



CLARK
BARNES

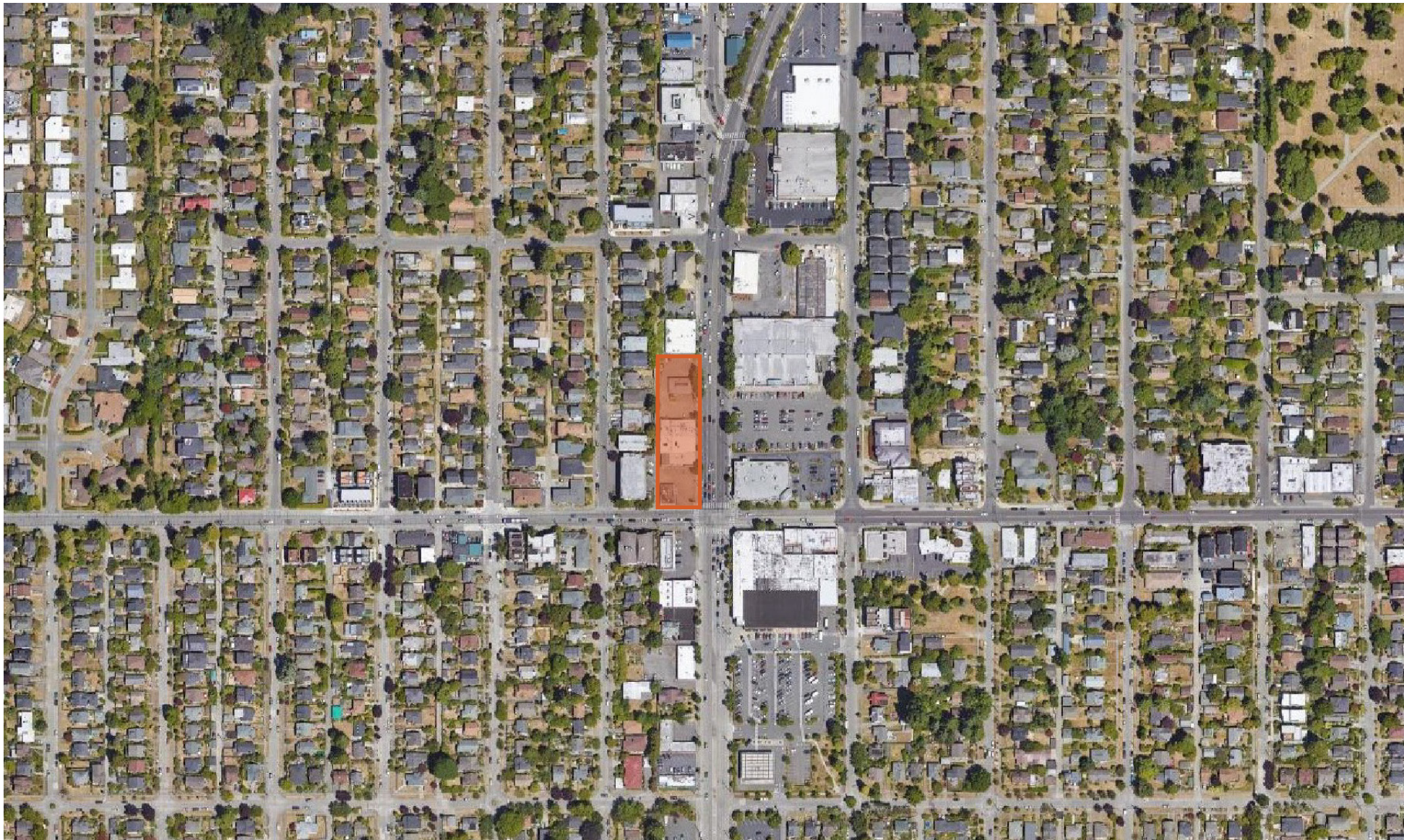
FEBRUARY 26, 2020

EARLY DESIGN GUIDANCE

8501-8521 15TH AVE NW

PROJECT #:3035843-EG

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APPLICANT TEAM

OWNER: LENNAR MULTIFAMILY COMMUNITY, LLC.
1325 Fourth Ave, Ste. 1300
Seattle, WA 98101

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

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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



JOIN US

Join Us for a Community Meeting to Provide Input on the 8501 15th Ave NW Project.

This project proposes a 7-story multi-family residential building, consisting of approximately 200 apartment homes, 12,000 sf of retail and parking for 90 vehicles in the Crown Hill Urban Village. The existing structures will be demolished. The project site is zoned neighborhood commercial.

What: Let us know what you think! Join the project team and their advisors to discuss the vision and approach for the 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: Monday, January 27, 2020

Where: 1818 Mountain Center, 1400 NW 85th St, Seattle, WA 98117

MON JAN 27

PROJECT HOTLINE:
206-257-2150



PUBLIC OUTREACH COMMENTS:

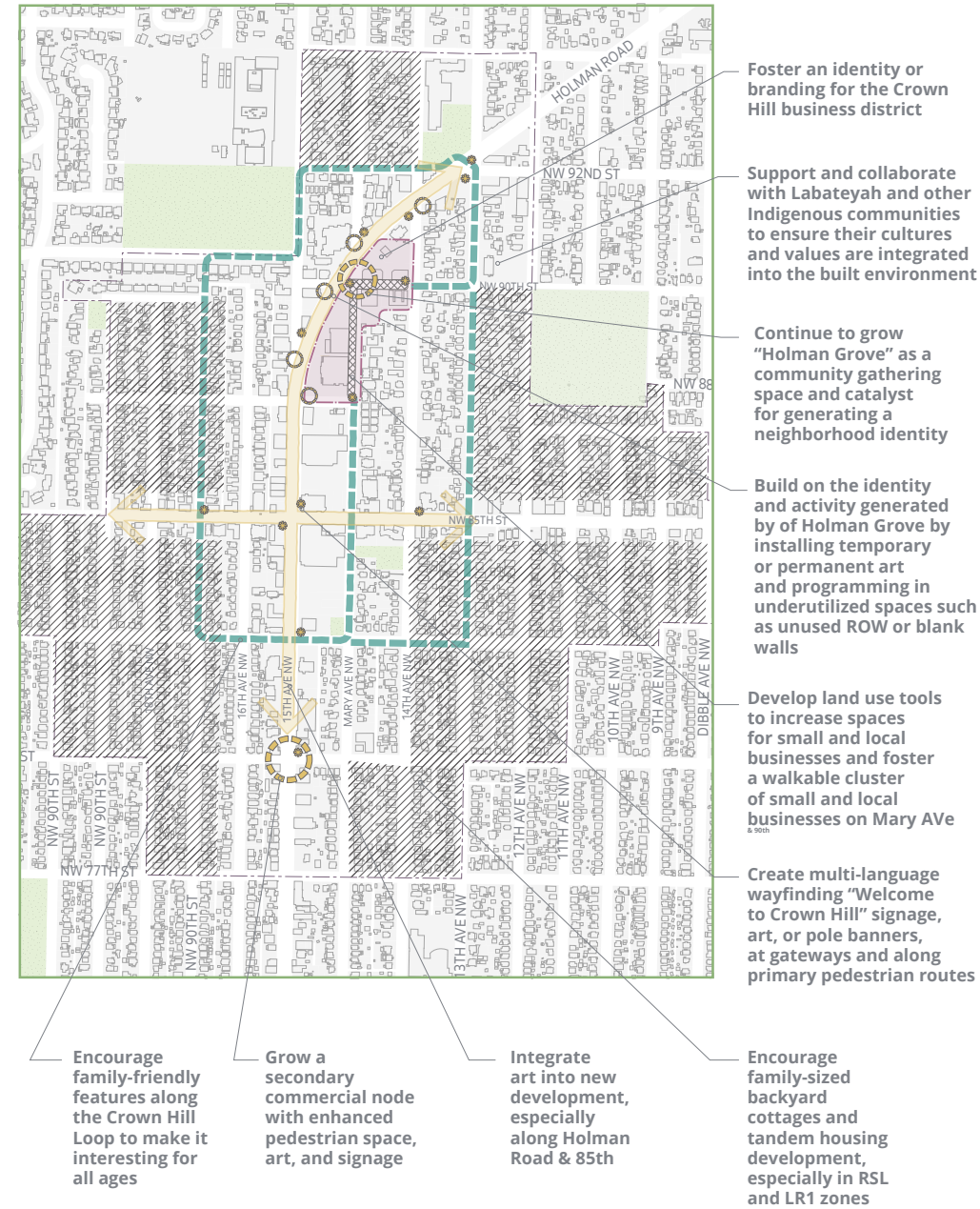
- Activate the urban edge along NW 15th Avenue by improving the pedestrian experience with larger setbacks and greenspaces.
- Create vibrant retail that is local and serves the community's needs. Provide parking for the retail
- Community Planning process has identified the corner as a gateway hub using 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.

*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



SITE PLAN [4.0]

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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:

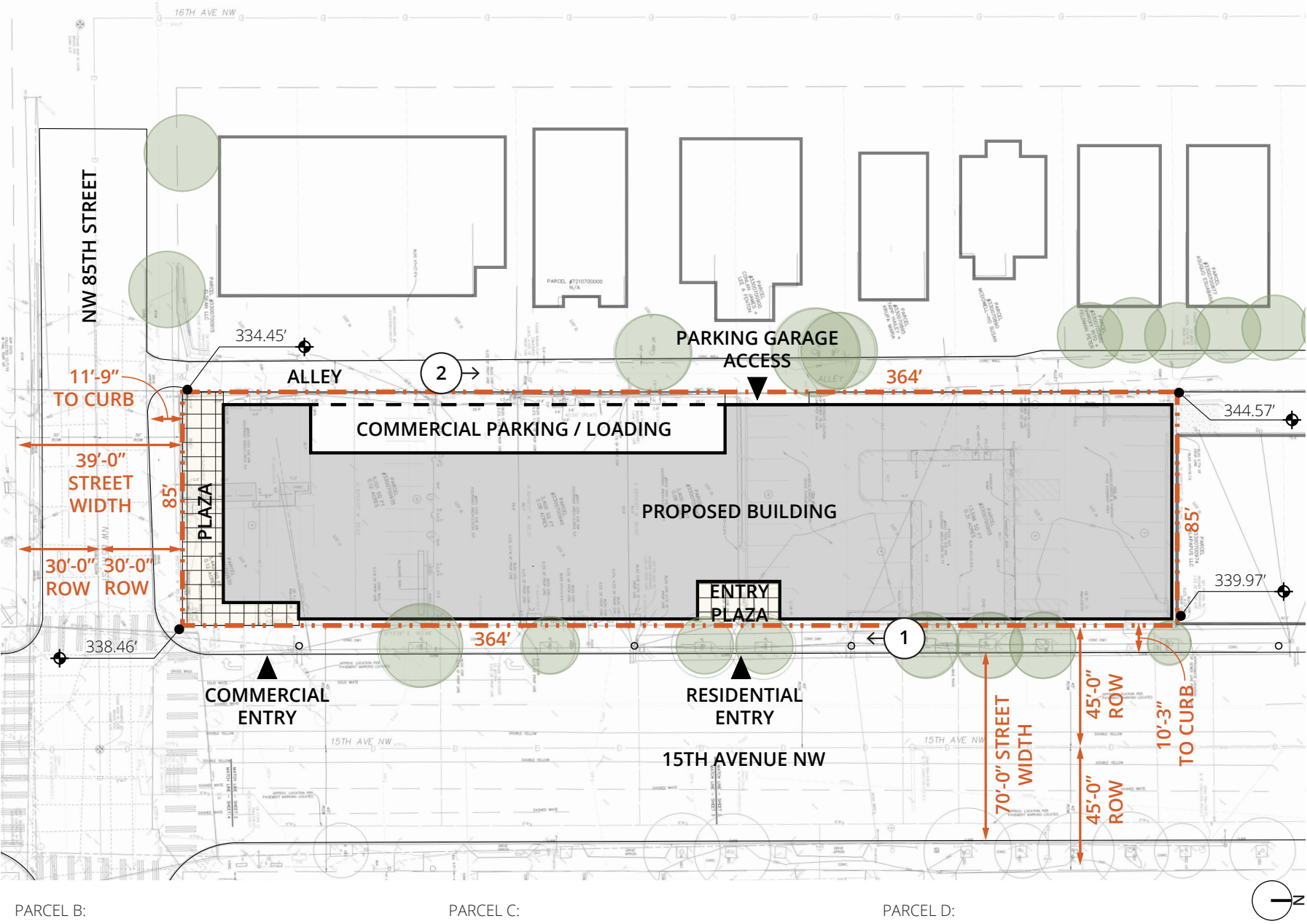
PARCEL A:
LOTS 16, 17 AND 18 IN BLOCK 6 OF HIGHLAND VIEW, AN ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 18 OF PLATS, PAGE 22, RECORDS OF KING COUNTY AUDITOR;
EXCEPT PORTIONS CONVEYED TO KING COUNTY FOR ROAD PURPOSES BY DEED RECORDED UNDER RECORDING NO. 2256033;

