GREENWOOD TOWNHOMES

10512 GREENWOOD AVENUE NORTH

ADMINISTRATIVE DESIGN REVIEW RECOMMENDATION

0#.##.19 | MUP # 3030207-LU

PROJECT TEAM

Applicant: **AMERICAN DREAM HOME GROUP**
1400 114TH AVENUE SE
BELLEVUE, WA 98004

Architect: **JACKSON MAIN | ARCHITECT**
311 FIRST AVE. SOUTH, SUITE 300
SEATTLE, WA 98104

Landscape Architect: **KEN LARGE LANDSCAPE ARCHITECT, INC.**
21803 NE 17TH CT,
SAMMAMISH, WA 9807

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PROJECT OVERVIEW

The site is located within the Uptown Urban Village, with its address along the west side of 1st Avenue North, bounded by Republican Street the south and Mercer Street to the north. The zoning is SM-UP 85'(M1) with adjacent properties zoned the same. The site is currently occupied by a retail store and restaurant.

This application proposes to build a 5-story townhome complex with 20 units and an above ground parking garage. Parking is provided for 20 vehicles below grade and accessed from the street sidewalk or stairs from the podium. The building will be 5 levels of Type VA construction, for a total building area of approximately 34,074 GSF. The existing structure is to be demolished.

Number of residential units: 20 Units
Number of parking stalls: 20 Parking Stalls

LOCAL CONTEXT

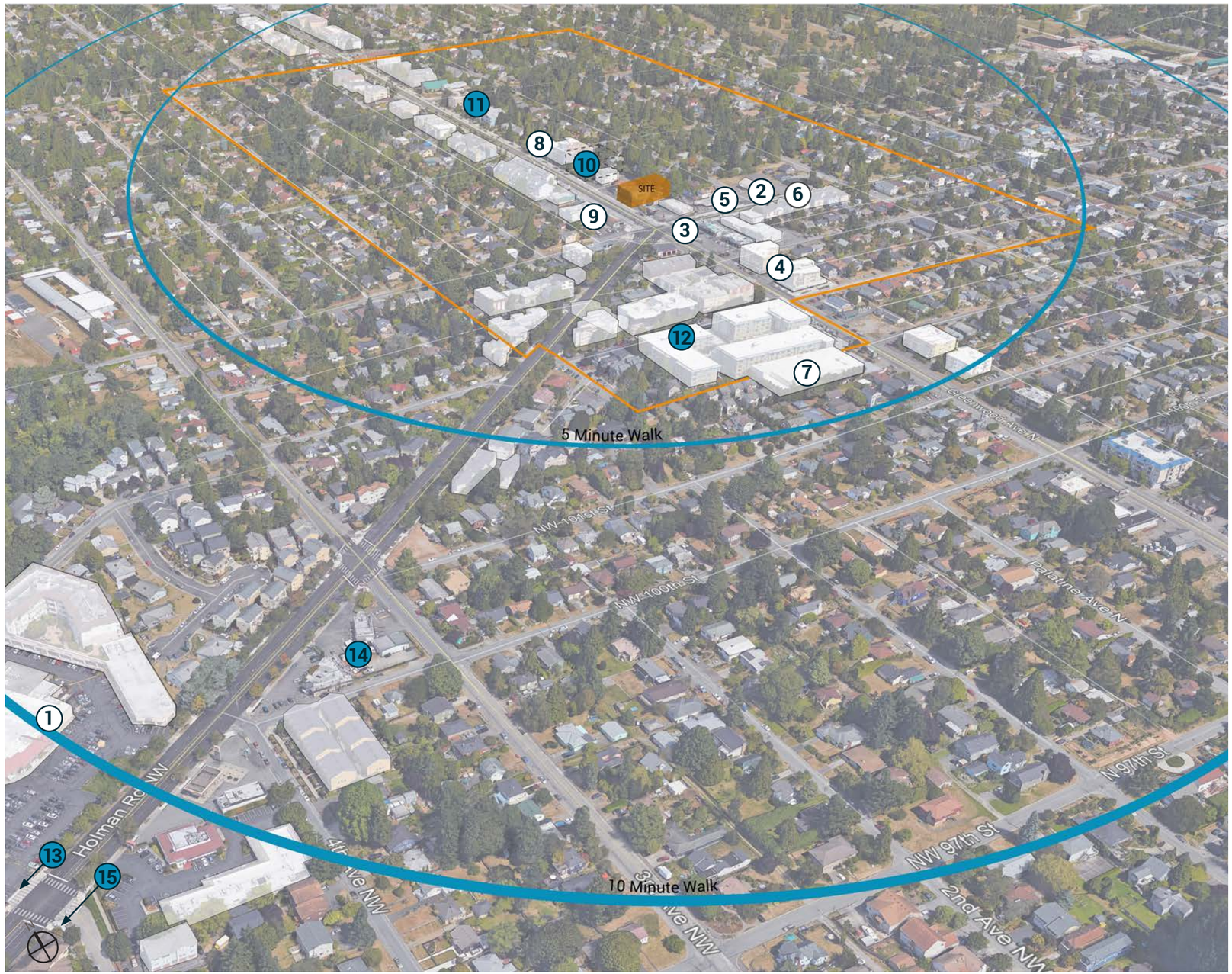
1. QFC
2. Grace Lutheran
3. Intersection of 105th & Phinney
4. Markets @ 105th
5. Rickshaw Restaurant
6. Four Square Church
7. Leilani Apartment Homes
8. SAGA School and Rehoboth Christian Worship Ctr
9. Lucas Market & Deli
10. 10540 Greenwood (36 Sedu, 26 Apt)
11. 10712 Greenwood (8 Townhomes)
12. 10215 Greenwood Ave Leilanu Apartments
13. 6701 15th Ave. (12 Townhomes)
14. 10002 Holmau Rd. (96 Assisted Living Unites)
15. 7530 15th Ave. NW (20 Live Works, 33 Townhomes)

5-Min Walking Radius

Uptown Urban Village

Project Site

Pedestrian Overlay

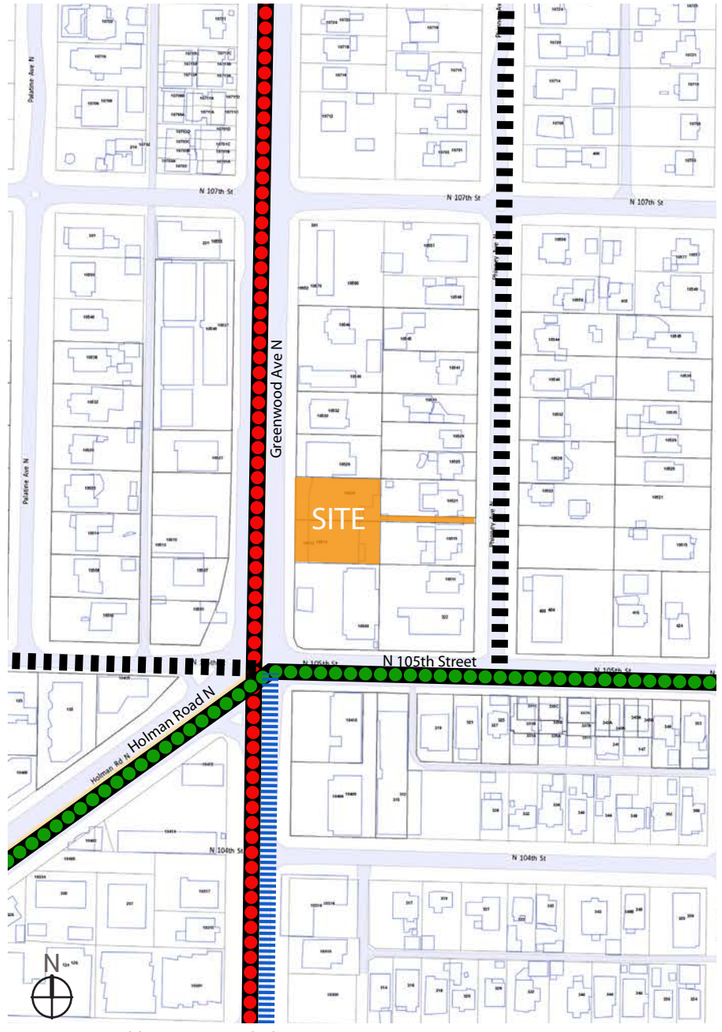


SITE ANALYSIS
TRANSPORTATION AND STREET CLASSIFICATION



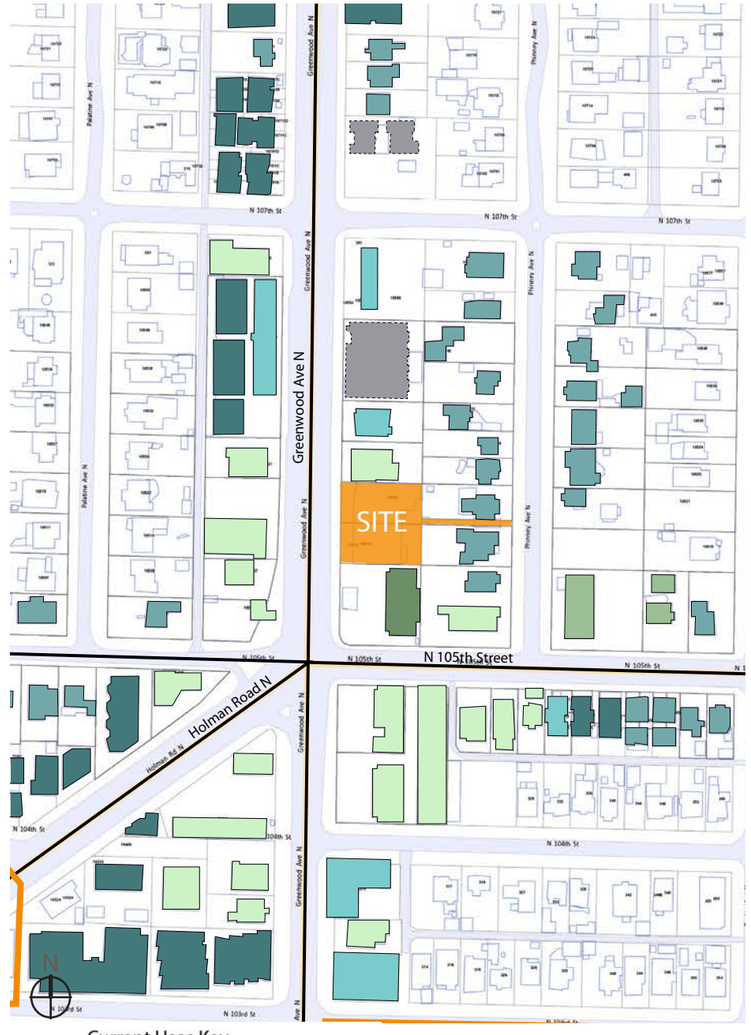
Zoning Key

- C1-40
- LR2
- LR3
- NC1-30
- SF5000



Street, Public Transport and Bike Key

- 3x3 Neighborhood Boundary
- Major Arterial - Urban Center Connection
- Minor Arterial - Neighborhood Yield Street
- Bus Route - Express
- Bus Route - Local
- Bike Lane/Climbing Lane
- Neighborhood Greenway



Current Uses Key

- Residential - Single Family
- Residential - Multi-Family
- Residential - Multi-Family w/ Mixed Use
- Commercial
- Community, Non-Profit or Faith-Based
- Proposed Project by Others

NEIGHBORHOOD DESIGN CONTEXT



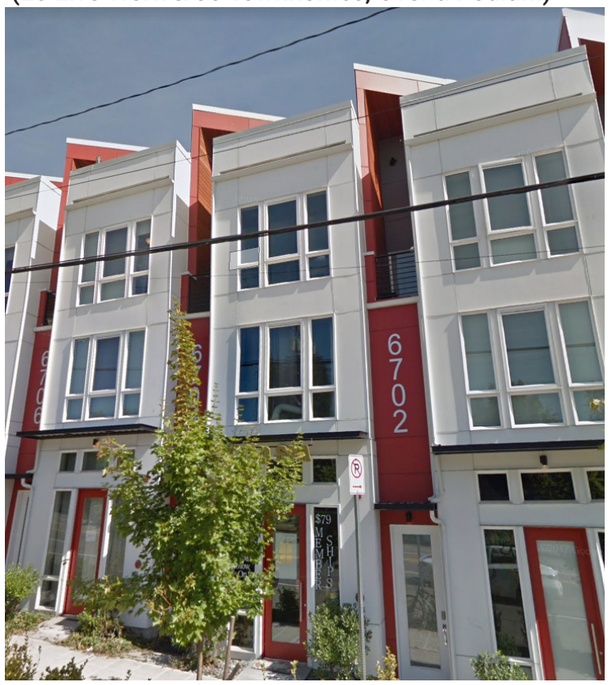
7530 15TH Ave. NW
(20 Live Work & 33 Townhomes, Over a Podium)



Leilani Apartments



10002 Holman Rd. (96 Assisted Living)



6701 15TH Ave. (12 Townhomes)



10712 Greenwood (8 Townhomes)



#30229866 - 10540 Greenwood (36 SEDU & 26 APT.)

