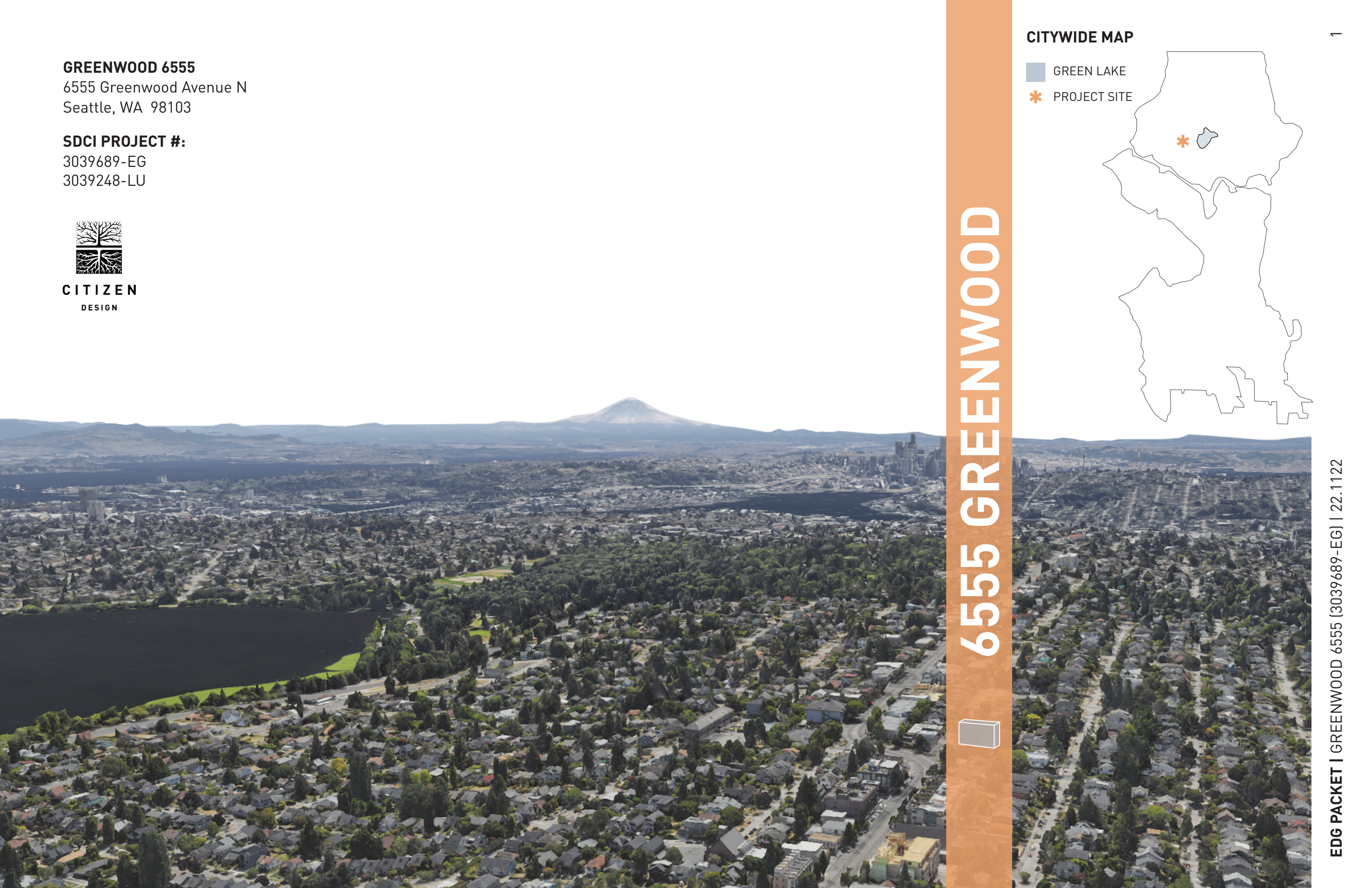


GREENWOOD 6555
6555 Greenwood Avenue N
Seattle, WA 98103

SDCI PROJECT #:
3039689-EG
3039248-LU



6555 GREENWOOD

CITYWIDE MAP

- GREEN LAKE
- PROJECT SITE



SITE INFORMATION

6555 Greenwood Avenue N
APN: 287710-0111
Zoning: NC2-55 (M)
Lot Area: 4800 ± SF
Current Use: Multi-family Residential

PROJECT TEAM

OWNER + DEVELOPER
Seattle Luxury Homes
PO Box 1478
Edmonds, WA 98020

ARCHITECT + APPLICANT
Citizen Design
10 Dravus Street
Seattle, WA 98109
Contact: Jacob Young
E: jyoung@collaborativeco.com
T: 206.535.7908

DEVELOPMENT GOALS

28-38 Dwelling Units
No Live/Work Units
No Commercial Space

DEVELOPMENT STATEMENT

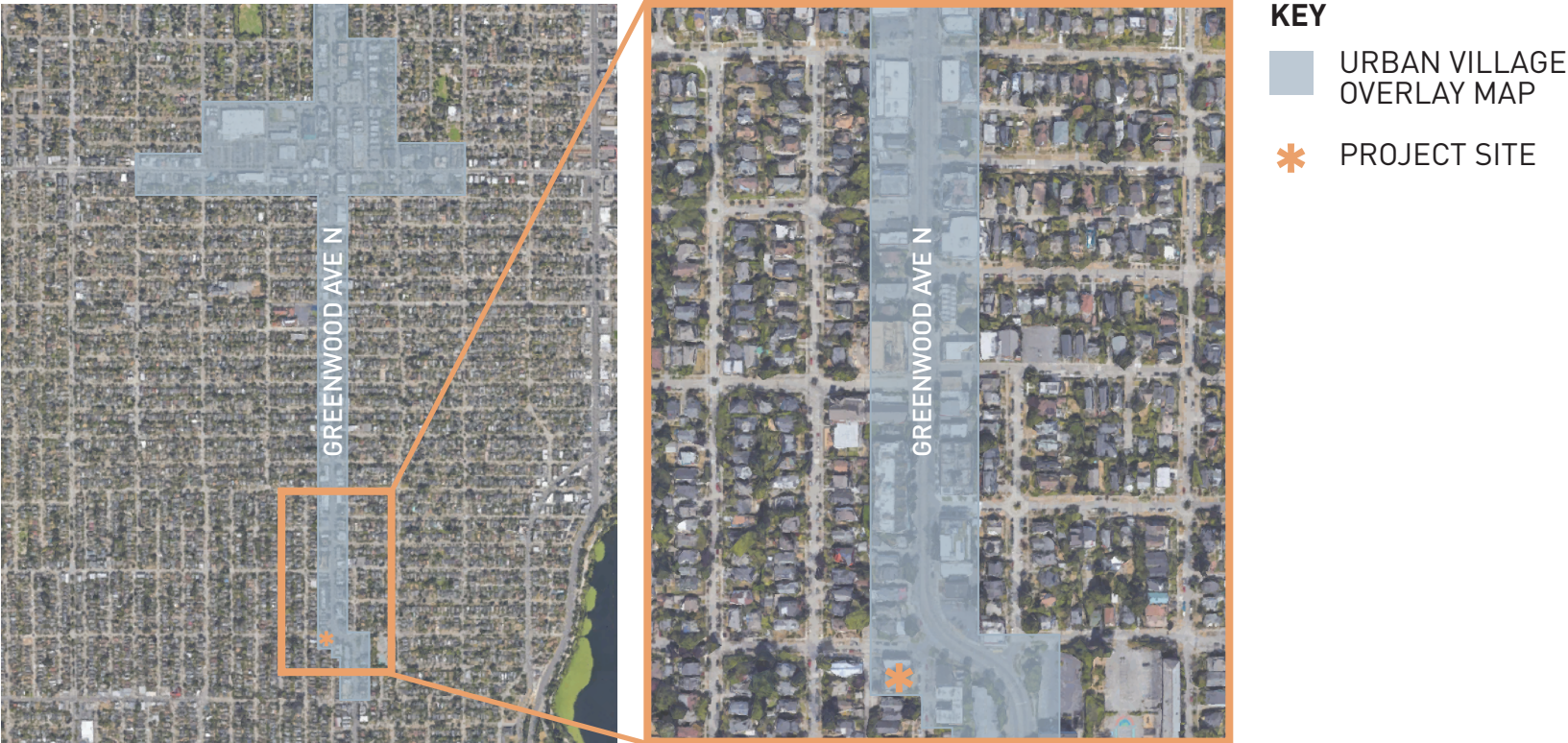
Greenwood 6555 seeks to provide modern, efficient housing to a densifying community. By constructing thoughtfully designed, small units, Greenwood 6555 increases the variety of dwelling units available in its immediate context.

This project seeks to provide a solution to increasing housing needs through efficient unit layouts, finely crafted materials and sensitive design.

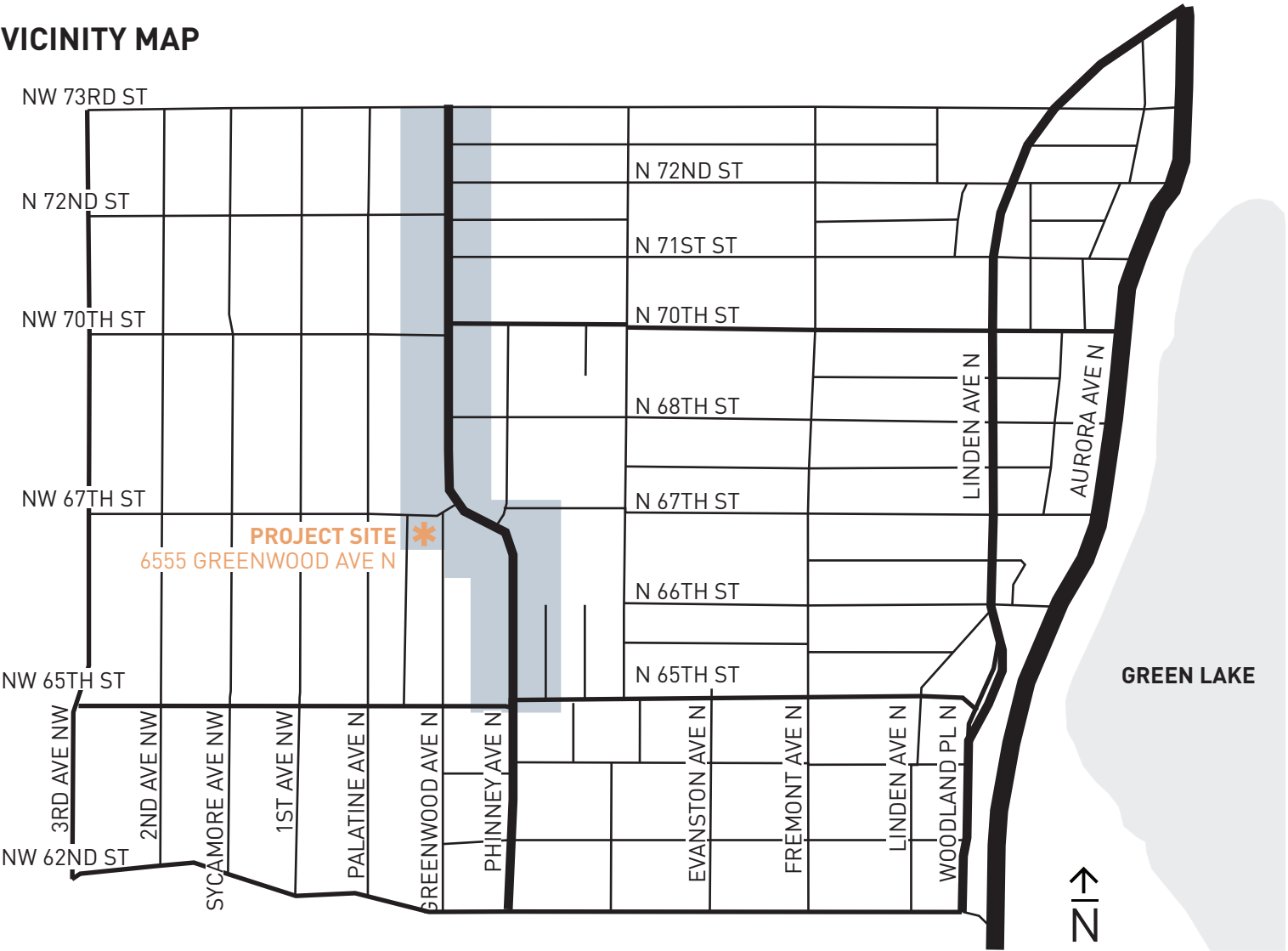
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GREENWOOD - PHINNEY RIDGE RESIDENTIAL URBAN VILLAGE LAYOUT



VICINITY MAP





ZONING SUMMARY

- The nine-block vicinity contains Mixed Use (NC2-55 (M)), Multi-Family (LR3 RC (M)) and Single-Family (SF 5000) zoning.
- The northerly abutting property is zoned NC2-55 (M). The southerly abutting property is split-zoned between NC2-55 (M) and SF 5000.

LAND USE SUMMARY

- The predominant land uses of the nine-block vicinity are single-family residential and mixed use.
- Some apartment structures exist on the same block as the project site, including the immediate neighbor to the north.
- Some detached houses remain from early 20th Century development.
- Other nearby land uses include various restaurants, cafes, and bars, and a community center.

PROJECT SITE EXTENTS
6555 GREENWOOD AVE N

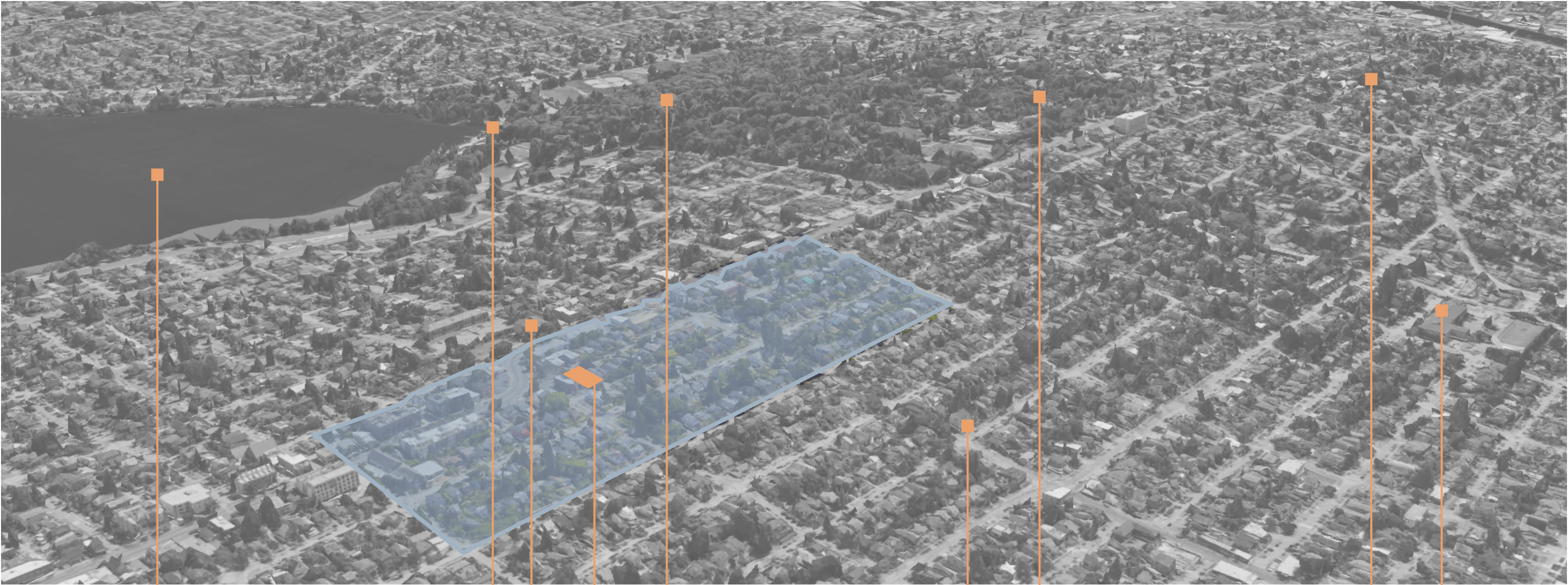
LAND USE KEY

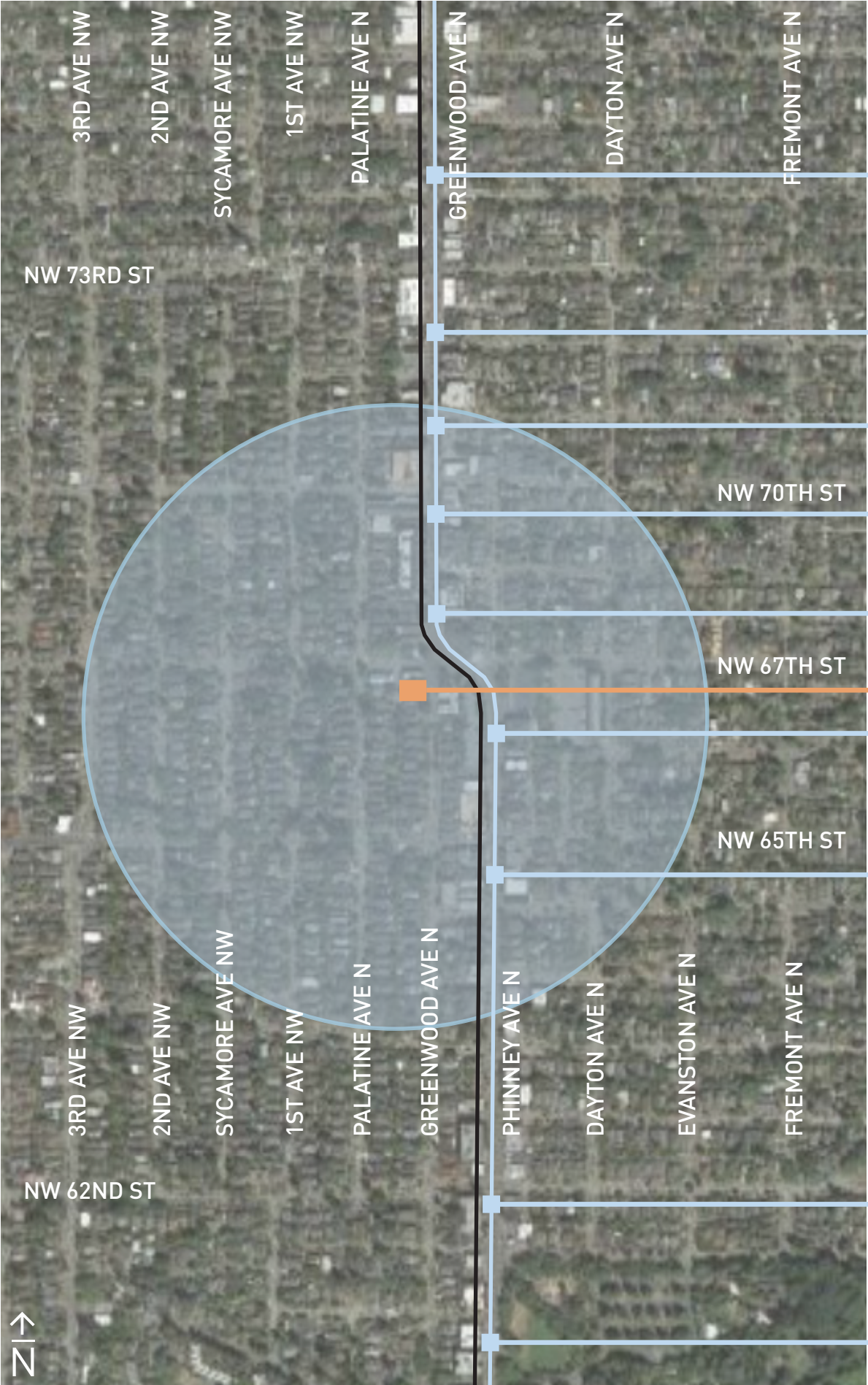
- NC2-55 (M) - NEIGHBORHOOD COMMERCIAL
- SF-5000 - NEIGHBORHOOD RESIDENTIAL
- LR3 RC (M) - LOWRISE MULTIFAMILY



AXONOMETRIC KEY

- NINE-BLOCK AXONOMETRIC
- LOCAL AMENITIES





- BUS STOP
GREENWOOD AVE N + N 74TH ST
ROUTE 5 SOUTHBOUND
ROUTE 16 SOUTHBOUND
- BUS STOP
GREENWOOD AVE N + N 72ND ST
ROUTE 5 NORTHBOUND
ROUTE 16 NORTHBOUND
- DEDICATED BIKE LANE
GREENWOOD AVE N
- BUS STOP
PHINNEY AVE N + N 70TH ST
PHINNEY AVE N + N 68TH ST
ROUTE 5 SOUTHBOUND + NORTHBOUND
- BUS STOP
PHINNEY AVE N & N 67TH ST
ROUTE 5 SOUTHBOUND
- BUS STOP
PHINNEY AVE N + N 67TH ST
ROUTE 5 NORTHBOUND
- BUS STOP
PHINNEY AVE N + N 65TH ST
PHINNEY AVE N + N 64TH ST
ROUTE 5 SOUTHBOUND + NORTHBOUND
ROUTE 16 SOUTHBOUND + NORTHBOUND
- DEDICATED BIKE LANE
PHINNEY AVE N
- BUS STOP
PHINNEY AVE N & N 61ST ST
PHINNEY AVE N & N 60TH ST
ROUTE 5 SOUTHBOUND & NORTHBOUND
ROUTE 16 SOUTHBOUND & NORTHBOUND

TRANSIT + ACCESS

- PHINNEY AVE N + 70TH ST: ROUTE 5
This stop is approximately 0.2 miles northeast of the subject parcel. Northbound service is provided to Bitter Lake, Broadview and Shoreline Community College. Southbound service is provided to Woodland Park, Fremont and Downtown Seattle.
- PHINNEY AVE N + 67TH ST: ROUTE 5
This stop is approximately 230 ft north of the subject parcel.
- PHINNEY AVE N + 65TH ST: ROUTE 5 AND ROUTE 16
This stop is approximately 0.2 miles southeast of the subject parcel. Northbound service is provided to. Route 16 provides service to similar destinations as Route 5. Please note that some weekday trips on Route 16 are not currently operating due to ongoing workforce challenges.
- DEDICATED BIKE LANE
The dedicated bike lane along Greenwood Ave is 150 ft east of the subject parcel. Its northbound terminus is at its intersection with 105th St. In the southbound direction, it provides access to the Woodland Park Zoo and terminates in Fremont.

