

# CLARK BARNES

MARCH 25, 2020

# EARLY DESIGN GUIDANCE

8501-8521 15TH AVE NW

PROJECT #:3035843-EG

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APPLICANT TEAM

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THE CRANE (INTERBAY)



VALDOK (BALLARD)



ADELL (WEST SEATTLE)



VALDOK (BALLARD)

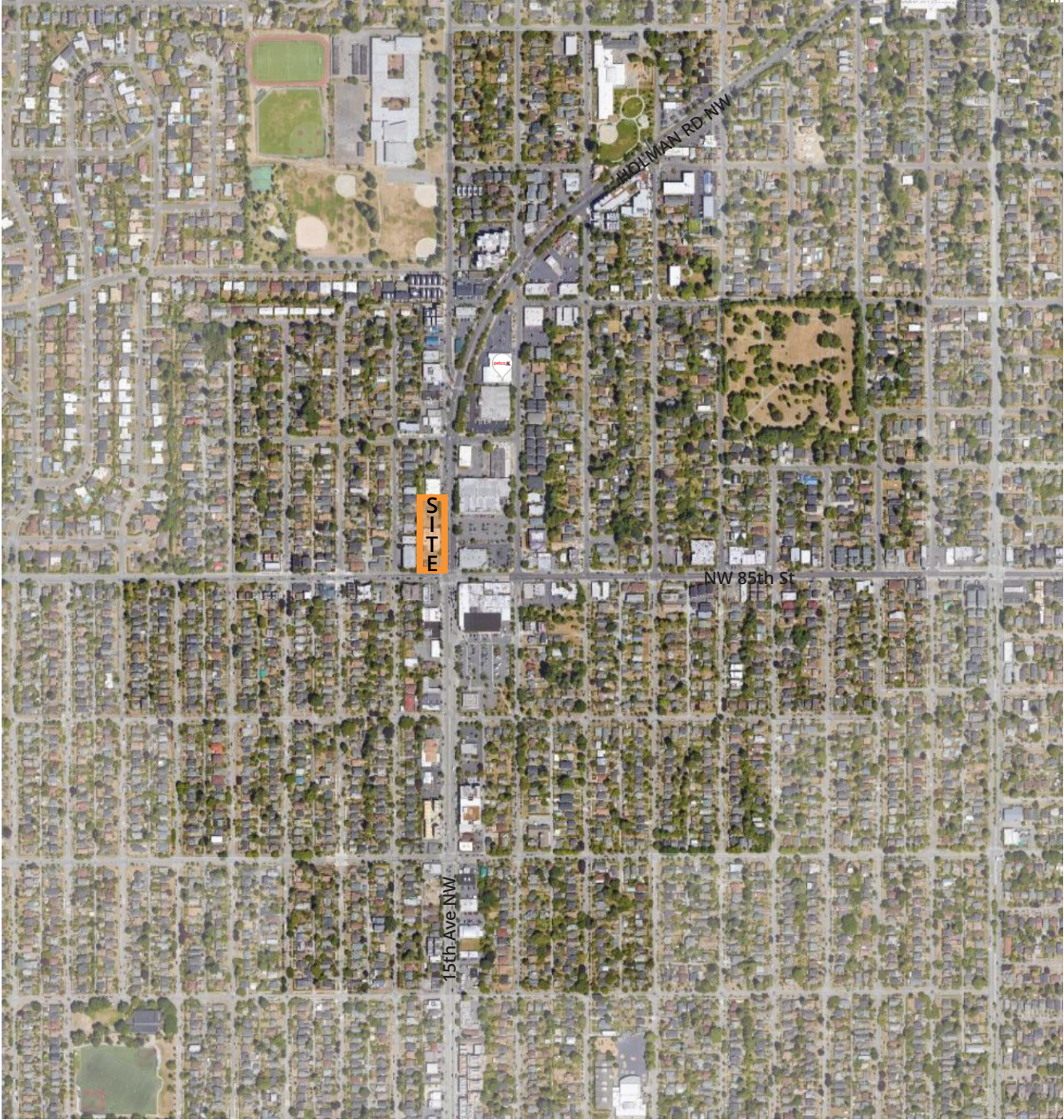


VALDOK II (BALLARD)

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# DEVELOPMENTAL OBJECTIVES [3.0]



**DEVELOPMENT GOAL**

The proposed multifamily development is located on the northwest corner of 15th Ave NW and NW 85th St. in the Crown Hill Neighborhood extending from 8501-8521 15th Ave NW, with 200 dwelling units and 104 parking spaces (90 of which are below grade). The proposed development fulfills a need for more varied housing opportunities in the Crown Hill neighborhood. The commercial spaces will help activate the pedestrian realm along 15th Ave NW. The proposed commercial spaces are smaller scaled as requested by the community. The preferred scheme includes a public plaza that both allows the community a place to come together while offering relief to the tight corner of 15th Ave NW and NW 85th St.

**PROJECT INFORMATION**

ADDRESS	8501-8521 15th Ave NW, Seattle, WA 98117
ZONE	NC3P-75 (M1) (Neighborhood Commercial) Crown Hill Urban Village, Pedestrian Area, Frequent Transit
SITE AREA:	30,935 SF
GROSS AREA:	196,088 SF
FAR ALLOWED:	170,142 SF = 5.5
FAR PROPOSED:	164,434 SF = 5.32
UNITS:	200
PARKING STALLS:	104
COMMERCIAL:	11,344 SF



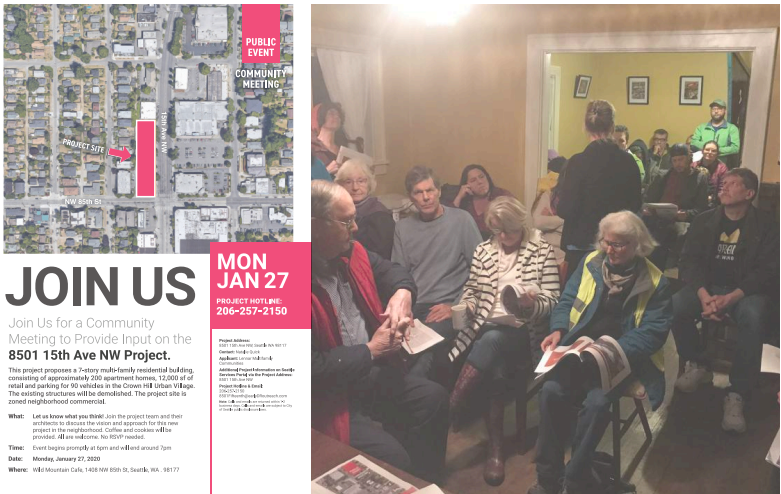
CROWN HILL URBAN VILLAGE ACTION PLAN

CROWN HILL URBAN DESIGN GUIDELINES ARE IN PROCESS AND THIS PROJECT IS VOLUNTARILY TAKING THEM INTO CONSIDERATION. THE PROJECT IS VESTED UNDER THE CITYWIDE DESIGN GUIDELINES.

The Crown Hill Urban Village Action Plan has been underway for several years. A strong community consensus has developed and is most recently captured in the material from the final Work+Party #4 on December 8th, 2019.

Priorities included:

- Walkable Community
- Foster small business opportunities
- Increase green space and green canopy
- Small public plazas to encourage community coming together
- Emphasize Crown Hill neighborhood gateways through art, architecture and signage.
- Comfortable, safe, and active pedestrian spaces along 15th Ave NW
- Improve pedestrian safety along NW 85th St.
- Provide opportunities for inter-cultural sharing
- Enhance important corners and nodes through art, architecture and streetscape improvements.
- Improve pedestrian experience by transit stops
- Family friendly community, architecture, and public spaces
- Mid-block connections
- Create a southern gateway into Crown Hill



PUBLIC OUTREACH COMMENTS:

- Activate the urban edge along NW 15th Avenue by improving the pedestrian experience with larger setbacks and greenspaces.
- Create vibrant retail that is local and serves the community's needs. Provide parking for the retail
- Community Planning process has identified the corner as a gateway hub using plazas, unique architecture and space for pedestrians.
- Create an enduring building with an architectural design that incorporates high-quality durable materials and creates a new context for future development.

COMMUNITY MEETING COMMENTS (03/10/2020):

- Set the precedent for the community. The neighborhood wants something special, not just another "replica".
- Desire for something with unique character, space for art.
- Desire for quality retail/commercial space; something that is a benefit to the community.

Response to Public Comments:

- 1 CORNER SETBACK AND PLAZA PROVIDES ADDITIONAL GREEN SPACE, ENHANCES THE PEDESTRIAN EXPERIENCE, AND ESTABLISHES THE SITE AS A GATEWAY TO THE COMMUNITY.
- 2 A COMBINED BUILDING ALLOWS FOR VIABLE COMMERCIAL OPPORTUNITIES. THE SETBACKS ALONG NW 85TH STREET AND 15TH AVE NW PROVIDE AN ADDED BENEFIT TO THE COMMERCIAL SPACES.
- 3 THE PROJECT WILL ESTABLISH A STRONG ARCHITECTURAL PRESENCE THAT WILL INCORPORATE DESIGN DETAIL, ARTICULATION, AND QUALITY MATERIALS.



# SITE PLAN [4.0]

CLARK  
BARNES

**PROJECT DESCRIPTION:**

The proposed development of this 30,935.75SF site includes demolition of the existing, under-utilized structures on site which include (2) single-story commercial buildings, and (2) surface parking lots.

The proposed construction is for a new, 7-story structure that includes approximately 200 dwelling units, ground level commercial space, and 104 parking spaces (90 below grade and 14 at-grade).

A single garage entry/exit is proposed with access from the alley running along the western edge of the property.

New right-of-way improvements will be required along 15th Ave NW, NW 85th Street, and the alley, which includes a new six foot wide sidewalk, street trees and five foot planting strip.

High voltage power runs along the East property line. Coordination with SCL is underway to relocate high voltage lines and/or underground lines.

The site is mainly flat along 15th Ave NW with an 18" elevation gain from the South to North corner. The western edge of the site along the alley sees a 10' elevation gain going from the south corner to the north corner, starting 4' below 15th Ave NW elevation and ending 5' above at the northwest corner

**LEGAL DESCRIPTION:**

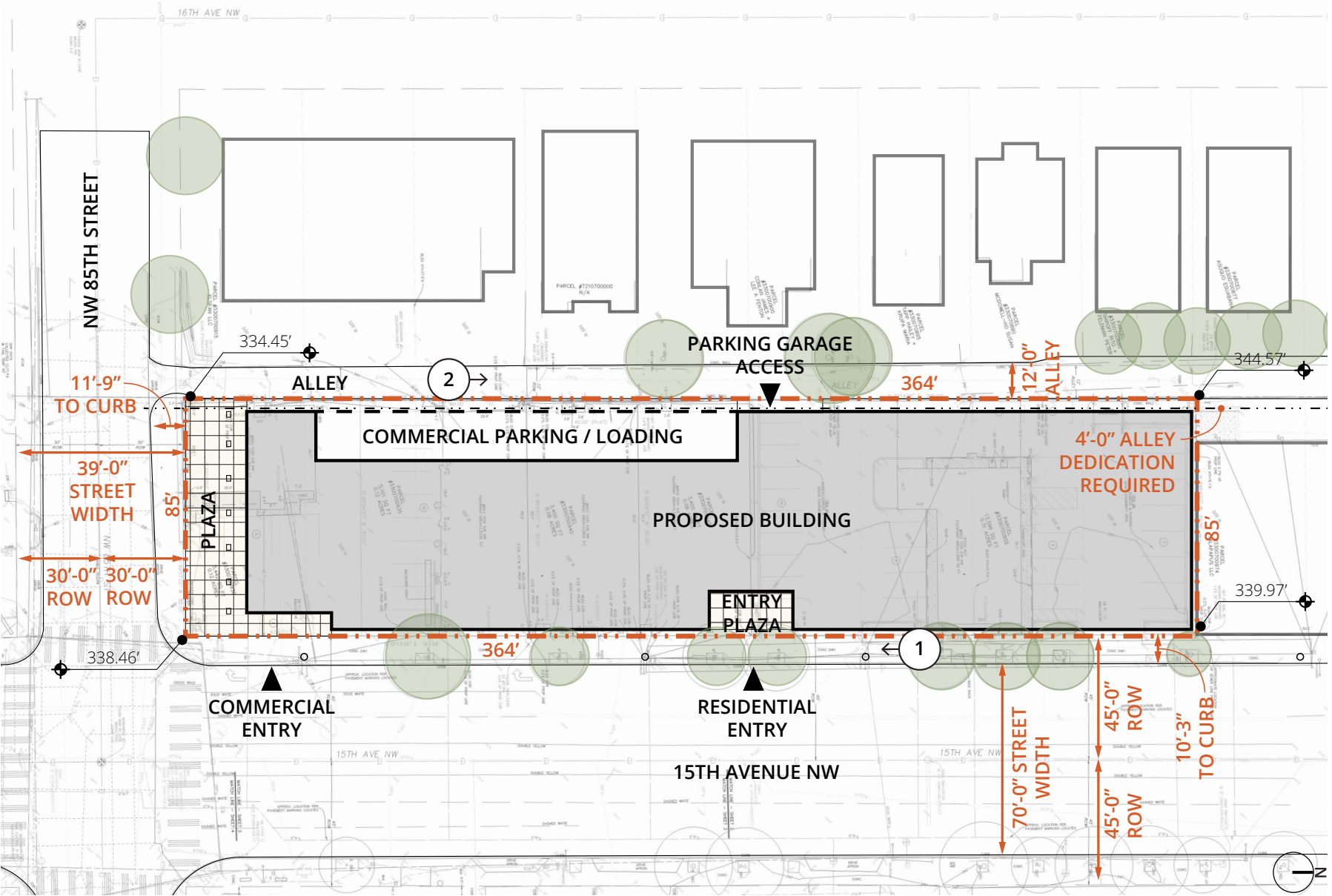
PARCEL A:  
LOTS 16, 17 AND 18 IN BLOCK 6 OF HIGHLAND VIEW, AN ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 18 OF PLATS, PAGE 22, RECORDS OF KING COUNTY AUDITOR;  
EXCEPT PORTIONS CONVEYED TO KING COUNTY FOR ROAD PURPOSES BY DEED RECORDED UNDER RECORDING NO. 2256033;

PARCEL B:  
LOT 19 IN BLOCK 6 OF HIGHLAND VIEW, AN ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 18 OF PLATS, PAGE 22, RECORDS OF KING COUNTY AUDITOR;  
EXCEPT THAT PORTION THEREOF CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 189844 FOR WIDENING OF 15TH AVENUE NORTHWEST;

PARCEL C:  
LOT 20 IN BLOCK 6 OF HIGHLAND VIEW, AN ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 18 OF PLATS, PAGE 22, RECORDS OF KING COUNTY AUDITOR;  
EXCEPT THAT PORTION THEREOF CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 189844 FOR WIDENING OF 15TH AVENUE NORTHWEST;

PARCEL D:  
LOTS 21, 22, 23 AND 24 IN BLOCK 6 OF HIGHLAND VIEW, AN ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 18 OF PLATS, PAGE 22, RECORDS OF KING COUNTY AUDITOR;  
EXCEPT THE EASTERLY 15 FEET CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 189844 FOR ROAD;

