



PULTE GREENWOOD

ADMINISTRATIVE DESIGN REVIEW | SDCI #3034268-LU | 26 JUNE 2020

PROJECT SITE

13333 GREENWOOD AVE N
SEATTLE, WA 98133

APPLICANT

PULTE HOMES
3535 FACTORIA BLVD SE #600
BELLEVUE, WA 98006
(425) 216-3405

ARCHITECT + LANDSCAPE

BOARD & VELLUM
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SEATTLE, WA 98112
(206) 707-8895

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1.0

PROJECT INFORMATION

PROJECT DESCRIPTION

ADDRESS:	13333 GREENWOOD AVE N, SEATTLE, WA 98133
SDCI PROJECT NUMBER:	3034268-LU
NUMBER OF RESIDENTIAL UNITS:	33 TOWNHOMES
NUMBER OF PARKING SPACES:	33 SPACES
TOTAL LOT AREA:	73,522 SF
LOT AREA WITHIN THE SCOPE OF THIS TOWNHOUSE PROPOSAL:	50,721 SF
FLOOR AREA RATIO F.A.R.:	1.28
TOTAL PROPOSED BUILDING AREA:	65,020 SF

The applicant's community objective is to positively contribute to the existing urban fabric along this bustling stretch of Greenwood in the Bitterlake Neighborhood while also responding to the transitional nature of the site.

The ultimate goal of this project is to create a contextual and inviting community that provides a thoughtful and sensitive transition between the hustle and bustle of Greenwood Avenue N to the east to the Single-Family zone to the west. The project proposal is to develop a portion of the property with a townhouse development. The remaining areas of the property are intended to be segregated by future platting applications and developed in the future under separate applications that are currently under review at SDCI.

Despite a collection of recent multi-family developments nearby, the overall feel of the immediate context is automobile focused. The apartment buildings flanking either side of the proposed project have large spans of surface parking while Greenwood Ave is a highly trafficked arterial. Much of the surrounding context to the north, south and east is comprised of 3 or 4 story multi-family structures of larger bulk and scale than the proposed project.

The western third of the site transitions to a single-family zone and the development will contain 3 single-family houses (not part of this application). The site IS the transition between multi-family and single-family. The intrinsic nature of townhomes, multifamily use with a single-family foundation, allows the design to successfully meet the sites development potential while also being contextually sensitive.

An adjustment was made to the preferred plan creating an opportunity to retain more trees than were originally proposed at edge. Shifting the 4 easternmost buildings south created more space between the buildings and the north property line creating an opportunity to retain more trees along the north property line. Additionally, this also created room to provide a pathway from the sidewalk along the north property line, connecting the northern amenity space to the public right-of-way. This connection runs the entire length of the development all the way through to the single-family lots on the west side of the lot.

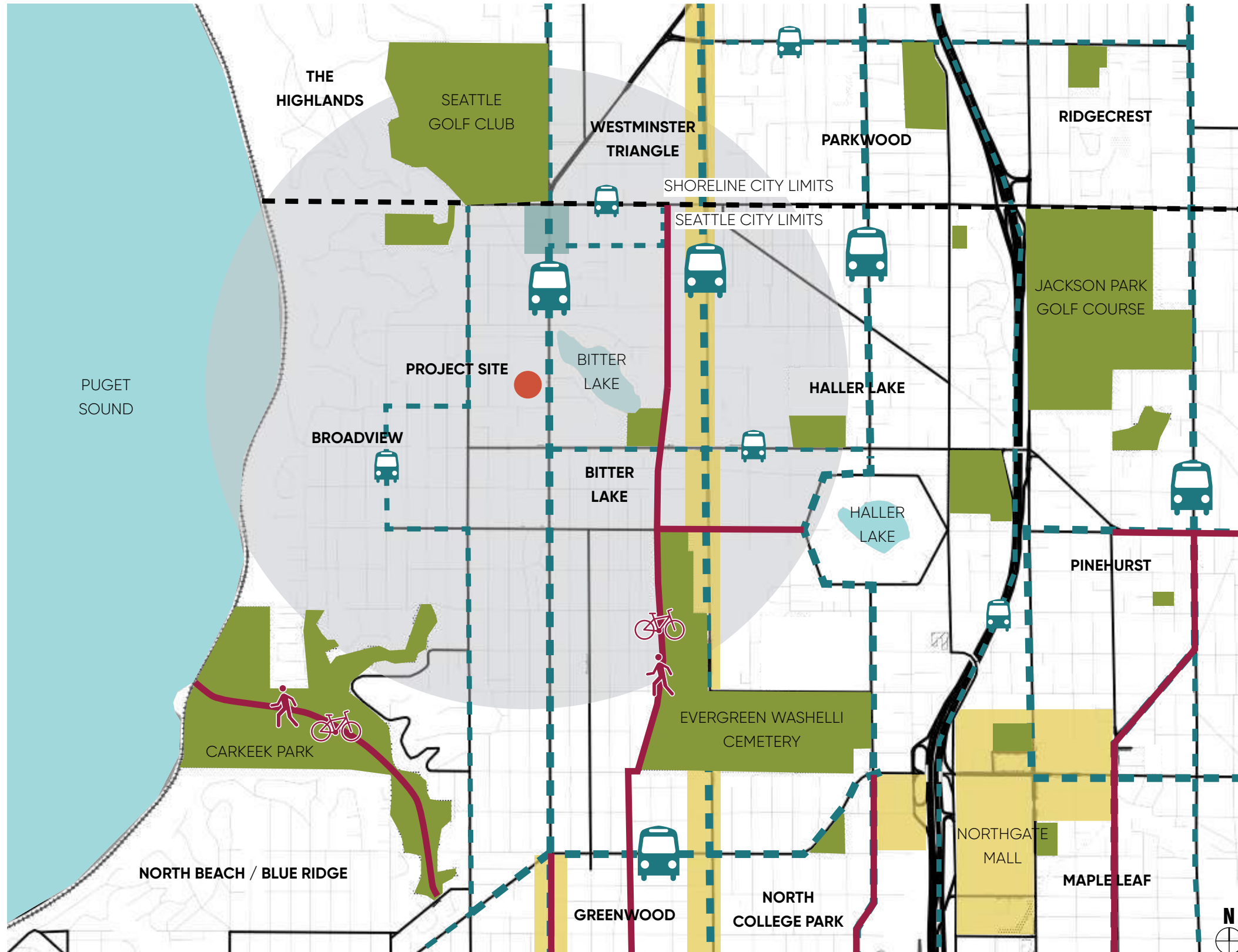
Specifically, the design proposes to achieve the following:

- Occupy a series of lots that are under-developed and in doing so strengthen the local community while improving neighborhood security.
- Enhance street frontage where the site meets Greenwood Avenue N.
- Provide a variety of quality landscaped outdoor spaces.
- Inhabit the site in a neighborly fashion by limiting height, bulk, and scale relative to what is allowed on the lot by code, easing the transition between adjacent zones.



EXISTING URBAN PATTERN

The site is located at the edge where the Broadview Neighborhood meets the Bitter Lake neighborhood. There is an existing pattern of low-rise apartment buildings along Greenwood Avenue N. The site has a high level of bus connectivity, and there are nearby bike lanes running North and South toward Seattle. Outdoor amenities include the park at Bitter Lake just to the East of the site, Carkeek Park along the waterfront, and two nearby golf courses. Areas of interest including shopping and dining exist along Aurora Avenue and further South along Greenwood Avenue. Northgate Mall and its vicinity also includes many shopping and dining options.



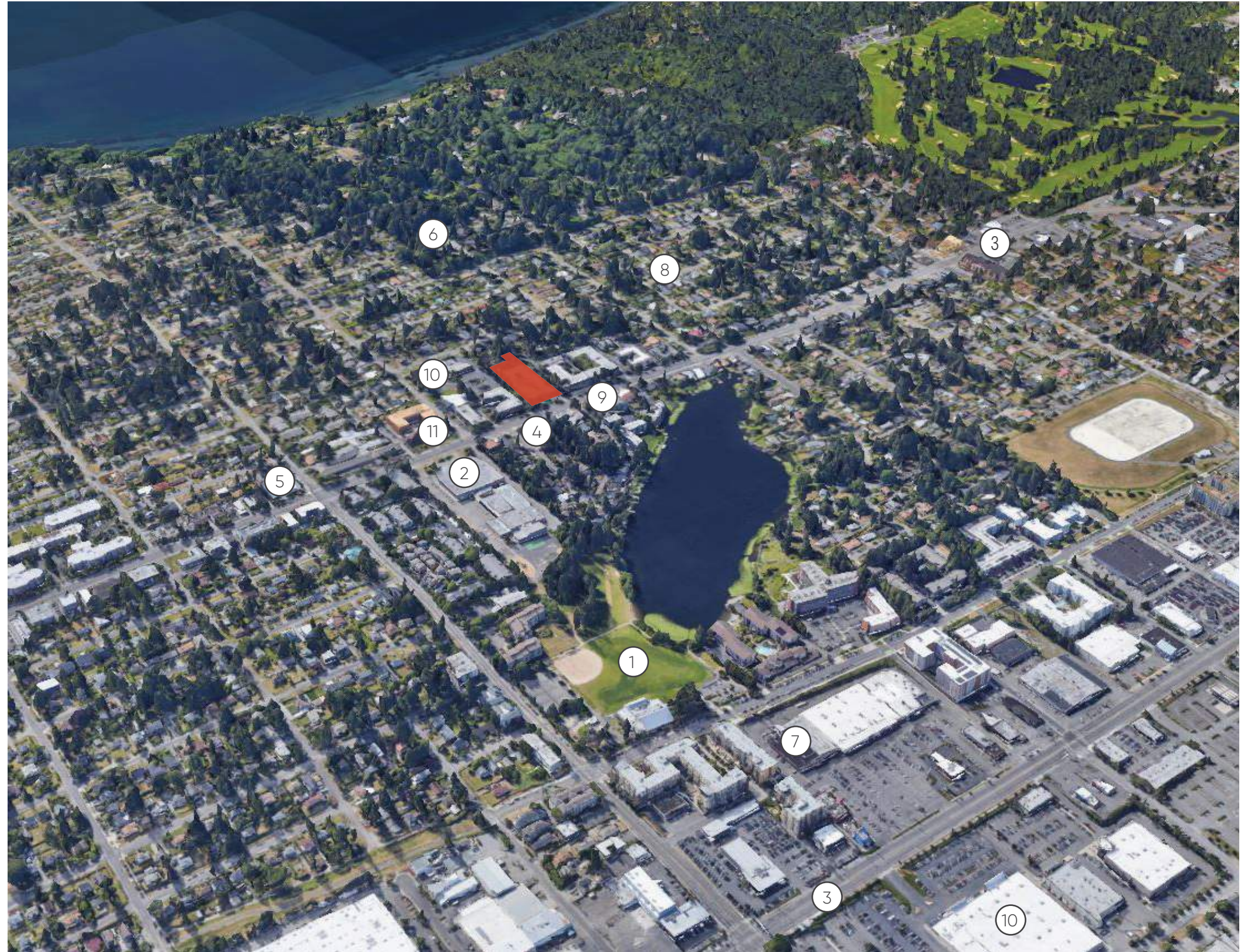
- Site
- 20 - Minute Walkshed
- Public Park
- Body of Water
- Areas of Interest (Commercial, Dining, Shopping)
- Major Bus Route
- Minor Bus Route
- Multiuse Trail
- Street

2.0

CONTEXT ANALYSIS

NEIGHBORHOOD POINTS OF INTEREST

Neighborhood elements within walking distance of the site provide many options for dining, shopping, recreation and access to nature.





1 BITTER LAKE AND PLAYFIELD

13 min. 5 min.

- Baseball and soccer fields
- Waterfront access to Bitter Lake



2 BROADVIEW THOMSON K-8 SCHOOL

3 min. 1 min.

- School on Greenwood Ave N



3 COMMERCIAL

15-18 min. 7 min.

- Dining, Coffee, Gas, Convenience, Banking, Fitness, Home Improvement, and Auto Sales Options



4 LOW-RISE MULTIFAMILY RESIDENTIAL

VARIES VARIES

- Several townhouse developments are located in the same block and adjacent blocks to the project site



5 SEATTLE PUBLIC LIBRARY BRANCH

6 min. 2 min.

- South of site on Greenwood Ave N
- Closest Seattle Public Library branch (Broadview)



6 DUNN GARDENS

12 min. 4 min.

- Walking trail through wooded area



7 GROCERY OUTLET

16 min. 6 min.

- Closest grocery store to site
- Ample parking available



8 SINGLE-FAMILY RESIDENTIAL

VARIES VARIES

- Majority of development North, West, and South of the site is single family residential



9 MIDRISE RESIDENTIAL

VARIES VARIES

- Lowrise Multifamily buildings adjacent to the North and South South of the site along Greenwood Ave N.



10 CHURCH OF LATTER DAY SAINTS

4 min. 1 min.

- Church of Jesus-Christ of Latter-Day Saints



11 LUTHER MEMORIAL CHURCH

4 min. 1 min.

- Luther Memorial Lutheran Church



12 ASIAN FOOD CENTER

7 min. 17 min.

- Closest supermarket-style grocery to project site

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CONTEXT ANALYSIS

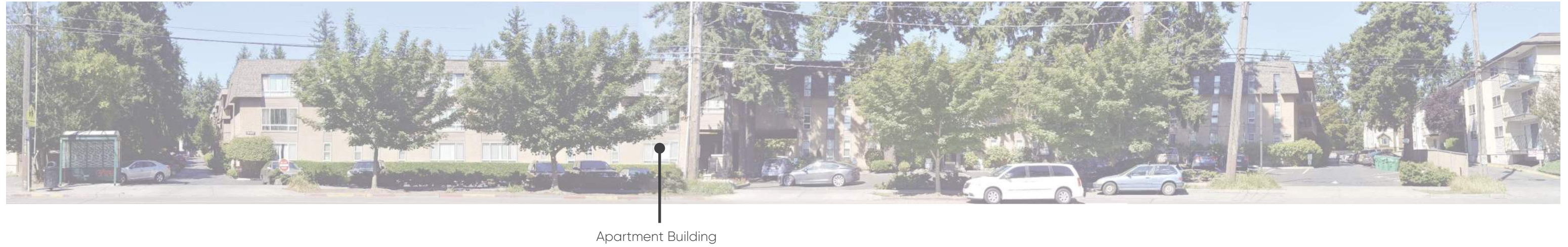
STREET ELEVATION A: WEST SIDE OF GREENWOOD AVE N



STREET ELEVATION B: EAST SIDE OF GREENWOOD AVE N



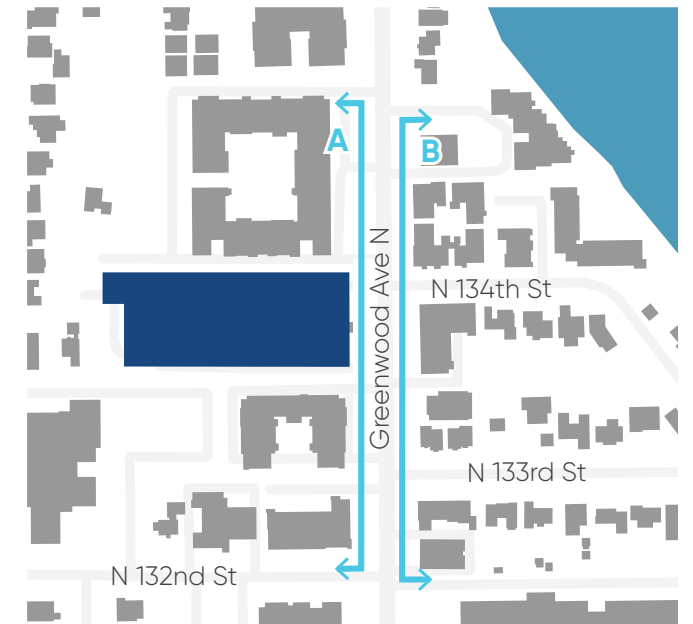
STREET ELEVATION A, CONTINUED



STREET ELEVATION B, CONTINUED



KEY MAP



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CONTEXT ANALYSIS

TREE REPORT FINDINGS

The Tree Report performed by Russel + Lambert Landscape Architecture, dated May 14, 2019, details the trees currently onsite and what protection measures are to be performed for trees that will be retained.

On the LR3 (M) portion of the site, there are 45 existing live trees. Several of the existing trees are well placed to be minimally impacted during construction and are in suitable condition to be retained. Most of their roots are located in existing landscaped areas and other impacts mitigated as outlined in the Tree Report.

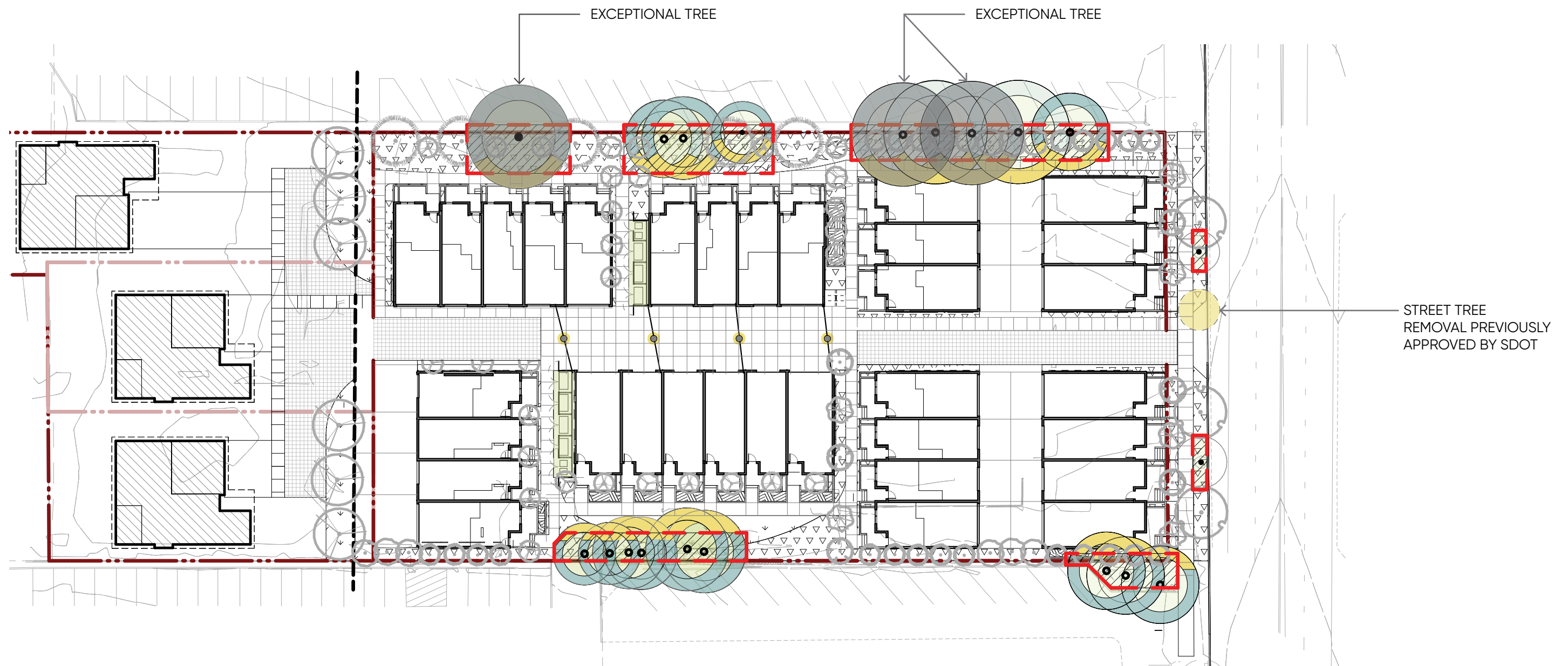
Three exceptional trees exist on the LR3 portion of the site and the project site plan has been carefully configured to either avoid or, where that's not possible, to minimize impacts to these trees.

The report suggests that many of the existing trees along the site perimeter may be able to be retained. The Preferred Option maximized the number of trees retained.



PRELIMINARY TREE RETENTION PLAN

If the project retains the trees highlighted in yellow, that would provide 314" of retained DBH which will strongly facilitate Green Factor compliance and be an incredible asset to the site after it is developed.