PROJECT SITE EXTENTS
6555 GREENWOOD AVE N

PEDESTRIAN ZONE
There are pedestrian zones along Greenwood Ave N, around N 85th street, N 80th street and between N 75th and N78th streets. These oedestrian zones are located within the Greenwood - Phinney Ridge Residential Urban Village Overlay.

CONCLUSION
Due to the Greenwood - Phinney Ridge Residential Urban Village Overlay, the subject parcel does not require designated parking for multi-family residential dwellings. Therefore, frequent transit calculations are not required.

LEGAL DESCRIPTION

(PER STATUTORY WARRANTY DEED RECORDING# 2022012800989)

THE NORTH 7 FEET OF LOT 21, ALL OF LOT 22 AND THE SOUTH 16 FEET OF LOT 23, BLOCK 1, GREENLAKE CIRCLE RAILROAD ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 170, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THE WEST 7.5 FEET CONVEYED TO THE CITY OF SEATTLE FOR ALLEY PURPOSES.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

BASIS OF BEARINGS

ACCEPTED THE BEARING OF NORTH BETWEEN MONUMENTS FOUND ALONG THE CENTERLINE OF GREENWOOD AVE N, PER REFERENCE NO. 2.

REFERENCES

R1. RECORD OF SURVEY, VOL. 138, PG. 230, RECORDS OF KING COUNTY, WASHINGTON.
R2. RECORD OF SURVEY, VOL. 283, PG. 155, RECORDS OF KING COUNTY, WASHINGTON.

VERTICAL DATUM

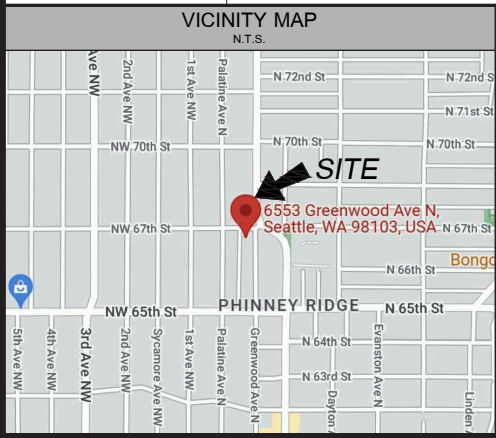
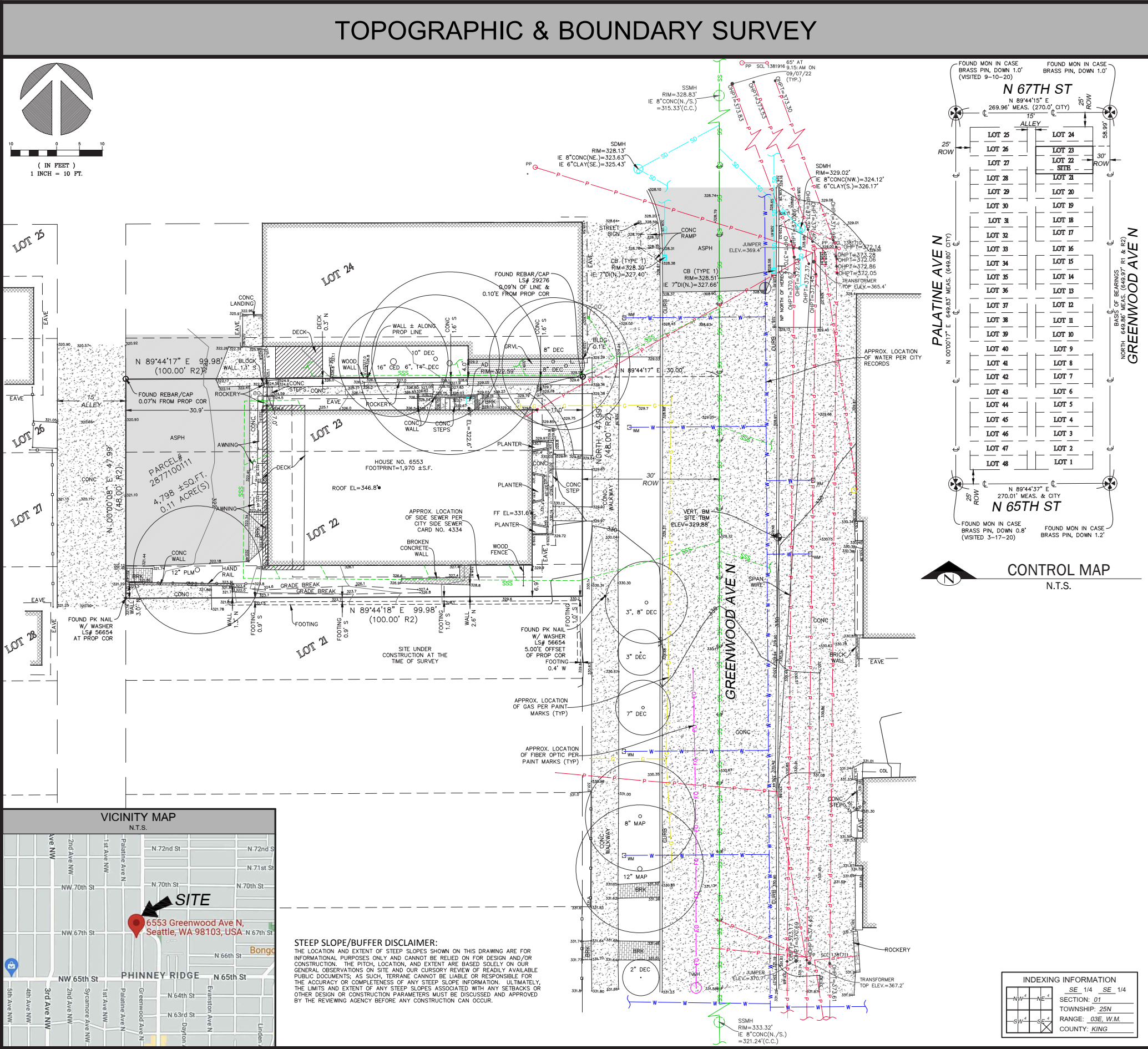
NAVD 88 PER CITY OF SEATTLE BENCHMARK NO. 4049-6903
DESCRIPTION: 2" DOMED BRASS CAP
LOCATION: NE QUAD OF N 65TH ST & FREMONT AVE N, 0.5' SOUTH OF BACK WALK, 4.6' W OF RET. WALL, 12.5' N OF FIRE HYDRANT ELEVATION: 208.787'
SITE TEMP. BENCHMARK
DESCRIPTION: PK NAIL W/ RED WASHER
LOCATION: SET IN CURB ON E. SIDE GREENWOOD AVE, ACROSS FROM SITE
ELEVATION: 329.88'

SURVEYOR'S NOTES

1. THE TOPOGRAPHIC SURVEY SHOWN HEREON WAS PERFORMED IN SEPTEMBER OF 2022. THE FIELD DATA WAS COLLECTED AND RECORDED ON MAGNETIC MEDIA THROUGH AN ELECTRONIC THEODOLITE. THE DATA FILE IS ARCHIVED ON DISC OR CD. WRITTEN FIELD NOTES MAY NOT EXIST. CONTOURS ARE SHOWN FOR CONVENIENCE ONLY. DESIGN SHOULD RELY ON SPOT ELEVATIONS.
2. ALL MONUMENTS SHOWN HEREON WERE LOCATED DURING THE COURSE OF THIS SURVEY UNLESS OTHERWISE NOTED.
3. THE TYPES AND LOCATIONS OF ANY UTILITIES SHOWN ON THIS DRAWING ARE BASED ON INFORMATION PROVIDED TO US, BY OTHERS OR GENERAL INFORMATION READILY AVAILABLE IN THE PUBLIC DOMAIN INCLUDING, AS APPLICABLE, IDENTIFYING MARKINGS PLACED BY UTILITY LOCATE SERVICES AND OBSERVED BY TERRANE IN THE FIELD. AS SUCH, THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS ARE FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE RELIED ON FOR DESIGN OR CONSTRUCTION PURPOSES; TERRANE IS NOT RESPONSIBLE OR LIABLE FOR THE ACCURACY OR COMPLETENESS OF THIS UTILITY INFORMATION. FOR THE ACCURATE LOCATION AND TYPE OF UTILITIES NECESSARY FOR DESIGN AND CONSTRUCTION, PLEASE CONTACT THE SITE OWNER AND THE LOCAL UTILITY LOCATE SERVICE (800-424-5555).
4. SUBJECT PROPERTY TAX PARCEL NO. 287710-0111.
5. SUBJECT PROPERTY AREA PER THIS SURVEY IS 4,798 ±S.F. (0.11 ACRES)
6. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT. EASEMENTS AND OTHER ENCUMBRANCES MAY EXIST THAT ARE NOT SHOWN HEREON.
7. EXISTING STRUCTURE(S) LOCATION AND DIMENSIONS ARE MEASURED FROM THE FACE OF THE SIDING UNLESS OTHERWISE NOTED.
8. FIELD DATA FOR THIS SURVEY WAS OBTAINED BY DIRECT FIELD MEASUREMENTS WITH A CALIBRATED ELECTRONIC 5-SECOND TOTAL STATION AND/OR SURVEY GRADE GPS OBSERVATIONS. ALL ANGULAR AND LINEAR RELATIONSHIPS ARE ACCURATE AND MEET THE STANDARDS SET BY WAC 332-130-090.

LEGEND

AREA DRAIN	MONUMENT (IN CASE, FOUND)
ASPHALT SURFACE	NAIL AS NOTED
BENCHMARK	PAVER SURFACE
BRICK SURFACE	PP P POWER (OVERHEAD)
BUILDING	PP O POWER POLE
CENTERLINE ROW	PP O POWER POLE W/ LIGHT
CLEANOUT	O REBAR AS NOTED (FOUND)
CONCRETE SURFACE	RETAINING WALL
DECK	ROCKERY
FENCE LINE (WOOD)	SS S SEWER LINE
GAS LINE	SS O SEWER MANHOLE
GAS METER	SS O STORM DRAIN LINE
GRAVEL SURFACE	SS O STORM MANHOLE
GUY ANCHOR	SIZE TYPE O TREE (AS NOTED)
INLET (TYPE 1)	WATER GATE VALVE
MAILBOX (RESIDENTIAL)	W WATER LINE
OHP T OHP TRANSITION ELEVATION	WM WATER METER
TMH TV MANHOLE	



STEEP SLOPE/BUFFER DISCLAIMER:
THE LOCATION AND EXTENT OF STEEP SLOPES SHOWN ON THIS DRAWING ARE FOR INFORMATIONAL PURPOSES ONLY AND CANNOT BE RELIED ON FOR DESIGN AND/OR CONSTRUCTION. THE PITCH, LOCATION, AND EXTENT ARE BASED SOLELY ON OUR GENERAL OBSERVATIONS ON SITE AND OUR CURSORY REVIEW OF READILY AVAILABLE PUBLIC DOCUMENTS. AS SUCH, TERRANE CANNOT BE LIABLE OR RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY STEEP SLOPE INFORMATION. ULTIMATELY, THE LIMITS AND EXTENT OF ANY STEEP SLOPES ASSOCIATED WITH ANY SETBACKS OR OTHER DESIGN OR CONSTRUCTION PARAMETERS MUST BE DISCUSSED AND APPROVED BY THE REVIEWING AGENCY BEFORE ANY CONSTRUCTION CAN OCCUR.

TOPOGRAPHIC & BOUNDARY SURVEY
PARCEL NO. 287710011
SEATTLE LUXURY HOMES, LLC
6553 GREENWOOD AVE N
SEATTLE, WA 98103

TERRANE

10801 Main Street, Suite 102
Bellevue, WA 98004
p: 425-458-4488 | e: info@terrane.net

JOB NUMBER: 221047
DATE: 9/14/22
DRAFTED BY: IDV/GKD
CHECKED BY: CSP
SCALE: 1" = 10'
REVISION HISTORY
SHEET NUMBER
1 OF 1

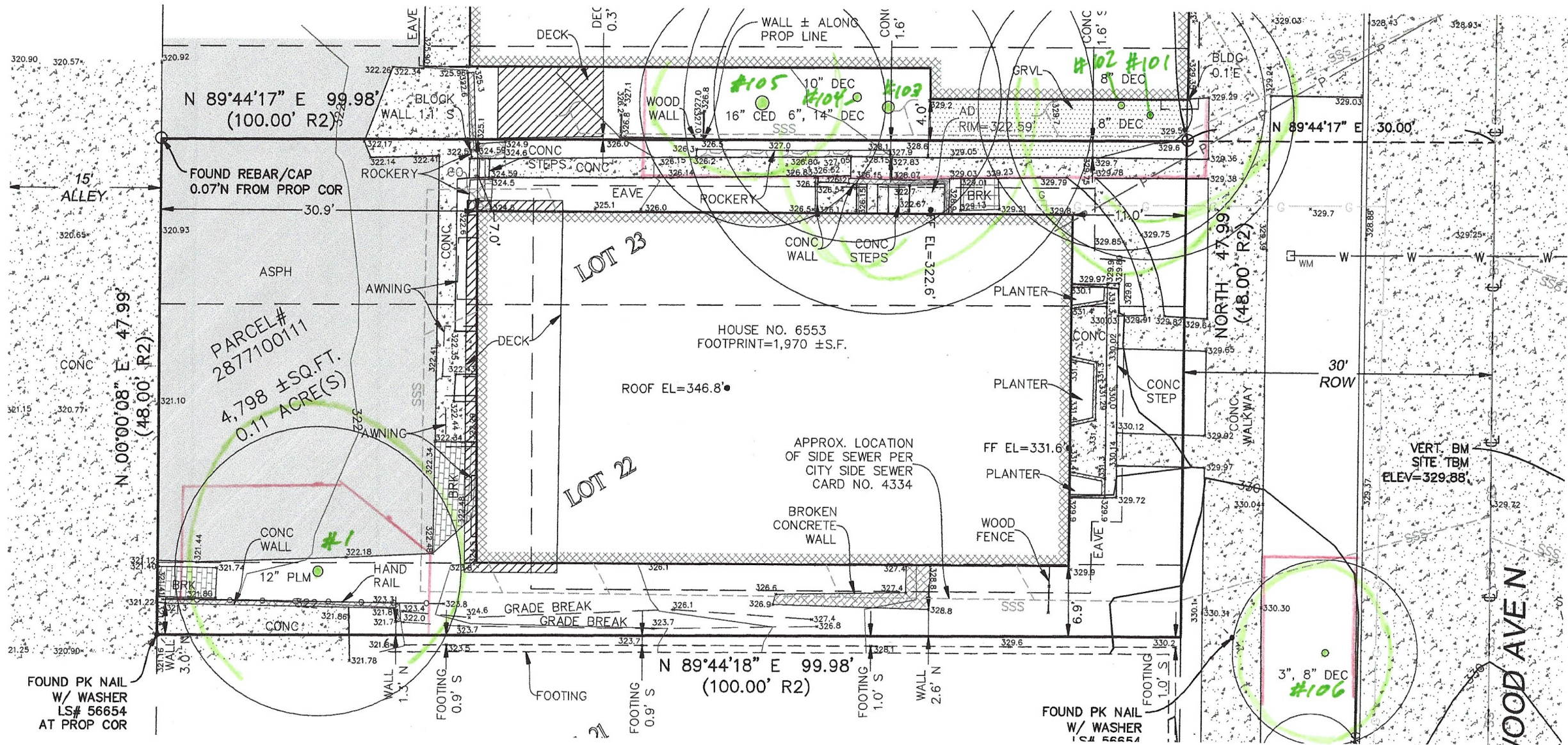
We are the measure | terrane.net



Tree/ Tag #	Species Common Name	Species Scientific Name	DBH (inches)	Height (feet)	Drip-Line (feet)				Condition	Exceptional Yes/No	Comments	Proposal
					N	S	E	W				
1	cherry plum cv.	<i>Prunus cerasifera</i>	*14	22	16	12	14	12	Fair	No	decent form and vigor, minor limb tip dieback	TBD
Neighboring/Off-site Trees												
101	black walnut	<i>Juglans nigra</i>	11	54	12	10	14	8	Fair	No	poor trunk taper, natural lean east	Protect
102	black walnut	<i>Juglans nigra</i>	10	54	12	16	14	10	Fair	No	decent form and vigor, forked top	Protect
103	English walnut	<i>Juglans regia</i>	16.7 (17)	52	16	16	14	10	Fair	No	decent form and vigor, forked top	Protect
104	black walnut	<i>Juglans nigra</i>	11	54	14	16	8	6	Fair	No	poor trunk taper, natural lean east	Protect
105	Hiba arborvitae	<i>Thujaopsis dolabrata</i>	16	42	6	8	8	10	Fair	Yes	forked trunk at 4 feet, 4 tops, ok attachments	Protect
106	plum	<i>Prunus domestica</i>	*7	12	8	8	6	8	Fair	No	shrubby form, decent vigor, needs pruning	Protect

cv. - cultivated variety
* - caliper measurement at one-foot above ground
Dripline measurements from face of trunk

- SUBJECT TREES
- DRIPLINE
- RECOMMENDED LOCATION OF TREE
PROTECTION ZONE / FENCING



EARLY COMMUNITY OUTREACH SUMMARY

Early community outreach for this project included an online survey (open from June 2 to June 27, 2022), printed posters in the project’s vicinity and a guided site walk conducted on June 21, 2022. Significant response was received from the community via both the online survey and site walk. At the request of the community, the survey was extended from its original closing date of June 24 to June 27 to allow for additional comment.

In the interest of brevity, this summary does not restate each response separately. It instead lists each comment and states how many persons made the same or similar comment. For additional detail, please refer to the Early Community Outreach report submitted to the Seattle Department of Neighborhoods on June 28.

ONLINE SURVEY AND RESPONSE

Ninety (90) people from the community submitted responses to our online survey. On the welcome page we provided information about the project, including the scope of work, building size, unit count and parking arrangement.

The questions included in the survey were:

1. What is your connection to this development project?
2. What is most important to you about a new building on this property?
3. What are the most important considerations for designing the public areas and how the building addresses the street?
4. What concerns do you have about the project?
5. Is there anything specific about this property or neighborhood that would be important for us to know?
6. What else would help make the new building successful for decades to come?

Around 70% of the people that completed the survey either live in the general area or very close to the project. The rest visit the area often or own a business nearby. Some important aspects that were brought up in the responses were the following:

- The building complements and integrates with what is already existing around the neighborhood. The use of attractive building materials and having lots of greenery and good quality lighting at a street level are important for the community members.
- The entry and street level areas are good for pedestrians.
- Quality construction with the use of sustainable materials that ensure the building’s durability.
- The aesthetics of the building and the use of materials that complement surrounding buildings.
- Provide some sort of bike parking solution as well as protected bike lanes.

- Offer good community spaces, especially at street level. Make it pedestrian friendly.
- Include a commercial area.

Some common concerns that were brought up in the responses were the following:

- The addition of new housing units will increase the density of the area but will also make the parking situation worse than what it already is.
- No parking being proposed.
- The area will become more congested, and traffic will get out of hand. Neighbors are also concerned about pedestrian safety.
- The building will feel out of scale and won’t be architecturally compatible with the rest of the neighborhood. Community members are also concerned about the height of the proposed building.
- The availability of affordable units.
- The project is proposing SEDUs, rather than larger units (2/3-bedroom apartments) for families.

SITE WALK AND RESPONSE

The June 21 site walk was attended by ten (10) members of the community, three (3) members of the Citizen Design team, and one (1) of the owners of the property. Eight (8) community members wrote down their contact information on the sign-in sheet.

The site walk started with the owner walking the community members through the project proposal and entertaining questions from them. He discussed the type of project they were planning to design and build, how many units, and what amenities were being proposed. The group also walked around the project site to answer some questions regarding the alley and how it was intended to be used.

Some members of the community expressed their concern about having so many new units being added to the street. They were especially concerned that the development did not include off-street parking and that adding so many new units would adversely affect street parking.

They also inquired about how much the units would be rented for and what this would equate to in terms of rent per square foot. The owner stated that the anticipated rent was the cheapest possible in relation to what else was available in the neighborhood at the time. The neighbors also brought up their concerns about having more SEDUs in the neighborhood. They stated that there are a lot of current developments and newly constructed buildings that offer SEDUs around the neighborhood. They mentioned that developers were having a hard time renting out these units and that the real need in the neighborhood

was for two and three-bedroom apartments for family occupancy. They argued that they think the market needs more units that are bigger rather than more SEDUs.

One of the neighbors expressed concern about a line of hedges he has planted to the east of his property. He mentioned it gave him some privacy between his home and the street and would really hate to see them affected by construction. After looking at the location of these hedges, it was determined that they would be unaffected by construction.

Another topic that was mentioned was how the project would provide separation between the entry and the street for privacy. The community members noted that most houses on that street have elevated front porches and that it would be nice to keep this sort of style in some way. They added that having an inviting entry, with lots of greenery and good lighting was also important for the people in the neighborhood.

There was also a concern surrounding which materials were being used on the project. Community members pointed out the use of brick in surrounding buildings and encouraged the design team to incorporate this material in the design of the proposed building. They mentioned that black brick feels very oppressive and that the team should consider using lighter shades of brick to soften it. Other materials such as Hardie panel, wood, and metal and their potential impact were also discussed. One attendee noted that black siding absorbs heat, which could translate into hotter units. The owner noted that all the units are proposed to be air conditioned.

Some members of the community also raised the concern that the building might look out of scale and out of place in relation to the surrounding buildings. They suggested incorporating some traditional single family home elements to create a softer transition between the brick building to the north of the property and the townhomes to the south. They also questioned how the site’s setbacks could be used to reduce the building frontage and give it more modulation, thus making the building feel less massive. Some neighbors brought up some examples of buildings they think did a good job of making the building less bulky such as the Hendon Condominiums (6800 Greenwood Ave N).

One of the neighbors raised a point regarding the placement of service entries for plumbers, electricians, movers, general repairs, etc. They mentioned that it might be prudent to have a paved area on the west side of the building (facing the alley) to give space for these services to operate at a certain capacity. They also brought up that there should be some space to the north for building maintenance, for both the proposed building and the existing brick building. The design team noted that the northerly neighboring building is set back approximately five feet and that the proposed structure is to be set back approximately one foot. Another issue that was discussed during the meeting was bike parking

security. There have been some cases of stolen bikes reported around the neighborhood, so community members were wondering how we could make bike parking accessible and safer for all the residents of the building. In addition to theft by non-residents, several buildings have had trouble with residents stealing each other’s bikes. One potential solution proposed by the community members was to make security footage available to all residents to help identify thieves.

