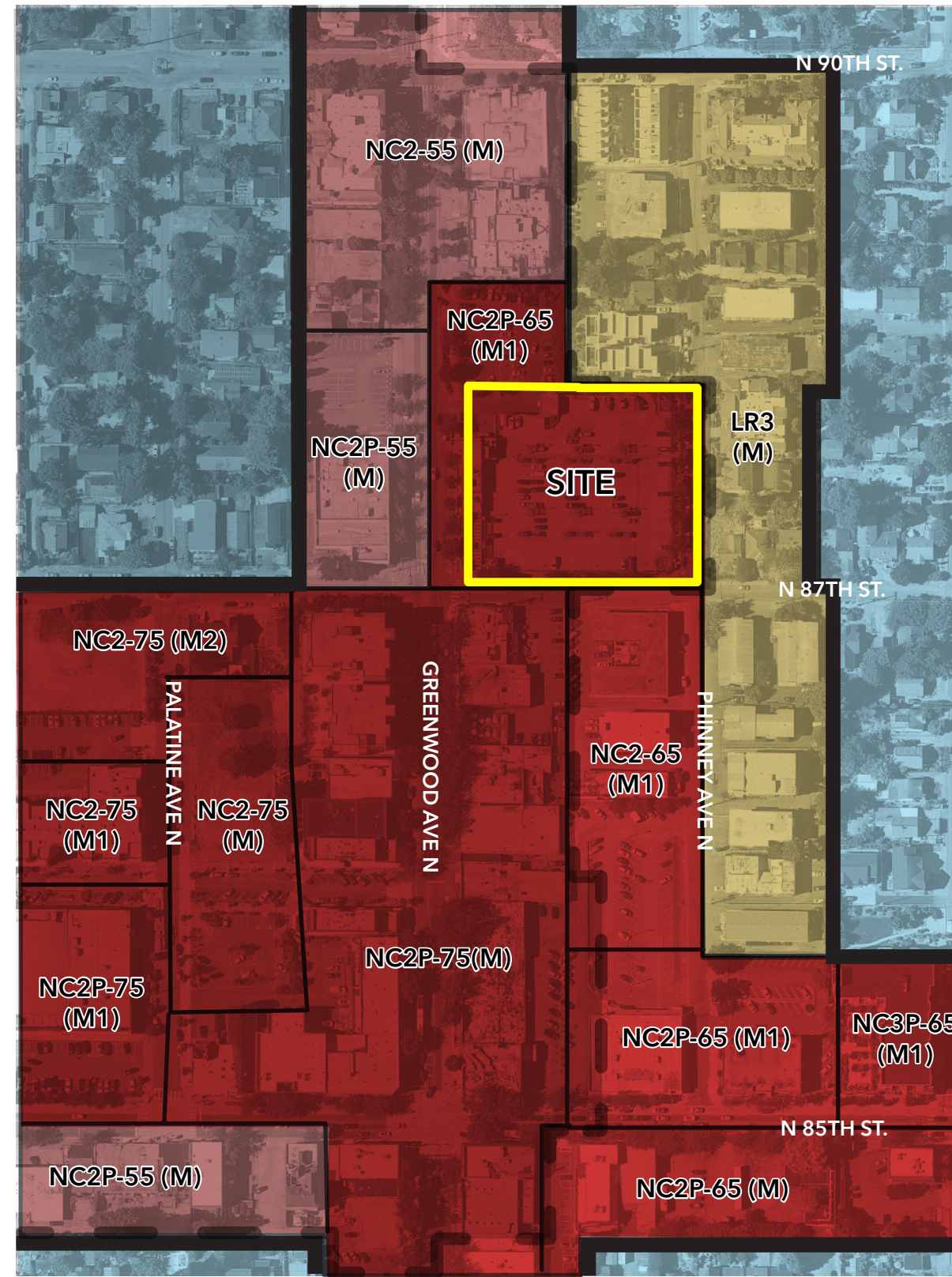
SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.



Site Plan  
scale: 1" = 50'



Current Zoning Adjacencies Map  
(40' Zoning)




Proposed Zoning Adjacencies Map  
(Proposed MHA 65' Zoning)



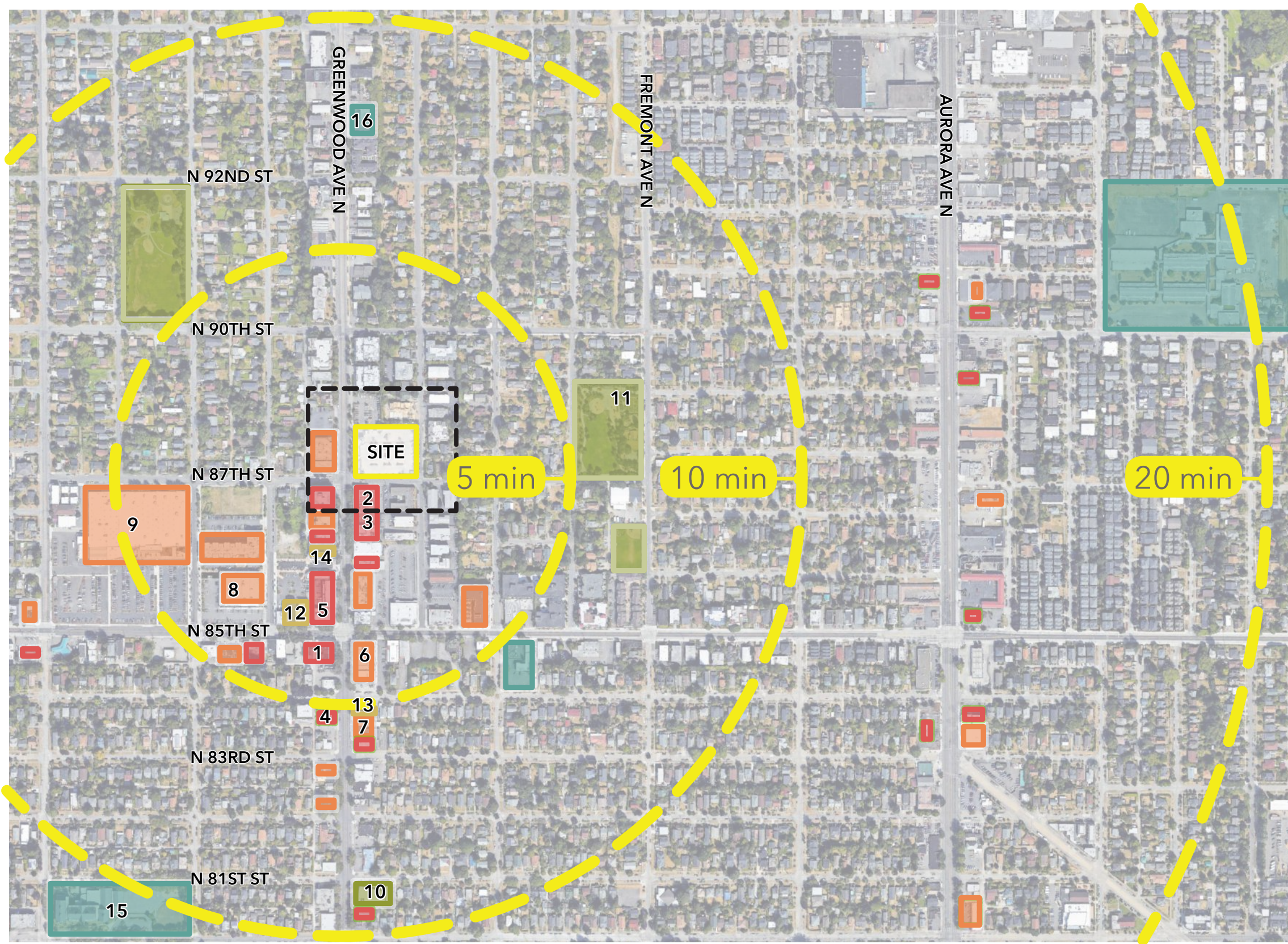
-  Site
  -  Low Rise Zone
  -  Neighborhood/Commercial Zone
  -  Neighborhood/Commercial Zone with 65' & 75' height limits
  -  Single Family Zone
  -  Commercial Zone
  -  Peat Settlement Zone
  -  Urban Village Boundary
- \* Entire Site within **Piper's Creek Watershed**



-  Site
-  Pedestrian Walking Circle
-  Protected Bike Lane
-  Neighborhood Greenway
-  Signed Bike Lane
-  Interurban Trail
-  Bus Route
-  Bus Stop

Bike & Transit Map

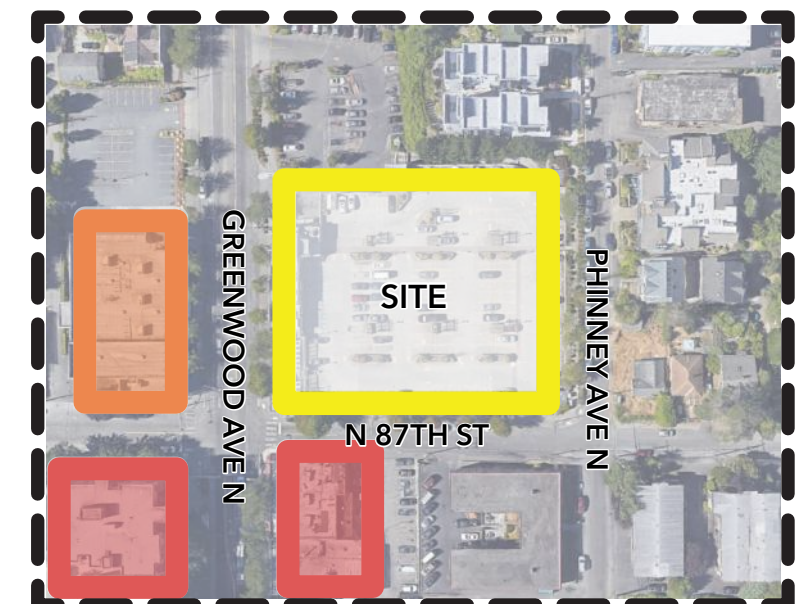




- Site
- Pedestrian Walking Circles
- Restaurants / Bars
- Retail / Grocery
- Civic / Arts / Parks
- Arts
- Schools / Child Learning / Child Care

Walk Score: **94**  
 Transit Score: **55**  
 Bike Score: **75**

Pedestrian Network & Livability

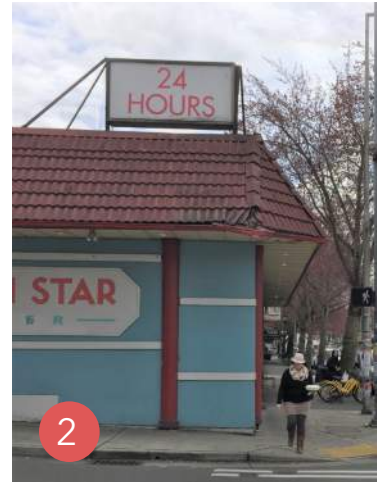


Adjacent Street-Level Uses  
*(un-highlighted buildings indicate Residential uses)*

BAR / RESTAURANT



1 FlintCreek Cattle Co.



2 North Star Diner



3 Flying Bike Brewery



4 The Yard Cafe



5 Lodge Sports Bar and Grill

RETAIL / GROCERY



6 Greenwood Space Travel Supply



7 Seattle ReCreative



8 Bartell Drug



9 Fred Meyer

CIVIC / PARKS



10 Greenwood Public Library



11 Greenwood Station Garden

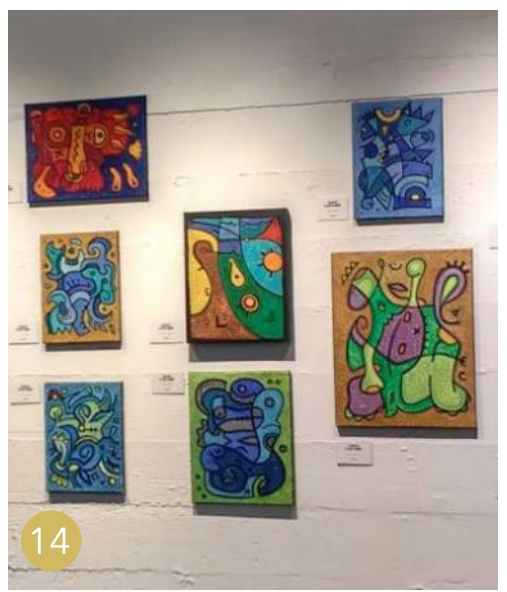
ARTS



12 Taproot Theater



13 The Pocket Theater



14 The Greenwood Collective

SCHOOLS

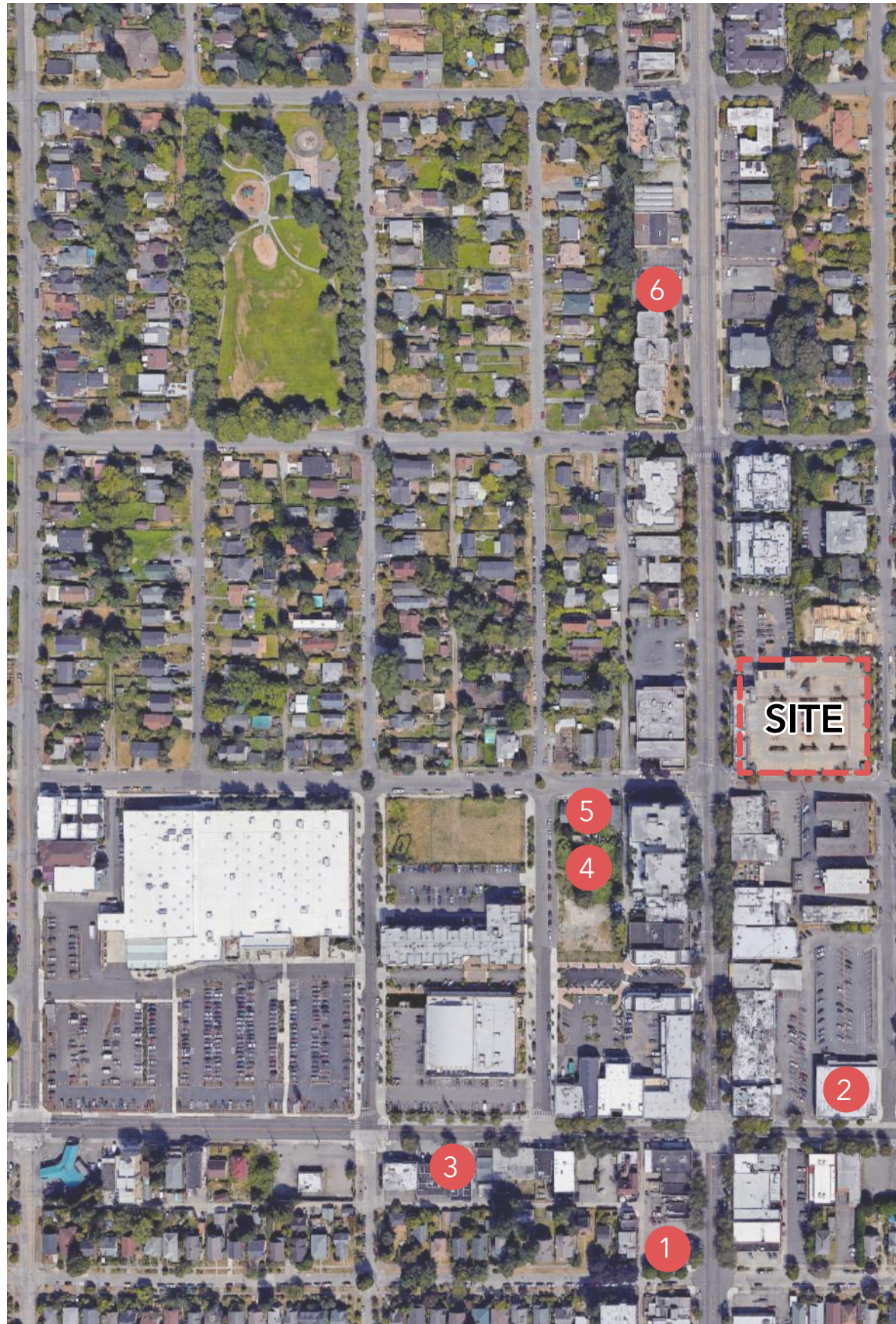


15 Greenwood Elementary School



16 Seattle Amistad School

# Neighborhood Context- New Multifamily Proposed



1 8403 Greenwood Ave N - Slattery Properties- 70 units



2 320 N 85th Street - Shea Properties - 224 units



3 119 N 85th Street - Noren 85th



4 8616 Palatine Ave N - Greenwood Phase III LLC - 141 units proposed



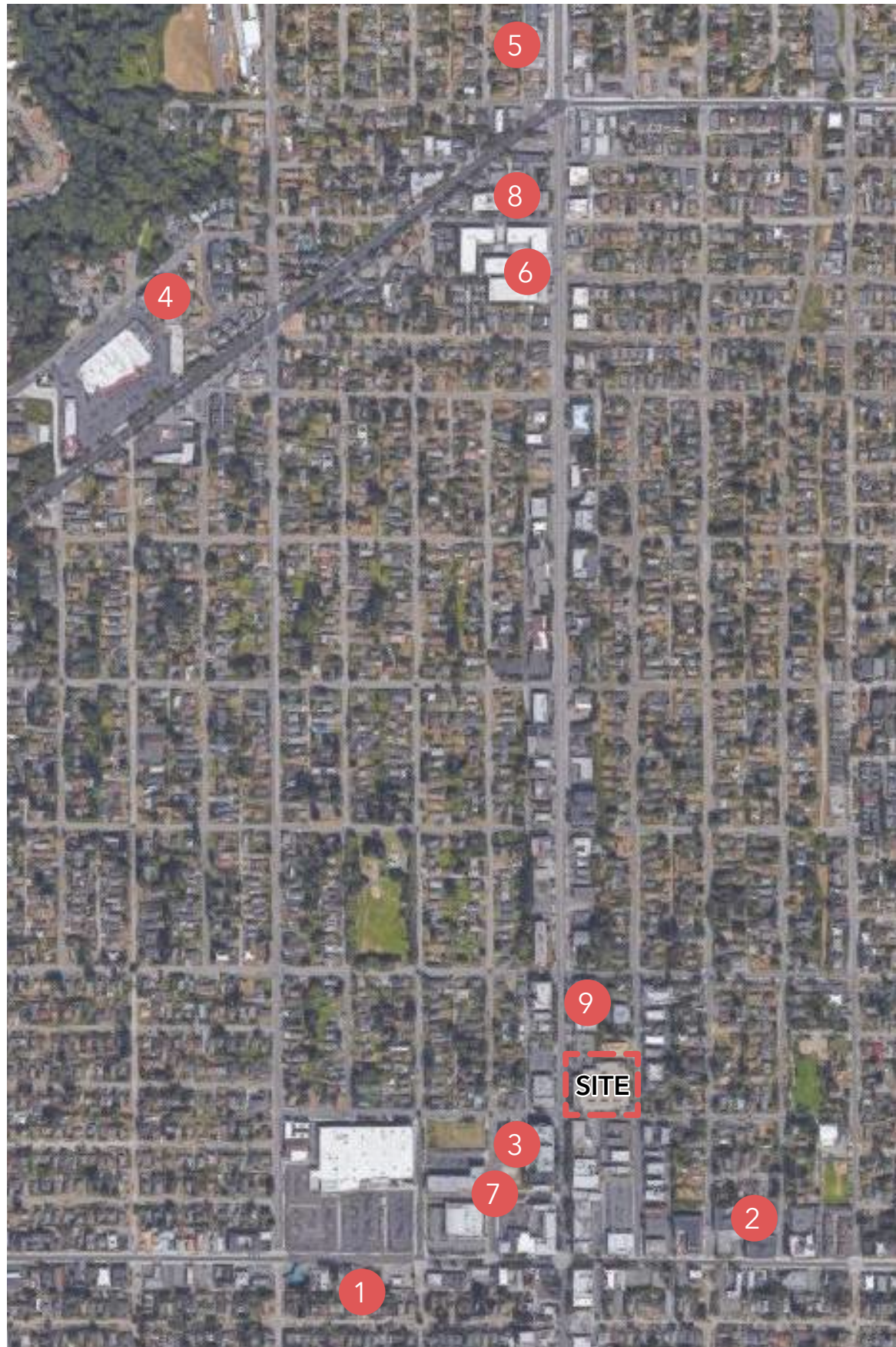
5 209 N 87th Street - Ashworth Homes



6 9039 Greenwood Ave N - Pastakia/ RUSH - 84 units proposed



# Neighborhood Context- Multifamily



1 Janus - 101 NW 85th Street  
105 units



2 Guinevere - 522 N 85th Street  
139 units



3 Towers on Greenwood - 8551  
Greenwood Ave N - 70 units



4 Carkeek Park Place- 431 NW  
100th Pl - 80 units



5 Northpark Village Apartments  
10535- Greenwood Ave - 62 units



6 Leilani on Greenwood- 10215  
Greenwood Ave N- 328 units



7 Sedges on Piper Village - 8623  
Palatine Ave N -



8 Jefferson Court- 10215  
Greenwood Ave N- 328 units



9 The Westview at Greenwood  
Condos



# Sidewalk Grade Diagram





# Street Views and Sidewalk Grades of Project Site

View along Greenwood Ave. Facing East



View along N. 87th St. Facing North



View along Phinney Ave N. Facing West



# Street Views Opposite the Project Site

View along  
Greenwood Ave.  
Facing West



Former Walgreens,  
vacant

Parking Lot serving lot to  
south

View along N. 87th  
St. Facing South



Greenwood Manor  
Apartments

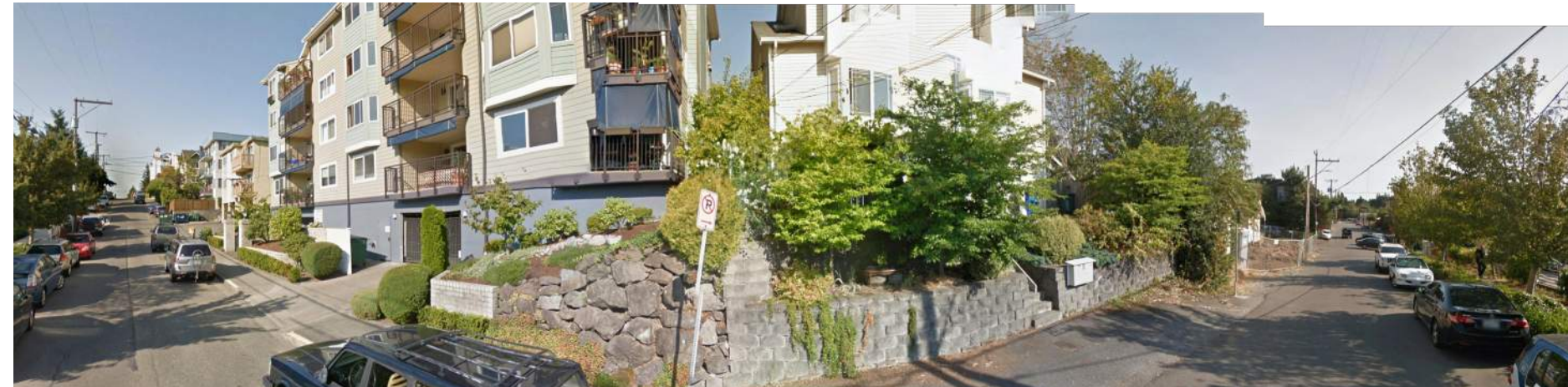
Residential Parking Lot

Restaurant Loading

North Star Diner

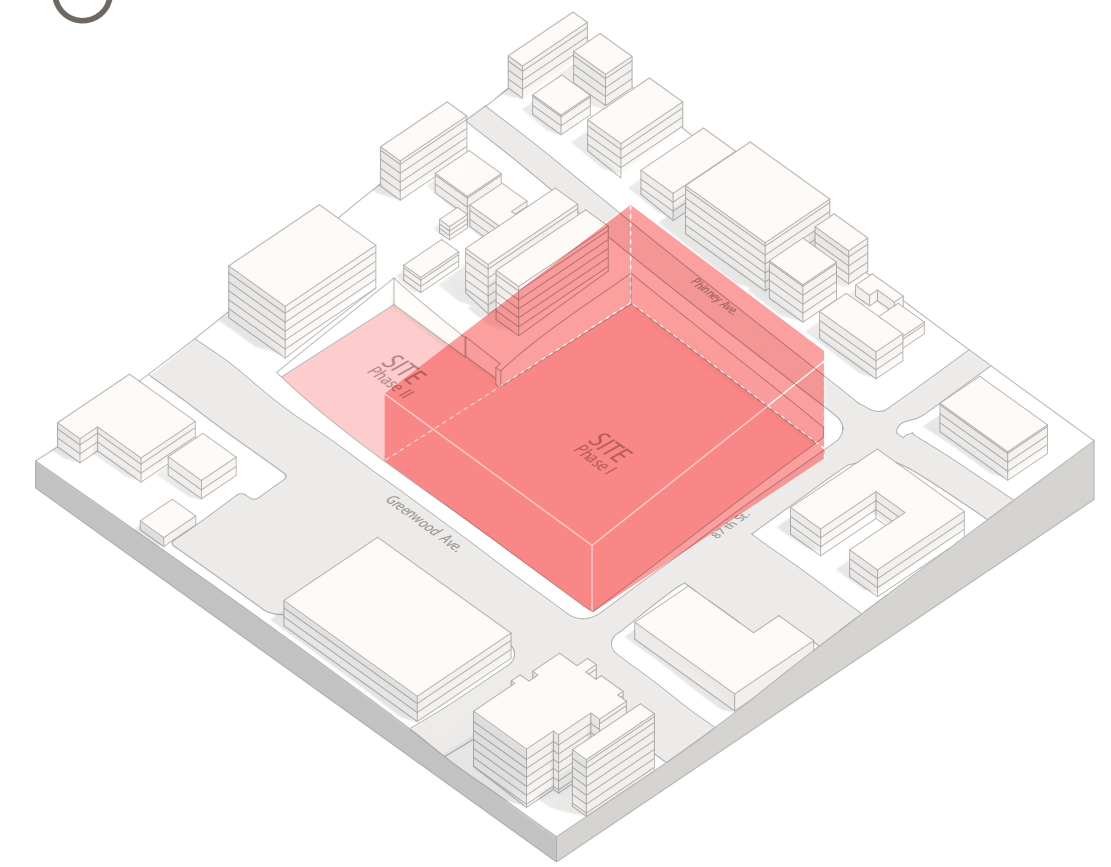
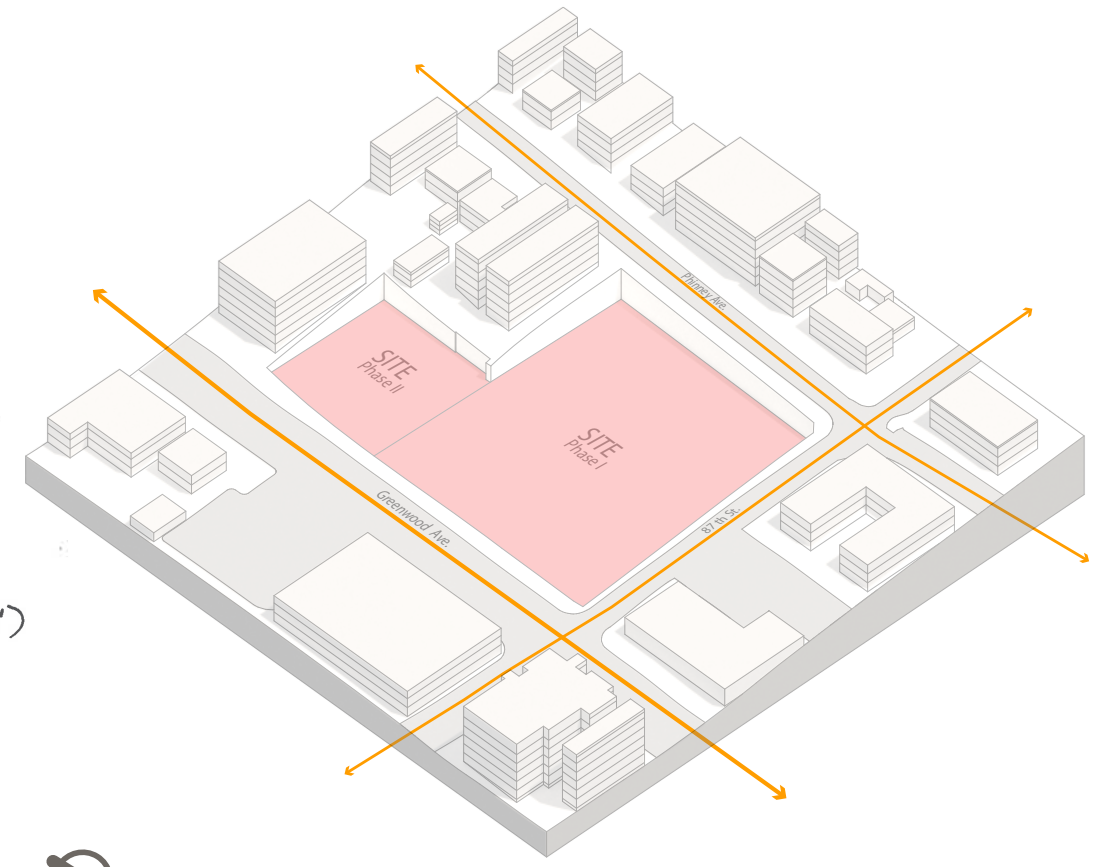
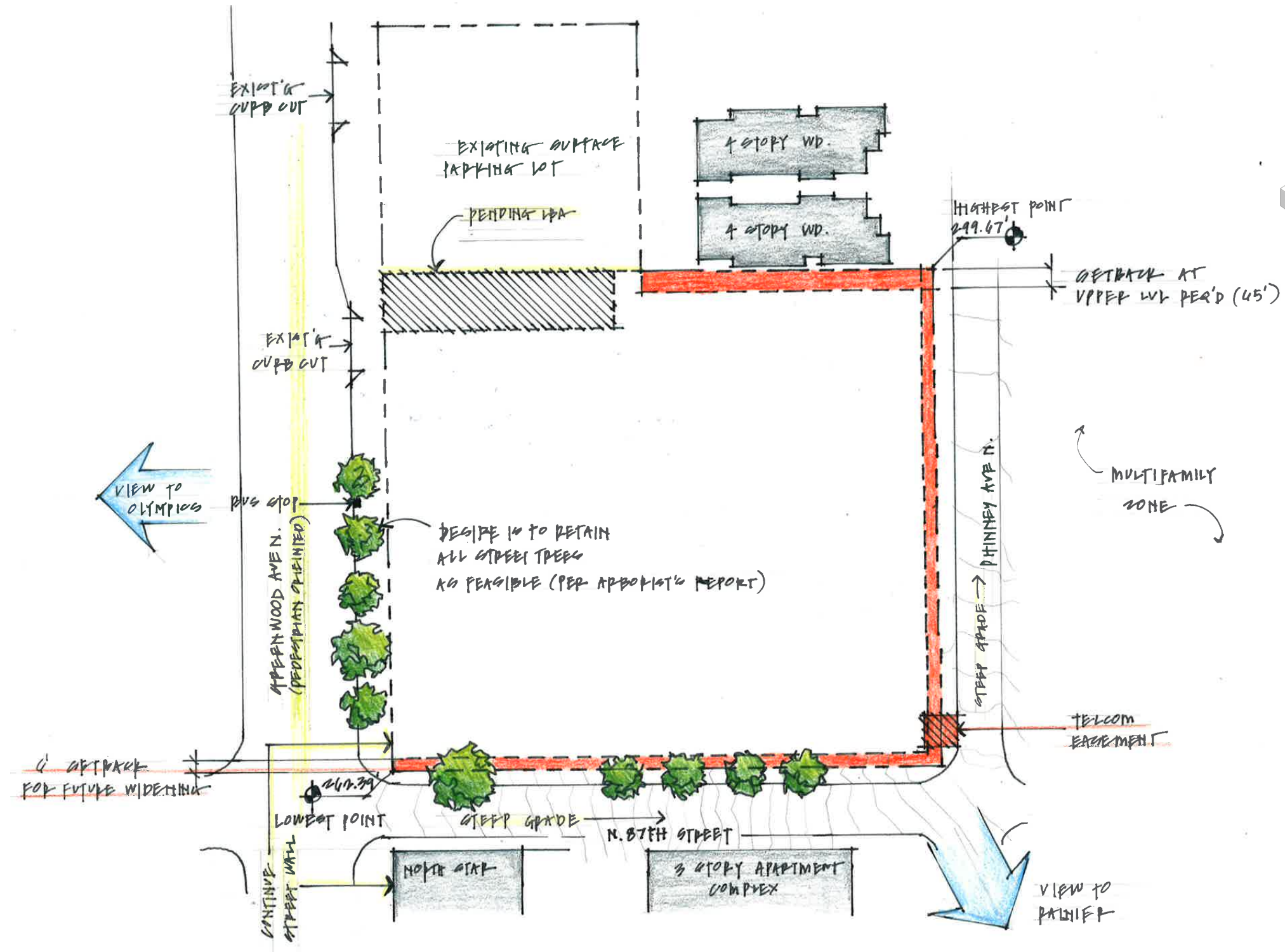
Greenwood Ave. N.

