EARLY DESIGN GUIDANCE

3620 PHINNEY AVE N

3035912-EG

“FREMONT FLATS”

ADMINISTRATIVE DESIGN REVIEW

HYBRID

1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122

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OUR HYBRID LIVABILITY MANIFESTO

We believe many factors impact the livability of architecture – from economical, social, environmental, & cultural. Our Hybrid 'Livability' Manifesto is a series of concepts we apply to Hybrid Designs. It constantly improves as our understanding of modern living evolves through Research, Competition Work, & Professional Experience gained from the front lines of Building the Livable City.

LET US INTRODUCE OURSELVES

HYBRID

Rob Humble
Architect
Design Lead

Gina Gage
Architect

Scott Goodner
Project Manager
Designer

Barrett Eastwood
Architect

HYBRID

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3620 PHINNEY AVE N, SEATTLE, WA 98102

PROJECT TEAM

ARCHITECT

Hybrid Architecture
1205 E Pike St #2D, Seattle, WA 98122
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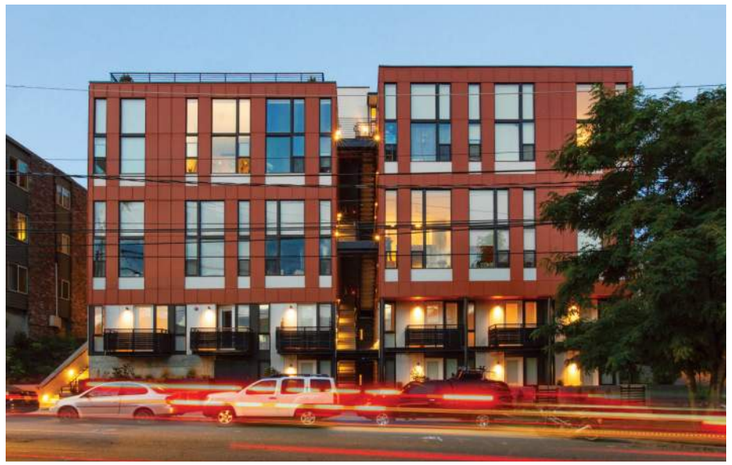
PROJECT OWNER

Kamiak Real Estate, LLC
1700 Westlake Avenue N - Suite 200
Seattle, WA 98109
www.kamiak.com | 206.446.6114

PROJECT EXPERIENCE

Previous Projects Designed by Hybrid Architecture



Clover Lofts

Belmont Commons (Kamiak)

Killebrew Apartments

Betula Apartments

Bellevue Avenue Midrise

CLIENT EXPERIENCE

Previous Projects by Kamiak Real Estate, LLC

102 Harvard - Capitol Hill

Woodland Rowhouses

Sora - University District

Sound - First Hill

TABLE OF CONTENTS

PROJECT INFO

Address: 3620 Phinney Ave N, Seattle, WA 98102

Owner: Kamiak Real Estate, LLC

SDCI #: 3035912-EG

Parcels: 1972200490

Site Area: 10,000 sf

Zoning: LR3 (M)

Overlays: Fremont Hub Urban Village
Parking Flexibility Area

Legal Description:
DENNY & HOYTS ADD
Plat Block: 6
Plat Lot: 9-10

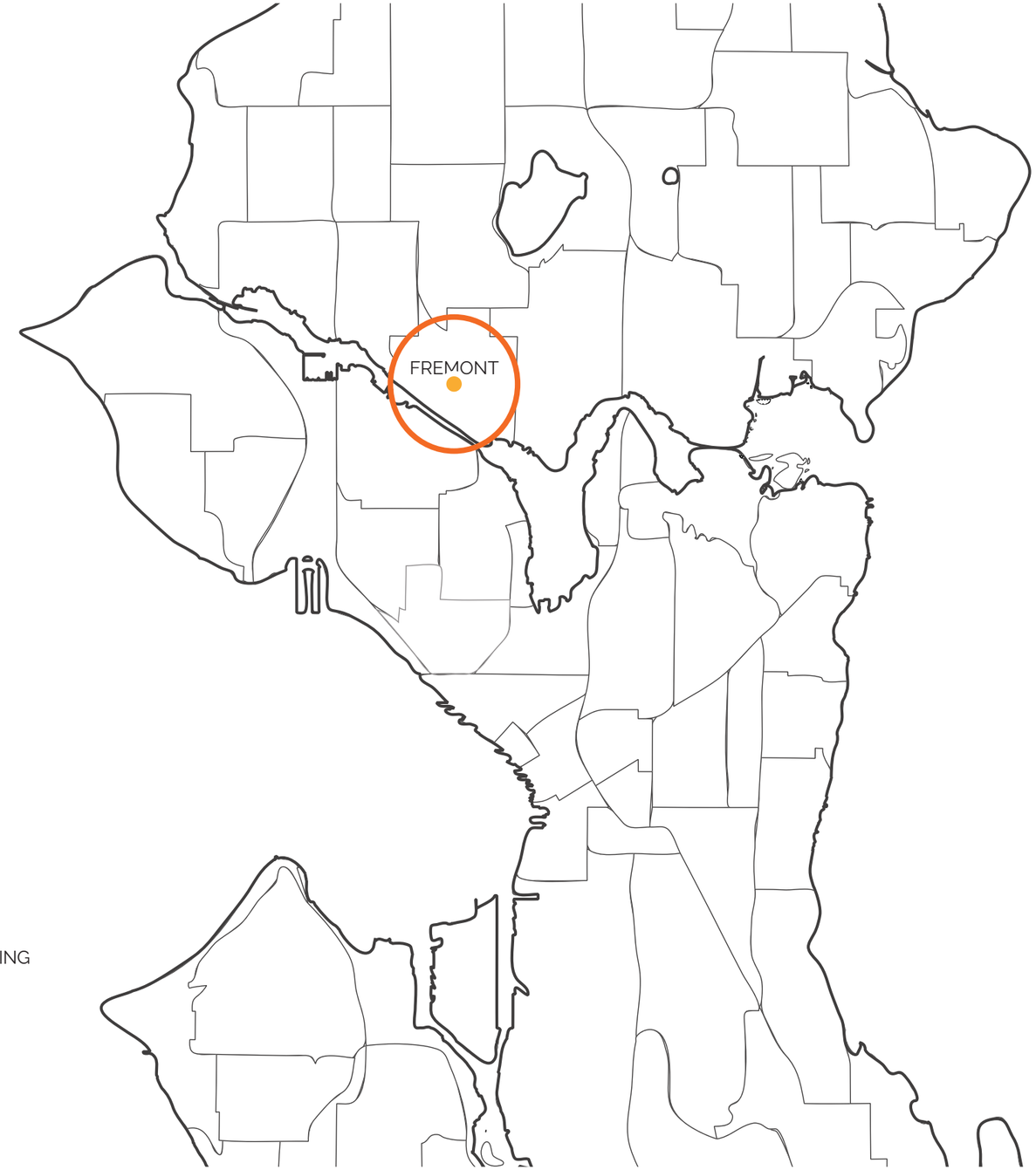
Building Type: Multi-Family Apartment Building

Parking: No Parking Proposed

Date of Presub Conference: February 27th, 2020

PROJECT DESCRIPTION

DEMOLITION OF TWO EXISTING 3-STORY MULTI-FAMILY APARTMENT BUILDINGS AND CONSTRUCTION OF A 5-STORY, 78 UNIT RESIDENTIAL STRUCTURE (MIX OF SEDU AND EDU UNITS). NO PARKING PROPOSED.



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3620 PHINNEY AVE N APARTMENTS

Development Objectives

Provide urban apartment dwelling units for residents to live in an efficient but communal setting within an active community. The thoughtfully planned environment will emphasize functionality and user comfort.

78 dwelling units
71 bicycle parking stalls (as req)
0 vehicular parking stalls (none are req)

Neighborhood Objectives

The site is along a more pedestrian oriented residential street (Phinney Ave N) between principal arterial N 36th and N 39th St with a dense, multi-family network of neighbors comprised mostly of townhouses, apartment buildings and condominiums.

The site is located less than a block from community amenities which will provide future residents of this building with a variety of civic, commercial and recreational activities. The site is also relatively close to the Fremont Cut and Fremont Canal Park with easy access to the Burke-Gilman Trail.

This project will activate a site that is currently occupied by two smaller apartment buildings and provide additional density desired in the Fremont Urban hub village.

This area is transitioning from industrial to residential and is in the process of establishing a new architectural character. This project aims to both acknowledge some of the industrial charm of the area while helping bring a contemporary architectural nature to the neighborhood context.

Design Objectives

1. Create welcoming a welcoming entry sequence
   - a place for residents and guests to have maximize access to light and air
2. Provide efficient / functional units
   - maximize height and light / warm materials and tall ceilings
3. Design a building that settles into the hill and feels apart of the landscape
4. Provide Ecological & Sustainable Architecture
   - harness rainwater in bio-planters, use efficient and durable materials that relate to the history and culture of the neighborhood, drought resistance landscape design

URBAN CONTEXT ANALYSIS

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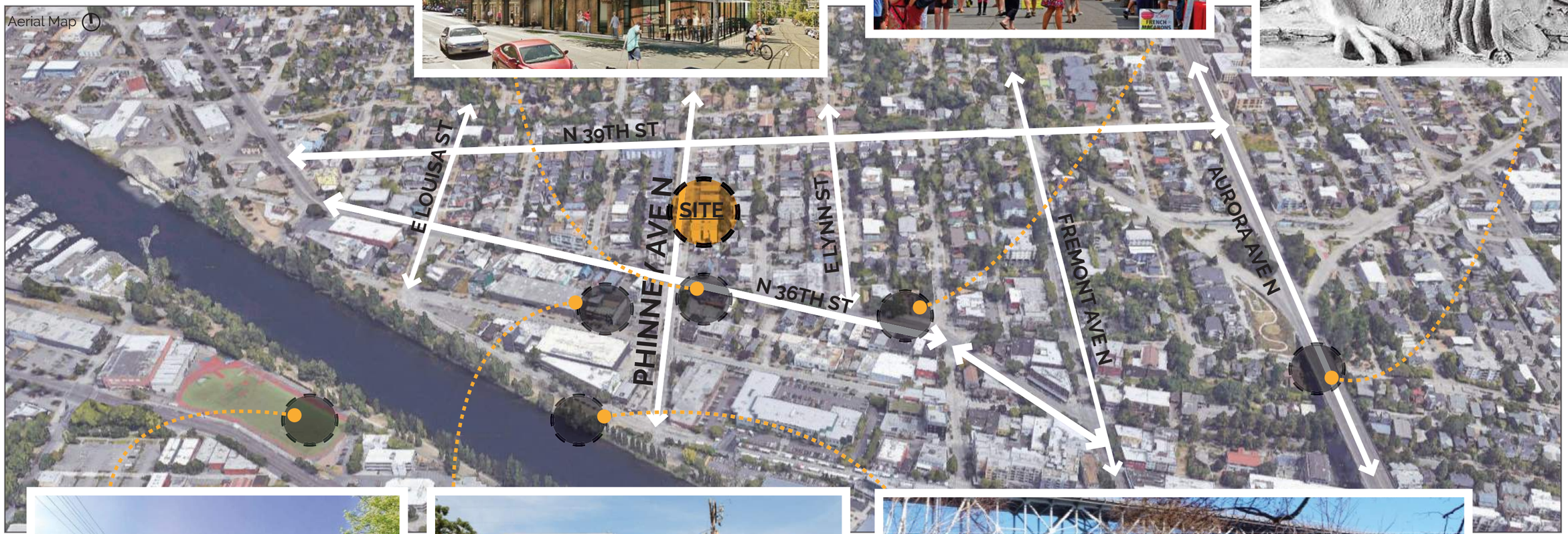
GREATER CONTEXT AND NEIGHBORHOOD LANDMARKS

Fremont Cedar Speedster

Fremont Commercial Core

Fremont Troll

Aerial Map



Seattle Pacific Univeristy - Wallace Field

Fremont's Foundry Event Center

Burke Gilman Trail / Fremont Cut / Aurora Bridge

SITE AND PROJECT OVERVIEW

AREA MAP

PROJECT DESCRIPTION

DEMOLITION OF TWO EXISTING 3-STORY MULTI-FAMILY APARTMENT BUILDINGS AND CONSTRUCTION OF A 5-STORY, 78 UNIT RESIDENTIAL STRUCTURE (MIX OF SEDU AND EDU UNITS). NO VEHICULAR PARKING PROPOSED - NONE REQUIRED.

