



BROADSTONE STONE WAY

4106 STONE WAY N
SEATTLE, WA 98103

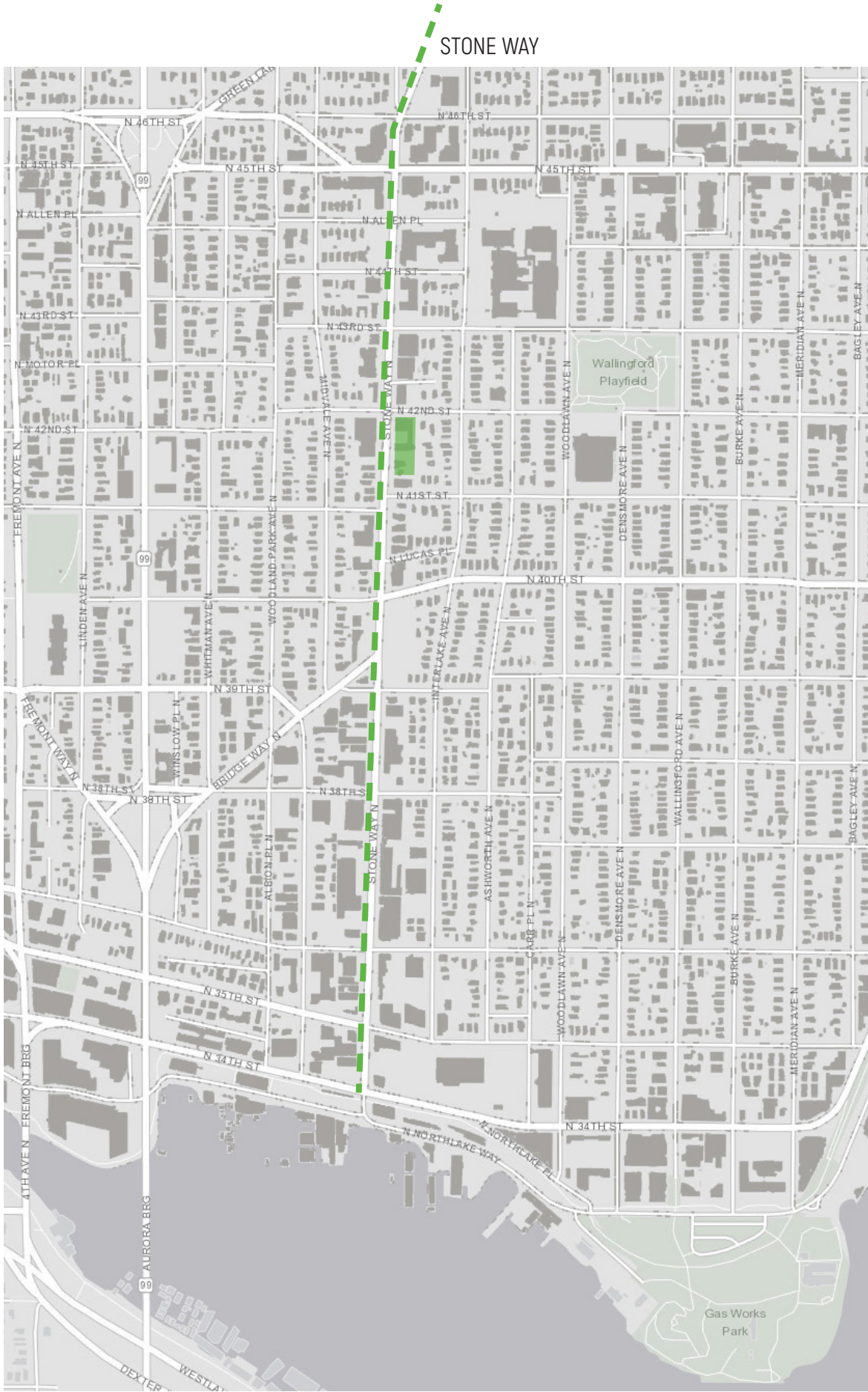
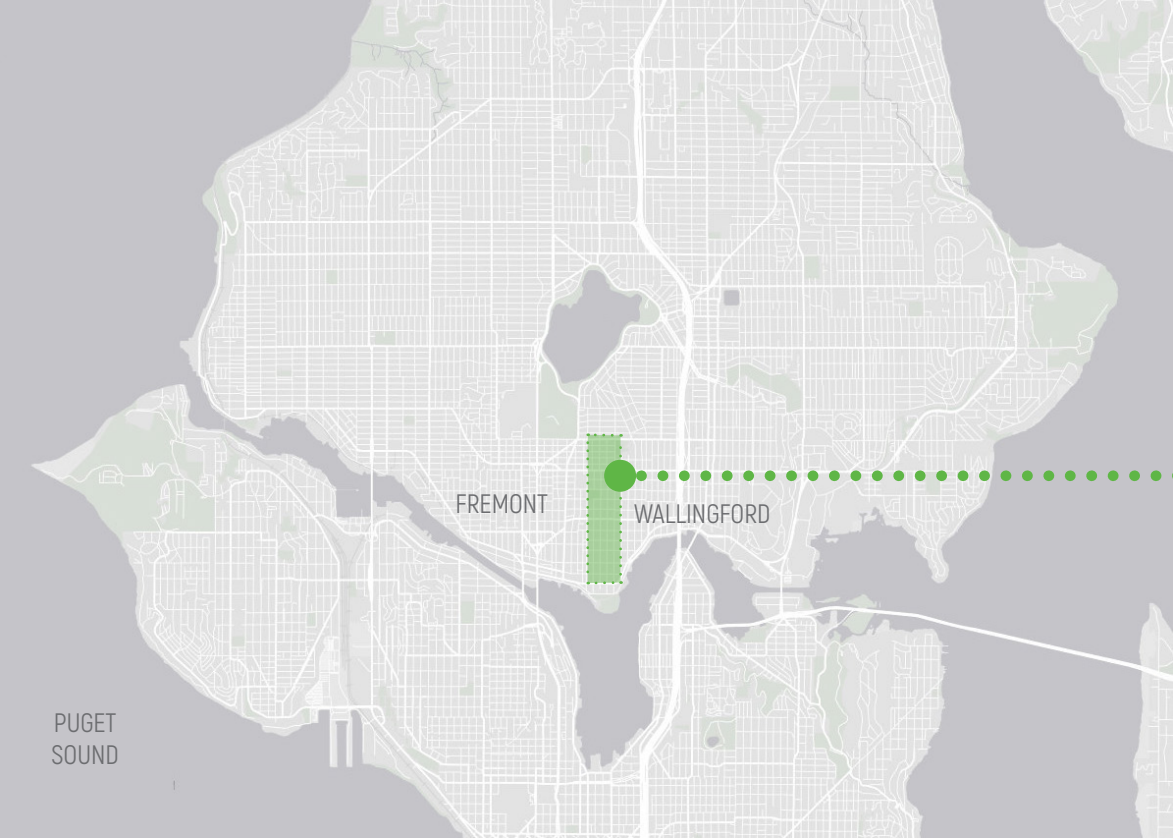
SDCI # 3030859-LU
SDCI # 3032254-EG
EARLY DESIGN GUIDANCE
07 JANUARY 2018

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ALLIANCE REALTY PARTNERS 1325 4TH AVE #1005 SEATTLE WA 98101	OWNER
FAZIO ASSOCIATES 102 NW CANAL ST SEATTLE, WA 98107	LANDSCAPE ARCHITECT

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PROJECT VISION:



ENHANCE THE EGDE, OFFER A DESTINATION

The vision for the project is to offer residents an opportunity to live in close proximity to jobs, transportation, retail, and neighborhood amenities. Stone Way is a major north-south conduit that connects Wallingford to Fremont from N 45th to Lake Union. This is an active corridor that accommodates pedestrians, bikes and cars. The building responds to the activity by creating a strong edge condition that provides opportunities for local destinations that will enhance the vibrancy of the neighborhood.

Maintain a Strong Urban Edge

- Zoning and development patterns support a strong urban edge with destination opportunities.
- Proportions, topography, terminus to the south at Lake Union will reinforce this objective.

Create safe vehicular/pedestrian access

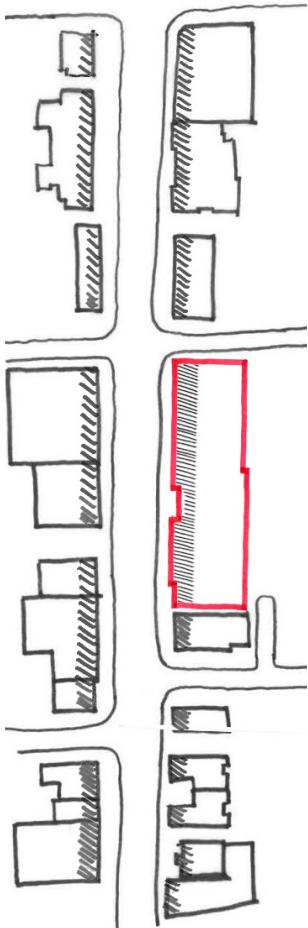
- Design decisions which contribute to a walk-able streetscape.
- Managing existing site conditions for most appropriate access points.

Be good neighbors

- Managing access to “landlocked” homes via existing easement on south east portion of the site.
- Pushing height and urban scale toward Stone Way North, away from SF-5000 adjacent zone.
- Increase activity along Stone Way and provide new amenities for local neighbors as well as residents.

Restraint massing/composition

- High quality building materials that will provide an enduring architectural composition.
- Large architectural moves that are in scale with the urban edge.



