



3665 STONE WAY N
EDG PACKET



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PROJECT GOALS:

1. Provide quality urban housing within the Fremot Hub Urban Village close to services and with great transit access.
2. Embrace the emerging qualities of Stone Way as a distinct sub-district within Fremont. Stone Way North is evolving as a great destination with it's continuity of street life and engaging retail establishments from Lake Union all the way to N 45th Street in Wallingford.
3. Transition the site and the immediate surroundings from low intensity warehouse and service uses into a more livable and walkable urban environment.

PROPOSAL:

The proposed development is a 8-story residential structure containing approximately 242 residential apartments in approximately 208,304 GSF of building area (or approximately 179,954 GFA which excludes below grade parking). Approximately 88 parking spaces will be provided. The existing structure on site to be removed.

PROJECT STATISTICS:

SITE AREA (SF)	29,292.5
APARTMENT UNITS	242
GROSS FLOOR AREA (SF)	208,304
PARKING STALLS	88
NUMBER OF FLOORS ABOVE GRADE	8



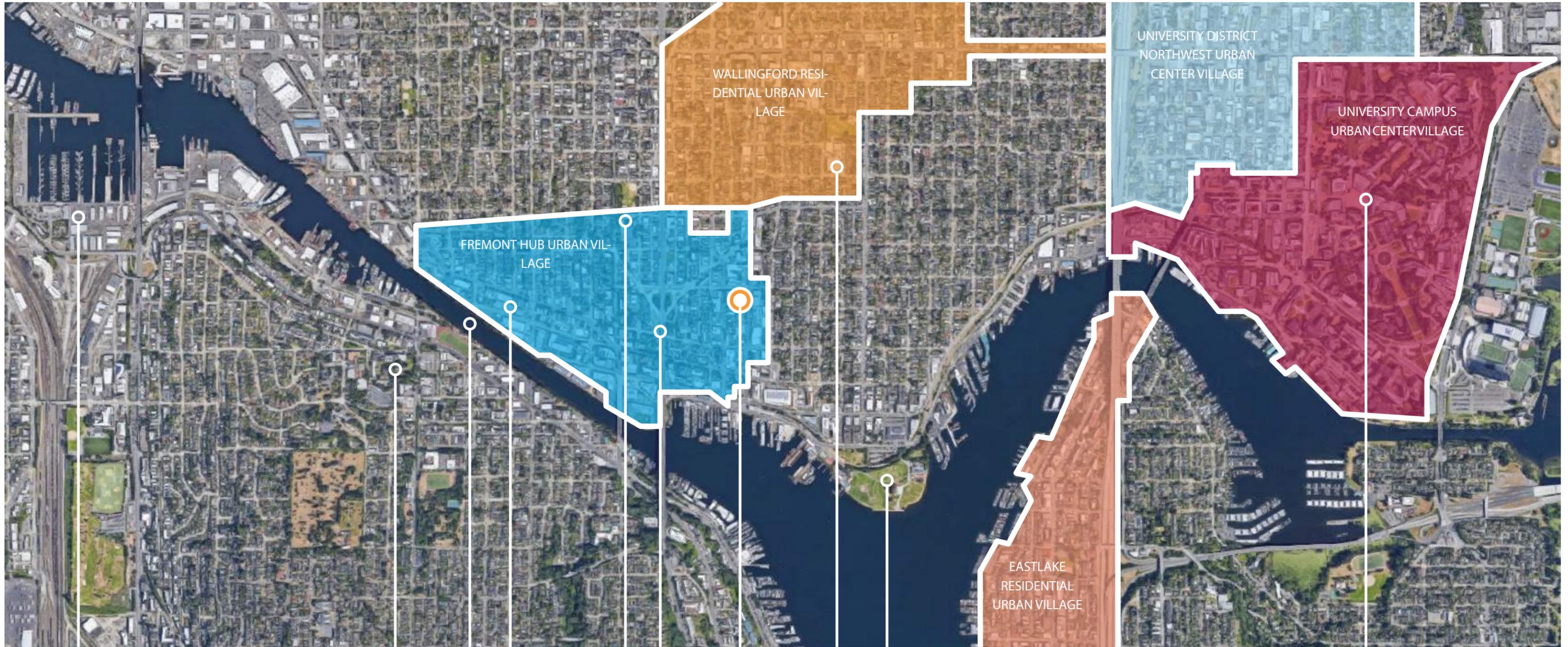
PROJECT INFORMATION

SITE ADDRESS	3665 Stone Way N
PARCEL NUMBER	8033700100
SDCI #	3036248-EG
APPLICANT	Permit Consultants NW 17479 7th Avenue SW Normandy Park, WA 98166 (206) 760-5550
CONTACT	Jodi Patterson O'Hare jodi@permitcnw.com
ZONING	NC2-75 (M1)
COMP PLAN DESIGNATION	Fremont (Hub Urban Village)
LOT SIZE	29,292.56 SF
ALLOWABLE FAR	5.5
PROPOSED GSF / FAR	208,304 GSF / 5.5 FAR
FREQUENT TRANSIT	Yes

PROJECT TEAM

OWNER	CP VII Stone Way, LLC 701 5th Avenue, Suite 4200 Seattle, Washington 98104
ARCHITECT	VIA Architecture 1809 7th Avenue, Ste 800 Seattle, WA 98101 (206) 284-5624
SURVEYOR	Bush, Roed & Hitchings Inc. 2009 Minor Ave East Seattle, WA 98102
LANDSCAPE	Communita Atelier 1402 3rd Avenue, Ste 1015 Seattle, WA 98101

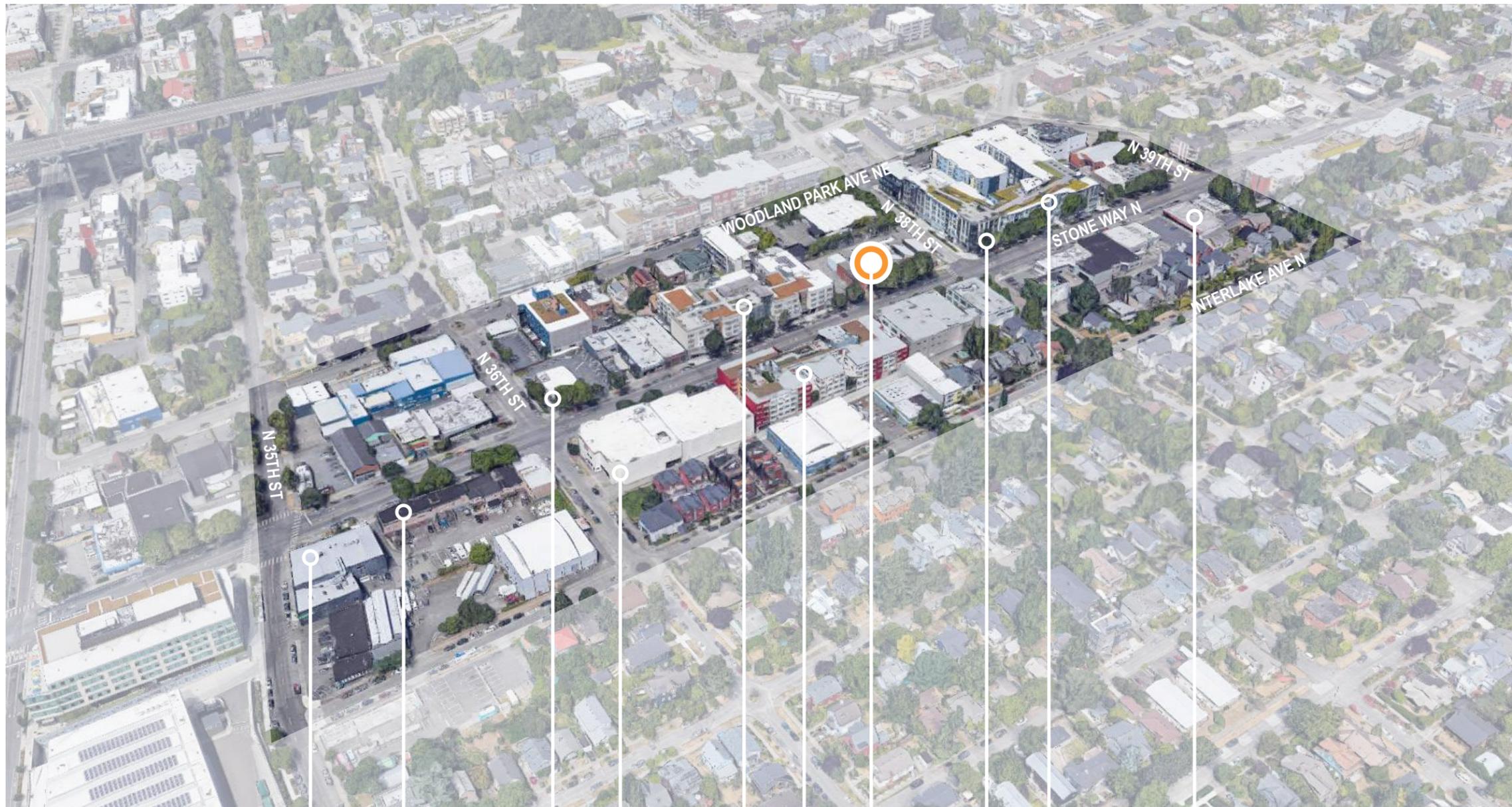
FREMONT URBAN VILLAGE



- FISHERMAN'S TERMINAL
- SEATTLE PACIFIC UNIVERSITY
- FREMONT CUT
- FREMONT SUNDAY MARKET
- BF DAY ELEMENTARY SCHOOL
- FREMONT TROLL
- 3665 STONE WAY N (PROJECT SITE)
- HAMILTON INTERNATIONAL MIDDLE SCHOOL
- GAS WORKS PARK
- UNIVERSITY OF WASHINGTON



IMMEDIATE CONTEXT



Stone Way is a vibrant evolving sub-district between Fremont and Wallingford. Nearly every block from Lake Union to N 45th Street has either seen recent new development or there are projects in the development and permitting pipeline. In addition to new residential developments, there is an abundance of retail and restaurants

Newer residential development projects are located to the south and north of this site. To the west is the Shannon and Wilson Building, which is a designated landmark. It is a one story office use with a distinctive folded plate roof. No plans, to our knowledge, have been filed to redevelop this property.

- EVO
- STONE WAY CAFE
- BANK
- SELF STORAGE
- THE HAYES APARTMENTS
- THE RAY APARTMENTS
- 3665 STONE WAY N (PROJECT SITE)
- ART OF THE TABLE
- BOWMAN APARTMENTS
- PET CLINIC



NEIGHBORHOOD CIRCULATION

Stone Way N is designated a “Minor Arterial” by SDOT. The actual traffic volumes are not as significant as other major streets. The traffic speed and noise is not significant.

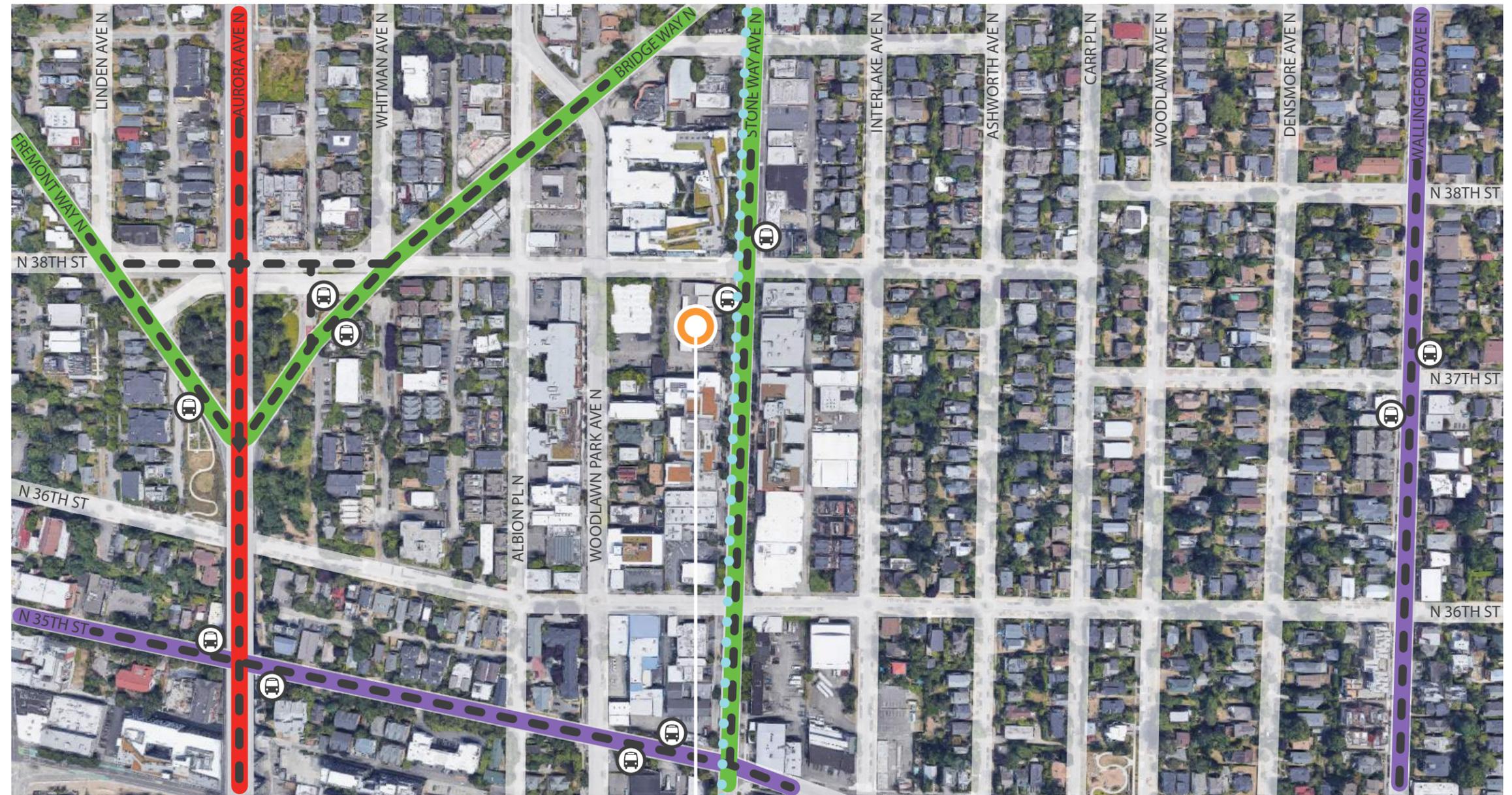
Stone Way N has a bus stop without a shelter on this site (Metro bus 62). Stone Way N also has parallel parking with a bike lane sharrow integrated into the southbound lane (west side, downhill slope). A dedicated bike lane is on the uphill/ east side of Stone Way N.

N 38th Street is a lightly used collector arterial that feeds east and south bound traffic off Aurora to Stone Way N. It also has parallel parking on the project’s side of the street.

Walk Score: 86 - Very Walkable
 Transit Score: 60 - Good Transit
 Bike Score: 86 - Very Bikeable
 (source: walkscore.com)

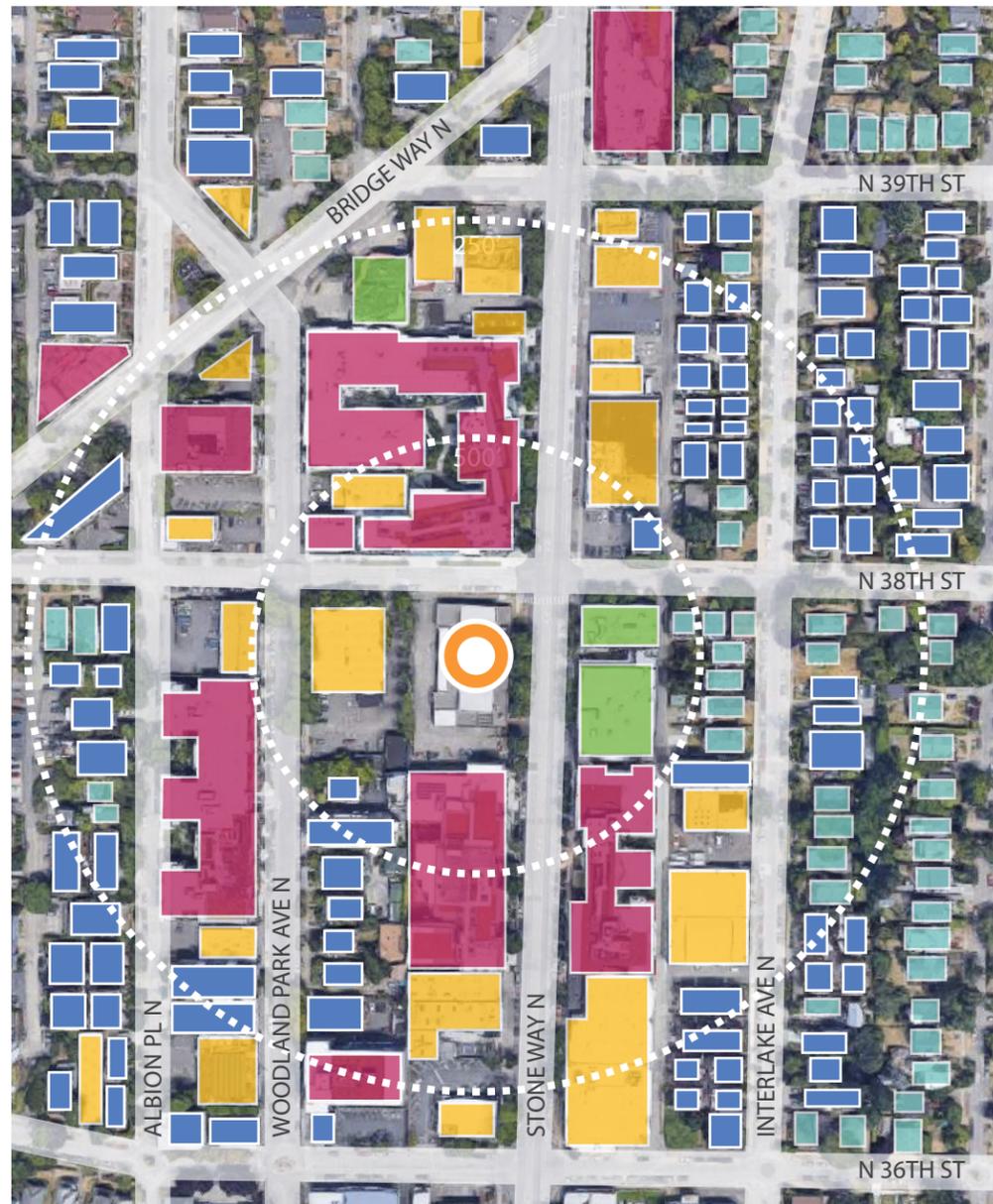
TAKEAWAYS

- Excellent livability and walkability to services, shops, restaurants, bars and grocery stores
- Easy access to transit