View along  
Phinney Ave N.  
Facing East



Low Rize Zone Condos

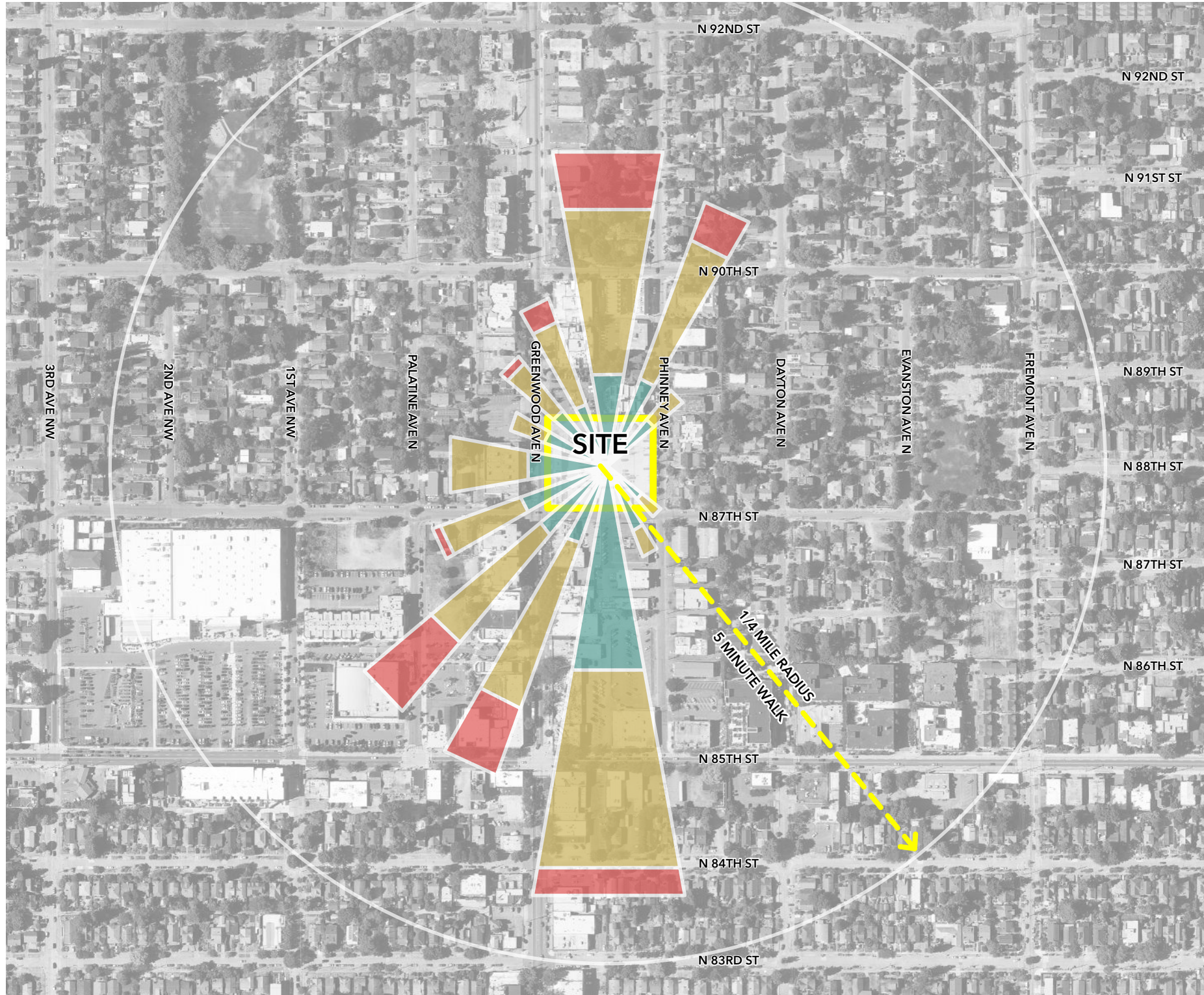
# Corridor Analysis and Site Constraints



Site Analysis Diagram

Zoning Envelope Diagrams

# Site Analysis Cont.



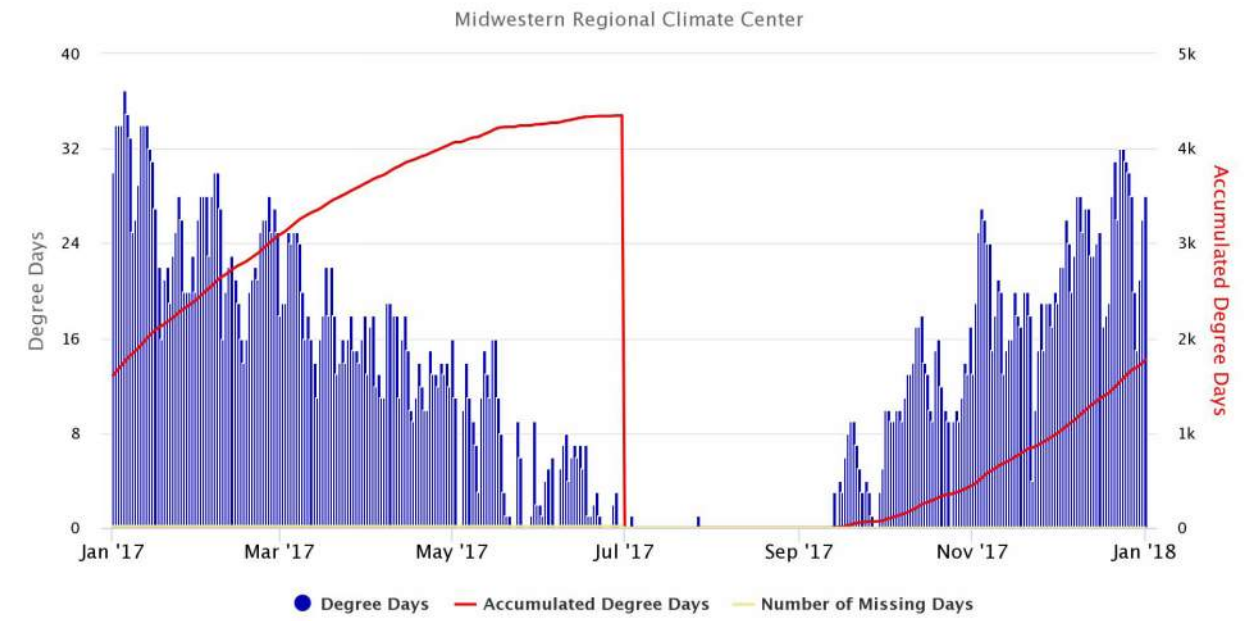
Wind Pattern Analysis    **Wind Speed (mph)**    ■ 13-17    ■ 8-12    ■ 0-3



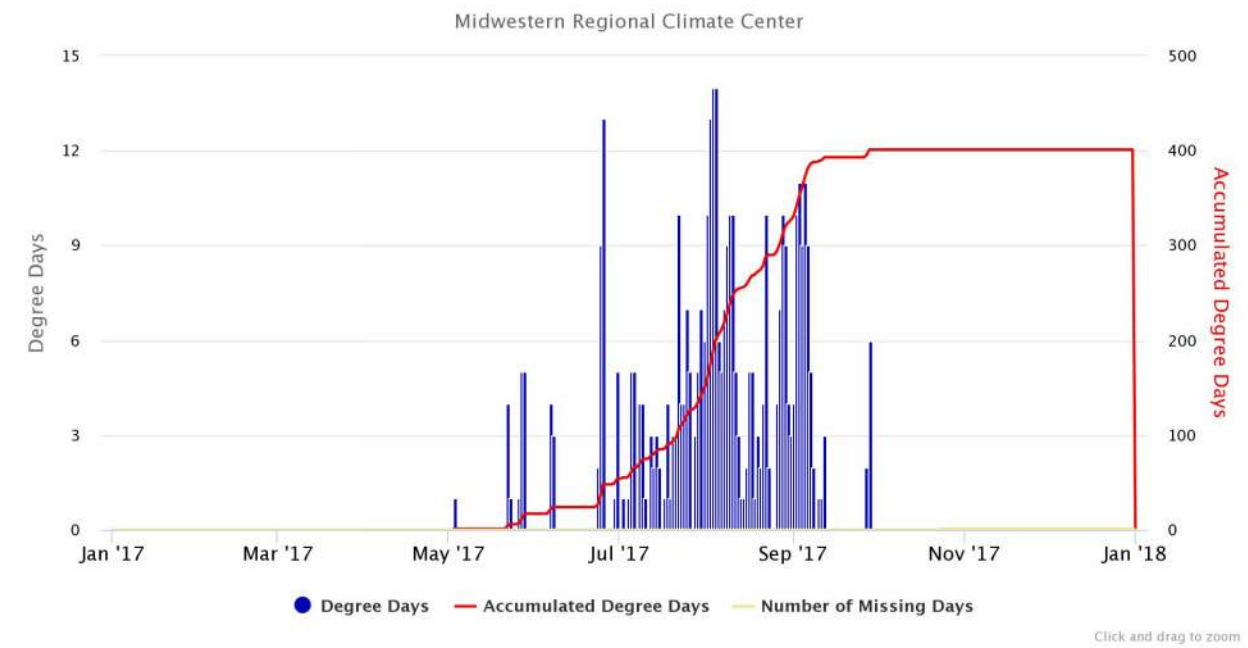
## Temperature: Heating and Cooling Required

Degree Day = +/- 1 degree for 1 day (24 hrs)

Heating Degree Days (Base 65F) for SEATTLE BOEING FIELD(WA)



Cooling Degree Days (Base 65F) for SEATTLE BOEING FIELD(WA)



# Community Outreach

Online survey received 499 total responses.

99% of respondents live in the immediate area, with the remainder "visiting frequently for work or leisure."

## Survey Summary:

Q: What is your favorite building in Greenwood?

A: **89 respondents mentioned the FlintCreek building.**

Q: What is most important to you about a new building on this property?

A: **255 respondents indicated "New Services" as the most important thing.**

Q: What type of services would you like to see?

A: **209 respondents indicated "grocery."**

Q: What type of business is missing from Greenwood?

A: **171 respondents indicated "Grocery - Trader Joe's, market, PCC."**

Q: What is most important for designing the public areas?

A: **281 respondents indicated "Good for pedestrians" as most important.**

Q: What concerns do you have about the project?

A: **The majority of respondents indicated their concern that it will make "driving and parking more difficult." (268)**

## Quotes from the community:

Q: What kind of services would you like to see?

*"Safeway had the potential to be the walkable grocery store for the neighborhood but the quality left a lot to be desired, and the entrance did not face the prime corner at 87th. It would be nice to combine grab-and-go meals with more of a Trader Joe's or a similar format grocery store that is not a supermarket but not a bougie, expensive specialty store. There is also not a good-sized gym in walking distance (there are cycling or Crossfit spots). Any option should be family-friendly, as there is no shortage of bars nearby."*

*"A Trader Joe's would be perfect or a gym since there are none in Greenwood."*

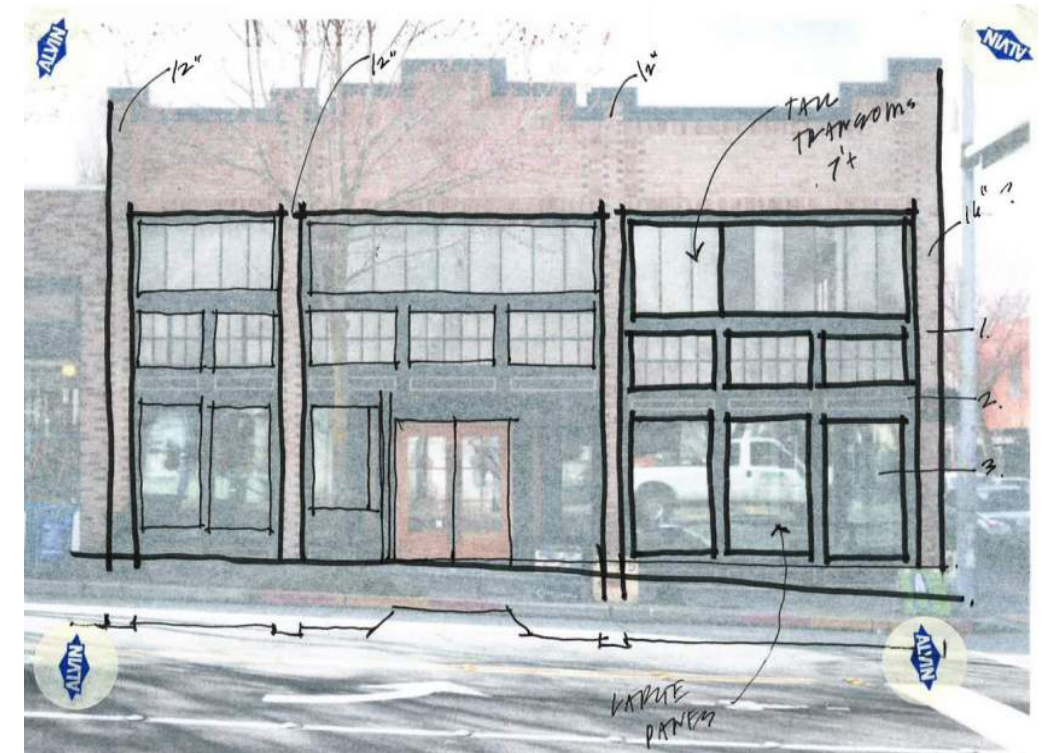
Q: What is your favorite building in Greenwood?

*"FlintCreek Cattle Co. I love how they took an old beautiful building and renovated into a incredible open gathering space."*

*"The block with Greenwood Space Travel Supply, unique businesses and older architecture."*

*"Any building that houses businesses that create community."*

*"The vintage brick ones with charm."*



FlintCreek Facade Analysis by Design Team



Outreach Poster

# Zoning Summary - Current 40' Zoning

**Parcel #:** 643150-0015 (LBA in progress)

**Lot Area:** 82,845 SF

**Zone:** NC2P-40

**Overlays:** Greenwood/Phinney Ridge Urban Village

**Environmentally Critical Areas:**

Steep Slope (40% average)  
Peat Settlement-Prone Area  
Salmon Watershed

**Adjacent Zones:**

NC2P-40 - West Across Greenwood Ave. N.  
NC2P-65 - South across 87th St. on both sides of Greenwood Ave. N  
NC2-40 - Lots to North on both sides of Greenwood Ave. N, South across 87th on Phinney Ave. N.  
LR3 - East across Phinney Ave. N. and lots to north on Phinney Ave. N.

**Street Classifications:**

Greenwood Ave. N. - Primary Pedestrian  
87th Street and Phinney Ave. N. - Non-designated Streets

**23.74A.004 Permitted Uses:**

All uses permitted outright or as a conditional use according to Table A for 23.47A.004.

**Proposed Uses:**

**Multi-Family Residential with Retail Sales and Services on Greenwood Ave. N. and structured parking in lower two levels**

**23.47A.005 Street Level Uses:**

Residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in a pedestrian-designated zone, facing a principal pedestrian street. Along designated principal pedestrian streets, one or more of the uses provided in Section 23.47A.005.D are required along 80 percent of the street-level, street-facing facade in accordance with the standards provided in subsection 23.47A.008.C.

**Response: Project will Comply.**

**23.47A.008 Street Level Development Standards:**

Blank segments of the street-facing facade may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

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.

In structures with street-level non-residential uses, sixty percent of the street-facing facade shall be transparent. Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

Continuous overhead weather protection (i.e., canopies, awnings, marquees, and arcades) is required along at least 60 percent of the street frontage of a structure

on a principal pedestrian street.

Where residential uses are located along a street-level street-facing facade, the following requirements apply unless exempted by subsection 23.47A.008.G: 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.

**Response: See Requested Departure for street level street facing facades containing residential uses.**

**23.47A.010 Maximum Size of Non-residential Uses:**

Size limits, where specified in Table A of Section 23.47A.004, apply to the total size of a business establishment, except that if a business establishment includes more than one principal use, size limits apply separately to the size of each principal use within the business establishment.

**Response: Project will Comply.**

**23.47A.012 Structure Height:**

Base maximum height limit: 40'  
Height bonus of 4' applies per 23.47A.012.A.1.a. A height bonus of 7' applies per 23.47A.012.A.1.b as the project provides residential and multipurpose retail sales uses exceeding 12,000 SF are located in the same structure.

On a lot containing a peat settlement-prone environmentally critical area, the height of a structure may exceed the otherwise applicable height limit and the other height allowances provided by this Section 23.47A.012 by up to 3 feet. In addition, 3 more feet of height may be allowed for any wall of a structure on a sloped lot, provided that on the uphill sides of the structure, the maximum elevation of the structure height shall be no greater than the height allowed by the first sentence of this subsection 23.47A.012.A.4.

**Response: Project will Comply.**

**23.47A.013 Floor Area Ratio:**

Total Permitted Maximum FAR (lots with a mix of uses): 3.25  
Minimum FAR: 1.5

**Response: Project will comply.**

**23.47A.014 Setbacks:**

A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone or 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. The required setback forms a triangular area. Two sides of the triangle extend along the street lot line and side lot line 15 feet from the intersection of the residentially zoned lot's front lot line and the side lot line abutting the residentially zoned lot. The third side connects these two sides with a diagonal line across the commercially-zoned lot.

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: Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet.

**Response: Project will Comply.**

**23.47A.016 Landscaping and Screening:**

Landscaping is required to achieve a Green Factor score of 0.30 or greater. Street trees are required as provided in Section 23.47A.016B. Screening and landscaping is required according to Table C and D for 23.47A.016.

Parking garages occupying any portion of the street-level street-facing facade between 5 and 8 feet above sidewalk grade shall provide a 5-foot deep landscaped area along the street lot line, or screening by the exterior wall of the structure, or 6-foot high screening between the structure and the landscaped area.

**Response: Project will Comply.**

**23.47A.024 Amenity Area:**

Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A. Common amenity areas shall have a minimum horizontal dimension of 10 feet, and shall not be less than 250 square feet in size. Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.

**Response: Project will Comply.**

**23.47A.032 Parking Location and Access:**

Access to parking shall be from an alley or a street that is not a principal pedestrian street. Parking shall not be located between a structure and a street lot line. Street-level structured parking shall be separated from street-facing facades by another permitted use.

**Response: See Requested Departure for Access to Parking.**

**23.54.015 Required Parking:**

Minimum parking shall not be required for Residential and Non-residential uses, as the entire project site is located within an Urban Village within 1/4 mile of frequent transit service.

**Response: The project is located in an Urban Village and a Frequent Transit Service Area.**

**23.54.030 Parking Space Standards:**

All provided parking spaces shall meet the minimum and maximum size requirements and size mix provided in Section 23.54.030B.

For two way non-residential driveways the minimum width shall be 22 feet and the maximum width shall be 25 feet. Driveways shall conform to the 18 foot minimum turning path radius shown in Exhibit B for 23.54.030. No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent.

**Response: Project will Comply.**

**23.54.035 Loading Berth Requirements and Space Standards:**

The minimum number of off-street loading berths required for specific uses shall be set forth in Table A for Section 23.54.035

**Response: Project will Comply.**

**23.54.040 Solid Waste and Recyclable Materials Storage and Access:**

Storage space for solid waste and recyclable materials containers shall be provided as shown in Table A for Section 23.54.040.

**Response: Project will Comply.**

# Zoning Summary - Proposed 65' Zoning

*The Applicant reserves the right to request a contract rezone to NC2P-65 (M1) depending on the timing of MHA ordinance.*

**Parcel #:** 643150-0015 (LBA in progress)

**Lot Area:** 82,845 SF

**Zone:** NC2P-65 (M1)

**Overlays:** Greenwood/Phinney Ridge Urban Village

**Environmentally Critical Areas:**

Steep Slope (40% average)  
Peat Settlement-Prone Area  
Salmon Watershed

**Adjacent Zones:**

NC2P-65 (M1) - South across 87th on Phinney Ave. N.  
NC2P-55 (M) - West Across Greenwood Ave. N.  
NC2P-75 (M) - South across 87th St. on both sides of Greenwood Ave. N  
NC2-55 (M) - Lots to North on both sides of Greenwood Ave. N  
LR3 (M) - East across Phinney Ave. N. and lots to north on Phinney Ave. N.

**Street Classifications:**

Greenwood Ave. N. - Primary Pedestrian  
87th Street and Phinney Ave. N. - Non-designated Streets

**23.74A.004 Permitted Uses:**

All uses permitted outright or as a conditional use according to Table A for 23.47A.004.

**Proposed Uses:**

**Multi-Family Residential with Retail Sales and Services on Greenwood Ave. N. and structured parking in lower two levels**

**23.47A.005 Street Level Uses:**

Residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in a pedestrian-designated zone, facing a principal pedestrian street. Along designated principal pedestrian streets, one or more of the uses provided in Section 23.47A.005.D are required along 80 percent of the street-level, street-facing facade in accordance with the standards provided in subsection 23.47A.008.C.

**Response: Project will Comply.**

**23.47A.008 Street Level Development Standards:**

Blank segments of the street-facing facade may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.  
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.

In structures with street-level non-residential uses, sixty percent of the street-facing facade shall be transparent. Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade. Non-residential uses at street level shall have a floor-to-floor

height of at least 13 feet.

Continuous overhead weather protection (i.e., canopies, awnings, marquees, and arcades) is required along at least 60 percent of the street frontage of a structure on a principal pedestrian street.

The maximum width and depth of a structure, or of a portion of a structure for which the limit is calculated separately according to subsection 23.47A.008.C.5.b, is 250 feet.

Where residential uses are located along a street-level street-facing facade, the following requirements apply unless exempted by subsection 23.47A.008.G:

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.

**Response: See Requested Departure for street level street facing facades containing residential uses and maximum building width/depth.**

**23.47A.010 Maximum Size of Non-residential Uses:**

Size limits, where specified in Table A of Section 23.47A.004, apply to the total size of a business establishment, except that if a business establishment includes more than one principal use, size limits apply separately to the size of each principal use within the business establishment.

**Response: Project will Comply.**

**23.47A.012 Structure Height:**

Base maximum height limit: 65'

On a lot containing a peat settlement-prone environmentally critical area, the height of a structure may exceed the otherwise applicable height limit and the other height allowances provided by this Section 23.47A.012 by up to 3 feet. In addition, 3 more feet of height may be allowed for any wall of a structure on a sloped lot, provided that on the uphill sides of the structure, the maximum elevation of the structure height shall be no greater than the height allowed by the first sentence of this subsection 23.47A.012.A.4.

**Response: Project will Comply.**

**23.47A.013 Floor Area Ratio:**

Total Permitted Maximum FAR (lots with a mix of uses): 4.5

Minimum FAR: 2

**Response: Project will comply.**

**23.47A.014 Setbacks:**

A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone or 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. The required setback forms a triangular area. Two sides of the triangle extend along the street lot line and side lot line 15 feet from the intersection of the residentially zoned lot's front lot line and the side lot line abutting the residentially zoned lot. The third side connects these two sides with a diagonal line across the commercially-zoned lot.

An upper-level setback is required along any rear or side lot line that abuts a lot in an LR, MR, or HR zone or that abuts a lot that is zoned both commercial and LR, MR, or HR if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows: Ten feet for portions of structures above 13 feet in height to a maximum of 65 feet.

**Response: Project will Comply.**

**23.47A.016 Landscaping and Screening:**

Landscaping is required to achieve a Green Factor score of 0.30 or greater. Street trees are required as provided in Section 23.47A.016B.

Screening and landscaping is required according to Table C and D for 23.47A.016.

Parking garages occupying any portion of the street-level street-facing facade between 5 and 8 feet above sidewalk grade shall provide a 5-foot deep landscaped area along the street lot line, or screening by the exterior wall of the structure, or 6-foot high screening between the structure and the landscaped area.

**Response: Project will Comply.**

**23.47A.024 Amenity Area:**

Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A. Common amenity areas shall have a minimum horizontal dimension of 10 feet, and shall not be less than 250 square feet in size. Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.

**Response: Project will Comply.**

**23.47A.032 Parking Location and Access:**

Access to parking shall be from an alley or a street that is not a principal pedestrian street. Parking shall not be located between a structure and a street lot line. Street-level structured parking shall be separated from street-facing facades by another permitted use.

**Response: See Requested Departure for Access to Parking.**

**23.54.015 Required Parking:**

Minimum parking shall not be required for Residential and Non-residential uses, as the entire project site is located within an Urban Village within 1/4 mile of frequent transit service.

**Response: The project is located in an Urban Village and a Frequent Transit Service Area.**

**23.54.030 Parking Space Standards:**

All provided parking spaces shall meet the minimum and maximum size requirements and size mix provided in Section 23.54.030B.

For two way non-residential driveways the minimum width shall be 22 feet and the maximum width shall be 25 feet. Driveways shall conform to the 18 foot minimum turning path radius shown in Exhibit B for 23.54.030. No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent.

**Response: Project will Comply.**

**23.54.035 Loading Berth Requirements and Space Standards:**

The minimum number of off-street loading berths required for specific uses shall be set forth in Table A for Section 23.54.035

**Response: Project will Comply.**

**23.54.040 Solid Waste and Recyclable Materials Storage and Access:**

Storage space for solid waste and recyclable materials containers shall be provided as shown in Table A for Section 23.54.040.

**Response: Project will Comply.**

# Design Guidelines



## CS1 Natural Systems and Site Features

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

### Response:

*The development proposal seeks to honor the function of the historical landscape of Greenwood - that of peat bogs and woodlands. Generous plantings and biofiltration areas will help the project make a positive aesthetic and environmental contribution to the neighborhood.*

*The proposal responds to its surroundings by prioritizing green space over paved courtyard and encouraging residents to engage with the vibrant Greenwood neighborhood. A three-building stepped massing allows for views into these softer spaces and provides some visual relief along N 87th Street.*



## CS2 Urban Pattern and Form

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

- I. Streetscape Compatibility  
Landscaping changes and adapts to reflect the character of the adjacent zone and use.
- i. a. Build commercial development up to the sidewalk where possible.
- ii. Treatment of side streets: some treatment of side-streets off of Greenwood Ave N is important to create an effective transition to residential neighborhoods. Some options to consider include:
  - a. setbacks with view-framing landscaping (see CS1)
  - b. arbors with hanging plants
  - c. small outdoor spaces with trees and landscaping

### Response:

*The development proposal will build commercial development up to the sidewalk for the majority of the Greenwood Avenue street frontage.*

*The development proposal will create an effective transition to residential neighborhoods along N 87th Street by breaking the massing with small outdoor spaces with trees and landscaping and minimizing public site access and loading on side streets adjacent to residential uses.*



## CS2 Urban Pattern and Form (continued)

### II. Height, Bulk and Scale Compatibility

- i. Impact of New Buildings on the Street: Consider the setback of upper stories of new mixed-use development on Greenwood Avenue N 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 N. 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.