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON



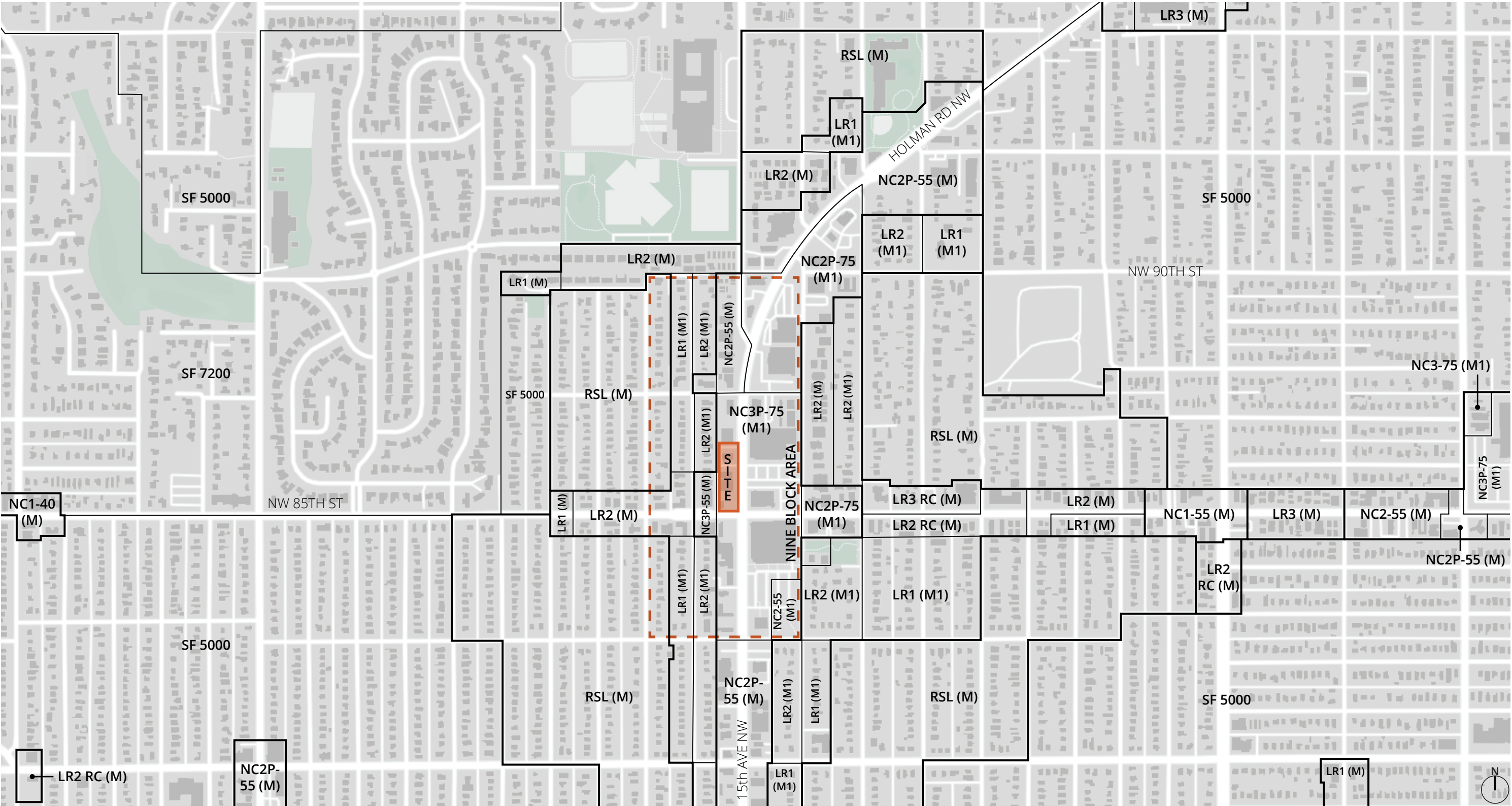
1 ALLEY @ WEST PROPERTY LINE



2 HIGH VOLTAGE POWER LINES ALONG 15TH AVE NW.

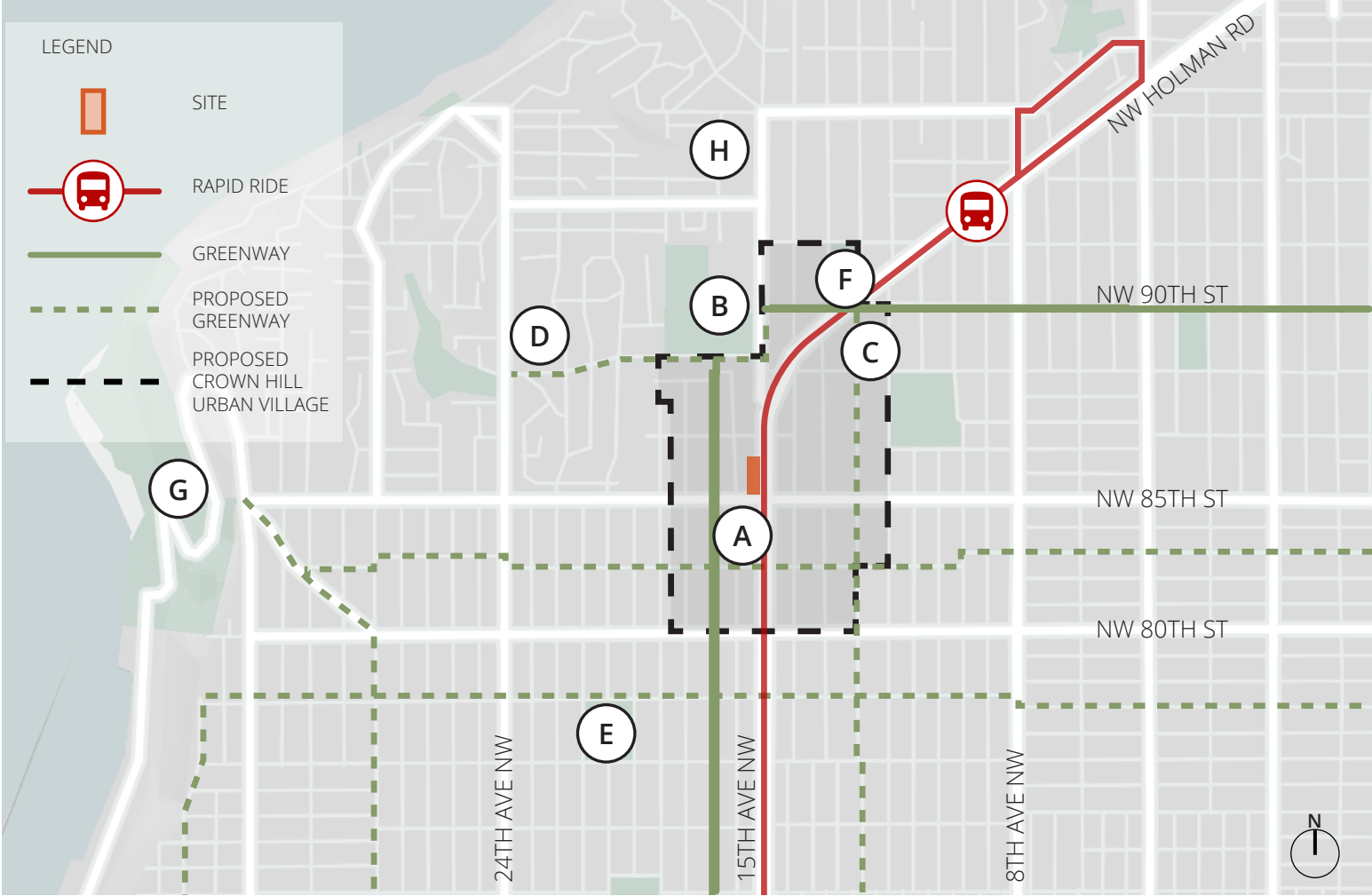


# URBAN DESIGN ANALYSIS: ZONING MAP [5.1]





# URBAN DESIGN ANALYSIS: OPPORTUNITIES, RESTRAINTS, & EXISTING USES [5.2]



RAPID RIDE TRANSIT STOP, 0.1 MILES



SOUNDVIEW PLAYFIELDS, 0.4 MILES



LABATEYAH YOUTH HOME, 0.4 MILES



NORTH BEACH ELEMENTARY, 0.8 MILES



LOYAL HEIGHTS COMMUNITY CENTER, 0.6 MILES



CROWN HILL PARK, 0.5 MILES



GOLDEN GARDENS, 1.2 MILES

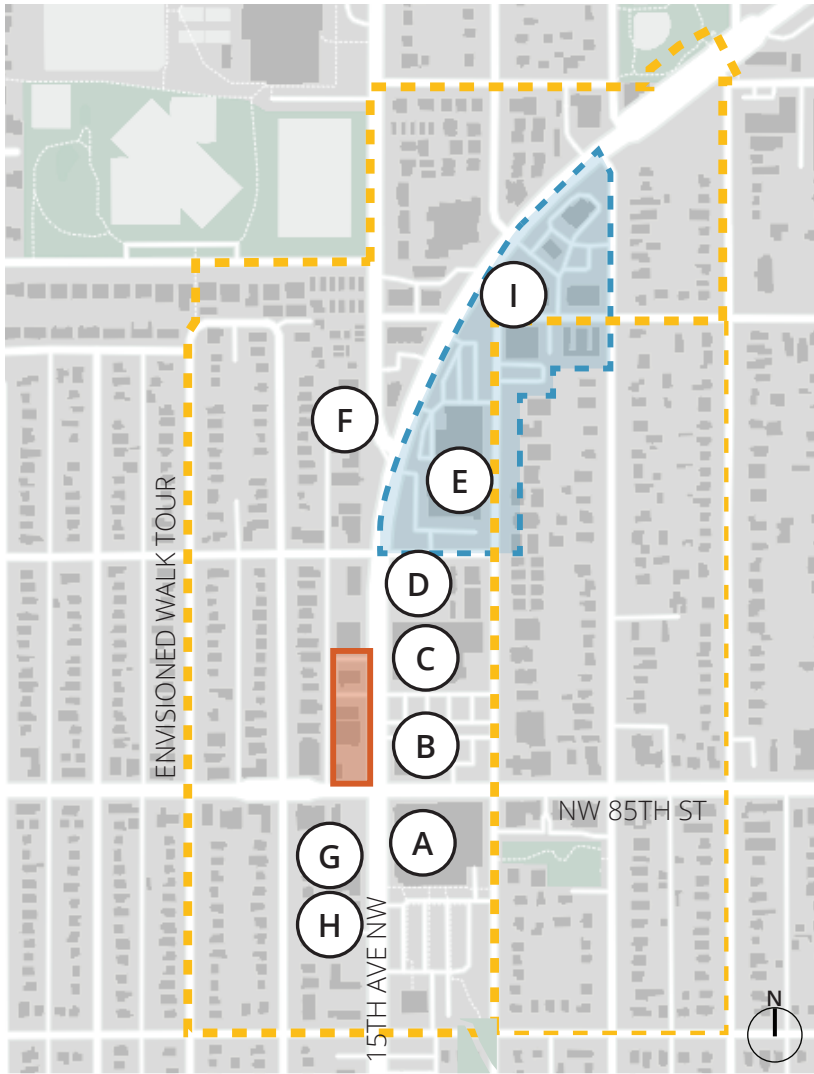


SWANSON NURSERY, 0.7 MILES



# URBAN DESIGN ANALYSIS: OPPORTUNITIES, RESTRAINTS, & EXISTING USES [5.2]

The existing context on 15th Ave NW in the Crown Hill neighborhood is primarily standalone retail surrounded by parking. The neighborhood is evolving, and this project will establish a new larger scaled mixed-use residential building with ground floor commercial. The project will utilize contemporary design with well detailed, quality materials to create a desirable context for other projects to build upon in the future. Elements noted in the analysis are the impetus for design integration.



SAFEWAY



WALGREENS



FORMER VALUE VILLAGE (VACANT)



BANK OF AMERICA



GROCERY OUTLET



FIRE STATION 35



T-MOBILE



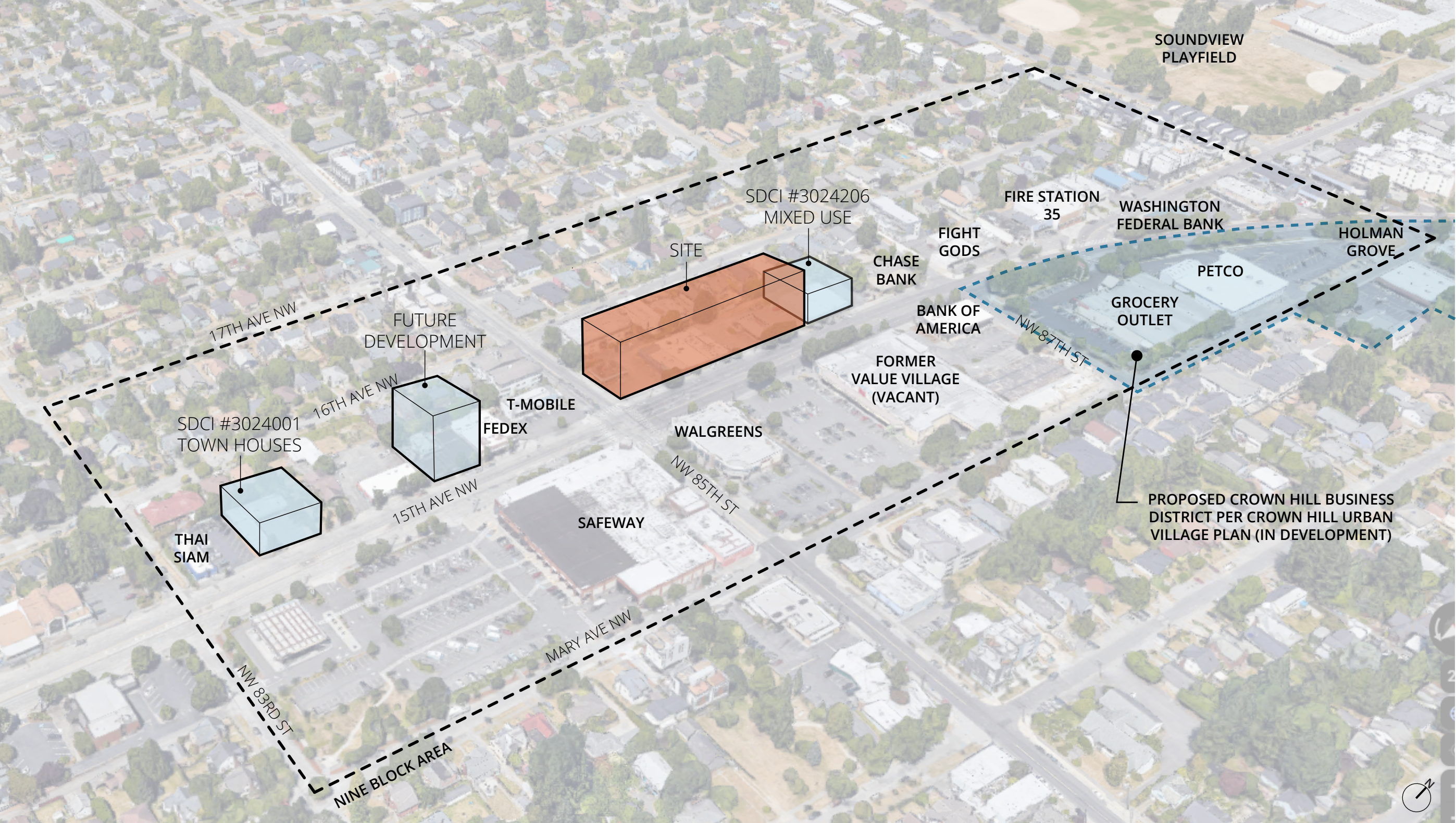
FEDEX AND DOMINO'S



HOLMAN GROVE, MARY AND 90TH



# URBAN DESIGN ANALYSIS: AXONOMETRIC [5.3]





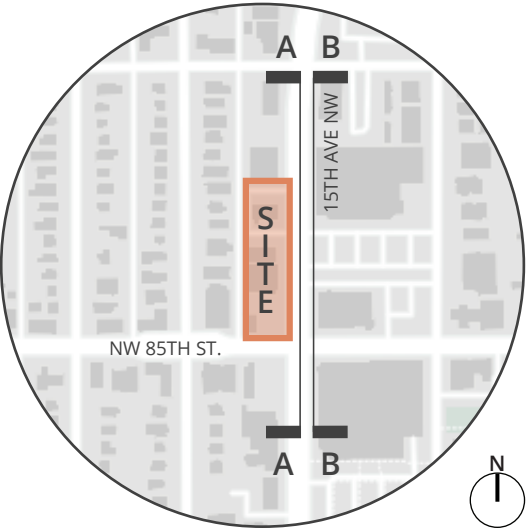
# URBAN DESIGN ANALYSIS: STREETSCAPE [5.4]



STREET ELEVATION A: TOWARDS SITE ON 15TH AVE NW



STREET ELEVATION B: ACROSS SITE ON 15TH AVE NW





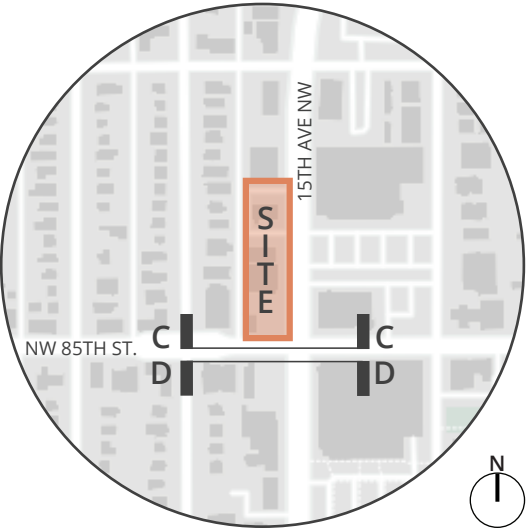
# URBAN DESIGN ANALYSIS: STREETSCAPE [5.4]



STREET ELEVATION C: TOWARDS SITE ON NW 85TH ST

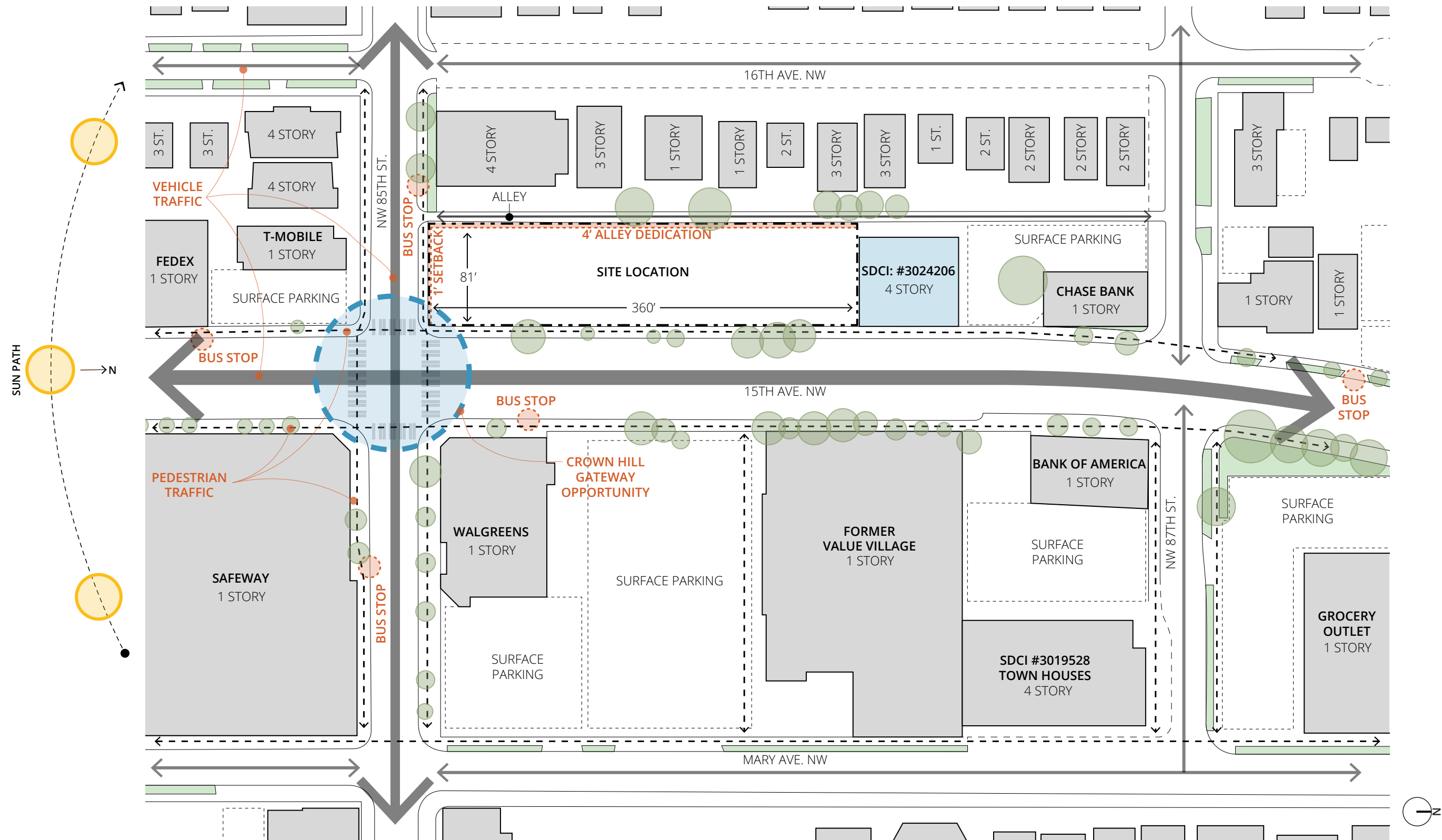


STREET ELEVATION D: ACROSS SITE ON NW 85TH ST

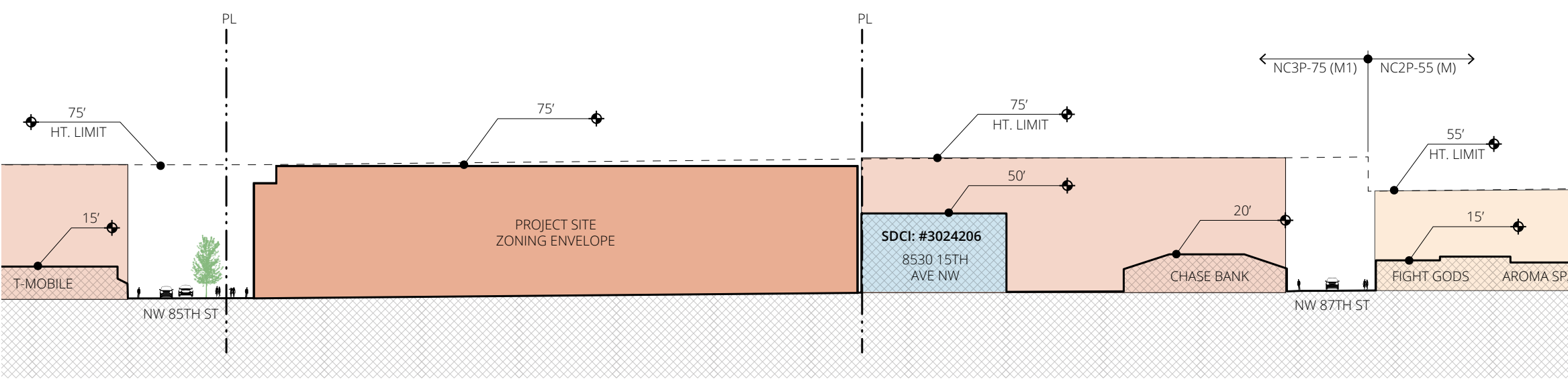




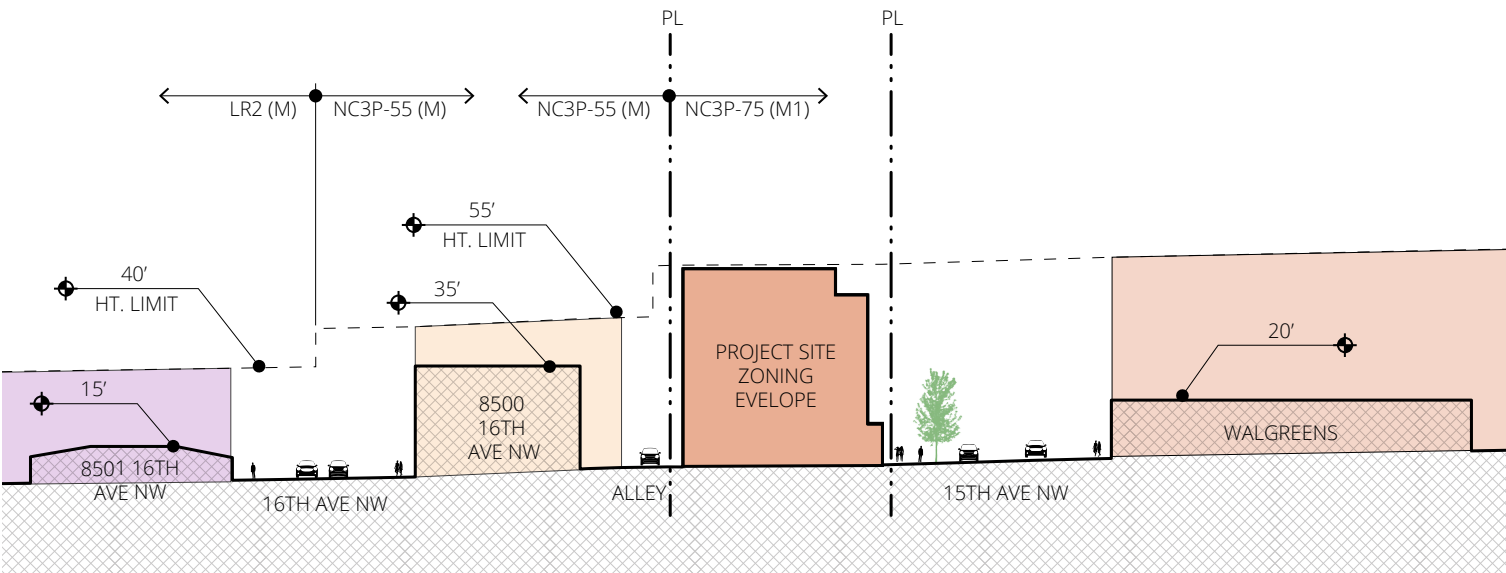
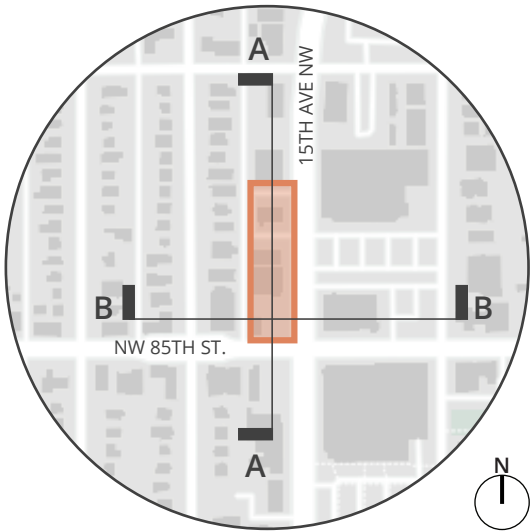
# URBAN DESIGN ANALYSIS: VICINITY DIAGRAM [5.5]



