

3831 STONE WAY Seattle, Washington

EARLY DESIGN GUIDANCE PACKAGE

DECEMBER 19TH, 2022
SDCI # 3040198-EG

PROJECT INFORMATION

Address:	3831 Stone Way N Seattle, WA 98103
Parcel Number(s):	Parcel 1: 8033700060 Parcel 2: 8033700051 Parcel 3: 8033700050 Parcel 4: 2261500030
SDCI Number:	3040198-EG
Applicant:	Permit Consultants NW 17479 7th Ave SW Normandy Park, WA 98166
Contact:	Jodi Patterson-O'Hare Jodi@permitcnw.com 425-681-4718
Developer:	3837 Stone Way Apartments, LLC 1900 South Norfolk St, Suite 150 San Mateo, CA 94403
Architect:	Jones Architecture 120 NW 9th Ave , Suite 210 Portland, OR 97209 Meaghan Bullard mbullard@jonesarc.com 503-477-9165 MG2 1101 2nd Avenue #100 Seattle WA, 98101 Eli Hardi eli.hardi@mg2.com 206-962-6886

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DEVELOPMENT OBJECTIVES [3.0]



PROJECT INFORMATION

Address:	3831 Stone Way N Seattle, WA 98103
Zone:	NC2-75 (M1)
Overlays:	Fremont Hub Urban Village
Site Area:	35,377 SF
Gross Area:	Approx. 195,930 SF
Commercial Area:	Approx. 3,330 SF
Units:	Approx. 230
Below Grade Parking:	Approx. 175 stalls

SUMMARY OF OBJECTIVES

The project site is centrally located in the Wallingford neighborhood and is uniquely positioned at the convergence of two major commercial and circulation corridors. Stone Way N to the east and Bridge Way N to the northwest intersect north of the site bringing traffic from the southern areas of the Wallingford neighborhood and from across Lake Union. The neighborhood has a rich history with a diverse architectural character. As density increases, commercial cores such as Stone Way are becoming more prominent in the area.

In response to the unique location and triangular shape of the site, along with feedback from the community, the proposed design strives to contribute to and enhance the existing urban context and serve as a gateway to the neighborhood beyond. It seeks to connect the rich detailing of historic Seattle apartment buildings with modern high-quality materials and well proportioned fenestration interwoven to provide desirable residential units and active pedestrian-oriented streetscapes. Design goals for the project include:

- Create a massing that is well-proportioned
- Provide a friendly, comfortable, and active pedestrian experience that support commercial uses and the need for privacy at residential units.
- Use of high-quality materials, both traditional and contemporary, that connect the neighborhood's rich history with the modern context of the city.

DEVELOPMENT OBJECTIVES

SUMMARY [3.5]

SUMMARY OF OUTREACH METHODS

Printed Outreach	Direct mailing to all residences and businesses within approx. a 500 ft radius of the proposed site. Printed outreach was distributed to 660 residences and businesses along with 2 neighborhood community groups.
Electronic / Digital Outreach - Website	An interactive website was established and publicized via poster. The website contained project information and a public commenting function.
Electronic / Digital Outreach - Survey	An online survey to allow public feedback was established and publicized via poster which contained a link to the survey. The survey was also featured on the website.

SUMMARY OF COMMENTS

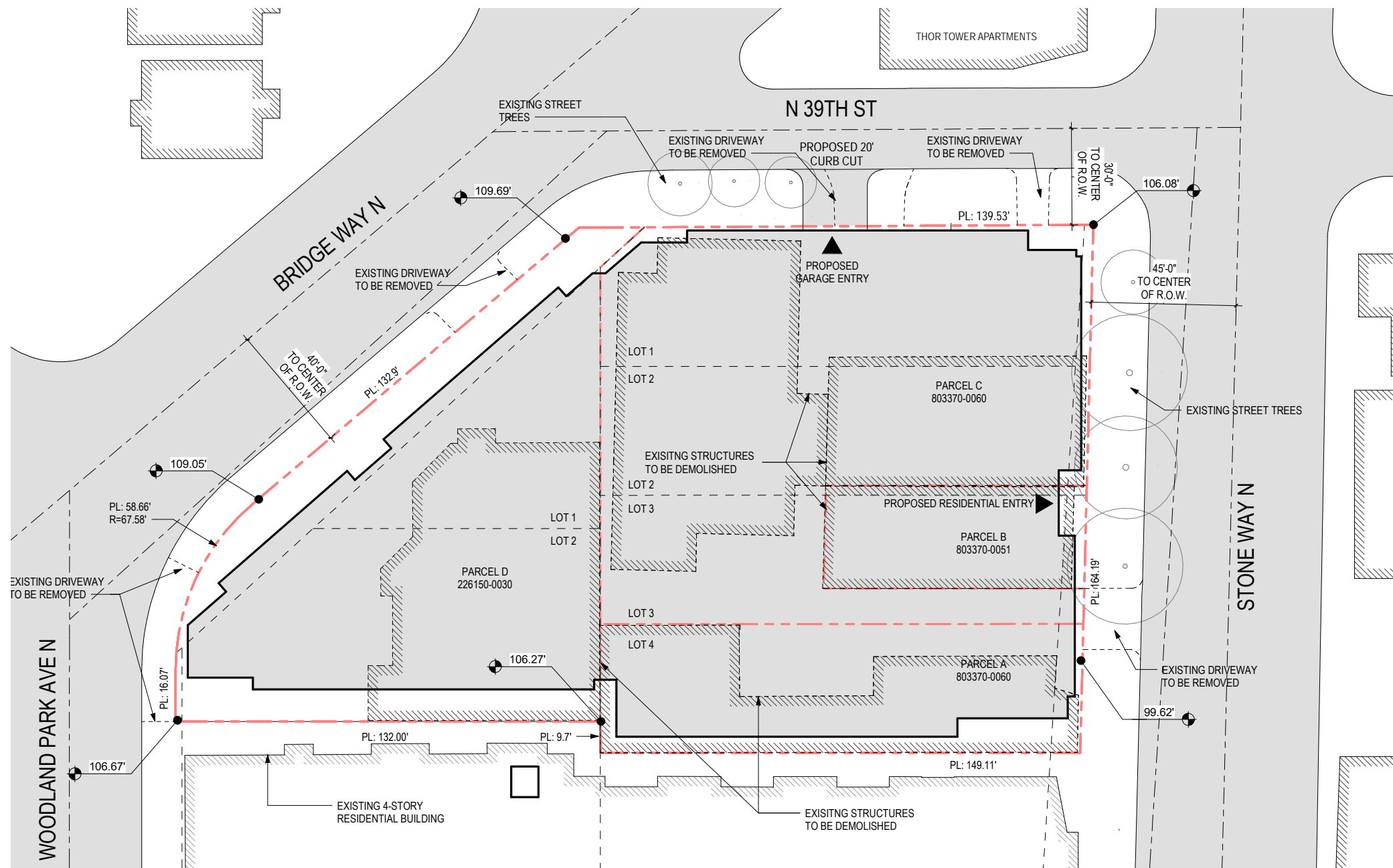
DESIGN RELATED COMMENTS

- Overall Design & Character
- Design that relates to the neighborhood character
 - Design that is interesting and unique
 - Environmentally friendly features
 - Attractive materials
 - Daylight to neighboring buildings
- Street-Level Experience
- Ample lighting & safety features
 - Seating and areas to congregate
 - Beautiful landscaping that uses minimal water, ensures drainage, and minimizes pavement
 - Prioritize bicycle parking
- Misc. Design Related Comments
- Support for electric vehicle charging
 - Provide secure bike parking to encourage biking over driving
 - Prioritize making the neighborhood a more safe place to walk around in

NON-DESIGN RELATED COMMENTS

- Retail
- Locally owned businesses preferred
 - Commercial spaces that support a variety of uses such as retail and food/drink
 - Open, welcoming, and daylight design
 - Thoughtful materials used in the retail spaces
- Parking & Streetscape
- Provide adequate on site parking. Street parking is congested in the neighborhood
 - Design vehicle and pedestrian access to improve pedestrian safety and avoid traffic congestion
- Interior Program
- Well designed and spacious interiors
 - Provide generous and diverse building amenities
 - Interesting and thoughtful design of interior circulation
- Misc. Comments
- Create affordable living spaces
 - Several respondents thanked the project team for asking their opinions

EXISTING SITE PLAN [4.0]



Parcel A:
 Lot 4, block 2, C. P. Stone's home addition to the City of Seattle, according to the plat thereof, recorded in volume 9 of plats, page 93, in King County, Washington; together with that portion of vacated Stone Way adjoining, which attached thereto by operation of law.

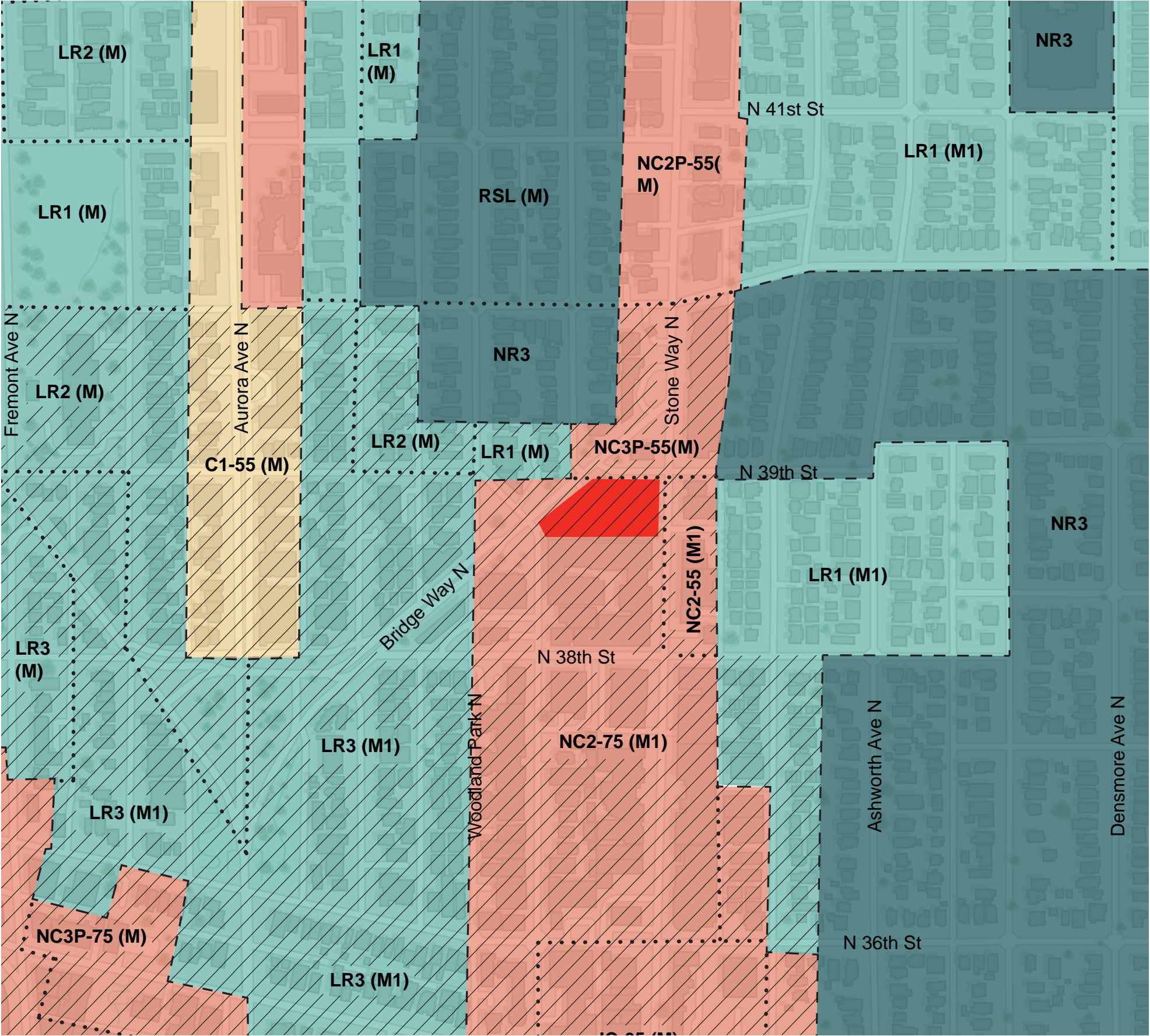
Parcel B:
 Parcel a: the east 81 feet of the north 29 feet of lot 3 and the east 81 feet of the south 3 feet of lot 2, block 2, c. P. Stone's home addition to the city of Seattle, according to the plat thereof recorded in volume 9 Of plats, page 93, records of king county, Washington; together with vacated portion of stone way adjoining. Parcel b: an easement for ingress and egress over and across the east 81 feet of the south 11 feet of lot 3, block 2, c. P. Stone's addition to the city of Seattle, according to the plat there of recorded in volume 9 of plats, page 93, records of king county, Washington; together with vacated portion of Stone Way adjoining.

Parcel C:
 Lots 1, 2 and 3, block 2, C. P. Stone's home addition to the city of Seattle, according to the plat thereof, recorded in volume 9 of plats, page 03, in King County, Washington together with that portion of vacated portion of stone way adjoining, which attached thereto by operation of law, as vacated by City of Seattle ordinance number 37655; except that portion thereof described as follows: the east 81 feet of the north 29 feet of lot 3 and the east 81 feet of the south 3 feet of lot 2 and the portions of vacated stone way adjoining.

Parcel D:
 Lots 1 and 2, block 2, Edmonton addition to the City of Seattle, according to the plat thereof recorded in volume 4 of plats, page 86, records of King County, Washington; together with that portion of Bridge Way, as vacated by the city of Seattle ordinance no's. 90254 and 90341 which would attach to the above described premises by operation of law

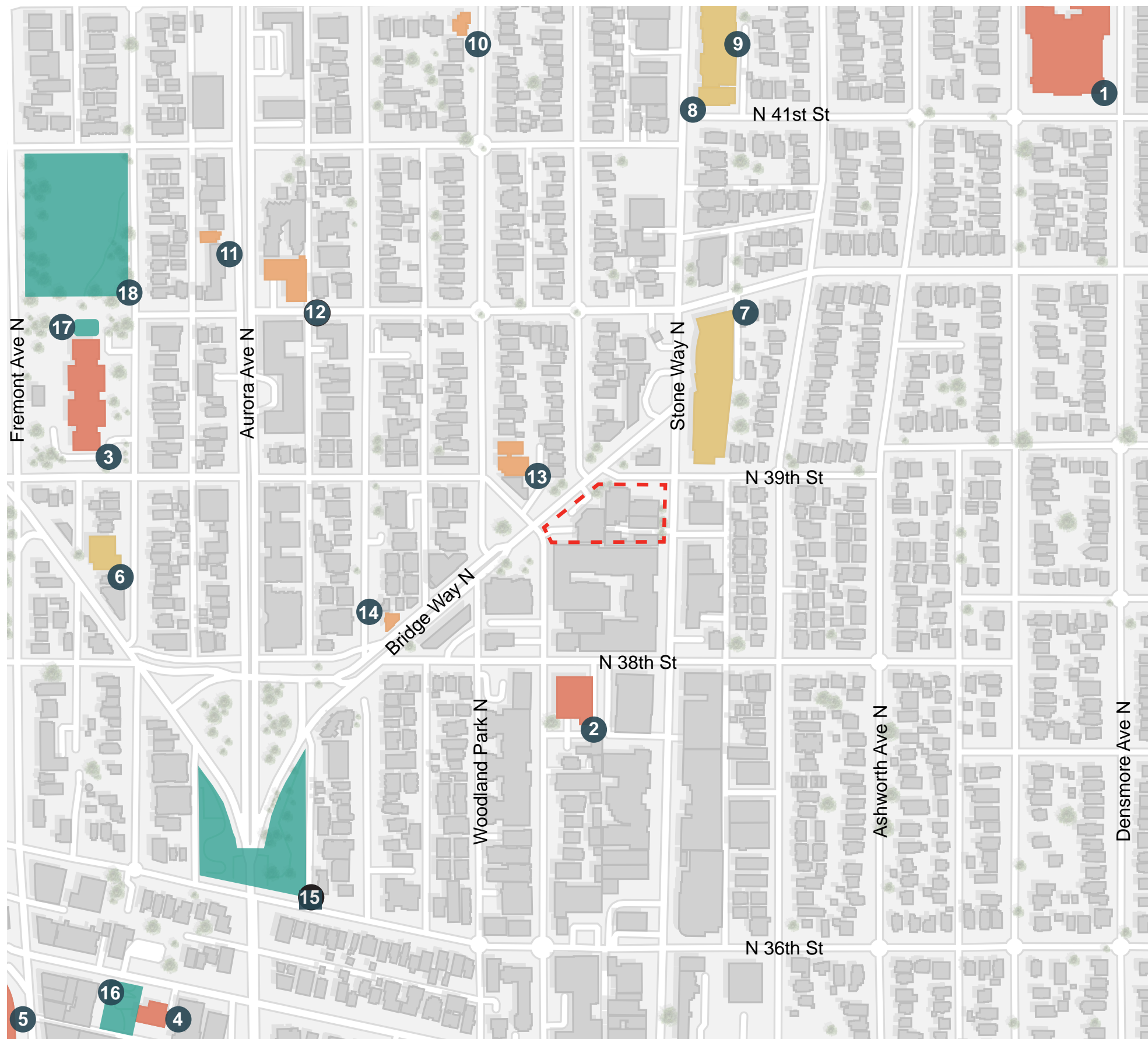
EXISTING SITE PLAN [4.0]

URBAN DESIGN ANALYSIS [5.0]



KEY

- COMMERCIAL
- NEIGHBORHOOD COMMERCIAL/MIXED USE
- LOWRISE MULTI-FAMILY
- NEIGHBORHOOD RESIDENTIAL
- FREMONT HUB URBAN VILLAGE OVERLAY



KEY



SEATTLE LANDMARKS/ HISTORIC PRESERVATION

1. HAMILTON MIDDLE SCHOOL
2. SHANNON AND WILSON OFFICE BUILDING
3. B.F. DAY SCHOOL
4. FREMONT LIBRARY
5. FREMONT HOTEL



COMMUNITY FACILITIES

6. SEATTLE FIRE STATION 9
7. EMERALD CITY ATHLETICS FITNESS CENTER
8. EMERALD CITY EMERGENCY CLINIC
9. COMMUNITY PSYCHIATRIC CLINIC



CULTURAL FACILITIES

10. WINDOWS ART GALLERY
11. YU TANG CERAMICS STUDIO AND GALLERY
12. CITY FRUIT NON-PROFIT ORGANIZATION
13. NALANDA WEST MEDITATION CENTER
14. SCM MEDICAL MISSIONS NON-PROFIT

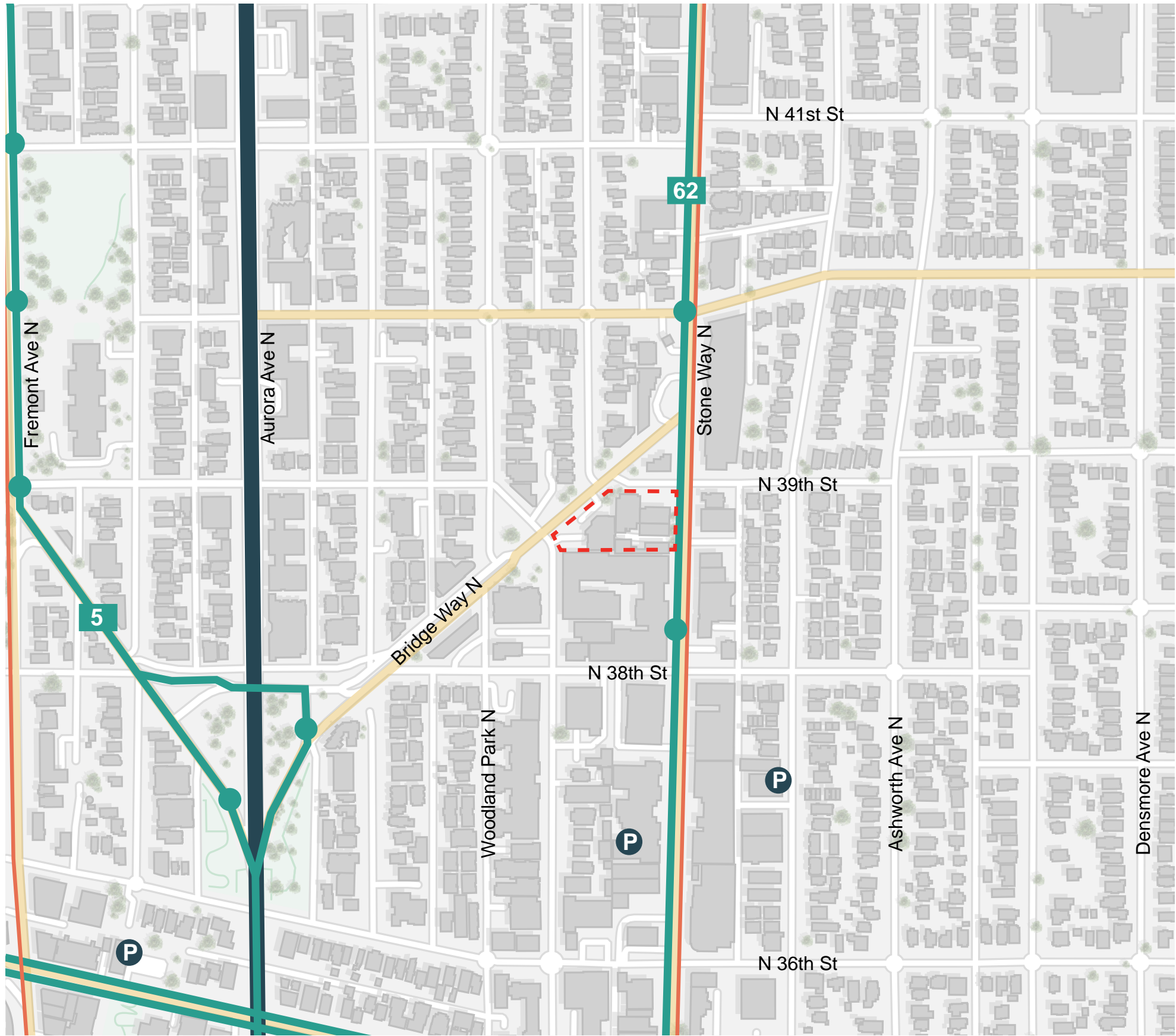


OPEN SPACE

15. TROLL'S KNOLL PARK
16. A. B. ERNST PARK
17. B.F. DAY BOYS & GIRLS CLUB
18. B.F. DAY PLAYGROUND

URBAN DESIGN ANALYSIS

VICINITY MAP [5.2]



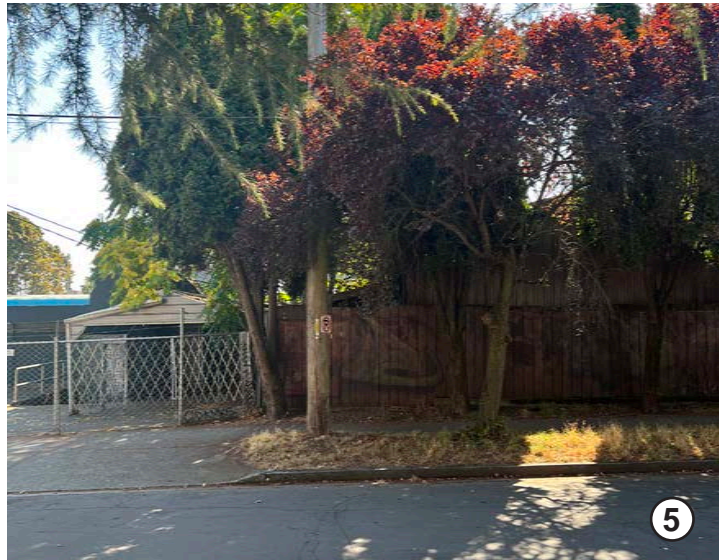
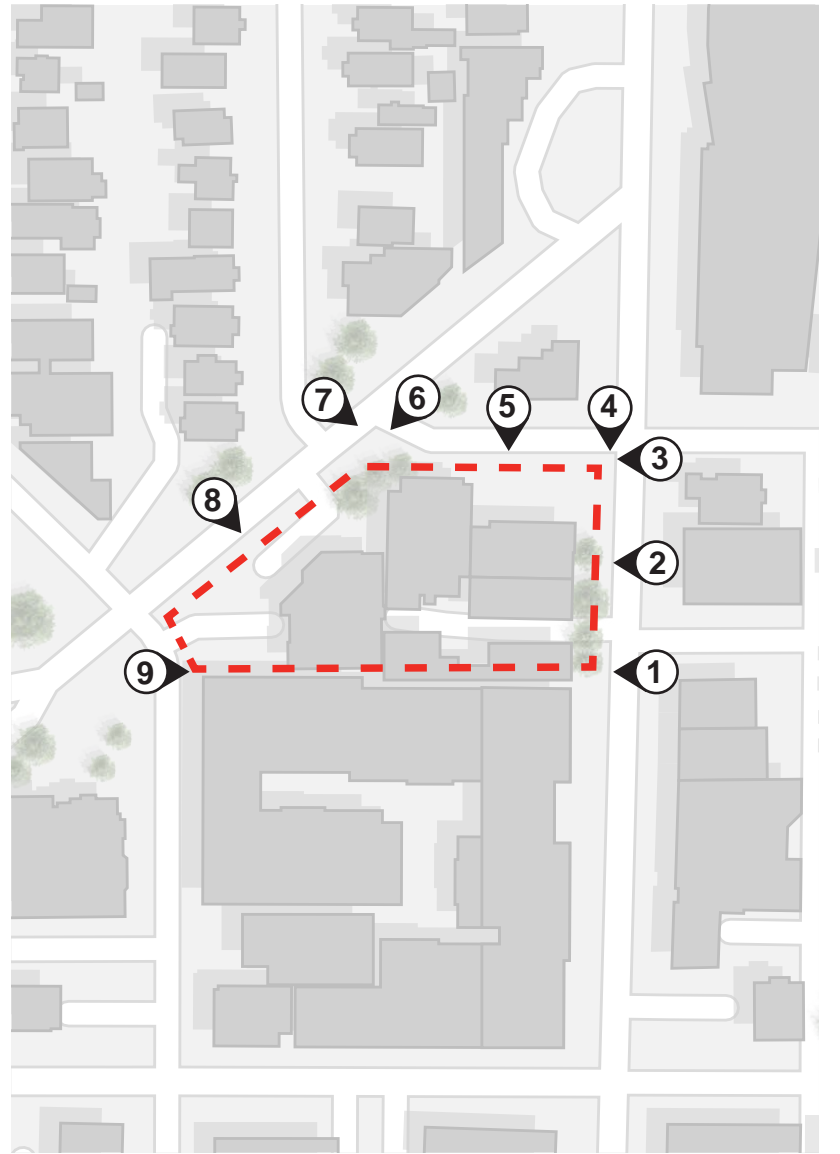
KEY

- MAJOR PEDESTRIAN/ VEHICULAR CIRCULATION
- RAPIDRIDE
- FREQUENT BUS
- PAINTED BIKE LANES
- P PUBLIC PARKING
- BUS STOPS



NEIGHBORHOOD CONTEXT

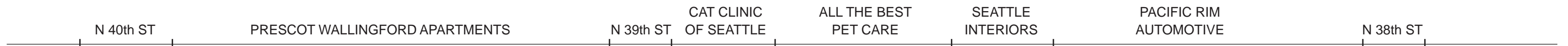
- ① Approved 7-Story Building
SDCI# 3036248-EG
- ② Proposed 8-Story Building
SDCI# 3039632-EG
- ③ Neighboring Existing 5-Story Building
- ④ Approved 4-Story Building (Under Construction)
SDCI# 3026523-EG
- ⑤ Inspire Apartments (Recently Completed)
- ⑥ Approved 5-story Office Building
SDCI #3032146-EG



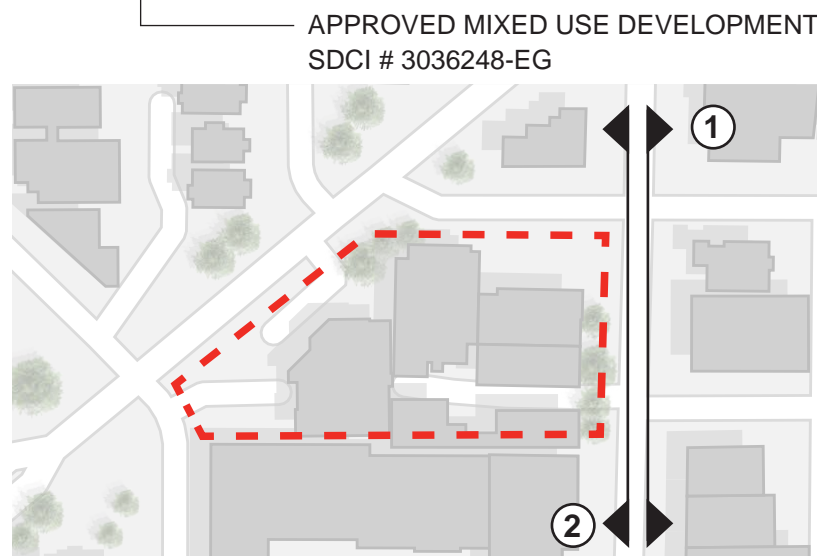
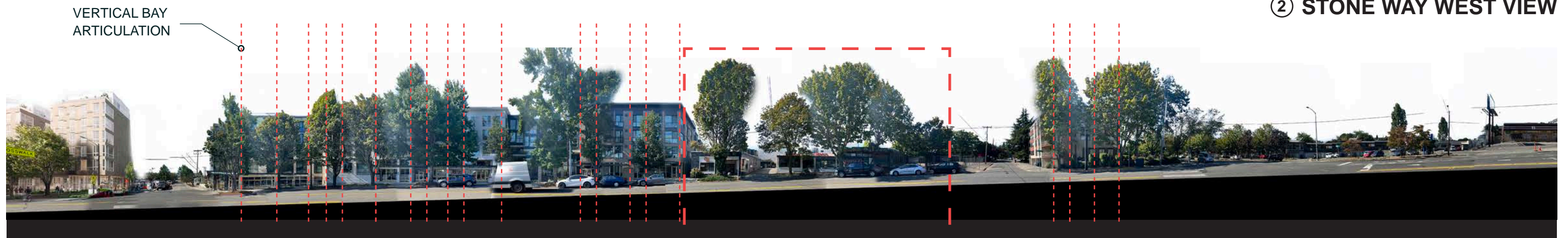
URBAN DESIGN ANALYSIS

SITE PHOTOS [5.7]

① STONE WAY EAST VIEW



② STONE WAY WEST VIEW



URBAN DESIGN ANALYSIS

STONE WAY N STREETSCAPES [5.4]