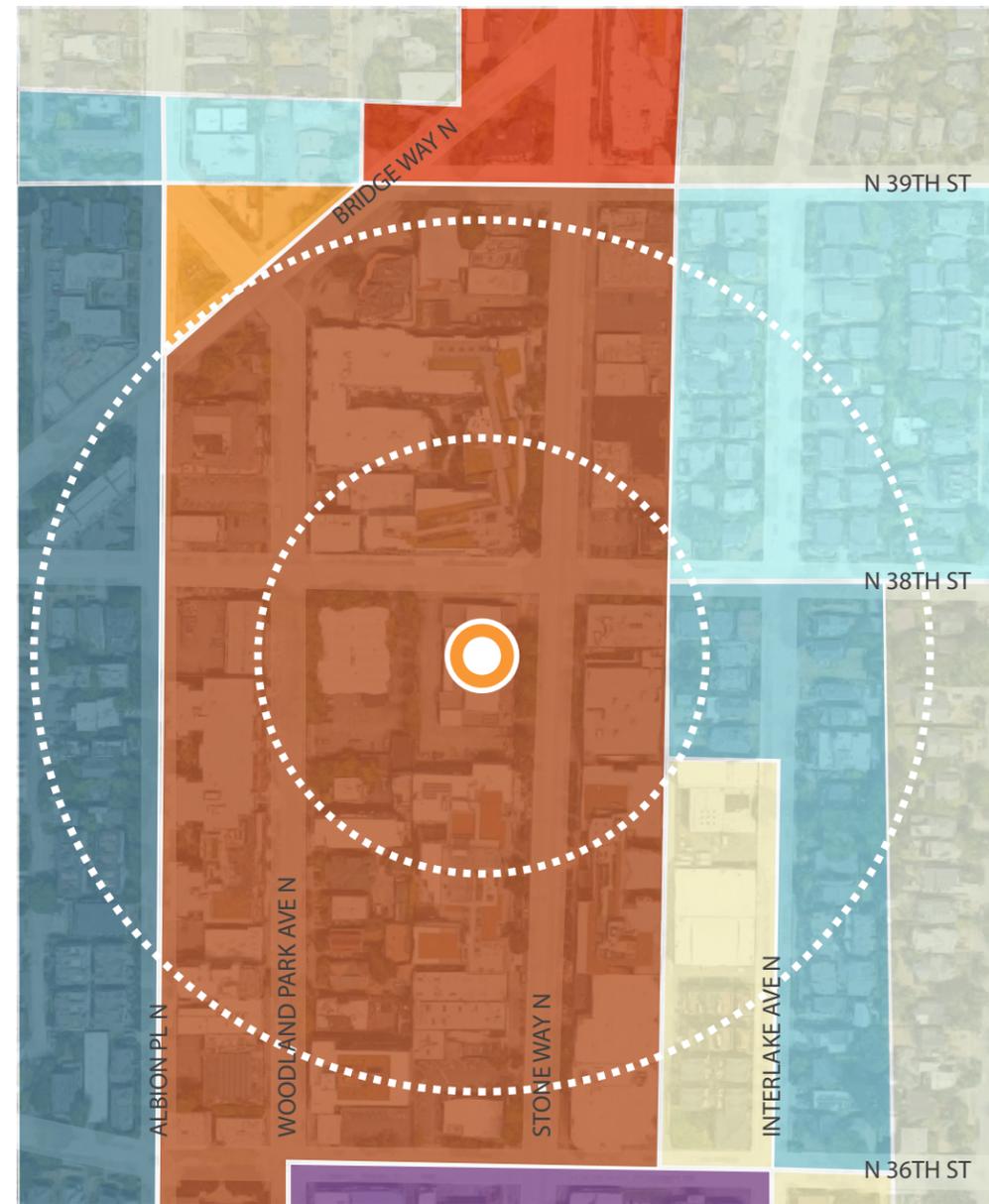


3665 STONE WAY N
(PROJECT SITE)

ZONING AND USE



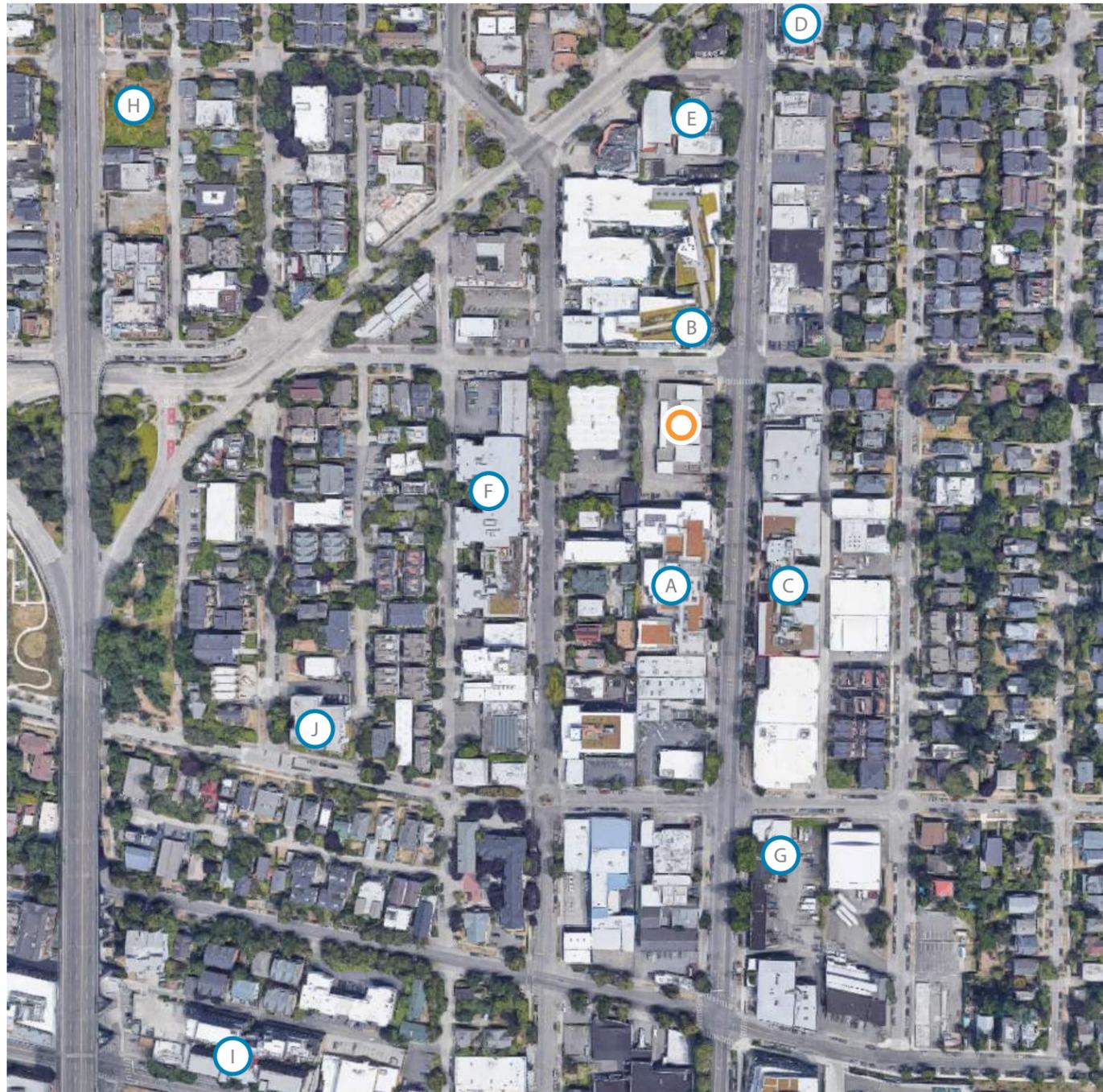
-  PROJECT SITE
-  MIXED-USE
-  COMMERCIAL
-  INSTITUTIONAL
-  MULTI-FAMILY
-  SINGLE FAMILY



-  PROJECT SITE
-  LR1 (M)
-  LR2 (M)
-  LR3 (M)
-  MR (M1)
-  NC2-40 (M)
-  NC2P-55 (M)
-  NC3P-55 (M)
-  NC2-75 (M1)
-  SF 5000
-  IC-65

The recent MHA legislation has designated this property as NC2-75(M1) zoning which enabled this property to have 75' of height and a FAR of 5.5. Previously the zoning was C2-40. This will make this structure approximately two stories taller than recently built neighbors to the north and south.

DEVELOPMENT CONTEXT



A / 3627 STONE WAY N / THE HAYES (2017)
Apartments (Mixed Use) / 124 Units / 119 Parking Stalls



B / 3801 STONE WAY N / THE BOWMAN (2015)
Apartments (Mixed Use) / 278 Units



C / 3636 STONE WAY N / THE RAY (2015)
Apartments / 137 Units /



D / 3920 STONE WAY N / PRESCOTT APARTMENTS (2012)
Apartments (Mixed Use) / 154 Units

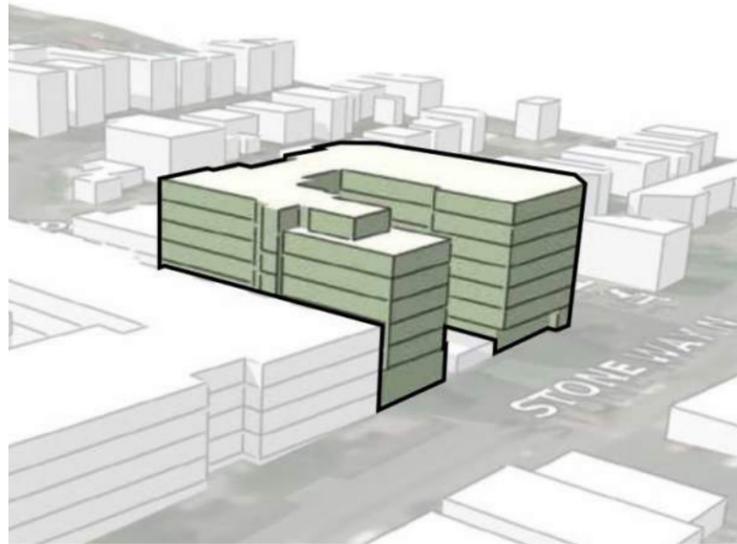
 PROJECT SITE

DEVELOPMENT CONTEXT

The recent evolution of the NE Fremont Hub Urban Village has included many new residential, mixed-use, mid-rise buildings. These projects have ground floor retail or tenant amenity areas along Stone Way with apartment homes above as the primary use.

The following attributes will be considered with the proposed design:

1. The pattern language of the immediate context is defined by an articulated upper level massing (on longer facades) with the architectural announcement of the primary entry on the public side of the building.
2. Residential character is established with the use of balconies and punched windows.
3. The ground floor is generally defined by more height, transparent storefront windows with higher quality framing materials. The ground level is often set back from the property line enabling more space for the sidewalk and the streetscape improvements. This allows for more seating, landscaping and street furnishing opportunities.
4. With Residential mid-rises, there is often the opportunity for a courtyard on either the street side or at the back of the property. Considerations for this include solar orientation, quality of unit outlook and privacy, acoustics/context related noise, massing relief, and potential public realm enhancement with more eyes on the street.



E / 3839 STONE WAY N / SDCI #3034560 - EG
Apartments / 146 Units / 71 Parking Stalls



F / 3635 WOODLAND PARK AVENUE NORTH / VELO (2014)
Apartments (Mixed Use) / 171 Units



G / 3524 STONE WAY N / SDCI #3032146 - EG
Offices (Mixed Use)



H / 909 NORTH 39TH STREET / SDCI #3023900
Apartments (Mixed Use) / 142 Units / 58 Parking Stalls



I / 920 N 34th St / ST. JAMES TOWER (1990)
Apartments (Mixed Use) / 78 Units



J / 3600 WHITMAN AVE N
Apartments

STREET ELEVATIONS

STONE WAY N
VIEW LOOKING WEST



N 36TH ST

BANK OF AMERICA
3601 STONE WAY N

EVOLUTION PROJECTS
3621 STONE WAY N

THE HAYES APARTMENTS
3627 STONE WAY N

NC2-75 (M1)

STONE WAY N
VIEW LOOKING EAST



OPPOSITE PROJECT SITE

PACIFIC RIM AUTOMOTIVE
3810 STONE WAY N

N 38TH ST

BASTYR CENTER
3670 STONE WAY N

NC2-75 (M1)

PROJECT SITE



STONEWAY ELECTRIC SUPPLY
3665 STONE WAY N

N 38TH ST

THE BOWMAN APARTMENTS
3801 STONE WAY N

NC2-75 (M1)



THE RAY APARTMENTS
3636 STONE WAY N

RORO BBQ
3620 STONE WAY N

PUBLIC STORAGE
3600 STONE WAY

N 36TH ST

NC2-75 (M1)

STREET ELEVATIONS

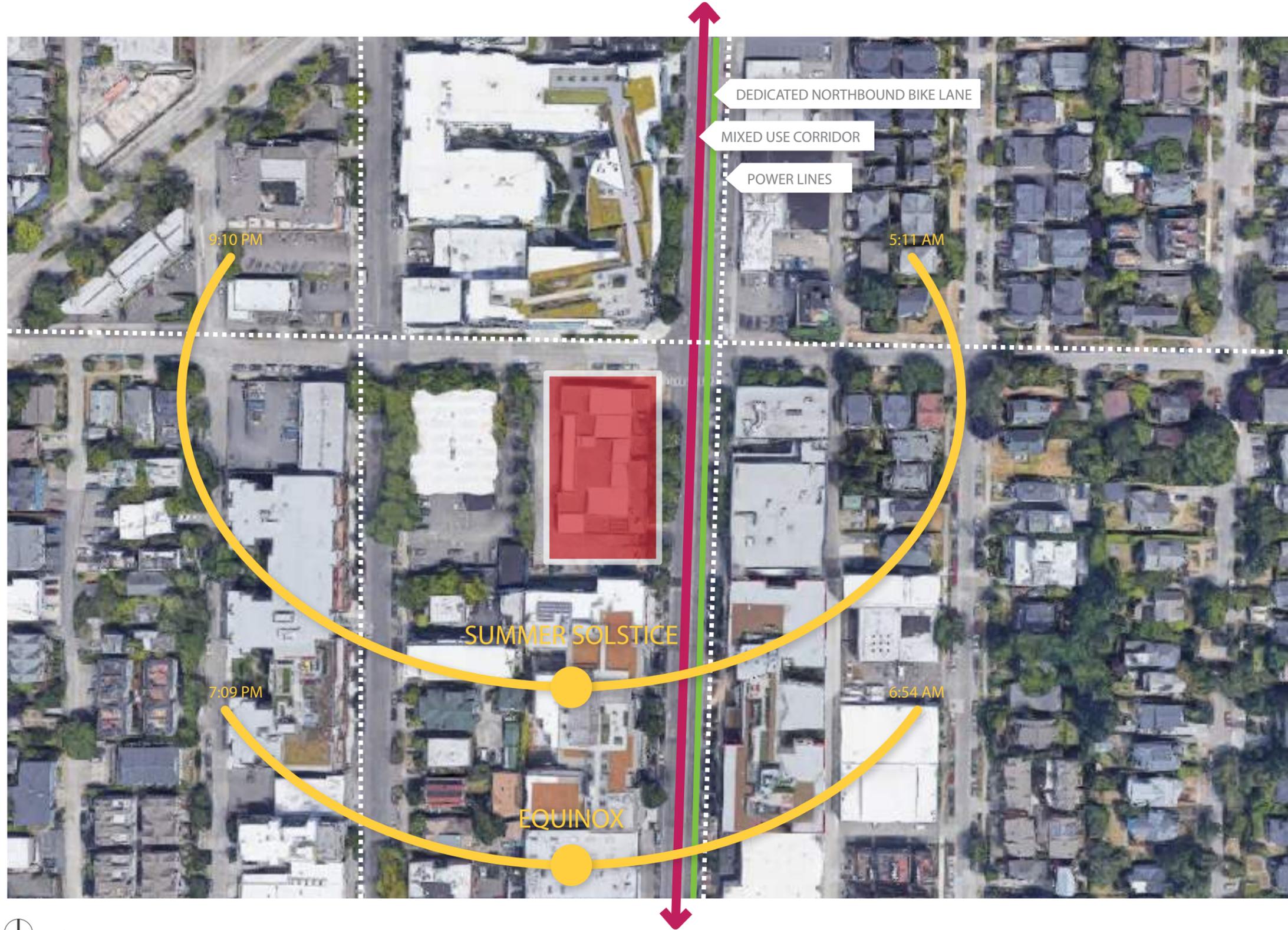
N 38TH ST
VIEW LOOKING SOUTH



N 38TH ST
VIEW LOOKING NORTH



ENVIRONMENTAL CONTEXT



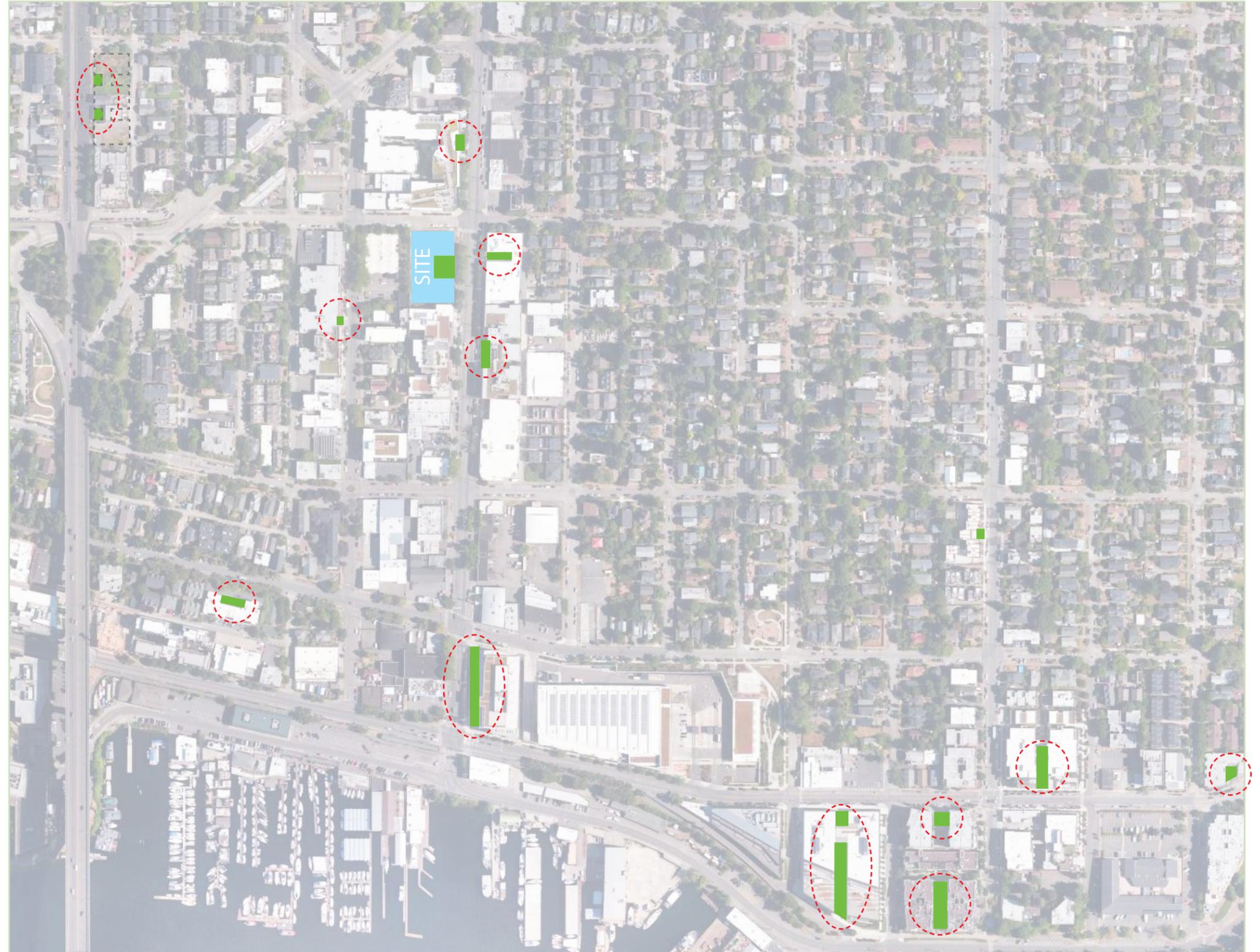
This site slopes 9' diagonally from NW to SE. There is a 6' drop along Stone Way from the NE corner to the SE corner. There are large existing trees along Stone Way N.

