

# BROADSTONE STONE WAY

4106 STONE WAY N SEATTLE, WA 98103

SDCI # 3030859-LU  
SDCI # 3032254-EG  
**DESIGN REVIEW PROPOSAL**  
9 SEPTEMBER 2019

ARCHITECT

**URBAL ARCHITECTURE**  
1938 FAIRVIEW AVE E STE. 100  
SEATTLE, WA 98102

OWNER

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

LANDSCAPE ARCHITECT

**FAZIO ASSOCIATES**  
102 NW CANAL ST  
SEATTLE, WA 98107







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PROJECT DATA

SITE AREA: 35,051 S.F.	ADDRESS:
NUMBER OF STORIES ABOVE GRADE: 5	4106 STONE WAY N
TOTAL GROSS FLOOR AREA: 123, 196 S.F. (APPROX.)	SEATTLE WA 98103
TOTAL RETAIL: 7,045 S.F. (APPROX)	
NUMBER OF UNITS: 119 (APPROX.)	
NUMBER OF PARKING SPACES: 71 (APPROX.)	

PROJECT GOALS

MAINTAIN A STRONG URBAN EDGE

- ZONING AND DEVELOPMENT PATTERNS SUPPORT A STRONG URBAN EDGE WITH DESTINATION OPPORTUNITIES.
- PROPORTIONS, TOPOGRAPHY, TERMINUS TO THE SOUTH AT LAKE UNION WILL REINFORCE THIS OBJECTIVE.

CREATE SAFE VEHICULAR/PEDESTRIAN ACCESS

- DESIGN DECISIONS WHICH CONTRIBUTE TO A WALKABLE STREETScape.
- MANAGING EXISTING SITE CONDITIONS FOR MOST APPROPRIATE ACCESS POINTS.

BE GOOD NEIGHBORS

- MANAGING ACCESS AND ENHANCING BUFFER TO “LANDLOCKED” HOMES ALONG EXISTING EASEMENT ON SOUTH EAST PORTION OF THE SITE.
- PUSHING HEIGHT AND URBAN SCALE TOWARD STONE WAY NORTH, AWAY FROM SF-5000 ADJACENT ZONE.
- INCREASE ACTIVITY ALONG STONE WAY AND PROVIDE NEW AMENTITIES FOR LOCAL NEIGHBORS AS WELL AS RESIDENTS.

RESTRAINT MASSING/COMPOSITION

- HIGH QUALITY BUILDING MATERIALS THAT WILL PROVIDE AN ENDURING ARCHITECTURAL COMPOSITION.
- LARGE ARCHITECTURAL MOVES THAT ARE IN SCALE WITH THE URBAN EDGE.

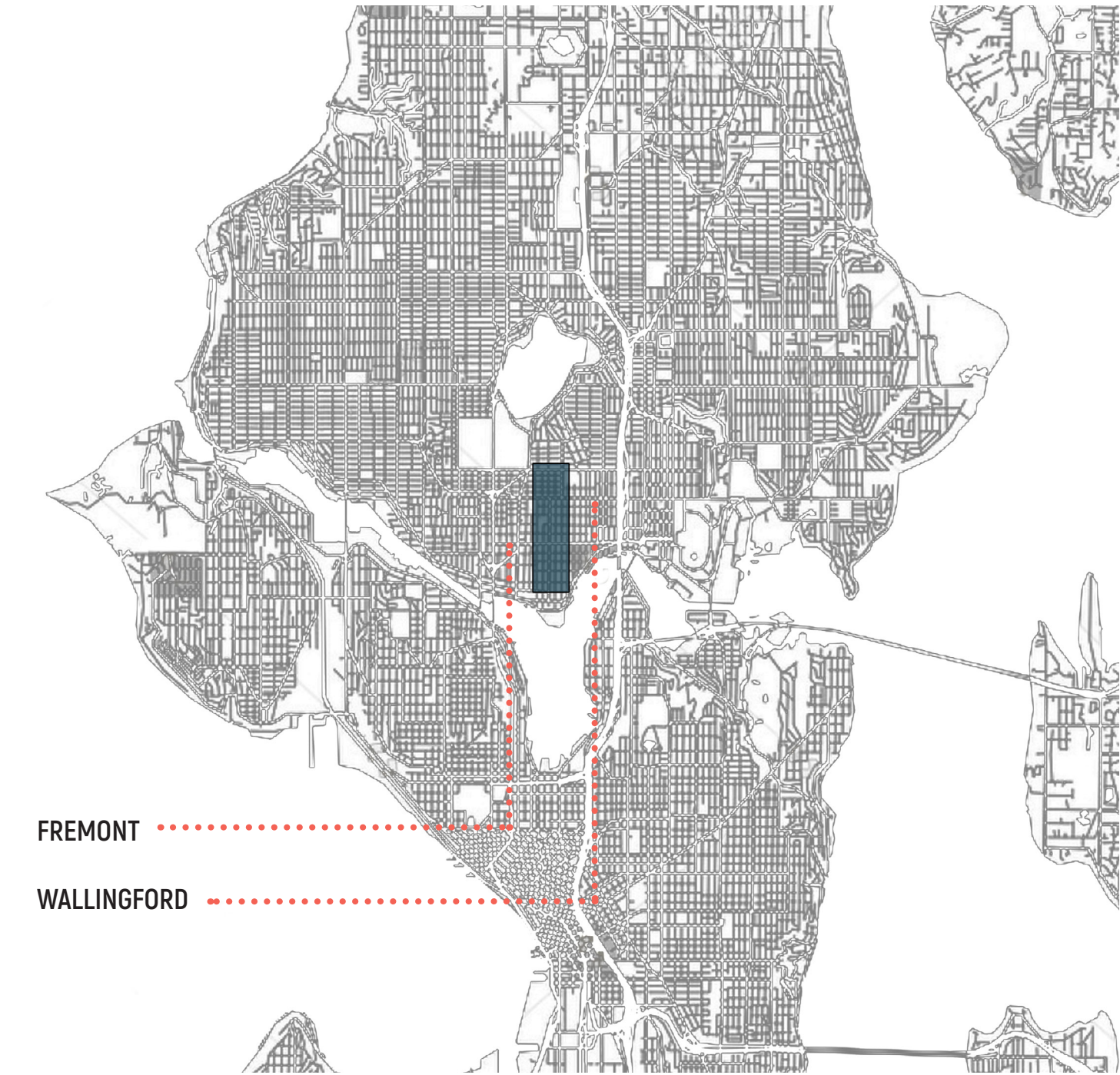
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SUMMARY CONTEXT



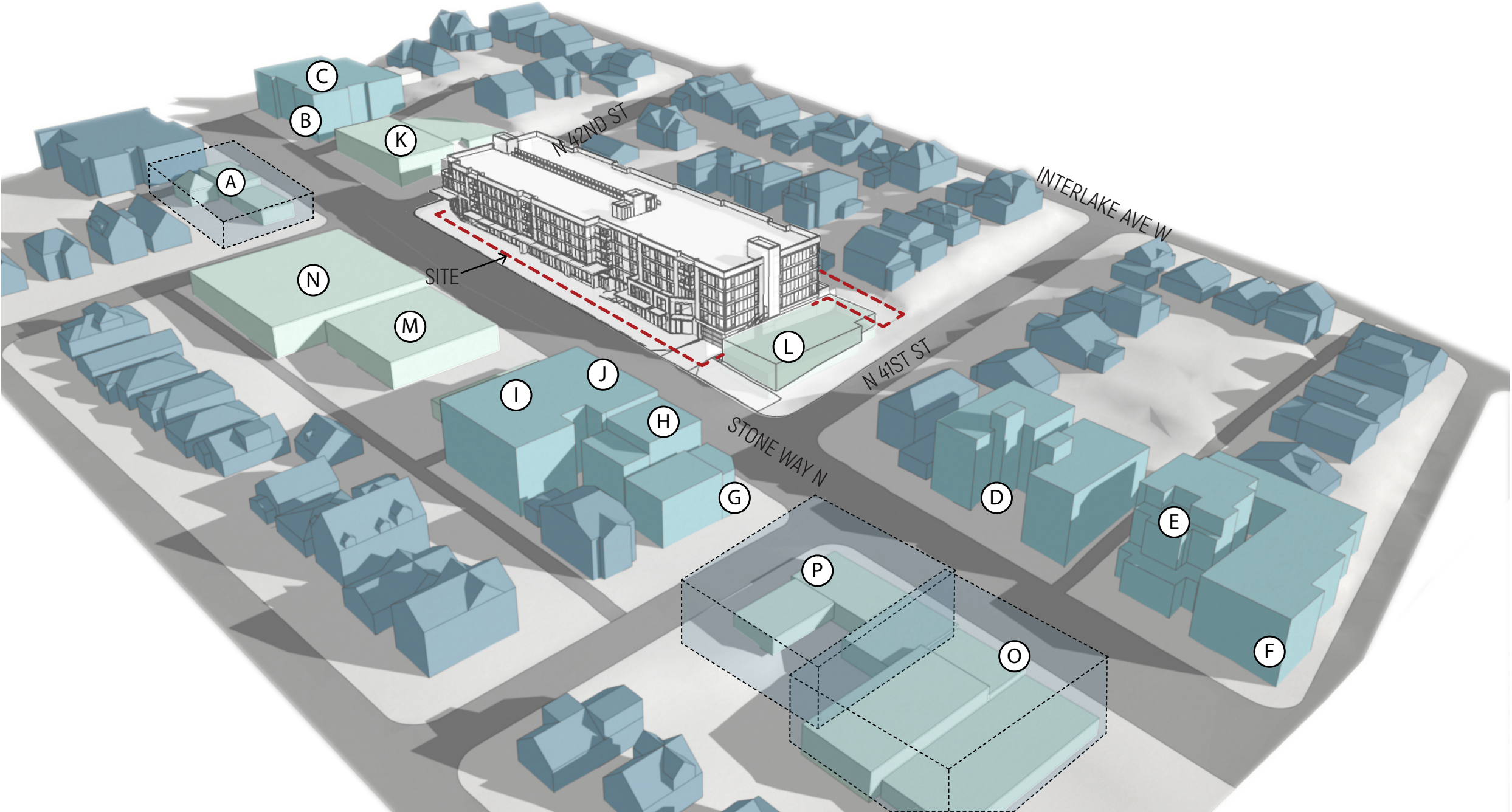
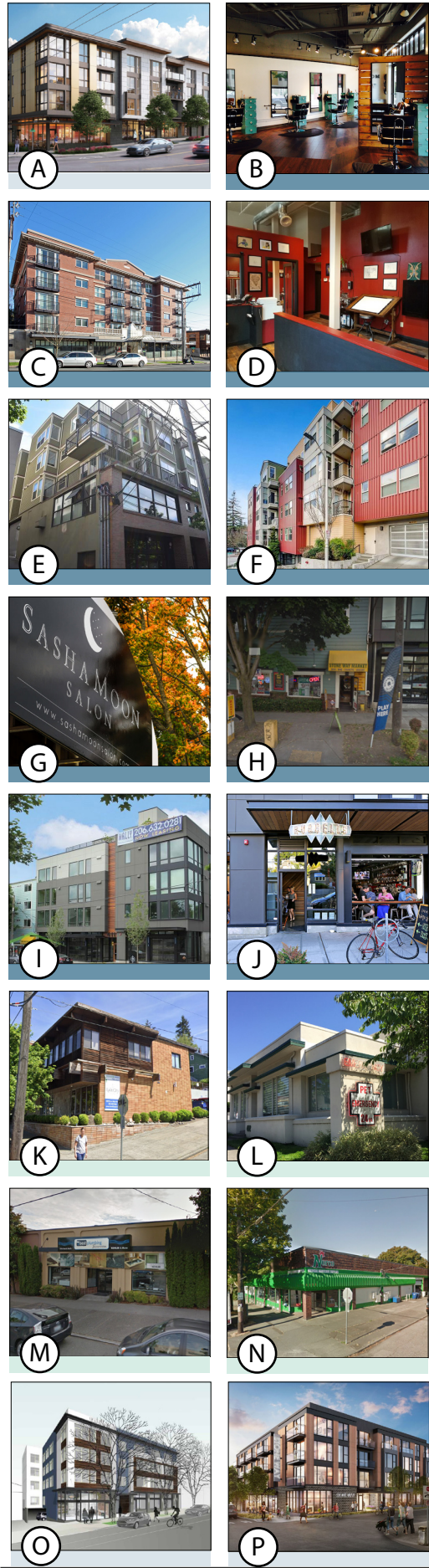
SEATTLE AREA CONTEXT