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;

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

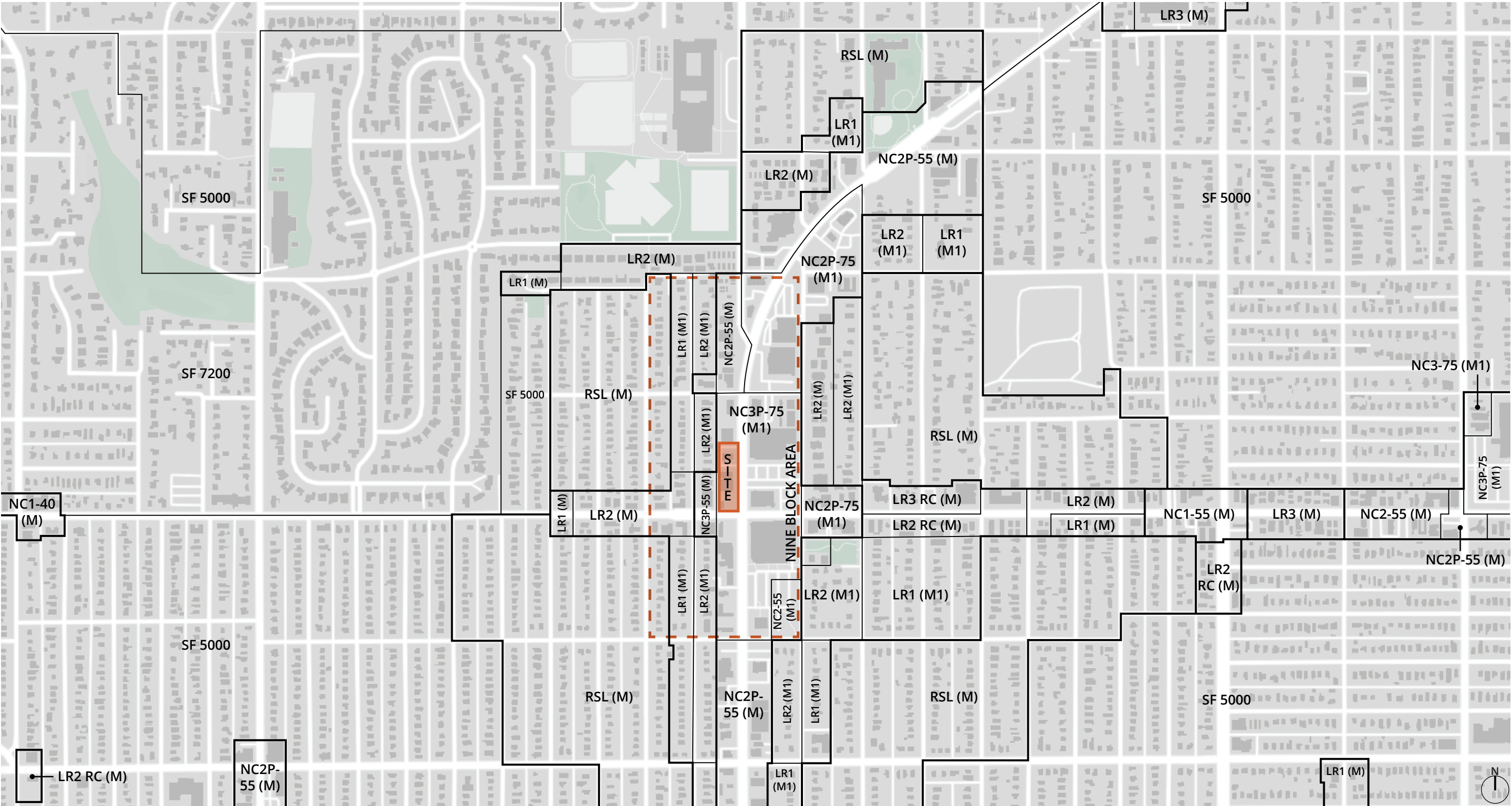


1 ALLEY @ WEST PROPERTY LINE

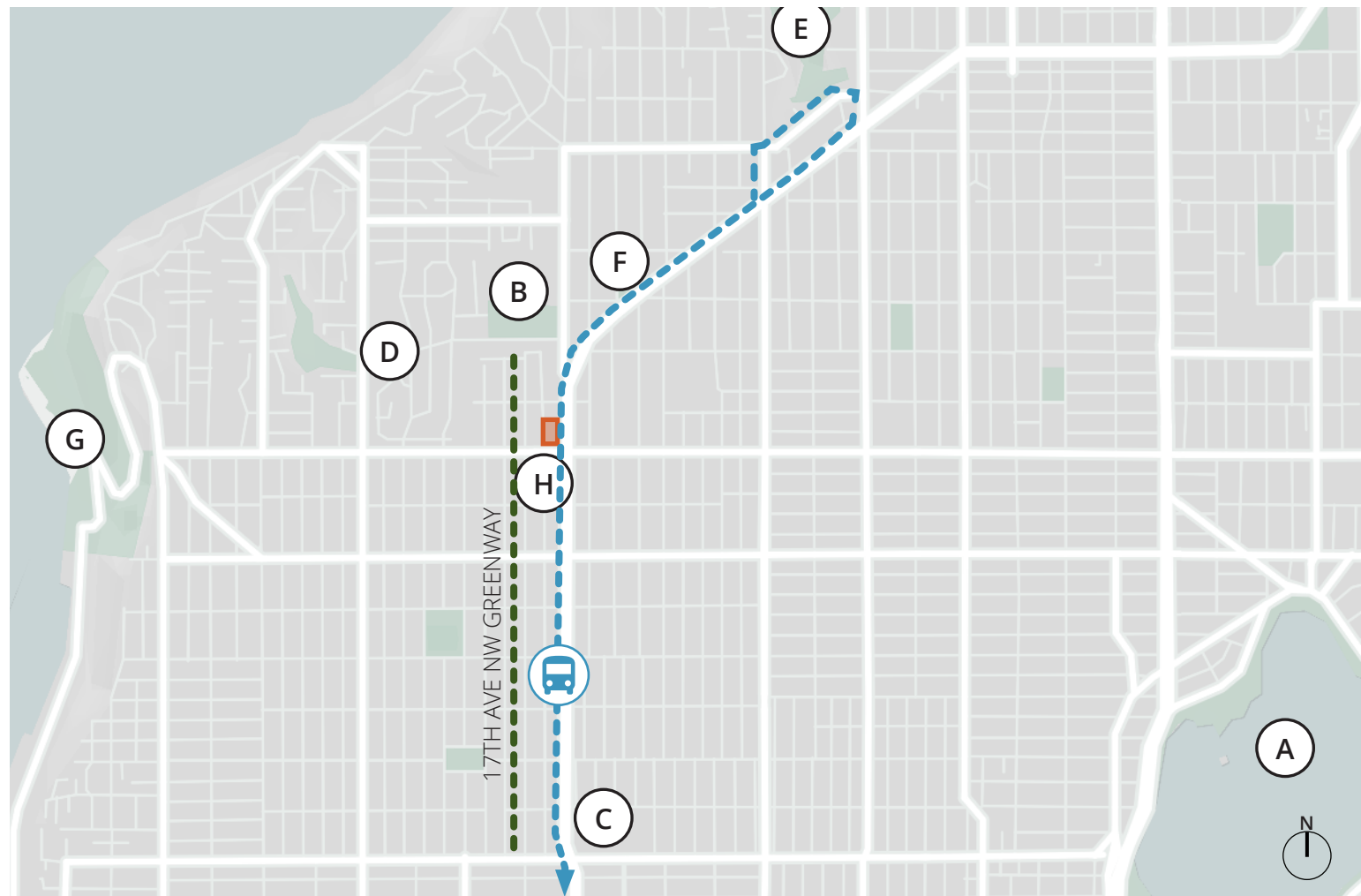


2 HIGH VOLTAGE POWER LINES ALONG 15TH AVE NW.

URBAN DESIGN ANALYSIS: ZONING MAP [5.1]



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



GREEN LAKE RECREATION, 2.1 MILES



WHITMAN MIDDLE SCHOOL, 0.4 MILES



BALLARD HIGH, 1.0 MILES



NORTH BEACH ELEMENTARY, 0.8 MILES



CARKEEK PARK, 1.1 MILES



SALMON BAY K-8 SCHOOL, 1.2 MILES



GOLDEN GARDENS, 1.2 MILES



SWANSON NURSERY, 0.7 MILES

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.



