



# 87th & Greenwood

8704 Greenwood Ave N, Seattle, WA 98103

Early Design Guidance Meeting No. 2  
SDCI #3033218-EG  
June 3, 2019

WH Greenwood LLC

**GGLO** DESIGN



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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 280 residential units

### Pedestrian-oriented Retail:

e.g. small grocery store, restaurant, services  
Approximately 12,000 SF

### Parking:

Approximately 230 parking stalls -  
two levels, partially below grade.  
*Due to the presence of peat and high water table, the ability to excavate is limited.*

### Number of Building Stories:

6 above grade

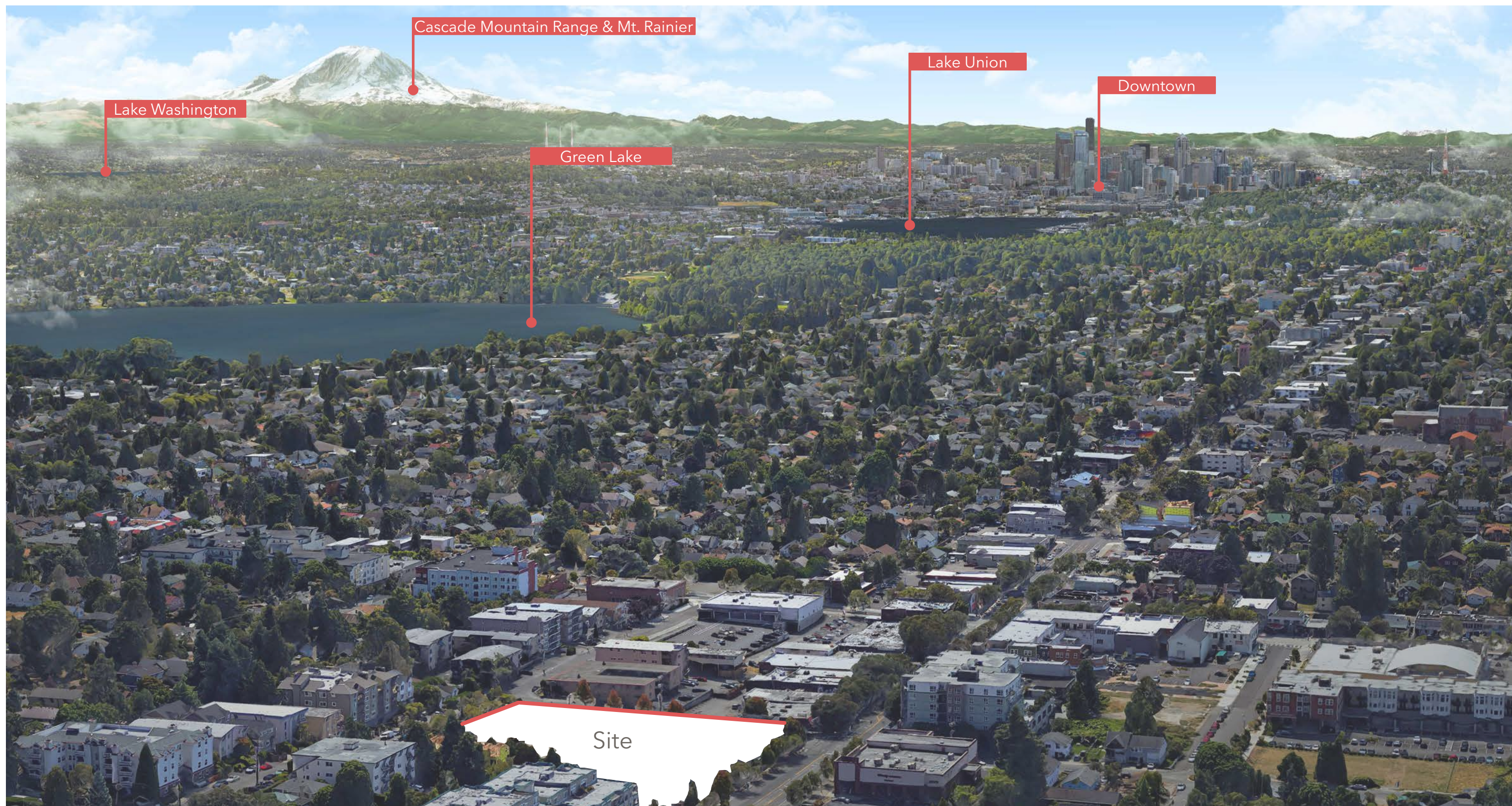
### Other Uses:

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



# PERTINENT CONTEXT & SITE ANALYSIS





Context & Access to View: South / Southeast







Context & Access to View: West







Project Site - Aerial Context





# Updated Site Plan

## 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;

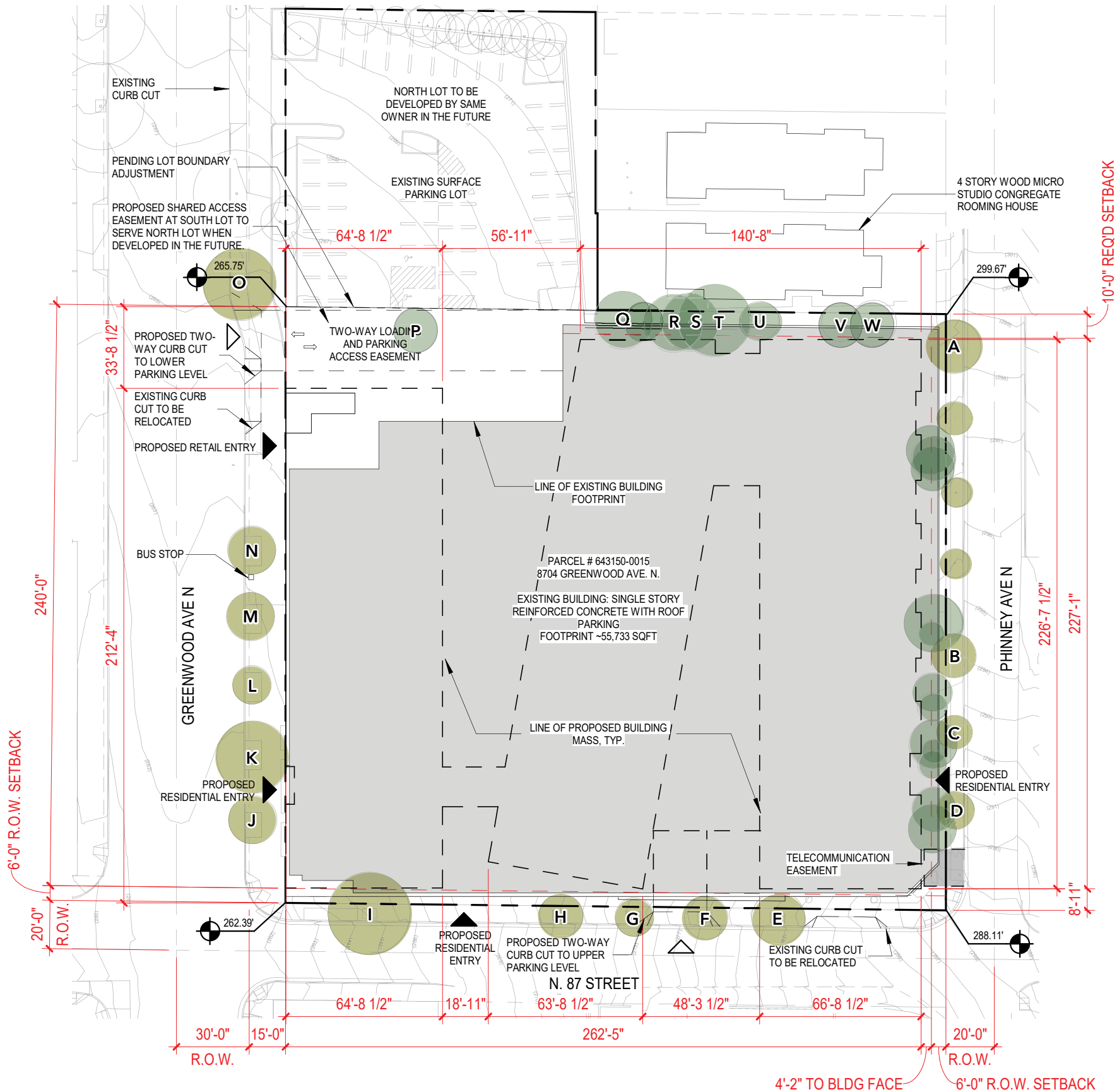
TOGETHER WITH THE EAST HALF OF LOT 2, BLOCK 1, OSNER'S SUBURBAN HOMES, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9 OF PLATS, PAGE 92, IN KING COUNTY, WASHINGTON;

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;

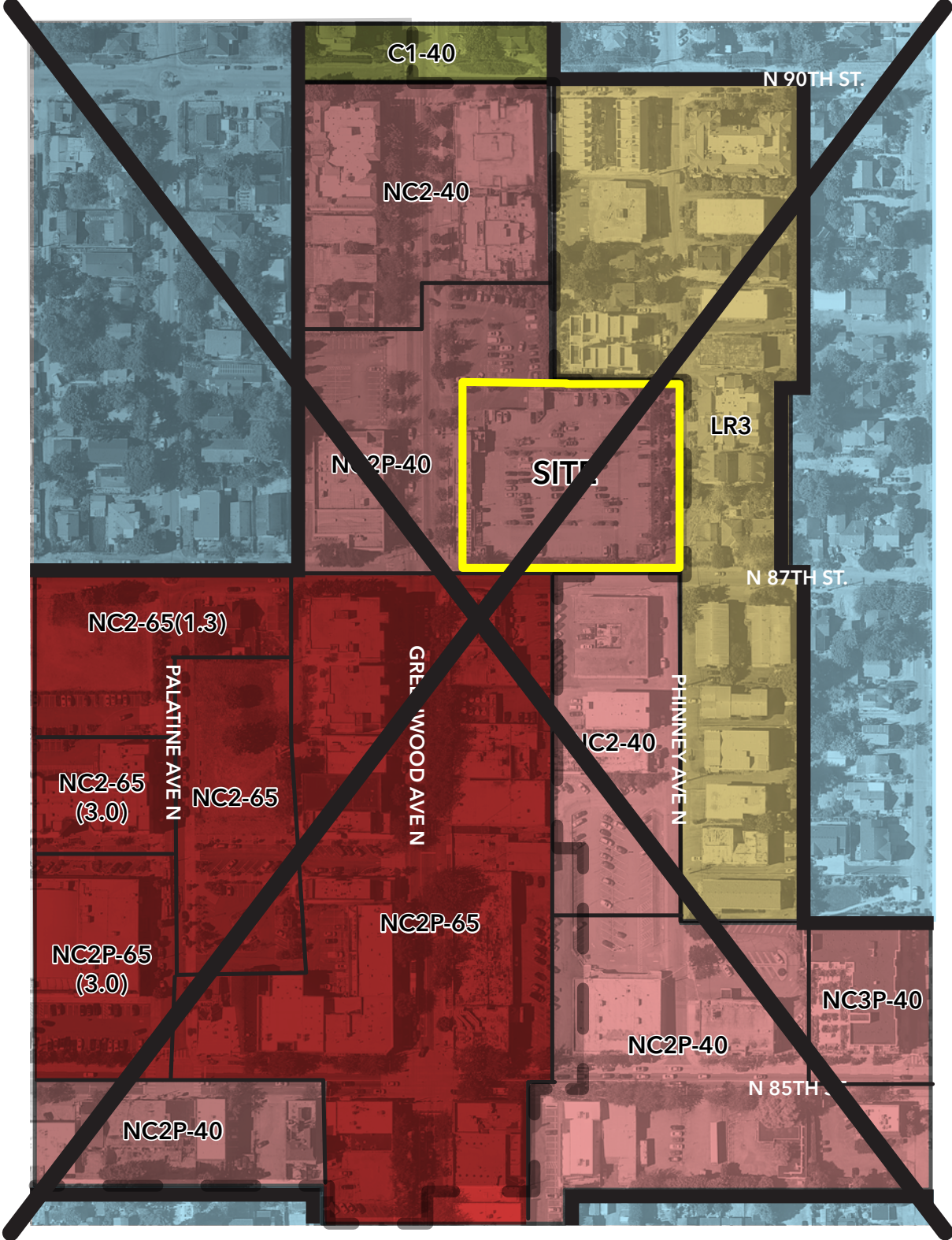
SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.



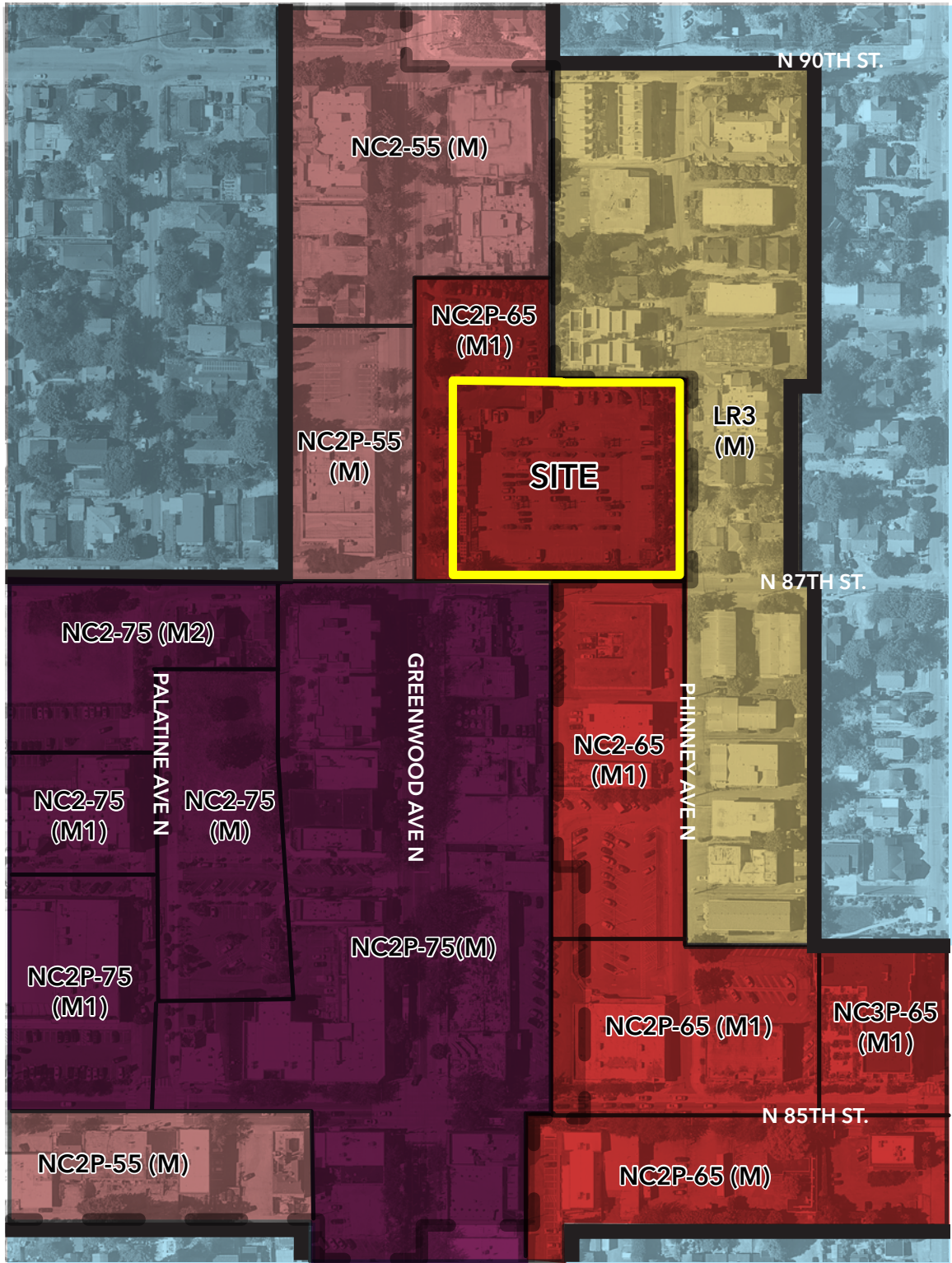
Site Plan  
scale: 1" = 50'



# Zoning Adjacencies



Prior Zoning Adjacencies Map  
(40' Zoning prior to MHA Upzone)

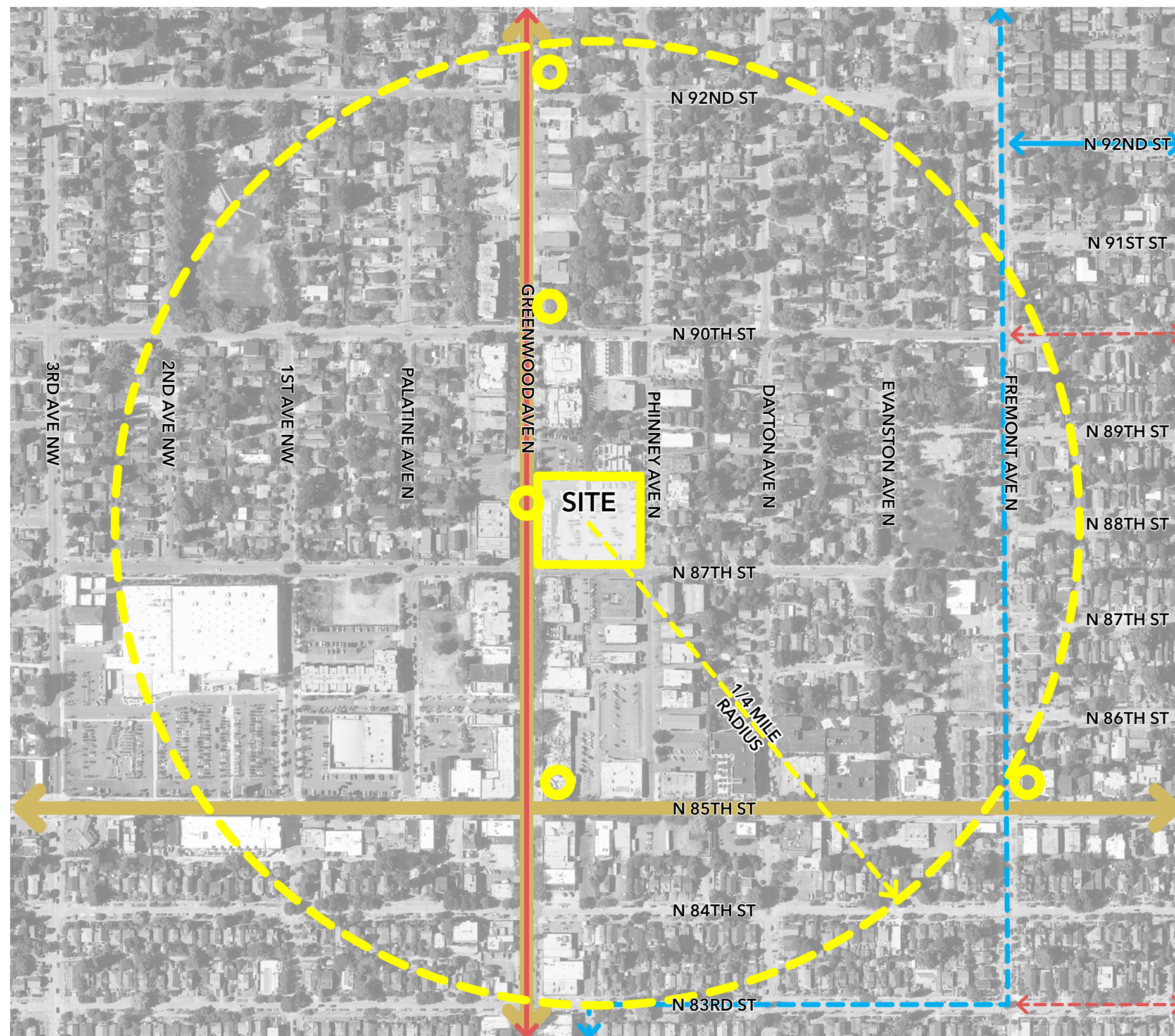







New Zoning Adjacencies Map  
(Approved MHA Upzone)

- Site
- Low Rise Zone
- Neighborhood/Commercial Zone
- Neighborhood/Commercial Zone - 65' height limit
- Neighborhood/Commercial Zone - 75' height limit
- Single Family Zone
- Commercial Zone
- Peat Settlement Zone
- Urban Village Boundary

\* Entire Site within **Piper's Creek Watershed**



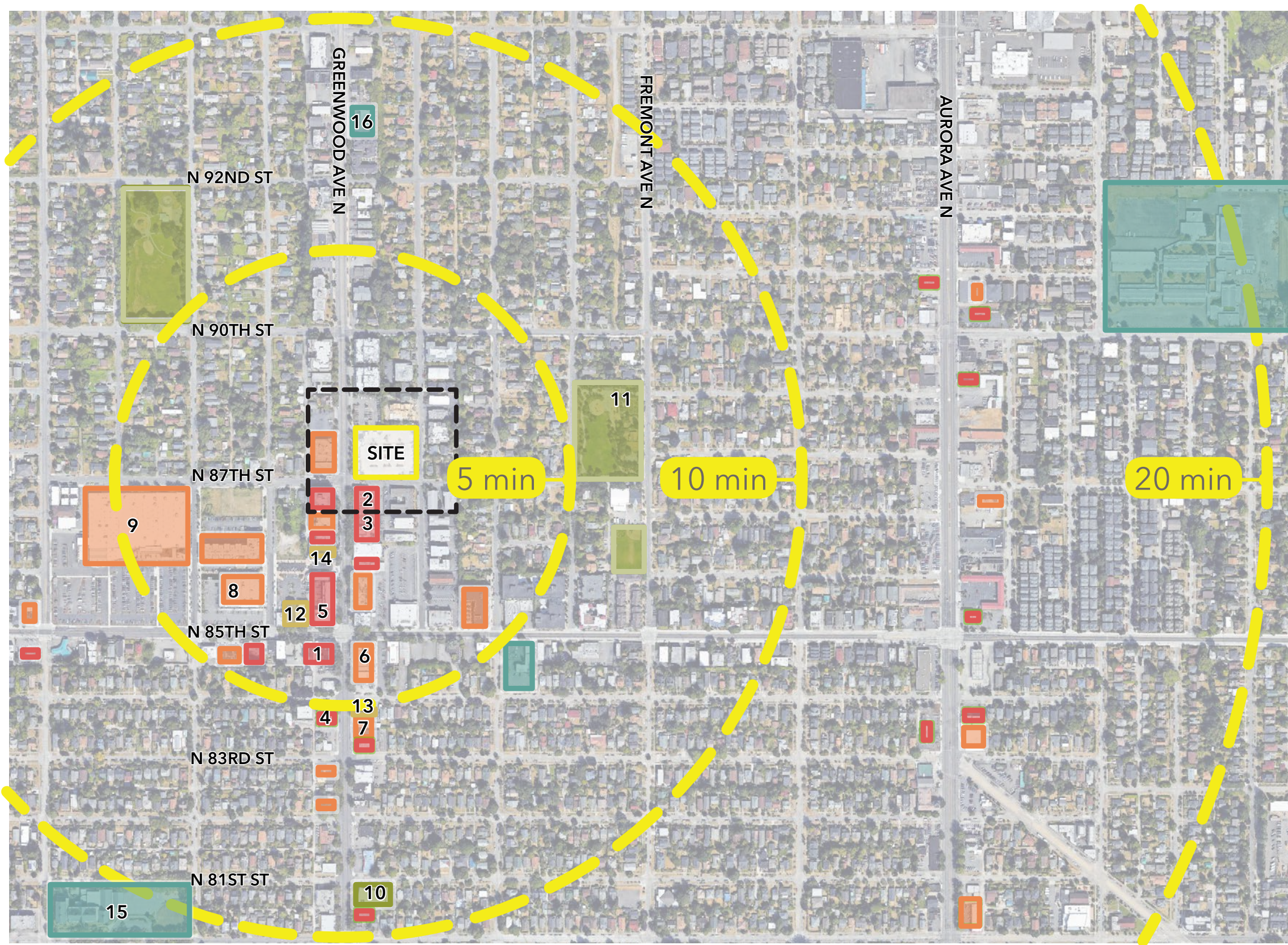


-  Site
-  Pedestrian Walking Circle
-  Protected Bike Lane
-  Neighborhood Greenway
-  Signed Bike Lane
-  Interurban Trail
-  Bus Route
-  Bus Stop

Bike & Transit Map



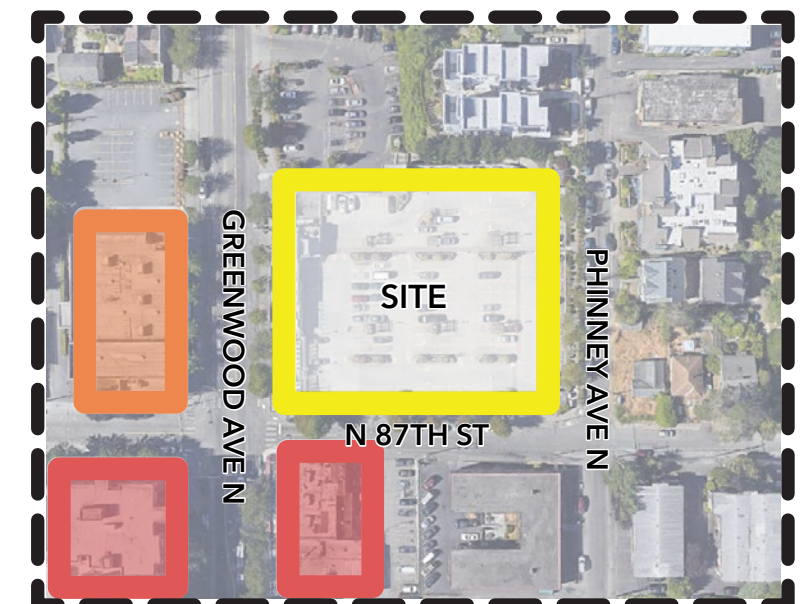




- Site
- Pedestrian Walking Circles
- Restaurants / Bars
- Retail / Grocery
- Civic / Arts / Parks
- Arts
- Schools / Child Learning / Child Care

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

Pedestrian Network & Livability



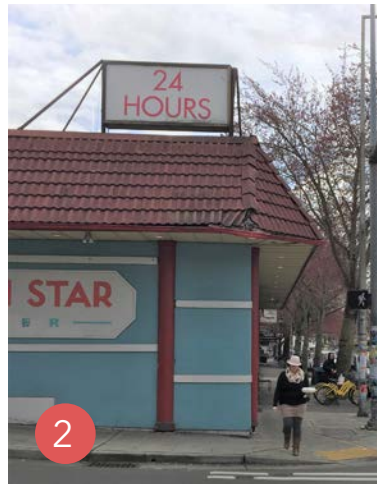
Adjacent Street-Level Uses  
*(un-highlighted buildings indicate Residential uses)*



BAR / RESTAURANT



FlintCreek Cattle Co.