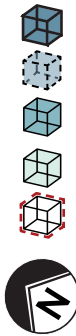
NEIGHBORHOOD CONTEXT



SURROUNDING SITE CONTEXT

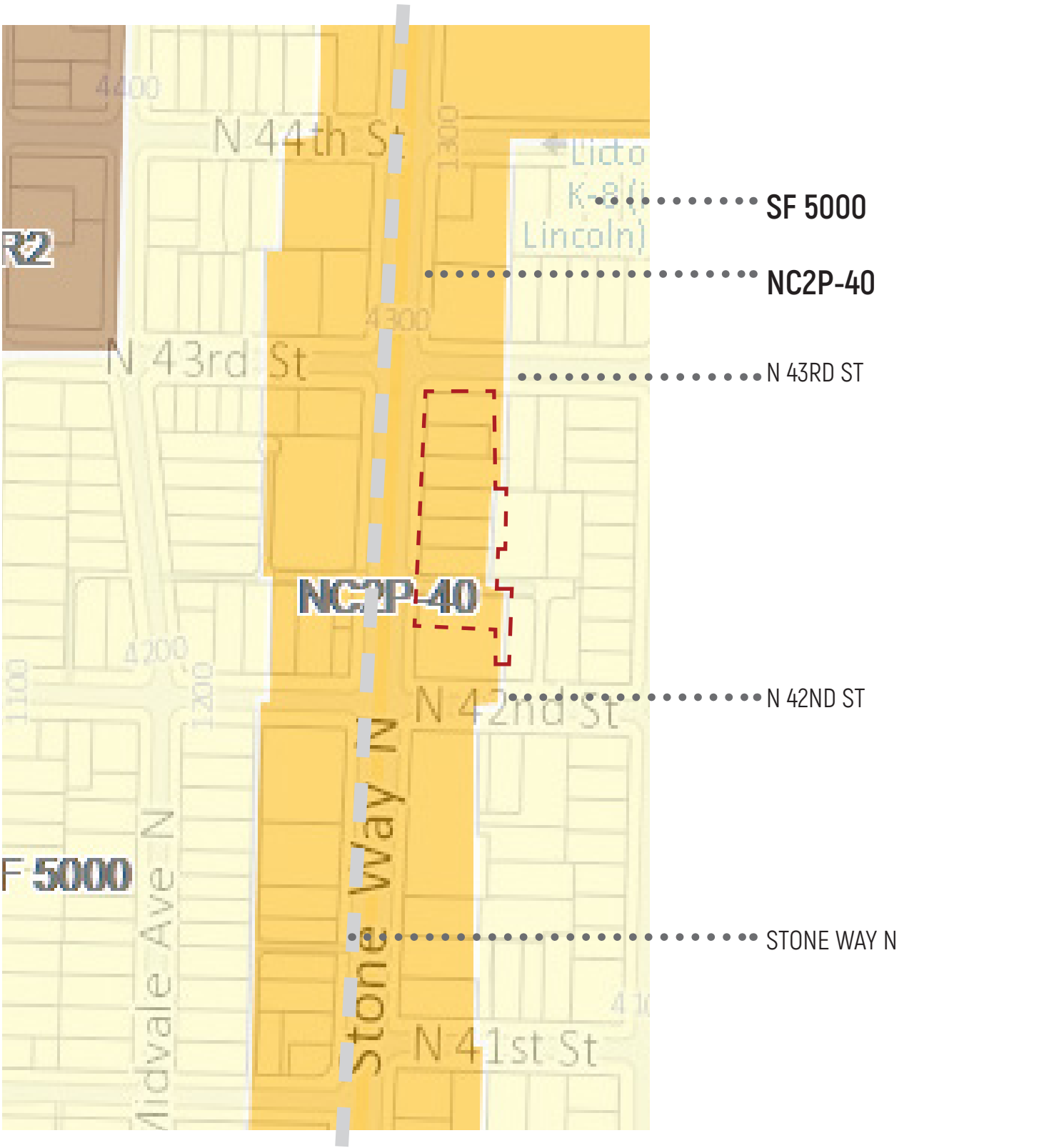


- RESIDENTIAL
- PROPOSED RESIDENTIAL/RETAIL
- RESIDENTIAL/GROUND LEVEL RETAIL
- COMMERCIAL/RETAIL
- PROJECT SITE





ZONING ANALYSIS		
Site Address: 4106 Stone Way N   Seattle, WA 98103		
Project Zone: NC2P-40 // SF-5000		
Zoning Overlays: Wallingford Residential Urban Village, Frequent Transit, Pedestrian Zone		
ECAs: None		
Lot area: 35,051 sf (31,976 sf in NC2P-40 // 3,075 sf in SF-5000)		
Code Standard	Code Description	Code Standard
Permitted Uses: SMC 23.47A.004	Uses Permitted Outright: Commercial, Residential	<b>Compliant:</b> Retail, Residential
Street Level Uses: SMC 23.47A.005	80% min. of street-level uses must be commercial uses	381'-6" building along street level = 305'-3" commercial use min <b>Compliant:</b> 310'-6" commercial provided
Street-Level Development Standards: SMC 23.47A.008	Blank Facades (all uses): Max length 20', Max. 40% of total façade width. Maximum setback: 10' Residential uses must be 4' above or below sidewalk grade, or set back 10'	<b>Compliant:</b> No blank facades over 20' in length.
Street-Level Development Standards, Non-residential: SMC 23.47A.008.B	Façade Transparency: Min. 60% of façade area between 2' & 8' above sidewalk. Depth of non-residential use: 30' avg., 15' min. Height of non-residential use: 13' min. floor-to-floor	<b>Compliant:</b> 60% of façade between 2' & 8' will be transparent. All non-residential use are 30' deep with 13' floor to floor.
Structure Height: SMC 23.47A.012	Maximum Height: 40' above average grade plane Additional 4' permitted where non-residential uses at street level have 13' min. floor-to-floor height	<b>Compliant:</b> 43'-4" above average grade plane.
Floor Area Ratio: SMC 23.47A.013	Maximum FAR for all uses in a mixed-use building: 3.25 Maximum FAR for all residential or all non-residential uses: 3.00	<b>Compliant:</b> 3.21 FAR provided
Setback Requirements: SMC 23.47A.014	None	<b>Compliant</b>
Landscaping and Screening: SMC 23.47A.016	Minimum green factor score: 0.30 Street trees required.	<b>Compliant:</b> street trees will be maintained and green roof will be provided to meet min. green factor score.
Amenity Areas: SMC 23.47A.024	Minimum 5% of gross residential floor area.	81,532 sf x 5% = 4,077 sf required <b>Compliant:</b> 1124 sf (lobby) + 3,200 sf (roof deck) = 4,324 sf
Required Parking: SMC 23.54.015 Table B	Residential uses: None required in Frequent Transit area in Urban Village Non-residential uses: None required in Frequent Transit area in Urban Village	<b>Compliant.</b> 80 parking spaces are provided.
Bicycle Parking: SMC 23.54.015 Table D	Residential: 1 per 1 dwelling units (long-term) and 1 per 20 units (short-term) *After first 50 spaces, additional spaces are required at 75% ratio shown in table Retail: 1 per 4,000 sf (long-term) and 1 per 2,000 sf (short-term)	Min required: 109 total spaces Long term: 2 + 97 = 99 Short term: 4 + 6 = 10 (7,455 sf of retail - 2 long term spaces, 4 short term spaces = 6 spaces) (113 dwelling units - 50 spaces + ((63 units x .75 = 47 spaces)) 97 per dwelling unit, 6 short term) = 103 spaces
Parking Location and Access SMC 23.47A.032	Parking shall not be located between the structure and the street. Parking within the structure at street level must be separated from the street by another use.	Departure requested. See departure section.
Solid Waste and Recycling Storage: SMC 23.54.040	Residential: 575 sf + 4 sf per unit over 100 units May be reduced 15% if space is >20' wide Retail: 125 sf for 5,000-15,000 sf of retail (-50% in mixed-use development)	(627 sf) for residential + (63 sf) for non residential = (690 sf min) <b>Compliant:</b> ~800 sf provided







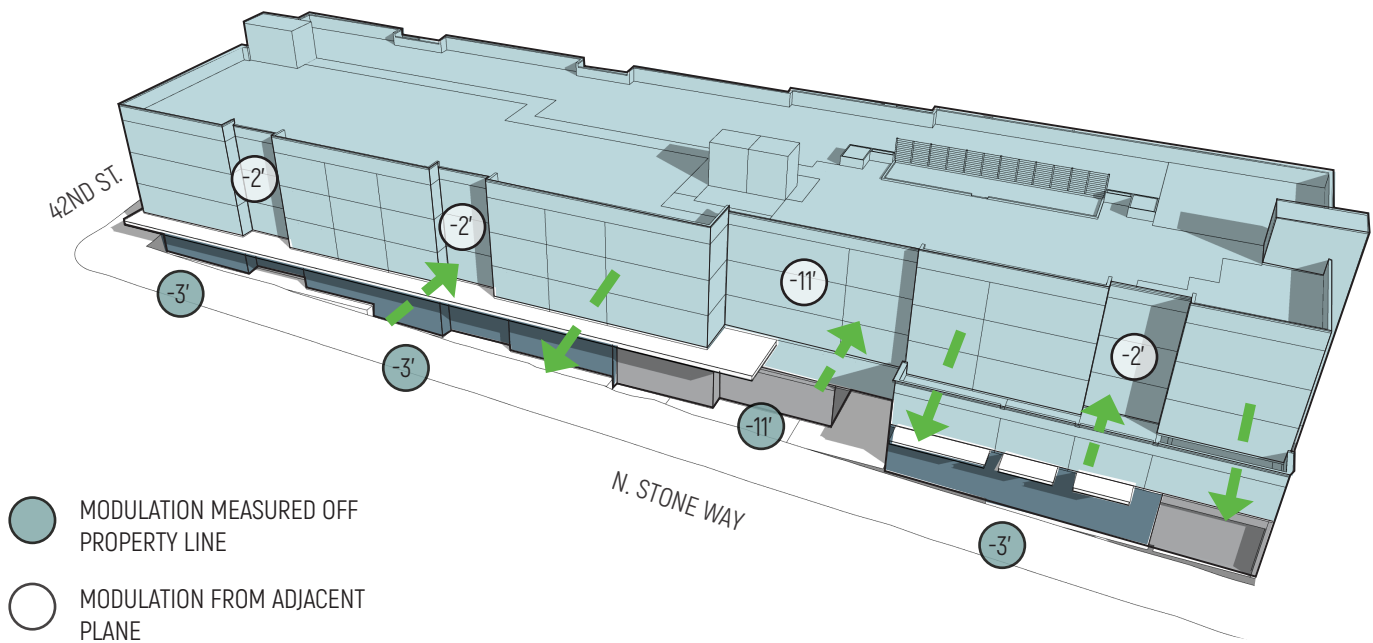


# EDG FEEDBACK / RESPONSES

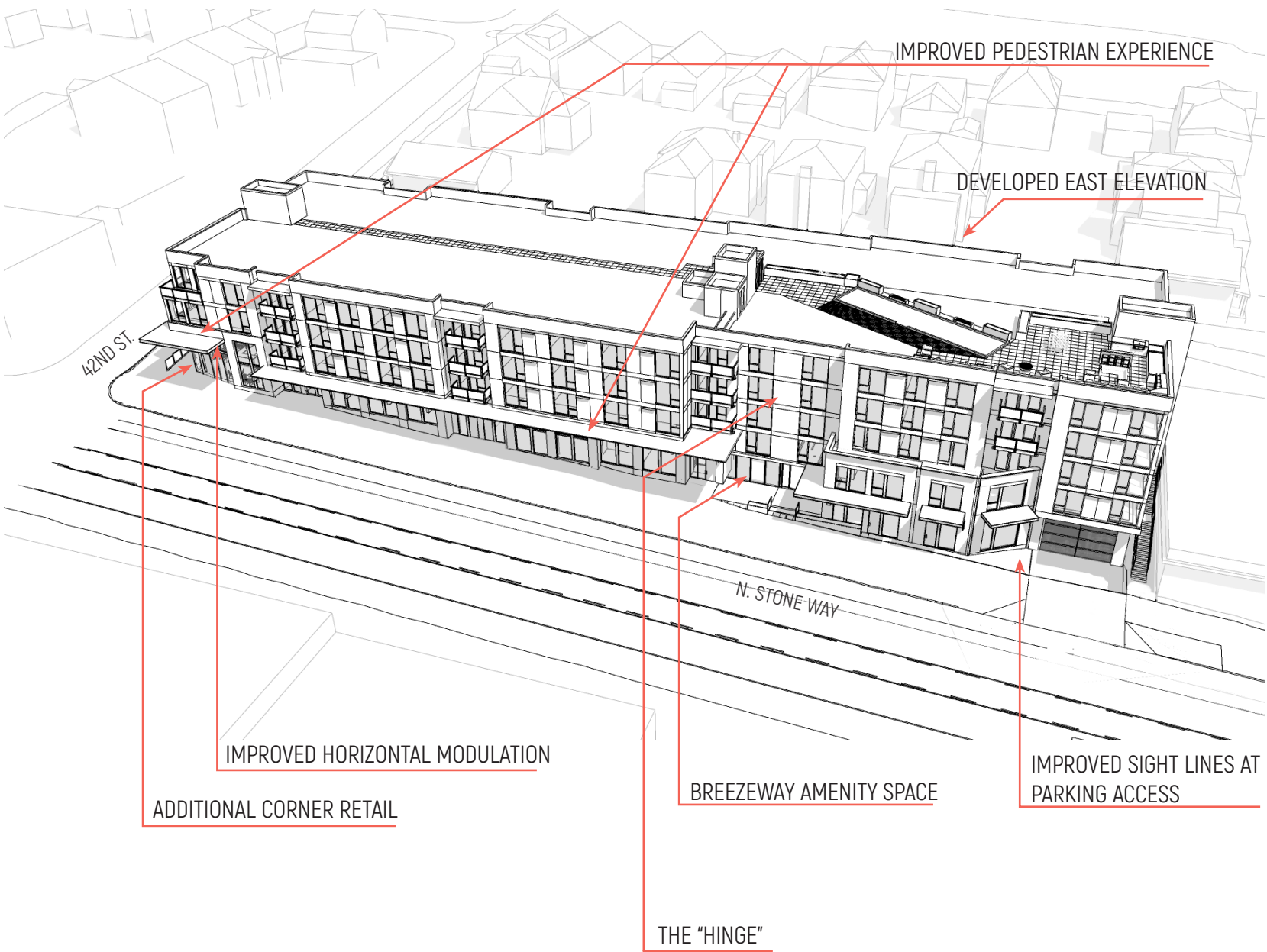
HORIZONTAL DATUMS / MODULATION	<p>The Board had concerns with the overall length of the building and suggested the horizontal datum lines may need to be split to assist in breaking up the visual length of the building and to create a separation of the base from the upper floors. The Board also suggested that the north and south ends of the building could be treated differently in order to break up the mass.</p>	<p>The horizontal datums have been broken up by two intervening masses, one at the north end and one at the midpoint of the building. At the north the retail space has been expanded and accentuated by a large glassy, double height facade. At the midpoint of the building, a large wooden clad mass spans from the ground level to the roof with a vertical emphasis in cladding material.</p>
'HINGE' TREAMENT	<p>The Board suggested that the 'Hinge' of the building, which focuses the pedestrian entry and Breezeway should clearly be defined as 'different' to the north and south masses, breaking the weight of the building up.</p>	<p>By utilizing a high contrast, warmer wood material in a vertical pattern, we strove to emphasize the vertical nature of the 'hinge' portion of the building. We minimized some of the horizontal bands and instead allowed the wood to travel vertically to the height of the building. This, combined with the high transparency at the lobby, serves to break up the two halves of the building.</p>
BREEZEWAY TREATMENT	<p>In response to public concerns about safety, the Board recommended that a gate be installed to secure the breezeway space if it is not going to be open to the public. Additionally, they addressed the grading at this area and reiterated that the grade would need to be free of tripping hazards for pedestrians.</p>	<p>It was important to maintain an active, open yet secure exterior amenity space for residents while also providing access to the existing utility easement. In response to the Board's feedback, we added a highly transparent 10' gate that could be opened if needed for events or utility access. Furniture in the space would all be movable for access purposed, and a large, multi part slider door would provide interior-exterior connection with the lobby.</p>
MATERIAL CONSIDERATIONS	<p>Due to the highly pedestrian nature of Stone Way, the Board recommended that the materials used in the facade be of high quality and add visual interest, especially pertaining to the balcony railings and 'Hinge' cladding. They appreciated the white masonry veneer used at the base and encouraged a warm color scheme.</p>	<p>The 'Hinge' has been redesigned to frame an open space at the street level and encourage pedestrian scale through the use of landscaping, seating and flexible outdoor space. The material palette has taken cues from the industrial quality and history of the Stone Way neighborhood. The combination of steel and wood, combined with the white masonry veneer comes together to achieve a contemporary but warm industrial environment.</p>
EAST ELEVATION TREAMENT	<p>At the previous EDG meeting, the east elevation of the building was not represented in detail as the focus was primarily on the Stone Way facade. The Board indicated that they would like to see development of this facade and its interaction with the single family residential homes to the east.</p>	<p>The east facade is clad in a similar manner to the west facade, utilizing a dark frame with insets of lighter gray lap siding, and modulated bays in a light gray/white that are similar to the CMU on the west facade. The east facade is heavily screened from the adjacent residential units by natural topography and existing landscape.</p>
BREEZEWAY AND PEDESTRIAN EXPERIENCE	<p>A public comment was received suggesting that canopies along the pedestrian walkway be increased to 8 feet in width, which the Board encouraged. Additionally, the Board suggested benches, seating, planters or other landscaping element along the base of the building in order to create a softer and more pleasant pedestrian experience.</p>	<p>All along Stone Way, and concentrated especially at the entry, we have placed bike racks and permanent pedestrian seating, Canopies have been increased to 8' wide the length of the building.</p>
PARKING ACCESS	<p>The Board felt that a driveway and garage access along Stone Way would conflict with the pedestrian orientation requirements for the zone unless the proposed plan included significant design features at the corner of 42nd and Stone Way that would not be possible with the parking entrance on entry on 42nd. They proposed that if the street level were to be developed with more retail in order to activate the sidewalk, locating the garage entry to not conflict with the retail would be more acceptable.</p>	<p>The corner of 42nd and Stone Way has been strengthened with a double height, highly transparent retail space with architectural detailing that enhances the pedestrian experience. The storefront wall and entry door chamfers in order to acknowledge both 42nd St. and Stone Way equally. A large canopy provides pedestrian shelter and places to linger, including a generous patio area that extends along the 42nd street frontage. If a parking garage were to enter off of 42nd, its location would cut directly into this new potential retail space, making the enhanced features infeasible.</p>



