



CLARK  
BARNES

AUGUST 26, 2019

# EARLY DESIGN GUIDANCE

2222 15TH AVE W, SEATTLE, WA 98119

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### APPLICANT TEAM

OWNER: AAA Management, LLC  
1450 Frazee Road, Suite 414  
San Diego, CA 92108

ARCHITECT: CLARK | BARNES  
1401 West Garfield St.  
Seattle, WA 98119

# PUBLIC OUTREACH [3.5]

## PROJECT DESCRIPTION

The proposed multifamily development is located on 15th Ave W, centered between W Wheeler St and W Boston St., with approximately 167 dwelling units and approximately 164 below grade parking stalls accessed off of 15th Ave W. The site slopes dramatically from west to east and is currently retained by the existing building and retaining walls.

## PROJECT INFORMATION

<b>ADDRESS</b>	2222 15th Ave W, Seattle, WA 98119
<b>ZONE</b>	C1-55 (M)   (Commercial 1) Frequent Transit Service Area, Flexible Parking Area
<b>SITE AREA:</b>	31,534.5 SF
<b>GROSS AREA:</b>	172,938 SF
<b>FAR ALLOWED:</b>	118,254.38 SF = 3.75
<b>FAR PROPOSED:</b>	117,798.92 SF = 3.74
<b>UNITS:</b>	167
<b>PARKING STALLS:</b>	164

## PUBLIC OUTREACH COMMENTS: JULY 3, 2019

<b>DESIGN-RELATED</b>	N/A
<b>NON-DESIGN RELATED</b>	One attendee inquired whether there would be affordable housing units.
<b>MISCELLANEOUS</b>	N/A



# JOIN US

Join Us for a Site Walk to Provide Input on the **2222 15th Ave W Project.**

This project proposes a 6-story multifamily building with approximately 164 residential units, residential amenities, and below grade parking. The project site is zoned commercial/mixed use.

**What:** Let us know what you think! Join the project team and their architects to discuss the vision and approach for this new project in the neighborhood. Coffee and cookies will be provided. All are welcome. No RSVP needed.

**Time:** Event begins promptly at 6pm and will end around 7pm

**Date:** Tuesday, June 18, 2019

**Where:** Meet at the project site (2222 15th Ave W)

**TUES  
JUN 18**

**PROJECT HOTLINE:  
206-512-3927**

**Project Address:**  
2222 15th Ave W, Seattle WA 98119  
**Contact:**  
Natalie Quick  
**Applicant:**  
AAA Management LLC  
**Additional Project Information on  
Seattle Services Portal via the Project  
Address:** 2222 15th Ave W  
**Project Hotline & Email:**  
206-512-3927  
2222FifteenthAveW@gmail.com  
Note: Calls and emails are returned within 1-2  
business days. Calls and emails are subject to City  
of Seattle public disclosure laws.



# SITE PLAN [4.0]

**PROJECT DESCRIPTION:**

The existing site, located on 15th Ave North, in between West Wheeler St and W Boston St, is a previously excavated site with a steep slope at the east property line. This slope is retained on site.

Garage entry will be at the south end of the site off of 15th Ave North

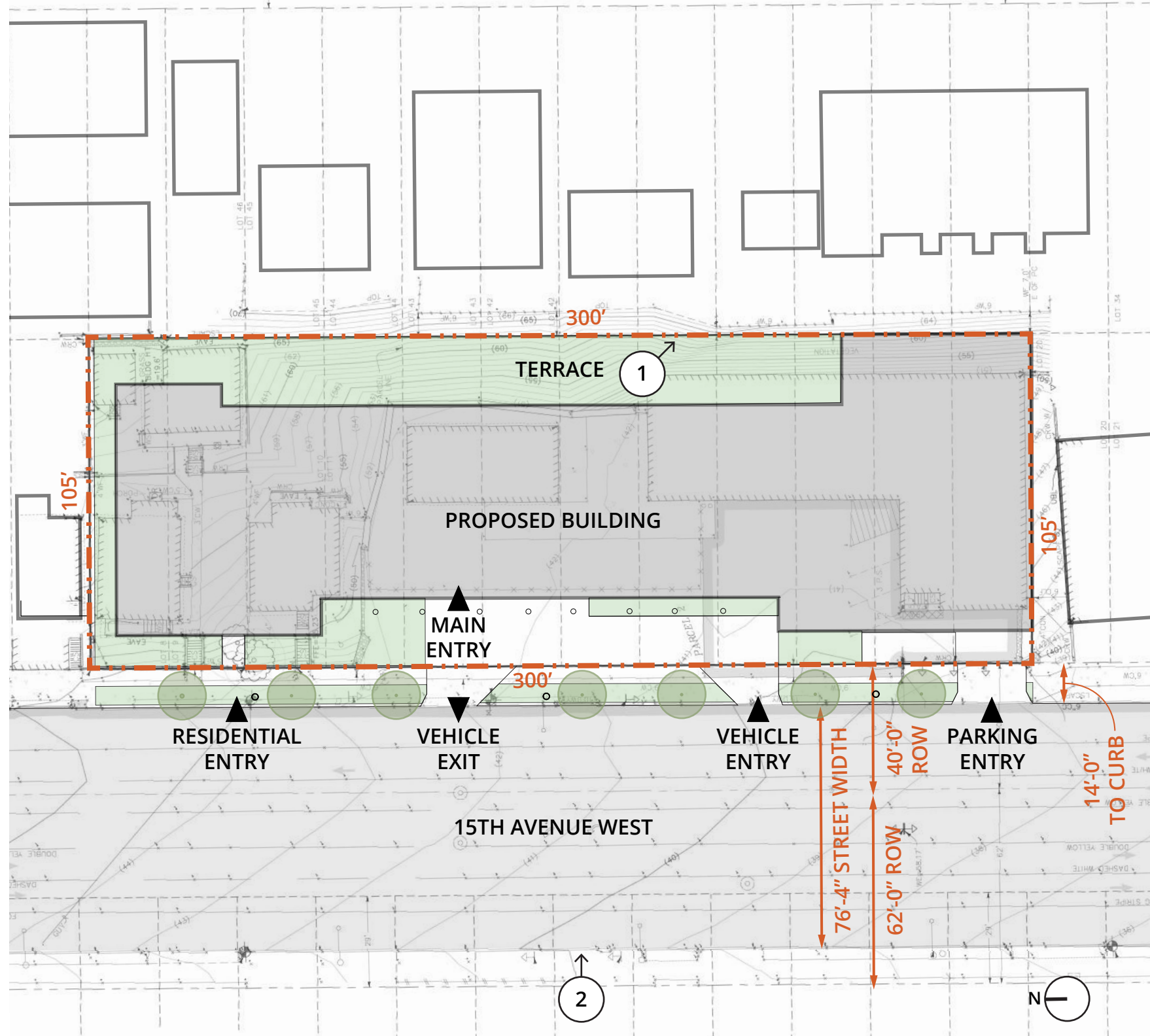
High Voltage power lines run along the west property lines and will require 14' clearance from the closest line. This will create larger setbacks than required by code.

New right-of-way will be required along 15th Ave North.

**LEGAL DESCRIPTION:**

277160-1095: 277160-1140:  
GILMANS ADD GILMANS ADD PER SEATTLE BLA  
Plat Block: 166 #3016774 REC #20140402000310  
Plat Lot: 9 Plat Block: 166  
Plat Lot: 12 THRU 19

277160-1090: 277160-1100:  
GILMANS ADD GILMANS ADD  
Plat Block: 166 Plat Block: 166  
Plat Lot: 8 Plat Lot: 10-11

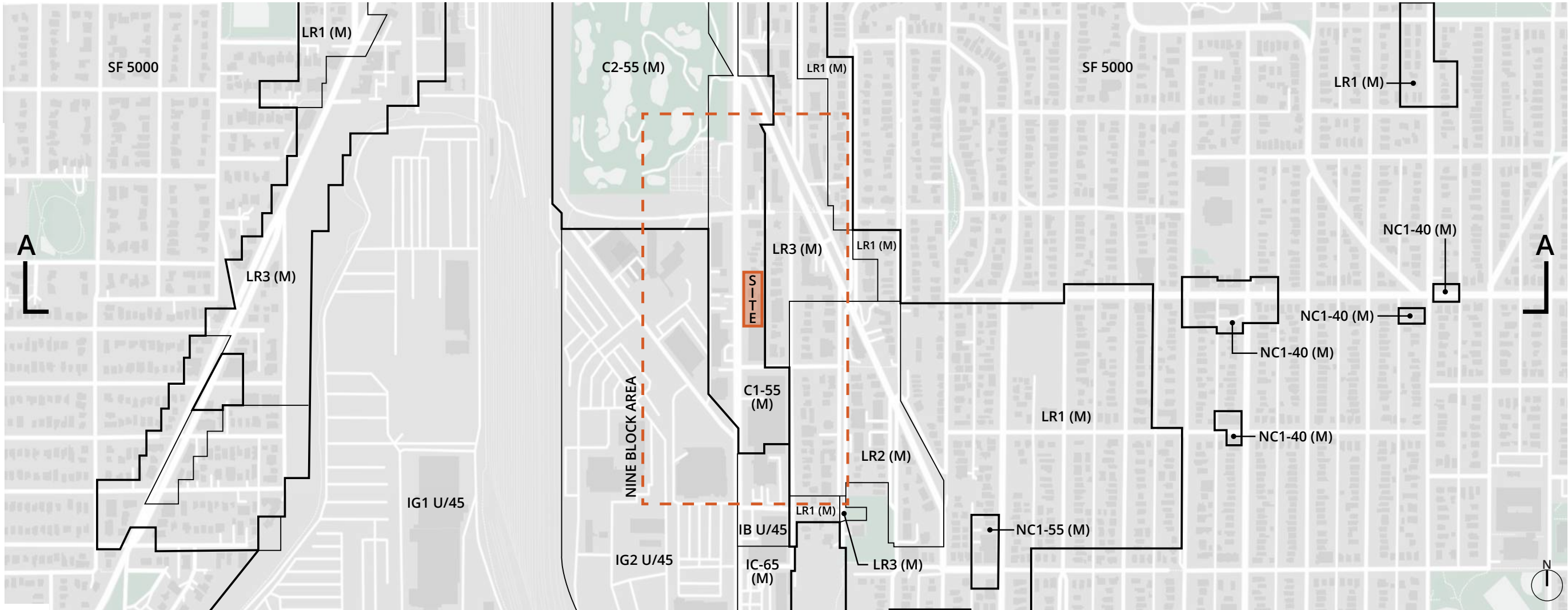


1 - RETAINING WALL AT STEEP SLOPE

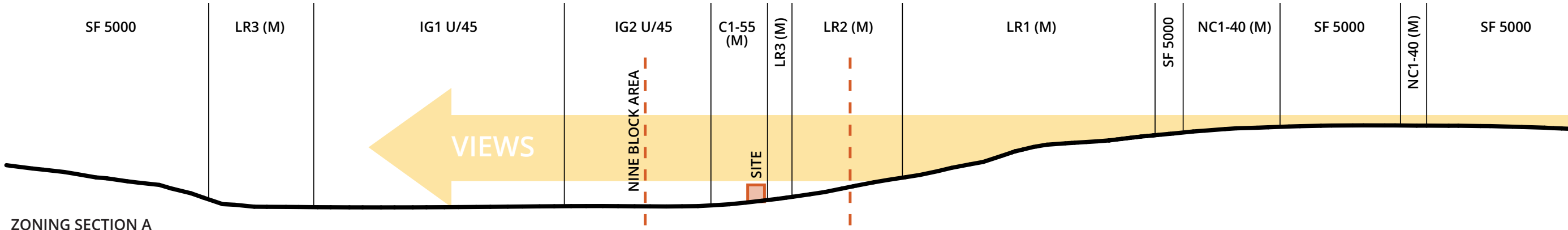


2 - HIGH VOLTAGE POWER LINES

# URBAN DESIGN ANALYSIS: ZONING MAP [5.1]



ZONING PLAN



ZONING SECTION A

# URBAN DESIGN ANALYSIS: NEIGHBORHOOD CONTEXT [5.2]

**SITE DESCRIPTION**

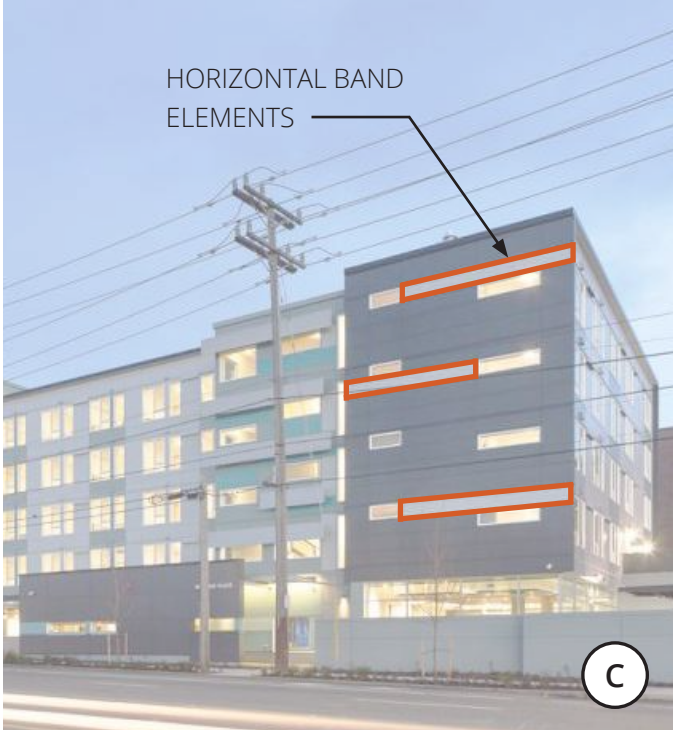
The site is located in Interbay, a neighborhood transitioning from an industrialized area with offices and storage, to a walkable metropolitan area with housing and public amenities. The future light-rail system will bring more pedestrian traffic and strengthen the connection to both downtown and the surrounding neighborhoods.



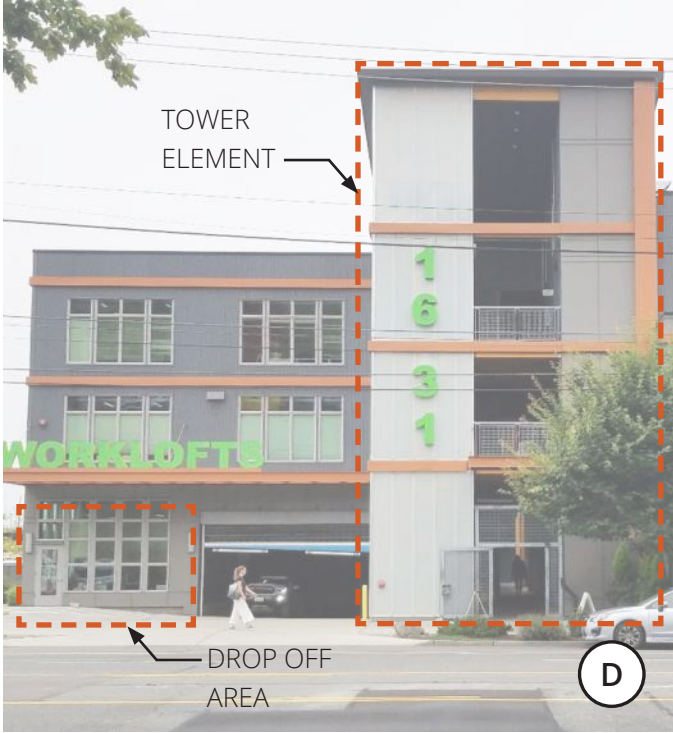
AMNIS CORPORATION (OFFICES)



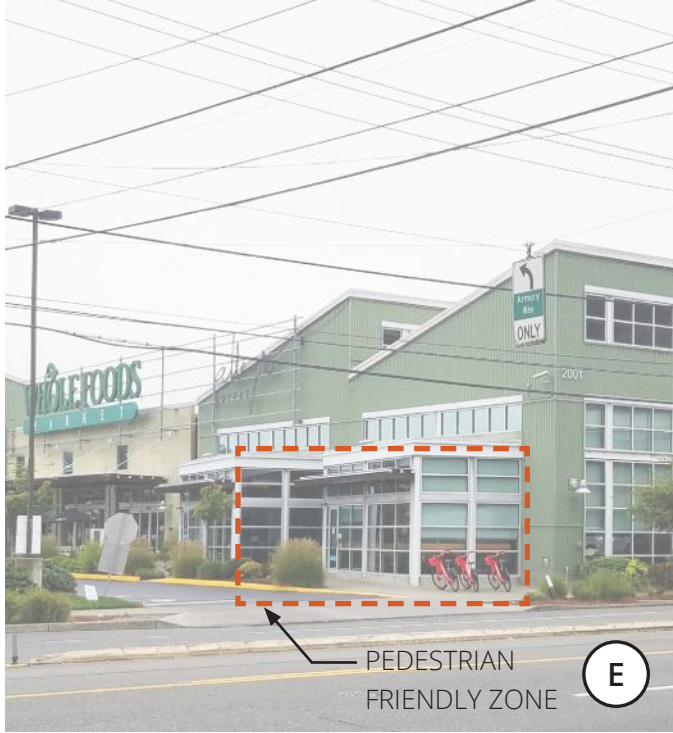
SIMPLY SELF STORAGE



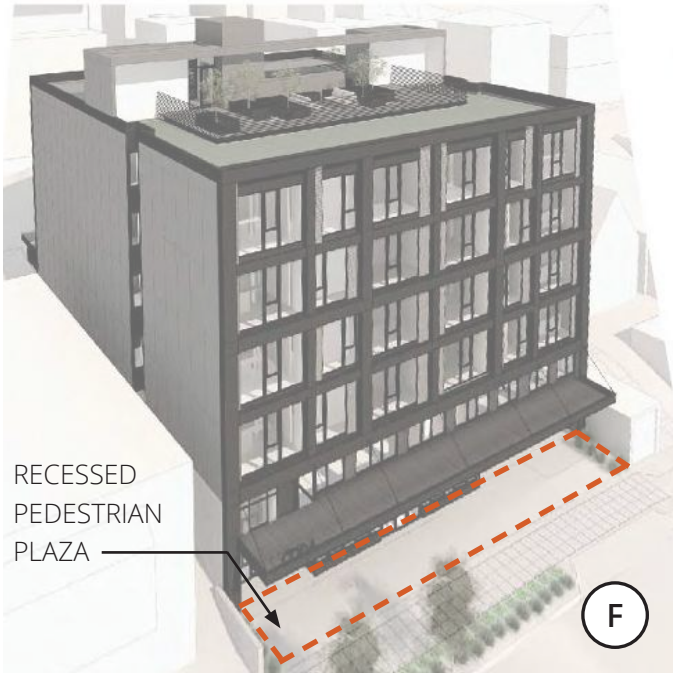
DESC INTERBAY HOUSE (APARTMENTS)



1631 WORKLOFTS (LIVE-WORK)

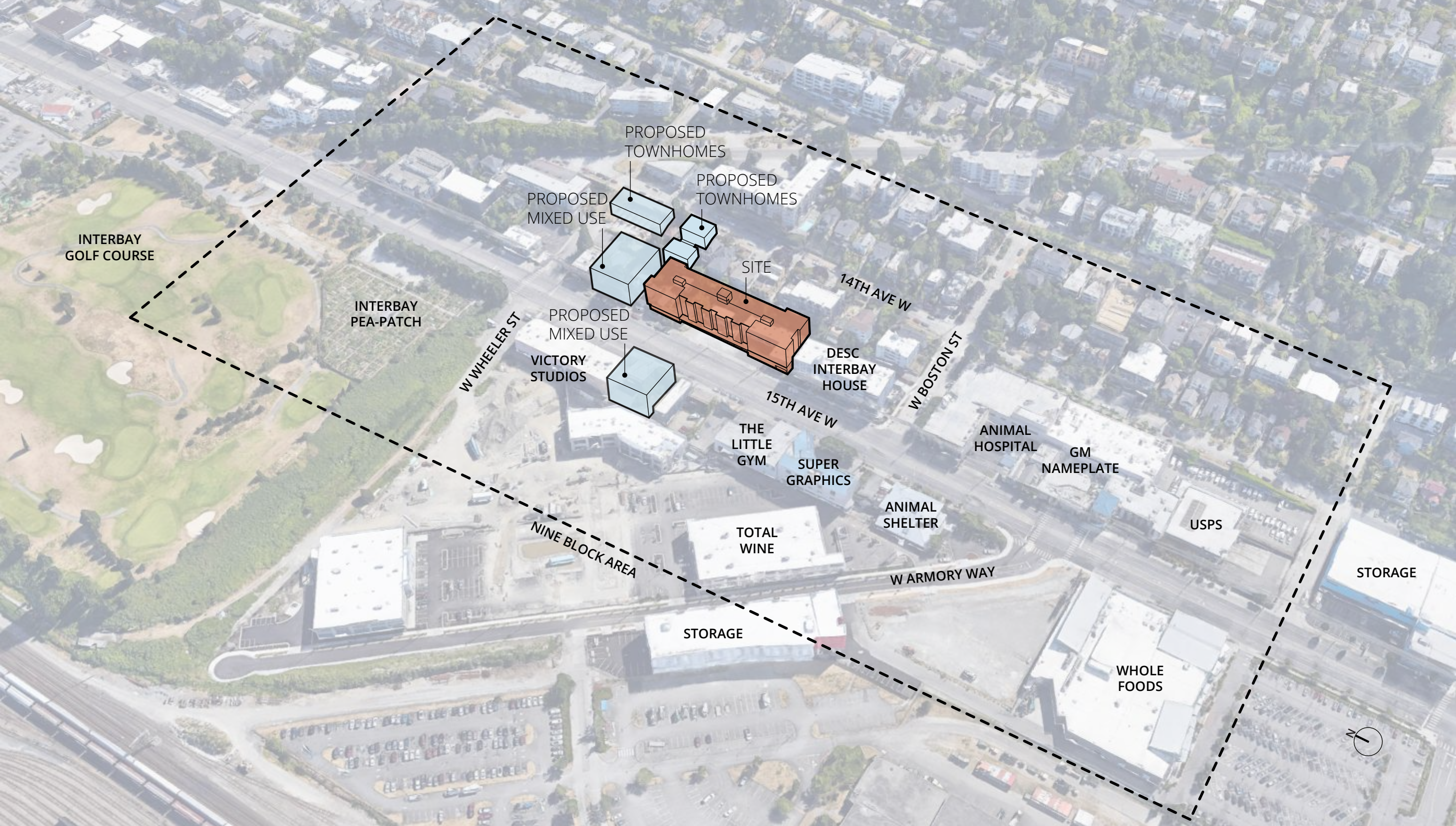


WHOLE FOODS (GROCERY)

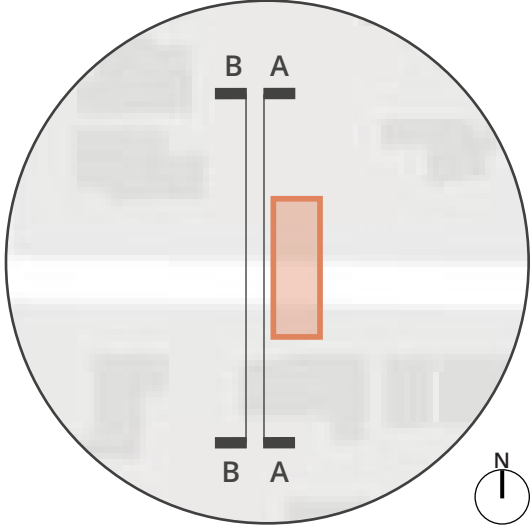


2258 15TH (MULTI-FAMILY)

