



schemata
workshop

5819 PHINNEY AVE N | SEATTLE, WA 98103

PERMIT No: 3040046-EG/6795815-CN

EARLY DESIGN GUIDANCE | NOVEMBER 22, 2022

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COVER INFORMATION

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applicant team

owner-developer	Homestead Community Land Trust 412 Maynard Ave. S. Suite 201 Seattle, WA 98104 206.323.1227 Kathleen Hosfeld kathleen@homesteadclt.org
architect	Schemata Workshop, Inc. 1720 12th Avenue Seattle, WA 98122 206.285.1589 Michael Mariano mike@schemataworkshop.com
landscape architect	Nakano Associates 853 Hiawatha Place South Seattle, WA 98144 206.292.9332 Ida Ottesen io@nakanoassociates.com

project description

Five-story 25 residential unit mixed-use multi-family condominium development in the Phinney Ridge neighborhood of Seattle, WA.

project information

address	5819 Phinney Ave N, Seattle, WA 98103
parcel #s	APN 952310-1065
zoning	NC2P-55(M)
site area	8,502 sf
urban village	none
frequent transit	yes
parking	9 spaces

WHO WE ARE | DEVELOPMENT TEAM

Owner-Developer

Homestead Community Land Trust

Founded in 1992, Homestead is a non-profit, membership organization that creates stability, equity and opportunity by developing land and housing in trust, giving lower- and middle-income households the opportunity to own a home that is affordable to them and remains affordable to future owners. Our model was created by Civil Rights Era leaders in the 1960s as a way to prevent displacement while at the same time allowing people to own a home and through ownership to build wealth. The same model they created remains an elegant solution to addressing today’s forms of displacement in high-cost regions like King County, and for putting the financial, social and health benefits of ownership within reach.

Working at the nexus of housing, climate, and racial equity, we build and steward permanently affordable homes, investing deeply in their climate resilience and environmental sustainability. Through our sales process we lower barriers to ownership for those shut out of homeownership by discrimination and the runaway housing costs in our region: 58% of our homebuyers are people of color, compared with 26% in the general King County population.

We build new, or remodel existing homes, and fundraise to subsidize the price of each home to what is affordable to a buyer who makes less than 80% area median income. The home is purchased by homeowners and Homestead generally retains title to the land under homes. Homeowners pay a small monthly ground lease or program fee, and agree to a resale formula via a 99-year renewable covenant that allows them to earn a fair return of equity while at the same time passing on an affordable price to the next owner if/when they sell the home. Homeowners qualify to purchase the home with a traditional fixed-rate mortgage, and accrue equity through a combination of principal reduction and home appreciation. Homestead stays in a supporting role to both homes and homeowners until the home transfers to the next owner.



Village Gardens, Homestead Community Land Trust

WHO WE ARE | DESIGN TEAM

architect: schemata workshop

Schemata Workshop, founded in 2004, provides high quality, socially responsible, and sustainable architectural and planning services to public and private clients around the Puget Sound region. Our staff of fifteen forms a diverse workforce that reflects the communities we serve. We are a close-knit, collaborative, and highly-skilled team who are deeply devoted to community-based building.

Schemata Workshop has a passion for affordable housing and believes that housing is a basic human right. Children must have stable housing in order to excel in school, adults must have a place to call home in order to maintain a sense of dignity and steady employment, and seniors must have a safe home in a supportive environment to maintain their health and contribute to their communities. Over the past 18 years, we have designed over 1,300 affordable homes for and with communities across Western Washington. Our office is located in the street level commercial space of a five story mixed-use 9-home residential building near the Capitol Hill Light Rail Station, in the heart of one of the first neighborhoods certified under the rigorous EcoDistricts protocol - an effort that we were central to and where we continue to innovate.

our values

Our approach to design is rooted in our values: social equity, sustainability, accessibility, community health, and livability. Schemata Workshop is a registered Minority/Women Business Enterprise (MWBE) in the state of Washington. Schemata Workshop maintains our JUST label from the International Living Futures Institute: a “nutritional label” for companies that value transparency and social equity. Schemata Workshop is a recipient of the Minority Small Business of the Year Award from King County Executive for leadership in business transparency and social equity. Puget Sound Regional Council (PSRC) presented us with the 2022 Vision 2050 Award for our Station House Apartments for significant contributions toward exceptional quality of life, opportunity for all, and connected communities.



Capitol Hill Urban Cohousing | Seattle, WA



Park Apartments | Seattle, WA



Station House | Seattle, WA



The Parsonage Apartments | Seattle, WA

PROJECT OBJECTIVES

Homestead Community Land Trust

Founded in 1992, Homestead Community Land Trust is a non-profit, membership organization that creates stability, equity and opportunity by developing land and housing in trust, giving lower-income households the opportunity to own a home that is affordable to them and remains affordable to future owners.

5819 Phinney

Homestead Community Land Trust proposes:

- to develop a 26,600 square foot, 5-story mixed-use building with 19 permanently affordable homes (6 market-rate homes, and 2 ground floor commercial/retail spaces) to replace the current building
- to include 9 at-grade parking spaces where only 6 are required for the market-rate homes (no parking required for commercial spaces below 1,500 square feet)
- to develop for-sale condominium flats as homeownership opportunities
- to provide bike parking, EV charging stations and a rooftop garden and gathering space

Sustainability Objectives

The housing development at 5819 Phinney will:

- create 25 light-filled one- and two-bedroom homes
- produce homes that are fossil-fuel free, energy efficient and built to a high-quality and durable standard of construction meet the Evergreen Sustainable Development Standard (ESDS), criteria that safeguard health and safety, increase durability, promote sustainable living, preserve the environment, and increase both energy and water efficiency
- pursue certification under the Social Economic Environmental Design (SEED) Network which aims to advance the right of every person to live in a socially, economically, and environmentally healthy community
- feature a total of 25 residential units for sale, of which 24% will be market rate and 76% will be affordable to families earning less than 80% of the area median income (AMI)
- provide a common area gathering space and lobby access to the 25 homes above
- create 1,350 square feet of commercial space (for the return of A La Mode Pies)
- include on-grade parking, a roof top amenity deck and landscape features for residents
- utilize materials including brick masonry and transparent storefronts at the street level, a continuous canopy along Phinney

Administrative Design Review

This project is subject to Administrative Design Review through the Seattle Department of Construction and Inspections (SDCI).



COMMUNITY OUTREACH

Summary of Outreach

Homestead Community Land Trust conducted the following outreach activities as part of the Early Design Guidance process:

Project Web-Page – A Web page was established September 11, 2022 that included all required information, 1) the ability to submit comments, 2) the ability to take an 8-question survey, and 3) the ability to link to the Homestead Website to find out more about community land trust homeownership and how to qualify to purchase. The project website is <https://www.homesteadcltprojectoutreach.net/>.

Online Survey – We created an online survey using sample language and guidelines provided by the Department of Neighborhoods (DON), comprising eight questions that was linked from the Project Web Page. We received 22 responses to the survey.

Department of Neighborhoods Blog Post – We submitted project information to DON for the Blog, and the Blog item was published September 6, 2022. The post can be found at the following link: <https://designreviewoutreach.seattle.gov/?s=5819+phinney>

Department of Neighborhoods Calendar – We submitted information about the October 4th PRCC meeting to the Calendar more than 14 days in advance of the event.

Direct Mailing – We promoted the October 4th PRCC meeting, the Project Web page, and the online survey through a direct mailing sent to households within an 800 ft radius, expanded from the statutory 500ft radius. The mailing was sent to 242 recipients on September 21, 2022.

Additional Digital Outreach

Phinney Ridge Neighborhood Association Blog Post – We submitted an article inviting participation to the Phinney Ridge Community Council event which was published on their blog on September 26.

Social Media Outreach – Homestead published a social media post pointing to the Phinney Ridge Association Blog Post on September 26 on its Facebook page. The post reached 314 people and received 34 engagements.

Summary of Feedback

Homestead was hosted by the Phinney Ridge Community Council (PRCC) for a presentation on October 4. 37 neighbors attended the October 4 meeting to learn more about the project, including timing, design, size, and goals. Homestead’s presentation of the community land trust model and the 5819 Phinney project was followed by a question and answer period. Presentation and discussion exceeded 20 minutes.

The majority of feedback was positive, citing our focus on creating permanently affordable homeownership for modest-income individuals and families in the neighborhood. Most of those engaging with our outreach feel there is not enough affordable housing in this neighborhood. Our survey results demonstrate that respondents overwhelmingly believe there is an inadequate supply of homes affordable to people of all incomes in their neighborhood.

Survey comments and comments from the October 4th PRCC meeting reflect belief that the development will provide affordable housing in the neighborhood, add to the racial and economic diversity of the neighborhood, add to the stock of environmentally friendly housing, and create opportunities for ownership.

Characteristics that are important to those who engaged with our outreach include affordability for residents, environmentally sustainable design, and creating ownership opportunities for families.

There were fewer negative comments or concerns expressed than positive support for the project. Common concerns expressed during the outreach period had to do with the project’s impact on local water pressure, parking with respect to number of stalls, availability of electric vehicle charging, as well as cargo bikes. Furthermore, comments from the October 4th PRCC meeting show that neighbors are seeking clarity on the permitting process and the projects’ conformity to them.

Neighbors expressed concern over the level of noise, disruption, and other issues during the active construction phase. We assured them that we will take the necessary steps to mitigate noise and disruption as well as create communication mechanisms to help us monitor impacts of construction.

Feedback Response

Design issues and concerns raised by the community are demonstrated through application of both the Citywide and Greenwood/Phinney Neighborhood Design Guidelines. Please see pages 21-22 for a full description of how the preferred building option successfully addresses PRCC concerns.

Other issues raised by PRCC are addressed by the following responses:

- Water Pressure concern – HCLT will install 140 feet of new 12-inch ductile iron pipe water main
- Parking – HCLT will conduct a parking study as required by permit process
- Construction Management Plan – HCLT will establish a plan, which will establish a neighbor communication channel to HCLT; while also addressing concerns about potential negative impact of the construction phase.

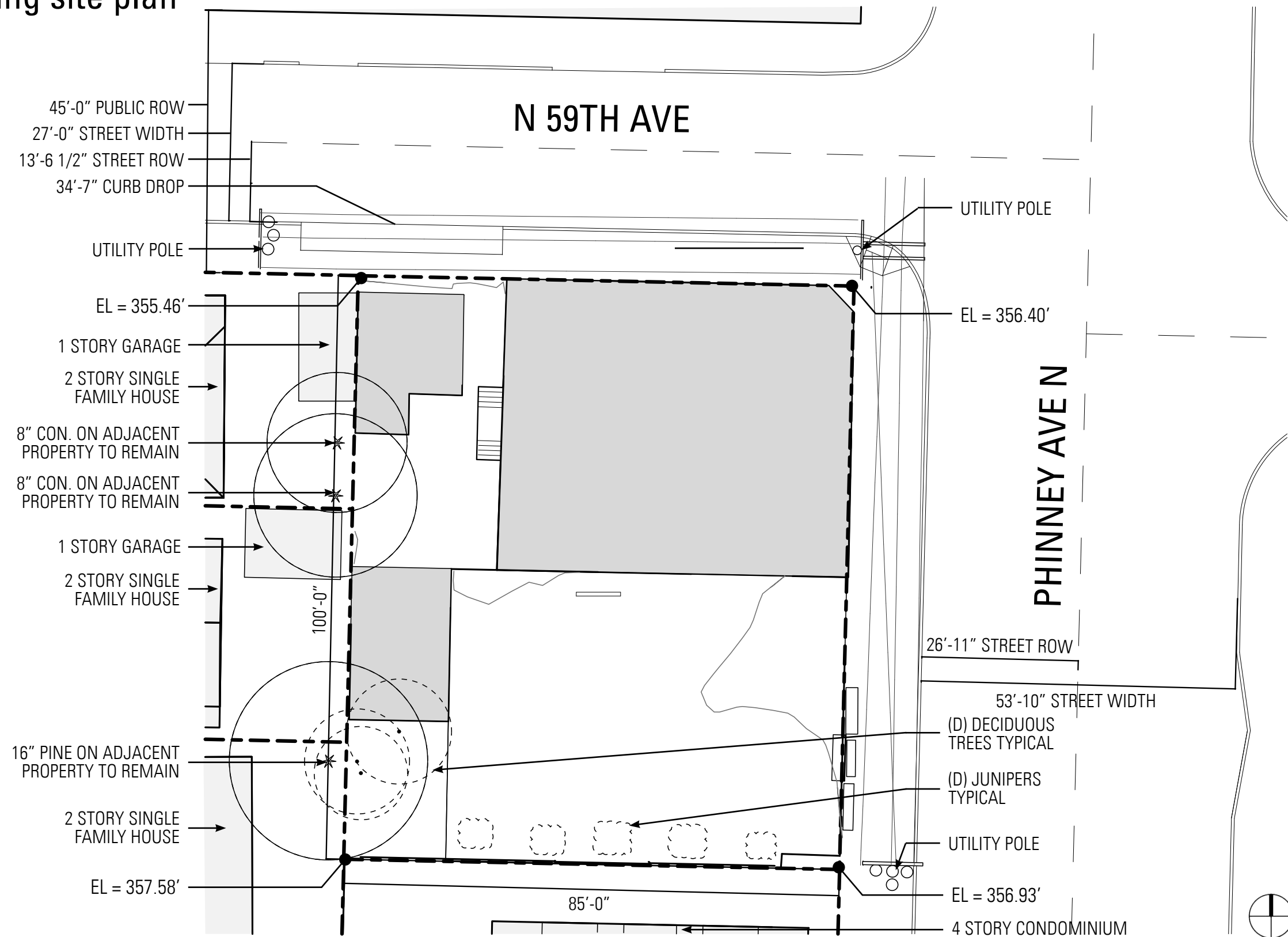
CONTEXT + SITE ANALYSIS



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CONTEXT + SITE ANALYSIS

existing site plan



VIEW OF JUNIPERS AND DECIDUOUS TREES TO BE REMOVED - per directors rule 16-2008, only trees over 30" are considered exceptional, unless they are one of the trees mentioned in the "size thresholds for common and native seattle trees" table. the european plum or juniper trees on our site are below 30" and are not on the list, and thus are not exceptional.

INFORMATION FROM SURVEY (REVIEW BY NAKANO LANDSCAPE ARCHITECTS)
(5) JUNIPERS - TO BE REMOVED
(3) 6"-8" DECIDUOUS TREES - TO BE REMOVED

LEGAL DESCRIPTION
THE EAST 85 FEET OF LOTS 5, 6, 7 AND 8, BLOCK 78, SUPPLEMENTAL PLAT OF WOODLAND PARK ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 5 OF PLATS, PAGE 19, IN KING COUNTY, WASHINGTON.

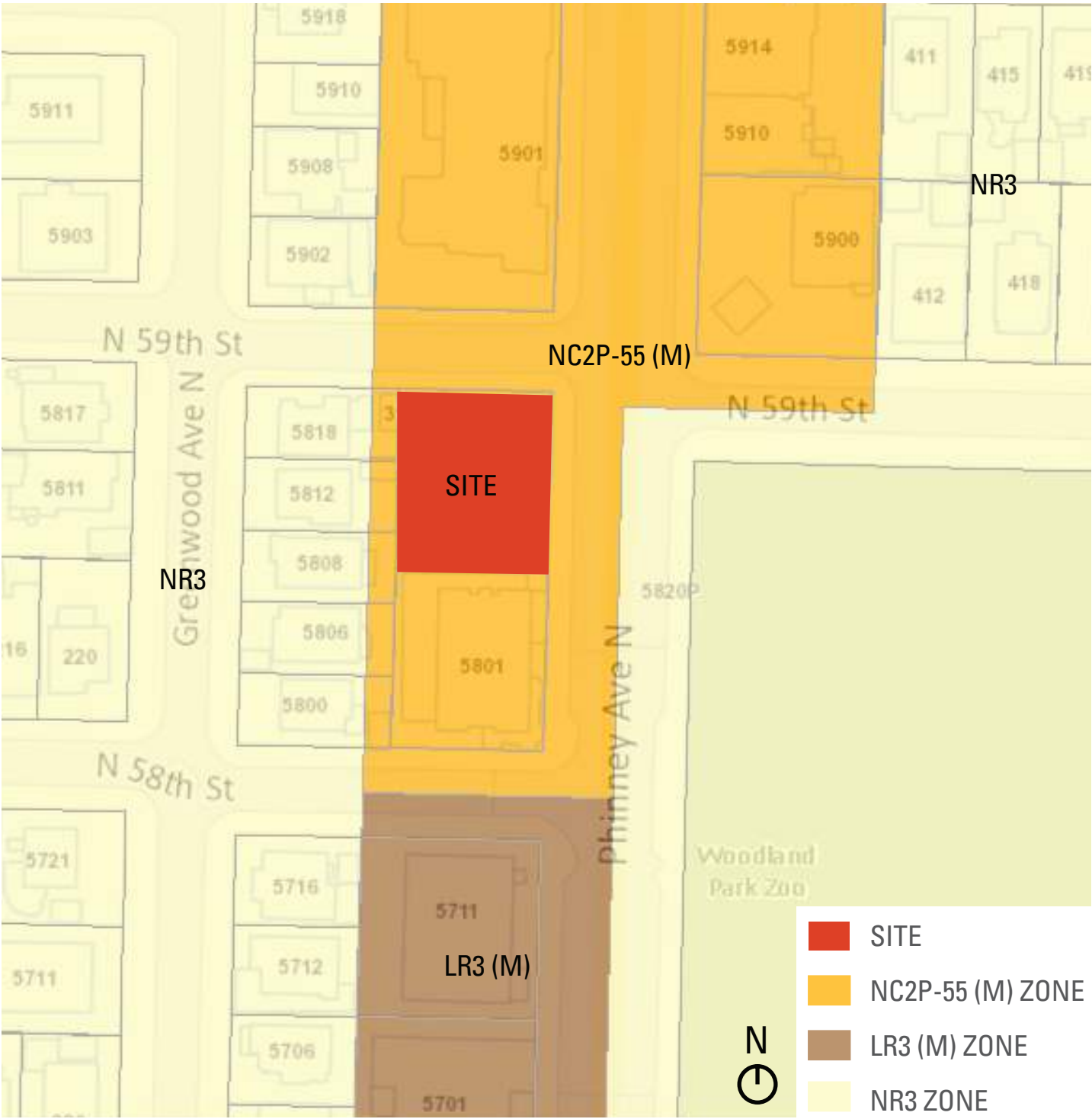
CONTEXT + SITE ANALYSIS

neighborhood axonometric (view west from Zoo toward Site)



CONTEXT + SITE ANALYSIS

land use (overlay district is north of Site)

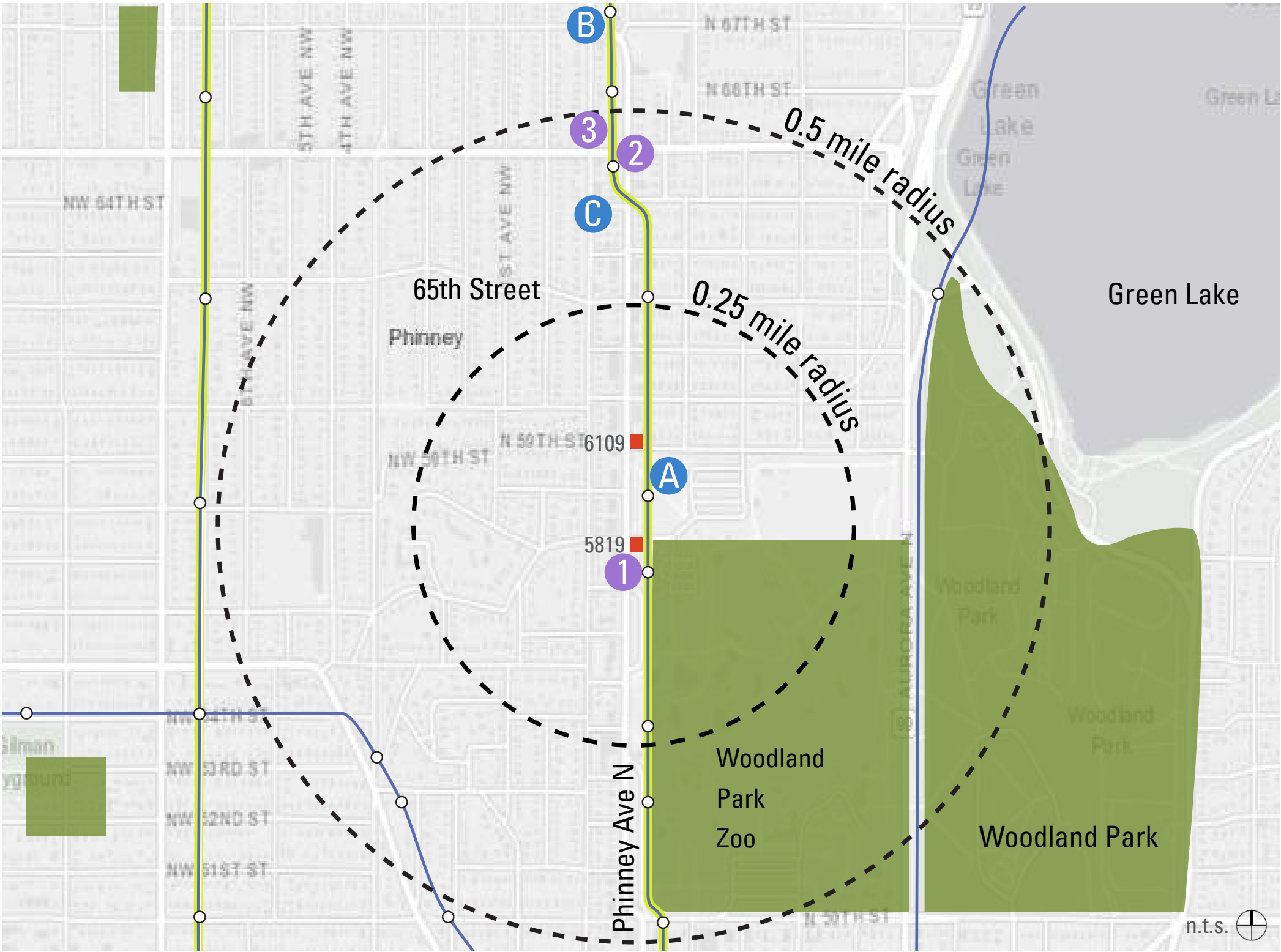


building use



CONTEXT + SITE ANALYSIS

comparable development



- SITE (concurrent developments by HCLT)
- PARK
- BUS STOP
- TRANSIT LINE
- BIKE ROUTE
- PROPOSED COMPARABLE DEVELOPMENT (currently either in design or construction)
- EXISTING COMPARABLE DEVELOPMENT

- A. 6010 Phinney Ave N
5-story, 54-unit multi-family with commercial, underground parking level, demo existing

B. 6817 Greenwood Ave N
6-story, 24-unit multi-family with commercial, no parking, demo existing

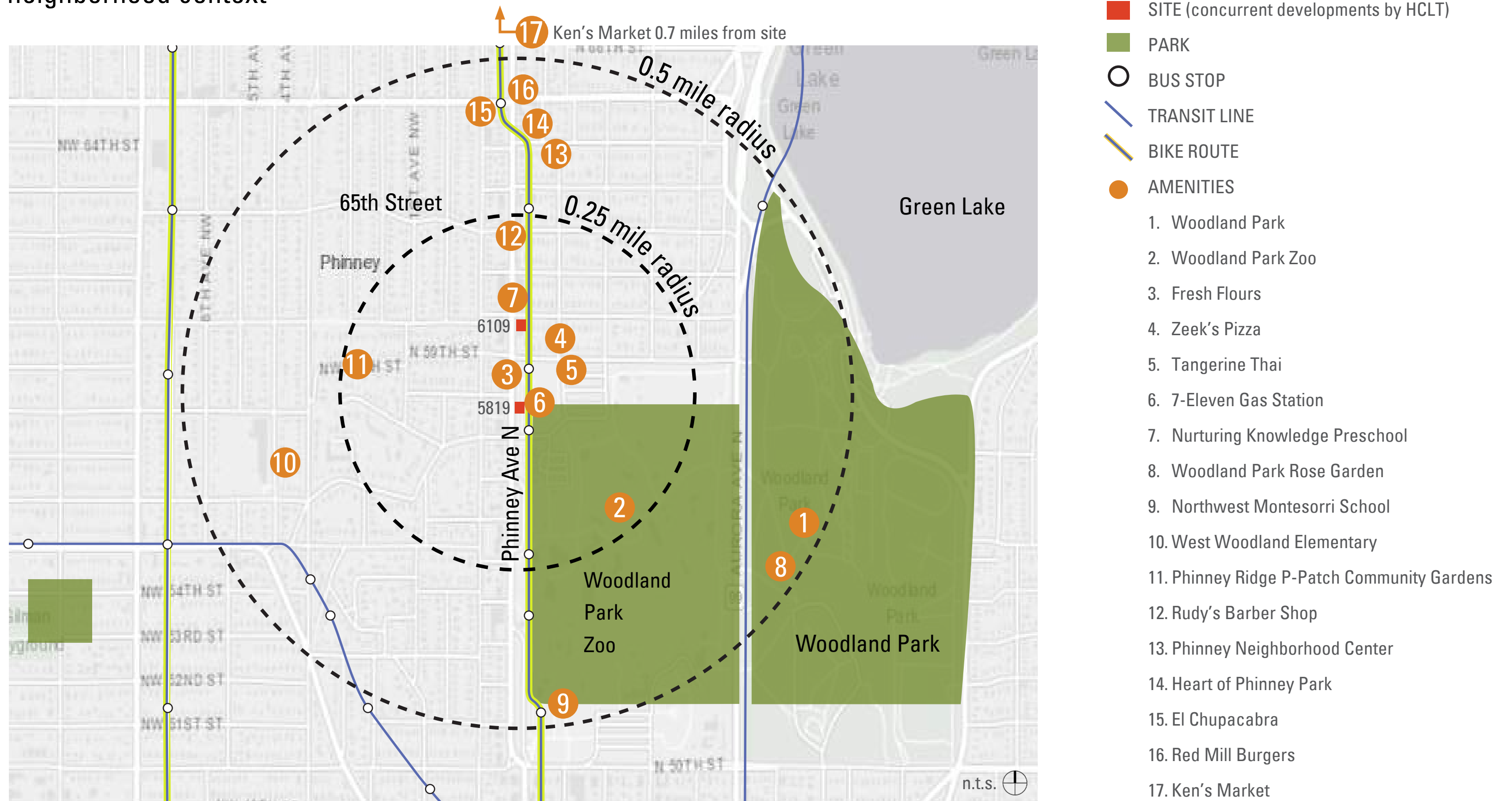
C. 6555 Greenwood Ave N
5-story, 31-unit multi-family, no parking
1. 5801 Phinney Ave N
4-story, condominium with parking