① N 39TH ST NORTH VIEW



BRIDGE WAY N

MIXED USE
DEVELOPMENT

STONE WAY N

② N 39TH ST SOUTH VIEW

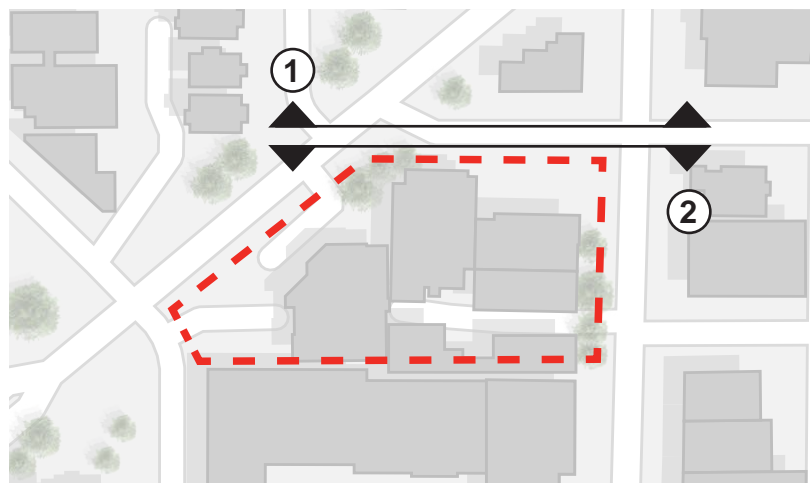


CAT CLINIC
OF SEATTLE

STONE WAY N

PROJECT SITE

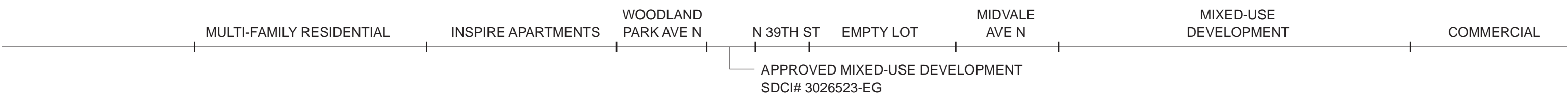
BRIDGE WAY N



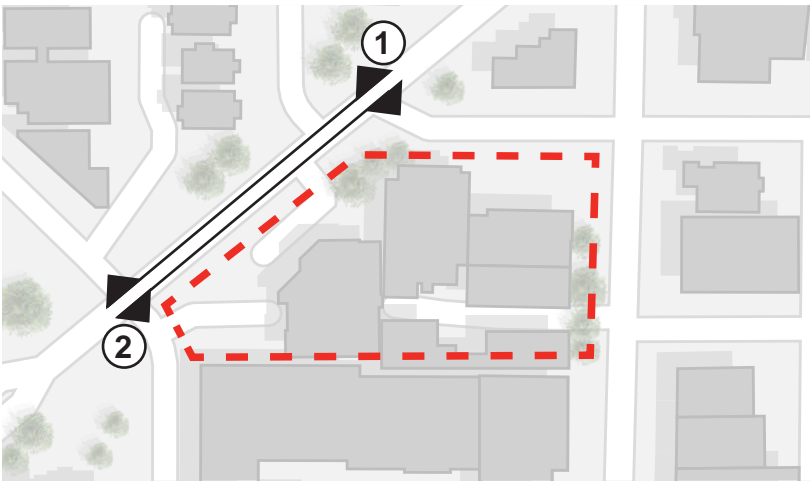
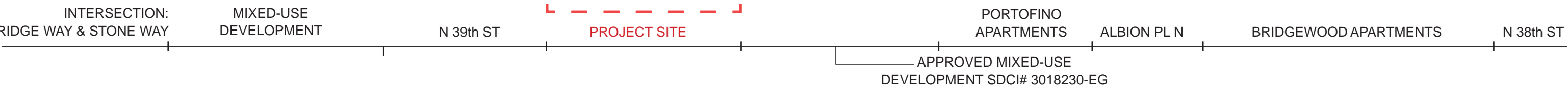
URBAN DESIGN ANALYSIS

N 39TH ST STREETSCAPES [5.4]

① BRIDGE WAY NW VIEW



② BRIDGE WAY SE VIEW



URBAN DESIGN ANALYSIS

BRIDGE WAY N STREETSCAPES [5.4]

① WOODLAND PARK AVE EAST VIEW



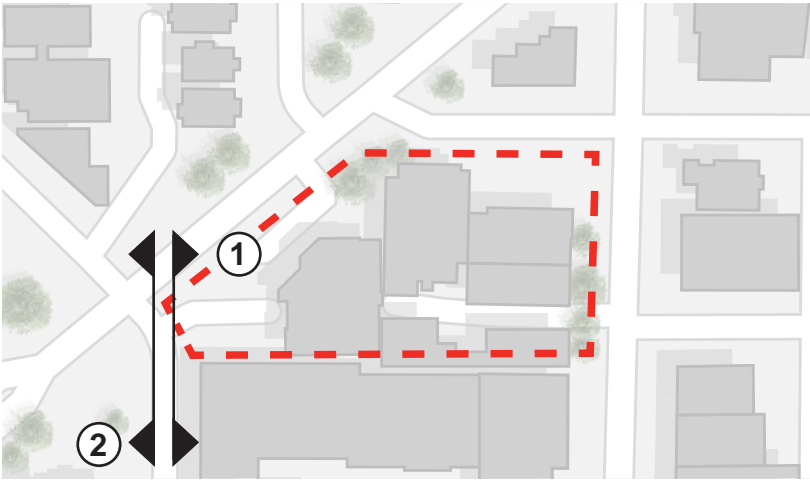
N 38TH ST SURFACE PARKING PORTOFINO APTS APPROVED MIXED-USE DEVELOPMENT SDCI# 3018230-EG BRIDGE WAY N/ WOODLAND PARK AVE N

② WOODLAND PARK AVE WEST VIEW



VERTICAL BAY ARTICULATION

PROJECT SITE THE BOWMAN APARTMENTS OFFICE BUILDING OFFICE BUILDING N 38th ST



URBAN DESIGN ANALYSIS

WOODLAND PARK AVE N STREETSCAPES [5.4]



FORM & MATERIAL

The buildings highlighted represent the diverse mix of type and materials that are present in the neighborhood. This project strives to respect the historic language and character while remaining contemporary and responsive the urban context of the surrounding area

- ① Stone Way Electric Building (Demolished)
- ② Shanon and Wilson Office Building (Seattle Historic Landmark)
- ③ Hamilton International Middle School (Seattle Historic Landmark)
- ④ Lincoln High School (Seattle Historic Landmark)
- ⑤ Inspire Apartment
- ⑥ The Bowman Apartments
- ⑦ Recently Completed Urban Context (Multiple)

URBAN DESIGN ANALYSIS

DESIGN CUES [5.5]



1



2



3



4



5



6

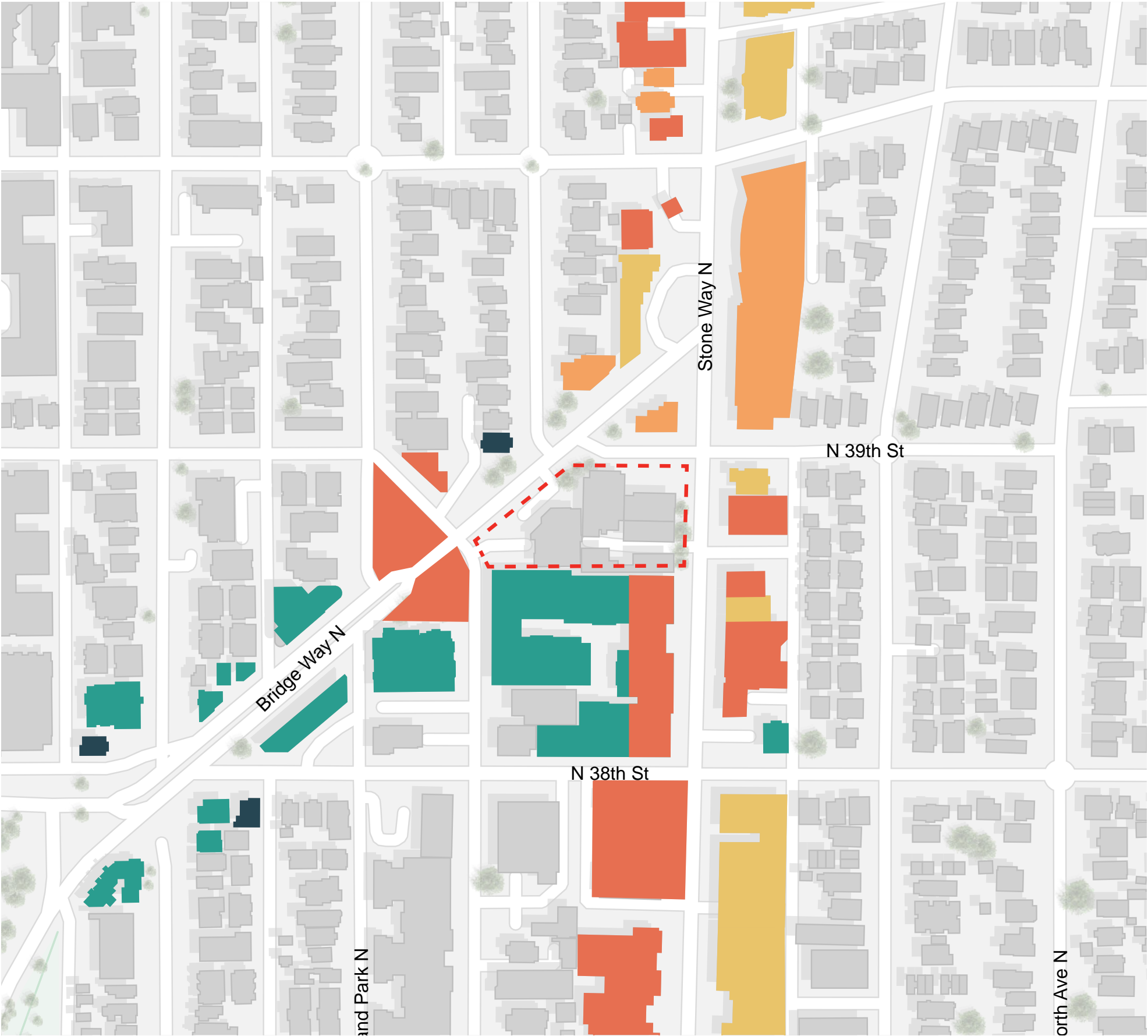
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URBAN DESIGN ANALYSIS

DESIGN CUES [5.5]



KEY

- COMMERCIAL
- MIXED USE
- RETAIL
- MULTI FAMILY
- SINGLE FAMILY

In analyzing the urban pattern and form of the neighborhood, Stone Way N, with its commercial and retail uses, is revealed as a prominent corridor which connects the southern and northern areas of the neighborhood. The abundant retail and commercial uses as shown in this diagram serve to emphasize this fact. The location of program in this design will serve to maintain this corridor and enhance the public realm with appropriate program and designed frontage.



BEMIS BROTHERS BAG CO



NORDIC BUILDING

URBAN DESIGN ANALYSIS

DESIGN CUES: HISTORIC SEATTLE CONTEXT [5.5]

ZONING DATA [6.0]

ADDRESS:	3831 Stone Way N Seattle, WA 98103	AMENITY AREA (27.47A.024)	-Amenity areas shall equal 5% of the total gross floor area in residential use. Excludes areas for MEP, accessory parking. Bio-retention areas qualify as amenity areas. -Minimum Amenity Space:
ZONE:	NC2-75(M1)		
OVERLAY:	Fremont Hub Urban Village		-Amenities shall meet these standards: all residents must have access to at least 1 common or private amenity, shall not be enclosed, common amenity must have a min. horizontal dimension of 10' and no less than 250sf in size, private balconies/decks/patios must have a min. horizontal dimension of 6' and no less than 60sf in area
PERMITTED USES (23.47A.004.A)	Residential Retail sales and services, general: Permitted, limited to 25,000 sf Parking	PARKING ACCESS (23.47A.032)	Proposal complies with Amenity Area Requirements If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1.
STREET LEVEL DEVELOPMENT STANDARDS (23.47A.008.D.2)	The floor of a dwelling unit shall be at least 4' above or below sidewalk grade, or set back at least 10' from the sidewalk. Exception may be granted if an accessible route is not achievable due to site conditions AND the floor is at least 18" above or 4' below average sidewalk grade or set back 10' from the sidewalk AND the visually prominent entry is maintained. Departure requested for Scheme B Departure requested for Scheme C (At SW corner Only)	BICYCLE PARKING (23.54.015.K, TABLE D)	Proposal requests single curb cut off of N 39th St. -Long Term: 1 per dwelling unit -Short Term: 1 per 20 dwelling units Proposed bicycle parking complies
STRUCTURE HEIGHT (23.47A.012)	Base Height Limit: 75'-0" Proposed Structure Height will comply	PARKING COUNT (23.54.015)	Table A for parking for Non-res uses: no parking requirement in hub urban village Table B for parking for Res uses: no parking requirement in hub urban village Approx. 175 parking stalls provided
FLOOR AREA RATIO (23.47A.012)	5.5 Proposed FAR will comply		
SETBACK REQUIREMENTS (23.47A.014.C)	-Required Front Setback (Stone Way): 0-ft -Required Side Setback: 0-ft -Required Rear Setback: 0-ft -Required Upper Level Setback: 8-ft (Average) above 65-ft for all street-facing facades. Scheme B requests departure to remove 8-ft average setback above 65' at Stone Way	SOLID WASTE AND RECYCLABLE STORAGE (23.54.040)	-Mixed use development that contains both residential and non-residential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for non-residential development. In mixed use developments, storage space for garbage may be shared between residential and non-residential uses, but separate spaces for recycling shall be provided. -For development with more than 100 dwelling units, the required minimum area for storage space may be reduced by 15 percent, if the area provided as storage space has a minimum horizontal dimension of 20 feet.
BLANK FACADES (23.47A.008.A)	Blank segments of the street-facing facades between 2'-0" and 8'-0" above the sidewalk may not exceed 20'-0" in width. The total amount of all blank facade segments may not exceed 40% of the width of the facade. Proposal complies with Blank Facade Requirements		Table A: Residential - 575 square feet plus 4 square feet for each additional unit above 100 Non-Residential - 125sf (5,001-15,000sf) Proposed waste and recyclable storage area complies

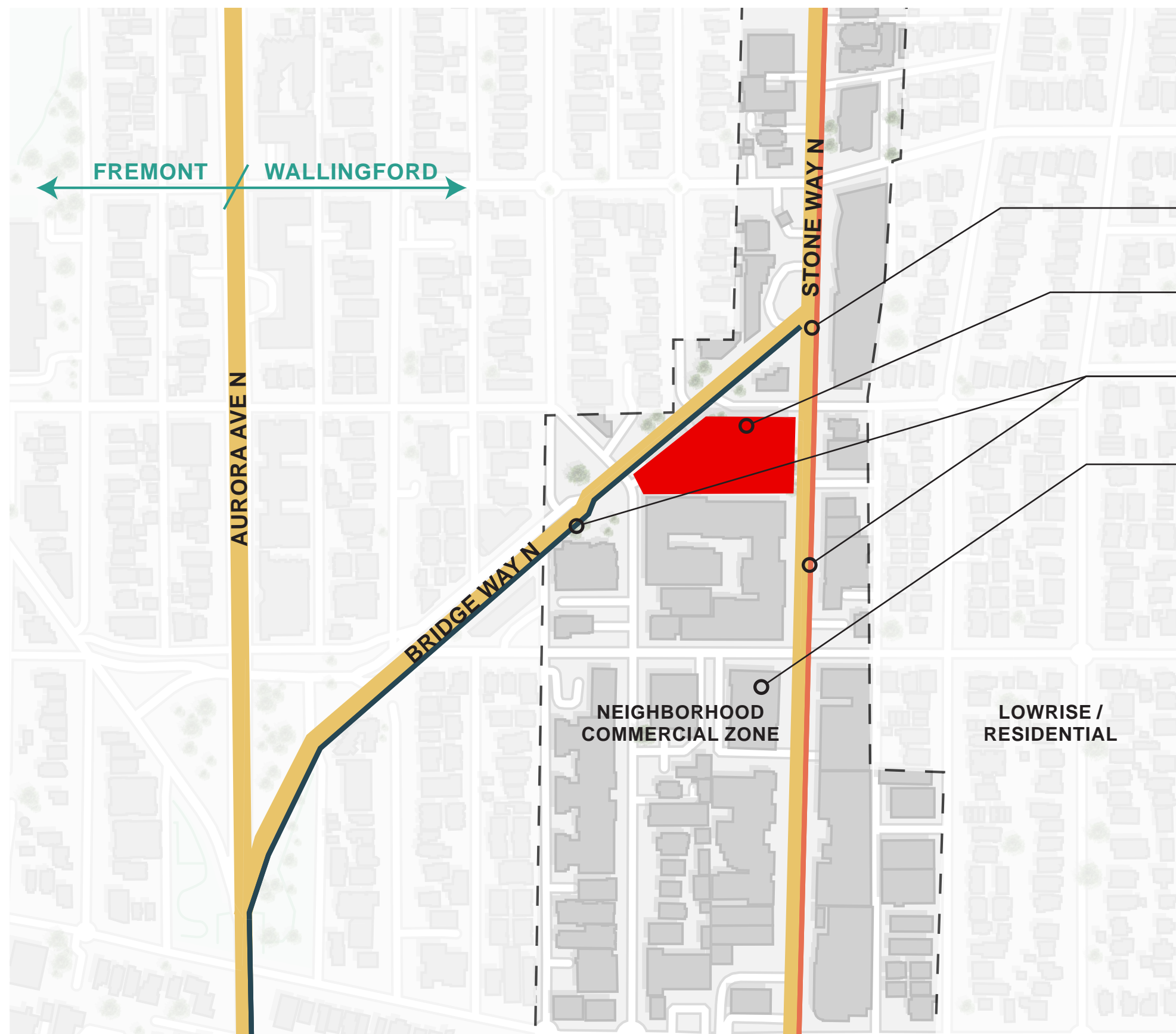
ZONING DATA [6.1]

DESIGN GUIDELINES [7.0]

<div><div>CS2 URBAN PATTERN AND FORM</div><div>A. Location in the City and Neighborhood</div></div>	<div><div>1.</div><div>Sense of Place: Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.</div></div> <div><div>2.</div><div>Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a “high-profile” design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality material</div></div>	<div>Wallingford is a thriving community with a rich history of commercial and residential districts. Situated east of Aurora Avenue and north of Lake Union, it experienced much of its growth during the early 1900's and is home to a diverse collection of bungalows, box houses, brick apartment buildings, retail, and commercial buildings. The preferred scheme is influenced by the historic brick construction common throughout the neighborhood while taking cues from modern interpretations nearby and around the city. Given the gateway nature of the site, the building strives to be a prominent feature and is massed to maintain a strong street edge on all three street-facing facades. Large retail storefronts separated by masonry pilasters at regular intervals along Stone Way provide a rich public-realm while the residential lobby located mid-block provides residents direct access through the lobby to an internal courtyard.</div>
<div><div>CS2 URBAN PATTERN AND FORM</div><div>C. Relationship to the Block</div></div>	<div><div>1.</div><div>Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block</div></div> <div><div>2.</div><div>Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design. Consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block</div></div>	<div>The building, situated on a high profile site, is centrally located and acts as a gateway to the rest of the Wallingford neighborhood. It will be visible from both Bridge Way N and Stone Way N as car and foot traffic moves north and south along these corridors. The preferred massing accentuates the commercial core of Stone Way N by maintaining a strong street edge with a high-quality materiality that is influence by the historic neighborhood context. Facades are broken up with vertical articulation where the massing peels back and opens up to views out towards Lake Union, downtown, and the mountains beyond. These reveals help maintain scale with neighboring context while the ground story is modulated with masonry pilasters providing a rhythmic alternation of storefront and punched openings that wrap around the site.</div>
<div><div>CS3 ARCHITECTURAL CONTEXT AND CHARACTER</div><div>A. Emphasizing Positive Neighborhood Attributes</div></div>	<div><div>1.</div><div>Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials</div></div>	<div>The building concept aims to connect the historic and modern context found in the neighborhood. Thick masonry walls with punched openings wrap the site and provide a strong urban presence that takes cues from historic development throughout the neighborhood. A secondary, more contemporary language weaves together the masonry with a lighter and more glazed frame language. Due to the unique triangular shape of the site, the secondary language helps to create lanterns at special corners where the building opens up for balconies and views out over the city. This lighter frame language also serves to open up the southern facade of the building giving way to natural light the courtyard and views around and over the adjacent development.</div>

PL2 WALKABILITY B. Safety and Security	1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies, and street-level use	The preferred design maintains high visibility on all sides of the project while maintaining privacy at ground story residential units with private patios and landscaping buffers. High-traffic retail is situated along Stone Way N to maintain the vibrancy of the commercial corridor with residential uses located on the secondary facades.
PL3 STREET-LEVEL INTERACTION A. Entries	1b. Retail Entries should include adequate space for several patrons to enter and exit simultaneously, preferably under cover from weather. 1c. Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk	The high-traffic retail is situated along Stone Way at the active corners of the site and is set between masonry pilasters with generous spacing allowing for abundant retail frontage and comfortable circulation. At the middle of the block along Stone Way N, the massing of the building is modulated so that the secondary language meets the ground. This reveal is set back from the face of the adjacent retail to provide a unique, recessed, and more private residential entry. Canopies and signage will identify ground story use and provide cover to pedestrians.
DC2 ARCHITECTURAL CONCEPT B. Architectural Facade Composition	1. Façade Composition: Design all building facades—including alleys and visible roofs considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building	The building massing is broken down into well-proportioned bays of two rich alternating languages. The primary, high-quality masonry language contains regular, well-proportioned window and ground story openings while a delicate and lighter secondary language provides relief to the masonry. This gives a comfortable scale to the building while highlighting corners and special moments that open to views and daylight. At the adjacent development, the secondary language wraps the southern facade, opening the building up to natural light and gorgeous views towards the south.
DC4 EXTERIOR ELEMENTS AND FINISHES 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	All exterior building materials will be of high quality and have a high degree of permanence. The materials will be well suited to the Seattle Climate and will be detailed such that they are beautiful at both a macro and micro scale.

ARCHITECTURAL MASSING CONCEPTS [8.0]



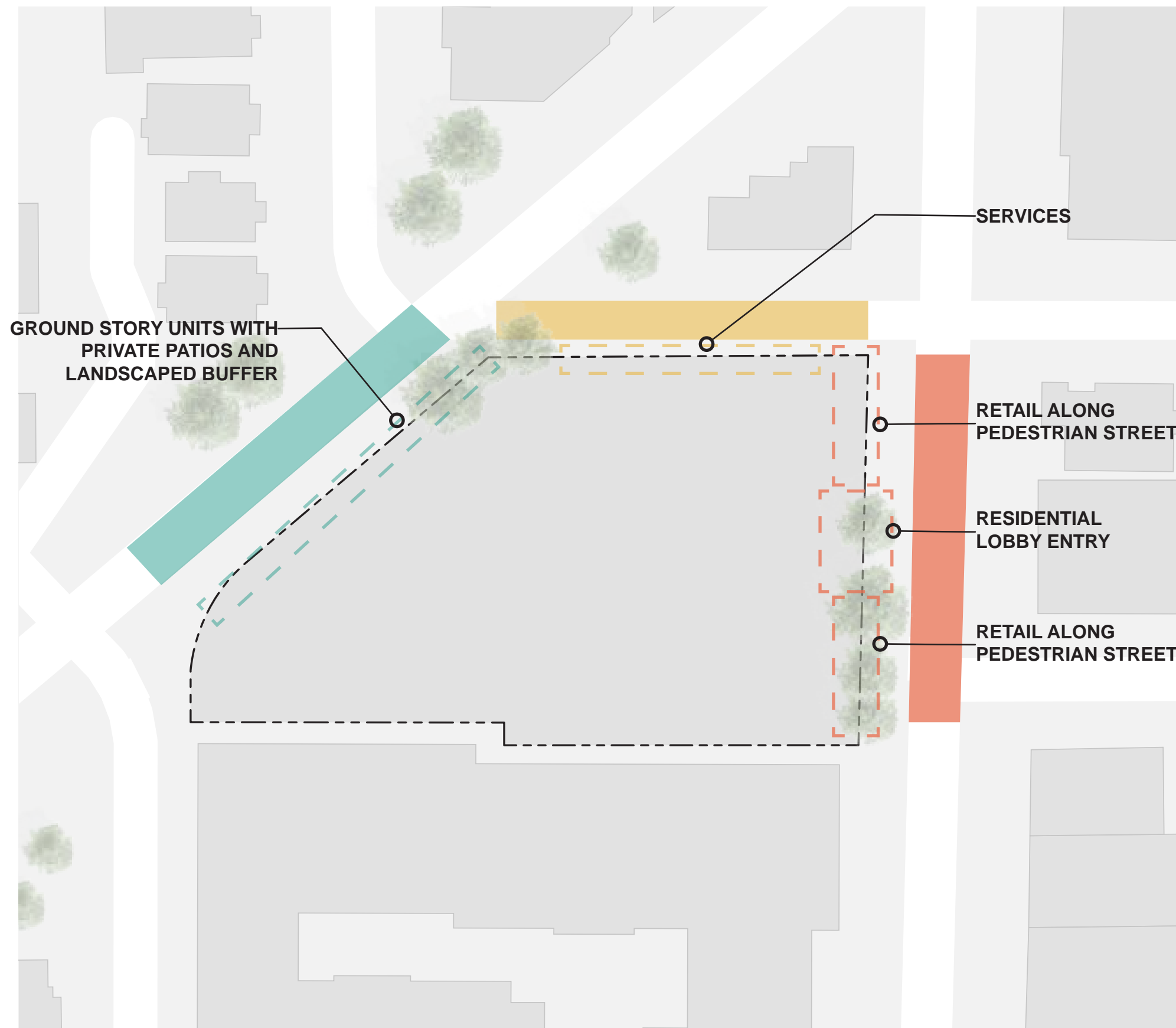
- Highly visible at the intersection of two high-traffic pedestrian and vehicular streets (CS2.A)
- Irregular shaped site engages with the neighborhood in multiple directions (CS2.A)
- Gateway to the heart of the Wallingford neighborhood via two major routes (CS2.A)
- Central anchor to the neighborhood commercial district (CS3.A)

KEY

- PROJECT SITE
- MAJOR ROUTES
- PEDESTRIAN CIRCULATION
- VEHICULAR CIRCULATION
- ↔ NEIGHBORHOOD BOUNDARY

ARCHITECTURAL MASSING CONCEPTS

SITE CONTEXT | GATEWAY SITE



STONE WAY N

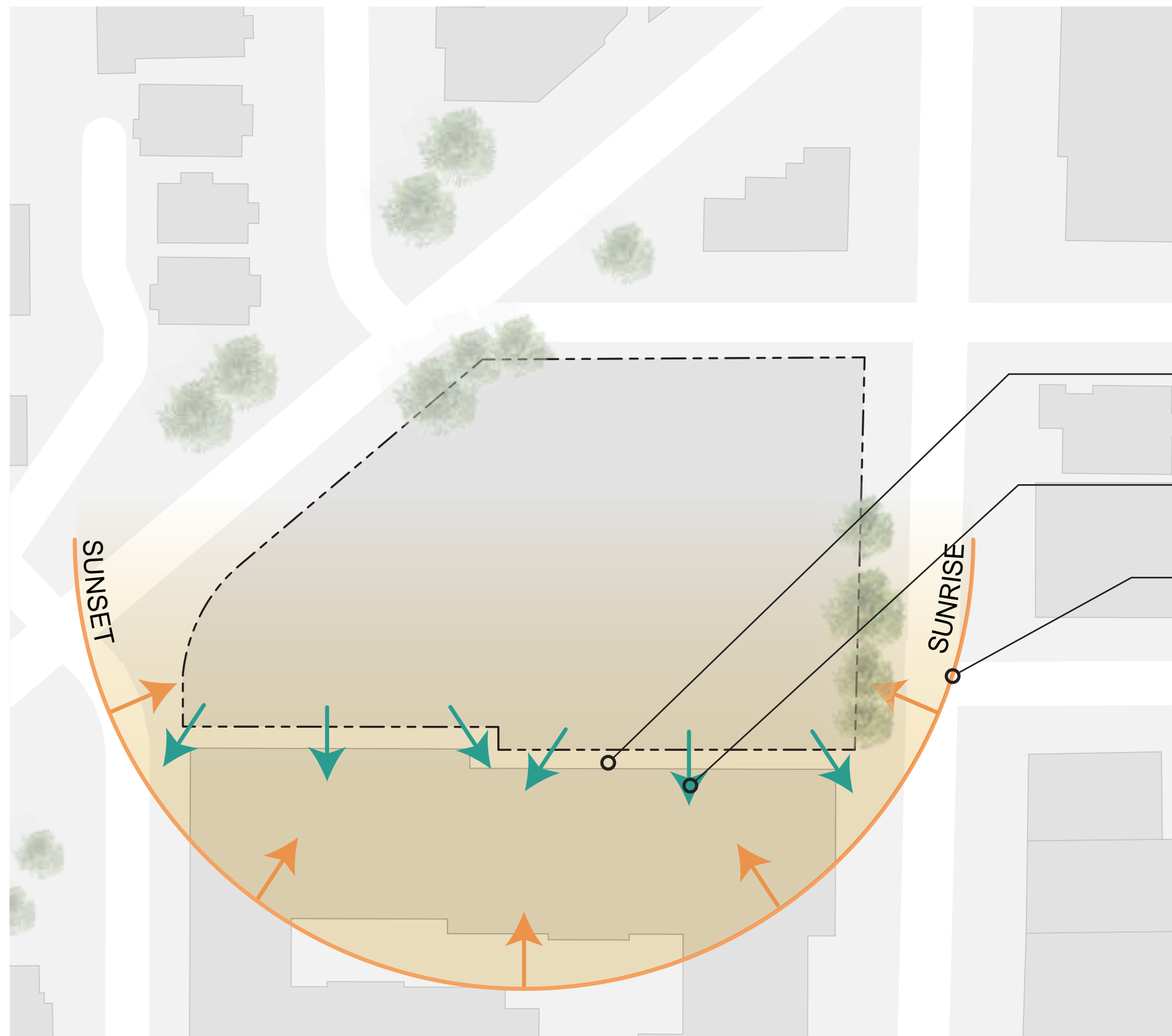
- Primary pedestrian and commercial street
- Ideal frontage for retail & residential lobby program

BRIDGE WAY N

- Primary vehicular circulation
- Provides access to and from Aurora Ave

N 39TH ST

- Side street connecting Bridge Way N and Stone Way N with the shortest frontage
- Ideal frontage for service and utility program