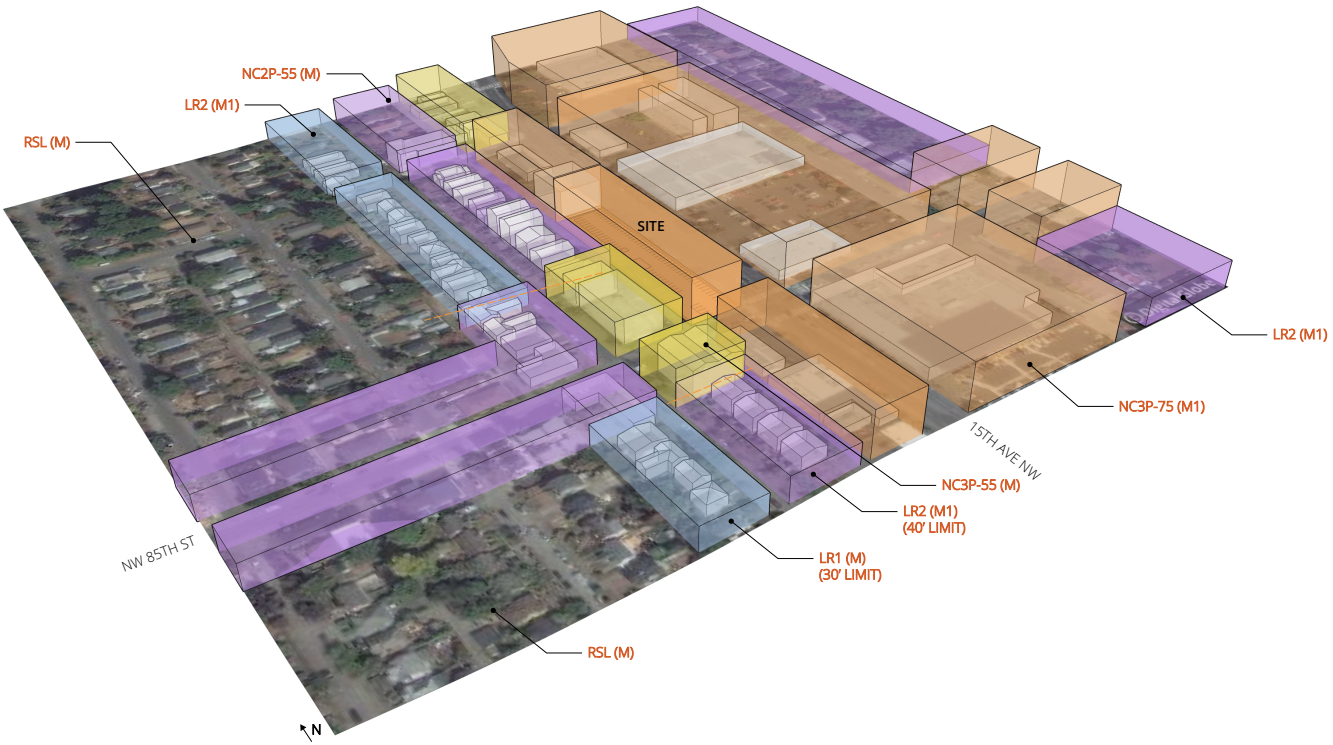
# URBAN DESIGN ANALYSIS: SITE SECTIONS [5.5]



SITE SECTION A

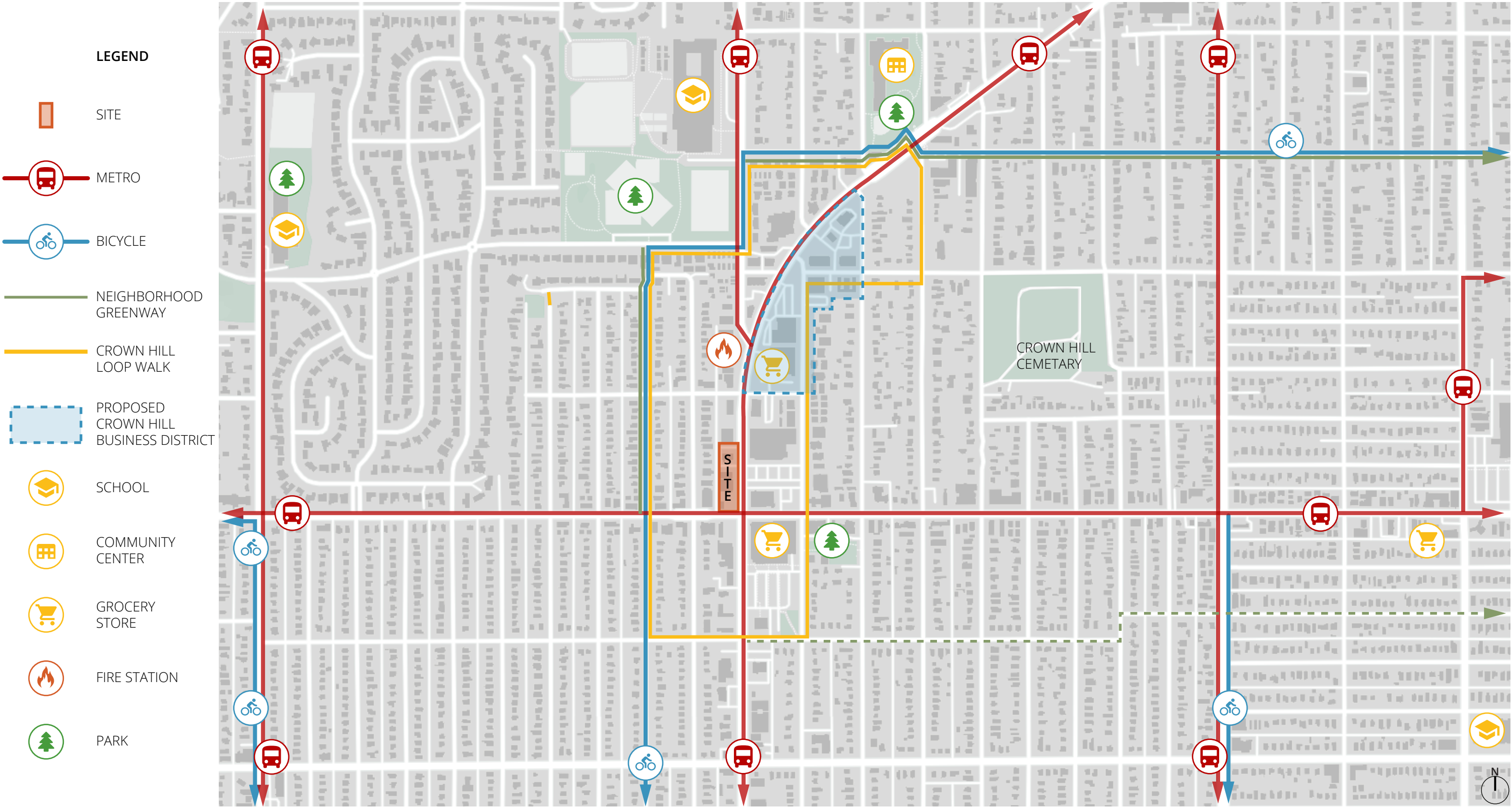


SITE SECTION B



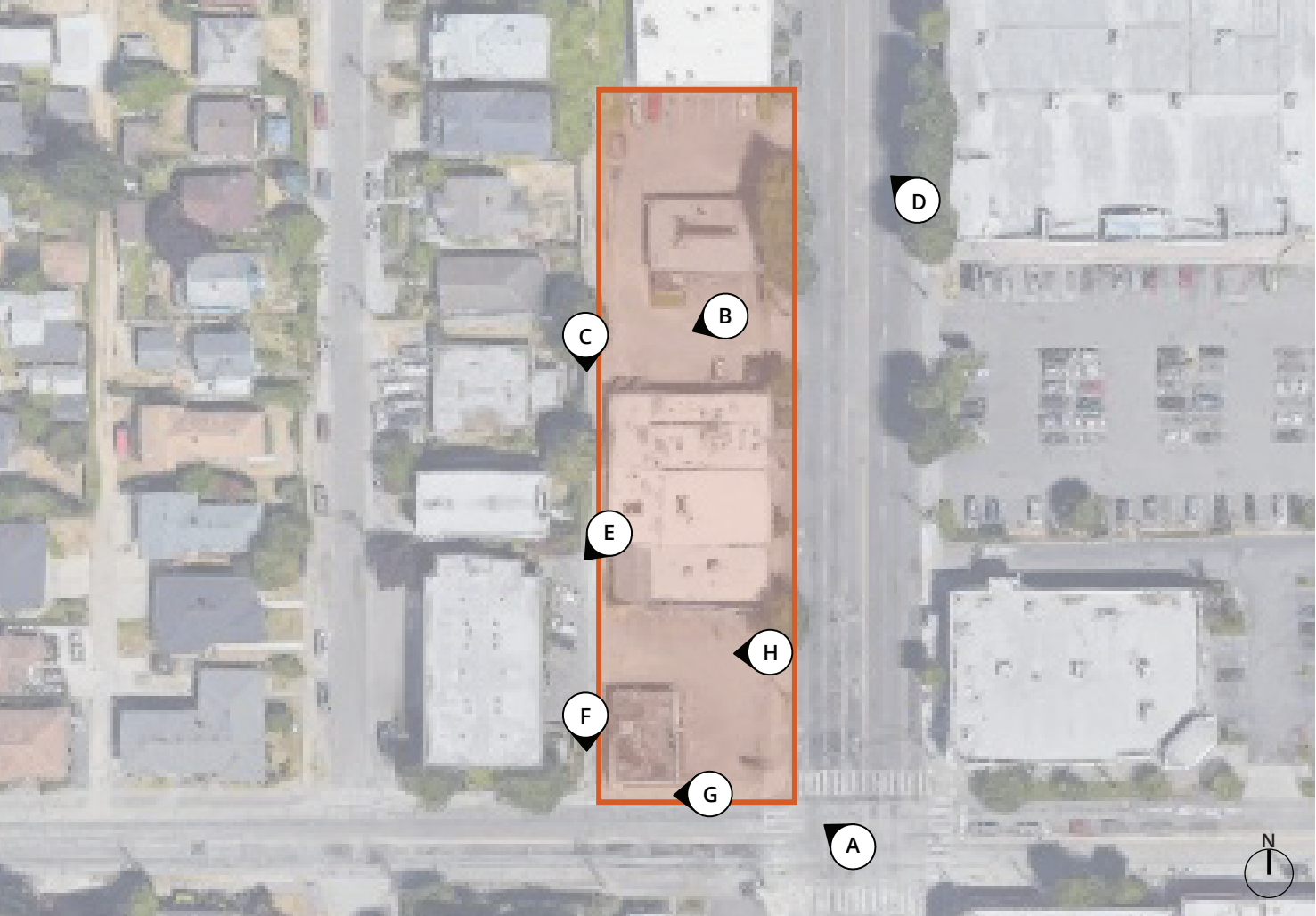
SDCI UPZONING DIAGRAM

# URBAN DESIGN ANALYSIS: VICINITY MAP [5.6]





URBAN DESIGN ANALYSIS: SITE PHOTOS [5.7]





ZONE	NC3P-75 (M1) (Neighborhood Commercial)		
ADDRESS	Crown Hill Urban Village, Pedestrian Area, Frequent Transit 8501-8521 15th Avenue NW    Seattle, WA		
PERMITTED USES	Residential, Commercial (23.47A.004)		
MANDATORY HOUSING AFFORDABILITY (23.47A.017)	"Medium" MHA payment or performance required <ul style="list-style-type: none"><li>Performance = 9.0% set-aside per total number of units to be developed in each structure</li><li>Payment = \$20.00 per total gross floor area of project excluding underground parking</li></ul> <p>Proposal complies with MHA requirements</p>	PARKING ACCESS (23.47A.032)	Access to parking shall be from Alley in NC zones.  Proposed parking access from Alley
FLOOR AREA RATIO (23.47A.013)	Min. FAR = 2 x 30,935 SF (lot area) = 61,870 SF Min. (23.47A.013.E) Max. FAR = 5.5 x 30,935 SF (lot area) = 170,142 SF Max.  Proposed FAR complies	STREET LEVEL USE REQUIREMENTS (23.47A.005.D)	Along designated principal pedestrian streets, uses per 23.47A.005.D.1 are required along 80 percent of the street-level, street-facing facade in accordance with the standards provided in subsection 23.47A.008.C.  Proposal complies with street level use requirements.
STRUCTURE HEIGHT (23.47A.012)	Max. height = 75 ' Additional 16'-0" of height allowed for stair and elevator penthouse.  Proposal complies with structure height requirements	AMENITY AREA (23.47A.024)	Required Amenity area: 5% total gross SF <ul style="list-style-type: none"><li>Gross floor area excludes areas for mechanical equipment and accessory parking</li><li>Bioretention facilities qualify as amenity areas</li></ul> Amenity area proposed exceeds requirement
FACADE MODULATION (23.47A.014.D)	For structures with a width of more than 250', at least one portion of the structure 30' or greater in width must be set back a minimum of 15' from the front property line.  Proposal complies with facade modulation	OVERHEAD WEATHER PROTECTION (23.47A.008.C.4)	60% min. of the street frontage of a structure on a principal pedestrian street shall have a min. overhead weather protection of 6' over the sidewalk or over a walking area within 10' immediately adjacent to the sidewalk. The lower edge of the overhead weather projection shall be a min. of 8' and a maximum of 12' above the sidewalk  Proposal provides compliant overhead weather protection
UPPER LEVEL SETBACKS (23.47A.014.A.2.B) (23.47A.014.C.1)	For rear and side lot lines abutting LR zones, a 10' setback is required for portions of structures above 13' up to 65'. For portions of structures above 65', an additional setback of 1' for every 10' in height is required. For street-facing facades, portions of structure above 65' must be set back from the front lot line by an average depth of 8'.  Proposal complies with setbacks	SOLID WASTE AND RECYCLABLE STORAGE (23.54.040)	More than 100 residential units = 575 SF plus 4 SF for each unit above 100. 5,001-15,000 SF non-residential = 125 SF Garbage area may be shared but recycling must be separate between uses  Proposed waste and recyclable storage complies
LENGTH OF BUILDINGS IN "P" ZONES (23.47A.008.C.5)	In a pedestrian zone, structures are limited to 250' in length. Only underground connections are allowed as long as they do not extend more than 4' above the sidewalk level.  Project requesting departure for total building length.	PARKING QUANTITY EXCEPTIONS (23.54.015)	All residential uses in commercial and multifamily zones within urban villages that are not within urban center or the station area overlay district, if the residential use is located within 1,320' of a street with frequent transit service area: No minimum requirement.  Provided parking stalls exceeds minimum requirement



CORNER SITES  
(CS2.C.1)

Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.

The corner site will serve as a gateway and transportation focal point for the community. The project has set back the building to create outdoor open space for public use.

SENSE OF PLACE  
(CS2.A.1)

Emphasize attributes that give the neighborhood, and/or the site it's distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. Examples of neighborhood and/or site features that contributed to a sense of place including patterns of streets or blocks, slopes, sites with prominent visibility, relationships to significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community

The intersection of 15th Ave NW and NW 85th Street is a major transportation junction for the Crown Hill neighborhood. The site is seen as a gateway to the community and we propose to create a strong sense of place. The project will establish a strong architectural presence that will incorporate design detail, articulation, and quality materials. The public plaza will incorporate distinctive pavign patterns, lighting, and landscape detail that will create a welcoming sense of place.

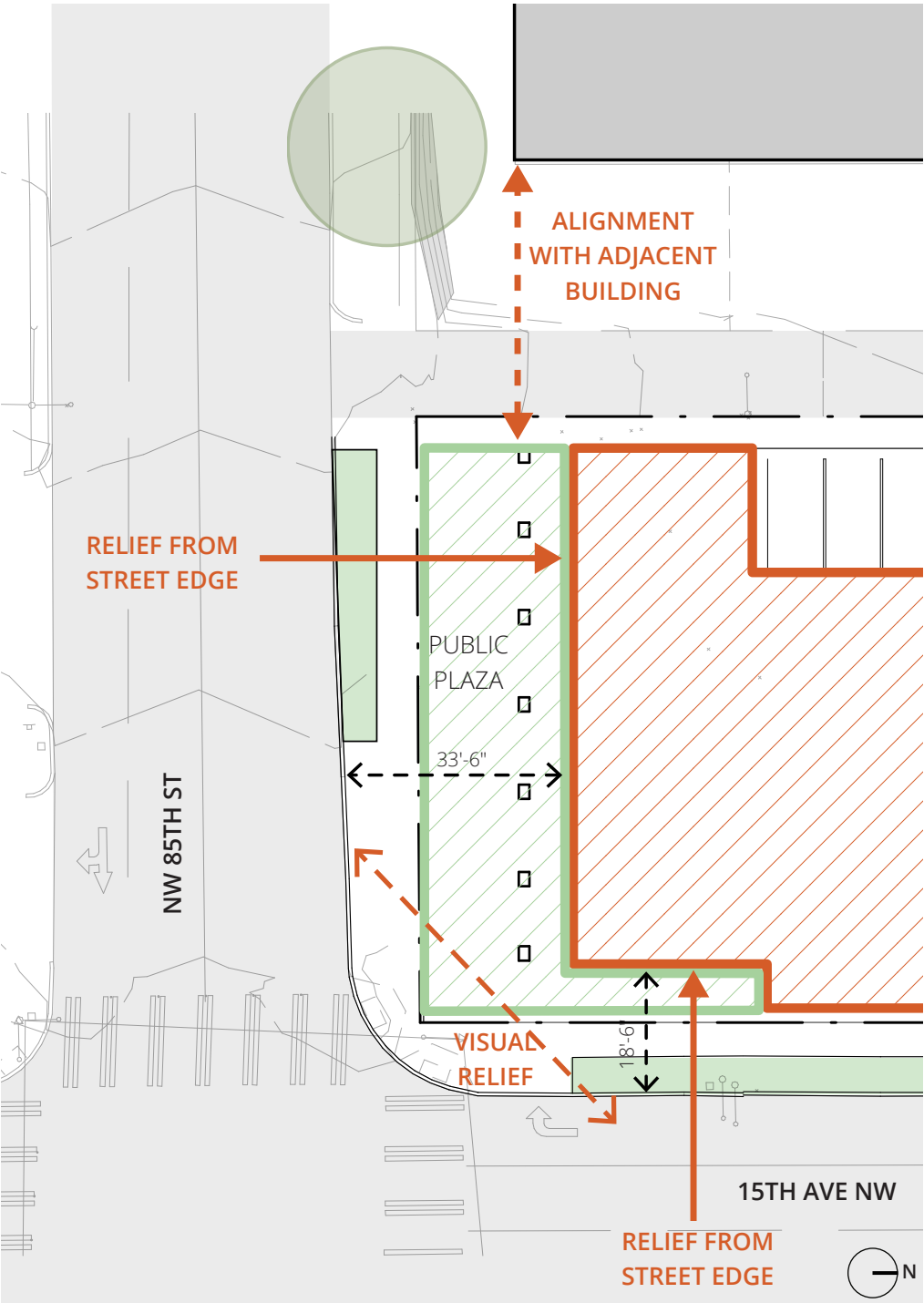
CROWN HILL COMMUNITY PRIORITIES  
CURRENTLY IN DEVELOPMENT - 12/08/2019

- Small plazas with seating
- Small plazas at street corners
- Need sidewalks, small businesses, and open space for the public
- Building setbacks to allow for wider sidewalks and buffers, more comfortable walking experience
- Enhance the identity of districts and nodes within the urban village
- Create iconic places for social interaction, celebrate local people and cultures, and support a vibrant public life
- Increase green space and green canopy
- Walkable community
- Provide opportunities for inter-cultural sharing
- Mid-block connections
- Create Crown Hill gateway

The intersection of 15th Ave NW and NW 85th Street has been identified by the developing Crown Hill Urban Village Community Planning committee as "a gateway hub using plazas, unique architecture, and space for pedestrians to move." It has also been identified as an "opportunity space for growing a transit hub and supporting public spaces."