ZONING AND PROJECT INFORMATION

SITE LOCATION:	3620 PHINNEY AVE N, SEATTLE WA 98103
OWNER:	KAMIAK REAL ESTATE, LLC
LEGAL PARCEL #	1972200490
LOT SQ FT:	10,000 SF
LEGAL DESCRIPTION:	DENNY & HOYTS ADD PLAT BLOCK: 6 PLAT LOT: 9-10
SITE ZONING:	LR3 (M) - MHA APPLIES
OVERLAY:	FREMONT HUB URBAN VILLAGE PARKING FLEXIBILITY AREA
ECA:	NONE
EXISTING SITE USE:	TRIPLEX & FOURPLEX (TO BE RAISED)
BUILDING TYPE PROPOSED:	MULTIFAMILY APARTMENT BUILDING
PARKING:	NO PARKING PROPOSED (PROJECT IS WITHIN URBAN VILLAGE AND WITHIN A PARKING FLEXIBILITY AREA)

EARLY DESIGN GUIDANCE MEETINGS

DATE OF PRESUB CONFERENCE: FEBRUARY 27TH, 2020

DATE OF APPROVED MEETING MINUTES: MARCH 2ND, 2020

PLANNER: ELLEN AEBISCHER

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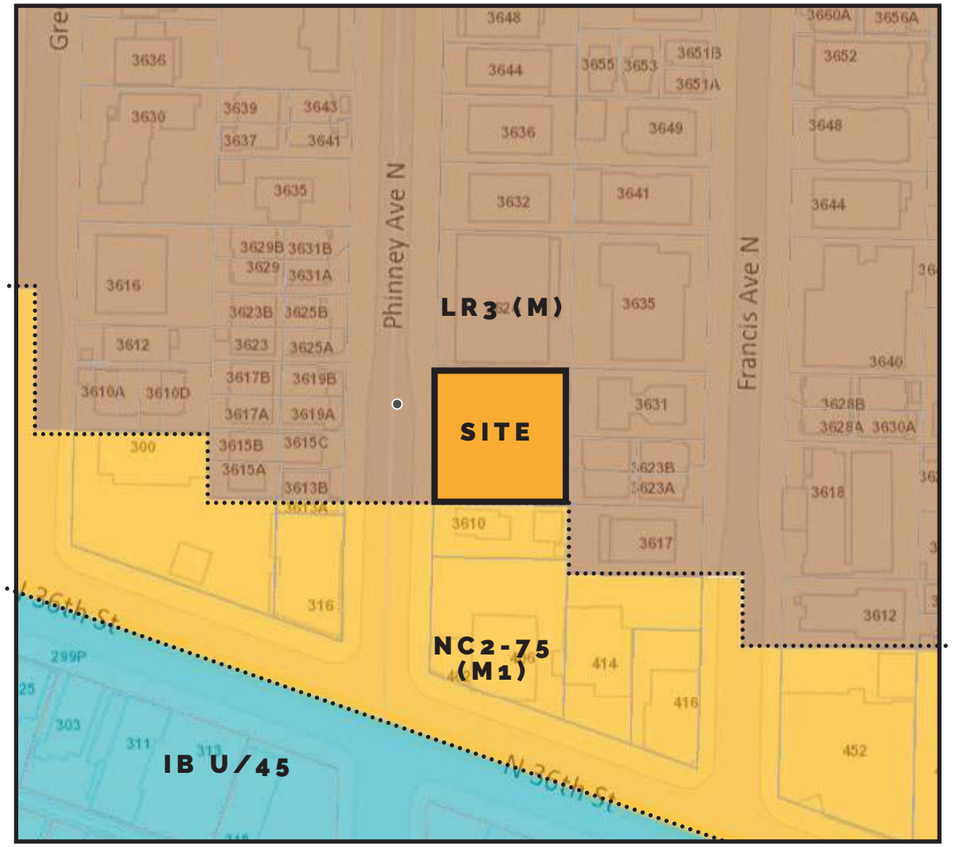
ZONING AND USE



ZONING MAP

Site is zoned LR3 (M) within the Fremont Residential Urban Village in the neighborhood of Fremont, Seattle. As the topography steps down the hill from north to south towards the Fremont Cut, the zones change block by block with a taller NC2-75 zone straddling the south border of the site. Each other side of the project abutts the same zone, LR3 (M).

USE LEGEND

- Office
- School/Education
- Apartment
- Fourplex / Triplex / Duplex
- Condominium
- TownHouse / Rowhouse
- Church / Religious Service
- Single Family
- Commercial / Mixed Use
- Community
- Green Space
- Site

TYPOLOGIES / USAGES

The neighborhood surrounding the site is predominately comprised of residential uses, including mostly apartments, condominiums and townhouse multifamily projects. To the south. the mixed use and commercial uses are along N 36th St.

NEIGHBORHOOD ARCHITECTURAL CHARACTER

This neighborhood of Fremont hosts a variety of architectural styles and mix of older brick buildings along with newer Mixed Use developments clad in cement board, metal and other contemporary materials. Pictures below are from the Fremont area and share qualities the project desires to achieve.

Commercial Building Signage and Exterior Patio


Tableau - Simple Massing, Fenestration. Materiality


115 N 36th St - Textures, Materials, Transparency


6-Story Multi-Family Building - Use of Angles / Art


Cedar Speedster - Materials, Street Activation, Eyes on Street


VIBE Apartments - Massing Modulation, Materials

Industrial EVO Retail - Signage, Painted Murals


Fremont Foundry - Texture Rich, Balconies


5-Story Mixed Use - Recess Above Podium


SPU Transfer Station - Materials and Fenestration


Live Work Units - Materials / Large Windows / Modulation


Tableau - Vehicular and Pedestrian Access

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SITE PANORAMAS (EAST)

LOOKING SOUTH DOWN PHINNEY:
The east side of Phinney Avenue North is lined with several 2-3 story apartment buildings, streetfacing with balconies and connection to the pedestrian sidewalk.

NORTH NEIGHBOR:
A four-story apartment building containing approximately 22 units resides directly to the north of the project site. Careful consideration will be given to the light, air and privacy impacts imposed by the development.

SUBJECT PROPERTY:
Two existing small residential buildings currently occupy the site where the proposed development will occupy. The structures will be demolished in order to develop the site.

SECTION A-A'

SITE PANORAMAS (WEST)

PRECEDENT:
An inviting landscape and warmer, wood tones along the ground floor plane help to create a welcoming arrival for this nearby small apartment building across the street.

MULTI-FAMILY:
A large scale multi-family apartment building at the northwest corner breaks up the scale through material changes, color and the use of juliet balconies.

SECTION B-B'

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SITE AND ZONING ANALYSIS

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SURVEY + SITE ANALYSIS

ADDRESS:
3620 PHINNEY AVE N
SEATTLE, WA 98103

PARCEL NO:
1972200490

DESCRIPTION:
DENNY & HOYTS ADD
PLat Block: 6, Plat Lot: 9-10

SITE AREA:
10,000 SF

ZONING:
LR3 (M)

STREET:
PHINNEY AVE N
SLOPES DOWNHILL FROM NORTH TO SOUTH
33'-0" TO C/L OF STREET FROM PL
6" CONC. CURB
CONC. SIDEWALK

ALLEY:
NO ALLEY ACCESS

UTILITIES:
PHINNEY AVE N - SS, WATER, ELECTRICAL

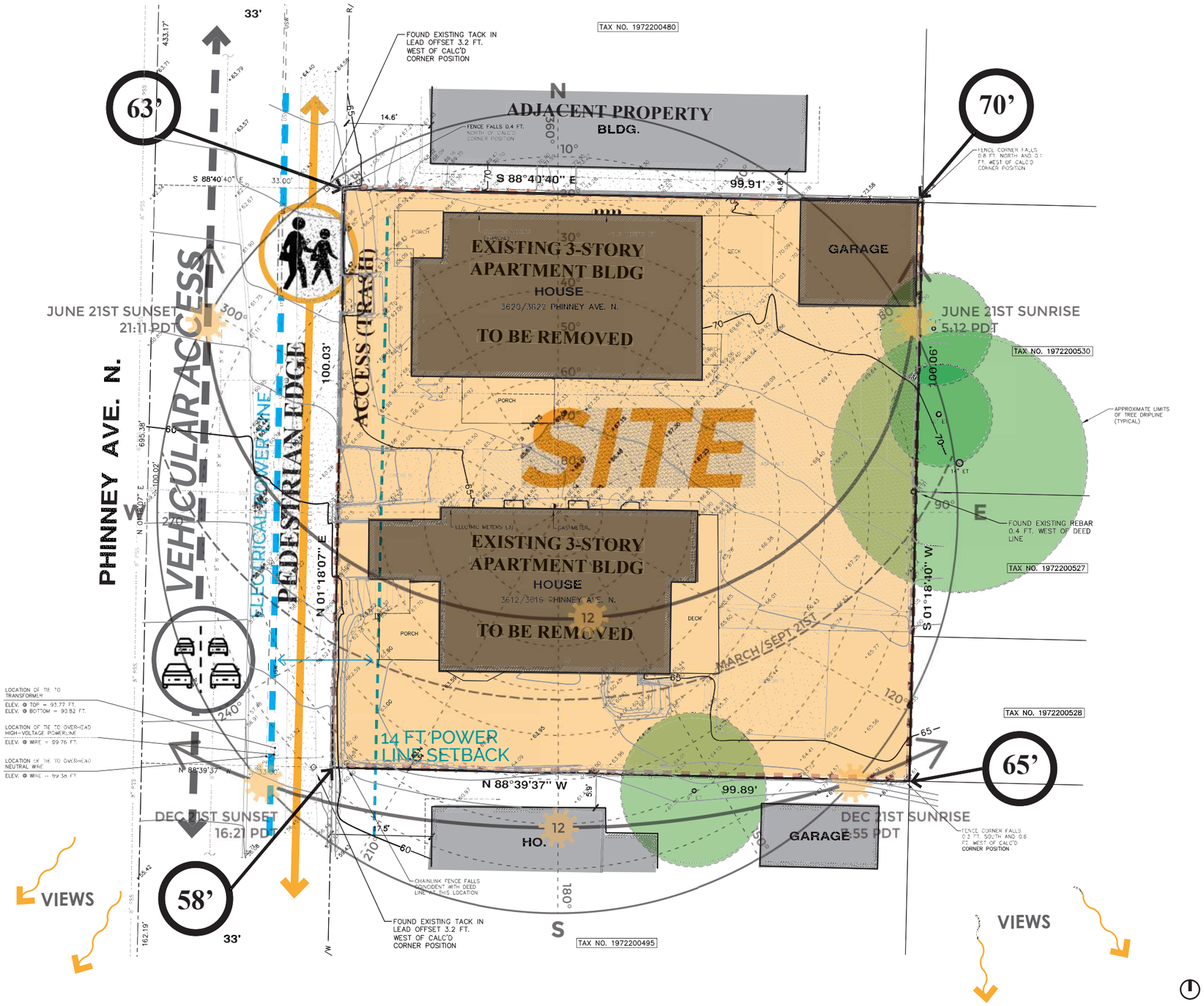
ADJACENT BUILDINGS:
NORTH- 3624 PHINNEY AVE N
3-STORY, WD FRAMED APARTMENT BLDG
22 DWELLING UNITS

EAST - 3629 PHINNEY AVE N
2-STORY, WD FRAMED FOURPLEX
4 DWELLING UNITS

3621 PHINNEY AVE N
3-STORY TOWNHOUSES

SOUTH - 3610 PHINNEY AVE N
2-STORY, WD FRAMED DUPLEX
2 DWELLING UNITS

WEST- 3613- 3619 PHINNEY AVE N
3-STORY, WD FRAMED TOWNHOUSES



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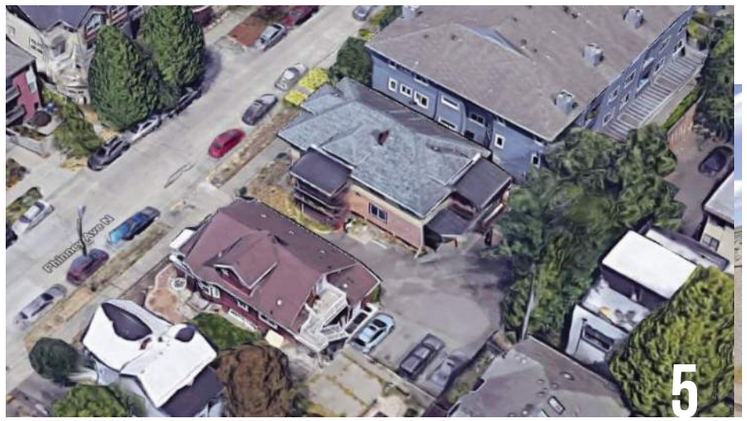

SITE PHOTOS

The collection of images continues to explore the immediate block context and investigate views into and surrounding our project development.

