

Leilani Apartments

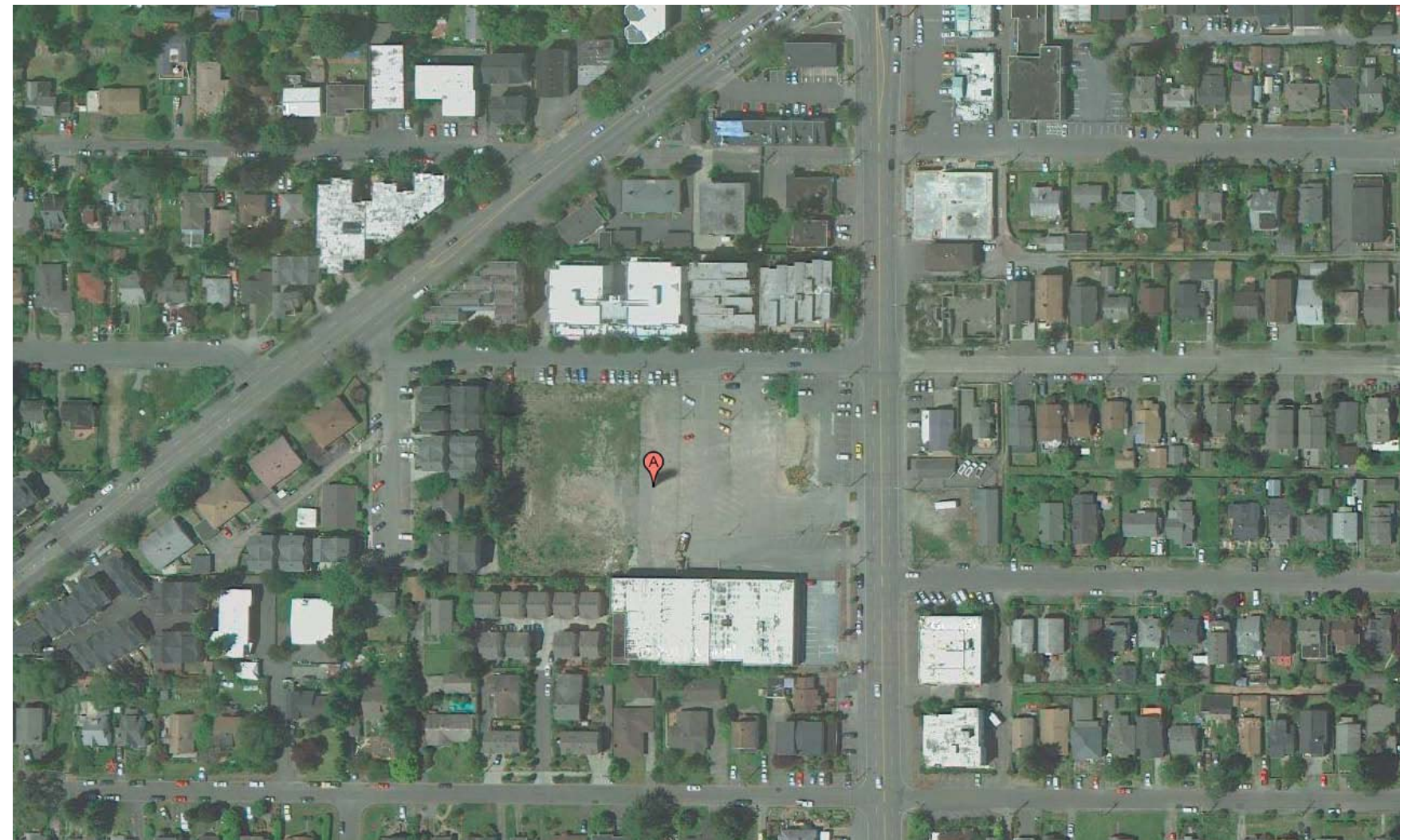
10201 Greenwood Avenue North

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PROJECT INFORMATION

Address:	10201 Greenwood Avenue North, Seattle WA	
DPD Permits:	# 3012209 - MUP	
Current Project Team:	Owner / Financially Responsible Party	GRE LL Greenwood LLC c/o Matt Parent Goodman Real Estate
	Architect / Applicant:	Brian Palidar AIA grouparchitect www.grouparch.com
	Landscape Architect:	Thomas Rengstorf ASLA Thomas Rengstorf and Associates www.thomasrengstorfassociates.com



PROJECT OVERVIEW

PROJECT DESCRIPTION

The proposed project is a multi-story, mixed-use building development containing two to three above-grade residential apartment buildings over a common subterranean parking garage. The immediate area is predominantly built out with apartment homes, townhomes, and single family residences. The project will contain a mixture of residential unit types but primarily focus on open studios and one-bedroom units for one- and two-person households to match the local demographic which is oriented towards workforce housing and smaller households.

BUILDING COMPOSITION AND MASSING

The west building contains residential uses only, while the north and south buildings contain in addition to residential units, retail and live-work units at the street level along Greenwood Avenue, live-work units along the northern property line along 103rd Street, and parking in a subterranean multi-level garage. The height of the building is anticipated to reach the maximum limit of 40 feet as measured per City of Seattle standards. A multiple building massing concept has been employed due to the size of the project site to reduce overall building scale and increase light / air / view potential as well as to obscure views of the adjacent storage building to the south.

SITE ACCESS & UTILITIES

The existing site maintains two vehicular access points, one curbcut on Greenwood Avenue through a shared access easement contained solely on the project site, and an expanse of open asphalt along the majority of the northern property line on 103rd Avenue. The proposal maintains the curbcut and access easement on Greenwood while establishing a single vehicular curbcut approximately mid-block on 103rd. Both points will provide vehicle access to the common subterranean garage. All refuse / recycling collection will occur from a common courtyard access point off 103rd, however storage of refuse and recycling will occur within each of the three buildings.

RESIDENTIAL USES AND AMENITIES

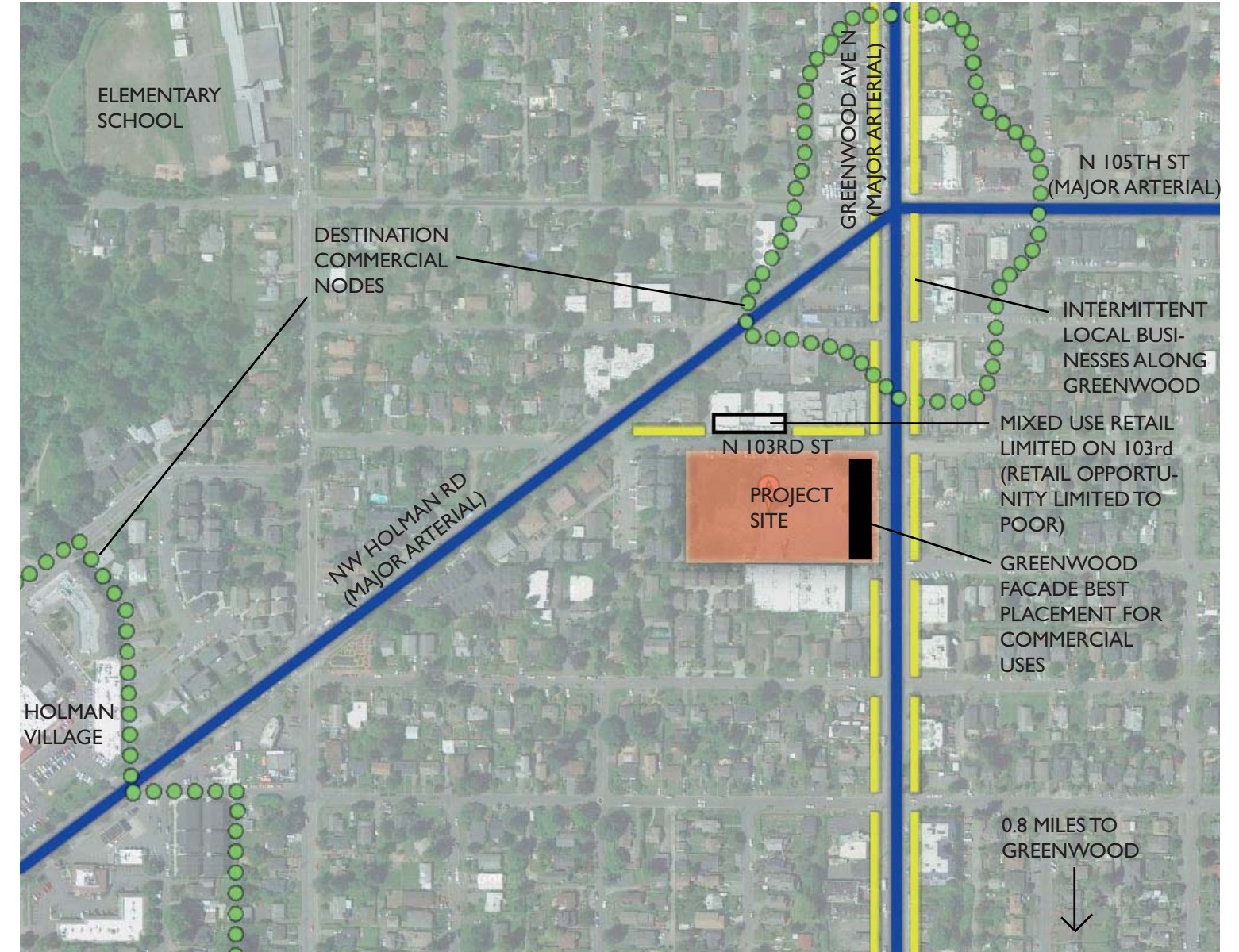
The residential entrance lobby for each building is located in a common central courtyard in Options 2 and 3 (preferred) while Option 1 maintains entries to one building from 103rd with another entry off Greenwood services the easterly building. All Options propose retail use and entrances along Greenwood Avenue. Residential amenity space will be provided through a combination of the following: common central exterior recreation open space which includes an outdoor pool (option 3 only), street level landscaped areas, private decks, and a rooftop deck (some options only).

DEVELOPMENT OBJECTIVES

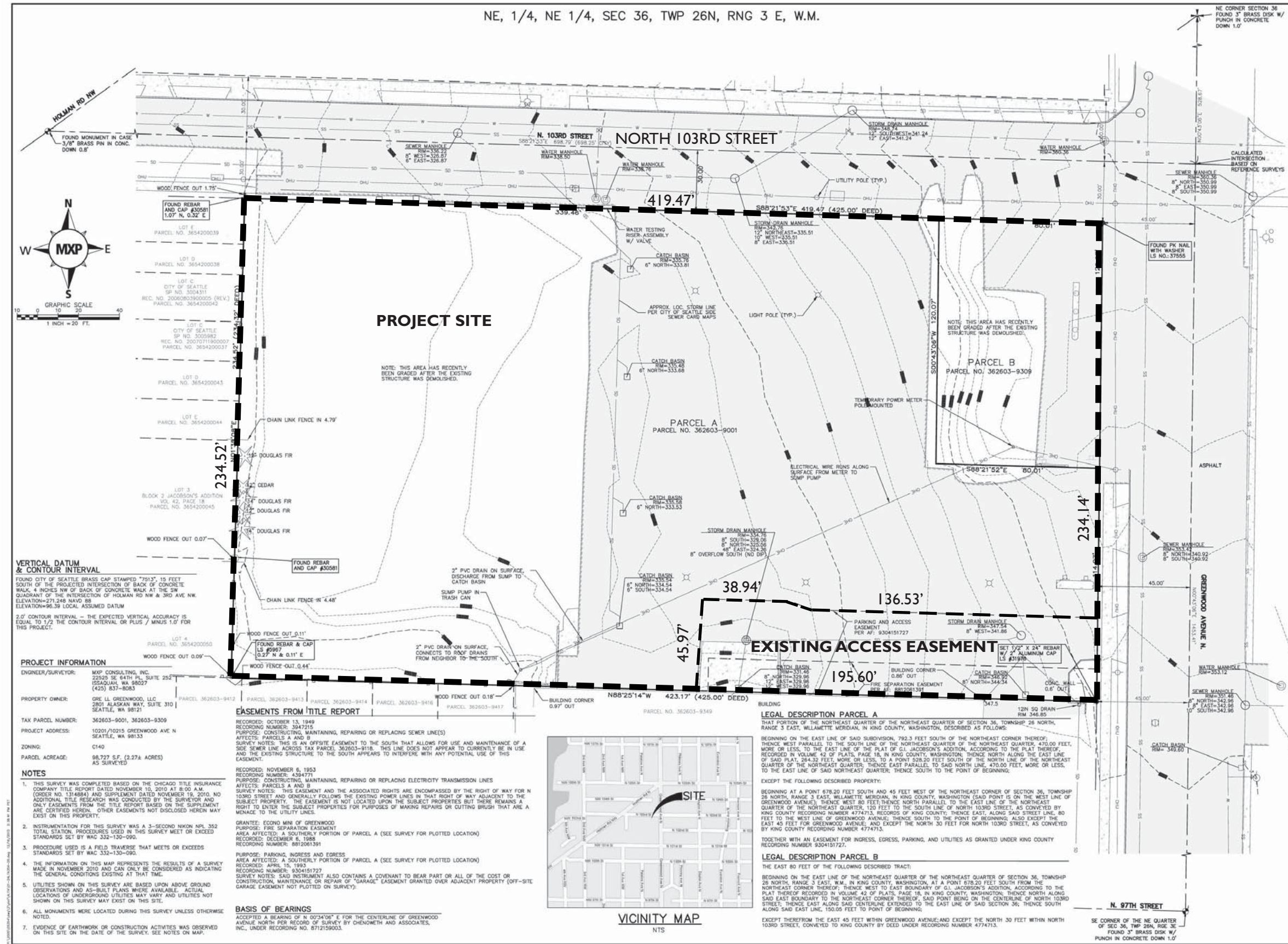
Please describe the applicant's development objectives, indicating types of desired uses, structure height, number of residential units, amount of commercial square footage, and number of parking stalls, etc.

Number of residential units:	260+
Number of parking stalls:	200+
Subterranean parking:	Reduced extents where possible
Retail / Commercial:	Greenwood only (limit to live-work only on 103rd)
Residential entry access point:	N 103rd Street - common courtyard entry to all buildings
Parking Ratio:	0.8 spaces / DU minimum (1.0 typical per SMC, 0.8 allowed with transit reduction)

PROJECT SUMMARY / DEVELOPMENT OBJECTIVES



DEVELOPMENT STUDY DIAGRAM



MXP Consulting, Inc.
 SURVEY - CIVIL - STRUCTURAL

STANDARD ALTA/ACSM CERTIFICATION
 TO THE BEST OF OUR KNOWLEDGE AND BELIEF, WE HAVE CONDUCTED A REASONABLE AND CAREFUL SURVEY OF THE PROPERTY DESCRIBED HEREON AND THE ADJACENT PROPERTIES TO THE EXTENT NECESSARY TO DETERMINE THE BOUNDARIES AND INTERESTS OF THE PROPERTY DESCRIBED HEREON. WE HAVE NOT CONDUCTED A FULL SURVEY OF THE PROPERTY DESCRIBED HEREON NOR HAVE WE CONDUCTED A FULL SURVEY OF THE ADJACENT PROPERTIES. WE HAVE NOT CONDUCTED A FULL SURVEY OF THE ADJACENT PROPERTIES NOR HAVE WE CONDUCTED A FULL SURVEY OF THE ADJACENT PROPERTIES. WE HAVE NOT CONDUCTED A FULL SURVEY OF THE ADJACENT PROPERTIES NOR HAVE WE CONDUCTED A FULL SURVEY OF THE ADJACENT PROPERTIES.

ALTA / ACSM SURVEY FOR:
 GRE LL GREENWOOD, LLC
 10201 & 10215 GREENWOOD AVE N
 SEATTLE, WA

DRAFTER: AMS
 DESIGNER: PROJ. ENGR./SURV.: MXP
 DATE: 12-07-2010
 PROJECT NO.: 193-10
 SHEET 1 OF 1



HAMPTON COURT APARTMENTS



CIVETTA APARTMENTS



MIXED USE BUILDING



JEFFERSON COURT APARTMENTS



DUAN ORTHODONTICS



VACANT CORNER SITE



TOWNHOMES



SLG & NO. 1 JAPANESE AUTO



TOWNHOMES



GREENWOOD STORAGE



RESIDENTIAL CONDOS

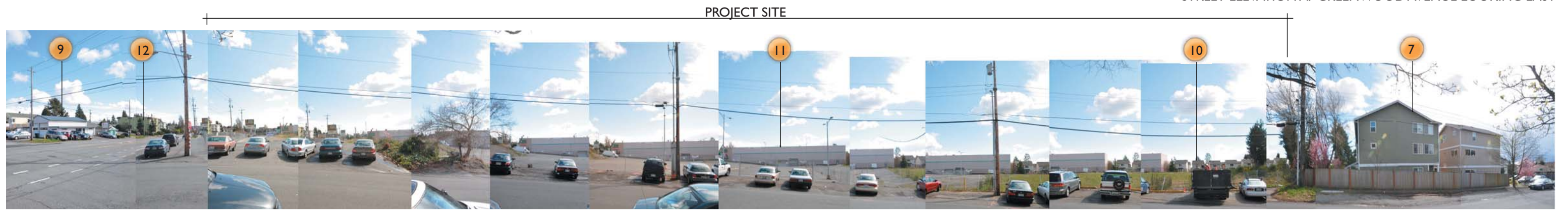


ADJACENT BUILDINGS

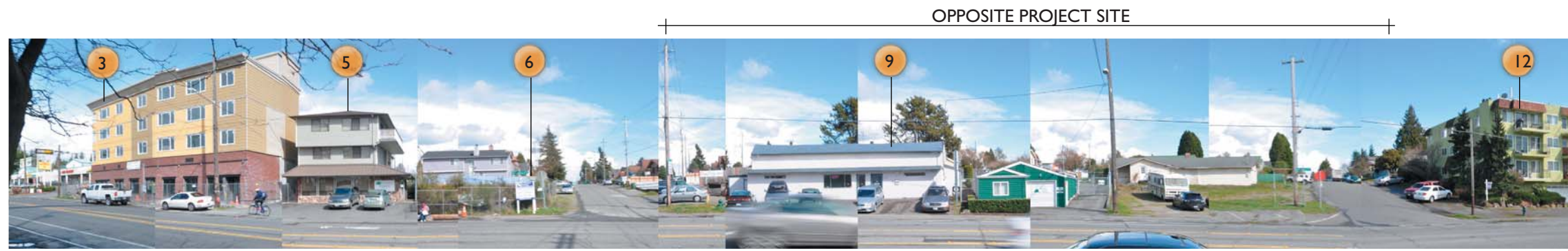
STREET ELEVATIONS



STREET ELEVATION A: GREENWOOD AVENUE LOOKING EAST



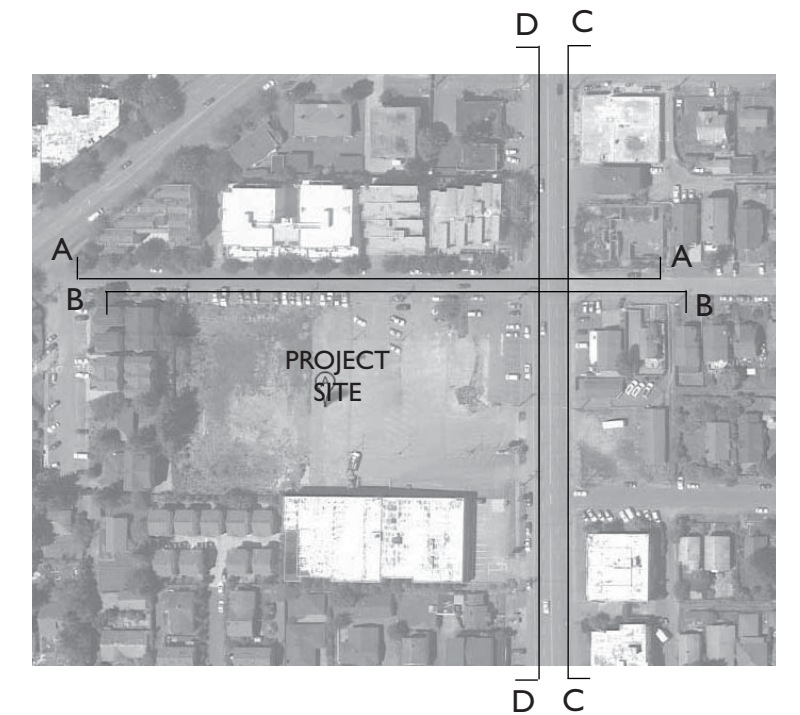
STREET ELEVATION B: 103rd STREET LOOKING SOUTH