PROJECT DATA

- Site Area: 35,051 s.f.
- Number of Stories Above Grade: 5
- Total Gross Floor Area: 134,651 s.f. (approx.)
- Total Retail: 6,300 s.f. (approx)
- Number of Units: 115 (approx.)
- Number of Parking Spaces: 87

PROJECT OVERVIEW:

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

STONE WAY ACCESS SDOT & SDCI SUPPORT

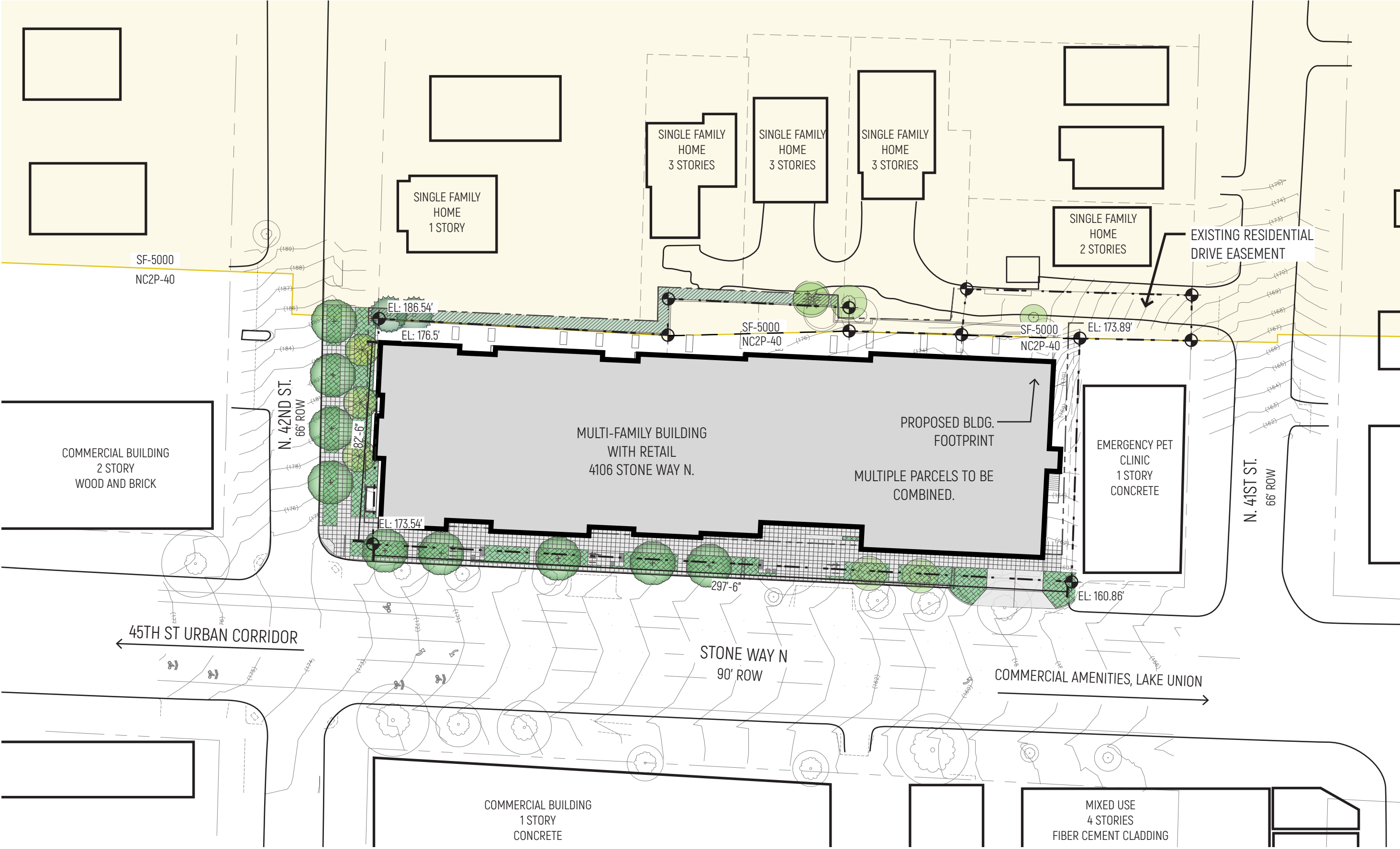
Following the last EDG meeting, the City reviewed the traffic memo by Transpo Group and followed up with letters of support for the Stone Way access.

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

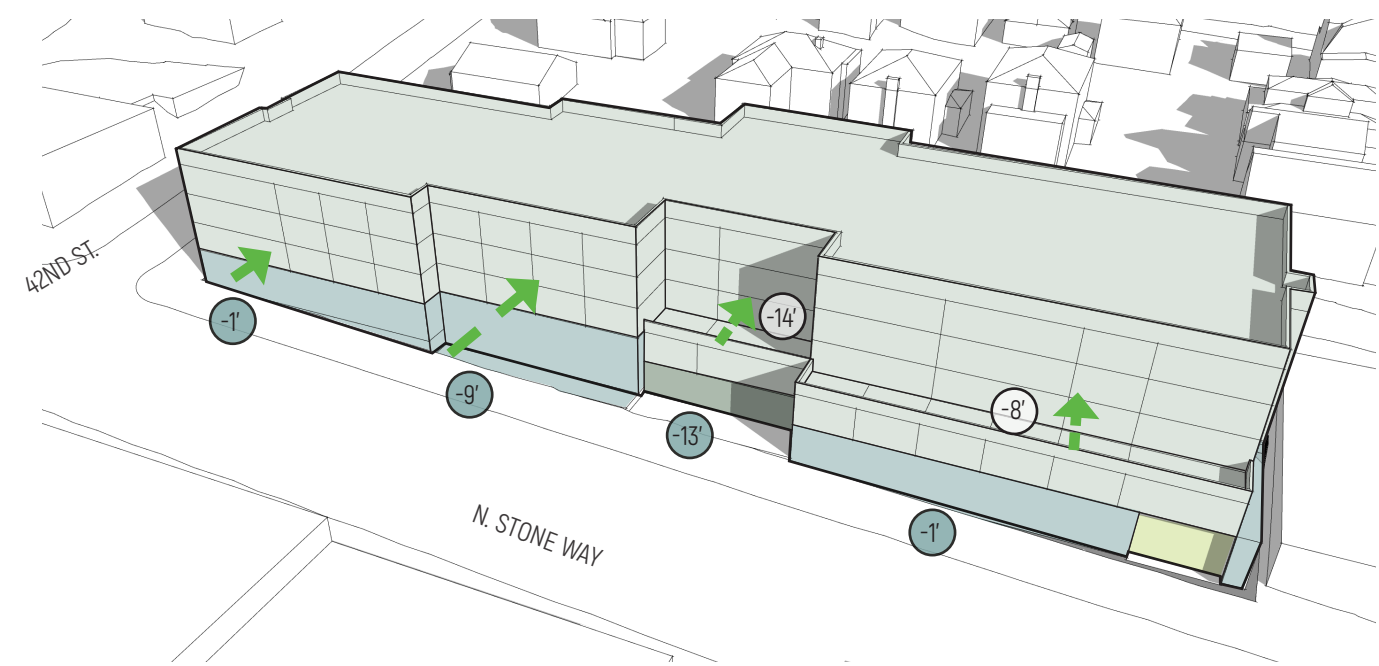
BREEZEWAY & RETAIL ENHANCEMENTS

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

SITE PLAN



CONCEPT B - SHIFTED EDGE



FEEDBACK PROVIDED:

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

PARKING / BOH

RETAIL

LOBBY / AMENITY

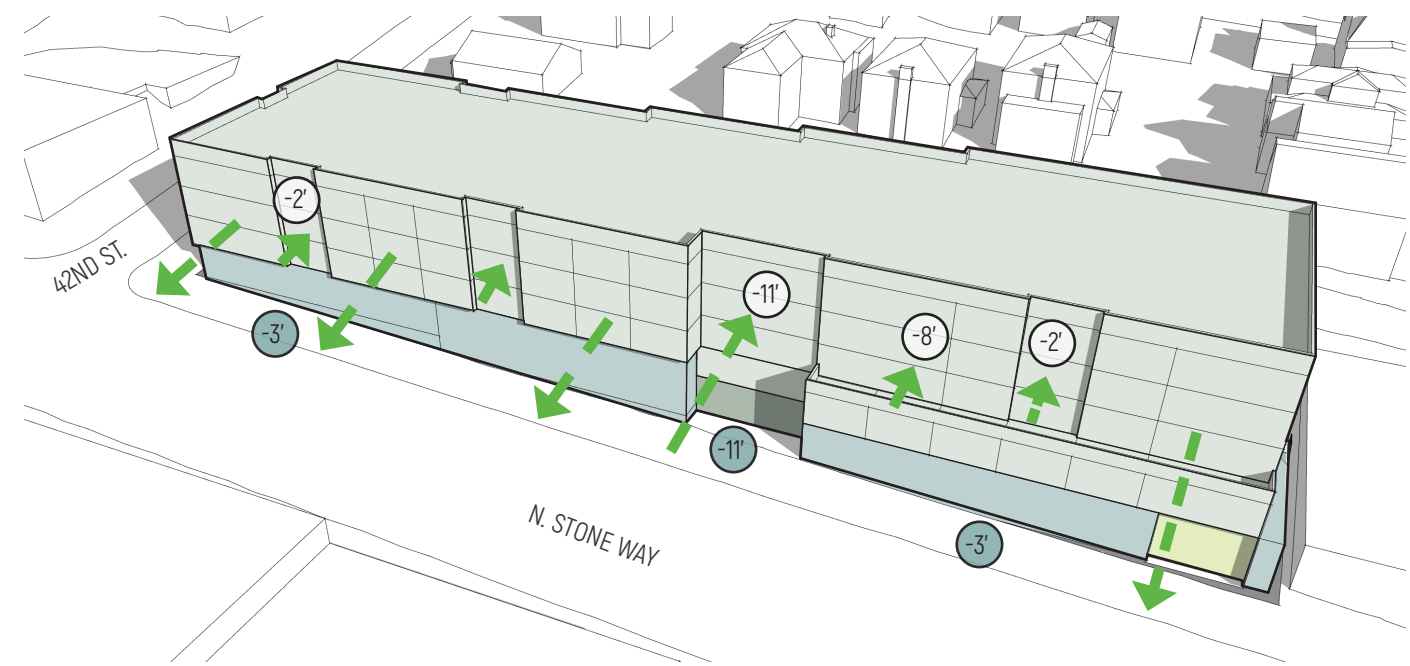
RESIDENTIAL

CIRCULATION

MODULATION MEASURED OFF
PROPERTY LINE

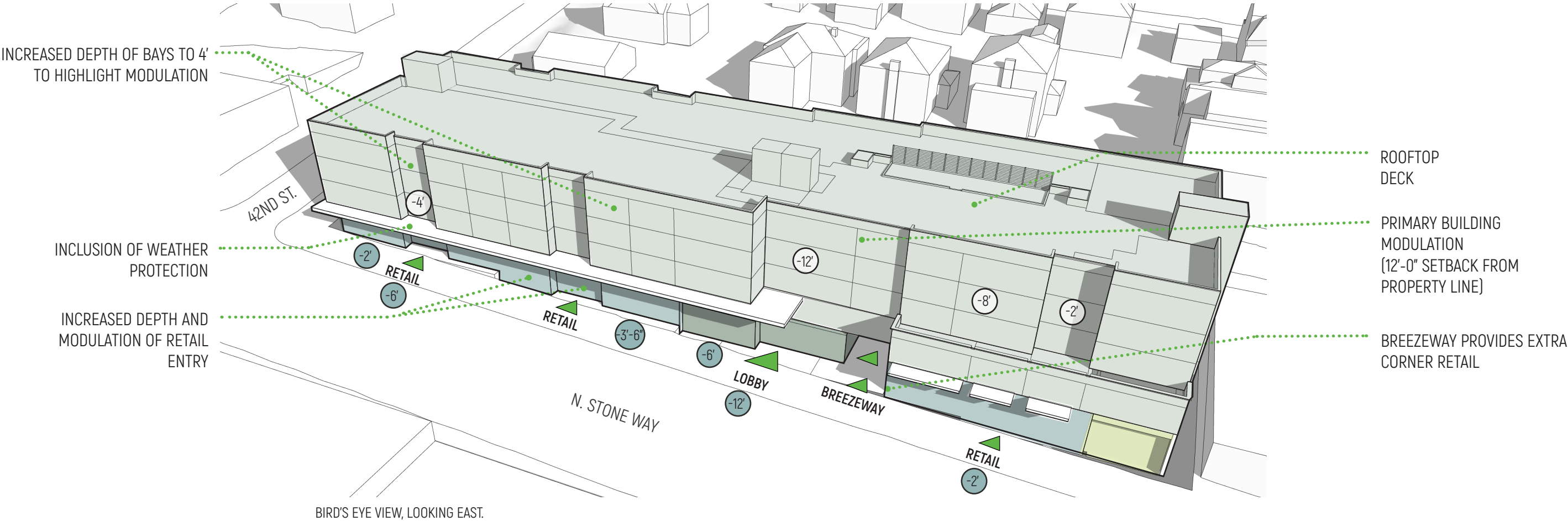
MODULATION FROM ADJACENT
PLANE

CONCEPT C - URBAN EDGE



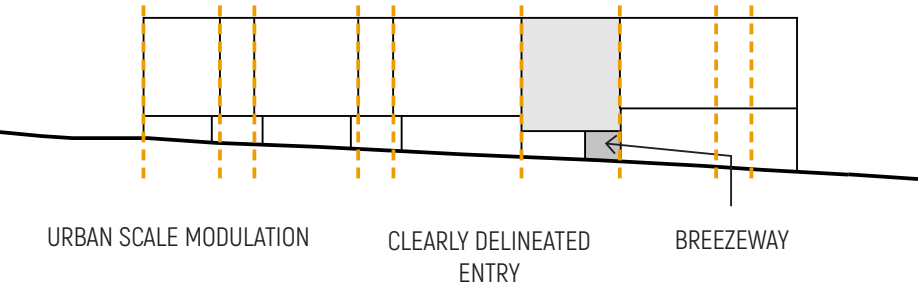
FEEDBACK PROVIDED:

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

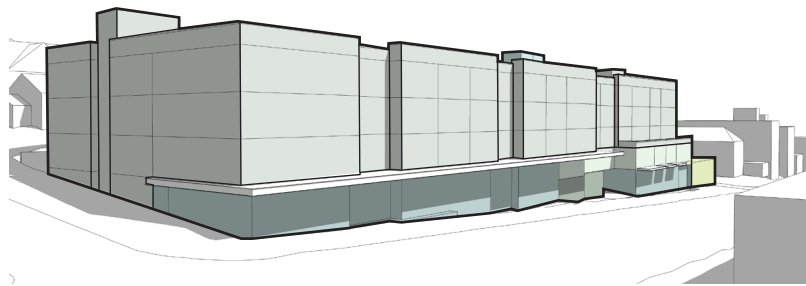


DESIGN RESPONSE:

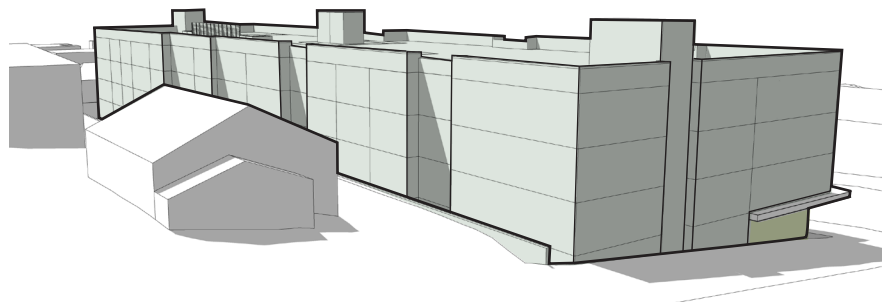
- The central setback in Scheme B was well received creating a major separation between the north and south ends of the building. It also creates a small plaza at ground level and a focal point to the main entry.
- The minor modulation above the ground level was also increased in depth to 4' breaking the overall building massing to a height and width mimicking historic building patterns of the neighborhood.
- Retail entries are inset 1-4' to create more modulation at the pedestrian level. These entries were strategically placed and widened to allow flexibility to accomodate greater division of the spaces.
- The addition of the breezeway further enhances the entry plaza, creates more visual relief and an additional active retail corner at the ground level. It also provides a convenient bicycle entry for residents.



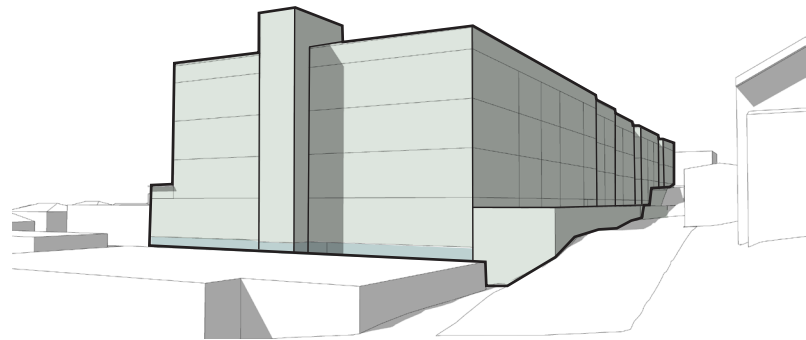
CONCEPT D



VIEW ALONG STONE WAY N, LOOKING SOUTH.



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

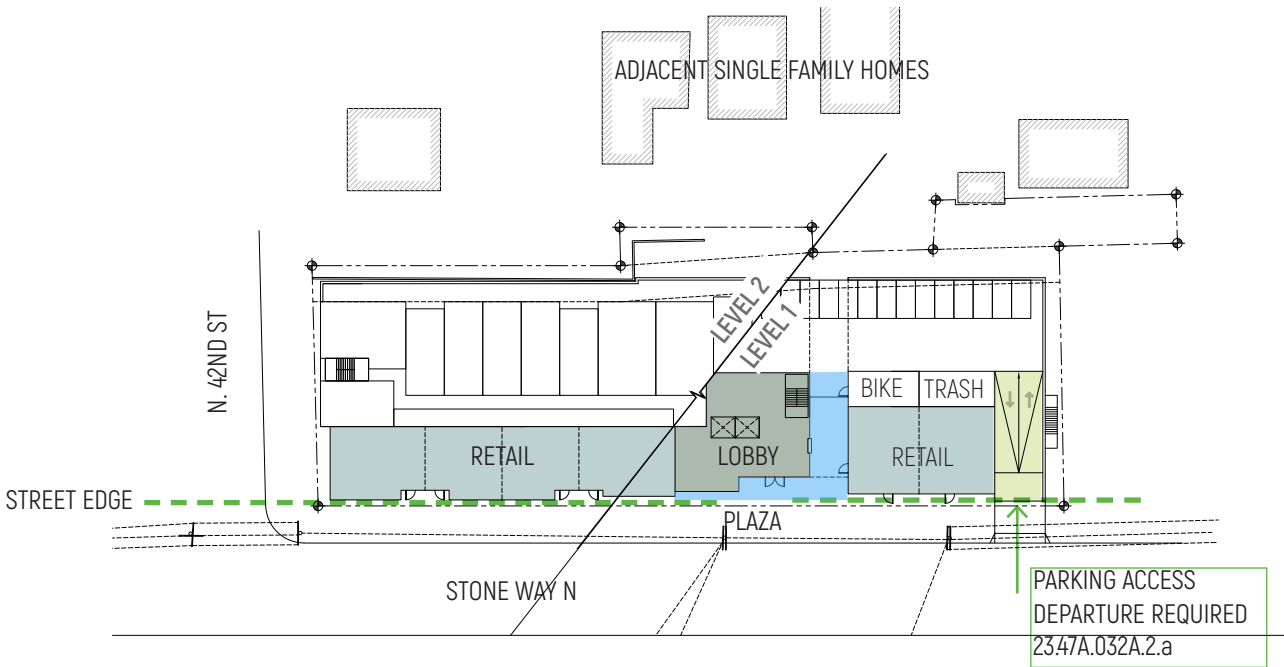


VIEW FROM N 41ST ST, LOOKING NORTH.