The topics of sustainability and effective drainage also came up during the meeting. The neighbors wanted to know what plans for sustainable design are being made. The owner responded that the project would comply with the sustainability standards required by the City of Seattle and the building code. They also inquired about the use of solar panels and the owner responded by saying that all new buildings must provide solar panel ready areas for future uses. As for drainage, the design team responded that the project is planned to include a green roof.

Some of the community members mentioned their concern about having short-term tenants (such as Airbnb or VRBO users). They noted that the neighborhood is a family friendly place where neighbors know each other, so there is a big concern about having such short-term renters. The owner noted that his goal was to have long-term tenants and that city law forbids tenants subletting their units in this manner.

CONCLUSION

While several of the comments (those related to unit type, size, rent, tenancy, parking, sustainability, drainage and solar energy) received during the outreach process are not within the scope of design review, other comments were. The latter group of comments are related to the design review scope:

- Separate the pedestrian entry from the street through the use of plantings, setbacks, a raised stoop, etc.
- Provide a welcoming entry through the use of plantings and lighting.
- Use siding materials that are compatible with surrounding development, such as medium- to light-colored brick.
- Incorporate elements of single-family design to soften the transition between single- and multifamily construction.
- Modulate the building to make it feel less massive/bulky.
- Provide a loading/service parking zone at the rear of the site.
- Provide sufficient space for facade maintenance.
- Provide improved bike room security.



SITE FROM GREENWOOD AVE N



SITE FROM ALLEY



KEY MAP

The subject parcel contains approximately 4800 sf land area. It is presently developed with a fourplex originally constructed in 1955. Other existing site improvements include concrete walkways and parking. The fourplex and all appurtenances are to be demolished.

No evidence of environmentally critical areas (ECAs) has been found. One tree is located in the southwest corner of the subject. Several others are located along the northerly property line on the northerly neighboring parcel. The project arborist has recommended establishing a tree protection boundary approximately 3.5 ft from the property line.

All utility services are proposed to be taken from Greenwood Avenue N. Mainlines for both potable water and combined sewer are present in this right-of-way, as is overhead power service.



KEY MAP

WEST SIDE OF STREET



KEY PLAN - TOP ROW

VARIED BRICK TYPES

TRADITIONAL HOUSING

EAST SIDE OF STREET



KEY PLAN - BOTTOM ROW

EXISTING APARTMENTS

VARIOUS TREE SPECIES
PRESENT ALONG STREET

OBSERVED PATTERNS:

- Two- or three-story structures are common
- Existing development dates from early to mid 20th Century
- Predominantly traditional detached houses and low-rise apartment buildings, contradictory to new zoning designation
- Significant vegetation is present
- Varying colors and textures found on the block

OTHER OBSERVATIONS:

- No dominant architectural style or typical materials
- It is anticipated that the existing context will gradually be replaced in the near future due to upzoning. New structures are likely to be significantly taller than the current context.
- The southerly abutting property is being redeveloped under Permit 6792008-CN.

WEST SIDE OF STREET



NEIGHBORING BUILDING TO BE REDEVELOPED UNDER PERMIT 6792008-CN

PROJECT SITE 6555 GREENWOOD AVE N

RECTANGULAR FORMS

VARIED ROOF TYPES

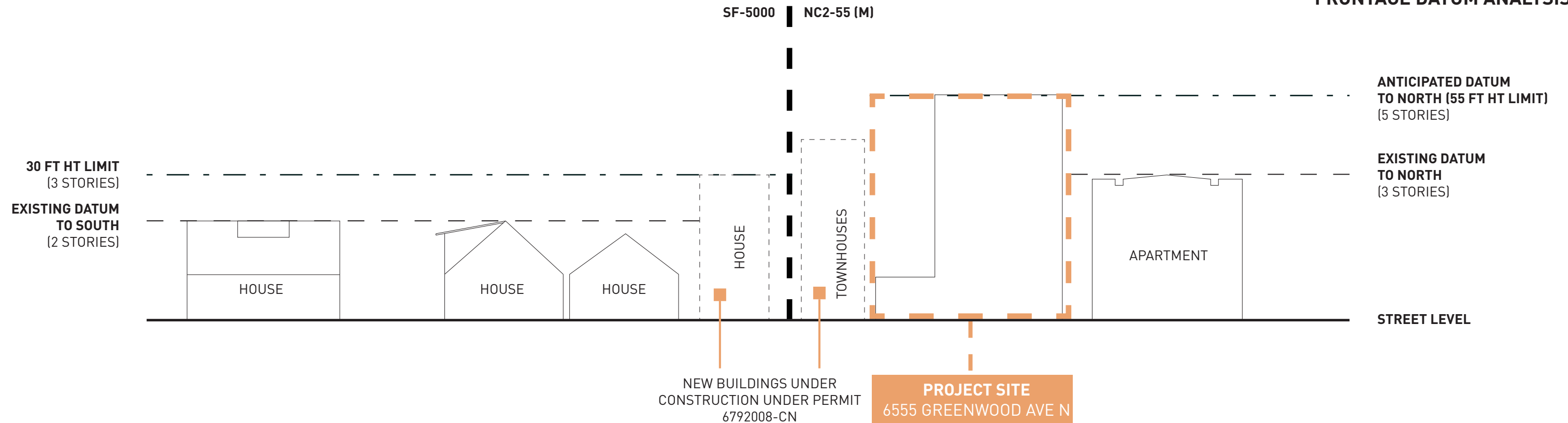
EAST SIDE OF STREET



The area is predominantly developed with single-family houses and multifamily low-rise buildings. While the houses often have detailed elevations including trim, eave returns, brackets and dormers, the apartment buildings typically have flat facades with minimal detailing.

Access to the houses is frequently characterized by a driveway in front of a garage and steps leading to a front stoop. In general, single-family development is set back from the street. Most of the houses are provided with yards. Few buildings make any attempt to address the street beyond providing pedestrian and vehicular access, and many are

well obscured by trees. Also typical of the houses on this street is the use of brick and wood siding in various colors and styles. A variety of roof types, including flat, gable and hipped, are present in the existing development.



At present, the structures on the site's block frontage are either two or three stories tall. This results in a horizontal datum approximately 30 feet above the street elevation. The proposed townhouses to the south are drawn 37 ft tall in their plan set, somewhat exceeding this datum.

Per the SMC, the maximum height allowed in the NC2-55 (M) zone is 55 feet. This can be increased by several bonuses. Conservatively, it is assumed that the higher datum will terminate at the southerly property line of the subject.

The structures immediately to the north and south provide a minimal setback from the street. Houses further provide varied setbacks, generally increasing as one moves south.

ZONING STANDARDS

STANDARD	OPTION 1	OPTION 2 (FULLY COMPLIANT)	OPTION 3 (PREFERRED)
STREET-LEVEL STANDARDS <i>(SMC 23.47A.008)</i> Dwelling Unit Separation: 4 ft vertical or 10 ft horizontal	No street-facing, street-level dwellings proposed	1.5 ft vertical separation provided This may be permitted as an exception pursuant to SMC 23.47A.008.D.2 and so is not a design review departure.	15 ft horizontal separation provided
STRUCTURE HEIGHT <i>(SMC 23.47A.012)</i> Avg. Existing Grade = 325.9’± 55 ft Height Limit = 380.9’±	Proposed Roof Deck EL. = 379.5’ Stair Penthouse EL. = 393.5’ (14.0’ above limit) Elevator Penthouse EL.= 393.5’ Rooftop Coverage = 13.0% (Stair + Elevator)	Proposed Roof Deck EL. = 380.9’ Stair Penthouse EL. = 394.9’ (14.0’ above limit) Elevator Penthouse EL.= 394.9’ Rooftop Coverage = 19.3% (Stair + Elevator)	Proposed Roof Deck EL. = 379.5’ Stair Penthouse EL. = 393.5’ (14.0’ above limit) Elevator Penthouse EL.= 393.5’ Rooftop Coverage = 21.4% (Stair + Elevator)
FLOOR AREA RATIO <i>(SMC 23.47A.013)</i> FAR Multiplier = 3.75 FAR Limit = 18,000 sf	17,900± sf Gross Floor Area (GFA) proposed	14,807± sf Gross Floor Area (GFA) proposed	16,763± sf Gross Floor Area (GFA) proposed
SETBACKS <i>(SMC 23.47A.014)</i> Front: 15 ft triangle at SE corner North Side: None required <u>Rear and South Side</u> Below 13 ft: None required 13-40 ft: 15 ft Above 40 ft: 3H:10V tapered	Front: None Provided (See Departures, Page 25) North Side: 3.5 ft South Side: Varies, 0 ft min. (See Departures, Page 25) Rear: 21 ft	Front: 15 ft Triangle North Side: 3.5 ft <u>South Side:</u> 13-40 ft: Varies, 15 ft min. Above 40 ft: Varies, 3H:10V taper observed <u>Rear:</u> 13-40 ft: 15 ft Above 40 ft: Varies, 3H:10V taper observed	Front: 15 ft Triangle North Side: 3.5 ft <u>South Side:</u> 13-40 ft: 11.5 ft (See Departures, Page 25) Above 40 ft: Varies, 11.5 ft min. (See Departures, Page 25) <u>Rear:</u> 13-40 ft: 15 ft Above 40 ft: Varies, 15 ft min. (See Departures, Page 25)
LANDSCAPING STANDARDS <i>(SMC 23.47A.016)</i> 0.5 Green Factor Required Street Trees Required	Landscaping to meet requirements of GreenFactor 0.3. Green roof proposed as part of GreenFactor compliance. Street trees to be provided per SDOT.	See Option 1.	See Option 1.
MANDATORY AFFORDABLE HOUSING <i>(SMC 23.47A.017)</i>	Pursuant to SMC 23.58C.040, the payment option is proposed.	See Option 1.	See Option 1.
AMENITY AREA <i>(SMC 23.47A.024)</i> 5% Of Residential GFA	5% of 17,900 = 895 sf required 2663± sf common roof deck and green roof provided	5% of 14,807= 740 sf required 1681± sf common roof deck and green roof provided	5% of 16,763 = 838 sf required 1901± sf common roof deck and green roof provided
OFF-STREET PARKING AND SOLID WASTE STORAGE <i>(SMC 23.47A.030)</i>	No auto parking required or provided. 38 long-term bicycle parking spaces req’d and prov’d. 2 short-term bicycle parking spaces req’d and prov’d. 375 sf solid waste storage required (38 dwellings).	No auto parking required or provided. 28 long-term bicycle parking spaces req’d and prov’d. 2 short-term bicycle parking spaces req’d and prov’d. 375 sf solid waste storage required (28 dwellings).	No auto parking required or provided. 32 long-term bicycle parking spaces req’d and prov’d. 2 short-term bicycle parking spaces req’d and prov’d. 375 sf solid waste storage required (32 dwellings).

CS1: NATURAL SYSTEMS AND SITE FEATURES

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

- A roof deck is provided, taking advantage of views available to the west. (CS1.I)
- The southerly abutting lot is to be redeveloped with 37± ft tall townhouses with near-zero-lot-line development adjacent to the subject parcel. Solar gain from the south is thus not anticipated to be problematic as the site will be shaded by the neighboring building. (CS1.B.3)
- The subject parcel slopes down approximately eight feet from east to west, allowing the building's basement to daylight to the alley. This provides convenient, at-grade access to service uses such as trash service and bicycle parking access. (CS1.C.2)

CS2: URBAN PATTERNS AND FORM

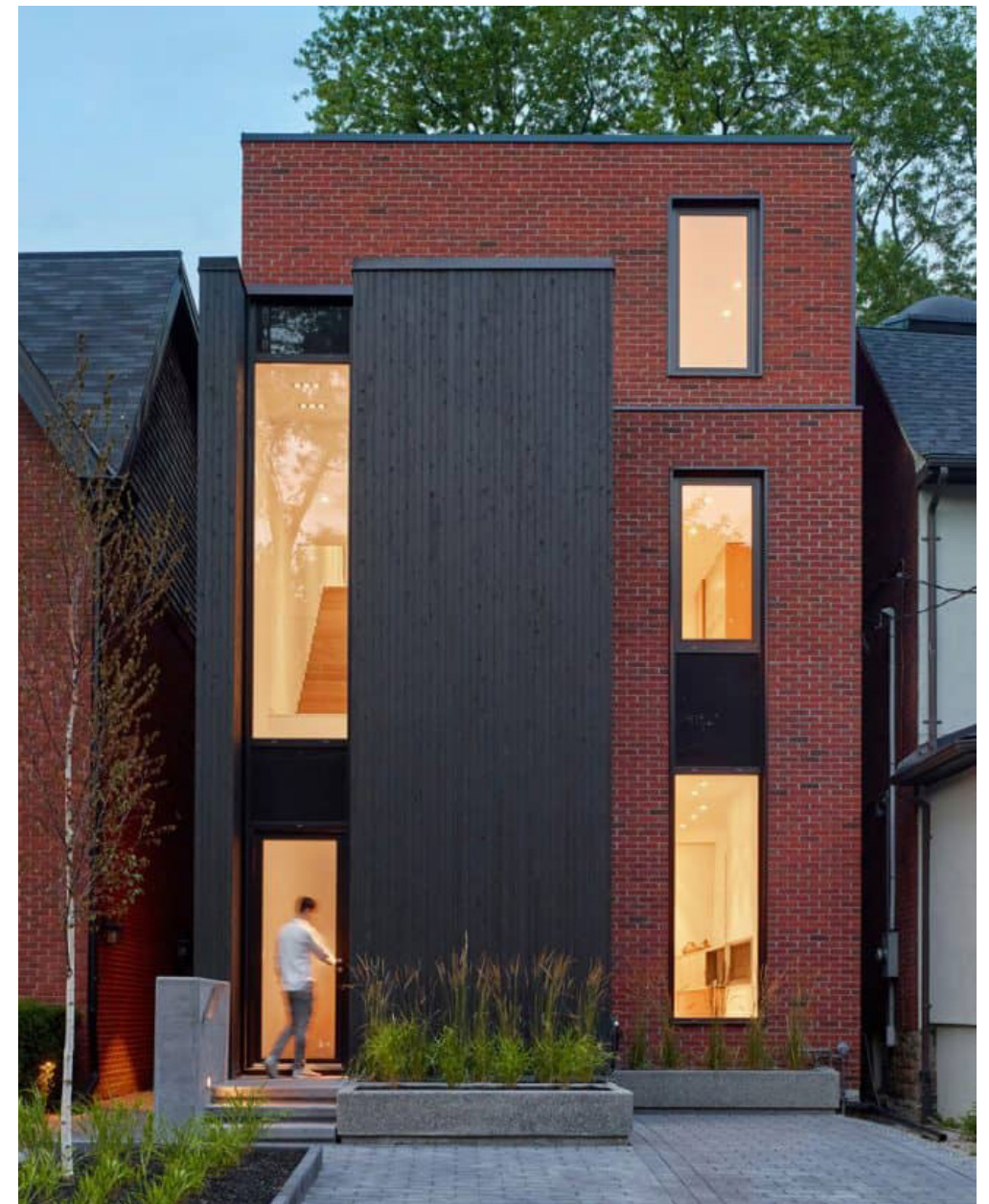
Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

- The immediate context is an edge condition between lower density housing to the south and west and higher density housing to the north and east. The zoning boundary runs down the near middle of the southerly abutting lot, resulting in the project being abutted by multifamily uses to both the north (apartments) and south (townhouses). These uses have minimal front setbacks from Greenwood Avenue N. Reinforcing this condition would be appropriate, and two of the options take this approach. (CS2.I.i)
- The third option instead provides a planted area between the building and sidewalk. This softens the transition from sidewalk to facade. (CS2.B.2)
- The abutting buildings establish a datum, and the proposed massing options respond to this datum in a variety of ways. (CS2.C.2, CS2.D.1)
- The unusual setbacks in the site's zoning also inform several of the massing options, resulting in both a unique and a more subtle approach. Determining which is most appropriate will be key to the success of the project. (CS2.A.2, CS.II.i)

CS3: ARCHITECTURAL CONTEXT AND CHARACTER

Contribute to the architectural character of the neighborhood.

- The site is located near the end of the block, making it highly visible. The existing architectural context suggests the use of traditional materials and an understated massing rather than a more architecturally significant proposal. (CS3.I)
- Providing a contemporary interpretation of such elements will allow the project to respond to its context without the artificiality of simply copying traditional forms. (CS3.A.1, CS3. A.2)



DESIGN GUIDELINES RESPONSE

- Human scale is maintained through the use of recessed entries, particularly by stepping them down to one- or two-story volumes. Future development of the project will consider additional strategies such as varied materials and well-proportioned windows.

PL1: OPEN SPACE CONNECTIVITY

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

- As a residential project, the primary connections between the private and public realm are its access points to the sidewalk and alley. Each option considers a different means of highlighting the main pedestrian entry. (PL1.A.1)
- Relatively little at-grade pavement is proposed, allowing for a large percentage of landscaping relative to the site area. In several options, these landscape areas are located adjacent to the sidewalk and serve as a passive pedestrian amenity. (PL1.A.2, PL1.B.3)
- A roof deck is also provided, allowing this amenity to take advantage of both solar access and westerly views. (PL1.C.1)

PL2: WALKABILITY

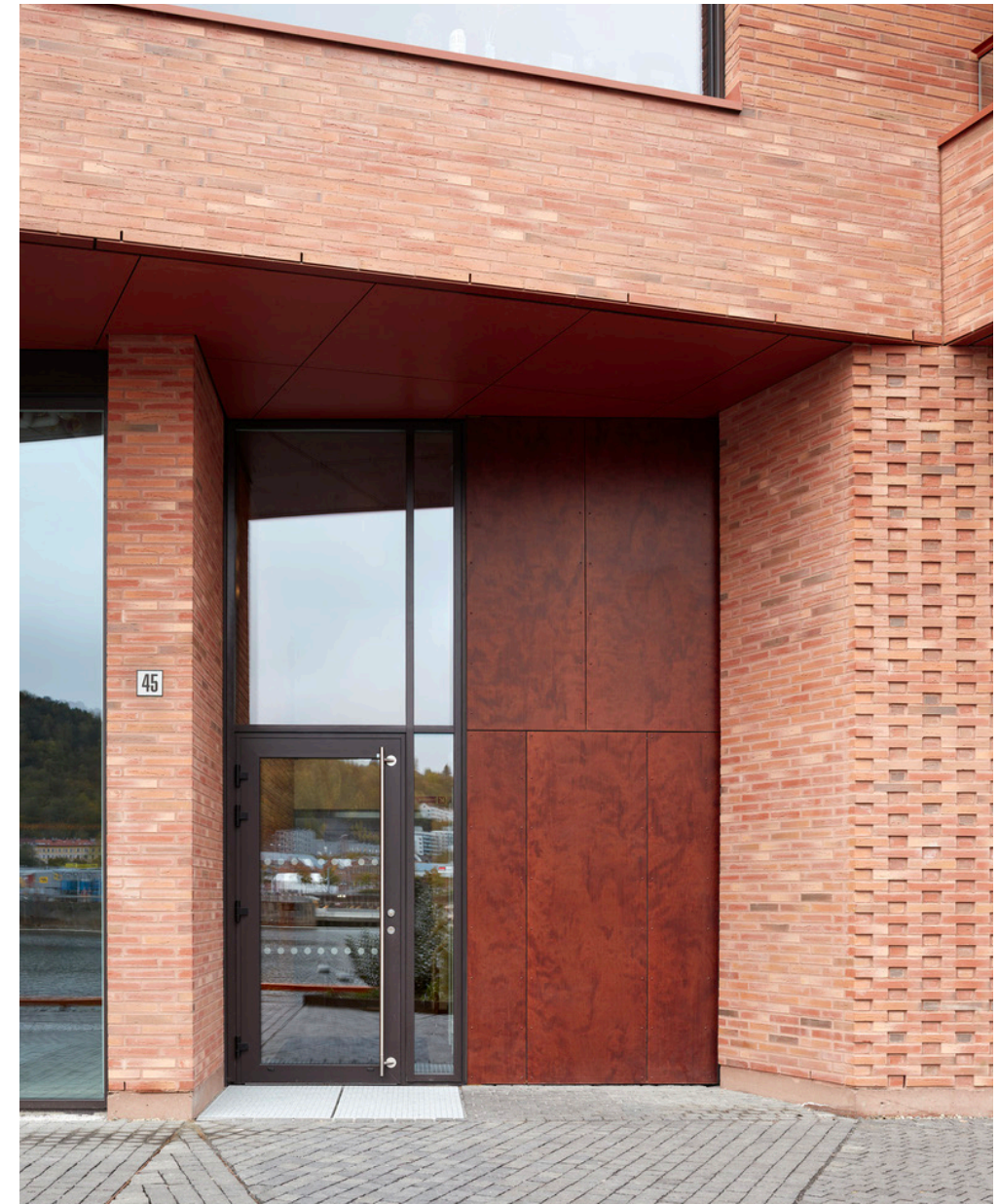
Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features

- The project provides an attractive and protected pedestrian entry facing the street. Options with an above-grade first story collocate the entry stairs and ramps, allowing persons of all abilities to utilize the same access point. (PL2.A.1)
- Future development of the design will consider how best to provide facade transparency (where appropriate), lighting, and passive security. (PL2. B)

PL3: STREET-LEVEL INTERACTION

Complement and contribute to the network of open spaces around the site and the connections among them. Encourage human activity and interaction at street level.

- The main entrance to the building is directly visible from the street and sheltered from the weather in all options. (PL3.A.1.c) Indications of its semi-private nature include recessing it into the main building massing and providing it as a separate mass with a landscaped access path.
- Options including ground-level housing provide privacy to it through a combination of setting it back from the street, elevating it slightly above the street and/or providing a landscaped buffer. (PL3.B.2)



**PL4: ACTIVE TRANSPORTATION**

Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

- Private bicycle storage will be provided in the daylight basement. It is anticipated that some cyclists will choose to access the room from the alley, allowing minimal grade change between the bicycle entry and storage room. (PL4.B.2)
- The main entry is directly accessed from the sidewalk, and the options consider several ways of connecting it to the street. (PL1.A.2) Some cyclists will likely use this entry as well.

DC1: PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

- Circulation is generally concentrated on the north side of the site to minimize its impact on potential views to the west and south. (DC1.A.4)
- The primary active amenity, the common deck, is located at the roof to elevate it above abutting structures for maximum sun exposure and views. (DC1.A.2)
- Service uses such as bicycle parking, trash storage, utilities, laundry and resident storage rooms are located in the daylight basement. (DC1.C.4)

DC2: ARCHITECTURAL CONCEPT

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

- For taller buildings, an articulated facade is a key strategy for breaking up the visual mass. (DC2.A.2, DC2.I, DC2.III). The three options include different approaches to this including upper-level step-backs on the east (Option1) and south (Option 3) sides, recessed entries (Options 1 and 3) and a tapered facade (Option 2). Various means of highlighting the main entry are also proposed, making it easily visible while simultaneously creating semi-private space. (DC2.E.1)
- Each option treats the alley facade as part of the overall composition, generally through use of massing choices similar to those used on the front facade. (DC2.B.1)
- Blank walls are generally present only in non-street-facing, zero-lot-line conditions. (DC2.B.2)
- Potential means of mitigating the impact of unavoidable blank facades include murals and use of textured materials. (DC2.D.2)
- Vertical circulation in all options is located away from the street-facing facade, reducing its impact on perceived height. (DC2.A.2)

DC3: OPEN SPACE CONCEPT

Integrate open space design with the design of the building so that each complements the other.

