

**PUBLIC47**ARCHITECTS

## 3825 BRIDGE WAY N

3024625  
Northeast Design Review Board  
Early Design Guidance  
Meeting Date: 09/26/16





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Bridge Way Apartments

Design Review: Early Design Guidance Meeting  
Meeting Date: 9/26/16 at 8:30p

The proposed project will contain 34-40 apartment units. The project aspires to provide high-quality apartments and will be built to meet the Living Building Challenge Pilot, Built Green 4 Star Standards, or Passive House Standards serving as a demonstration and model for sustainable multifamily development in Seattle.

Zoning	LR3
Overlay	Fremont Hub Urban Village
Height Limit	40'-0" (Built Green 4-Star) 50'-0" (Living Building Pilot)
Parking Required	None
Site Area	+/- 8,095 SF

Owner  
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Architect  
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DEVELOPMENT OBJECTIVES

Development Objectives

The proposed project seeks to achieve the following development objectives:

- Create 34 – 40 new apartment units focusing on affordable mini-studio units and sustainability
- Emphasize alternative transportation modes such as the bicycle and public transit
- Leverage existing neighborhood parking infrastructure as needed The project also presents an opportunity to accomplish a number of City goals, including:

Livable Urban Density

The project seeks to increase urban density, positively contribute to the neighborhood, and provide a unique housing option.

The project’s context is characterized by a diversity of housing types and a mix of commercial uses in the vicinity. Within close proximity to the project site, there is convenient access to public transit and the commercial districts of Stone Way, Fremont, and Wallingford are all within a short walk. Also, the Burke-Gillman provides easy access to the University of Washington to the east, and Ballard to the West. The project seeks to make a positive contribution to the neighborhood through:

- Achieving long-term residency through high-quality construction and the creation of high-quality apartment units
- Incorporating desirable amenities for residents
- Integrating sustainability features that are functional, aesthetically pleasing, and visible to the community



Sustainability

*The project intends to reduce environmental impacts and serve as a model for sustainable development in the region.*

The project is targeting achieving the updated Seattle Living Building Challenge Pilot through Petal Recognition. This would be the first multifamily project in Seattle to achieve the standard, and would feature the following:

- Reduce total energy usage by 25% through a combination of conservation strategies including high-performance thermal envelope, heat recovery, energy efficient building systems, and a tenant behavior feedback loop
- Produce 105% of the energy used on site through an integrated photovoltaic array
- Reduce water usage by 75%
- Capture and use at least 50% of stormwater on site
- Pursuing the Living Building Pilot is contingent on the new legislation being approved by City Council in time for application to the project, if not forthcoming, the project will target Built 5 star standards.



Transit Corridor Development

*Project provides opportunity to support responsible development within a city-designated Frequent Transit Corridor*

The City’s Transit Master Plan (TMP) is set to influence the updating of the City’s Comprehensive Plan for the community vision to 2030 and beyond. There are many factors in the TMP that connect transportation and development, with the chief goal being an increase in density proximate to transportation and a reduced dependency on private automobile use.

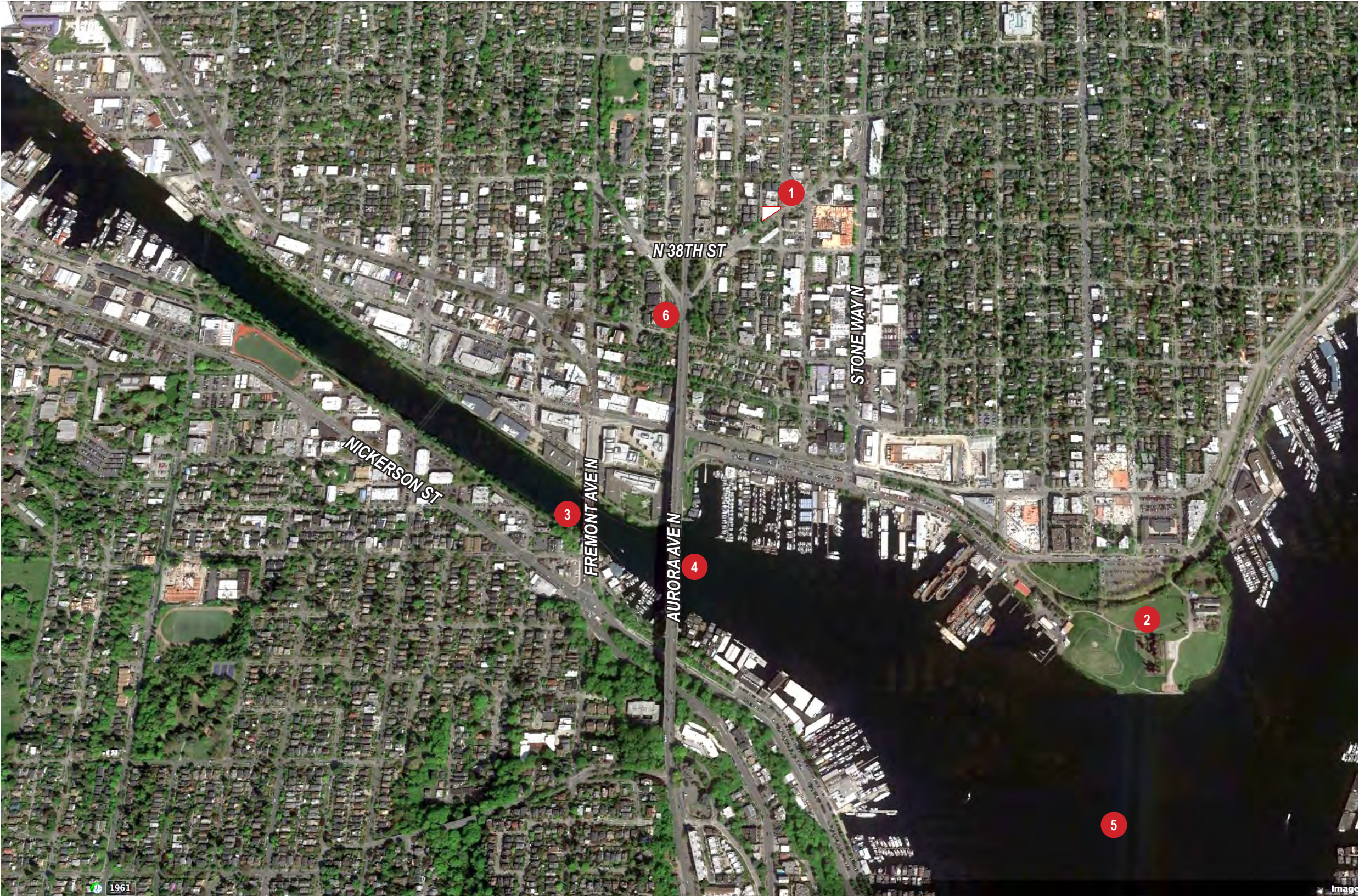
- The project site is within ¼ mile proximity to the Corridor 9: Aurora Village to Downtown
- Support the City’s vision of sustainability and social equity that is to be accomplished largely through accommodating growth in a compact urban form that reduces dependence on private automobile use for transportation. (Seattle Transit Master Plan – Section 3-1)
- Zoning, building use, and building type adjacent to the project supports multi-modal transportation and the project is being developed with integrated pedestrian and bicycle amenities for the tenants.





URBAN DESIGN ANALYSIS

**Vicinity Context**  
Located in Fremont, the site is within the transitional buffer between the historically commercial/industrial zoning along the north edge of Lake Union and a residential neighborhood to the north. With the Adobe and Google Campuses located to the southwest, the demand for quality housing has risen dramatically in a neighborhood that is developing rapidly. To the east of the site is Stone Way, which is becoming a destination for Seattleites with restaurants, coffee shops, and boutique stores. Continuing south on Stone Way, the Burke-Gillman Trail connects the neighborhoods from Ballard and Fremont to the west to the University of Washington and beyond. Along this trail is also located the world-renowned Gas Works Park.



- 1 3825 (Subject Property)
- 2 Gas Works Park
- 3 Fremont Bridge
- 4 George Washington Memorial Bridge
- 5 Lake Union
- 6 Fremont Troll

 AERIAL PHOTOGRAPH - VICINITY CONTEXT



URBAN DESIGN ANALYSIS

Transportation

The proximity to Aurora Ave and Stone Way allow for easy access to public transportation and connectivity to downtown. Stone Way also serves as a bicycle and pedestrian connector to nearby amenities and the Burke-Gillman Trail.

Planned Neighborhood Greenway

“Seattle is building a network of neighborhood greenways. Neighborhood greenways are safer, calm residential streets for you, your family and neighbors. On streets with low car volumes and speeds a greenway can:

- Improve safety
- Help people cross busy streets
- Discourage cars from using neighborhood streets to avoid main streets
- Protect the residential character of our neighborhoods
- Keep speeds low
- Get people to where they want to go like parks, schools, shops and restaurants”

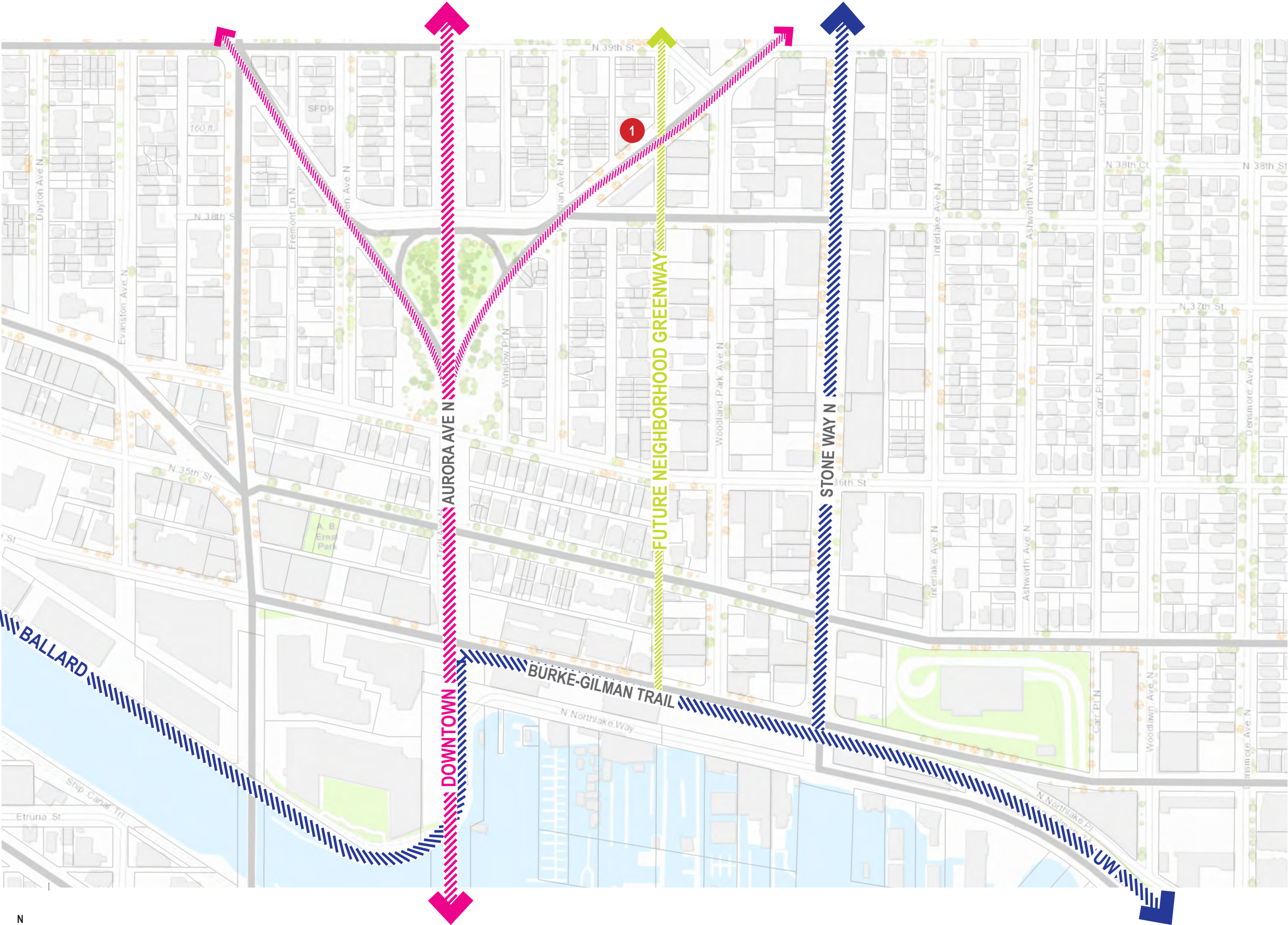
Per <http://www.seattle.gov/transportation/greenways.htm>



1 Project Site

Transportation Legend

- Public Transportation
- Major Bicycle Route
- Future Neighborhood Greenway





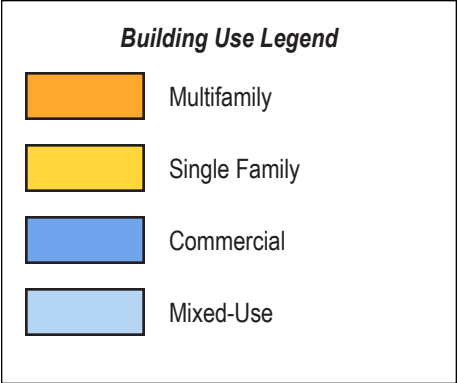
URBAN DESIGN ANALYSIS

Zoning

The subject property is zoned LR3. The zoning directly to the east is NCP-40 and C1-40, with additional C1-40 zoning further to the west. The existing zoning has led to the creation of a neighborhood with a combination of single family and multi-family buildings with large variations in scale and style.

Uses

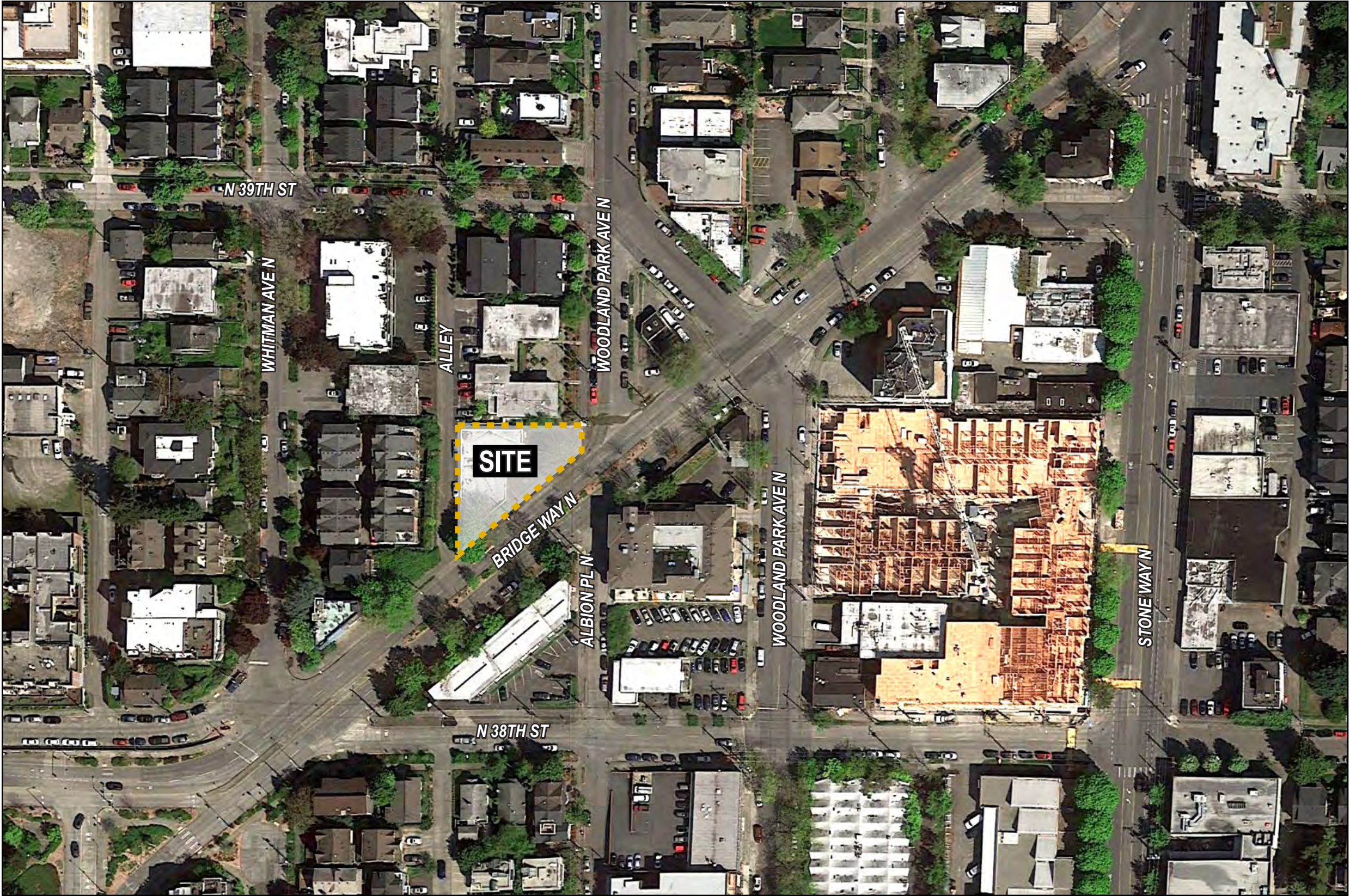
This zoning/use map illustrates the distribution of uses near the site. As we move north, single-family houses predominate, while to the west and south there are multifamily buildings and commercial uses. To the east there is combination of multi-family, commercial, and mixed-use buildings along Stone Way.





URBAN DESIGN ANALYSIS

**Orientation**  
3825 Bridge Way N  
The subject property is bound by a multifamily apartment building to the North, Woodland Park Ave N. to the east, Bridge Way N. to the south, and an improved Alley to the west. The site slopes from the northwest corner to the southeast corner, with approximately a 15' grade change from corner to corner.