# URBAN DESIGN ANALYSIS: AXONOMETRIC [5.3]



# URBAN DESIGN ANALYSIS: STREETScape [5.4]



STREET ELEVATION A: ACROSS FROM SITE

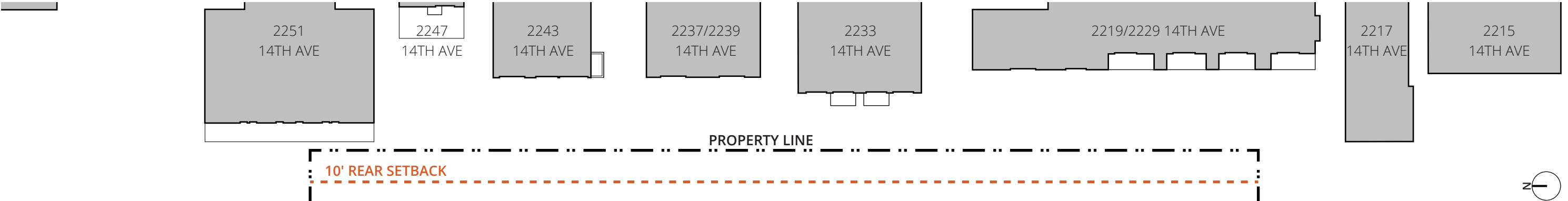


STREET ELEVATION A: ACROSS FROM SITE

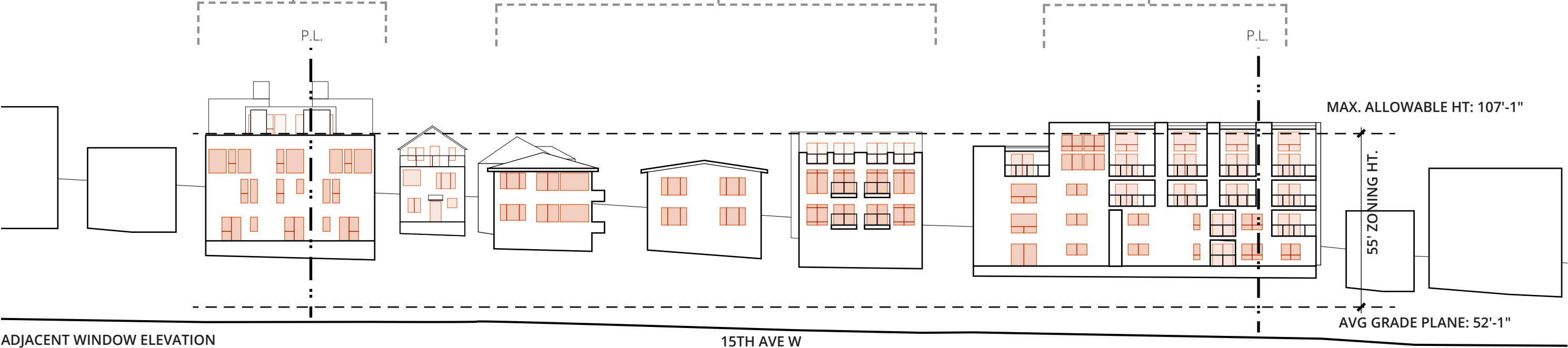


# URBAN DESIGN ANALYSIS: ADJACENT WINDOW STUDY [5.4]

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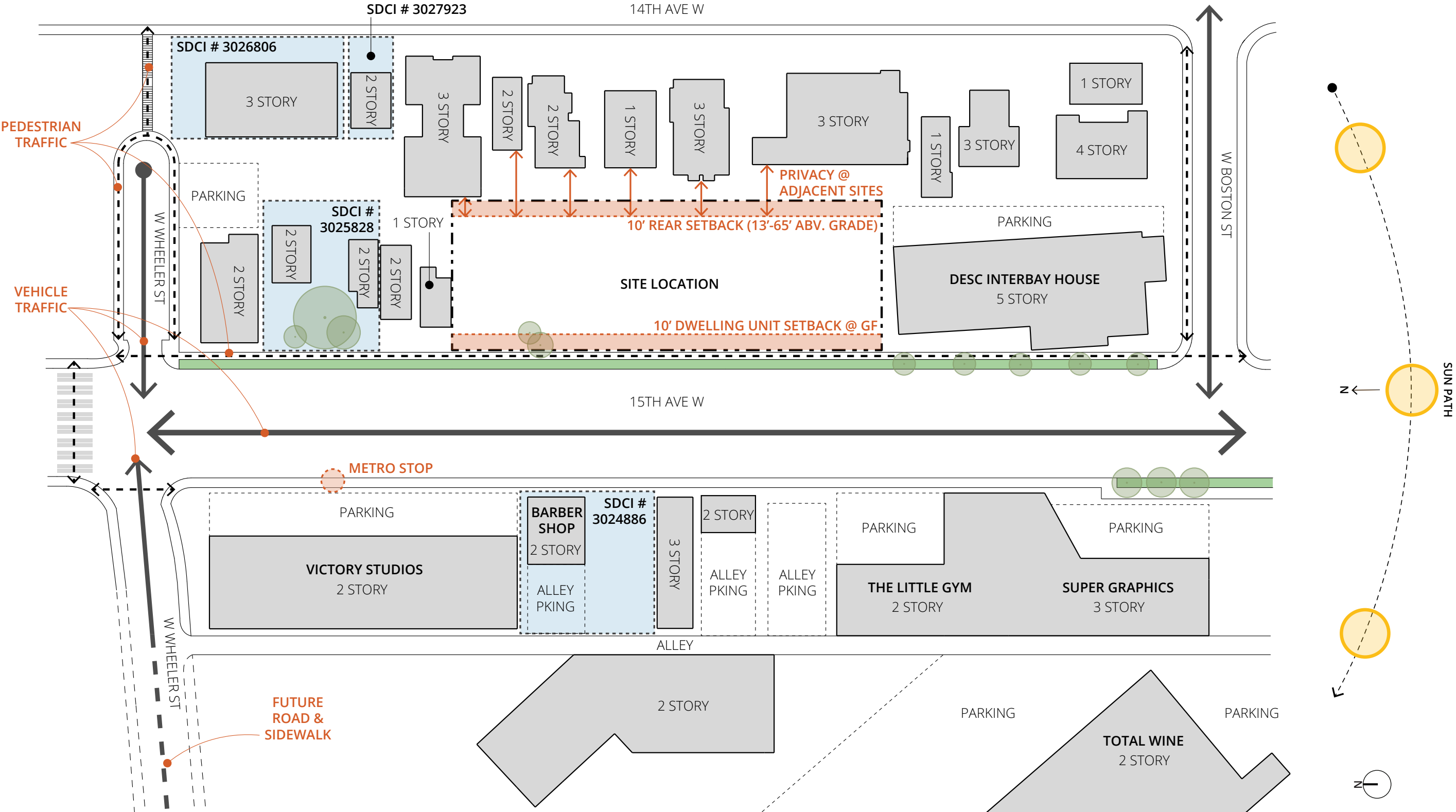


PARTIAL SITE PLAN

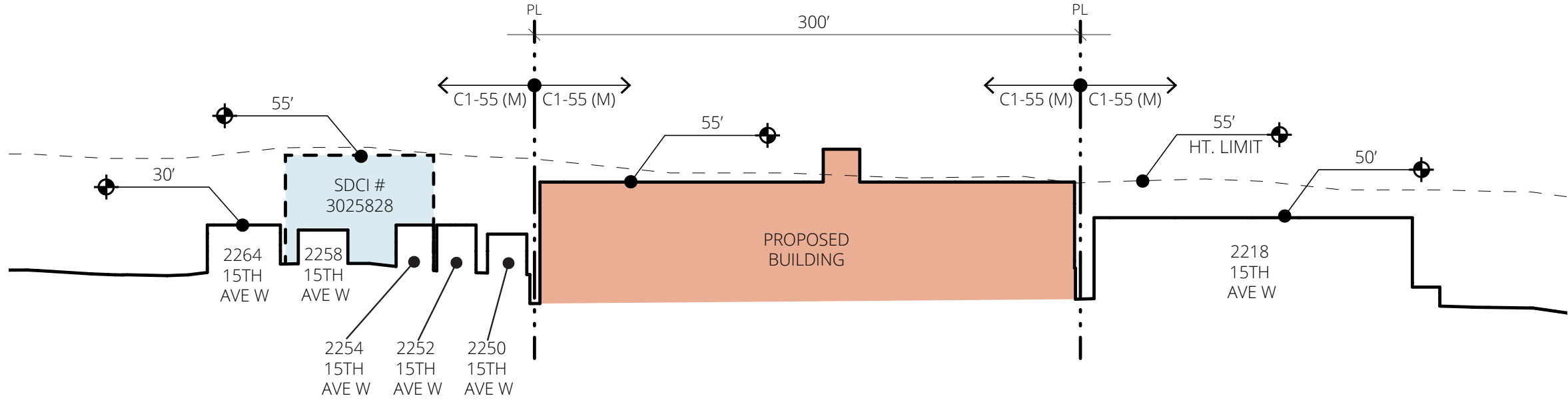


ADJACENT WINDOW ELEVATION

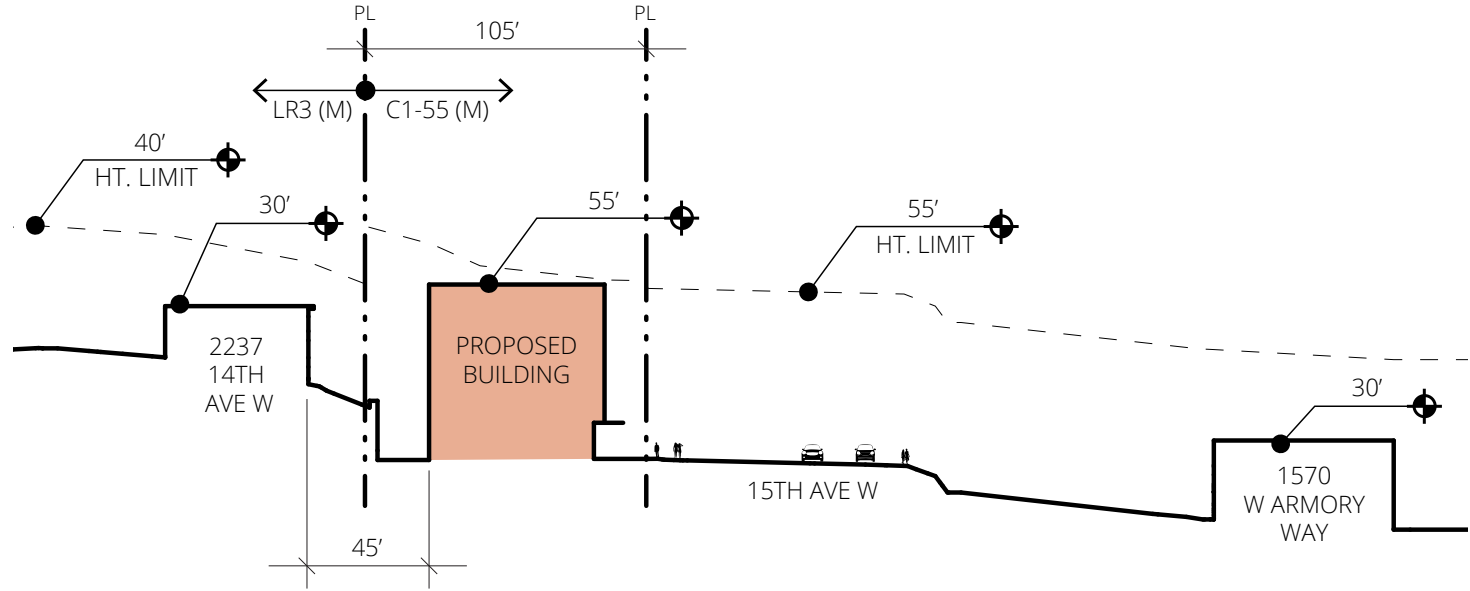
# URBAN DESIGN ANALYSIS: VICINITY DIAGRAM [5.5]



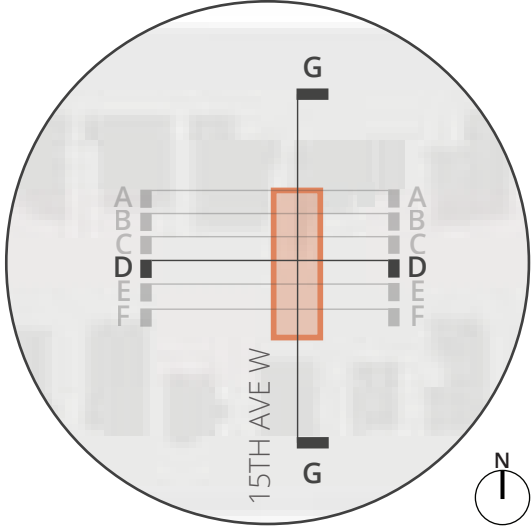
# URBAN DESIGN ANALYSIS: SITE SECTIONS [5.5]



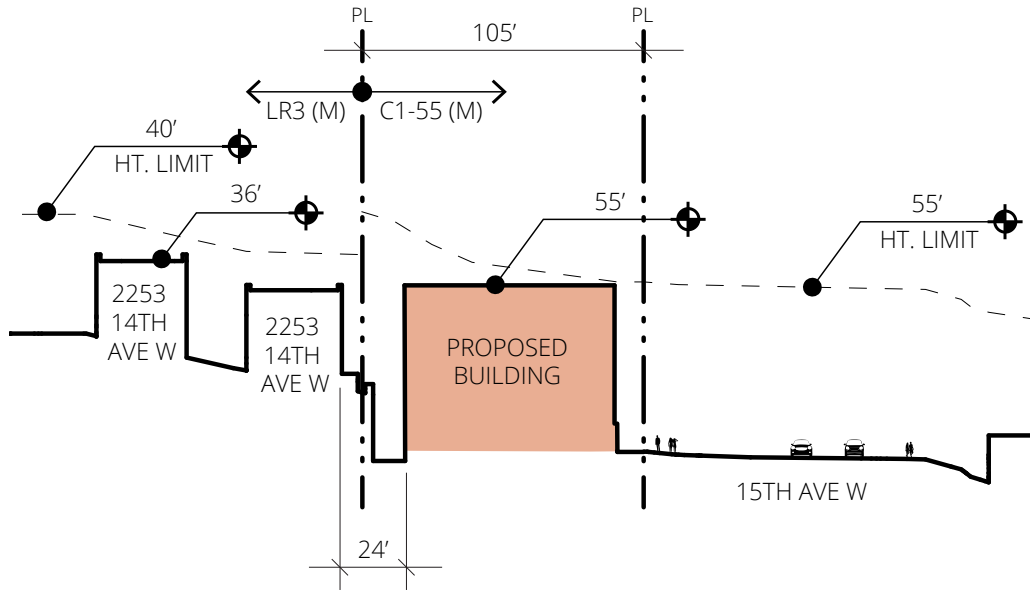
SITE SECTION G



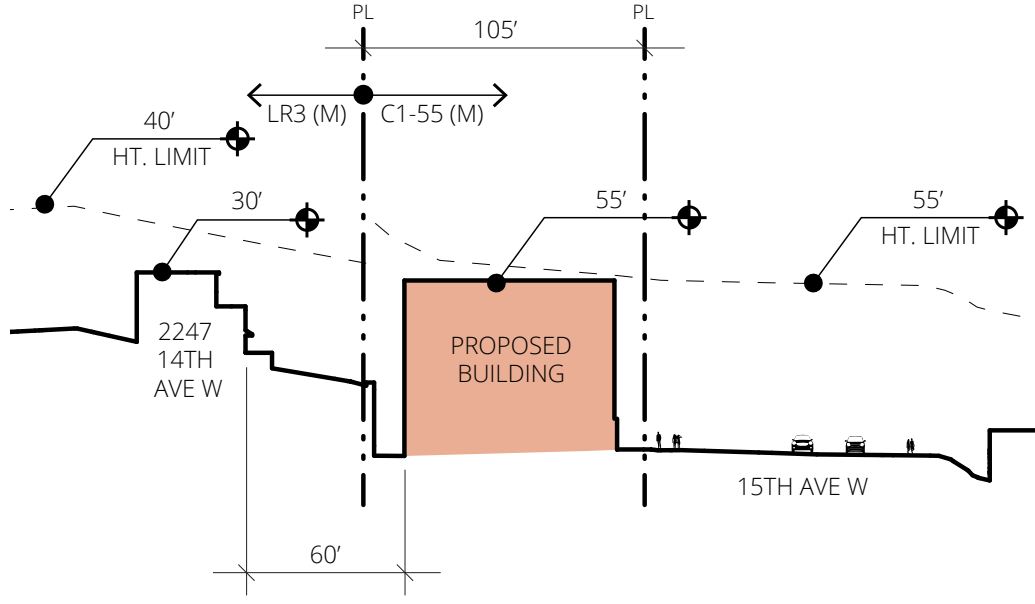
SITE SECTION D



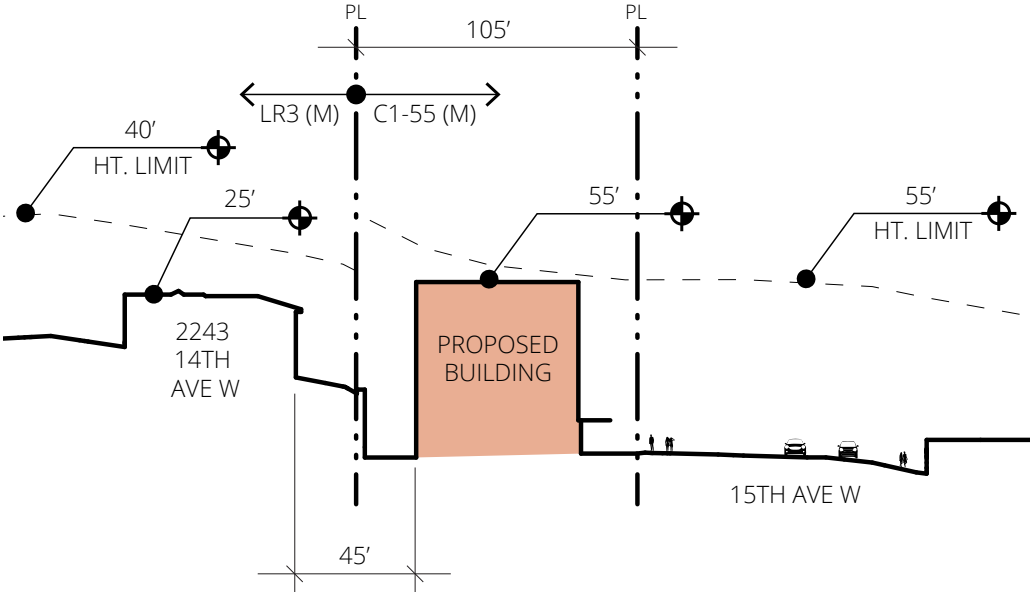
# URBAN DESIGN ANALYSIS: SITE SECTIONS [5.5]



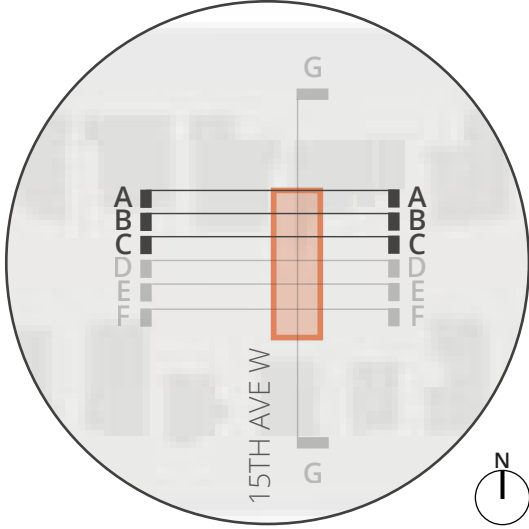
SITE SECTION A



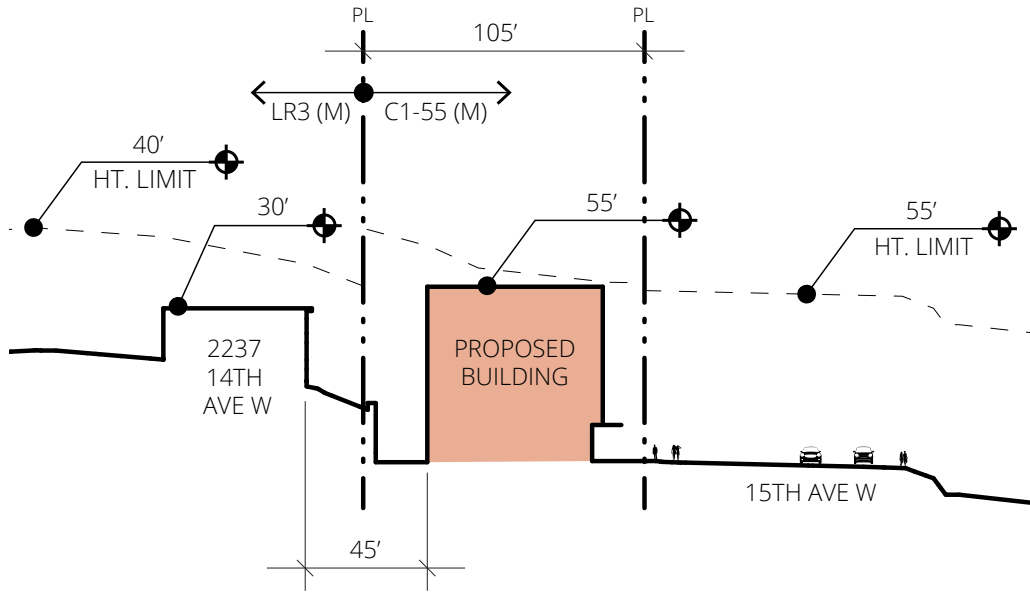
SITE SECTION B



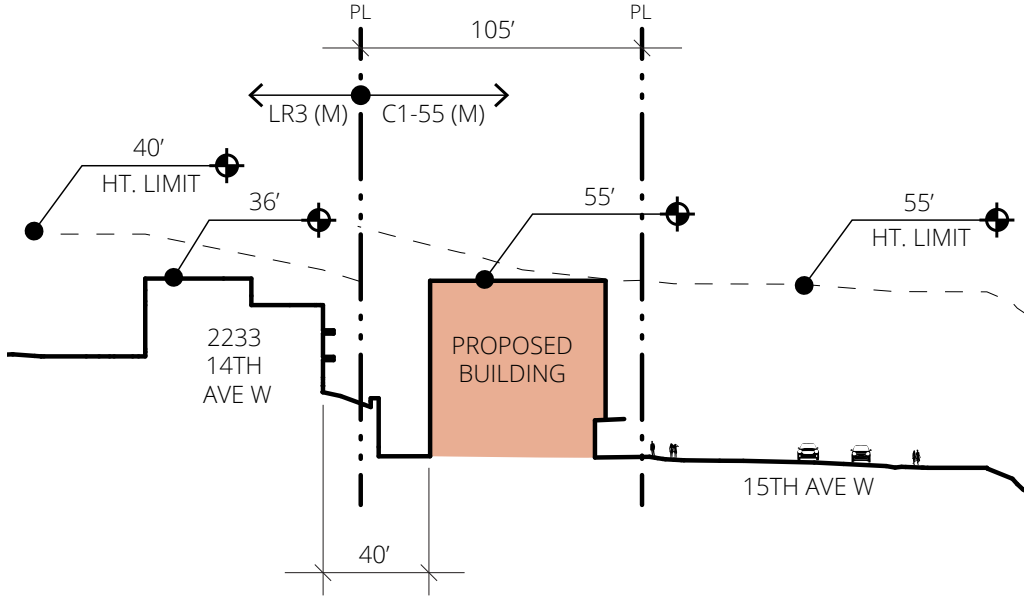
SITE SECTION C



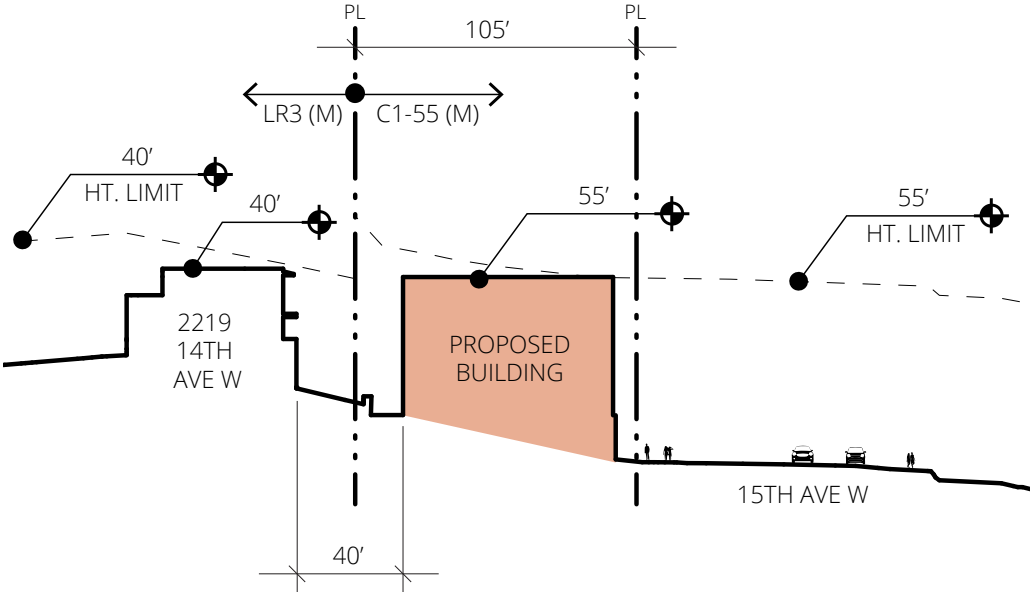
# URBAN DESIGN ANALYSIS: SITE SECTIONS [5.5]