SMC ZONING ANALYSIS

Zoning Standard	Design Team Response
23.45.504: Permitted and Prohibited Uses Residential use permitted in LR3 (M) zone.	Residential use permitted outright.
23.45.510: Floor Area Ratio (FAR) Limits Per table A for 23.45.510 the FAR for apartment developments in a LR3 (M) zone is 2.3 if the project is within a MHA suffix zone and an urban village.	Lot Area: 10,000 Sf Max FAR: 10,000 Sf x 2.3 = 23,000 sf Proposed total area: 23,000 sf Proposed FAR: 23,000/10,000 sf site = 2.3 Complies
23.45.512: Density Limits - Multifamily Zones Per table 23.45.512	Not Applicable to LR3 Zoning.
23.45.514: Structure Height Per table B in SMC 23.45.514 the allowable height for apartment developments within LR3 zones is 50 feet.	Proposed structure base height will not exceed: 50'-0". (Project within a MHA Suffix Zone)
23.45.517: Mandatory Housing Affordability (MHA) LR, MR, and HR zones with a mandatory housing affordability suffix are subject to the provisions of Chapters 23.58B and 23.58C.	Project will comply will all requirements for MHA and MHA fees.
23.45.518: Setbacks and Separations Per table B 23.45.518 for apartment developments in LR3 zones the setbacks are: Front: 5'-0" minimum Rear: 15-0" (no alley) Side: 7'-0" average, 5'-0" minimum 2.Upper-level setbacks in LR3 zones a..An upper-level setback of 12 feet from the front lot line is required for all portions of a structure above the following height: 2)Fifty-four feet for zones with a height limit of 50 feet.	Proposed front setback is 10'-0"; *complies.* Required rear setback is 15'-0"; Proposed rear setback is 12'-0"; ***departure of 3'-0" is required*** Proposed north side setback: 9.28' average, 5'-0" min Proposed north side setback: 9.28' average, 5'-9" min Project side setback *complies.* Upper level setback proposed of 16'-6", *complies.*
23.45.522: Amenity Area Apartment developments in LR3 zones having the following amenity area requirements: A.Amount of amenity area required for rowhouse and townhouse developments and apartments in LR zones1. The required amount of amenity area for rowhouse and townhouse developments and apartments in LR zones is equal to 25 percent of the lot area.2.A minimum of 50 percent of the required amenity area shall be provided at ground level.	Required amenity area: 10,000 sf lot x 25% = 2,500 sf Required amenity area shall be met for project conformance. 50% of amenity area should be provided at ground level: 2,500 x .50 = 1,250 amenity required at ground level. Proposed amenity at ground level: 2,245 sf; *complies* Proposed amenity at upper level (roof): 1,060 sf; *complies*

Zoning Standard	Design Team Response
23.45.527: Structure Width and Facade Length B.Maximum façade length in Lowrise zones.1.The maximum combined length of all portions of façades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line, except as specified in subsection 23.45.527.B.2.	Facade Length= 99.91' x .65 = 64.9' Maximum facade length allowable. Proposed facade length within 15'-0" of property line: of 50'-0", *complies.*
23.45.530: Green Building Standards For projects exceeding the floor area ratio (FAR) in Table A for 23.45.530, the applicant shall make a commitment that the proposed development will meet the green building standard and shall demonstrate compliance with that commitment, all in accordance with Chapter 23.58D.	Proposed design will comply with all green building standards and certification. Project proposed to utilize Priority Green expedited through project permitting.
23.45.536: Parking Location, Access and Screening B. Location of parking 1. If parking is required, it shall be located on the same lot as the use requiring the parking, except as otherwise provided in this subsection 23.45.536.B. 2. Except as otherwise provided in this subsection 23.45.536.B, surface parking may be located anywhere on a lot except: a. Between a principal structure and a street lot line; b. In the required front setback or side street side setback; and c. Within 7 feet of any street lot line. Table D for 23.54.015 outlines the bicycle requirements as 1 per dwelling unit for long term parking and 1 per 20 dwelling units for short-term guest parking.	No Alley abutting site. No parking required per L. of Table B for 23.54.015 regarding all residential uses in an urban center. Project is within the FremontUrban Village No vehicular parking proposed. Long Term Bicycle Parking: 1 per dwelling unit and 1 per small efficiency dwelling unit Short Term Bicycle Parking: 1 per 20 dwelling units Total bicycle parking proposed will comply with required amounts and be easily accessed.

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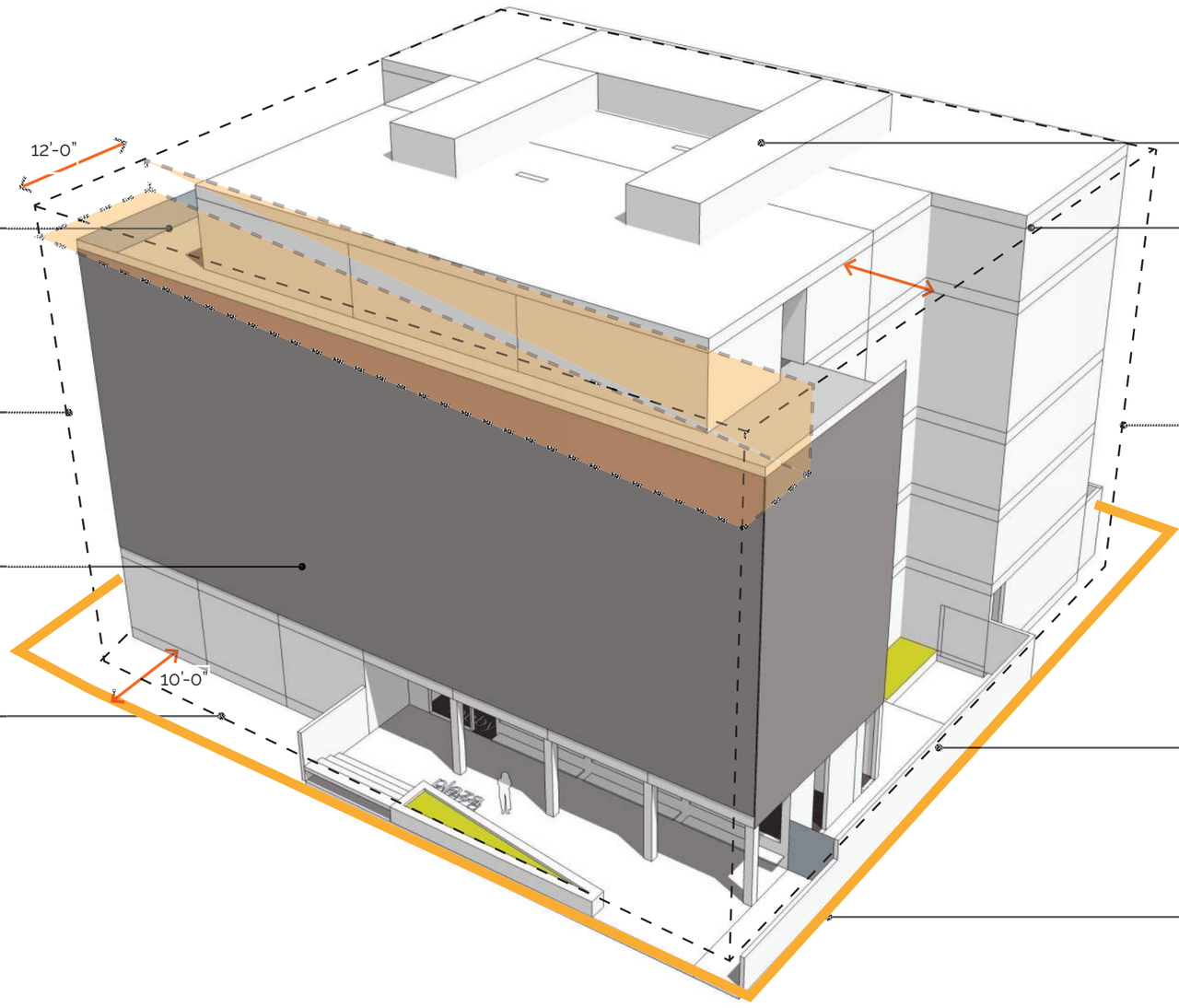
ZONING DIAGRAMS



SMC 23.45.518.A.2
Upper Level Setback
12'-0" Required

Code Compliant Massing Scheme

Proposed Massing Scheme

SMC 23.45.518.B - Table B
Front Setback
5 minimum

SMC 23.45.514.I.5
Stair penthouses and mechanical equipment may extend 15' feet above the applicable height limit.

SMC 23.45.514.I.5
Proposed stair and elevator penthouse

SMC 23.45.514
Within a Lr3(M) zone, max height of 50'

SMC 23.45.518.B - Table B
Rear Setback, No Alley
15'-0" Required

SMC 23.45.518.B - Table B
Side Setback
7 average; 5 minimum

3620 PHINNEY AVE N
Subject parcel is 10,000 sf (property line)

DESIGN GUIDELINES, PRIORITIES AND RESPONSES

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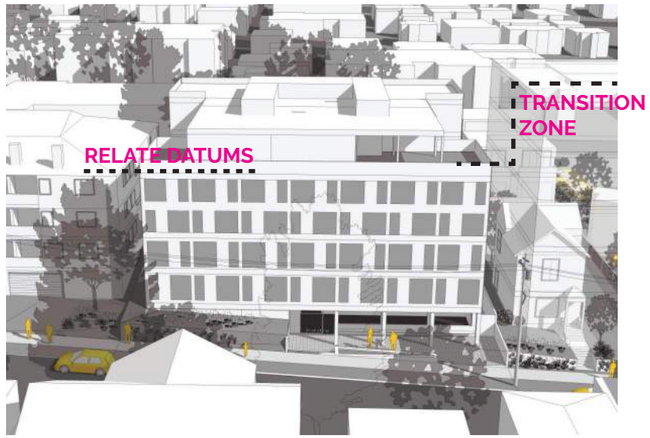
DESIGN GUIDELINES - CITYWIDE



CS2: URBAN PATTERN AND FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces

C. RELATIONSHIP TO THE BLOCK

- 2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.

Response:

Design engages datums that are found through the existing neighborhood block. The mass of the building attempts to relate the project massing to the neighborhood scale by pushing the facades in at the upper and lower level to minimize bulk and scale. Similar to the rest of the block, windows will be punched in the mass.

The materials of the project will be carefully crafted to enhance the character of the block, through visual richness and texture. The building is lifted off the entry level in a way to further break down the scale and provide street level transparency and activation.

CS3: ARCHITECTURAL CONTEXT AND CHARACTER

Contribute to the architectural character of the neighborhood.

B. LOCAL HISTORY AND CULTURE

- 1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

Response:

The project team researched the site through the use of resources made available from the Fremont Historical Society. The original owner of the subject property was a founder of the Stone Buhr Mill company that provided much of the flour in the neighborhood in the early 1900's. The design of the project will be influenced by this history through the use of materials that would have been found in the early commercial and industrial buildings of Fremont such as timber and corrugated metal.

PL1: CONNECTIVITY

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

A. NETWORK OF OPEN SPACES

- 2. Adding to Public Life:
Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

Response:

A primary goal of the project will be to extend the public space of the project from the sidewalk to the front entry of the building through a front courtyard transition space. This area will include built-in seating, planters, lush landscaping and short-term bike parking spaces that are easily accessed for guests coming to the property. Warmer materials, such as wood, will be used to bring texture and warmth at the pedestrian scale. The lower level will be as transparent as possible to promote visibility and activation around the courtyard space.

DESIGN GUIDELINES - CITYWIDE

PL2: WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

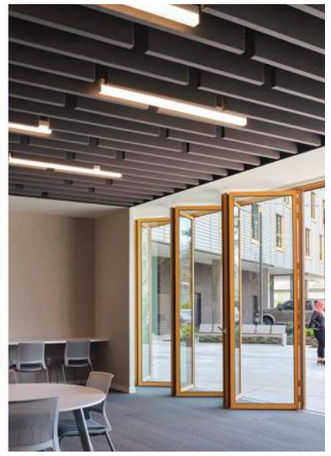
C. WEATHER PROTECTION

- 1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible.

Response:

Design will provide overhead weather protection at the building entry to easily identify the pedestrian route into the building. This will be accomplished through either a recess in the ground floor mass or an overhead canopy in order to address coverage during times of inclement weather.

Additional design considerations will take into account the public (sidewalk) and semi-public (front court) pedestrian zones in order to provide a well-read and easily understandable transition of space. Steps, landscape and changes in hardscape will create a well-connected and walkable user experience.



PL3: STREET-LEVEL INTERACTION

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

A. BUILDING ENTRIES

- 2. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features. Consider a range of elements such as:
- *a. overhead shelter: canopies, porches, building extensions;*
- *b. transitional spaces: stoops, courtyards, stairways, portals, arcades, pocket gardens, decks;*
- *c. ground surface: seating walls; special paving, landscaping, trees, lighting;*
- *d. building surface/interface: privacy screens, upward-operating shades on windows, signage, lighting*

Response:

Design will encourage a front courtyard space that is active and engaging, providing a semi-public transition zone before entering the building. The front courtyard will mostly remain open in order to provide community amenity and activation moments (ie. permanent ping-pong table).

A series of steps and planters will direct visitors and residents toward the recessed building entry. This recess will have seating elements protected from the weather, warmer building materials, and in large part be glazed as much as architecturally possible to provide views into and out of the interior ground level community space.

PL4: ACTIVE TRANSPORTATION

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

B. PLANNING AHEAD FOR BICYCLISTS

- 2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

Response:

The project resides relatively close to the Burke Gilman trail and many other bicycling opportunities. In order to activate this community amenity, the design will consider a predominate bike room and repair facility that will serve as the hub for community life and interaction. Through mixing active building uses - laundry / mail / bikes - additional convenience, safety and security are provided in the design. Additional opportunities for short-term visitor bike parking will also be considered.

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DESIGN GUIDELINES - CITYWIDE

DC3: OPEN SPACE CONCEPT

Integrate open space design with the design of the building so that each complements the other.

C. DESIGN

- 2. Amenities and Features: Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features, such as planters, green roofs and decks, groves of trees, and vertical green trellises along with more traditional foundation plantings, street trees, and seasonal displays.

Response:

Generous open space and landscaped areas are proposed per the preferred design scheme. Plants that are native to the area, assist with local pollinators, and that are drought-tolerant will be considered that complement the surrounding hardscape while providing a rich and textural buffer between neighboring sites.

Window wells will be tiered and incorporate additional opportunities for bio-retention or planters to encourage additional green space. The design will also consider opportunities to create green roofs and roof decks on the upper level of the building.

DC4: EXTERIOR ELEMENTS AND FINISHES

Use appropriate and high quality elements and finishes for the building and its open spaces.

