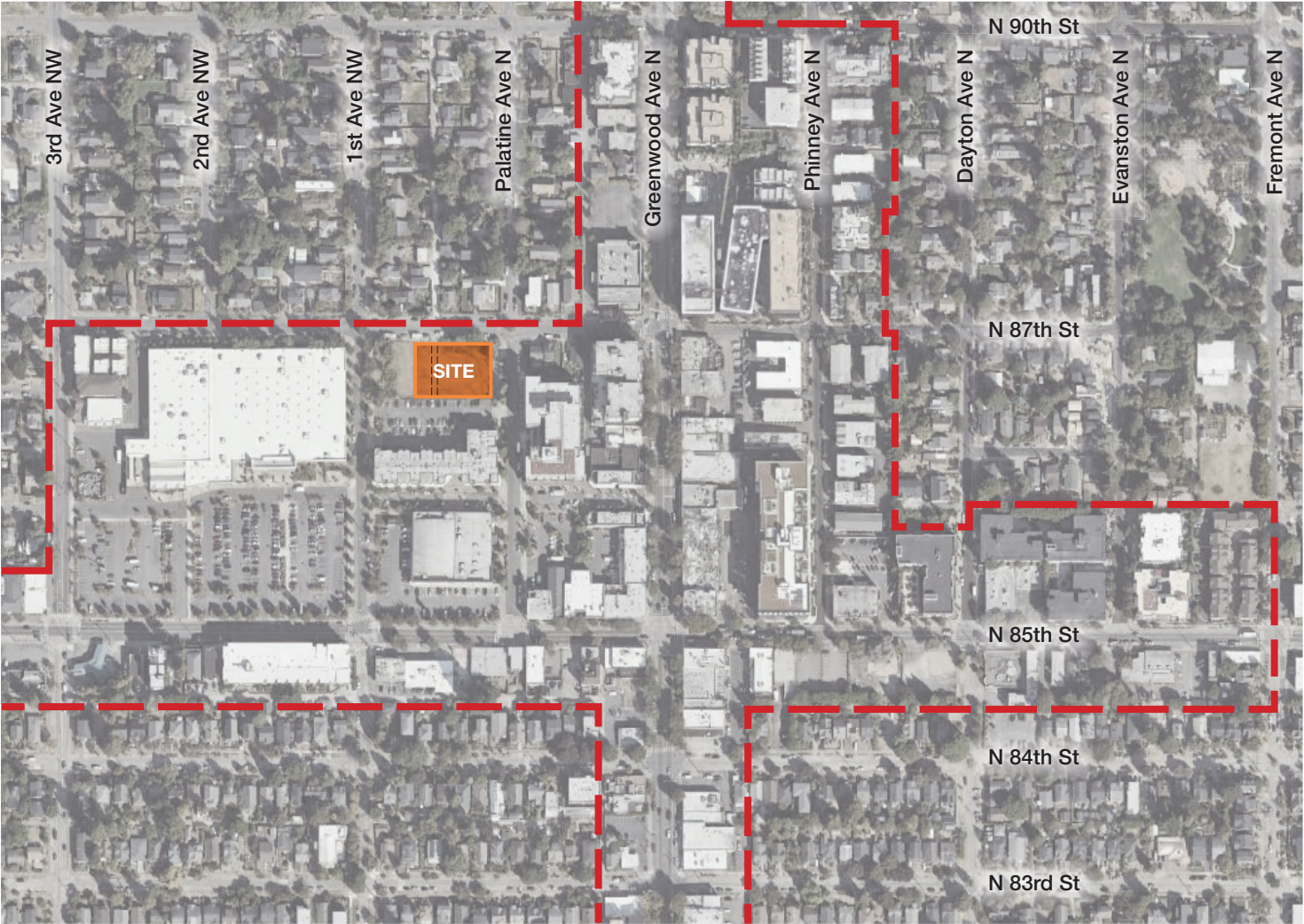


Yew at Greenwood

EDG Packet - August 18, 2023



VICINITY MAP

--- Greenwood/Phinney Ridge Residential Urban Village



EXISTING SITE

Project Team

OWNER
Greenwood Shopping Center, Inc.
Contact: Brad Hansford

ARCHITECT
Baylis Architects
Contact: Kevin Cleary

LANDSCAPE ARCHITECT
Brumbaugh & Associates
Contact: Kristen Lundquist

Contents

1. Cover
2. Proposal | Project Details
3. Zoning Code Analysis
4. Neighborhood Context | Flow - Vehicular, Bus, Bike and Pedestrian Ways
5. Neighborhood Context | Place
6. Site Analysis | Opportunities and Constraints
7. Site Analysis | Existing Site
8. Site Analysis | Streetscapes – North and South
9. Site Analysis | Streetscapes – East and West
10. Design Guidelines | Seattle
11. Design Guidelines | Greenwood
12. Community Outreach | Public Comments -> Design Response
13. Community Outreach | Preliminary Public Benefits Options
14. Massing Options | Design Development
15. Site Plan | Vacated Alley (Preferred) Option
16. Massing Study | Alley Option
17. Massing Study | Alley Option
18. Massing Study | Alley Option
19. Shadow Studies | Alley Option
20. Massing Study | Urban Edge
21. Massing Study | Urban Edge
22. Massing Study | Urban Edge
23. Shadow Studies | Urban Edge
24. Massing Study | Palatine Garage
25. Massing Study | Palatine Garage
26. Massing Study | Palatine Garage
27. Shadow Studies | Palatine Garage
28. Massing Study | Vacated Alley - Townhome Connection (Preferred) Option
29. Massing Study | Vacated Alley - Townhome Connection (Preferred) Option
30. Massing Study | Vacated Alley - Townhome Connection (Preferred) Option
31. Shadow Studies | Vacated Alley - Townhome Connection (Preferred) Option
32. Landscape Site Plan | Vacated Alley - Townhome Connection (Preferred) Option
33. Landscape Terrace Plan | Vacated Alley - Townhome Connection (Preferred) Option
34. Landscape Roof Plan | Vacated Alley - Townhome Connection (Preferred) Option
35. Project Rendering - Townhome Connection (Preferred) Option
36. Relevant Work by Baylis Architects | Mixed-Use Projects

Proposal

PROJECT DETAILS

DEVELOPMENT OBJECTIVE

The multi-family project will be Phase IV of the Greenwood Piper Village Development. The site located on the north edge of the Greenwood / Phinney residential urban village occupies the SW corner of N. 87th St. and Palatine Ave. N. Currently vacant, the new development will reinforce the two street edges, filling in and cleaning up the edge zone as it transitions from a denser commercial hub to single-family. The challenge as an edge zone will be to integrate the building into the neighborhood, adding opportunities, providing security while not overwhelming the smaller buildings to the north.

The “preferred plan” is one in which the building provides a strong street edge to buffer the residential area from the commercial while transitioning to the lower scale residential units. To achieve this the upper floors step back from the street allowing additional light to reach the single-family dwellings and reduce the scale of the building on the street. Between the west edge of the site and 1st Ave NW is a fenced green area set aside as a water detention pond providing open space and relief between the different uses. A plaza space is designed for the rescued Yew tree planted on the NE corner inviting residents and local birds to enjoy its shelter and shade. The residential entry lobby is placed in relationship to the Yew tree and courtyard with townhomes facing similar type units across the street. This opens the corner and sightlines, reducing the sense of density and taller buildings. In addition to responding to surrounding uses, the townhomes and greater building will contribute to the safety of the area with additional “eyes on the street”.

Even though the project is located near frequent mass transit, the design incorporates parking spaces for residents, to help the Greenwood neighborhood and its business district transition to a higher density neighborhood without being burdened by the traffic and additional cars parked on the street.

PROGRAM:

Number of residential units: 72

Number of parking stalls: 72

Total Area: +/-97,000 SF

PROJECT DESCRIPTION

The project proposes to build a new 72-unit, 7-story (5-stories of apartments over 2-story parking garage) multi-family building on a vacant parcel. The application includes a vacation petition for a portion of an unbuilt alley that runs across the property.

ADDRESS: 8631 Palatine Ave N, Seattle WA 98103

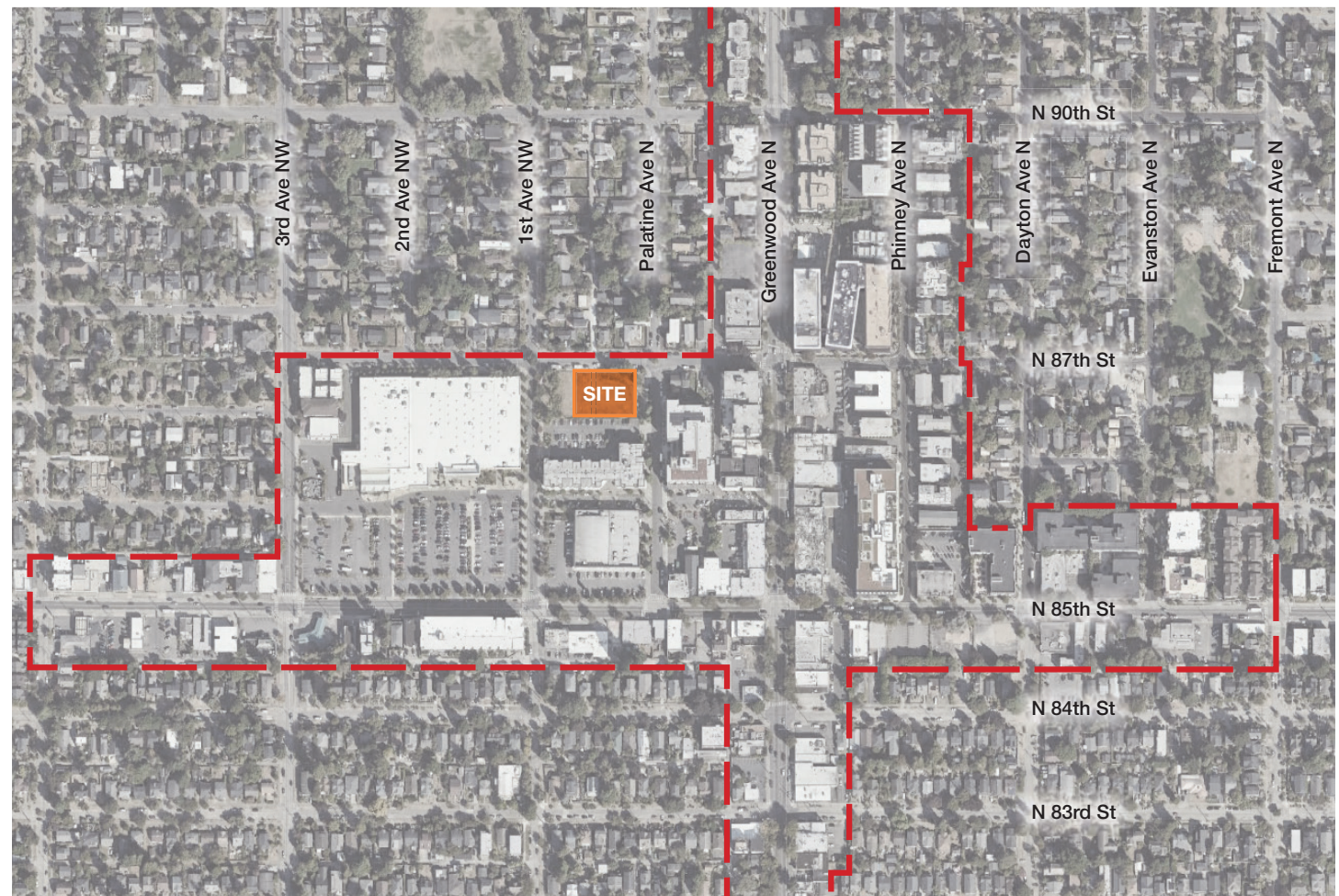
PARCEL # 9231900095 – vacant lot

LEGAL WEGENERS ADD LOT 2 SEATTLE BLA #3009165 REC #20091103900009 SD BLA BEING LOT 1-12
BLK 2 SD ADD & SE ¼ OF SE ¼ OF SE 36-26-3.
Plat Block:
Plat Lot: 1-2-3 &

ZONING NC2-75 (M2) – is a mixed-use zone where both residential and commercial development are allowed.
(Not Pedestrian zone)
Setback: No minimum setback required
Urban Village: Greenwood-Phinney Ridge
Frequent Transit: Yes

LOT AREA: 21,657 SF (0.5 Acres) (includes 2,000 SF +/- Alley Area)

STREETS: Palatine Avenue N and North 87th Street



URBAN CONTEXT MAP

Greenwood/Phinney Ridge Residential Urban Village



Permitted & Prohibited uses chart

Permitted uses include:

- Most Commercial uses including:
- Restaurants and drinking establishments to 25,000 SF
- Retail sales and services, general to 25,000 SF
- Office to 25,000 SF
- Residential – no limit at the street level street facing façade- site does not fall under any conditions of Section 23.47A.005.C.1

23.47A.008

- A. Basic street-level requirements
 - 1. a. Structures in NC zones
 - 2. a. Blank facades must contain
 - 1) Windows
 - 2) Entryways / doorways
 - 3) Stairs, stoops, or porticos
 - 4) Decks or balconies
 - 5) Screening and landscaping on façade itself
 - b. Street facing façades btw 2' & 8' above sidewalk may not exceed 20' in width
 - c. Total of all blank façade segments may not exceed 40% width of structure façade along street.
 - 3. Street-level Street facing facades shall be located within 10' of street lot line.
- B. Non-residential street-level requirements
 - No applicable (No commercial use in this building)

23.47A.012A

- A. 75' basic structure height limit
3. Peat Settlement ECA +3' of height
- Total height of 78'
- B. Rooftop features
1. Smokestacks, chimneys, exempt from ht. limit, if min. 10' from side or rear lot.
2. Open railings, planters, skylights, clerestories, green houses, solariums, parapets may exceed ht. by up to 4'.
3. Solar collectors, in ht. limits over 40' may extend up to 7' abv. Ht. limit.
4. Except as noted, following rooftop features may extend up to 15' above ht limit if combined total coverage of all features does not exceed 30% of roof area.
- Covered or enclosed common recreation areas, green houses, sun, and wind screens, etc. stair and elevator penthouses may be up to 16' above ht. limit.

23.47A.013

- Table A FAR outside station area overlay district.
- 75' basic structural height limit – **5.5 FAR**
- Area equivalent to 50% of parking above grade is excluded from FAR

23.47A.014

- C. Upper-level setbacks for street-facing facades. For zones with ht. limit 75.
1. Portions of facades abv. 65' setback average 8' from front lot line

23.47A.016

- Landscaping = Required, Green Factor Score = 0.30
- Street trees required.
- Parking at street façade- NA- landscape buffer not required.
- Garbage screening NA if containers located within structure

23.47A.024

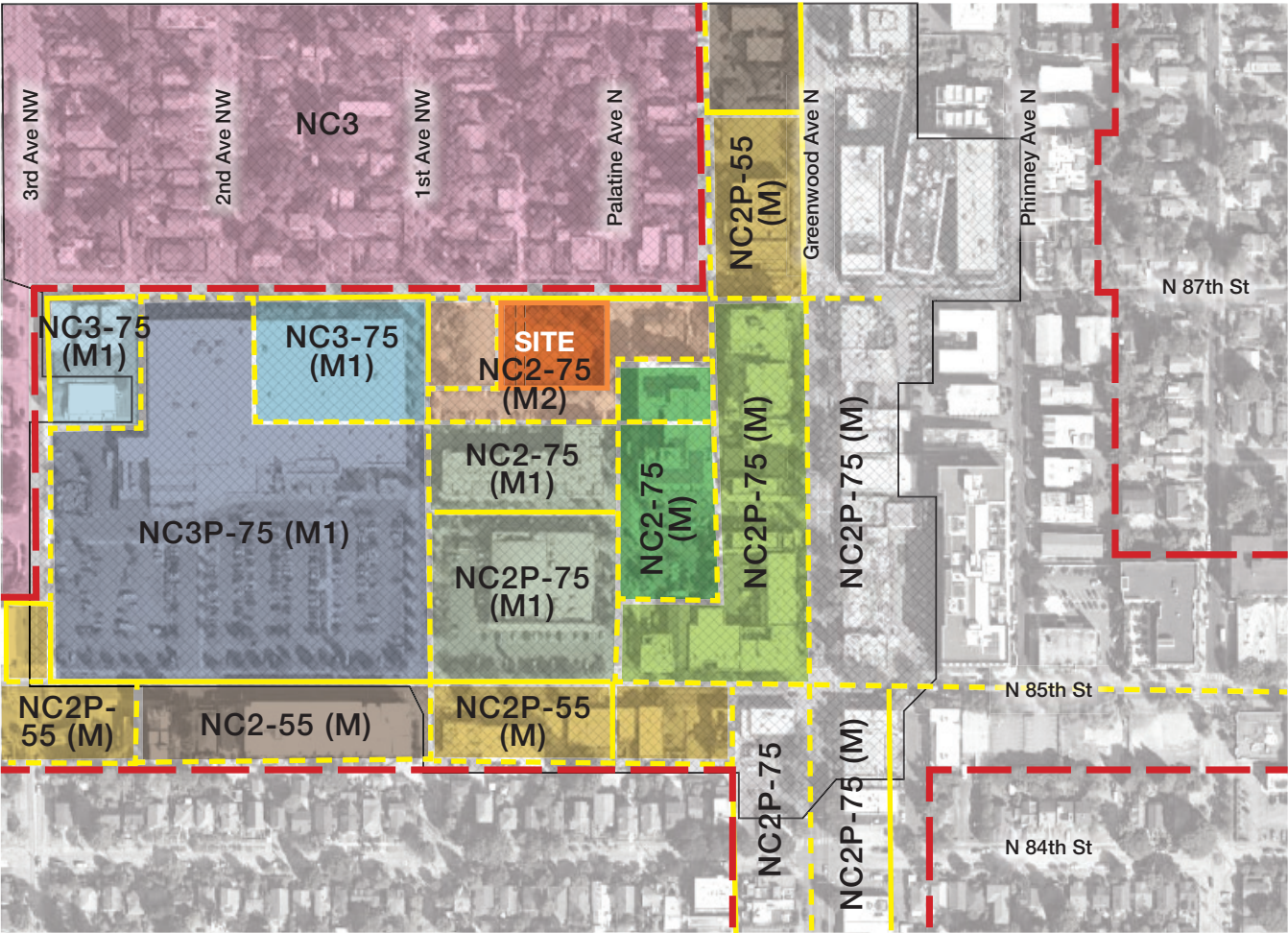
- 5% of gross residential floor area (GRFA)
- (Mechanical/parking/residential amenities NIC in GRFA)

23.47A.030

- Off street parking design standards per 23.54.015.A
- Parking for Residential use- no min. req. per

23.54.015.K













- Multi-Family: Long term 1/DU and Short term 1/20 DU
- After the first 50 spaces for bicycles are provided, additional spaces are required at ½ the ratio shown in Table D
- Location of Bicycle Parking: Long-term bicycle parking required for residential uses shall be located on-site except as provided in subsection 23.54.015.K.3.c. 23.54.015.K.3.a



NEIGHBORHOOD ZONING MAP



Key

	NC3P -75 (M1)		NC2P-75 (M1)		NC2P-55 (M)		Peat Zone
	NC3 -75 (M1)		NC2P-75 (M)		NC2-55 (M)		Site
	NC2-75 (M2)		NC2-75 (M)		NR3		Greenwood Phinney Ridge Residential Urban Village

Neighborhood Context

FLOW – VEHICULAR, BUS, BIKE AND PEDESTRIAN WAYS



Neighborhood Context

PLACE



9 BLOCK AREAL/VICINITY MAP - IMMEDIATE VICINITY USES AND BUILDINGS



5 Morrow Lane Looking West



4 The Sedges at Piper Village



1 Greenwood Towers



2 Residences West of Greenwood Towers



3 Morrow Apartments looking South

Site Analysis

OPPORTUNITIES AND CONSTRAINTS



SITE ANALYSIS MAP

OPPORTUNITIES

- Southern exposure.
- Proximity to major transit routes.
- Street frontage allowing better light and air access.
- Proximity to pedestrian zone and commercial neighborhood center.

CONSTRAINTS

- There is a dead-end alley dividing the site which has been unused.
- While properties north of the site are zoned NR3, existing buildings are single family residences with requires additional modulation and step backs on the north façade.
- The site is in Peat Category I area, and does not allow for parking underground. This puts a limit to the amount of parking spaces that can be provided on the project.
- Existing power pole and electrical lines on the east of the site require additional setbacks.
- Existing Yew tree at the NE corner require additional building setbacks.

Key

- Greenwood/Phinney Ridge Residential Urban Village
- Principal Arterial Street
- Minor Arterial Street
- Residential Scale Street
- Major Transit Street

Site Analysis

EXISTING SITE

LEGAL DESCRIPTION:
LEGAL DESCRIPTION PER KING COUNTY ACCESSOR MAP: WEGENERS ADD LOT 2 SEATTLE BLA #3009165 REC #20091103900009 SD BLA BEING LOT 1-12 BLK 2 SD ADD & SE 1/4 OF SE 1/4 OF SE 36-26-3
Plat Block:
Plat Lot: 1-2-3 &


LEGAL DESCRIPTION PER SURVEYOR: LOT 2 OF CITY OF SEATTLE LOT BOUNDARY ADJUSTMENTS NO. 3009165, RECORDED IN VOLUME 267, PAGES 29-32, UNDER RECORDING NO. 2009110390009. RECORD OF KING COUNTY, WASHINGTON.