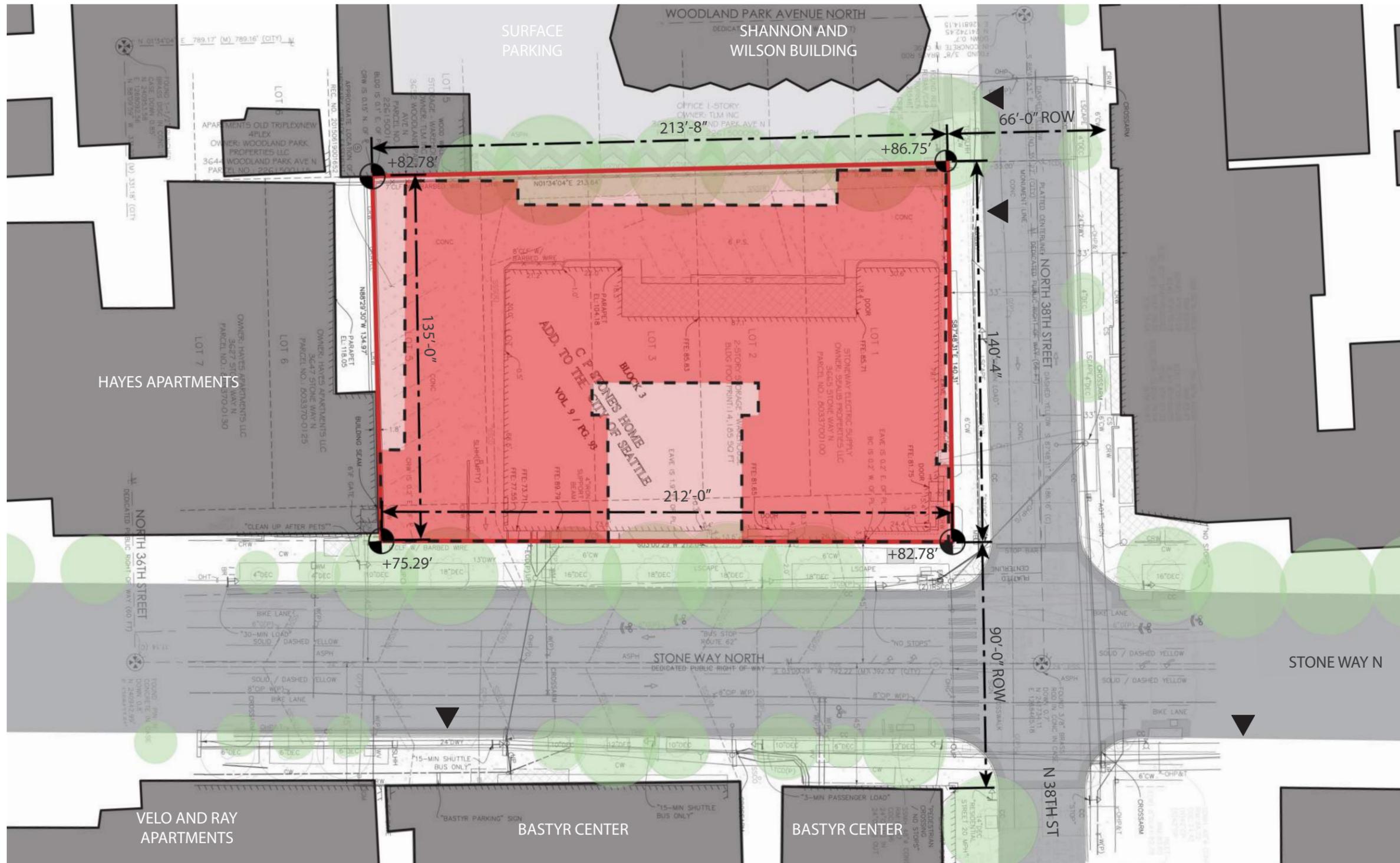
The site has good solar exposure on its East and West faces since the adjacent Shannon and Wilson Building is a landmark and is only one story tall. The proposed building has exposure to the south and subsequent views to the city and Lake Union above the fifth floor.



COURTYARD SPACE ANALYSIS

The proposed courtyard in the preferred massing joins the ranks of other street-facing courtyards and plazas in the surrounding neighborhood, a typology that enhances the public realm, and provides massing relief and modulation to the street wall.





LEGAL DESCRIPTION
 LOTS 1, 2, 3, 4 AND 5 IN BLOCK 3 OF C. P. STONE'S HOME ADDITION TO THE CITY OF SEATTLE, ACCORDING TO PLAT RECORDED IN VOLUME 9 OF PLATS AT PAGE(S) 93, IN KING COUNTY, WASHINGTON; TOGETHER WITH THAT PORTION OF VACATED STONE WAY ADJOINING OR ABUTTING SAID LOTS ON THE EAST, WHICH UPON VACATION, ATTACHED TO SAID PREMISES BY OPERATION OF LAW, AS PROVIDED BY CITY OF SEATTLE ORDINANCE NO. 37655.



SITE & EXISTING BUILDING



1 / STONE WAY, EAST SIDE LOOKING NORTHWEST

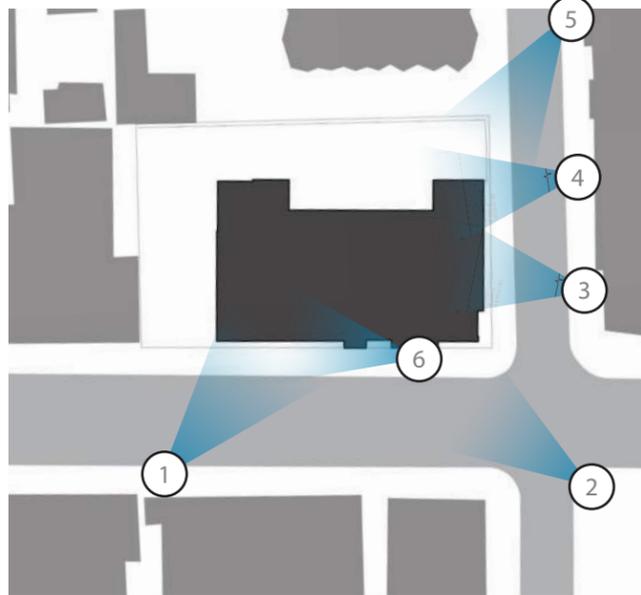


2 / INTERSECTION OF STONE WAY AND 38TH LOOKING SW



3 / 38TH ST, NORTH SIDE LOOKING SOUTH

KEY PLAN - EXISTING SITE



NORTH



4 / 38TH ST, NORTH SIDE LOOKING SOUTH



5 / 38TH ST, NORTH SIDE LOOKING SOUTHEAST

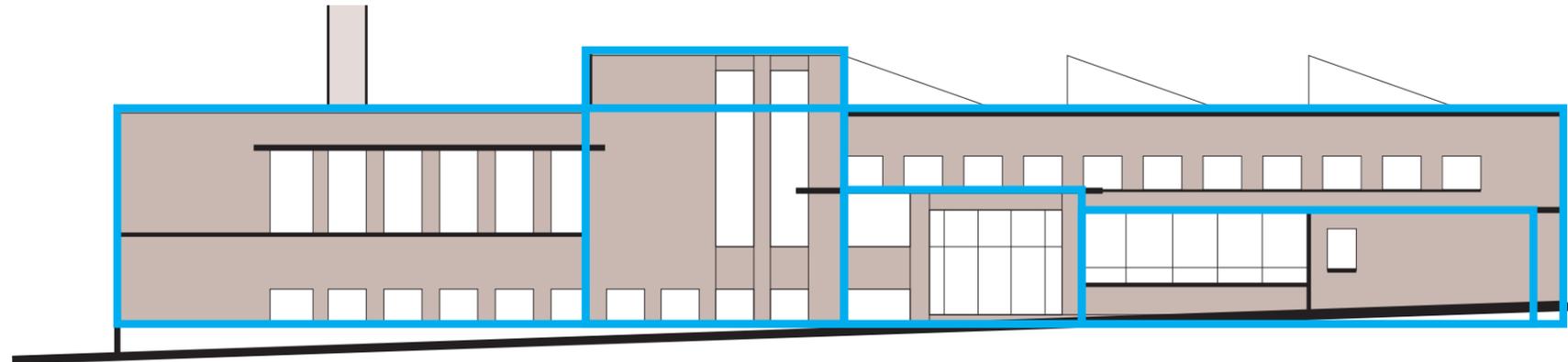


6 / STONE WAY, WEST SIDE LOOKING SOUTHWEST

EXISTING BUILDING ANALYSIS

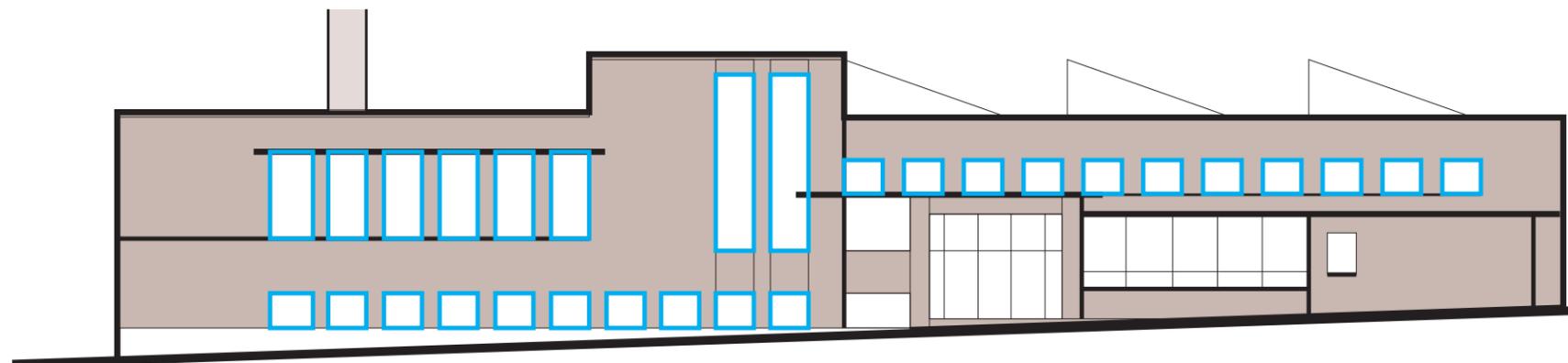
OVERLAPPING VOLUMES

The modernist expression of the existing building's architecture is captured as a series of overlapping rectangular volumes. The proposed building utilizes a massing approach that recalls this overlapping of forms.



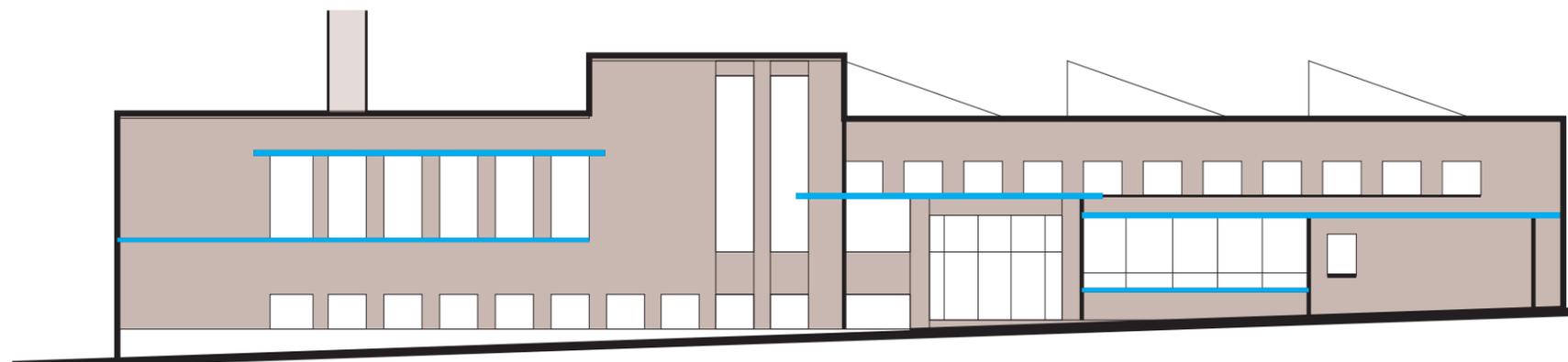
RHYTHMIC WINDOWS

The existing structure arranges its fenestration in a rhythmic, ordered manner. As the proposed building design advances, the design will seek to recall this rhythmic character in its approach to window openings.



EXPRESSED HORIZONTALS

The existing structure utilizes overlapping, expressed horizontals. The proposed building will explore ways to integrate a similar expression as the design progresses into material detailing and the provision of fenestration.



ZONING: NC2-75 (M1)

Zoning Analysis

Summary of primary applicable development standards from the Seattle Municipal Code. Note that some portions are paraphrased for brevity.

Address:	3665 Stone Way N, Seattle, WA 98103
Zoning Designation	NC2-75 (M1 MHA Suffix) (Not a pedestrian-designated zone)
Lot Area	29,292.56 SF
Overlays/Comp Plan Designation	Fremont Hub Urban Village, No Overlays
Street Designations	Stone Way N is a "Minor Arterial" N 38th ST is a "Collector Arterial"

TOPIC AND REFERENCE	CODE LANGUAGE (PARAPHRASED SUMMARY)	PROJECT SPECIFIC APPLICATION OR INTERPRETATION
Street Level Development Standards 23.47A.008	A3: Street level facades shall be within 10 feet of the street lot line, unless sidewalks, plazas, etc are approved and provided. A2b: ...Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. B2: ...Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. D2: The floor of a dwelling unit on a street-facing façade shall be 18" above or 4' above or below the sidewalk, or set back 10'.	A3: DEPARTURE REQUEST: #1 Option C Only: Requesting an approval for a front retail courtyard that is set back further than 10' from the street. A rationale is provided on page 27. D2: Dwelling units are proposed in different options. They either have a 10' setback or meet the height above or below the sidewalk criteria for a TYPE I directors decision/exception. Note this project is not in a pedestrian designated zone.
Structure Height 23.47A.013	A: The height limit for structures in NC zones or C zones is as designated on the Official Land Use Map (75') C2: Rooftop features...open railings...4 feet above the otherwise applicable height limit C4: Mechanical equipment...may extend up to 15 feet ...and Stair/elevator penthouse extend up to 16 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment	All proposed options are within the FAR limits.
Floor Area Ratio 23.47A.013	A: At a 75' height limit, the maximum FAR for a single use is 5.5. B: Exceptions include stories or portion of stories underground...all portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower	C: Building setbacks at the top story (above 65') D: Façade is less than 250' long. No modulation required.
Setback Requirements & Modulation 23.47A.014	C: Upper-level setbacks for street-facing facades. For zones with a height limit of 75 feet...the street-facing facade shall be set back ...portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet....Where a portion of the facade is set back more than 15 feet, the setback depth for that portion of the facade shall be considered 15 feet for purposes of calculating the average setback. No more than 20 percent of the portion of the structure that must be set back may have a setback of less than 5 feet D: Facade modulation required for structures longer than 250'	
Landscaping and Screening Standards 23.47A.016	A Green Factor score of 0.3 is required.	
Amenity Area 23.47A.024	A: Amenity area shall not be enclosed and shall be 5% of the total gross floor area in residential use (excludes mechanical and accessory parking). All residents shall have access to at least one amenity area. Amenity areas shall not be enclosed. Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet	
Parking Location and Access 23.47A.032	A1: Curb cuts may contain one garage door. A2: Parking access shall be from an alley or in the case of two street frontages, from the street that is not a principal pedestrian street.	One single curb Cut is proposed of 38th St.
Required Parking 23.53.015	Vehicle Parking Table A, II-J: Non-residential uses in urban centers or the Station Area Overlay District: : No minimum requirement Table B, USE L: All residential uses within urban centers or within the Station Area Overlay Districts: No minimum requirement Bicycle Parking (Table D) The minimum number of off-street parking spaces for bicycles required for: Bicycle parking for multifamily residential structures" Long Term": 1 per dwelling unit and 1 per small efficiency dwelling unit... after the first 50 spaces for bicycles are provided, additional spaces are required at three-quarters the ratio shown in this Table D. Bicycle parking for multifamily residential structures" Short Term": 1 per 20 dwelling units	B: The project is within the Fremont Hub Urban Village . Parking is being provided, though there is no minimum requirement. D: Bicycle parking is provided to meet these requirements

SUMMARY OF DESIGN-RELATED FEEDBACK

Design

- Several respondents suggested an [attractive, interesting](#) building with [unique](#) architectural design style that [fits into the surrounding neighborhood](#) would be nice on this site since most new construction looks the same.
- 28% of survey respondents stated that [interesting/unique design](#) was the most important aspect of a new building and
- 28% stated that using [attractive materials](#) was the most important aspect.