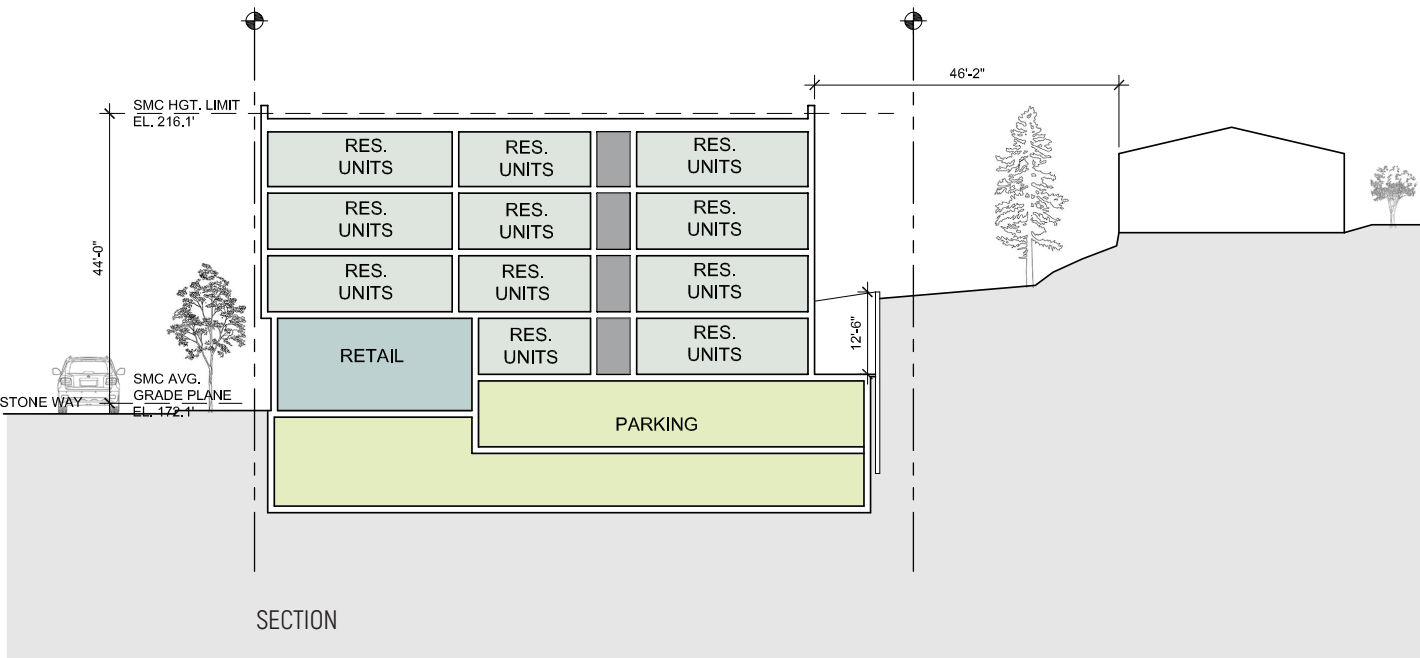
- PLAZA
- PARKING / BOH
- RETAIL
- LOBBY / AMENITY
- RESIDENTIAL
- CIRCULATION

HIGHLIGHTS

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

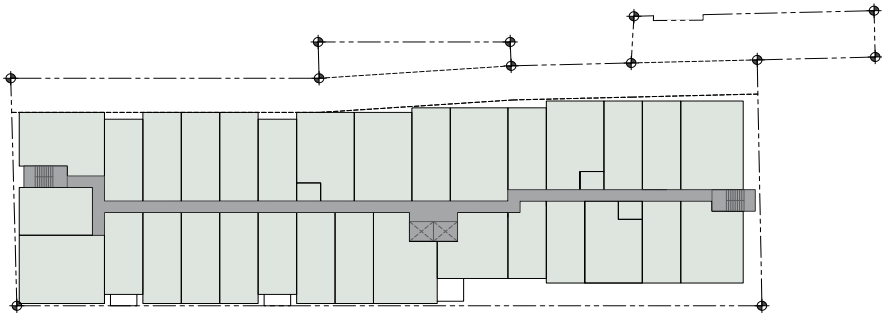


CONCEPT D

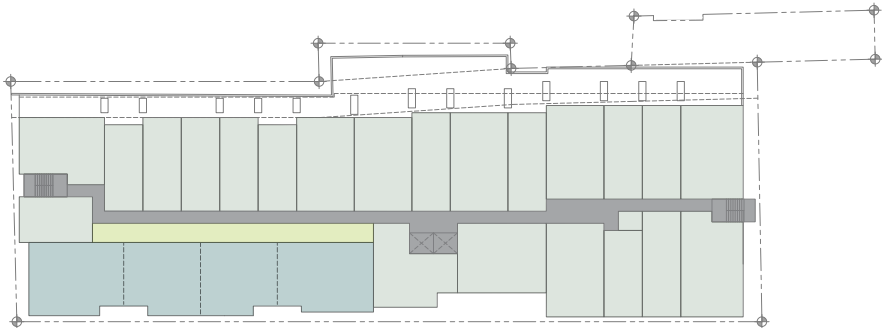


SECTION

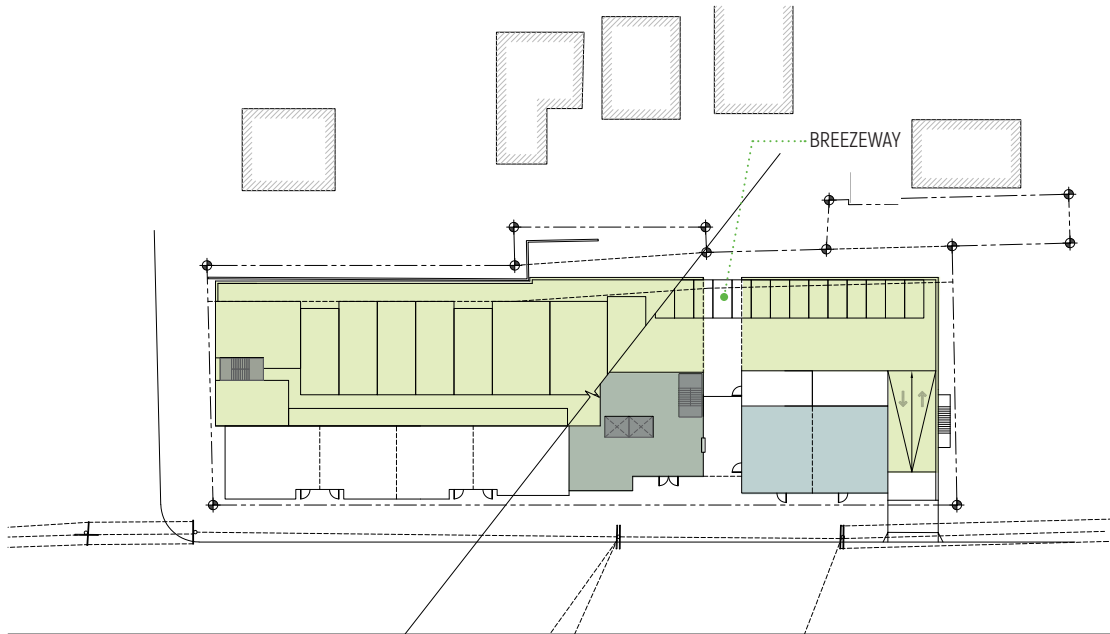
- PARKING / BOH
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FLOOR PLAN: LEVEL 3-5



