

VICINITY MAP



DPD PROJECT #3017168

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CITY OF SEATTLE DESIGN REVIEW
Early Design Guidance - Northeast Design Review Board

3627 STONE WAY NORTH

DATE: JUNE 16, 2014



3 X 3 BLOCK VICINITY MAP



PROJECT SITE

3627 Stone Way North
DEVELOPMENT OBJECTIVES/ PROPOSAL

This project is another in the Stone Way neighborhood by developer Pollard Entities. Like their previous project, the Prescott, at the intersection of Stone Way and Bridge Way North, their objective is to create livable communities within the urban fabric. Enhancing opportunities for the community to live where they work, where they entertain, and where they enjoy outdoor activities.

The Stone Way neighborhood, on the edge of the Fremont Hub Urban Village, is quickly evolving into a diverse, lively, pedestrian friendly community. What has been in the recent past predominately commercial and industrial in nature is becoming a mixed use of residential, commercial, retail, restaurants, and office, with some light industrial use remaining.

The proposed site is 36,768 SF and located mid-block between N 38th Street and N 36th Street on the west side of Stone Way North. The existing use includes two commercial buildings and related surface parking. The proposed use would consist of approximately 126 residential apartment units, 2 Live/Work Units, 5000 SF of retail/restaurant, and below grade parking with approximately 90 parking stalls. Private amenities are to include fitness area, bicycle parking, roof top food production center and green house.



AERIAL VICINITY MAP & MAIN VEHICULAR TRAFFIC

LEGEND

- Principal Arterials / Major Vehicular Traffic
- Minor Arterials
- Collector Arterials
- Principal Transit Street/Route
- Major Transit Street/Route
- Bus Stop and Route
- Street with Bike Lane
- Burke-Gilman Trail/Multi-use Trail
- Approx. Site Boundary
- 1/4 Mile Radius, 5 min. Walking Distance

WALK SCORE: 92 | TRANSIT SCORE: 56 | BIKE SCORE: 85

baylis ARCHITECTS
POLLARD ENTITIES



1 Gas Works Park



2 Stone 34 - Brooks HQ



3 Historic Apartments



4 Burke-Gilman Trail



5 The Prescott



6 Stone Way Electric



AXONOMETRIC VICINITY MAP



1 View looking south along Stone Way North towards Lake Union



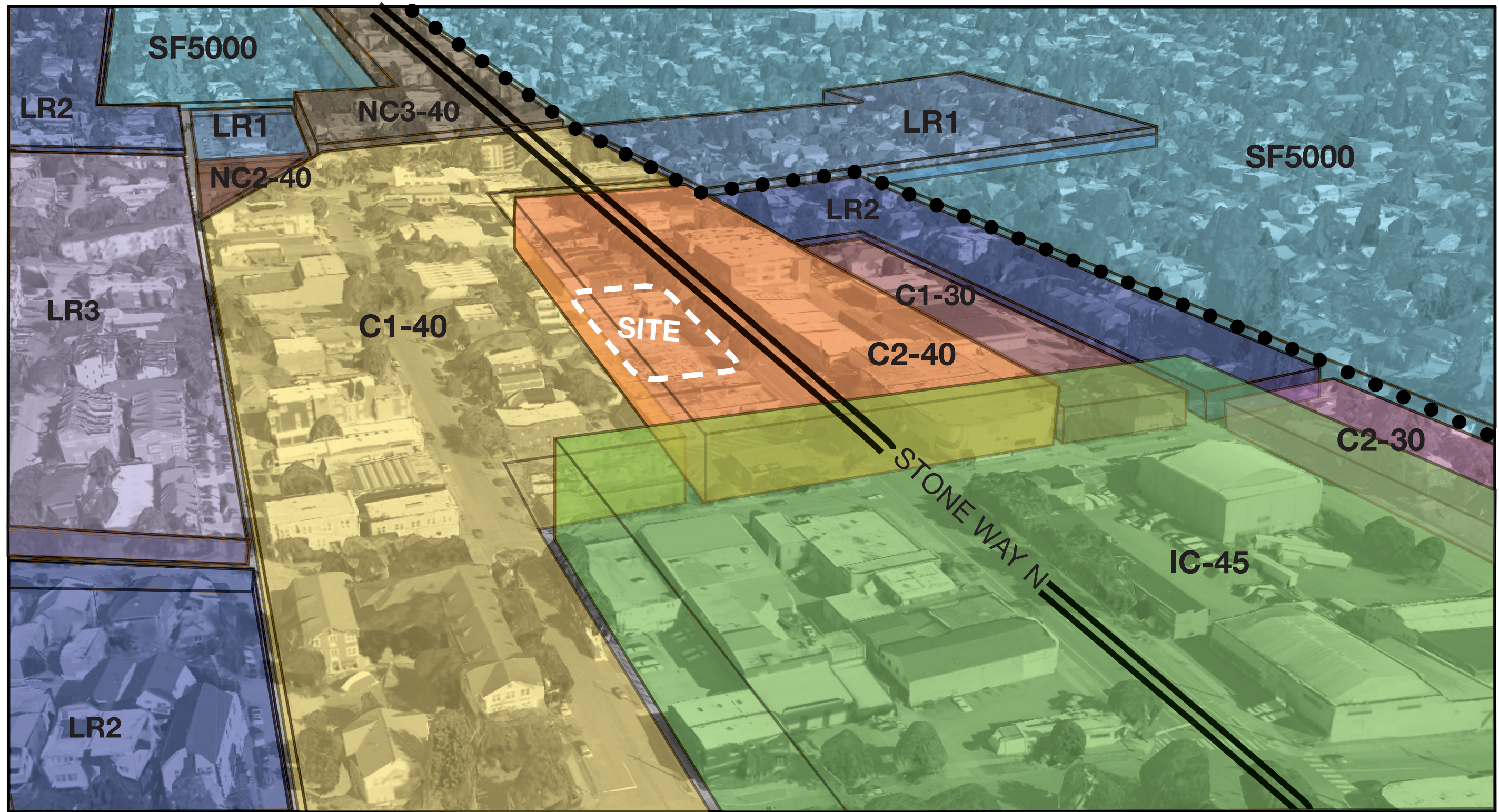
2 View looking directly east (future building) across Stone Way North



3 View looking north along Stone Way North



4 Elevated view looking south at Lake Union & downtown Seattle



ZONING MAP & DISTRICT OVERLAY

LEGEND

- ● ● ● ● Fremont Hub Urban Village
- — — — — Approximate Site Boundary

- [Orange Box] = Commercial (C2-40)
- [Yellow Box] = Commercial (C1-40)
- [Brown Box] = Commercial (C1-30)
- [Pink Box] = Commercial (C2-30)

- [Light Blue Box] = Low-Rise (LR3)
- [Dark Blue Box] = Low-Rise (LR2)
- [Medium Blue Box] = Low-Rise (LR1)
- [Light Blue Box] = Single Family (SF5000)

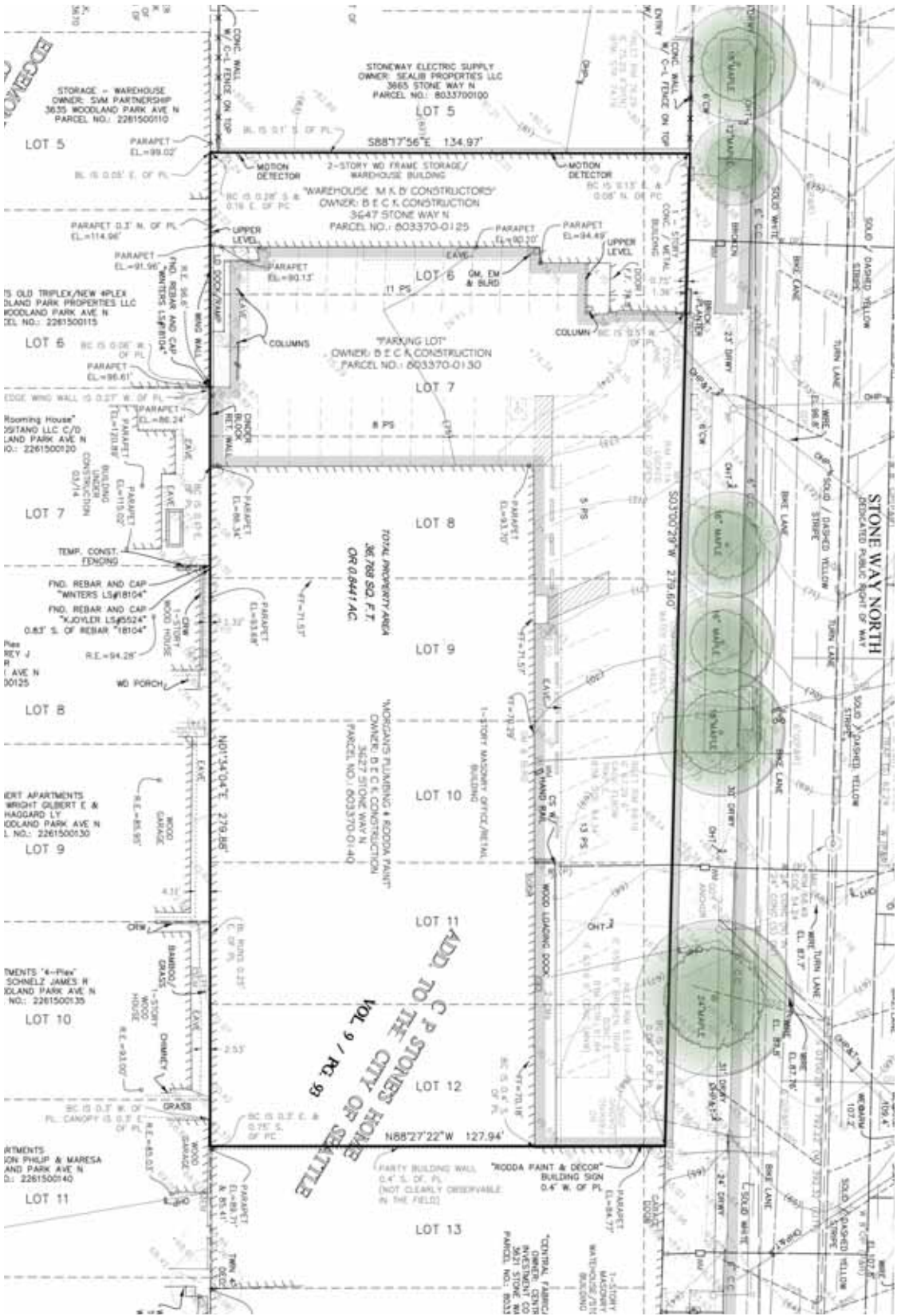
- [Green Box] = Industrial Commercial (IC-45)
- [Brown Box] = Neighborhood Commercial (NC3-40)
- [Brown Box] = Neighborhood Commercial (NC2-40)