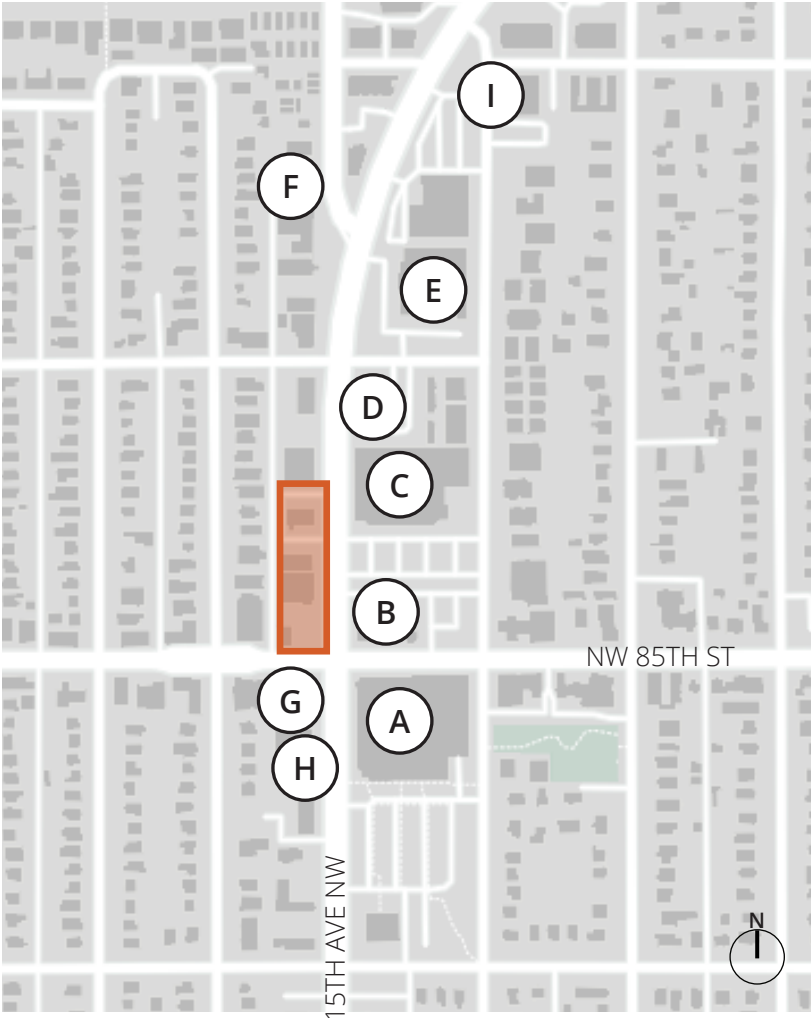
SAFeway



WALGREENS



(FORMER) VALUE VILLAGE, VACANT



BANK OF AMERICA



GROCERY OUTLET



FIRE STATION 35



T-MOBILE

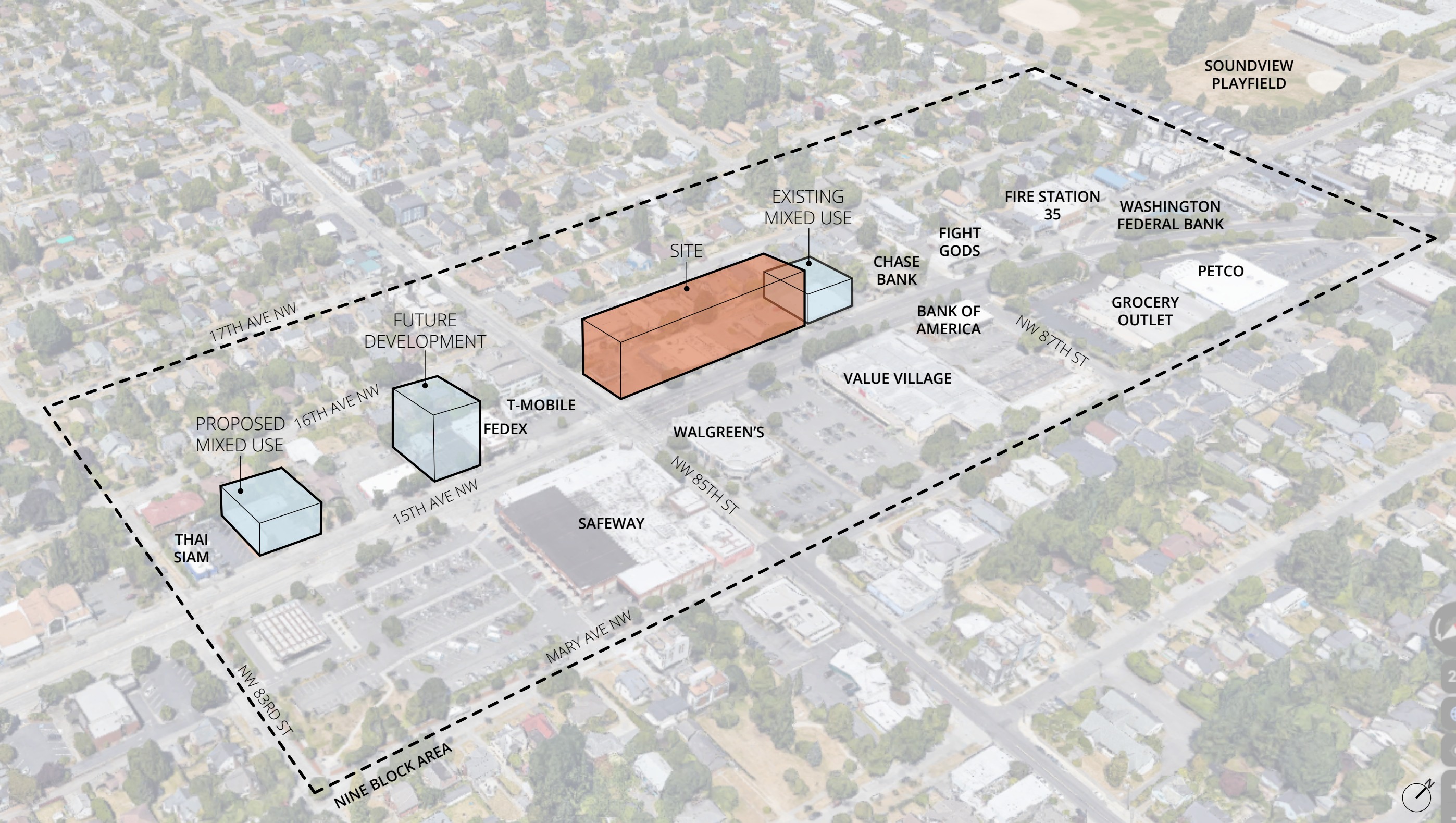


FEDEX AND DOMINO'S



MARY & 90TH COMMUNITY CORRIDOR

URBAN DESIGN ANALYSIS: AXONOMETRIC [5.3]



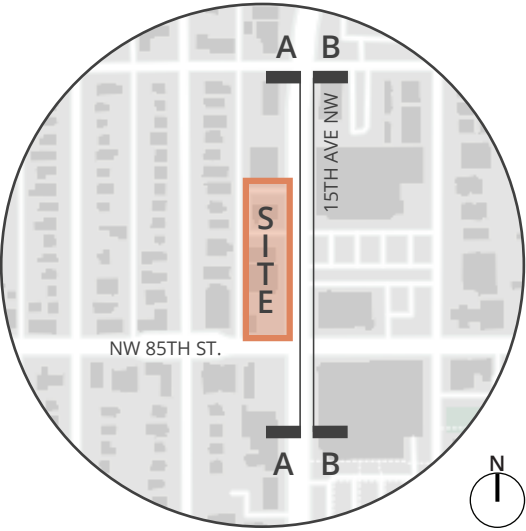
URBAN DESIGN ANALYSIS: STREETSCAPE [5.4]



STREET ELEVATION A: TOWARDS SITE ON 15TH AVE NW



STREET ELEVATION B: ACROSS SITE ON 15TH AVE NW



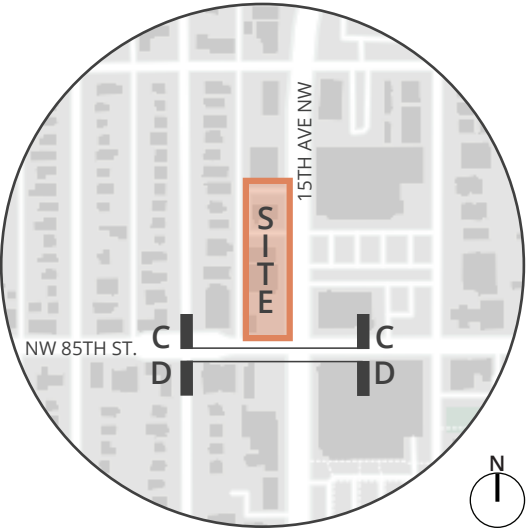
URBAN DESIGN ANALYSIS: STREETSCAPE [5.4]



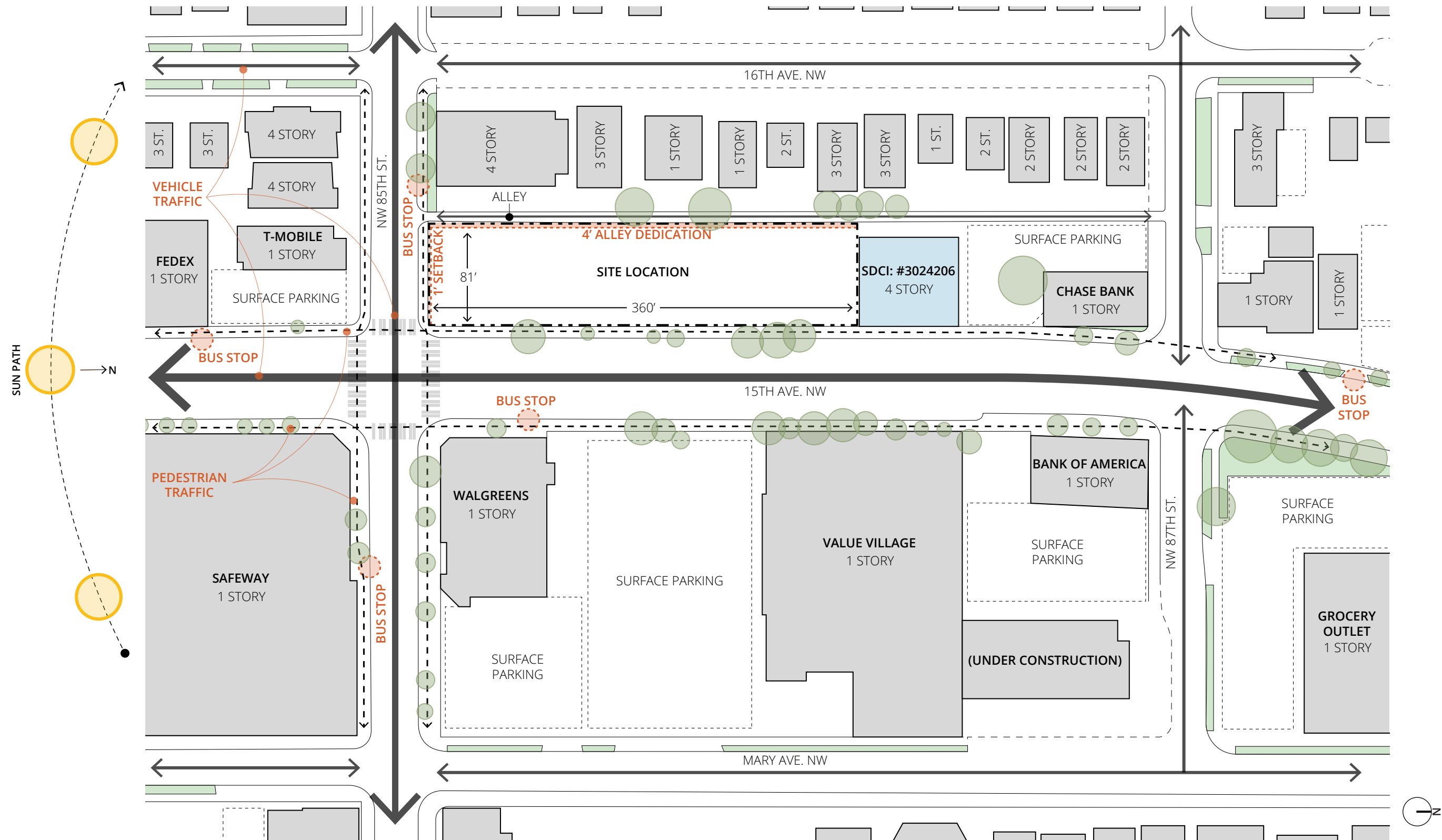
STREET ELEVATION C: TOWARDS SITE ON NW 85TH ST