North Star Diner



Flying Bike Brewery



The Yard Cafe

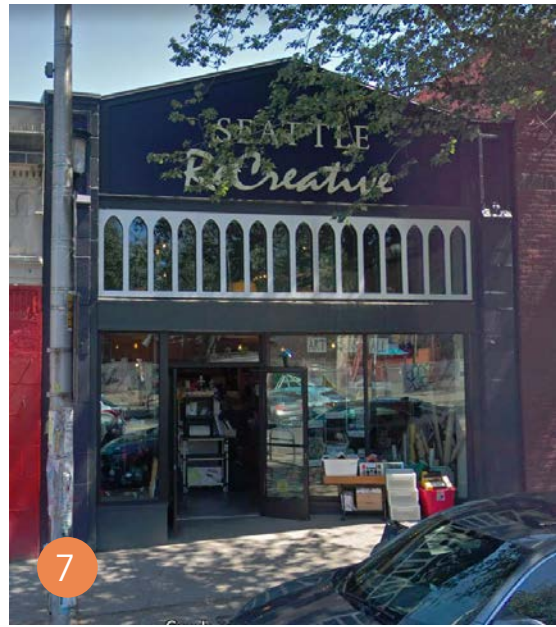


Lodge Sports Bar and Grill

RETAIL / GROCERY



Greenwood Space Travel Supply



Seattle ReCreative



Bartell Drug



Fred Meyer

CIVIC / PARKS

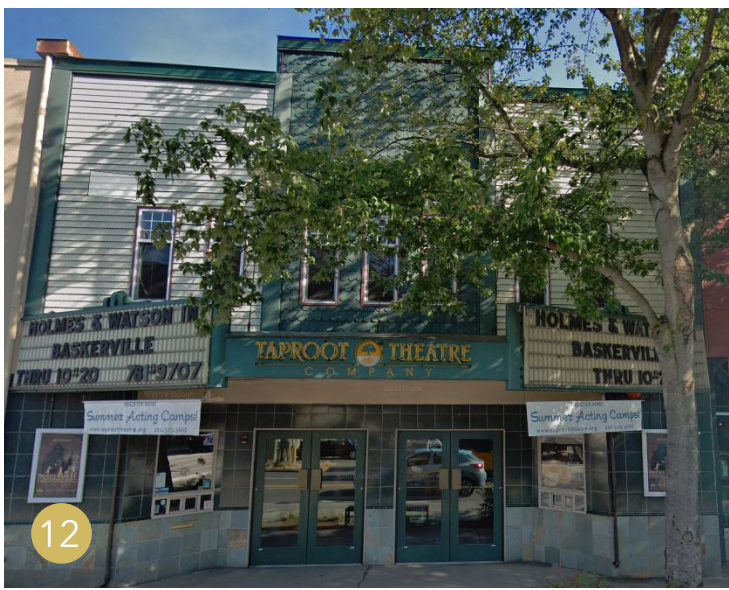


Greenwood Public Library



Greenwood Station Garden

ARTS



Taproot Theater



The Pocket Theater



The Greenwood Collective

SCHOOLS



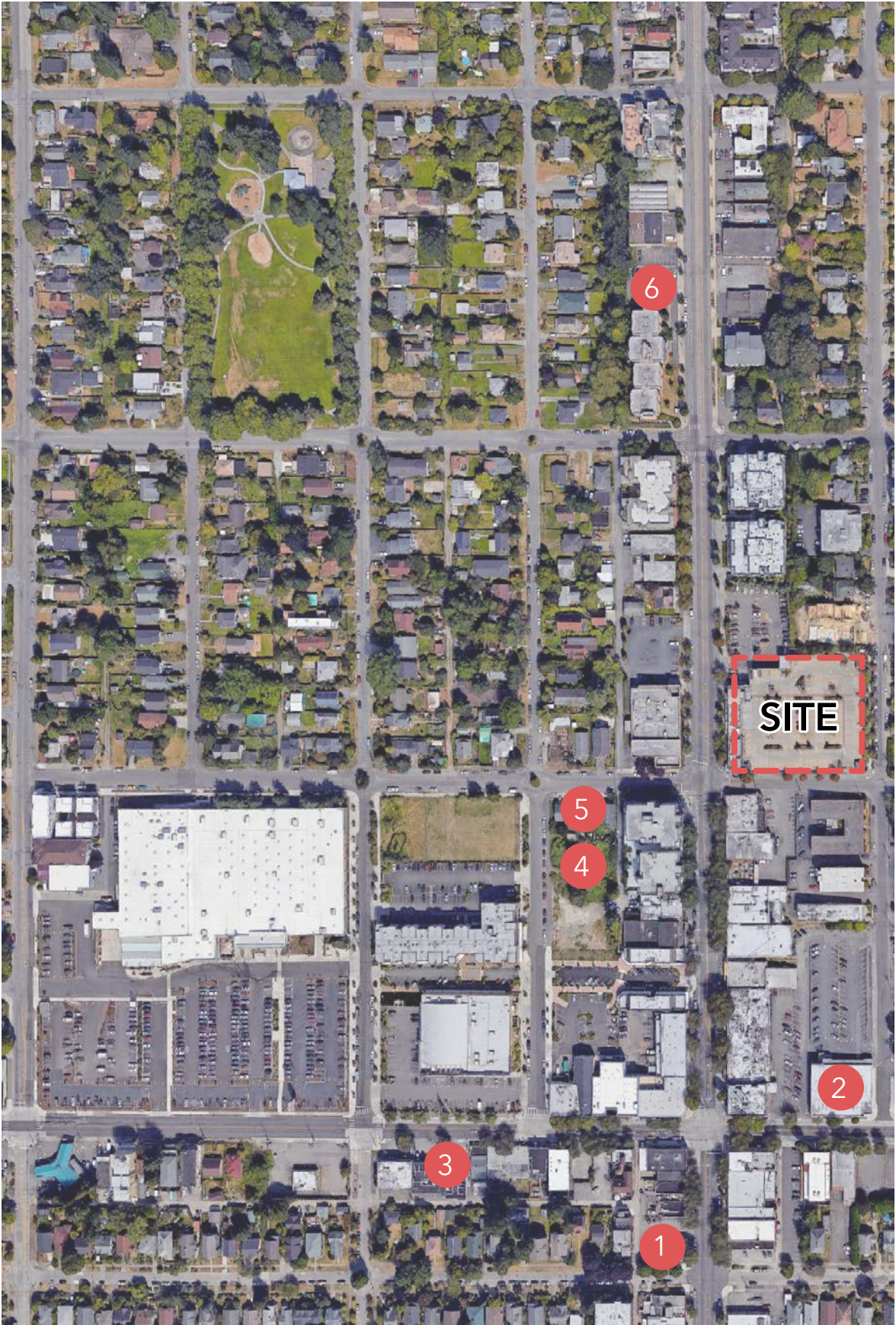
Greenwood Elementary School



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

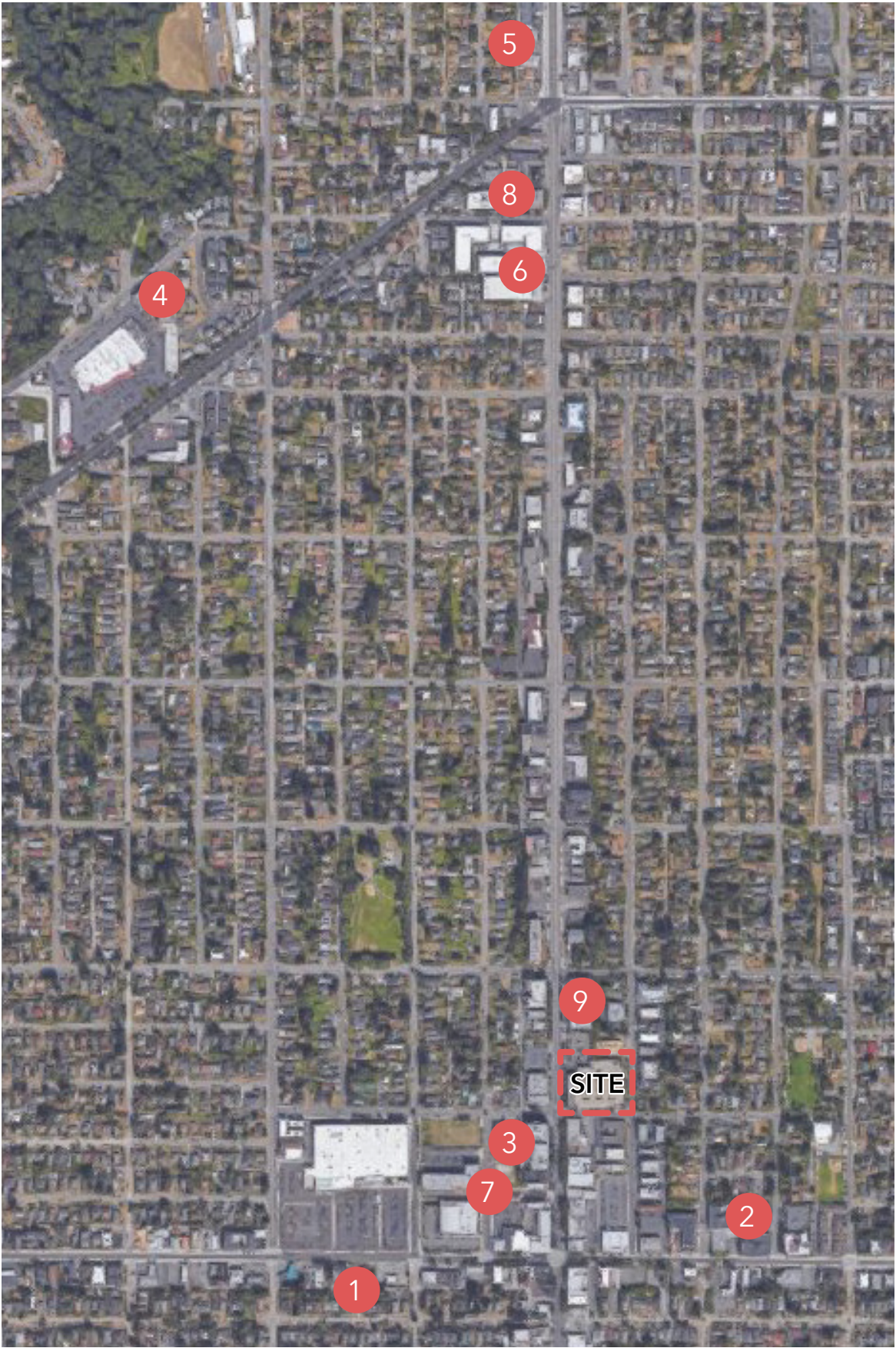


6 9039 Greenwood Ave N - Pastakia/ RUSH - 84 units proposed





# 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





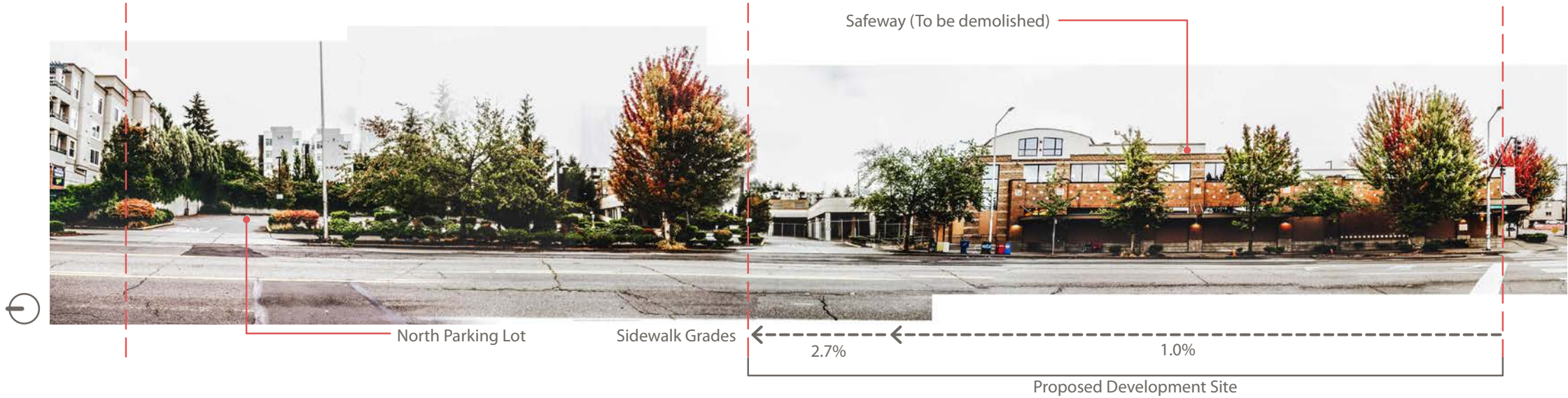
Sidewalk Grade Diagram





# 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.

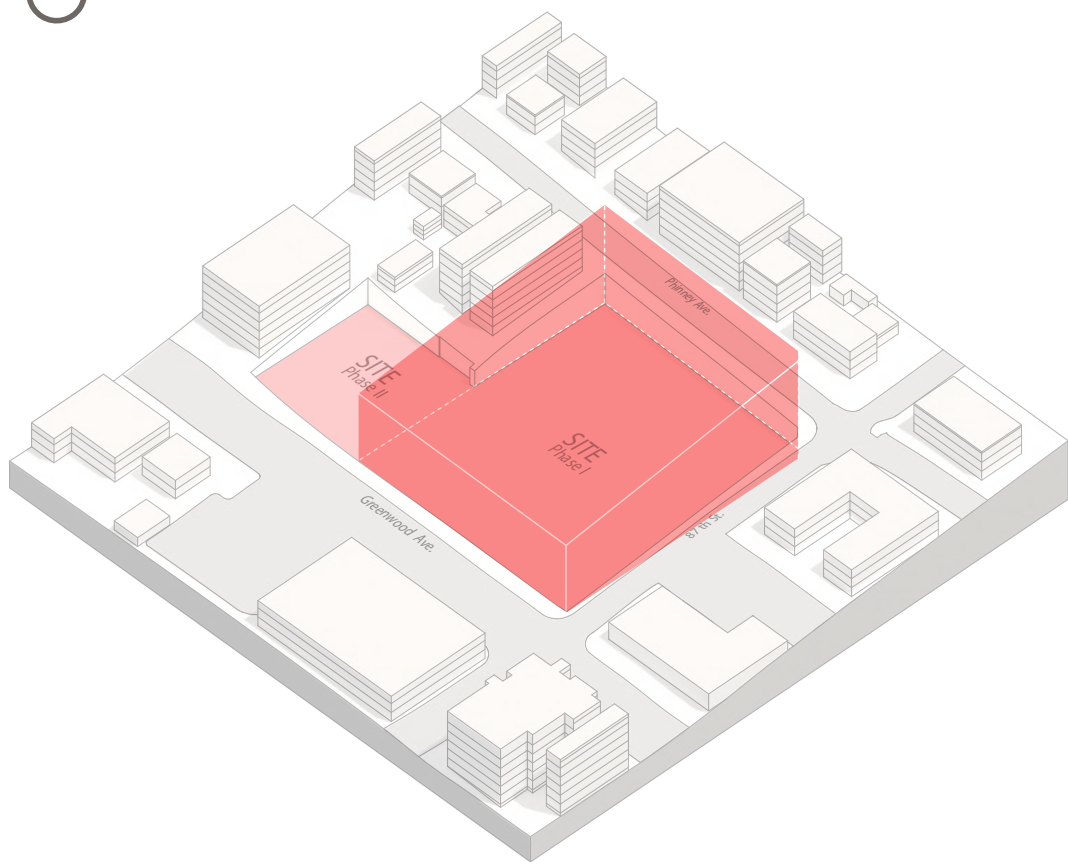
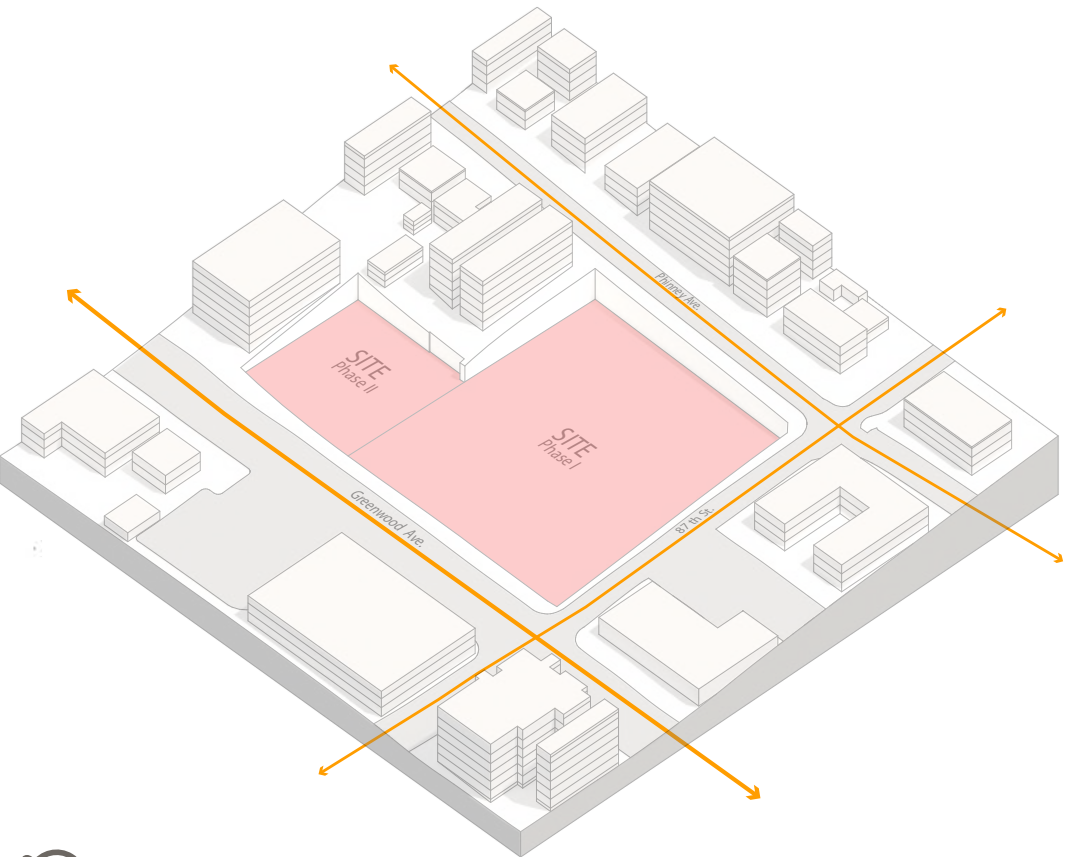
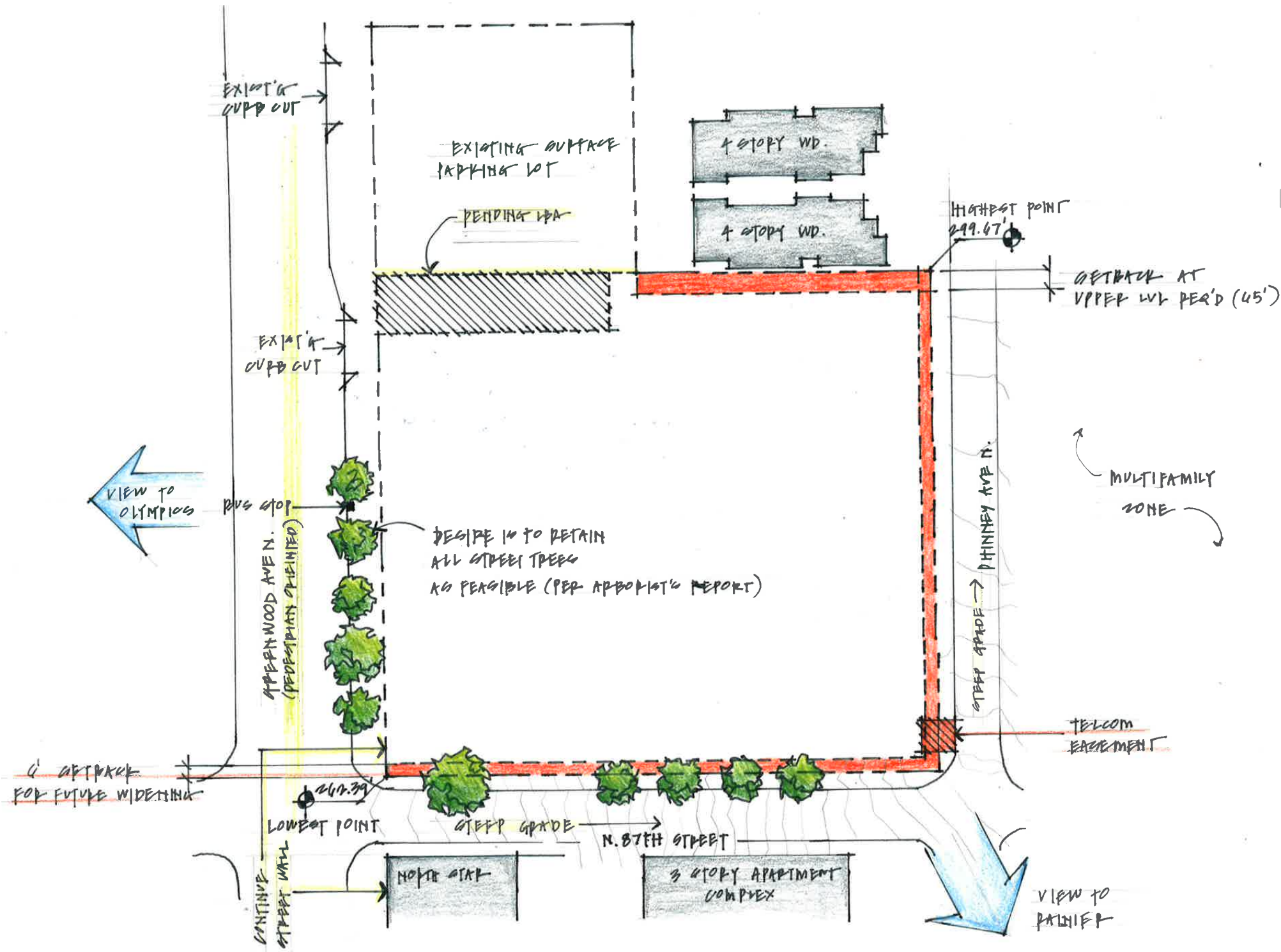
View along  
Phinney Ave N.  
Facing East



Low Rise Zone Condos



# Corridor Analysis and Site Constraints





# 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."*

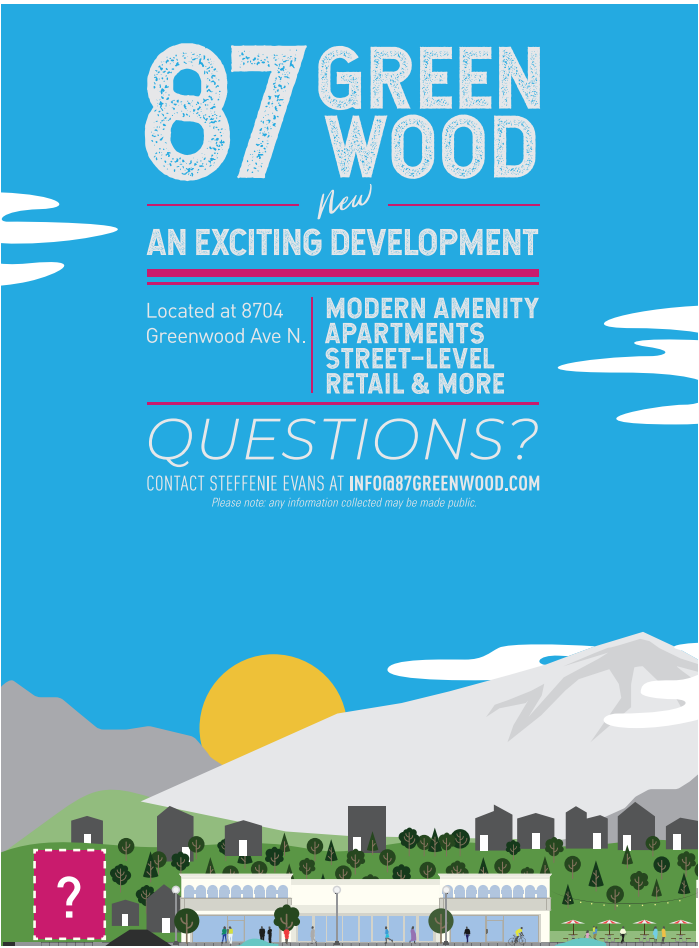
*"The block with Greenwood Space Travel Supply , unique businesses and older architecture."*

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

*"The vintage brick ones with charm."*



FlintCreek Facade Analysis by Design Team



Outreach Poster



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# PREVIOUS MASSING

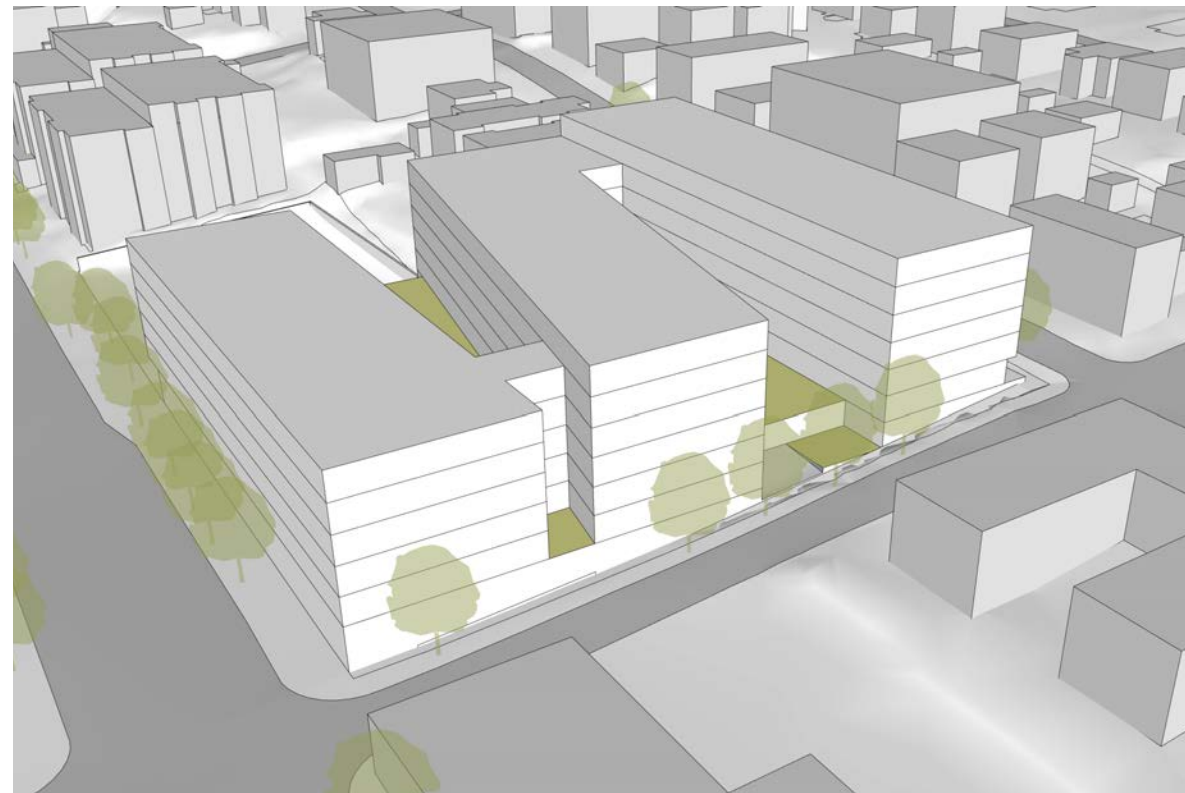
MASSING SCHEME PRESENTED AT EDG #1

## DRB COMMENTS IN SUPPORT OF PREFERRED MASSING SCHEME

### 1. Massing:

a. The Board supported the stepping of the project upward with grade to the east and agreed that the three 'bars' of massing of Option 3, the applicant's preferred massing option, could provide the scale-mitigation needed for this large project. (CS1-C, CS2-D)

b. The Board supported the applicant's preferred massing strategy (Option 3) for both potential zoning conditions with the guidance that follows.



SW Aerial View



SE Aerial View



# REVISED MASSING

REVISED PREFERRED MASSING SCHEME



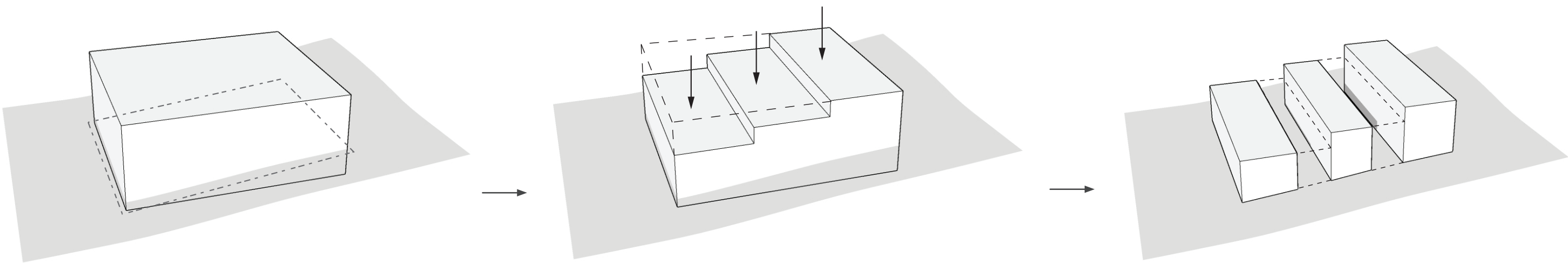
SW Aerial View



SE Aerial View



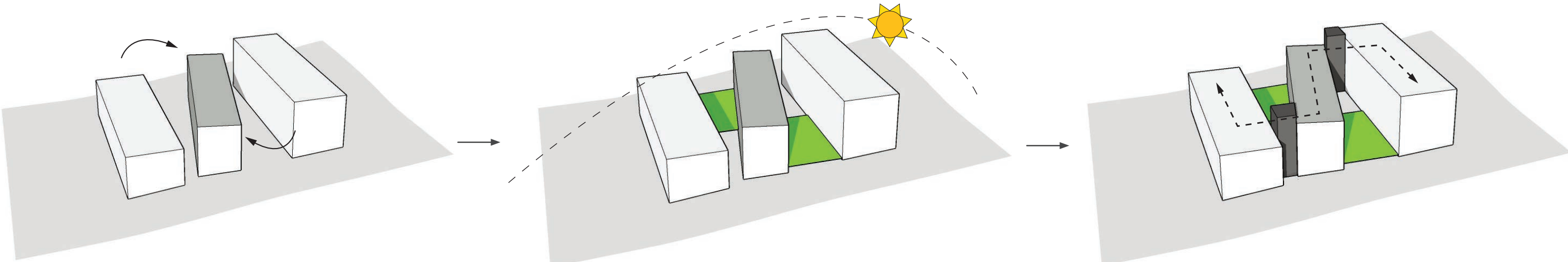
Primary Massing Transformation Diagrams  
Presented at EDG #1



Zoning Envelope

Terrace With Topography

Optimize Massing Bulk and Scale



Organize Interstitial Zones

Optimize for Solar Access

Connect



# Secondary Modulation Transformation Diagrams

## DRB COMMENTS

### 2. Height, Bulk and Scale:

c. The Board agreed that the massing parti was strong but broke down at the northeast stair element, where the legibility of the composition became unclear. (DC2) [Refer to Diagram 2.](#)

d. The Board recommended that the middle bar hew to its own geometry rather than the property line, as this would result in a stronger and more legible massing scheme. (DC2) [Refer to Diagram 2.](#)

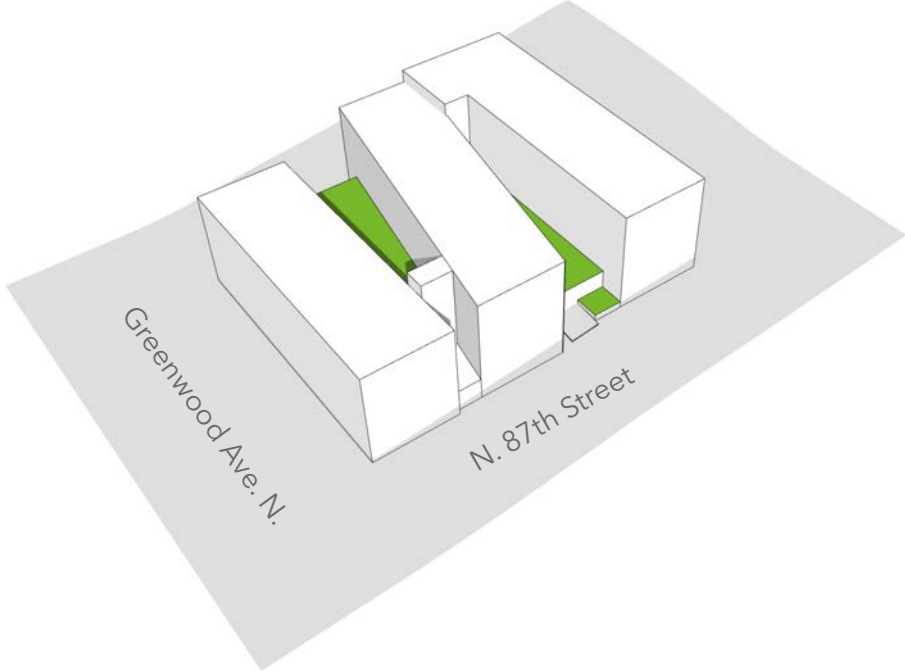
e. The Board was concerned that the massing moves in Option 3 would not be perceptible from street level and agreed that the base would need to be broken or revised to make this strong move legible. (CS2-II CS2-VII) [Refer to Diagram 2.](#)

### 3. Phinney Avenue N:

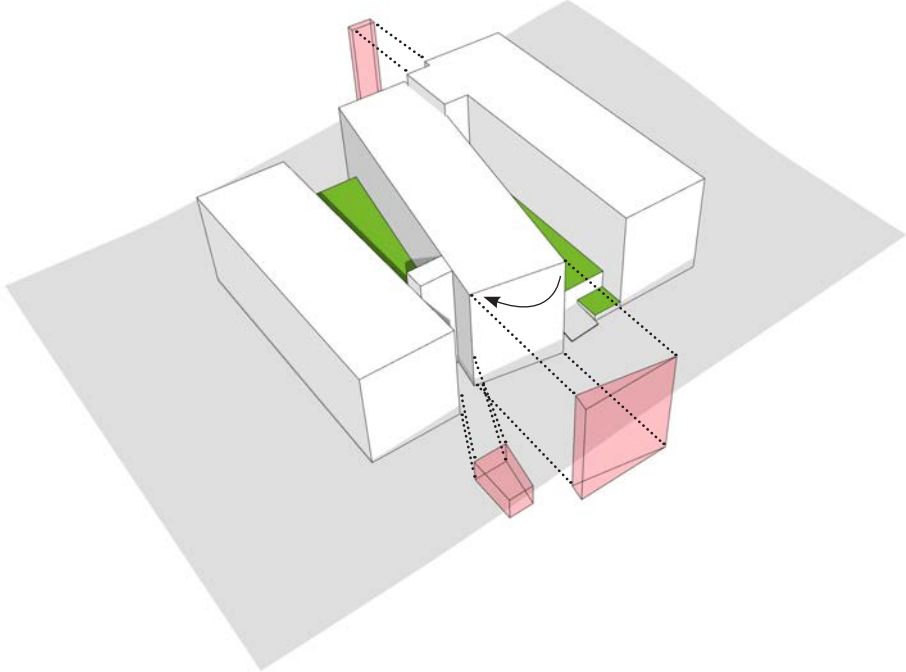
a. The Board did not support the continuous and monolithic massing at this edge finding it out of scale for this street. (CS2-II-ii, CS2-II-i) [Refer to Diagram 5.](#)

### 4. Materials and Expression:

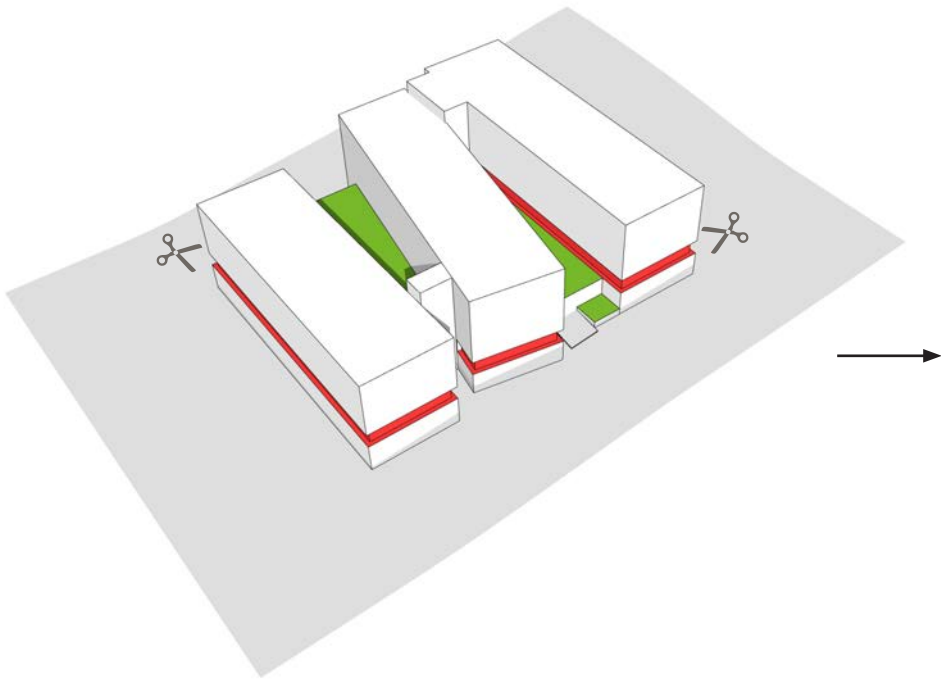
c. The Board voiced their appreciation for the character sketches showing pedestrian level experience along Greenwood Avenue but were concerned as to how the more traditional character at the street-edge would carry up to the more modern expression of the residential levels above. (DC2-II-i) [Refer to Diagram 4.](#)