 AERIAL PHOTOGRAPH - "9-BLOCK" CONTEXT



SITE ANALYSIS

**Solar Access**  
The site has excellent solar access to the east, south, and west.

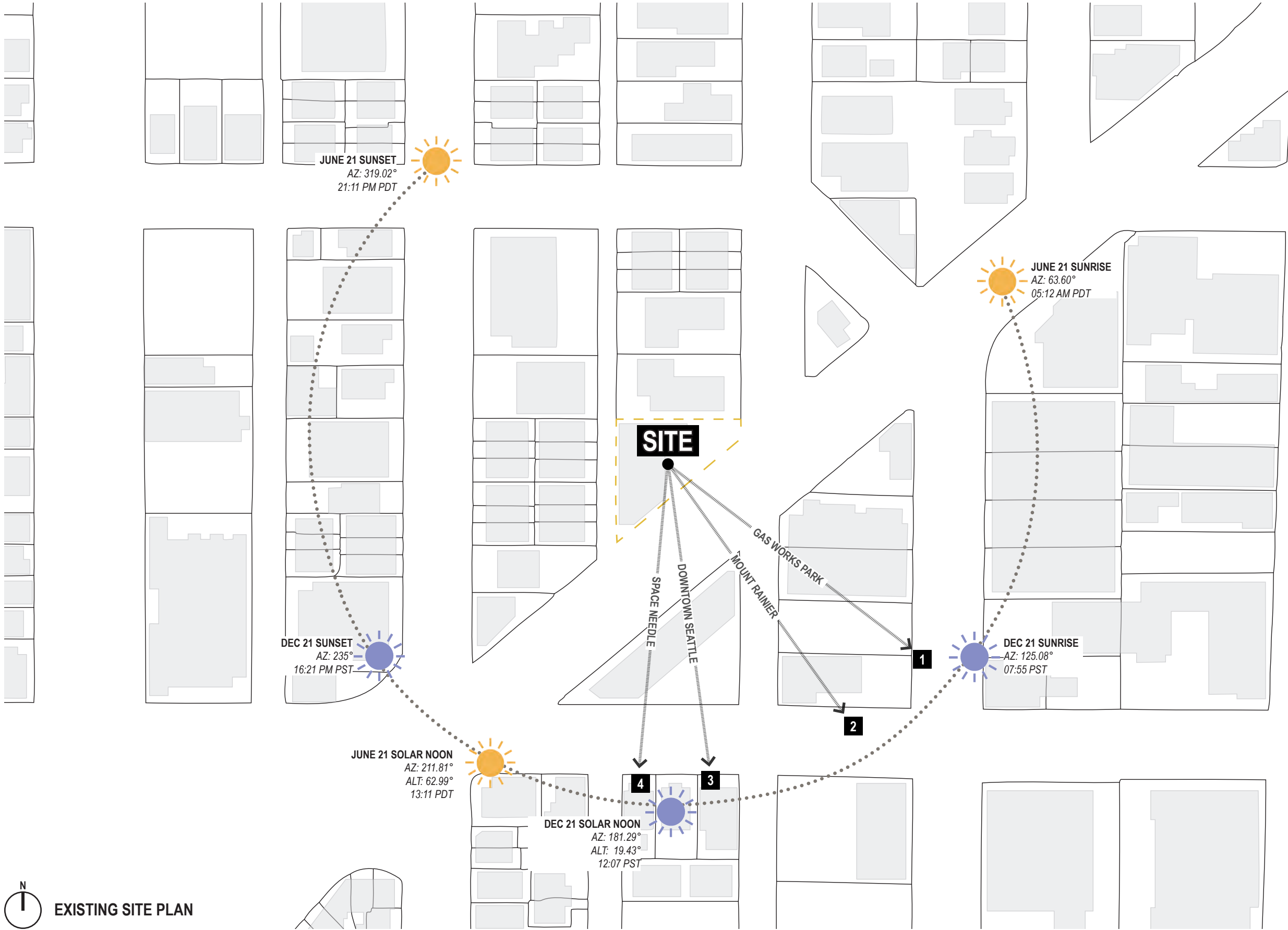
**Building Access**  
The site offers multiple access opportunities with vehicular access from Bridge Way N. and an improved alley to the West. Pedestrian and bicycle access is also good to Bridge Way N and the future Greenway on Woodland Park Ave. N, will further enhance site connectivity.

**Power Lines**  
Existing High voltage power line along Woodland Park Ave N. will require a 14' setback, which impacts the buildable area of the site.

**Massing**  
The existing multifamily buildings to the west are approximately 50' above the alley with the neighboring apartment building to the north approximately 25' above existing grade.

**Topography**  
The subject property slopes approximately 15' from the NW corner to the SE corner,

**Views**  
At approximately 20' above grade, there are opportunities for views to the south of Lake Union, Downtown, Mt Rainier, and partial east views of the Cascades. There are territorial views to the north.



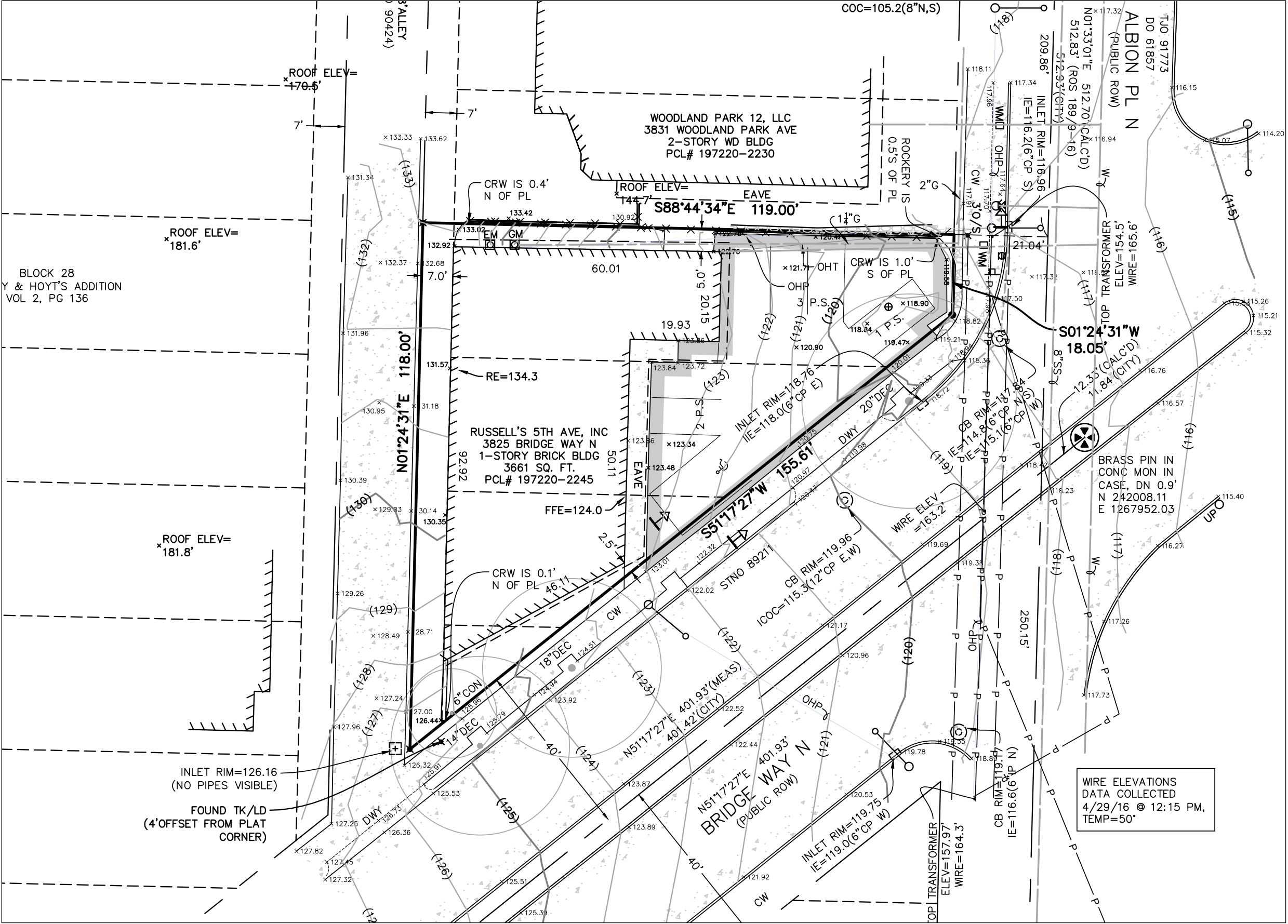
N  
EXISTING SITE PLAN

EXISTING SITE CONDITIONS - SURVEY

Legal Description

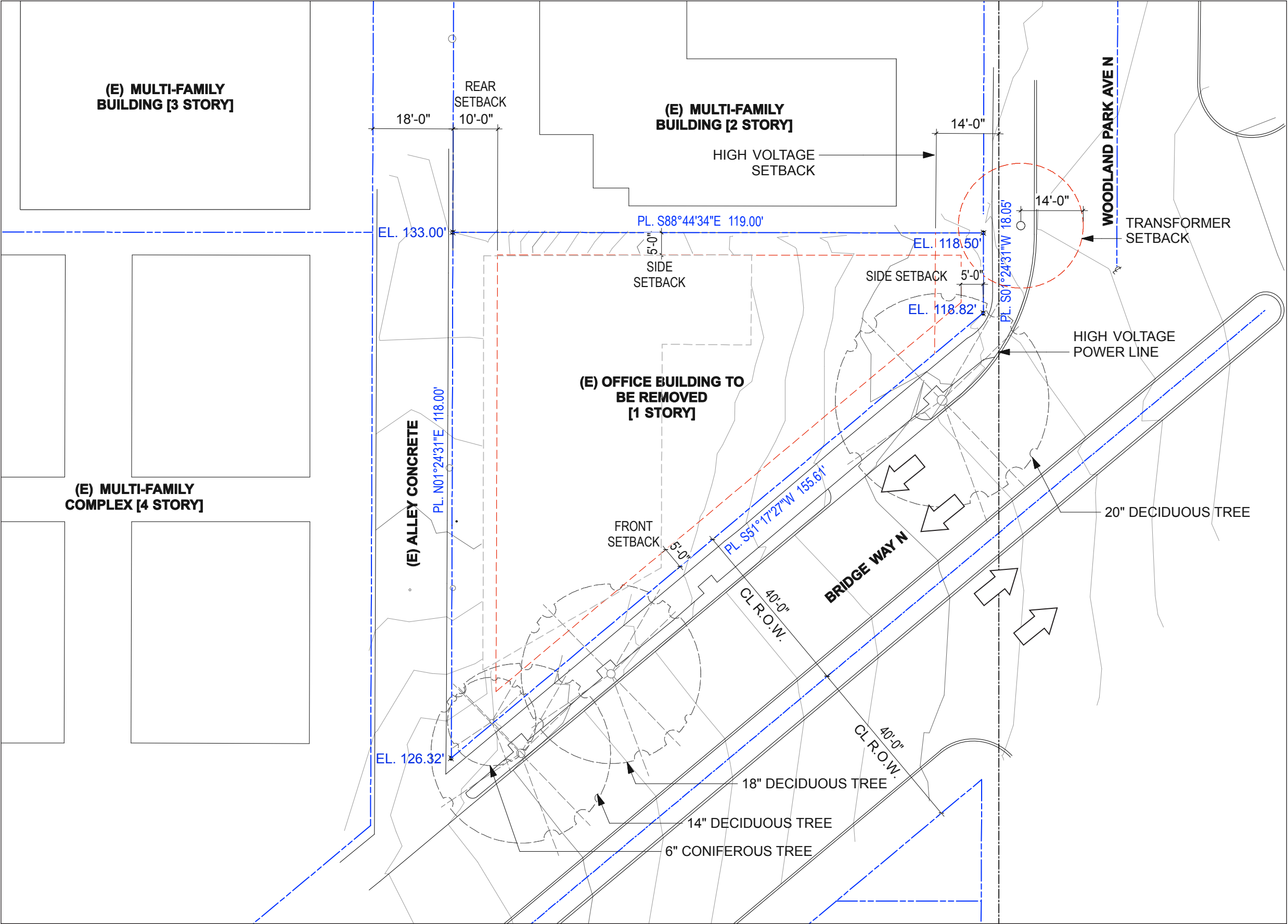
Lots 7, 8, 9, and 10 of block 28, Denny & Hoyt's addition, recorded in volume 2 of plats, page 136, in King County, Washington.

Except for that portion condemned by ordinance 59719.





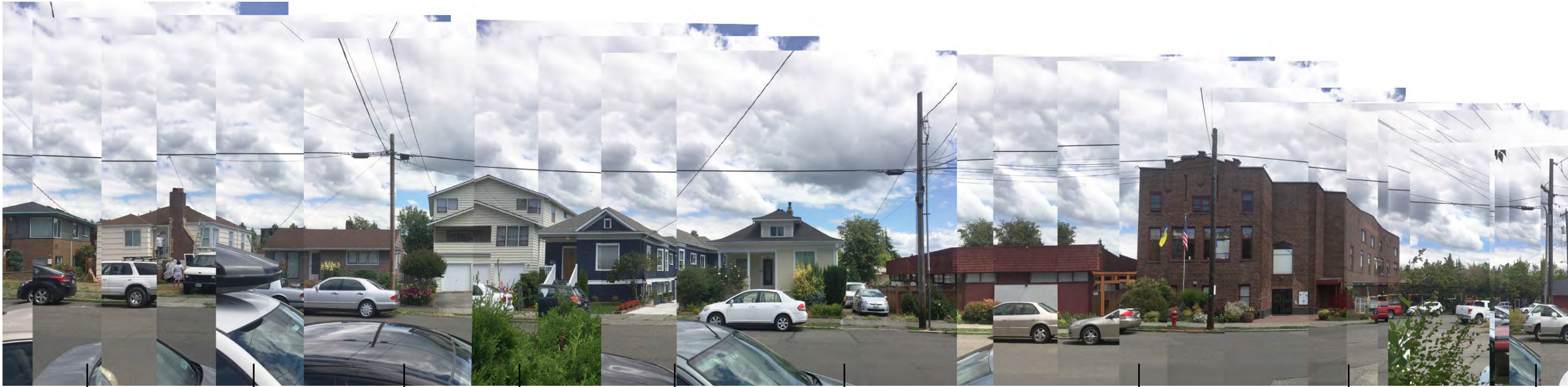
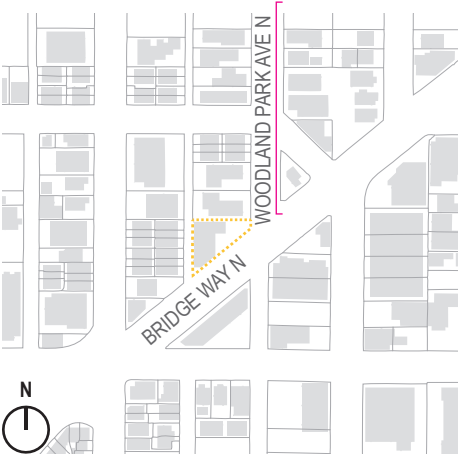
EXISTING SITE CONDITIONS - ARCHITECTURAL SITE PLAN



Zoning Summary	
Address	3825 Bridge Way N
Site Area	+/- 8,095 SF
Zoning	LR3
Overlay	Fremont Hub Urban village
FAR	1.5 or 2 = 16,109 SF 2.3 with Living Building Pilot
Amenity	25% of lot area, 50% of which on ground level (2,023.75 SF req)
Height	40'-0" (Built Green 4-star) 50'-0" (Living Building Pilot)
Green Factor	.6
Parking	Not Required

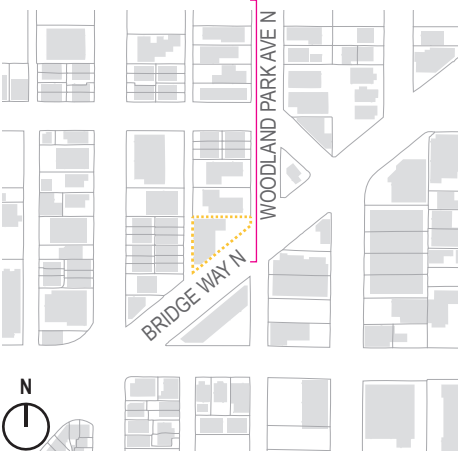


URBAN DESIGN ANALYSIS



Woodland Park Ave N      Single Family      Single Family      Single Family      Single Family      Single Family      Commercial Building      Commercial Building      N 39th St

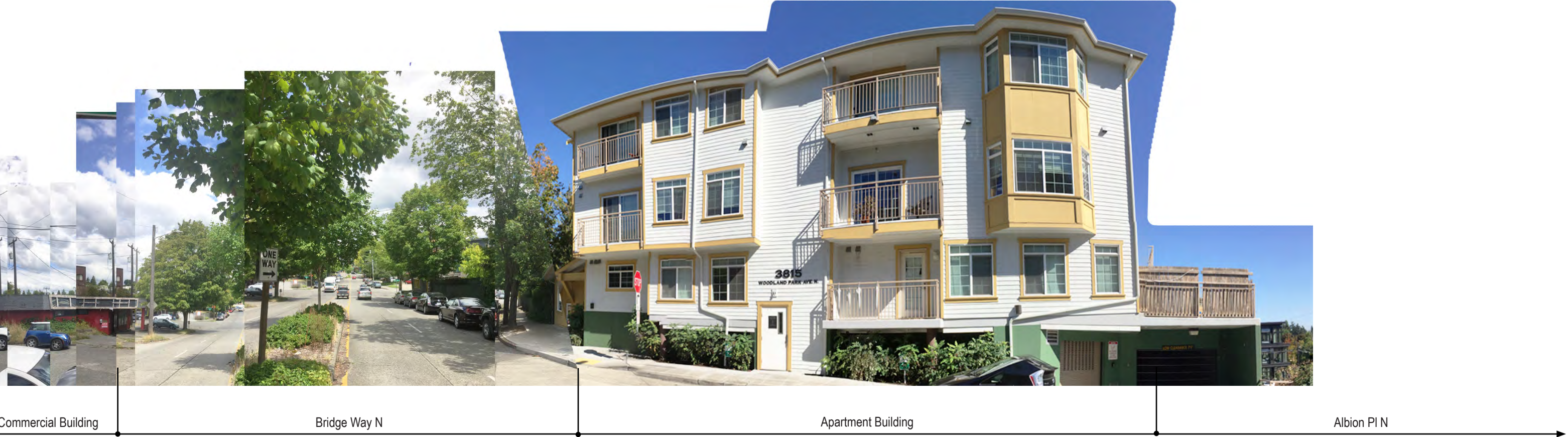
WOODLAND PARK AVE N PHOTO-MONTAGE LOOKING EAST



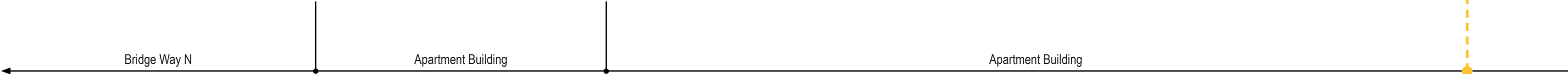
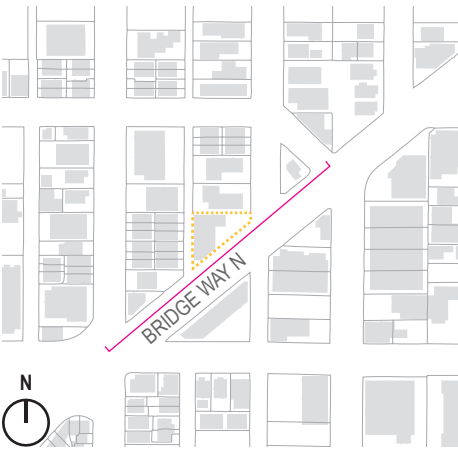
Albion Pl N      Apartment Building      3825 Bridge Way N      Apartment Building      TownH