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CONTEXT ANALYSIS

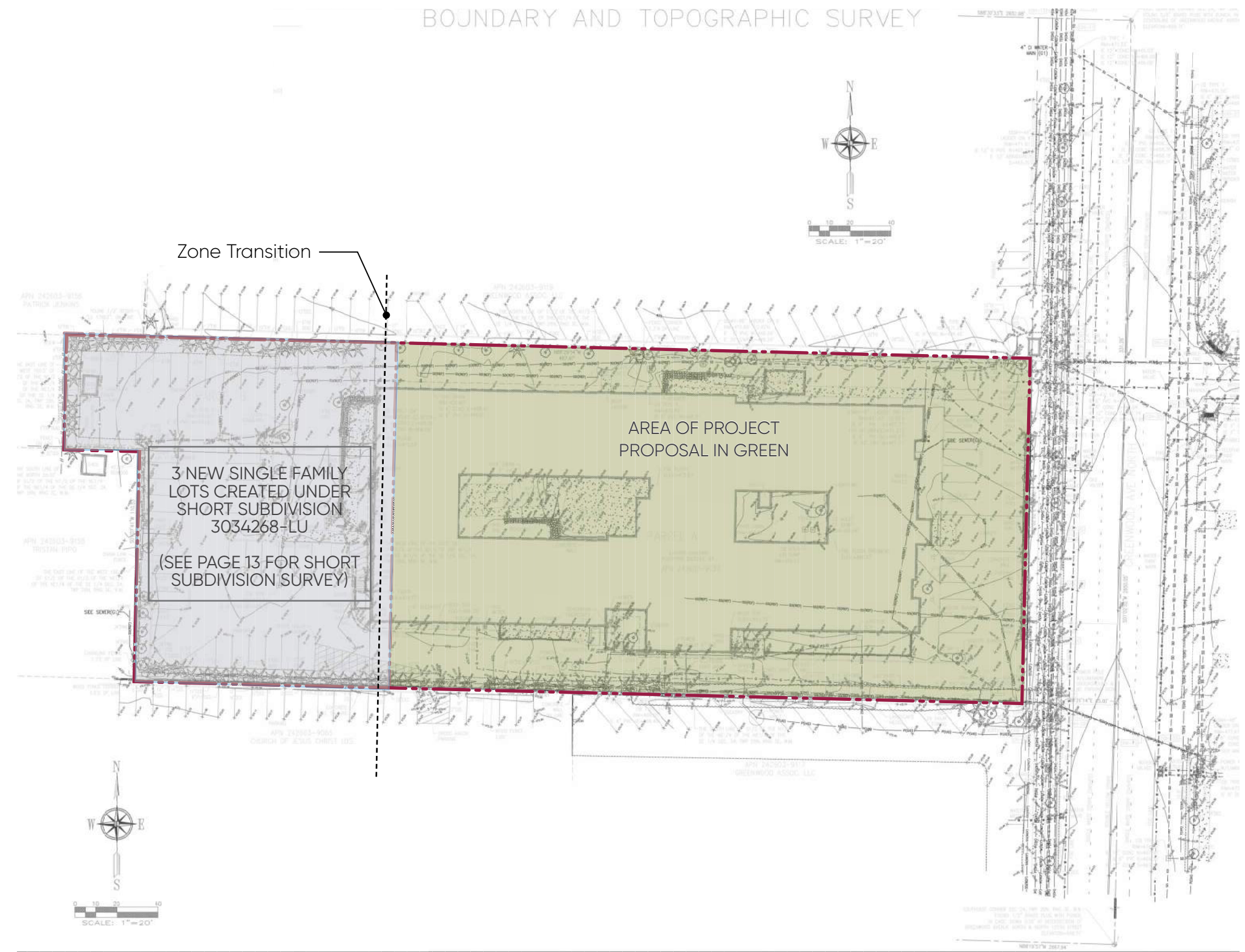
ORIGINAL SURVEY | PRE-SUBDIVISION & PROPERTY SUMMARY

The site fronts onto Greenwood Ave N to the East. It is currently occupied by a 51,298 SF vacant rehabilitation facility. The Eastern 51,887 SF of the lot is zoned LR3 (M). The proposed townhouse development is situated on the easternmost 50,721 SF area of the LR3 (M) zone.

The remaining 1,166 SF of the LR3 (M) zone, in addition to the 21,635 SF of the lot that is zoned SF 7200 will be captured in the future short subdivision, under a separate application.

The topography slopes approximately 1'-6" from the South to the North property line.

Project Addresses	13333 Greenwood Ave. N. Seattle, WA 98133
Parcel Numbers	242603-9037
Present Use	Vacant (Previously Rehabilitation Facility)
Year Built	1954 (to be demolished)
Building Area	51,298 SF (to be demolished)
Zoning	SF7200 and LR3 (M)
Zoning Overlay	None
Parking Flexibility Area	Yes
Total Parcel Area	73,522 SF
Parcel Area Within the Scope of this Townhouse Proposal	50,721 SF
FAR Limit	FAR Limit: 1.8 / 1.8 x 50721 SF = 91,297 SF max building area



**SHORT PLAT SUBDIVISION | IN PROGRESS
NO. 3034269-LU**

PROPOSED PARCEL DESCRIPTIONS

PARCEL A - (50,723 SQ. FT)

THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 25 NORTH, RANGE 3 EAST, W.M., IN KING COUNTY, WASHINGTON; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE N.E. CORNER OF SAID S.E. 1/4; THENCE S 01°02'52" W, ALONG THE EAST LINE OF SAID S.E. 1/4 FOR A DISTANCE OF 331.26 FT.; THENCE N 88°29'14" W, 45.00 FT. TO THE POINT OF BEGINNING; THENCE CONTINUING N 88°29'14" W, 306.98 FT.; THENCE N 01°30'03" E, 165.56 FT.; THENCE S 88°29'54" E, 305.67 FT.; THENCE S 01°02'52" W, 165.62 FT. TO THE POINT OF BEGINNING. SUBJECT TO AND TOGETHER WITH AN EXISTING EASEMENT FOR INGRESS, EGRESS, PEDESTRIAN ACCESS AND UNDERGROUND UTILITIES AS PER KING COUNTY RECORDING NO. _____ AND SUBJECT TO AND TOGETHER WITH ALL AGREEMENTS AS SHOWN AND DESCRIBED UPON THIS CITY OF SEATTLE UNIT LOT SUBDIVISION.

PARCEL B - (8,308 SQ. FT)

THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 26 NORTH, RANGE 3 EAST, W.M., IN KING COUNTY, WASHINGTON; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE N.E. CORNER OF SAID S.E. 1/4; THENCE S 01°02'52" W, ALONG THE EAST LINE OF SAID S.E. 1/4 FOR A DISTANCE OF 331.26 FT.; THENCE N 88°29'14" W, 351.98 FT.; THENCE N 01°30'03" E, 115.39 FT. TO THE POINT OF BEGINNING; THENCE N 88°29'54" W, 125.98 FT.; THENCE S 01°07'41" W, 4.83 FT.; THENCE N 88°29'54" W, 36.00 FT.; THENCE N 01°07'41" E, 55.00 FT.; THENCE S 88°29'54" E, 162.30 FT.; THENCE S 01°30'03" W, 50.17 FT. TO THE POINT OF BEGINNING.

SUBJECT TO AND TOGETHER WITH AN EXISTING EASEMENT FOR INGRESS, EGRESS, PEDESTRIAN ACCESS AND UNDERGROUND UTILITIES AS PER KING COUNTY RECORDING NO. _____ AND SUBJECT TO AND TOGETHER WITH ALL AGREEMENTS AS SHOWN AND DESCRIBED UPON THIS CITY OF SEATTLE UNIT LOT SUBDIVISION.

PARCEL C - (7,264 SQ. FT)

THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 26 NORTH, RANGE 3 EAST, W.M., IN KING COUNTY, WASHINGTON; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE N.E. CORNER OF SAID S.E. 1/4; THENCE S 01°02'52" W, ALONG THE EAST LINE OF SAID S.E. 1/4 FOR A DISTANCE OF 331.26 FT.; THENCE N 88°29'14" W, 351.98 FT.; THENCE N 01°30'03" E, 57.64 FT. TO THE POINT OF BEGINNING; THENCE N 88°29'54" W, 125.60 FT.; THENCE N 01°07'41" E, 57.75 FT.; THENCE S 88°29'54" E, 125.98 FT.; THENCE S 01°30'03" W, 57.75 FT. TO THE POINT OF BEGINNING.

SUBJECT TO AND TOGETHER WITH AN EXISTING EASEMENT FOR INGRESS, EGRESS, PEDESTRIAN ACCESS AND UNDERGROUND UTILITIES AS PER KING COUNTY RECORDING NO. _____

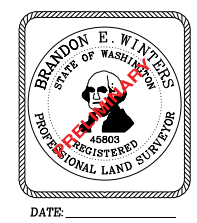
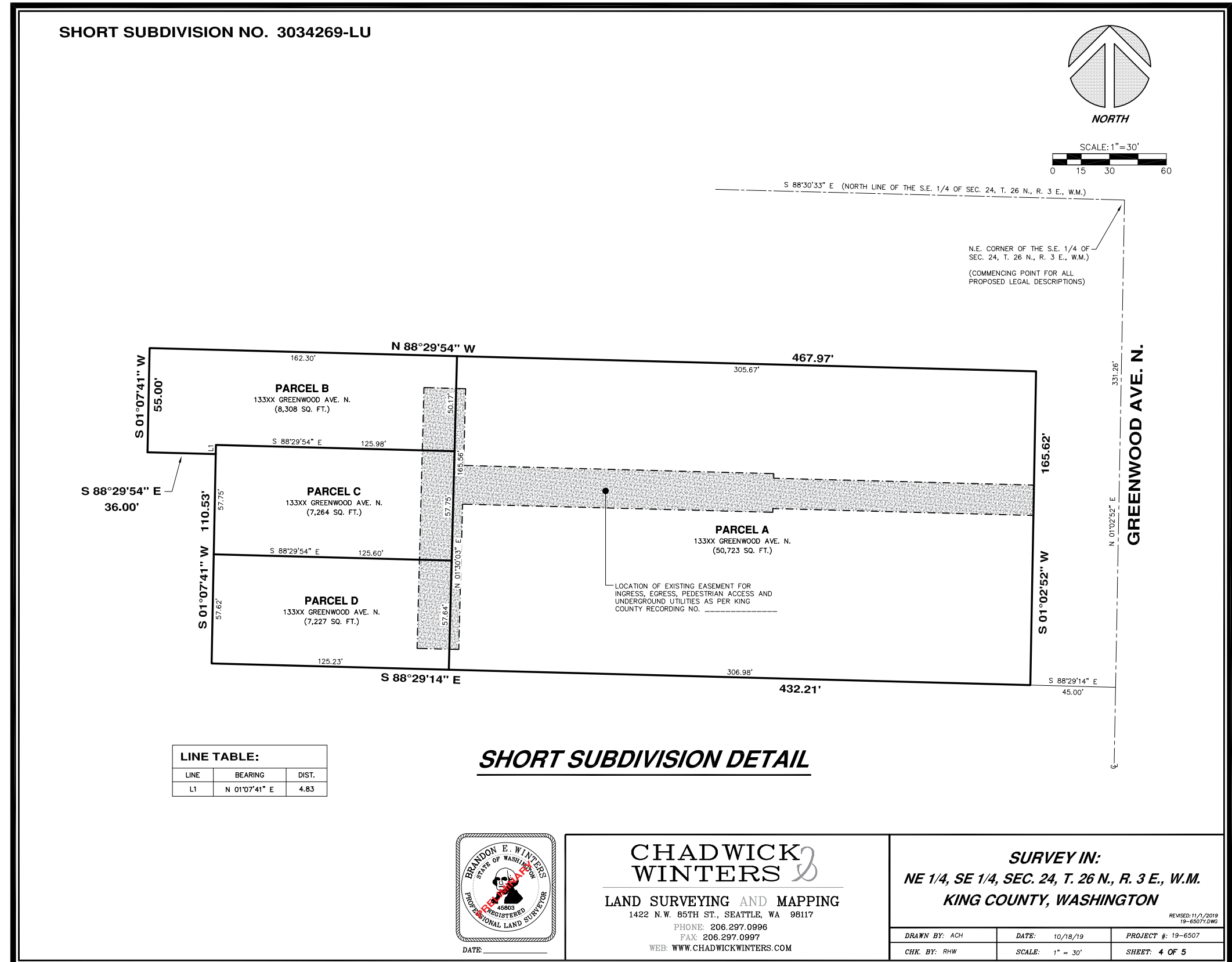
AND SUBJECT TO AND TOGETHER WITH ALL AGREEMENTS AS SHOWN AND DESCRIBED UPON THIS CITY OF SEATTLE UNIT LOT SUBDIVISION.

PARCEL D - (7,227 SQ. FT)

THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 26 NORTH, RANGE 3 EAST, W.M., IN KING COUNTY, WASHINGTON; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE N.E. CORNER OF SAID S.E. 1/4; THENCE S 01°02'52" W, ALONG THE EAST LINE OF SAID S.E. 1/4 FOR A DISTANCE OF 331.26 FT.; THENCE N 88°29'14" W, 351.98 FT. TO THE POINT OF BEGINNING; THENCE CONTINUING N 88°29'14" W, 125.23 FT.; THENCE N 01°07'41" E, 57.62 FT.; THENCE S 88°29'54" E, 125.60 FT.; THENCE S 01°30'03" W, 57.64 FT. TO THE POINT OF BEGINNING.

SUBJECT TO AND TOGETHER WITH AN EXISTING EASEMENT FOR INGRESS, EGRESS, PEDESTRIAN ACCESS AND UNDERGROUND UTILITIES AS PER KING COUNTY RECORDING NO. _____

AND SUBJECT TO AND TOGETHER WITH ALL AGREEMENTS AS SHOWN AND DESCRIBED UPON THIS CITY OF SEATTLE UNIT LOT SUBDIVISION.



CHADWICK WINTERS
LAND SURVEYING AND MAPPING
1422 N.W. 85TH ST., SEATTLE, WA 98117
PHONE: 206.297.0996
FAX: 206.297.0997
WEB: WWW.CHADWICKWINTERS.COM

SURVEY IN:
NE 1/4, SE 1/4, SEC. 24, T. 26 N., R. 3 E., W.M.
KING COUNTY, WASHINGTON

REVISD: 11/1/2019
19-65071.DWG

DRAWN BY: ACH	DATE: 10/18/19	PROJECT #: 19-6507
CHK. BY: RHW	SCALE: 1" = 30'	SHEET: 4 OF 5

2.0






CONTEXT ANALYSIS



ZONING

The site is located in a strip of Multi-Family-zoned area that lines Greenwood Avenue N. To the East and West of Greenwood Avenue N, the zoning designation transitions to Single Family within a block. There are no Commercial / Mixed Use areas in the immediate vicinity; however, further North toward 145th Street a pocket of Commercial / Mixed Use zoning anchors Greenwood Avenue, as well as further South at the intersection with NE 125th St. In the immediate vicinity, zoning is limited to Low-Rise Multi-Family surrounded by Single Family zones.

ALLOWED USES & HEIGHTS

-  SITE (LR3)
 -  LR2 (M)
 -  LR3 (M)
 -  RSL (M)
 -  SF 7200
- LR2 and LR3 Low-Rise Multifamily Zones** with an M suffix outside of an Urban Center / Village allow for a building height of 40' for townhouses and apartments. Floor Area Ratio limit ranges from 1.4 to 1.8. Landscaping is required to have a Green Factor score of 0.6 or higher. Amenity Area equal to 25% of lot area required.
- Residential Small Lot Zones** shall not exceed a lot coverage limit of 50% of the lot area. FAR is limited to 0.75. Building height is limited to 30'. One parking space per dwelling unit is required unless in an Urban Village, and must be located in the structure or the rear or side yard. Building setbacks are 10' front yard, 10' rear yard, 5' side yard.
- Single Family Zones** shall not exceed a lot coverage limit of 35% of the lot area. Building heights to 35', depending on the width of the lot. One parking space per dwelling unit is required, and must be located in the structure or the rear or side yard. Typical building setbacks are 20' front yard, 25' rear yard, 5' side yard.

ZONING: LR3 (M)

OVERLAYS Possible Frequent Transit Area dependent upon traffic analysis

PEDESTRIAN-DESIGNATED ZONE: No

SMC SECTION PROVISION

23.45.504 PERMITTED USES

- Residential Uses

23.45.510 FLOOR AREA RATIO

- Site area = 50721 SF
- Maximum FAR: 1.8; 50721 SF x 1.8 = 91,297 SF Floor Area

23.45.514 23.45.517 STRUCTURE HEIGHT

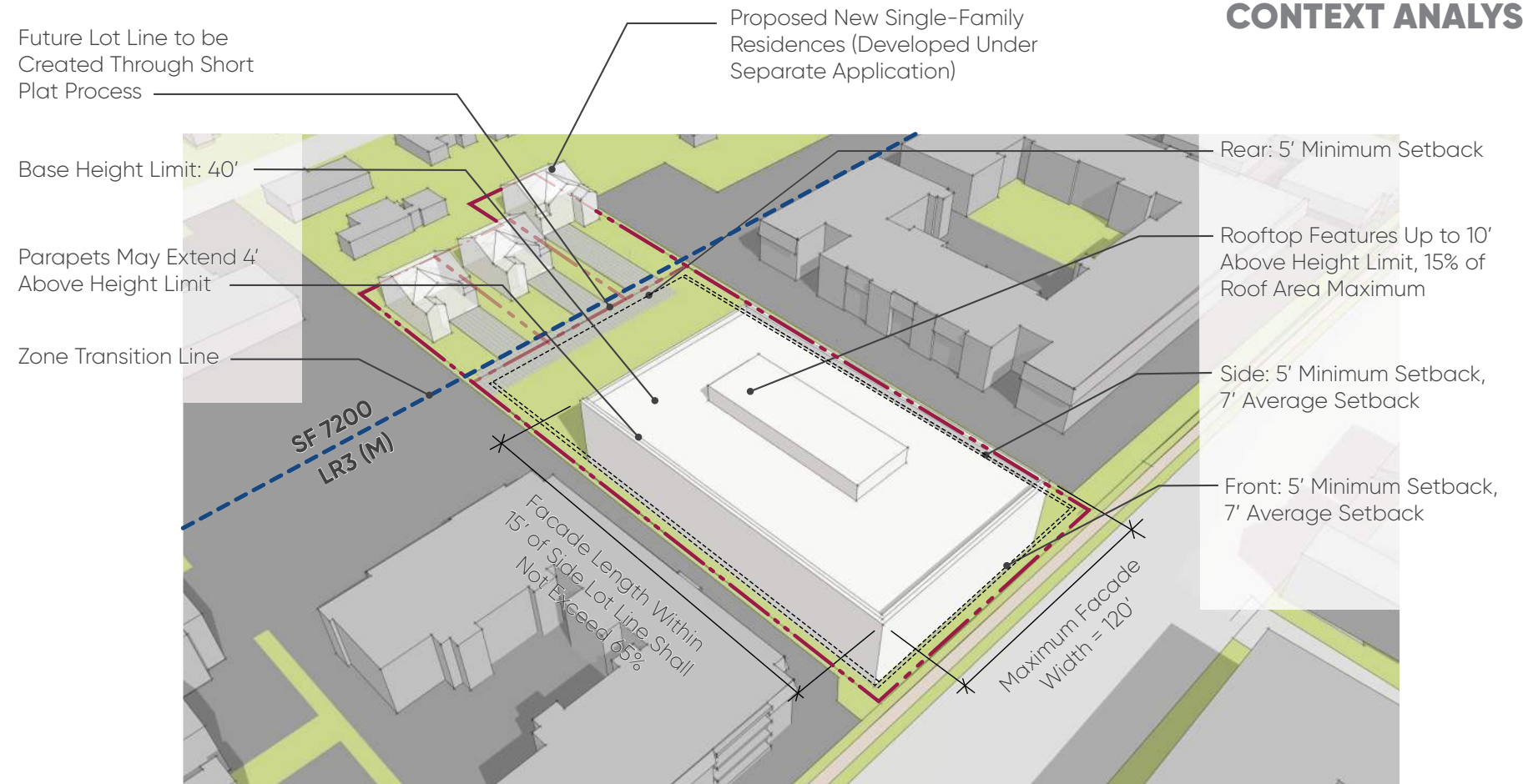
- Base height limit of 40' above average grade level.
- Height limit increase of 4' if structure includes partially below grade story (does not apply within 50' of SF lot)
- Parapets, fire walls, railings, and solar collectors may extend 4' above height limit
- Up to 2' additional height permitted for green roofs if > 50% of roof area
- Stair & elevator penthouses may extend up to 10 feet & 15% of roof area
- Pitched roofs may extend 5' above height limit if minimum 3:12 slope.