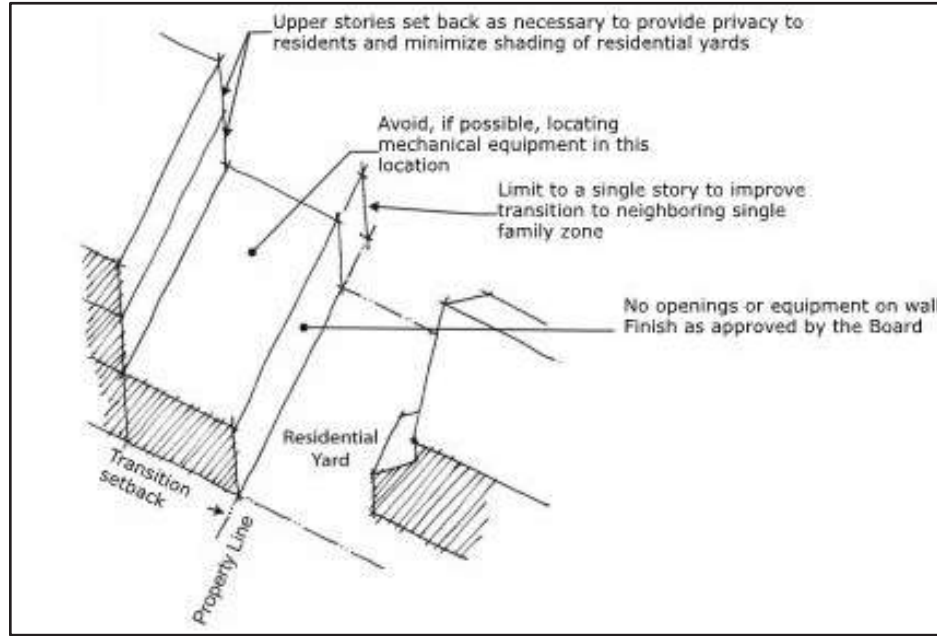
### Response:

*The development proposal will take cues from the smaller-scale historical pattern of storefronts and will feature details that provide interest and a human scale.*

*The project proposes an Urban edge without an upper level setback along Greenwood to allow space for legitimate courtyards at the interior of the project providing the relief and an effective transition to residential neighborhoods along N 87th Street.*



# Design Guidelines



## CS2 Urban Pattern and Form (continued)

Zone Edges: Careful siting, building design and massing are important to achieve a sensitive transition between more intensive and less intensive zones. Consider design techniques including:

- increasing the building setback from the zone edge at the ground level
- reducing the bulk of the building's upper floors nearest to the less intensive zone;
- reducing the overall height of the structure; and
- using extensive landscaping or decorative screening

### Response:

The development proposal incorporates the following techniques to achieve a sensitive transition:

- increases the building setback from the zone edge at ground level (at Phinney Avenue N) from the required 6' ROW setback to 10' from the PL.
- increases the building setback (along the North Property line abutting the MF zone) at ground level from zero to 10'
- reduces the bulk of the upper floors by providing an upper level setback at the top floor and street-level floor (at Phinney Avenue N)
- provides a landscape buffer within the setbacks



## CS3 Architectural Context and Character

Contribute to the architectural character of the neighborhood.

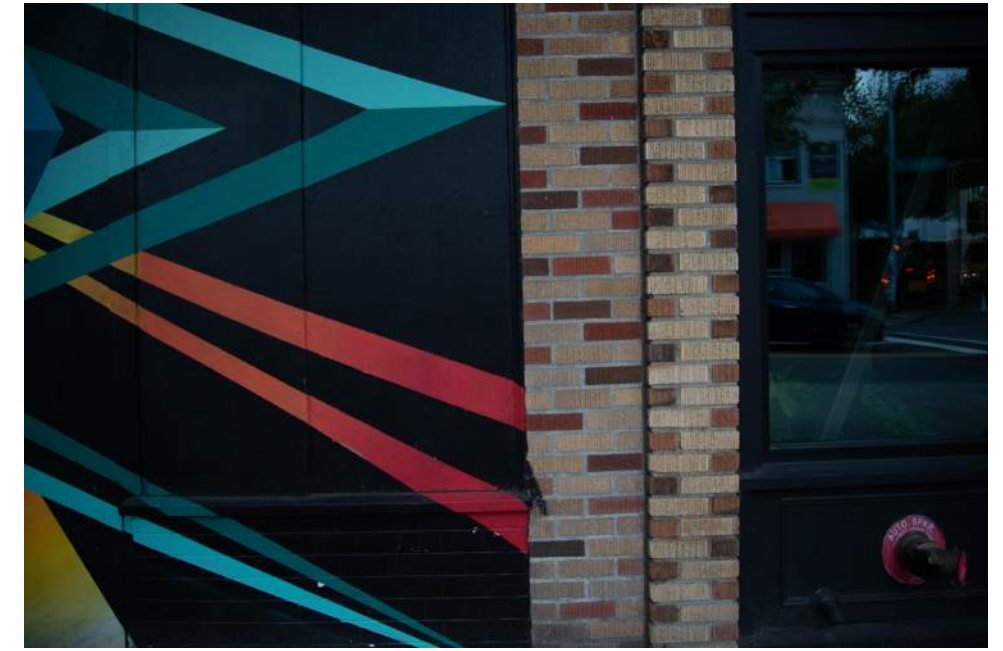
I. Architectural Styles: The Greenwood Avenue North/Phinney Avenue North and North/Northwest 85th Street corridors are characterized by their utilitarian, non-flamboyant, traditional architectural styles (except for churches).

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

II. Compatibility: Consider using the human-scale historical pattern of storefronts on Greenwood Avenue N as a guide.

### Response:

The development proposal will incorporate materiality and textures appropriate for the neighborhood including small-scale architectural details, high-quality landscaping, and personalized storefronts. The proposal will incorporate lessons from the existing neighborhood, particularly proportions and patterning of the buildings most beloved by the community.



## DC4 Exterior Elements and Finishes

II. Exterior Finish Materials

New buildings should feature durable, attractive and well-detailed finish materials

- Brick is the most common surface treatment in the commercial areas and should be encouraged. Plastic awnings should be strongly discouraged. As an alternative, architectural canopies are encouraged to provide weather protection and a place for business signage.

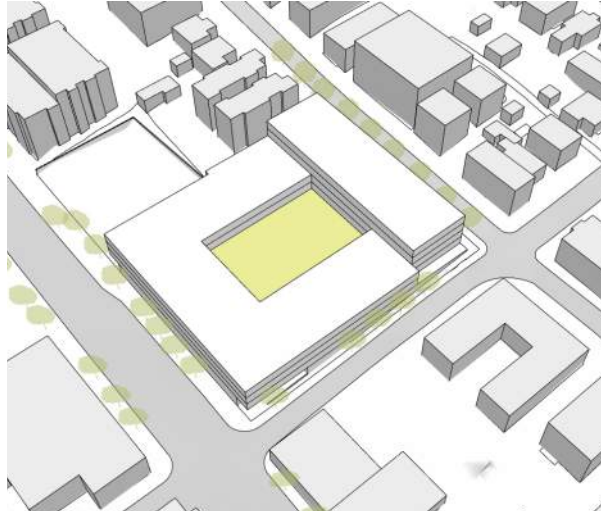
### Response:

The development proposal will incorporate durable, attractive and well-detailed finish materials. Public plazas and streetscapes will feature resilient materials that wear well over time. Furnishings and lighting will feature strong, simple, and grounded elements that reflect a modern interpretation of the historic character of Greenwood.

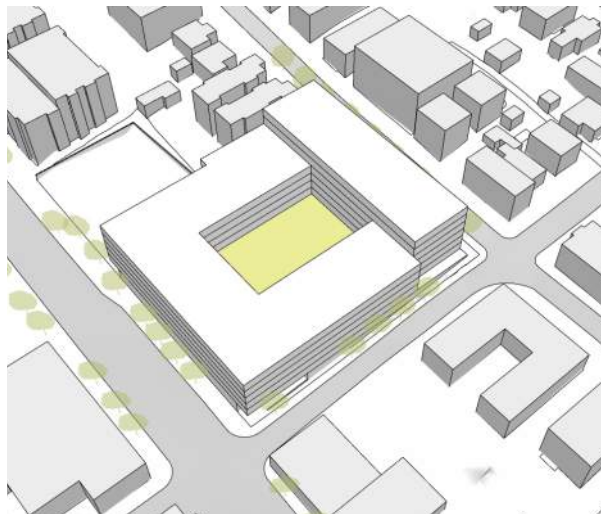
# MASSING OPTIONS

# Massing Options

## Option 1



Option 1 @ 40'



Option 1 @ 65'

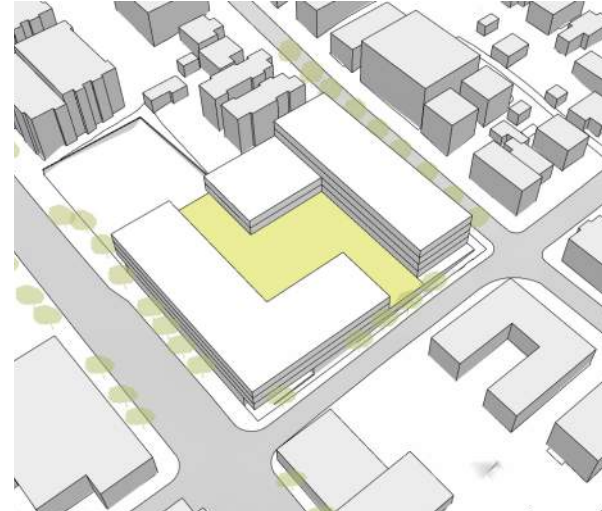
### Opportunities

- Simple massing and consistent overall form
- Large central courtyard amenity
- Holds consistent urban edge

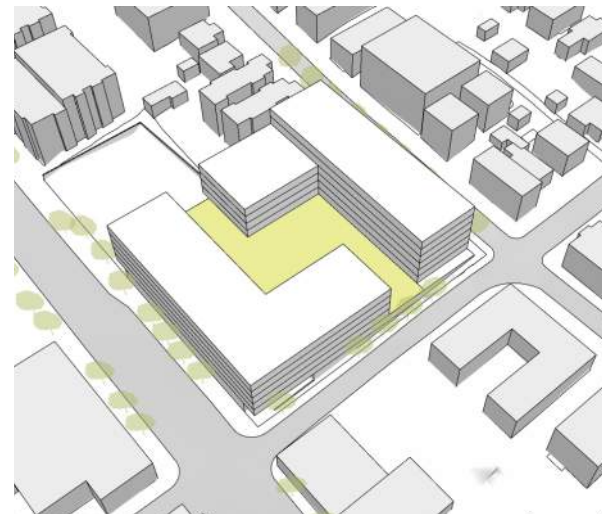
### Constraints

- Massing does not respond to site topography or orientation
- Overwhelming bulk and ominous pedestrian experience
- No relief on street edges

## Option 2



Option 2 @ 40'



Option 2 @ 65'

### Opportunities

- Varied massing responds to diverse neighborhood edges
- Large central courtyard amenity with street level access
- Good access to light and air
- Consistent urban edge along Greenwood and Phinney
- Break in building forms along 87th gives relief along that street edge

### Constraints

- Massing does not respond naturally to site topography
- Circulation and entry points from street are limited
- Massing along West edge of 87th doesn't complement the continuous massing bar along Greenwood

## Option 3 - Preferred



Option 3 @ 40'



Option 3 @ 65'

### Opportunities

- Most unique Architectural Form
- Natural and intuitive response to site topography
- Good access to light and air
- Varied massing responds to site context
- Minimizes north facing units
- Consistent urban edge along Greenwood and Phinney
- Stepped facades along 87th gives relief along that street edge

### Constraints

- Courtyards are compressed

# Option 1 - Current 40' Zoning

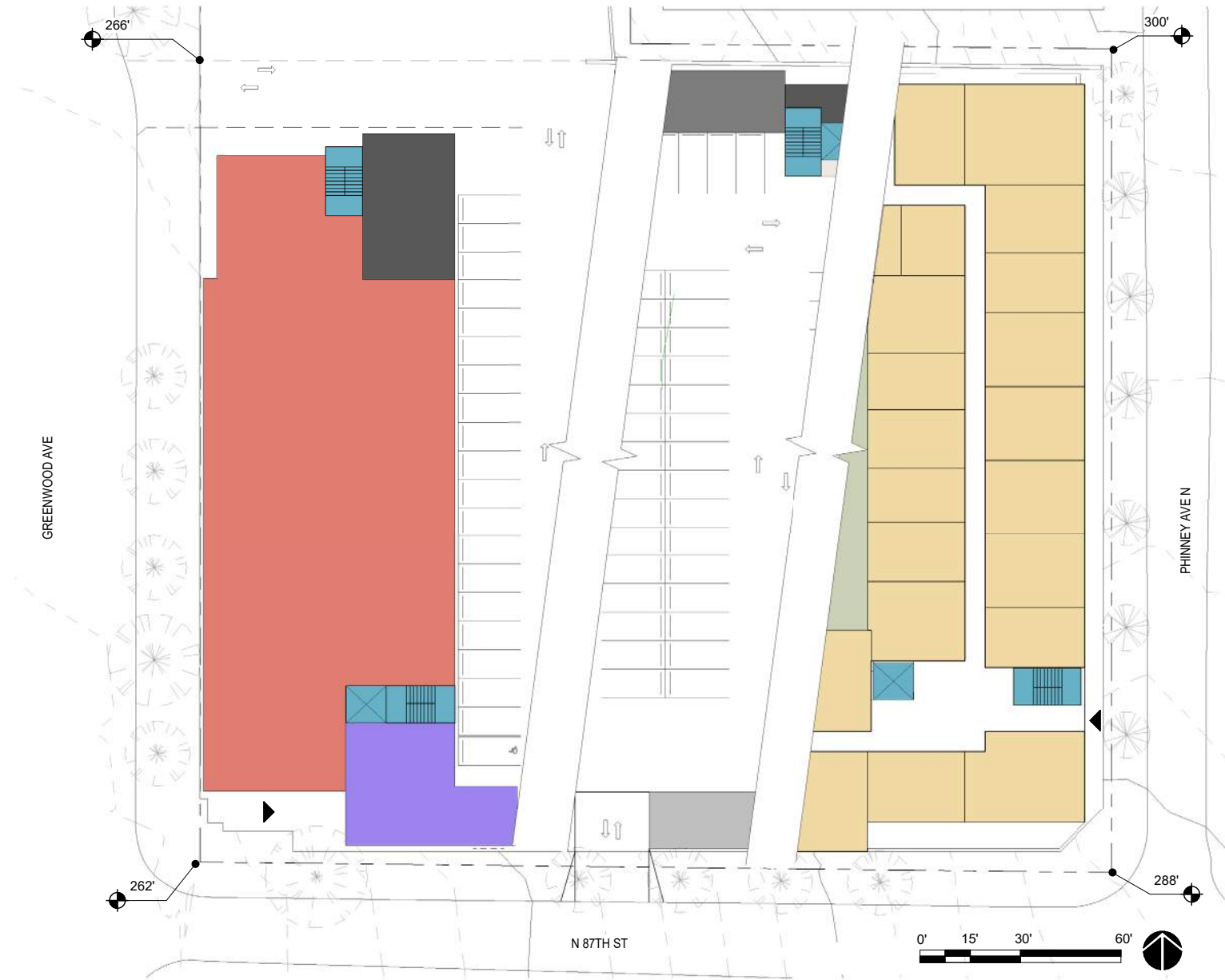
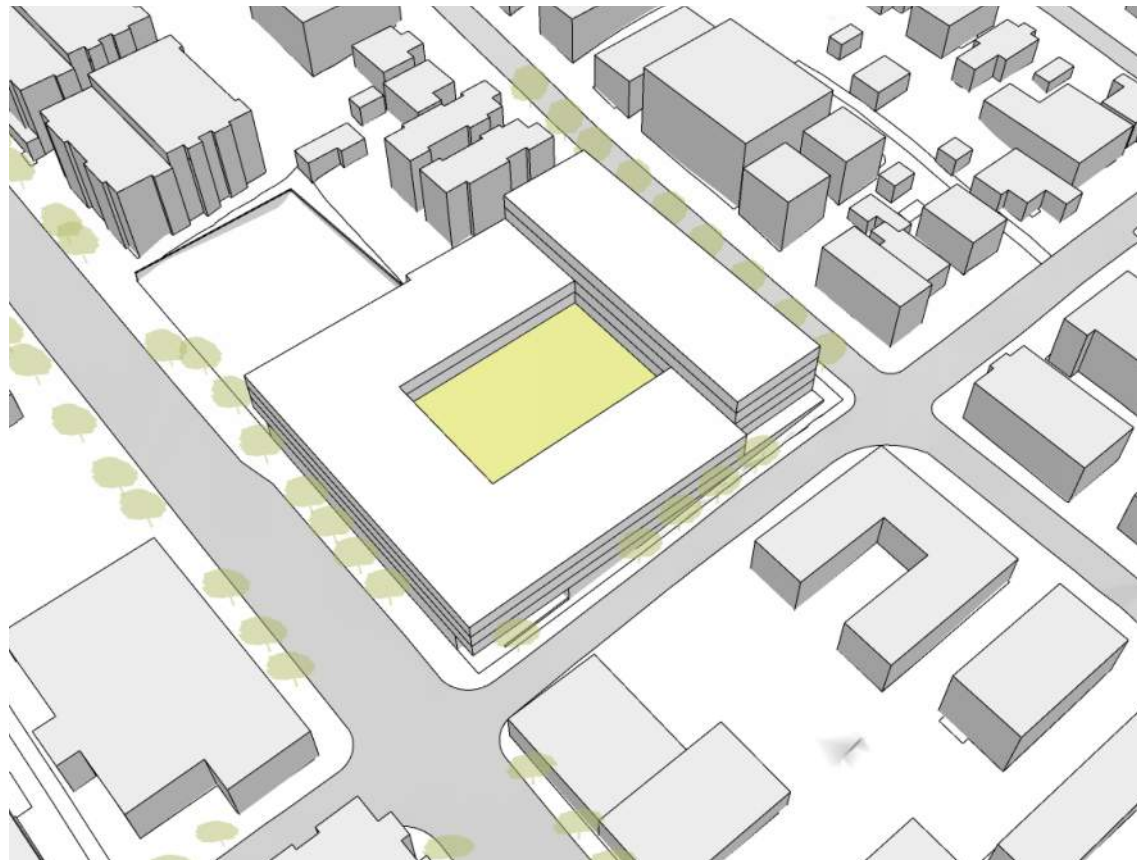
Circular "donut" massing scheme allows for a simple and consistent plan, efficient unit layouts and adequate access to light and air.

## Opportunities

- Simple massing and consistent overall form
- Large central courtyard amenity
- Holds consistent urban edge

## Constraints

- Massing does not respond to site topography or orientation
- Overwhelming bulk and ominous pedestrian experience
- No relief on street edges

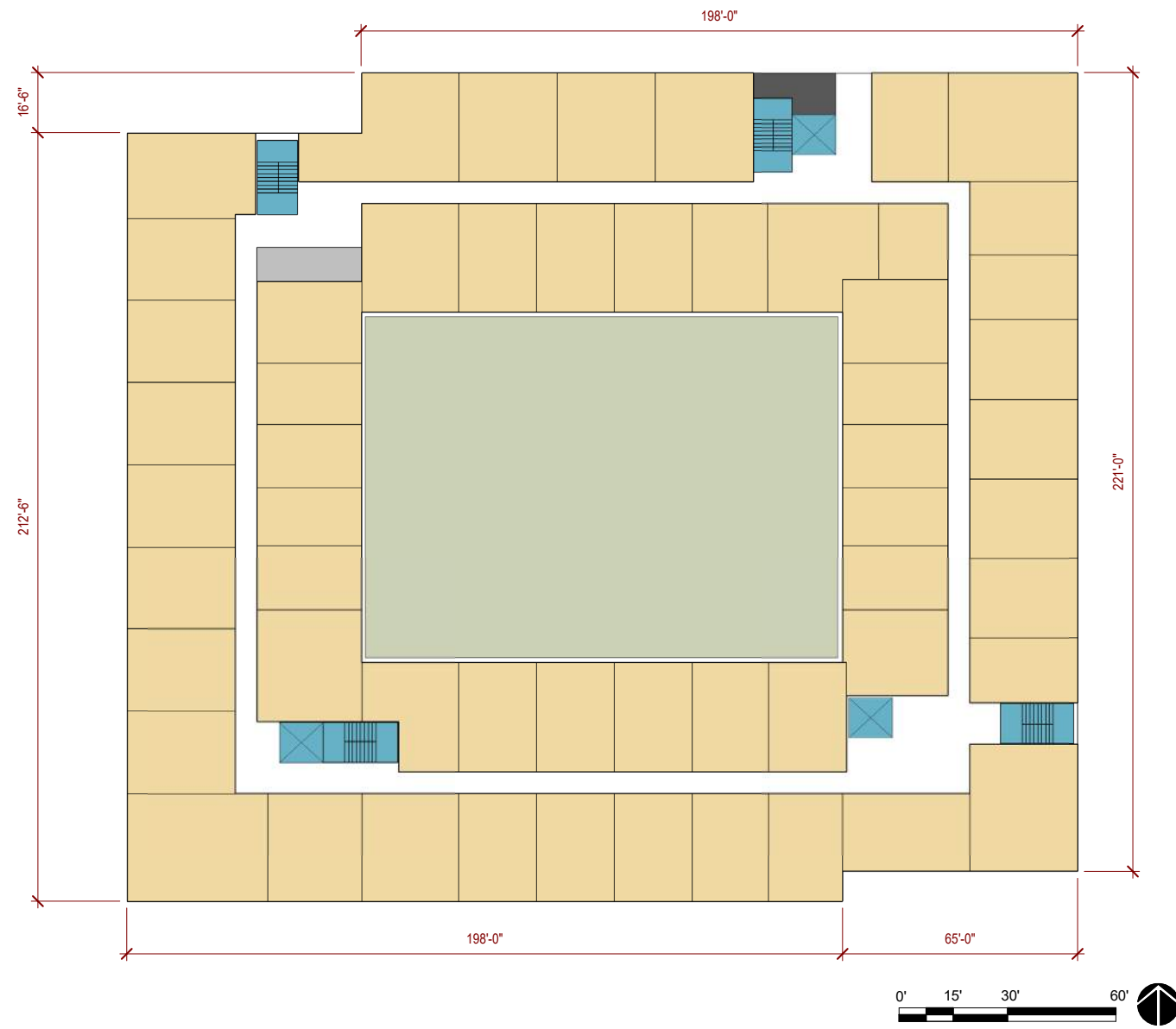


Composite Street-level Plan

- Retail
- Residential
- Interior Amenity
- Exterior Amenity



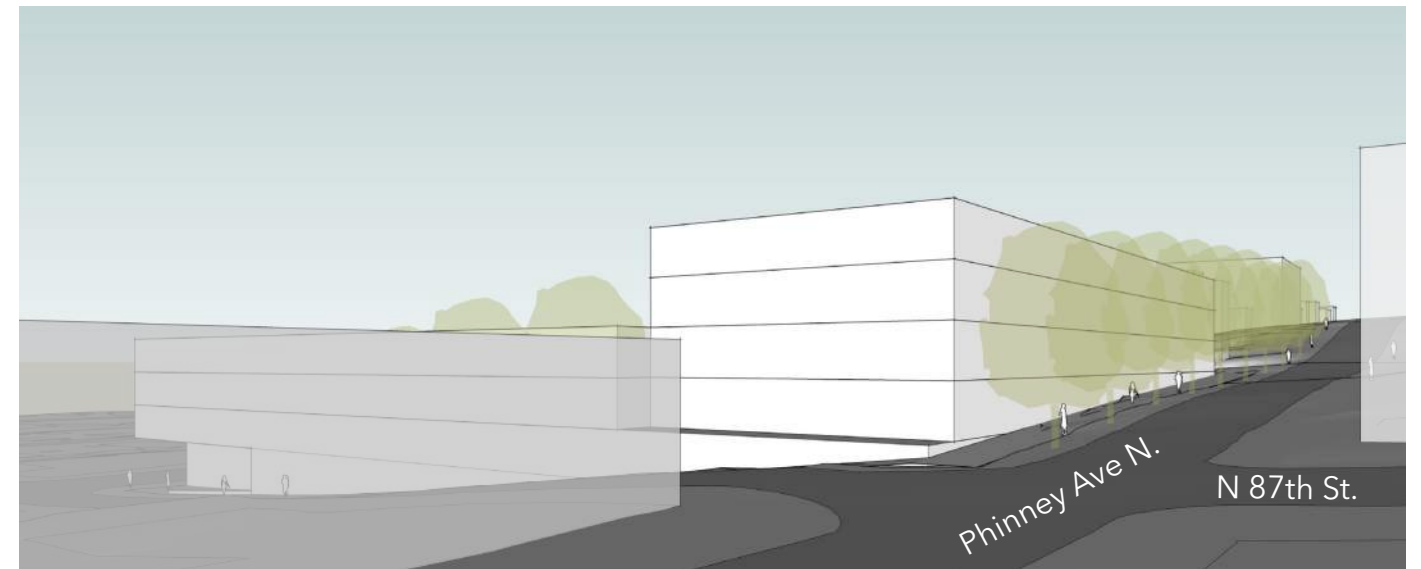
# Option 1 - Current 40' Zoning



Typical Upper-level Plan



View from SW



View from SE



View from NE

## Option 2 - Current 40' Zoning

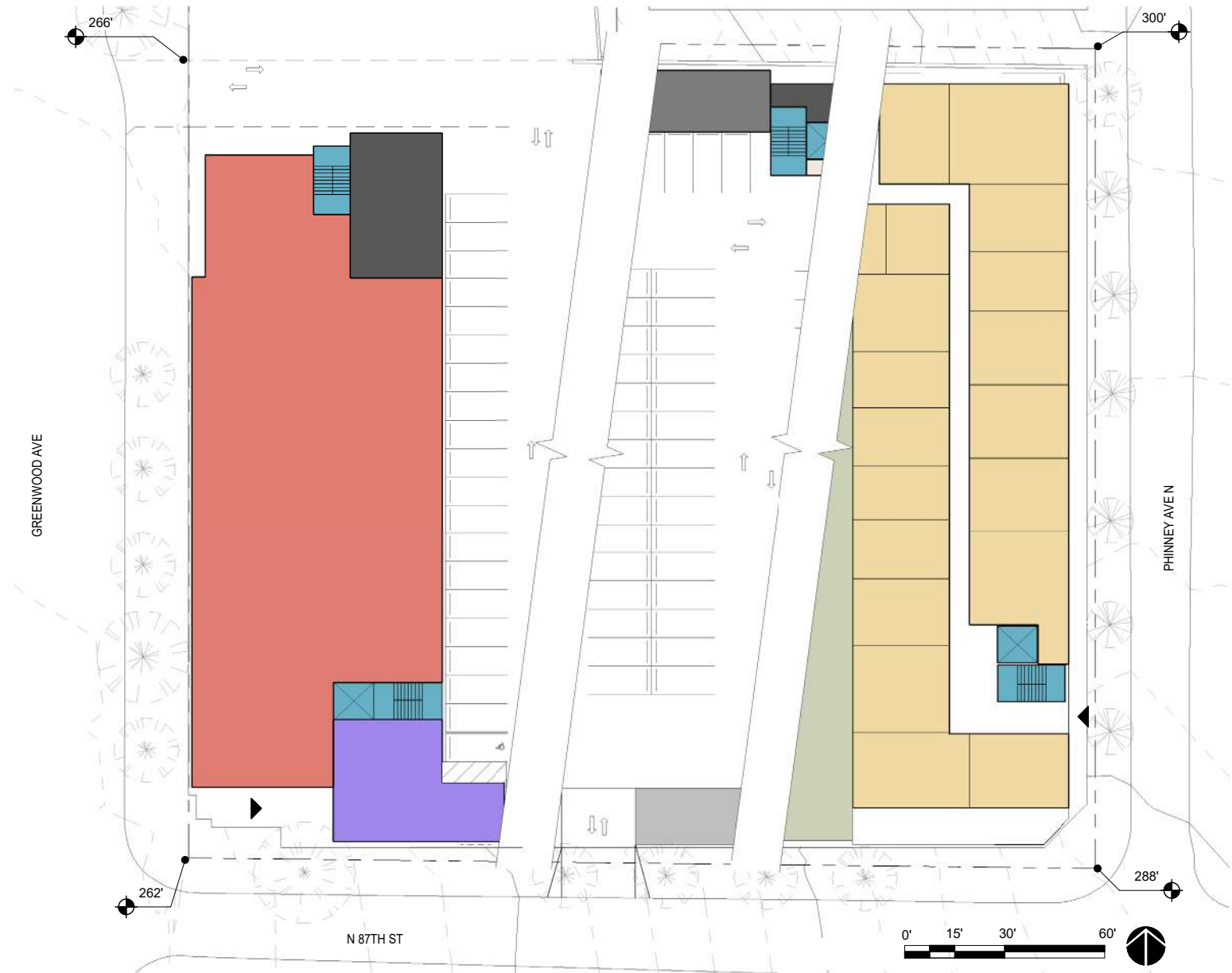
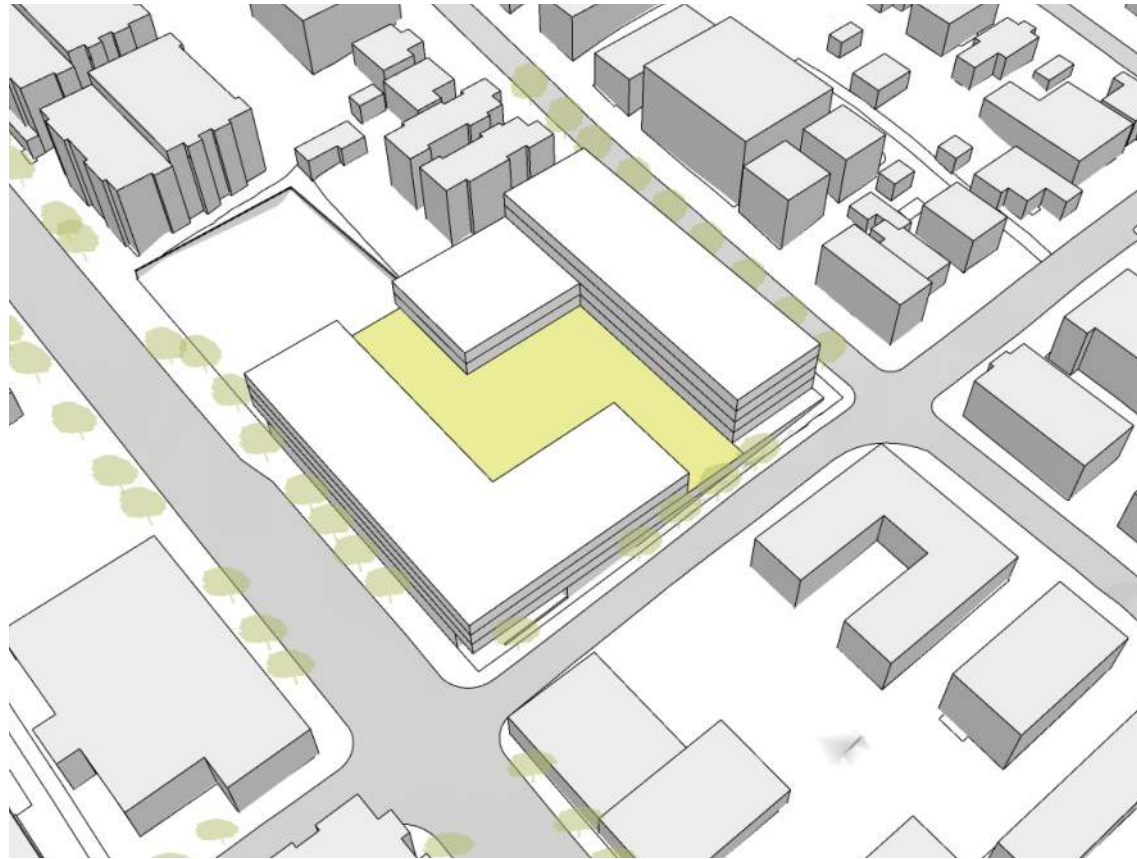
Separate, interlocking building forms work to de-bulk the overall building mass and introduce more opportunities for access to light and air. Massing along Greenwood Ave. is consistent to retain an urban street wall, while the form begins to represent a more residential scale up 87th and turning the corner to Phinney.