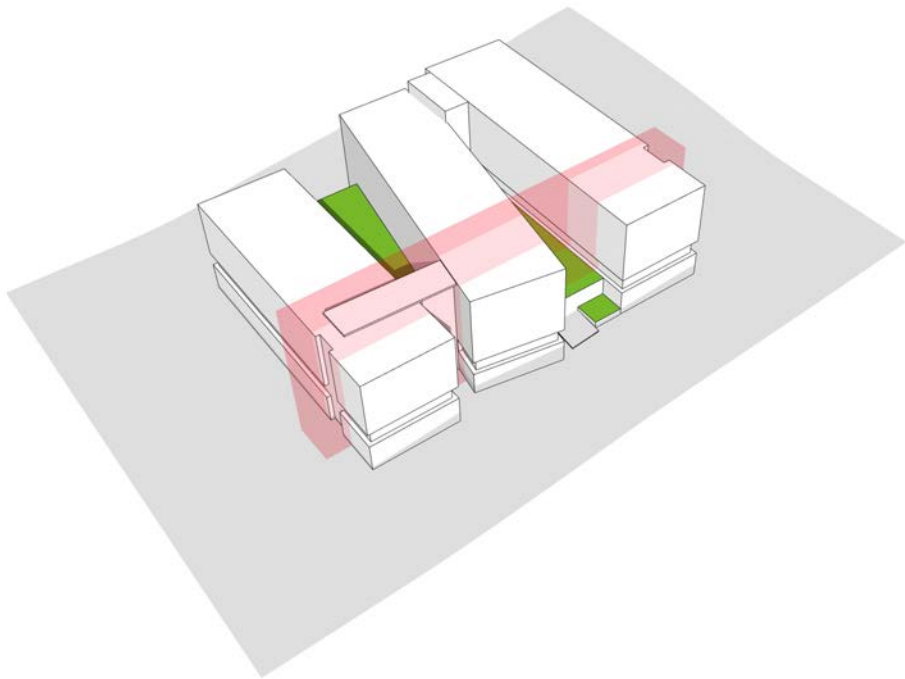
1. Massing Presented at EDG #1



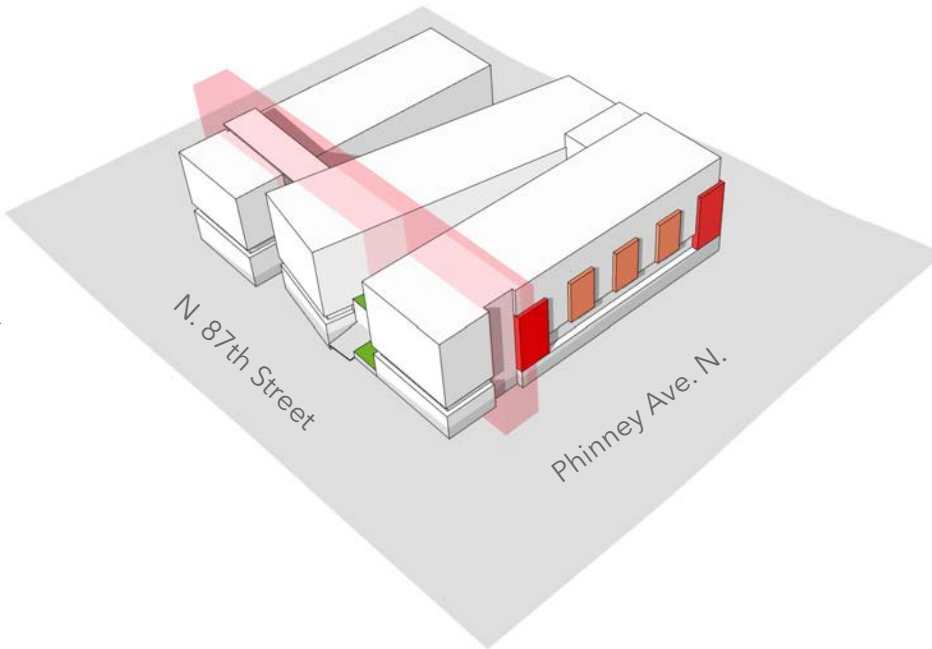
2. Building massing articulated to better define North and South facades based on DRB Feedback



3. Horizontal curve defines "base" massing from "top"



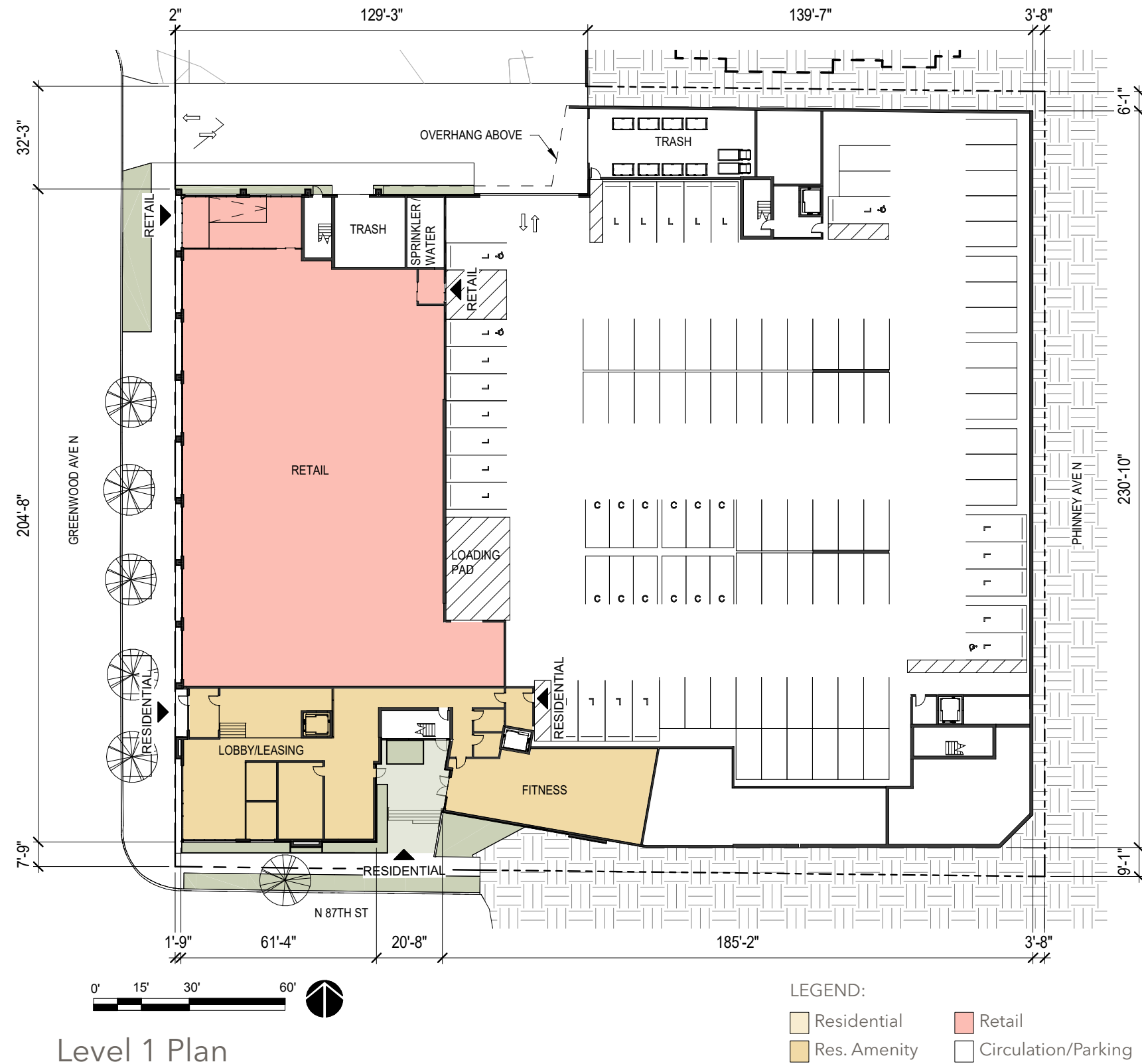
4. Express Circulation at Street-facing Facades



5. Vertical Modulation Expressed along Phinney Ave. N.



## Revised Preferred Option - Approved 65' Zoning



View at Greenwood Ave N & N 87th St

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

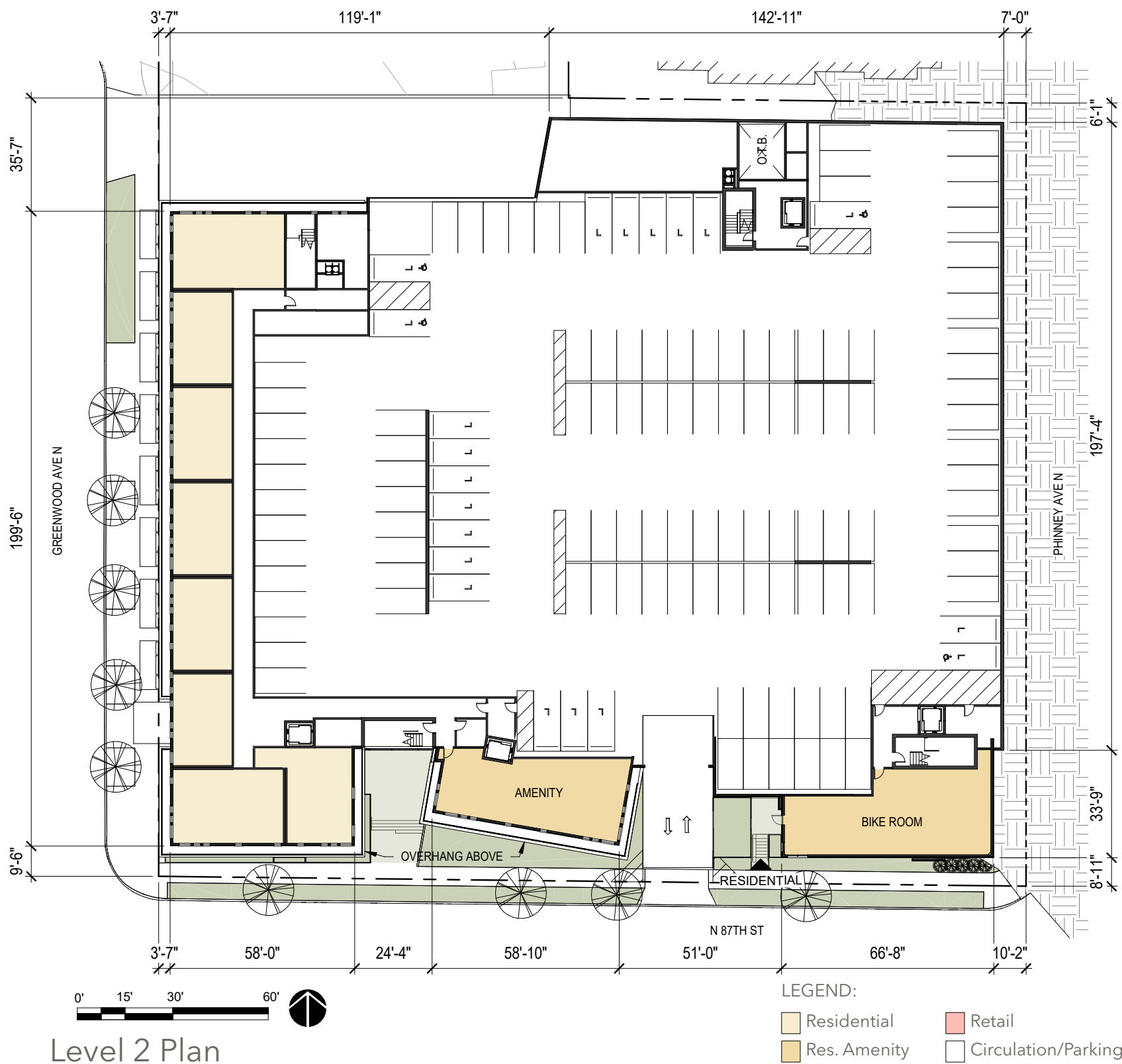
- Most unique Architectural Form
- Natural and intuitive response to site topography
- Good access to light and air
- Varied massing responds to site context
- Minimizes north facing units
- Consistent urban edge along Greenwood and Phinney
- Stepped facades along 87th gives relief along that street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

## Constraints

- Courtyards are compressed



Revised Preferred Option - Approved 65' Zoning



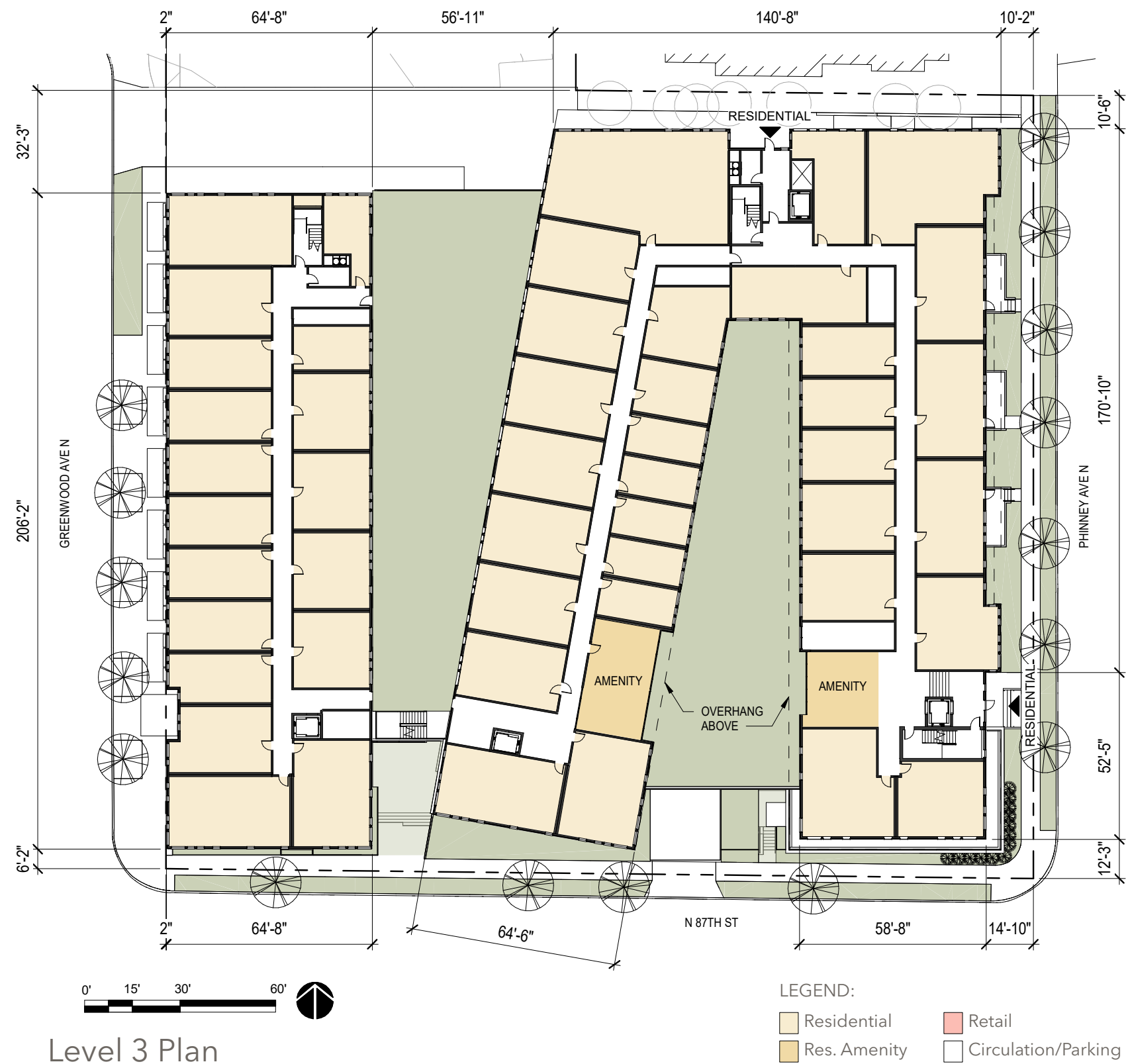
View at Greenwood Ave N & N 87th St



View along N 87th St



# Revised Preferred Option - Approved 65' Zoning



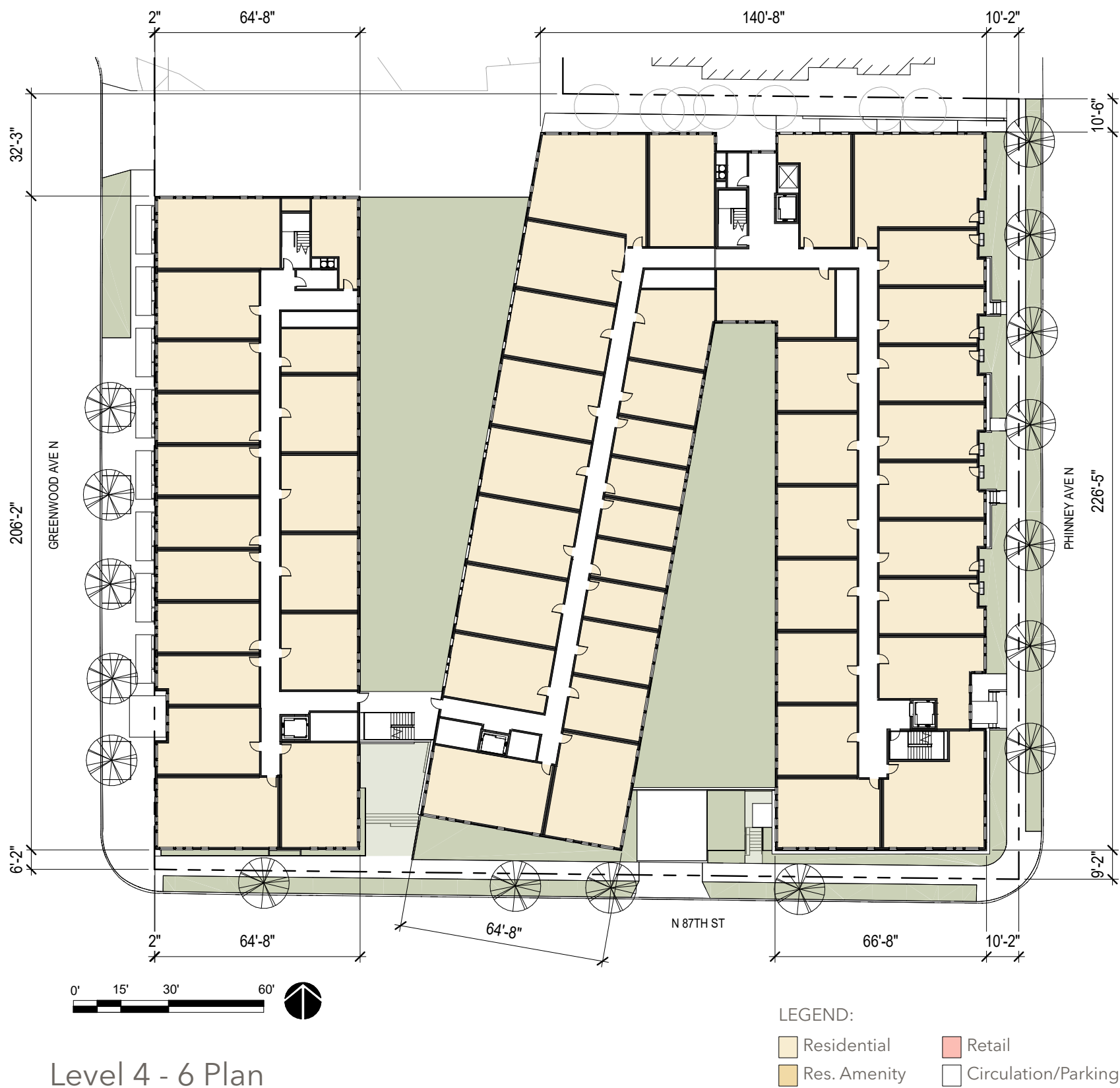
View at Greenwood Ave N & N 87th St



View at N 87th St & Phinney Ave N



# Revised Preferred Option - Approved 65' Zoning



View at Greenwood Ave N & N 87th St



View at N 87th St & Phinney Ave N



# Revised Preferred Option - Approved 65' Zoning



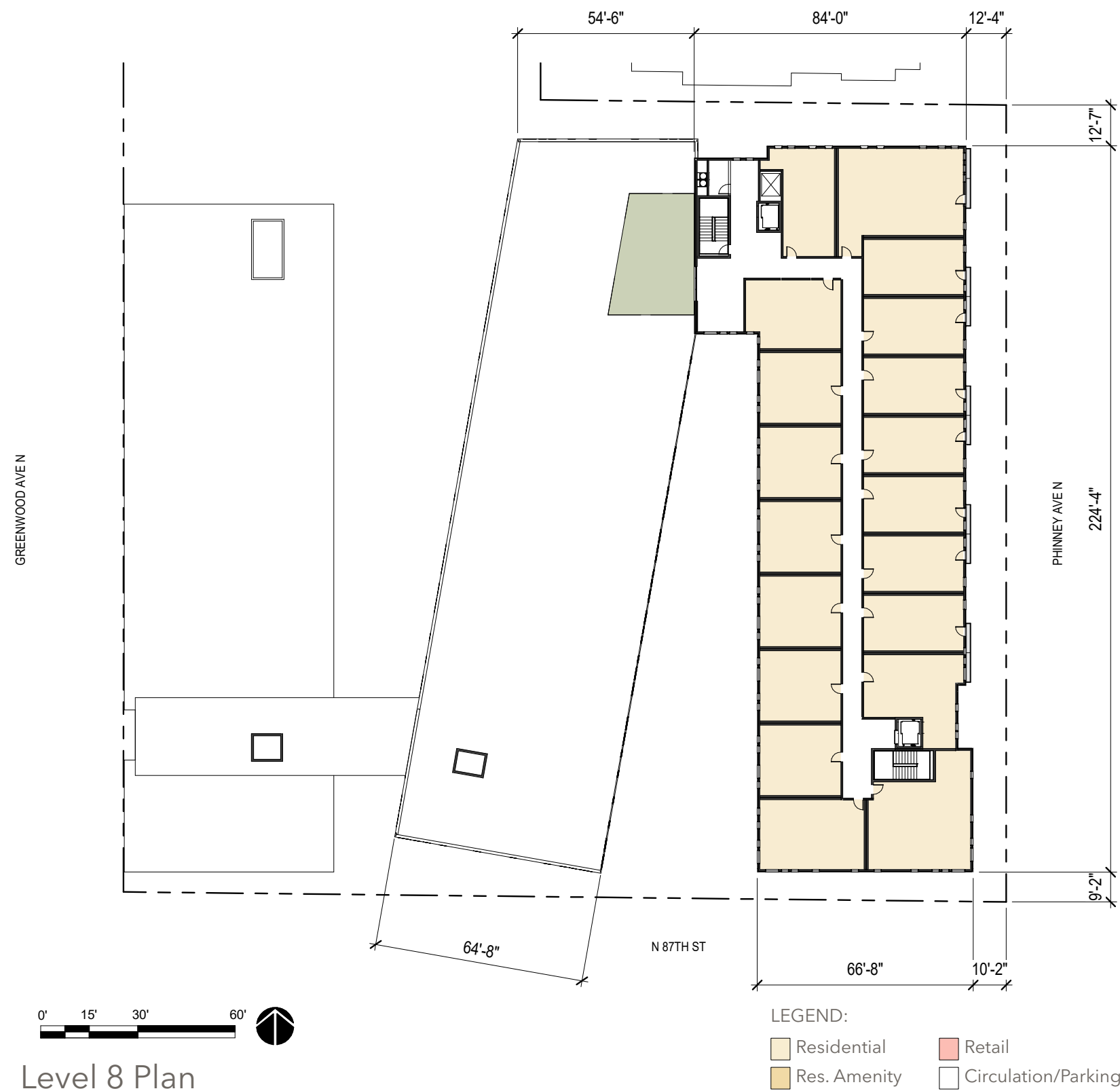
View along Phinney Ave N



View along N 87th St



Revised Preferred Option - Approved 65' Zoning



View along Phinney Ave N



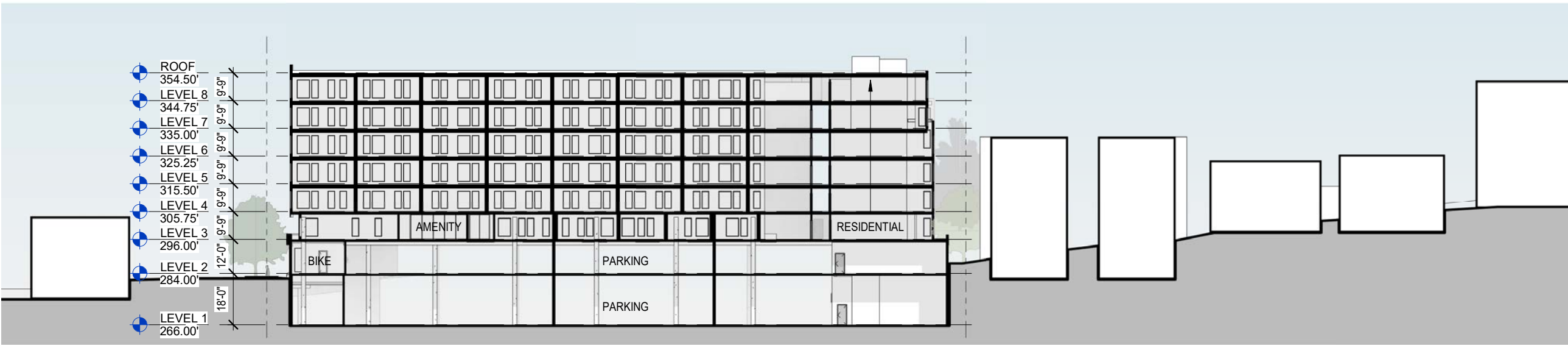
View at N 87th St & Phinney Ave N



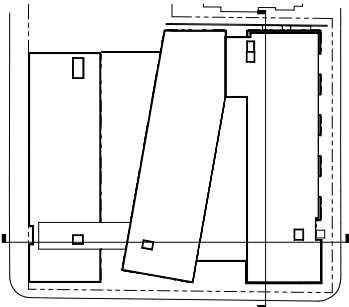
# Revised Preferred Option - Sections



E/W Building Section



N/S Building Section



Key Plan



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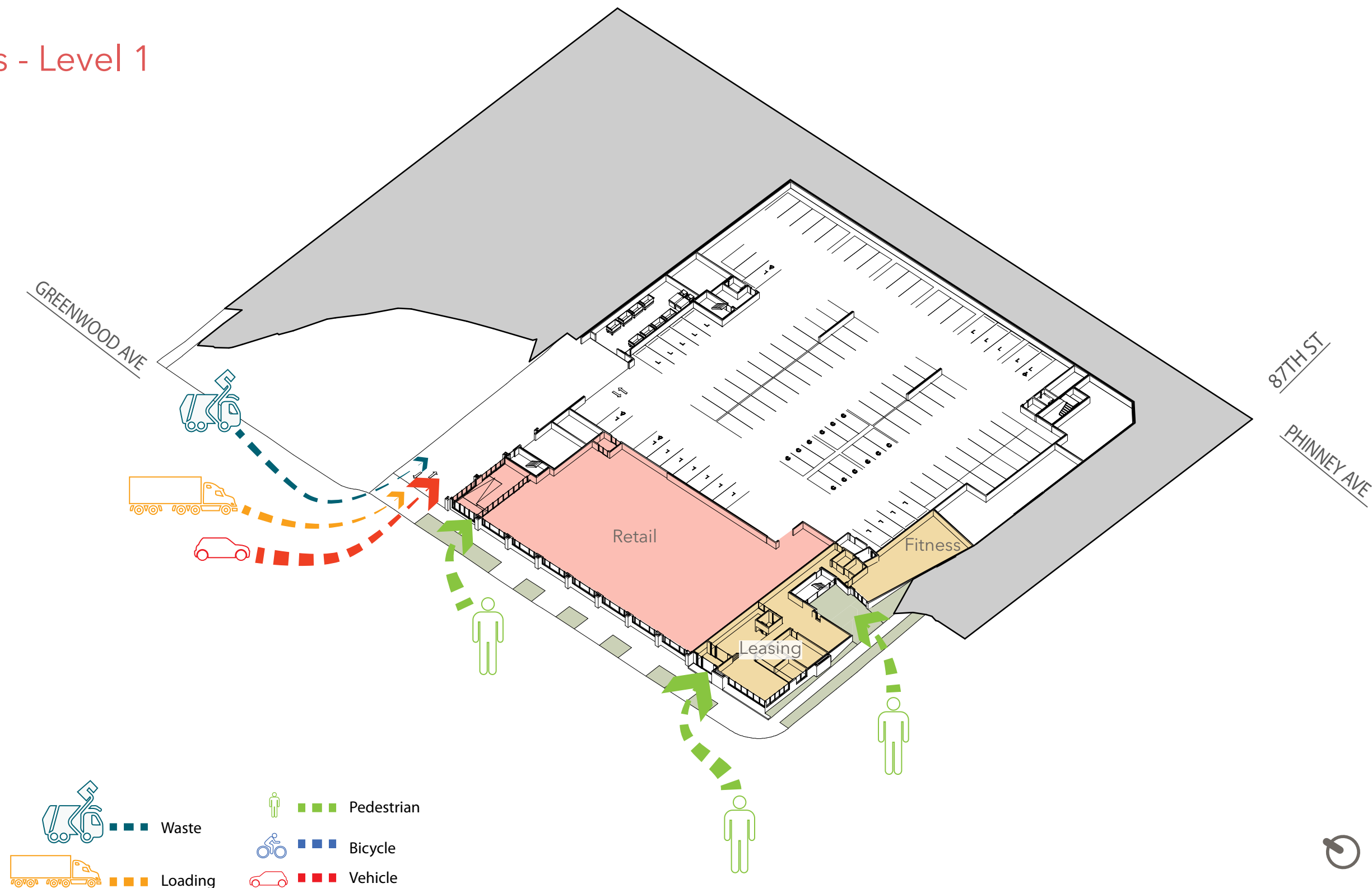
# KEY TAKEAWAYS FROM EDG #1

- 1 Clarify Site Access
- 2 Refine N. 87th Street Massing & Clarify Relationship to Context
- 3 Refine N. Phinney Ave. Massing & Clarify Relationship to Context
- 4 Refine North Facade Massing & Clarify Relationship to Context
- 5 Clarify Design Approach
- 6 Clarify Approach to Departures