23.45.518 SETBACK REQUIREMENTS

- Front Setback - 5' Minimum / 7' Average
- Side Setback (Facades 40' or less) - 5'
- Side Setback (Facades > 40') - 5' Minimum / 7' Average
- Rear Setback - 5' Minimum
- Minimum separation between principal structures - 10'
- Minimum separation at driveways - 2' greater than required width of driveway
- Upper level setback from street lot lines 12' above 40'
- Upper level setback from rear and side lot lines 12' above 34'

23.45.522 AMENITY AREAS

- 25% of lot area (not enclosed)
- 50% at ground level, except rooftop amenity may be counted as ground level
- For rowhouses/townhouses, ground level amenity may be private or common
- All units must have access to a common or private amenity area
- Private amenity area abutting a side lot line must be 10' min
- Common amenity areas: min area of 250 sf and min horizontal dimension of 10'



ZONING ENVELOPE ANALYSIS - MAXIMUM USE OF SITE PER LAND USE CODE

23.45.524

LANDSCAPING & SCREENING STANDARDS

- Green Factor of 0.6 or greater.
- Street trees required.

23.45.527

STRUCTURE WIDTH & FACADE LENGTH LIMITS

- Townhouses / Apartments - 120' Maximum Structure Width
- The length of the facade within 15' of lot line that is neither rear nor street lot line shall not exceed 65% of the length of that lot line

23.54.015

REQUIRED PARKING & MAXIMUM LIMITS

- 1 per unit; 50% reduction for frequent transit service.
- Bicycle parking: long-term = 1 per 4 units; short term = 1 per 20 dwelling units
- For 21 units, 2 short term bicycle required

23.54.040

SOLID WASTE & RECYCLING

- One storage area per unit with minimum dimensions 2' x 6'
- SPU to require a minimum of two shared storage areas

3.0

DESIGN CONCEPT

DESIGN OPTION 3 - PREFERRED SCHEME

Option 3, the applicant's preferred option, achieves a 1.27 FAR and proposes 33 townhouse units, each with a 2-car enclosed parking garage. One centrally located curb cut accesses the site from Greenwood Ave N.

Opportunities for deep setbacks from the side lot lines where common amenity area is located provides relief for the properties to the North and South of the project site and afford the opportunity to preserve existing trees. The interface between private units and the common amenity areas help ensure that eyes are on common areas to provide site security.

PROS

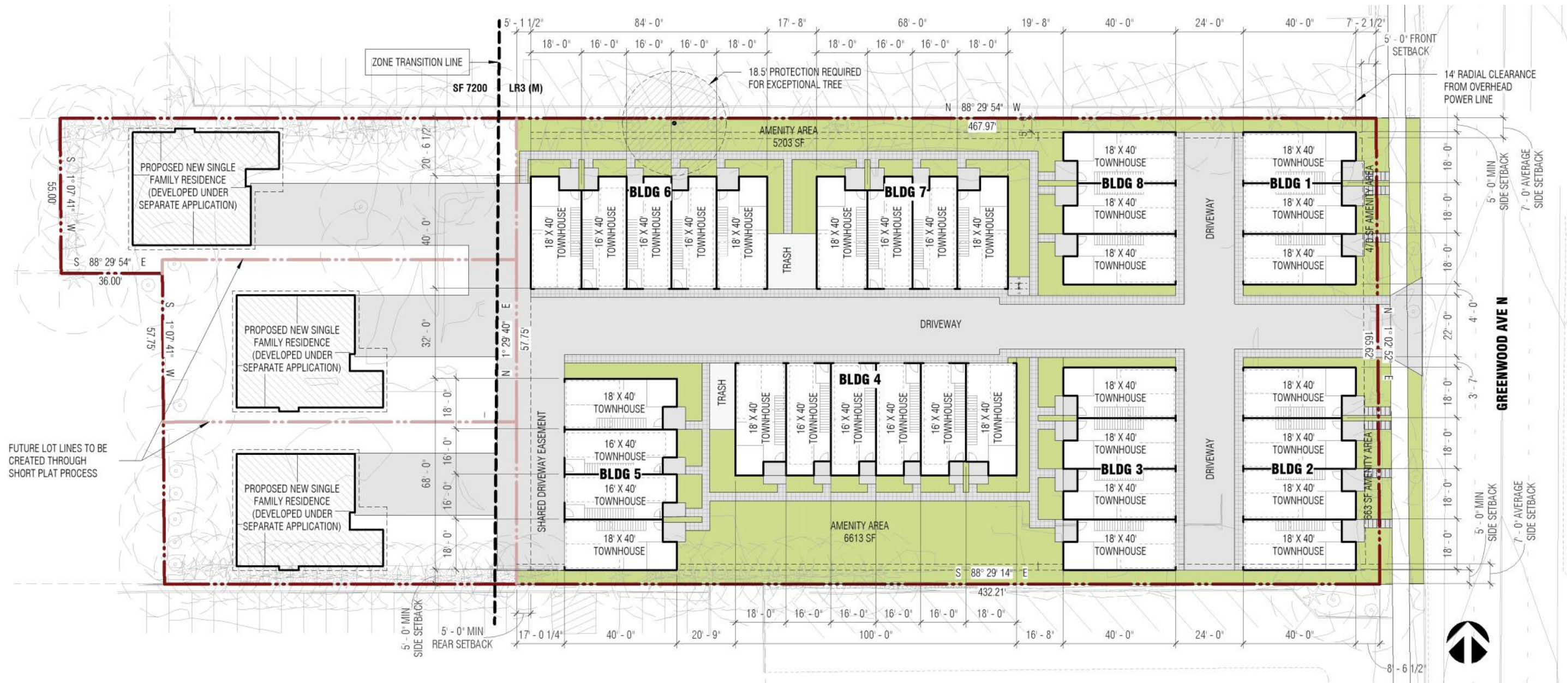
- Residents have access to large common amenity areas
- Repetitive row of townhouses creates rhythmic street frontage
- Ability to retain more existing trees
- Variety of unit orientations
- Units not facing each other, provides more privacy

CONS

- Provides fewer units than other options

ZONING CODE INFORMATION

HEIGHT	40' HT PROPOSED (40' BASE HT LIMIT)
SETBACK	5' MIN REAR 5' MIN, 7' AVERAGE SIDE 5' MIN, 7' AVERAGE FRONT
FLOOR AREA RATIO	64,900 SF / 50,721 SF = 1.27 FAR (1.8 MAX)
AMENITY AREA	16,249 SF (12,680 SF MIN)



DESIGN OPTION 3 - PREFERRED SCHEME



3.0

DESIGN CONCEPT

DESIGN GUIDELINE PRIORITIES

CS1 NATURAL SYSTEMS AND SITE FEATURES

CS1-A-1: ENERGY USE

- CS1-A-1. Energy Choices

CS1-B SUNLIGHT & NATURAL VENTILATION

- CS1-B-1. Sun and Wind
- CS1-B-2. Daylight and Shading
- CS1-B-3. Managing Solar Gain

CS1-C TOPOGRAPHY

- CS1-C-1. Land Form
- CS1-C-2. Elevation Changes

RESPONSE:

The two outdoor amenity areas along the north and south property lines provide a natural separation between the proposed and neighboring buildings, eliminating potential for shading of neighboring structures. These amenity areas, were the impetus for the proposed option which retain a large portion of the existing trees while providing large open spaces and setbacks. The southern, larger courtyard is laid out to optimize the solar exposure, despite the tall trees.

CS1-D PLANTS & HABITAT

- CS1-D-1. On-Site Features
- CS1-D-2. Off-Site Features

RESPONSE:

The project was designed to minimize impacts to existing trees on the site to the greatest extent feasible. This includes retaining a significant amount of existing mature trees, three of which are exceptional trees. New landscaping is extensive and includes a large number of understory trees that will complement the existing mature trees. There are no adjacent off-site habitats or existing urban forests.

CS2 URBAN PATTERN AND FORM

CS2-A LOCATION IN THE CITY & NEIGHBORHOOD

- CS2-A-1. Sense of Place
- CS2-A-2. Architectural Presence

CS2-B ADJACENT SITES, STREETS, & OPEN SPACES

- CS2-B-1. Site Characteristics
- CS2-B-2. Connection to the Street
- CS2-B-3. Character of Open Space

CS2-C RELATIONSHIP TO THE BLOCK

- CS2-C-1. Corner Sites
- CS2-C-2. Mid-Block Sites
- CS2-C-3. Full Block Sites

RESPONSE

The development is designed around the two large open spaces located along the north and south property lines. The unit entries for all the buildings surrounding the open spaces are located off the open space to activate the spaces. Each unit entry is located several steps above the elevation of the open space to create a sense of entry and ownership. Landscaping is layered to define functions and spaces rather than physical barriers. The entrances off Greenwood Avenue N have the same elevated features. This approach provides a sense of space and security while activating the public realm with visual interest. The two buildings on Greenwood Ave N are oriented east to embrace the street. The pitched roofline and consecutive unit entries are designed to create a rhythmic pattern. The building scale is consistent with the surrounding context, while the rhythmic facades and the active unit entrance create a clear presence along Greenwood.

CS2 URBAN PATTERN AND FORM CONTINUED

CS2-D HEIGHT, BULK & SCALE

- CS2-D-2. Existing Site Features
- CS2-D-3. Zone Transitions
- CS2-D-4. Massing Choices
- CS2-D-5. Respect for Adjacent Sites



RESPONSE

As noted above, the surrounding buildings are of similar scale to the proposed development, to the north and south. The site transitions to Single Family west of the project site, and the development naturally transitions to that zone through the separation of 3 western lots which will be developed as 3 single-family houses. The proposed townhouse units are transitional in scale by nature. They seamlessly transition between the larger scale apartment buildings surrounding the site to the single-family structures to the west.

Townhouse style development is proposed as the most appropriate response to the transitional nature of the site. Accordingly, the proposed height, bulk, and scale are significantly less than what is allowed by code. The zone allows for a maximum FAR of 1.8 (91,297 SF) within four stories. The current design proposal indicates an FAR of 1.24, approximately 62,889 SF of building area in only three stories.

CS3 ARCHITECTURAL CONTEXT & CHARACTER

CS3-A EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

- CS3-A-1. Fitting Old and New Together
- CS3-A-2. Contemporary Design
- CS3-A-3. Established Neighborhoods
- CS3-A-4. Evolving Neighborhoods

CS3-B LOCAL HISTORY & CULTURE

- CS3-B-1. Placemaking
- CS3-B-2. Historical/Cultural References

RESPONSE:

While there is a significant amount of new development in and around the neighborhood, there doesn't appear to be a specific architectural character established. The proposed design puts a contemporary spin on traditional architectural style. The project modernizes the more traditional gable roof line through the rhythmic patterning and by increasing the designated pitch. Additionally, the irregular patterning of the proposed board and batten siding adds a contemporary spin to a conventional siding. The intention was not to mimic an existing style, but to build upon existing elements found in the neighborhood, since there isn't an overwhelming specific existing architectural style. The building proposes using well-detailed and high-quality materials, with a clean and uncomplicated expression.



PL1 CONNECTIVITY

PL1-A NETWORK OF OPEN SPACES

- PL1-A-1
- PL1-A-2

PL1-B WALKWAYS & CONNECTIONS

- PL1-B-1. Pedestrian Infrastructure
- PL1-B-2. Pedestrian Volumes
- PL1-B-3. Pedestrian Amenities

PL1-C OUTDOOR USES & ACTIVITIES

- PL1-C-1. Selecting Activity Areas
- PL1-C-2. Informal Community Uses
- PL1-C-3. Year-Round Activity

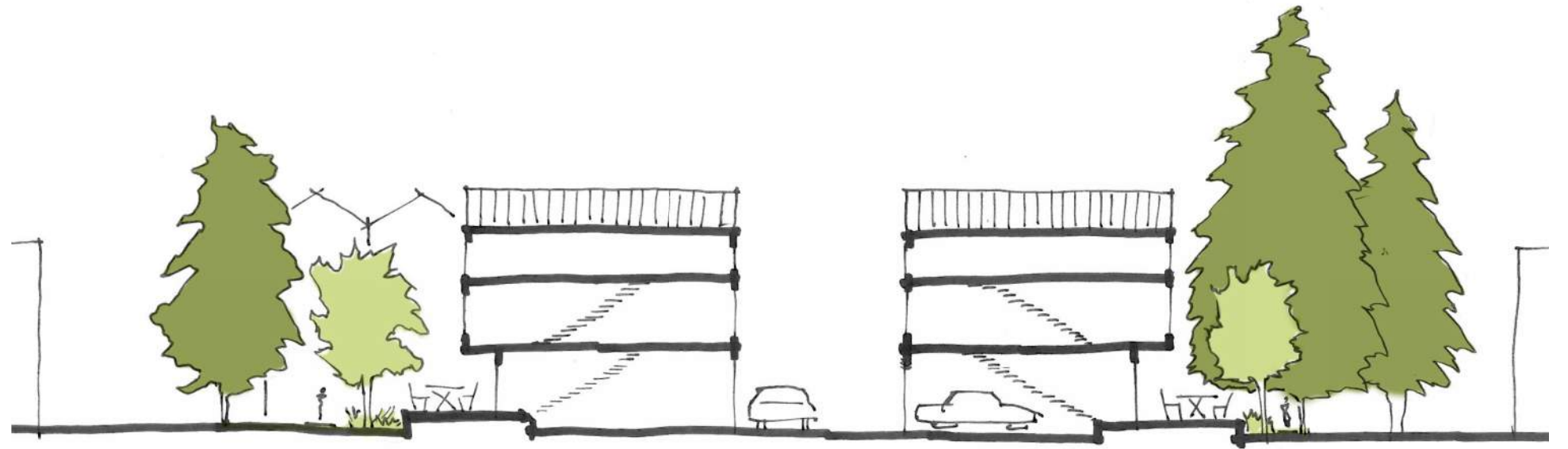


RESPONSE

The development is designed around the two large open spaces located along the north and south property lines and specific focus has been paid to how those spaces function. The unit entries for all the buildings surrounding the open spaces are purposefully located off the open space to foster organic human interaction. Each unit entry is located several steps above the elevation of the open space to create a sense of entry and ownership, while maintaining a relationship between the spaces and functions. Landscape creates a layered approach to the separation of spaces, rather than utilizing actual physical barriers. The entrances off Greenwood Avenue N are taking the same elevated approach. This approach activates the public realm, provides a sense of space, and provides a sense of security by putting eyes on the street.

The pedestrian pathways situated throughout the site are designed to make wayfinding clear and obvious as people navigate through the site. The access point to the centralized driveway is lined with landscaping along the North side of the drive while the Southern edge is a distinctly paved pedestrian accessway. The pedestrian paving continues to the western edge of the property through the site. The paving pattern, which is utilized throughout the central portion of the central drive creates a distinctive pedestrian zone of refuge in front of all of the individual garages off the central drive. At the central point of the central drive the change in paving is utilized to create a more inviting and safe feeling pedestrian environment in the vehicular zone. Overhead lighting and awnings are used in this region to encourage use of the space. While all entry doors have been eliminated from this zone, the use of the space is still encouraged through lighting, overhead protection and paving.

The primary pedestrian pathway to unit entrances is accessed directly along the length of the vehicular access as well as from the pedestrian pathway along the northern edge of the development. The pathways form circular paths to increase safety and ease of access to all areas of the site. These primary routes connect common features like parking access, trash enclosures and common amenity area. Secondary paths connect the primary routes to individual unit entries through privately owned transitional spaces that act as a threshold between public and private. This hierarchy of walkways provides clear differentiation between common outdoor space and private outdoor space allowing residents to be individually responsible for their piece of the community.



PL2-A ACCESSIBILITY

- PL2-A-1. Access for All
- PL2-A-2. Access Challenges

PL2-B SAFETY & SECURITY

- PL2-B-1. Eyes on the Street
- PL2-B-2. Lighting for Safety
- PL2-B-3. Street-Level Transparency

PL2-C WEATHER PROTECTION

- PL2-C-1. Locations and Coverage
- PL2-C-2. Design Integration
- PL2-C-3. People-Friendly Spaces

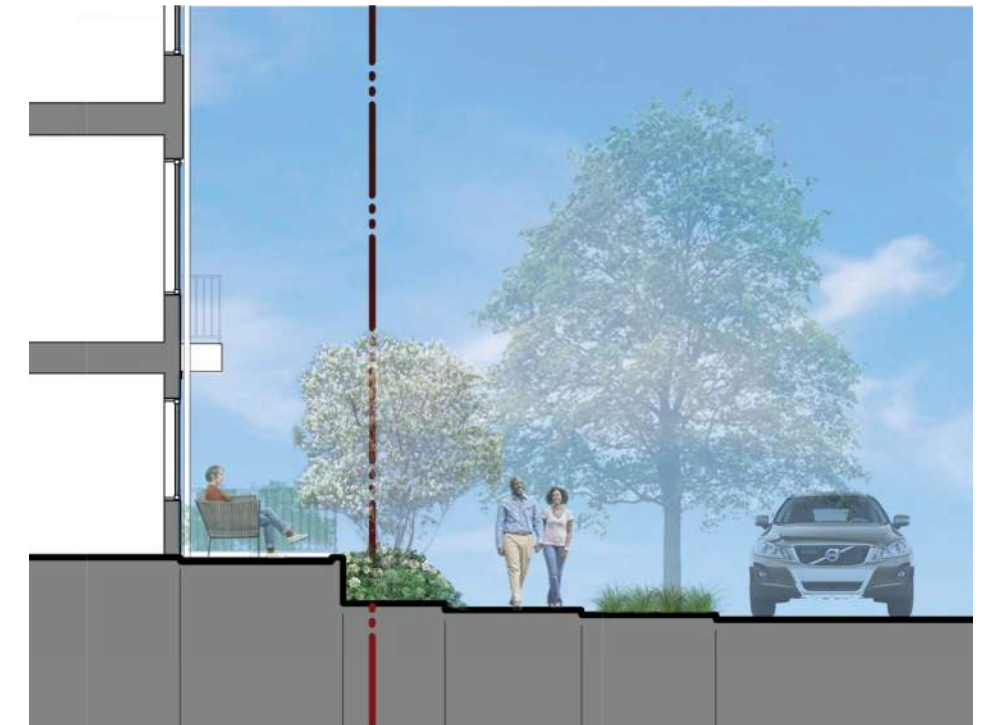
PL2-D WAYFINDING

- PL2-D-1. Design as Wayfinding

RESPONSE

Vehicular and pedestrian access point is centrally located along Greenwood Avenue N and is lined with landscaping along the North side and a distinctly paved pedestrian accessway along the South side. The pedestrian paving continues to the western edge of the property through the site. The paving pattern helps create a distinctive pedestrian zone in front of all of the individual garages off the central drive. At the central point of the central drive the change in paving is used to create a more inviting and safe feeling pedestrian/vehicular environment. Overhead catenary lighting and awnings are used in this region, as well, to encourage use of the space. While all entry doors have been eliminated from this zone, the use of the space is still encouraged through lighting, overhead protection and paving. Walkways are scored to differentiate

pedestrian and vehicular areas and support easy wayfinding. The addition of pathway lighting ensures a well-lit route and supports easy wayfinding after dark. The units along Greenwood Avenue N have all been configured to be accessed directly off the street-facing façade. All of the entrances are elevated slightly from the sidewalk, to create a slight separation yet maintain connection between the private and public realms. The adjacent interior uses associated with these patios are habitable spaces that will encourage social interaction.



3.0

DESIGN CONCEPT

DESIGN GUIDELINE PRIORITIES

PL3 STREET LEVEL INTERACTION

PL3-A ENTRIES

- PL3-A-1. Design Objectives
- PL3-A-2. Common Entries
- PL3-A-3. Individual Entries
- PL3-A-4. Ensemble of Elements

PL3-B RESIDENTIAL EDGES

- PL3-B-1. Security and Privacy
- PL3-B-2. Ground-level Residential
- PL3-B-3. Buildings with Live/Work Uses
- PL3-B-4. Interaction

RESPONSE:

All unit entries are elevated slightly above finished grade. This creates identifiable and distinctive access points to the units while also affording the ability to visually connect to the street (and adjacent open spaces). The elevated patio creates a natural sense of privacy and security, by way of separation, while also maintaining a visual connection. All unit entries will be provided with a clear access point, weather protection, lighting and landscape elements. The landscape elements will act as a natural screen and will create an organic buffer creating a sense of space at each entrance. Patios provide an intrinsic opportunity for social interaction.

PL3-C RETAIL EDGES

- PL3-C-1. Porous Edge
- PL3-C-2. Visibility
- PL3-C-3. Ancillary Activities

RESPONSE:

This Design Guideline is not relevant to our project.