WOODLAND PARK AVE N PHOTO-MONTAGE LOOKING WEST

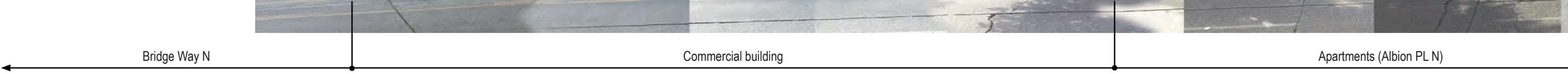
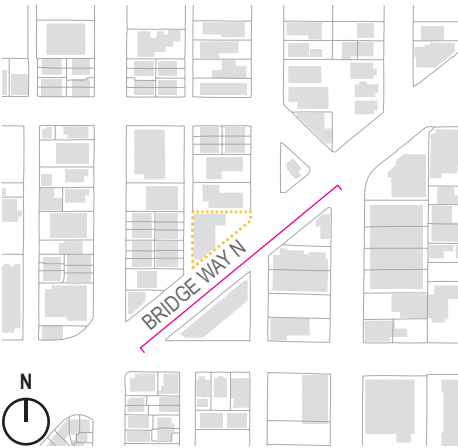








BRIDGE WAY N PHOTO-MONTAGE LOOKING NORTH



BRIDGE WAY N PHOTO-MONTAGE LOOKING SOUTH



SITE



3825 Bridge Way N (South)

Woodland Park Ave N

Commercial Building

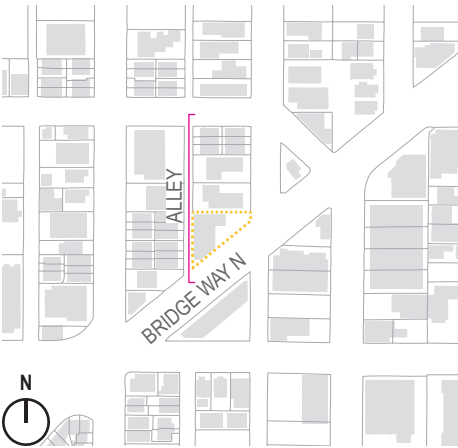
Bridge Way N



Bridgewood Apartments

Bridge Way N



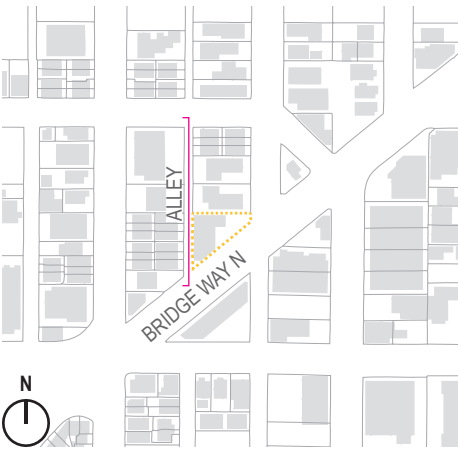


N 39th St

TownHomes

Apartments

ALLEY PHOTO-MONTAGE LOOKING EAST



Bridge Way N

Apartment Building

Apartment Building

ALLEY PHOTO-MONTAGE LOOKING WEST



SITE



3825 Bridge Way N (West)

Bridge Way N



Apartment Building

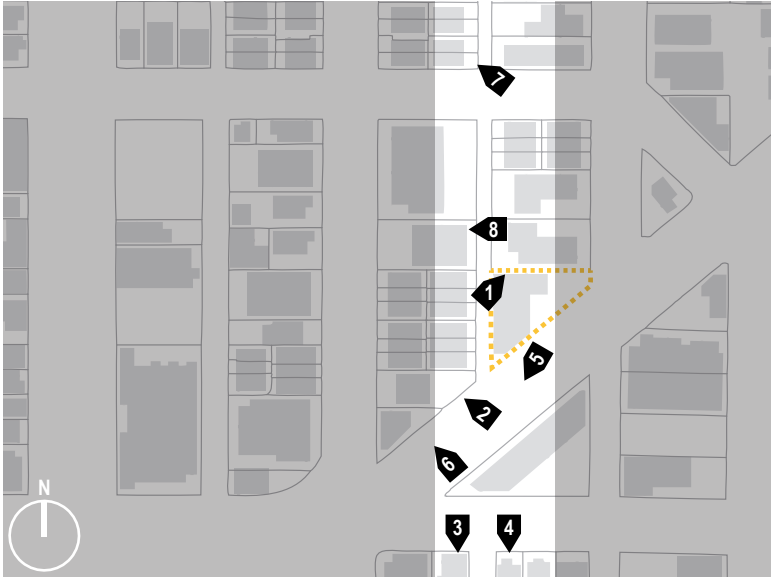
39th Ave N



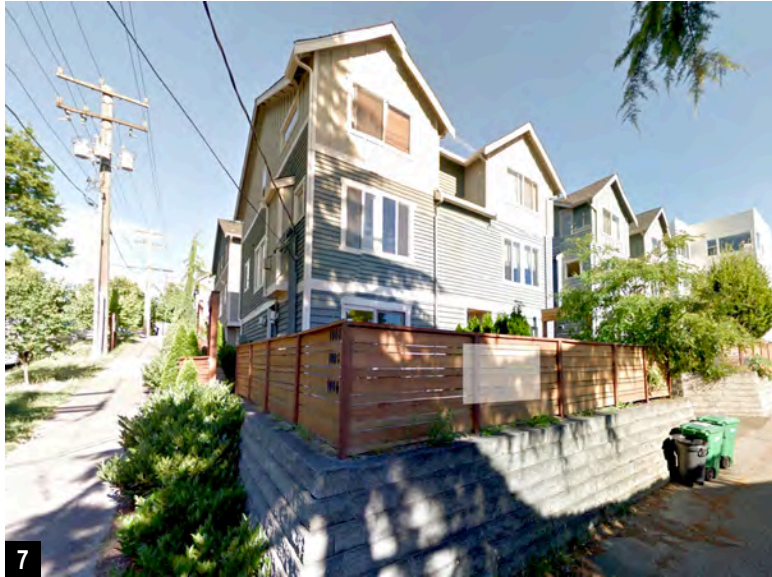
VICINITY ANALYSIS

Alley (West side of Site)

The Site slopes up to the north and west, with predominantly multifamily buildings and a few single-family homes. There are a wide variety of styles and scales in this neighborhood, as summarized in the photos to the right.



- 1 Neighbor Property to North
- 2 Bridge Way N & Alley looking NW
- 3 N 38th Street - Single Family
- 4 N 38th Street - Single Family
- 5 Bridge Way N Road Median
- 6 Bridge Way N - Multi Family
- 7 N 39th Street - Multi Familuy
- 8 Alley - Multi Family

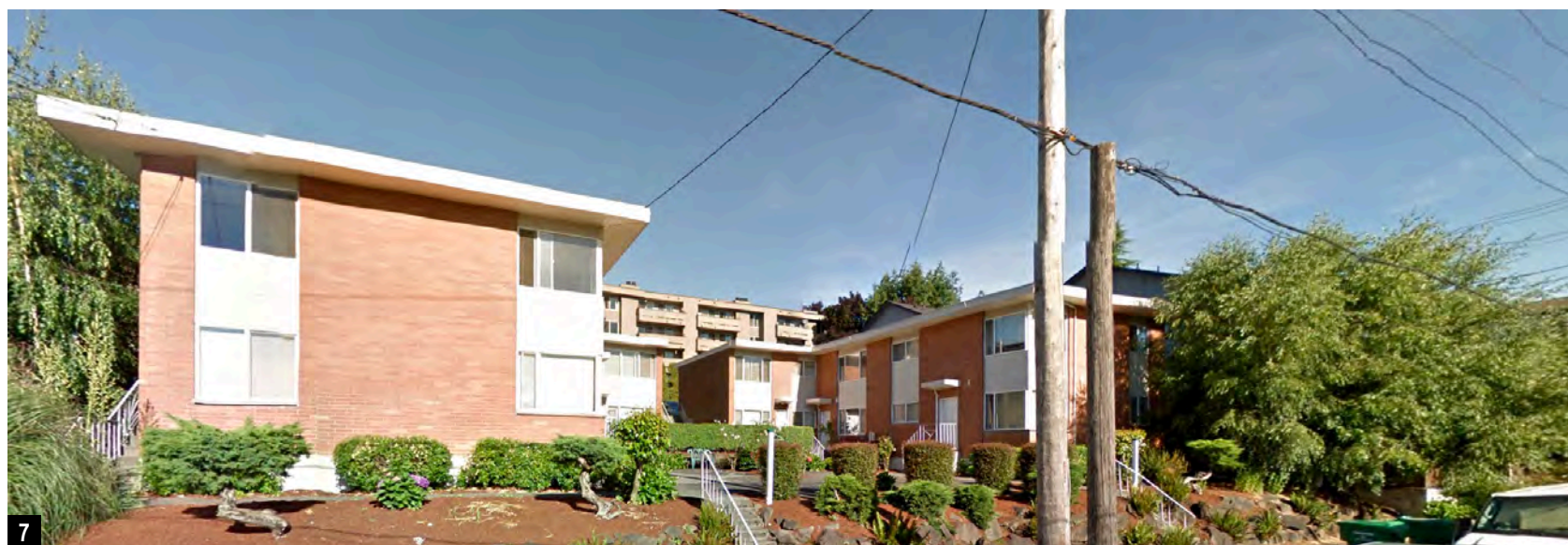
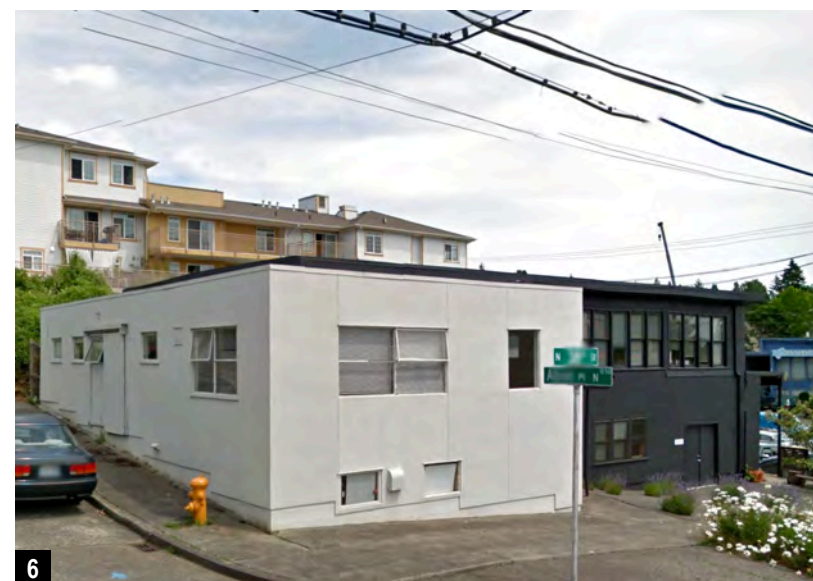
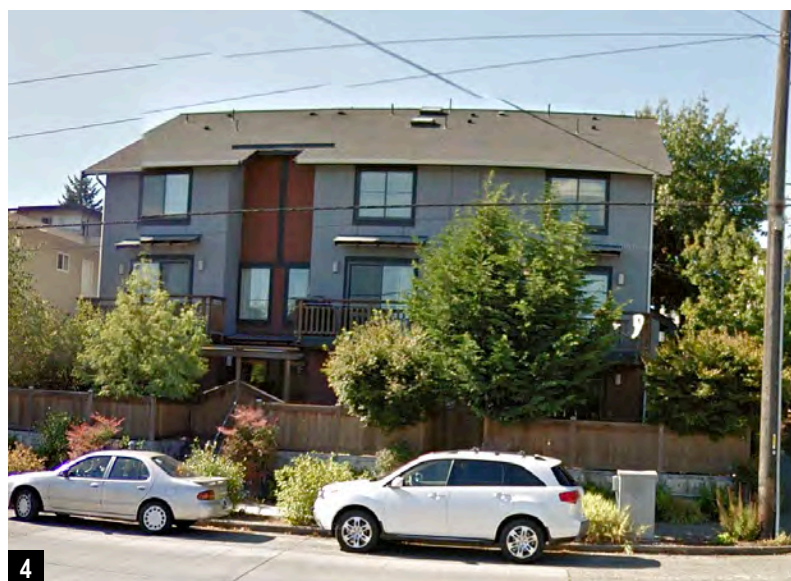




## VICINITY ANALYSIS

### Woodland Ave N (East side of Site)

To the east of the Site, there is a similar mix of multifamily buildings with few patterns or consistency in scale and style.



- 1 Woodland Park Ave N - Nalanda West
- 2 Woodland Park Ave N - Multi-Family
- 3 **Subject Property**
- 4 Woodland Park Ave N - Multi-Family
- 5 Bridge Way N - Multi Family
- 6 Albion Place N - Commercial
- 7 Woodland Park N - Multi Family



SITE ANALYSIS

Industrial and Residential Character

A unique aspect of the subject property is the ability to draw from both the residential and industrial context while developing a timeless and high-quality addition to the neighborhood.

Neighborhood Character

Materials

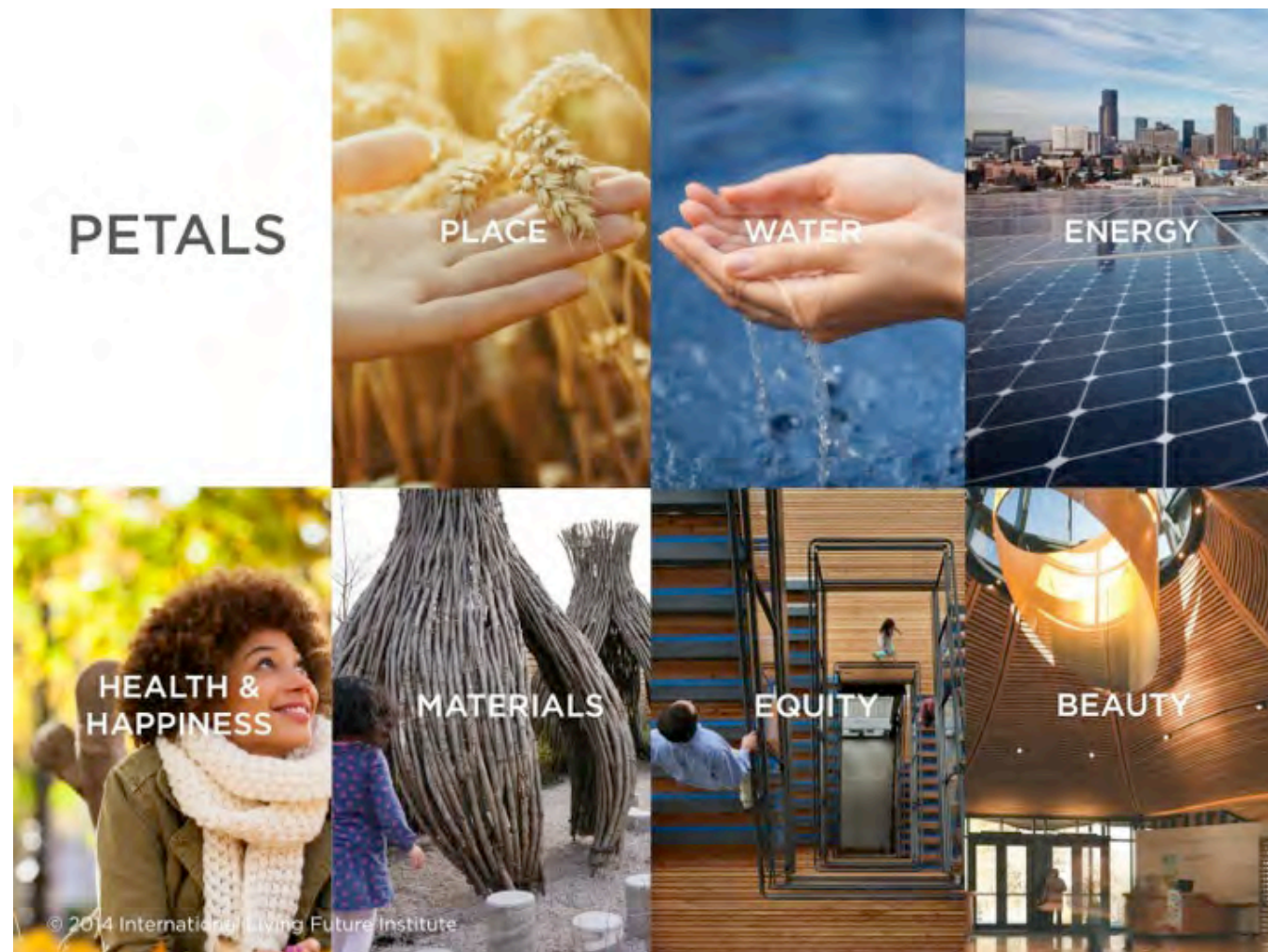
A combination of building materials, colors, and textures exist in the surrounding area with little consistency or commonality between buildings. The primary exterior building materials are painted fiber cement (panels and lap siding), wood (horizontal lap siding, shingles, and vertical wood siding), masonry (brick and cmu), and metal cladding.