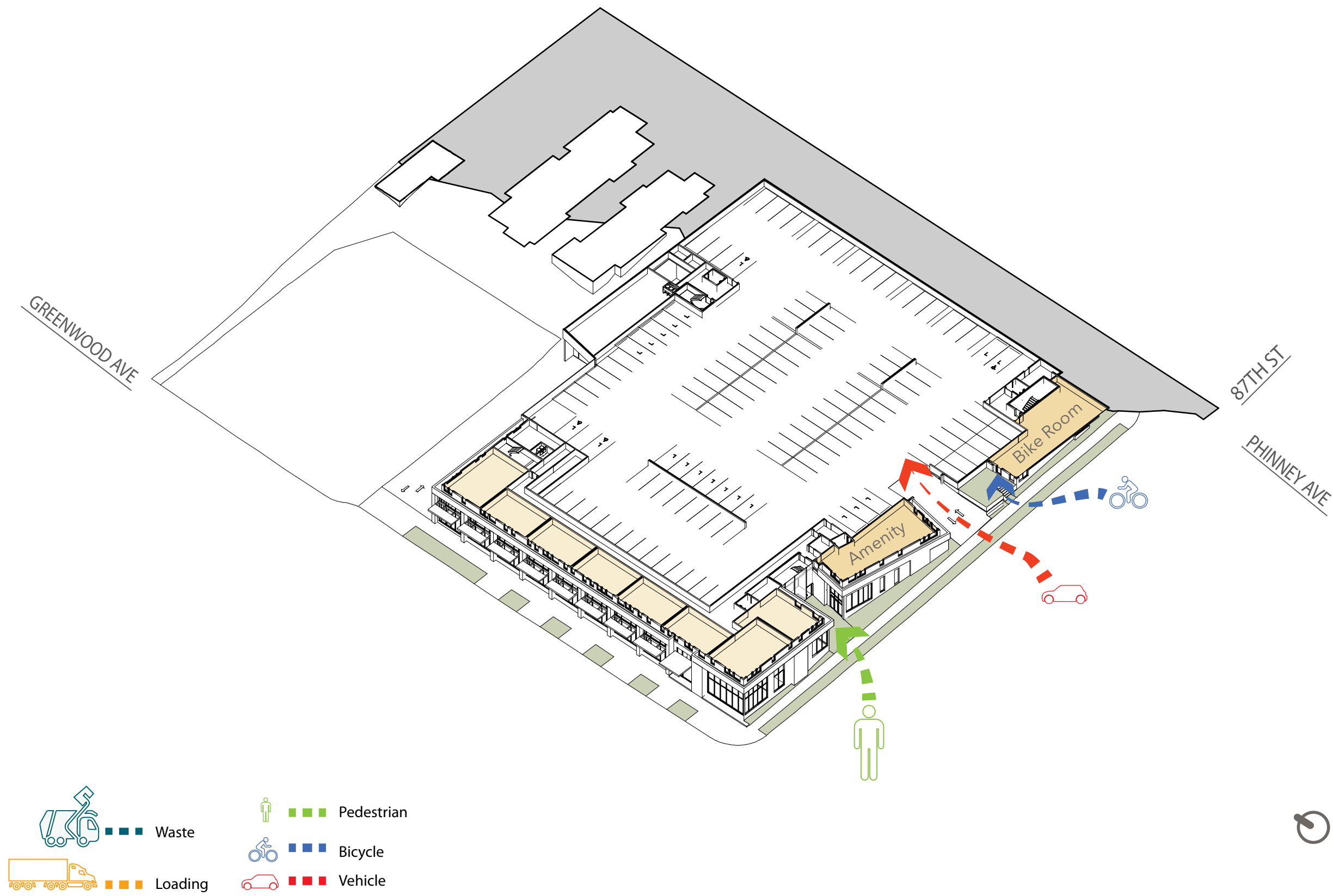
# 1) CLARIFY SITE ACCESS

## Site Access - Level 1





Site Access - Level 2





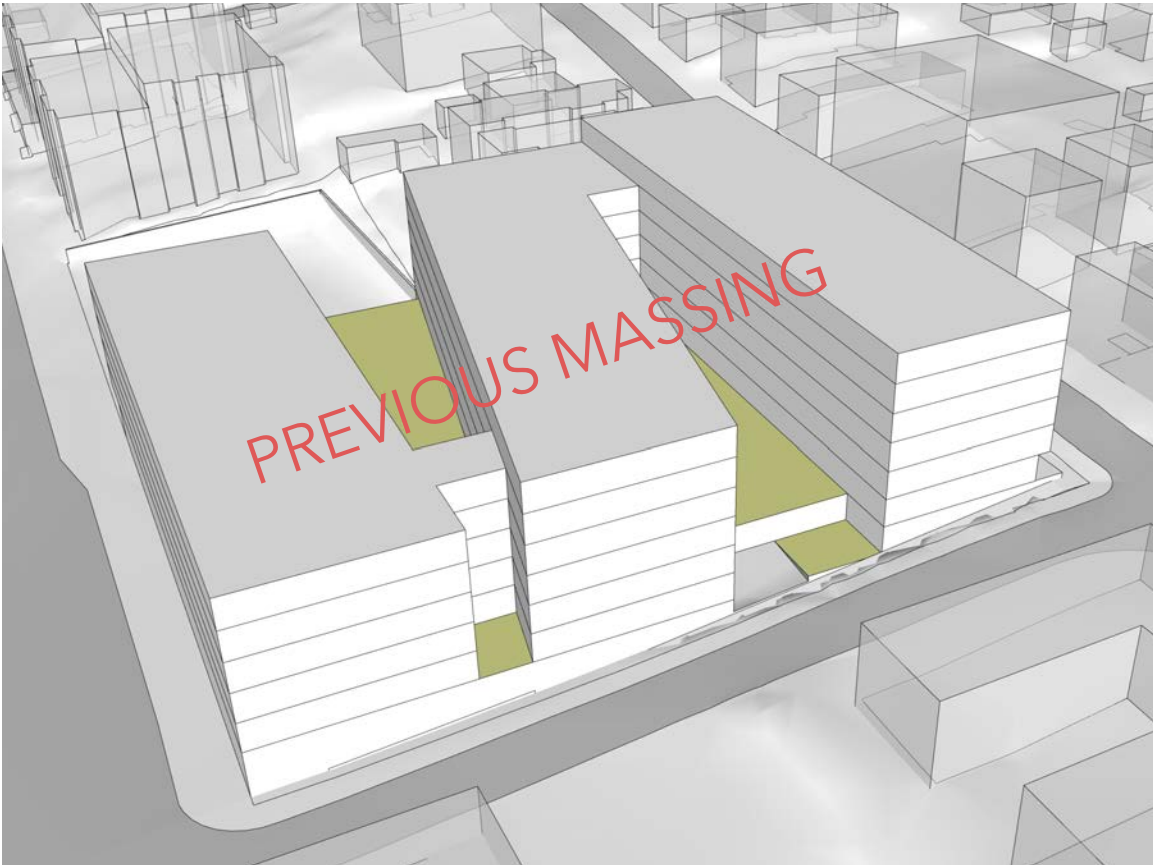
Site Access - Level 3





# 2) REFINE 87TH ST. MASSING & CLARIFY RELATIONSHIP TO CONTEXT

N. 87th STREET MASSING  
PRESENTED AT EDG #1



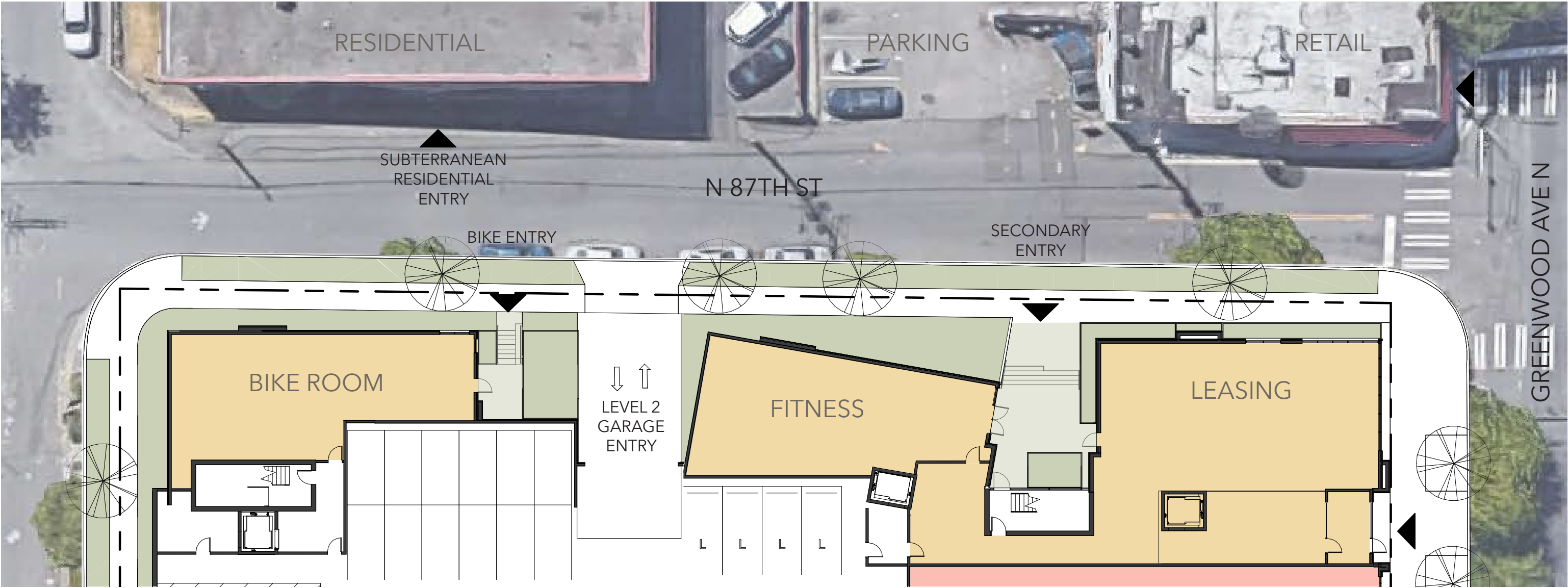
REVISED N. 87th STREET MASSING



- 1** DRB FEEDBACK  
The Board recommended that the middle bar hew to its own geometry rather than the property line, as this would result in a stronger and more legible massing scheme. (DC2)  
**Response:** The massing of the central bar has been revised per the DRB's recommendation.
- 2** The Board was concerned that the massing moves in Option 3 would not be perceptible from street level and agreed that the base would need to be broken or revised to make this strong move legible. (CS2-II CS2-VII)  
**Response:** The break in building massing at the southwest "connector" stair has been extended down to the sidewalk level further emphasizing the legibility of the three-bar massing scheme from a pedestrian's point of view.



Context - N 87th Street





Street Level Character - N. 87th Street



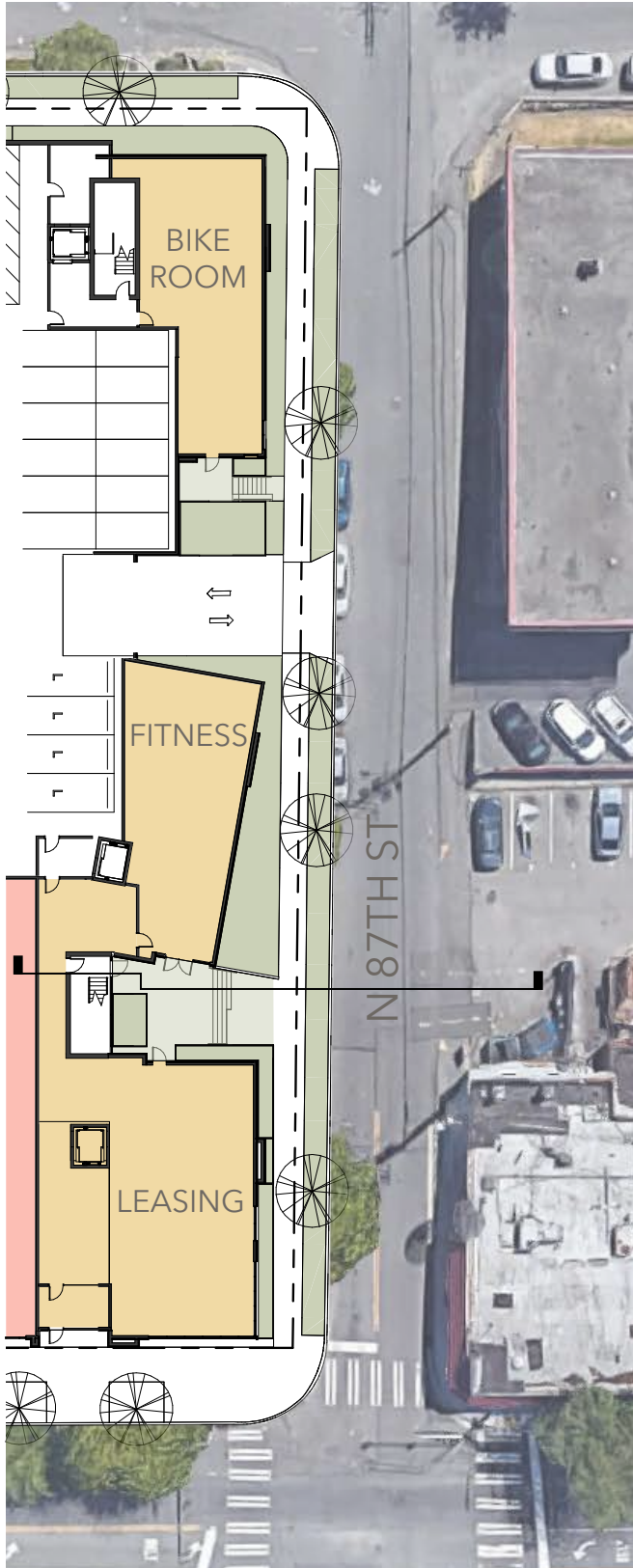
1 View of exterior connector stair between mail room and fitness



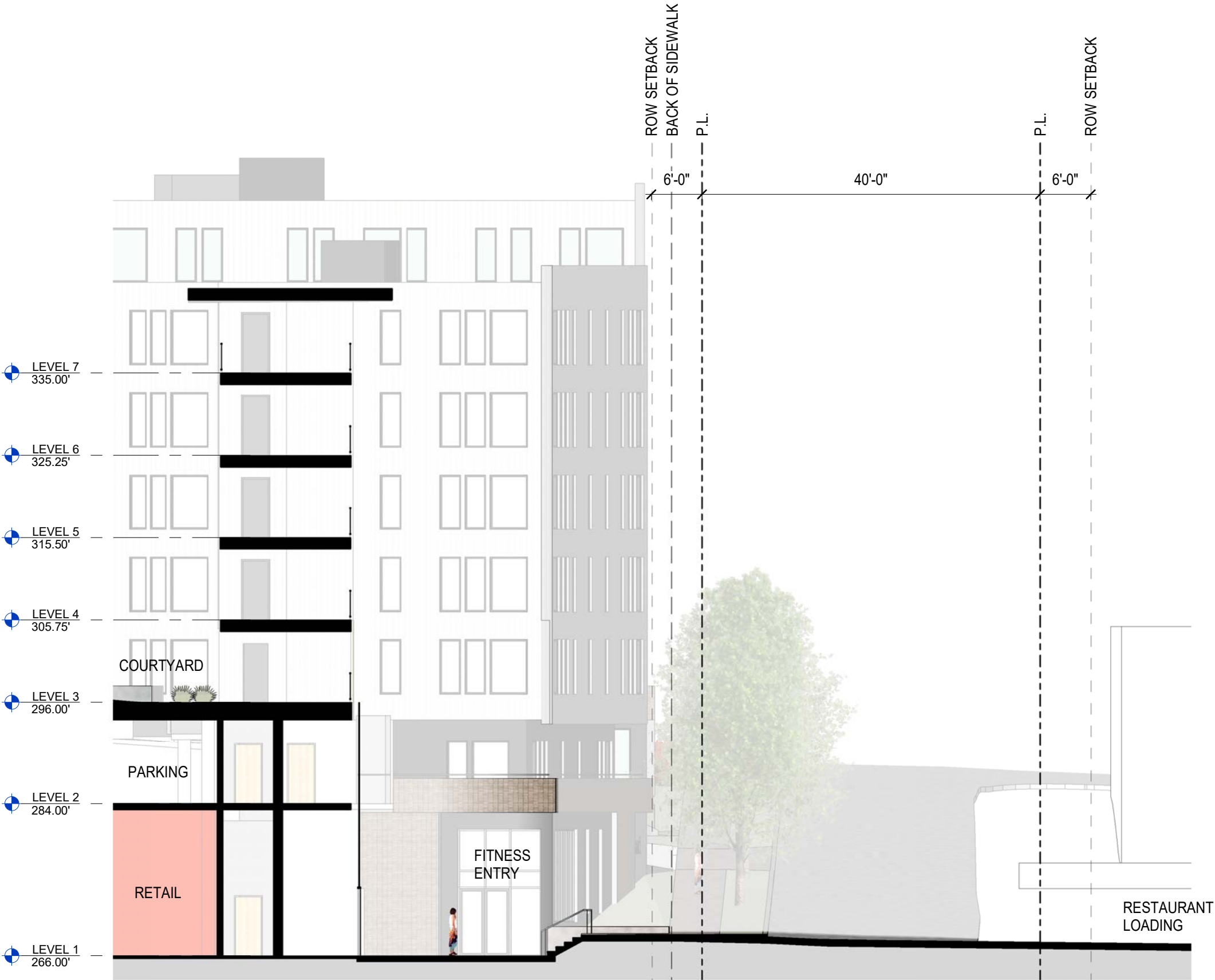
2 View of bike room and landscaped terrace



Street Sections - N 87th Street



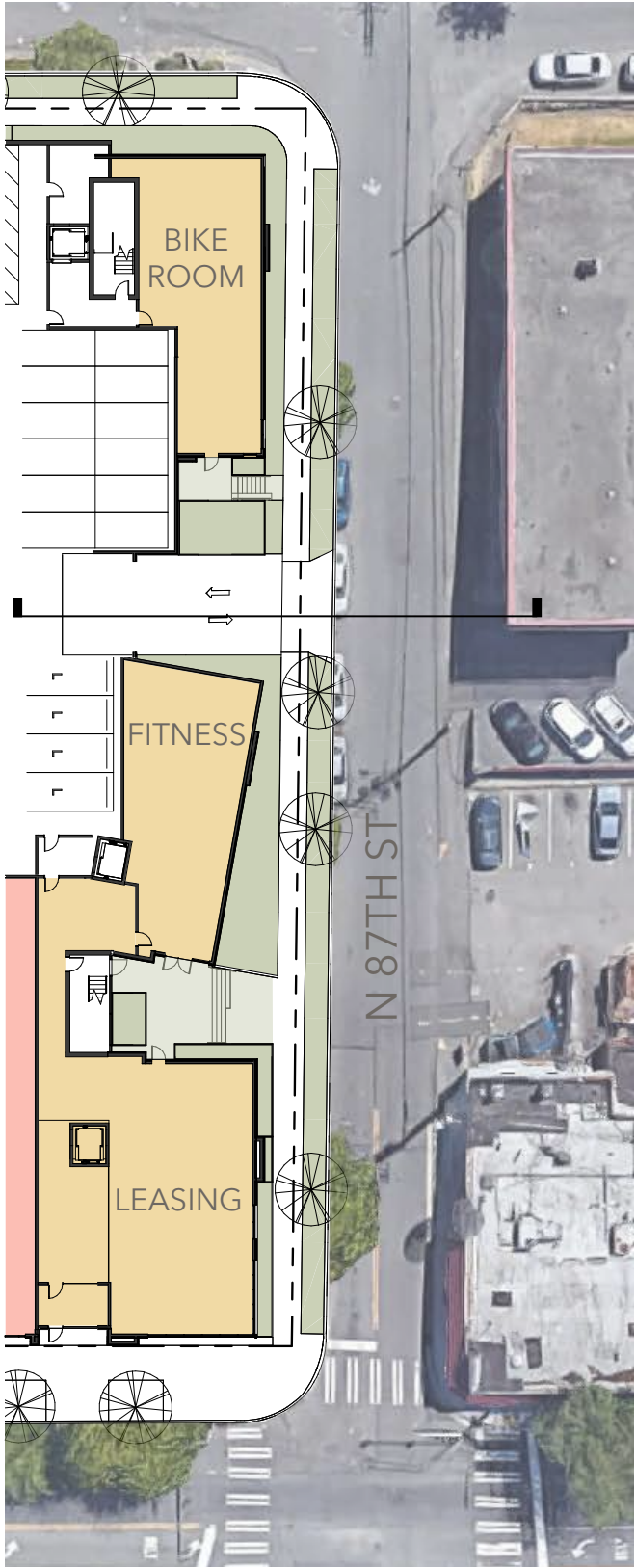
L1/L2 Plan View



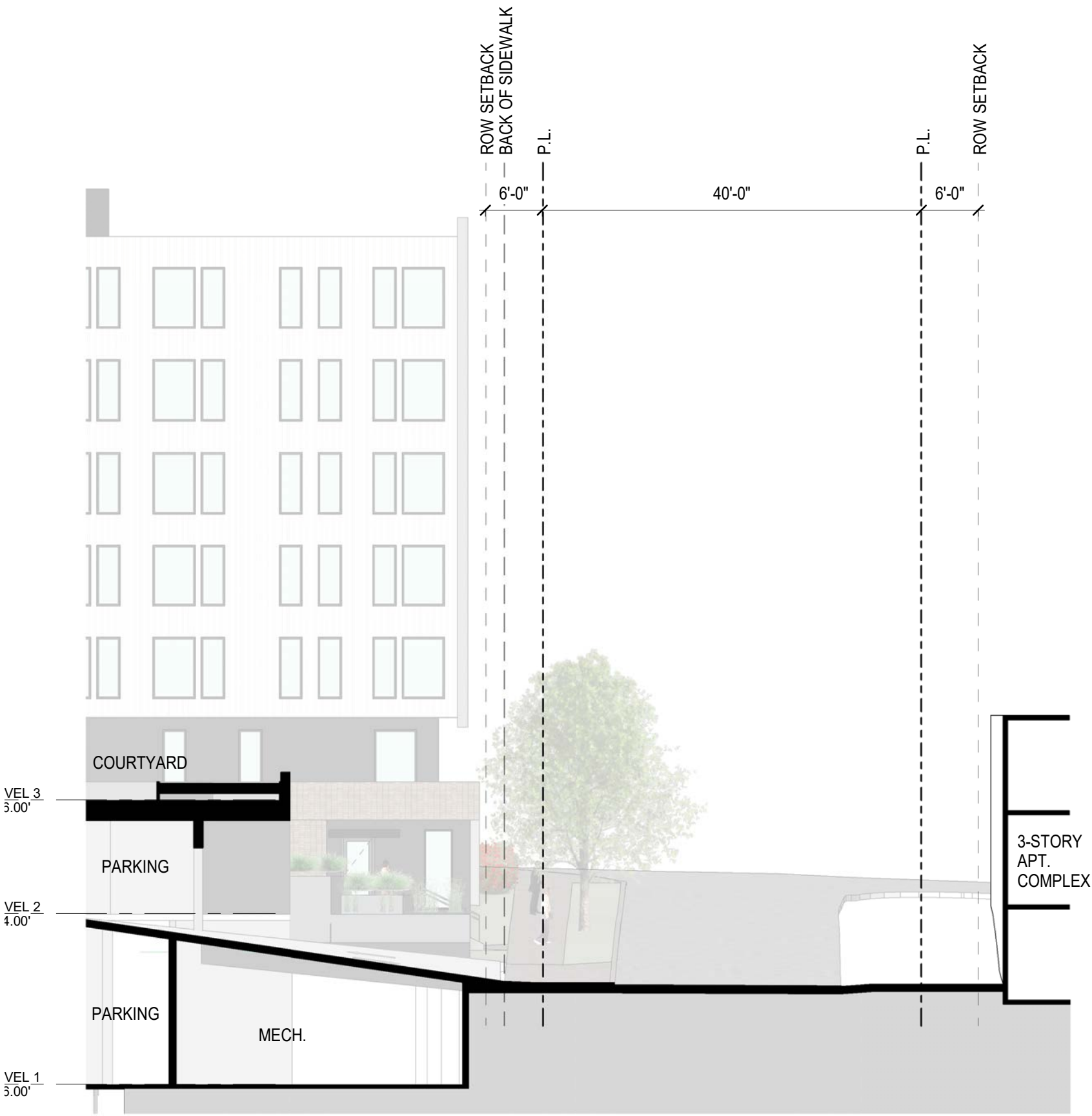
Street Section



Street Sections - N 87th Street



L1/L2 Plan View



Street Section

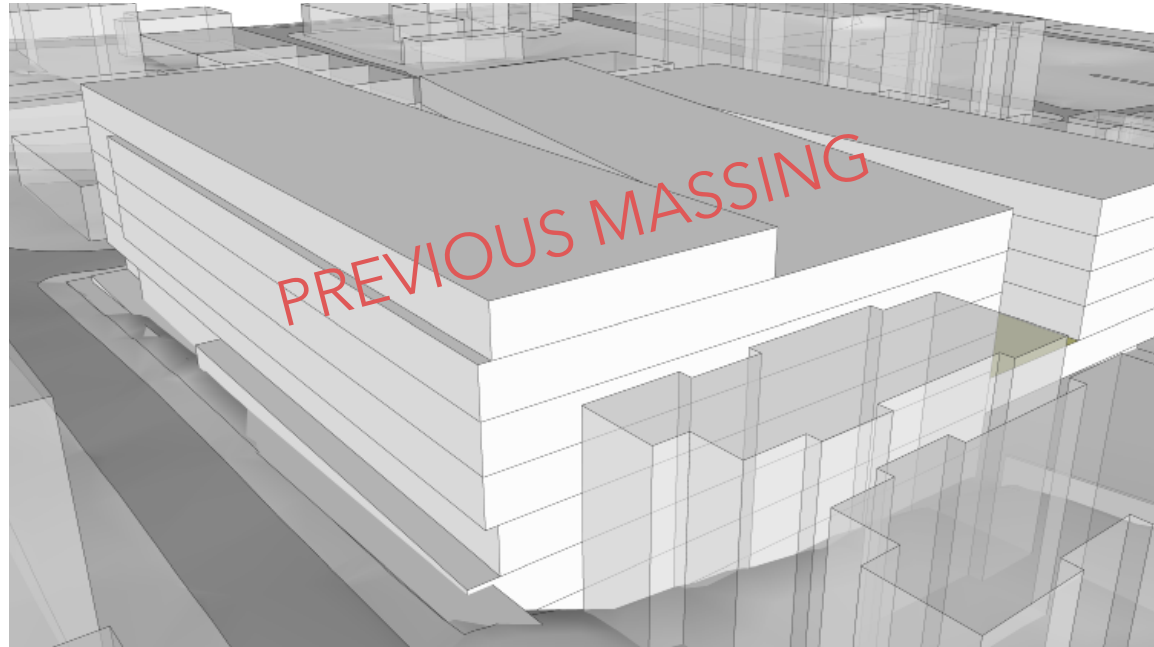


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# 3) REFINE PHINNEY MASSING & CLARIFY RELATIONSHIP TO CONTEXT

EDG #1 PHINNEY MASSING



## DRB FEEDBACK

1

*Comment 3.a. The Board did not support the continuous and monolithic massing at this edge finding it out of scale for this street. (CS2-II-ii, CS2-II-i)*

*Comment 3.c. The Board pointed out the projects directly across the street where the height and bulk are successfully mitigated by setbacks and breaks in the massing. (CS2-II)*

**Response:** The massing of the Phinney facade has been broken down by means of subtractive vertical articulation, relating to the pattern and scale of the adjacent Low Rise zone. Stoops aligning with this facade modulation relate to the residential character of Phinney Ave. N. This modulation is a direct response to the scale and modulation of the adjacent townhouse and residential buildings.

2

*Comment 3.b. The Board agreed that the setbacks at this edge were insufficient to mitigate the bulk and scale of the massing. (CS2-II-i, CS2-VII)*

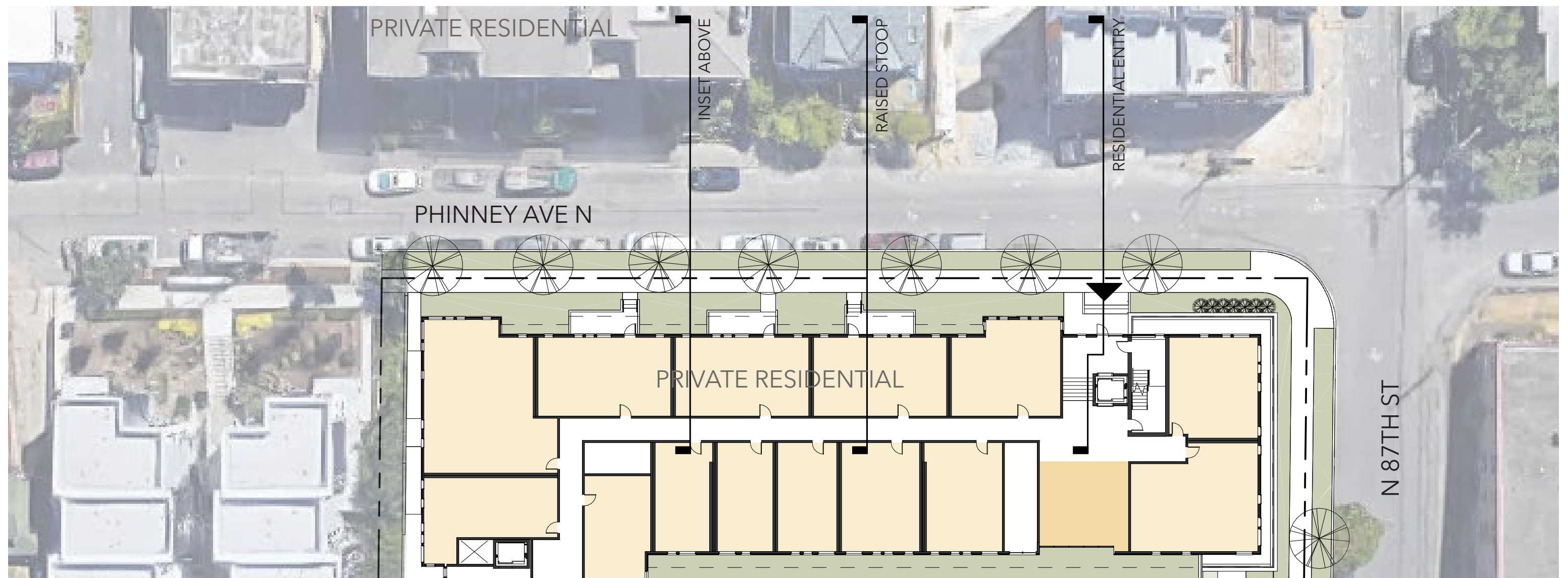
**Response:** The building setbacks were increased from those shown in EDG1 at the vertical modulation elements from 4' to 6'. The setback was increased at the ground level from 6' to 8' allowing for generous sized stoops that can be buffered with landscaping from the street. The street level units are now set back more than 10' feet from the sidewalk with the exception of the portions of units highlighted in Departure 1. The revised massing modulation and additional setbacks beyond code minimums on Phinney Ave. N. address the Design Review Guidelines and the DRB's concerns regarding building setback and relationship with the street. Refer to pages 53 - 55.

REVISED PHINNEY MASSING





## Context - Phinney Ave. N.

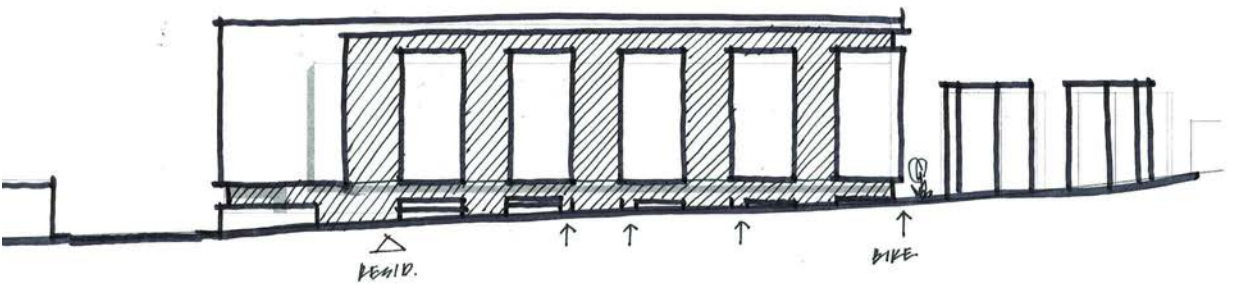
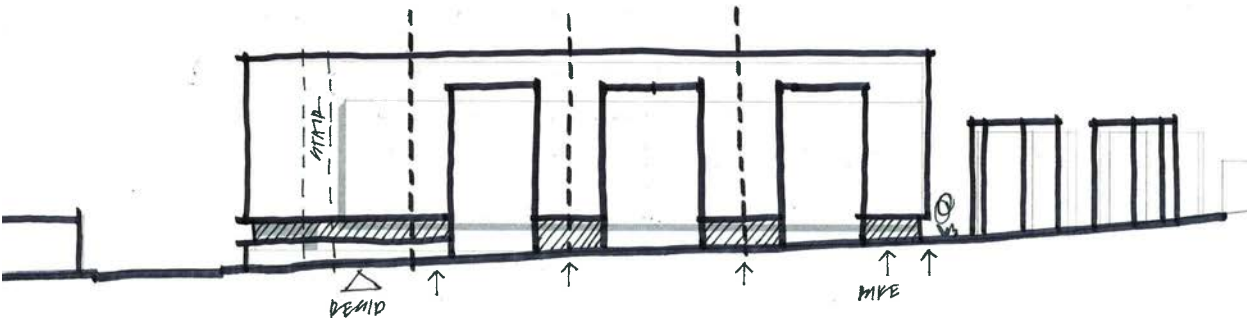
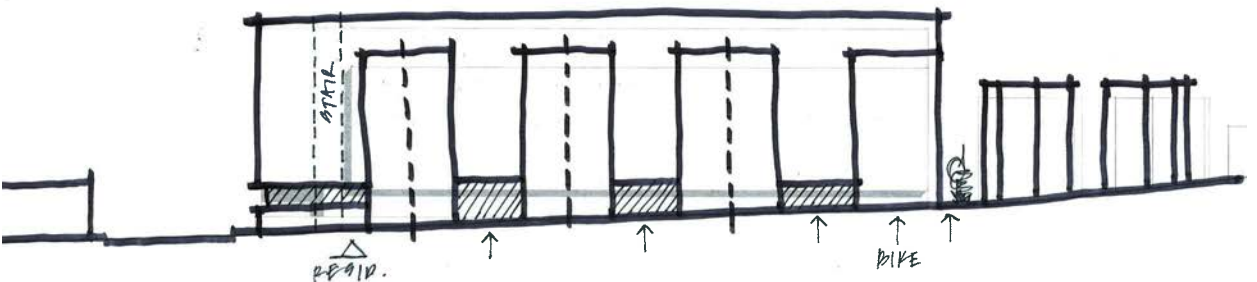




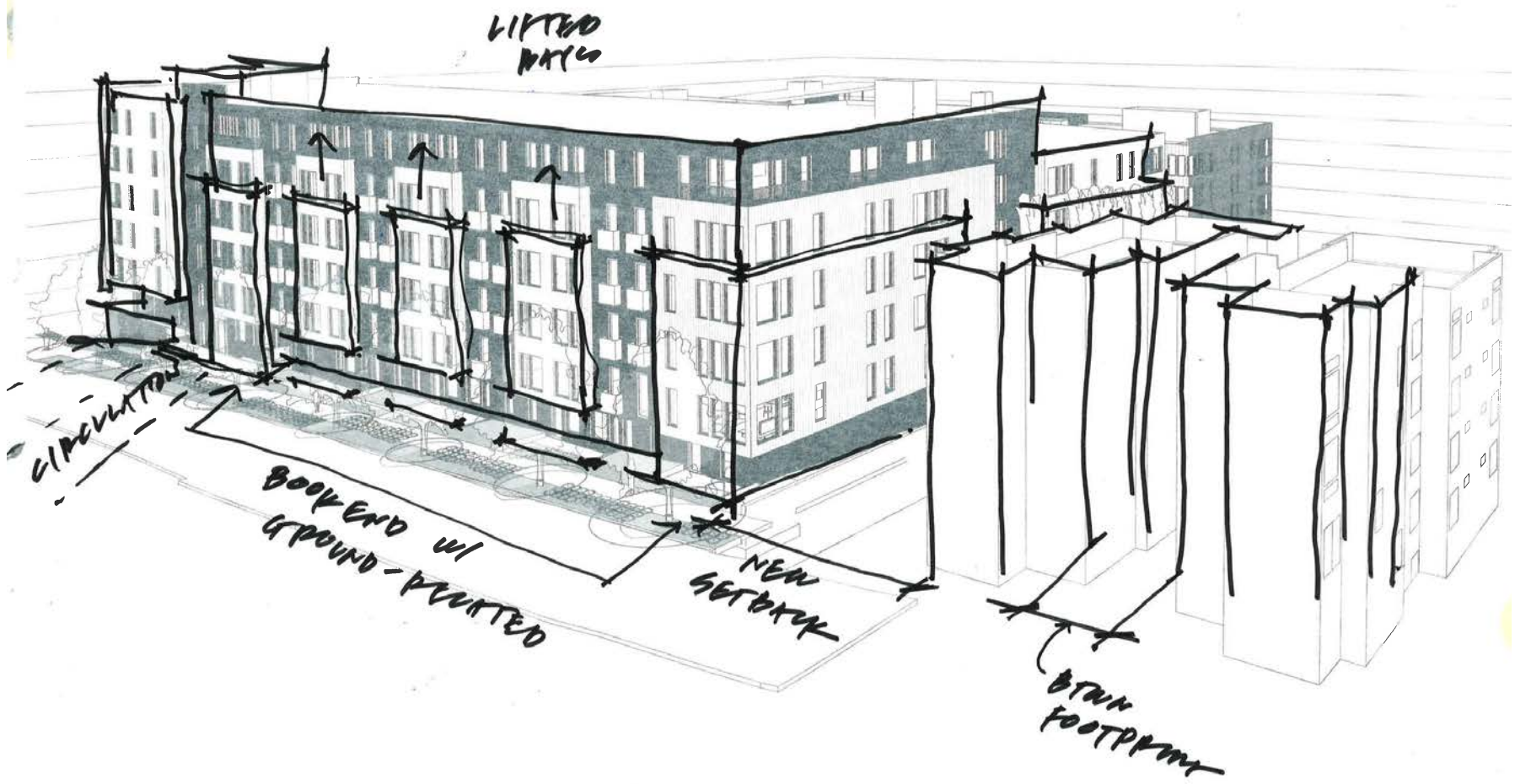
Modulation Sketch Studies - Phinney Ave. N.