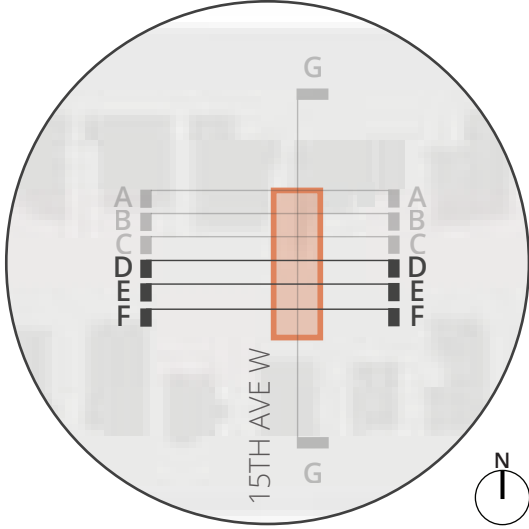
SITE SECTION D














SITE SECTION E

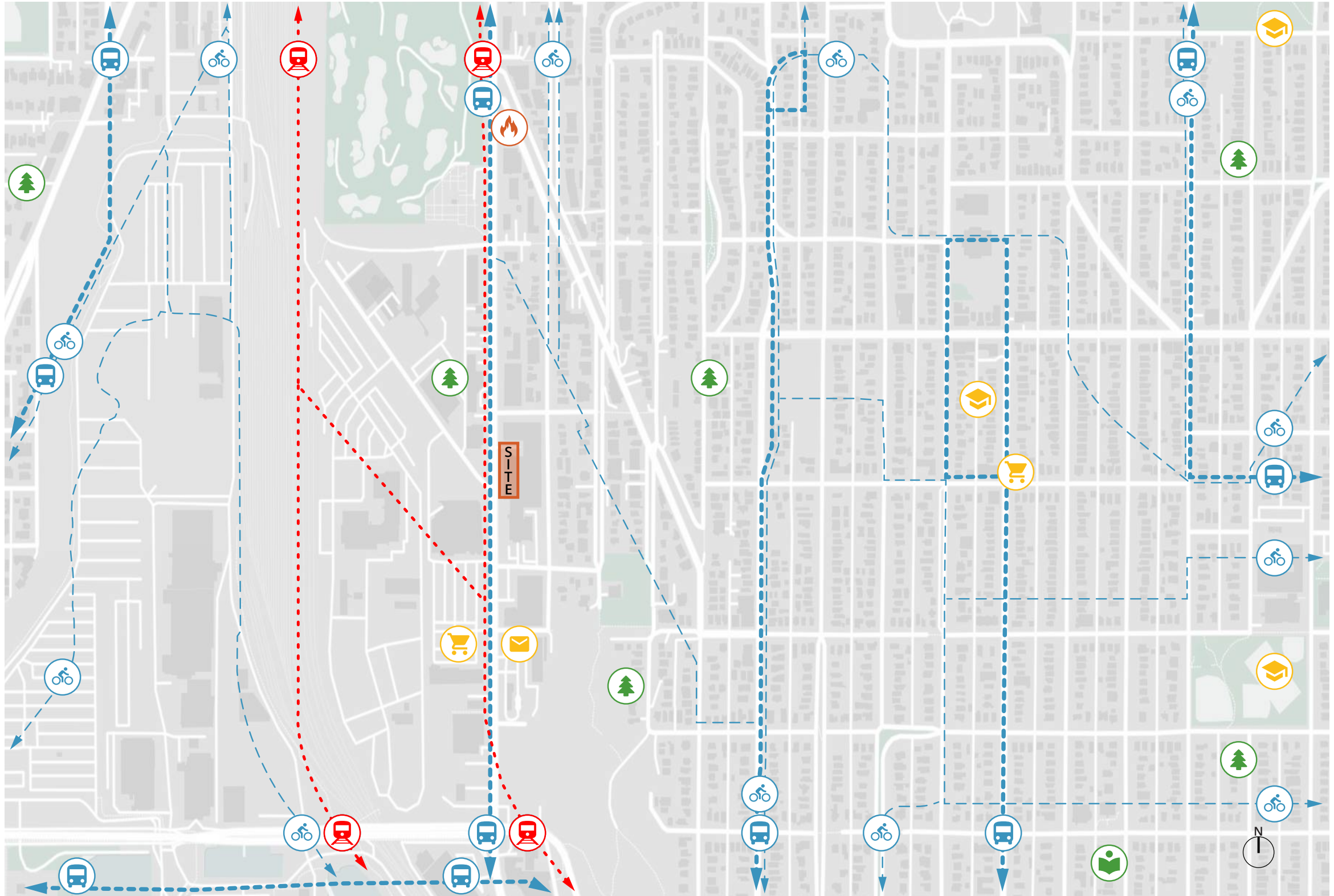


SITE SECTION F



# URBAN DESIGN ANALYSIS: VICINITY MAP [5.6]

- LEGEND**
-  SITE
  -  FUTURE SOUND TRANSIT
  -  METRO
  -  BICYCLE
  -  SCHOOL
  -  POST OFFICE
  -  GROCERY STORE
  -  FIRE STATION
  -  LIBRARY
  -  PARK
  -  N



# URBAN DESIGN ANALYSIS: SITE PHOTOS [5.7]

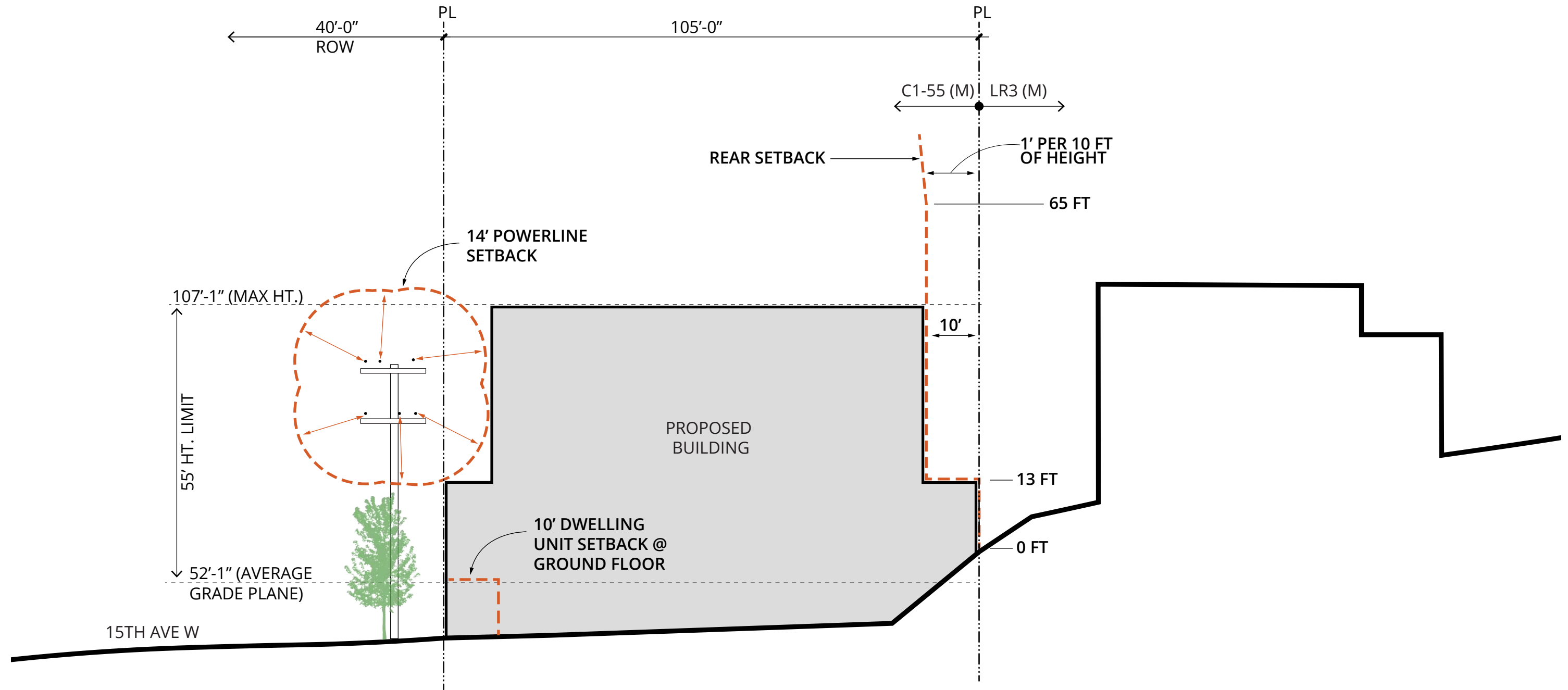


# ZONING DATA [6.0]

<b>ADDRESS</b>	2222 15th Ave W, Seattle, WA 98119	
<b>ZONE</b>	C1-55 (M)   (Commercial 1) Frequent Transit Service Area, Flexible Parking Area	
<b>PERMITTED USES</b>	Residential - 167 Units, Parking (23.47A.004)	
<b>FLOOR AREA RATIO (23.47A.013)</b>	Max. Single Use: 3.75 x 31,534 SF (lot area) = 118,254 SF Max.	<b>Proposed FAR of 117,972 complies</b>
<b>STRUCTURE HEIGHT (23.47A.012)</b>	Base height limit = 55' feet	<b>Proposed height of 55' complies</b>
<b>SETBACK REQUIREMENTS (23.47A.014.B.3)</b>	<ul style="list-style-type: none"> <li>- Required front setback: 0'-0"</li> <li>- Required side setback: 0'-0"</li> <li>- Required rear setback: Zone is LR3. 10'-0" – From 13' to 65'; Add'l 1'-0 for every 10' of height.</li> <li>- No entrance, window, or other opening is permitted closer than 5 feet to an abutting residentially-zoned lot.</li> </ul>	<b>Proposal complies with setbacks</b>
<b>BLANK FACADES (23.47A.008.A)</b>	Blank segments of the street-facing facade between 2' and 8' above the sidewalk may not exceed 20' in width. The total of all blank facade segments may not exceed 40% of the width of the facade.	<b>Proposal complies with blank facade requirement</b>
<b>AMENITY AREA (23.47A.024) (23.84A.002)</b>	<ul style="list-style-type: none"> <li>- Required Amenity area: 5% total gross SF, excluding mechanical equipment and parking</li> <li>- Minimum Amenity Space: 116,000 SF x 0.05 = 5,816 SF</li> <li>- "Amenity area" means space that provides opportunity for active or passive recreational activity for residents of a development or structure, including landscaped open spaces, decks and balconies, roof gardens, plazas, courtyards, play areas, swimming pools and sport courts.</li> <li>- All residents shall have access to at least one common or private amenity area</li> <li>- Amenity areas shall not be enclosed</li> </ul>	<b>Amenity area proposed exceeds requirement</b>
	<b>PARKING ACCESS (23.47A.032)</b>	<ul style="list-style-type: none"> <li>- If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.</li> <li>- For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.</li> </ul> <p><b>Departure requested. Request for additional curb cuts as a solution to waste management.</b></p>
	<b>BICYCLE PARKING (23.54.015.K)</b>	<ul style="list-style-type: none"> <li>- Long-term: 1 per dwelling unit until 50, then ¾ per dwelling unit = 139 bike spots</li> <li>- Short-term: 1 per 20 dwelling units = 10 bike spots (rounded up to even number)</li> </ul> <p><b>Proposed bicycle parking complies</b></p>
	<b>PARKING COUNT (23.54.015) (23.43.020)</b>	<ul style="list-style-type: none"> <li>- 1 space per dwelling unit or 1 space for every 2 SEDUs</li> <li>- Site is in a Parking Flexibility Area (50% reduction to minimum parking requirement)</li> <li>- 12 SEDUs + 156 dwelling units = 162 spots * 50% reduction = 81 required parking spots</li> </ul> <p><b>Proposed parking count of 164 stalls complies</b></p>
	<b>SOLID WASTE AND RECYCLABLE STORAGE (23.54.040)</b>	<ul style="list-style-type: none"> <li>- 575 SF + 4 SF for ea. Additional unit above 100</li> <li>- 575 SF + (4x68) = 847 SF</li> </ul> <p><b>Proposed waste and recyclable storage expected to require departure</b></p>



# ZONING & SCL DATA - SETBACKS [6.0]



SITE SECTION

**MID-BLOCK SITES  
(CS2.C.2)**

Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.

**RESPONSE.**

**ENTRIES  
PL3.A.1.C**

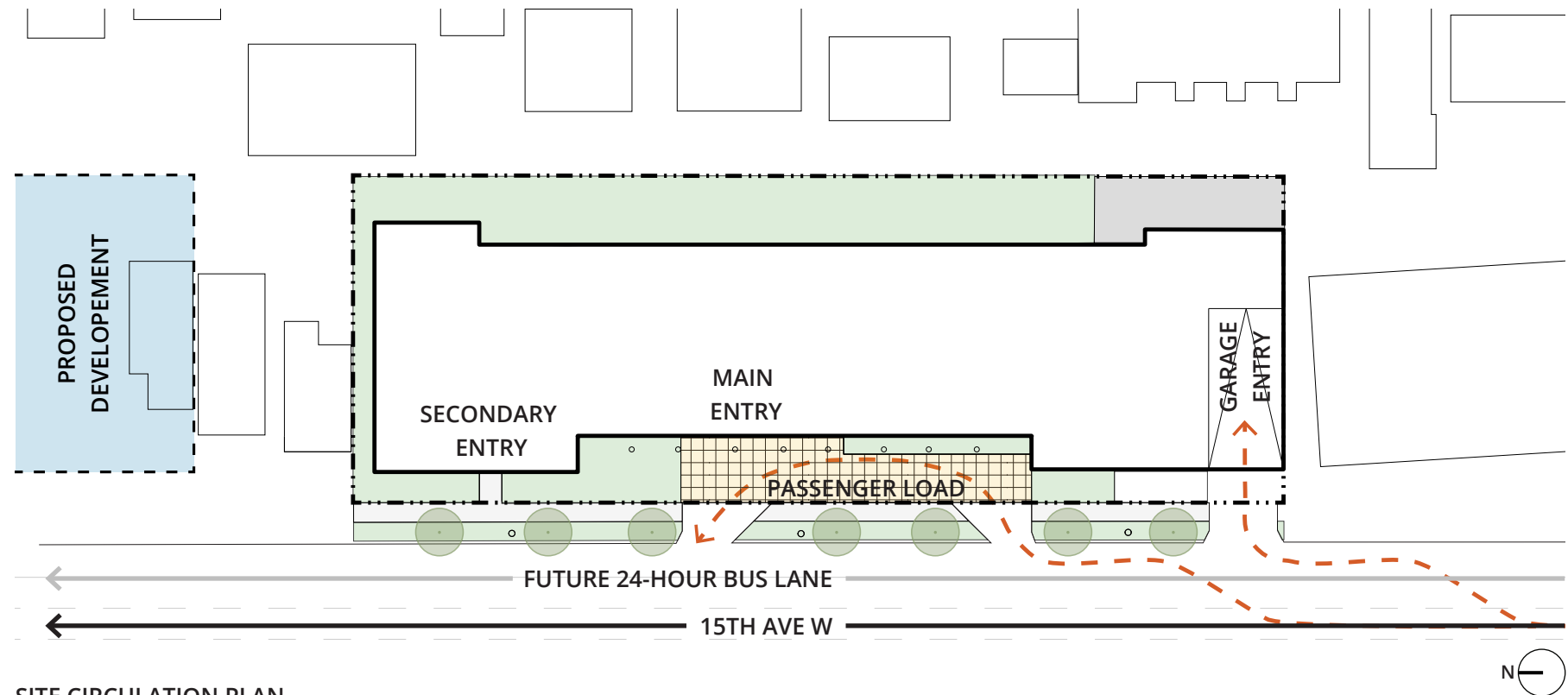
Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.

**The passenger load & valet lane, set back from the major arterial, allow safe and private entry from the street and onto the site. Entries are situated around the plaza that respond to use and massing design.**

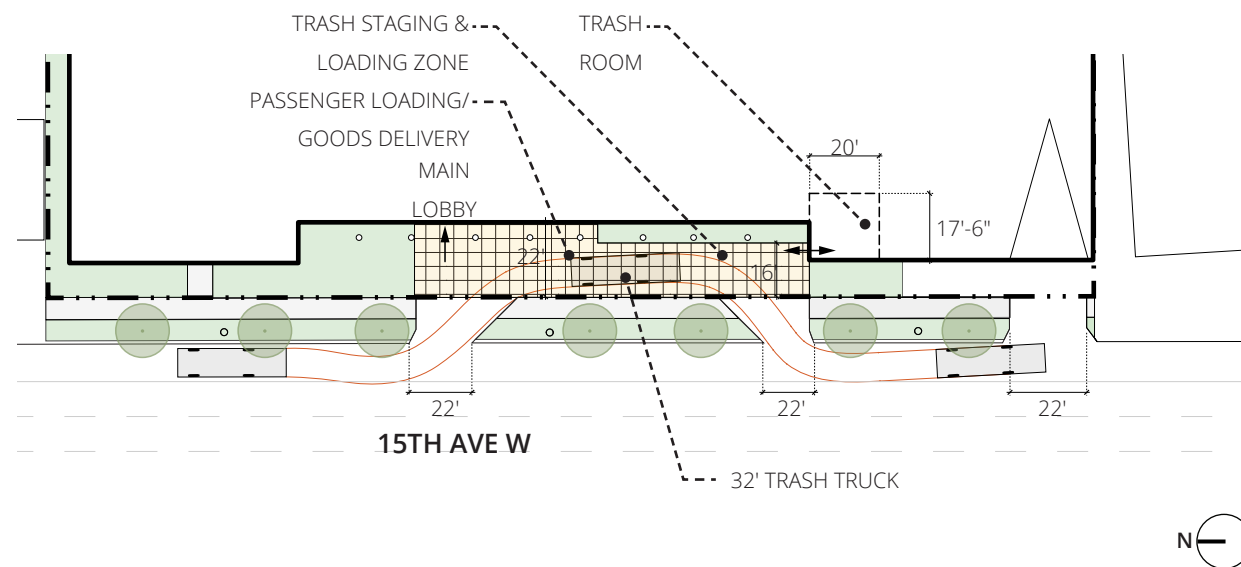
**EVOLVING  
NEIGHBORHOODS  
(CS3.A.4)**

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

**RESPONSE**



**SITE CIRCULATION PLAN**



**TRASH / SERVICE PLAN**

**SDOT Recommendations (08/14/2019):**

"Today, solid waste and passenger/goods loading can't be accommodated in the curb lane fronting 2222 15th Ave from 3-7pm... In practical terms, because of the nature of 15th Ave W, we strongly recommend that the project provide the ability to accommodate solid waste collection, passenger drop-off (Lyft/Uber/private vehicles), and goods delivery (Fedex, etc.) outside of the 15th Ave W right-of-way."

# DESIGN GUIDELINES: PROJECT SITING [7.0]

**EXISTING DEVELOPMENT AND ZONING (CS2.D.1)**

Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

**Support neighboring buildings with greater setbacks from rear property line.**

**ZONE TRANSITIONS (CS2.D.3)**

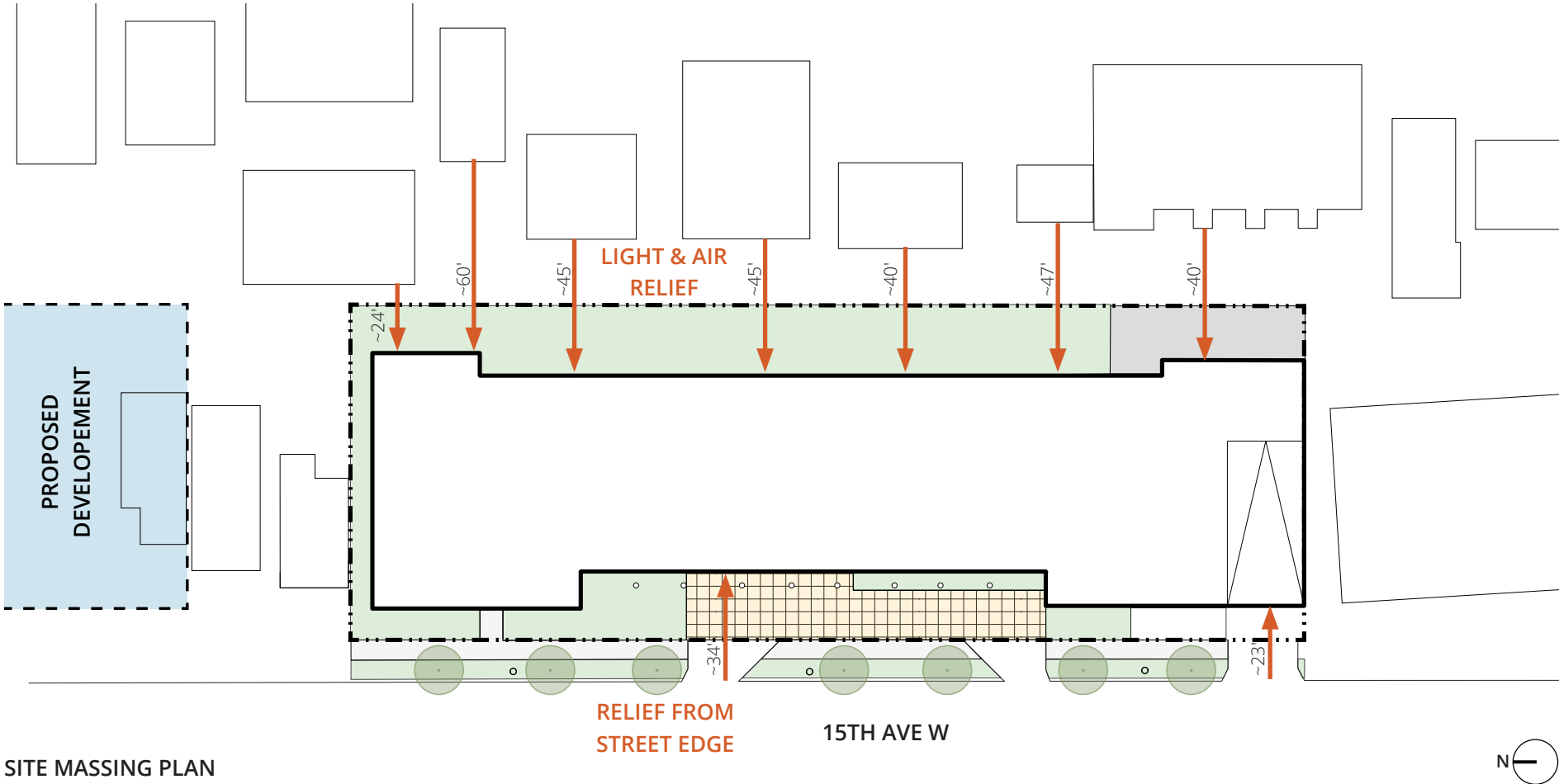
For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk, and scale between the anticipated development potential of the adjacent zone and the proposed development.