PARCEL NO.: 923190-0095


Key



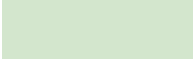
2-Way Dead End Alley




1-Way Through-Block Connection




2-Way Street




Open Space to Remain (Separate Lot)

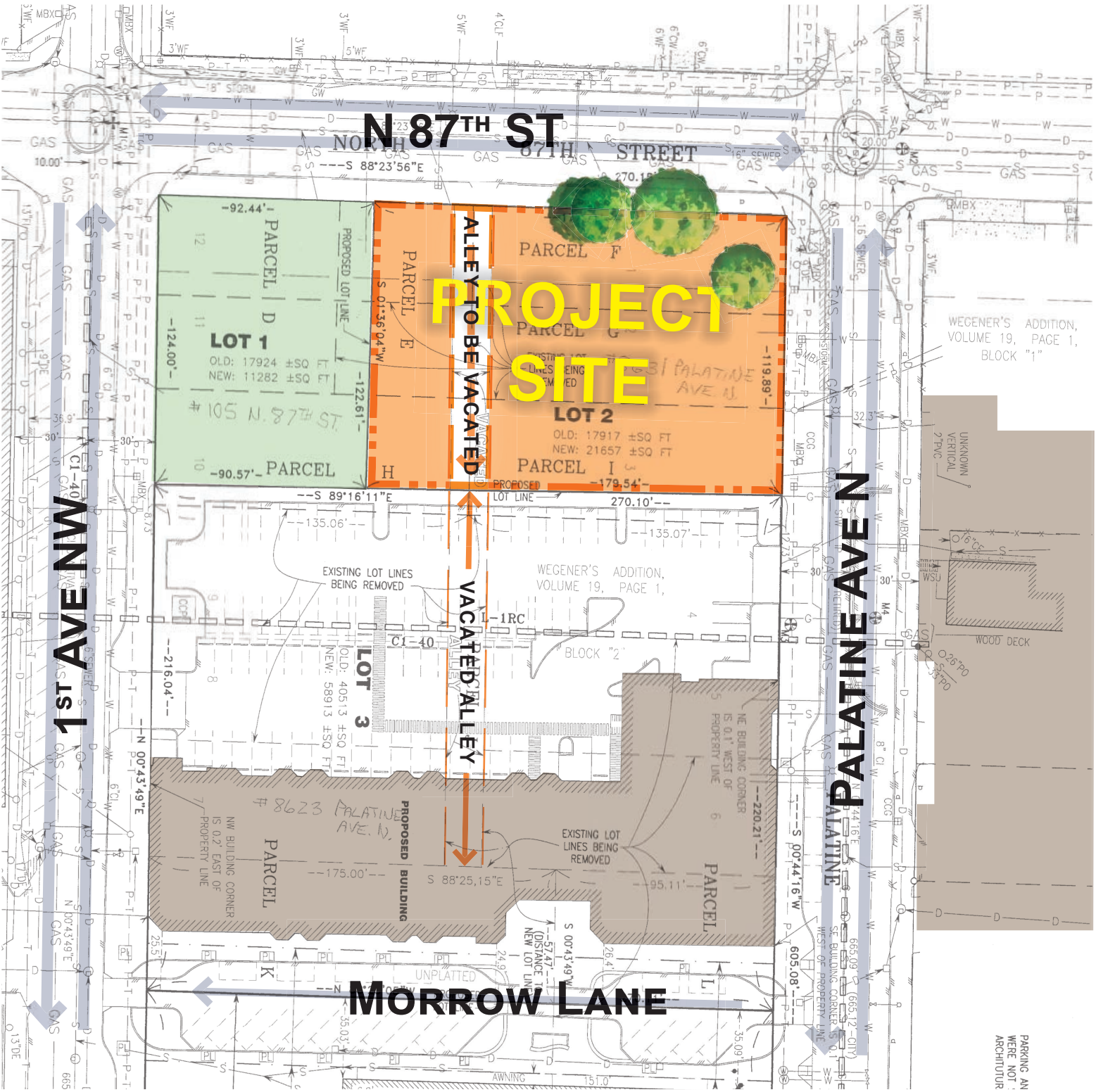


Existing Buildings



Existing Trees





Site Analysis

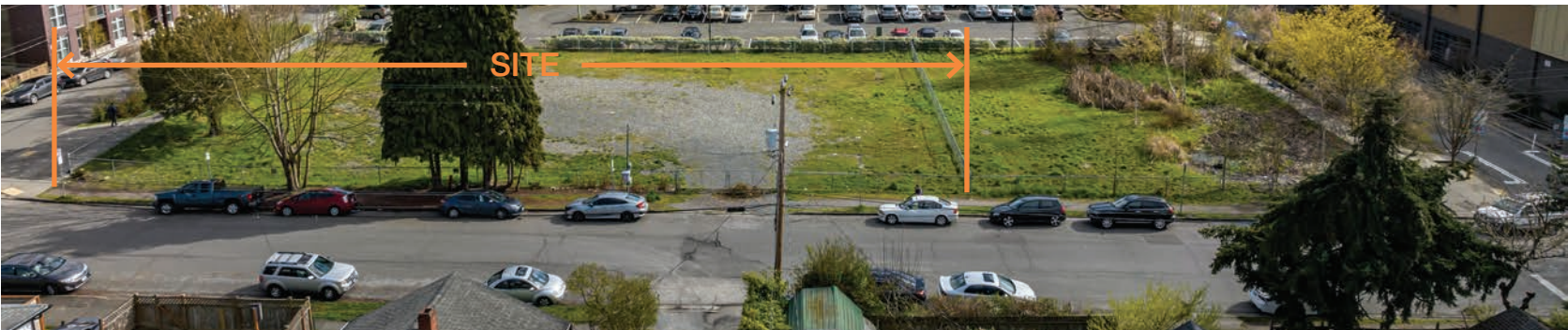
STREETSCAPES – NORTH AND SOUTH



VICINITY MAP



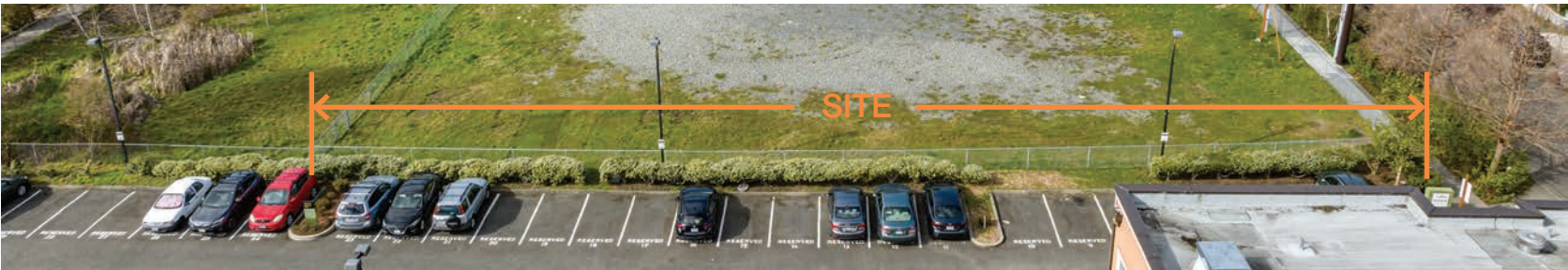
1 NORTH PROPERTY LINE LOOKING NORTH



2 NORTH PROPERTY LINE LOOKING SOUTH



3 SOUTH PROPERTY LINE LOOKING SOUTH



4 SOUTH PROPERTY LINE LOOKING NORTH

Site Analysis

STREETSCAPES – EAST AND WEST



VICINITY MAP



5 WEST PROPERTY LINE LOOKING WEST



6 LOOKING EAST



7 EAST PROPERTY LINE LOOKING EAST



8 EAST PROPERTY LINE LOOKING WEST

Design Guidelines

SEATTLE

CS2-D HEIGHT, BULK, AND SCALE

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-II HEIGHT, BULK AND SCALE COMPATIBILITY

CS2-II-i. Impact of New Buildings on the Street: Consider the setback of upper stories of new mixed-use development on Greenwood Avenue North and North/Northwest 85th Street to reduce the dominance of new buildings on the street. Also, new commercial development should respect the small-scale historical pattern of storefronts on Greenwood Avenue North. Typically, the older storefronts are about 50 feet in width and feature brick, stone or other masonry units. Some also feature architectural details that provide interest and a human scale to the buildings.

CS2-II-ii. Zone Edges: Careful siting, building design and massing are important to achieve a sensitive transition between more intensive and less intensive zones.

Consider design techniques including:

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

RESPONSE: *The project is located in NC2-75 zoning with similar zoning to the east, south and west edges, the zoning to the north is NR3 which allows 40’ building height. The building design aims to achieve a graceful transition from the less intensive zone across the street via building step-backs, façade modulations, and extensive landscaping.*

CS2-III ARCHITECTURAL CONTEXT/BUILDING ENTRANCES

CS2-III-i. Entrances: Even when the principal off-street parking areas are located on the side of the building, a primary building entrance should be located at the corner. This concept is consistent with traditional neighborhood commercial designs and important in facilitating pedestrian activity at the street corners.

RESPONSE: *The project is located on a corner site, at the intersection of Palatine Ave N to the east and N 87th Street to the north. The primary building entrance and lobby are located at the building corner with pedestrian access from the new sidewalk along N 87th Street . The proposed corner open space courtyard preserves the existing Yew tree and enhances the residential corner entry.*

CS2-VII MASS AND SCALE

CS2-VII-i. Reducing Visual Mass: Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to surrounding plat patterns.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

RESPONSE: *The project is located at the edge of the Greenwood Town Center, with reduced zoning across N 87th Street to the north. The current zoning is NC2-75 however, the preferred design option proposes 44’ +/- deep building setback at podium level is in response to the NR3 zoning across to the north. The building step-back allows opportunities for extensive landscaping starting at the widened planters along the N 87th Street ROW, a dedicated public open space at the corner Yew courtyard, and common and private decks all around the building at podium-level help reduce the bulk visually.*

CS3-II COMPATIBILITY

CS3-II-i. Existing Pattern: Consider using the human-scale historical pattern of storefronts on Greenwood Avenue North as a guide in developing new structures abutting Town Center streets. New development should respond to Greenwood's existing context by matching window and opening proportions, entryway patterns, scale and location of building cornices, proportion and degree of trim work and other decorative details, and employing a variety of appropriate finish materials.

RESPONSE: *In the preferred design option, the townhomes connect with the townhomes across Palatine in scale and visually. The proposed building is envisioned as three modules to reduce the mass, modulate the long facades visually; allow for material changes that are relatable and in proportion to the neighborhood.*

PL3 STREET-LEVEL INTERACTION: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A ENTRIES

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

RESPONSE: *The pedestrian level experience is maintained through various spatial placements like the townhomes accessed from the sidewalk along Palatine Ave N with private landscaped entry porches to encourage eyes on the street, the corner residential entry and lobby accessed off the sidewalk along N 87th Street. The primary entry storefront façade faces the open Yew courtyard at the NE corner for visual connection and activate the corner. The parking and back-of-the-house accesses are located away from the residential pedestrian entries. Overhead weather protection along the new sidewalk to encourage pedestrian activity and add security on N 87th street.*

PL4-B PLANNING AHEAD FOR BICYCLISTS

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

RESPONSE: *A secured bike storage and fixing station is located in the structured parking for resident use to encourage biking activity in the neighborhood.*

DC2-A-2. REDUCING PERCEIVED MASS: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-C SECONDARY ARCHITECTURAL FEATURES

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D SCALE AND TEXTURE

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DC2-III MASS AND SCALE

DC2-III-i. Perceived Mass: Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to surrounding plat patterns.

RESPONSE: *The Greenwood neighborhood has an existing architectural character that has evolved over the years into an eclectic mix of styles, and the neighborhood continues to grow. The building design draws from the context of Greenwood that had native trees and vegetation, and aims to make the new building fitting to the place by preserving the native Yew tree on site and translating the Yew courtyard concept into various architectural design elements that simulate the greenhouse at the entry lobby, trellises at level 3 and roof-top amenity, green-screens and terraces throughout the project.*

Design Guidelines

GREENWOOD / PHINNEY NEIGHBORHOOD

CONTEXT AND SITE

CS2 URBAN PATTERN AND FORM

II. Height, Bulk and Scale Compatibility

- i. **Impact of New Buildings on the Street:** Careful siting, building design and massing are important to achieve a sensitive transition between more intensive and less intensive zones. Consider design techniques including:
 - a. increasing the building setback from the zone edge at the ground level;
 - b. reducing the bulk of the building’s upper floors nearest to the less intensive zone;
 - c. reducing the overall height of the structure; and
 - d. using extensive landscaping or decorative screening.

III. **Architectural Context/Building Entrances:** A primary building entrance should be located at the corner. This concept is consistent with traditional neighborhood commercial designs and important in facilitating pedestrian activity at the street corners.

VII. **Mass and Scale:** Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to sur- rounding plat patterns.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

II. **Compatibility:** New development should respond to Greenwood’s existing context by matching window and opening pro- portions, entryway patterns, scale and location of building cornices, proportion and degree of trim work and other decorative details, and employing a variety of appropriate finish materials.

RESPONSE: *The site is located on the edge of NR3 on the North, NC2-75 zones on all other sides. However, the design reduces the development impact by stepping-back the massing of the upper levels, modulation of the overall form and materials. This approach also reduces the overall percep- tion of the scale for a friendlier pedestrian experience.*
The street façade picks up on neighborhood cues through the massing heights, street-level façade widths and the building entry points.

PUBLIC LIFE

PL2 WALKABILITY

- I. **Pedestrian Open Spaces and Entrances:** New development should enhance the pedestrian environment and encourage pedestrian activity. The following measures should be encouraged:
 - a. Building entries facing the street
 - b. Pedestrian-oriented facades
 - c. Weather protection
- II. **Pedestrian Lighting:** Provide lighting that enhances pedestrian safety and comfort.
- II. **Street Elements:** Integrate public art into buildings and landscaping. Small signs— especially blade signs that hang over sidewalks—should be incorporated.

RESPONSE: *Street improvement along N 87th Street will enhance the pedestrian experience with wider sidewalks and landscaped planters with street trees. A publicly accessible open space will be located at the visible corner around the Pacific Yew tree with opportunities for story-telling. The improvement will include building lighting and overhead weather protection that is appropriate to the context and street-level uses.*

DESIGN CONCEPT

DC1 PROJECT USES AND ACTIVITIES

- III. **Parking and Vehicular Circulation:** Where it is necessary to include parking adjacent to a public street, consider mitigating the visual impacts with street trees, landscaping or other design features.
 - ii. Entrances to parking could include special paving and other sidewalk treatments and amenities, such as additional landscaping, signage or art.
 - iii. Access to off-street parking around Palatine Avenue North, First Avenue North and Third Avenue North should be consolidated where feasible.

DC2 ARCHITECTURAL CONCEPT

I. Architectural Context

Façade Articulation and Modulation: Façade articulation and modulation in the Greenwood/Phinney Ridge Planning Area are most critical in multi-family residential buildings. Use of façade articulation and architectural elements is encouraged to make new construction compatible with the surrounding architectural context.

DC4 EXTERIOR ELEMENTS AND FINISHES

I. Architectural Context

Signage: ensure that the signs are at an appropriate scale and fit in with the building’s architecture and the local district..

- II. **Exterior Finish Materials:** New buildings should feature durable, attractive and well-detailed finish materials. Brick is the most common surface treatment in the commercial areas and should be encouraged. Architectural canopies are encouraged to provide weather protection and a place for business signage.
- III. **Landscaping:** Use of plants that are native to the Pacific Northwest is encouraged. New development should include streetscape improvements to the public street where possible.

RESPONSE: *The parking access is proposed off N 87th Street to maintain the same site access as the alley. It would be visually announced through the use of different paving patterns from the rest of the sidewalk, and parking signage. Building forms will be designed in response to the adjacencies and uses across the streets.*
Cues for material inspiration will taken from the neighborhood and integrated into the design. Street-level façade design will include high-quality, durable materials such as masonry and metal siding, woven with wood accent and aluminum storefront. The upper residential levels will be clad with a combination of metal and fiber cement siding, enhanced with aluminum balconies, changes in color and pattern, and large windows.
The landscape will be comprised of both native and adaptive plant materials that are drought tolerant, and appropriate for an urban environment. The on-site Pacific Yew tree will be preserved.

Community Outreach

PUBLIC COMMENTS -> DESIGN RESPONSE

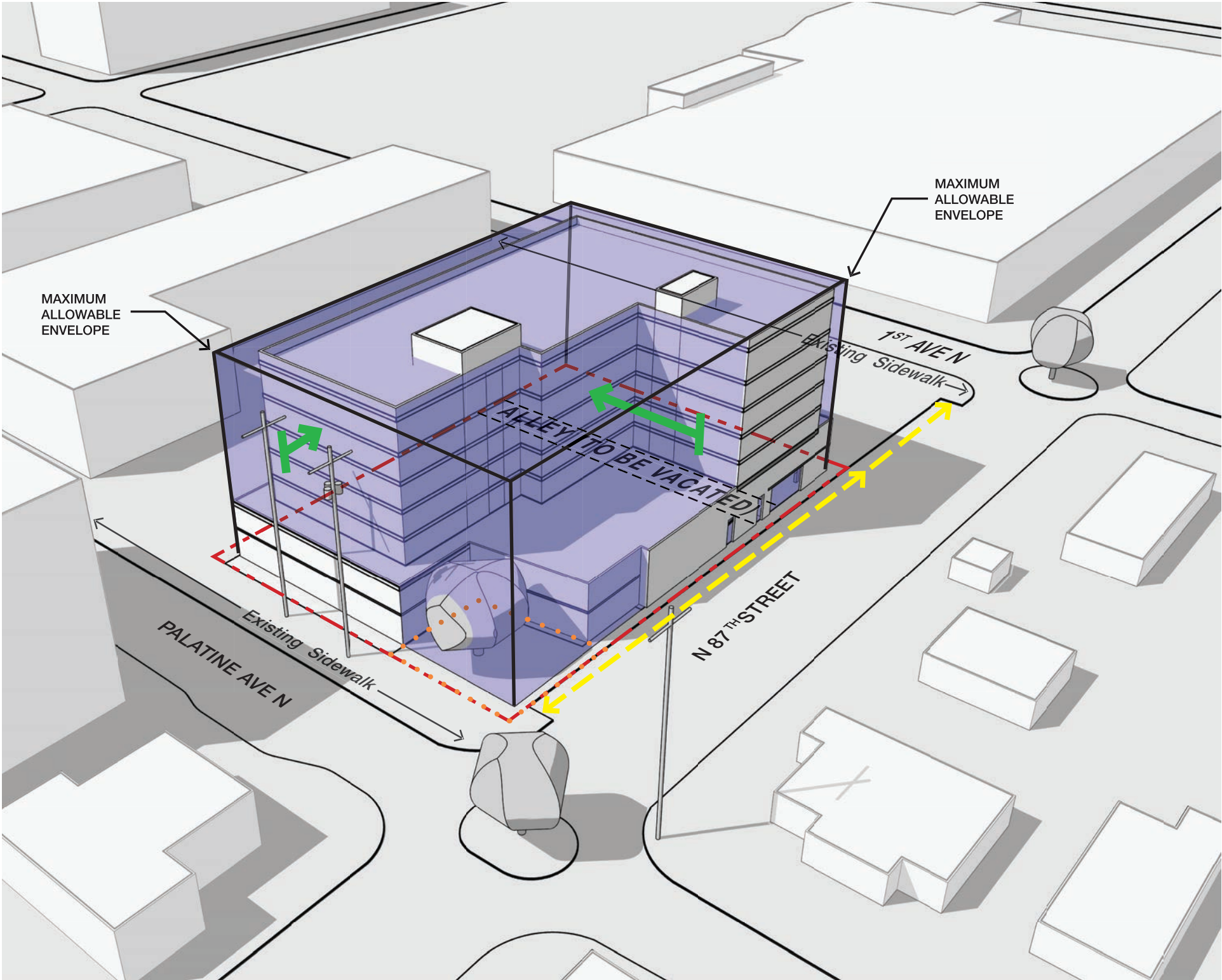
Based on discussions with the Seattle Department of Neighborhoods (“DON”), and in compliance with the Seattle Municipal Code and Seattle Department of Construction and Inspections (“SDCI”) Director’s Rule 4-2018/DON Director’s Rule 1-2018 (“Director’s Rule”), the project team utilized the following outreach methods to satisfy the requirements for neighborhood outreach: Printed (large sign posted on site), Electronic & Digital (website and online survey) and In-Person (community meeting).

Feedback was received on a range of topics related to building and site design during the outreach process. The following topics were identified as priority issues for the community: a continuous sidewalk, pedestrian realm and safety improvements, building aesthetics, a building design that integrates well and respects the neighborhood, parking ratios, and perceived loss of open space.

WHAT WE HEARD	
a	Parking!!!
b	Improving the sidewalk connections
c	Pedestrian realm improvements
d	Open space
e	Street safety
f	Respecting neighborhood scale
g	Authentic architecture



OUTREACH INSPIRED DESIGN	
A	1:1 Parking Ratio
B	Creating new sidewalk connections and improve existing ones
C	Pedestrian-oriented improvements
D	New, publicly accessible open space on the NE corner
E	“Eyes on the street”
F	Upper stories set back from the street
G	Colors and materials are authentic to Greenwood and the PNW as a whole (timeless materials)



OUTREACH INSPIRED DESIGN APPROACH

Community Outreach

PRELIMINARY PUBLIC BENEFIT OPTIONS



ENHANCED FINISHES



LIGHTING PEDESTRIAN AREAS



ENHANCED SIDEWALK



OPEN SPACE/SETBACK



ENHANCED FINISHES



THEMATIC FURNITURE



SETBACK ACCESS



OPEN SPACE

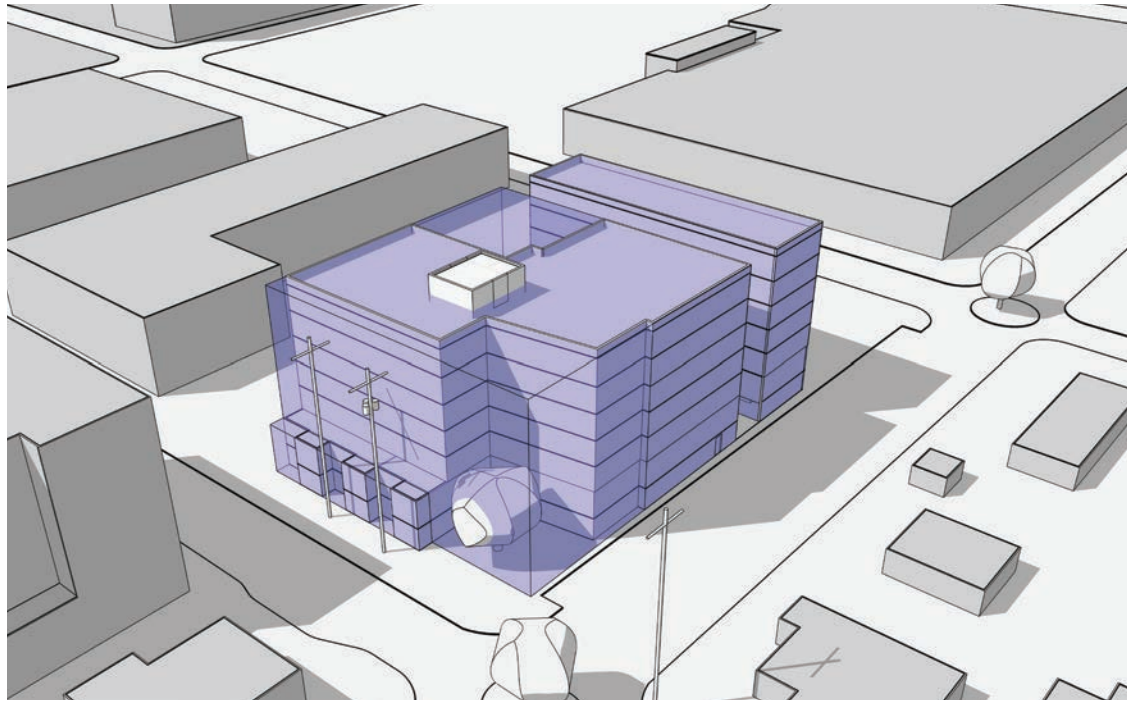


ENHANCED SIDEWALK

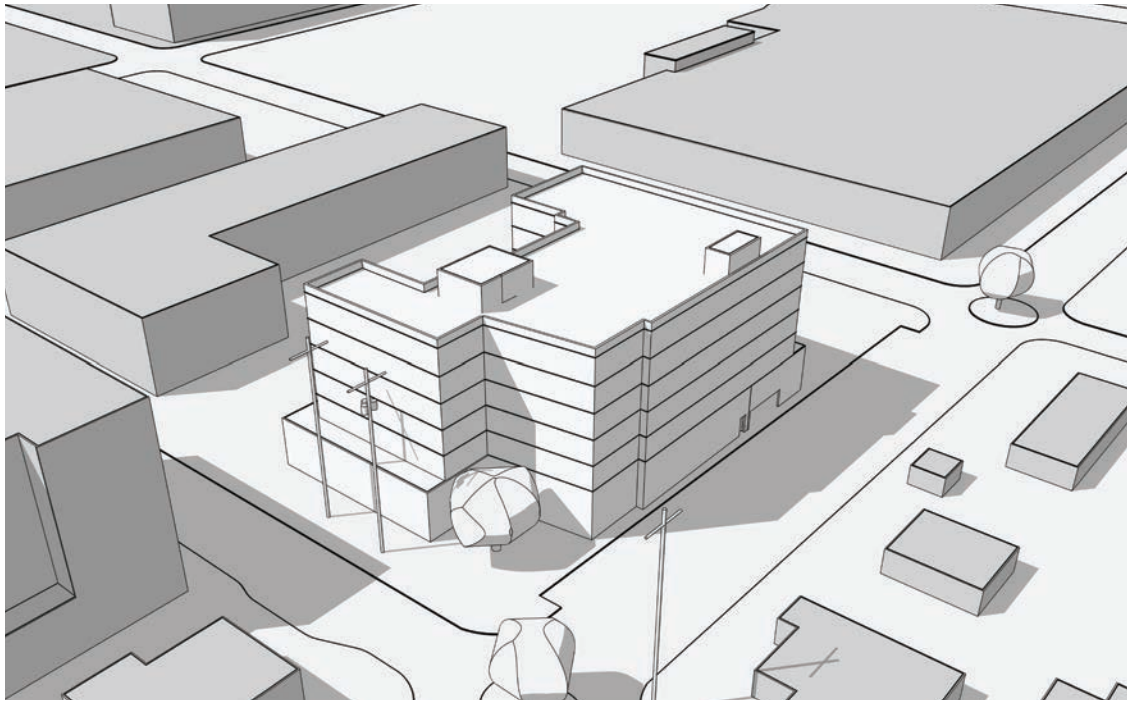
New Outdoor Space For Public Use (storytelling)	Yes
Enhanced Sidewalk Setback Areas	Yes
Enhanced Pedestrian Landscaping Areas (low scale native garden, enhanced landscape along street where allowed)	Possible
Enhanced Pedestrian Focused Lighting (safe level of illumination blend with the tree and architecture)	Possible
Pedestrian Weather Protection	Yes
Thematic Street Furniture (provide resting places)	Yes
Enhanced Finishes (pervious pavers, paving details, upgraded materials, increased number of finish types, etc.)	Possible