SURROUNDING USES

LEGEND

- | | |
|--|---|
| = MIXED USE/MULTIFAMILY | = MULTIFAMILY |
| = OFFICE/RETAIL | = SINGLE FAMILY |
| = INDUSTRIAL/COMMERCIAL | = INSTITUTIONAL |



EXISTING SITE CONDITIONS



STONE WAY NORTH LOOKING EAST
Across the street from subject property



KEY MAP (Existing Aerial View)

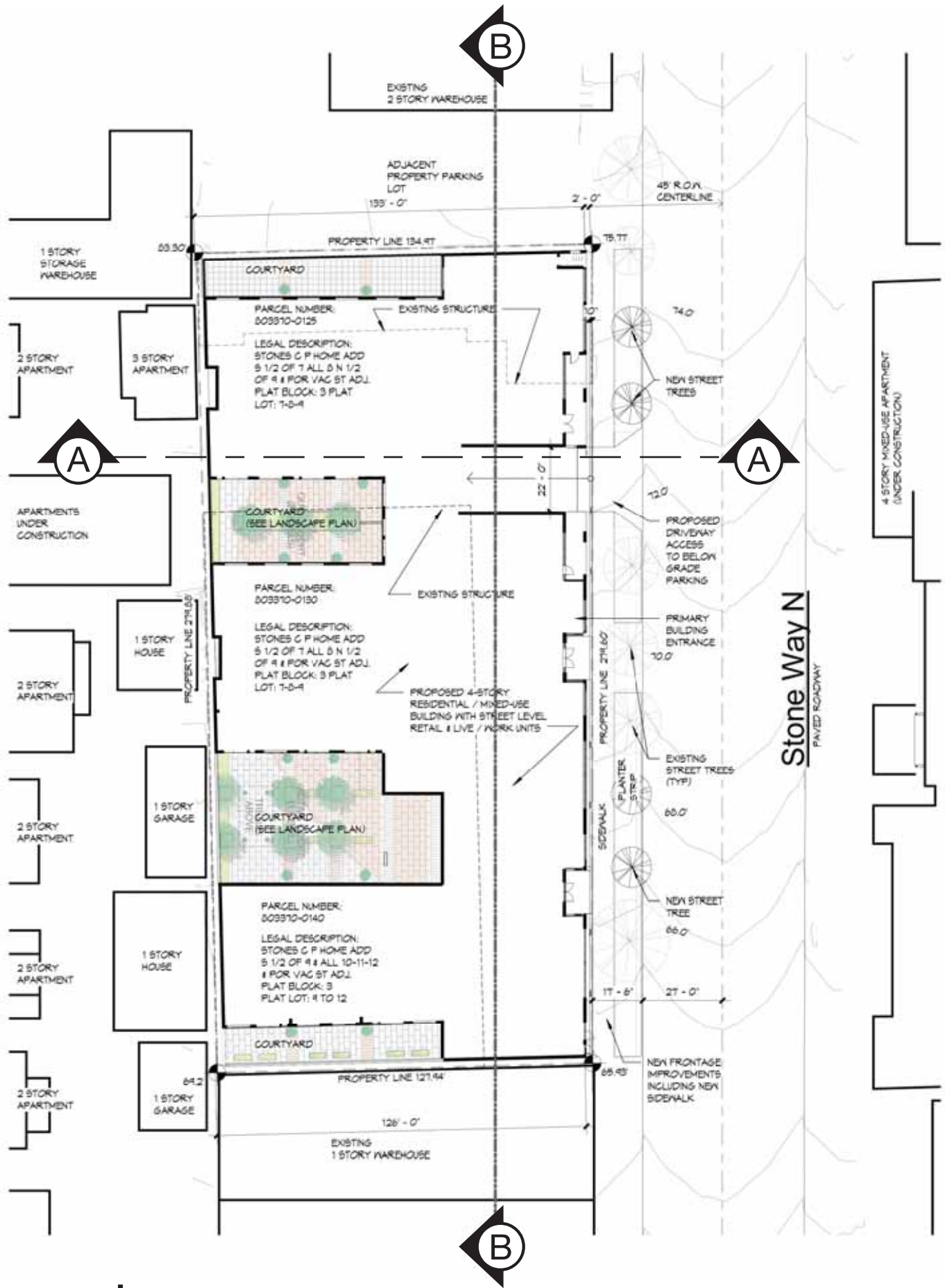


SUBJECT PROPERTY



STONE WAY NORTH LOOKING WEST
Subject property

SITE PLAN



ZONING CODE ANALYSIS

Zone: C2-40 Commercial 2 – 40’ HT.
Fremont Hub Urban Village

Permitted and Prohibited Uses 23.47A.004
Permitted Outright
Most Retail, Offices, Institutions, Sales and Services, Eating and Drinking, Mixed Use, Live Work (considered nonresidential), Medical Services

Residential use is a Conditional Use in C2-40

Proposed uses include Retail, Restaurant, Live/Work, and conditional use request for Residential.

Street-Level Uses - 23.47A.005
Project site is not located in a pedestrian-designated zone nor face a designated principal pedestrian street.

Street Level Development Standards - 23.47A.008
Blank Facades - may not exceed 20 feet in width or 40% of entire façade.
Proposed façade length is approximately 275’, proposed blank façade will not exceed 110’.
Transparency – minimum 60% of street-facing façade between 2’ and 8’ above sidewalk
Proposed façade length is approximately 275’, proposed transparency to exceed 165’.

Structure Height - 23.47A.012
Basic Height Allowed – 40’ above existing grade
Additional 4’ height allowed where 13’ floor to floor minimum is provided for nonresidential uses at street level.
15’ rooftop stair and elevator exempt from height.
Stair and elevator penthouses may extend above height limit up to 16’.
Green houses dedicated to food production may extend above height limit up to 15’.
Proposed building height is 44’ and includes stair and elevator penthouses and greenhouse/food production up to the maximum allowable height.

FAR - 23.47A.013
Maximum FAR for Mixed Use = 3.25 (x site area at 36,768) = 128,688 SF Allowed
Proposed FAR will not exceed 128,688 SF.

Setbacks Requirements 23.47A.014
None required
None proposed.

Screening and Landscaping - 23.47A.016
Green Factor Score shall be .30 or higher required –
Proposed Green Factor shall exceed .30.
Street trees are required – Existing Street trees shall be retained.

Amenity Area - 23.47A.024
Amenity areas are required in an amount equal to 5% of gross residential floor area
Proposed amenity area will be 5% of gross residential floor area minimum.

Required Parking and Loading - 23.47A.030 / 23.54.015
No minimum requirement for Non-residential or residential uses in urban villages when located within 1,320’ from street with frequent transit service.
No minimum requirement for Live/Work units less than 1500 SF
Parking proposed is 90 stalls

Bicycle Parking Standards - 23.47A.030 / 23.54.015
Eating and drinking establishments require 1/12,000 SF long term and 1/4000 sf short term
Sales and Services – General require 1/12,000 SF long term and 1/4000 sf short term
Multi-family structures require 1 spaces per 4 units
Total bicycle parking required is approximately 34.
Proposed bicycle parking will meet or exceed requirements

Parking Space Standards - 23.54.030
Driveways for non-residential use - Minimum 22’ width for 2-way traffic. Maximum 25’ width for 2-Way traffic.
Proposed driveway width is 22’.

Solid Waste and Recycling - 23.54.040
Residential development - where more than 100 dwelling units, 575 SF plus 4 SF for each additional unit above 100 = 680 SF required.
Non-residential development – where less than 5000 SF, then 82 SF required.
Proposed waste and recycling area will meet or exceed requirements.

CONTEXT AND SITE

CS1 – NATURAL SYSTEMS AND SITE FEATURES

E2 – Water - Adding Interest with Project Drainage
Proposed amenities include green roof area and roof top cistern for rainwater harvesting.

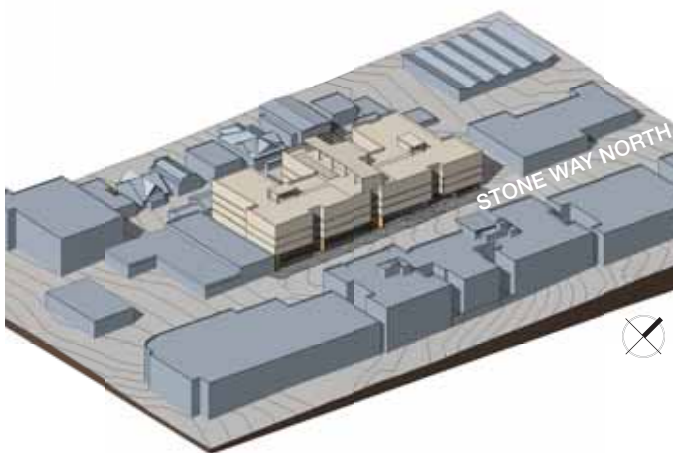
CS2 – URBAN PATTERN AND FORM

B1, 2 & 3 - Adjacent Sites, Streets, and Open Spaces - Site Characteristics / Connection to the Street / Character of Open Space

The proposed building is sited with a strong building edge along Stone Way North creating a connection with the streetscape. A wide sidewalk plus existing and new street trees will reinforce the character of the street while creating a buffer from vehicular traffic.

C1 - Relationship to the Block - Mid-block sites

The proposed building will include a strong street edge consistent with other projects on the block and in the neighborhood.



D1, 2, 3, 4, & 5 – Height, Bulk, and Scale – Existing Development and Zoning / Existing Site Features / Zone Transitions / Massing Choices / Respect for Adjacent Sites

The height, bulk and scale of the proposed project is consistent with existing development and zoning. The proposed massing includes a lightly articulated contemporary form along Stone Way and a heavily articulated mass in the form of courtyards along the west side of the site. The courtyards reduce the bulk of the building and creates a mass that is sensitive to the less intensive zone to the west which includes a few smaller residential scale buildings.

CS3 – ARCHITECTURAL CONTEXT AND CHARACTER



Architect: Baylis Architects | Developer: Pollard Entities
Landscape: Berger Partnership

A2 & 4 – Emphasizing Positive Neighborhood Attributes – Contemporary Design / Evolving Neighborhoods

The architectural character of the Stone Way neighborhood is evolving. What was once a street lined with light industrial, commercial, and warehouse uses is quickly becoming filled with mixed use buildings with multi-family residential, restaurants, and retail uses. The proposed project will benefit this evolving neighborhood with mixed uses and contemporary design.