**Support neighboring buildings with variation in massing, setbacks, and materials.**

**RESPECT TO ADJACENT SITES (CS2.D.5)**

Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

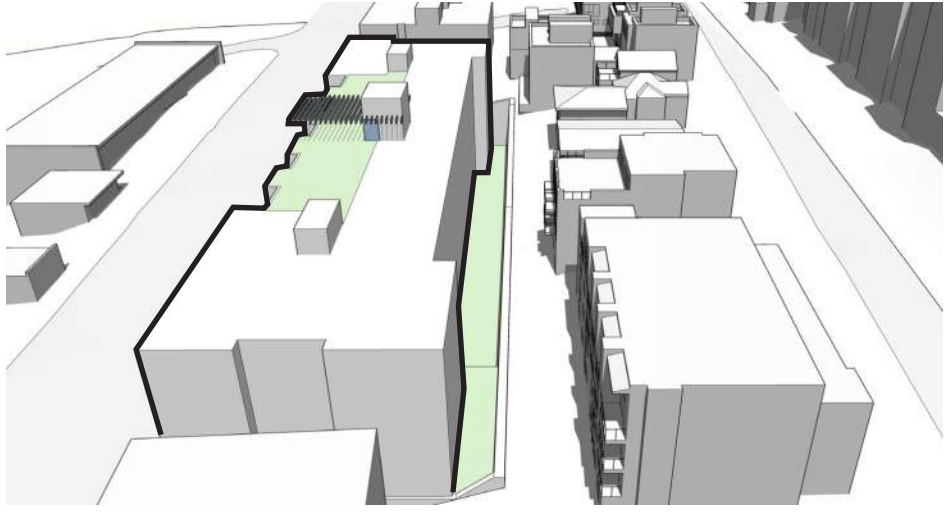
**Support neighboring buildings with additional upper level setbacks.**



SITE MASSING PLAN



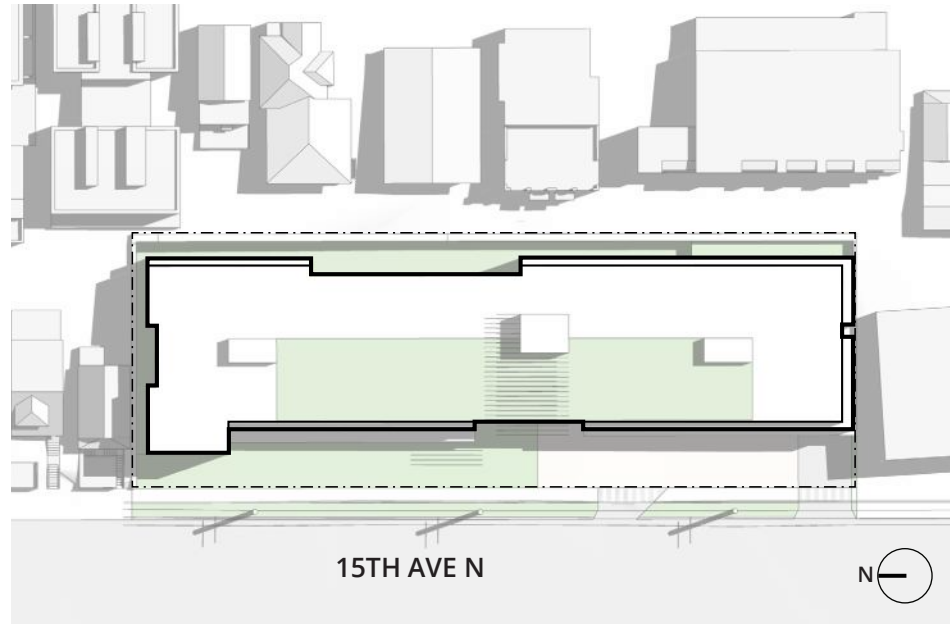
STREET MASSING VIGNETTE



AERIAL MASSING VIGNETTE

# ARCHITECTURAL MASSING CONCEPT: COMPARISON [8.3]

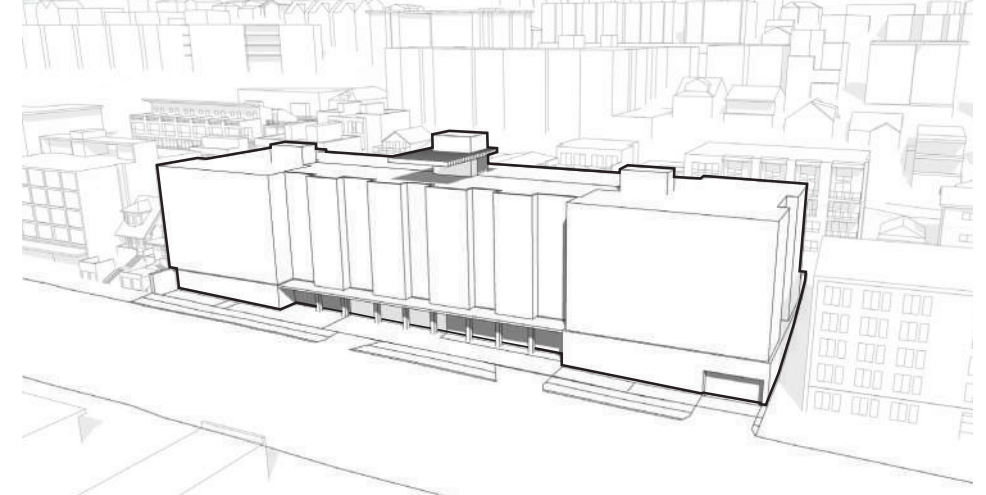
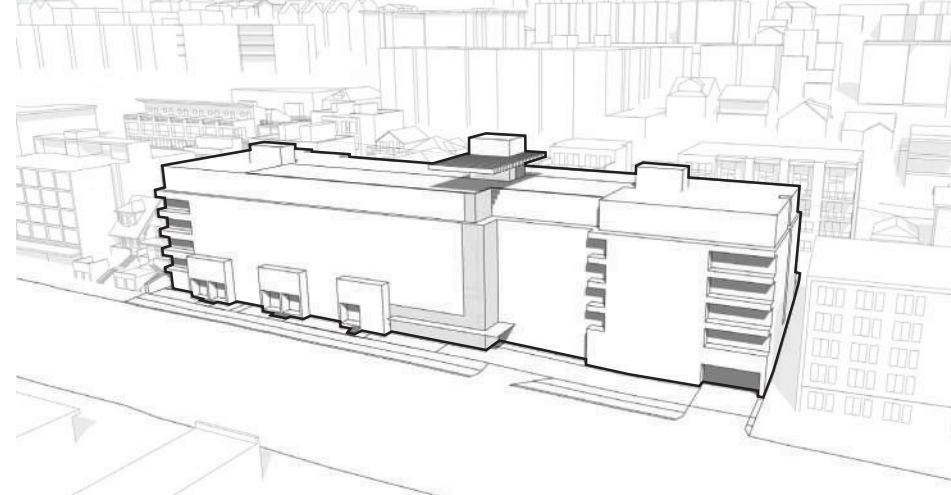
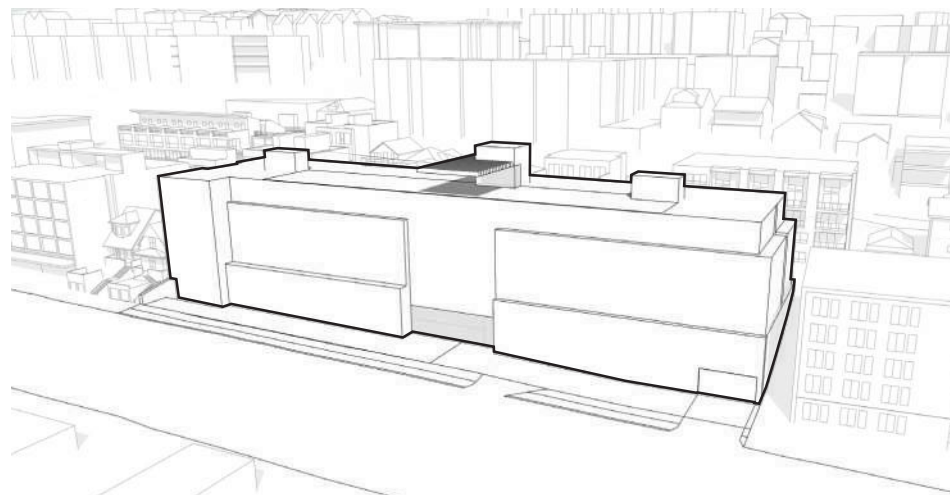
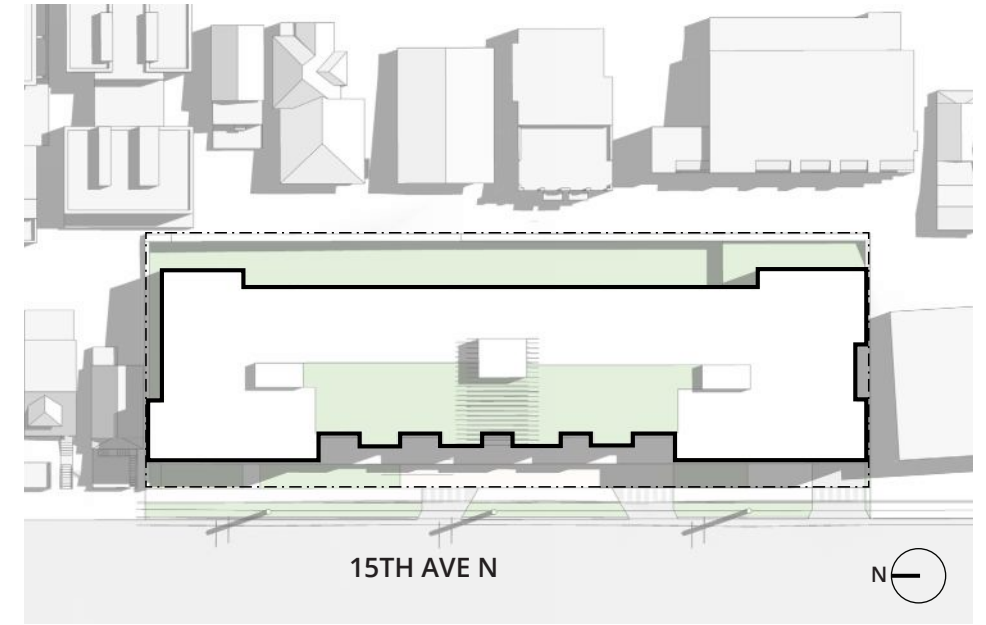
OPTION A - BAR



OPTION B - SHIFT



OPTION C - DUMBELL (PREFERED)