Massing Options

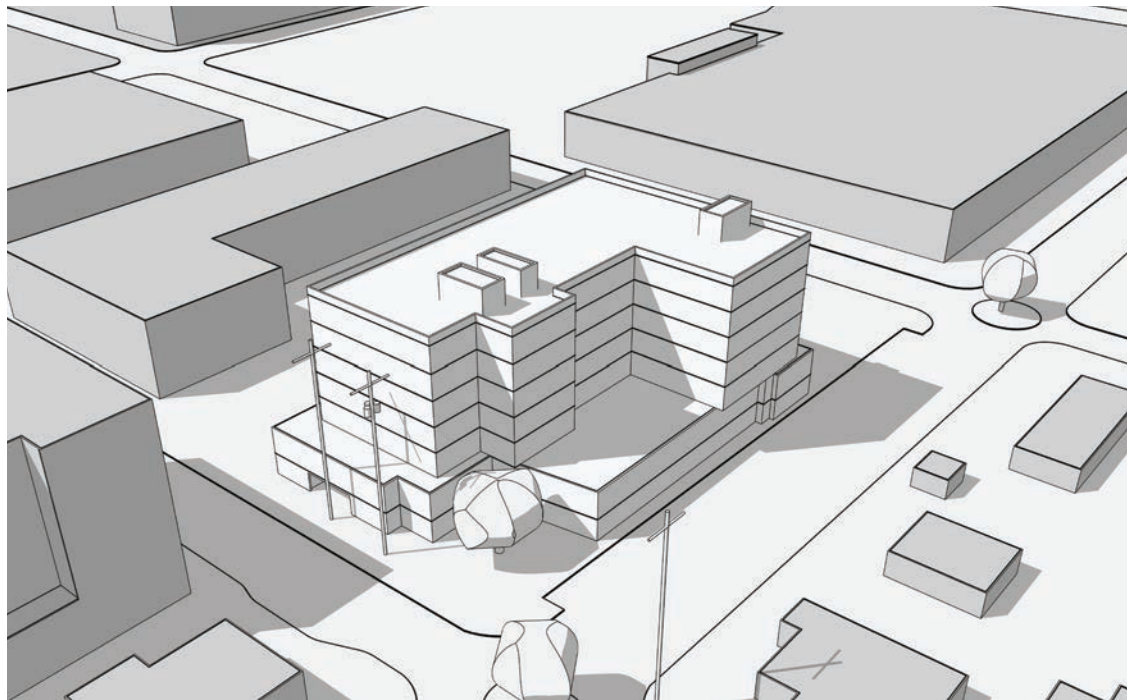
DESIGN DEVELOPMENT



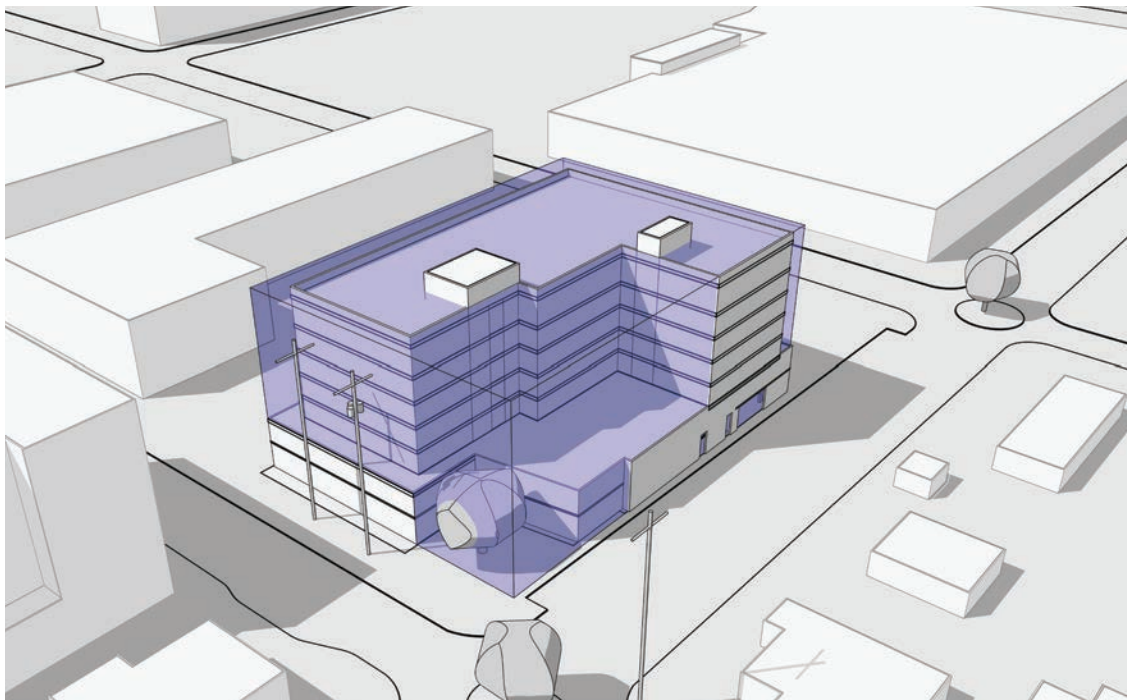
ALLEY OPTION – CODE COMPLIANT



URBAN EDGE



PALATINE GARAGE



VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION

[illegible]

Massing Study

ALLEY OPTION

Development Objectives:

- Number of residential units: 72
- Number of parking stalls: 32

Pros:

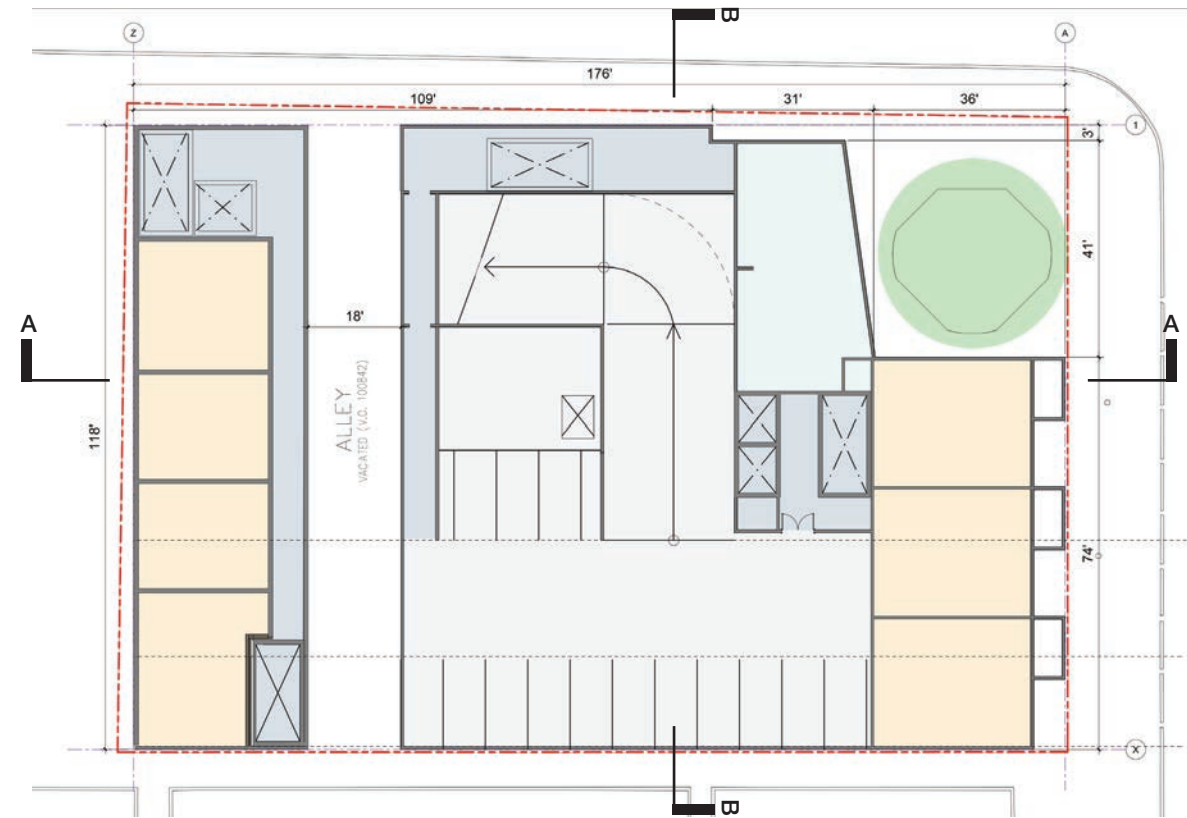
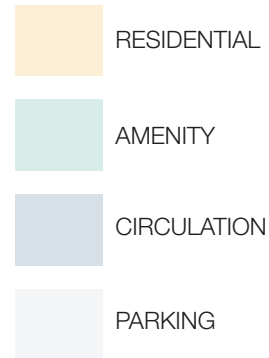
- Alley vacation is not required.
- South facing terrace amenity at level 3.
- Residential units closer to the street provide more “eyes on the street”.

Cons:

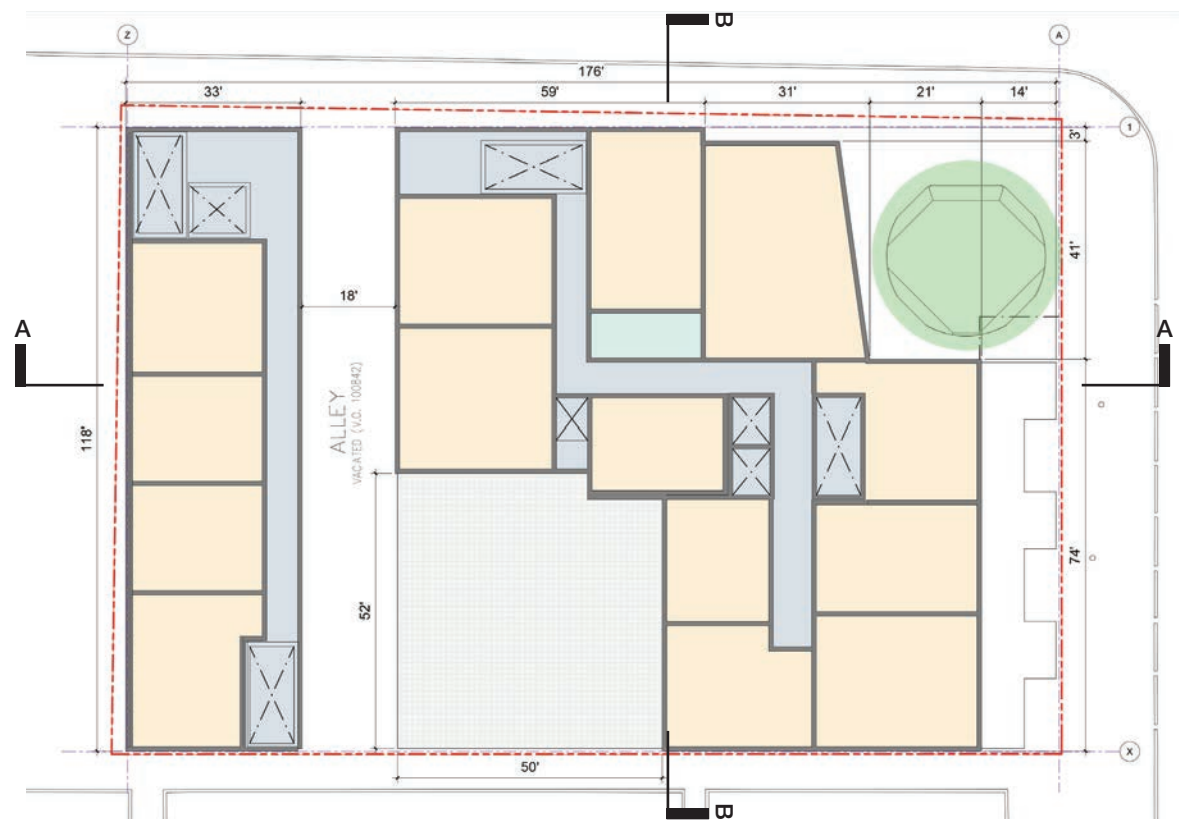
- Open dead-end alley can contribute to security concerns in the neighborhood and the project.
- Lack of massing transition from the less intensive zoning to the north can block light to the single-family development.
- Buildings meet the zoning envelope however the massing is not proportionate and creates a dark corridor at the alley.

Departures:

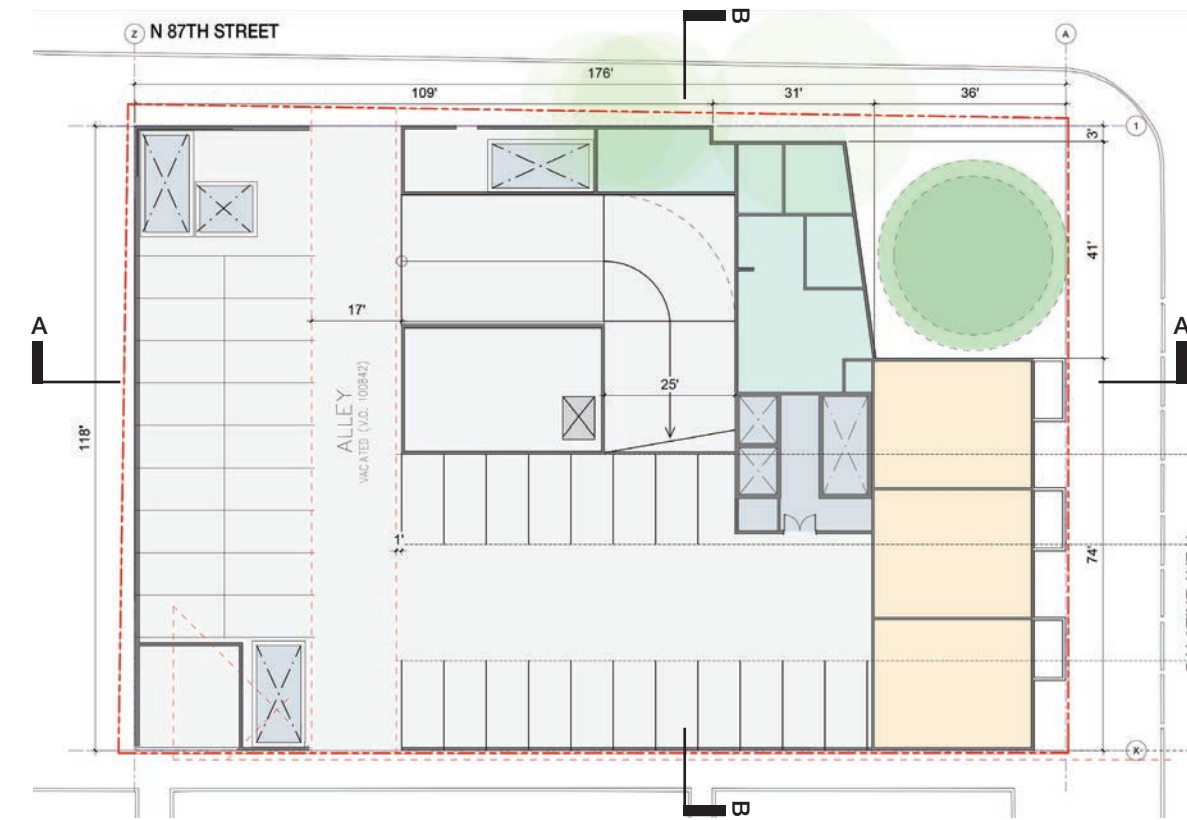
- None



OPTION WITH ALLEY - LEVEL 2



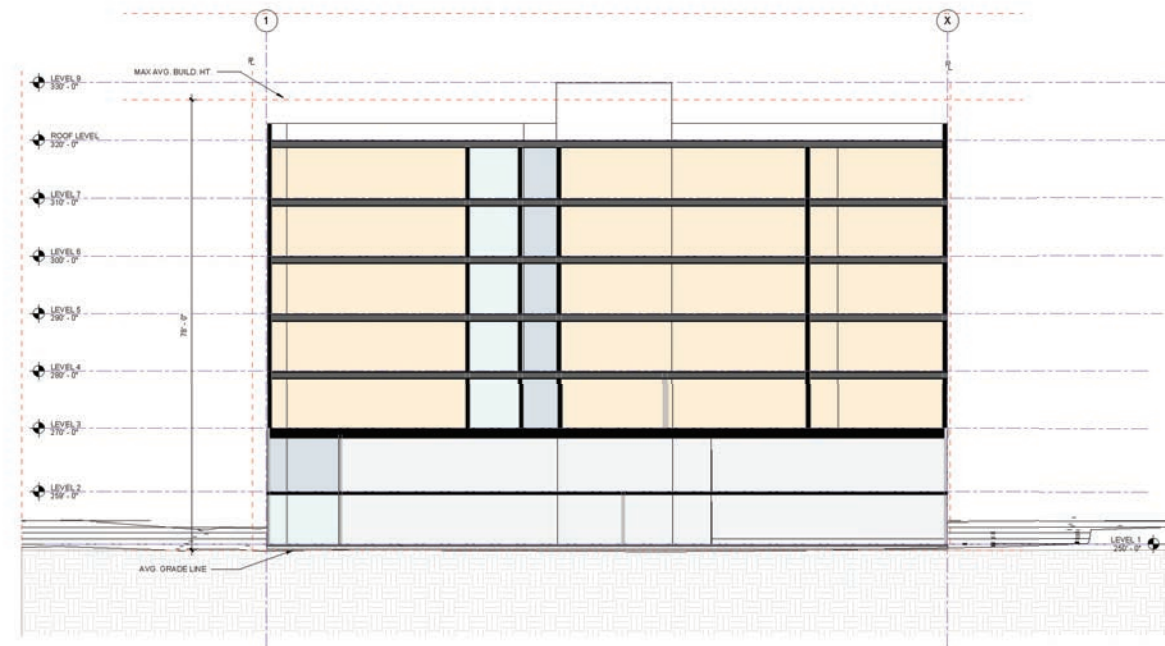
OPTION WITH ALLEY - LEVEL 3



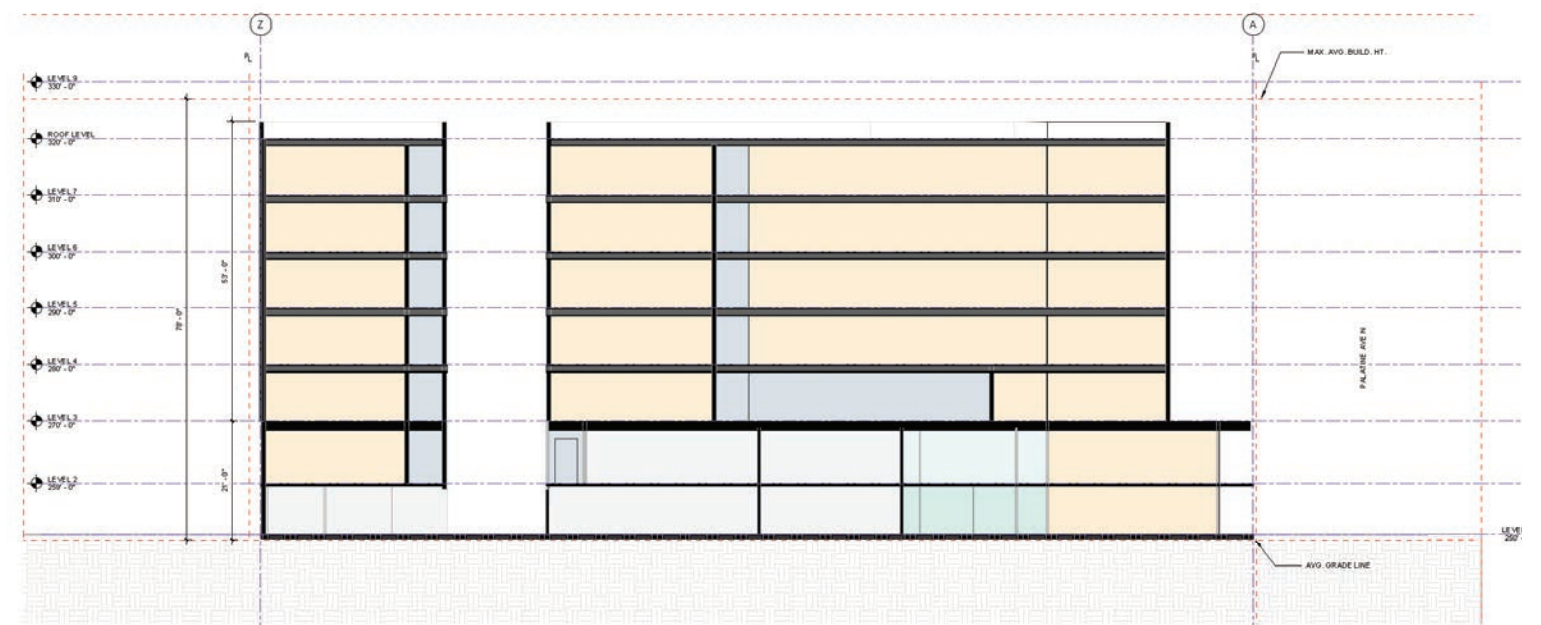
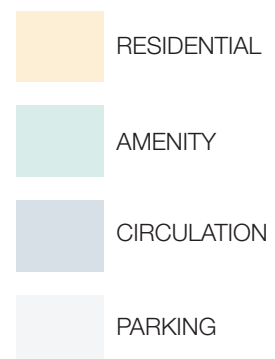
OPTION WITH ALLEY - MAIN LEVEL