Pedestrian-Only Space

- Several respondents noted [Stone Way N is an important pedestrian corridor and major biking, jogging and walking thorough-fare](#).
- 56% of survey respondents stated that [landscaping](#) was the most important consideration for the pedestrian-only space;
- 48% stated that [seating options and places to congregate](#) were the most important;
- 32% stated [lighting/safety features](#) were the most important;
- 16 percent stated [bike parking](#) was the most important;
- 8% stated [festival lighting](#) was the most important.

Eco-Friendly Materials

- 60% of survey respondents stated [environmentally-friendly materials](#) were the most important aspect of a new building on this property.

Accessibility

- Some respondents expressed support for having [accessibility](#).

OUTREACH DESIGN RESPONSE

The outreach respondents were very clear in the feedback they provided. They would like an [attractive](#) and [unique](#) addition to the neighborhood; one that [integrates into the existing fabric](#), provides [support and accessibility](#) to a variety of modes of movement, and creates an [enhanced and safe public realm](#) with [lighting, landscaping](#) and [places to gather](#).

The proposed design responds to this feedback directly, in particular with the provision of the [landscaped street-facing courtyard](#) on Stone Way, which will become the centerpiece of the project. The [thoughtful, rational massing](#), which makes the courtyard possible, [sets the stage for the unique and attractive building](#) that the community members desire.

As the design progresses, and the team begins to craft the materiality of the building, special attention will be paid to the [quality](#) of these materials, their [relevance](#) to the surrounding context, and the [creative](#) possibilities they allow.

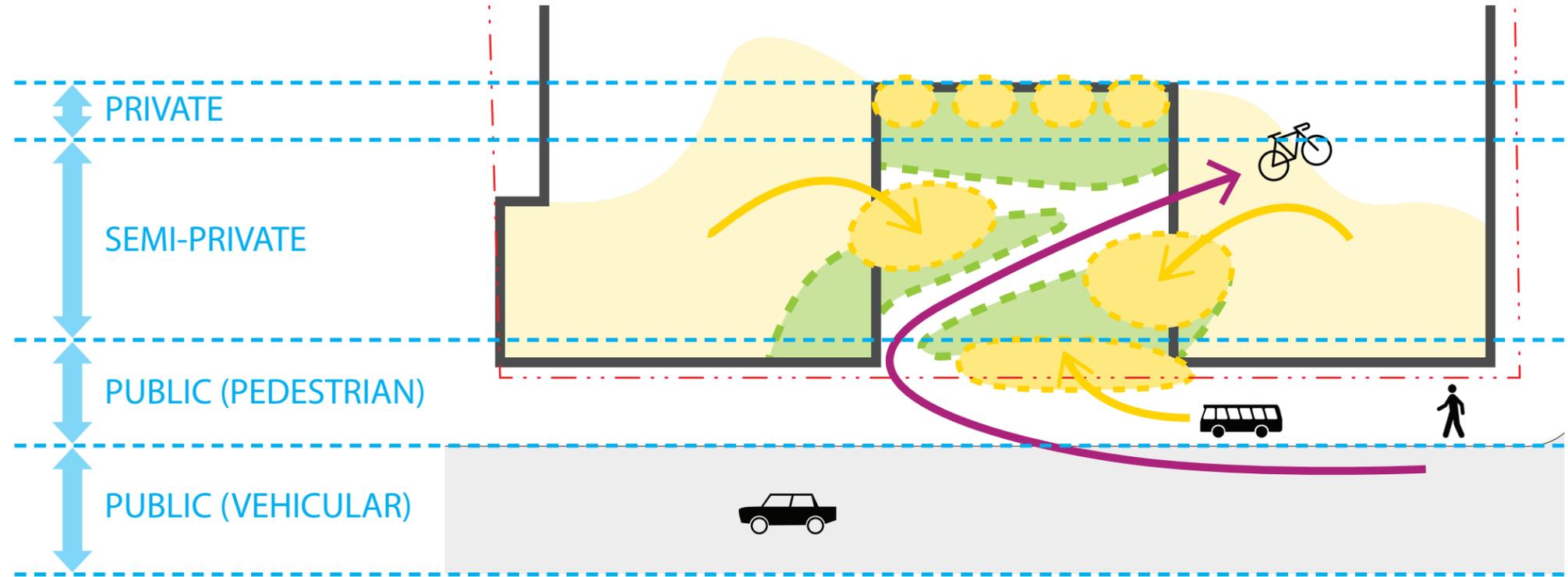
The [massing, landscape, and material detailing](#) will be carefully [crafted](#) to work in concert to create the building that community has asked for.

LAYERED COURTYARD

Create a gradient of public to private spaces, from the street to the unit patios, utilizing the landscape, grade, and architecture to provide a series of transitional elements to clearly delineate use, and give a sense of protection from the street. Create gathering spaces appropriate to the spaces that they serve. Utilize landscaping to create a sense of continuity from interior to exterior.

Relevant Design Guidelines:

- PL1.C.1 - Selecting Activity Areas
- PL3.A.2 - Ensemble of Elements
- PL3.B.2 - Ground Level Residential
- PL4.B.2 - Bike Facilities
- DC1.A.2 - Gathering Spaces

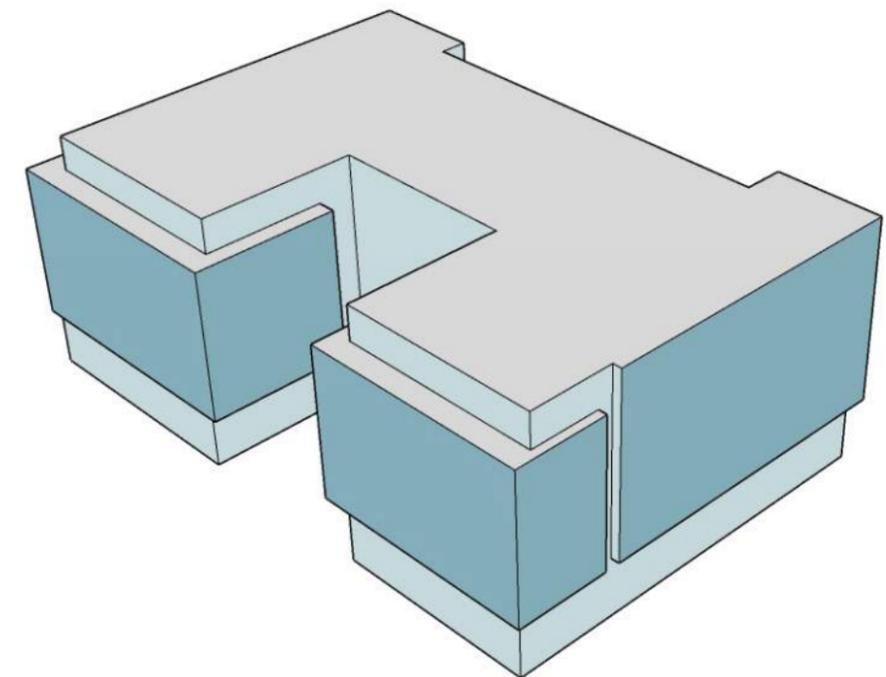
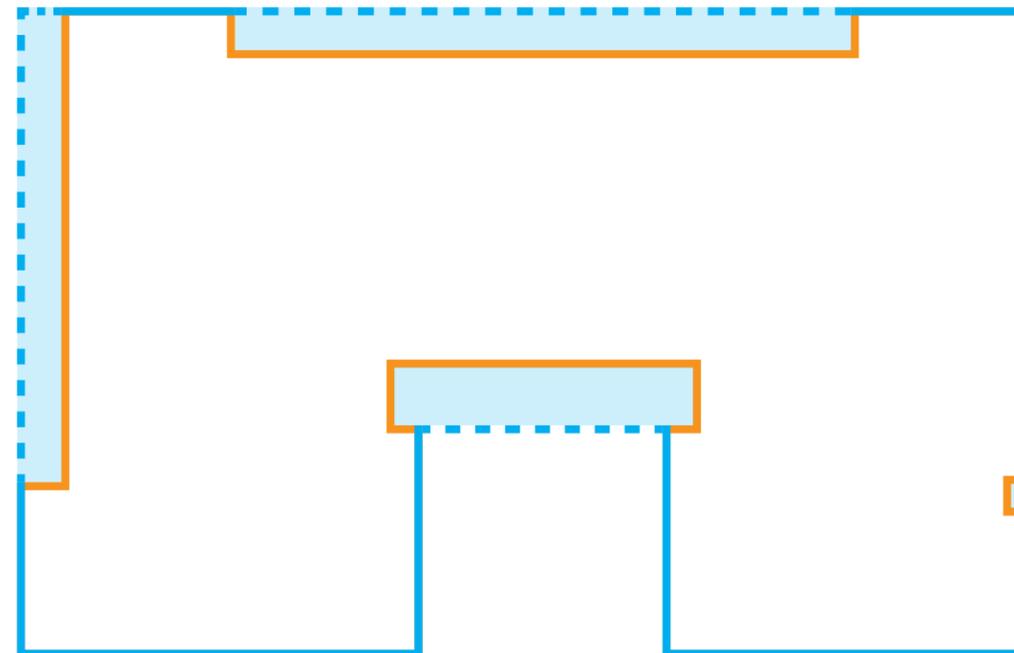


CARVED MASS

Utilize a carved mass methodology to establish a clearing rationale for the volumetric composition of the building. Employ this strategy to create the conceptual basis for the building skin.

Relevant Design Guidelines:

- DC2.A.1 - Connection to the Street
- PL1.A.2 - Adding to Public Life
- PL2.B.3 - Street-Level Transparency
- DC1.A.1 - Visibility
- DC1.A.2 - Gathering Places

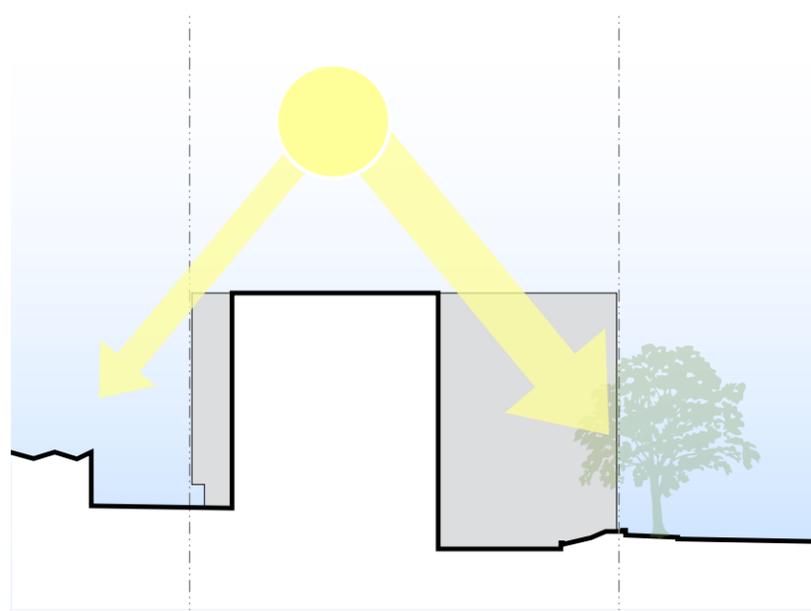


SETBACKS FOR LIGHT & AIR

Locate the building courtyard along Stone Way to increase light and air in public realm, and provide a welcome, landscaped interruption in the street wall. Provide setbacks along west and south facades to minimize blank walls, and provide additional space to adjacent properties.

Relevant Design Guidelines:

- CS1.B.1 - Sun & Wind
- CS1.B.2 - Daylight & Shading
- CS2.D.5 - Existing Development & Zoning
- DC2.B.2 - Blank Walls

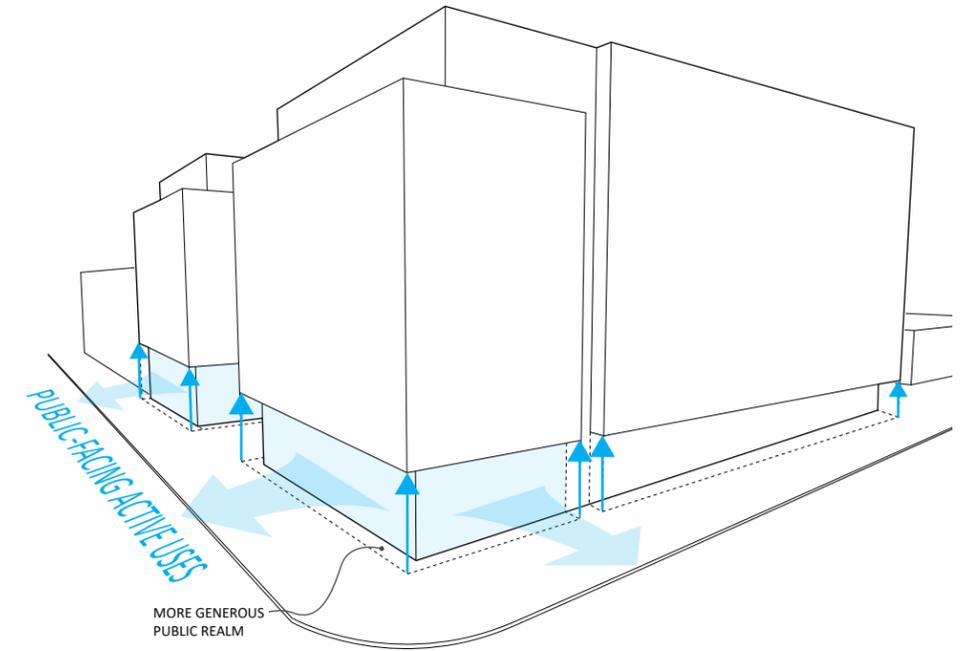


LIFTED VOLUMES

Lift the massing up from the ground plane, rationalizing the provision of increased transparency and glazing at the public-facing active uses. Locate these uses to provide an activated edge facing Stone Way. Take advantage of the lifted mass to create a more generous public realm.

Relevant Design Guidelines:

- CS2.B.2 - Connection to the Street
- PL1.A.2 - Adding to Public Life
- PL2.B.3 - Street-Level Transparency
- DC1.A.1 - Visibility
- DC1.A.2 - Gathering Places

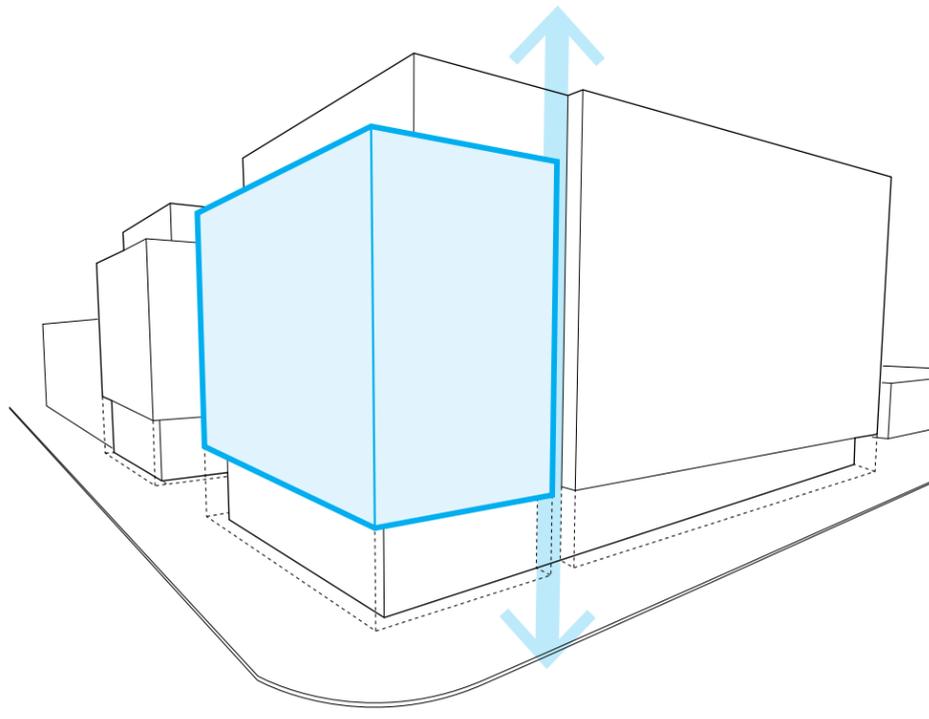


STRONG CORNER

Design Principle: Utilize a raised mass at the corner, defined by a vertical gasket to give the volume increased presence, to define the corner, while still allowing for a more generous public realm.