PL4 ACTIVE TRANSPORTATION

PL4-A ENTRY LOCATIONS & RELATIONSHIPS

- PL4-A-1. Serving all Modes of Travel
- PL4-A-2. Connections to All Modes

PL4-B PLANNING AHEAD FOR BICYCLES

- PL4-B-1. Early Planning
- PL4-B-2. Bike Facilities
- PL4-B-3. Bike Connections

PL4-C PLANNING AHEAD FOR TRANSIT

- PL4-C-1. Influence on Project Design
- PL4-C-2. On-site Transit Stops
- PL4-C-3. Transit Connections



RESPONSE

The vehicular and pedestrian access point is centrally located along Greenwood Avenue N and is lined with landscaping along the North side and a paved pedestrian accessway on the South side. The pedestrian paving continues to the western edge of the property through the site. The paving pattern helps create a distinctive pedestrian zone in front of all of the individual garages off the central drive. At the central point of the central drive the change in paving is used to create a more inviting and safe feeling pedestrian/vehicular environment. Overhead catenary lighting and awnings are used in this region to encourage use of the space. All entry doors have been eliminated from this zone, the use of the space is still encouraged through lighting, overhead protection and paving. Walkways are scored to differentiate pedestrian and vehicular areas and support easy wayfinding. The addition of thoughtful pathway lighting ensures a well-lit route and supports easy wayfinding after dark. The primary pedestrian and bicycle pathways are accessed directly off the pathway that runs the length of the vehicular access. The distinctively paved pathways throughout the development form circular paths to increase safety and ease of access to all areas of the site. These primary routes connect common features like parking access, trash enclosures and common amenity area. There are nearby transit stops which provide a convenient mode of transportation for the residents of the development. The main access point to the development is strategically located to avoid conflicts with transit access.

DC1 PROJECT USED & ACTIVITIES

DC1-A ARRANGEMENT OF INTERIOR USES

- DC1-A-1. Visibility
- DC1-A-2. Gathering Places
- DC1-A-3. Flexibility
- DC1-A-4. Views and Connections

DC1-B VEHICULAR ACCESS & CIRCULATIONS

- DC1-B-1. Access Location and Design
- DC1-B-2. Facilities for Alternative Transportation

DC1-C PARKING & SERVICE USES

- DC1-C-1. Below-Grade Parking
- DC1-C-2. Visual Impacts
- DC1-C-3. Multiple Uses
- DC1-C-4. Service Uses

RESPONSE

All units in the development are either situated around the large at-grade amenity spaces, or they face the street. The units have been located in order to take advantage of the connection to the public realm and to promote activity. The vehicular unit access points have been deliberately separated from the human unit access points to minimize conflict wherever possible. However, recognizing it's not feasible to keep vehicles and non-motorists completely separate, methods have been used to increase the safety of the shared space such as overhead catenary lighting and distinctive paving.

Access to the trash enclosures have been located off both the vehicular route as well as off the pedestrian only pathway. This provides both a through passageway for convenience, while also separating pedestrians from vehicles. The storage areas have been elongated and rotated to reduce the visual impact of the structures along the vehicular and pedestrian pathways.





DC2 ARCHITECTURAL CONCEPT

DC2-A MASSING

- DC2-A-1. Site Characteristics and UseS
- DC2-A-2. Reducing Perceived Mass

DC2-B ARCHITECTURAL & FAÇADE COMPOSITION

- DC2-B-1. Façade Composition
- DC2-B-2. Blank Walls
- CS1-B-3. Managing Solar Gain

DC2-C SECONDARY ARCHITECTURAL FEATURES

- DC2-C-1. Visual Depth and Interest
- DC2-C-2. Dual Purpose Elements
- DC2-C-3. Fit With Neighboring Buildings

DC2-D SCALE & TEXTURE

- DC2-D-1. Human Scale
- DC2-D-2. Texture
- DC2-C-3. Fit With Neighboring Buildings

DC2-E FORM AND FUNCTION

- DC2-E-1. Legibility and Flexibility

RESPONSE:

The development is situated on a relatively flat site permitting the siting of the units to easily follow the existing grade. The buildings have been strategically located as a street wall along Greenwood Avenue N to fully engage the street and public realm, while the interior units are deliberately located around the amenity areas to create a sense of community. The internal units are also strategically setback from the property lines to promote privacy and security while also attempting to capitalize on solar exposure. The street facing facades are then textured with secondary architectural details like generous glazing, bays, recesses and decks over raised entries with robust landscaping. Repeating gable roofs cap the units, and in association with the glazing composition, provide the structures a pleasing rhythmic quality. The gable roof also offers a more distinctly domestic character that is intentionally in contrast with the now ubiquitous hardie-clad modern boxes that fill Seattle's low-rise zones.

DC3 OPEN SPACE CONCEPT

DC3-A BUILDING – OPEN SPACE RELATIONSHIP

- DC3-A-1. Interior/Exterior Fit

DC3-B OPEN SPACE USES & ACTIVITIES

- DC3-B-1. Meeting User Needs
- DC3-B-2. Matching Uses to Conditions
- DC3-B-3. Connections to Other Open Space
- DC3-B-4. Multifamily Open Space

DC3-C Design

- DC3-C-1. Reinforce Existing Open Space
- DC3-C-2. Amenities/Features
- DC3-C-3. Support Natural Areas

RESPONSE

The development is designed around the two open spaces located along the north and south property lines and specific focus has been paid to how those spaces function. The unit entries for all the buildings surrounding the open spaces are purposefully located off the open space to foster human interaction in organic situations. The largest communal space has been located to the south of the project to maximize solar exposure. The path network has been intentionally designed to create an internal loop path to encourage residents to walk the site and meet their neighbors. Because the units have limited private exterior space, the communal open spaces provide an opportunity for passive outdoor recreation and lingering. Retention of existing mature trees paired with the addition of new understory trees and shrubs will enhance use by birds and pollinators.

DC4 EXTERIOR ELEMENTS AND FINISHES

DC4-A EXTERIOR ELEMENTS & FINISHES

- DC4-A-1. Exterior Finish Materials
- DC4-A-2. Climate Appropriateness

DC4-B SIGNAGE

- DC4-B-1. Scale and Character
- DC4-B-2. Coordination with Project Design

DC4-C LIGHTING

- DC4-C-1. Functions
- DC4-C-2. Avoiding Glare

DC4-D TREES, LANDSCAPE, & HARDSCAPE MATERIALS

- DC4-D-1. Choice of Plant Materials
- DC4-D-2. Hardscape Materials
- DC4-D-3. Long Range Planning
- DC4-D-4: Place Making

RESPONSE

The landscape and exterior lighting system will prioritize site circulation and security while mitigating off site glare. Retained mature existing trees (including exceptional trees), native and adaptive plants are used to provide an authentically northwest palette. The trees, shrubs, and groundcover are low irrigation needs, maintenance and are sited according to expected sun and shade conditions. These plants will grow to an appropriate size to provide full planting beds but will not overgrow and disrupt sight lines. Planting and durable hardscape materials have been configured to identify each building entry and perimeter while maintaining a uniform aesthetic across the overall site.

DC4-E PROJECT ASSEMBLY & LIFESPAN

- DC4-E-1. Deconstruction

RESPONSE

Use of long lasting durable materials wherever possible. Structure will be wood frame for easy deconstruction and repurpose. Spray foam insulation will not be used so as not to contaminate deconstructable materials.

3.0

DESIGN CONCEPT

BOARD RECOMMENDATIONS

1. MASSING & ARCHITECTURAL CONCEPT

- a. The Board acknowledged the merits of design scheme Option #2 ("Central Square")-the centralized courtyard-style amenity space, the inclusion of a focal point and the avoidance of a "thoroughfare" drive aisle. However, the Board favored the design and site planning presented for design scheme Option #3 ("Preferred") because, although it included a centralized drive aisle, it prioritized varied open spaces, the preservation of existing trees onsite and minimized the quantity of pavement allocated for vehicular use. Thus, the Board proposed that design scheme Option #3 move forward to Master Use Permit (MUP) submittal with the following guidance:
 - i. In concurrence with public sentiment, the Board voiced general support for the massing with gabled roof forms stating that they are great for placemaking, creating a good rhythm, articulating individual units within that rhythm and fitting into the greater context of the neighborhood. (CS2.B, CS3.A.1, CS3.B.1)
 - ii. The Board strongly supported the design team's verbal intent to promote green space by preserving as many existing trees onsite and the enhancement of the existing canopy with a robust understory of additional smaller trees. The Board requested that this landscaping goal is clarified in the next design iteration. (CS1.D.1, DC3.C, DC4.D)
 - iii. The Board understood the developer's future goals for the entire project site which were described as developing the lowrise-zoned eastern portion of the property with a townhouse development (proposed project), segregating the entire property by means of future platting actions and constructing at least three single family residences (by separate future applications) on the single family-zoned western portion of the property. The Board noted and appreciated the stepped down scale from the proposed townhouse development to the anticipated lower-scaled development potential of the adjacent single family zone. However, the Board stated that the treatment of western edge of the townhouse project (entries, façade composition, articulation, etc.) should be designed in consideration of the single family residences that would be facing this development. The Board asserted that the west side of the townhouses should be designed as the frontage to the single family-zoned properties, not treating it as a "back." (CS2.D, PL1.B.1, PL3.B, DC2.A, DC2.B, DC2.C)

RESPONSE

The proposed design builds upon the preferred option that was unanimously approved by the board at the EDG meeting. This option permits the preservation of all unimpacted existing trees along the north and south property lines, to minimize the quantity of paving required for parking access and provide a large amount of at grade shared open space.

The application illustrates the inclusion of gable roof forms to create a repetitive and rhythmic pattern along Greenwood Avenue N and throughout the whole development. The units have been intentionally laid out to not mirror along party walls but to develop rhythms along the facades. All entries are defined by personalized green/outdoor spaces as wayfinding mechanisms for pedestrians and spatial buffers for personal space dedicated to individual units. The gable roof forms further provide an organic transition between the neighboring apartment buildings and the single-family zone west of the site. The scale and layered facade of openings and balconies of the townhomes serve as gentle transition between the proposed development and the future single-family homes on the western portion of the subdivided site.

The proposed layout retains many existing trees, including the exceptional trees along the North property line. The landscape plan is defined by the introduction of new small understory trees to compliment the mature tree canopy. The varied canopies provide habitat value and increase coverage. This understory will be further layered with native and ornamental shrubs to improve soil conditions for the existing trees while providing seasonal and aesthetic interests. As proposed at the EDG, the design and wayfinding retain the layered approach to delineate public and private usable open spaces. The use of planters, bio-retention, steps and stoops delicately define the public and private realms while maintaining visual connections.

The Short Subdivision application to subdivide the westernmost 3 parcels has been submitted to SDCI (3034269-LU). From here on forward, the MUP application will address the townhouse portion of the property only.

One of the most appealing aspects of the preferred option was the ability to reduce the perceived pavement needed to access the required parking for the project, while providing large combined at-grade open space amenity areas. The combination of the driveways between the single-family lots and the townhouse parcel allowed for the reduction in

pavement, but it also required a shared driveway along the western property line between the single-family and townhouse lots. While the townhouse units garage side faces the single-family homes, the use of attractive and high-quality materials and garage doors and a thoughtful lighting strategy create a thoughtful western edge. Additionally, the inclusion of a treelined buffer, on the single-family lot, between the parcels, creates a soft landscape border.

Board Recommendation - 1, 1a, 1a.ii

Option 3 - Preferred scheme creates new residential forms that transitions into surrounding Single Family zoning and sites while preserving existing trees and prioritizing open space. (CS2.D, CS3.A / CS1.D.1, DC3.C, DC4.D)



Board Recommendation - 1.a.i, 1.a.ii, 1.a.iii

Massing of gabled roof forms speak to context of neighborhood. Equal importance on all sides of the property. The west side designed as frontage like Greenwood Ave N. Existing canopies preserved and complimented with understory story (CS2.B, CS3.A.1, CS3.B.1 / CS1.D.1, DC3.C, DC4.D / CS2.D, PL1.B.1, PL3.B, DC2.A, DC2.C)



2. GREENWOOD AVENUE NORTH FRONTAGE, ENTRIES, OPEN SPACES & WASTE STORAGE

- a. The Board state that active interior uses (i.e. flex spaces) and not garages should be located at the first floor of those townhouse buildings that front on Greenwood Avenue North as shown in the design packet for Option #3. (PL2,B.1,DC1.A4)
- b. Overall, the Board requested details pertaining to the various entry types planned for this townhouse residential development. Provide graphics with focused attention relative to function, interior uses, and the public space at the next meeting.
- c. The Board’s guidance in response to the character sketches of various entries shown in the design packet (pg. 35) was as follows:
 - i. The Board reviewed the conceptual entry stoop design planned for the townhouse buildings facing Greenwood Avenue North and questioned if that stoop design was appropriate for the project site due to its flat topography. Thus, the Board voiced initial support for stooped entries along Greenwood Avenue North as long as the stoop design does not result in a full flight of external stairs leading up to the second-story of those units. (CS2.B.2, PL3.A, PL3.B.2)
 - ii. The Board stated that the centralized internal driveway should be scaled appropriately to accommodate space for potential landscaping treatment and provide space for potential modulation of the units and articulation of any entries that may occur along that space. The Board requested that this Board direction is addressed in the next design packet. (PL1.B, PL3.A, PL3.B.2, DC1.B.1, DC1.C.2, DC2.A.1)

- iii. The Board reviewed the conceptual private patio design and precedent images of screening elements (pg. 41). The Board voiced concern that the inclusion of several screening elements would resemble fenced-off spaces and questioned if that design was appropriate for the entire site due to the orientation of the townhouse buildings/entries to the driveways, pathways, property edges and open spaces. The Board stated that further exploration of the application of screening elements throughout the project should be studied and clarified in the next design iteration. The Board encouraged the usage of plantings instead of vertical screens as screening materials between semi-private and more common use areas when appropriate. (DC3.A, DC3.B, DC3.C, DC4.D)
- iv. The Board emphasized the importance of utilizing wayfinding to place entries. The Board requested that all residential entry points be evaluated and clarified in terms of wayfinding and groupings (conceptual unit plans). At the next stage of design, demonstrate how wayfinding and entries could establish/support the rhythm that is being created with the buildings themselves. (PL2.A.1, PL2.D, PL3.A.1)
- d. The Board stated that the primary amenity area should be an engaging open space for residents and illuminated appropriately. The Board requested to review an ensemble of design elements (lighting, landscaping, hardscape, seating, screening, etc.) for all proposed onsite common areas at the next meeting. (DC3.A, DC3.B, DC3.C, DC4.C, DC4.D)
- e. The Board requested that a conceptual lighting plan be presented at the next meeting. (DC4.C)

- f. The Board considered the preliminary information concerning the waste/recycling storage location and access that had been illustrated in the design packet (pg. 30) and conveyed by the applicant at the EDG meeting. The Board stated that the exterior waste/recycling storage areas should be complementary to the proposed open spaces and the overall residential development’s aesthetics. The Board requested that specifics concerning waste storage requirements, location, access and feedback from SDCI and Seattle Public Utilities (SPU) be presented to the Board at the next meeting. (DC1.B.1, DC1.C.4)

BOARD RECOMMENDATIONS

Board Recommendation - 1.a.i, 2.c.i, 2.c.iv
 Gabled roof forms to articulate rhythm, individual units while fitting in the greater neighborhood.
 (CS2.B, CS3.A.1, CS3.B.1 / CS2.B.2, PL3.A, PL3.B.2 / PL2.A.1, PL2.D, PL3.A.1)



Board Recommendation - 2a, 2.b, 2.c.i & 2.c.iii
 Planting elements to define edges of public and private realms without fences. Variety of entry types as an extension to interior living spaces.
 (PL2.B.1, DC1.A.4 / CS2.B.2, PL3.A, PL3.B.2 / DC3.A, DC3.B, DC3.C, DC4.D)

3.0

DESIGN CONCEPT

BOARD RECOMMENDATIONS

GREENWOOD AVENUE NORTH FRONTAGE, ENTRIES, OPEN SPACES & WASTE STORAGE

Board Recommendation - 1.a.i, 2.c.i, 2.c.iv

Gabel roof forms to articulate rhythm, individual units while fitting in the greater neighborhood. (CS2.B, CS3.A.1, CS3.B.1 / CS2.B.2, PL3.A, PL3.B.2 / PL2.A.1, PL2.D, PL3.A.1)



RESPONSE

The level 1 uses at the interior of the units along Greenwood Ave N are habitable in nature, rather than storage or garages, per the Board's recommendation. This provides a genuine connection to the street-facing façade and public realm. This is illustrated throughout the MUP set.

There is a consistent rhythm, story and execution of all of the unit entrances around the site. The units have all been configured to be accessed either directly off the street-facing façade or off the common amenity open spaces. All of the entrances are elevated slightly from the finished grade, to create a slight separation between the private and public realms, while still maintaining a perceived connection. The human entrances are all separated

from the vehicular entrances which increase wayfinding logic, safety and security. All of the interior uses adjacent to the human entrances along Greenwood Avenue N are habitable, creating a genuine human connection along the street. The units located off the common amenity open spaces are either storage or habitable, however the unit entrance is still located off the open space which creates activity and promotes safety, regardless of the unit interior use. A strategic paving design is intended to create pedestrian friendly zones and areas of refuge in the central drive court. This space, while intended for vehicles, is structured to be pedestrian friendly and safe, while tying in the pedestrian pathways with the vehicular pathways. The use of overhead catenary lighting and specific paving helps define this zone.

The units along Greenwood Avenue N have all been configured to be accessed directly off the street-facing façade. All of the entrances are elevated slightly from the sidewalk, to create a slight separation between the private and public realms, while still maintaining a perceived connection. These entrances are approximately 30" above finished grade which creates a natural separation, without creating a looming effect by way of a full flight of stairs.

The access point to the centralized driveway is lined with landscaping along the North side of the drive while the Southern edge is a distinctly paved pedestrian accessway. The pedestrian paving continues to the western edge of the property through the site. The paving pattern creates a distinctive pedestrian zone throughout the project. The expectation, with the change of paving at this point, is to create a more inviting environment safe for pedestrians, as well. Overhead lighting and awnings are used in this region, as well, to encourage use of the space. While all entry doors have been eliminated from this zone, the use of the space is still encouraged through lighting, overhead protection and paving.

Screening elements are only proposed at the trash/recycling enclosures. All other nit separations between patios are proposed to be mostly planters and plantings with the occasional deck railing needed for fall protection. The goal is to create separation through elevation and plantings, as much as feasible, to create a sense of one contiguous open space.

Board Recommendation - 2.c.ii

Central driveway scaled for landscape treatment and unit modulations (PL1.B, PL3.A, PL3.B.2, DC1.B.1, DC1.C.2, DC2.A.1)



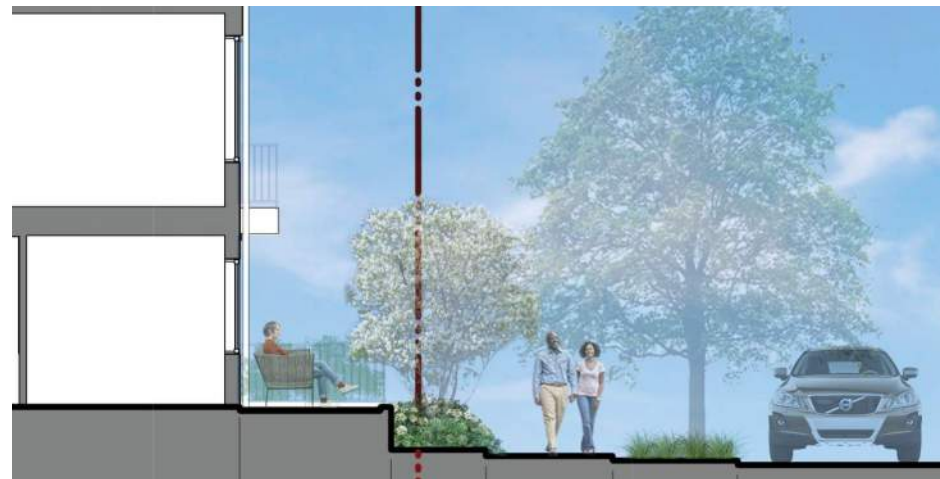
BOARD RECOMMENDATIONS

GREENWOOD AVENUE NORTH FRONTAGE, ENTRIES, OPEN SPACES & WASTE STORAGE

There is a consistent rhythm, story and execution of all of the unit entrances around the site. The units have all been configured to be accessed either directly off the street-facing façade or off the common amenity open spaces. All of the entrances are elevated slightly from the finished grade, to create a slight separation between the private and public realms, while still maintaining a perceived connection. The human entrances are all separated from the vehicular entrances which increase wayfinding logic, safety and security. Additionally, the pedestrian pathways situated throughout the

Board Recommendation - 2a, 2.b, 2.c.i & 2.c.iii

Planting elements to define edges of public and private realms without fences. Variety of entry types as an extension to interior living spaces. (PL2.B.1, DC1.A.4 / CS2.B.2, PL3.A, PL3.B.2 / DC3.A, DC3.B, DC3.C, DC4.D)



Board Recommendation - 2.f

Exterior waste/recycling storage compliments materiality, aesthetics and scale of the development (DC1.B.1, DC1.C.4)



site are specifically designed to make wayfinding clear and obvious as people navigate through the site.