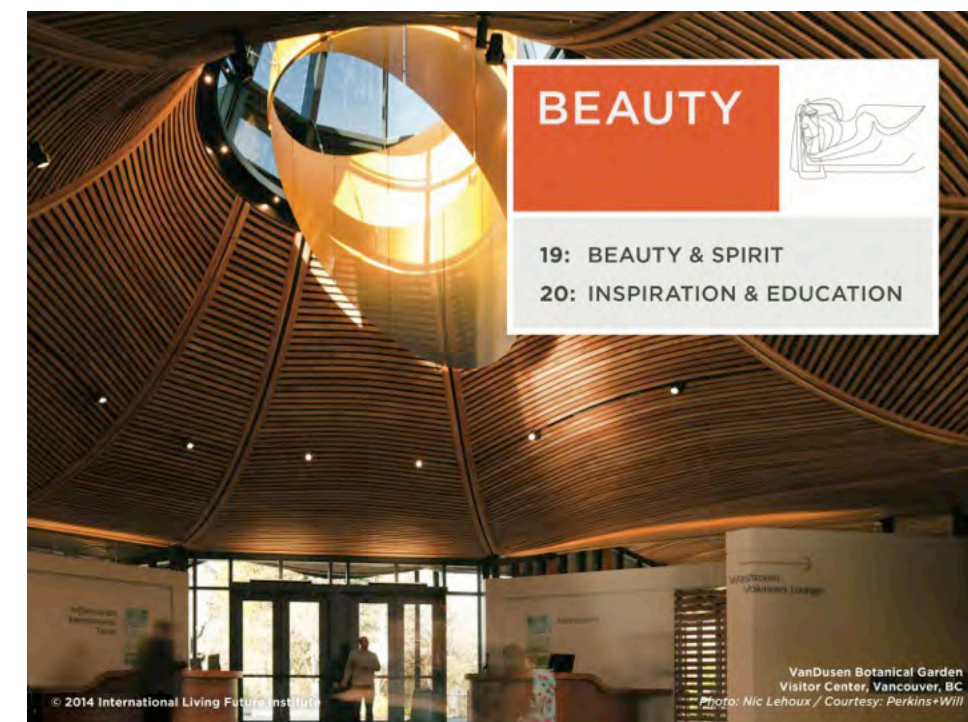
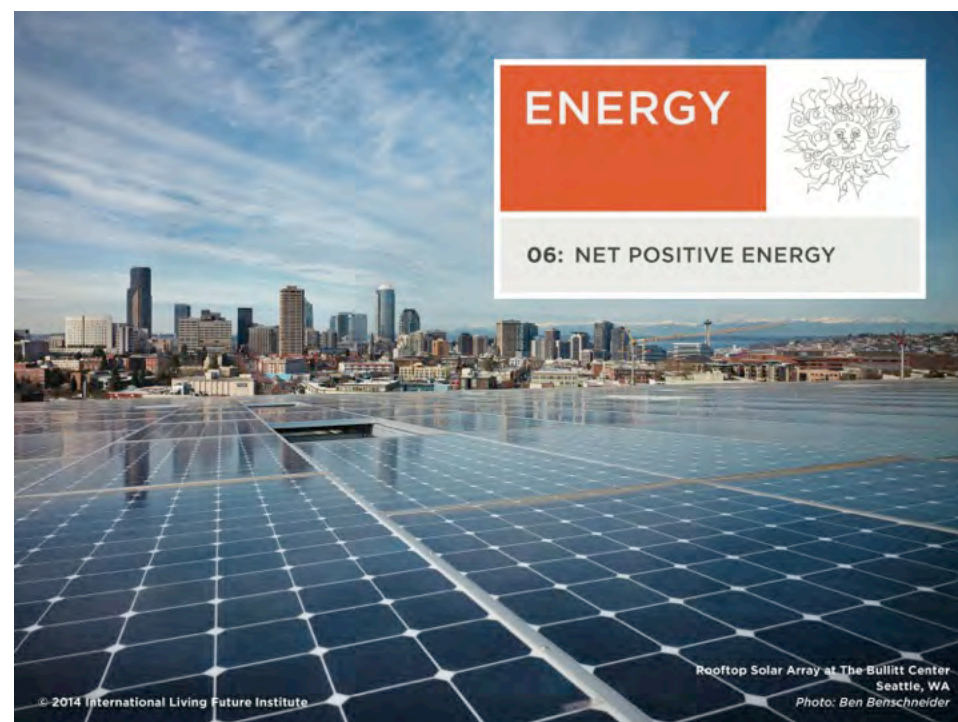
- 1 Residential: Multi-Family Context
- 2 Residential: Single-Family Home
- 3 Neighborhood: Fremont Troll
- 4 Residential: Multi-Family Context
- 5 Residential: Single-Family Context
- 6 Commerical: Stone Way
- 7 Mixed-Use: Multi-Family Context
- 8 Neighborhood: Bridge
- 9 Mixed-Use: Stone Way
- 10 Neighborhood: Mural







#### PRELIMINARY PETAL SELECTION



## LIVING BUILDING PILOT PETAL CERTIFICATION

### DESCRIPTION

The Living Building Challenge is a green building certification program that defines the most advanced measure of sustainability for buildings and landscapes possible today. The Living Building Challenge acts to close the gap between current limits and ideal solutions.

### ELIGIBILITY

Achieve Petal Recognition, including:

Achieve at least three of the seven petals (place, water, energy, health, materials, equity, and beauty), including at least one of the following petals: energy, water, or materials and all of the following (Pending Legislation Finalization):

- Total building energy use is 75% or less of the energy use targets established in the 2012 Seattle Energy Code's Target Performance Path, Section C402.1.5; and
- No potable water is used for nonpotable uses

### DEVELOPMENT BENEFITS

- Height Limit increased 10 - 15' (Pending Legislation Finalization)
- FAR increase of 15%



DESIGN GUIDELINES

CONTEXT AND SITE

**CS1 Natural Systems and Features:** *Use natural systems and features of the site and its surroundings as a starting point for project design.*

RESPONSE: In pursuit of the Living Building Pilot certification, the alternatives will need to facilitate solar energy collection for generating electricity and heating water, while also maximizing the potential for daylighting the units to help reduce energy consumption. The building will likely have a graywater treatment system that dramatically reduces the quantity of potable water used on site and will employ high-efficiency building systems such as heat exchangers and heat pumps, all of which take advantage of natural systems. If the Living Building Pilot is pursued, the project would produce 105% of its own energy through Photovoltaics.

**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.*

RESPONSE: Bridge Way North, the diagonal street that cuts across the rectilinear grid, currently lacks a strong street wall and definition. The project seeks to emphasize the unique geometry of the site and primary street (Bridge Way N) by creating a strong edge along the Bridge Way property boundary. The massing should have a strong contextual relationship to the pattern of these triangular blocks while transitioning from Commercial zones to the South and multi-family and single family housing to the North.

**CS3 Architectural Context and Character:** *Contribute to the architectural character of the neighborhood.*

RESPONSE: As a rapidly developing area, the design seeks to provide a timeless addition to the neighborhood, while serving as an example for sustainable multifamily development in the region.



Design Cue: PL4 - Active Transportation



Design Cue: CS3 - Elegant Infrastructure



Design Cue: CS2 - Lack of Street Edge along Bridge Way N



Design Cue: CS3 - Public Art

PUBLIC LIFE

**PL1 Connectivity:** *Complement and contribute to the network of open spaces around the site and the connections among them.*

RESPONSE: The site offers an excellent ability to connect to existing infrastructure and open spaces in the area. To the West, Aurora Avenue offers rapid transit access to the city. The alley provides utilitarian access to the project for trash and recycling, while to the East, a new Neighborhood Greenway is being developed on Woodland Park Ave, and Stone Way provides excellent bike and pedestrian access to restaurants, cafes, UW, and the waterfront and Greenlake. The project strives promote these connections.

**PL2 Walkability:** *Create a safe and comfortable walking environment that is easy to navigate and well connected to existing pedestrian walkways and features.*

RESPONSE:The project endeavors to improve the pedestrian experience on Bridge Way North.

**PL3 Street-Level Interaction:** *Encourage human interaction and activity at the street-level with clear connections to building entries and edges.*

RESPONSE:The project will present clear entries that are inviting, secure, and clear.

**PL4 Active Transportation:** *Incorporate design features that facilitate active forms of transportation such as walking, bicycling and use of transit.*

RESPONSE:The project seeks to advance the Living Building Challenge Imperative for promoting Human Powered Living. Bicycle infrastructure, including covered, secure, and ample bike parking has been prioritized over vehicle parking, which can be provided off site if desired by tenants. The proximity to rapid transit, and building access to pedestrian routes to public transportation will enhance non-vehicular transportation use.



Design Cue: PL2 + PL3 - Inviting and Secure Building Entry





Design Cue: CS2 + DC2 - Building Wholeness and Site Geometry

**DESIGN CONCEPT**

**DC1 Project Use and Activities:** *Optimize the arrangement of uses and activities on the site.*

**RESPONSE:** The project seeks to take advantage of downtown, lake, and mountain views in both the positioning and orientation of apartment units and the building common spaces.

**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.*

**RESPONSE:** Given the fragmented nature of the immediate Bridge Way context, and the large scale recent multifamily development in the neighborhood, this site offers an opportunity for a smaller scale building that can start to define Bridge Way North through its massing, wholeness, and careful integration of sustainability strategies. The project endeavors to take advantage of the unique site geometry and topography to produce a functional and elegant addition to the neighborhood.

**DC3 Open Space Concept:** *Integrate open space design with the design of the building so that each complements the other.*

**RESPONSE:** The project seeks to have useful and attractive open spaces such as a common roof deck with a view of the downtown and lake, and the integration of Urban Agriculture to meet the requirements of the Living Building Pilot Program.

**DC4 Exterior Elements and Finishes:** *Use appropriate and high quality elements and finishes for the building and its open space.*

**RESPONSE:** The exterior materials have not yet been selected, however we are exploring several durable, high-quality materials such as brick, GFRC panels, metal, and wood cladding that would provide an appropriate scale, texture and timelessness. In addition, if the project pursues the Living Building Pilot, photovoltaic panels would become a feature that is integrated into the composition and final palette.



Design Cue: DC1 + DC3 - PV Array as Rooftop Deck Canopyx



Design Cue: DC4 - Exterior Materials (Metal, Wood, GFRC, Brick)



Design Cue: CS1 + DC4 - Integrated PV Array



Design Cue: DC2 - Corner Treatment





SUBJECT PROPERTY - LOOKING NORTHWEST





SUBJECT PROPERTY - LOOKING EAST

2

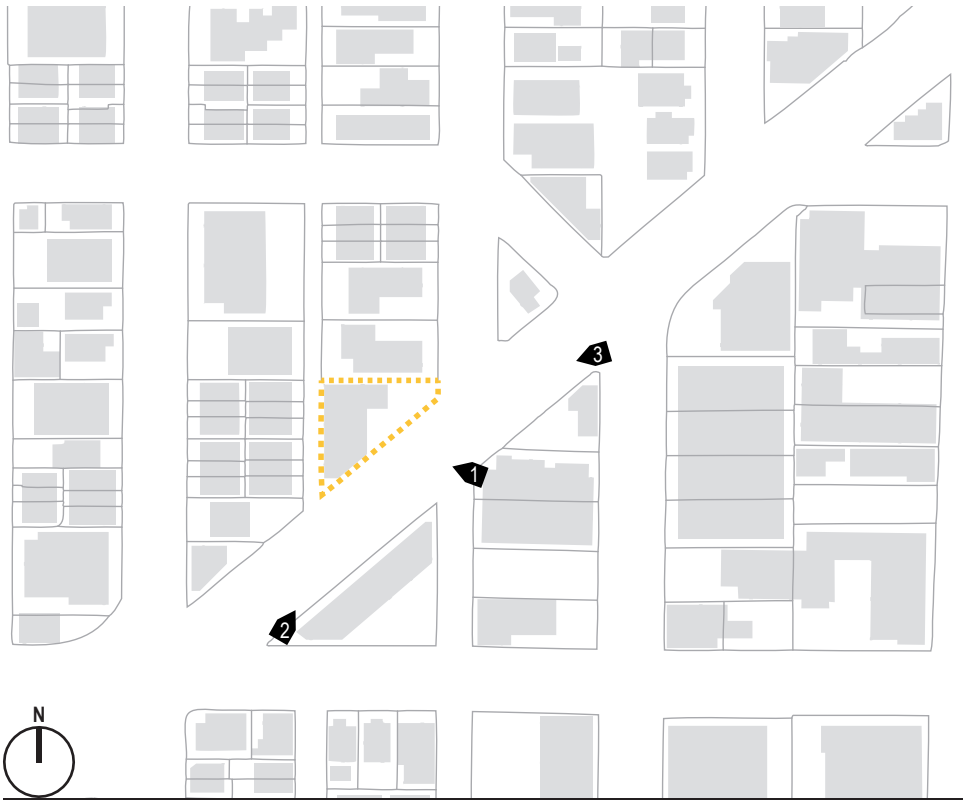


SUBJECT PROPERTY - AERIAL



SUBJECT PROPERTY - LOOKING WEST

3



KEY



ALTERNATIVE 1 (CODE COMPLIANT SCHEME)

Description

Alternative 1 proposes a compact building within required setbacks.

Program

- Approximately 32 apartment units
- Approximately 4 parking spaces
- Rentable Storage
- Bike Storage
- Green Roof with Roof Deck

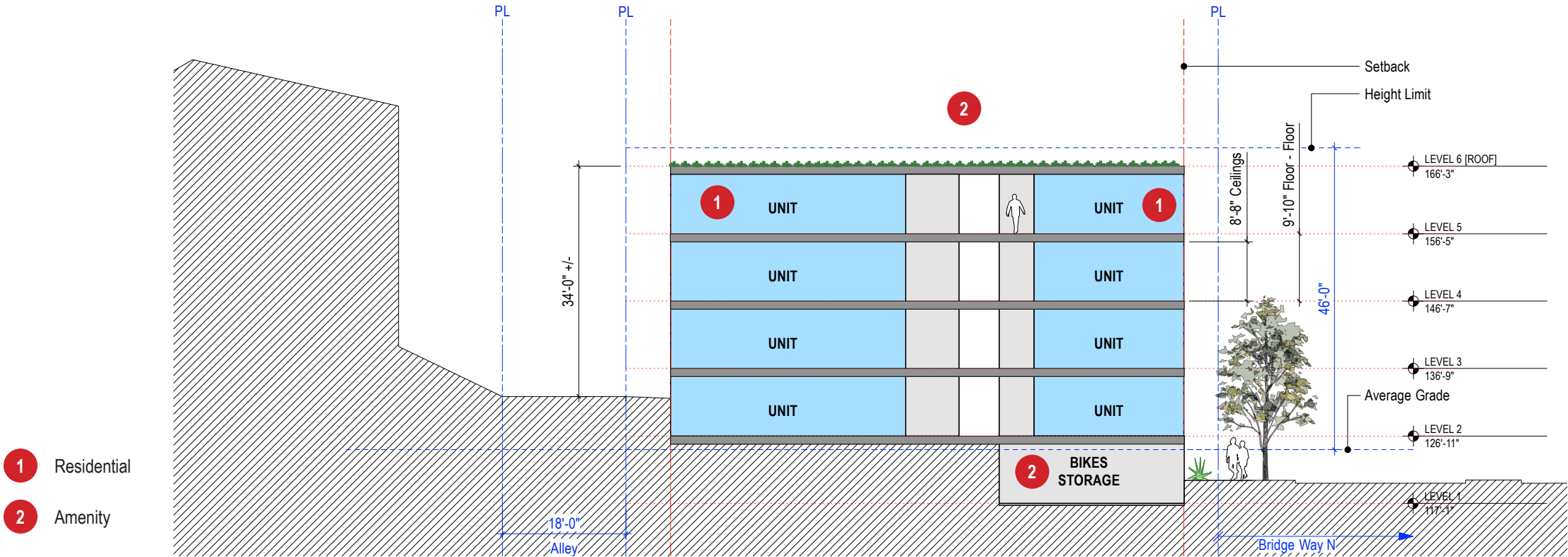
Advantages

- Code-compliant scheme does not require development standard departures
- Efficient envelope to floor area ratio

Challenges

- Units facing alley and north, in close proximity to PL's
- Difficult to provide adequate vehicle parking within structure
- Inconsistent quality of views from units
- Building massing seems bulky