URBAN DESIGN ANALYSIS

PRIMARY STREET ELEVATIONS

PROJECT BY OTHERS

PROJECT BY OTHERS

PROPOSED PROJECT SITE



GREENWOOD AVE N. - FOCUS AREA OF EAST SIDE



GREENWOOD AVE N - EXTENTS OF EAST SIDE (FOCUS AREA INSET)

PROJECT SITE (OPPOSITE)



GREENWOOD AVE N. - FOCUS AREA OF WEST SIDE



GREENWOOD AVE N - EXTENTS OF WEST SIDE (FOCUS AREA INSET)

URBAN DESIGN ANALYSIS
ADJACENT PROPERTIES AND AVERAGE GRADE PLANE

PHINNEY AVE N. - EAST SIDE - FOCUS AREA



PROPOSED
PROJECT EAST SITE ACCESS
OPPOSITE (INSET)

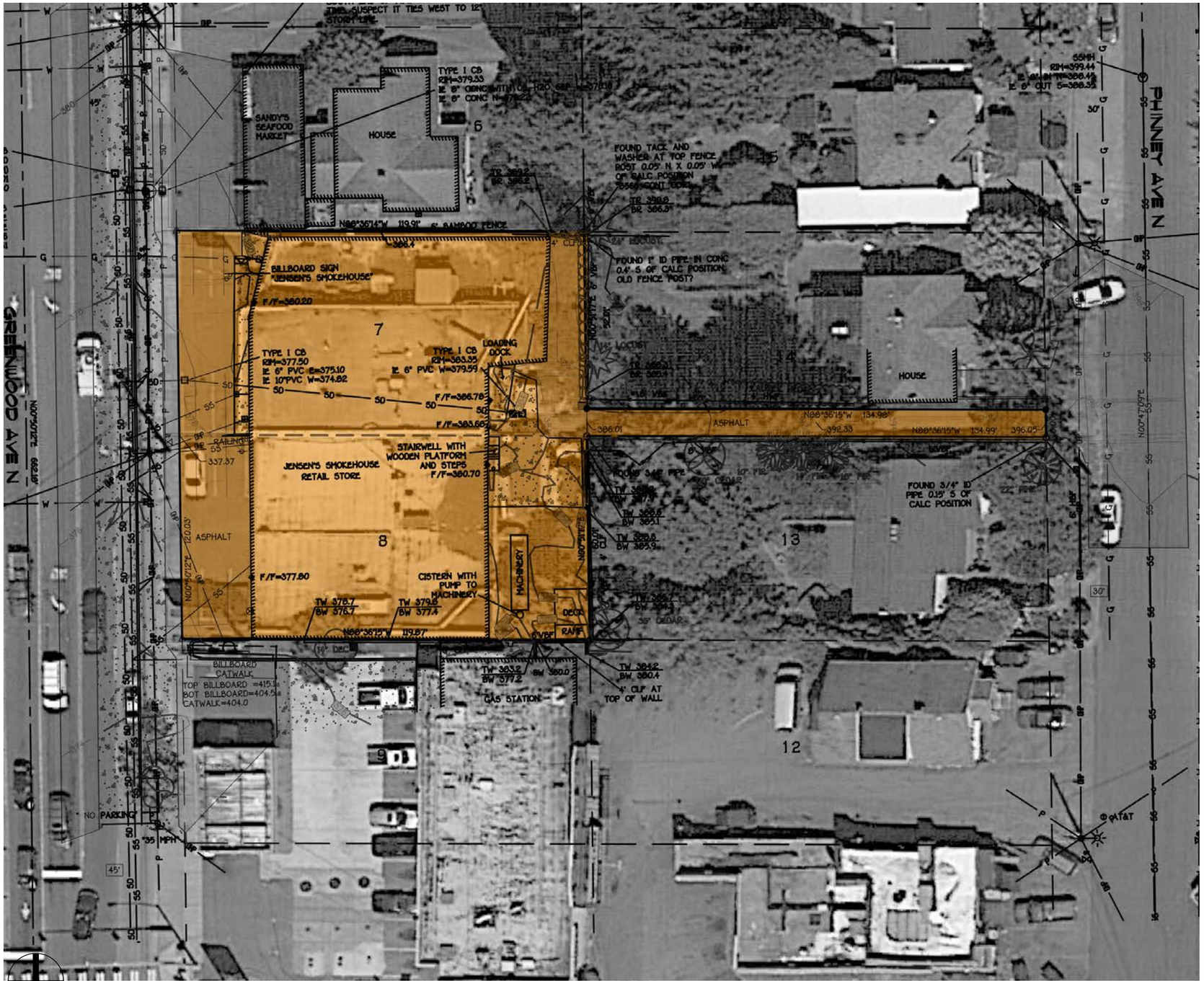


PROPOSED
PROJECT EAST SITE
ACCESS (INSET)

PHINNEY AVE N. - WEST SIDE - FOCUS AREA

EXISTING SITE CONDITIONS

EXISTING SITE CONDITIONS & ZONING DATA



BUILDING INFO

ADDRESS:
10514 (12) and 10520 Greenwood Ave N, Seattle WA

PARCEL NUMBER:
8911000360; 8911000365

LEGAL DESCRIPTION:
8911000360; LOT 7 AND THE SOUTH 8 FEET OF LOT 14, BLOCK 4, VIEW LANDS ADDITION DIVISION NO. 2, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 22 OF PLATS, PAGE 14, RECORDS OF KING COUNTY, WASHINGTON.

8911000365; LOT 8, BLOCK 4, VIEW LANDS ADDITION DIVISION NO. 2, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 22 OF PLATS, PAGE 14, RECORDS OF KING COUNTY, WASHINGTON.

SITE AREA:
14,389.82 SF

ZONING INFO

ZONE:
C1-40

HEIGHT LIMIT:
40' - 0"

FAR:

RESIDENTIAL (ONLY);	3.00 = 43,197 SF
RESID. + COMM. (MIXED);	3.25 = 46,796 SF

SETBACKS:
15' - 0" SETBACK ABOVE 13' ADJACENT TO SF ZONES IN REAR

PARKING:
1 PER EACH DWELLING UNIT

ECA'S:
NONE PRESENT

Parking	1 per Dwelling Unit
ECA's	None Present
Urban Village	None Present
Overlays	None Present
Pedestrian Zone	None Present

COMPOSITE SITE PLAN



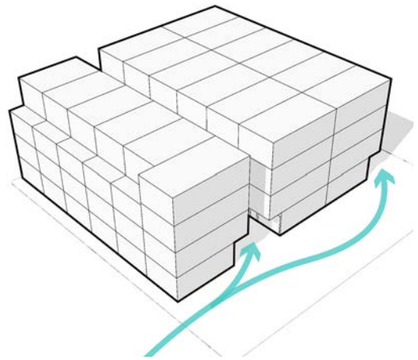
ARCHITECTURAL MASSING CONCEPT
INTRODUCTION TO MASSING OPTIONS

CODE COMPLAINT

OPTION 1:

FAR: 2.02

DISTINGUISHING FEATURES
- 18 TRADITIONAL TOWNHOMES
- SHARED DRIVE AISLES
- PARKING UNDER 3 STORY HOMES
- SINGLE CURB CUT



OPPORTUNITIES
- TRADITIONAL MASSING SEEN IN AREA
- PARKING PROVIDED FOR EACH UNIT

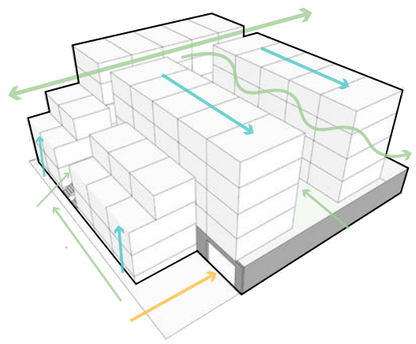
CONSTRAINTS
- CAR CENTRIC DESIGN
- NO SHARED OPEN OR GREENSPACE
- ONLY 6 UNITS WITH VIEWS TO OLYMPICS
- NOT RESPONSIVE TO TOPOGRAPHY

COURTYARD

OPTION 2:

FAR: 2.36

DISTINGUISHING FEATURES
- PARKING IN SINGLE SHARED STRUCTURE
- COMMUNITY CIRCULATION AND GREEN SPACE
- 20 TOTAL UNITS WITH 5 ROW HOUSES AND 15 4 STORY TOWNHOMES
- LARGE CENTRAL OPEN SPACE



OPPORTUNITIES
- LARGE CENTRAL OPEN SPACE
- COMMUNITY FOCUSED CENTRAL CIRCULATION STAIR
- 11 UNITS WITH VIEWS TO CASCADES
- DRIVEWAY TO PHINNEY VIA ALLEY TO ALLEVIATE TRAFFIC ON GREENWOOD

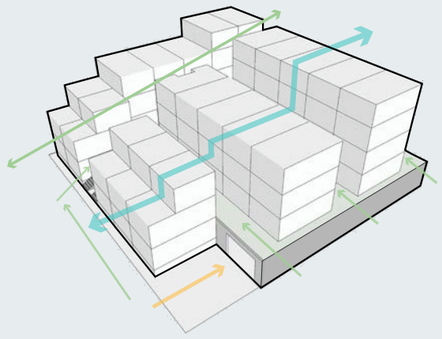
CONSTRAINTS
- ROW HOUSE AND TOWNHOUSES BACK TO BACK REQUIRE ADDITIONAL STORY TO ALLOW LIGHT AND EGRESS TO BEDROOMS
- LARGER OVERALL MASSING
- DOES NOT RESPOND TO TOPO OR NEIGHBORING SF ZONE

ISLANDS

OPTION 3: EDG PREFERRED

FAR: 2.06

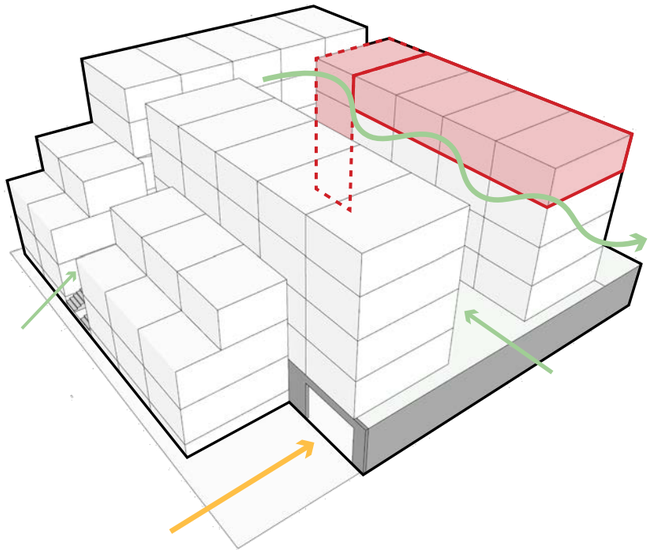
DISTINGUISHING FEATURES
- PARKING IN SINGLE SHARED STRUCTURE
- COMMUNITY CIRCULATION AND GREEN SPACE
- 20 TOTAL UNITS WITH 5 ROW HOUSES AND 8 3 STORY TOWNHOMES AND 7 4 STORY TOWNHOMES
- UNITS ARRANGED AS ISLANDS WITHIN LARGER COMMUNITY SPACE