Massing Study

ALLEY OPTION



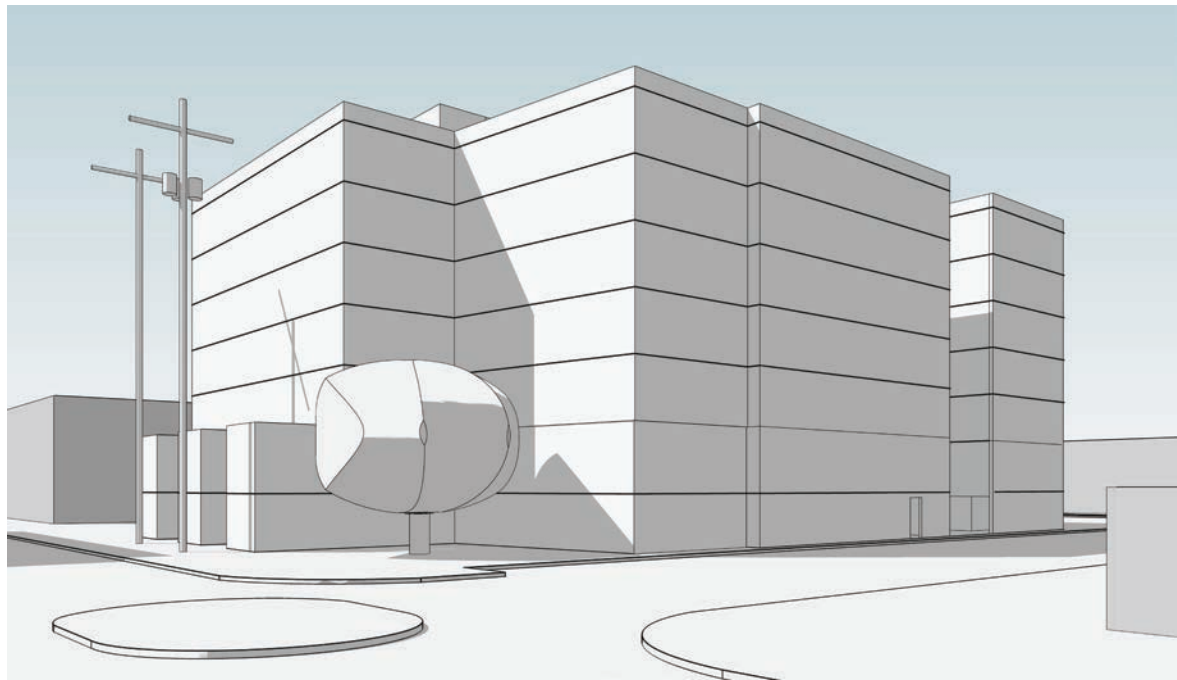
OPTION WITH ALLEY - SECTION B-B



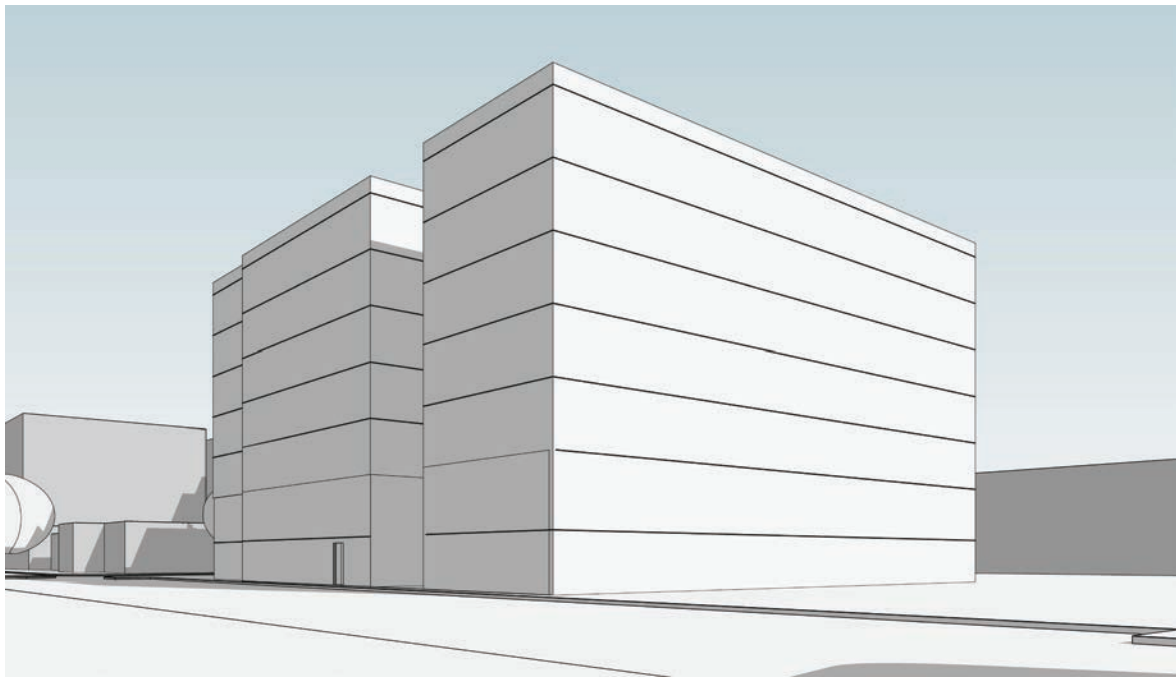
OPTION WITH ALLEY - SECTION A-A

Massing Study

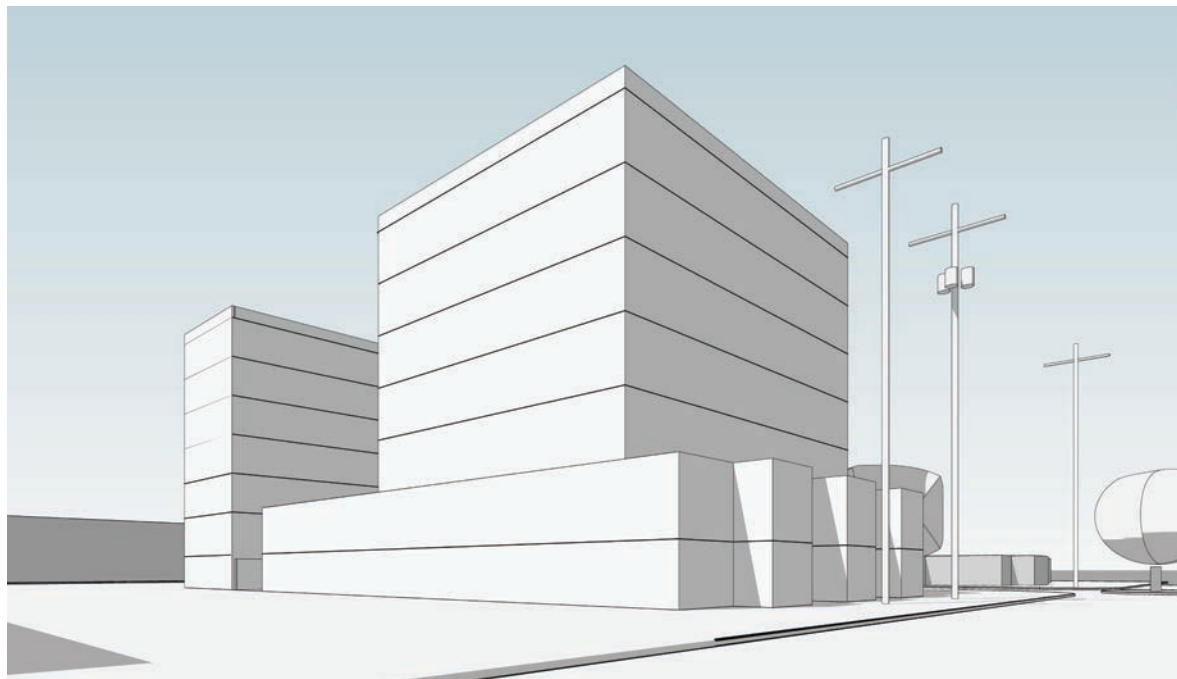
ALLEY OPTION



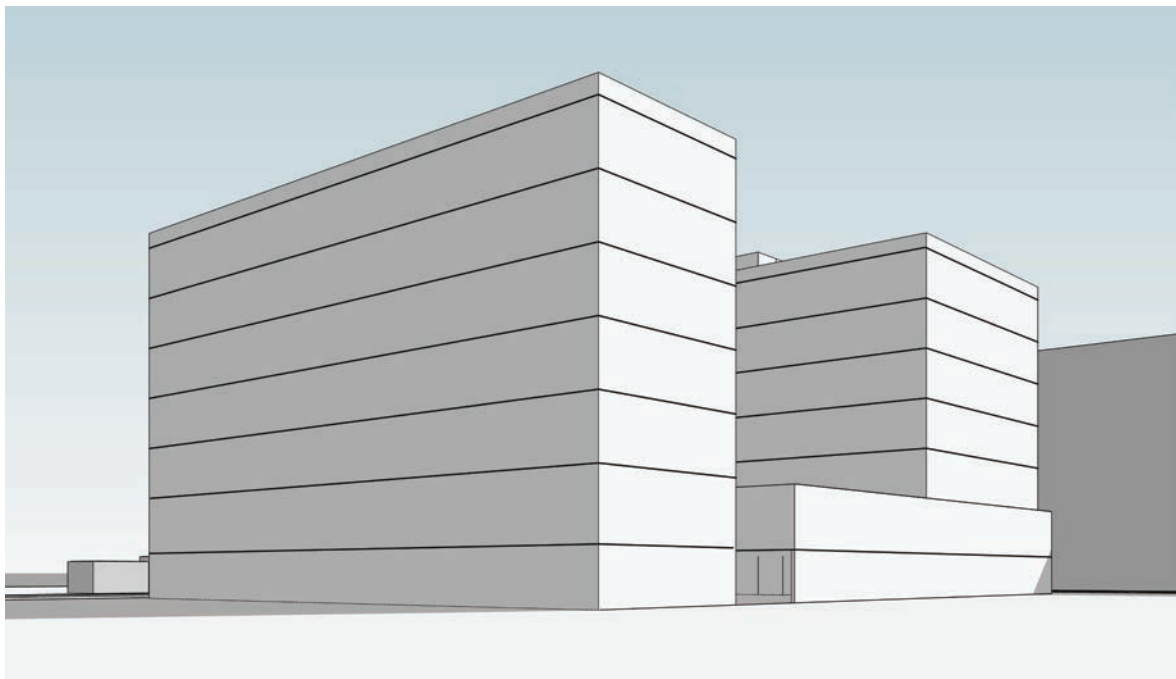
STREET VIEW ALONG PALATINE AVE N AND N 87TH STREET



STREET VIEW FROM NW CORNER ALONG N 87TH STREET



STREET VIEW ALONG PALATINE AVE N – LOOKING NORTH



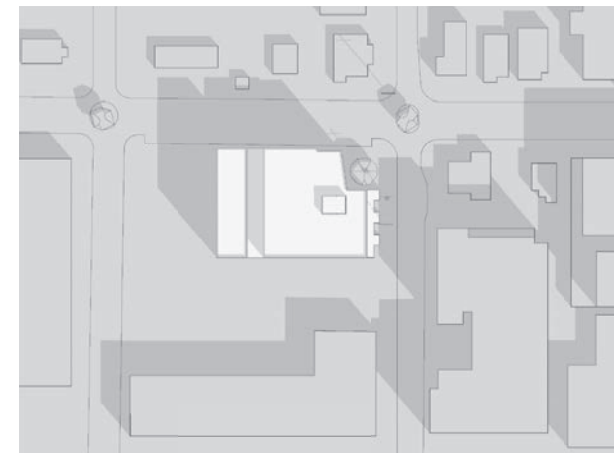
STREET VIEW FROM SOUTHWEST CORNER

Shadow Studies

ALLEY OPTION



Summer Solstice



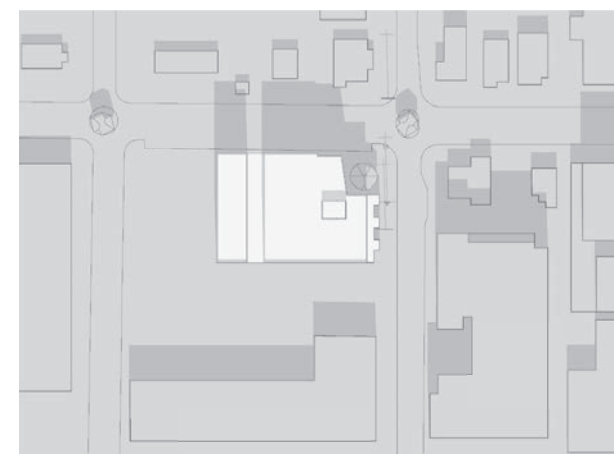
Equinox



Winter Solstice



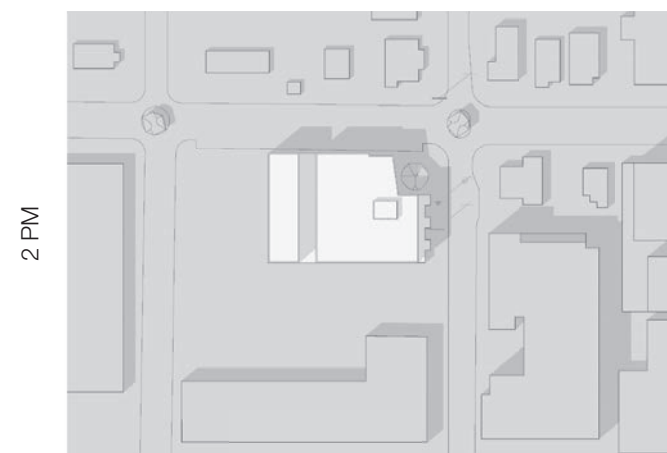
Summer Solstice



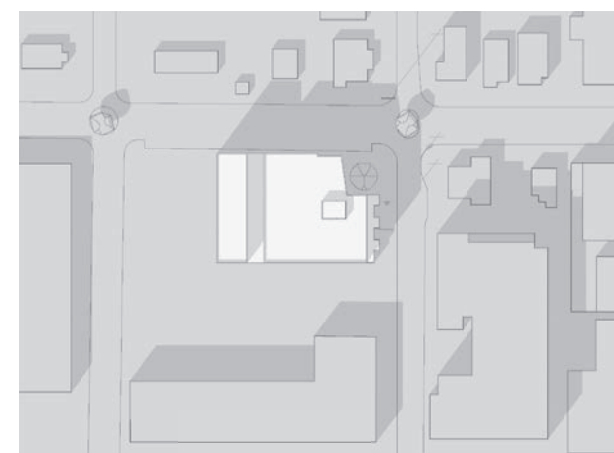
Equinox



Winter Solstice



Summer Solstice



Equinox



Winter Solstice

Massing Study

VACATED ALLEY - URBAN EDGE OPTION

Development Objectives:

- Number of residential units: 65
- Number of parking stalls: 64

Pros:

- Residential units closer to the street edge provide more “eyes on the street”.
- South facing terrace amenity at level 3 for longer sun exposure.
- Vehicular entry to the structured parking is maintained at the same location as the vacated alley location.

Cons:

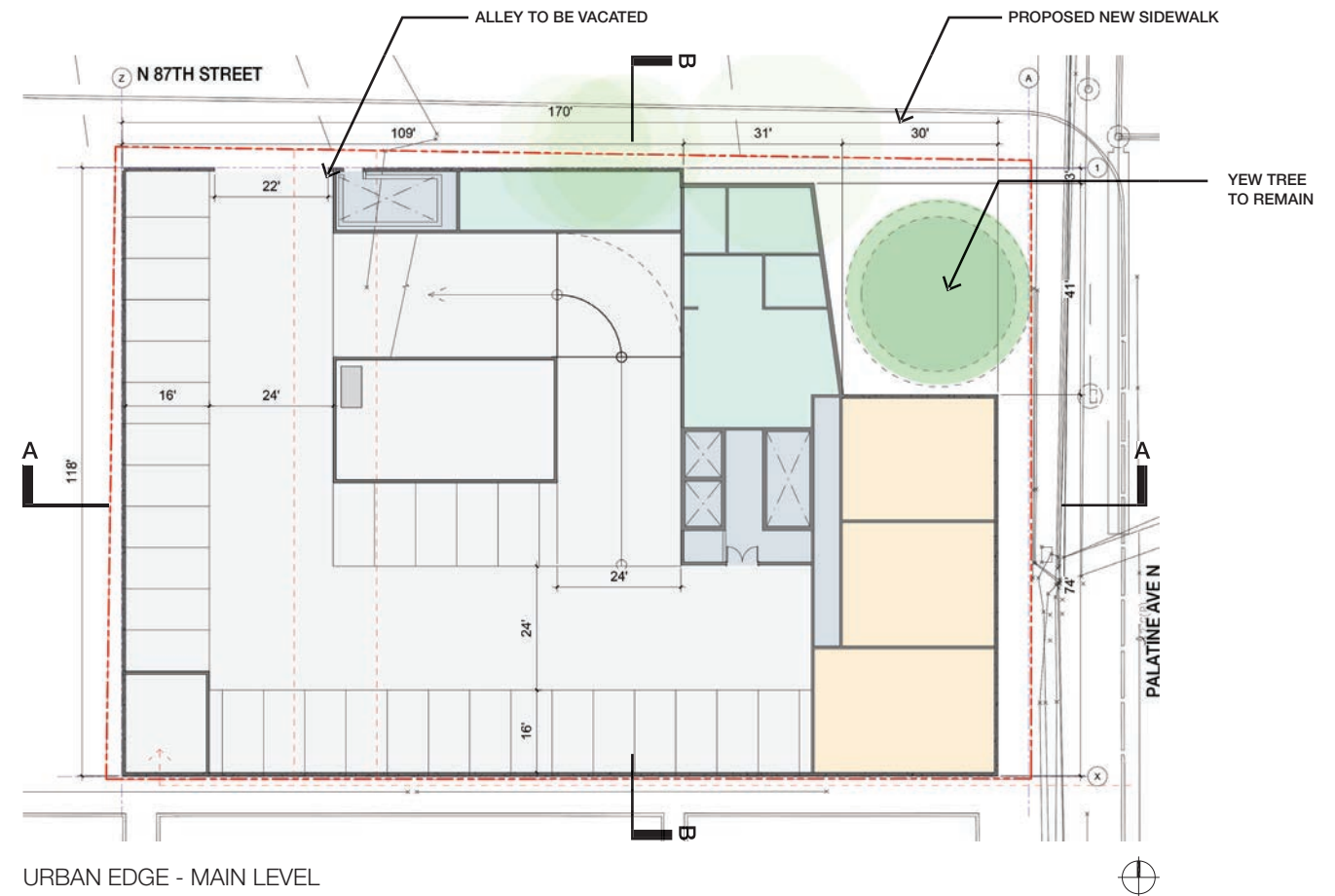
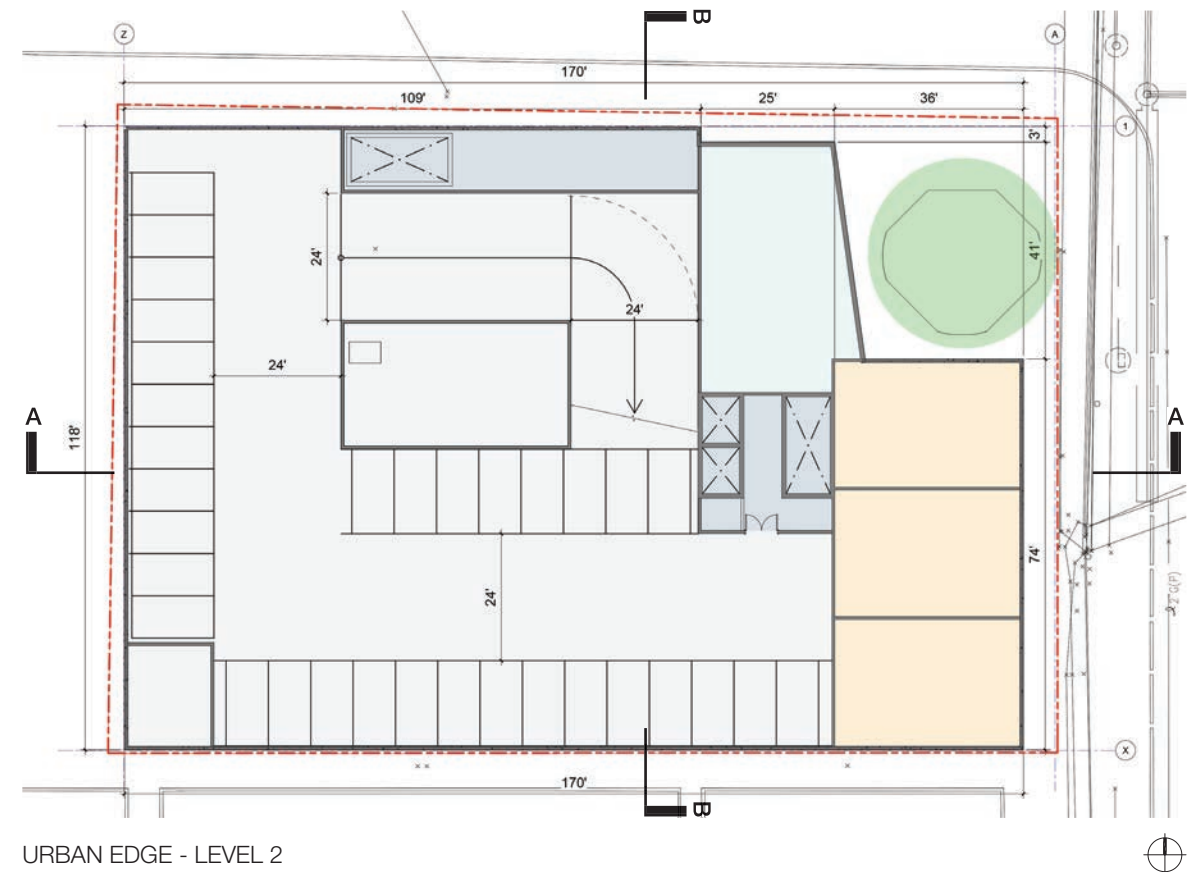
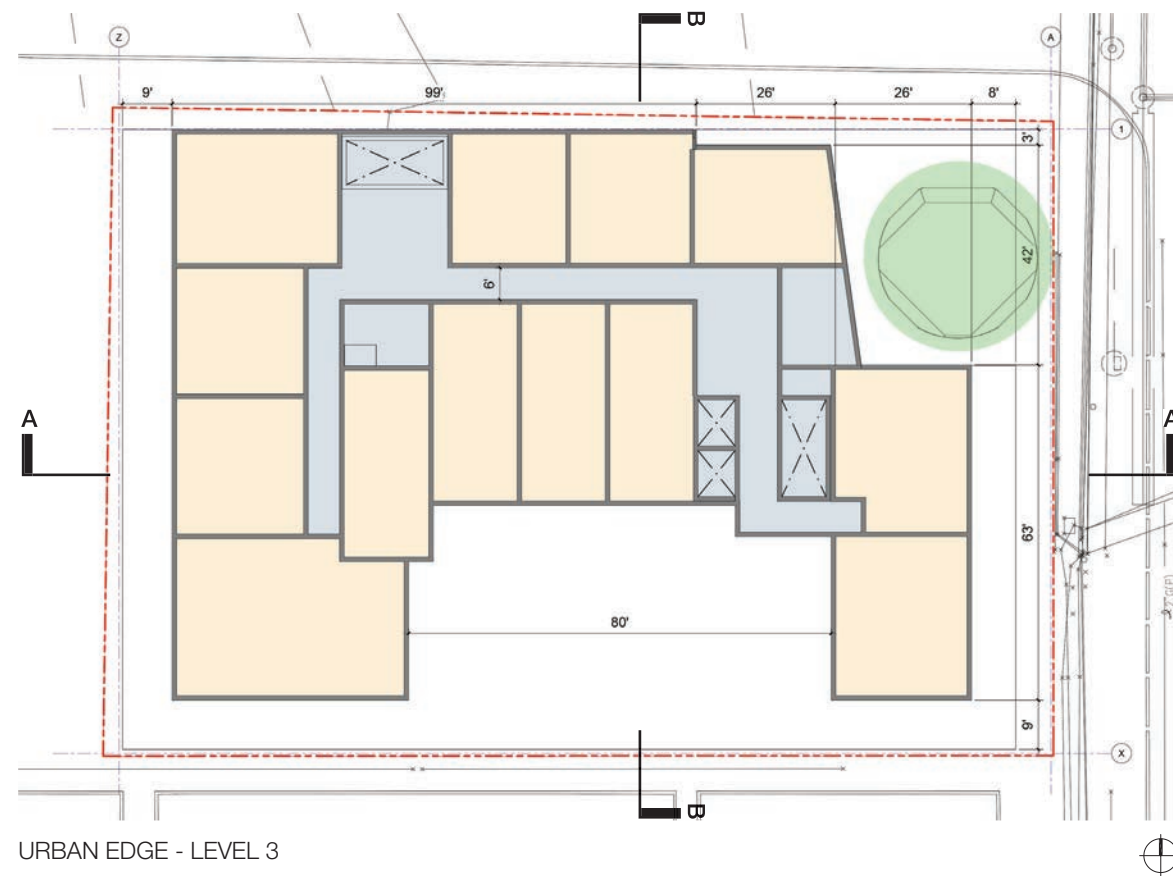
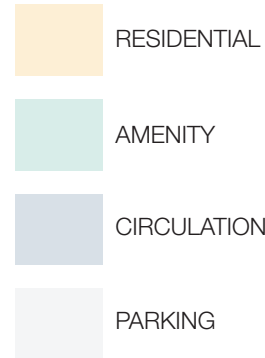
- Alley vacation is required.
- Lack of massing transition from the less intensive zoning to the north blocks light to the single-family development.

