



Lake Union

Queen Anne

Fremont

Aurora Ave

Wallingford

SITE

Stone Way

ALLIANCE STONE WAY

4106 Stone Way N
Seattle, WA 98103

SDCI # 3030859-LU
SDCI # 3032254-EG
Early Design Guidance
July 23, 2018

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City of Seattle
Application for Early Design Guidance

PART I: CONTACT INFO

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2. Project number: 3030859
4. Owner/Lessee Name: Alliance Realty Partners, LLC
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Date 07/13/2018

DEVELOPERS

ALLIANCE
RESIDENTIAL COMPANY

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PROJECT VISION:

ITS AN EDGE, NOT A DESTINATION

The vision for the project is to offer residents an opportunity to live in close proximity to jobs, transportation, retail, and neighborhood amenities. Stone Way is a major north-south conduit that connects N 45th St to Lake Union, or the heart of Wallingford to Fremont. The site is situated along a portion of Stone Way that facilitates movement and therefore we are respecting the building as part of the edge condition and not a destination.

Maintain a Strong Urban Edge

- Zoning and development patterns support a strong urban edge.
- Proportions, topography, terminus to the south at Lake Union will reinforce this objective.

Create safe vehicular/pedestrian access

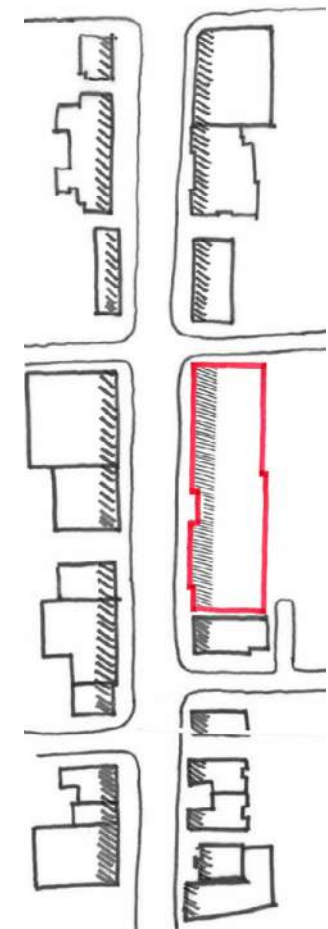
- Design decisions which contribute to a walkable streetscape.
- Managing existing site conditions for most appropriate access points.

Be good neighbors

- Managing access to "landlocked" homes via existing easement on south east portion of the site.
- Pushing height and urban scale toward Stone Way North, away from SF-5000 adjacent zone.

Restraint massing/composition

- High quality building materials that will provide an enduring architectural composition.
- Large architectural moves that are in scale with the urban edge.



PROJECT INFORMATION:

PROJECT DATA:

- Site Area: 35,051 s.f.
- Number of Stories Above Grade: 5
- Total Gross Floor Area: 123,128 s.f. (approx.)
- Total Retail: 7,455 s.f. (approx.)
- Number of Units: 113 (approx.)
- Number of Parking Spaces: 80

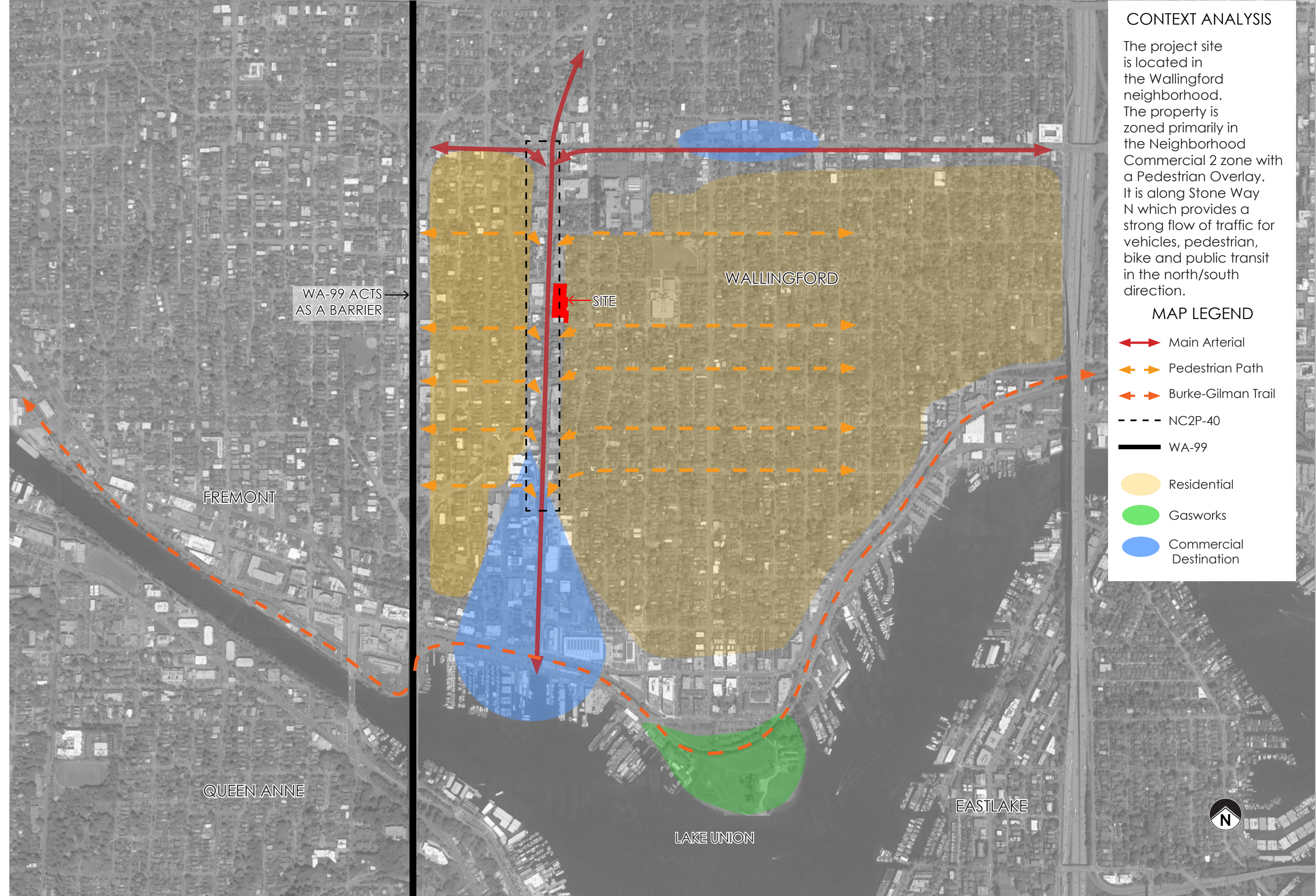
PROJECT OBJECTIVES:

Stone Way North is an important arterial bisecting and connecting the Wallingford and Fremont neighborhoods. Zoning has significantly dictated the growing development pattern of the area. Starting from N 45th St (the major east-west arterial through Wallingford) and heading south down North Stone Way the Neighborhood Commercial zoning is a narrow swath including just the half block on either side of the street down to N 39th St. Directly to the east and west of these parcels, the zone transitions abruptly to Single Family 5000, which is the most prevalent zoning of the area.

This creates a very predictable movement pattern through the neighborhood with residents moving from their single-family homes to Stone Way N. Once on the primary arterial of Stone Way the zoning and topography choreographs movement to the south where Stone Way terminates at Lake Union. The commercial zoning at the south terminus of Stone Way widens creating a more critical mass of neighborhood amenities with an abundance of coffee shops, restaurants, retail shops, and bars. The Burke-Gilman Trail, as well as N 34th St., connects residents to Fremont and recreational opportunities along the waterfront.

This site is located in the narrow swath zoned NC2P-40, with its long orientation facing Stone Way. The project contributes to its context by reinforcing the strong urban edge and overall development pattern promoted by zoning. At the micro scale it provides opportunity for localized retail amenities and on macro scale it mitigates the specific site constraints and opportunities.

The objective for the massing, composition and material is to have a cohesive, yet simple solution. Massing and composition is created through large calculated moves with thoughtful use of color and material creating continuity throughout the elevations.



CONTEXT ANALYSIS

The project site is located in the Wallingford neighborhood. The property is zoned primarily in the Neighborhood Commercial 2 zone with a Pedestrian Overlay. It is along Stone Way N which provides a strong flow of traffic for vehicles, pedestrian, bike and public transit in the north/south direction.

MAP LEGEND

- ↔ Main Arterial
- Pedestrian Path
- - - Burke-Gilman Trail
- - - NC2P-40
- WA-99
- Residential
- Gasworks
- Commercial Destination

EXISTING CONDITIONS



Corner of Stone Way N. and N. 42nd St. (1)



Stone Way N. looking North. (2)



4106 Stone Way N. (3)



4110 Stone Way N. (4)



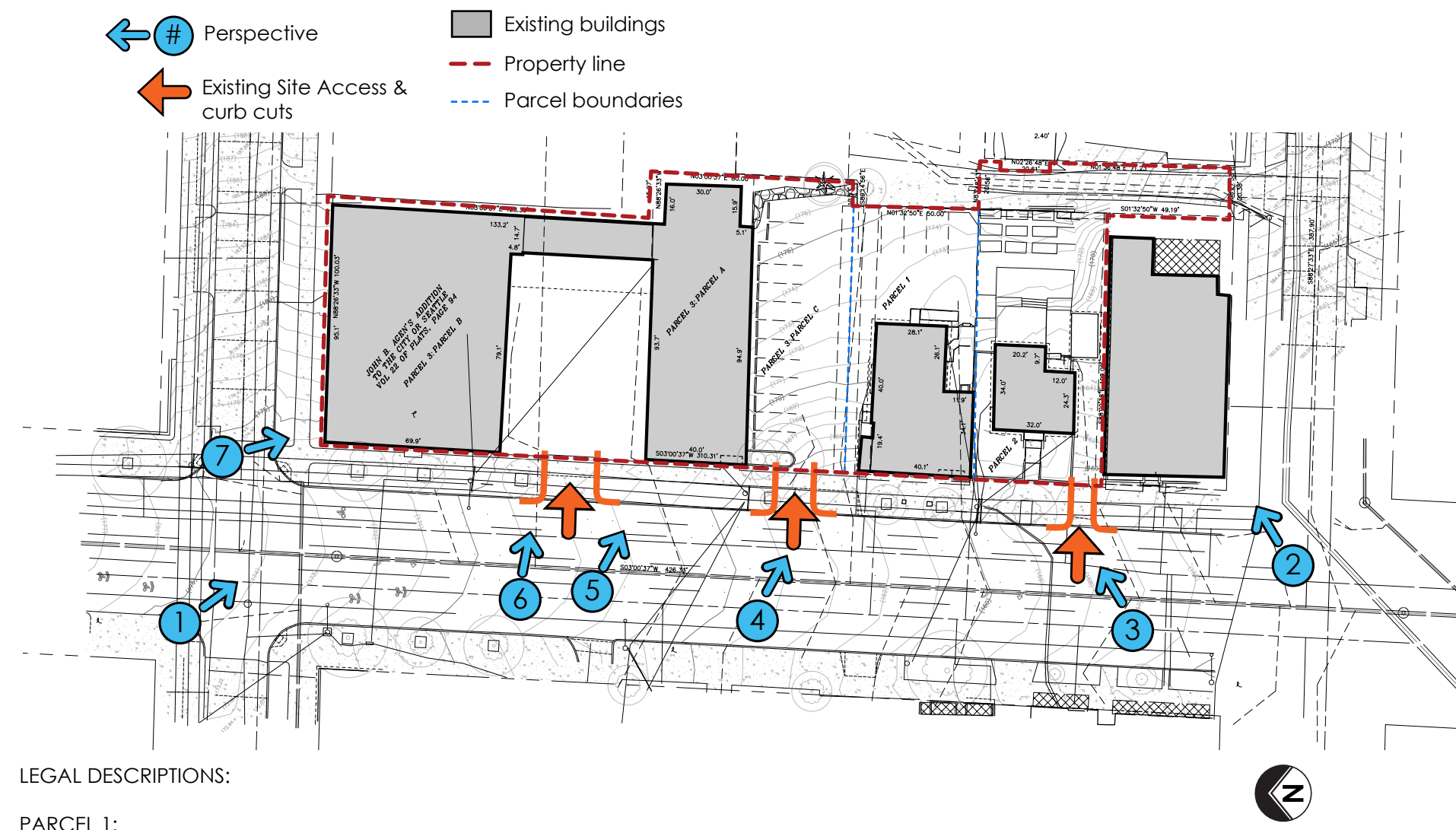
Stone Way N. looking South. (5)



Stone Way N. looking East. (6)



Stone Way N. and N. 42nd St. (7)



LEGAL DESCRIPTIONS:

PARCEL 1:
 LOT 1, BLOCK 3, JOHN B. AGEN'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 22 OF PLATS, PAGE 94, IN KING COUNTY, WASHINGTON.

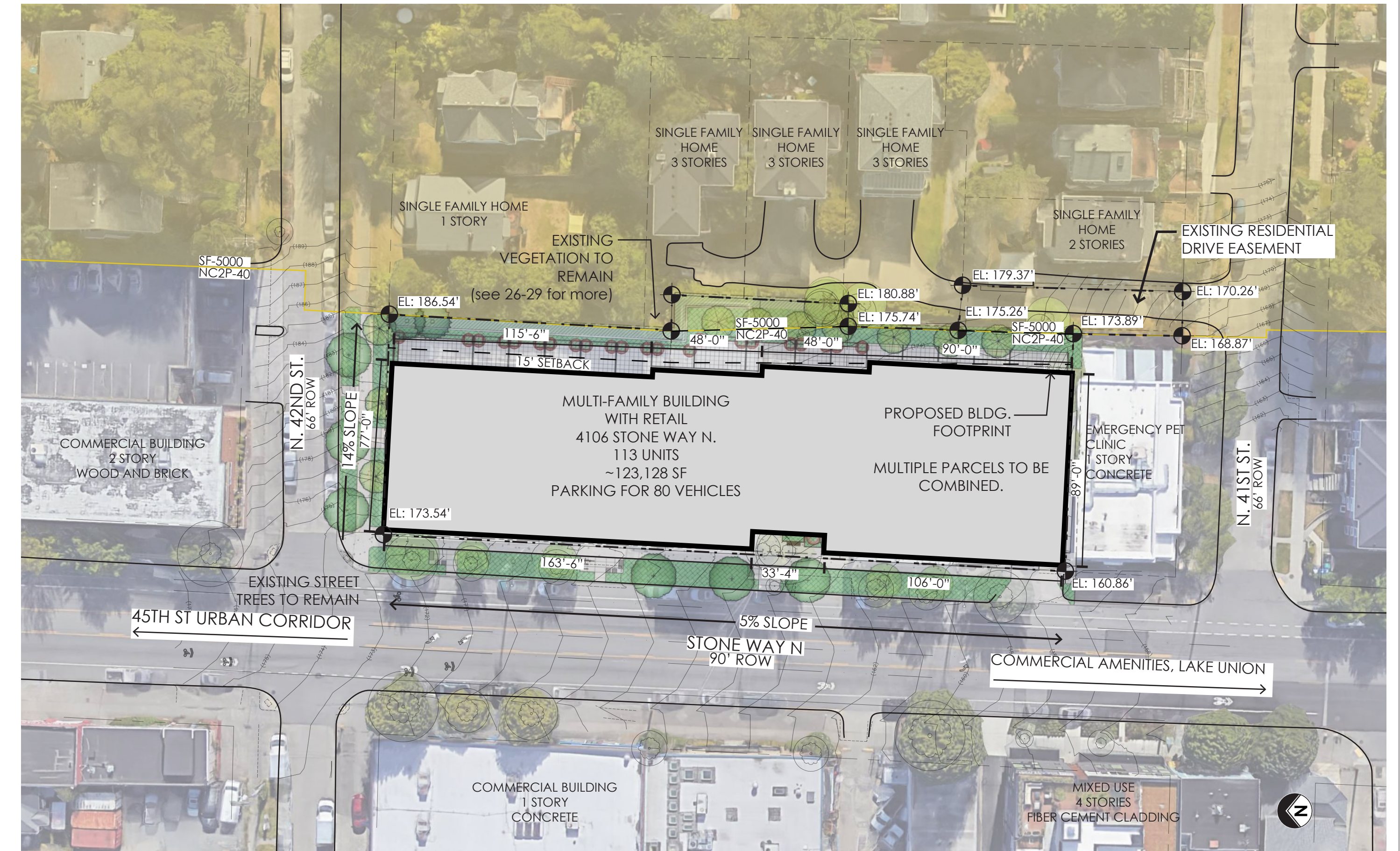
PARCEL 2:
 PARCEL A, CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER-3007309, RECORDED JULY 28, 2008 UNDER RECORDING NUMBER 20080728900005, IN KING COUNTY, WASHINGTON.

PARCEL 3: PARCEL A:
 BEGINNING AT A POINT 128.39 FEET SOUTH OF THE INTERSECTION OF THE EASTERLY MARGIN OF STONE WAY AND THE SOUTHERLY PORTION OF NORTH 42ND STREET; THENCE EASTERLY, PARALLEL TO THE SOUTHERLY MARGIN OF NORTH 42ND STREET, 116 FEET; THENCE SOUTHERLY PARALLEL TO THE EASTERLY MARGIN OF STONE WAY, 40 FEET; THENCE WESTERLY PARALLEL TO THE SOUTHERLY MARGIN OF NORTH 42ND STREET, 116 FEET TO THE EASTERLY MARGIN OF STONE; THENCE NORTHERLY ALONG SAID EASTERLY MARGIN, 40 FEET TO THE POINT OF THE BEGINNING.

PARCEL 3: PARCEL B:
 THAT PORTION OF SAID WEST HALF OF THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 25 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, KING COUNTY WASHINGTON, LYING BETWEEN THE EAST LINE OF STONE WAY, AS NOW ESTABLISHED, AND A LINE PARALLEL WITH AND DISTANT 100 FEET EAST THEREFROM, AND BETWEEN THE SOUTH LINE OF NORTH 42ND STREET, AS NOW ESTABLISHED, AND A LINE PARALLEL WITH AND DISTANT 128.39 FEET SOUTH THEREFROM.