Relevant Design Guidelines:

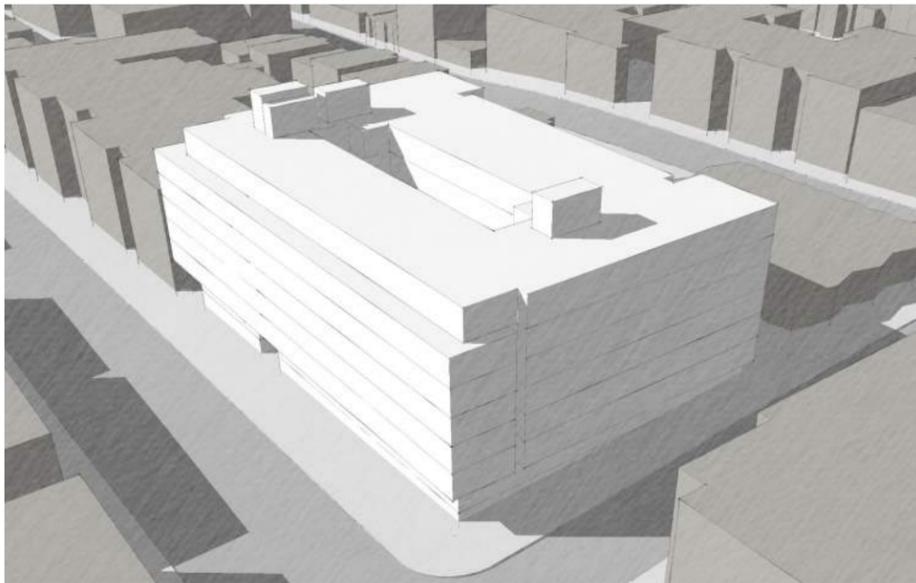
- CS2.C.1 - Corner Sites
- DC2.B.1 - Facade Composition



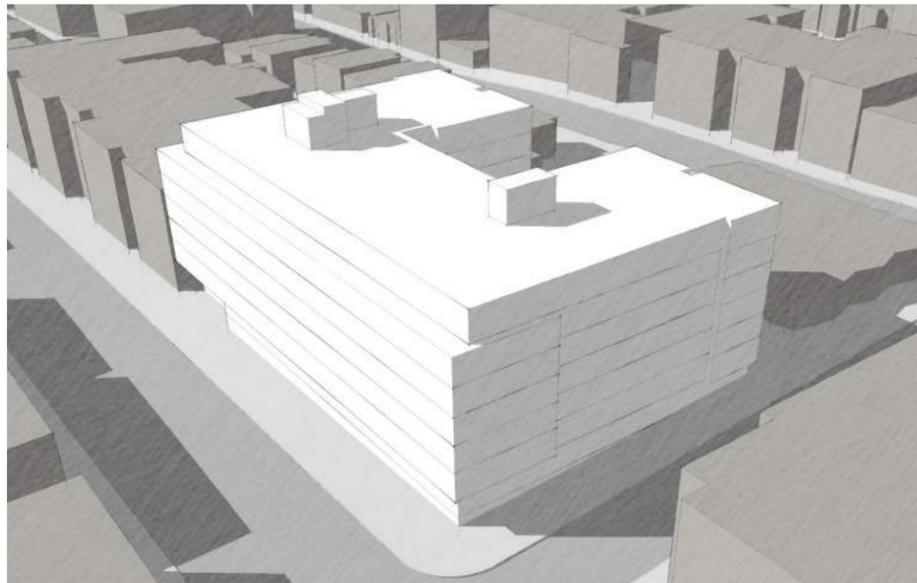
MASSING OPTIONS

COMPARATIVE OVERVIEW

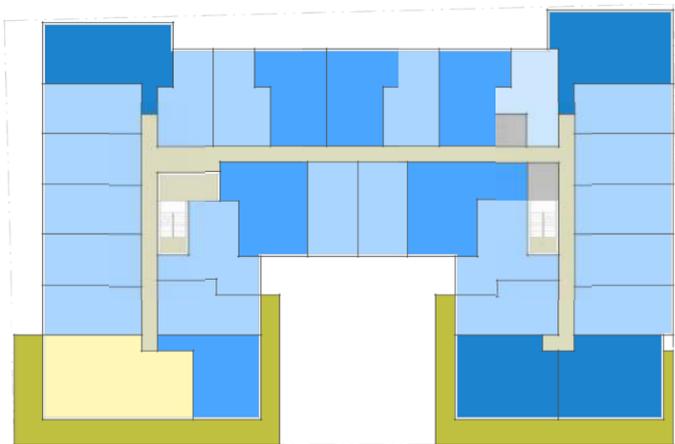
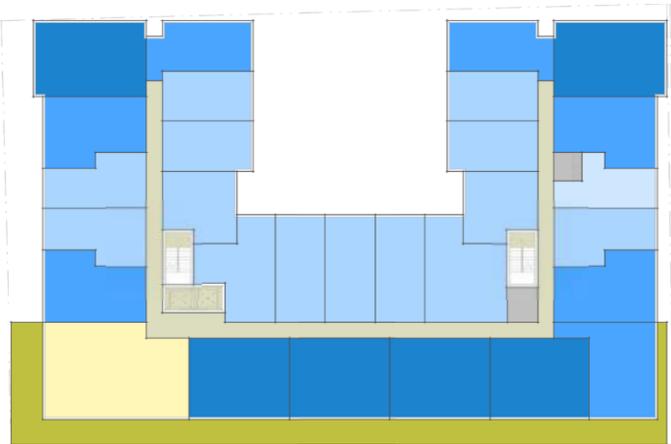
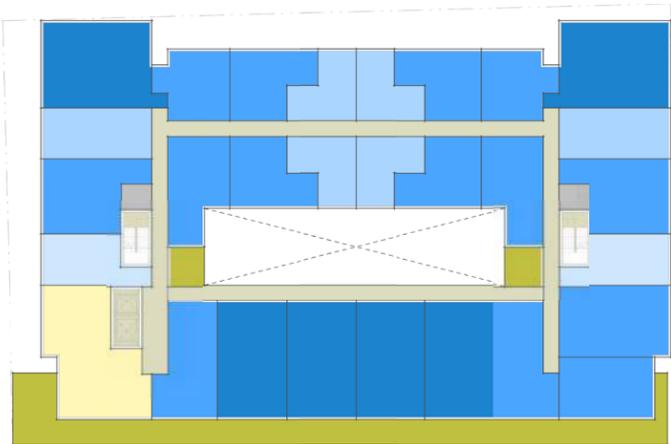
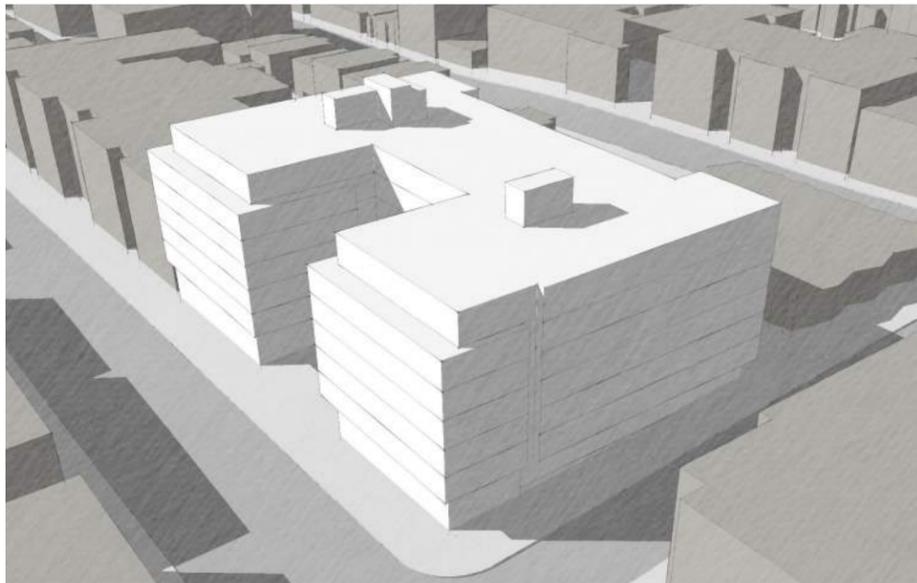
OPTION A



OPTION B



OPTION C

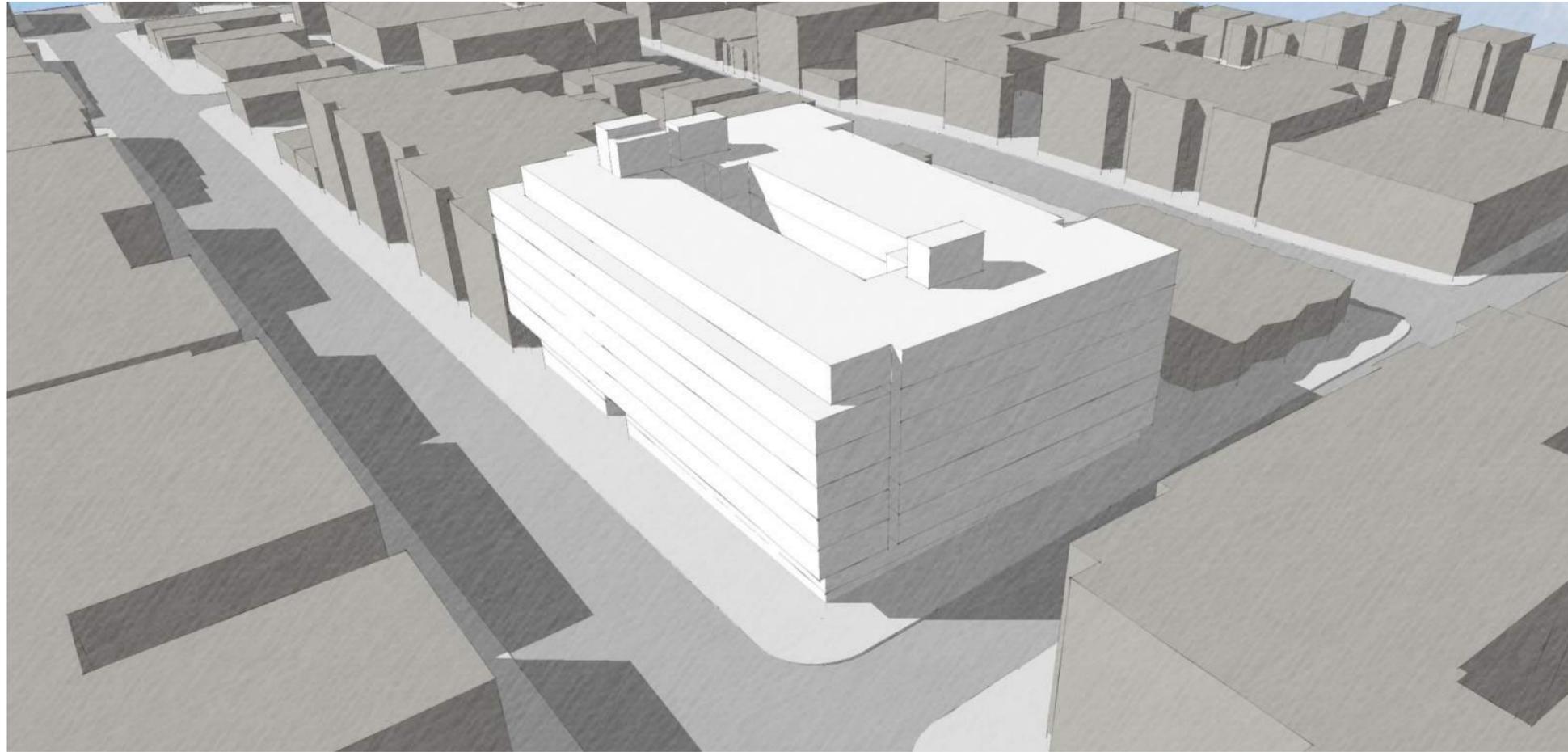


- PROS
 - More conventional 1 bedroom units
 - Clear Massing
- CONS
 - Courtyard is confined
 - More bulk on perimeter
 - No massing relief on street frontage
 - Less unit privacy
- DEPARTURES
 - None

- PROS
 - West facing courtyard with afternoon daylight
 - West facing courtyard has more privacy
- CONS
 - Massing on Stone Way is flat
 - No benefit to the public from courtyard
 - No massing relief on street frontage
- DEPARTURES
 - None

- PROS
 - East facing courtyard to Stone Way provides light and air to the public realm and more eyed on the street
 - East facing courtyard provides more space for existing trees
- CONS
 - Street facing courtyard is louder, more road noise to interior units
- DEPARTURES
 - 23.47A.008.A3: Street level facades should be within 10 feet of the street lot line

OPTION A



BIRDSEYE VIEW LOOKING SW

OPTION STATISTICS

SITE AREA (SF)	29,292.5
APARTMENT UNITS	244
GROSS FLOOR AREA (SF)	206,749
PARKING STALLS	76
NUMBER OF FLOORS ABOVE GRADE	8
FAR	5.5

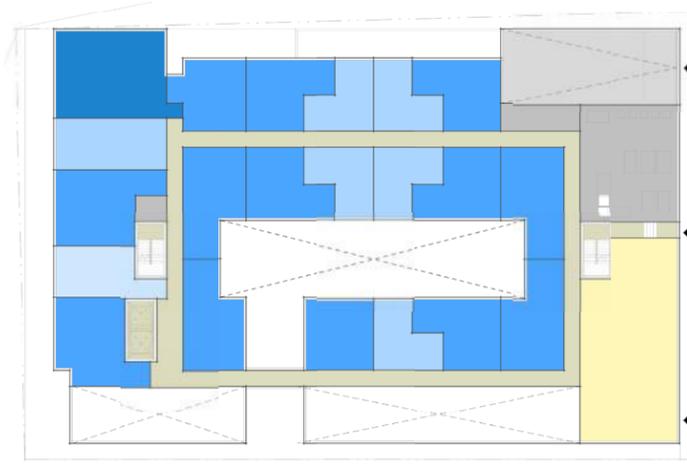
REQUESTED DEPARTURES

NONE

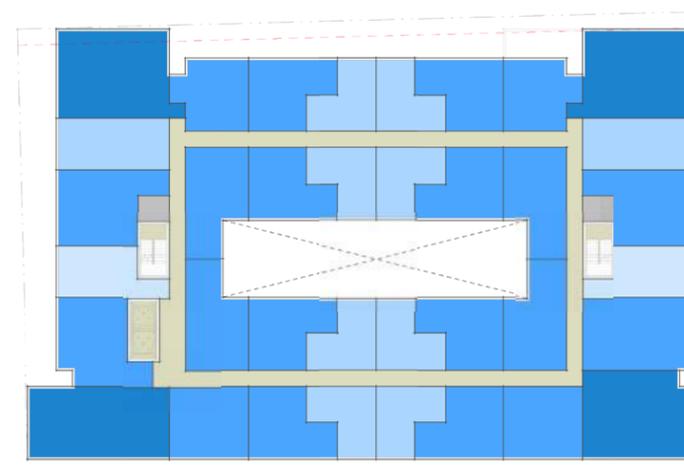
- STUDIO
- OPEN 1 BEDROOM
- 1 BEDROOM
- 2 BEDROOM
- OUTDOOR
- AMENITY
- CIRCULATION
- UTILITY



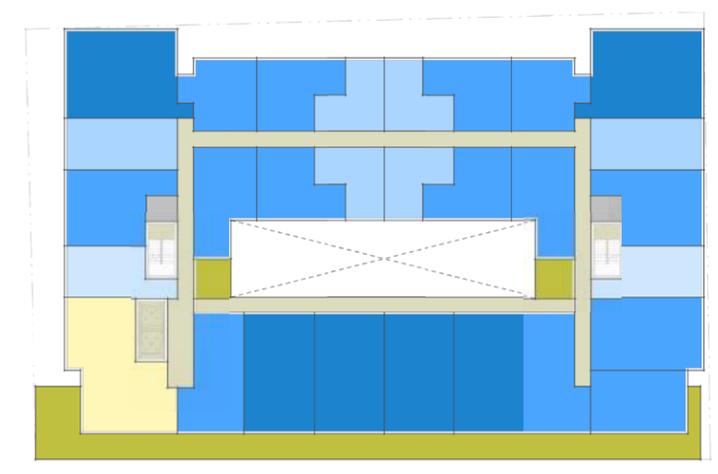
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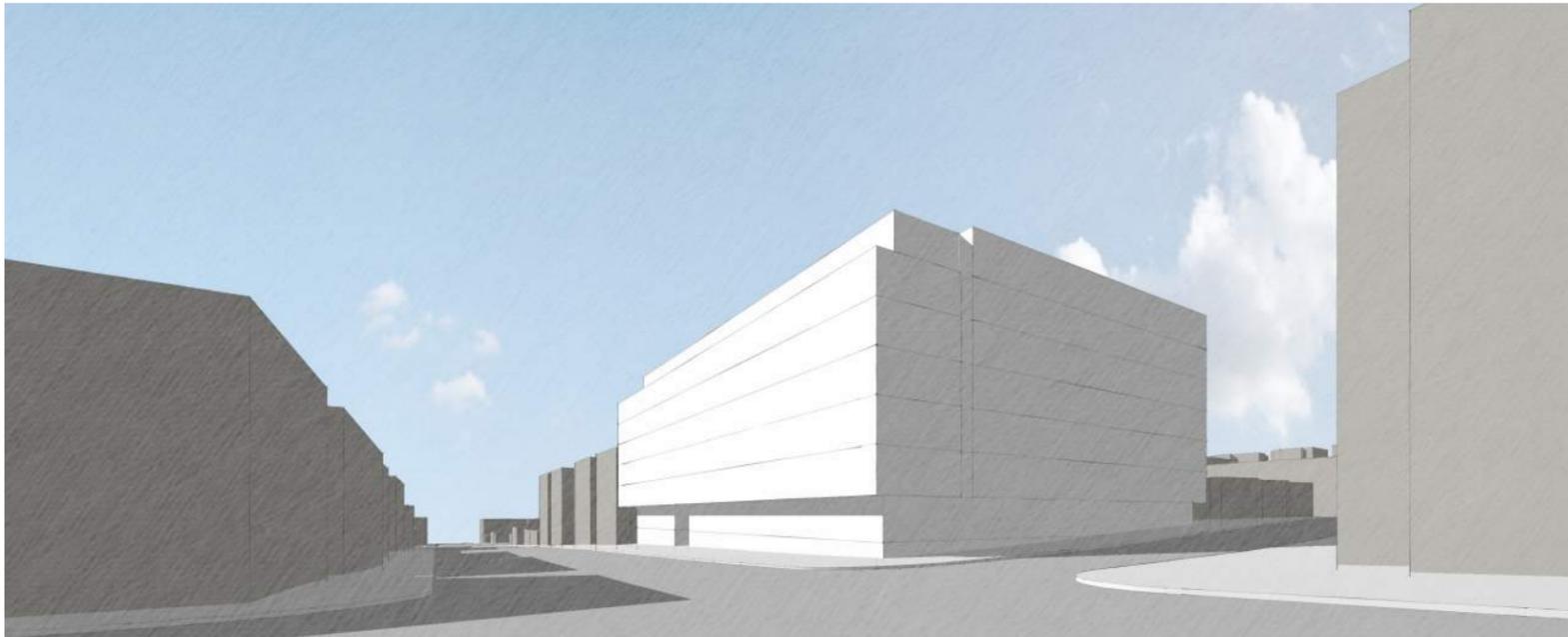
LEVEL 2