FLOOR PLAN: LEVEL 2



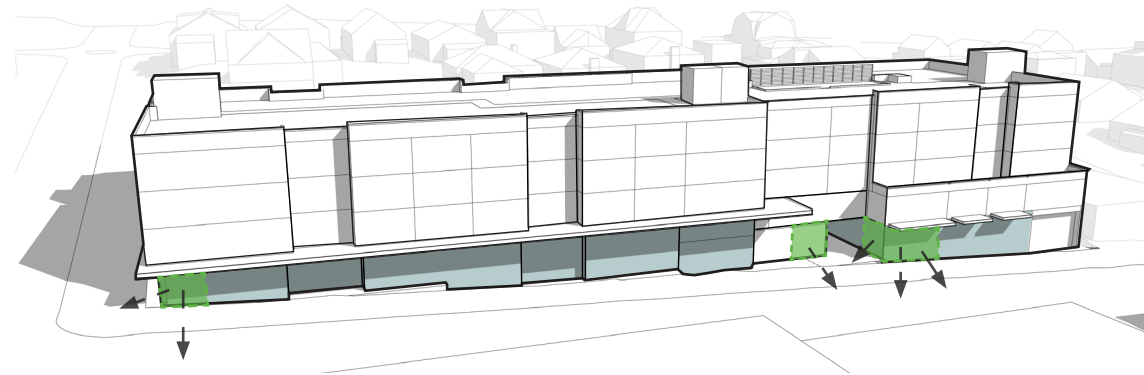
FLOOR PLAN: LEVEL 1



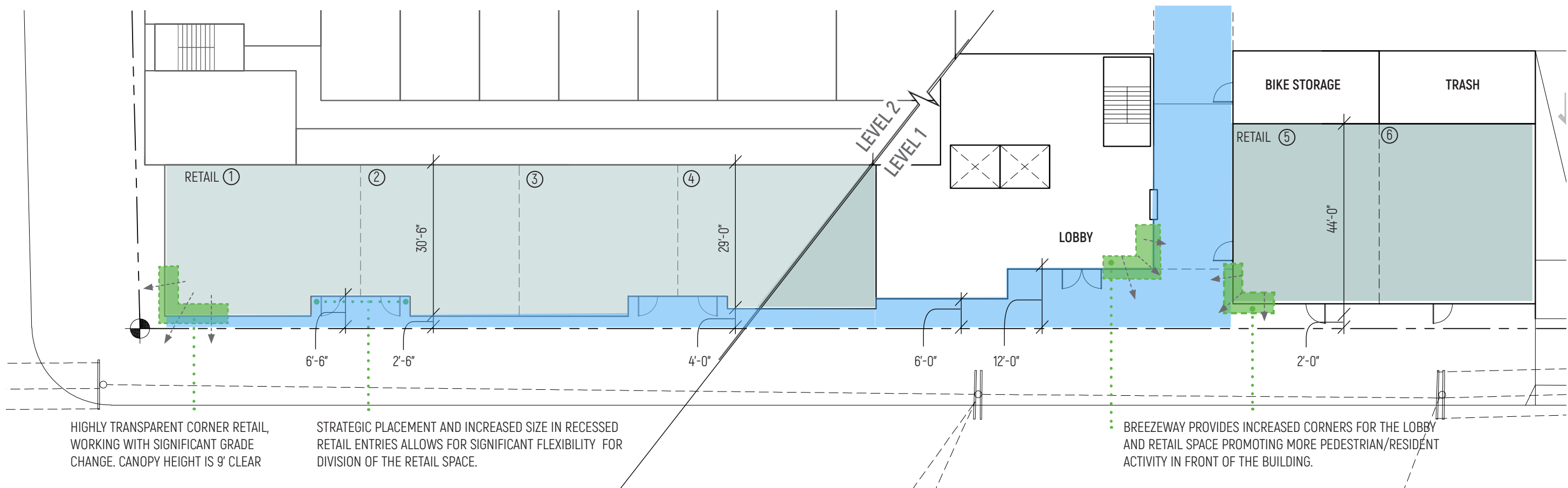
BREEZEWAY



1 LOBBY, BREEZEWAY, RETAIL ALONG STONE WAY



STONE WAY FRONTAGE PERSPECTIVE



- PLAZA / MODULATION
- PARKING / BOH
- RETAIL
- LOBBY / AMENITY
- RESIDENTIAL
- CIRCULATION

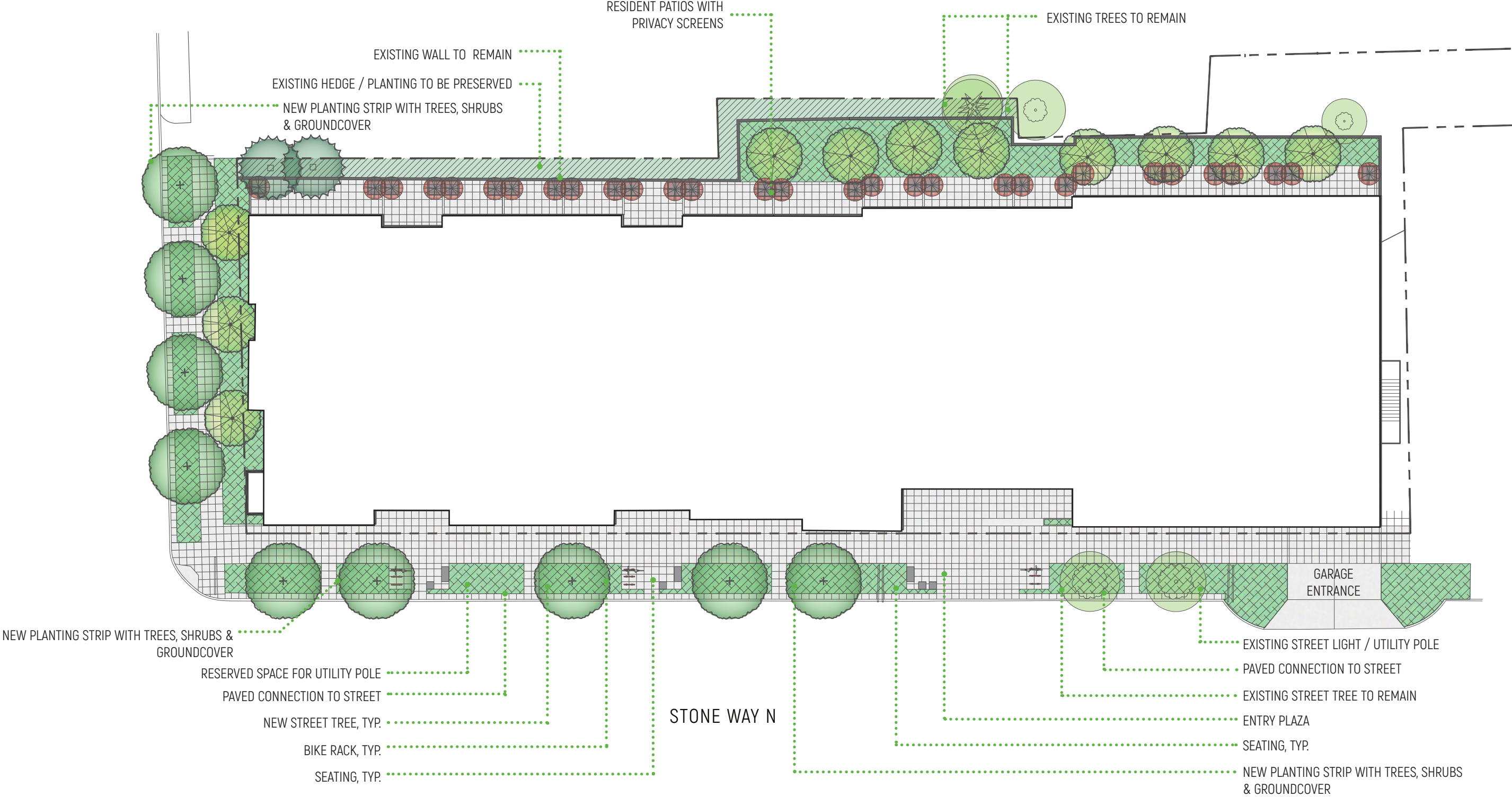


RETAIL FRONTAGE

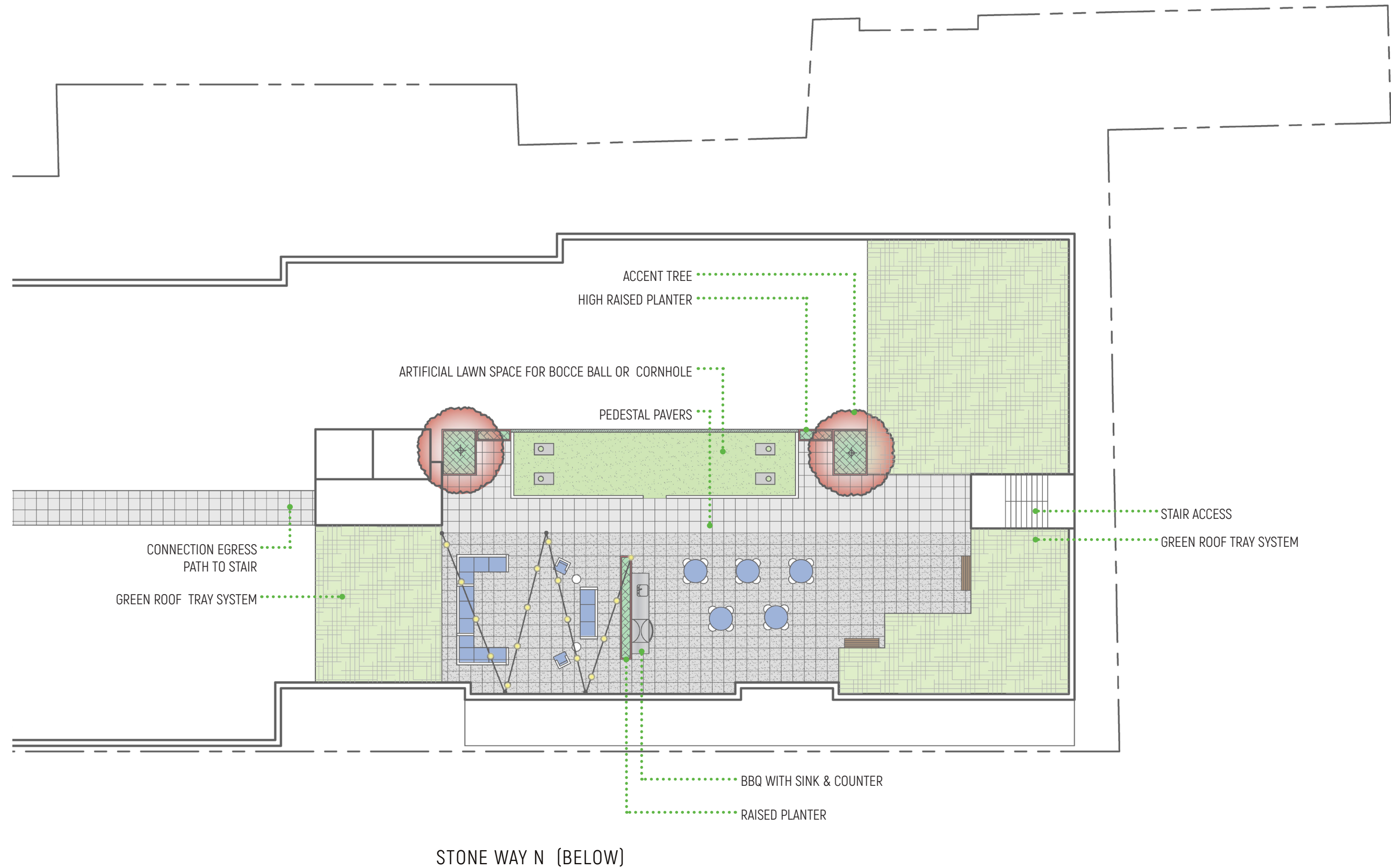


1 RETAIL AT GROUND LEVEL ALONG STONE WAY

SCHEMATIC GROUND LEVEL LANDSCAPE PLAN



SCHEMATIC ROOF DECK LANDSCAPE PLAN



DEPARTURE REQUESTED

2347A.032.A.2.a - Parking Location and Access

Access to Parking

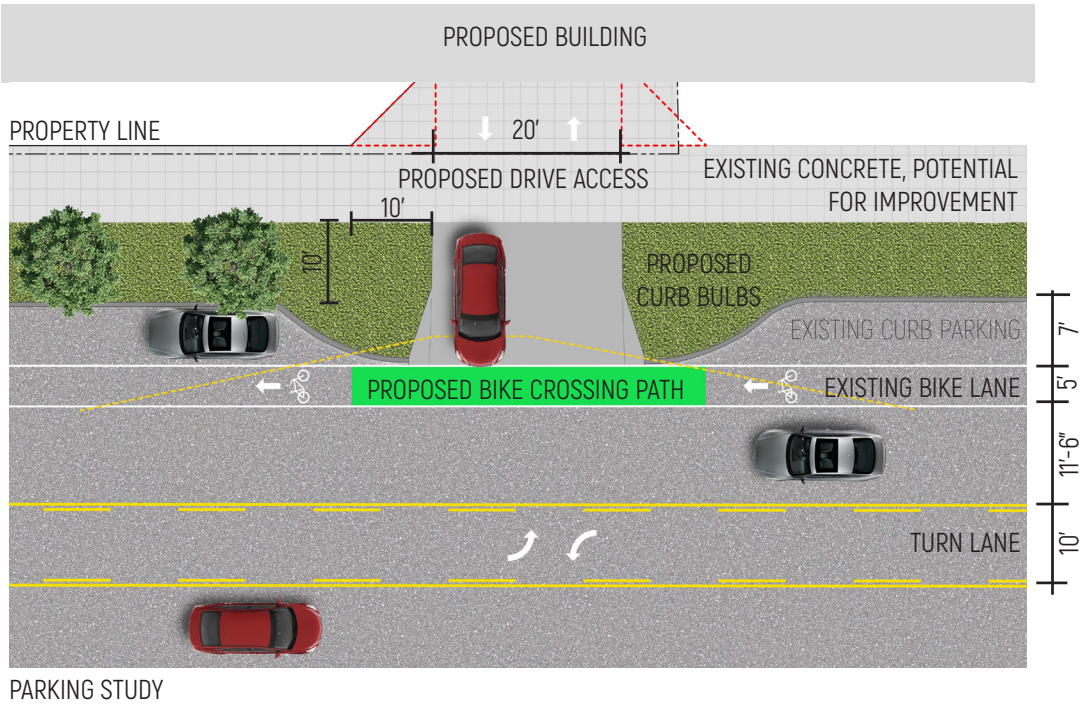
- b. If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.