PARCEL 3: PARCEL C:
 PORTION OF THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 25 NORTH RANGE 4 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING ON THE EAST MARGIN OF STONE WAY, 168.39 FEET SOUTH OF THE INTERSECTION OF THE EAST MARGIN OF STONE WAY WITH THE SOUTHERLY MARGIN OF NORTH 42ND STREET; RUNNING THENCE EASTERLY PARALLEL WITH NORTH 42ND STREET, 116 FEET; THENCE SOUTHERLY PARALLEL WITH STONE WAY, 40 FEET; THENCE WESTERLY 116 FEET; THENCE NORTHERLY 40 FEET TO THE POINT OF BEGINNING;

SITE PLAN

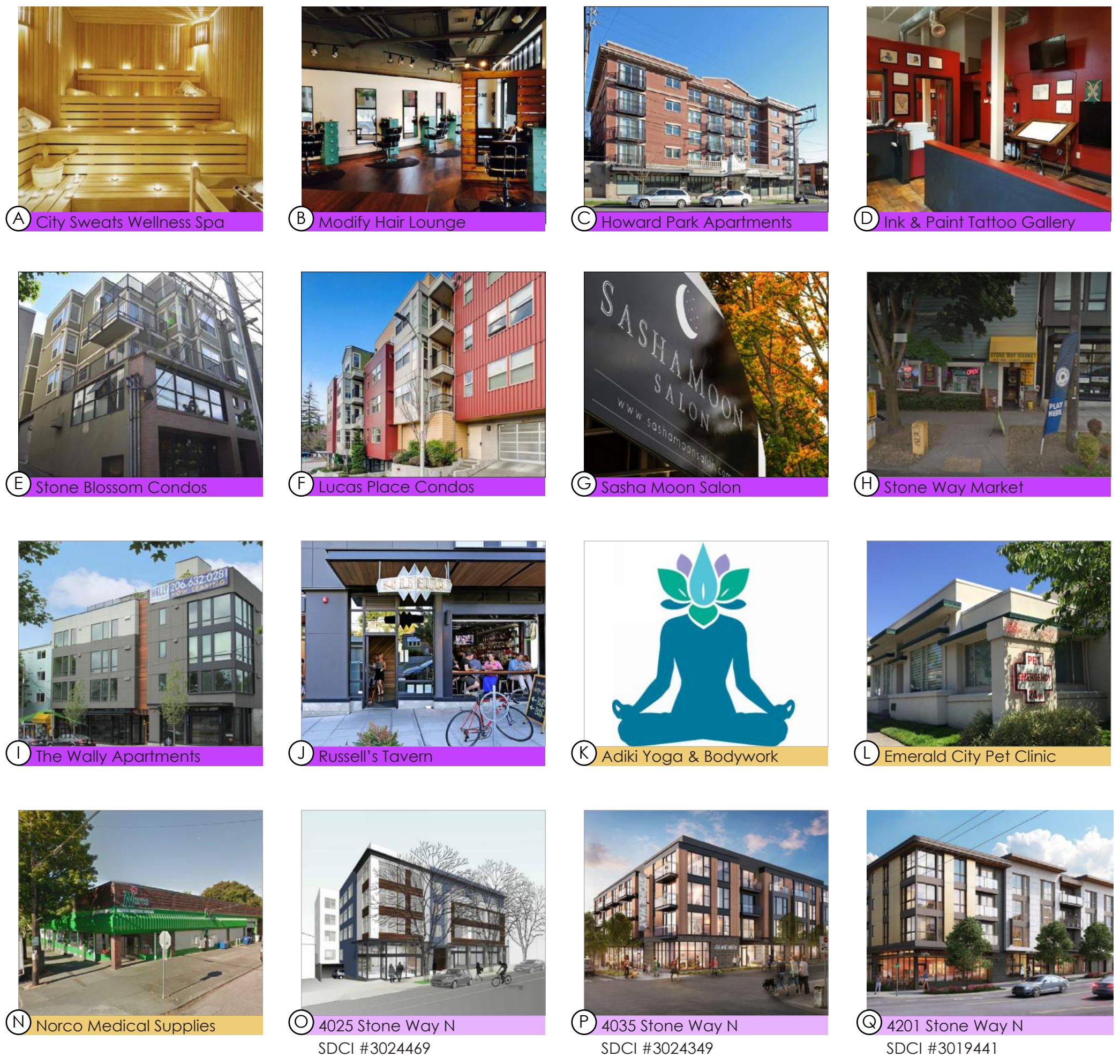


SURROUNDING USES

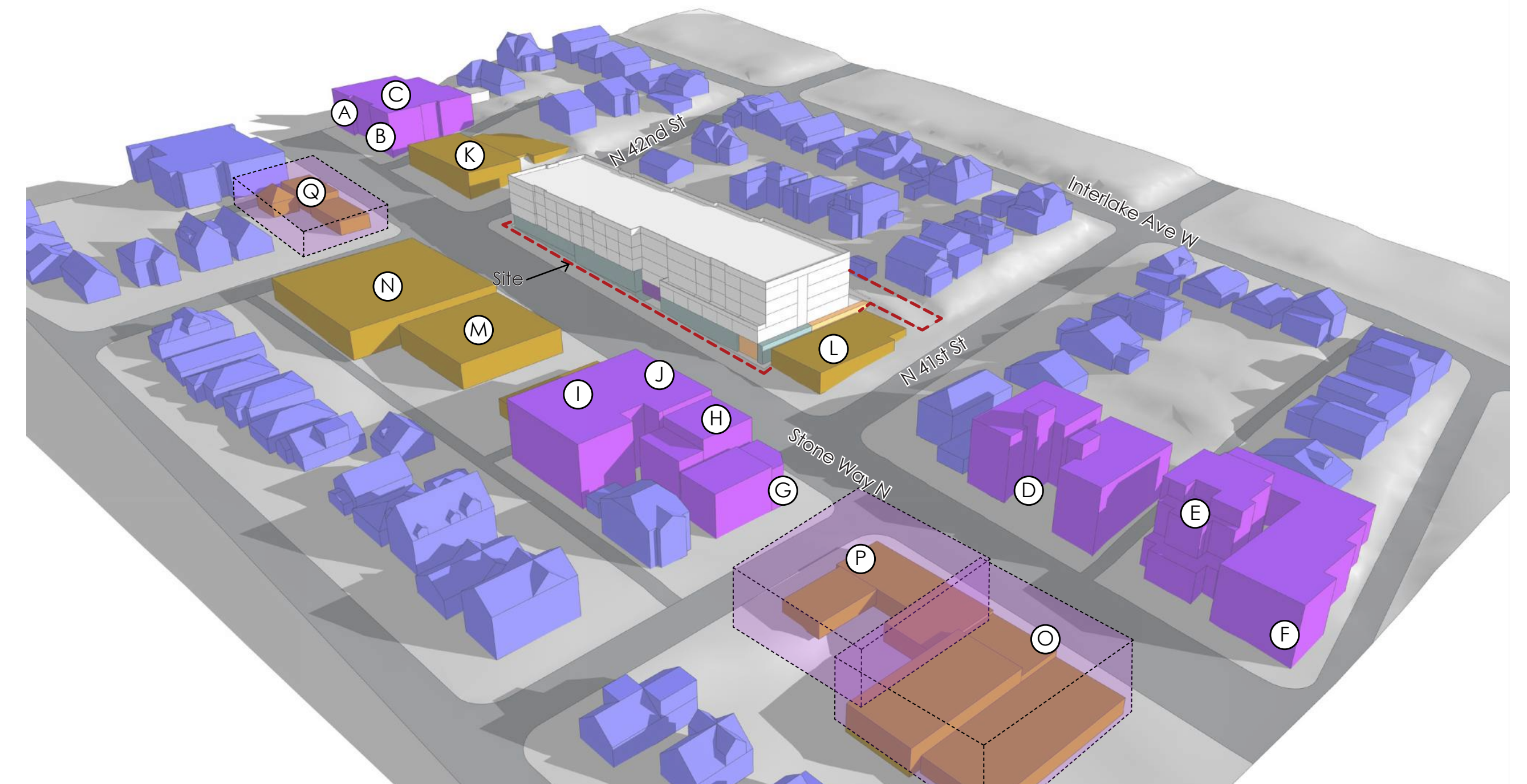
THE DIVERSITY OF WALLINGFORD

The project site is located in the heart of the Wallingford neighborhood, along the bustling arterial of Stone Way North. Surrounded to the east and west by the traditional craftsman style homes, the commercial strip in the immediate vicinity of the site on Stone Way provides ample amenities that includes a convenience store/gas station, veterinary care, and restaurants.

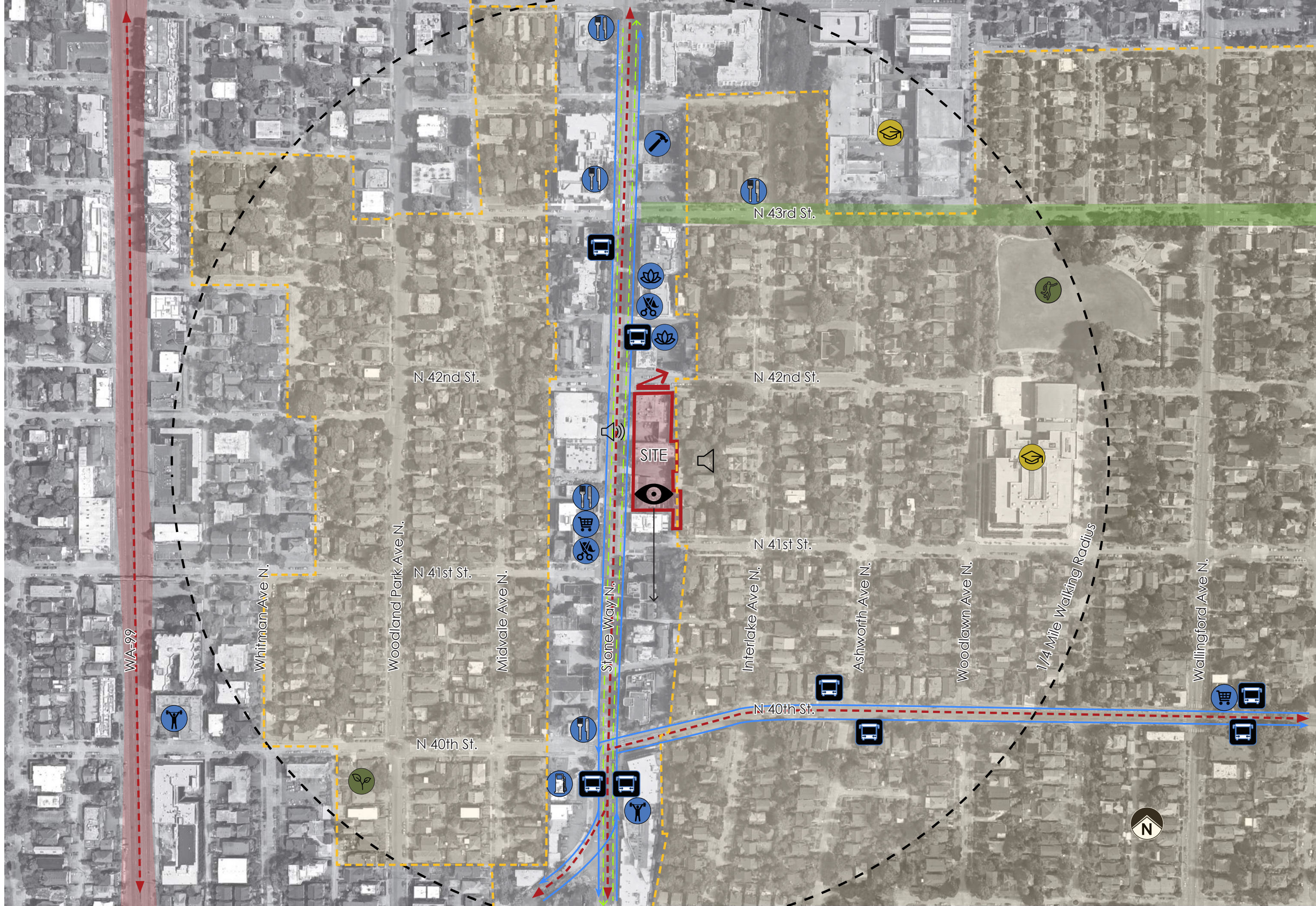
The site being situated along Stone Way provides an opportunity to continue the urban edge and add to the pedestrian corridor.



SURROUNDING USE MASSING STUDY



- Residential [Blue cube icon]
- Proposed Residential/Retail [Purple cube icon]
- Residential/Ground Level Retail [Yellow cube icon]
- Commercial/Retail [Brown cube icon]
- Project Site [Red dashed line icon]



CONSTRAINTS

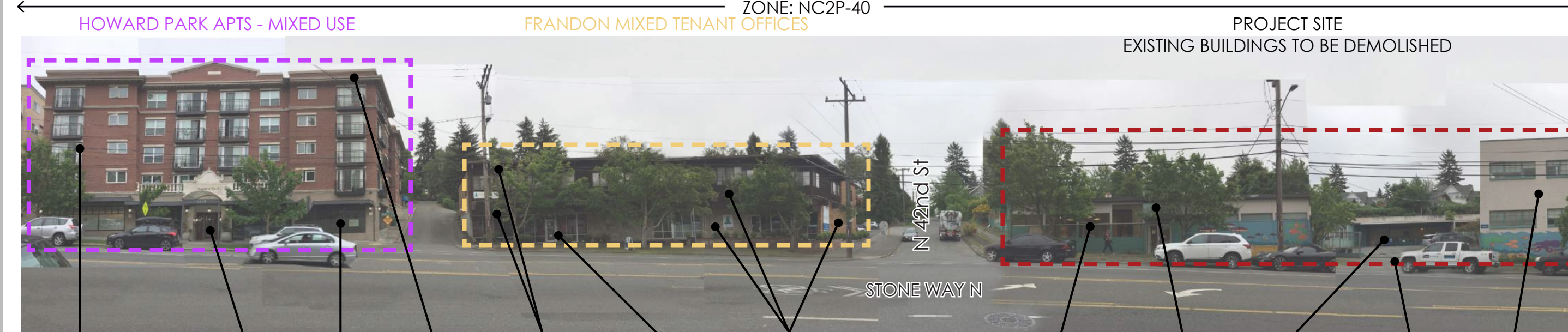
- Sound Pollution
Stone Way Ave may create sound pollution with vehicular traffic.
- Drastic grade changes
- 14% slope along 42nd, creating site access constraints.
- 5% slope along Stone Way N, creating site access constraints.
- Adjacent zoning of SF-5000, which cuts through a portion of the eastern edge of site.
- Principal Arterial
- Frequent Transit Corridor/
pedestrian barrier

OPPORTUNITIES

-
- Walkability
- Convenient location to amenities including restaurants, gyms, convenience stores, gas stations, hair salons, wellness centers, and a hardware store.
-
- Amenities
- Includes playground, tennis courts, fields, community p-patch and schools.
- Quiet Neighborhood
- Adjacency to SF-5000 provides quieter eastern edge.
- Unobstructed view corridor down Stone Way N and from upper levels to the south.
- Neighborhood Greenway
- Bus stops within 1/4 mile walking distance: 26 and 62 servicing downtown and UW.
- Convenient access to both Burke Gilman bicycle trail and Green Lake
- Principle Arterial
- Convenient vehicular access
- Easy access to I-5, downtown, and local amenities.

EXISTING DEVELOPMENT

STONE WAY LOOKING EAST

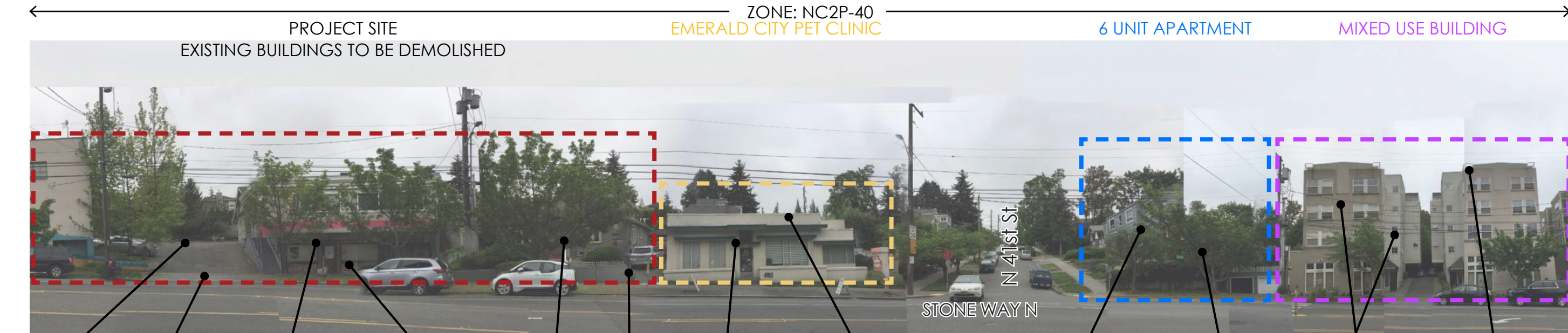


- Brick facade with regular window patterning and concrete at pedestrian level
- Main entry
- Retail at ground level
- Corniced roof line
- Exposed heavy timber structure
- Few pedestrian access points at ground level
- Wood slatting, stone, and brick facade
- Masonry 1 story building
- Flat roof, horizontal fenestration
- Surface level parking and unload zone
- Curb cut (1 of 3)
- Masonry 2 story building, flat roof, horizontal fenestration



EXISTING DEVELOPMENT

STONE WAY AND SURROUNDING AREA



- Surface level parking
- Curb cut (2 of 3)
- Mixed-use, offices and ground level retail
- Brick at pedestrian level
- Office converted from craftsman style house
- Curb cut (3 of 3)
- 1 story masonry building
- Flat roof
- Horizontal lap siding above brick base
- Heavy tree coverage
- Fiber cement paneling and horizontal lap siding
- Roof deck



EXISTING DEVELOPMENT

STONE WAY- LOOKING WEST

ZONE: NC2P-40

FUTURE DEVELOPMENT

2 MIXED USE BUILDINGS THE WALLY - MIXED USE ELECTRIC PEN BEST PLUMBING SHOWROOM



- Ground level storefront and brick. Vertically spanning wood elements with dark fiber cement SDCI #3024349
- Main entry on N 41st St
- 2 story building, lap siding with gable roofs
- 3 story building, lap siding with flat roof
- 4 story building, fiber cement panels and horizontal lap siding
- Main entry
- 1 story masonry building
- Surface level parking and unloading zone
- 1 story masonry building



EXISTING DEVELOPMENT

STONE WAY AND SURROUNDING AREA

ZONE: NC2P-40

NORCO MEDICAL SUPPLIES

PROPOSED FUTURE DEVELOPMENT

THE WATERMARKE APARTMENTS

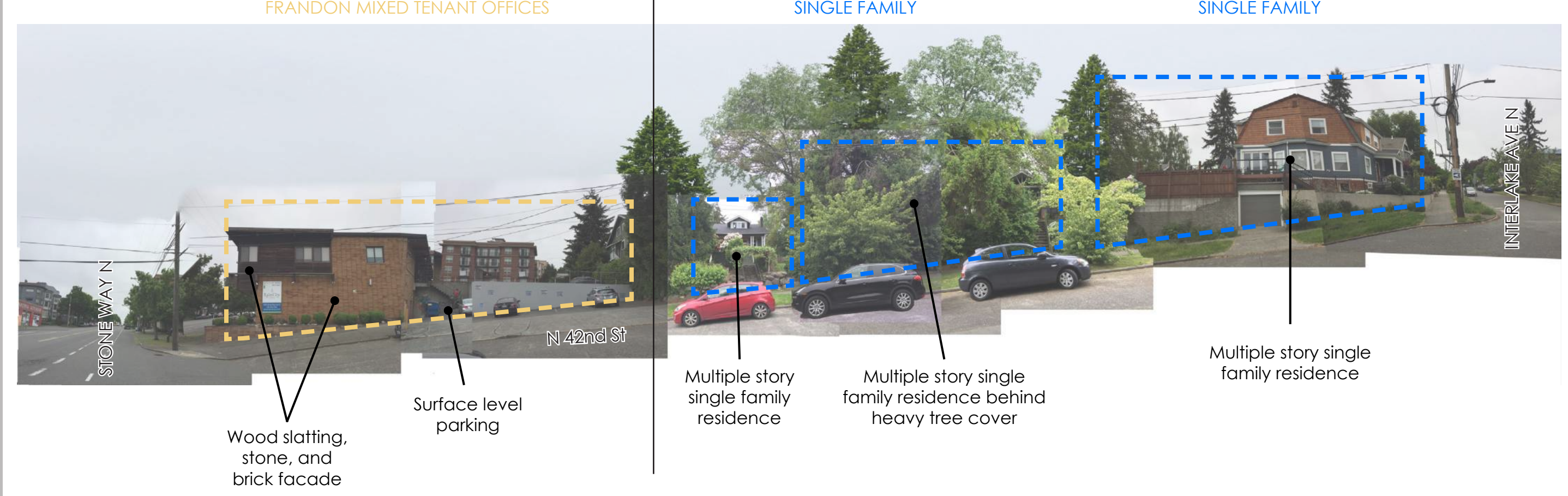


- 1 story masonry building, brick detailing
- Main entry on N 42nd St
- Ground level storefront and brick. Vertically spanning gold panels with brick and multiple colors of fiber cement panel SDCI #3019441
- 4 story apartment building, horizontal lap siding
- Gabled roof modulation, bay windows spanning vertically