- Crown Hill Community Village Community Planning Work Party - December 2019

A setback and creation of a public plaza along NW 85th Street helps the community achieve their future goals.





ADDING TO  
PUBLIC LIFE  
(PL1.A.2)

Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

The project will create two open spaces that will add to the public life of the Crown Hill community. The public plaza at the corner and the mid-block entry plaza will utilize place-making elements with distinctive paving patterns, lighting, and landscape details. The varied materials at the storefront level will enhance the pedestrian experience and create a vibrant commercial storefront.

ARCHITECTURAL  
CONTEXT &  
CHARACTER  
(CS3.A.2 & CS3.A.4)

CS3.A.2 | Contemporary Design  
Explore how contemporary design changes can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3.A.4 | Evolving Neighborhoods  
In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for a new development to establish a positive and desirable context for others to build upon in the future.

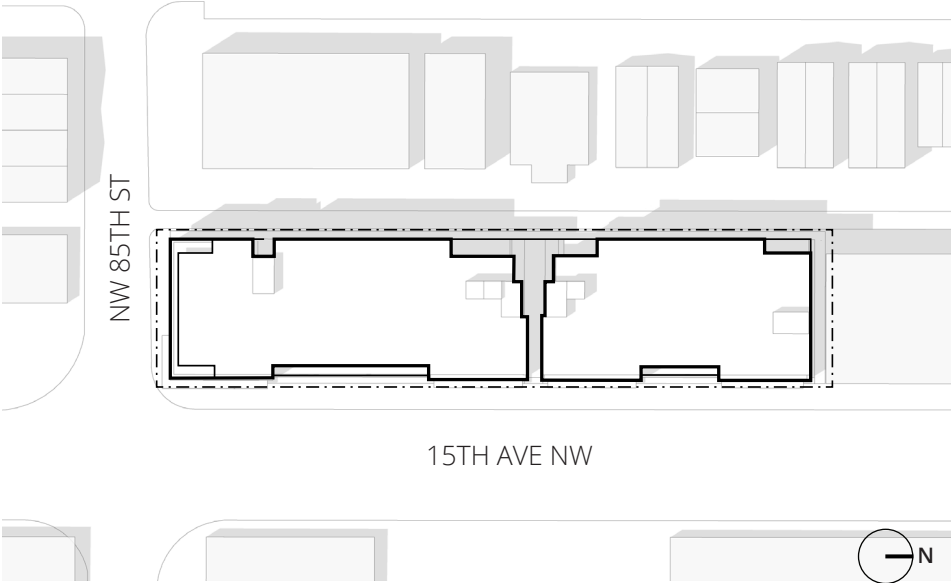
The existing context on 15th Ave NW in the Crown Hill neighborhood is primarily stand-alone retail surrounded by parking. The neighborhood is evolving, and this project will establish a new larger scale mixed-use residential building with ground floor commercial. The prjoect will utilize contemporary design with well detailed, quality materials to create a desirable context for other projects to build upon in the future.





# EARLY DESIGN GUIDANCE OVERVIEW [8.3]

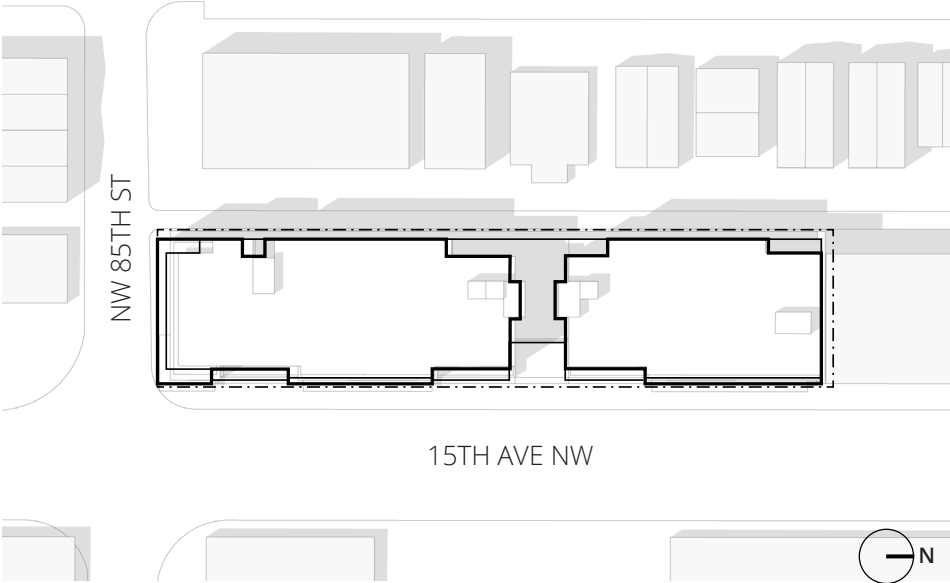
**OPTION A - TWO SEPARATE BUILDINGS**  
CODE COMPLIANT



The Code Compliant scheme has separated the massing into two separate buildings. The massing could be described as a dumbbell with the prominent massing at the ends and the rectangular mass recessed in the middle of each building. The proposed materials are masonry at the ground floor, metal panel at the prominent mass and lapped siding at the recessive bar. The ground floor masonry has been extended to the second floor on the prominent massing. The color scheme would vary between the buildings.



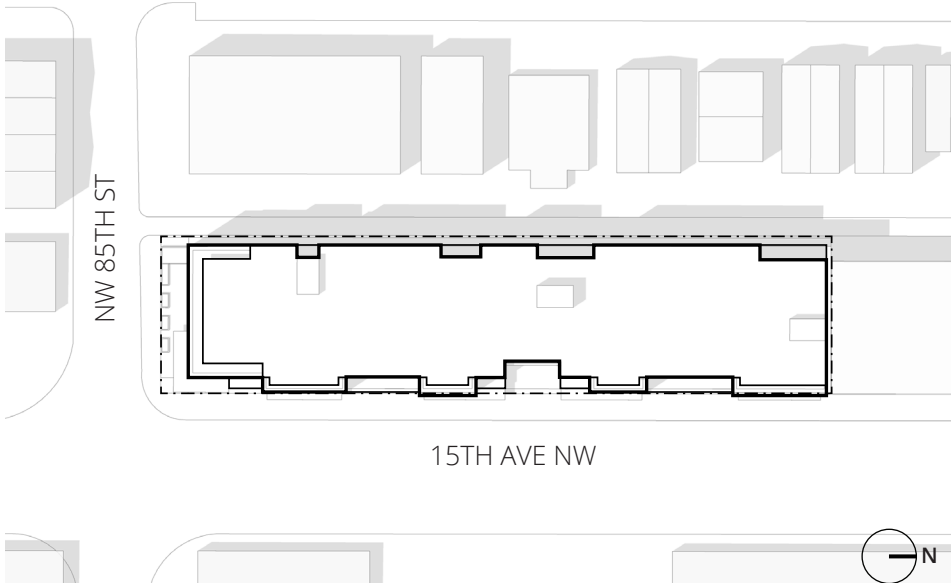
**OPTION B - COMBINED PODIUM**  
STRONG URBAN EDGE



The scheme has combined the ground floor podium of the two separate buildings. The prominent massing are at the ends and a recessed entry court is in the middle of the building. The proposed materials are masonry at the ground floor, metal panel at the prominent mass and lapped siding at the recessive bar. The color scheme has been unified with a lighter neutral rectangular bar with dark textured metal panel at the prominent mass.



**OPTION C - COMMUNITY PLAZA (PREFERRED)**  
GATEWAY CORNER



The scheme has pushed the building masses together and relocated the space to the corner intersection and created a public plaza. The massing creates a prominent gateway corner and smaller parts of varying scale help to break down the larger massing. There is a recessed entry court in the middle of the building. The proposed materials are masonry at the gateway corner and the ground floor, wood siding at the smaller scale massing and lapped siding at the recessive bar. The color scheme has been unified with a darker rectangular bar with wood siding at the smaller scale bays.

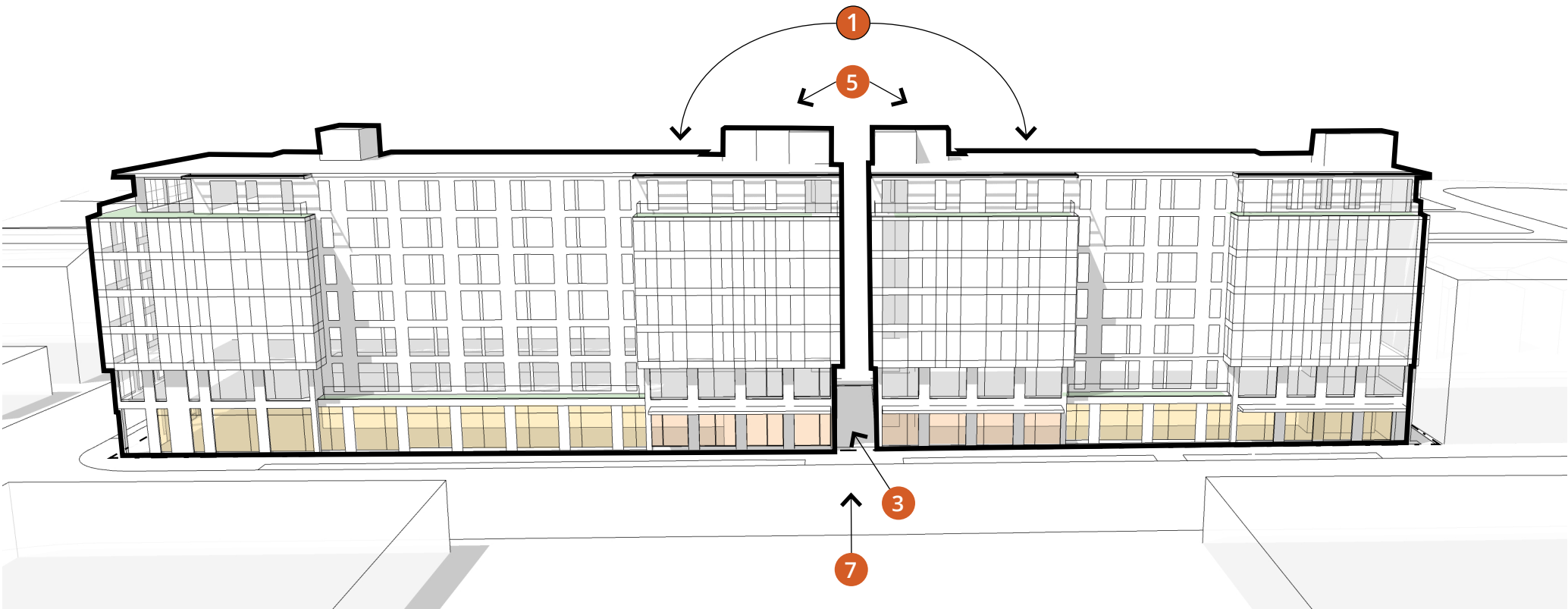




# ARCHITECTURAL MASSING CONCEPT: OPTION A [8.5]

SITE AREA:	30,935.75 SF
GROSS AREA:	201,225SF (10,914 SF Commercial)
FAR ALLOWED:	170,146.63 SF = 5.50
FAR PROPOSED:	167,081.00 = 5.40
UNITS:	200
PARKING STALLS:	94
DEPARTURES:	None

- PROS:
- 1 Separate buildings help break down the scale of the building mass.
  - 2 Separate buildings are code compliant and require no departures.
- CONS:
- 3 Direct alley connection has safety concerns. Alley connection is in shade throughout the day.
  - 4 Inefficient trash and loading zones.
  - 5 Two separate buildings limits commercial parking by over 60%.
  - 6 Inefficient building design with redundant stair cores and lobbies.
  - 7 Building separation only perceived from single point perspective.



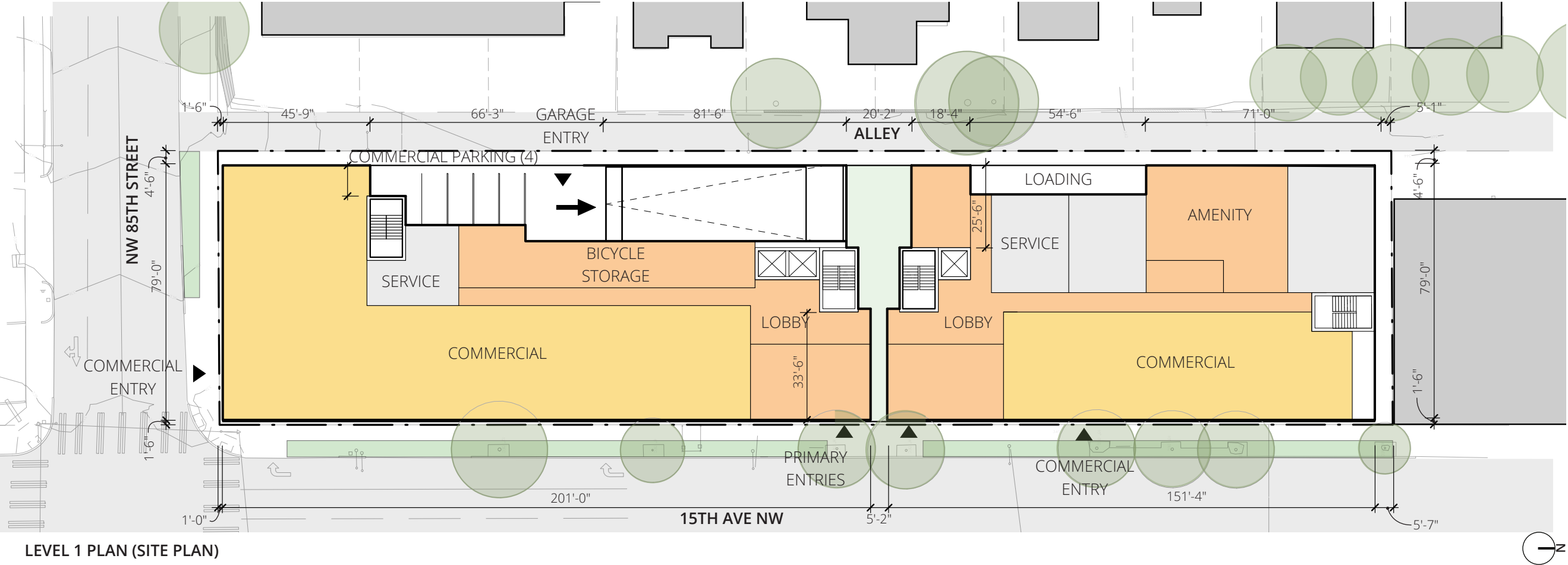
PERSPECTIVE AT INTERSECTION



PERSPECTIVE AT ENTRY



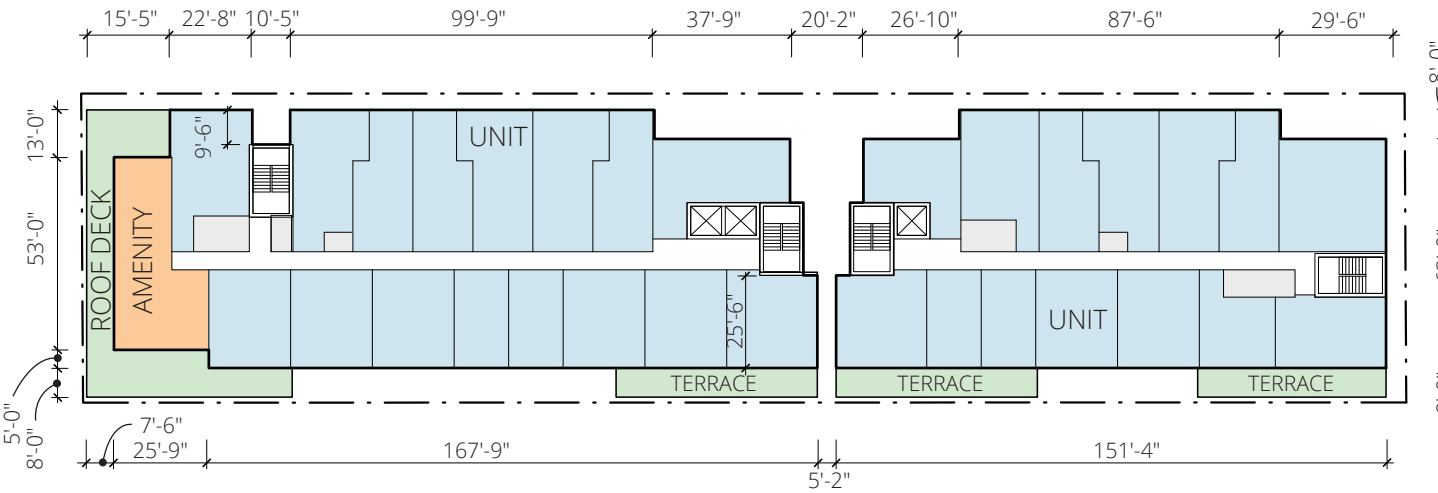
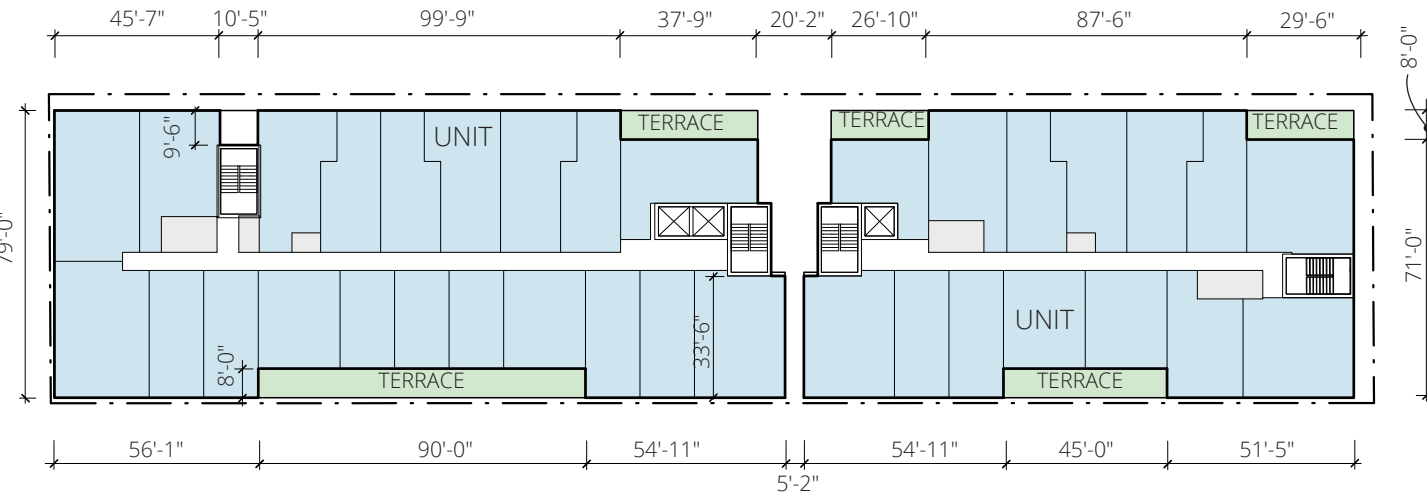
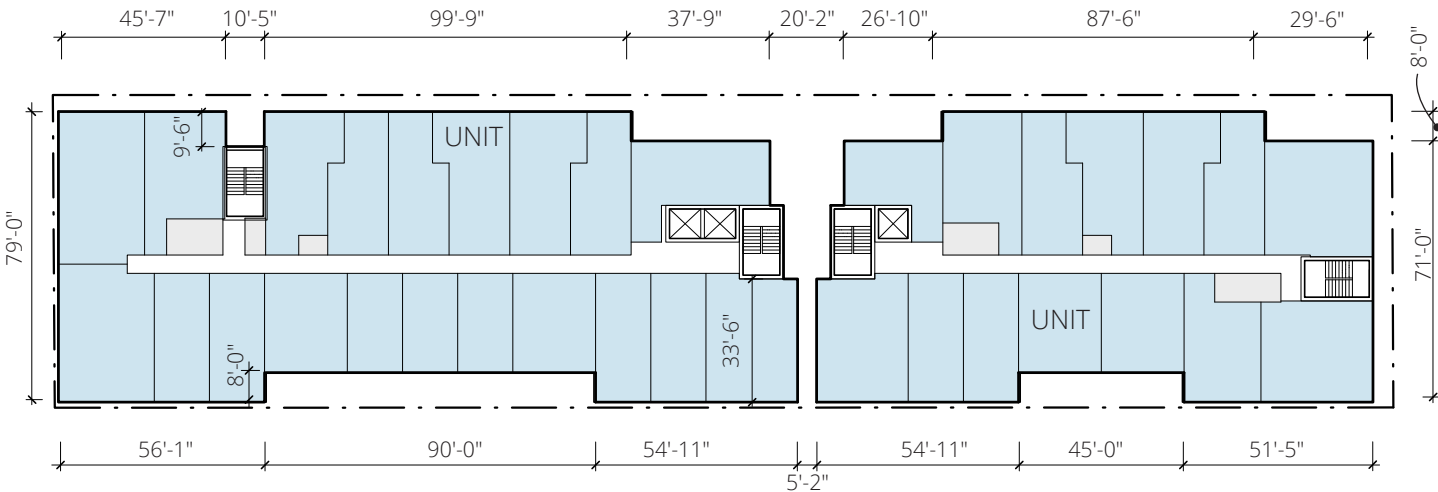
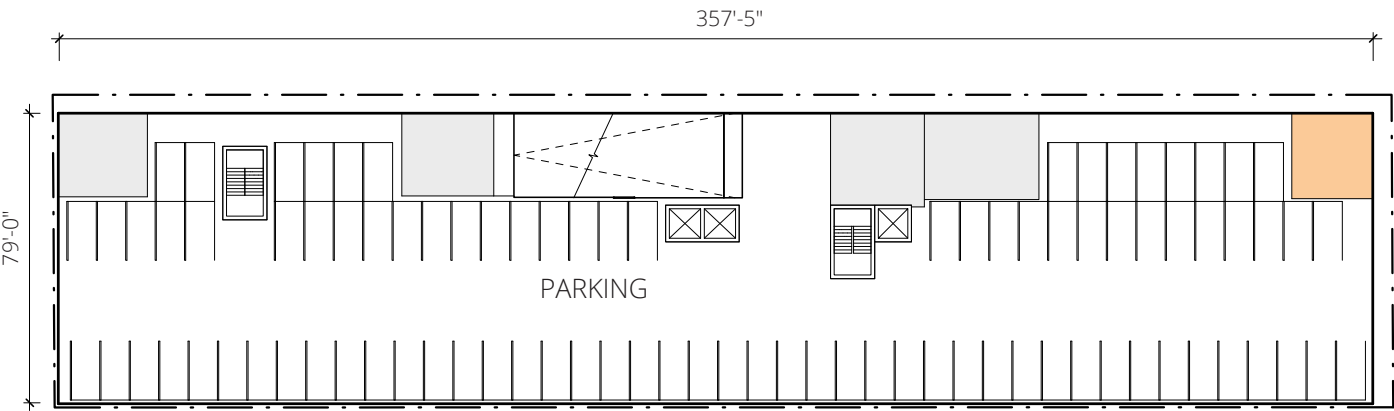
# ARCHITECTURAL MASSING CONCEPT: OPTION A PLANS [8.4]