# ARCHITECTURAL MASSING CONCEPT: OPTION A [8.5]

**SITE AREA:** 31,534.5 SF

**GROSS AREA:** 172,483 SF

**FAR ALLOWED:** 118,254.38 SF = 3.75

**FAR PROPOSED:** 117,355.84 SF = 3.72

**UNITS:** 167

**PARKING STALLS:** 164

**DEPARTURES:** Request for additional curb cut

**PROS:**

1

2

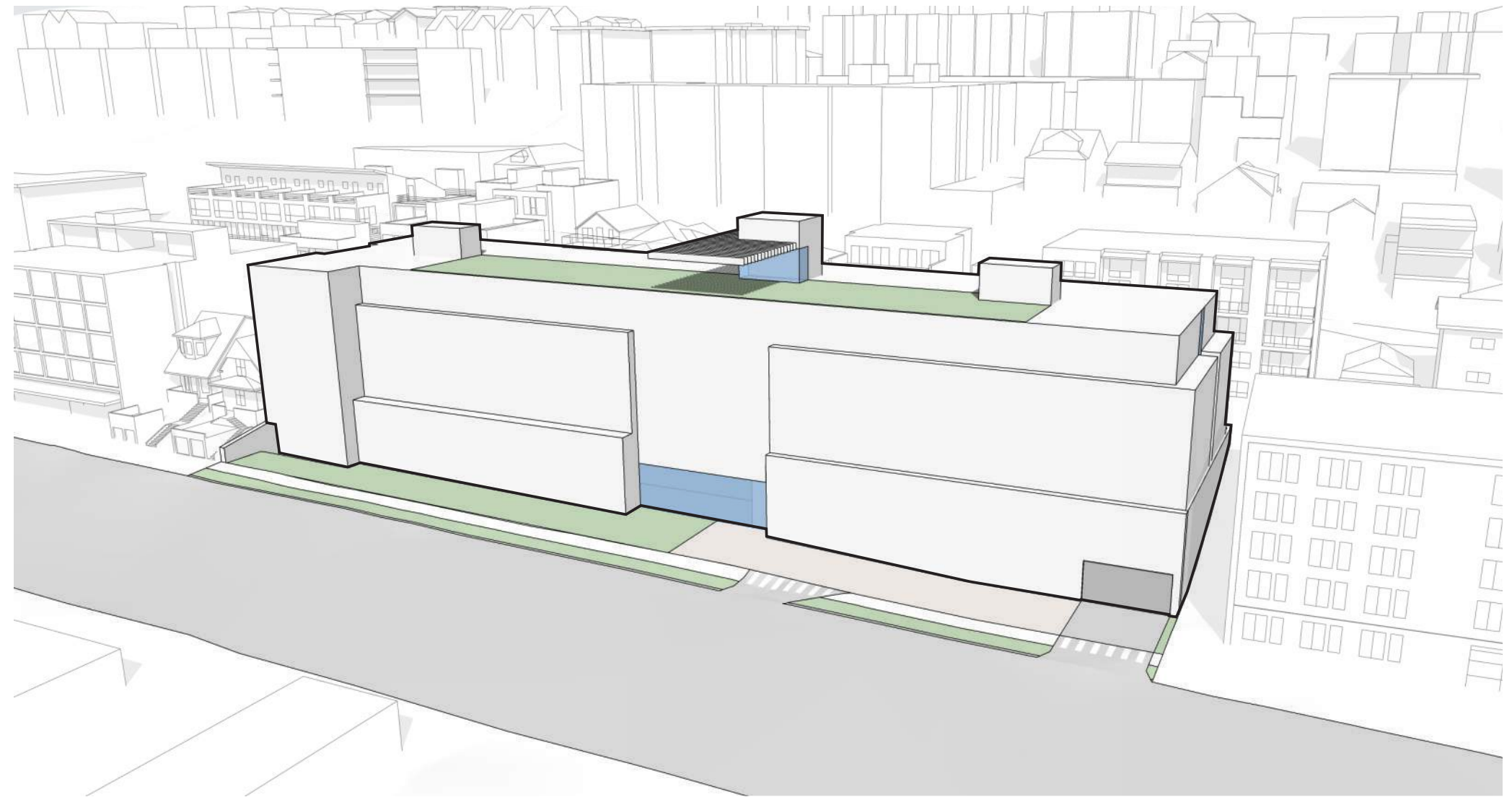
3

**CONS:**

4

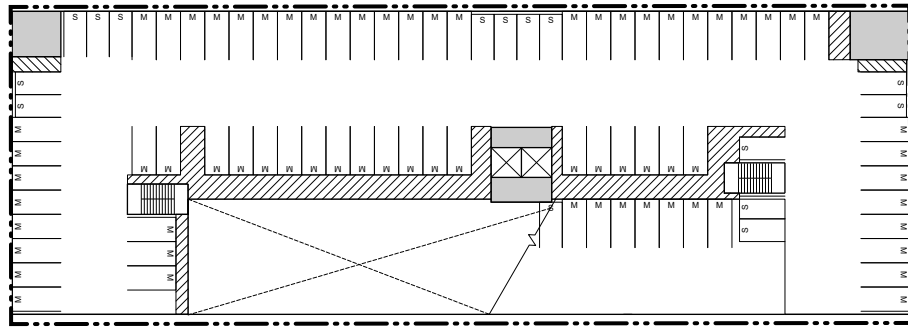
5

6

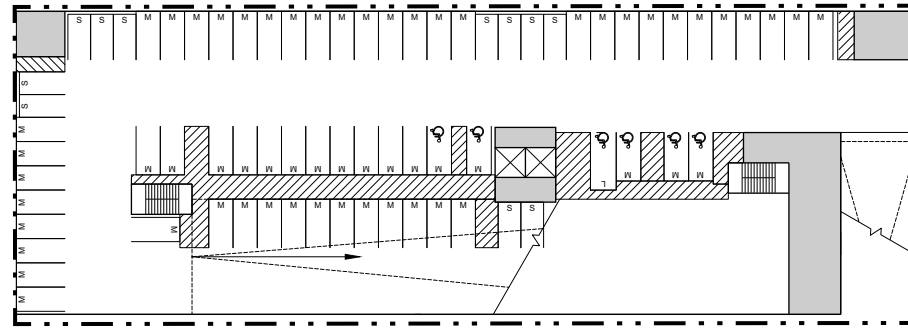


# ARCHITECTURAL MASSING CONCEPT: OPTION A PLANS [8.4]

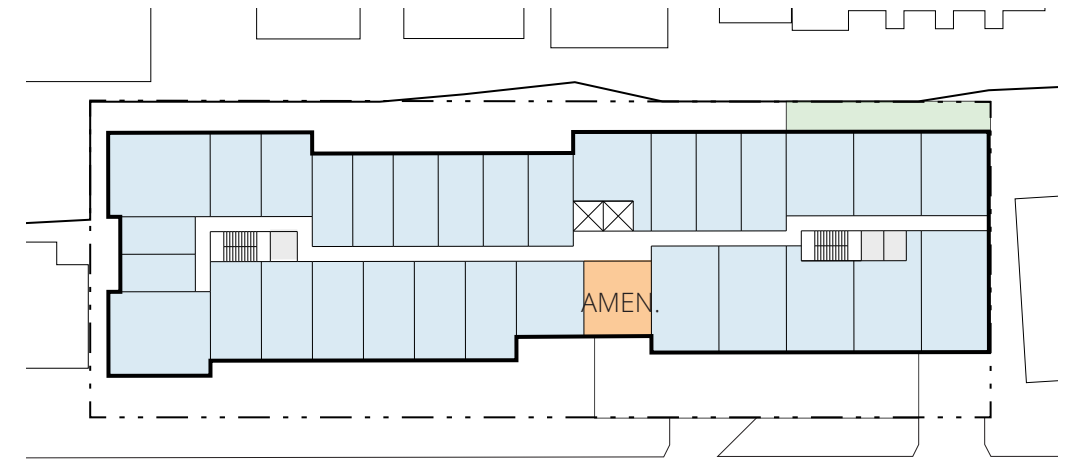
CLARK  
BARNES



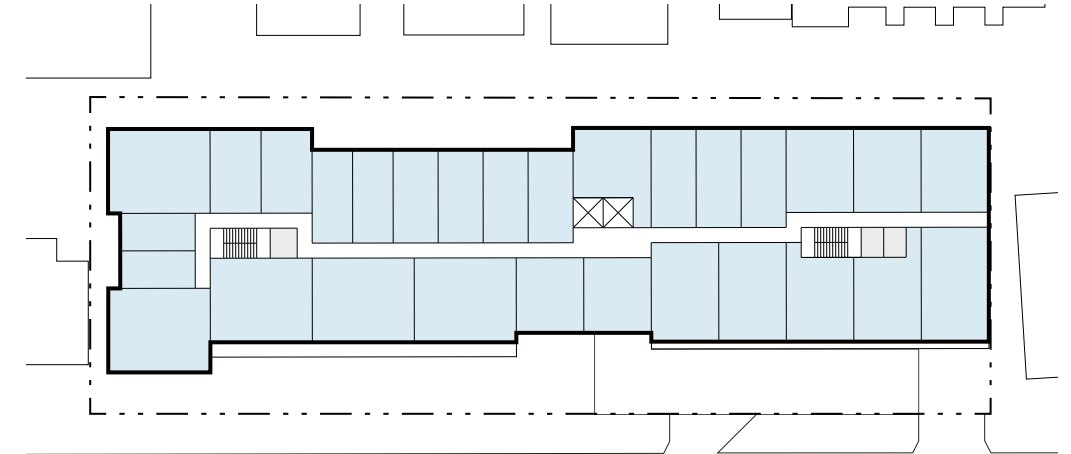
LEVEL P02



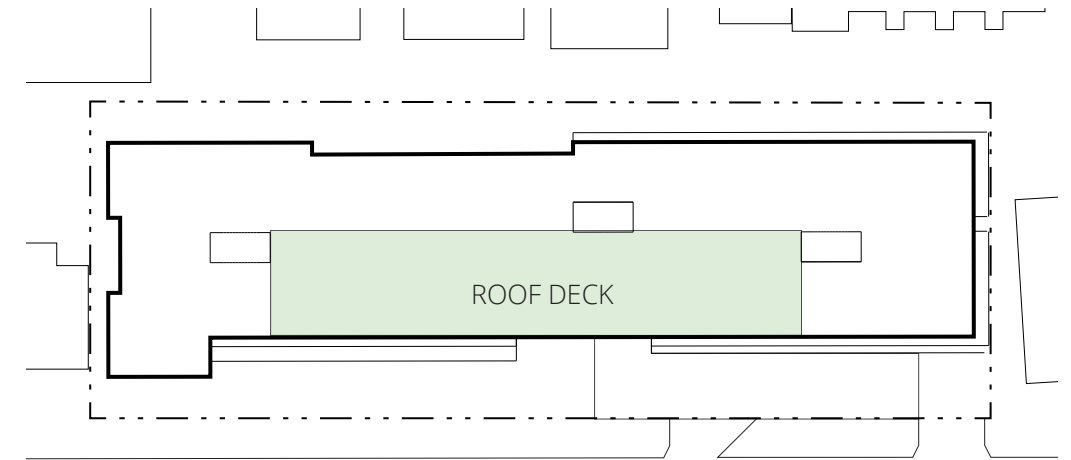
LEVEL P01



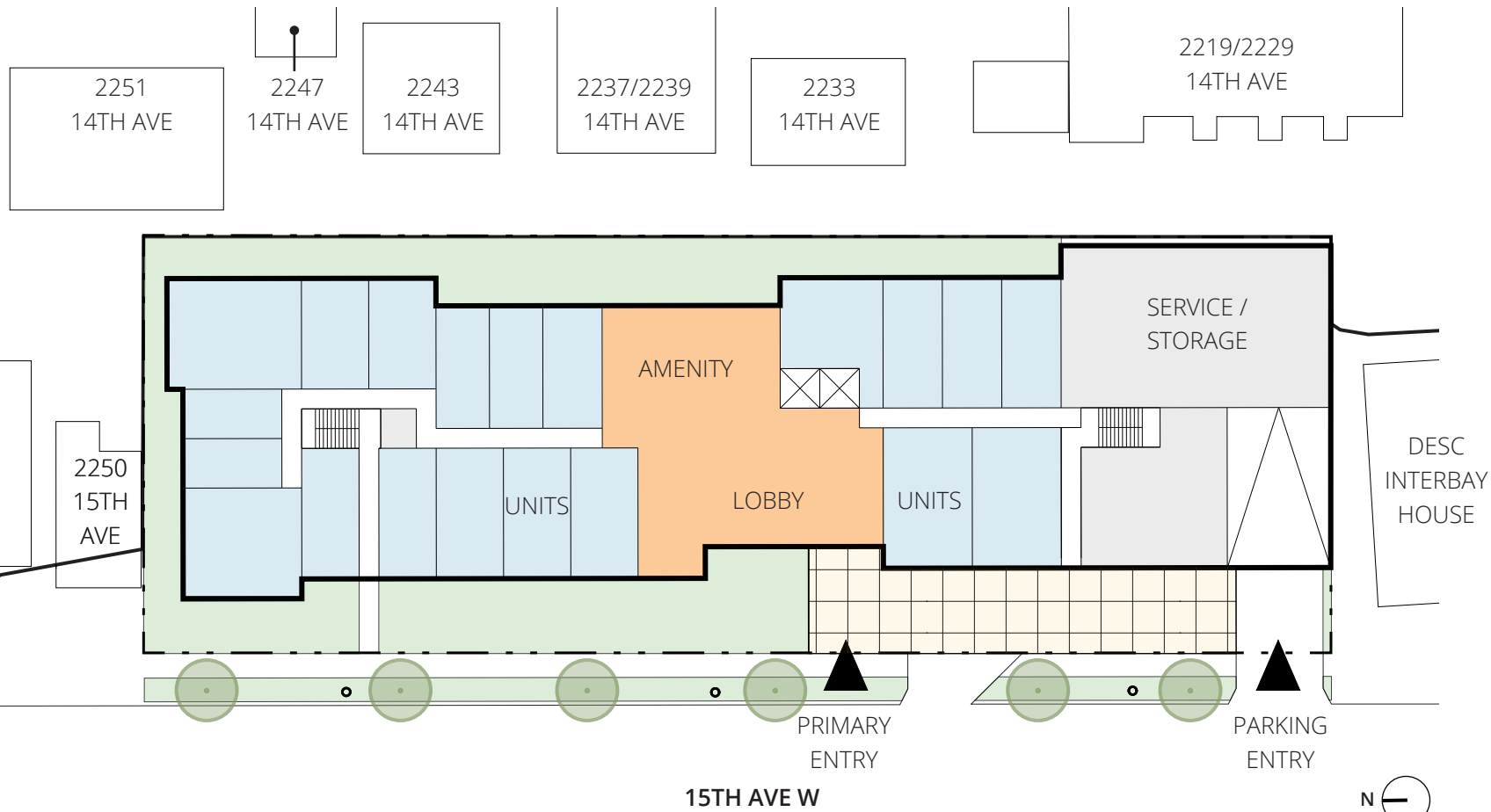
LEVEL 2



TYP. LEVEL

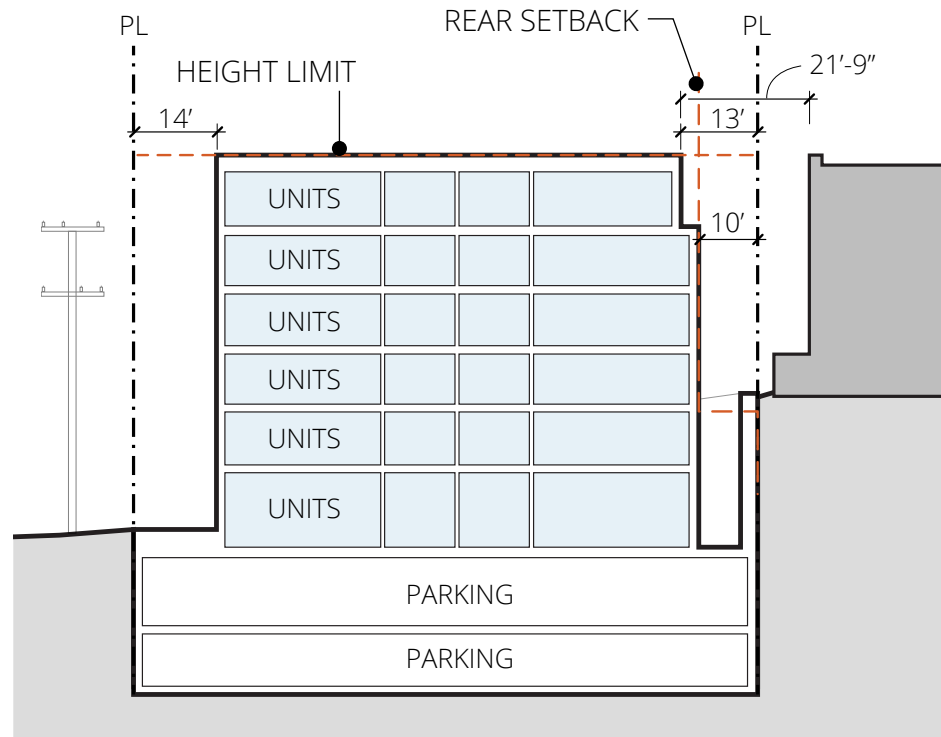


ROOF

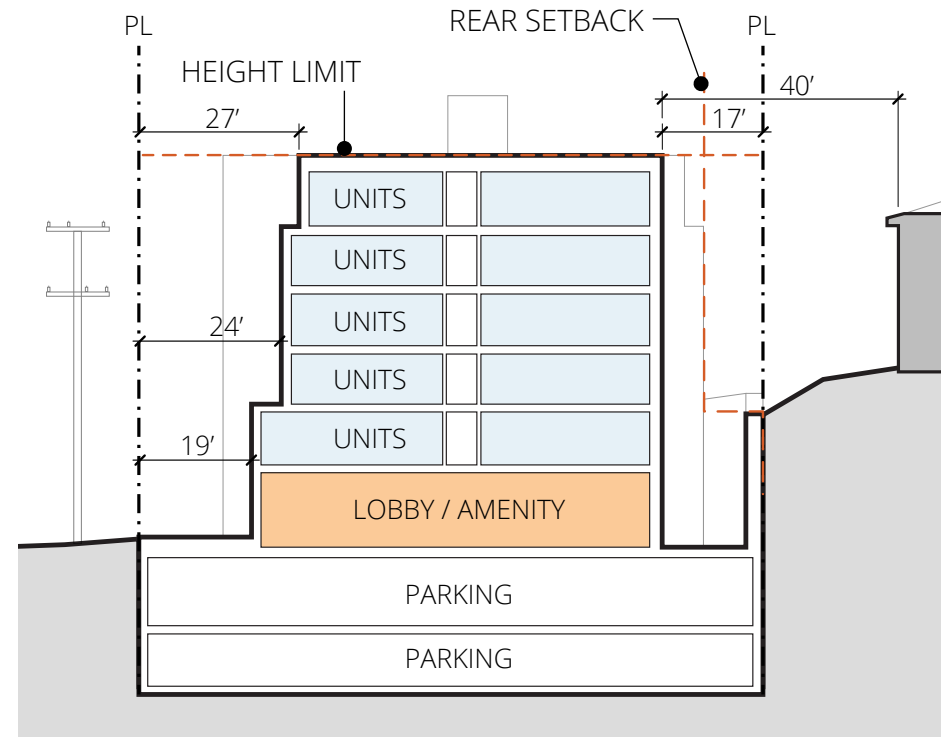


SITE PLAN / LEVEL 1

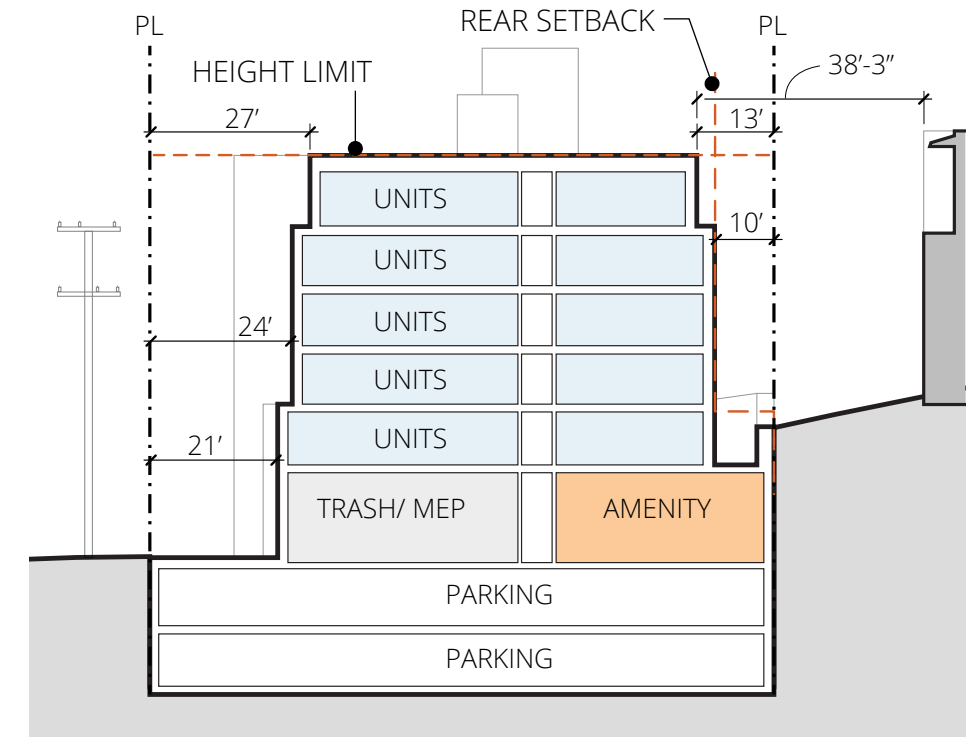
# ARCHITECTURAL MASSING CONCEPT: OPTION A SECTIONS [8.7]



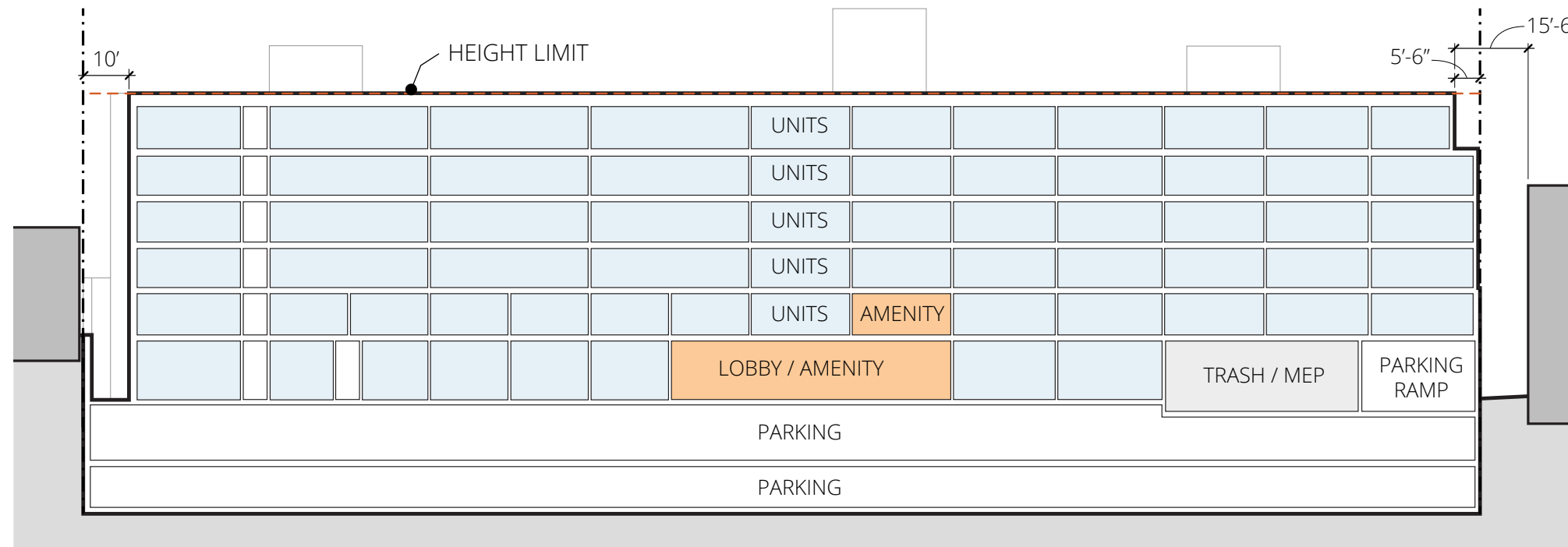
SECTION 1



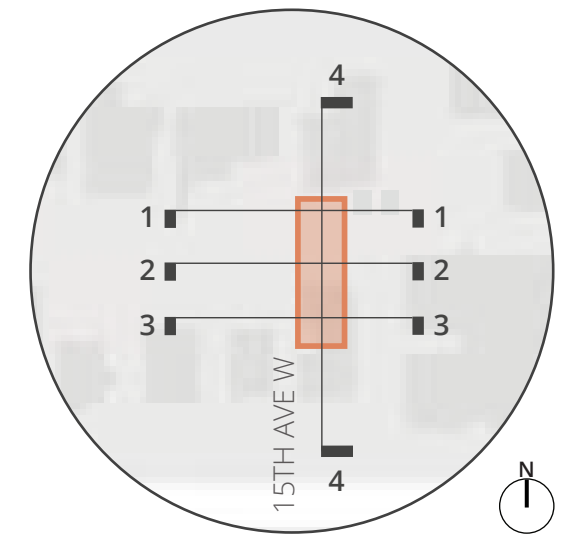
SECTION 2



SECTION 3

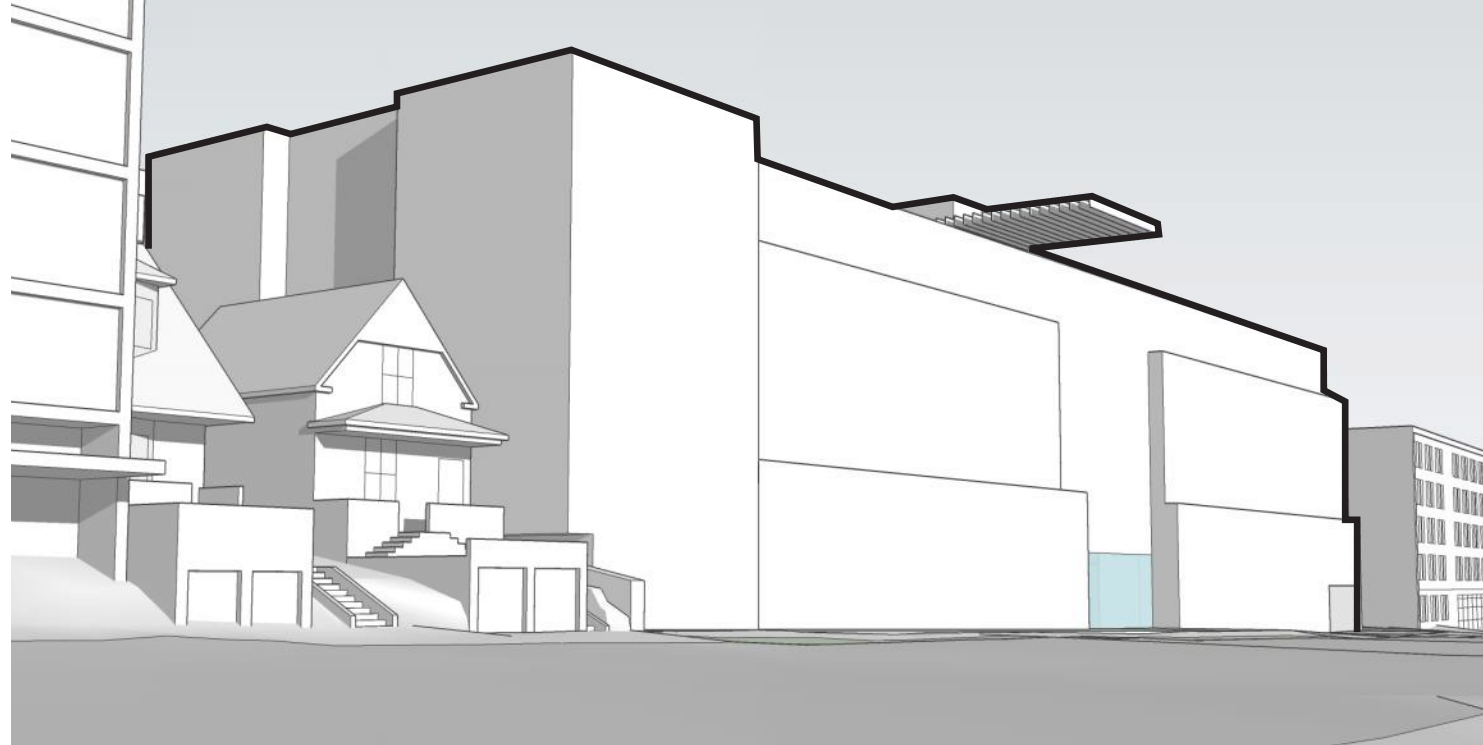


SECTION 4

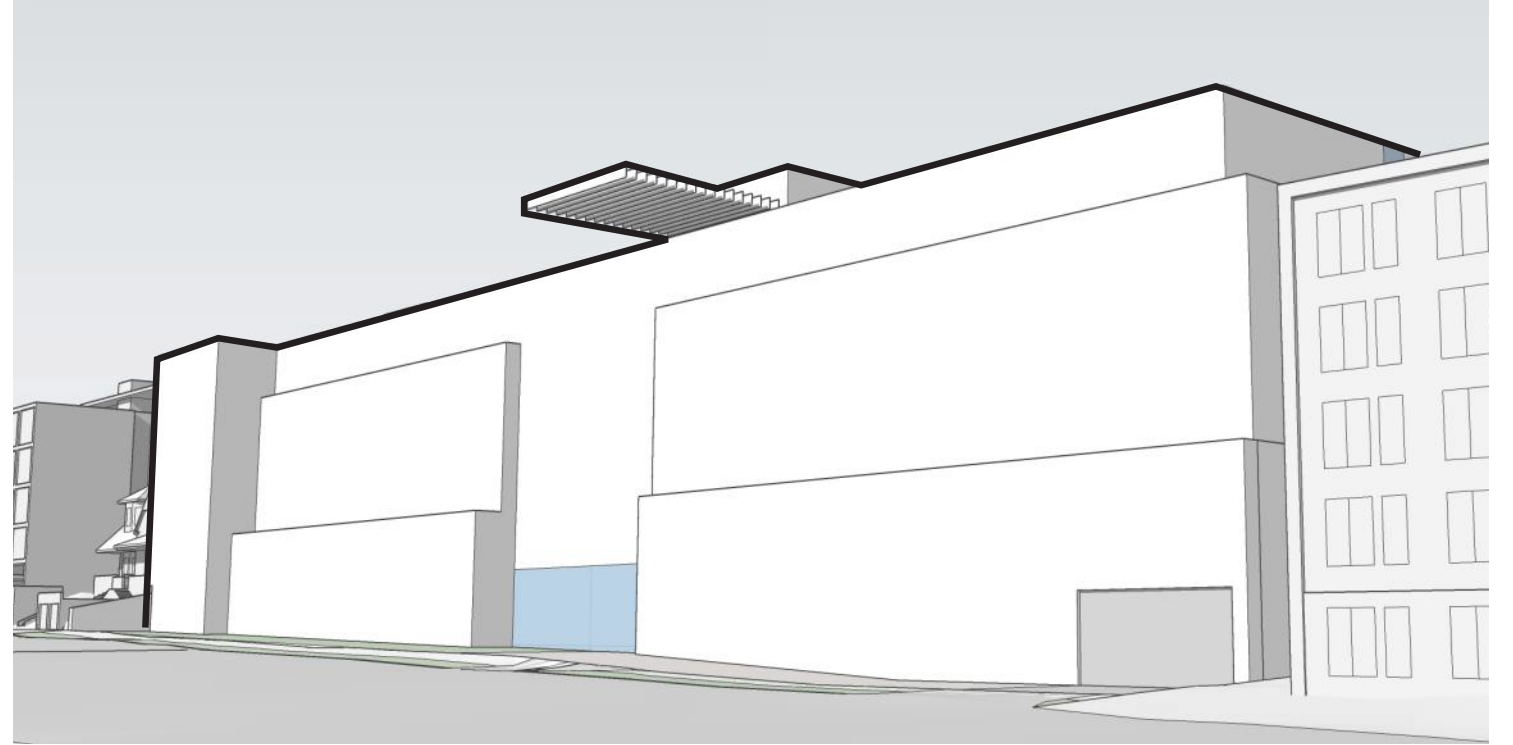


# ARCHITECTURAL MASSING CONCEPT: OPTION A VIGNETTES [8.7]

CLARK  
BARNES



LOOKING SOUTHEAST



LOOKING NORTHEAST



LOOKING SOUTH



LOOKING NORTH



# ARCHITECTURAL MASSING CONCEPT: OPTION B [8.5]

**SITE AREA:** 31,534.5 SF

**GROSS AREA:** 172,938 SF

**FAR ALLOWED:** 118,254.38 SF = 3.75

**FAR PROPOSED:** 117,798.92 SF = 3.74

**UNITS:** 167

**PARKING STALLS:** 164

**DEPARTURES:** Request for additional curb cut

**PROS:**

1

2

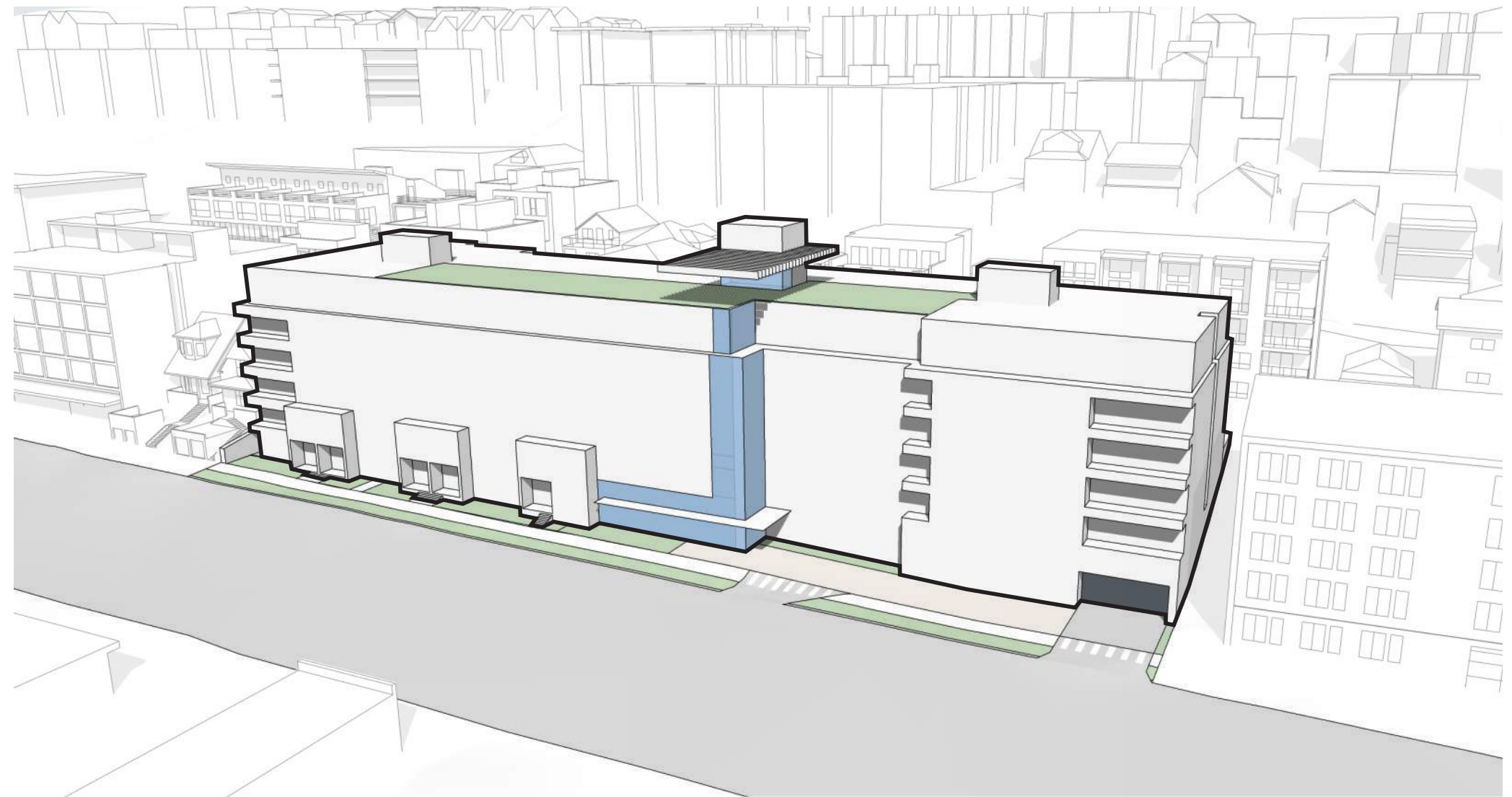
3

**CONS:**

4

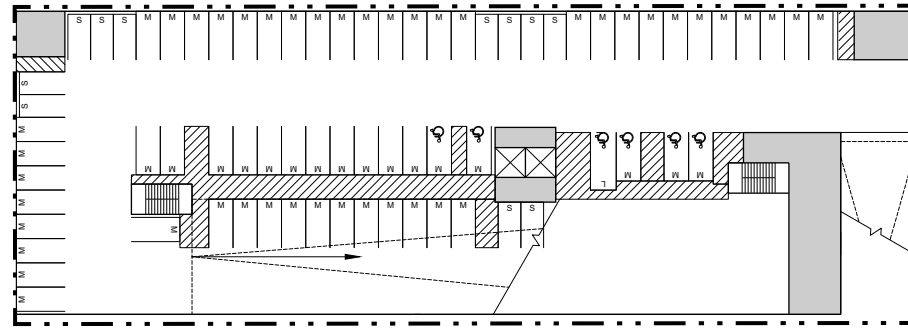
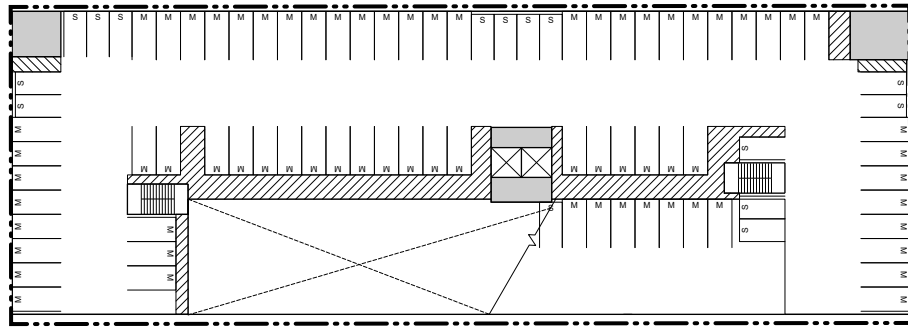
5

6



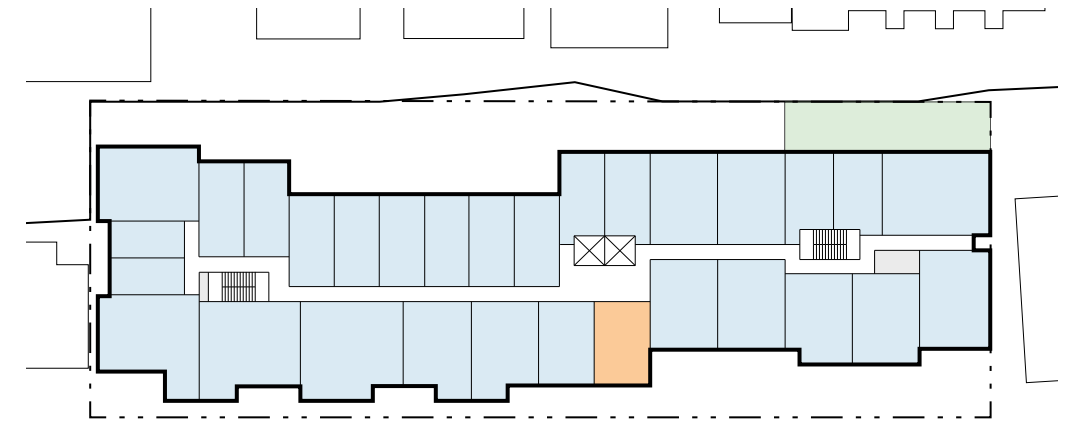
# ARCHITECTURAL MASSING CONCEPT: OPTION B PLANS [8.4]