Departures:

- Townhome entry stoops within 10' of the property line and accessed at-grade from the sidewalk.

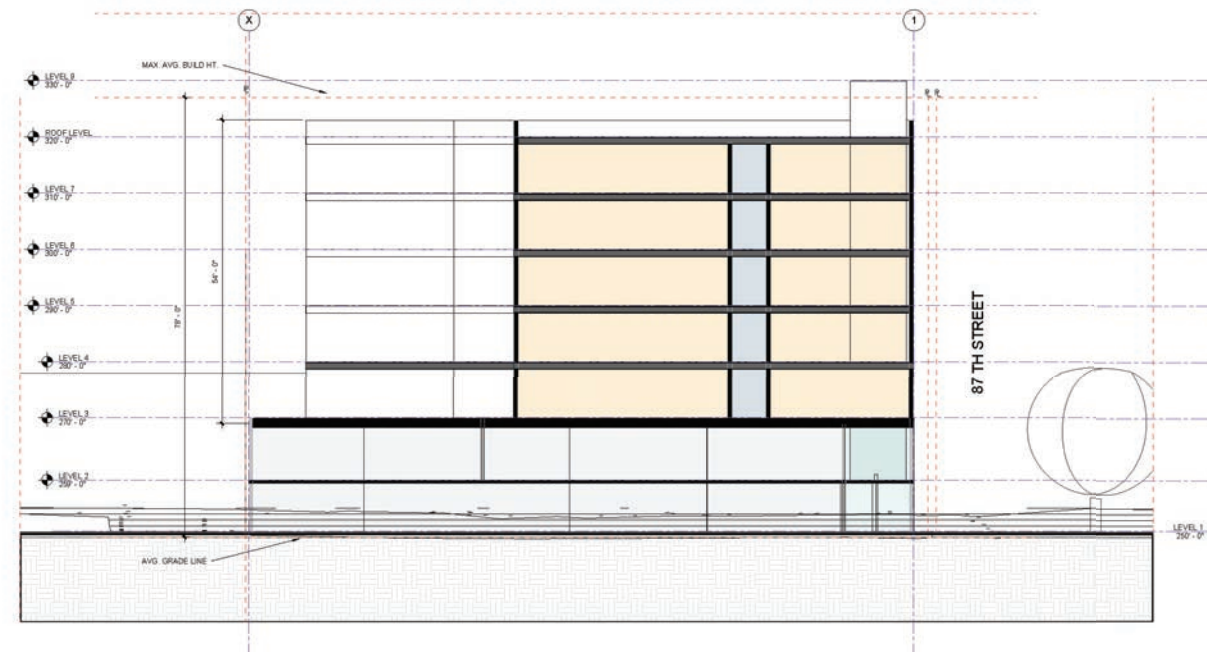
Alley Vacation:

- Public Trust: Dead end unused alley.
- Public Benefit: Proposed continuous sidewalk between Palatine Ave N and 1st Ave NW for pedestrian walkability.



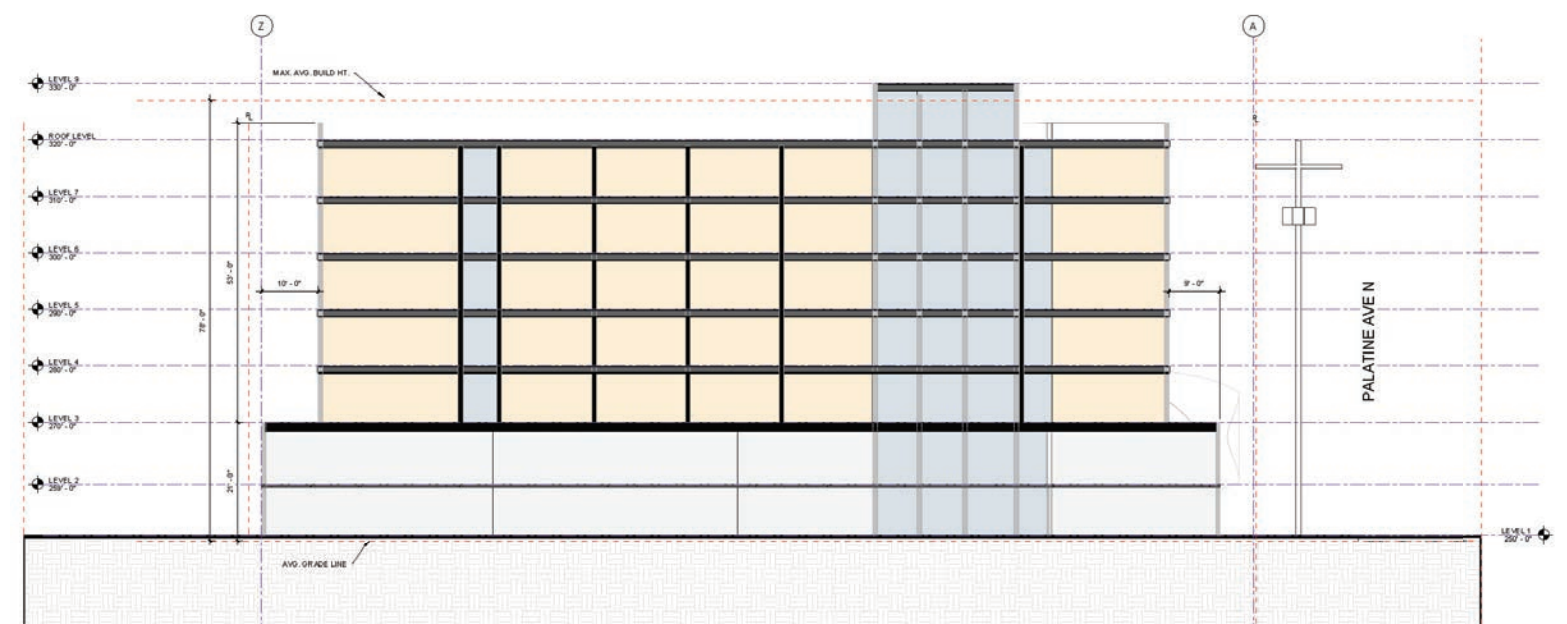
Massing Study

VACATED ALLEY - URBAN EDGE OPTION



URBAN EDGE - SECTION B-B

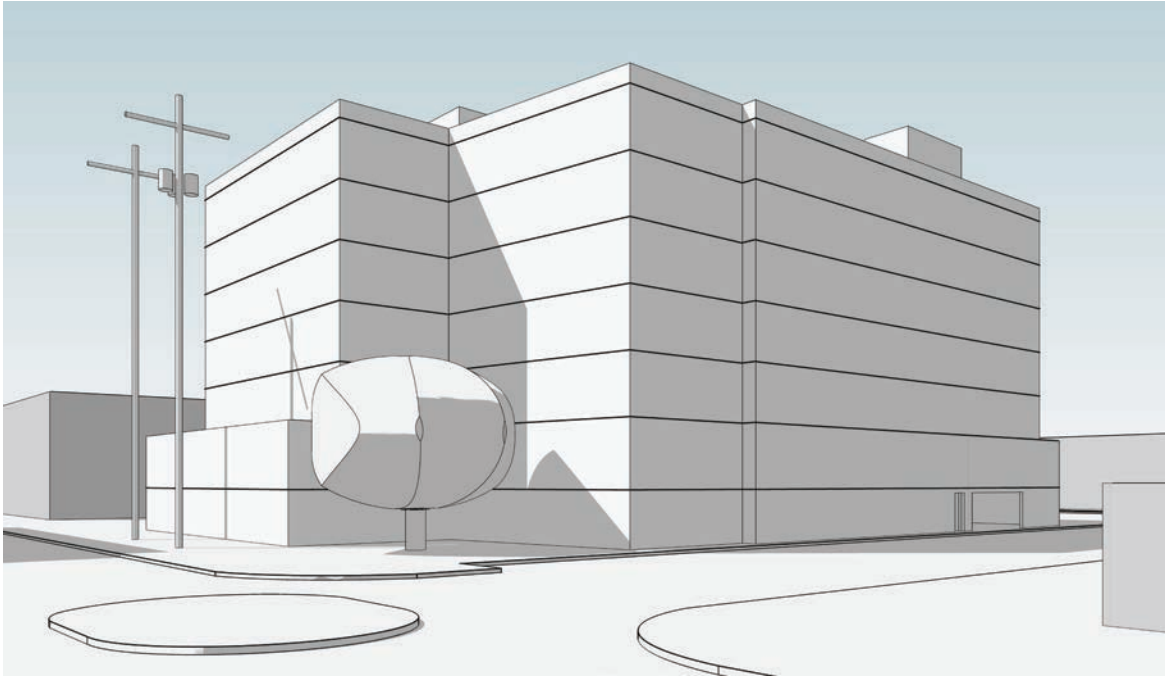
- RESIDENTIAL
- AMENITY
- CIRCULATION
- PARKING



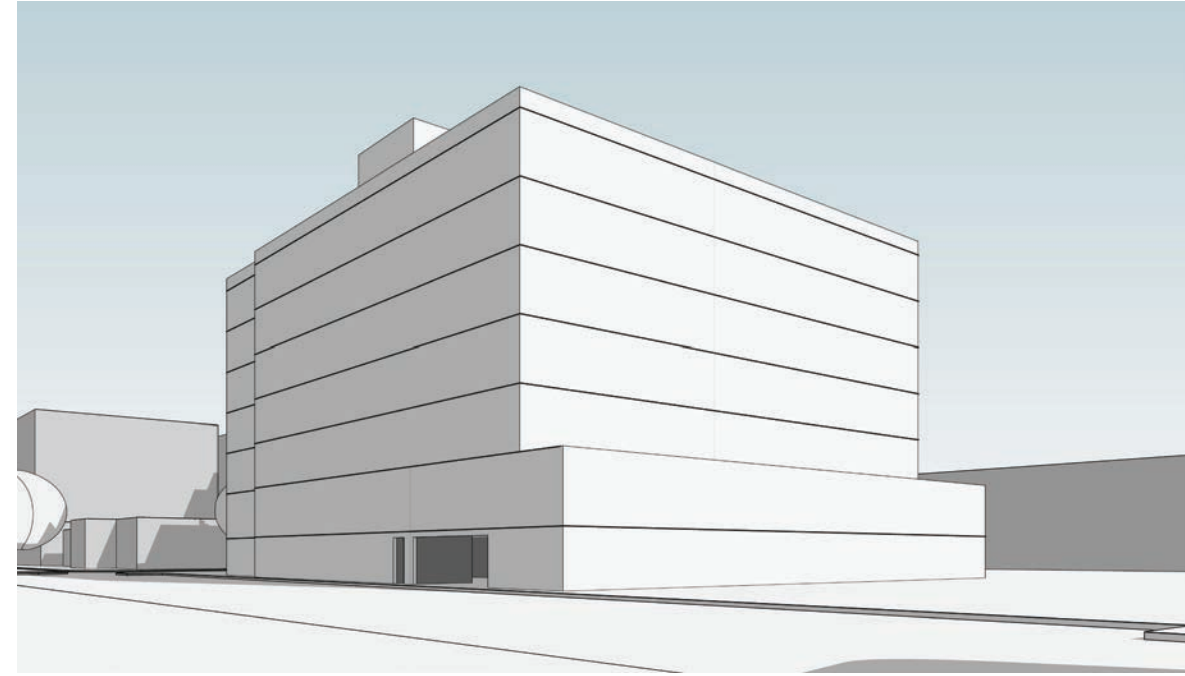
URBAN EDGE - SECTION A-A

Massing Study

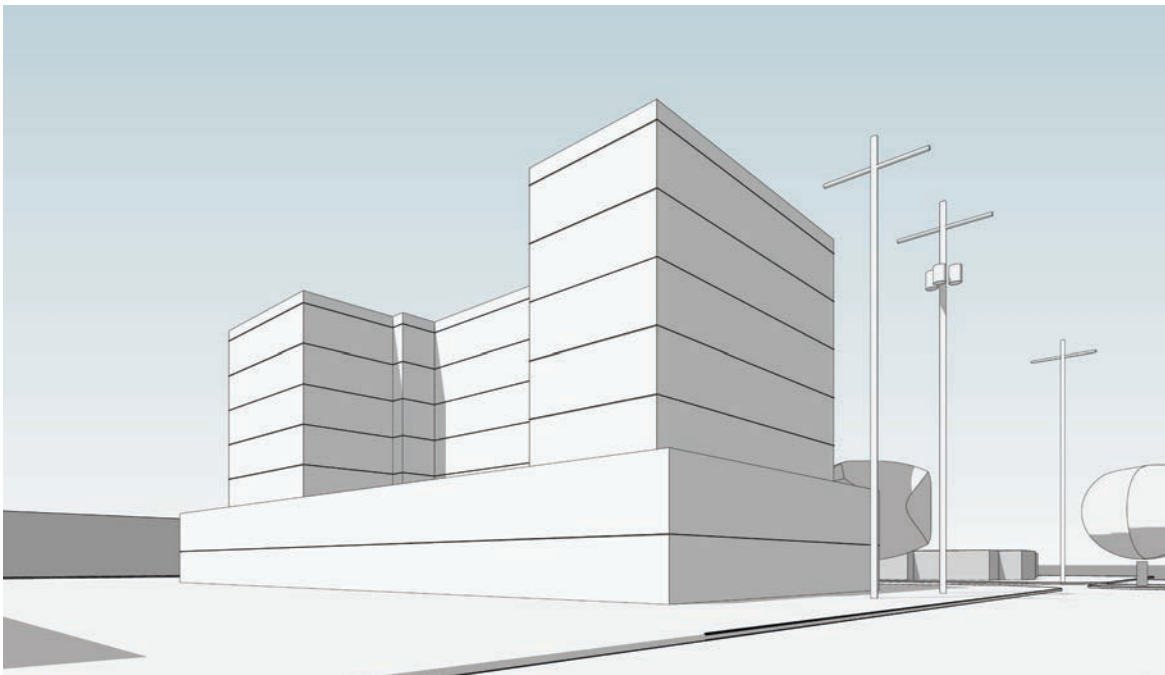
VACATED ALLEY - URBAN EDGE OPTION



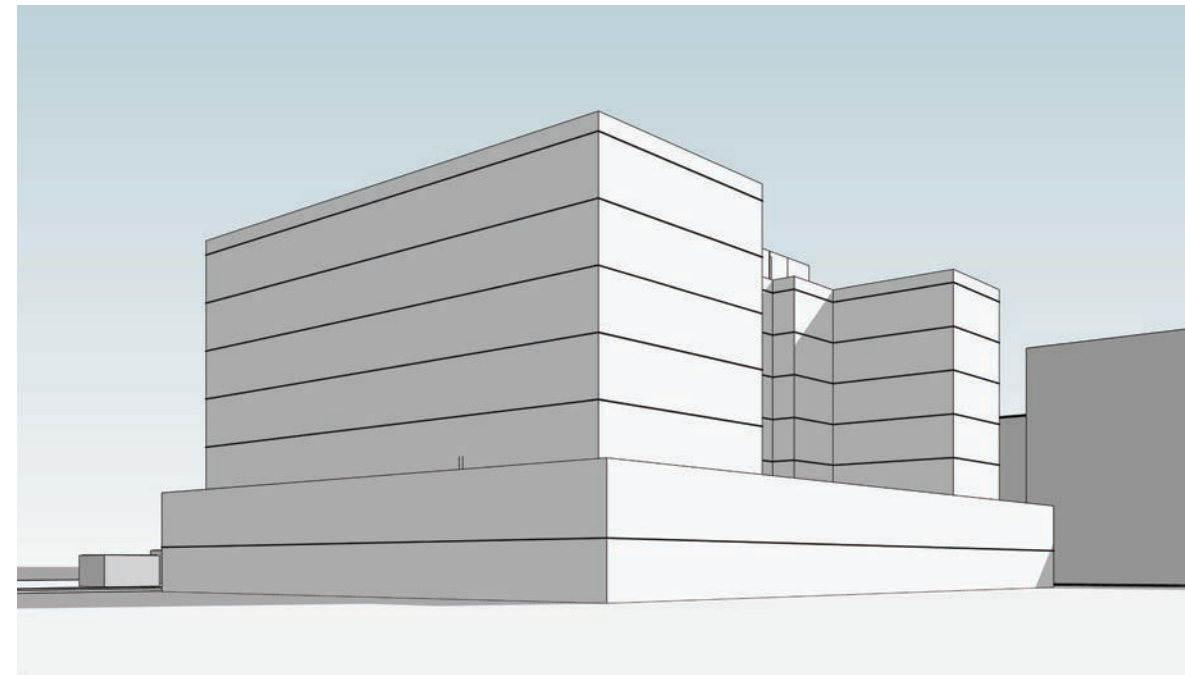
STREET VIEW ALONG PALATINE AVE N AND N 87TH STREET



STREET VIEW FROM NW CORNER ALONG N 87TH STREET



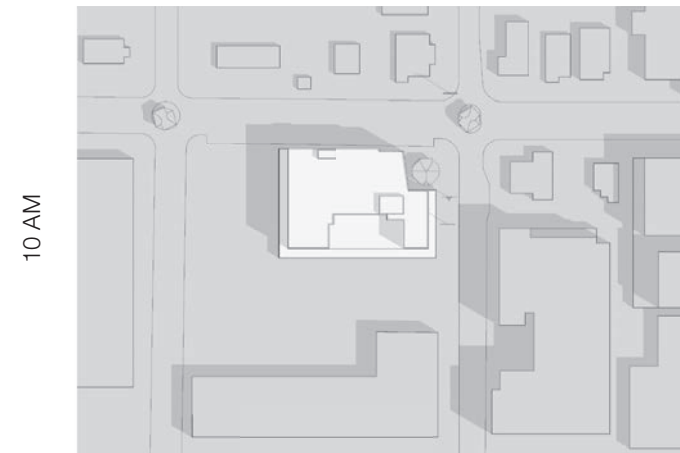
STREET VIEW ALONG PALATINE AVE N – LOOKING NORTH



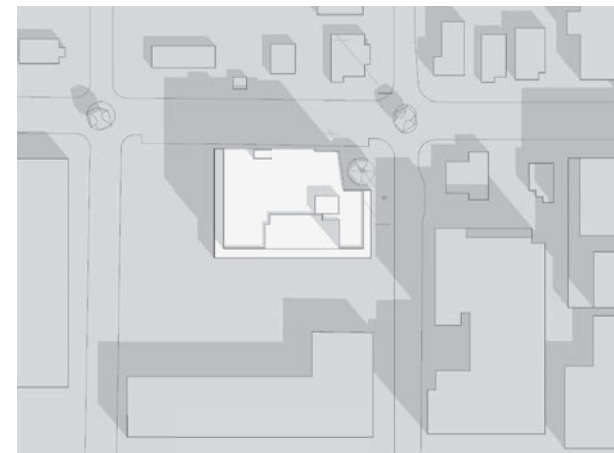
STREET VIEW FROM SOUTHWEST CORNER

Shadow Studies

VACATED ALLEY - URBAN EDGE OPTION



Summer Solstice



Equinox



Winter Solstice



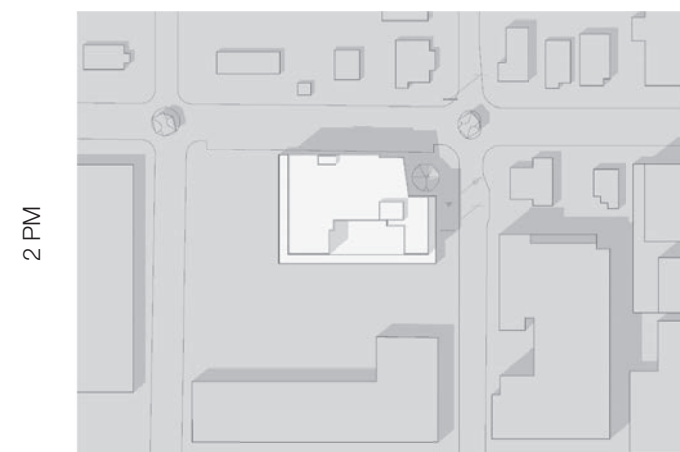
Summer Solstice



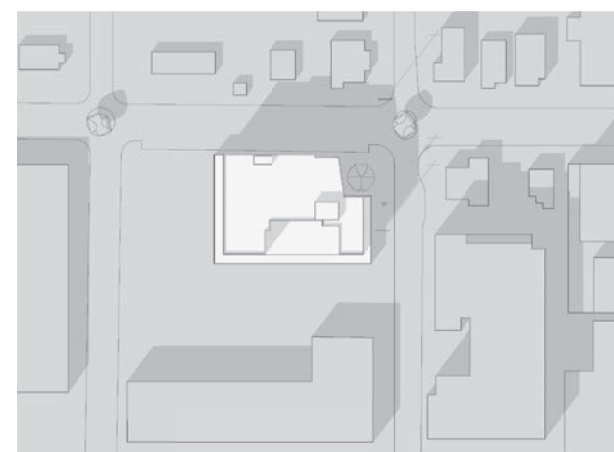
Equinox



Winter Solstice



Summer Solstice



Equinox



Winter Solstice

Massing Study

VACATED ALLEY - PALATINE GARAGE OPTION

Development Objectives:

- Number of residential units: 65
- Number of parking stalls: 60

Pros:

- Upper building mass is stepped-back transitioning to the less intensive zoning to the north.
- Stepped-back massing allows better light and air opportunities to the single-family residences to the north.
- Townhomes facing N 87th Street provide visual connection to the single-family development across the street.