PREVIOUS MASSING SCHEME



UPDATED MASSING SCHEME  
BIRDS EYE VIEW, LOOKING EAST





ADDITIONAL CORNER RETAIL



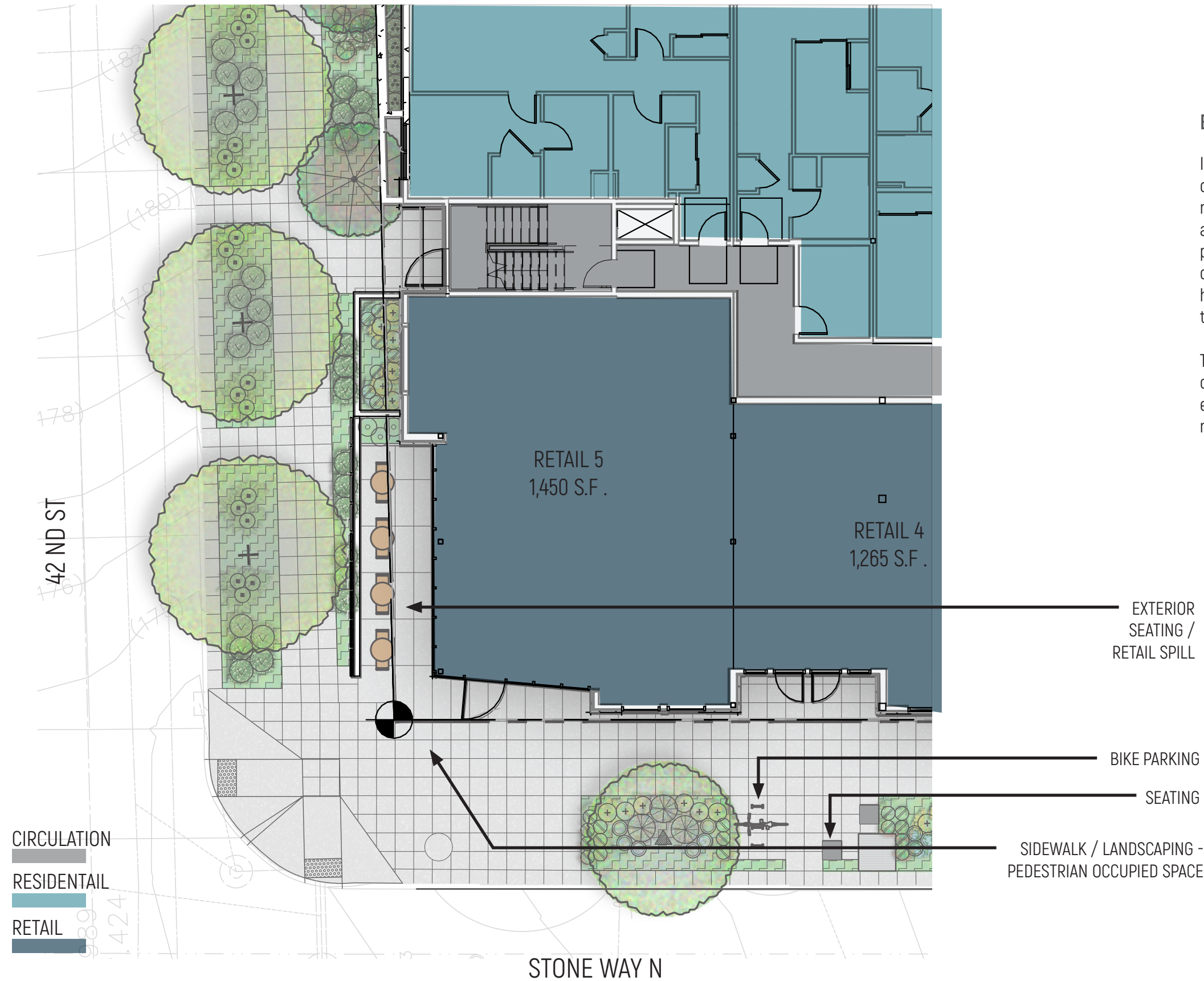


ADDITIONAL CORNER RETAIL

EDG RESPONSE:

In response to the Board's commentary, the retail space at the corner of Stone Way and 42nd was expanded and enhanced. The angled, glassy retail space is highly visible and transparent in order to activate the corner and extend the retail corridor along Stone Way, and to create a vibrant, pedestrian centric environment. The space is envisioned for a restaurant or other busy food service industry. The two story space serves to break up the horizontal modulation further and mimic the language of the retail spaces at the south end of the building.

The northwest corner at 42nd and Stone Way is the most prominent corner of the property. The enhanced features that are allowed by moving vehicle entry from 42nd to Stone Way contribute more to the urban form of the neighborhood and pedestrian experience along this important corridor.



LEVEL 1 FLOOR PLAN - ADDITIONAL CORNER RETAIL





HORIZONTAL MODULATION



WEST ELEVATION SHOWING NEW CORNER RETAIL AND BREAK IN MODULATION

**EDG RESPONSE:**  
Additional retail space on the north end of the building adds massing similar to the south end and serves to break up the long horizontal striations. The contrasting horizontal banding at the Hinge was minimized and the verticals were better emphasized with material and color that stretches up to the roof.



PREVIOUS WEST ELEVATION WITH CONTINUOUS HORIZONTAL BANDING



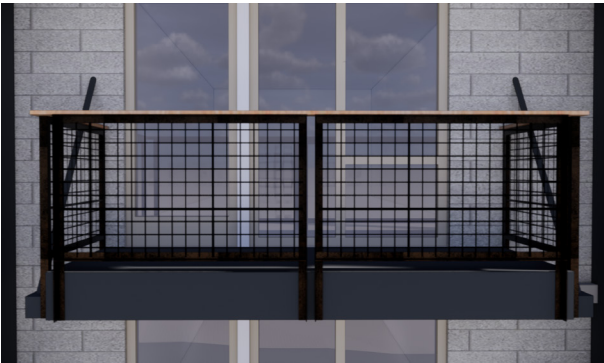


PREFERRED SCHEME - CEDAR SIDING OR SIMILAR COMPOSITE - VERTICAL EMPHASIS WITH SOME HORIZONTAL BANDING

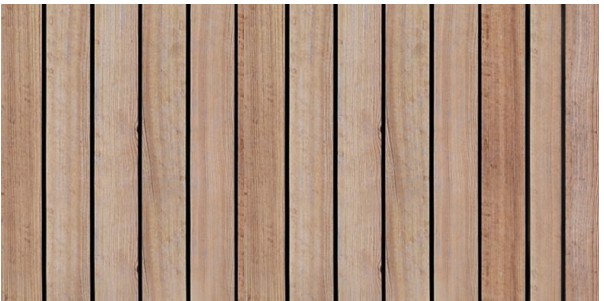
EDG RESPONSE:

In response to the Board's feedback at the EDG II meeting, the design team considered several different material options and treatments of the central mass of the building, referred to as 'The Hinge'. In order to break up the long length of the building, the horizontal banding and cap were minimized and the wood material extends all the way to the top of the building.

The proposed material cladding of the hinge is a clear cedar siding or similar composite, with a warm color and texture to contrast with the light masonry base and dark cladding of the upper portion of the building. The windows at the hinge contrast with windows in the rest of the building, helping to emphasize its unique location.