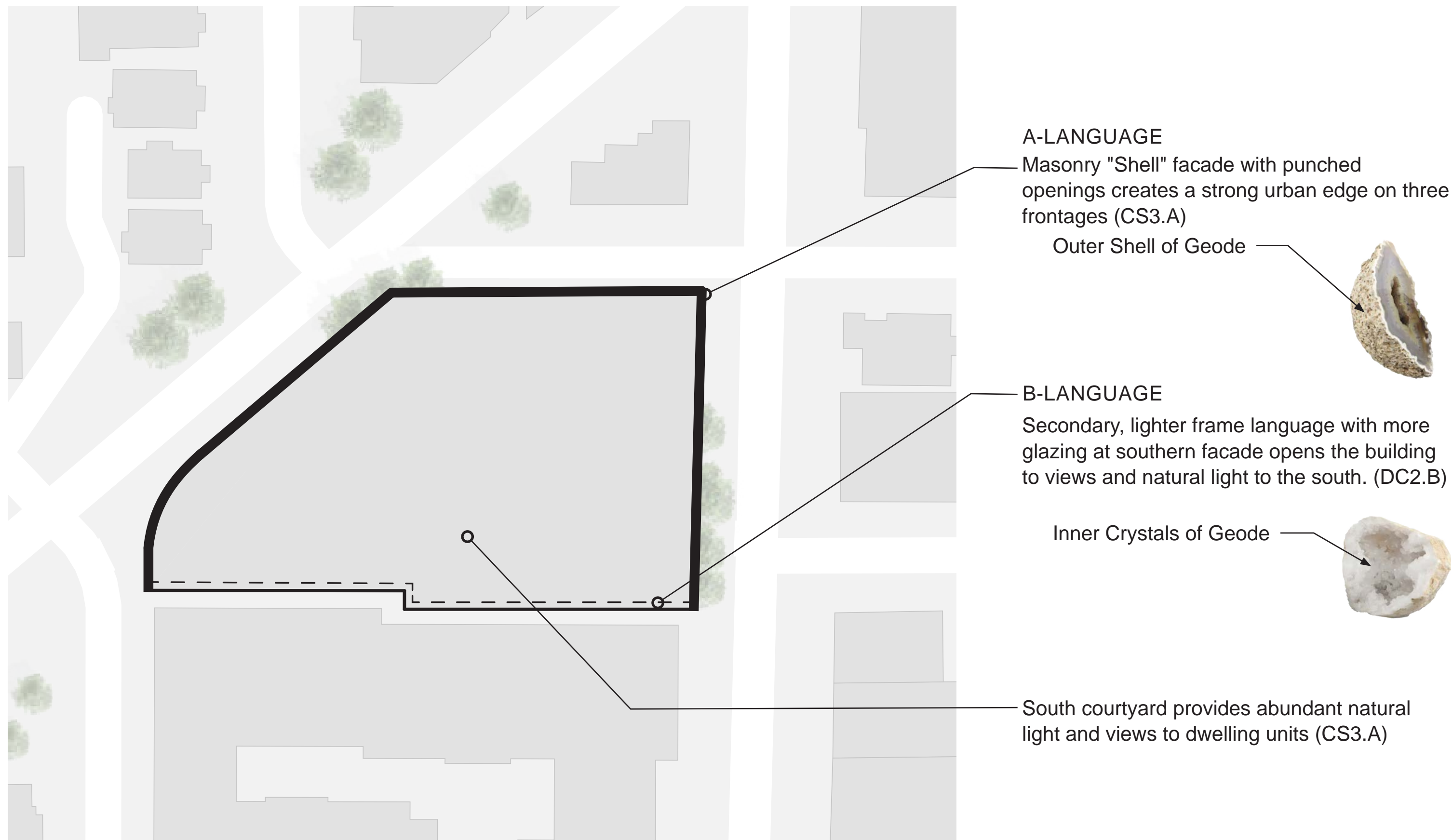
Respectful neighbor. Massing break up along Southern property line. (CS2.3)

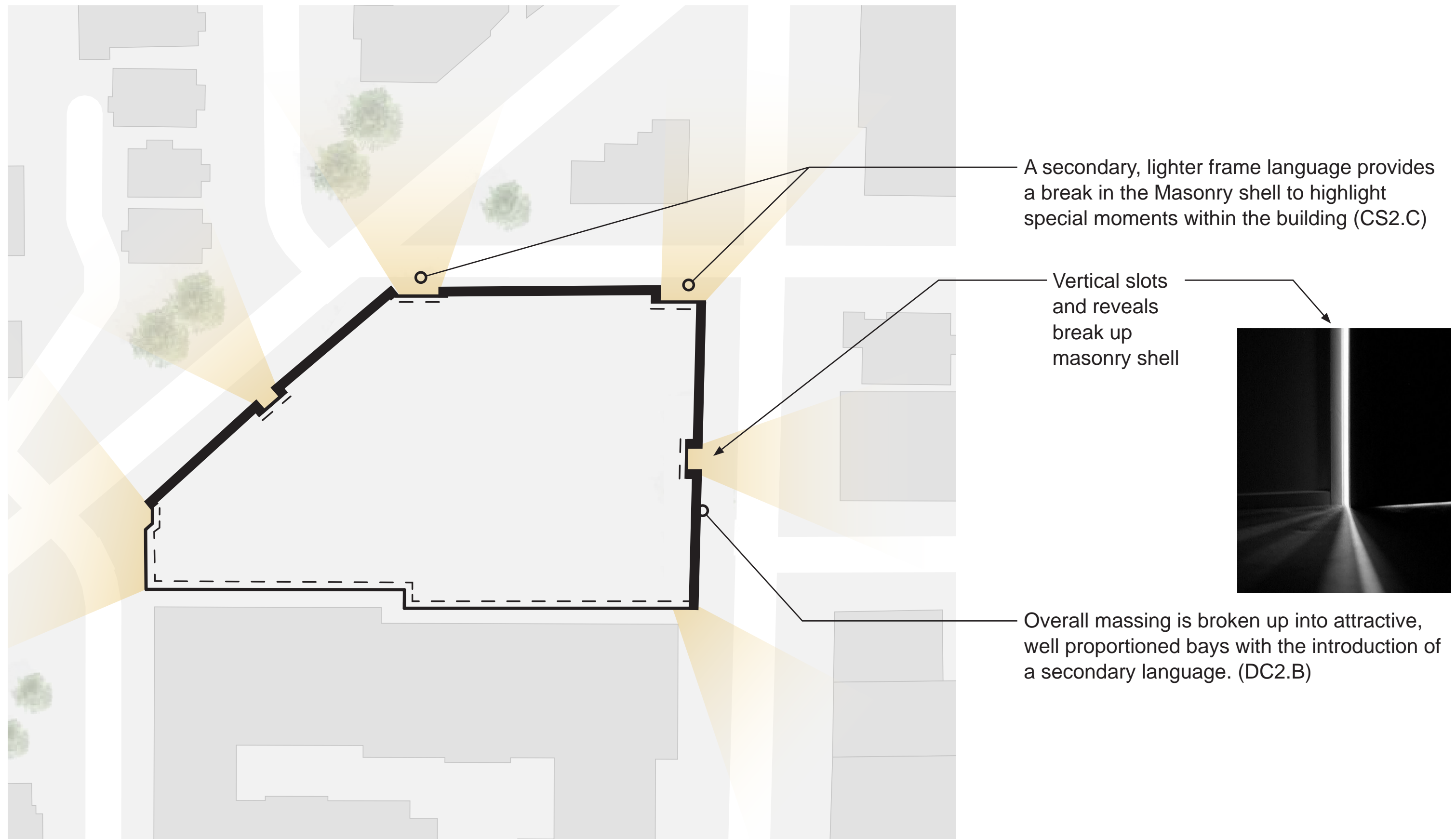
Access to stunning views. (CS3)

Maximize southern exposure/natural light to as many units as possible. (DC2.B)

ARCHITECTURAL MASSING CONCEPTS

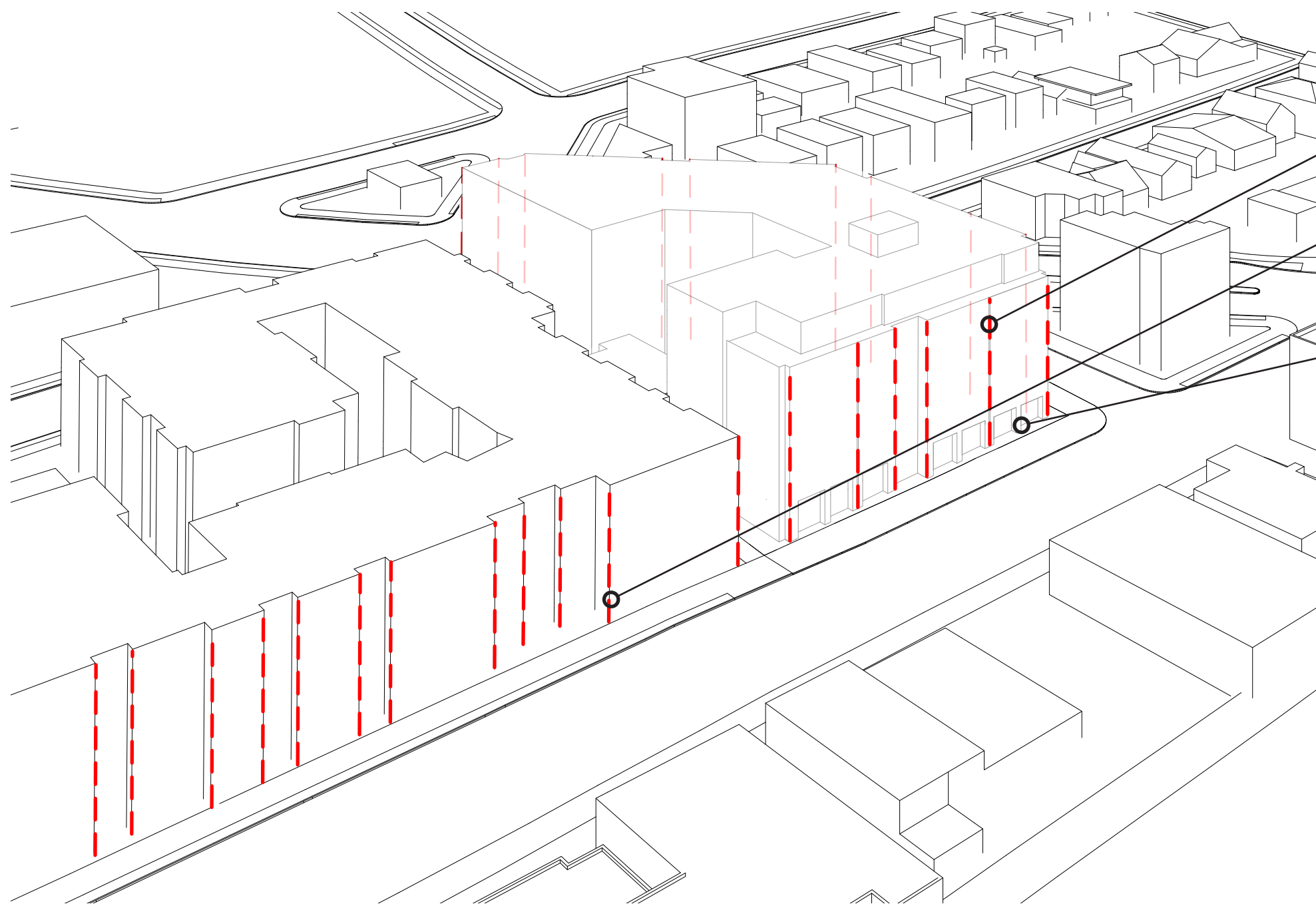
CONTEXT | ORIENTATION





ARCHITECTURAL MASSING CONCEPTS

SPECIAL MOMENTS



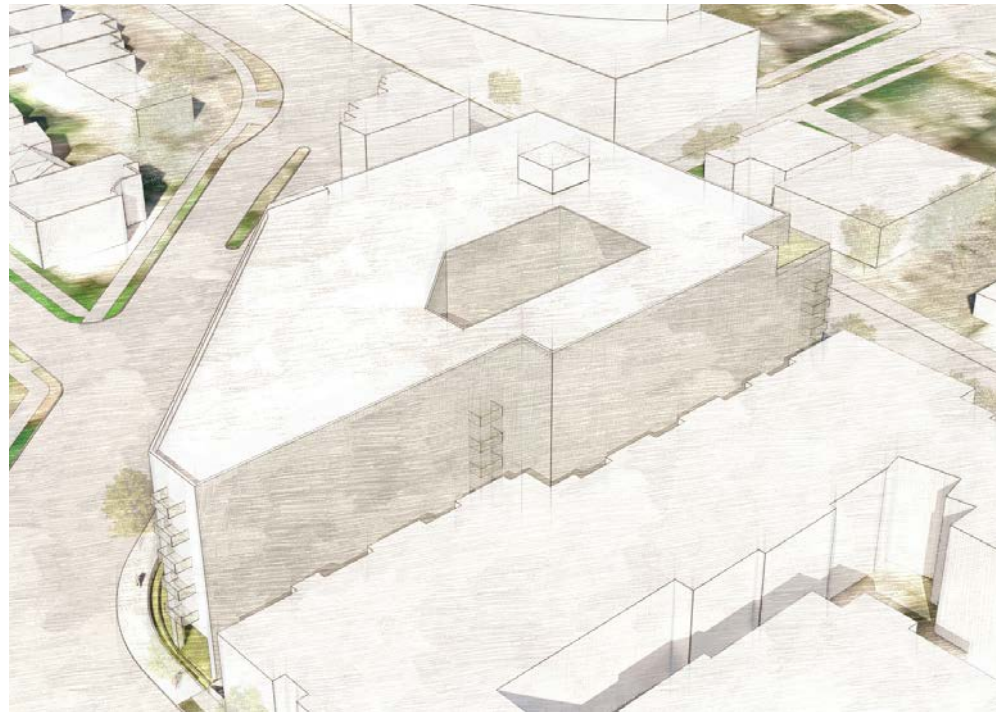
- Facade is broken up into smaller, Well-proportioned bays. (PL3.A, DC2.B)
- Vertical articulation picks up on existing context and continues the pedestrian experience along Stone Way N (CS3.A)
- Pilasters provide rhythm to the pedestrian experience and enhance storefronts (PL3.A)



VERTICAL ARTICULATION;
WELL PROPORTIONED BAYS

ARCHITECTURAL MASSING CONCEPTS

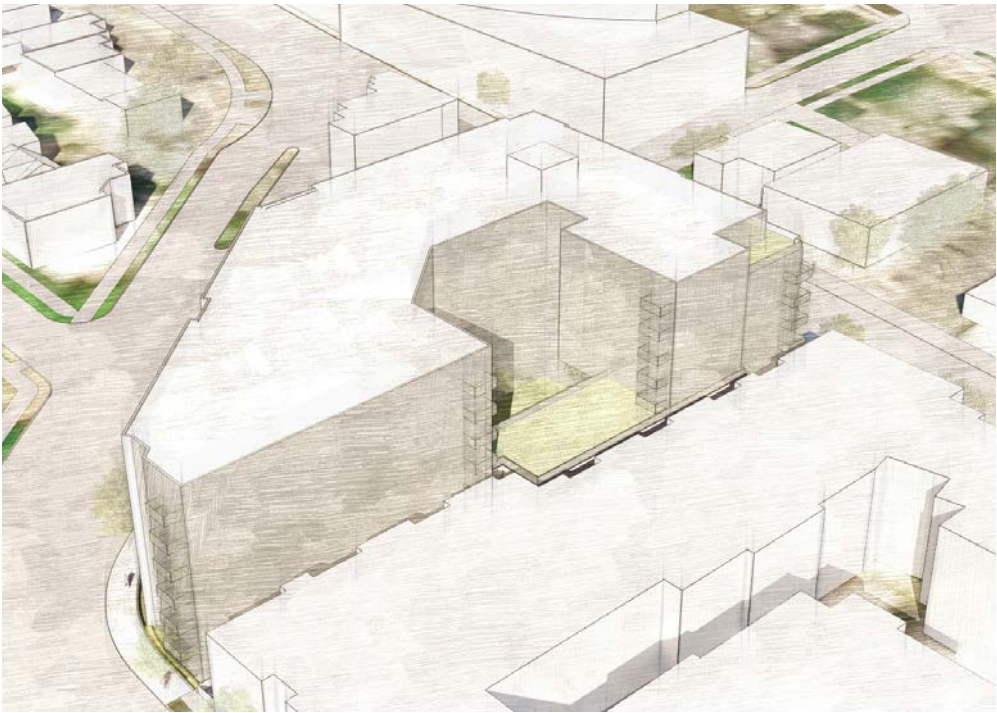
VERTICAL ARTICULATION



SCHEME A (CODE COMPLIANT)



SCHEME B



SCHEME C (PREFERRED)

OPPORTUNITIES :

- No departures requested
- Maximized FAR
- Highest unit density

CONSTRAINTS :

- Building reads as a single mass with little articulation.
- Fully enclosed courtyard which creates a limitation on privacy and natural light
- 7 story wall in close proximity to adjacent building to the South

OPPORTUNITIES :

- Reduced massing with partial facade break into courtyard along N 39th st.
- Increased daylight into courtyard units.

CONSTRAINTS :

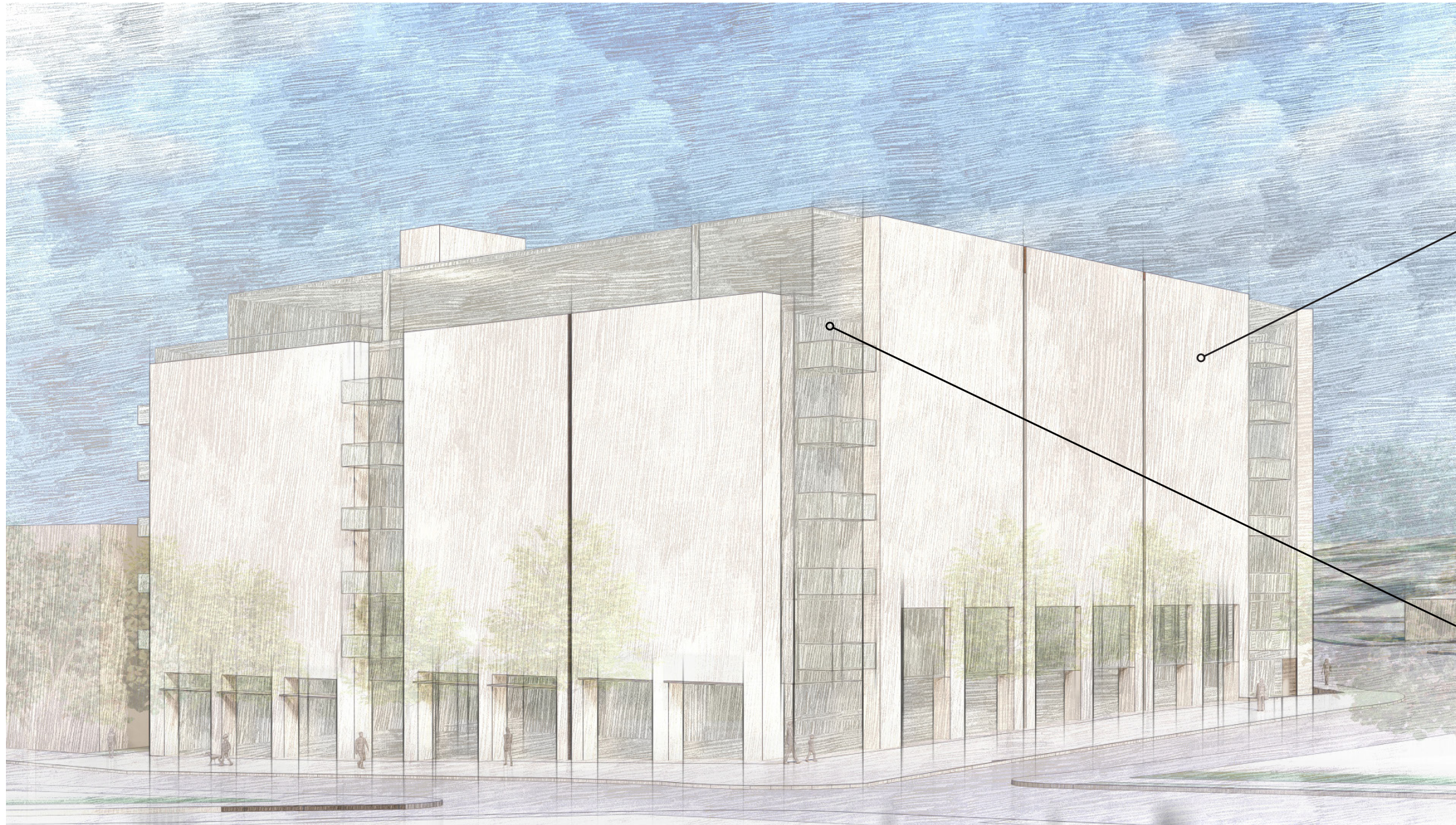
- Requires multiple departures. (3)
- North facing courtyard units have minimal view with less than ideal natural daylight.
- Broken urban edge at N 39th St.
- 7 story wall in close proximity to adjacent building to the South.

OPPORTUNITIES :

- The building utilizes less FAR in exchange for a more modulated massing.
- Material breaks at the corners to decrease scale of building mass.
- The Southern courtyard is ideal for bringing the most natural daylight to the most units.
- Maximizes the number of units with views to the South, including courtyard units.
- The Southern courtyard reduces the mass adjacent to the neighboring building to the South and allows more daylight to neighboring units along the property line.
- Urban edge on the (3) street-facing sides of the building.

CONSTRAINTS :

- Requires (2) departures



A-LANGUAGE

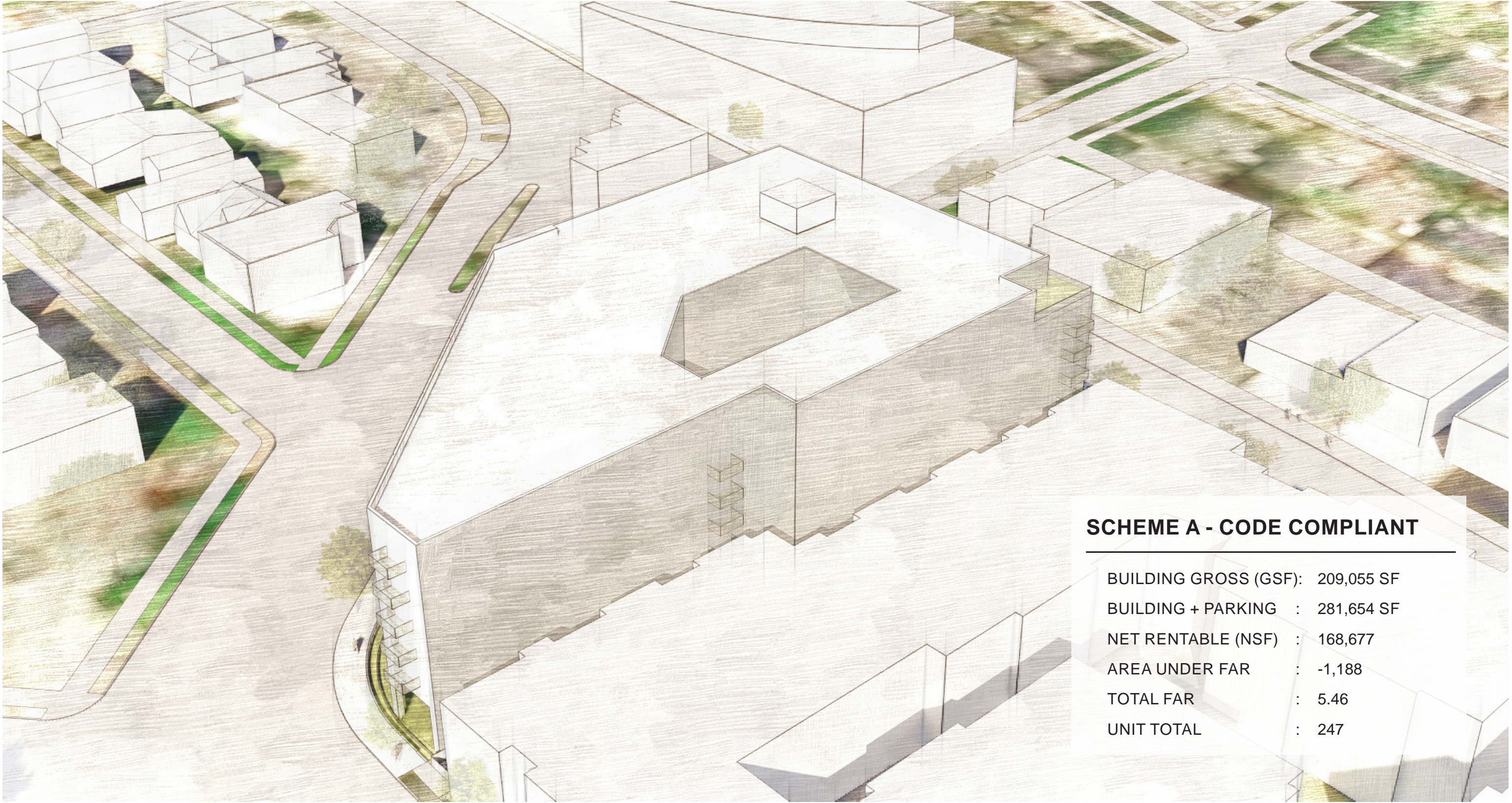


B-LANGUAGE

Taking cues from contemporary masonry and metal materials, the massing is broken up into two languages. The A-language, a more solid and robust language, serves as the shell or wrapper of the building while the b-language, a lighter, more transparent language, serves to modulate the mass, as well as to expose special moments within the building to stunning views and daylight.

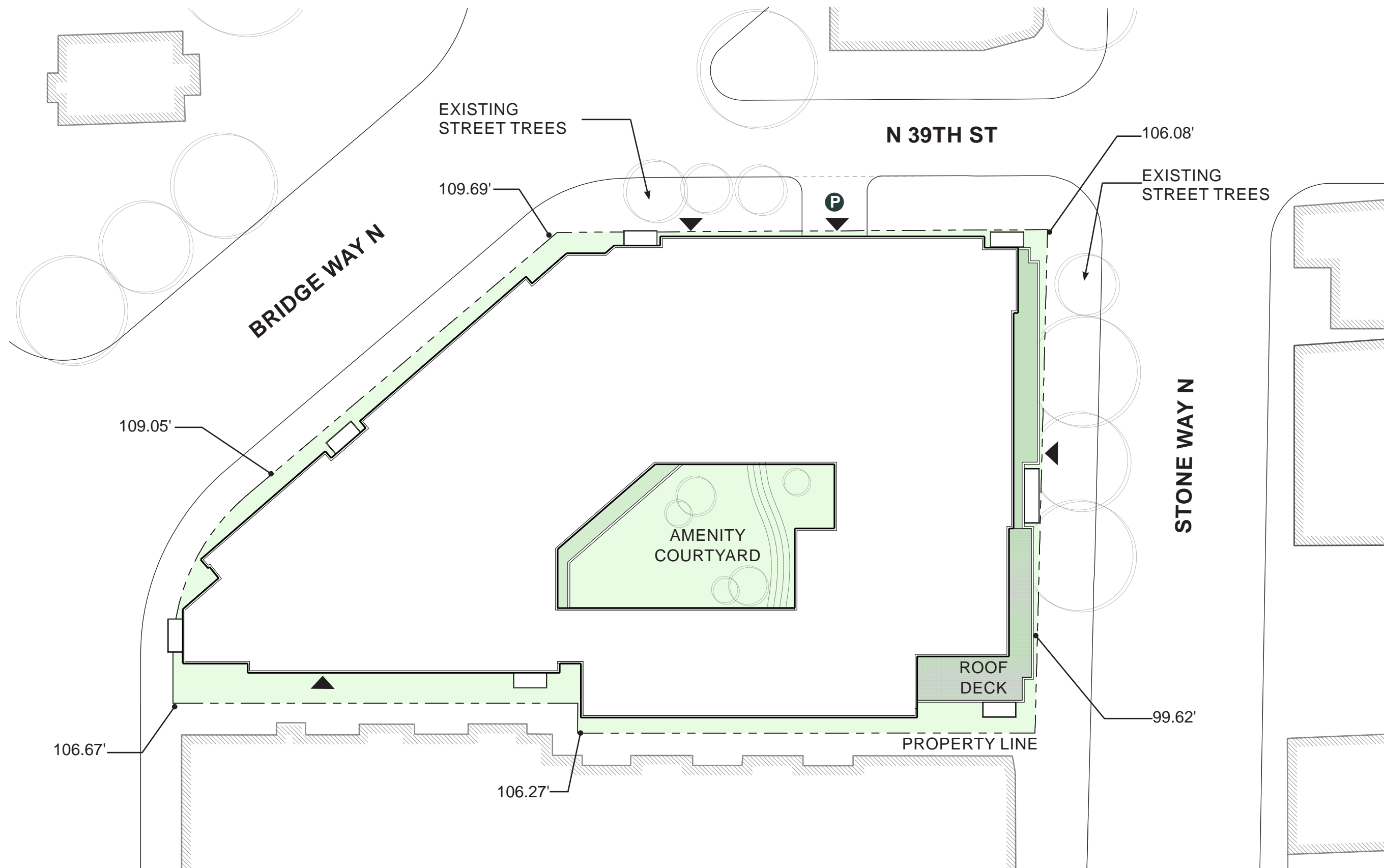
ARCHITECTURAL MASSING CONCEPTS

MASSING AND MATERIALS [8.8]



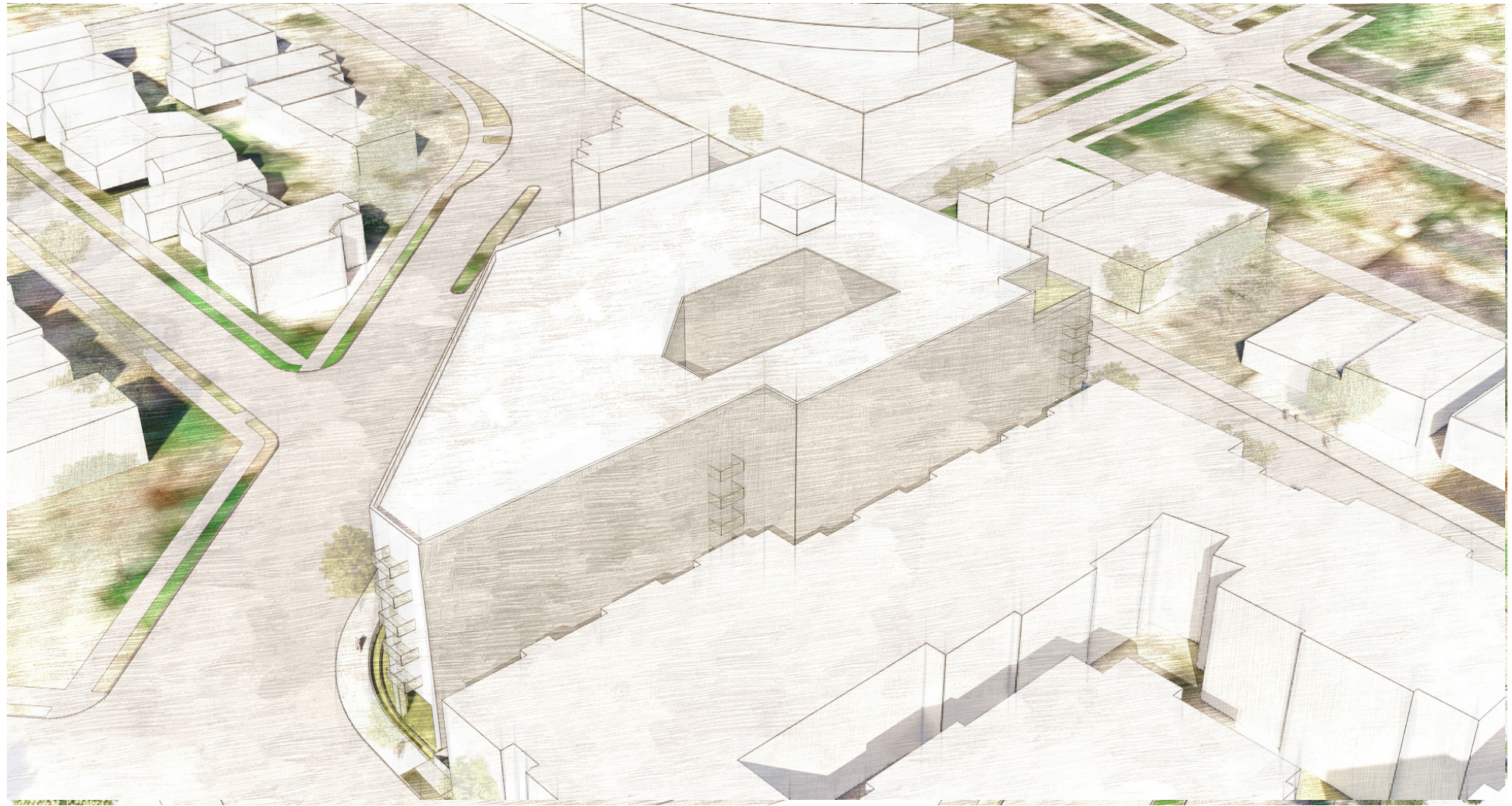
SCHEME A - CODE COMPLIANT

BUILDING GROSS (GSF):	209,055 SF
BUILDING + PARKING :	281,654 SF
NET RENTABLE (NSF) :	168,677
AREA UNDER FAR :	-1,188
TOTAL FAR :	5.46
UNIT TOTAL :	247



