

EARLY DESIGN GUIDANCE  
MEETING - NORTHWEST DRB

FEBRUARY 26, 2018

DPD PROJECT # 3026708  
320 N 85TH ST  
SEATTLE WA 98103

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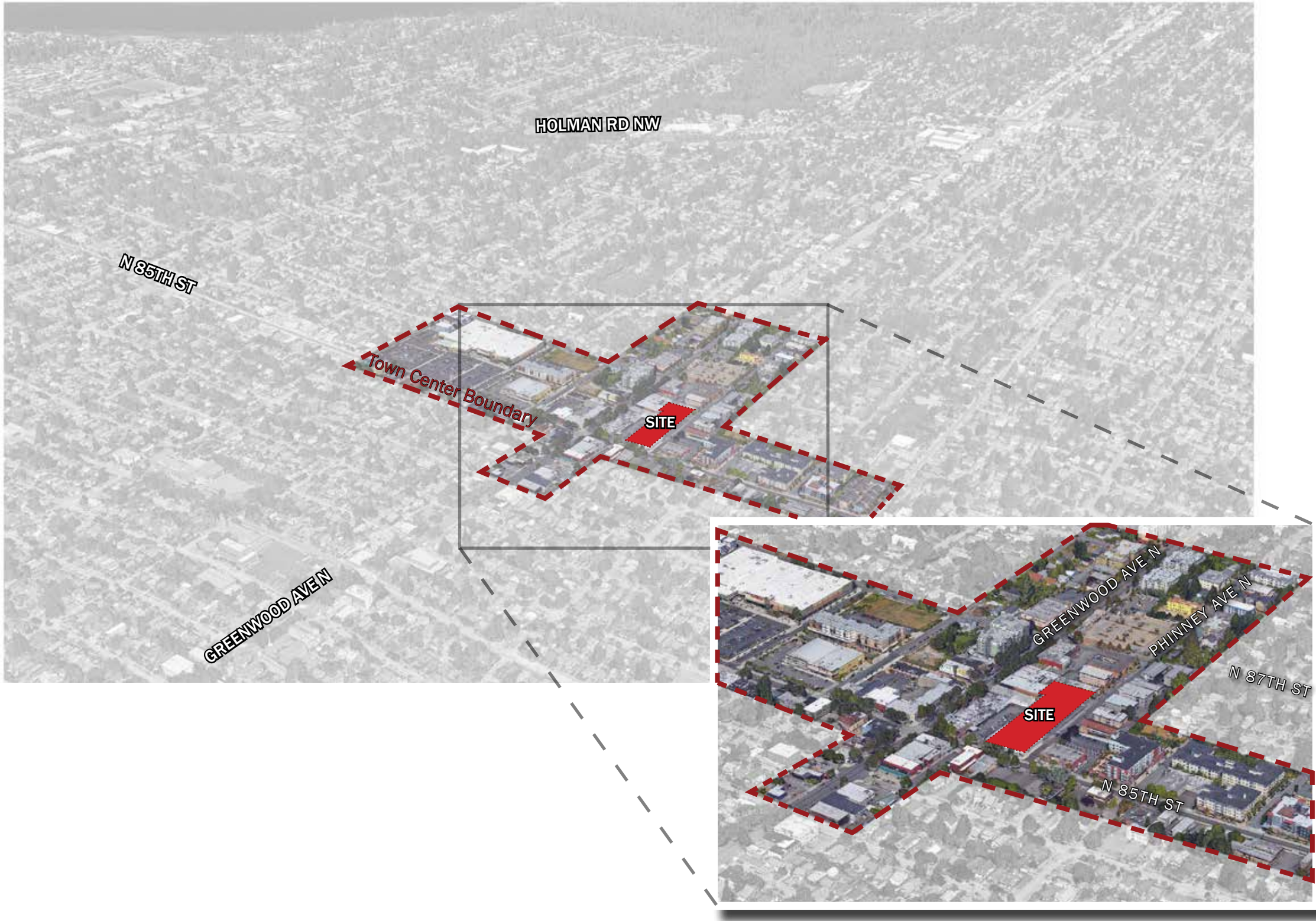
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Seattle, WA 98104



CITY OF SEATTLE | APPLICATION FOR EARLY DESIGN GUIDANCE

PART I: CONTACT INFO

1. Property Address:	320 N 85TH STREET, SEATTLE, WA 98103
2. Project number:	#3026708
Additional related project number(s):	none
4. Owner/Lessee Name	Shea Properties
5. Contact Person* Name	Jodi Patterson-O'Hare
Firm	Permit Consultants NW
Mailing Address	17479 7th Ave SW
City State Zip	Normandy Park, WA 98166
Phone	(425) 681-4781
E-mail address	jodi@permitnw.com
6. Applicant's Name	Brian Runberg, AIA
Relationship to Project	Architect
7. Design Professional's Name	Brian Runberg, AIA
	Runberg Architecture Group
Address	One Yesler Way- Suite 200
Phone	(206) 956-1970
Email address	brainr@runberg.com

8. Applicant's Signature \_\_\_\_\_ Date \_\_\_\_\_  
\*Only the contact person will receive notice of the meeting. The contact person is responsible for informing other pertinent parties.

PART II: SITE AND DEVELOPMENT INFO

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

The project site is located in the Greenwood neighborhood of north Seattle. The site is located approximately 1 block east of the intersection of Greenwood Ave N and N. 85th St, six blocks west of Highway 99 and 1.5 miles west of I-5. The rectangular site measures approximately 118' by 363'. The site is bounded by N. 85th St. to the south, Phinney Ave N to the east, private property to the north and west. An access easement through the project site serves the properties immediately to the west of the project site. The site slopes downward from the northeast corner to the southwest corner +/- 16 ft. The site is currently occupied by a one story commercial building and a parking lot.

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines.

The site is zoned NC2-40, NC2P-40 and NC2P-65. The site is located in the Greenwood-Phinney Ridge Residential Urban Village and the Greenwood Town Center. The project site is well served by transit and is located within a Frequent Transit overlay. The Greenwood/Phinney Neighborhood Design Guidelines apply.

The project currently plans to pursue a contract rezone of the site to NC2P-65 and NC2-65. This would allow a building mass similar to what is allowed immediately to the west of the project site. The northwest portion of the project site is currently zoned NC2P-65. The project site is located in the Greenwood Town Center. The Greenwood/Phinney Neighborhood Plan (1999) and the Greenwood Town Center Concepts for Potential Development (2002) both encourage the development of a denser, more walkable and lively town center.

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

The site is surrounded by NC2P-65 to the west, NC2-40 to the north, NC2P-40 to the south and southeast, and LR3 to the northeast. To the west of the site there are one- to two-story retail buildings that make up the heart of Greenwood's retail core. A two-story office building is located to the north of the site. To the northeast of the site there are 2-, 3- and 4- story apartment buildings. To the southeast, there is a one and a half story bank building. Across the street to the south there is a modern commercial real estate building. The project site is immediately east of the intersection of N. 85th St. and Greenwood Ave N, the retail core of the Greenwood neighborhood. Community landmarks include the Greenwood Senior Center, the Boys and Girls Club, and the Greenwood Park. The project site is also three blocks from the Fred Meyer store. Recent and upcoming developments include the 105-unit Janus Apartments at 101 NW 85th St. and the 70-residential unit development at 8403 Greenwood Ave N.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx), amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departure from development standards.

The applicant is considering the following development scheme:  
A six-story mixed-use residential building consisting of approximately 210 -220 residential units approximately 4,000 to 5,000 sf of commercial space and parking for approximately 120-130 parking stalls. One departure to permit a residential unit at grade within 10'-0" of the sidewalk is requested for consideration at this time.

PROJECT VISION



PROJECT DATA  
PROPERTY ADDRESS: 320 N 85th ST., Seattle, WA 98103  
MULTIFAMILY PROJECT WITH:  
210-220 RESIDENTIAL UNITS  
4,000 - 5,000 SF COMMERCIAL  
120-130 STRUCTURED PARKING STALLS

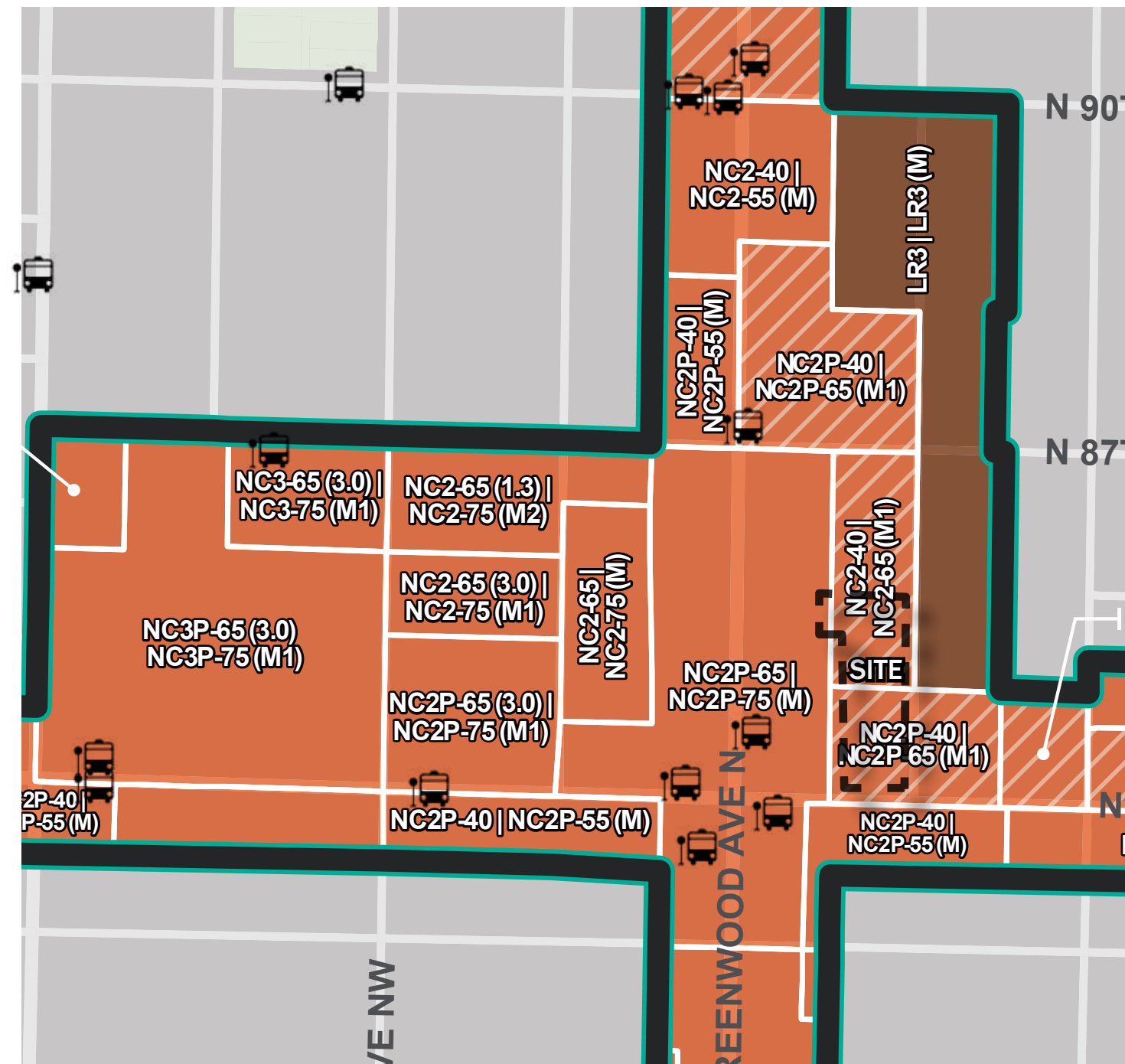
## SITE CONTEXT & URBAN DESIGN ANALYSIS

# ZONING MAP

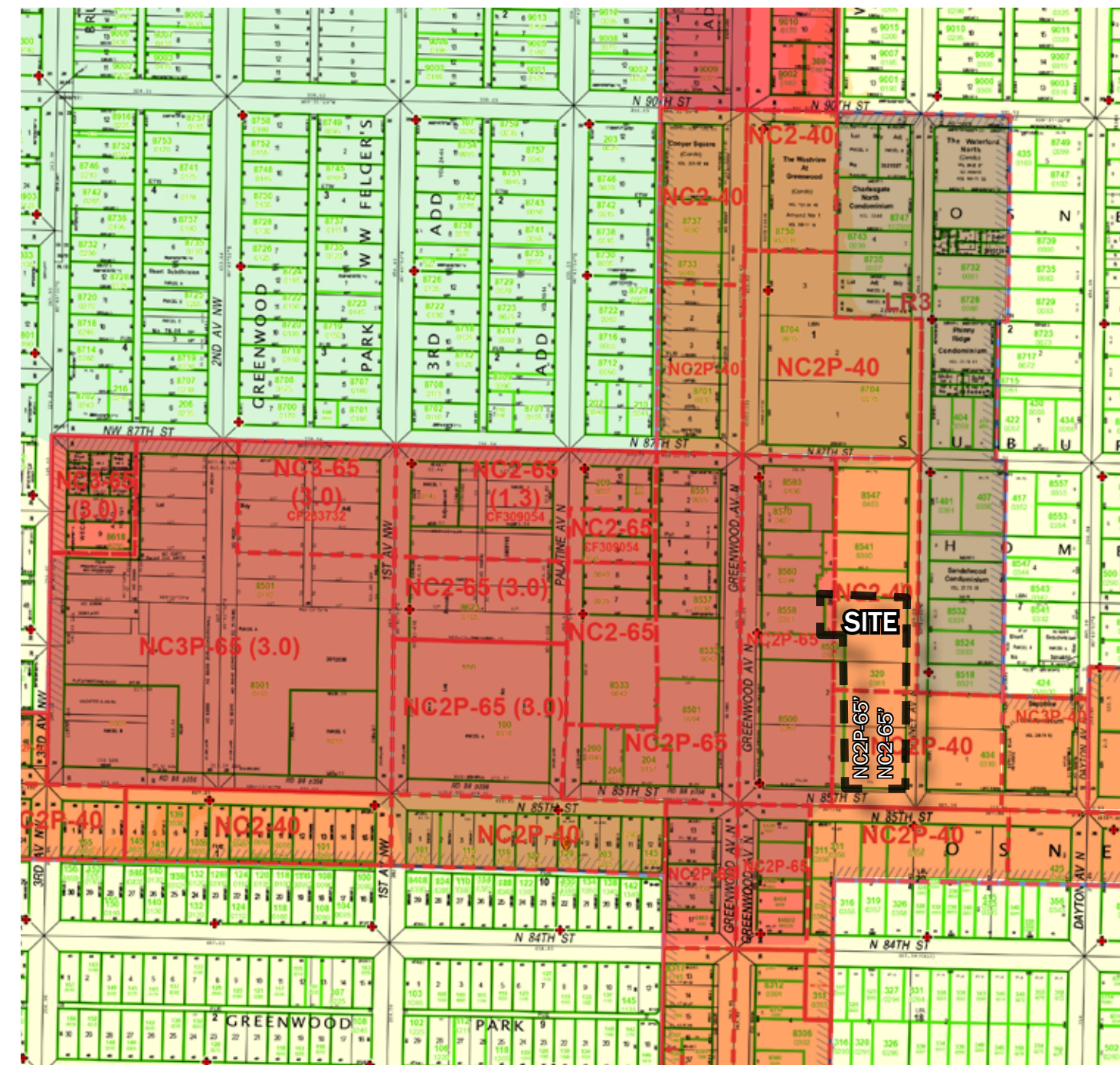
CURRENT ZONING



## PROPOSED REZONING TO IMPLEMENT MHA

MHA Final EIS  
Nov. 2017

PROPOSED REZONE











## SITE CONTEXT & URBAN DESIGN ANALYSIS

# ZONING MAP




## SITE ZONING

- Zone: NC2-40', NC2P-40', NC2P-65'
- CONTRACT REZONE TO NC2P-65 & NC2-65
- Overlay: Greenwood-Phinney Ridge residential urban village, frequent transit
- 
- Street Classification: Phinney Ave N is an Access Street  
N 85th St is a Principal Arterial
- 
- Neighboring Zoning: currently is LR3 and NC2P-40 to the east; NC2P-65 to the west; NC2P-40 to the South; NC2-40 to the north

### MAP KEY

	C1-40		NC2-40
	NC2P-65		LR3
	NC2-65		LR2
	NC2P-40		SF 5000

	PEDESTRIAN OVERLAY AREA
	SITE LOCATION
	BUS STOP

SITE CONTEXT & URBAN DESIGN ANALYSIS

ZONING

23.47A.004 USES

- B. All uses permitted as principal use or accessory use, unless indicated in Table A for 23.47A.004. including residential units, live-work units, retail sales and services, and restaurants.
- Retail sales and services and restaurants are limited to 25,000 sf max per business establishment

23.47A.005 STREET-LEVEL USES

- C. In all neighborhood commercial and C1 zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing façade in a pedestrian-designated zone, facing a designated principal pedestrian street.

23.47A.008 STREET-LEVEL DEVELOPMENT STANDARDS

- A.2B Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.
- A.2C The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.
- B.2 Transparency for non-residential uses:
- a. 60% of street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.
  - b. Transparent areas shall be designed to maintain view into and out of structure except for institution uses (e.g., preschool).
- D.1. Where residential uses are located along a street-level street-facing facade the following requirements apply unless exempted by subsection 23.47A.008.G:
- At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry
- D.2. The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk. An exception to the standards of this subsection 23.44.008.D.2 may be granted as a Type I decision if the following criteria are met:

- a. An accessible route to the unit is not achievable if the standard is applied or existing site conditions such as topography make access impractical if the standard is applied;
  - b. The floor is at least 18 inches above average sidewalk grade or 4 feet below sidewalk grade, or is set back at least 10 feet from the sidewalk; and
  - c. The visually prominent pedestrian entry is maintained.
- a. An accessible route to the unit is not achievable if the standard is applied or existing site conditions such as topography make access impractical if the standard is applied;
- b. The floor is at least 18 inches above average sidewalk grade or 4 feet below sidewalk grade, or is set back at least 10 feet from the sidewalk; and
  - c. The visually prominent pedestrian entry is maintained.

23.47A.012 STRUCTURE HEIGHT

- A. Base and maximum height limits: 40 feet, contract rezone to 65' (aligned with MHA Preferred Alternative Height)
- C. Rooftop Features.
- Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend as high as the highest ridge of a pitched roof permitted by subsection 23.47A.012.B or up to 4 feet above the otherwise applicable height limit, whichever is higher.

- In zones with mapped height limits of 30 or 40 feet, solar collectors may extend up to 4 feet above the otherwise applicable height limit, with unlimited rooftop coverage.
- Except as provided below, the following rooftop features may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height listed in this subsection 23.47A.012.C.4 does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment:

- Solar collectors; Mechanical equipment; Play equipment and open-mesh fencing that encloses it; Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.

23.47A.013 FLOOR AREA RATIO PER TABLE A

- Total FAR permitted on a lot that is solely occupied by residential use or non-residential use. (Contract rezone to 65' FAR: 4.25.)
  - Total FAR permitted for all uses on a lot that is occupied by a mix of uses, provided that the FAR limit for either all residential uses or the FAR limit for all non-residential uses shall not exceed the FAR limit established in Row 1. (Contract rezone to 65' FAR: 4.75)
- A.3. Except as provided in subsection 23.47A.013.D.7, parking that is within or covered by a structure of portion of a structure and that is within a story that is not underground shall be included in gross floor area calculations.

23.47A.016 - LANDSCAPING AND SCREENING STANDARDS

- A.2. Green Factor score of 0.30 required
- B.1. Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B.2 and Section 23.53.015.

23.47A.022 - LIGHT AND GLARE STANDARDS.

- A. Exterior lighting must be shielded and directed away from adjacent uses.
- B. Interior lighting in parking garages must be shielded to minimize nighttime glare affecting nearby uses.

23.47A.024 - AMENITY AREA

- A. Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use.
- B.4. Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size.

23.47A.030 - Required parking and loading.

- A. Off-street parking spaces may be required as provided in Section 23.54.015, Required parking.
- B. Loading berths are required for certain commercial uses according to the requirements of Section 23.54.035.

23.47A.032 - Parking location and access

- A.1.a. Access to parking shall be from the alley
- A.1.c. If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1.
- B.1.a. Parking shall not be located between a structure and a street lot line
- B.2. In pedestrian designated zones, surface parking is prohibited abutting the street lot line along a principal pedestrian street.
- Table A for SMC 23.54.015
- No minimum parking requirement for non-residential uses in urban villages that are not within an urban center or the Station Area Overlay District, if the non-residential use is located within 1,320 feet of a street with frequent transit service.

Table B for SMC 23.54.015

- No minimum requirement for all residential uses in commercial and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within 1,320 feet of a street with frequent transit service.

SMC 23.54.030.D

- For non-res. uses: driveways for one-way traffic 12-15 ft; two-way traffic 22-25 ft.
- For res. uses: driveways for one-way traffic 10' ; two-way traffic 20'
- Max 15% driveway slope

- street when street frontage of lot is greater than 360 feet up to 480 feet: 4 curb cuts permitted
- SMC 23.54.030.F.2.b.2
- For two way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined

SMC 23.54.030.F.2.c

- The entrances to all garages accessory to nonresidential uses or live-work units and the entrances to all principal use parking garages shall be at least 6 feet 9 inches high.

SMC 23.54.030.F.4

- a. If a lot is crossed by an access easement serving other lots, the curb cut serving the easement may be as wide as the easement roadway.
- b. The curb cut serving an access easement shall not be counted against the number or amount of curb cuts permitted to a lot if the lot is not itself served by the easement.

SMC 23.54.030.G

1. For exit-only driveways and easements, and two way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk, as depicted in Exhibit E for 23.54.030.
2. For two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk. The entrance and exit lanes shall be clearly identified.
4. When the driveway or easement is less than 10 feet from

SITE CONTEXT & URBAN DESIGN ANALYSIS

ZONING

- the lot line, the sight triangle may be provided as follows:
- a. An easement may be provided sufficient to maintain the sight triangle. The easement shall be recorded with the King County Recorder; or
- b. The driveway may be shared with a driveway on the neighboring lot; or
- c. The driveway or easement may begin 5 feet from the lot line, as depicted in Exhibit F for 23.54.030.

7. Sight triangles are not required for one-way entrances into a parking garage or surface parking area.

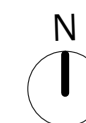
SMC 23.54.015 Table E

- Sales & service: 1/12,000 SF long term and 1/4,000 sf short term
- Multi-family structures: 1/4 units

## FIGURE-GROUND MAP



## TRAFFIC & WALKABILITY



Information Source: [www.walkscore.com](http://www.walkscore.com)

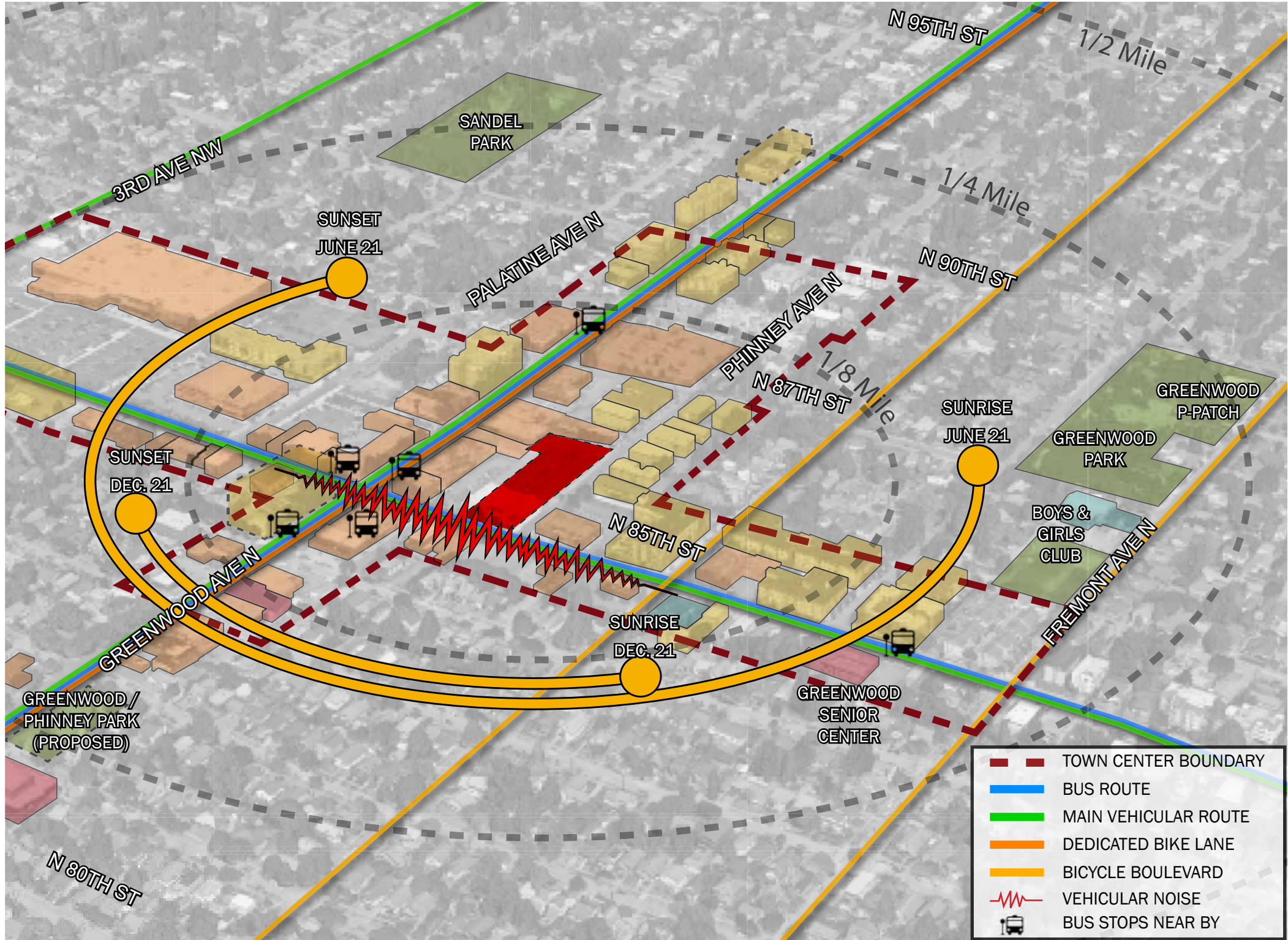
-  **BUS STOP**
-  **TOWN CENTER BOUNDARY**
-  **URBAN VILLAGE BOUNDARY**
-  **BUS ROUTE**
-  **MAIN VEHICULAR ROUTE**
-  **DEDICATED BIKE LANE**
-  **BICYCLE BOULEVARD**
-  **PEDESTRIAN PATH**

- Recreation / Open Space
- Multifamily / Mixed-Use Residential
- Commercial / Retail / Office
- Civic / Religious
- Institution / Education
- Future Development
- Vacant/Unknown



CONSTRAINTS

- Narrow street section on Phinney Ave N
- No sidewalks on neighboring properties along Phinney Ave N
- Heavy vehicle traffic & noise on N 85th St
- 11'-0" of grade change along Phinney Ave N and 5'-0" of grade change along N 85th Street
- Existing Access Easement needs to be maintained along the west and north of the property



OPPORTUNITIES

- Corner lot with high visibility
- Within the Greenwood/Phinney Town Center
- Close proximity to the urban core
- Highly walkable/ bikeable site (walkscore = 96, bikescore = 76)
- Easy access to public transit - four bus stops are located within one 1/2 block of the intersection between Greenwood Ave N and N 85th Street
- Close proximity to public parks and a community P-patch
- Close to the Boys & Girls Club and the Greenwood Senior Center
- Solar access

SITE CONTEXT & URBAN DESIGN ANALYSIS  
ARCHITECTURAL CONTEXT

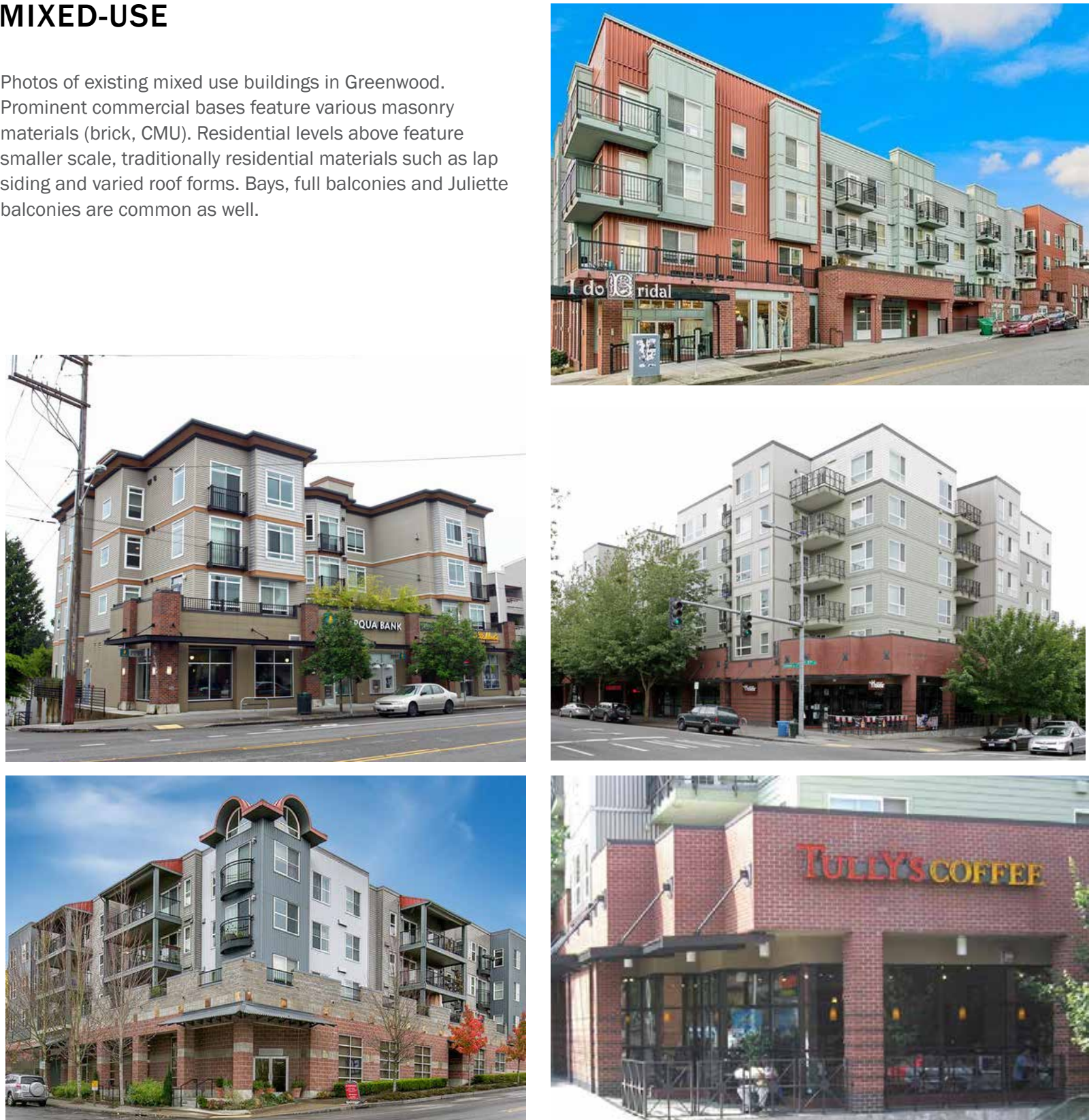
RETAIL

Photos of current and historic retail facades in the commercial heart of Greenwood. Commonality includes two-story height, glassy storefronts at street level with punched openings at level two, false facade “frontier” expression, bright colors, and highly detailed masonry.