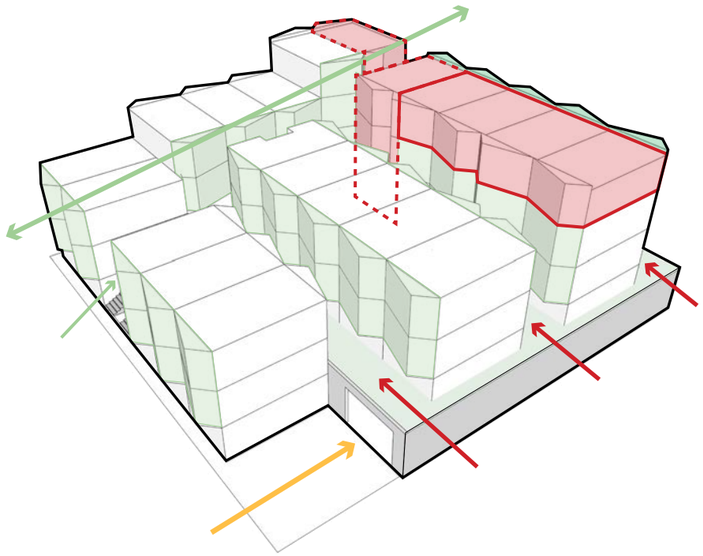
OPPORTUNITIES
- 20 UNITS WITH VIEWS TO THE OLYMPICS AND INCREASED LIGHT AND AIR EXPOSURE
- STEPPED MASS REDUCES STREET IMPACT AND ACTS AS A TRANSITION TO HIGHER DENSITY ZONE AS WELL AS SF ZONE ADJACENT
- UNIT DIVERSITY ALLOWING 3 SEPARATE UNIT TYPES TO ENSURE A DIVERSE COMMUNITY
- SHARED PARKING STRUCTURE WITH PEDESTRIAN FOCUS

CONSTRAINTS
- NARROWER GREEN SPACES

COURTYARD:
OPTION 2



ISLANDS (DEVELOPED):
OPTION 3 (EDG PREFERRED)

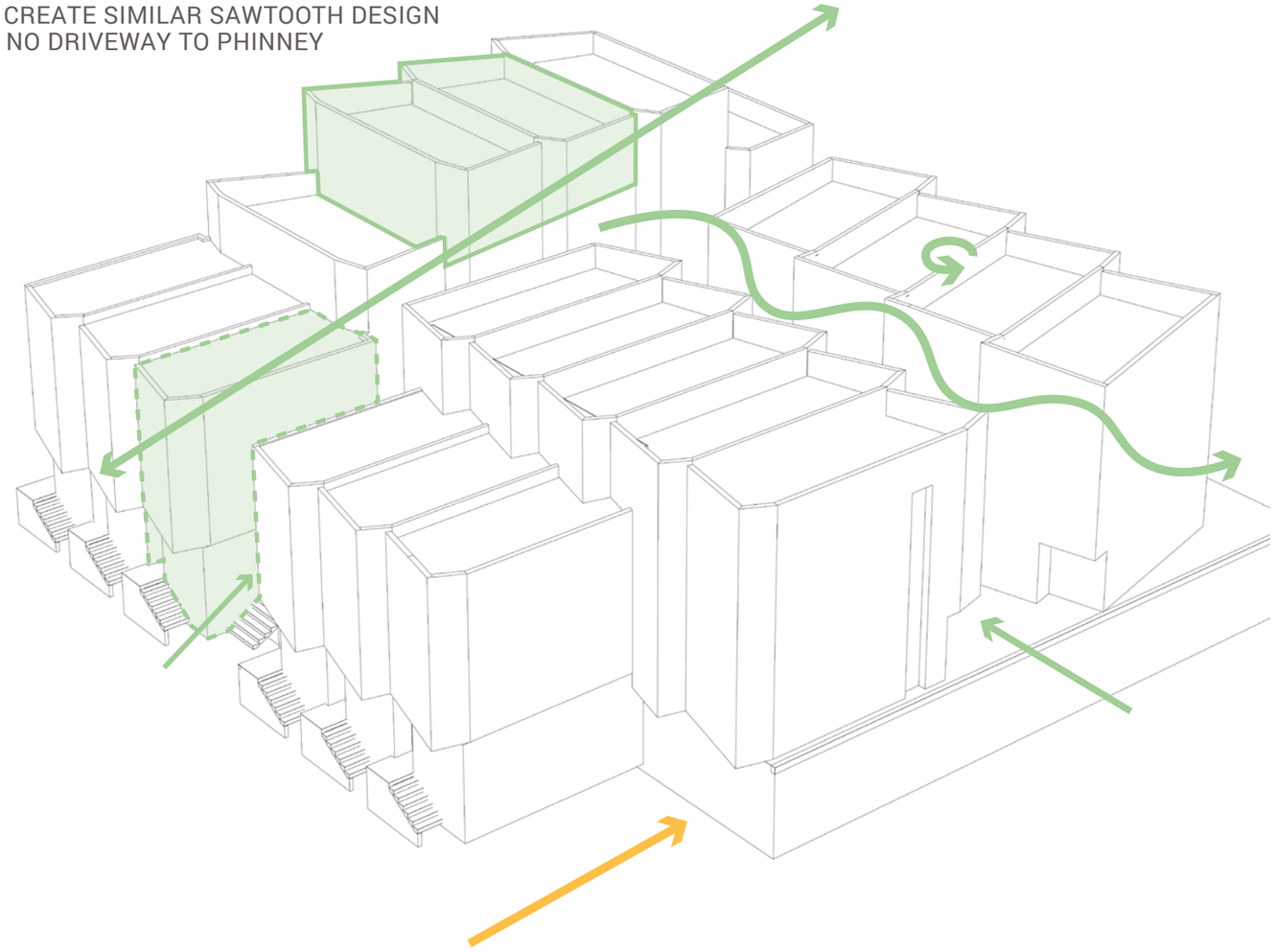


COURTYARD (DEVELOPED):
OPTION 2 (ADR PREFERRED)

FAR: 2.21

SIGNIFICANT ALTERATIONS:
- INTEGRATE THE SAWTOOTH DESIGN INTO THE COURTYARD MASSING
- CHANGE A TOWNHOME TO A ROW HOUSE
- CHANGE 4 TOWNHOMES TO THREE-STORY
- MOVED 4 STORY UNIT AWAY FROM SINGLE FAMILY RESIDENTIAL PROP. LINE
- ADD A FOURTH-STORY TO A TOWNHOME
- ROTATE TOWNHOME MASS 15 DEGREES TO CREATE SIMILAR SAWTOOTH DESIGN
- NO DRIVEWAY TO PHINNEY

DISTINGUISHING FEATURES:
- PARKING IN SINGLE SHARED STRUCTURE
- COMMUNITY CIRCULATION AND GREEN SPACE
- 20 TOTAL UNITS WITH 6 ROW HOUSES AND 11 THREE-STORY TOWNHOMES AND 3 FOUR-STORY TOWNHOMES
- LARGE CENTRAL OPEN SPACE



SUMMARY OF EDG BOARD RECOMMENDATIONS

MASSING & ARCHITECTURAL CONCEPT

MASSING

The Board supported the podium concept present in Options 2 and 3 but identified several concerns with both options that are summarized in more detail below. The Board did not select a preferred massing option, instead recommending that the applicant proceed with the broader podium concept with substantial changes to massing and site planning. (CS2-D, DC1-C, DC2-A)

B) While the Board supported the podium concept broadly, direction was given that the podium level needs to be lowered so that it meets the existing grade of the adjacent properties at the rear. (CS2-B-3, CS2-D-2, PL1-B-1)

JMA RESPONSE:

The podium and unit levels were dropped 9.5" so that the podium level meets the grade at the pedestrian access at the rear.



ARCHITECTURAL CONCEPT

B) The Board requested that section drawings between Greenwood Avenue N and Phinney Avenue N be provided in the recommendation packet.

JMA RESPONSE:

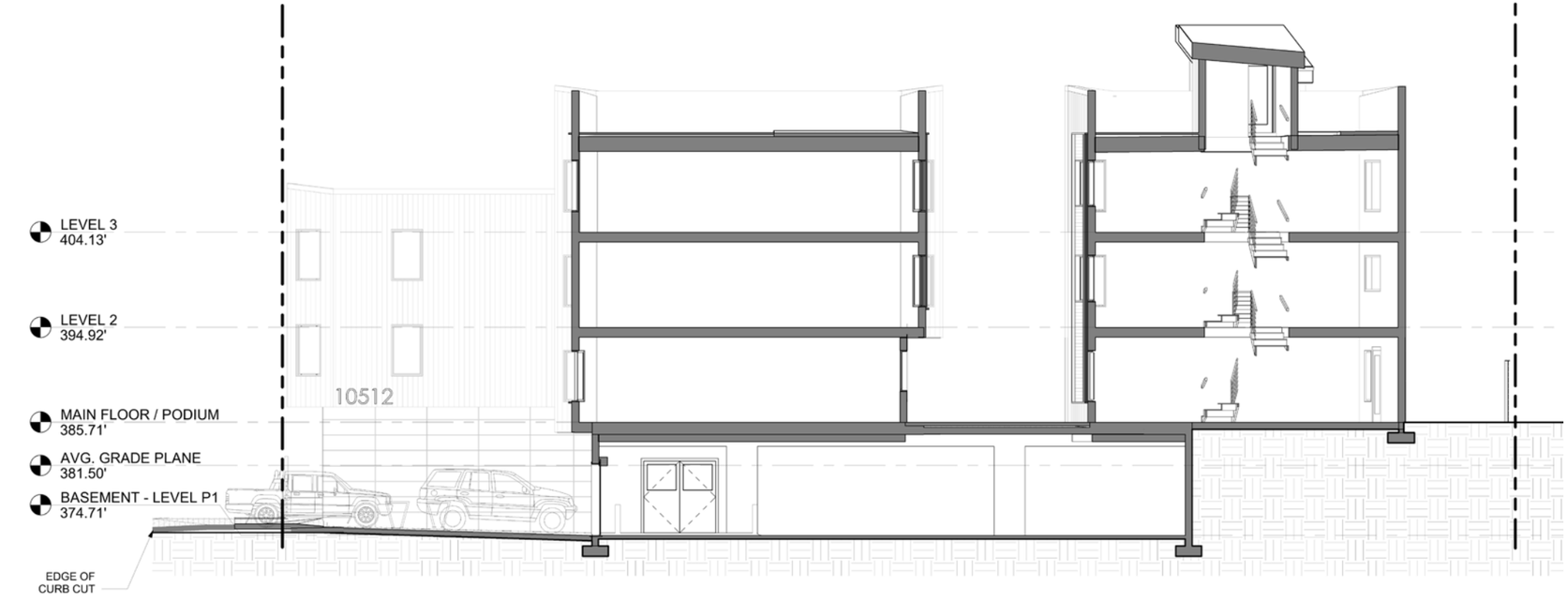
Several section drawings have been provided to show how the podium meeting grade at rear pedestrian access as well as several other sections.

ARCHITECTURAL CONCEPT

The Board was concerned about vehicular queuing on Greenwood Avenue N due to the narrow width of the driveway. While the Board encourages the width of the driveway to remain as narrow as possible, the applicant is directed to study how vehicular queuing on Greenwood Avenue N can be avoided or minimized. (PL4-A-1)

JMA RESPONSE:

Per the section there is enough room to accommodate two and a half large vehicles while waiting for access to the garage.