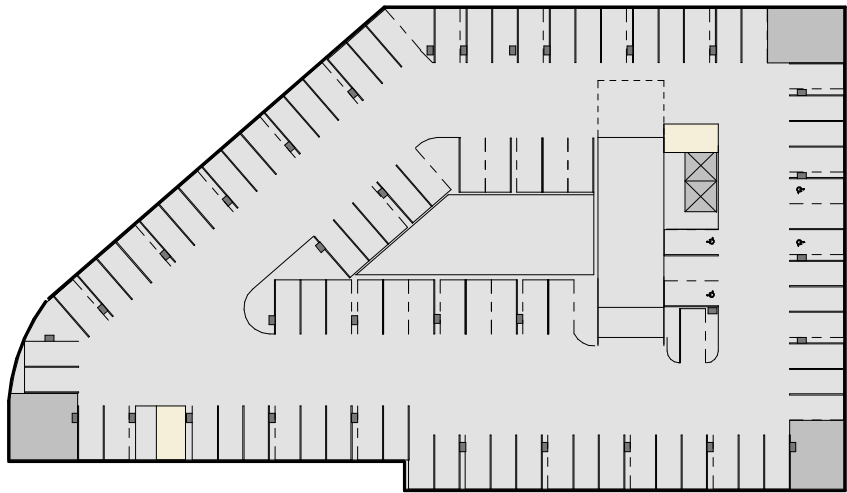
ARCHITECTURAL MASSING CONCEPTS

SCHEME A - SITE PLAN [8.5]

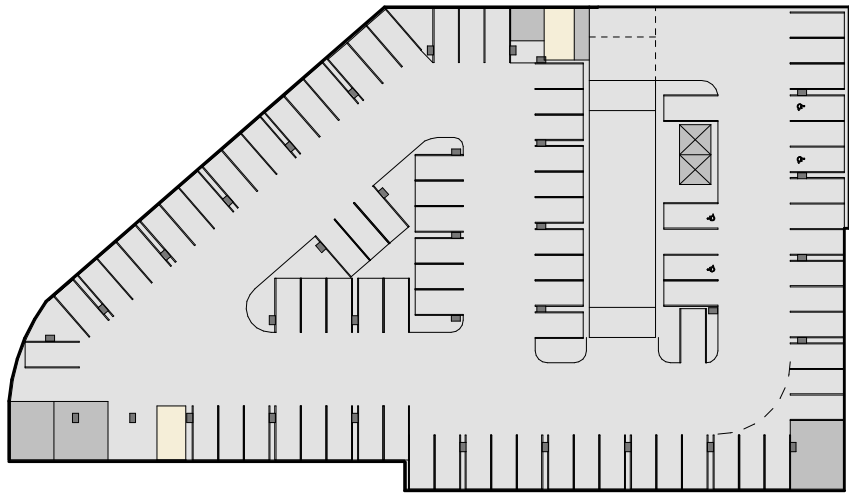


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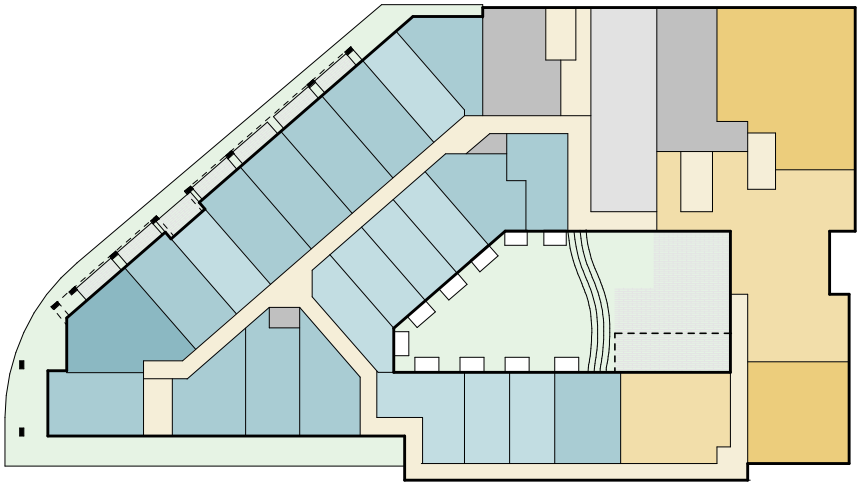
- RESIDENTIAL LOBBY / AMENITY
- COMMERCIAL
- RESIDENTIAL UNITS
- ROOF DECK
- UTILITY



LEVEL P2



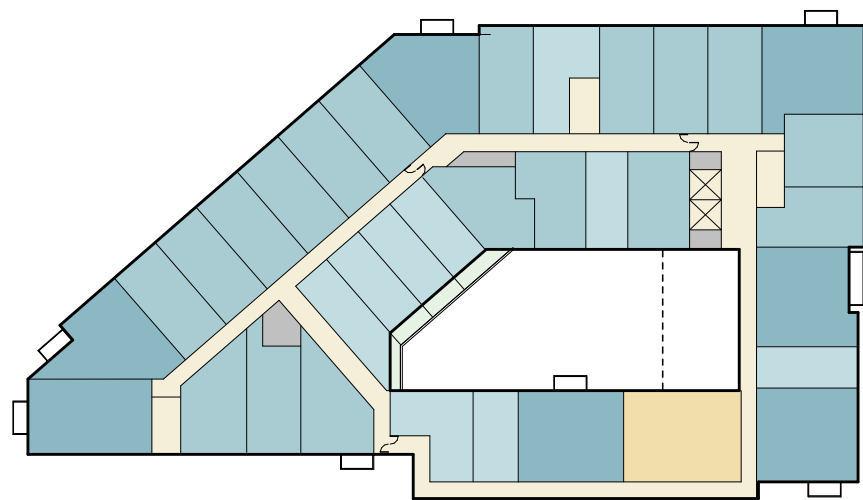
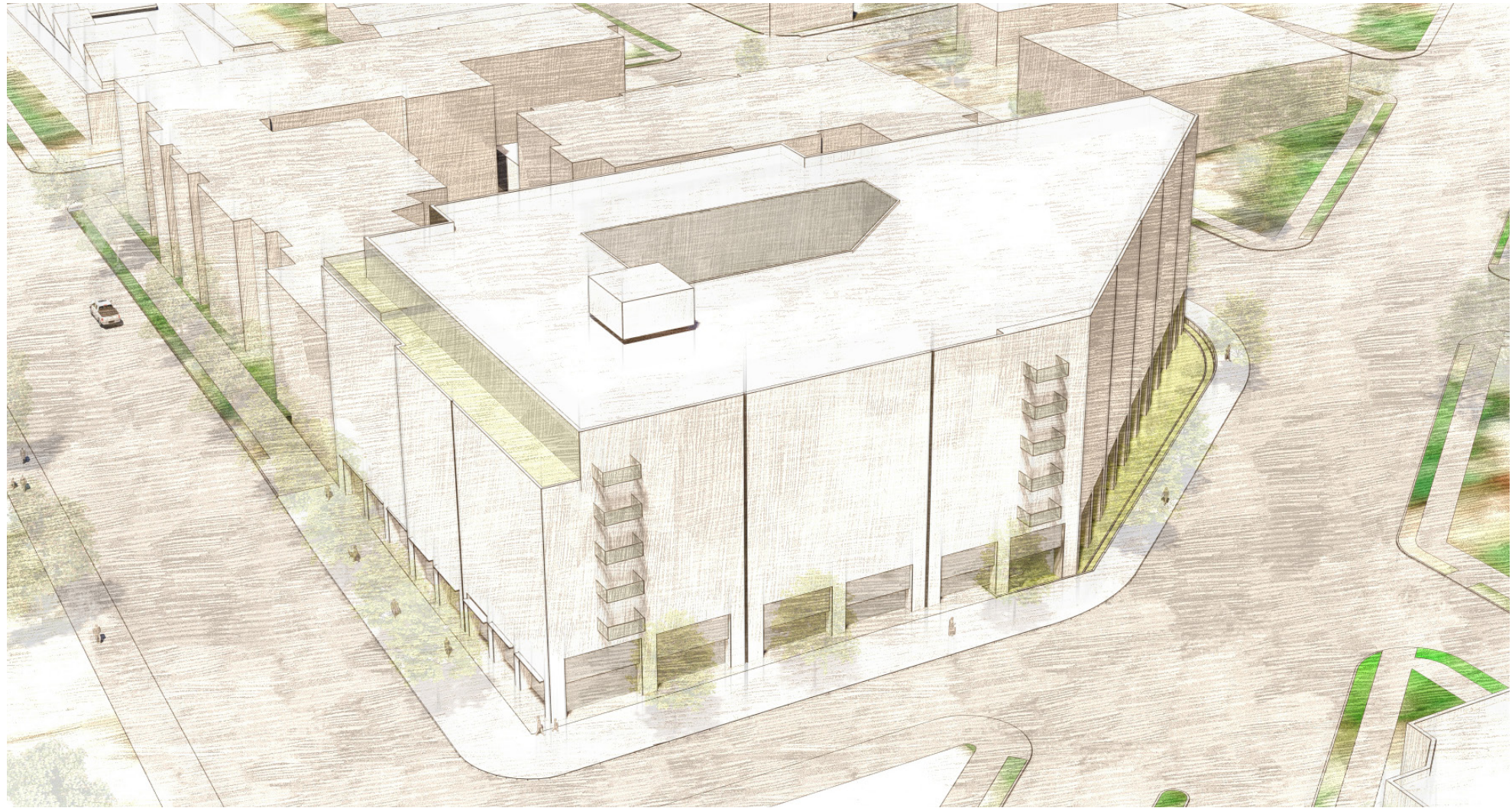
LEVEL P1



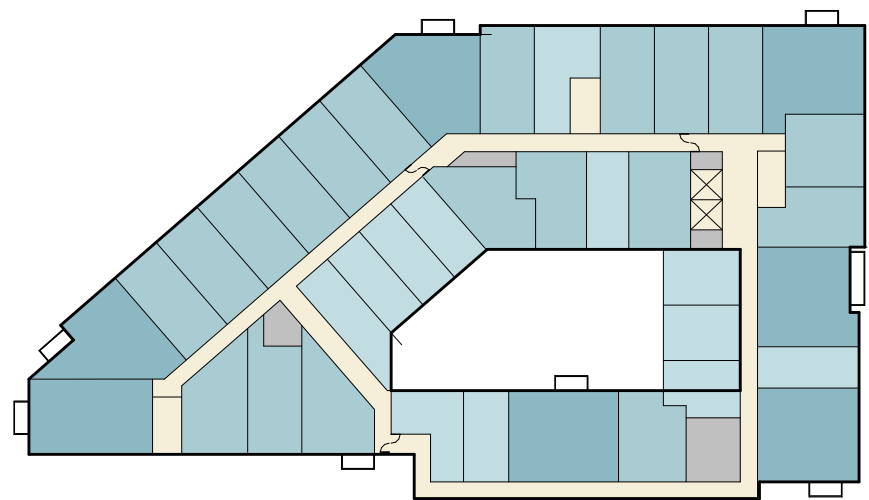
GROUND LEVEL

ARCHITECTURAL MASSING CONCEPTS

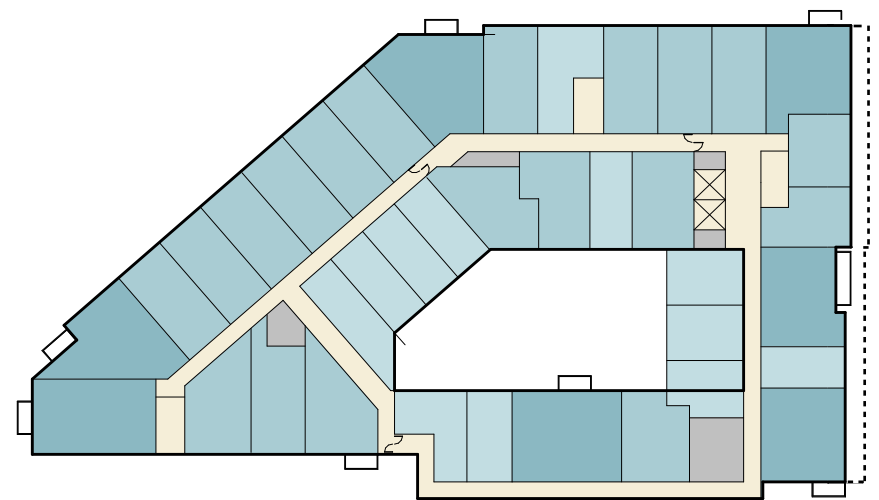
SCHEME A [8.1, 8.4]



LEVEL 2



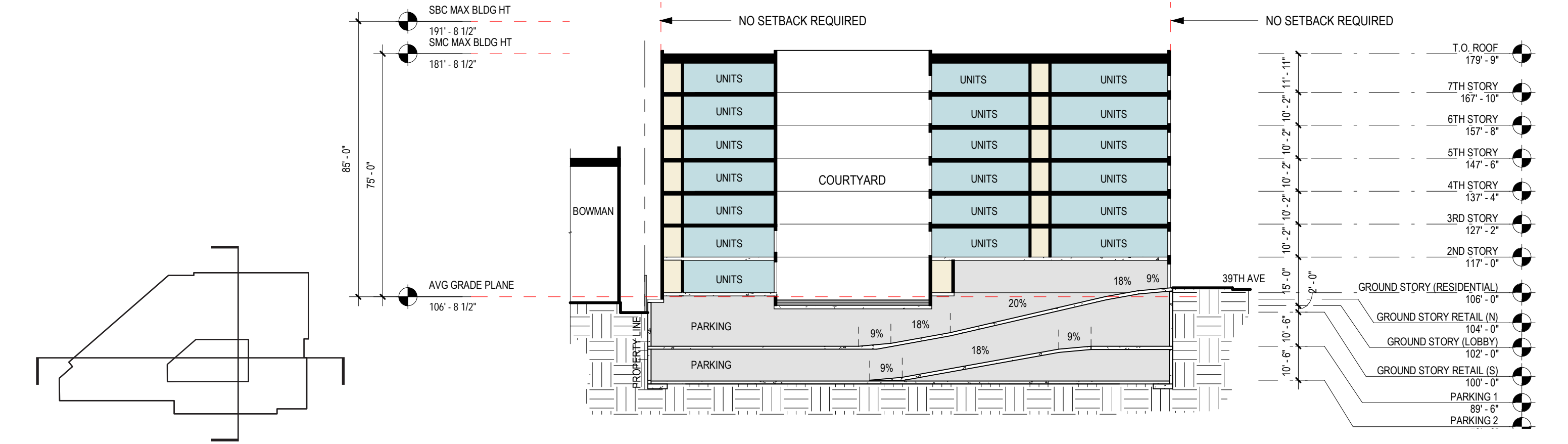
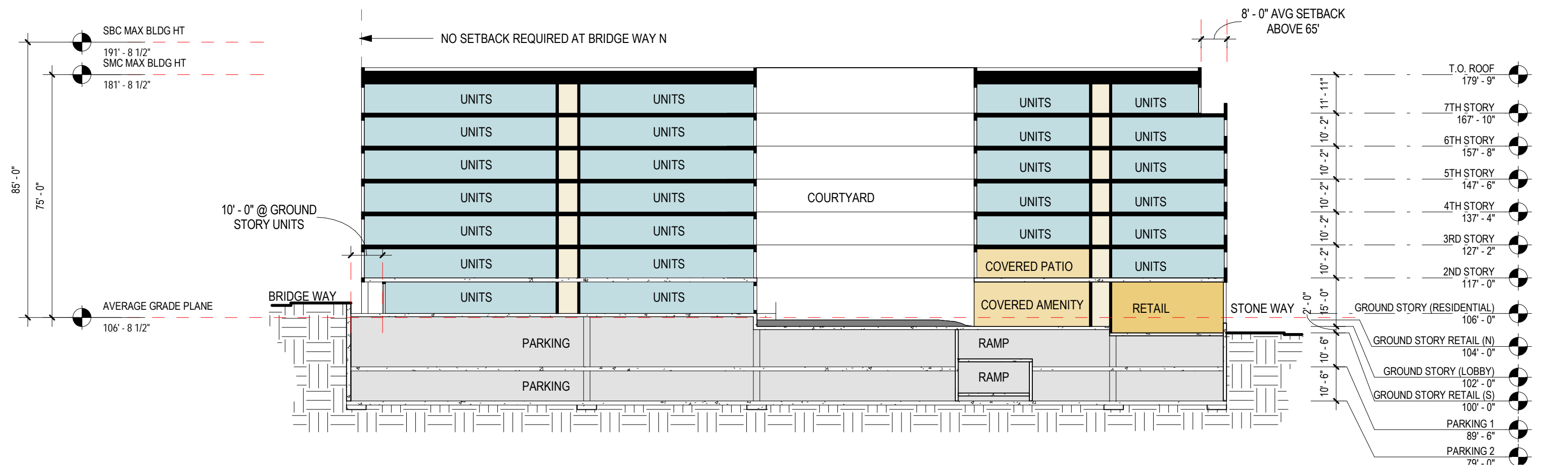
LEVEL 3-6



LEVEL 7

ARCHITECTURAL MASSING CONCEPTS

SCHEME A [8.1, 8.4]



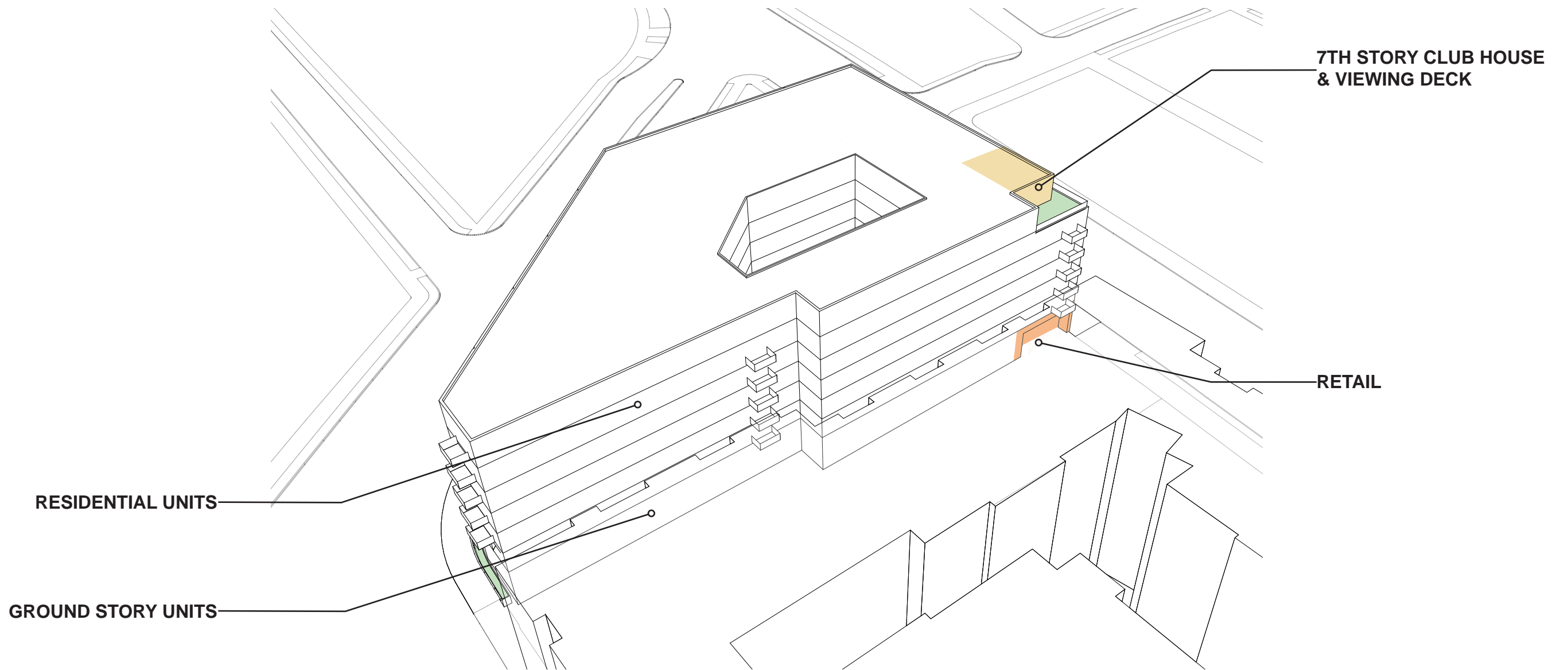
ARCHITECTURAL MASSING CONCEPTS

SCHEME A - BUILDING SECTIONS [8.4]



ARCHITECTURAL MASSING CONCEPTS

SCHEME A - USE DIAGRAM [8.6-8.7]



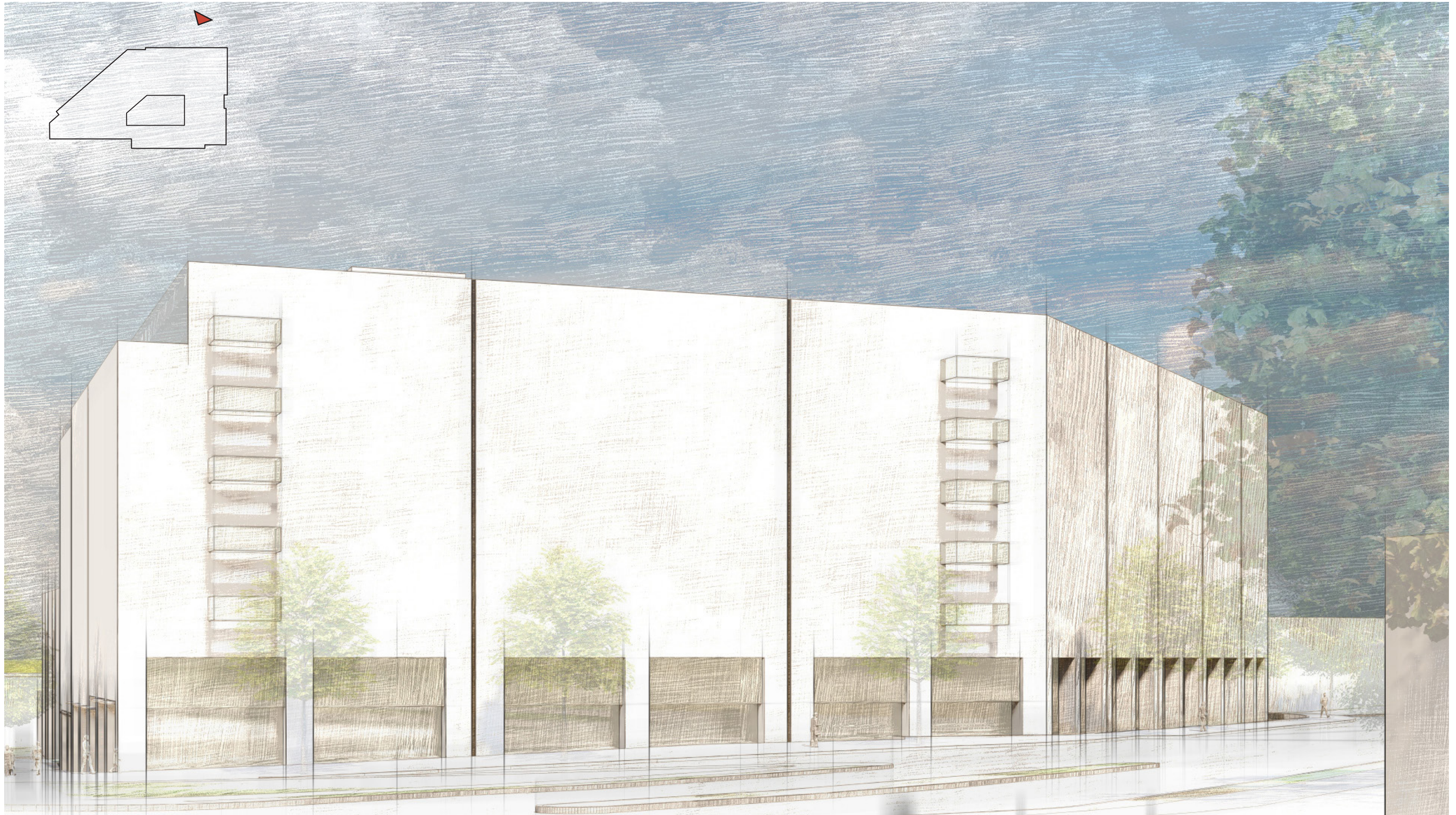
ARCHITECTURAL MASSING CONCEPTS

SCHEME A - USE DIAGRAM [8.6-8.7]



ARCHITECTURAL MASSING CONCEPTS

SCHEME A - 3D VIEWS [8.6-8.7]



ARCHITECTURAL MASSING CONCEPTS

SCHEME A - 3D VIEWS [8.6-8.7]



ARCHITECTURAL MASSING CONCEPTS

SCHEME A - 3D VIEWS [8.6-8.7]



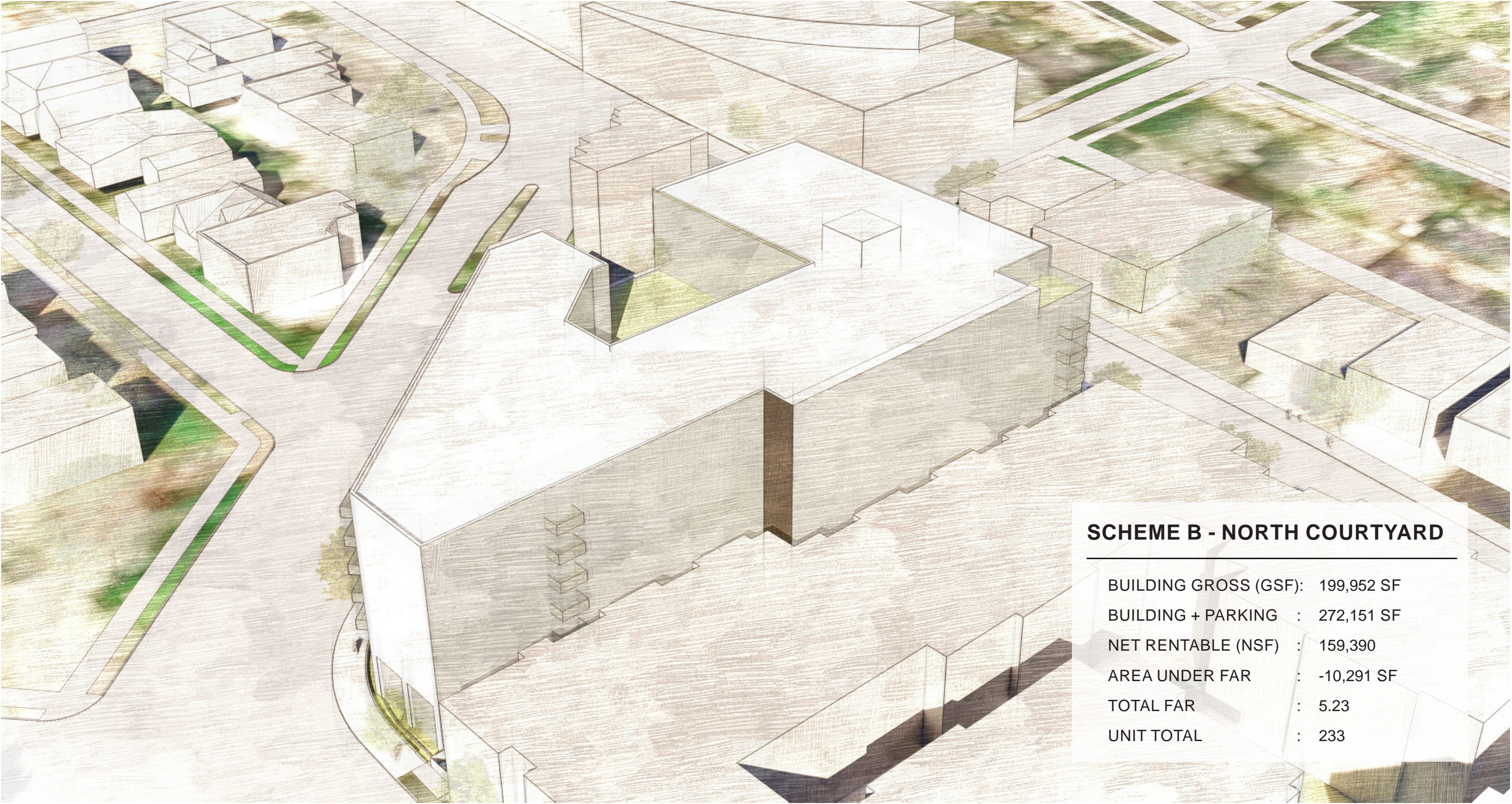
ARCHITECTURAL MASSING CONCEPTS

SCHEME A - 3D VIEWS [8.6-8.7]