A. BUILDING MATERIALS

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

Response:

High-quality and durable materials will be specified that relate to the local pattern of the neighborhood and street. Materials that provide rich, visual patterns and emphasize the horizontality of the width of the main mass will be encouraged.

Warmer materials, such as wood will be utilized along more pedestrian oriented spaces or where the building mass is recessed to architecturally articulate changes in the building facade plane. Details will be provided during the recommendation phase for the project.

DC4: EXTERIOR ELEMENTS AND FINISHES

Use appropriate and high quality elements and finishes for the building and its open spaces.

D. TREES, LANDSCAPING AND HARDSCAPE MATERIALS

- 1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials. Choose plants that will emphasize or accent the design, create enduring green spaces, and be appropriate to particular locations taking into account solar access, soil conditions, and adjacent patterns of use. Select landscaping that will thrive under urban conditions.

Response:

The design team will work with a local landscape architect in order to provide a code-compliant landscape plan that relates cohesively with the design language of the building and that thrives particularly on the west-facing entry facade. Planters and street trees will be incorporated that further enhance the pedestrian experience along the sidewalk and public edge. The proposed design also will continue the landscaped berms found on the north and south neighboring sites in order to relate as a mid-block building. Changes in the hardscape pattern and a break in slope of the site, will signal the building entry as steps and an accessible ramp lead you towards the front door.

EDG MASSING SOLUTIONS

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MASSING DESIGN SCHEME SUMMARY

1 | MASSING OPTION 1

CENTER COURT

79 Residential Units, Mix of SEDU / EDU Units
278 sf average (gross)

Proposed FAR:	23,000 sf
Max FAR:	23,000 sf max
Parking:	no parking proposed bike parking, as required
Amenity Area:	front entry court, green roof, roof deck, bike room

Positive

- Small, center courtyard breaks the mass along the street facing facade
- The top floor proposes loft units to provide additional height and livability
- Modulated massing

Negative

- Smallest amenity area and proposed front yard
- More bulk and mass along front elevation
- Imposing north and south mass along adjacent property lines could impede light
- More interior lot line facing units

Departures

- Depart from upper-level setback requirements
- Depart from max facade length requirements
- Depart from amenity area requirements

2 | MASSING OPTION 2

SIDE COURTS

76 Residential Units, Mix of SEDU
275 sf average (gross)

Proposed FAR:	23,000 sf
Max FAR:	23,000 sf max
Parking:	no parking proposed bike parking, as required
Amenity Area:	roof deck, green roof, bike room

Positive

- Mass optimizes max volume with clear circulation around a center core in the building
- Mass has been eroded at northeast and southeast corners to provide additional green space and relief from neighboring lots

Negative

- Building is pulled closest to front property line minmizing the entry sequence
- Most units are organized off the north and south, impacting privacy to existing, neighboring buildings
- The bulk, mass and scale are code compliant, but dominant along the mid-block site, imposing on neighboring access to light and air

Departures

- None

3 | MASSING OPTION 3

THREE COURTS - PREFERRED

78 Residential Units, Mix of SEDU
278 sf average (gross)

Proposed FAR:	22,975 sf
Max FAR:	23,000 sf max
Parking:	no parking proposed bike parking, as required
Amenity Area:	front and side courtyards, roof deck, green roof, bike room

Positive

- Least obstructive in terms of southern exposure and daylight obstruction on the residents at the north property line
- Mass has been pushed in at street level to provide overhead weather protection for guests and residents and activate street scape along sidewalk
- Massing relates to neighboring context to break down bulk and scale
- Larger front setback and reduced height at street level to enhance the residential scale of area

Negative

- Mass along street has minimal articulation similar to other developments on block face

Departures

- Departure from rear yard setback requirements

1 | MASSING OPTION 1

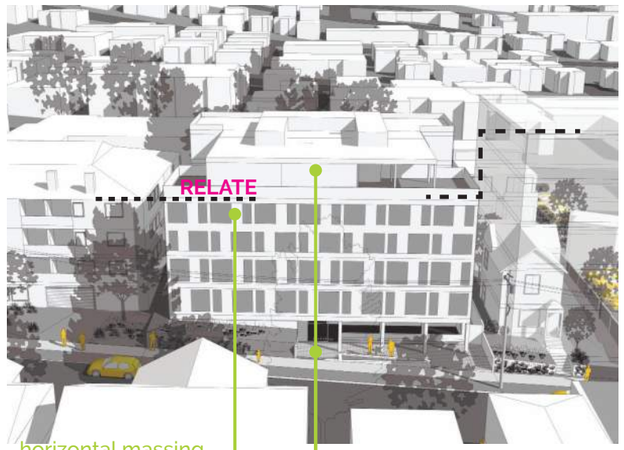
CENTER COURT

2 | MASSING OPTION 2

SIDE COURT

3 | MASSING OPTION 3

THREE COURTS - PREFERRED



PREFERRED SCHEME RATIONALE

Why Scheme Three?

- Massing scheme aligns with the north neighbors height datum
- The least bulk and scale at the front property line due to recessing the top floor to break down the mass
- Least obstructive in terms of southern exposure and daylight obstruction on the residents at the north property line
- Mass has been pushed in at street level to provide overhead weather protection for guests and residents and activate street scape along sidewalk
- Massing option three has the largest front setback in order to create a front entry courtyard that is activated by community amenities
- Building mass feels appropriate for the block context, comprised mostly of 3-5 story structures
- Option three contains one level of true "loft" style units (level 4) allowing for 18 double height spaces
- Massing option three maximizes the idea of "eyes on the street" through placing the majority of dwelling units off of Phinney and towards the rear yard of the site (containing several mature trees and landscaping)

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MASSING OPTION 1

1 | MASSING OPTION 1

CENTER COURT

79 Residential Units, Mix of SEDU / EDU Units
278 sf average (gross)

Proposed FAR:	23,000 sf
Max FAR:	23,000 sf max
Parking:	no parking proposed bike parking, as required
Amenity Area:	front entry court, green roof, roof deck, bike room

Positive

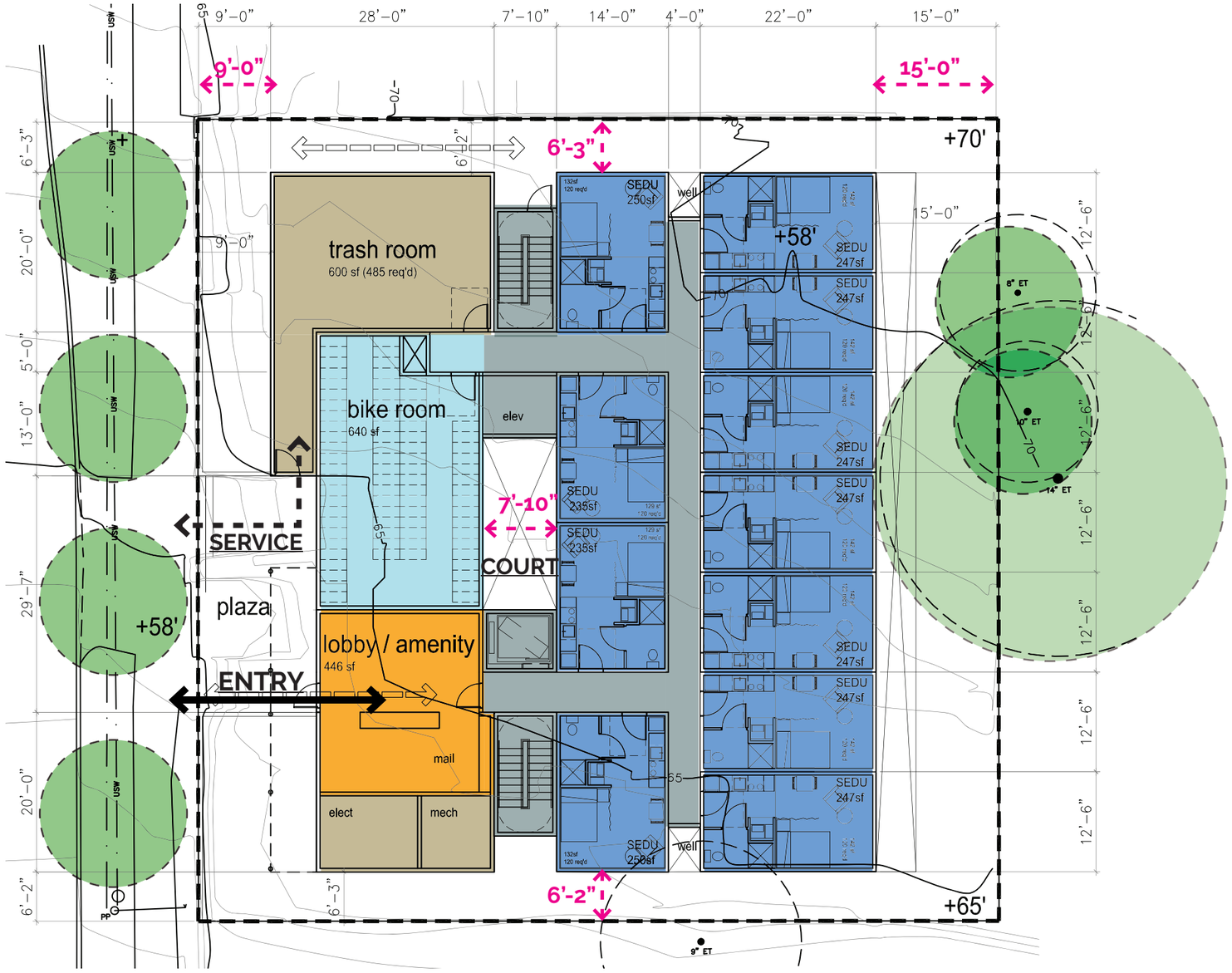
- Small, center courtyard breaks the mass along the street facing facade
- The top floor proposes loft units to provide additional height and livability
- Modulated massing

Negative

- Smallest amenity area and proposed front yard
- More bulk and mass along front elevation
- Imposing north and south mass along adjacent property lines could impede light
- More interior lot line facing units

Departures

- Depart from upper-level setback requirements
- Depart from max facade lenth requirements
- Depart from amenity area requirements



ENTRY LEVEL PLAN
1/32" = 1'-0"

Use Diagram Legend

- common space
- utility / mechanical
- building amenity
- units
- corridor

Design option one is a departure based scheme which studies the relationship of the proposed structure to the maximum development potential. The proposed dwelling units are designed around a central courtyard, allowing for internal units and a split in the front facade.