PHINNEY MASSING  
PRESENTED AT EDG 1



ELEVATION SKETCH STUDIES

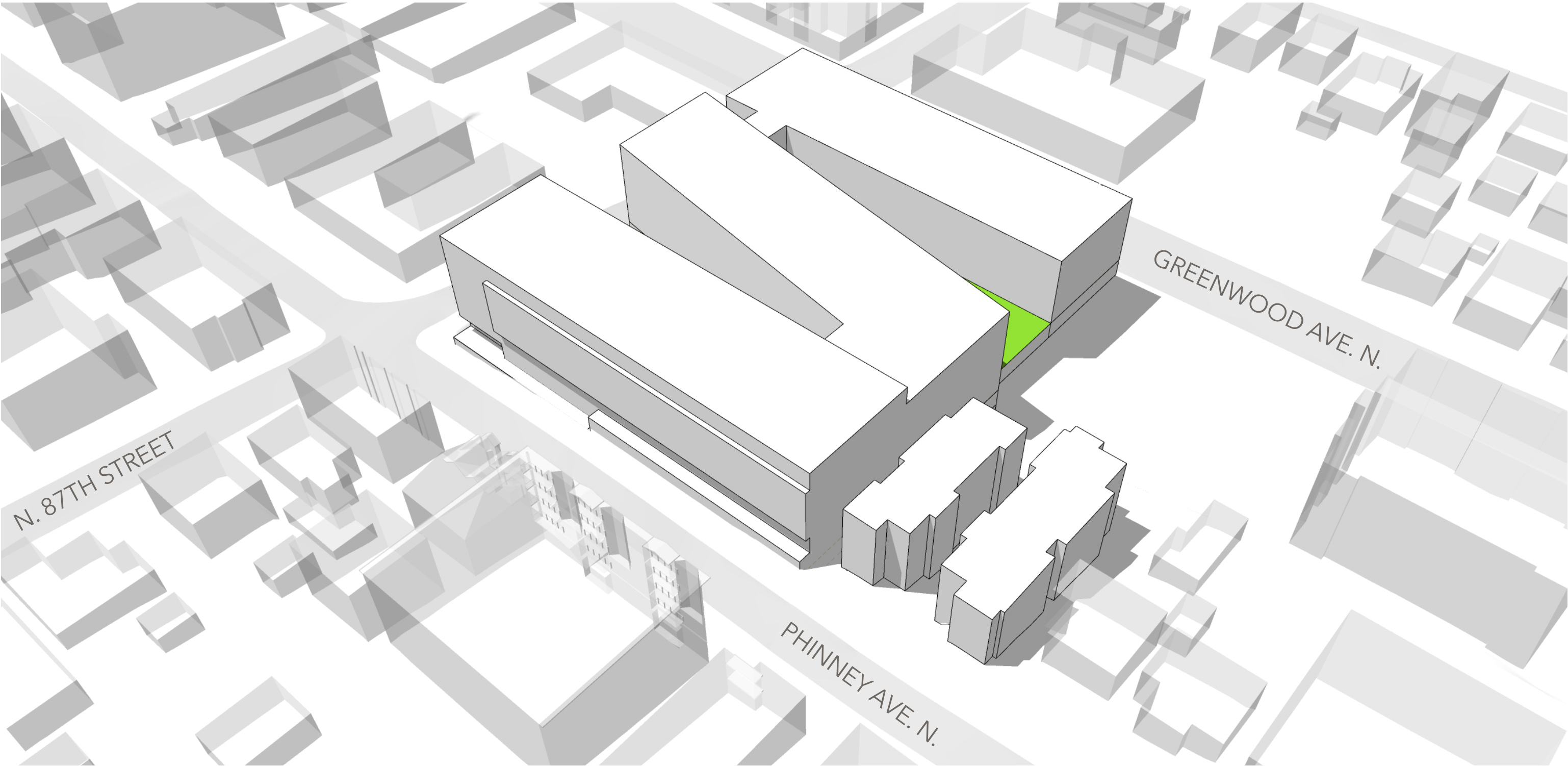


PERSPECTIVE SKETCH STUDY



# Modulation Studies - Phinney Ave. N.

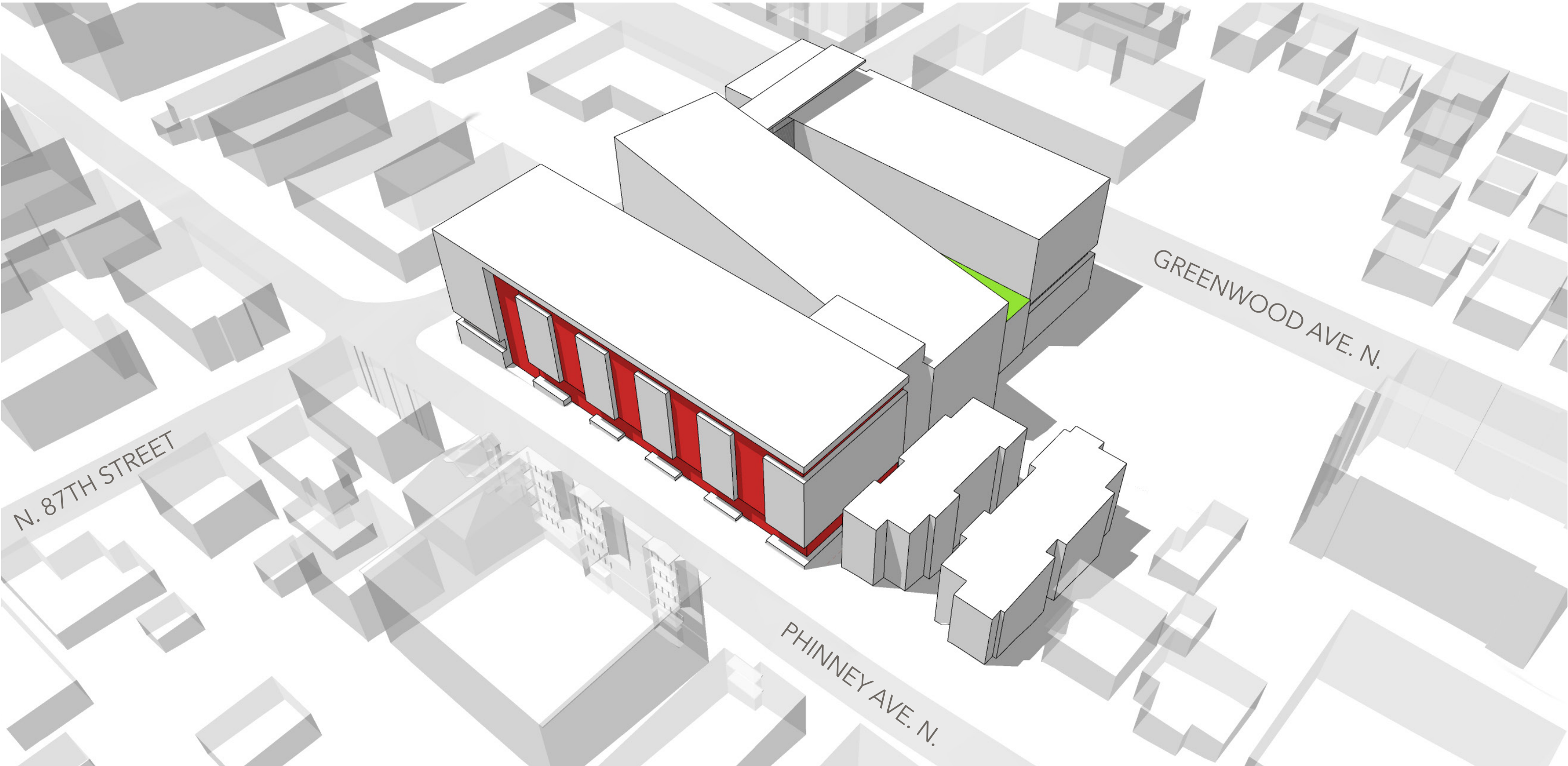
MASSING PRESENTED IN EDG 1





# Modulation Studies - Phinney Ave. N.

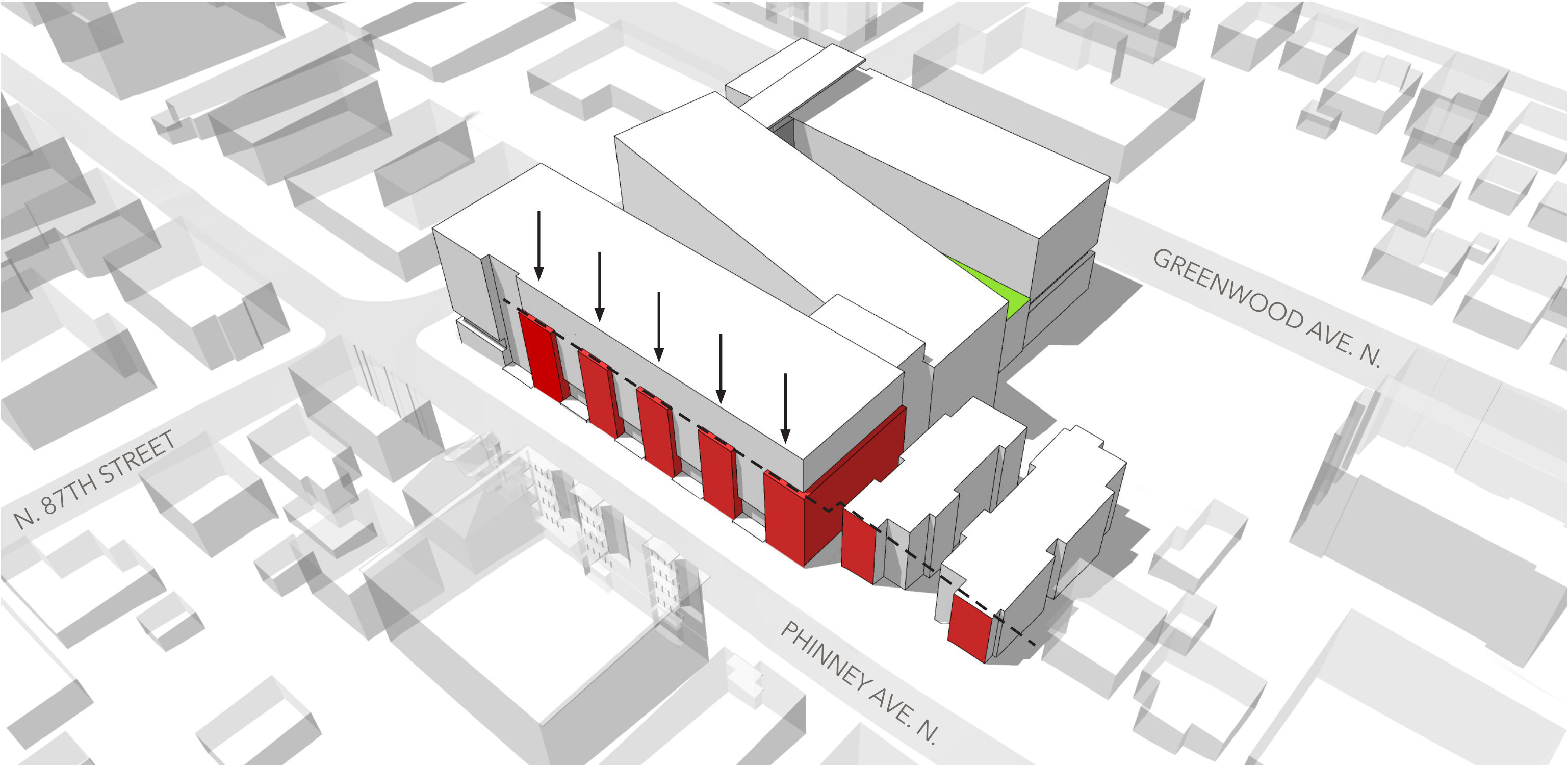
STUDY #1  
CARVE AWAY BUILDING MASSING TO CREATE VERTICAL MODULATION.





# Modulation Studies - Phinney Ave. N.

STUDY #2  
PUSH BAYS DOWN 1 STORY TO BETTER RELATE TO ADJACENT BUILDINGS.





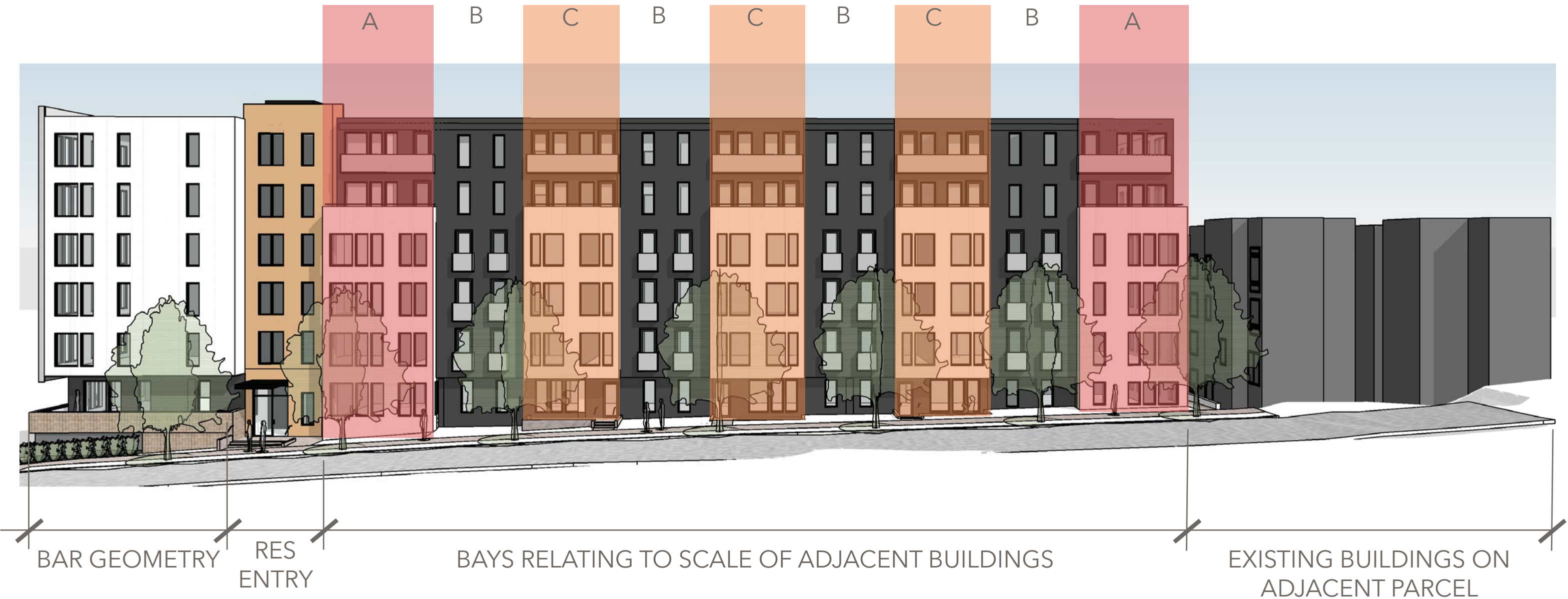
# Preferred Secondary Modulation - Phinney Ave. N.

STUDY #3 - PREFERRED  
CREATE VARIATION AMONGST VERTICAL MODULATION.





Preferred Secondary Modulation - Phinney Ave. N.





# Street Level Character - Phinney Ave. N



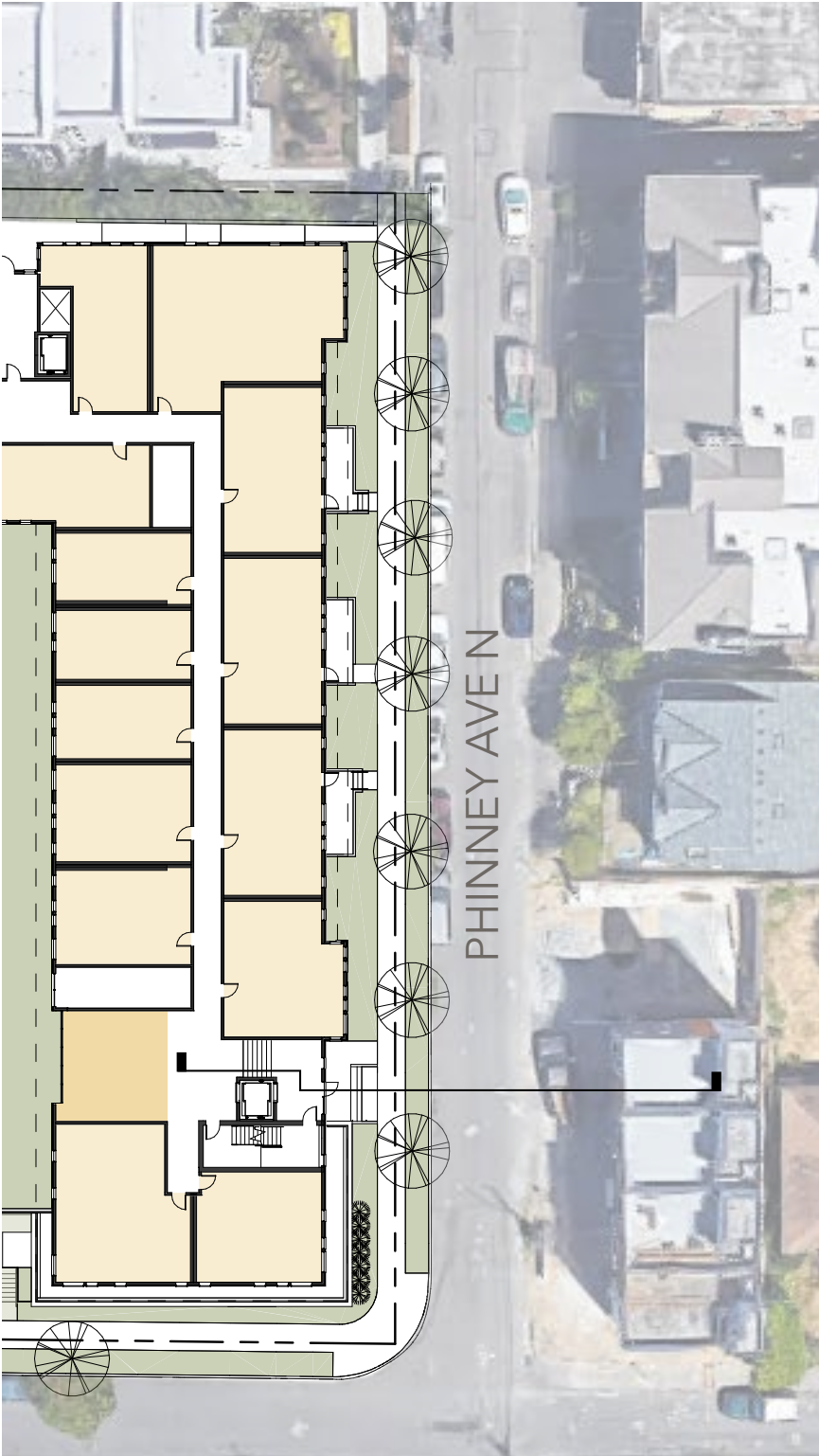
1 View of residential entry from the corner of 87th and Phinney



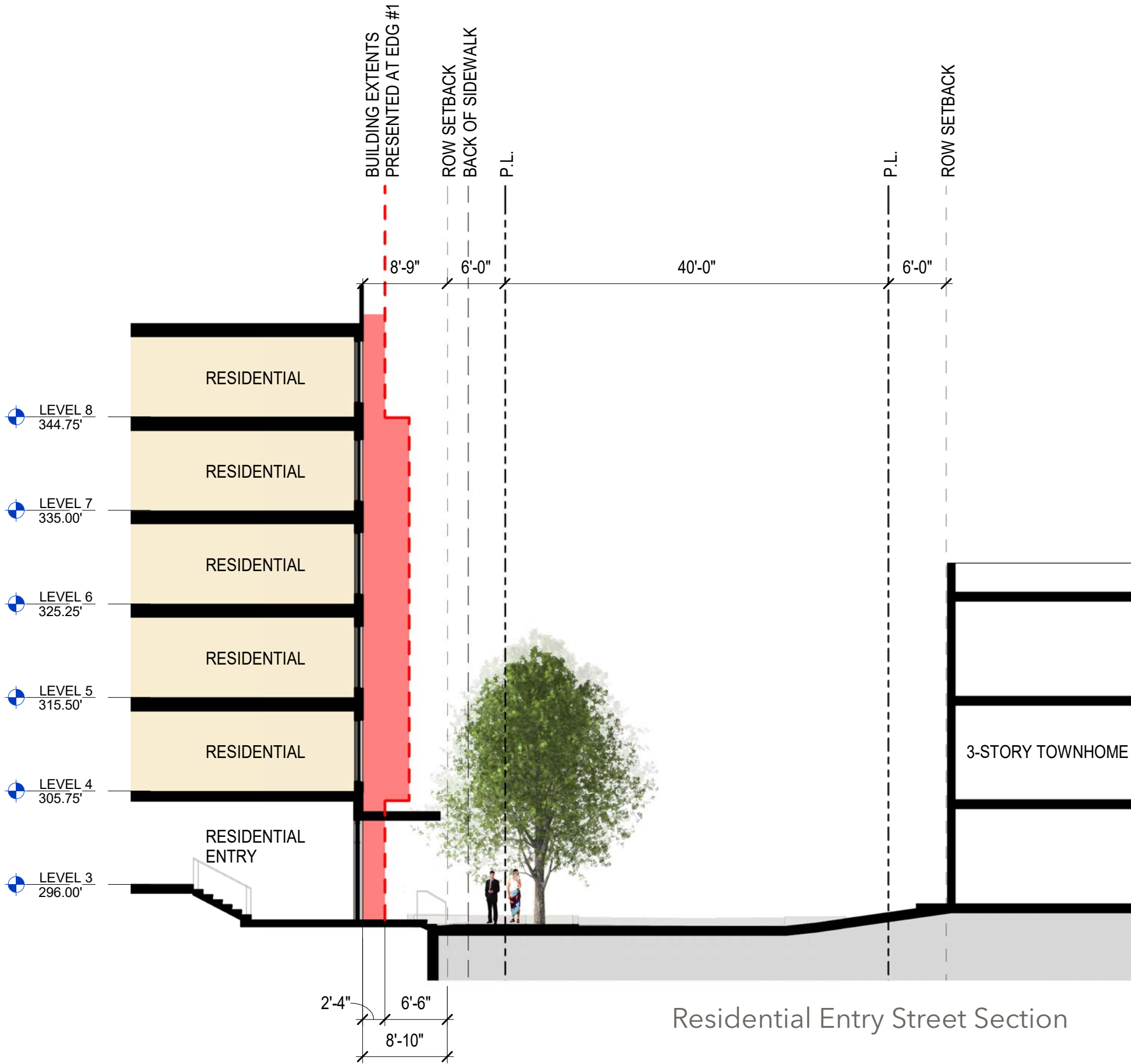
2 View of residential stoops from Phinney Ave N



Street Sections - Phinney Ave N.



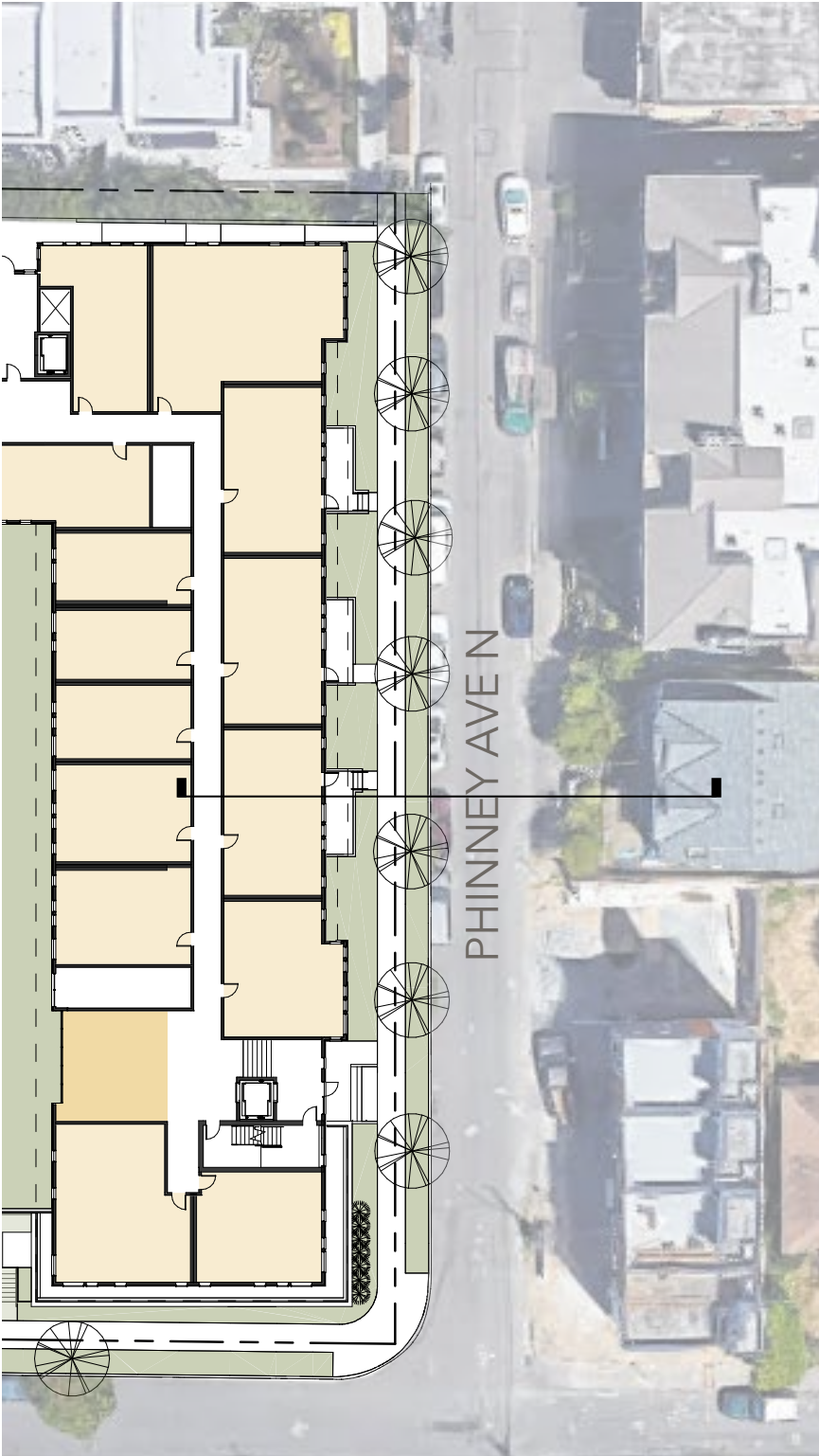
L3 Plan View



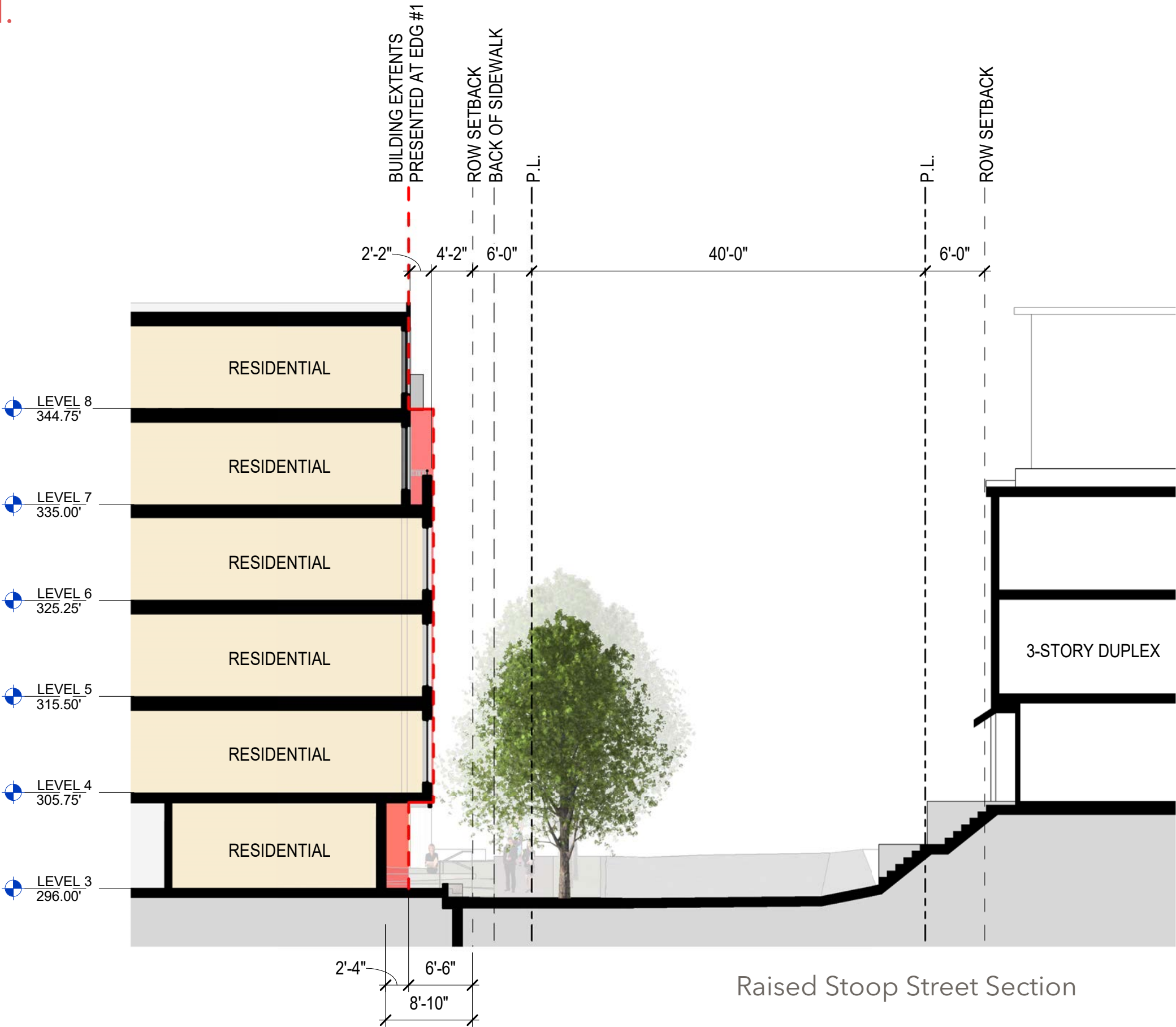
Residential Entry Street Section



Street Sections - Phinney Ave N.