PUBLIC LIFE



PL2 – WALKABILITY

A1 & 2 – Accessibility – Access for All / Access Challenges

The proposed project includes stepped slab elevations along the Stone Way frontage to allow accessible entries to the main entry lobby and the nonresidential uses.

B 1, 2, & 3 – Safety and Security – Eyes on the Street / Lighting for Safety / Street level Transparency

Lighting and transparent glazing along the Stone Way façade will help promote safety and security along the site.

C1, 2 & 3 – Weather Protection – Locations and Coverage / Design Integration / People Friendly Spaces

The project will incorporate canopies to foster an enjoyable walking experience along the site.



Architect: Baylis Architects

PL3 – STREET-LEVEL INTERACTION



Architect: Baylis Architects

A1 – Entries – Design Objectives

Building entries are all located on the Stone Way façade to allow for inviting and barrier free access.

B3 – Residential Edges – Buildings with Live/Work uses

The proposed Live/Work units include transparent facades with individual entries that engage the Stone Way pedestrian.

C1, & 2– Retail Edges – Porous edge / Visibility

The proposed retail spaces include transparent glazing to maximize visibility and barrier-free entries from the public way.

PL4 – ACTIVE TRANSPORTATION

B2 – Planning Ahead for Bicyclists – Bike Facilities

With a bike lane along Stone Way and convenient access to the Burke Gilman trail, the project is sited to promote walkability and biking. Bike parking will be provided to meet or exceed zoning requirements.

DESIGN CONCEPT

DC1 – PROJECT USES AND ACTIVITIES

A1 & 3 – Arrangement of Interior Uses – Visibility / Flexibility

Retail uses and related entries will be located along the Stone Way frontage. The proposed retail is a contiguous space that can be modified to accommodate large and small tenants.

B1 – Vehicular Access and Circulation – Access Location and Design

A single parking entry driveway is proposed, located to minimize conflict between the street level uses, pedestrian access, and vehicle access.

C1 & 4 – Parking And Service Uses - Below-grade parking/ Service Uses

All parking will be located below grade along with trash and recycling collection and utility functions.



Architect: Baylis Architects

A 1 & 2 – Massing - Site Characteristics and Uses / Reduced Perceived Mass

The proposed design includes articulated massing along the east, Stone Way façade with deep courtyard recesses on the west side of the building. In addition to the articulation along Stone Way, the use of canopies and exterior materials at the street level will reduce the perceived mass for human scale.

B1 & 2 – Architectural and Façade Composition – Façade Composition / Blank Walls

With the strategic placement of glazing, exterior building materials’ pattern and texture, and canopies, the design will incorporate well-balanced elements for a cohesive façade.

D1 & 2 – Scale and Texture – Human Scale / Texture
See DC2 A and B above.

DC3 – OPEN SPACE CONCEPT



Architect: Baylis Architects | Landscape: Berger Partnership

B4 – Open Space Uses and Activities – Multifamily Open Space

Common and private areas for use by residential tenants are woven throughout the building to encourage social interaction. Amenities include a roof top food production court, and outdoor activity deck, and at the courtyard level, private patios and a common area outdoor kitchen.

C2 – Design – Amenities and Features

Landscape elements including a combination of hardscape and planting are integral though out the design. New and existing street trees combined with street level landscaping will enhance the pedestrian experience while a roof top deck and green roof will be a feature for the residential tenants.

DC4 – EXTERIOR ELEMENTS AND FINISHES



Architect: Baylis Architects

A1 & 2 – Building Materials – Exterior Finish Materials / Climate Appropriateness

Proposed exterior building materials include stone, metal , wood, and cementious siding. The materials are durable and have proven hardy for the Seattle climate.

B 1 & 2 – Signage – Scale and Character / Coordination with Project Design

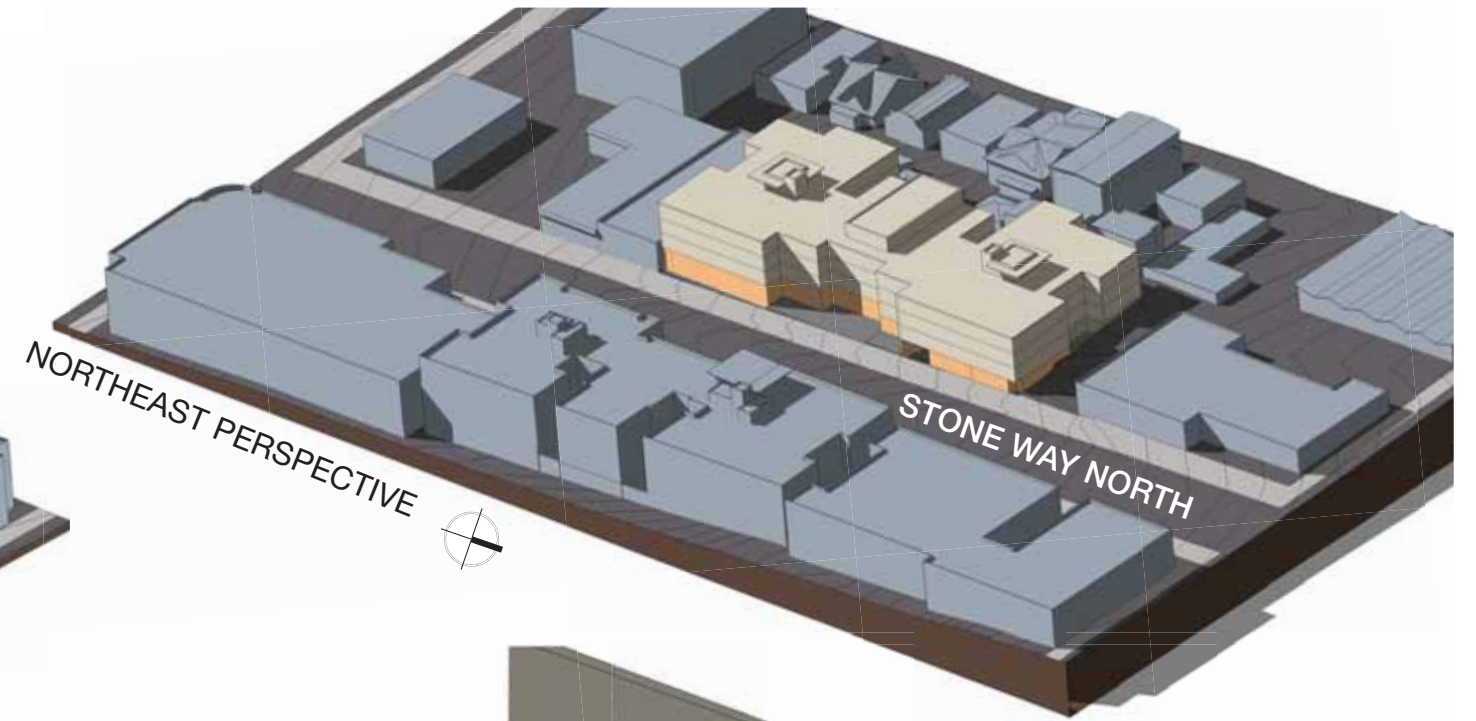
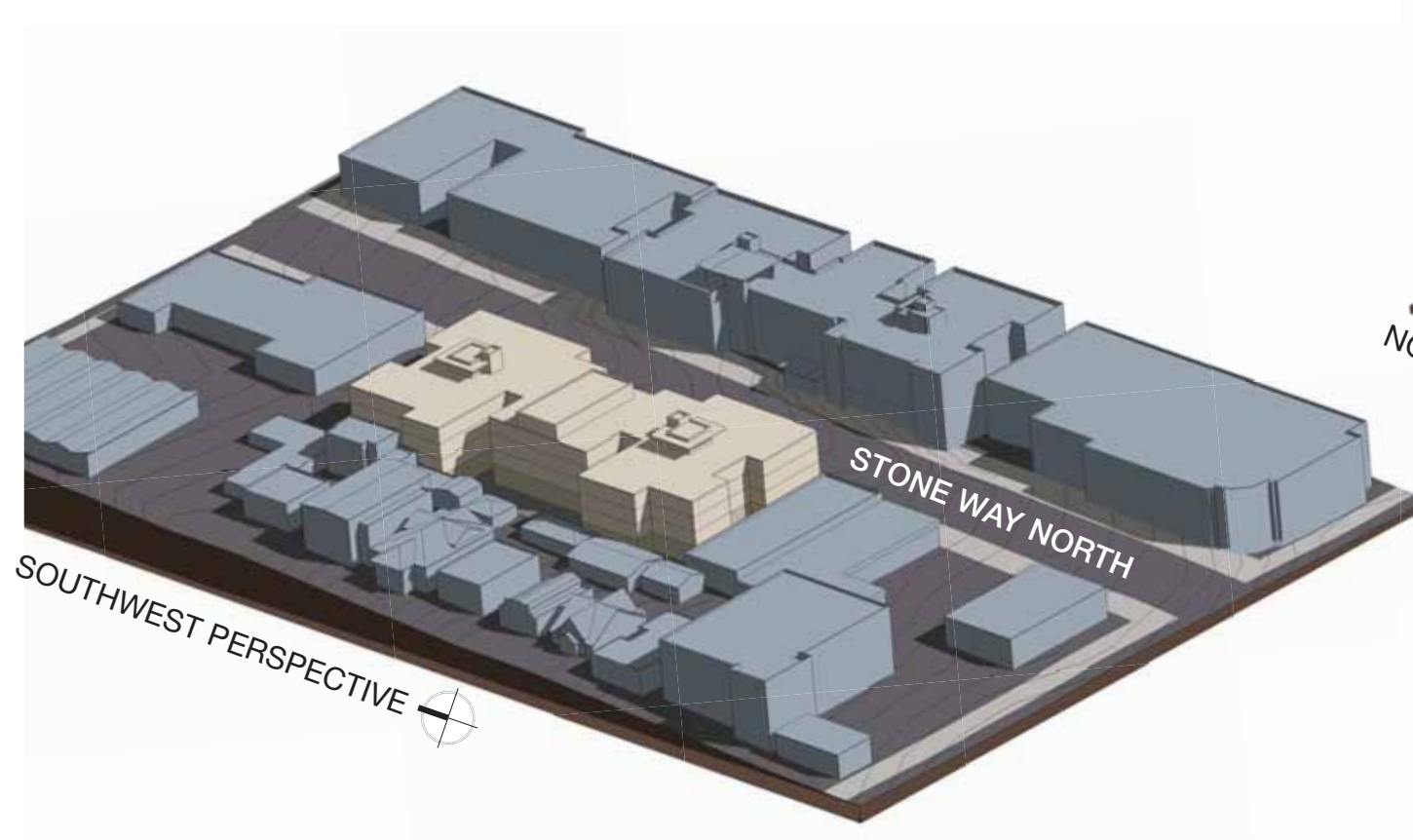
Signage incorporated into the project will be compatible with the building design and neighborhood.