STREET ELEVATION C: GREENWOOD AVENUE LOOKING WEST



STREET ELEVATION D: GREENWOOD AVENUE LOOKING WEST



LDT ZONING

L-2 ZONING



ADJACENT RESIDENTIAL BUILDINGS AT SOUTHWEST AND WEST OF PROJECT SITES

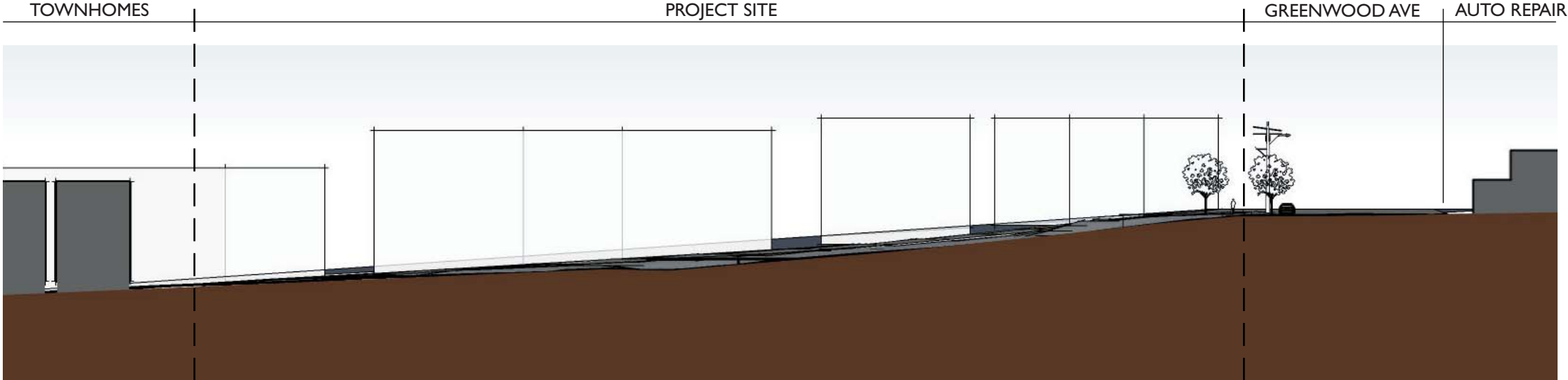


ACCESS REQ'D TO ADJACENT
PARKING LOT

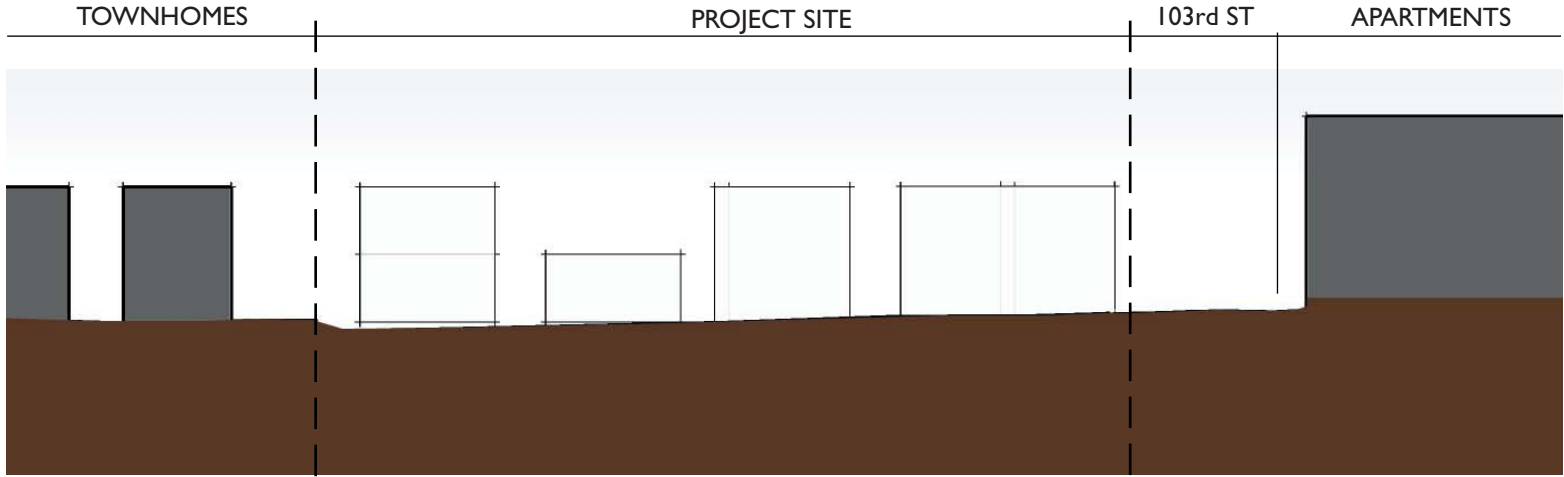
EXTENTS OF ACCESS EASEMENT

ADJACENT MINISTORAGE BUILDING TO SOUTH OF PROJECT SITE

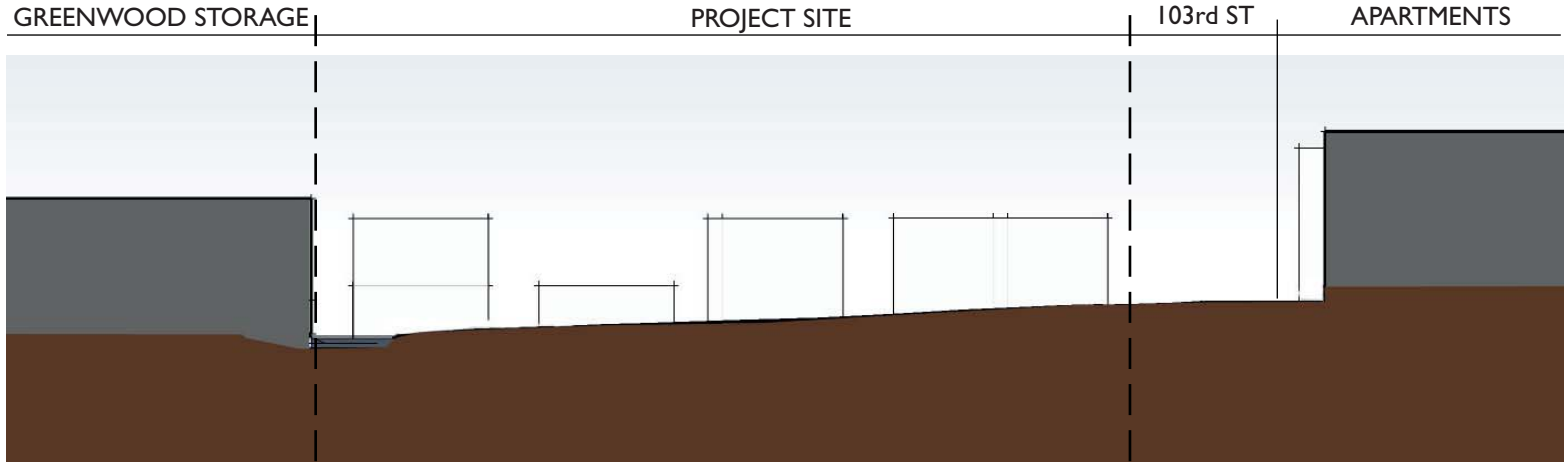
SITE SECTIONS - EXISTING CONDITIONS



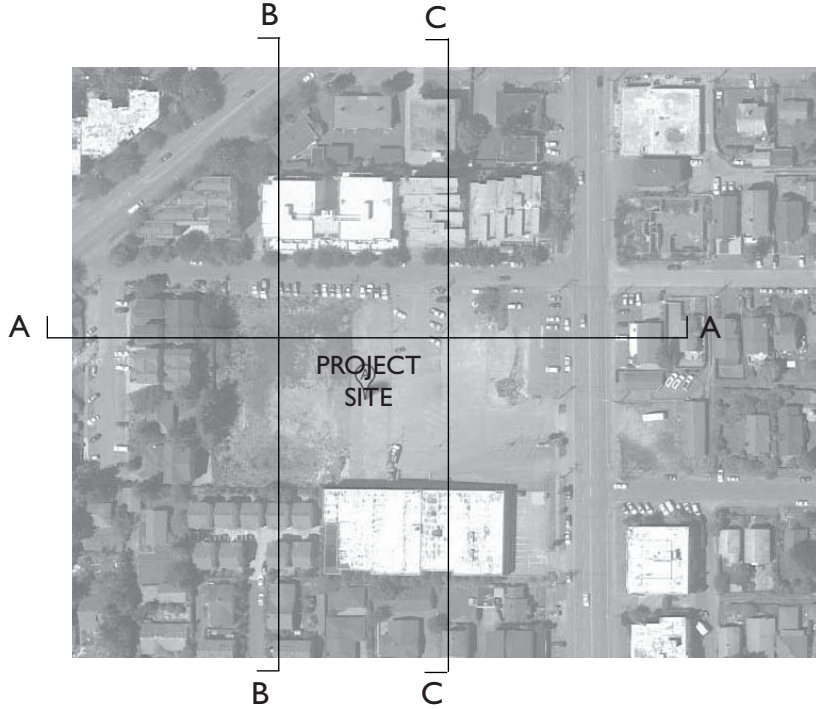
SITE SECTION A:
LOOKING NORTH



SITE SECTION B:
LOOKING WEST



SITE SECTION C:
LOOKING WEST



SITE ANALYSIS

NEIGHBORHOOD CONTEXT

Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

North Greenwood Context

The site is located at the northern extents of the Greenwood neighborhood, generally considered to end at 105th Street just one block north of the project site. A strong street grid dominates the area in all directions but the site is within a block of Holman Road, a primary arterial which connects Greenwood Avenue, 105th Street (a feeder to I-5 and Northgate) and 15th Avenue (an arterial which connects to Ballard). The Greenwood neighborhood however is primarily concentrated in terms of architectural character, services, and retail density at and within the immediate vicinity of 85th Street and Greenwood Avenue, approximately one mile south of the project site. The area along Greenwood between the project site and the Greenwood commercial center is scattered with a number of low-rise and low-density multifamily and small commercial buildings. Architecturally speaking, the vast majority of commercial and multifamily buildings within the project site and immediate vicinity are largely budget-driven, pragmatic designs that lack aesthetic vision. The only architecturally consistent gestures or details in use is the predominant use of lap siding and vinyl windows which blend in with the nearby single family residences.

Immediate Neighborhood Context:

A variety of auto and service orientated businesses housed in one and two story buildings nearby the project site. A number of retail and food service establishments are located a block north at 105th / Greenwood / Holman junction. A substantially sized commercial complex which includes high-density residential housing in addition to retail, gas stations, a veterinarian's office, and a QFC is located a few blocks to the west on Holman Road. A new 4-story mixed use building is currently under construction less than a block from the project site.

Adjacent and Nearby Streets:

The site is served by Greenwood Avenue, the primary street in the immediate vicinity of the site. Greenwood is one of the most-traveled streets within Seattle and is a main north south corridor for bikes, transit and neighborhood traffic. The north boundary of the site is 103rd Street, a side street which connects the site to Holman Road, another local major arterial. Greenwood and Holman meet up a block away at 105th Street, a main arterial which provides access to Aurora Avenue, I-5, and Northgate.

Views and Amenities:

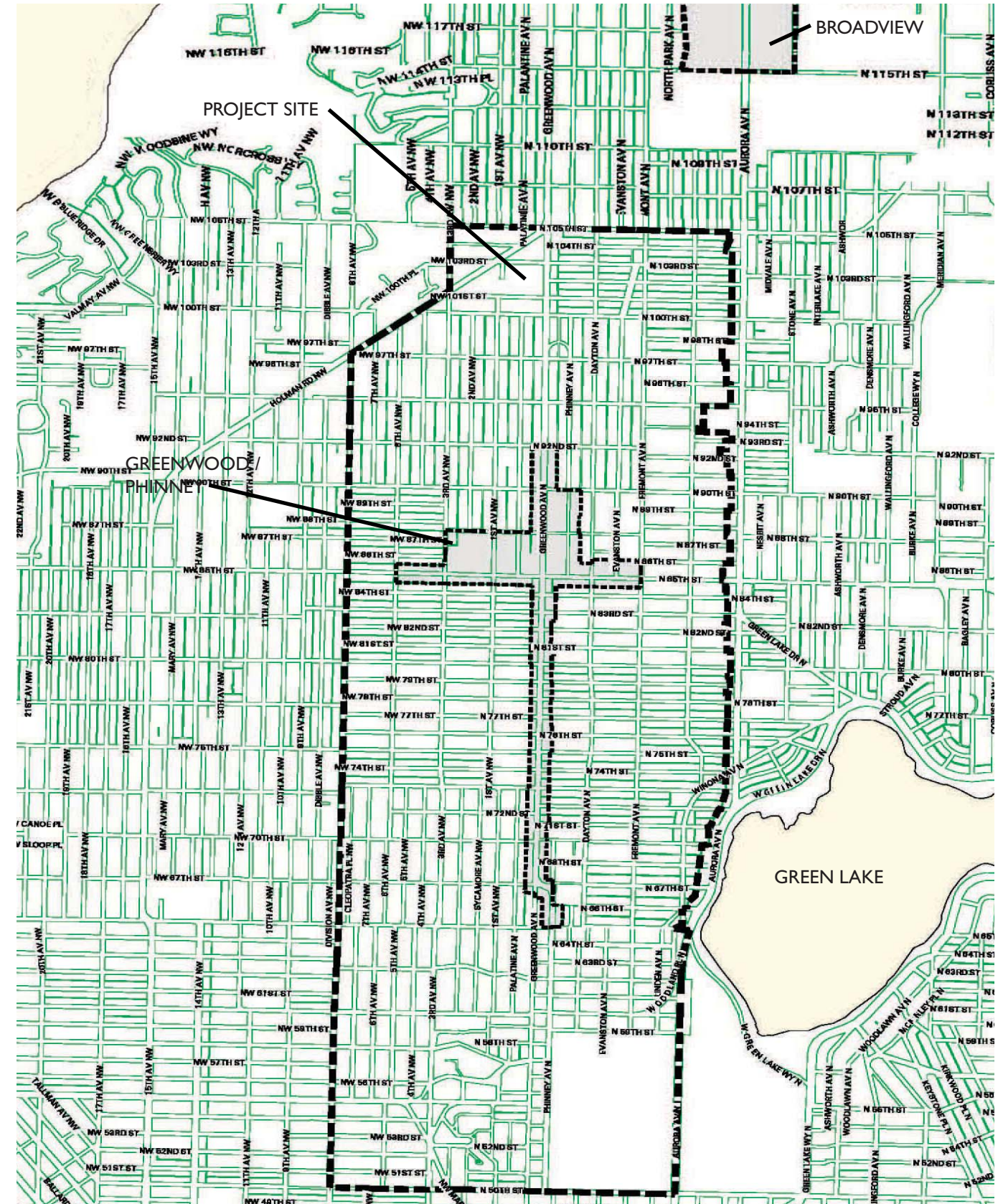
Views within the area are largely territorial with the occasional view of the Olympic Mountains to the west from the top floor of some buildings to the east of the project site. The proposed project will likely have views as described but due to the recent zoning code amendments which restructure the measurement of height, it is unknown to what extent existing multifamily townhomes to the west of the project site will block views to the west.

Landmarks:

There are no designated landmarks in the immediate vicinity of the project.

Future Projects & Additions to Neighborhood Context:

Very few new commercial or multifamily developments have been built within the last few years or are planned to be built in the vicinity of the project site in the foreseeable future. Of the four noted later in this packet on the vicinity map, only one on or near Greenwood Avenue is actively under construction, with one planned and another abandoned partway through foundation construction.



GREENWOOD NEIGHBORHOOD PLAN AND EXTENTS (MAP BY CITY OF SEATTLE)



AERIAL PHOTOGRAPH

RECENT & FUTURE DEVELOPMENT IN VICINITY

- 1. 301 N. 107th St.
Proposal to demolish existing structure and construct mixed use building with three live work units at grade, 54 dwelling units above over an at-grade parking garage.
- 2. 102xx Greenwood Ave. N (unfinished job site).
Permit issued to construct 5 story mixed use apartment building with below grade basement.

- 3. Aurora Avenue Apartments - 10507 Aurora Ave N.
Proposal to demolish existing structure and construct mixed use building with lower level commercial space including restaurant and office area (approx. 5,000sf), residential amenities and parking. Upper level to include 87 residential units of multifamily housing.

- 4. 10316 Greenwood Ave N (under construction)
Permit issued for construction of a 4 story mixed use building with 15 apts and 2084 sq. ft. of ground level commercial use over subterranean garage for 18 vehicles.



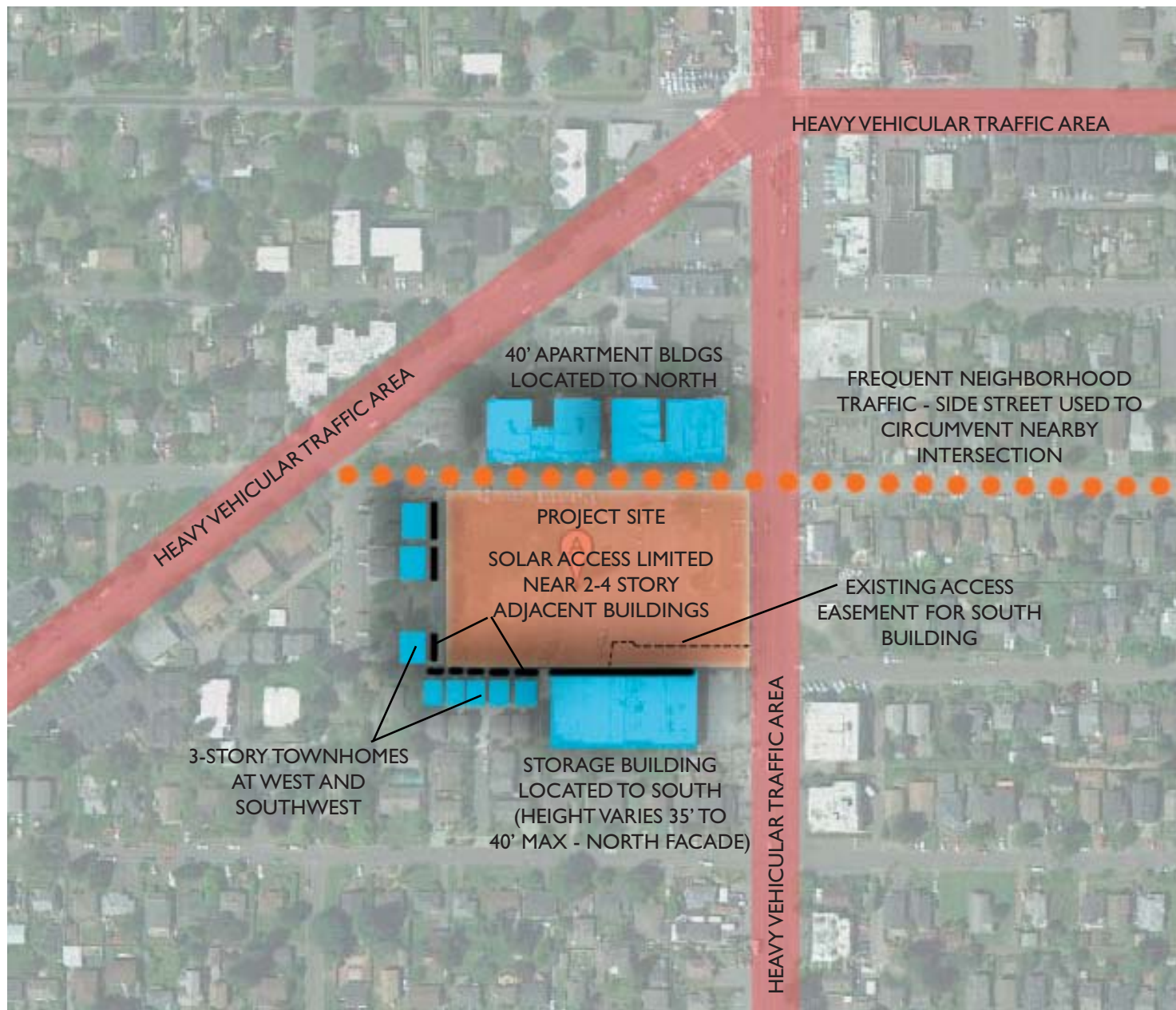
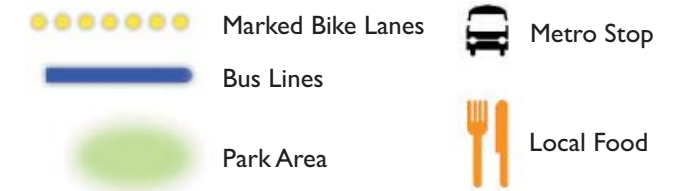
ADJACENT USE DISTRIBUTION



SITE ANALYSIS



VIEW STUDY:
TERRITORIAL & MOUNTAIN VIEW
FROM GREENWOOD AVENUE
LOOKING WEST



SITE CONSTRAINTS



SITE OPPORTUNITIES

GENERAL ZONING / BUILDING INFORMATION

Parcel Numbers: 3626039001 & 3626039309
 Zoning: CI-40
 Lot Size: 94,604 SF
 Overlays: none
 Mapped ECA: none
 Streets: Greenwood Ave N (designated arterial) & N 103rd Street
 Codes: Seattle Land Use Code (current edition), 2009 Seattle Building Code (SBC)

ZONING ANALYSIS (SEATTLE LAND USE CODE)

COMMERCIAL (23.47A)