A TRAFFIC STUDY COMPLETED BY TRANSPOGROUP FOUND THE FOLLOWING:

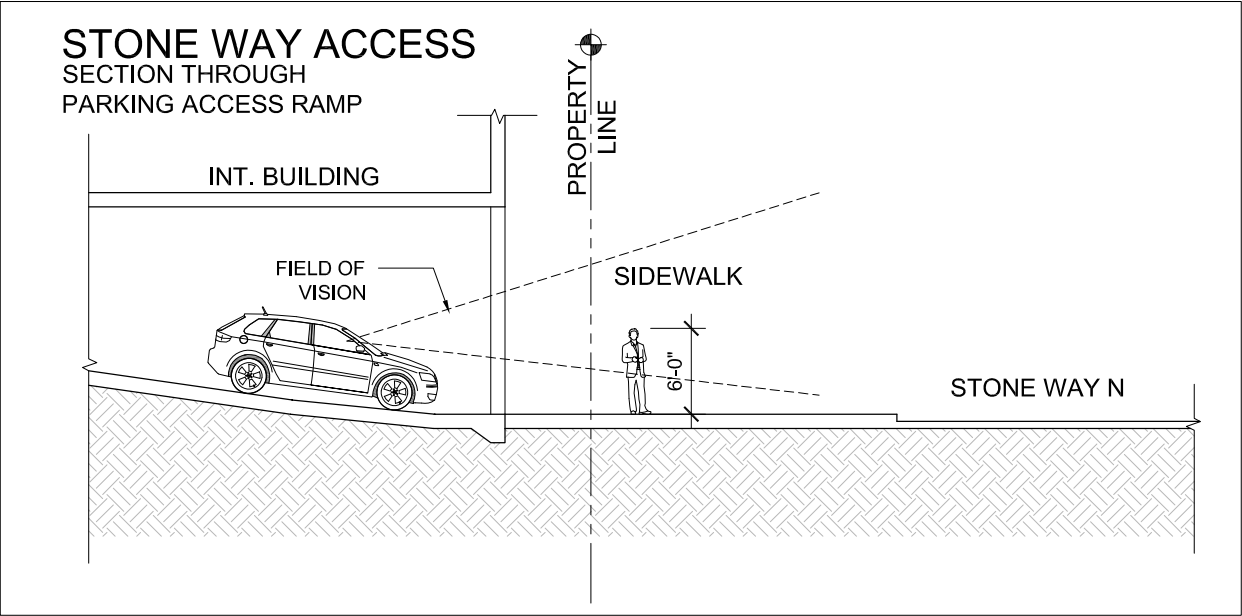
“Traffic projections show peak outbound flows from the project coincides with the lowest northbound bicycle volumes. The highest inbound flow of vehicles to the garage coincide with the highest bike flows. However, sight lines to the bike lane from vehicles turning from Stone Way is unimpeded minimizing impacts to safety. If access were taken from N 42nd Stree, these same vehicles would cross the bike lane with similar sight lines.”

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

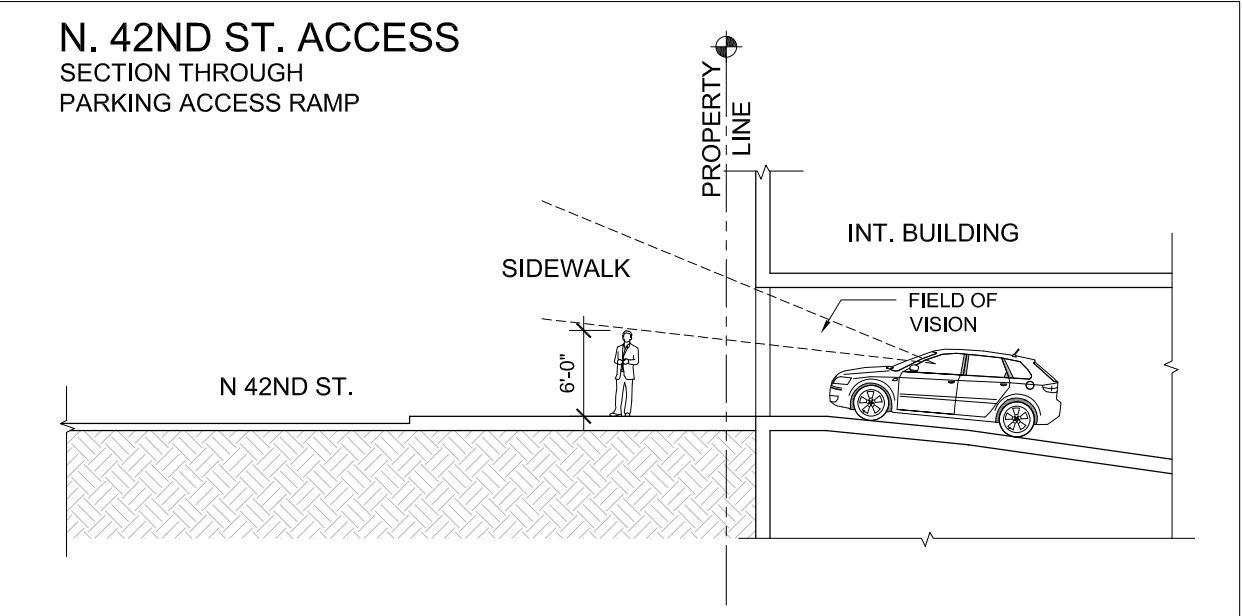
“We believe the Stone Way access is the safest with respect to pedestrian and bicycle sightlines and most effective point of access for serving residents of the project and minimizing impacts to the surrounding neighborhood.