LEVEL 3-7



LEVEL 8



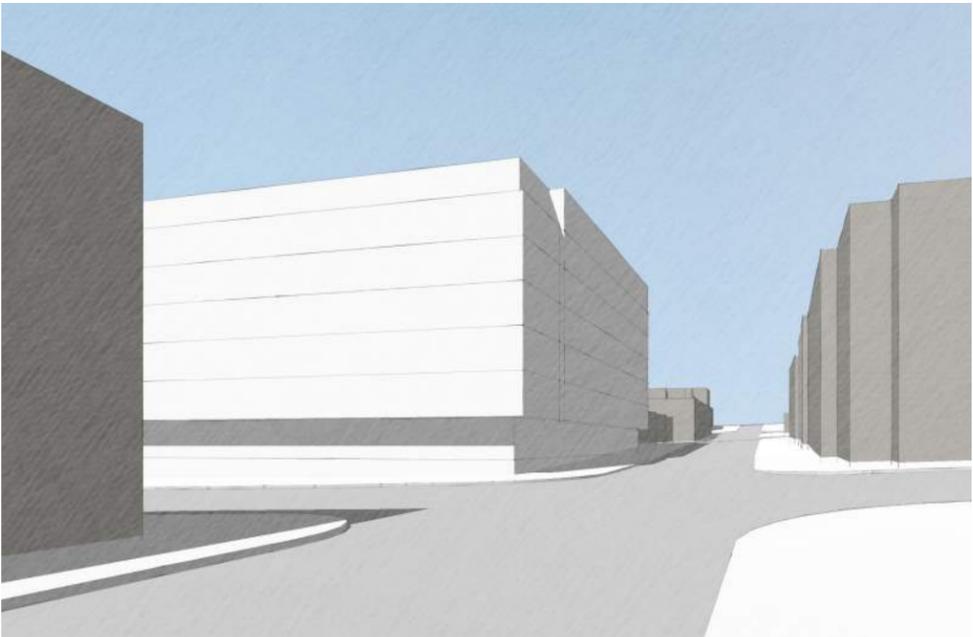
STONE WAY LOOKING SOUTH



STONE WAY LOOKING NORTH



N 38TH ST LOOKING EAST

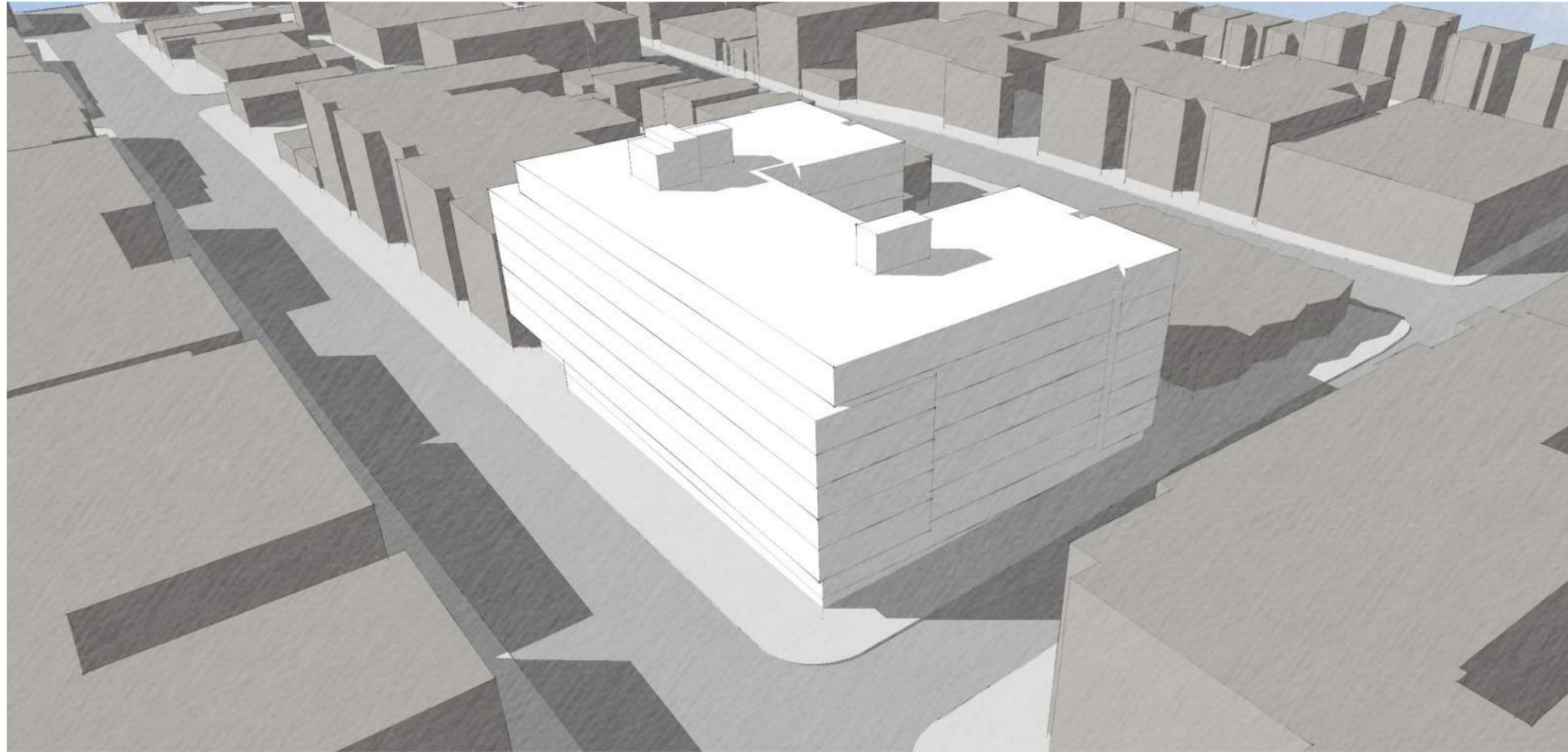


N 38TH ST LOOKING EAST



BIRDSEYE VIEW LOOKING NE

OPTION B



OPTION STATISTICS

SITE AREA (SF)	29,292.5
APARTMENT UNITS	239
GROSS FLOOR AREA (SF)	206,186
PARKING STALLS	82
NUMBER OF FLOORS ABOVE GRADE	8
FAR	5.5

REQUESTED DEPARTURES

NONE

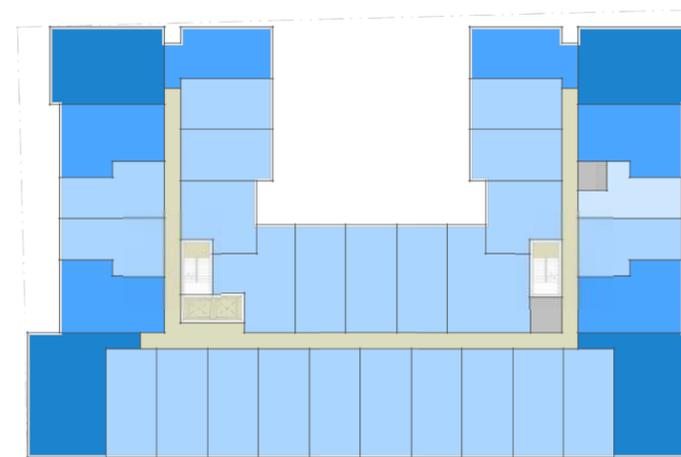
- STUDIO
- OPEN 1 BEDROOM
- 1 BEDROOM
- 2 BEDROOM
- OUTDOOR
- AMENITY
- CIRCULATION
- UTILITY



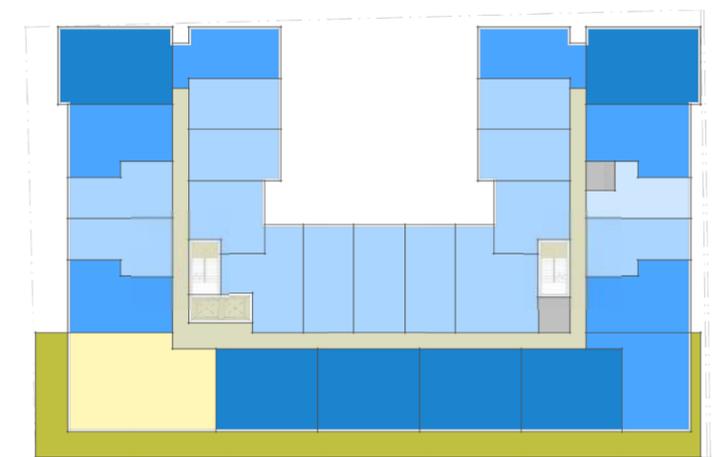
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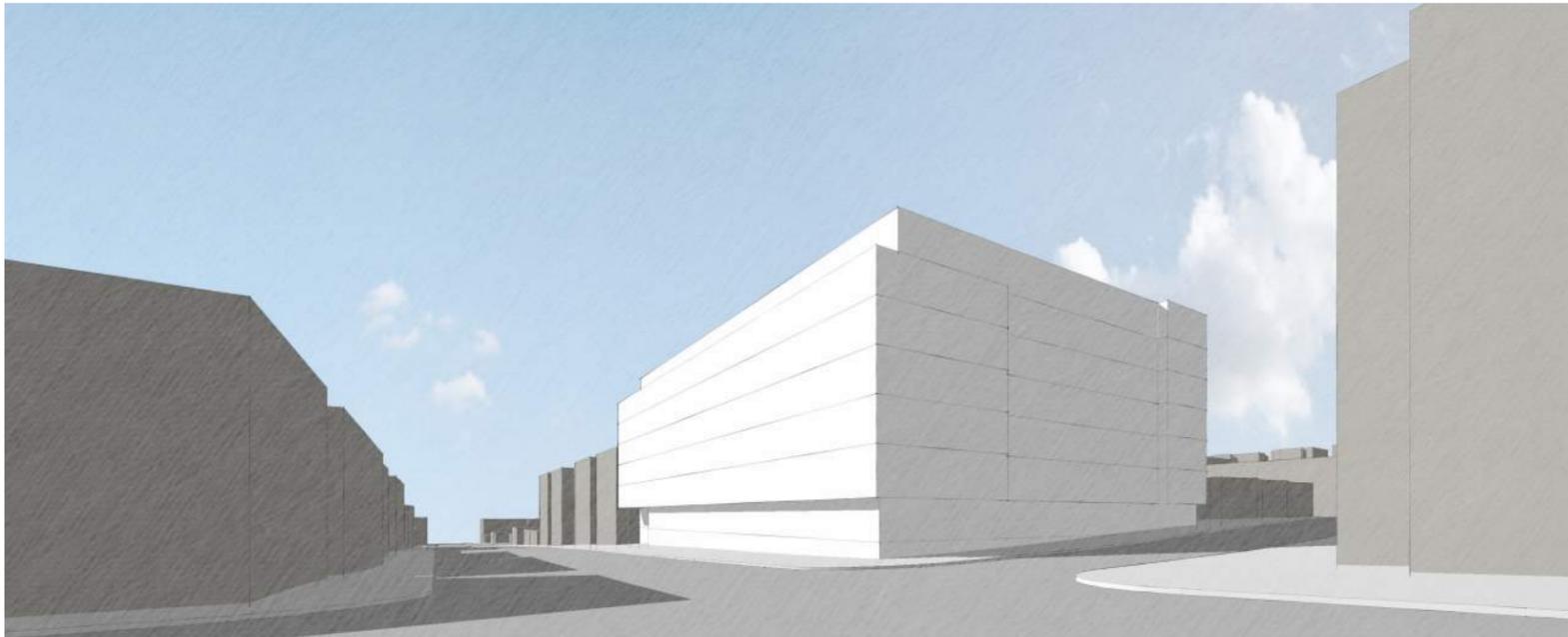
LEVEL 2



LEVEL 3-7



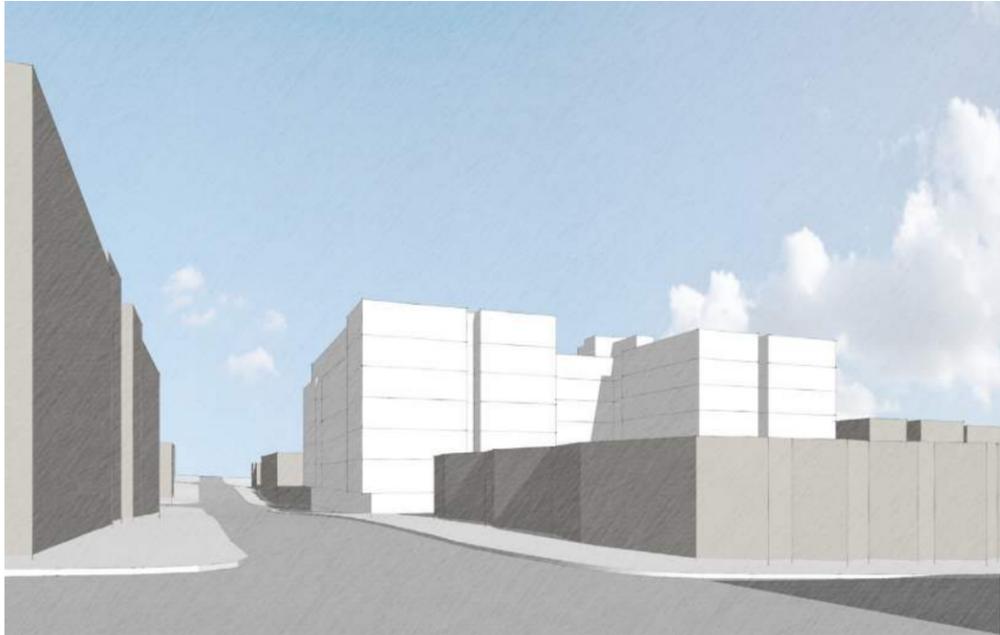
LEVEL 8



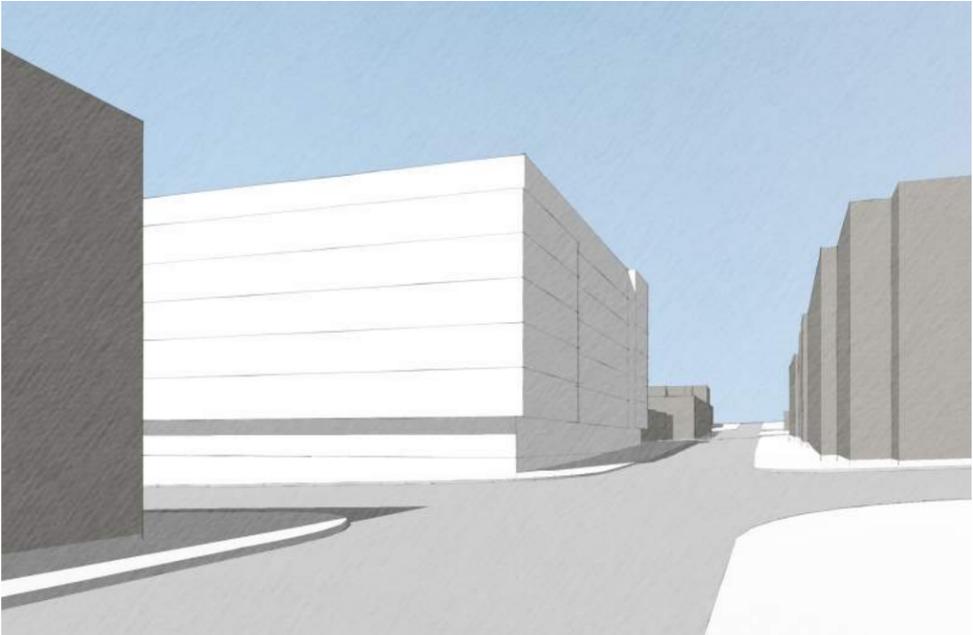
STONE WAY LOOKING SOUTH



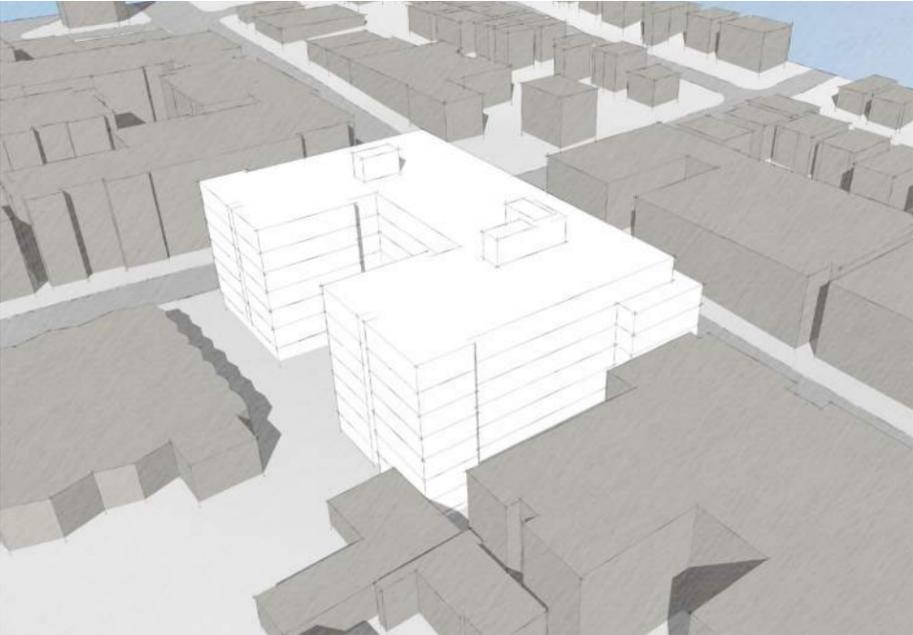
STONE WAY LOOKING NORTH



N 38TH ST LOOKING EAST

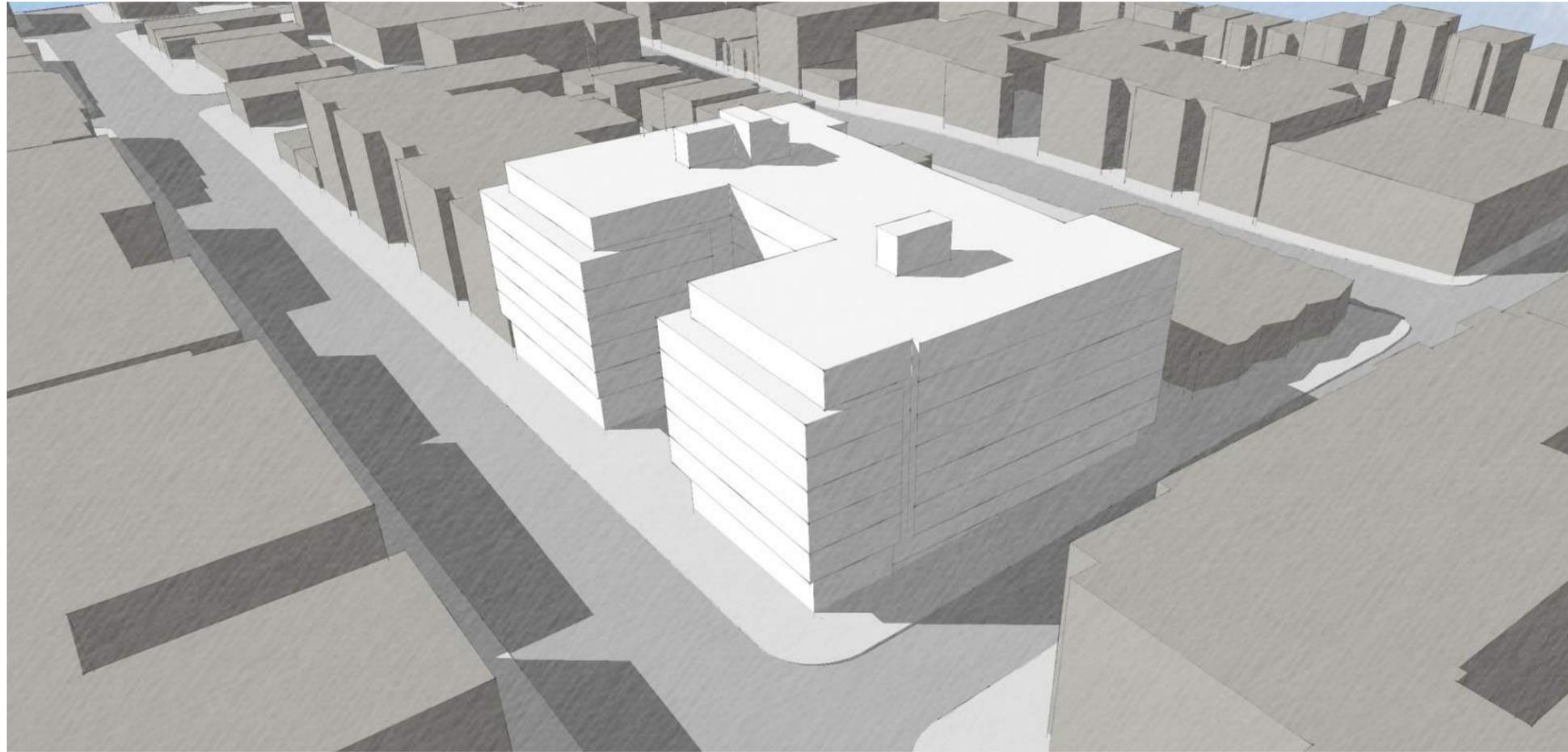


N 38TH ST LOOKING EAST



BIRDSEYE VIEW LOOKING NE

OPTION C



BIRDSEYE VIEW LOOKING SW

OPTION STATISTICS

SITE AREA (SF)	29,292.56
APARTMENT UNITS	242
GROSS FLOOR AREA (SF)	208,304
PARKING STALLS	88
NUMBER OF FLOORS ABOVE GRADE	8
FAR	5.5