The project provides a variety of outdoor spaces including at-grade plantings and a roof deck. It also provides a green roof. (DC3.C.2)

DC4: EXTERIOR ELEMENTS AND FINISHES

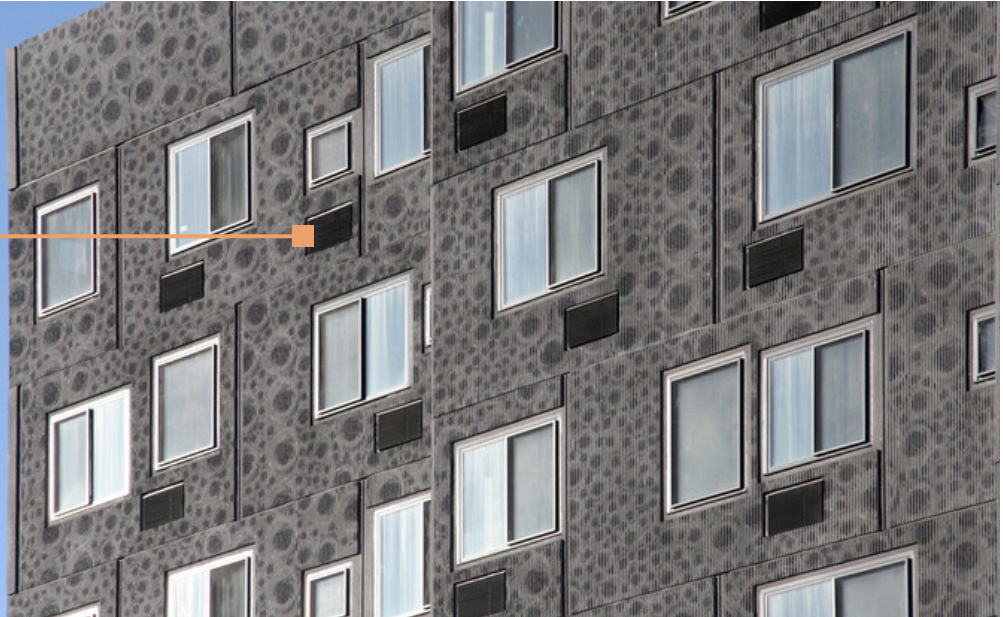
Use appropriate and high quality elements and finishes for the building and its open spaces.

Exterior elements and finishes have not yet been selected at this early stage of development. They will be discussed at length once the project reaches the Design Recommendation stage.



INTEGRATION OF MECHANICAL GRATES

PUNCHED OPENINGS



MULTIFAMILY RESIDENTIAL

REPETITION OF GLAZING

JUXTAPOSITION OF MATERIALS

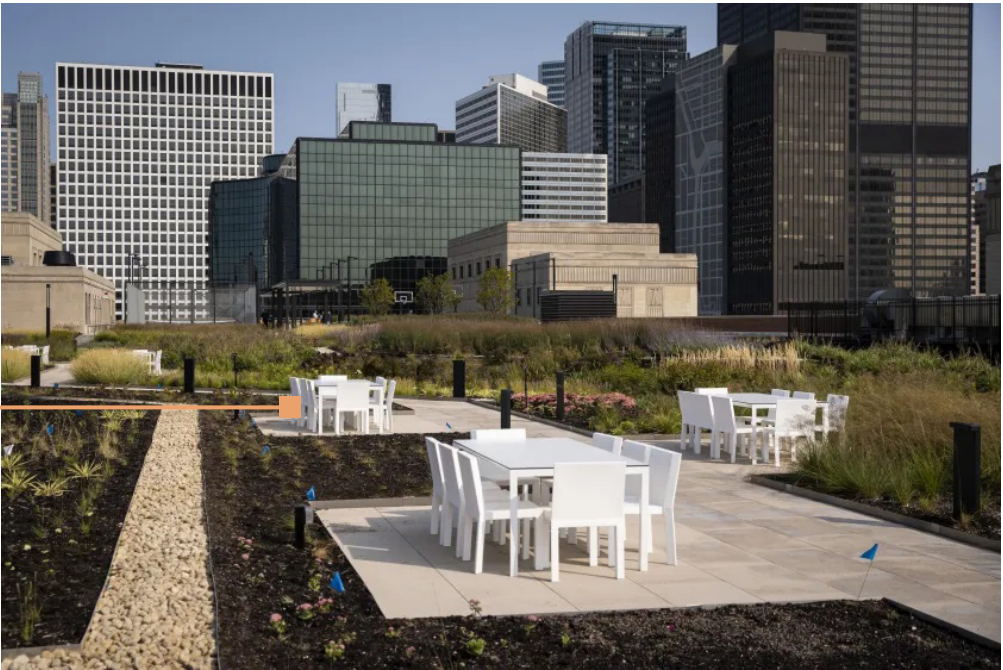
RESIDENTIAL SCALE





SPECIMEN TREES

OCCUPIED ROOF DECK WITH GREEN ROOF



SETBACK FOR SOLAR ACCESS

PLANTED COURTYARD TO SIDE OF BUILDING

ENTRY AT RIGHT ANGLE TO ACCESS WALKWAY

VARIED PLANTINGS AND COLORS



MASSING OPTIONS COMPARISON

OPTION 1 (DEPARTURES)

38 dwelling units
5 stories + 1 basement

REQUESTED DEPARTURES

Eliminate 15 ft triangular setback at SE corner to permit zero-lot-line development for all stories.

Eliminate south setback to permit zero-lot-line development for easterly 29.7 ft of building for all stories.

Reduce south side setback from 18.8 ft (max.) to 5.5 ft (70.7%) for westerly 56.8 ft of building for all stories.

Option 1 proposes a J-shaped floor plan with a two-story entry recess at sidewalk grade. This traditional form has a solid, grounded base and uses a step-back at the fifth story to echo the datum of the neighboring sites. The recessed portions of the J-shape allow for windows into the middle units and for at-grade courts planted with shade-tolerant landscaping.

The vertical circulation is in the northwest and southeast corners.



OPTION 2 (FULLY COMPLIANT)

28 dwelling units
5 stories + 1 basement

REQUESTED DEPARTURES

No departures requested

Option 2's form is largely driven by the subject's unusual setbacks. It proposes sloped facades for the south and west sides above the third story, and it also includes a distinct entry volume south of the main body of the building. This results in a unique and visually interesting form.

Vertical circulation is placed on the north facade as this allows it to be continuous from basement to roof deck.



OPTION 3 (PREFERRED, DEPARTURES)

32 dwelling units
5 stories + 1 basement

REQUESTED DEPARTURES

Reduce south side setback from 15 ft to 11.5 ft (23.3%) for westerly 20 ft of building between 13 ft and 15 ft above grade.

Reduce south side setback from 15 ft to 11.5 ft (23.3%) for the 2nd through 4th stories.

Reduce west average upper rear setback from 19.5 ft (max.) to 15 ft (11.9%) for full width of the fourth story.

Option 3 is composed of several overlapped, rectangular masses. This simple articulation provides a significant amount of interest and logical places for material changes as the design develops. By replacing the sloped facade of Option 2 with a single step-back, this option provides a cleaner and simpler design. It provides a covered entry from the street via its set-back ground story.

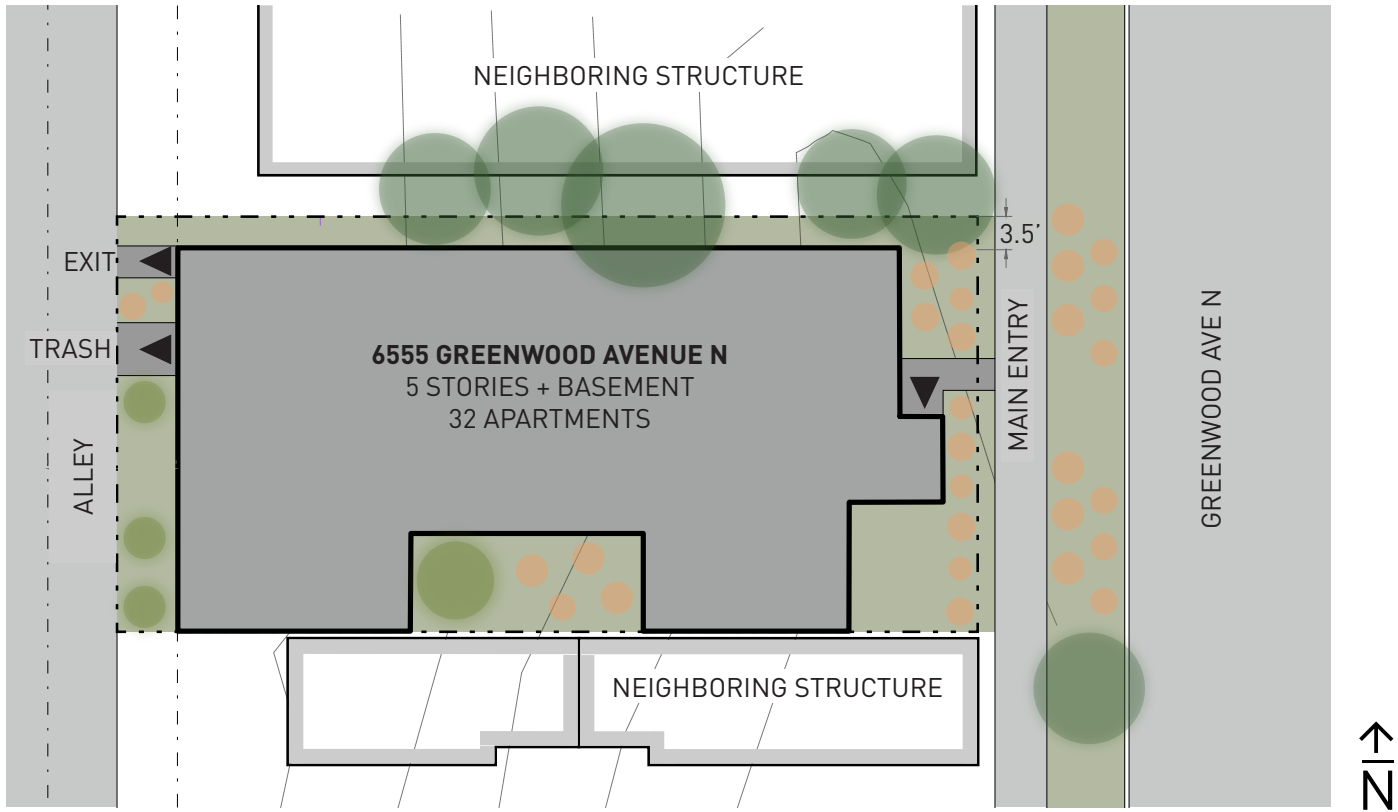
Vertical circulation for this option is similar to Option 2.



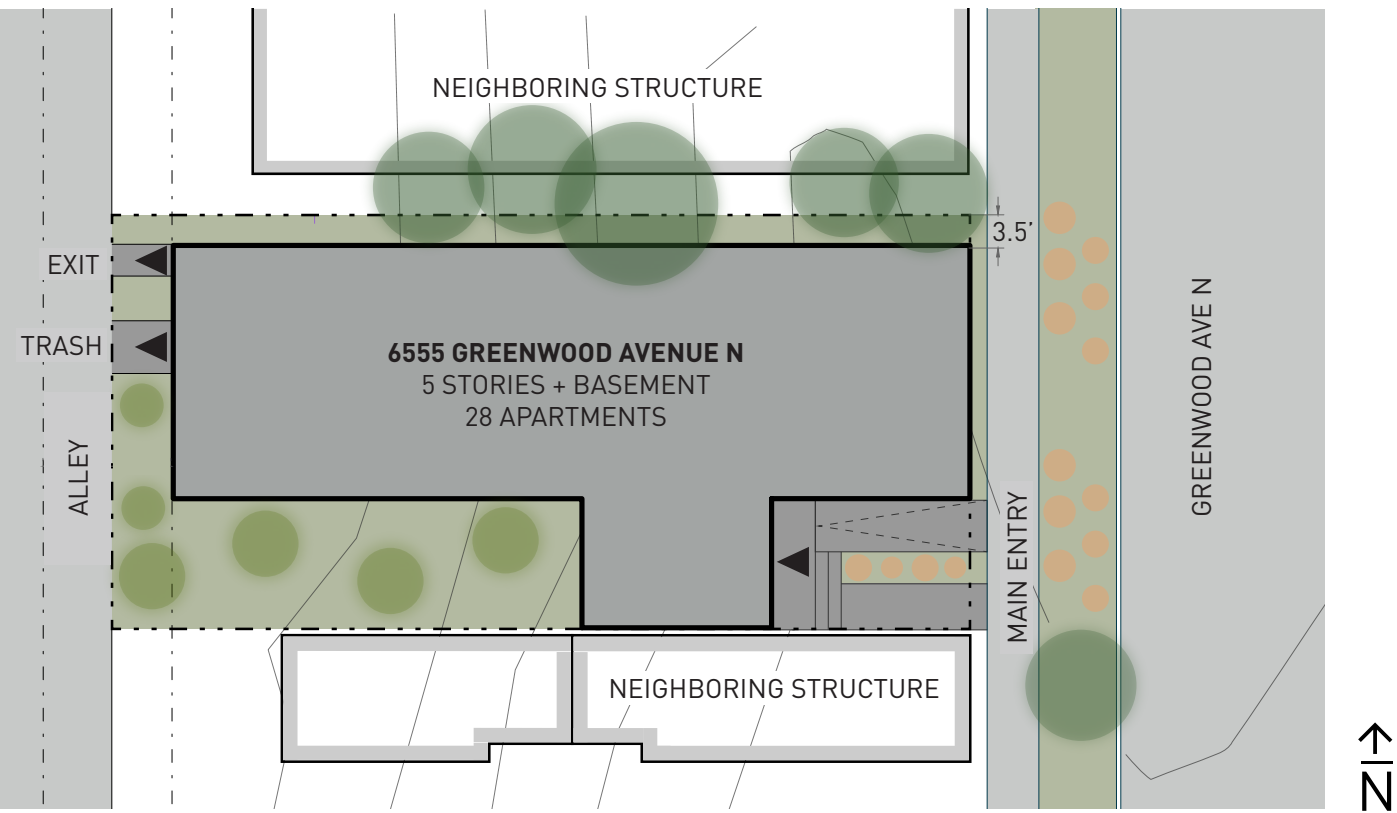
OPTION 1 (NON-COMPLIANT)



OPTION 3 (PREFERRED)



OPTION 2 (FULLY COMPLIANT)



Three main goals are taken into consideration by the site plans. First, the subject is a tight, infill property with nearly zero-lot-line development on the south side. Providing natural light and ventilation to the middle of the site is challenging, and a variety of setbacks are considered to resolve it. The presence of nearby neighboring trees on the north property line further constrains the site.

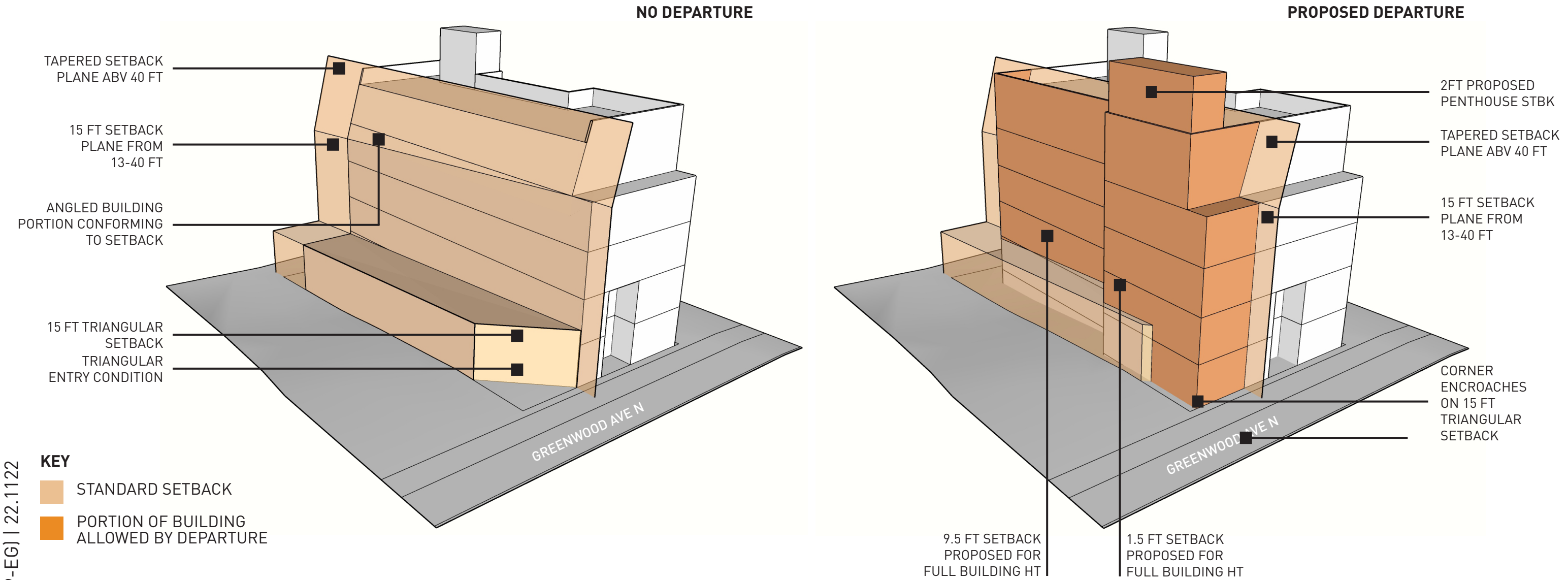
Second, the site plans navigate a significant grade change. In all cases, this is accomplished by daylighting the west end of the basement. This provides direct alley access to the bicycle parking, trash storage, electrical vault and other service uses.

Third, the project has been pulled back 3.5' from the north property line per the arborist's recommendations to provide adequate room for protection of the existing off-site trees.

Finally, the site plans consider several different entry sequences. Option 1 proposes a traditional, recessed entry directly from the sidewalk. Option 2 proposes a separate entry volume set further back on the site. Finally, Option 3 proposes a side-facing entry within a larger recess.

DEPARTURE DIAGRAMS

OPTION 1: SOUTH SIDE SETBACKS



REQUESTED FRONT SETBACK DEPARTURE

Eliminate 15 ft triangular setback at SE corner to permit zero-lot-line development for all stories.

As can be seen in the urban design analysis, the proposed development on the southerly abutting lot will result in a zero-lot-line townhouse abutting the site. Similarly, the neighboring apartment building to the north has a minimal front setback. These structures create a strong edge condition on each side, suggesting that it be extended across the site as well [encouraged by CS2-C-2]. Doing so will require development within the triangular setback area, necessitating the departure. Strong street/sidewalk edge conditions are observed on other multifamily and mixed-use buildings. Echoing such conditions is encouraged by CS2-I-i and DC2-C-3. Finally, note that the zoning boundary is midway across the southern abutting lot rather than between it and the site. Thus, the buffering effect of the setback is less necessary.

REQUESTED SOUTH SIDE SETBACK DEPARTURE

Eliminate south setback to permit zero-lot-line development for easterly 29.7 ft of building for all stories.

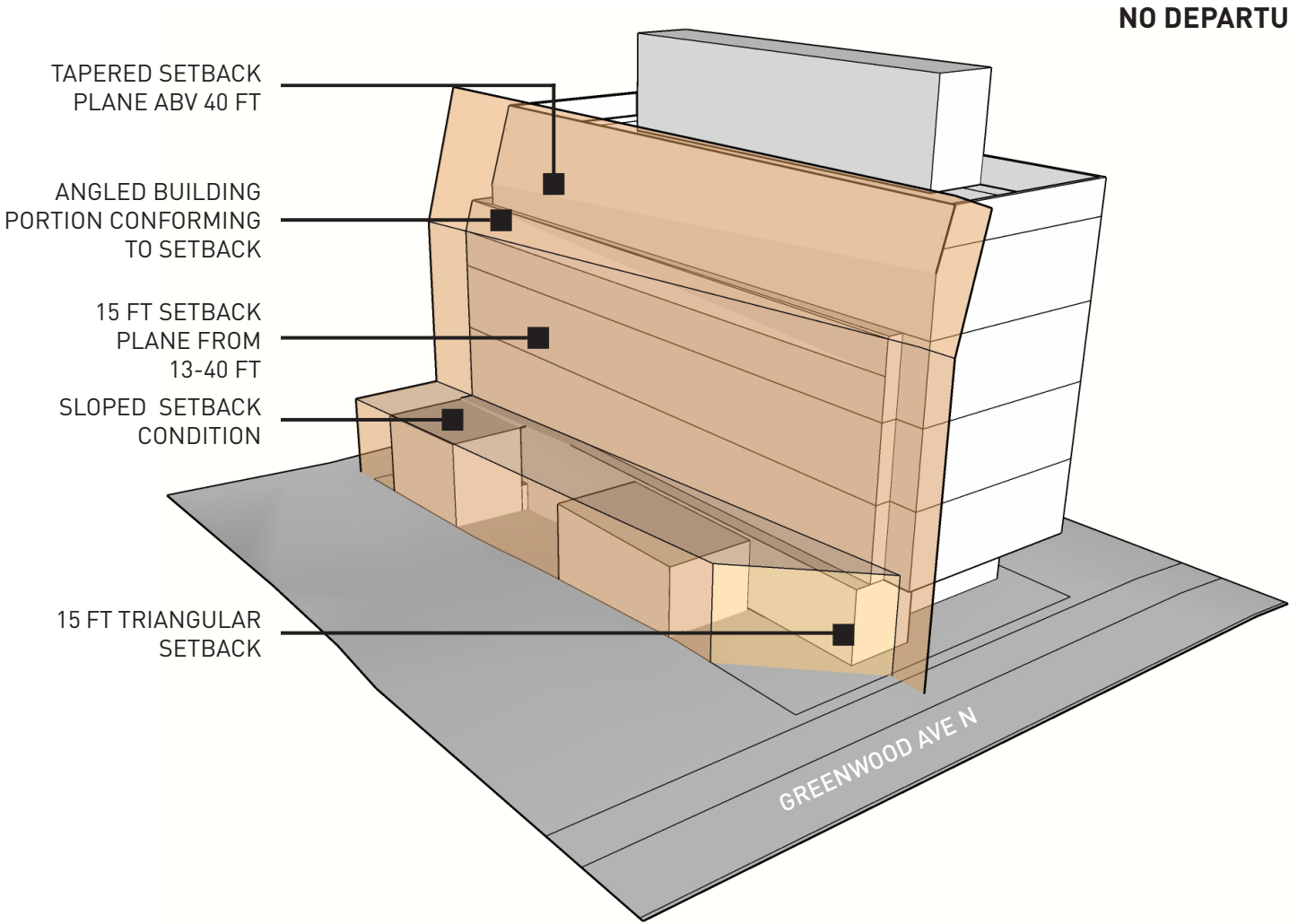
By departing from the south setbacks, this option is able to consistently apply the zero-lot-line character discussed in the triangular setback request. If the upper-level setbacks were strictly observed and the triangular setback departed from, the massing would step back a significant distance above the first story. This would cause the first story to read as an appendage rather than part of a cohesive whole [discouraged by CS3-I and DC2-B-1].