SUMMARY OF EDG BOARD RECOMMENDATIONS

MASSING

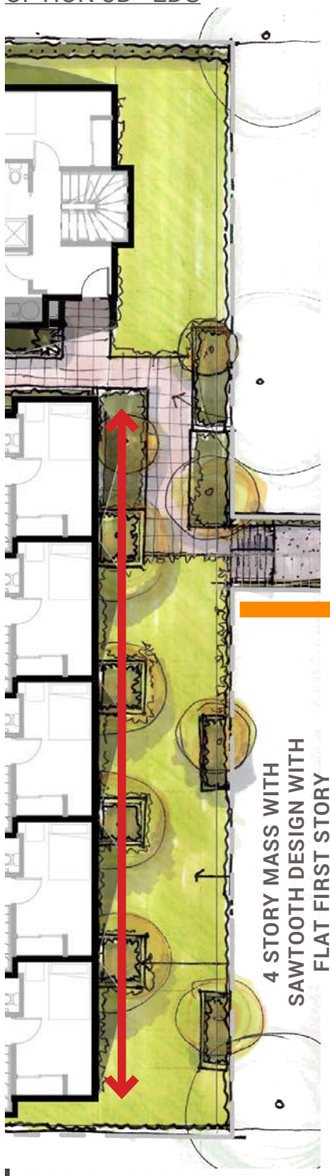
MASSING

C) The Board was concerned about the four-story massing at the rear which abuts a single-family zone. While the use of landscape screening or facade modulation can assist with the transition to the single-family zone, the Board stated that these methods are insufficient on their own and that building mass must also be shifted away from the eastern property line. (CS2-D)

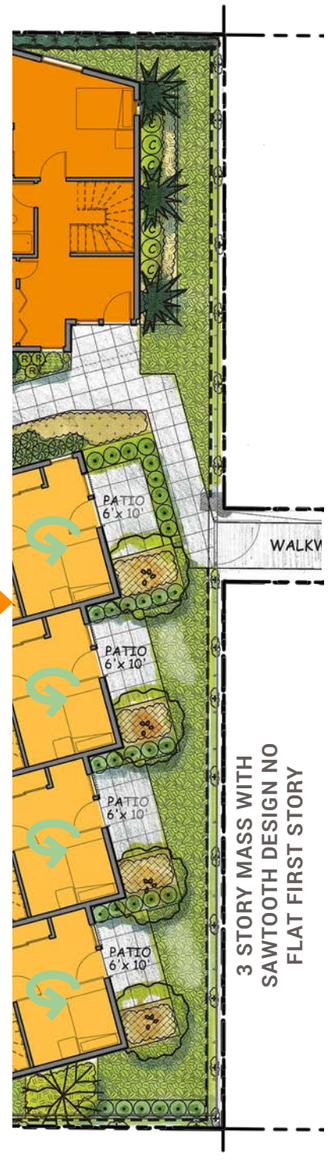
JMA RESPONSE:

The massing was reduced from 6 units at 4 stories each to 5 units at 3 stories each. In addition the flat facade was skewed to pull the mass away from the Eastern PL and the units were lowered 1'-2" (9.5" podium drop and 4.5" unit height drop). Patio landscaping has been added to eases the transition to single-family zone at the rear of the site.

OPTION 3D - EDG



OPTION 2D - ADR





SUMMARY OF EDG BOARD RECOMMENDATIONS

ARCHITECTURAL CONCEPT

A) The Board was concerned about the narrowness of the pedestrian pathways, particularly in Option 3. The sawtooth design shown in the "further development" Option 3-D further exaggerates this narrowness and needs to be thoughtfully designed to create a sense of space and openness between buildings. (DC2-A)

ARCHITECTURAL CONCEPT

A) The Board noted that the sawtooth design concept adds interest to the facade and results in better privacy relationships between buildings. However, as mentioned above, the Board was concerned about the effect of the sawtooth concept with regard to the narrow pedestrian pathways. The Board supported the use of the sawtooth design concept, but stated that it is not successful as currently shown. (CS2-D-5,DC2-C)

JMA RESPONSE:

The two narrow pedestrian pathways now have wider paths with multiple branches to allow for a larger feel, areas of privacy yet connection with neighbors in mingling spaces.





SUMMARY OF EDG BOARD RECOMMENDATIONS

ACCESS AND CIRCULATION

B) The Board complimented the use of raised, individual entries on the street-facing facade and the dramatic staircase and water feature leading into the interior of the site. The Board noted that the street-facing facade has an urban aesthetic that is appropriate and desirable for the surrounding context. (CS2-A-2, CS2-B-2, CS3-A-4)

JMA RESPONSE:

The street facing facade has been maintained per the recommendations.

ACCESS AND CIRCULATION

A) The Board supported the use of podium parking as a way to screen parking areas as well as to create a pedestrian-oriented environment linking the various structures. (PL1-B-3, DC1-C-1, DC1-C-2)

JMA RESPONSE:

Podium parking has been maintained per the recommendations.

B) The Board does not support the use of the existing driveway for vehicular circulation as proposed in Option 2. Instead, the applicant should further develop the pedestrian path concept shown in Options 1 and 3. The Board asked the applicant to study how the pedestrian path could be designed to accommodate tenants and visitors with disabilities. (PL1-B, PL2-A)

JMA RESPONSE:

The rear vehicular traffic is limited to street side only. The access to the rear of the property is now strictly pedestrian in use and scale.

C) The Board was concerned about the pedestrian path from Phinney Avenue N leading to a dead end caused by a locked security gate. The Board asked the applicant to study how the path could be opened up to public access through the entire site, connecting Phinney Avenue N to Greenwood Avenue N. If pedestrian through access is determined to not be appropriate, the pedestrian path needs to be designed to deter visitors and passersby from entering at Phinney Avenue N. (PL1-B, PL2-B, PL2-D)

JMA RESPONSE:

Existing condition is a privately owned alley used for commercial delivery. Local pedestrians generally do not use this pathway. Neighbors occasionally use the alley for vehicular storage, so is not known as being a pedestrian access to greenwood avenue. Because of these points our client is willing to fence both ends but as neighbors wanted Phinney end open we are leaving it as such.





SUMMARY OF EDG BOARD RECOMMENDATIONS

OPEN SPACE

OPEN SPACE

A) The Board noted the narrowness of the green spaces, particularly in Option 3, and questioned their usefulness as a common amenity. These areas read as private due to the shape, size, location, and programming, and the Board suggested that they may in fact be more successful if intentionally designed as private amenity space instead of shared areas. (DC3-A, DC3-B)

JMA RESPONSE:

Several benches have been added to the common amenity to increase it's usefulness. Landscape and bioretention planters have been strategically shaped and located to provide more privacy to the unit entrances. Each unit has a private amenity space on the roof deck, and four units have a private patio on the east side of the property.



SUMMARY OF EDG BOARD RECOMMENDATIONS

OPEN SPACE

B) The Board was concerned about the lack of quality common amenity space and directed the applicant to reprogram some of the common amenity space to better serve the needs of expected users. The Board suggested that replacing one townhouse unit with a large common amenity area would better serve the project's needs and could also help with some of the other design concerns, such as massing and zone transition. (DC1-A-2, DC3-B, DC3-C-2)

JMA RESPONSE:

The expanded width for the pedestrian path allows opportunities for benches and wider walkways to be added. These additions embrace the garden-like aspect of the common amenity spaces. One townhome was moved from the south-eastern cluster to the north cluster to allow for wider pedestrian paths. This adjustment enlarges the transition space from the single-family zone at the Eastern property line and allows spaces for children to play and neighbors to mingle in a garden setting.



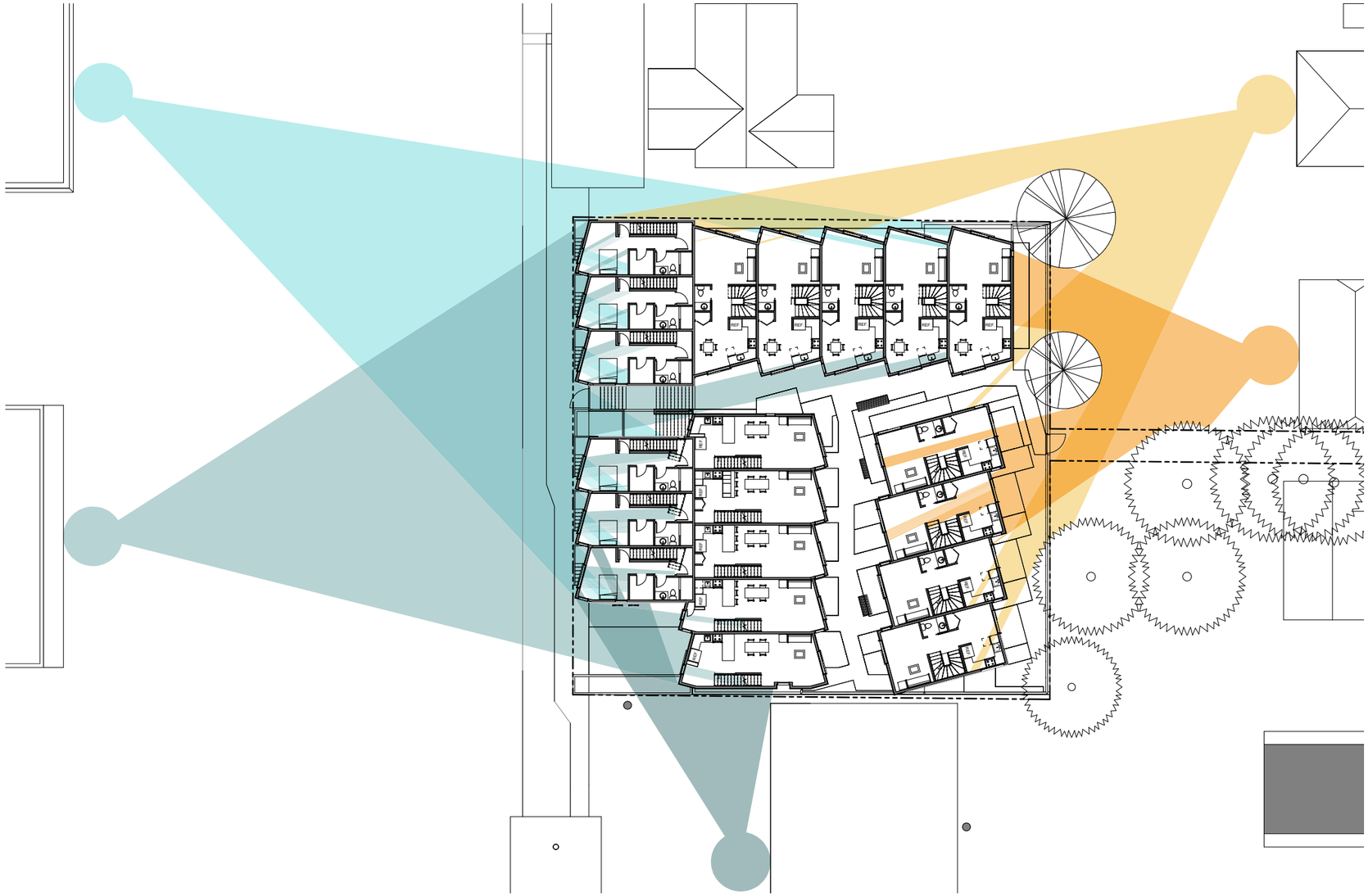
SUMMARY OF EDG BOARD RECOMMENDATIONS
PRIVACY

PRIVACY

A) The Board stated that the sawtooth design proposed in Option 3-D is most successful at the rear property line, as it helps to minimize privacy impacts on adjacent properties and provides some visual relief. The applicant is encouraged to retain this feature or further develop the project with the same careful consideration for privacy impacts on adjacent properties. (CS2-D-5)

JMA RESPONSE:

The sawtooth design has been maintained and refined per the recommendations.