Aerial view, looking NW



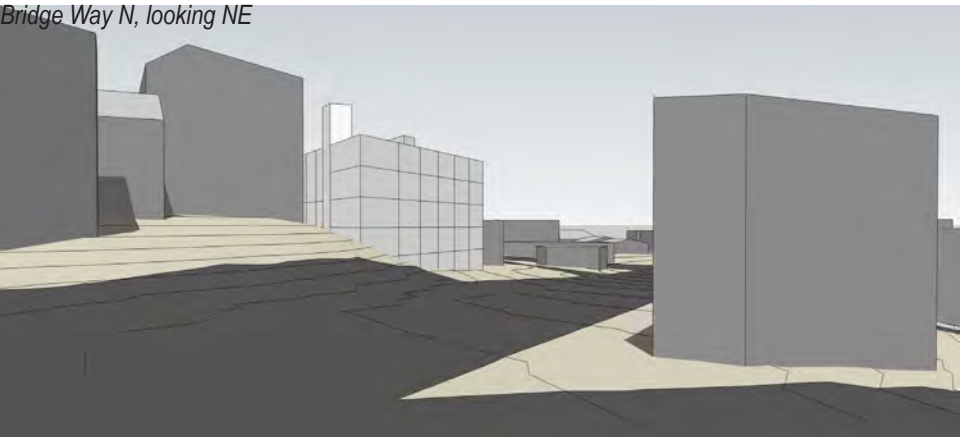


Aerial view, looking SW

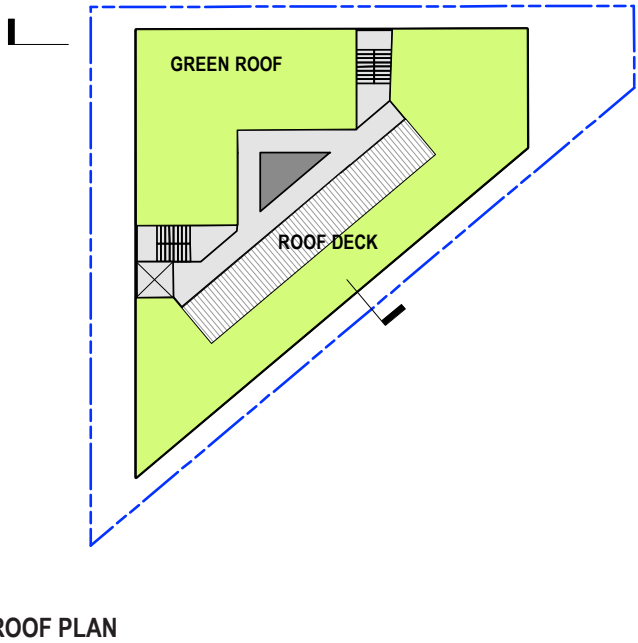
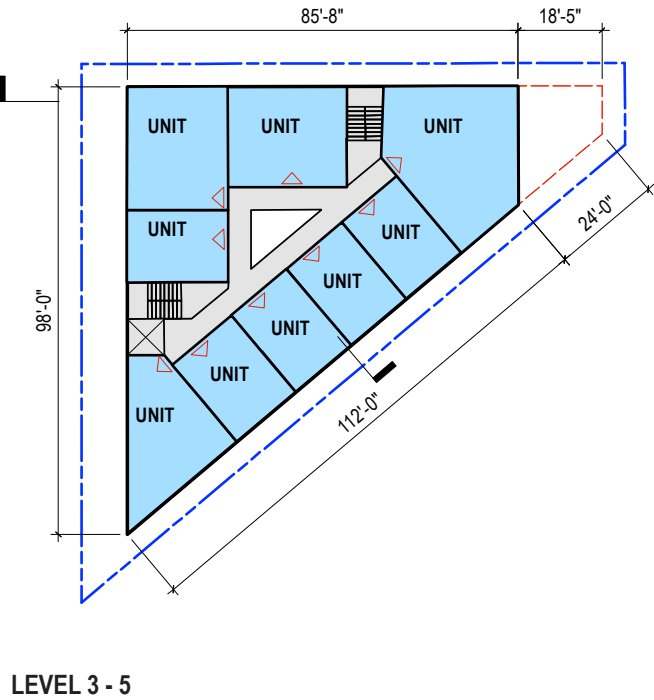
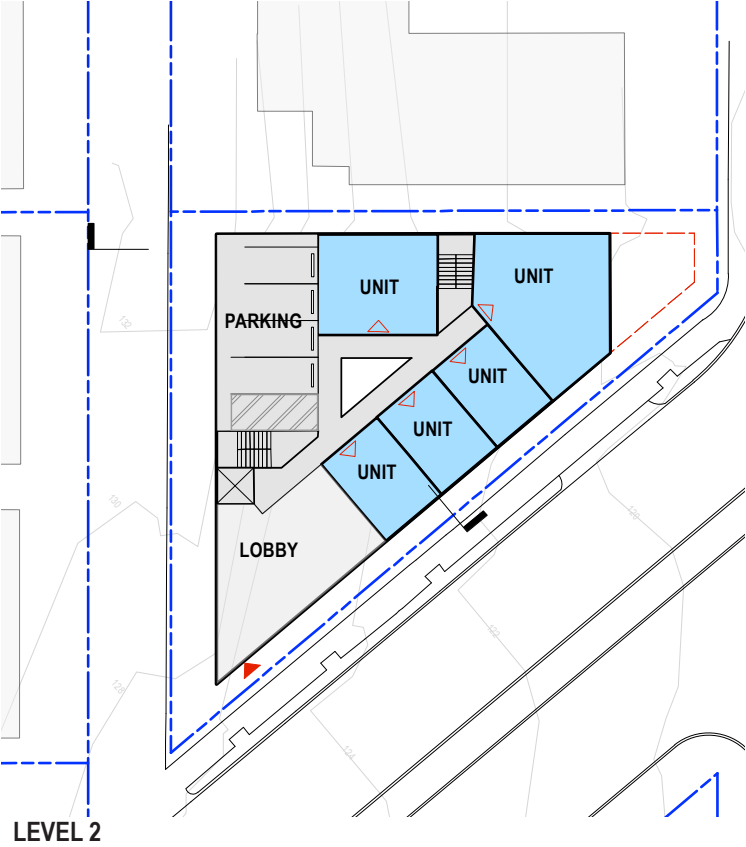
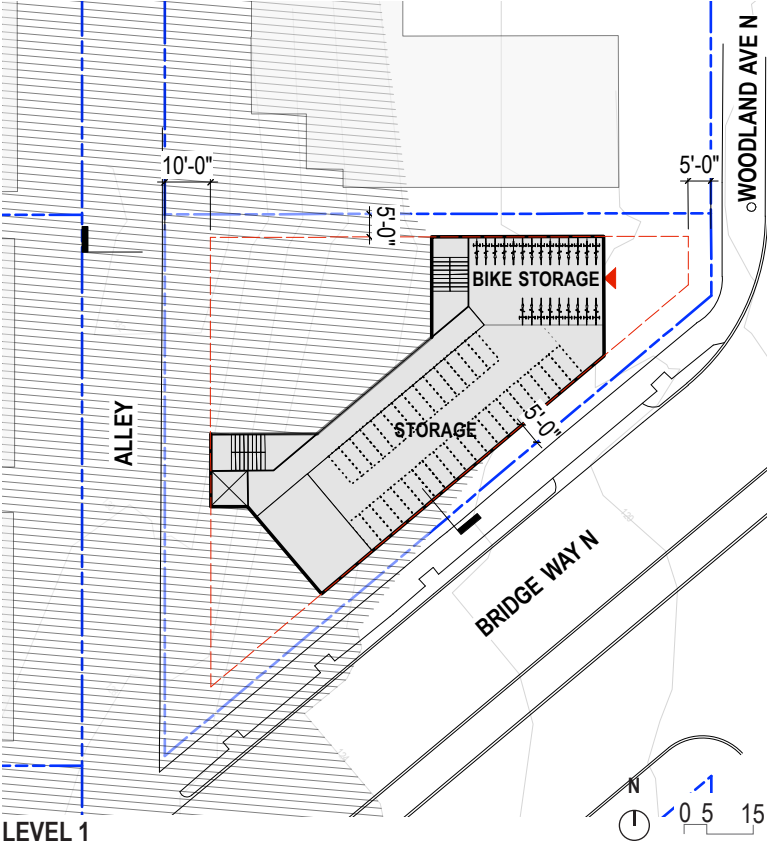


ALTERNATIVE 1 (CODE COMPLIANT SCHEME)

Bridge Way N, looking NE



Bridge Way N, looking W





# ALTERNATIVE 2

## Description

Alternative 2 proposes an L-scheme organized along the north and west property lines, creating an elevated shared courtyard and pulling the units back from Bridge Way. The scheme affords southern exposure and views from all units, with parking tucked under the western bar along the alley.

## Program

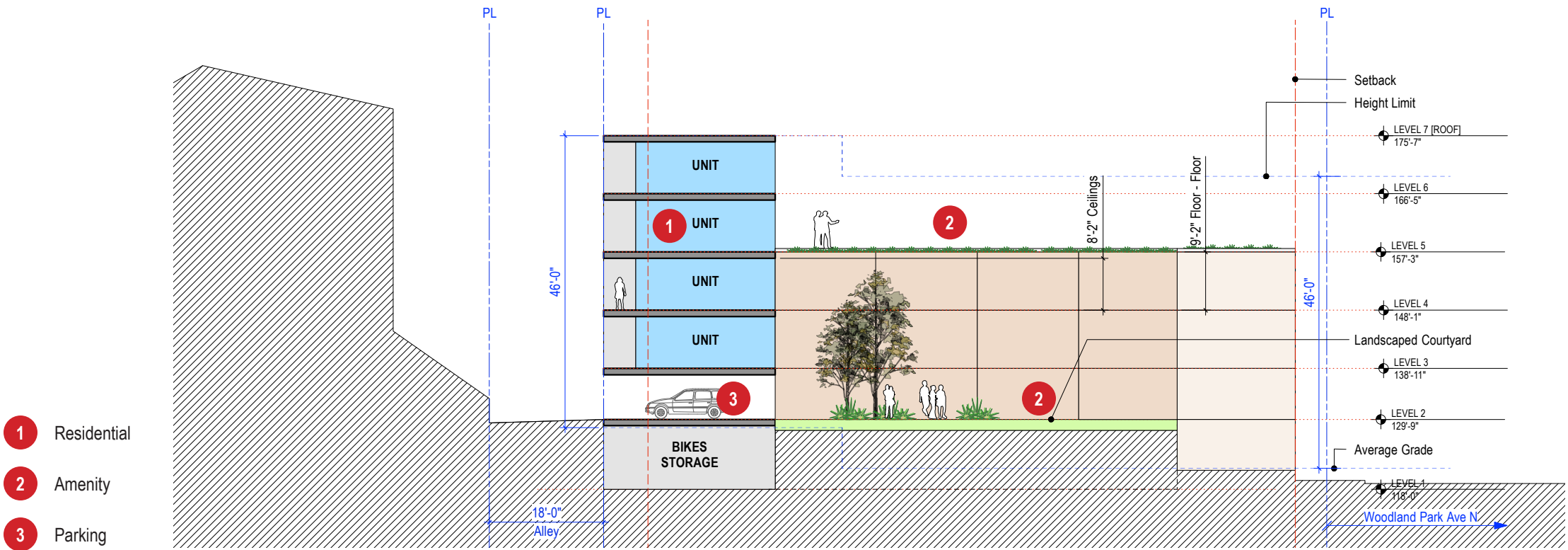
- Approximately 31 apartment units
- Approximately 7 vehicle parking spaces
- Green Roof patio space
- Rentable Storage

## Advantages

- Large common green space provides buffer from Bridge Way N and offers amenity
- Quality views and southern exposure for all units

## Challenges

- Inefficient plan diagram, ratio of circulation to NRSF and envelope area
- Building is tallest to west, potentially creating canyon in alley
- Northern bar is in close proximity to neighbor

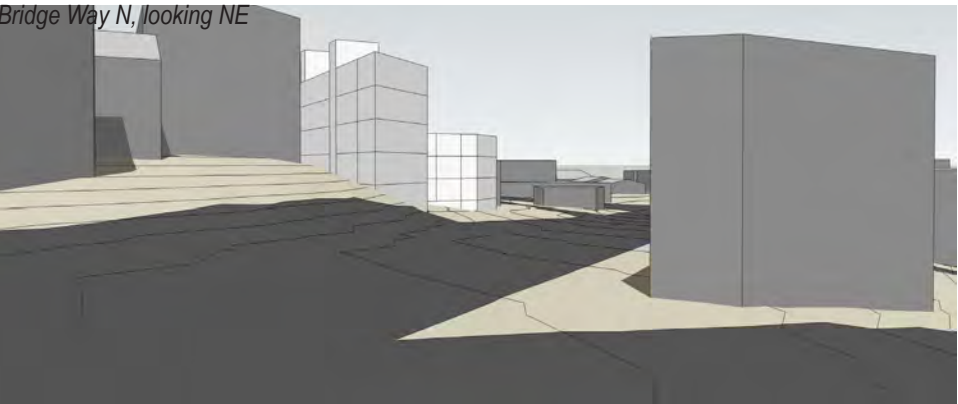




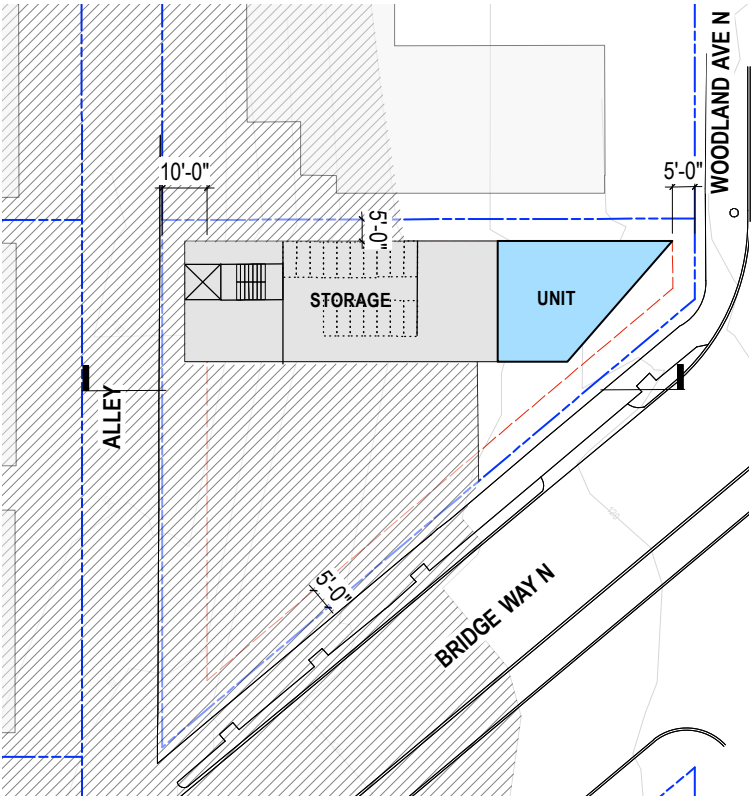
Aerial view, looking SW



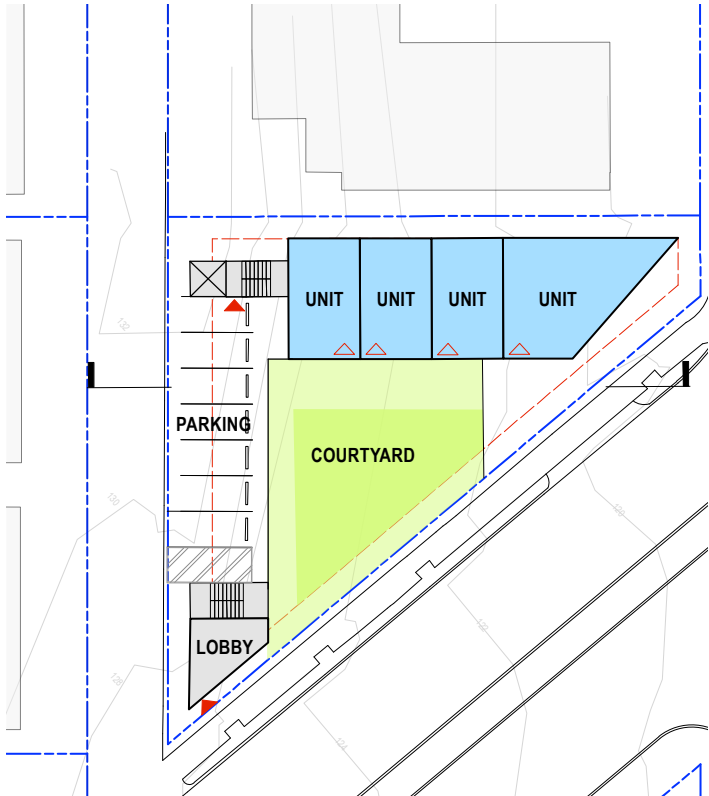
Bridge Way N, looking NE



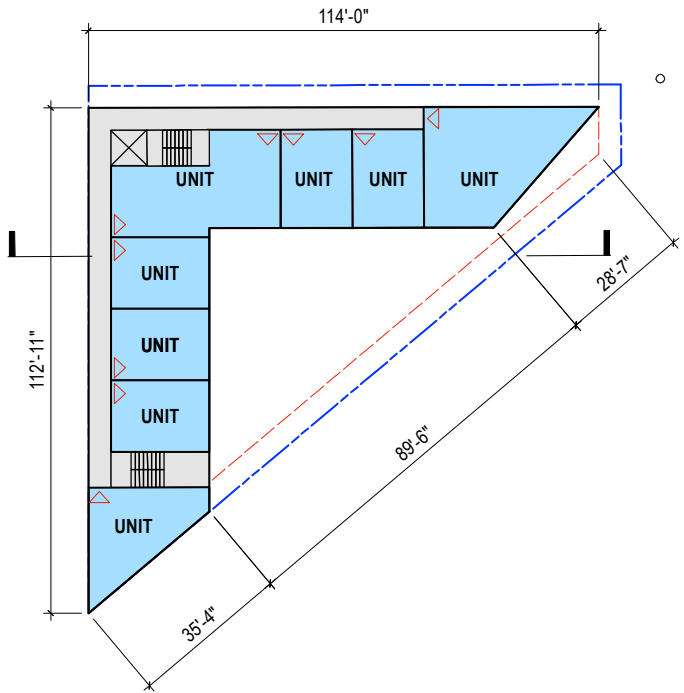
Bridge Way N, looking W



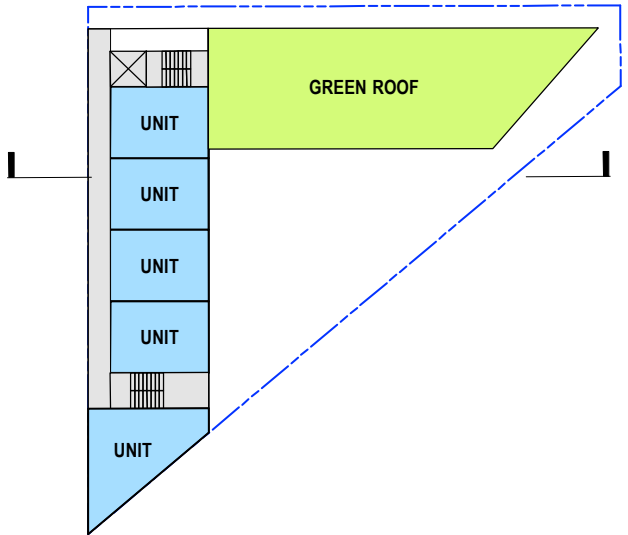
LEVEL 1



LEVEL 2



LEVEL 3 - 4



LEVEL 5 - 6



ALTERNATIVE 3 (Preferred Scheme A)

Description (Built Green Preferred Scheme – non Living Building Pilot)

Alternative 3 organizes units along Bridge Way N, with a covered building entrance on the NW corner, at grade at the intersection of Woodlawn Ave and Bridge Way.