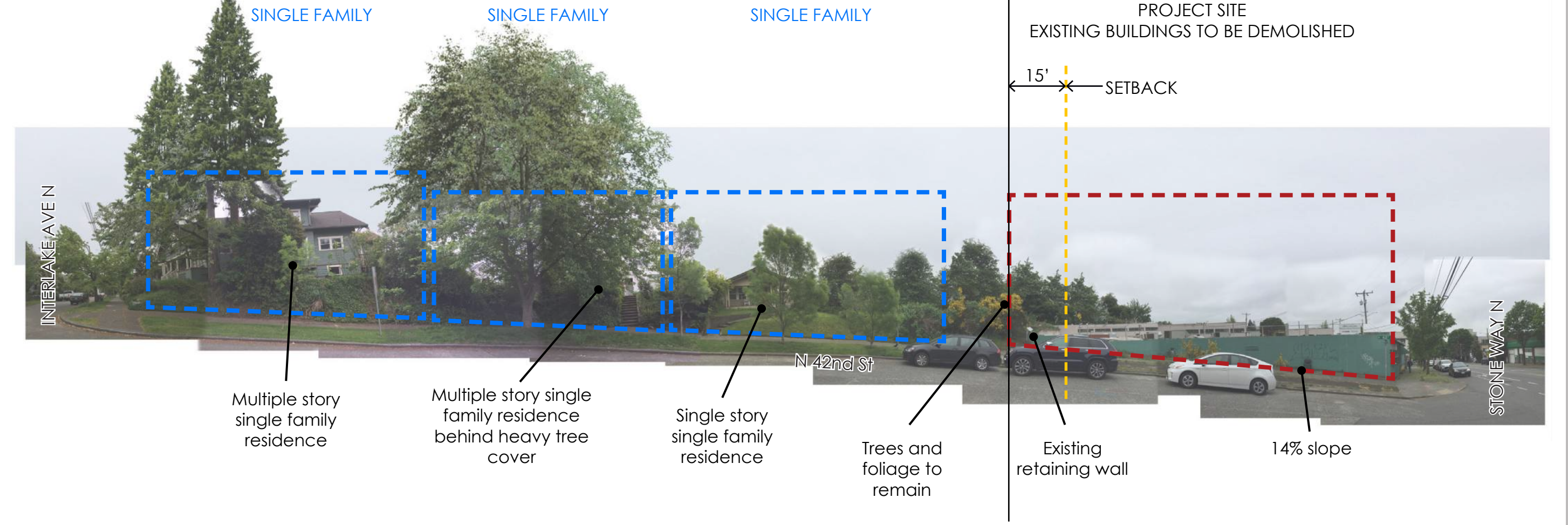
EXISTING DEVELOPMENT

42ND- LOOKING NORTH ZONE: NC2P-40 ZONE: SF-5000

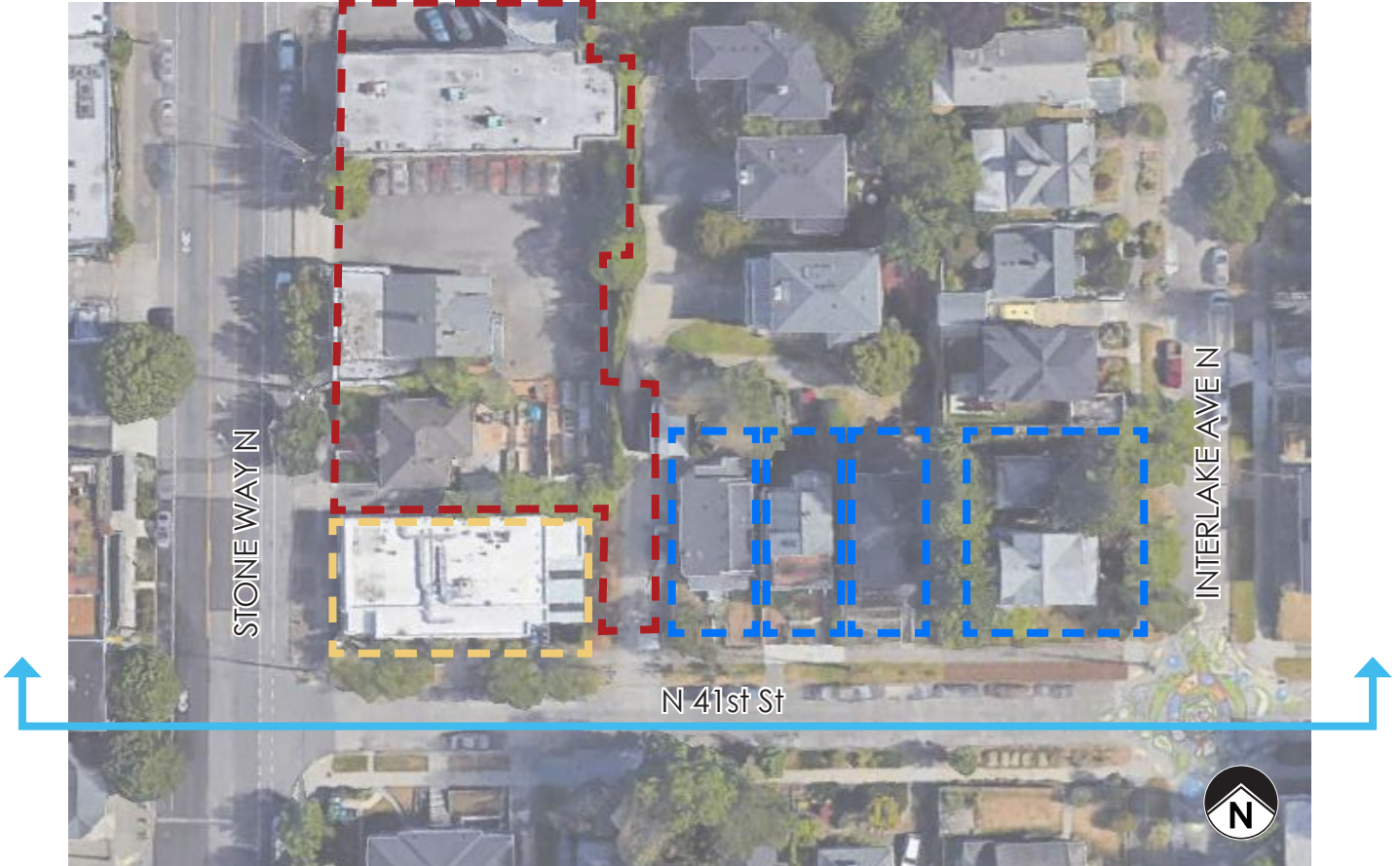
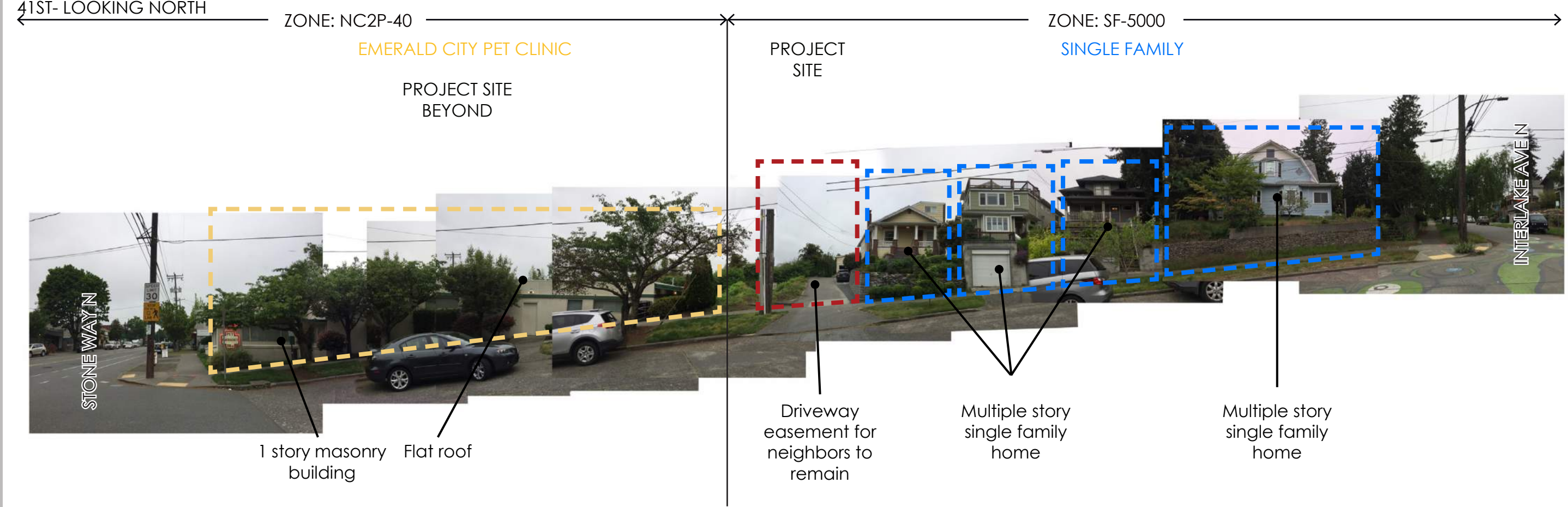


EXISTING DEVELOPMENT

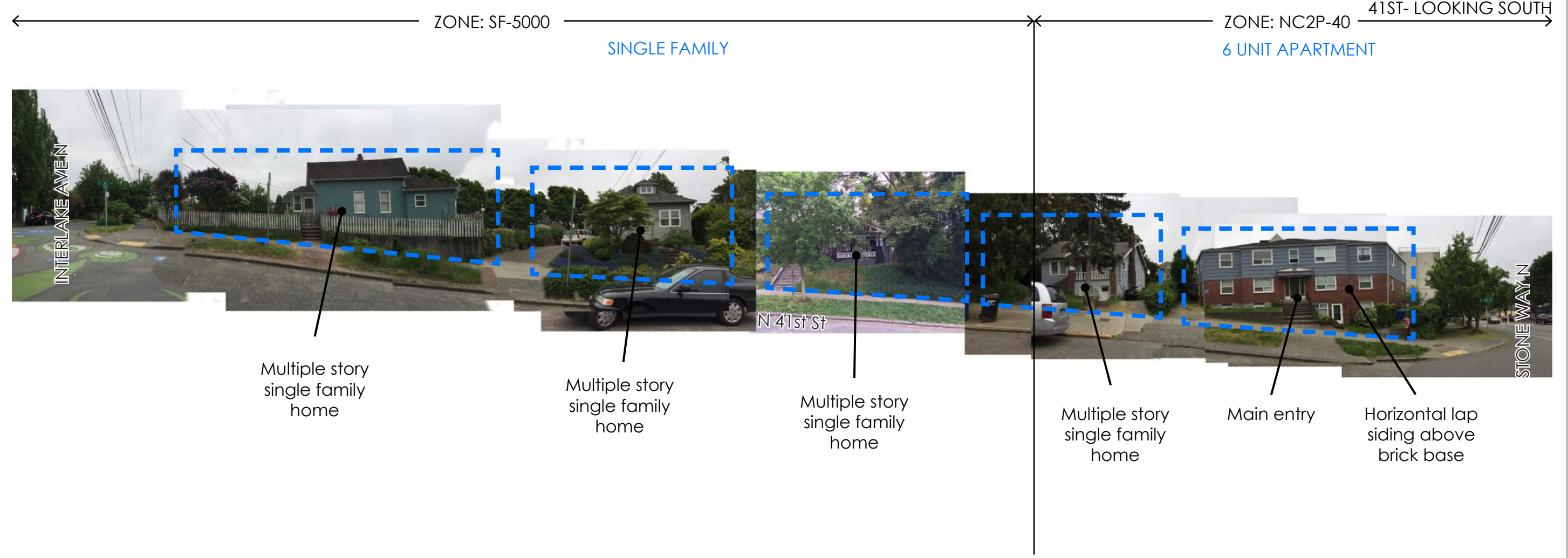
42ND- LOOKING SOUTH ZONE: SF-5000 ZONE: NC2P-40



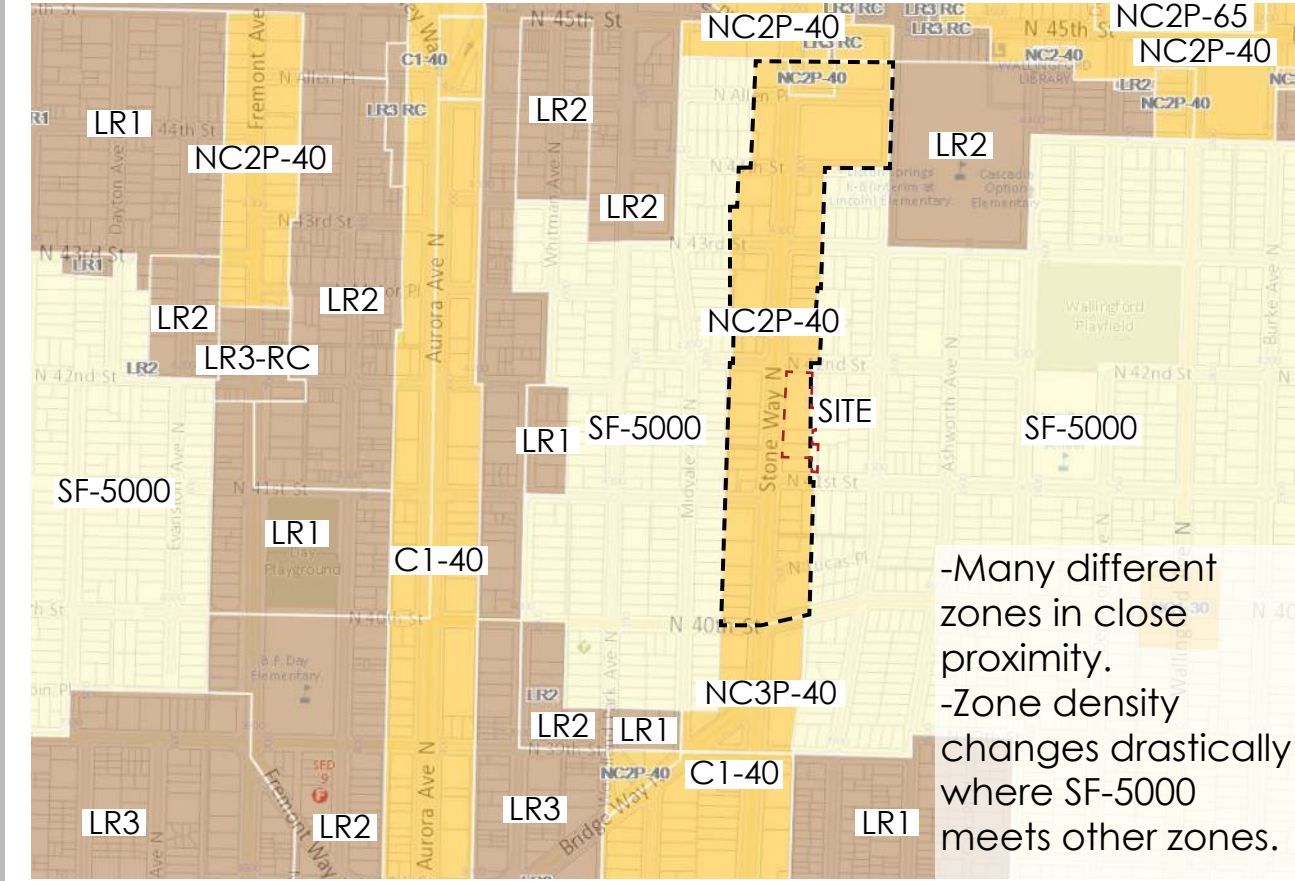
EXISTING DEVELOPMENT



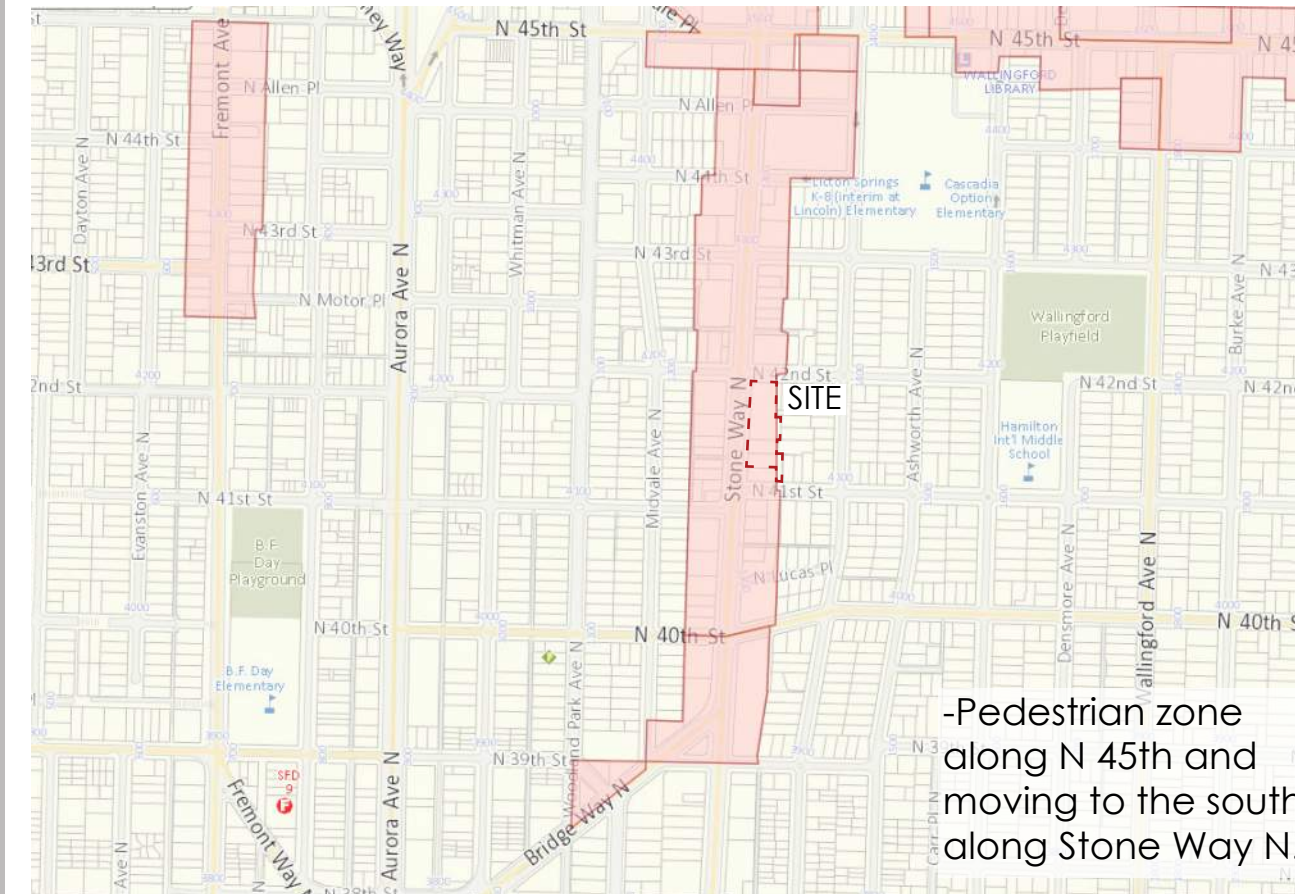
EXISTING DEVELOPMENT



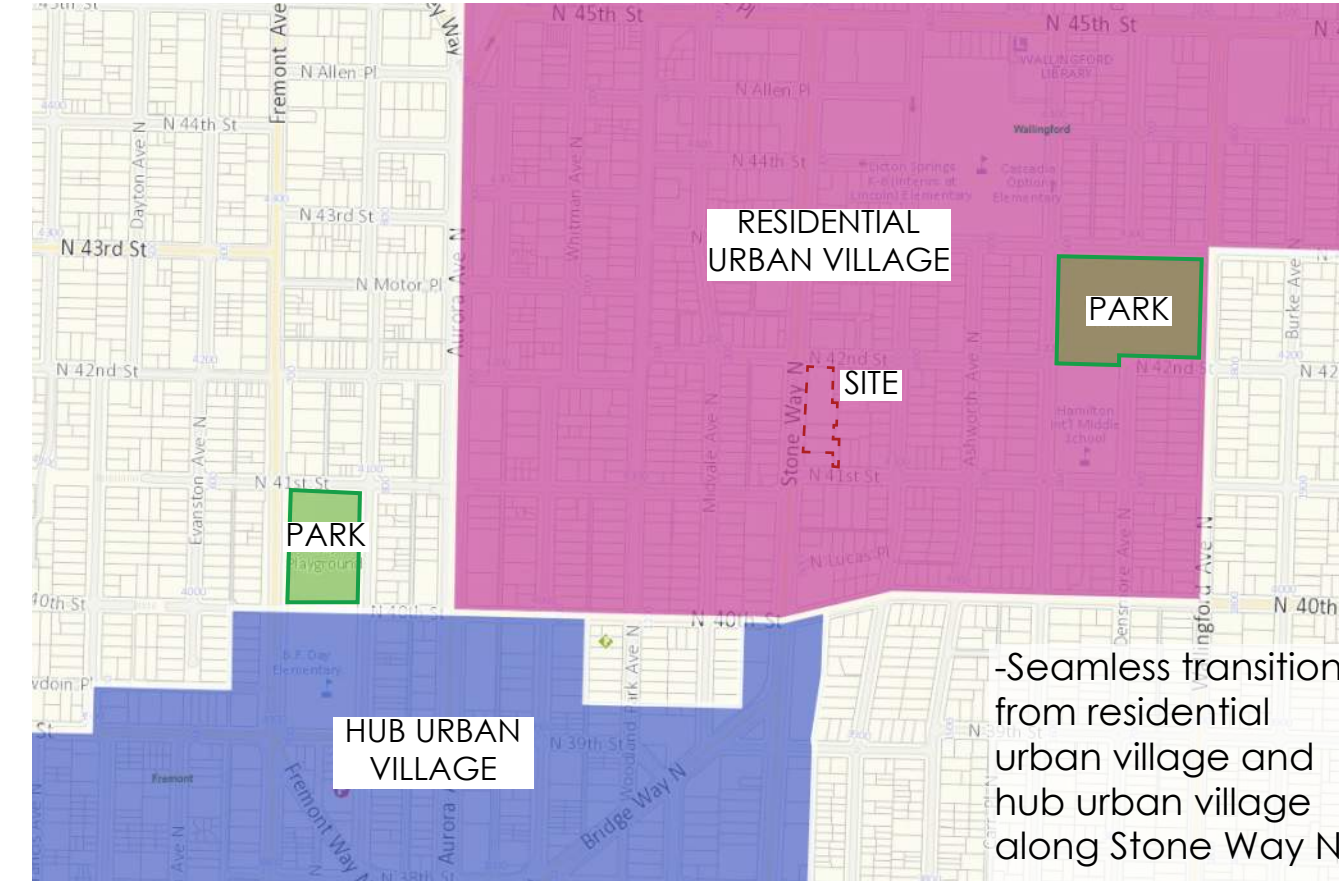
Zoning



Pedestrian 'P' Zones



Urban Village/Park Boundary Overlays



Environmentally Critical Areas (ECA)