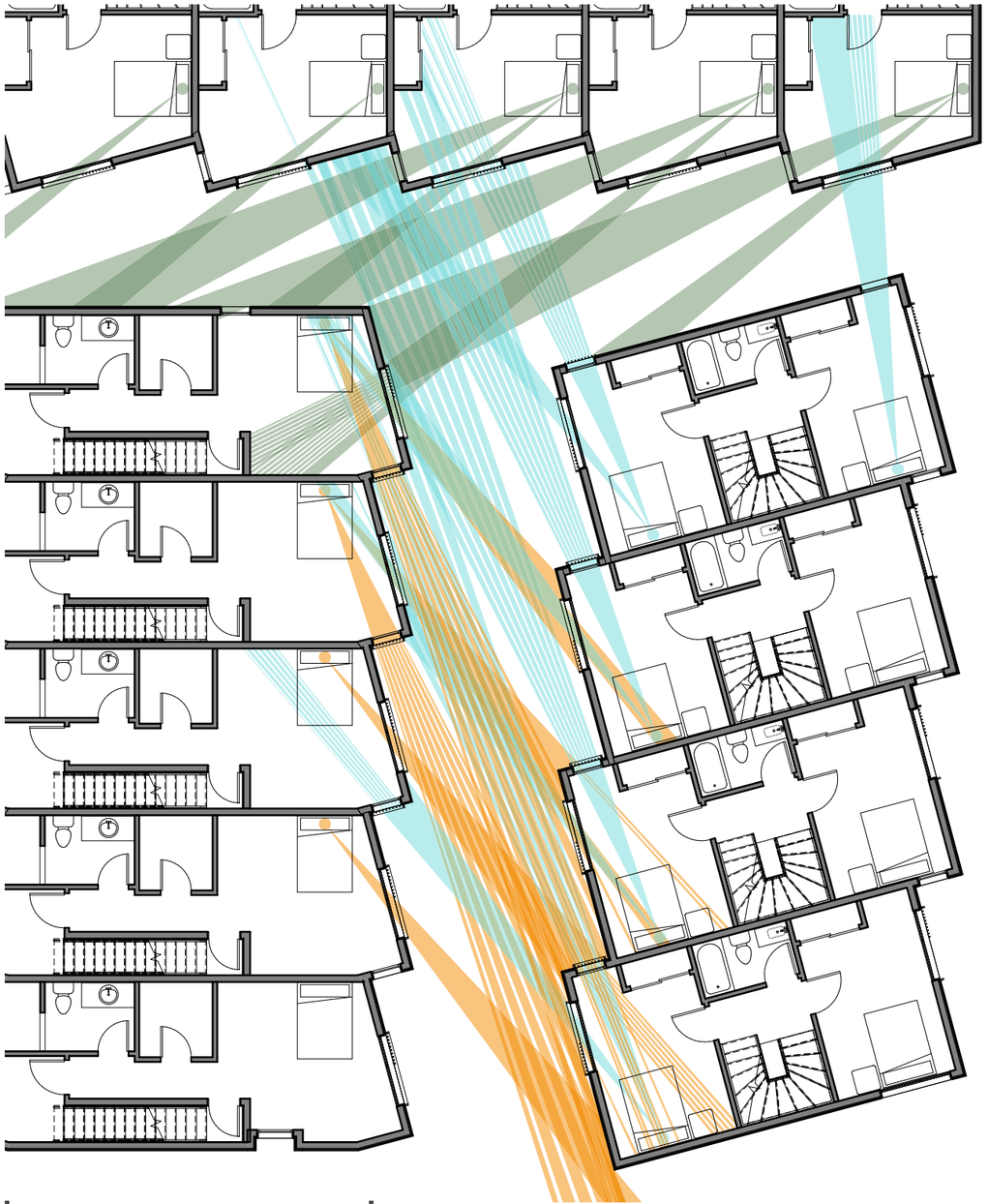
SUMMARY OF EDG BOARD RECOMMENDATIONS

PRIVACY

B) The Board was concerned about privacy impacts caused by window locations on other facades as well as the location of roof decks. Careful consideration of where to locate these features is required. Provide privacy studies in the recommendation packet. (CS2-D-5)

JMA RESPONSE:

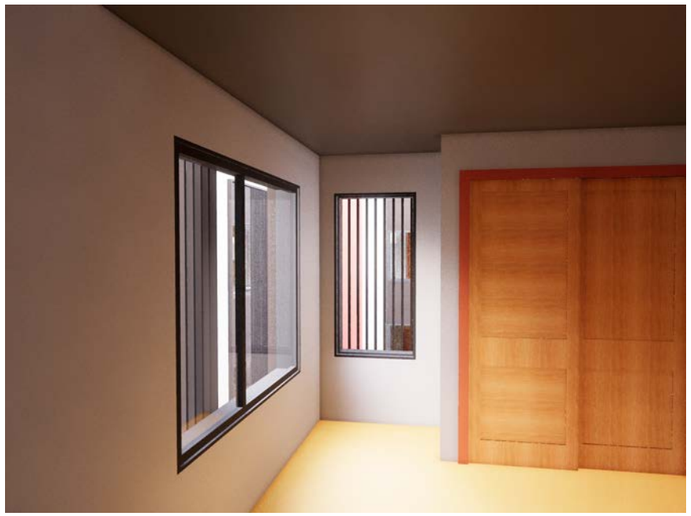
A window study was done to justify the position of the windows and the screening. Any view into a private area of an adjacent unit was successfully broken up by the sawtooth angle or the screen element.



3RD FLOOR BEDROOM LOOKING AT ADJACENT UNITS



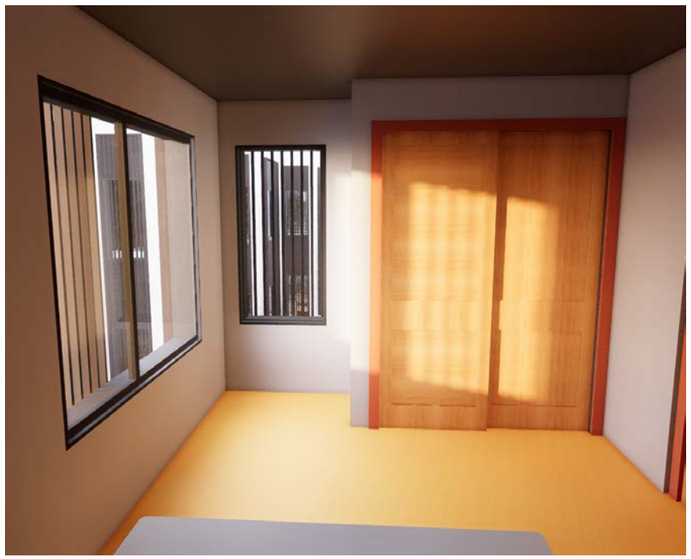
3RD FLOOR BEDROOM LOOKING AT ADJACENT UNITS



ROOF DECK LOOKING AT ADJACENT UNITS



3RD FLOOR BEDROOM LOOKING AT ADJACENT UNITS

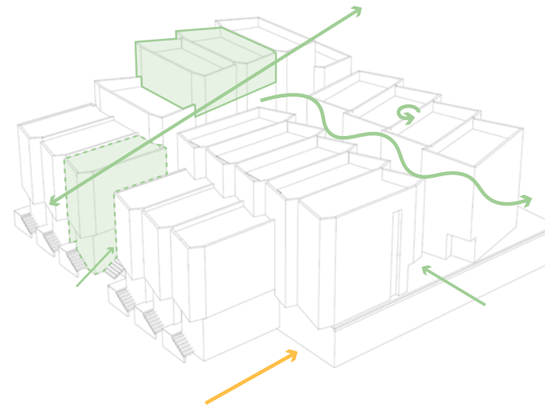


DESIGN GUIDELINE RESPONSE

URBAN PATTERN AND FORM







CS2 - URBAN PATTERN AND 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

2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context and design accordingly.

JMA Response: The massing has been broken for a human scale, has provided angular views for greater privacy and increased site corridors to allow areas of play, interaction and exploration.

CS2-B Adjacent Sites, Streets, and Open Spaces

2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

JMA Response: The main tenant pathway reaches through the site connecting the west and east property lines providing a visual connection as well as a connection through landscape. The landscape is carried through the pathway to the water feature, where at that point the landscape splays north and south along west property line, connecting the street to the inner amenity area.

3. Character of Open Space: Contribute to the character and proportion of surrounding open space.

JMA Response: The open and amenity space embraces the garden-like aspects of the podium landscape. Providing intermediate locations to rest on benches, while simultaneously utilizing the location and shape of the planters to provide privacy for the tenant entrances.

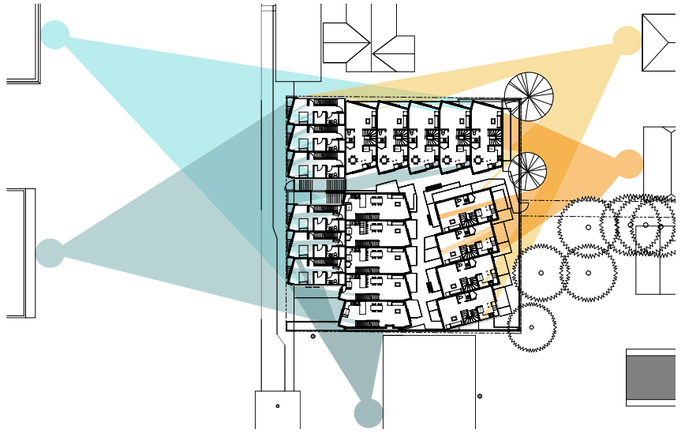
CS2-D Height, Bulk, and Scale

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.
2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.
3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.
4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.
5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

JMA Response: The preferred massing breaks up the larger units into a more pedestrian scale and allows a view corridor through the site to an existing single family home. The angular articulation of this preferred option is meant to break up the mass facing the single-family zone to the East. This provides oblique angles into and out of the sleeping units mitigating direct views into the single-family zone. The natural grade and recessed garage allows for a graceful transition to the single-family zone.

DESIGN GUIDELINE RESPONSE

ARCHITECTURAL CONTEXT AND CHARACTER / CONNECTIVITY / WALKABILITY



CS3 - ARCHITECTURAL CONTEXT AND CHARACTER

Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

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

JMA Response: The design allows for flexibility through the breaking of the masses, pedestrian scales and changes of angle to the units. The pedestrian zone is a playful green area where people meet and greet to know their neighbors.



PL1 - CONNECTIVITY

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

PL1-B Walkways and Connections

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

JMA Response: The site design has a strong E-W connection corridor for ease of use, views and clear pathing.

2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

JMA Response: The preferred option incorporates both a pedestrian focused open space between the homes and elevated porches directly off the street front. The existing driveway to Phinney ave is proposed to be transitioned to a pedestrian path providing a pedestrian focused pathway from the SF zone directly into the site eliminating the need for vehicular access.

3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

JMA Response: Each unit has it's own private roof deck, additional several units also have patios. Green zones invite interaction of neighbors and places for children to play.



PL2 - WALKABILITY

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

PL1-A Accessibility

1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

JMA Response: The pedestrian path to the East shall be maintained for accessibility.

2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

JMA Response: The pedestrian path to the East is relatively flat. The massing clearly indicates a sense of path.

DESIGN GUIDELINE RESPONSE

WALKABILITY / ACTIVE TRANSPORTATION / PROJECT USES AND ACTIVITIES



PL1-D Wayfinding

1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

JMA Response: The preferred massing breaks up the larger units into a more pedestrian scale and allows a view corridor through the site to an existing single family home. The red accent units provide wayfinding from the street and within the site.



PL4 - ACTIVE TRANSPORTATION

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

PL4-A Entry Locations and Relationships

1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

JMA Response: The preferred option incorporates both a pedestrian focused open space between the homes and elevated porches directly off the street front. The existing driveway to Phinney ave is proposed to be transitioned to a pedestrian path providing a pedestrian focused pathway from the SF zone directly into the site eliminating the need for vehicular access. The primary vehicular access is off Greenwood ave with a minimal single curb cut and a shared garage space.



DC1 - PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

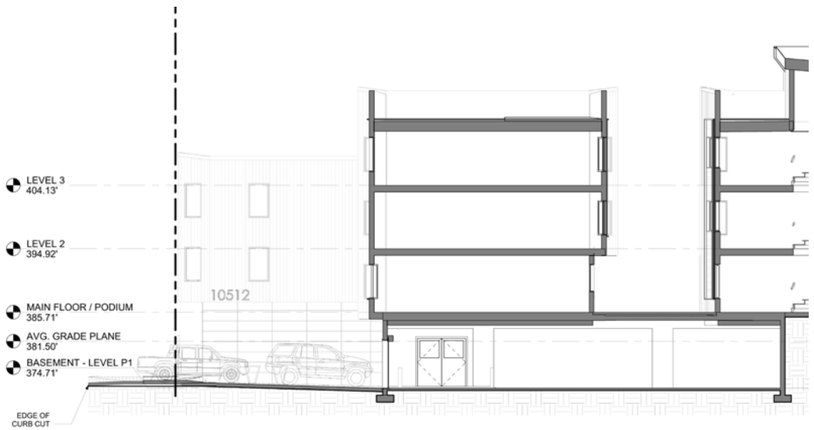
DC1-A Arrangement of Interior Uses

2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

JMA Response: The design has areas of openness and clear entries to invite people to gather and mix.