2. 6726 Greenwood Ave N
4-story, multi-family mixed-use building

3. 6801 Greenwood Ave N
4-story, multi-family mixed-use building

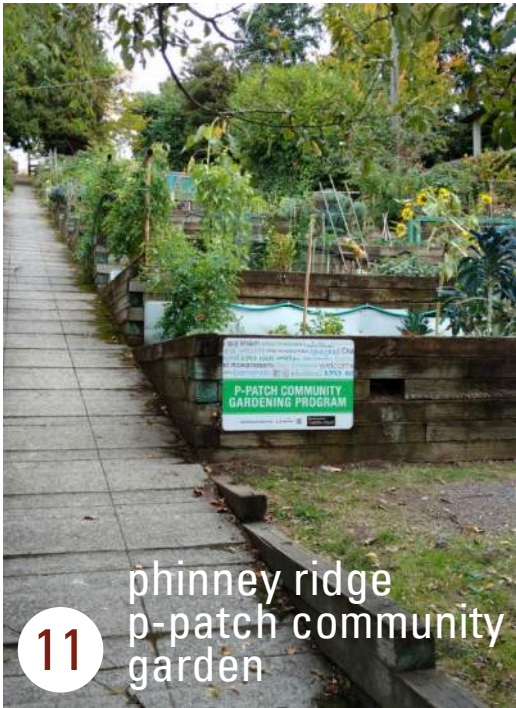
CONTEXT + SITE ANALYSIS

neighborhood context



CONTEXT + SITE ANALYSIS

neighborhood context



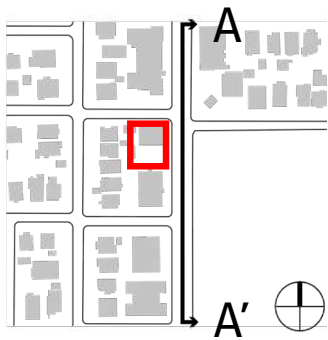
CONTEXT + SITE ANALYSIS

streetscape phinney avenue n

elevation A-A'



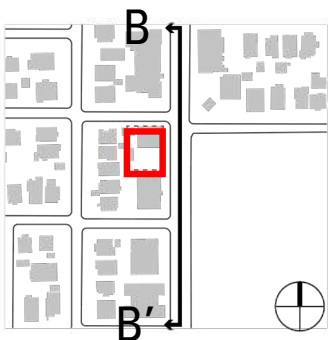
east side



elevation B-B'



west side



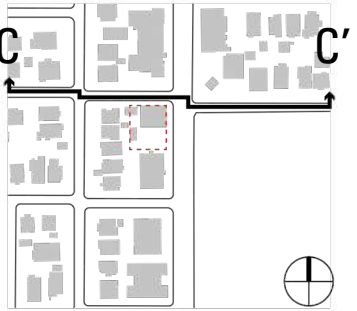
CONTEXT + SITE ANALYSIS

streetscape n 59th street

elevation C-C'



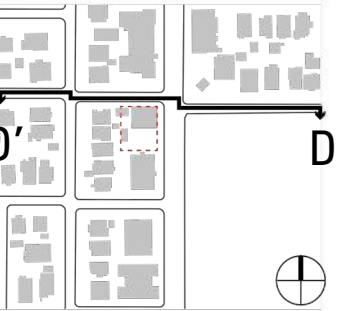
north side



elevation D-D'



south side

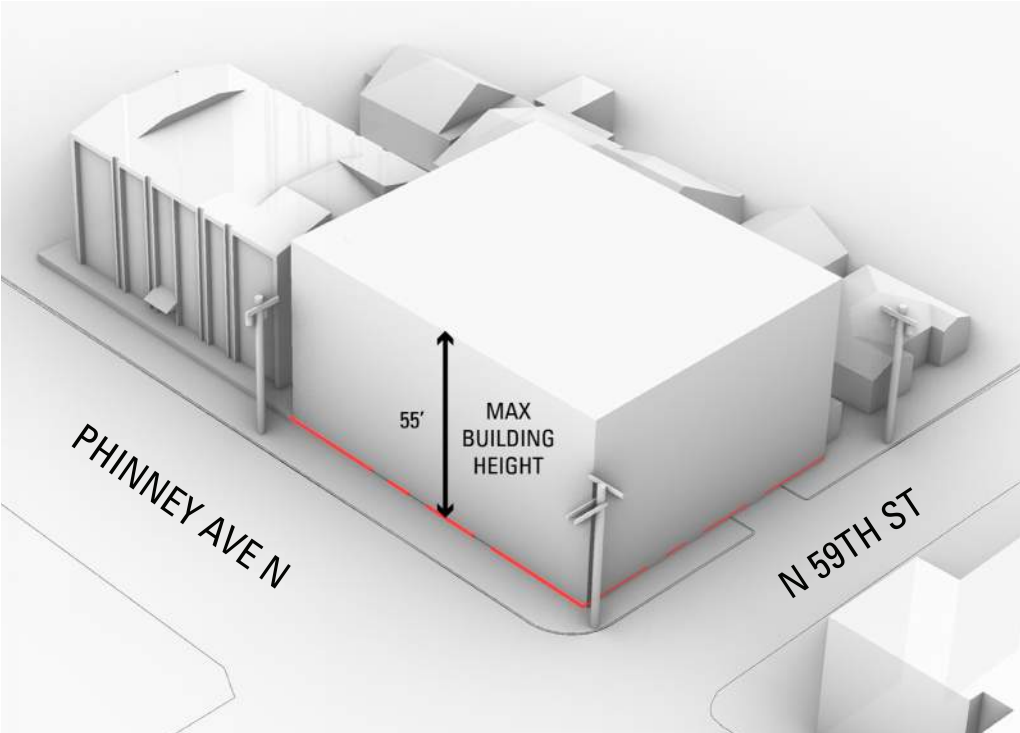


CONTEXT + SITE ANALYSIS

design progression

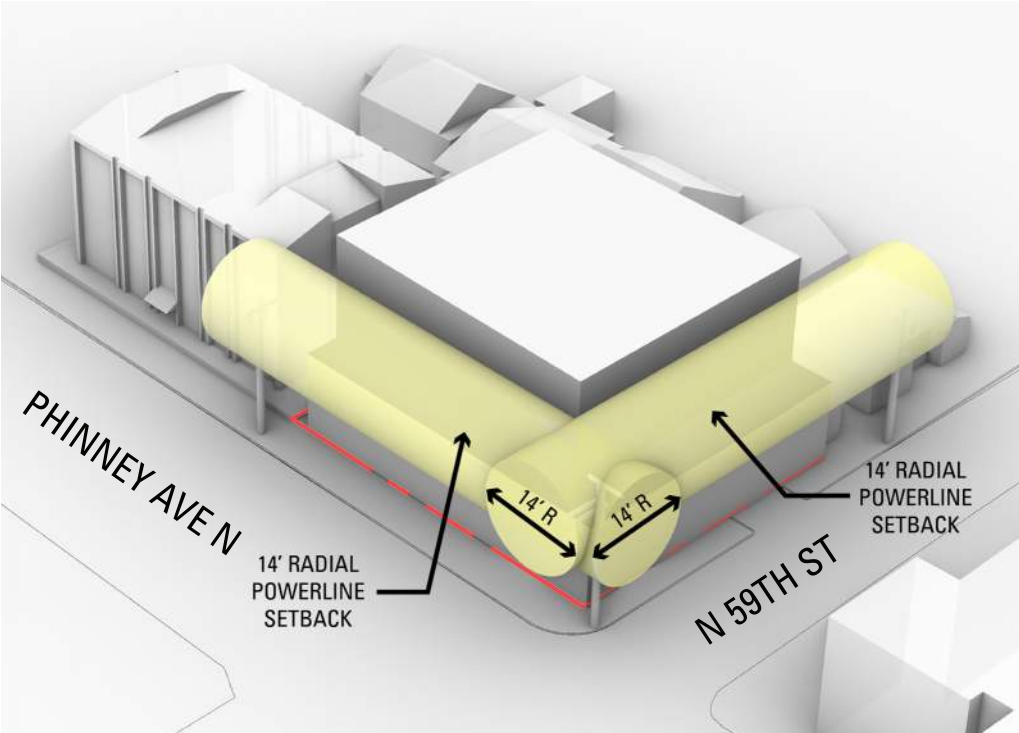
1

BUILDABLE MASS



2

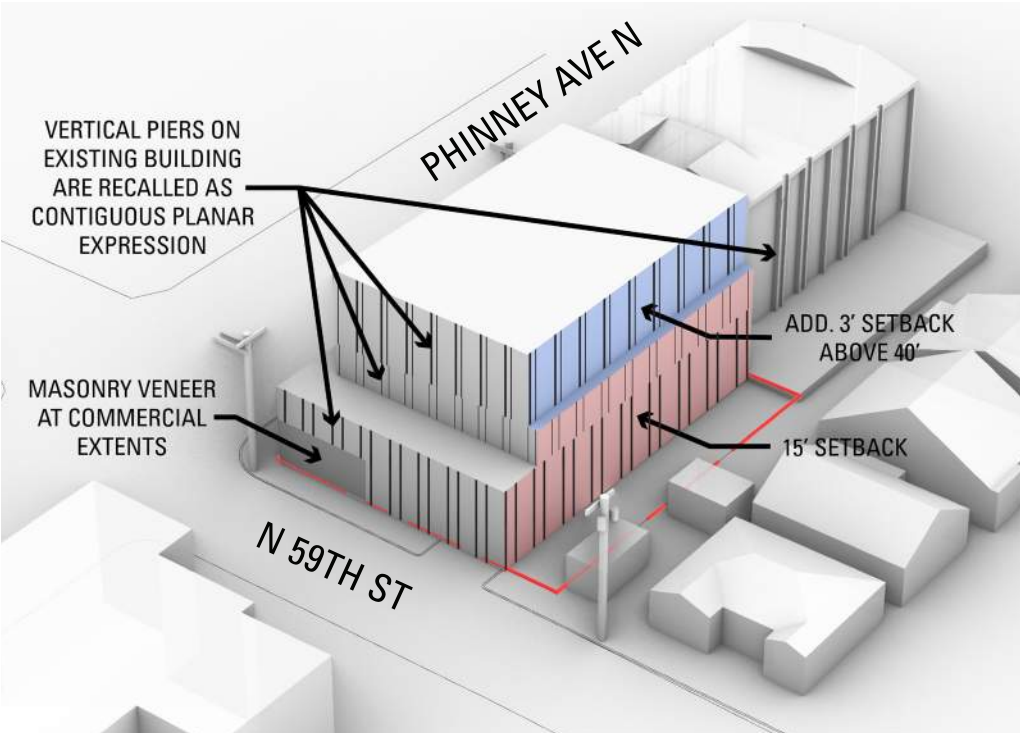
RADIAL POWERLINE SETBACK



POWERLINE AT NORTHEAST CORNER

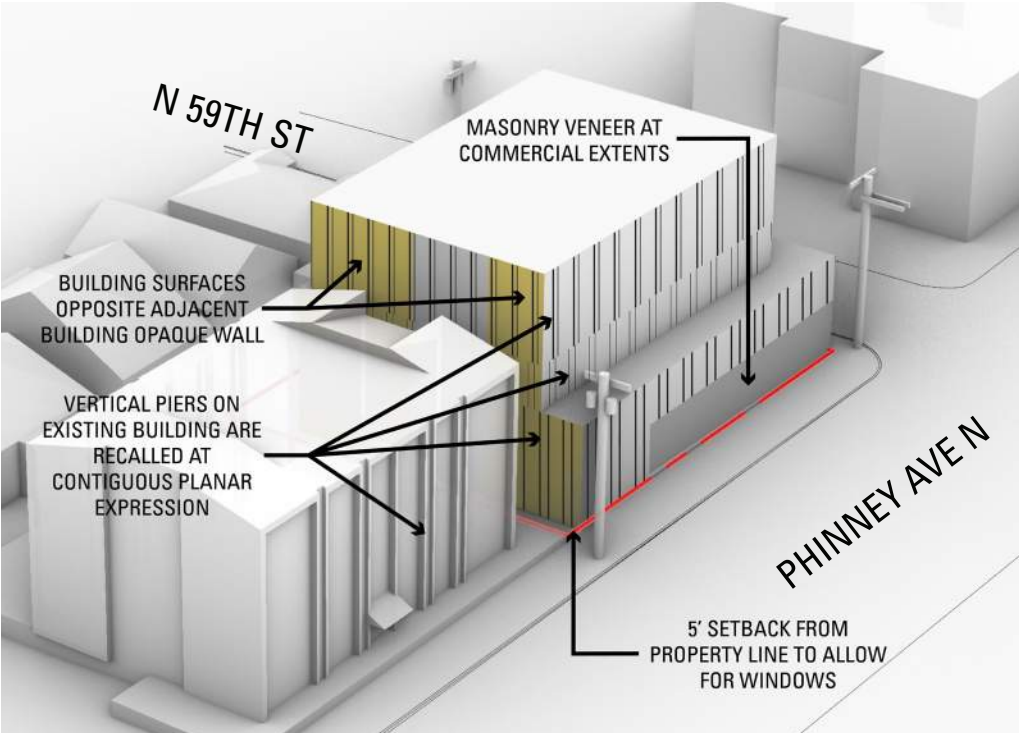
3

WEST SETBACKS



4

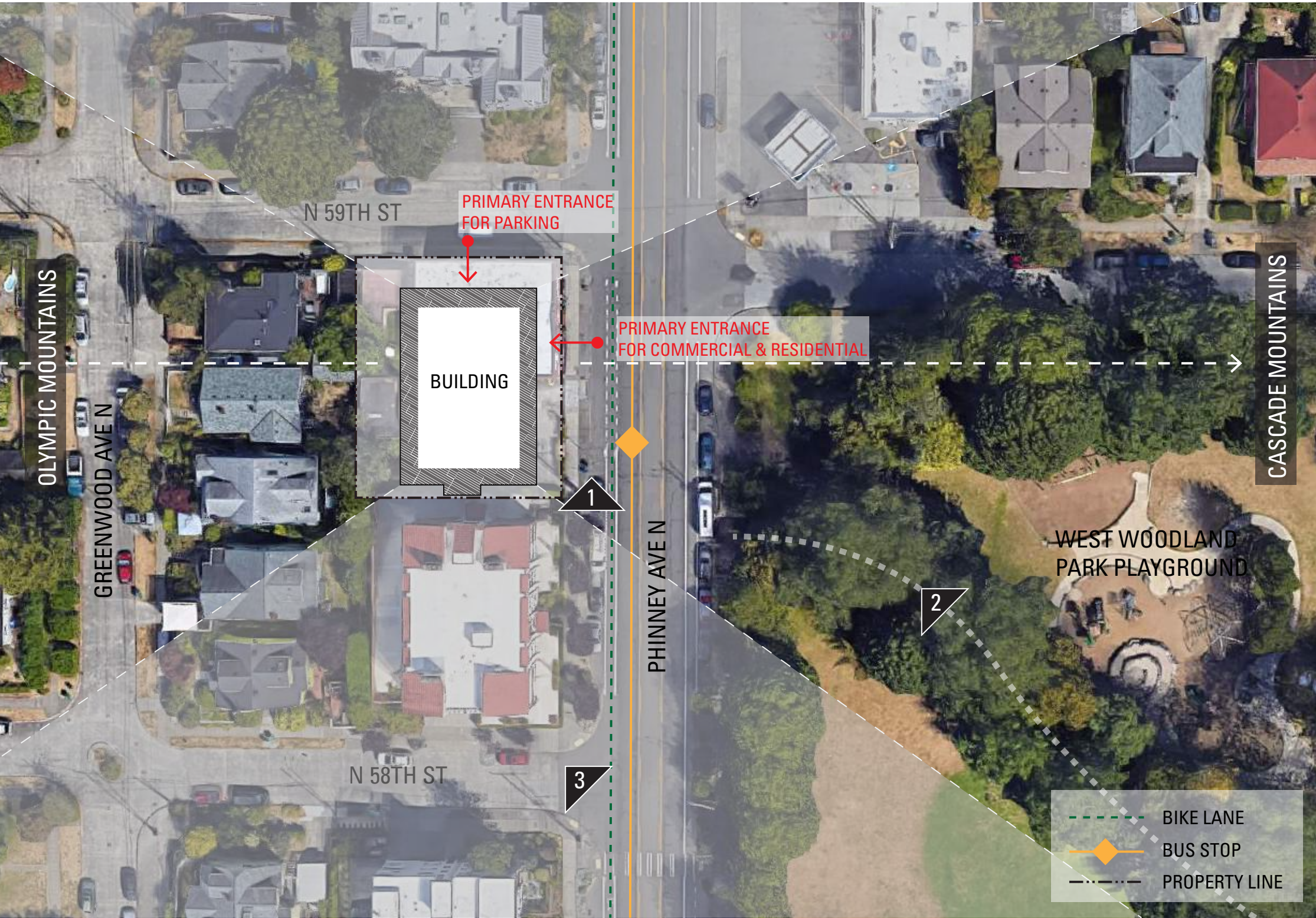
SOUTH-FACING WINDOWS



NORTH FACADE OF CONDOMINIUM BUILDING TO THE SOUTH

CONTEXT + SITE ANALYSIS

site access and significant views



CONTEXT + SITE ANALYSIS

existing site photos



n.t.s. 



1 existing building + site



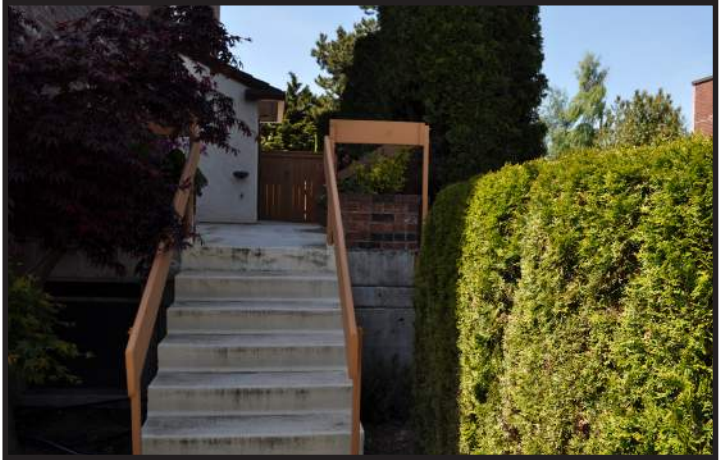
2 south of site looking north



3 existing parking area looking southwest



4 northwest corner of existing building



5 adjacent property at property line



6 adjacent property line from west property line

CONTEXT + SITE ANALYSIS

existing site photos



7 existing building from woodland park



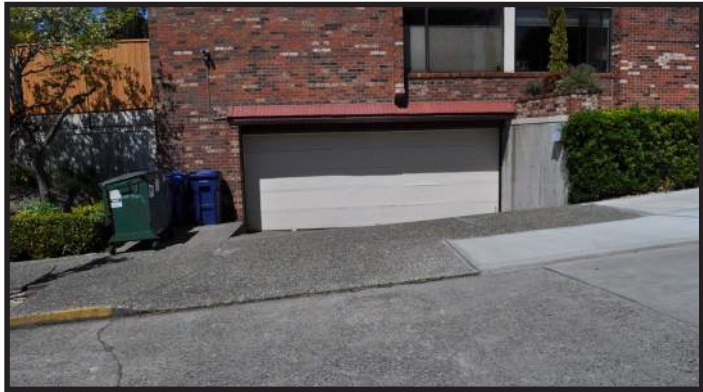
8 woodland park from site



9 site from woodland park pedestrian path



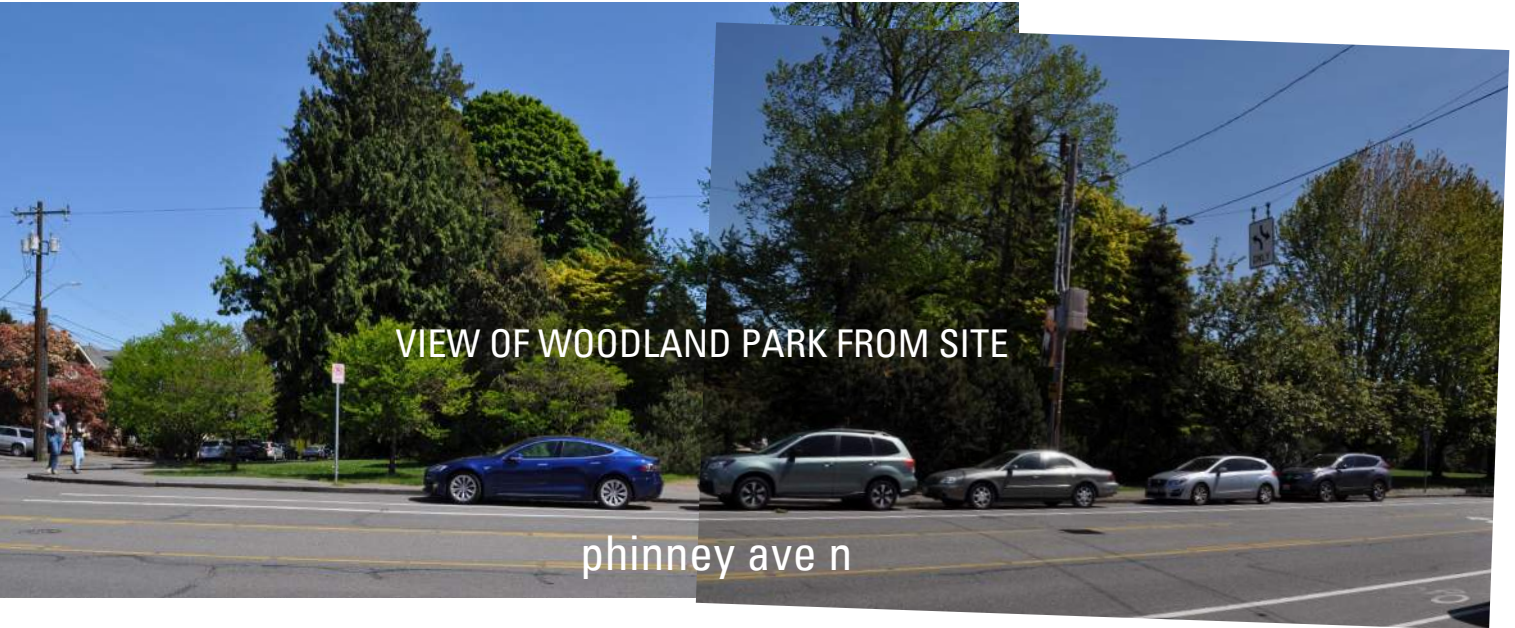
10 podium parking precedent south of site



11 multifamily parking format, existing building south



12 adjacent multifamily buildings to north of site



CONTEXT + SITE ANALYSIS

land use, zoning, and development requirements summary

administrative design review:	required
land use designation:	NC2P-55(M)
proposed uses:	multifamily residential, Cafe/Restaurant and Retail
maximum building height:	55'; 53' proposed
floor area ratio (FAR):	3.75 per MHA; 3.2 proposed
zoning setbacks:	an upper level setback is required along any rear or side lot line that abuts a lot in a single family zone as follows: a. 15' for portions of structures above 13' in height to a maximum of 40' b. For each portion of a structure above 40' in height, additional setback at the rate of 3' of setback for every 10' by which the height of such portion exceeds 40'
parking space requirements:	for each unit 80% or below of AMI - no requirement, 1 space per market rate unit; 6 market rate units, 9 parking spots proposed. when more than 5 parking spaces are provided a minimum of 60% of the parking spaces shall be striped for medium vehicles
critical areas (ECA):	none
SEPA:	required
residential uses at street lvl:	residential uses may occupy , in the aggregate not more than 20 percent of the street level street facing facade on a principal pedestrian street
street lvl non residential uses:	non-residential uses greater than 600 sf shall extend an avg depth of atleast 30' and minimum depth of 15' from the street level street facing facade
street lvl facade height:	atleast 13' required; 13' provided
street lvl street facing facade:	atleast one of the street- level street- facing facades containing a residential use shall have a visually prominent pedestrian entry
amenity area:	5% of residential Gross Floor Area, greater than 5% proposed
landscaping:	Green Factor score of 0.3 required; 0.3 proposed

PRIORITY DESIGN GUIDELINES

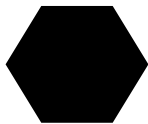


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PRIORITY DESIGN GUIDELINES

priority guidelines + description of intent

This project will be responding to the Greenwood / Phinney Neighborhood Design Guidelines.