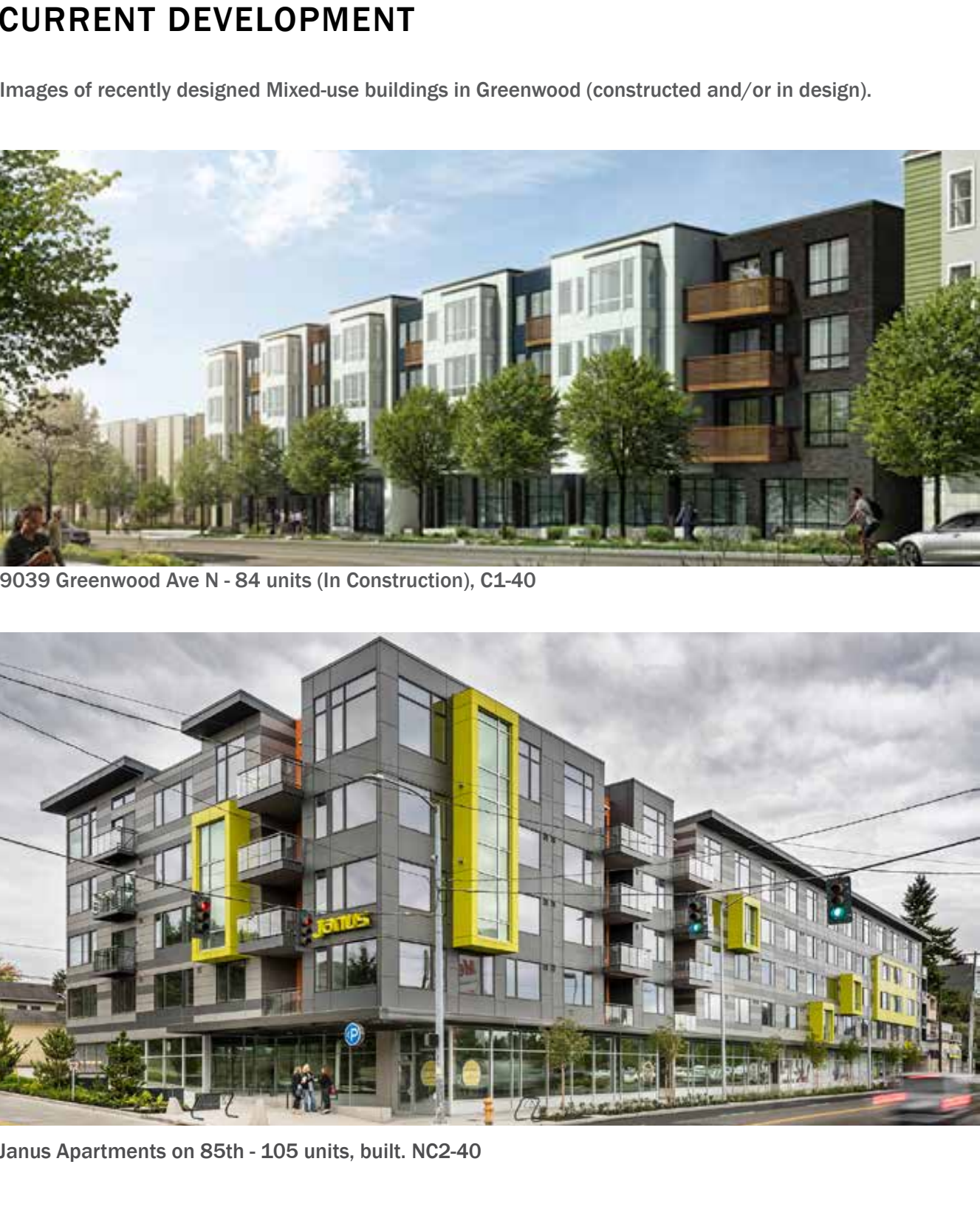
MIXED-USE

Photos of existing mixed use buildings in Greenwood. Prominent commercial bases feature various masonry materials (brick, CMU). Residential levels above feature smaller scale, traditionally residential materials such as lap siding and varied roof forms. Bays, full balconies and Juliette balconies are common as well.



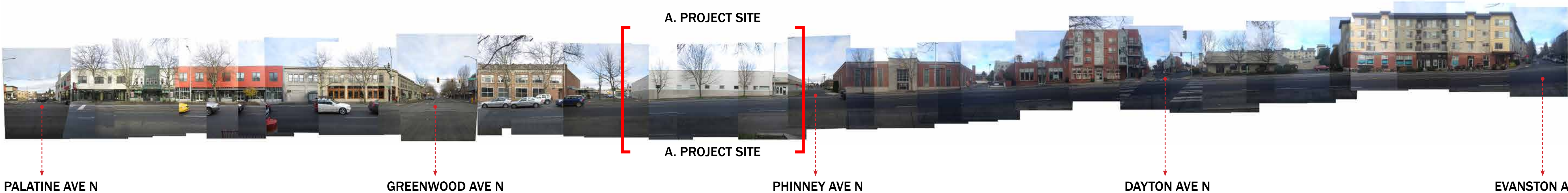
CURRENT DEVELOPMENT

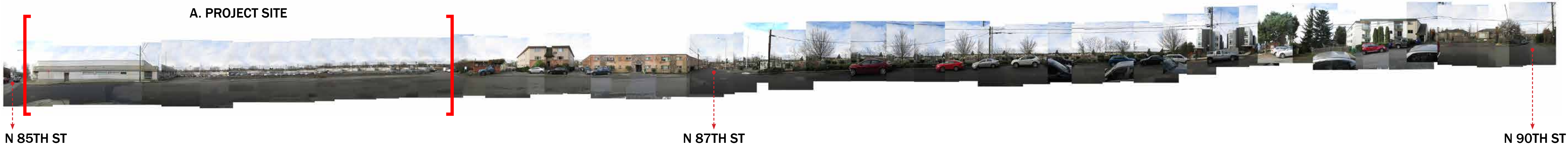
Images of recently designed Mixed-use buildings in Greenwood (constructed and/or in design).



SITE CONTEXT & URBAN DESIGN ANALYSIS  
ARCHITECTURAL CONTEXT

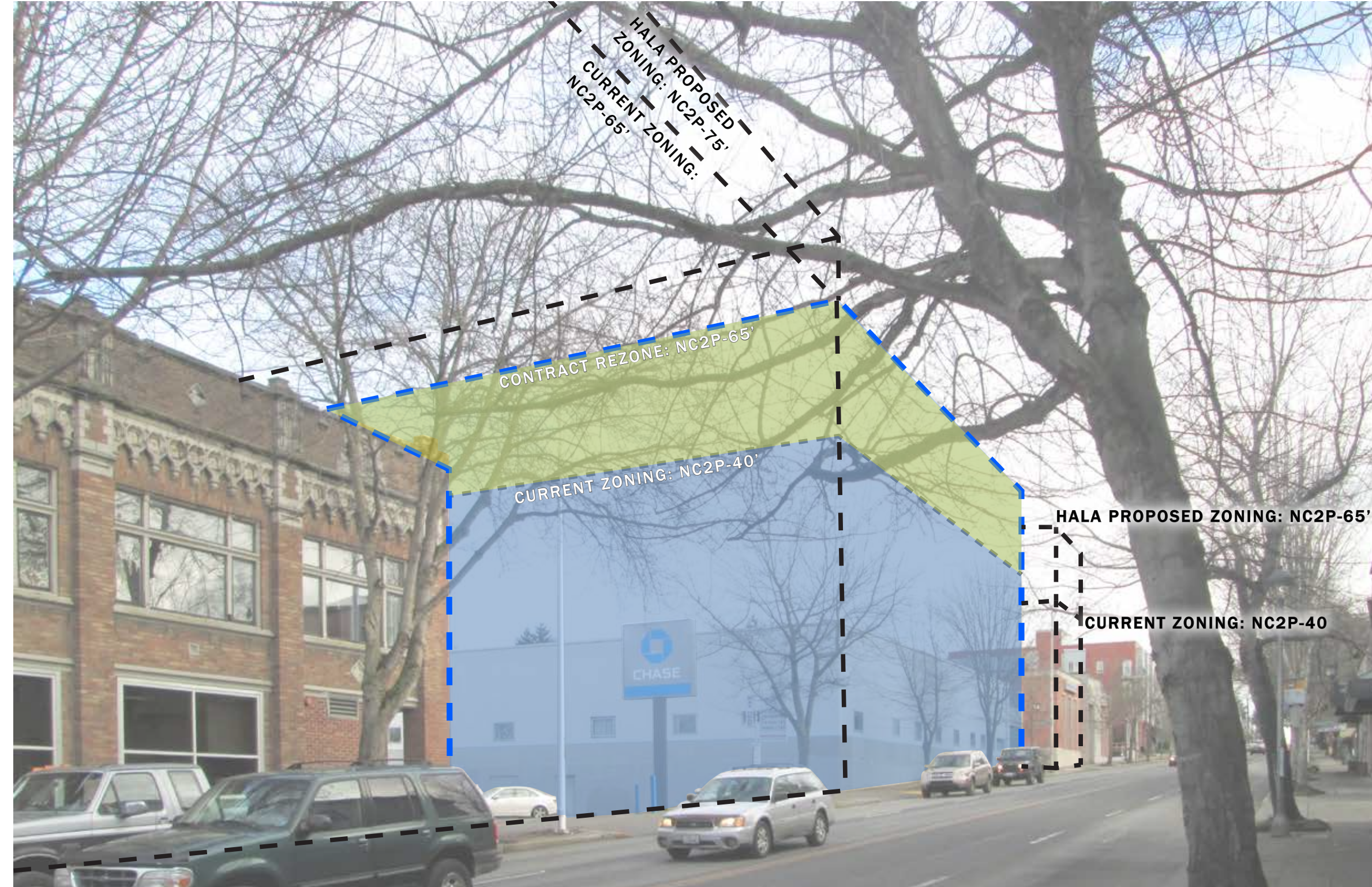
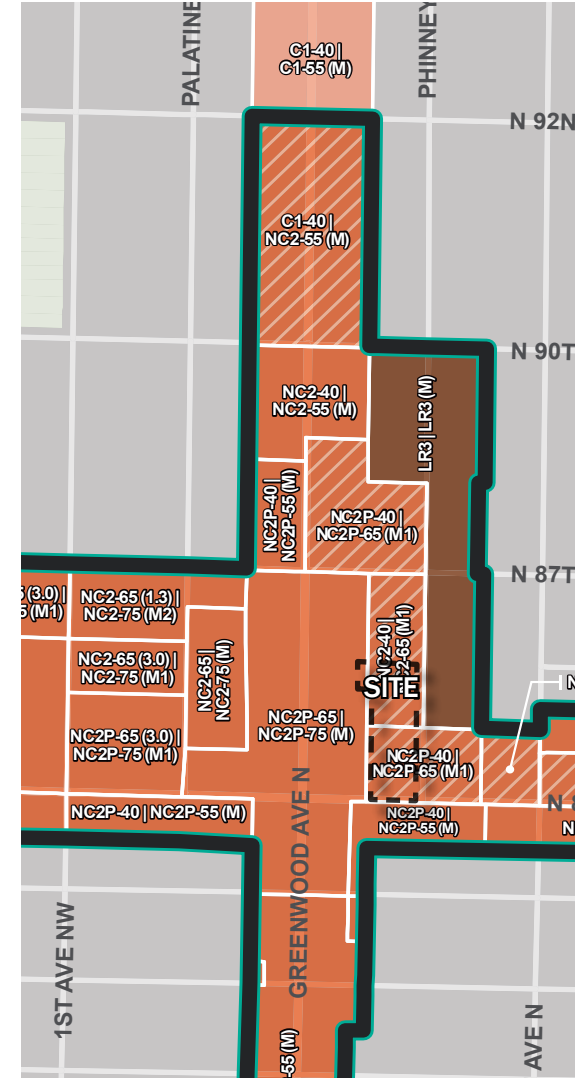






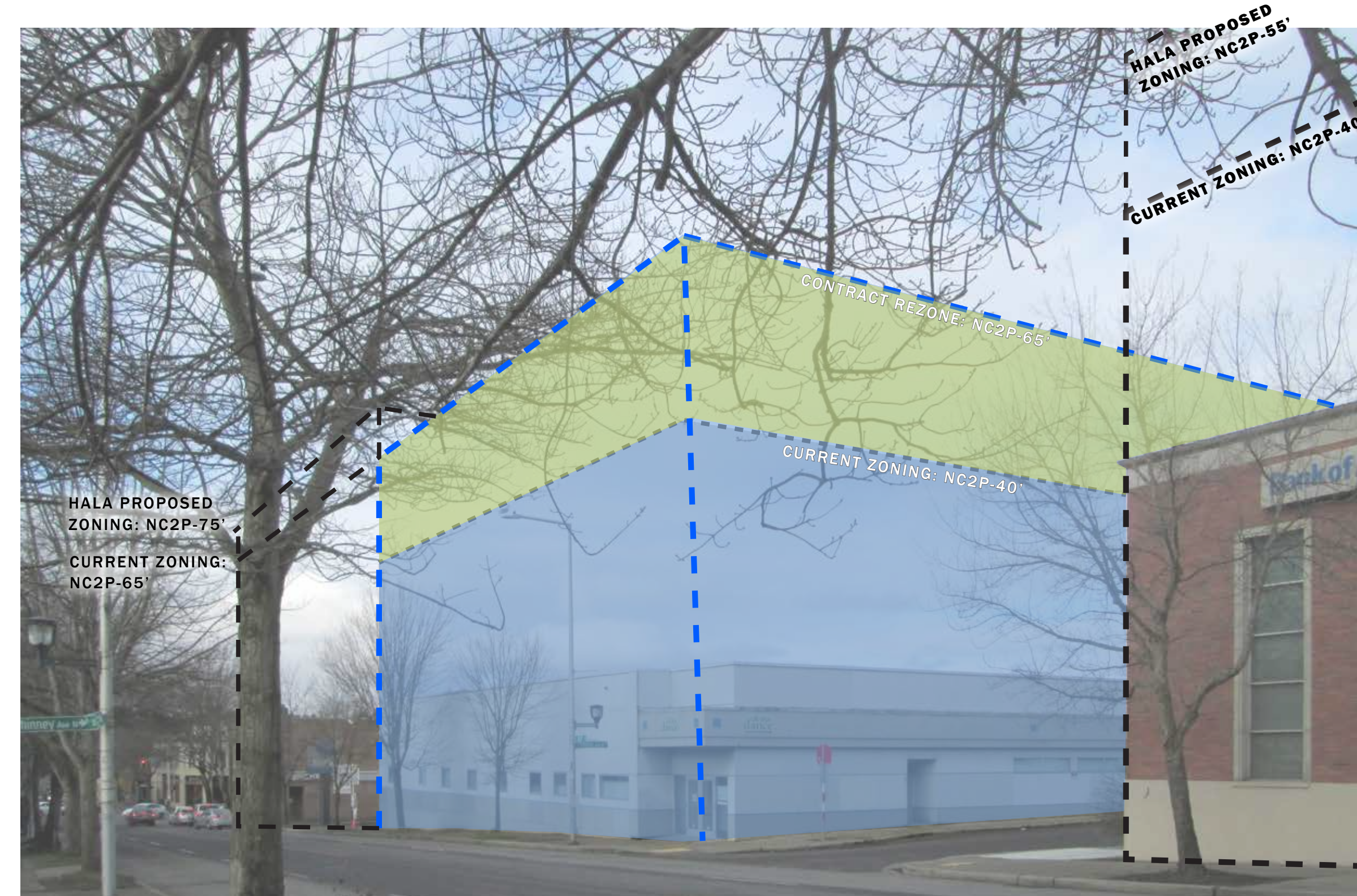
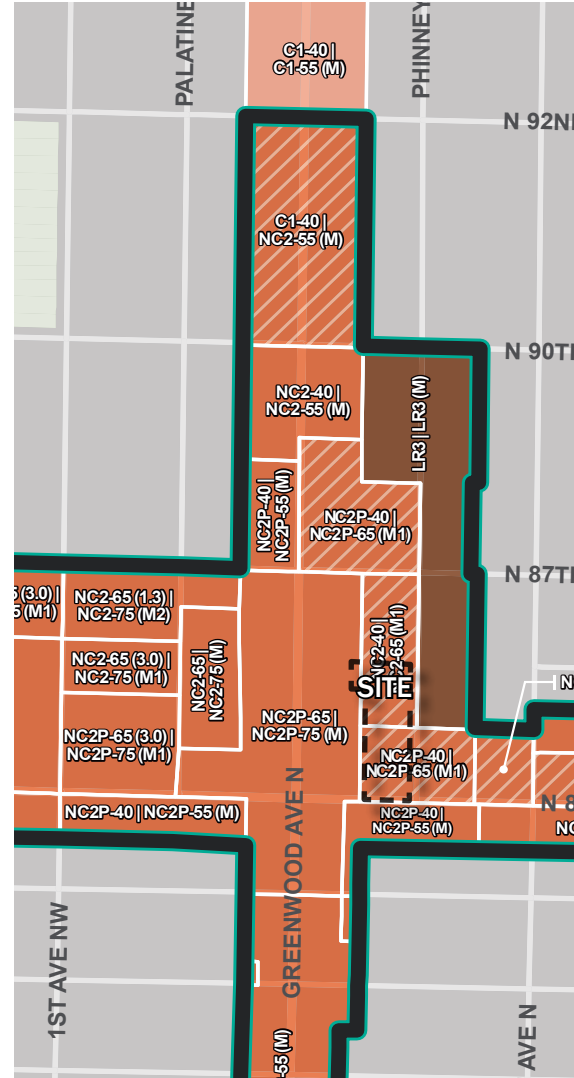
## SITE CONTEXT & URBAN DESIGN ANALYSIS

## BUILDABLE AREA



## SITE CONTEXT & URBAN DESIGN ANALYSIS

## BUILDABLE AREA



31 NATURAL SYSTEMS & SITE FEATURES



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

CS1.B. SUNLIGHT AND NATURAL VENTILATION

CS1.B.2 Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

CS1.B.3 Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

GREENWOOD/PHINNEY SUPPLEMENTAL GUIDANCE

CS1.I. Responding to Site Characteristics: Numerous east-west streets offer excellent views of Green Lake, Puget Sound and the Olympic and Cascade Mountains from Greenwood Avenue North. Where possible, buildings should be located to take advantage of these views and to enhance views from the public right-of-way.

RESPONSE: The architectural massing breaks down the block through three, east-facing bars that maximize the morning light and avoids buried units. The preferred massing ensures ample courtyard space and maximizes light and air into the building interior. The rooftop takes advantage of the views.

32 URBAN PATTERN & FORM



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

CS2.A LOCATION IN THE CITY AND NEIGHBORHOOD

CS2.A.1 Sense of Place: Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place.

CS2.B ADJACENT SITES, STREETS, AND OPEN SPACES

CS2.B.1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2.B.2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape-its physical features and its function-in siting and designing the building.

GREENWOOD/PHINNEY SUPPLEMENTAL GUIDANCE

CS2.I. STREETScape COMPATIBILITY

CS2.I.i. Reinforcement of Commercial and Residential Development Patterns: Commercial development in the Greenwood/Phinney corridor has historically been oriented toward the street, with buildings up against the sidewalks.

RESPONSE:

A retail edge along N 85th St continues the retail urban core from the intersection of Greenwood Ave N and N 85th St. The existing storefront character and rhythm will be studied as this facade is developed.

The building design also includes flexibility for a corner retail entrance at N 85th St and Phinney

Ave N.

Voluntary setbacks are provided along Phinney Ave N to transition to residential zones.

The building sets back at the upper levels along N 85th St to reduce the dominance of new buildings on the street and to create a more inviting pedestrian experience. The scale of the commercial storefronts will be developed to reflect the historic nature of the

GREENWOOD/PHINNEY SUPPLEMENTAL GUIDANCE

CS2.I.ii. Treatment of Side Streets: Some treatment of side-streets off of Greenwood Avenue North and 85th Street is important to create an effective transition to residential neighborhoods. Some options to consider include:

- a. setbacks with view-framing landscaping (see CS1);
- b. arbors with hanging plants; and
- c. small outdoor spaces with trees and landscaping.

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. Notes that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

CS2.D.5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

GREENWOOD/PHINNEY SUPPLEMENTAL GUIDANCE

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.

Greenwood commercial core.

The site has a built-in setback along the north property line to accommodate the existing east-west portion of the access easement shown on page 26. While the MHA draft ordinance calls for the neighboring properties to the north to be upzoned to 65' as well (therefore leaving no zone transition), the easement provides a natural break between our proposed 65' massing and the existing 2 and 3 story buildings to the north.

33 ARCHITECTURAL CONTEXT & CHARACTER



Contribute to the architectural character of the neighborhood.

CS3.A EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

CS3.A.2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3.A.3. Established Neighborhoods: In existing neighborhoods with a well defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

GREENWOOD/PHINNEY SUPPLEMENTAL GUIDANCE

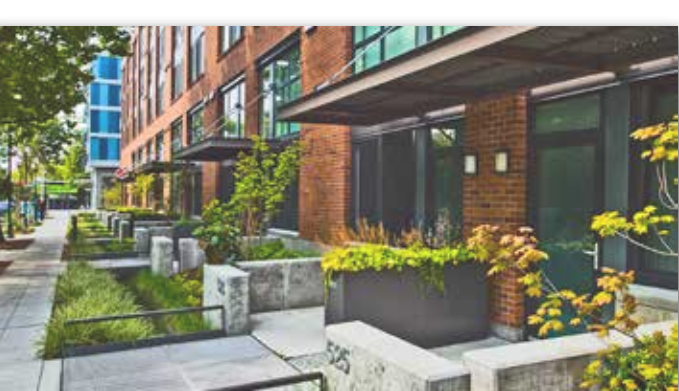
Town Center Specific Guidelines

CS3.II. Compatibility

Consider using the historical pattern of storefronts on Greenwood Ave N as a guide in developing new structures abutting Town Center streets.

RESPONSE: The architectural concept emphasizes the scale of the existing buildings by breaking down the scale of the massing. The commercial base on N 85th St retains the existing datum of the commercial buildings along Greenwood Ave N and will be designed to reflect the historical pattern of storefronts in the neighborhood.

1 CONNECTIVITY



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

PL1.A. NETWORK OF OPEN SPACES

PL1.A.2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life.

PL1.B. WALKWAYS AND CONNECTIONS

PL1.B.1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

GREENWOOD/PHINNEY SUPPLEMENTAL GUIDANCE

Town Center Specific Guidelines

PL1.II Open Space

Encourage a publicly accessible urban plaza, potentially incorporated into one of the north-south streets and any proposed midblock connection.

RESPONSE: The architectural massing concept provides a plaza off of Phinney Ave N, which provide opportunity for landscaping and reiterate the Greenwood/Phinney supplemental guidance on incorporating public plazas on the north-south streets.

2 ARCHITECTURAL CONCEPT



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

GREENWOOD/PHINNEY SUPPLEMENTAL GUIDANCE

DC2.II. Human Scale

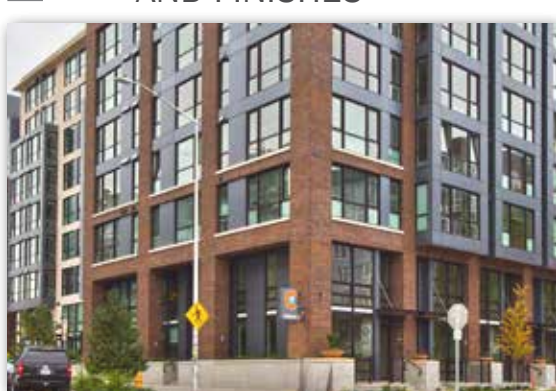
New multi-story developments should consider methods to coordinate a building's upper and lower stories. The parts should function as a composition—not necessarily requiring the top and bottom to be the same or similar.

DC2.III. 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 surrounding plat patterns.

RESPONSE: The massing concept concentrates open space along Phinney Ave N. to enhance the pedestrian environment and create a more comfortable human scale. Once the general massing is approved the architectural concept will be developed to refine the perceived mass and scale via material selection, subtle modulation, and development of appropriate roof forms.

4 EXTERIOR ELEMENTS AND FINISHES



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

GREENWOOD/PHINNEY SUPPLEMENTAL GUIDANCE

DC4.II.i. Exterior Finish Materials

Building Materials in the Greenwood Avenue North/Phinney Avenue North and North/Northwest 85th Street Corridors: Again, buildings within these corridors are characterized by their utilitarian, nonflamboyant, traditional architectural styles. Brick is the most common surface treatment in the commercial areas and should be encouraged.

RESPONSE: The materials will be selected for their durability and ability to blend into the neighborhood, while emphasizing contemporary design. Special consideration will be taken for the transition of retail to residential along Phinney Ave N. The architectural character and materiality of the retail base along N 85th Street will turn the corner at the building's east facade, and carry up Phinney Ave N. to the proposed residential courtyard.

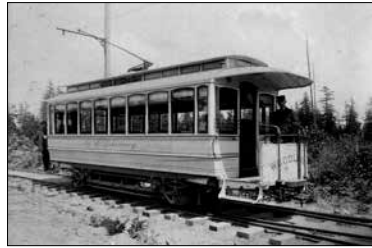
CONTEXT ANALYSIS  
GREENWOOD HISTORY



(Above) Greenwood Ave N and N 85th St; late 1890s

(Left) Woodland Park Road.

(Right) Guy Phinney on his private streetcar that he used to get work.



(Below) A mother and her son wait for the interurban street car at Greenwood Ave N and N 85th St; about 1915



(Above) Greenwood Ave N showing many of the small scale businesses Greenwood has become known for; 1932



(Right) The Greenwood Boys Club dog show in 1944.



(Below) The Greenwood Seafair Parade in 1964.



(Below) Greenwood has hosted an annual car show since 1992. (Photo from the 2010s)



(Above) Greenwood hosts a monthly artwalk with a "BIG One" taking place in May.



Originally a wooded area, Greenwood and the surrounding area began to be logged in the late 1850s.

Seattle's growth pushed northward and in 1891 the city limits reached N 85th St.



Work on the Seattle-Everett Interurban Railway began in 1906 and shortly after reached Greenwood by way of Guy Phinney's streetcar line. The railway reached Everett and was inaugurated in 1910. Railways made travel much easier and fueled further growth.



Retail growth occurred with the help of the interurban railways and fewer restrictions outside of the city limits.

The Seattle-Everett Interurban Railway closed in 1939 due to Highway 99 opening.

Seafair began in 1950 and Greenwood Ave N hosted its first Greenwood Seafair Parade.