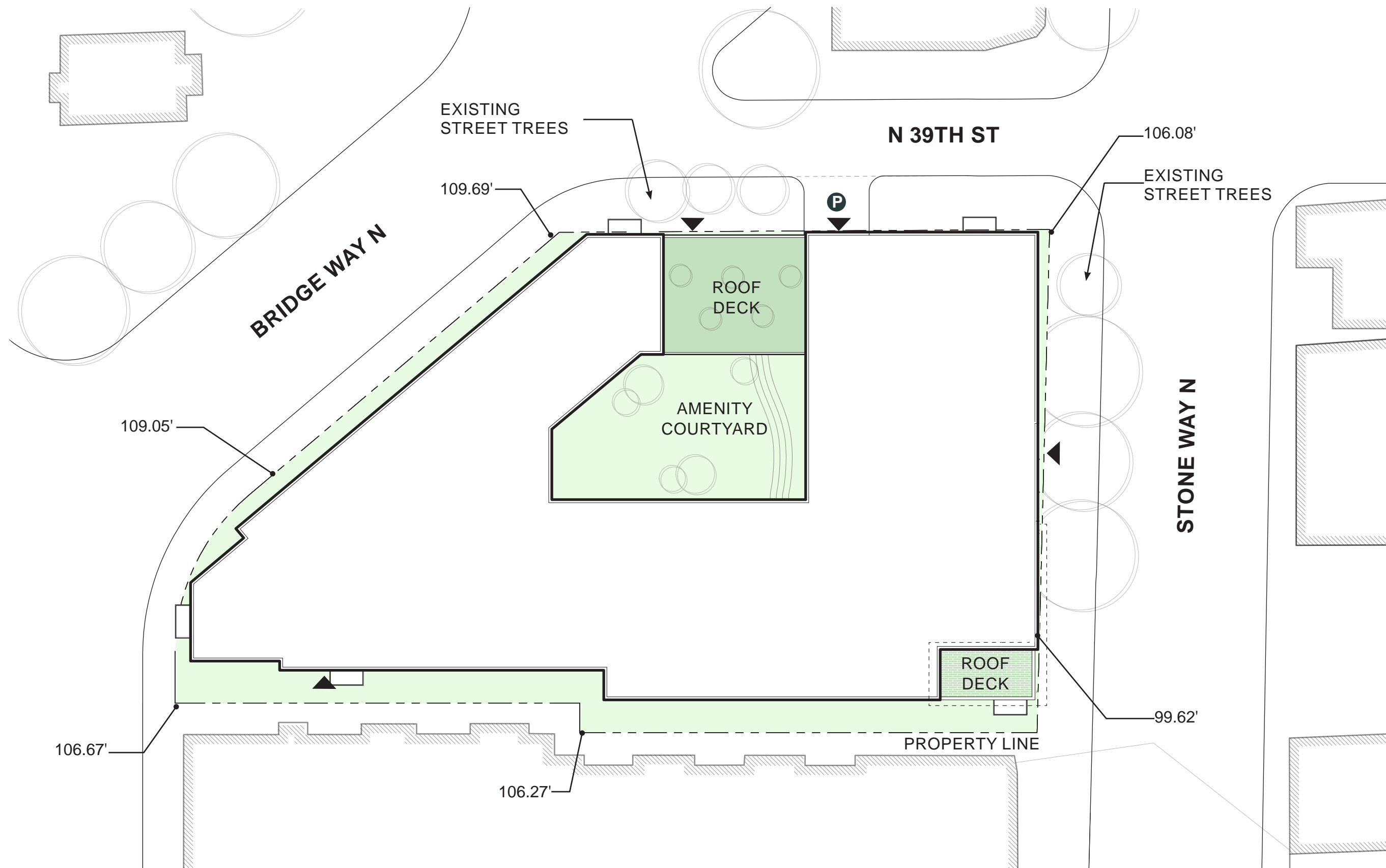
ARCHITECTURAL MASSING CONCEPTS

SCHEME A - 3D VIEWS [8.6-8.7]



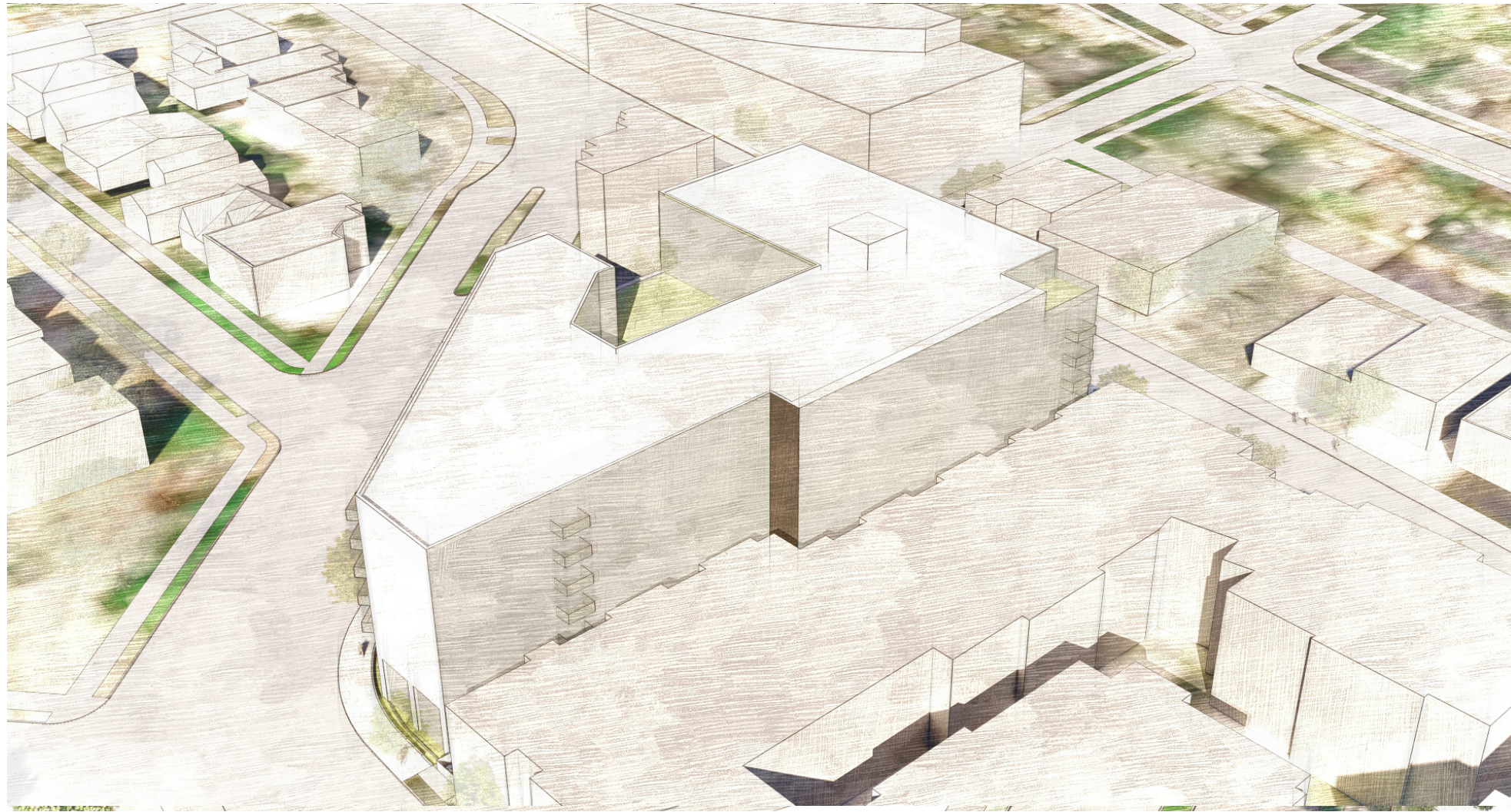
SCHEME B - NORTH COURTYARD

BUILDING GROSS (GSF):	199,952 SF
BUILDING + PARKING :	272,151 SF
NET RENTABLE (NSF) :	159,390
AREA UNDER FAR :	-10,291 SF
TOTAL FAR :	5.23
UNIT TOTAL :	233



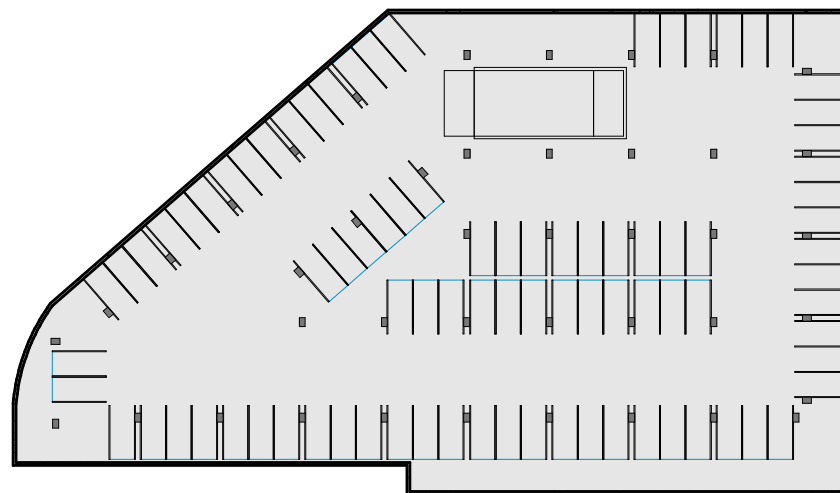
ARCHITECTURAL MASSING CONCEPTS

SCHEME B - SITE PLAN [8.5]

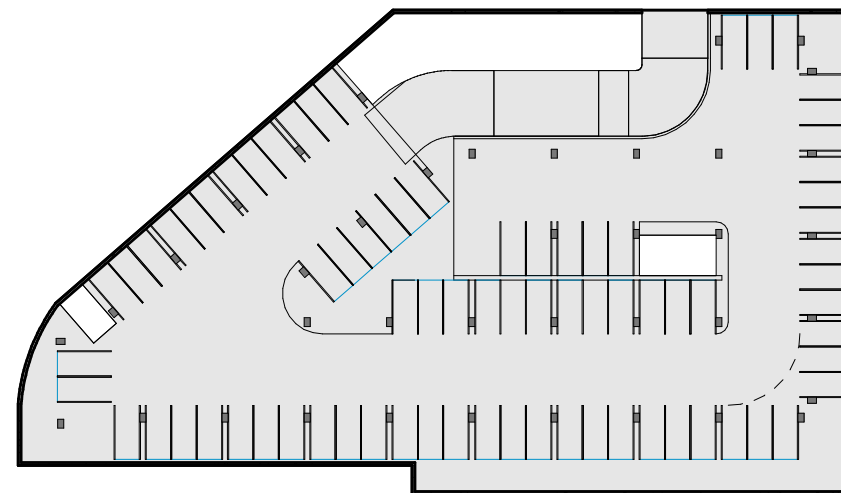


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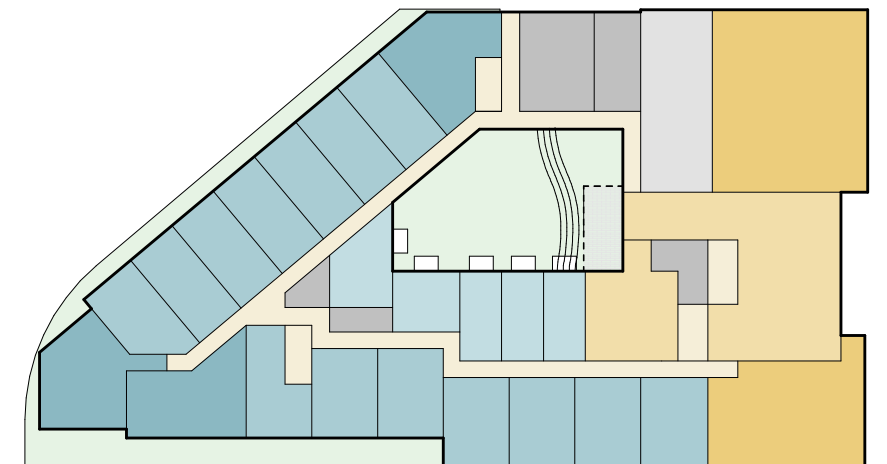
- RESIDENTIAL LOBBY / AMENITY
- COMMERCIAL
- RESIDENTIAL UNITS
- ROOF DECK
- UTILITY



LEVEL P2



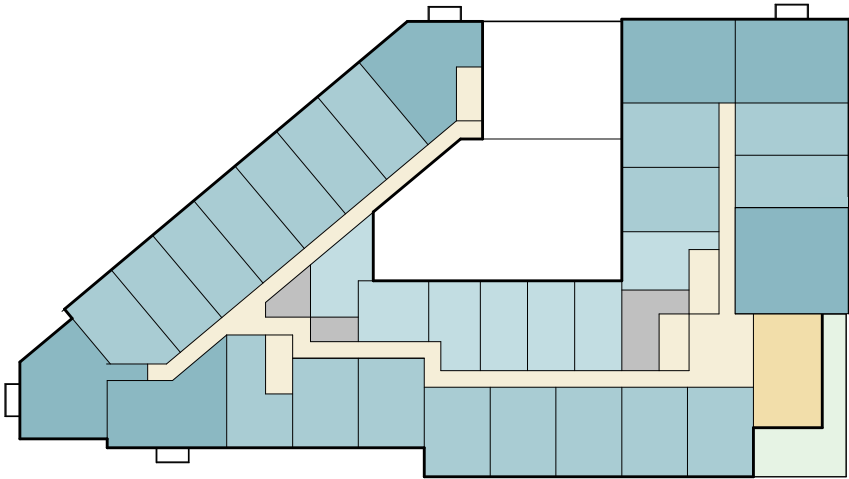
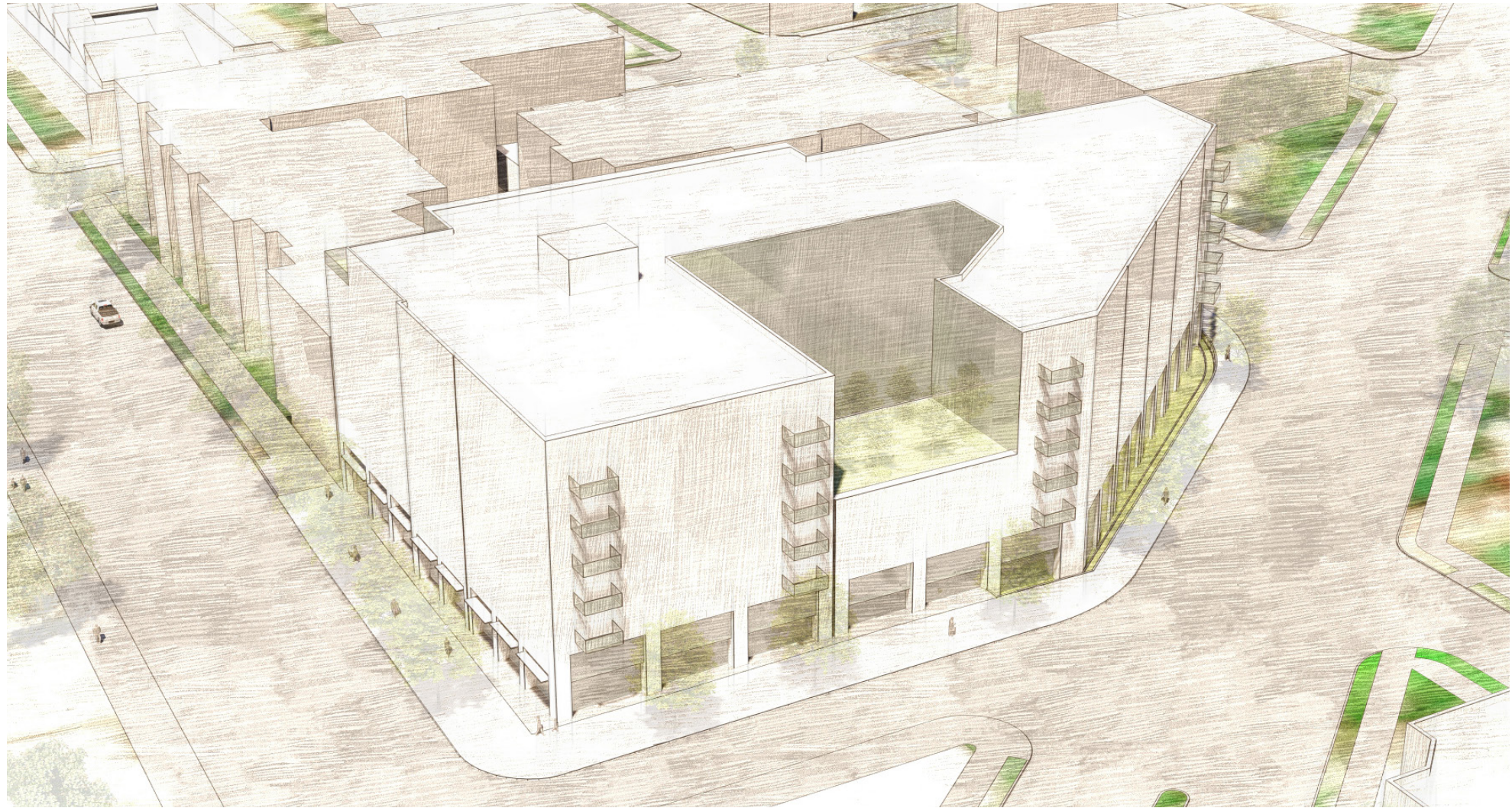
LEVEL P1



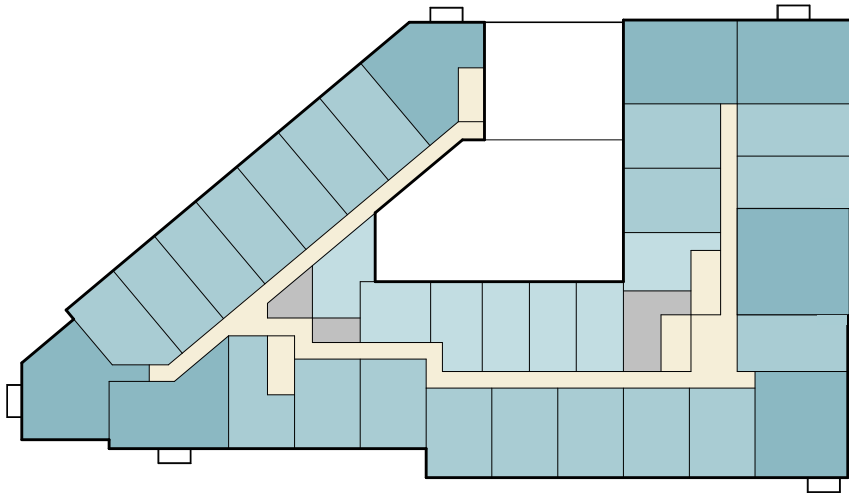
GROUND LEVEL

ARCHITECTURAL MASSING CONCEPTS

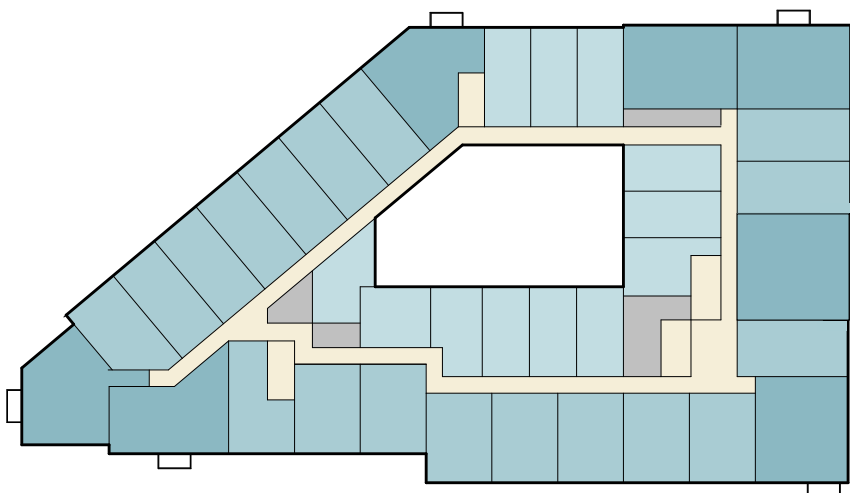
SCHEME B [8.1, 8.4]



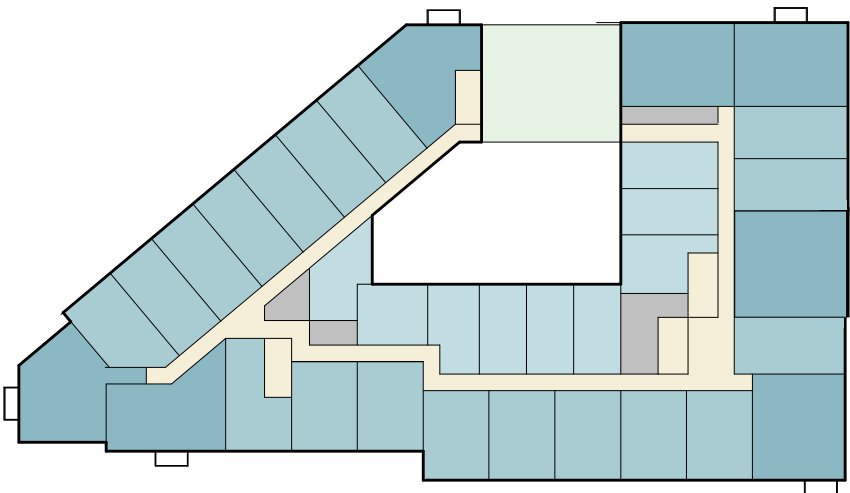
LEVEL 7



LEVEL 6



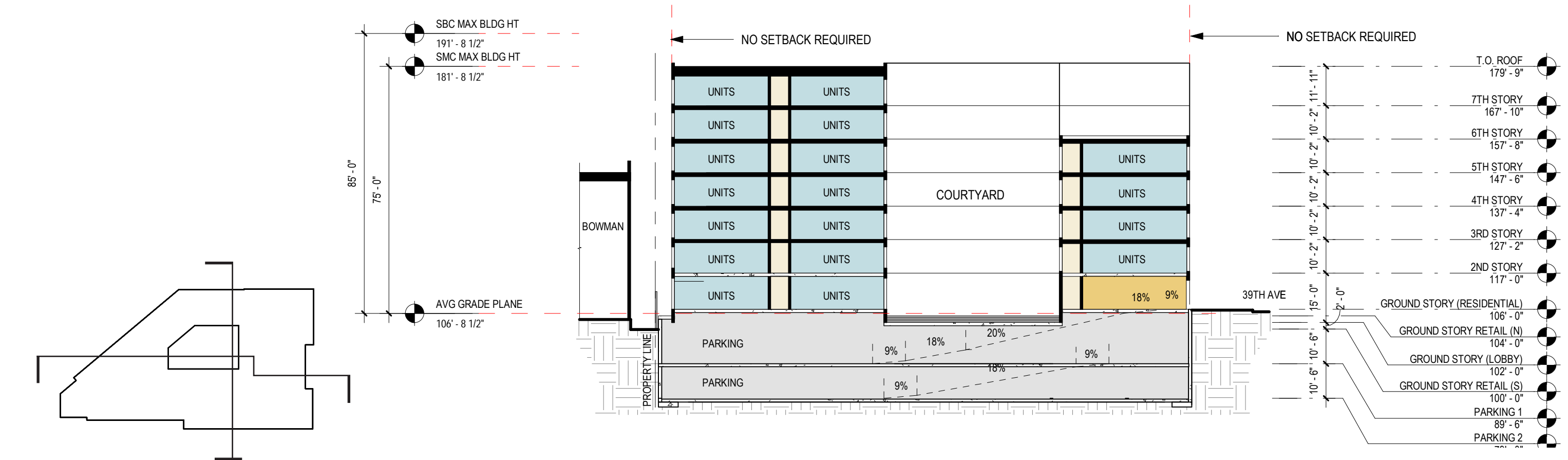
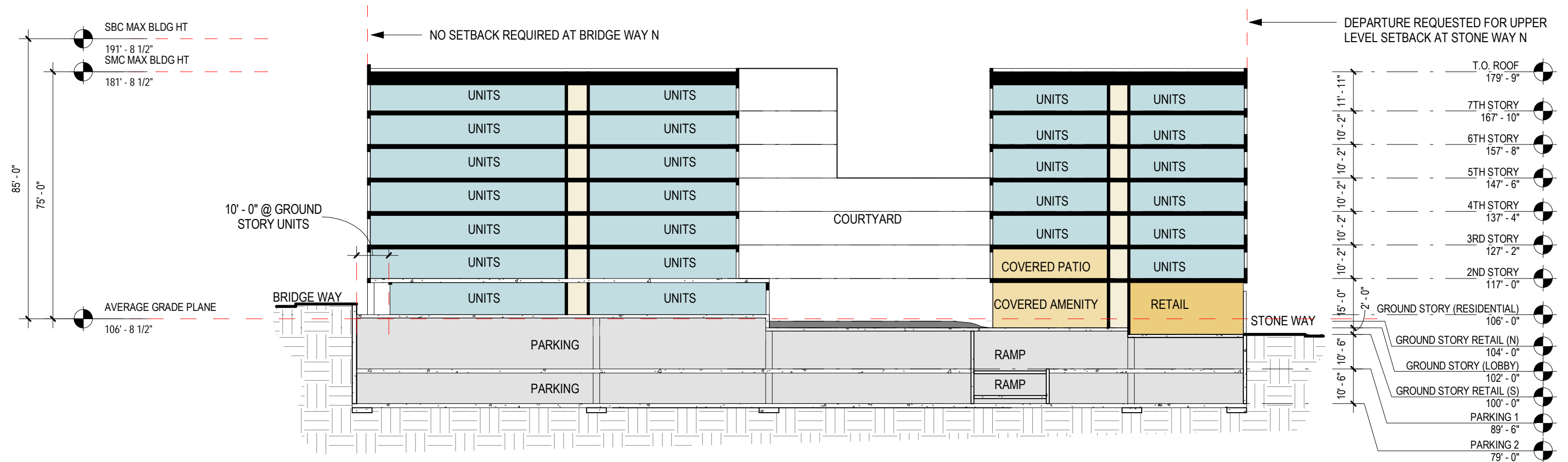
LEVEL 2-4



LEVEL 5

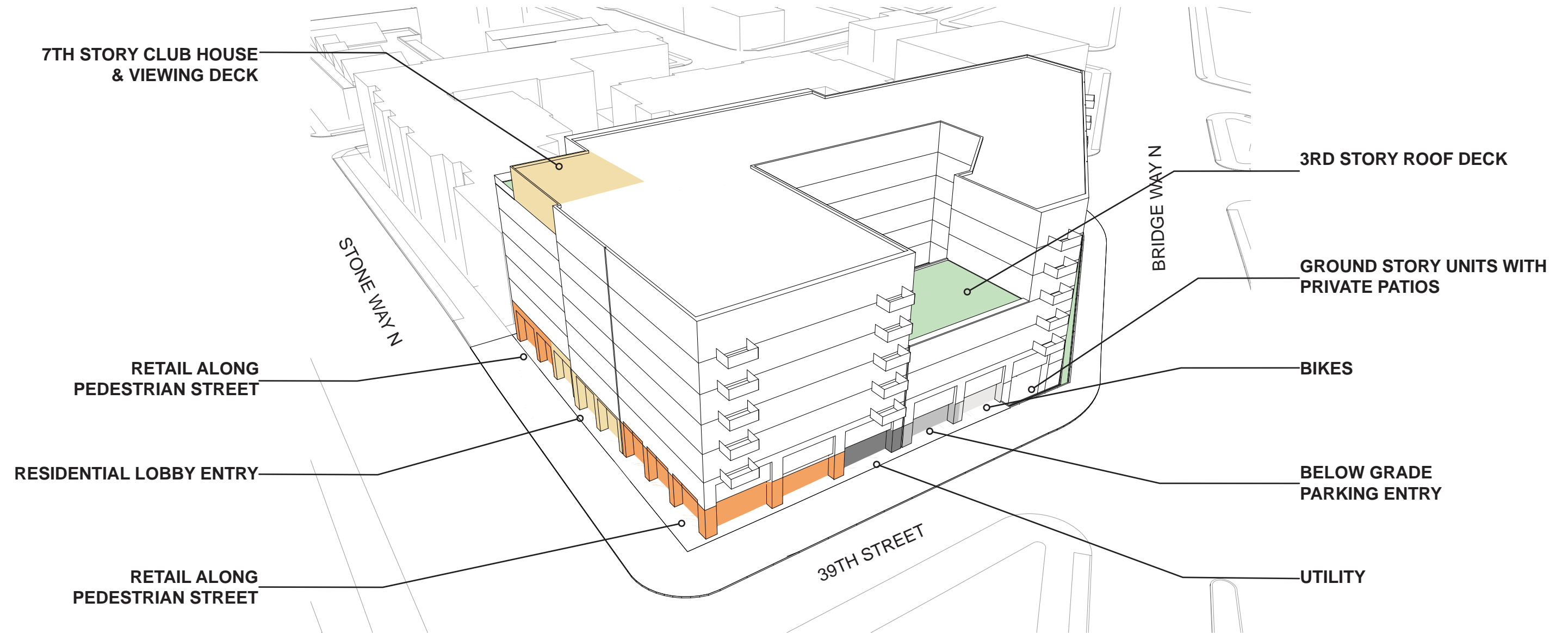
ARCHITECTURAL MASSING CONCEPTS

SCHEME B [8.1, 8.4]



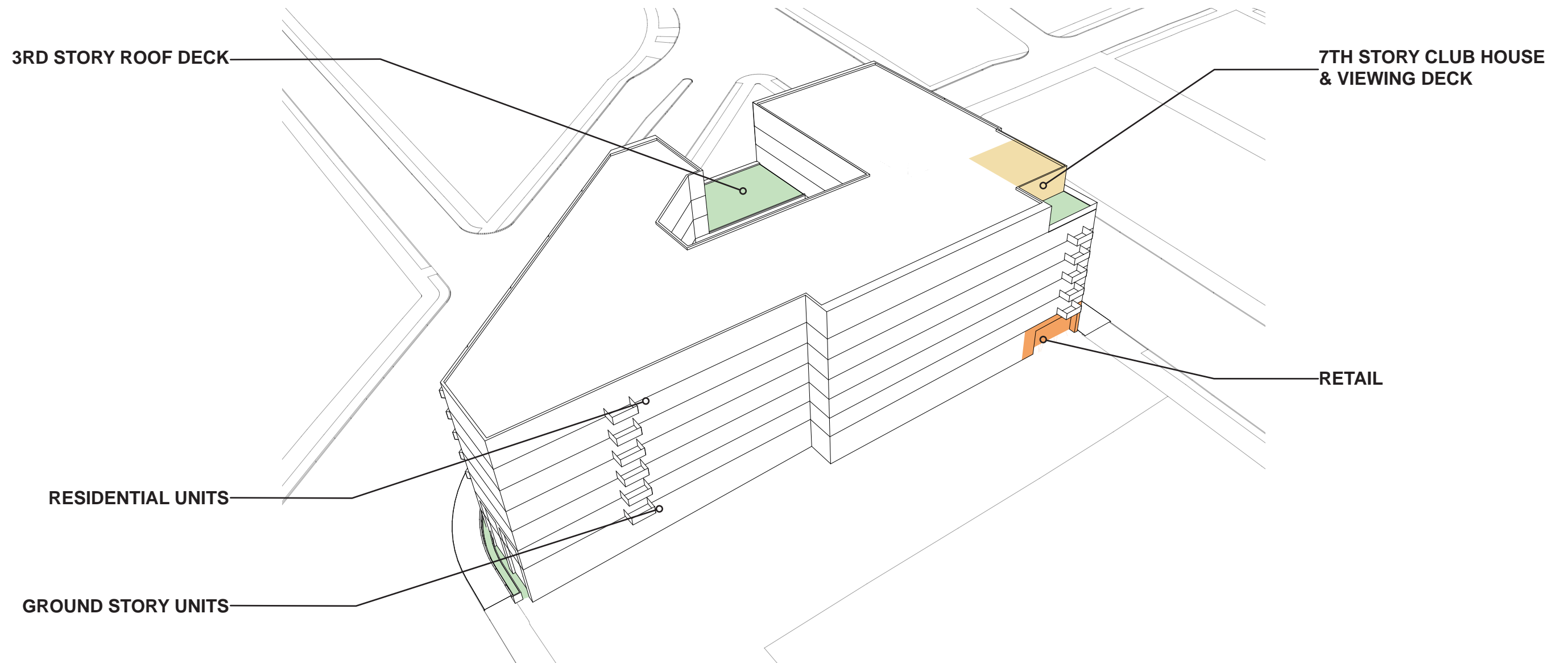
ARCHITECTURAL MASSING CONCEPTS

SCHEME B - BUILDING SECTIONS [8.4]