Cons:

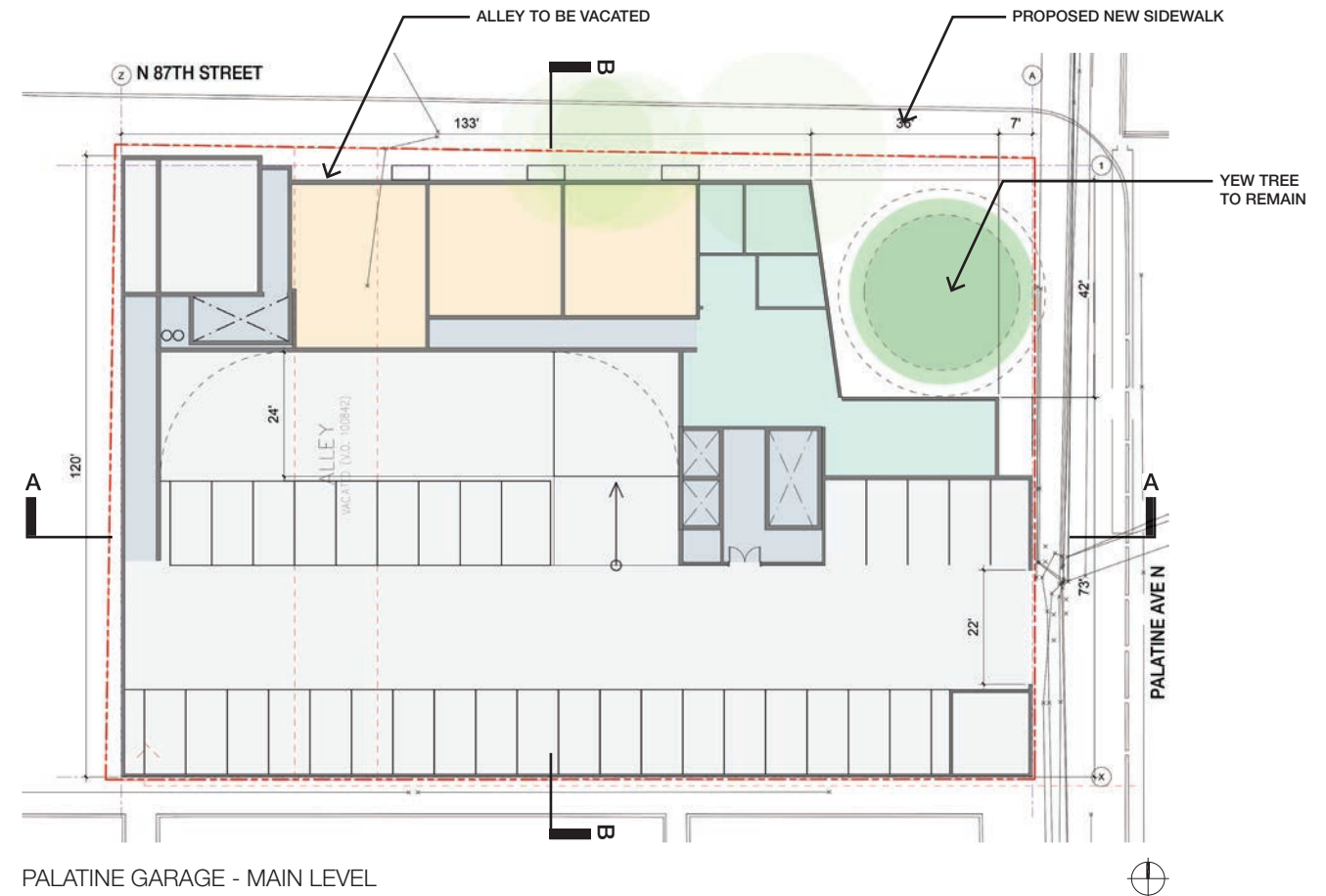
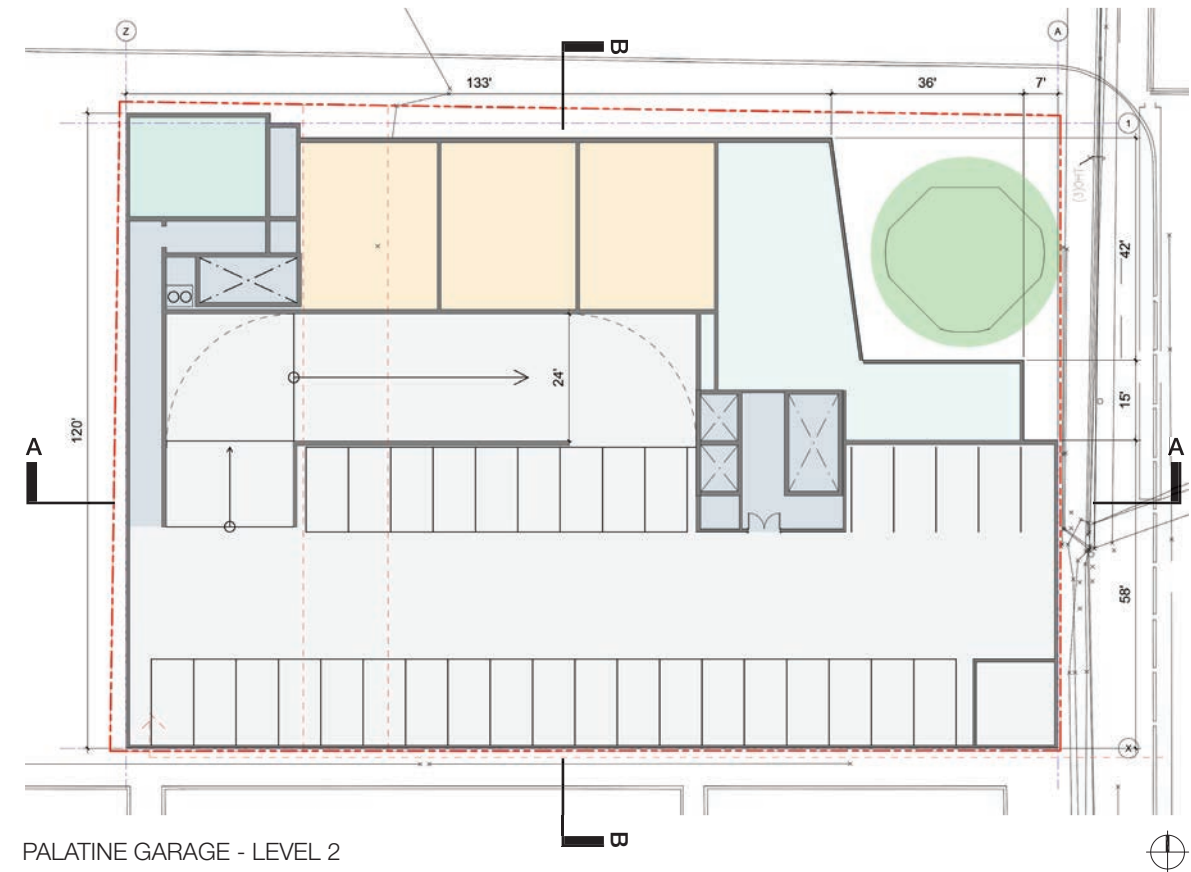
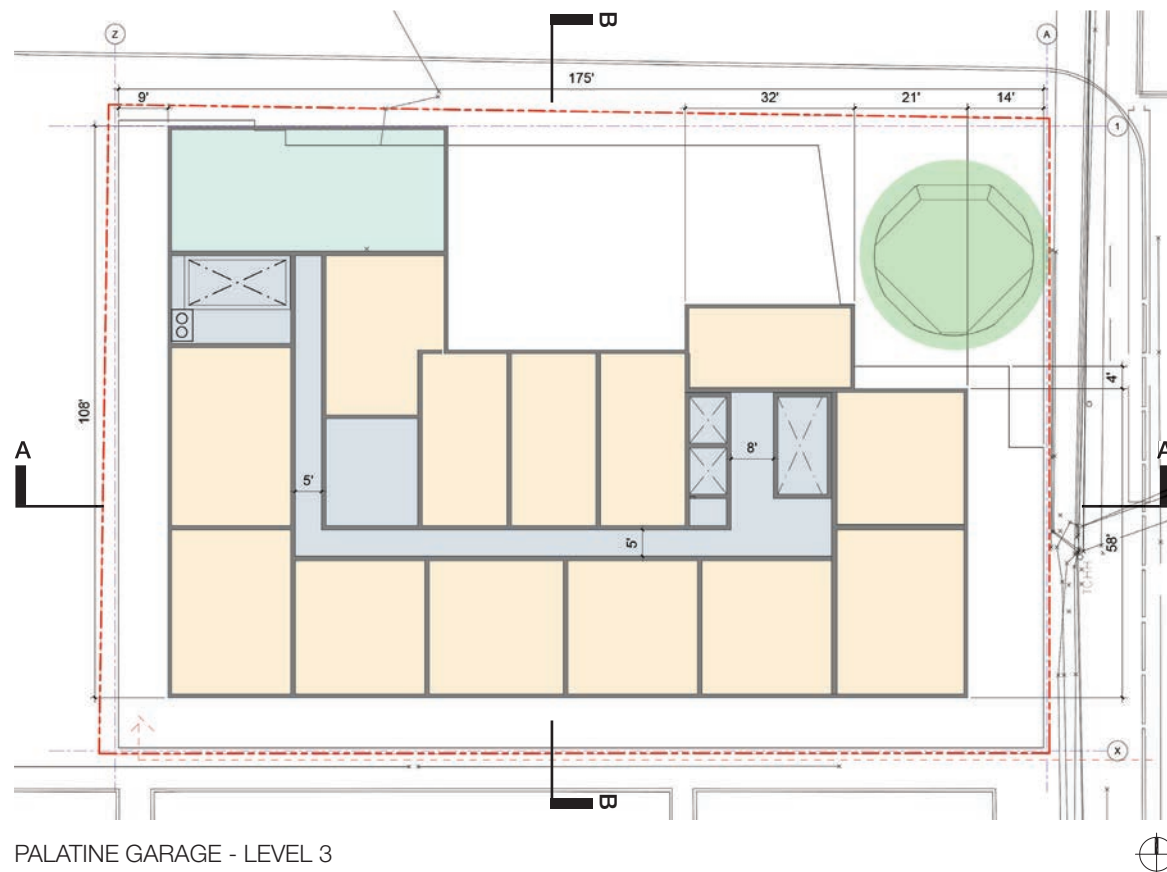
- Alley vacation is required.
- Parking garage entry from Palatine Ave N will require new curb-cut that is closer to the street intersection.

Departures:

- Townhome entry stoops within 10' of the property line and accessed at-grade from the sidewalk.

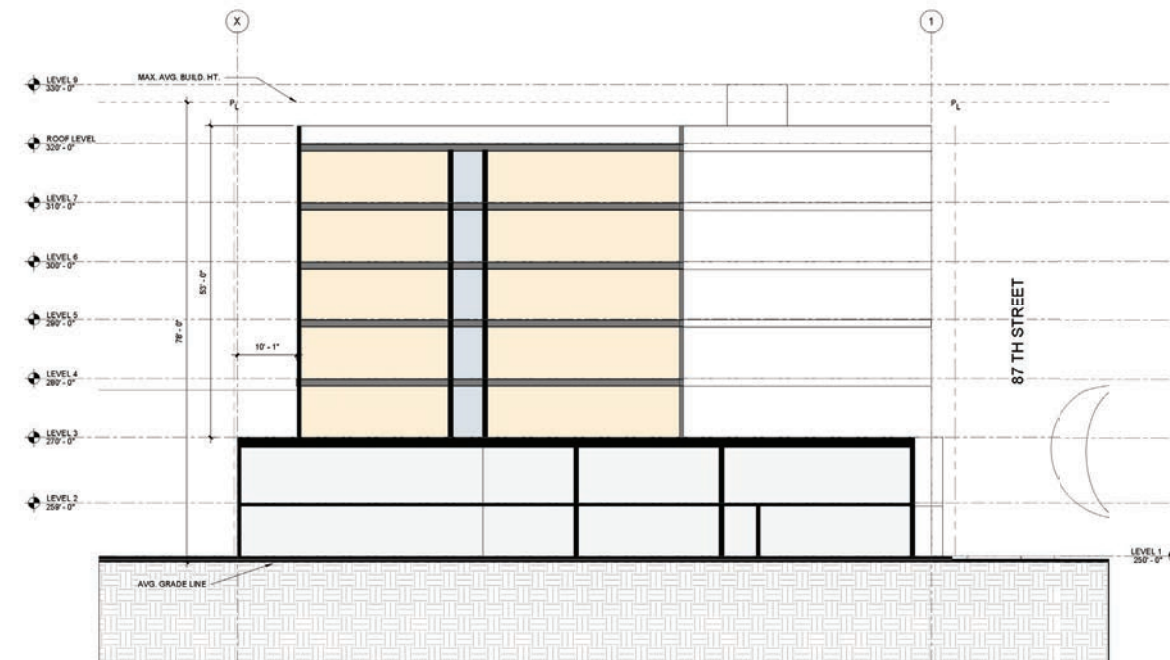
Alley Vacation:

- Public Trust: Dead end unused alley.
- Public Benefit: Proposed continuous sidewalk between Palatine Ave N and 1st Ave NW for pedestrian walkability.



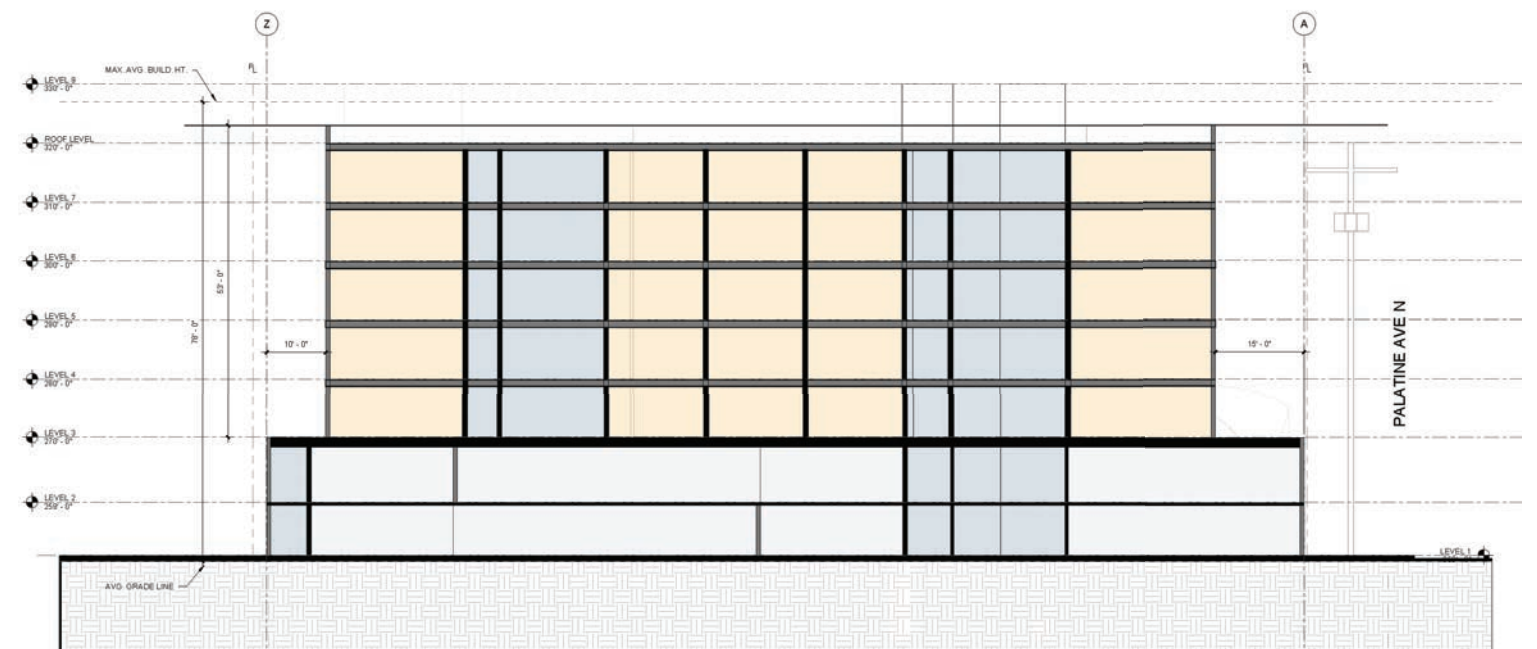
Massing Study

VACATED ALLEY - PALATINE GARAGE OPTION



PALATINE GARAGE - SECTION B-B

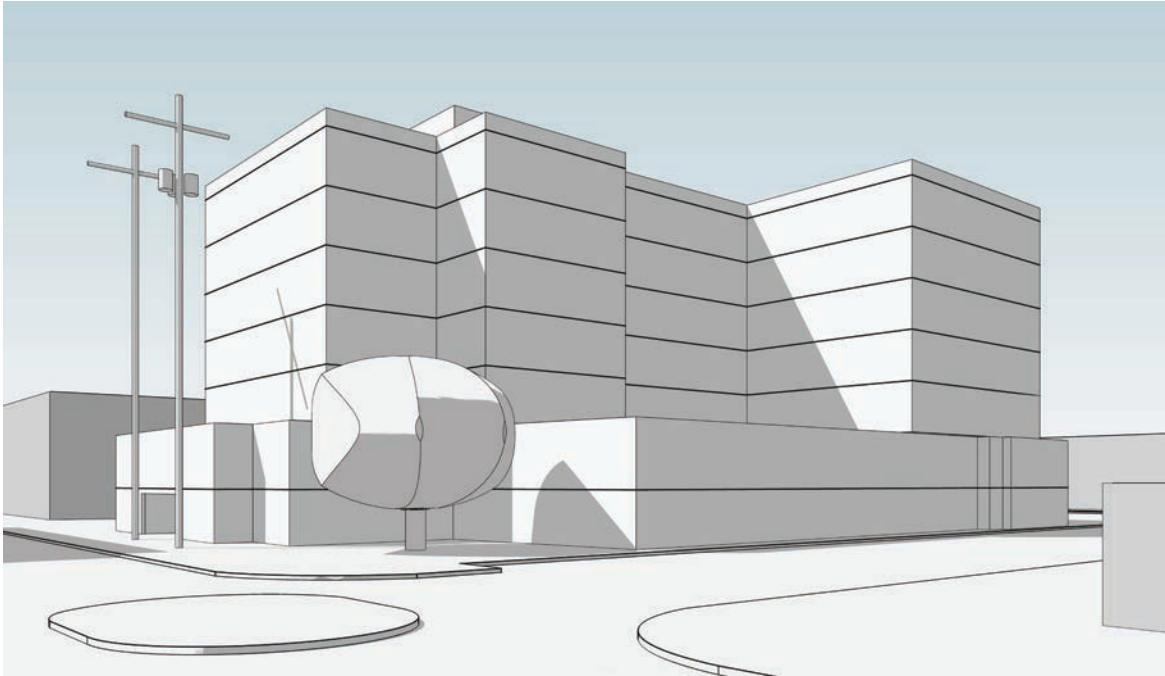
- RESIDENTIAL
- AMENITY
- CIRCULATION
- PARKING