Seattle
Design
Guidelines



Greenwood/Phinney
Neighborhood Design
Guidelines



CS1

Natural Systems + Site Features

Use natural systems and features of the site and its surroundings as a starting point for project design.

1. Responding to Site Characteristics

- Adjacent and opposite to the Woodland Park, Green Lake and their related amenities
- Extend above the adjacent properties to the west allowing for magnificent views to the Puget Sound and the Olympic and Cascade Mountains
- Features a rooftop communal space accessible to all the residents
- Brings new landscaping with street trees and planters



CS2

Urban Pattern & Form

Strengthen the most desirable characteristics and patterns of the streets, block faces, and open spaces in the surrounding area.

1. Streetscape Compatibility

- The commercial spaces along Phinney Ave N are well-positioned and oriented towards the principal street and commercial corridor
- The community space at grade facilitates a connection upwards to the residential units above
- Humanizes the pedestrian experience with a variety of street trees and plants



3. Architectural Context/Building Entrances

- Adopts an entrance similar to the existing corner entrance (featuring a neighborhood favorite, A La Mode Pies)



PL2

Walkability

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

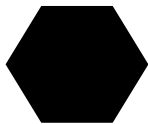
2. Pedestrian Amenities

- Provide an active and rich pedestrian experience for the neighborhood in facilitating a healthy relationship between the building and the urban environment
- Public entrances for both the community space and commercial spaces will be demarcated through materiality and fenestration strategy, especially along the Phinney Ave N corridor
- Corner entrance to commercial space is chamfered as it exists now. This addresses the pedestrian character of the intersection, while clearly making the commercial entrance visible from all street corners.
- Features bicycle racks for the public and easily accessible bicycle storage for residents

PRIORITY DESIGN GUIDELINES

priority guidelines + description of intent

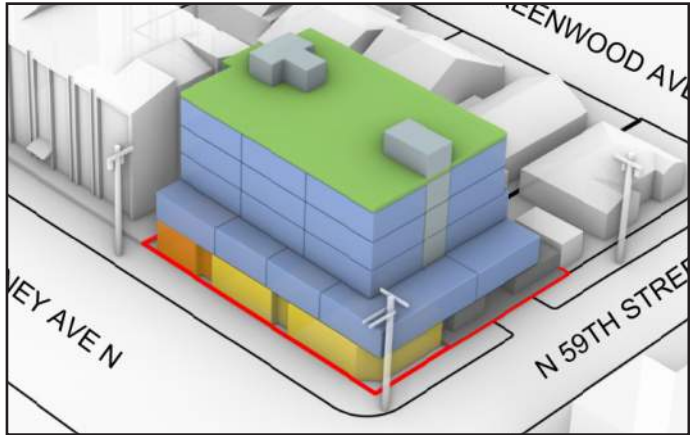
This project will be responding to the Greenwood / Phinney Neighborhood Design Guidelines.



Seattle
Design
Guidelines



Greenwood/Phinney
Neighborhood Design
Guidelines



Street Level Interaction

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

1. Entries

- Provide sheltered and recessed entrances for all spaces along both adjacent public roads
- Both commercial and residential entrances will have distinct material and color palettes as well as corresponding window and storefronts reflective of each use
- Entrances will be supplemented with a canopy along Phinney Ave N to shelter passersby



Architectural Concept

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

1. Architectural Context Facade Articulation & Modulation

- Commercial portion of the building at street level in brick as a nod to the existing brick building
- Residential uses are wrapped with a panelized material to build the relationship between the residential community space and entrance level at grade with the units above
- Use the setbacks due to powerlines and zoning as an opportunity to divide the building vertically and break up the mass
- Provides variances in color and pattern at each setback to break down the perceived scale of the structure
- See page 15 for detailed rationale for design response to site context.



Exterior Materials & Finishes

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

1. Architectural Context Signage

- Color and materiality will be applied to demarcate commercial from residential uses
- Signage for commercial uses will be subtle, yet visible from the pedestrian view and include the commercial tenant's branding to offer a diversity of graphic design
- Ground level street frontages will prioritize transparency of the commercial spaces for external views in and for easy identification of commercial activities to improve personal security.

2. Building Materials

- Materials will be durable, low maintenance and environmentally sustainable
- At commercial spaces, the exterior façade treatment will be brick as a nod to the existing structure on site
- Residential uses will apply vertical panels both at the street level and on the upper floors, varying in color and patterning
- Durable metal canopies will provide weather protection at street level



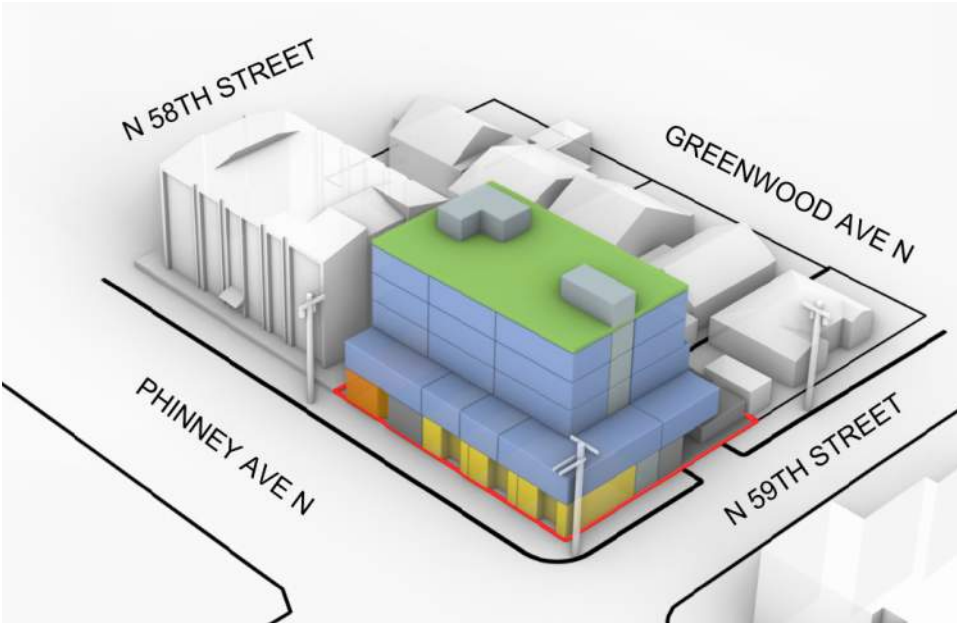
ARCHITECTURAL MASSING CONCEPTS



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ARCHITECTURAL MASSING CONCEPTS

concept comparison



concept 1

number of stories = 5
number of residential units = 25
total community space = 1,000 sf
total commercial = 1,500 sf
parking = 9 spaces
bike parking = 190 sf
FAR = 3.04

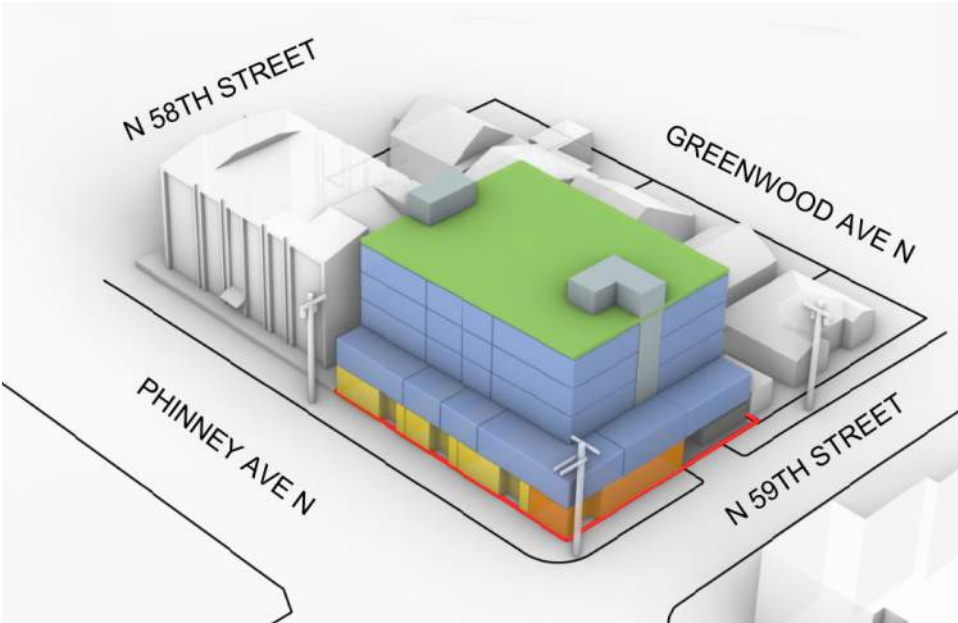
opportunities

- setback at south end adjacent to condo, windows
- reduced bulk of podium base along Phinney

challenges

- commercial space transitions to condo to the south
- residential lobby at street corner
- 25 units (versus 29 units of much needed affordable homeownership opportunities in the neighborhood)

no departures required



concept 2

number of stories = 5
number of residential units = 29
total community space = 1,100 sf
total commercial = 1,500 sf
parking = 9 spaces
bike parking = 190 sf
FAR = 3.72

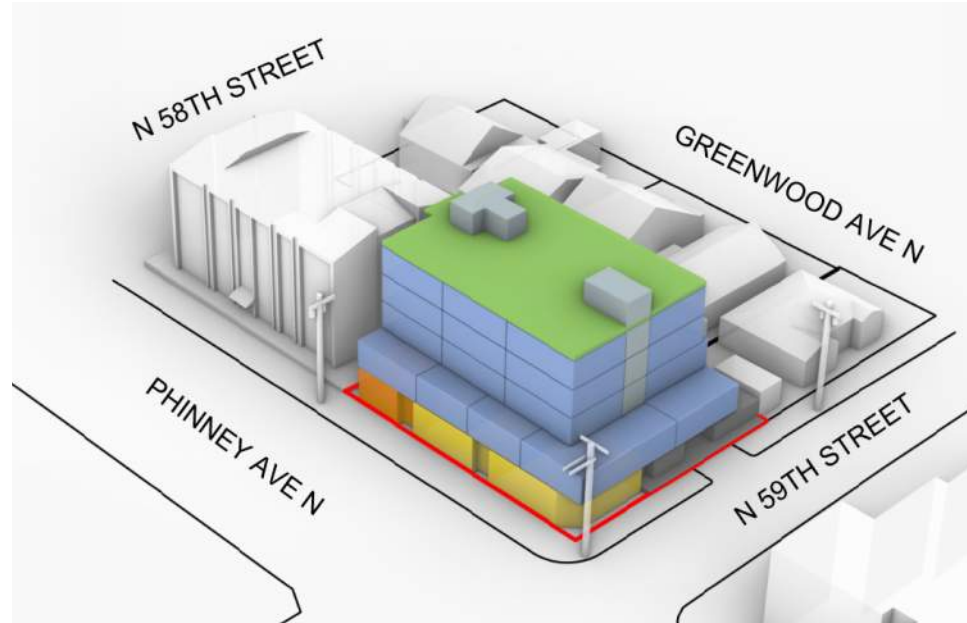
opportunities

- 29 units

challenges

- no setback at south end adjacent to condo
- blank south façade
- commercial space transitions to condo to the south
- residential lobby at street corner

departures required



preferred

concept 3

number of stories = 5
number of residential units = 25
total community space = 850 sf
total commercial = 1,350 sf
parking = 9 spaces
bike parking = 190 sf
FAR = 3.21

opportunities

- residential lobby adjacent to condo to the south
- setback at south end adjacent to condo, windows
- commercial space anchors the street corner
- increased west setback from SF zone

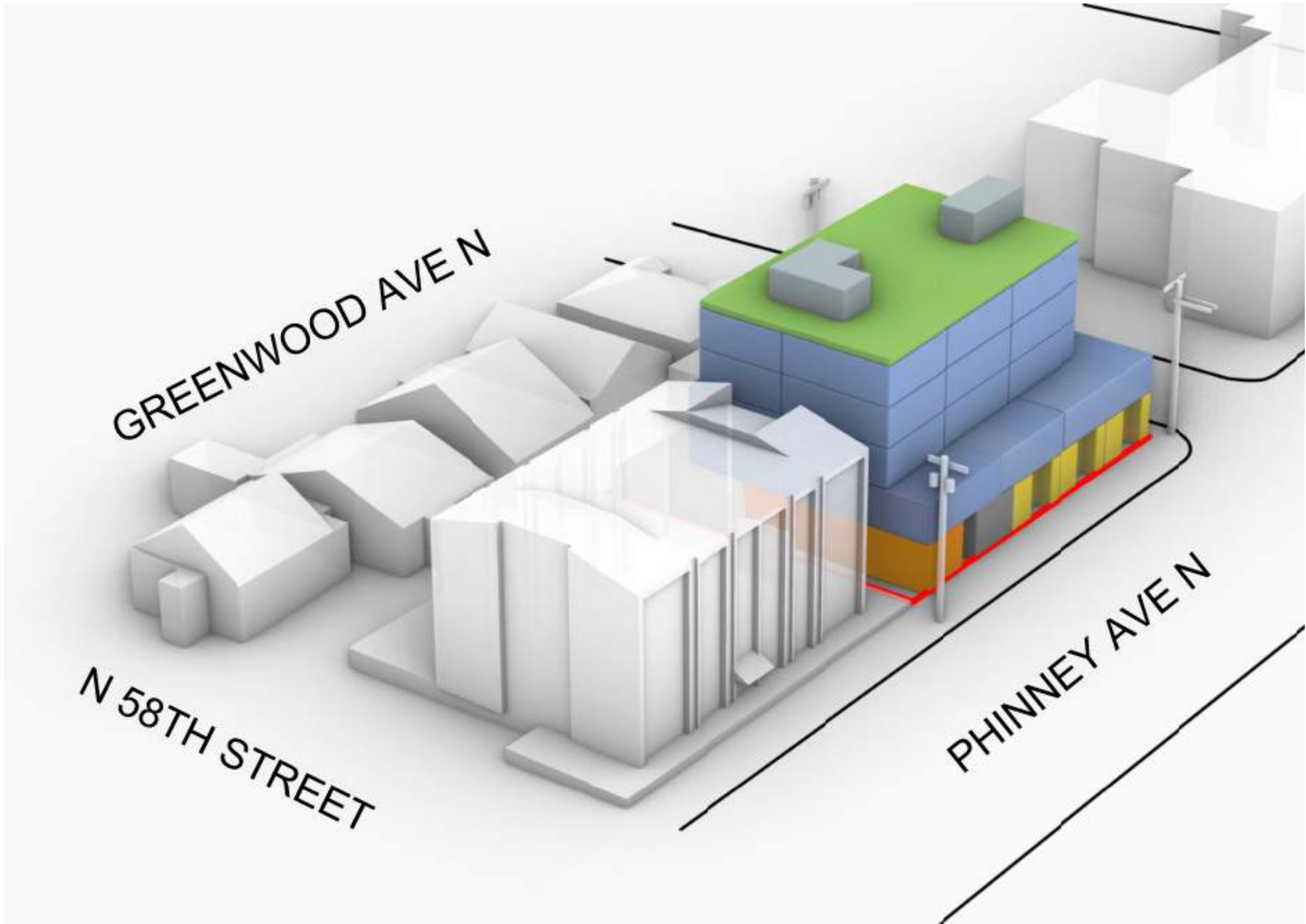
challenges

- 25 units (versus 29 units of much needed affordable homeownership opportunities in the neighborhood)

departures required

ARCHITECTURAL MASSING CONCEPTS

concept one | massing concept overview



Multifamily Units per Floor

level 1	0
level 2	7 homes
level 3	6
level 4	6
level 5	6
total:	25 homes

Building Unit Types

1 Bedroom	18
2 Bedroom	4
3 Bedroom	3

total unit count	25 homes
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Community Space

total SF	650 SF
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Commercial Space

total SF	1,650 SF
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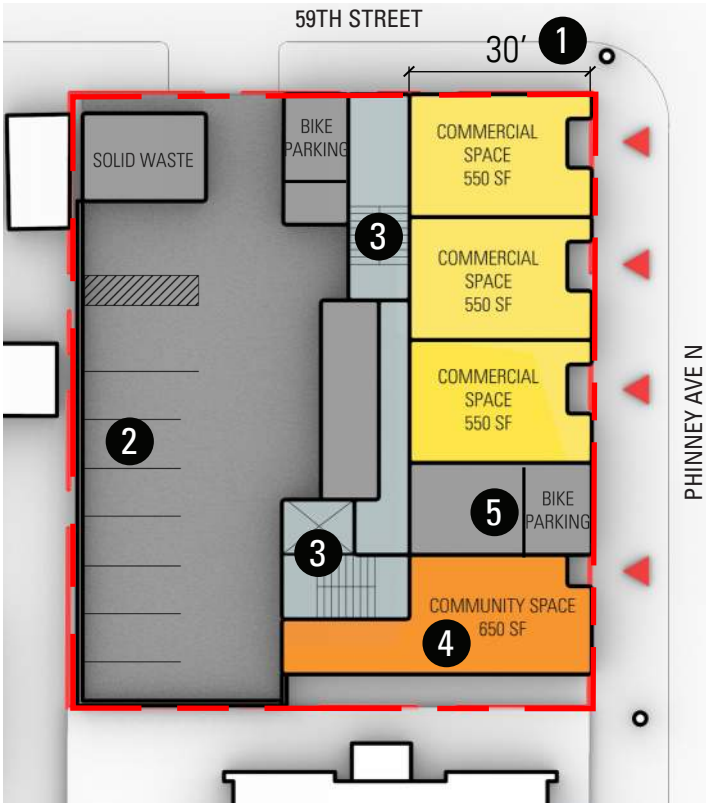
Parking Provided

total parking stalls	8 stalls
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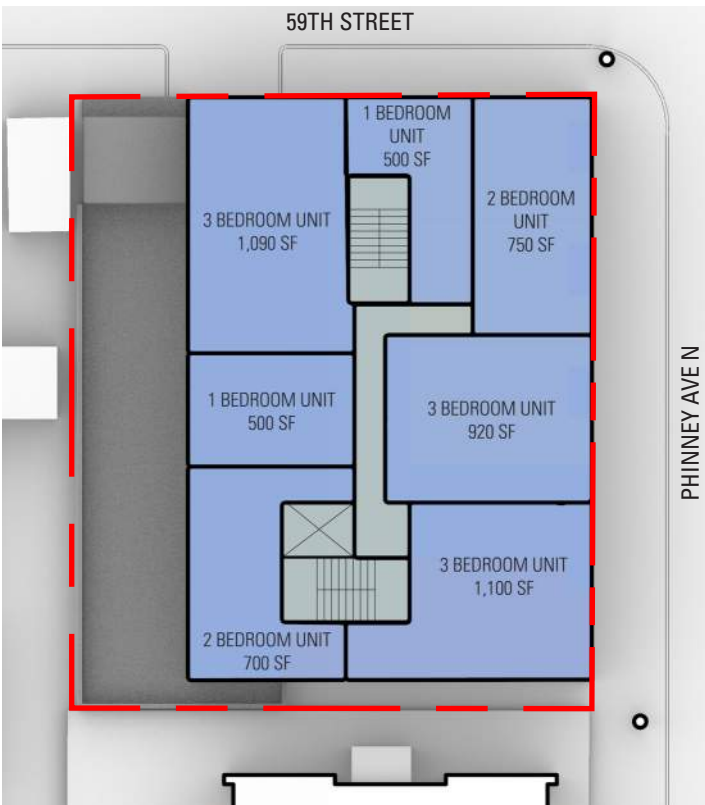
No Departures Required

ARCHITECTURAL MASSING CONCEPTS

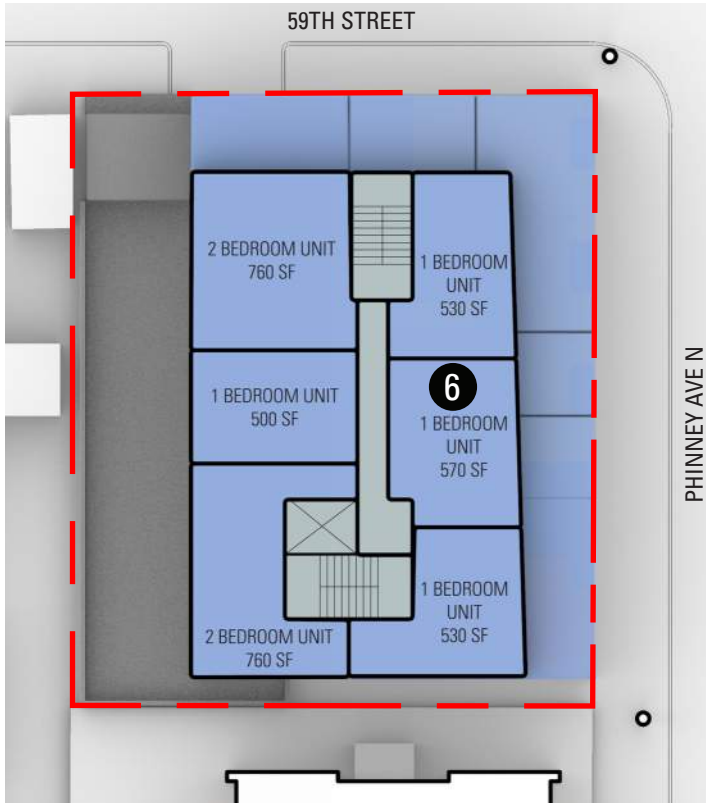
concept one | floor plans & design thinking



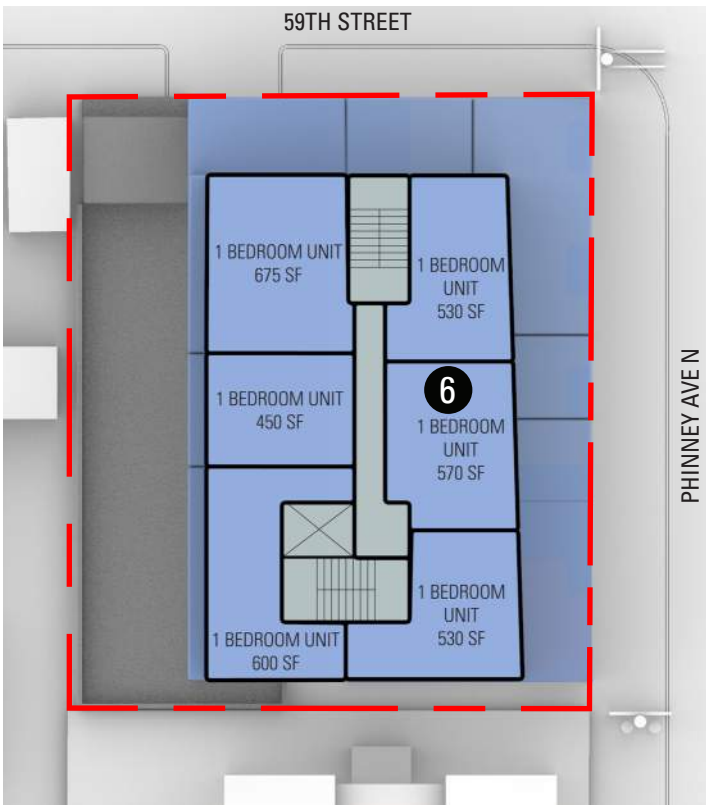
floor 1



floor 2



floors 3



floors 4-5

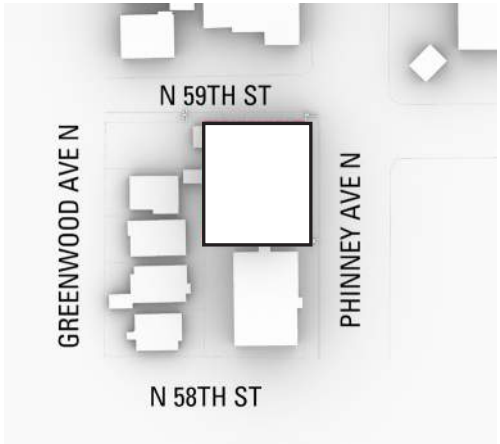
design thinking

this concept aims to require no departures

- 1 the commercial spaces are set to 30' depth from the principal street
- 2 the parking requirements are satisfied with appropriate backing clearances
- 3 the stair/elevator cores are positioned immediately following the 30' commercial space depth
- 4 the community space is located on the southeast of the property to provide both privacy and access from phinney ave n
- 5 the service spaces take up the rest of the space and forces its way onto phinney ave n, due to the limited space remaining
- 6 on the upper floors, the positioning of the stair/elevator cores in relation to the building massing changes from the powerlines and west setbacks forces a lower unit count and a higher proportion of 1 bedroom units, limiting family-sized affordable homeownership opportunities for the project