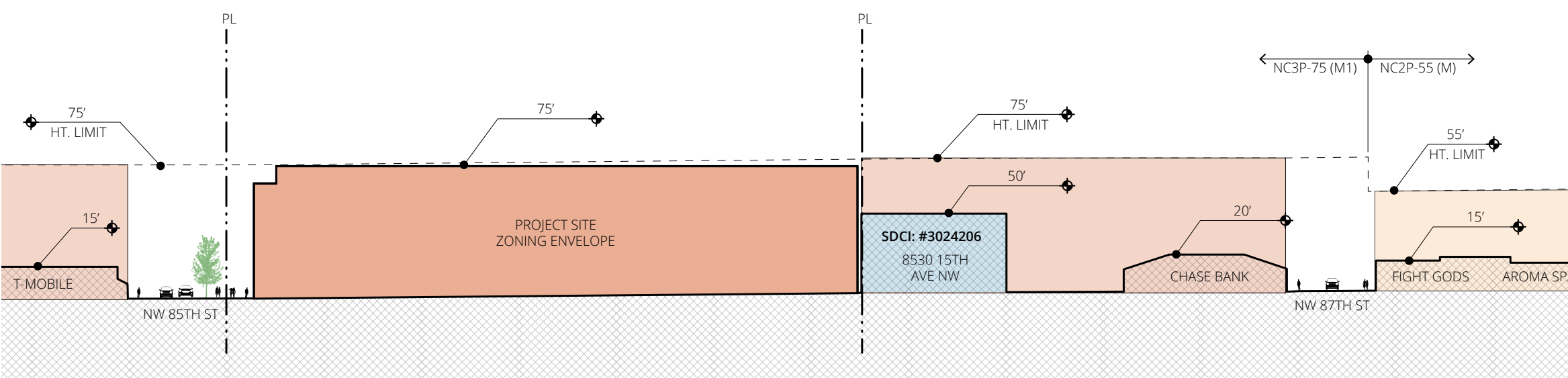
STREET ELEVATION D: ACROSS SITE ON NW 85TH ST



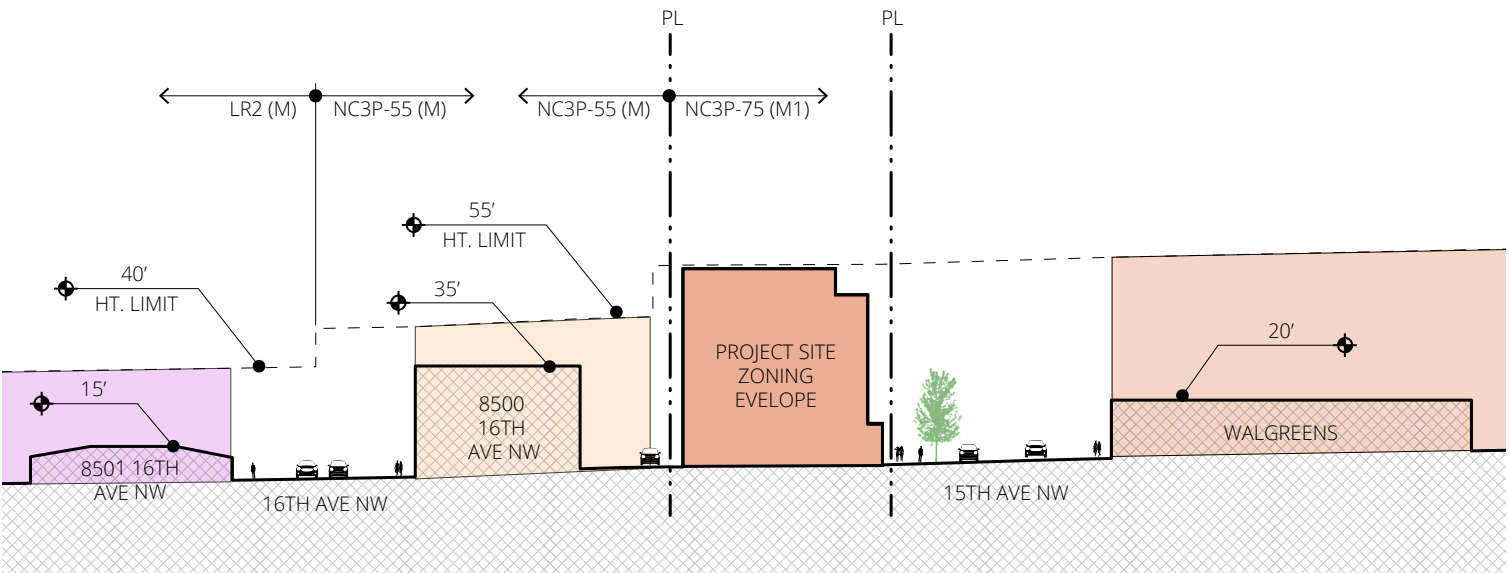
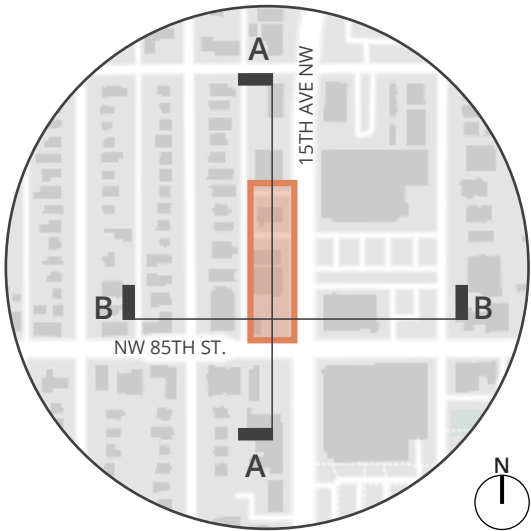
URBAN DESIGN ANALYSIS: VICINITY DIAGRAM [5.5]



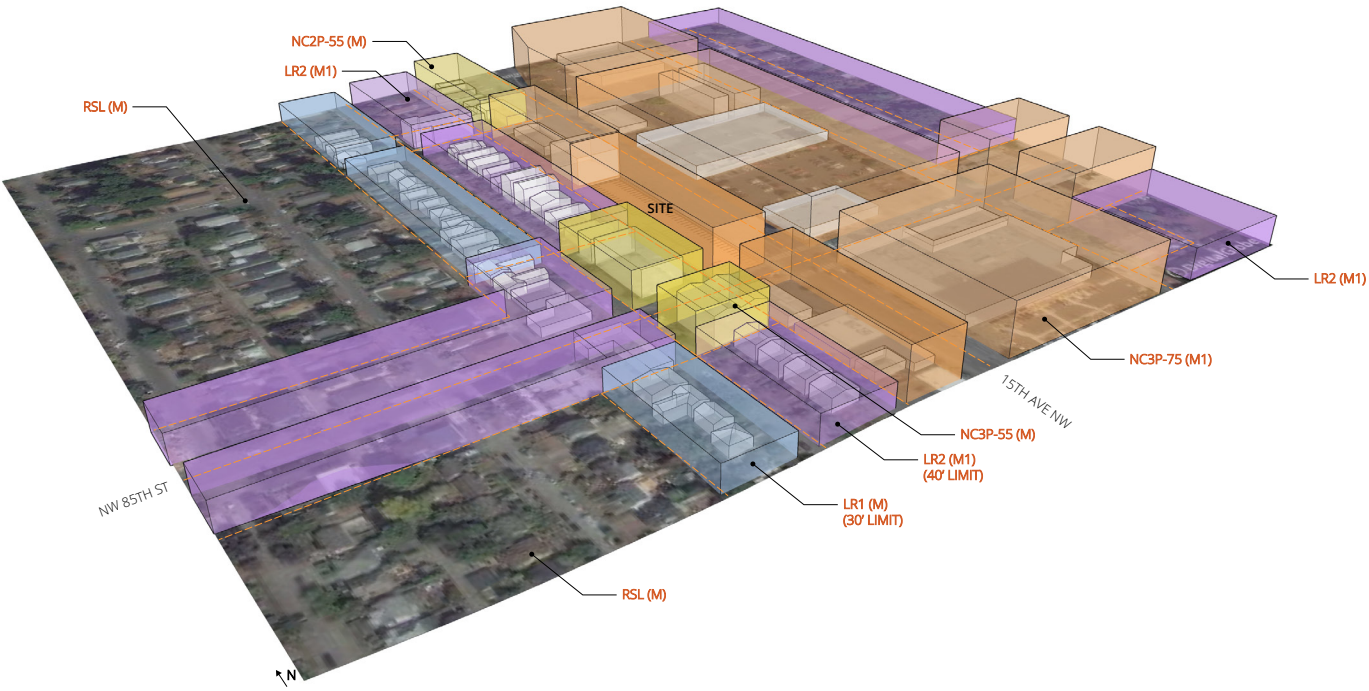
URBAN DESIGN ANALYSIS: SITE SECTIONS [5.5]