# ARCHITECTURAL MASSING CONCEPT: OPTION A PLANS [8.4]

CLARK  
BARNES





CLARK  
BARNES



# ARCHITECTURAL MASSING CONCEPT: OPTION A VIGNETTES [8.7]

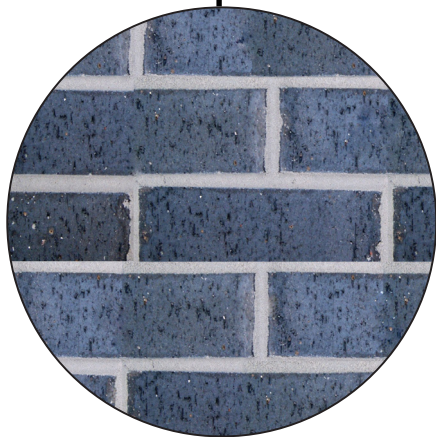
CLARK  
BARNES



CANOPIES WITH NATURAL WOOD SOFFIT



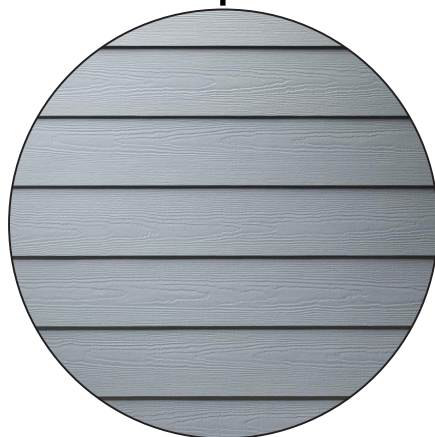
METAL PANEL SIDING



DARK BRICK BASE



LIGHT BRICK BASE



FIBER CEMENT LAP SIDING

\* CONCEPTUAL MATERIALS SUBJECT TO CHANGE



ARCHITECTURAL MASSING CONCEPT: OPTION A VIGNETTES [8.7]

CLARK  
BARNES



LOOKING NORTH



LOOKING NORTHWEST



LOOKING SOUTHWEST



LOOKING NORTH ALONG 15TH AVE NW



# ARCHITECTURAL MASSING CONCEPT: OPTION B [8.5]

**SITE AREA:** 30,935.75 SF

**GROSS AREA:** 194,364 SF  
(11,207 SF Commercial)

**FAR ALLOWED:** 170,146.63 SF = 5.50

**FAR PROPOSED:** 160,474.00 SF = 5.19

**UNITS:** 200

**PARKING STALLS:** 102

**DEPARTURES:** Request for combined podium level

**PROS:**

- 1 Combined podium does not allow for direct alley connection and places private plaza at Level 2. Added safety for adjacent properties to the west.

- 2 Combined podium provides increased space for at-grade commercial parking.

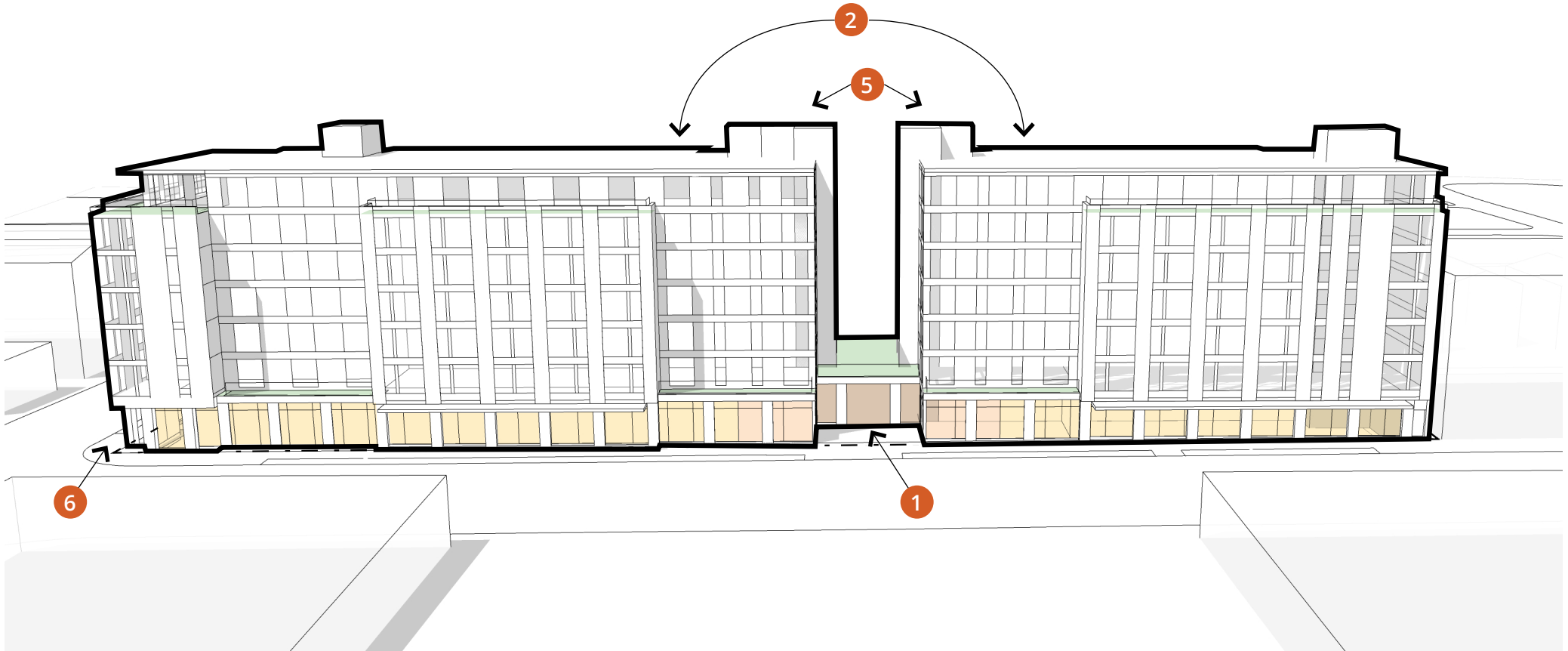
- 3 Wider separation above podium help break down the scale of the building mass.

- 4 Efficient trash and loading zones.

**CONS:**

- 5 Inefficient building design with redundant stair cores.

- 6 No setback at urban corners.



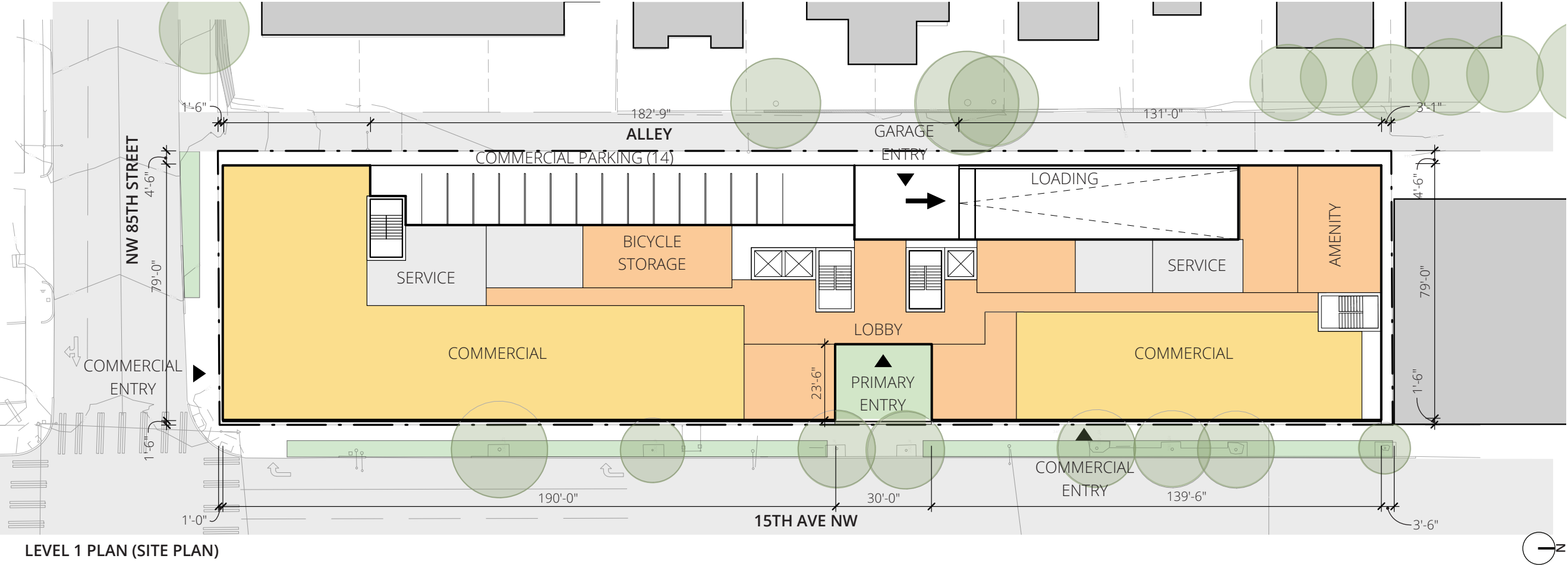
PERSPECTIVE AT INTERSECTION



PERSPECTIVE AT ENTRY



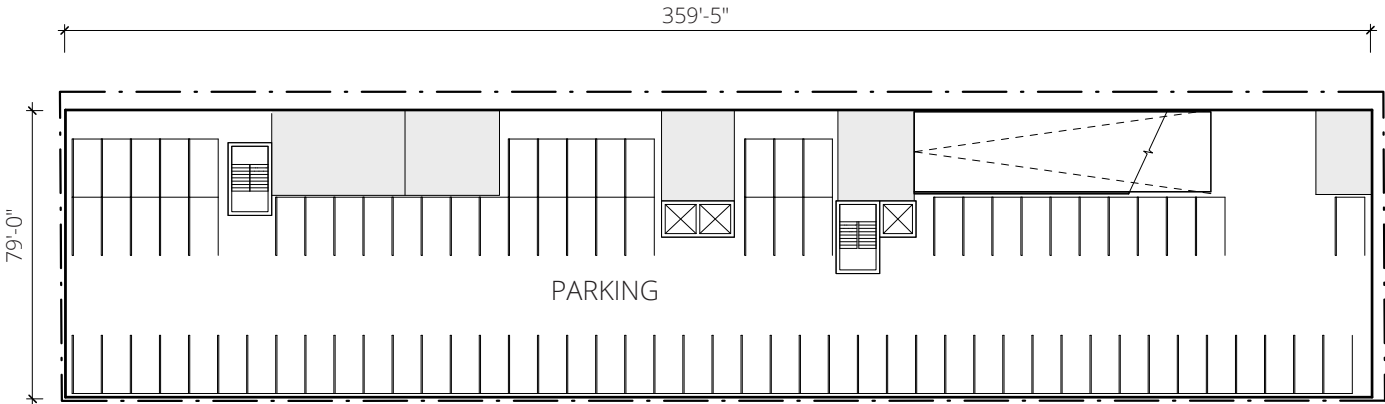
# ARCHITECTURAL MASSING CONCEPT: OPTION B PLANS [8.4]