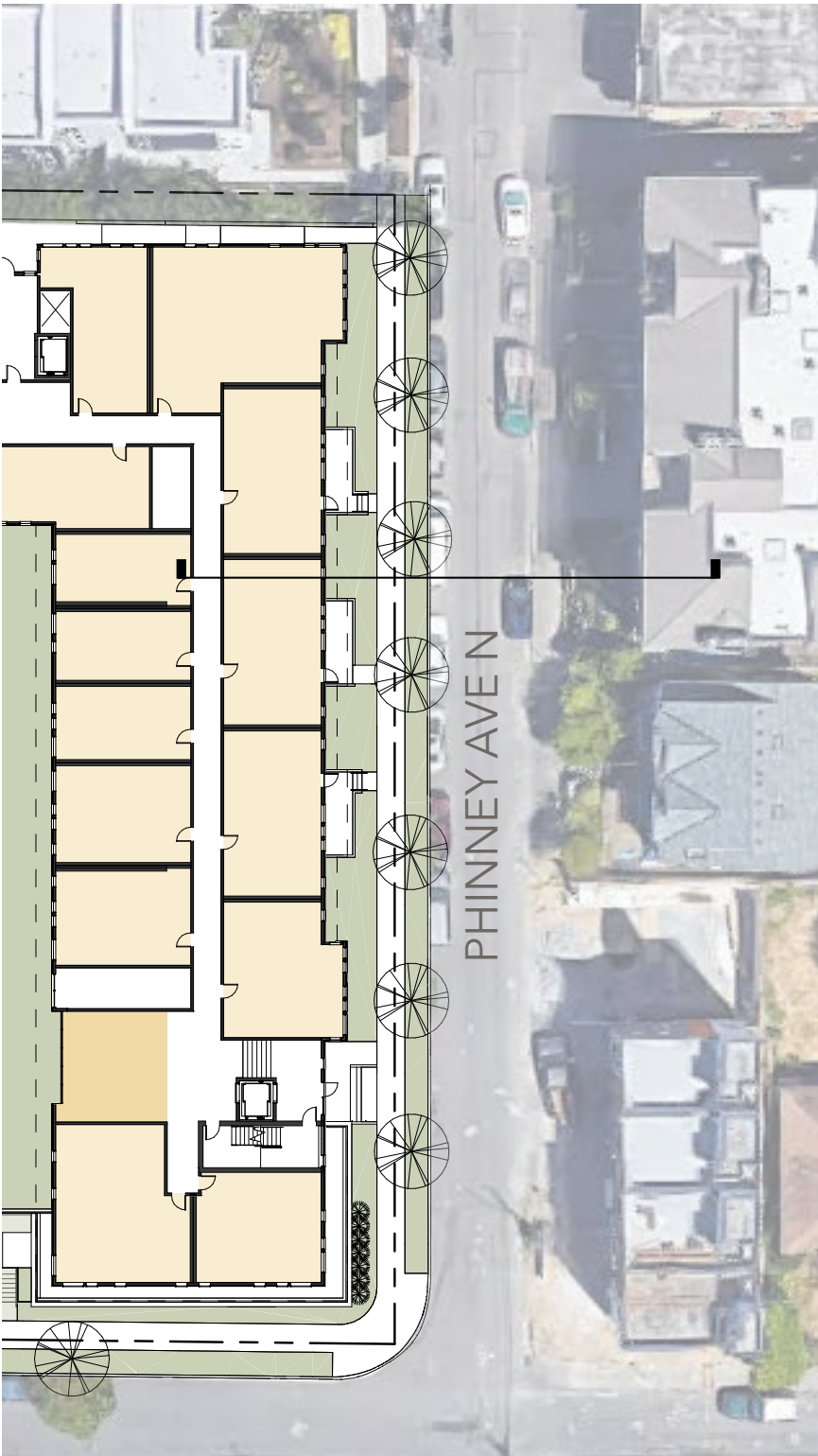
L3 Plan View



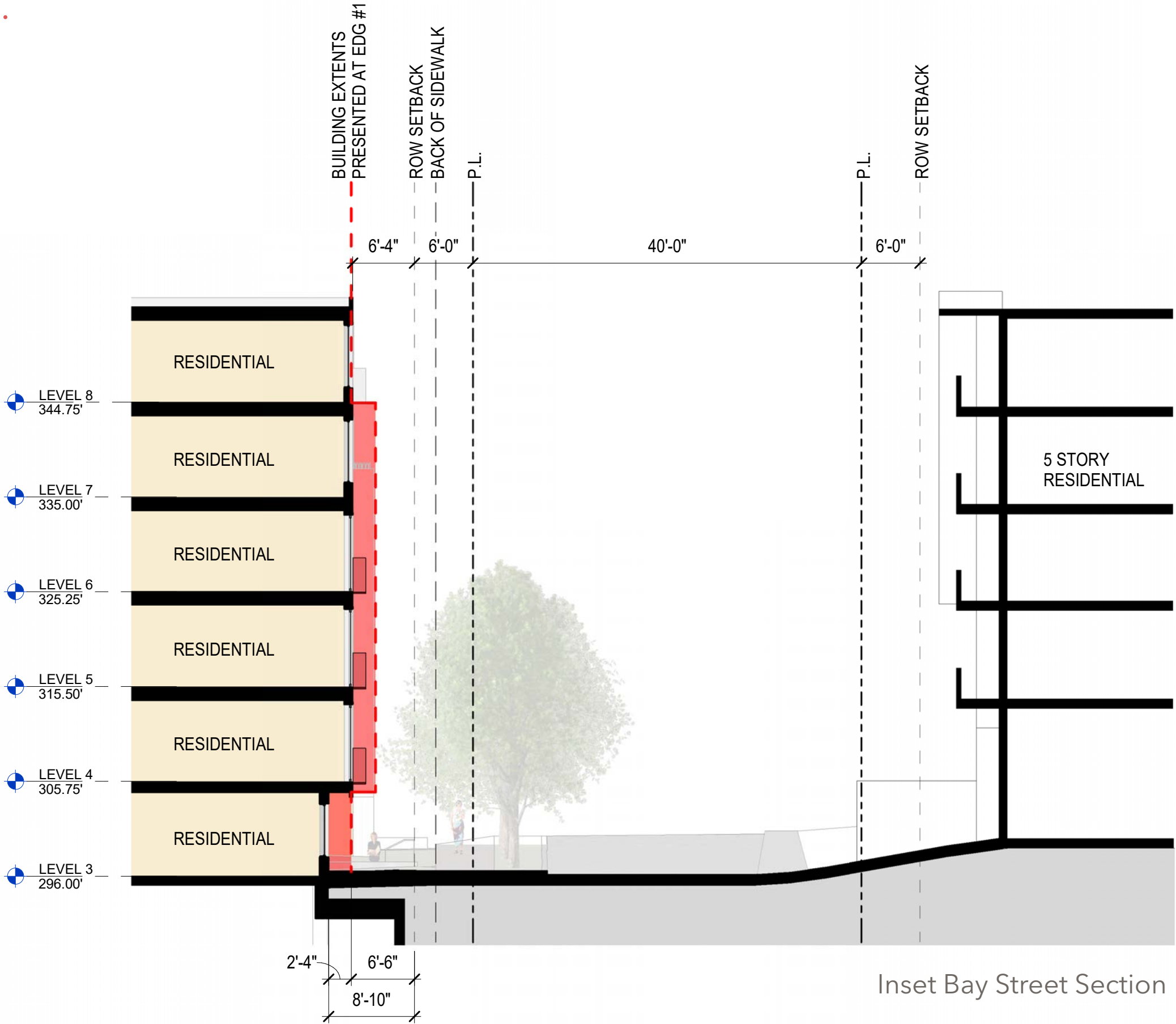
Raised Stoop Street Section



Street Sections - Phinney Ave N.



L3 Plan View



Inset Bay Street Section

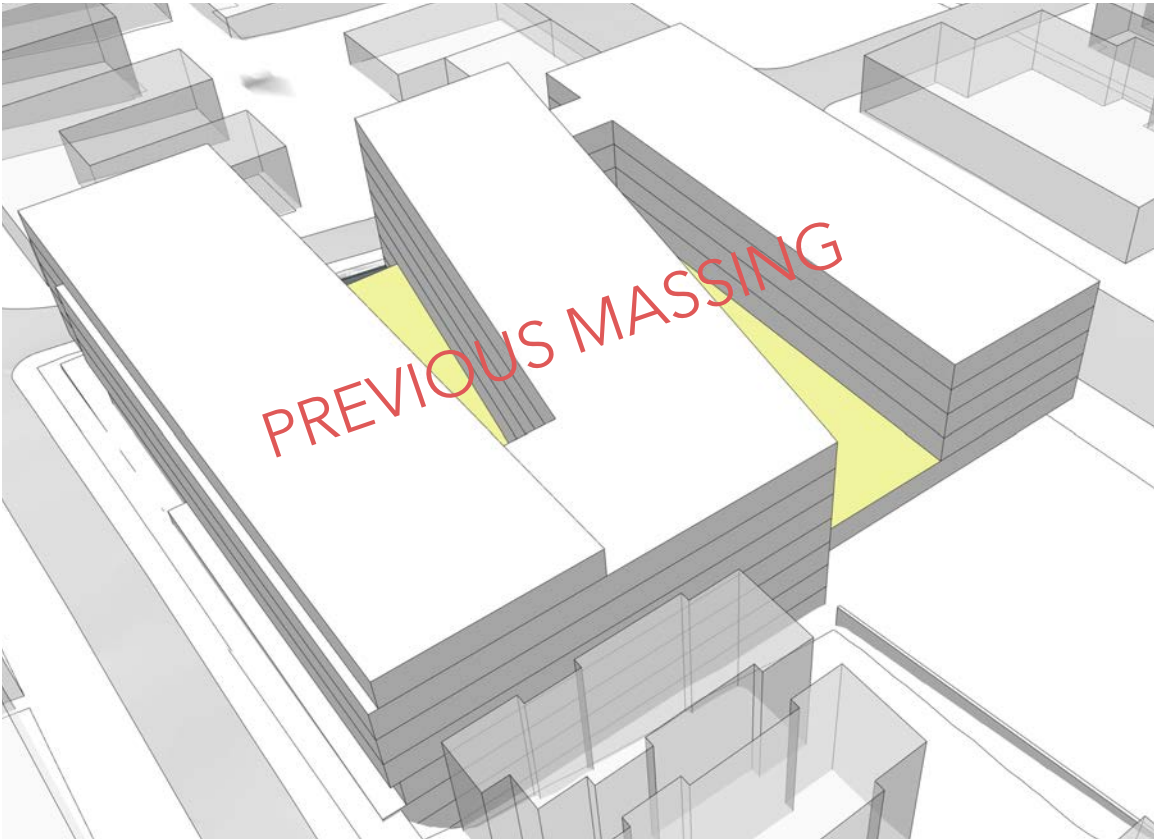


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# 4) REFINE NORTH FACADE MASSING & CLARIFY RELATIONSHIP TO CONTEXT

NORTH FACADE MASSING  
PRESENTED AT EDG #1



DRB FEEDBACK

The Board agreed that the massing parti was strong but broke down at the northeast stair element, where the legibility of the composition became unclear.  
(DC2)

**Response:** The northeast connector massing has been revised. A reveal has been applied to the north elevation which allows the eastern and central bars to read as discreet masses. Contrasting materiality has been proposed for the northeast connector mass.

REVISED NORTH FACADE MASSING

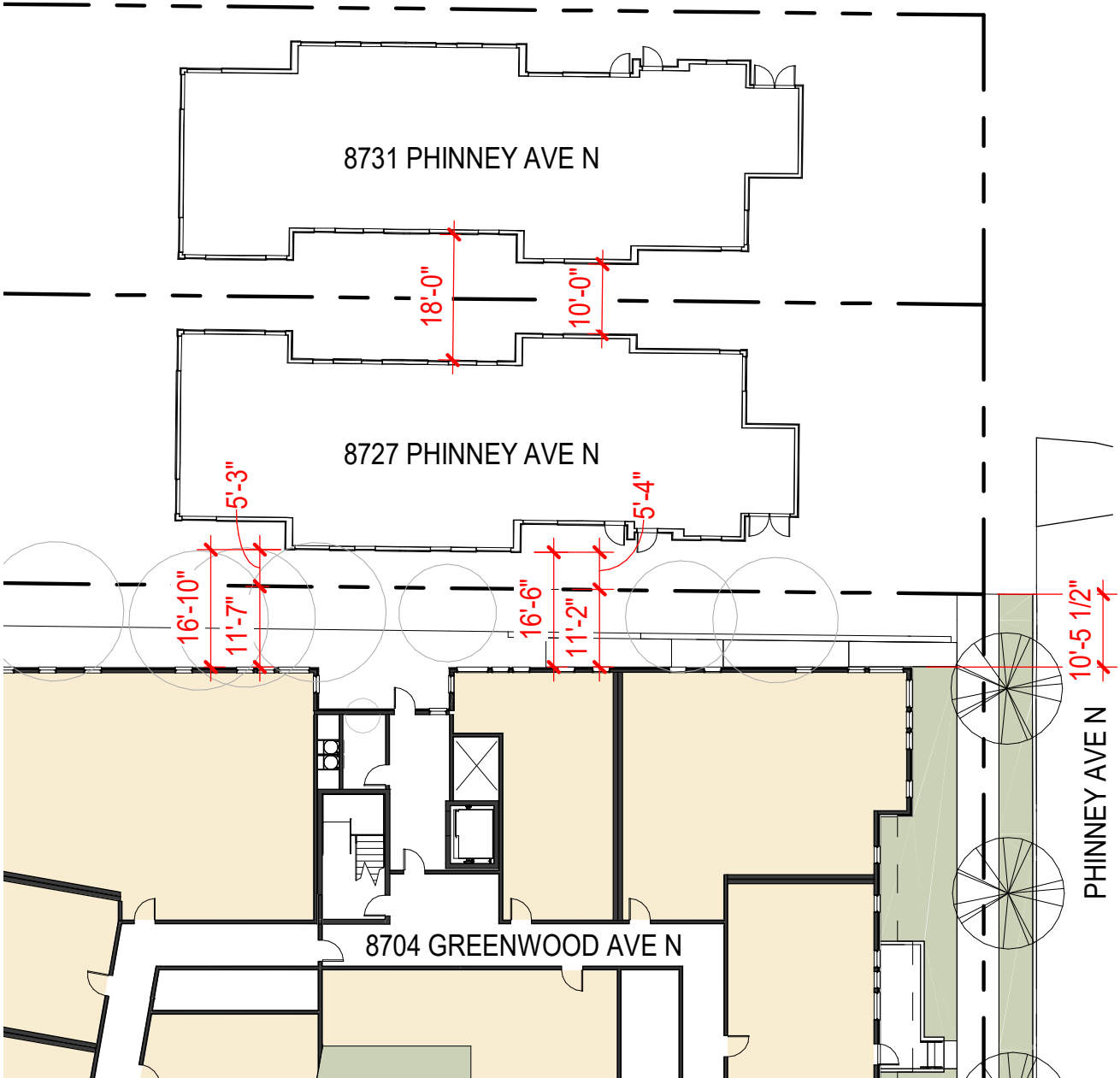




# Privacy Study w/ NE Building



Elevation of NE neighbor showing minimal overlaps with windows of proposed development.



Plan view in relation to NE neighbor.





Isometric view of relation to NE buildings

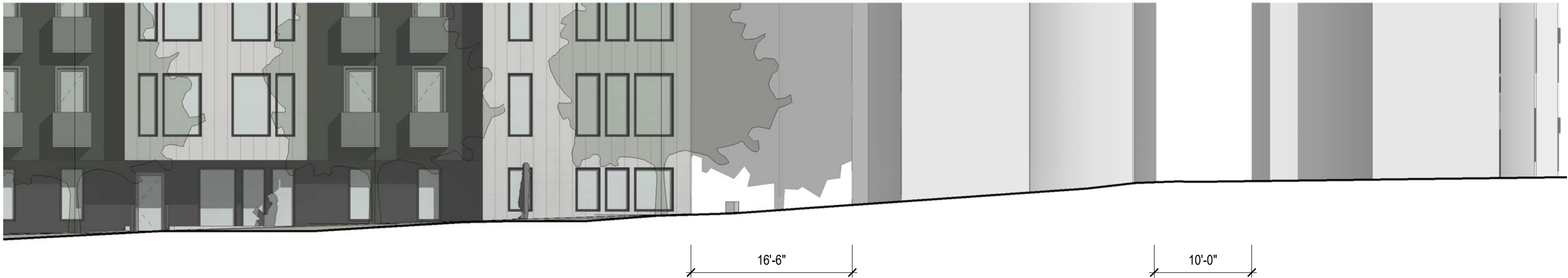


Existing evergreen trees between parcels

8704 GREENWOOD AVE N

8727 PHINNEY AVE N

8731 PHINNEY AVE N



Street Level Elevation



# 5) CLARIFY DESIGN APPROACH

## DRB FEEDBACK

Comment 4a. The Board recognized that the different conditions (street-facing, interior, etc.) could result in varying expressions, but were concerned by the many different descriptions they heard of the intended character of this project. (DC2-B, DC2-1-i)

Comment 4b. The Board suggested that editing these architectural expressions down would better achieve the sort of coherent and ordered composition called for in the Design Guidelines.

**Response:** The language of Architectural Character has been distilled to two expressions: URBAN corresponding to street-facing character on Greenwood Ave N & N 87th Street and RESIDENTIAL corresponding to the facades internal to the project and the Phinney facade where the project makes scale relationships to the more Residential context.

URBAN street-facing facades on Greenwood & N 87th



SIMPLE



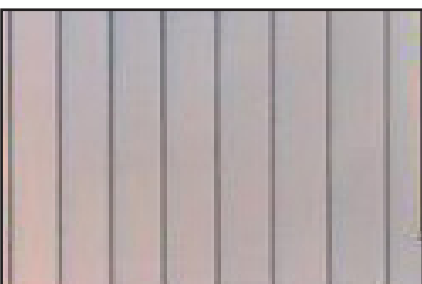
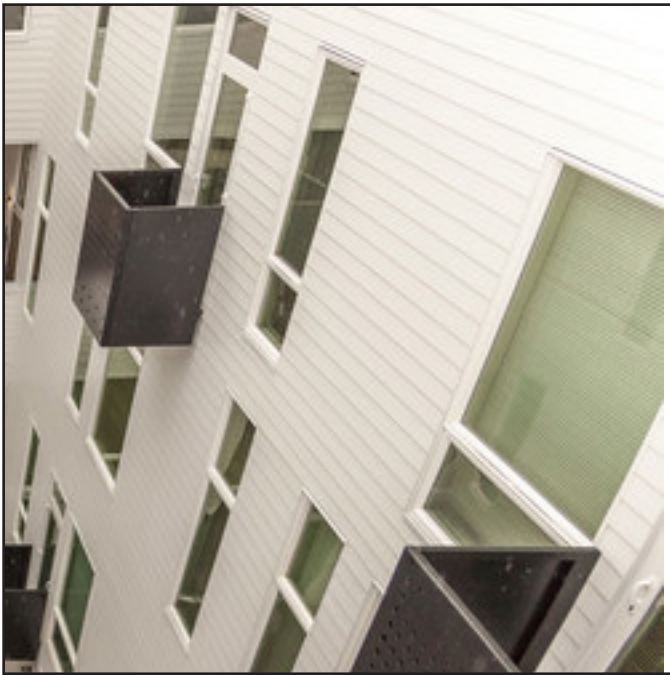
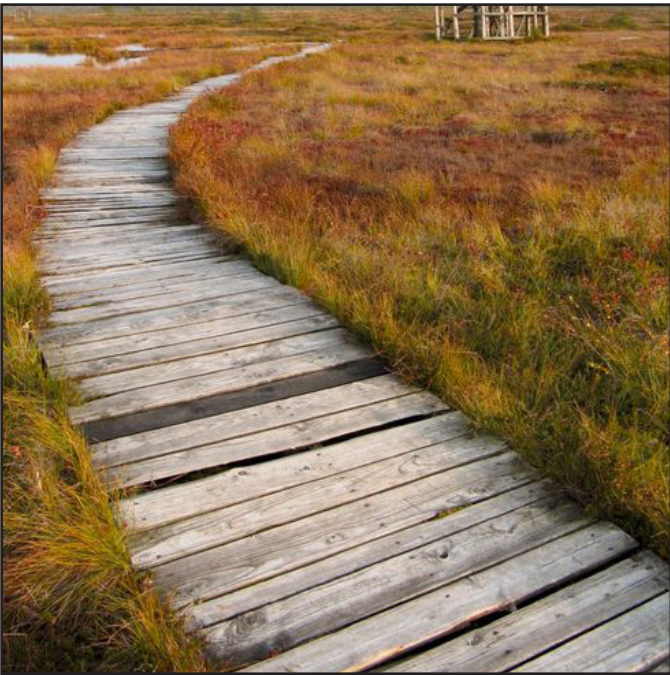
AUTHENTIC



TACTILE

SEPARATED BY A REVEAL

RESIDENTIAL internal courtyards & Phinney facade



SIMPLE



AUTHENTIC



TACTILE



Facade Concept Diagrams



View from SE Corner (87th & Phinney)



View from SW Corner (87th & Greenwood)



View from NW Corner



Plan highlighting urban facades

- LEGEND
- Urban
  - Residential
  - Reveal

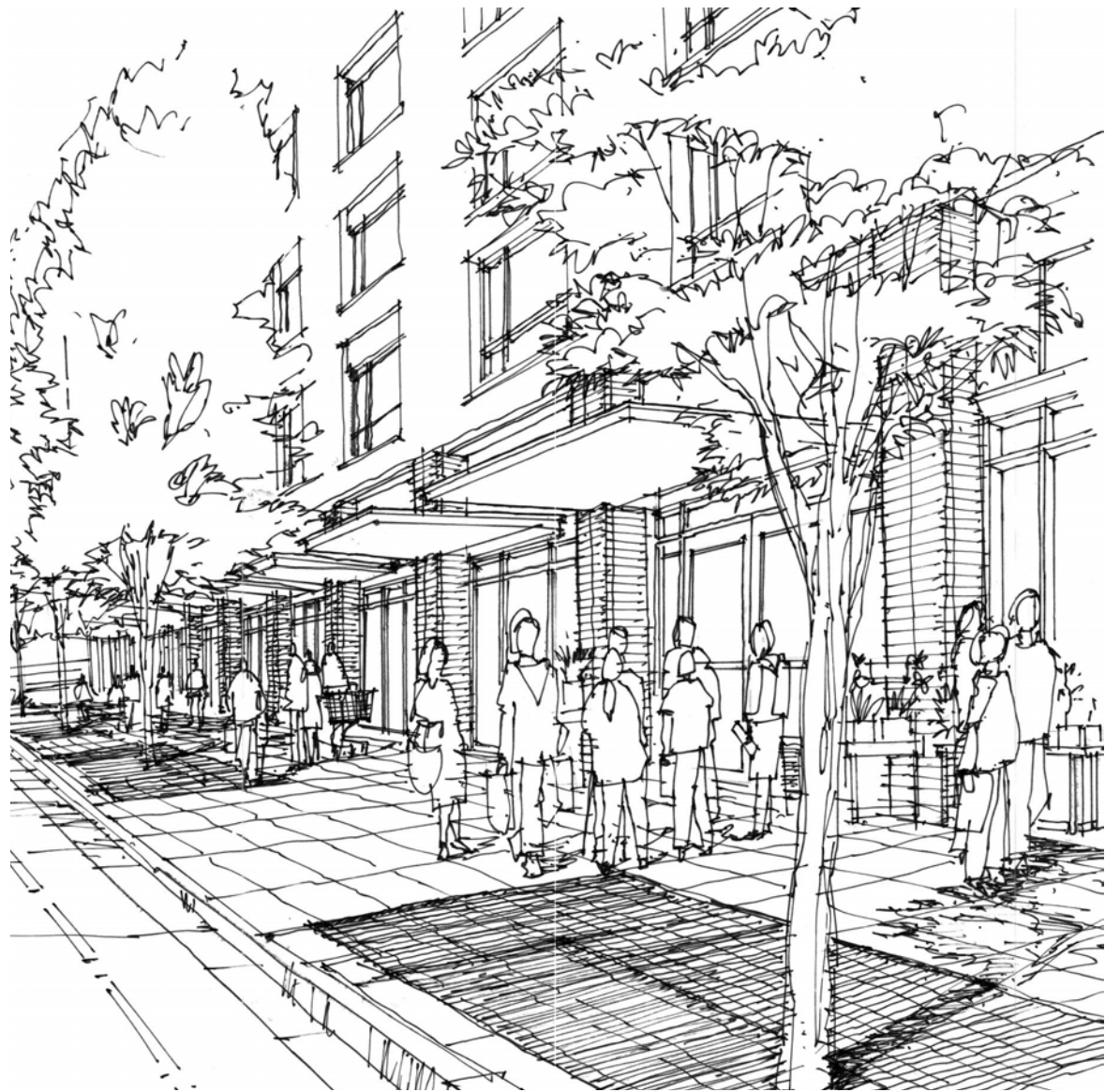


# Reveal Element

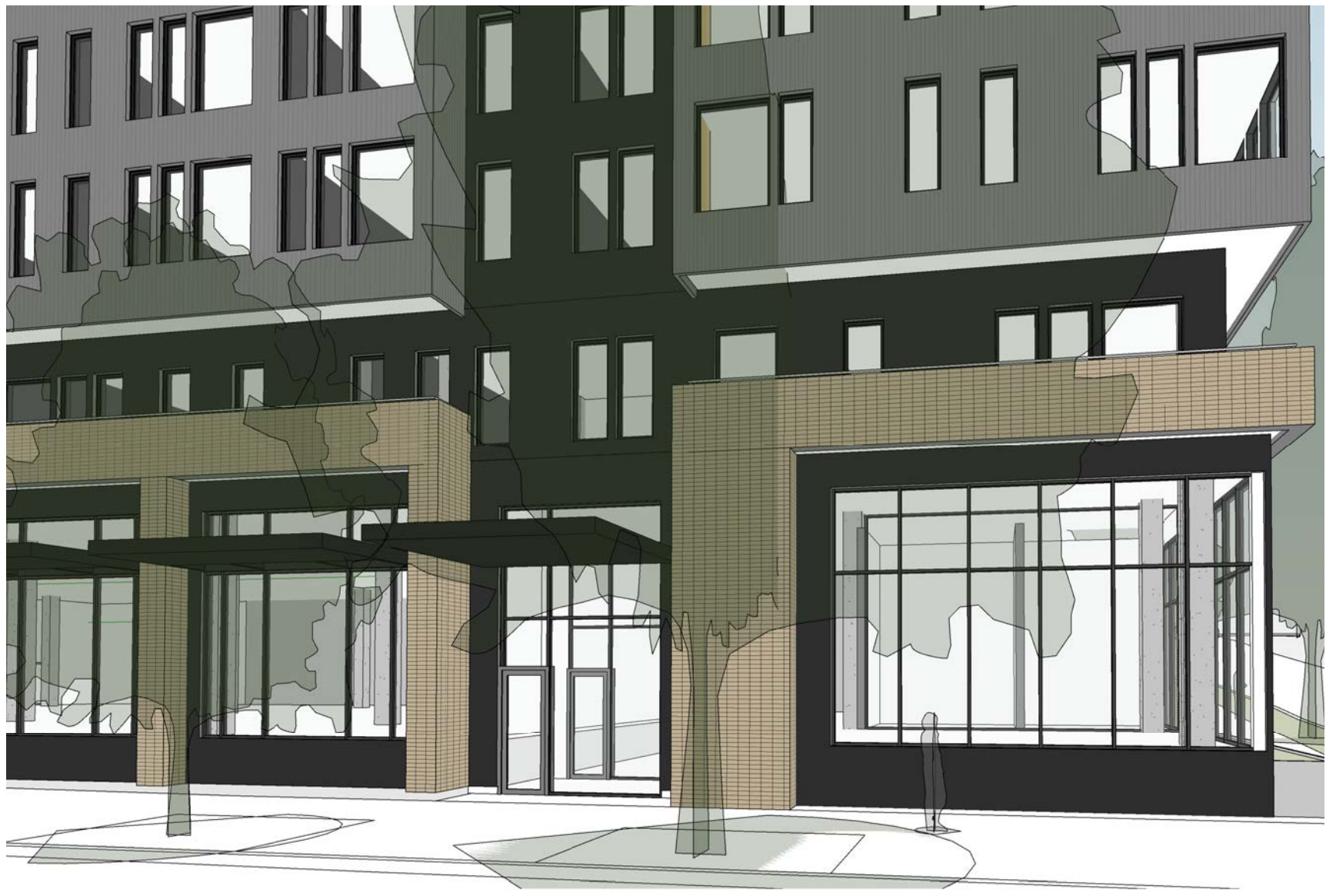
## DRB FEEDBACK

*Comment 4c. The Board voiced their appreciation for the character sketches showing pedestrian level experience along Greenwood Avenue but were concerned as to how the more traditional character at the street-edge would carry up to the more modern expression of the residential levels above.*

**Response:** A horizontal reveal has been added at Level 2 (at the west and central bars) and Level 3 (at the east bar) to better differentiate the street-level building "base" from the upper bulk of the building massing. The resulting parapet which crowns the street-level facades relates back to the historic character of the masonry facades lining Greenwood Ave N such as the beloved FlintCreek building.