SITE SECTION A

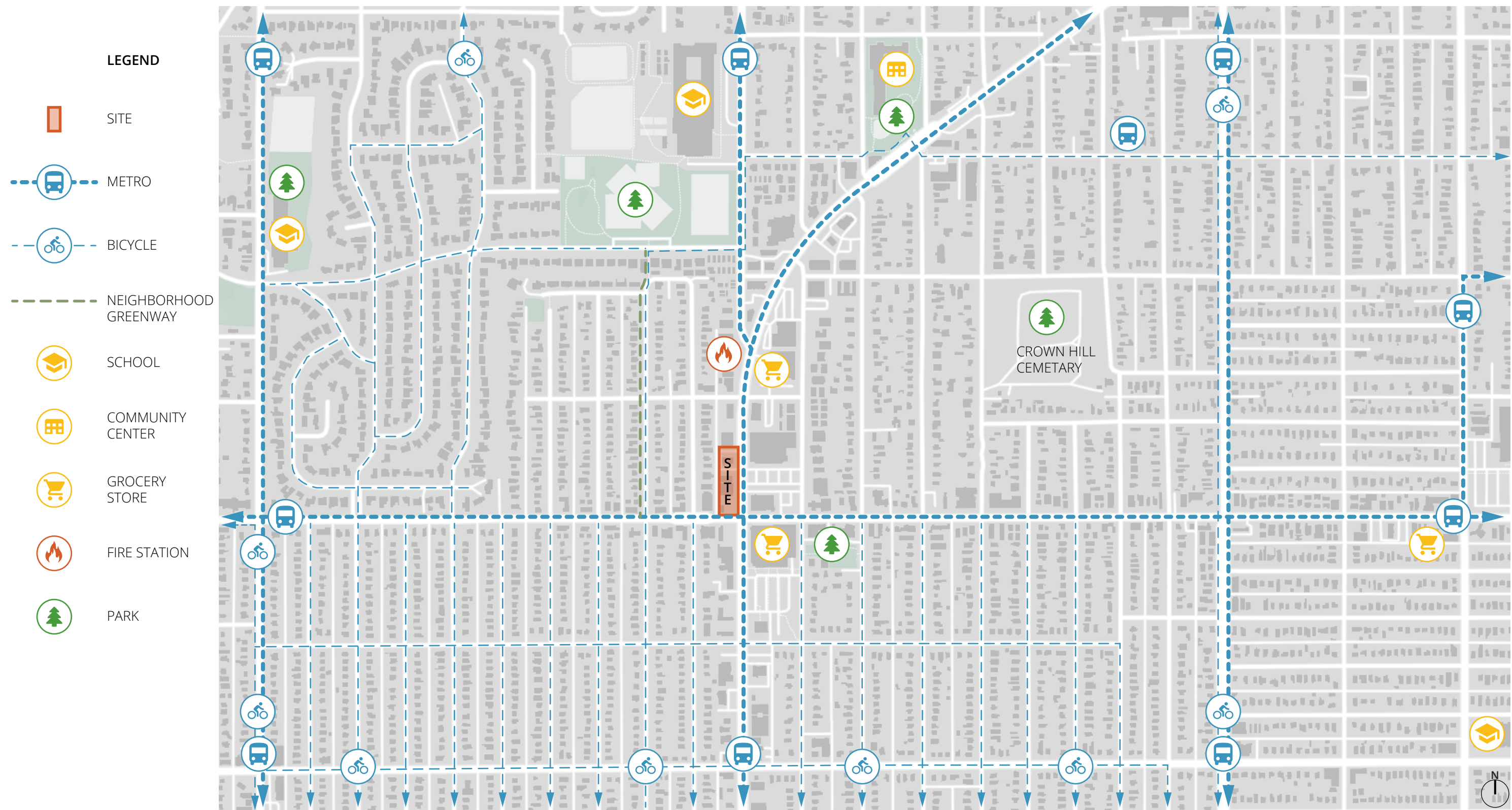


SITE SECTION B



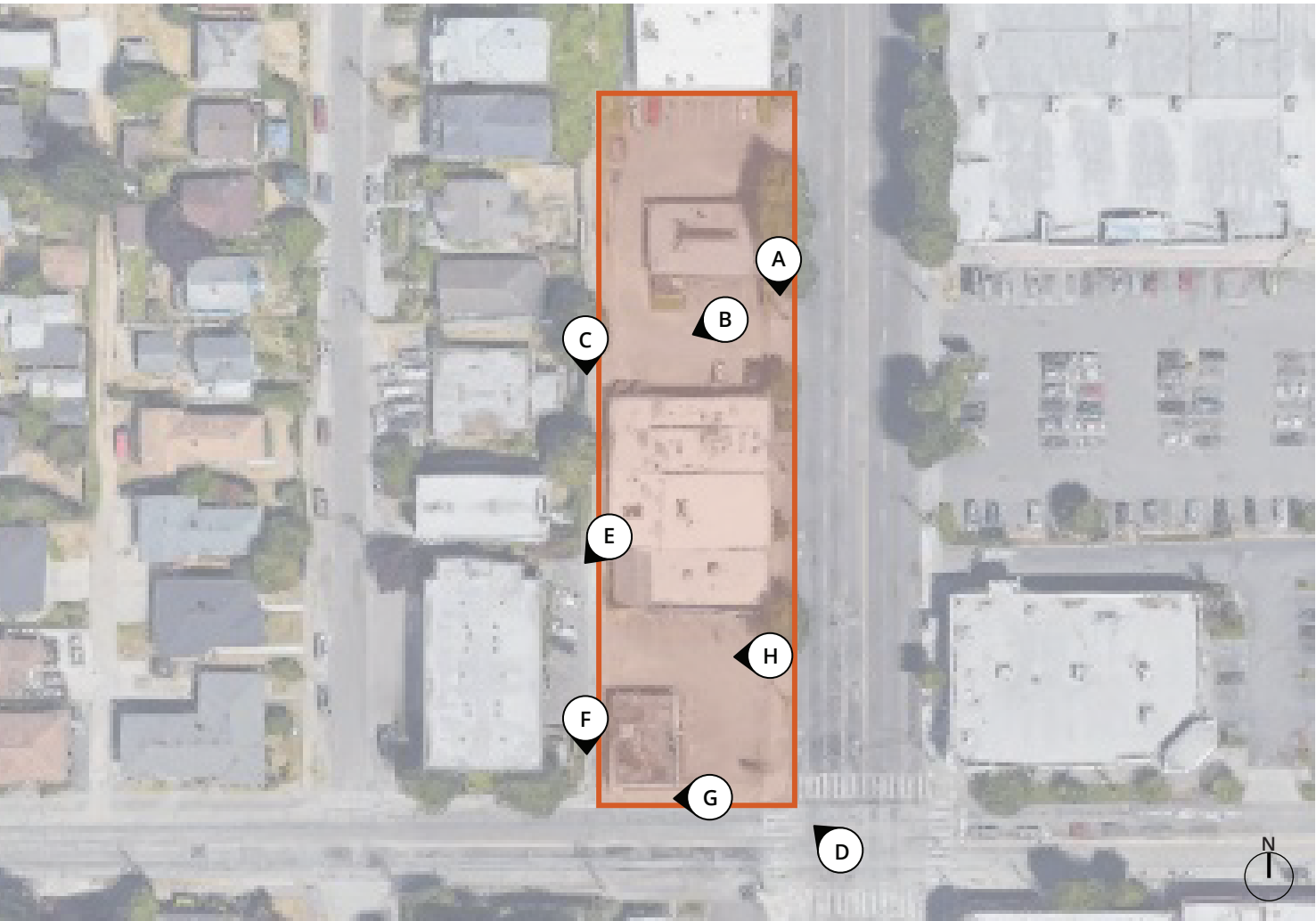
SDCI UPZONING DIAGRAM

URBAN DESIGN ANALYSIS: VICINITY MAP [5.6]



URBAN DESIGN ANALYSIS: SITE PHOTOS [5.7]

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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">Performance = 9.0% set-aside per total number of units to be developed in each structurePayment = \$20.00 per total gross floor area of project excluding underground parking <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 - Gross floor area excludes areas for mechanical equipment and accessory parking - Bioretention facilities qualify as amenity areas 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.

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

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

Create public space and relief from busy street corner.

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.

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

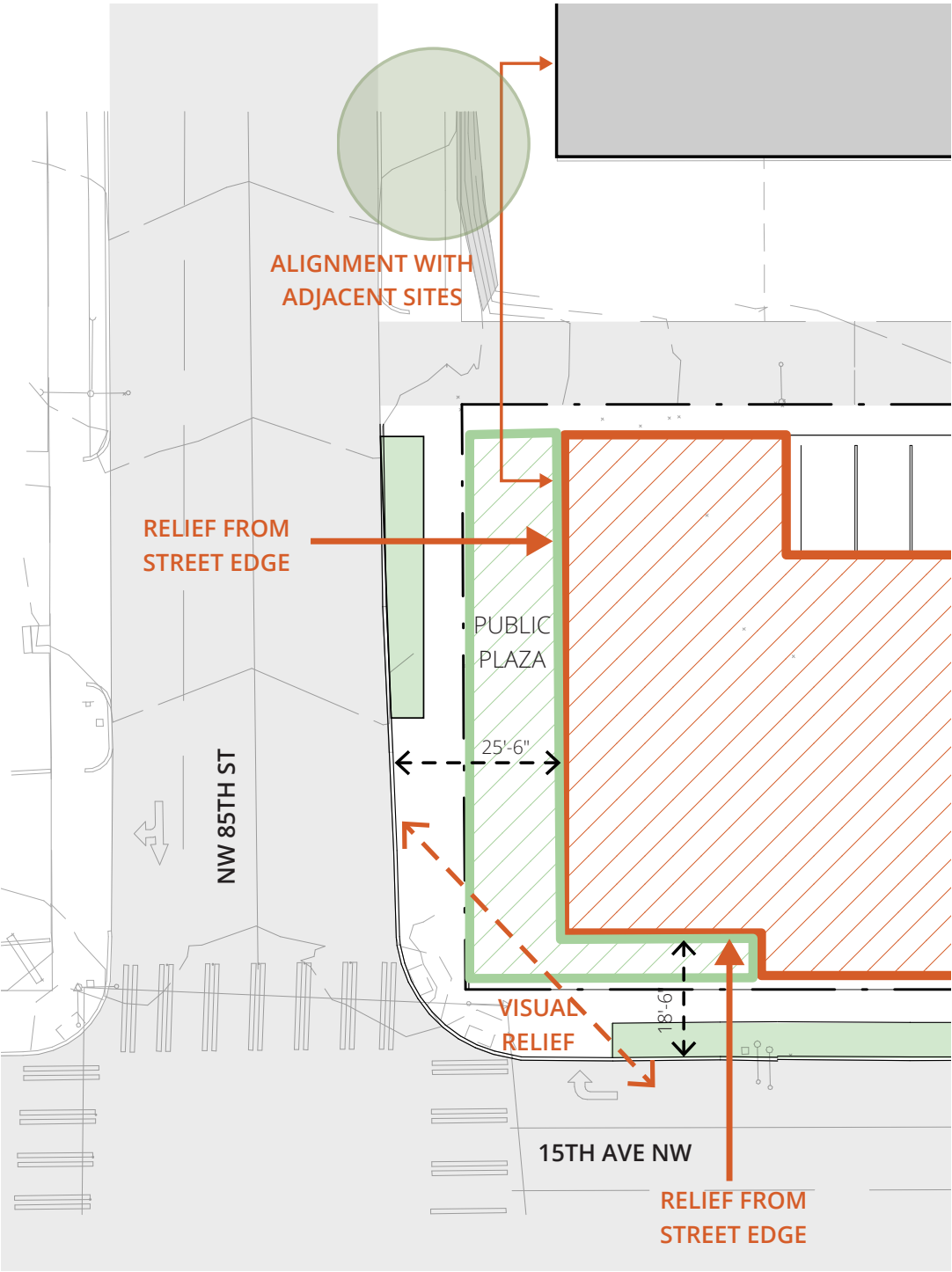
CROWN HILL COMMUNITY PRIORITIES
CURRENTLY IN DEVELOPMENT - 12/08/2019

- 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

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."

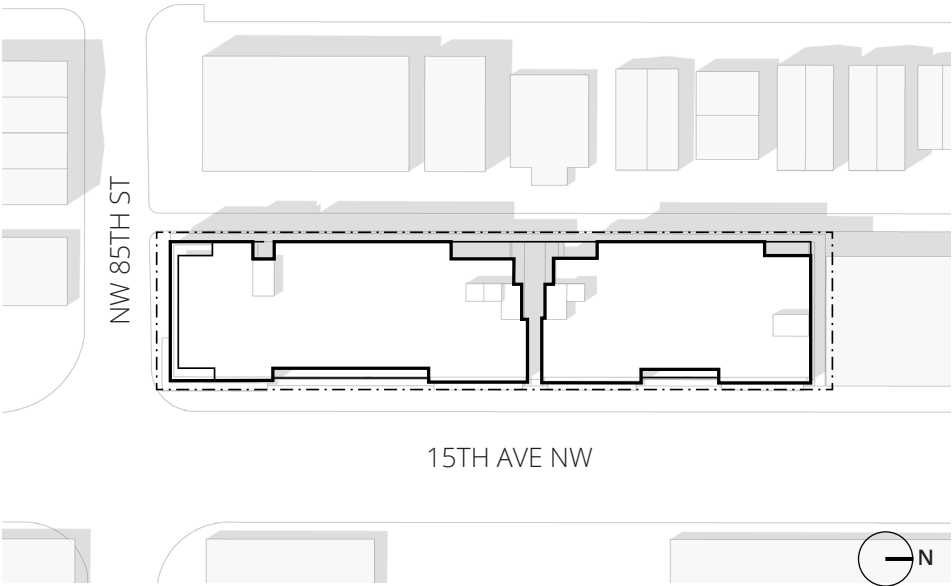
- Crown Hill Community Village Community Planning Work Party - December 2019

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

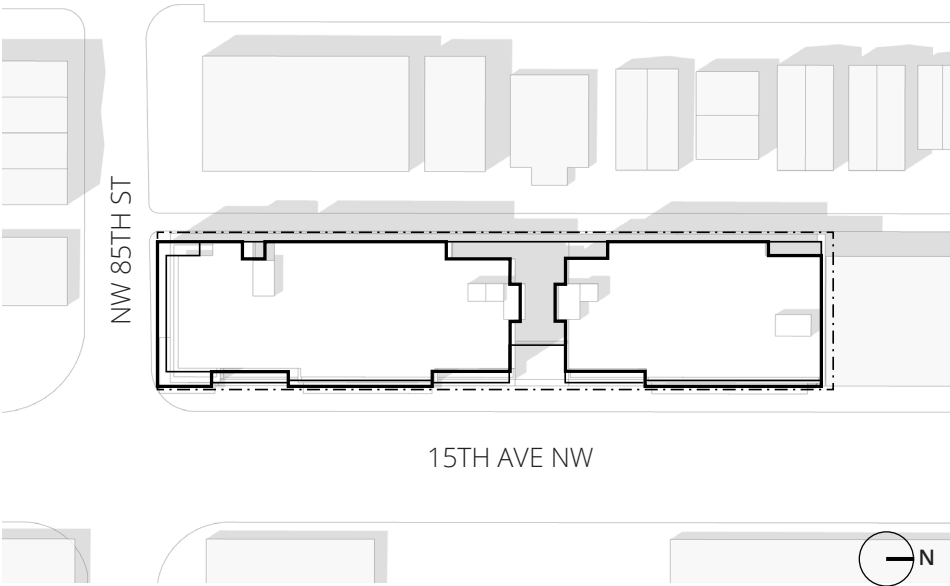


EARLY DESIGN GUIDANCE OVERVIEW [8.3]