### Opportunities

- Varied massing responds to diverse neighborhood edges
- Large central courtyard amenity with street level access
- Good access to light and air
- Consistent urban edge along Greenwood and Phinney
- Break in building forms along 87th gives relief along that street edge

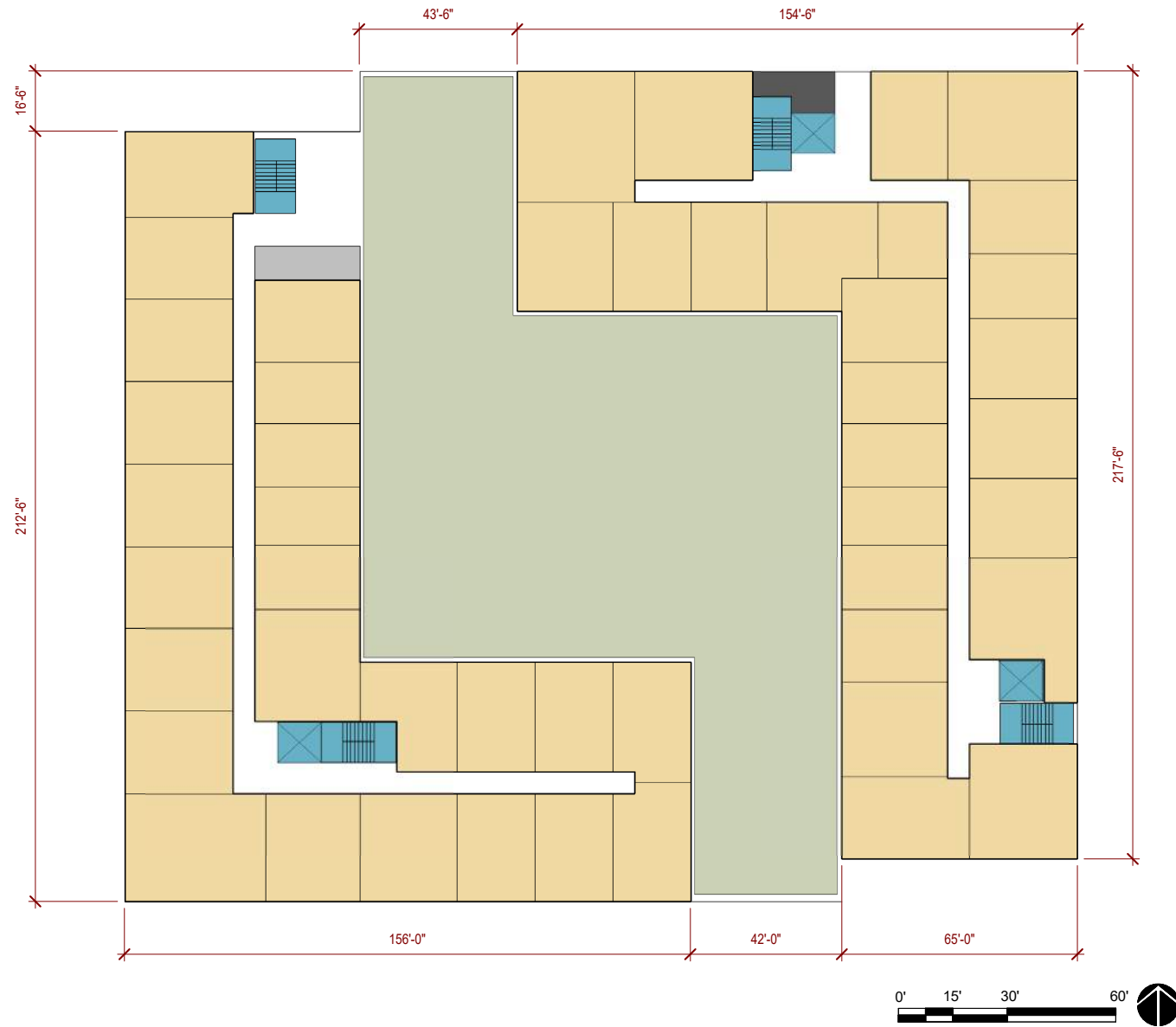
### Constraints

- Massing does not respond naturally to site topography
- Circulation and entry points from street are limited
- Massing along West edge of 87th doesn't complement the continuous massing bar along Greenwood



Composite Street-level Plan

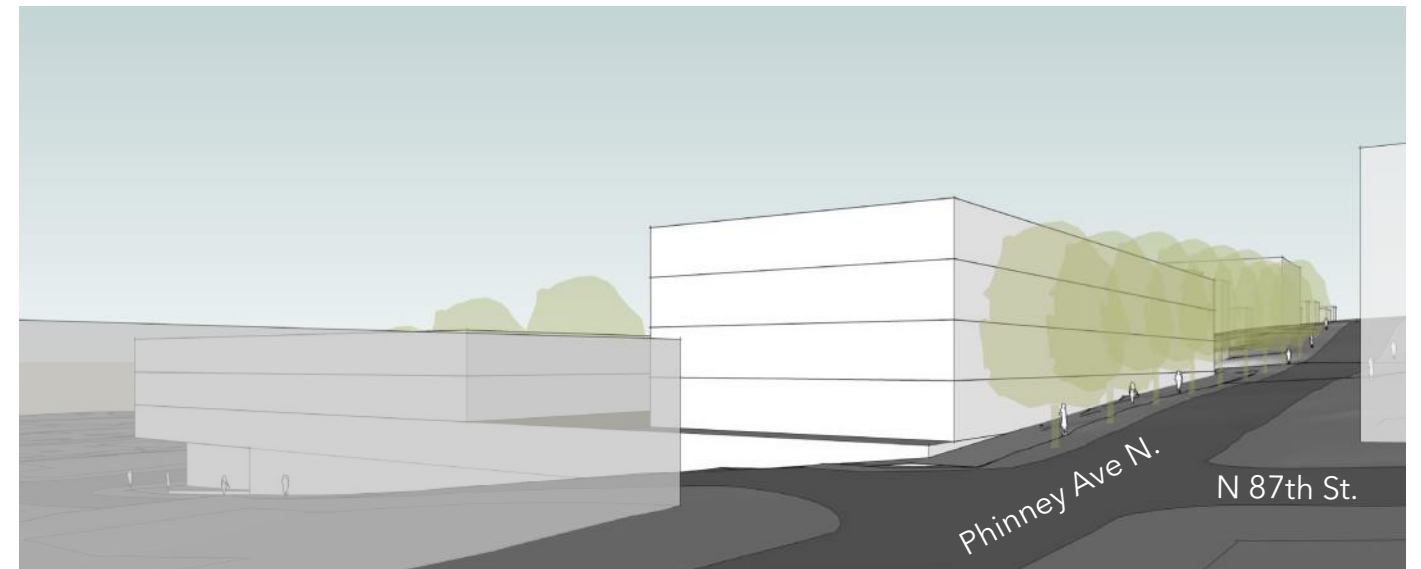
# Option 2 - Current 40' Zoning



Typical Upper-level Plan



View from SW



View from SE



View from NE

# Option 3 - Preferred Option - Current 40' Zoning

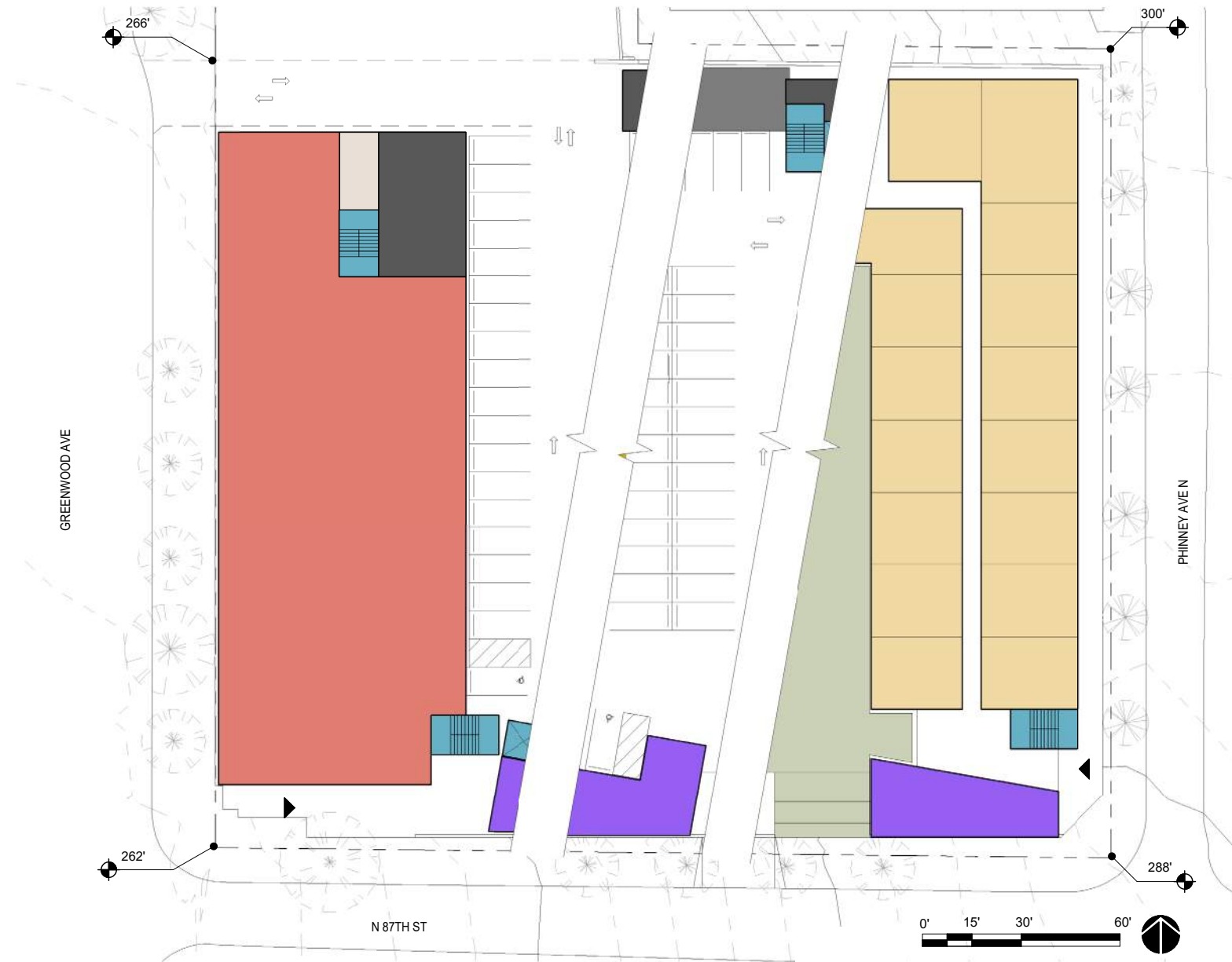
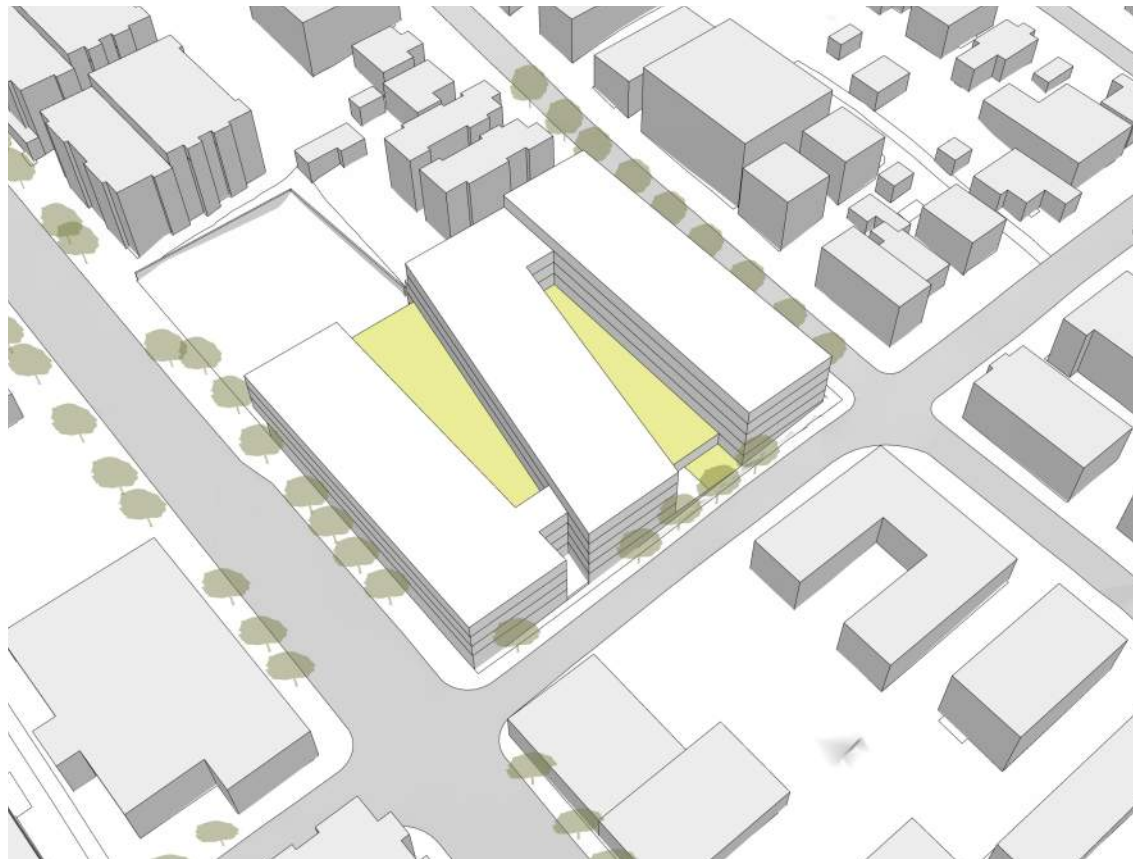
Three distinct building masses respond very well to site topography and orientation. A consistent mass on Greenwood Ave. maintains the pedestrian street wall. The naturally de-composed elevation along 87th provides a transition to low rise residential.

## Opportunities

- Most unique Architectural Form
- Natural and intuitive response to site topography
- Good access to light and air
- Varied massing responds to site context
- Minimizes north facing units
- Consistent urban edge along Greenwood and Phinney
- Stepped facades along 87th gives relief along that street edge

## Constraints

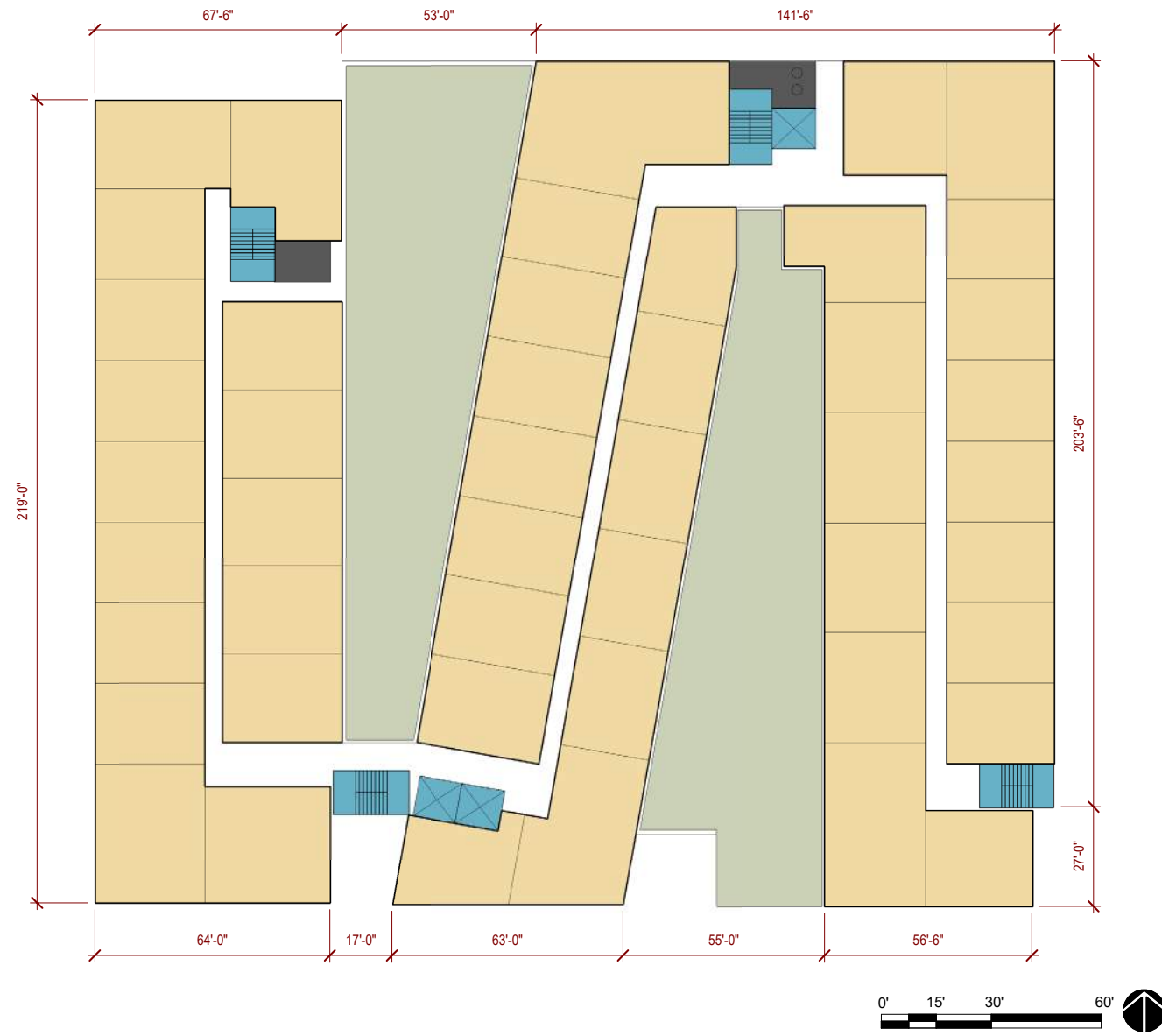
- Courtyards are compressed



Composite Street-level Plan



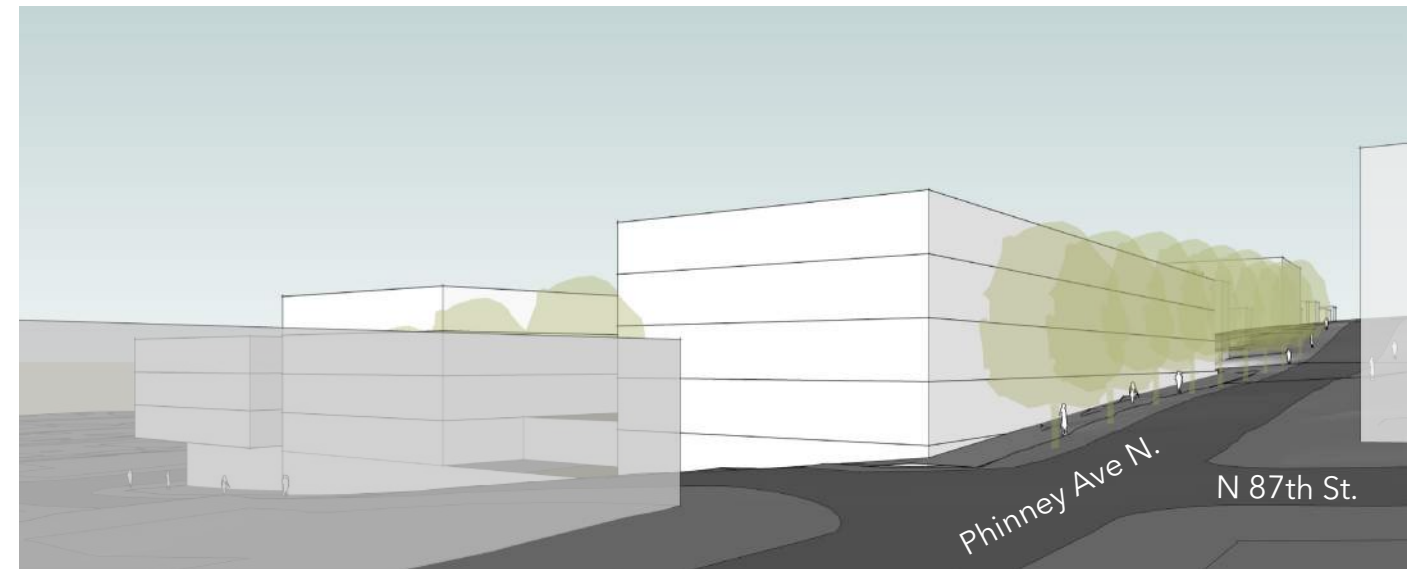
# Option 3 - Preferred Option - Current 40' Zoning



Typical Upper-level Plan



View from SW



View from SE



View from NE

# Option 1 - Proposed 65' Zoning

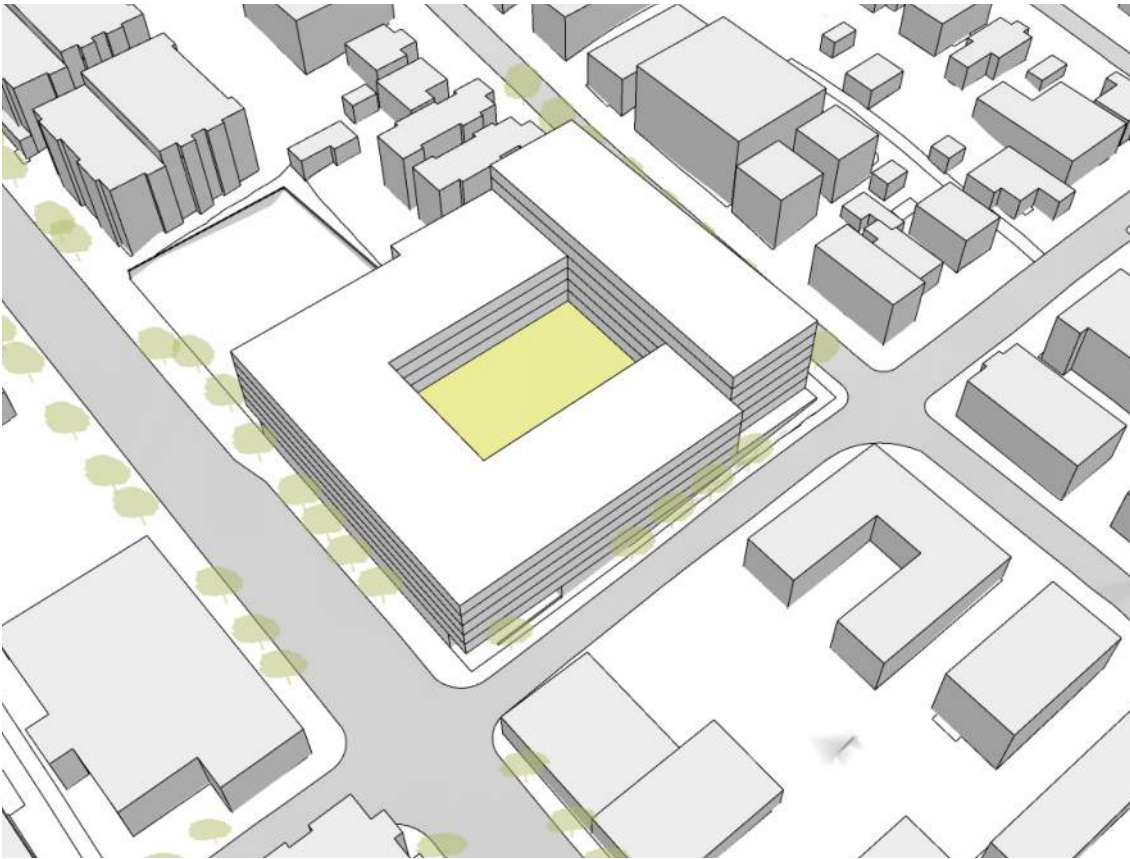
Circular "donut" massing scheme allows for a simple and consistent plan, efficient unit layouts and adequate access to light and air.

## Opportunities

- Simple massing and consistent overall form
- Large central courtyard amenity
- Holds consistent urban edge

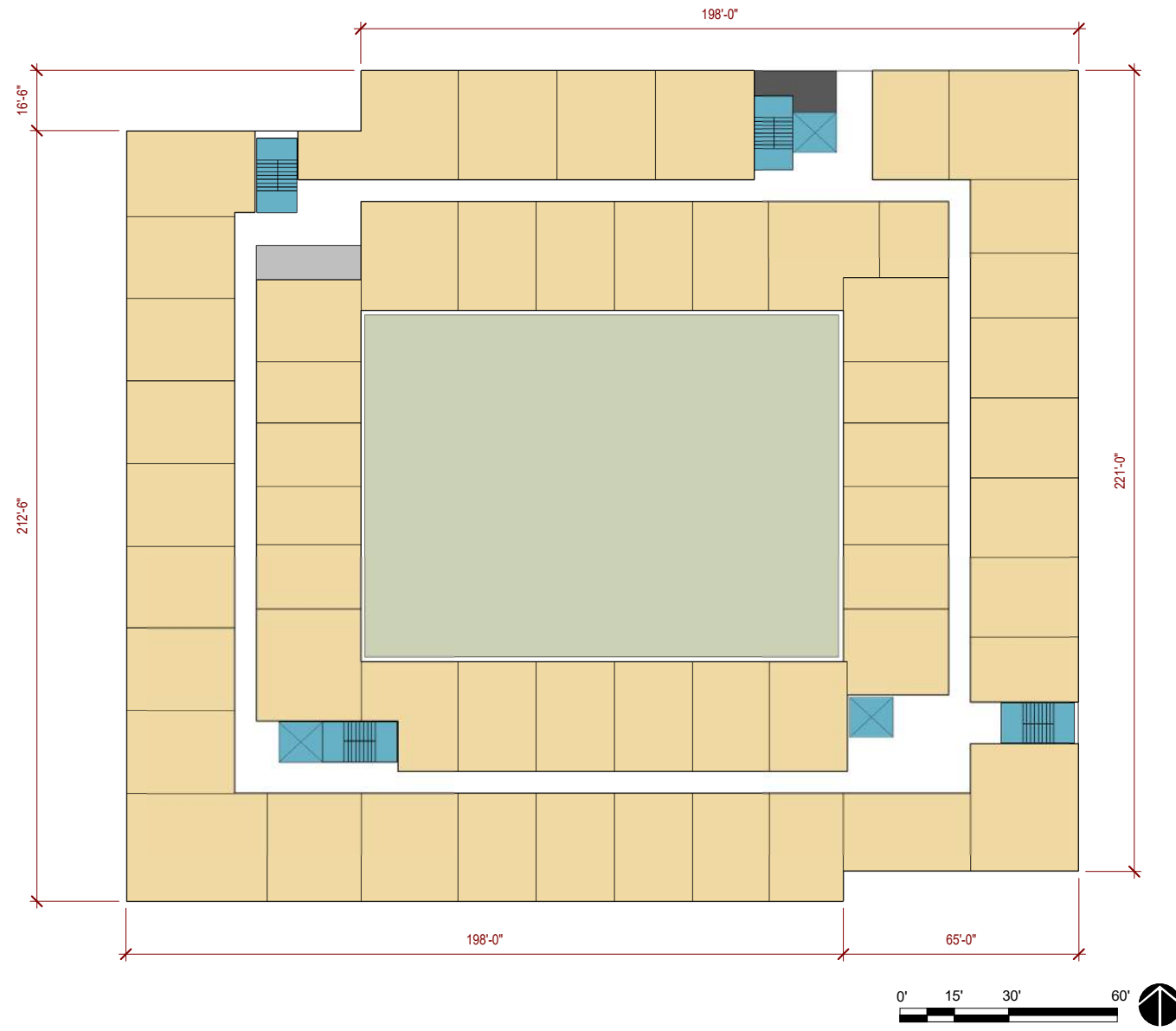
## Constraints

- Massing does not respond to site topography or orientation
- Overwhelming bulk and ominous pedestrian experience
- No relief on street edges



Composite Street-level Plan

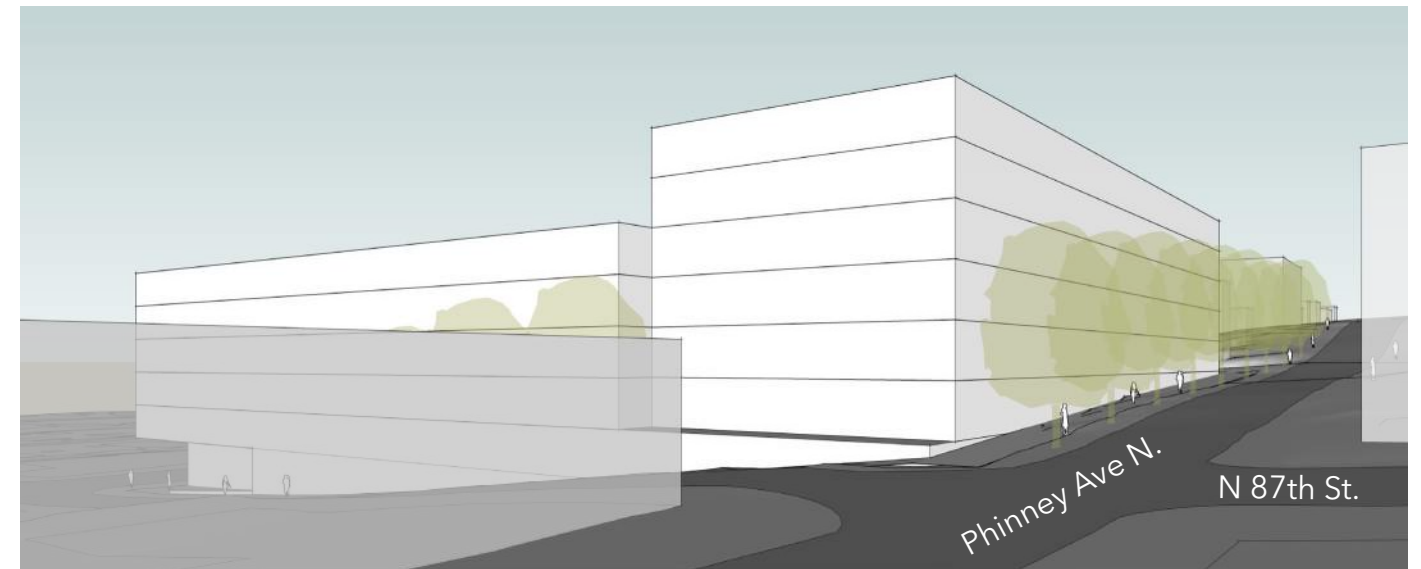
# Option 1 - Proposed 65' Zoning



Typical Upper-level Plan



View from SW



View from SE



View from NE

# Option 2 - Proposed 65' Zoning

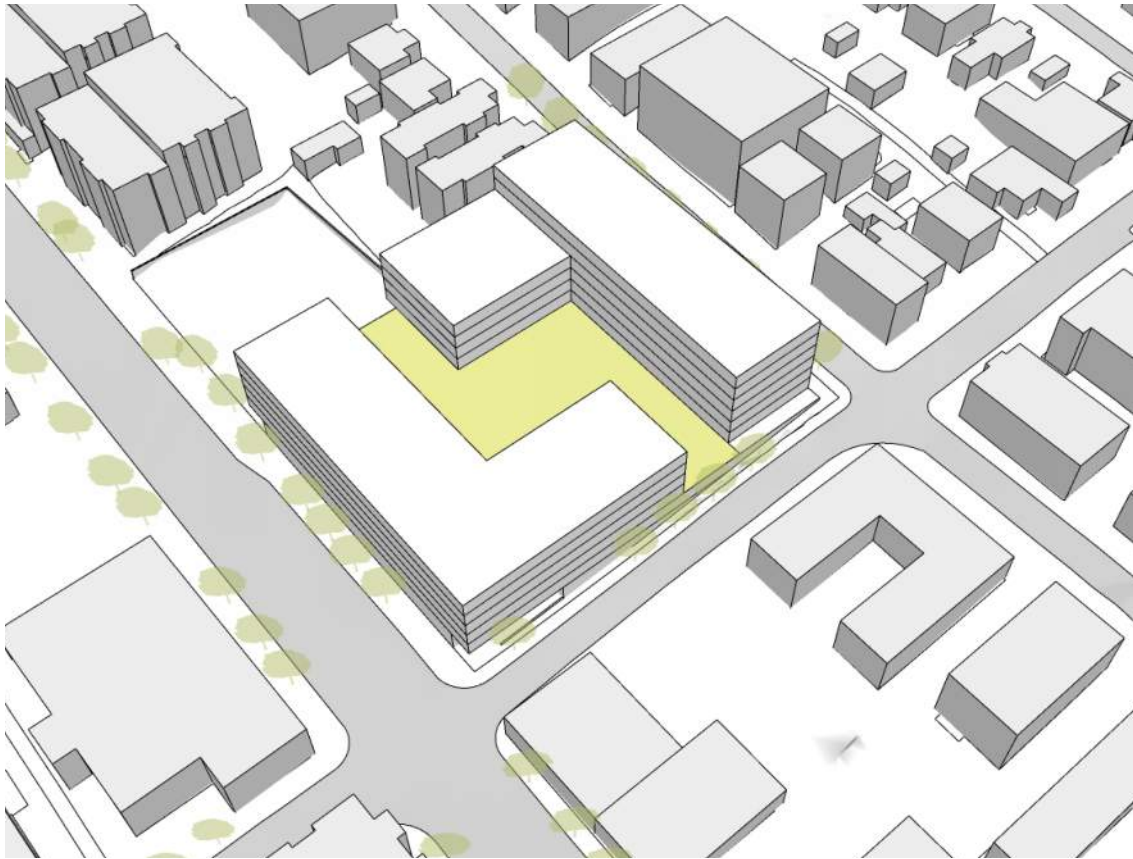
Separate, interlocking building forms work to de-bulk the overall building mass and introduce more opportunities for access to light and air. Massing along Greenwood Ave. is consistent to retain an urban street wall, while the form begins to represent a more residential scale up 87th and turning the corner to Phinney.