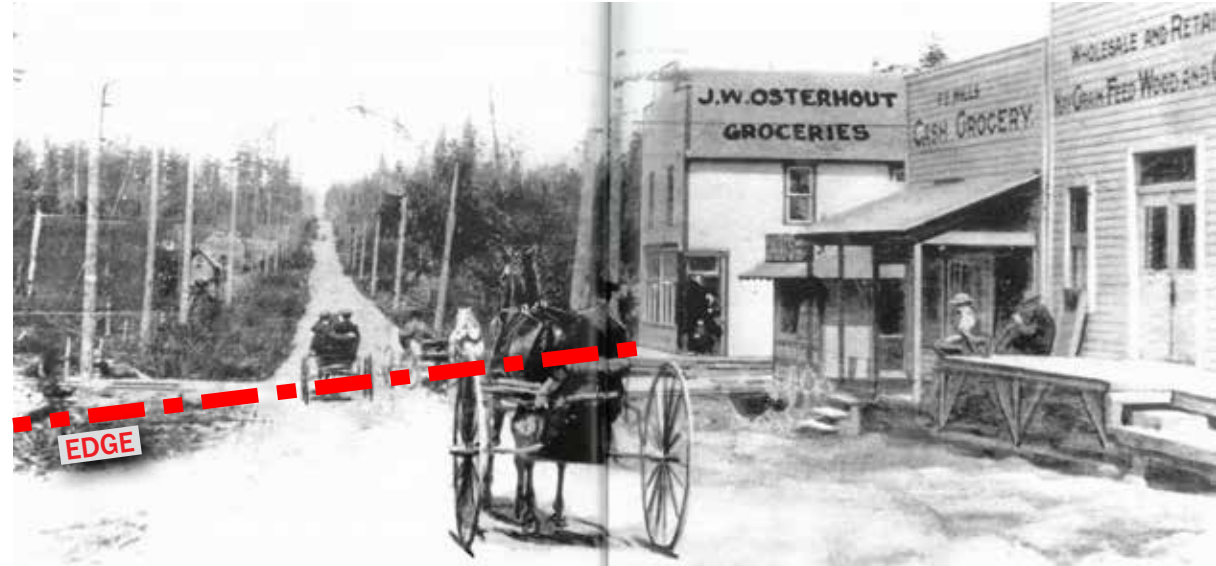
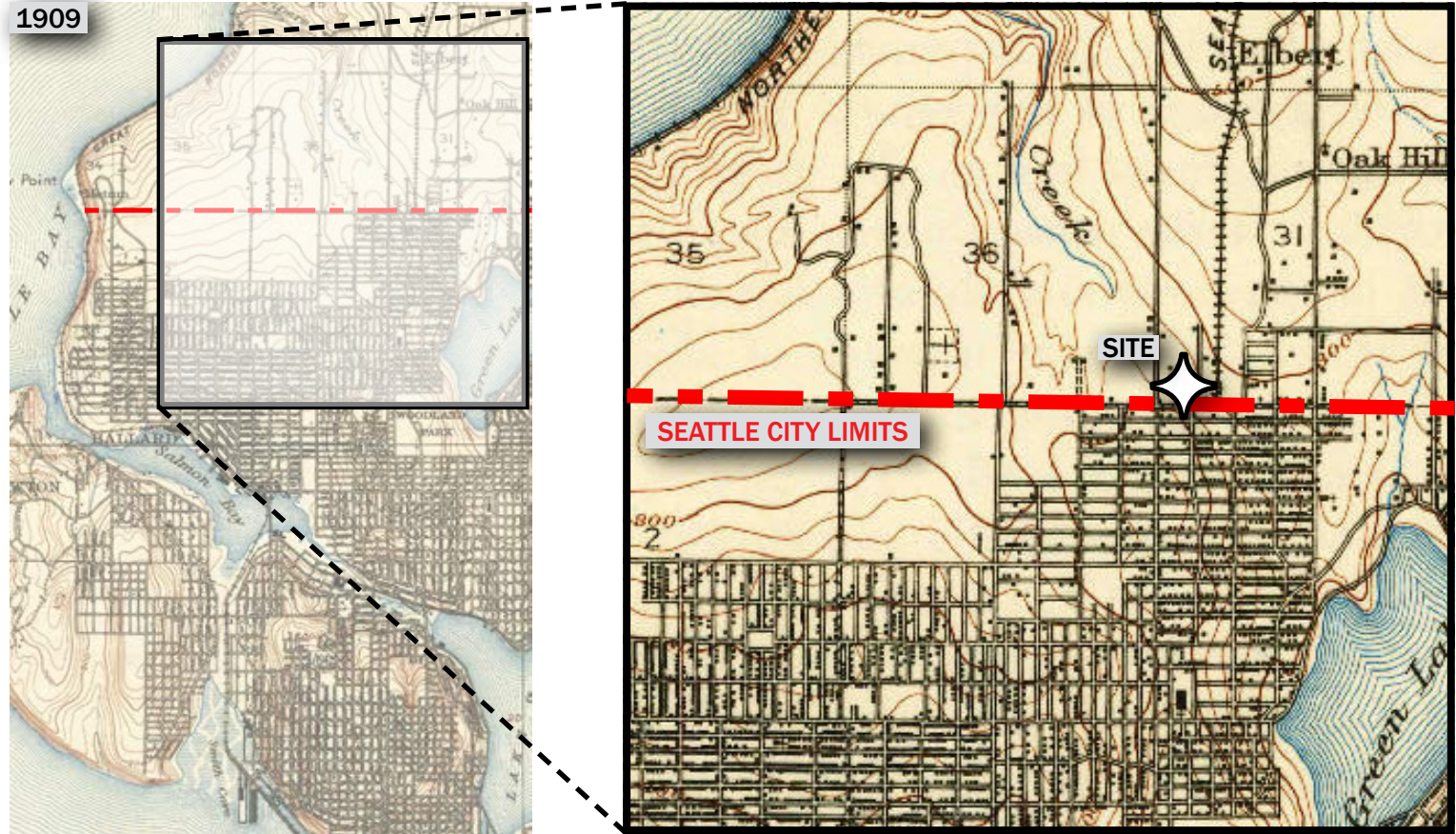
In 1954, the City of Seattle annexed N 85th St through N 145th St.



CONTEXT ANALYSIS  
GREENWOOD HISTORY

CONCEPT  
EDGE DEFINED BY CITY LIMITS - CONTRASTING CHARACTERS

Historically the city limits defined the town from the country, the urban from the forest, the settled from the frontier. It defined the character of Greenwood's people, activities, and growth.



EDGE FORMED BETWEEN NATURE & URBAN

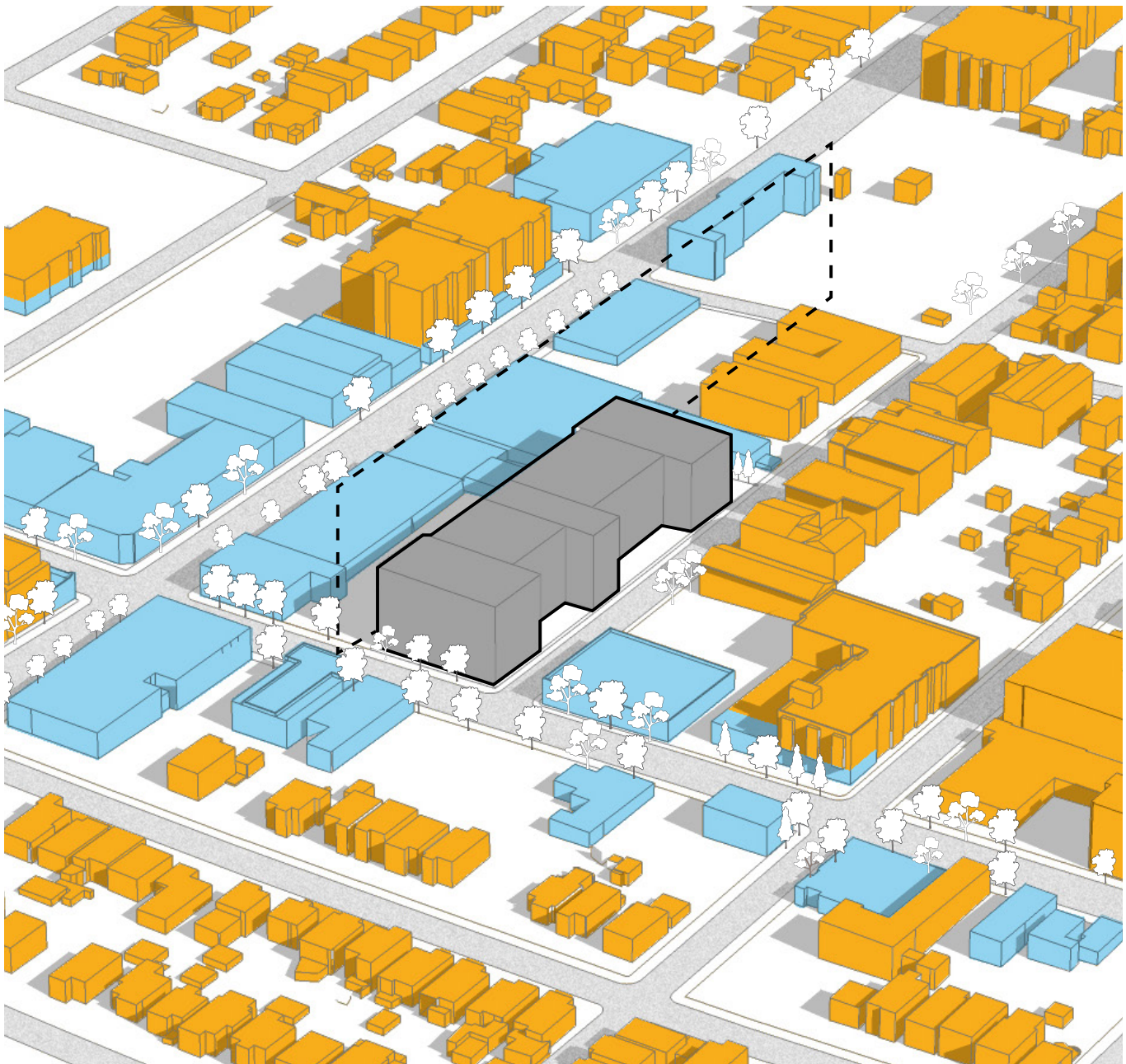


Greenwood Community Council Logo

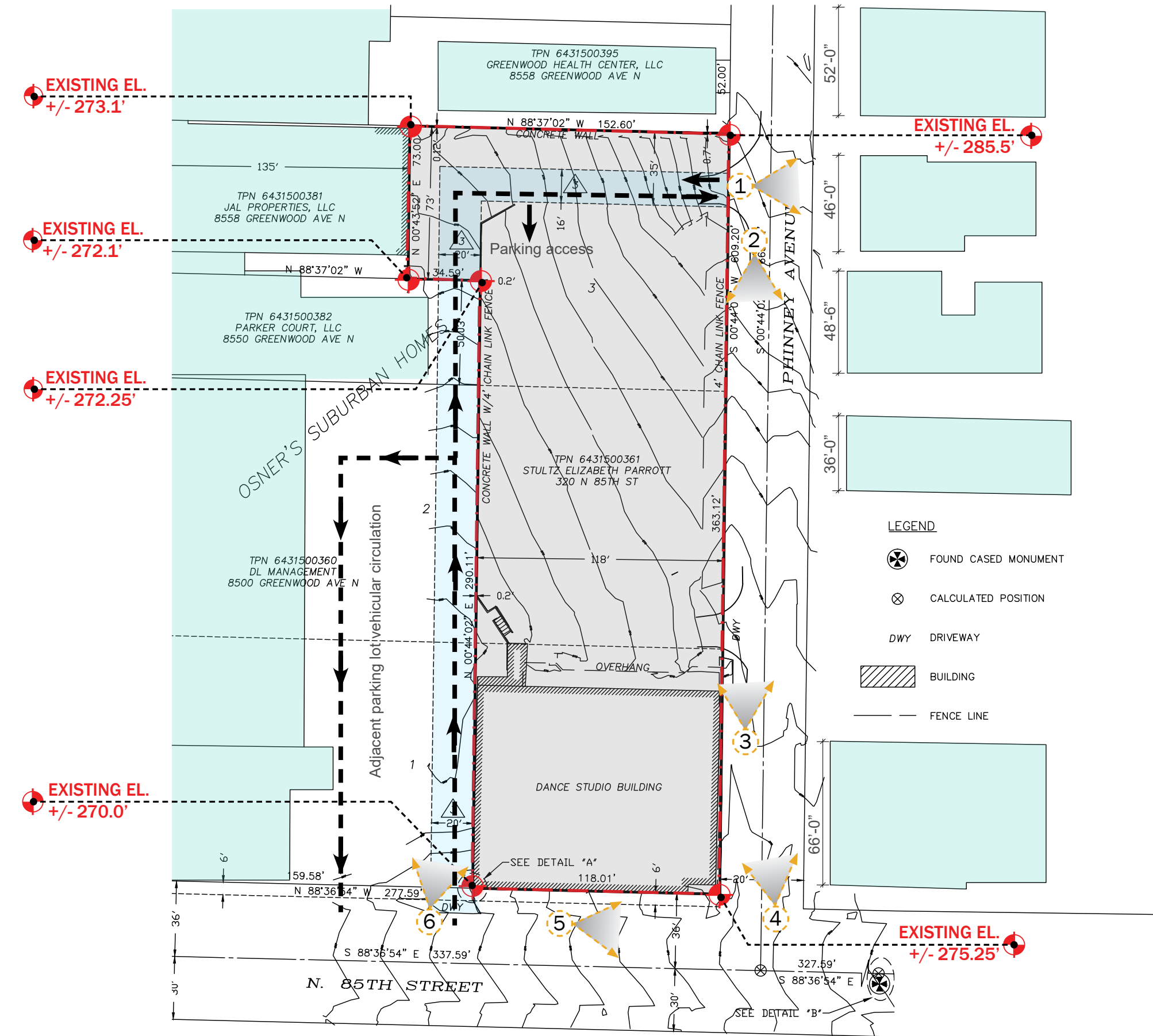
Today, we look at this project site itself as an edge. Sited on the same block as the heart of the commercial core, but facing a street that is much quieter and residential in nature, the site is an edge location between the two uses. The contract rezone provides an opportunity to marry the project in scale with the adjacent NC2-65' development while accommodating increased residential density in the neighborhood. Concentrating the open space at grade along the Phinney Ave N right-of-way provides opportunity for residential use at grade and adds much needed green space to the neighborhood core. The west facade of the building is set back from the property line at the residential levels to allow for significant fenestration and visibility of the parking and commercial activity on the west half of the block.

- Proposed Massing
- Residential
- Commercial / Retail / Office
- Program Edge

CONCEPT  
EDGE FORMED BETWEEN RESIDENTIAL & COMMERCIAL USES











## EXISTING SITE CONDITIONS SURVEY



320 N 85th St - DPD # 3026708

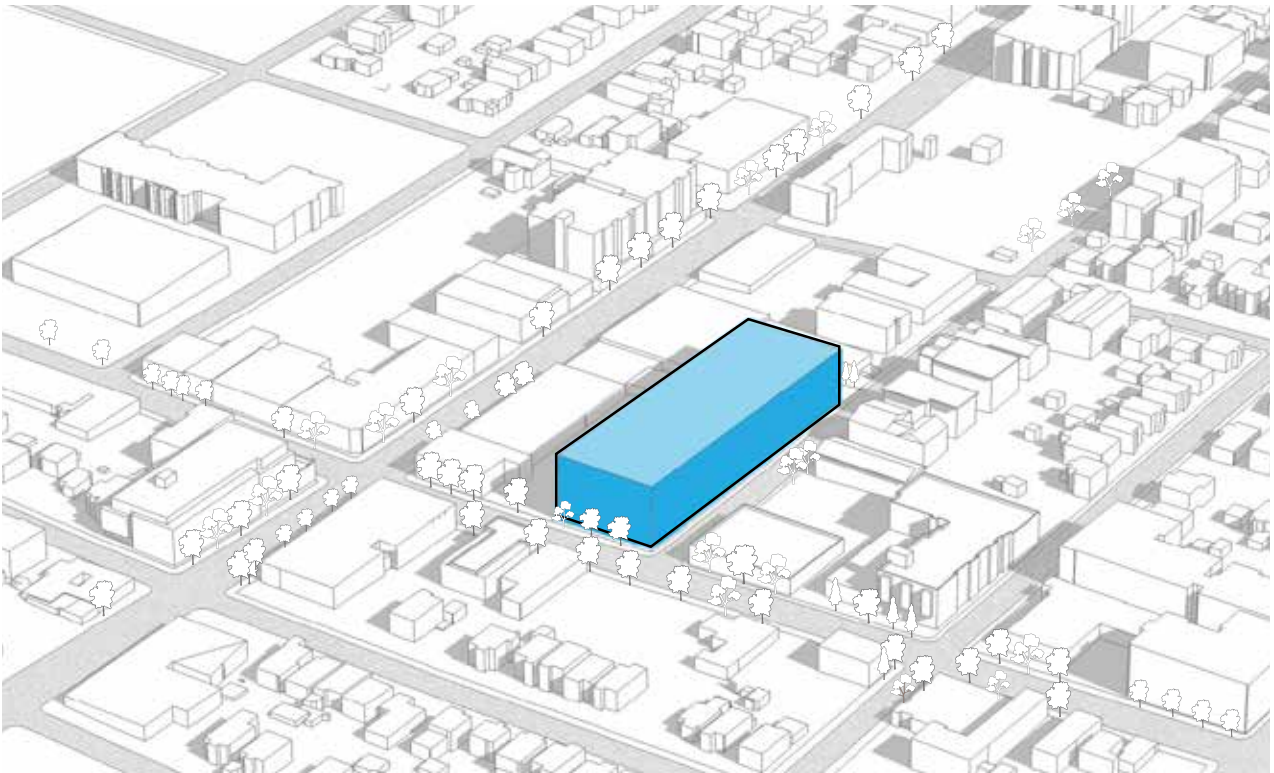
Early Design Guidance Meeting - February 26, 2018

-  Approximate Site Elevation
-  Direction of taken Images
-  Site Property Line
-  Image Location
-  Site
-  Access Easement
-  Adjacent Buildings
-  Vehicular Circulation