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MASSING VIEWS

^ front elevation view

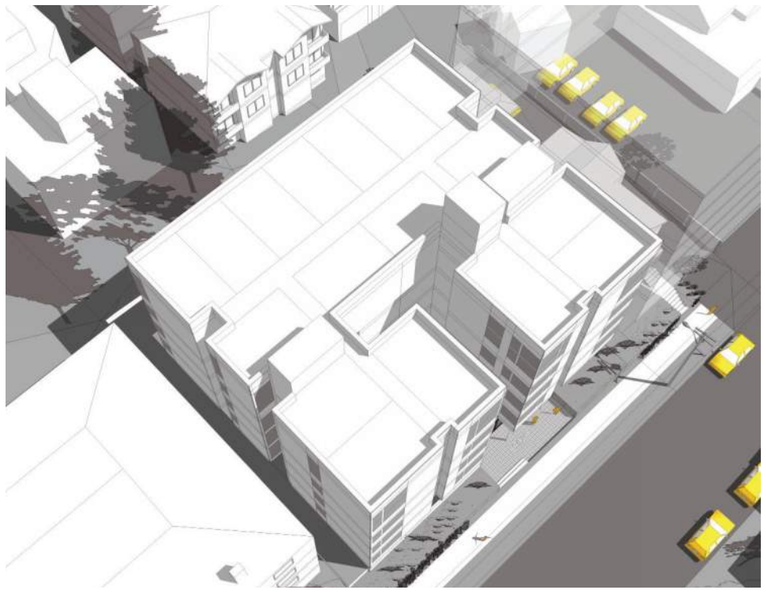
^ pedestrian view looking southeast

^ pedestrian view looking northeast

AERIAL VIEWS

v northeast aerial view

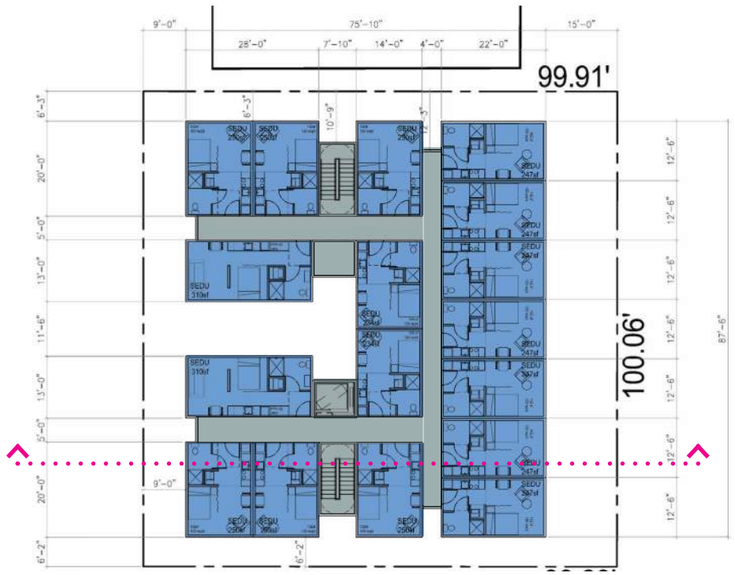
v southeast aerial view



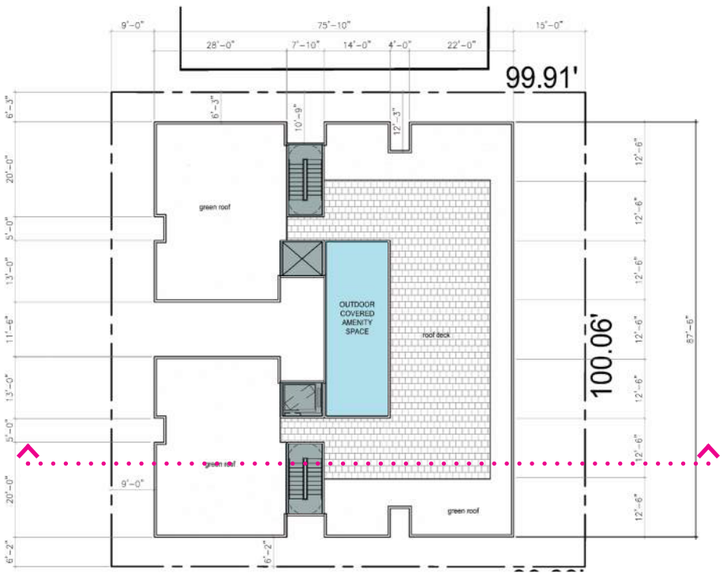
v southwest aerial view

PLANS

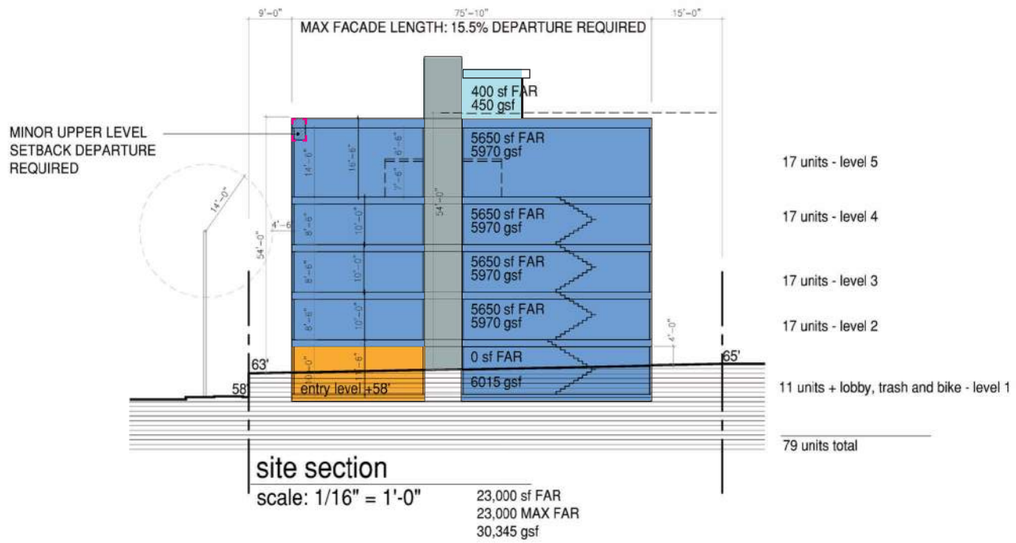
N Entry Level Plan



N Typical Level Plan



N Roof Level Plan



Use Diagram Legend

- common space
- utility / mechanical
- building amenity
- units
- corridor

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1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122

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SHADOW STUDY

9:00 AM

12:00 PM

3:00 PM

SUMMER

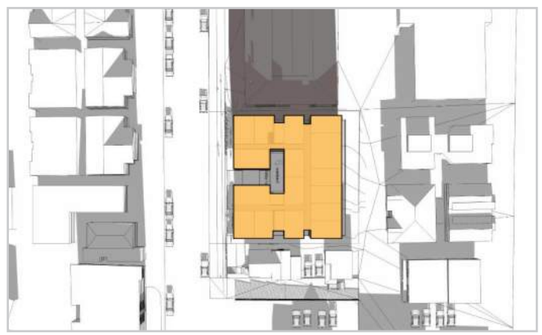
9:00 AM

12:00 PM

3:00 PM

EQUINOX

9:00 AM



12:00 PM

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WINTER

MASSING OPTION 2

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2 | MASSING OPTION 2

SIDE COURTS

76 Residential Units, Mix of SEDU
275 sf average (gross)

Proposed FAR:	23,000 sf
Max FAR:	23,000 sf max
Parking:	no parking proposed bike parking, as required
Amenity Area:	roof deck, green roof, bike room

Positive

- Mass optimizes max volume with clear circulation around a center core in the building
- Mass has been eroded at northeast and southeast corners to provide additional green space and relief from neighboring lots

Negative

- Building is pulled closest to front property line minmizing the entry sequence
- Most units are organized off the north and south, impacting privacy to existing, neighboring buildings
- The bulk, mass and scale are code compliant, but dominant along the mid-block site, imposing on neighboring access to light and air

Departures

- None

ENTRY LEVEL PLAN
1/32" = 1'-0"

Use Diagram Legend

- common space
- utility / mechanical
- building amenity
- units
- corridor

Design option two is a code compliant scheme. Monolithic and stout, the proposed design investigates a center circulation core with units flanked on all sides. To break down the mass further, the southeast and northeast corners were eroded to respect the impact to the north and south neighbors. Unfortunately, this brings the north and south facing units closer to the property line, limiting access to unit privacy, light and air.

MASSING VIEWS

^ front elevation view

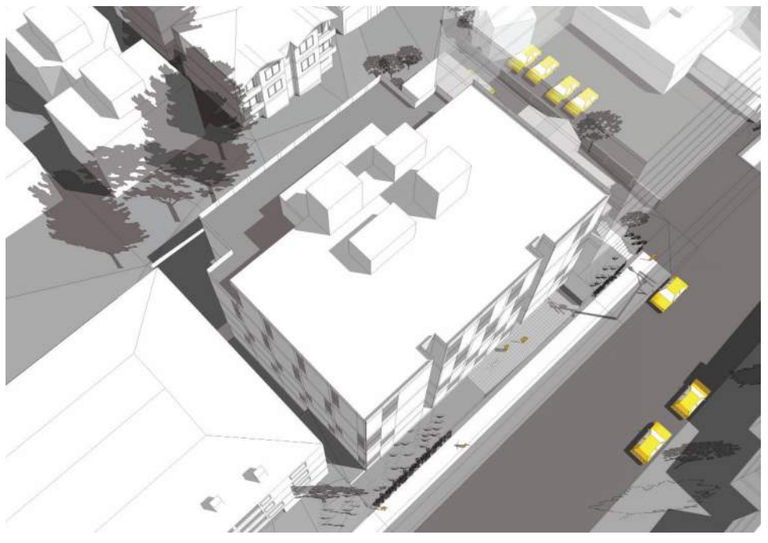
^ pedestrian view looking southeast

^ pedestrian view looking northeast

AERIAL VIEWS

v northeast aerial view

v southeast aerial view



v southwest aerial view

p: 206.267.9277
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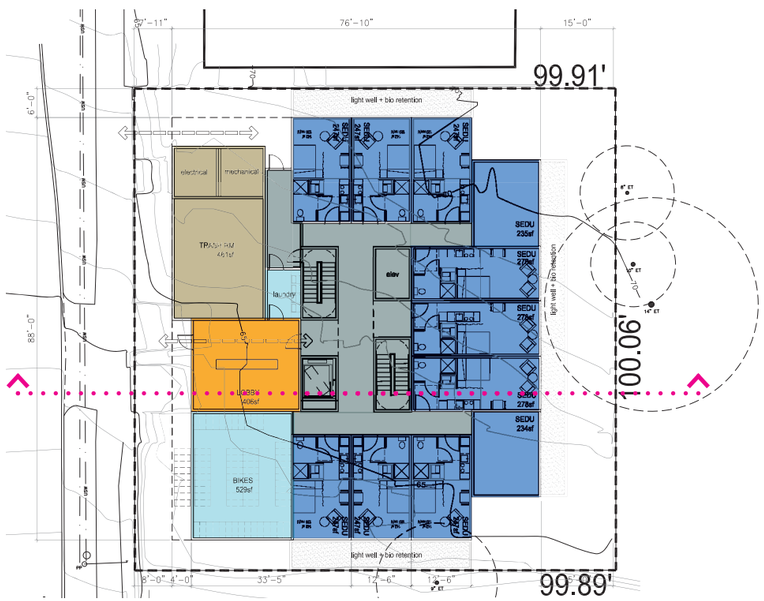
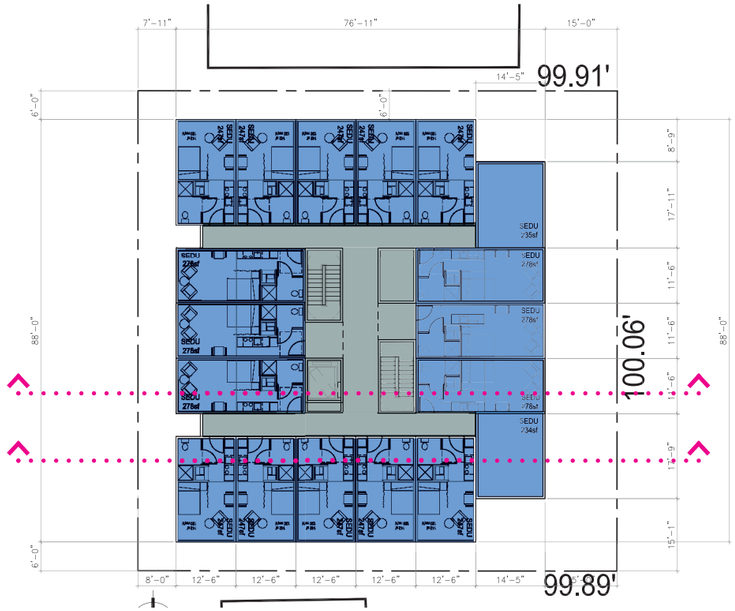
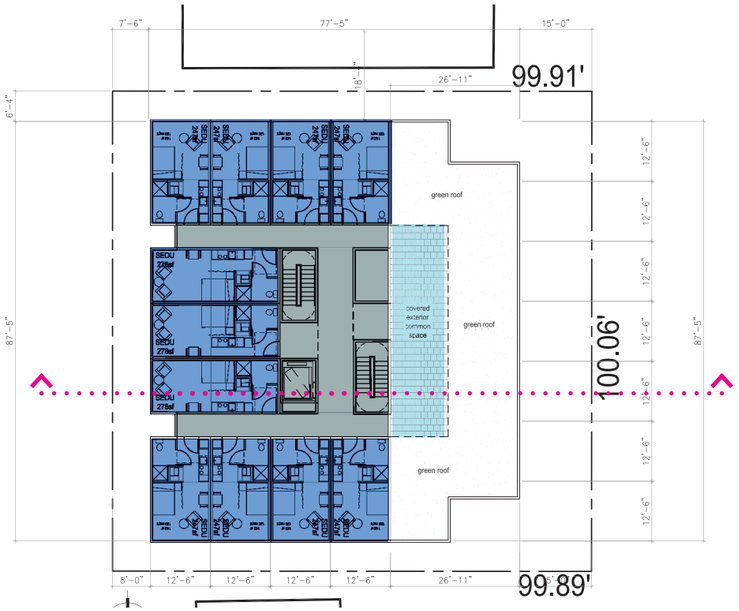
PLANS



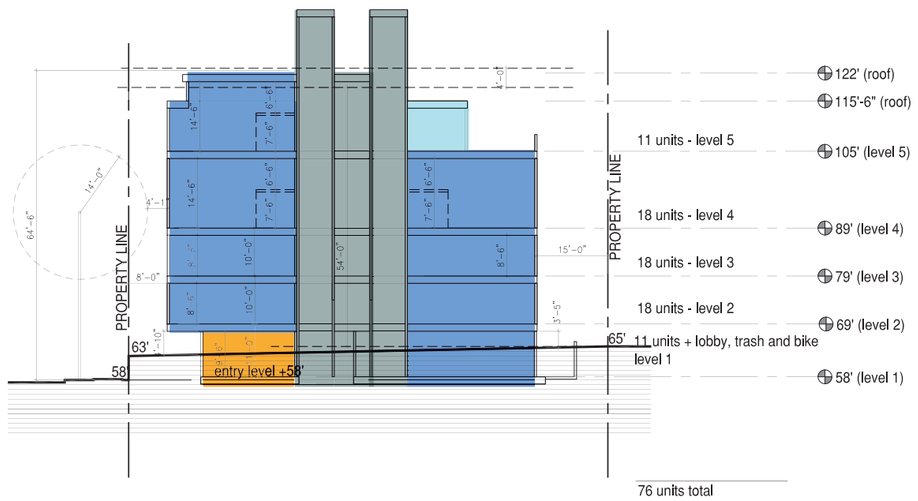
Entry Level Plan



Typical Level Plan



Roof Level Plan



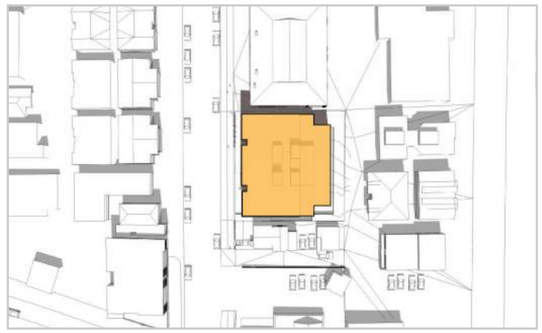
Building Section

Use Diagram Legend

- common space
- utility / mechanical
- building amenity
- units
- corridor

SHADOW STUDY

9:00 AM



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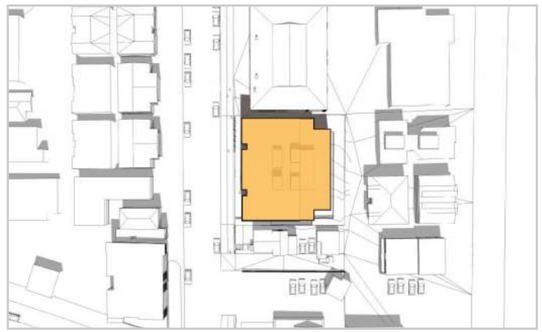
SUMMER