- RESIDENTIAL
- RESIDENTIAL COMMON SPACE
- COMMERCIAL
- CIRCULATION & BACK OF HOUSE
- PARKING / SUPPORT SPACES
- AMENITY ROOF

CONTEXT MAP



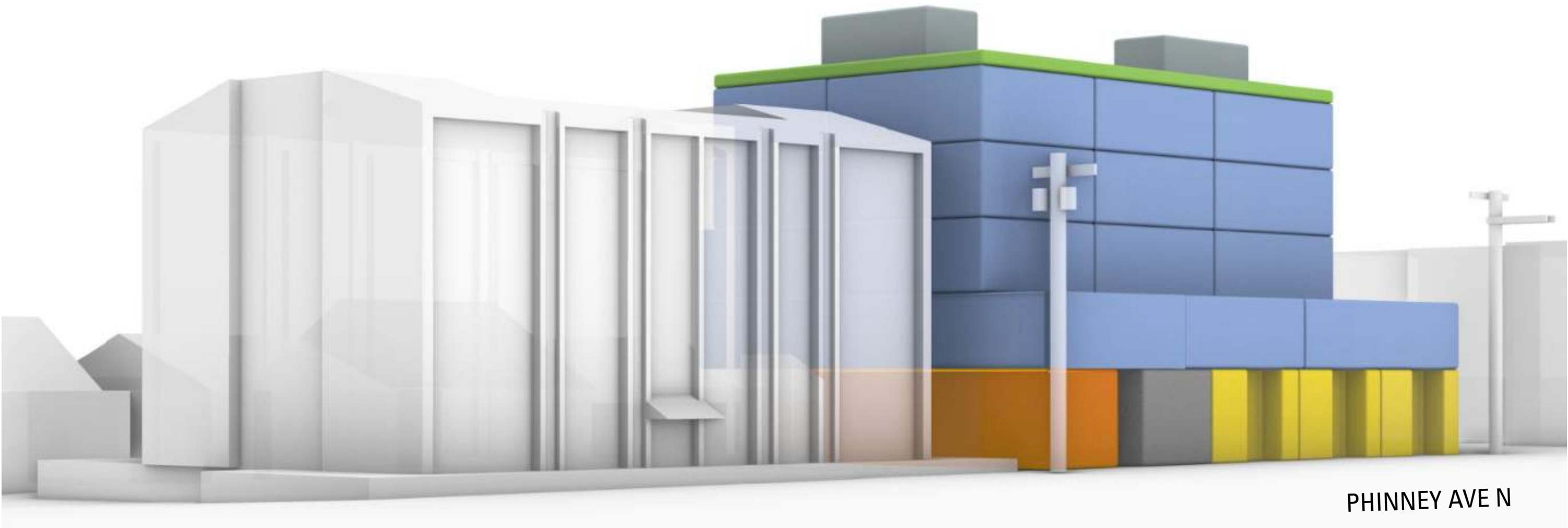
ARCHITECTURAL MASSING CONCEPTS

concept one | street level experience

- RESIDENTIAL
- RESIDENTIAL COMMON SPACE
- COMMERCIAL
- CIRCULATION & BACK OF HOUSE
- PARKING

impact to adjacent buildings & immediate context

- the project takes advantage of the NC2P-55(M) zoning to build slightly higher than the condominium building to the south
- the powerline setbacks reduce the scale of the building as experienced at street level on phinney ave n



VIEW FROM SOUTHEAST

ARCHITECTURAL MASSING CONCEPTS

concept one | street level experience

- RESIDENTIAL
- RESIDENTIAL COMMON SPACE
- COMMERCIAL
- CIRCULATION & BACK OF HOUSE
- PARKING



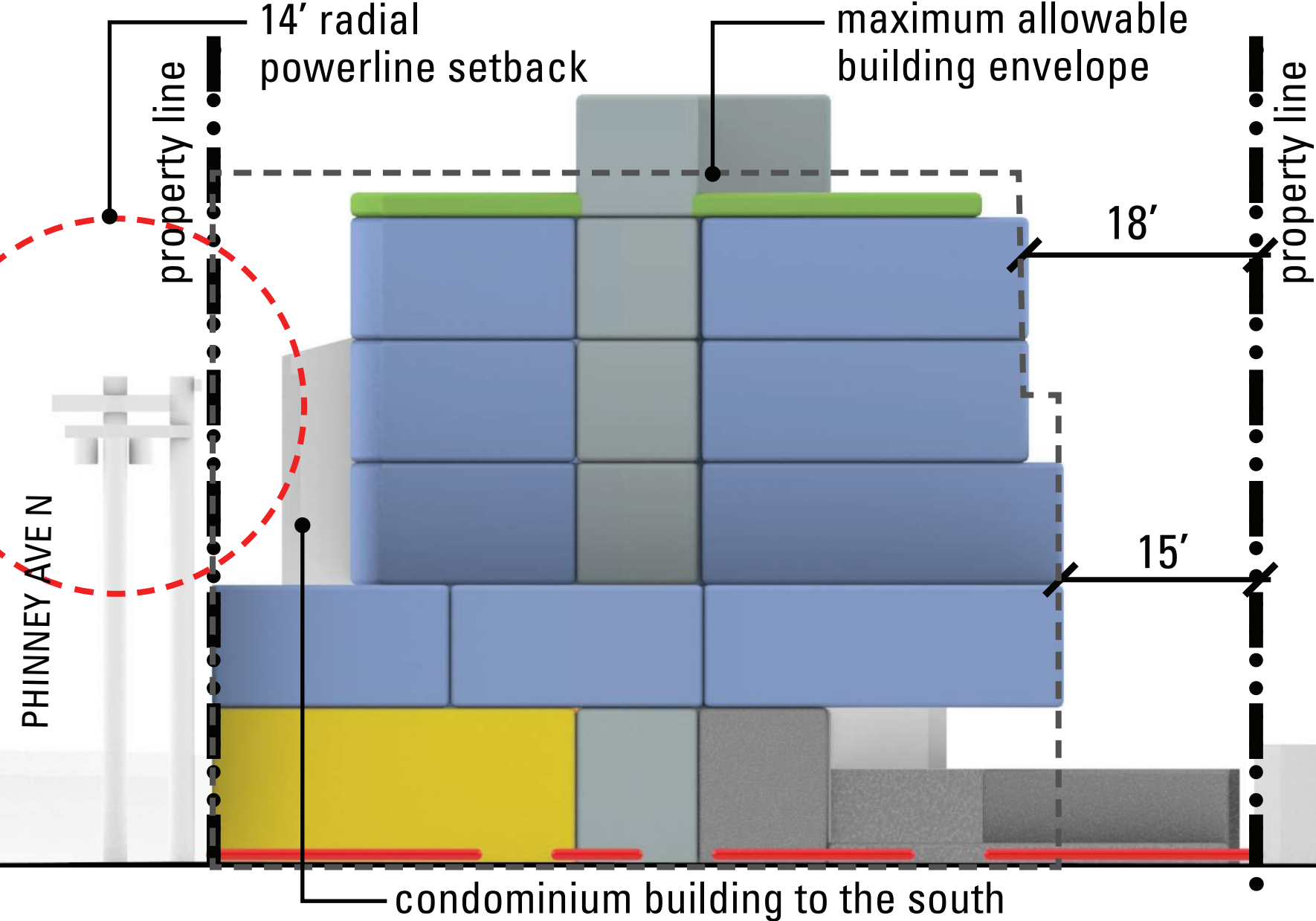
VIEW FROM NORTHEAST

PHINNEY AVE N

ARCHITECTURAL MASSING CONCEPTS

concept one | street level experience

- RESIDENTIAL
- RESIDENTIAL COMMON SPACE
- COMMERCIAL
- CIRCULATION & BACK OF HOUSE
- PARKING



impact to adjacent buildings & immediate context

- the building sets back from the west property line, reducing the scale of the building and transitioning to the adjacent residential buildings
- the 14' radial powerline setback reduces the perceived scale of the building on phinney ave n, pushing the building further back than the condominium building to the south

N 59TH STREET ELEVATION (VIEW SOUTH)

concept two | massing concept overview



Multifamily Units per Floor

level 1	0
level 2	8 homes
level 3	7
level 4	7
level 5	7
total:	29 homes

Building Unit Types

1 Bedroom	13
2 Bedroom	10
3 Bedroom	6
total unit count	29 homes

Community Space

total SF	1,100 SF
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Commercial Space

total SF	1,685 SF
----------	----------

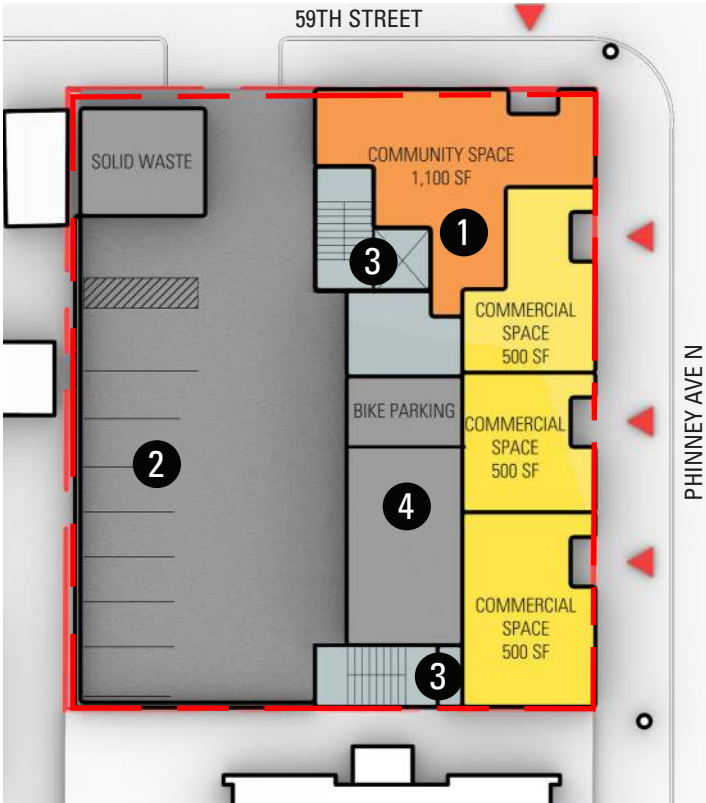
Parking Provided

total parking stalls	9 stalls
----------------------	----------

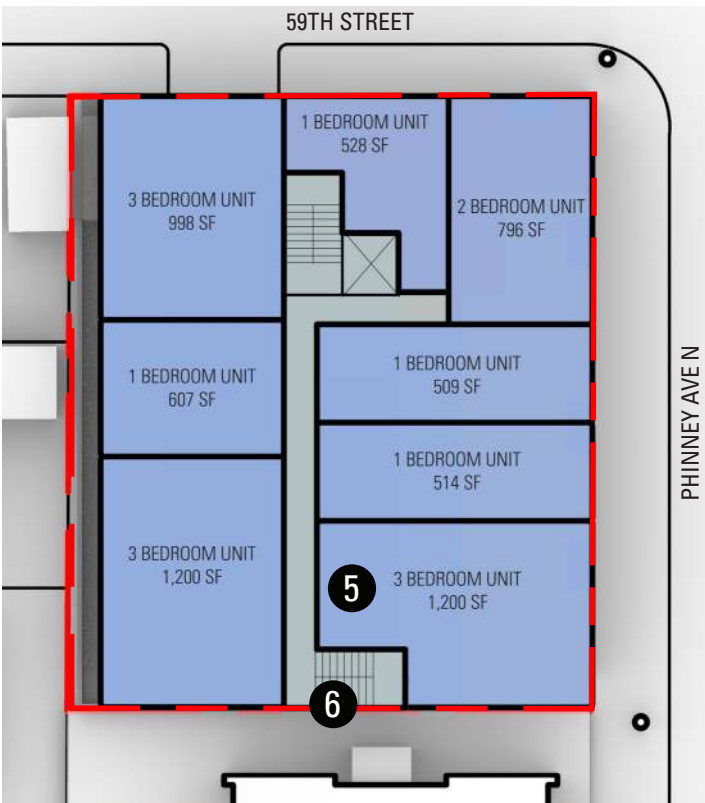
Departures Required	see page 47
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ARCHITECTURAL MASSING CONCEPTS

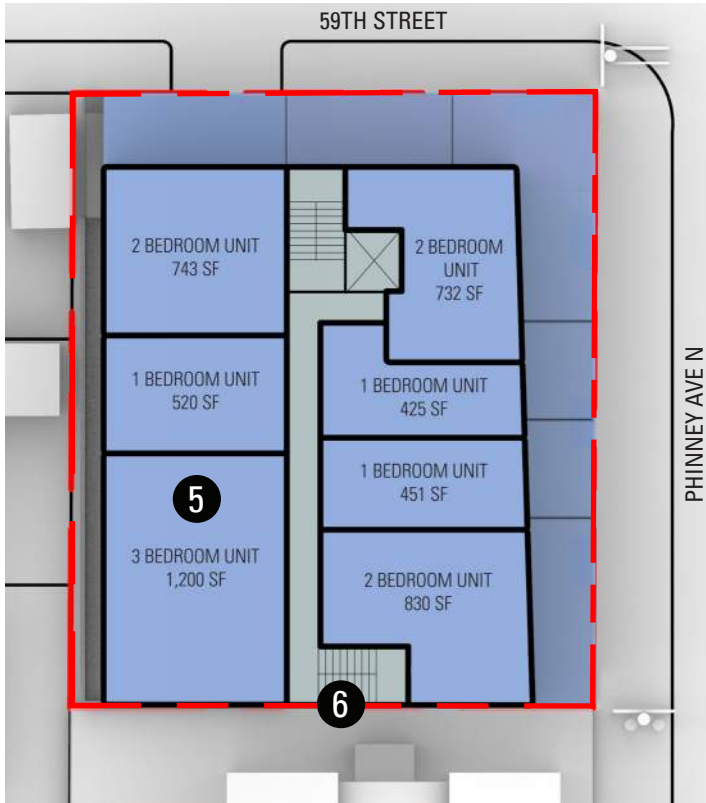
concept two | floor plans & design thinking



floor 1



floor 2



floors 3-5

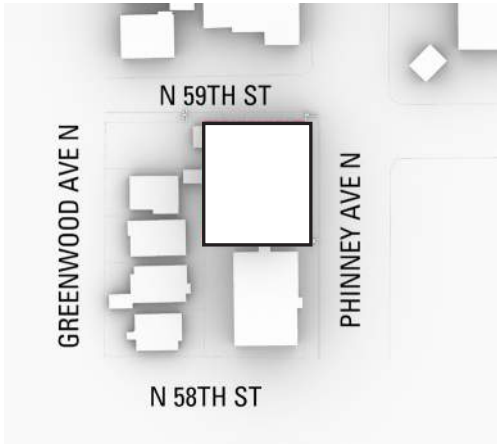
design thinking

this concept aims to maximize the number of family-sized affordable homeownership opportunities through departures for the west setbacks

- 1 the residential community space is set at the northeast corner of the site
- 2 the parking requirements are satisfied in number with appropriate backing clearances, but increase the number of compact spaces
- 3 the stair/elevator cores are positioned centrally to align for the upper floors
- 4 the commercial spaces face phinney ave n and the service spaces take up the rest of the space
- 5 on the upper floors, taking the building into the west setbacks allows for more spacious units that can support a higher proportion of family-sized affordable homeownership opportunities
- 6 the proposal builds right up to the south property line for the extra area gained, but as a result would not have windows on that facade

	RESIDENTIAL
	RESIDENTIAL COMMON SPACE
	COMMERCIAL
	CIRCULATION & BACK OF HOUSE
	PARKING / SUPPORT SPACES
	AMENITY ROOF

CONTEXT MAP



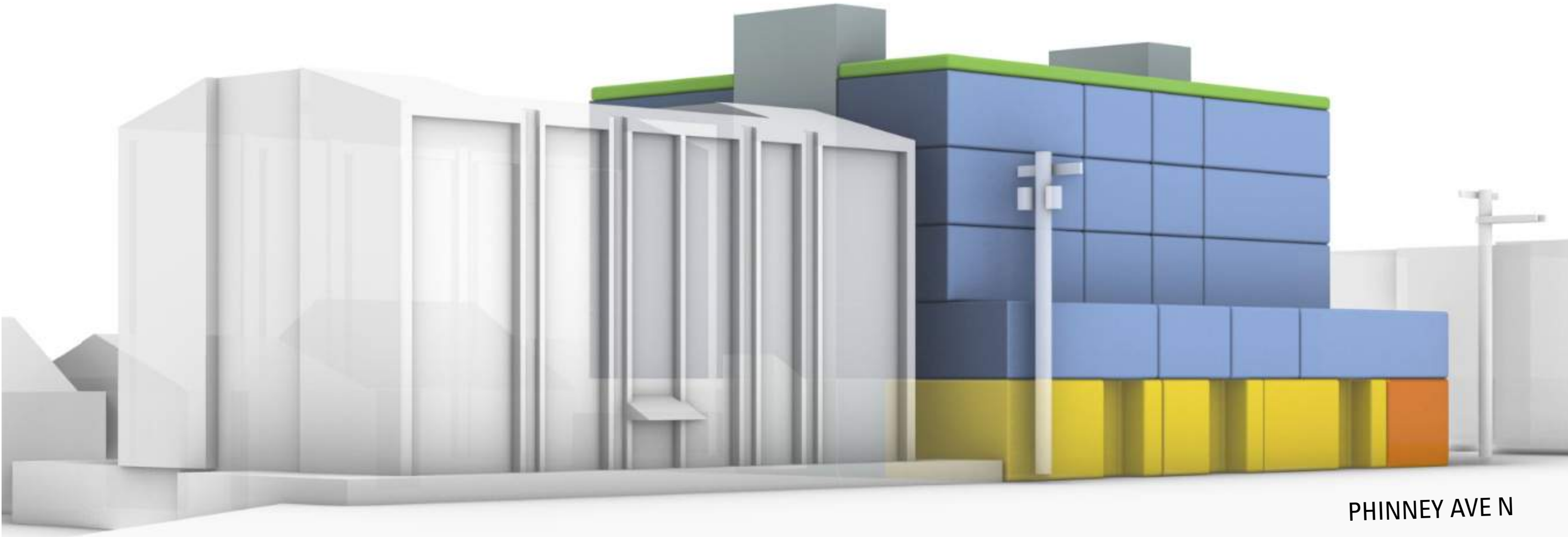
ARCHITECTURAL MASSING CONCEPTS

concept two | street level experience

- RESIDENTIAL
- RESIDENTIAL COMMON SPACE
- RESIDENTIAL FACADE, NO WINDOWS
- COMMERCIAL
- CIRCULATION & BACK OF HOUSE
- PARKING

impact to adjacent buildings & immediate context

- the project takes advantage of the NC2P-55(M) zoning to build slightly higher than the condominium building to the south
- the powerline setbacks reduce the scale of the building as experienced at street level on phinney ave n
- the project builds right up to the south property line, so windows cannot be provided on the south facade
- gap between proposed and adjacent existing building is narrow, reducing daylight and space between the two buildings
- commercial uses extend to the south end of the proposed building, and adjacent to the existing residential-only use of the building to the south



VIEW FROM SOUTHEAST

ARCHITECTURAL MASSING CONCEPTS

concept two | street level experience

- RESIDENTIAL
- RESIDENTIAL COMMON SPACE
- RESIDENTIAL FACADE, NO WINDOWS
- COMMERCIAL
- CIRCULATION & BACK OF HOUSE
- PARKING



VIEW FROM NORTHEAST

PHINNEY AVE N

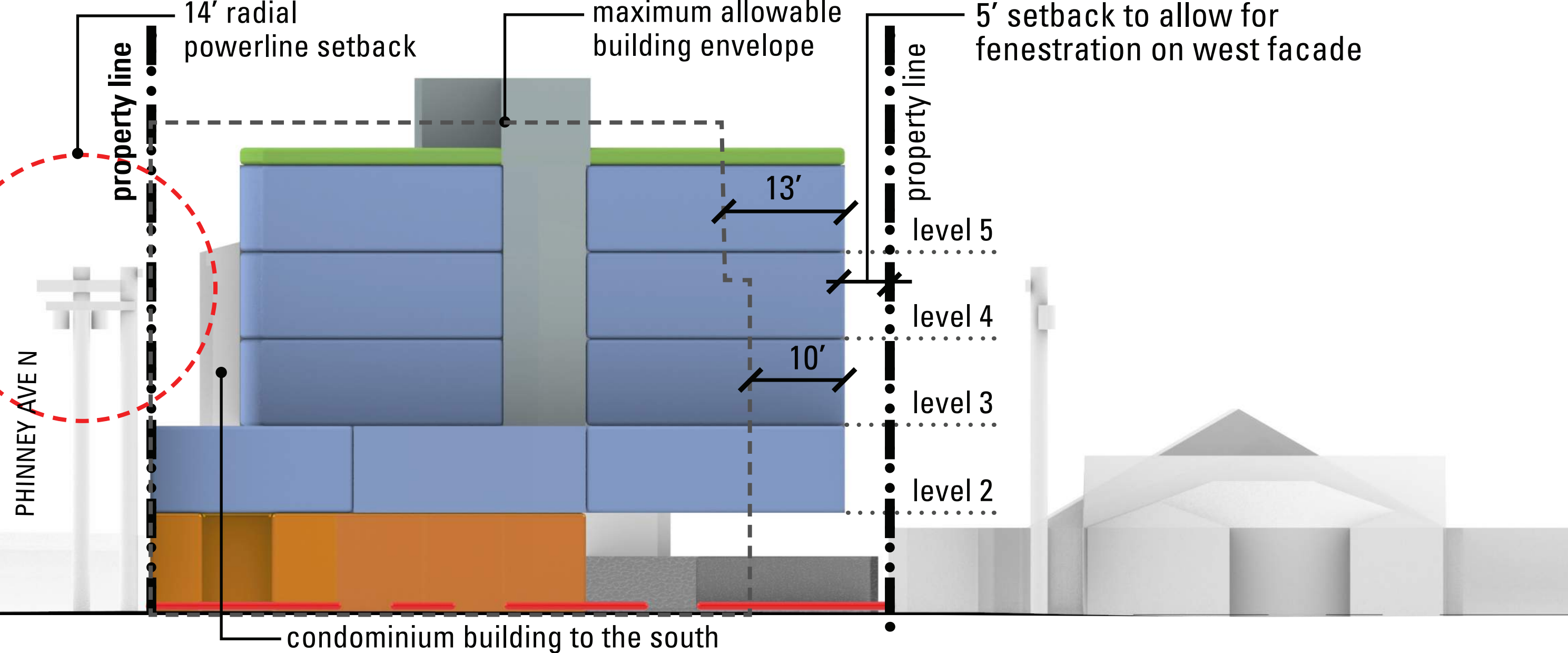
ARCHITECTURAL MASSING CONCEPTS

concept two | street level experience

- RESIDENTIAL
- RESIDENTIAL COMMON SPACE
- COMMERCIAL
- CIRCULATION & BACK OF HOUSE
- PARKING

impact to adjacent buildings & immediate context

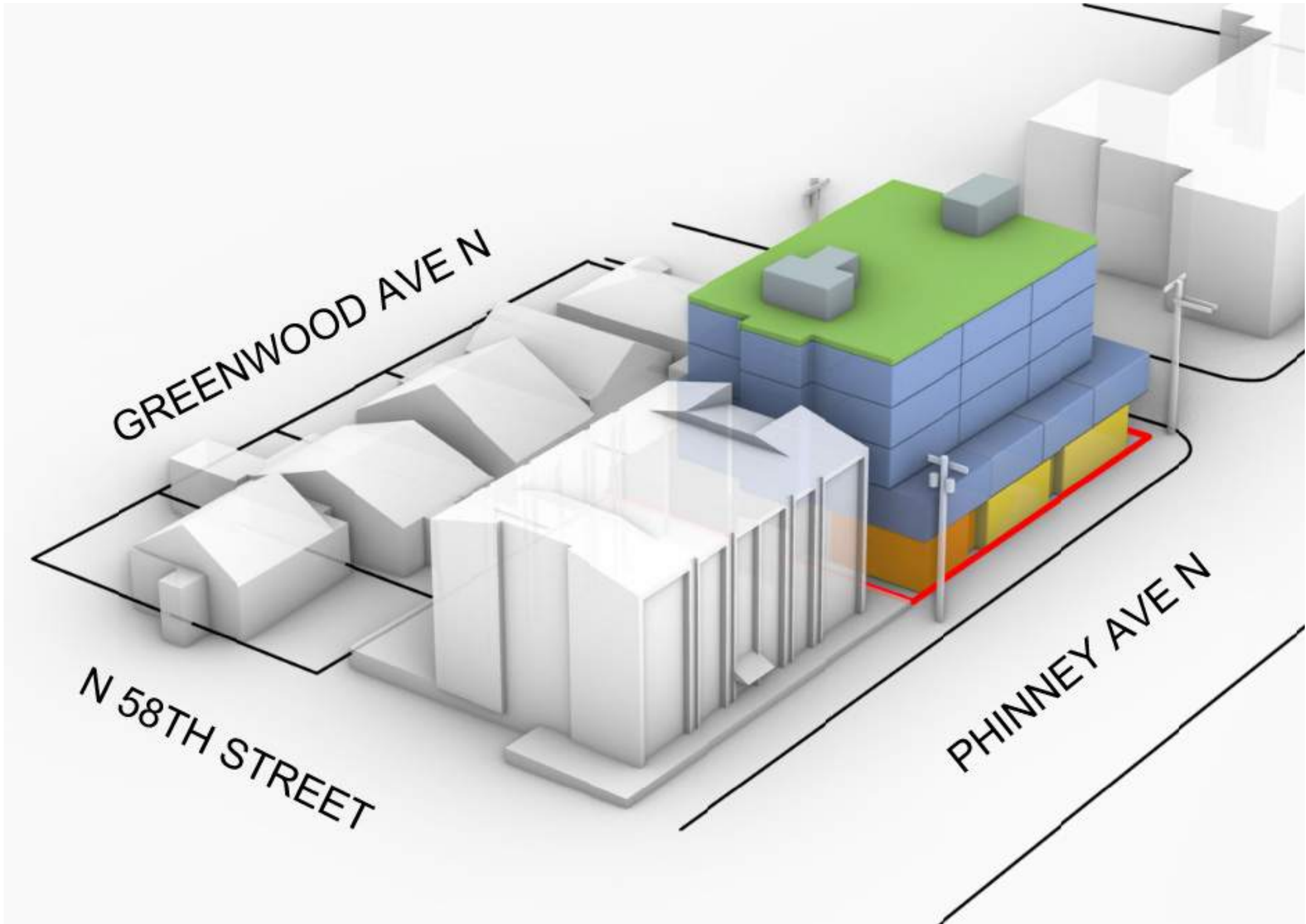
- the massing requires a departure for projecting into the west setbacks by 10' and 13' on levels 2/3 and levels 4/5 respectively
- the 14' radial powerline setback reduces the perceived scale of the building on phinney ave n, pushing the building further back than the condominium building to the south