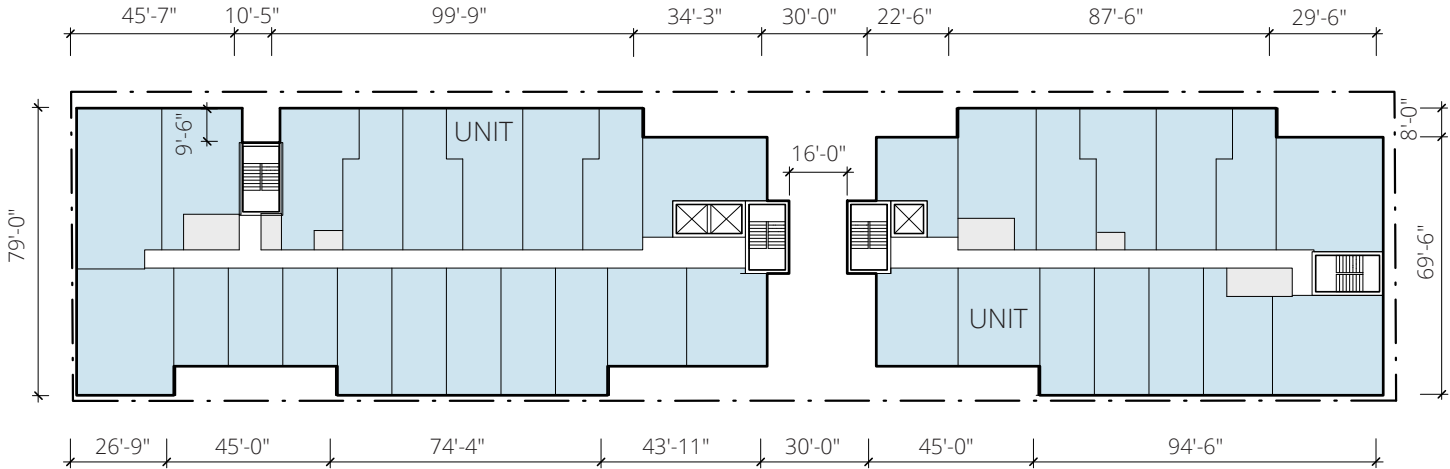


# ARCHITECTURAL MASSING CONCEPT: OPTION B PLANS [8.4]

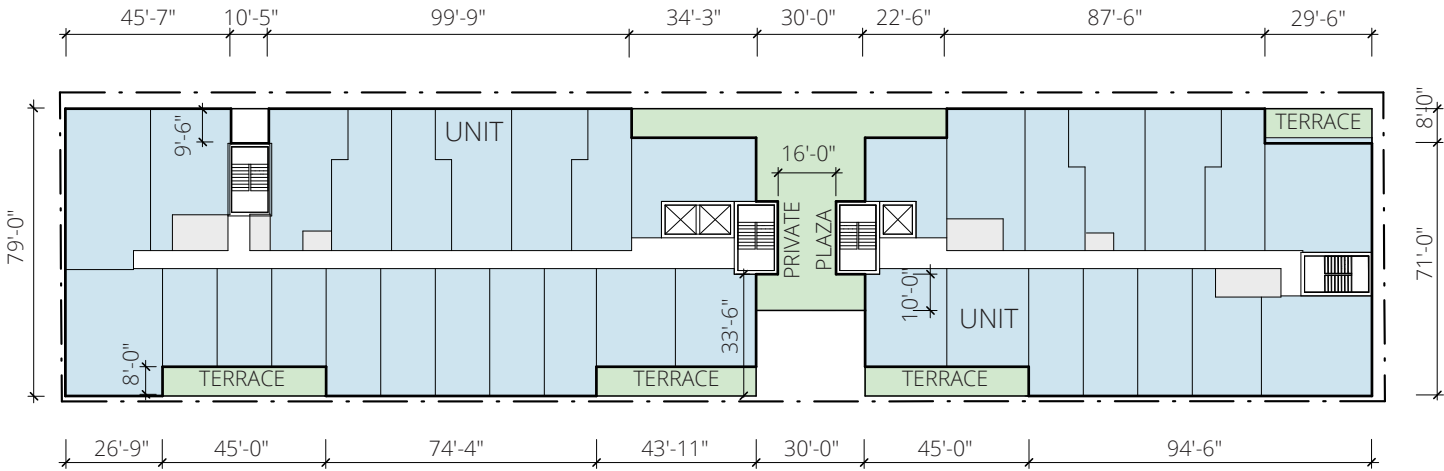
CLARK  
BARNES



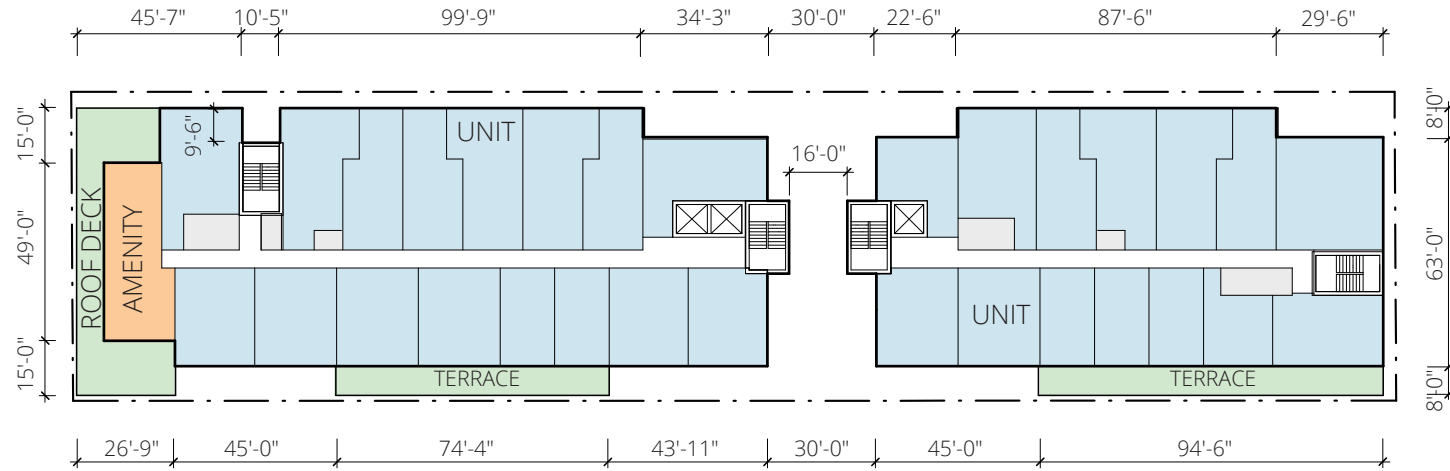
LEVEL P1 PLAN



LEVEL 3-6 PLAN



LEVEL 2 PLAN



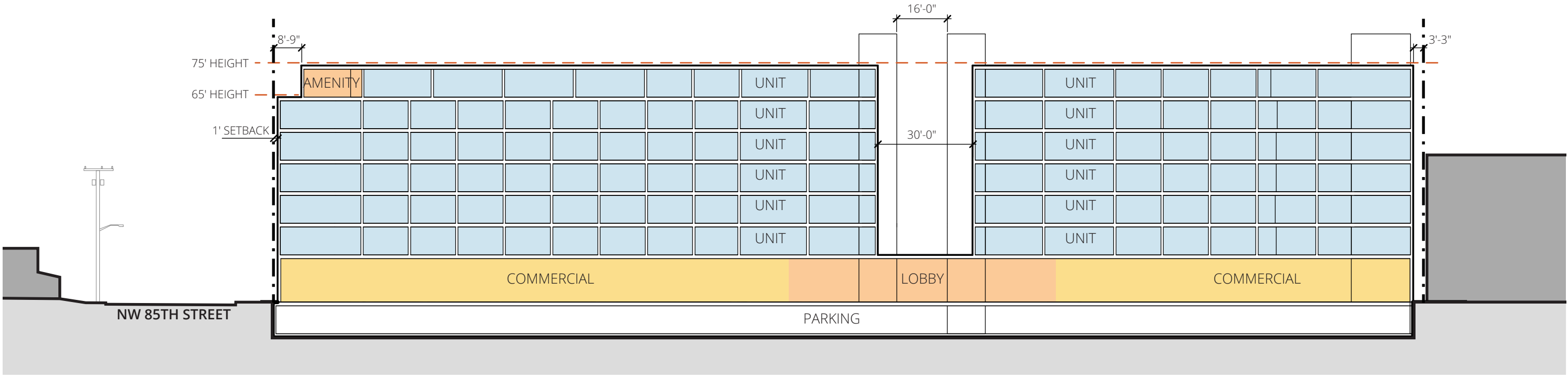
LEVEL 7 PLAN



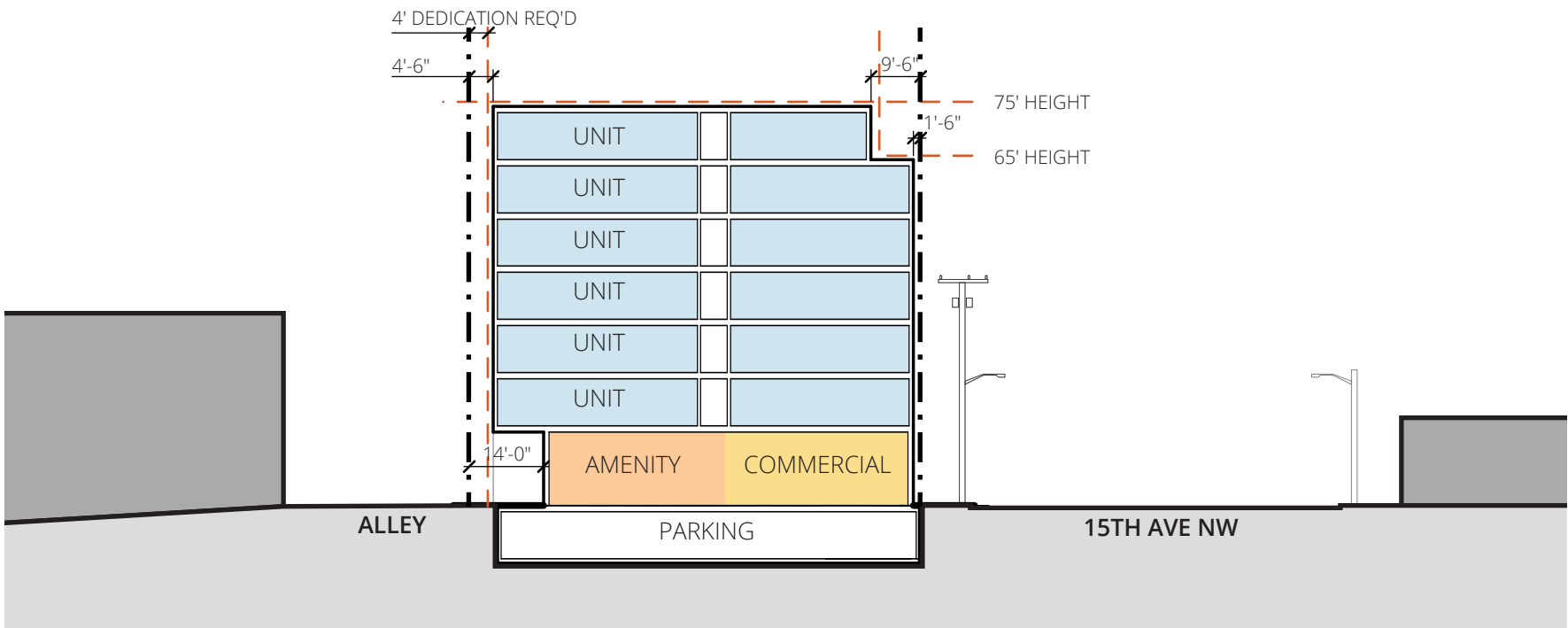


# ARCHITECTURAL MASSING CONCEPT: OPTION B SECTIONS [8.7]

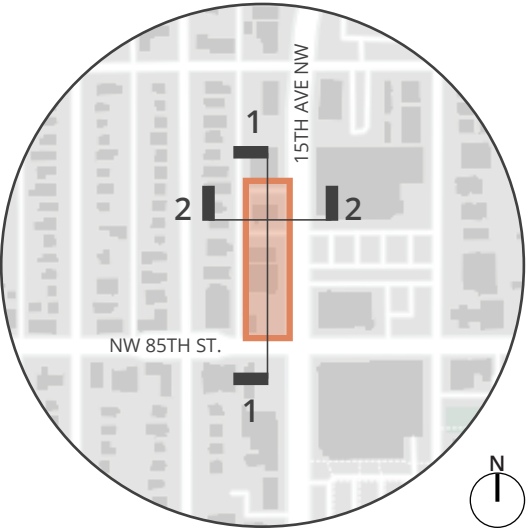
CLARK  
BARNES



SECTION 1



SECTION 2

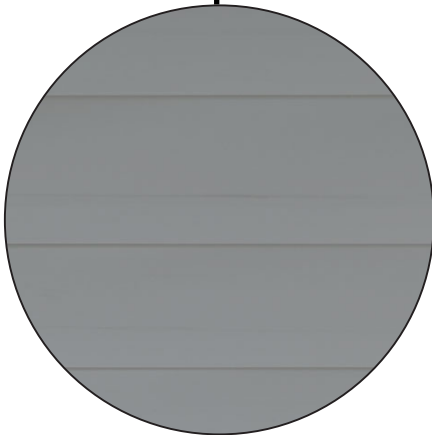


# ARCHITECTURAL MASSING CONCEPT: OPTION B VIGNETTES [8.7]

CLARK  
BARNES



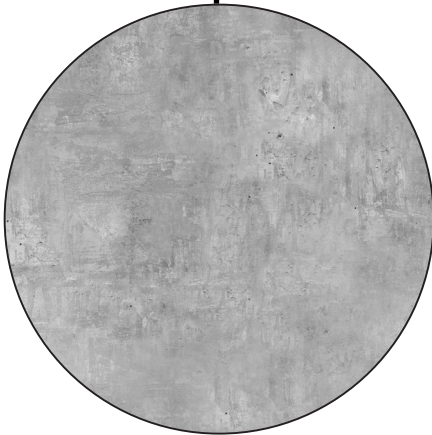
CANOPIES WITH NATURAL WOOD SOFFIT



METAL PANEL BASE



FIBER CEMENT LAP SIDING



CONCRETE COMMERCIAL EXPRESSION



TEXTURED METAL SIDING

\* CONCEPTUAL MATERIALS SUBJECT TO CHANGE



ARCHITECTURAL MASSING CONCEPT: OPTION B VIGNETTES [8.7]

CLARK  
BARNES



LOOKING NORTH



LOOKING NORTHWEST



LOOKING SOUTHWEST



LOOKING NORTH ALONG 15TH AVE NW

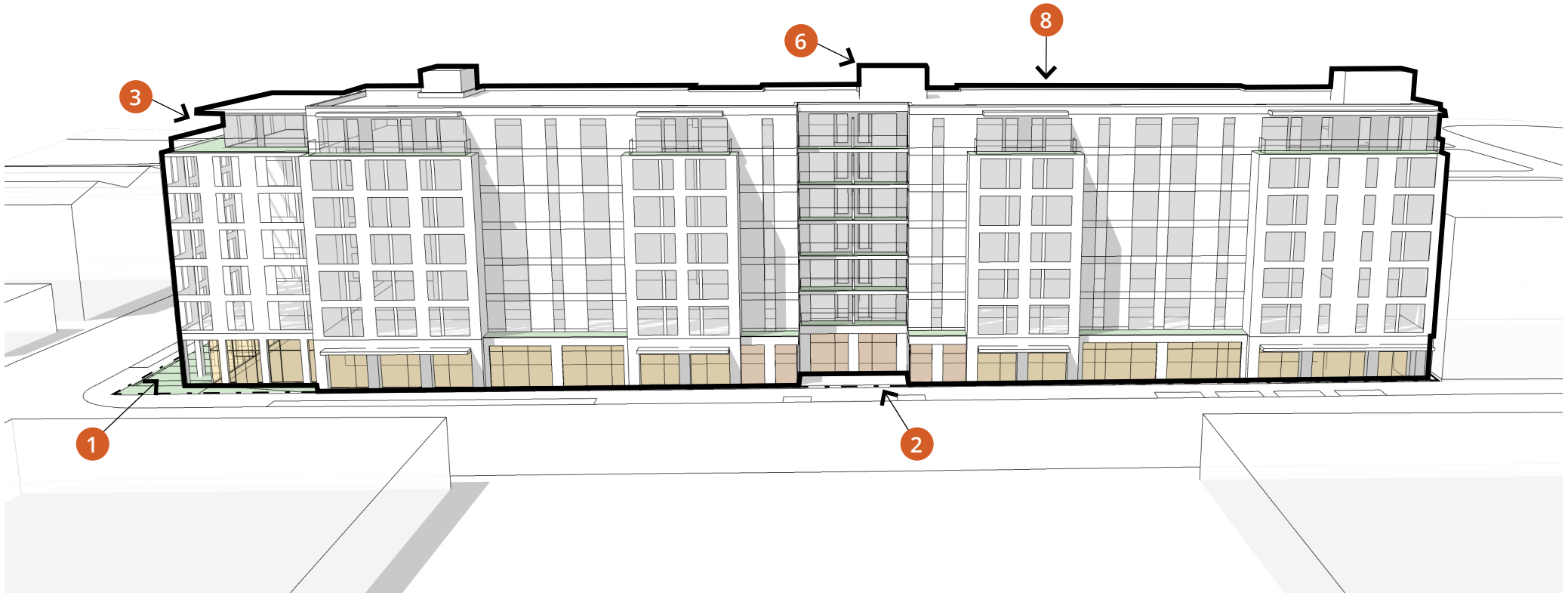


# ARCHITECTURAL MASSING CONCEPT: OPTION C PREFERRED [8.5]

CLARK  
BARNES

SITE AREA:	30,935.75 SF
GROSS AREA:	196,088 SF (11,344 SF Commercial)
FAR ALLOWED:	5.50 (170,146.63 SF)
FAR PROPOSED:	5.32 (164,434.00 SF)
UNITS:	200
PARKING STALLS:	104
DEPARTURES:	Request for increased facade length

- PROS:
- 1 Combined building provides public plaza via setback at intersection. The plaza enhances and optimizes the corner commercial viability.
  - 2 Recessed modulation helps break down the scale of the building mass.
  - 3 Upper level setback at intersection reduces perceived mass.
  - 4 Efficient trash and loading zones.
  - 5 Single building provides increased space for at-grade commercial parking.
  - 6 Efficient building design. Fewer stair & tower cores with rooftop overruns.
  - 7 Most consistent with Crown Hill neighborhood vision.
  - 8 A simple composition of well-proportioned elements, executed in high quality materials and beautifully detailed.