ZONING ANALYSIS

Site Address: 4106 Stone Way N | Seattle, WA 98103
 Project Zone: NC2P-40 // SF-5000
 Zoning Overlays: Wallingford Residential Urban Village, Frequent Transit, Pedestrian Zone
 ECAs: None
 Lot area: 35,051 sf (31,976 sf in NC2P-40 // 3,075 sf in SF-5000)

Code Standard	Code Description	Code Standard
Permitted Uses: SMC 23.47A.004	Uses Permitted Outright: Commercial, Residential	Compliant: Retail, Residential
Street Level Uses: SMC 23.47A.005	80% min. of street-level uses must be commercial uses	381'-6" building along street level = 305'-3" commercial use min Compliant: 310'-6" commercial provided
Street-Level Development Standards: SMC 23.47A.008	Blank Facades (all uses): Max length 20', Max. 40% of total façade width. Maximum setback: 10' Residential uses must be 4' above or below sidewalk grade, or set back 10'	Compliant: No blank facades over 20' in length.
Street-Level Development Standards, Non-residential: SMC 23.47A.008.B	Façade Transparency: Min. 60% of façade area between 2' & 8' above sidewalk. Depth of non-residential use: 30' avg., 15' min. Height of non-residential use: 13' min. floor-to-floor	Compliant: 60% of façade between 2' & 8' will be transparent. All non-residential use are 30' deep with 13' floor to floor.
Structure Height: SMC 23.47A.012	Maximum Height: 40' above average grade plane Additional 4' permitted where non-residential uses at street level have 13' min. floor-to-floor height	Compliant: 43'-4" above average grade plane.
Floor Area Ratio: SMC 23.47A.013	Maximum FAR for all uses in a mixed-use building: 3.25 Maximum FAR for all residential or all non-residential uses: 3.00	Compliant: 3.21 FAR provided
Setback Requirements: SMC 23.47A.014	None	Compliant
Landscaping and Screening: SMC 23.47A.016	Minimum green factor score: 0.30 Street trees required.	Compliant: street trees will be maintained and green roof will be provided to meet min. green factor score.
Amenity Areas: SMC 23.47A.024	Minimum 5% of gross residential floor area.	81,532 sf x 5% = 4,077 sf required Compliant: 1124 sf (lobby) + 3,200 sf (roof deck) = 4,324 sf
Required Parking: SMC 23.54.015 Table B	Residential uses: None required in Frequent Transit area in Urban Village Non-residential uses: None required in Frequent Transit area in Urban Village	Compliant. 80 parking spaces are provided.
Bicycle Parking: SMC 23.54.015 Table D	Residential: 1 per 1 dwelling units (long-term) and 1 per 20 units (short-term) *After first 50 spaces, additional spaces are required at 75% ratio shown in table Retail: 1 per 4,000 sf (long-term) and 1 per 2,000 sf (short-term)	Min required: 109 total spaces Long term: 2 + 97 = 99 Short term: 4 + 6 = 10 (7,455 sf of retail - 2 long term spaces, 4 short term spaces = 6 spaces) (113 dwelling units - 50 spaces + ((63 units x .75 = 47 spaces)) 97 per dwelling unit, 6 short term) = 103 spaces
Parking Location and Access SMC 23.47A.032	Parking shall not be located between the structure and the street. Parking within the structure at street level must be separated from the street by another use.	Departure requested. See departure section.
Solid Waste and Recycling Storage: SMC 23.54.040	Residential: 575 sf + 4 sf per unit over 100 units May be reduced 15% if space is >20' wide Retail: 125 sf for 5,000-15,000 sf of retail (-50% in mixed-use development)	(627 sf) for residential + (63 sf) for non residential = (690 sf min) Compliant: ~800 sf provided

DESIGN GUIDELINES

CONTEXT AND SITE

CS2 - URBAN PATTERN AND FORM

CS2-C.1: LAND FORM

Use the natural topography and/or other desirable land forms or features to inform the project design.

Response:

- There are not flat portions of the site.
- Retail entries are positioned to meet grade at convenient locations.
- Lobby is located at the center of the building elevation to minimize transitions between existing grade and on-site finish.
- Preferred option places vehicle access at lowest portion of site to minimize ramping, unsafe conditions, and impacts to single-family neighborhood.

CS2-B.2: URBAN PATTERN AND FORM

Connection to the Street: Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm.

Response:

- The proportions of the site dictate a long, strong urban edge along Stone Way.
- Retail amenities along Stone Way will activate the street.
- The central lobby will create a focal point at the center of the building.
- 18' sidewalks allow for a generous planting strip, street trees, wide sidewalks, and other pedestrian amenities.

PUBLIC LIFE

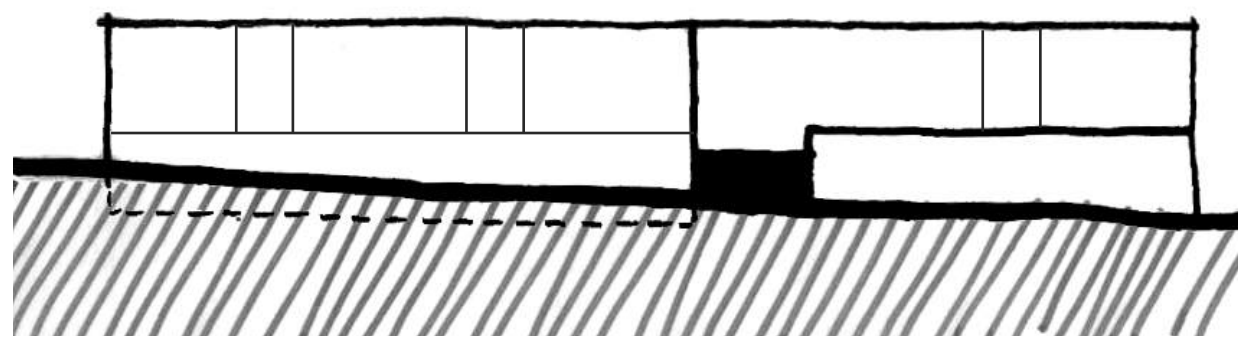
PL2 - WALKABILITY

PL2-B.1: EYES ON THE STREET

Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies, and street level uses.

Response:

- The existing uses are underutilized, converted industrial/office buildings which provide little to no eyes on the street during business hours and unsafe dark corners. This building creates a strong urban edge with sight lines and activity on all four elevations. A major improvement to the site.



Designing with the topography.



Existing conditions on Stone Way.



Connect and strengthen active urban edge with retail and services.

PL4 - ACTIVE TRANSPORTATION

PL4-A.1: ENTRY LOCATIONS AND RELATIONSHIPS

All modes of travel: Provide safe and convenient access points for all modes of travel.

Response:

- Pedestrian access to the building is in the most convenient location at the center of the building along Stone Way N. Easy load and unload directly in front of the building is possible.
- Bike access right off a bike lane directly into the parking garage is possible with acceptance of a departure for parking access along Stone Way N.
- Vehicular access on Stone Way N is preferred to allow safe ingress/egress to a wide arterial road with good sight lines in a location which is logical for residents and visitors to the building.
- Stone Way N vehicular access minimizes impact to residential street on N 42nd St., including loss of on-street parking.

PL4-B.1: PLANNING AHEAD FOR BICYCLISTS

Early planning: Consider existing and future bicycle traffic to and through the site early in the processes so that access and connections are integrated into the project along with other modes of travel.

Response:

- Adequate bicycle parking is provisioned considering that this location supports elevated bicycle commuter traffic. Amenities such as a bike washing and maintenance will also be provided. Allowing vehicle and bicycle access directly off of Stone Way North is also desired due to convenience directly to the bike lane on Stone Way.

DESIGN CONCEPT

DC1 - PROJECT USES AND ACTIVITIES

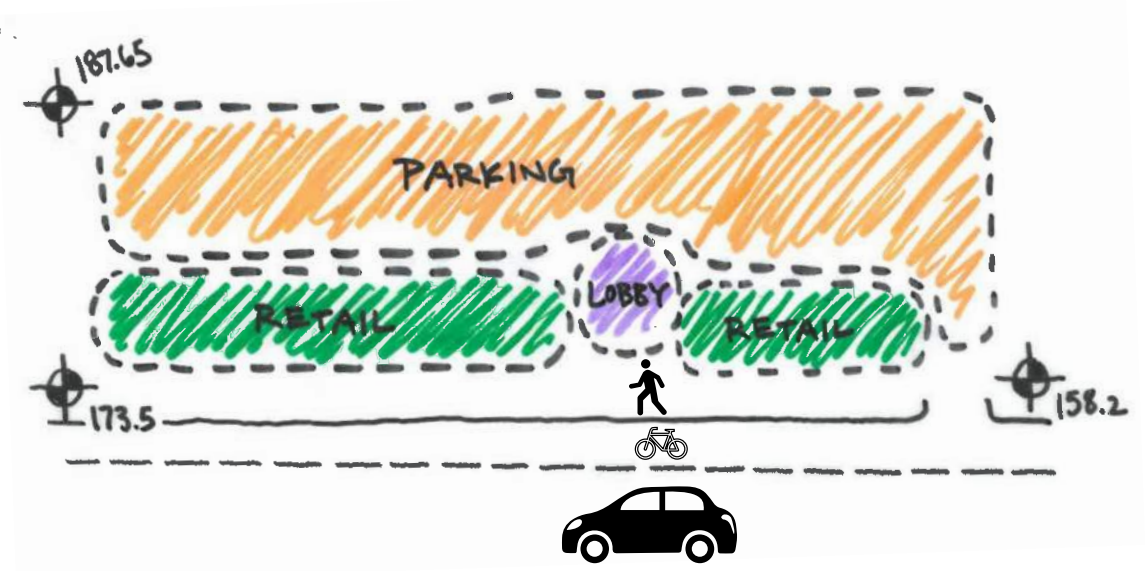
DC1-I: PARKING AND VEHICLE ACCESS (FROM WALLINGFORD DESIGN GUIDELINES)

Parking and Vehicle Access: Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

Response:

- Though we are requesting a departure to provide vehicle (and bicycle) access we are doing so with significant assessment of the alternative and a focus on safety. Pedestrian foot traffic and building services will be calm enough that there would be minimal conflict with a Stone Way N parking access.
- Bicycle access off of Stone Way North is much more convenient for bicyclists and allows direct access to the garage and bicycle storage.
- We will be reducing 3 curb cuts to 1 curb cut for the entire 400' block.
- There would be far less impact to the surrounding residential properties if Stone Way access is allowed.

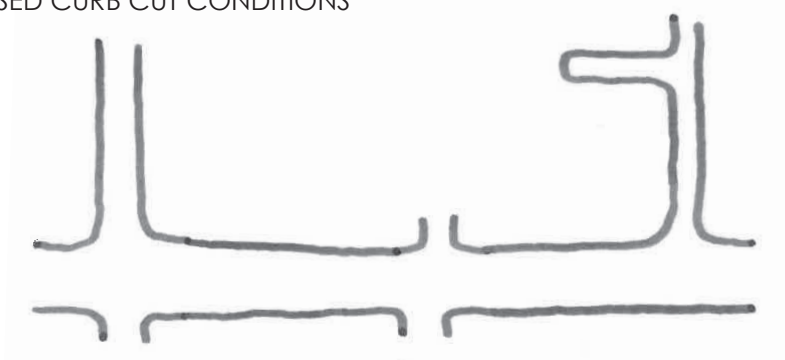
GROUND LEVEL DIAGRAM



EXISTING CURB CUT CONDITIONS



PROPOSED CURB CUT CONDITIONS



DESIGN GUIDELINES

DC2 - ARCHITECTURAL CONCEPT

DC2-1.i: ARCHITECTURAL CONCEPT AND CONSISTENCY (FROM WALLINGFORD DESIGN GUIDELINES)

Building design elements, details and massing should create a well proportioned and unified building form and exhibit an overall architectural concept. The massing of large buildings should reflect the functions of the building and respond to the scale of traditional buildings by including major facade elements, which help to break the building into smaller pieces with distinctive appearances.

Response:

- Mass is pushed to the west along Stone Way North to get it at the greatest distance away from the adjacent single family residences.
- Private patios and open space occupy the east perimeter adjacent to the single family residences.
- The impacts of the building height is minimized by the topography as the single family homes to the east are approximately 20' above Stone Way N.

DC2-B.1: ARCHITECTURAL FAÇADE COMPOSITION:

Façade Composition: Design all building facades considering the composition and architectural expression of the building as a whole.

Response:

- The building massing of the preferred scheme is a more wholistic approach to façade composition.
- The large elements can be broken down in solid vs. transparent walls and materials.
- All four sides will have a consistent composition.

DC4 - EXTERIOR ELEMENTS AND FINISHES

DC4-A.1: MATERIALS

Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive when viewed up close. Materials have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Response:

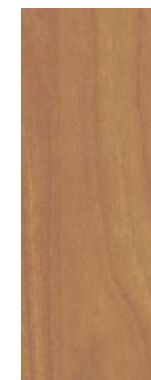
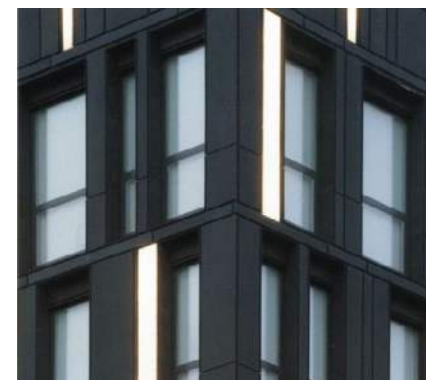
- Base materials will be of brick and glass, reinforcing the hard edge, while providing a durable material with significant texture while providing high levels of transparency at the retail level.
- Upper materials will be composed to reinforce the massing with a combination of glass, fibercement and metal. Some metal will have a textural quality to break up the length of the building.
- Accents of natural wood veneer will warm up the elevations providing an attractive natural material.



Facade Composition
Separation of pedestrian
interaction at ground level and
residential above



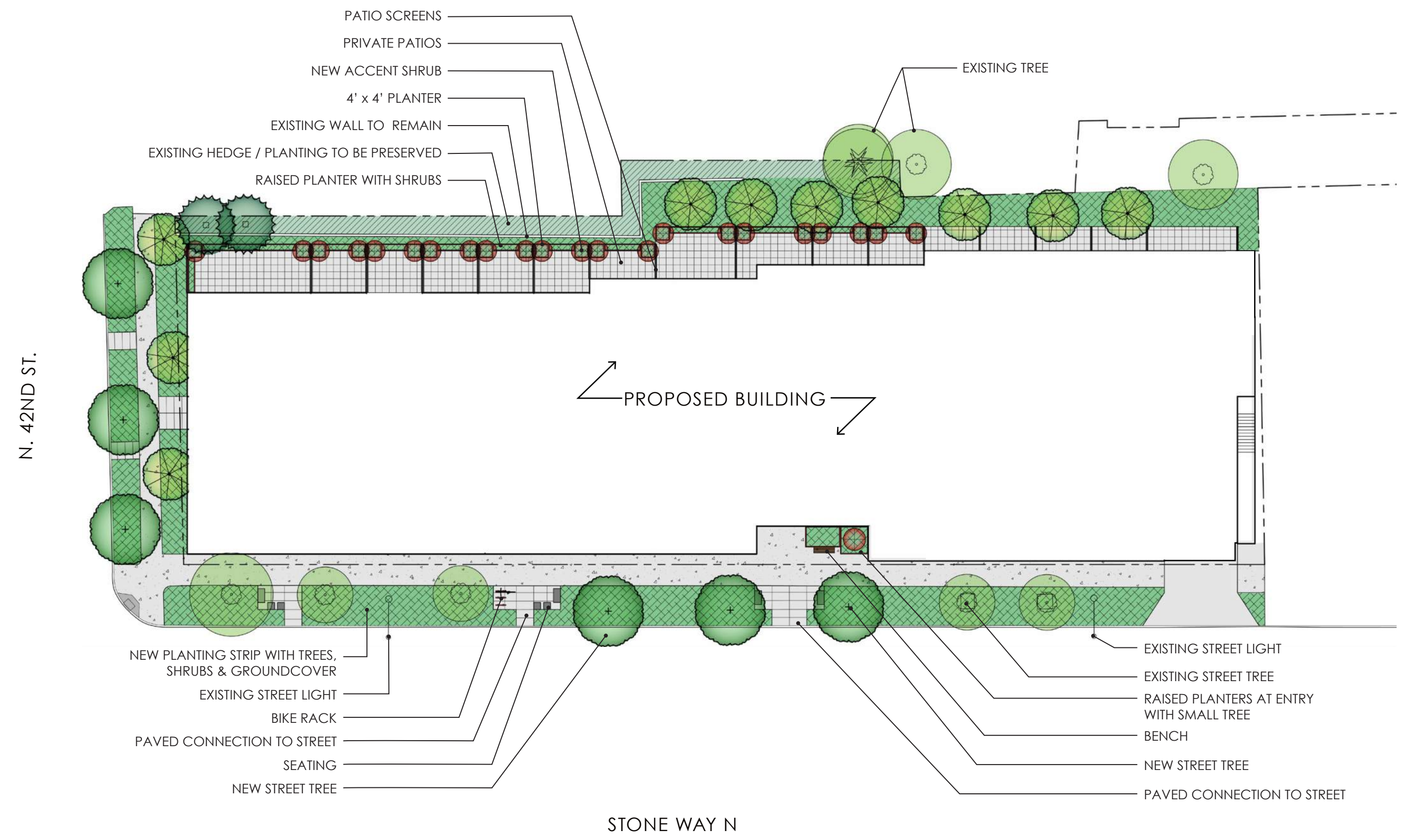
Facade Composition
Windows provide texture