N 59TH STREET ELEVATION (VIEW SOUTH)

ARCHITECTURAL MASSING CONCEPTS

preferred
concept three | massing concept overview



Multifamily Units per Floor

level 1	0
level 2	7 homes
level 3	6
level 4	6
level 5	6
total:	25 homes

Building Unit Types

1 Bedroom	17
2 Bedroom	8
total unit count	25 homes

Community Space

total SF	638 SF
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Commercial Space

total SF	1,352 SF
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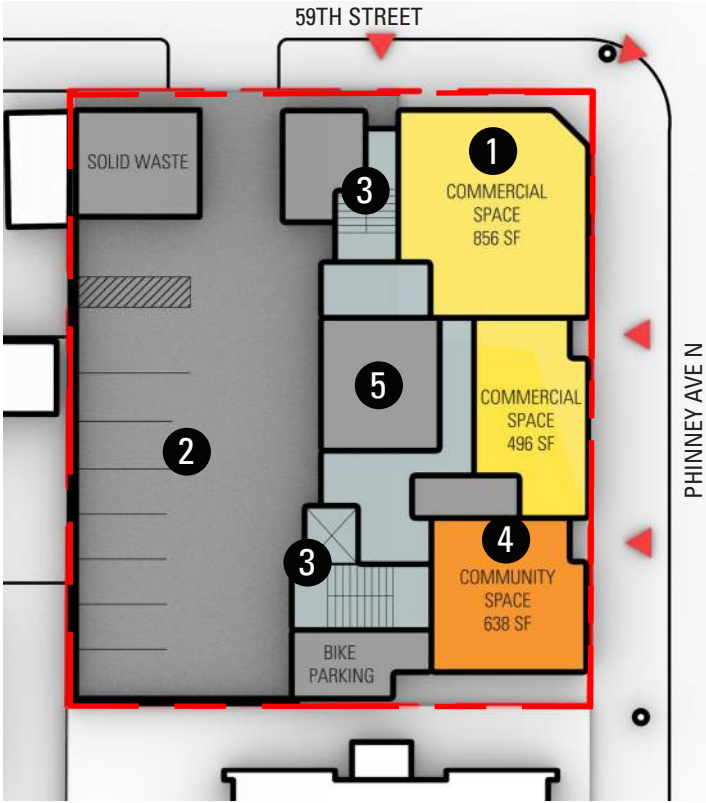
Parking Provided

total parking stalls	9 stalls
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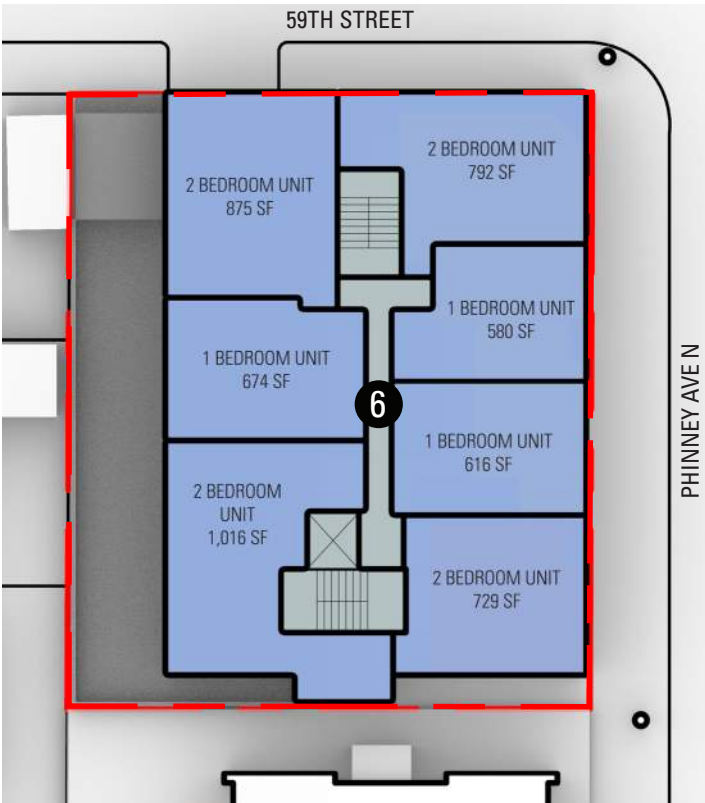
Departures Required	see page 47
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ARCHITECTURAL MASSING CONCEPTS

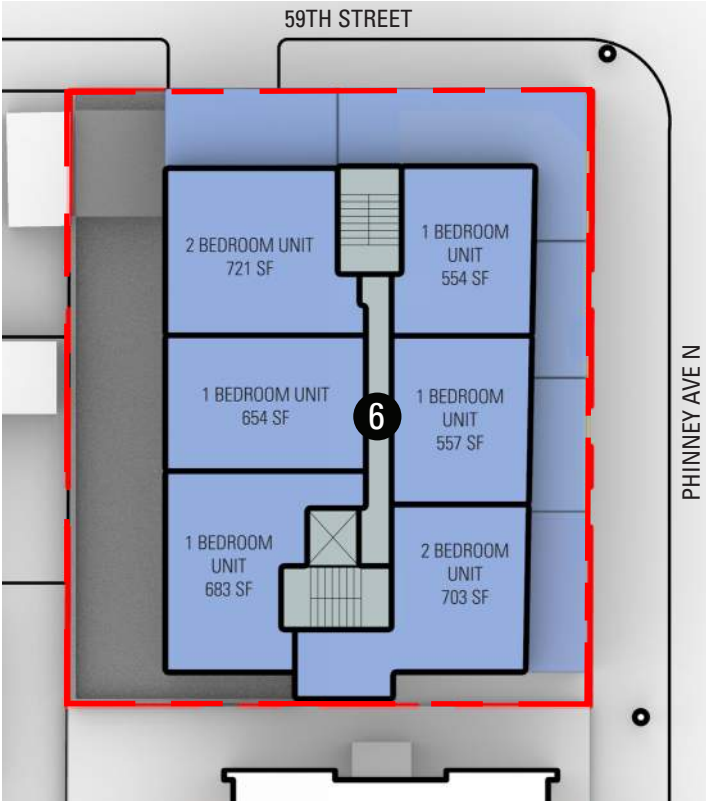
preferred concept three | floor plans & design thinking



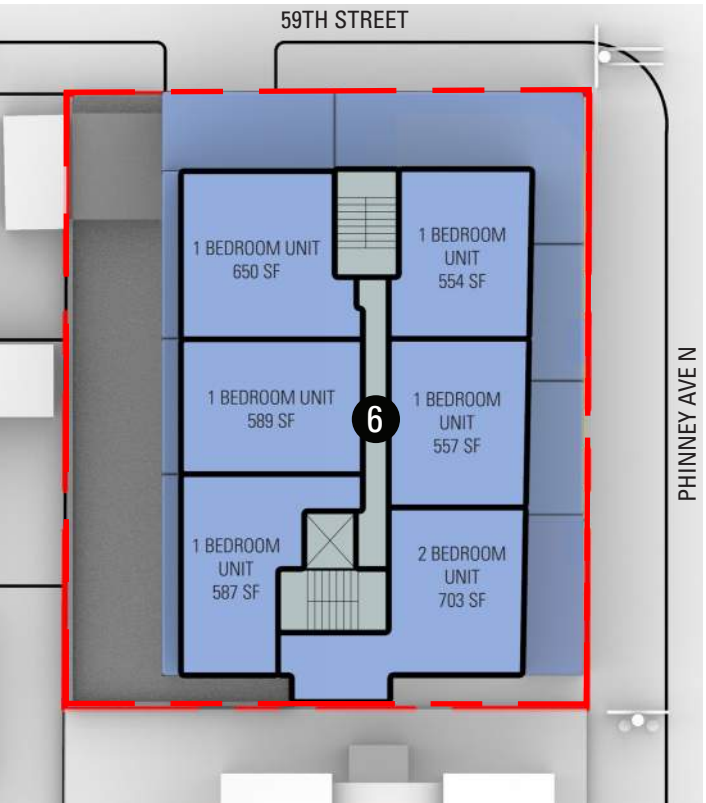
floor 1



floor 2



floors 3

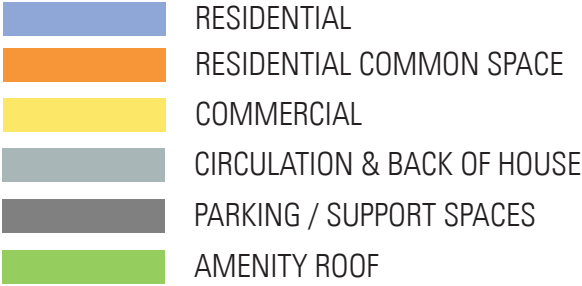


floors 4-5

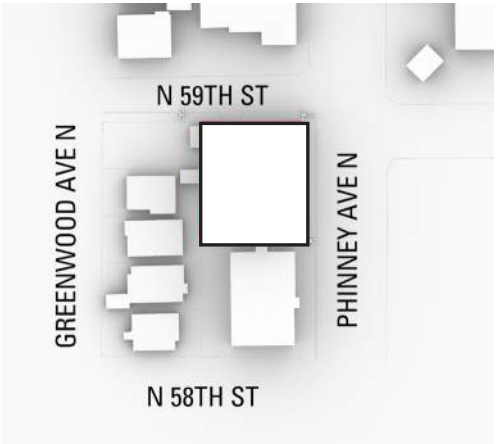
design thinking

this concept aims to balance avoiding departures, maximizing family-sized affordable homeownership opportunities, and prioritizing the return of the A La Mode Pies shop at the prominent urban corner

- 1 the A La Mode Pies commercial space is positioned at the corner
- 2 the parking requirements are satisfied in number with appropriate backing clearances, but increase the number of compact spaces
- 3 the stair/elevator cores are positioned centrally to align for the upper floors
- 4 the community space is located on the southeast of the property to provide both privacy and access from phinney ave n - residential lobby transitions to adjacent residential use to the south
- 5 the service spaces fill in the rest of spaces with circulation connecting the spaces
- 6 on the upper floors, the positioning of the stair/elevator cores allows for family-sized affordable homeownership opportunities while fulfilling all setback requirements



CONTEXT MAP



ARCHITECTURAL MASSING CONCEPTS

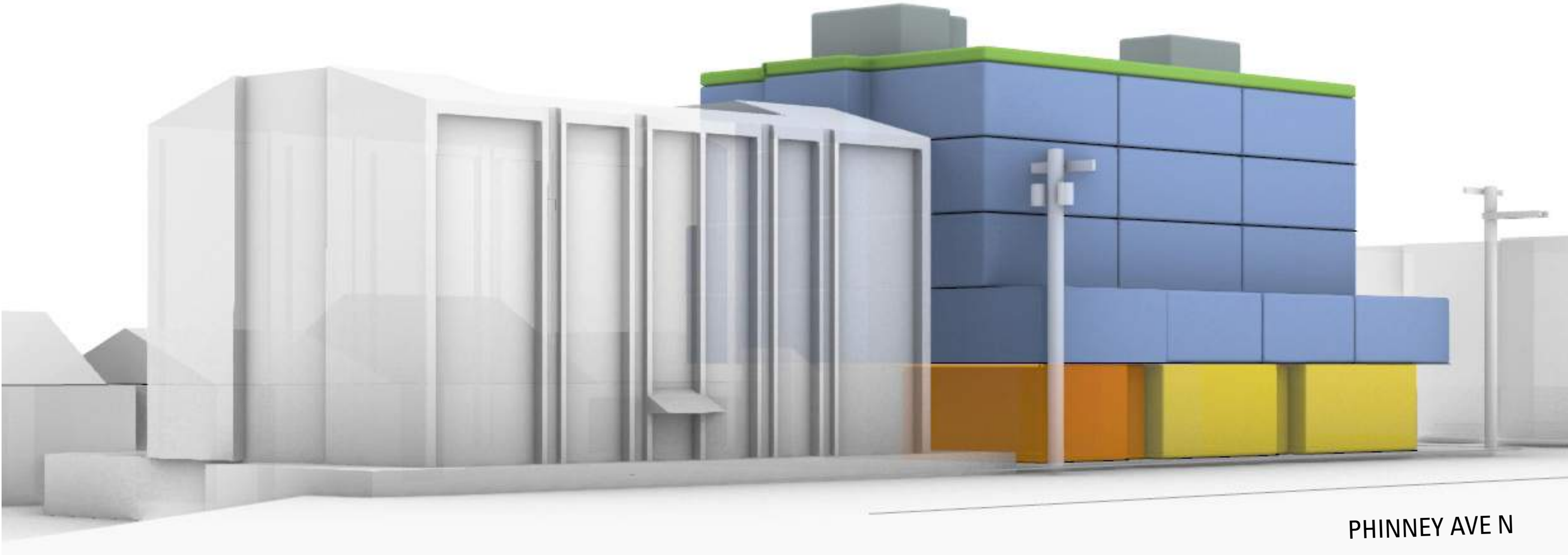
preferred

concept three | street level experience

- RESIDENTIAL
- RESIDENTIAL COMMON SPACE
- COMMERCIAL
- CIRCULATION & BACK OF HOUSE
- PARKING

impact to adjacent buildings & immediate context

- the project takes advantage of the NC2P-55(M) zoning to build slightly higher than the condominium building to the south
- the powerline setbacks reduce the scale of the building as experienced at street level on phinney ave n
- the massing steps back 5' from the south property line, expanding the space between the existing building to the south and the proposed building.
- south facade windows in proposed building generally face the existing, blank masonry wall of the adjacent building to the south.
- south facade corner windows provide for a more transparent and visually lighter building mass.



VIEW FROM SOUTHEAST

ARCHITECTURAL MASSING CONCEPTS

preferred
concept three | street level experience

- RESIDENTIAL
- RESIDENTIAL COMMON SPACE
- COMMERCIAL
- CIRCULATION & BACK OF HOUSE
- PARKING



VIEW FROM NORTHEAST

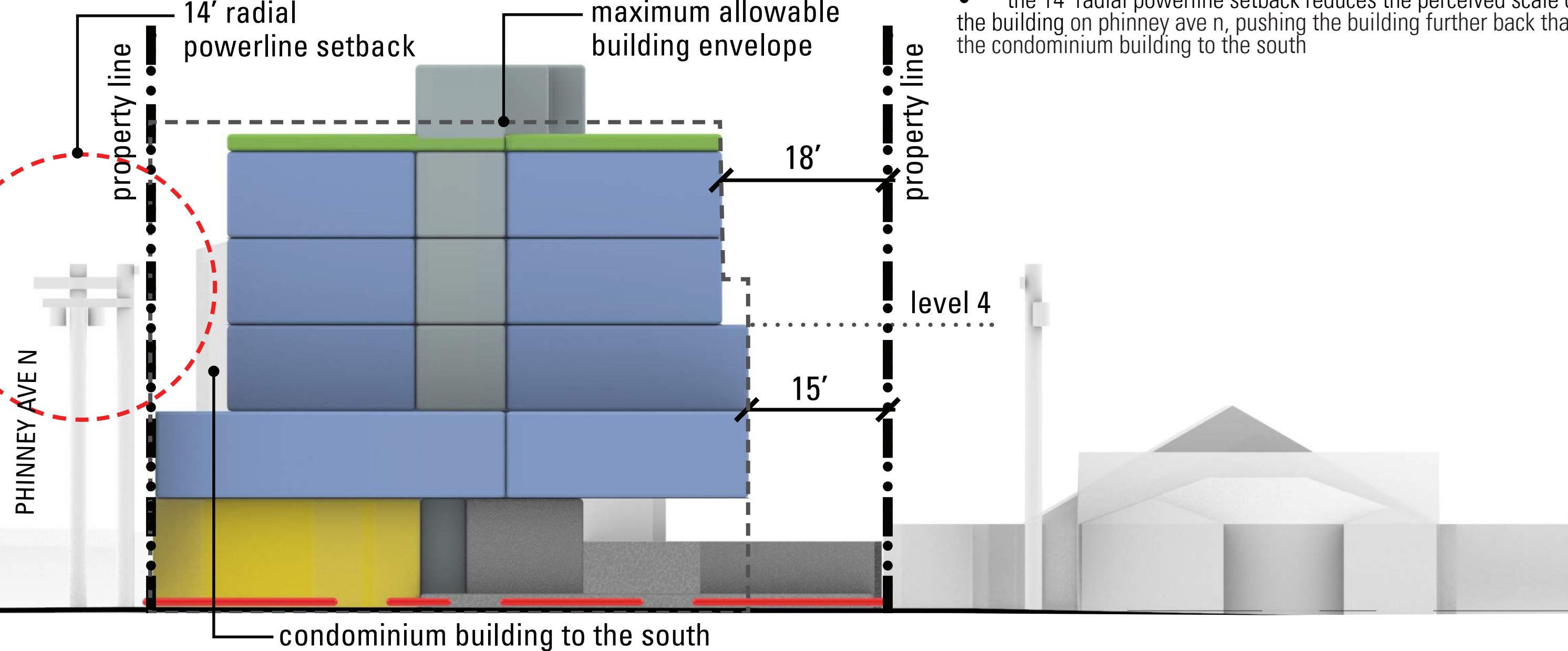
PHINNEY AVE N

ARCHITECTURAL MASSING CONCEPTS

preferred

concept three | street level experience

- RESIDENTIAL
- RESIDENTIAL COMMON SPACE
- COMMERCIAL
- CIRCULATION & BACK OF HOUSE
- PARKING



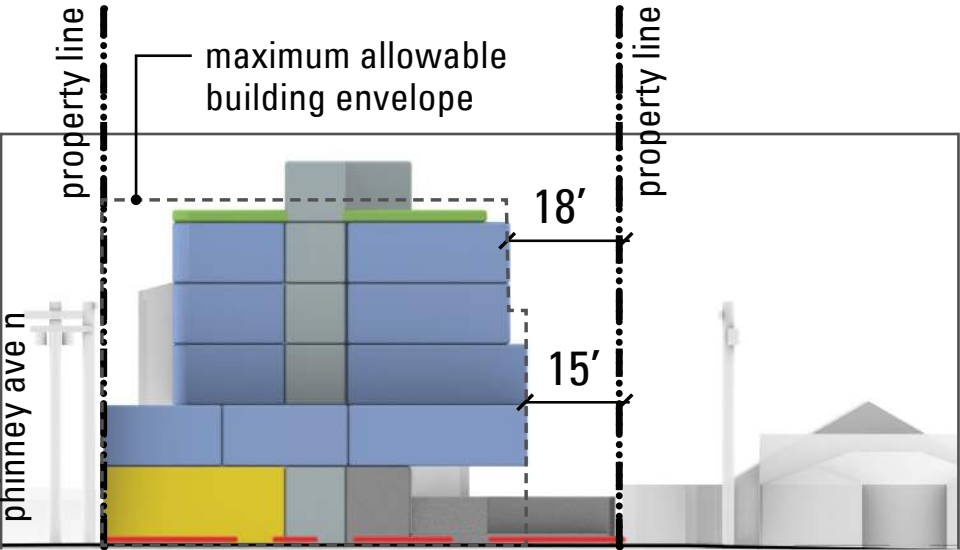
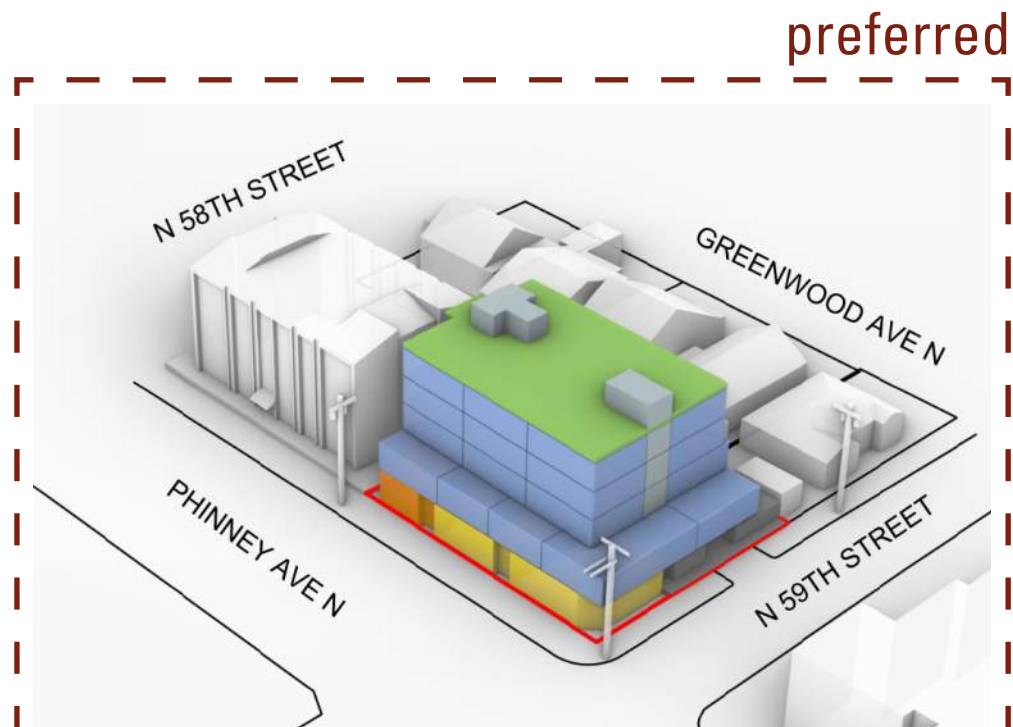
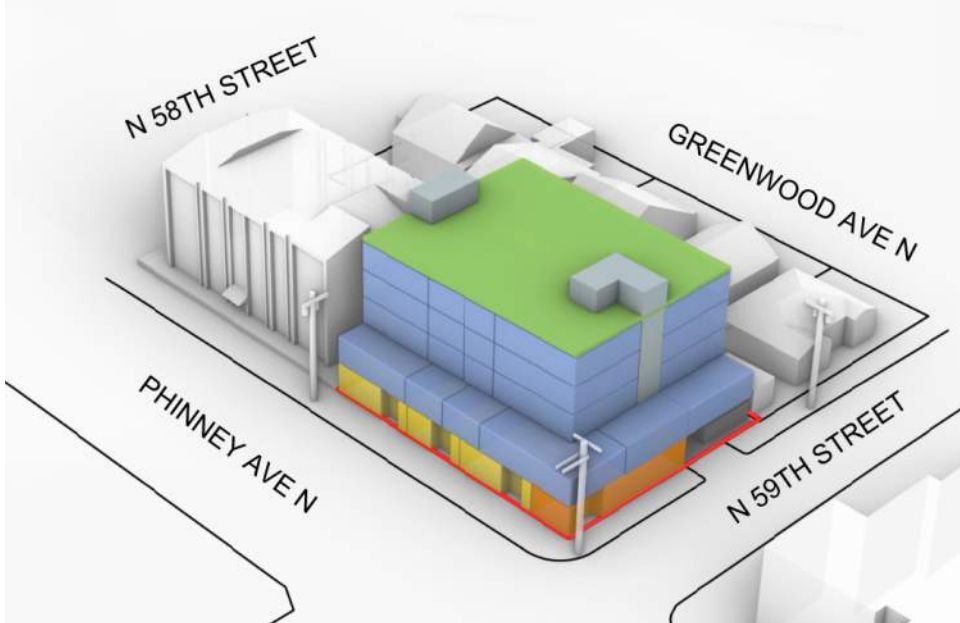
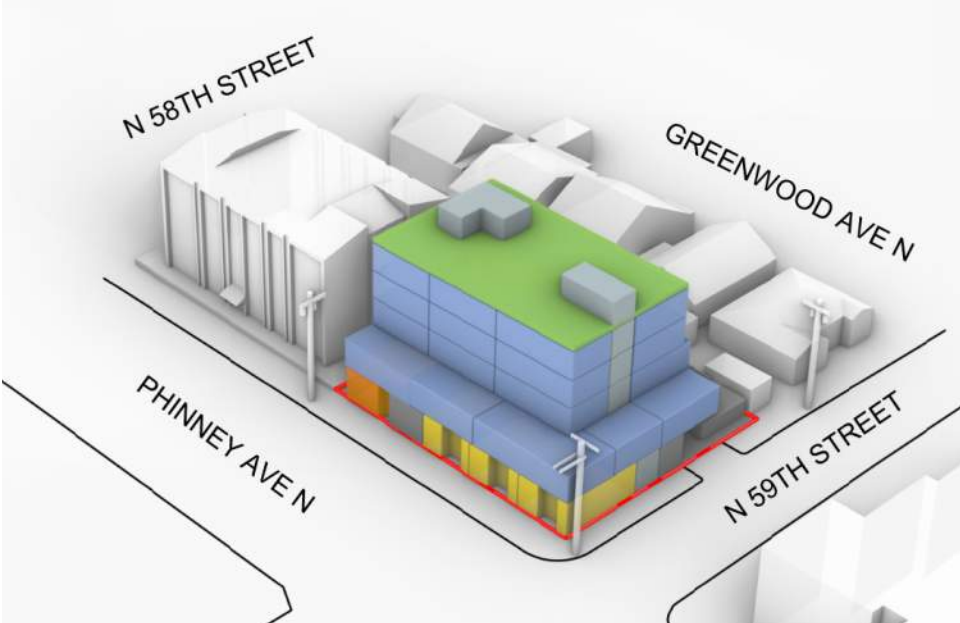
impact to adjacent buildings & immediate context