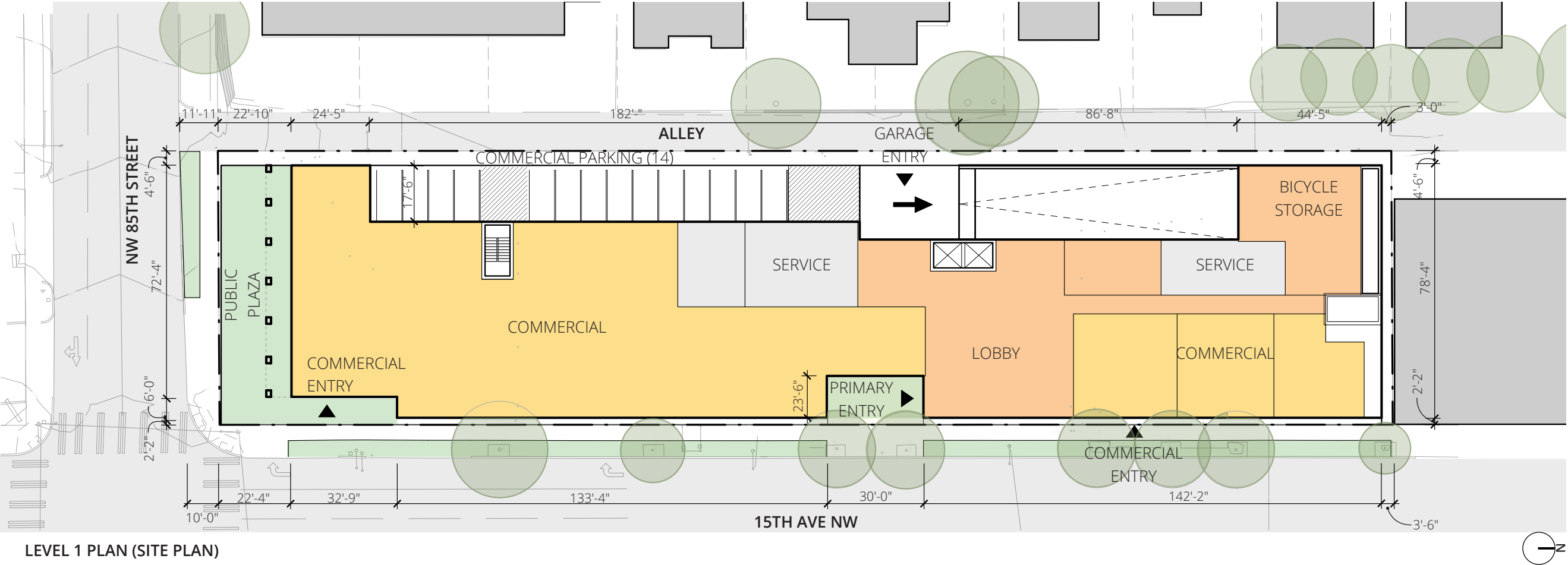
PERSPECTIVE AT INTERSECTION



PERSPECTIVE AT ENTRY

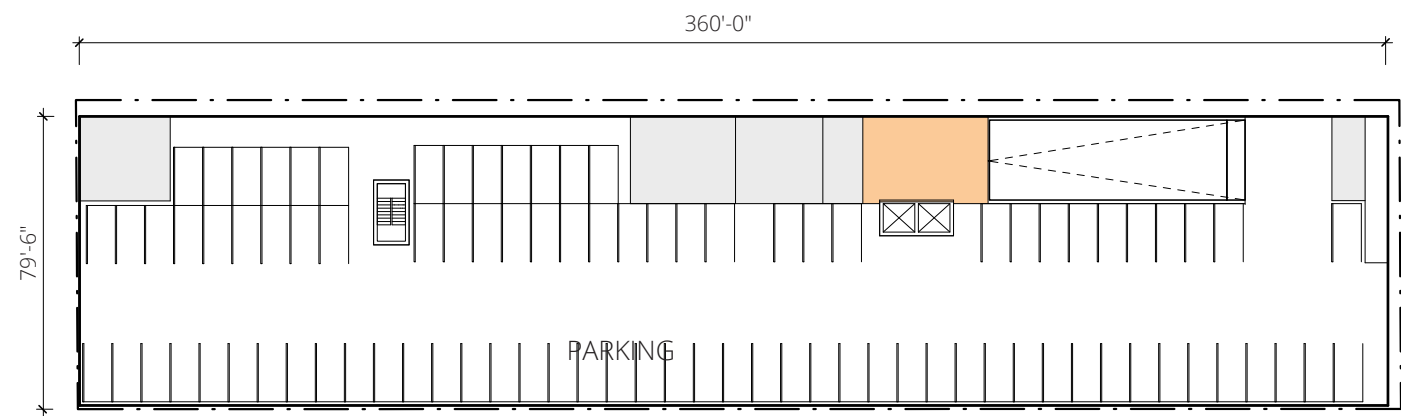


# ARCHITECTURAL MASSING CONCEPT: OPTION C PLANS [8.4]

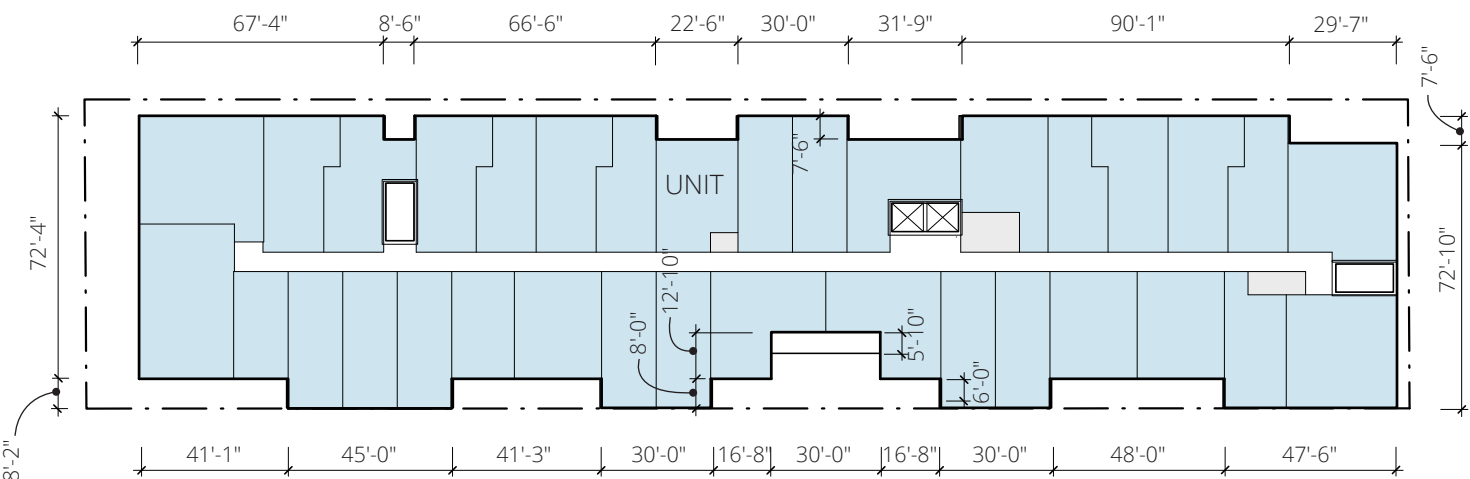


# ARCHITECTURAL MASSING CONCEPT: OPTION C PLANS [8.4]

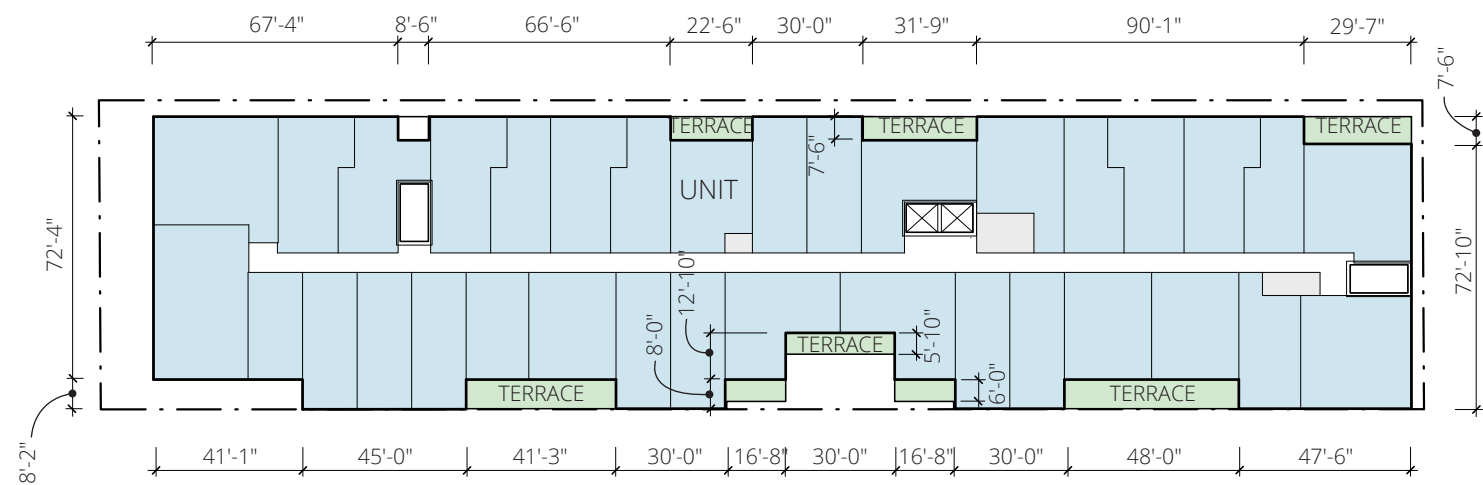
CLARK  
BARNES



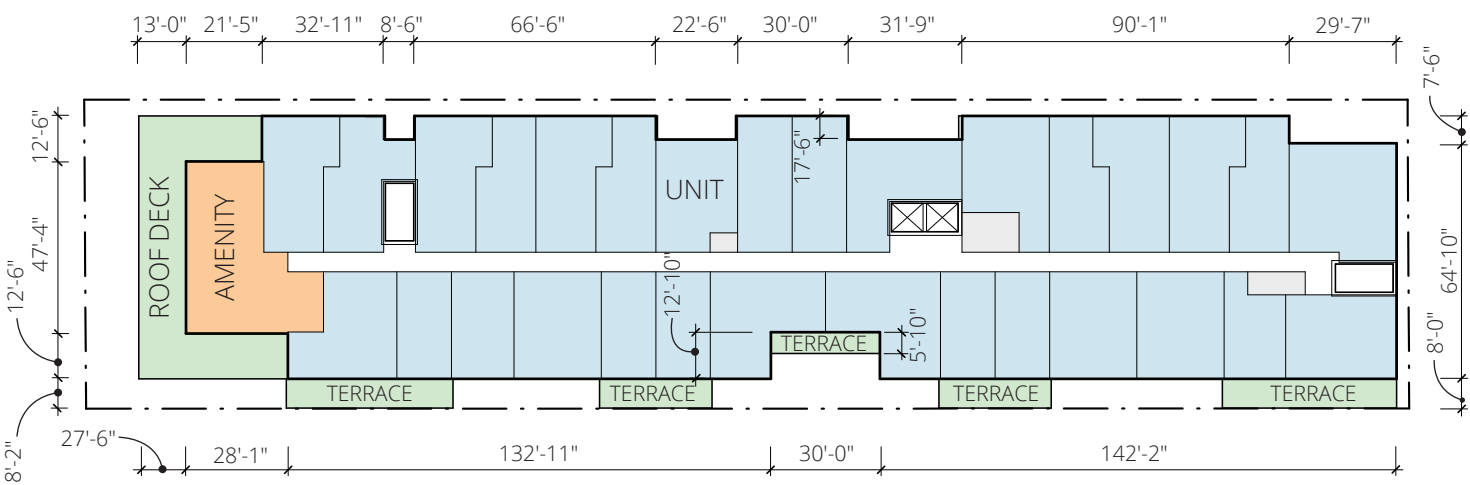
LEVEL P1 PLAN



LEVEL 3-6 PLAN



LEVEL 2-6 PLAN

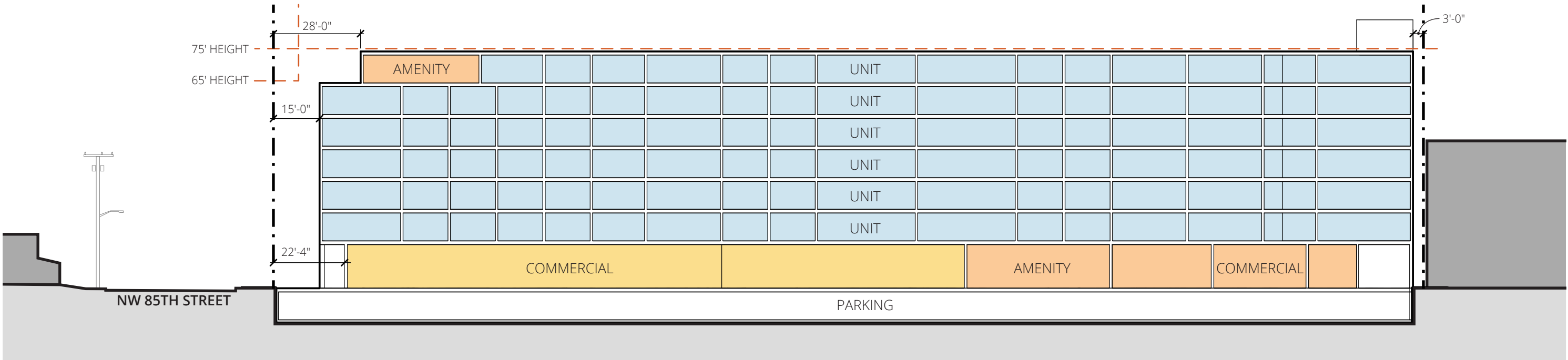


LEVEL 7 PLAN

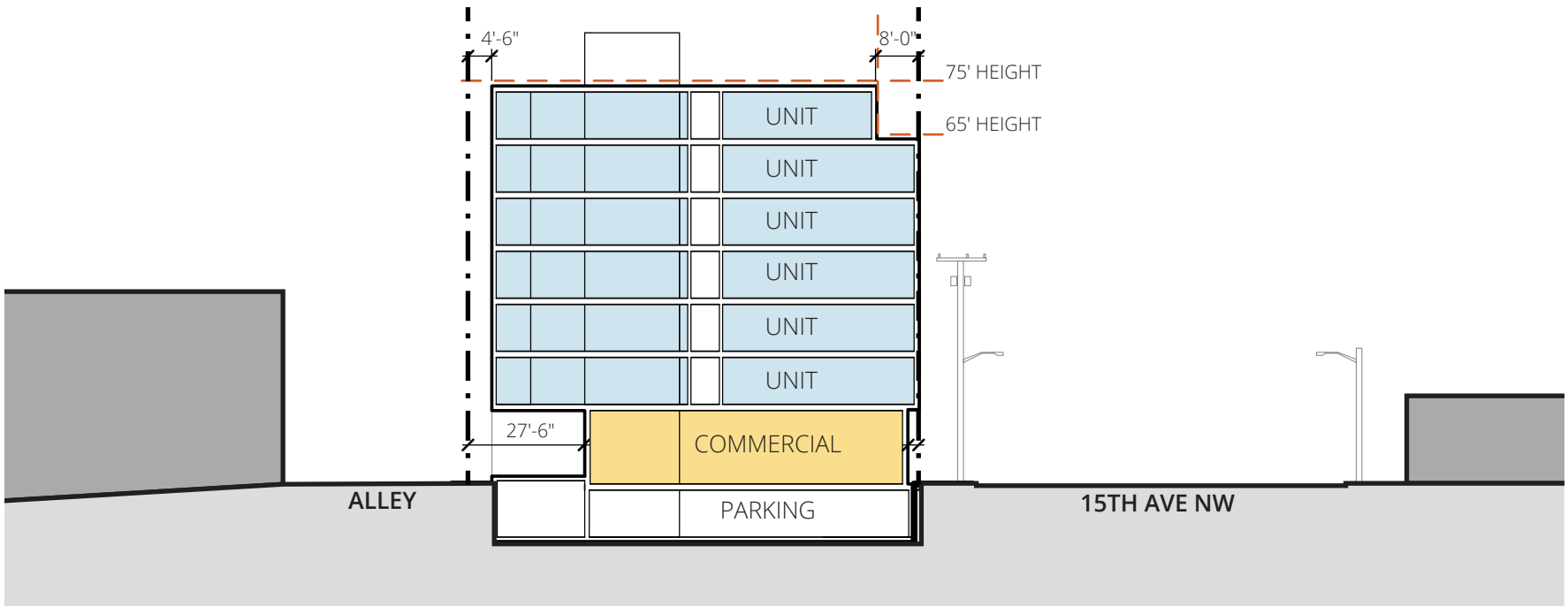




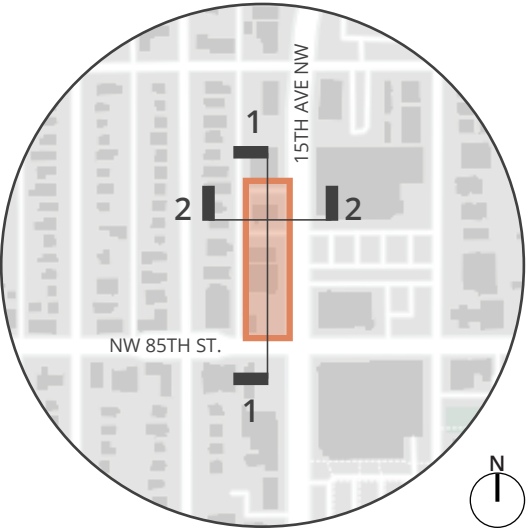
# ARCHITECTURAL MASSING CONCEPT: OPTION C SECTIONS [8.7]



SECTION 1

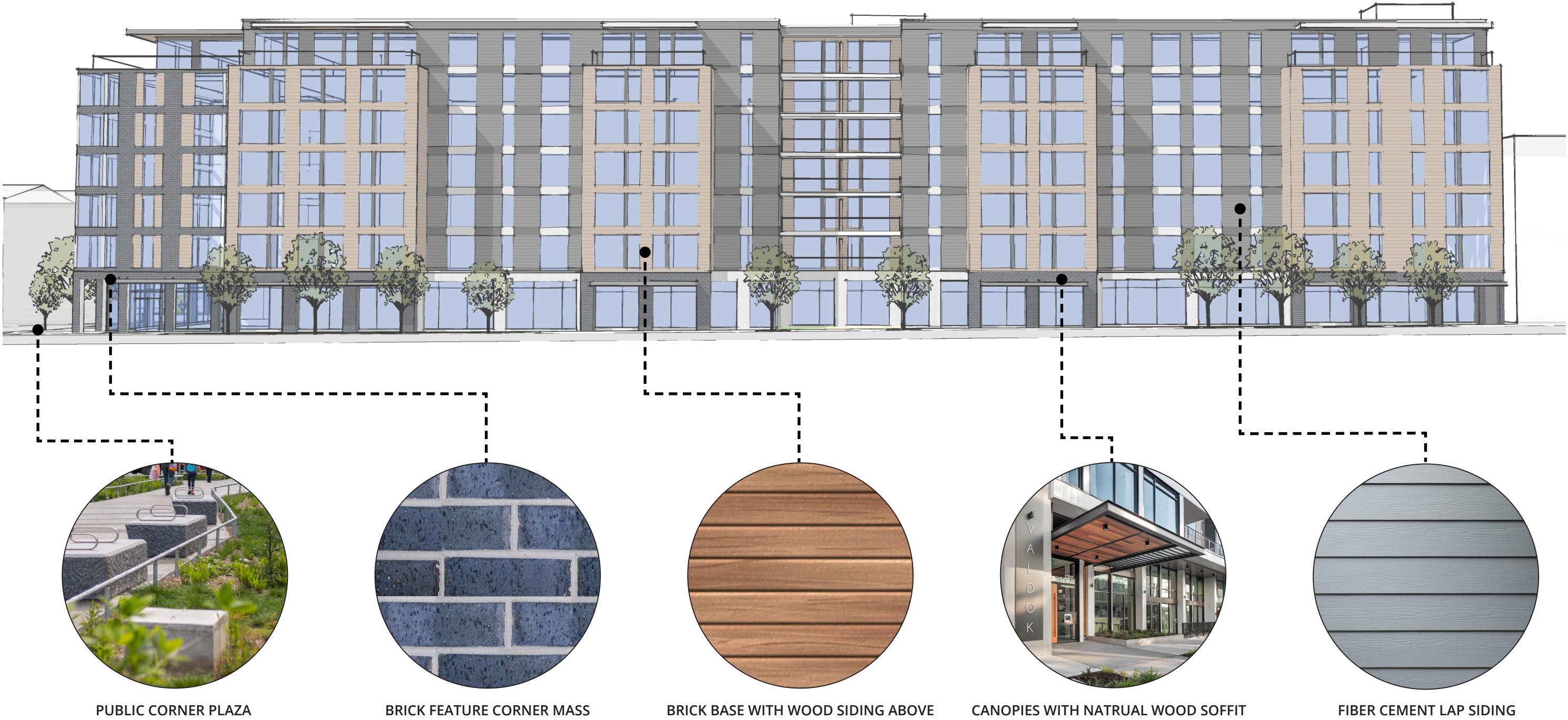


SECTION 2



# ARCHITECTURAL MASSING CONCEPT: OPTION C VIGNETTES [8.7]

CLARK  
BARNES

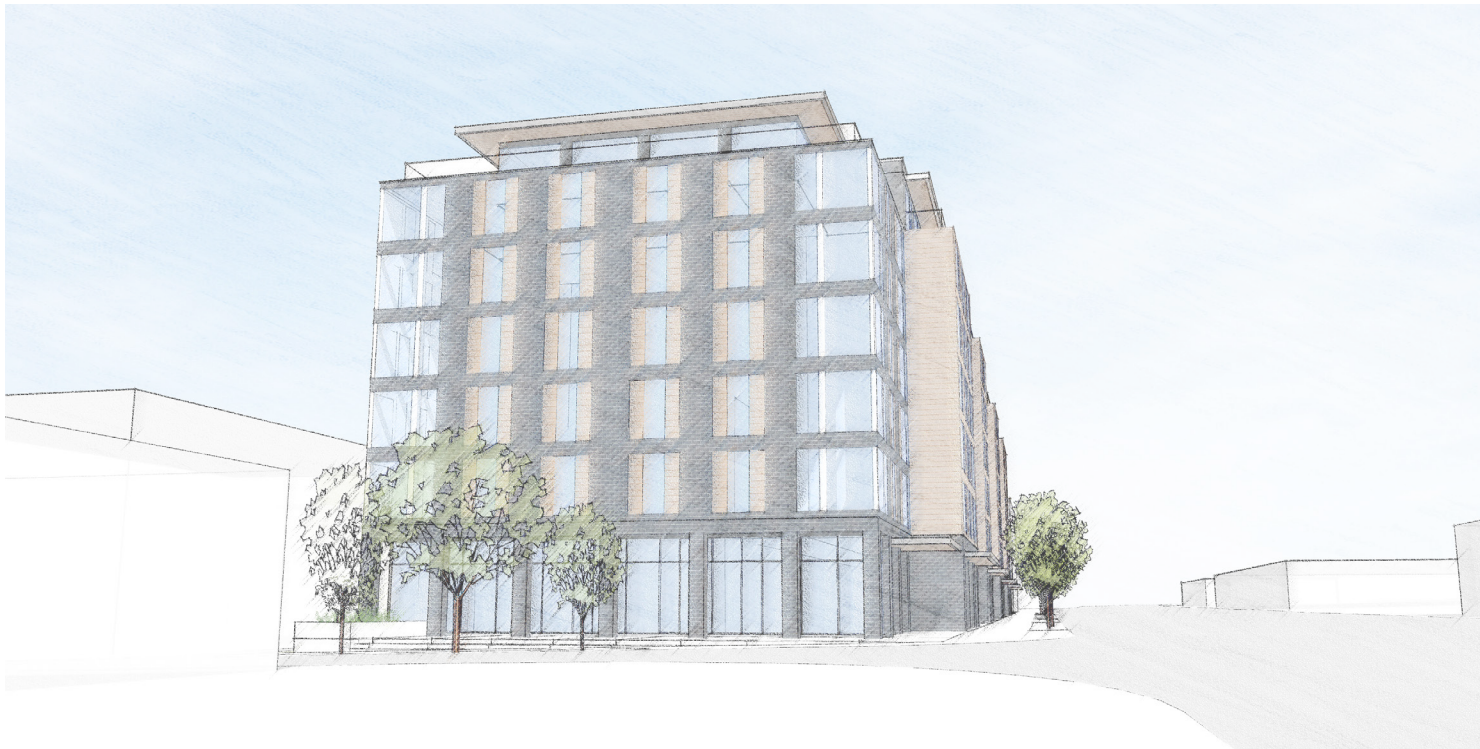


\* CONCEPTUAL MATERIALS SUBJECT TO CHANGE



ARCHITECTURAL MASSING CONCEPT: OPTION C VIGNETTES [8.7]

CLARK  
BARNES



LOOKING NORTH



LOOKING NORTHWEST



LOOKING SOUTHWEST



LOOKING NORTHWEST



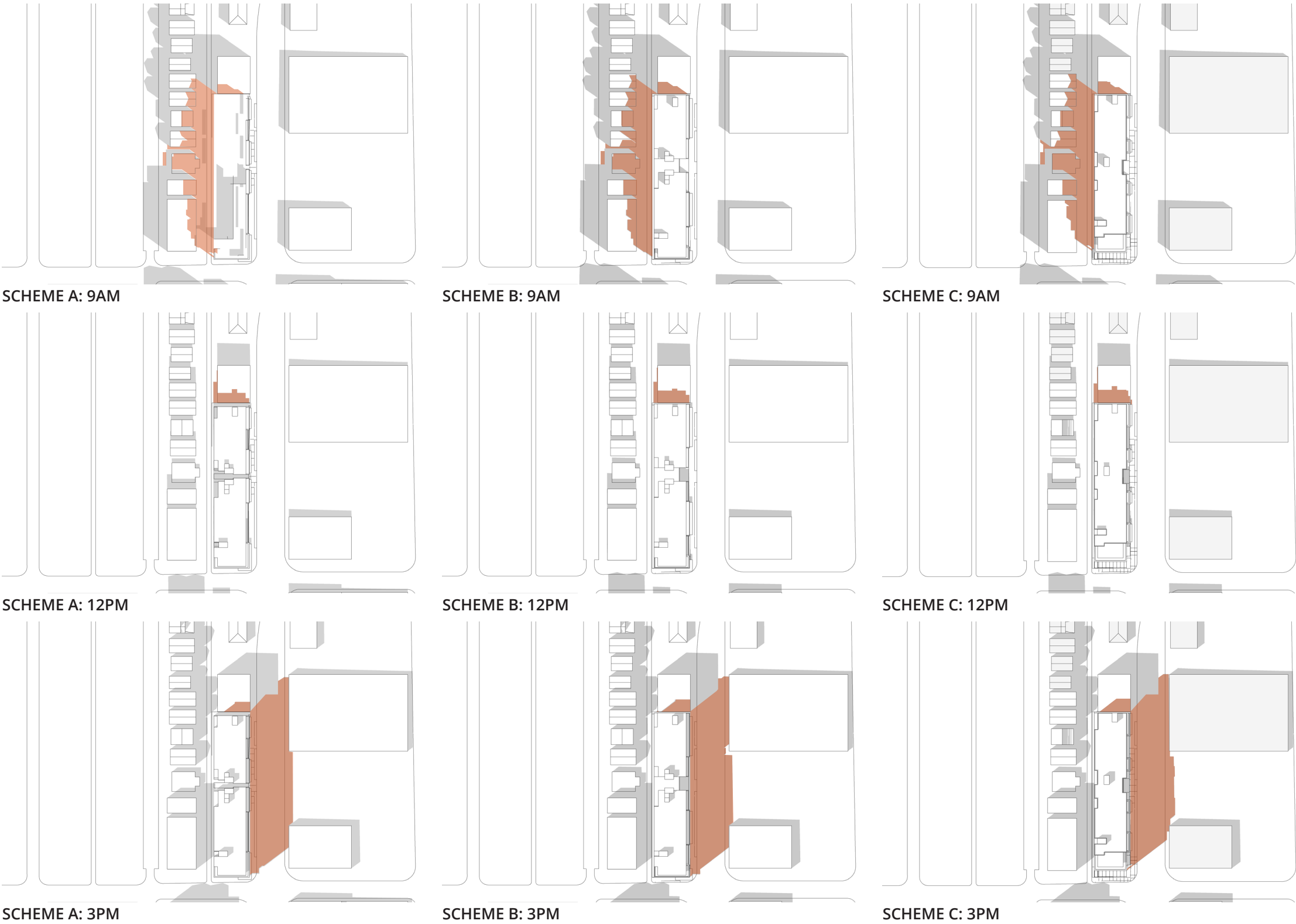








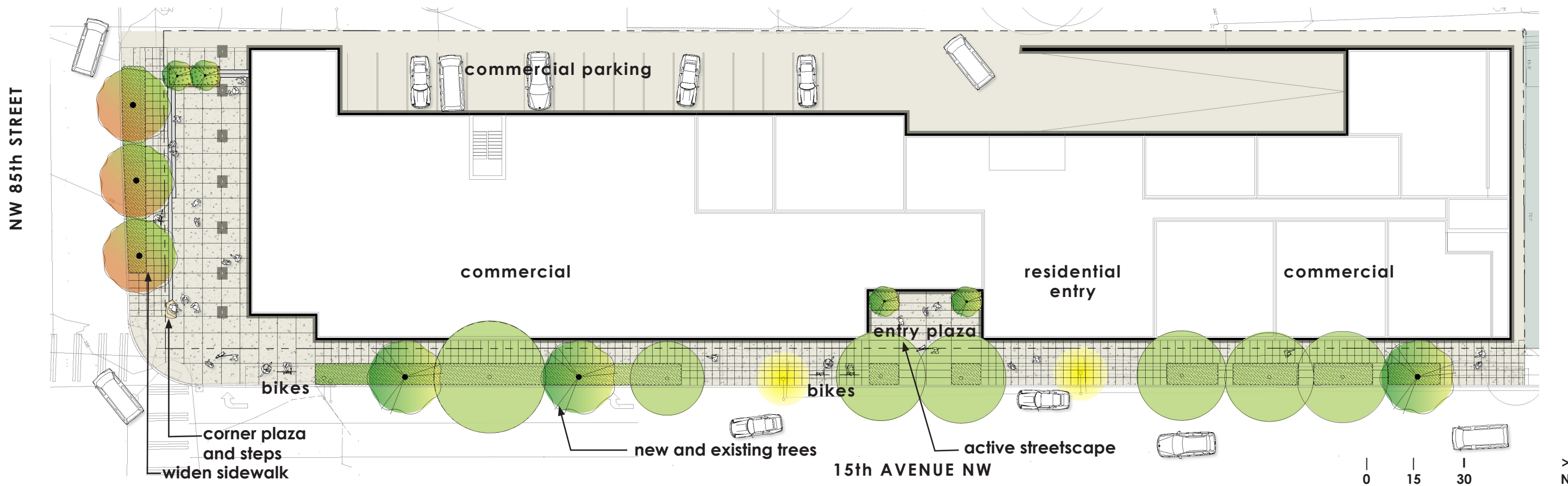
# ARCHITECTURAL MASSING CONCEPT: SHADOW COMPARISON [8.9]