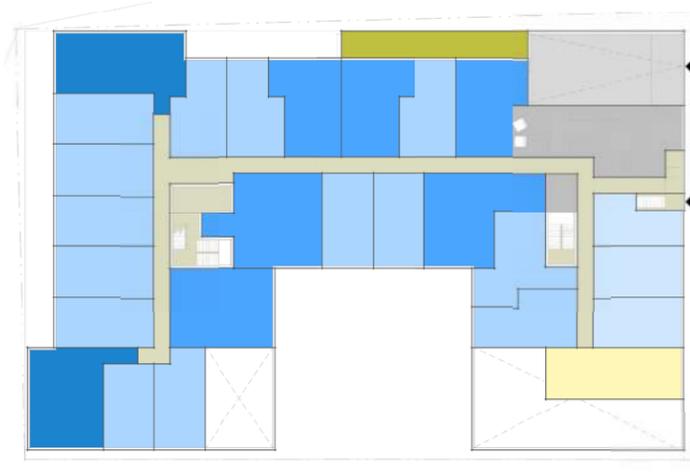
REQUESTED DEPARTURES

23.47A.008.A3:
Street level facades should be within 10 feet of the street lot line

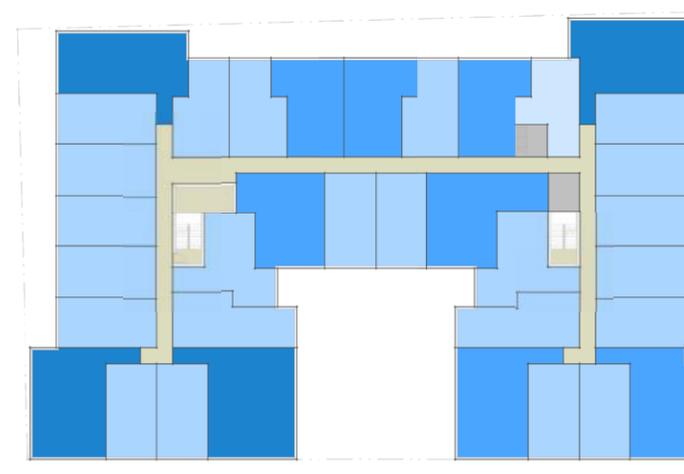
- STUDIO
- OPEN 1 BEDROOM
- 1 BEDROOM
- 2 BEDROOM
- OUTDOOR
- AMENITY
- CIRCULATION
- UTILITY



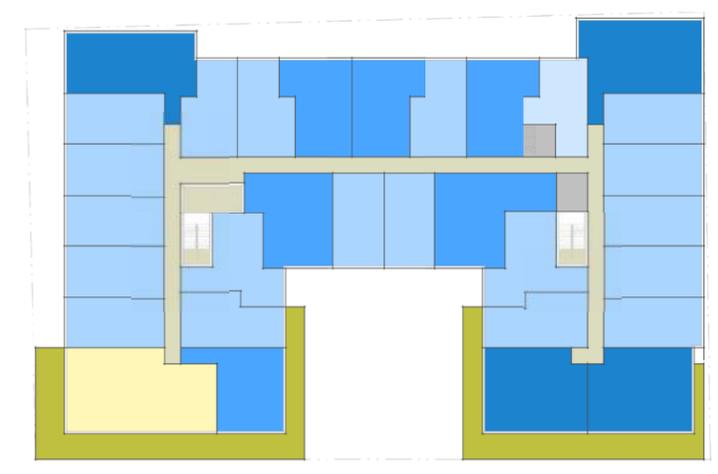
LEVEL 1



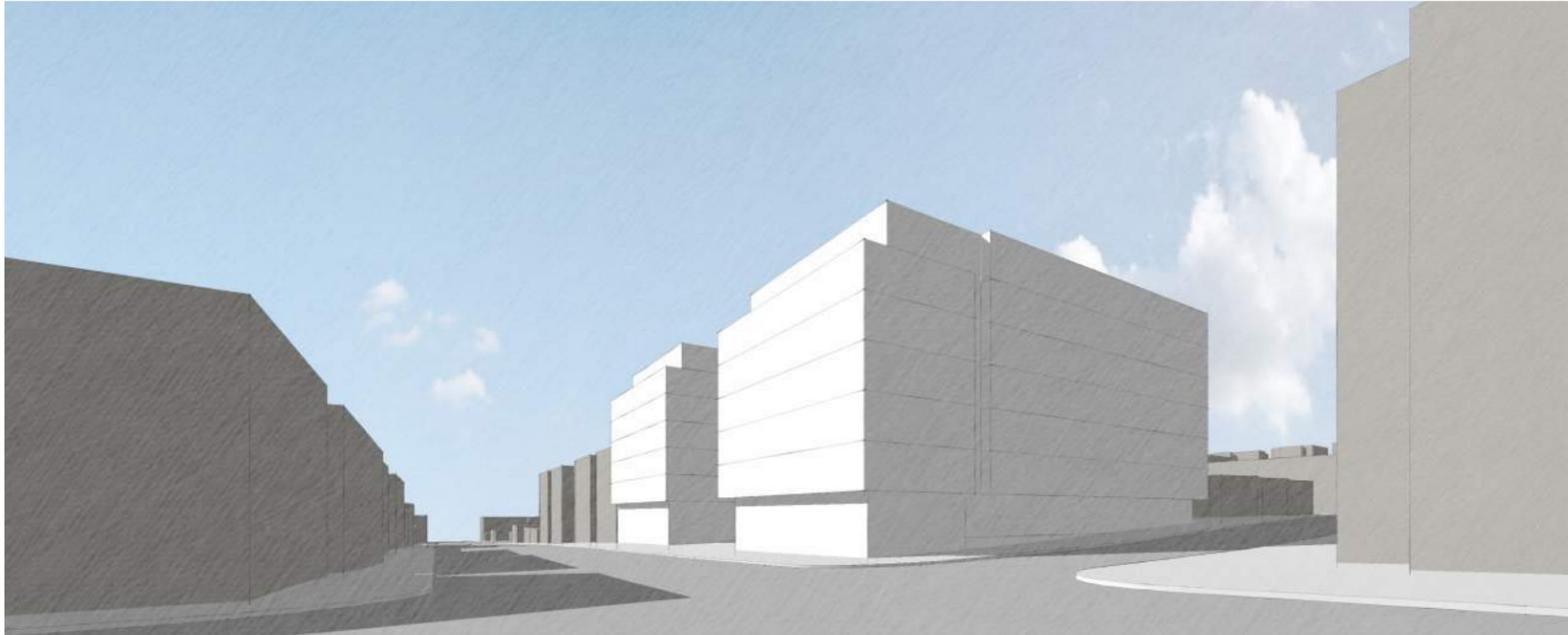
LEVEL 2



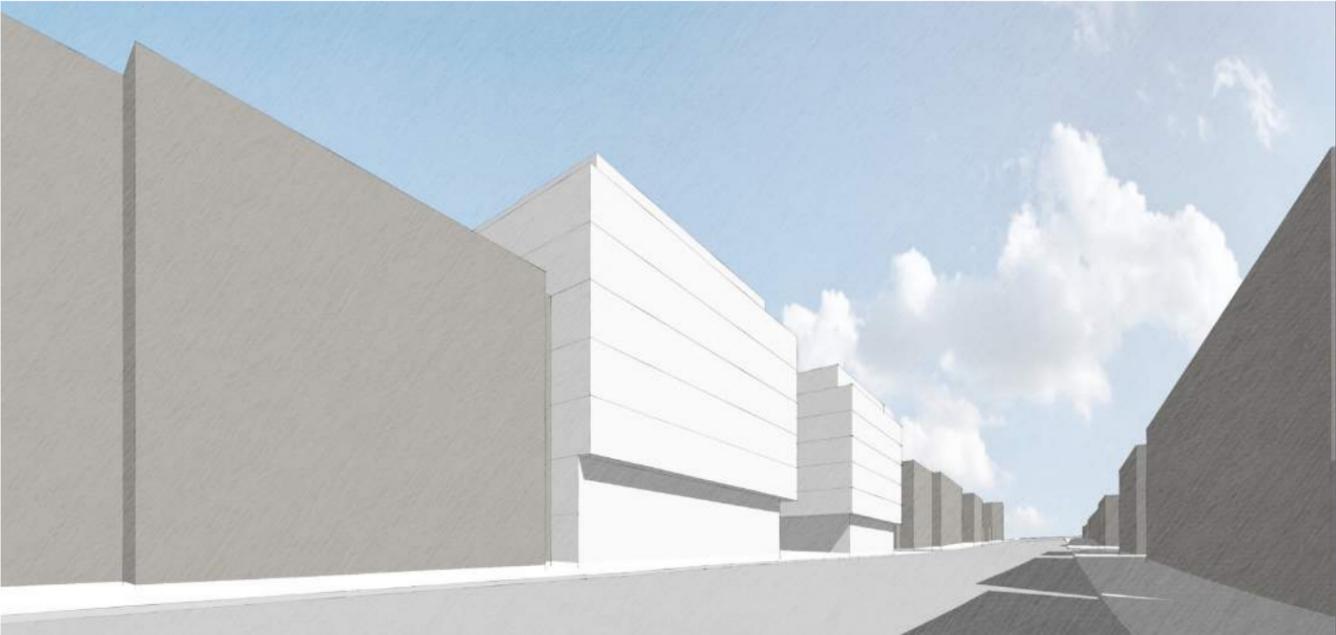
LEVEL 3-7



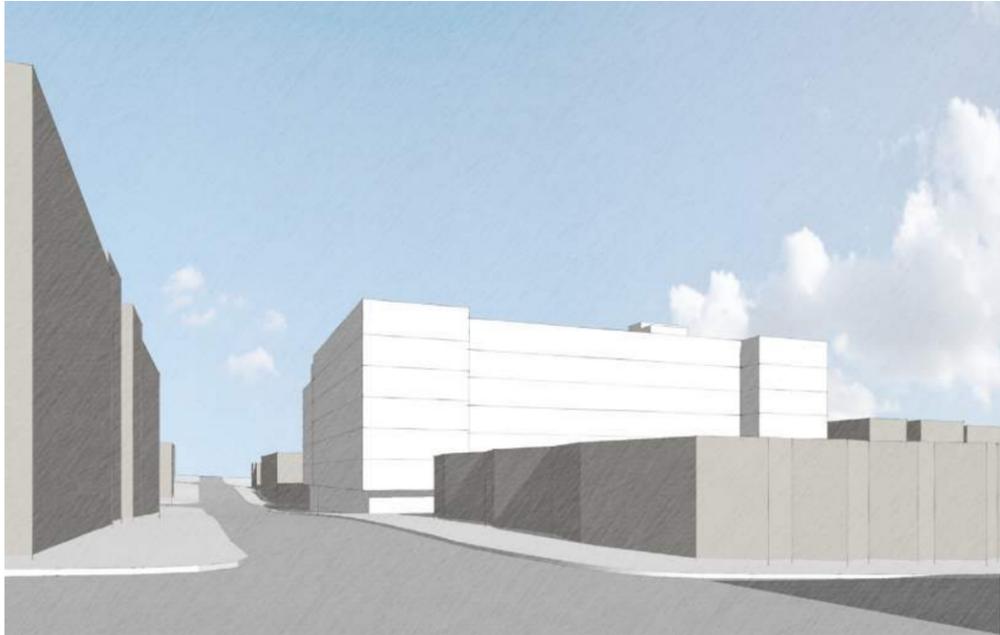
LEVEL 8



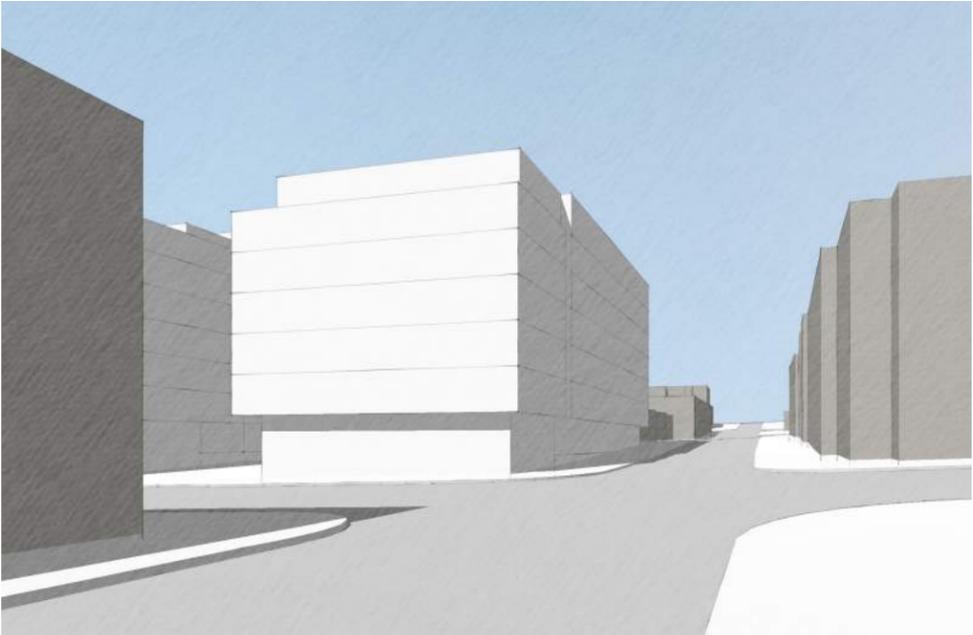
STONE WAY LOOKING SOUTH



STONE WAY LOOKING NORTH



N 38TH ST LOOKING EAST



N 38TH ST LOOKING EAST



BIRDSEYE VIEW LOOKING NE

COURTYARD

For the preferred scheme, various Seattle courtyard designs were studied; from fully public to fully private. Where residential programming abuts the courtyard, varying levels of privacy are common. Physical and perceptual barriers are used to limit access to these spaces.



UPPER FLOOR SETBACK

Upper level setbacks are common to Seattle and reduce the perceived scale of multi-level buildings.



LIFTED VOLUMES

Lifted volumes add prominence to corner-lot buildings while providing additional space to the public realm.



GASKETS: DISTINCT BUILDING VOLUMES

Vertical gaskets separate building volumes. Separating these volumes can add prominence to corner elements while providing distinctive breaks between materials.