C 1 & 2 – Lighting – Functions / Avoiding Glare

Lighting incorporated into the project will enhance the building design while increasing pedestrian safety.

D1, 2, & 3 – Trees, landscape and hardscape materials – Choice of Plant Materials / Hardscape materials / Long Range Planning

See DC3 - C2 above.



PERSPECTIVE

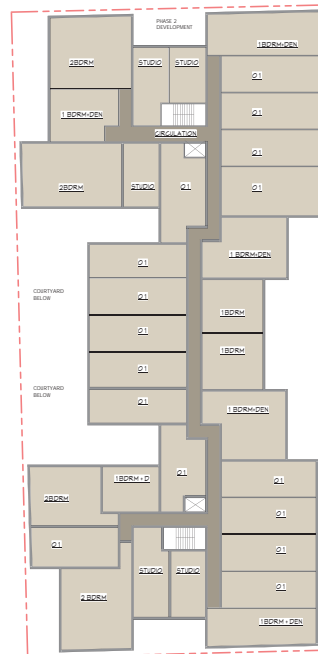
OPTION 1 – Code Compliant

Opportunities

- Mid-site plaza creates opportunity to engage pedestrians.
- Large courtyard to the west allows relief to adjacent smaller residential buildings to the west.
- Plaza allows an alternative way to create barrier free access to street level uses with potentially fewer structural slab steps.

Constraints

- Retail use and transparency on the street edge is greatly reduced across the length of the site.
- Does not allow a contiguous, flexible retail space in comparison to other options.
- Requires Departure Request for Plaza Amenity.
- Does not provide a refined urban edge to the street
- Has low dwelling unit yield – below optimum potential for the site
- Requires Departure Requests for floor to floor height at north end of site at Live/Work Units.



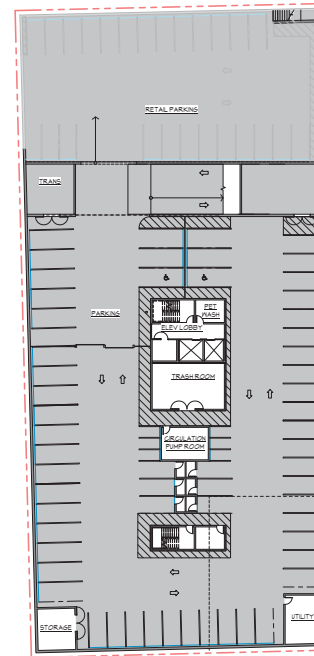
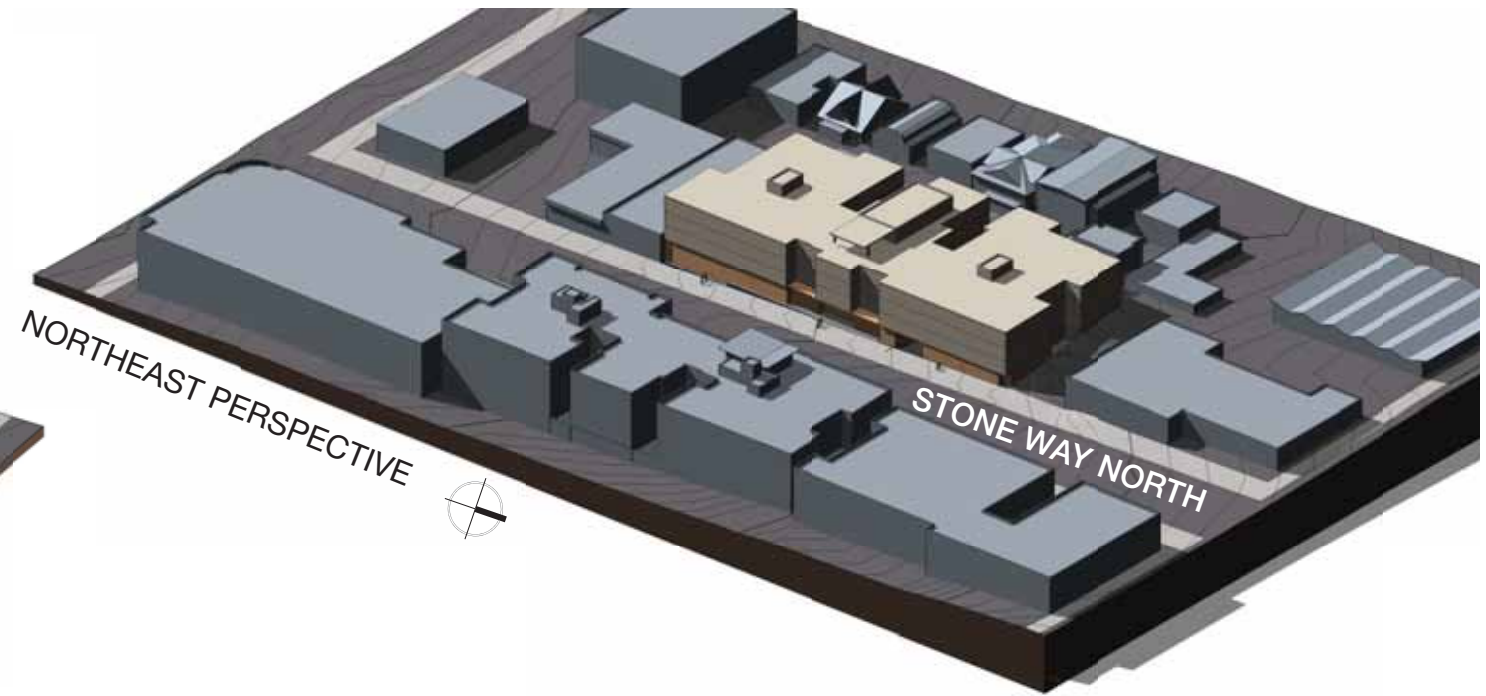
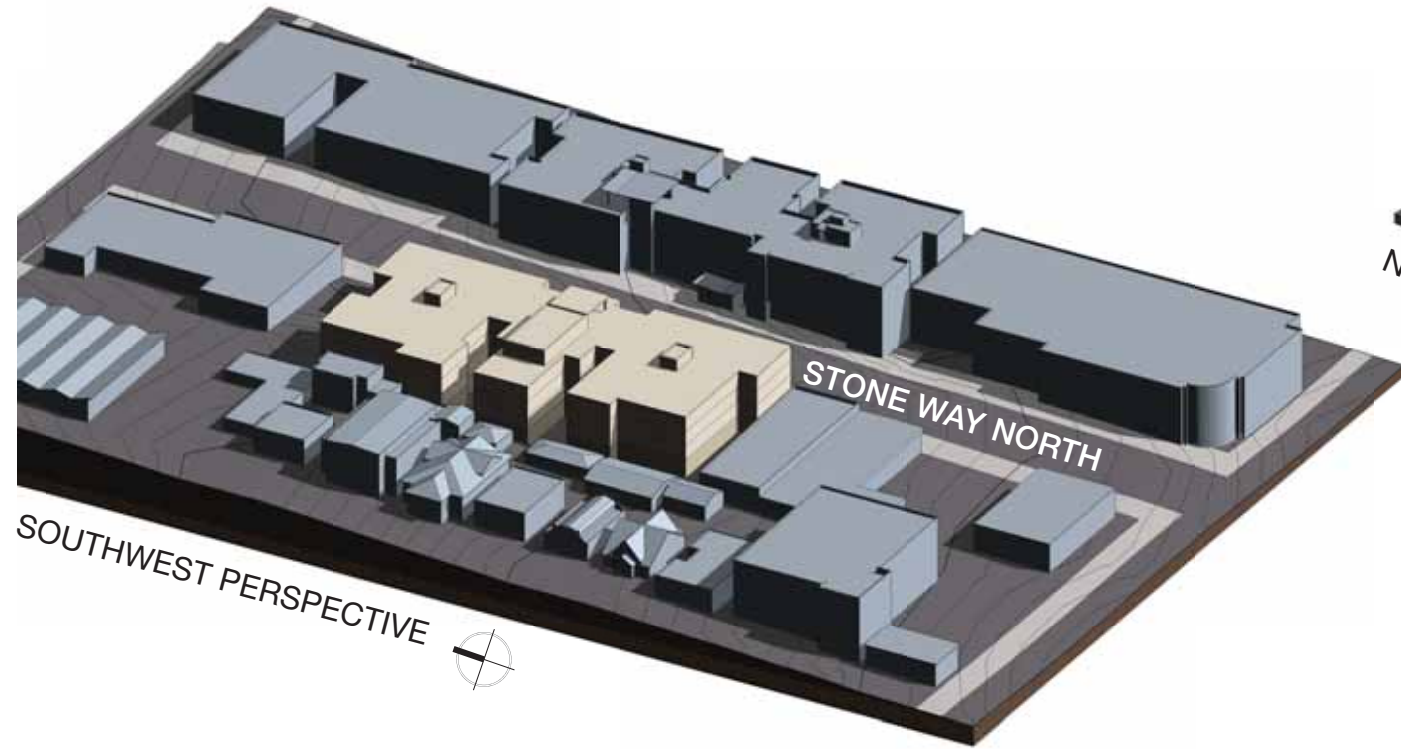
TYP RESIDENTIAL LEVEL