- the building sets back from the west property line, reducing the scale of the building and transitioning to the adjacent residential buildings
- terracing of the building at level 4 further reduces the imposition of the building mass on existing residences to the west
- the 14' radial powerline setback reduces the perceived scale of the building on phinney ave n, pushing the building further back than the condominium building to the south

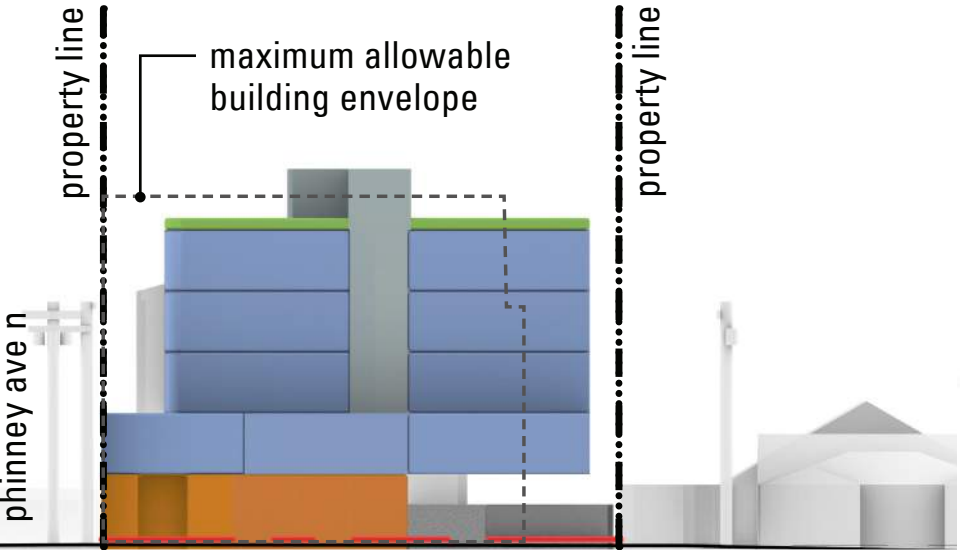
N 59TH STREET ELEVATION (VIEW FACING SOUTH)

ARCHITECTURAL MASSING CONCEPTS

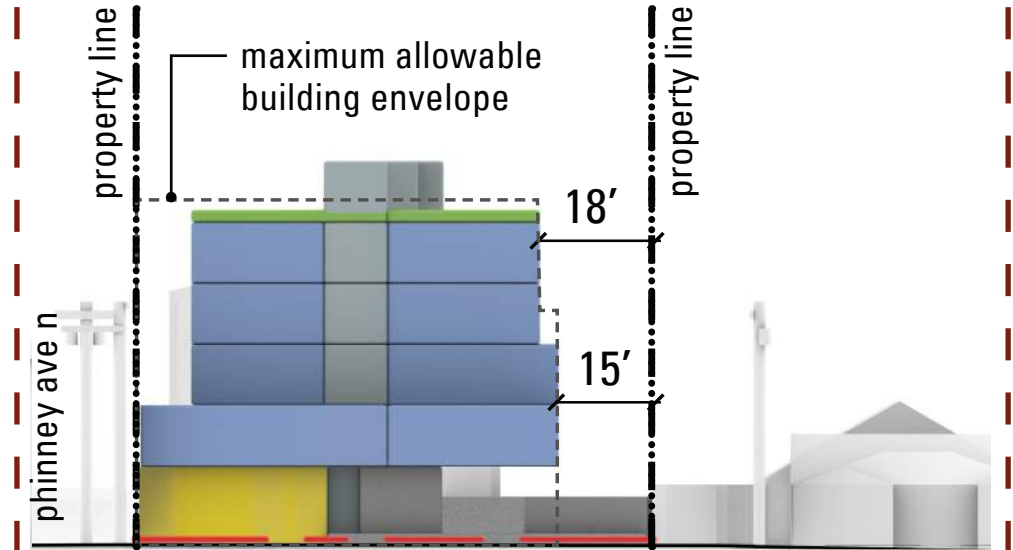
concept comparison



n 59th street elevation (view facing south)



n 59th street elevation (view facing south)



n 59th street elevation (view facing south)

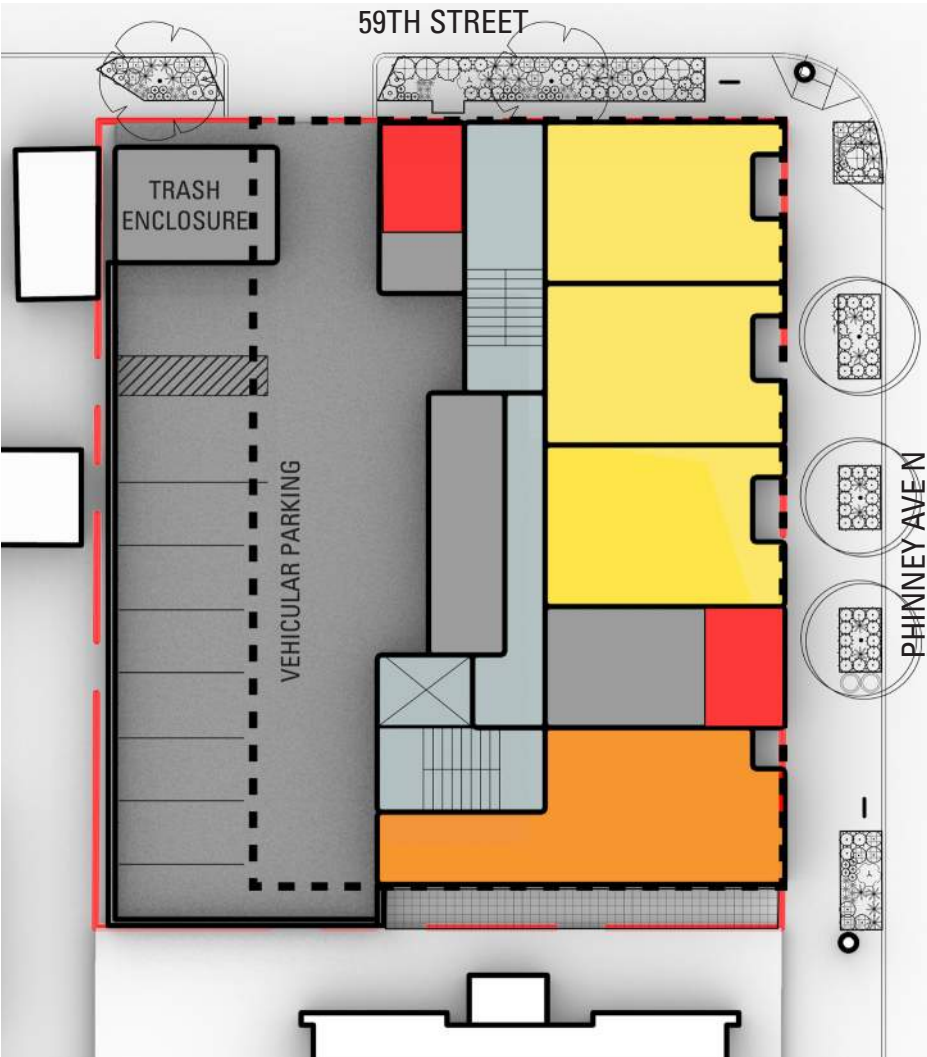
concept 1

concept 2

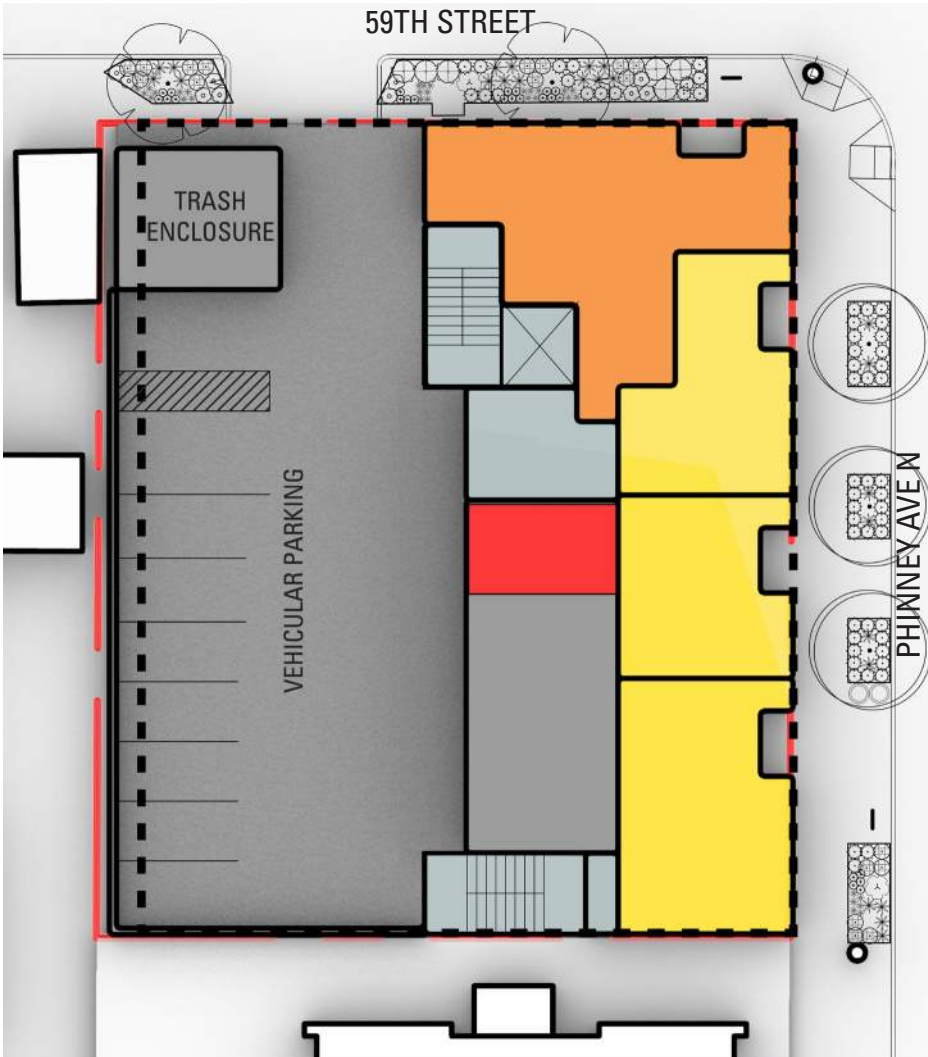
concept 3

ARCHITECTURAL MASSING CONCEPTS

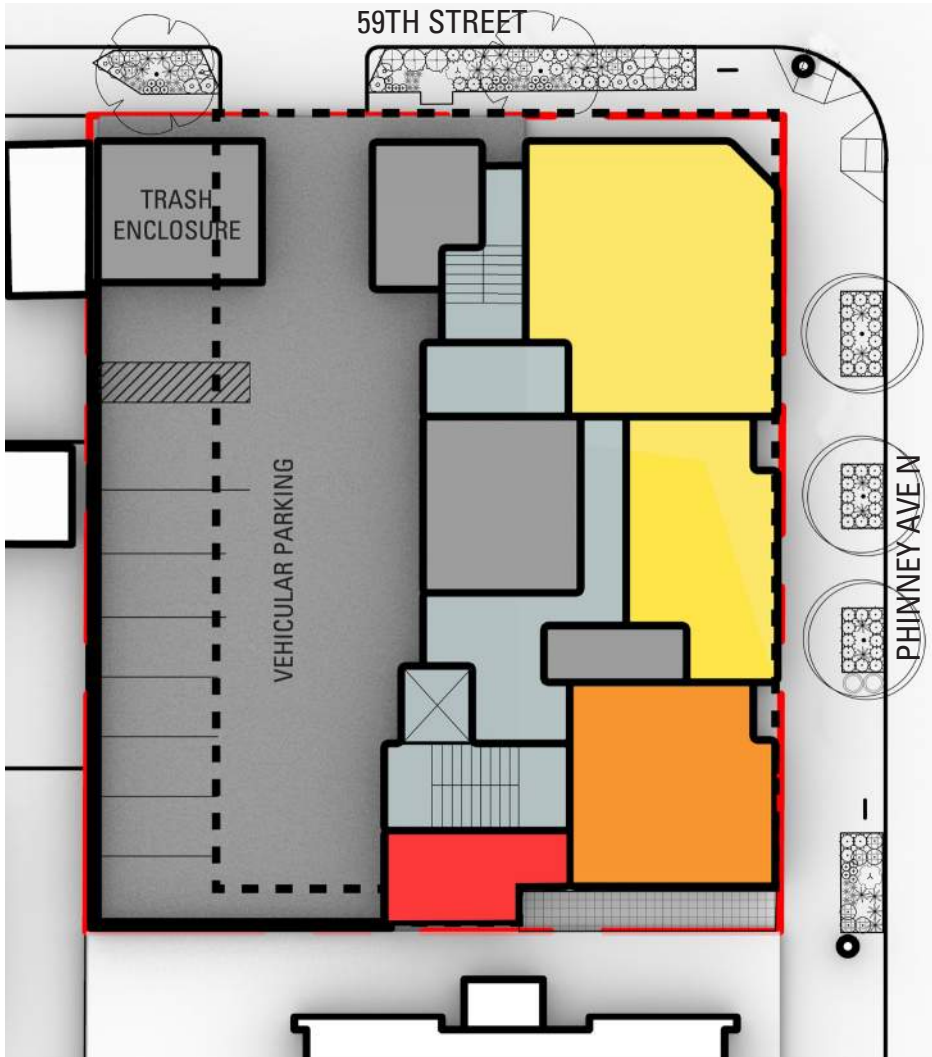
site plan comparisons



concept one



concept two



concept three
preferred

- RESIDENTIAL LOBBY
- COMMERCIAL SPACE
- CIRCULATION
- BICYCLE PARKING
- BUILDING OVERHEAD
- SERVICE SPACES

CONTEXT + SITE ANALYSIS

neighborhood design cues



mixed-use building at 6726 Greenwood Ave N with large windows for the residential units above and highly transparent, contiguous storefront windows at ground level



fenestration strategy @ apartment building south of project site
- variations in fenestration sizes responsive to interior space function
- use of brick



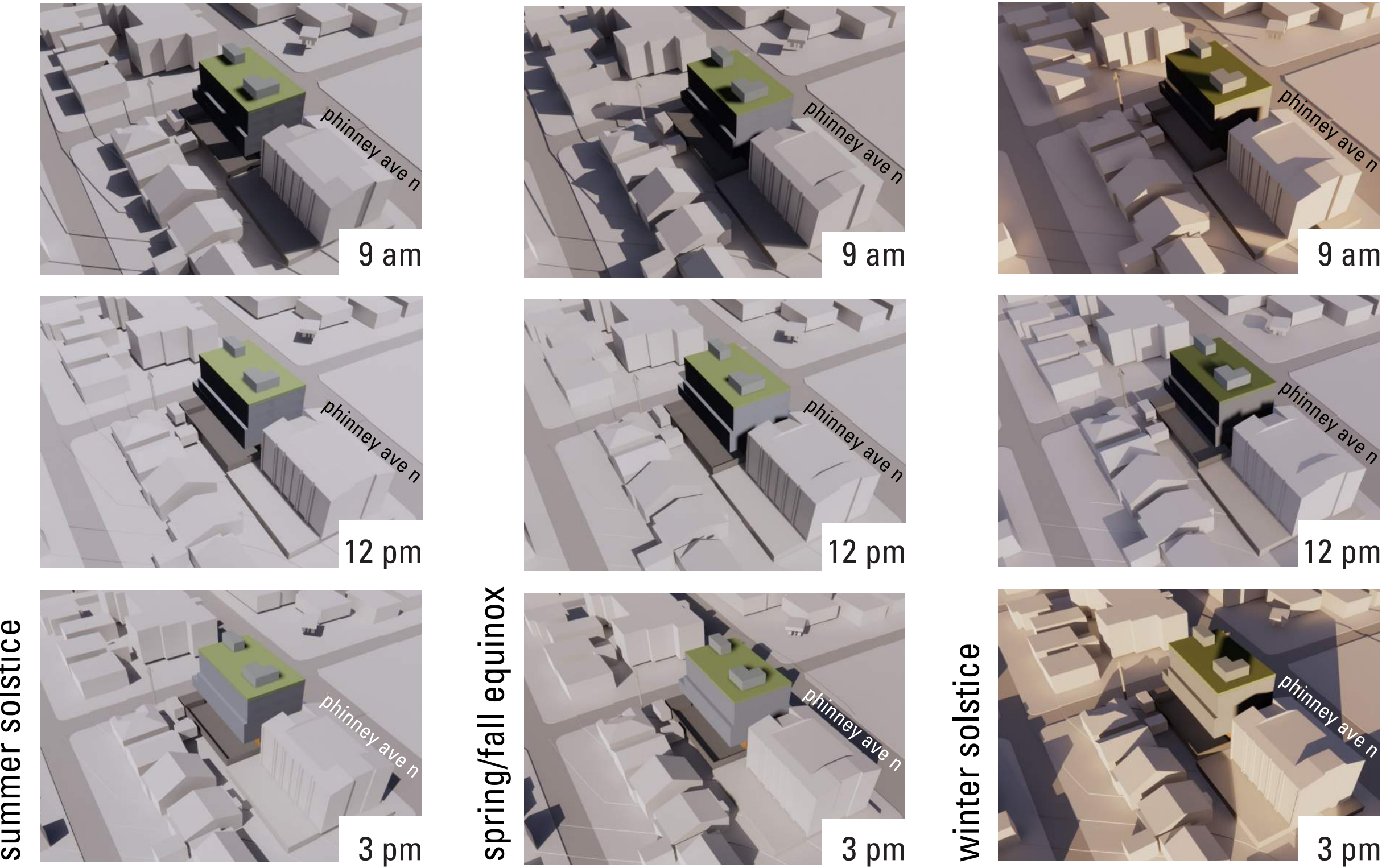
mixed-use building at 6015 Phinney Ave N with a prominent corner commercial entry condition



fenestration strategy @ apartment building south of project site
- variations in fenestration sizes responsive to interior space function
- volumes feature prominently in the overall composition

ARCHITECTURAL MASSING CONCEPTS

sun + shadow analysis | concept one



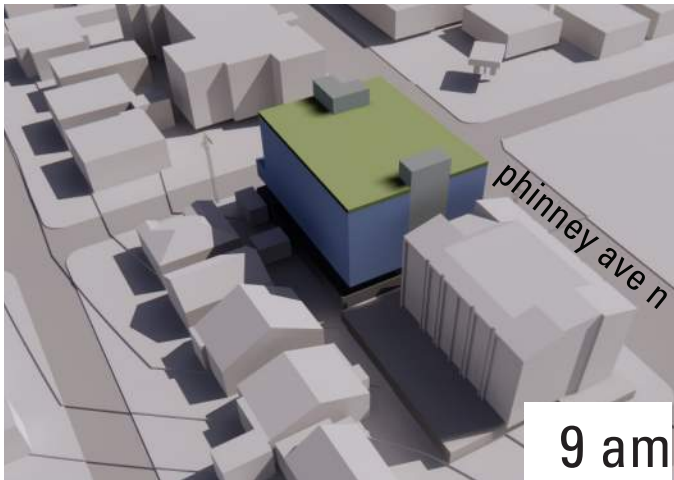
sun/shadow analysis

- there are noticeable shading impacts on the adjacent buildings to the west and north
- although shading adjacent structures is to a certain extent unavoidable on a compact urban property, the powerline setbacks on the north and east facades as well as the required setbacks from the west property line minimize the impact of the building's shadow throughout the year