## Opportunities

- Varied massing responds to diverse neighborhood edges
- Large central courtyard amenity with street level access
- Good access to light and air
- Consistent urban edge along Greenwood and Phinney
- Break in building forms along 87th gives relief along that street edge

## Constraints

- Massing does not respond naturally to site topography
- Circulation and entry points from street are limited
- Massing along West edge of 87th doesn't complement the continuous massing bar along Greenwood



Composite Street-level Plan

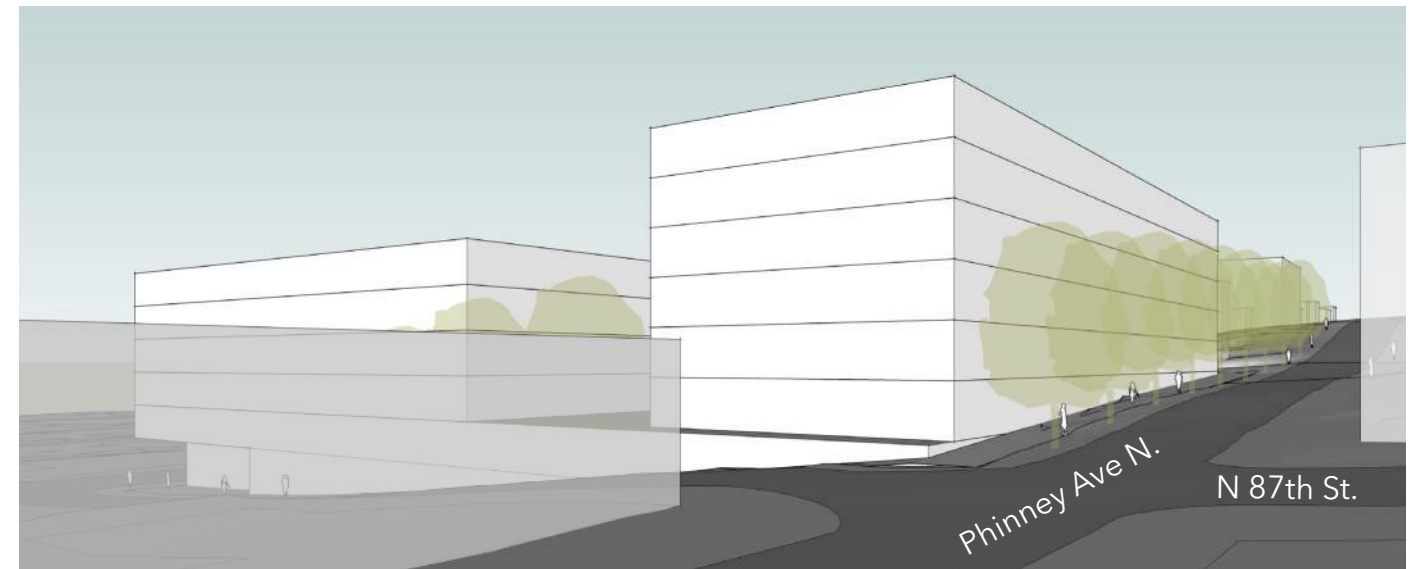
# Option 2 - Proposed 65' Zoning



Typical Upper-level Plan



View from SW



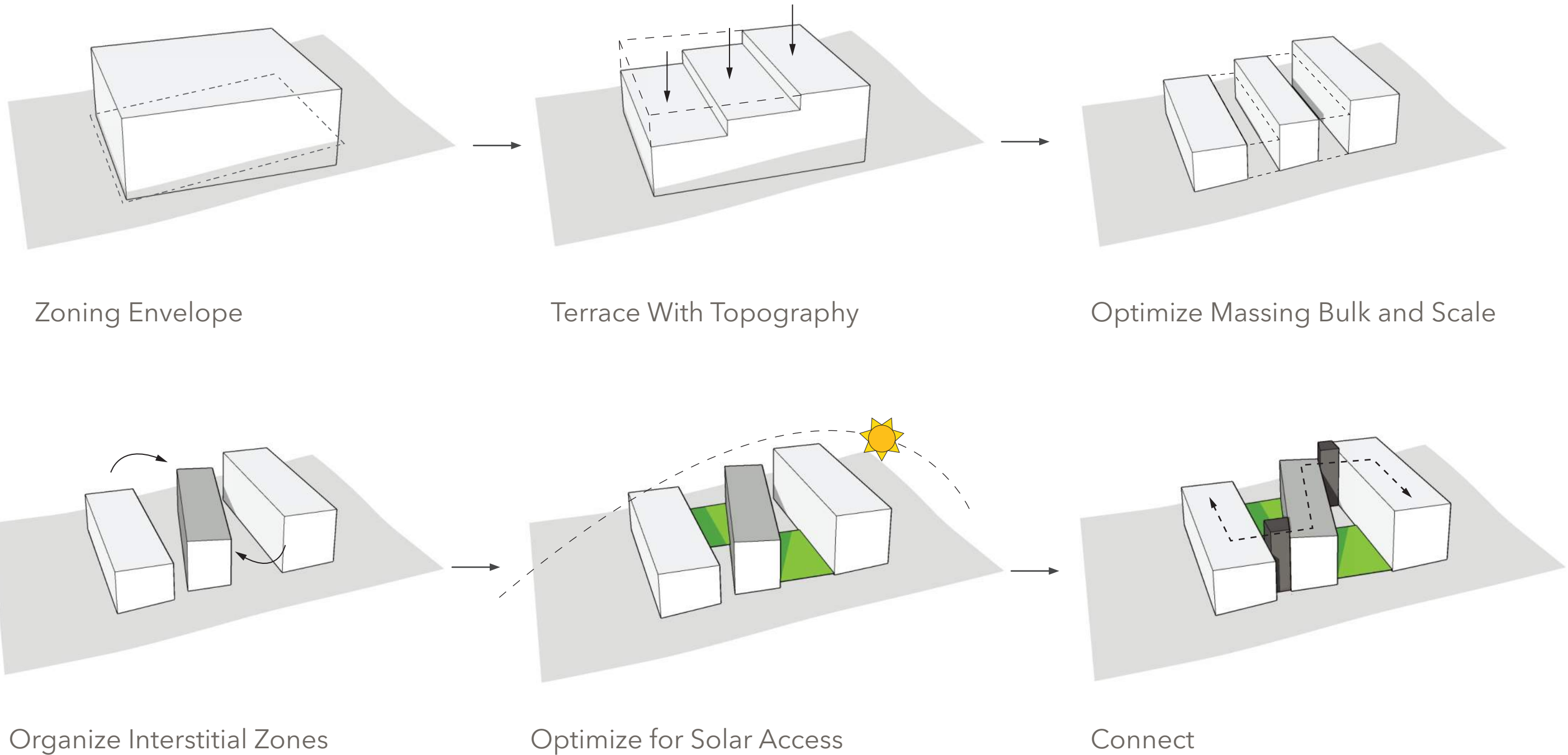
View from SE



View from NE

# PREFERRED MASSING

# Preferred Option Massing Transformation Process



The stepping bars of the preferred alternate are a response to the steep topography of the site along 87th and the arrangement of the built context rising to the East and stretched in a North/South arrangement along the retail corridor of Greenwood Avenue. The middle residential bar is shifted to create a wedge toward the South, providing better daylighting and privacy for units along the East courtyard. The height of the Retail level relates to the scale of retail development along Greenwood Ave. while the massing of the West bar holds the urban edge of Greenwood's "miracle mile" of continuous retail. The texture and grit of the neighborhood context will inform material selection and further development of the design proposal.

# Option 3 - Preferred Option - Proposed 65' Zoning

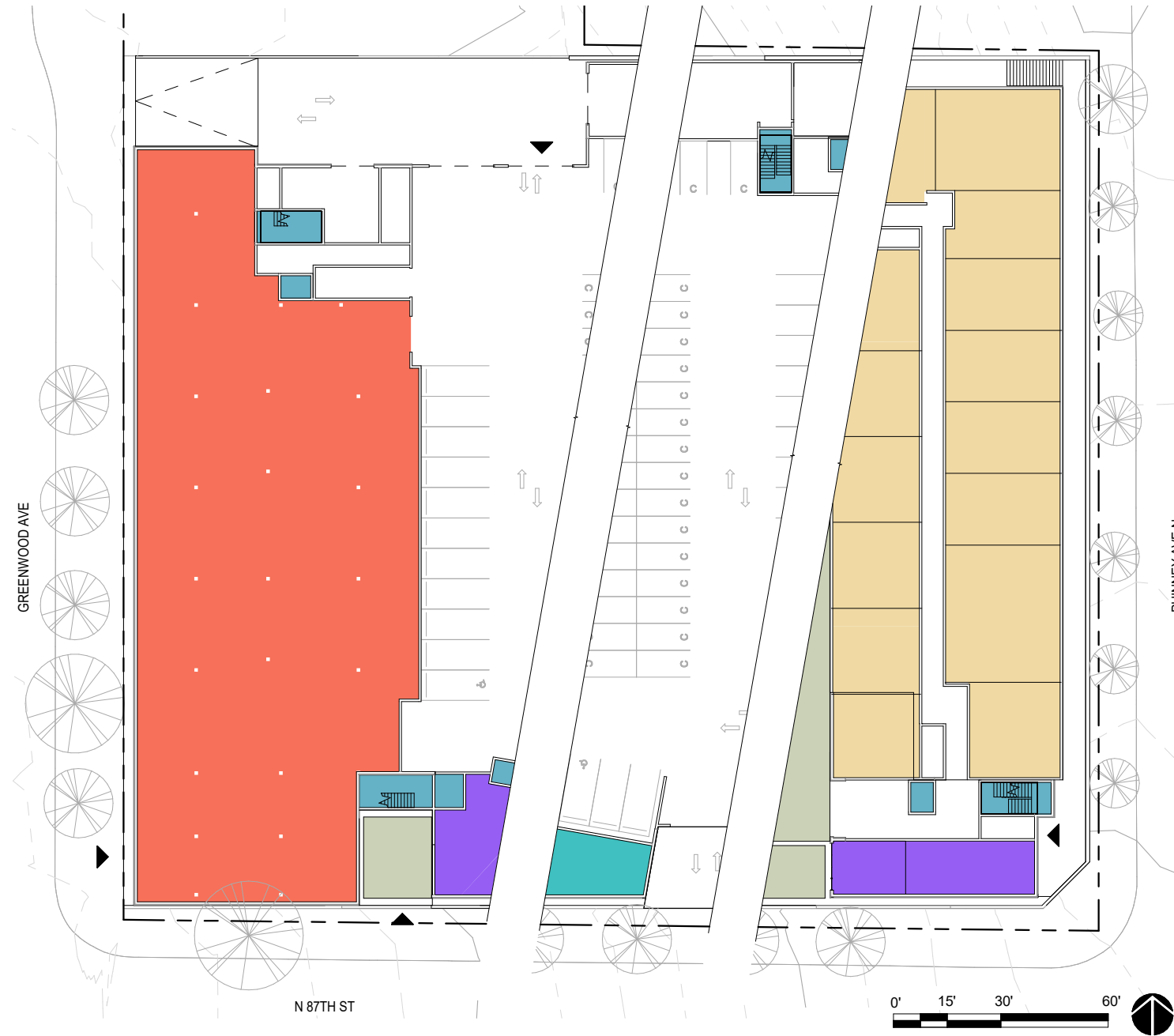
Three distinct building masses respond very well to site topography and orientation. A consistent mass on Greenwood Ave. maintains the pedestrian street wall. The naturally de-composed elevation along 87th provides a transition to low rise residential. Lower- and upper-level setbacks on Phinney Ave. facade provide opportunities for stronger pedestrian connections at sidewalk and de-bulks the scale of the building allowing for a softened edge at the low rise zone transition. (Refer to Section 3 on Page 51.)

## Opportunities

- Most unique Architectural Form
- Natural and intuitive response to site topography
- Good access to light and air
- Varied massing responds to site context
- Minimizes north facing units
- Consistent urban edge along Greenwood and Phinney
- Stepped facades along 87th gives relief along that street edge

## Constraints

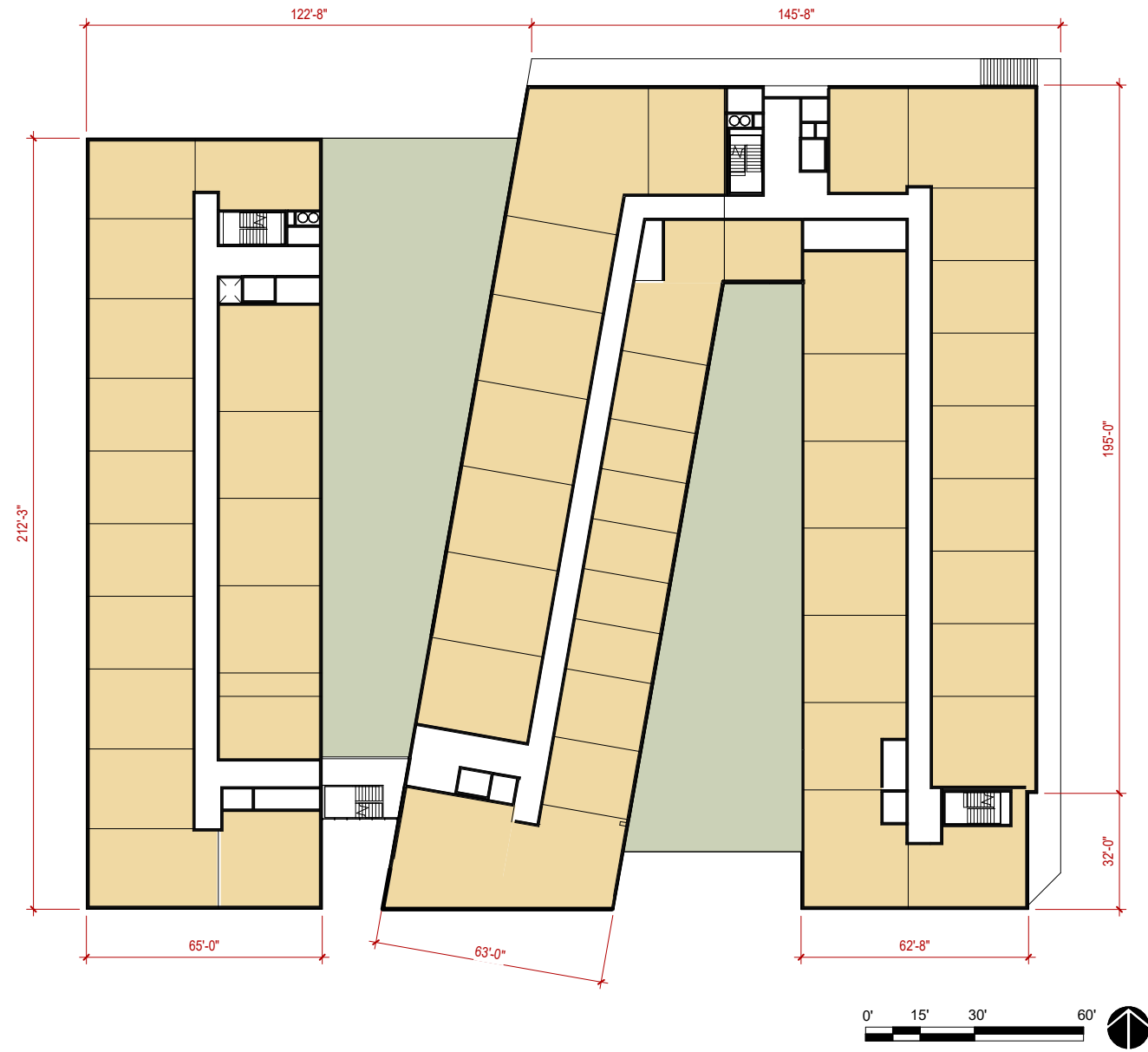
- Courtyards are compressed



Composite Street-level Plan



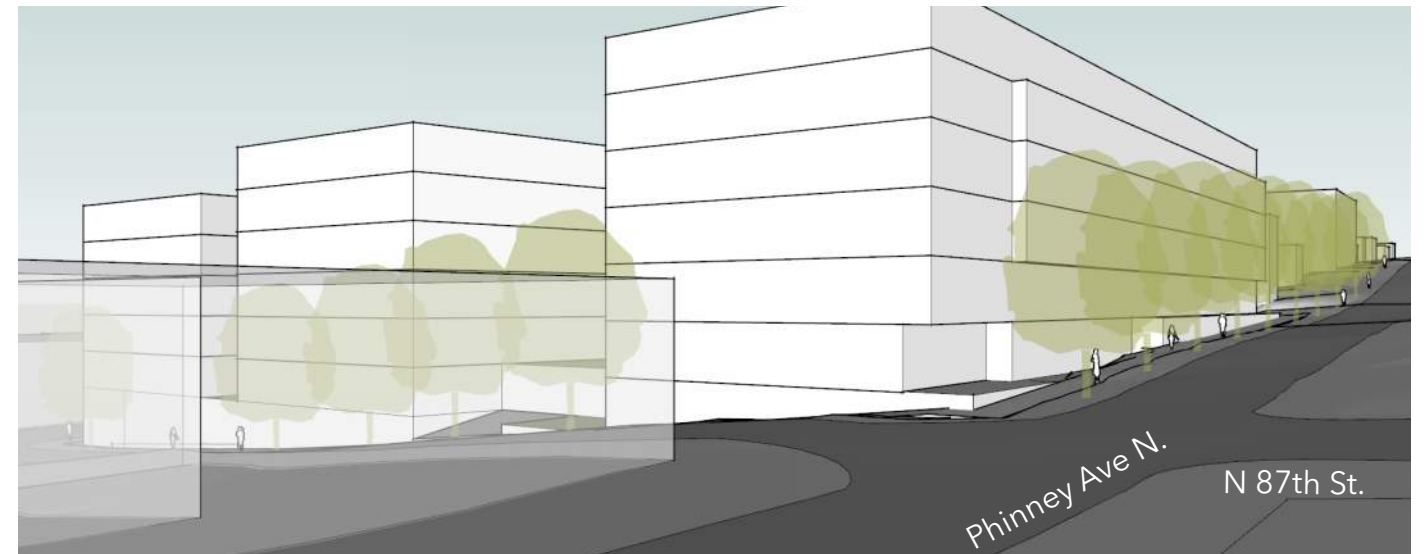
# Option 3 - Preferred Option - Proposed 65' Zoning



Typical Upper-level Plan



View from SW

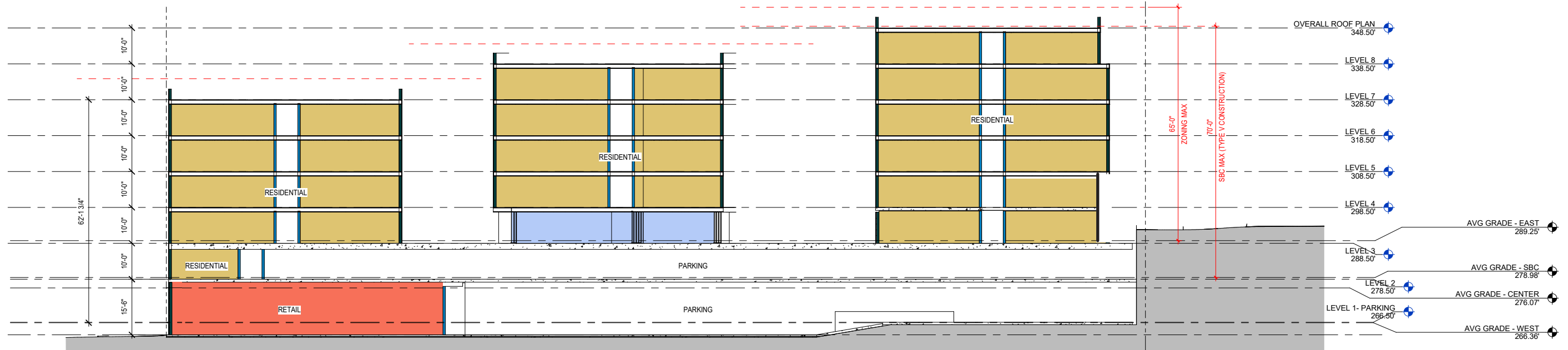


View from SE



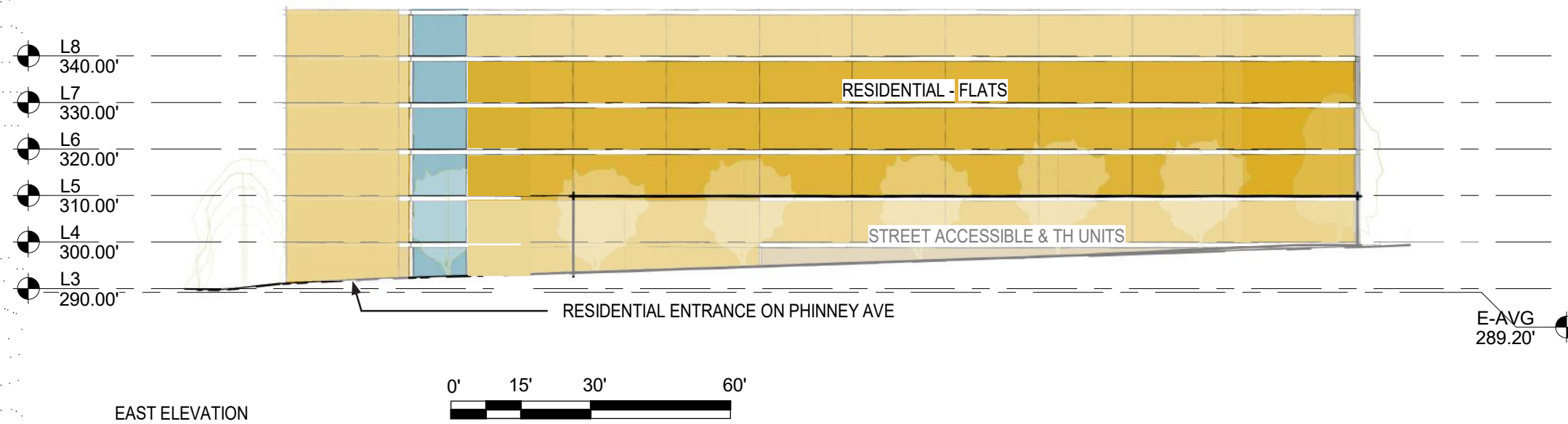
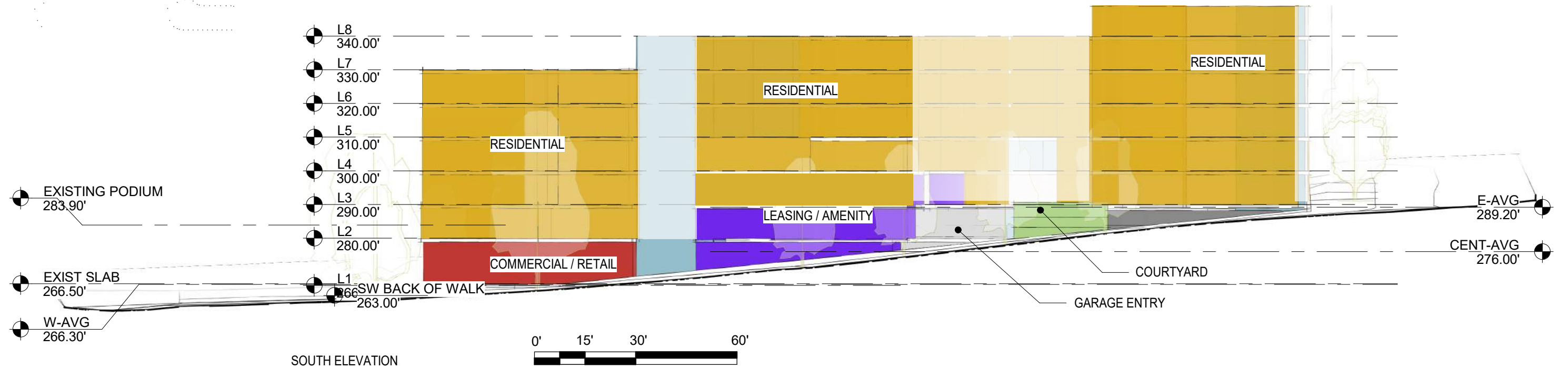
View from NE