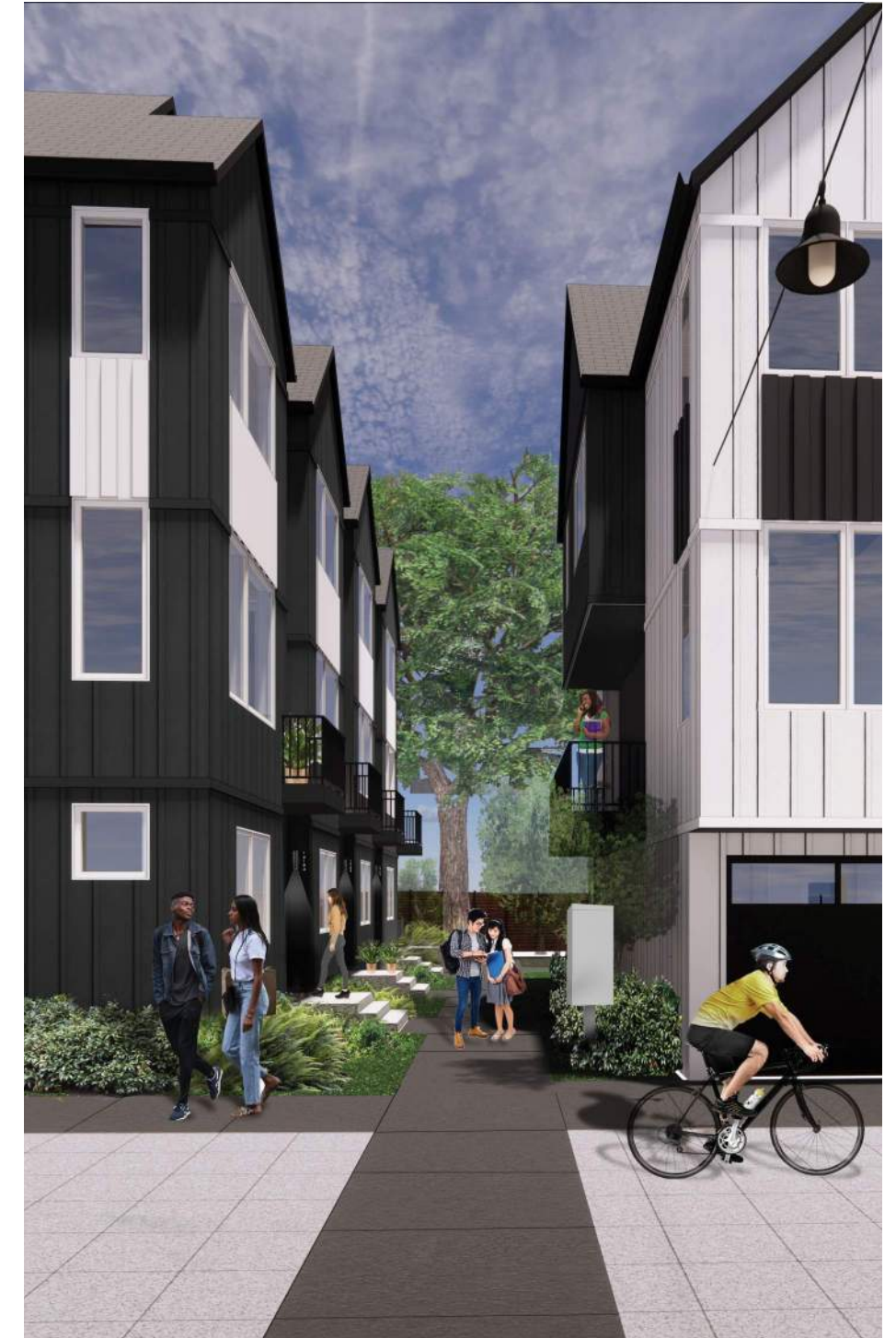
As previously noted, the units have been configured to be accessed directly off the common amenity open spaces. While the entrances are elevated slightly from the finished grade, to create a slight separation between the private and public realms, there are no physical barriers which maintains a consistent connection between the public and private zones. This promotes interaction, activity, safety and security. The design contains pathway lighting, up-lights at trees, pole lighting at the nodes, and overhead lighting at the driveway.

The screening elements at the waste/recycling storage locations are proposed to be wood siding with black framed elements and details. The wood is proposed as a warming element to compliment the surrounding green screens and black and white siding. The orientation of the enclosures have been modified to create a through passageway for safety and ease of use. The proposed layout has been approved by SPU.

A conceptual lighting plan as well as selected detail information of the enclosure are included in Section 4 - Design Proposal of the ADR packet.

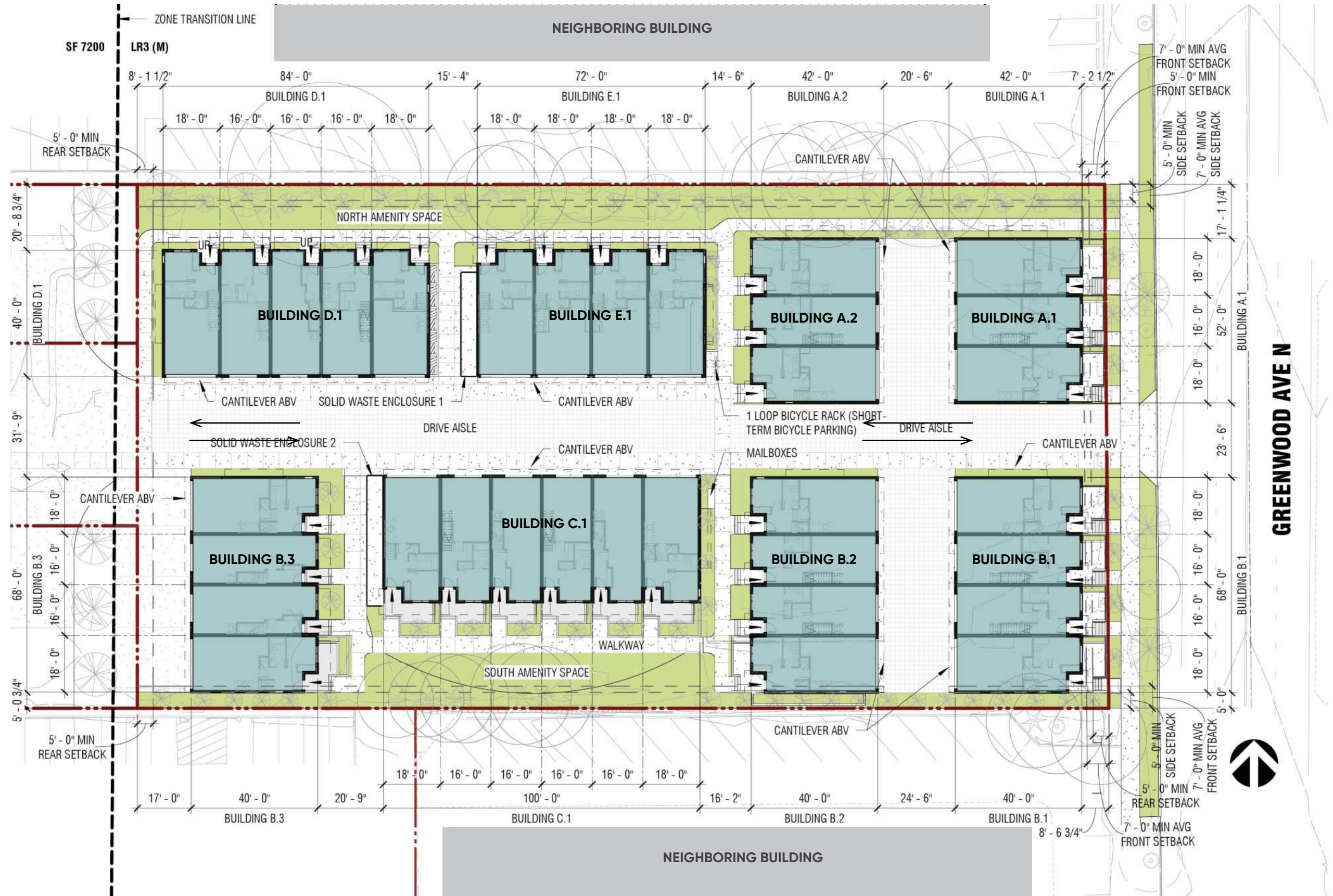
Board Recommendation - 2.c.iv

Wayfinding developed through rhythms established with buildings, materials and forms (DC3.A, DC3.B, DC3.C, DC4.C, DC4.D)



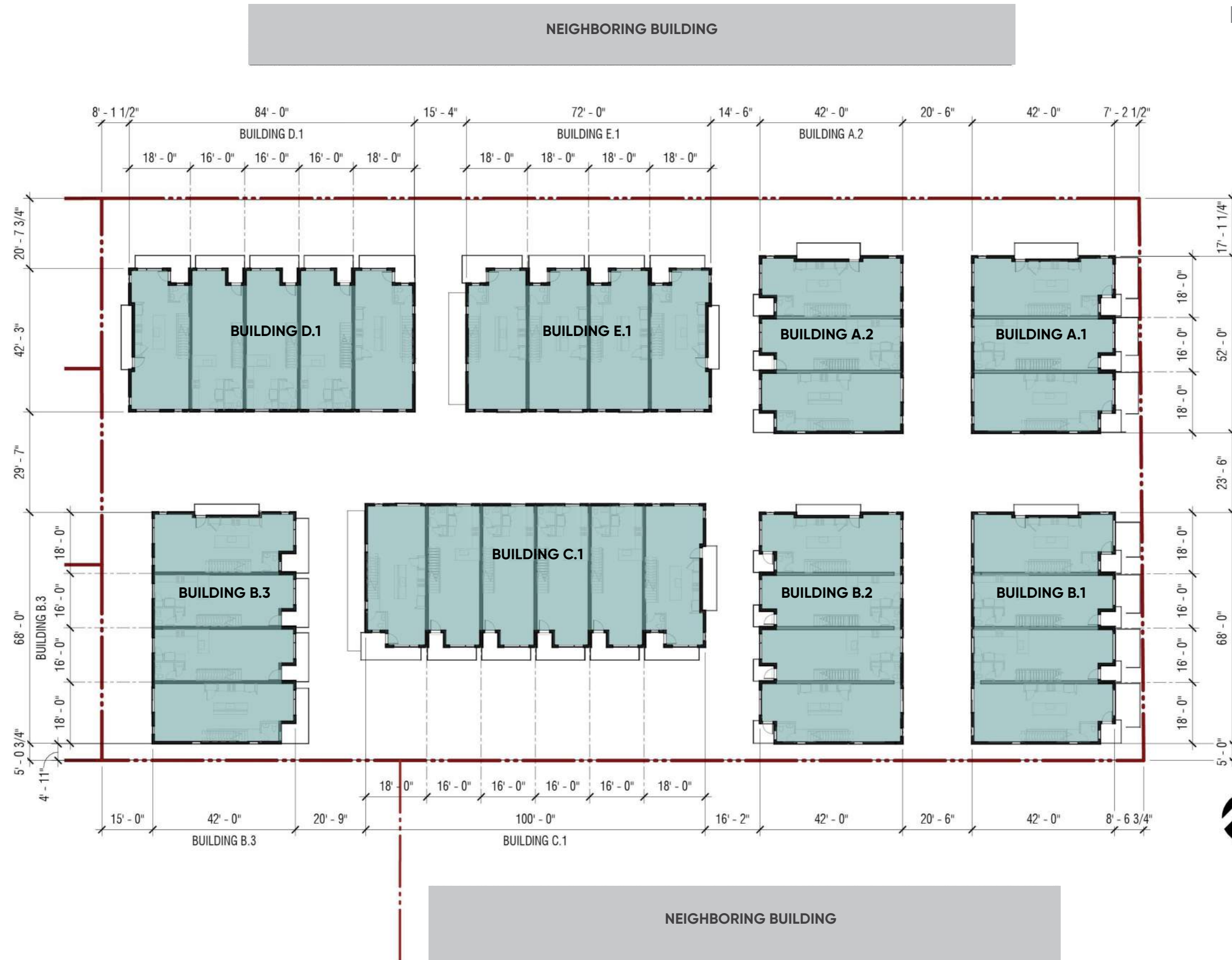
4.0 DESIGN PROPOSAL

LEVEL 1 PLAN



PROGRAMMING KEY

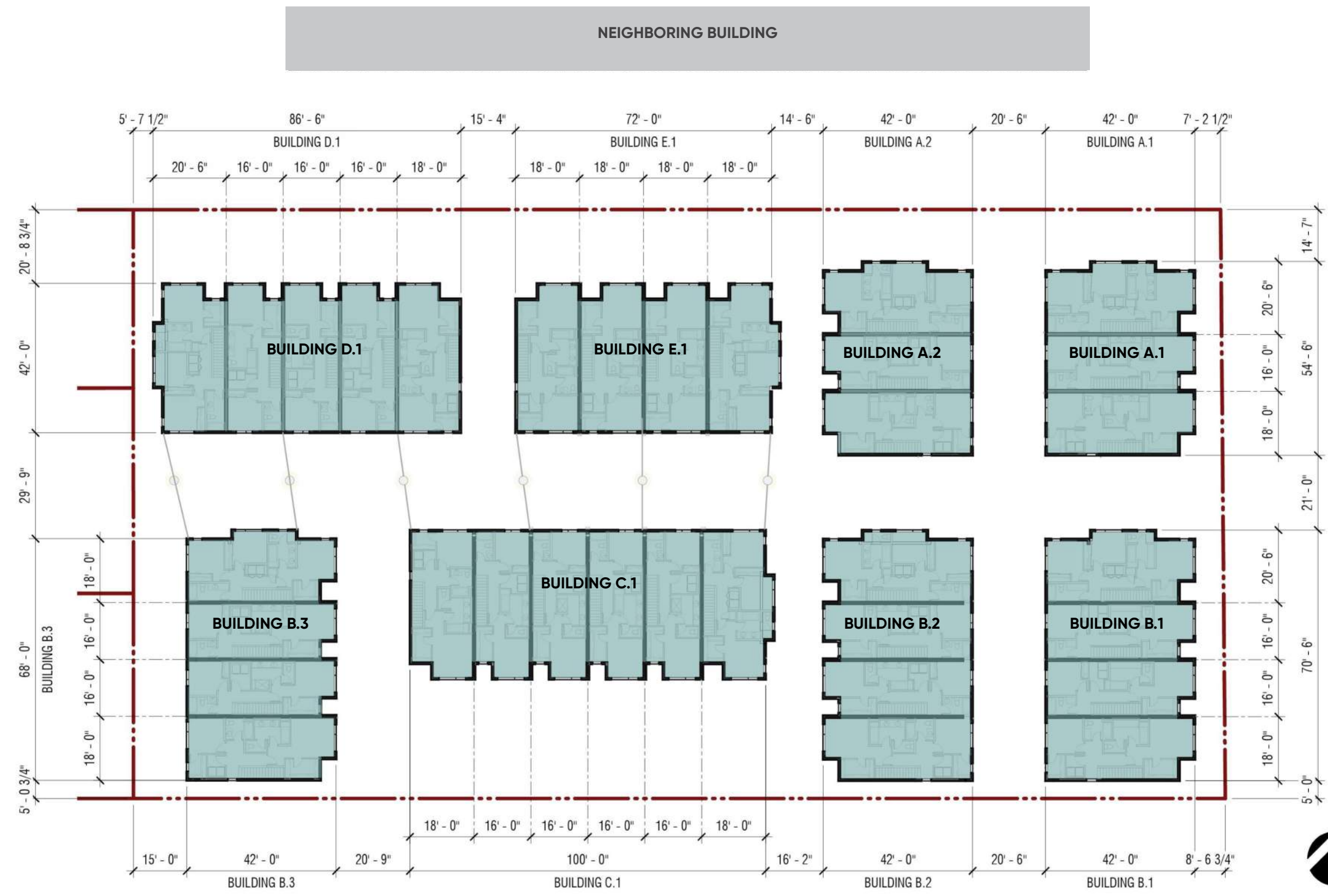
- Residential Space
- Shared Outdoor Space
- Hardscape
- Vehicular Access
- Residential Entries



4.0

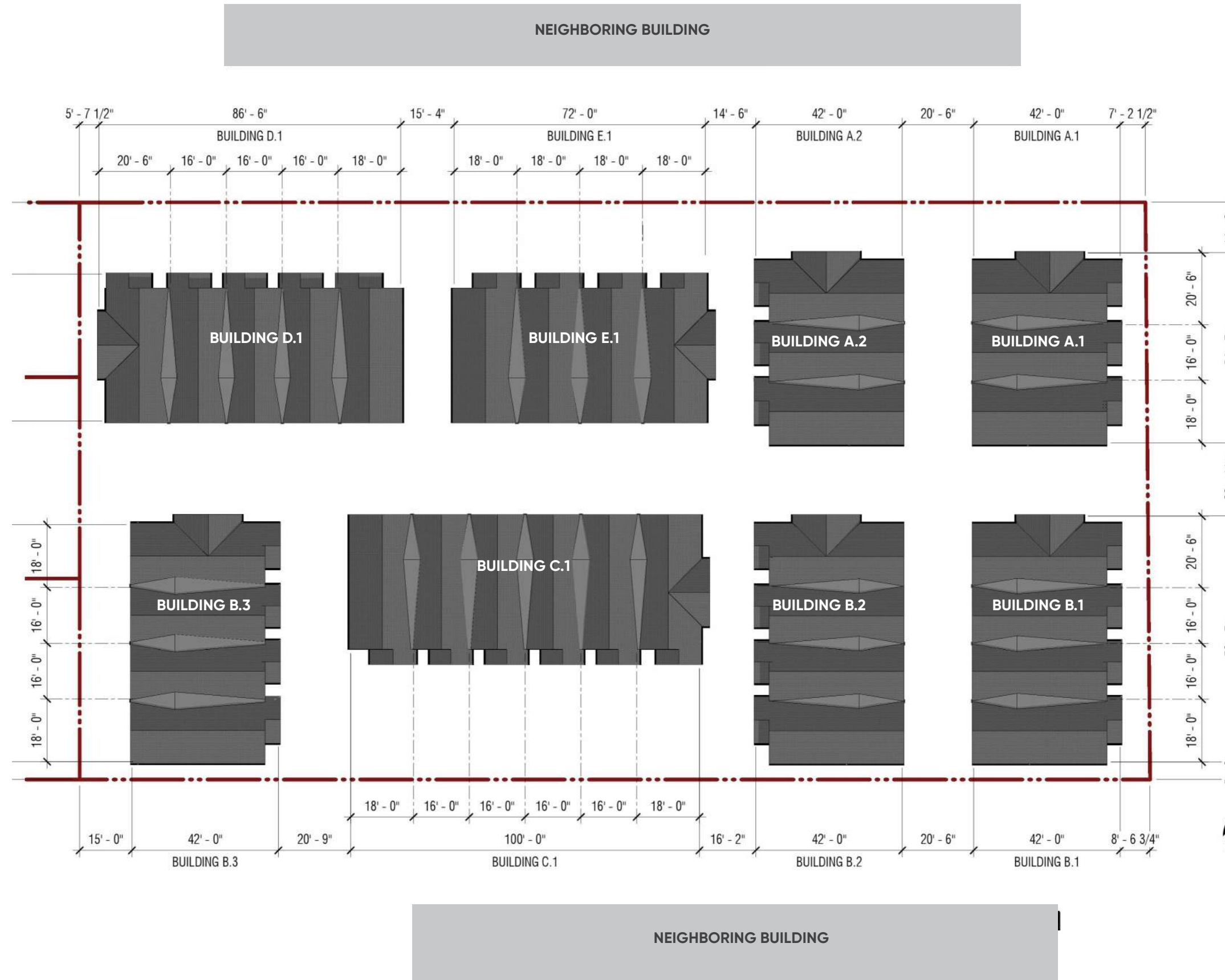
DESIGN PROPOSAL

LEVEL 3 PLAN



PROGRAMMING KEY

- Residential Space
- Shared Outdoor Space
- Hardscape
- Vehicular Access
- Residential Entries