DESIGN GUIDELINE RESPONSE

PROJECT USES AND ACTIVITIES / ARCHITECTURAL CONCEPT



DC1-C Parking and Service Uses

1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

JMA Response: The preferred option collects all parking traditionally individually divided in a townhome design to a shared common structure providing a more efficient use of space.

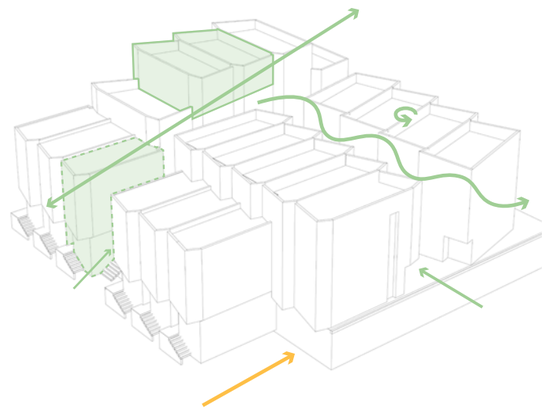
2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

JMA Response: The preferred option collects all parking traditionally divided into individual locations into a shared common structure for higher efficiency, more chances to encounter a neighbor and to be centralized for ease of access.

3. Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

JMA Response: The preferred option collects all parking traditionally divided into individual locations into a shared common structure for higher efficiency, more chances to encounter a neighbor and to be centralized for ease of access.

4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.



JMA Response: Design locates these functions in the parking area which is not visible from the street or pedestrian site areas.

DC2 - ARCHITECTURAL CONCEPT

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

DC2-A Massing

1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

JMA Response: Massing follows the EDG preferred method which creates relationships with neighboring elements, site & view considerations and maximizes open spaces for tenants to enjoy.

2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

JMA Response: The design concept showing the preferred option and the development of that option seeks to provide a better alternative to the traditional townhome massing. The elevated podium allows for shared pedestrian spaces and collects all vehicular traffic below to a shared garage space. The stepped massing allows for views and light to each space while the angled articulation of the facade provides a rhythm and contrast to the facade breaking up the massing.



DC2-C Secondary Architectural Features

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

JMA Response: By having units broken up into clusters, the design creates niches and shadow lines in an interesting play. The small site constraints prohibit balconies and awnings but using punched and non-punched openings give depth to each clusters massing.

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

JMA Response: Recessed elements add to depth but also aide in reducing unwanted sight lines and provide visual relief to the unit. This is also accent with color to emphasize this more.

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

JMA Response: The first floor matches the neighboring buildings height and the color scheme plays upon those themes too.

DESIGN GUIDELINE RESPONSE

OPEN SPACE CONCEPT



DC3 - OPEN SPACE CONCEPT

Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

JMA Response: Architectural forms create pathways that meander through private spaces in a combination of larger intersections for meeting a neighbor to niches for privacy near an individual unit.



DC3-B Open Space Uses and Activities

1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

JMA Response: Larger areas for congregation of tenants occurs at bicycle parking and the mailbox area where they tend to meet. Smaller areas are next to unit for more privacy with a meandering path to make traveling between spaces less static.

2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

JMA Response: Clusters are laid out to optimize bringing light deep into the interior of the site along with their massing protecting outdoor occupants from winter winds. Each units entry has an overhang allowing for a place to watch the storm without being part of it.

3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

JMA Response: Clusters are laid out to optimize bringing light deep into the interior of the site along with their massing protecting outdoor occupants from winter winds. Each units entry has an overhang allowing for a place to watch the storm without being part of it.



4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

JMA Response: Larger areas for congregation of tenants occurs at bicycle parking and the mailbox area where they tend to meet. Smaller areas are next to unit for more privacy with a meandering path to make traveling between spaces less static.

DC3-C Design

2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

JMA Response: The geometry of the building creates dynamic landscaped areas for surprises around every corner.