CLARK  
BARNES

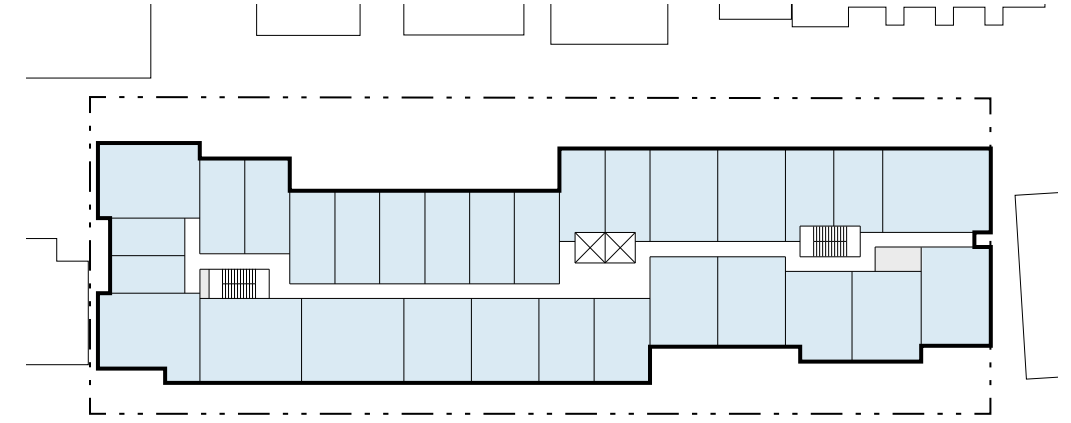
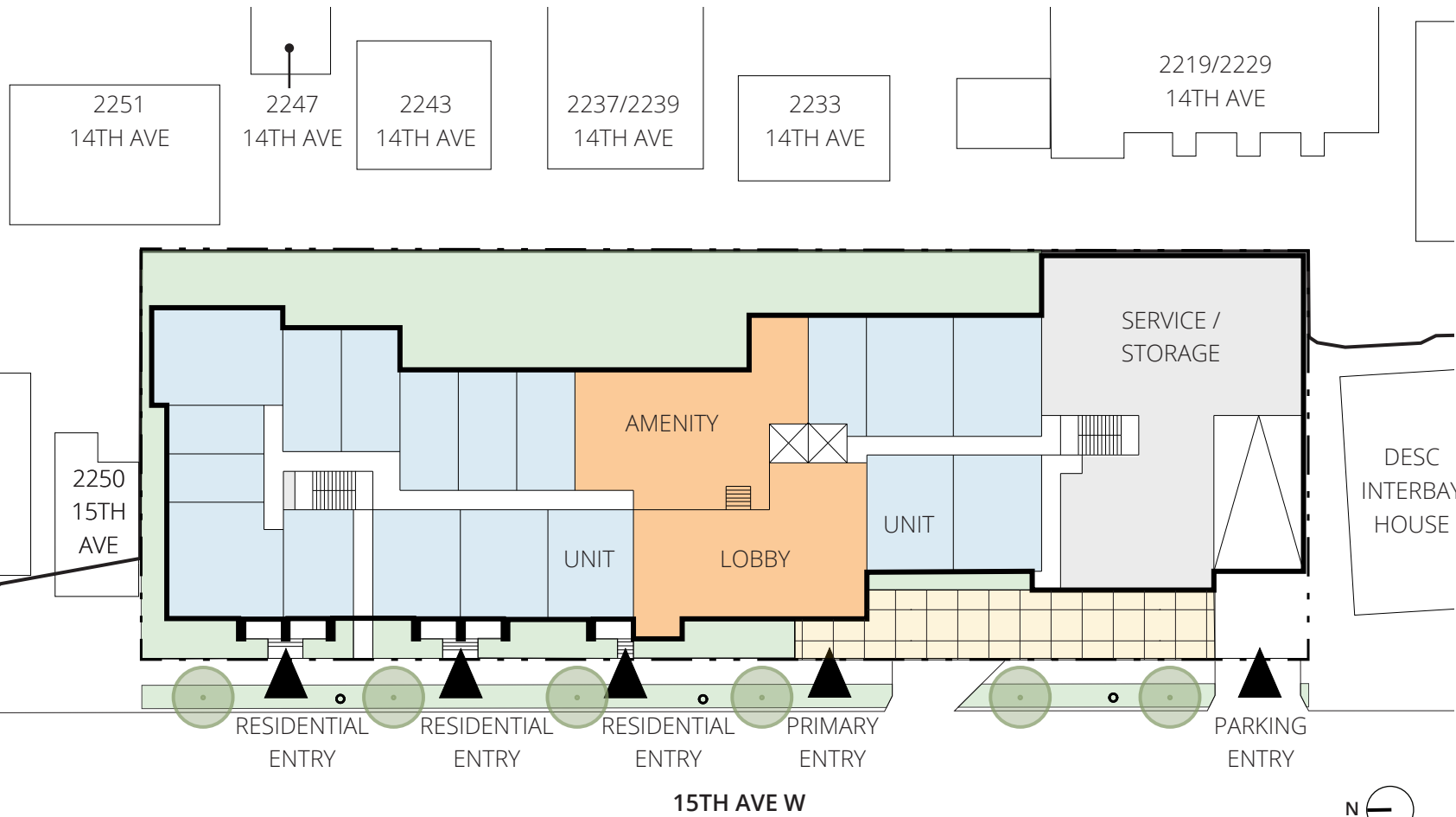


LEVEL P02

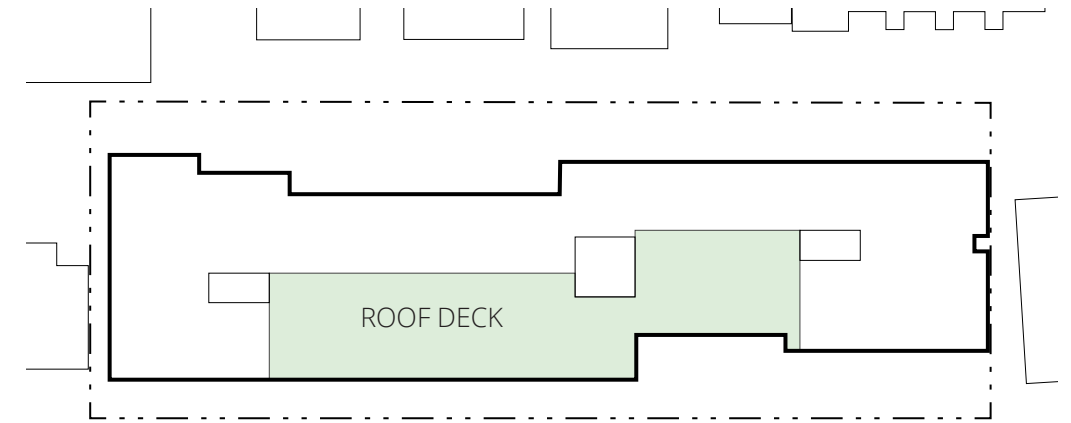
LEVEL P01



LEVEL 2



TYP. LEVEL

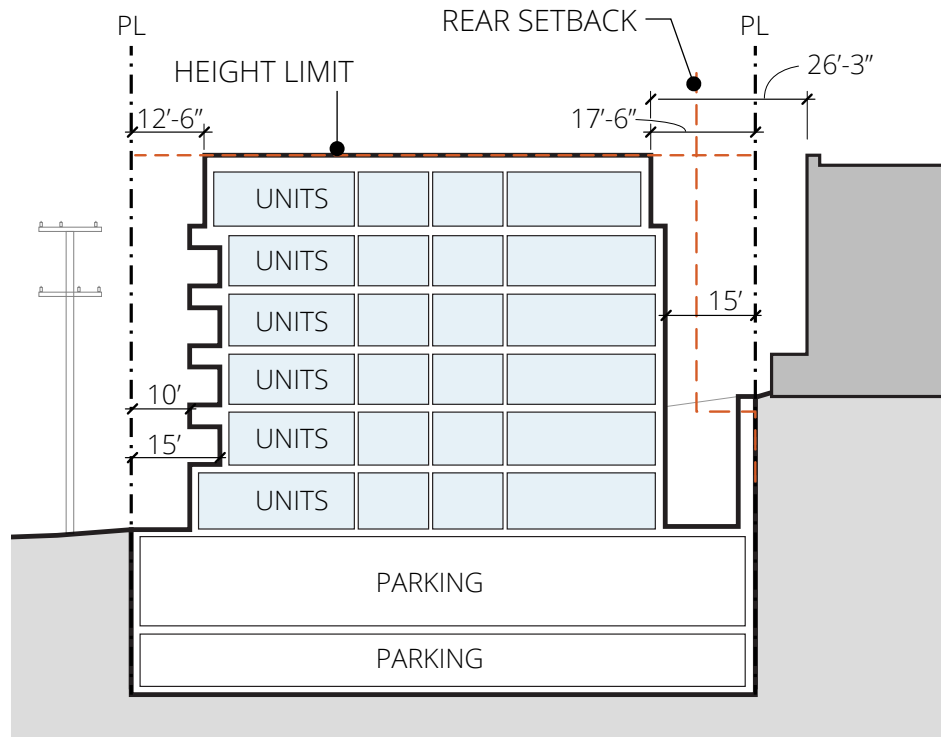


ROOF

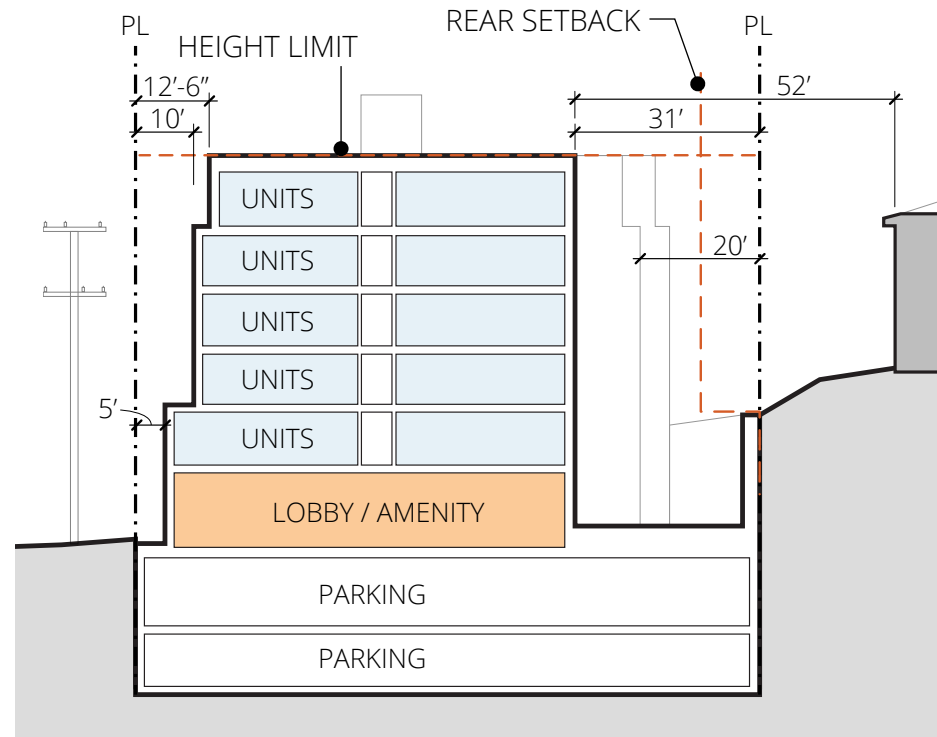
SITE PLAN / LEVEL 1



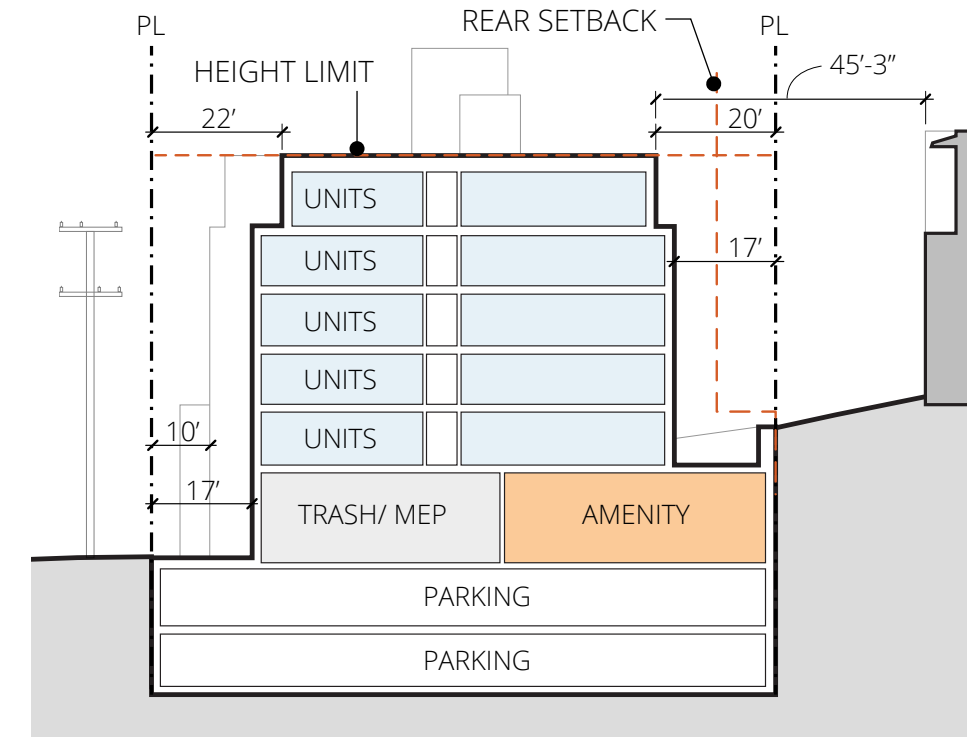
# ARCHITECTURAL MASSING CONCEPT: OPTION B SECTIONS [8.7]



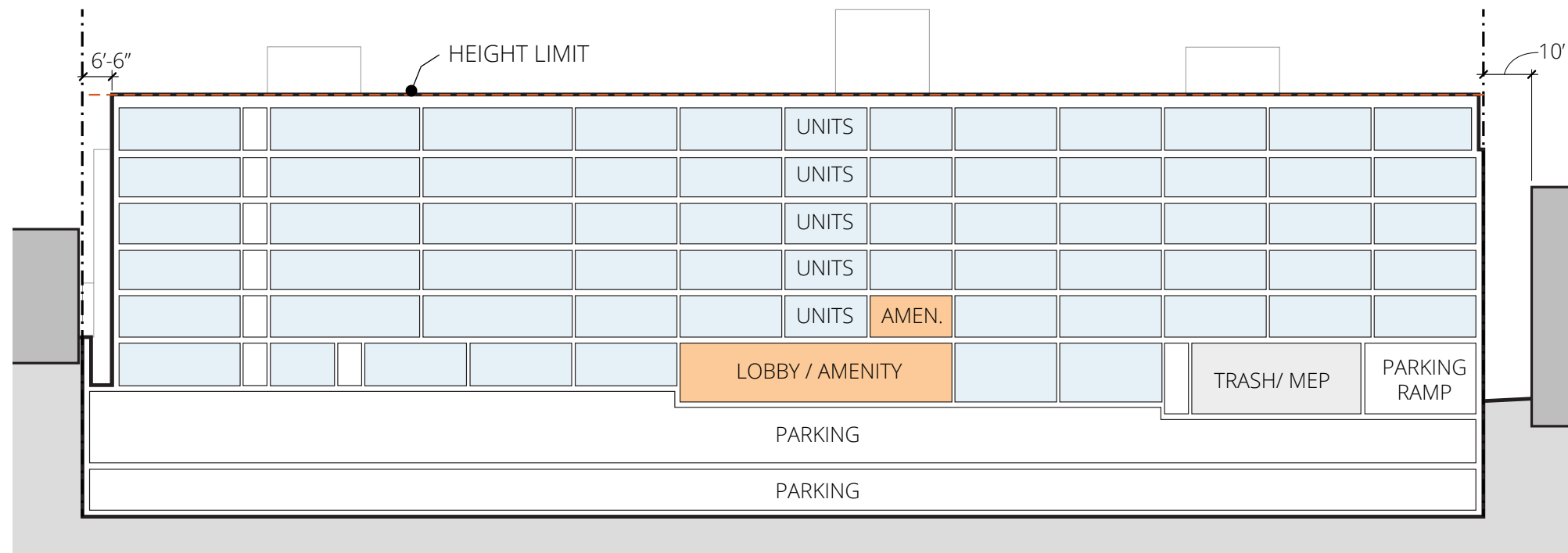
SECTION 1



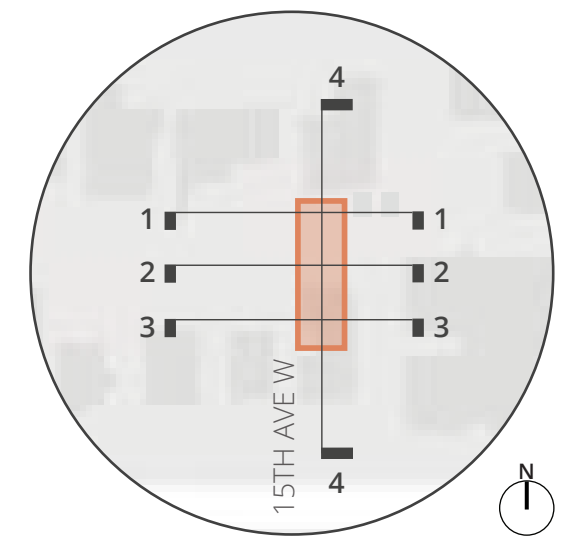
SECTION 2



SECTION 3



SECTION 4

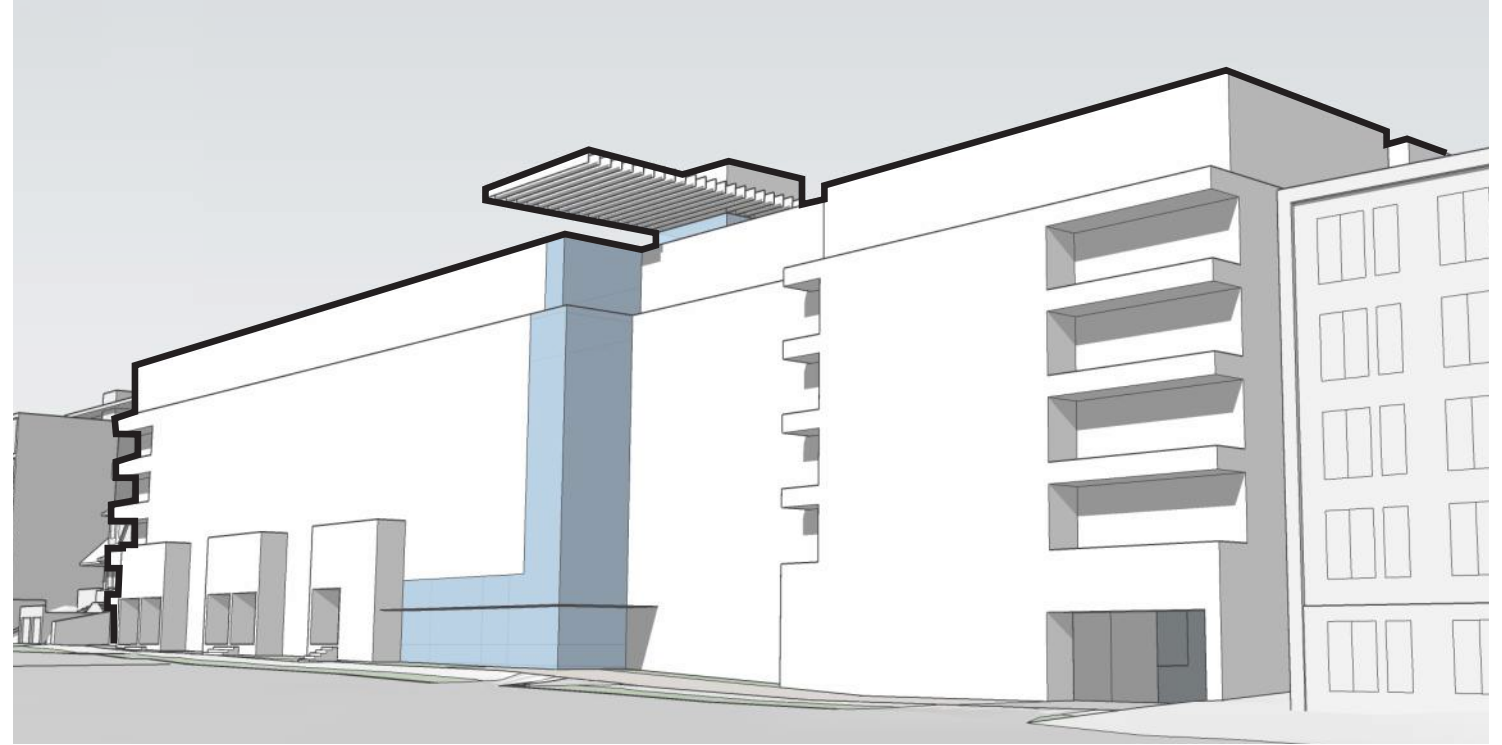


# ARCHITECTURAL MASSING CONCEPT: OPTION B VIGNETTES [8.7]

CLARK  
BARNES



LOOKING SOUTHEAST



LOOKING NORTHEAST



LOOKING SOUTH



LOOKING NORTH

# ARCHITECTURAL MASSING CONCEPT: OPTION C [8.5]

**SITE AREA:** 31,534.5 SF  
**GROSS AREA:** 173,064 SF  
**FAR ALLOWED:** 118,254.38 SF = 3.75  
**FAR PROPOSED:** 117,972.51 SF = 3.74  
**UNITS:** 167  
**PARKING STALLS:** 164  
**DEPARTURES:** Request for two additional curb cuts