PROGRAMMING KEY

- Residential Space
- Shared Outdoor Space
- Hardscape
- Vehicular Access
- Residential Entries

4.0

DESIGN PROPOSAL

SITE ELEMENTS



① PERVIOUS PAVERS



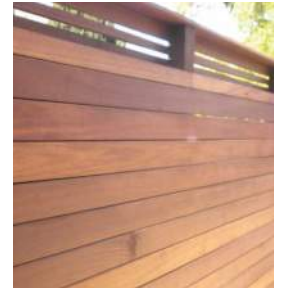
② PERVIOUS CONCRETE



③ LOOP BIKE RACK



④ METAL GREEN SCREEN



⑤ WOOD FENCE



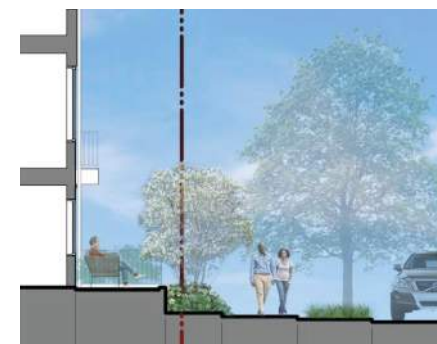
⑥ SOLID WASTE STORAGE



⑦ CONCRETE BIORETENTION



⑧ COURTYARD ENTRIES



⑨ GREENWOOD ENTRIES



⑩ MAILBOX

LIGHTING | SIGNAGE | SECURITY PLAN



① UNIT NUMBERING



② CATENARY LIGHTS



③ LED AREA LIGHT



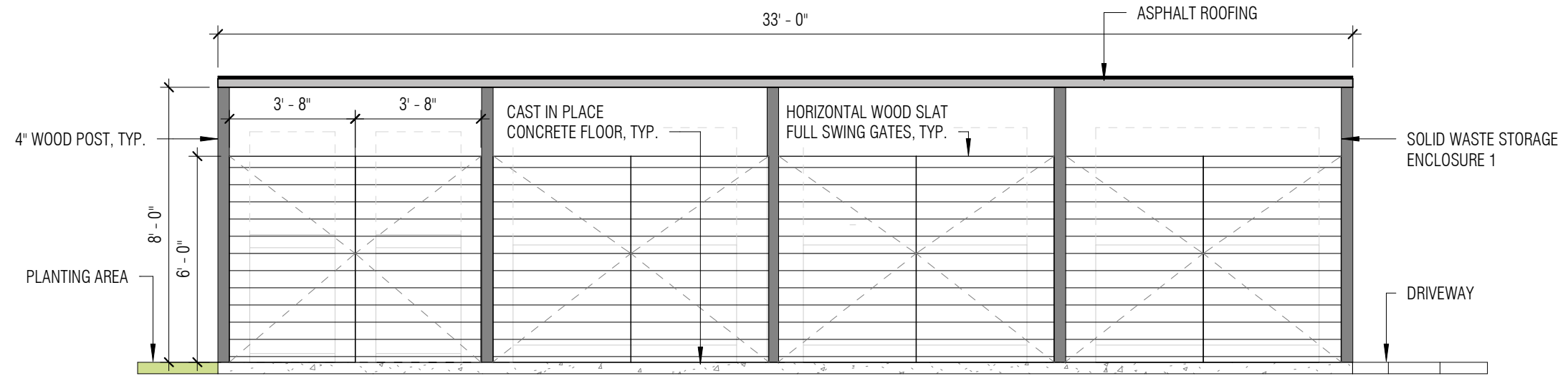
④ LED SCONCE



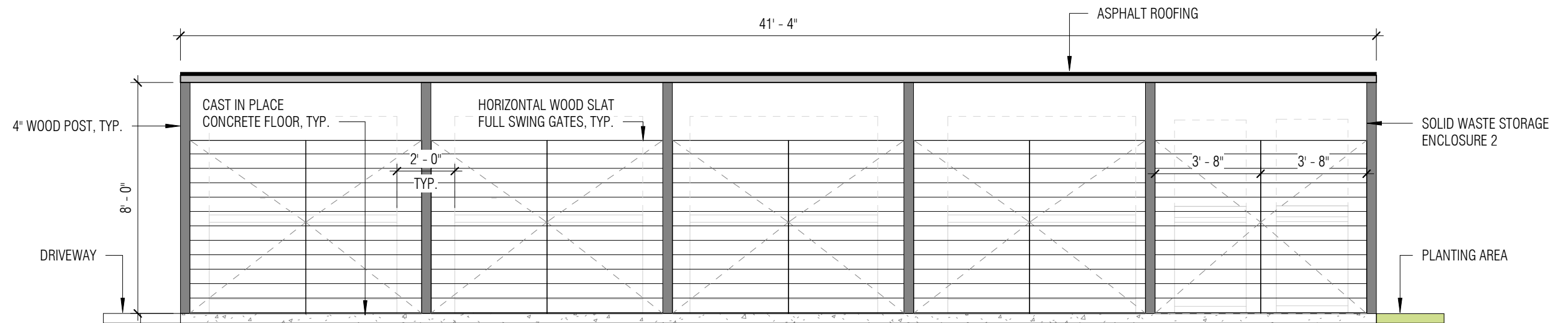
⑤ LED PATH BOLLARD

Lighting to meet SMC 23.47A.022 requirements

SITE DETAILS - TRASH ENCLOSURE



NORTH TRASH ENCLOSURE ELEVATION



SOUTH TRASH ENCLOSURE ELEVATION

PLANTING DETAILS & SCHEDULE



① SNOWDRIFT CLEMATIS



② BOSTON IVY

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT
	Acer circinatum / Vine Maple	7' Ht. Min.
	Carpinus caroliniana 'JFS-KW6' TM / Native Flame Hornbeam	3" Cal.
	Cornus x 'Venus' / Venus Dogwood	2.5" Cal.
	Magnolia grandiflora 'Southern Charm' TM / Teddy Bear Southern Magnolia	6' HT. MIN.
	Pinus contorta contorta / Lodgepole Pine	7' Ht. Min.
	Pseudotsuga menziesii / Douglas Fir	2" Cal.
	Rhamnus purshiana / Cascara	7' Ht. Min.
	Stewartia monadelpha / Tall Stewartia	2.5" Cal.
	Ulmus x 'Homestead' / Elm	3" Cal.
SHRUBS	BOTANICAL / COMMON NAME	SIZE
	Aronia melanocarpa 'Autumn Magic' / Autumn Magic Black Chokeberry	2 gal
	Camellia sasanqua 'Yuletide' / Yuletide Camellia	2 gal

	Gaultheria shallon / Salal	2 gal
	Hydrangea quercifolia / Oakleaf Hydrangea	5 gal
	Myrica californica 'Buxifolia' / Pacific Wax Myrtle	5 gal
	Polystichum munifolium / Western Sword Fern	1 gal
	Sarcococca confusa / Sweetbox	2 gal
	Sedum x 'Autumn Joy' / Autumn Joy Sedum	1 gal
	Viburnum davidii / David Viburnum	2 gal
BIORETENTION	BOTANICAL / COMMON NAME	SIZE
	Carex obovata / Slobough Sedge	1 gal
	Juncus effusus / Soft Rush	1 gal
GRASSES	BOTANICAL / COMMON NAME	SIZE
	Miscanthus sinensis 'Little Kitten' / Little Kitten Eula Grass	2 gal
VINES	BOTANICAL / COMMON NAME	SIZE
	Clematis armandi 'Snowdrift' / Evergreen Clematis	2 gal
	Parthenocissus tricuspidata 'Veitchii' / Boston Ivy	2 gal

GROUND COVERS	BOTANICAL / COMMON NAME	CONT
	Epiplatium x perrallicum 'Frohnkitten'	4"pot
	Geranium x cantabrigiense 'Blokovo' / Blokovo Cranesbill	1 gal
	Prunus laurocerasus 'Mount Vernon' / Mount Vernon Laurel	1 gal
	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	1 gal
	Turf Hydroseed / Drought Tolerant Fescue Blend 6 LB/1,000 SF	seed
GREEN ROOF	BOTANICAL / COMMON NAME	CONT
	Sedum Mat / 4 Inch Depth	per manufacturer

REFER TO MUP FOR PLANTING QUANTITY

4.0

DESIGN PROPOSAL

PLANTING PALETTE



COMPACT MISCANTHUS



OAKLEAF HYDRANGEA



AUTUMN JOY SEDUM



AUTUMN MAGIC ARONIA



NATIVE FLAME HORNBEAM



VENUS HYBRID DOGWOOD



WESTERN SWORD FERN



FRAGRANT SWEETBOX



SALAL



SNOWDRIFT CLEMATIS



SHORE PINE



VINE MAPLE



SETSUGEKKA CAMELLIA



HYBRID EPIMEDIUM



BIO KOVO HARDY GERANIUM



BOSTON IVY

BUILDING PALETTE



① ASPHALT SHINGLES
COLOR: GRAY



② FIBER CEMENT SIDING
PANEL THICKNESS: 5/16"
PATTERN: BOARD AND BATTEN
BATTENS: 2-1/2" WIDE X 3/4" THICK
PAINT FINISH: DARK GRAY



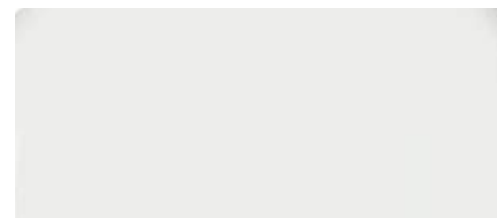
③ FIBER CEMENT SIDING - WHITE
PANEL THICKNESS: 5/16"
PATTERN: BOARD AND BATTEN
BATTENS: 2-1/2" WIDE X 3/4" THICK
PAINT FINISH: WHITE



④ METAL ACCENT PANEL
PANEL GAUGE: 24
PROFILE: BOX RIB
POWDER COAT FINISH: BLACK OR WHITE



⑤ METAL TRIM
FACTORY FINISH: BLACK



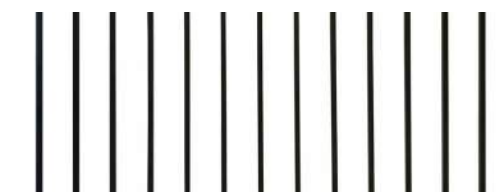
⑥ VINYL WINDOWS
FRAME COLOR: WHITE



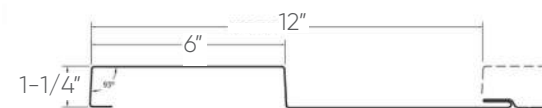
⑦ CAST-IN-PLACE CONCRETE
SMOOTH FINISH



⑧ VINYL GARAGE DOOR
FINISH: BLACK



⑨ DECK RAIL - BLACK
MATERIAL: ALUMINUM
POWDER COAT FINISH: BLACK



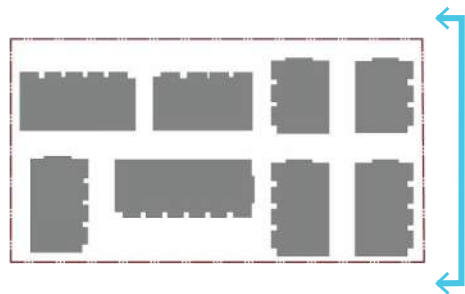
⑩ METAL ACCENT PANEL PROFILE
SEE MATERIAL KEYNOTE #4



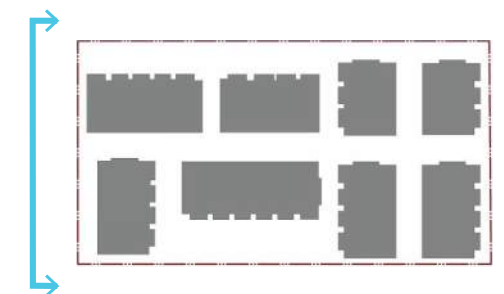
4.0

DESIGN PROPOSAL

TRAVERSE ELEVATION - ALONG GREENWOOD AVE N BUILDING A.1, B.1



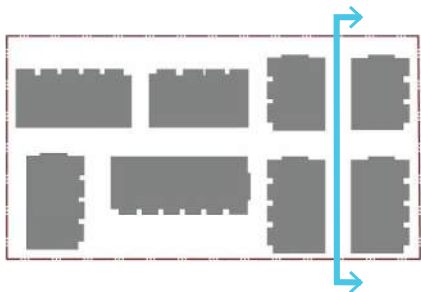
WEST SIDE TRAVERSE ELEVATION
BUILDING B.2, D.1



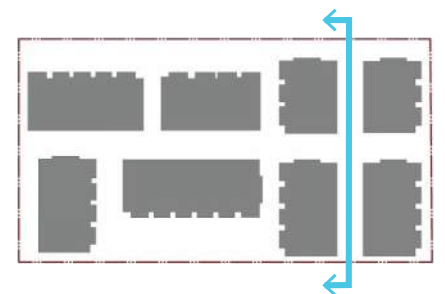
4.0

DESIGN PROPOSAL

TRAVERSE ELEVATION - GREENWOOD UNITS AT DRIVEWAY SIDE BUILDING A.1 & B.1



TRAVERSE ELEVATION - GREENWOOD UNITS AT DRIVEWAY SIDE
BUILDING A.2 & B.2



4.0

DESIGN PROPOSAL

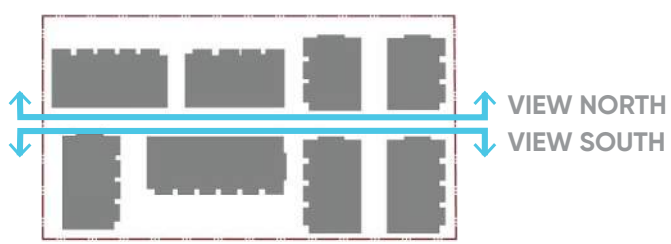
WEST - EAST LONGITUDINAL ELEVATION THROUGH THE DRIVE COURT BUILDING A.1, A.2, D.1, E.1



VIEW NORTH



VIEW SOUTH



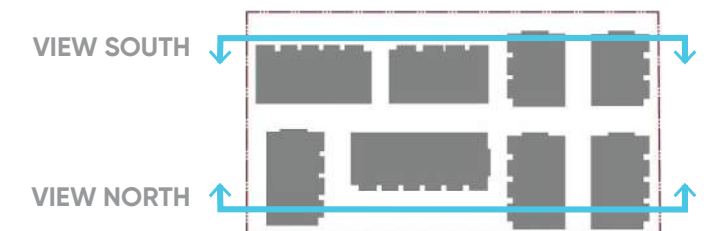
LONGITUDINAL SECTION ELEVATION - NORTH & SOUTH



VIEW SOUTH



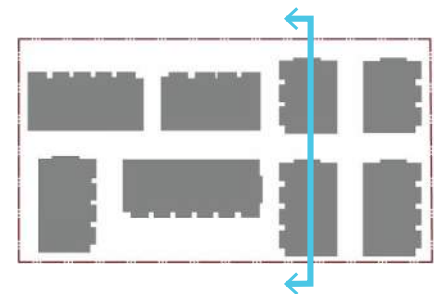
VIEW NORTH



4.0

DESIGN PROPOSAL

TYPICAL BUILDING SECTION | TRAVERSE SECTION BUILDING A.2, B.2





SOUTH COURTYARD
BIRDS'EYE VIEW



NORTH PEDESTRIAN PATHWAY
FROM NORTHWEST CORNER



CENTRAL DRIVE COURT
LOOKING WEST



CENTRAL NODE LOOKING SOUTH
FROM DRIVE COURT



WEST EDGE



SOUTH COURTYARD
LOOKING NORTHWEST

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4.0

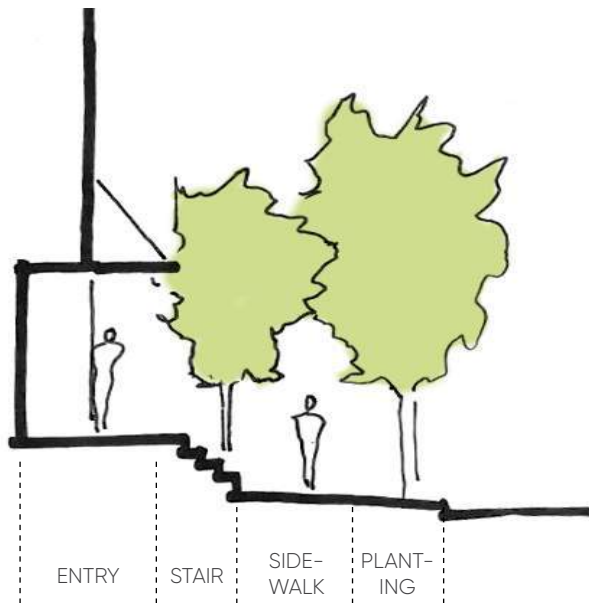
DESIGN PROPOSAL

STREETSCAPE ENTRY - GREENWOOD AVE N

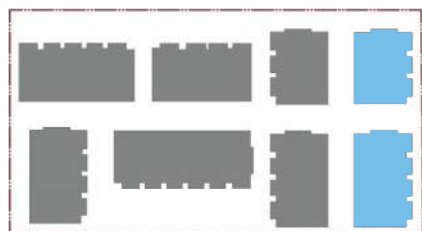
The greenwood entrances are rigorously repetitive along the street front. The unit entrance march along the street front to provide an orderly street facade, comfortable separation between unit entrances, and ample open space, all while activating the sidewalk.

To create a sense of ownership for the residents at the unit entries, while preserving an openness on the street, private patios are set above the sidewalk and screened with decorative landscaping. The plantings suggest a natural barrier that also provides beautification to the streetscape that both the public and the occupants can enjoy.

Facing Greenwood Ave N, units are articulated to have entries defined by personalized green/outdoor spaces as wayfinding mechanisms for pedestrians and spatial buffers for personal space dedicated to individual units.