OPTION 1 (PREFERRED) PARKING GARAGE ACCESS OFF STONE WAY



OPTION 2



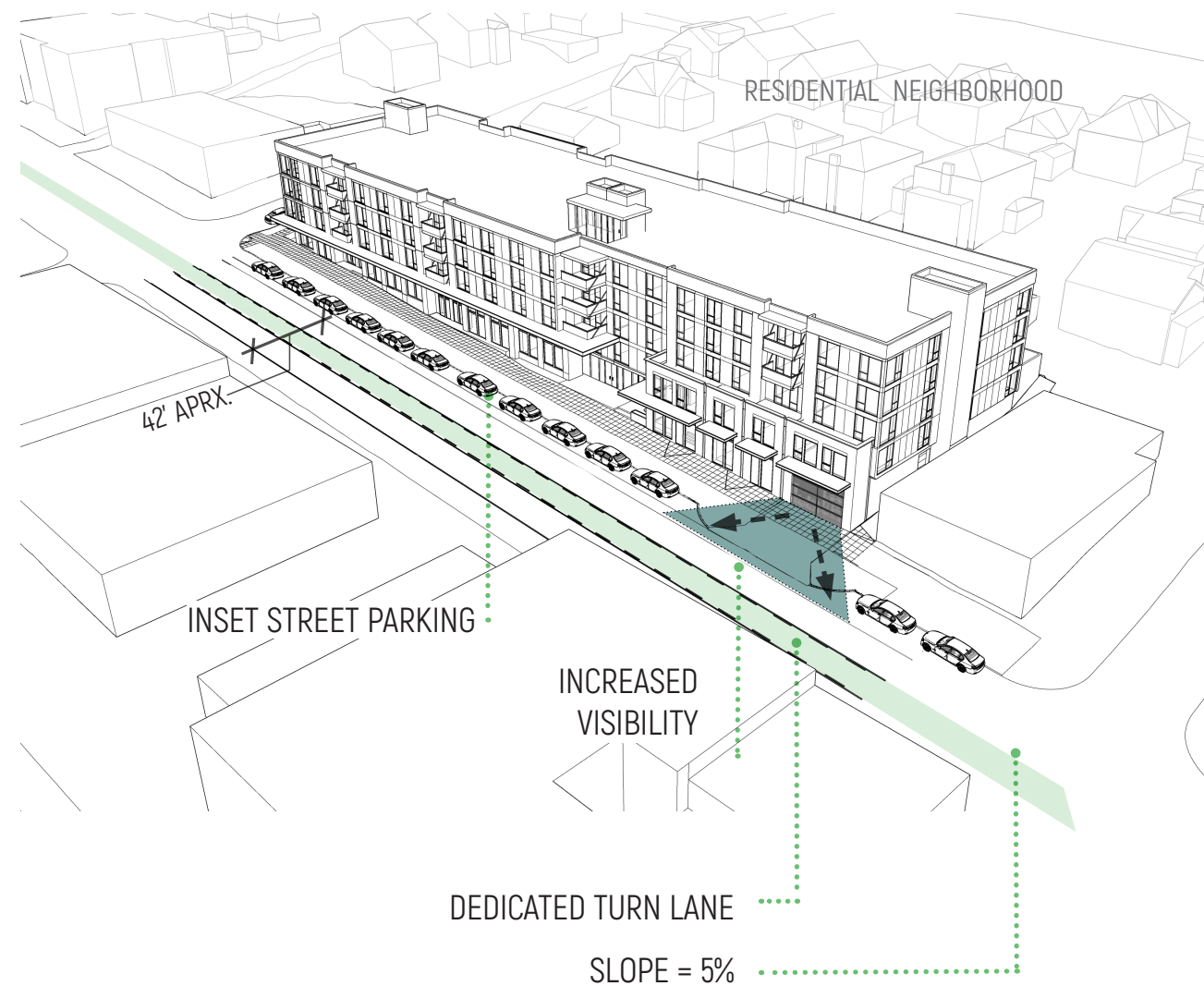
SAFETY

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

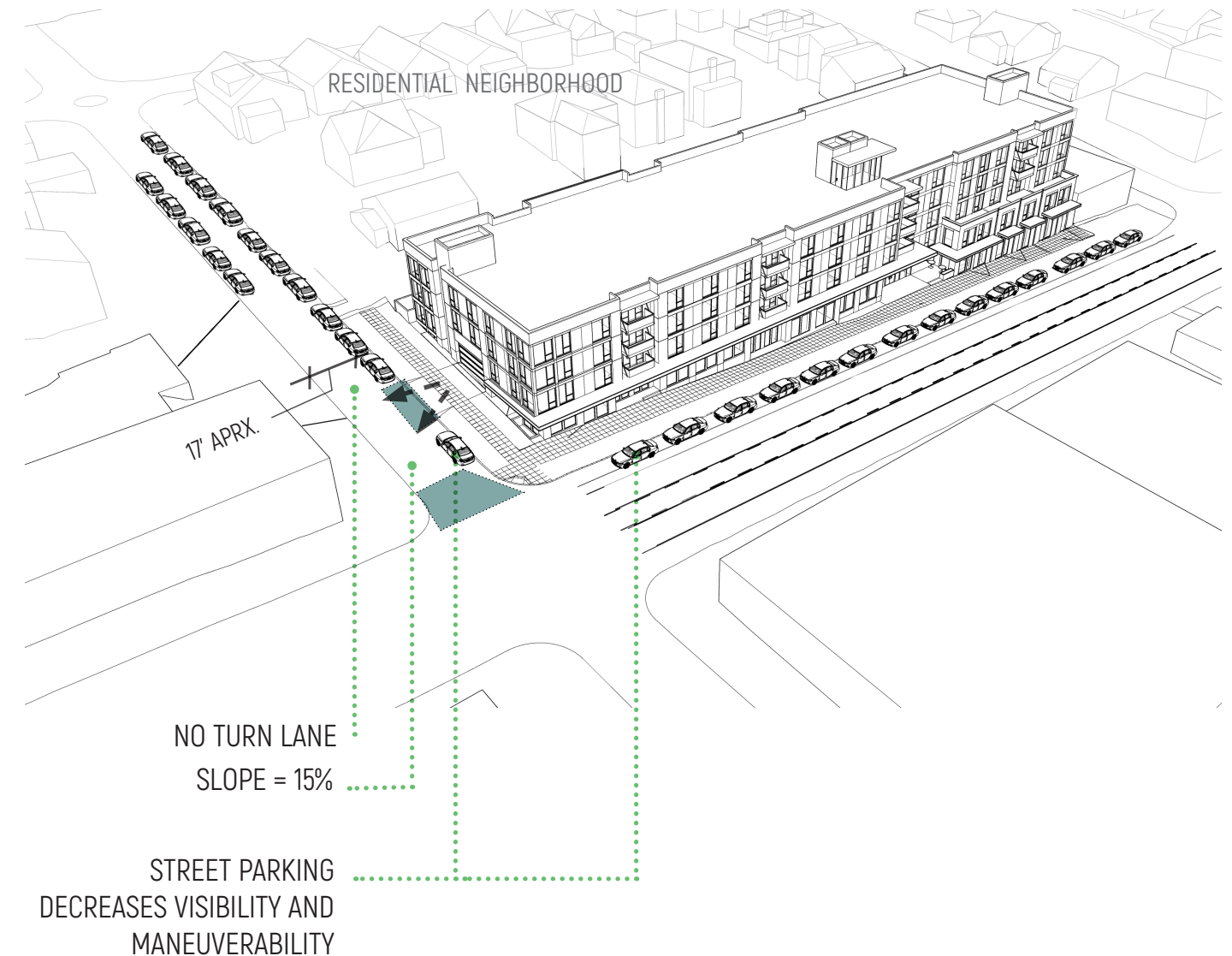
Parking and Vehicle Access: Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

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.

OPTION 1 (PREFERRED) PARKING GARAGE ACCESS OFF STONE WAY



OPTION 2 PARKING GARAGE ACCESS OFF 42ND ST

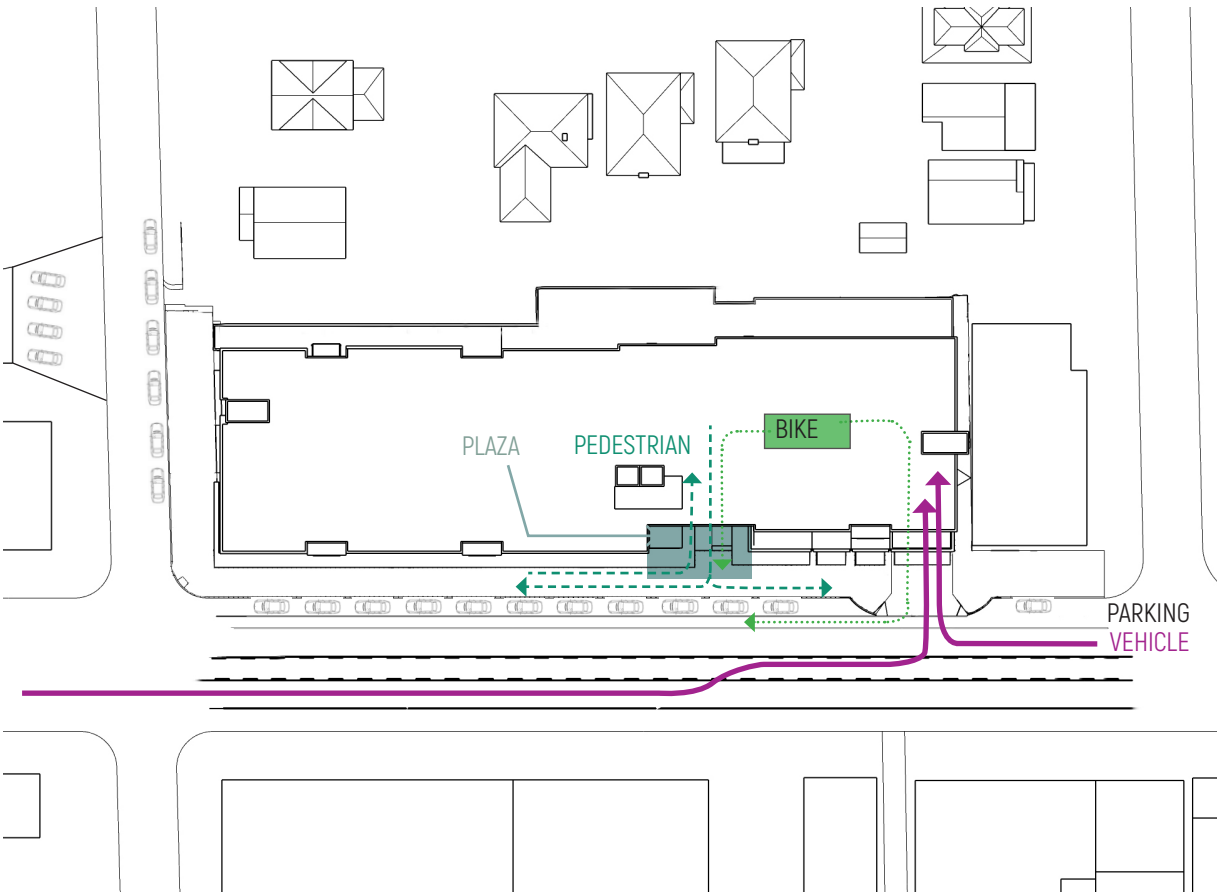


PL4-A1: ENTRY LOCATIONS AND RELATIONSHIPS

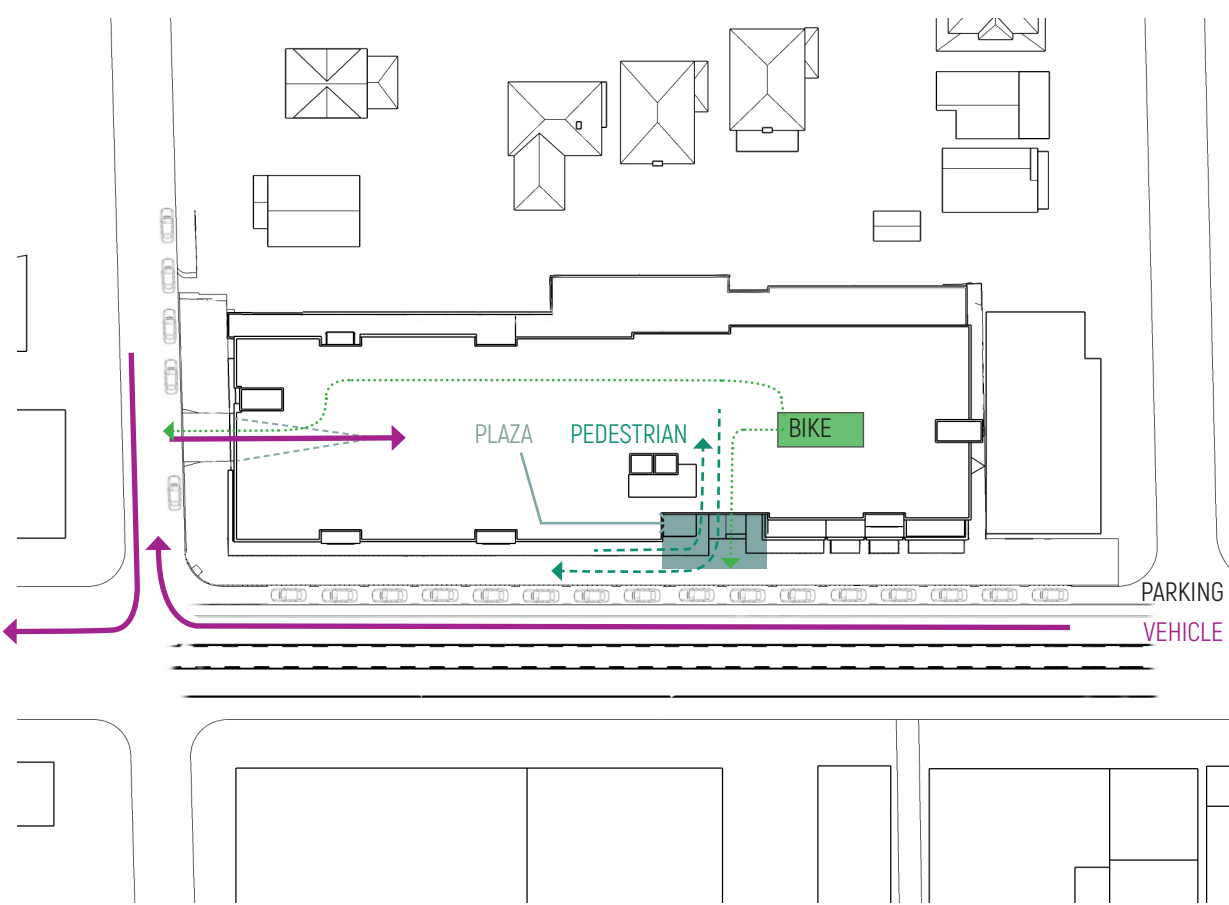
All modes of travel: Provide safe and convenient access points for all modes of travel.

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.