REQUESTED SOUTH SIDE SETBACK DEPARTURE

Reduce south side setback from 18.8 ft (max.) to 5.5 ft (70.7%) for westerly 56.8 ft of building for all stories.

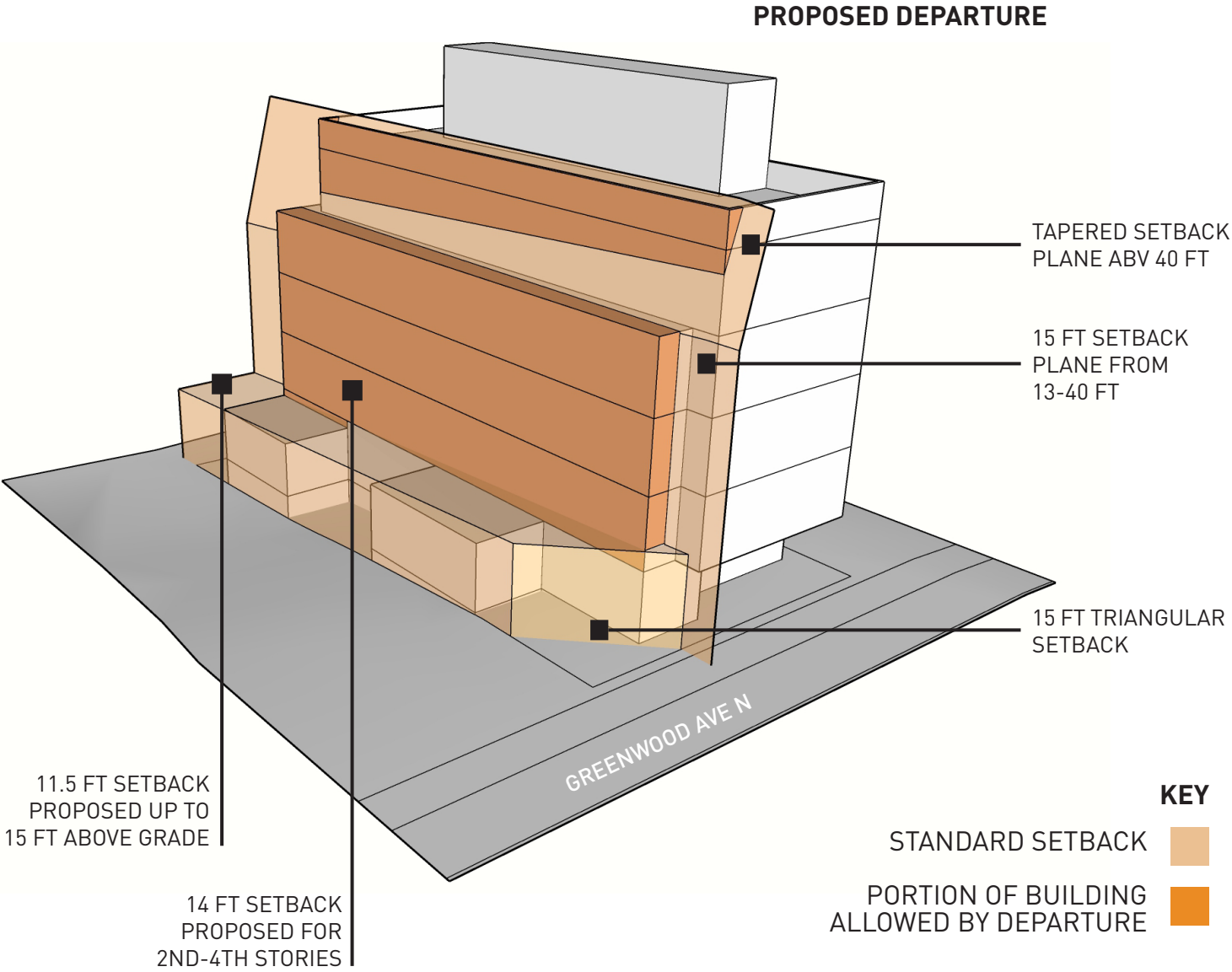
The project proposes a to step back the south facade partway across its length to allow light and ventilation to units in that area [CS1-B]. Thus, the departure needed for the westerly portion of the building is substantially smaller than that needed for the easterly portion.

OPTION 3: SOUTH SIDE SETBACKS



REQUESTED SOUTH SIDE SETBACK DEPARTURE
Reduce south side setback from 15 ft to 11.5 ft (23.3%) for westerly 20 ft of building between 13 ft and 15 ft above grade.

Due to the sloping site, the 15 ft above-grade setback does not apply to the structure at the same elevation along its length. Consequently, applying it strictly would result in the roof of the southwesterly wing of the building being slightly lower than the second story floor. This misalignment results in an odd massing facing the alley [discouraged by DC2-B-1]. This departure aligns the top of the mass with the adjacent floor plate, better meeting the intent of this design guideline.



REQUESTED SOUTH SIDE SETBACK DEPARTURE
Reduce south side setback from 15 ft to 11.5 ft (23.3%) for the 2nd through 4th stories. The entire building has been shifted south 3.5' to provide adequate protection for the existing off-site trees.

This option's massing consists of several overlapping rectilinear volumes. Granting this departure allows the vertical facade plane between the projecting volume to the north and set-back volume to the south to be slightly wider, resulting in more elegant proportions [DC2-B-1].

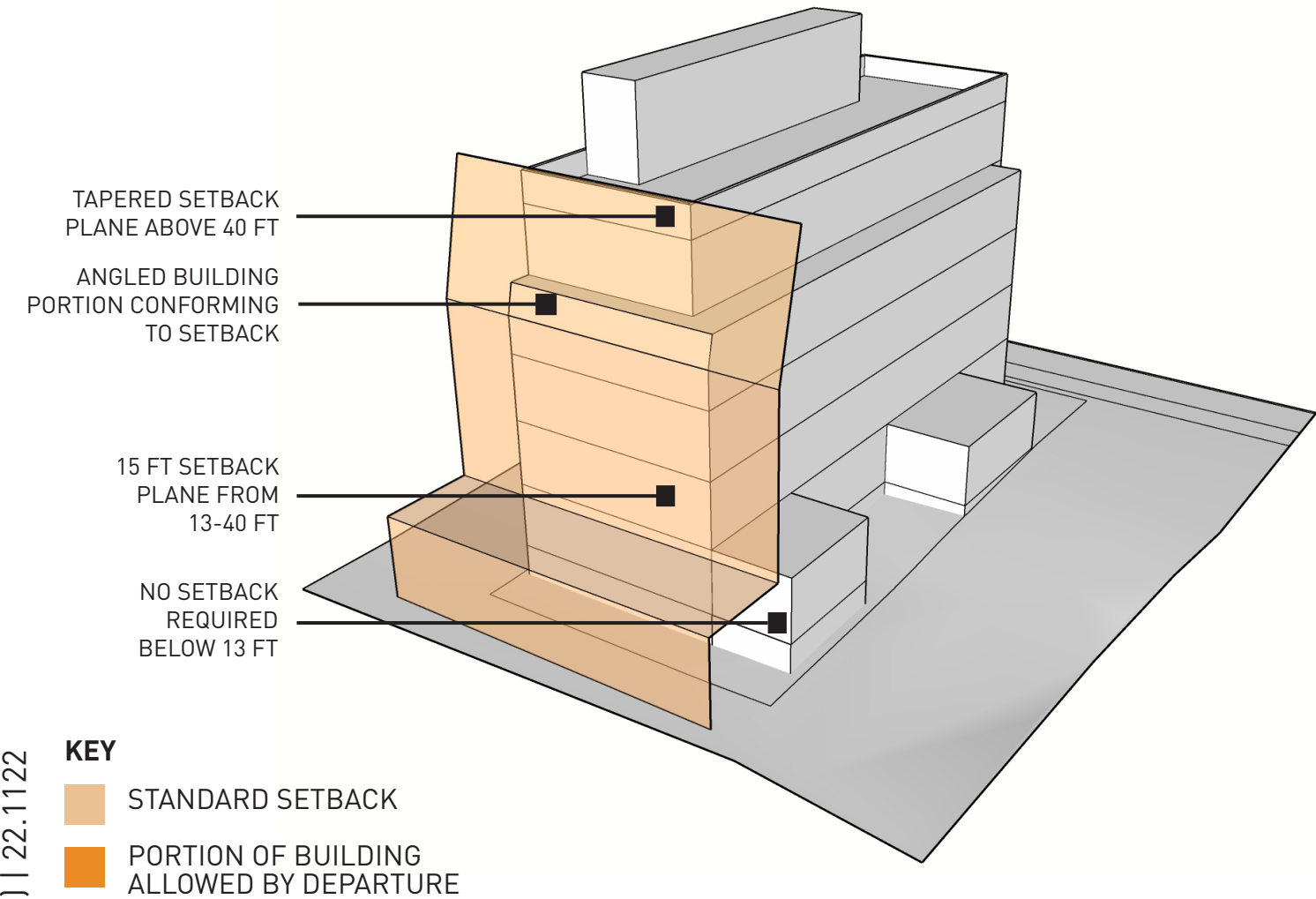
As noted in the previous departure request, the sloping site results in the upper-level setbacks applying at inconsistent elevations. Strict conformance would introduce an angled element foreign to the design [discouraged by CS3-I] or a "wedding cake" massing. It is a superior design to step back the fifth story sufficiently to comply with the tapered setback and allow the fourth story to slightly depart from it.

KEY

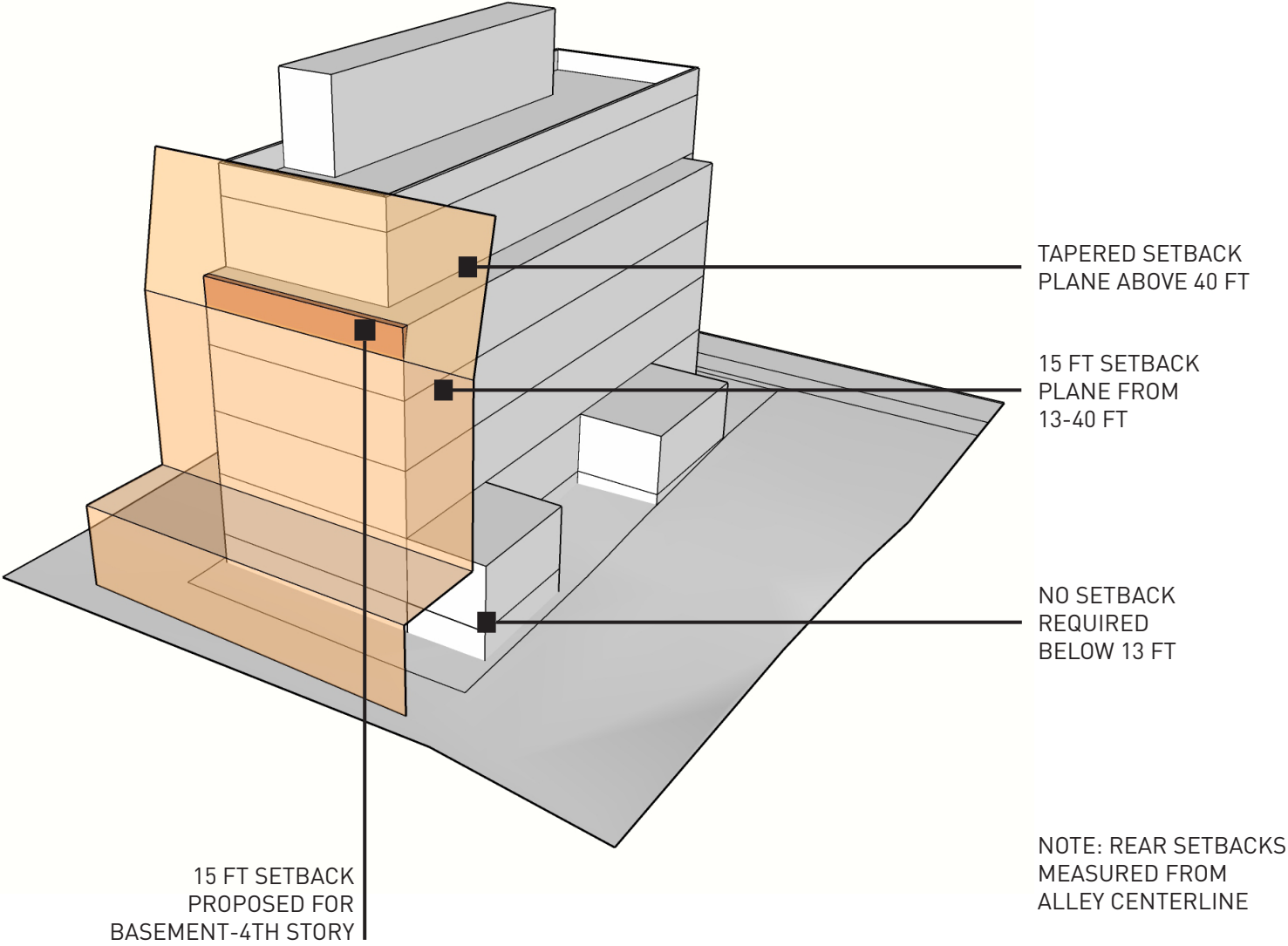
- STANDARD SETBACK
- PORTION OF BUILDING ALLOWED BY DEPARTURE

DEPARTURE DIAGRAMS
OPTION 3: WEST REAR SETBACK

NO DEPARTURE



PROPOSED DEPARTURE



REQUESTED DEPARTURE
Reduce west average upper rear setback from 19.5ft (max.) to 15 ft (11.9%) for full width of the fourth story.

This departure request is also driven by the effect of the sloping site on the upper-level setbacks. If applied strictly, the tapered setback would either result in the upper half of the fourth story walls being sloped to match the setback or stepped back halfway up the story. Either option would result in an awkward shape.

Alternatively, the entire fourth story could be stepped back. The design already includes a step-back at the fifth story, and adding another would begin to create a “wedding cake” massing as discussed in the prior departure request. Such a massing is less cohesive and elegant design than that that proposed [discouraged by DC2-B-1].

STANDARD	OPTION 1 DEPARTURE	OPTION 3 (PREFERRED) DEPARTURE	JUSTIFICATION
TRIANGULAR SETBACK <i>(SMC 23.47A.014.B.1)</i> Front (East): 15 ft Min. Side (South): 15 ft Min.	Eliminate 15 ft triangular setback at SE corner to permit zero-lot-line development for all stories.	No departure requested.	Granting this departure enables the design to better respond to context by providing zero-lot-line development on the south and east sides. This matches the street front setbacks of the abutting structures, reinforcing the edge condition between the sidewalk and structures [CS2-C-2]. It also echoes existing development patterns for multifamily and mixed-use buildings at the transition between Phinney and Greenwood [CS2-I-i, DC2-C-3].
SOUTH SIDE SETBACK <i>(SMC 23.47A.014.B.3)</i> Below 13 ft: None Required 13 ft - 40 ft: 15 ft Min. Above 40 ft: 3H:10V Taper Min.	Eliminate south setback to permit zero-lot-line development for easterly 29.7 ft of building for all stories. Reduce south side setback from 18.8 ft (max.) to 5.5 ft (70.7%) for westerly 56.8 ft of building for all stories.	Reduce south side setback from 15 ft to 11.5 ft (23.3%) for westerly 20 ft of building between 13 ft and 15 ft above grade. Reduce south side setback from 15 ft to 11.5 ft (23.3%) for the 2nd through 4th stories.	<u>Option 1</u> As noted in the triangular setback departure request above, this option proposes zero-lot-line development in response to nearby conditions in the southeast corner [CS2-C-2]. It also proposes a recessed condition for the westerly portion of the south facade to allow light and ventilation to units in that area [CS1-B]. Thus, a larger departure is required at the east end of the facade than the west. <u>Option 3</u> This option proposes several intersecting, rectangular masses. Granting the departure from the 2nd-4th story setback allows the design to provide a single step-back at the fifth story, a simpler and visually stronger design than providing a small step-back at the second story and another at the fifth [DC2-I]. The entire building has been shifted south 3.5' to provide adequate protection for the existing off-site trees. Similarly, the departure from the first story setback allows that top of that mass to align with the second story floor. This is a more rational and coherent design than would be permitted under strict compliance with the sloping setback [DC2-B-1].
WEST REAR SETBACK <i>(SMC 23.47A.014.B.3)</i> Below 13 ft: None Required 13 ft - 40 ft: 15 ft Min. Above 40 ft: 3H:10V Taper Min. Setback measured from alley centerline.	No departure requested.	Reduce west average upper rear setback from 19.5 ft (max.) to 15 ft (11.9%) for full width of the fourth story. Departure applies to fourth story only. Daylight basement through third stories to comply with standard setback.	Granting this departure allows the fourth story to be squared off rather than tapering a small portion of it. This results in a more rational and consistent design [DC2-B-1]. Strict compliance would introduce an angled element otherwise foreign to the design [discouraged by CS3-I].



STREET LEVEL VIEW FROM SOUTHEAST

Option 1, a non-compliant option requiring departures, presents a solid, grounded elevation to the street in the manner of traditional apartment buildings. It thus extends across the lot with a recessed entry near the center. This two-story volume is located slightly off-center to avoid a fully symmetrical, static design. Behind the facade, the J-shaped floor plan steps back to allow for windows in the middle units. The structure is set back 3.5 ft from the northerly property line to help protect neighboring trees.

The site is located south of an existing apartment building and north of a lot to be redeveloped with zero-lot-line townhouses. These structures form a datum approximately 37 ft above grade, and this option echoes that datum by stepping back at the top of the fourth story. This also results in the entry recess being half the height of the lower volume, an attractive proportion.