Program

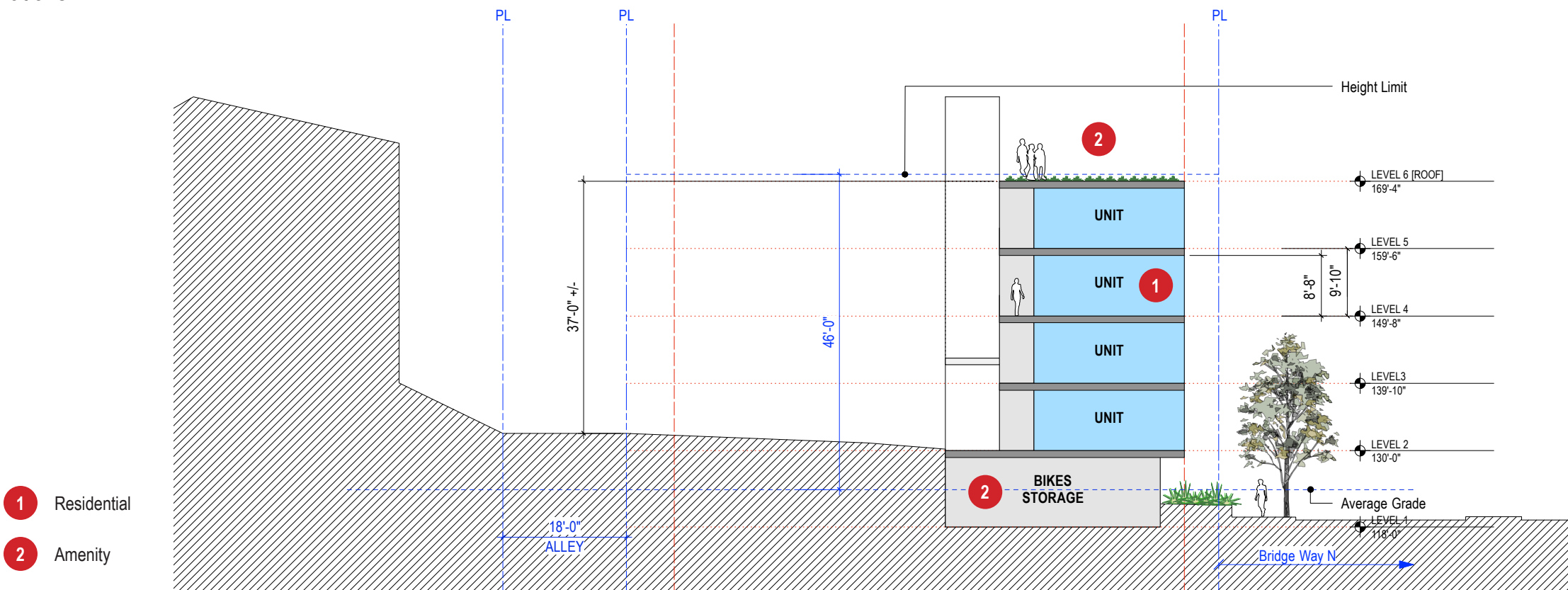
- Approximately 34 apartment units
- Below grade storage units and bicycle storage
- Green Roof with Roof Deck

Advantages

- Strong definition of Bridge Way street wall
- Compact building offers construction efficiencies
- Quality views and southern exposure for all units
- Configuration provides buffer space to neighboring buildings
- Building form provides wholeness and continuity, while engaging the unique site geometry

Challenges

- Departure required for rear setback along alley
- Unit proximity to Bridge Way requires acoustic considerations



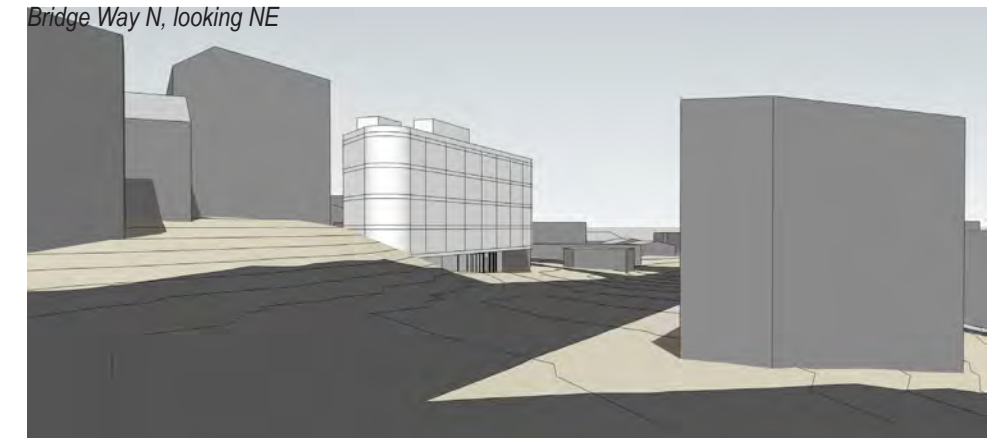


### ALTERNATIVE 3 (Preferred Scheme A)

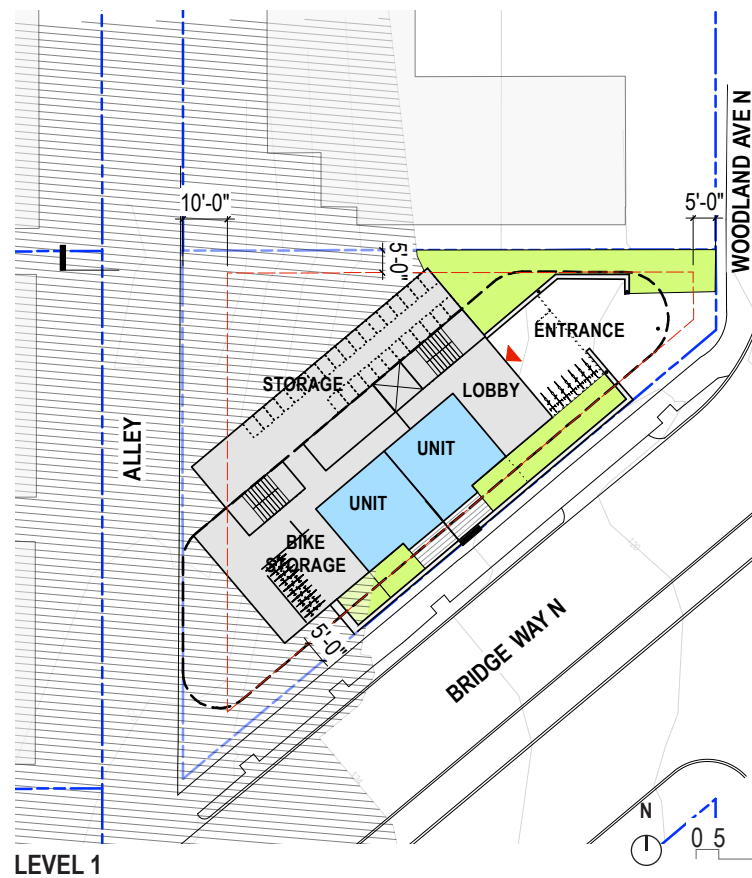
*Aerial view, looking SW*



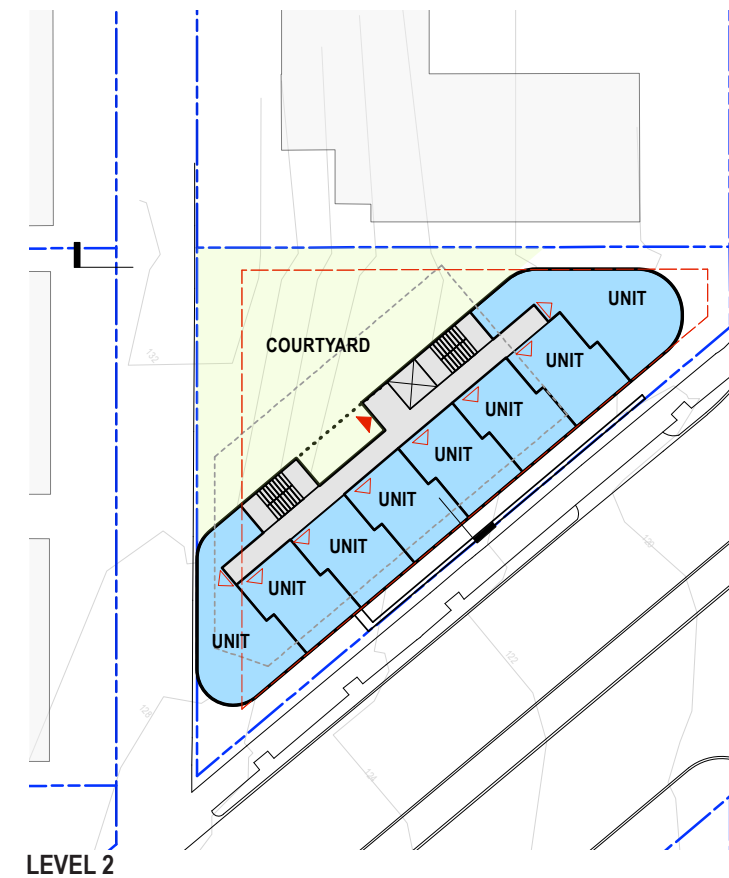
Bridge Way N, looking NE



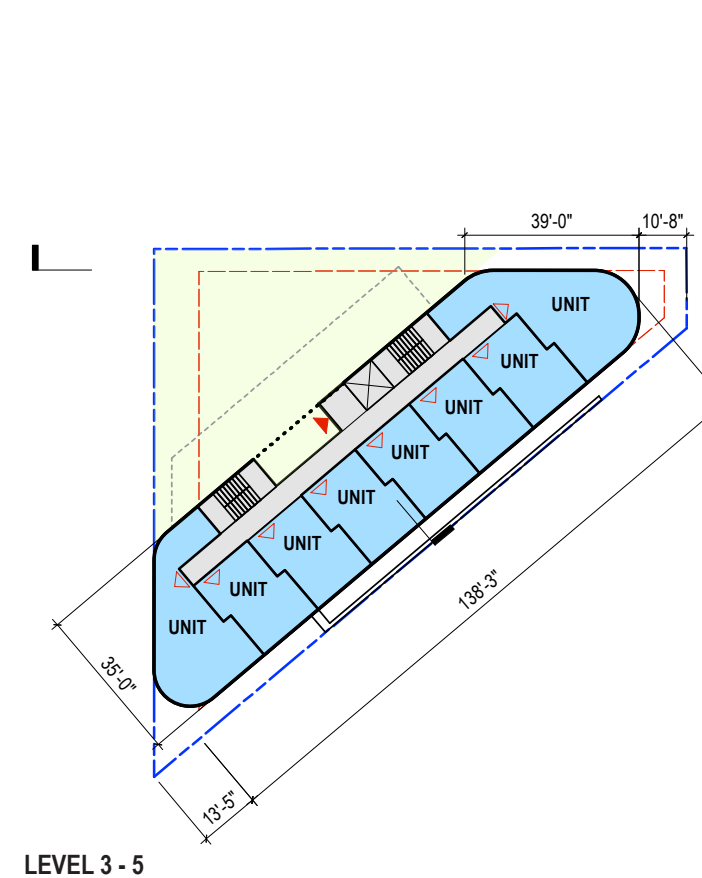
Bridge Way N, looking W



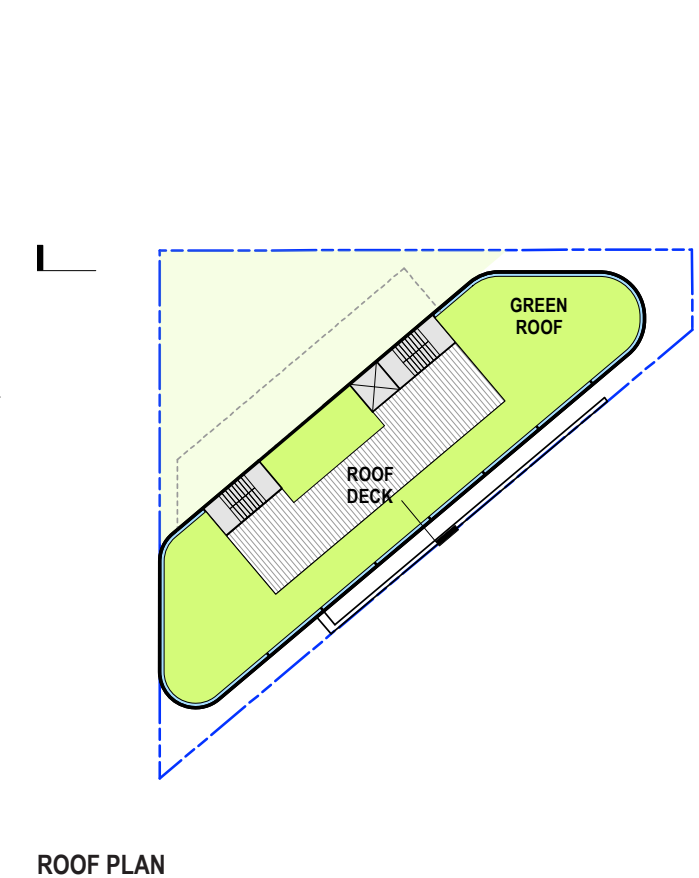
## LEVEL 1



## LEVEL 2



**LEVEL 3 - 5**



## ROOF PLAN



# ALTERNATIVE 4 (Preferred Scheme B)

## Description (Living Building Pilot Preferred Scheme)

Alternative 4 builds upon the massing of Alternate 3, but utilizes the increase in maximum height and additional FAR from the Living Building Pilot. With this additional height, an additional floor could be added and two separate entries created at the two corners. The western entry on the uphill side would become the primary pedestrian building entry, while the eastern entry could be developed as a more utilitarian bicycle-focused entry with convenient access to Stone Way and the new Greenway.

## Program

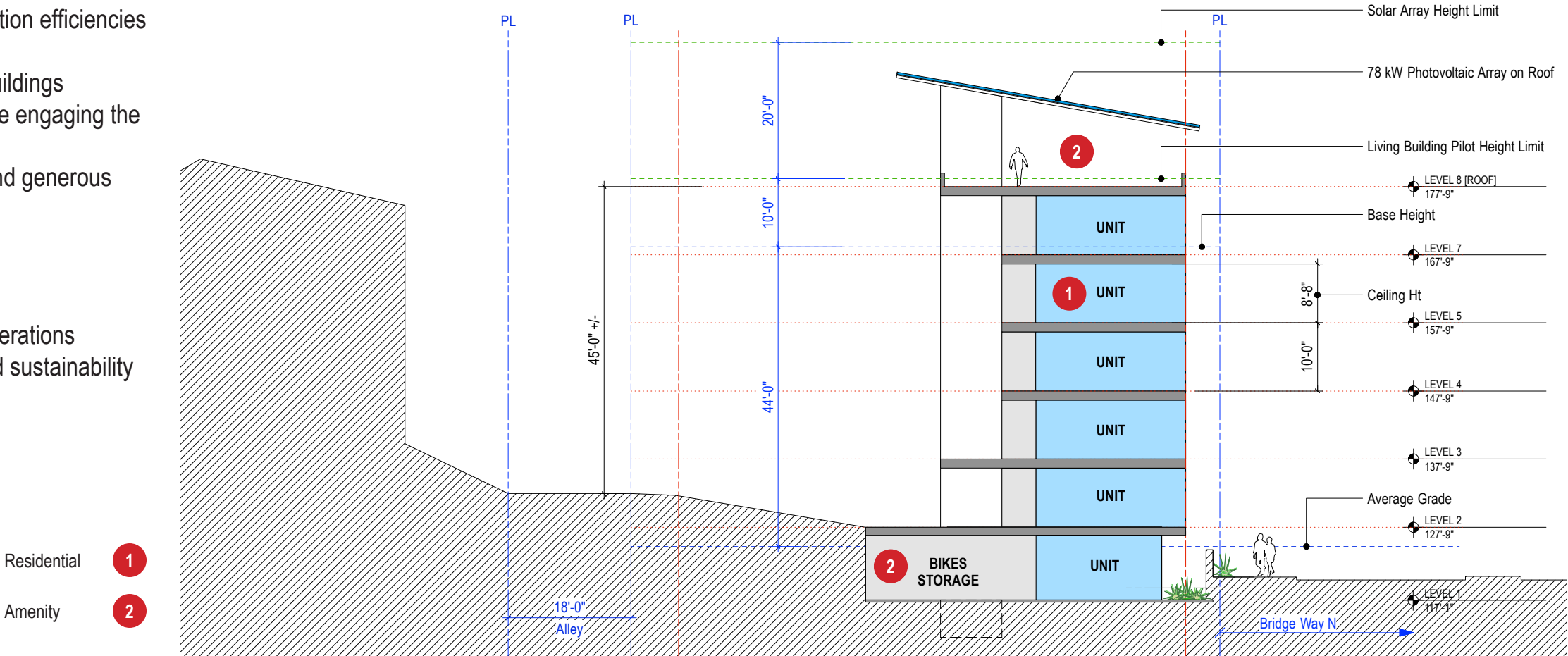
- Approximately 40 apartment units
- Below grade storage units and bicycle storage
- Large, integrated PV array to meet requirements for energy production on site

## Advantages

- Two entries engage site corners and take advantage of topography and access points
- Strong definition of Bridge Way street wall
- Compact building with additional floor, offers construction efficiencies
- Quality views and southern exposure for all units
- Configuration provides buffer space to neighboring buildings
- Building form provides wholeness and continuity, while engaging the unique site geometry
- Distinct bike entrance and storage offers functional and generous accommodation of program element

## Challenges

- Departure required for rear setback along alley
- Unit proximity to Bridge Way requires acoustic considerations
- Small site presents challenges for integrating required sustainability features such as PV array



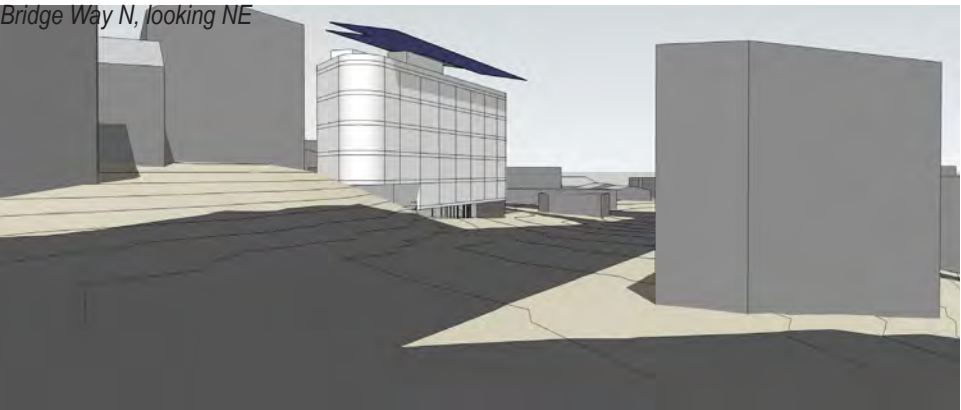


ALTERNATIVE 4 (Preferred Scheme B)