# Preferred Option - Section



**D2** E/W OVERALL BLDG SECTION  
1/16" = 1'-0"

# Preferred Option - Elevations



# Preferred Option (65') Shadow Studies - Equinox

9:00 AM



Aerial view from SW



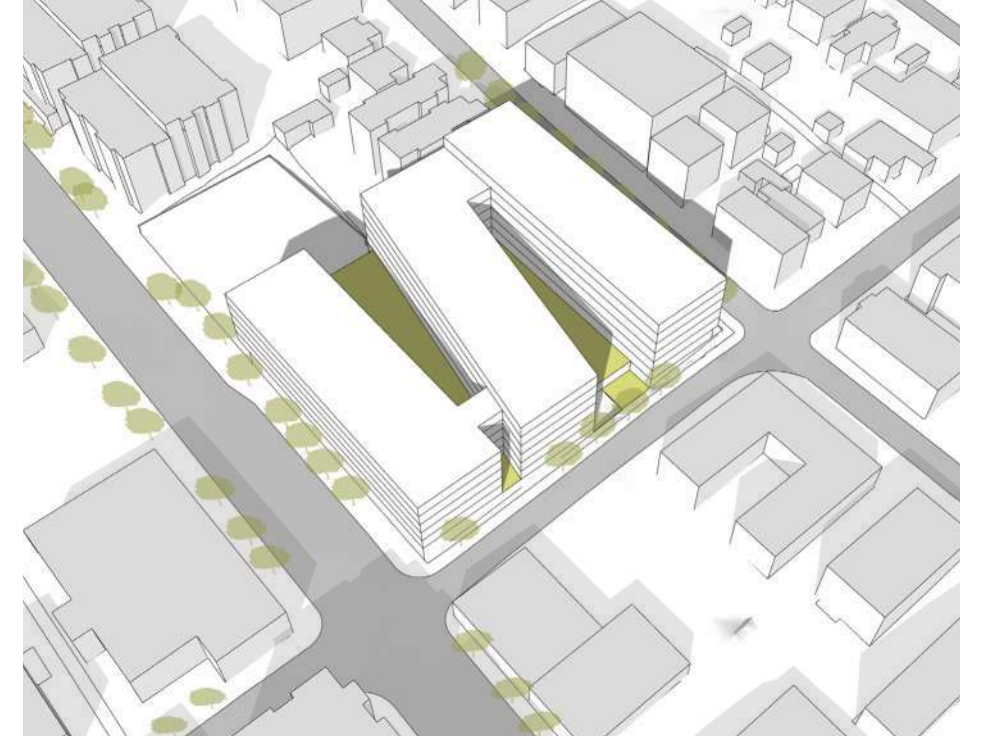
12:00 PM



Aerial view from SW



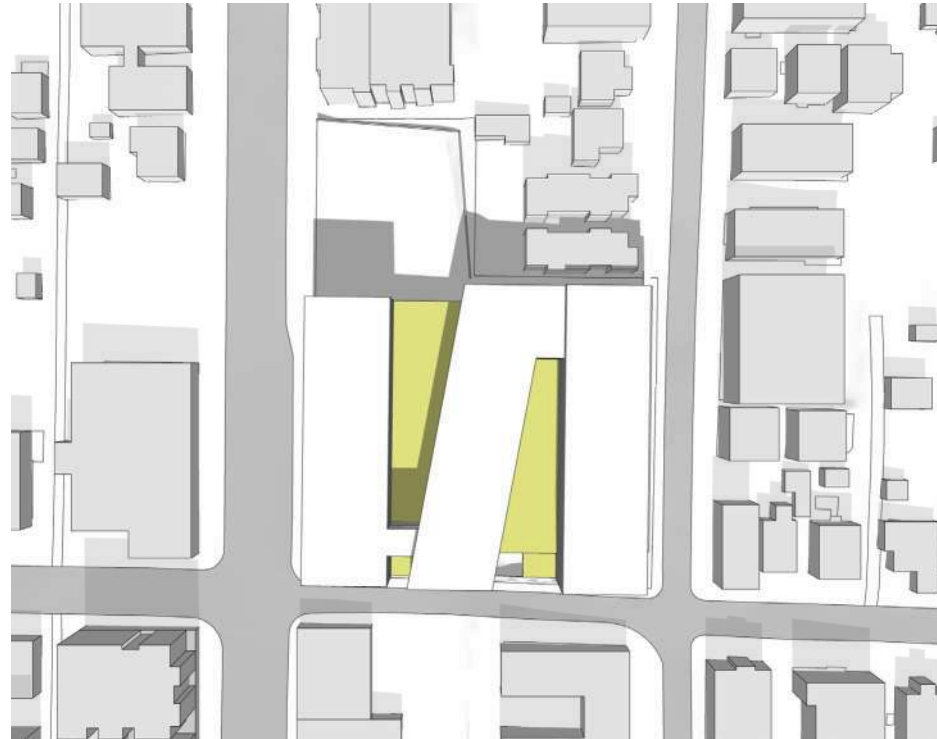
3:00 PM



Aerial view from SW



Aerial view from top



Aerial view from top

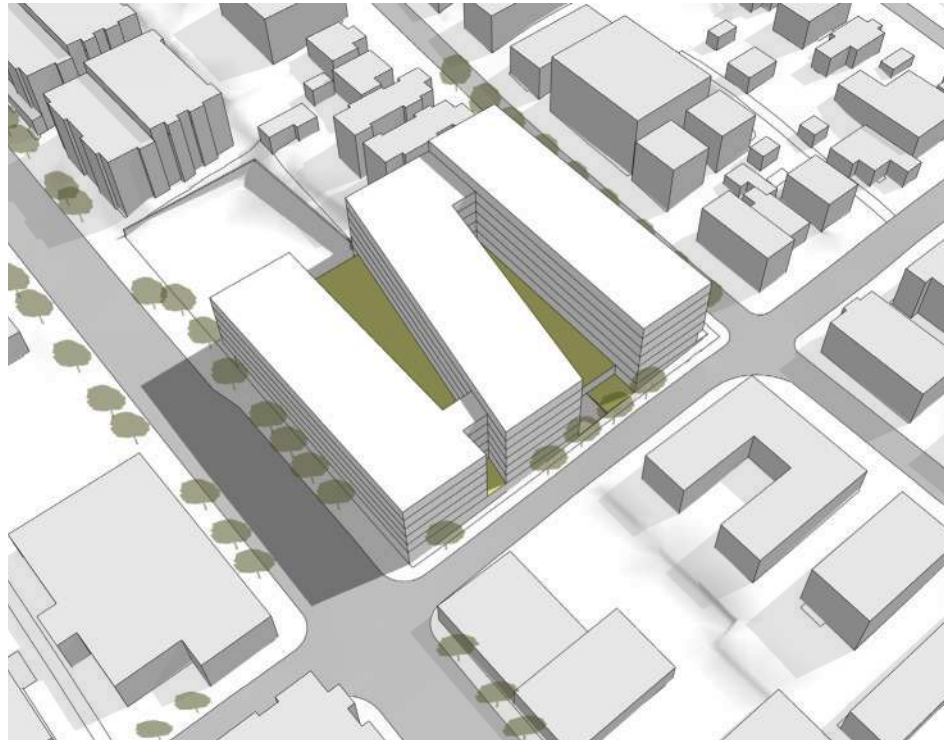


Aerial view from top



# Preferred Option (65') Shadow Studies - June 21

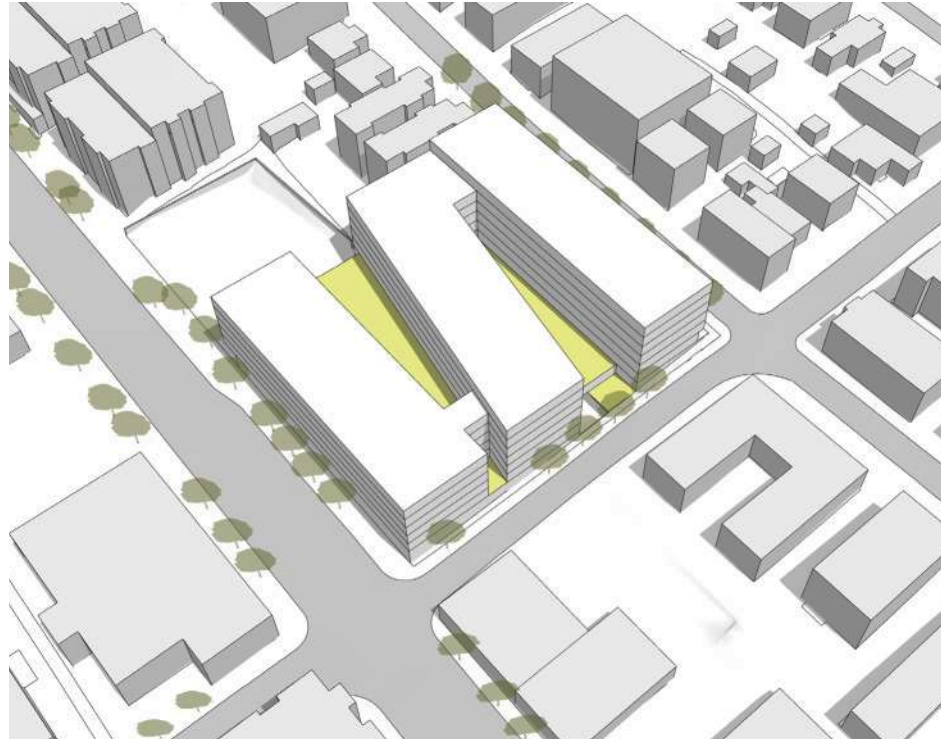
9:00 AM



Aerial view from SW



12:00 PM



Aerial view from SW



3:00 PM



Aerial view from SW



Aerial view from top



Aerial view from top

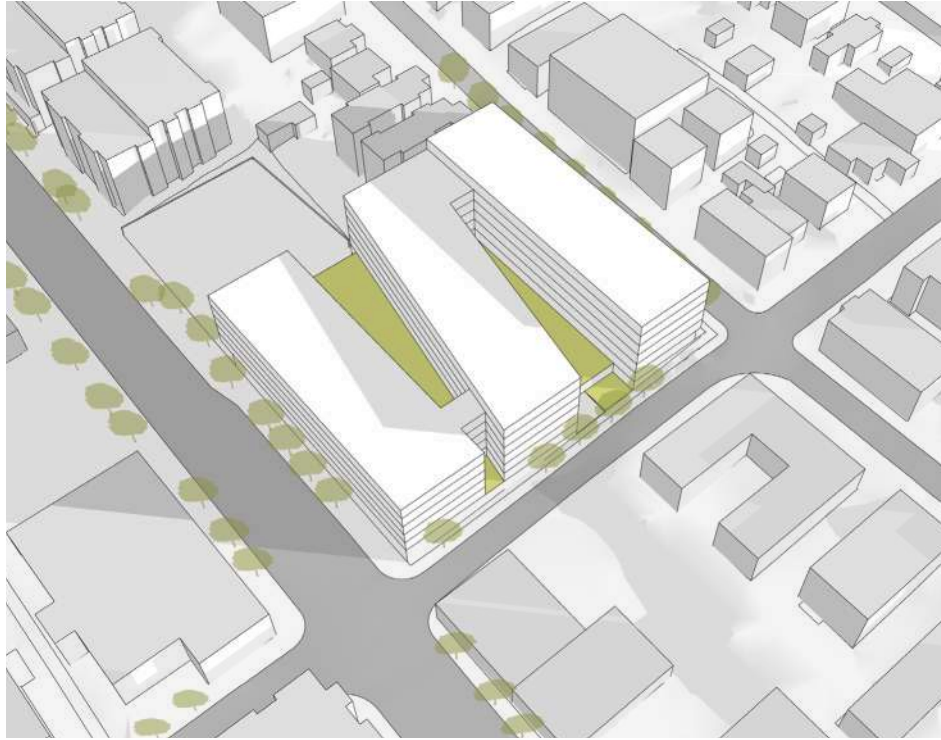


Aerial view from top



# Preferred Option (65') Shadow Studies - Dec 21

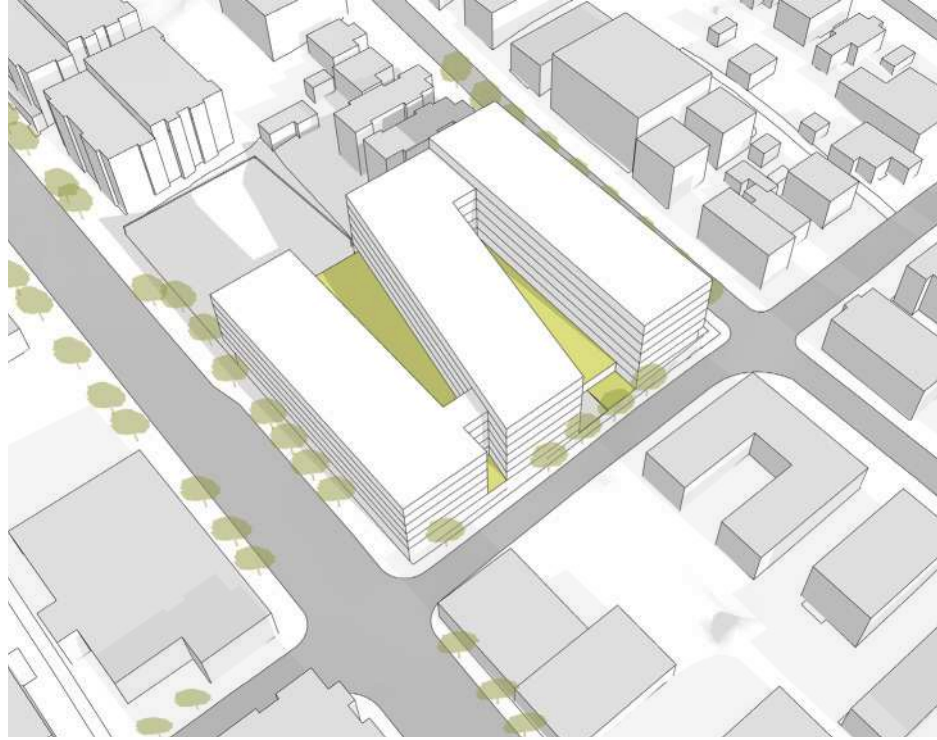
9:00 AM



Aerial view from SW



12:00 PM



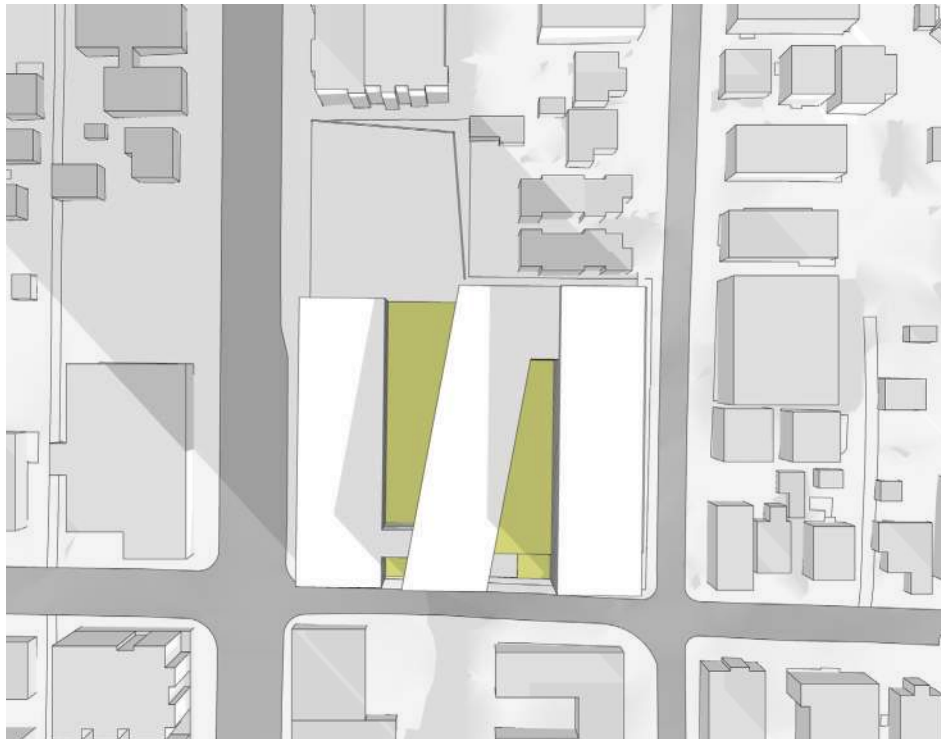
Aerial view from SW



3:00 PM



Aerial view from SW



Aerial view from top



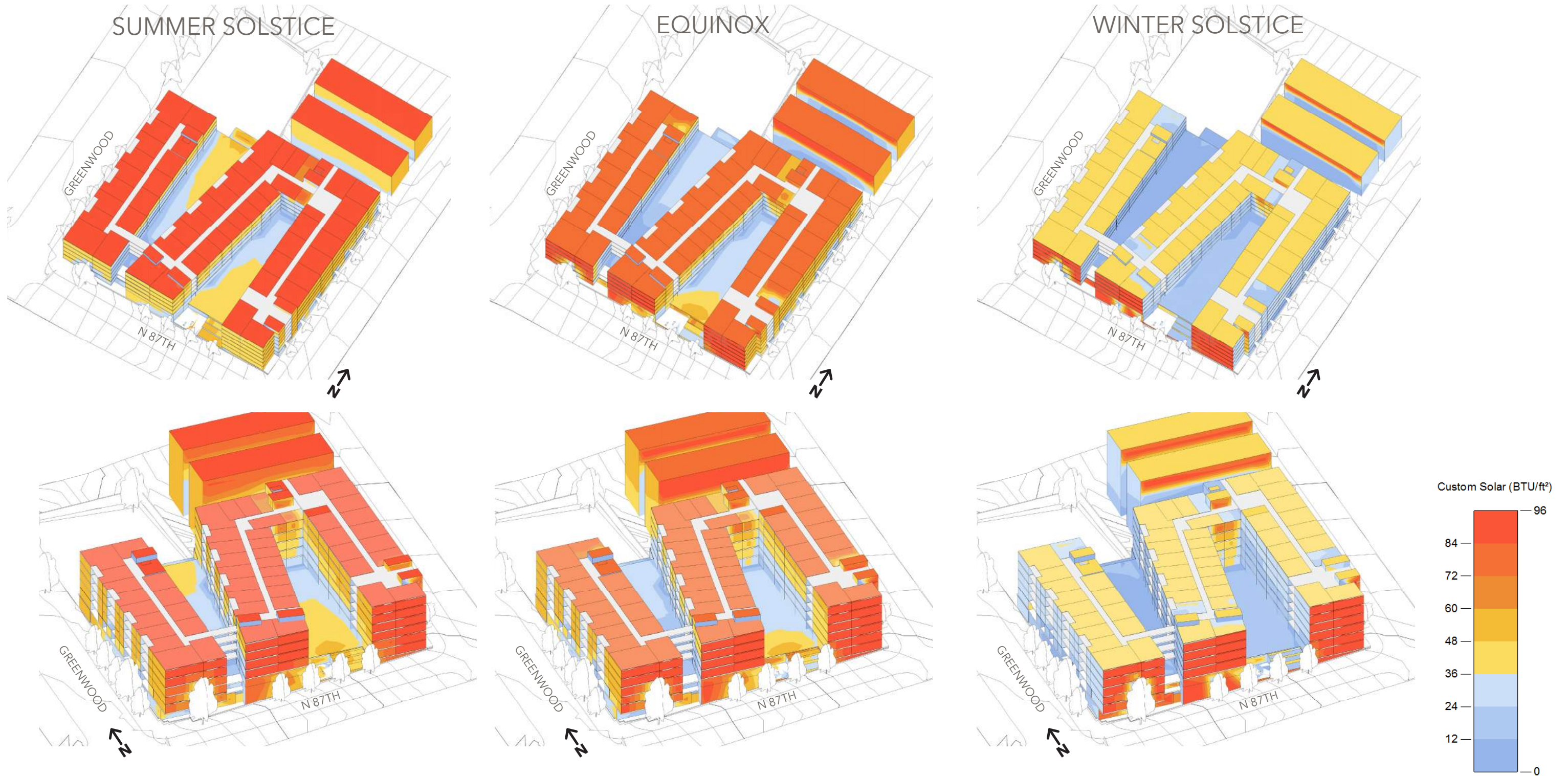
Aerial view from top



Aerial view from top



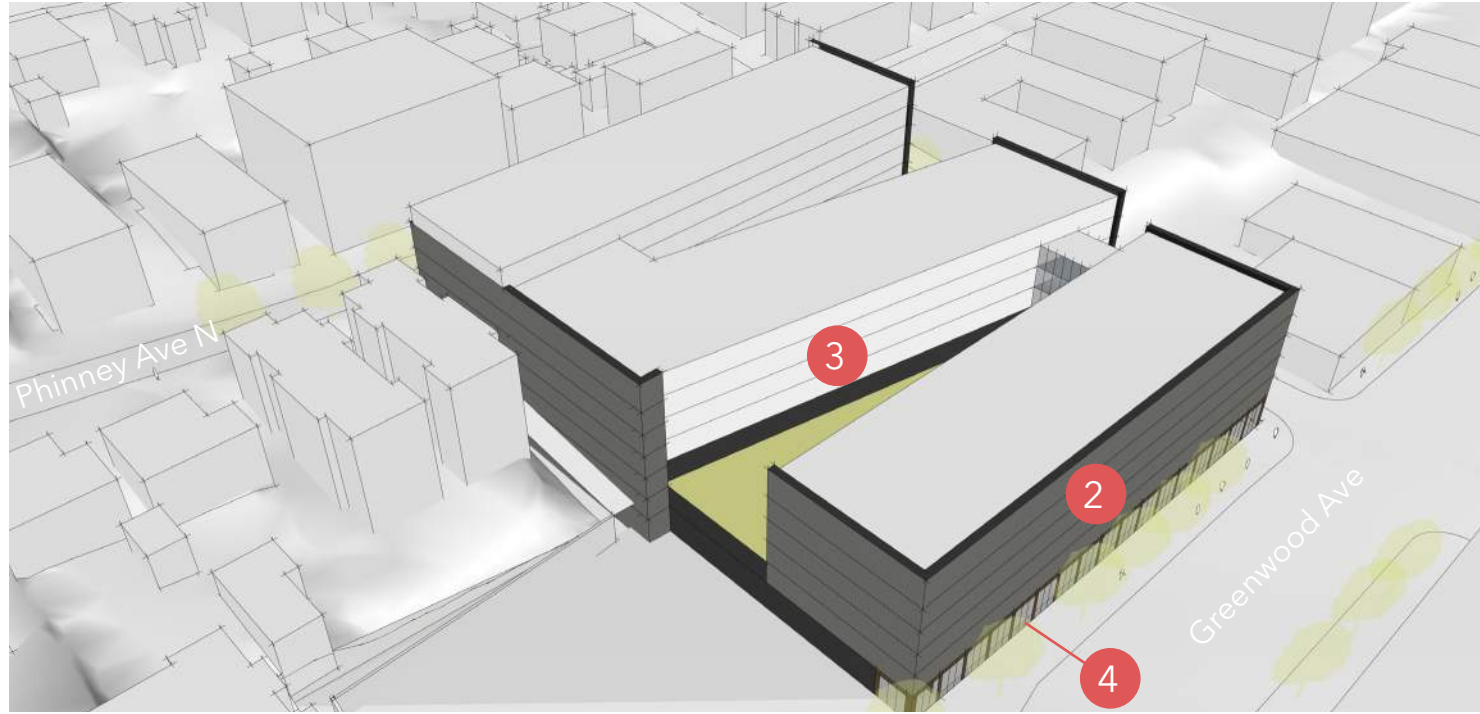
# Preferred Option (65') Solar Heat Mapping Diagrams



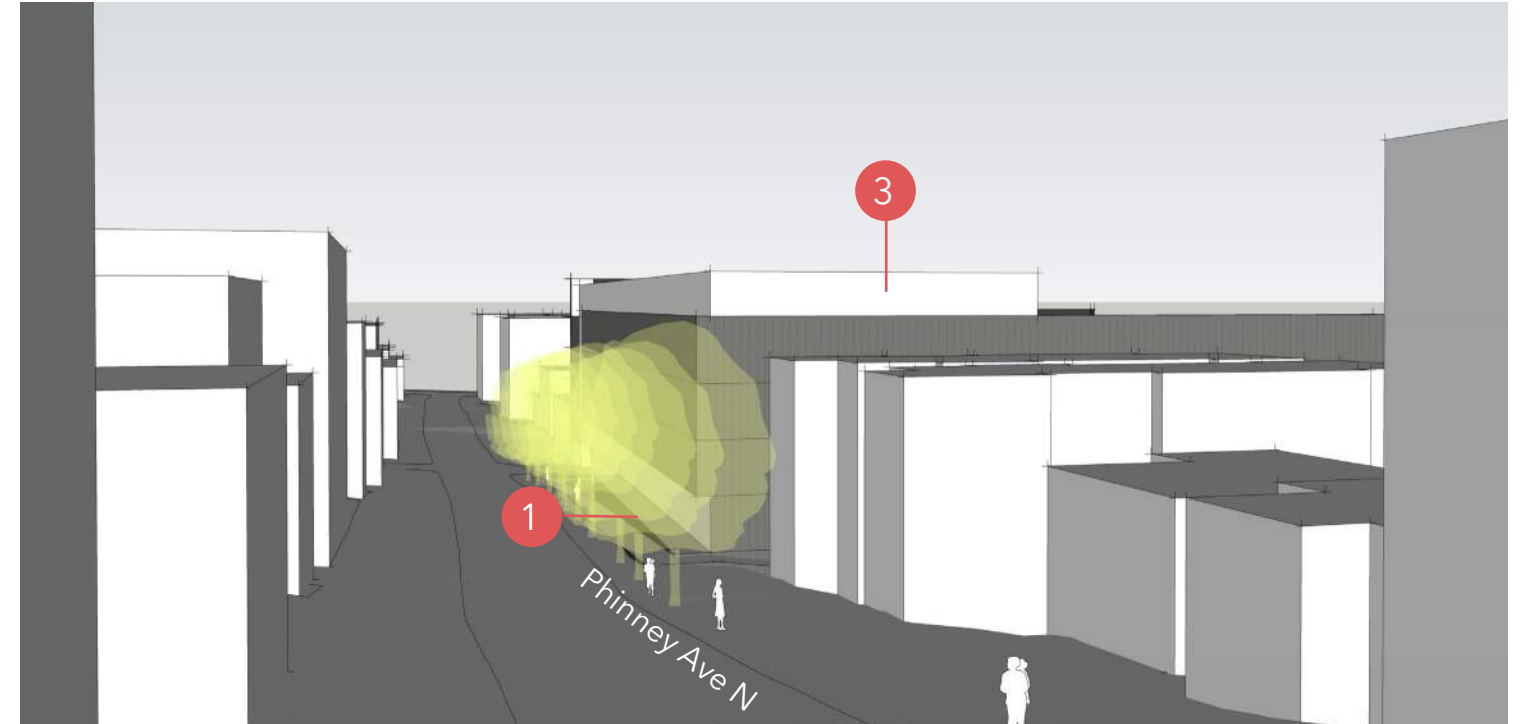
ANALYSIS:  
 High percentage of units with E, W and South expose.  
 Low(est) percentage of directly North facing units.  
 Narrow courtyards limit direct sunlight to mid-day hours.

Diagrams represent aggregate solar gain over a single 24 hour period on the date shown.

# Preferred Option - Facade Diagram



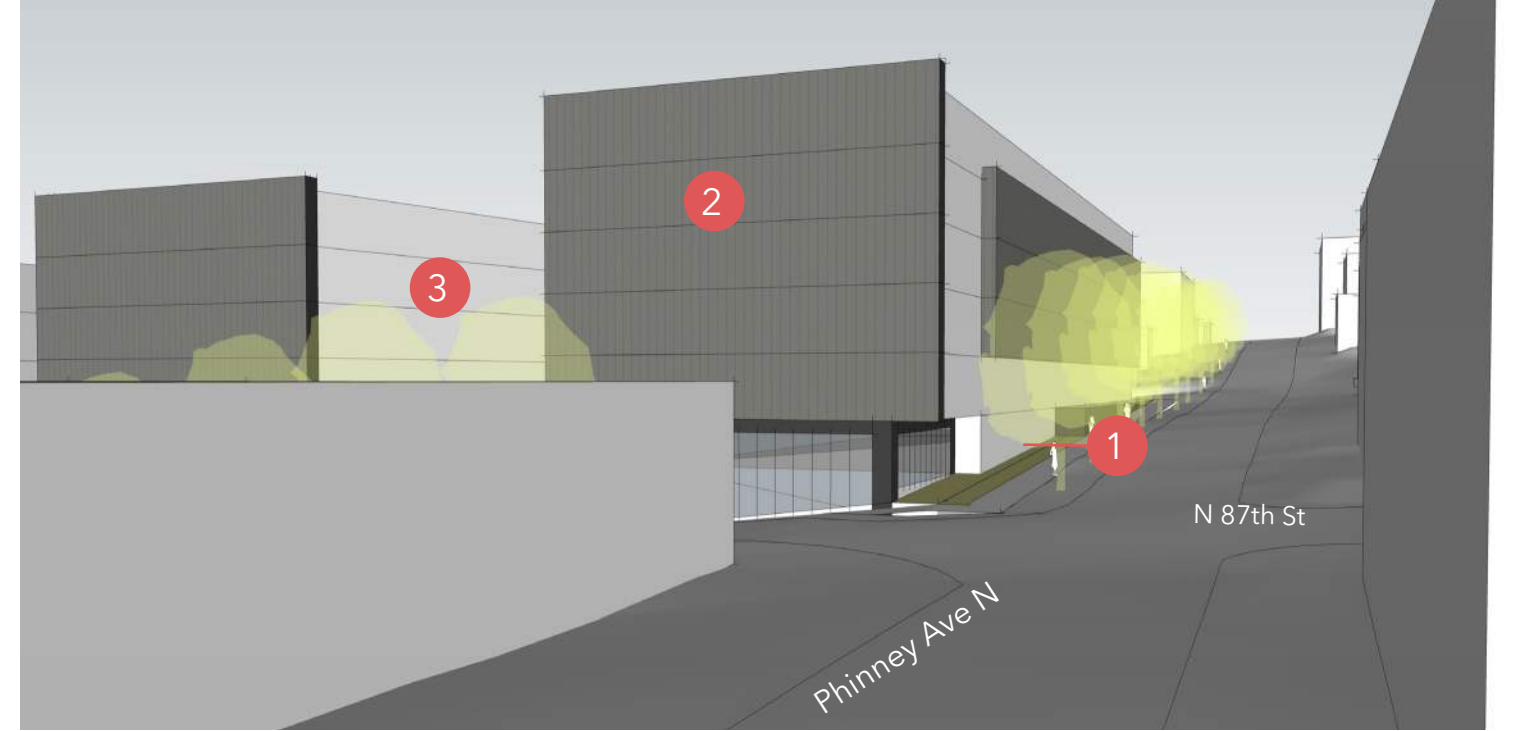
Aerial View from NW



View from NE



View from SW



View from SE





1 character on Phinney Ave. at street-level units

2 street-facing facade urban texture & simplicity in materiality



3 courtyard residential texture inspiration "urban farmhouse aesthetic": 1. amenity glazing; 2. materiality; 3. color, simplicity; 4. texture