EXTERIOR DECKS FEATURING INDUSTRIAL MATERIALS



VERTICAL CEDAR SIDING OR SIMILAR COMPOSITE



AS SHOWN IN EDG



ALTERNATIVE OPTION

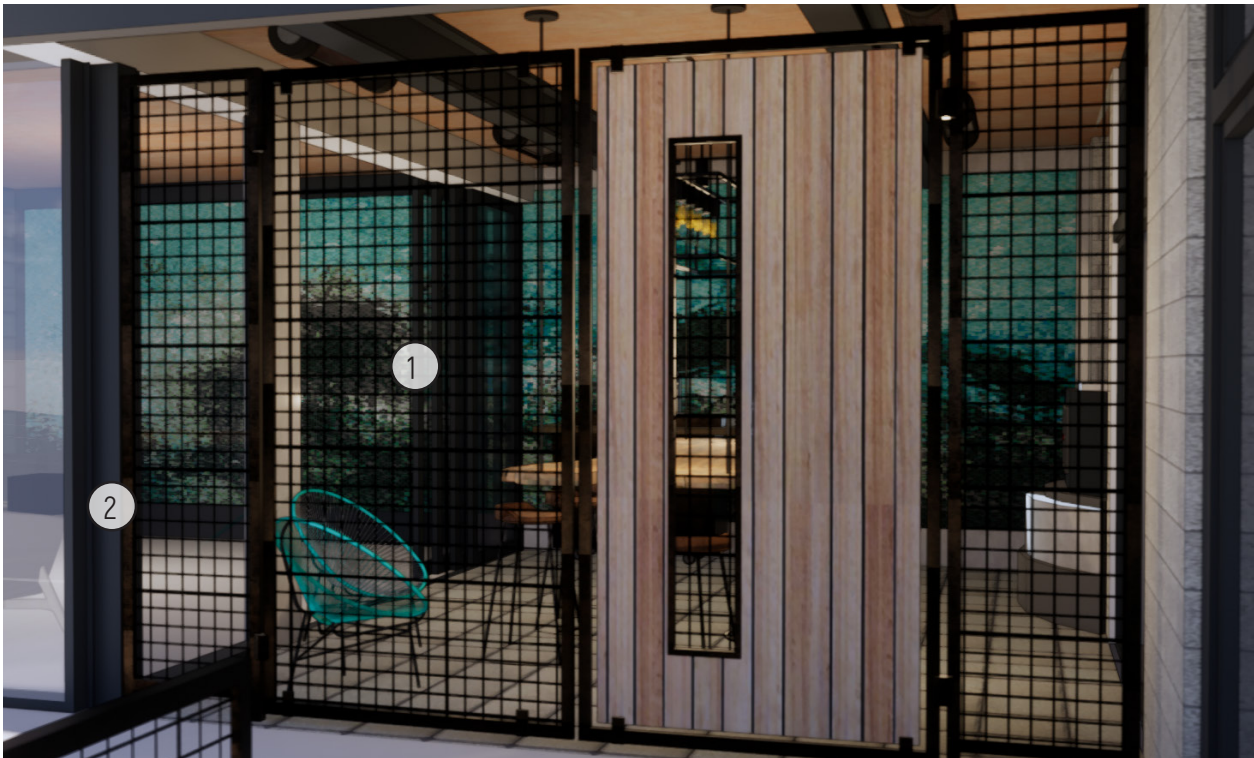


BREEZEWAY

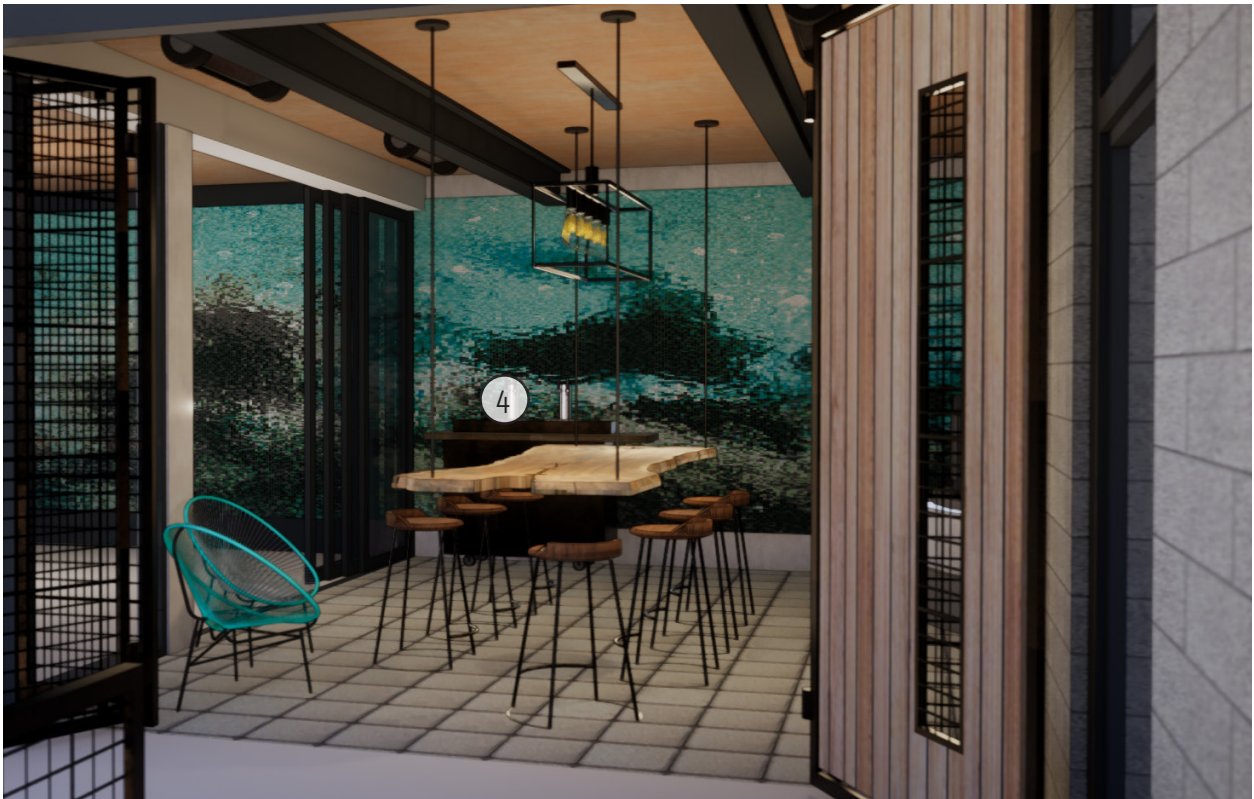


BREEZEWAY PERSPECTIVE - STONE WAY

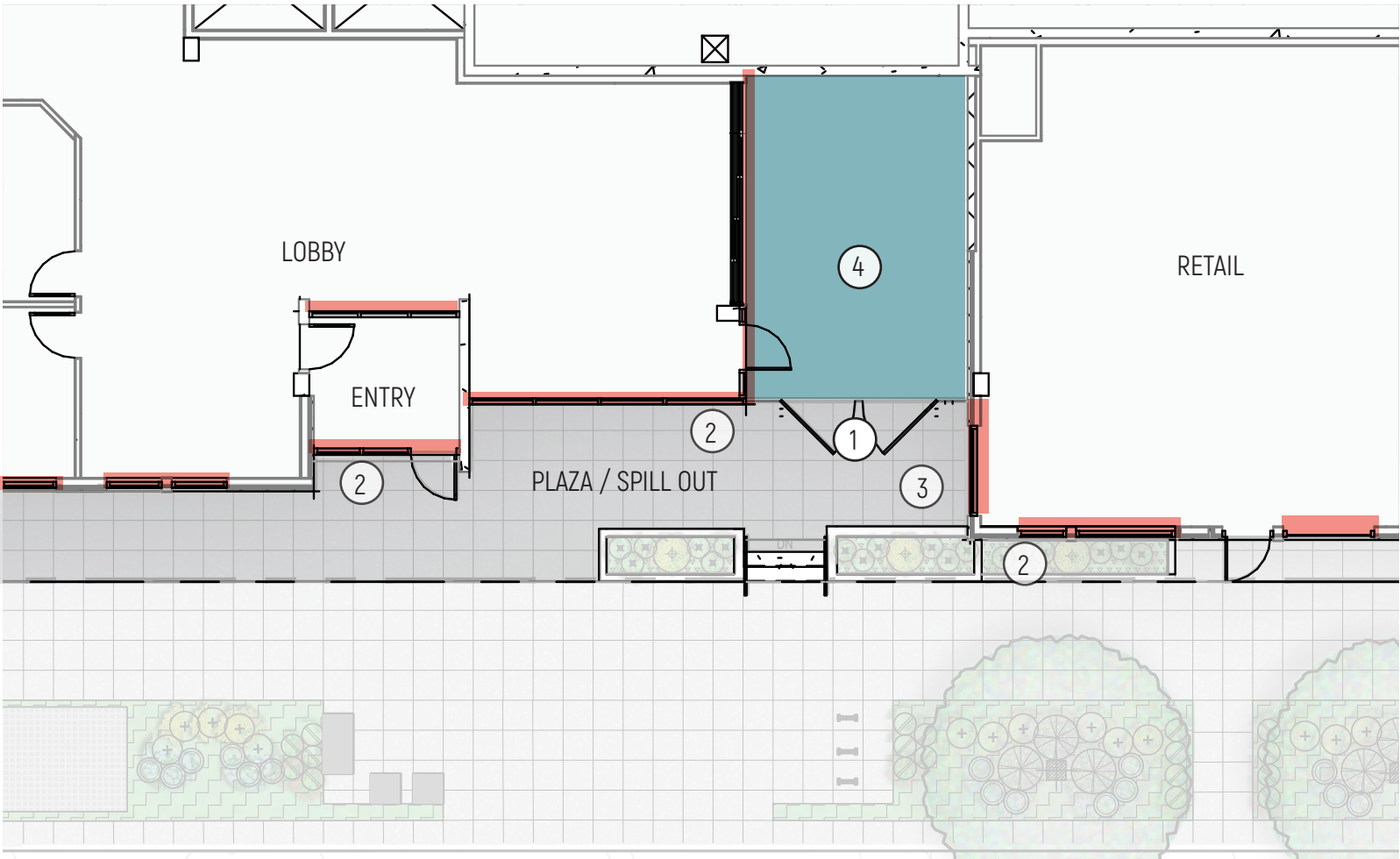




SECURITY GATE AND RETAIL CORNER



EXTERIOR AMENITY SPACE

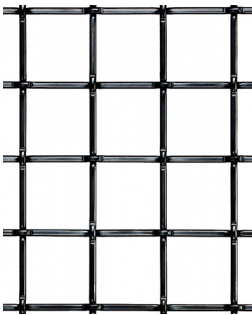


LEVEL 1 - FLOOR PLAN : BREEZEWAY / LOBBY

- 1 SECURITY GATE
- 2 RETAIL AND LOBBY TRANSPARENCY
- 3 SPILL OUT SPACE FOR RETAIL
- 4 EXTERIOR AMENITY SPACE FOR RESIDENTS- FIREPLACE OR EXTERIOR HEATING ELEMENT, SEATING, LIGHTING, BAR/TAP AREA

SECURITY / PROGRAM:

In response to feedback from the Board as well as public commentary, the Breezeway has an added security gate that separates the amenity space from the public retail and plaza spill out. This gives opportunity for the contained exterior area to function as an additional amenity space for the residents, and could include space for taps or beer tasting with seating, exterior lighting, and a double sided fireplace for ambiance.



3" SQUARE WOVEN WIRE MESH FOR SECURITY AND TRANSPARENCY







PAGLIACCI PIZZA ①



SEA WOLF BAKERY ②



STONE WAY CAFE ③



EVO ④



JOULE ⑤



THE WHALE WINS ⑥

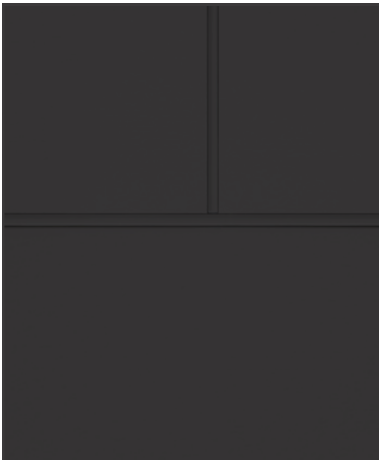




①  
STEEL CANOPY WITH  
ACCENT SOFFIT



②  
STOREFRONT WINDOW  
SYSTEM AT GROUND LEVEL



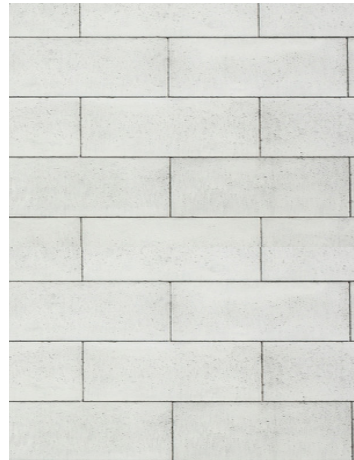
③  
FIBER CEMENT PANEL SYSTEM -  
PAINTED "INKWELL"  
SW 6992



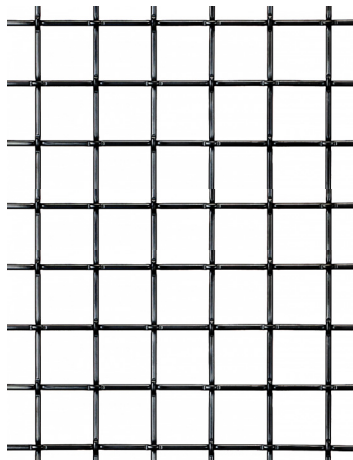
④  
FIBER CEMENT LAP SIDING -  
PAINTED "WEB GRAY"  
SW 7075



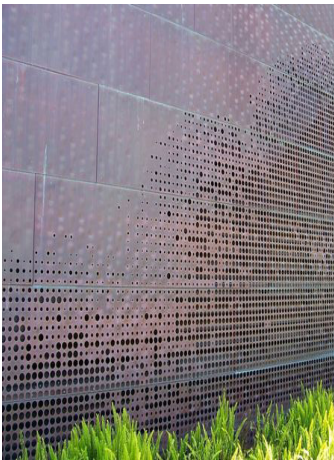
⑤  
ACCENT PANELING -  
CLEAR CEDAR VERTICAL  
SIDING, OR SIMILAR COM-  
POSITE MATERIAL



⑥  
4" x16" MASONRY VENEER -  
NATURAL COLOR, SMOOTH  
FACE, RUNNING BOND WITH  
NATURAL COLOR GROUT



⑦  
WOVEN WIRE MESH -  
3" SQUARE MESH



⑧  
PERFORATED METAL GATES/  
GARAGE DOOR SHOWCASING  
LOCAL HISTORICAL IMAGERY



GASWORKS PARK IMAGE

EDG RESPONSE:

The color palette and material considerations are chosen for their classic but contemporary qualities while also referring to the industrial / blue collar history of the Wallingford area. Concrete masonry and steel elements along the Stone Way facade contrast with warm wood siding and the dark grays of the upper mass.

The garage door provides an opportunity to showcase local art or image that references the history of the neighborhood.



MATERIAL / BUILDING ELEVATIONS



WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

- ① CANOPY WITH ACCENT SOFFITING
- ② STOREFRONT WINDOWS
- ③ FIBER CEMENT PANELING
- ④ FIBER CEMENT LAP SIDING
- ⑤ CEDAR ACCENT SIDING
- ⑥ MASONRY VENEER
- ⑦ WOVEN WIRE MESH
- ⑧ PERFORATED METAL GATES





EAST ELEVATION



EAST ELEVATION - APPROXIMATE RESIDENTIAL VIEW

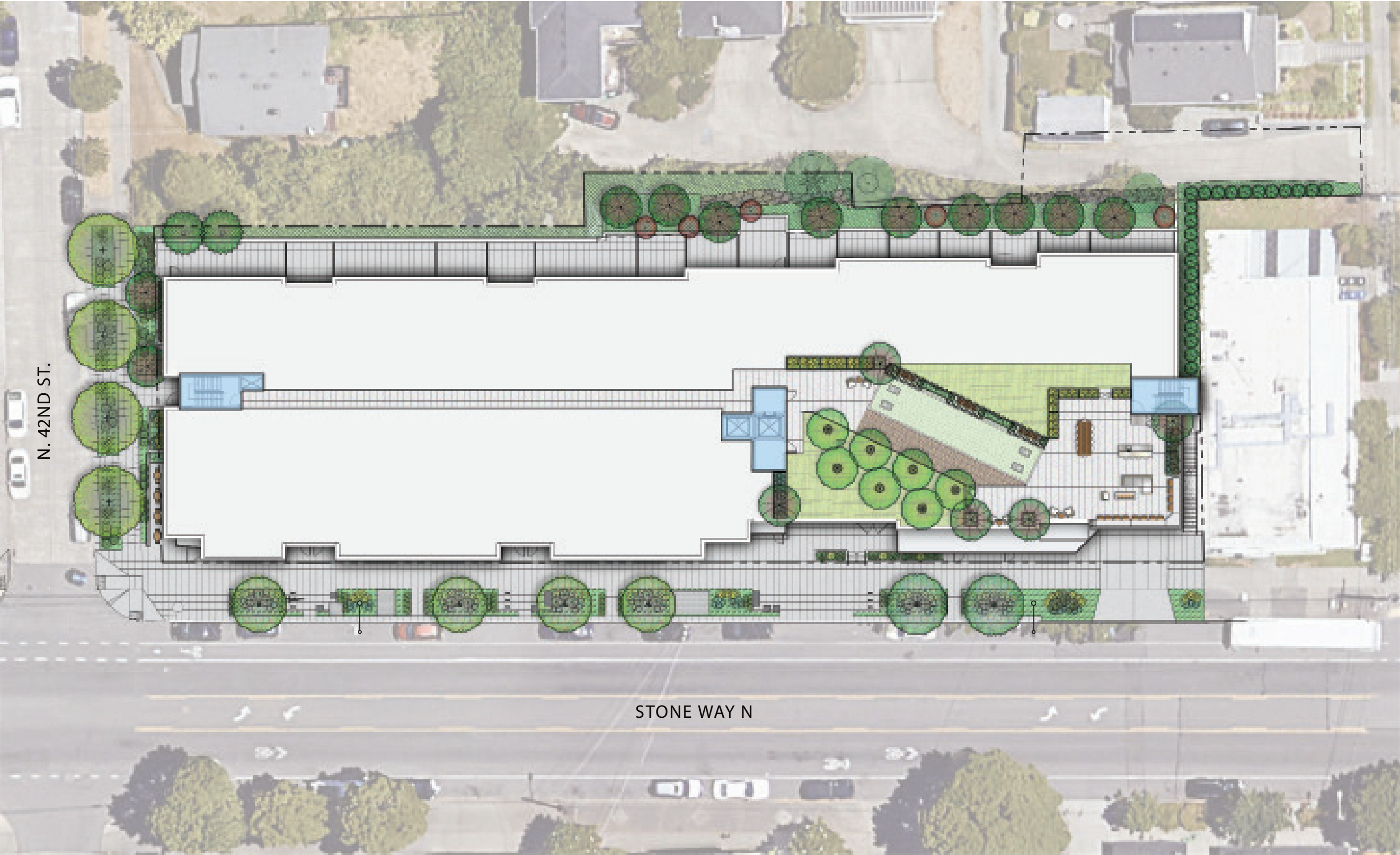
- |                                |                          |
|--------------------------------|--------------------------|
| ① CANOPY WITH ACCENT SOFFITING | ⑤ CEDAR ACCENT SIDING    |
| ② STOREFRONT WINDOWS           | ⑥ MASONRY VENEER         |
| ③ FIBER CEMENT PANELING        | ⑦ WOVEN WIRE MESH        |
| ④ FIBER CEMENT LAP SIDING      | ⑧ PERFORATED METAL GATES |
|                                | ⑨ ROLL UP GARAGE DOOR    |



