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PUBLIC OUTREACH [3.5]

DEVELOPMENT GOAL
The proposed multifamily development is located on the northwest corner of 15th Ave NW and NW 85th St, extending from 8501-8521 15th Ave NW, with 200 dwelling units and 104 parking spaces (90 of which are below grade).

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: 196,761 sf
FAR ALLOWED: 170,142 SF = 5.5
FAR PROPOSED: 164,434 SF = 5.32
UNITS: 200
PARKING STALLS: 104

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 and enduring building with an architectural design that incorporates high-quality durable materials and creates a new context for future development.

PUBLIC OUTREACH COMMENTS:

*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.

CROWN HILL URBAN VILLAGE ACTION PLAN (IN DEVELOPMENT)
WORK + PARTY #4
DECEMBER 2019

COMMUNITY PRIORITY C
KEY STRATEGIES & DESIGN RECOMMENDATIONS

- Foster an identity or branding for the Crown Hill business district
- Support and collaborate with Labateyah and other Indigenous communities to ensure their cultures and values are integrated into the built environment
- Continue to grow “Holman Grove” as a community gathering space and catalyst for generating a neighborhood identity
- Build on the identity and activity generated by Holman Grove by installing temporary or permanent art and programming in underutilized spaces such as unused ROW or blank walls
- Develop land use tools to increase spaces for small and local businesses and foster a walkable cluster of small and local businesses on Mary AVE
- Create multi-language wayfinding “Welcome to Crown Hill” signage, art, or pole banners, at gateways and along primary pedestrian routes
- Encourage family-friendly features along the Crown Hill Loop to make it interesting for all ages
- Grow a secondary commercial node with enhanced pedestrian space, art, and signage
- Integrate art into new development, especially along Holman Road & 85th
- Encourage family-sized backyard cottages and tandem housing development, especially in R5L and L1R1 zones

Join Us MON JAN 27 8501-8521 15th Ave NW
PROJECT DESCRIPTION:
The proposed development of this 30,935.75SF site includes demolition of the existing 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 and NW 85th Street 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.

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; EXCEPT THE EASTERLY 15 FEET CONDEMNED IN KING COUNTY AUDITOR FOR ROAD.

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

SITE DESCRIPTION
Our vision is to create a vibrant residential community with active ground floor retail that supports the residents and Crown Hill neighborhood. This is in line with the information gathered as part of creating the “Crown Hill Urban Village” plan and found online with the City of Seattle.

URBAN DESIGN ANALYSIS:
OPPORTUNITIES, RESTRAINTS, & EXISTING USES [5.2]
URBAN DESIGN ANALYSIS: STREETS CaPE [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: SITE SECTIONS [5.5]

SITE SECTION A

SITE SECTION B

SDCI UPZONING DIAGRAM
URBAN DESIGN ANALYSIS: SITE PHOTOS [5.7]
ZONE: NC3P-75 (M1) (Neighborhood Commercial)
CROWN HILL URBAN VILLAGE, PEDESTRIAN AREA, FREQUENT TRANSIT
ADDRESS: 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
- Performance = 9.0% set-aside per total number of units to be developed in each structure
- Payment = $20.00 per total gross floor area of project excluding underground parking

Proposal complies with MHA requirements

FLOOR AREA RATIO (23.47A.013):
Min. FAR = 2 x 30,935 SF (lot area) = 61,870 SF
Max. FAR = 5 x 30,935 SF (lot area) = 154,675 SF

Proposed FAR complies with structure height requirements

STRUCTURE HEIGHT (23.47A.012):
Max. height = 75'
Additional 16'-0" of height allowed for stair and elevator penthouse.

Proposal complies with facade modulation

FACE 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

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

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.

MANDATORY HOUSING AFFORDABILITY (23.47A.017):
"Medium" MHA payment or performance required
- Performance = 9.0% set-aside per total number of units to be developed in each structure
- Payment = $20.00 per total gross floor area of project excluding underground parking

Proposal complies with MHA requirements

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Proposal complies with setbacks

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 ACCESS (23.47A.032):
Access to parking shall be from Alley in NC zones.

PARKING ACCESS FROM ALLEY:
Proposed parking access from Alley

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.

AMENITY AREA (23.47A.024):
- Gross floor area excludes areas for mechanical equipment and accessory parking
- Bioretention facilities qualify as amenity areas

Proposal provides compliant overhead weather protection

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 complies with overhead weather protection

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

Proposal complies with overhead weather protection

PARKING QUANTITY EXCEPTIONS (23.54.015):
Provided parking stalls exceeds minimum requirement

Provided parking stalls exceeds minimum requirement

FOR RESIDENTIAL USES IN COMMERCIAL AND MULTIFAMILY ZONES WITHIN URBAN VILLAGES THAT ARE NOT WITHIN URBAN CENTER OR THE STATION AREA OVERLAYER DISTRICT, IF THE RESIDENTIAL USE IS LOCATED WITHIN 1,320' OF A STREET WITH FREQUENT TRANSIT SERVICE AREA: NO MINIMUM REQUIREMENT.

