BROADSTONE STONE WAY

4106 STONE WAY N
SEATTLE, WA 98103

SDCI # 3030859-LU
SDCI # 3032254-EG
EARLY DESIGN GUIDANCE
07 JANUARY 2018
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URBAL ARCHITECTURE
1938 FAIRVIEW AVE E
SEATTLE, WA 98102

ARCHITECT

ALLIANCE REALTY PARTNERS
1325 4TH AVE #1005
SEATTLE WA 98101

OWNER

FAZIO ASSOCIATES
102 NW CANAL ST
SEATTLE, WA 98107

LANDSCAPE ARCHITECT
PROJECT VISION:

ENHANCE THE EDGE, OFFER 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 Wallingford to Fremont from N 45th to Lake Union. This is an active corridor that accommodates pedestrians, bikes, and cars. The building responds to the activity by creating a strong edge condition that provides opportunities for local destinations that will enhance the vibrancy of the neighborhood.

Maintain a Strong Urban Edge

- Zoning and development patterns support a strong urban edge with destination opportunities.
- 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.
- Increase activity along Stone Way and provide new amenities for local neighbors as well as residents.

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 OVERVIEW:

Early Design Guidance was approved for this project on July 23, 2018. The Board preferred a combination of massing options. Moreover, additional feedback from the City was provided following the initial meeting. A second EDG has been requested to provide clarity on the design direction and ensure a more productive Design Review. The concise packet serves as an update and includes a single massing scheme that blends the feedback to date. Significant items to be reviewed are as follows:

STONE WAY ACCESS SDOT & SDCI SUPPORT

Following the last EDG meeting, the City reviewed the traffic memo by Transpo Group and followed up with letters of support for the Stone Way access.

- An e-mail from Bradley Wilburn (SDCI) in support of the Stone Way vehicular access was sent on a September 13, 2018.
- Emily Ehlers (SDOT) sent an e-mail on September 8, 2018 in which she acknowledges the proposed Stone Way access curb alignment provides better sight lines, adequately alerts motorists of passing bicyclists, and allows space for vehicles to queue without blocking the sidewalk and that SDOT could support the Stone Way access.

BREEZEWAY & RETAIL ENHANCEMENTS

- In addition to stronger modulation at retail entries, the project has incorporated a large breezeway that will improve retail frontage and enhance the pedestrian realm.

PROJECT DATA

- Site Area: 35,051 s.f.
- Number of Stories Above Grade: 5
- Total Gross Floor Area: 134,651 s.f. (approx.)
- Total Retail: 6,300 s.f. (approx)
- Number of Units: 115 (approx.)
- Number of Parking Spaces: 87
MULTI-FAMILY BUILDING
WITH RETAIL
4106 STONE WAY N.

EXISTING RESIDENTIAL
DRIVE EASEMENT

EMERGENCY PET
CLINIC
1 STORY
CONCRETE

OFFICE BUILDING
2 STORY
WOOD AND BRICK

COMMERCIAL AMENITIES, LAKE UNION

COMMERCIAL BUILDING
1 STORY
CONCRETE

MIXED USE
4 STORIES
FIBER CEMENT CLADDING

SITE PLAN
FEEDBACK PROVIDED:

- Treatment of the upper portion of the building (including modulation and material) is less important than the experience at the ground / pedestrian plane (GENERAL FEEDBACK).
- Board and public appreciated the ‘plaza’ like setback at the central lobby space. Along these lines, the ground level modulation was something that was encouraged to be pushed further.
- The central lobby space breaks up the massing more successfully than the other schemes.
- The rear setback was not encouraged to be pursued.

FEEDBACK PROVIDED:

- Board and public wanted the upper level building modulation to be pushed further.
- Massing is too monolithic in bulk and scale.
- Not enough attention to pedestrian and retail environment.
EDG FEEDBACK - MASSING UPDATE

DESIGN RESPONSE:

- The central setback in Scheme B was well received creating a major separation between the north and south ends of the building. It also creates a small plaza at ground level and a focal point to the main entry.

- The minor modulation above the ground level was also increased in depth to 4' breaking the overall building massing to a height and width mimicking historic building patterns of the neighborhood.

- Retail entries are inset 1-4' to create more modulation at the pedestrian level. These entries were strategically placed and widened to allow flexibility to accommodate greater division of the spaces.

- The addition of the breezeway further enhances the entry plaza, creates more visual relief and an additional active retail corner at the ground level. It also provides a convenient bicycle entry for residents.
CONCEPT D

VIEW ALONG STONE WAY N, LOOKING SOUTH.

BIRD’S EYE FROM N 42ND ST, LOOKING SOUTH.

VIEW FROM N 41ST ST, LOOKING NORTH.

HIGHLIGHTS

- Combines desirable features of Scheme B and Scheme C as requested at EDG I.
- Large-scale modulation and ground floor breezeway enhances public plaza space
- Increased modulation at residential levels, consistent on both sides of the building
- Pedestrian friendly/highly modulated retail frontage
- Cantilevers between base and top

EDG FEEDBACK - MASSING UPDATE
BREEZEWAY THROUGH BUILDING

SECURITY GATE

TWO SIDED FIREPLACE

RETAIL SPILL OUT SPACE

PLAZA

LEVEL 2

LEVEL 1

BREEZEWAY

CONVENIENT BIKE ACCESS

BIKES

TRASH

RETAIL

LOBBY

ACCESS

PLAZA

PARKING / BOH

RETAIL

LOBBY / AMENITY

RESIDENTIAL

CIRCULATION

16'

10'

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BREEZEWAY
LOBBY, BREEZEWAY, RETAIL ALONG STONE WAY
STRAIGHT PLACEMENT AND INCREASED SIZE IN RECESSED RETAIL ENTRIES ALLOWS FOR SIGNIFICANT FLEXIBILITY FOR DIVISION OF THE RETAIL SPACE.