4 texture at commercial base; hierarchy & scale of glazed areas

# Preferred Option - Massing Precedents



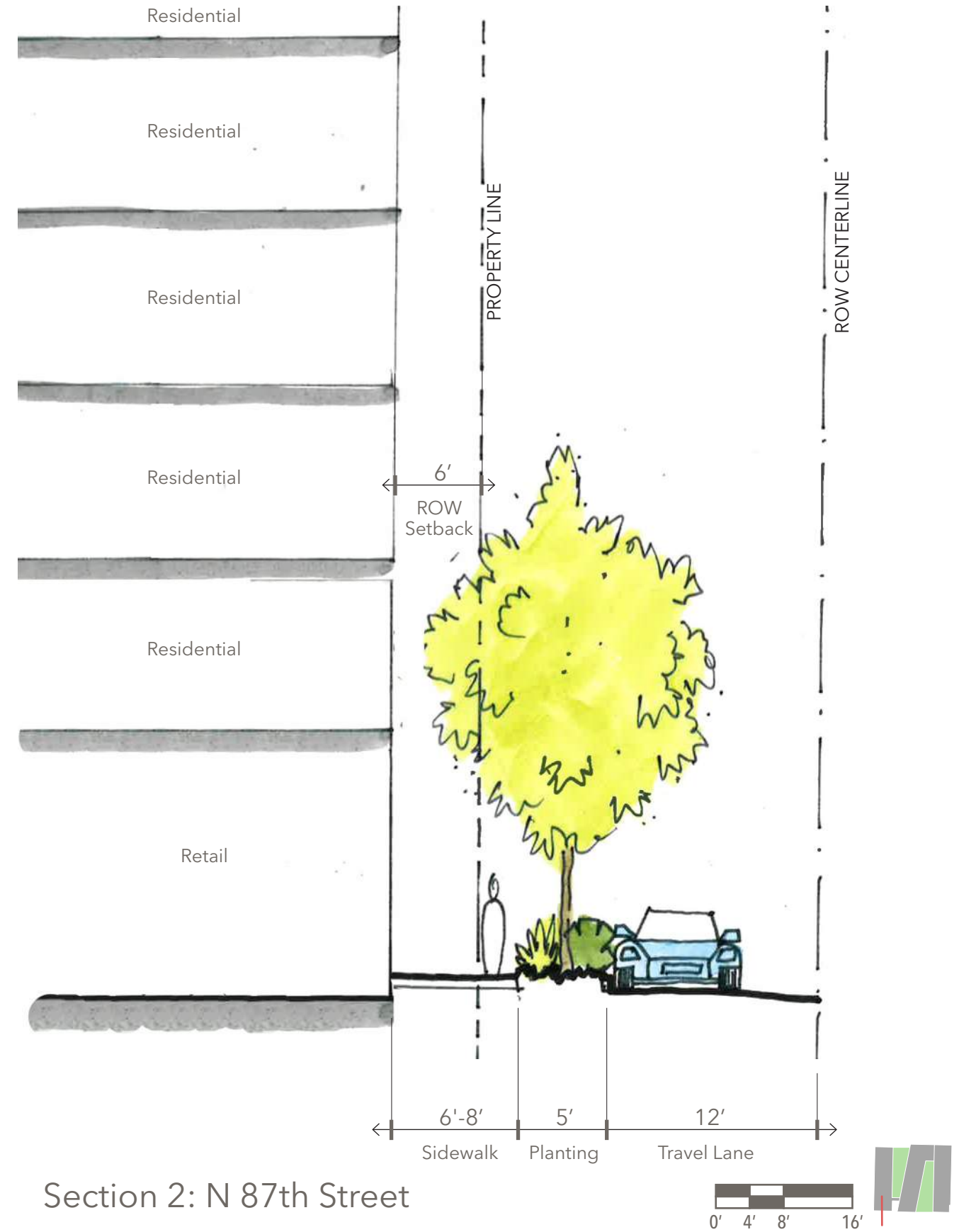
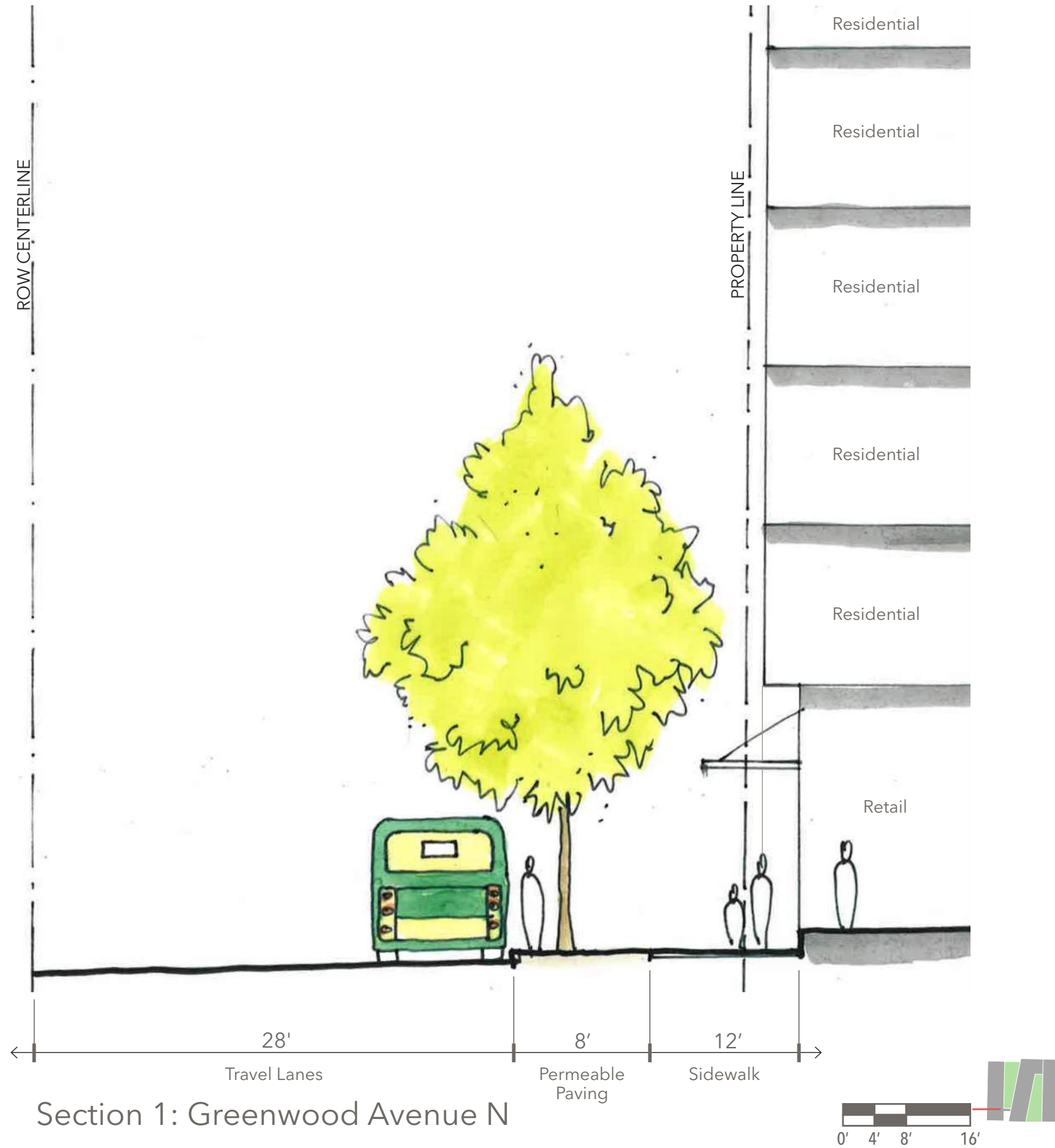
Greenwood Ave. Urban Edge - Slender horizontal Bar Massing Precedents



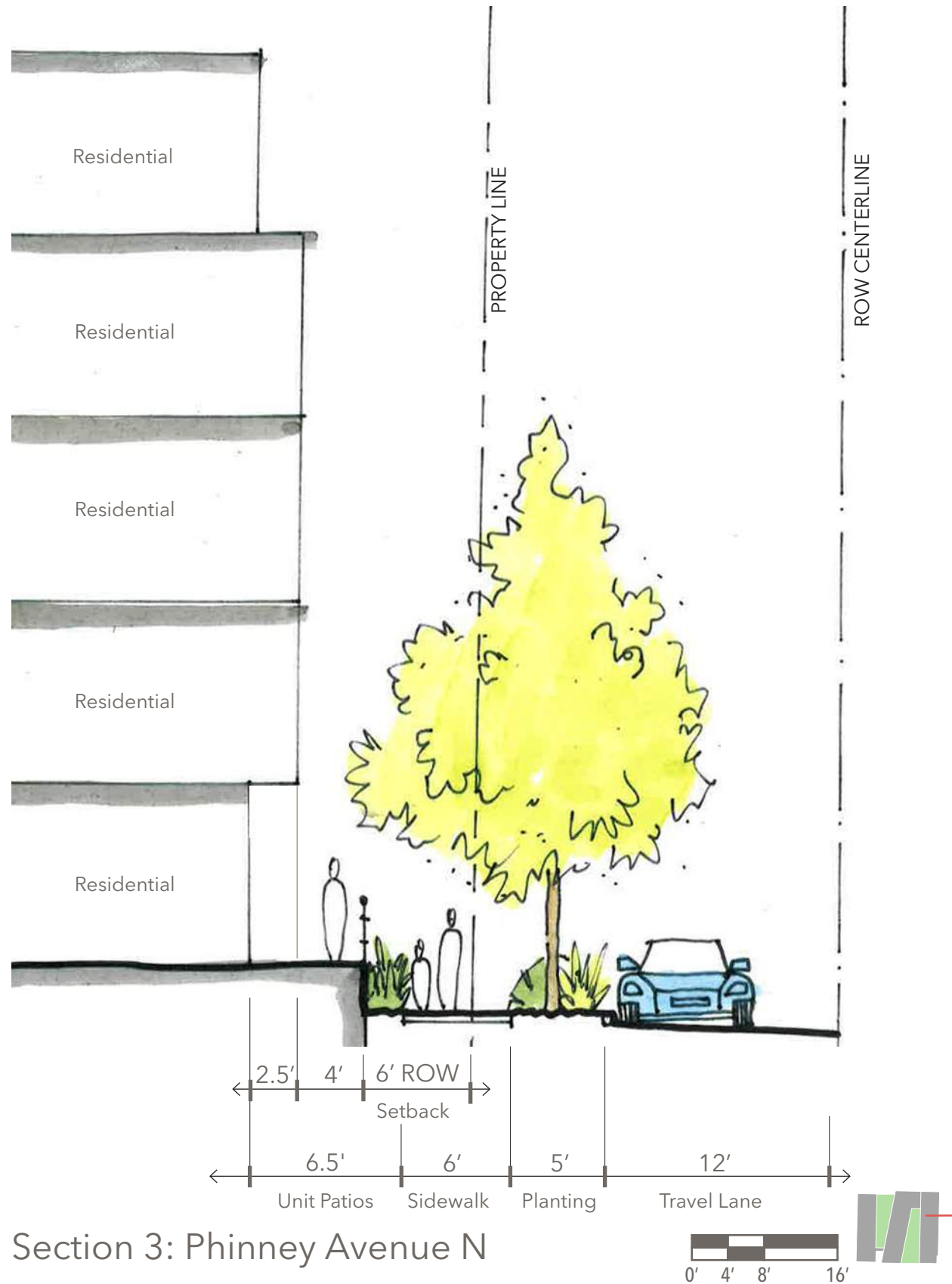
Phinney Ave. Residential Massing Character

# LANDSCAPE DESIGN

# Preferred Option - Landscape Design - Street Sections

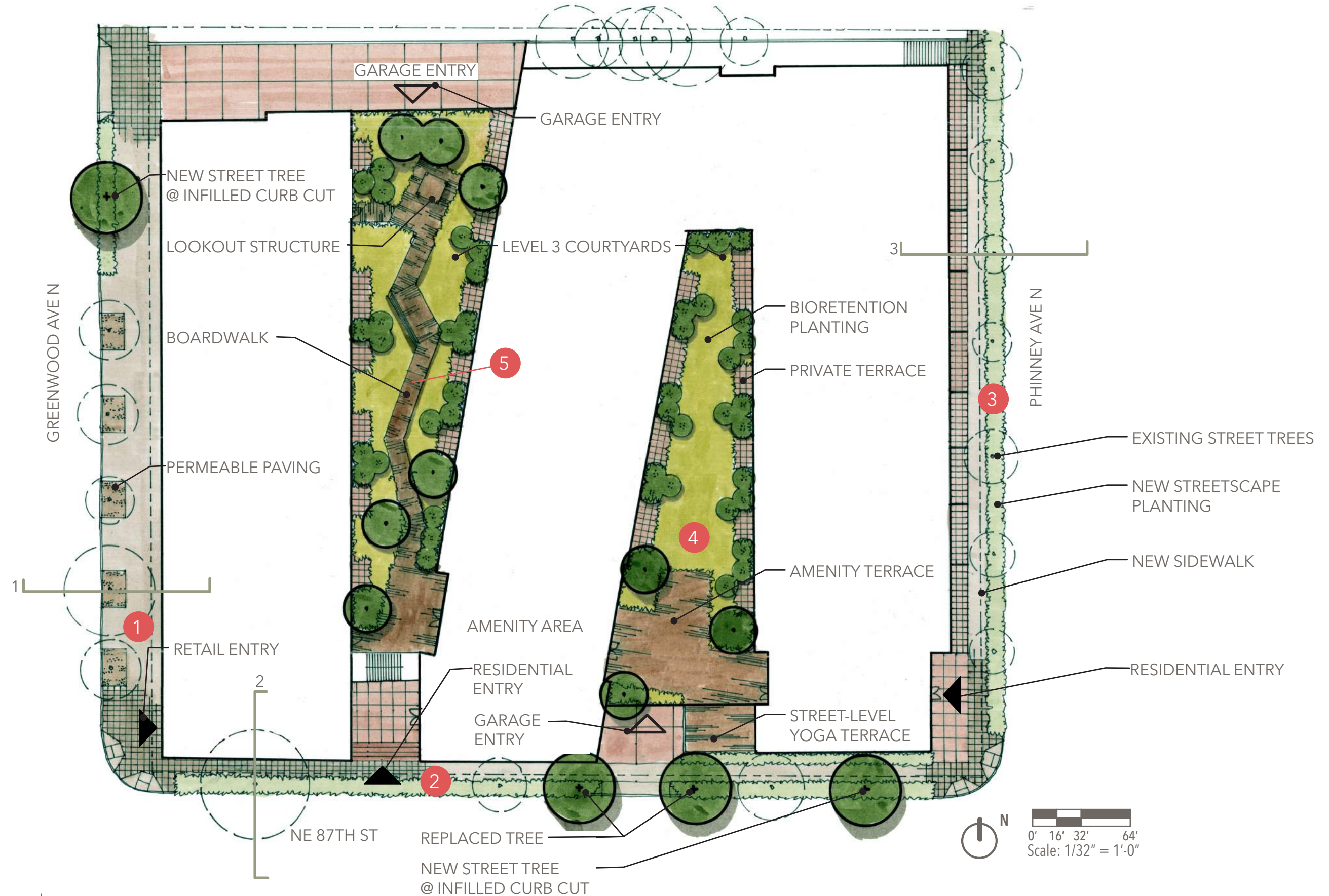


# Preferred Option - Landscape Design - Street Sections



Section 3: Phinney Avenue N

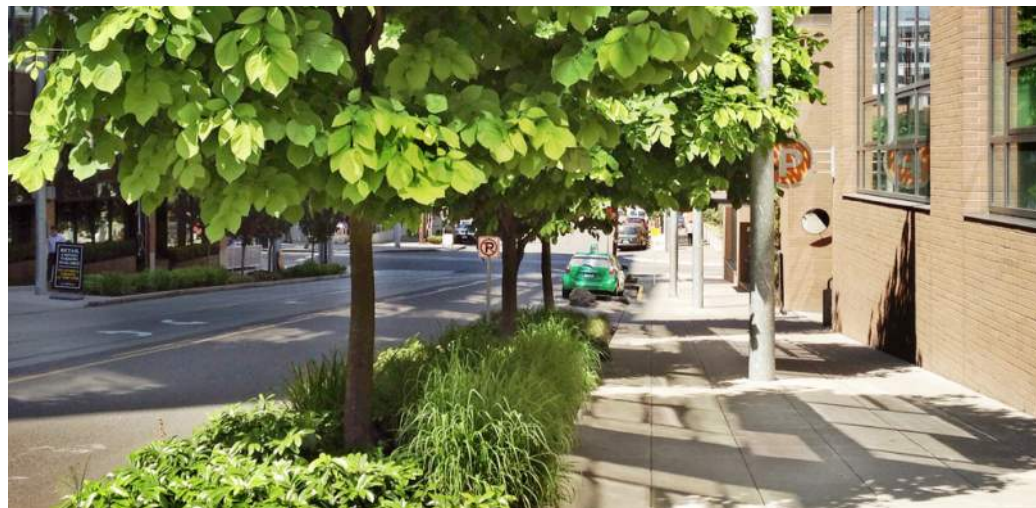
# Preferred Option - Landscape Design - Streetscape and Courtyards



# Preferred Option - Landscape Design - Concept Images



1 shopping street with mature tree canopy



2 urban transition street with texture planting



3 residential street with garden planting



4 immersive courtyard plantings



5 winding boardwalk within courtyard

# REQUESTED DEPARTURES



# Departure Request No. 1

CODE SECTION:  
23.47A.008.D.2

REQUIREMENTS:  
Where residential uses are located along a street-level, street-facing facade

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.

REQUESTED DEPARTURE:  
A departure is requested for the east face of the building, adjacent to Phinney Ave. N.

RATIONALE:  
Per exception 'a', an accessible route to the unit is not achievable if the standard is applied or existing site conditions such as topography make access impractical if the standard is applied.

Due to the topography of Phinney Ave. N, some units at street level will not comply. All dwelling units at street level along Phinney will be set back 6'-6" from the sidewalk and 12'-6" from the property line. (Refer to Street Section 3 on page 51.)

Sidewalk Grades  
at Phinney Ave. N.



# Departure Request No. 2

## CODE SECTION:

23.47A.032.A.2.a

## REQUIREMENTS:

### Parking Location and Access

If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.

## REQUESTED DEPARTURE:

A departure is requested to move the existing southern-most curb cut north on Greenwood Ave. N to provide site access for parking, loading, and waste collection. This curb cut will serve a shared access drive between the south lot (phase i) and the north lot (phase ii.)

## RATIONALE:

The natural topography of the site is prohibitive from allowing loading truck access of Phinney or 87th Street. If we provide a small grocer tenant (as the neighborhood outreach process proved was extremely desirable), the required overhead loading clearance of 14' is best located at the same level as the retailer. If the loading and level 1 parking is accessed from 87th, the ramping that will be required to access the loading berth at the retail level will wipe out a significant portion of retail and parking, eliminating the ability to provide a small grocery store, which was found to be desirable to the community based on the outreach process. In addition to this challenge, the grade along 87th (which ranges from ~8% to ~11%+) is not conducive to loading truck entry and turn around.

Similarly, if the loading is accessed from Phinney, the project would lose a large portion of retail, residential, and parking due to the ramping required for a truck to descend 37' (vertical distance from the southwest corner of the site to proposed level 1 slab) to a Level 1 loading berth. This would eliminate the ability to provide a small grocery store.

For further analysis, refer to the Traffic Consultant Memo in the Appendix of this document.

# Departure Request No. 3

Note this section is not part of the current zoning code and will only apply if M.H.A. legislation is enacted.

**CODE SECTION:**  
23.47A.008.C.5  
(from upzone draft ordinance)

**REQUIREMENTS:**  
Maximum width and depth limits

The maximum width and depth of a structure, or of a portion of a structure for which the limit is calculated separately according to subsection 23.47A.008.C.5.b, is 250 feet, except as otherwise provided in subsection 23.47A.008.C.5.c.

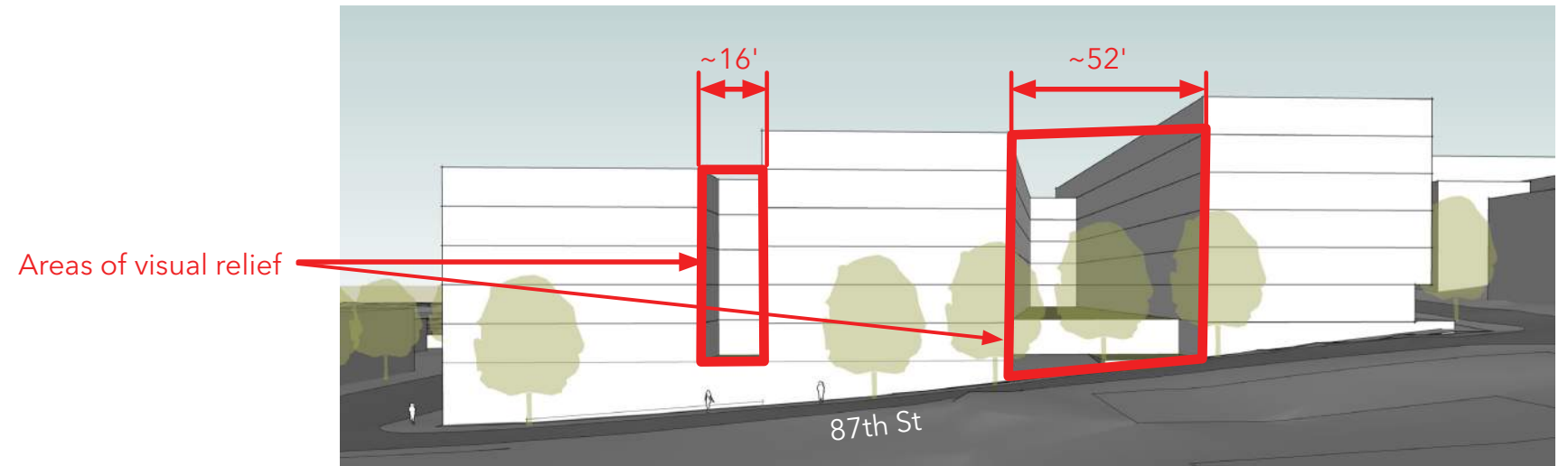
For purposes of this subsection 23.47A.008.C.5, the width and depth limits shall be calculated separately for a portion of a structure if: 1) There are no connections allowing direct access, such as hallways, bridges, or elevated stairways, between that portion of a structure and other portions of a structure; or 2) The only connections between that portion of a structure and other portions of a structure are in stories, or portions of a stories, that are underground or extend no more than 4 feet above the sidewalk, measured at any point above the sidewalk elevation to the floor above the partially below-grade story, excluding access.

**REQUESTED DEPARTURE:**

A departure is requested for the length of the building adjacent to N. 87th Street.

**RATIONALE:**

The length of the building adjacent to N. 87th street is 263 feet long as designed. Although this is longer than 250' per the draft ordinance, we believe that the spacing of the three massing "bars" provides the intended visual relief from a pedestrian point of view that the language of the ordinance intends to achieve. The connection between the western-most and middle bar is achieved by means of a minimal exterior or glassy stair which creates a natural break in the length of the building at the southwest building connection. The connection between the eastern-most and middle massing bar is pulled back from 87th Street in order to provide an entry for the parking garage and a landscaped area. This move will provide visual relief to a pedestrian walking along 87th or looking up 87th from Greenwood Ave. The southern face of the northeast building connection above the courtyard level is approximately 175 feet from the southern face of the building which will make the building connection nearly indiscernible from a pedestrian's point of view, thus achieving the intent of the draft ordinance language.

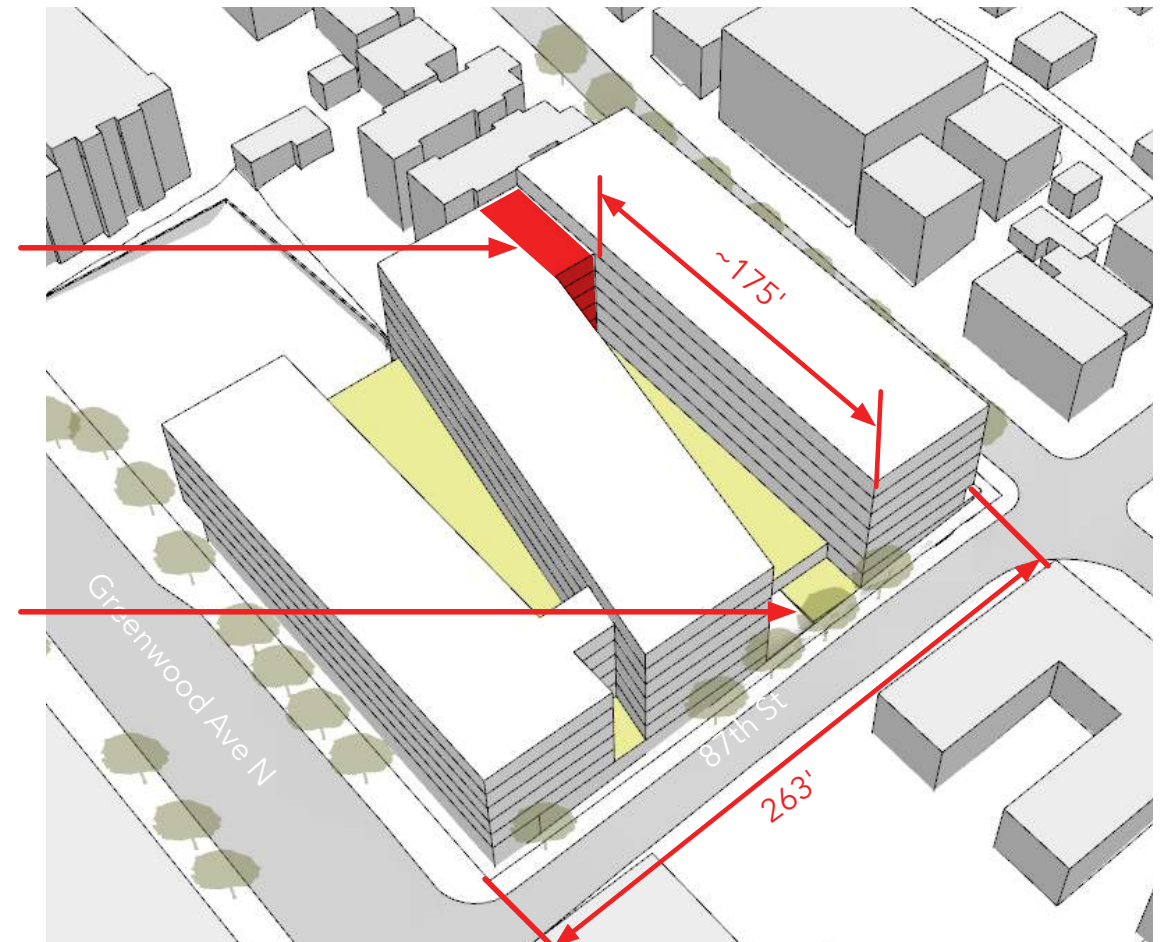


View from south facing 87th Street Facade



NE building connection above courtyard will be nearly indiscernible from the viewpoint of a pedestrian at street level.

Raised courtyard pulled back from 87th Street.



Aerial view from SW



# APPENDIX

# APPENDIX: Preferred Option (40') Shadow Studies - Equinox

9:00 AM



Aerial view from SW



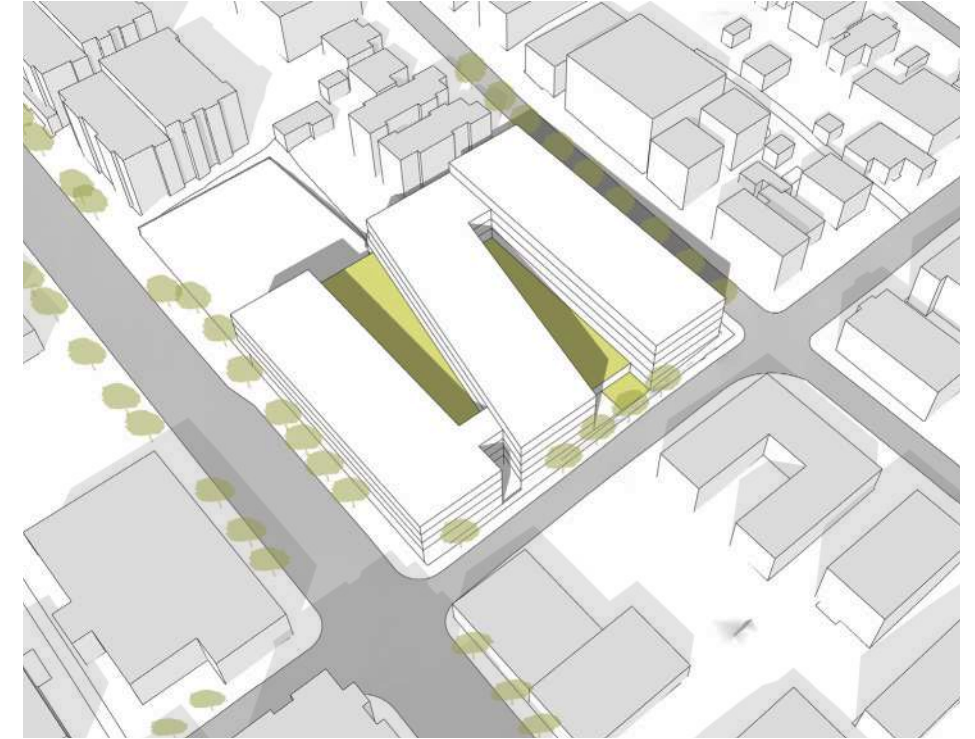
12:00 PM



Aerial view from SW



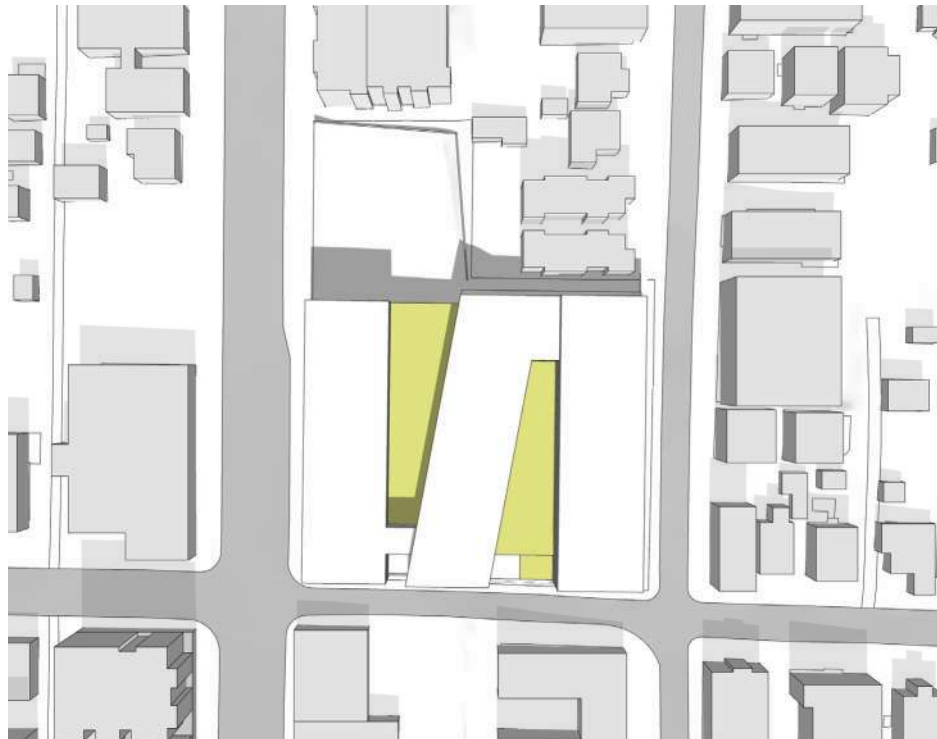
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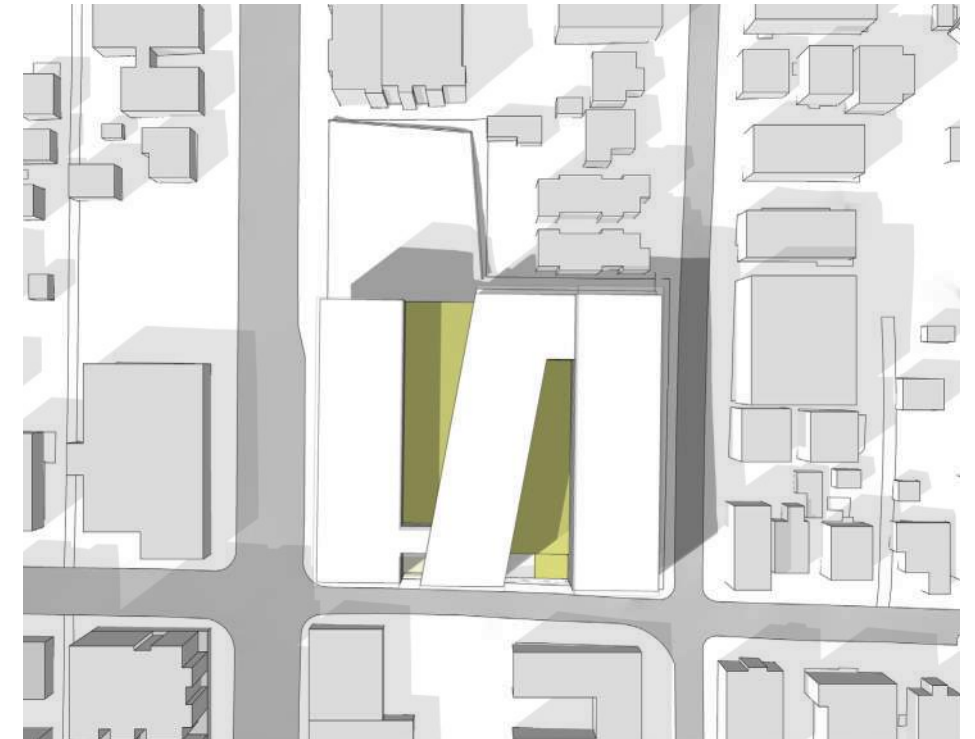
Aerial view from SW