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PROPOSED FLOOR PLAN

LEVEL P01



- Utility
- Parking
- A1 Unit
- A2 Unit
- B1 Unit
- B2 Unit

PROPOSED FLOOR PLAN

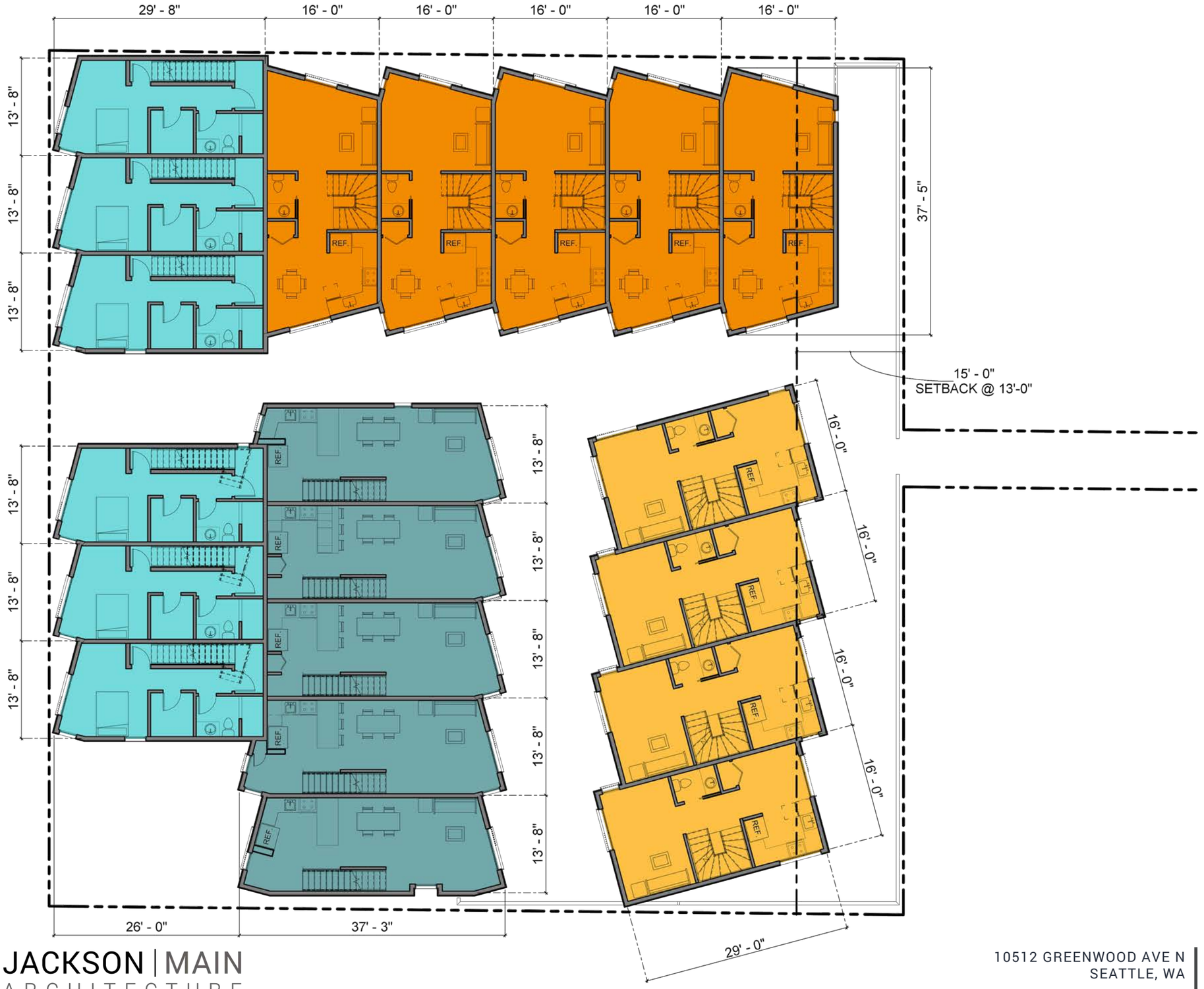
LEVEL 01



- Utility
- Parking
- A1 Unit
- A2 Unit
- B1 Unit
- B2 Unit

PROPOSED FLOOR PLAN

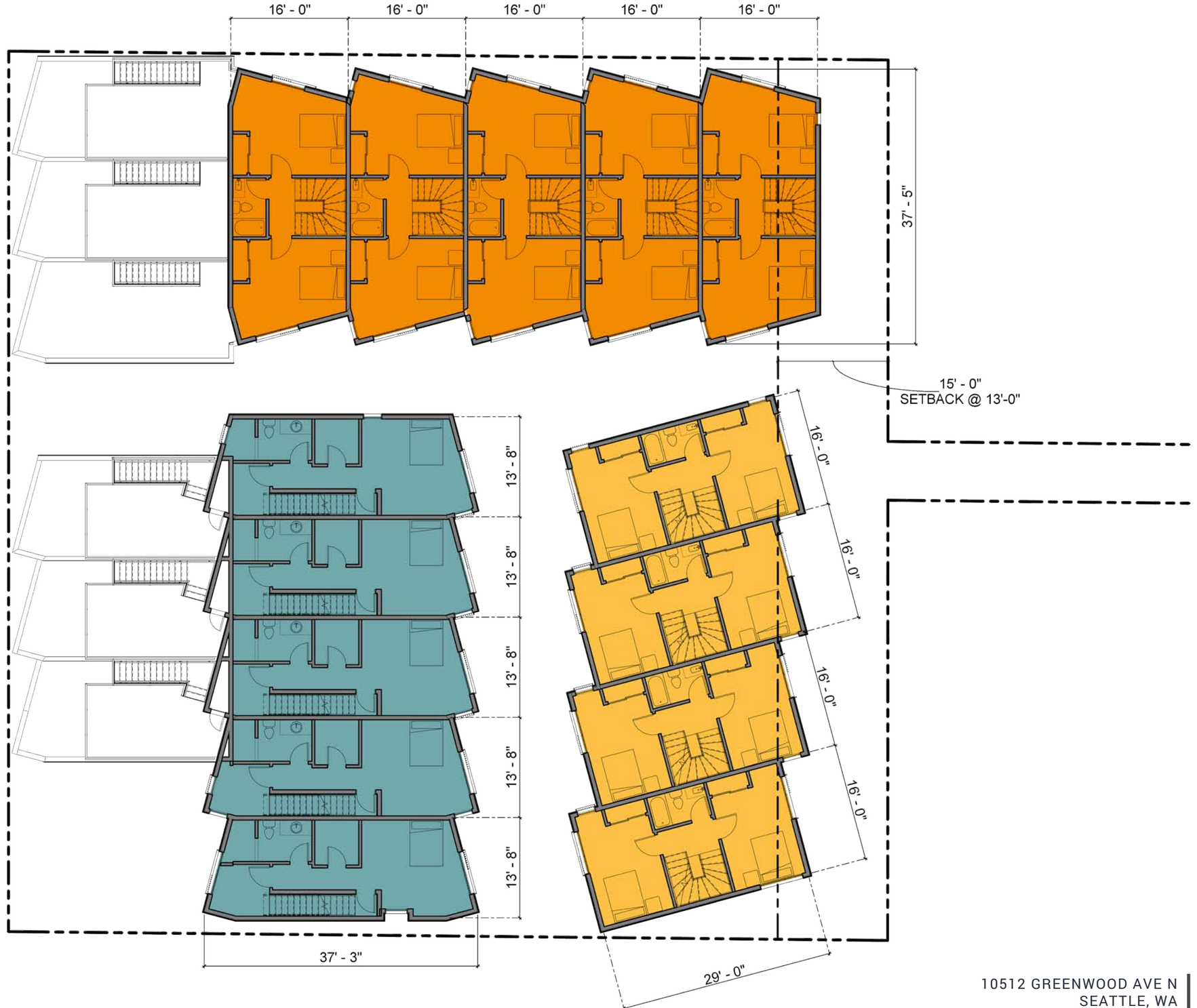
LEVEL 02



- Utility
- Parking
- A1 Unit
- A2 Unit
- B1 Unit
- B2 Unit

PROPOSED FLOOR PLAN

LEVEL 03



- Utility
- Parking
- A1 Unit
- A2 Unit
- B1 Unit
- B2 Unit

PROPOSED FLOOR PLAN

LEVEL 04



- Utility
- Parking
- A1 Unit
- A2 Unit
- B1 Unit
- B2 Unit

PROPOSED FLOOR PLAN
ROOF PLAN



- Utility
- Parking
- A1 Unit
- A2 Unit
- B1 Unit
- B2 Unit

PROPOSED LANDSCAPE DESIGN

LANDSCAPE PLAN





Sedum Green Roof



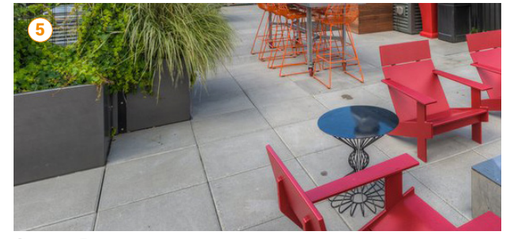
Roof Deck - Wood Raised Tiles



Corten Steel Planters/Bio-Planters



Integrated Wood Benches with Planters



Stone Pavers



Concrete Bio-Planters

PROPOSED LANDSCAPE DESIGN
LANDSCAPE PALLET

TREES


[CHAMO] Hinoki Cypress


[ACERC] Vine Maple


[CARP] Carpinus Frans Fontaine


[STEW] Japanese Stewartia

PLANTING


[ACAN] Bears Breach
Acanthus Mollis


[ACOR]
acorus pusillus minimus aureus


[ASA] European Wild Ginger
asarum europeam


[AUU] Kinninnick
arctostahpylos uva ursi


[CALW]
calluna v. hoyerhagen


[CIST]
cistus purpureas rockrose


[COTD]
cotoneaster dammeri streibsfindin


[ERIC]
erica ps patrick


[ESC]
escallonia appleblossom


[EUON] Burning Bush
euonymus alata


[EUPH]
euphorbia martinii waleutiny


[HEBG]
hebe glaucifolia


[HEL] Lenten Rose
hellaborus orientalis ivory prince


[HEM] Daylily
hemerocallis goliath


[HERN] Green Carpet
herniaria glabra


[LIRS] Spreading Lirope
lirope spicata


[LONN]
lonnicera ophelia


[MAH] Charity Oregon Grape
mahonia charity

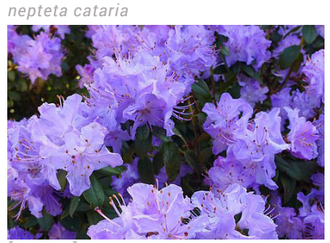

[NEPT] Walkers Low Catnip
nepteta cataria

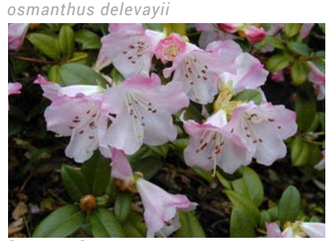

[OSM]
osmanthus delevayii


[PART] Boston Ivy
parthenocissus tricuspidata


[PHYLLO] Black Bamboo
phyllostachys nigra


[RHA]
rhododendron purple splendor


[RHBD]
rhododendron blue diamond


[RHCIP]
rhododendron cilpinense

ELEVATIONS + MATERIAL PALLET



EAST FACADE



NORTH FACADE

1 CEMENTITIOUS FIBER SIDING
vertical smooth, james hardie - painted pediment

2 CEMENTITIOUS FIBER PANEL
vertical smooth, james hardie - painted rave red

3 CEMENTITIOUS FIBER PANEL
smooth panel, james hardie - painted tricorn black

4 CEMENTITIOUS FIBER PANEL *[exposed color matched fasterners]*
18" x ~60" stack pattern smooth, cembrit - flint

5 CAST-IN-PLACE CONCRETE
dark gray

6 WOOD T&G PANEL 6"
horizontal, thermory, ash, exotic brown

7 FAUX WOOD TRIM 2x4
match exotic brown

8a FAUX WOOD SLATS 1X2
match exotic brown

8b SLATS 1X2
match flint - painted folkstone

9 ROOF DECK RAILING
horizontal wire railing with exotic brown top rail

10 PORCH RAILING
horizontal metal railing with exotic drown top rail

11 WOOD FASCIA
match exotic brown

12 WOOD FENCE 6'
match exotic brown

13 VINYL WINDOW
dark bronze

14 CORTEN PLANTERS
3/8" corten

ELEVATIONS + MATERIAL PALLET



WEST FACADE



SOUTH FACADE

1 CEMENTITIOUS FIBER SIDING
vertical smooth, james hardie - painted pediment

2 CEMENTITIOUS FIBER PANEL
vertical smooth, james hardie - painted rave red

3 CEMENTITIOUS FIBER PANEL
smooth panel, james hardie - painted tricorn black

4 CEMENTITIOUS FIBER PANEL *[exposed color matched fasterners]*
18" x ~60" stack pattern smooth, cembrit - flint

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12 WOOD FENCE 6'
match exotic brown

13 VINYL WINDOW
dark bronze

14 CORTEN PLANTERS
3/8" corten

RENDER

SOUTHWEST VIEW FROM GREENWOOD AVENUE NORTH



RENDER

NORTHWEST VIEW FROM GREENWOOD AVENUE NORTH



RENDER

EAST-WEST PEDESTRIAN ENTRANCE SECTION



WEST PEDESTRIAN ENTRANCE ON GREENWOOD AVENUE NORTH



RENDER

EAST-WEST OPEN SPACE SECTION



LOOKING SOUTH TOWARDS CENTER OPEN SPACE



SITE LIGHTING

SITE PLAN









SIGNAGE CONCEPT PLAN

SIGNAGE LOCATIONS

SOUTHWEST CORNER ALONG GREENWOOD AVE N

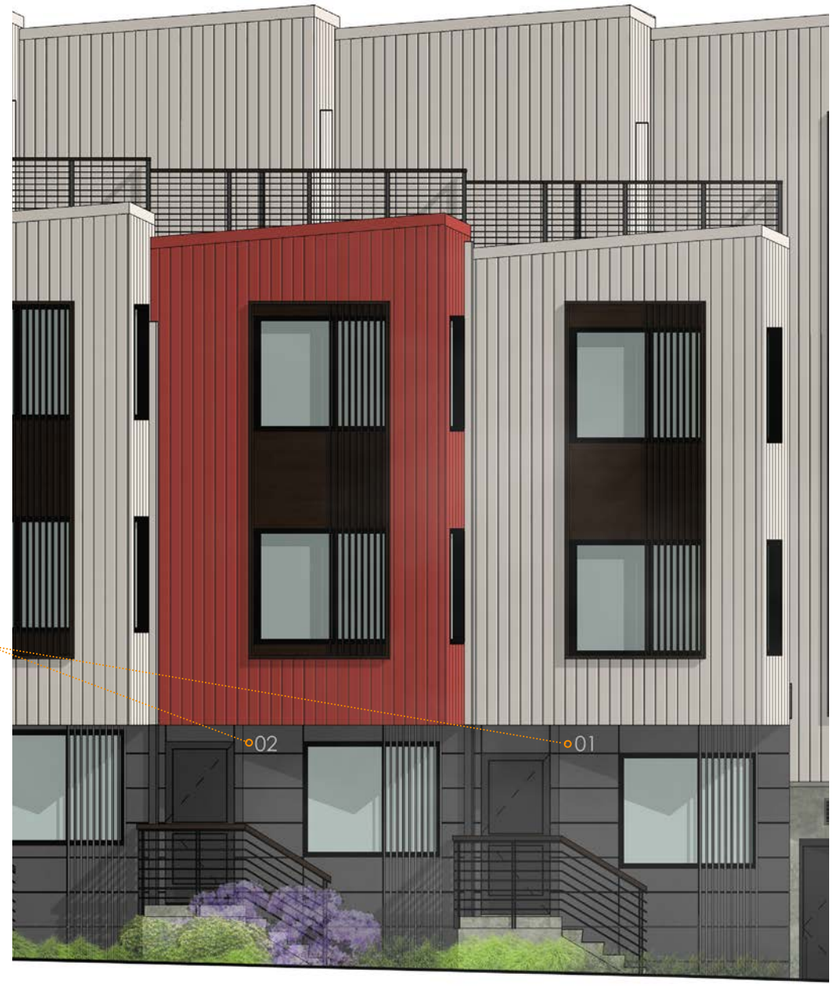


[Residential-Building Identification]



PLAQUE SIGNS

TYPICAL UNIT NUMBER LOCATION



[Residential-Individual Unit Identification @ All Units]

DEPARTURE #1
JUSTIFICATION

CODE REQUIREMENT
23.47A.014.B - SINGLE FAMILY ZONE SETBACK

3. An upper-level setback is required along any rear or side lot line that abuts a lot in a single-family zone, that is across an alley from a lot in a single-family zone, or that abuts a lot that is zoned both commercial and single-family if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot as follows:
   a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet;

REQUESTED DEPARTURE
Request that portions of the structure be allowed to encroach into the setback.

RATIONALE
The "Code Compliant Design" explored the possibility that a departure is not granted and how to maximize those units without intersecting the setback. The mass was shifted West slightly, shrinking the center open space, to maintain interior clearances of the unit. The first floor is pulled out to 3 feet from the property line creating an appealing deck space for the occupants. However, this option does not appeal to the neighbor's concerns of privacy nor the large flat mass facing the rear lot.

With a granted departure the massing breaks up and becomes a more dynamic form that faces the rear yard (CS2-D-4). This in conjunction with removing the fourth story responds to the neighbor's concerns (CS2-D-3/5) and reflects similar decisions as seen through-out the project. This solution embraces privacy while providing more angled windows than the "Code Compliant Design," as well as increasing the internal privacy between the East and West unit clusters (DC3).

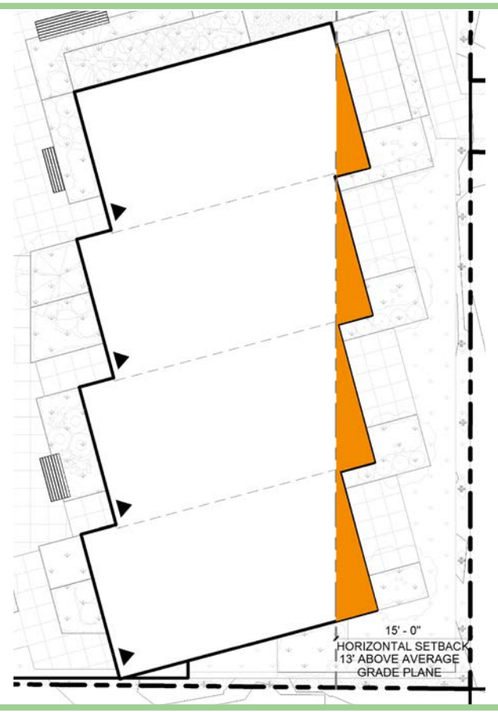
In comparison, less square footage is built within 15' of the rear property line in the "Preferred Design" (138.12 SF under 13' above grade plane, and 276.24 SF above 13' above grade plane, totaling 414.36 SF), than there is with the "Code Compliant Design" (767.80 SF under 13' above grade plane).

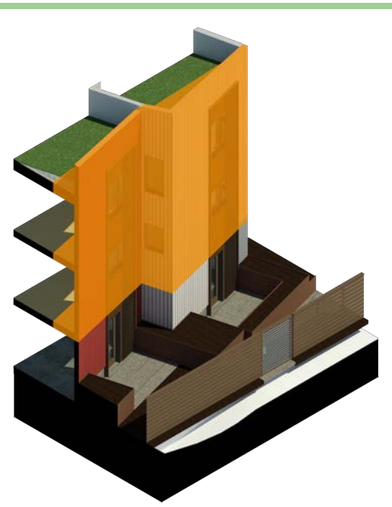
The departure will improve the overall appearance and privacy of the building facing the single-family neighbors.