OPTION 1 (PREFERRED) PARKING GARAGE ACCESS OFF STONE WAY



OPTION 2 PARKING GARAGE ACCESS OFF 42ND ST



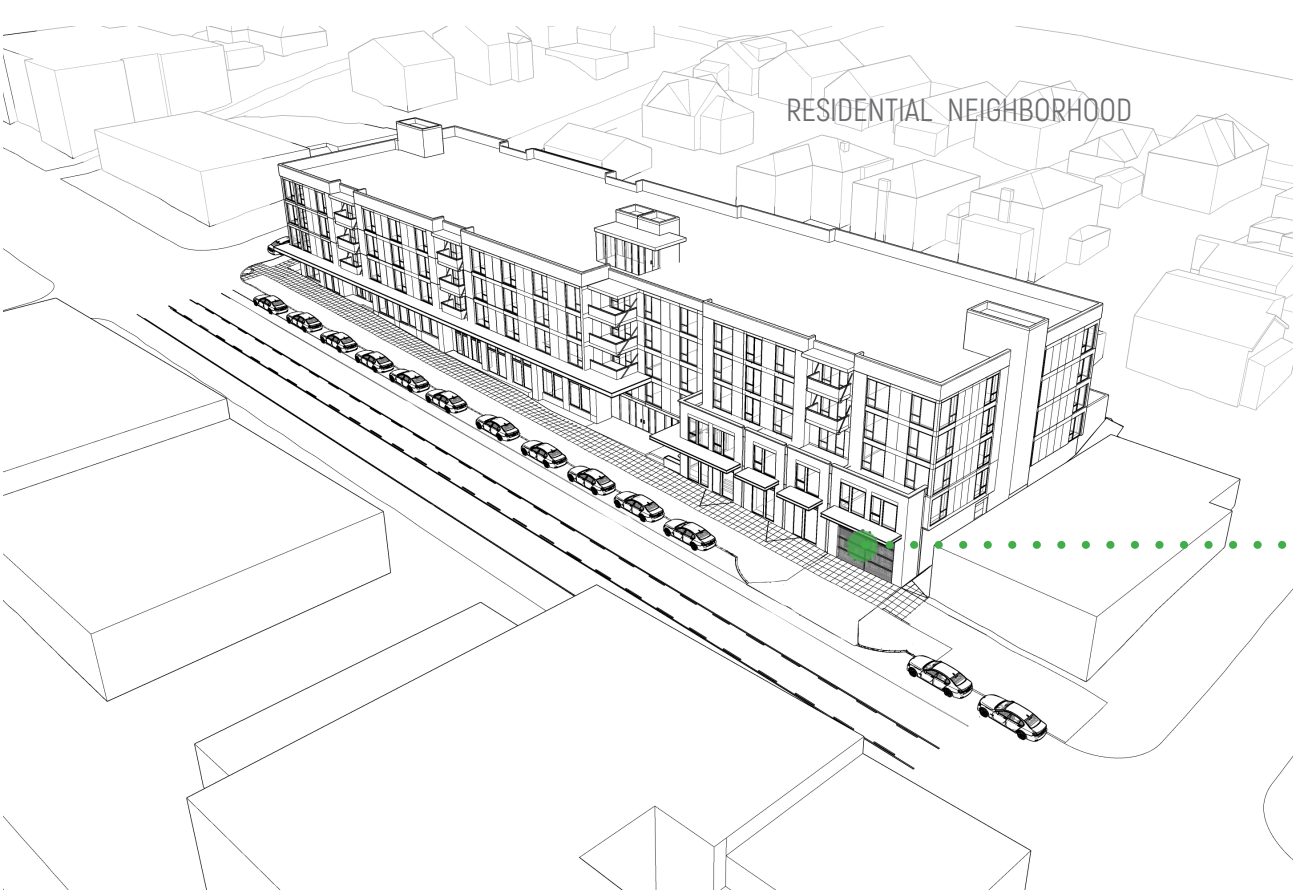
DESIGN

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 provide an opportunity for art on a highly visible portion of the building. The screens within a sectional overhead door could have perforations that form historical imagery adding to the character of the neighborhood. The visual break in the facade acts not only as an artistic element, but additionally as a 'heads up' to cars coming and going along Stone Way.

OPTION 1 (PREFERRED) PARKING GARAGE ACCESS OFF STONE WAY



PERFORATED SCREEN WITH ART BY LOCAL DESIGNER
(GAS WORKS SHOWN HERE)

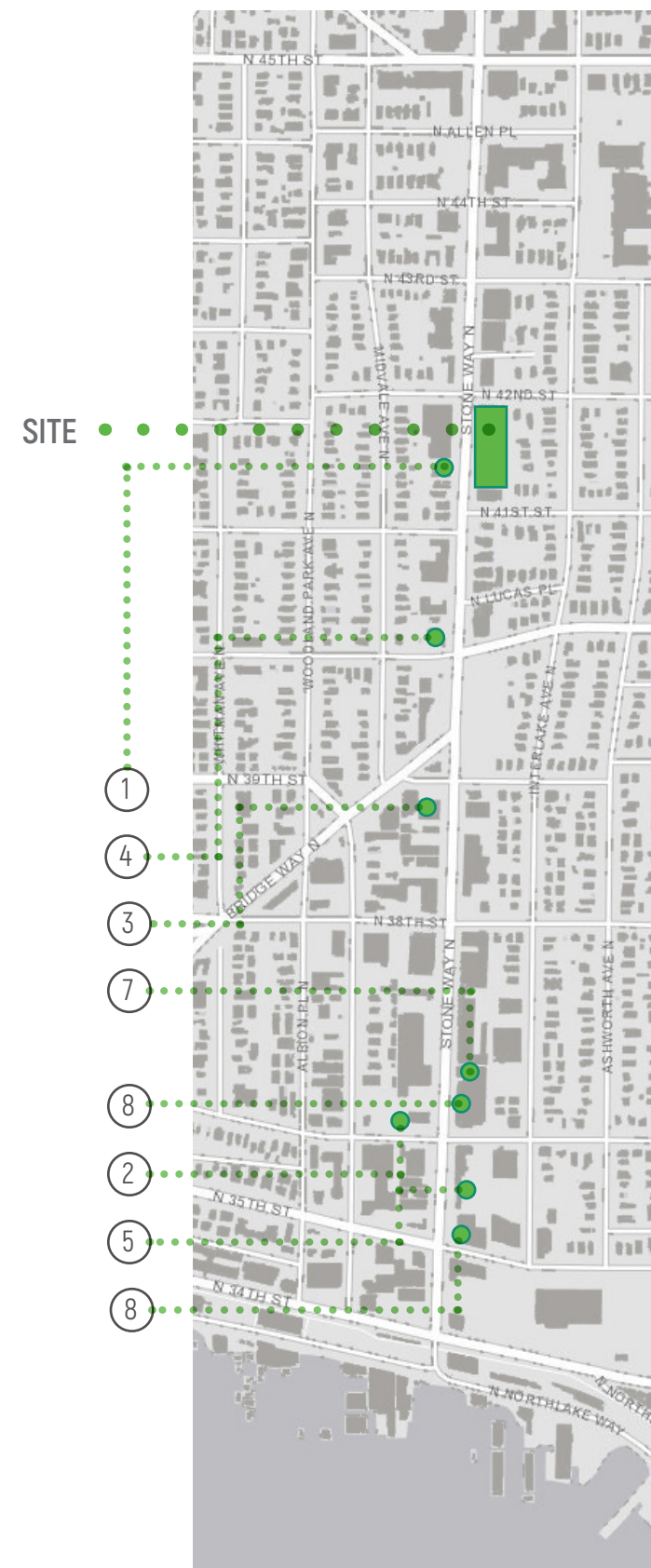


OPTION 1 (PREFERRED) PARKING GARAGE ACCESS OFF STONE WAY



OPTION 2 PARKING GARAGE ACCESS OFF 42ND ST

VICINITY MATERIAL STUDIES



PAGLIACCI

①



SEA WOLF BAKERY

②



0Z

③



ELECTRIC PEN

4



STONE WAY CAFE

5



EVO

⑥



Joule

⑦



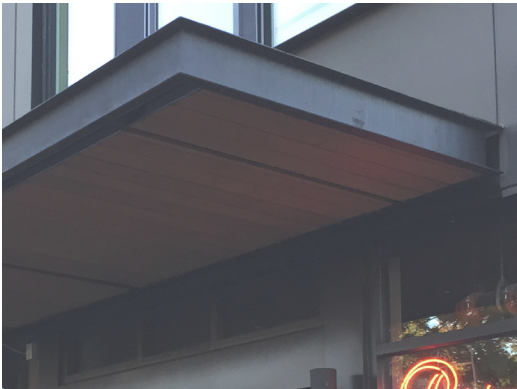

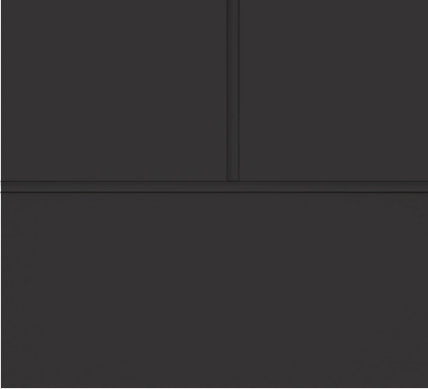


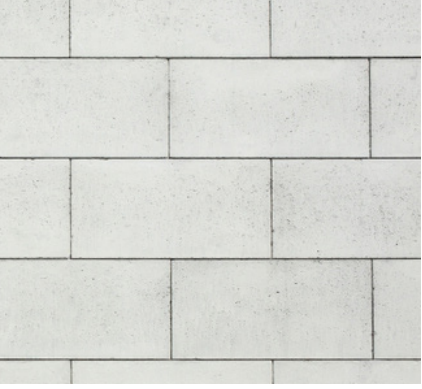
THE WHALE WINS

8

SELECTED MATERIALS



STONE WAY ELEVATION

①	②	③	④	⑤	⑥
					
STEEL CANOPY WITH ACCENT SOFFIT	STOREFRONT WINDOW SYSTEM AT GROUND LEVEL	FIBER CEMENT PANEL SYSTEM	LAP SIDING	ACCENT PANELING	MASONRY VENEER

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Looking north east along Stone Way. Masonry unit facade and columns at retail provide opportunities for entry bays. The steel weather canopy breaks up the ground level pedestrian realm with the upper residential units. The bays continue the masonry units above, framed fiber cement panels and horizontal lap siding provides texture all the way up the building. A reserved color palette allows the details of wood and steel to be highlighted.