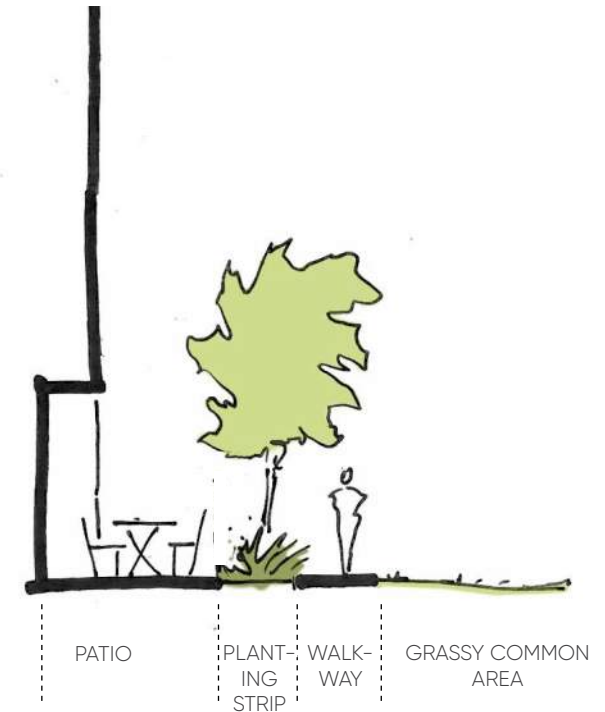
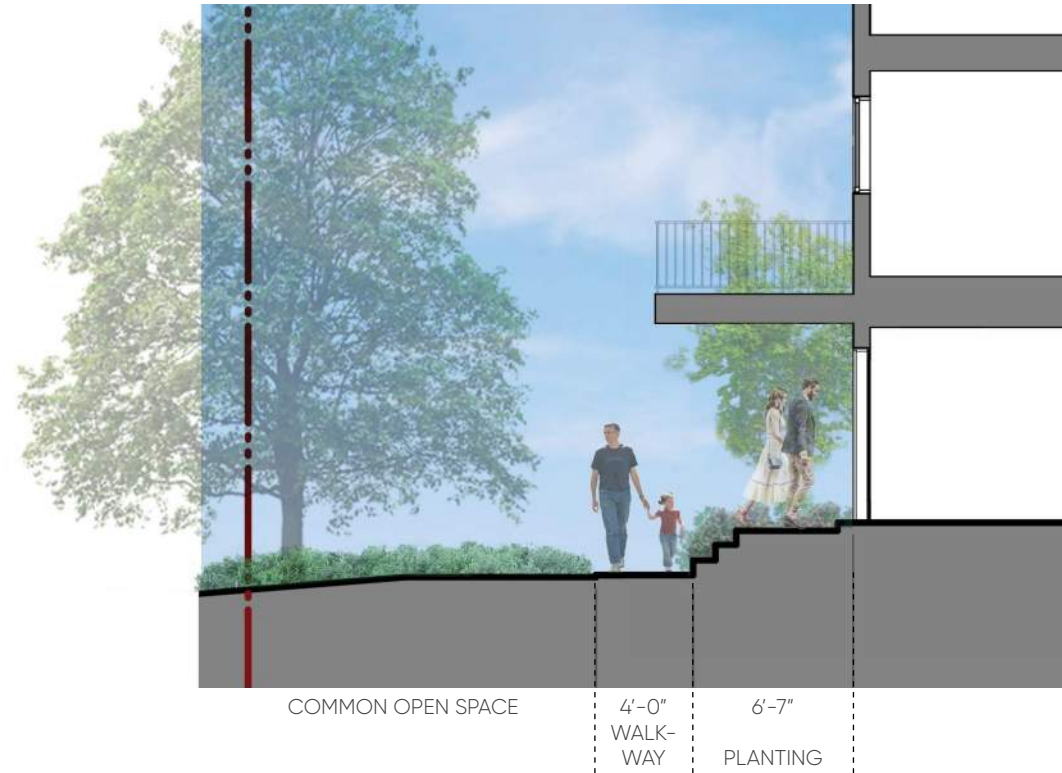
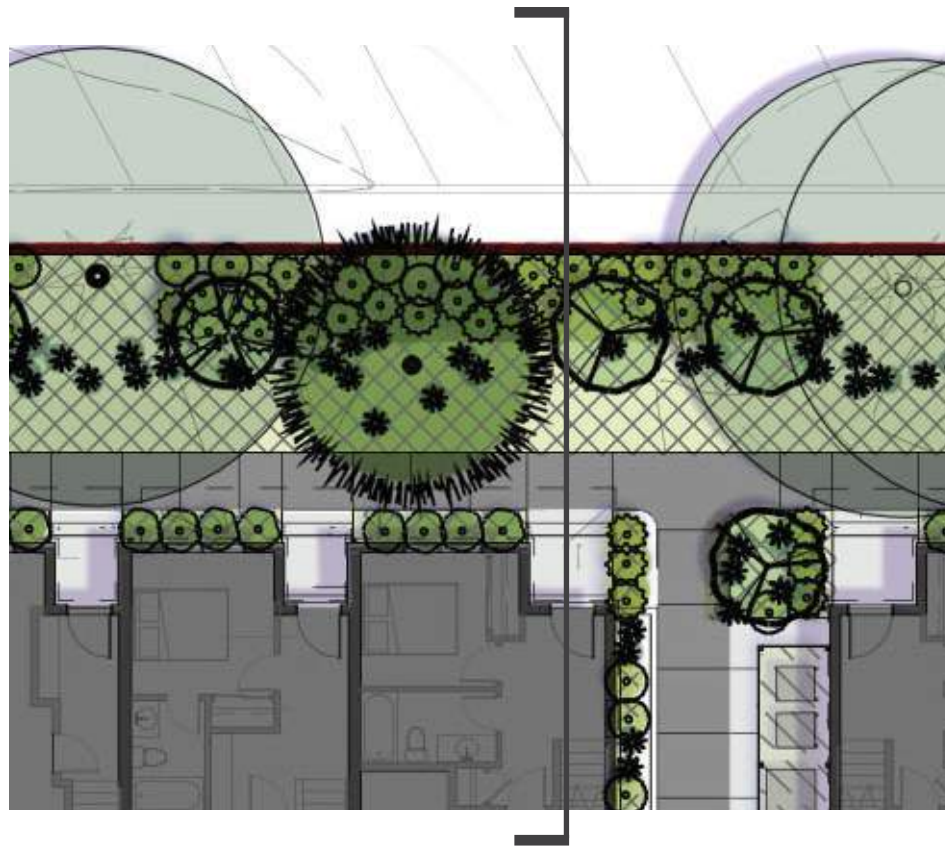


ENTRY STOOP



STREETSCAPE ENTRY - NORTH OPEN SPACE

The unit entrances along the north amenity area are strategically located to maintain a connection to the community while also providing a semi-private unit-related open space for each individual user. The entrance areas are large enough to provide space for gathering, and are located above the grade of the pathways to help create a sense of space while maintaining a semblance of privacy. Landscaping, hardscaping and elevation changes are used to create natural separation, without the need for physical barriers.



PRIVATE PATIOS



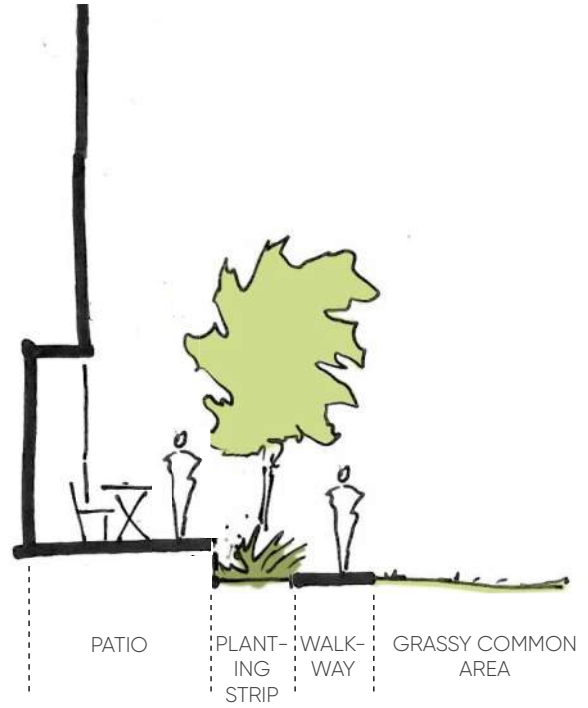
4.0

DESIGN PROPOSAL

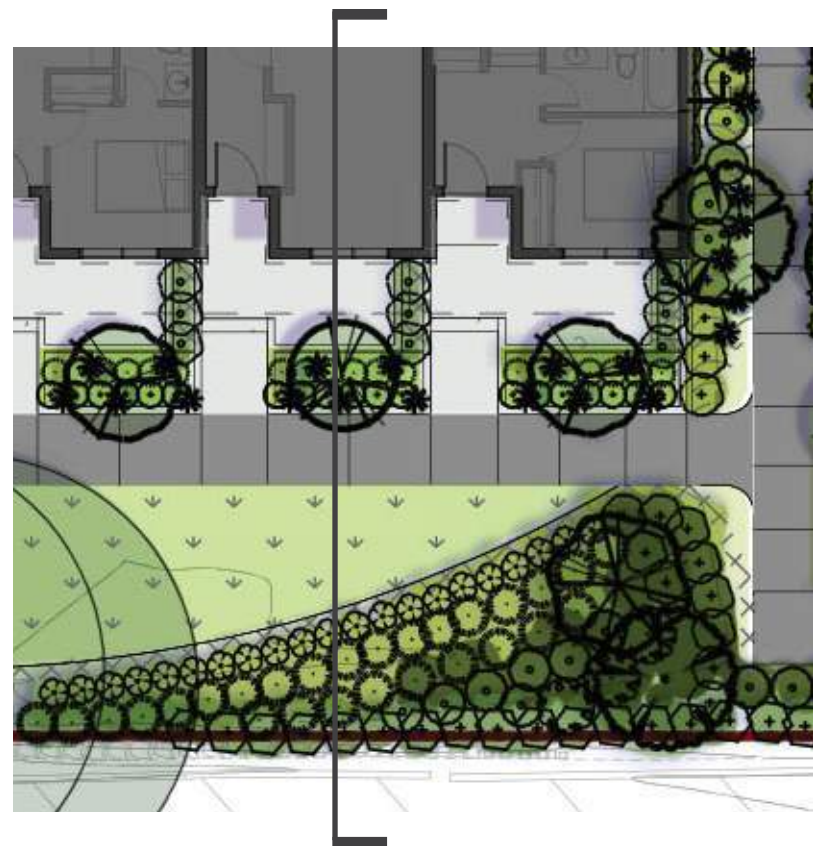
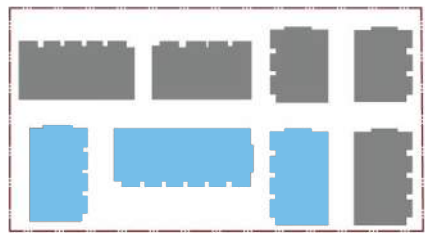
STREETSCAPE ENTRY - SOUTH OPEN SPACE

Much like the unit facing the northern amenity area, the unit entrances along the south amenity area are strategically located to maintain a connection to the community while also providing a semi-private unit-related open space for each individual user.

The entrance areas on this side are also large enough to provide space for gathering, and are located just slightly above the grade of the pathways, helping to create a sense of space and creating a natural separation. Landscaping, hardscaping and elevation changes are used to create an organic separation, without the need for physical barriers.

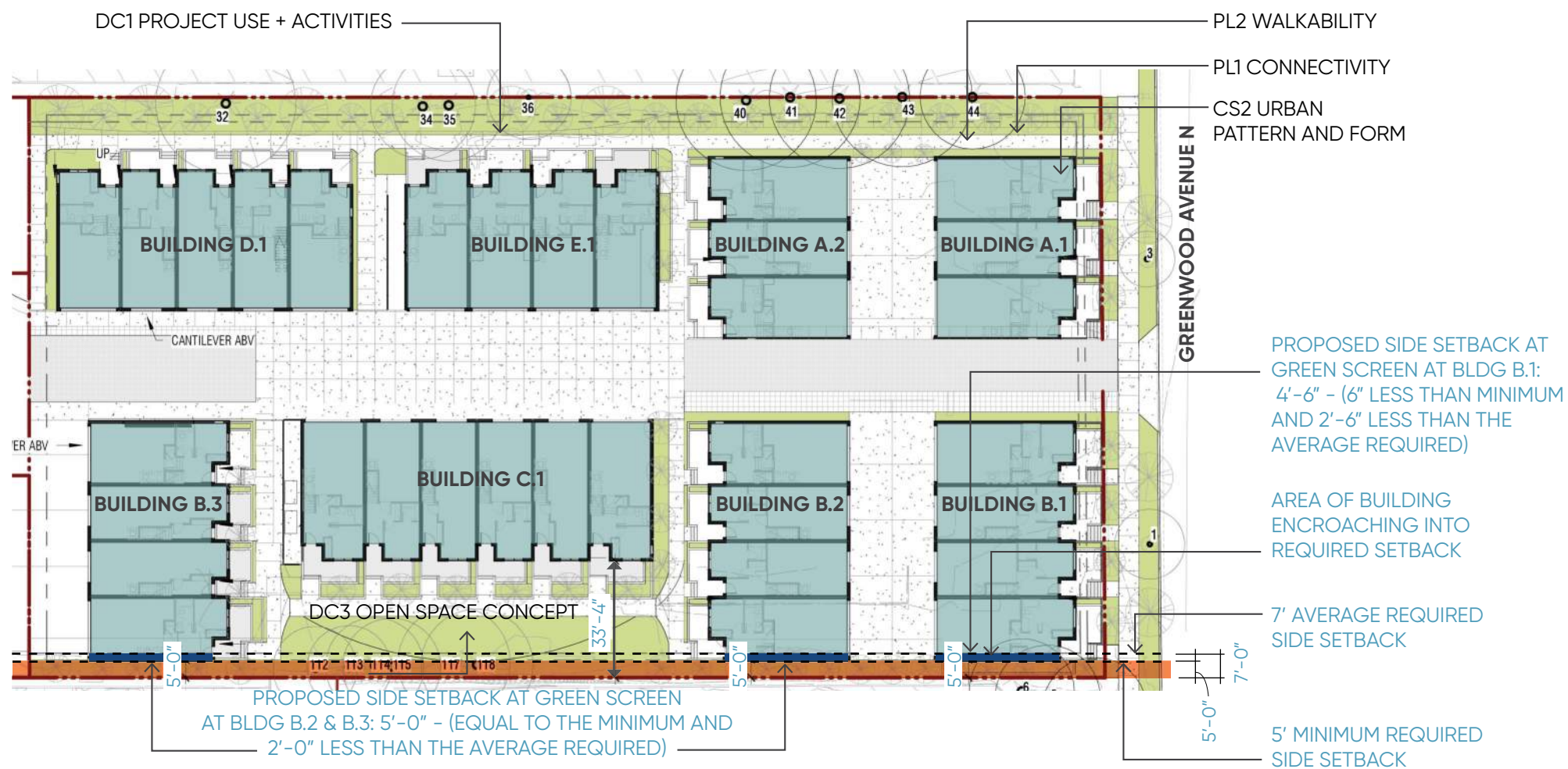


PRIVATE PATIOS



DEPARTURE #1

CODE CITATION	CODE REQUIREMENT	PROPOSED DEPARTURE	DESIGN RATIONALE	DESIGN REVIEW GUIDELINES
23.45.518.A.1 SETBACKS + SEPARATIONS	Townhouse Development - Side setback for facade < 40' = 5' Side setback for facade > 40' = 7' average/ 5' minimum	Townhouse Development - Side setback for facade < 40' = 5' Side setback for facade > 40' = 5' average at Buildings 1,3, & 5 - 33'-4" average at Building C.1	In order to preserve additional trees along the northeast property line and provide a pathway from the public realm to the site amenity space, Buildings A.1, B.1, B.2, C.1 needed to shift south, decreasing the side yard setback along the south property line. The setback provided still meets the requirements for building < 40' in length. Each of the 3 buildings (B.1, B.2, B.3) that need the departure are < 40' in length, but collectively the overall length of the buildings on the site are > 40'. The average setback for the 4 buildings along the south property line, including Building C.1 which has a 33'-4" setback, is > 7'. Building C.1 is setback significantly from the south property line in order to provide a large usable open space for the full development. Additionally, the southern units in Buildings B.1, B.2 and B.3 all have additional usable open space dedicated to their individual units. B.1 also contains planted green screen on its south facade. The developer intends to retain existing trees along the south property line to maximize a landscaped buffer.	CS2 URBAN PATTERN AND FORM PL1 CONNECTIVITY PL2 WALKABILITY DC1 PROJECT USE + ACTIVITIES DC3 OPEN SPACE CONCEPT



BUILDING B.1 - SOUTH ELEVATION



APPENDIX

5.0

DEPARTURE

SOLAR STUDY

9:00 AM

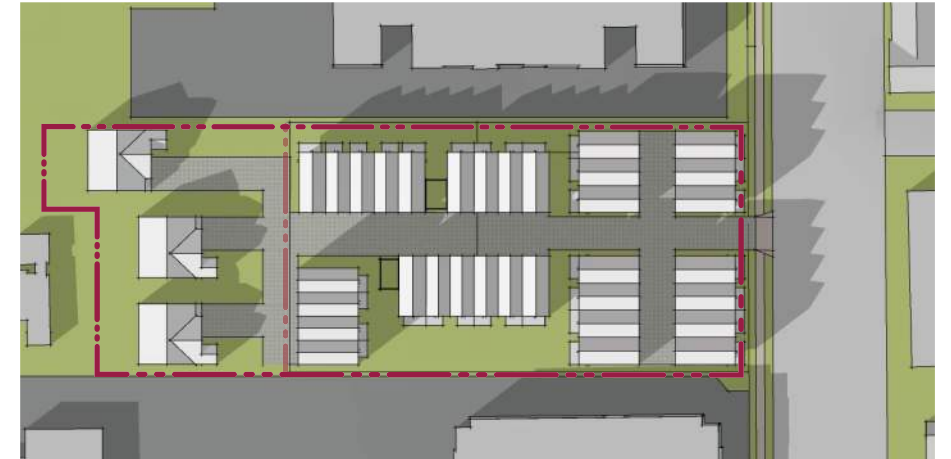
12:00PM

3:00PM

JUNE 21ST

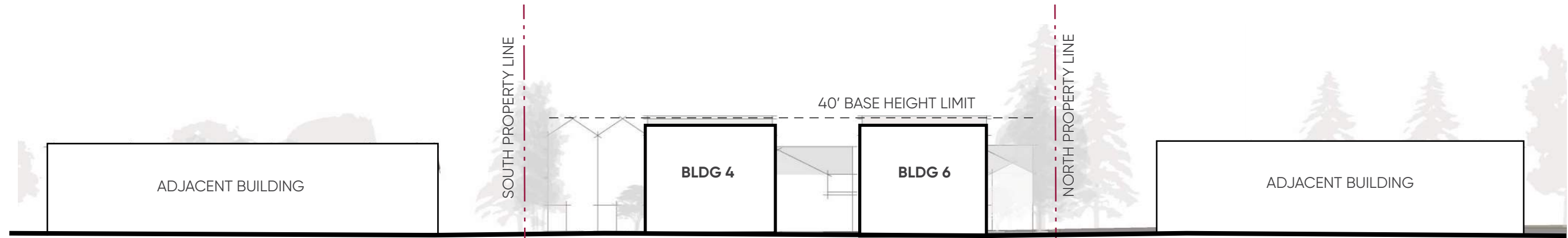


MARCH + SEPTEMBER 21ST

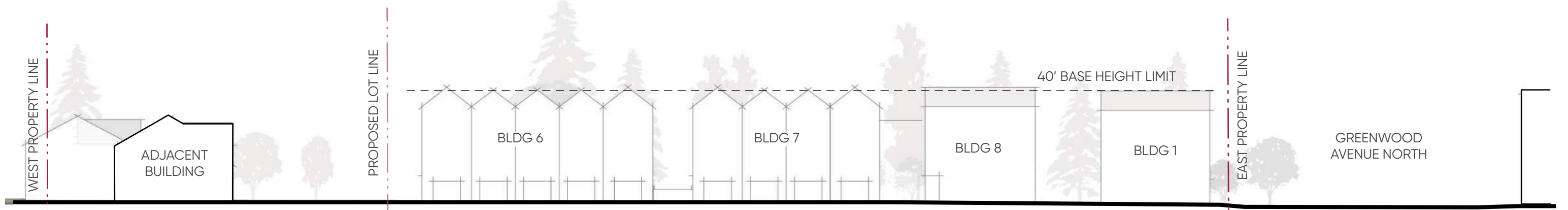


DECEMBER 21ST

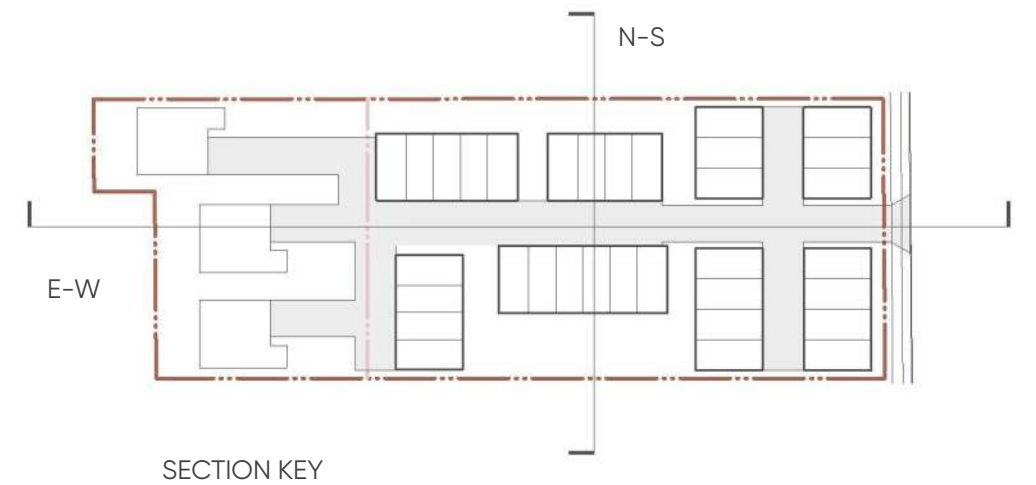




DESIGN OPTION 3 - NORTH/SOUTH SECTION



DESIGN OPTION 3 - EAST/WEST SECTION



6.0

APPENDIX

PREFERRED LANDSCAPE DESIGN OPTION

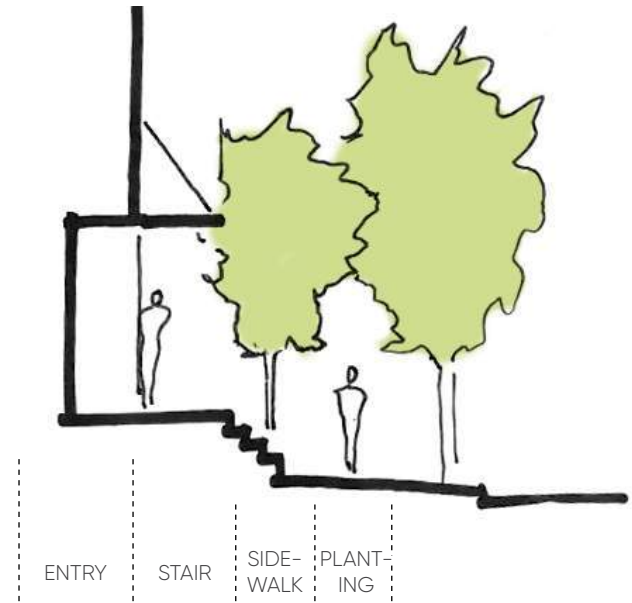
SITE DESIGN STRATEGY

The central driveway creates a circulation spine through the site that preserves many existing trees and allows for a large common amenity area with southern sun exposure. A combination of permeable concrete and permeable pavers delineate the drive aisle from pedestrian walking areas, allow water to infiltrate where it falls, and breaks up the main paved area to create a smaller scale feel. Paver pathways provide pedestrian circulation to private entries, each with it's own patio, and amenity areas.