**PROS:** ①

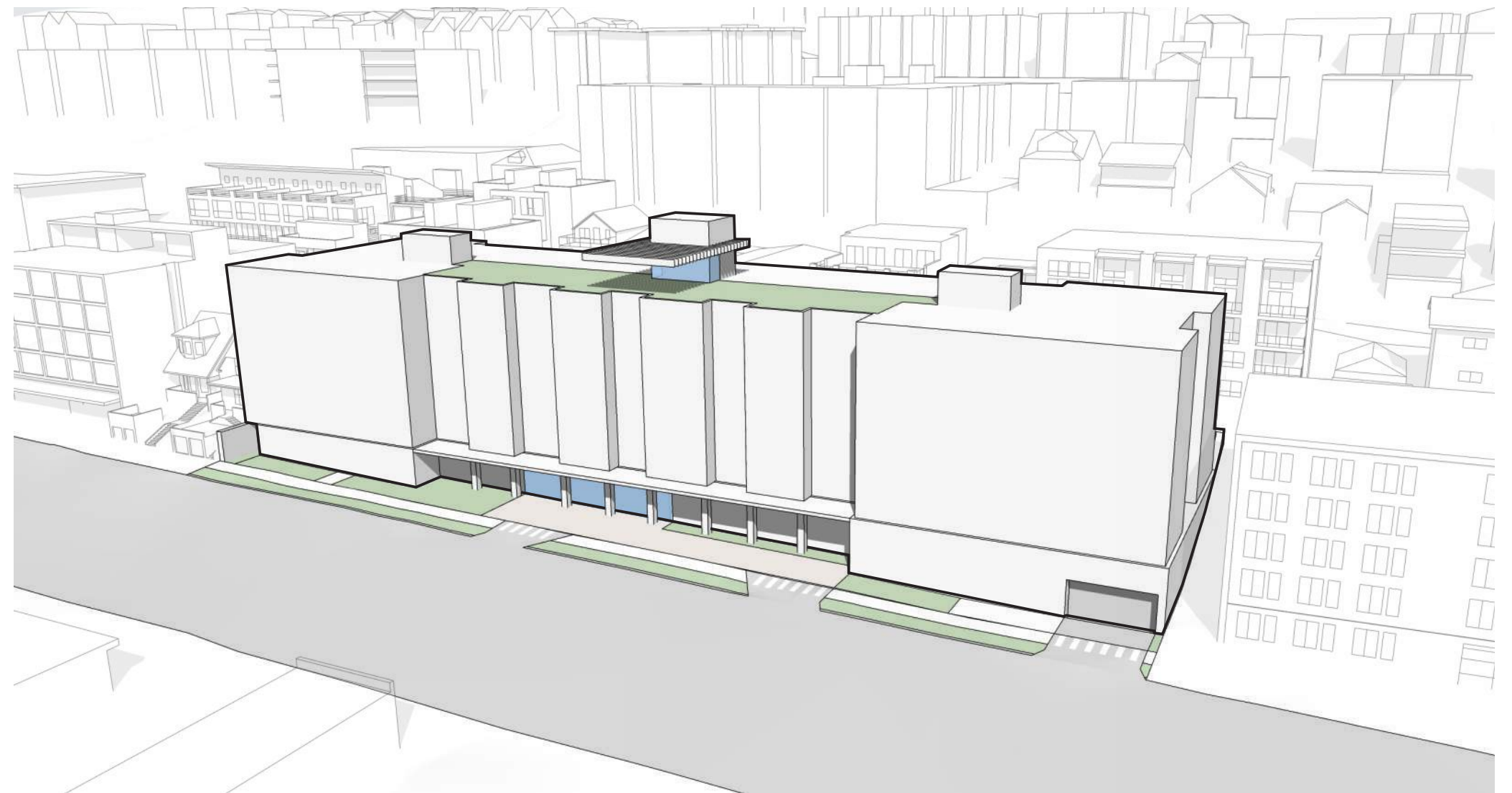
②

③

**CONS:** ④

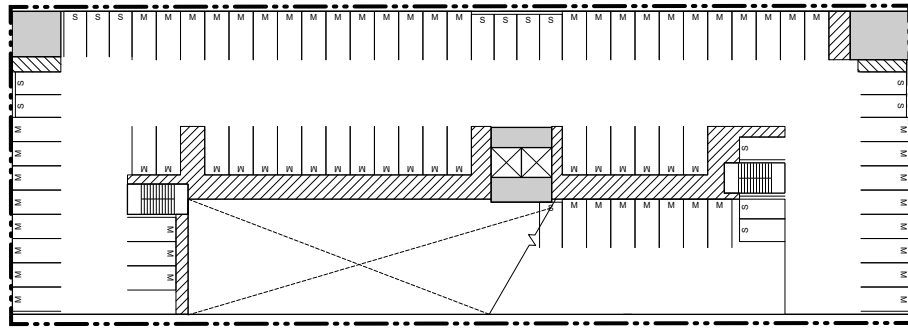
⑤

⑥

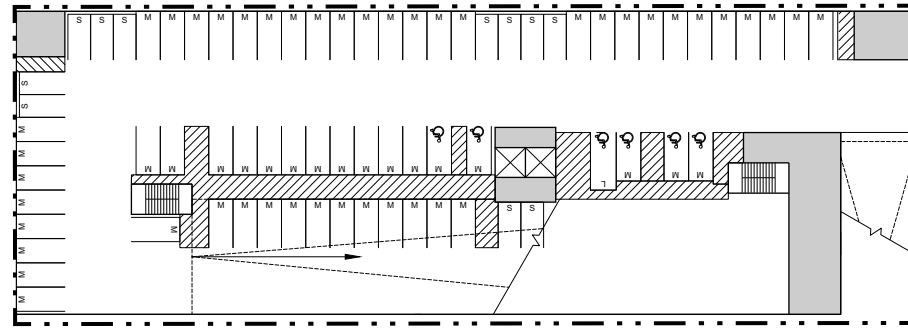


# ARCHITECTURAL MASSING CONCEPT: OPTION C PLANS [8.4]

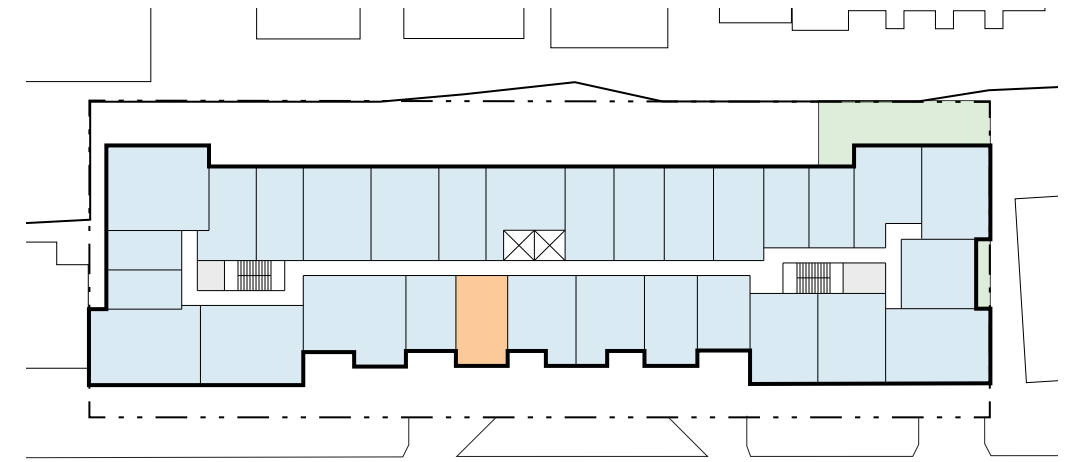
CLARK  
BARNES



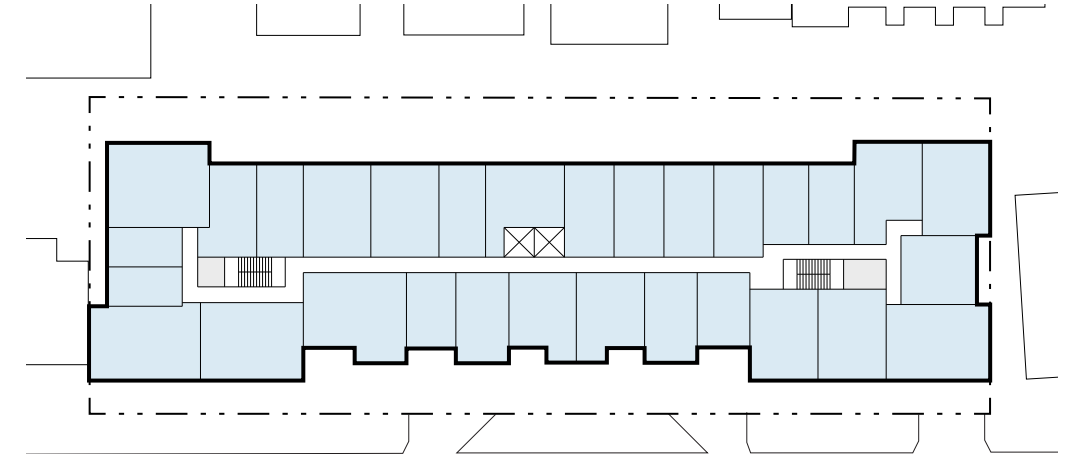
LEVEL P02



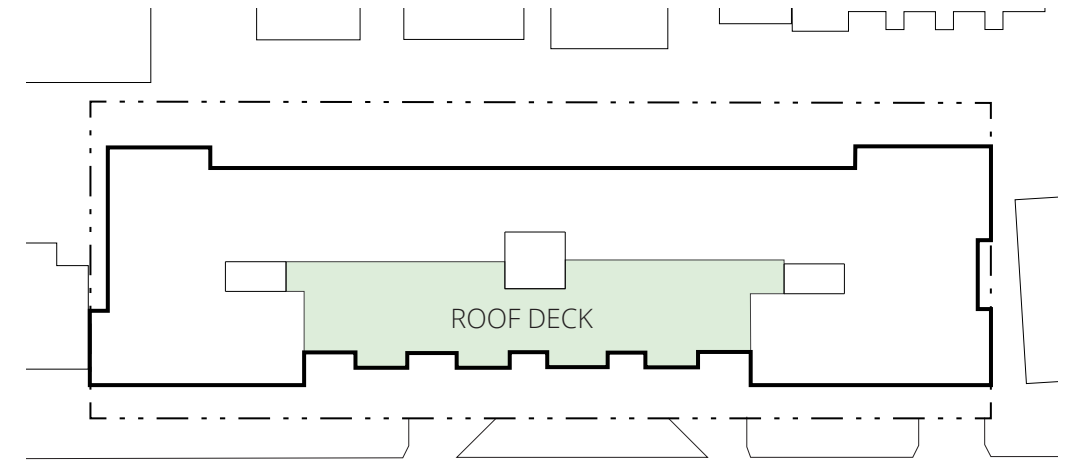
LEVEL P01



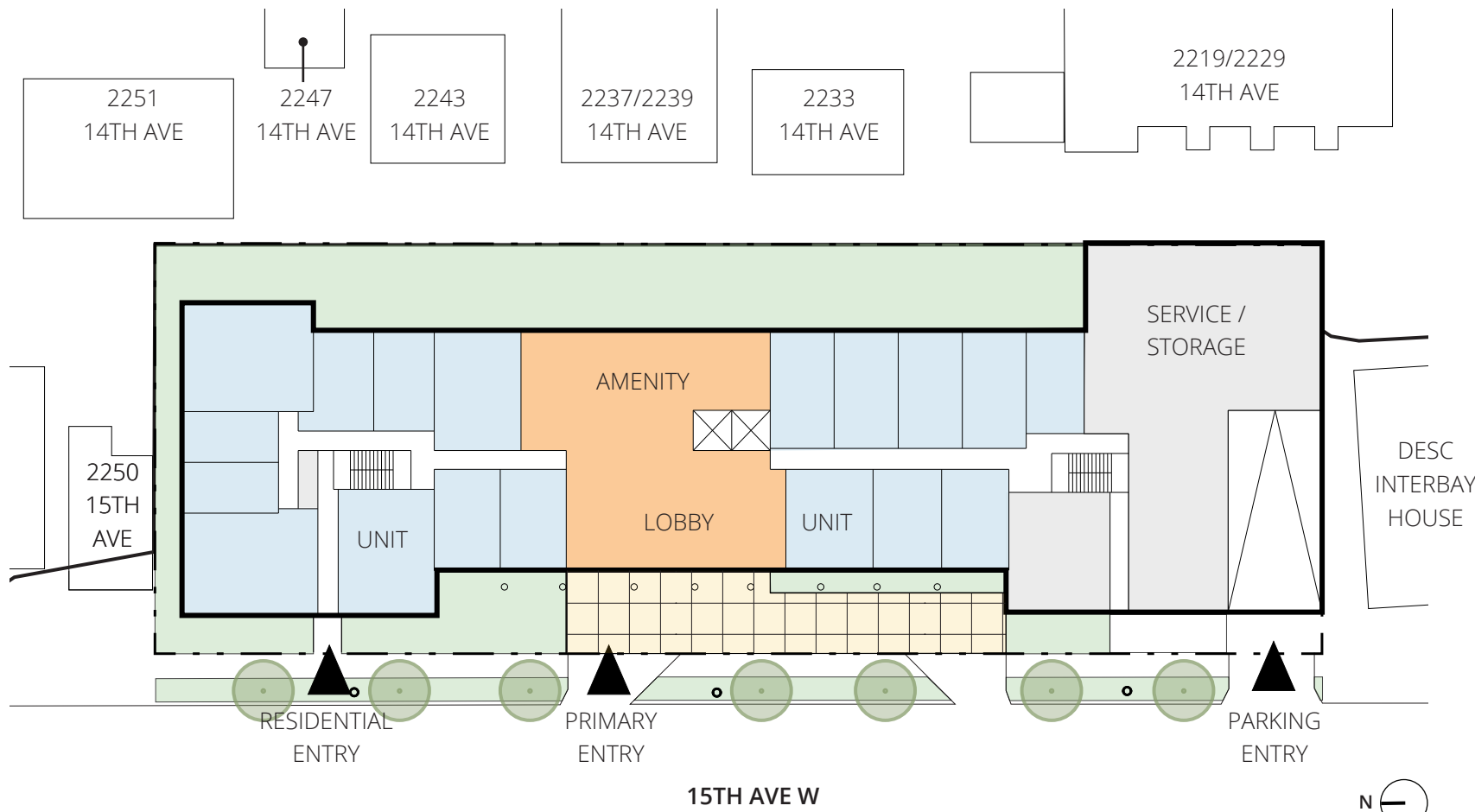
LEVEL 2



TYP. LEVEL

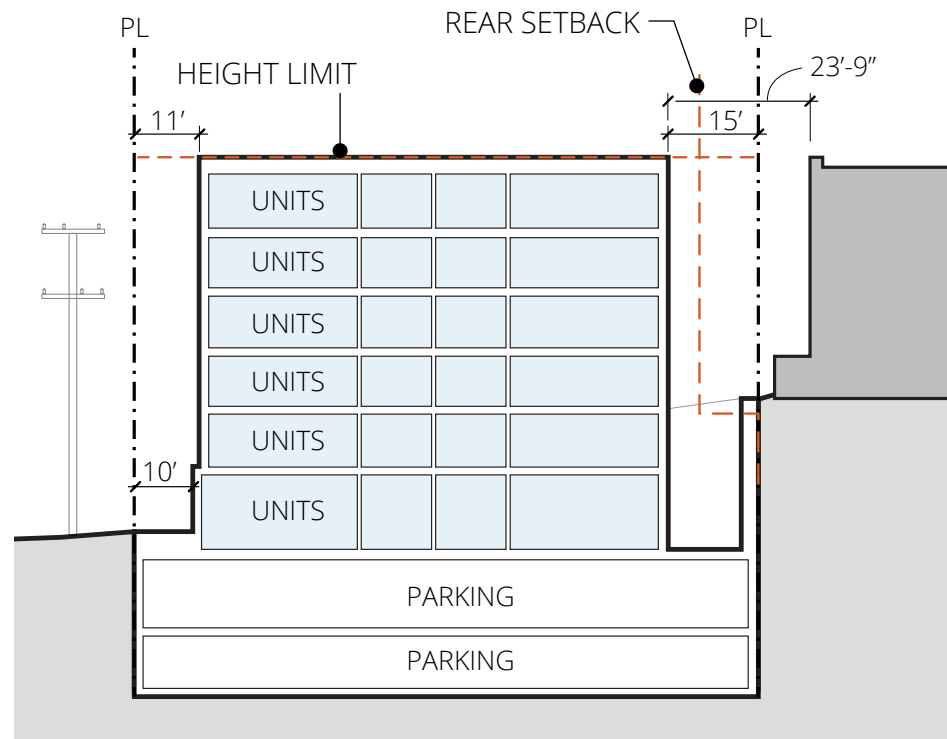


ROOF

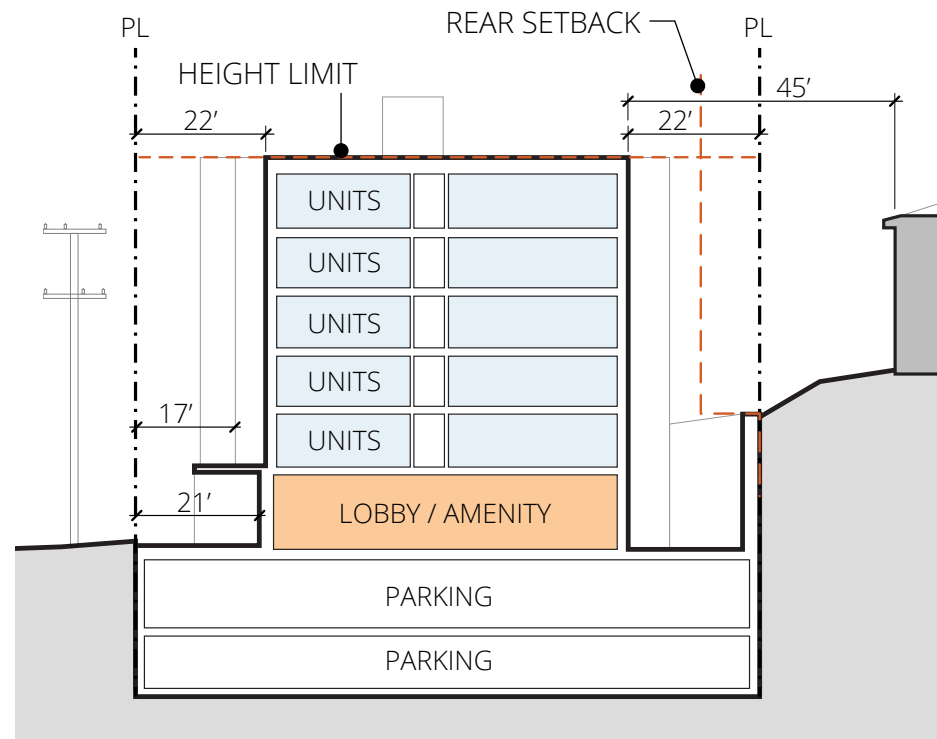


SITE PLAN / LEVEL 1

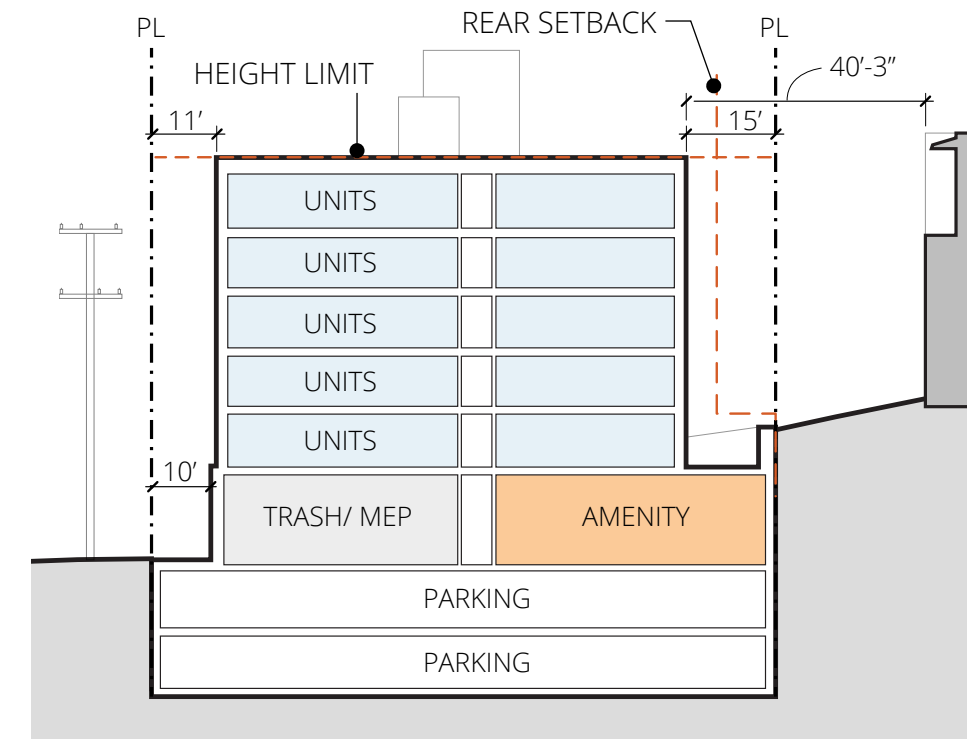
# ARCHITECTURAL MASSING CONCEPT: OPTION C SECTIONS [8.7]



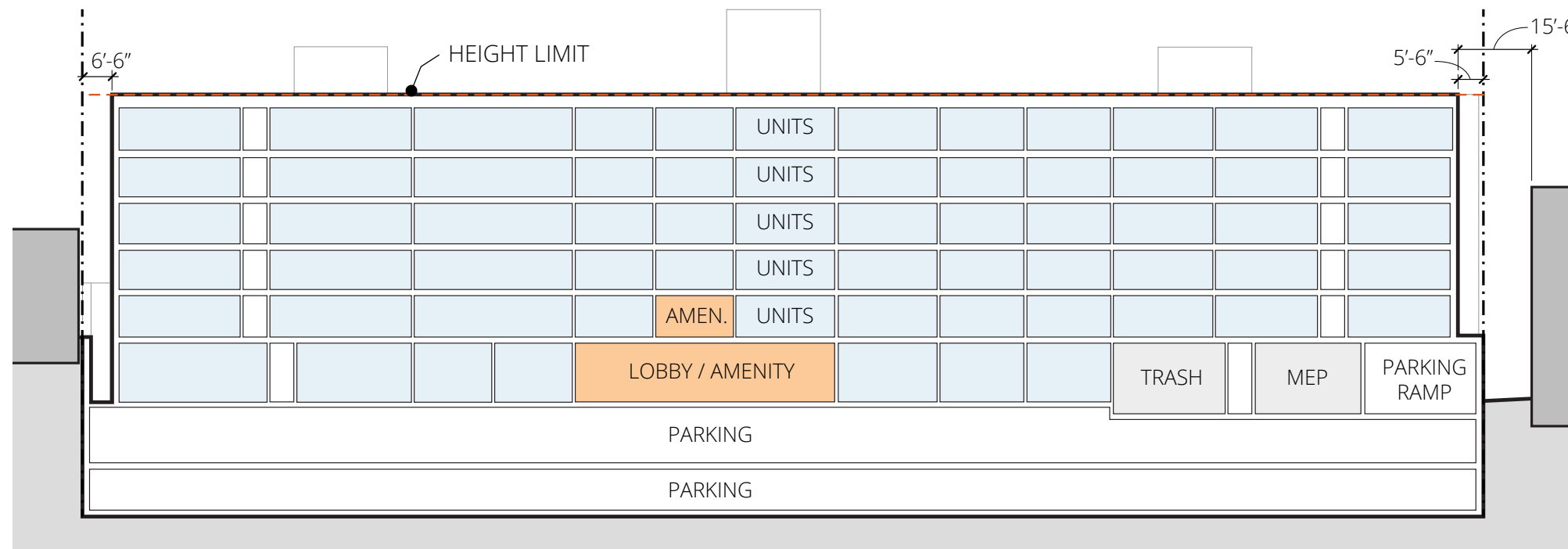
SECTION 1



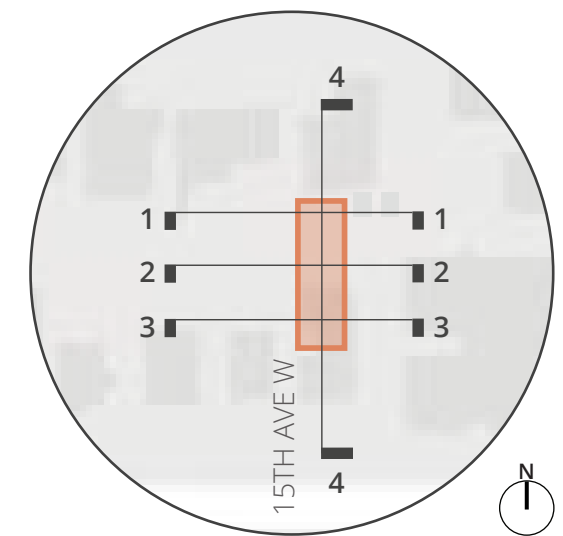
SECTION 2



SECTION 3

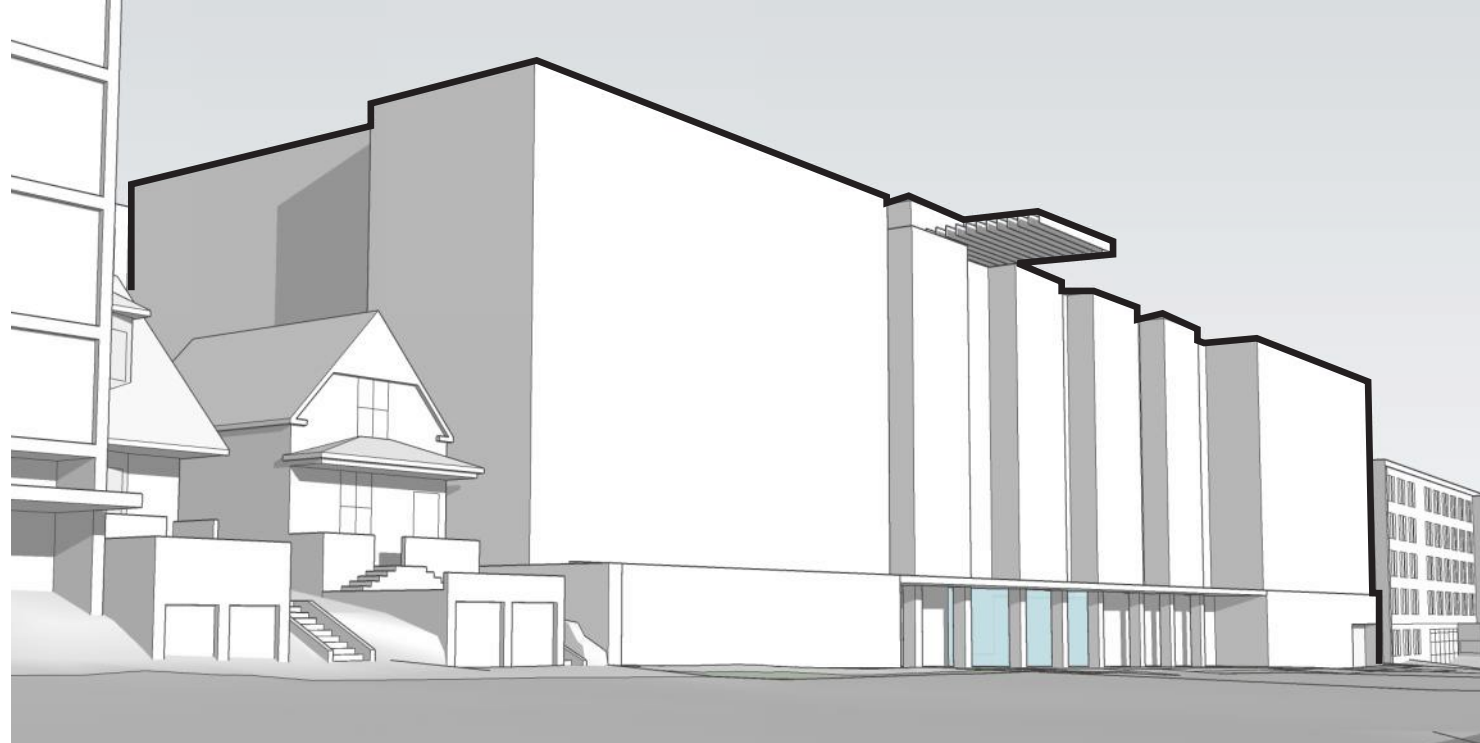


SECTION 4



# ARCHITECTURAL MASSING CONCEPT: OPTION C VIGNETTES [8.7]

CLARK  
BARNES



LOOKING SOUTHEAST



LOOKING NORTHEAST



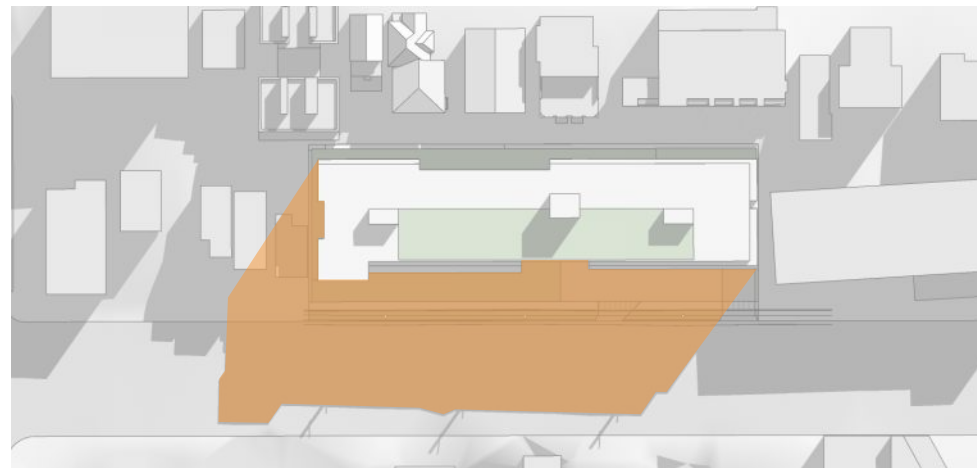
LOOKING SOUTH



LOOKING NORTH



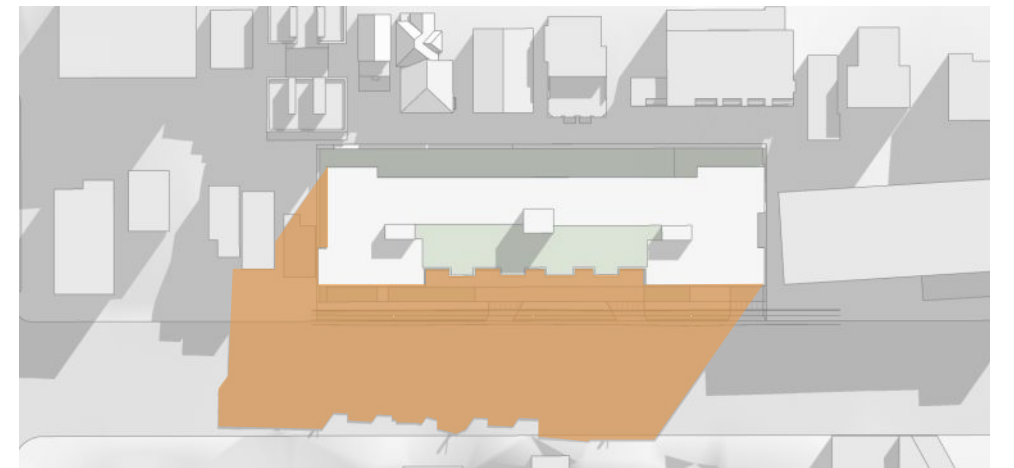
# ARCHITECTURAL MASSING CONCEPT: SHADOW COMPARISON [8.9]