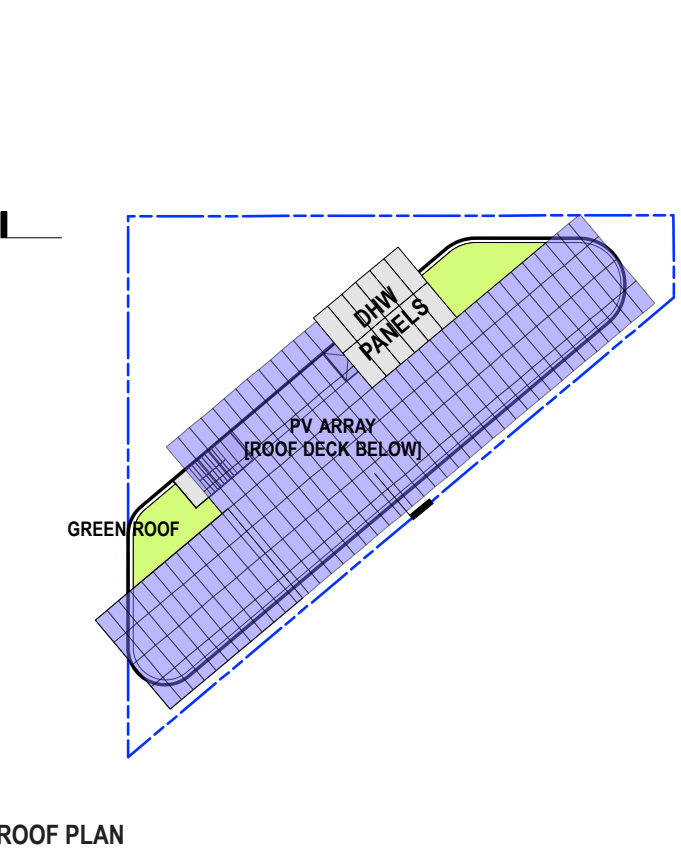
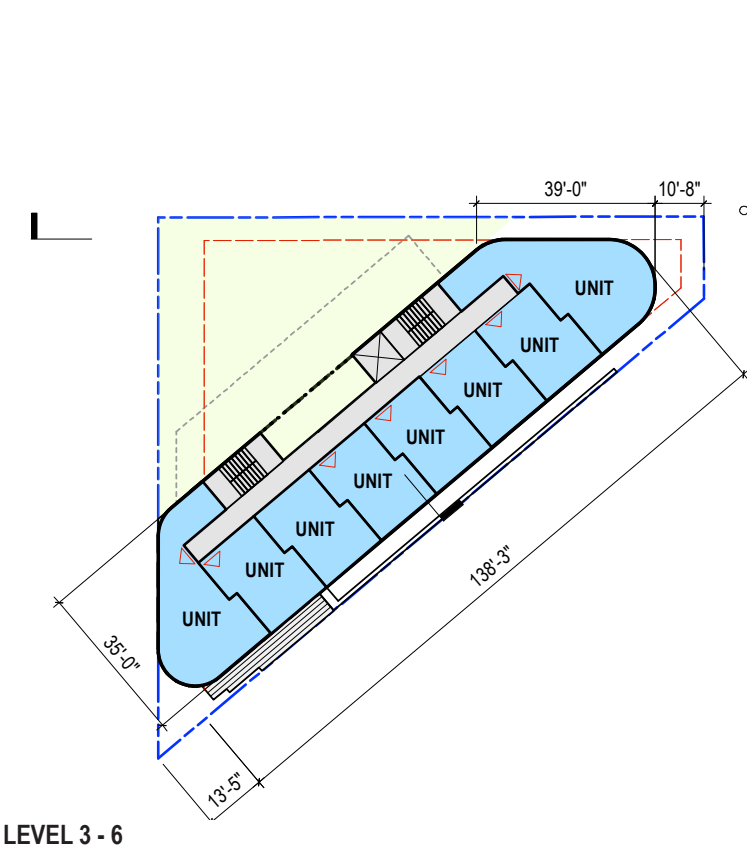
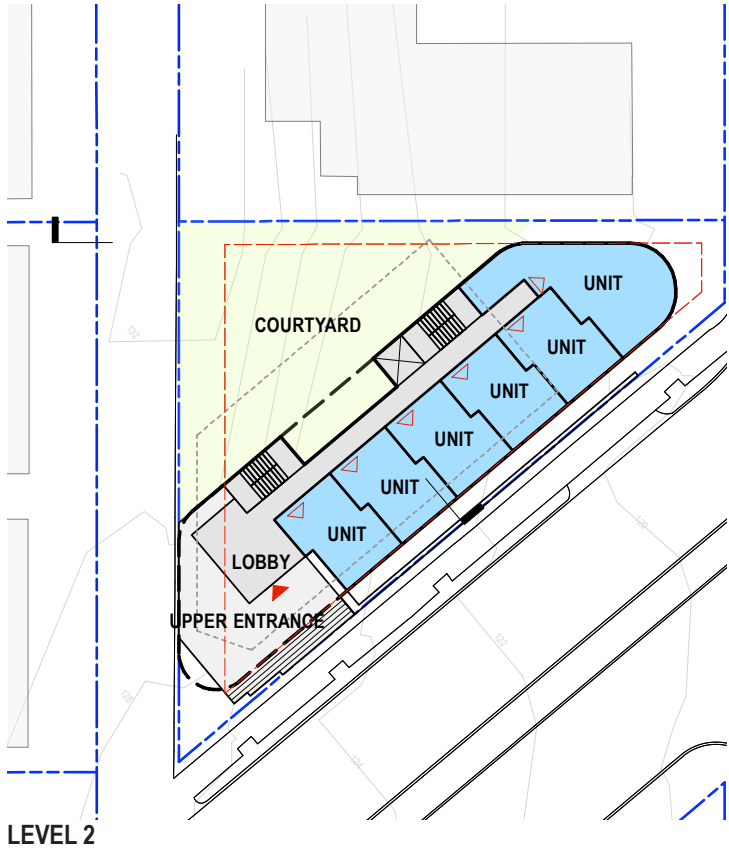
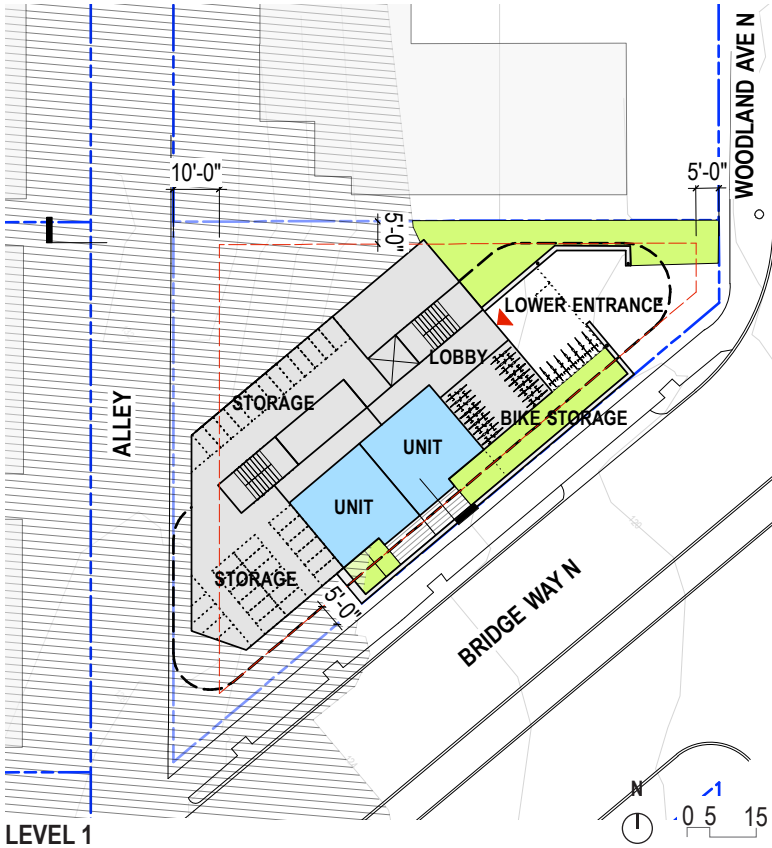
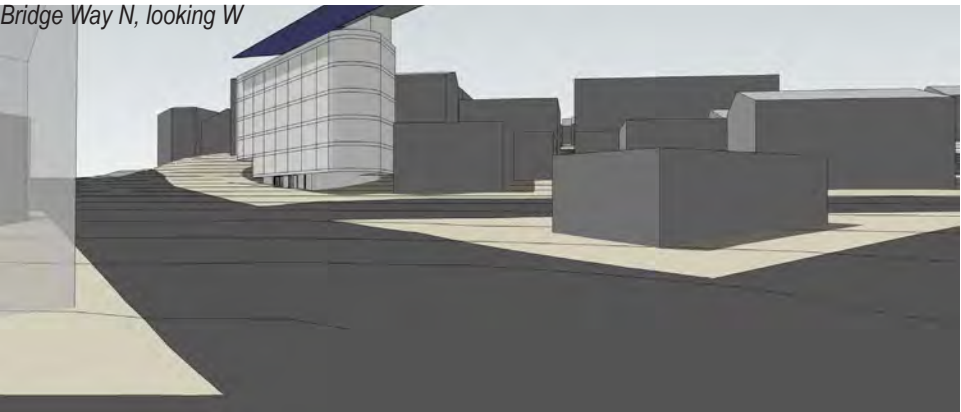
Aerial view, looking SW



Bridge Way N, looking NE



Bridge Way N, looking W





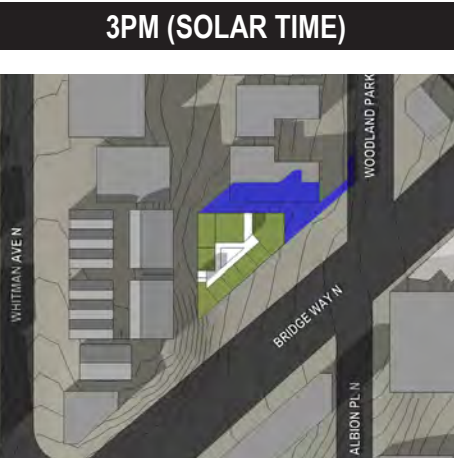
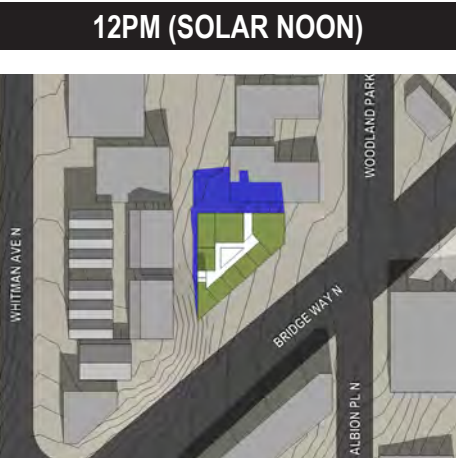
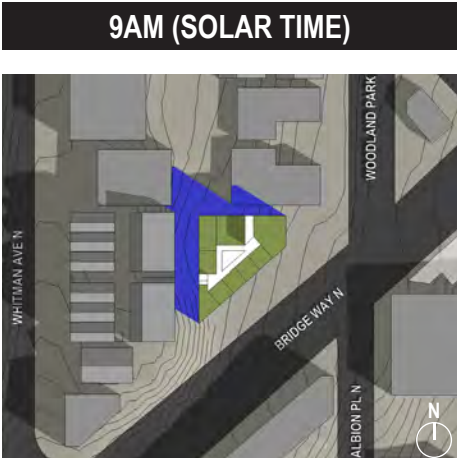
COMPARISON OF ALTERNATIVES

Shading Studies

The sun analysis diagrams show that the schemes have a minimal shading impact on adjacent properties and ROW's. At 3pm on the equinoxes, the two preferred schemes (Alternatives 3 and 4) shade the north neighbor the least, which is also true of afternoons during the Winter Solstice. However, due to Alternative 4 being a story taller, it casts the largest shadow. This is mediated by it's narrow footprint and presence on site, which is positioned away from the neighbors as much as possible. The preferred schemes also do not cast any shadows on the neighbor to the west, and generally provide more light to the adjacent alley.

Blue shadow is differentiating between existing shadows from the neighborhood and new shadows from the proposed.

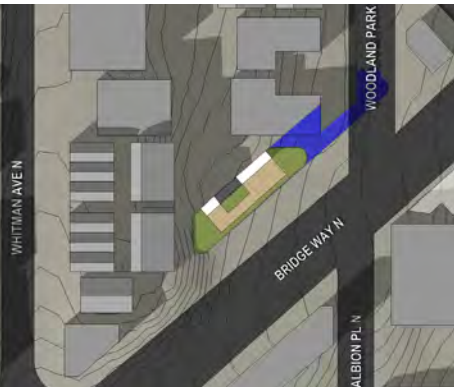
Alternative 1  
(Code Compliant)



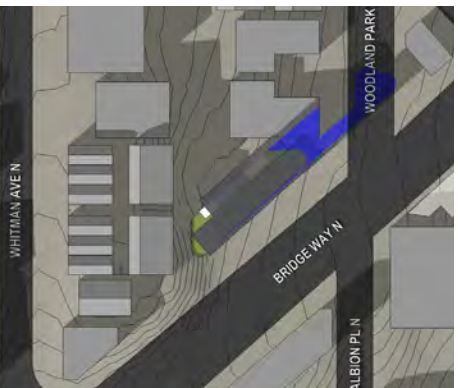
Alternative  
(Code Compliant)



Alternative 3  
(Preferred Scheme A)



Alternative 4  
(Preferred Scheme B)





JUNE 21

DECEMBER 21

9AM (SOLAR TIME)

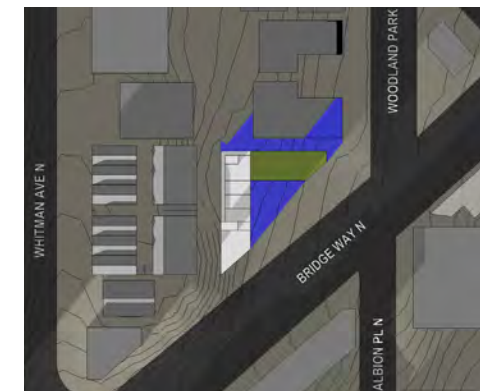
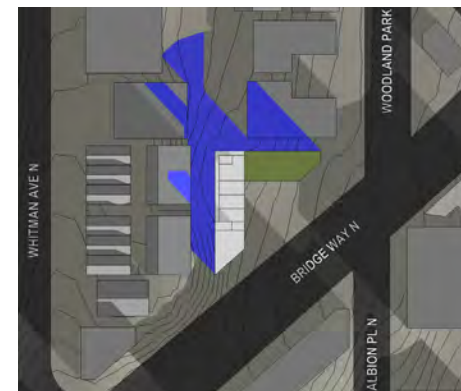
12PM (SOLAR NOON)

3PM (SOLAR TIME)

10AM (SOLAR TIME)

1PM (SOLAR NOON)

3PM (SOLAR TIME)





ALTERNATE SUMMARY



ALTERNATIVE 1 (CODE COMPLIANT SCHEME)

- Description**  
Alternative 1 proposes a compact building within required setbacks.
- Program**
- Approximately 32 apartment units
  - Approximately 4 parking spaces
  - Rentable Storage
  - Bike Storage
  - Green Roof with Roof Deck

- Advantages**
- Code-compliant scheme does not require development standard departures
  - Efficient envelope to floor area ratio

- Challenges**
- Units facing alley and north, in close proximity to PL's
  - Difficult to provide adequate vehicle parking within structure
  - Inconsistent quality of views from units
  - Building massing seems bulky



ALTERNATIVE 2

- Description**  
Alternative 2 proposes an L-scheme organized along the north and west property lines, creating an elevated shared courtyard and pulling the units back from Bridge Way. The scheme affords southern exposure and views from all units, with parking tucked under the western bar along the alley.
- Program**
- Approximately 31 apartment units
  - Approximately 7 vehicle parking spaces
  - Green Roof patio space
  - Rentable Storage

- Advantages**
- Large common green space provides buffer from Bridge Way N and offers amenity
  - Quality views and southern exposure for all units

- Challenges**
- Inefficient plan diagram, ratio of circulation to NRSF and envelope area
  - Building is tallest to west, potentially creating canyon in alley
  - Northern bar is in close proximity to neighbor



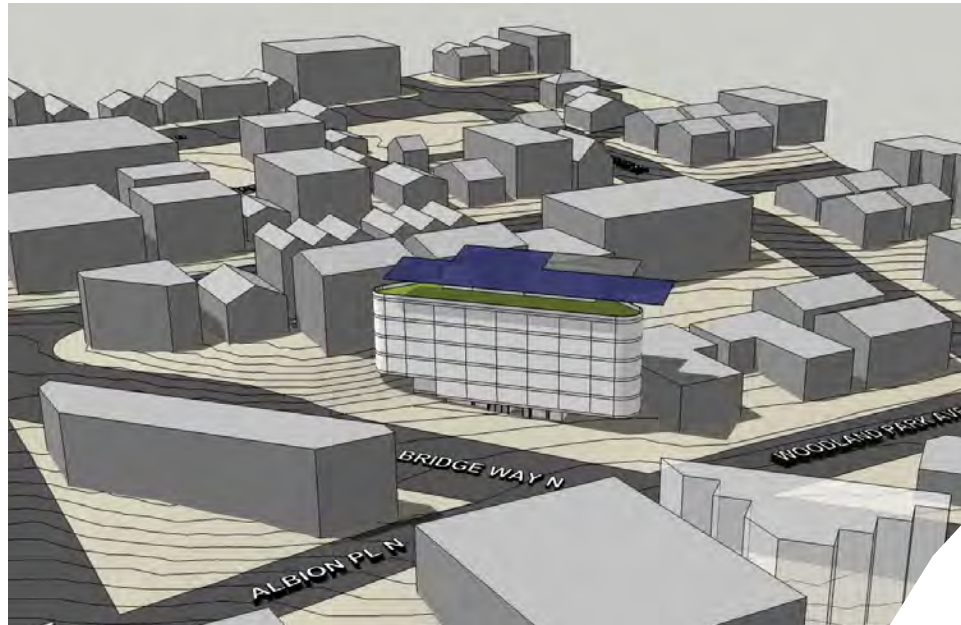
ALTERNATIVE 3 (PREFERRED OPTION - BUILT GREEN 4STAR)

- Description (Built Green Preferred Scheme – non Living Building Pilot)**  
Alternative 3 organizes units along Bridge Way N, with a covered building entrance on the NW corner, at grade at the intersection of Woodlawn Ave and Bridge Way.
- Program**
- Approximately 34 apartment units
  - Below grade storage units and bicycle storage
  - Green Roof with Roof Deck

- Advantages**
- Strong definition of Bridge Way street wall
  - Compact building offers construction efficiencies
  - Quality views and southern exposure for all units
  - Configuration provides buffer space to neighboring buildings
  - Building form provides wholeness and continuity, while engaging the unique site geometry

- Challenges**
- Departure required for rear setback along alley
  - Unit proximity to Bridge Way requires acoustic considerations





Balconies as Secondary Elements



Integrated PV



Detailing + Texture in Brick with Integrated Balconies

## ALTERNATIVE 4 (PREFERRED OPTION- IF LBP)

### Description (Living Building Pilot Preferred Scheme)

Alternative 4 builds upon the massing of Alternate 3, but utilizes the increase in maximum height and additional FAR from the Living Building Pilot. With this additional height, an additional floor could be added and two separate entries created at the two corners. The western entry on the uphill side would become the primary pedestrian building entry, while the eastern entry could be developed as a more utilitarian bicycle-focused entry with convenient access to Stone Way and the new Greenway.