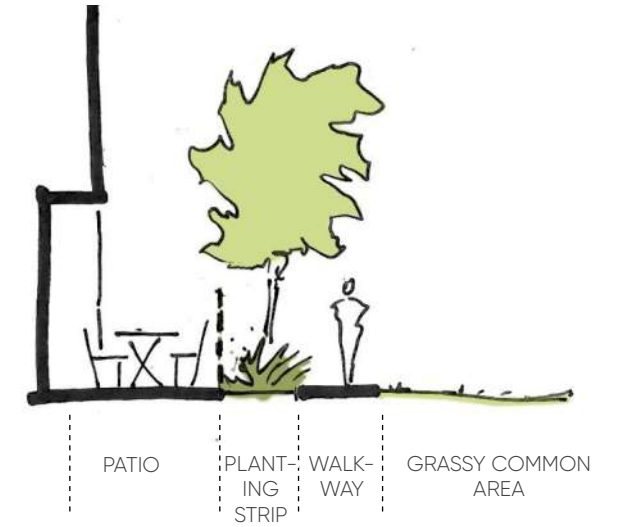
Robust planting areas, with a combination of shrubs and groundcovers, create lush edges and provide a sense of place at each unit entry. Small trees at each unit entry provide privacy for individual patios while new street trees create curb appeal and extend the existing maple corridor along Greenwood Ave N. A large amenity lawn on the south side of the site provides community space for recreation, gathering, and relaxing in the shade of mature existing conifers.



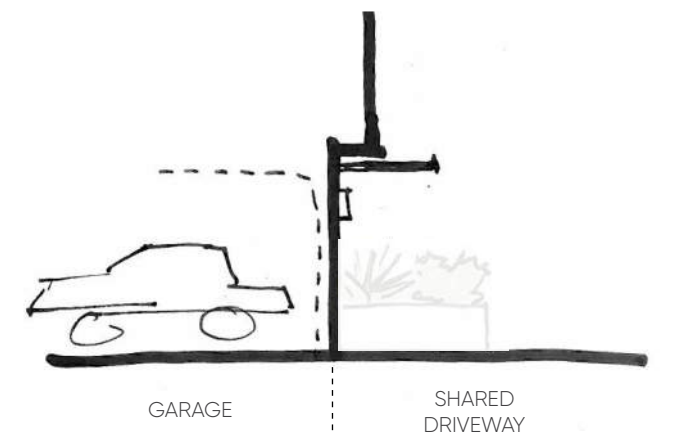
PREFERRED SITE DESIGN



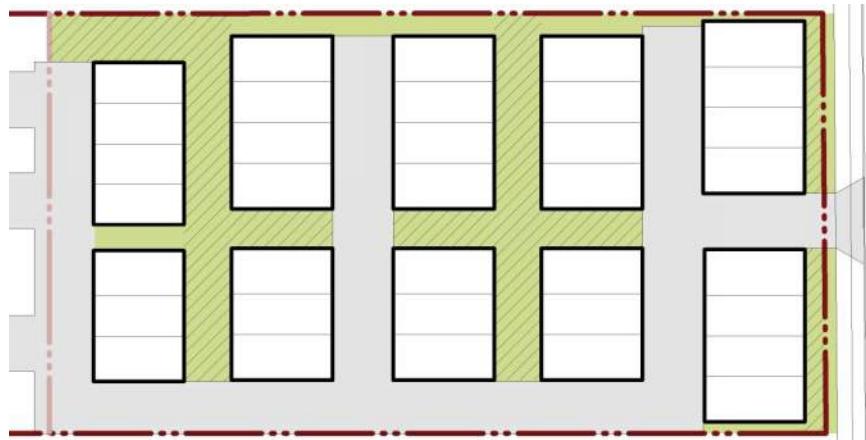
ENTRY STOOP



PRIVATE PATIOS

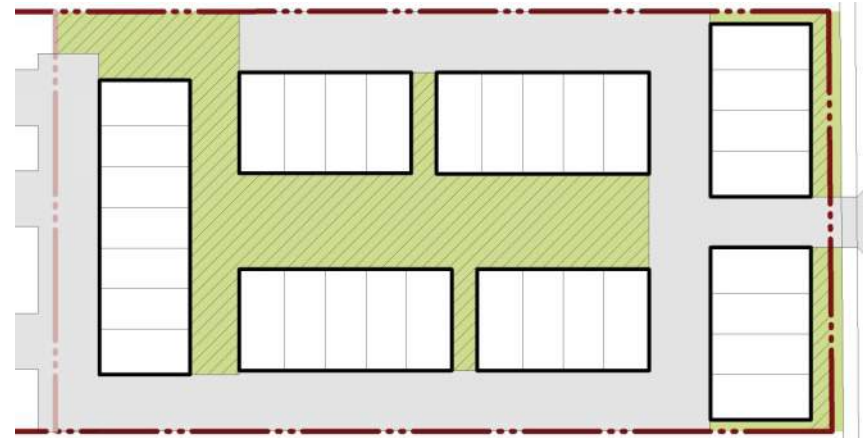


GARAGE ENTRIES



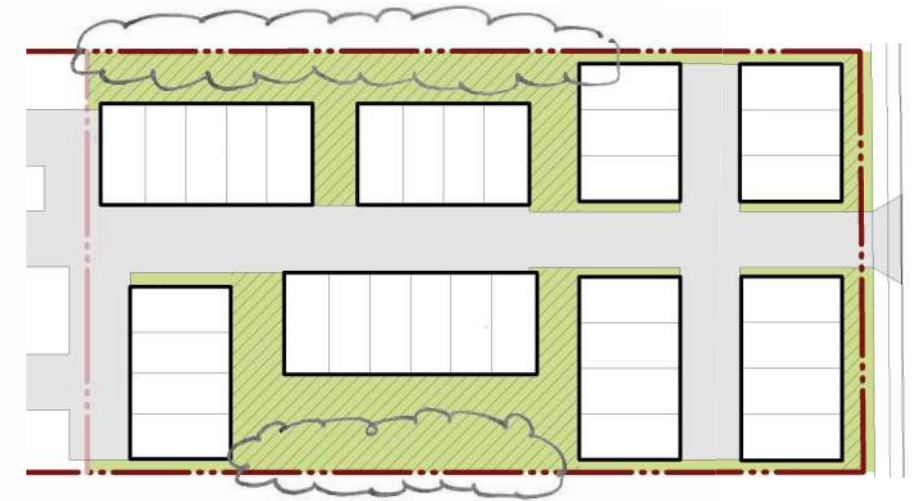
DESIGN OPTION 1 - MAXIMUM BUILD OUT

Paving Area: 15,229 SF
Ground Level Amenity Area: 9059 SF



DESIGN OPTION 2 - CENTRAL SQUARE

Paving Area: 16,409 SF
Ground Level Amenity Area: 11,661 SF



DESIGN OPTION 3 - PREFERRED

Paving Area: 11,967 SF
Ground Level Amenity Area: 12,949 SF

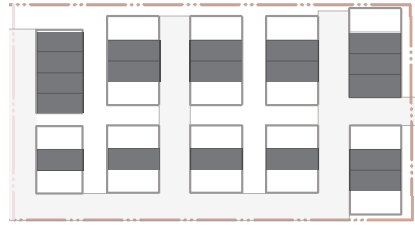


PREFERRED OPTION - SITE SECTION

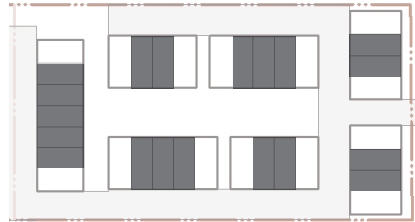
16' X 40' UNIT PLAN

16' X 40' UNIT LOCATIONS

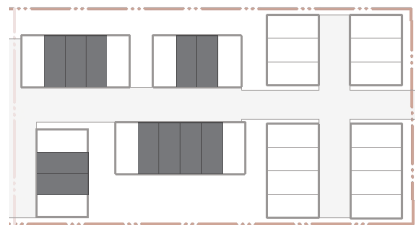
Option 1



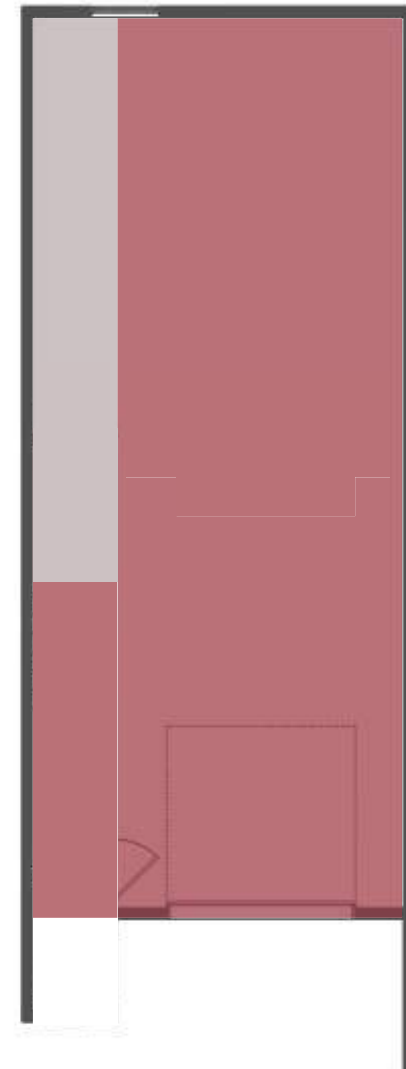
Option 2



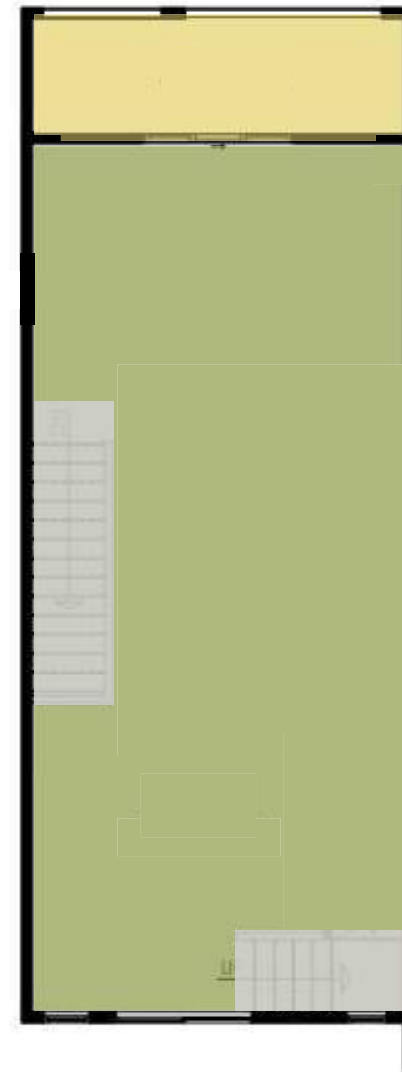
Option 3 (Preferred)



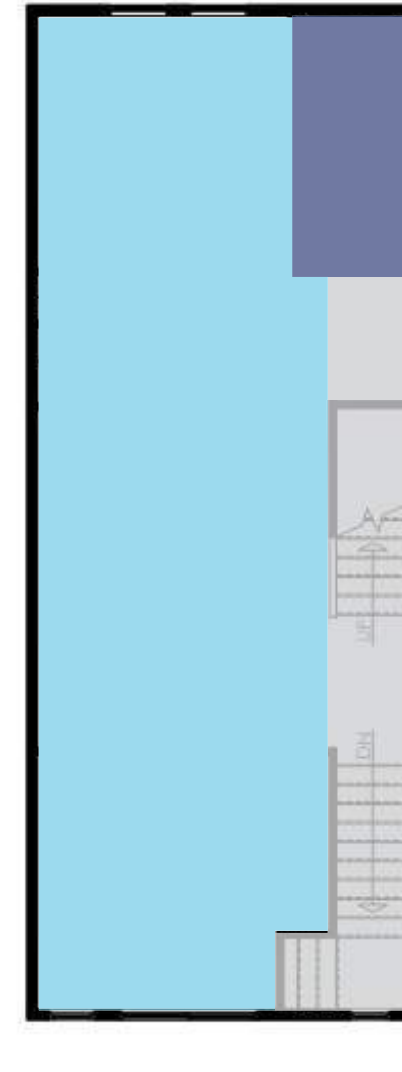
- Vertical Circulation
- Garage
- Living + Dining + Kitchen
- Bedroom
- Bathroom
- Outdoor Space



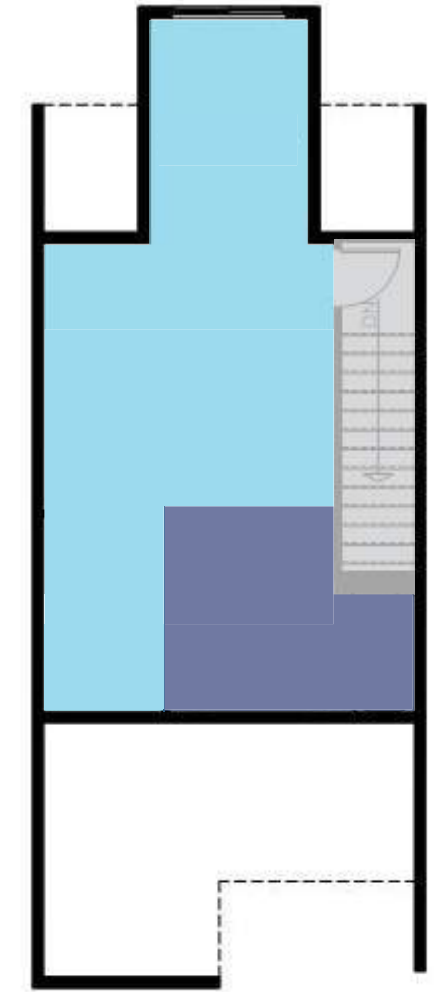
FIRST FLOOR



SECOND FLOOR



THIRD FLOOR



FOURTH FLOOR

18' X 40' UNIT PLAN

18' X 40' UNIT LOCATIONS

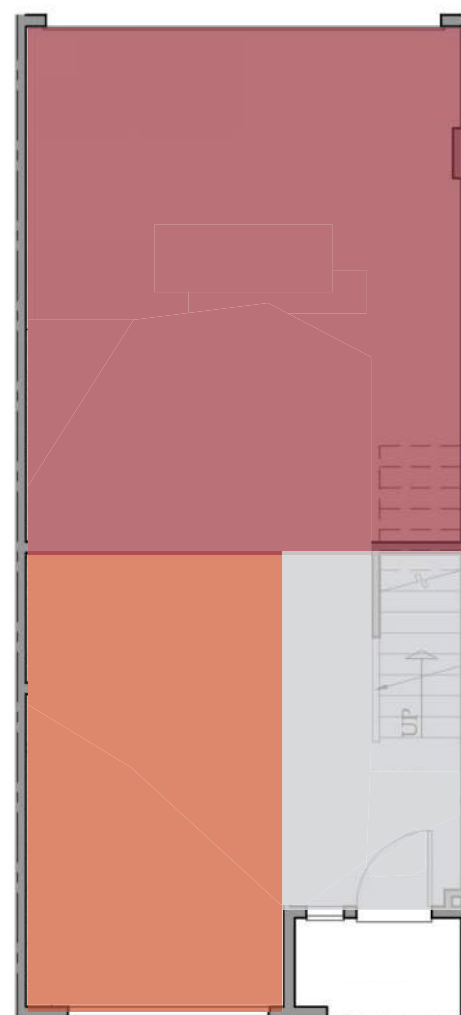
Option 1



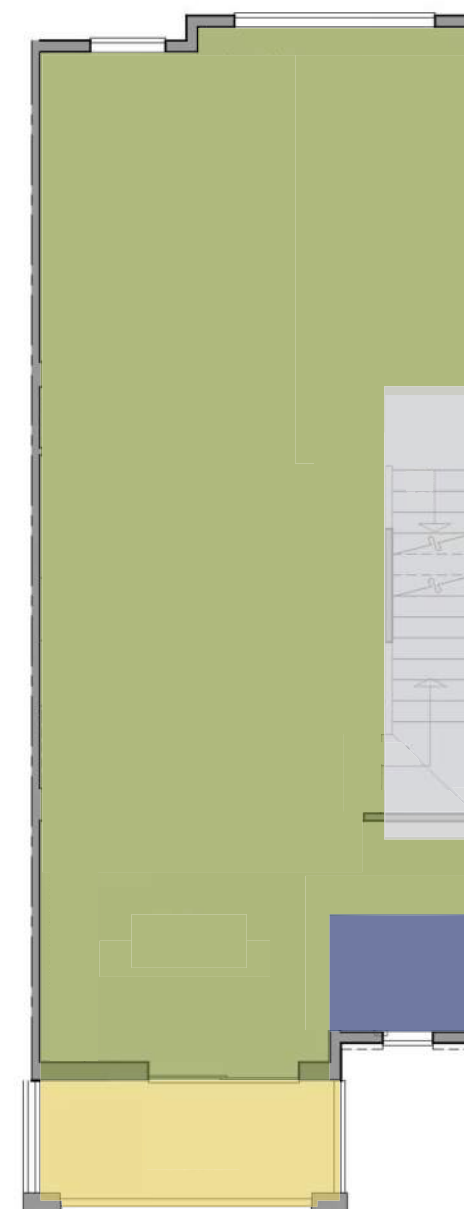
Option 2



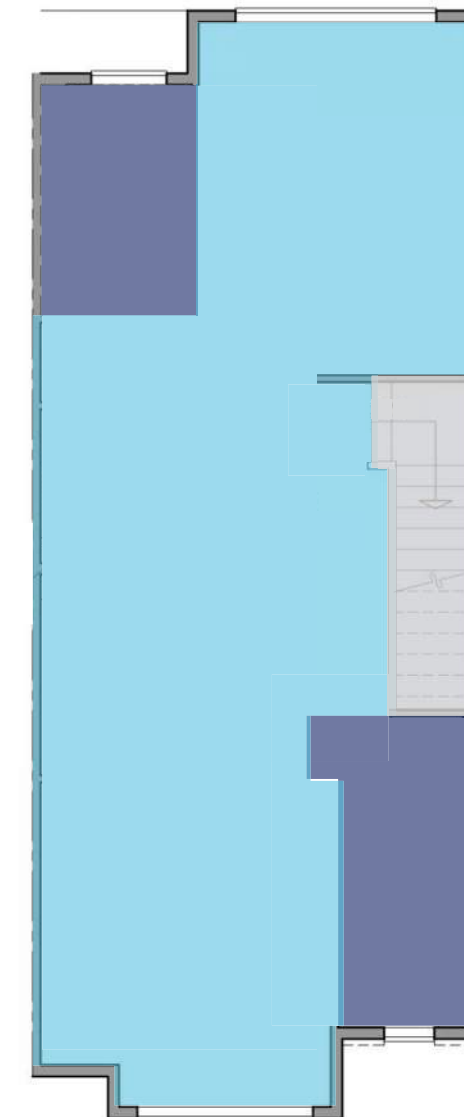
Option 3 (Preferred)



FIRST FLOOR



SECOND FLOOR



THIRD FLOOR

- Vertical Circulation
- Garage
- Living + Dining + Kitchen
- Bedroom
- Bathroom
- Outdoor Space
- Flex Space