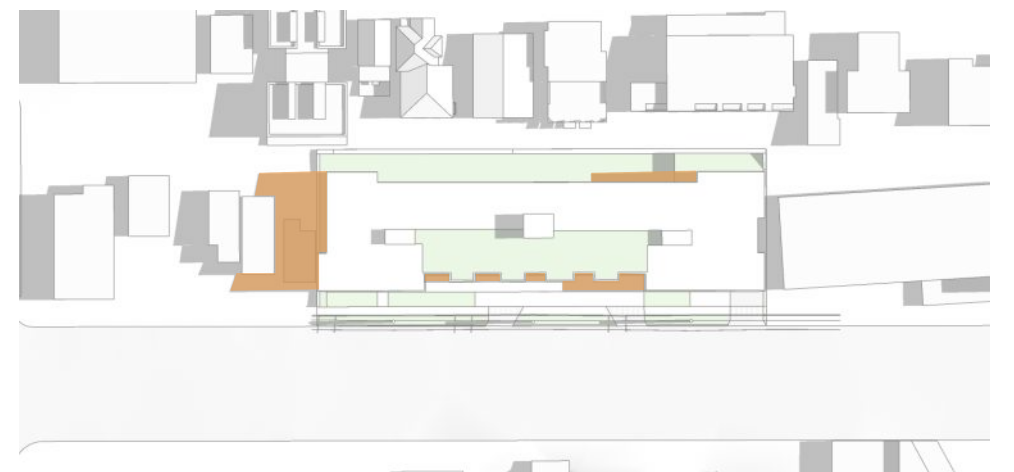
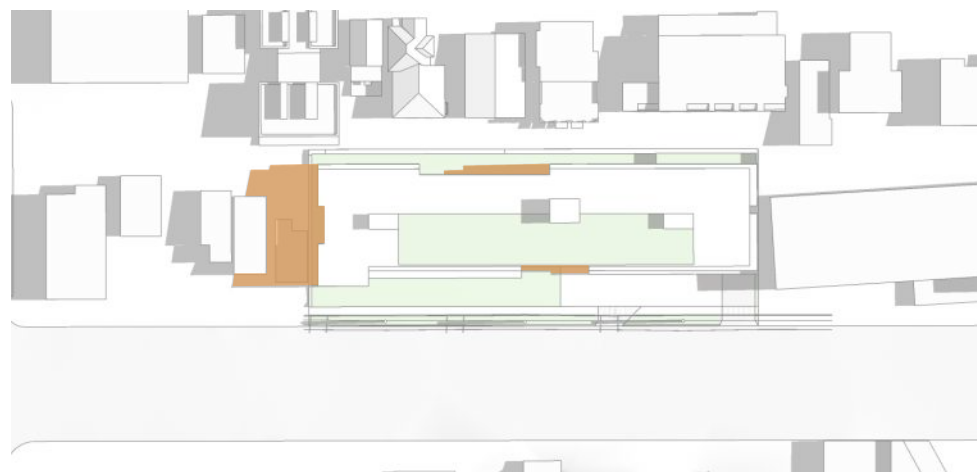
OPTION A: 9AM



OPTION B: 9AM



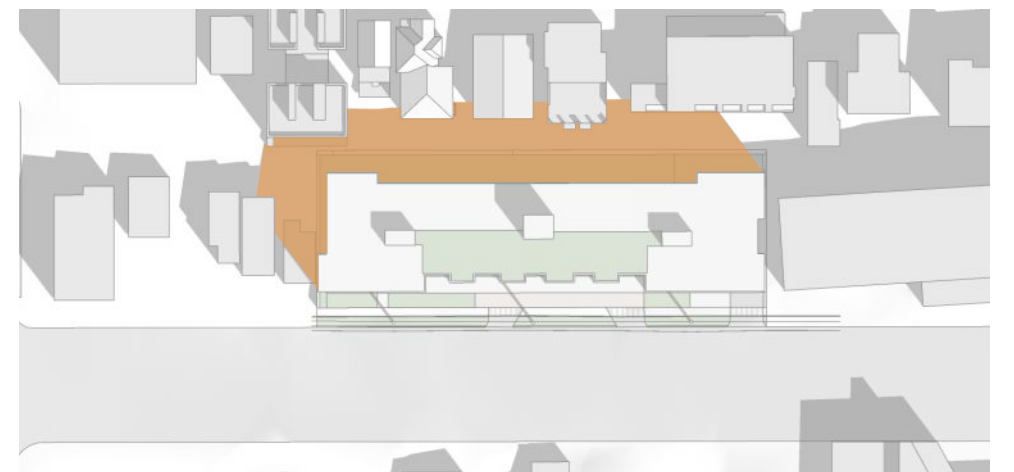
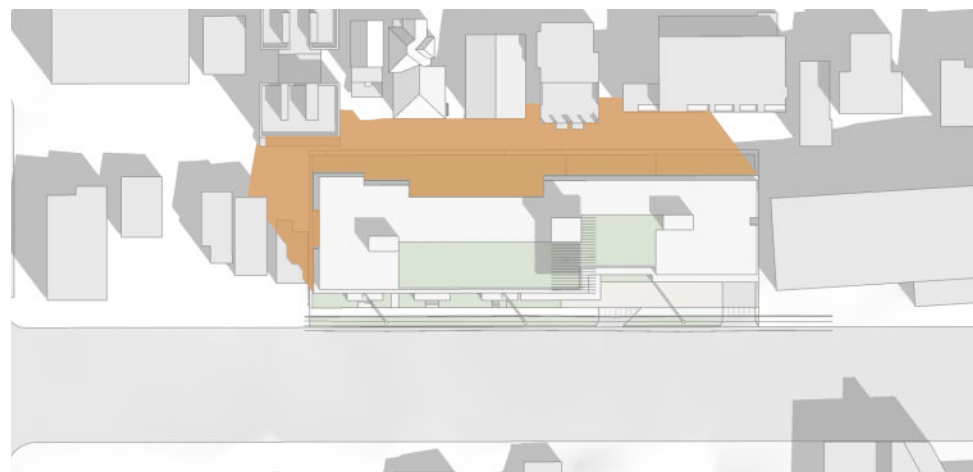
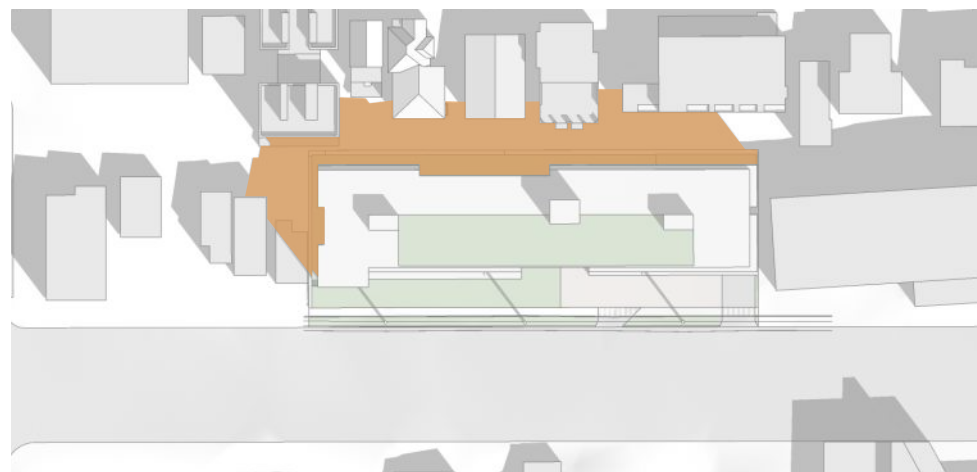
OPTION C: 9AM



OPTION A: 12PM

OPTION B: 12PM

OPTION C: 12PM



OPTION A: 5PM

OPTION B: 5PM

OPTION C: 5PM

# DEPARTURES [9.0]

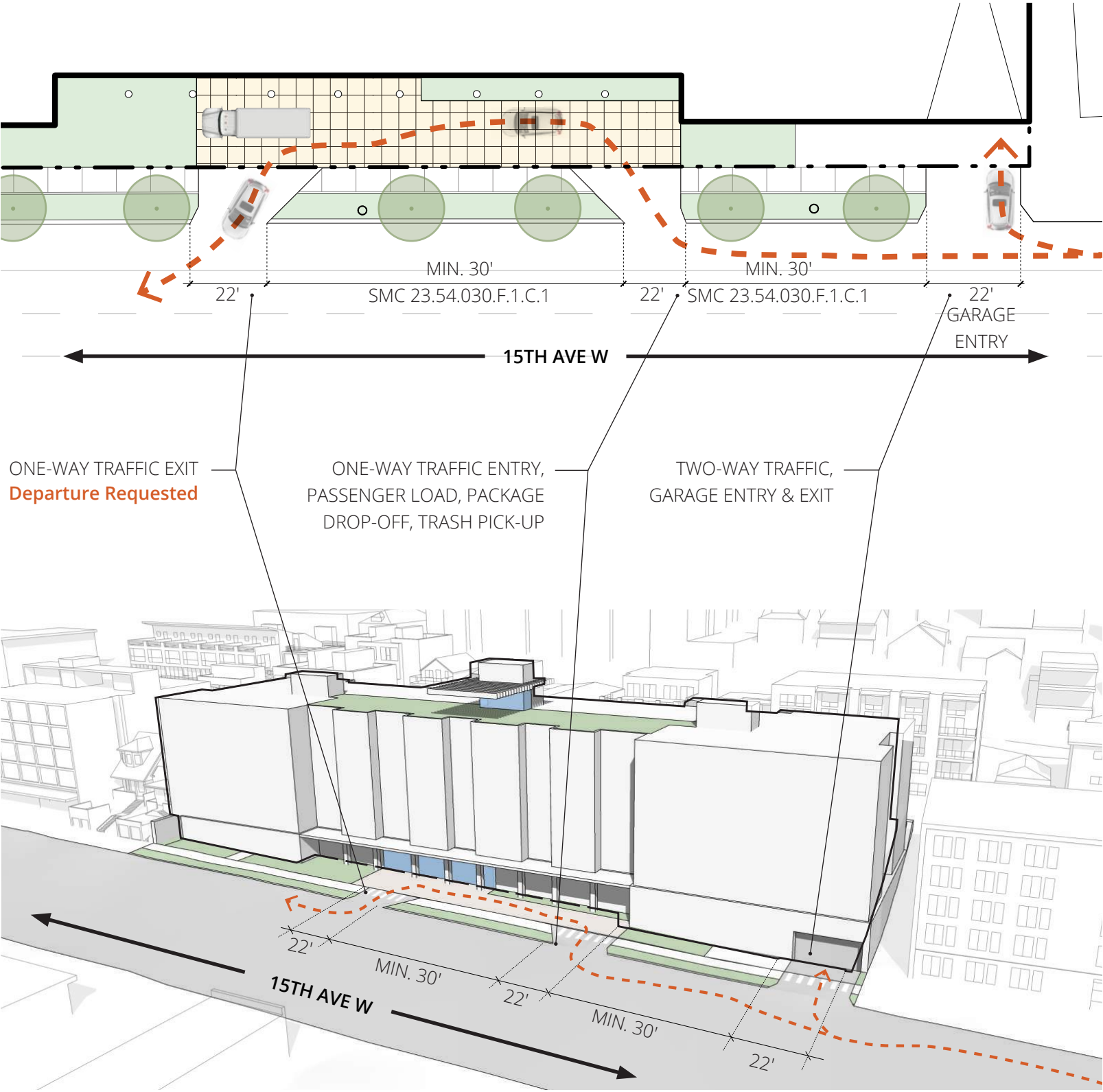
**PARKING LOCATION AND ACCESS**  
**23.47A.032.A.1.B** If access is not provided from an alley and the lot abuts only a principal pedestrian street or streets, access is permitted from the principal pedestrian street, and limited to one two-way curb cut.

**Departure Requested**

**PARKING SPACE ACCESS AND STANDARDS**  
**23.54.030.F.2** For lots on principal arterials as designated by the Seattle Department of Transportation, curb cuts are permitted according to Table B for 23.54.030:

Street or easement frontage of the lot	Number of curb cuts permitted
Greater than 160 feet up to 320 feet	2

**Departure Requested**



# DEPARTURES [9.0]

**PARKING LOCATION AND ACCESS**  
23.47A.032.A.1.B  
If access is not provided from an alley and the lot abuts only a principal pedestrian street or streets, access is permitted from the principal pedestrian street, and limited to one two-way curb cut.

**Departure Requested**

**PARKING SPACE ACCESS AND STANDARDS**  
23.54.030.F.2  
For lots on principal arterials as designated by the Seattle Department of Transportation, curb cuts are permitted according to Table B for 23.54.030:

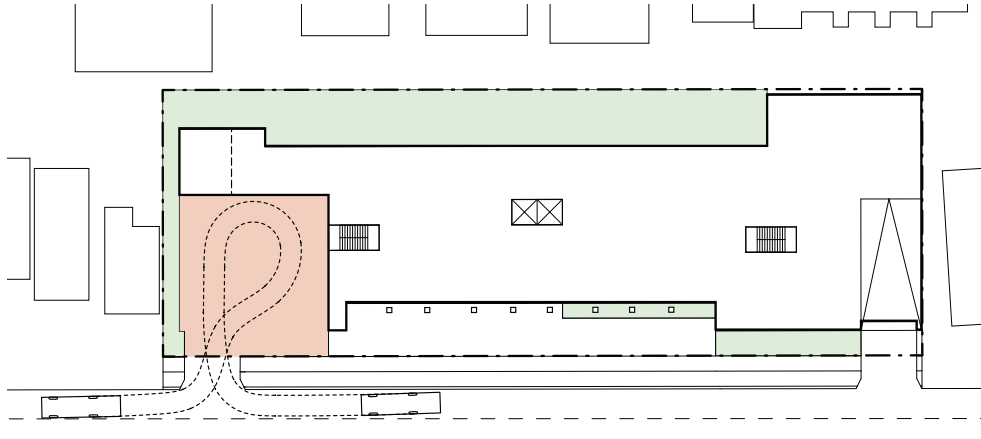
**Street or easement frontage of the lot**

Greater than 160 feet up to 320 feet

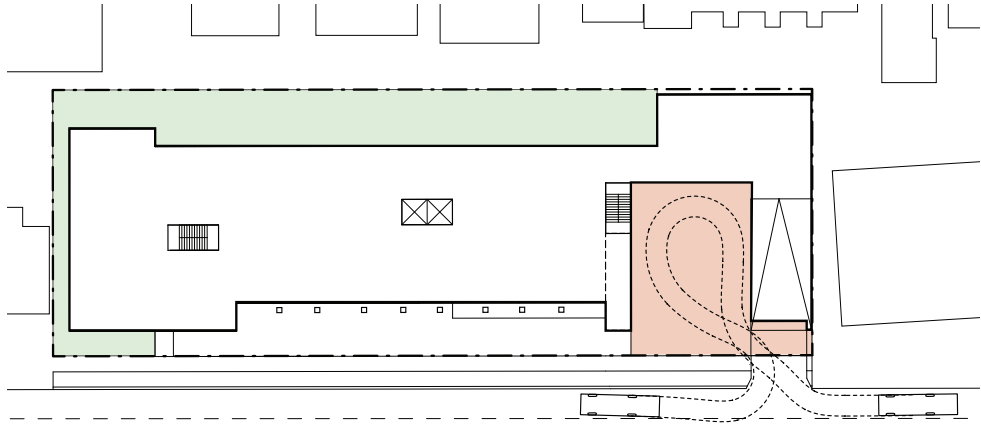
**Departure Requested**

**Number of curb cuts permitted**

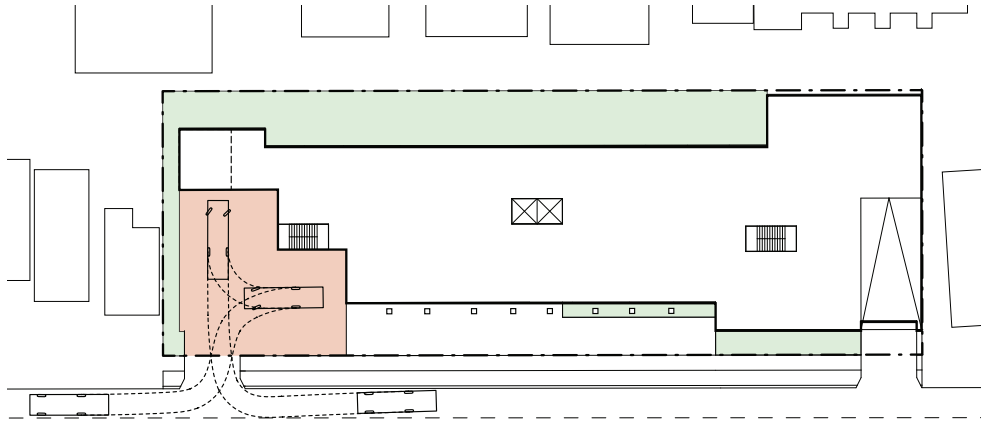
2



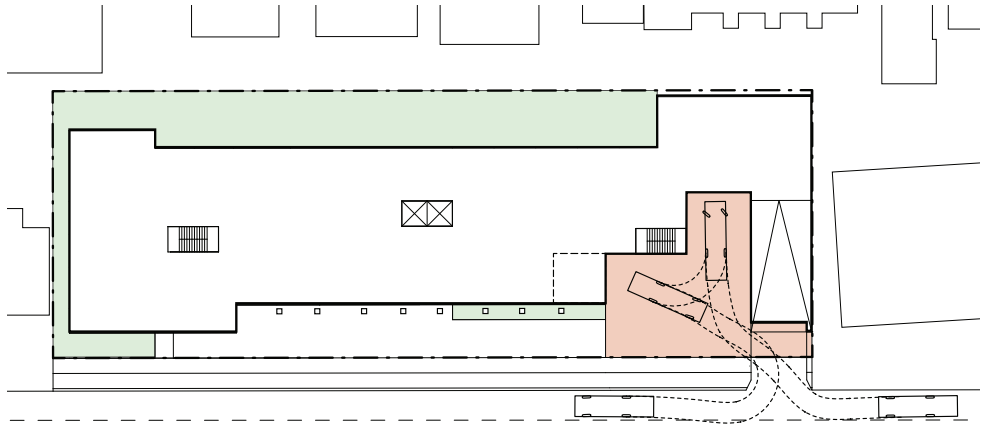
TRASH PICKUP SCHEME 1



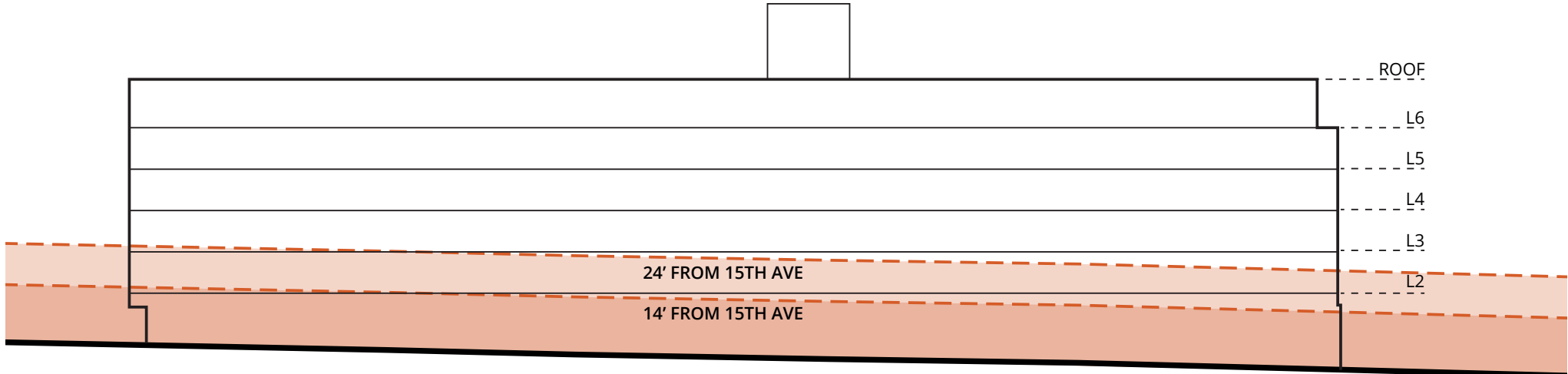
TRASH PICKUP SCHEME 2



TRASH PICKUP SCHEME 3



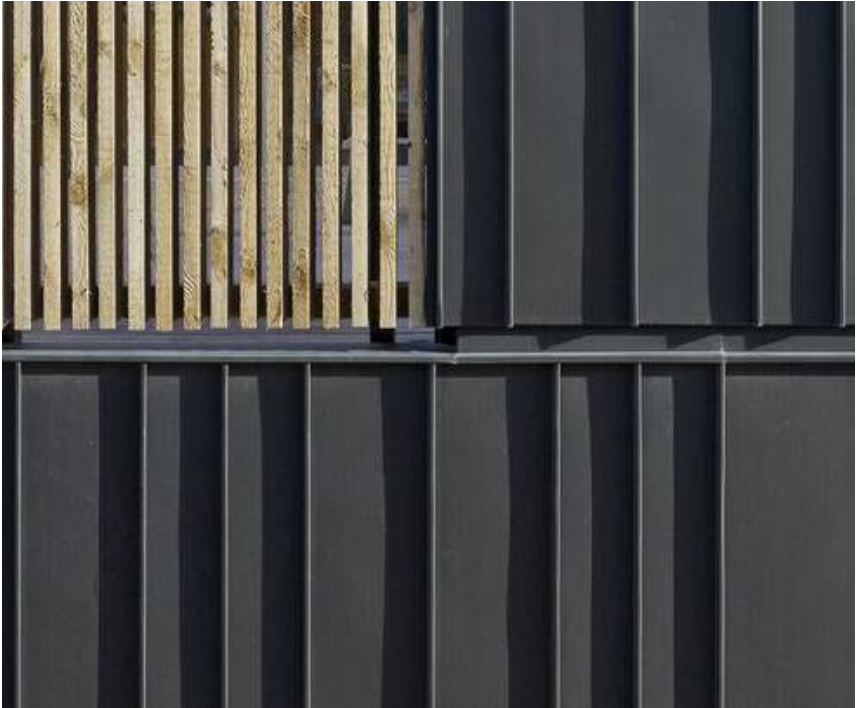
TRASH PICKUP SCHEME 4



TRASH PICKUP ELEVATION

15TH AVE W

# INSPIRATION AND MATERIALS



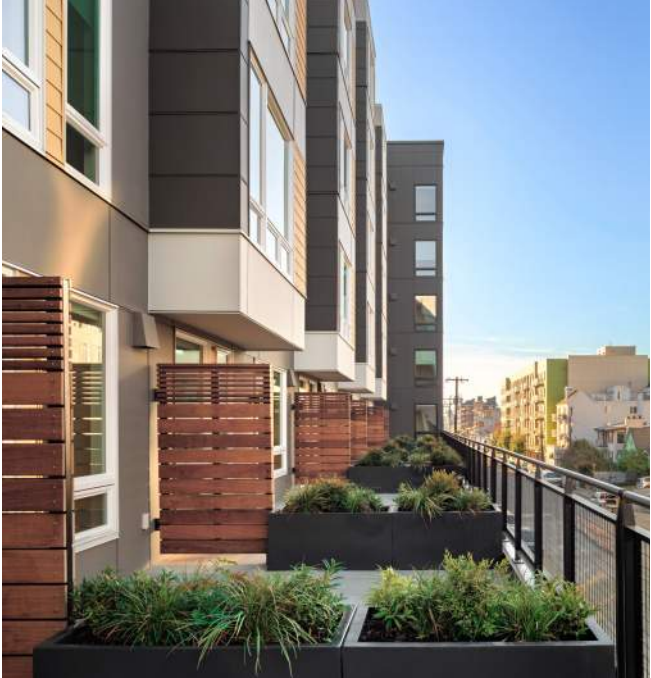
# CLARK | BARNES - PROJECT IMAGES



ADELL (WEST SEATTLE)



THE CRANE (INTERBAY)



VALDOK (BALLARD)



ELARA (PIKE PLACE MARKET)



PACELINE