ENTRY LEVEL



BELOW GRADE
PARKING LEVEL



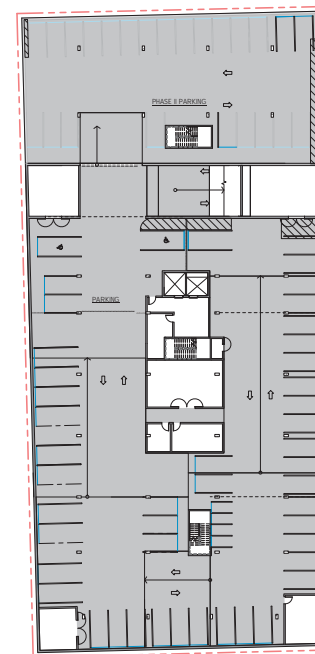
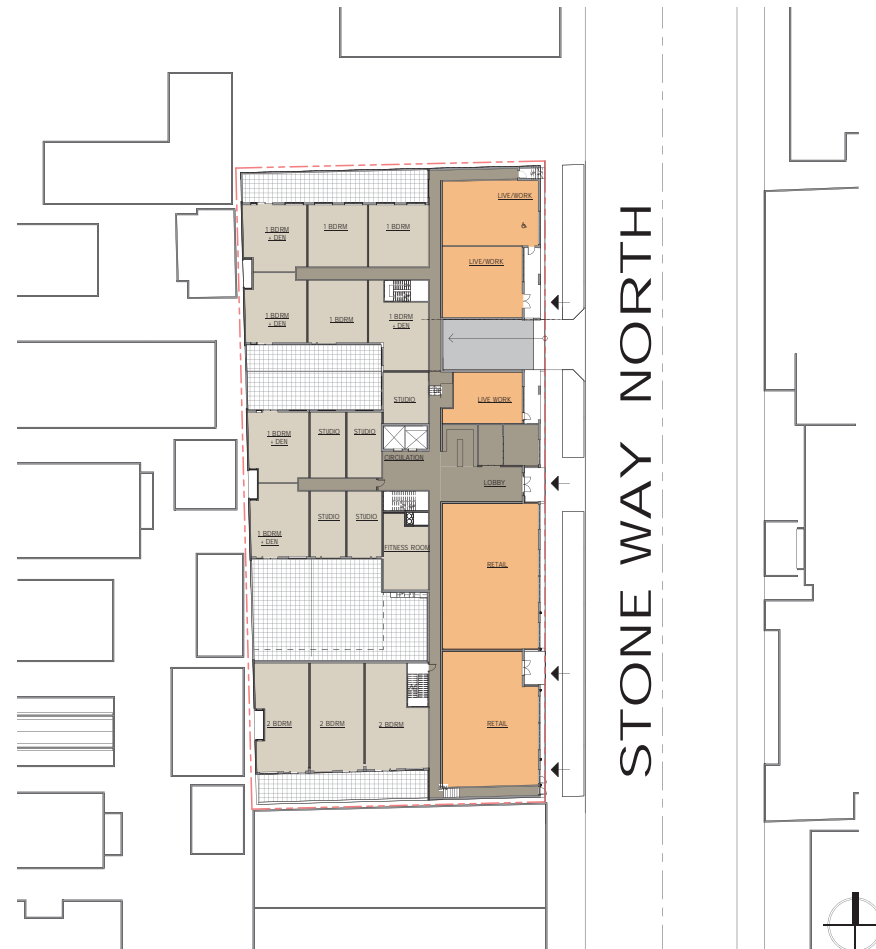
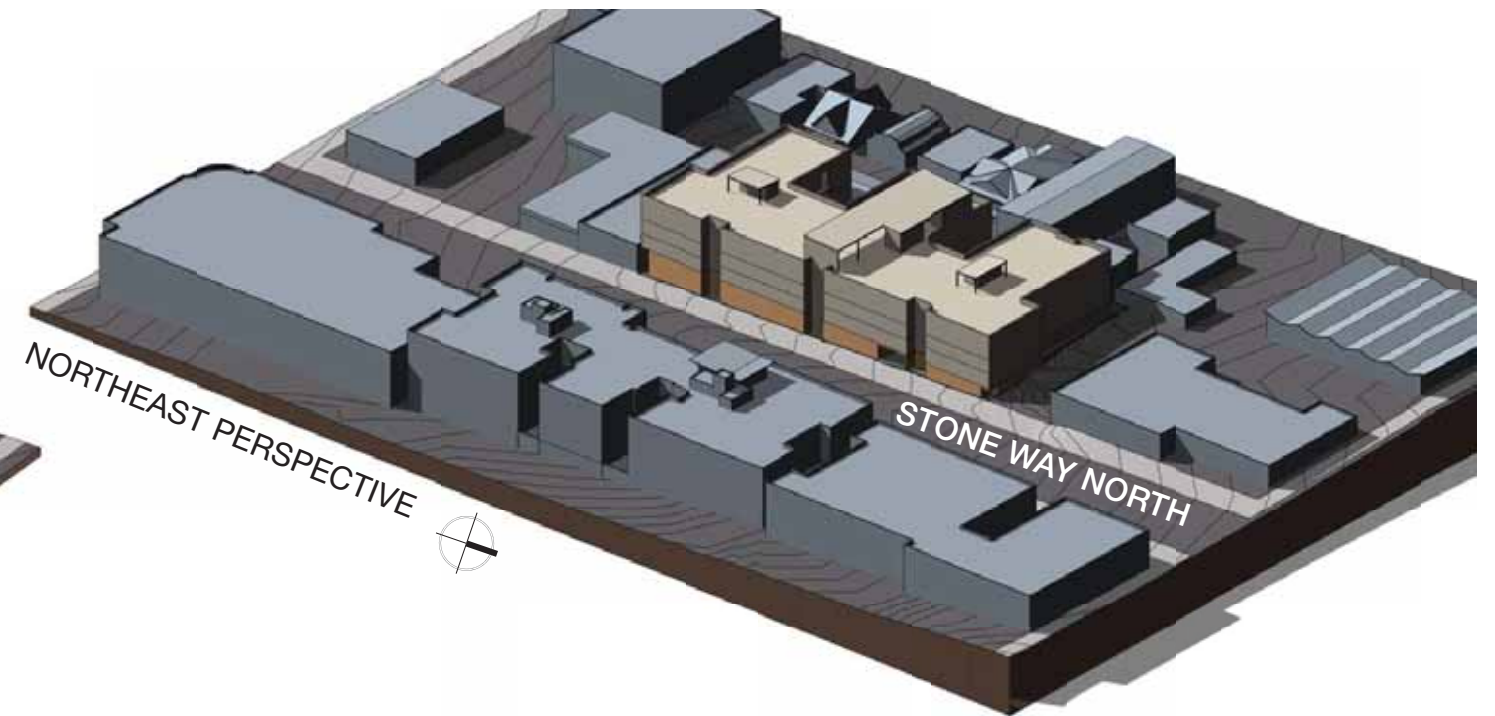
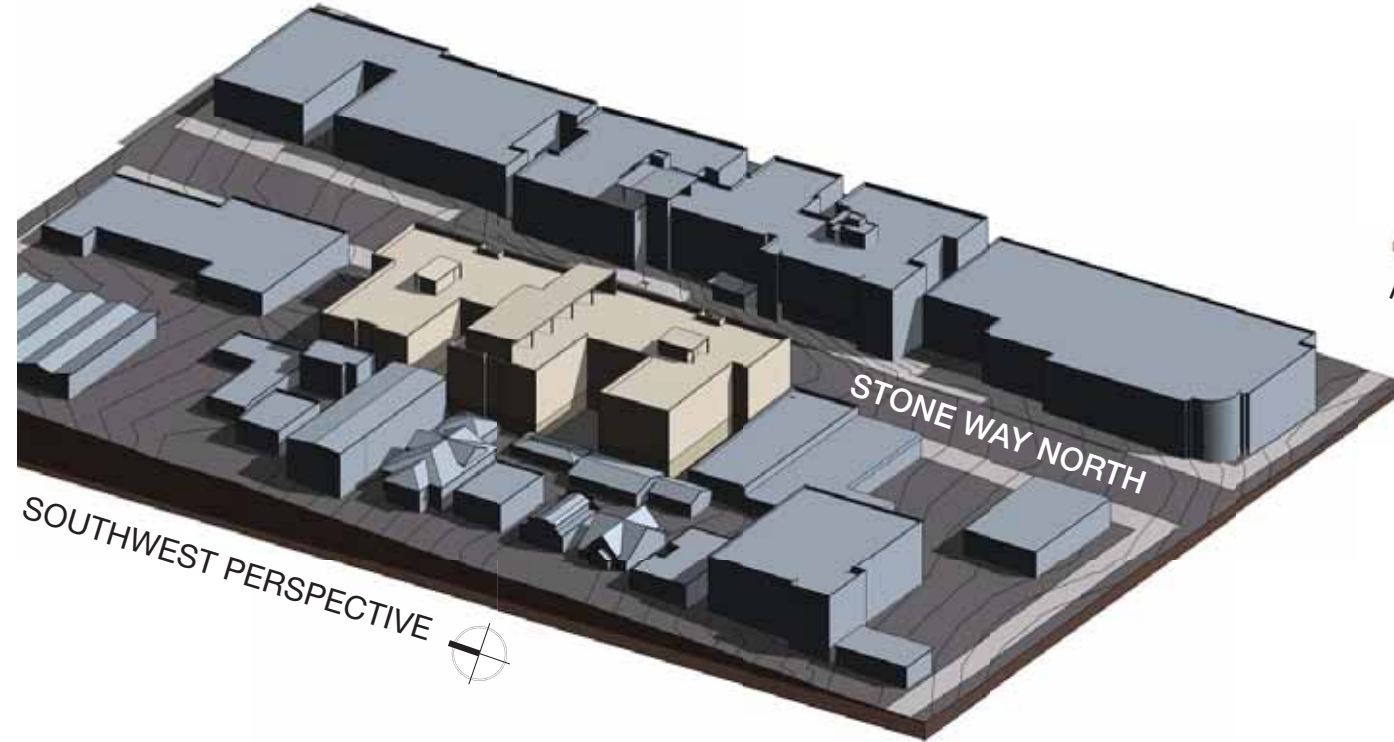
OPTION 2 – Code Compliant

Opportunities

- Continuous façade along Stone Way creates a strong edge for retail use and enhances opportunities for street level interaction.
- Courtyard features along the west side of the site break up the massing along the less intensive C1 zone and the adjacent smaller scale residential uses.

Constraints

- Smaller courtyards along the west, north and south minimize opportunity for sunlight and natural ventilation and minimize opportunities for natural landscaping and open space for tenant amenities.
- Requires Departure Requests for floor to floor height at north end of site at Live/Work Units.