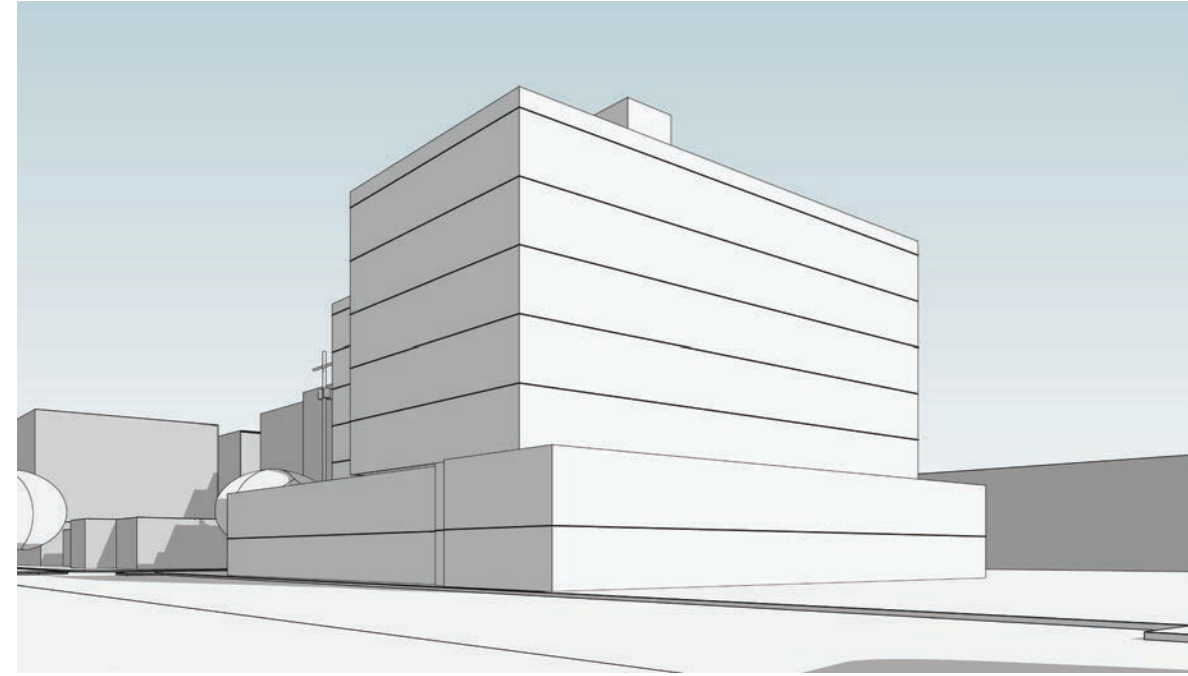
PALATINE GARAGE - SECTION A-A

Massing Study

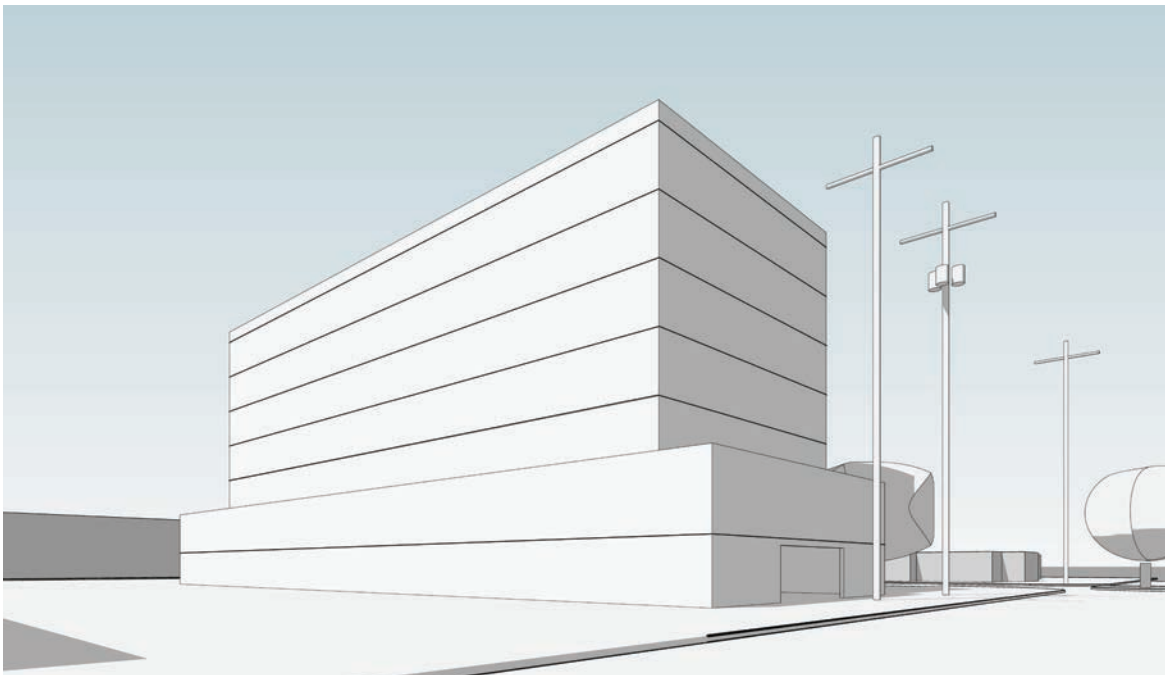
VACATED ALLEY - PALATINE GARAGE OPTION



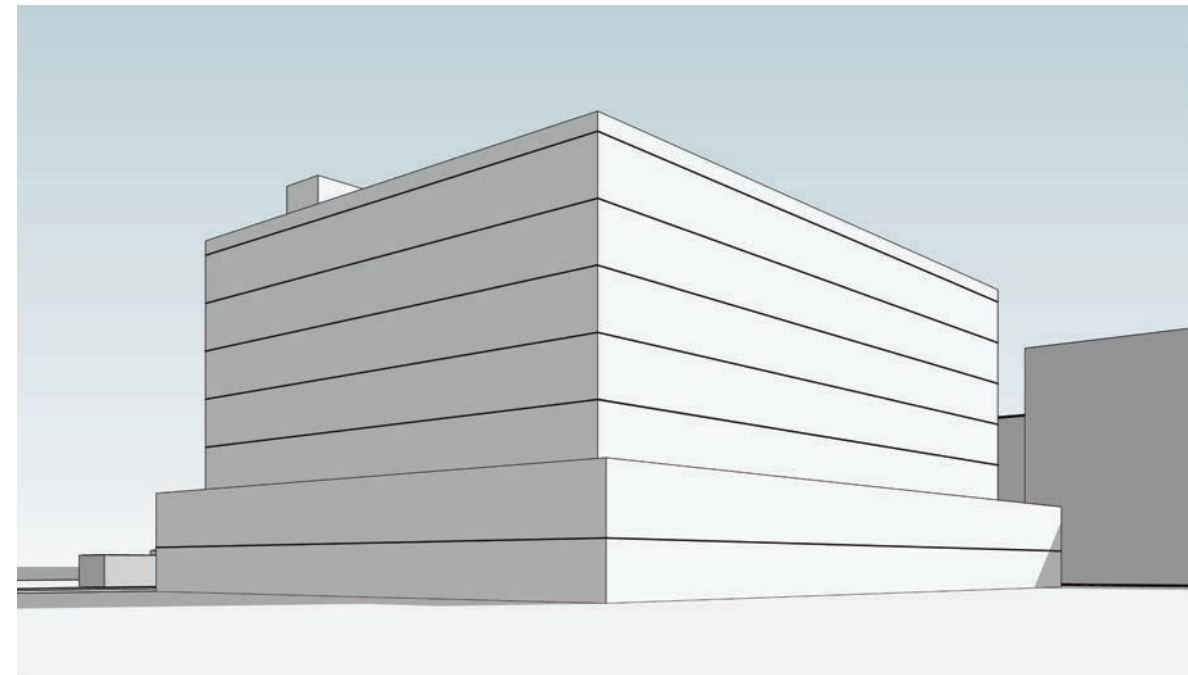
STREET VIEW ALONG PALATINE AVE N AND N 87TH STREET



STREET VIEW FROM NW CORNER ALONG N 87TH STREET



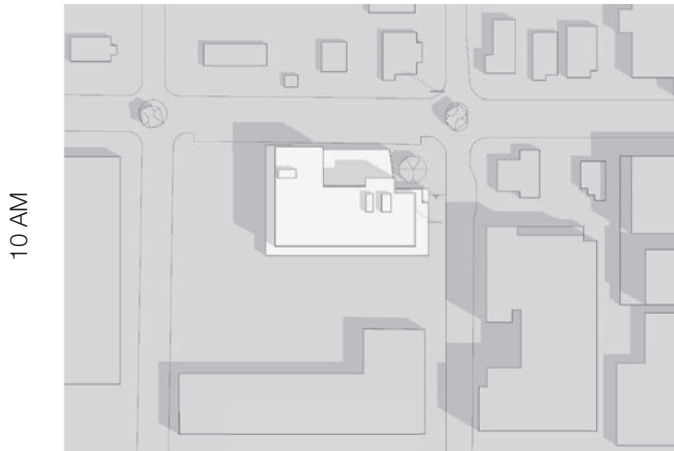
STREET VIEW ALONG PALATINE AVE N – LOOKING NORTH



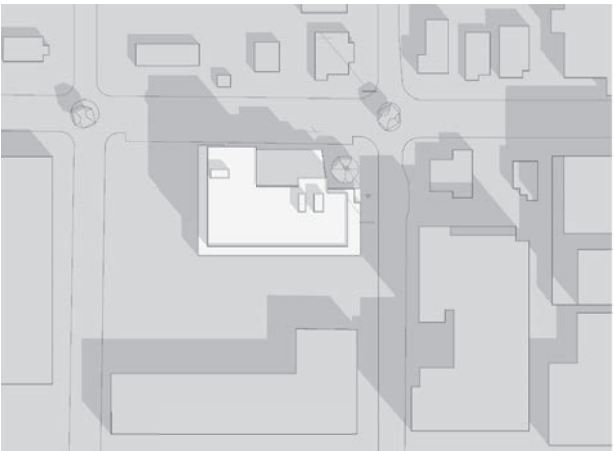
STREET VIEW FROM SOUTHWEST CORNER

Shadow Studies

VACATED ALLEY - PALATINE GARAGE OPTION



Summer Solstice



Equinox



Winter Solstice



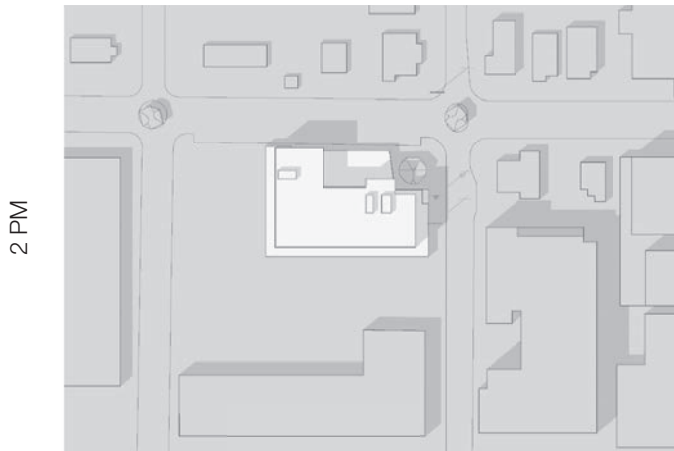
Summer Solstice



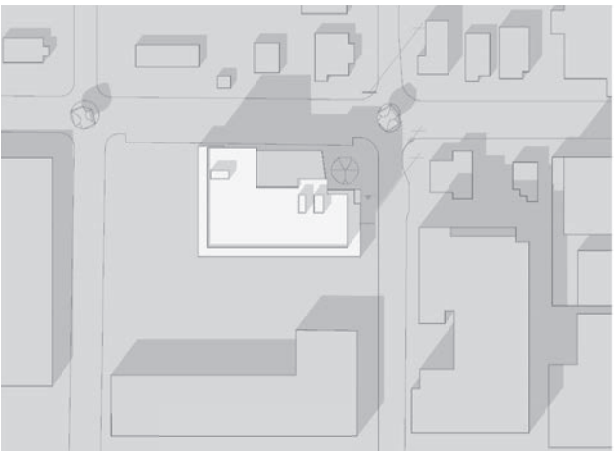
Equinox



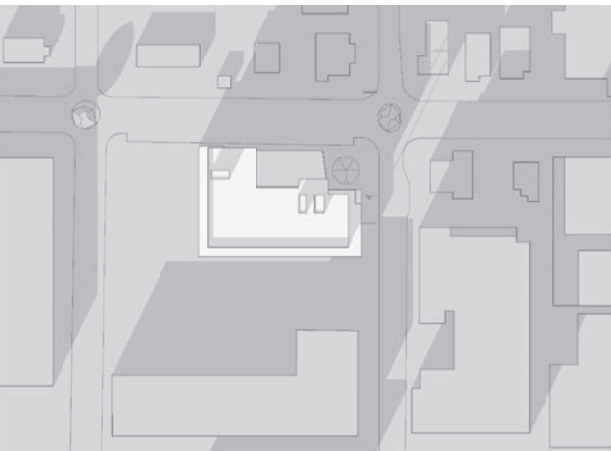
Winter Solstice



Summer Solstice



Equinox



Winter Solstice

Massing Study

VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION

CODE COMPLIANT

Development Objectives:

- Number of residential units: 70
- Number of parking stalls: 70

Pros:

- Upper building mass is stepped-back transitioning to the less intensive zoning to the north.
- Stepped-back massing allows better light and air opportunities to the single-family residences to the north.
- Townhomes facing Palatine Ave N provide visual nod and massing connection to the townhomes on the project across the street.
- Vehicular entry to the structured parking is maintained at the same location as the vacated alley location.

Cons:

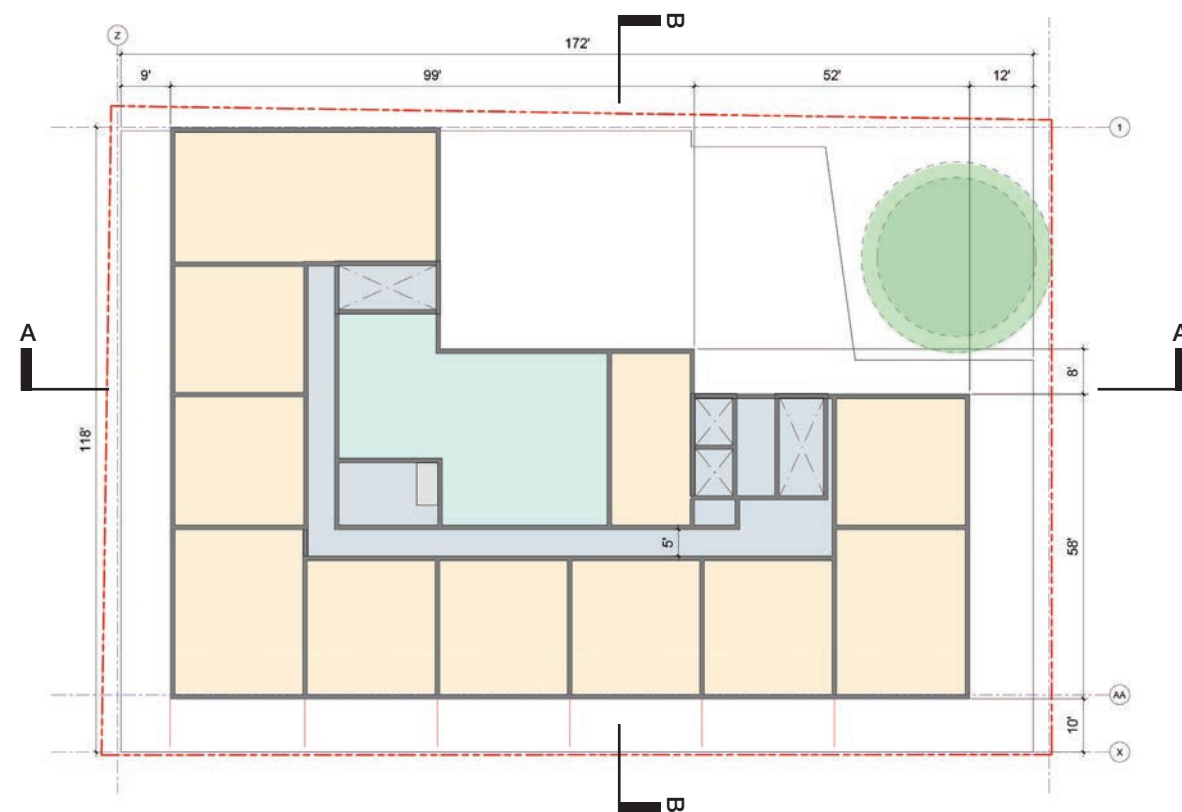
- Alley vacation is required.

Departures:

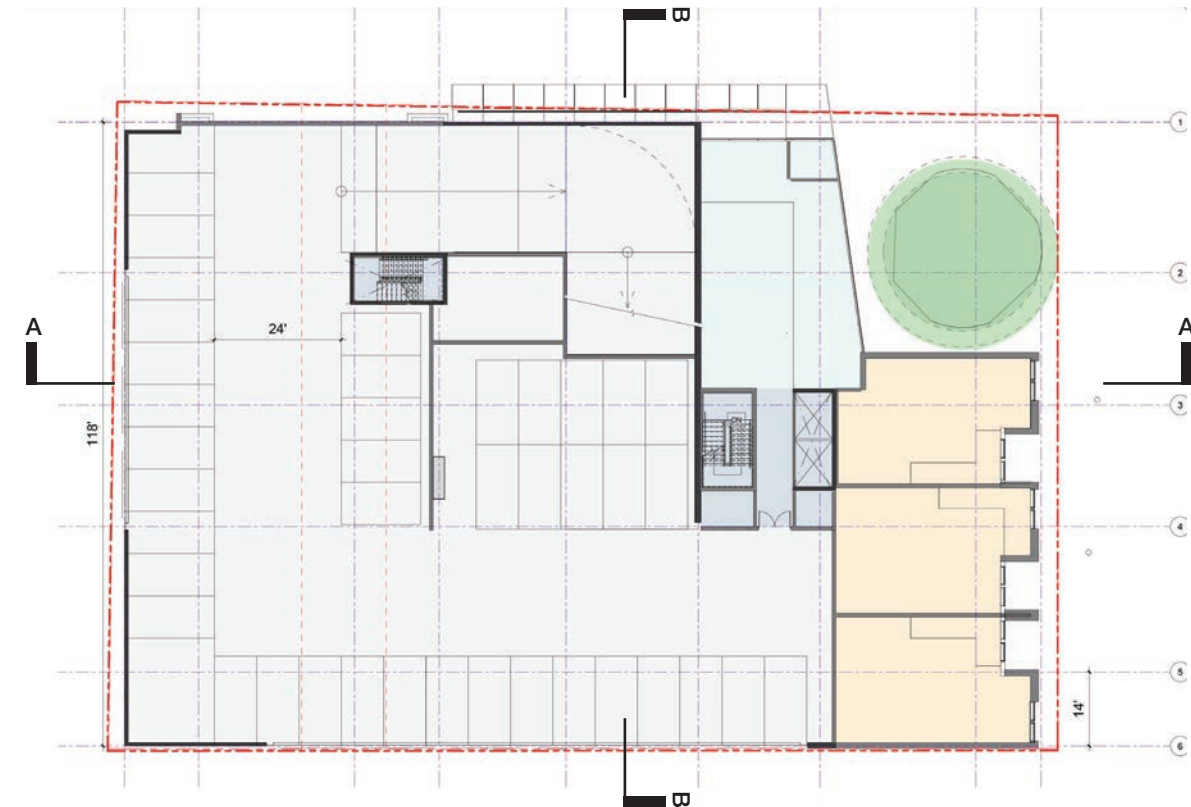
- None.

Alley Vacation:

- Public Trust: Dead end unused alley.
- Public Benefit: Proposed continuous sidewalk between Palatine Ave N and 1st Ave NW for pedestrian walkability.



VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION - LEVEL 3

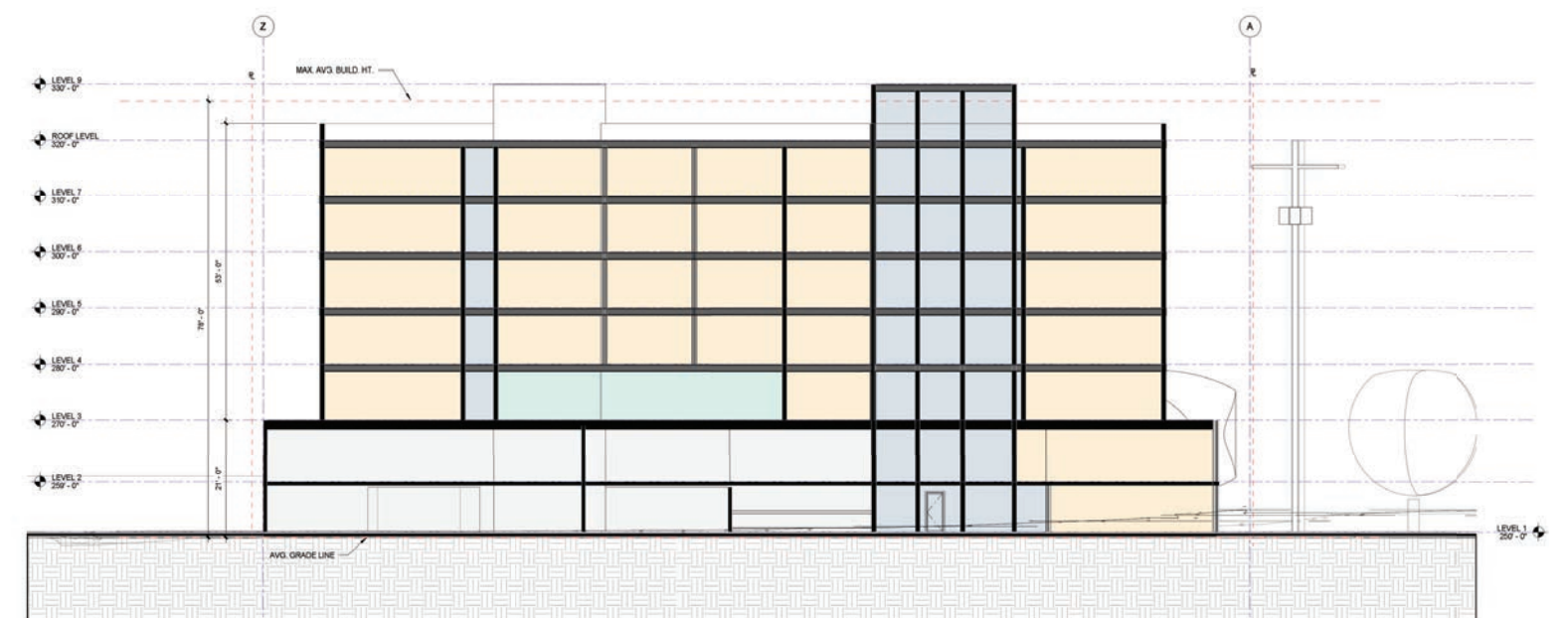


VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION - LEVEL 2



VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION - MAIN LEVEL

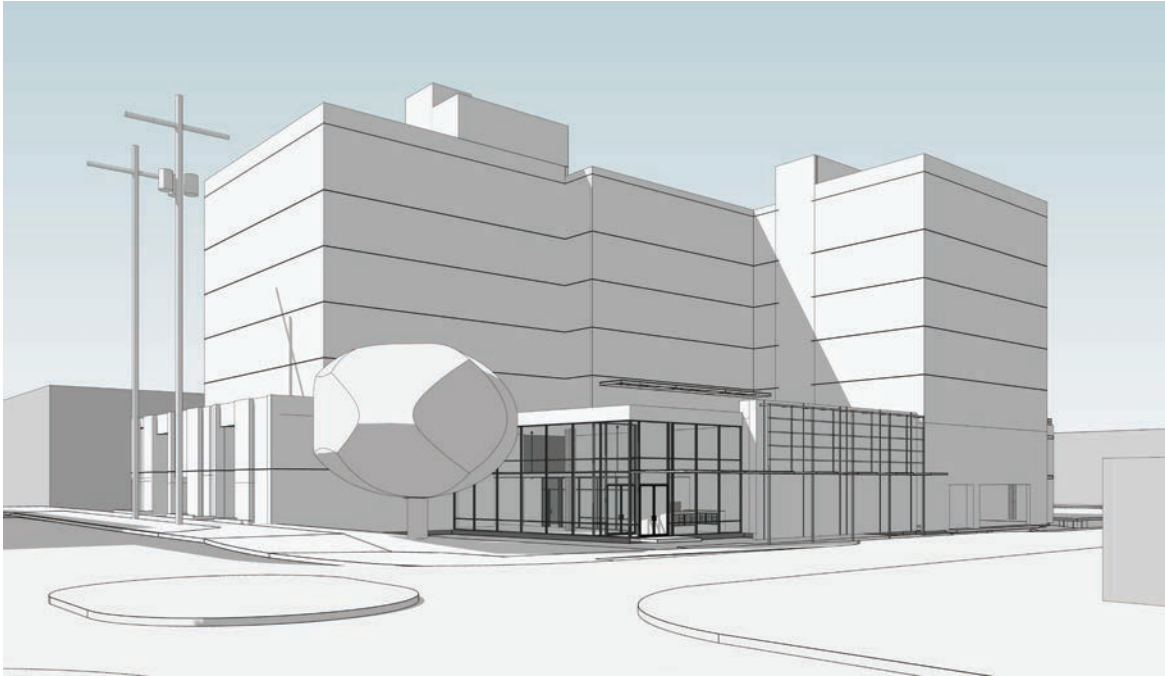
- RESIDENTIAL
- AMENITY
- CIRCULATION
- PARKING