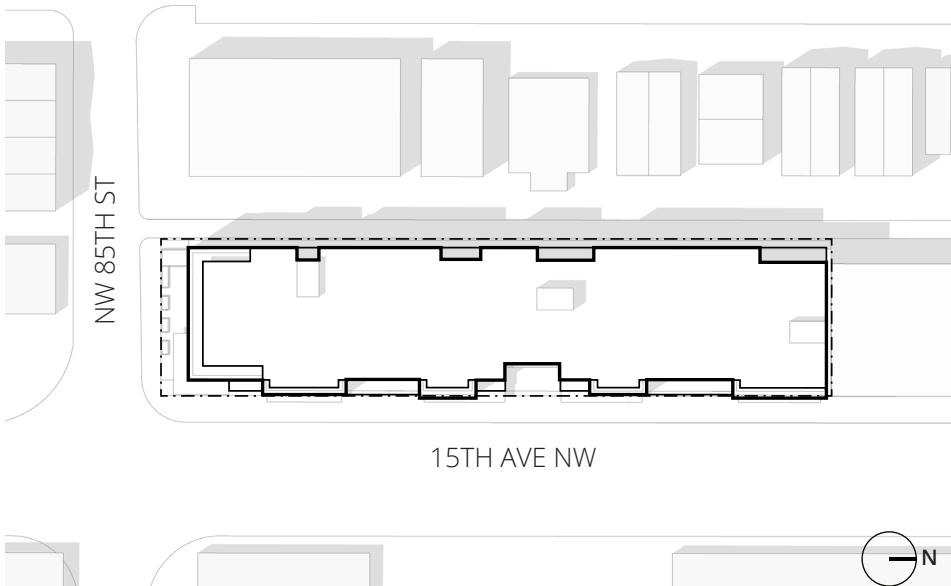
OPTION A - TWO SEPARATE BUILDINGS
CODE COMPLIANT



OPTION B - COMBINED PODIUM
STRONG URBAN EDGE



OPTION C - COMMUNITY PLAZA (PREFERRED)
URBAN VILLAGE GOALS



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

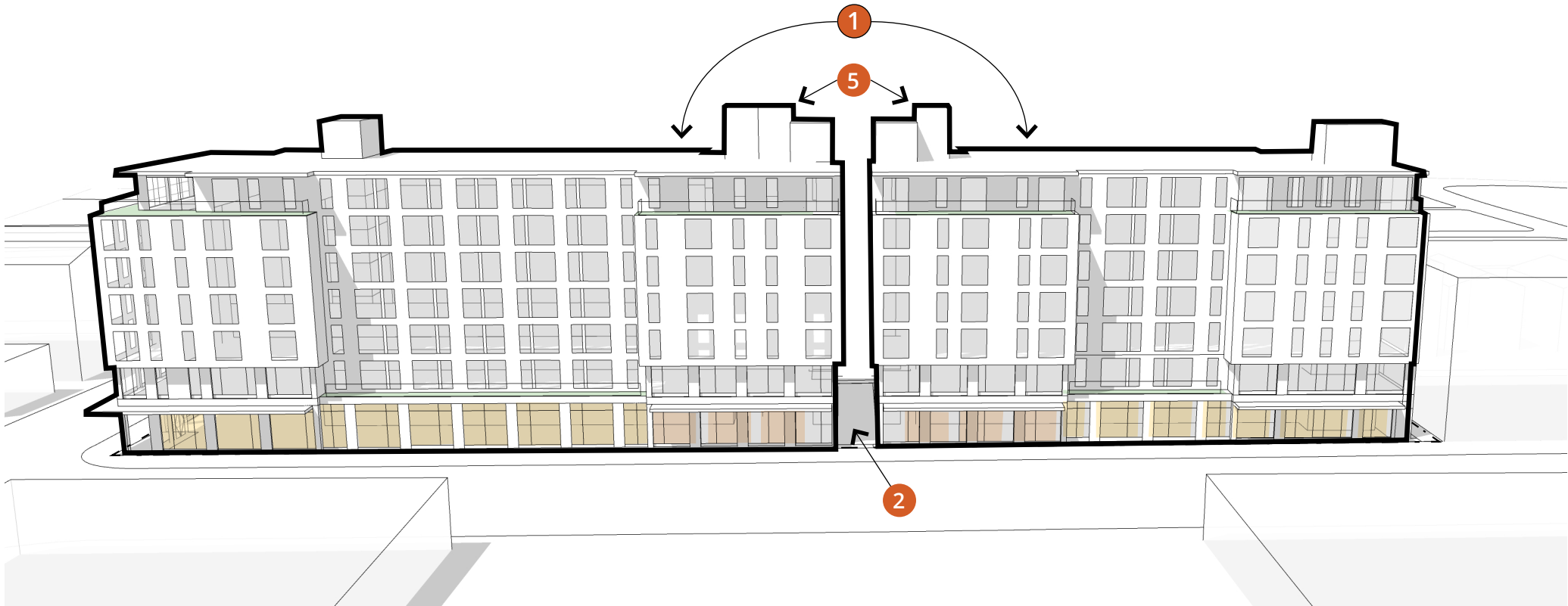
- Inefficient trash and loading zones.

4

- Two separate buildings limits area to be used for at-grade commercial parking.

5

- Inefficient building design with redundant stair cores and lobbies.