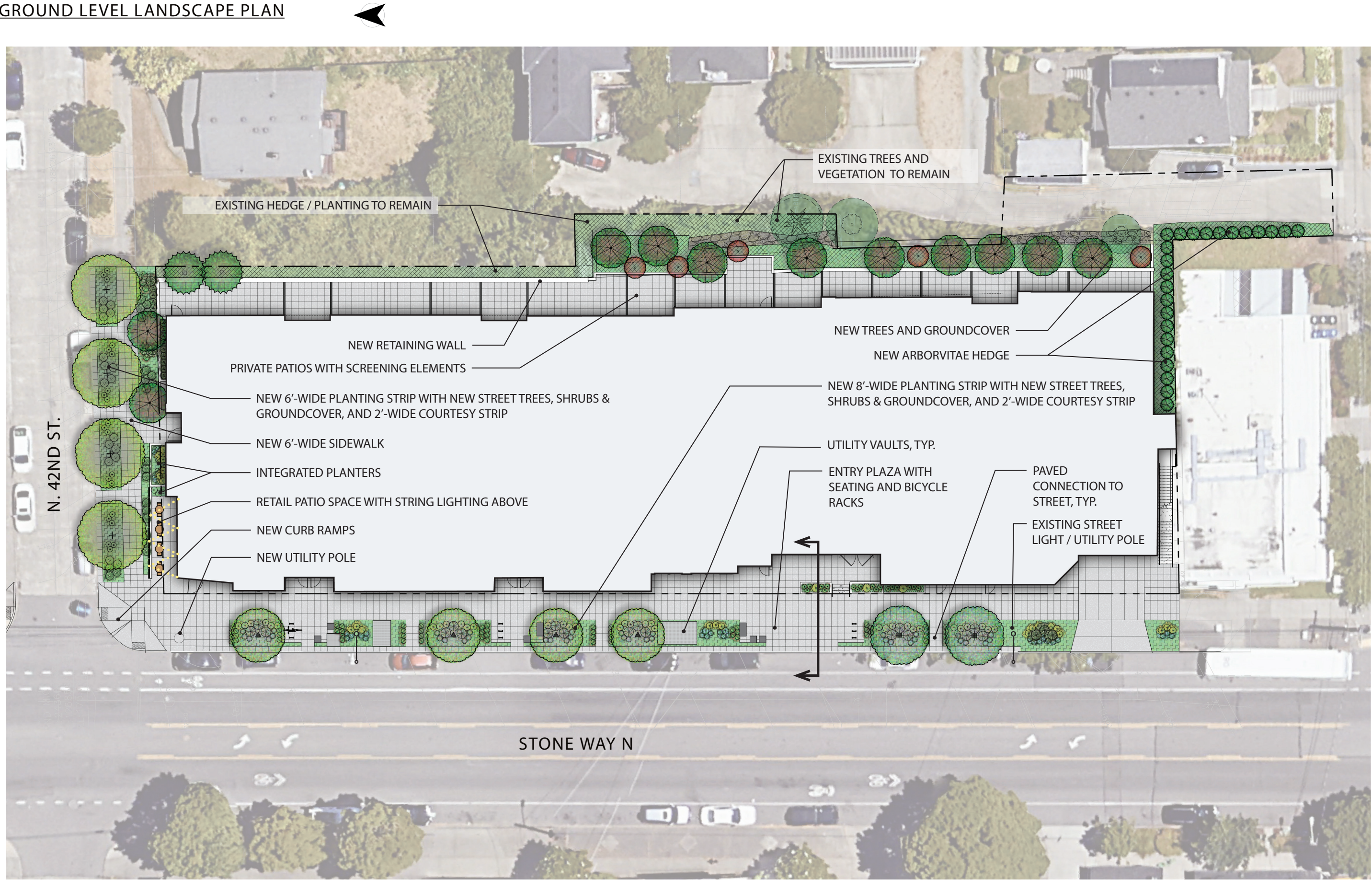
EAST ELEVATION



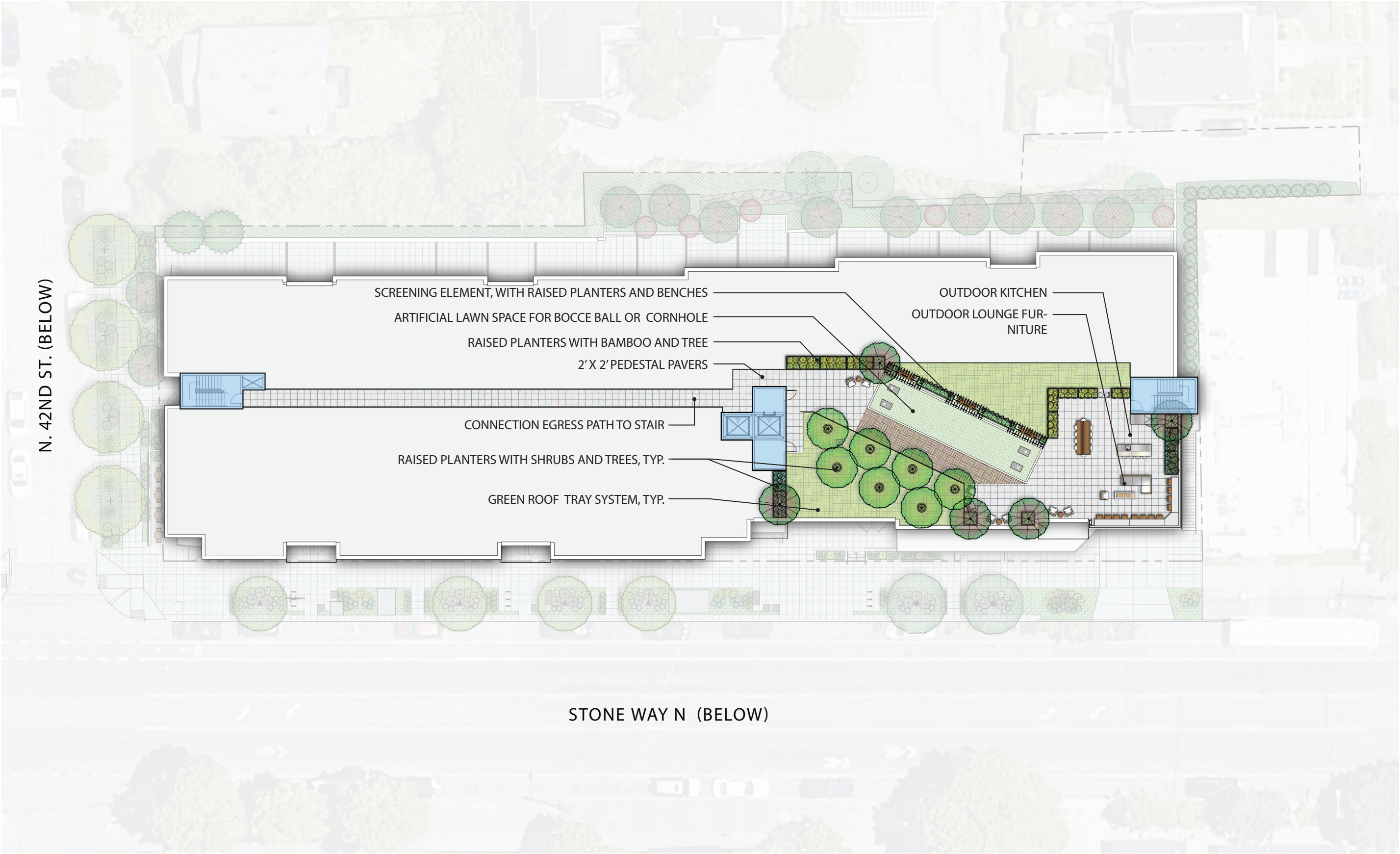






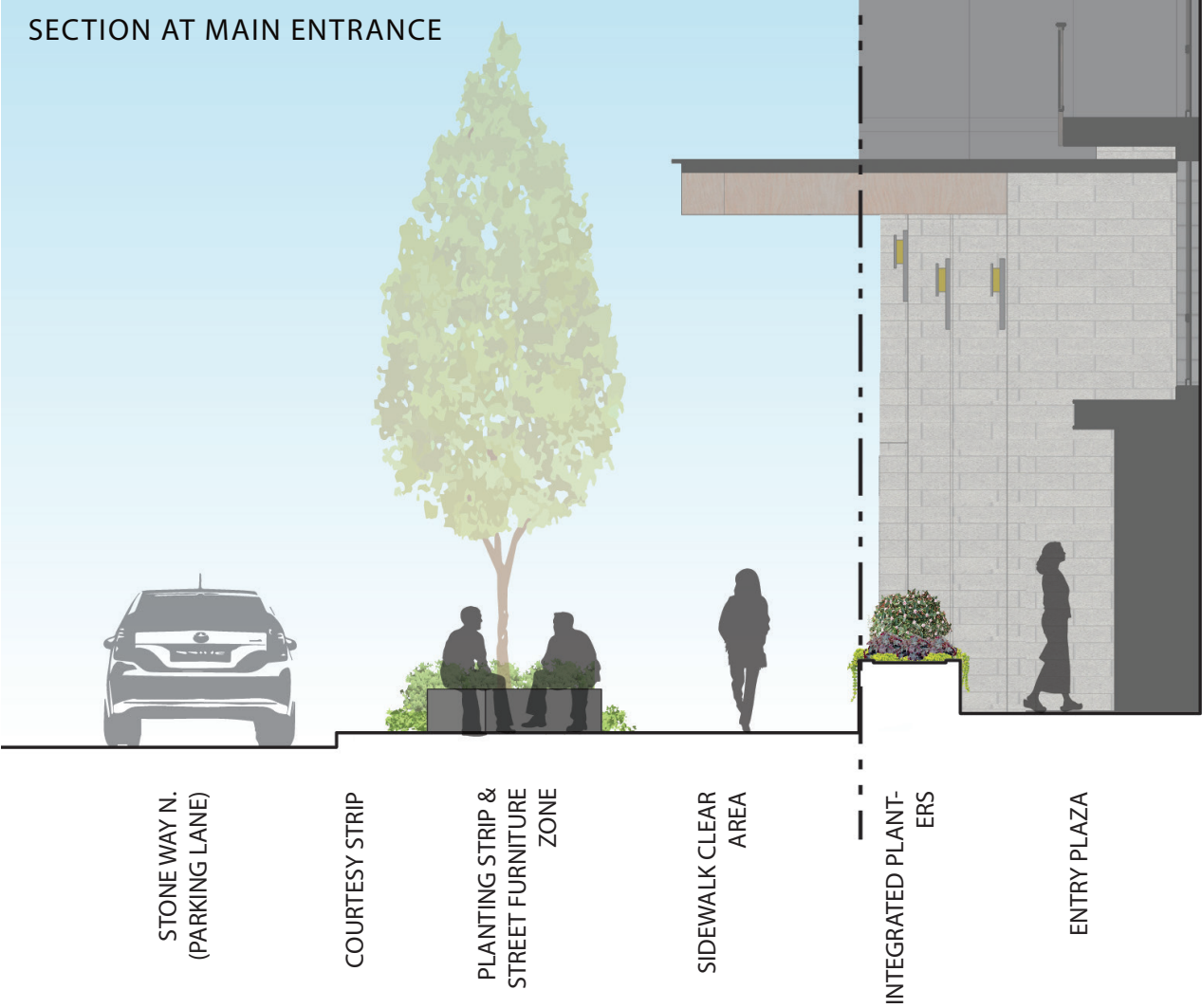








R.O.W. SECTION, SITE ELEMENTS & INSPIRATIONAL IMAGERY



GROUND LEVEL



RETAIL PATIO ATMOSPHERE W/ STRING LIGHTS



EXISTING HEDGE AND TREES AT EAST SIDE (VIEWED FROM ADJ. PROP.)



CONCRETE SEATING BLOCKS IN GROUPS IN THE R.O.W.



BIKE RACK



RAISED PLANTERS AT ENTRANCE, SIDEWALK AND PLANTING STRIP WITH STREET TREES, SHRUBS AND GROUNDCOVER

ROOF LEVEL



RAISED PLANTERS WITH SHRUBS, AND GREENROOF



RAISED PLANTERS WITH TREES, SHRUBS, AND GROUNDCOVER, AND OUTDOOR FURNITURE



OUTDOOR BBQ, SINK, AND COUNTER



PEDESTAL PAVERS



BENCH



PLANT PALETTE



EDDIE'S WHITE WONDER  
DOGWOOD  
(STREET TREE ON STONE WAY  
N.)



CIMMARON ASH  
(STREET TREE ON N. 42ND ST.)



PRINCETON SENTRY GINKGO  
(STREET TREE ON STONE WAY  
N.)



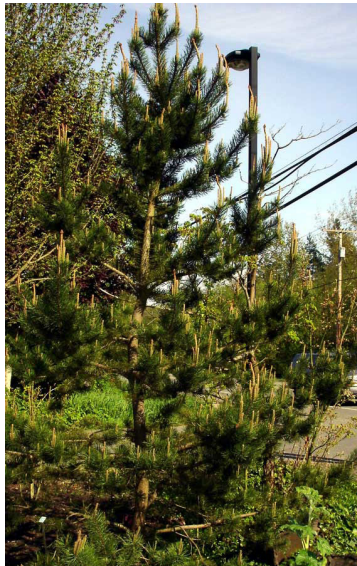
JAPANESE MAPLE



AUTUMN GOLD GINKGO



RED CASCADE MOUNTAIN  
ASH



SHORE PINE



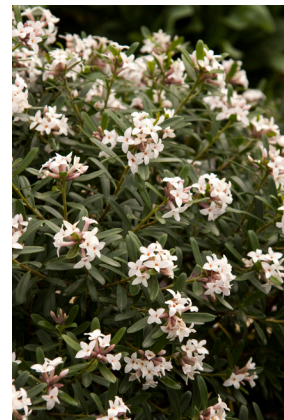
EMERALD GREEN ARBORVITAE



DEER FERN



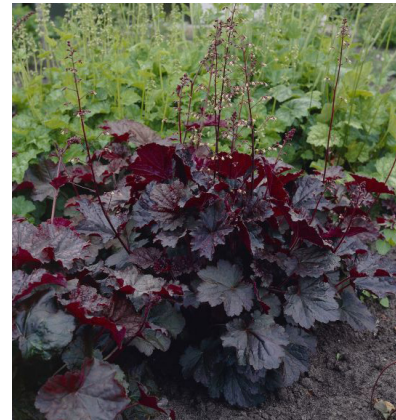
KELSEY DOGWOOD (WINTER AND SUMMER)



HYBRID DAPHNE



RUFA BAMBOO



'PALACE PURPLE' CORAL BELLS



BIGLEAF HYDRANGEA



JAPANESE HOLLY



ENGLISH LAVENDER



ROSEMARY



GOLDFLAME SPIREA



DAVID'S VIBURNUM



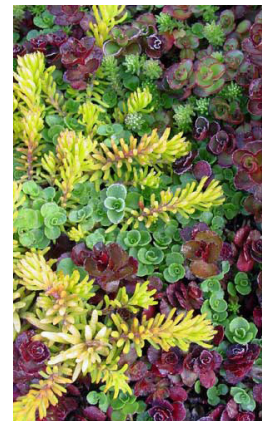
KINNIKINNICK



CREeping JENNY



DWARF PERIWINKLE



GREENROOF 'PACIFIC  
SUNSET' SEDUM MIX



EVERGREEN CLEMATIS



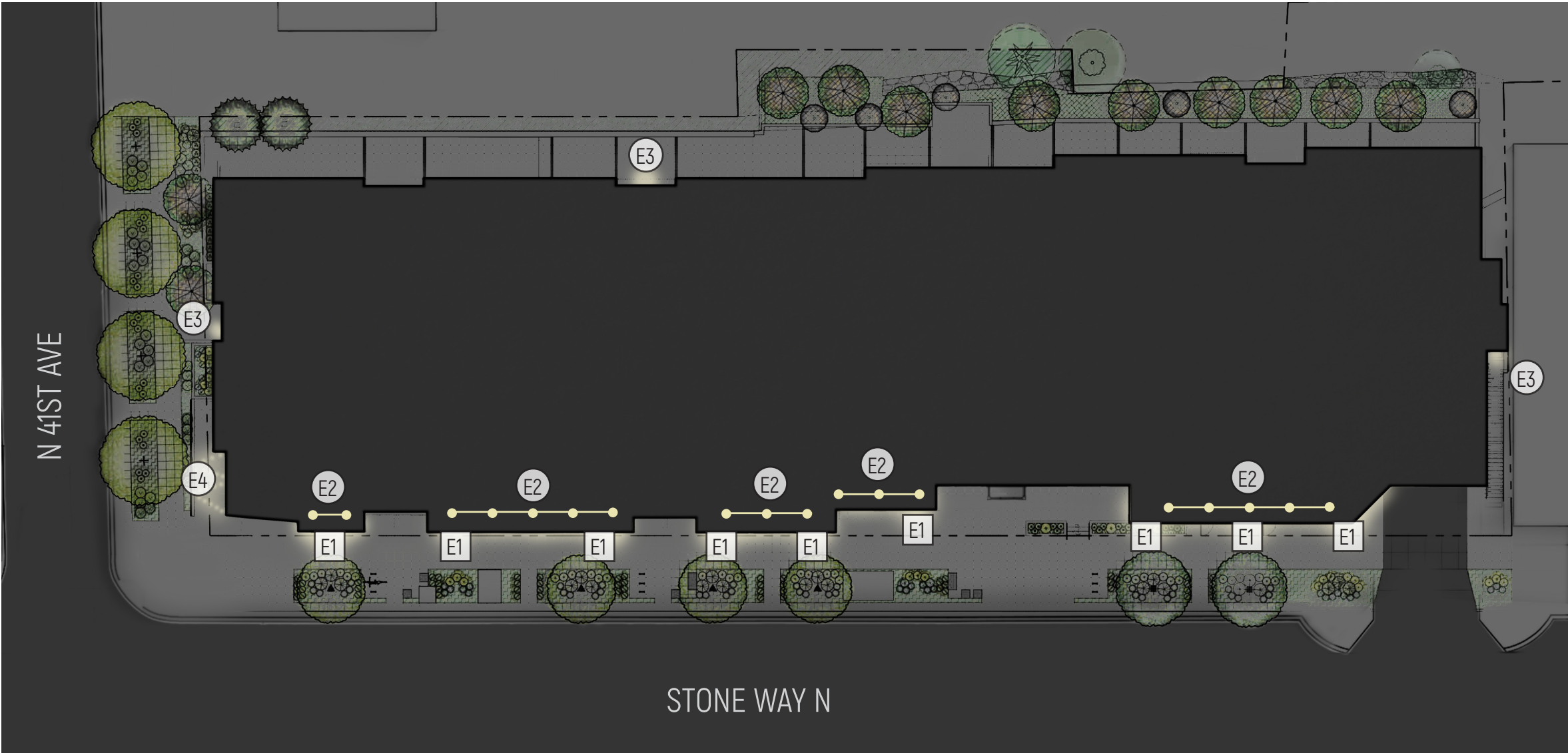
IMPROVED PEDESTRIAN EXPERIENCE



- ① 8' CANOPIES
- ② FACADE MODULATION
- ③ BIKE RACKS
- ④ INTEGRATED SEATING
- ⑤ HIGHLY TRANSPARENT RETAIL SPACES
- ⑥ LANDSCAPING AND PLANTERS



CONCEPTUAL EXTERIOR LIGHTING PLAN



E1

EXTERIOR WALL MOUNTED LED LIGHTS  
ALONG PEDESTRIAN WALKWAY

E2

FLUSH-MOUNTED LED PUCK LIGHTS  
ALONG UNDERSIDE OF CANOPY  
(NUMBER / SPACING IS APPROXIMATE)

E3

WALL MOUNTED AREA LIGHT  
AT EGRESS EXITS

E4

CATENARY LIGHTS AT RETAIL SPILLOUT SPACE





## TYPE 1 - RESIDENTIAL

The images below represent the signage design for other projects completed by Alliance Residential in Seattle, WA as well as generic examples of signage concepts. Most likely the signage would be located with visual proximity to the building entrances as well as from typical sight-lines around the project. Signs could be wall or canopy mounted or use another type of physical connection.