9:00 AM



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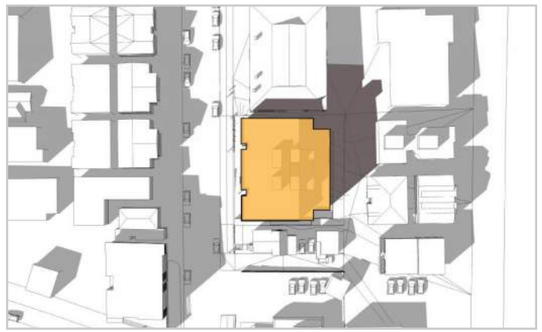

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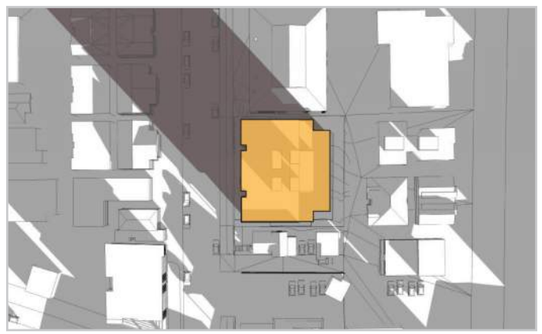
EQUINOX



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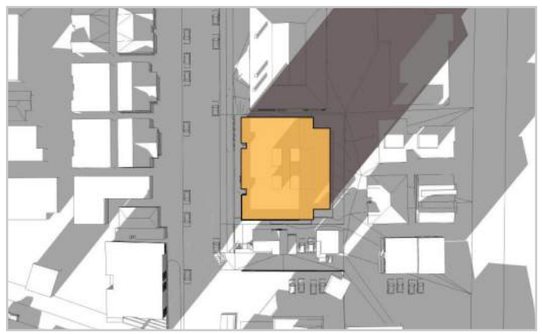

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WINTER

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PREFERRED SCHEME

MASSING OPTION 3

3 | MASSING OPTION 3

THREE COURTS - PREFERRED

78 Residential Units, Mix of SEDU
278 sf average (gross)

Proposed FAR:	22,975 sf
Max FAR:	23,000 sf max
Parking:	no parking proposed bike parking, as required
Amenity Area:	front and side courtyards, roof deck, green roof, bike room

Positive

- Least obstructive in terms of southern exposure and daylight obstruction on the residents at the north property line
- Mass has been pushed in at street level to provide overhead weather protection for guests and residents and activate street scape along sidewalk
- Massing relates to neighboring context to break down bulk and scale
- Larger front setback and reduced height at street level to enhance the residential scale of area

Negative

- Mass along street has minimal articulation similar to other developments on block face

Departures

- Departure from rear yard setback requirements

ENTRY LEVEL PLAN
1/32" = 1'-0"

Use Diagram Legend

- common space
- utility / mechanical
- building amenity
- units
- corridor

Design option three optimizes the courtyard and open space methodolgy to propose a front courtyard and two side courtyards, orienting the majority of the units to the green space on the east and Phinney on the west. This activation provides eyes on the street while allowing light and air to penetrate the interior lot lines on the north and south. Furthermore, the mass sensitively relates to the existing residential structure on the north by aligning roof datums.

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MASSING VIEWS

^ front elevation view

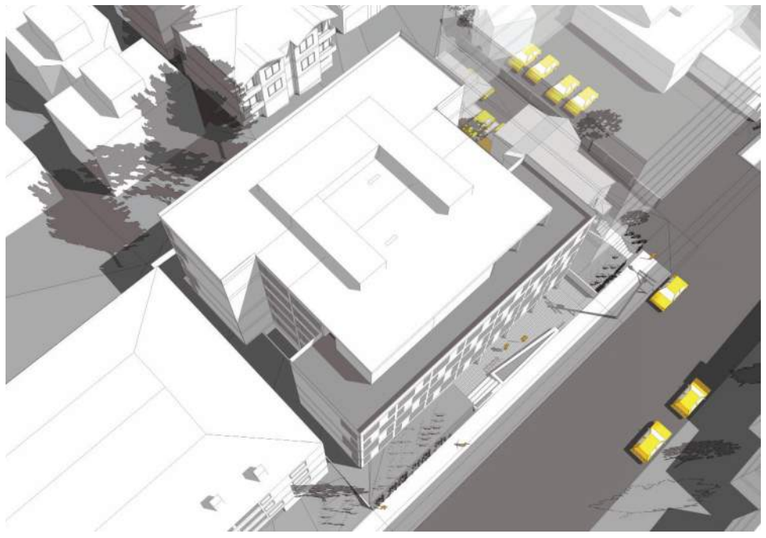
^ pedestrian view looking southeast

^ pedestrian view looking northeast

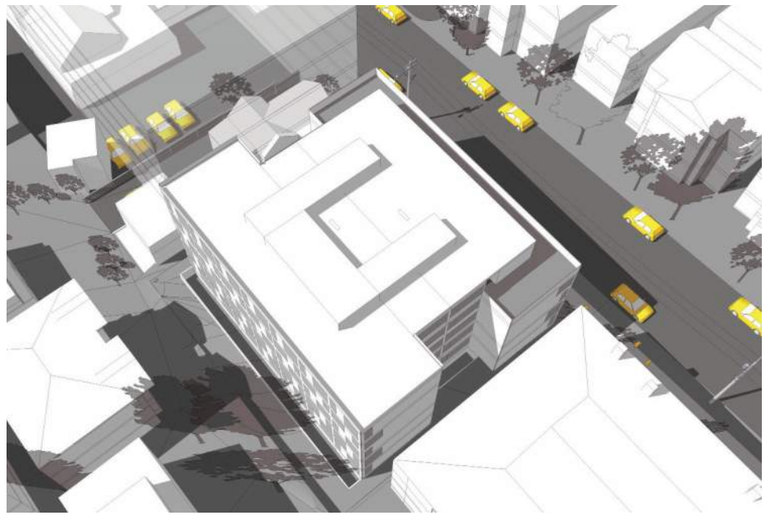
AERIAL VIEWS

v northeast aerial view

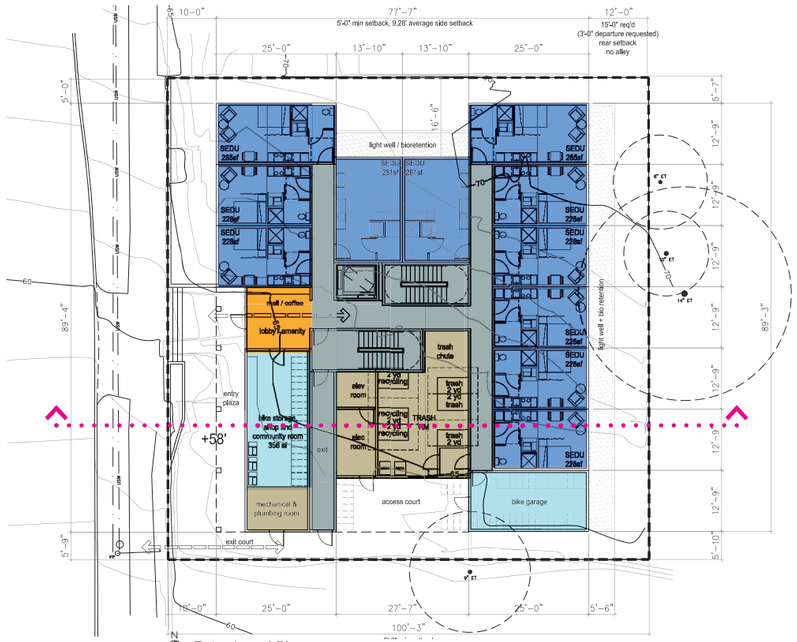
v southeast aerial view



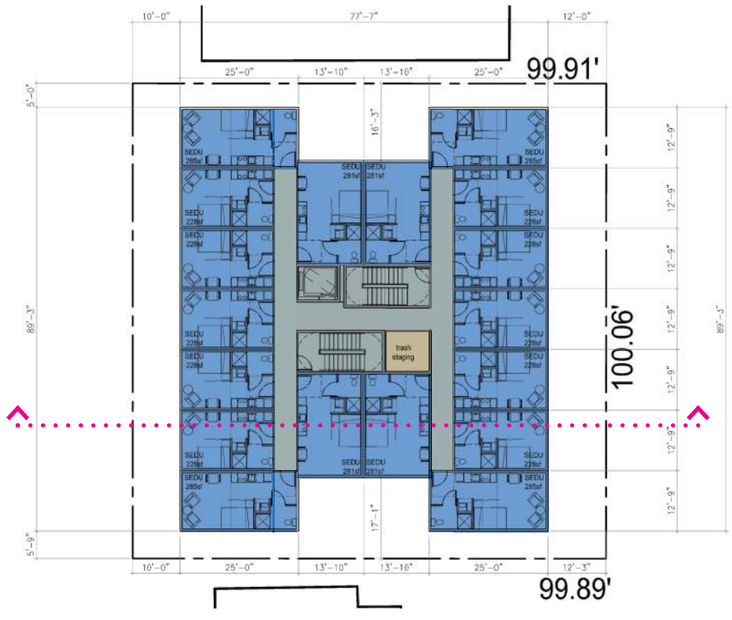
v southwest aerial view



PLANS

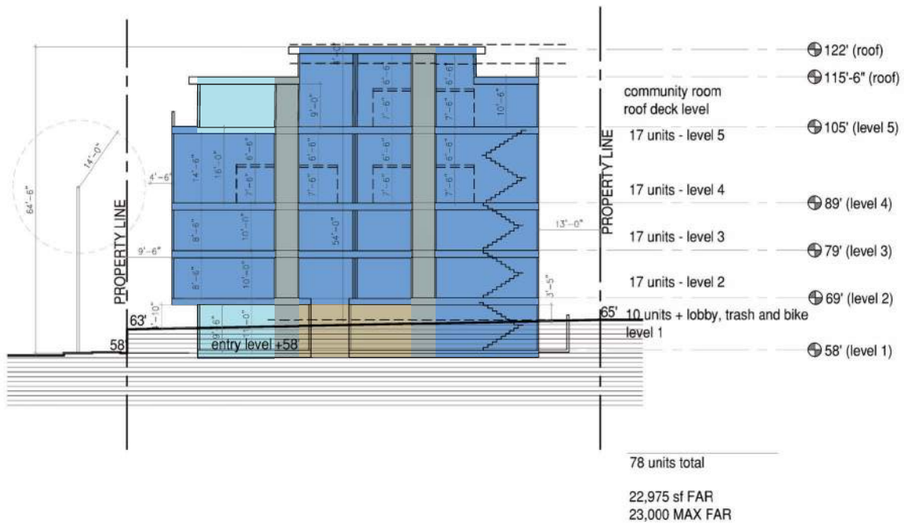


N Entry Level Plan



N Typical Level Plan

N Roof Level Plan



Use Diagram Legend

- common space
- utility / mechanical
- building amenity
- units
- corridor

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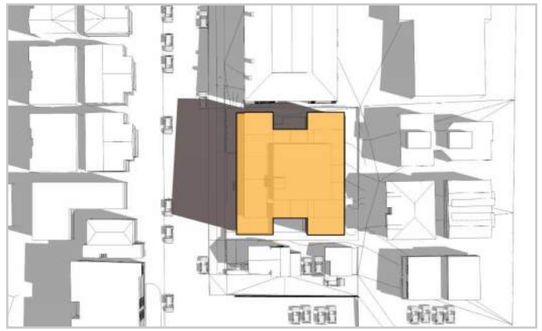
SHADOW STUDY



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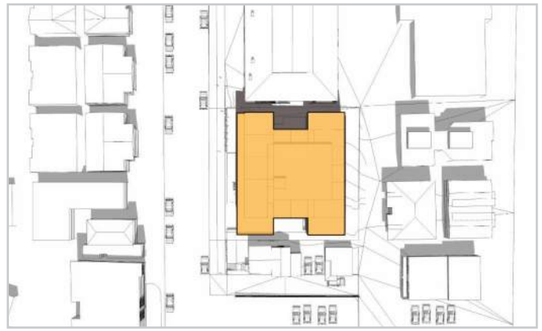