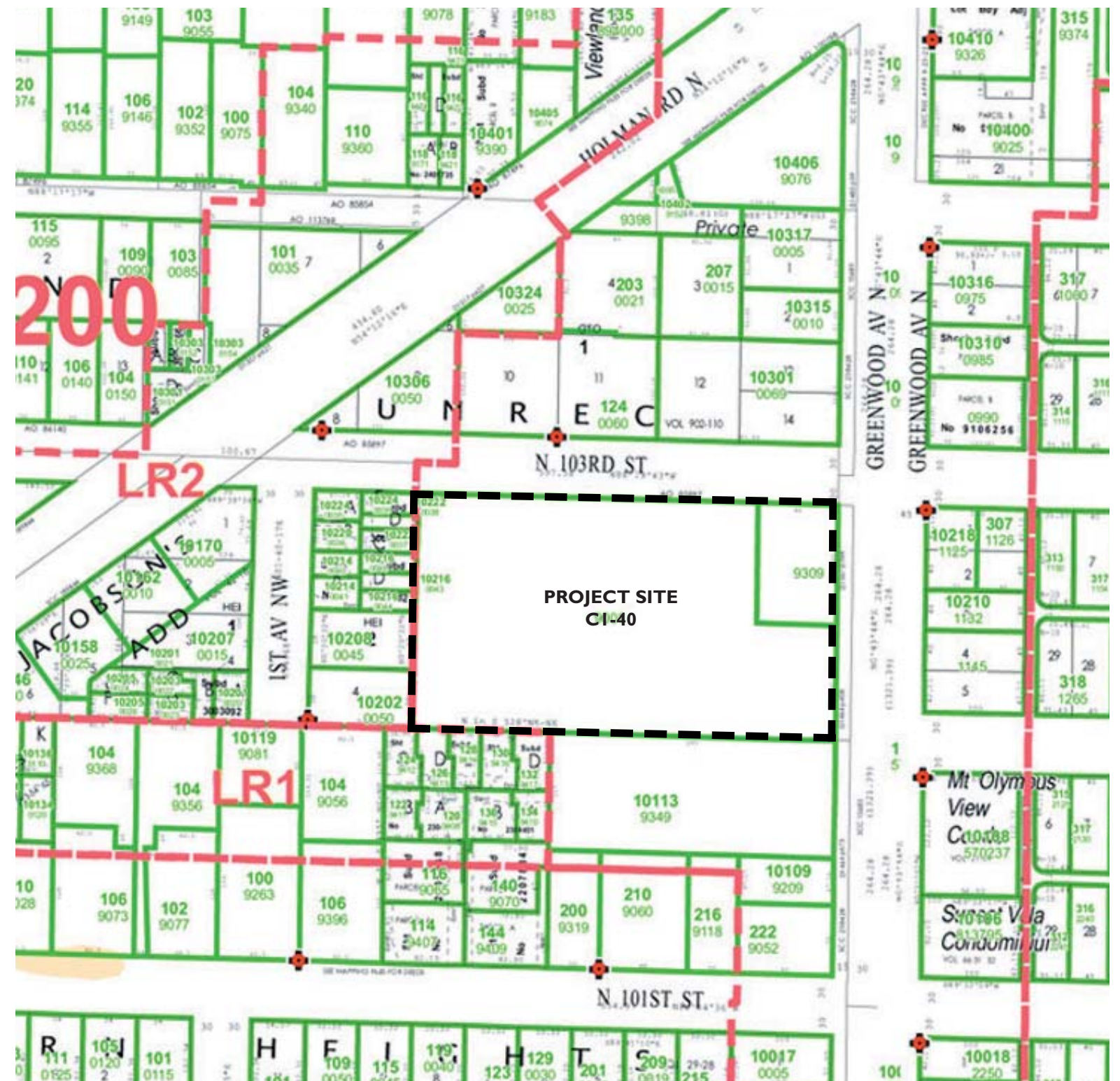
- 23.47A.005 Street-level uses: Street-level street-façade residential uses along an arterial (Greenwood Ave. N) may not exceed 20% of the façade length.
- 23.47A.008 Street-level development: Greenwood Ave. and N 103rd, max 40% blank façade with min 60% transparency allowed
- 23.47A.012 Structure height = 40' maximum as measured under amended zoning code. Skylights, parapets, and other rooftop elements may extend an additional 4' beyond height limit.
- 23.47A.013 Floor area ratio = 3.25 maximum (area below grade is not counted)
- 23.47A.014 Setbacks: Rear lot line setback of 15' (between 13' and 40' building height) where abutting residential zone (applies at west and southwest property lines). For each portion of structure exceeding 40', additional setback at the rate of 2' required for every 10' in additional height.
- 23.47A.016 Landscaping and screening required with Green Factor score of .30 or greater required. Street trees required. Parking occupying street-level street-facing façade shall be screened per Table D.
- 23.47A.024 Residential amenity area req'd = 5% of gross resid. floor area, at or above ground level, may NOT be enclosed.
- 23.47A.029 Min 200 sf recyclables / solid waste storage per building.
- 23.47A.032.A1c If lot abuts two streets, single vehicular access is permitted across one of the side street lot lines.

PARKING (23.54)

- 23.54.015.A Residential uses: 1.0 parking spaces required for each dwelling unit
- 23.54.015.D Nonresidential uses: No parking required for the first 1500 SF of each business (includes live-work units)
- 23.54.015.K Bicycle parking requirements: 1 bicycle parking space required per 4 residential units. Reductions apply after the first 50 spaces provided. Nonresidential requirements subject to Table E.
- 23.54.020.F2a Transit reduction allows 20% reduction of required parking when use is within 800' of a street with midday transit service headways of 15 minutes or less.
- 23.54.030.G2 Sight triangle required at two-way driveways, 10'x10' minimum.

ZONING DEPARTURE MATRIX

Departure Anticipated	SMC Citation	Option 1 (prior MUP)	Option 2	Option 3 (preferred)
Street-level uses (20% max residential)	23.47A.005 C			X
Street level blank / transparent facades	23.47A.008 A2b / B2a	X		
Street-level street-facing façade setback	23.47A.008.A3	X		X
Visually prominent bldg entry from street	23.47A.008.D2	X	X	X
Single vehicular access point on site	23.47A.032.A1c	X	X	X
Site triangle size / location	23.54.030.G2	X		
Max 20' wide curbcut	23.54.030.F1b	X		X



ZONING MAP

CONTEXTUAL CLUES + DESIGN GUIDELINE PRIORITIES

CONTEXTUAL CLUES FOR PROPOSAL OPTIONS

- The adjacent ministorage building to the south is boxy with no limited facade modulation and minimal surface elements such as windows or trim. Storefront glazing and an overhead awning line the eastern facade which faces Greenwood Avenue, providing a varied but largely superficial architectural response to the project's rectangular massing. While the roof and parapet are a consistent height, the building averages 30-35 feet in height on the north facade, reaching the full 40 foot height limit at the vehicular entrance doors. The at-grade garage entry on the north cannot be moved nor can the surface parking lot in front of this building along Greenwood be adjusted in layout. As such, the existing access easement which serves this building and encumbers the project site cannot be modified to improve or lessen the design constraints it imposes.
- The adjacent townhomes to the southwest and west are high density, predominantly three story buildings with gable roofs. This configuration effectively yields 30-35 foot tall buildings with small side yard and rear yard setbacks. They are all detailed in horizontal cement board siding with trimmed vinyl windows and trim bands at floor lines. Entries are minimal and done where convenient. Most buildings have a minimal design / pedestrian connection between the residence itself and the rear yard which faces the proposed project site.
- Greenwood Avenue varies in setbacks and massing of buildings along the street frontage in the vicinity of the site. In particular, buildings to the north are close to the property line / sidewalk (approx 10-15 feet) while buildings south of the project site (Greenwood Storage and others) increase in setback to 40+ feet due to surface parking and landscaping. The project should address this transition as part of its design rather than strongly holding to one predominant solution vs. the other.
- Apartment buildings across the street to the north (103rd) and to the east (Greenwood) exhibit basic "builder-oriented" aesthetics with horizontal lap siding, vinyl windows with little to no modulation, minimal or no trim, and little to no development of aesthetics regarding the "base" or the "hat" of the building. All rise to or near the maximum zoning height and typically bulk out to the maximum of their allowable envelopes. Most have hidden, minimal residential entries, with the one notable exception being the Civetta Apartments. All push building massing towards the sidewalk. Vehicular entries to garages / parking lots and refuse / recycling collection areas are pragmatically located where no alley is present to encourage concealment.
- Few truly mixed use buildings inhabit the neighborhood. The immediate vicinity only has three buildings of this type (the Civetta Apartments on 103rd, and two to the northeast on Greenwood). One of these buildings, currently under construction, places the massing heavily upon the sidewalk along Greenwood and provides retail as unenthusiastically a manner as possible. Some mixed use buildings are located at the nearby Holman Village to the southwest of the project site but their placement next to / within such a large retail complex makes it difficult to properly assess its success. Mixed use construction in the localized neighborhood surrounding the project site has yet to be done well.

- Ground level retail exists but is largely relegated to either nearby existing one-story commercial buildings (Snoose Junction Pizzeria, etc) or in strip mall buildings such as the one at the corner of 105th and Greenwood. Vast majority of retail tenants are small and local in scale. The nearest "big box" business is present at Holman Village (QFC) with a large amount of retail in the form of strip malls and pad buildings.
- The street character of Greenwood Avenue is varied by the block as you enter or depart the intersection of 85th and Greenwood. Near this intersection, small neighborhood character and mixed use development works well and is locally successful. As one leaves this area however, Greenwood Avenue becomes a mixture of dated one-story commercial buildings and multi-level apartment buildings, all with varied and inconsistent design relationships to Greenwood. The most common response is setting the buildings back from the street and providing as much landscaping / street tree planting as possible while simultaneously providing surface parking in front of each building. Overall, Greenwood feels very automobile-centered in the immediate vicinity of the project site with minimal support for pedestrian-related activities by the neighboring buildings.
- Architectural quality for the proposed project should deviate from the most common materials already in use for a number of reasons. The current pattern of materials is low in quality and not commensurate for a project of this scale.
- Lack of street level landscaping and development of open spaces contribute to the marginal quality of the character of this area. The proposed project would contribute well to the neighborhood by providing as much street level landscaping and developing the pedestrian streetscape experience where possible.



COURTYARD AT RES. ENTRY



PEDESTRIAN SCALED ENTRY & DETAILS



BIKE ACCOMMODATION



PEDESTRIAN SCALE FACADE



PEDESTRIAN SAFETY



ACTIVE STREETScape AT RETAIL



PEDESTRIAN COURTYARD AT RETAIL

RESPONSES TO ANALYSIS

Greenwood Context

Massing takes advantage of envelope potentials
Mixed use of exterior materials
Parking located entirely underground (options 1&3)

B-1 Height, Bulk & Scale Compatibility
C-4 Exterior Finish Materials
D-5 Visual Impact of Parking Structures

Immediate Neighborhood Context:

Strong NE corner massing to anchor building
Design SE corner to respond to present access easement

A-10 Corner Lots
A-5 Respect for Adjacent Sites

Adjacent and Nearby Streets:

Pedestrian-focused retail presence along Greenwood
Retail provides inviting pedestrian environment
Residential courtyard entry set back from street

A-4 Human Activity
D-10 Commercial Lighting & D-11 Commercial Transp.
D-1 Pedestrian Open Spaces and Entrances &
D-12 Residential Entries and Transitions

Residential uses located along 103rd near western lot line
Step massing to respond to slope along N 103rd Street
Garage entries recessed from street (options 2&3)

A-5 Respect for Adjacent Sites
B-1 Height, Bulk & Scale Compatibility
A-8 Parking & Vehicle Access & C-5 Structured Parking Entrances &
D-5 Visual Impacts of Parking Structures
D-6 Screening of Dumpsters, Utilities and Service Areas

Utilities located within building envelope

Views and Amenities:

Provide opportunities for significant views into courtyards
Residential entry lobbies placed in visible courtyard locations
Add street trees & landscaping to improve streetscape
Outdoor amenities integrated into courtyard spaces

A-7 Residential Open Space
D-7 Personal Safety and Security
E-1 Reinf. Existing Landscape Character of Neighborhood
E-2 Landscaping to Enhance the Building and/or Site

DESIGN GUIDELINES OF HIGHEST PRIORITY

A-5 *Respect for Adjacent Sites*
A-7 *Residential Open Space*
A-10 *Corner Lots*
B-1 *Height, Bulk & Scale Compatibility*

ADDITIONAL DESIGN GUIDELINES OF HIGH PRIORITY

A-1 *Responding to Site Characteristics*
A-3 *Entrances Visible from the Street*
A-6 *Transition Between Residence & Street*
C-1 *Architectural Context*
C-3 *Human Scale*
C-5 *Structured Parking Entrances*
D-6 *Screening of Dumpsters, Utilities and Service Areas*
D-11 *Commercial Transparency*
E-2 *Landscaping to Enhance the Building and/or Site*

A-2 *Streetscape Compatibility*
A-4 *Human Activity*
A-8 *Parking & Vehicle Access*
C-2 *Architectural Concept and Consistency*
C-4 *Exterior Finish Materials*
D-1 *Pedestrian Open Spaces and Entrances*
D-10 *Commercial Lighting*
D-12 *Residential Entries and Transitions*

PROJECT HISTORY

Project site was initially occupied by the Leilani Lanes Bowling Alley and a small automotive repair facility called All-Vovo. The prior land owner Mastro Properties pursued a mixed use project on the site which ranged in density from the mid-300+ units down to approximately 300 units at the time the project stopped work in late 2008 due to lack of funding. The land was eventually released to the lender in lieu of foreclosure and the site resold in late 2010 to the current landowner.

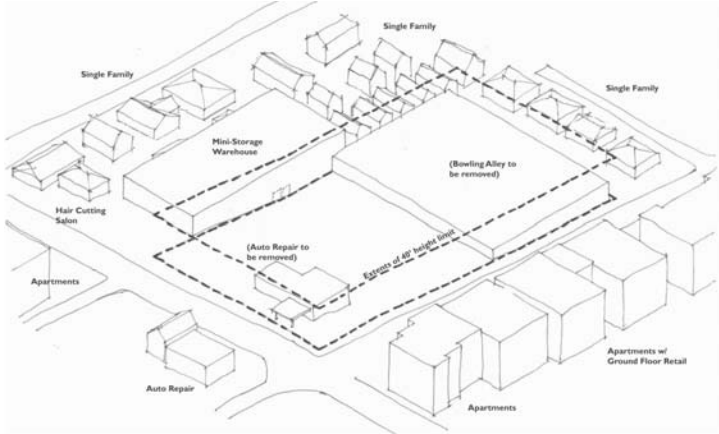
During the project's review and development proposals under Mastro Properties, the project was approached as a maximum density project with a strongly urban massing approach per Owner request. The large site size in excess of two acres necessitated a high residential density in order to support the high land cost incurred in obtaining the site. Subsequently, the current land owner and developer has procured the site at a reduced cost from the lender, allowing a wider range of development options and design responses to be investigated in furtherance of developing the project site.

The project appeared before the Northwest Design Review Board during two Early Design Guidance meetings, one in October 2005 and the other in June 2006, and a Design Review meeting in September 2008. Samples of the earlier application's materials are included herein to illustrate the prior design concepts investigated during the earlier meetings and to provide a backdrop for the current proposal's design basis. The adjacent properties to the west as depicted in these exhibits from the prior application illustrated the existing building massing of the neighboring properties at that time. Since then, a number of 3-story townhomes have been built on the L-2 sites to the west of the project site.

PRIOR DRB COMMENTS

The following items were of ongoing concern by the DRB when the project was last seen in September 2008 (parenthesis refers to corresponding Design Guideline). They are included for discussion and consideration.

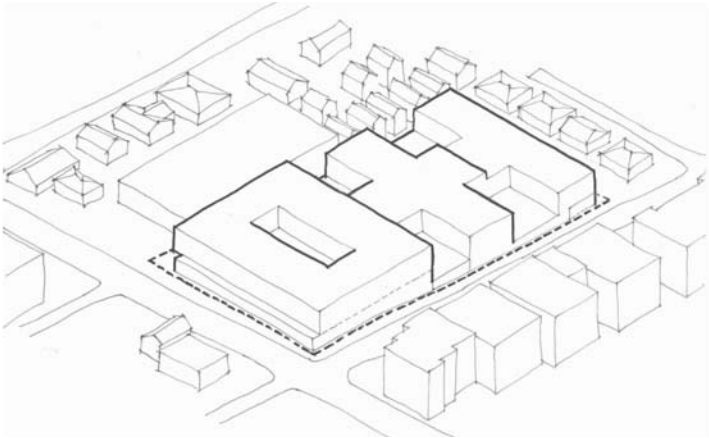
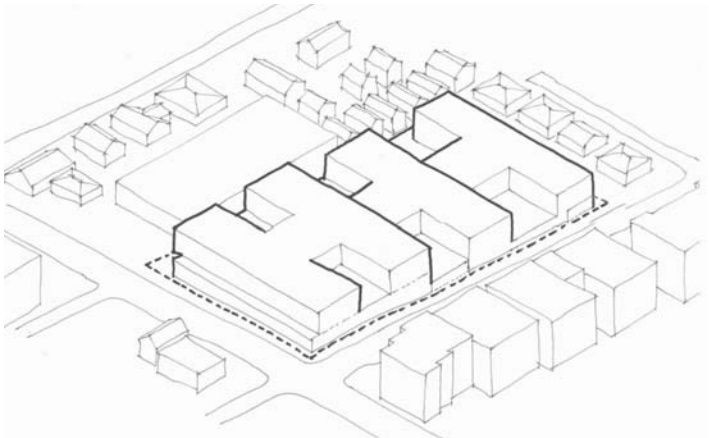
- 1. Break up massing along Greenwood (B-1)
- 2. Signature corner design & element at NE corner (A-10)
- 3. Strong corner design / reduce easement impact at SE (A-10)
- 4. Relationship of south building entry to other bldgs (D-1)
- 5. Pedestrian experience along Greenwood (C-3, D-1)
- 6. Sharing of interior open space with public views and light (A-7)
- 7. Vehicular pick-up / drop-off due to project size (A-8)
- 8. West building, upper level facades need attention and/or modulation to reduce apparent bulk (B-1)



EDG #1

SUMMARY

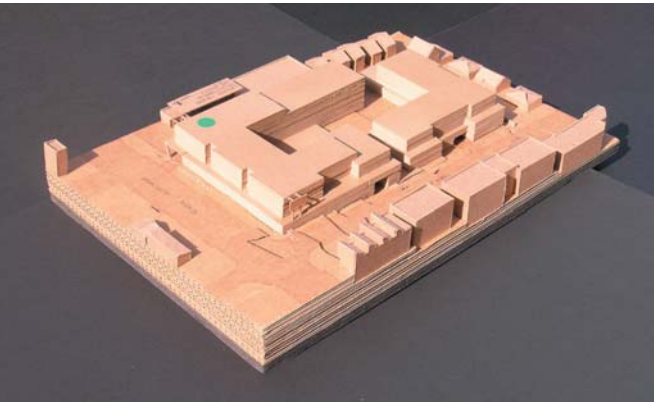
Options presented pursued unit counts which resulted in proposed massing options deemed heavy-handed by DRB. Applicant required to resubmit options which more thoroughly addresses adjacent sites, open space design and integration, and refinement of overall building massing and bulk.



EDG #2

SUMMARY

Options presented addressed prior concerns while retaining portions of Owner's development objectives. Final massing showed a large central courtyard with two surrounding buildings. The West building responded well to the neighboring properties but the East building remained insufficiently articulated at corners and in massing. Applicant allowed to proceed but with caution to these and other design concerns.



DRB RECOMMENDATION MEETING

SUMMARY

Initial DRB presentation documented the design as developed from the prior EDG. Major areas not satisfactorily addressed to the DRB's satisfaction included the SE corner easement (pictured above), public integration and/or visual connection to the central courtyard (visual connection pictured below middle), common residential entry courtyard off 103rd street, and corner design at NE intersection (pictured below bottom).