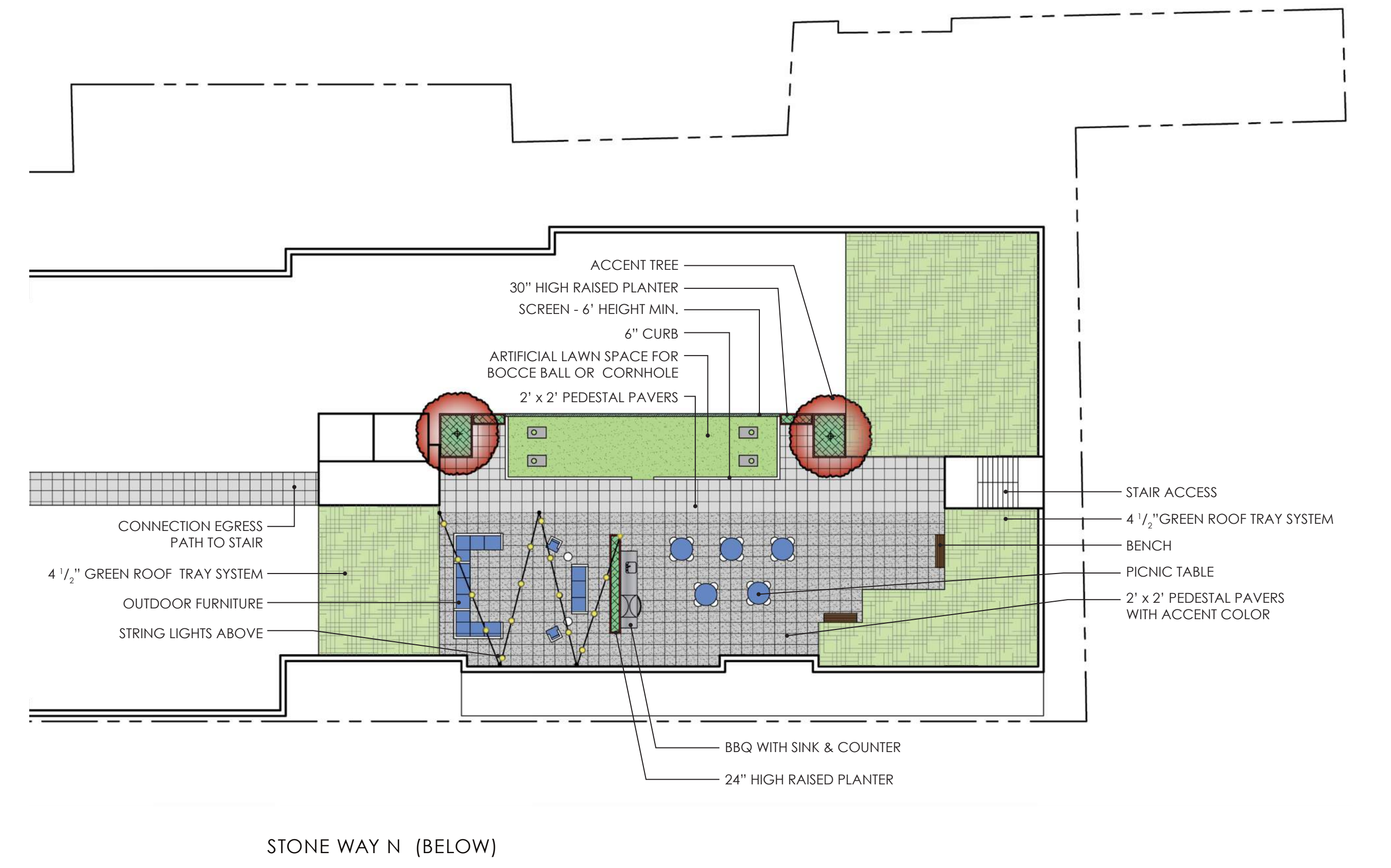
Material Composition Inspiration

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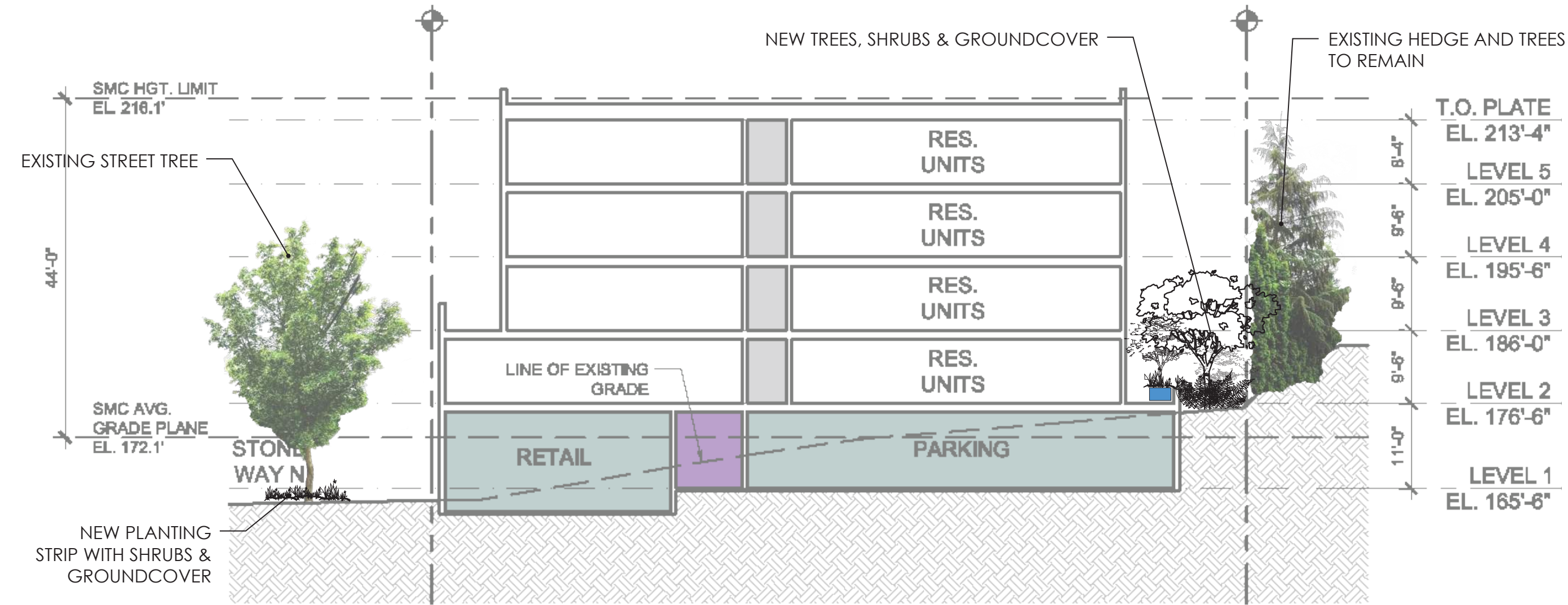
SCHEMATIC GROUND LEVEL LANDSCAPE PLAN



SCHEMATIC ROOF DECK LANDSCAPE PLAN



LANDSCAPING SITE SECTION



LANDSCAPING PALETTE

EXISTING CONDITION



EXISTING HEDGE AND TREES TO REMAIN; NEW HEDGE TO BE INSTALLED TO CONTINUE SCREENING ALONG SINGLE FAMILY ZONE



EXISTING STREET TREES ALONG STONE WAY N. TO REMAIN

TREES



SMOOTH SUMAC



VINE MAPLE



SHORE PINE



FLOWERING DOGWOOD

GROUND COVER



DEER FERN



ENGLISH LAVENDER



DWARF OREGON GRAPE



ROSEMARY

CONCEPT A - HARD EDGE
CODE COMPLIANT



GROSS AREA: 130,0198
 FAR: 3.17
 STORIES: 5
 UNIT COUNT: 111
 DEPARTURES REQUESTED:
 NONE

PROS

- Strongest street edge
- Repetitive modulation

CONS

- No relief at street level
- Parking access on residential street at highest grade on steepest slope - inefficient for building function, at highest grade, on steepest slope in close proximity to intersection. Inefficient for building function
- No distinction of lobby on elevations
- Loss of residential street parking on N 42nd St.

CONCEPT B - SHIFTED EDGE



GROSS AREA: 131,177
 FAR: 3.23
 STORIES: 5
 UNIT COUNT: 111
 DEPARTURES REQUESTED:
 Setback requirements (23.47A.014.B.3.a)
 Parking Location and Access (23.47A.032.A.2.a)

PROS

- Preferred parking access at lowest level (most efficient)
- Large-scale modulation creating public plaza space
- Places preferred garbage pick up by Seattle Public Utilities on more amenable slope

CONS

- Encroaches on residential houses to the east
- Requires departure to reduce setbacks in Single Family 5000 zone
- Lacks efficient interior circulation
- Departure requested for parking access

CONCEPT C - URBAN EDGE
PREFERRED



GROSS AREA: 123,128
 FAR: 3.21
 STORIES: 5
 UNIT COUNT: 113
 DEPARTURES REQUESTED:
 Parking Location and Access (23.47A.032.A.2.a)

PROS

- Preferred parking access at lowest level (most efficient)
- Large-scale modulation creating public plaza space
- Places preferred garbage pick up by Seattle Public Utilities on more amenable slope

CONS

- Departure requested for parking access

CONCEPT C (ALT) - MHA UPZONE



GROSS AREA: 147,260
 FAR: 3.93
 STORIES: 6
 UNIT COUNT: 143
 DEPARTURES REQUESTED:
 Parking Location and Access (23.47A.032.A.2.a)

Additional story

PROS

- Strong urban edge
- Recessed entry at lobby
- Large modulated moves - appropriate scale for urban edge
- Preferred parking access at lowest level
- Slight cantilevers between base and top
- Places preferred garbage pick up by Seattle Public Utilities on more amenable slope

CONS

- Departure requested for parking access
- Increased height which impact single-family neighbors
- Increased shade impact on neighbors

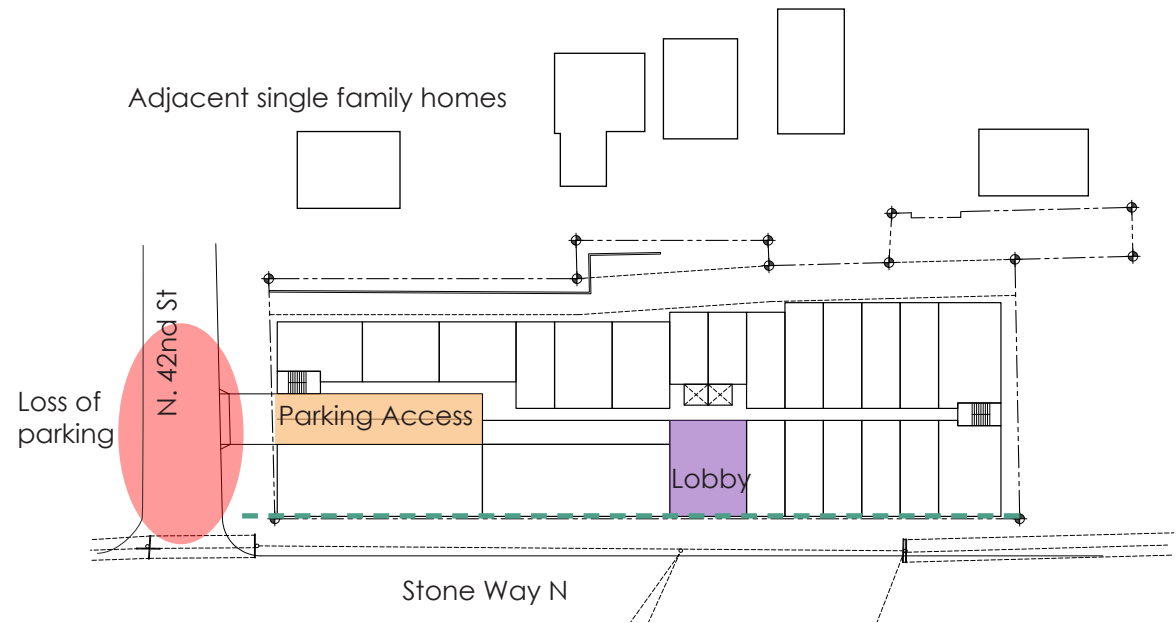
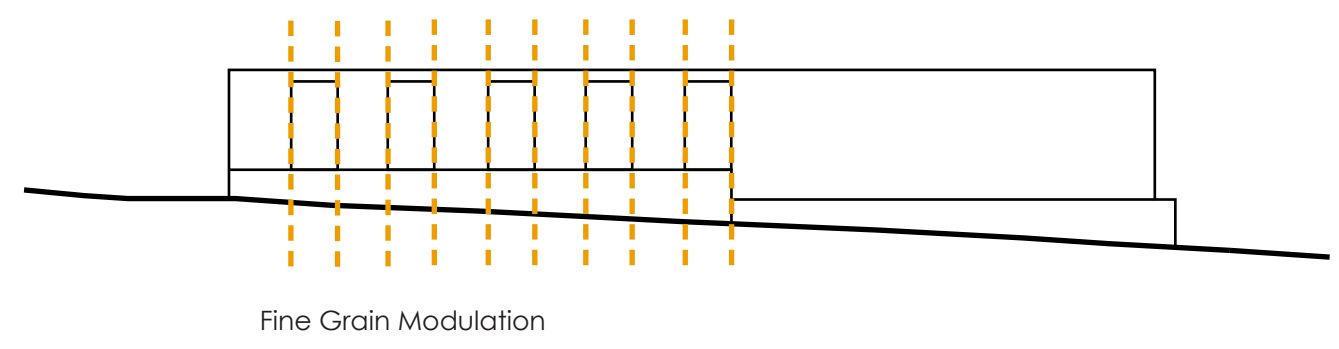
CONCEPT A - HARD EDGE

CODE COMPLIANT

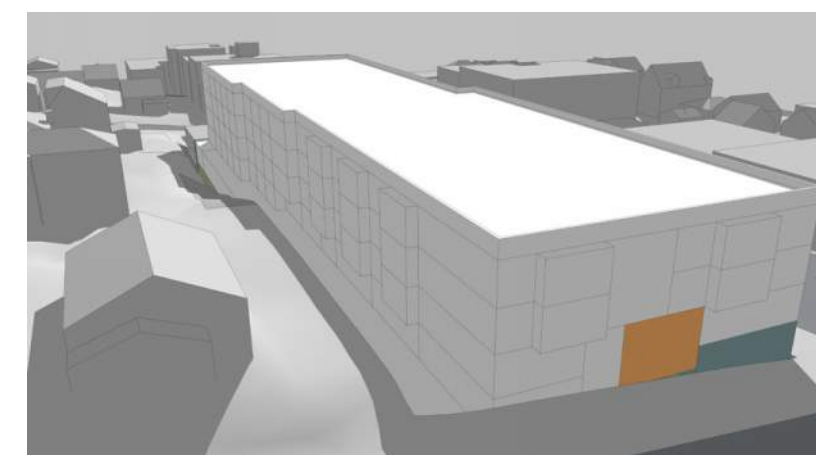


Bird's eye view, looking east.

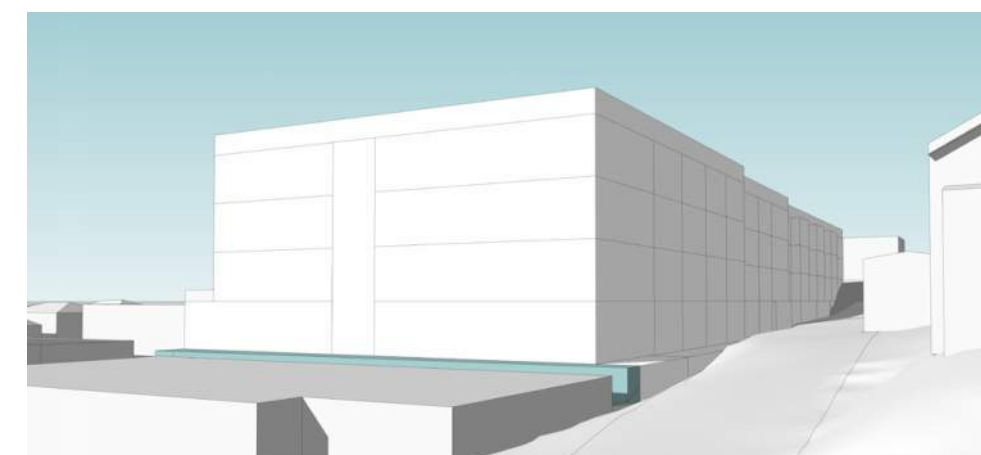
- | | |
|---|---|
| <p>PROS</p> <ul style="list-style-type: none"> • Strongest street edge • Repetitive modulation | <p>CONS</p> <ul style="list-style-type: none"> • No relief at street level • Parking access on residential street at highest grade on steepest slope - inefficient for building function, at highest grade, on steepest slope in close proximity to intersection. Inefficient for building function • No distinction of lobby on elevations • Loss of residential street parking on N 42nd St. |
|---|---|



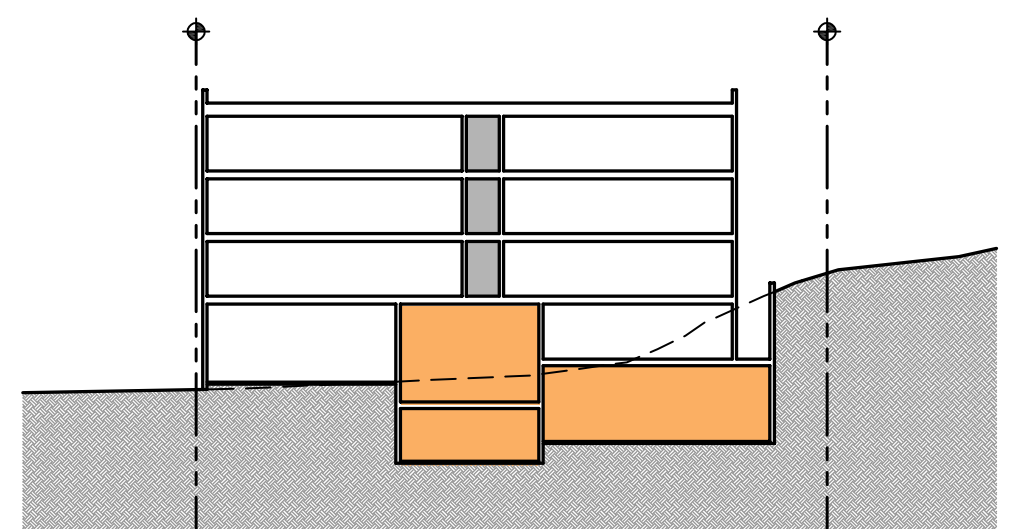
View along Stone Way N, looking south.



Bird's eye from N 42nd St, looking south.



View from N 41st St, looking north.

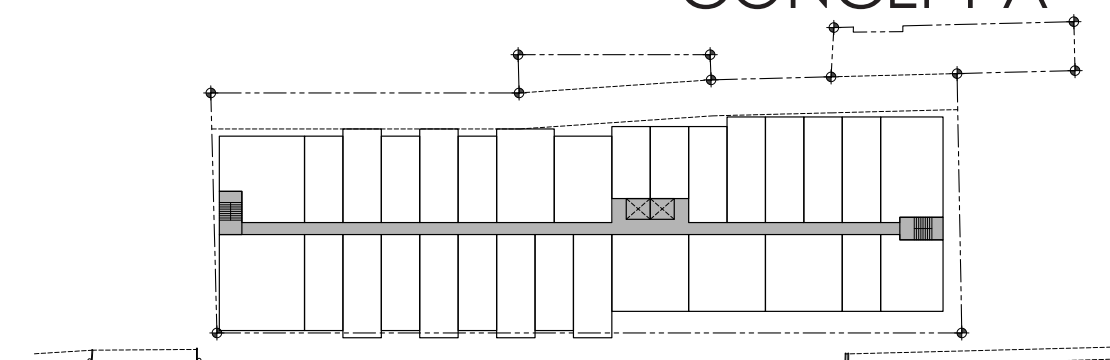


COLOR LEGEND	
■	PARKING BOH
■	RETAIL
■	LOBBY AMENITY
	RESIDENTIAL
■	CIRCULATION

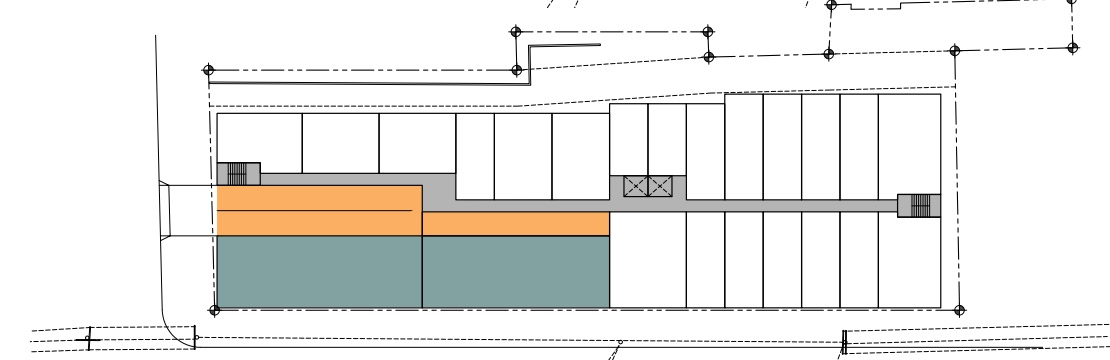


CONCEPT A - HARD EDGE

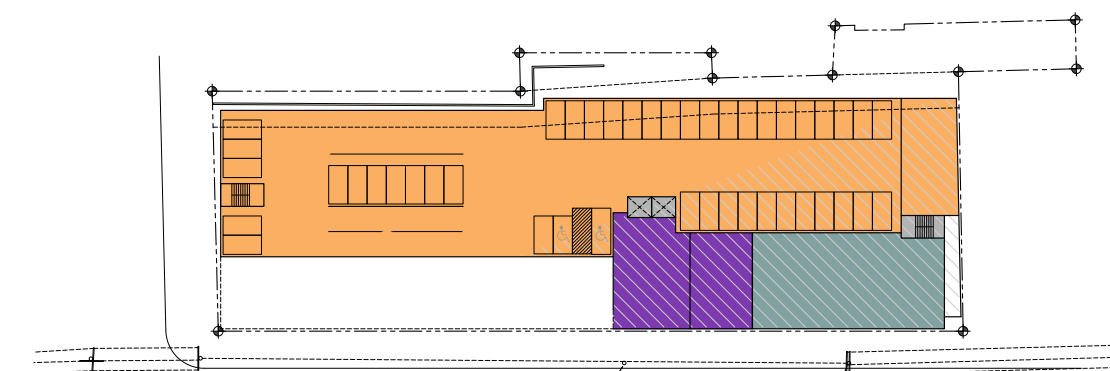
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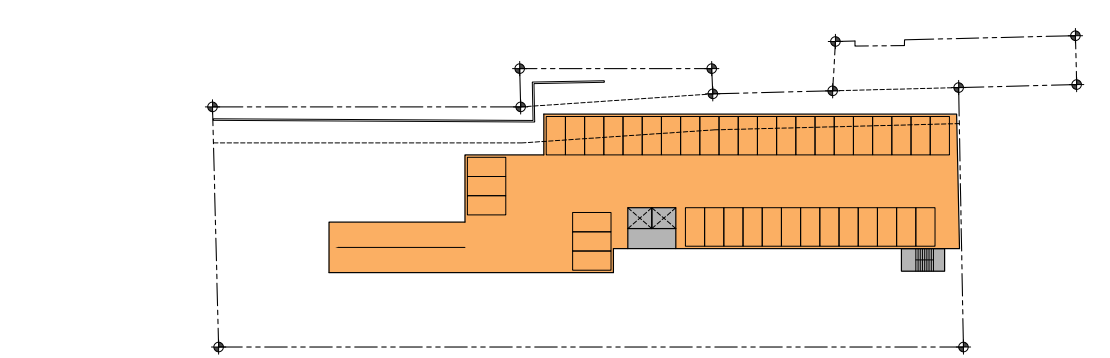
FLOOR PLAN: LEVEL 4-5