^ BROADSTONE VIVA - CAPITOL HILL



^ BROADSTONE KOI - BALLARD



^ STAND OFF LETTERING (CONCEPTUAL EXAMPLE)



^ STAND OFF LETTERING (CONCEPTUAL EXAMPLE)

## TYPE II - RETAIL

Images below depict ideal signage design for retail locations in the proposed project. Signs could be located along Stone Way in order to maximize the visual prominence for potential patrons.



^ CONCEPTUAL BLADE / HANGING SIGNS AND GLASS OVERLAY





# DEPARTURE REQUESTED / ADDITIONAL CORNER RETAIL

## 23.47A.032.A.2.A - PARKING LOCATION AND ACCESS

### Access to Parking

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

## DEPARTURE REQUEST:

The Board previously advised that if the corner of 42nd and Stone Way were enhanced in manner that was not feasible with a vehicular entry on 42nd, then they could be supportive of a Stone Way vehicle entry. Following this advice, the design response includes significant features that enhance this prominent corner with an engaging retail space that wraps the corner with an at-grade patio with a greater interior depth and double height storefront. These architectural features provide opportunities for a more successful retail space and more significant benefits to the urban form and pedestrian experience. Considering the required dimensions and placement of an entry drive on 42nd street these important features would not be feasible and the overall contribution of the building to the neighborhood and pedestrian realm greatly reduced.



### CODE COMPLIANT : PROPOSED GARAGE ENTRY OFF N 41ST

- steep slope garage entry/ exit
- sunken retail at corner
- reduced retail height / depth



### PREFERRED OPTION : GARAGE ENTRY OFF STONE WAY WITH ADDED CORNER RETAIL

- better visibility for garage entry/exit on Stone Way
- retail corner at-grade
- double height retail
- increased retail depth

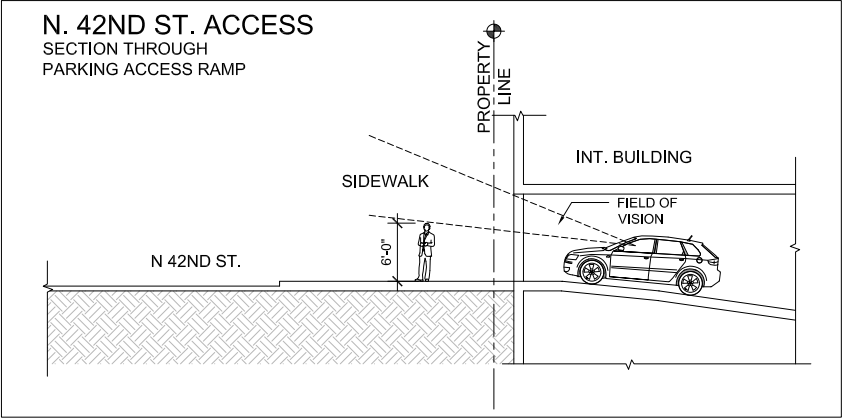
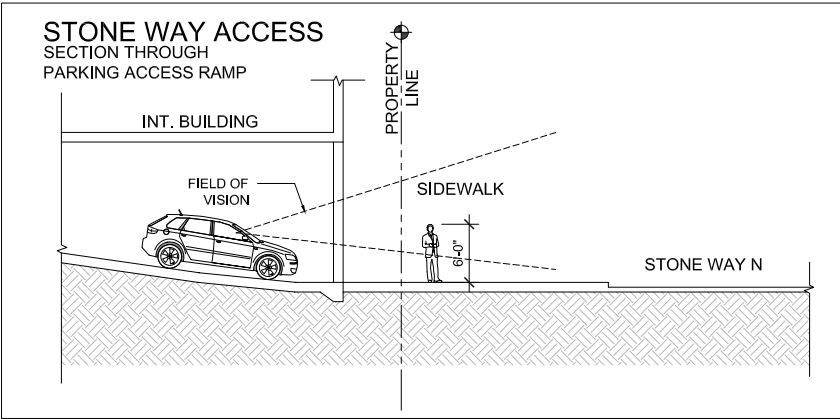


SAFETY

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

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

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



LINE OF SIGHT DIAGRAM

CONVENIENCE

PL4-A1: ENTRY LOCATIONS AND RELATIONSHIPS

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

Response: Pedestrian access is provided directly off of Stone Way, central to the building with a small plaza area creating a transition zone to a transparent lobby space. Adjacent to lobby is the breezeway which creates a safe and convenient exterior pathway directly to the main bicycle storage and overall garage. Vehicles access on Stone Way is at the far south location of the building away from the bicycle and pedestrian entry. It is the most convenient access point keeping vehicular traffic on the minor arterial, at the low point of the site, on a 5% slope. Stone Way has a central turn lane at this location and traffic signalization at 45th St and 40th St. create significant breaks in traffic flow allowing easy ingress and egress. Furthermore no net loss of street parking will be required to accomodate access.

DESIGN

CS3-B.2: HISTORICAL/CULTURAL REFERENCES

Explore the history of the site and neighborhood as a potential placemaking opportunity.

Response: A Stone Way vehicle entrance would allow the main corner at N 41st and Stone Way to be an inviting, open retail space that would enourage pedestian traffic and improve the sidewalk expereince. If the garage entry and driveway were to be located on N 41st, this retail space would not be possible. Additionally, the driveway access off of Stone Way provides an opportunity for art on a highly visible portion of the building. The screens within a sectional overhead door could have perforations that form historical imagery adding to the character of the neighborhood.



DEPARTURE REQUESTED: PARKING ACCESS



PREFERRED OPTION : PROPOSED GARAGE ENTRY OFF STONE WAY



DEPARTURE REQUESTED : RESIDENTIAL USE PERCENTAGE

23.47A.005.C.1.a - STREET LEVEL USES - RESIDENTIAL USES AT STREET LEVEL

Residential uses, in aggregate, may occupy no more than 20% of the street-level street facing facade.

DEPARTURE REQUEST:

Proposed building overall length is 303'-2" feet along the street facing facade, departure is requested to increase "residential uses" percentage to 32.5% of this.  
A departure is requested in order to accommodate the lobby, leasing offices, exterior utility easement, garage entry and exterior stair within the parameter of "residential uses". These uses occupy approximately 98'-6" linear feet of street level, street facing facade.

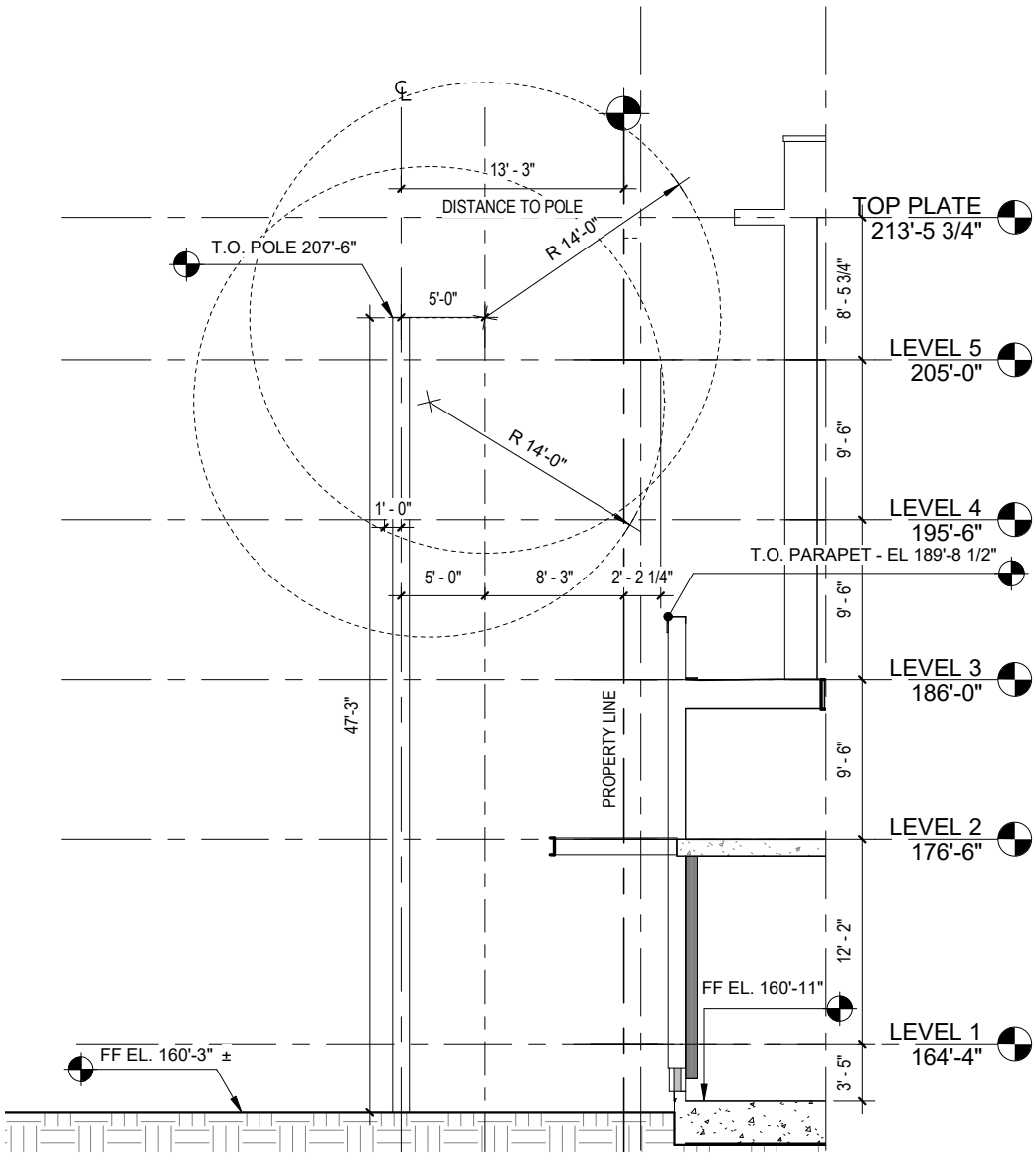




# DEPARTURE REQUESTED : MAXIMUM SETBACK

## 23.47A.008.A.3 - STREET LEVEL DEVELOPEMENT STANDARDS - STREET LEVEL STREET FACING FACADE

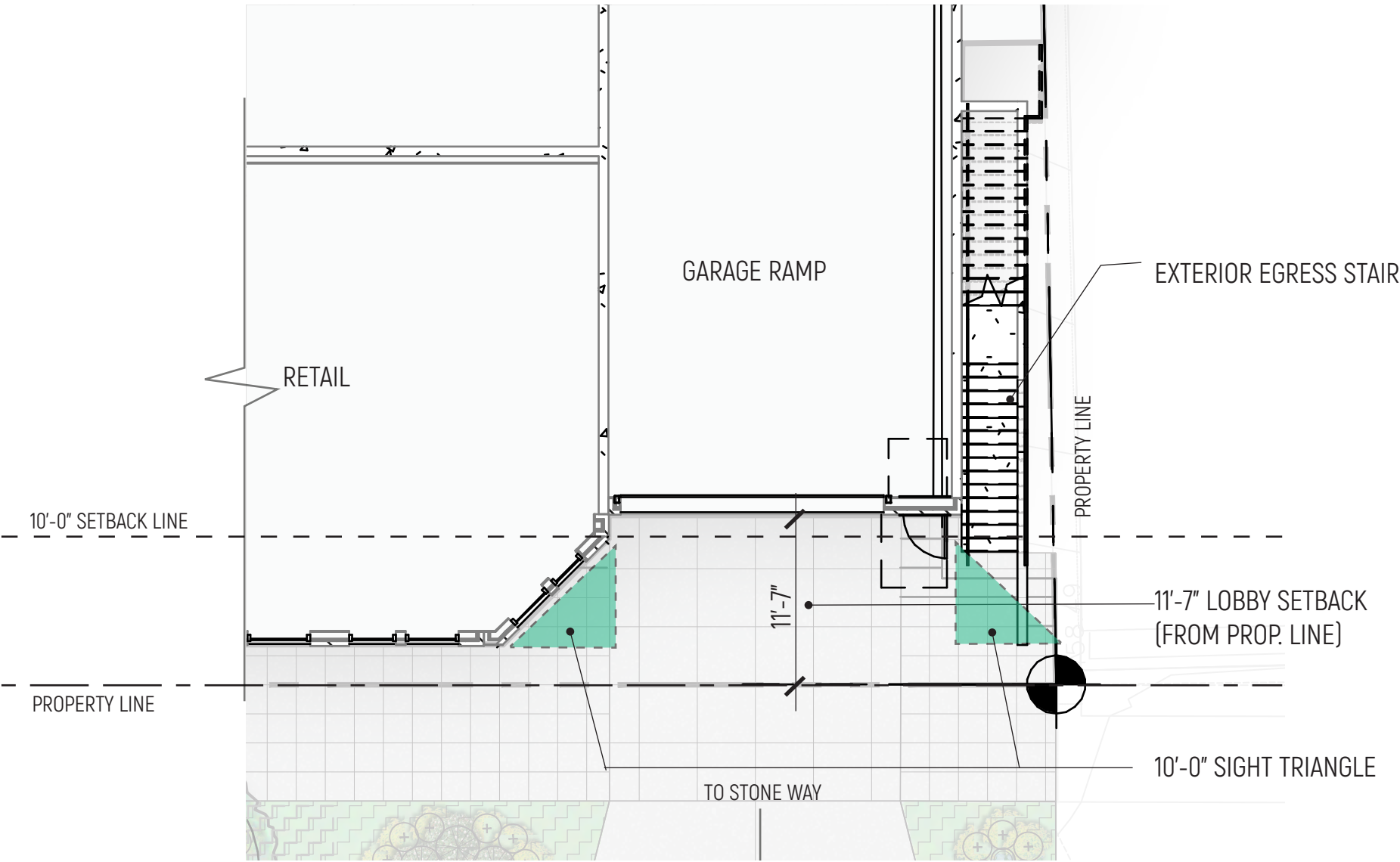
Street-level street-facing facades shall be located within 10' of the street lots line, unless wider sidewalks, plazas, or other approved landscaping or open spaces are provided.