OPTION 1 (prior MUP application)

DISTINGUISHING FEATURES

- Large central courtyard amenity
- Walk-up townhome style residential entries at west building
- Live-work + retail opportunities compliment neighborhood

PROS

- Rooftop amenities / gardens provided on all buildings
- Large residential units are contemporary with neighborhood
- Staggered massing along Greenwood mitigates long facade
- Highest unit count of all options

CONS

- Building massing more oriented towards Greenwood without equal emphasis on corner opportunity
- Building occupies SE corner over access easement and provides punched openings for vehicular access
- Minimal visual connection provided at Greenwood to interior courtyard in order to preserve interior efficiencies
- Residential building entries to all buildings from 103rd compromised due to residential entry emphasis on Greenwood



OPTION 2

DISTINGUISHING FEATURES

- Massing along Greenwood broken into two buildings
- Three separate buildings on site reduces overall apparent bulk
- Drive-through access through site allows for parking ingress / egress within site

PROS

- Access drive combined with existing access easement to increase site access efficiency & providing load zone parking
- Garage access removed from street facades
- Greenwood facades separated by residential open space courtyard
- Retail along Greenwood with pedestrian scale landscaping elements

CONS

- Lowest unit count of all options
- Tight adjacency of north / south buildings creates limited courtyard opportunities and places units directly opposite other units
- Exposed easement area makes on-grade parking and driveway highly visible
- Residential courtyard at east is elevated and further separated from west building open space by access drive
- Units along access easement / south facade will be subject to large amounts of vehicle traffic directly in front of unit windows



OPTION 3 - preferred scheme

DISTINGUISHING FEATURES

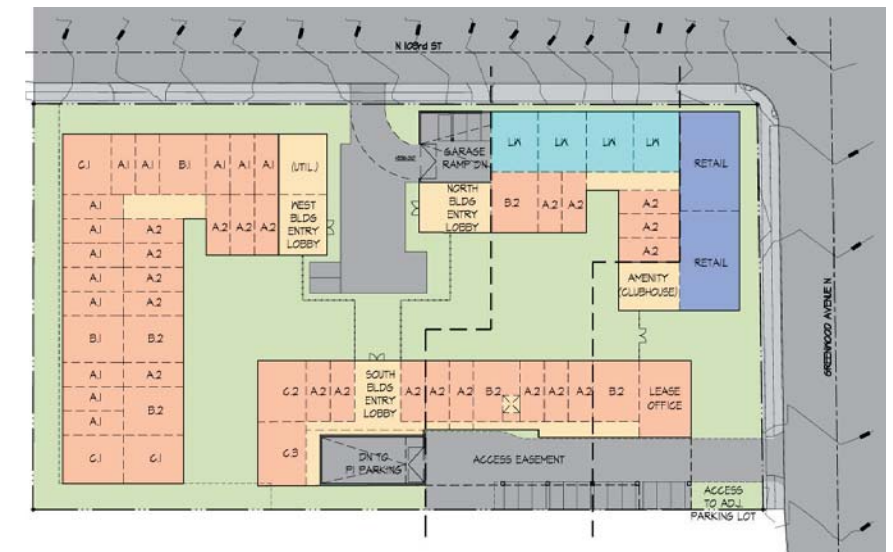
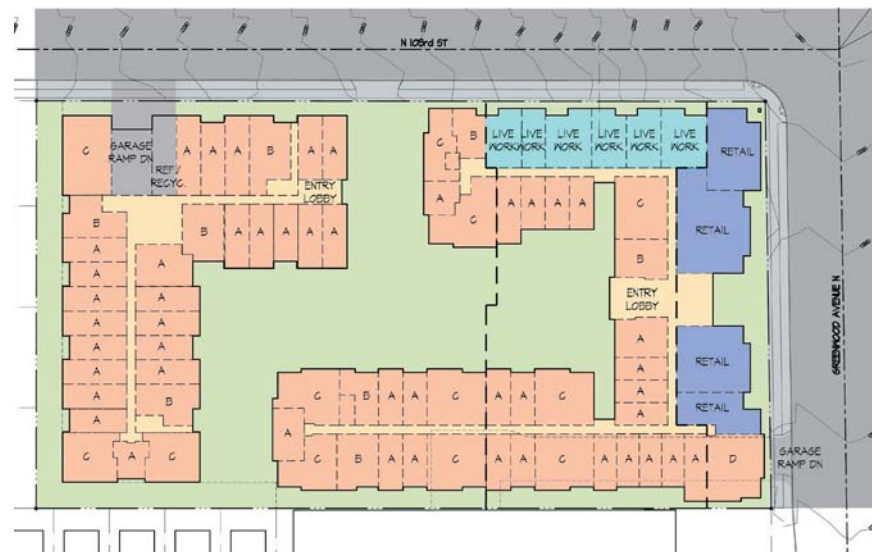
- Massing along Greenwood broken into two buildings of varying scale
- Three separate buildings on site reduces overall apparent bulk
- Large central central courtyard with visual access from sidewalks
- Modular construction proposed for western building

PROS

- Easement drive impact to site minimized with east building setback
- Garage access removed from street facades
- Greenwood facades separated by residential open space courtyard
- Large retail space on Greenwood with pedestrian scale landscaping elements allows for widest range of retail tenants of all options
- Welcoming residential entry court integrated with common amenity areas and landscaping

CONS

- South facing units in South building have close adjacency to abutting lot development
- Grading of side due to adjacent topography makes public accessibility to interior courtyard impractical in areas
- Modular construction provides less modulation flexibility at west building



DESIGN OPTION ANALYSIS & COMPARISON

Design Concept	OPTION 1 (PRIOR MUP APPLICATION)	OPTION 2	OPTION 3 (PREFERRED SCHEME)
Option Concept	Two buildings, maximum unit count around a private central courtyard.	Three buildings around a central access drive. A visually accessible courtyard at east over subterranean garage.	Three buildings with visually accessible central courtyard.
Estimated Unit Count	300 apartments	220 apartments	260 apartments
Compliance with DRB Comments	Moderate to low - DRB comments impact building efficiencies	High - extensive efforts made to respond to applicable DRB comments	High - extensive efforts made to respond to applicable DRB comments
Garage Access locations	Large curbcut on I03rd (combined refuse / vehicular access) located along North street elevation. Shared access easement on south	New garage access in interior of lot approached from drive-through site access. Shared access easement remains.	New garage access from central residential entry court. Shared access easement remains.
Access Easement	Easement present with substantial building overhangs	Easement present with no building overhangs	Easement present with substantial overhangs. Building footprint reduced at SE corner of property to minimize overhangs.
Use of Adjacent Parking Garage Included in Proposal?	No	Yes - approximately 40 stalls total.	Yes - approximately 40 stalls total.
Construction Concept / Objectives	Maximum building envelope with partial floor plates if necessary to achieve development objectives. Continuous East building required to maintain internal circulation efficiencies.	Simplify construction to avoid excessive excavation and partial floor plates. Building modulation to be used with restraint. Emphasis will be placed on façade materials / detailing / composition.	Simplify construction to avoid excessive excavation and partial floor plates. Building modulation to be used with restraint. Emphasis will be placed on façade materials / detailing / composition.
Client Directives			
Reduce Subterranean Garage	No	Yes	Yes
Level(s) of Subterranean Garage	3 (full site extents)	2 (partial plates)	2 (partial plates)
Unit Sizes per GRE / Pinnacle Standards	Yes	Yes	Yes
Retail Sizes / Extents	Limited to zoning code minimums. Setbacks from street were of DRB concern.	Retail broken into two equal sections along Greenwood Ave. N	Retail broken into two sections. Prime retail is contiguous and focused along Greenwood, smaller retail to South and setback from street.
Design Review Directives (comments from September 22, 2008)			
1 Break up massing along Greenwood (B-1)	The massing is mitigated by variation in building setbacks along Greenwood.	Achieved by placing two separate structures along Greenwood to provide visibility to the interior open space reducing bulk and massing at east façade.	Achieved by separating the easterly structure into two buildings to provide visibility to the interior open space and reduce apparent bulk and scale impacts.
2 Signature corner design at NE Corner (A-10)	Corner focuses on creating a retail presence on Greenwood rather than emphasizing the corner itself. Signature design requires further development.	Corner massing will hold the corner while reinforcing the new retail presence along Greenwood. Live-work units occur along I03rd as the grade slopes away.	Corner massing is articulated through modulation and will hold the corner while reinforcing the new retail presence along Greenwood. Live-work units occur along I03rd as the grade slopes away.
3 Strong corner design & reduce easement impact at SE corner, including the reduction/elimination of the impact to the sight triangle (A-10)	Design concept requires placing residential areas over the access easement to maintain criteria efficiencies. Vehicular access to be maintained per access easement, therefore some blank walls and large openings cannot be avoided.	Buildings are placed to the North of the easement eliminating easement impact on the massing of the building. The required sight triangle is provided. Easement includes parking however, which adds to paved areas visible to public.	Design of the South building steps back from street to mitigate the impact of the easement drive entrance. Building's mass allows a proper sight triangle. Recessing of the SE corner back from Greenwood also allows natural massing transition between North building and adjacent ministorage building.
4 Accessibility of residential entrance to South building & it's relationship to other buildings (D-1)	Residential entries to all buildings through central shared entry court off I03rd. Additional convenience entry to be added to South building.	South entry integrated into residential entry court. Courtyard combines primary residential entries to all three buildings and reinforces common point of access to project site. Residential entries for all buildings however are recessed from streets.	South entry integrated into residential entry court as visual terminus of courtyard. Courtyard combines primary residential entries to all three buildings and reinforces common point of access to project site.
5 Develop pedestrian experience and encourage human activity along Greenwood (C-3 & D-1)	Building setback varies at the sidewalk along Greenwood to mitigate the overall massing of the continuous façade.	Retail proposed is located close to the sidewalk along Greenwood to encourage pedestrian interaction. Retail block has been uniformly distributed in two facades to allow for a variety of potential tenants. Landscaping will complement transition from sidewalk to retail.	Majority of retail proposed is located close to the sidewalk along Greenwood to encourage pedestrian interaction. Landscaping will complement transition from sidewalk to retail, especially at South building where a plaza space occurs.
6 Sharing the distribution of interior open space for public views and light (A-7)	Design intent is to provide a highly integrated private open space for residents. Public visual access is provided along I03rd and through openings in Greenwood façade.	Proposed massing modulation allows significant views of interior courtyards, amenities and landscaping. Security fencing where present will be substantially recessed from ROW and adjacent retail / sidewalks at courtyard entry and will allow for public visual access.	Proposed massing modulation allows significant views of interior courtyards, amenities, and landscaping. Security fencing where present will be substantially recessed from ROW and adjacent retail / sidewalks at both courtyard entries and will allow for public visual access.
7 Vehicular pickup & drop-off opportunity due to size of project (A-8)	None proposed	Vehicular pick-up/drop-off zone included in center of site on central access drive accessed from I03rd or Greenwood.	Vehicular pick-up/drop-off zone included in central residential entry court accessed from I03rd.
8 West building, West-facing façade: Upper level areas need attention and/or modulation to reduce apparent bulk (B-1)	Modulation provided at lower three levels by articulating individual units with setbacks & entry stoops to maintain 'townhouse' feel. Upper two levels are setback from lower levels, but would benefit from further delineation.	Façade articulation will be accomplished through use of decks, material transitions, and minor façade modulation.	Façade articulation will be accomplished through use of decks, material transitions, and minor façade modulation.



'PRIOR PROPOSAL'

280-300 units
670 sf/unit residential unit average

PARKING:

300 residential units = 300 parking spaces req'd
(after transit reduction applied)

246 spaces provided - level P1

86 spaces provided - level L1

14 spaces provided - level L2

= 346 spaces provided total

DISTINGUISHING FEATURES

Large central courtyard amenity
Walk-up townhome style residential entries at west building
Live-work + retail opportunities compliment neighborhood

PROS

- Rooftop amenities / gardens provided on all buildings
- Large residential units are contemporary with neighborhood
- Staggered massing along Greenwood mitigates long facade
- Highest unit count of all options

CONS

- Building massing more oriented towards Greenwood without equal emphasis on corner opportunity
- Building occupies SE corner over access easement and provides punched openings for vehicular access
- Minimal visual connection provided at Greenwood to interior courtyard in order to preserve interior efficiencies
- Residential building entries to all buildings from 103rd compromised due to residential entry emphasis on Greenwood

OPTION I (prior MUP application): SUMMARY

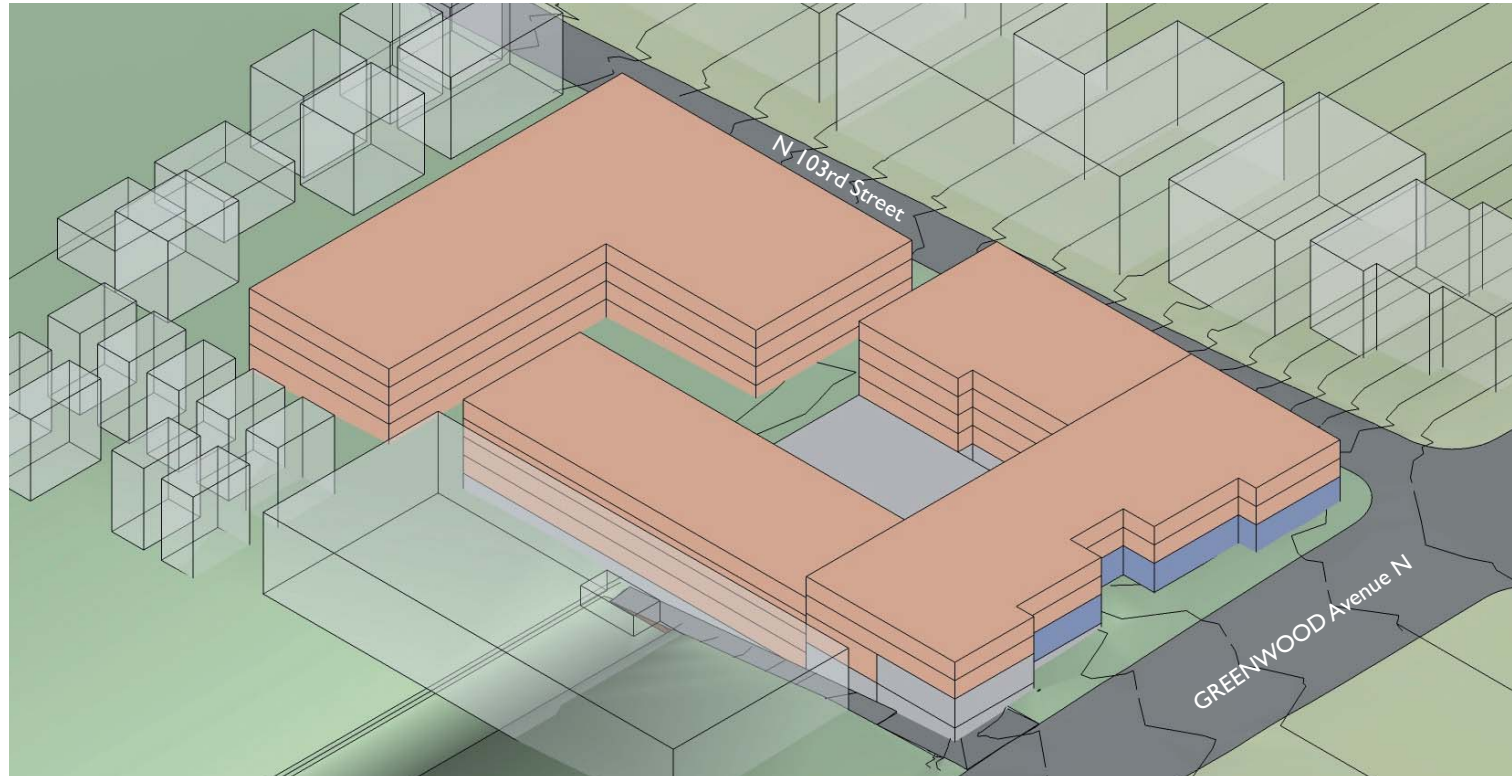


OPTION I (prior MUP application): COMPOSITE GROUND FLOOR PLAN

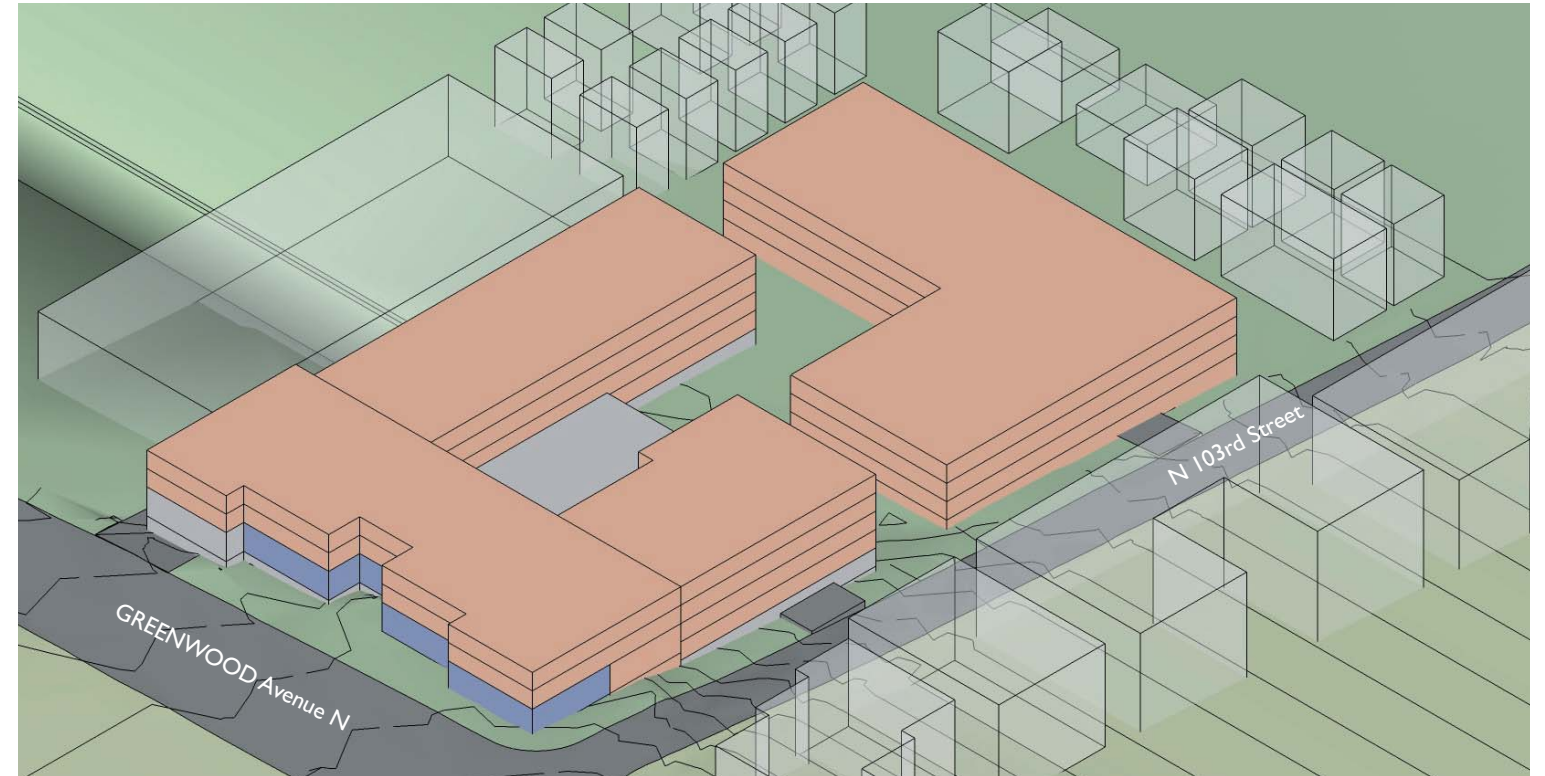


- COMMON / LOBBY
- RESIDENTIAL
- LIVE-WORK
- RETAIL
- PARKING

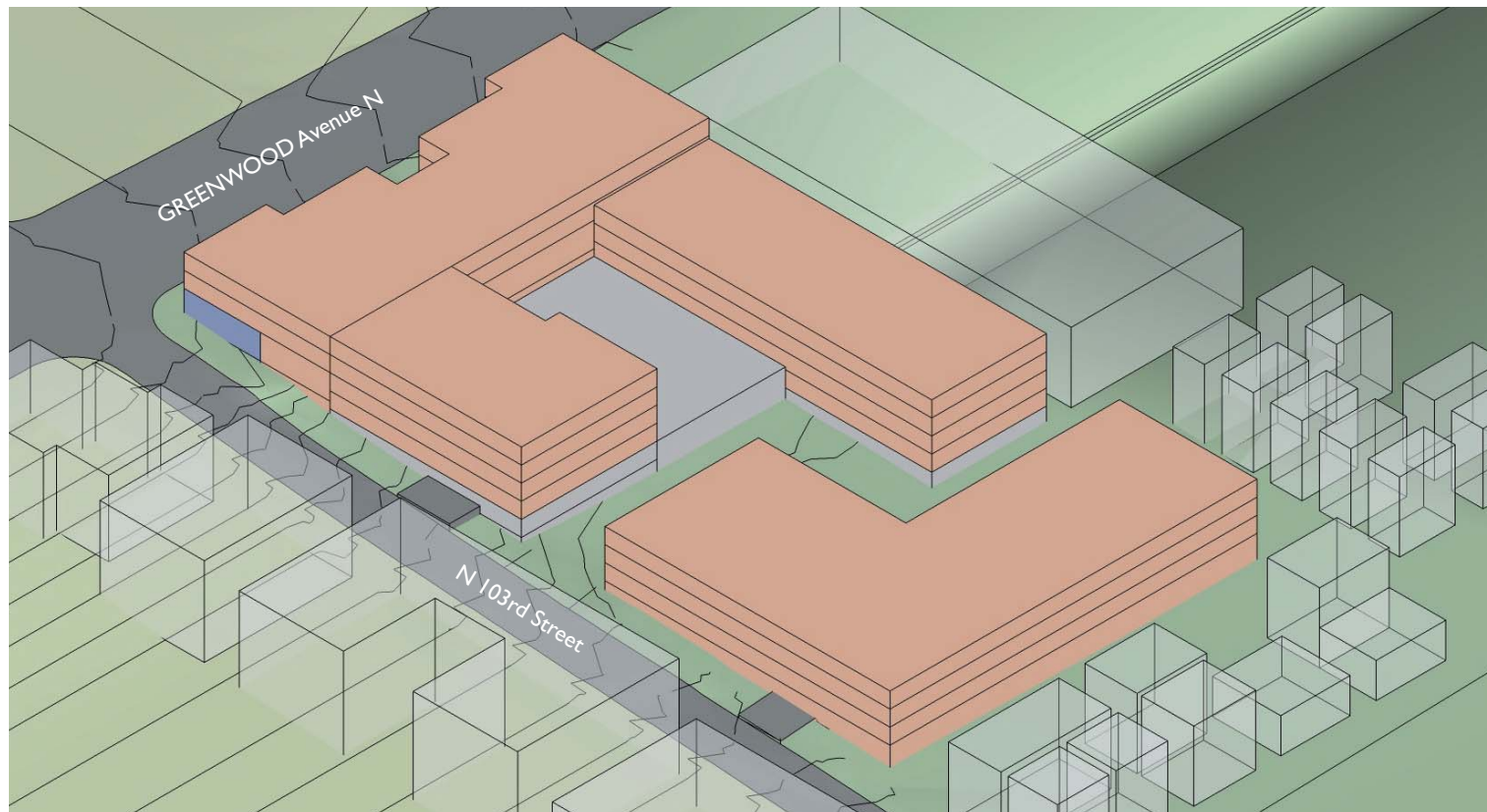
OPTION I (prior MUP application): AXONOMETRIC OVERVIEW