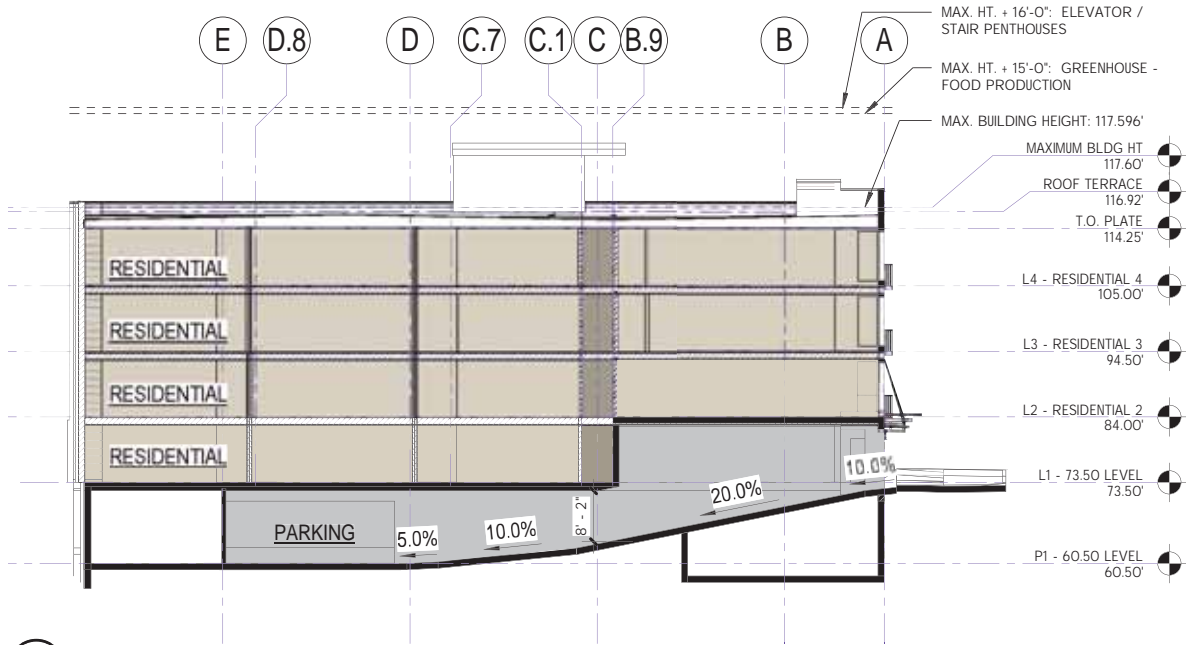
OPTION 3 – Preferred Option – Code Compliant

Opportunities

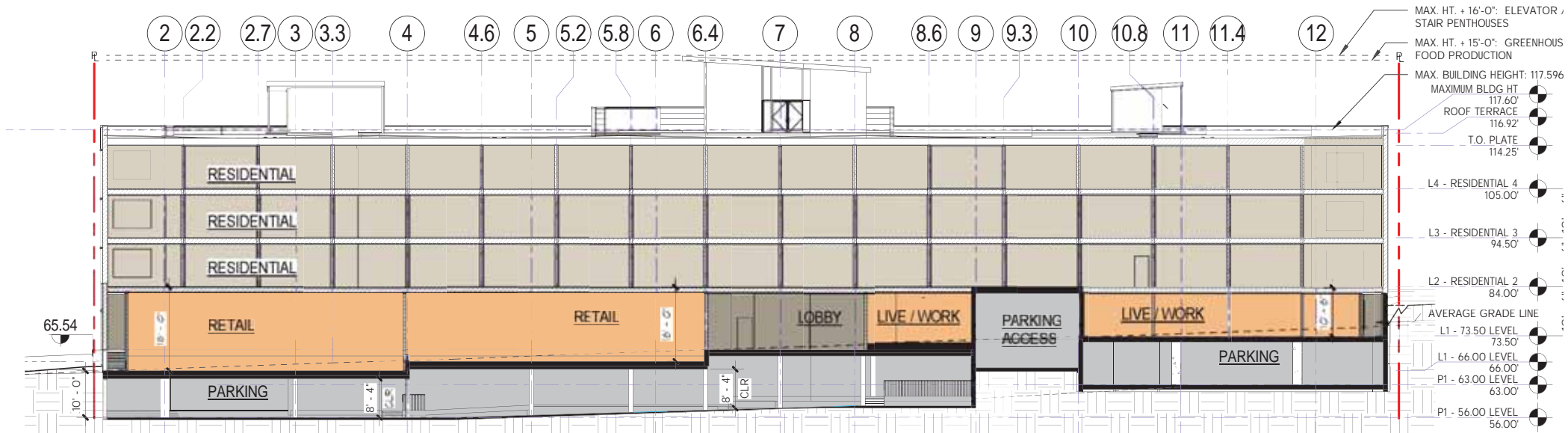
- Continuous façade along Stone Way creates a strong edge for retail use and enhances opportunities for street level interaction.
- Courtyard features along the west side of the site break up the massing allowing relief to the adjacent smaller scale residential uses.
- Large courtyards along the west, create desirable opportunities for tenant amenities and interaction as well as open space and natural landscaping
- Open space along the north and south ends of the site allow natural light and ventilation to the residential units
- Large, contiguous non-residential space allows for flexibility at the street level.
- Configuration allows for a unique and desirable unit type – 2 Bedroom units with exit balconies

Constraints

- Requires multiple slab steps at the street level uses to accommodate barrier free access.
- Requires Departure Requests for floor to floor height at north end of site at Live/Work Units.



A SECTION THROUGH DRIVEWAY



B SECTION AT RETAIL SLAB STEPS

AVE GRADE ELEVATION = 73.596'
MAX. BLDG HT ALLOWED = 117.596'

DEPARTURE REQUESTS

STANDARD	CODE CITATION	CODE REQUIREMENT	PROPOSED DEPARTURE	RATIONALE
Street-Level Development Standards	23.47A.008.B.3	Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.	Allow the floor to floor height at the north end of the site (at Live/ Work Units) to be 10'-6" floor to floor.	Due to site sloping conditions and maximum building height requirements, the north end of the site is constrained. The 10'-6" floor to floor height will allow floor slab of the Live Work units to be near the sidewalk grade versus below grade to achieve the 13' floor to floor height.
Parking Space Standards - Driveway Slope	SMC 23.54.030.D.3	Driveway slope for all uses. No portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag. The Director may permit a driveway slope of more than 15 percent if it is found that: a. The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible; b. The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; and c. The driveway is still useable as access to the lot.	Allow below-grade parking access ramp to slope up to 20%.	Due to sidewalk grades and proposed parking level, a steeper ramp is needed for an efficient garage layout. The required crest and sag will be achieved.

DESIGN CONCEPT

Straddling the boundaries of both Fremont and Wallingford and located on the quickly evolving Stone Way North arterial, the project has a rich palette of design influences. Contemporary, refined materials and detailing with simple forms are the foundation of the proposed design.

The Stone Way North façade is situated at the sidewalk edge to create a strong boundary and organizational feature along the pedestrian path. Retail and Live/Work uses line the pathway creating an opportunity for vibrant interactions with the community. New and existing street trees and landscaping soften the pathway and provide a buffer from the vehicular traffic. The design is grounded at the street level with a stone material while contemporary panels form the volumes that comprise the middle and top. Vertical recesses with wood slats frame and separate the smooth volumes, and at the building center point, the recessed residential entry is articulated with a square pattern motif. This composition, combined with the horizontal canopy feature along the facade provides a pedestrian sensitive frontage along Stone Way North.

Residential scale materials and detailing applied on smaller building masses on the west elevation will provide a backdrop for the adjacent commercial zone where a collection of accessory garages and new and historic apartment homes are located. The West façade is also grounded with a base material with smooth volumes articulating the middle and top. The apparent bulk of the building is further softened by landscaped courtyards.