SOUTH UTILITY POLE SECTION CLEARANCE

## DEPARTURE REQUEST:

**GARAGE ENTRY:**  
A departure is requested to allow a 11' - 7" setback from the property line for the residential garage entry. The garage door location is positioned to align with the residential levels above, which are dictated by the required clearance from the exiting electrical line. Additionally, In order to guarentee 10' clear sight triangles in both directions from the garage entry, we are locating the garage entry over 10' away from the property line to allow for construction tolerance.



LEVEL 1 - FLOOR PLAN : GARAGE ENTRY

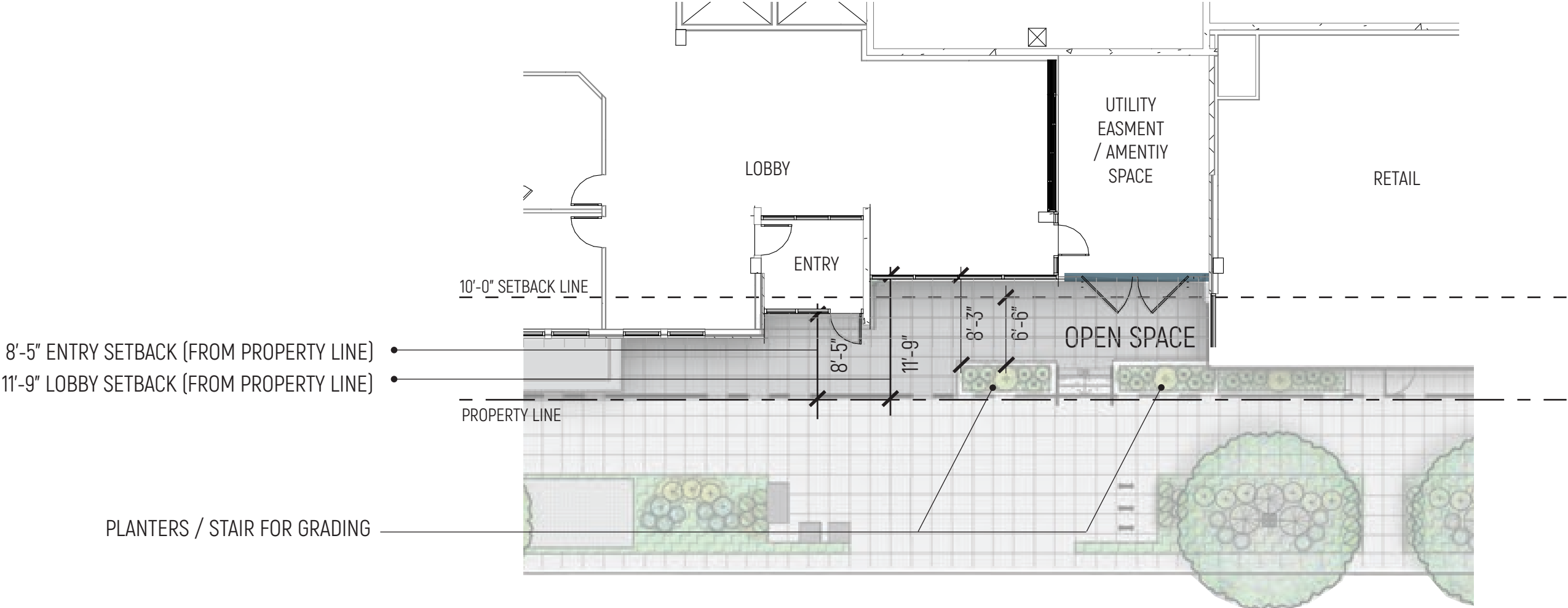


23.47A.008.A.3 - STREET LEVEL DEVELOPEMENT STANDARDS -  
STREET LEVEL STREET FACING FACADE

Street-level street-facing facades shall be located within 10' of the street lots line, unless wider sidewalks, plazas, or other approved landscaping or open spaces are provided.

DEPARTURE REQUEST:

RESIDENTIAL LOBBY:  
In order to meet EDG guidance direction per the meeting on 01.07.2019, a departure is requested to allow a 11'-9" setback off the property line for the residential lobby in order to create more open space along the streetscape. If the main lobby wall was within the 10' setback tolerance, the resulting open space between the facade and the necessary retaining planters/ stairwell would shrink to only 6'-6".



LEVEL 1 - FLOOR PLAN : AMENITY SPACE / LOBBY



DEPARTURE REQUESTED: RESIDENTIAL USE AT STREET LEVEL

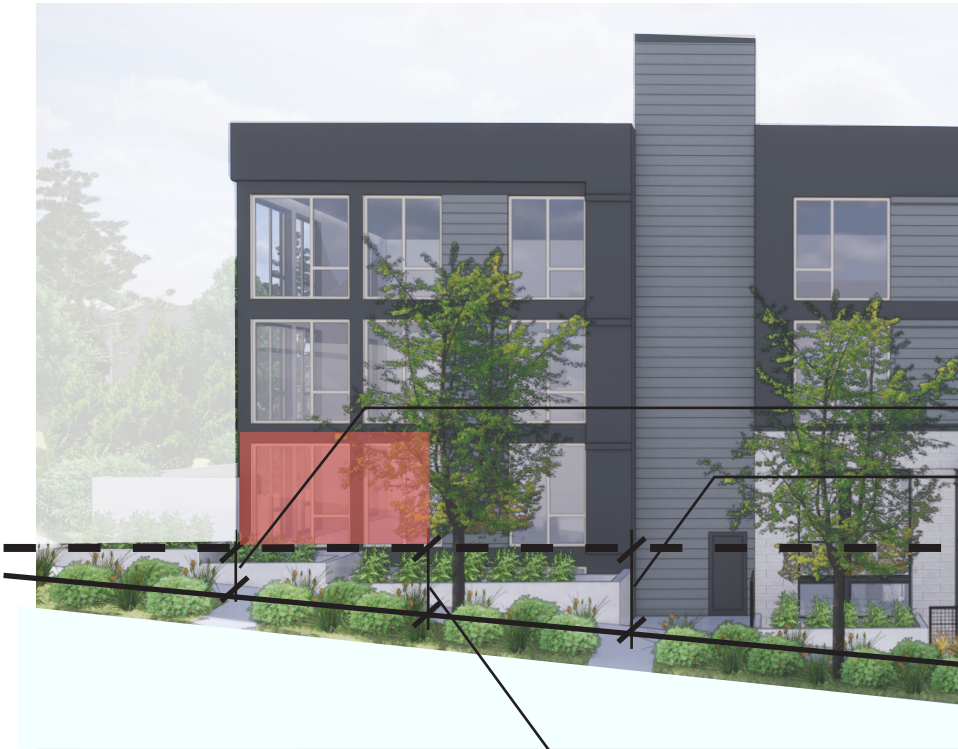
23.47A.008.D - STREET LEVEL DEVELOPEMENT STANDARDS - RESIDENTIAL USES

When residential uses are located along a street-level facade at least one of the residential uses shall have a visually prominent pedestrian entry and the dwelling unit shall be located 4 feet above or below street-level or be 10' away from the property line.

DEPARTURE REQUEST:

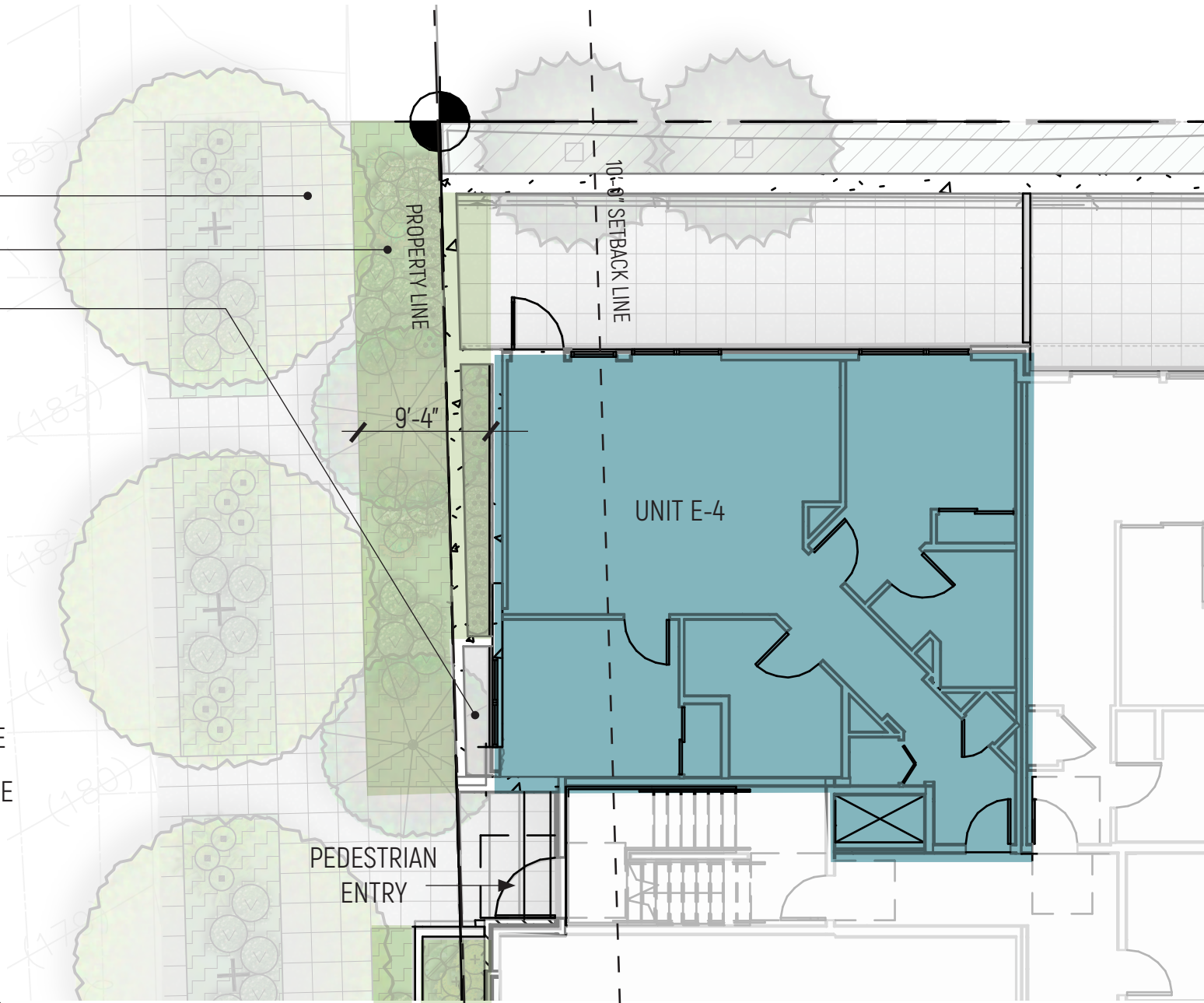
Because of the significant slope along 42nd Ave, the third floor unit (E-4) varies from 2' to 5'-10" above existing grade and is between 3'-2" and 2'-0" away from the property line. The facade is approximately 9'-4" away from the edge of the sidewalk, providing space for a significant landscape buffer. A departure is requested to allow this location in lieu of a 10' setback from the property line.