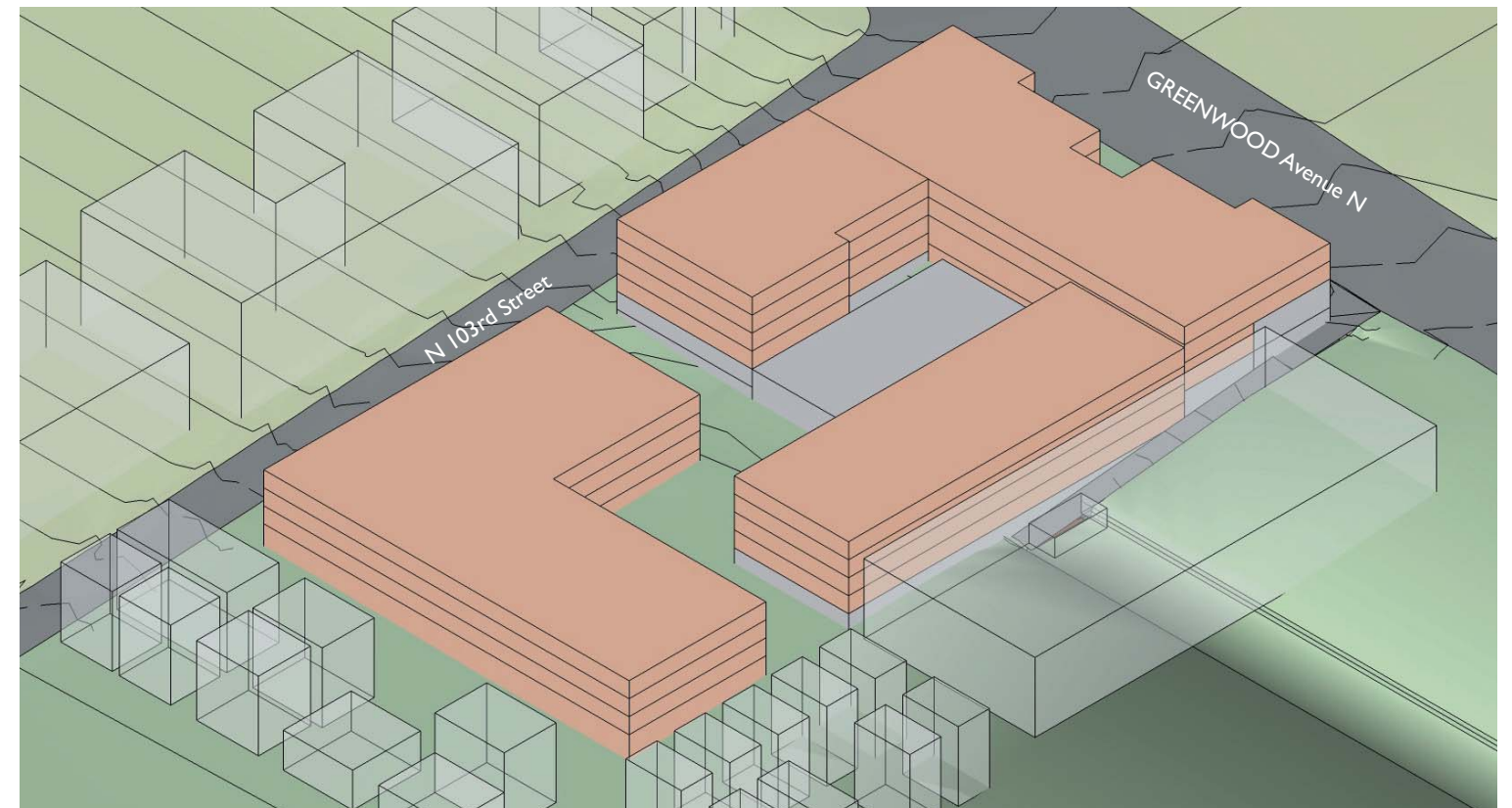
MASSING MODEL LOOKING NORTHWEST



MASSING MODEL LOOKING SOUTHWEST

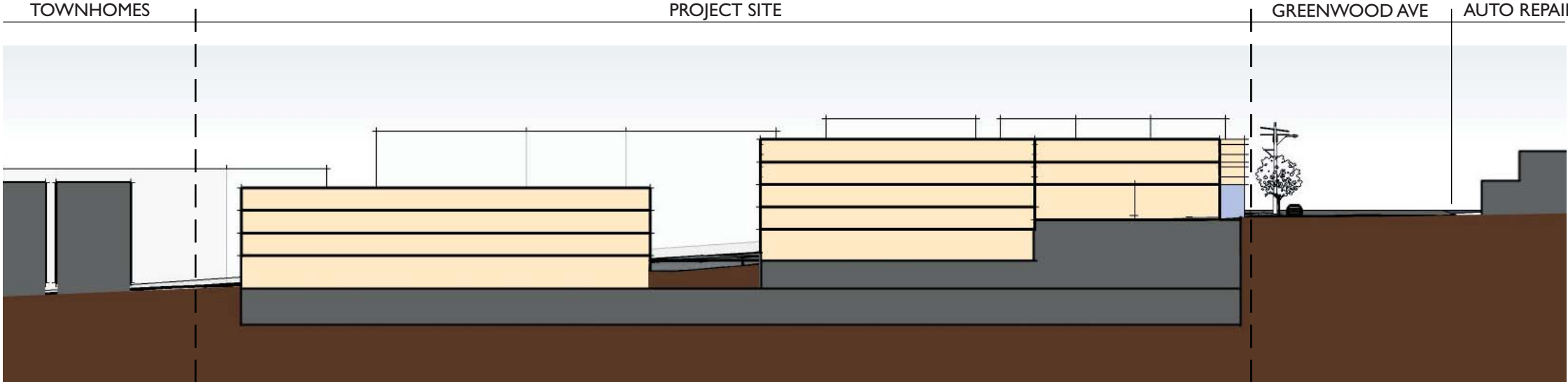


MASSING MODEL LOOKING SOUTHEAST

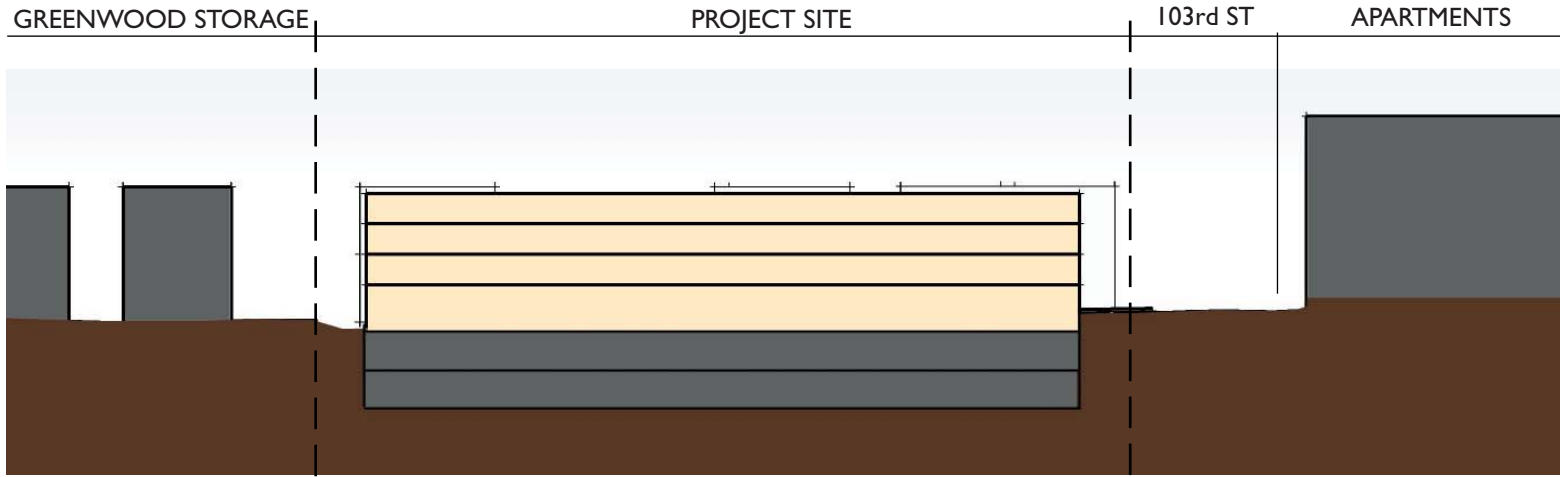


MASSING MODEL LOOKING NORTHEAST

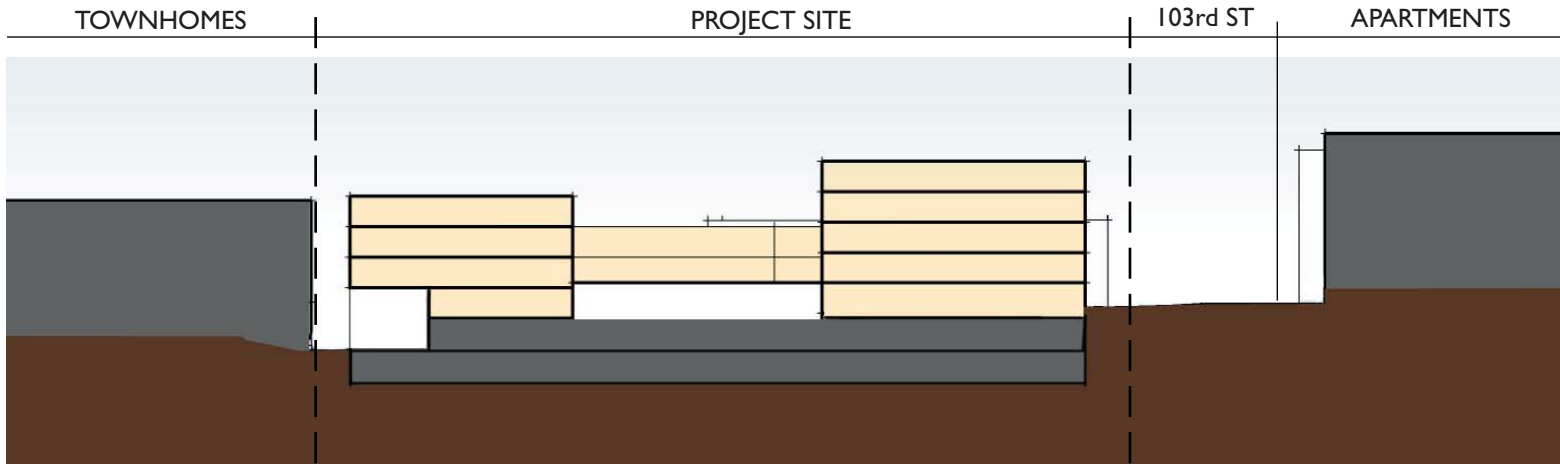
OPTION I (prior MUP application): SITE SECTIONS



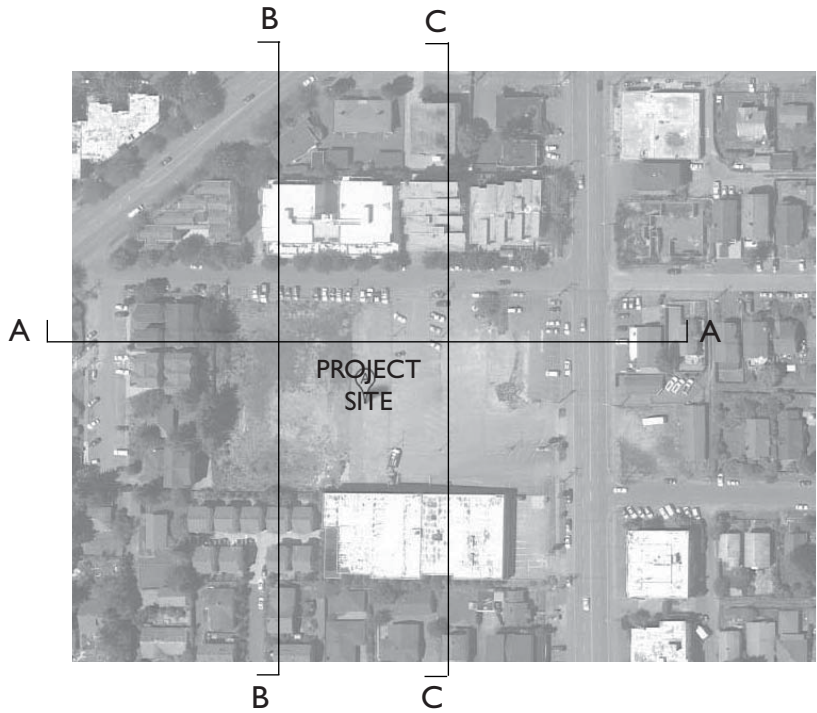
SITE SECTION A:
LOOKING NORTH



SITE SECTION B:
LOOKING WEST



SITE SECTION C:
LOOKING WEST



'CENTRAL DRIVE'

200-220 units
605 sf/unit residential unit average

PARKING:

60 spaces provided - level P1
60 spaces provided - level P2
40-45 spaces provided - adjacent parking garage by easement
= 160+ spaces provided total

DISTINGUISHING FEATURES

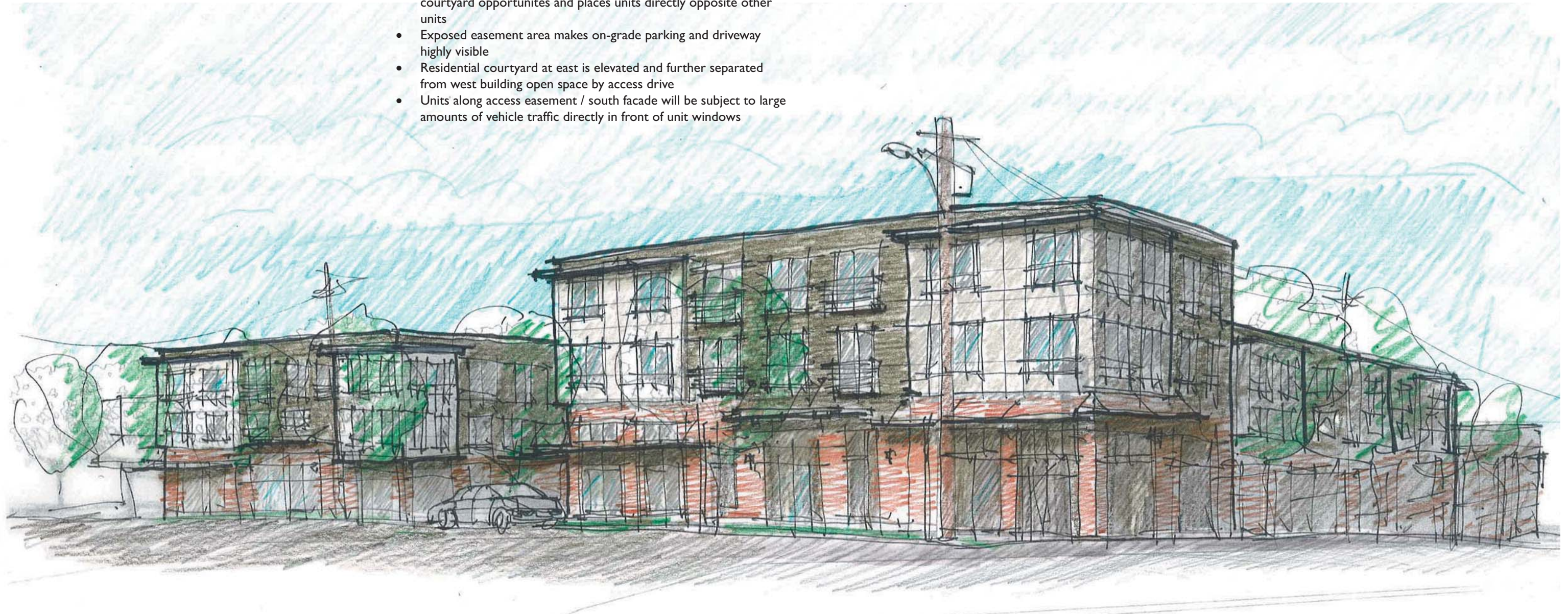
Massing along Greenwood broken into two buildings
Three separate buildings on site reduces overall apparent bulk
Drive-through access through site allows for parking ingress / egress within site

PROS

- Access drive combined with existing access easement to increase site access efficiency & providing load zone parking
- Garage access removed from street facades
- Greenwood facades separated by residential open space courtyard
- Retail along Greenwood with pedestrian scale landscaping elements

CONS

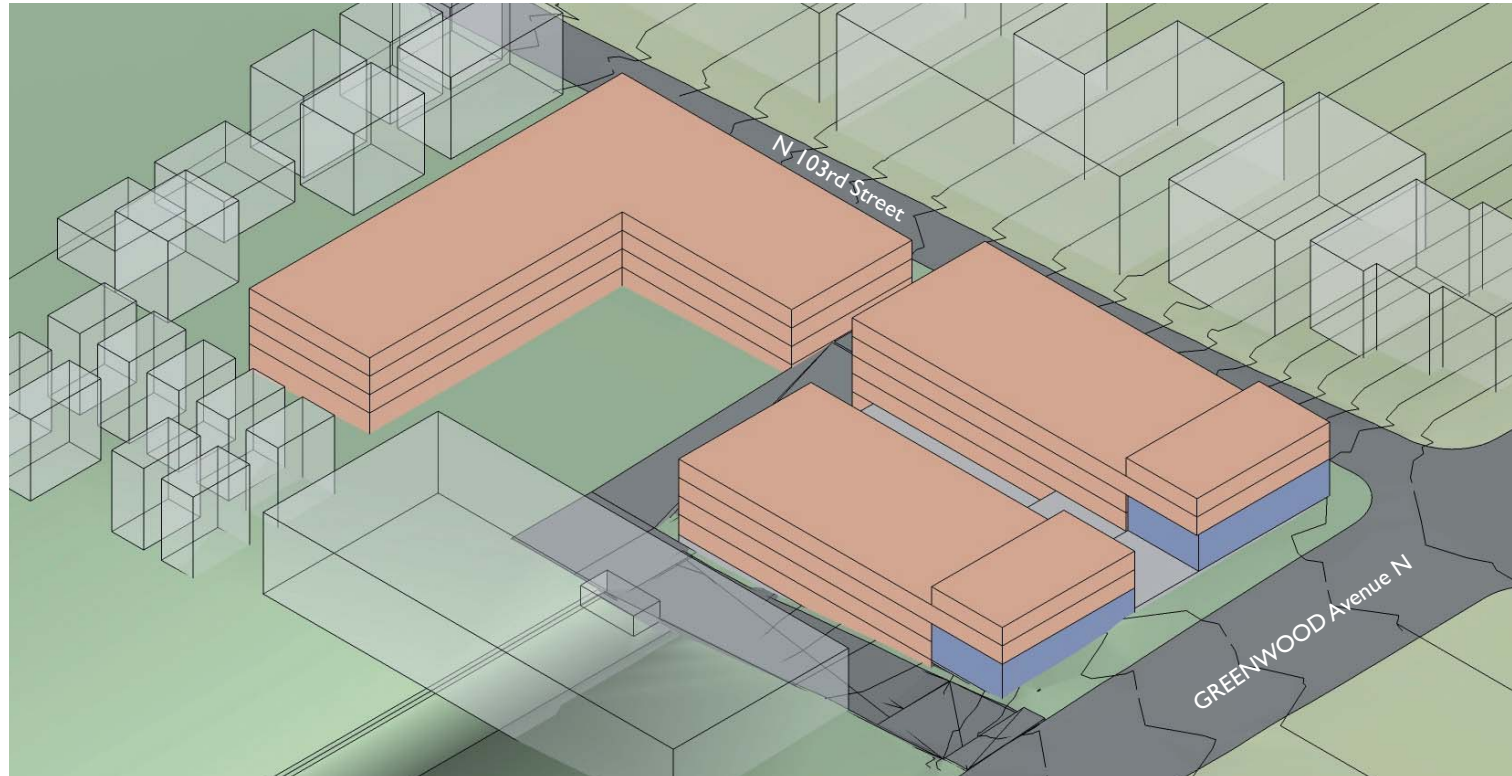
- Lowest unit count of all options
- Tight adjacency of north / south buildings creates limited courtyard opportunities and places units directly opposite other units
- Exposed easement area makes on-grade parking and driveway highly visible
- Residential courtyard at east is elevated and further separated from west building open space by access drive
- Units along access easement / south facade will be subject to large amounts of vehicle traffic directly in front of unit windows