Proposal complies with overhead weather protection

Access to parking shall be from Alley in NC zones.

Proposed parking access from Alley

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.

- Gross floor area excludes areas for mechanical equipment and accessory parking
- Bioretention facilities qualify as amenity areas

Proposal provides compliant overhead weather protection

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

Proposal complies with overhead weather protection

Provided parking stalls exceeds minimum requirement

Provided parking stalls exceeds minimum requirement
**DESIGN GUIDELINES: SITING [7.0]**

**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.

**Sense of Place (CS2.A.1)**

Locate proposed building setback from property line at corner to provide extra pedestrian space.

**Adding to Public Life (PL1.A.2)**

Emphasize attributes that give the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where the physical context is less established. Examples of neighborhood and/or site features that contributed to a sense of place include 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.

Create public space and relief from busy street corner.

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.

Create public courtyard for at center of Crown Hill neighborhood to enhance pedestrian experience and create a vibrant commercial storefront.

**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

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 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.**
EARLY DESIGN GUIDANCE OVERVIEW [8.3]

OPTION A - TWO SEPARATE BUILDINGS
CODE COMPLIANT

OPTION B - COMBINED PODIUM
STRONG URBAN EDGE

OPTION C - COMMUNITY PLAZA (PREFERRED)
URBAN VILLAGE GOALS

15TH AVE NW

NW 85TH ST

NW 85TH ST

NW 85TH ST

15TH AVE NW

15TH AVE NW

15TH AVE NW
ARCHITECTURAL MASSING CONCEPT: OPTION A [8.5]

SITE AREA: 30,935.75 SF
GROSS AREA: 196,477 SF
(11,179 SF Commercial)
FAR ALLOWED: 170,146.63 SF = 5.50
FAR PROPOSED: 162,373.00 = 5.25
UNITS: 200
PARKING STALLS: 94
DEPARTURES: None

PROS:
1 - Separate buildings help break down the scale of the building mass.

CONS:
2 - Direct alley connection has safety concerns. Alley connection is in shade throughout the day.
3 - Inefficient trash and loading zones.
4 - Two separate buildings limits area to be used for at-grade commercial parking.
5 - Inefficient building design with redundant stair cores and lobbies.

PERSPECTIVE AT INTERSECTION
PERSPECTIVE AT ENTRY
ARCHITECTURAL MASSING CONCEPT: OPTION A PLANS [8.4]
ARCHITECTURAL MASSING CONCEPT: OPTION A VIGNETTES [8.7]
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 terrace at Level 2.
2. Separate buildings above podium help break down the scale of the building mass.
3. Efficient trash and loading zones.
4. Combined podium provides increased space for at-grade commercial parking.

CONS:
5. Inefficient building design with redundant stair cores.
6. Private Level 2 terrace is in shade throughout the day.

PERSPECTIVE AT INTERSECTION
PERSPECTIVE AT ENTRY
ARCHITECTURAL MASSING CONCEPT: OPTION B SECTIONS [8.7]
ARCHITECTURAL MASSING CONCEPT: OPTION B VIGNETTES [8.7]
ARCHITECTURAL MASSING CONCEPT: OPTION C PREFERRED [8.5]

SITE AREA: 30,935.75 SF
GROSS AREA: 196,761 SF
(11,347 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.
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.

PERSPECTIVE AT INTERSECTION
PERSPECTIVE AT ENTRY
ARCHITECTURAL MASSING CONCEPT: OPTION C VIGNETTES [8.7]
ARCHITECTURAL MASSING CONCEPT: OPTION C [8.5]

SECTION 1

SECTION 2

February 28, 2020

8501-8521 15th Ave NW
DEPARTURES [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

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 vibrate 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 and enduring building with an architectural design that incorporates high-quality durable materials and creates a new context for future development.

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 vibrate 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 and enduring building with an architectural design that incorporates high-quality durable materials and creates a new context for future development.

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 vibrate 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 and enduring building with an architectural design that incorporates high-quality durable materials and creates a new context for future development.
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

DEPARTURES [9.0]
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
DEPARTURES [9.0]

INCREASED VISIBILITY, SAFETY, AND PUBLIC SPACE AT CORNER

AERIAL PERSPECTIVE LOOKING WEST

RECESSED ENTRY PLAZA MEETS INTENT OF SMC 23.47A.014.D

CORNER CONDITION WITHOUT SETBACK

CORNER PERSPECTIVE LOOKING NORTHEAST

CORNER PERSPECTIVE LOOKING WEST

February 28, 2020
8501-8521 15th Ave NW
STREET LEVEL LANDSCAPE PLAN

NW 85th STREET

ALLEY

bikes

new and existing trees

residential

entry

widen sidewalk

corner plaza and steps

active streetscape

commercial parking

corner plaza steps

room for bikes

commercial parking

15th AVENUE NW

entry plaza

bikes

active streetscape

commercial

parking access

commercial

parking access

8501-8521 15th Ave NW

February 28, 2020