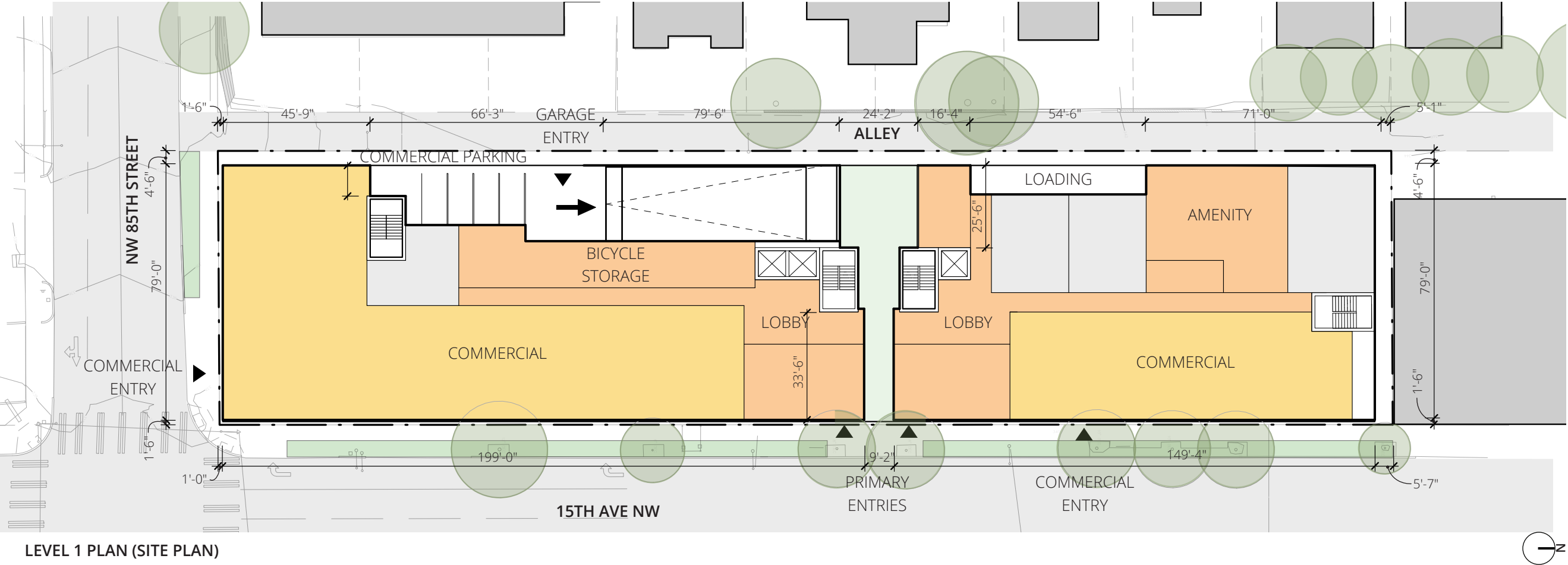


PERSPECTIVE AT INTERSECTION



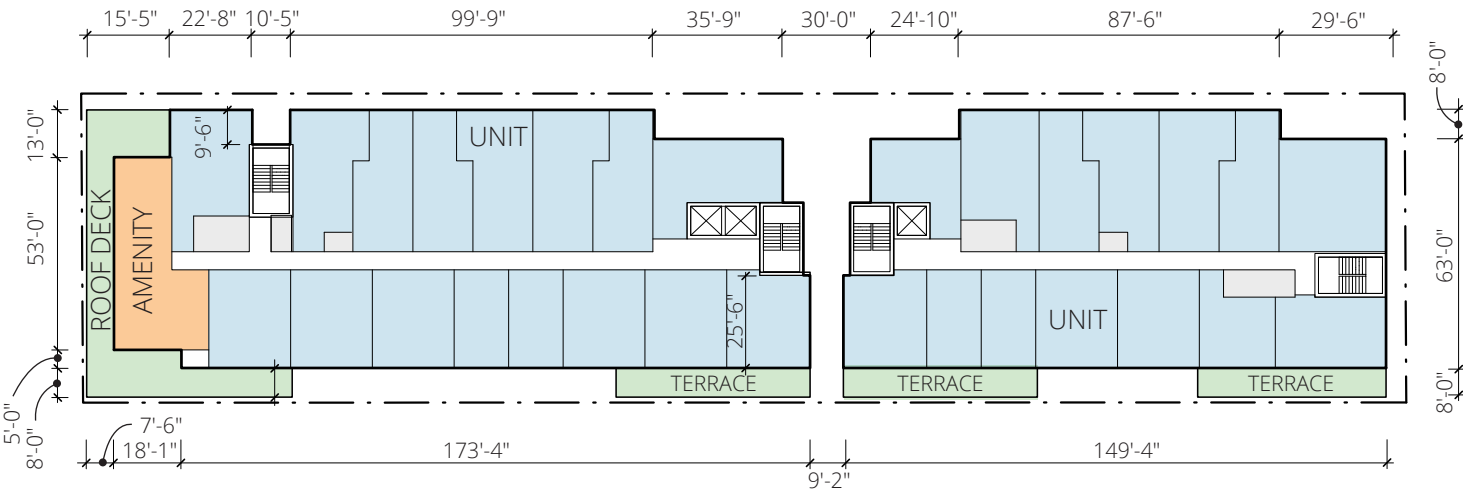
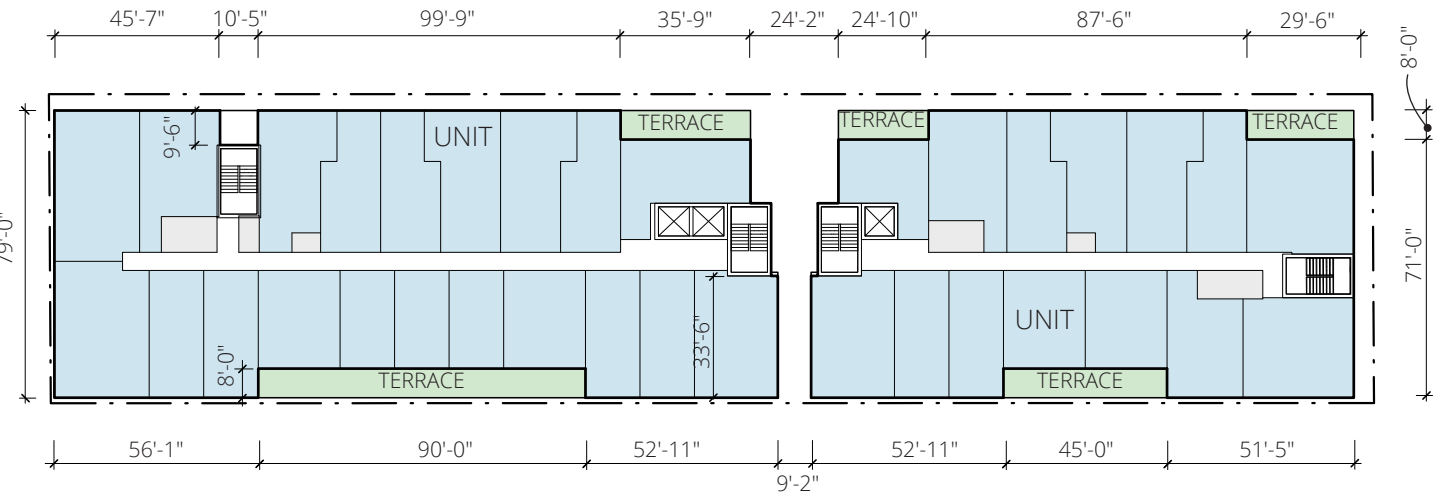
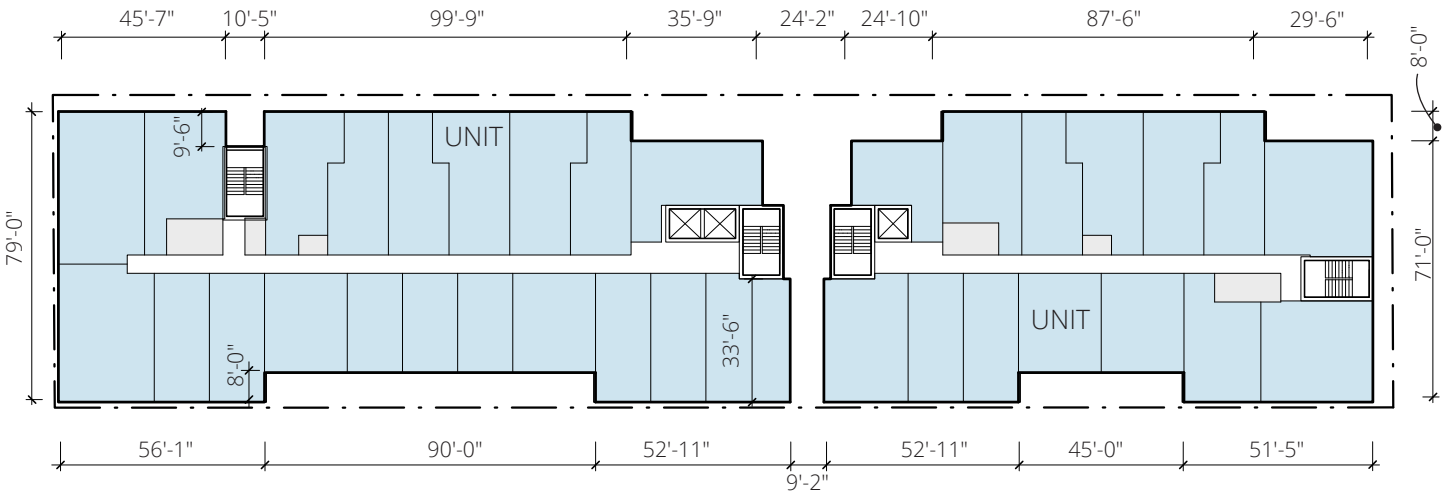
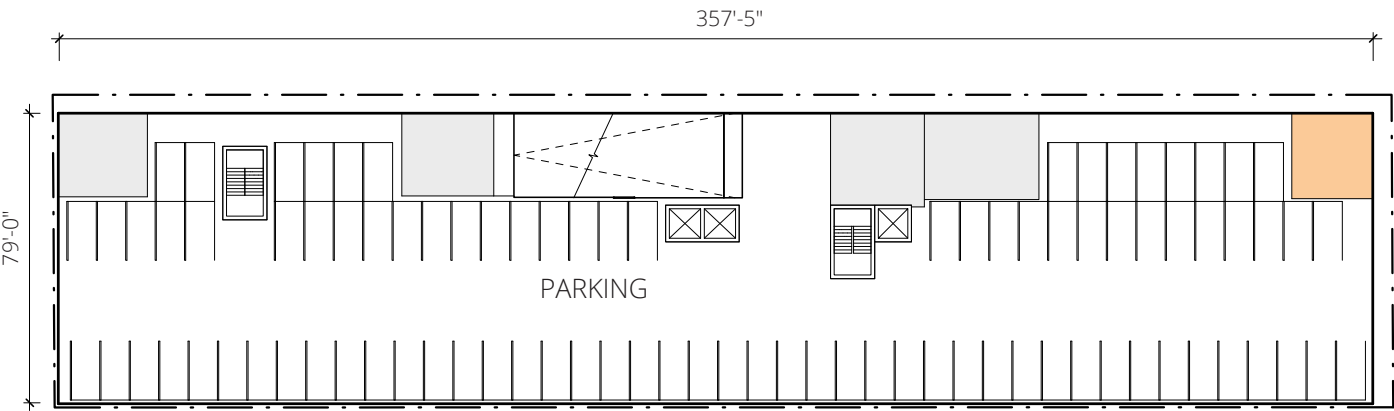
PERSPECTIVE AT ENTRY

ARCHITECTURAL MASSING CONCEPT: OPTION A PLANS [8.4]

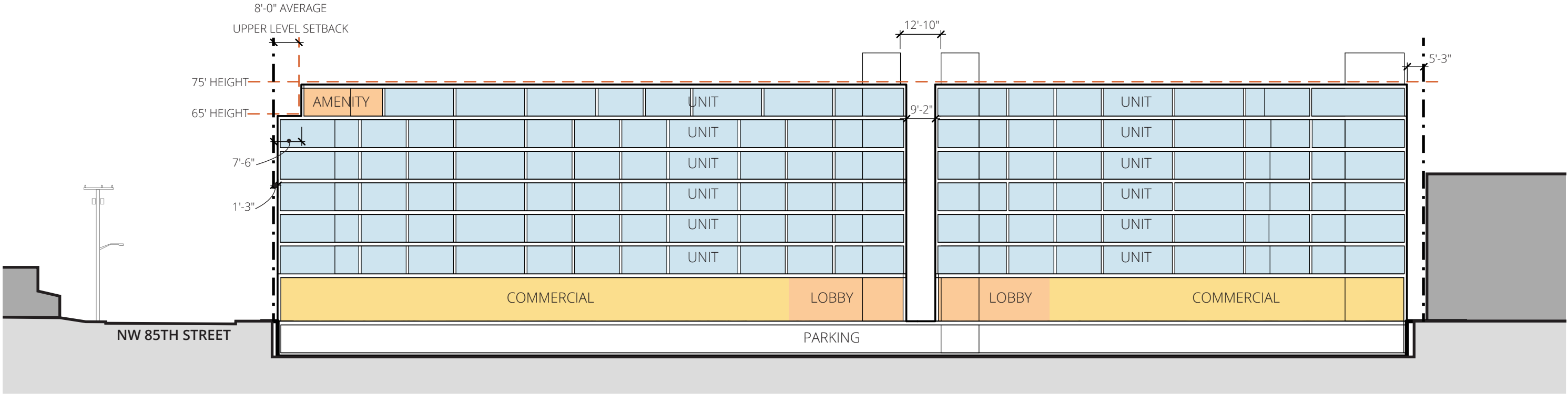


ARCHITECTURAL MASSING CONCEPT: OPTION A PLANS [8.4]

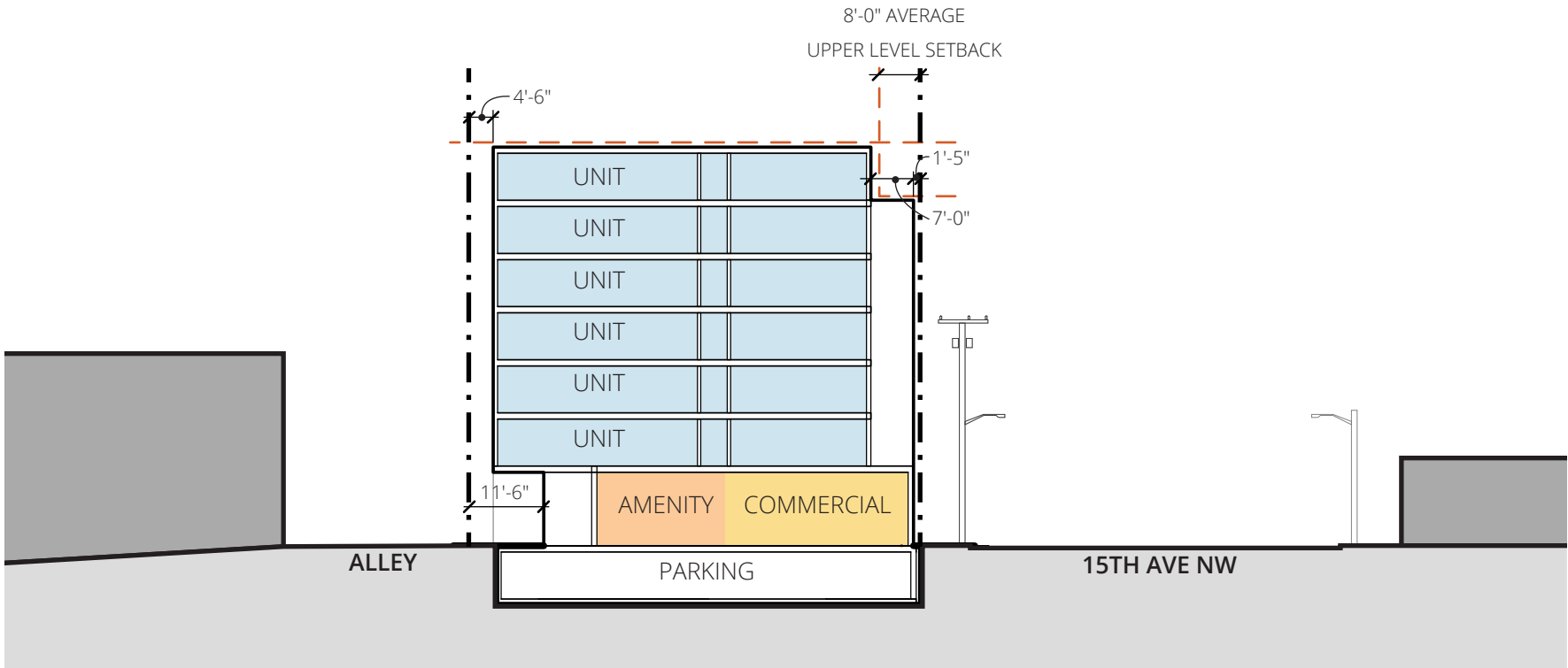
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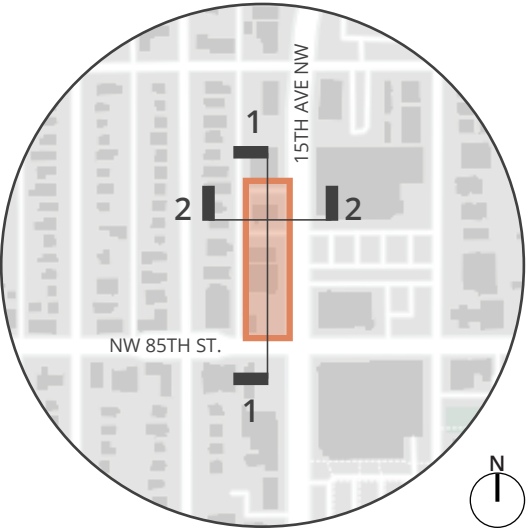
ARCHITECTURAL MASSING CONCEPT: OPTION A SECTIONS [8.7]