## EXISTING EXTEND OF PAVING SURVEY



CONCEPT DIAGRAMS  
MASSING APPROACH

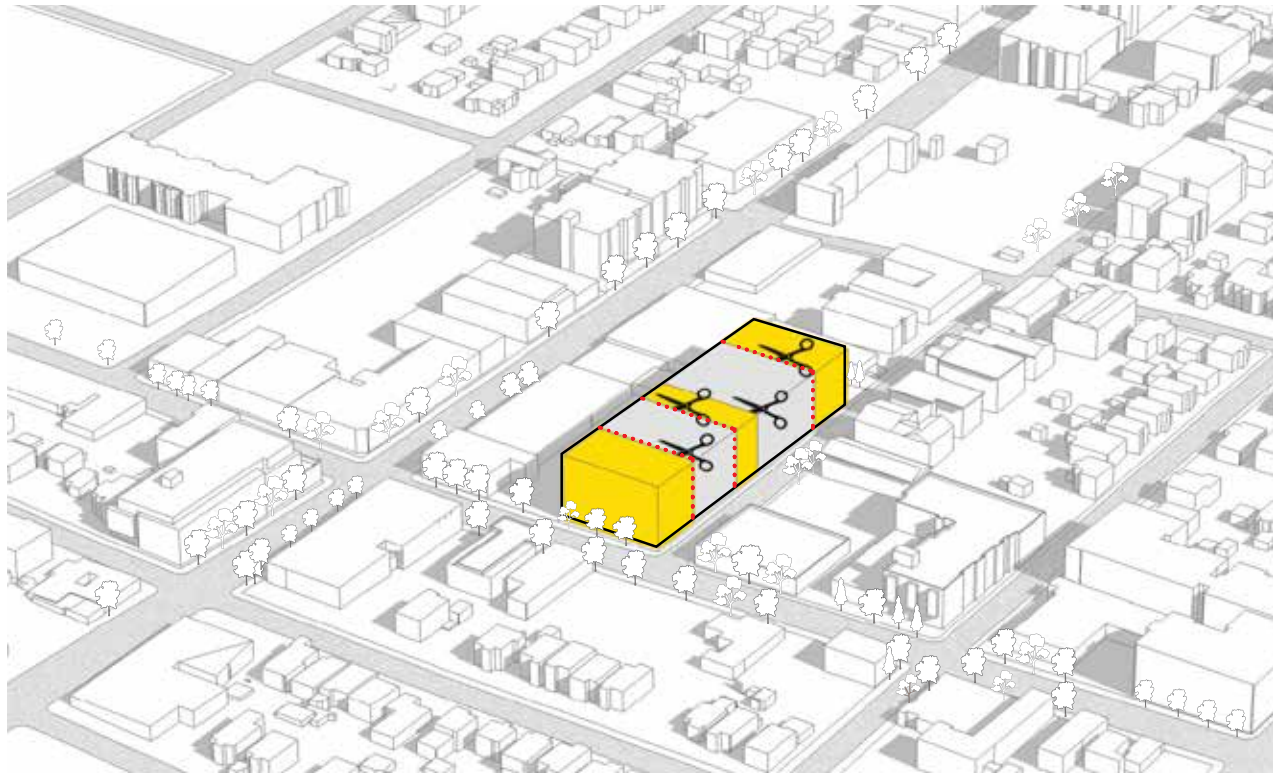


SIMPLE BUILDING MASSING



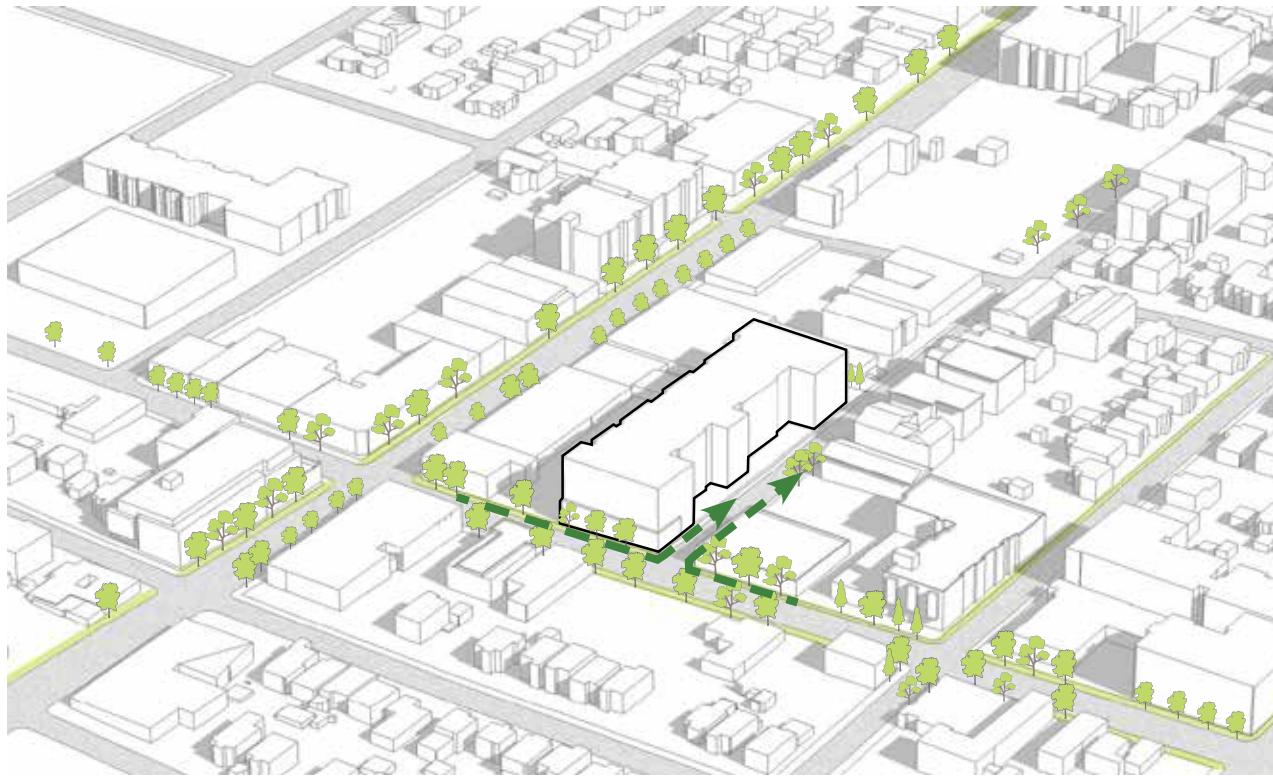
RETAIL PATTERNING ON N 85TH STREET

MASSING  
DEVELOPMENT

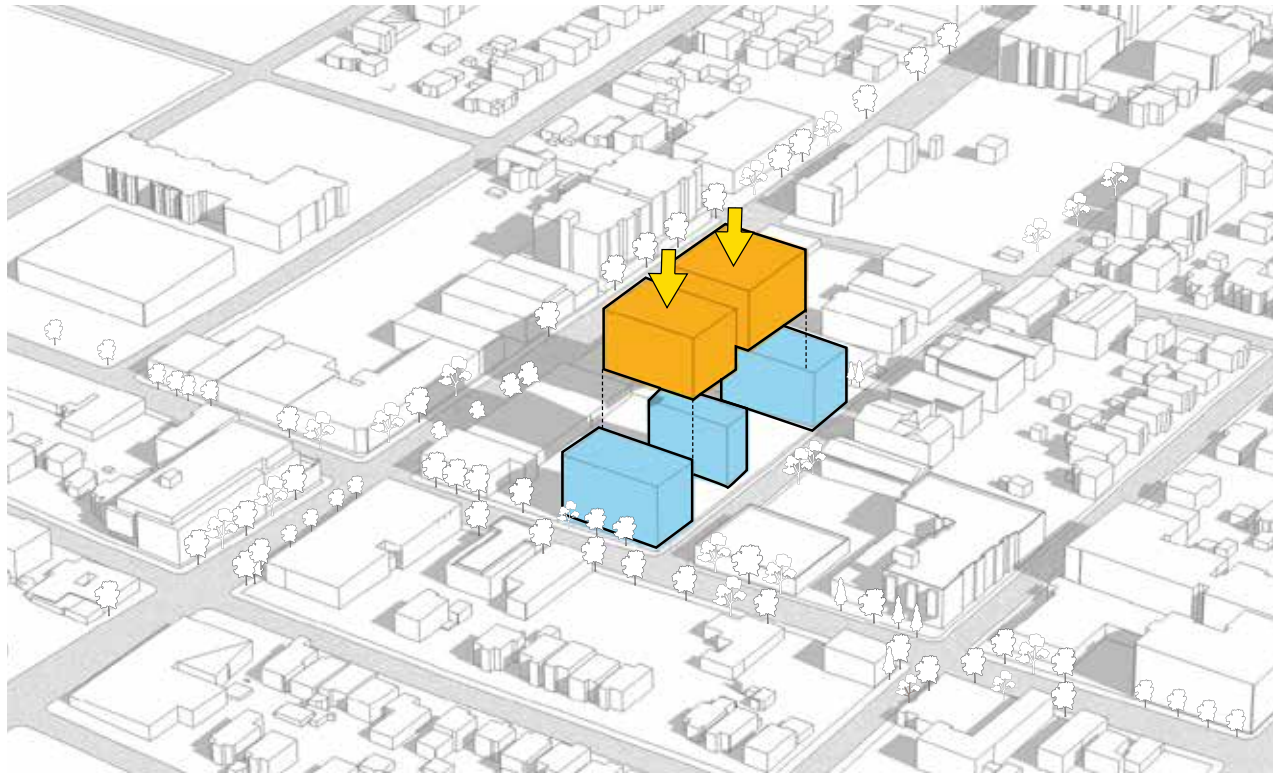


TRIMMING MASS TO RELATE TO SCALE OF ADJACENT FACADES

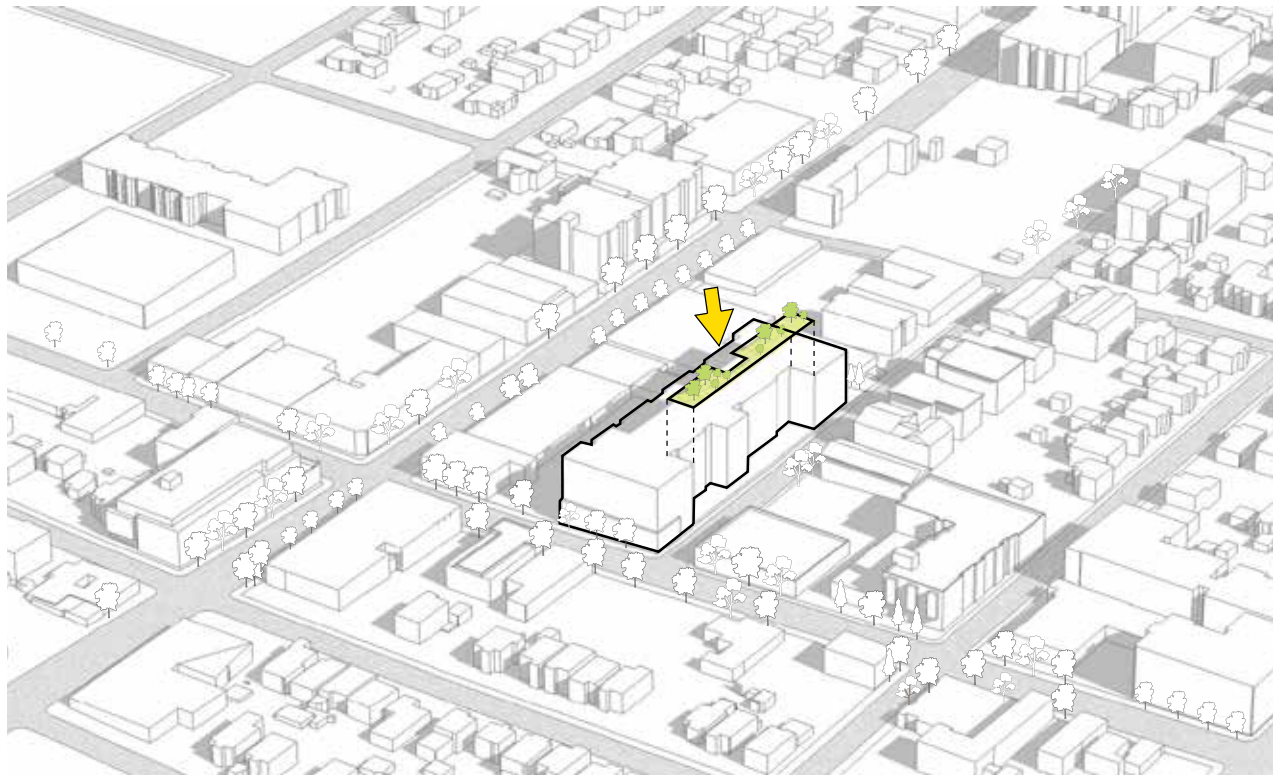
NEIGHBORHOOD  
PROGRAMMING



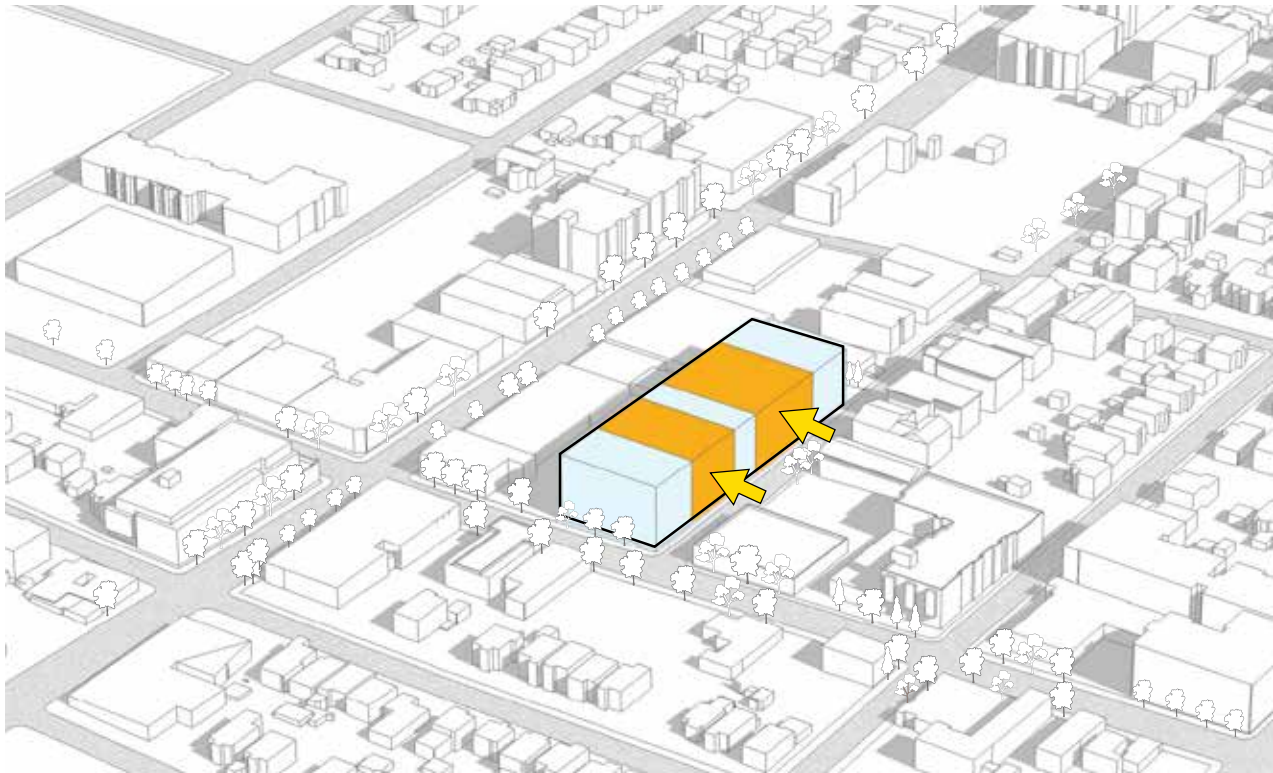
EXISTING NETWORK OF TREES



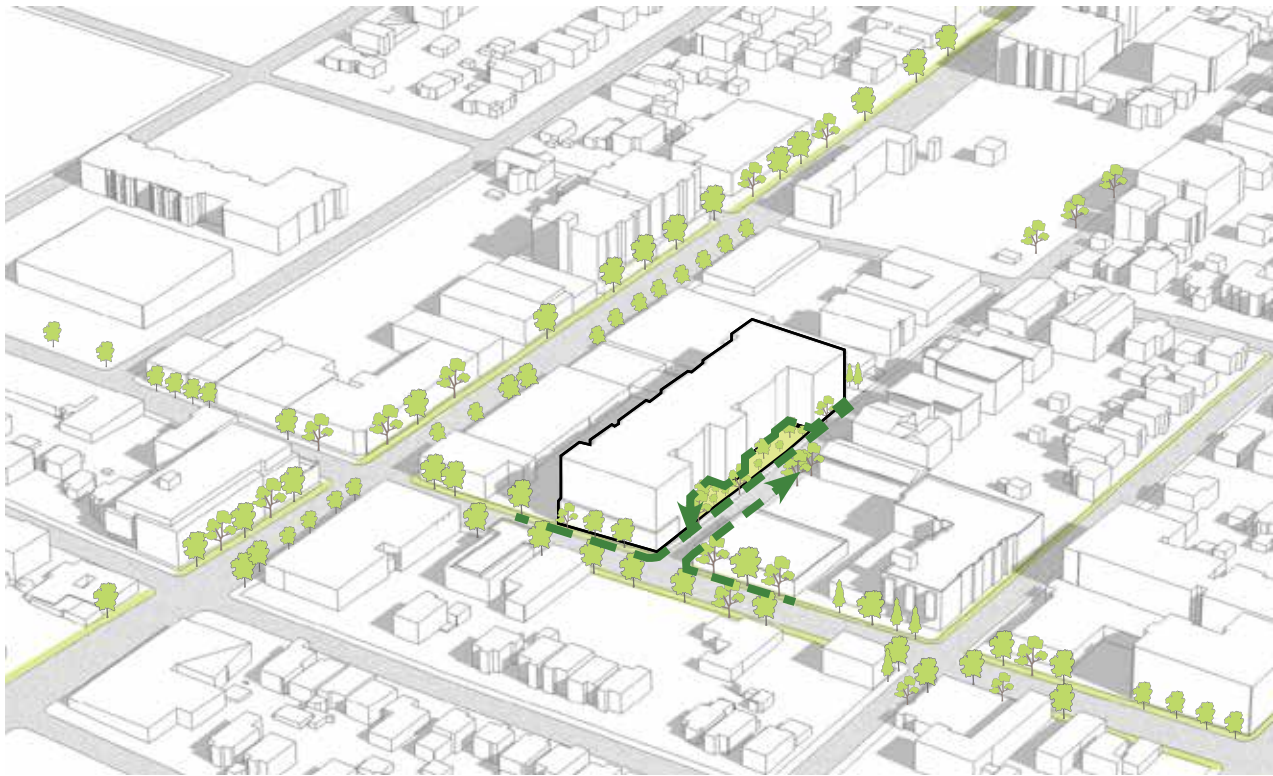
LINKS BETWEEN PRIMARY BUILDING MASSES



ADDITION OF OPEN SPACE ALONG PHINNEY AVE N.



PUSH IN LINKING ELEMENTS TO CREATE GREEN SPACE AT GRADE



GREEN SPACE ADDED TO STREET NETWORK

MASSING OPTIONS

CURRENT ZONING - 40' HEIGHT LIMIT



DATA

FAR: TOTAL: 2.8  
MAX: 3.25

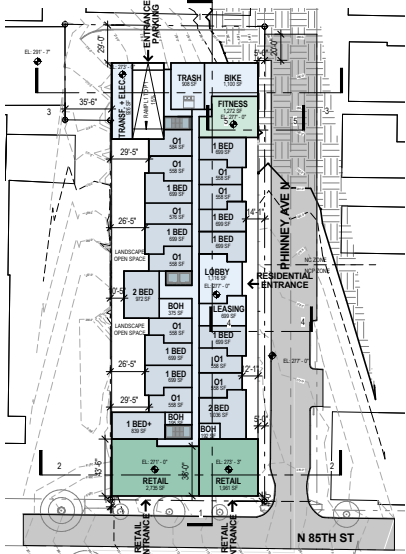
PROPOSED TOTAL GSF: ± 150,270 SF

TOTAL RESIDENTIAL UNITS: ± 132

TOTAL RETAIL SF: ± 4,696 SF

TOTAL PARKING STALLS: ± 103 (.78 RATIO)

- Pros:
- CODE COMPLIANT
  - CS-2.D: UPPER FLOORS SET BACK FROM 85TH ST
  - CS-2.1, CS-3: NEIGHBORHOOD RETAIL ALONG N 85TH ST.
  - CS2-B2: PARKING ACCESS LOCATED OFF EASEMENT TO THE NORTH, AWAY FROM 85TH STREET
- Cons:
- CREATES A “WALL” ALONG PHINNEY AVE N.
  - FEWER RESIDENTIAL UNITS TO SUPPORT NEIGHBORHOOD COMMERCIAL
  - LACK OF GREEN BUFFER ALONG STREET SIDE OF PROJECT
  - OPEN SPACE ORIENTED TO THE WEST (EASEMENT SIDE)



Residential

Retail

Green Roof

OPTION A



DATA

FAR: TOTAL: 4.1  
MAX: 4.75

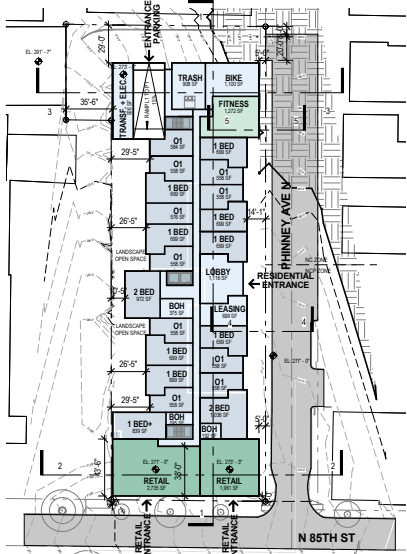
PROPOSED TOTAL GSF: ± 218,576 SF

TOTAL RESIDENTIAL UNITS: ± 208

TOTAL RETAIL SF: ± 4,700 SF

TOTAL PARKING STALLS: ± 130 (.63 RATIO)

- Pros:
- CODE COMPLIANT
  - CS-2.D: UPPER FLOORS SET BACK FROM 85TH ST CS-2.1, CS-3: NEIGHBORHOOD RETAIL ALONG N 85TH ST.
  - CS2-B2: PARKING ACCESS LOCATED OFF EASEMENT TO THE NORTH, AWAY FROM 85TH STREET
- Cons:
- CREATES A “WALL” ALONG PHINNEY AVE N.
  - LACK OF GREEN BUFFER ALONG THE STREET SIDE OF THE PROJECT
  - OPEN SPACE ORIENTED TO THE WEST (PRIVATE EASEMENT SIDE)

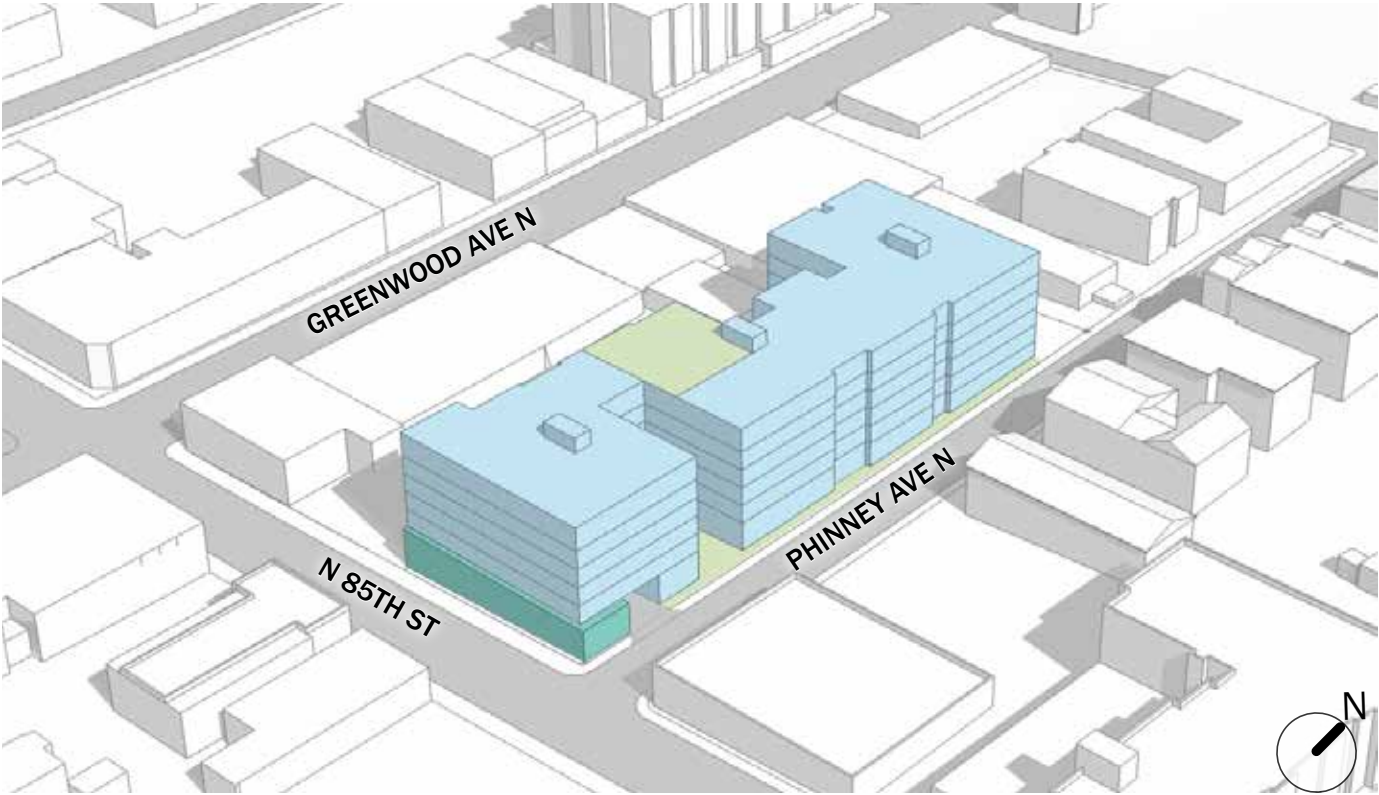


Residential

Retail

Green Roof

OPTION B



DATA

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MAX: 4.75

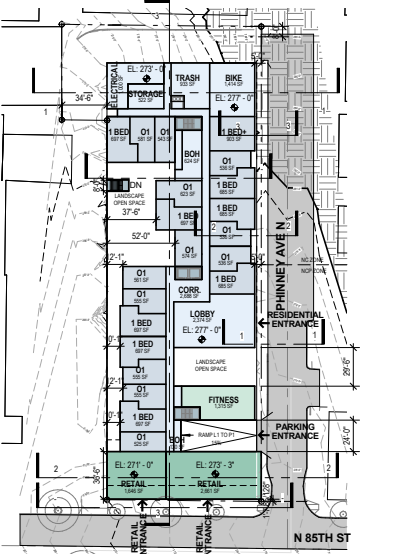
PROPOSED TOTAL GSF: ± 223,784 SF

TOTAL RESIDENTIAL UNITS: ± 207

TOTAL RETAIL SF: ± 4,300 SF

TOTAL PARKING STALLS: ± 130 (.62 RATIO)

- Pros:
- CODE COMPLIANT
  - CS-2.D: UPPER FLOORS SET BACK FROM 85TH ST
  - CS-2.1, CS-3: NEIGHBORHOOD RETAIL ALONG N 85TH ST.
- Cons:
- 6 STORY FACADE LOCATED WITH MINIMAL SETBACK FROM PHINNEY AVE N.
  - NARROW COURTYARD FACES EAST, MOST OUTDOOR AMENITY OPENS TO THE WEST (PRIVATE EASEMENT SIDE) OF THE SITE.
  - PARKING ACCESS LOCATED ALONG PHINNEY AVE N, REDUCING PEDESTRIAN SAFETY NEAR THE INTERSECTION WITH N. 85TH STREET.



Residential

Retail

Green Roof

OPTION C



DATA

FAR: TOTAL: 4.1  
MAX: 4.75

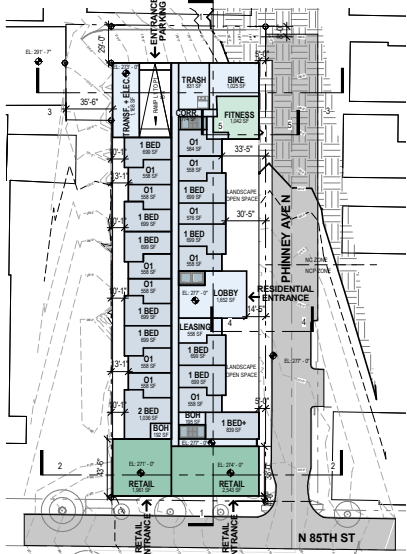
PROPOSED TOTAL GSF: ± 219,502SF

TOTAL RESIDENTIAL UNITS: ± 210

TOTAL RETAIL SF: ± 4,500 SF

TOTAL PARKING STALLS: ± 130 (.62 RATIO)

- Pros:
- CS-2.D: UPPER FLOORS SET BACK FROM 85TH ST
  - CS-2.1, CS-3: NEIGHBORHOOD RETAIL ALONG N 85TH ST
  - CS-1B, PL-1: SIGNIFICANT OPEN SPACE AND SETBACKS PROVIDED AT THE EAST (PUBLIC) SIDE OF THE SITE ALONG PHINNEY AVE N
  - CS2-B2: PARKING ACCESS LOCATED OFF EASEMENT TO THE NORTH, AWAY FROM 85TH STREET
- Cons:
- REQUIRES ONE DEPARTURE FOR LOCATION OF RESIDENTIAL USE AT GRADE.



Residential

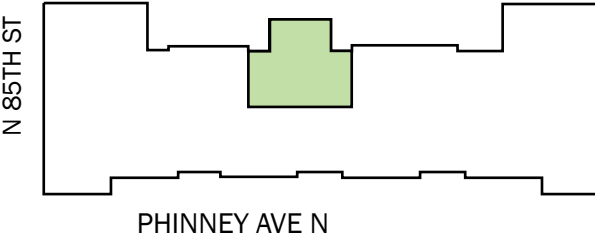
Retail

Green Roof

MASSING OPTIONS

MASSING OPTIONS  
OPTION A

OPTION A



DATA

FAR: TOTAL: 4.1  
MAX: 4.75

PROPOSED TOTAL GSF: ± 218,576 SF

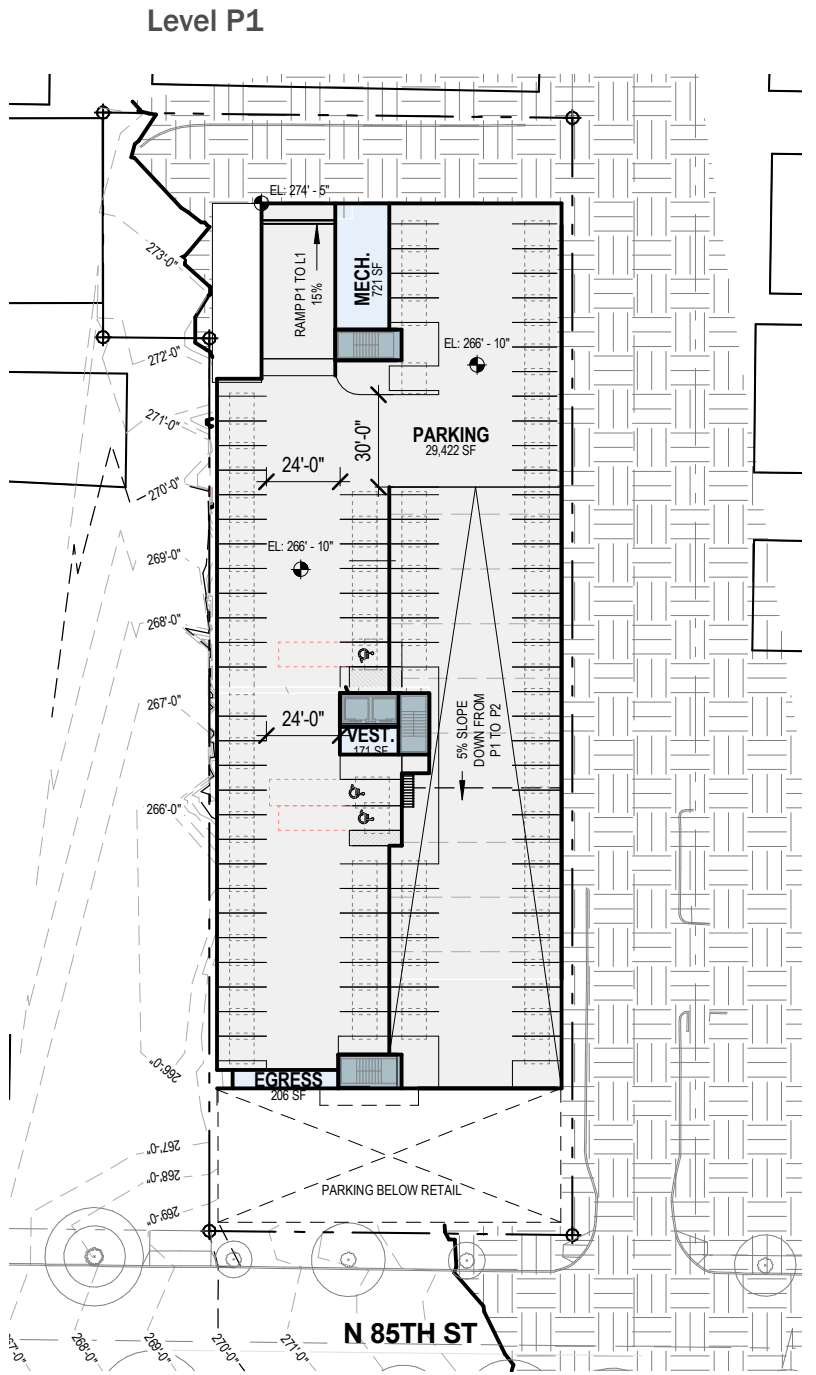
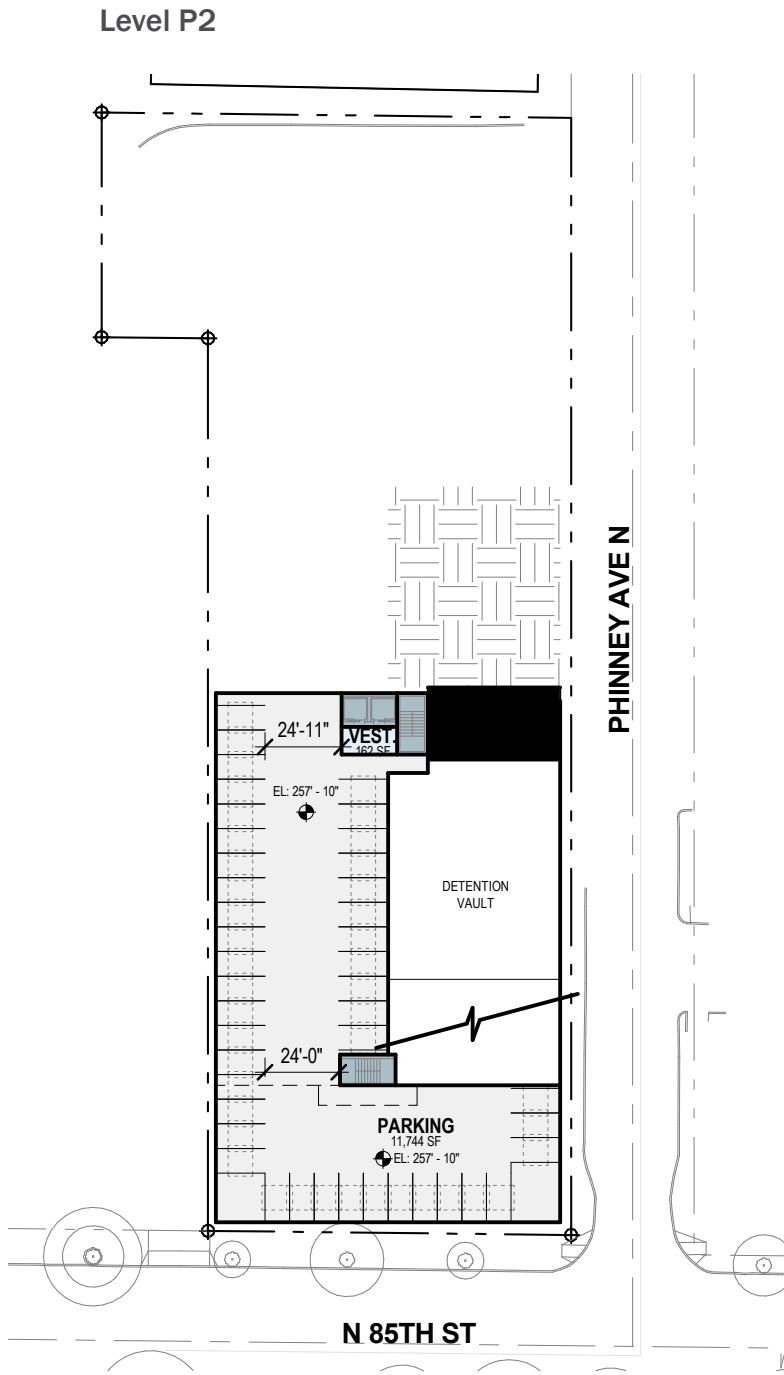
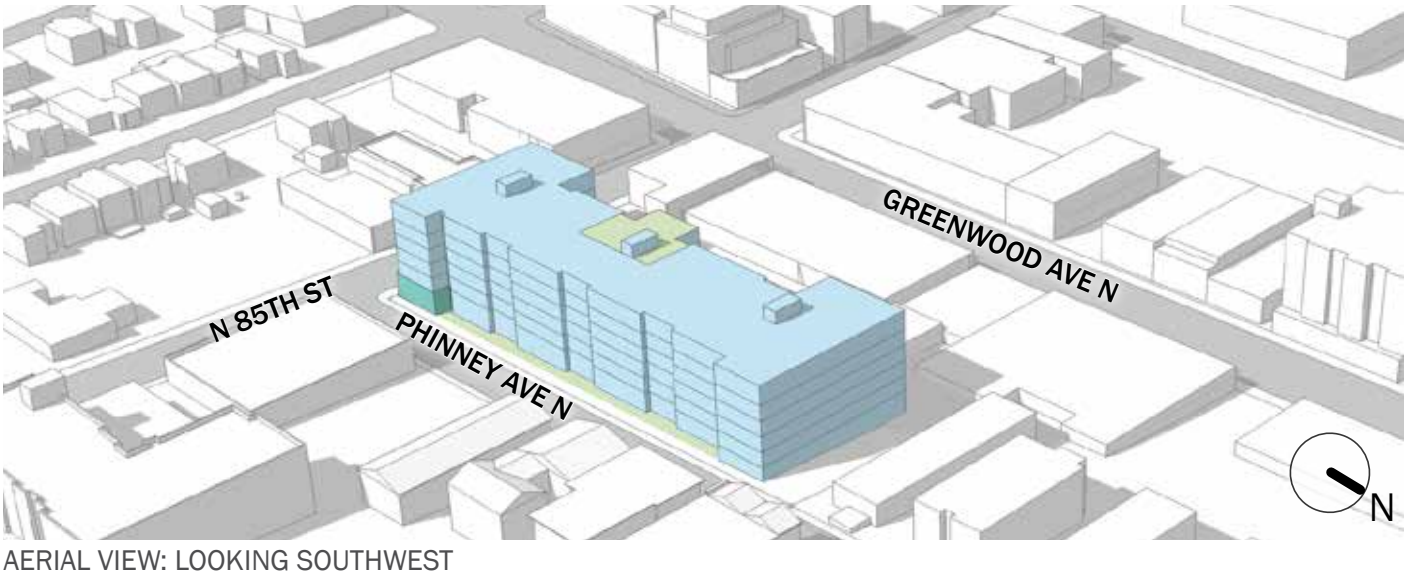
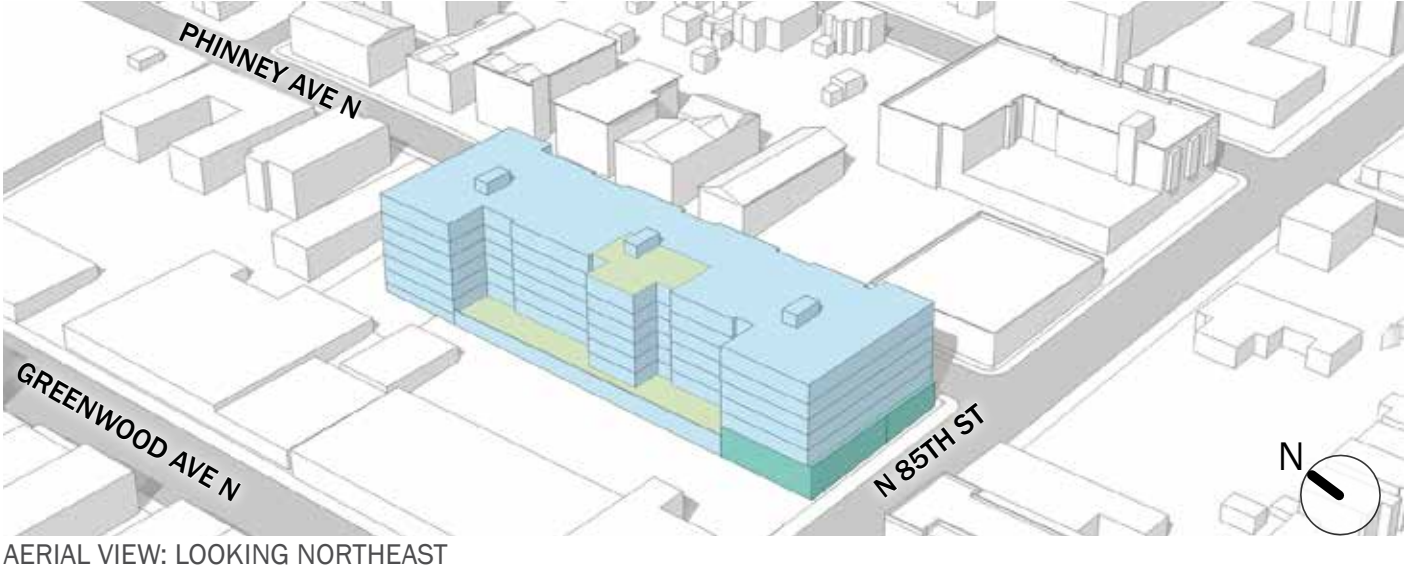
TOTAL RESIDENTIAL UNITS: ± 208