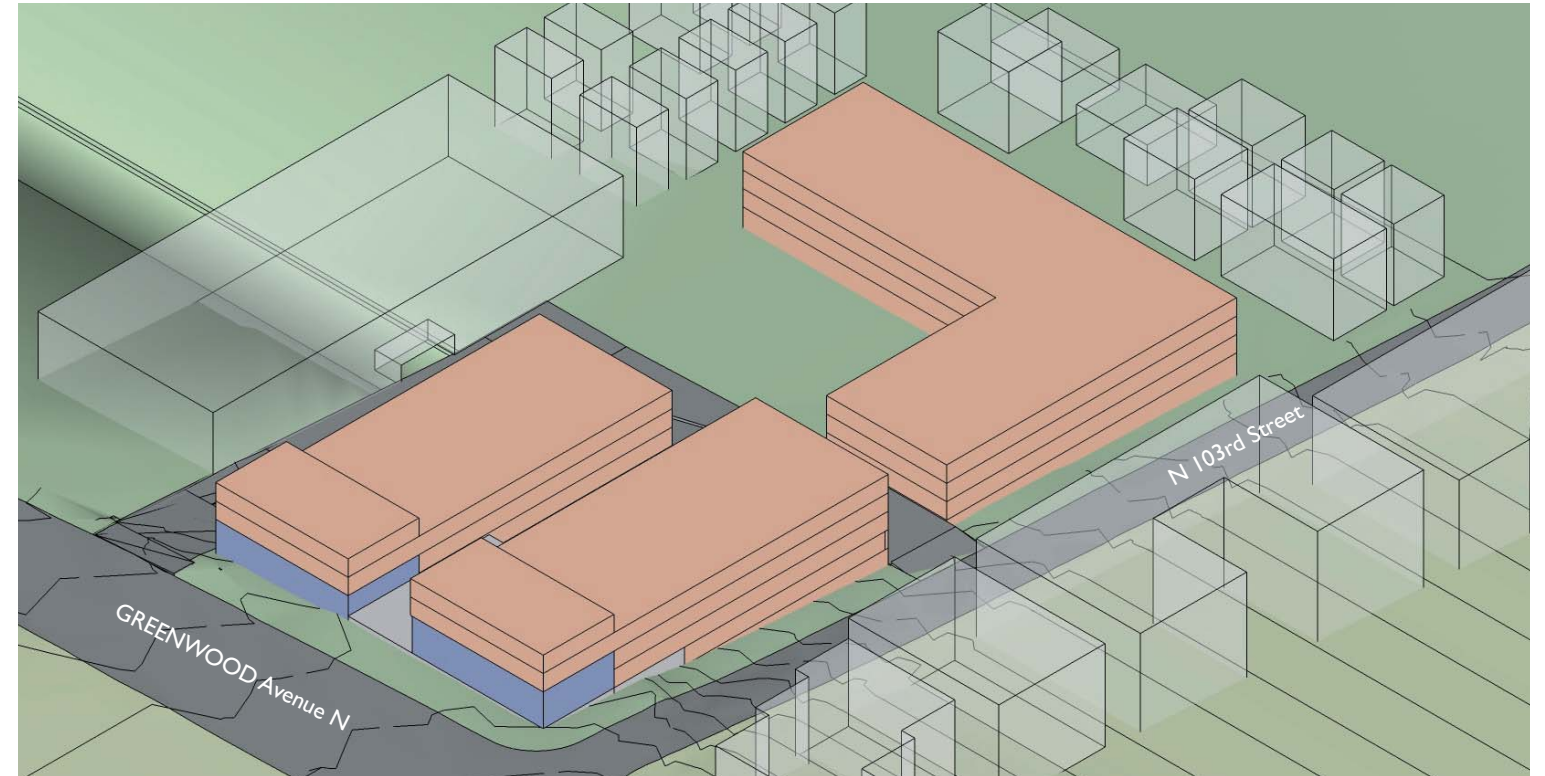
OPTION 2: COMPOSITE GROUND FLOOR PLAN



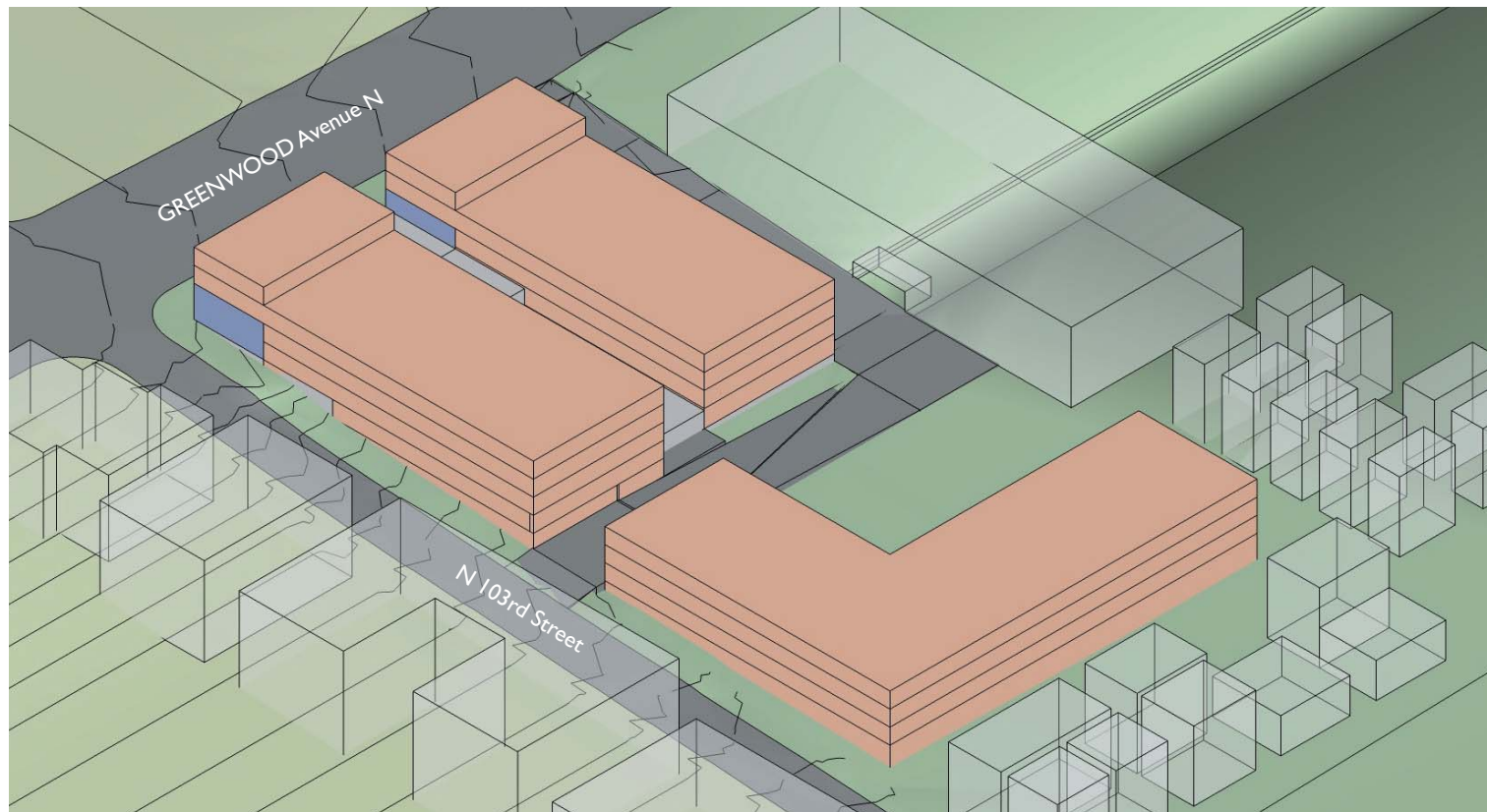
OPTION 2: AXONOMETRIC OVERVIEW



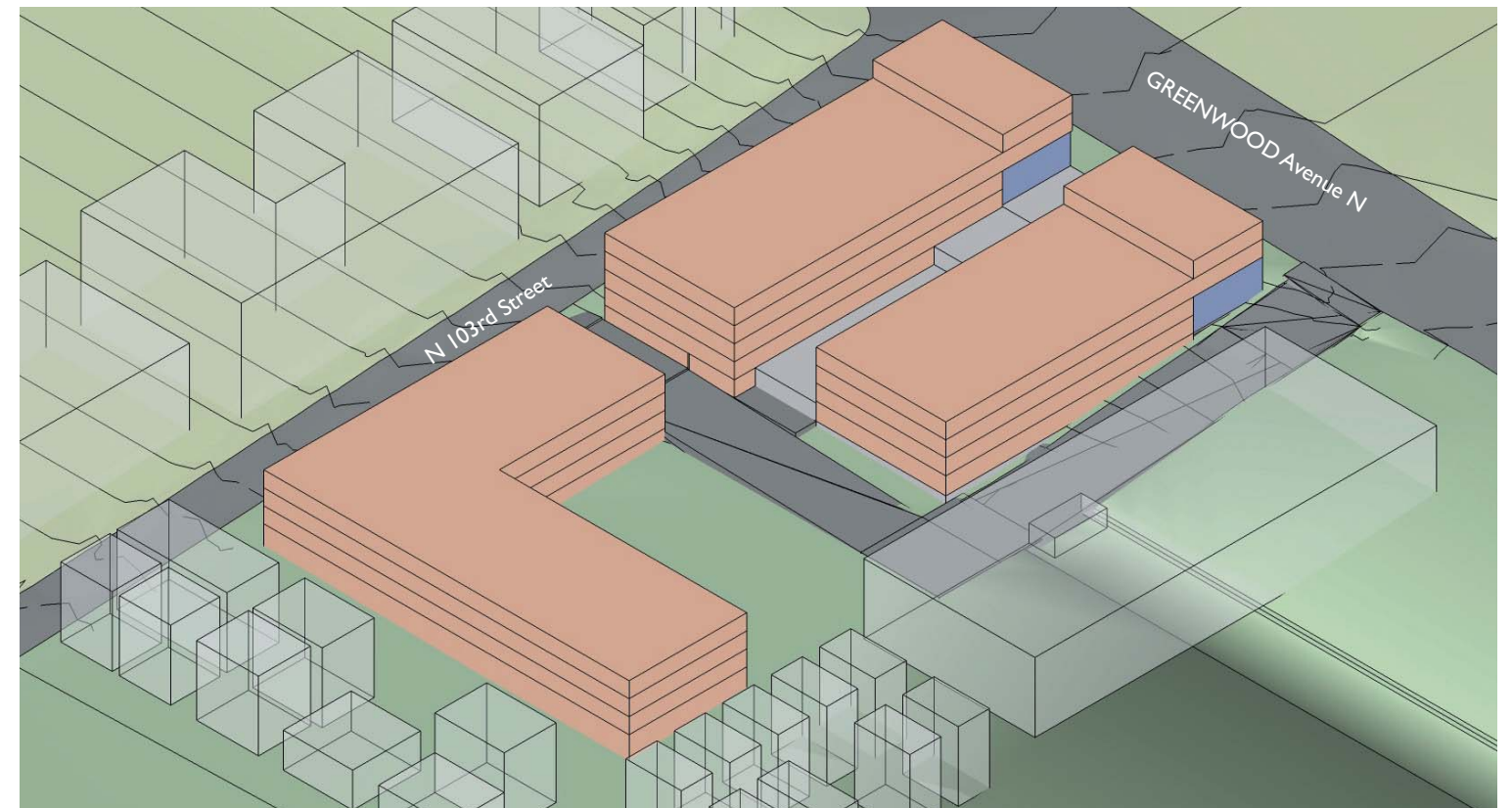
MASSING MODEL LOOKING NORTHWEST



MASSING MODEL LOOKING SOUTHWEST

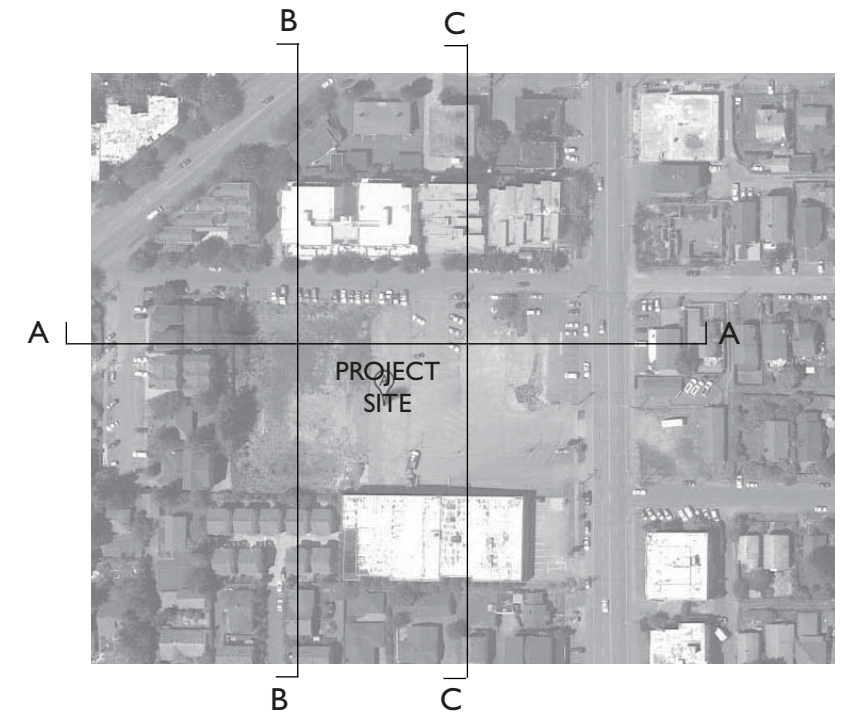
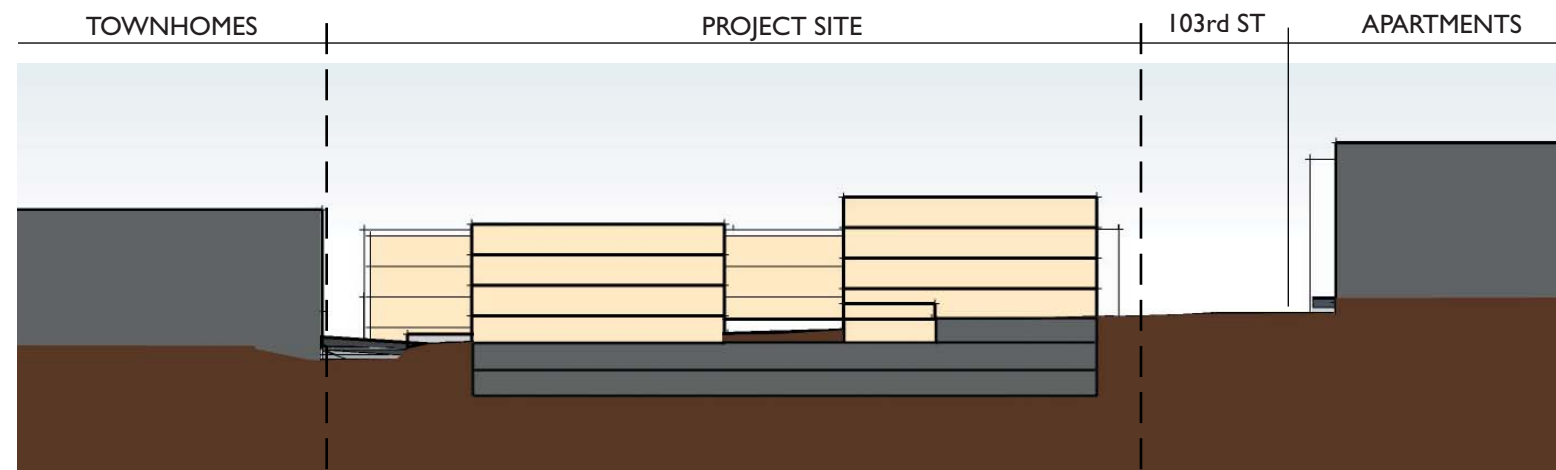
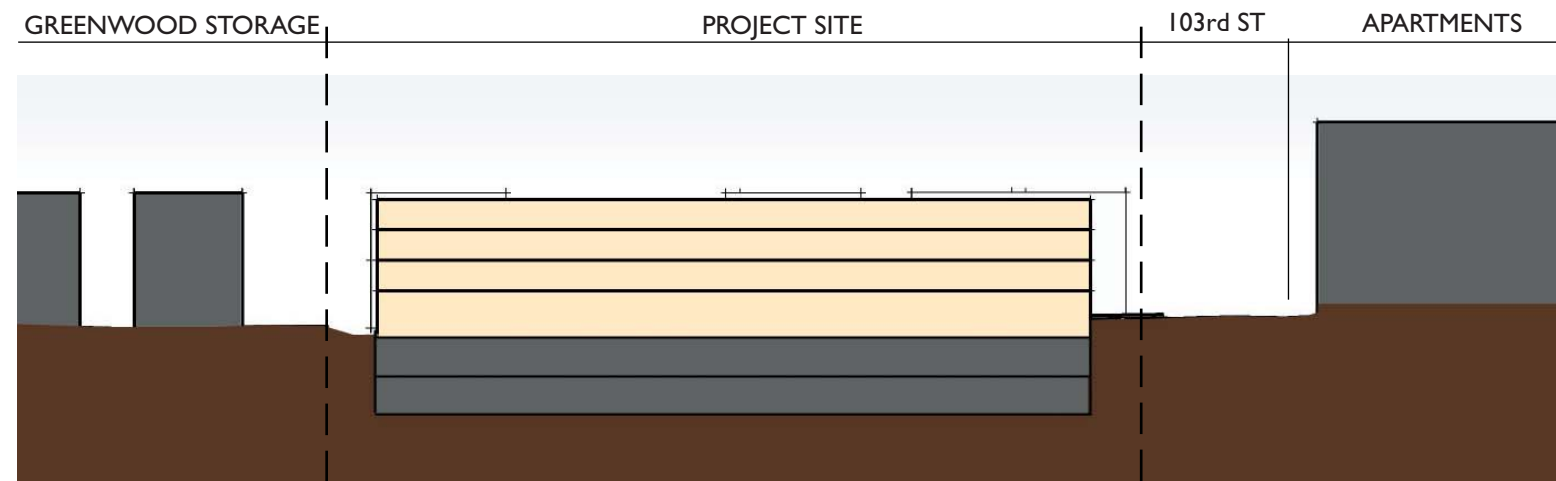
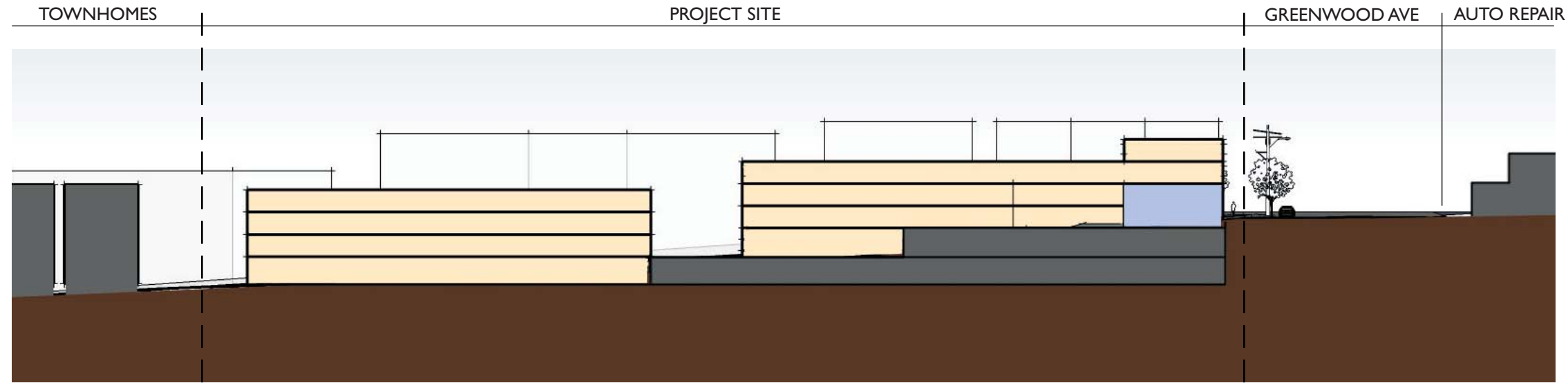


MASSING MODEL LOOKING SOUTHEAST



MASSING MODEL LOOKING NORTHEAST

OPTION 2: SITE SECTIONS



'GARDEN COURT'

250-260 units

605 sf/unit residential unit average

PARKING:

250 residential units = 200 parking spaces req'd

(after transit reduction applied)