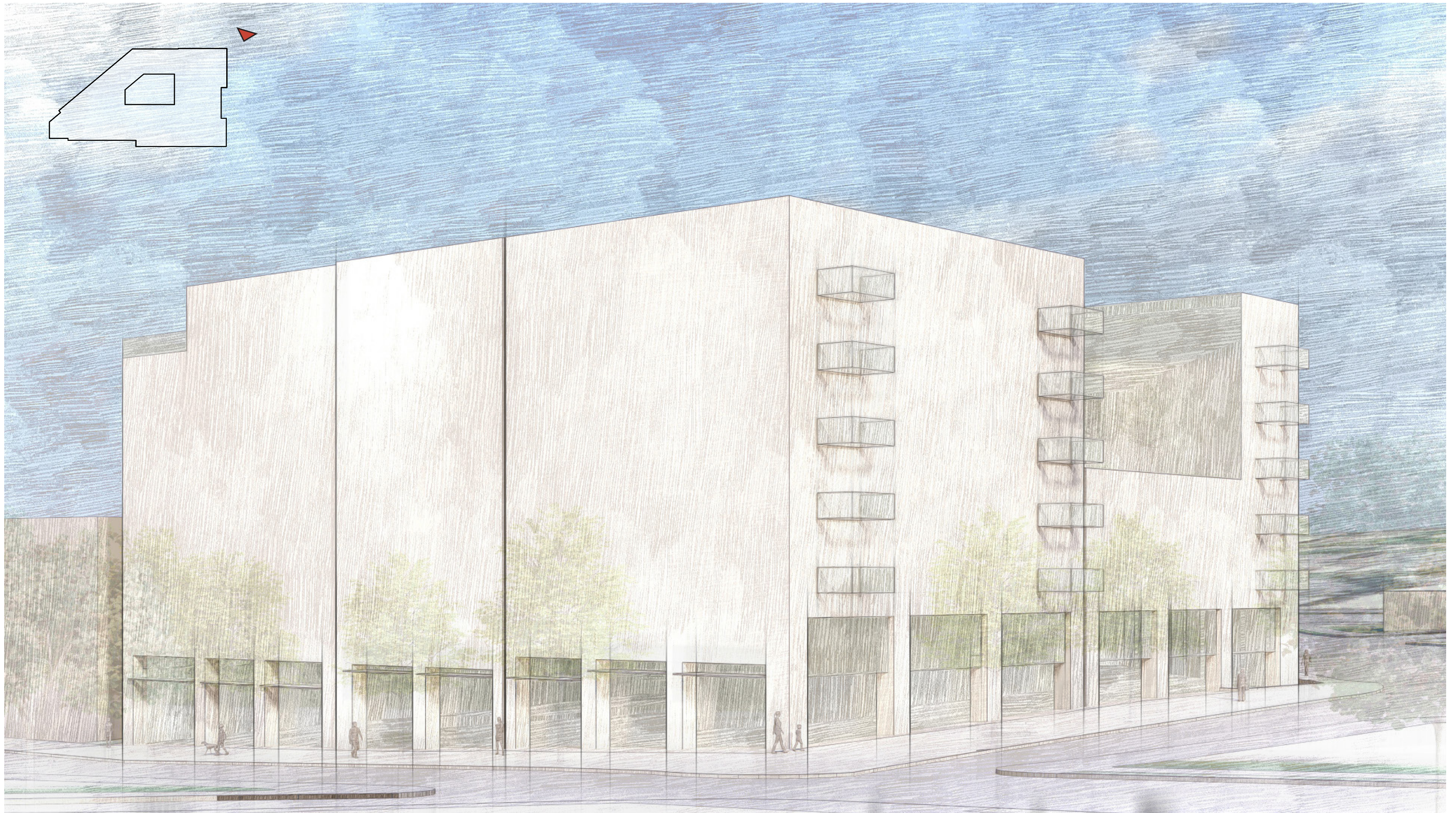
ARCHITECTURAL MASSING CONCEPTS

SCHEME B - USE DIAGRAM [8.6-8.7]



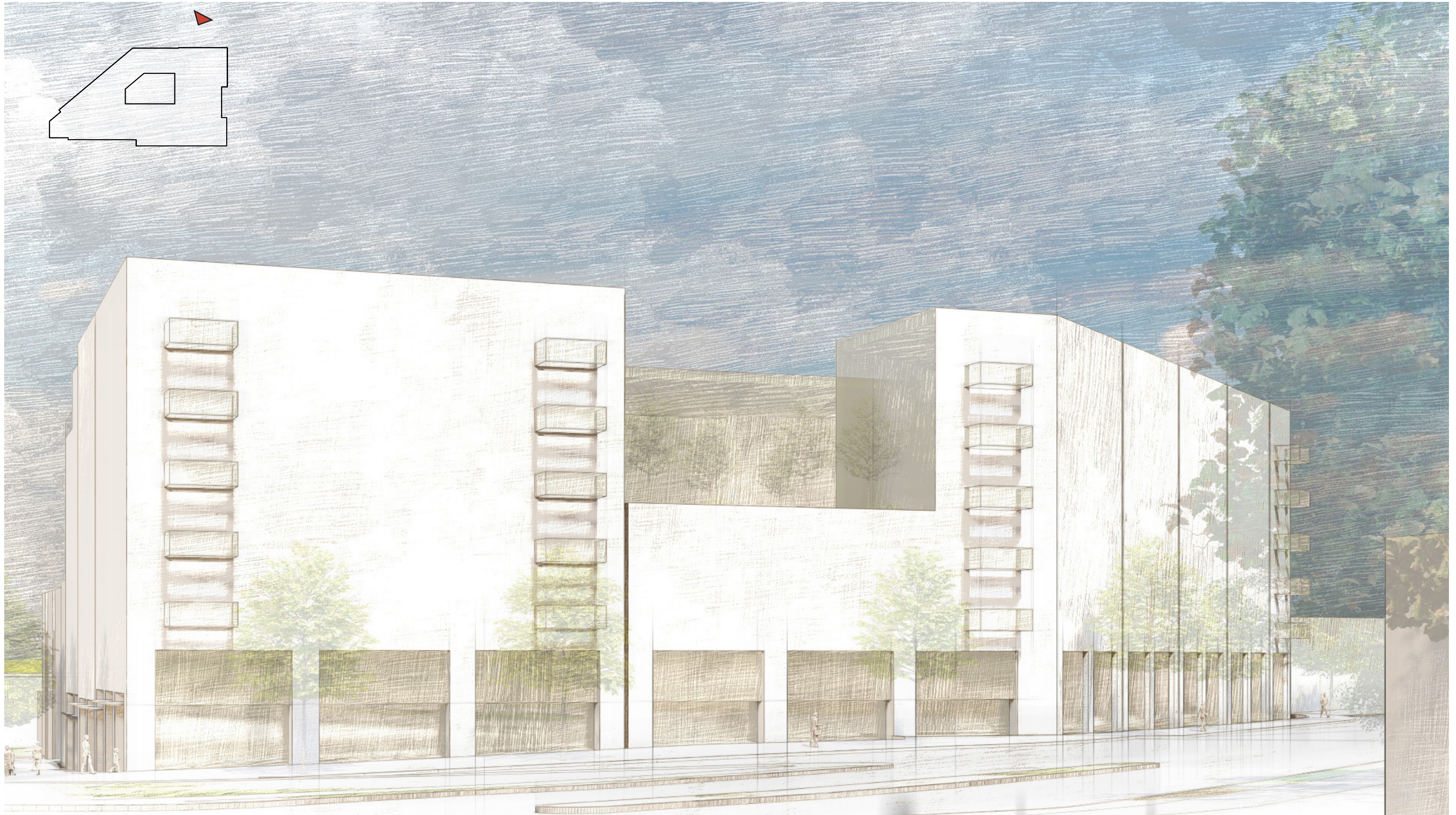
ARCHITECTURAL MASSING CONCEPTS

SCHEME B - USE DIAGRAM [8.6-8.7]



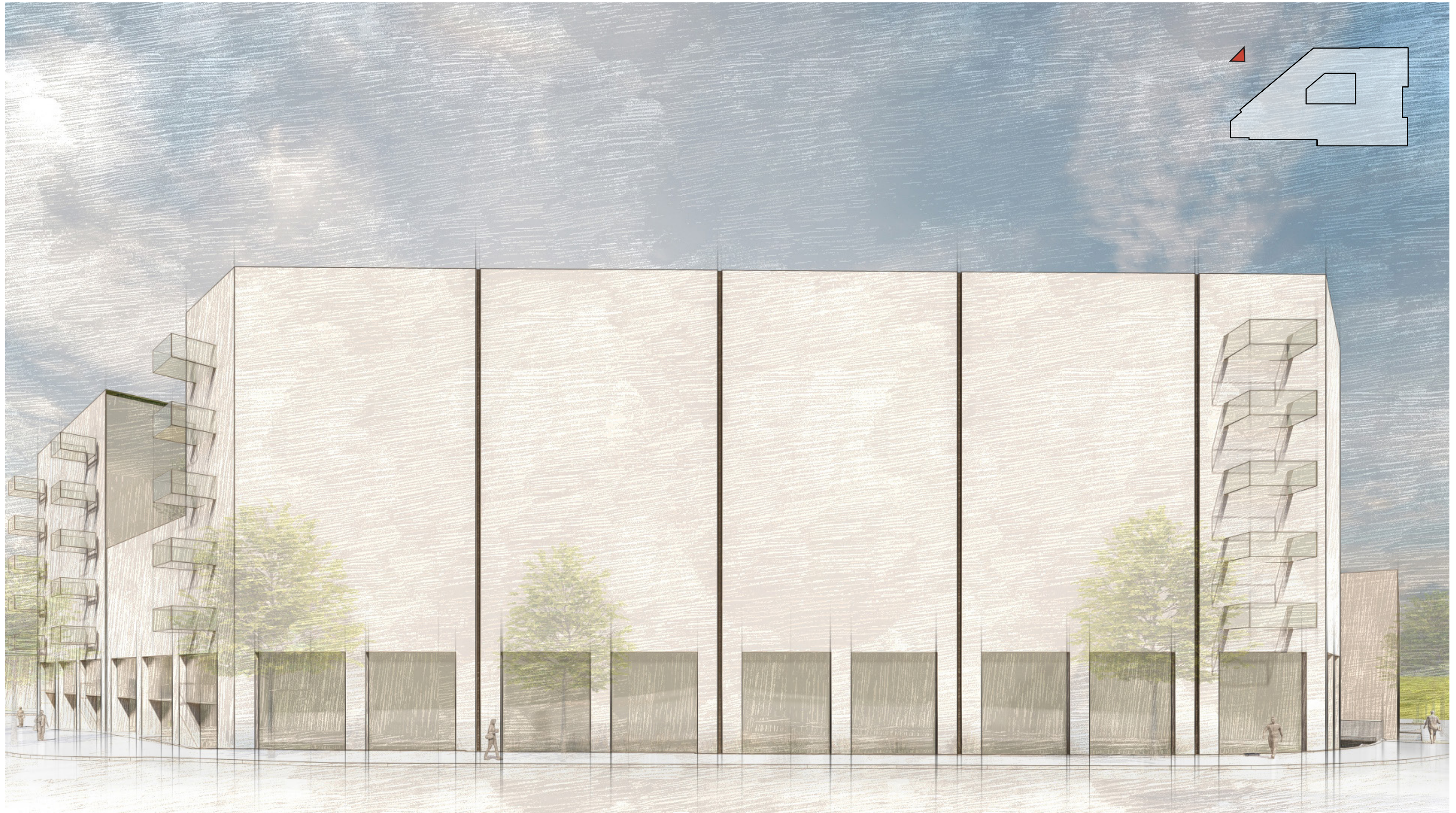
ARCHITECTURAL MASSING CONCEPTS

SCHEME B - 3D VIEWS [8.6-8.7]



ARCHITECTURAL MASSING CONCEPTS

SCHEME B - 3D VIEWS [8.6-8.7]



ARCHITECTURAL MASSING CONCEPTS

SCHEME B - 3D VIEWS [8.6-8.7]



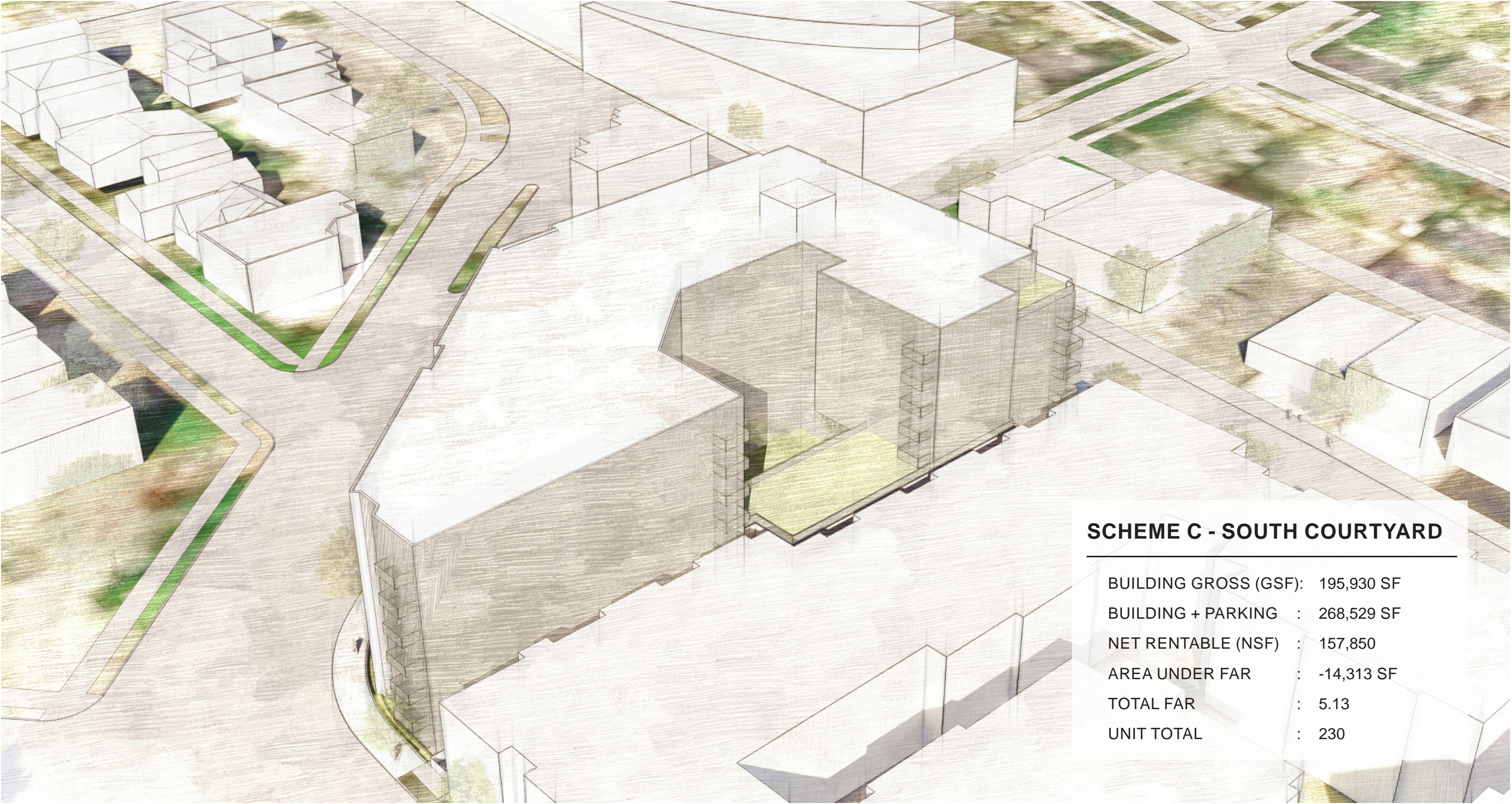
ARCHITECTURAL MASSING CONCEPTS

SCHEME B - 3D VIEWS [8.6-8.7]



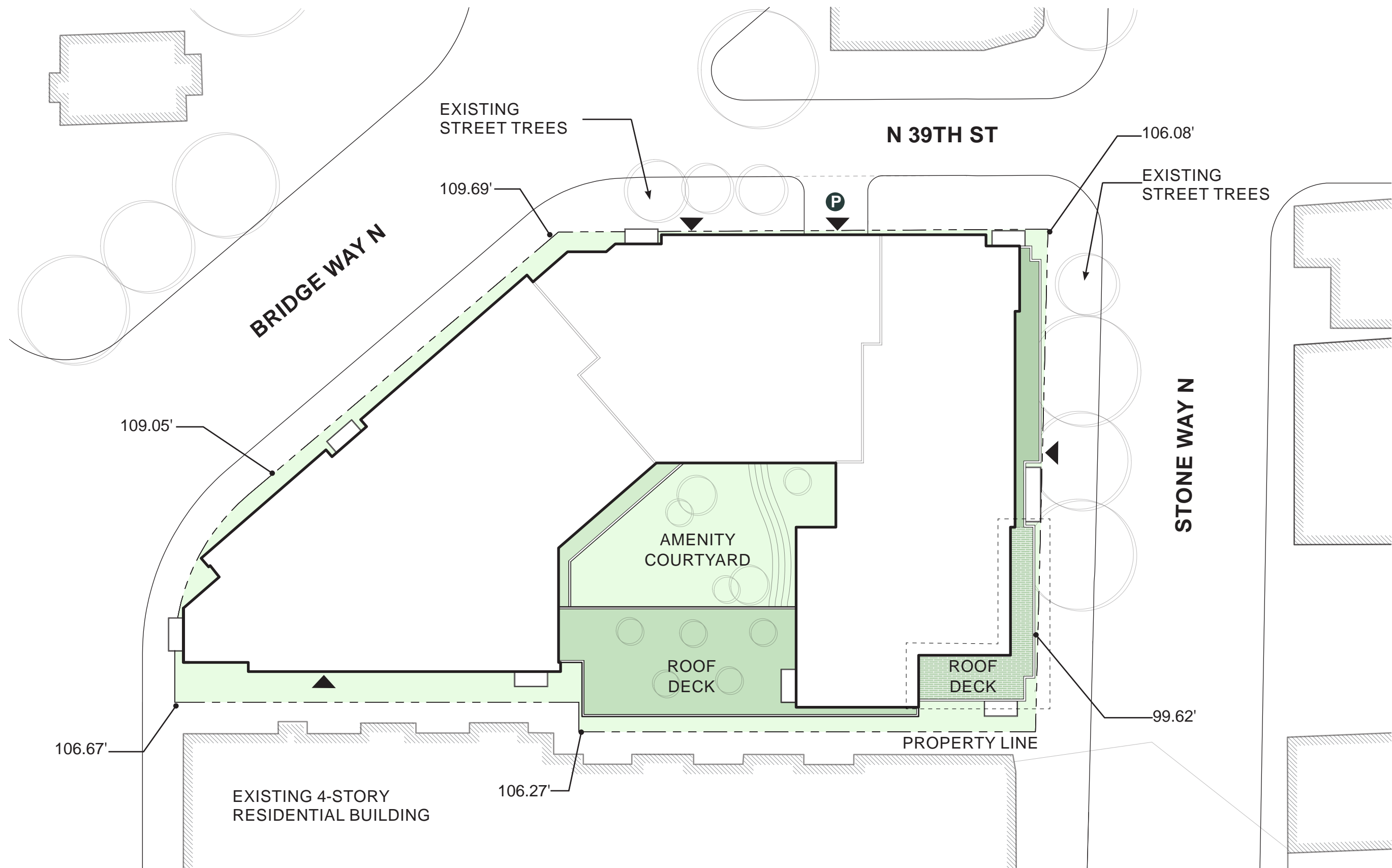
MASSING CONCEPTS

SCHEME B - 3D VIEWS [8.6-8.7]



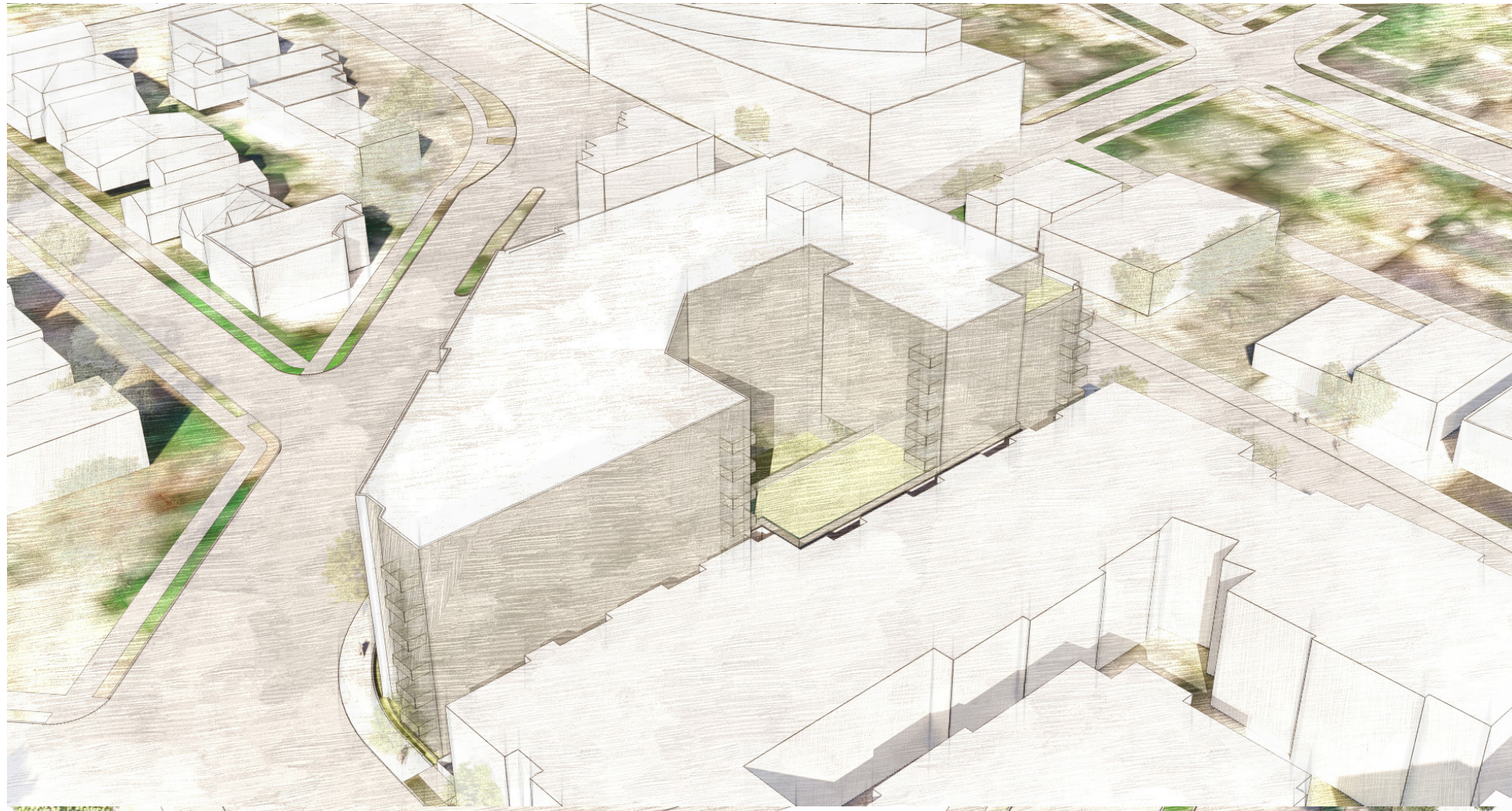
SCHEME C - SOUTH COURTYARD

BUILDING GROSS (GSF):	195,930 SF
BUILDING + PARKING :	268,529 SF
NET RENTABLE (NSF) :	157,850
AREA UNDER FAR :	-14,313 SF
TOTAL FAR :	5.13
UNIT TOTAL :	230



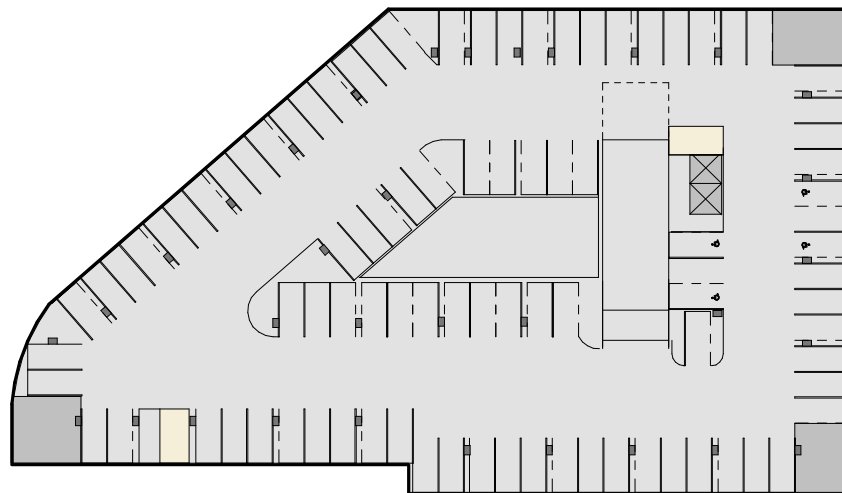
ARCHITECTURAL MASSING CONCEPTS

SCHEME C - SITE PLAN [8.5]

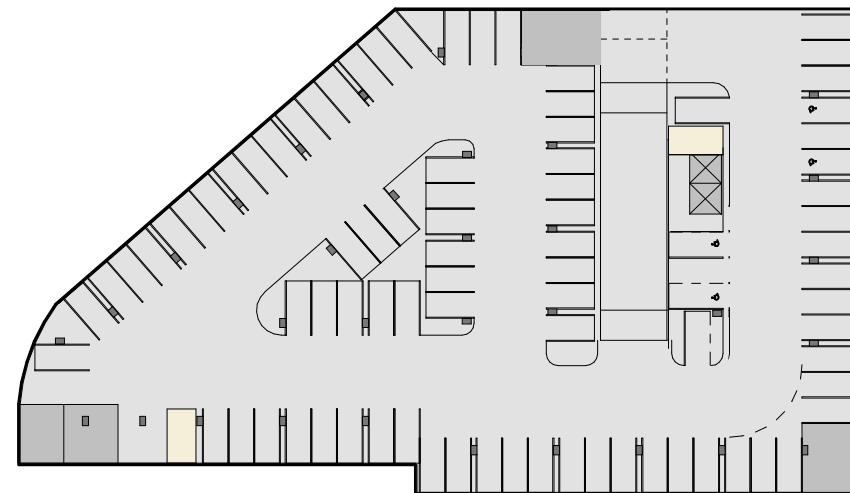


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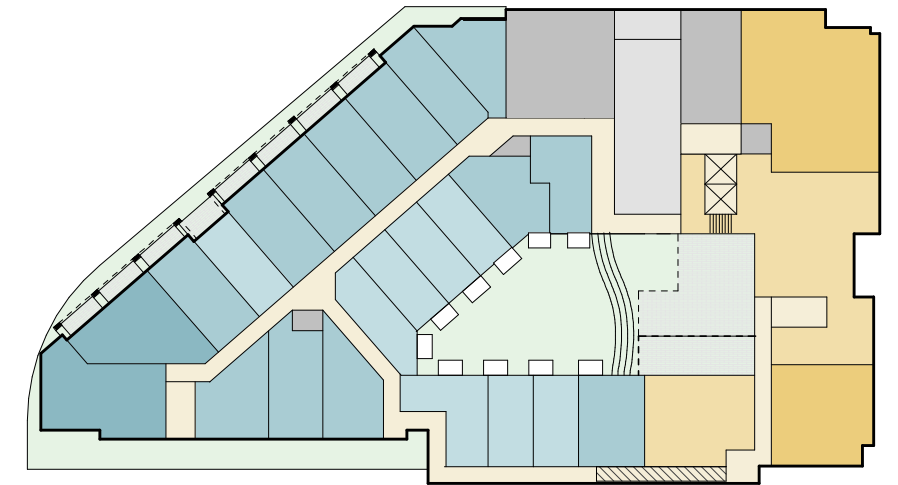
- RESIDENTIAL LOBBY / AMENITY
- COMMERCIAL
- RESIDENTIAL UNITS
- ROOF DECK
- UTILITY



LEVEL P2



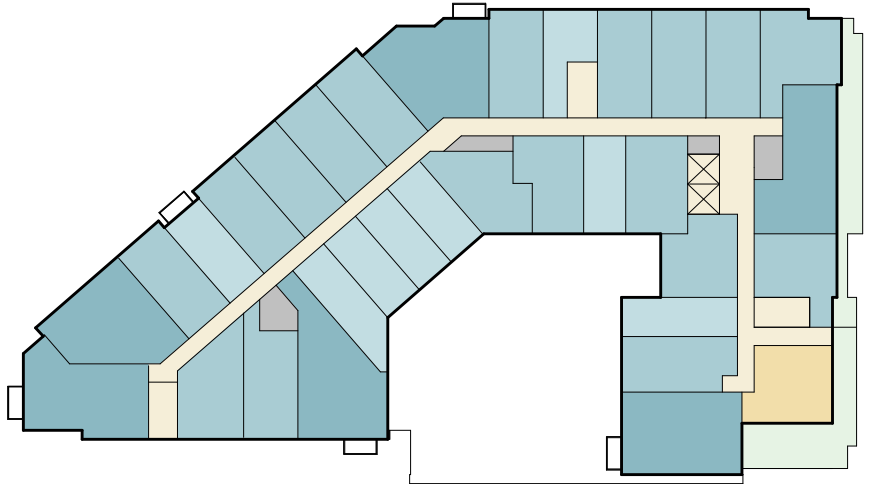
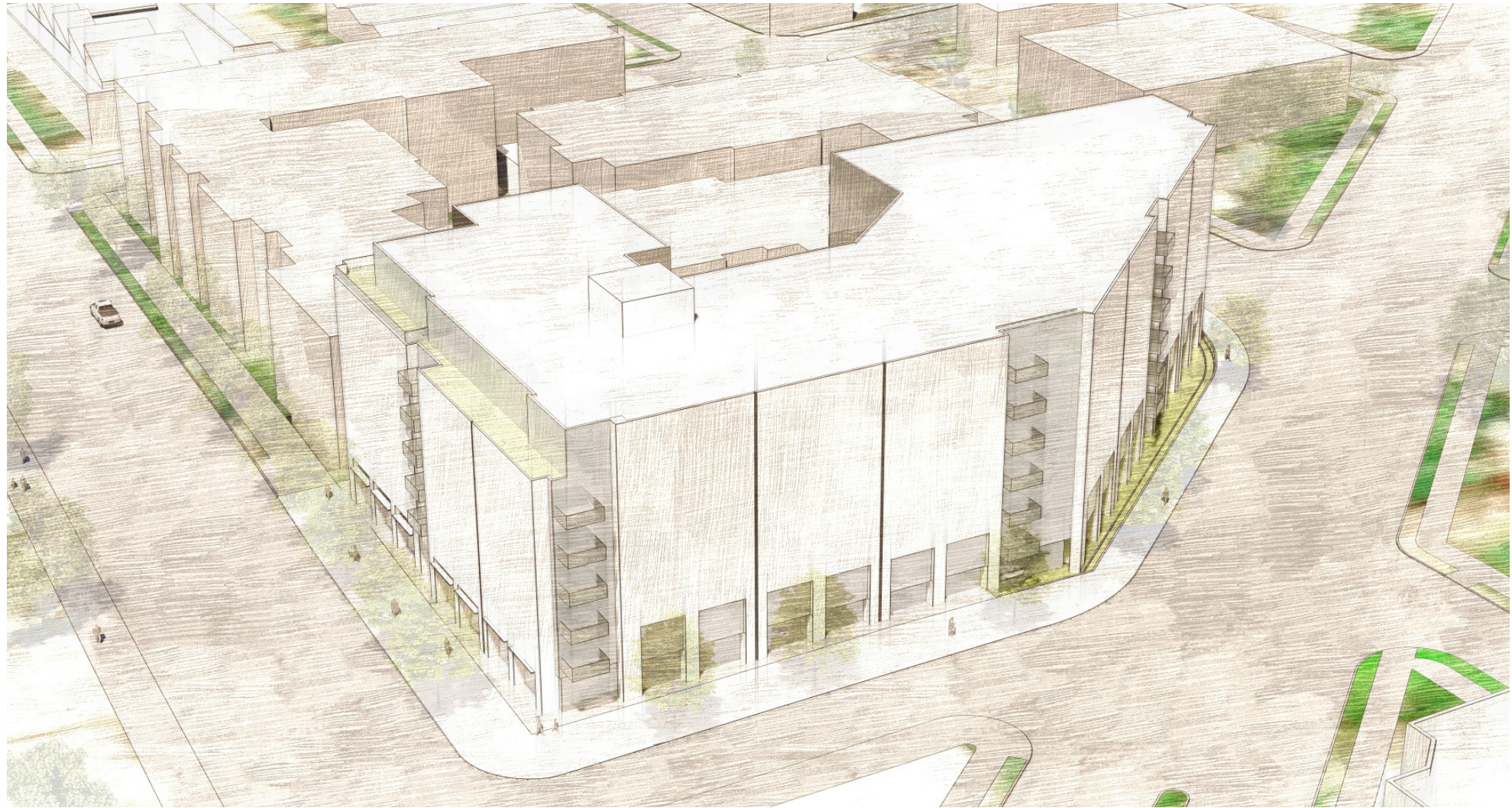
LEVEL P1