TOTAL RETAIL SF: ± 4,700 SF

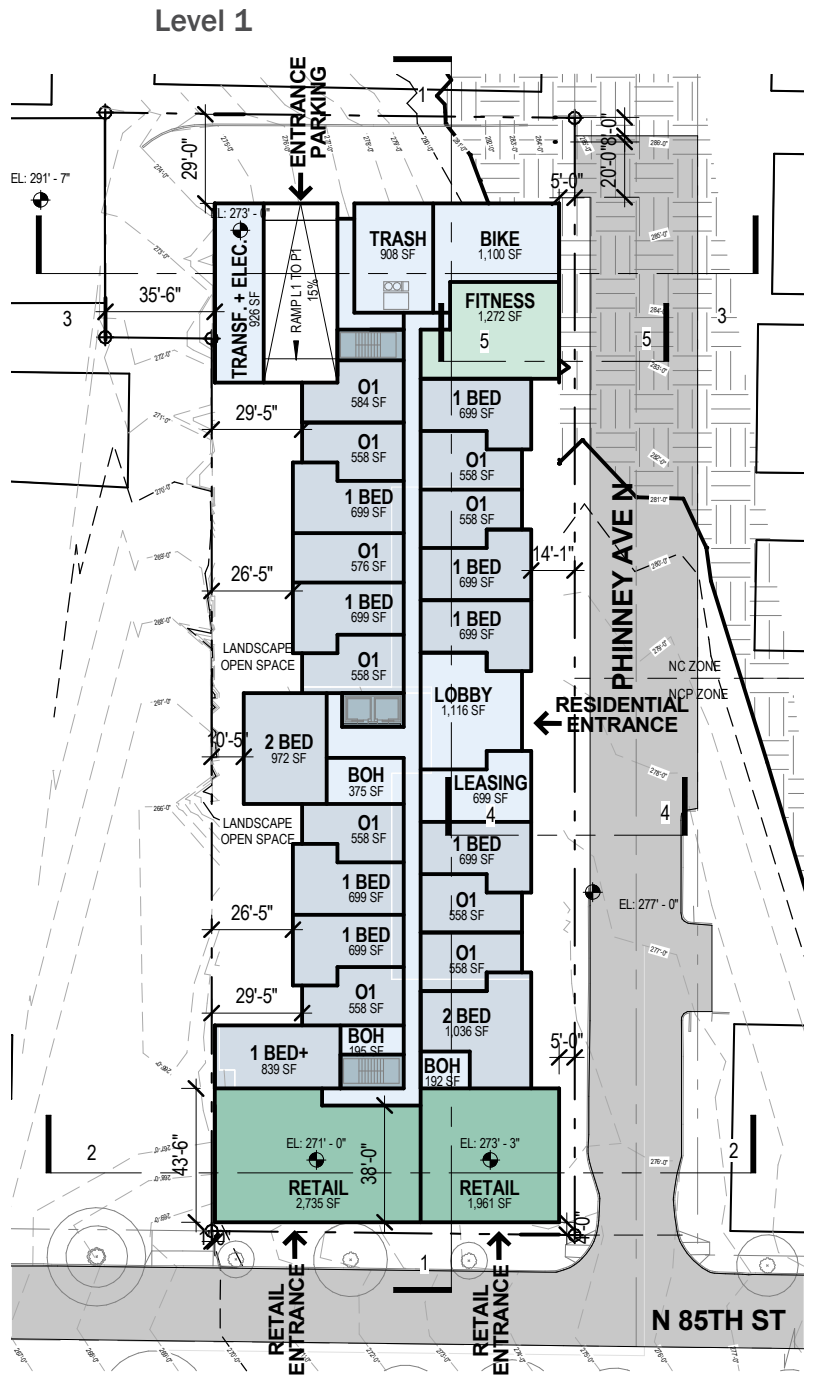
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  - CS-2.1, CS-3: NEIGHBORHOOD RETAIL ALONG N 85TH ST.
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- Cons:
- CREATES A “WALL” ALONG PHINNEY AVE N.
  - LACK OF GREEN BUFFER ALONG THE STREET SIDE OF THE PROJECT
  - OPEN SPACE ORIENTED TO THE WEST (PRIVATE EASEMENT SIDE)

- |                  |                        |
|------------------|------------------------|
| RESIDENTIAL      | LOBBY/CIRCULATION/MECH |
| AMENITY          | RETAIL                 |
| EXTERIOR AMENITY |                        |

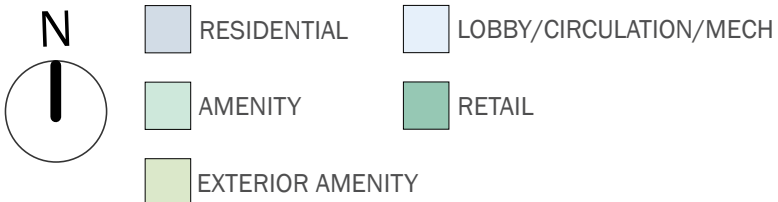
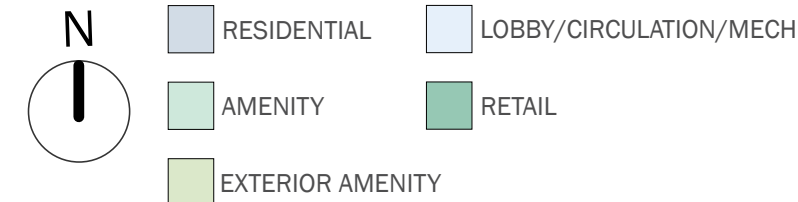
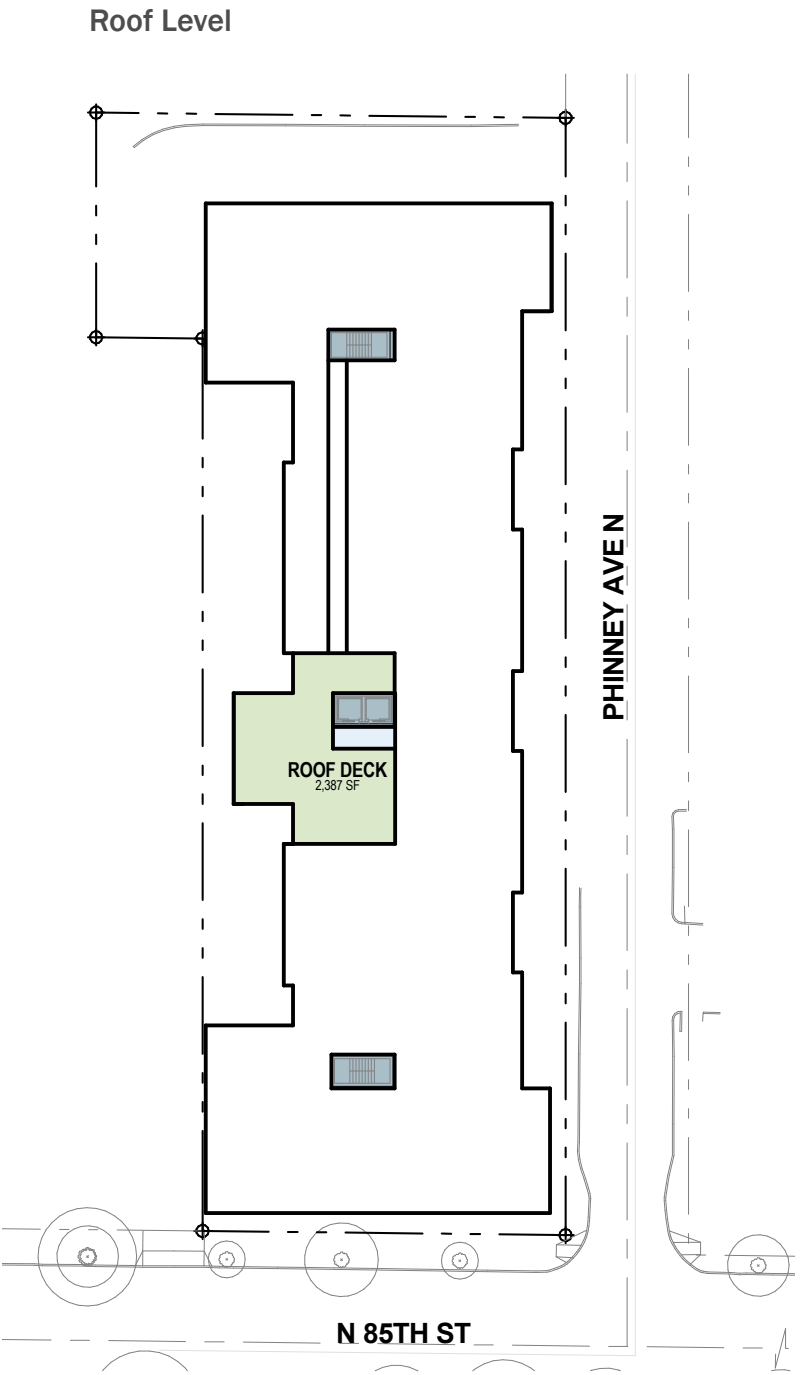
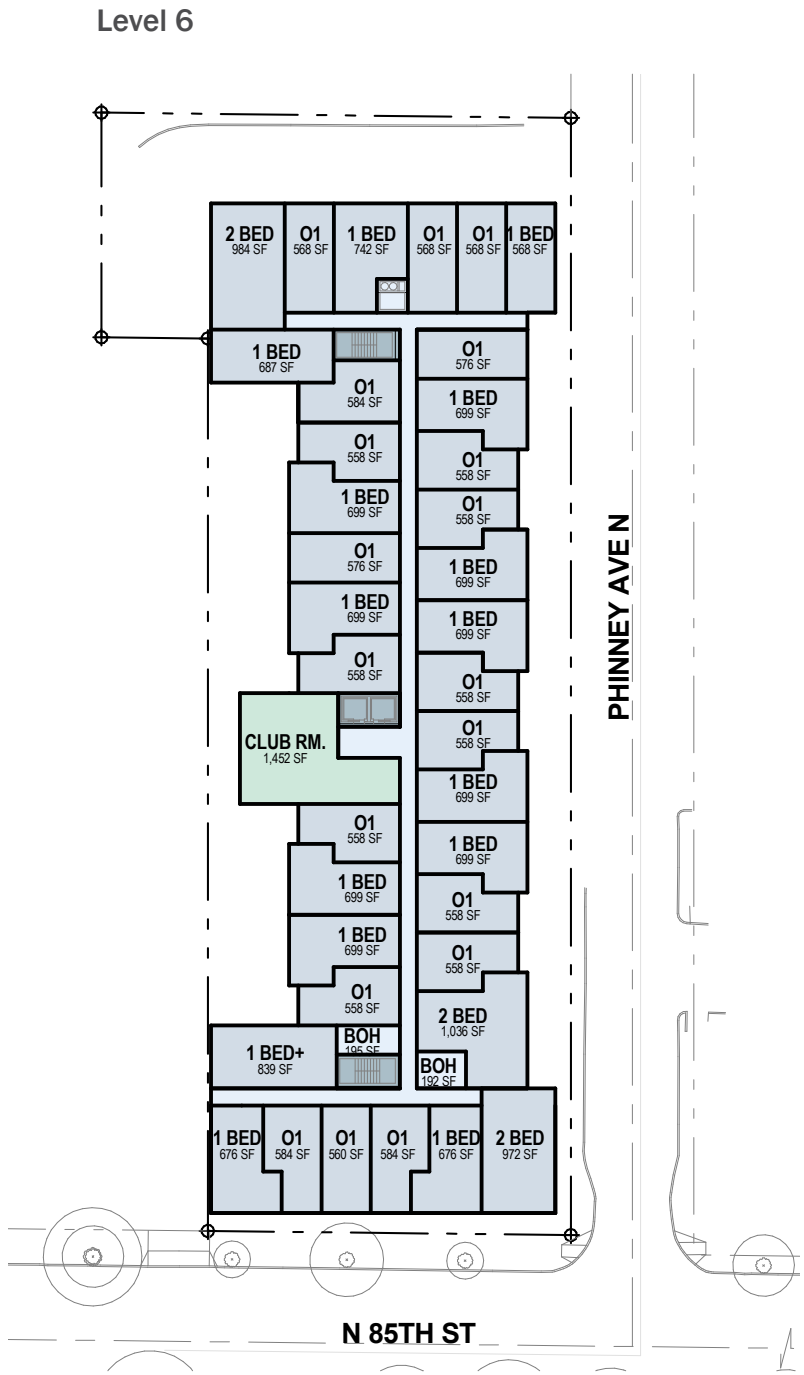
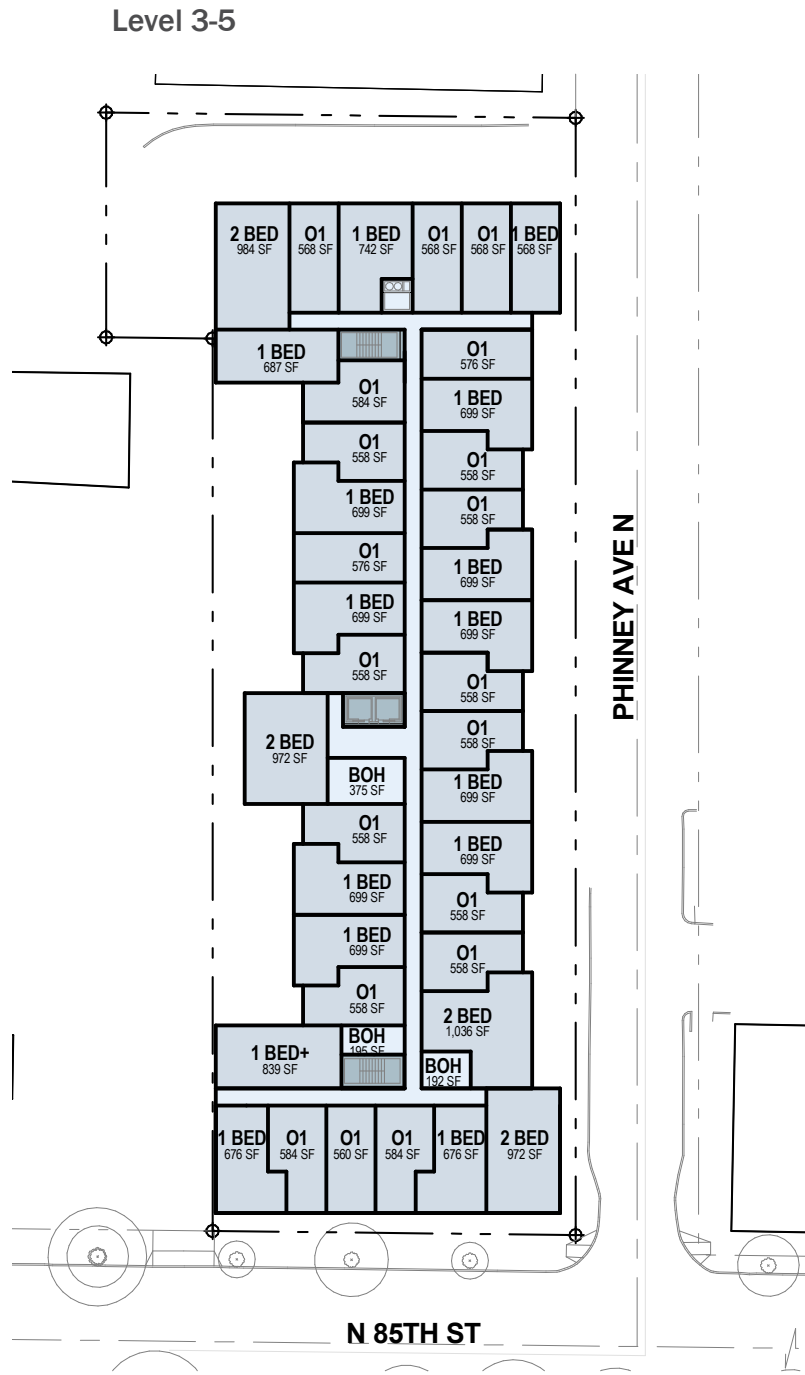
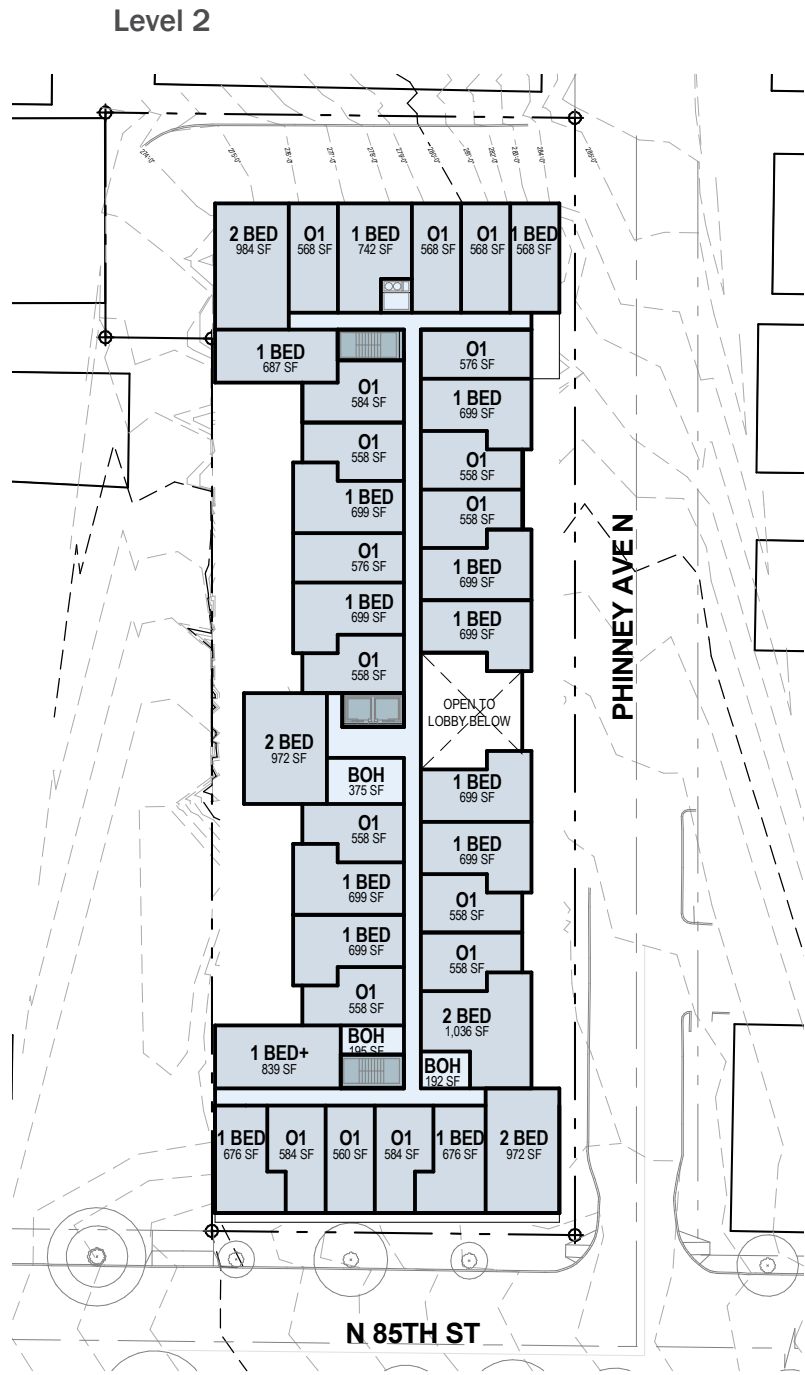


MASSING OPTIONS  
OPTION A



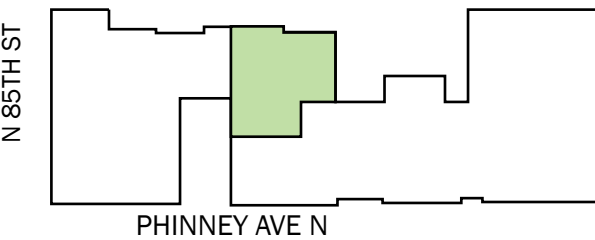
MASSING OPTIONS  
OPTION A

MASSING OPTIONS  
OPTION A



MASSING OPTIONS  
OPTION B

OPTION B



DATA

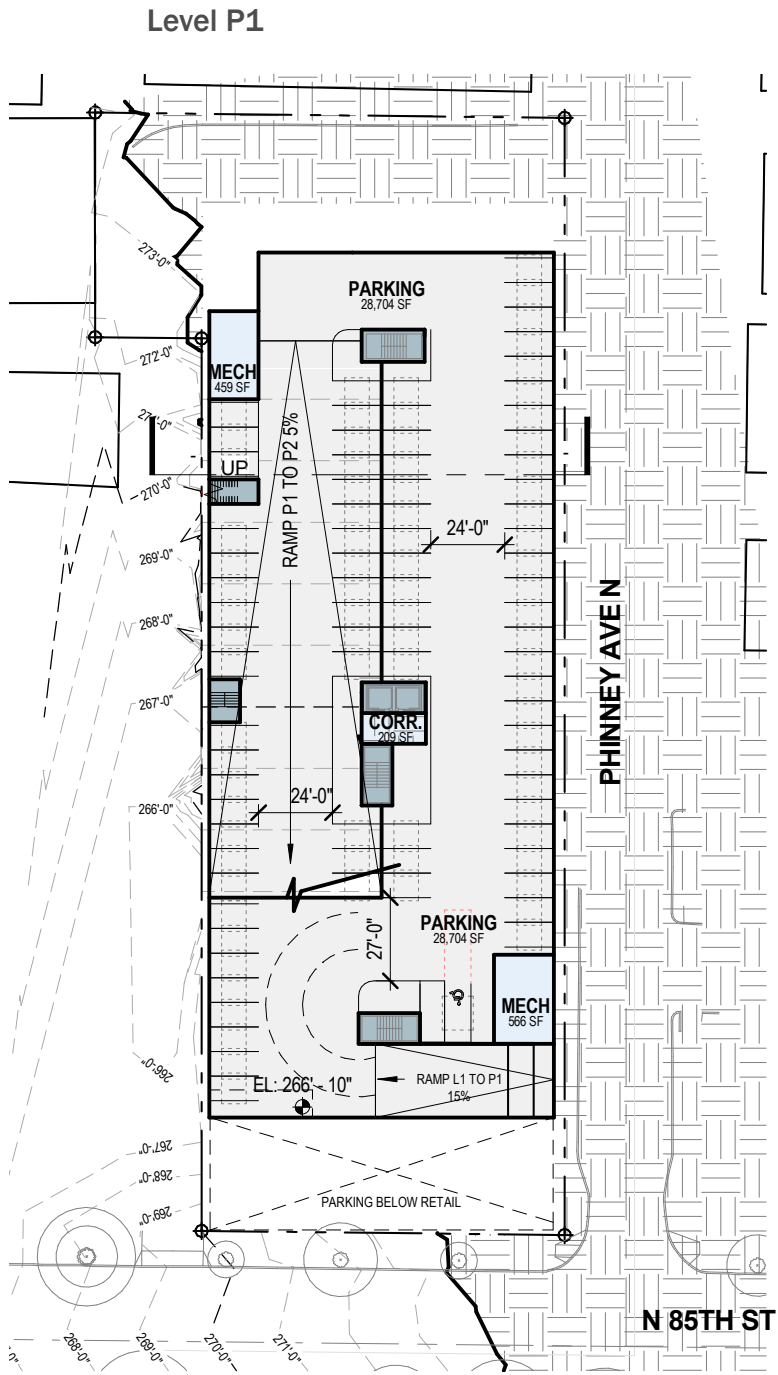
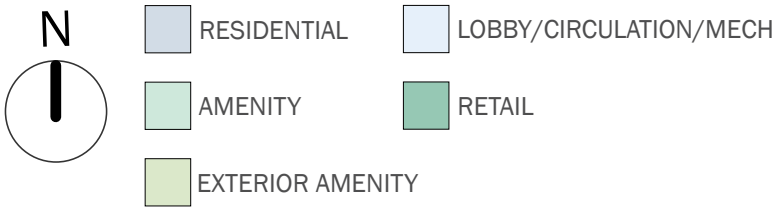
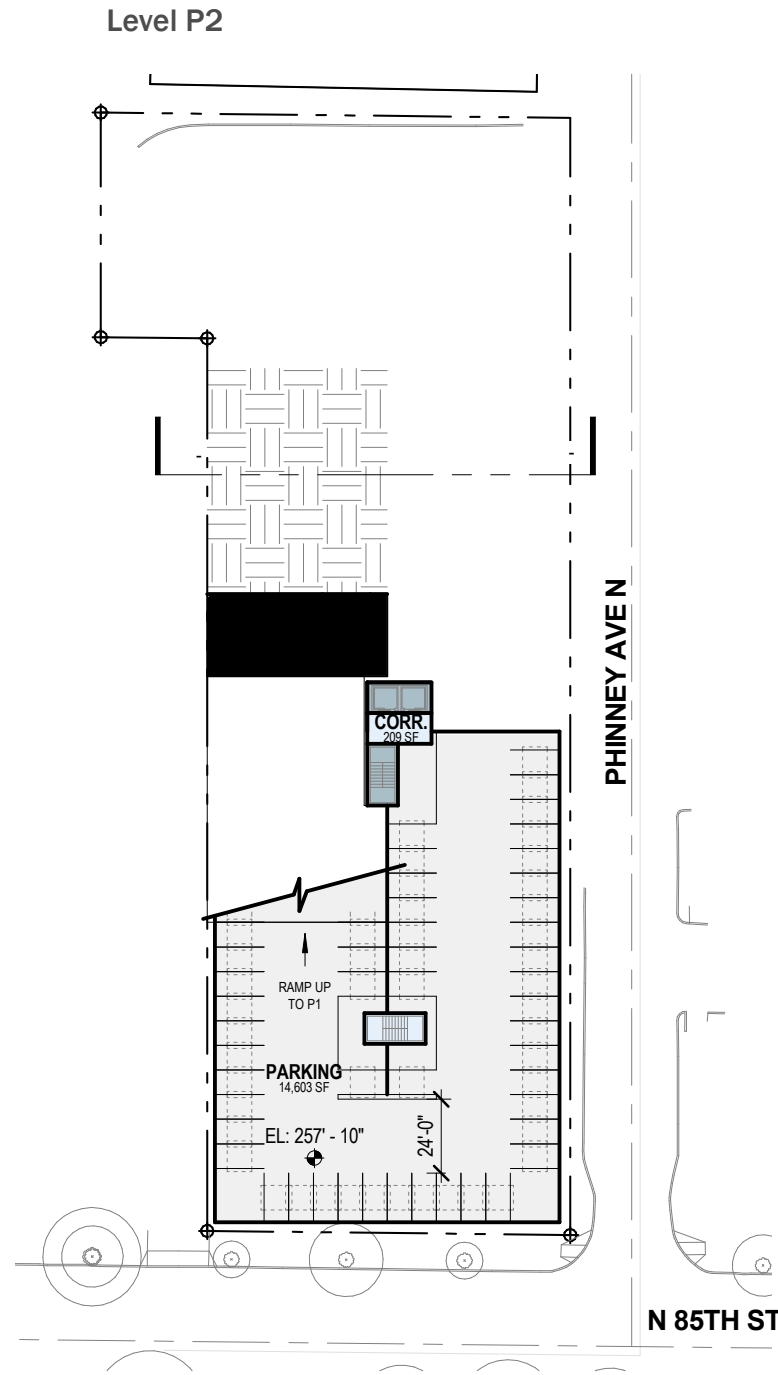
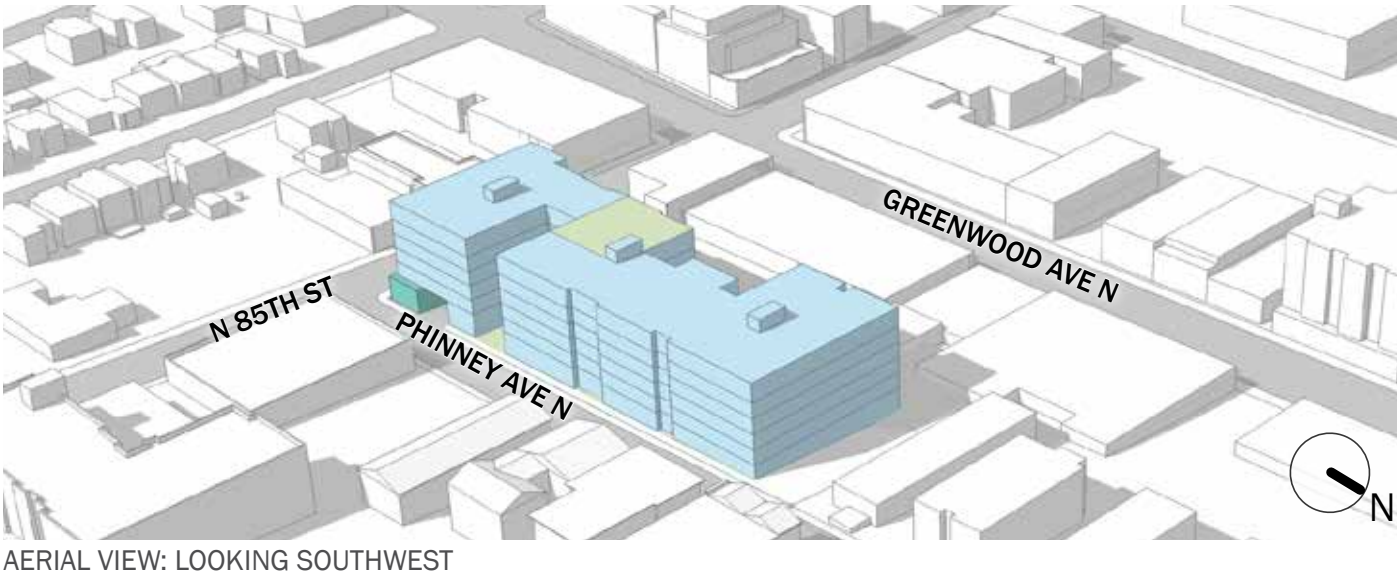
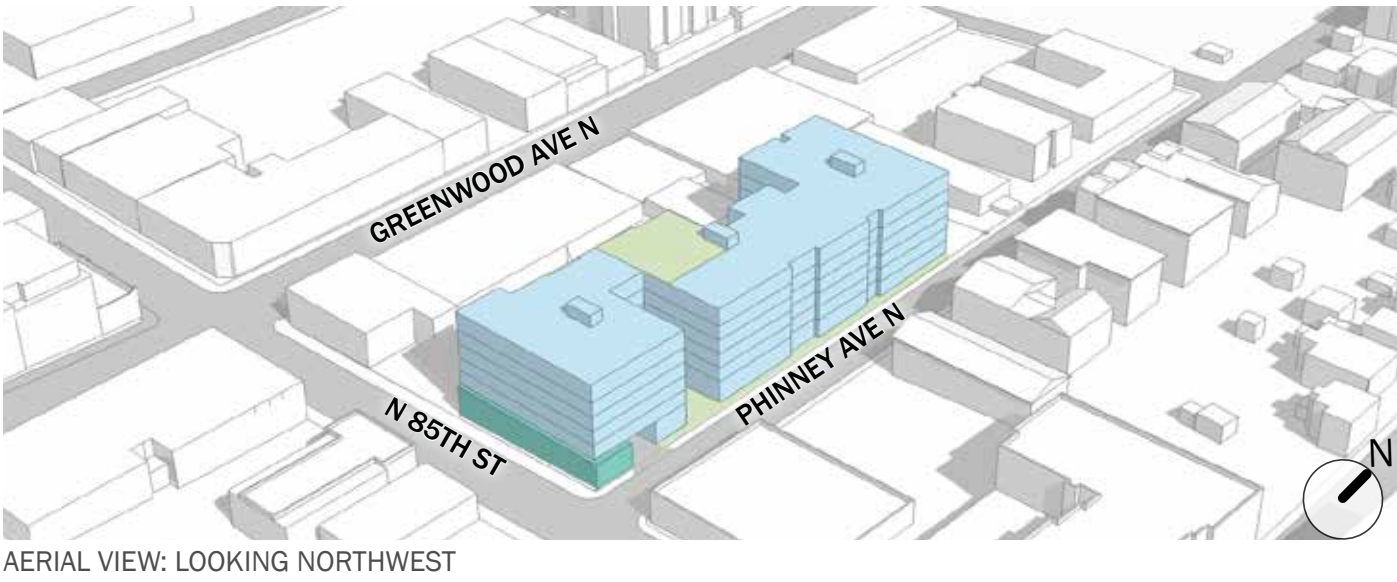
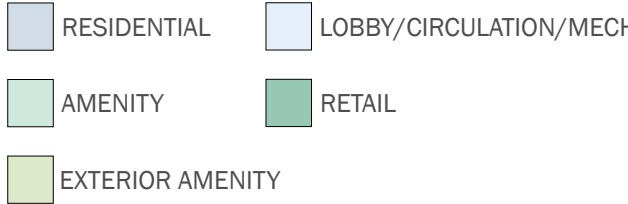
FAR: TOTAL: 4.1  
MAX: 4.75  
PROPOSED TOTAL GSF: ± 223,784 SF  
TOTAL RESIDENTIAL UNITS: ± 207  
TOTAL RETAIL SF: ± 4,300 SF  
TOTAL PARKING STALLS: ± 130 (.62 RATIO)