82 spaces provided - level P1

82 spaces provided - level P2

40-45 spaces provided - adjacent parking garage by easement

= 204+ spaces provided total

DISTINGUISHING FEATURES

Massing along Greenwood broken into two buildings of varying scale

Three separate buildings on site reduces overall apparent bulk

Large central courtyard with visual access from sidewalks

Modular construction proposed for western building

PROS

- Easement drive impact to site minimized with east building setback
- Garage access removed from street facades
- Greenwood facades separated by residential open space courtyard
- Large retail space on Greenwood with pedestrian scale landscaping elements allows for widest range of retail tenants of all options
- Welcoming residential entry court integrated with common amenity areas and landscaping

CONS

- South facing units in South building have close adjacency to abutting lot development
- Grading of side due to adjacent topography makes public accessibility to interior courtyard impractical in areas
- Modular construction provides less modulation flexibility at west building

OPTION 3 (preferred scheme): SUMMARY



OPTION 3 (preferred scheme): COMPOSITE GROUND LEVEL



- 8 WEST FACADE OF WEST BUILDING - UPPER LEVEL MODULATION
- 9 REMOVAL OF SECONDARY ENTRY FOR WEST BUILDING

- 4 SOUTH BUILDING RESIDENTIAL ENTRY & DESIGN INTEGRATION
- 7 VEHICULAR / PEDESTRIAN PICKUP & DROPOFF

- COMMON / LOBBY
- RESIDENTIAL
- LIVE-WORK
- RETAIL
- PARKING

2 SIGNATURE DESIGN AT NE CORNER

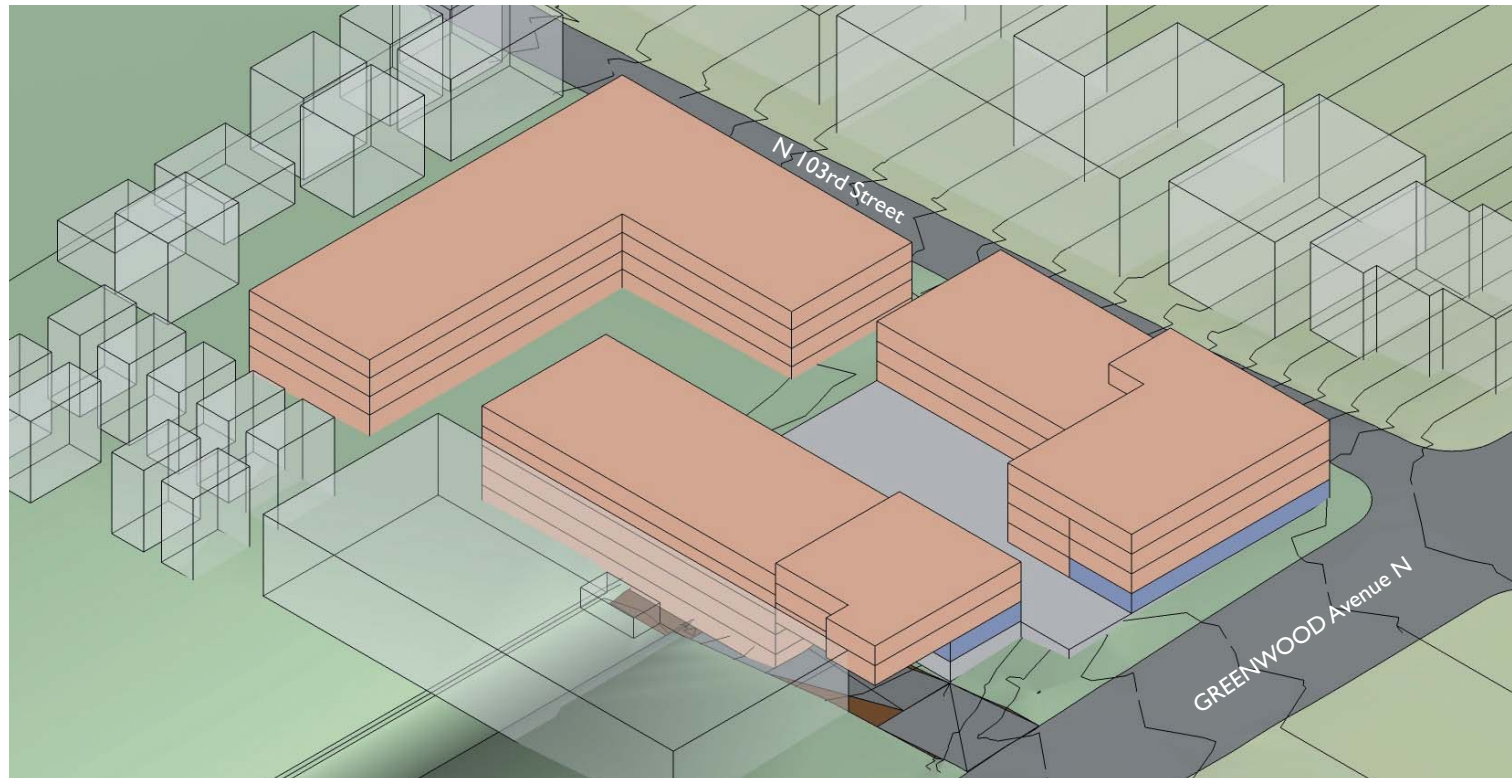
5 PEDESTRIAN EXPERIENCE ALONG GREENWOOD

1 BREAK UP MASSING ALONG GREENWOOD FACADE

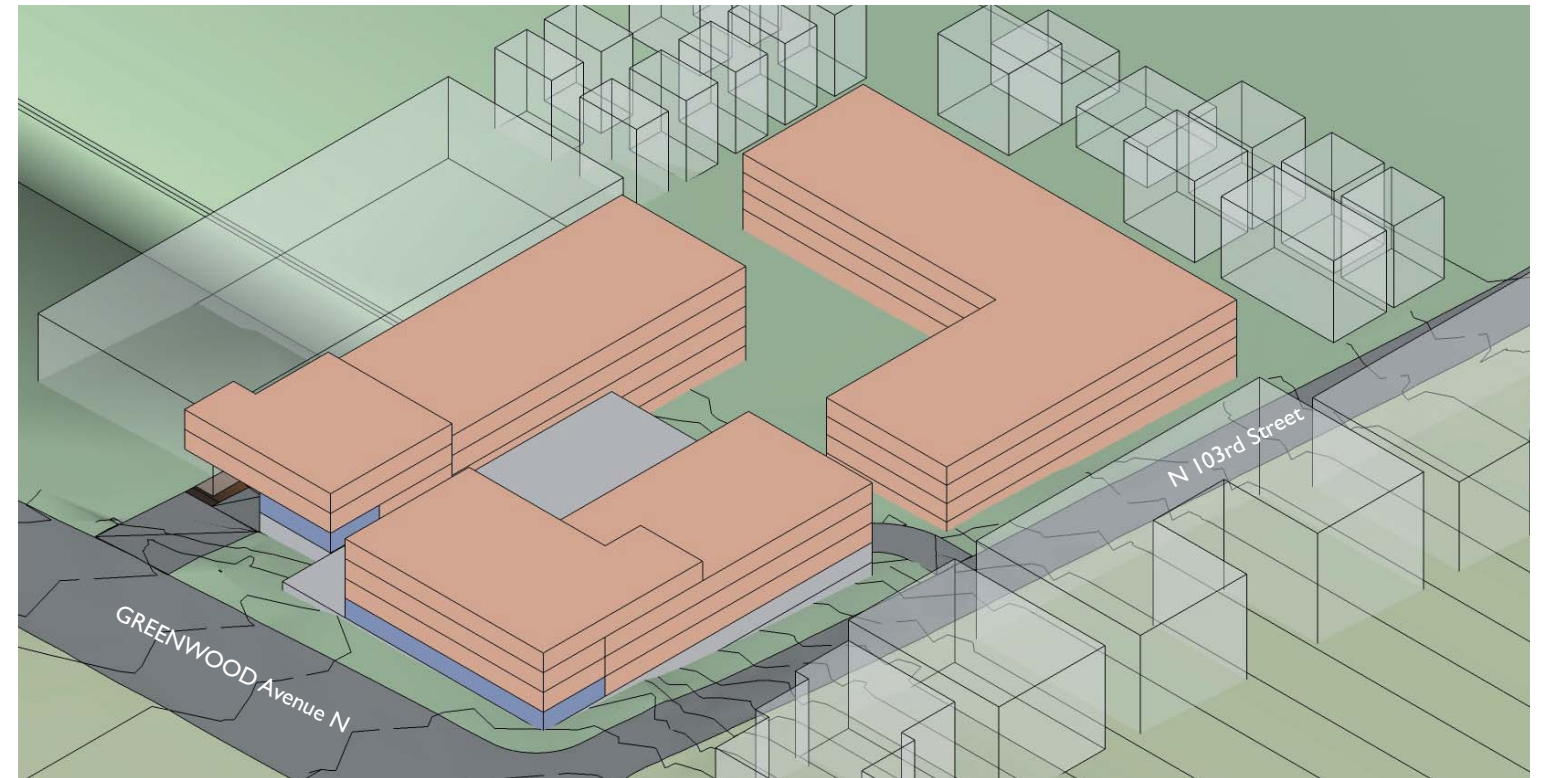
3 SE CORNER DESIGN / ACCESS EASEMENT



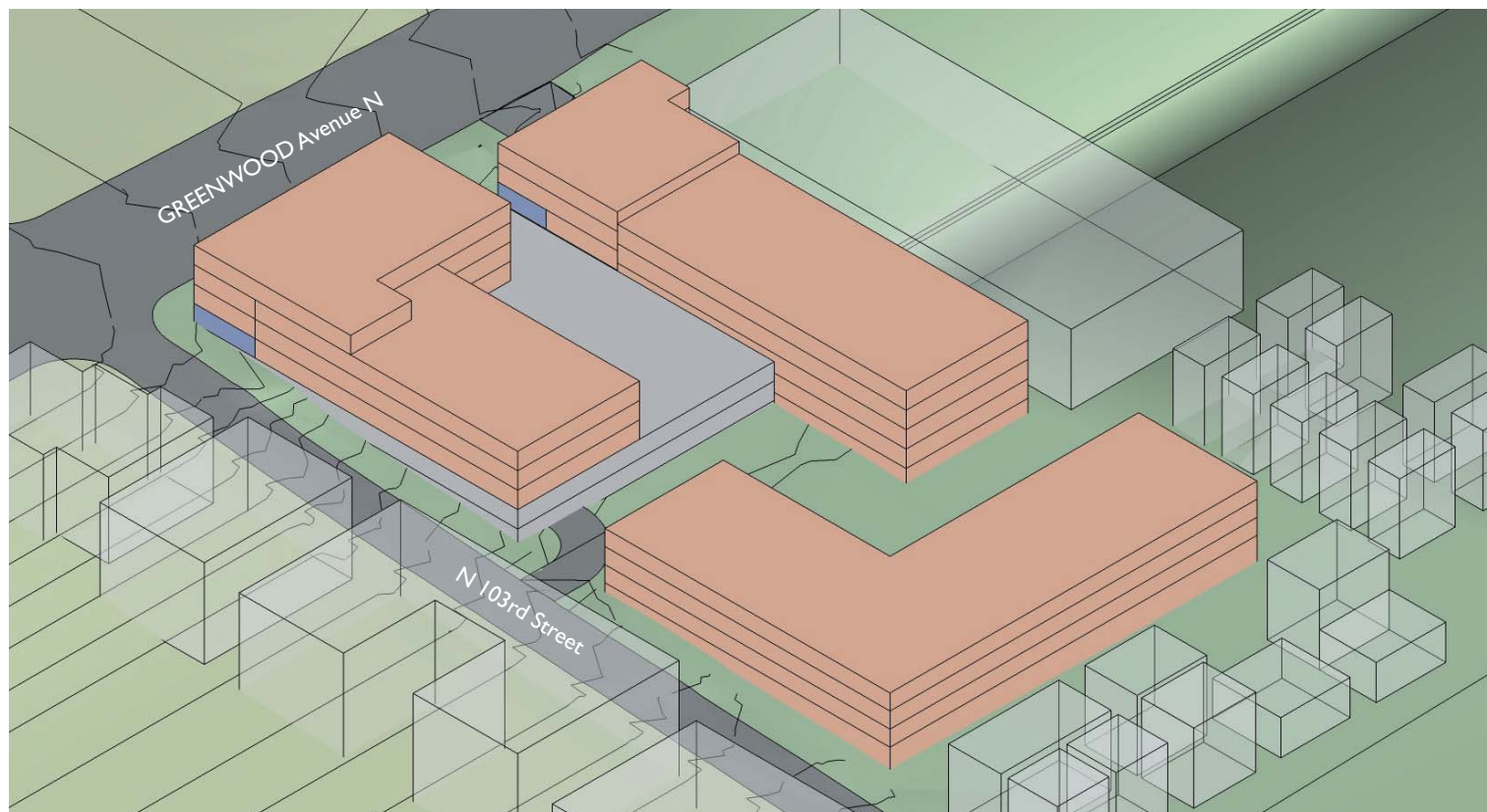
OPTION 3 (preferred scheme): AXONOMETRIC OVERVIEW



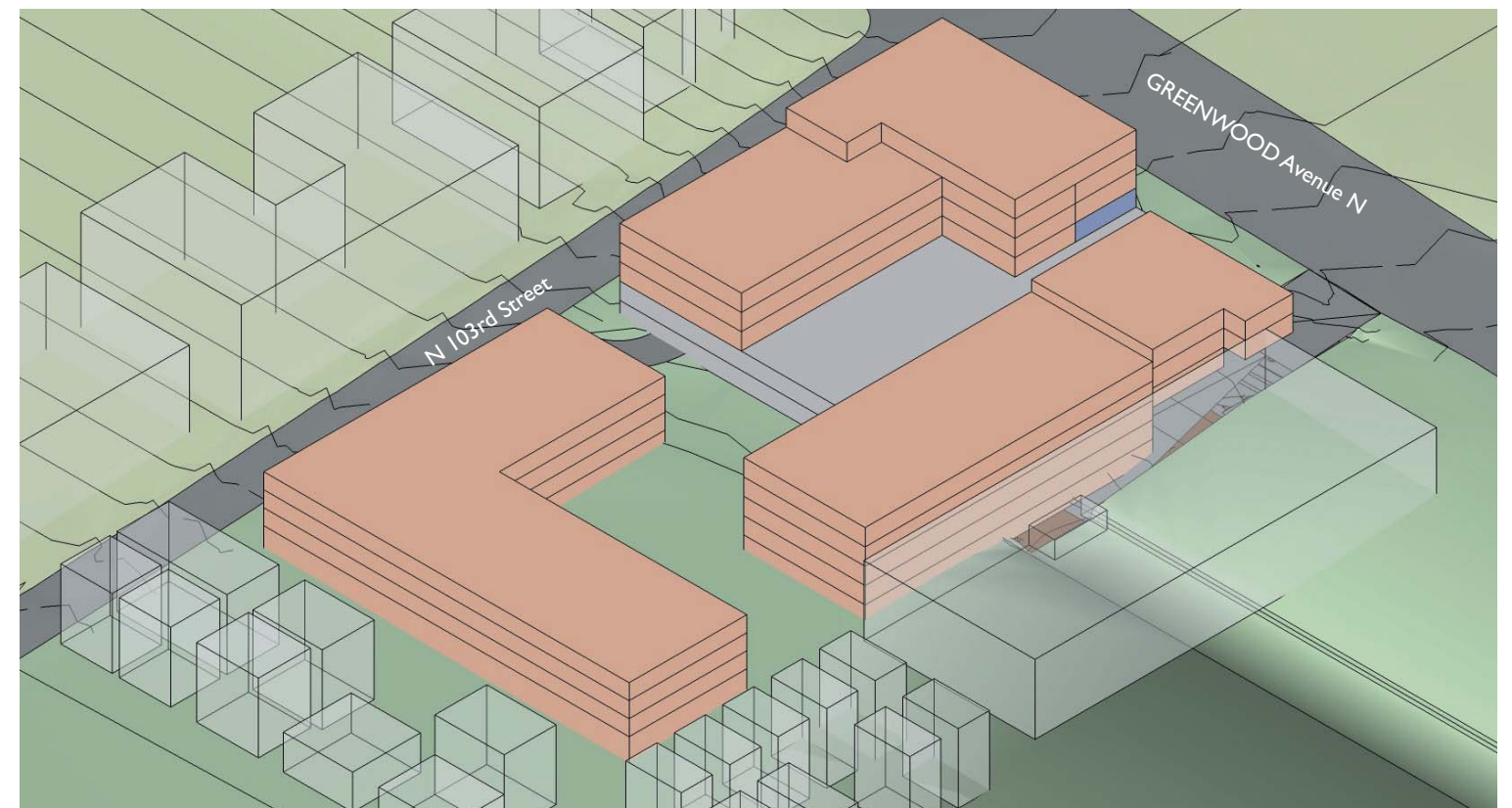
MASSING MODEL LOOKING NORTHWEST



MASSING MODEL LOOKING SOUTHWEST

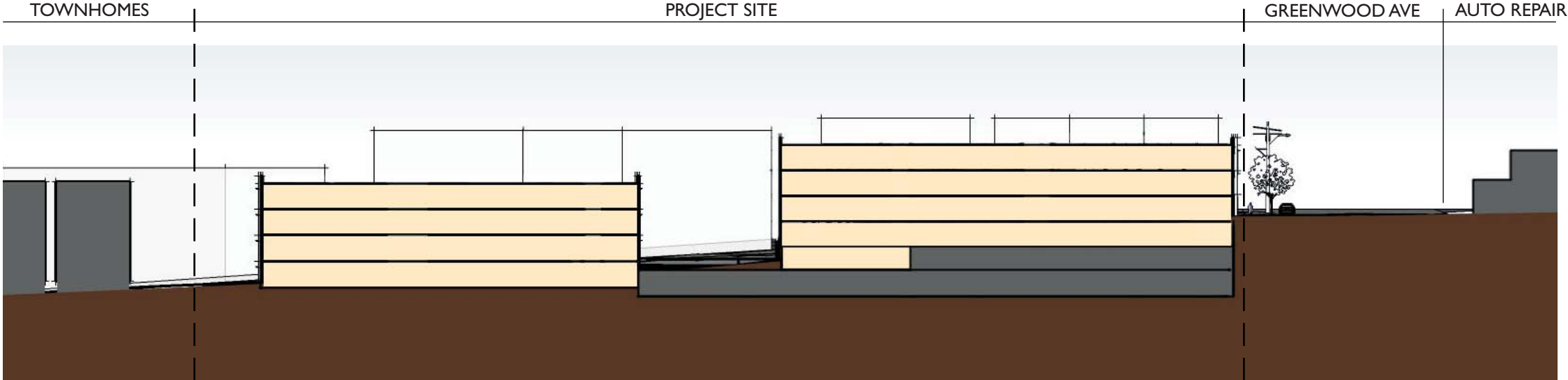


MASSING MODEL LOOKING SOUTHEAST

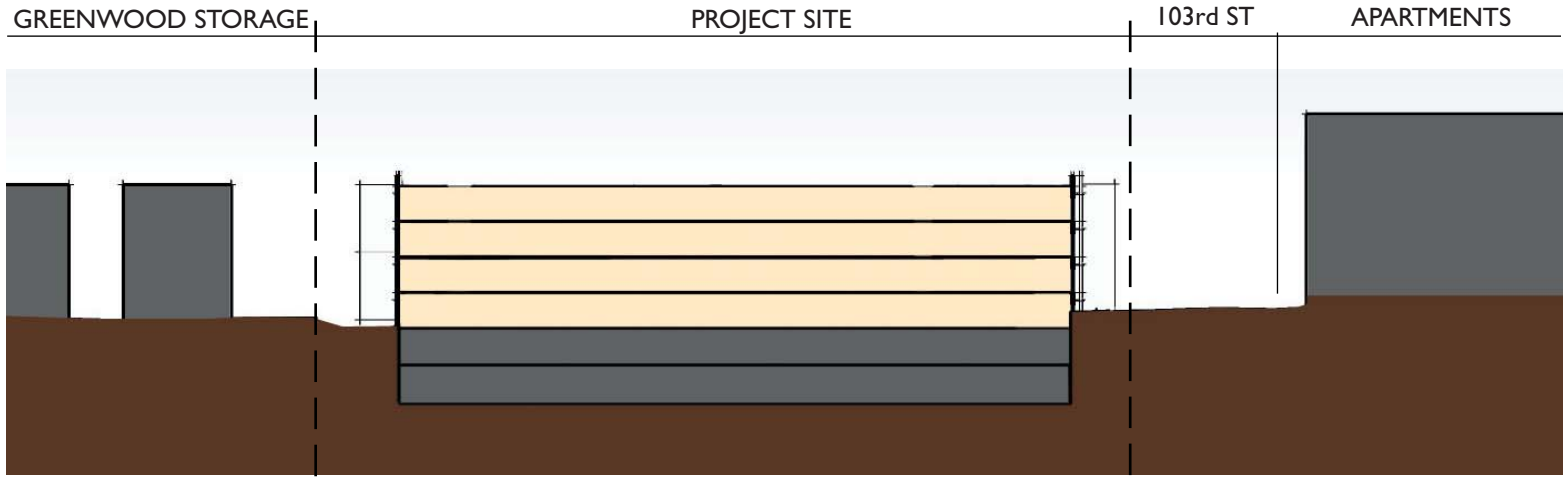


MASSING MODEL LOOKING NORTHEAST

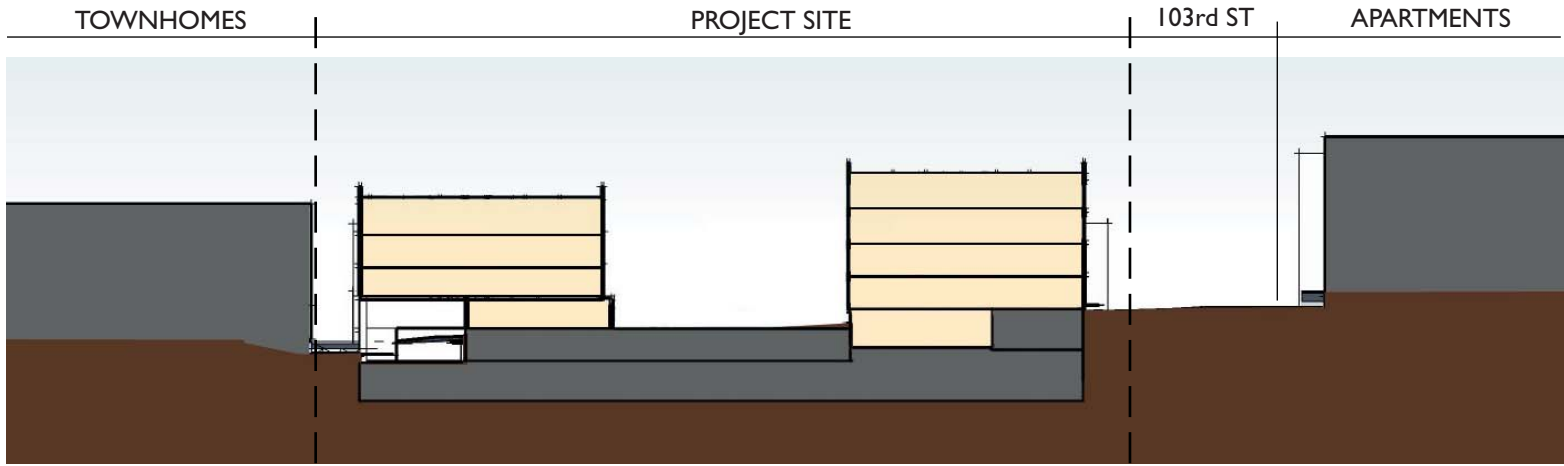
OPTION 3 (preferred scheme): SITE SECTIONS