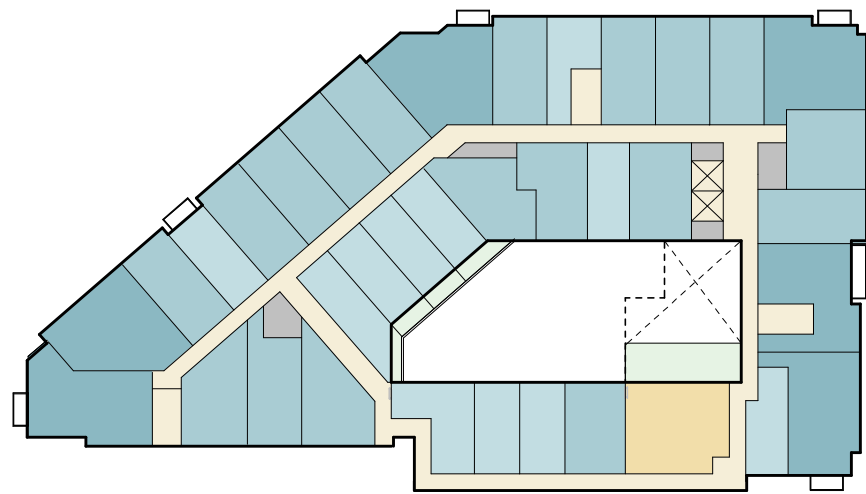
GROUND LEVEL

ARCHITECTURAL MASSING CONCEPTS

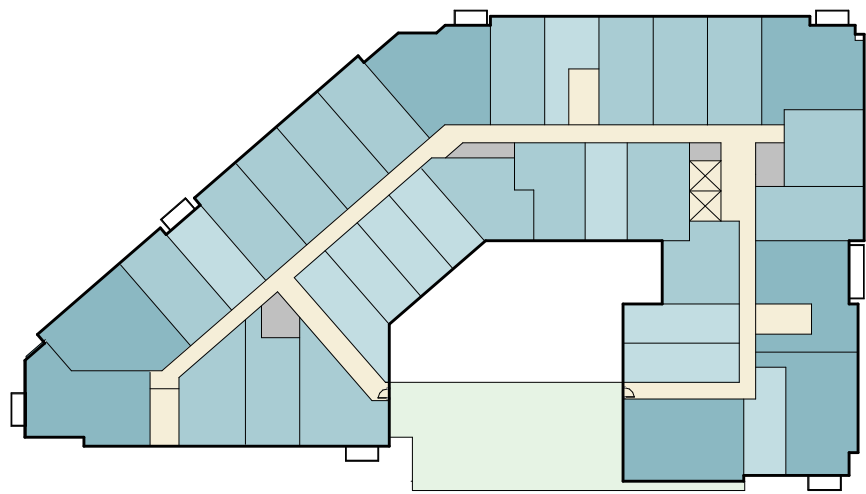
SCHEME C [8.1, 8.4]



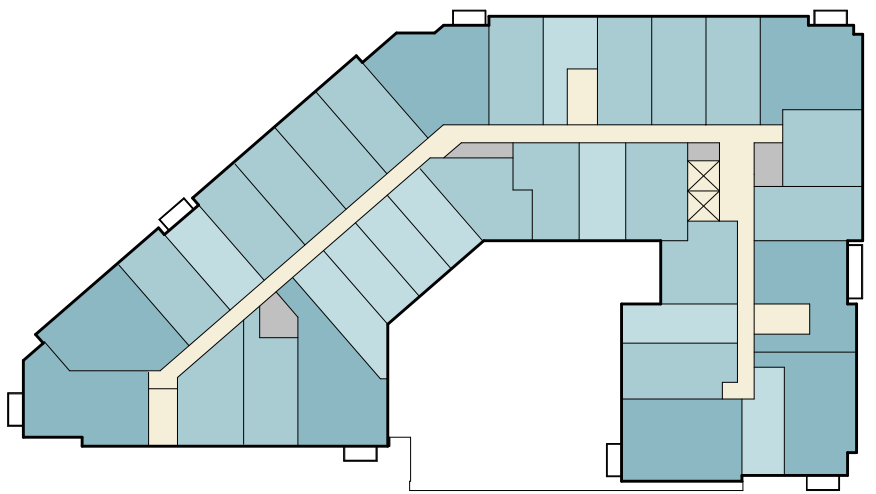
LEVEL 7



LEVEL 2



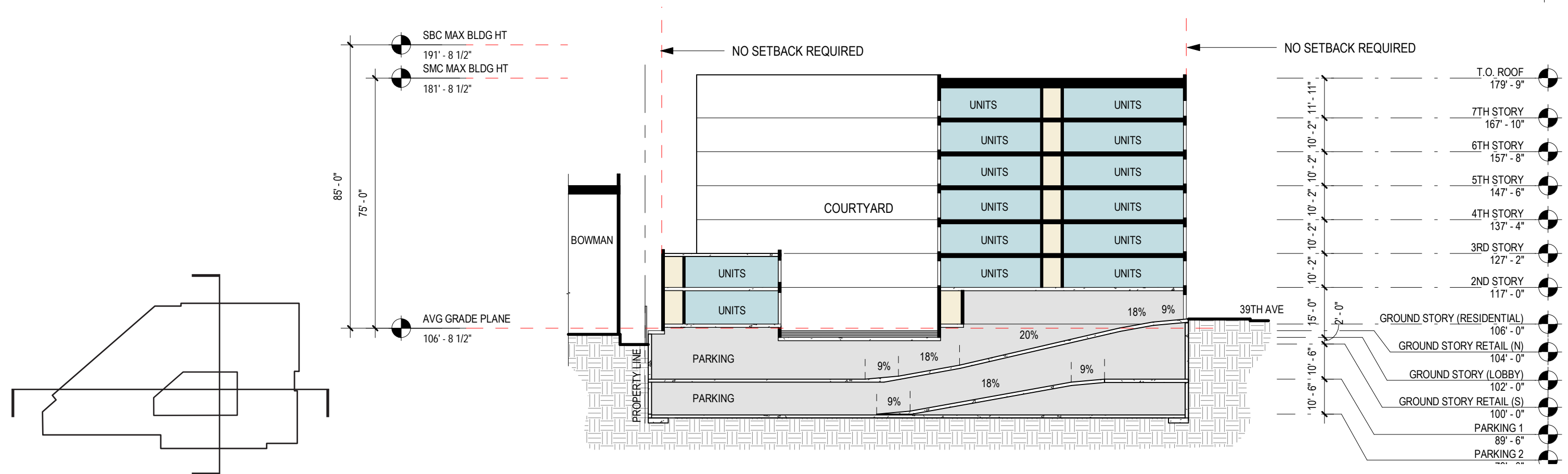
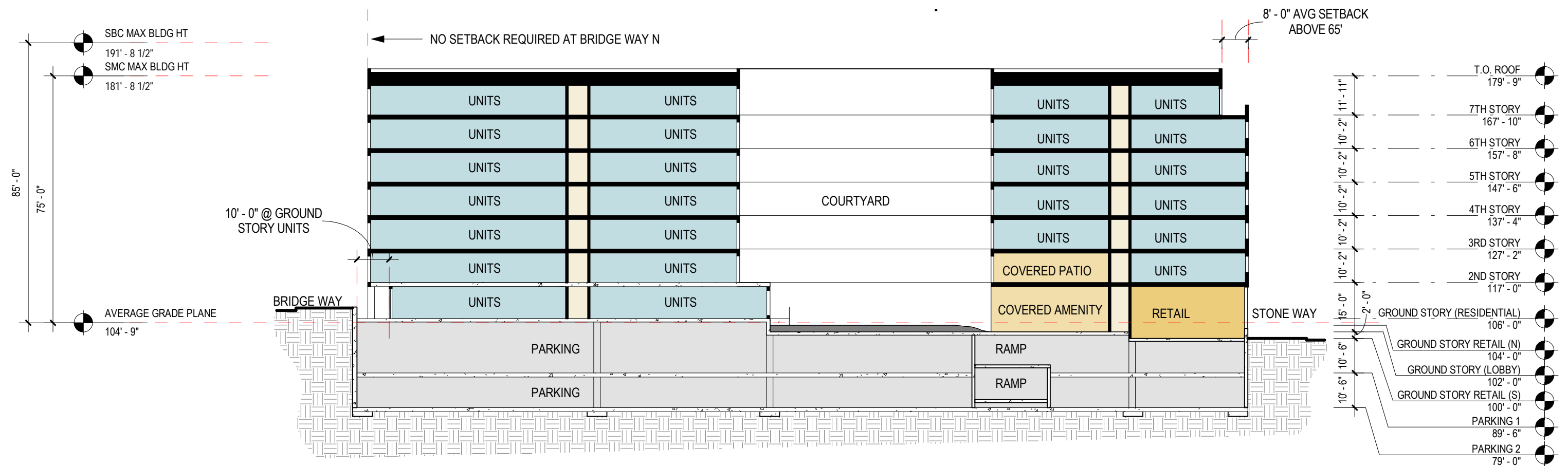
LEVEL 3



LEVEL 4-6

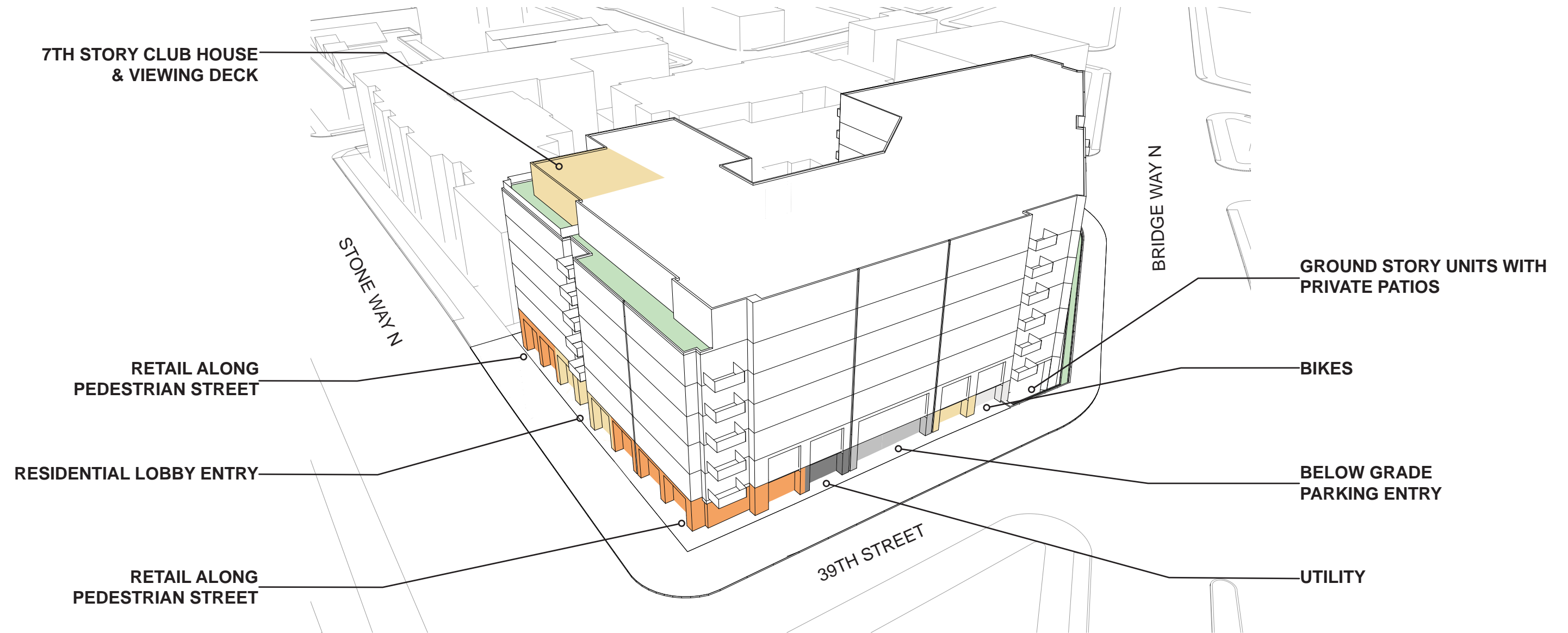
ARCHITECTURAL MASSING CONCEPTS

SCHEME C [8.1, 8.4]



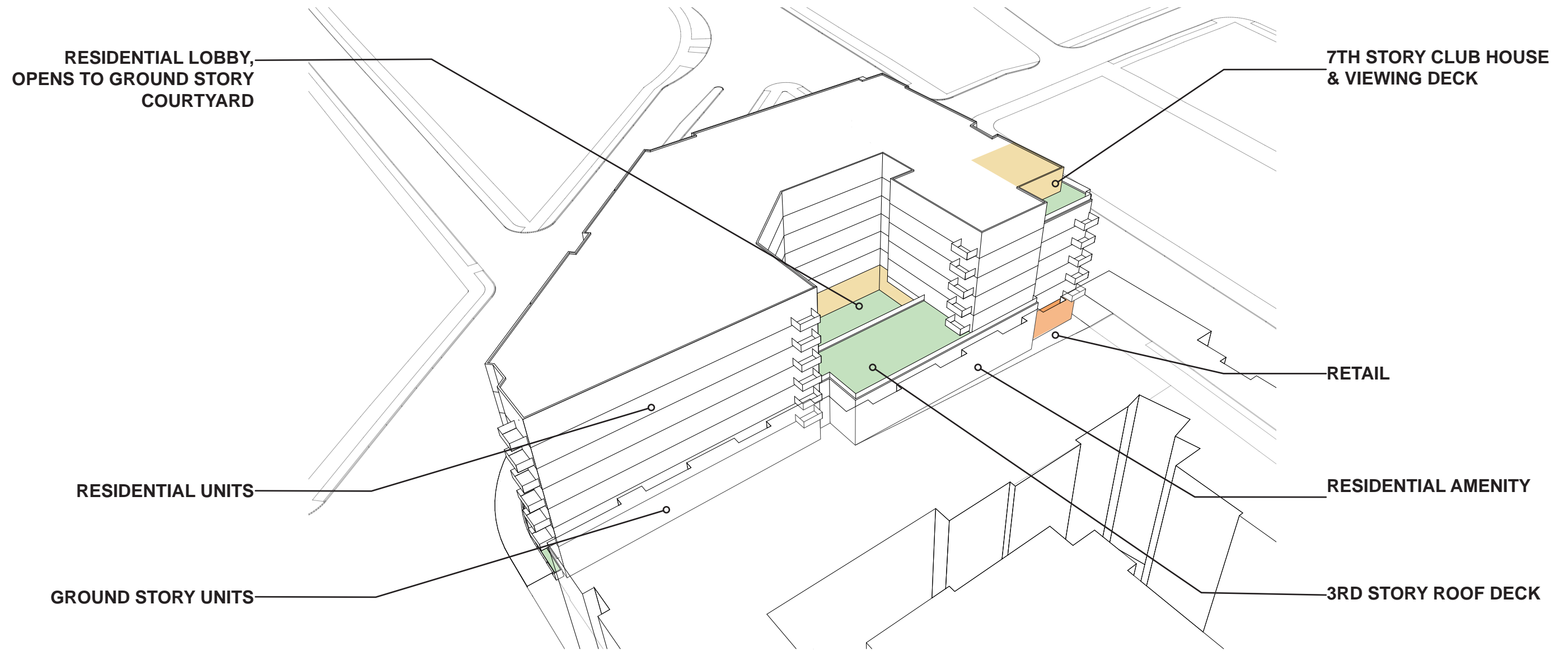
ARCHITECTURAL MASSING CONCEPTS

SCHEME C - BUILDING SECTIONS [8.4]



ARCHITECTURAL MASSING CONCEPTS

SCHEME C - USE DIAGRAM [8.6-8.7]



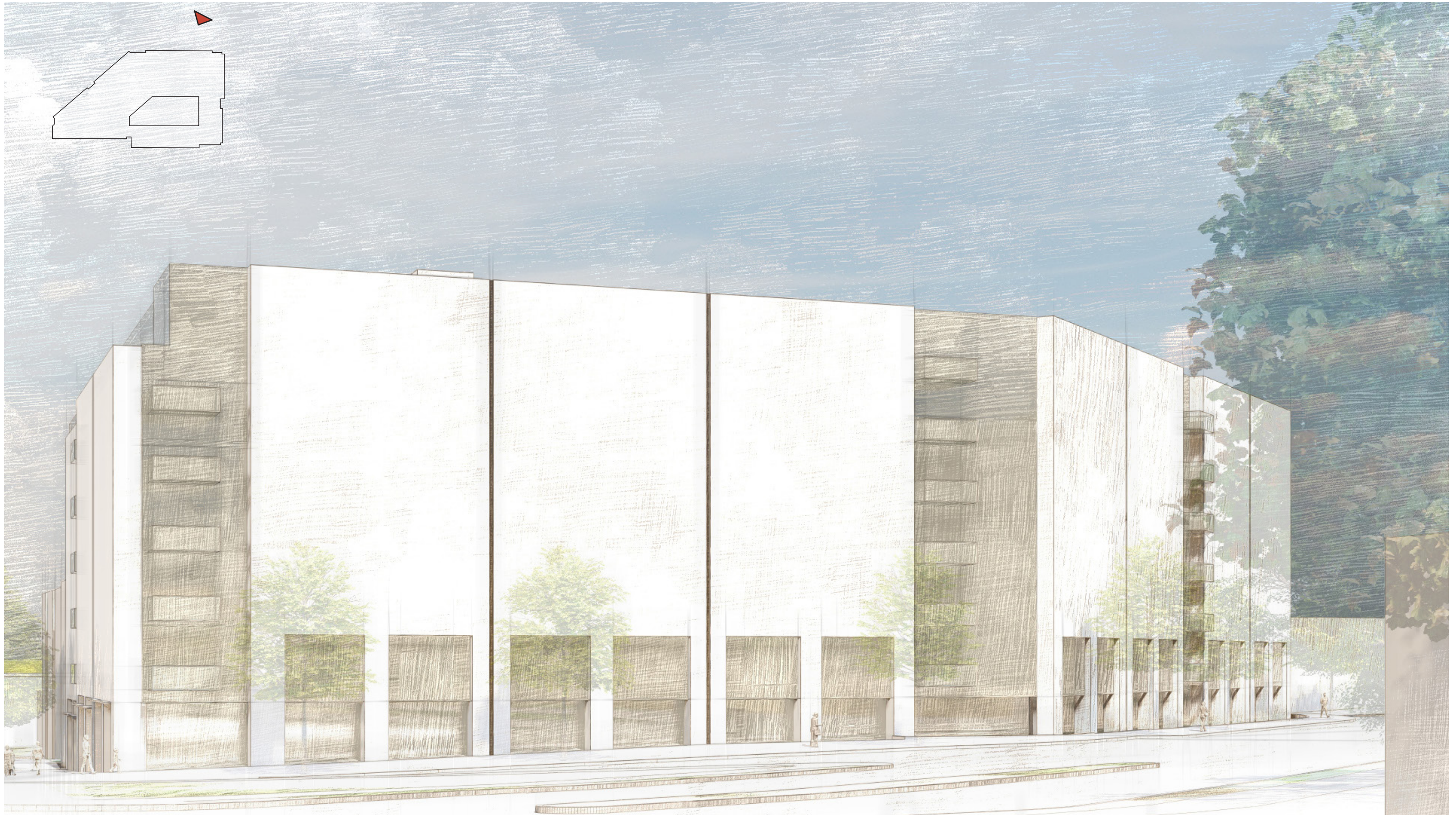
ARCHITECTURAL MASSING CONCEPTS

SCHEME C - USE DIAGRAM [8.6-8.7]



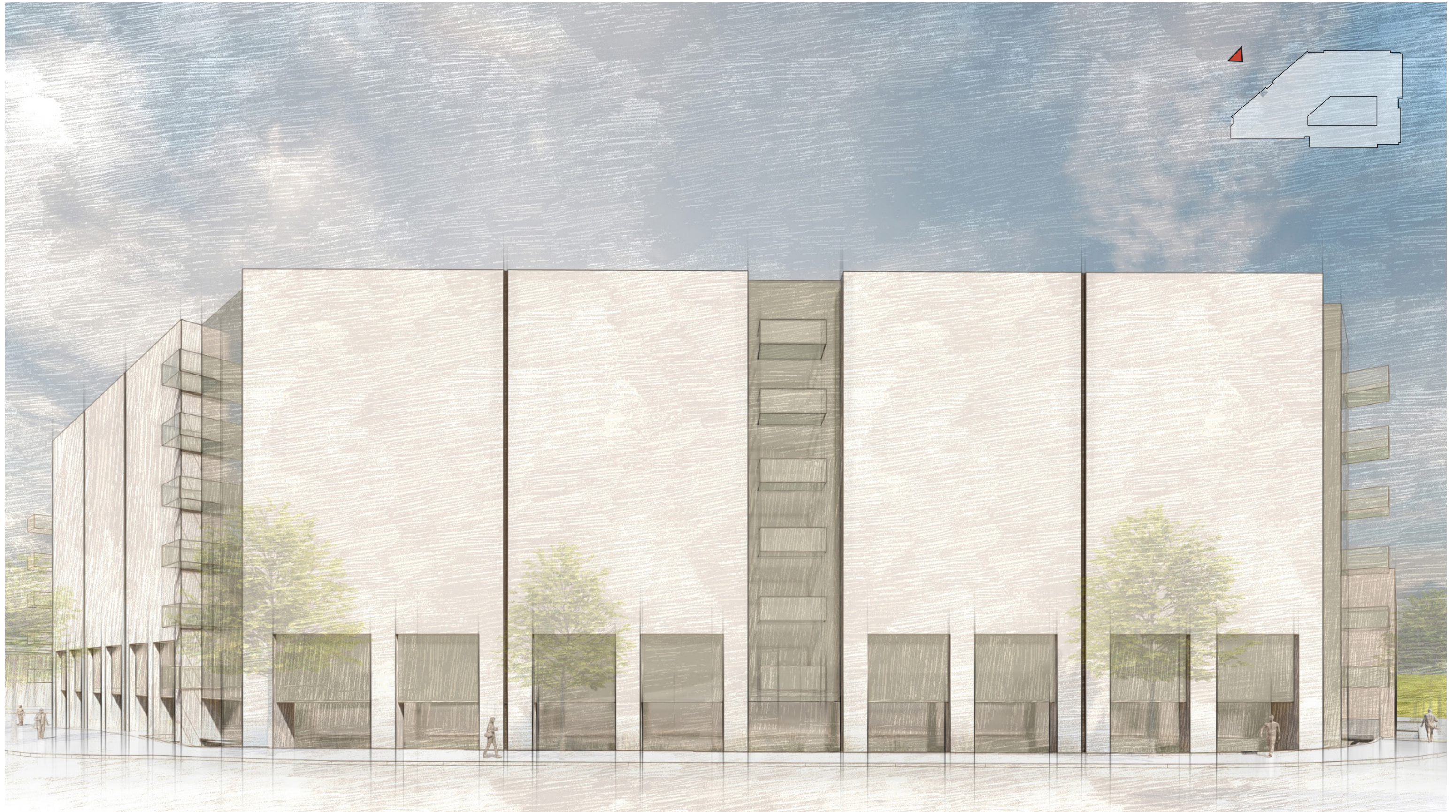
ARCHITECTURAL MASSING CONCEPTS

SCHEME C - 3D VIEWS [8.6-8.7]



ARCHITECTURAL MASSING CONCEPTS

SCHEME C - 3D VIEWS [8.6-8.7]



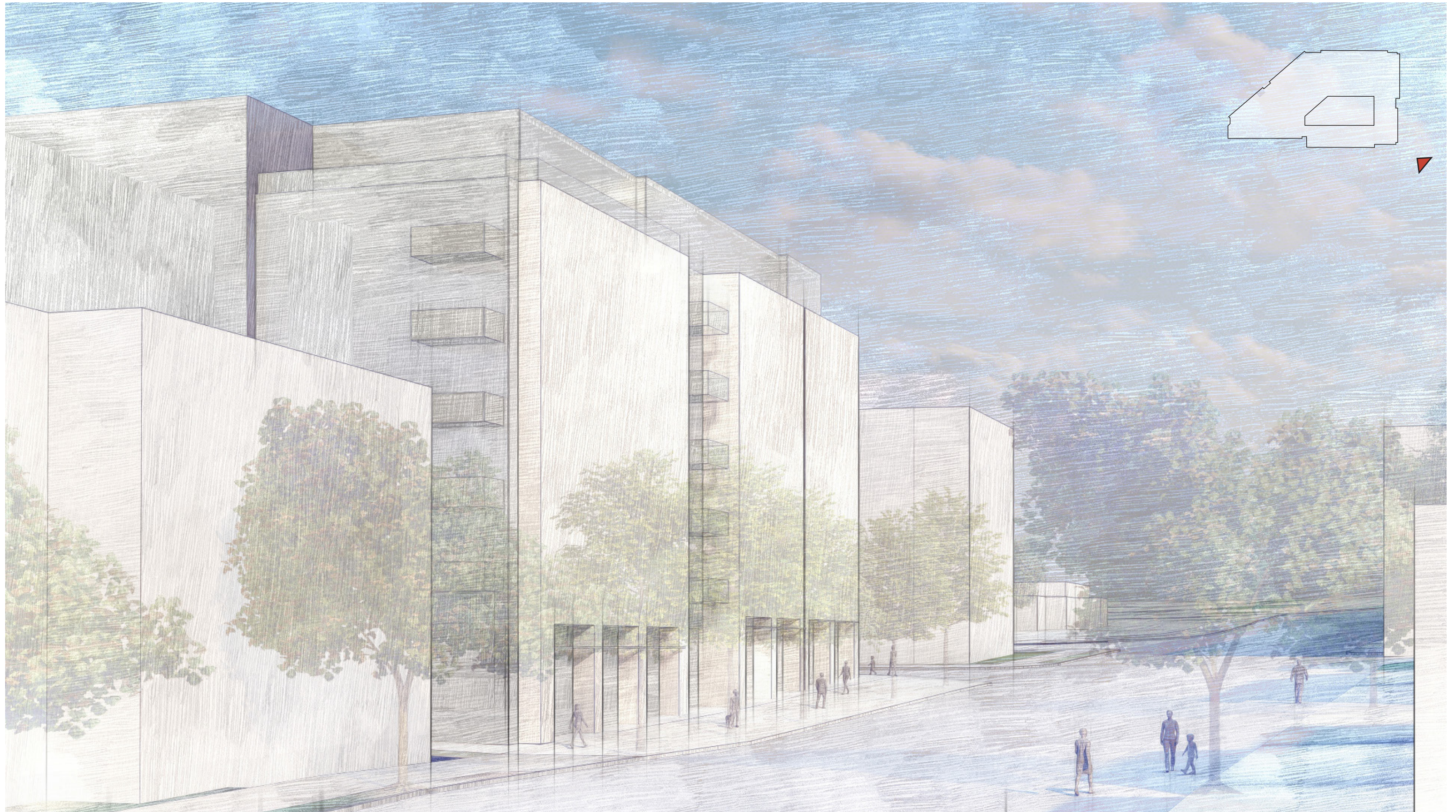
ARCHITECTURAL MASSING CONCEPTS

SCHEME C - 3D VIEWS [8.6-8.7]



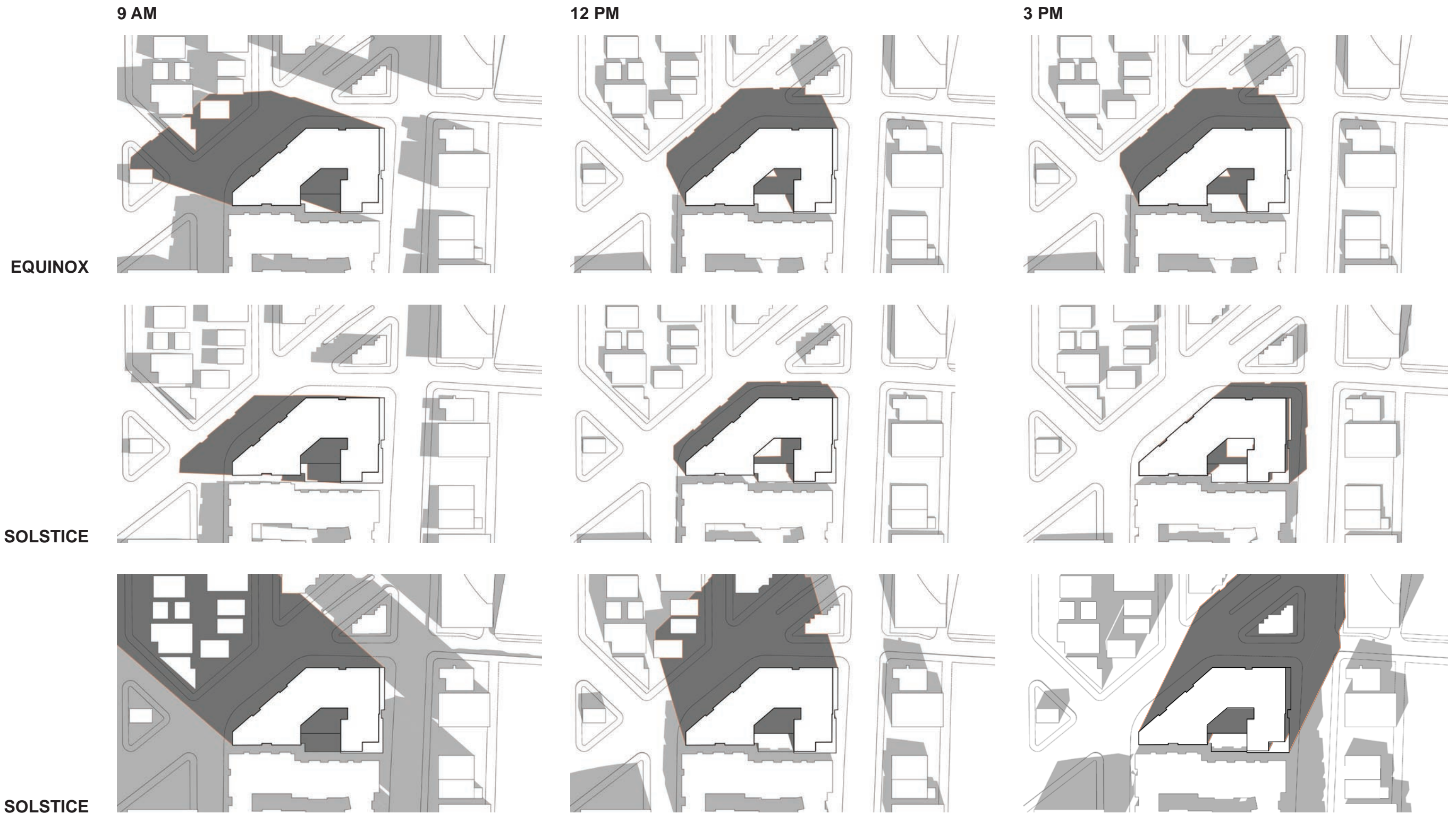
ARCHITECTURAL MASSING CONCEPTS

SCHEME C - 3D VIEWS [8.6-8.7]