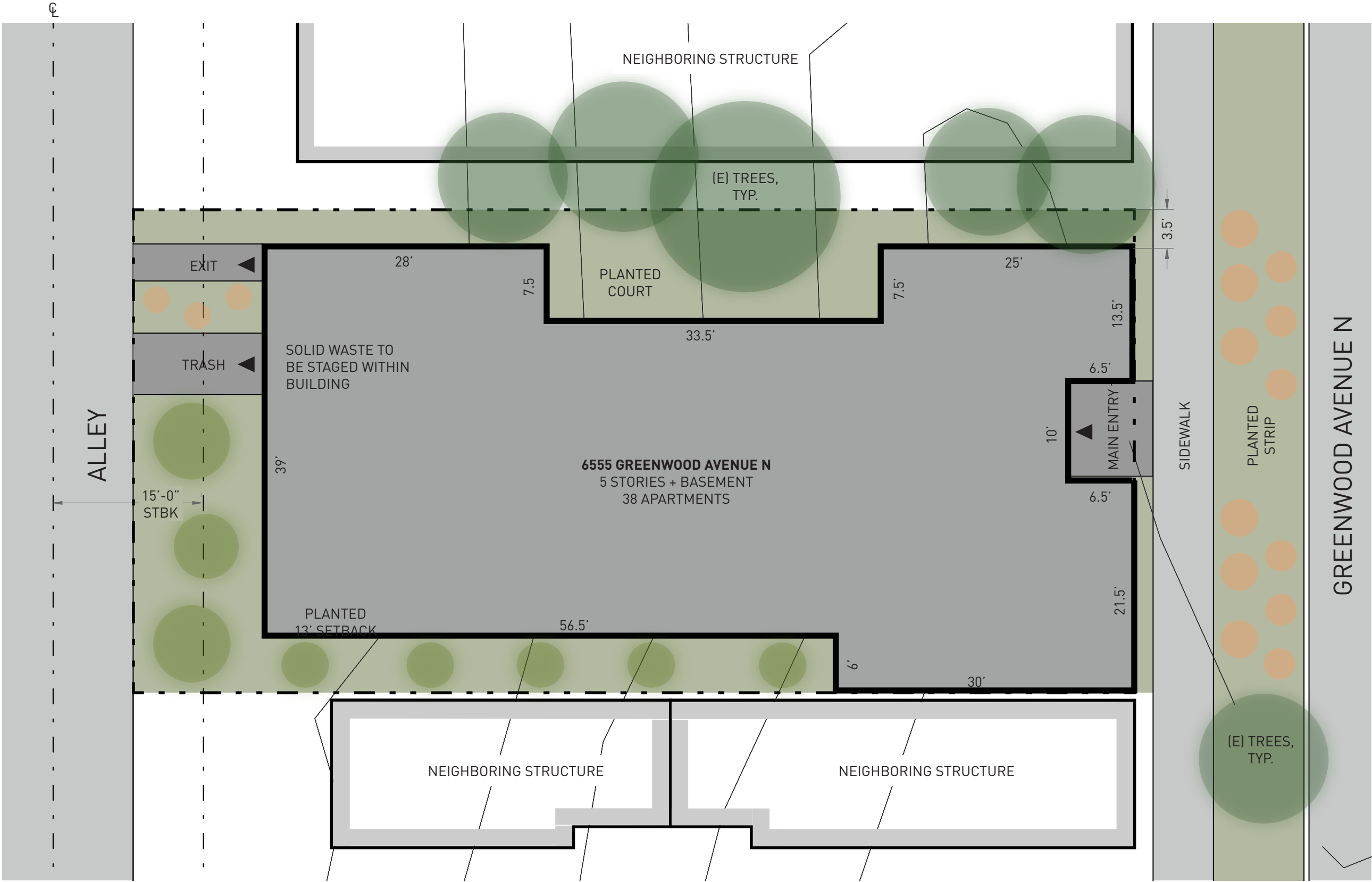
NORTHEAST (GREENWOOD AVE N) AXONOMETRIC

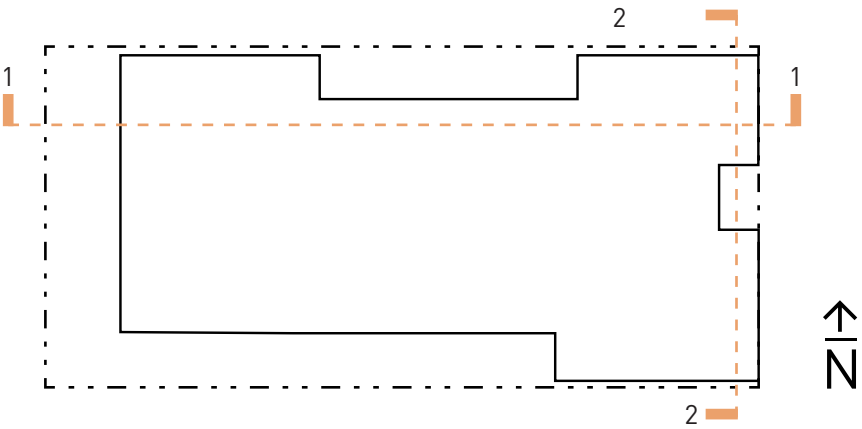


STREET LEVEL VIEW FROM EAST



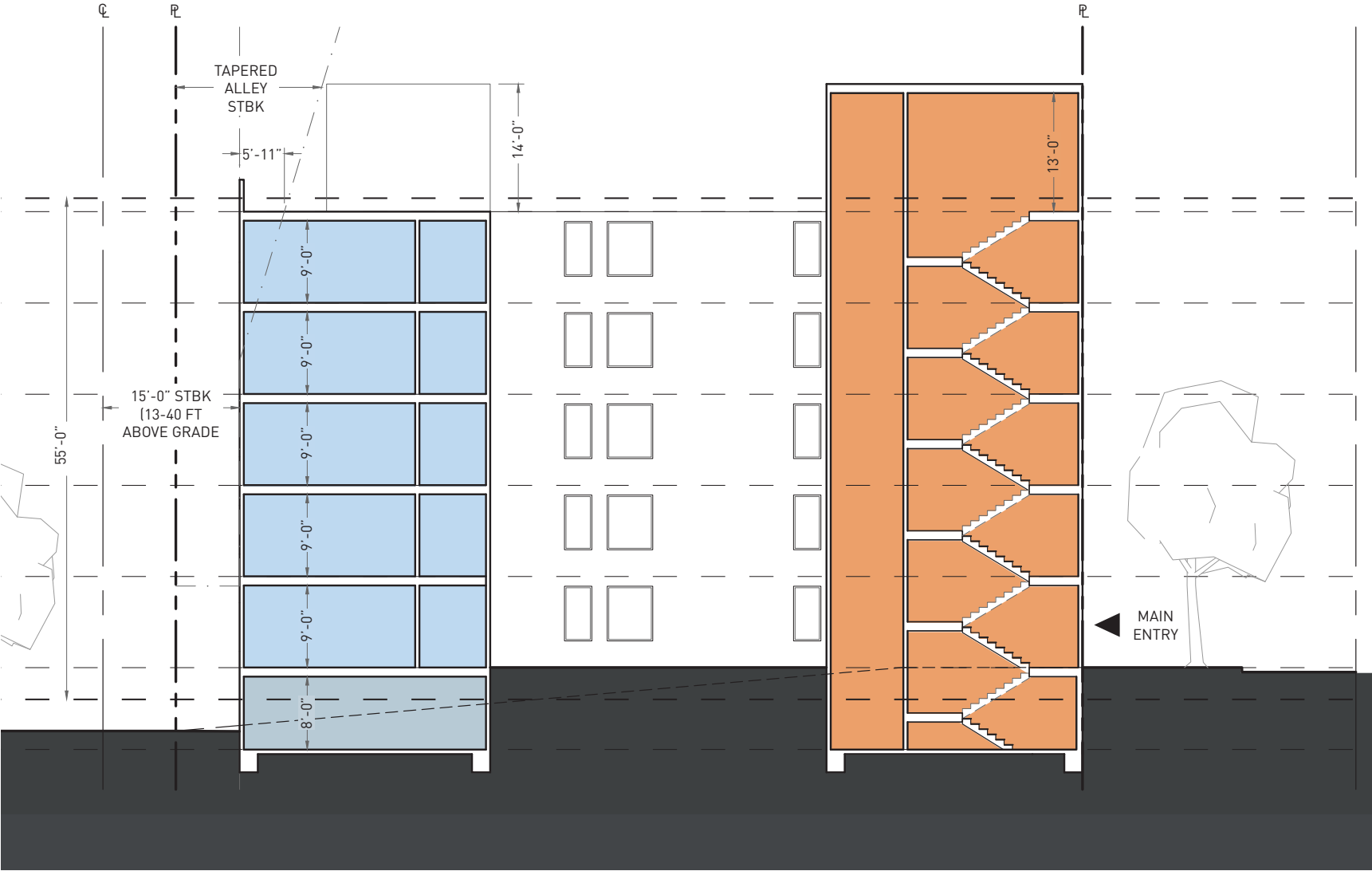
ALLEY LEVEL VIEW FROM SOUTHWEST



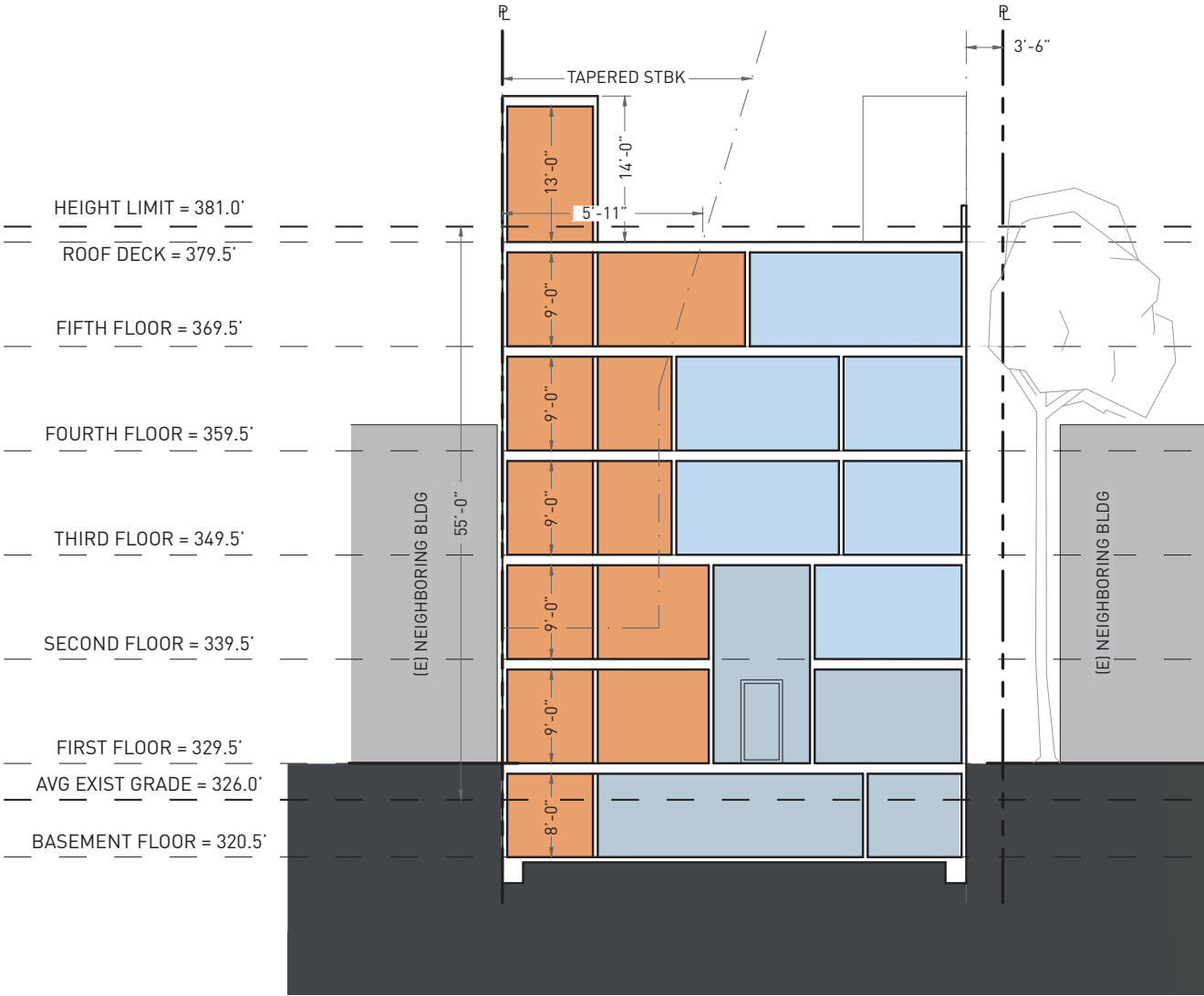


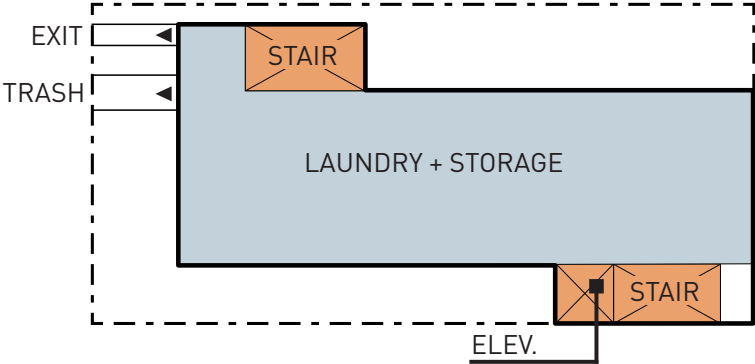
- KEY**
- CIRCULATION
 - UNITS
 - COMMON SPACES / STORAGE
 - ROOF DECK
 - GREEN ROOF
 - ENTRY
 - PROPERTY LINE

LONGITUDINAL SECTION 1-1

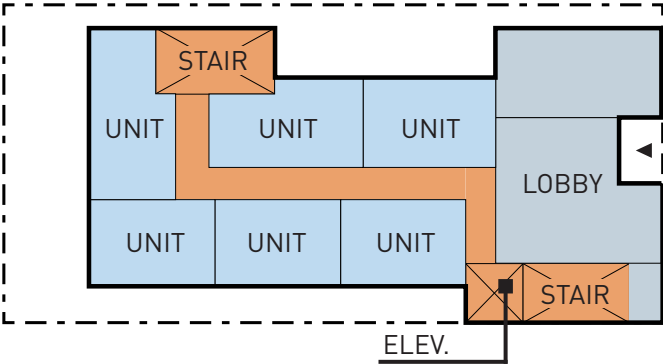


CROSS SECTION 2-2

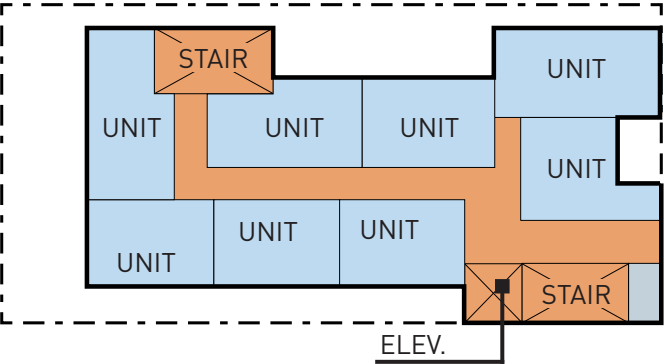




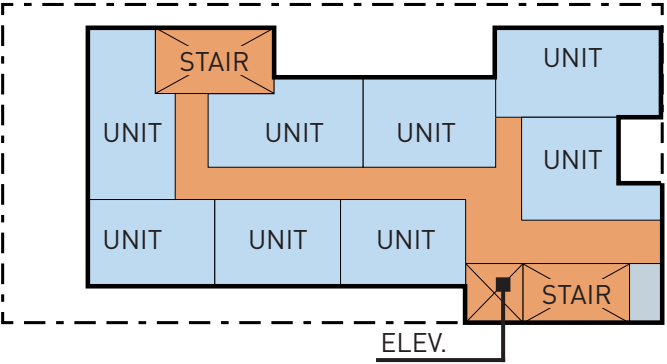
BASEMENT



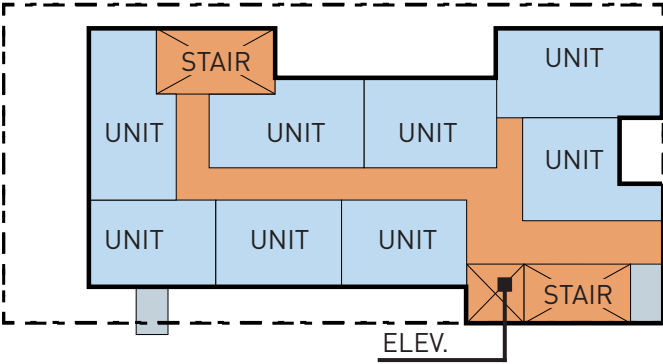
L1



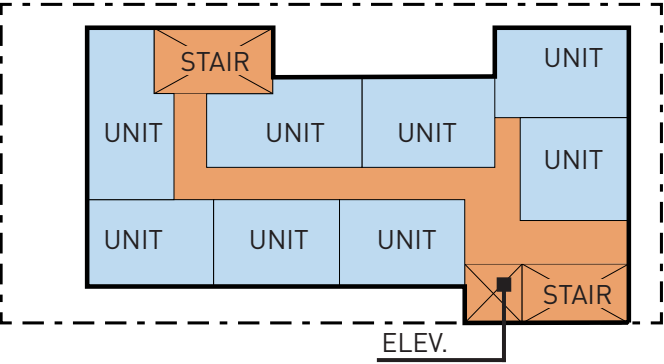
L2



L3

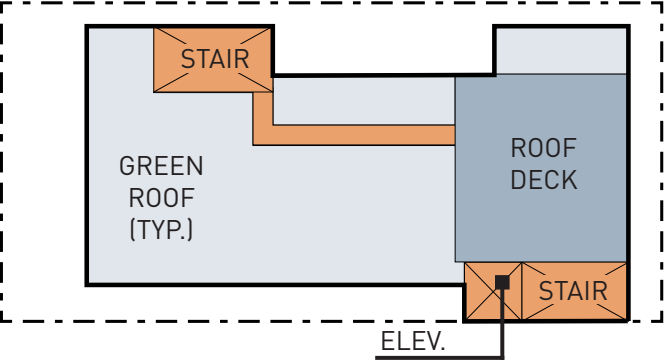


L4



L5

- CIRCULATION
- UNITS
- COMMON SPACES
- ROOF DECK
- GREEN ROOF

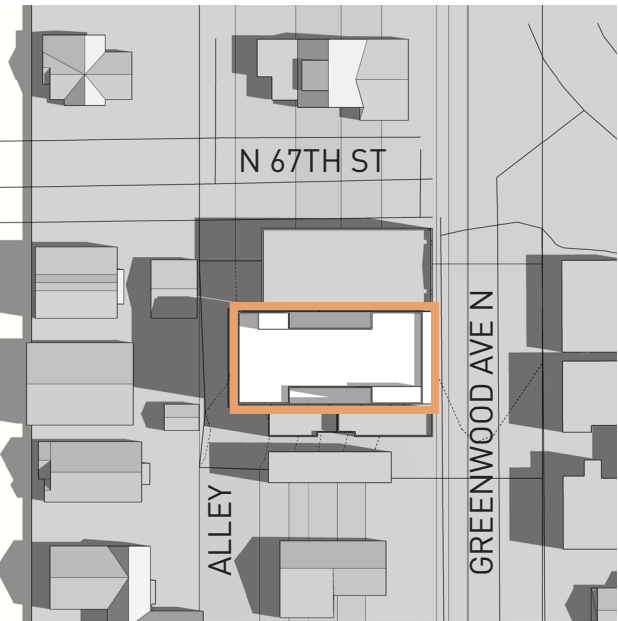


ROOF

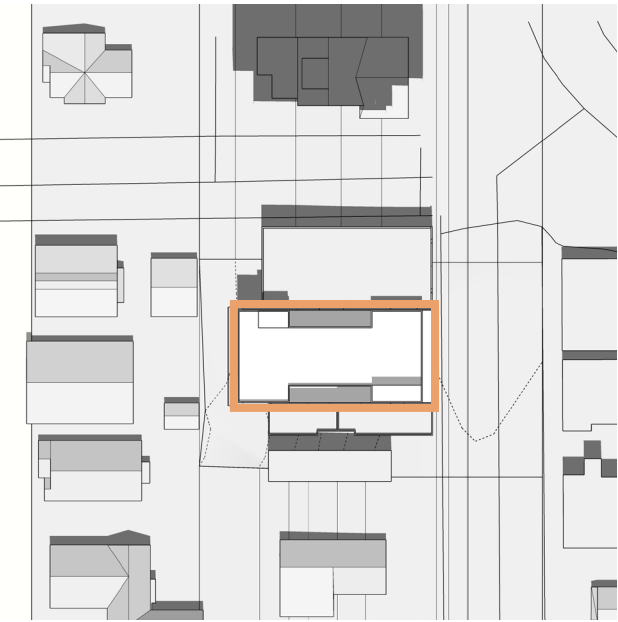


JUNE 21

9 AM



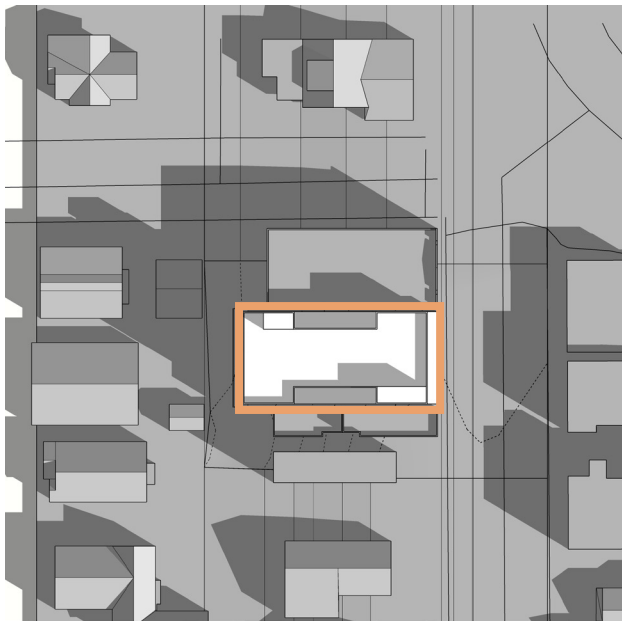
12 PM



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MARCH|SEPTEMBER 21



DECEMBER 21





STREET LEVEL VIEW FROM SOUTHEAST

Option 2, the compliant option, includes two main massing decisions in response to setbacks. The first is to provide an angled wall on the south and west sides of the upper stories. This produces a truncated rectangular front (east) elevation and a mansard-like shape on the rear (west) elevation. The second is to provide an entry volume approximately 23 ft behind the sidewalk. This allows sufficient length for a straight-run access ramp and creates a gradual transition from public to private.

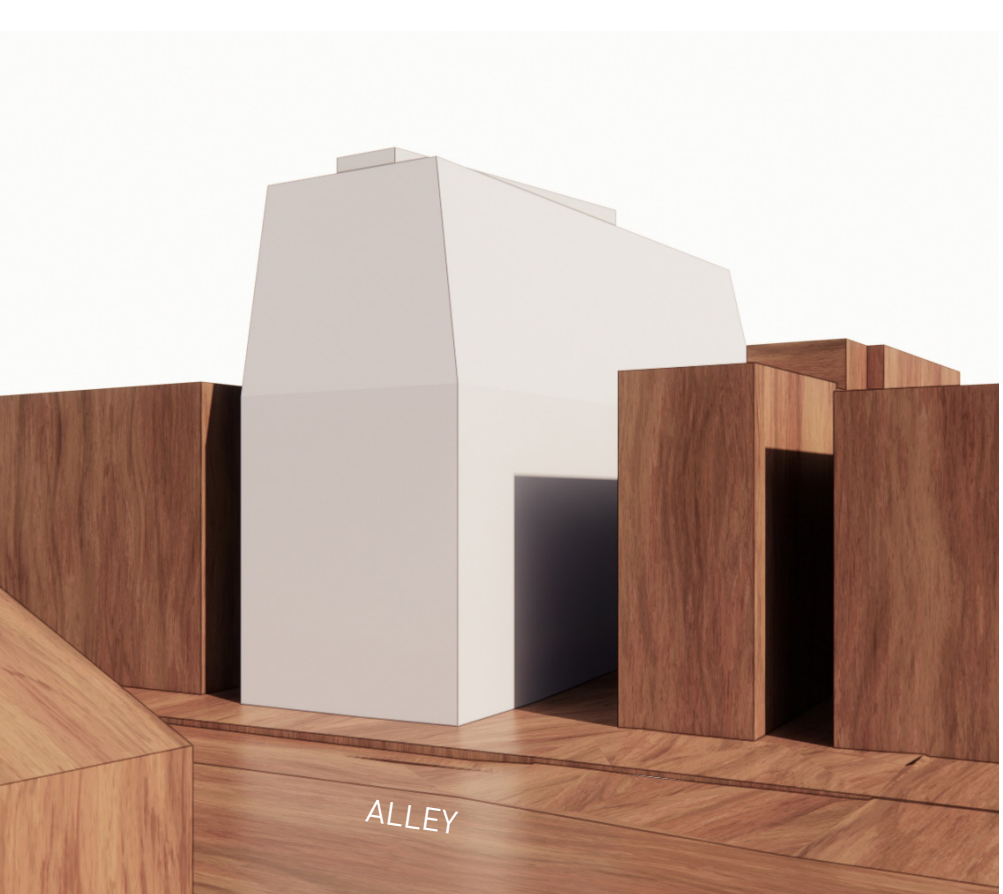
Such an approach satisfies both the triangular at-grade setback requirement and the requirement for vertical separation between the ground story and sidewalk. Vertical circulation is concentrated on the north side as this area is not subject to the sloped setback requirement, allowing for a continuous elevator shaft. As with Option 1, the structure is set back 3.5 ft from the north to help protect existing trees.