FLOOR PLAN: LEVEL 2



FLOOR PLAN: LEVEL 1



FLOOR PLAN: LEVEL P1

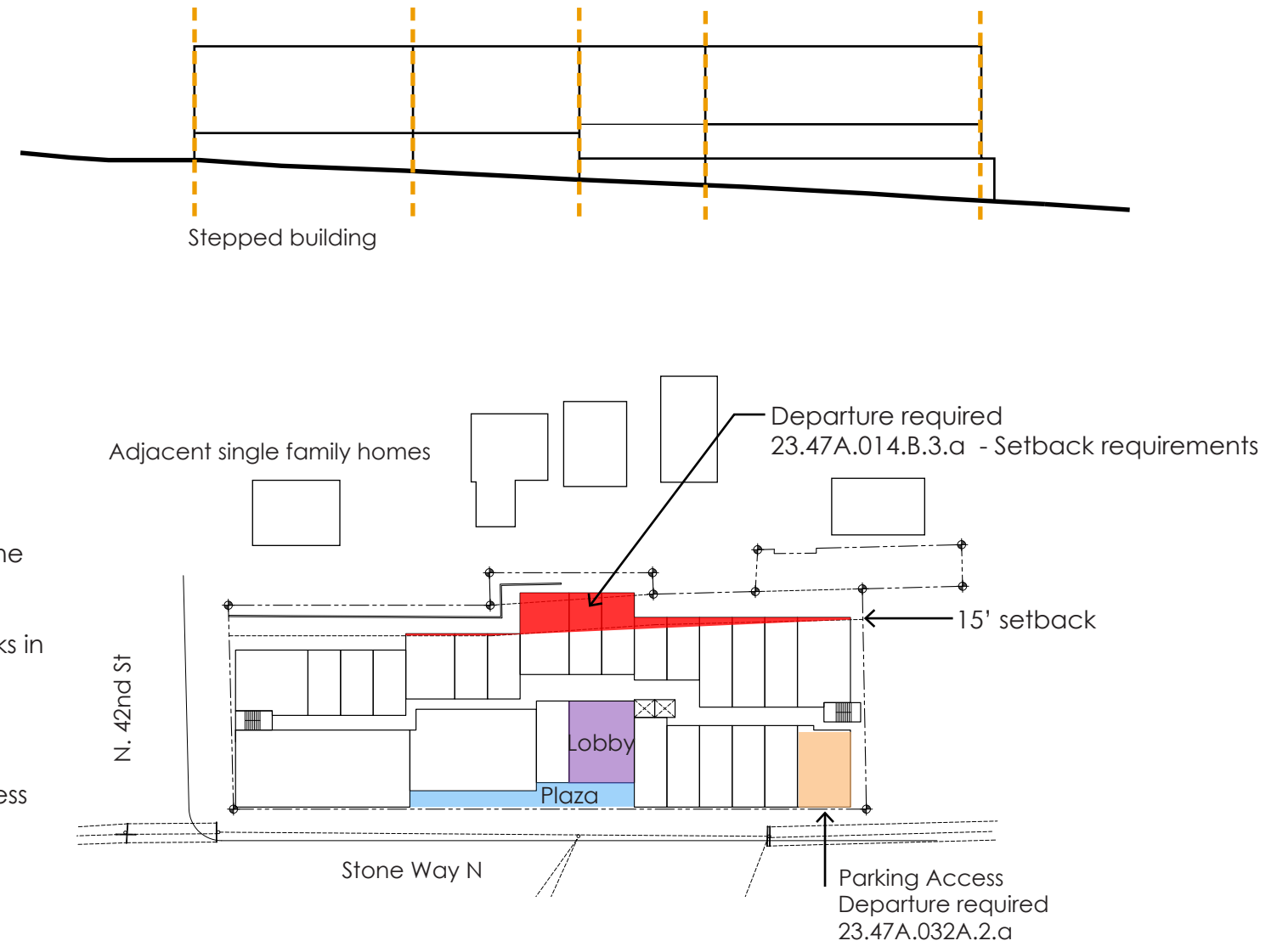
CONCEPT B - SHIFTED EDGE



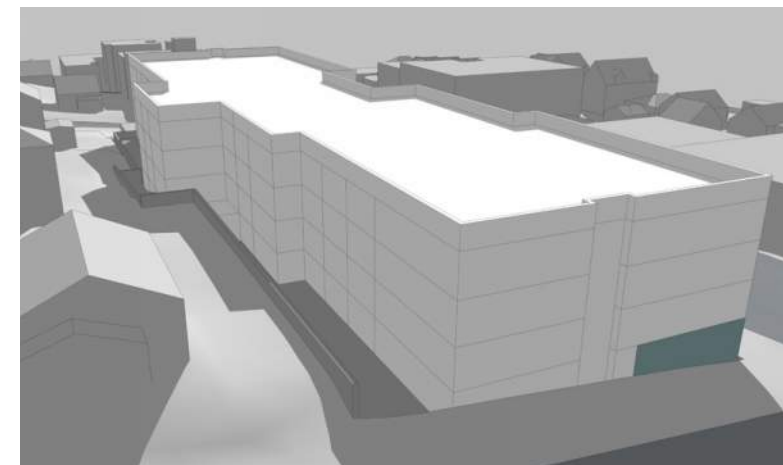
Bird's eye view, looking east.

- PROS**
- Preferred parking access at lowest level (most efficient)
 - Large-scale modulation creating public plaza space
 - Places preferred garbage pick up by Seattle Public Utilities on more amenable slope

- CONS**
- Encroaches on residential houses to the east
 - Requires departure to reduce setbacks in Single Family 5000 zone
 - Lacks efficient interior circulation
 - Departure requested for parking access



View along Stone Way N, looking south.

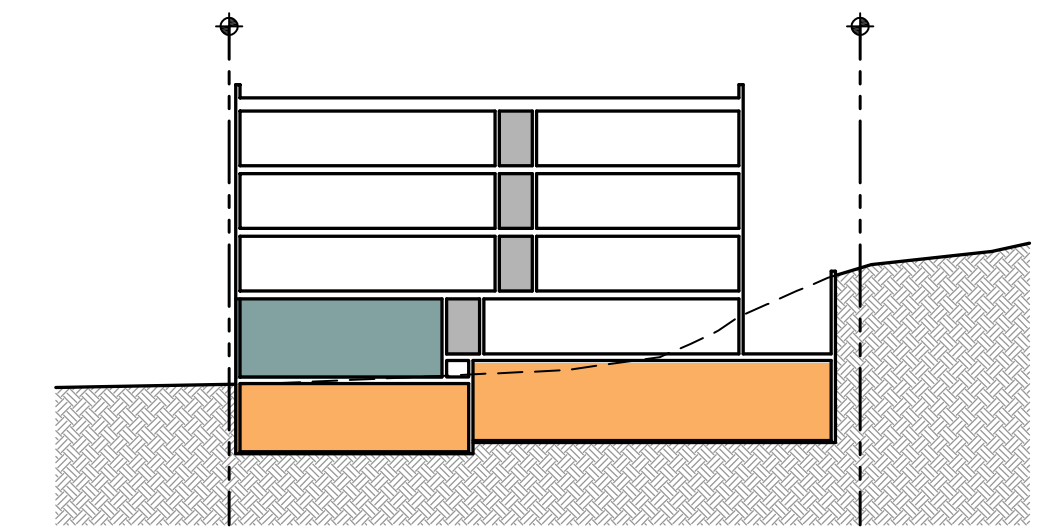


Bird's eye from N 42nd St, looking south.



View from N 41st St, looking north.

CONCEPT B - SHIFTED EDGE

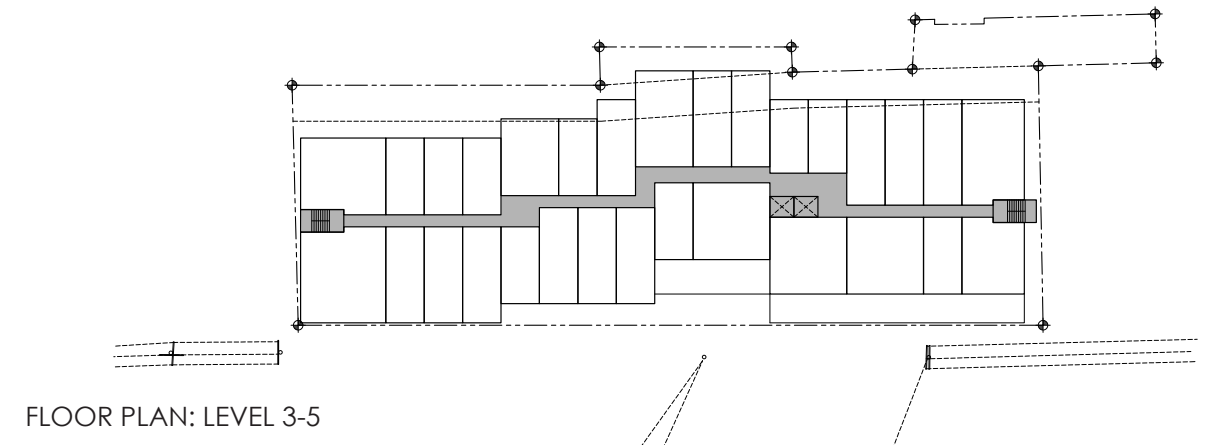


Departure required
23.47A.014.B.3.a - Setback requirements
3 - For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone, or that abuts a lot that is zoned both commercial and residential 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' in height to a maximum of 40 feet

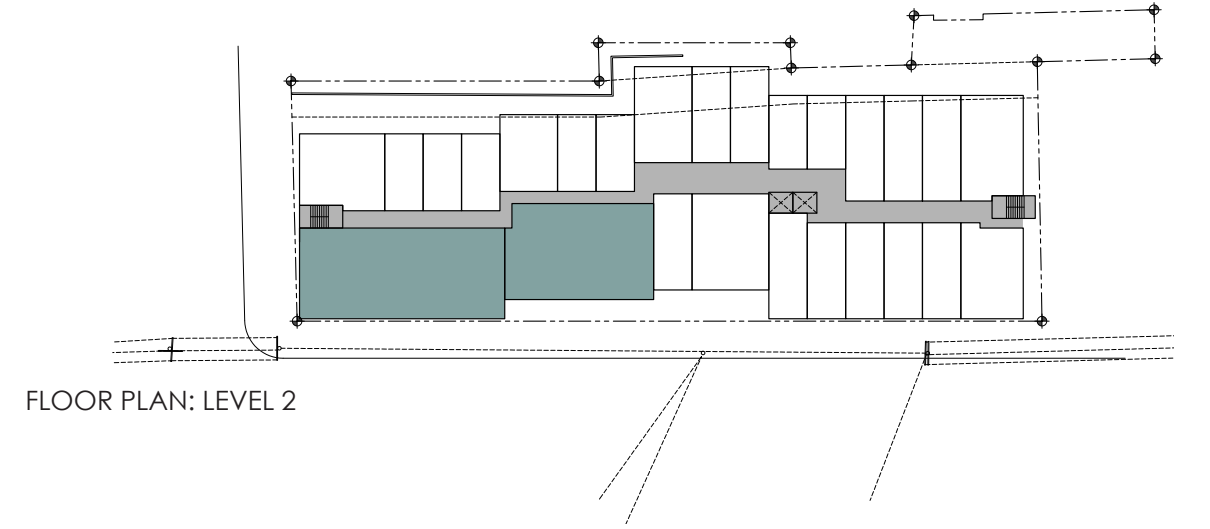
Departure required
23.47A.032.A.2.a - Parking Location and Access
Access to Parking
b. If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.

COLOR LEGEND

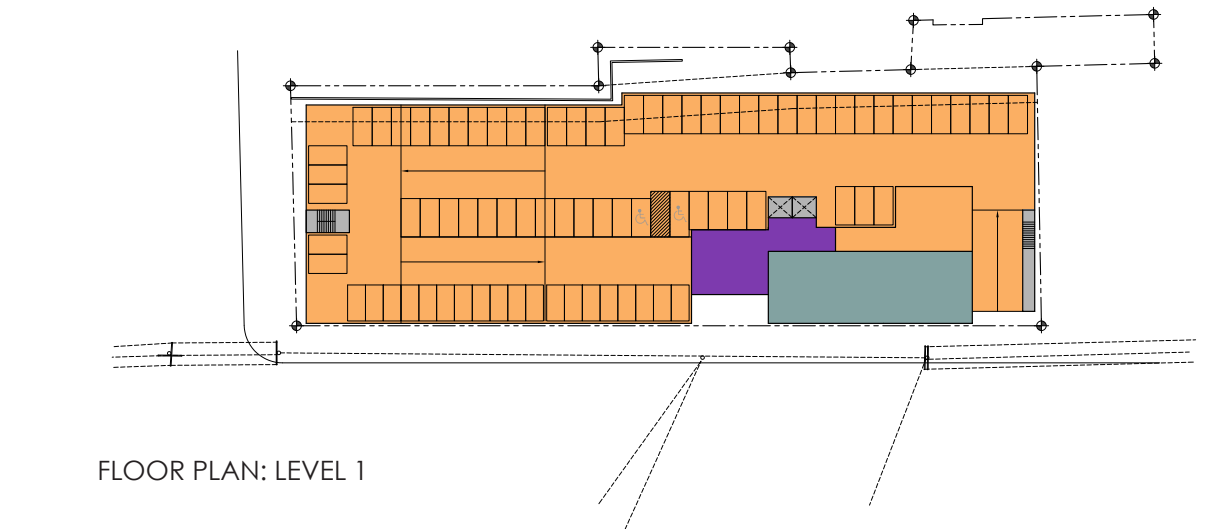
- PARKING | BOH
- RETAIL
- LOBBY | AMENITY
- RESIDENTIAL
- CIRCULATION



FLOOR PLAN: LEVEL 3-5



FLOOR PLAN: LEVEL 2



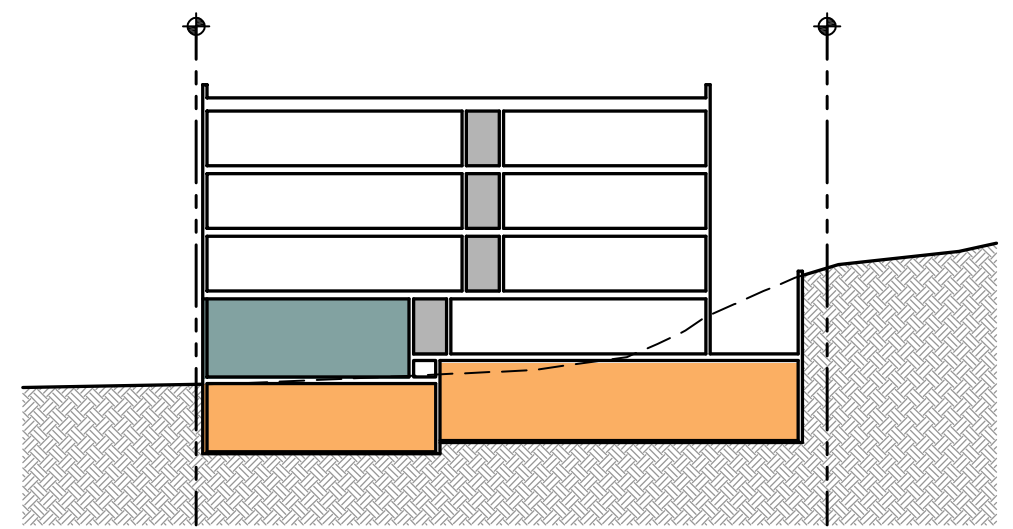
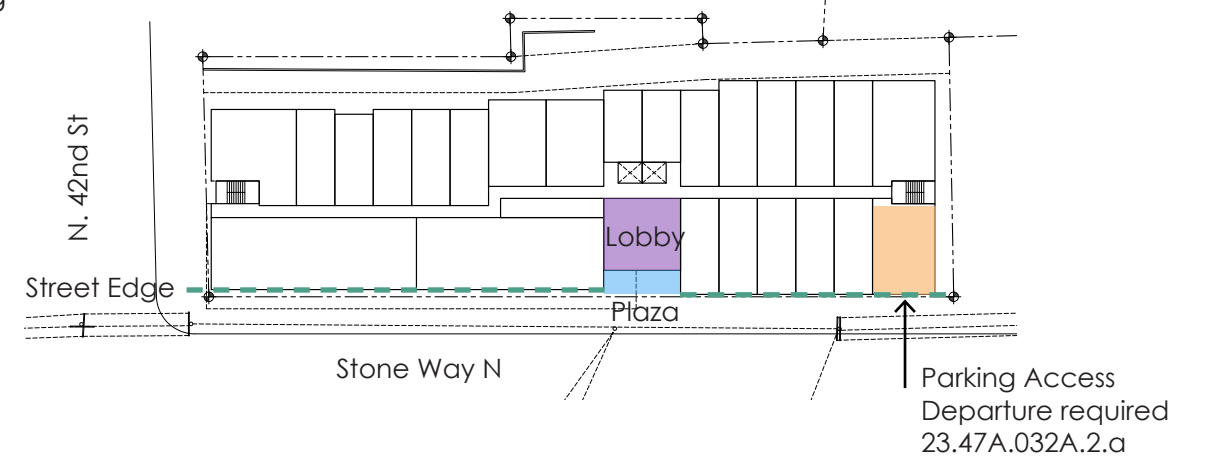
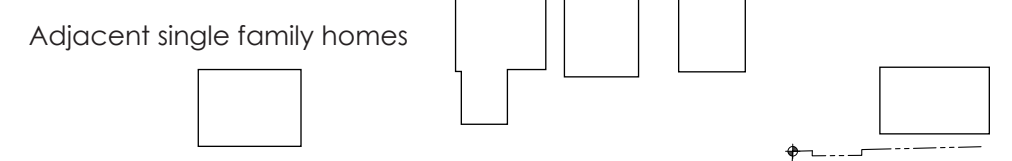
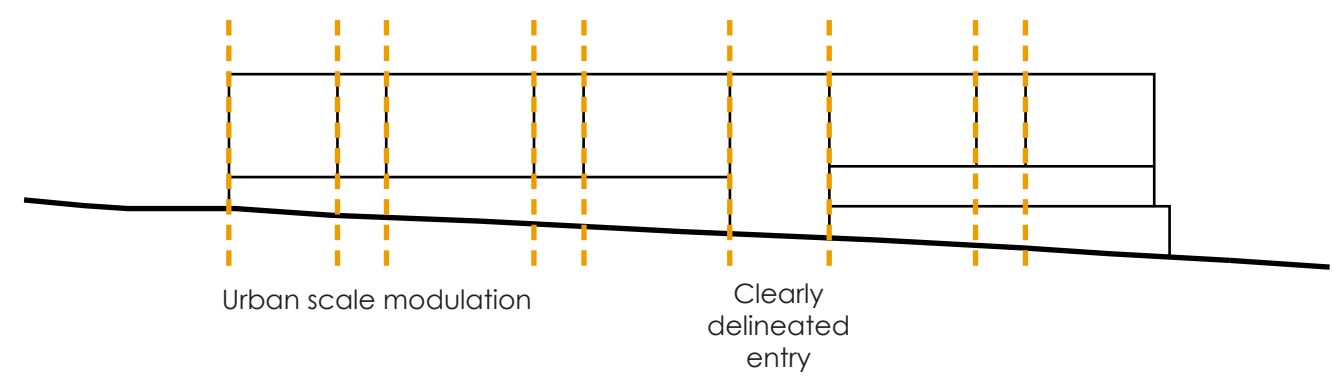
FLOOR PLAN: LEVEL 1

CONCEPT C - URBAN EDGE PREFERRED



Bird's eye view, looking east.