BREEZEWAY PROVIDES INCREASED CORNERS FOR THE LOBBY AND RETAIL SPACE PROMOTING MORE PEDESTRIAN/RESIDENT ACTIVITY IN FRONT OF THE BUILDING.

HIGHLY TRANSPARENT CORNER RETAIL, WORKING WITH SIGNIFICANT GRADE CHANGE. CANOPY HEIGHT IS 9’ CLEAR.
RETAIL AT GROUND LEVEL ALONG STONE WAY
SCHEMATIC GROUND LEVEL LANDSCAPE PLAN

EXISTING STREET TREE TO REMAIN
EXISTING STREET LIGHT / UTILITY POLE
EXISTING TREES TO REMAIN
ENTRY PLAZA
NEW PLANTING STRIP WITH TREES, SHRUBS & GROUND COVER
RESERVED SPACE FOR UTILITY POLE
PAVED CONNECTION TO STREET
NEW STREET TREE, TYP
BIKE RACK, TYP
SEATING, TYP
RESIDENT PATIOS WITH PRIVACY SCREENS
EXISTING WALL TO REMAIN
EXISTING HEDGE / PLANTING TO BE PRESERVED
NEW PLANTING STRIP WITH TREES, SHRUBS & GROUND COVER
STONE WAY N
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 minimizing impacts to safety. If access were taken from N 42nd Street, these same vehicles would cross the bike lane with similar sight lines.”

“The access to N 42nd Street is problematic with respect to transportation as it accesses a roadway with significant grade and has limited sight distance from the driveway to traffic on N 42nd Street, but more notably has limited sight distance to the sidewalk as vehicles exit the garage. While the sight distance could be improved partially with the restriction of parking, that would not address the sight distance limitations based on internal constraints created by the topography of the site.

“We believe the Stone Way access is the safest with respect to pedestrian and bicycle sightlines and most effective point of access for serving residents of the project and minimizing impacts to the surrounding neighborhood.

PARKING ACCESS
DC1-3: 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: Access off Stone Way would eliminate any potential vehicular impact on adjacent properties keeping vehicles on the minor arterial and off a local street. It is at the low point of the site, on minimal slope, with far better sight lines to the of the sidewalk and street as vehicles approach the exit point. Three existing curbcuts are reduced to one access point along 310' of frontage. Bicycle traffic is in the northbound direction uphill via the bike lane is uphill drastically increasing safety between bicycles and cars. Per the traffic report, neither pedestrian, vehicle, nor bicycle traffic is of significant volumes at this site and peak times between bike/pedestrian volumes and cars are at opposing times of the day.

OPTION 1 [PREFERRED] PARKING GARAGE ACCESS OFF STONE WAY

OPTION 2 PARKING GARAGE ACCESS OFF 42ND ST
Response: Pedestrian access is provided directly off of Stone Way, central to the building with a small plaza area creating a transition zone to a transparent lobby space. Adjacent to lobby is the breezeway which creates a safe and convenient exterior pathway directly to the main bicycle storage and overall garage. Vehicles access on Stone Way is at the far south location of the building away from the bicycle and pedestrian entry. It is the most convenient access point keeping vehicular traffic on the minor arterial, at the low point of the site, on a 5% slope. Stone Way has a central turn lane at this location and traffic signalization at 45th St and 46th St create significant breaks in traffic flow allowing easy ingress and egress. Furthermore no net loss of street parking will be required to accommodate access.
CS3-B.2. HISTORICAL/CULTURAL REFERENCES
Explore the history of the site and neighborhood as a potential placemaking opportunity.

Response: A Stone Way vehicle entrance would provide an opportunity for art on a highly visible portion of the building. The screens within a sectional overhead door could have perforations that form historical imagery adding to the character of the neighborhood. The visual break in the facade acts not only as a artistic element, but additionally as a 'heads up' to cars coming and going along Stone Way.
OPTION 1 (PREFERRED) PARKING GARAGE ACCESS OFF STONE WAY
OPTION 2 PARKING GARAGE ACCESS OFF 42ND ST
VICINITY MATERIAL STUDIES

SITE

1. PAGLIACCI
2. SEA WOLF BAKERY
3. OZ
4. ELECTRIC PEN
5. STONE WAY CAFE
6. EVO
7. JOULE
8. THE WHALE WINS
SELECTED MATERIALS

STONE WAY ELEVATION

1. STEEL CANOPY WITH ACCENT SOFFIT
2. STOREFRONT WINDOW SYSTEM AT GROUND LEVEL
3. FIBER CEMENT PANEL SYSTEM
4. LAP SIDING
5. ACCENT PANELING
6. MASONRY VENEER
Looking north east along Stone Way. Masonry unit facade and columns at retail provide opportunities for entry bays. The steel weather canopy breaks up the ground level pedestrian realm with the upper residential units. The bays continue the masonry units above, framed fiber cement panels and horizontal lap siding provides texture all the way up the building. A reserved color palette allows the details of wood and steel to be highlighted.