### Program

- Approximately 40 apartment units
- Below grade storage units and bicycle storage
- Large, integrated PV array to meet requirements for energy production on site

### Advantages

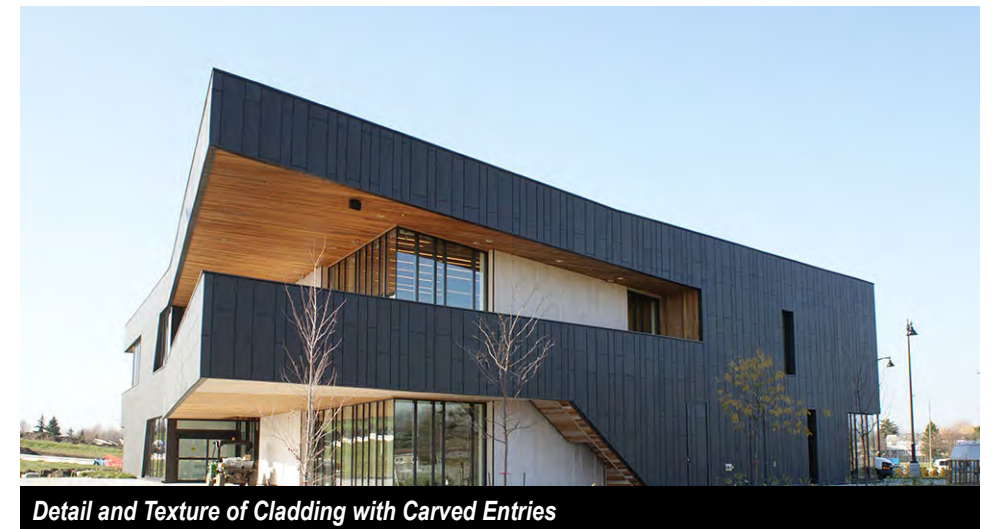
- Two entries engage site corners and take advantage of topography and access points
- Strong definition of Bridge Way street wall
- Compact building with additional floor, offers construction efficiencies
- Quality views and southern exposure for all units
- Configuration provides buffer space to neighboring buildings
- Building form provides wholeness and continuity, while engaging the unique site geometry
- Distinct bike entrance and storage offers functional and generous accommodation of program element

### Challenges

- Departure required for rear setback along alley
- Unit proximity to Bridge Way requires acoustic considerations
- Small site presents challenges for integrating required sustainability features such as PV array



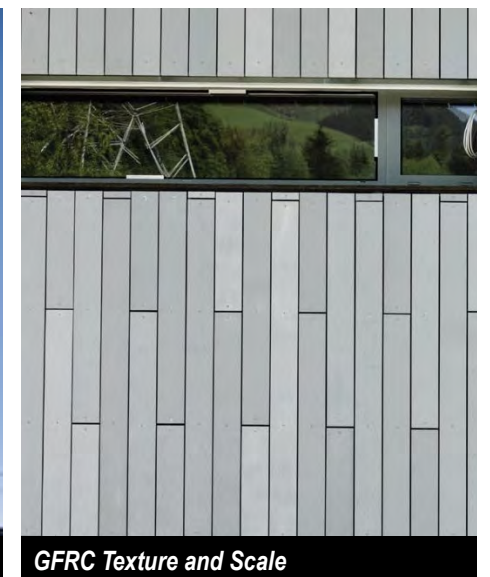
Building Wholeness, Flatiron Geometry, Continuity at Corners



Detail and Texture of Cladding with Carved Entries



Curved Brick



GFRC Texture and Scale



PREFERRED VIGNETTES



Design Guidelines: CS2 - Strong Street Edge



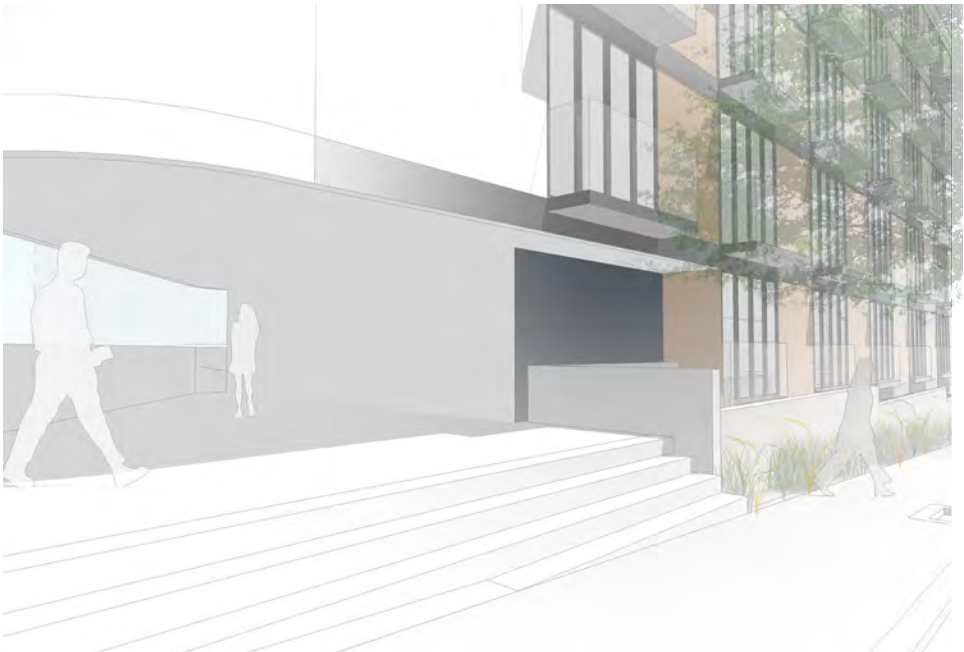
Design Guidelines: DC2 - Architectural Concept



Design Guidelines: PL1 - Sidewalk Connectivity



Design Guidelines: PL4 - Active Transportation



Design Guidelines: PL2 - Walkability and Connectivity







POTENTIAL DEPARTURES  
Departure Request #1: 23.45.518 Rear Setback

**Standard:**  
Apartments in LR Zones with an alley are required to have a 10' rear setback.

**Proposed:**  
Allow building to extend into the rear setback for a portion of the site at the SE corner.

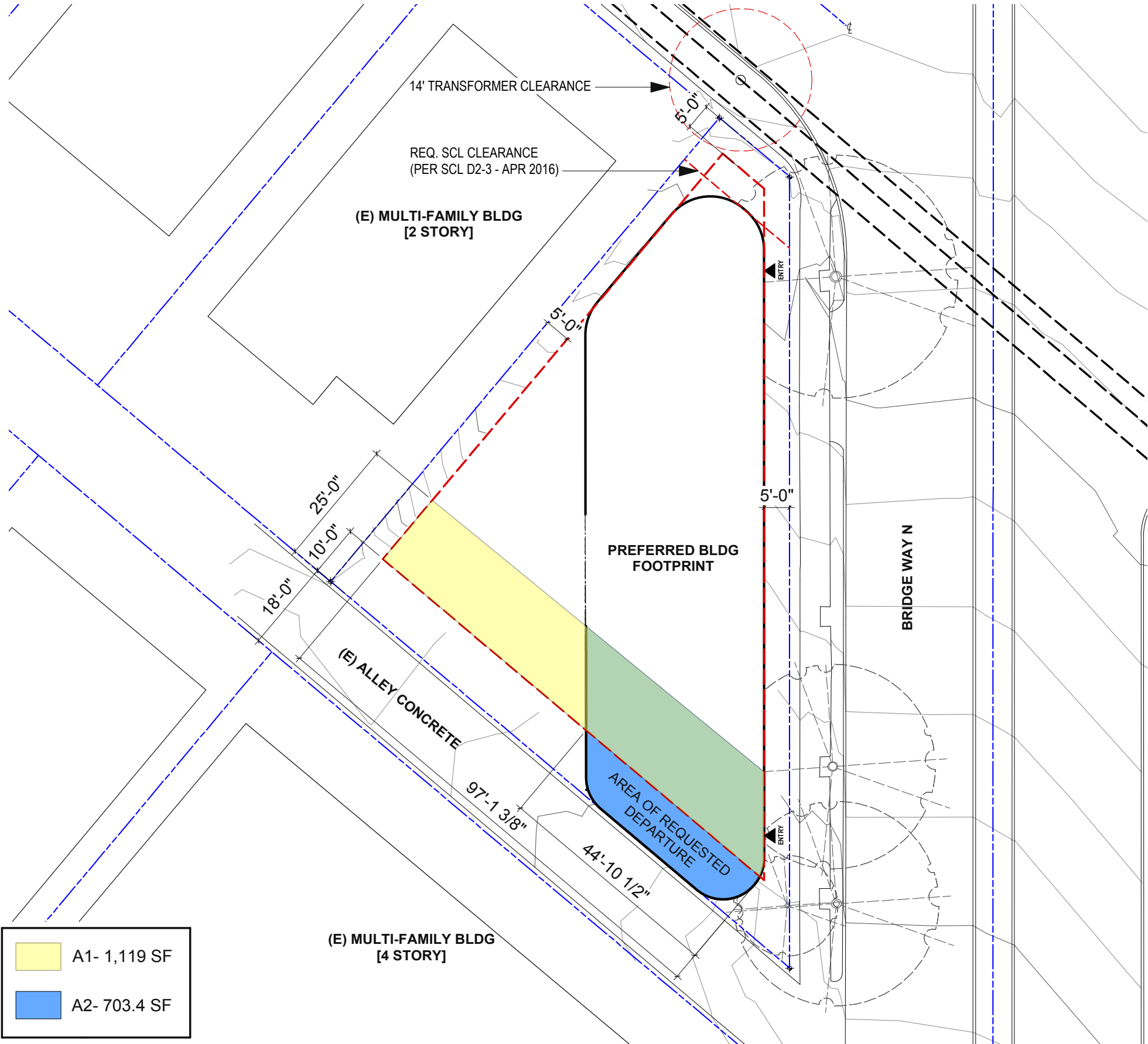
**Rationale:**  
The alley behind the subject property is 18' wide, exceeding the code minimum width of 16'. While the proposed configuration extends into the rear setback for approximately 45' at the SE corner, the preferred scheme provides open space for the remaining 53' of the rear setback line as the diagram indicates. Further, within 25' of the rear property line, the proposed scheme footprint is 703.4 sf, while a strictly code-compliant scheme (see ALT 1) would have 59% more area (1,119 sf) within 25' of the rear property line. The proposal provides significantly greater relief along the alley and better meets Design Guidelines CS2, Urban Pattern and Form by defining the SE corner and providing a stronger street edge along Bridge Way. The preferred scheme and departure also allow for the primary pedestrian entrance at the SE corner to be more generous, which furthers PL3 Street Level Interaction, and PL4 Access to Public Transit. and PL3.



EXISTING ALLEY WAY - LOOKING NORTH



EXISTING ALLEY WAY - LOOKING SOUTGH



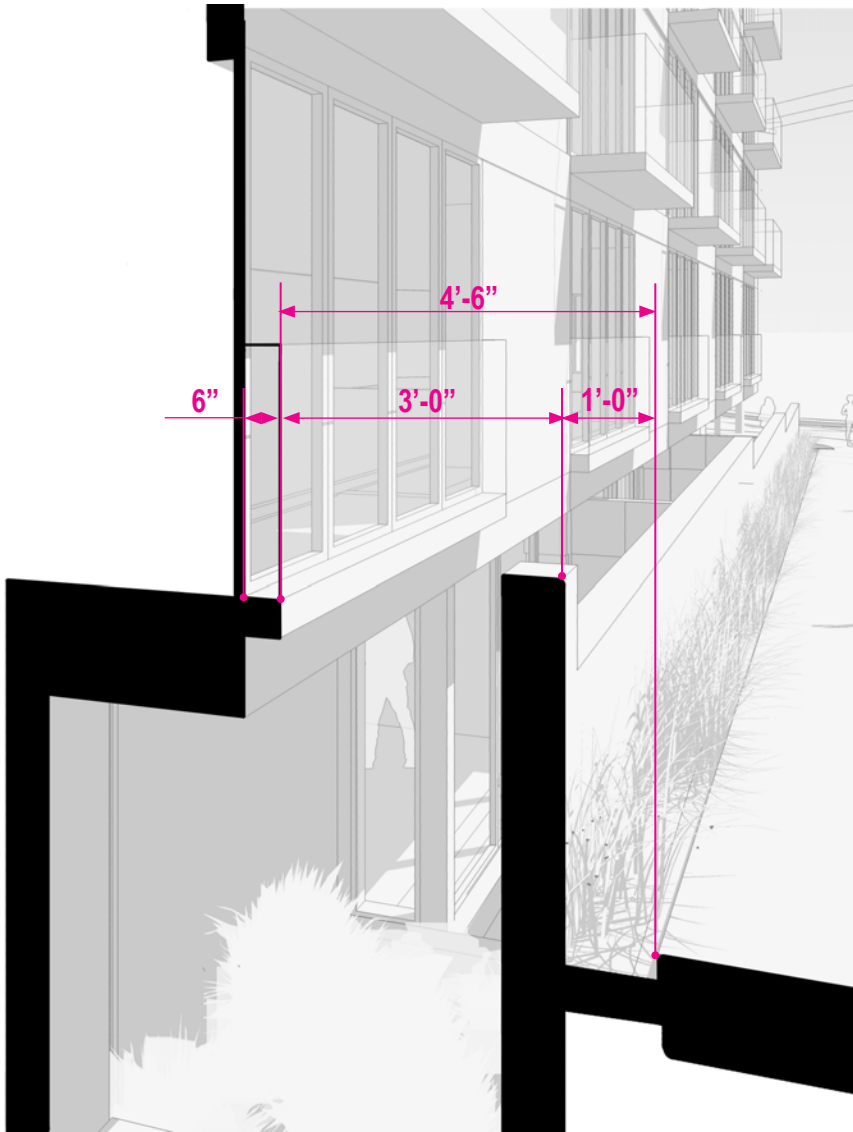


Departure Request #2: 23.45.518.H.3 Projections in Required Setbacks

**Standard:**  
Bay windows and other features that provide floor area may project a maximum of 2' into required setbacks if they are no closer than 5' to any lot line, no more than 10' in width, and make up no more than 30% of the area of the façade.

**Proposed:**  
Projecting decks will meet the 30% max area criteria, and 10' max width, but are proposed to project 2' and be 3' from the front lot line.

**Rationale:**  
The decks animate the building elevation as secondary elements and provide opportunities for interaction between the public and the residents, which will be a benefit to the neighborhood and furthers the following three Design Guidelines: Connectivity (PL1), Walkability (PL2), and Street-Level Interaction (PL3). The decks will also provide solar shading on the south side, and thereby reduce solar heat-gain.

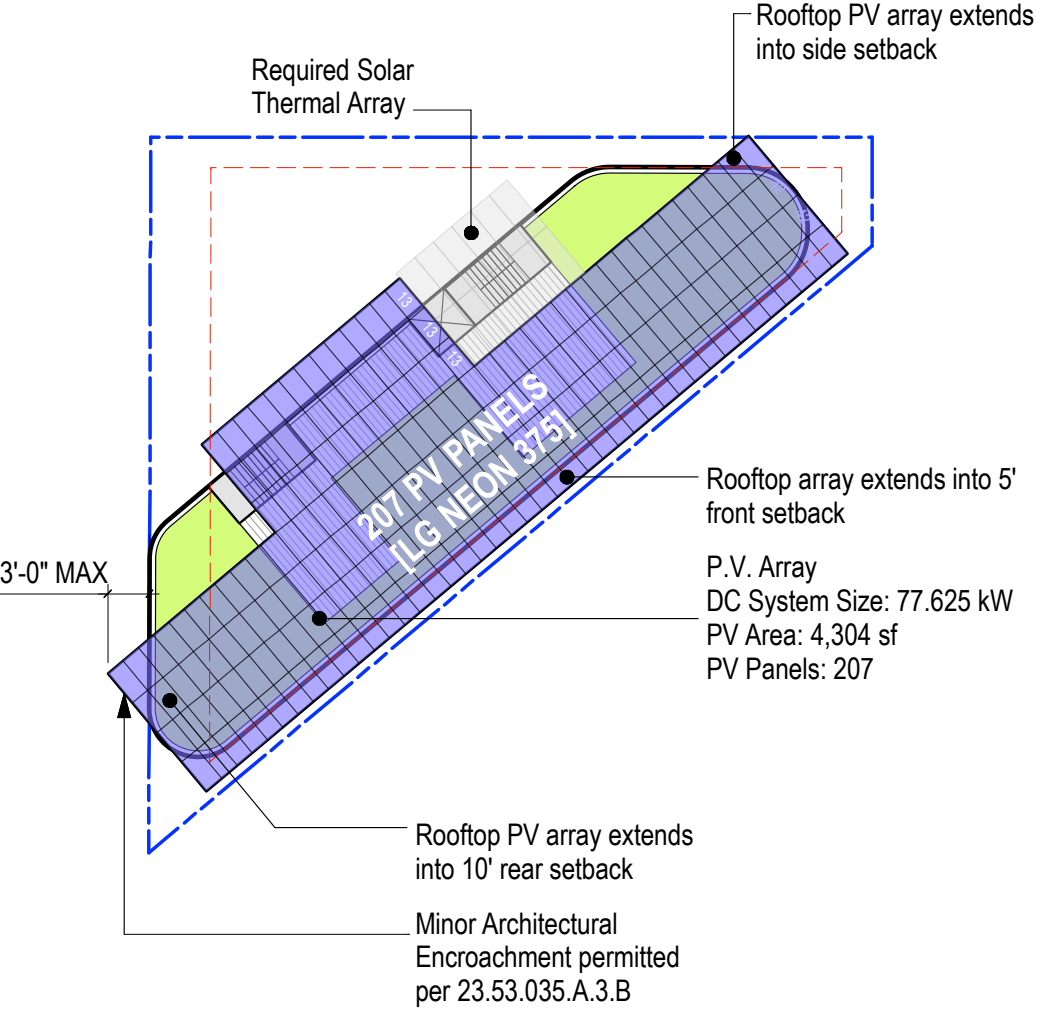


Departure Request #3: 23.45.518.J.5 Solar Collectors in Required Setbacks

**Standard:**  
Solar collectors may be permitted in required setbacks or separations, pursuant to the provisions of Section 23.45.545. Section 23.45.545 does not address rooftop solar collectors in setbacks.

**Proposed:**  
Rooftop solar collectors to extend into side, front, and rear setbacks as indicated on above diagram. Rooftop solar collectors to also extend over ROW, as permitted per 23.53.035.A.3.b, as Minor Architectural Encroachment.

**Rationale:**  
Per 23.41.012. D, Departures for the Living Building Pilot Program may be allowed if the departure would result in a development that better meets the goals of the Living Building Pilot Program. In order for the project to meet the requirements of the Energy Petal, the building is required to produce 105% of the energy used on site. This has been calculated at approximately 75,000 kWh/yr, requiring a 77.625 kW PV array, which is approximately 207 panels totaling 4,304 sf. With current photovoltaic technology, this may require panels to extend into front, side, and rear setbacks in order to achieve the necessary energy production and maintain an efficient and rational form for the PV Array.





EXAMPLES OF PAST WORK  
Anhalt Apartment Renovation and  
Addition  
Seattle, WA



SCCA Patient House  
Seattle, WA





## EXAMPLES OF PAST WORK

**Bradner Gardens**  
Seattle, WA



**Kenmore City Hall**  
Kenmore, WA