- PROS**
- Strong urban edge
 - Small plaza at lobby
 - Large modulated moves - appropriate scale for urban edge
 - Preferred parking access at lowest level
 - Most neighbor-friendly massing
 - Slight cantilevers between base and top
 - Places preferred garbage pick up by Seattle Public Utilities on more amenable slope
- CONS**
- Departure requested for parking access



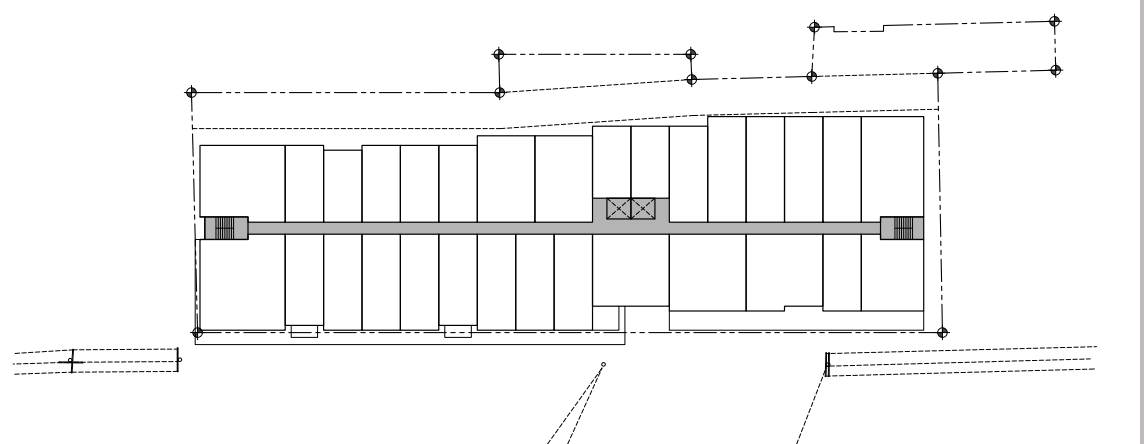
Departure required
23.47A.032.A.2.a - Parking Location and Access
Access to Parking
b. If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.

COLOR LEGEND

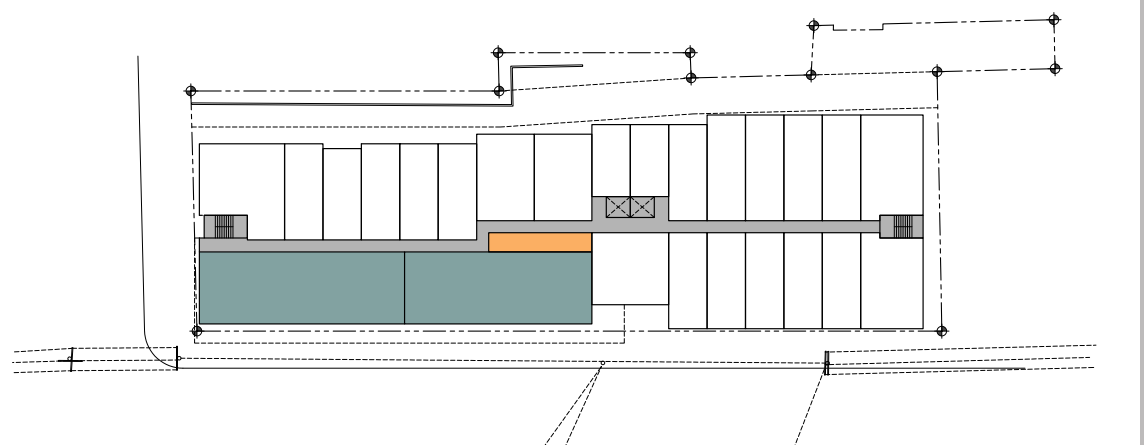
- PARKING | BOH
- RETAIL
- LOBBY | AMENITY
- RESIDENTIAL
- CIRCULATION



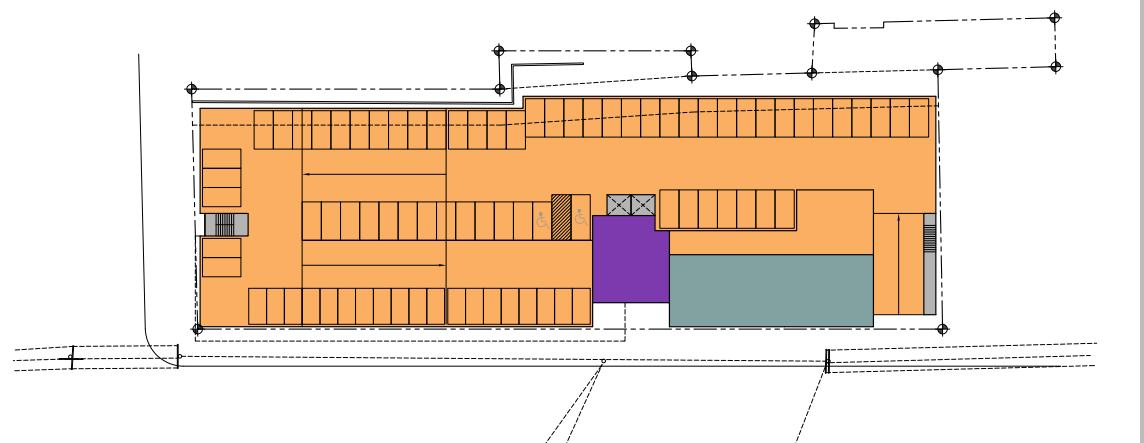
CONCEPT C - URBAN EDGE PREFERRED



FLOOR PLAN: LEVEL 3-5



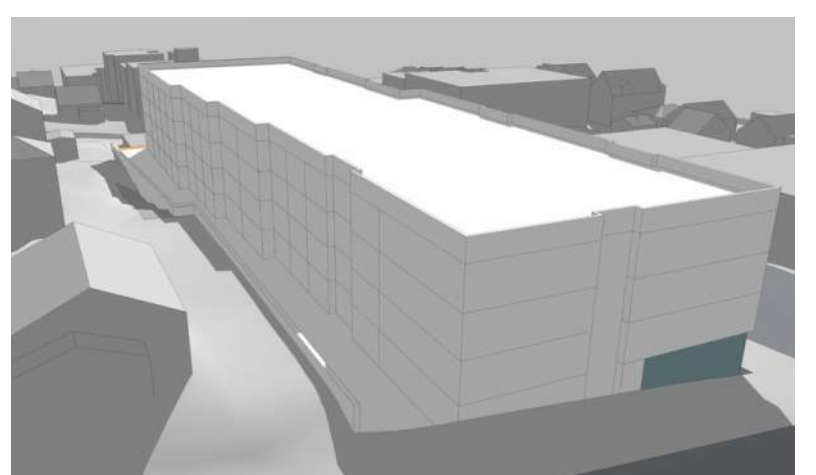
FLOOR PLAN: LEVEL 2



FLOOR PLAN: LEVEL 1



View along Stone Way N, looking south.

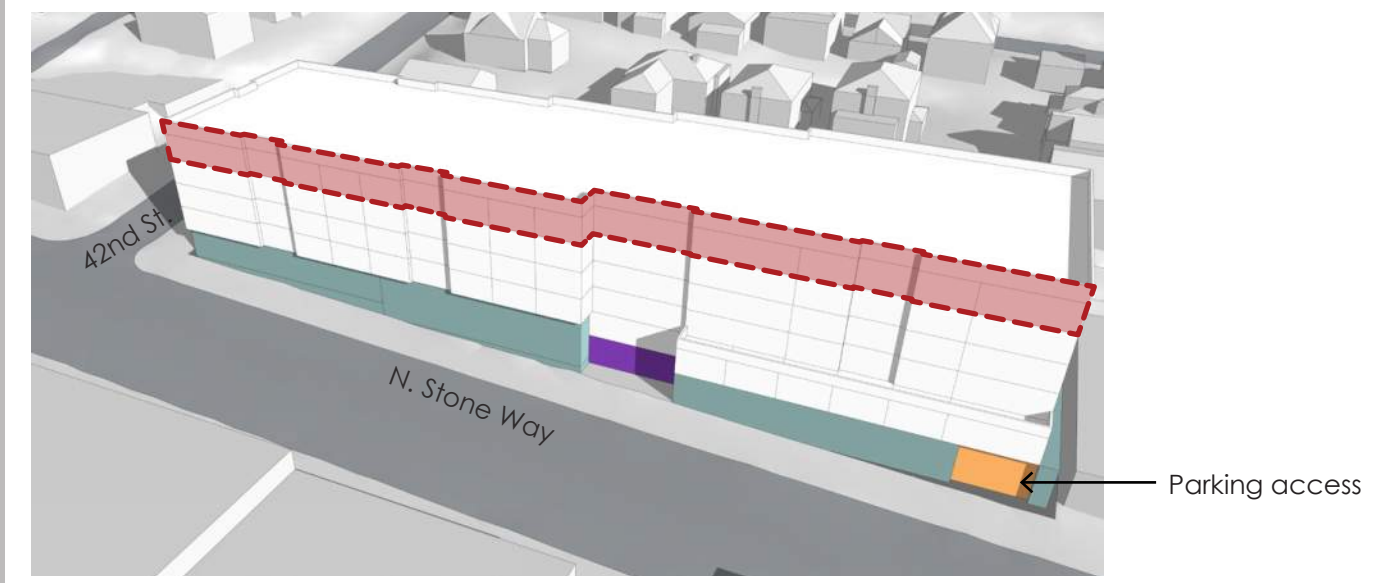


Bird's eye from N 42nd St, looking south.



View from N 41st St, looking north.

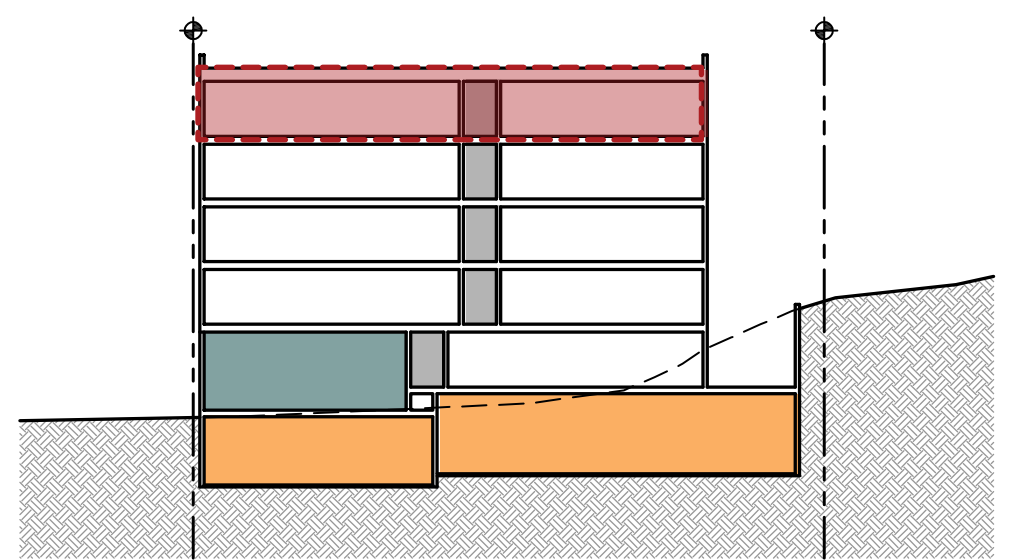
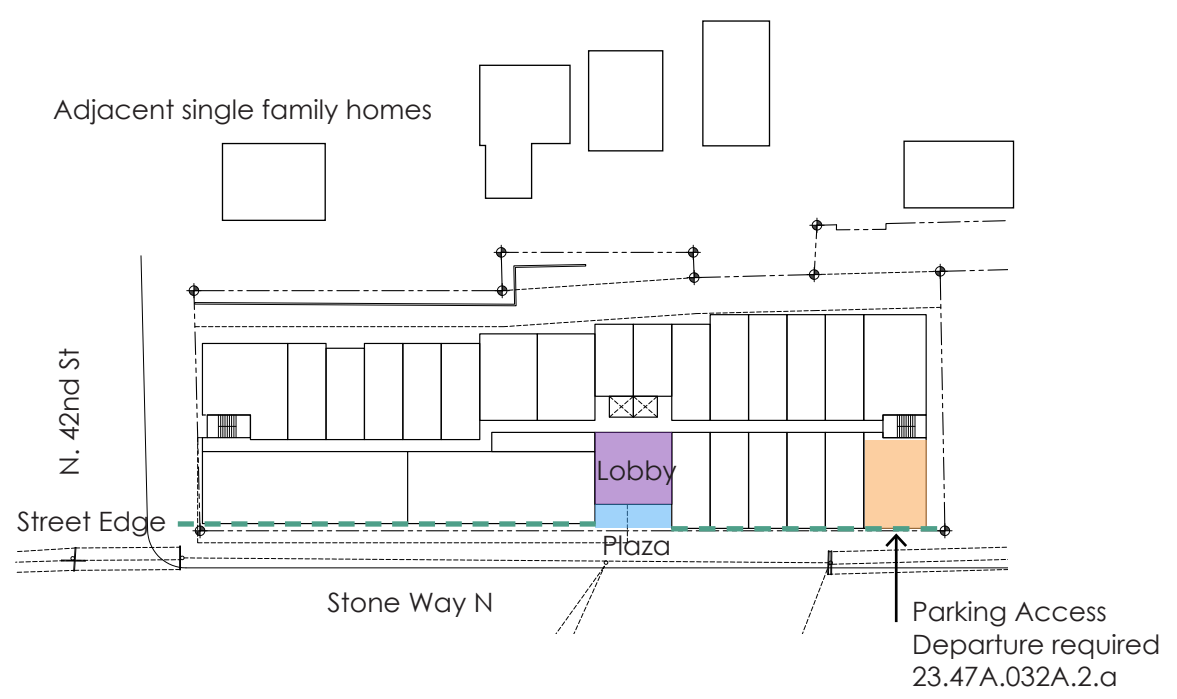
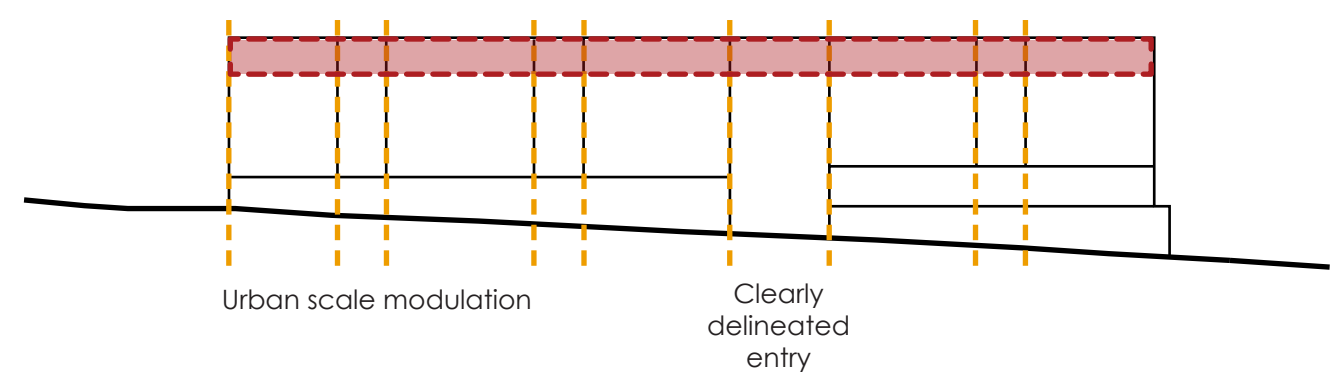
CONCEPT C (ALT) - MHA UPZONE



Bird's eye view, looking east. ■ Additional story

- PROS**
- Strong urban edge
 - Recessed entry at lobby
 - Large modulated moves - appropriate scale for urban edge
 - Preferred parking access at lowest level
 - Slight cantilevers between base and top
 - Places preferred garbage pick up by Seattle Public Utilities on more amenable slope

- CONS**
- Departure requested for parking access
 - Increased height which impact single-family neighbors
 - Increased shade impact on neighbors



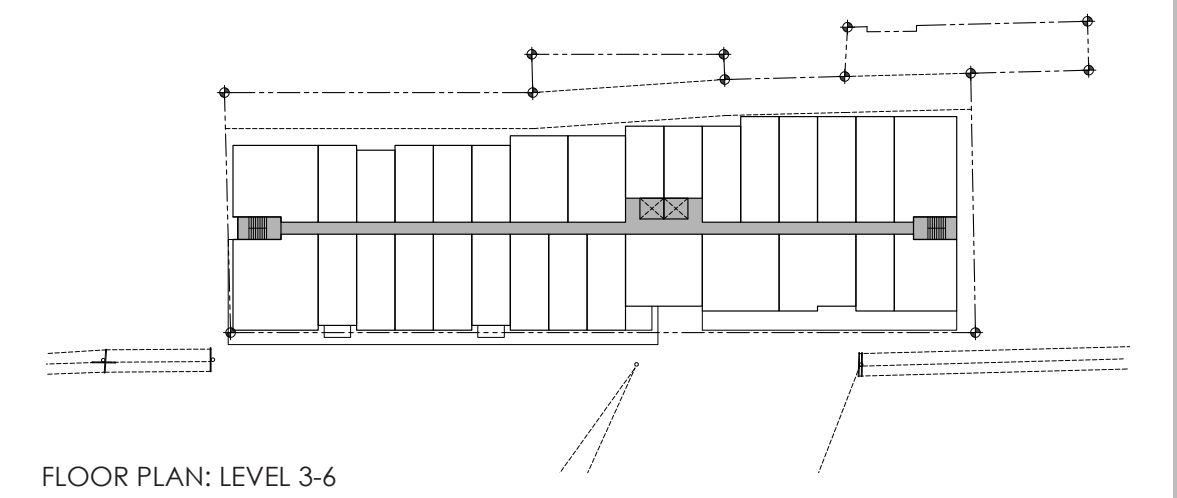
Departure required
 23.47A.032.A.2.a - Parking Location and Access
 Access to Parking
 b. If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.