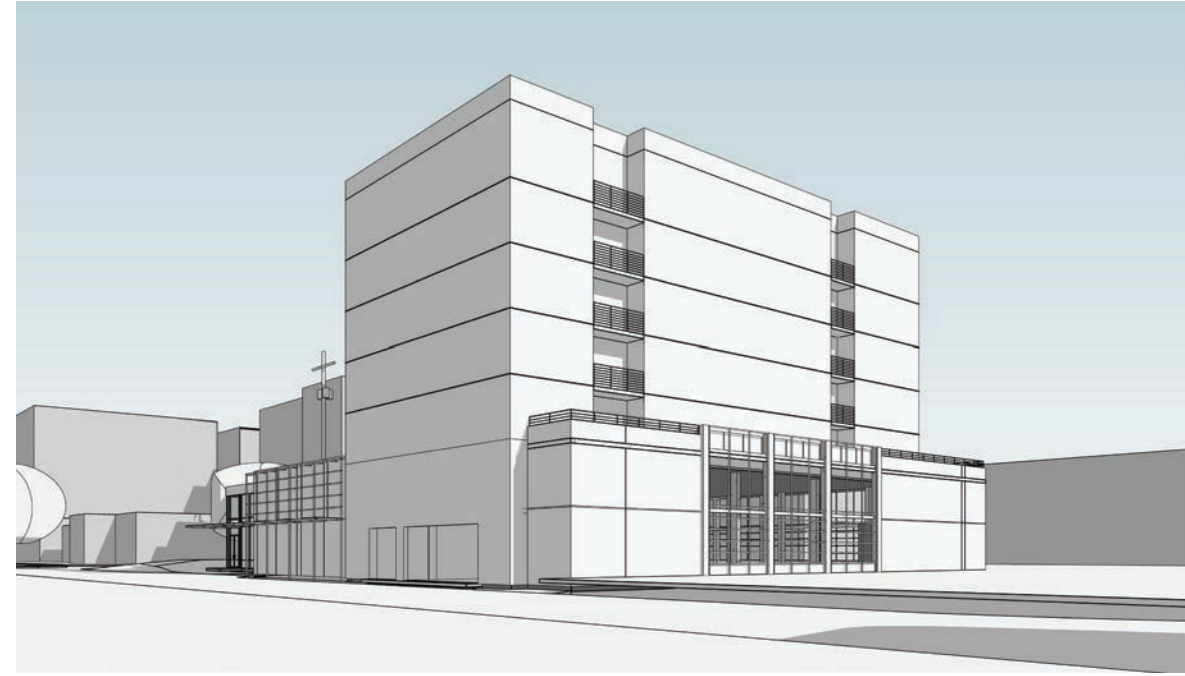
EDG PACKET | AUGUST 18, 2023

Massing Study

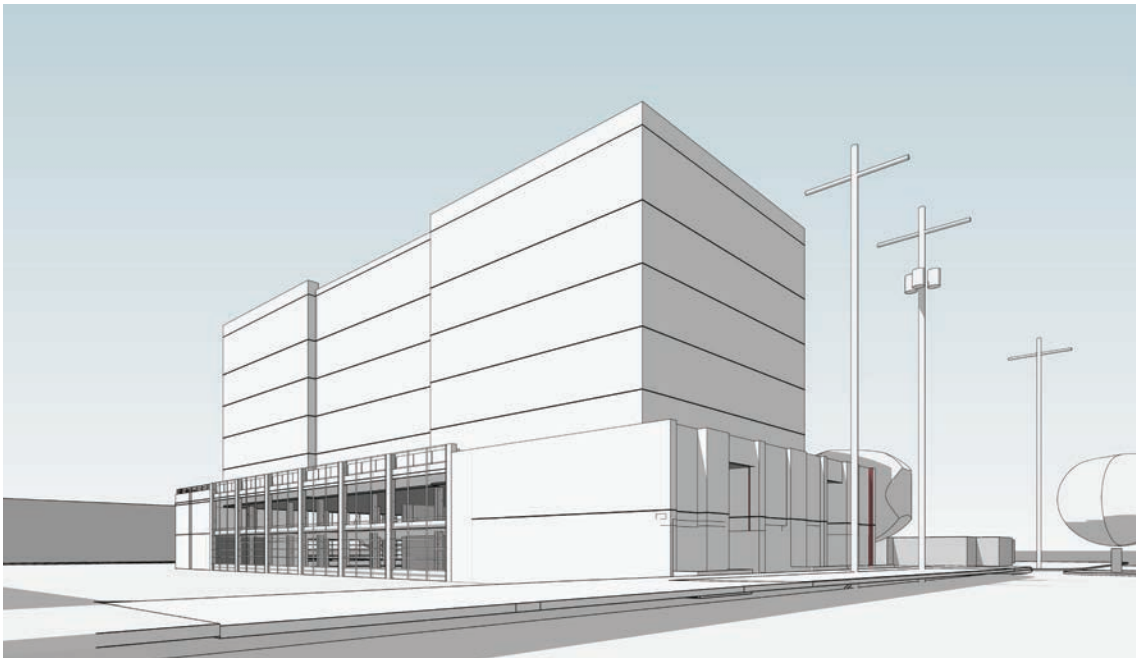
VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION



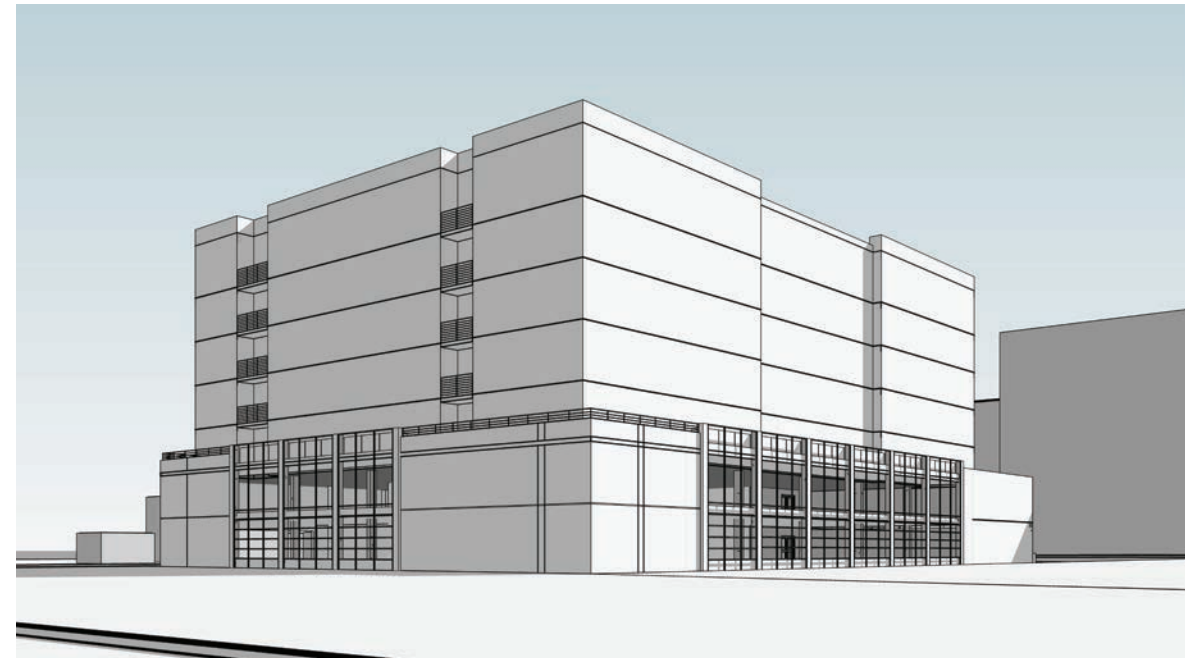
STREET VIEW ALONG PALATINE AVE N AND N 87TH STREET



STREET VIEW FROM NW CORNER ALONG N 87TH STREET



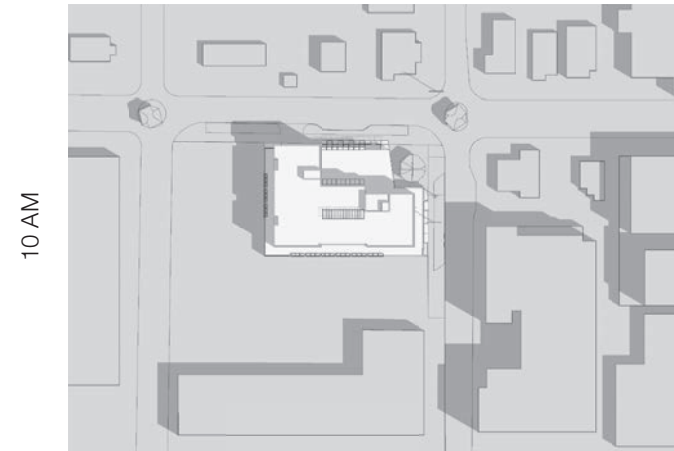
STREET VIEW ALONG PALATINE AVE N – LOOKING NORTH



STREET VIEW FROM SOUTHWEST CORNER

Shadow Studies

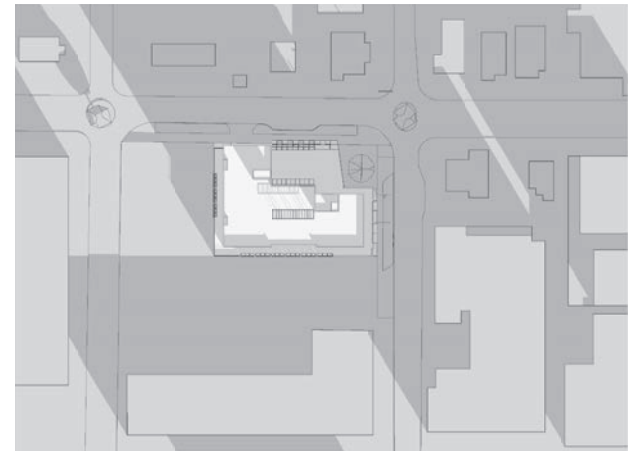
VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION



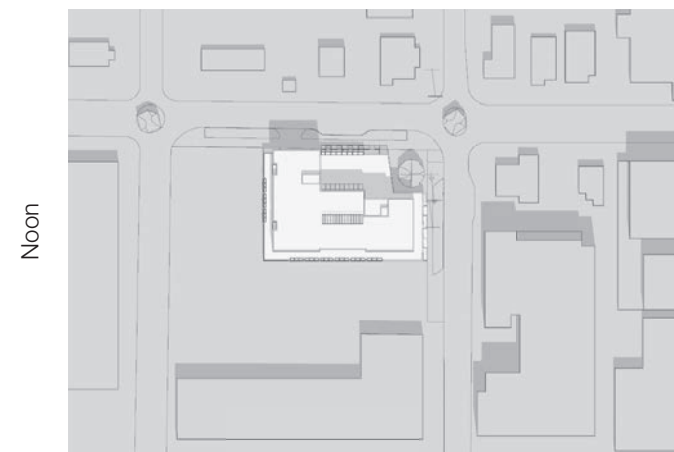
Summer Solstice



Equinox



Winter Solstice



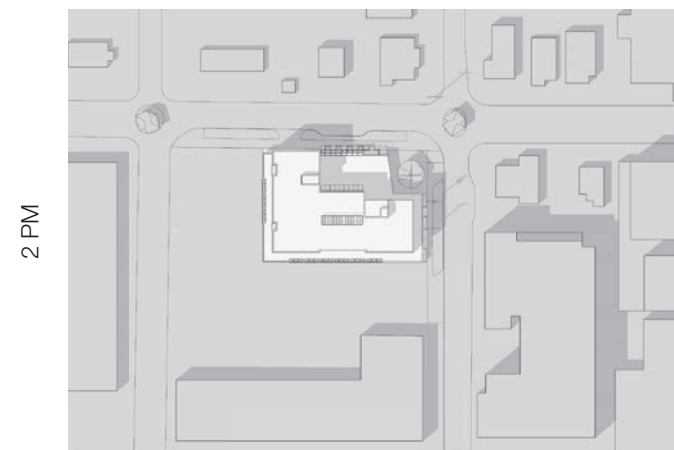
Summer Solstice



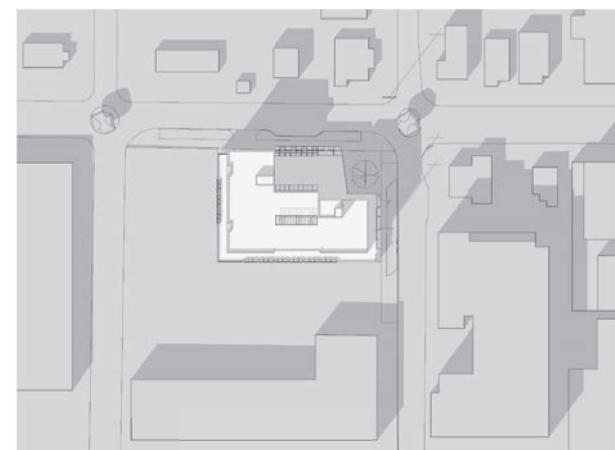
Equinox



Winter Solstice



Summer Solstice



Equinox



Winter Solstice

Landscape Site Plan

VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION

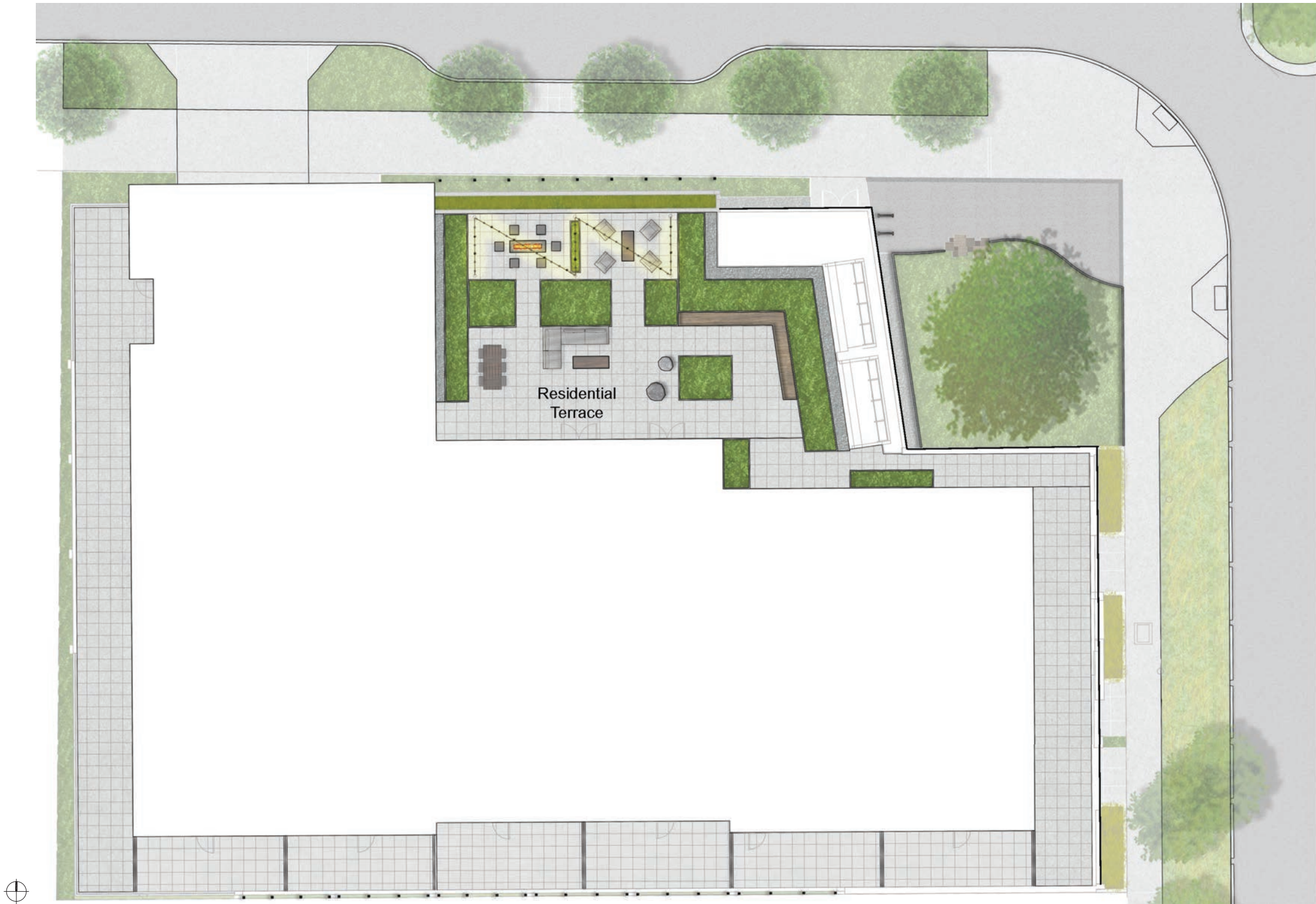
Brumbaugh & Associates
Landscape Architecture





Landscape Terrace Plan

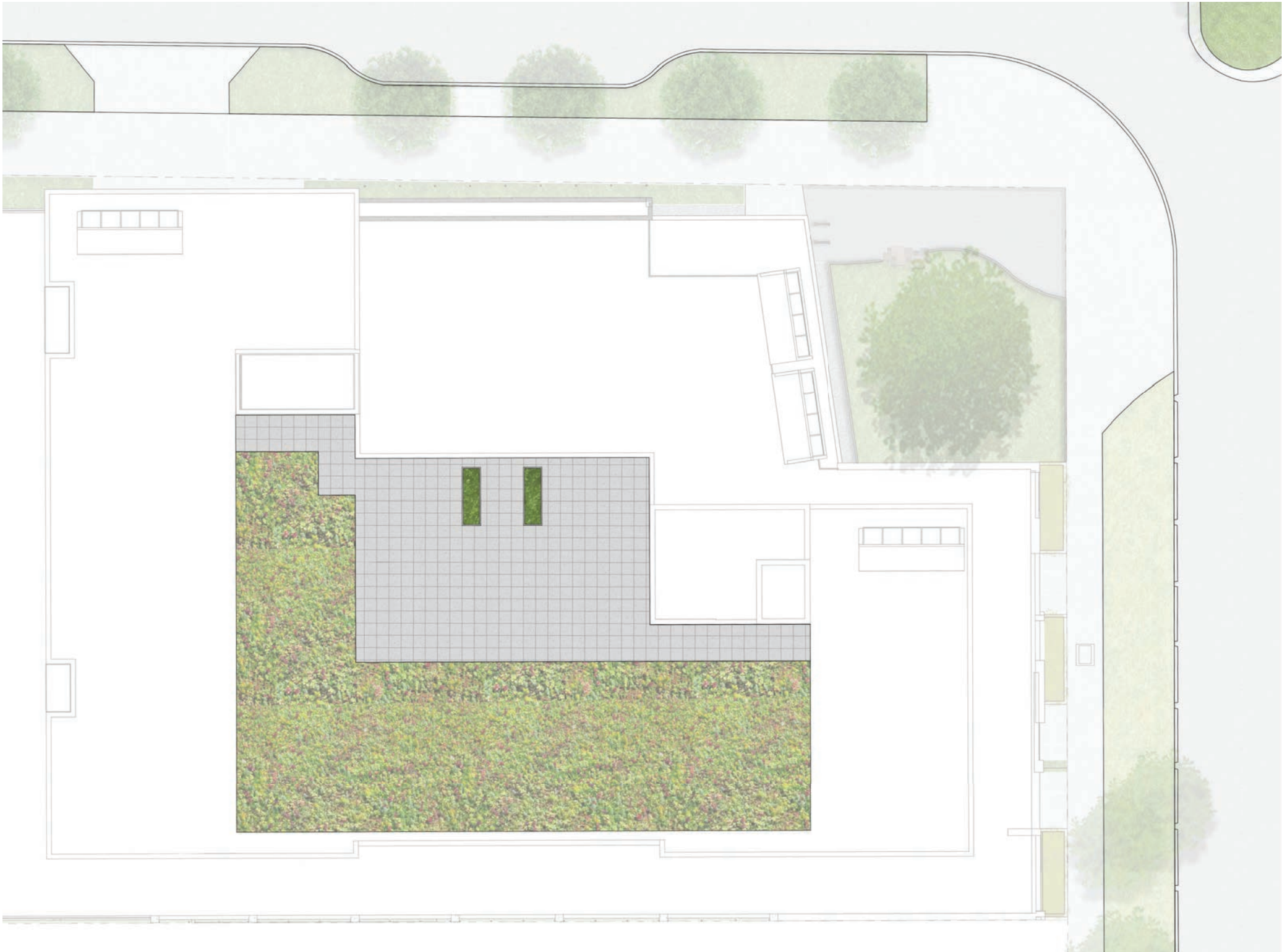
VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION



Landscape Roof Plan

VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION

Brumbaugh & Associates
Landscape Architecture



Character Sketch

VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION



VIEW OF PALATINE AVE N AND N 87TH STREET CORNER

Relevant Work by Baylis Architects

MULTI-UNIT PROJECTS



MORROW APARTMENTS



THE EDDY AT GREENLAKE VILLAGE APARTMENTS



525 AT THE ENCLAVE APARTMENTS



PRISM APARTMENTS



VENN AT MAIN APARTMENTS



RAY APARTMENTS



VELO APARTMENTS



LINK APARTMENTS



HAYES APARTMENTS