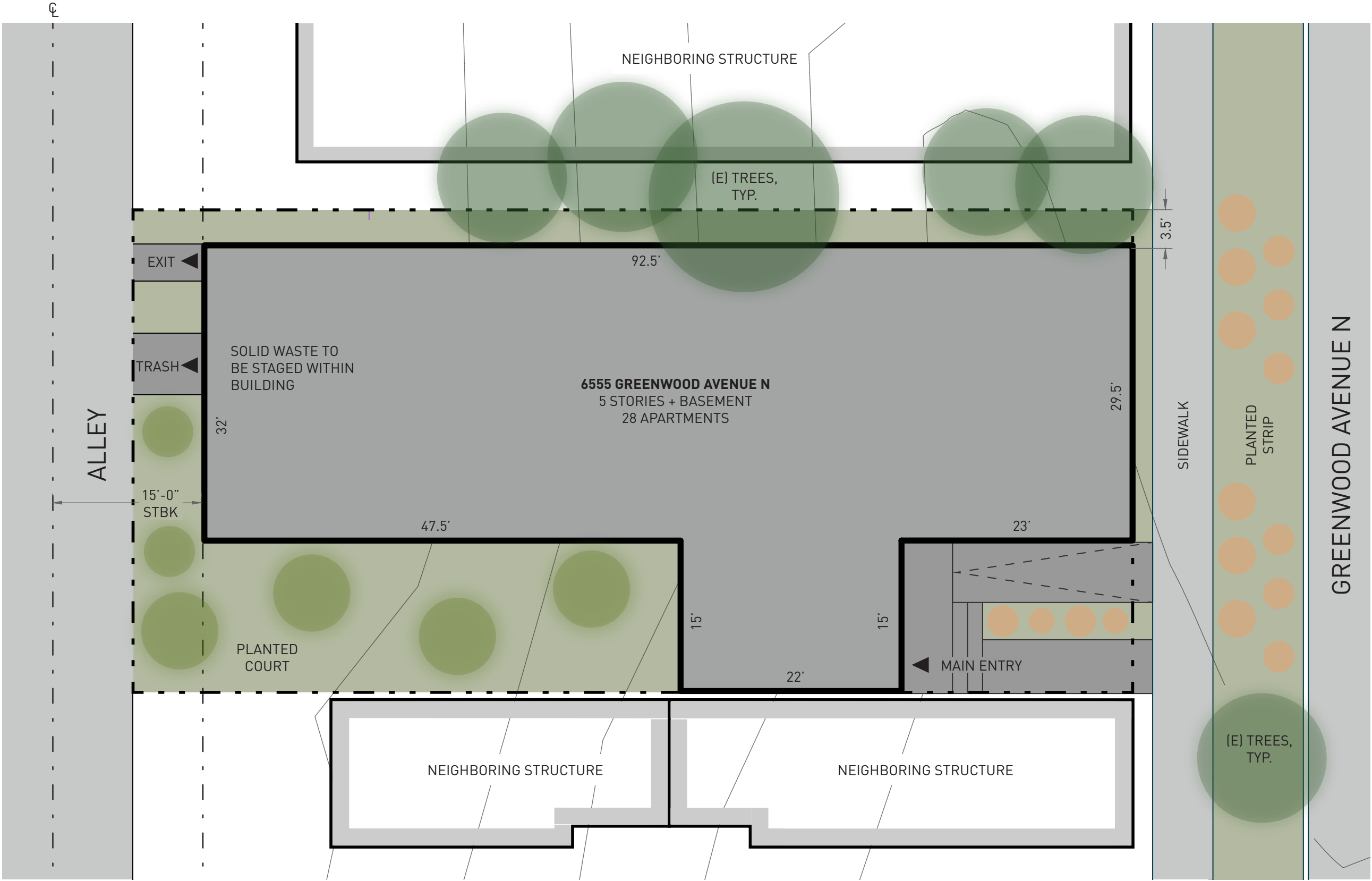
NORTHEAST (GREENWOOD AVE N) AXONOMETRIC

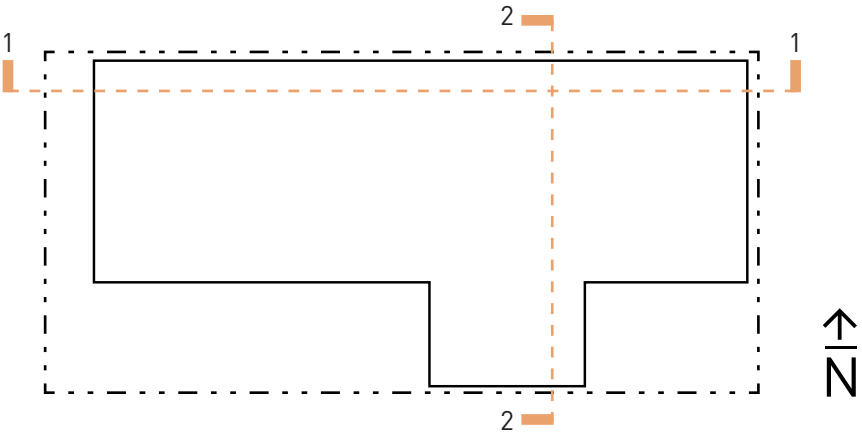


STREET LEVEL VIEW FROM EAST



ALLEY LEVEL VIEW FROM SOUTHWEST



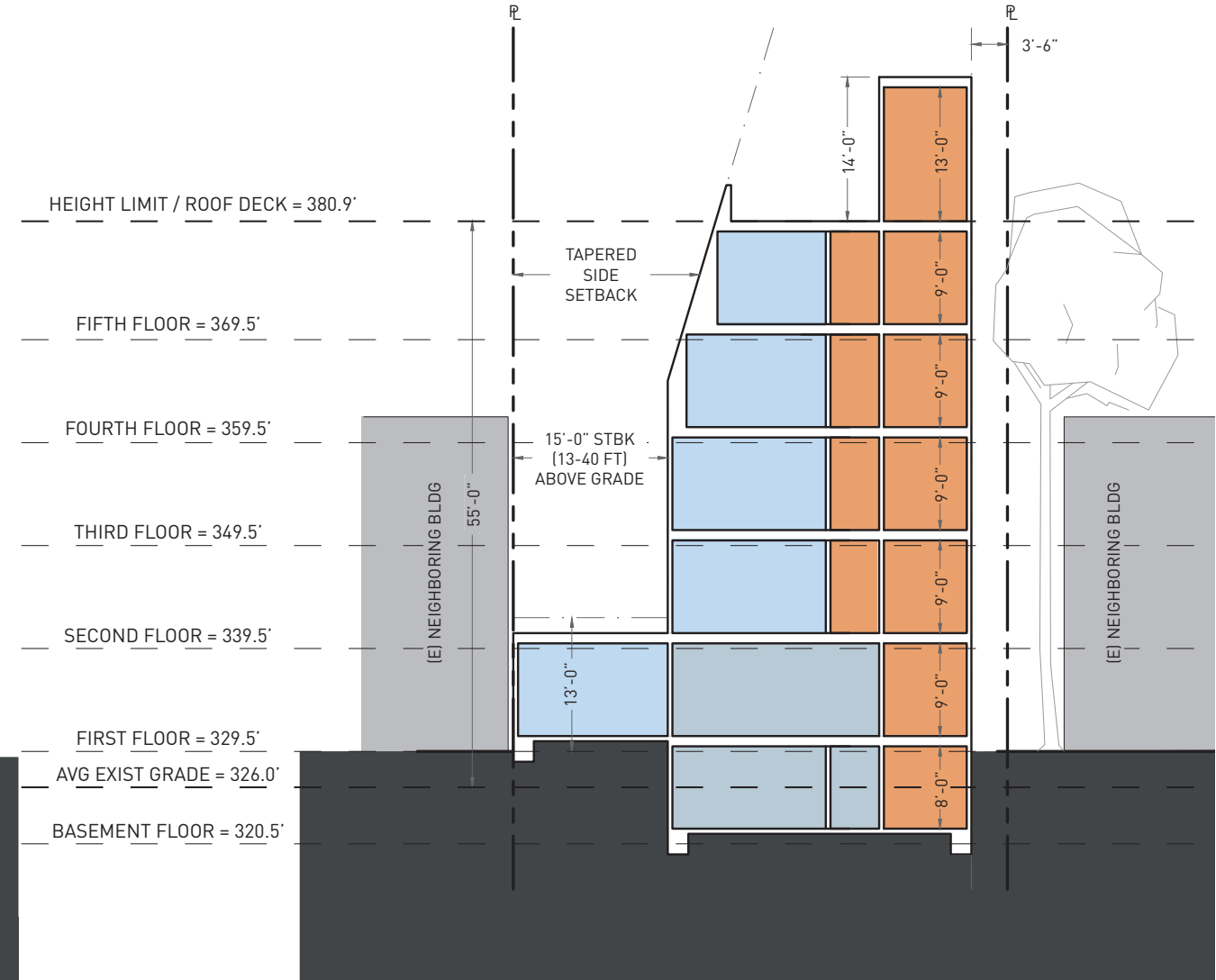
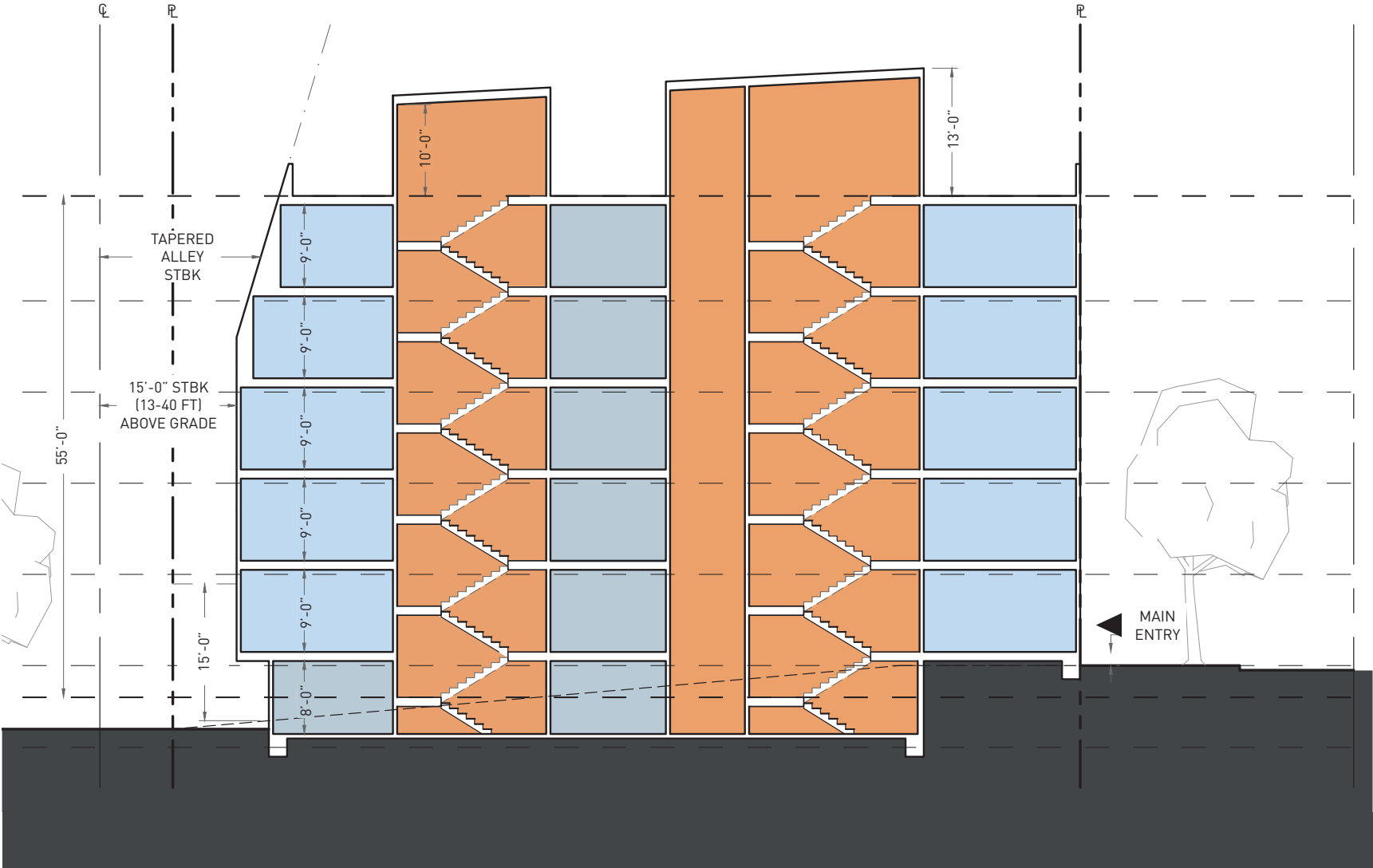


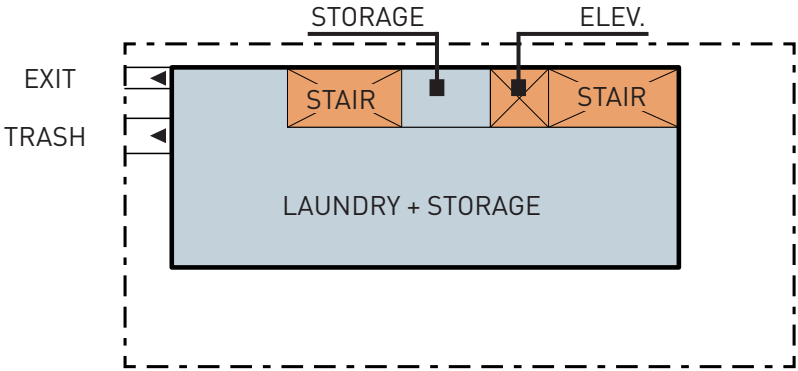
LONGITUDINAL SECTION 1-1

KEY

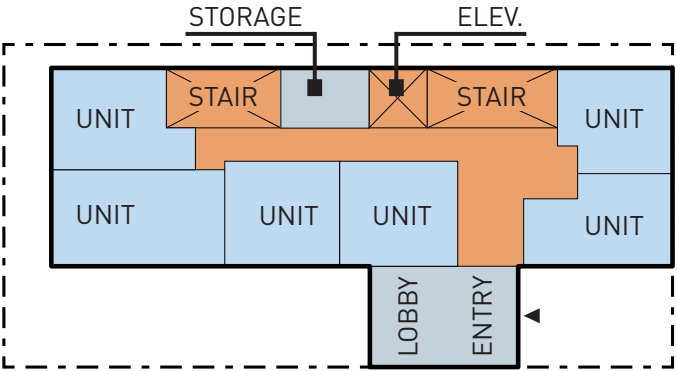
- CIRCULATION
- UNITS
- COMMON SPACES / STORAGE
- ROOF DECK
- GREEN ROOF
- ENTRY
- PROPERTY LINE

CROSS SECTION 2-2

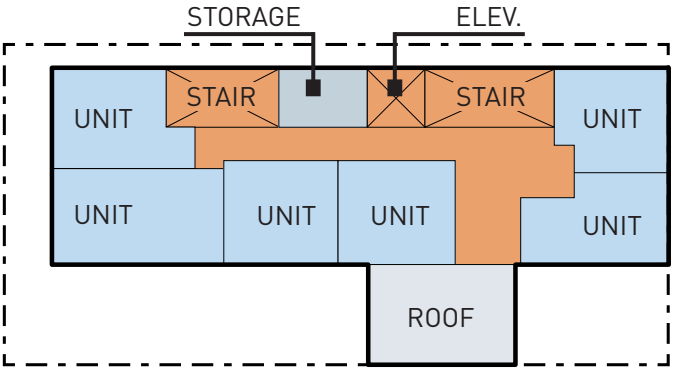




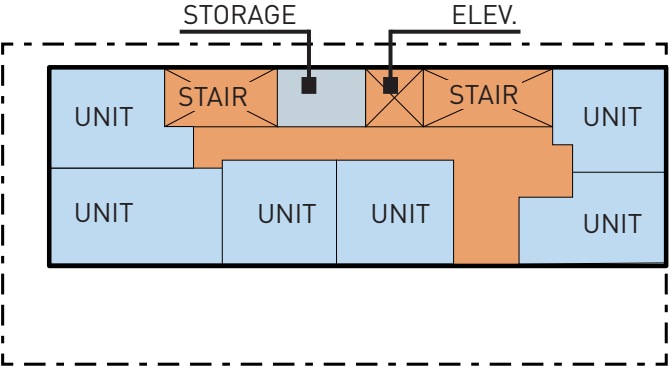
BASEMENT



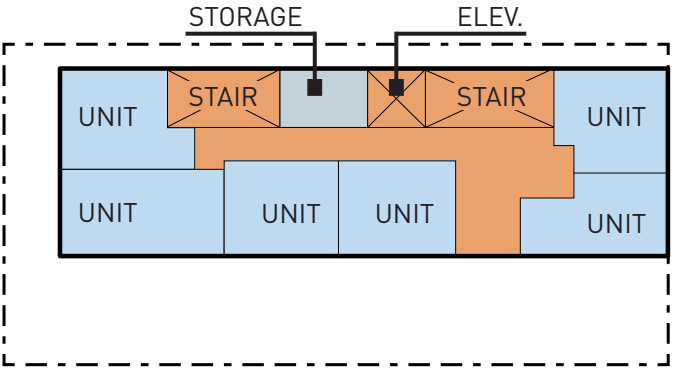
L1



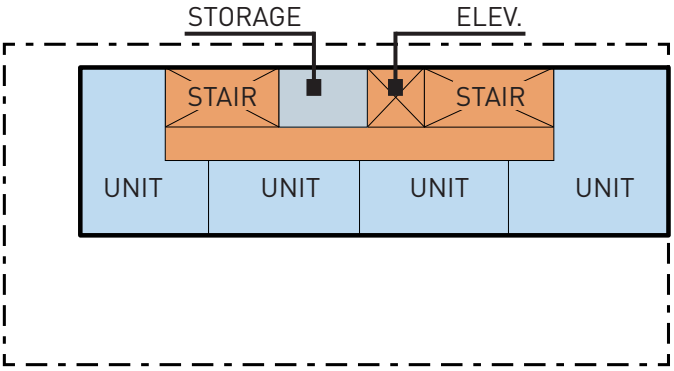
L2



L3

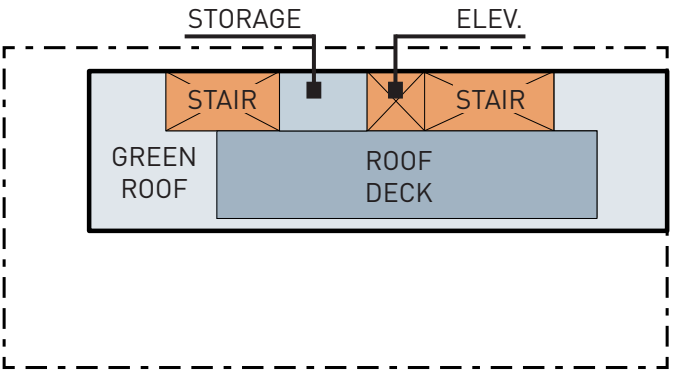


L4



L5

- CIRCULATION
- UNITS
- COMMON SPACES
- ROOF DECK
- GREEN ROOF

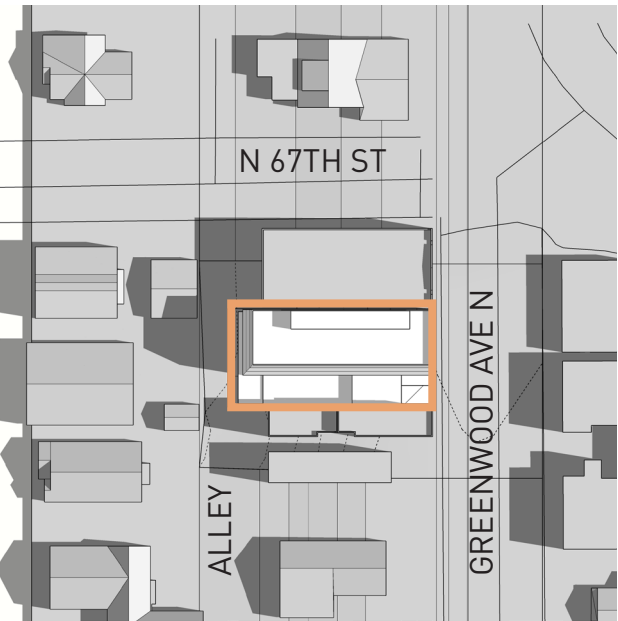


ROOF

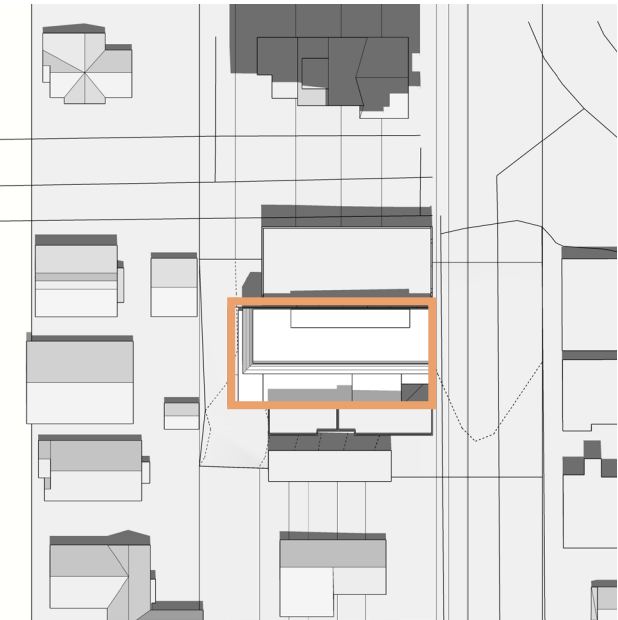


JUNE 21

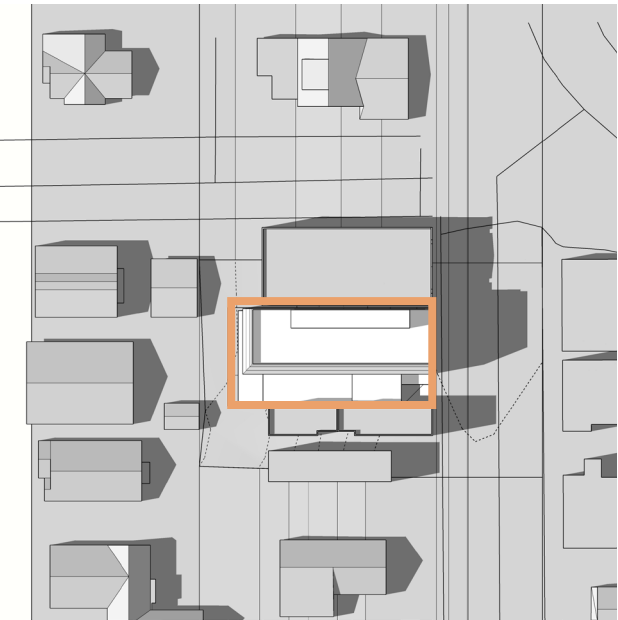
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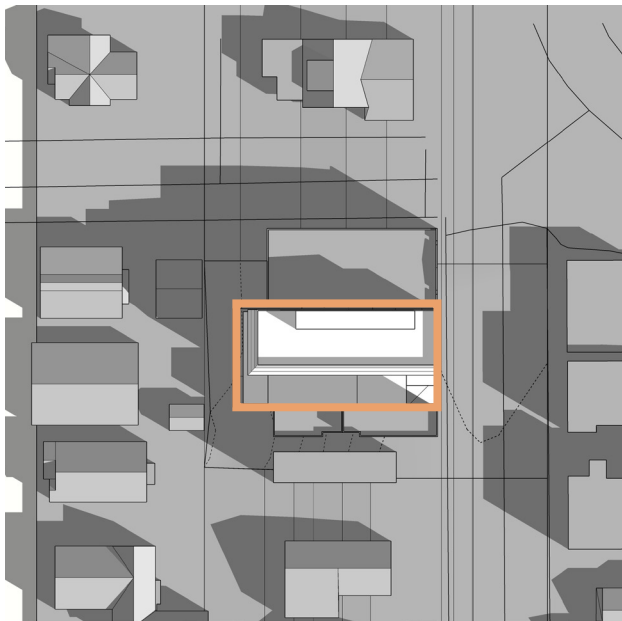
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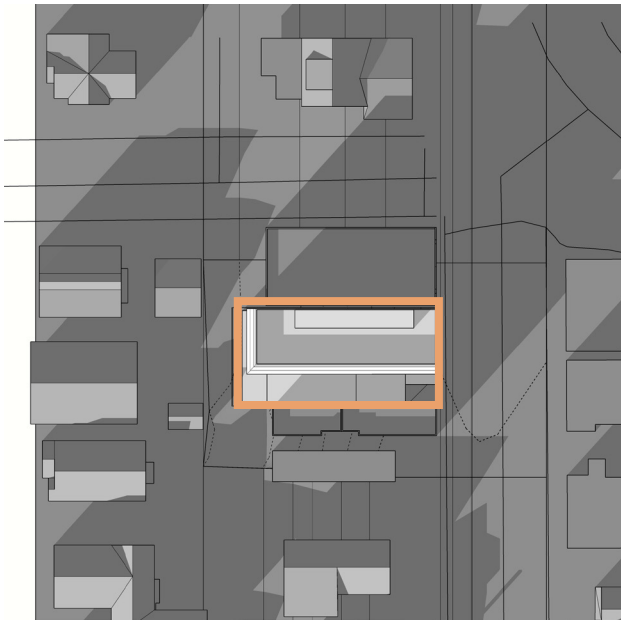
3 PM