ARCHITECTURAL MASSING CONCEPTS

SCHEME C - 3D VIEWS [8.6-8.7]

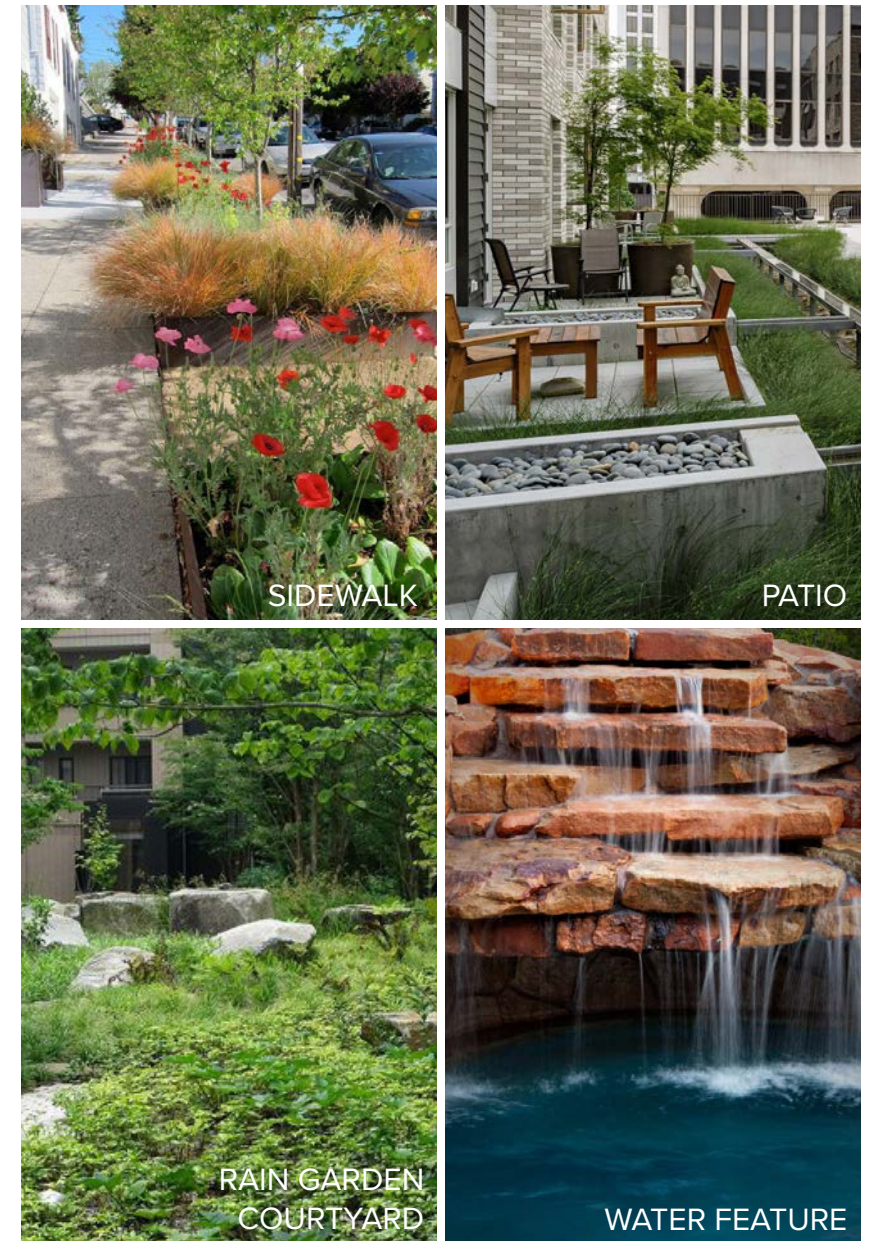


ARCHITECTURAL MASSING CONCEPTS

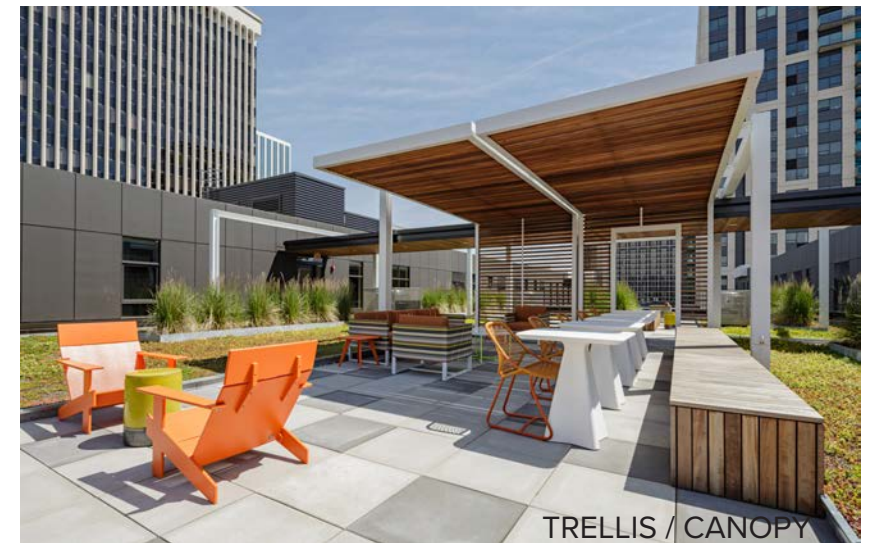
SHADOW STUDY [8.9]



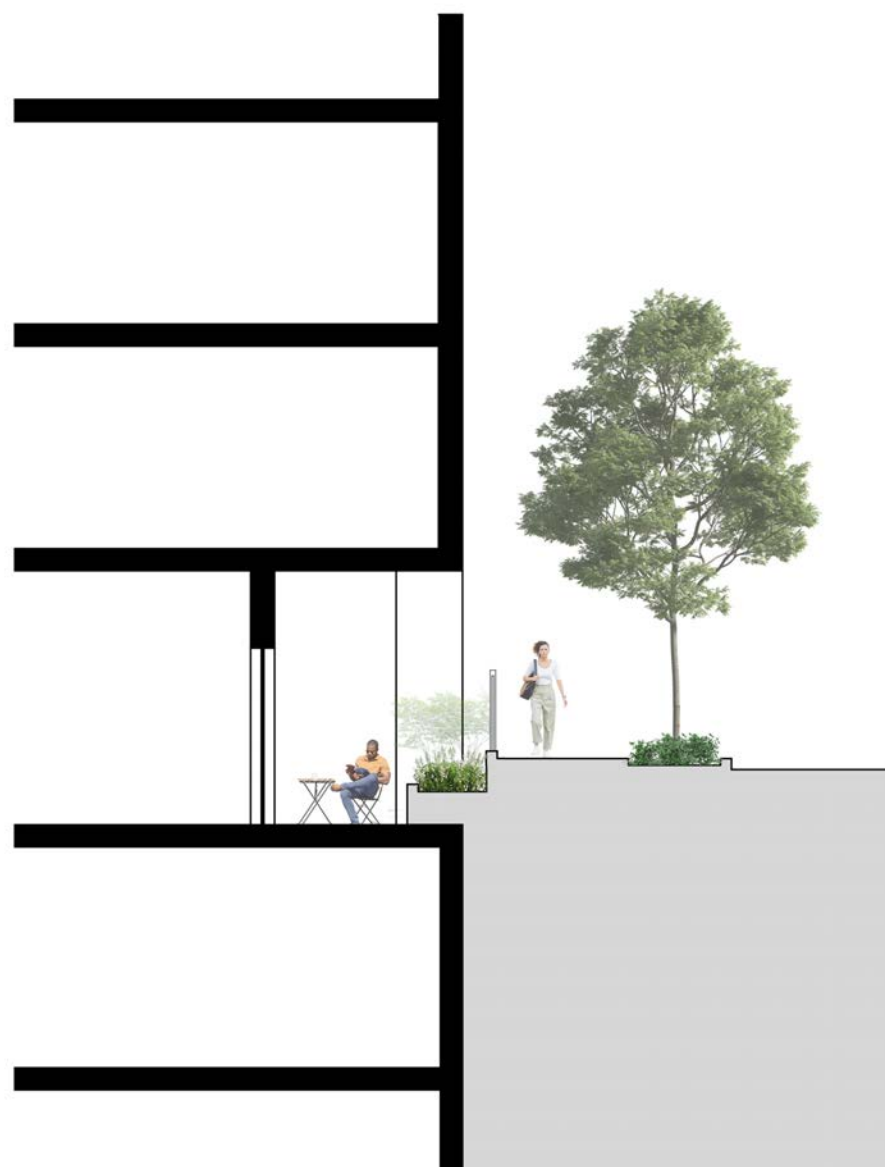
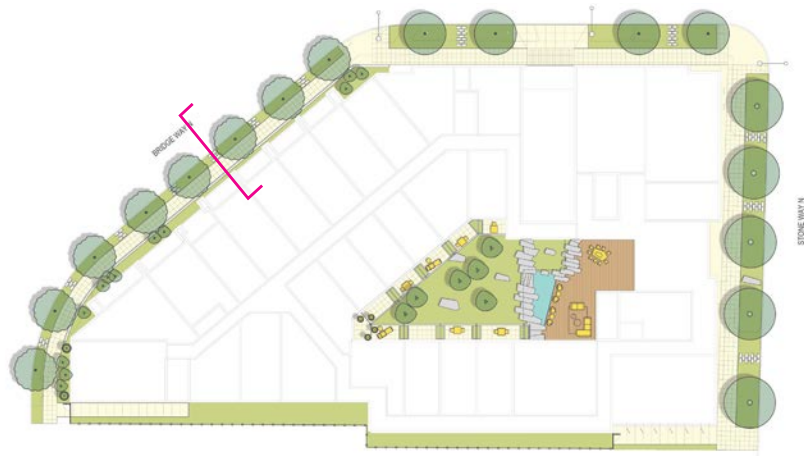
1. ESTABLISH URBAN TREE CANOPY ON BRIDGE WAY AND ON OTHER STREETS.
2. CREATE PLANTING AREAS ALONG PUBLIC SIDEWALKS TO ENHANCE PEDESTRIAN EXPERIENCE.
3. MANAGE STORM WATER ON-SITE WITH RAIN GARDEN AS FOCAL POINT OF COURTYARD.
4. ALLOW VIEWS INTO COURTYARD FROM PUBLIC SIDEWALK.



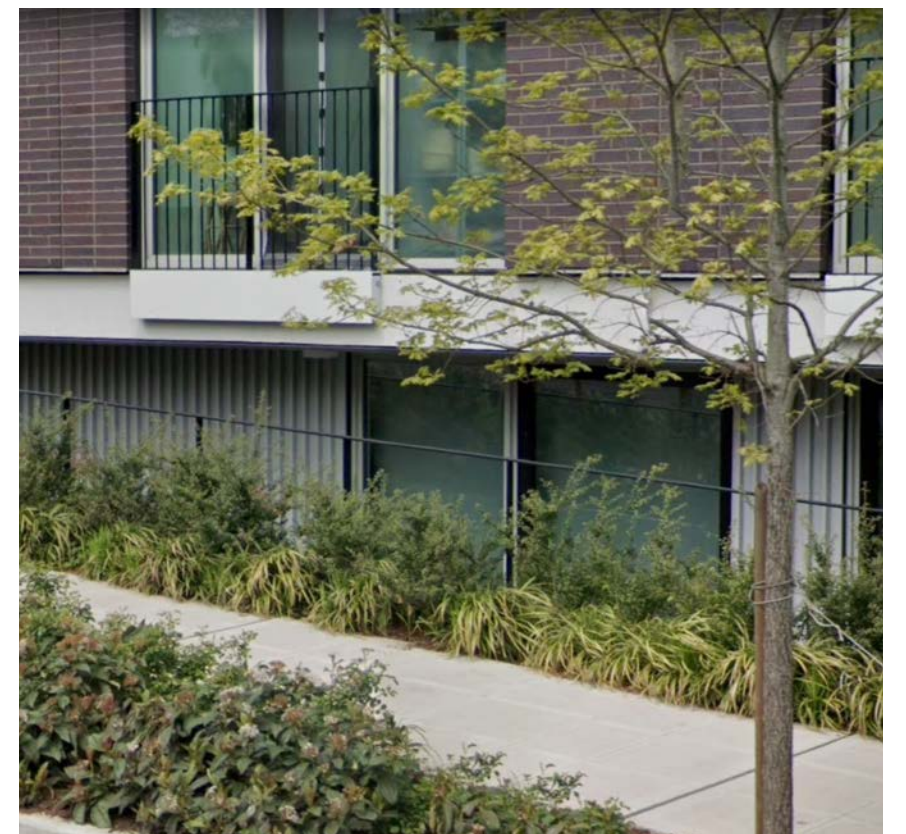
SITE LANDSCAPE PLAN & INSPIRATION



LEVEL 3 & 7 LANDSCAPE PLAN



SECTION THROUGH BRIDGE WAY UNITS



SECTION

DEPARTURES [9.0]

DEPARTURE 01

UPPER LEVEL SETBACK

Scheme B

CODE SECTION

(23.47A.014.C)

REQUIREMENT:

C. Upper-level setbacks for street-facing facades. For zones with a height limit of 75 feet, 85 feet, or 95 feet, the street-facing facade shall be set back as follows:

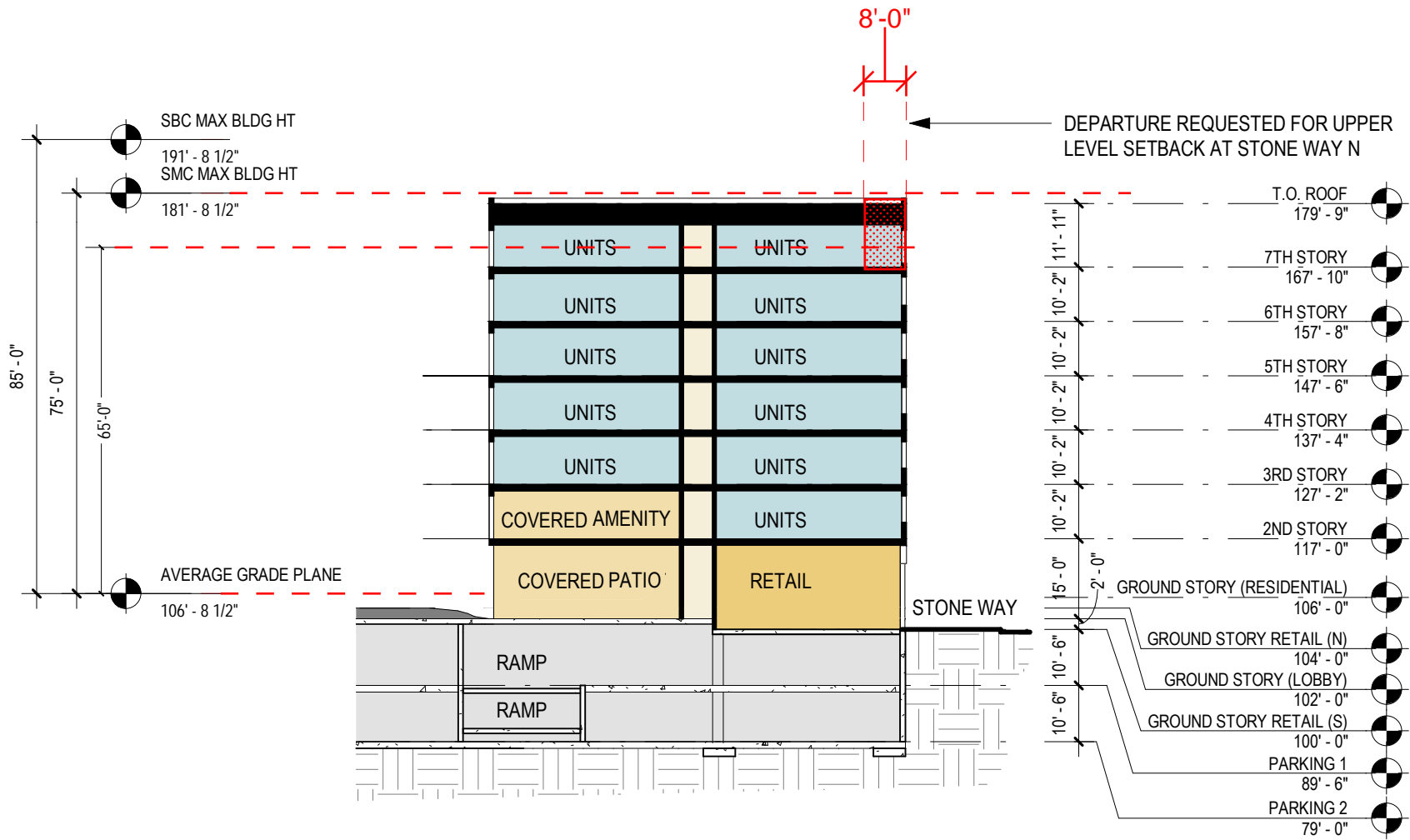
- 1. For zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet.

Requested Departure

A departure is requested to remove the upper level setback for the portions of the building along Stone Way N.

RATIONALE:

In order to bring adequate natural light into a North facing courtyard and courtyard units, per design guideline C1.B.2, the requested departure would allow for additional width at the 7th story to maintain livable units without extending the mass of the building inward. Additionally, this site, situated at the convergence of two heavily trafficked streets, acts as a gateway site and has a high degree of visibility. As such, the building's architectural presence (CS2.A.2) and its contribution to a strong street edge with the removal of this setback is important to maintaining the public realm.



DEPARTURE 03

GROUND STORY UNITS SETBACK

Scheme C (Preferred)

CODE SECTION

(23.47A.008.D.2)

REQUIREMENT:

The floor of a dwelling unit shall be at least 4' above or below sidewalk grade, or set back at least 10' from the sidewalk. Exception may be granted if an accessible route is not achievable due to site conditions AND the floor is at least 18" above or 4' below average sidewalk grade or set back 10' from the sidewalk AND the visually prominent entry is maintained.

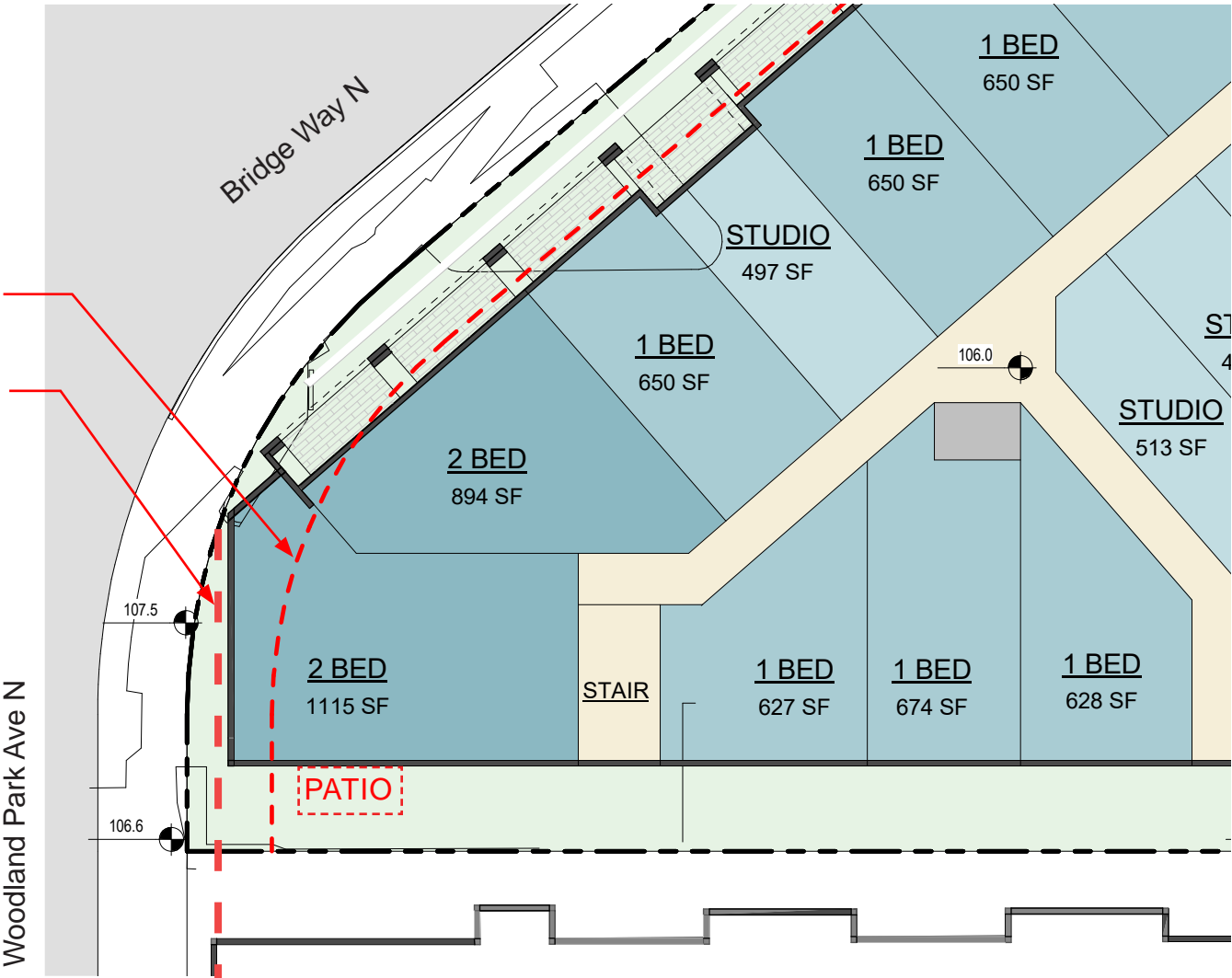
REQUESTED DEPARTURE:

A Departure is requested at the southwest corner of the building where Woodlawn Park Ave N intersects Bridge Way North. At the curve of the property line the southwesternmost two units encroach into the 10' required setback from the sidewalk by approximately 237 sf (9'-6" max, 5' min)

RATIONALE:

The Southwest corner unit of the building encroaches into the required 10' minimum setback to maintain the urban edge that has been established by the neighboring building to the South creating a continuous and cohesive public realm by fitting old and new together, (CS3.A.1). This unit will have an exterior patio area along the South edge of the unit which will be secured by a landscaped fence, and have minimum public exposure to the sidewalk along Bridge Way N to maintain security and privacy (PL3.B.1).

10' Setback line per SMC
Proposed ground story unit is in alignment with adjacent newly developed building



GROUND FLOOR PLAN ⌚



Residential setback less than 10' at adjacent newly developed building

Street Perspective at adjacent residential development

DEPARTURES

SCHEME C (PREFERRED) [9.1-9.2]

TYPE-1 DECISION (FOR REFERENCE ONLY)

PARKING RAMP SLOPE

Scheme B & Scheme C (Preferred)

CODE SECTION

(23.54.030.D.3)

REQUIREMENT:

Driveway slope for all uses. No portion of a driveway, whether located on a lot or on a right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag. The Director may permit a driveway slope of more than 15 percent if it is found that:

- a. The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible;
- b. The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; and
- c. The driveway is still usable as access to the lot.

REQUESTED DEPARTURE:

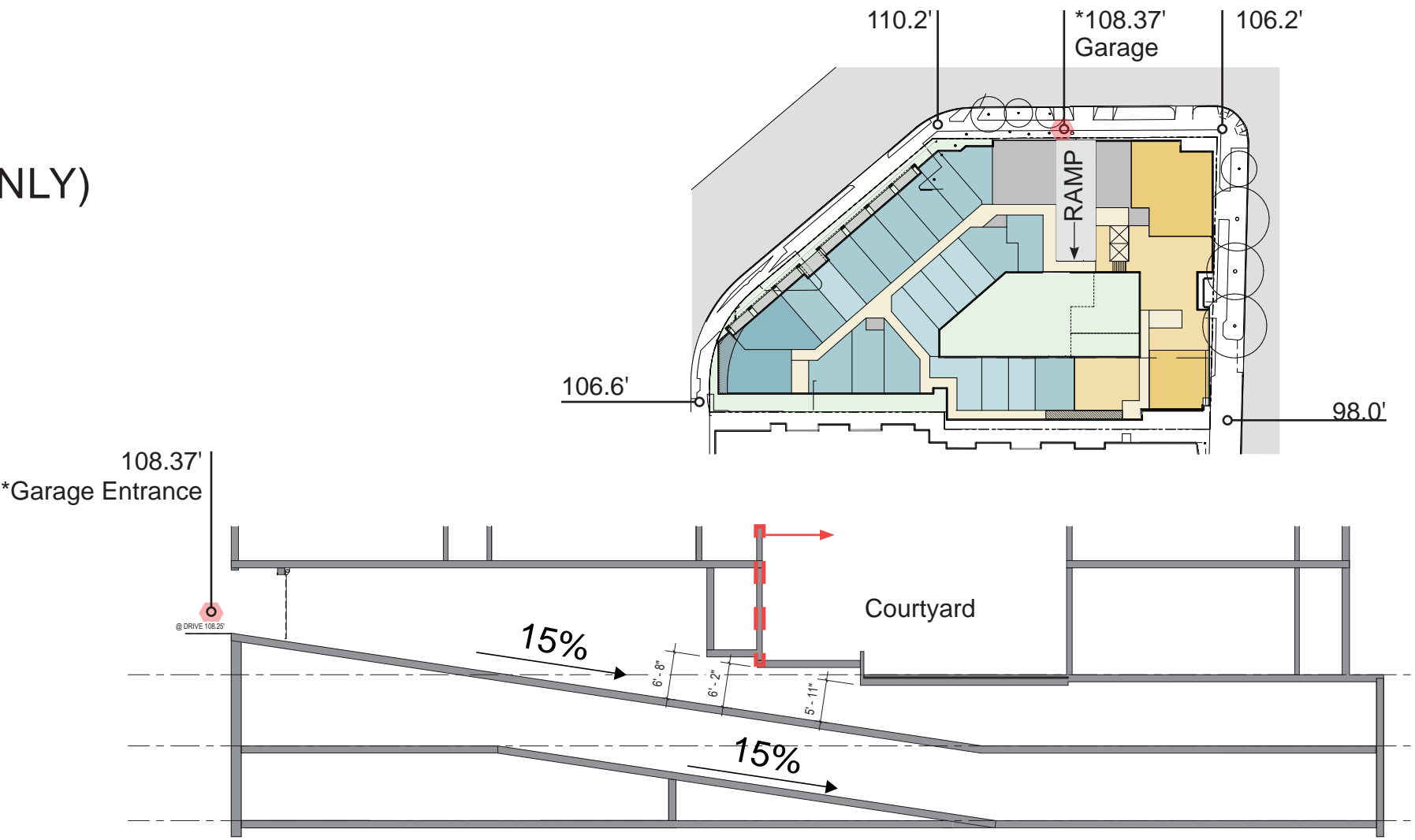
A departure is requested to increase the maximum slope of the parking ramp serving the residential garage to 20% with blended sections of 10%

RATIONALE:

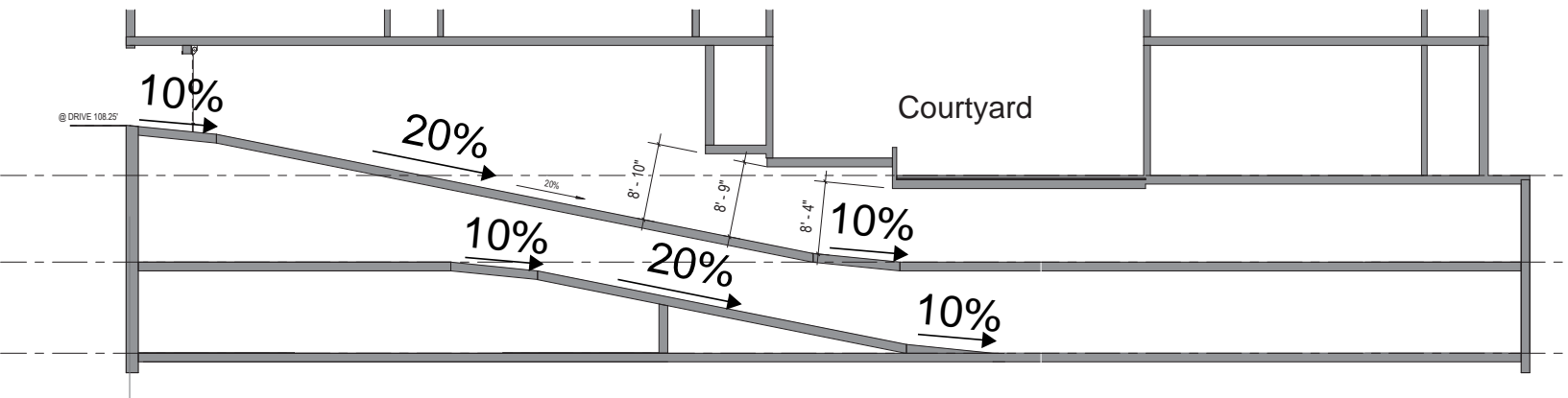
Rationale A: Per city requirements, N 39th St is the only allowed frontage for parking access. Since the length of the frontage between Stone Way N & Bridge Way N is short, the optimal location is mid-block to allow for adequate separation between the curb cut and the 2 adjacent intersections. At this location the garage entrance grade is almost at its highest point on the site, requiring a longer ramp length to the below grade parking. With the sites irregular shape, the ramp location runs in parallel with the shallowest length of the site (North/South) making it problematic to create a serviceable parking layout while maintaining a generous courtyard within this restricted site depth. This departure allows an efficient, workable parking garage while maximizing courtyard area/planting area, daylight to units, and meaningful area for a courtyard water feature (CS1.B.2; CS1.D.1; CS1.E.1).

Rationale B: In order to maintain required head clearances, a 20% ramp min is necessary. Anything shallower puts head clearances into non-compliance.

Rationale C: The driveway access is maintained while the usability is improved with the addition of blend ramps at the upper and lower portion of the ramps. It is crucial to provide accessible and efficient parking so that we are properly addressing the neighborhood comments and requests for on-site parking (see page 5).



CODE COMPLIANT - 15% RAMP SECTION



DEPARTURE- 20% RAMP SECTION