COLOR LEGEND

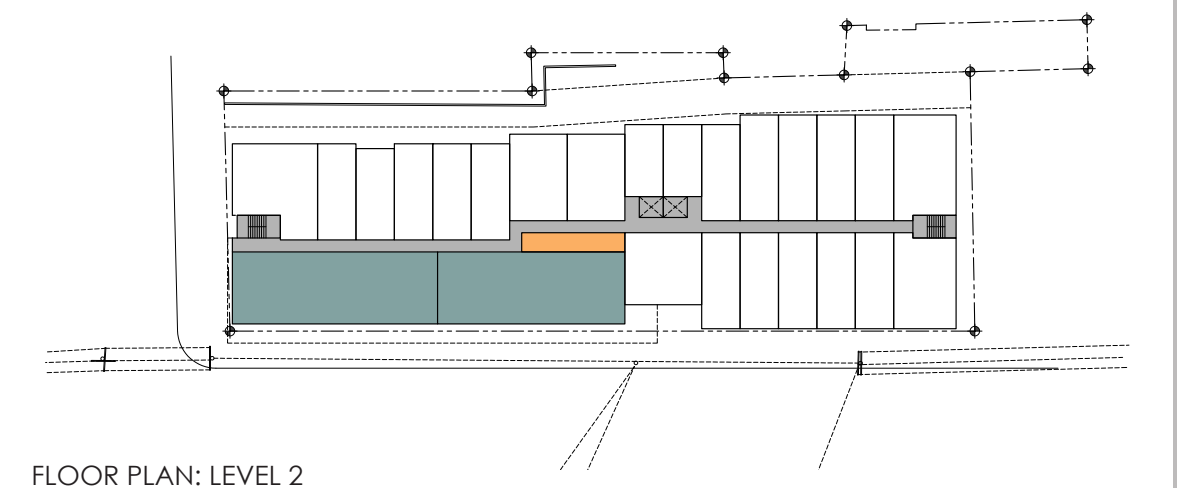
■	PARKING BOH
■	RETAIL
■	LOBBY AMENITY
■	RESIDENTIAL
■	CIRCULATION



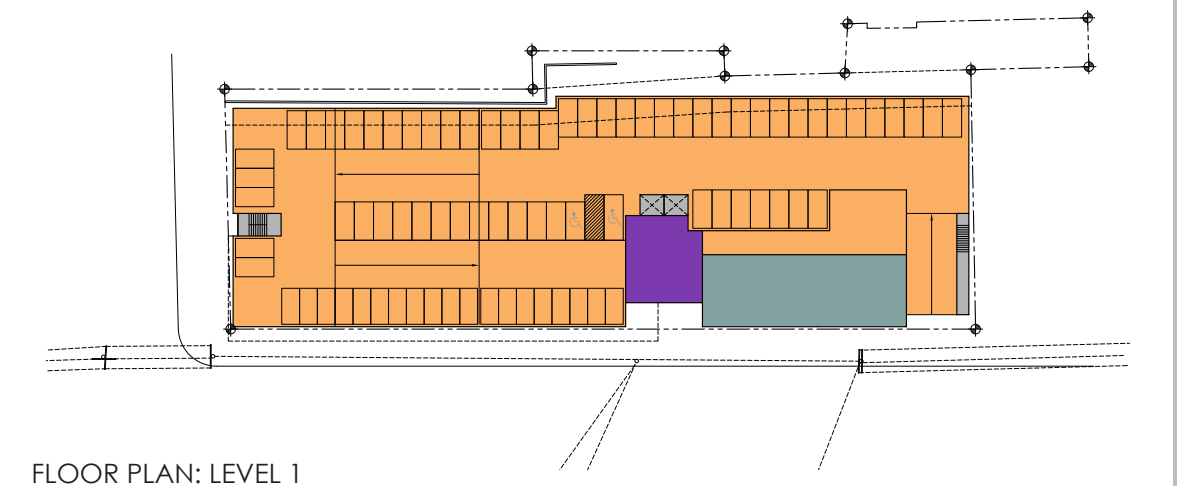
CONCEPT C (ALT) - MHA UPZONE



FLOOR PLAN: LEVEL 3-6



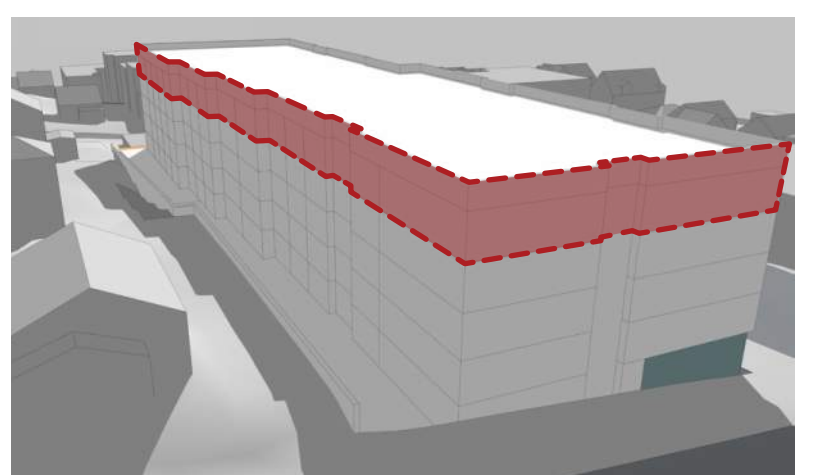
FLOOR PLAN: LEVEL 2



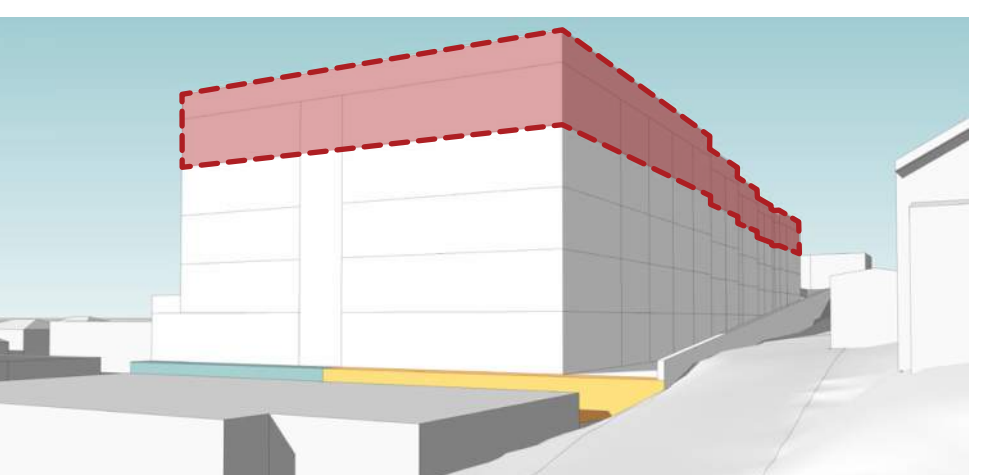
FLOOR PLAN: LEVEL 1



View along Stone Way N, looking south.



Bird's eye from N 42nd St, looking south.



View from N 41st St, looking north.

Winter Solstice Dec. 21



Summer Solstice June 21



Equinox March/ Sept. 21



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DEPARTURE

Parking Access

Departure requested
 23.47A.032.A.2.a - Parking Location and Access
 Access to Parking

b. If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.

Justification: No alley exists and the localized site conditions are such that an access point on North 42nd Street is challenging, unsafe, compromises the building functionality, and would be undesirable to the neighborhood.

- North 42nd St. is the short side of the site with very limited access options
- Access on 42nd would be at the highest point on the site requiring 100' of ramp to get to main parking level
- The street is at a 14% slope requiring turns across the slope
- The right-of-way width is 66', however the street width is only 24'
- Parking is allowed on both sides which only allows enough clearance for a single car to traverse at a time
- There would be a net loss of on street parking in order to even consider access on this street
- 42nd is a residential surface street servicing all single family residences beyond our site that would likely a traffic increase\

Stone Way North is the logical location for vehicular access

- Access could be taken at the low point on the site with significant distance to intersections
- The cross slope is only 5%
- Pedestrian volumes at this location along Stone Way North are not high
- The bike lane going northbound is uphill, meaning bicycles will not be traveling at high speeds
- Better sight lines and 90' right of way with a center turn aisle exist
- Keeps building traffic out of the residential neighborhood
- No loss in on-street parking (2 of 3 curb cuts will be closed) and this would be the only curb cut on the entire 400' long block

DESIGN GUIDELINE REFERENCES

DC1-I: PARKING AND VEHICLE ACCESS (FROM WALLINGFORD DESIGN GUIDELINES)

Parking and Vehicle Access: Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

Response: *There would be far less impact to the surrounding residential properties with access off of Stone Way and steps will be taken to maximize safety at the driveway access location.*

PL4-A.1: ENTRY LOCATIONS AND RELATIONSHIPS

All modes of travel: Provide safe and convenient access points for all modes of travel.

Response: *Bicycle access to the building is most convenient off of Stone Way. Bikers would be immediately adjacent to the bike lines and bike lanes from Stone Way access. There would be wide vantage point for vehicular traffic sight lines as well.*

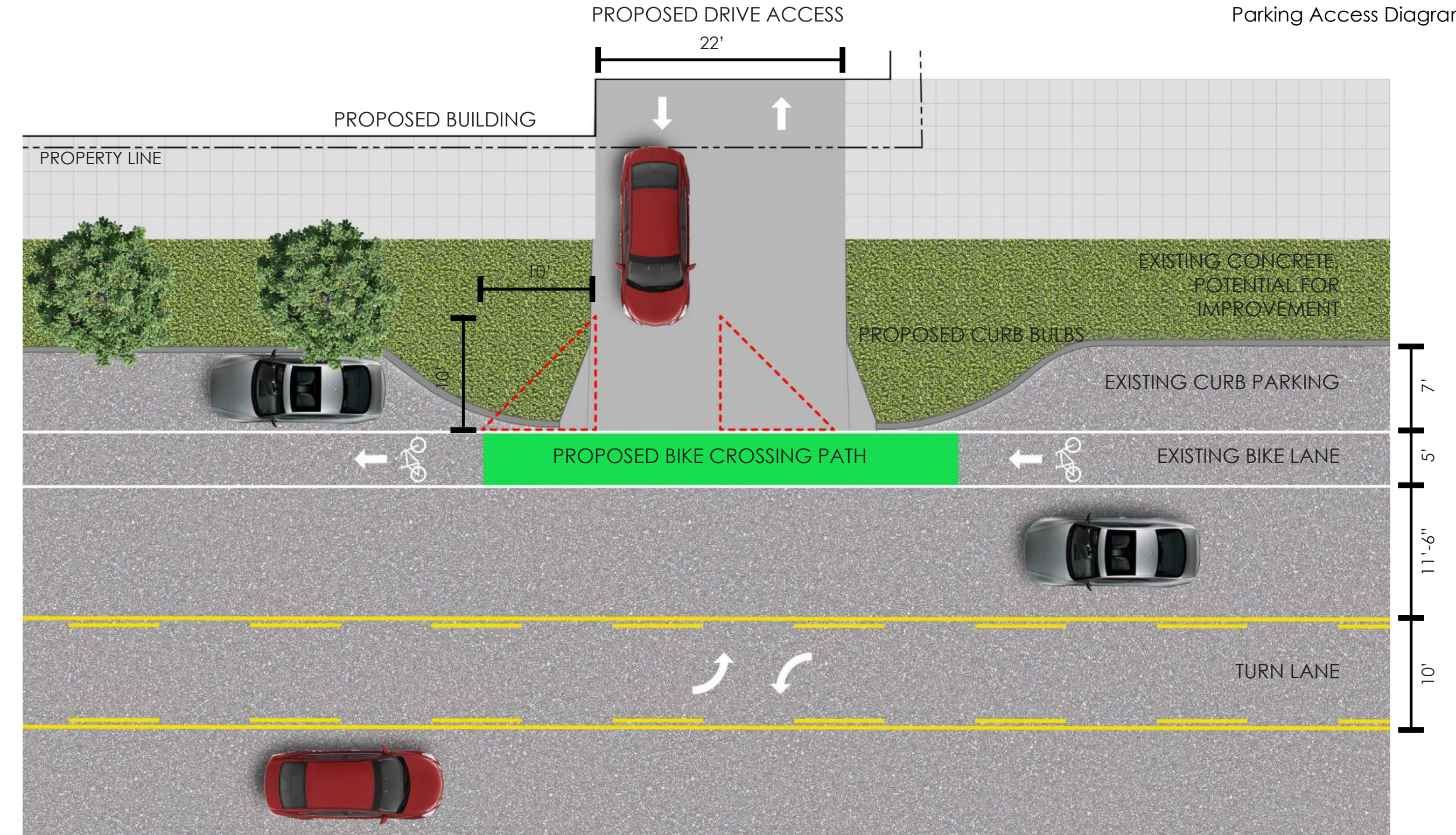


J L Indicate existing curb cuts



DEPARTURE

Parking Access Diagram



A TRAFFIC STUDY COMPLETED BY TRANSPGROUP FOUND THE FOLLOWING:
 "TRAFFIC PROJECTIONS SHOW PEAK OUTBOUND FLOWS FROM THE PROJECT COINCIDES WITH THE LOWEST NORTHBOUND BICYCLE VOLUMES. THE HIGHEST INBOUND FLOW OF VEHICLES TO THE GARAGE COINCIDE WITH THE HIGHEST BIKE FLOWS. HOWEVER SIGHT LINES TO THE BIKE LANE FROM VEHICLES TURNING FROM STONE WAY IS UNIMPEDED."

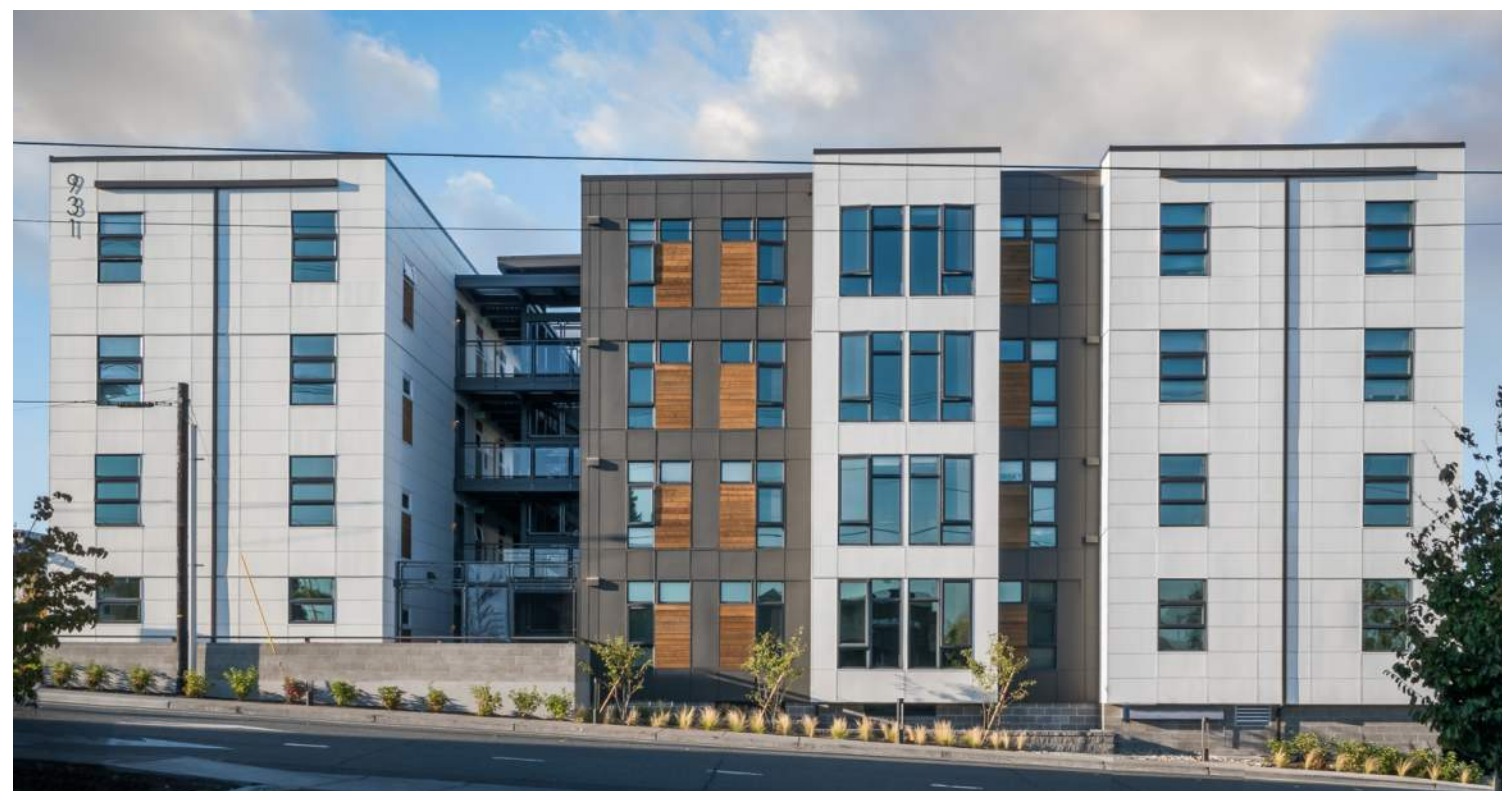


Merrill Gardens at Ballard - Architect: Urbal Architecture



2418 NW 56th St, Seattle, WA 98107

Student Housing; EvCC Mountain View Hall - Architect: Urbal Architecture



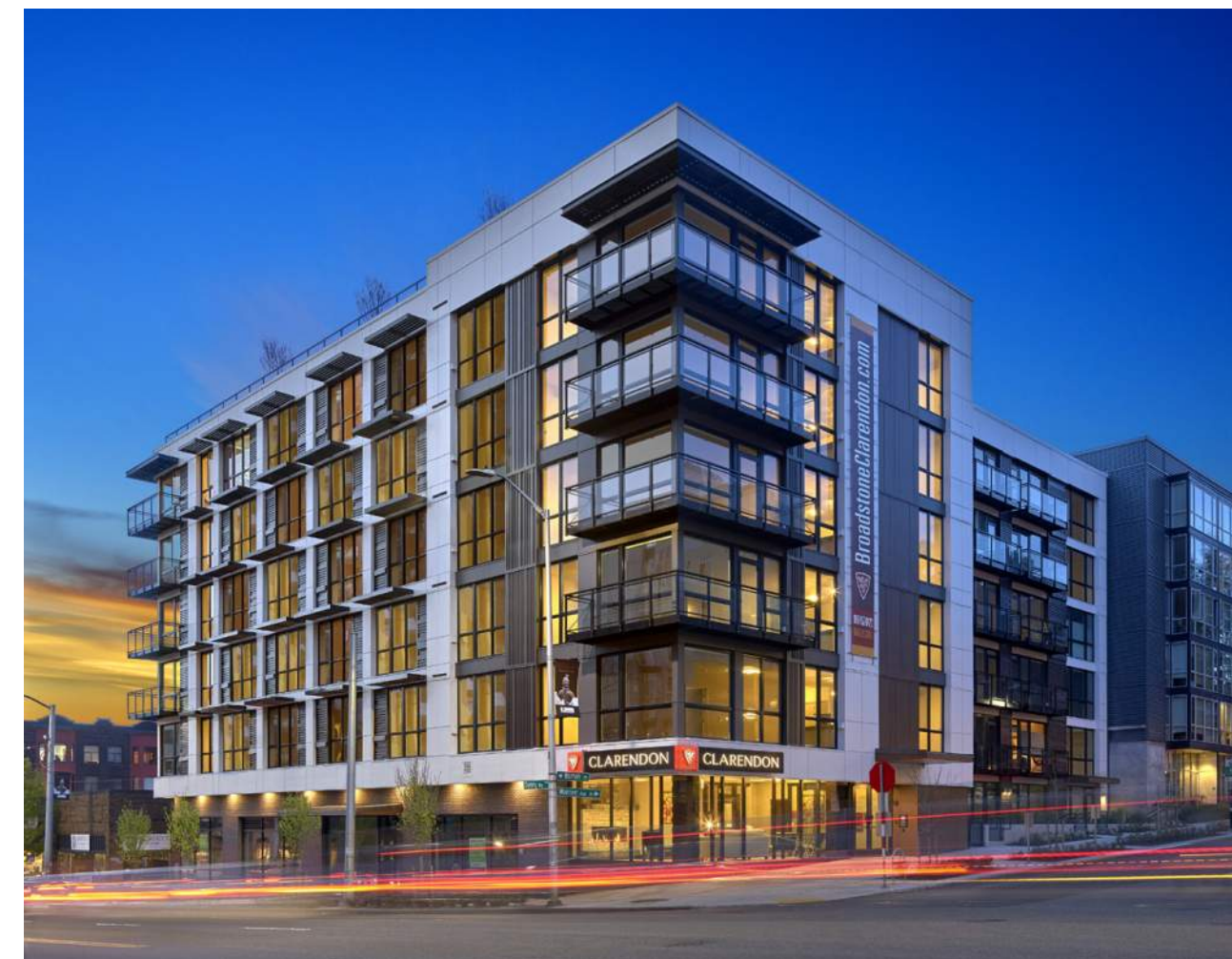
1004 Broadway, Everett, WA 98201

Interbay Apartments - Architect: Urbal Architecture



3008 16th Ave W, Seattle, 98119

Broadstone Clarendon Apartments - Developer: Alliance Residential Company



105 Warren Ave N, Seattle, WA 98109

Broadstone Infinity Apartments - Developer: Alliance Residential Company



1414 10th Ave, Seattle, WA 98122

DEVELOPERS



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CIVIL



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