CODE COMPLIANT DESIGN AT REAR LOT



PREFERRED DESIGN AT REAR LOT





SETBACK SHOWN
THREE-DIMENSIONALLY
IN SECTION

DEPARTURE #2
JUSTIFICATION

CODE REQUIREMENT
23.47A.014.B - SINGLE FAMILY ZONE SETBACK

3. An upper-level setback is required along any rear or side lot line that abuts a lot in a single-family zone, that is across an alley from a lot in a single-family zone, or that abuts a lot that is zoned both commercial and single-family if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot as follows:
   a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet;

REQUESTED DEPARTURE
Request that the required 15 foot setback above 13 feet to a maximum of 40' on against the single-family zone on the East property line be vacated.

RATIONALE
The "Code Compliant Design" explored the possibility that a departure is not granted and how to maximize the unit without intersecting the setback. Units to the East side of the North cluster were reduced in width and height to keep the mass outside of the setback. This design keeps the stepped massing, but pushes the 4 story mass to the East property line (the 3 story skinny units do not have the internal clearance to reach 4 stories). The first floor is pulled out to 3 feet from the property line creating an appealing deck space for the occupants. However, this option does not appeal to the neighbor's concerns of privacy nor the large flat mass facing the rear lot along their property line.

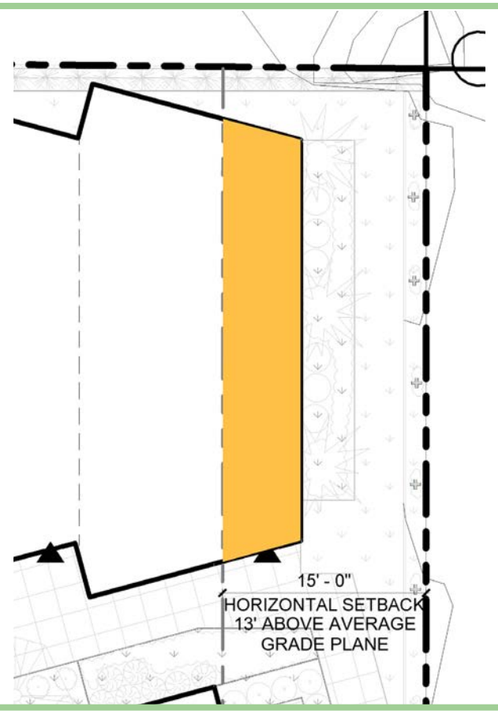
With a granted departure, the North cluster of units can maintain the rhythm of it's dynamic facade (CS2-D-4). This in conjunction with removing the fourth story of the Eastern unit (DC2-A-2), adding landscape buffering along the facade, and using minimal windows, responds to the neighbor's concerns about building too close to existing trees, large flat facades, and privacy (CS2-D-3/5). This solution embraces privacy while stepping down in mass to respect the adjacent sites to the rear (CS2-D).

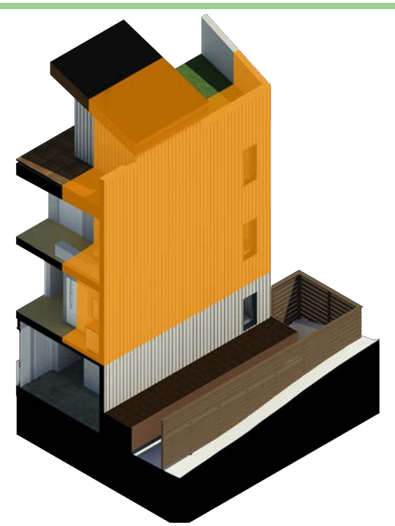
The departure will improve the overall interior uses as well as maintain the exterior facade and massing design while simultaneously providing more privacy for the single-family neighbors.

CODE COMPLIANT DESIGN AT REAR LOT



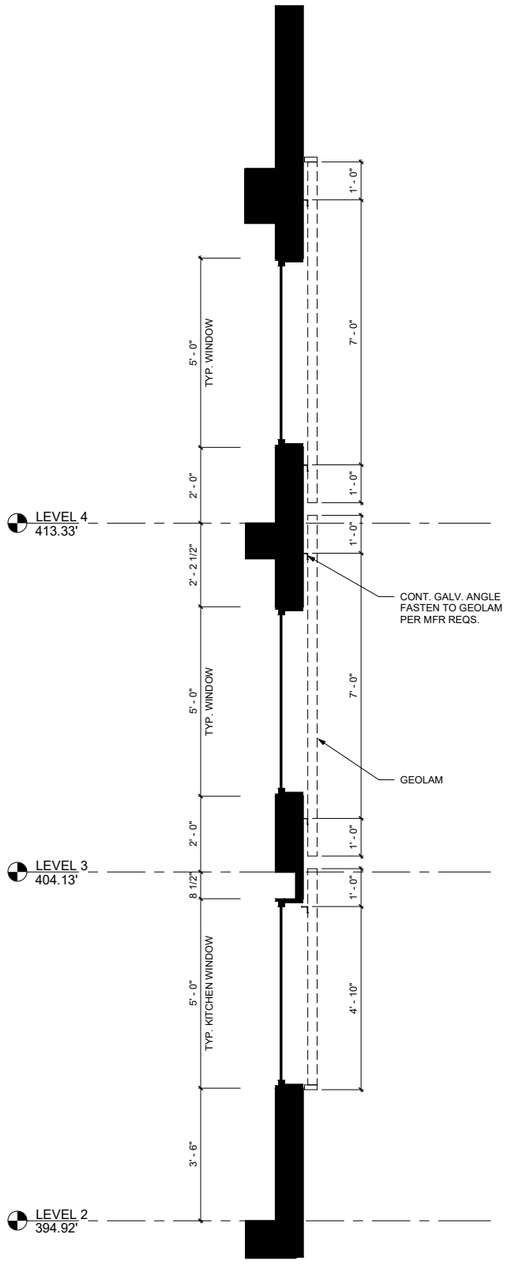
PREFERRED DESIGN AT REAR LOT





SETBACK SHOWN
THREE-DIMENSIONALLY
IN SECTION

WINDOW STUDY
WINDOW DETAILS

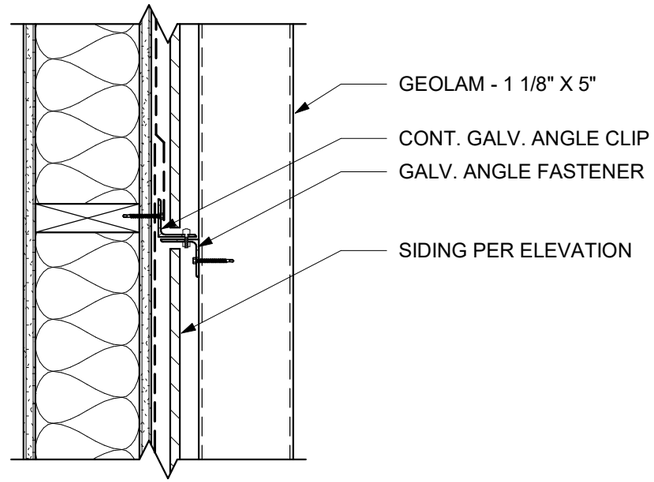


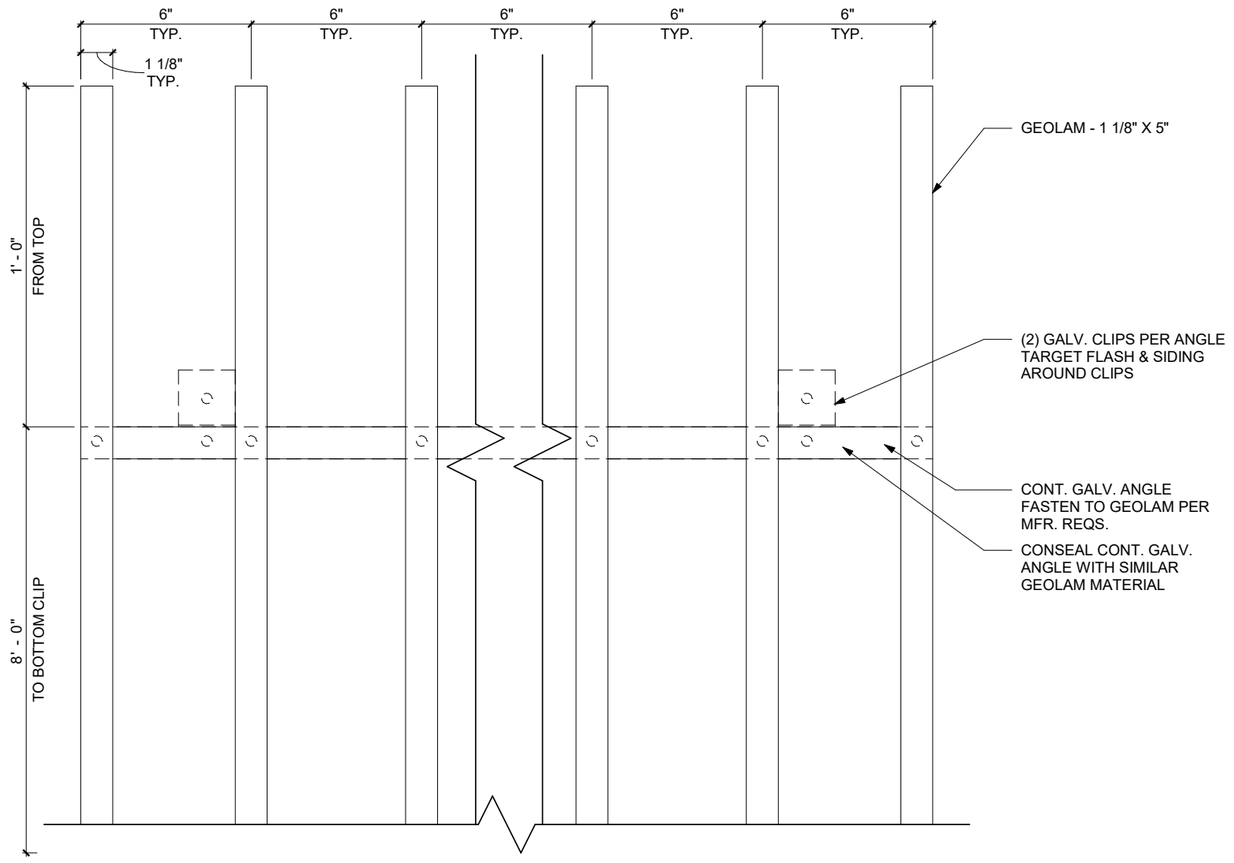
Geolam is a sustainable wood-plastic composite. The moisture content is reduced to 0% to protect it against warping, mold, and color fade.

Geolam screening can span 8.2' @ 110 mph design wind speed.

It is attached at two continuous angle fasteners which is then attached at the exterior wall at two points.

Each screening element screens one windows and is fastened to two continuous fasteners that are typically 1' above and below the ends of the screen element.







WEST FACADE

IMAGE KEY

1. CEMENTITIOUS FIBER SIDING
   vertical smooth, james hardie - painted pediment
2. CEMENTITIOUS FIBER PANEL
   vertical smooth, james hardie - painted rave red
3. CEMENTITIOUS FIBER PANEL
   smooth panel, james hardie - painted tricorn black
4. CEMENTITIOUS FIBER PANEL
   18" x ~60" stack pattern smooth, cembrit - flint
5. WOOD T&G PANEL 6"
   horizontal, thermory, ash, exotic brown
6. FAUX WOOD TRIM 2x5
   match exotic brown
7. FAUX WOOD SLATS 1-1/8x5
   match exotic brown
8. METAL SLATS 1-1/8x5
   match flint - painted folkstone



1 CEMENTITIOUS FIBER SIDING: PAINTED SW - PEDIMENT



CEMENTITIOUS FIBER PANEL: FLINT



PADA WOOD SLATS (SIZE VARIES): ROSEWOOD





CEMENTITIOUS FIBER SIDING: PAINTED SW - RAVE RED



CEMENTITIOUS FIBER SIDING: PAINTED SW - TRICORN BLACK



METAL SLATS 1-1/8x5: PAINTED SW - FOLKSTONE

JACKSON | MAIN ARCHITECTURE

DESIGN RECOMMENDATION

DPD Project #303207-LU

10512 GREENWOOD AVE N
SEATTLE WA 98133

AMERICAN DREAM HOME GROUP