Pros:

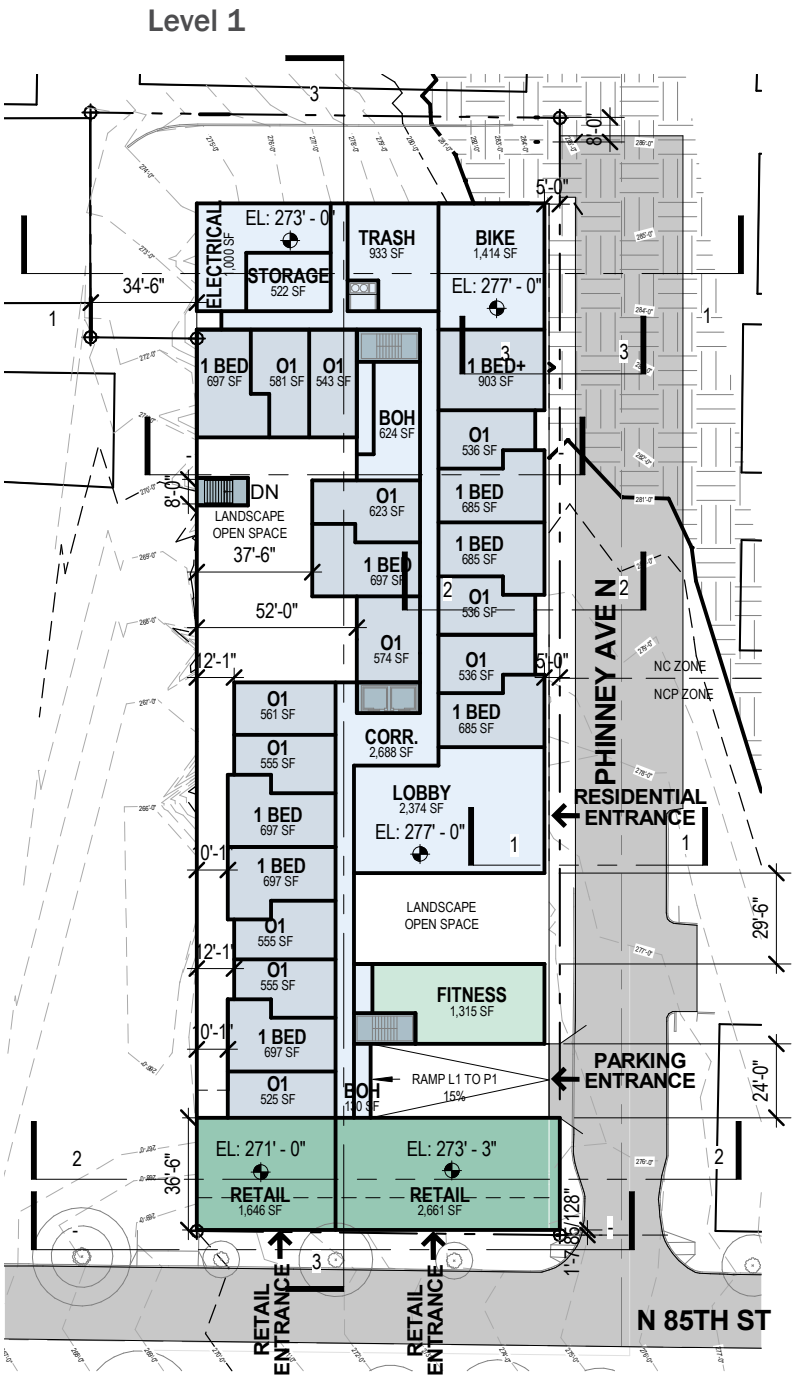
- CODE COMPLIANT
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- CS-2.1, CS-3: NEIGHBORHOOD RETAIL ALONG N 85TH ST.

Cons:

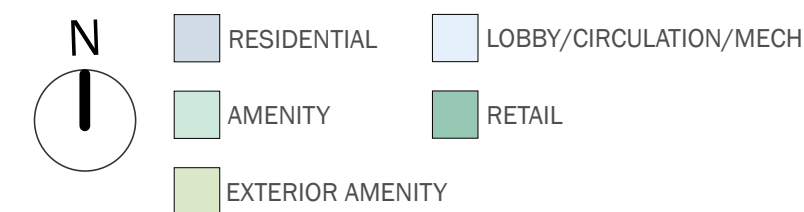
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- NARROW COURTYARD FACES EAST, MOST OUTDOOR AMENITY OPENS TO THE WEST (PRIVATE EASEMENT SIDE) OF THE SITE.
- PARKING ACCESS LOCATED ALONG PHINNEY AVE N, REDUCING PEDESTRIAN SAFETY NEAR THE INTERSECTION WITH N. 85TH STREET.



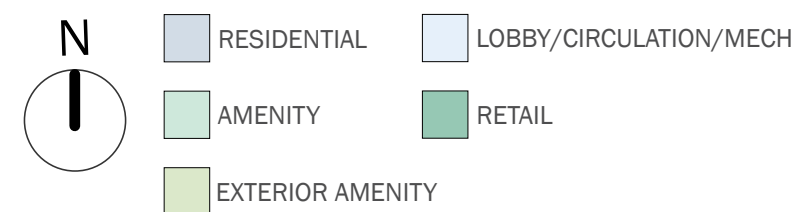
MASSING OPTIONS  
OPTION B



### OPTION B

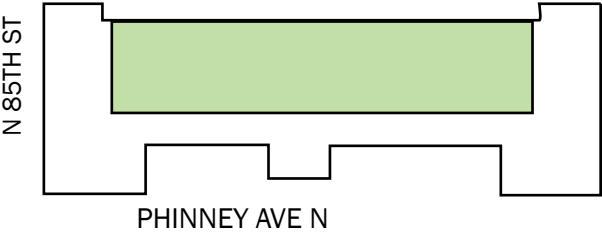


**OPTION B**



MASSING OPTIONS  
OPTION C - PREFERRED

OPTION C



DATA

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MAX: 4.75

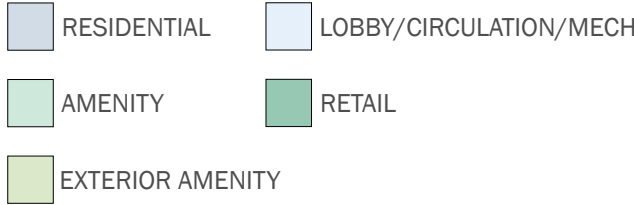
PROPOSED TOTAL GSF: ± 219,502SF

TOTAL RESIDENTIAL UNITS: ± 210

TOTAL RETAIL SF: ± 4,500 SF

TOTAL PARKING STALLS: ± 130 (.62 RATIO)

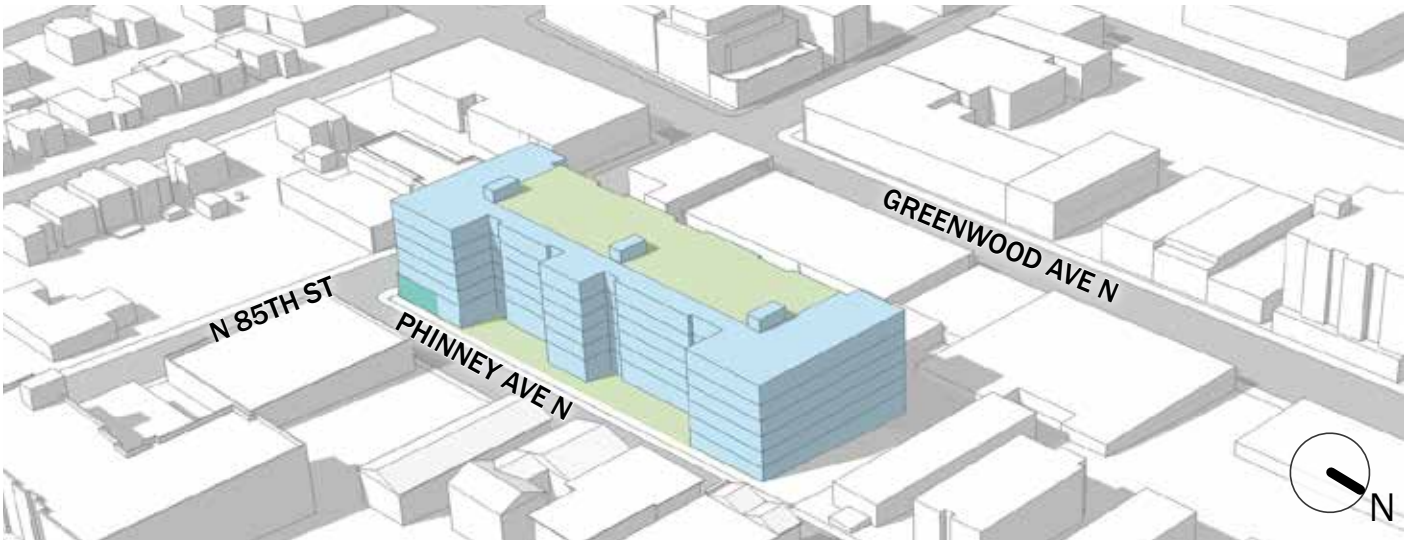
- Pros:
- CS-2.D: UPPER FLOORS SET BACK FROM 85TH ST
  - CS-2.1, CS-3: NEIGHBORHOOD RETAIL ALONG N 85TH ST
  - CS-1B, PL-1: SIGNIFICANT OPEN SPACE AND SETBACKS PROVIDED AT THE EAST (PUBLIC) SIDE OF THE SITE ALONG PHINNEY AVE N
  - CS2-B2: PARKING ACCESS LOCATED OFF EASEMENT TO THE NORTH, AWAY FROM 85TH STREET
- Cons:
- REQUIRES ONE DEPARTURE FOR LOCATION OF RESIDENTIAL USE AT GRADE.



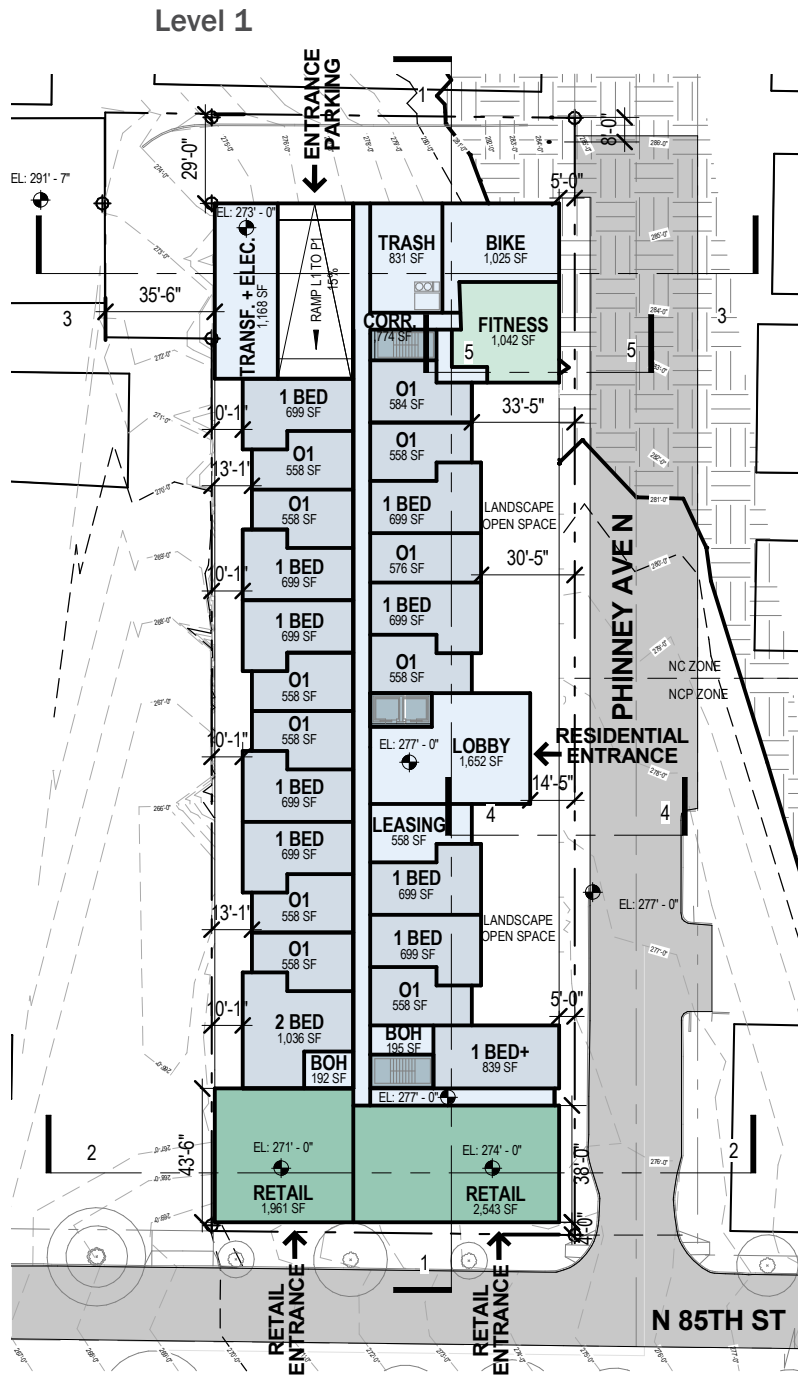
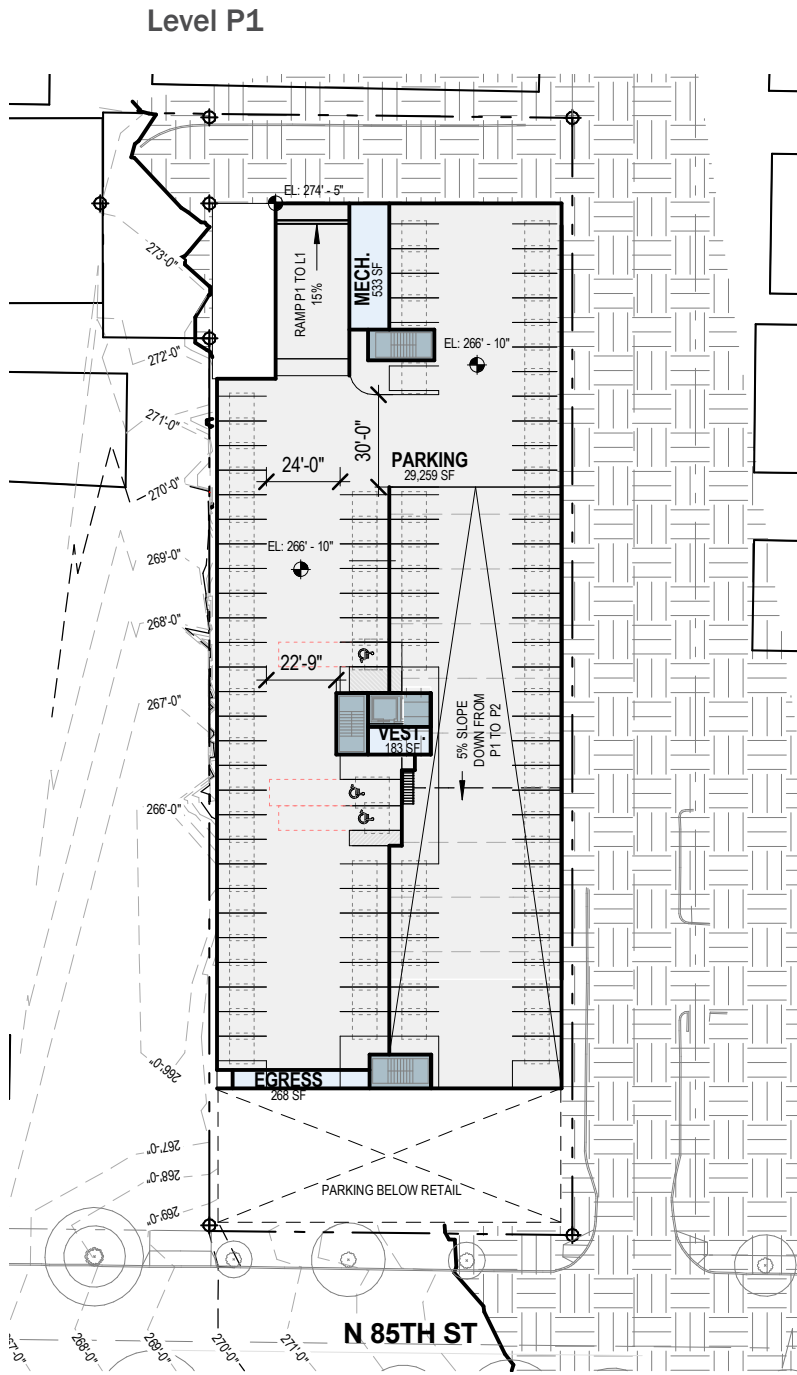
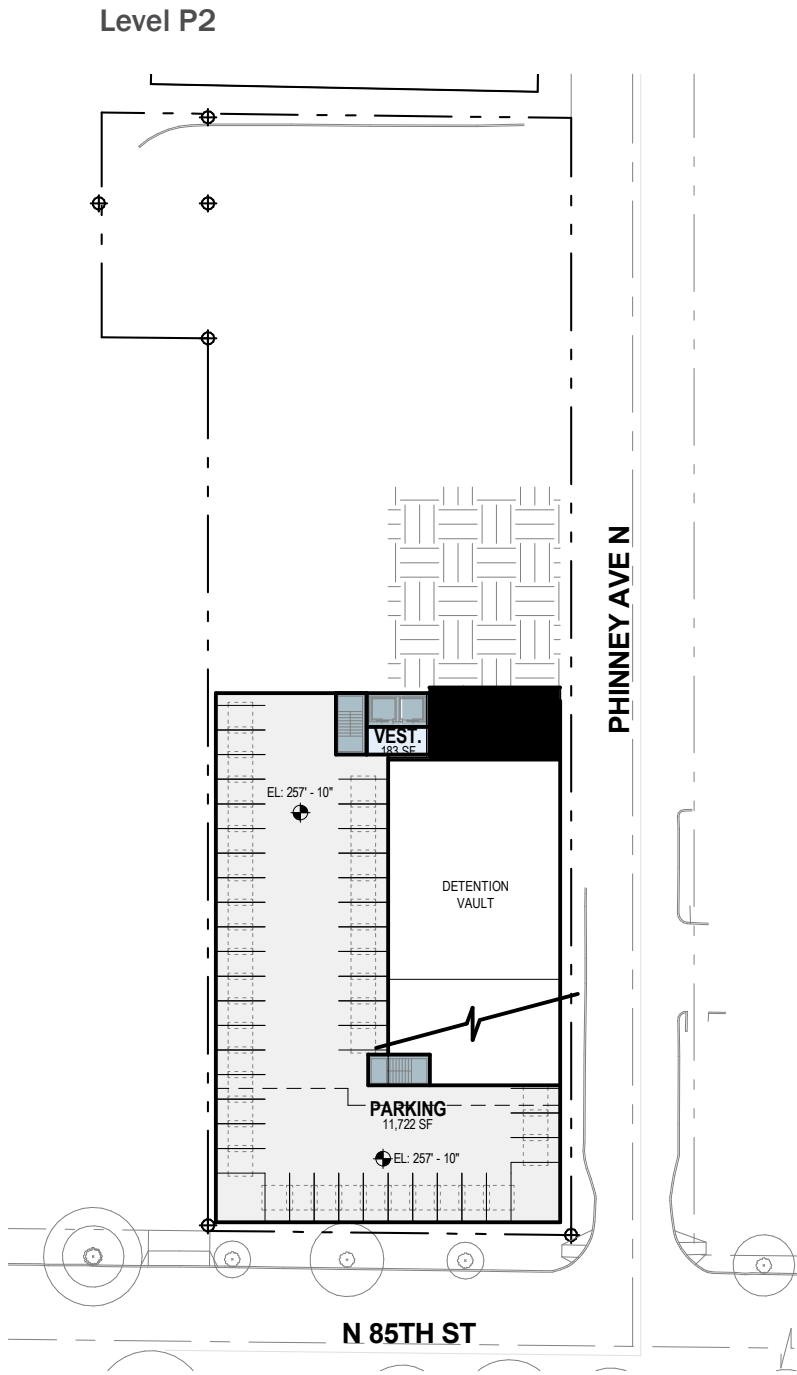
AERIAL VIEW: LOOKING NORTHWEST



AERIAL VIEW: LOOKING NORTHEAST



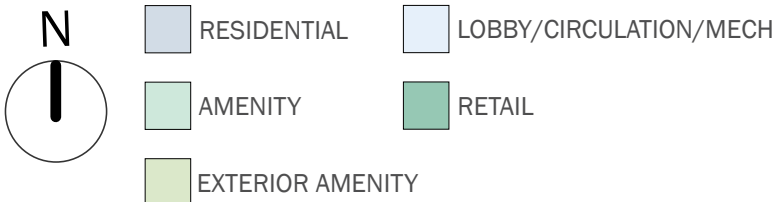
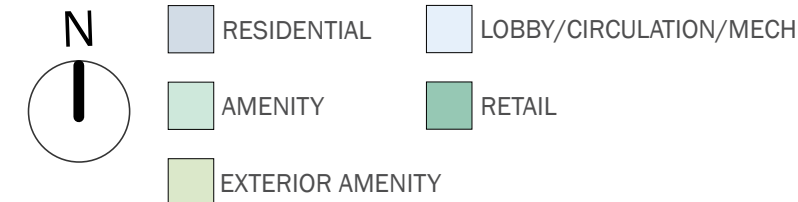
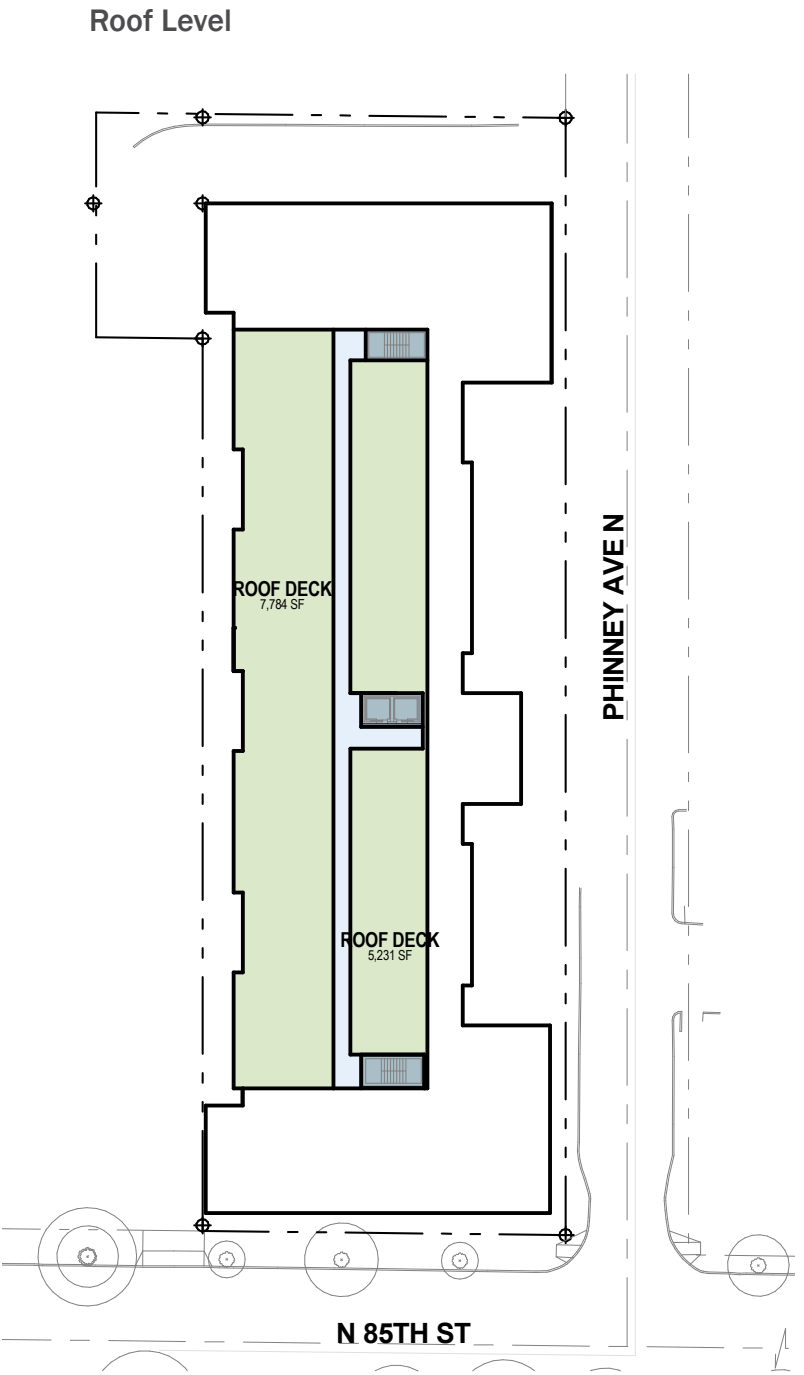
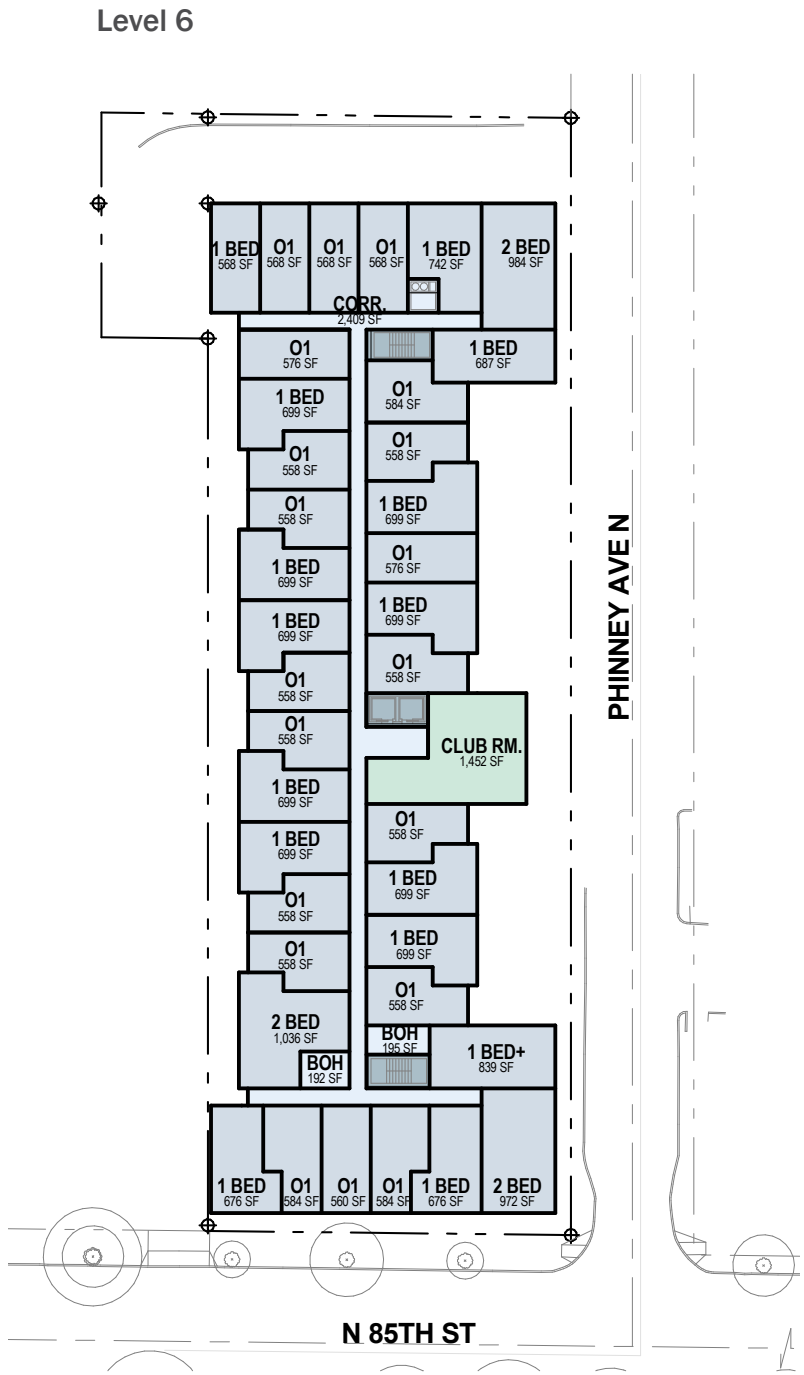
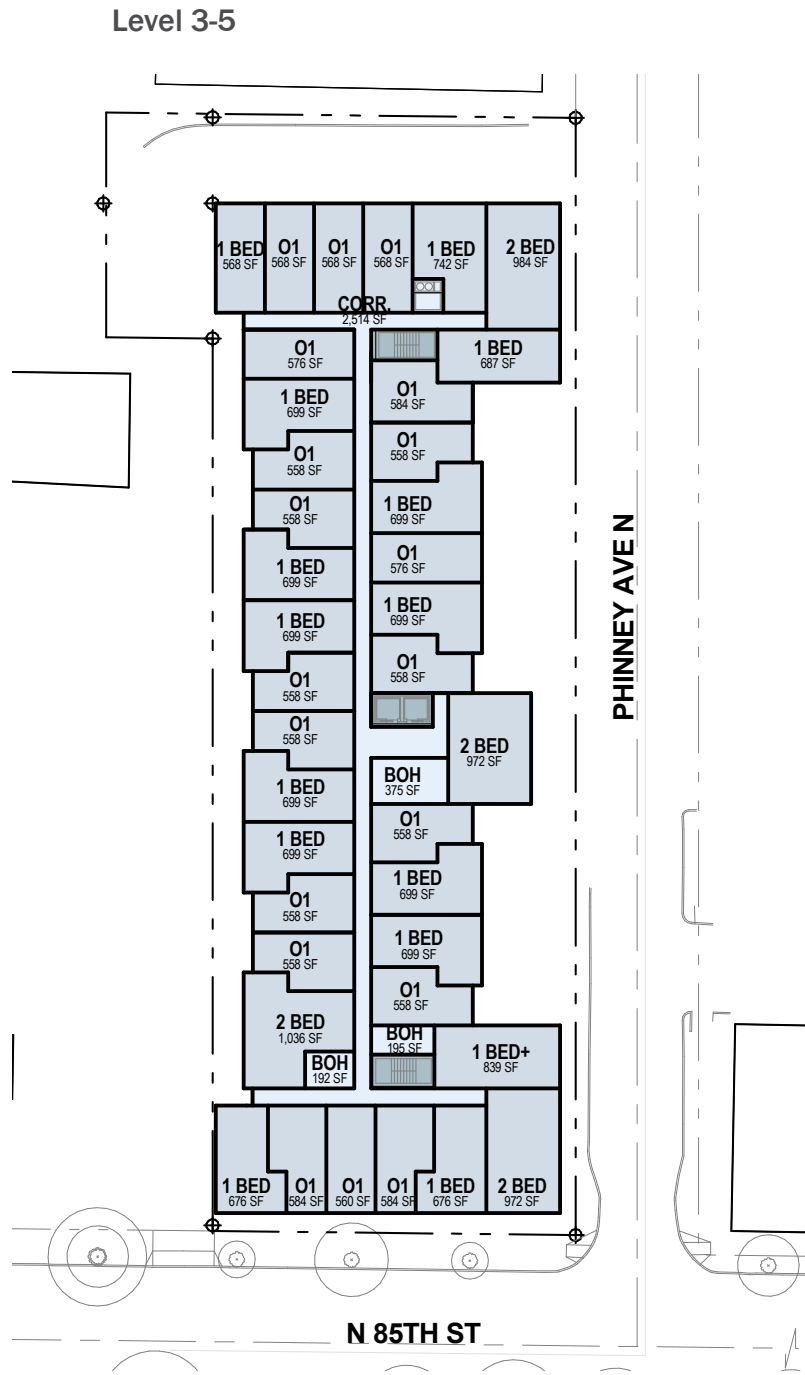
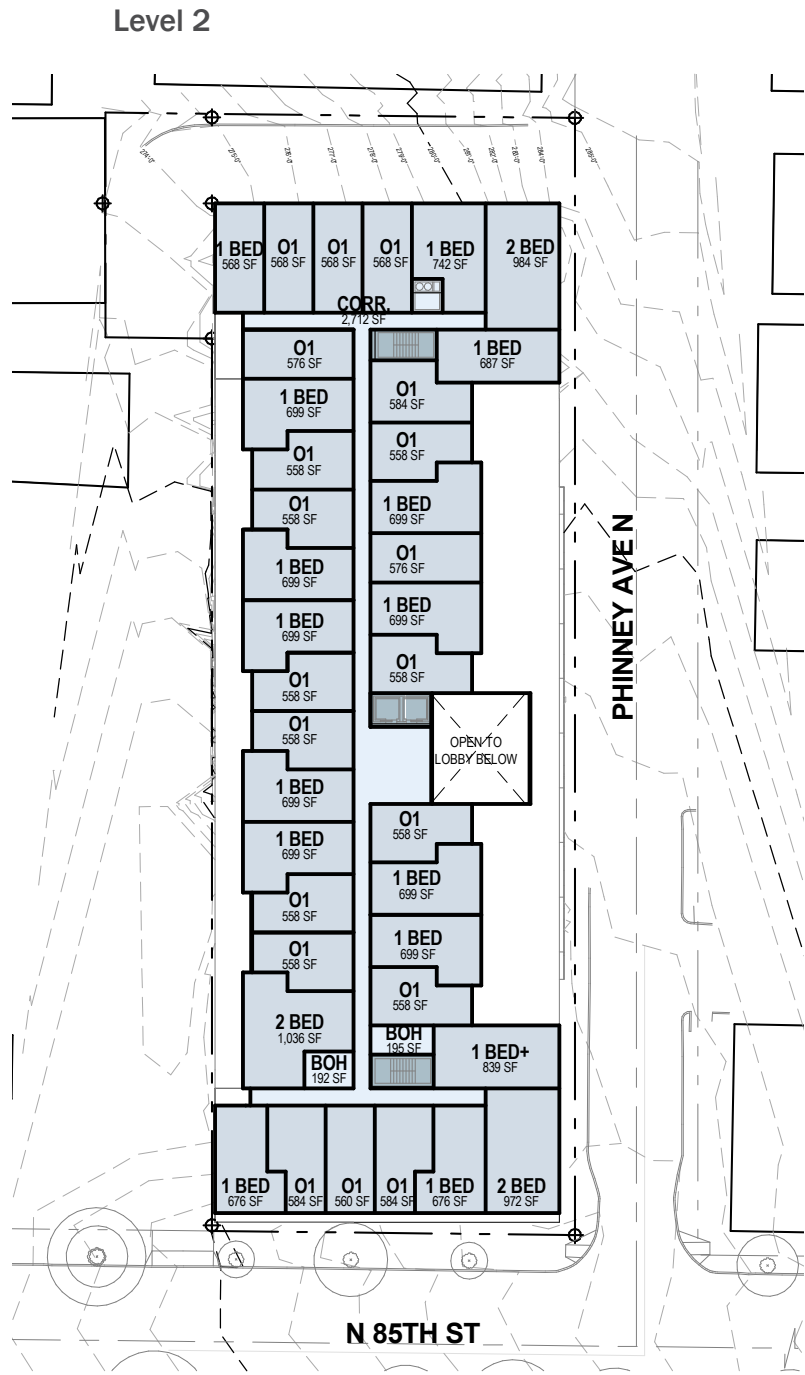
AERIAL VIEW: LOOKING SOUTHWEST