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SUMMER

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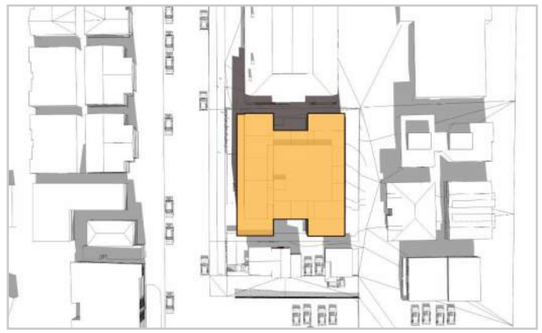

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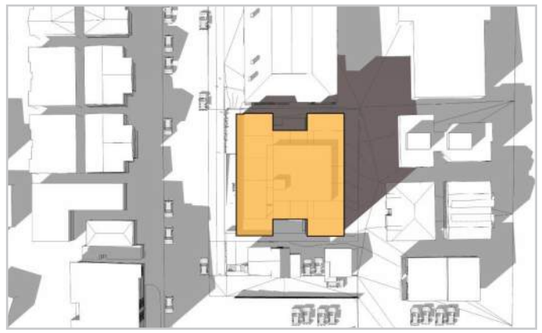

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EQUINOX

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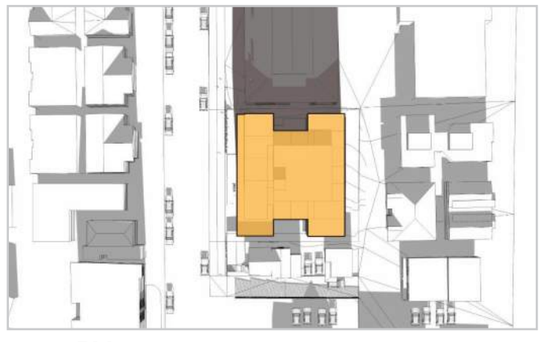

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WINTER

PREFERRED SCHEME DEVELOPMENT

6

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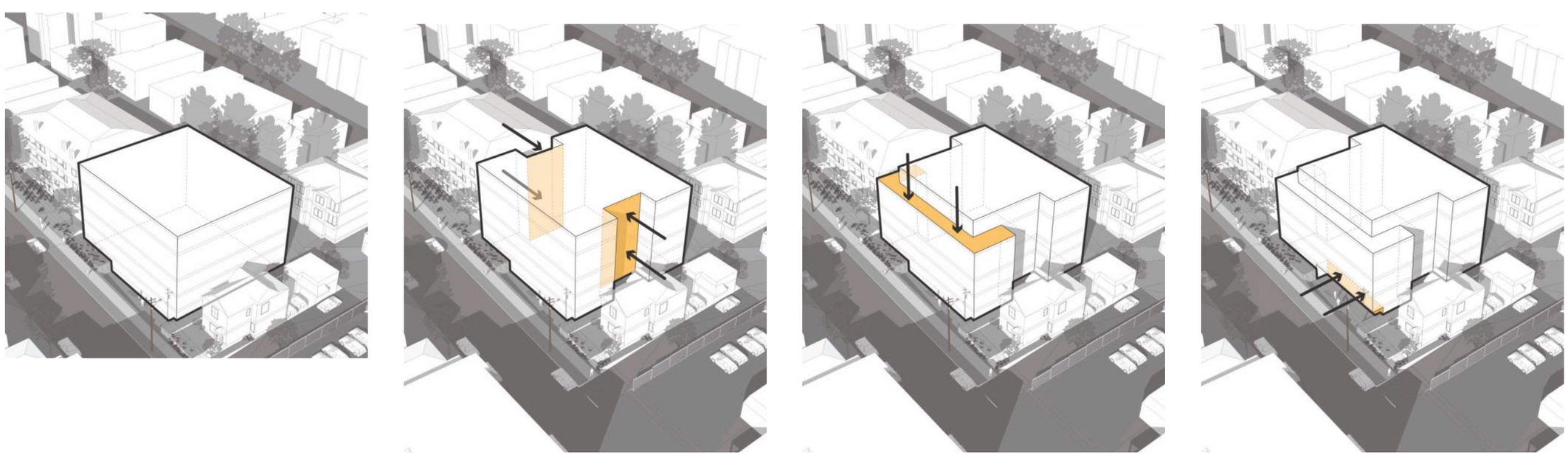
3620 PHINNEY AVE N, SEATTLE, WA 98102

DESIGN CONCEPT AND PRIORITIES

The design concept and priority of architecture was to articulate the mass of the building to reflect and align with SDCI design guidelines, while contributing to neighborhood fabric. The mass has been recessed along the north and south to provide generous courtyard spaces, allowing for landscape and additional light and air within the interior lot lines. Additionally, the upper level has been pushed down to break up the bulk and scale and align with the neighboring building's height datum along Phinney Ave N.

Finally, the building's ground floor will be carved away to provide a recessed, covered entry that welcomes visitors and residents through a warm and inviting material palette and overhead weather protection. The "push" at the top level and the "carve" at the ground level establishes a horizontal floating mass that fronts the street and provides a strong architectural presence along Phinney.



1: MASS *2: RECESS* *3: PUSH* *4: CARVE*

DESIGN ASPIRATIONS

1 Concept - Industrial, high-quality materials with warm accents
2 Random window pattern adds to variety and scale
3 Open Front porch with wood surround welcomes residents and guests
4 Historic material references to relate to timber, fishing and mill industry
5 Patterned exterior fenestration and materials with contrasting colors
6 Simple, rectangular floating mass above recessed, transparent first level

MATERIAL

Vision: High-quality and textural rich materials will be chosen that relate to the historic and industrious aspect of Fremont. Warmer materials, such as wood siding, will be used along pedestrian edges and openings and as accents to add visual variety and interest on the facade

FORM

The mass is predominately a long rectangle floating on a recessed base to minimize the bulk and scale of the proposed building. Additionally, the mass is pushed in on the upper level to minimize the impact on the neighbors and align visually through the use of datums

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LANDSCAPE DEVELOPMENT

ENTRY COURTYARD & ROOF DECK

1 Roof top deck with planters, seating and amenity
2 Covered roof deck amenity with seating and dining area
3 Incorporation of game areas such as a ping pong table
4 Activate sidewalk edges and create opportunities for seating
5 Create opportunities for urban pollinating strategies
6 Green roof and landscaped buffer from edge of roof deck
7 Recessed front entry porch with large soffit, overhead weather protection

ROOF DECK AMENITY
On the fifth level, a covered community roof deck and lounge space has been developed to allow opportunity for lounging and dining, showcasing territorial views to the fremont cut, Aurora bridge and Lake Union. Pollinating plants will be used that are drought tolerant and low maintenance. Particular consideration will be incorporated along the edge of the south and north side of the roof deck to maintain privacy to the neighboring residences.

ENTRY
Landscape and hardscape help direct residents and guests to the entry to the building and the front porch to the development. The porch will serve as an extension of the community lobby and bike garage through accentuating indoor/ outdoor living and letting the facade open up in inviting and welcoming ways. Overhead canopies will allow opportunities for building signage and overhead weather protection.

LANDSCAPE DEVELOPMENT
ENTRY COURTYARD / REAR YARD CONCEPTUAL PLAN

Front Patio Welcomes Visitors and Guests

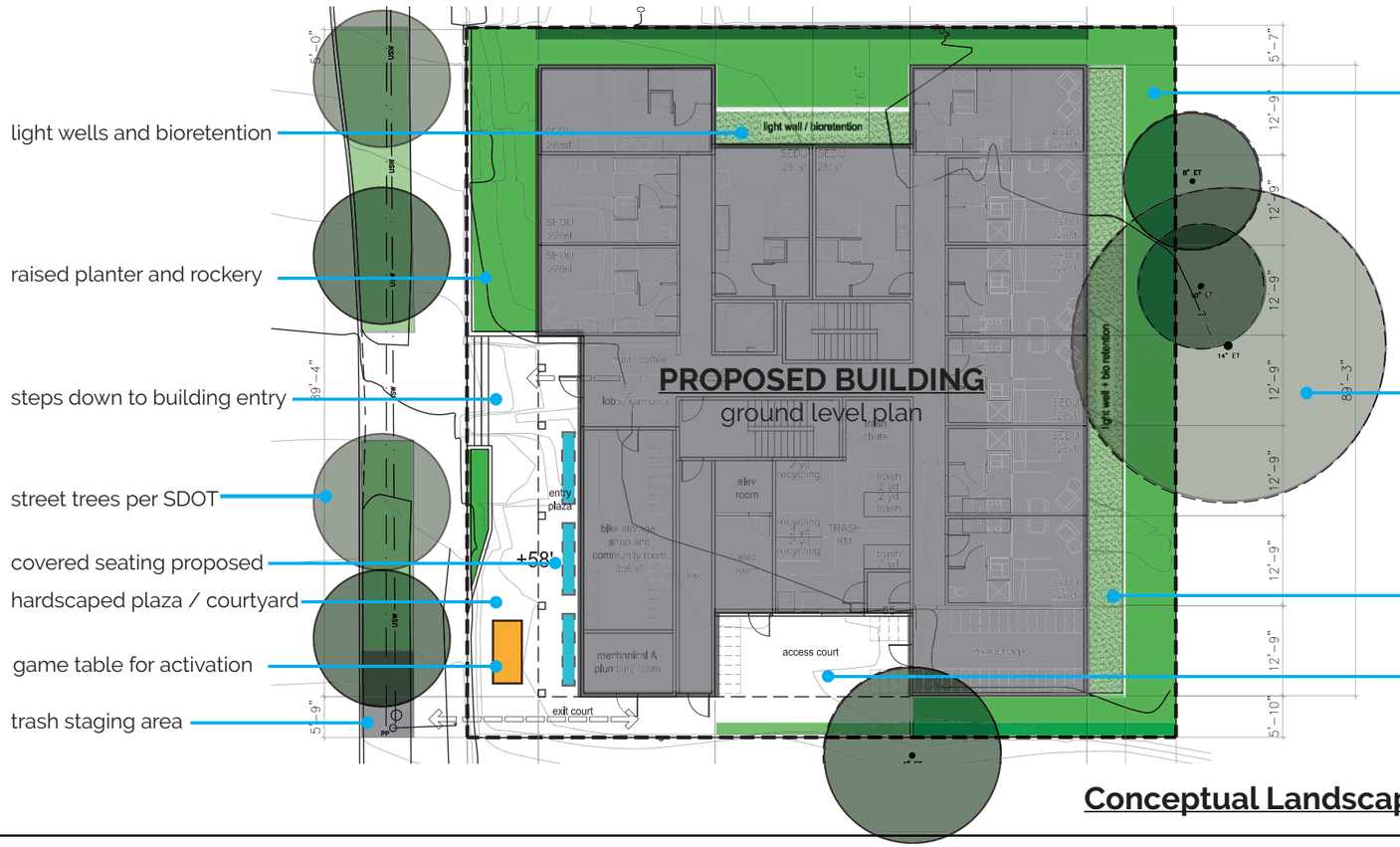
Game tables can be opportunities for art / color

Native, natural feeling landscape

Hardscape transitions into natural planting areas

Generous Light Wells for Lower - Level Units

Front Courtyard Provides Additional Seating opportunities that are covered and look out



Conceptual Landscape Plan - Level 1

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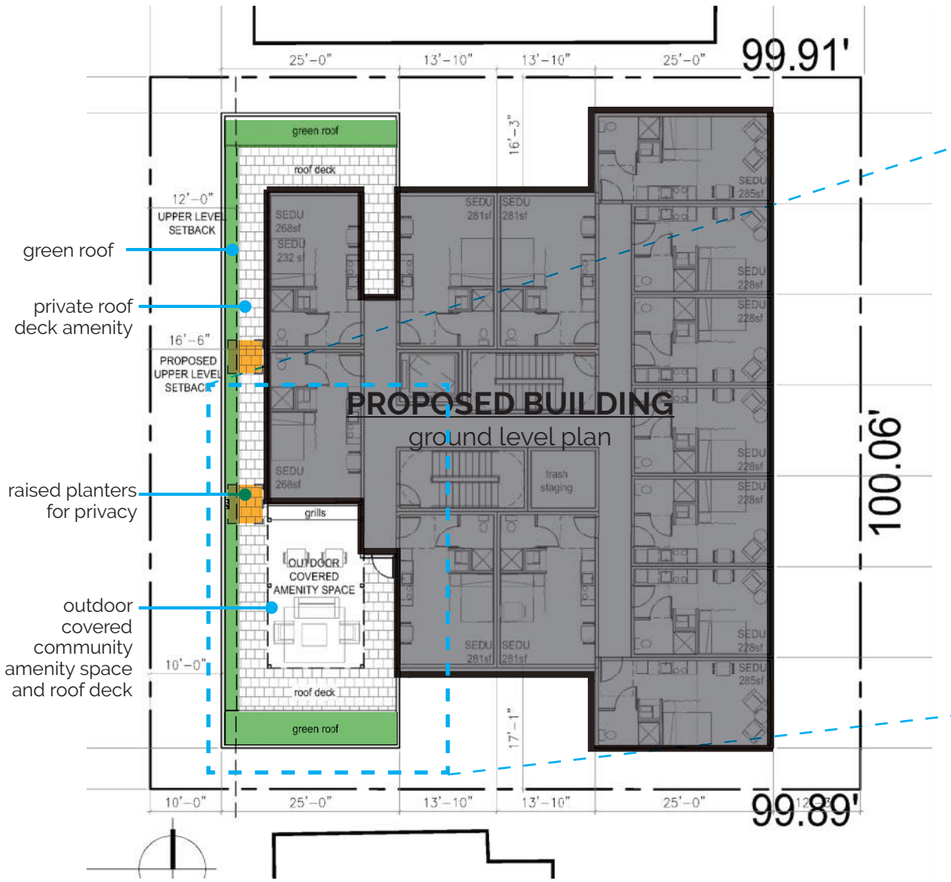
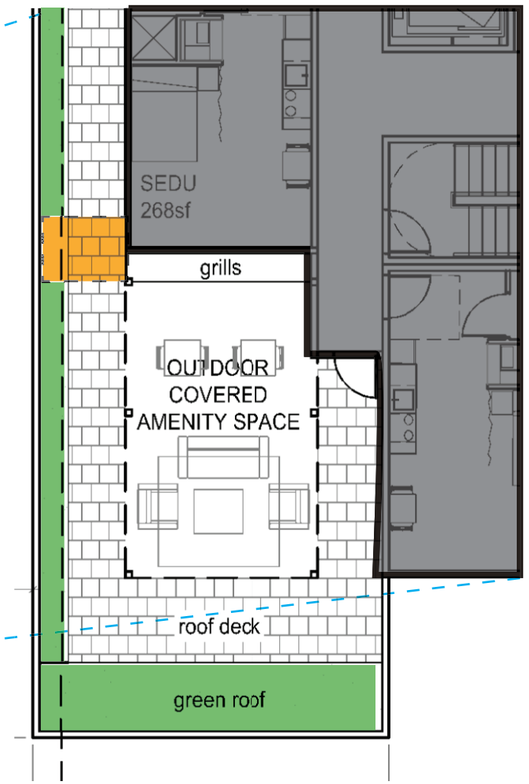
ROOF PLAN