MARCH|SEPTEMBER 21



DECEMBER 21





STREET LEVEL VIEW FROM SOUTHEAST

Option 3, the preferred option, is composed of several overlapped, rectangular masses. This results in a simpler, more elegant composition than that produced by the sloped facades of Option 2. It is also less visually massive than Option 1 and represents the most compelling design of the three. This option proposes a step-back at the fifth story in response to the intent of the tapered side and rear setback while

simultaneously allowing the rectangular masses to have attractive proportions. The upper portion of the front facade steps forward, forming a covered entry. The various step-backs and projections also provide logical places for material changes as the design is developed. Vertical circulation is similar to that used in Option 2, and a 3.5 ft north setback is again provided for tree protection.



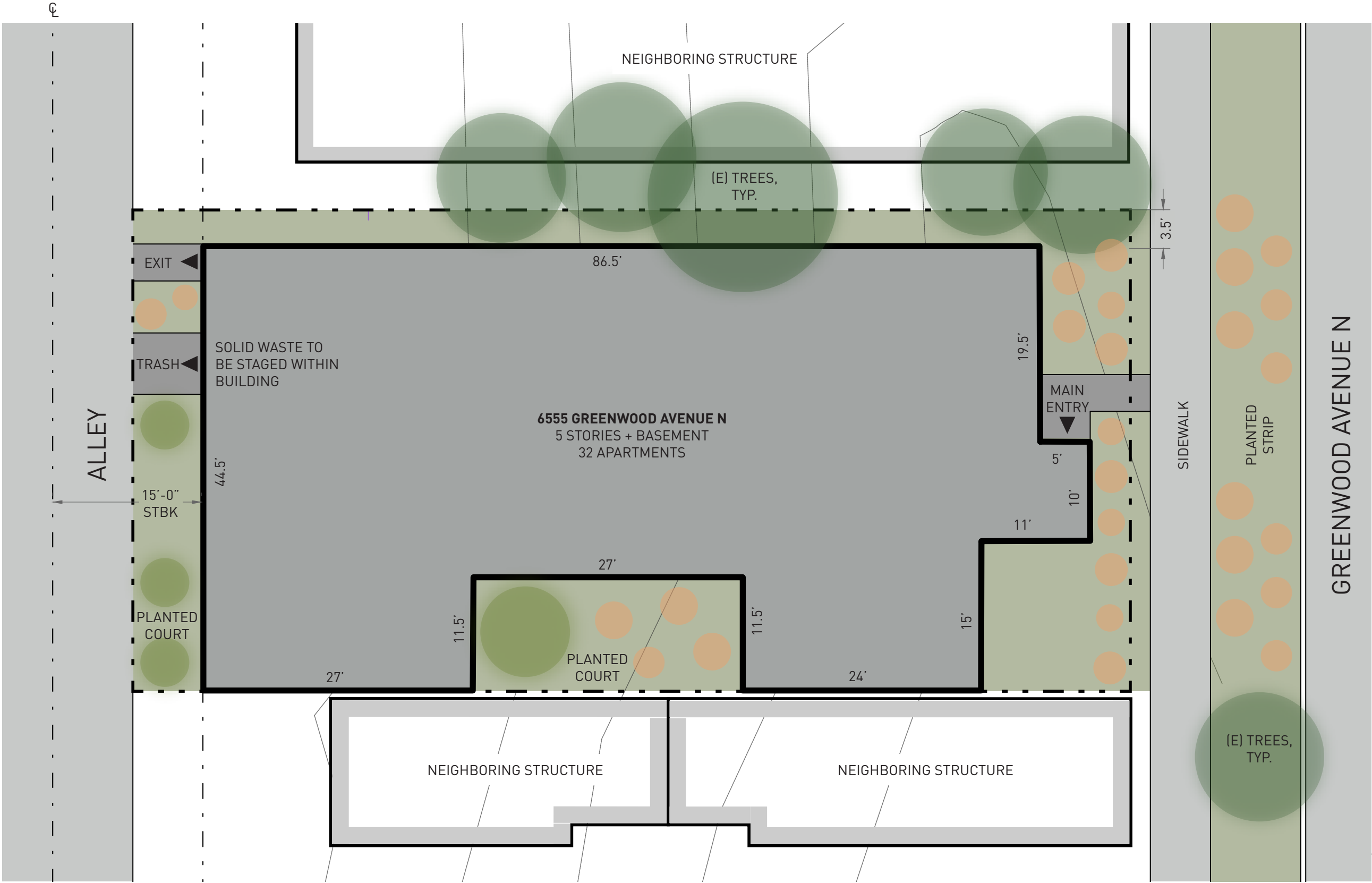
NORTHEAST (GREENWOOD AVE N) AXONOMETRIC

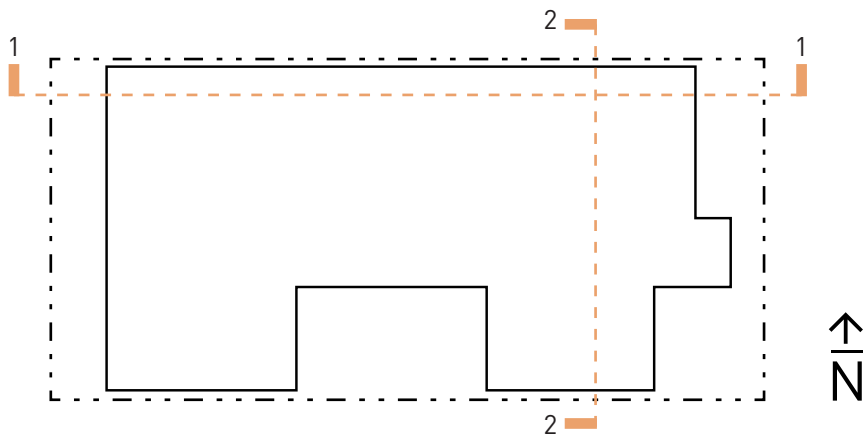


STREET LEVEL VIEW FROM EAST

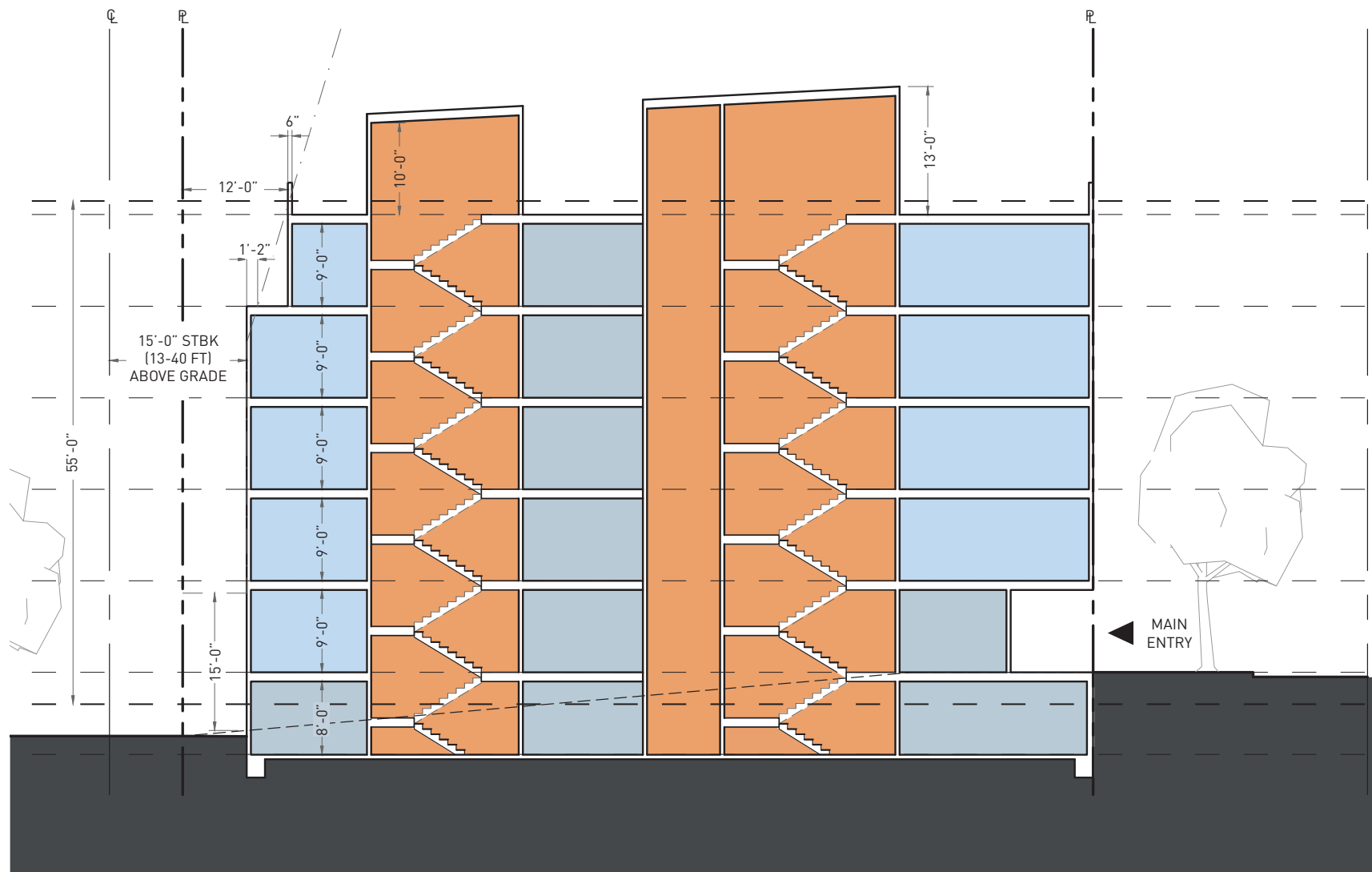


ALLEY LEVEL VIEW FROM SOUTHWEST

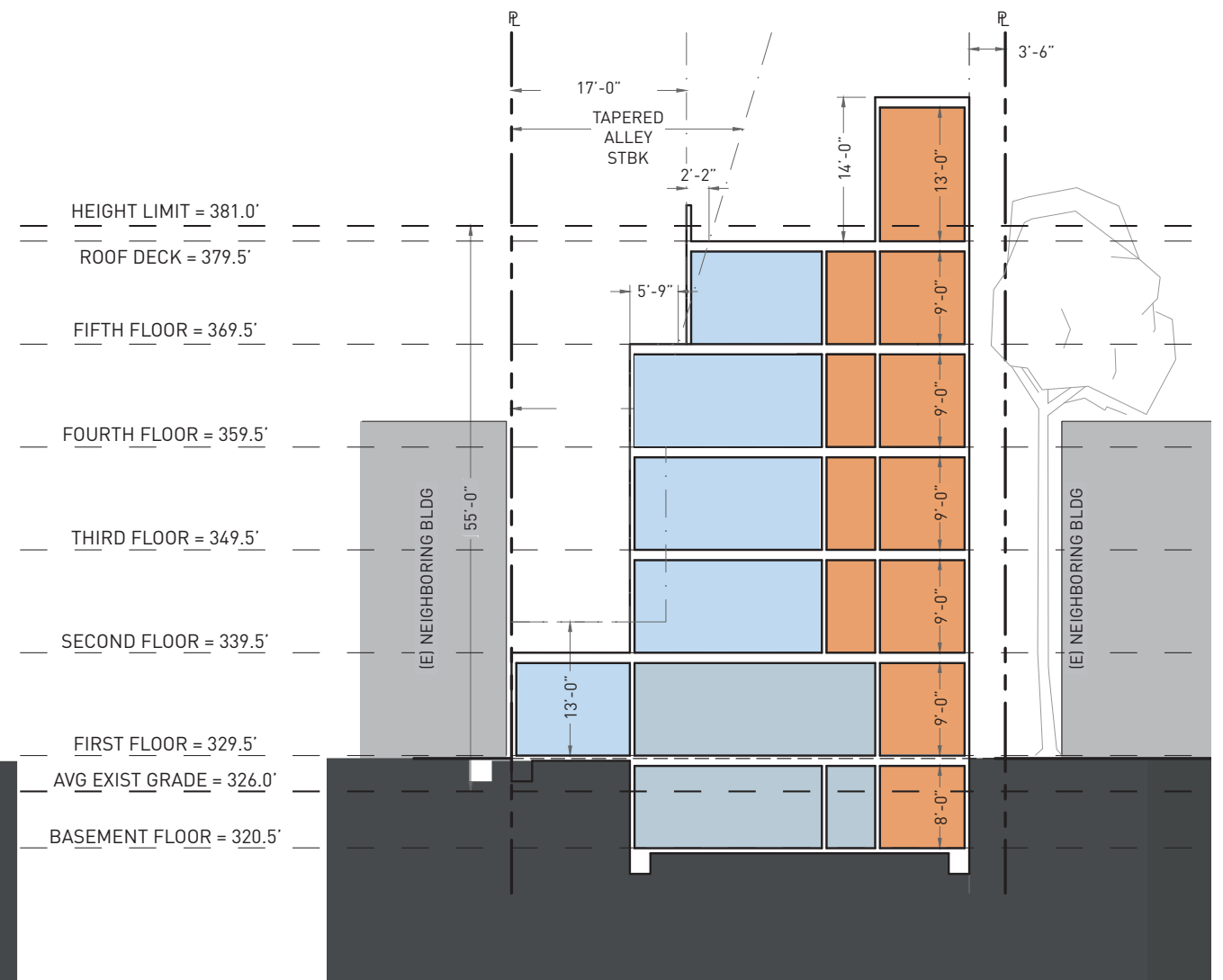


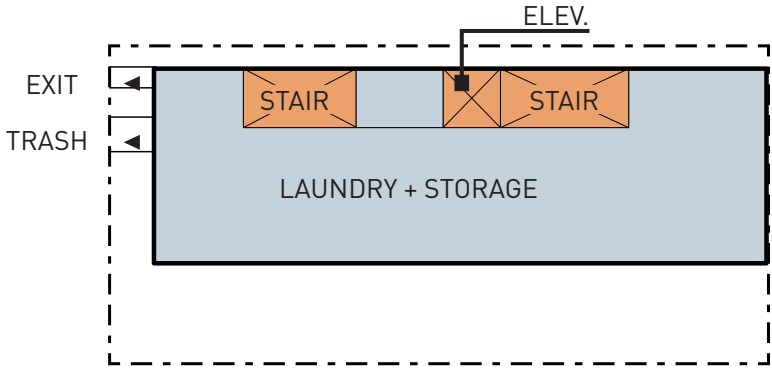


LONGITUDINAL SECTION 1-1

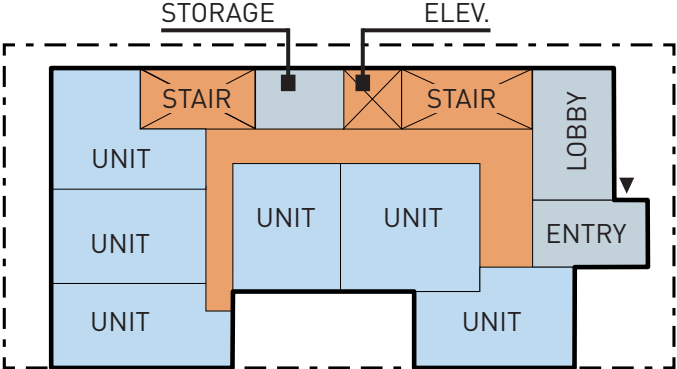


CROSS SECTION 2-2

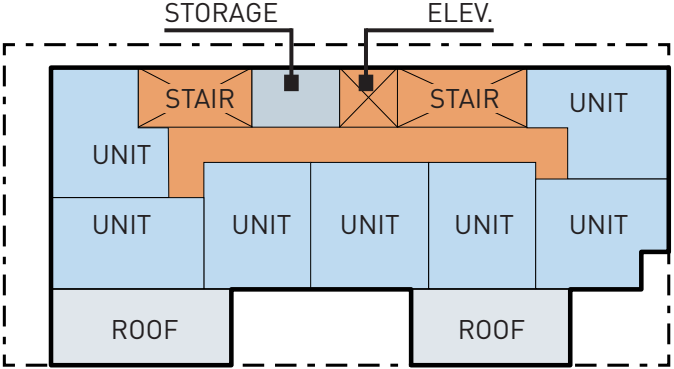




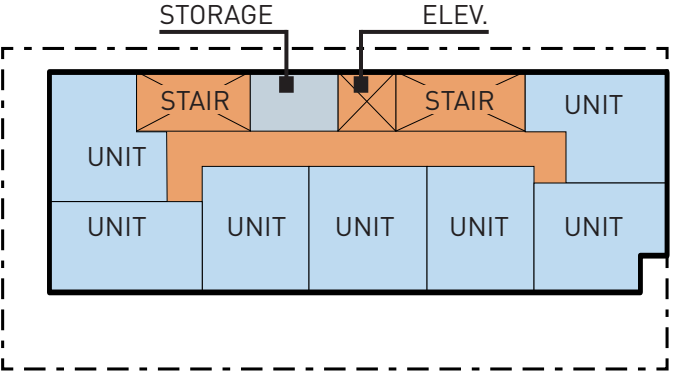
BASEMENT



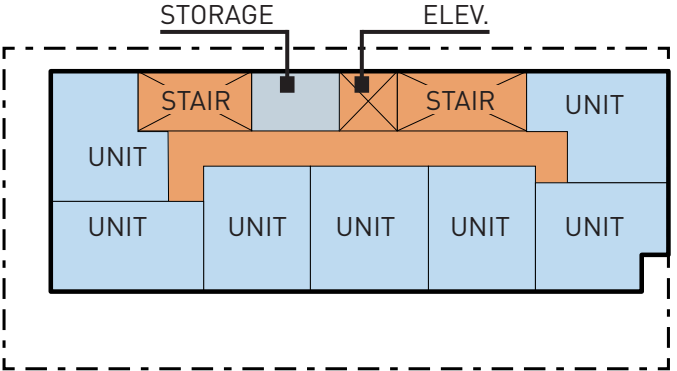
L1



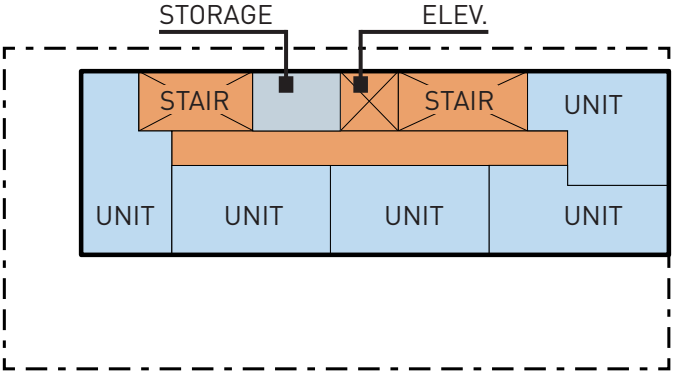
L2



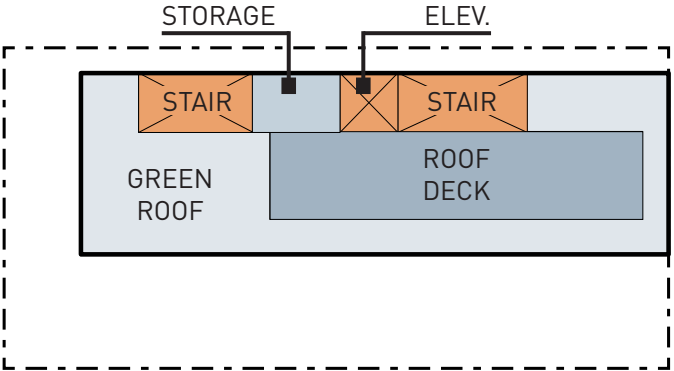
L3



L4



L5



ROOF

- CIRCULATION
- UNITS
- COMMON SPACES
- ROOF DECK
- GREEN ROOF



JUNE 21

MARCH|SEPTEMBER 21

DECEMBER 21

9 AM

12 PM

3 PM