DESIGN INSPIRATION PHOTOGRAPHS



EAST ELEVATION - Entries and Canopies



WEST ELEVATION - Courtyard View



EAST ELEVATION - Stone Way North
Pedestrian Experience



EAST ELEVATION - Stone Way North Conceptual Street Level View

10AM



NOON



2PM



SUMMER SOLSTICE



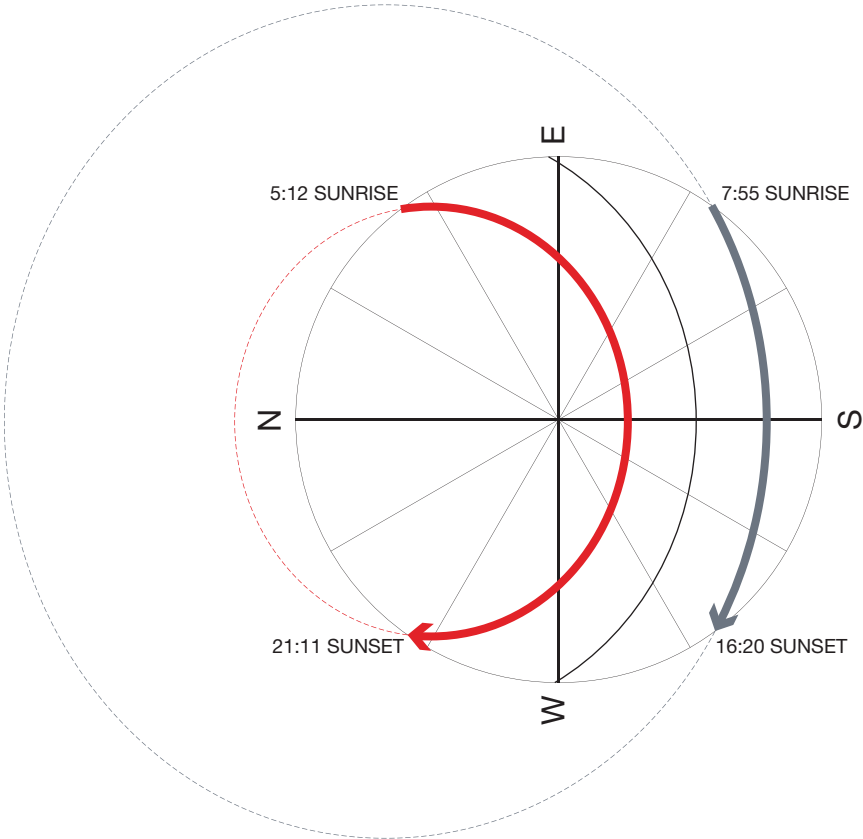
EQUINOX



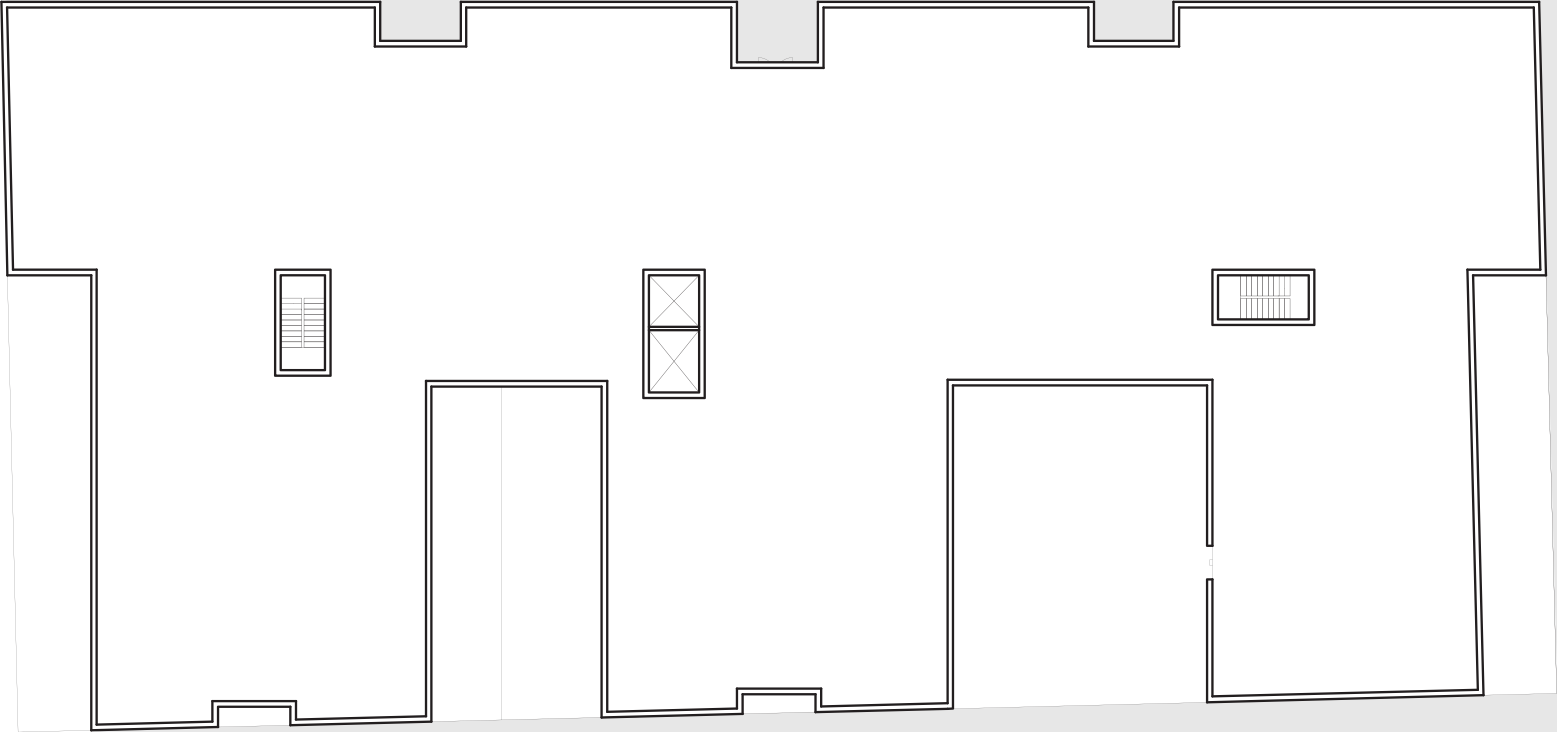
WINTER SOLSTICE



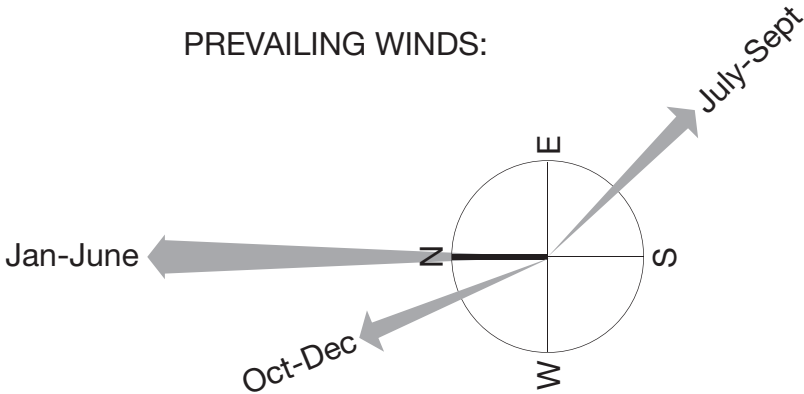
SUN PATTERN:



VIEWS TOWARDS LAKE UNION:



PREVAILING WINDS:





1 QUIET COURTYARD



2 ACTIVE COURTYARD



3 2x2 CONCRETE



4 2x4 COLORED CONCRETE



5 EXISTING TREES

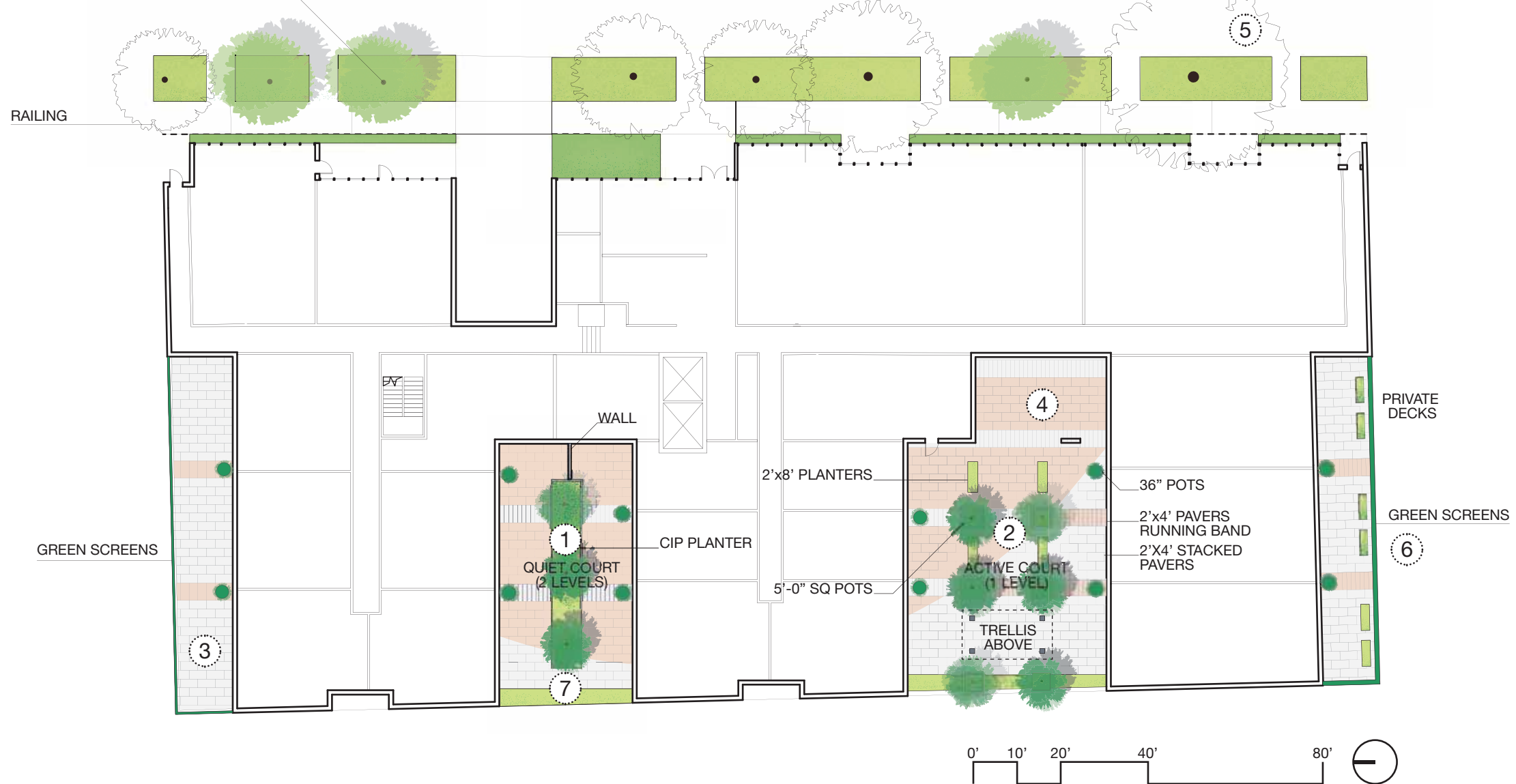


6 GREEN SCREENS



7 ITALIAN CYPRESS

NEW STREET TREES TO MATCH EXISTING





1 DOG RUN



2 BOCCE COURT



3 IPE SPINE



4 STEPSTONE PAVERS



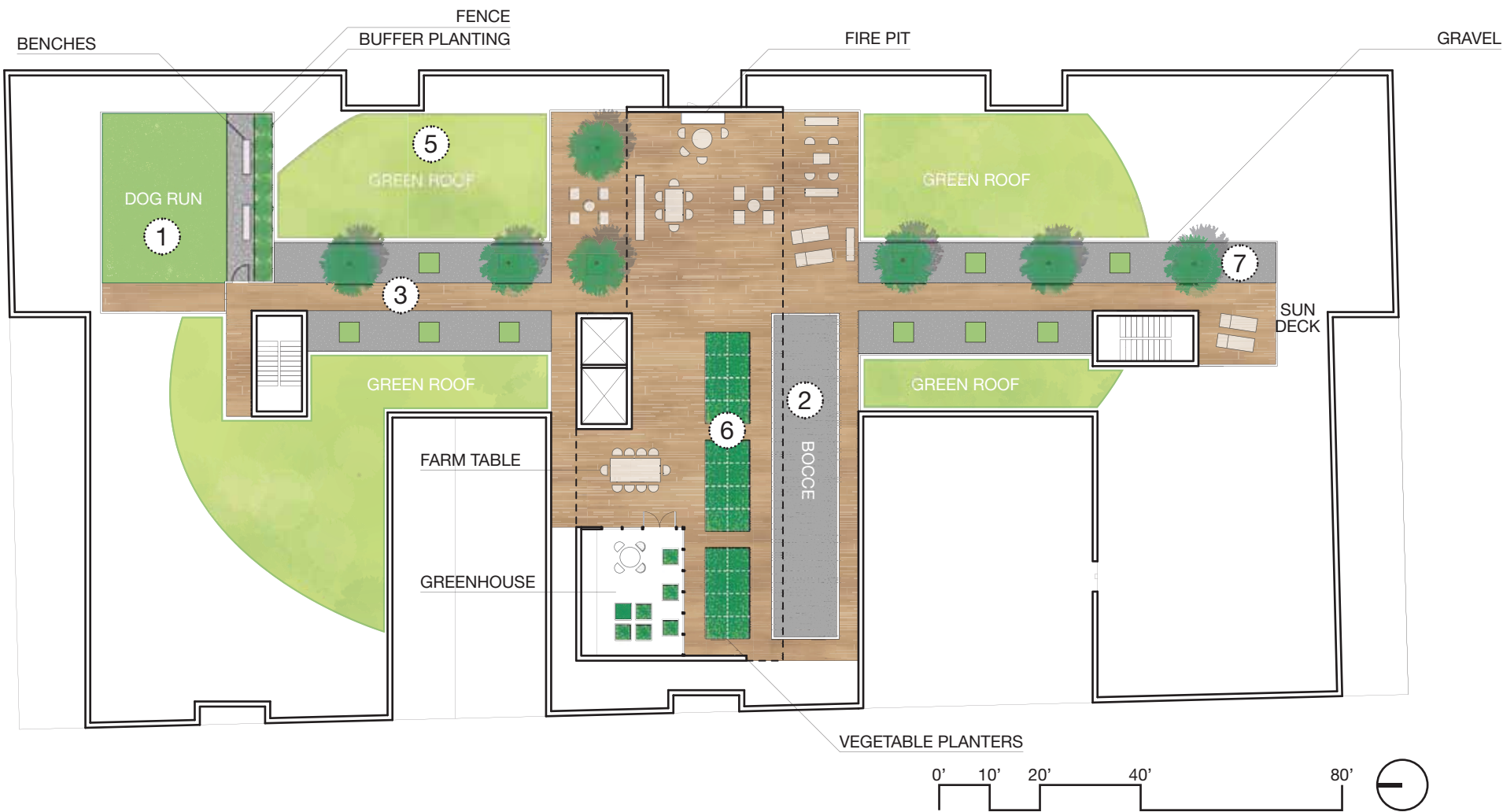
5 GREEN ROOF

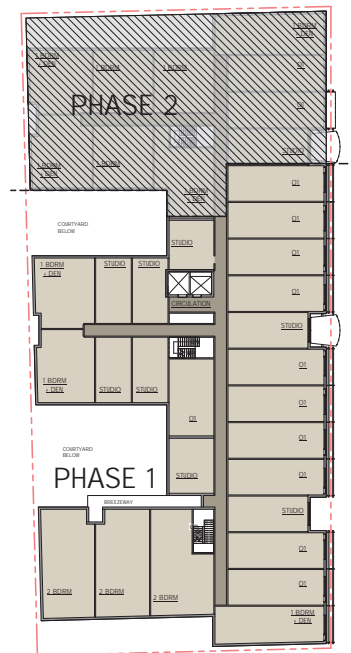
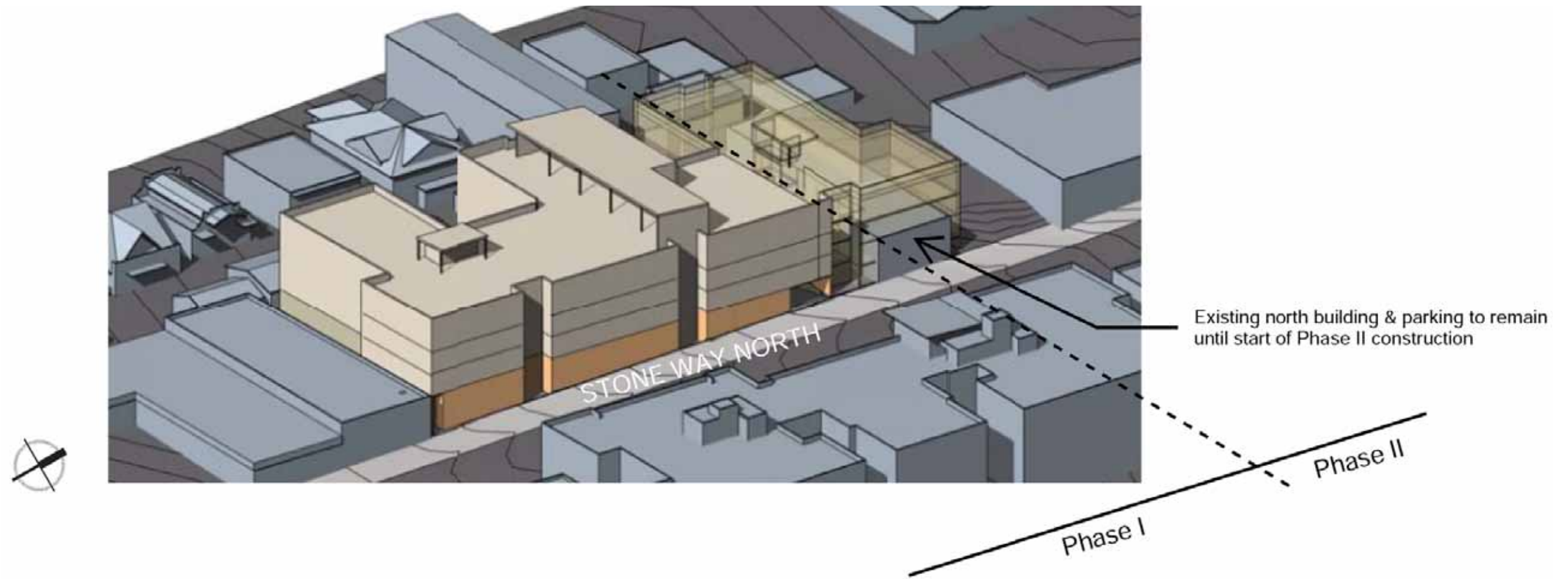


6 FOOD PRODUCTION

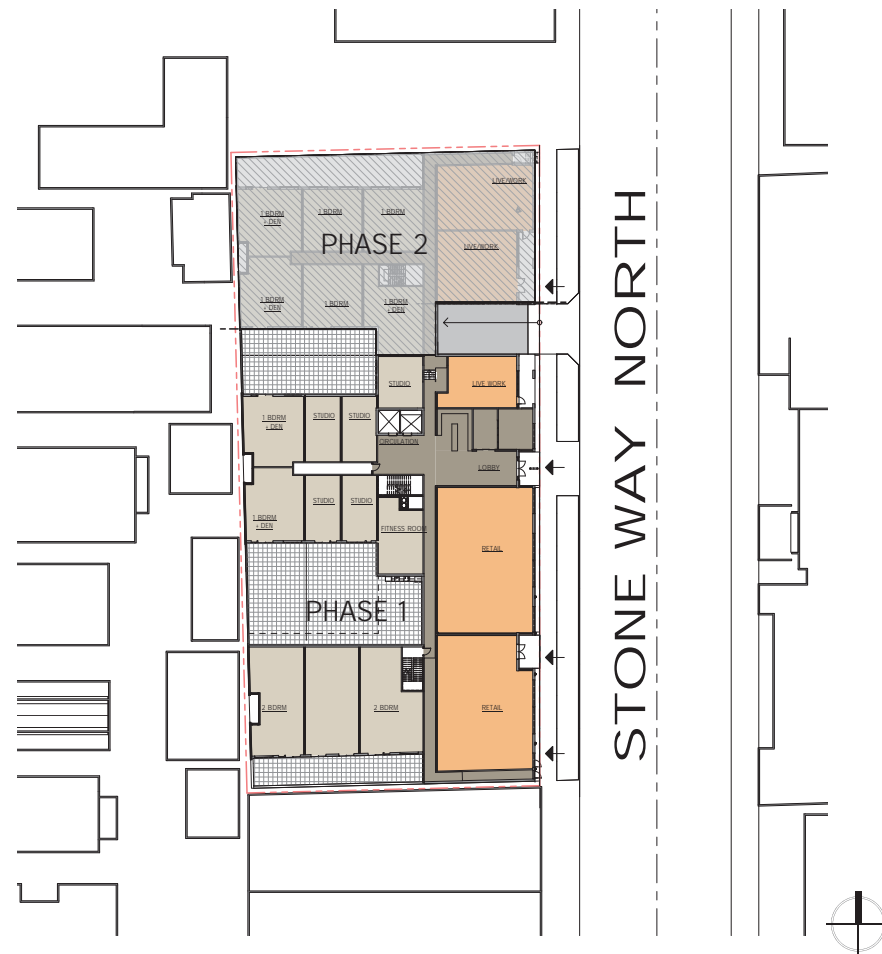


7 FRUIT TREES

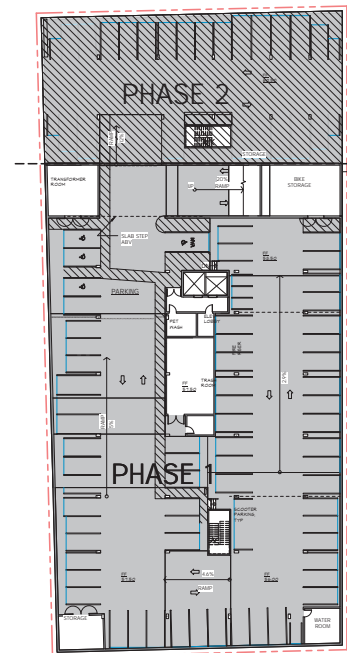




TYP RESIDENTIAL LEVEL



ENTRY LEVEL



BELOW GRADE
PARKING LEVEL

Potential Construction Phasing

Due to leasing obligations with the current tenant of the north building, the Developer may choose to construct the building in two phases. Phase One would consist of the southern two-thirds of the building including the parking access drive, while Phase Two would incorporate the northern 1/3 of the building. Street improvements and utility work for both buildings would be completed in Phase I.

Phase I and II parcels are under the same ownership.



PRESCOTT WALLINGFORD APARTMENTS
Pollard Entities | Baylis Architects | Berger Partnership



PRESCOTT WALLINGFORD APARTMENTS
Pollard Entities | Baylis Architects | Berger Partnership



LINK APARTMENTS
Baylis Architects



3635 WOODLAND PARK AVENUE APARTMENTS
Baylis Architects



3635 WOODLAND PARK AVENUE APARTMENTS
Baylis Architects



3636 STONE WAY NORTH APARTMENTS
Baylis Architects



525 NORTHGATE WAY APARTMENTS
Baylis Architects



507 NORTHGATE APARTMENTS
Baylis Architects



HELIX APARTMENTS
Baylis Architects