DC3 Open Space Concept
C.2. Amenities and Features

Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and planted landscape to shape these spaces and to screen less attractive areas as needed. Use a variety of features, such as planters, green roofs and decks. The existing street streets will also be evaluated through SDOT's Urban Forestry program to see if maintaining the existing trees is a viable option forward.



Conceptual Landscape Plan - Level 5



Enlarged Community Roof Deck Plan - Level 5

Green Planted Roof

Variety of Outdoor Living Amenity and Fire pit

Covered seating and dining area that expands to the roof deck

Parapet walls offer opportunity for landscaping and additional seating

HISTORIC ANALYSIS

Our historic research indicates the site was owned by Charles Young, who also held a stake in Young Stone Buhr Milling Company.

The "3620" photo is the house on Phinney. It was taken about 1937 and was part of FDR's Works Progress Administration. Photographs were taken of all buildings in King County.

The "3509" photo is The Stone Buhr Mill at 3509 Evanston. It is from the same 1937 project. A formal write up of the 3509 Stone Buhr Building was available from the Fremont Historical Society.

3509 Evanston Avenue North
Dave Page Cobbler

This is an interesting early Fremont commercial building, located on Evanston between N. 35th St. and N. 36th St. According to the early King County Assessor's Property Record Card, the building was built in 1912. We were not able to confirm the date through other property records. At the time of the 1937 photo, the Stone Buhr Flour Mill occupied the building.

Our research in city directories indicates that the Stone Buhr Milling Company was located in the building until the 50s. Later tenants have included the Western Glass Company (1958), Met Chem Company (1960-unknown date), Holcam Sails Co. (1961-1967), Parker Paint Company (1961-unknown date), Taylor's Upholstery (1967-73), Russ Arts Hobbie Shop (1975), Rainbow Bridge Art Foundry (1976), Fremont Recycling Station (1977-1983), Ambidextrous Chameleon Unlimited Art Gallery (1979), Lindgard Sails (1987-88), Seattle Structures (1989-90) and Dave Page Cobbler (1994-present).

We were not able to reach the present owner for more background information on the building.

Stone-Buhr is still in existence as a brand, bought in 2002 by JOG Distribution, Inc., from Bestfoods. They are headquartered in San Francisco.

The Stone-Buhr brand's Web site says: "Stone-Buhr brand has a rich heritage, dating back to the beginning of the twentieth century in Seattle, Washington. The first Stone-Buhr mill was built around 1902. A former real estate broker and carpenter, Charles E. Young opened the Young-Stone Buhr Milling Co in 1914, then located in the Fremont neighborhood in Seattle. During this time, the small mill provided flour to surrounding residences and small businesses. Flour milling had been a magnet for industrial success in Seattle for some time, dating back to 1864 when a Seattle pioneer had opened a small gristmill to serve neighboring communities. Though Charles Young, the original owner of Stone-Buhr Mill, owned the mill for just six years, the mill would remain in operation for almost a century. Following Young's attempt at flour milling success in the early part of the twentieth century, Ralph LeFavor bought the mill and ran its operations until the mid-1940s. Aubrey Copeland, who had worked as a miller at the company, took over the mill's operation in 1945 and owned it for 24 years. During that time, Copeland moved the mill to West Seattle to expand operations and reduce overhead costs. The mill changed ownership again when Orowheat Foods bought the company in 1969 and operated it until 1981. In 1981, Bestfoods / Corn Products Co. (CPC) bought the company and owned it for 21 years."

Sources: Property Record Card, 1937-1971, Puget Sound Regional Archives
Seattle city directories
Stone-Buhr Web site

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COMMUNITY OUTREACH

SUMMARY OF APPROVED OUTREACH METHOD

Below is a summarized documentation of the steps, timeframes and process required for Early Community Outreach per SDCI Director's Rule 4-2018 and DON Director's Rule 1-2018.

Brief Summary of Outreach Methods

Printed Outreach
• Choice: POSTERS, HIGH IMPACT
• Requirement: Posters hung in a minimum of 10 local businesses, community centers, or other publicly-accessible venues, located a half-mile from the proposed site. At least half must be visible from the sidewalk.
• What we did: Posters were hung in 12 locations according to and exceeding requirements. Poster, spreadsheet with locations, and photos included in Appendix A.
• Date completed: February 10, 2020

Electronic/Digital Outreach
• Choice: PROJECT HOTLINE, HIGH IMPACT
• Requirement: Project hotline (information and voicemail)
• What we did: Voicemail line and script established. Publicized hotline number via poster. Checked voicemail daily for messages. Script included in Appendix A.
• Date completed: February 10, 2020

In-Person Outreach
• Choice: COMMUNITY MEETING, HIGH IMPACT
• Requirement: Host or co-host a community meeting (at least one hour of presentation/discussion of project).
• What we did: Held a Community Meeting event, open to the public, publicized through posters and DON calendar. Event photos, agenda, sign-in sheets, and comments included in Appendix A.
• Date completed: February 24, 2020

Design-Related Comments
• Landscaping: One person asked about the landscaping plan for the project and whether neighbors could salvage plants from the site.
• Building design: One attendee asked that the project not be designed as "boxy."
salvage plants from the site.
•Interior features: One person asked if there would be a bike room, congregate units, garbage recycling cart storage and a secured room for package deliveries.

Non-Design-Related Comments
• Parking. One attendee commented about project not having parking.
• Type of Housing Units. One attendee inquired about affordable units within the project and expressed appreciation that project would include them.
• Pricing: Rental range was asked by one participant.

> Copy of flyer distributed:

Learn More & Share Input

Kamiak Real Estate is in the early planning stages for a new five-story project at 3612-3620 Phinney Ave N, Seattle 98103. The developer and architect will host a community meeting on Monday, February 24 from 6-7pm at West of Lenin, 203 N 36th St, Seattle, WA 98103. The purpose of this meeting is to share early design concepts for the project and encourage community input.

If you have any questions or input related to this project or event, please send us an email to PhinneyAvenueProject@earlyDRoutreach.com or call 206-316-2559. Emails and phone calls may be subject to public disclosure.

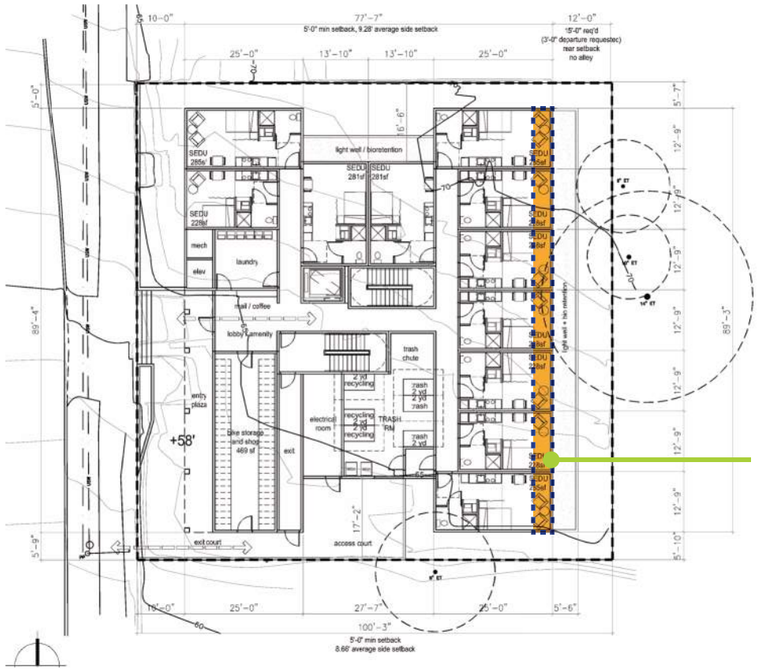
Additional Project Details:

- **Project Address:** 3612-3620 Phinney Ave N, Seattle, WA 98103
- **Developer Contact:** Natalie Quick
- **EDG Project Number:** 3035912-EG
- **Zoning:** High Density Multi-Family
- **Height:** 5 stories
- **Number of Units:** 78 apartments (Small Efficiency Dwelling Units)

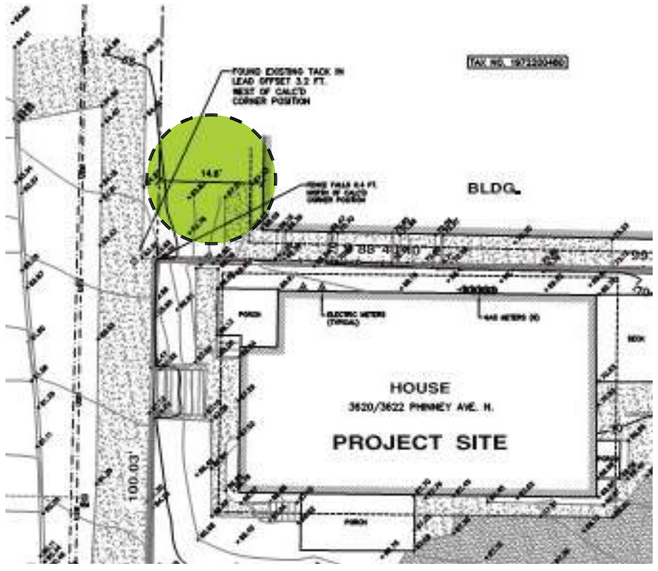
3612_3620 Phinney-Poster.indd 1 2/7/20 11:45 AM

DEPARTURE MATRIX

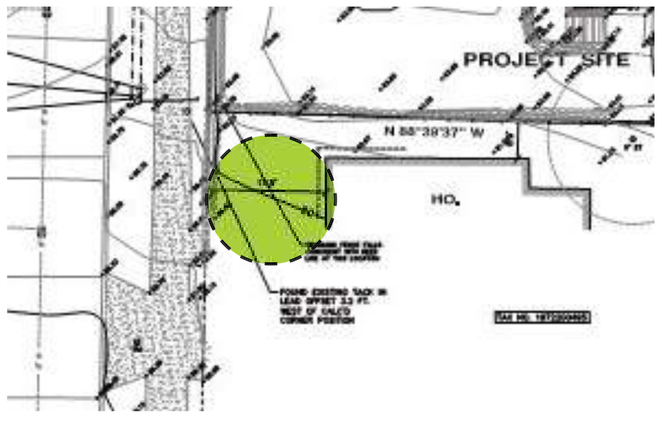
DEPARTURE	CODE REQUIRED	REQUEST	DESIGN GUIDELINES	RATIONALE
1. Rear Setback Reduction (23.45.518.-Table A)	(SMC 23.45.518.A.1) For apartment develop,ments with no alley, there is a 15'-0" required rear setback per Seattle Land Use Code.	While the proposed project meets exceeds the front and side setback requirements, a ***3'-0" departure is requested*** to adjust the rear setback from the required 15'-0" to a 12'-0" rear setback.	PL1.A.2 (Network of outdoor, open spaces) PL3.A.2 (Building entries, ensemble of elements) DC3.C.2 (Amenities and Features)	*The proposed design aims to relate well within the existing neighborhood context through aligning the building's front facade with the neighbors to the north and south. This also serves to create a larger, more transitional space from the public realm of the sidewalk to the building front entry, helping to activate the front courtyard space. By pushing the building back into the rear setback, the design allows a generous open space network on all sides of the building that would have lush landscaping and residential access to light and air. Additionally, larger green spaces are now accomodated along the interior lot lines opening up more opporunities for plantings and activity.*



3'-0" DEPARTURE REQUEST



NORTH NEIGHBOR FRONT SETBACK = 14.6'



SOUTH NEIGHBOR FRONT SETBACK = 17.5'

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w: www.hybridarc.com

THANK YOU