Sketch shown at EDG 1



New Reveal Element Creates Transition to Upper Levels and Defines Main Residential Entry



# Materiality - Greenwood Ave. N.

LEGEND

- 1 Metal siding OR fiber cement panel
- 2 Fiber cement reveal panel
- 3 Brick
- 4 Vinyl windows
- 5 Aluminum storefront
- 6 Canopy
- 7 Contrasting Trim



1

2



1



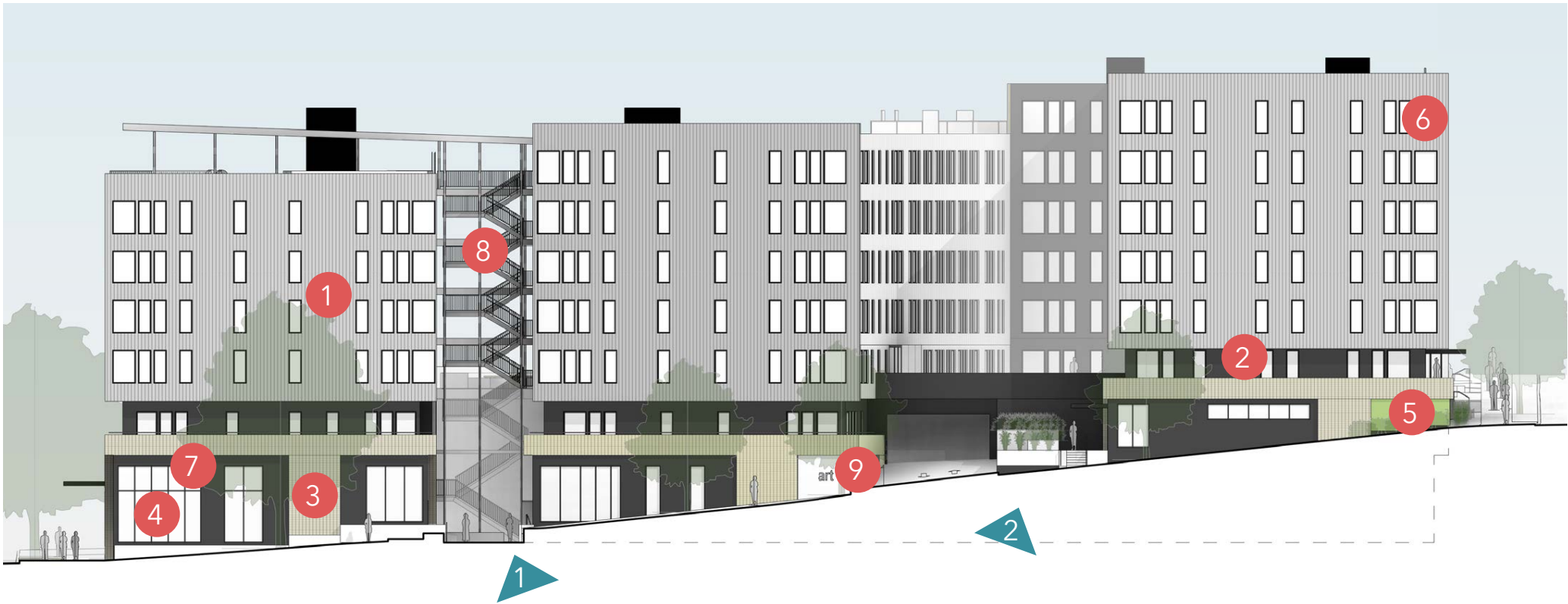
2



# Materiality - N. 87th Street

## LEGEND

- 1 Metal siding OR fiber cement panel
- 2 Fiber cement reveal panel
- 3 Brick
- 4 Aluminum storefront
- 5 Landscape Screening
- 6 Vinyl windows
- 7 Contrasting Trim
- 8 Transparent Stair
- 9 Art Wall





# Materiality - Phinney Ave. N

LEGEND

1

Metal siding OR Fiber cement panel

2

Fiber cement reveal panel

3

Brick

4

Board & batten fiber cement siding

5

Vinyl windows

6

Juliet balcony

7

Aluminum guardrail

8

Specialty Cladding



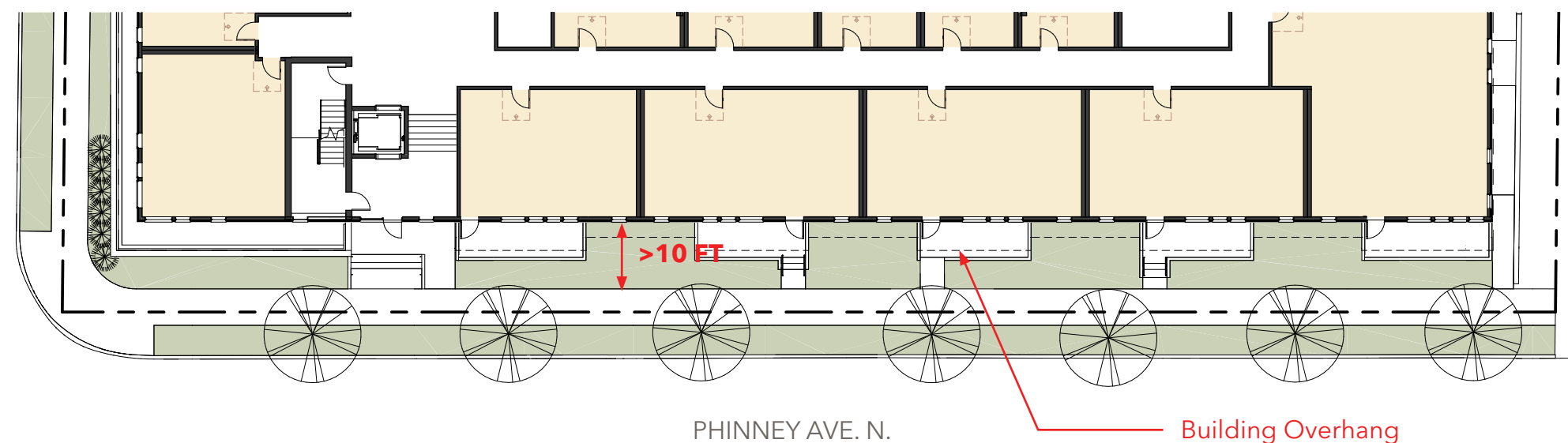


# 6) CLARIFY APPROACH TO DEPARTURES

## Departure Request No. 1

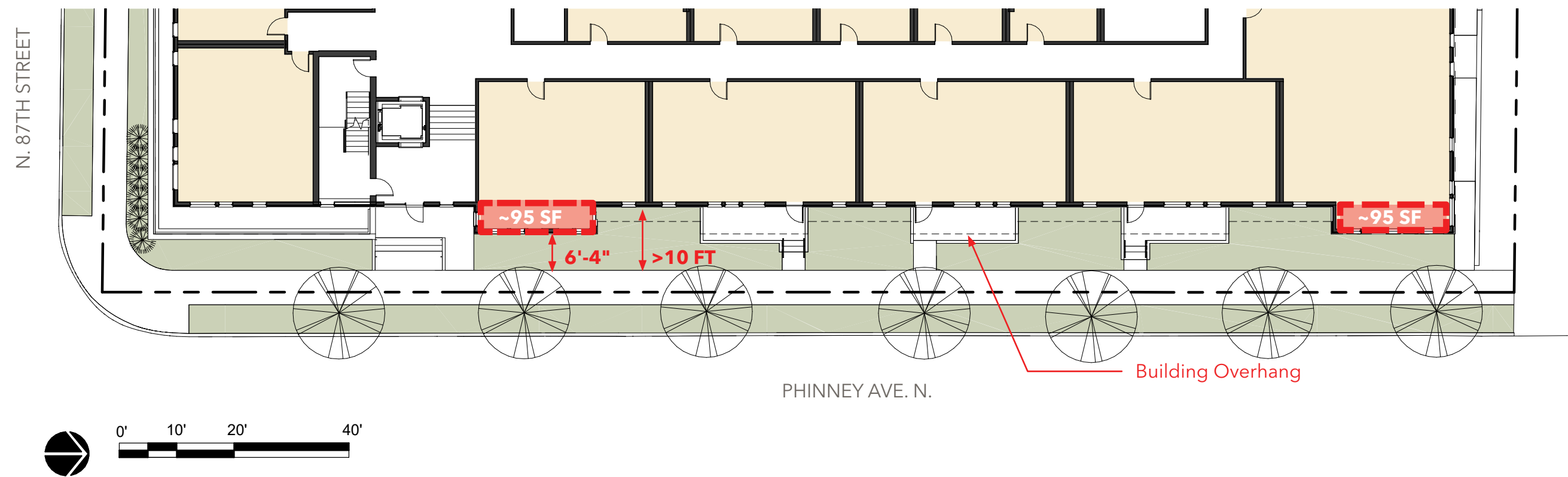
DEPARTURE SYNOPSIS	DRB FEEDBACK FROM EDG #1	APPLICANT RESPONSE
<p><b>CODE SECTION:</b> 23.47A.008.D.2</p> <p><b>REQUIREMENTS:</b> <b>Where residential uses are located along a street-level, street-facing facade</b></p> <p>The floor of a dwelling unit located along the street-level, street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.</p> <p><b>REQUESTED DEPARTURE:</b> A departure is requested for the east face of the building, adjacent to Phinney Ave. N.</p> <p><b>RATIONALE:</b> 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.</p> <p>Due to the topography of Phinney Ave. N. and accessibility requirements, some units at street level will not comply. Non-compliant dwelling units at street level will be set back 6'-4" from the sidewalk and 12'-4" from the property line. All other units will be set back more than 10 feet from the back of sidewalk, complying with zoning code.</p>	<p>The Board indicated their preliminary openness to the possibility of granting this departure, however, they agreed that the request needs to specifically demonstrate how the proposed departure results in an outcome that is better than a code compliant solution and better meets the adopted Design Guidelines. To better understand this request, the Board asked that a code-compliant solution be provided for comparison.</p>	<p>In an effort to respond to the DRB's concerns and better relate to the surrounding context, the project team introduced vertical modulation on the Phinney Ave. N. facade of the building in the form of raised bays. While this initial move was a good start, the team felt that creating a variety of bay configurations better responded to the context directly across the street and on the neighboring north lot. Allowing the north and south bays to terminate at grade adds visual interest to the facade while relating to the massing of the neighboring project to the north. (Refer to pages 50 &amp; 51.)</p>

### CODE COMPLIANT SCHEME AS REQUESTED BY DRB

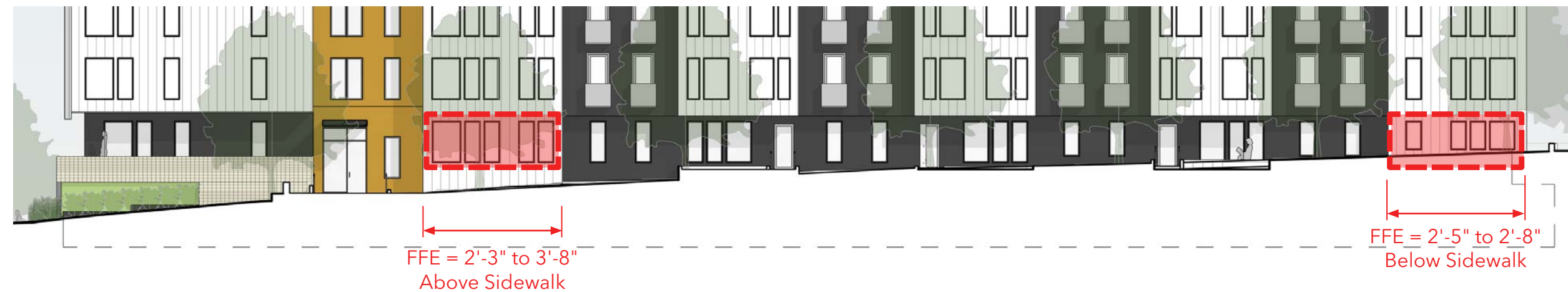




LOCATIONS OF NON-COMPLIANT  
RESIDENTIAL FLOOR AREA



Partial Level 3 Floor Plan - Phinney Ave. N.



Phinney Ave. N. Elevation



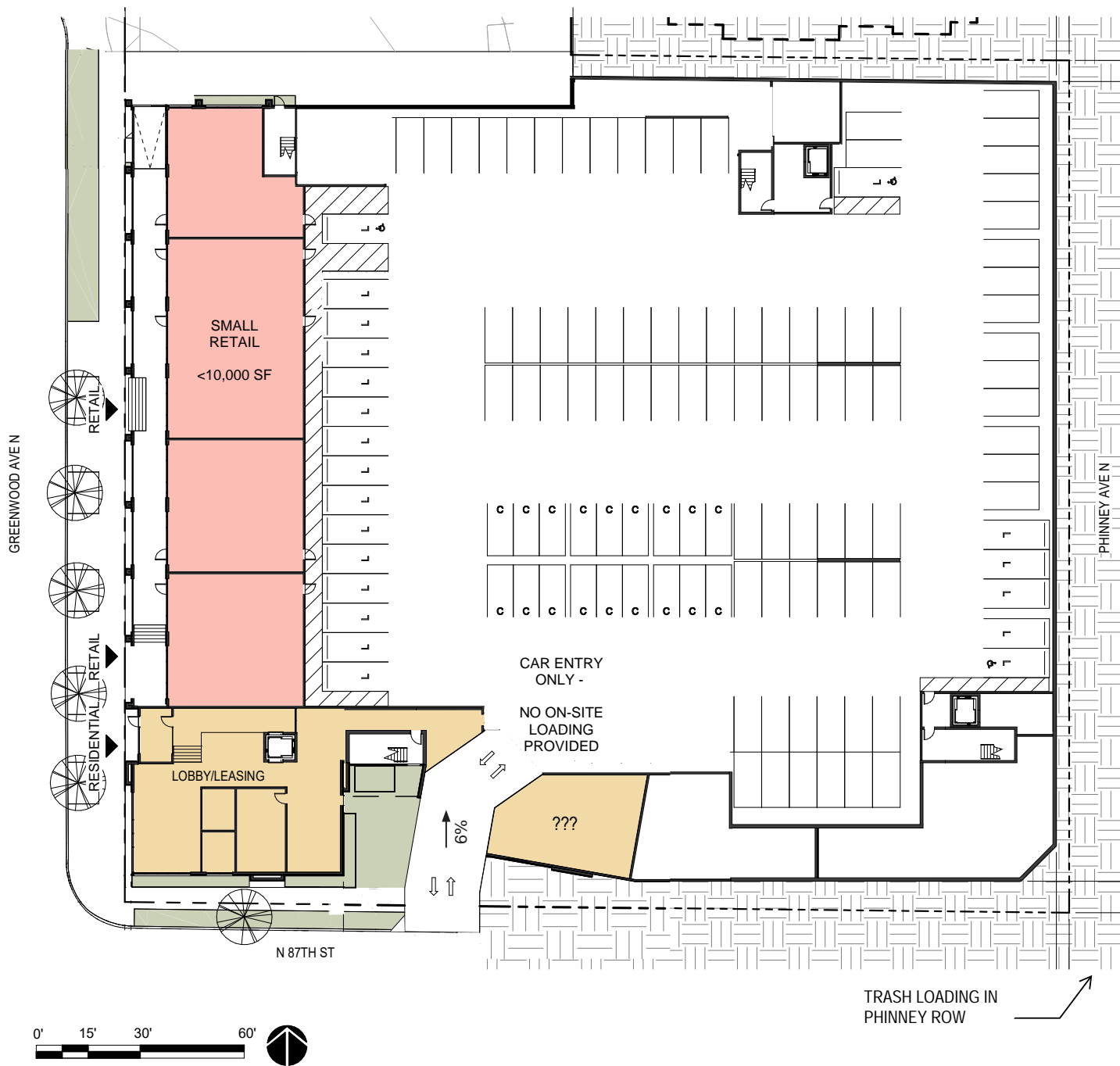
# Departure Request No. 2

DEPARTURE SYNOPSIS	DRB FEEDBACK FROM EDG #1	APPLICANT RESPONSE
<p><b>CODE SECTION:</b> <b>23.47A.032.A.2.a</b></p> <p><b>REQUIREMENTS:</b> <b>Parking Location and Access</b></p> <p>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.</p> <p><b>REQUESTED DEPARTURE:</b> 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.)</p> <p><b>RATIONALE:</b> The natural topography of the site is prohibitive from allowing loading truck access off 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.</p> <p>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 34' (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. It also does not make sense to send retail traffic and loading down a narrow residential street.</p>	<p>Members of the Board were struck by the narrow width of N. 87th St. when they visited the site and (echoing public comment) agreed that the large volume of traffic created by this project could create congestion that may burden this small road.</p> <p>The Board considered the possibility that ‘sharing’ the vehicle traffic created by this project between two access points could be a better solution for the neighborhood. The Board heard from the applicant that the site to the north (also owned by this developer) would have a code-compliant curb cut on Greenwood for vehicle access and that the owner was prepared to create a shared-use easement with this project.</p> <p>Given the future curb cut on Greenwood to the north, the Board agreed that if they considered the two properties together, a single shared-use access point would be to the advantage of both sites by reducing the number of overall curb cuts on Greenwood.</p> <p>The Board agreed that it was difficult to understand the proposed building's relationship to grade and the associated parking layouts. To continue evaluating the requested departure the Board agreed that they would need a better understanding of existing conditions and the proposed solution and asked that more complete drawings be provided for the next meeting (complete floor plans for the lowest floors, elevations and sections at N.87th St., etc.).</p> <p>Staff note: The Board’s assessment and consideration of conditions on N. 87th Street, Phinney Avenue N. and Greenwood Avenue N. is limited to criteria in the Design Guidelines. Operational issues such as R.O.W. width, conditions and capacity are the purview of the SDCI in consultation with Seattle Department of Transportation. Guidance on these matters will be provided to the Board prior to the next Design Review meeting</p> <p>Staff note: For the next meeting, provide schematic-level explorations of alternate ramp locations that result in a code-compliant solution. If those explorations prove infeasible, please provide the critical dimensions and/or code requirements that make the approach untenable.</p>	<p>The project team met with SDCI (Joe Hurley) and SDOT after the first EDG meeting. SDOT requested that the project team procure pedestrian and vehicular counts on Greenwood Ave. N. and N. 87th Street. SDOT also requested the project team study an access scenario in response to Emily Ehlers' memo from February 7, 2019. This scenario would include one curb cut on Greenwood Ave. N. serving a shared access easement and two curb cuts on N. 87th Street serving retail patrons and residential traffic. The Greenwood easement would serve loading and solid waste collection vehicles accessing the south lot. No retail patrons or residential traffic would access the garage via Greenwood Ave. N. in the SDOT scenario. However, the additional driveway on 87th would eliminate enough parking to make a small grocer infeasible. Refer to page 70.</p> <p>In response to the staff note, a code compliant scenario with no curb cut on Greenwood Ave. N. has also be included in this package. In this scenario the grocer would be replaced with small retail (less than 10,000 SF) and no loading would be provided on site. Trash Collection would be located in the Phinney R.O.W. Refer to page 69.</p> <p>SDOT confirmed there are currently no plans to widen N. 87th Street despite the MHA upzone and the subsequent increased R.O.W. setback.</p> <p>In the proposed preferred scheme (page 72), the shared access easement would serve the retail parking, loading, waste collection, and vehicular access to the north lot. This will eliminate the need for a future curb cut to the north lot on Greenwood Ave. N. by means of a shared access agreement. If the curb cut departure on the south lot is not granted, there will be a curb cut serving the north lot in the future as the parcel does not abut another street or alley. This is also the only scheme that will support a small grocer. (See page 73) The community outreach process found that a large portion of survey respondents who live nearby would like to see a small market or grocer on the site (Refer to page 20.) A letter from the Phinney Neighborhood Association in support of a grocery store is included in the Appendix of this document.</p> <p>A full Transportation Study was conducted for the project site. The traffic engineer found the following:</p> <ul style="list-style-type: none"><li>&gt; The number of trips generated by the project would be "substantially less than the former Safeway Supermarket on the site generated."</li><li>&gt; Pedestrian counts along the site frontage on Greenwood Ave. N. were found to be similar to those on N. 87th Street. Both of these site frontage sections experience much lower pedestrian traffic than along Greenwood Ave. N. south of N 87th Street.</li></ul>

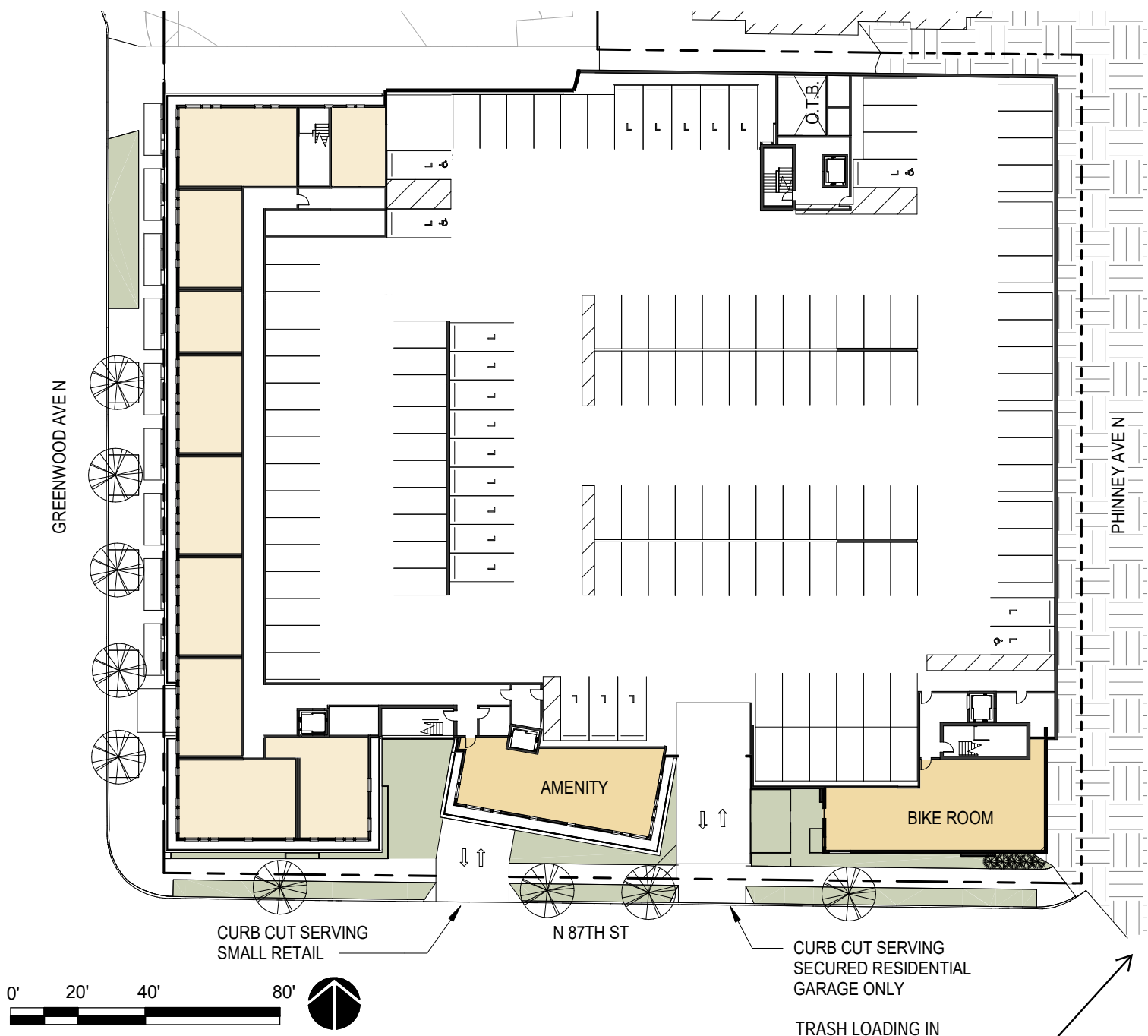


Departure Request No. 2

Code Compliant Scheme - DOES NOT SUPPORT GROCER



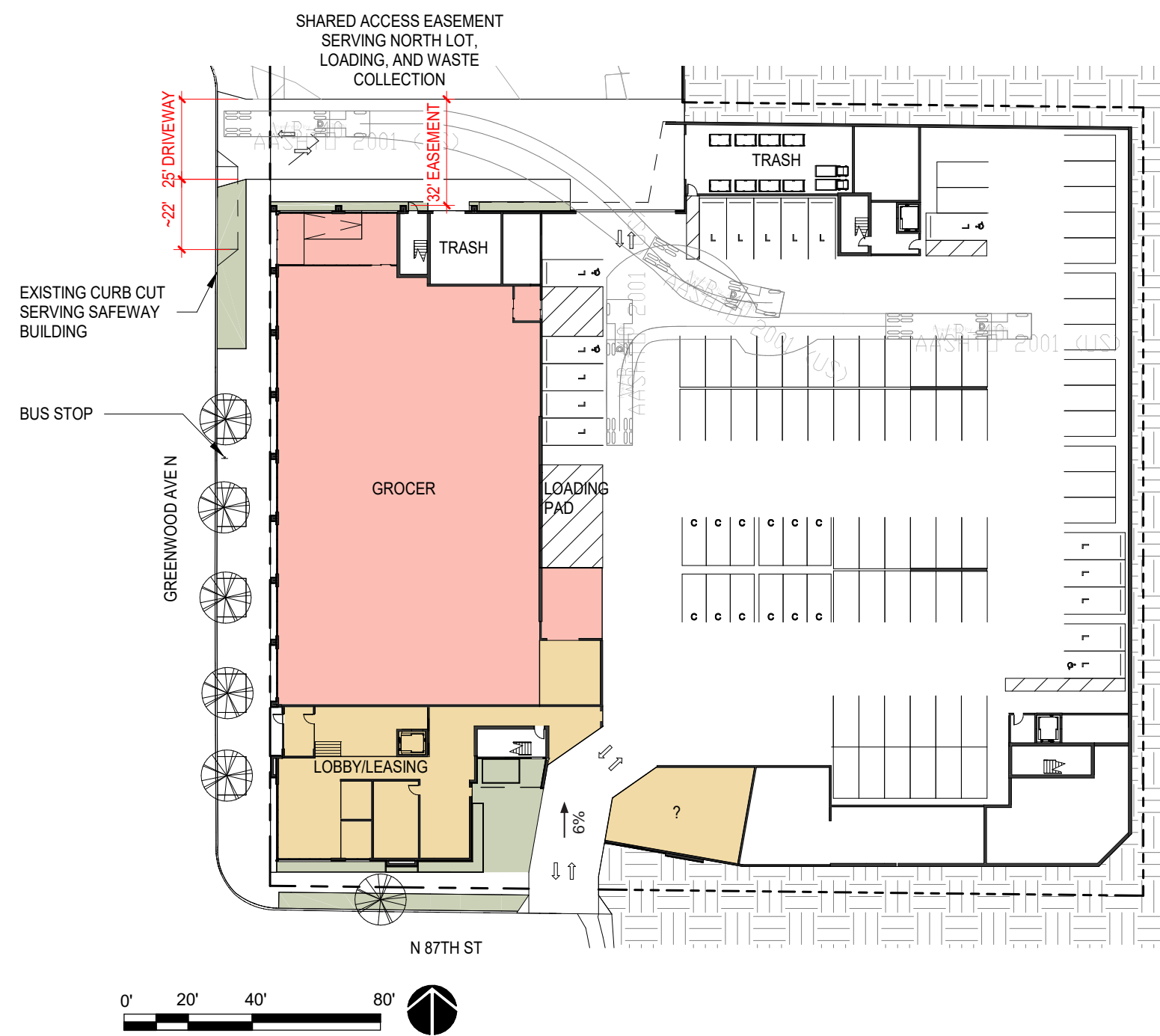
Level 1 Floor Plan



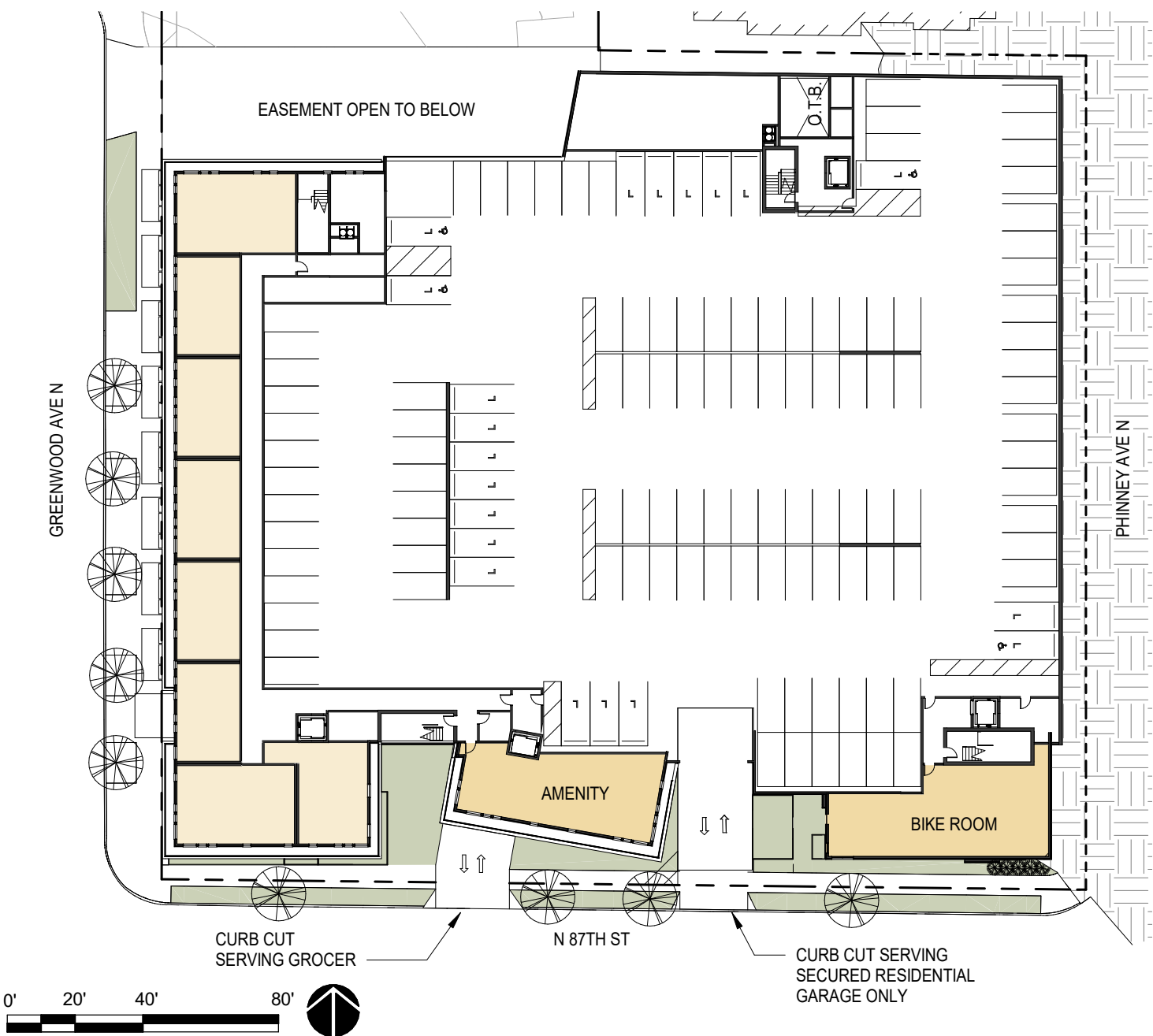
Level 2 Floor Plan



Departure Request No. 2  
SDOT Scheme - DOES NOT SUPPORT GROCER



Level 1 Floor Plan



Level 2 Floor Plan



Alternate Garage Access on  
N. 87th Street



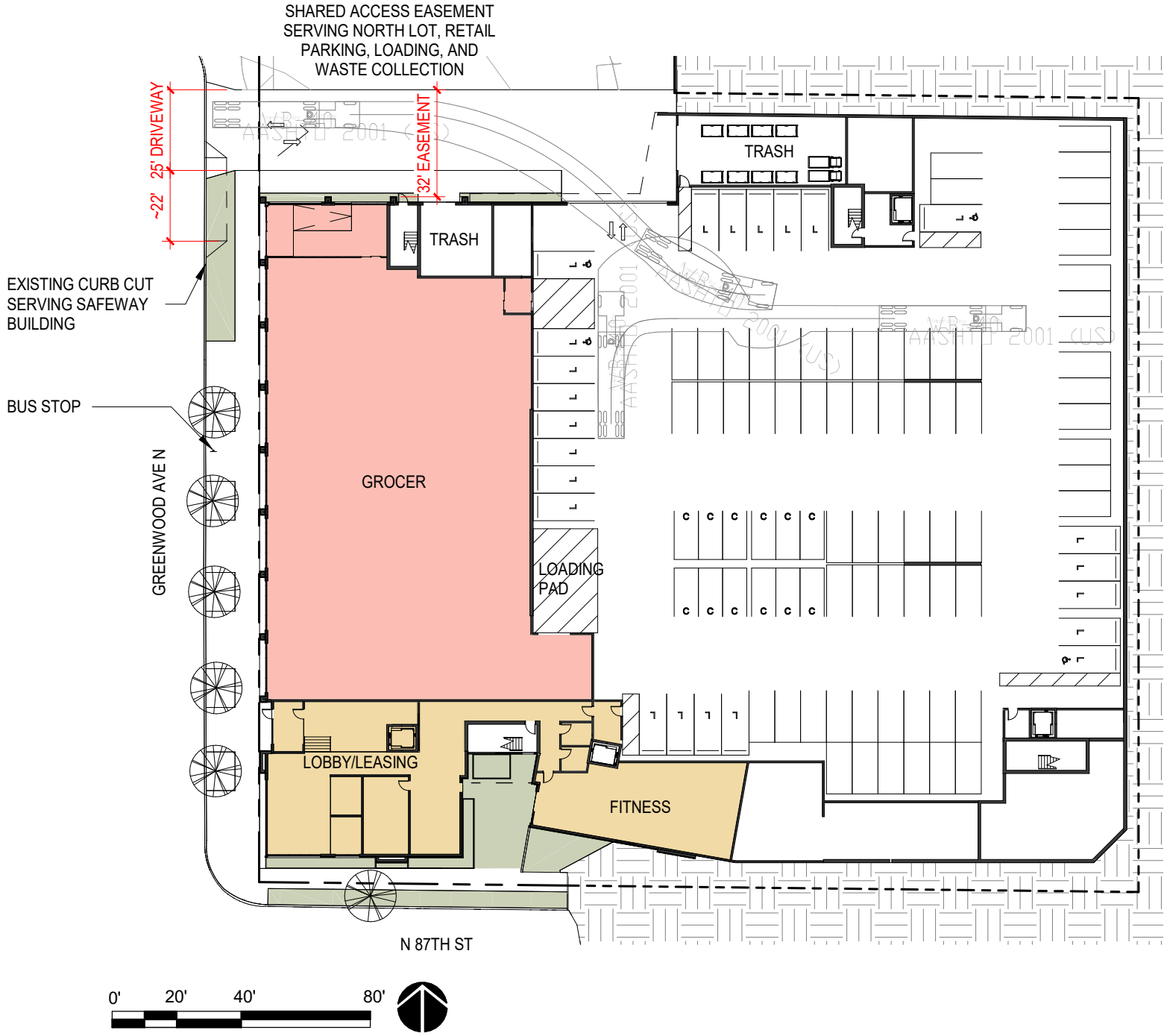
N. 87th Street Elevation  
with Alternate Garage Entry