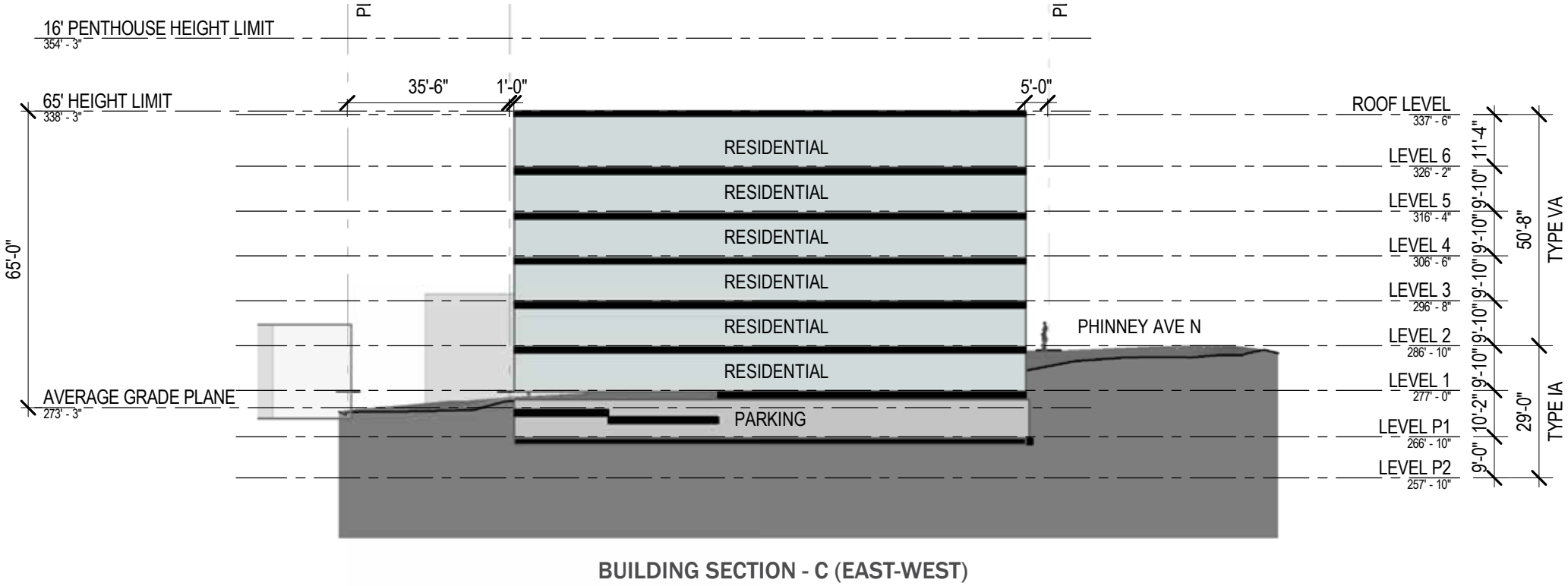
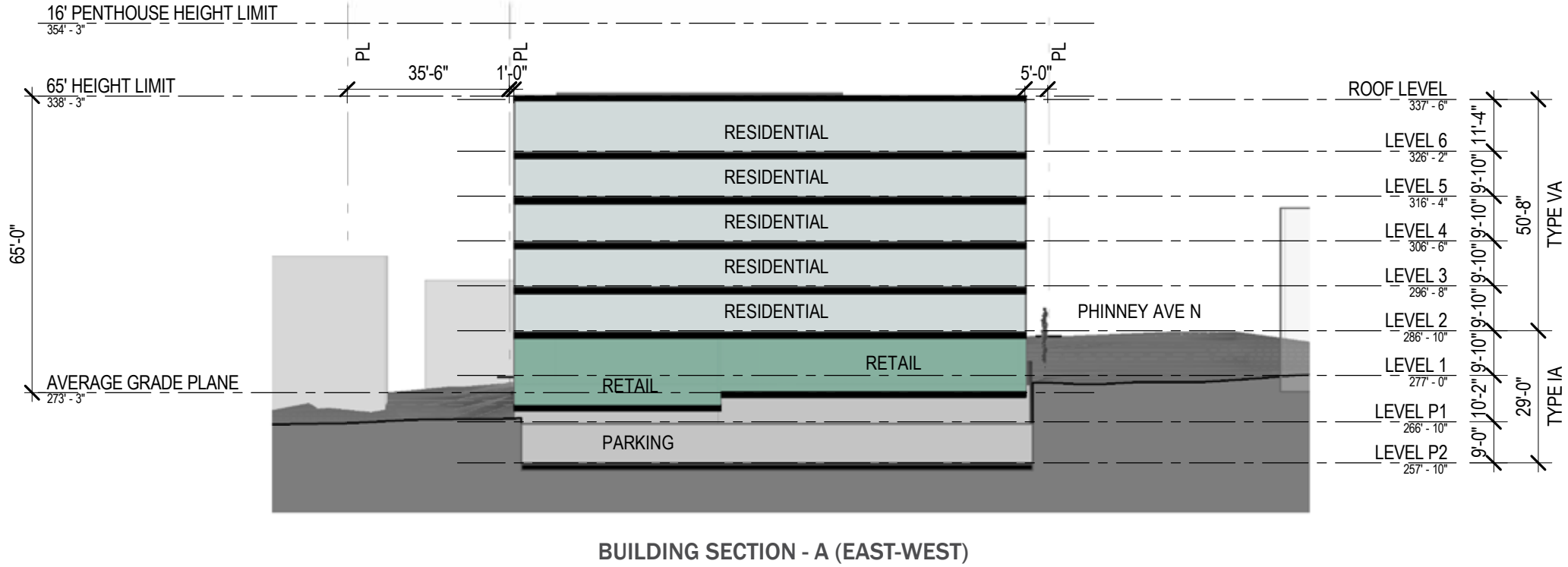
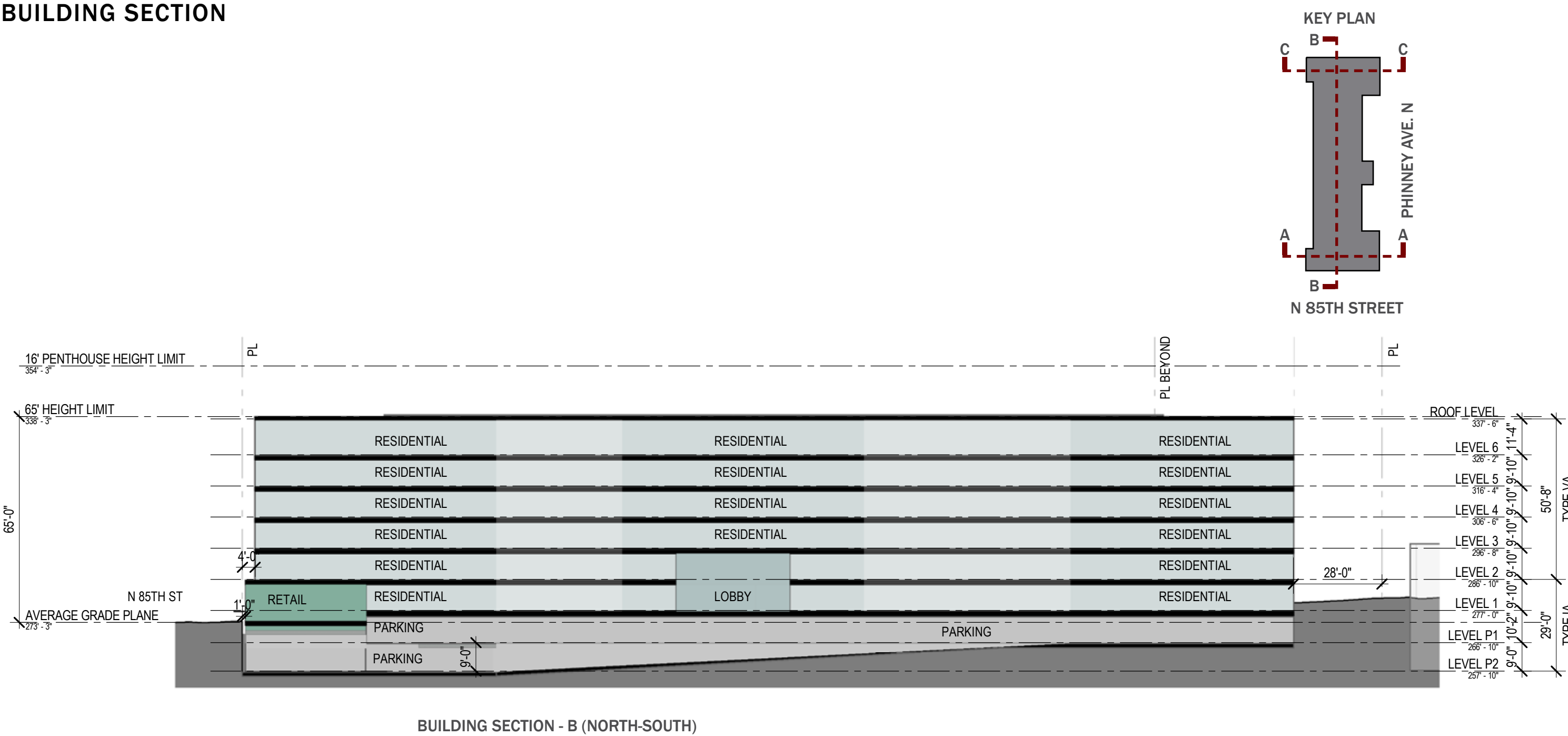
MASSING OPTIONS  
OPTION C - PREFERRED

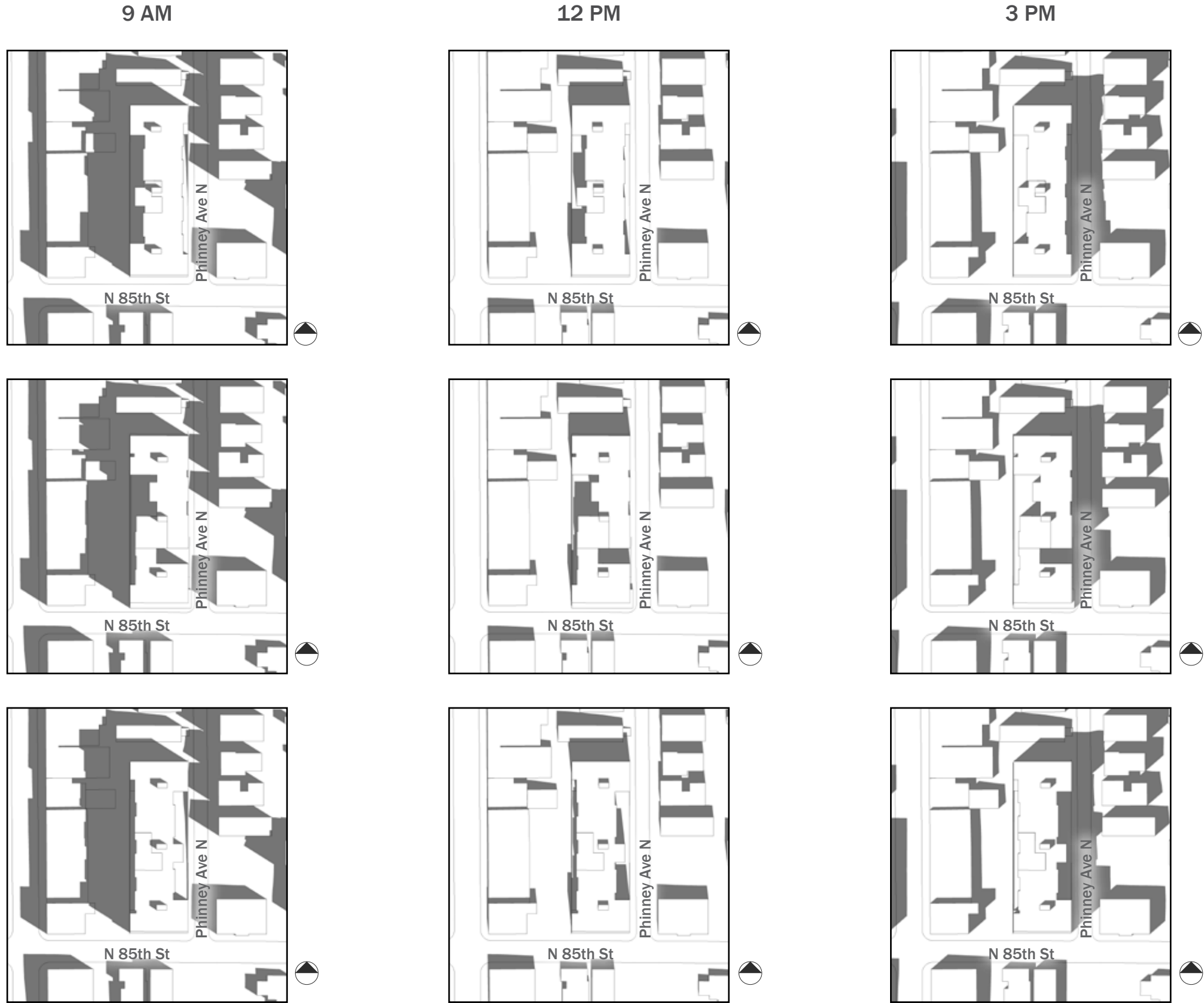
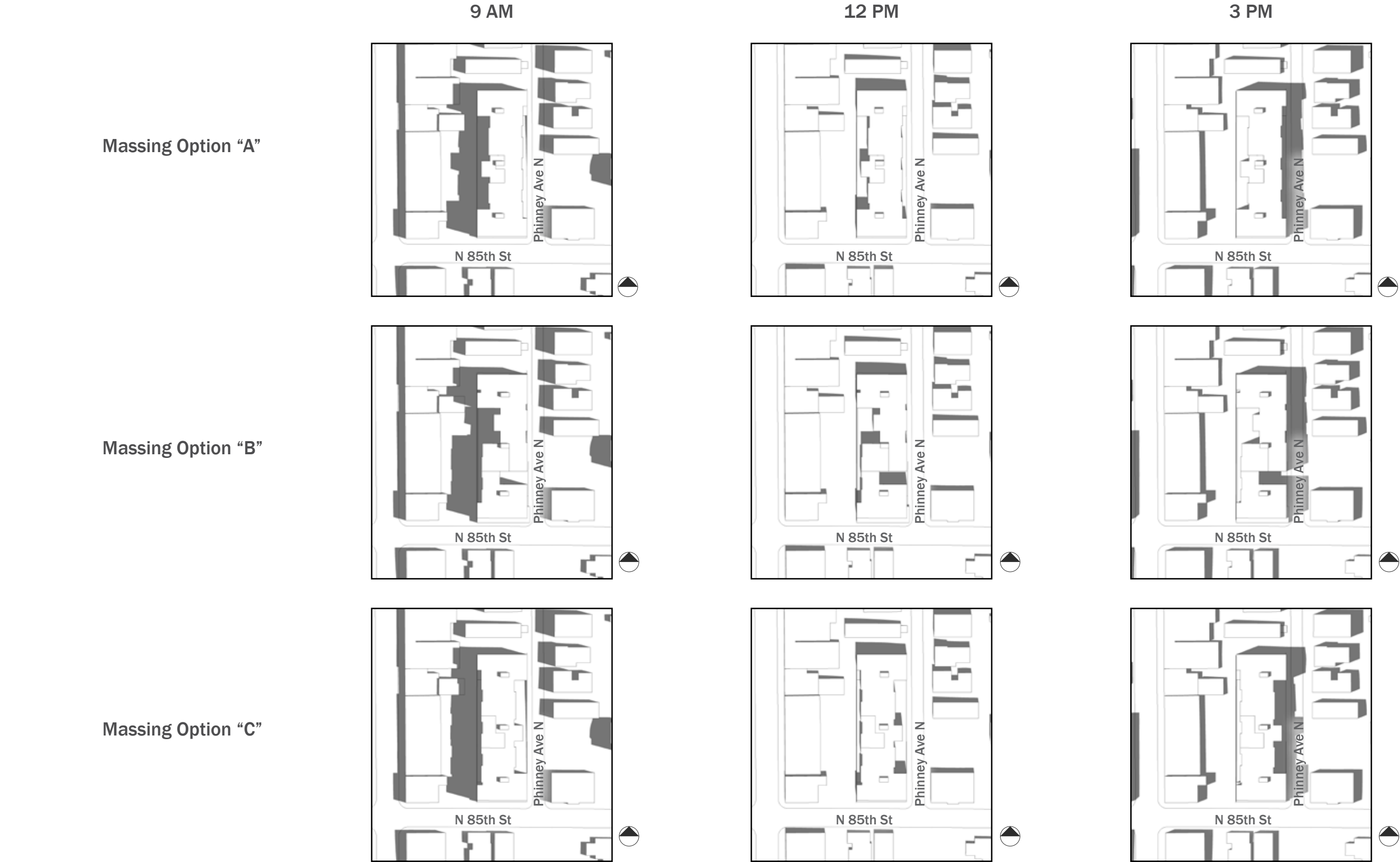
MASSING OPTIONS  
OPTION C - PREFERRED

MASSING OPTIONS  
OPTION C - PREFERRED



BUILDING SECTION





Massing Option “A”



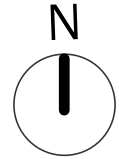
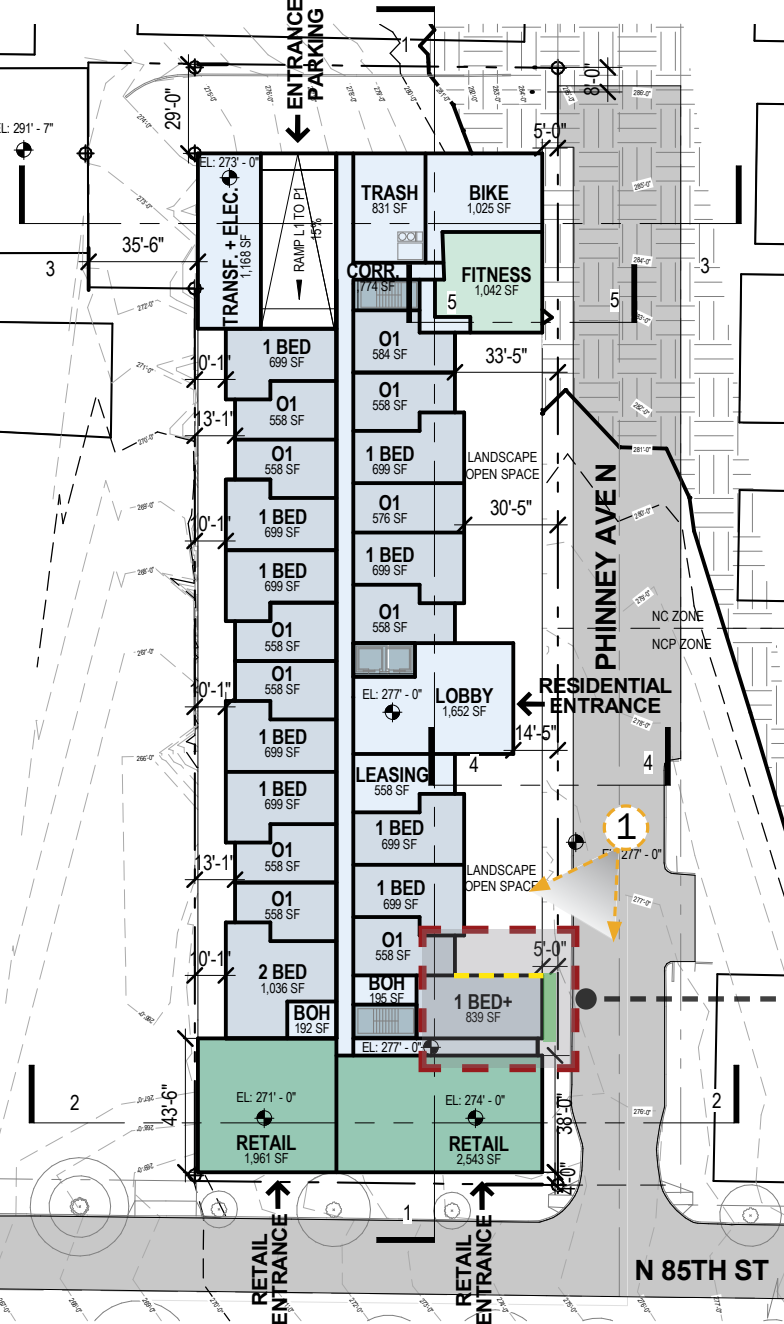
Massing Option “B”



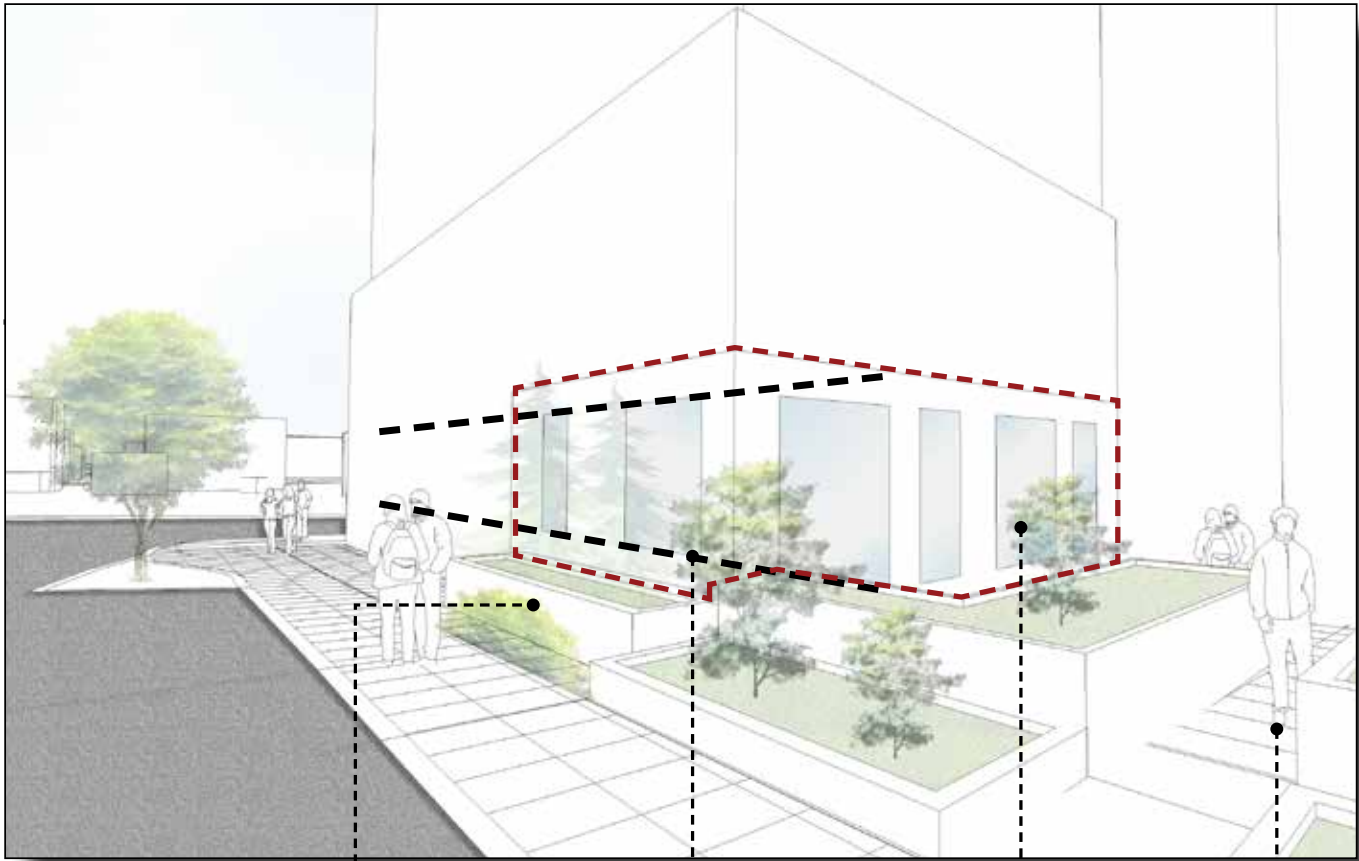
Massing Option “C”