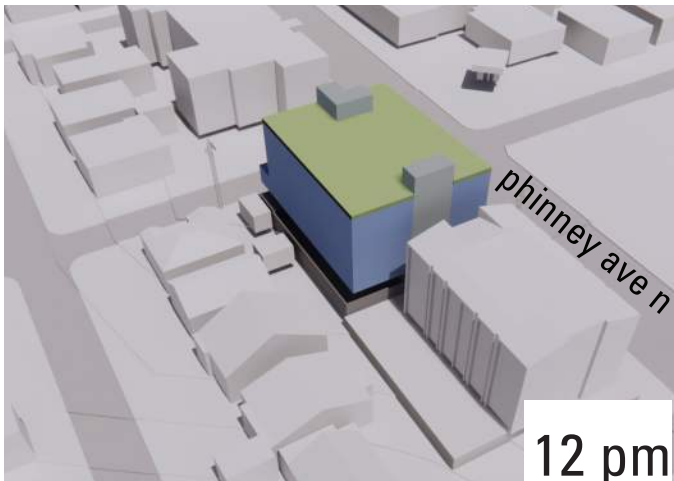
ARCHITECTURAL MASSING CONCEPTS

sun + shadow analysis | concept two

summer solstice



9 am

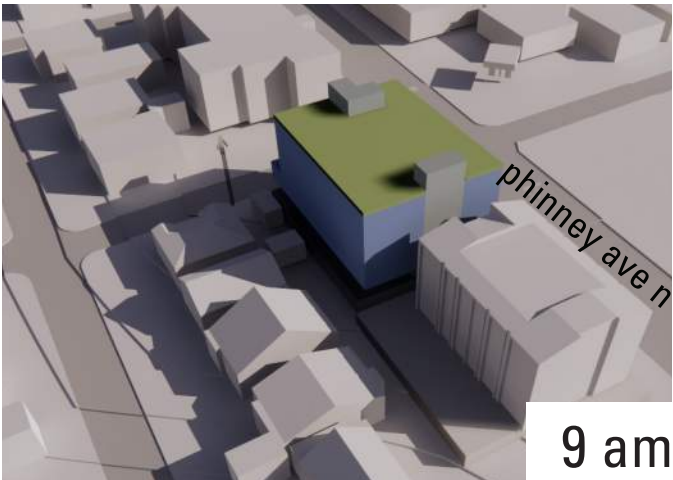


12 pm

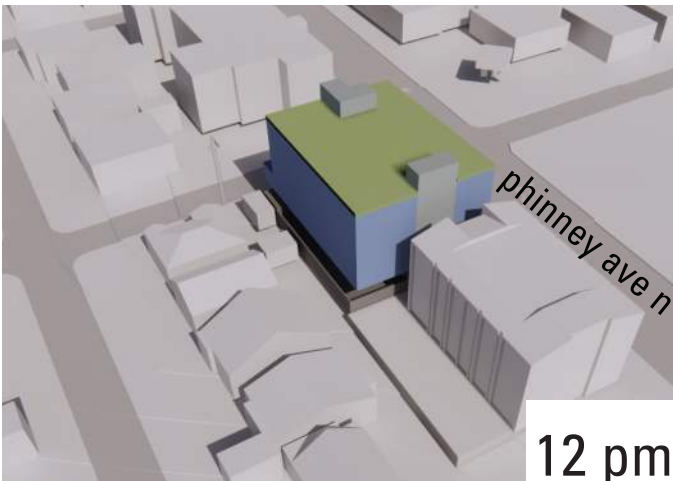


3 pm

spring/fall equinox



9 am

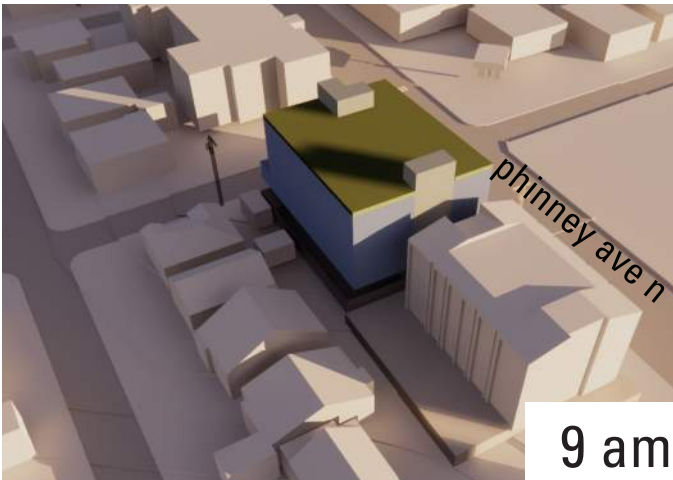


12 pm

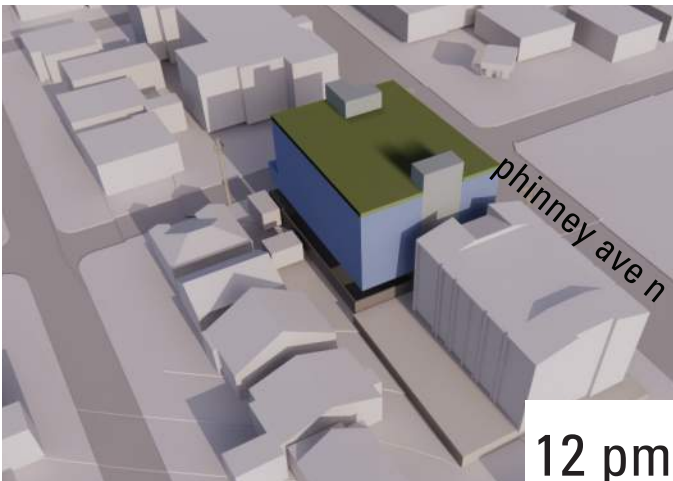


3 pm

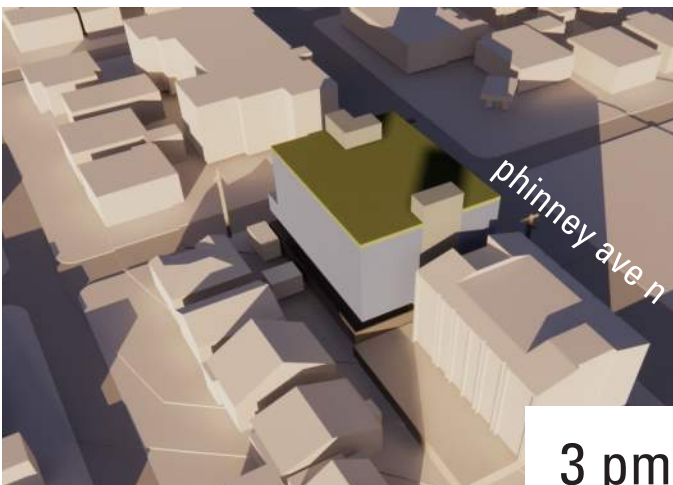
winter solstice



9 am



12 pm



3 pm

sun/shadow analysis

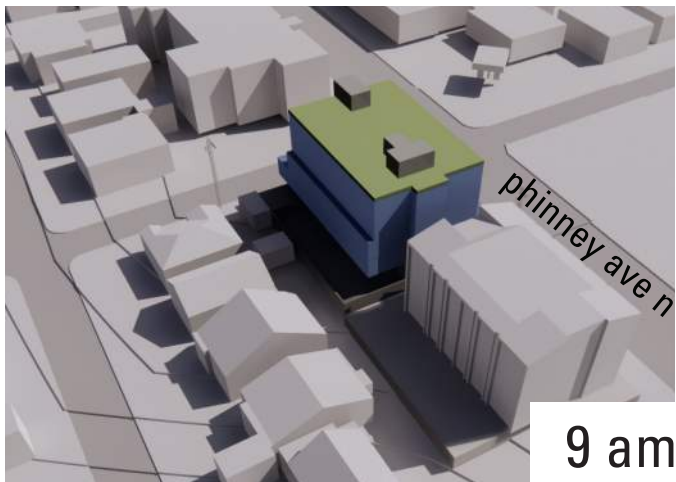
- there are significant shading impacts on the adjacent buildings to the west and north
- although shading adjacent structures is to a certain extent unavoidable on a compact urban property, the intrusion into the required setbacks from the west property line casts significant shadows on the residential structures to the west and north throughout the year
- extent of building mass that projects further west and south (compared to the other options) has a greater shadow impact on adjacent sites

ARCHITECTURAL MASSING CONCEPTS

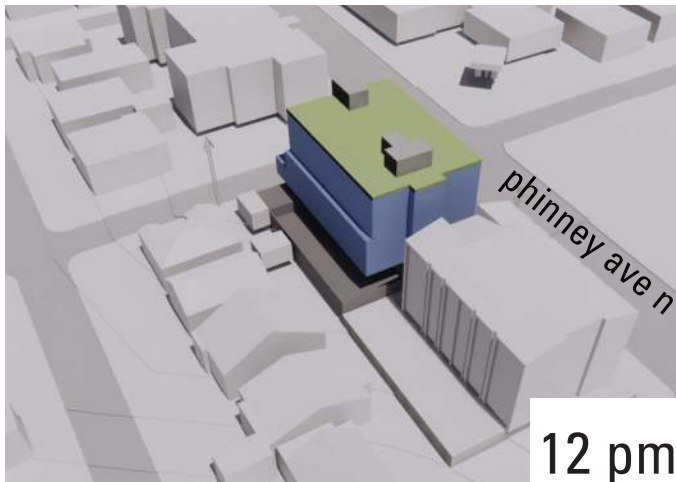
preferred

sun + shadow analysis | concept three

summer solstice



9 am

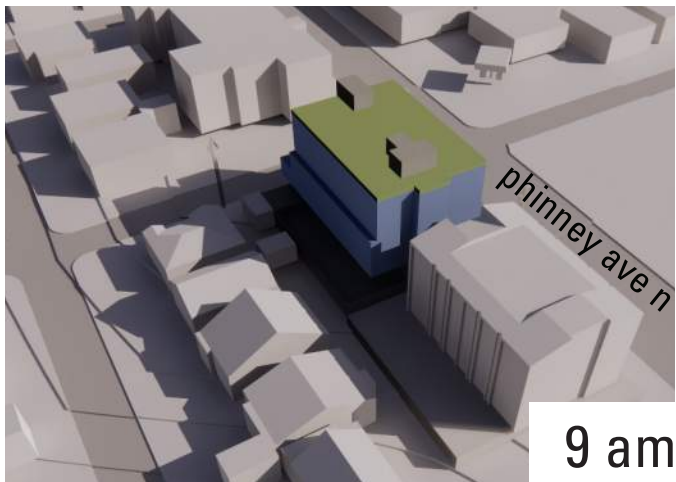


12 pm

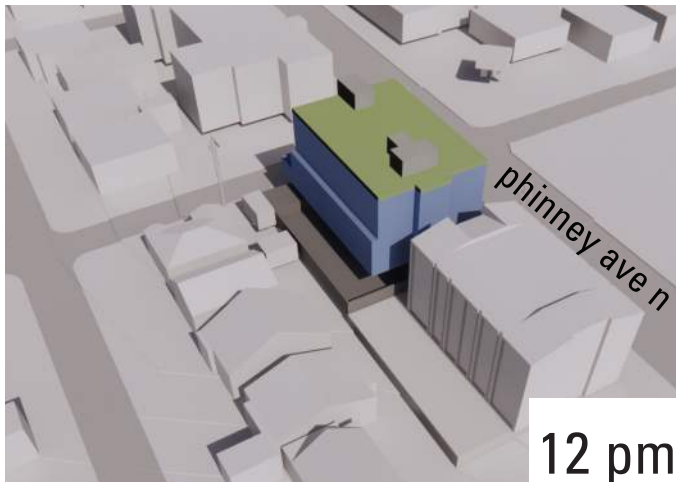


3 pm

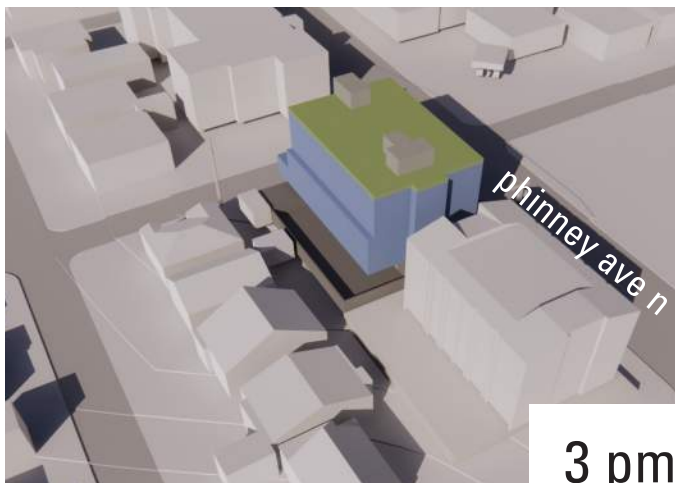
spring/fall equinox



9 am

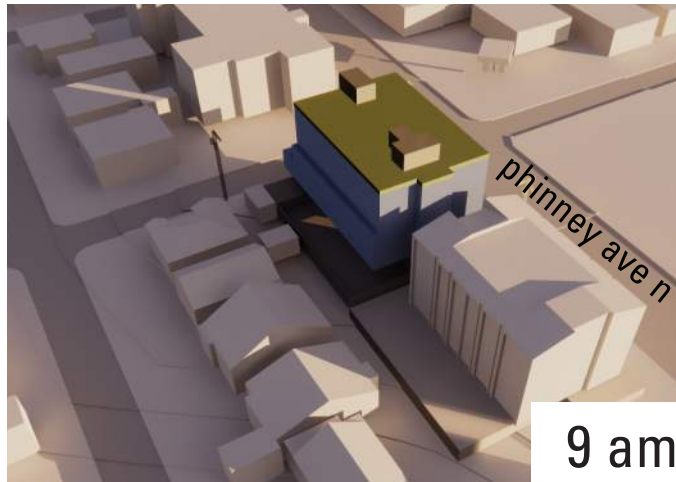


12 pm

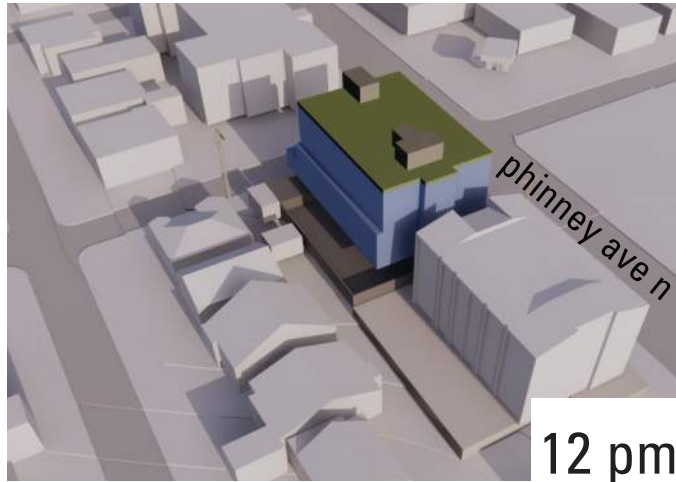


3 pm

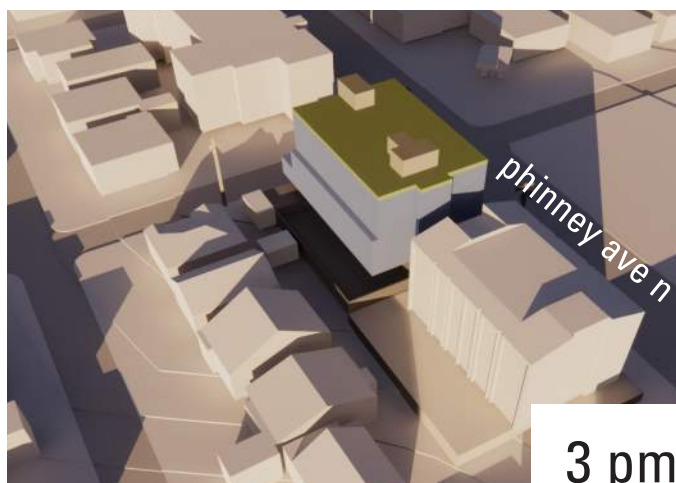
winter solstice



9 am



12 pm



3 pm

sun/shadow analysis

- there are noticeable shading impacts on the adjacent buildings to the west and north
- although shading adjacent structures is to a certain extent unavoidable on a compact urban property, the powerline setbacks on the north and east facades as well as the required setbacks from the west property line minimize the impact of the building's shadow throughout the year
- setback at the south and west facades provide for more daylight and less shadow impact to adjacent sites

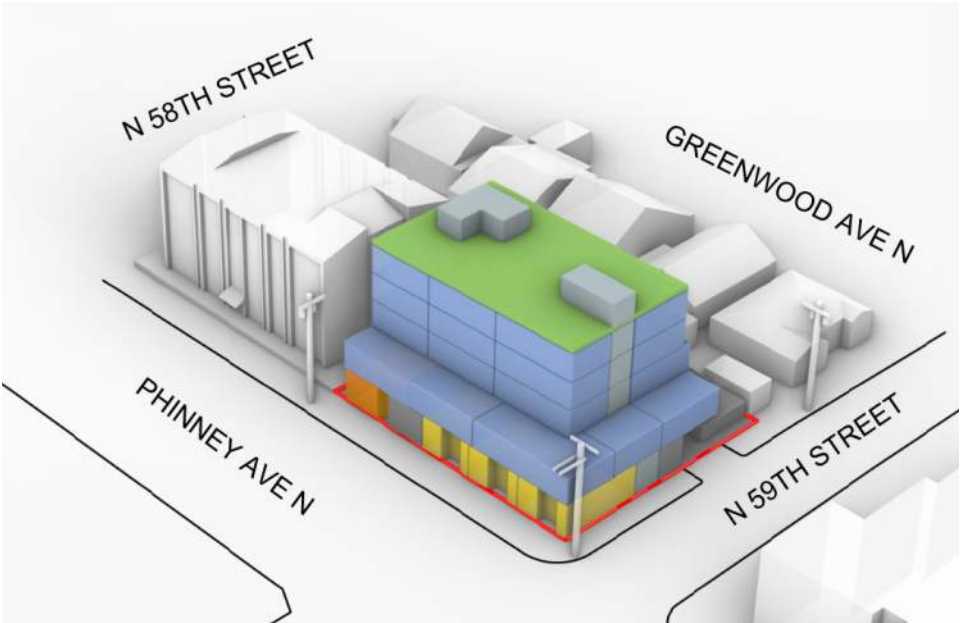
DEPARTURES SUMMARY



schemata
workshop

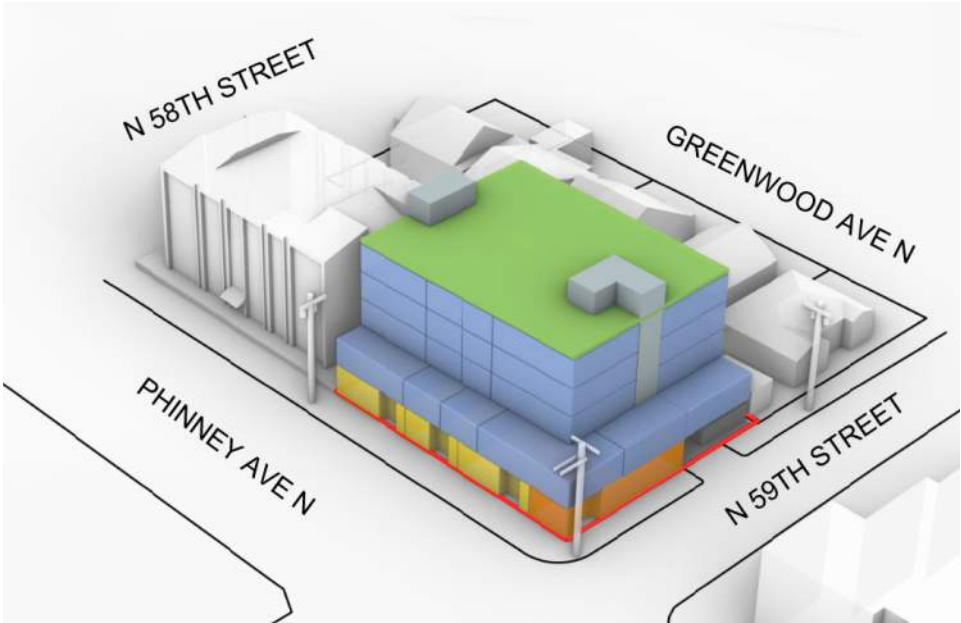
ARCHITECTURAL MASSING CONCEPTS

departures comparison



concept 1

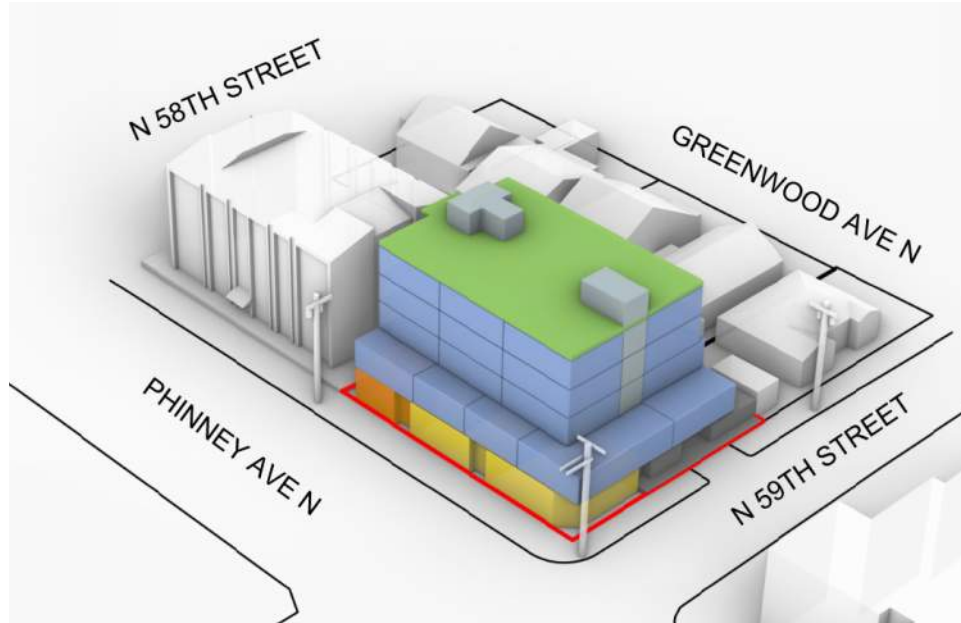
departure requests
- None



concept 2

departure requests

- Requires a departure for reduced west setback
- Commercial depth does not meet minimum average depth requirement (meets the 15' minimum depth, but not the average of 30' depth)
- Parking quantity met, but more compact spaces are provided than required



concept 3

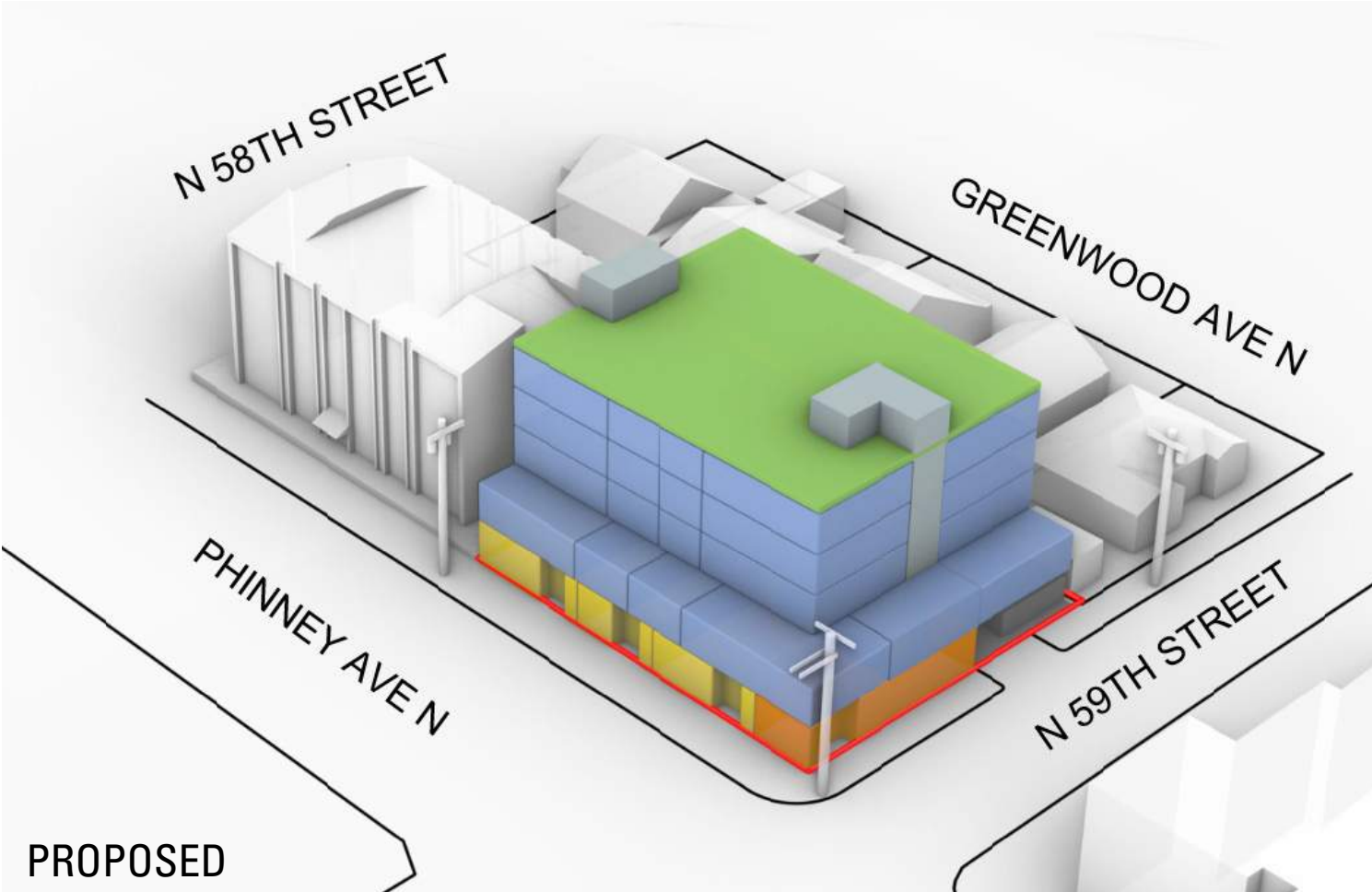
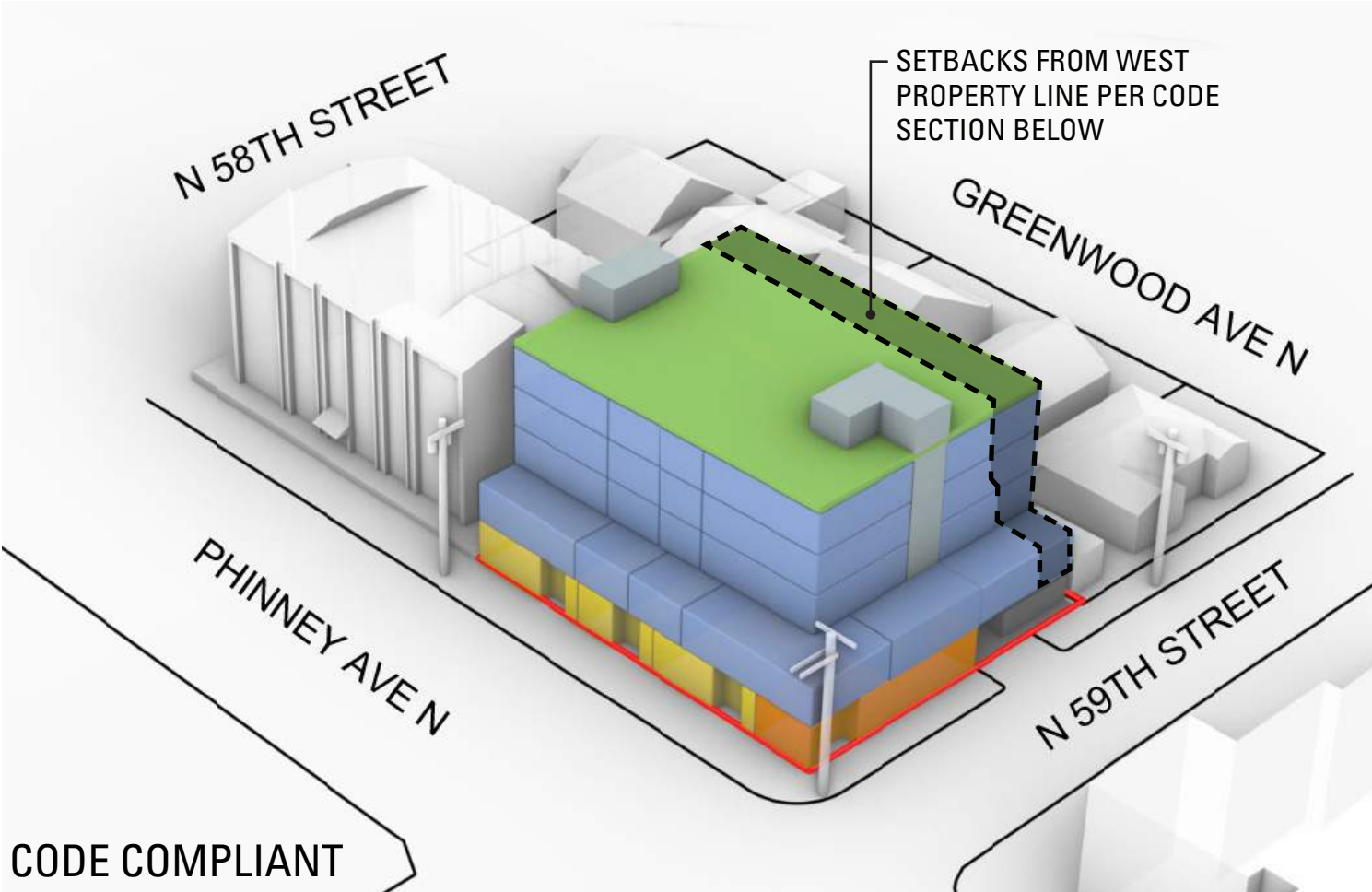
departure requests