LOCATION OF GARAGE ENTRY TO  
LEVEL 1 PARKING IF PREFERRED  
OPTION NOT ACCEPTED

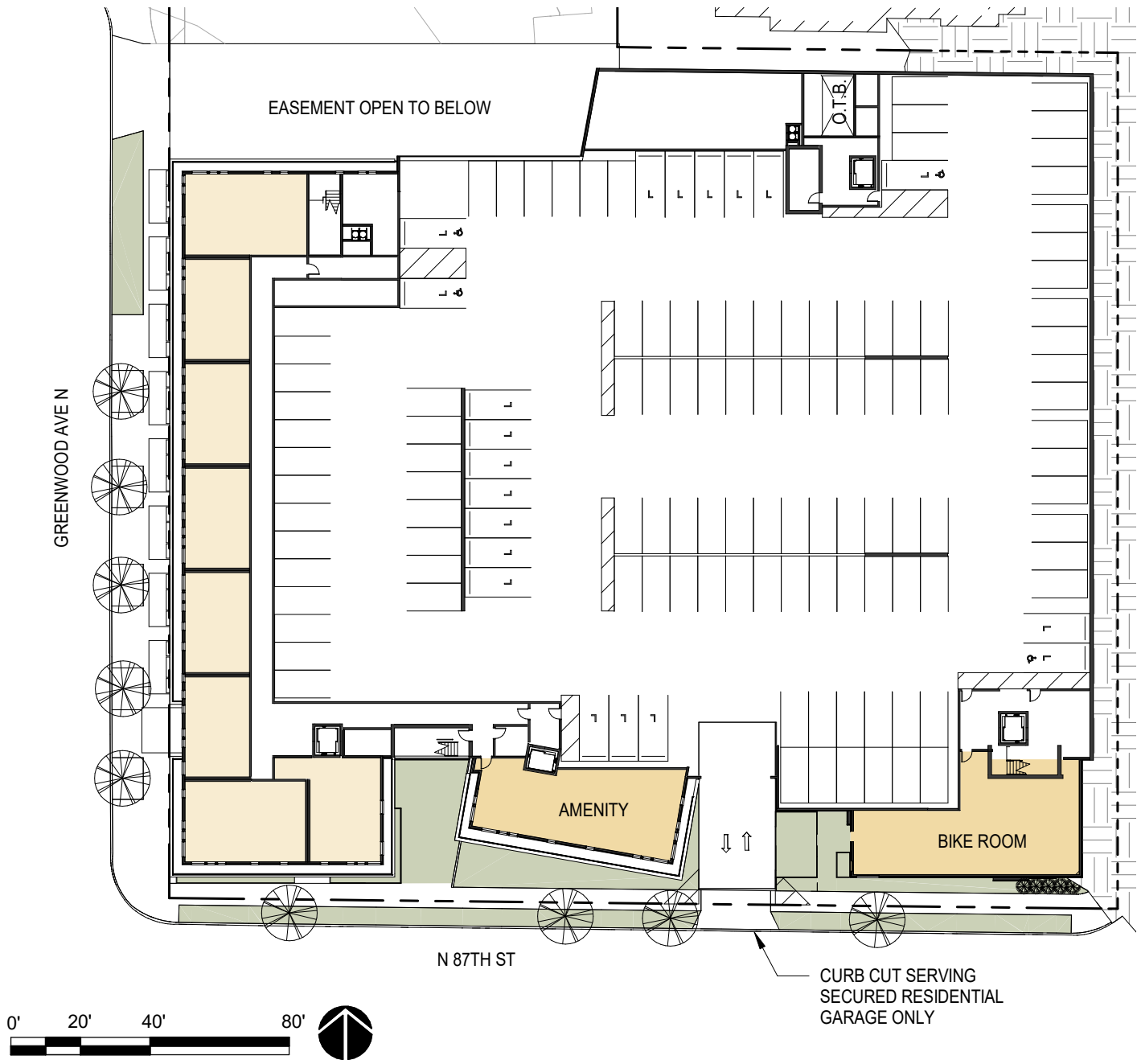


# Departure Request No. 2

## Preferred Scheme - SUPPORTS GROCER



Level 1 Floor Plan


















Level 2 Floor Plan



# Departure Request No. 2

## Comparison of Schemes

REQUIREMENTS PER COMMUNITY FEEDBACK & SMALL GROCER	CODE COMPLIANT SCHEME	SDOT SCHEME	PREFERRED SCHEME
Minimizes Curb Cuts and Alleviates traffic congestion on N. 87th Street <small>(as noted to be a priority by community members)</small>			
Provides On-site turn around for WB-40 Trailer <small>(WB-40 required by small grocer)</small>			
Provides on-site Solid Waste Collection			
Provides adequate access and parking to support a small grocer <small>(a small grocer use was noted to be a priority by community members)</small>			
Provides adequate parking to support residential units <small>(as noted to be a priority by community members)</small>			



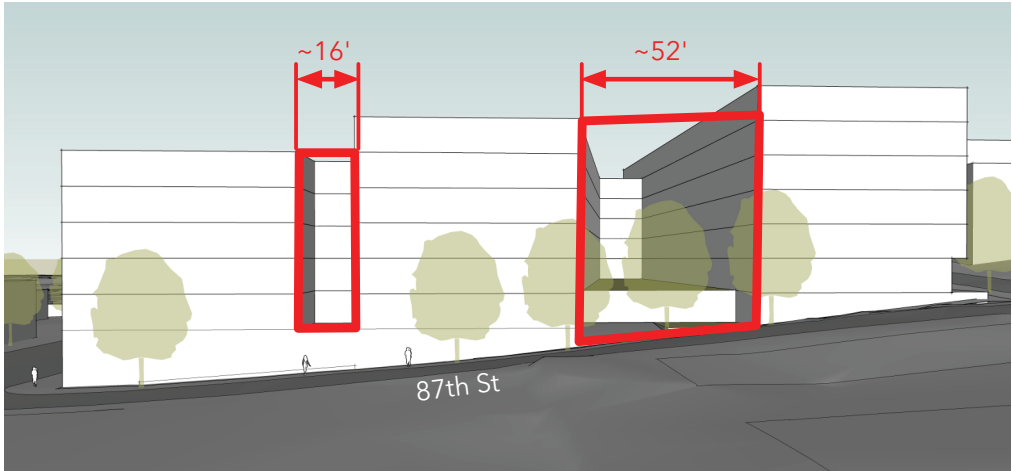
# Departure Request No. 3

DEPARTURE SYNOPSIS	DRB FEEDBACK FROM EDG #1	APPLICANT RESPONSE
<p><b>CODE SECTION:</b> <b>23.47A.008.C.5</b> (from upzone draft ordinance)</p> <p><b>REQUIREMENTS:</b> <b>Maximum width and depth limits</b></p> <p>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.</p> <p>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.</p> <p><b>REQUESTED DEPARTURE:</b> A departure is requested for the length of the building adjacent to N. 87th Street.</p> <p><b>RATIONALE:</b> 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.</p>	<p>The Board was receptive to this request but agreed that their recommendation would be conditioned (at a minimum) on the following: 1) That the composition and programming of pedestrian-level areas at this edge to create a vibrant, dynamic, and lively condition that is well-connected to the street. 2) That the scale-mitigating massing shifts of the upper volumes be clearly legible from pedestrian-level areas.</p>	<p>The massing revisions on the N. 87th Street facade address the Board's concerns regarding this departure. Refer to the Revised Massing Scheme Diagrams.</p>

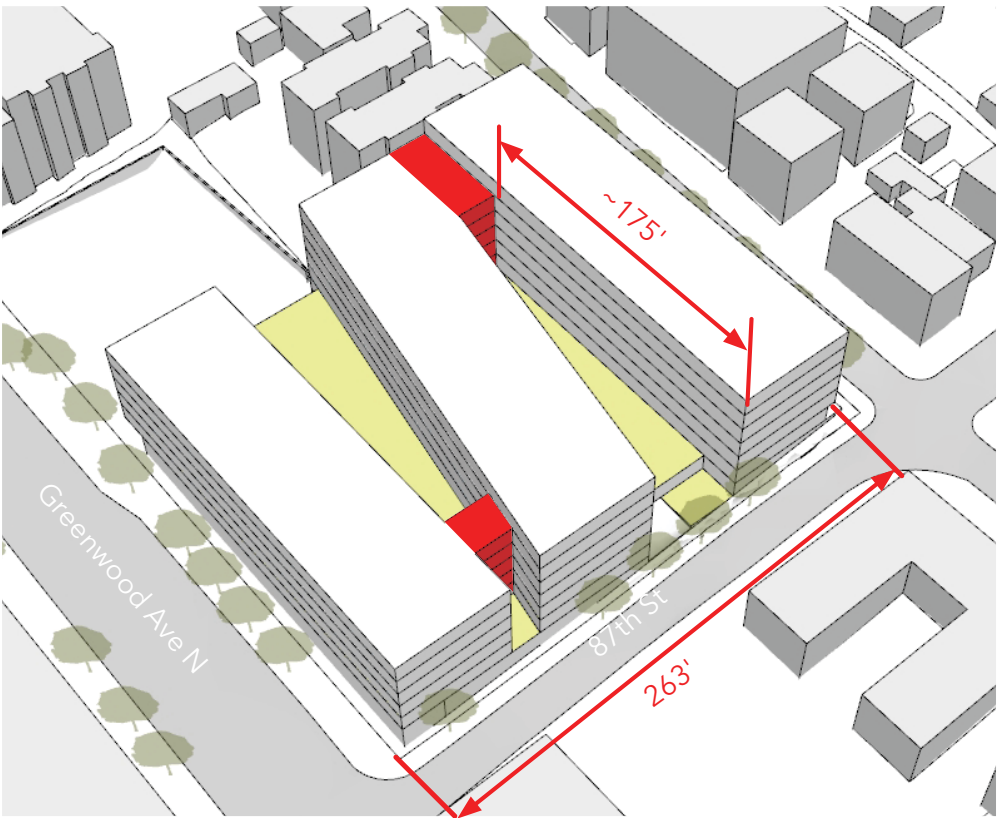


# Departure Request No. 3 cont.

## GRAPHICS FOR DEPARTURE PRESENTED AT EDG #1

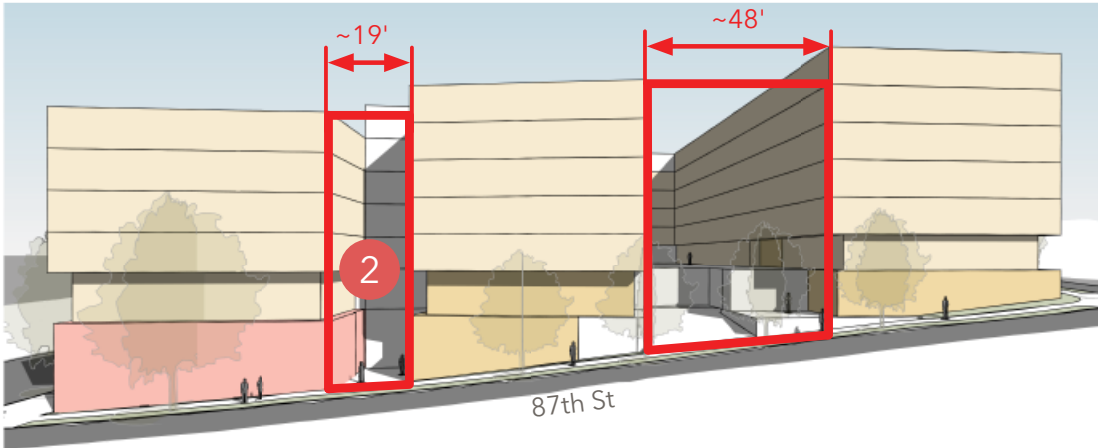


View from south facing 87th Street Facade

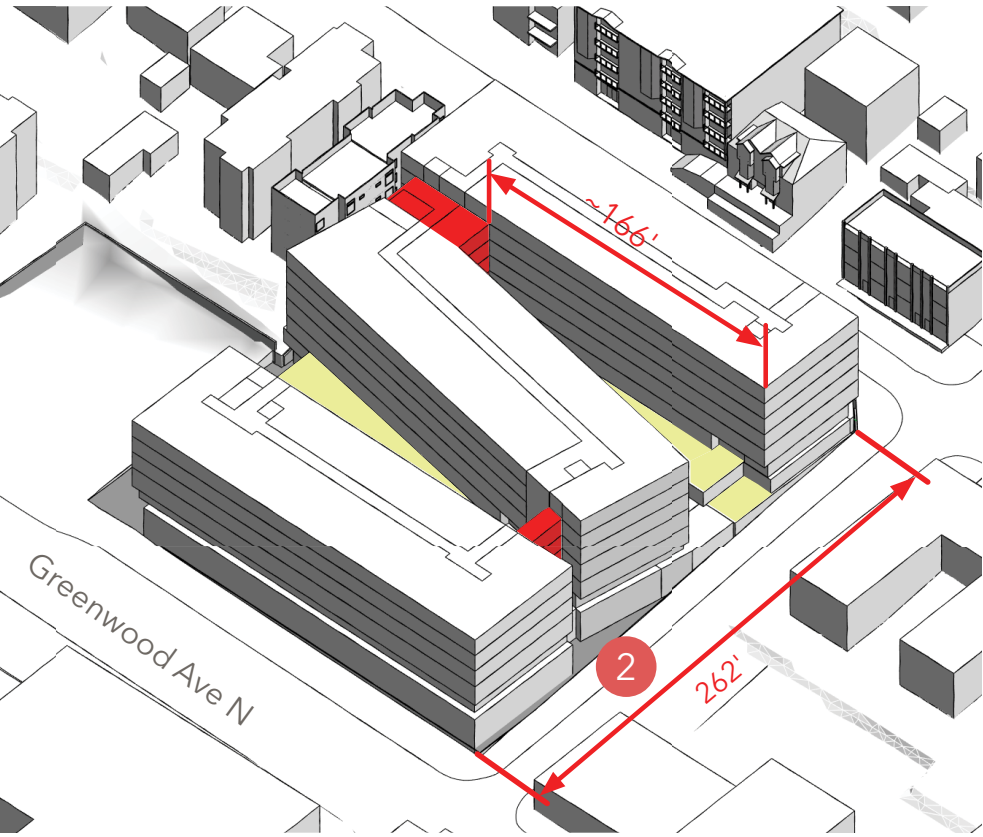


Aerial view from SW

## REVISED MASSING SCHEME



View from south facing 87th Street Facade



Aerial view from SW

### DRB FEEDBACK

- 1

The composition and programming of pedestrian-level areas at this edge should create a vibrant, dynamic, and lively condition that is well-connected to the street.

**Response:** Street-facing facades at N. 87th Street have been refined to respond to the DRB's comments, further activating the sidewalk by means of building entries, glazing and breaks in building massing offering visual relief.
- 2

The scale-mitigating massing shifts of the upper volumes should be clearly legible from pedestrian-level areas.

**Response:** The break in building massing at the southwest "connector" stair has been extended down to the sidewalk level further emphasizing the legibility of the three-bar massing scheme from a pedestrian's point of view.



View of Residential Entry on N. 87th Street



# Departure Request No. 4

DEPARTURE SYNOPSIS
<p>CODE SECTION: 23.47A.008.C.4.d</p> <p>REQUIREMENTS: Blank Facades</p> <p>For purposes of this section, facade segments are considered blank if they do not include at least one of the following: 1) Windows; 2) Entryways and Doorways; 3) Stairs, stoops or porticos; 4) Decks or balconies; 5) Screening and landscaping on the facade itself.</p> <p>Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.</p> <p>REQUESTED DEPARTURE: A departure is requested for certain portions of the facade along N. 87th Street and Phinney Ave. N. to be considered "screened" by the application of art on the portions of blank facade.</p> <p>RATIONALE: The Greenwood neighborhood boasts a myriad of colorful murals and public art. The project team proposes dedicating street-facing wall space to art treatments or murals in locations that do not lend themselves to the other means of fenestration listed in the municipal code as a result of the steep grade on N. 87th Street.</p> <p>The intent of this art is to provide a "visual interest" alternative to landscape screening while reflecting the quirky off-beat character of the Greenwood neighborhood.</p>

## EXISTING ART IN GREENWOOD



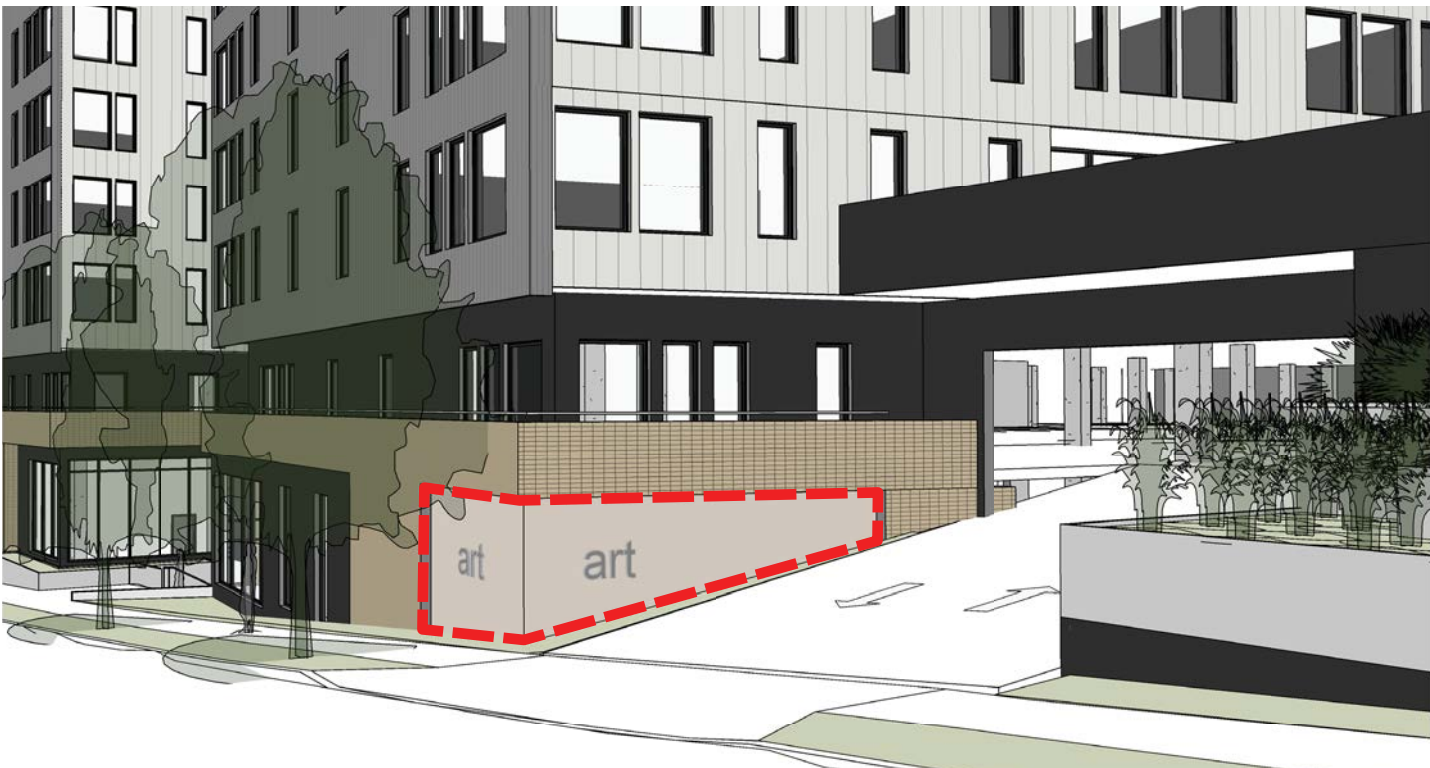


Departure Request No. 4 cont.

LOCATIONS OF PROPOSED "ART WALLS"



N. 87th Street Facade



Art Wall wraps corner on N. 87th Street



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# APPENDIX



# Zoning Summary - Approved 65' Zoning

**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.

**Response: See Requested Departure for blank facades.**

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.

**Response: Project will Comply.**

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.

**Response: Project will Comply.**

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. For projections extending more than 6 feet from the structure, the lower edge of the weather protection shall be a minimum of 10 feet and a maximum of 15 feet above the sidewalk.

**Response: Project will Comply.**

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.

**Response: See Requested Departure for maximum building width/depth.**

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 floor level of street-level dwelling units.**

**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.**

**23.53.025 Access Easement Standards:**

Vehicle Access Easements Serving Ten or more Residential Units shall be a minimum of 32 feet; The easement shall provide a surfaced roadway at least 24 feet wide; A turnaround shall be provided unless the easement extends from street to street; Curbcut width from the easement to the street shall be the minimum necessary for safety access; No single-family structure shall be located closer than 10 feet to an easement; One pedestrian walkway shall be provided, extending the length of the easement.

**Response: Project will Comply.**

**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.**

# Zoning Summary - Approved 65' Zoning cont.

**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.**



# EDG Meeting No. 1 Notes and Responses

## PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

### 1. Massing:

a. The Board supported the stepping of the project upward with grade to the east and agreed that the three ‘bars’ of massing of Option 3, the applicant’s preferred massing option, could provide the scale-mitigation needed for this large project. (CS1-C, CS2-D)

b. The Board supported the applicant’s preferred massing strategy (Option 3) for both potential zoning conditions with the guidance that follows.  
**Response: Refer to pages 23 - 33 for updates to the preferred massing options.**

### 2. Height, Bulk and Scale:

a. The Board agreed that the concentration of massing at the corner of Phinney and 87th seemed to be out of scale for that location and would require mitigation. (CS2-D)  
**Response: After reviewing the meeting recording, SDCI Planner (Joe Hurley) agreed this was not a concern the Design Review Board indicated at the first EDG meeting.**

b. The Board agreed that the larger courtyard in Option Two was a strong feature, as occupiable space and particularly for its clear legibility from the R.O.W. (CS2-VII)  
**Response: The project team agrees that the legibility of the courtyards at street level on 87th Street is a priority. This legibility is reinforced by the open stair tower at the east courtyard allowing light and air into the courtyard as well as a visual connection at the street. The terraced landscaping at street level at the base of the east courtyard screens the parking entry while providing visual relief at the 87th Street facade. The terrace softens the transition from the east courtyard to the street by setting back the parking entry and alluding to a larger open space above.**

c. The Board agreed that the massing parti was strong but broke down at the northeast stair element, where the legibility of the composition became unclear. (DC2)  
**Response: The northeast connector massing has been revised. A reveal has been carved from the north elevation, aligning with vertical circulation, which allows the eastern and central bars to read as discreet masses. Contrasting materiality has been proposed for the carve. Refer to page 57.**

d. The Board recommended that the middle bar hew to its own geometry rather than the property line, as this would result in a stronger and more legible massing scheme. (DC2)  
**Response: The massing of the central bar has been revised per the DRB's recommendation. Refer to page 38.**

e. The Board was concerned that the massing moves in Option 3 would not be perceptible from street level and agreed that the base would need to be broken or revised to make this strong move legible. (CS2-II CS2-VII)  
**Response: The break in building massing at the southwest "connector" stair**

**has been extended down to the sidewalk level further emphasizing the legibility of the three-bar massing scheme from a pedestrian's point of view. Refer to page 38.**

### 3. Phinney Avenue N:

a. The Board did not support the continuous and monolithic massing at this edge finding it out of scale for this street. (CS2-II-ii, CS2-II-i)  
**Response: The massing of the Phinney facade has been broken down by means of subtractive vertical articulation, relating to the pattern and scale of the adjacent Low Rise zone. Stoops aligning with this facade modulation relate to the residential character of Phinney Ave. N. This modulation is a direct response to the scale and modulation of the adjacent townhouse and residential buildings. Refer to page 44.**

b. The Board agreed that the setbacks at this edge were insufficient to mitigate the bulk and scale of the massing. (CS2-II-i, CS2-VII)  
**Response: The building setbacks were increased from those shown in EDG1 at the vertical modulation elements from 4' to 6'. The setback was increased at the ground level from 6' to 8' allowing for generous sized stoops that can be buffered with landscaping from the street. The street level units are now set back more than 10' feet from the sidewalk with the exception of the portions of units highlighted in Departure 1. The revised massing modulation and additional setbacks beyond code minimums on Phinney Ave. N. address the Design Review Guidelines and the DRB's concerns regarding building setback and relationship with the street. Refer to pages 53 - 55.**

c. The Board pointed out the projects directly across the street where the height and bulk are successfully mitigated by setbacks and breaks in the massing. (CS2-II)  
**Response: The vertical modulation applied to the Phinney facade mimics the rhythm and patterning of the adjacent micro-housing buildings and the townhouses and condos across Phinney Ave. N.**

d. The Board expressed concern regarding the scale of the project at the northeast corner, where a minimal setback separates it from the neighboring building.  
i. The Board agreed that some sort of scale mitigation would likely be needed and requested privacy studies be included in future drawings. (CS2-II)  
**Response: Refer to pages 58 - 59 for the requested privacy studies.**

e. The Board also requested street sections through Phinney and 87th showing the proposed project and including context across the street. (CS2-II)  
**Response: Refer to pages 41 - 42 and 53 - 55.**

### 4. Materials and Expression:

a. The Board recognized that the different conditions (street-facing, interior, etc.) could result in varying expressions, but were concerned by the many different descriptions they heard of the intended character of this project. (DC2-B, DC2-I-i)  
b. The Board suggested that editing these architectural expressions down would better achieve the sort of coherent and ordered composition called for in the Design Guidelines. (DC2-E, DC2-B)

**Response: The language of Architectural Character has been distilled to two expressions: URBAN corresponding to street-facing character on Greenwood Ave N & N 87th Street and RESIDENTIAL corresponding to the facades internal to the project and the Phinney facade where the project makes scale relationships to the more Residential context.**

c. The Board voiced their appreciation for the character sketches showing pedestrian level experience along Greenwood Avenue but were concerned as to how the more traditional character at the street-edge would carry up to the more modern expression of the residential levels above. (DC2-II-i)  
**Response: A horizontal reveal has been added at Level 2 (at the west and central bars) and Level 3 (at the east bar) to better differentiate the street-level building "base" from the upper bulk of the building massing. The resulting parapet which crowns the street-level facades relates back to the historic character of the masonry facades lining Greenwood Ave N such as the beloved FlintCreek building.**

d. The Board recognized that the design was in early-stage development but expressed concern regarding the apparent simplicity of the upper level ‘three boxes’ massing. The Board recommended that these elements receive a high level of attention and care in their composition and detailing. (DC2-II, DC2, DC2-C)  
**Response: Noted. Specifics regarding facade detailing will be presented at the Recommendation Meeting.**

### 5. N. 87th Street:

a. The Board agreed that they did not have enough information about how the project meets N. 87th Street and asked for complete details of existing conditions and the resulting design response. (CS2, CS3)  
**Response: The project team has further refined the building programming and facades at street level so internal uses will be as legible as possible from the point of view of a pedestrian. This is achieved by the use of glazing and a well-defined building "base" as described in response 2.e. See pages 39-40.**

## DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure(s) will be based on the departure’s potential to help the project better meet the design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board’s recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance the following departures were identified:

**1. Ground Level Residential (SMC 23.47A.008.D.2):** The Code requires the floor of a dwelling unit located along the street-level, street-facing facade to be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk. The applicant proposes dwelling unit floors of varying heights relative to the sidewalk as the grade rises along Phinney Avenue N.

The Board indicated their preliminary openness to the possibility of granting this departure, however, they agreed that the request needs to specifically demonstrate how the proposed departure results in an outcome that is better

# EDG Meeting No. 1 Notes and Responses cont.

than a code compliant solution and better meets the adopted Design Guidelines. To better understand this request, the Board asked that a code-compliant solution be provided for comparison.

**Response: In an effort to respond to the DRB's concerns and better relate to the surrounding context, the project team introduced vertical modulation on the Phinney Ave. N. facade of the building in the form of raised bays. While this initial move was a good start, the team felt that creating a variety of bay configurations better responded to the context directly across the street and on the neighboring north lot. Allowing the north and south bays to terminate at grade adds visual interest to the facade while relating to the massing of the neighboring project to the north. (Refer to pages 50 & 51.)**

**2. Vehicle Access from Principal Pedestrian Street (SMC 23.47A.032.A.2.a):** The Code requires that 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. The applicant proposes access from Greenwood Ave. N., a principal pedestrian street, for retail parking, loading and waste collection.

The Board recognized that Greenwood is pedestrian-designated street with significant bicycle traffic and an existing bus stop, and that the Seattle Department of Transportation did not support the applicants request for vehicle access from Greenwood Ave. N.

Members of the Board were struck by the narrow width of N. 87th St. when they visited the site and (echoing public comment) agreed that the large volume of traffic created by this project could create congestion that may burden this small road.

The Board asked how many parking stalls would be accessed from Greenwood and applicant was unable to provide an exact number but indicated it would be in excess of 50 stalls.

The Board considered the possibility that ‘sharing’ the vehicle traffic created by this project between two access points could be a better solution for the neighborhood. The Board heard from the applicant that the site to the north (also owned by this developer) would have a code-compliant curb cut on Greenwood for vehicle access and that the owner was prepared to create a shared-use easement with this project.

Given the future curb cut on Greenwood to the north, the Board agreed that if they considered the two properties together, a single shared-use access point would be to the advantage of both sites by reducing the number of overall curb cuts on Greenwood.

The Board agreed that it was difficult to understand the proposed building’s relationship to grade and the associated parking layouts. To continue evaluating the requested departure the Board agreed that they would need a better understanding of existing conditions and the proposed solution and asked that more complete drawings be provided for the next meeting (complete floor plans for the lowest floors, elevations and sections at N.87th St., etc.).

Staff note: The Board’s assessment and consideration of conditions on N. 87th Street, Phinney Avenue N. and Greenwood Avenue N. is limited to criteria in

the Design Guidelines. Operational issues such as R.O.W. width, conditions and capacity are the purview of the SDCI in consultation with Seattle Department of Transportation. Guidance on these matters will be provided to the Board prior to the next Design Review meeting

Staff note: For the next meeting, provide schematic-level explorations of alternate ramp locations that result in a code-compliant solution. If those explorations prove infeasible, please provide the critical dimensions and/or code requirements that make the approach untenable.

**Response: The project team met with SDCI (Joe Hurley) and SDOT after the first EDG meeting. SDOT requested that the project team procure pedestrian and vehicular counts on Greenwood Ave. N. and N. 87th Street. SDOT also requested the project team study an access scenario in response to Emily Ehlers' memo from February 7, 2019. This scenario would include one curb cut on Greenwood Ave. N. serving a shared access easement and two curb cuts on N. 87th Street serving retail patrons and residential traffic. The Greenwood easement would serve loading and solid waste collection vehicles accessing the south lot. No retail patrons or residential traffic would access the garage via Greenwood Ave. N. in the SDOT scenario. However, the additional driveway on 87th would eliminate enough parking to make a small grocer infeasible. Refer to page 70.**

**In response to the staff note, a code compliant scenario with no curb cut on Greenwood Ave. N. has also be included in this package. In this scenario the grocer would be replaced with small retail (less than 10,000 SF) and no loading would be provided on site. Trash Collection would be located in the Phinney R.O.W. Refer to page 69.**

**SDOT confirmed there are currently no plans to widen N. 87th Street despite the MHA upzone and the subsequent increased R.O.W. setback.**

**In the proposed preferred scheme (page 72), the shared access easement would serve the retail parking, loading, waste collection, and vehicular access to the north lot. This will eliminate the need for a future curb cut to the north lot on Greenwood Ave. N. by means of a shared access agreement. If the curb cut departure on the south lot is not granted, there will be a curb cut serving the north lot in the future as the parcel does not abut another street or alley. This is also the only scheme that will support a small grocer. (See page 73) The community outreach process found that a large portion of survey respondents who live nearby would like to see a small market or grocer on the site (Refer to page 20.) A letter from the Phinney Neighborhood Association in support of a grocery store in included in the Appendix of this document.**

**A full Transportation Study was conducted for the project site. The traffic engineer found the following:**

- > **The number of trips generated by the project would be "substantially less than the former Safeway Supermarket on the site generated."**
- > **Pedestrian counts along the site frontage on Greenwood Ave. N. were found to be similar to those on N. 87th Street. Both of these site frontage sections experience much lower pedestrian traffic than**

**along Greenwood Ave. N. south of N 87th Street.**

**3. Maximum Width Limits (SMC 23.47A.008.C.5):** The Code requires that 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. The applicant proposes a building width of 263’.

The Board was receptive to this request but agreed that their recommendation would be conditioned (at a minimum) on the following: 1) That the composition and programming of pedestrian-level areas at this edge to create a vibrant, dynamic, and lively condition that is well-connected to the street. 2) That the scale-mitigating massing shifts of the upper volumes be clearly legible from pedestrian-level areas.

**Response: The massing revisions on the N. 87th Street facade address the Board's concerns regarding this departure. Refer to the Revised Massing Scheme Diagrams.**



# Letter from Phinney Neighborhood Association



**Phinney Neighborhood Association** 6532 Phinney Ave N, Seattle, WA 98103 | 206.783.2244 | [phinneycenter.org](http://phinneycenter.org)

Joe Hurley  
City of Seattle, SDCI – PRC  
700 5<sup>th</sup> Avenue, Suite 2000  
PO Box 34019  
Seattle, WA 98124-4019

May 20, 2019

Dear Mr. Hurley,

This letter is to convey support for the community engagement and conceptual designs of the old Safeway store located at 8704 Greenwood Ave N. The property owner, Washington Holdings, has gone above and beyond the rules and spirit behind the Early Community Outreach for Design Review.

Over the past 8 months, Washington Holdings has taken the steps of not only meeting with our community members, but also engaging with local neighborhood organizations, responding to inquiries and concerns, and demonstrating that they are committed to building an asset for Greenwood that fits with our Design Guidelines and needs of our residents. Additionally, they have incurred the costs of beautifying the building with local mural artists, and opening the parking area to help bring commerce to local businesses and ease parking congestion.

The number one request of the community for the space – from hundreds of residents - is a grocery store to replace the void that was left when Safeway closed. We understand that Washington Holdings is very close to securing a grocer tenant, but has hit a snag with SDOT regarding a curb cut along Greenwood Ave N. This curb cut is necessary for grocery delivery, customer access, and trash pickup, none of which are possible elsewhere on the property due to the steep and narrow streets that run east to west along the perimeter.

While it is important to support bike lanes and bus stops, we believe they can all coexist in this area with some creative cooperation between Washington Holdings, SDOT, SDCI, and the City. This area of our business district has faced some challenging transition in the past year, and this project could serve as not only a benefit to our residents and a model of transit-corridor density, but also an anchor to the current small businesses and retailers on Greenwood Avenue.

Please consider working with Washington Holdings on a solution that works for everyone concerned, so they can move forward with this project.

Thank you,

Chris Maykut  
Business Membership Coordinator

**Phinney Neighborhood Association**  
6532 Phinney Ave N  
Seattle, WA 98103  
[206.783.2244/chris@phinneycenter.org](mailto:206.783.2244/chris@phinneycenter.org)