# CONCEPTUAL LANDSCAPE PLAN

CLARK  
BARNES



corner plaza



corner plaza steps



room for bikes



entry plaza



active streetscape



# DEPARTURE 1 [9.0]

**STREET-LEVEL  
DEVELOPMENT  
STANDARDS  
23.47A.008.C.5.A**

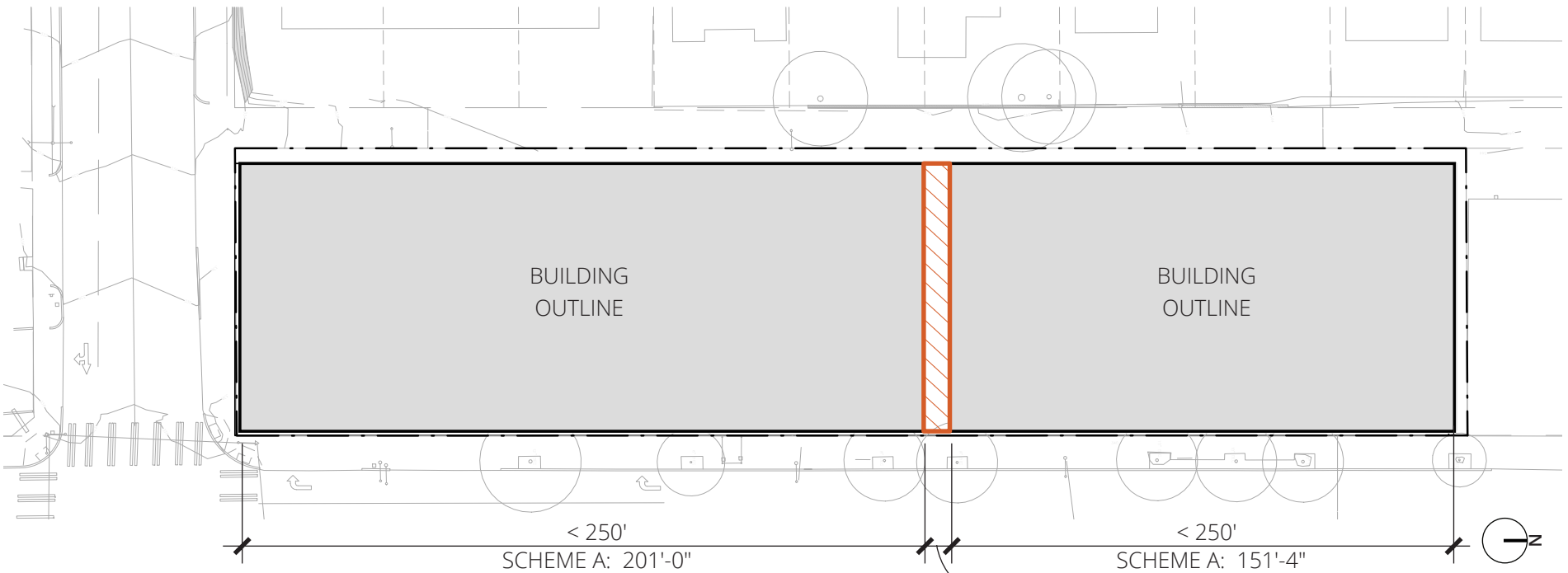
The maximum width and depth of a structure, or of a portion of the structure for which the limit is calculated separately according to subsection 23.47A.008.C.5.b, is 250 feet, except as otherwise provided in subsection 23.47A.008.C.5.c.

**Departure Requested**

The departure request allows for the corner to serve as a gateway and transportation focal point for the community. The project has set back the building to create outdoor open space for public use (CS2.C.1). The departure allows the project to establish a strong architectural presence that will incorporate design detail, articulation, and quality materials. The public plaza will incorporate distinctive pavign patterns, lighting, and landscape detail that will create a welcoming sense of place (CS2.A.1). The departure will create open space that will add to the public life of the Crown Hill community. The public plaza at the corner and the mid-block entry plaza will utilize place-making elements with distinctive paving patterns, lighting, and landscape details (PL1.A.2).

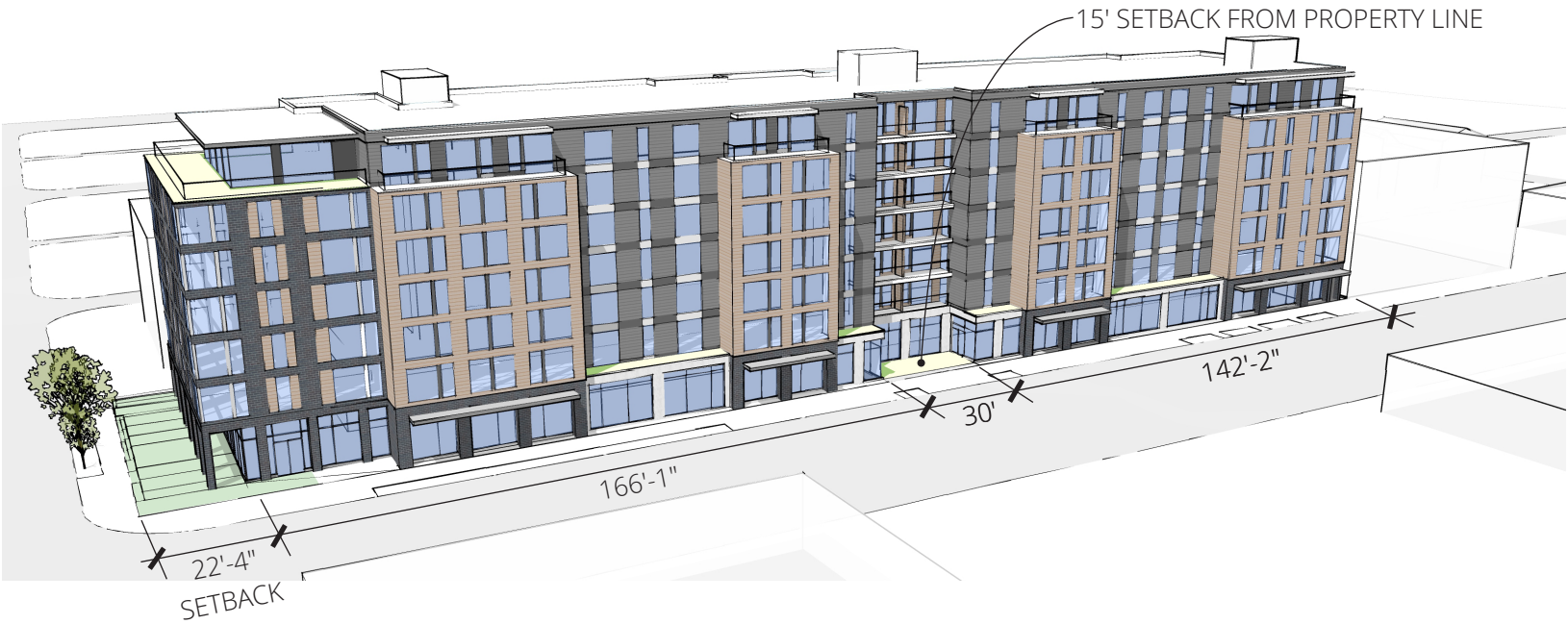
**DEPARTURE RATIONALE**

- Single entry enhances public safety (PL2.B1, PL3.B1)
- Meets the intent of the land use code, section 23.47A.014.d - facade modulation
  - For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the property line.
- Departure request incorporates community feedback and coincides with community goals
  - Activate the urban edge along NW 15th Avenue by improving the pedestrian experience with larger setbacks and greenspaces.
  - Create vibrant retail that is local and serves the community's needs. Provide parking for the retail
  - Community Planning process has identified the corner as a gateway hub using plazas, unique architecture and space for pedestrians.
  - Create an enduring building with an architectural design that incorporates high-quality durable materials and creates a new context for future development.



**CODE COMPLIANT DIAGRAM**

NO MINIMUM REQUIREMENT  
CAN BE (2) ZERO LOT-LINE DEVELOPMENTS



**SCHEME C VIGNETTE** 346'-2" OVERALL BUILDING WIDTH  
352'-4" COMBINED CODE COMPLIANT (SCHEME A) BUILDING WIDTH

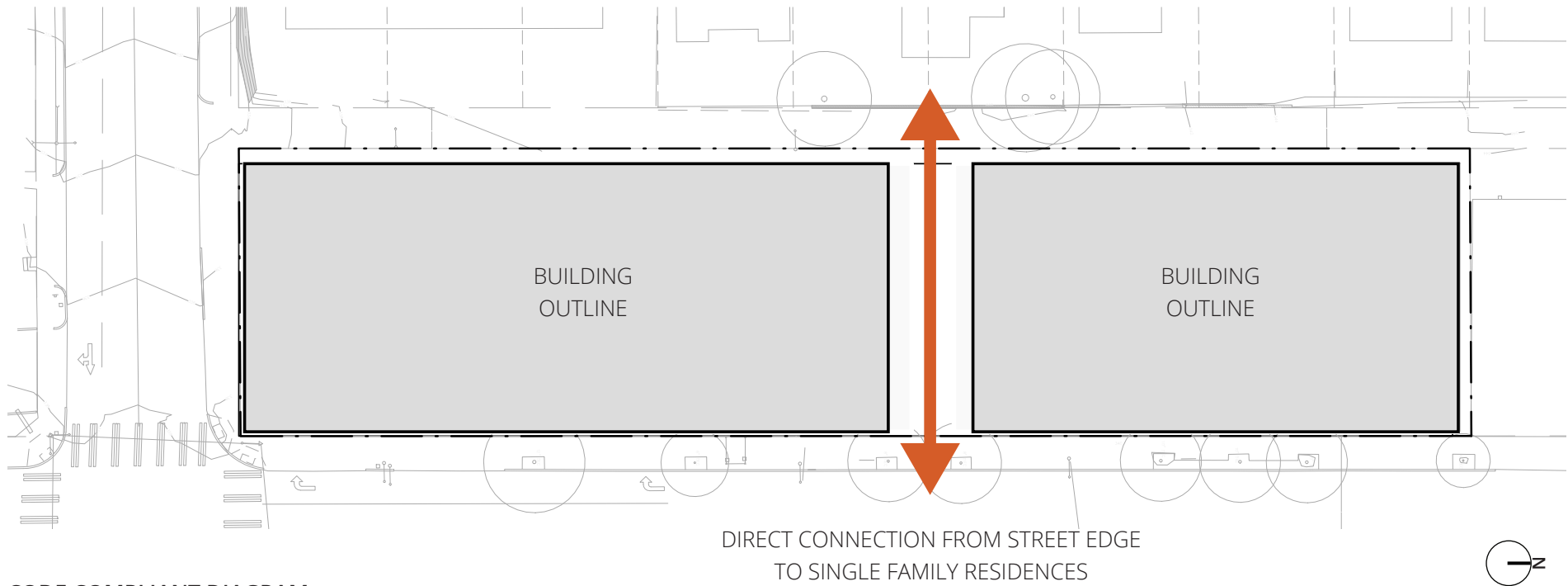


CROWN HILL COMMUNITY PRIORITIES  
CURRENTLY IN DEVELOPMENT - 12/08/2019

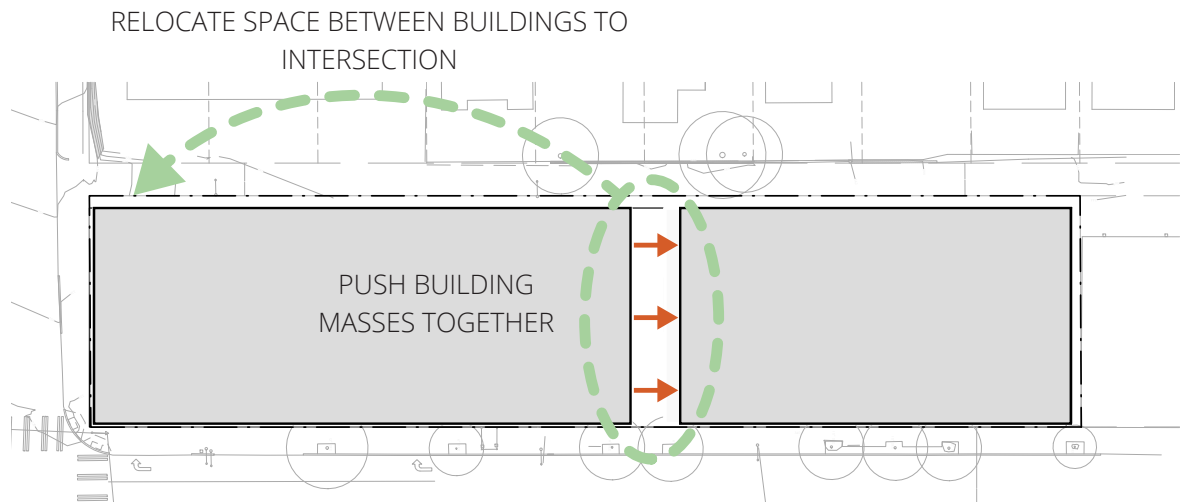
- Small plazas with seating
- Small plazas at corners
- Need sidewalks, small businesses, and open space for the public
- Building setbacks to allow for wider sidewalks and buffers, more comfortable walking experience
- Enhance the identity of districts and nodes within the urban village
- Create iconic places for social interaction, celebrate local people and cultures, and support a vibrant public life

The intersection of 15th Ave NW and NW 85th Street has been identified by the developing Crown Hill Urban Village Community Planning committee as "a gateway hub using plazas, unique architecture, and space for pedestrians to move." It has also been identified as an "opportunity space for growing a transit hub and supporting public spaces."

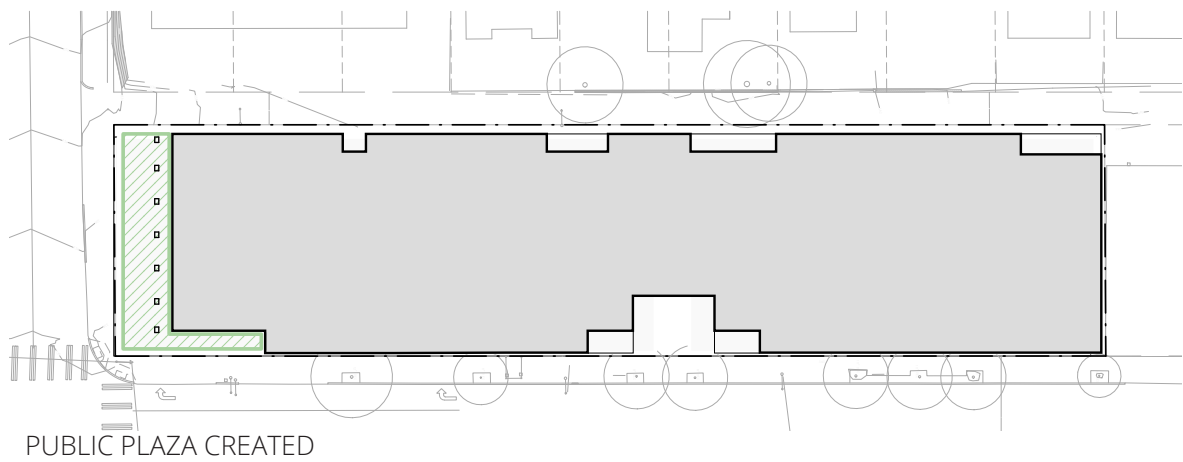
- Crown Hill Community Village Community Planning Work Party - December 2019



CODE COMPLIANT DIAGRAM

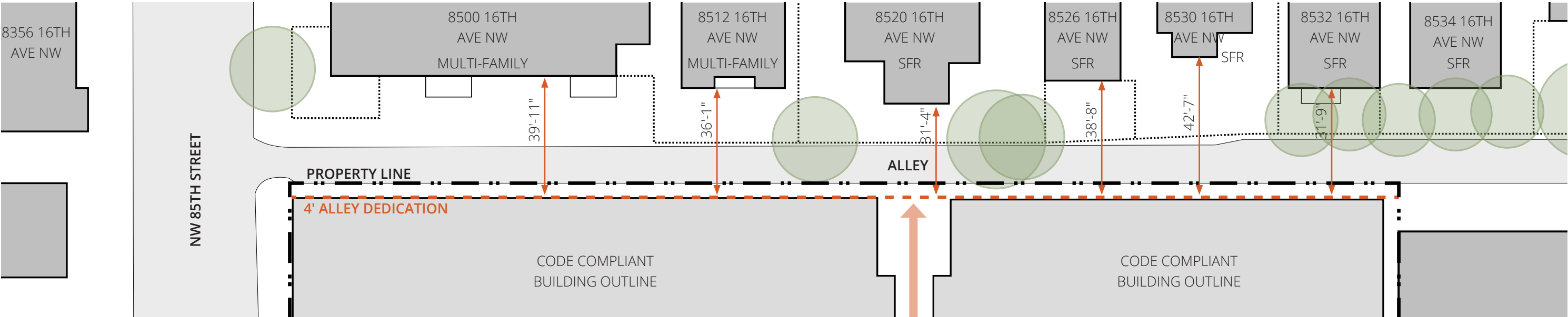


SCHEME C - SITE DIAGRAM





# DEPARTURE 1: URBAN DESIGN ANALYSIS [9.0]

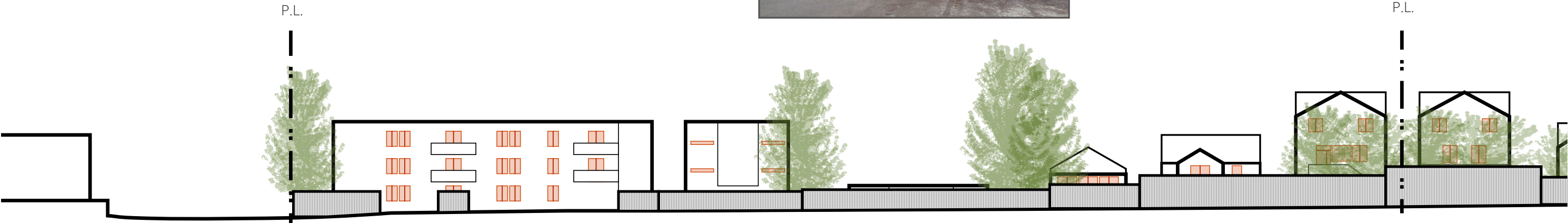


PARTIAL SITE PLAN



CODE COMPLIANT PROPOSAL PROVIDES DIRECT ACCESS AND CONNECTION TO THE ALLEY AND SINGLE FAMILY HOMES ALONG THE WEST PROPERTY LINE.

"ENCLOSED COURTYARDS DON'T SEEM AS SAFE"  
- CROWN HILL COMMUNITY WORKSHOP 4 SUMMARY



ADJACENT WINDOW ELEVATION