- Residential lobby is 26% of the Phinney façade (>20% maximum permitted without a departure)
- Commercial depth does not meet minimum average depth requirement (meets the 15' minimum depth, but not the average of 30' depth)
- Parking quantity met, but more compact spaces are provided than required

preferred

ARCHITECTURAL MASSING CONCEPTS

departures | concept two



reduced west setbacks | seattle municipal code 23.47A.014.B.3

design review request (type 2)

this concept seeks a departure to reduce the required west setbacks to increase the maximum building envelope

rationale

- building into the west setback will enable the project to increase the number of units developed, creating more permanently affordable homeownership opportunities in the neighborhood which are needed in the community
- increasing the maximum building envelope will allow the units to be more spacious, family-size oriented units rather than one-bedroom units

ARCHITECTURAL MASSING CONCEPTS

departures | concept two



decreased commercial depth | seattle municipal code 23.47A.008.B.3

design review request (type 2)

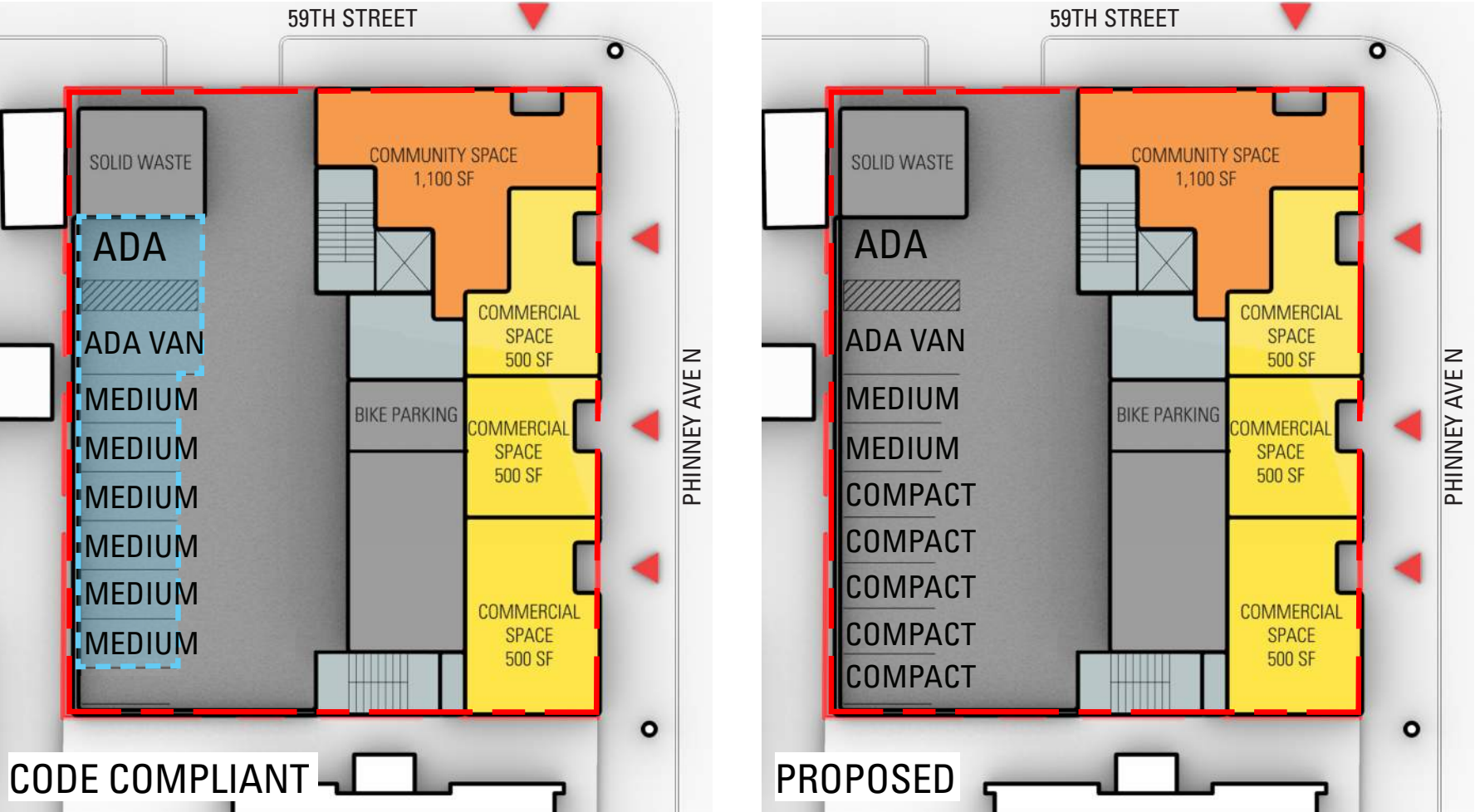
we are seeking a departure to waive the 30' average depth requirement for all non-residential uses greater than 600 square feet in area

rationale

- the depth of the commercial spaces, although they deviate from the requirement per code, still provide sufficient depth while optimizing street frontage
- this proposal preserves the vehicular parking spaces while maintaining viable commercial spaces

ARCHITECTURAL MASSING CONCEPTS

departures | concept two



increased quantity of parking spaces for smaller vehicles | seattle municipal code 23.54.030.B.1.B

design review request (type 2)

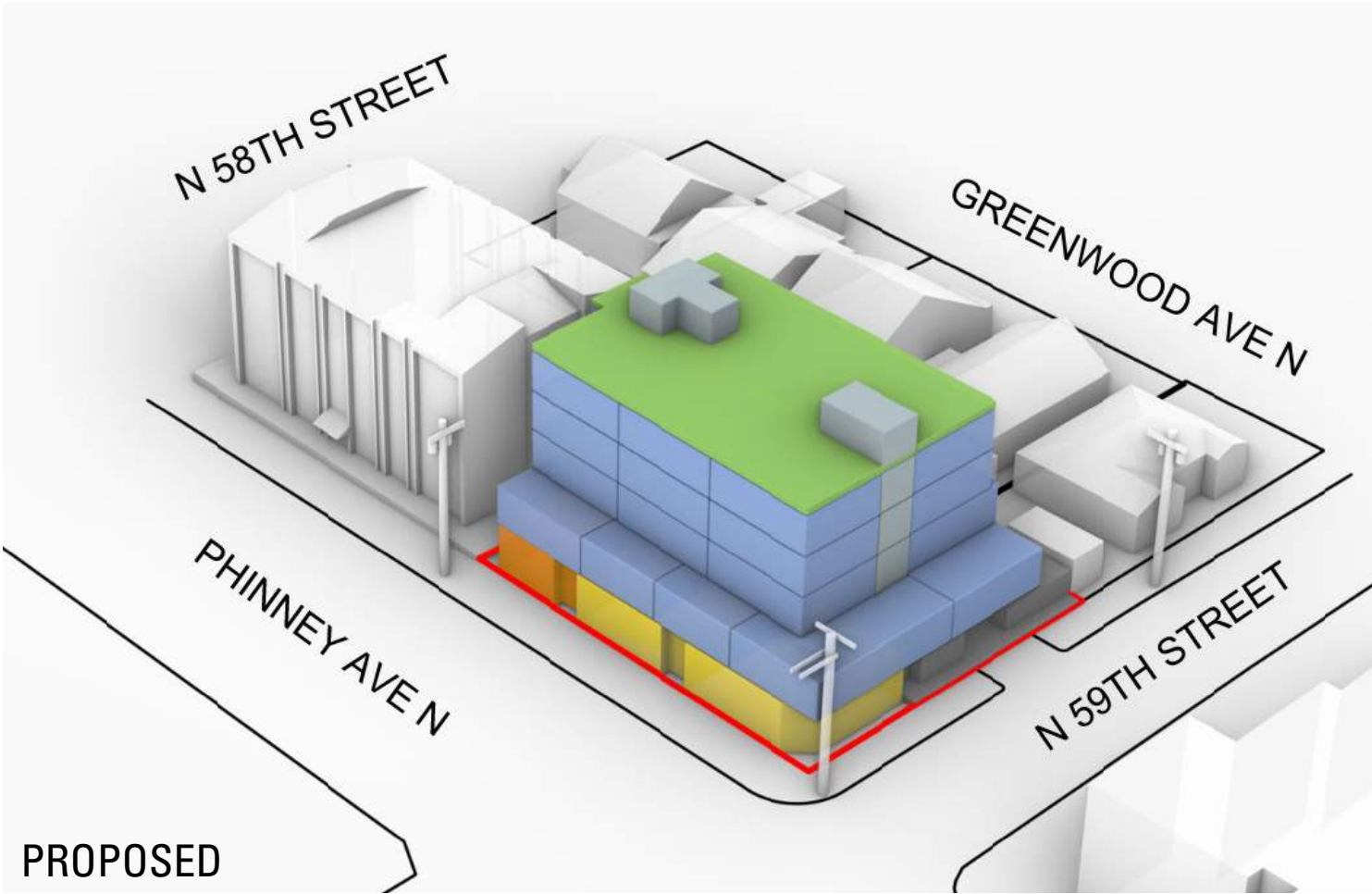
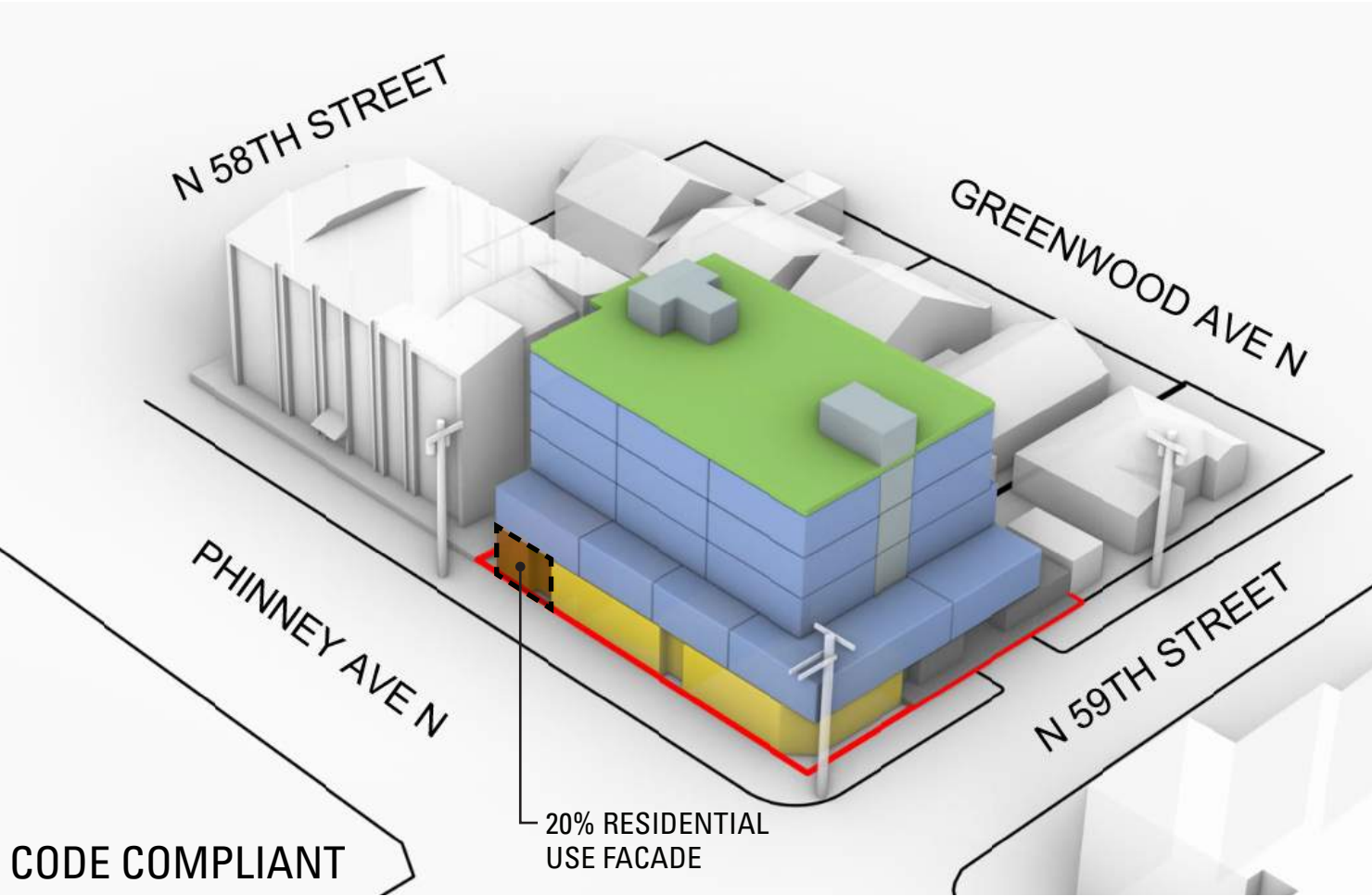
the concept features 2 medium parking spaces, 1 ada parking space, 1 ada van parking space, and 5 compact parking spaces which does not meet the required number of medium parking spaces (6)

rationale

- this concept accommodates a higher quantity of compact parking spaces and parking is a concern that has been raised by the local community

ARCHITECTURAL MASSING CONCEPTS

departures | concept three



increased residential lobby presence | seattle municipal code 23.47A.005.C.1.A

design review request (type 2)

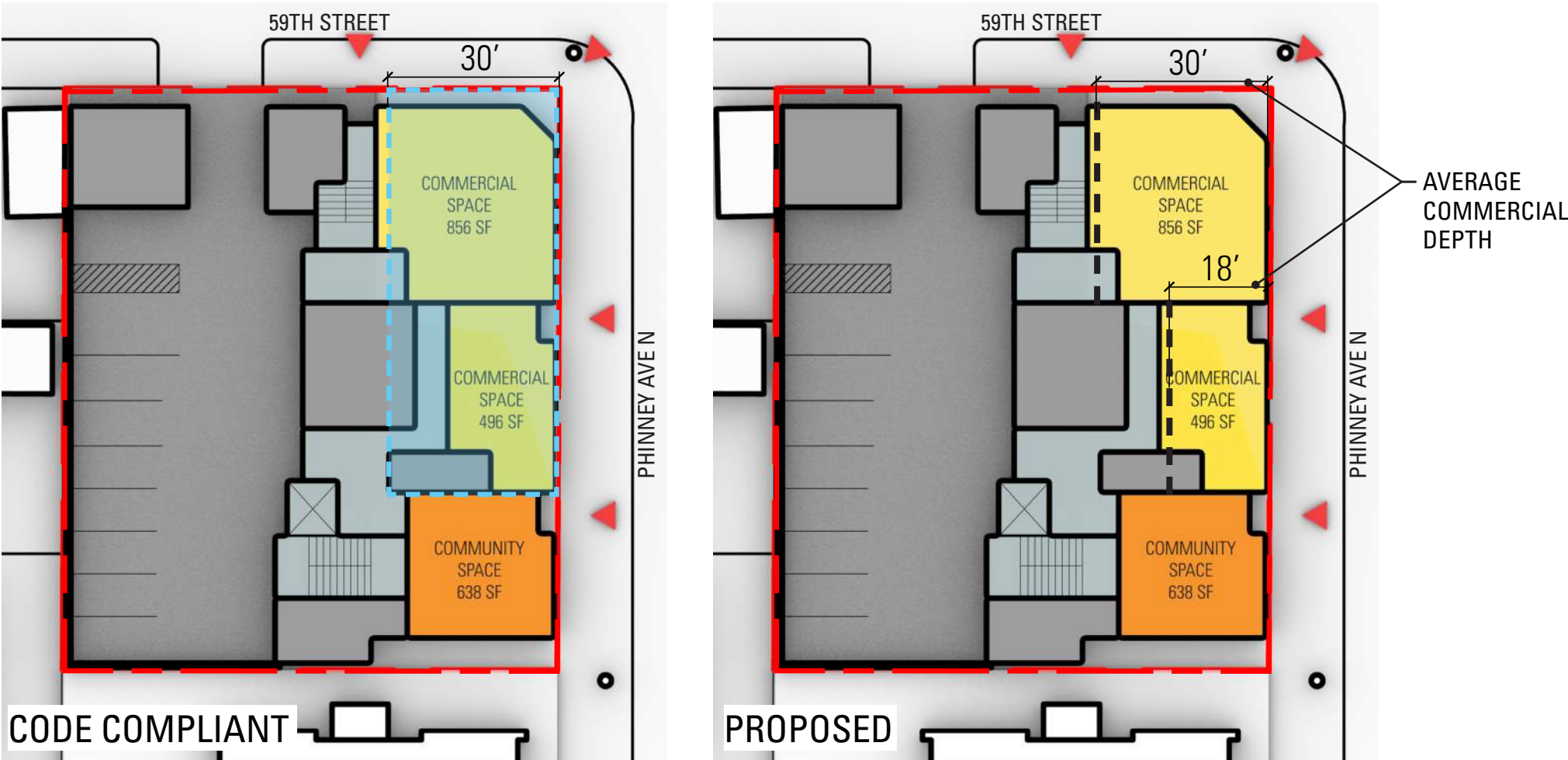
we are seeking a departure for an additional 10% facade of residential use over the maximum allowable 20% requirement

rationale

- at the southeast corner of the building is the residential entry, which is transparent and activated
- the interior of the residential lobby will serve as an active space to regularly move through, stop and talk with neighbors, and even gather together for meals and conversation
- in the interest of welcoming residents home and connecting this space to the street frontage on phinney

ARCHITECTURAL MASSING CONCEPTS

preferred
departures | concept three



decreased commercial depth | seattle municipal code 23.47A.008.B.3

design review request (type 2)

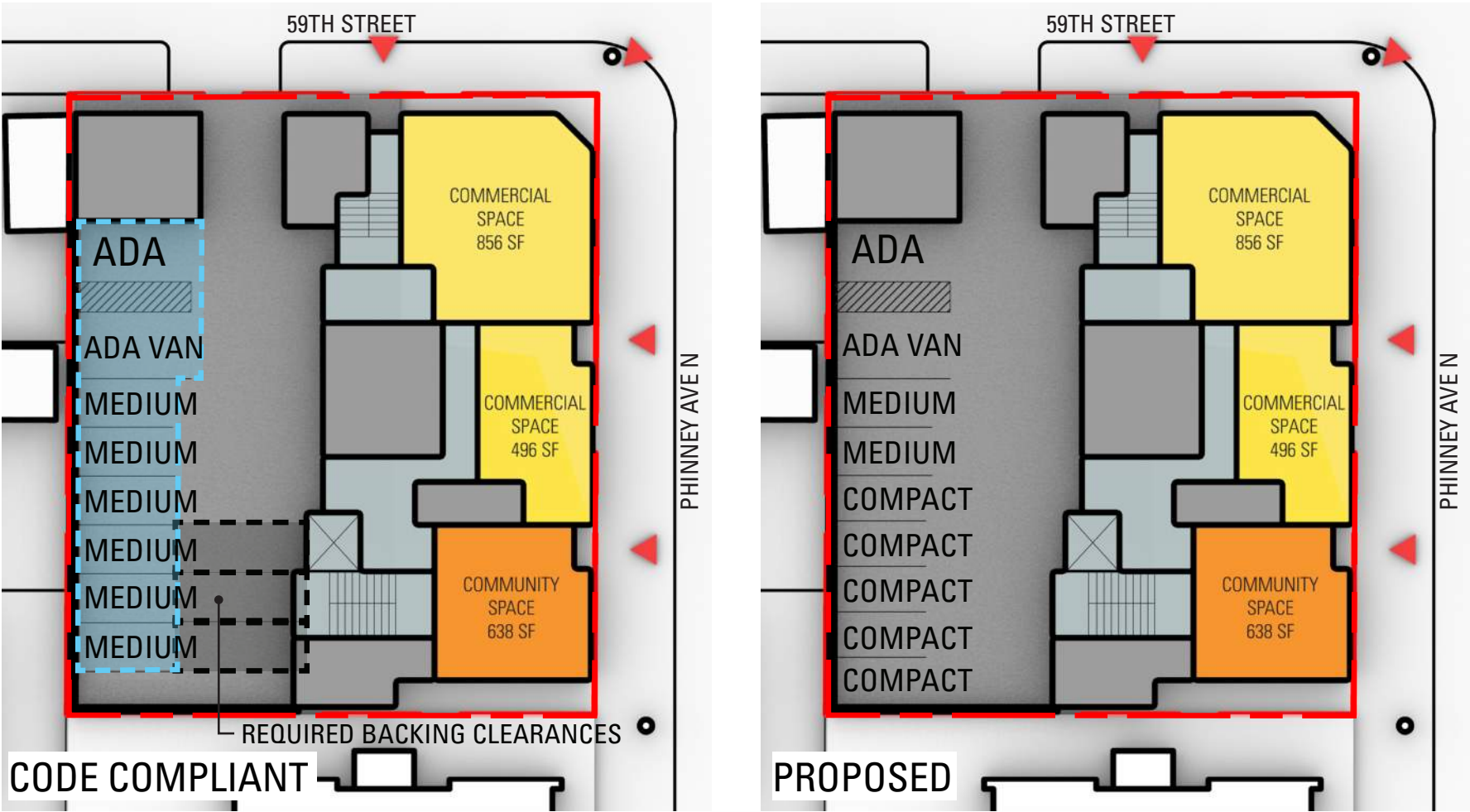
we are seeking a departure to waive the 30' average depth requirement for all non-residential uses greater than 600 square feet in area

rationale

- the primary commercial space at the corner of 59th & phinney does meet the requirement and will serve the tenant well
- the south commercial space has a shallower depth while still creating a friendly pedestrian street frontage, and will likely serve the primary commercial space
- the average depth of the commercial spaces, although they deviate from the requirement per code, still provide sufficient depth for a viable commercial space while optimizing street frontage and preserving the vehicular parking spaces

ARCHITECTURAL MASSING CONCEPTS

departures | concept three



increased quantity of parking spaces for smaller vehicles | seattle municipal code 23.54.030.B.1.B

design review request (type 2)

the concept features 2 medium parking spaces, 1 ada parking space, 1 ada van parking space, and 5 compact parking spaces which does not meet the required number of medium parking spaces (6)

rationale

- due to the cost constraints of affordable housing, the project is not able to excavate for a basement
- due to the narrow site, meeting minimum quantity of vehicular parking, and all of the back-of-house utilitarian spaces
- this proposal accommodates a higher quantity of compact parking spaces and parking is a concern that has been raised by the local community



HOMESTEAD
Community Land Trust

schemata
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