Aerial view from top



Aerial view from top

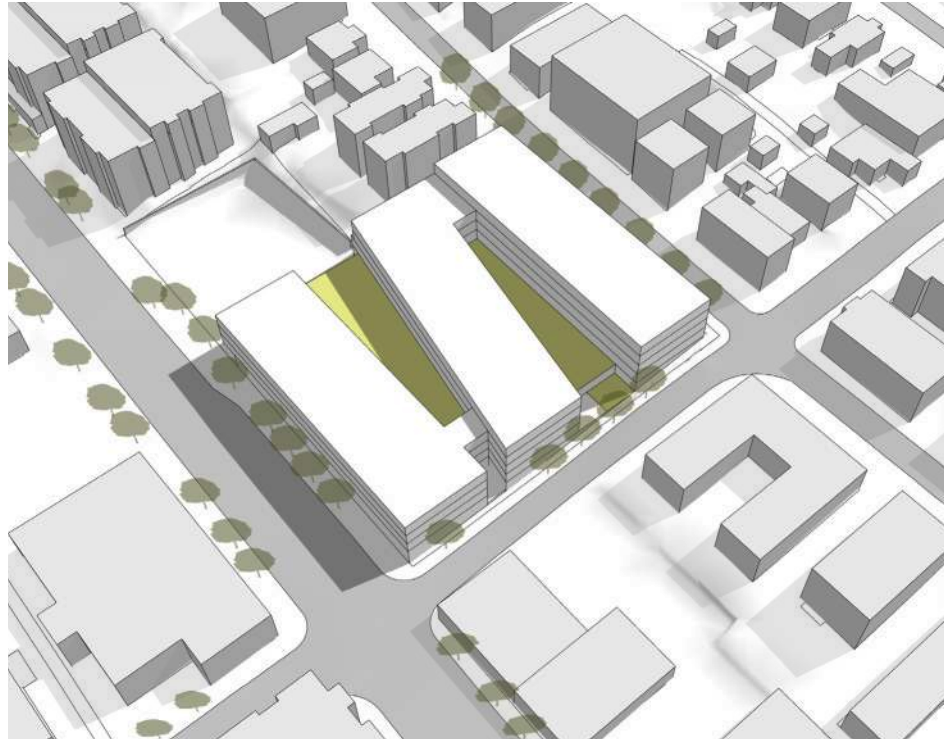


Aerial view from top



# APPENDIX: Preferred Option (40') Shadow Studies - June 21

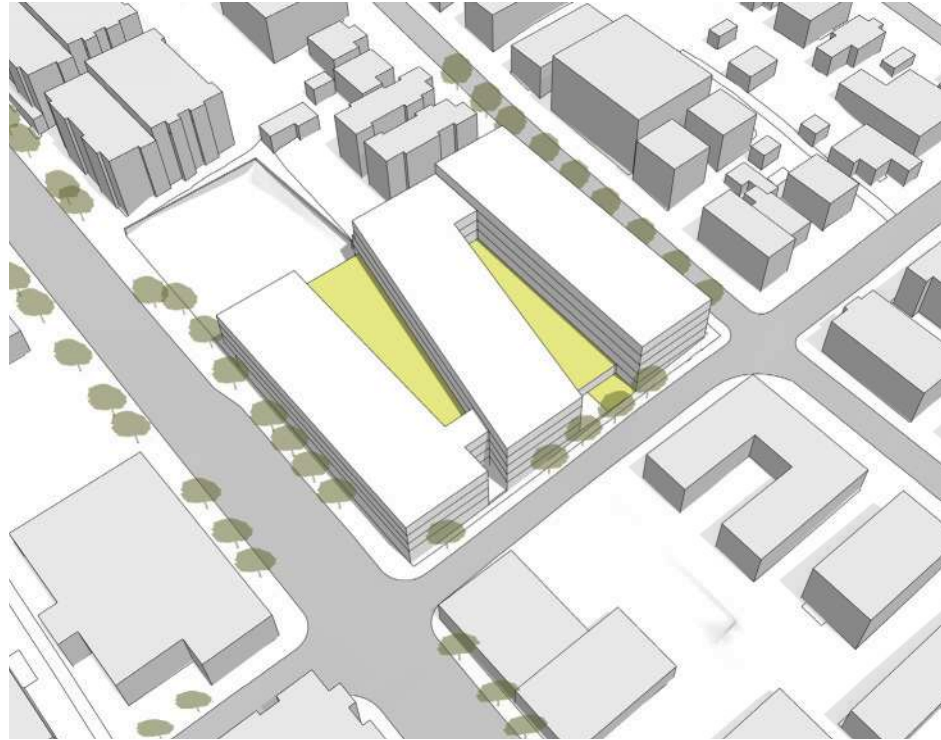
9:00 AM



Aerial view from SW



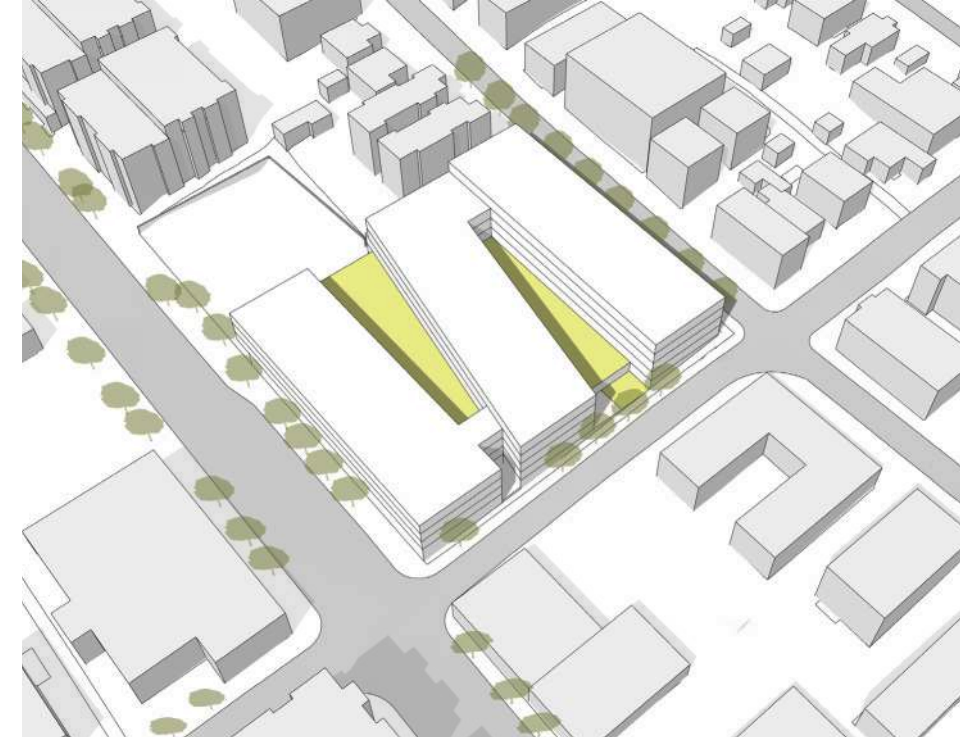
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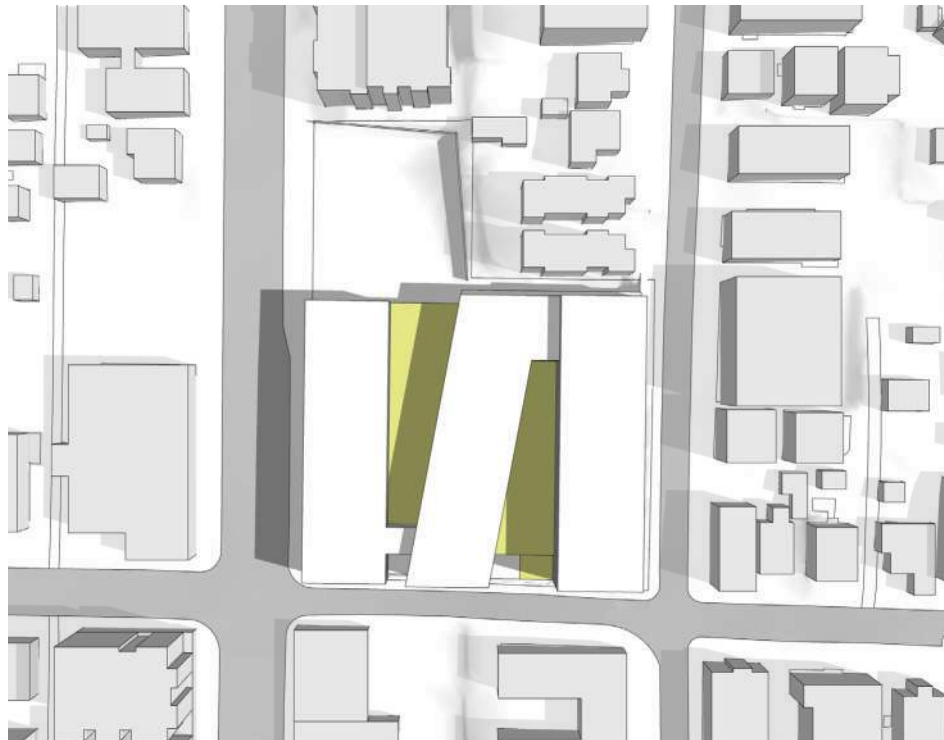
Aerial view from SW



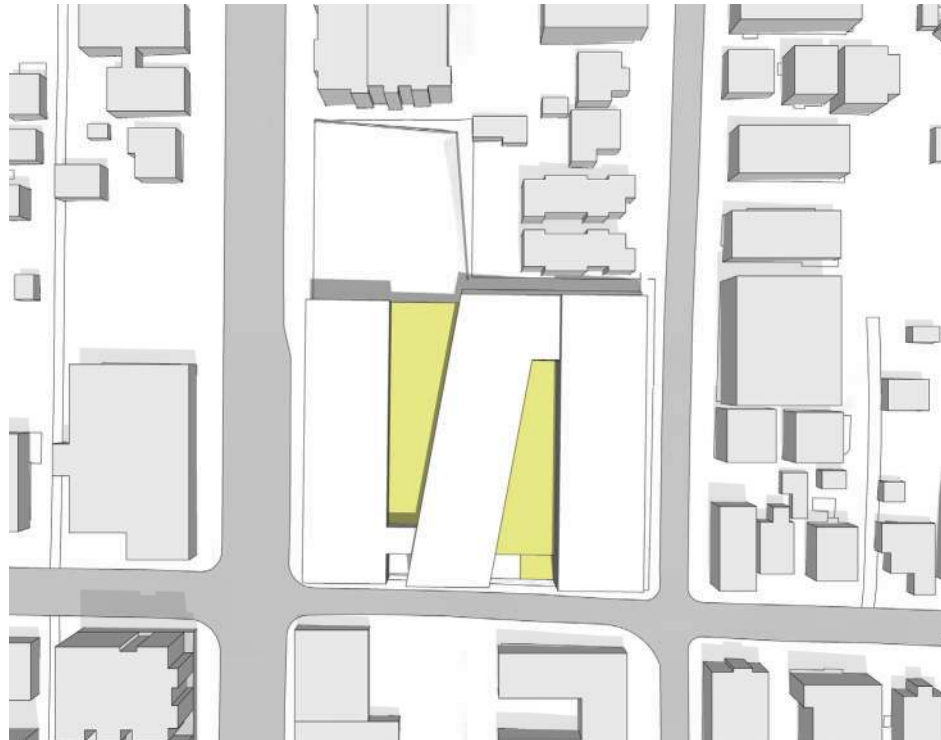
3:00 PM



Aerial view from SW



Aerial view from top



Aerial view from top



Aerial view from top

# APPENDIX: Preferred Option (40') Shadow Studies - Dec 21

9:00 AM



Aerial view from SW



12:00 PM



Aerial view from SW



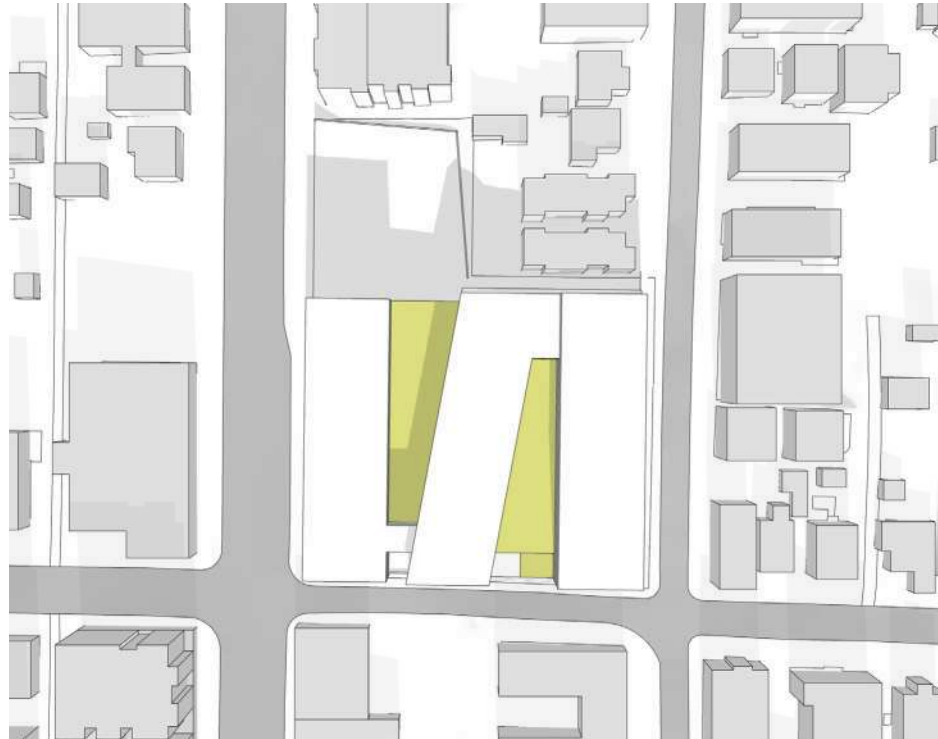
3:00 PM



Aerial view from SW



Aerial view from top



Aerial view from top



Aerial view from top



## Application for an SDCI Director's Decision For Location and Number of Curb Cuts

8704 Greenwood Avenue N, Seattle, WA  
SDCI Project Number 3033218-EG

### 1. Request

WH Greenwood LLC seeks a Director's Decision per SMC 23.47A.032.A. to provide two driveways to its site at 8704 Greenwood Avenue N, one of which would be in a non-preferred location. This application presents the applicable policies related to this request and evaluates the transportation and design benefits of the proposed access configuration.

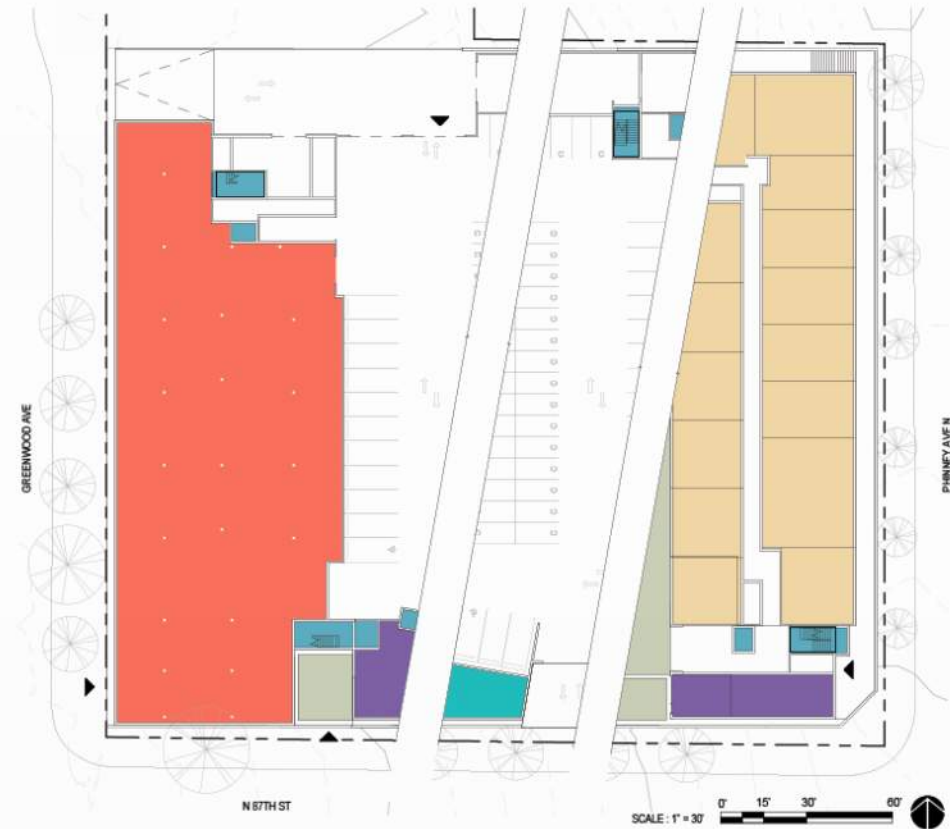
### 2. Project Description

The project site is located at 8704 Greenwood Avenue N, and is the southern of two lots that are occupied by the building that formerly housed the Greenwood Safeway supermarket. The former Safeway building occupies nearly all of this south lot, while the north lot served as Safeway's surface parking lot. The site has three driveways: two driveways on Greenwood Avenue N provide access to the surface parking lot and truck loading dock on the north side of the building (one driveway to each), and one driveway on N 87<sup>th</sup> Street provides access to a rooftop parking lot above the former grocery store.

The proposed project would redevelop the south lot with a mix of residential and ground-floor retail, which could include a new, smaller format supermarket use (approximately 12,500 square feet as compared to the prior 50,000 square foot store). Two levels of parking would be tucked into the slope behind and above the retail space. Of note, the site sits in a Peat zone, so the ability to excavate below the existing slab-on-grade level is limited. As shown in Figure 1, the project proposes two driveways: one on N 87<sup>th</sup> Street, which would provide access to reserved resident-only parking, and one driveway on Greenwood Avenue N to serve unreserved parking (primarily retail) and access to the truck loading dock. The driveway on Greenwood Avenue N would be moved at least 15 feet north of the existing driveway, which would provide additional space for the King County Metro bus stop. A future phase (with a separate Master Use Permit) could be developed on the north lot, and would likely include a mix of residential uses and ground-floor retail. That phase would share the one Greenwood Avenue N driveway pursuant to a shared driveway access easement, and the existing curb cut serving the north parking lot would be removed, with no additional driveways planned to be constructed in the future. The driveway on N 87<sup>th</sup> Street would be moved west to about center of the block, increasing the distance between the driveway and Phinney Avenue N.

SDCI Application for a Type 1 Director's Decision  
For Location and Number of Curb Cut  
8704 Greenwood Avenue N, Seattle, WA (SDCI Project Number 3033218-EG)

Figure 1. Site Plan – Option 3



Source: GGLO, January 2019. One of massing options presented in an Early Design Guidance package.

### 3. Relevant Code Language

The following presents applicable text from the Seattle Land Use Code (Title 23) element of the Seattle Municipal Code (SMC) related to site access. The project site is currently zoned NC2P-40, with a proposed change to NC2P-65(M1) under the Mandatory Housing Affordability (MHA) upzone. Access requirements for this zone are defined in **SMC 23.47A.032.A.**, which states:

#### A. Access to parking

1. NC zones. The following rules apply in NC zones, except as provided under subsections 23.47A.032.A.2 and 23.47A.032.D:
  - a. 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.
  - b. If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.



# APPENDIX: Traffic Consultant Memo cont.

**SDCI Application for a Type 1 Director's Decision  
For Location and Number of Curb Cut  
8704 Greenwood Avenue N, Seattle, WA (SDCI Project Number 3033218-EG)**

- c. *If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1.*
- d. *For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.*
- 2. *In addition to the provisions governing NC zones in subsection 23.47A.032.A.1, the following rules apply in pedestrian-designated zones, except as may be permitted under subsection 23.47A.032.D:*
  - a. *If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.*
  - b. *If access is not provided from an alley and the lot abuts only a principal pedestrian street or streets, access is permitted from the principal pedestrian street, and limited to one two-way curb cut.*

Based on the SMC, the north lot (future phase 2) would be allowed one driveway on Greenwood Avenue N since it only abuts that street. For the south lot, however, the preferred access location for a site with one driveway would be either Phinney Avenue N or N 87<sup>th</sup> Street, since Greenwood Avenue N is a principal pedestrian street. The project proponent requests that the driveway on Greenwood Avenue N be allowed as a shared driveway with the future development on the north lot in addition to the driveway proposed on N 87<sup>th</sup> Street.

#### 4. Rationale for Requested Access Option

The project site abuts three streets: Greenwood Avenue N, N 87<sup>th</sup> Street, and Phinney Avenue N. There is a substantial (37 foot) elevation difference between the low side of the site on Greenwood Avenue N and high side of the site on Phinney Avenue N. The slope along N 87<sup>th</sup> Street ranges from about 8% to a 11.3% grade. There is no alley. The project proposes to locate street-front retail along Greenwood Avenue N and locate parking behind and above the retail into the slope of the hillside. It proposes to locate its truck loading dock adjacent to the retail use with access from Greenwood Avenue N.

The Land Use Code would prefer access be located on either Phinney Avenue N or N 87<sup>th</sup> Street, since Greenwood Avenue N is a principal pedestrian street. Except for the site's roof-top parking lot, Phinney Avenue N is fronted by residential uses, and has parallel on-street parking on both sides. Design studies showed that if the site's one access driveway and truck loading dock were located off of Phinney Avenue N, it would result in undesirable impacts to Phinney Avenue N, which are summarized in Table 1 below. In addition, because the driveway would need to be located at the high-end of the site, ramp structures required to reach the lower parking levels would reduce the amount of retail space and parking that could be provided by the project. The residual spaces would not be sufficient to support a grocery use. Having only one driveway on N 87<sup>th</sup> Street would create similar issues with the truck loading dock and internal ramping and could concentrate all site traffic, residential and commercial, to this street.

The project's preferred access with two driveways would limit use of the N 87<sup>th</sup> Street driveway to residents only. All truck and retail access would be from Greenwood Avenue N where it could be screened behind the proposed retail building. The proposed retail footprint is only 25% of the size of the current Safeway store (which operated for over a decade), so retail parking and loading activities will be significantly less than recent historical use. It is acknowledged that the proposed Greenwood Avenue

**SDCI Application for a Type 1 Director's Decision  
For Location and Number of Curb Cut  
8704 Greenwood Avenue N, Seattle, WA (SDCI Project Number 3033218-EG)**

N driveway does cross a principal pedestrian street; however, the project proposes to share its driveway with future development of the north lot, via a shared driveway access agreement. That project is allowed to have one driveway on Greenwood Avenue N per the code. Therefore, the result would be the same number of access points on Greenwood Avenue N, and a reduction in driveways compared to the current condition. Table 1 summarizes the various impacts of the access scenarios.

Table 1. Summary of Impacts for Various Access Scenarios

<p><b>Per Land Use Code with One Driveway on Phinney Avenue N</b></p> <ul style="list-style-type: none"> <li>• Reduced on-site retail space due to need to provide internal ramps between driveway and lower parking levels.</li> <li>• Inability to include grocer desired by community.</li> <li>• Reduced overall parking supply due to ramping and inability to excavate and add below-grade parking.</li> <li>• Increased traffic on Phinney Avenue N and N 87<sup>th</sup> Street generated by combined access for both the residential and retail uses in the project.</li> <li>• Loading dock that would be visible and audible from Phinney Avenue N and more difficult to screen or hide behind frontage land uses.</li> <li>• Loading dock would require additional parking prohibitions along Phinney Avenue N to accommodate truck access.</li> <li>• Increased glare to residential properties from vehicles exiting driveway onto Phinney Avenue N.</li> <li>• Higher floor heights along Phinney Avenue to accommodate height clearance for truck loading dock.</li> <li>• Reduce residential use frontage on Phinney Ave. N at a residential zone transition.</li> </ul>
<p><b>Per Land Use Code with One Driveway on N 87<sup>th</sup> Street</b></p> <ul style="list-style-type: none"> <li>• Reduced on-site retail space due to need to provide internal ramps between driveway and lower parking levels.</li> <li>• Inability to include grocer desired by community</li> <li>• Reduced overall parking supply due to ramping and inability to excavate and add below-grade parking.</li> <li>• Increased traffic on N 87<sup>th</sup> Street generated by combined access for both the residential and retail uses in the project.</li> <li>• Loading dock that would be visible and audible from N 87<sup>th</sup> Street and more difficult to screen or hide behind frontage land uses.</li> <li>• Higher floor heights along N 87<sup>th</sup> Street to accommodate height clearance for truck loading dock.</li> </ul>
<p><b>Proposal with One Driveway on N 87<sup>th</sup> Street and One Driveway on Greenwood Avenue N</b></p> <ul style="list-style-type: none"> <li>• Maximizes on-site retail space since no internal ramps would be needed.</li> <li>• Ability to share driveway with future development of the north lot.</li> <li>• Ability to hide truck loading dock behind retail space to screen visually and audibly.</li> <li>• Retains one driveway with vehicular traffic across Greenwood Avenue N sidewalk.</li> <li>• Driveway on N 87<sup>th</sup> Street limited to residents only.</li> </ul>

# APPENDIX: Traffic Consultant Memo cont.

***SDCI Application for a Type 1 Director's Decision  
For Location and Number of Curb Cut  
8704 Greenwood Avenue N, Seattle, WA (SDCI Project Number 3033218-EG)***

## ***5. Conclusion***

The requested access configuration—with one driveway on N 87<sup>th</sup> Street plus one driveway on Greenwood Avenue N—would reduce potential negative impacts to residents along Phinney Avenue N, and would lessen impacts on N 87<sup>th</sup> Street. The potential vehicle/pedestrian conflict from one driveway on Greenwood Avenue N would be reduced compared to the existing access condition. However, one driveway on Greenwood Avenue N will occur with development of the north lot and this proposal would maintain that single access by agreeing to share the proposed driveway with future development of the north lot. Therefore, the proposal would result in effectively the same configuration as the code-preferred scenario with one driveway on N 87<sup>th</sup> Street, except with fewer adverse impacts.

# APPENDIX: Past Team Projects

- 1 The Hayes, Fremont Seattle, WA
- 2 Center Steps, Uptown Seattle, WA (under construction)
- 3 The Carter on the Park, Redmond, WA
- 4 Heron Flats, Redmond, WA
- 5 AMLI Wallingford, Seattle, WA



1



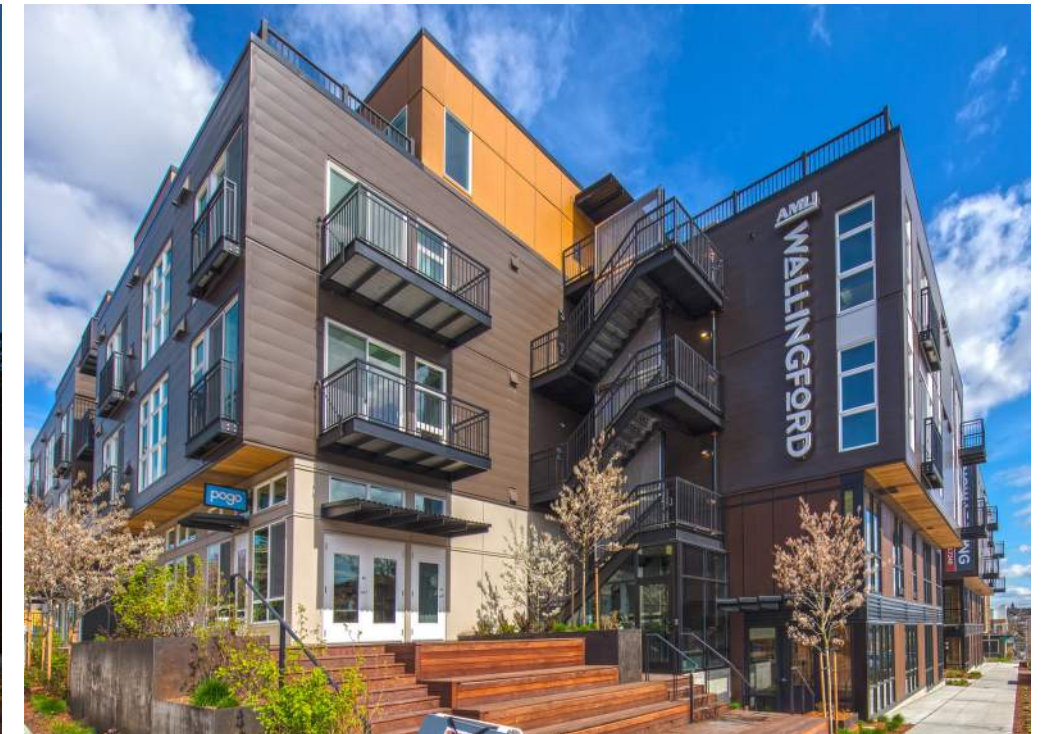
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3



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