Semi-private Courtyard



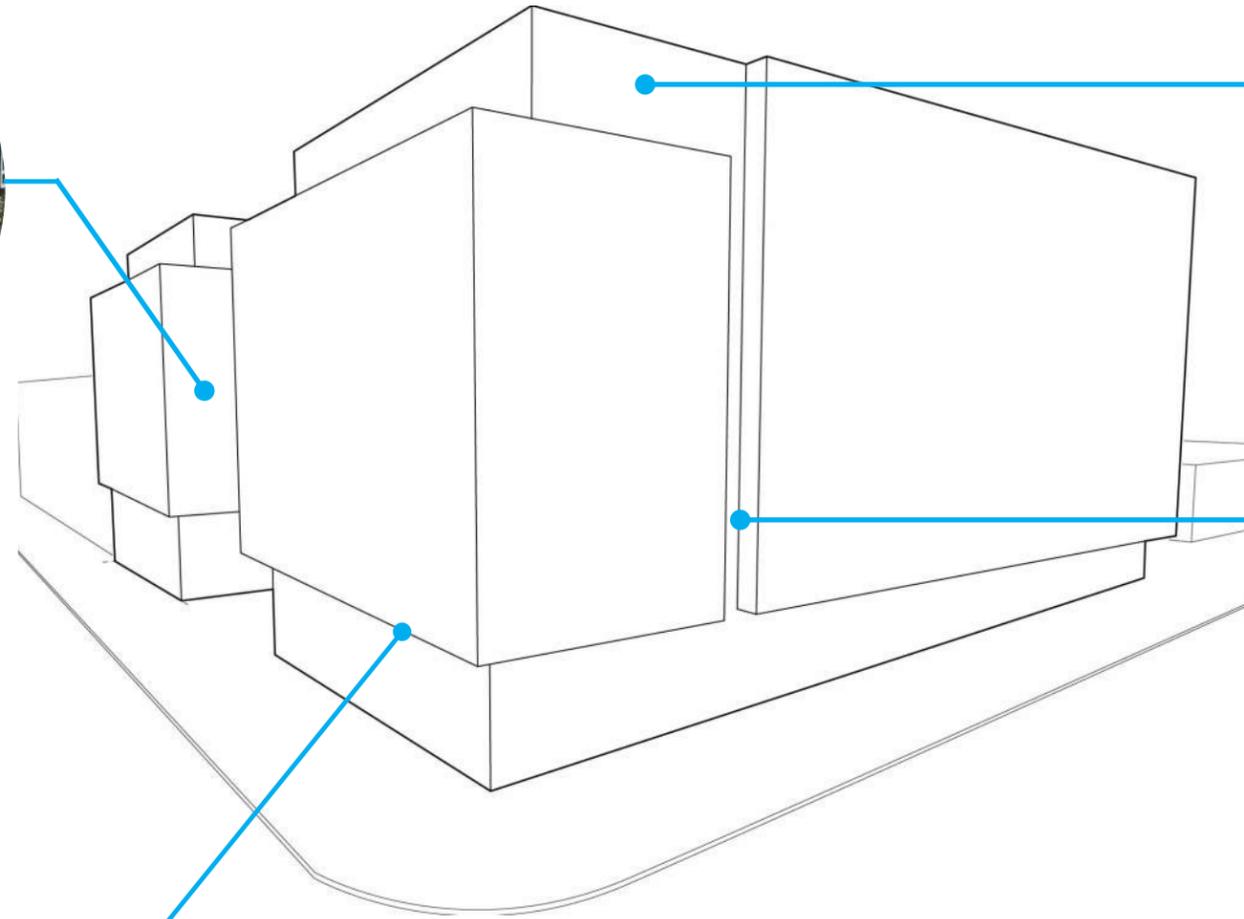
Upper Level Setbacks



Gaskets



Lifted Volumes



LANDSCAPE PRECEDENTS

LUSH AND SUCCESSFUL RECESSED COURTYARD GARDENS

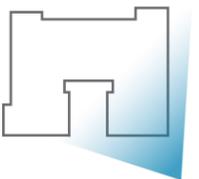
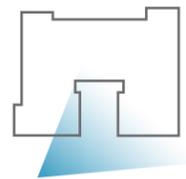


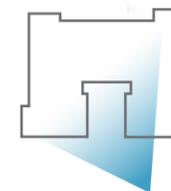
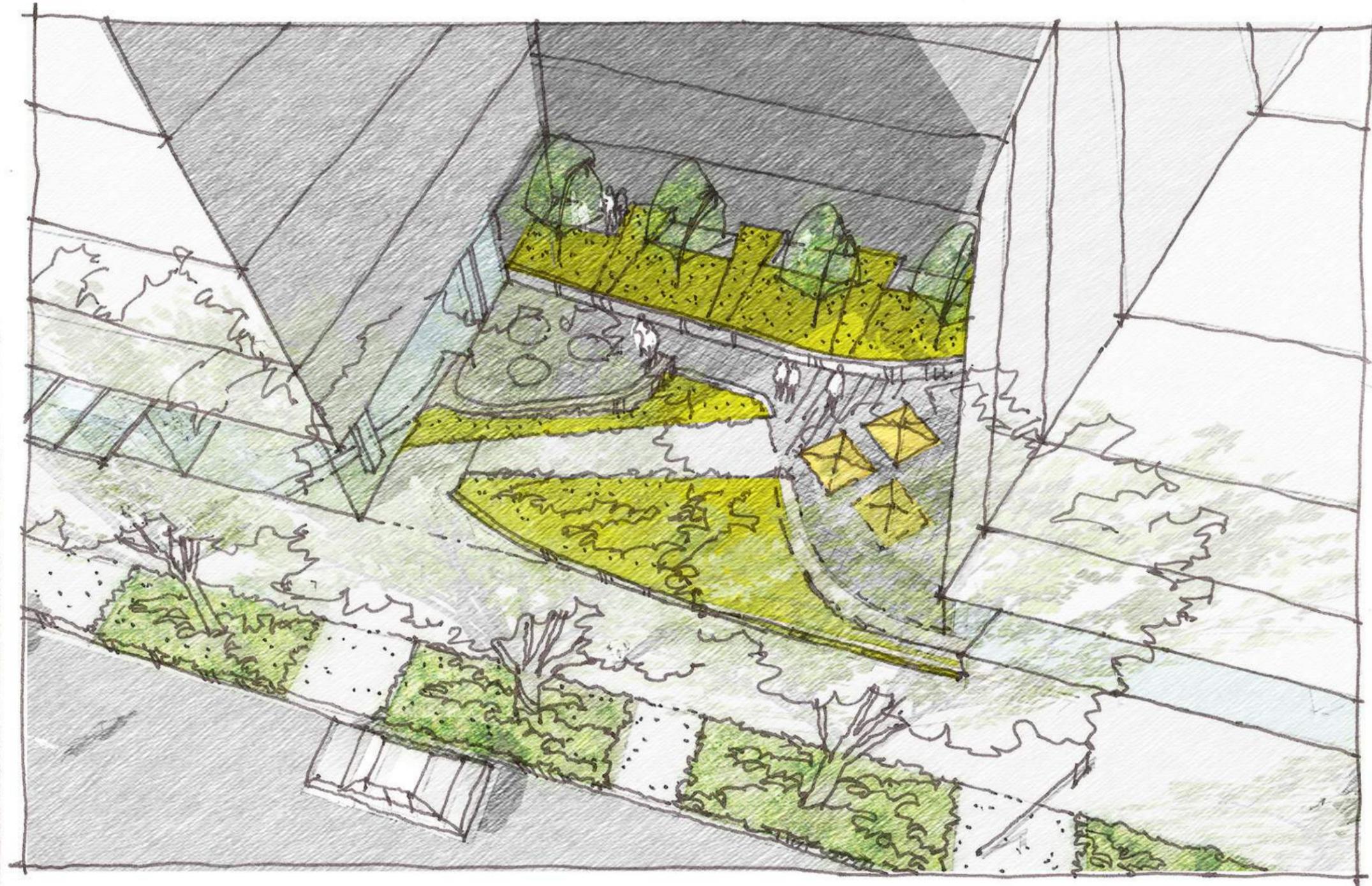
DYNAMIC & FLUID FORMS, CLEAN MATERIALITY



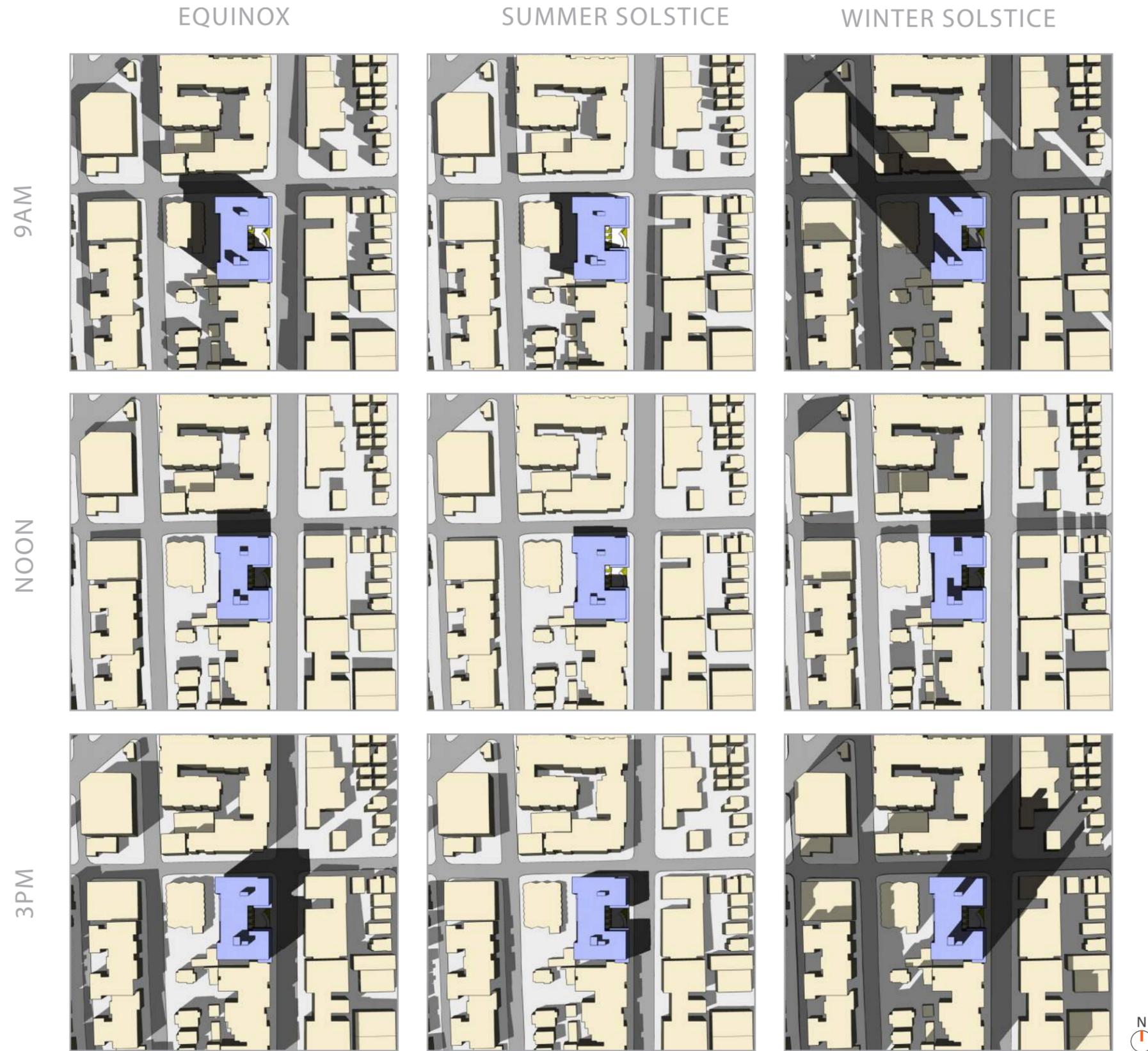
BRINGING THE OUTDOORS INSIDE







OPTION C



DEPARTURE #1 - STREET LEVEL FRONTAGE

Standard:

SMC 23.47A.008: Street Level Development Standards

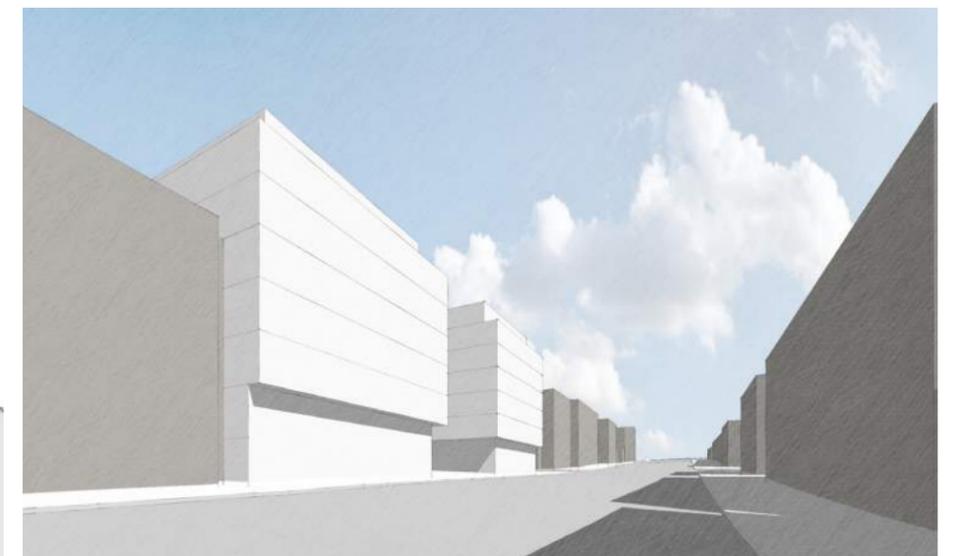
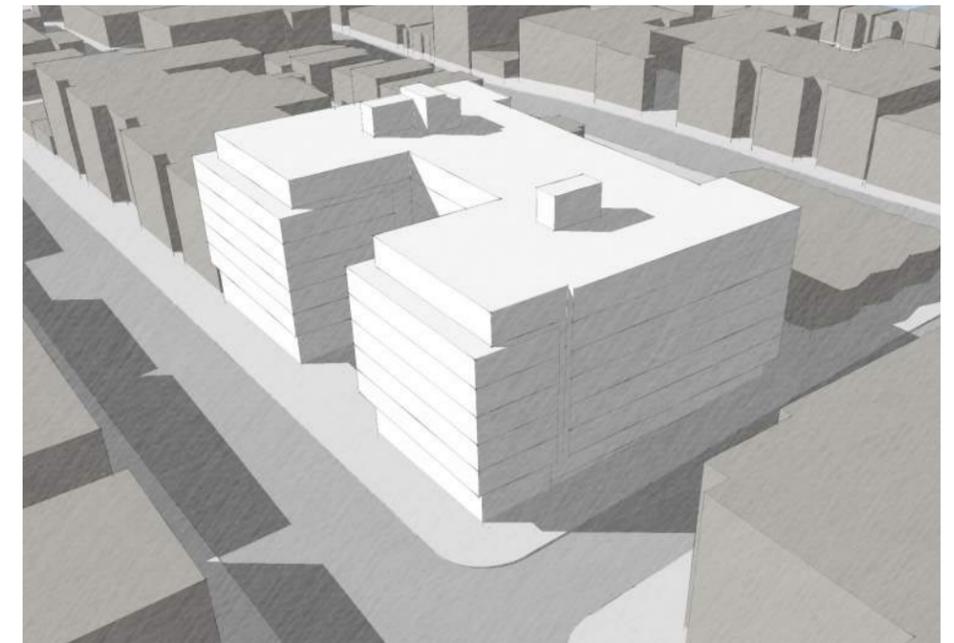
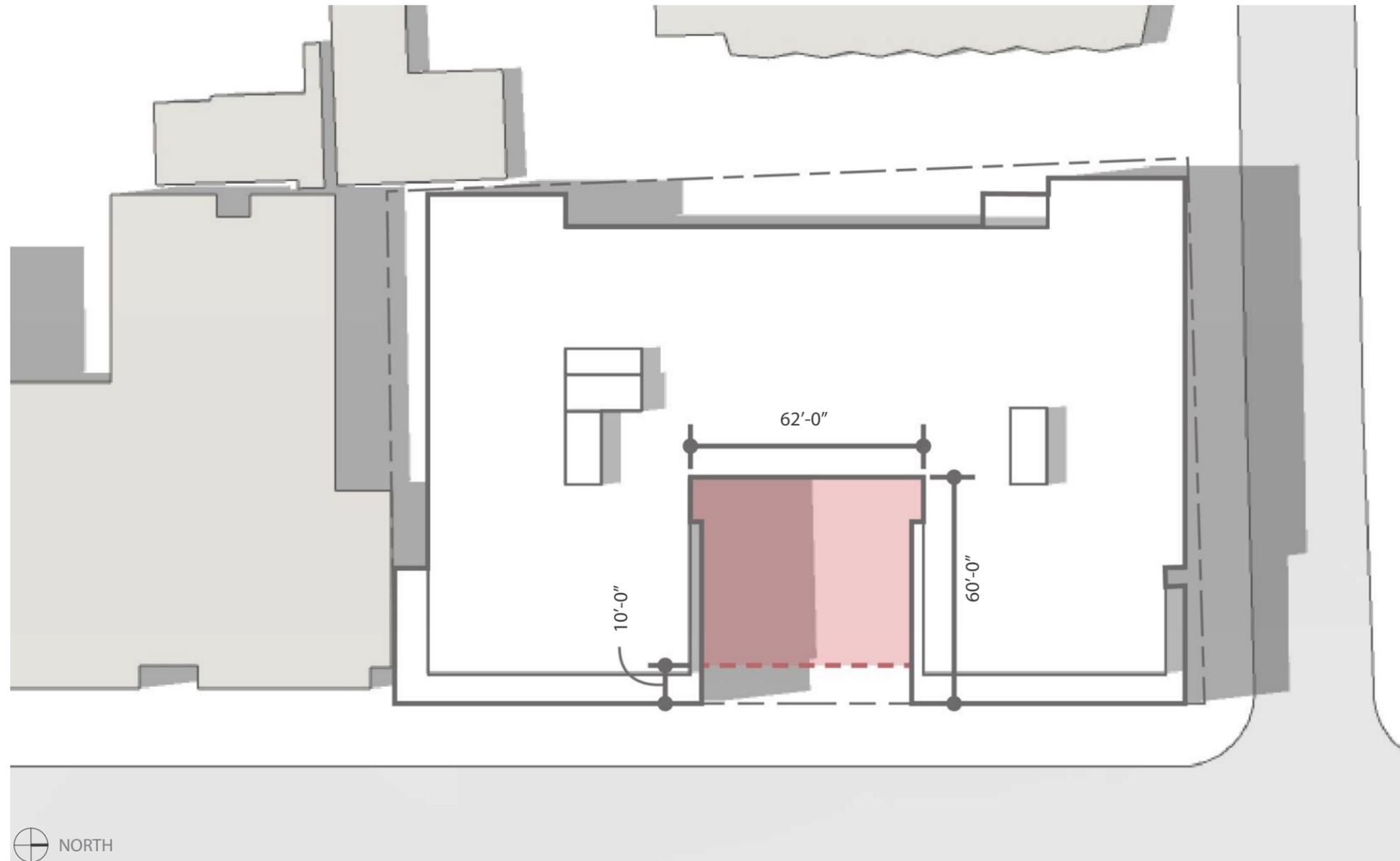
A3: Street-level, street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

Proposed Design Departure:

60-foot-deep courtyard (see diagram below)

Rationale:

The street facing courtyard breaks up the building massing and adds a civic presence to Stone Way ([Sense of place and connection with the street CS2.A1& B2](#), [Adds to Public Life PL1.B1](#)). It also allows more room for the street trees and for their canopy to grow symmetrically ([On site features CS1.D1](#))



CARMEL PARTNERS

At Carmel Partners, we are entrepreneurs and multifamily real estate experts. It's a potent combination, fully realized through our investment platform and entrepreneurial approach. Our forward-looking manner and disciplined process help us identify and execute exciting residential developments tailored to communities they serve. Since our founding in 1996, Carmel has been focused on sustaining a culture committed to the principles of responsibility, integrity and alignment of interests.



BALLARD YARDS
SEATTLE, WA



CARMEL THE VILLAGE
LOS ALTOS, CA

VIA ARCHITECTURE

An award-winning design firm, VIA Architecture is one of the Pacific Northwest's leaders in mixed-use, residential high-rise and mid-rise, assisted living, transit architecture, urban design, and sustainable community planning. Founded in 1984, VIA currently employs 52 professionals in Seattle, San Francisco, and Vancouver, BC offices, providing services to both public and private clients.



525 BOREN
SEATTLE, WA



403 DEXTER
SEATTLE, WA



LOFT HOUSE
SUNNYVALE, CA



ALTANA
GLENDALE, CA



HYDE SQUARE
BELLEVUE, WA



JOSEPH ARNOLD LOFTS
SEATTLE, WA



19 WEST HARRISON
SEATTLE, WA



WALTON LOFTS
SEATTLE, WA