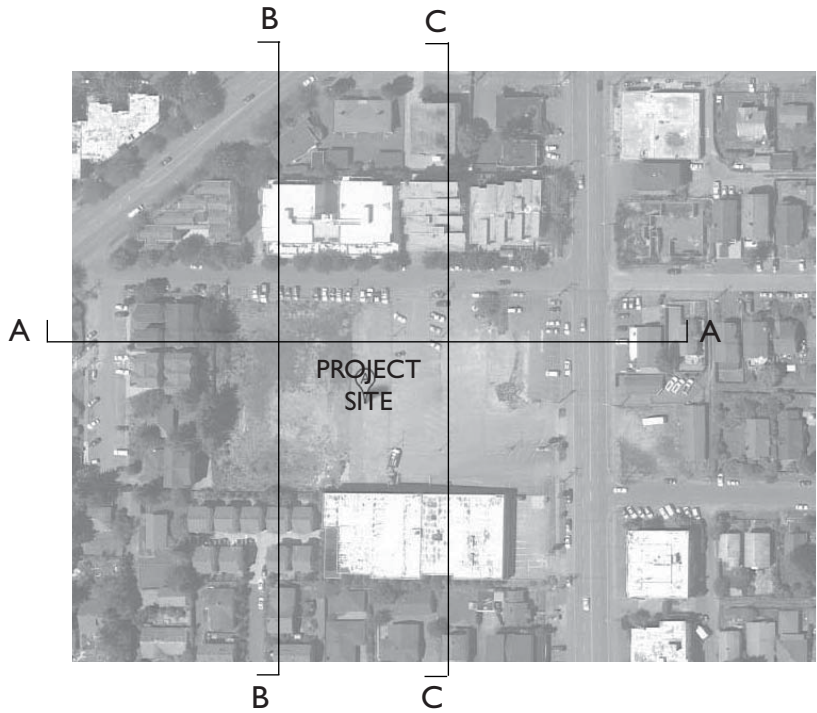
SITE SECTION A:
LOOKING NORTH



SITE SECTION B:
LOOKING WEST



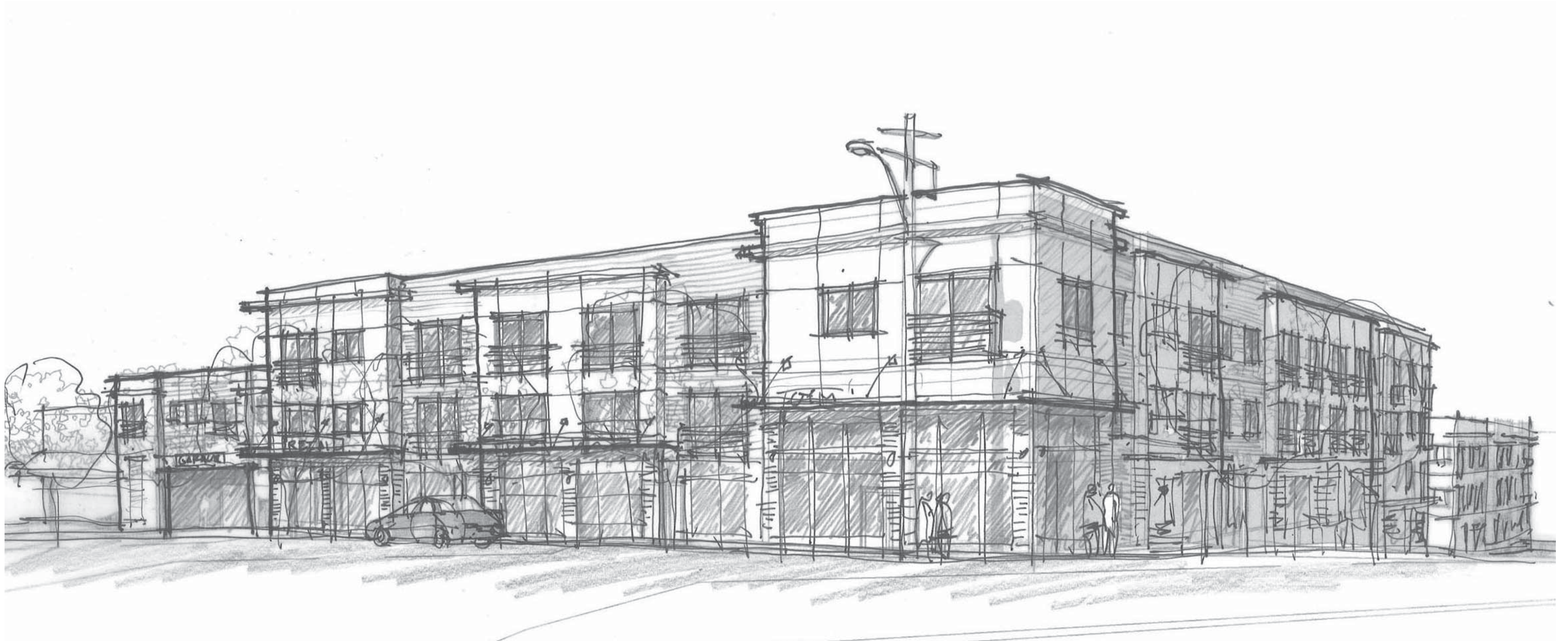
SITE SECTION C:
LOOKING WEST





SKETCH PERSPECTIVE - GREENWOOD COURTYARD ENTRY

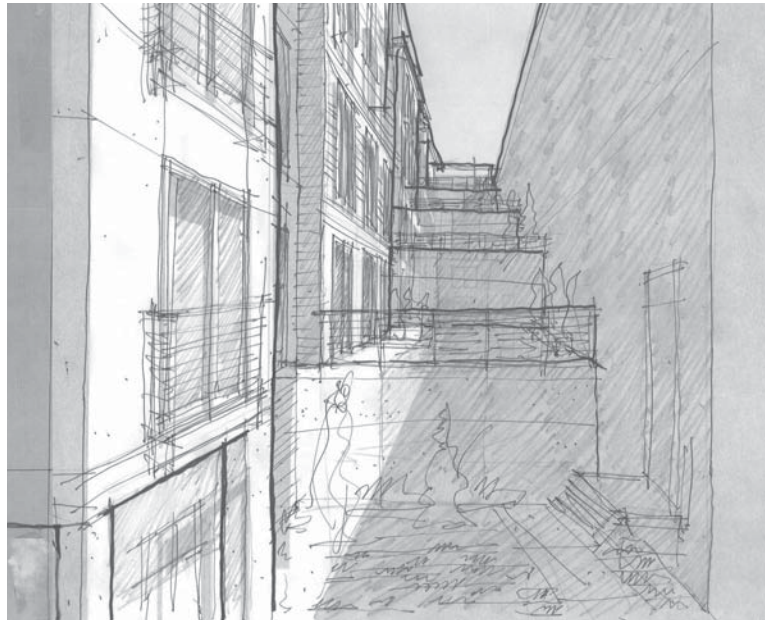




SKETCH PERSPECTIVE - 103rd RESIDENTIAL / COURTYARD ENTRY







OPTION 1 (prior MUP application)

Interstitial space between south building and minstorage to be landscaped via stepped terraces with patio planting

PROS

- Easement drive impact to site minimized within building setback
- Garage access & traffic hidden by stepped terraces
- Stepped terraces allow for patio landscaping opportunities to reduce blank wall impacts caused by storage building
- Placement of south building over access easement reduces total number of units which face storage building

CONS

- South facing units have close adjacency to abutting storage building



OPTION 1 - PARTIAL GROUND FLOOR PLAN



OPTION 2

Interstitial space between south building and minstorage integrated with existing access easement. All areas paved for parking and access.

PROS

- Building separation maximized to increase light / air for residential units
- Visitor and temporary parking immediately accessible

CONS

- South facing units will be in close adjacency to vehicular traffic in easement
- South facing units which look directly at large blank wall of storage building area maximized in number
- Massing placement of south building exposes large amount of storage building blank facades to remainder of residential units
- Ground level landscaping opportunities are minimized



OPTION 2 - PARTIAL GROUND FLOOR PLAN



OPTION 3 (preferred)

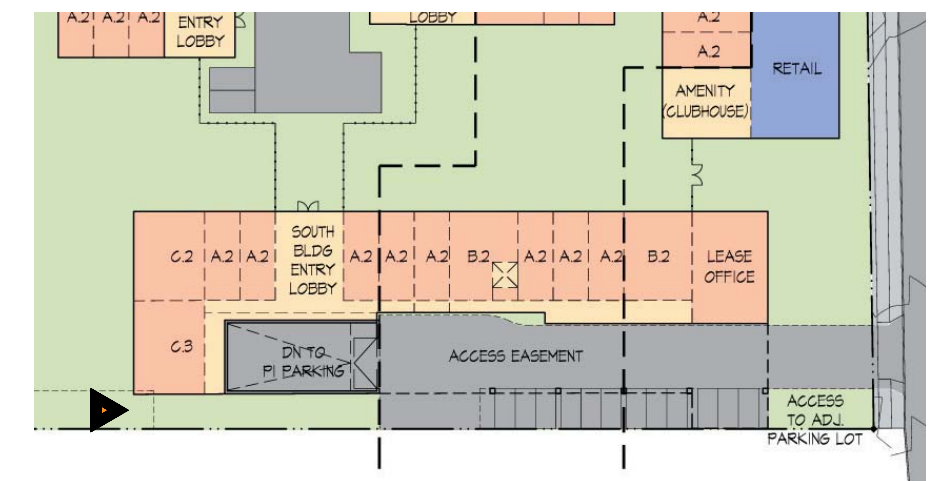
Interstitial space between south building and minstorage to be open to ground-level landscaping below

PROS

- Easement drive impact to site minimized within building setback
- Extensive ground level landscaping supports green-screening opportunities to reduce blank wall impacts caused by storage building
- Placement of south building over access easement reduces total number of units which face storage building

CONS

- South facing units have close adjacency to abutting storage building



OPTION 3 - PARTIAL GROUND FLOOR PLAN

COMMERCIAL USAGE & DISTRIBUTION

The project site was evaluated by Pinnacle with respect to the viability of various commercial tenants and their corresponding spatial needs. Initial studies concluded that the lack of on-street parking on Greenwood would substantially inhibit retail tenant viability. Further, other tenants such as administrative offices would likely not be able to pay rents commensurate with a building this new as compared to rental rates in the local area. In an effort to reconcile these realities with the long-declared desire to support small, neighborhood business opportunities in the area, it was decided that live-work units achieved the best balance for the project while still providing the commercial uses required by the zoning code.

Live-work units have been recently been utilized by the project site owner on other sites in Seattle with proven success. One example of this use on a major arterial was the Trio Condos on Western Avenue and Denny Way (example images above). This project used a modest setback from the sidewalk in combination with defensible boundaries for protecting public / private spaces via landscaping and distinct retail signage to emphasize the commercial aspect of the space while maintaining residential elements and detailing. This type of approach would work well in the areas away from the corner retail space, particularly where additional landscaping and design features such as entry trellises, etc would diminish design challenges such as sloping grades along Greenwood.

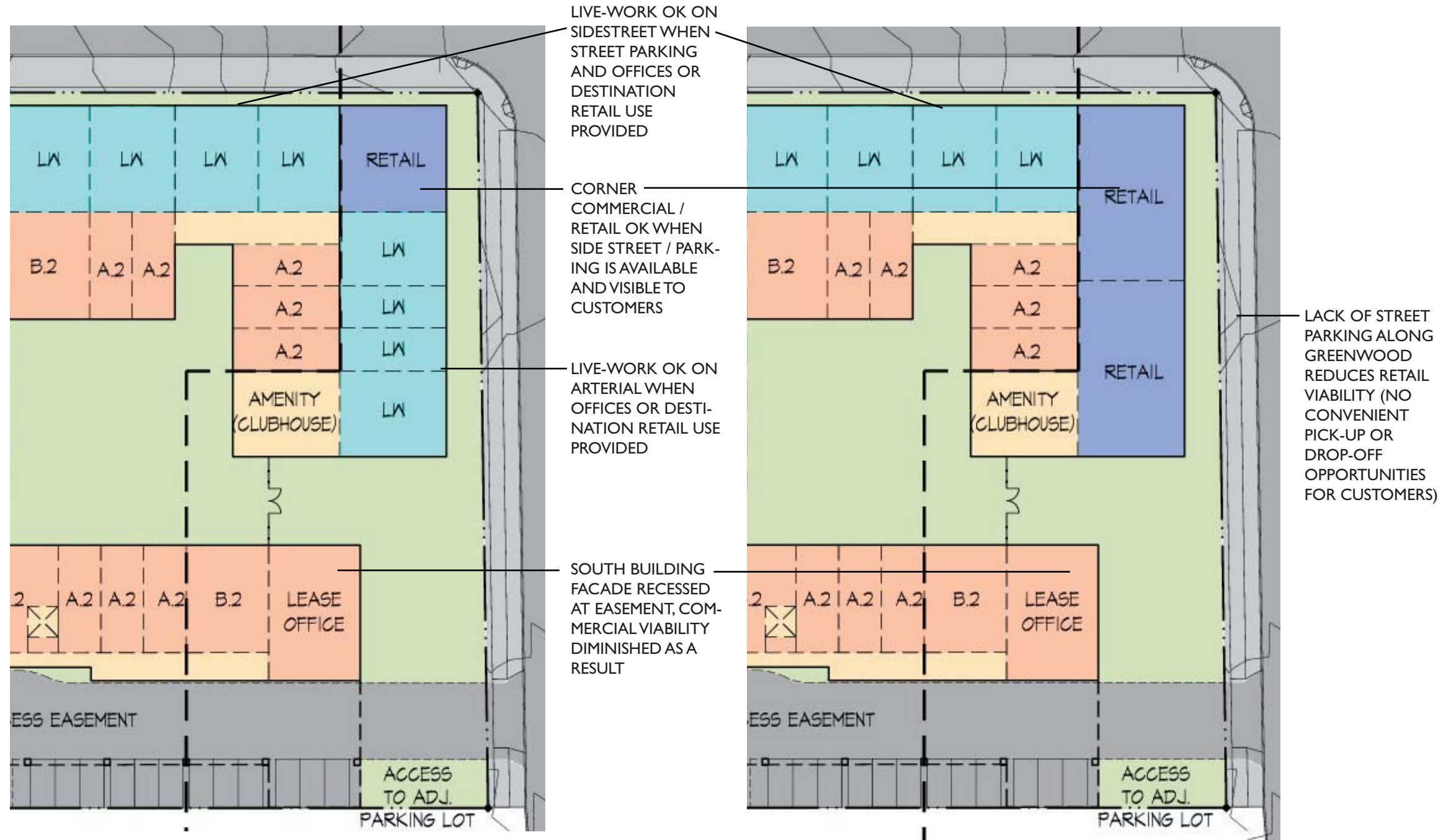


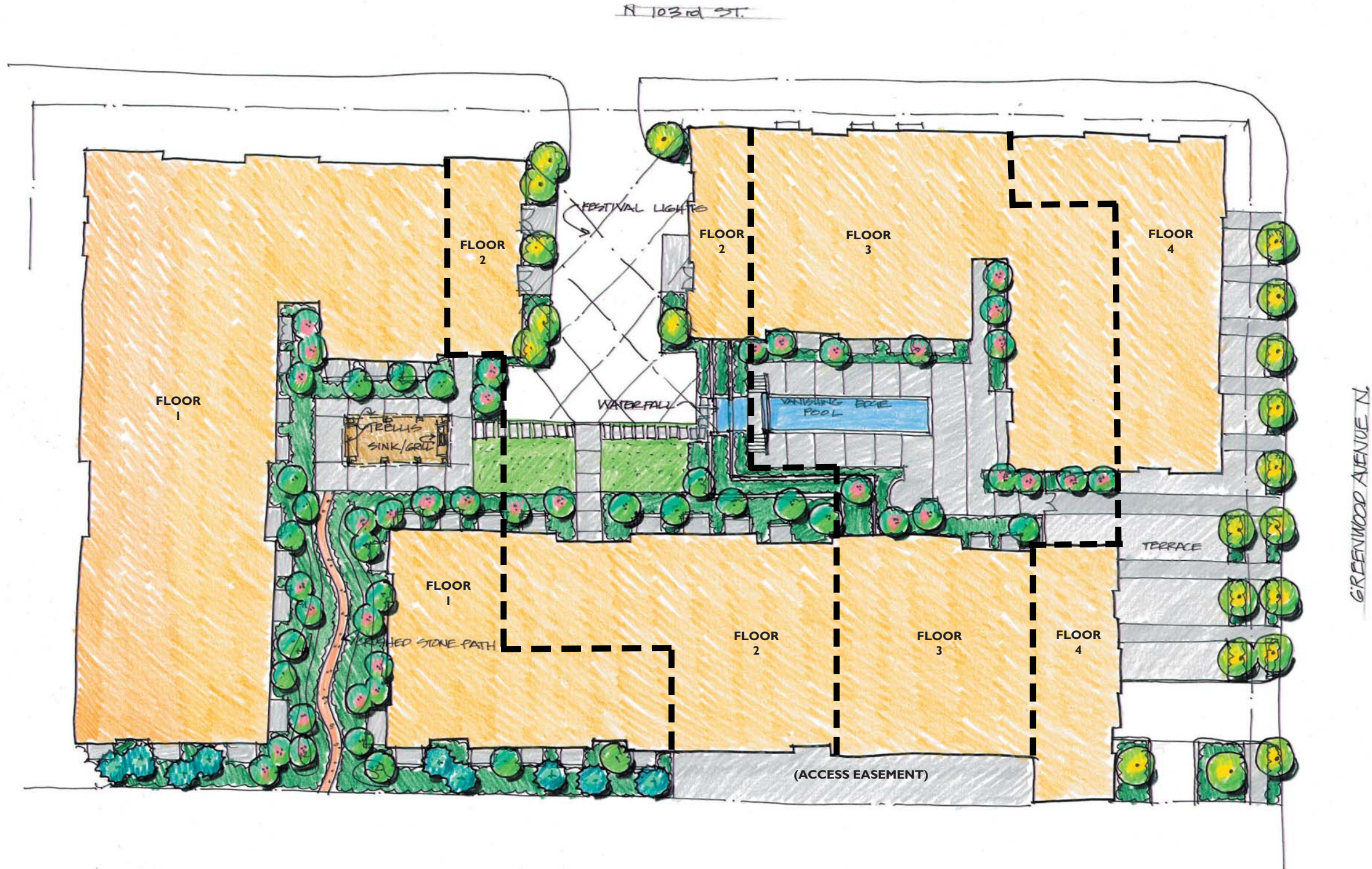
LIVE-WORK AS PRIMARY COMMERCIAL USE



LANDSCAPING TO DEFINE PUBLIC / PRIVATE USE

COMMERCIAL FRONTAGE STUDY





PAST PROJECTS by grouparchitect

PAST PROJECTS by Goodman Real Estate