SIDEWALK / PEDESTRIAN R.O.W.  
LANDSCAPE BUFFER  
WINDOW WELL



2'-0" ABOVE ADJACENT GRADE  
5'-10" ABOVE ADJACENT GRADE  
LEVEL 3  
4'-0" ABOVE ADJACENT GRADE

FACADE PORTION NOT IN COMPLIANCE



LEVEL 2- FLOOR PLAN : UNIT E-4 AND SURROUNDING

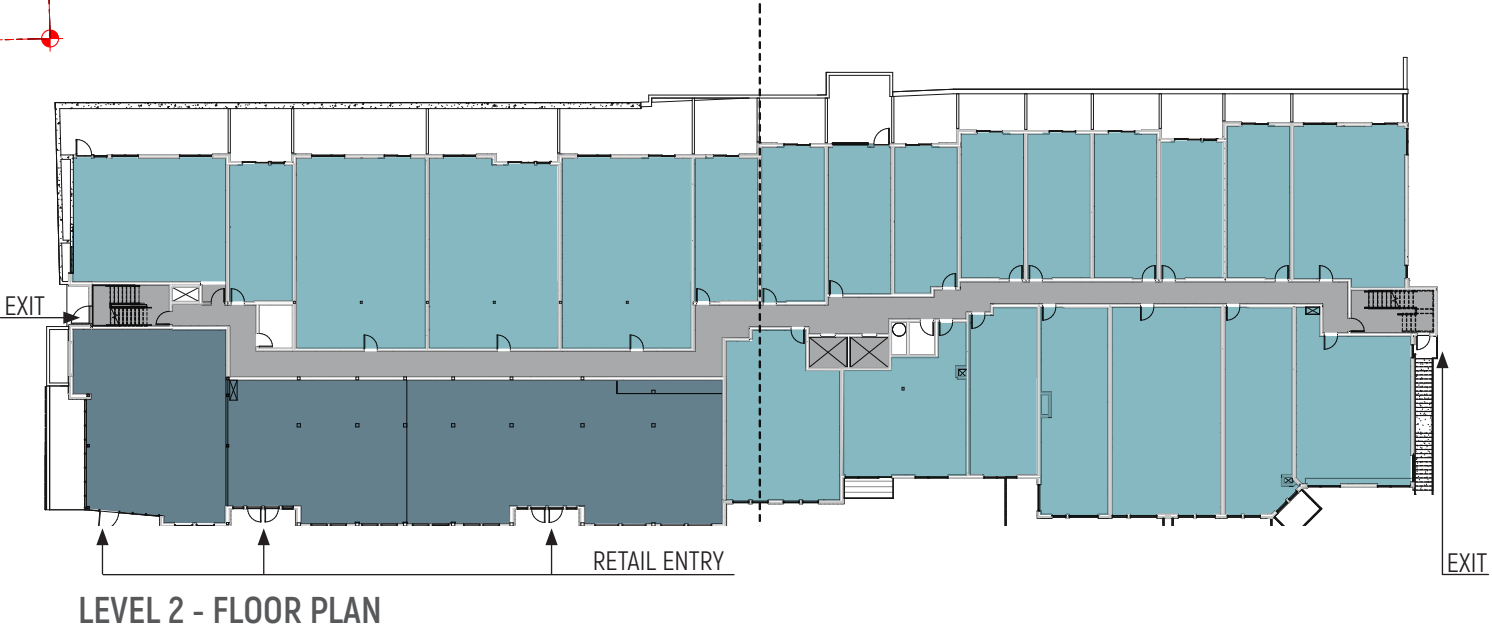
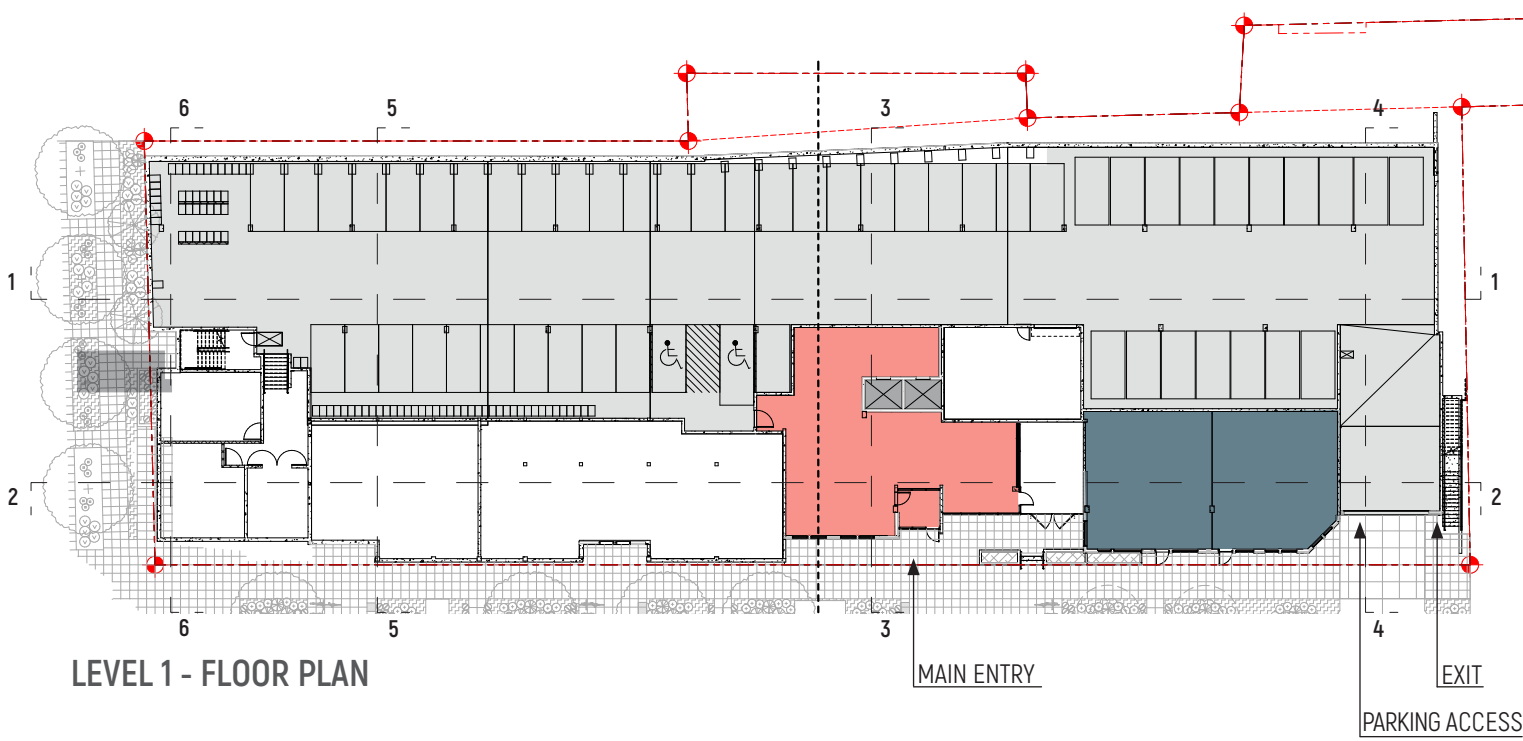








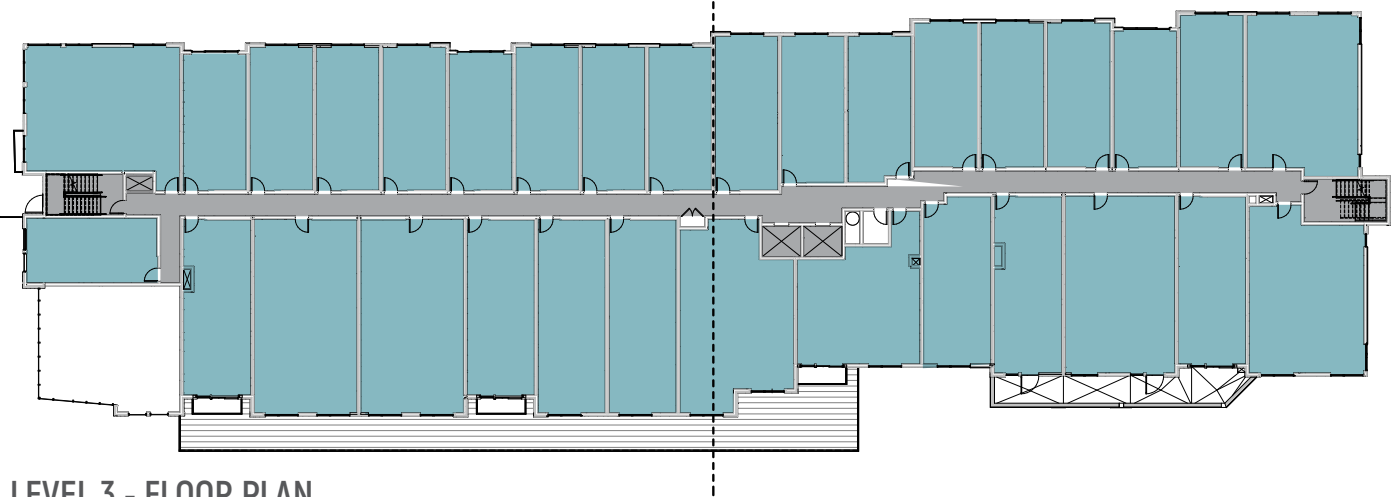
FLOOR PLANS



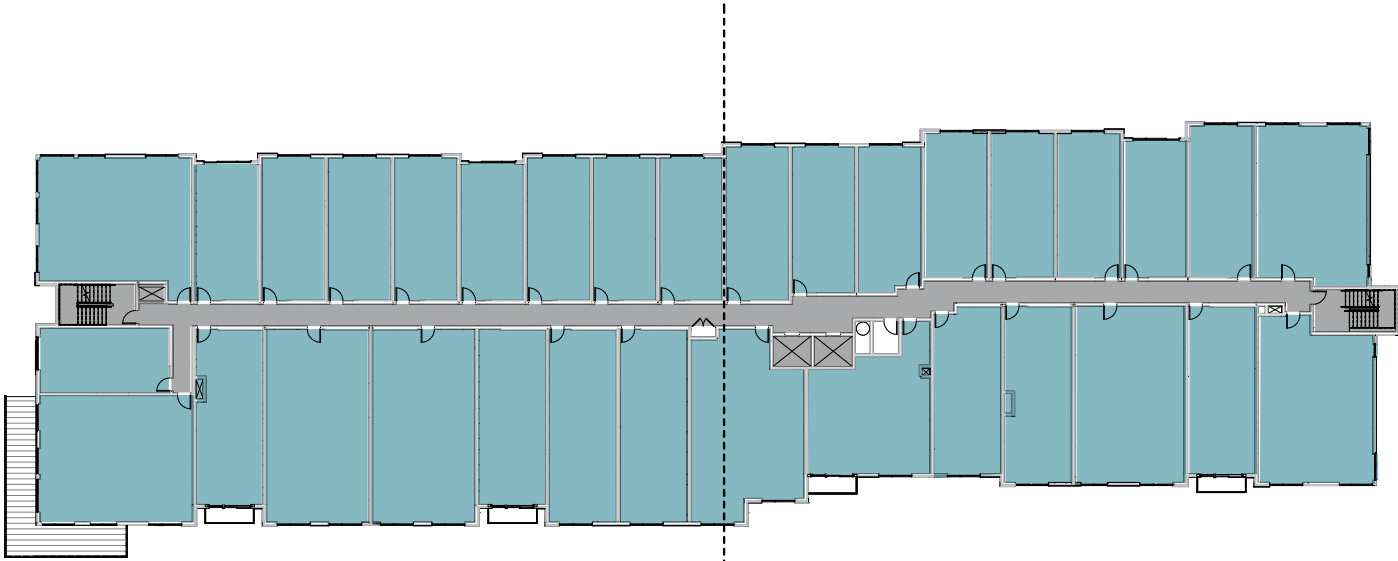
- PARKING
- CIRCULATION
- LOBBY
- RESIDENTIAL
- RETAIL







LEVEL 3 - FLOOR PLAN



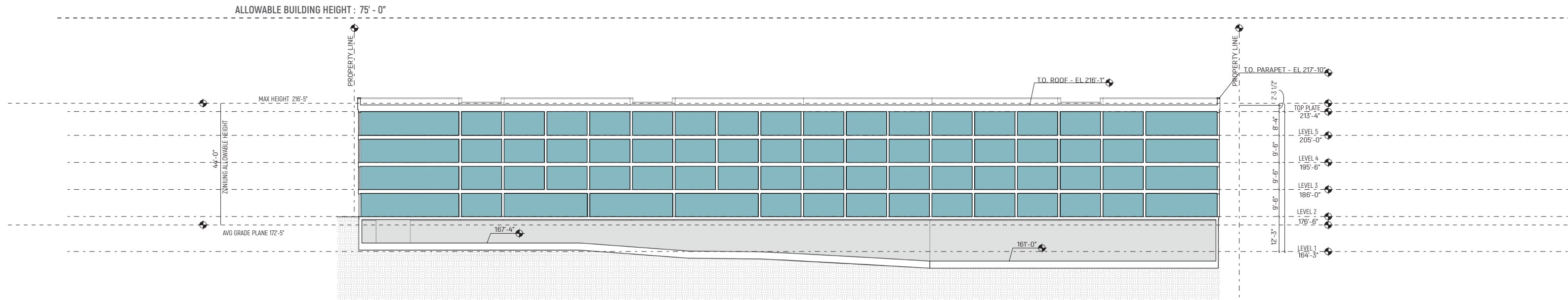
LEVEL 4 / 5 - FLOOR PLAN

- PARKING
- CIRCULATION
- LOBBY
- RESIDENTIAL
- RETAIL

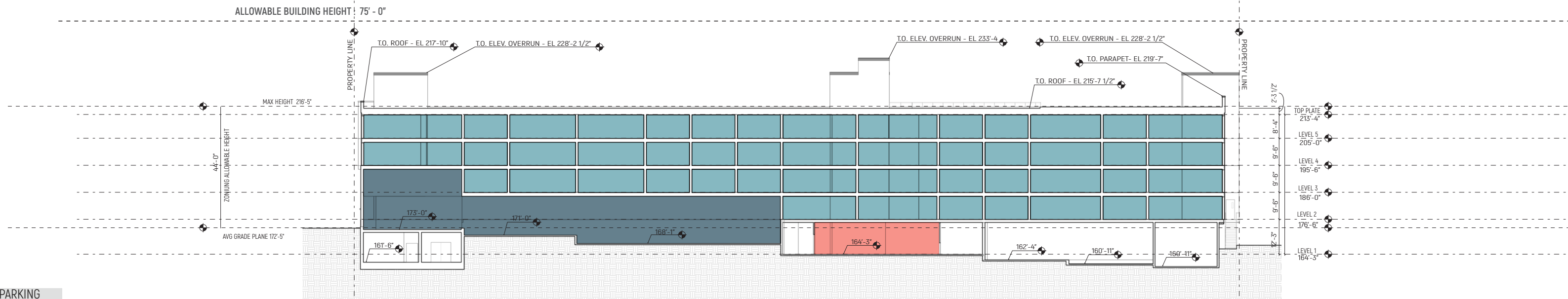




## BUILDING SECTIONS



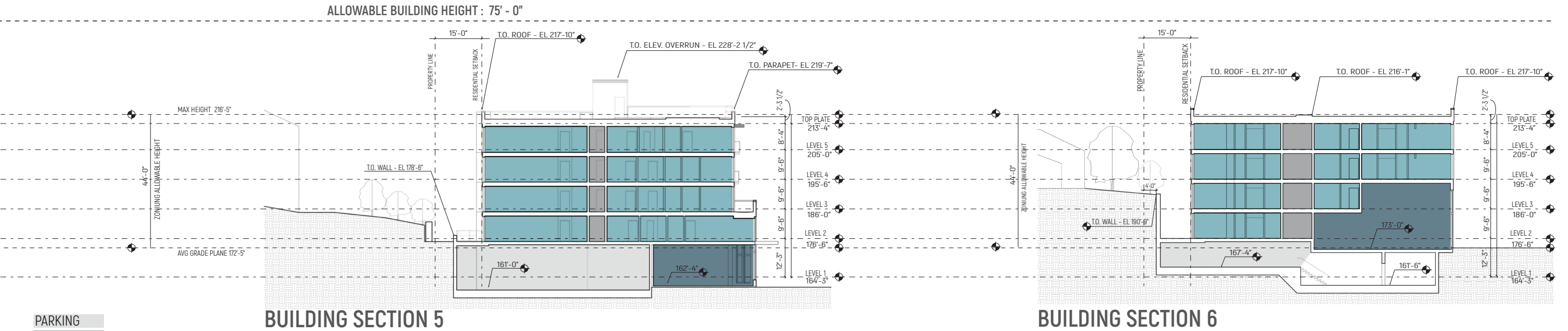
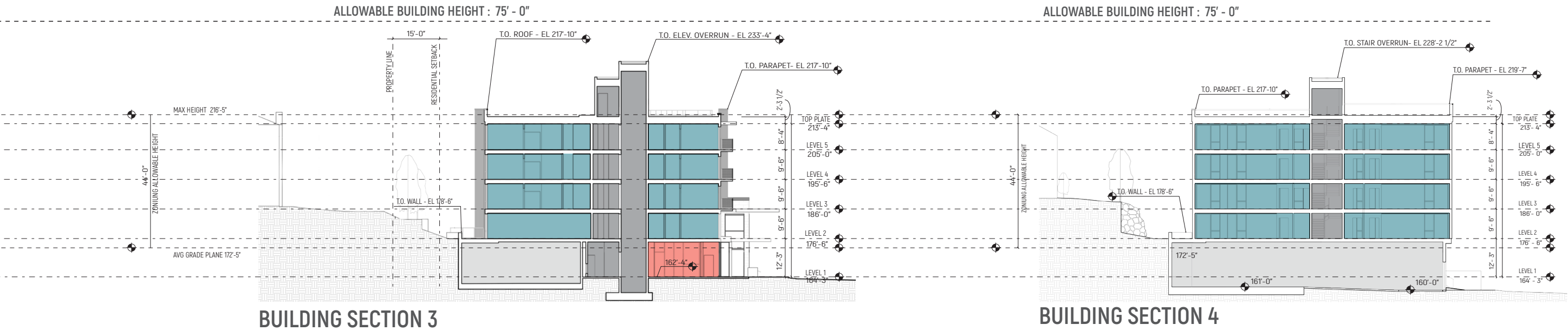
## BUILDING SECTION 1



## BUILDING SECTION 2

- PARKING
- CIRCULATION
- LOBBY
- RESIDENTIAL
- RETAIL





- PARKING
- CIRCULATION
- LOBBY
- RESIDENTIAL
- RETAIL