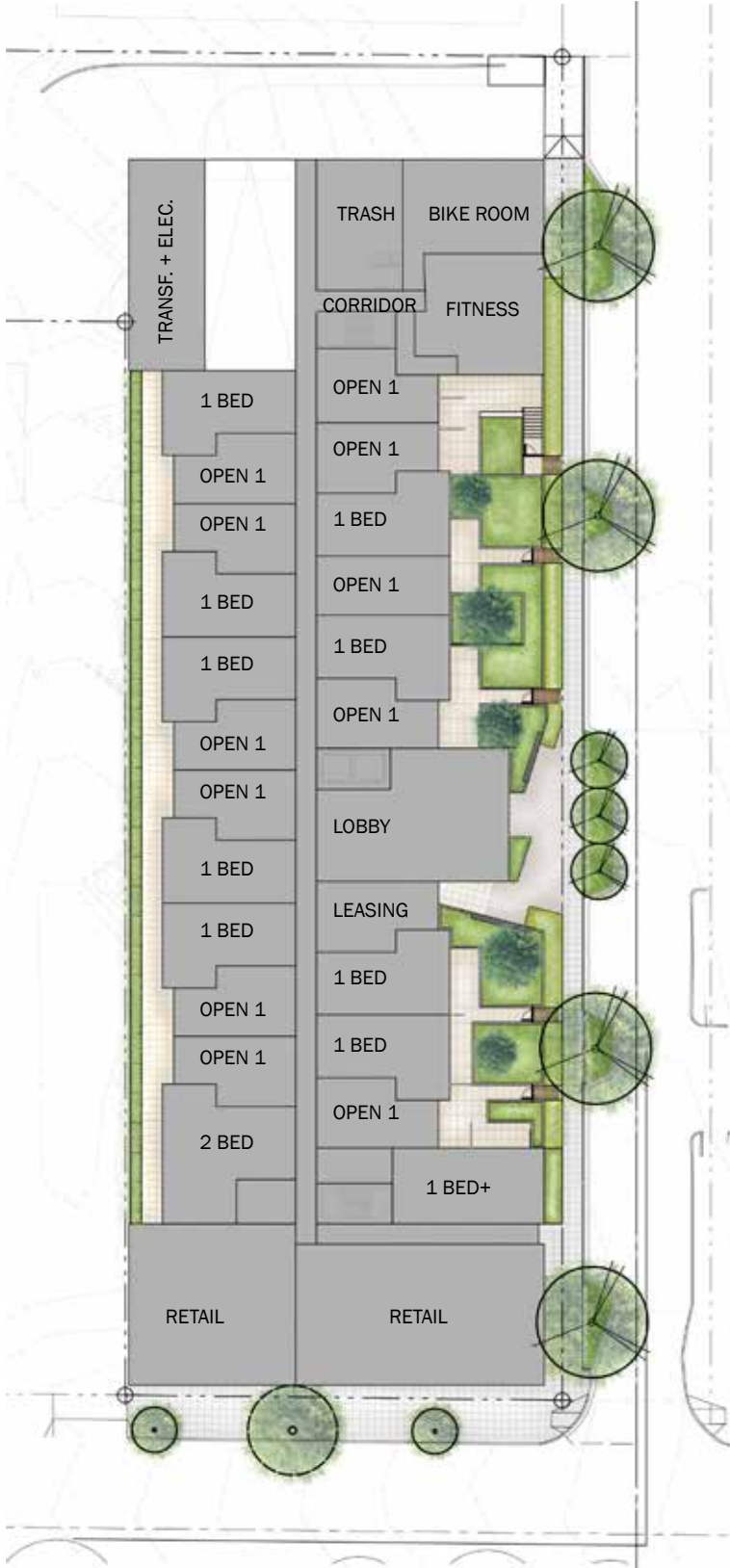
	STANDARD	REQUIREMENT	REQUEST	APPLICANT'S JUSTIFICATION
#1	SMC 23.47A.008.D.2: Street-level Use Requirements	The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk:	To reduce the setback requirement from 10' to 5' to allow the street facing facade of one residential unit to be located 5 feet from the back of the sidewalk.	The proposed corner unit will be oriented towards the courtyard and not directed towards the sidewalk. The current design proposes a 5 feet setback from the sidewalk. This 5 feet buffer will be planted to enhance a sense of protection and privacy to the unit. In addition, the windows along Phinney will be located at a higher elevation to further enhance visual privacy for the unit while still allowing the street facing facade to maintain a consistent street presence. Alternatively, all required windows could be provided along the north facing facade to further increase privacy if preferred. The floor elevation of the residential unit will be approximately 1'-0" above the adjacent sidewalk elevation.



- UNIT LOCATION
- OPEN TO COURTYARD
- 5 FEET GREEN BUFFER



- 5 feet green buffer between unit and sidewalk
- windows along Phinney have higher sill heights
- Unit is oriented towards the courtyard
- Courtyard



CONCEPT IMAGES



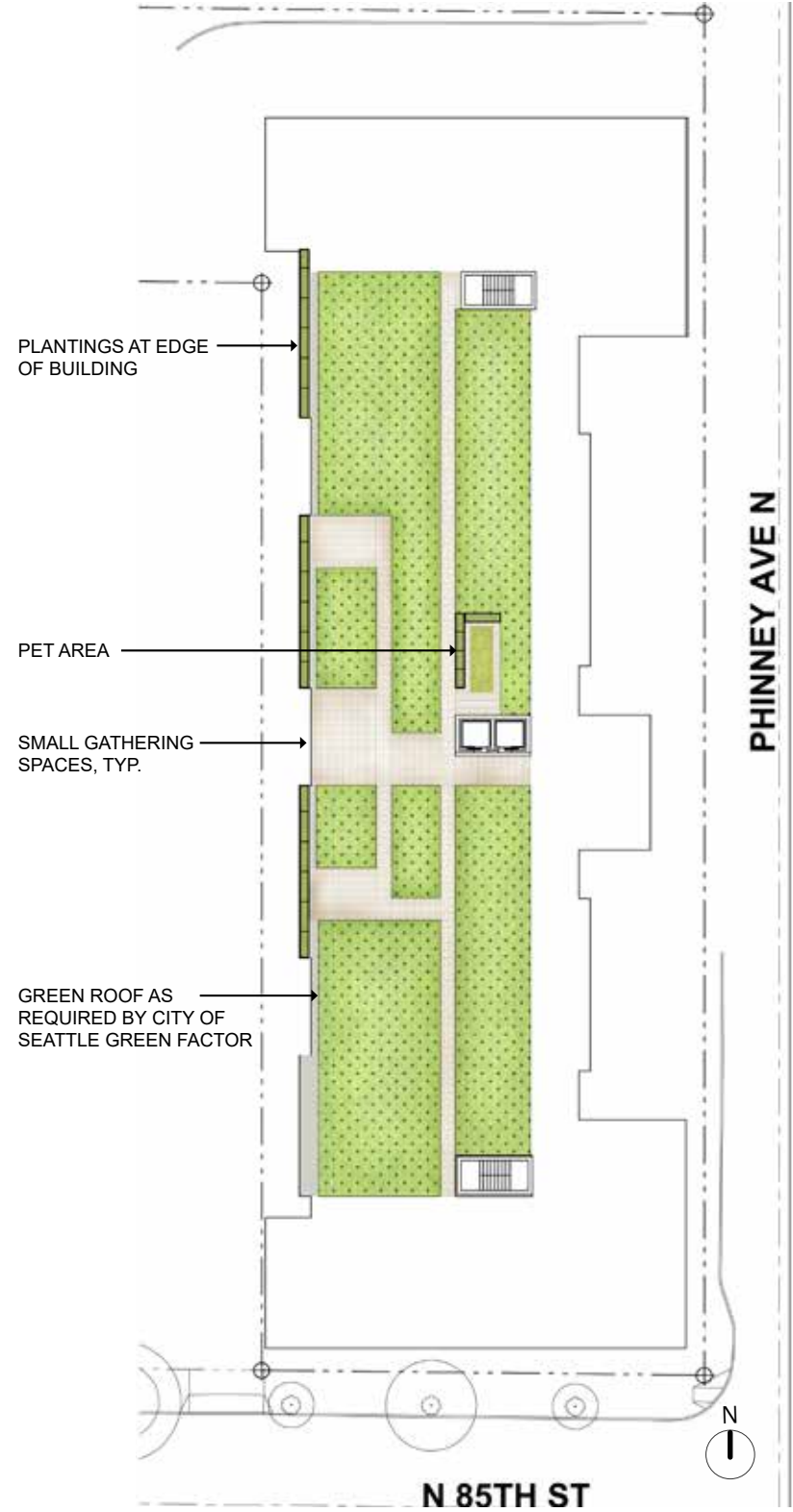
CONCEPT IMAGES



PET AREA

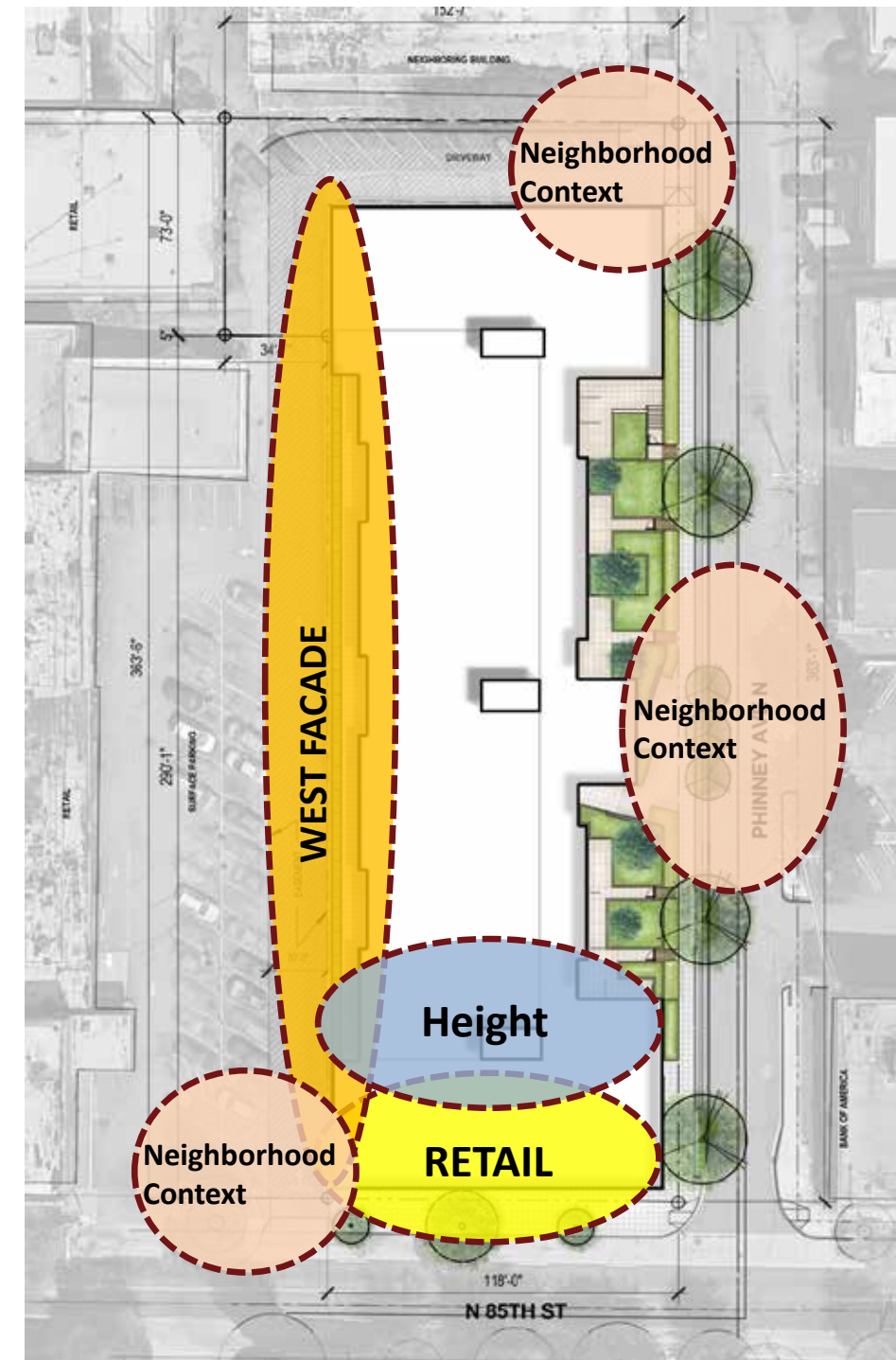


PLANTINGS AT EDGE OF BUILDING



SMALL GATHERING SPACES

## SUMMARY OF CONVERSATIONS WITH THE GREENWOOD COMMUNITY COUNCIL



## DESIGN PRIORITIES:

## 1. Retail:

- Want small/local niche retail on N 85<sup>th</sup> Street
- Consider activity spilling out onto Phinney Ave N.
- Consider wider sidewalks along 85<sup>th</sup>.

## 2. Neighborhood Context:

- Consider loading process for tenants and how it might affect traffic.
- Consider addressing the southwest corner of the project. It is most visible and first approached from Greenwood Ave N.

### 3. West Façade:

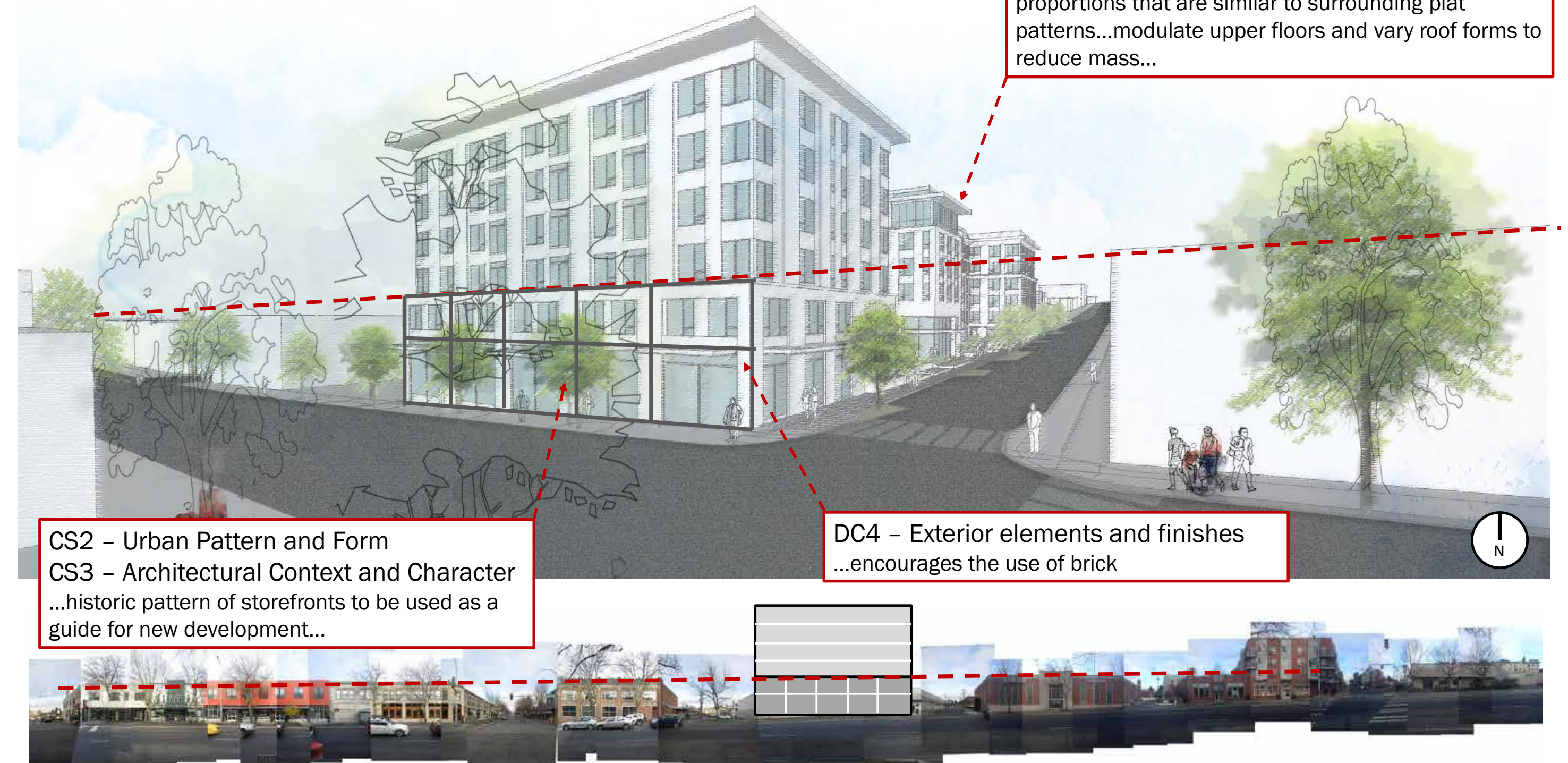
- Do not ignore the west facade. Make it inviting and safe, consider windows for eyes on the street
- Consider more relief along the west façade at the infill portions of the façade

#### 4. Height:

- Consider a setback above the podium along 85th. This mitigates the canyon effect

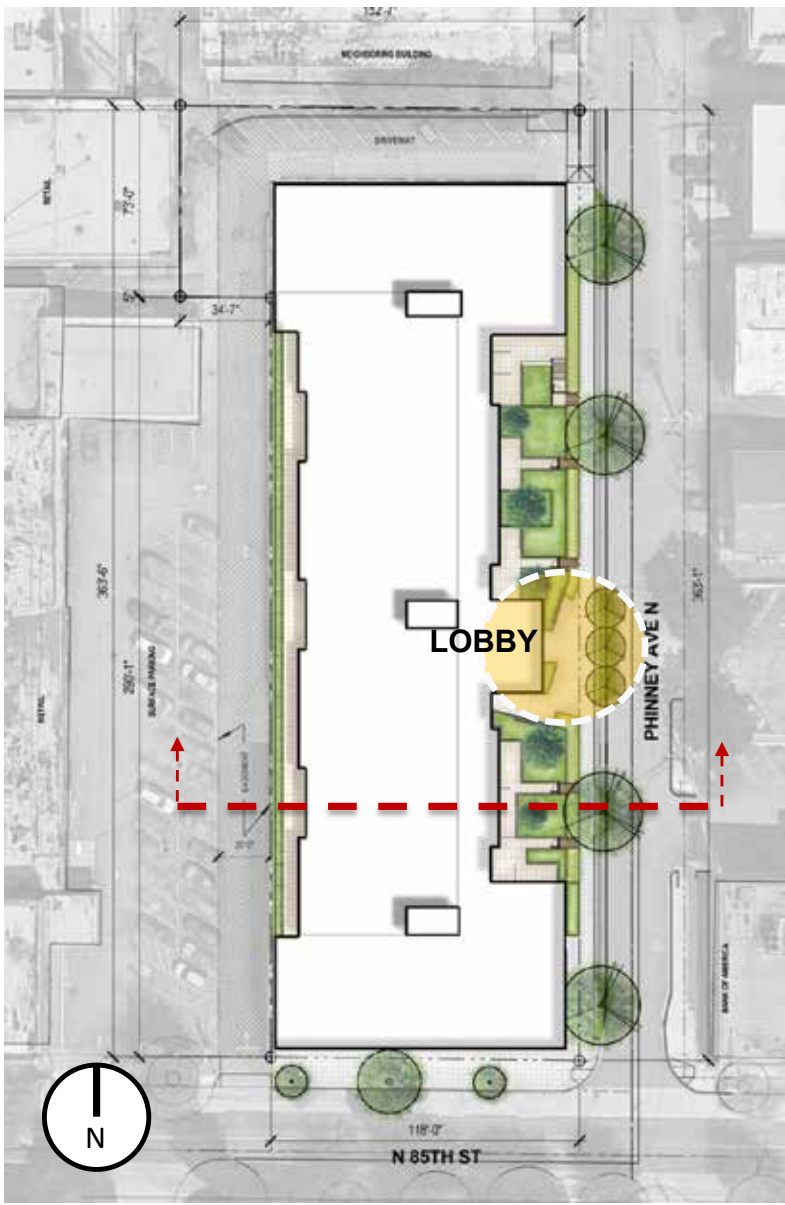
## 1 – RETAIL DESIGN - SCALE

- Want small / local niche retail on N 85<sup>th</sup> Street
- Consider activity spilling out onto Phinney Ave N.
- Consider wider sidewalks along 85<sup>th</sup> Street



2 – NEIGHBORHOOD CONTEXT – LOADING & ACCESS

- Consider loading process for tenants and how it might affect traffic.



CS2 – Urban Pattern and Form  
PL1 – Connectivity  
...create an effective transition to residential neighborhoods...via setbacks with landscaping...encourage urban plazas on north-south streets...

Residential lobby at mid-block with new curb and parking along the west side of Phinney Ave N. Load/unload only to be requested near front door for deliveries, car share, etc.

2 – NEIGHBORHOOD CONTEXT – LOADING & ACCESS

- Consider loading process for tenants and how it might affect traffic.



Trash, driveway, and residential move-in access on north facade

Additional space adjacent to driveway for planting area and space for move-in truck staging

Transformer access

Structured parking

CS1 – Site Features  
DC2 – Architectural Concept  
PL1 – Connectivity  
...take advantage of views...coordinate upper and lower stories...modulate upper floors, vary roof forms to reduce mass...



2 – NEIGHBORHOOD CONTEXT – SOUTHWEST CORNER

- Consider addressing the southwest corner of the project. It is most visible and first approached from Greenwood Ave N.



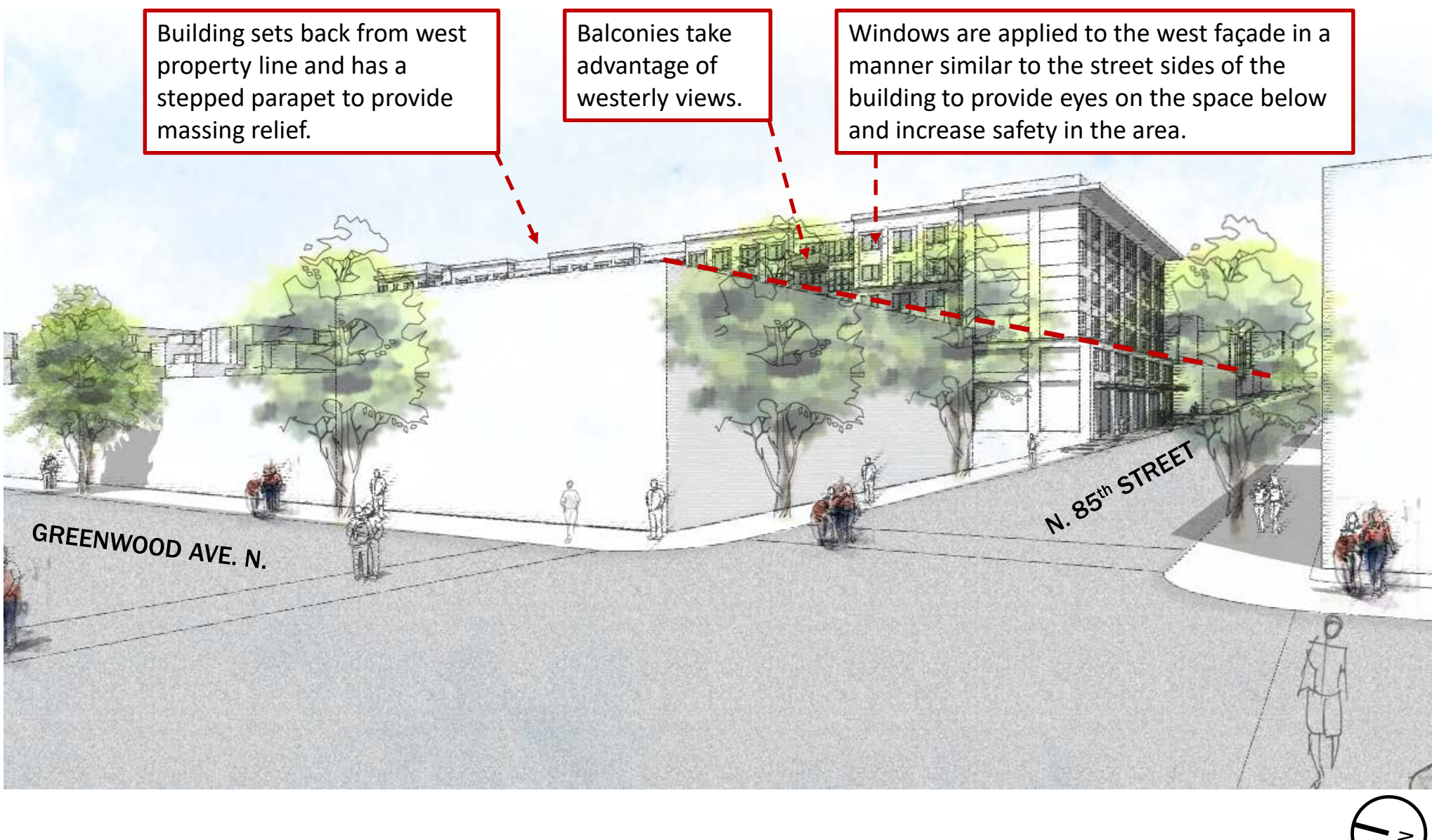
CS2, DC2  
Upper massing architectural rhythm carries around the corner to the west façade.

CS2, CS3, DC4  
Retail entries face N 85<sup>th</sup> Street to help avoid conflict between pedestrians and cars at the mid-block driveway.

CS3, DC4  
Retail base architectural expression wraps corner to west façade to convey similar sense of scale and pattern as proposed for the retail storefronts.

3 – WEST FAÇADE

- Do not ignore the west facade. Make it inviting and safe, consider windows for eyes on the street
- Consider more relief along the west façade at the infill portions of the façade



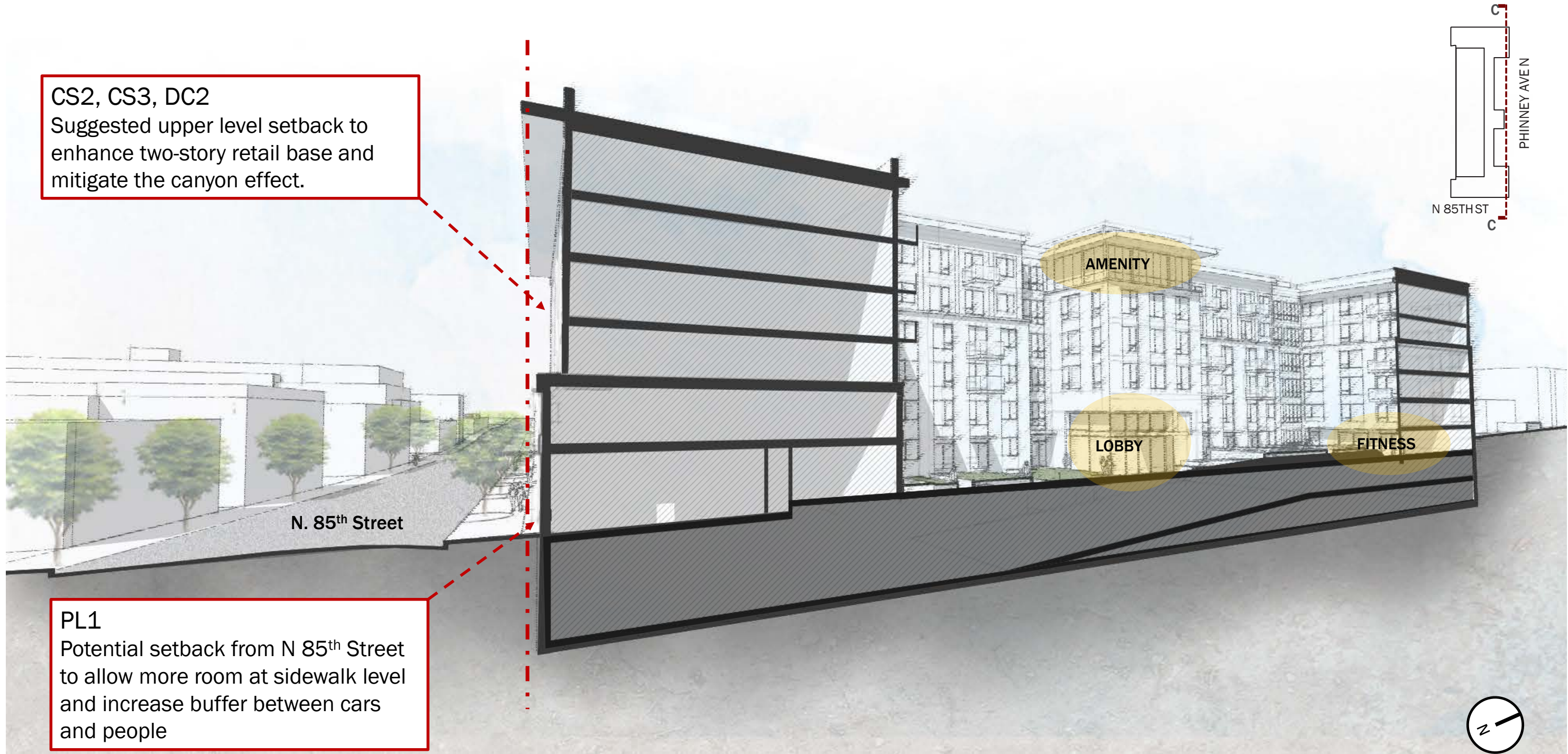
Building sets back from west property line and has a stepped parapet to provide massing relief.

Balconies take advantage of westerly views.

Windows are applied to the west façade in a manner similar to the street sides of the building to provide eyes on the space below and increase safety in the area.

4 – HEIGHT

- Consider a setback above the podium along 85th. This mitigates the canyon effect.



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