SECTION 1



SECTION 2



ARCHITECTURAL MASSING CONCEPT: OPTION A VIGNETTES [8.7]

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LOOKING NORTH



LOOKING NORTHWEST



LOOKING SOUTHWEST



LOOKING WEST

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

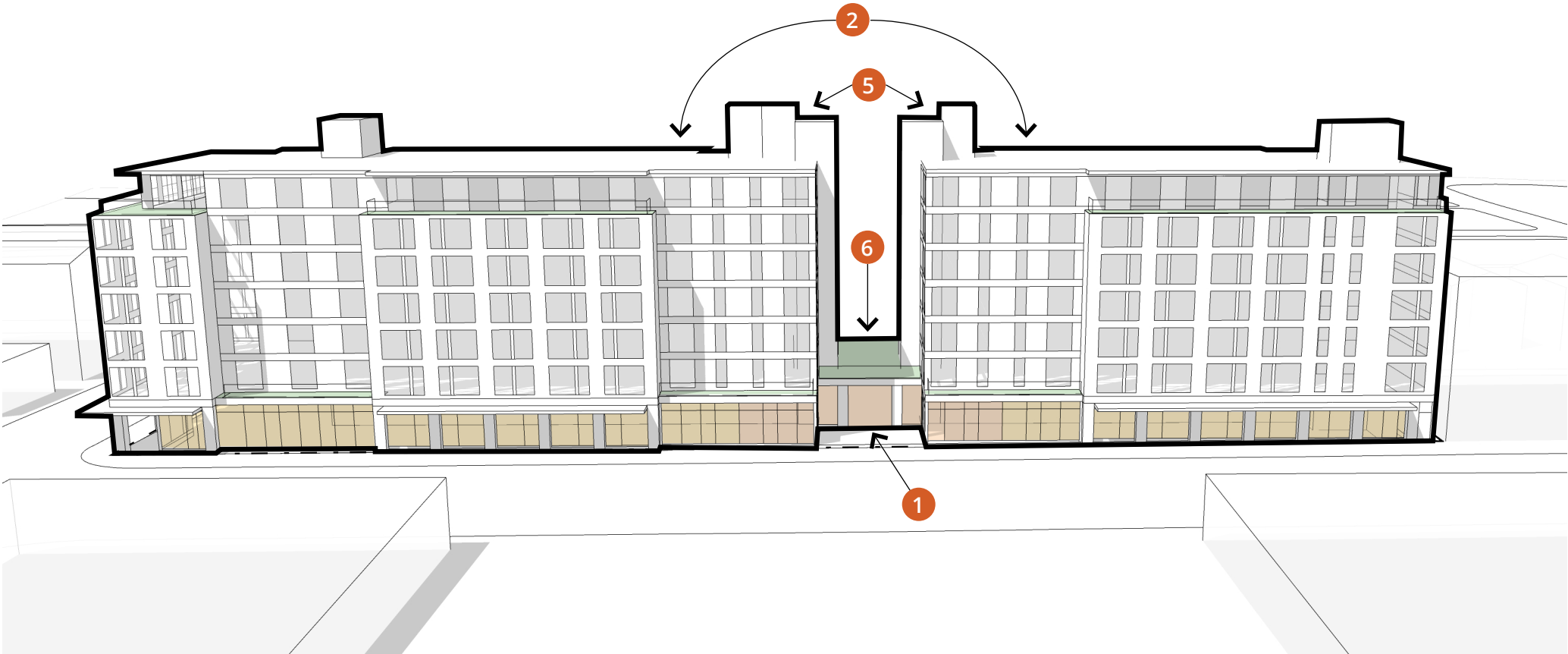
FAR PROPOSED: 160,474.00 SF = 5.19

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.

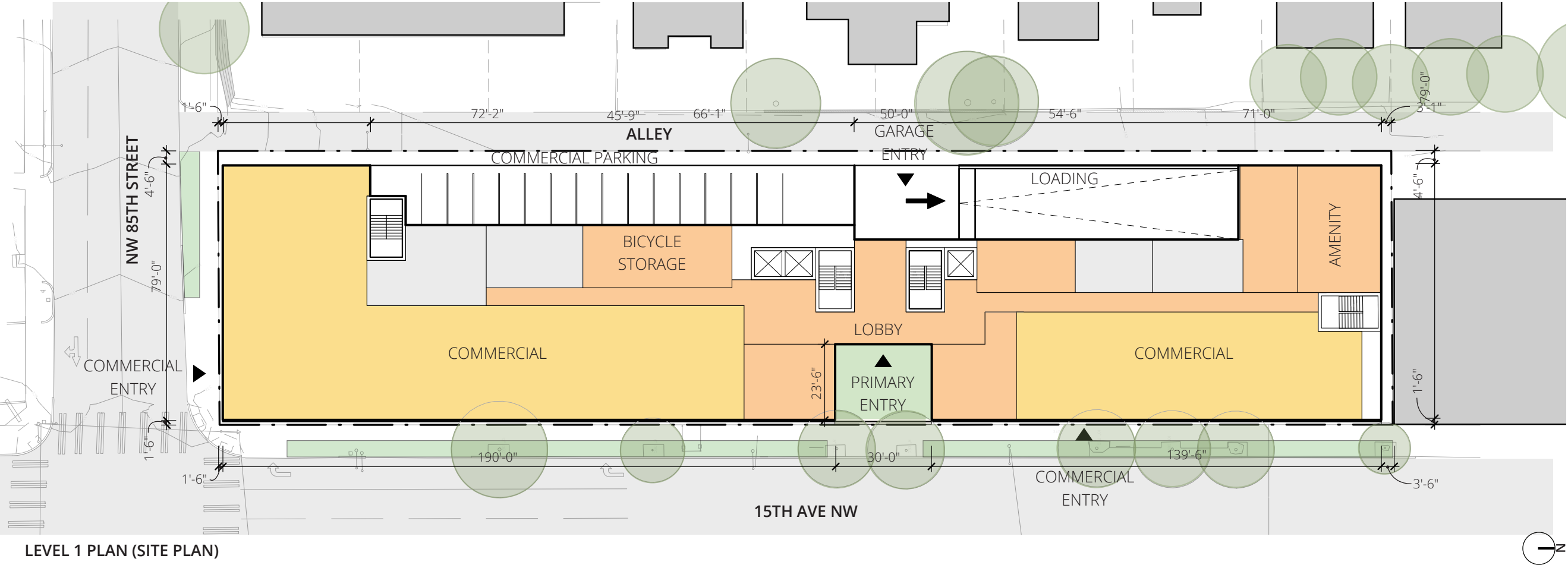


PERSPECTIVE AT INTERSECTION



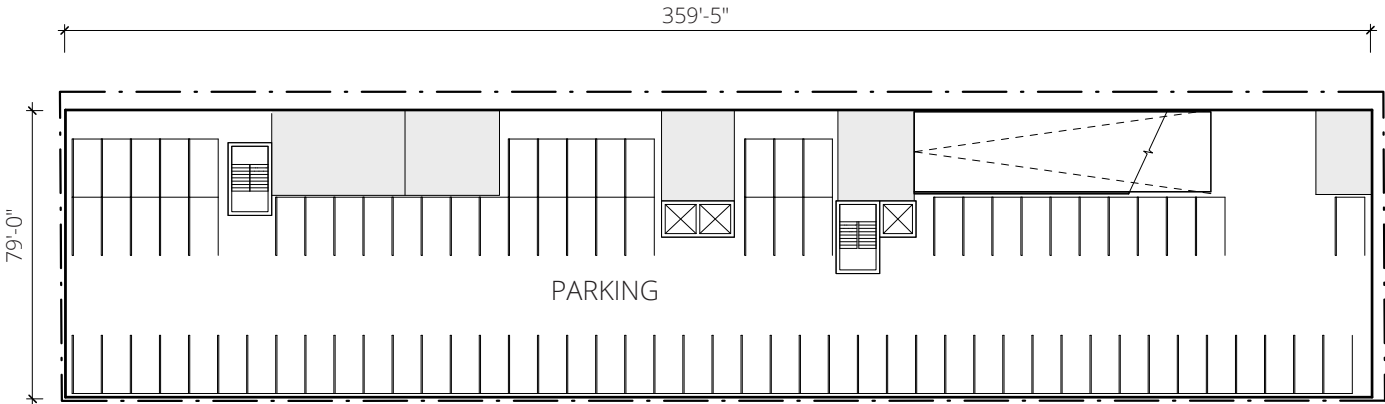
PERSPECTIVE AT ENTRY

ARCHITECTURAL MASSING CONCEPT: OPTION B PLANS [8.4]

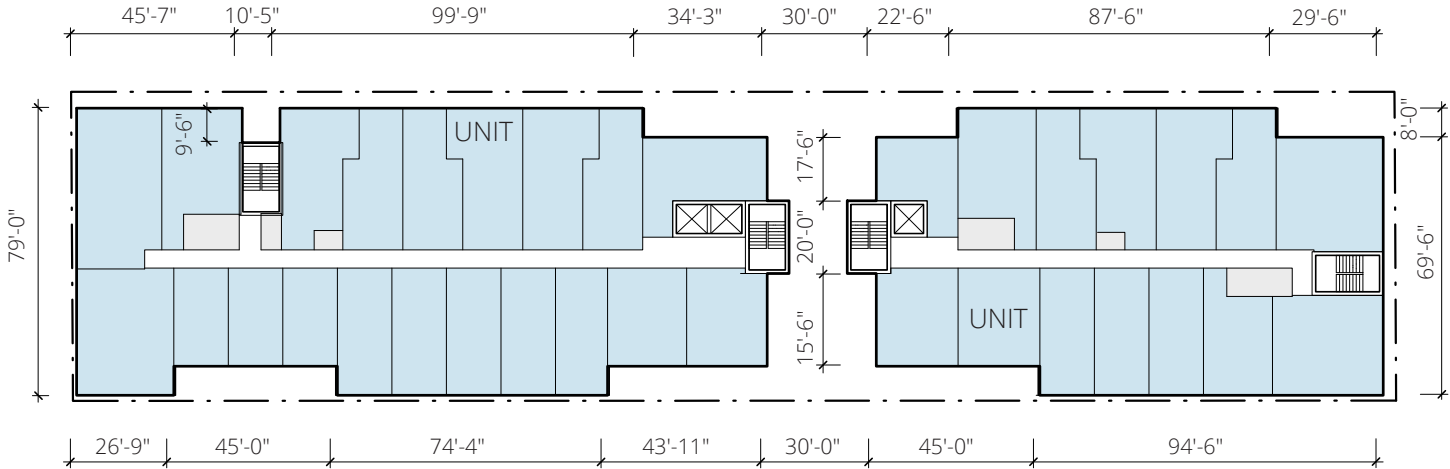


ARCHITECTURAL MASSING CONCEPT: OPTION B PLANS [8.4]

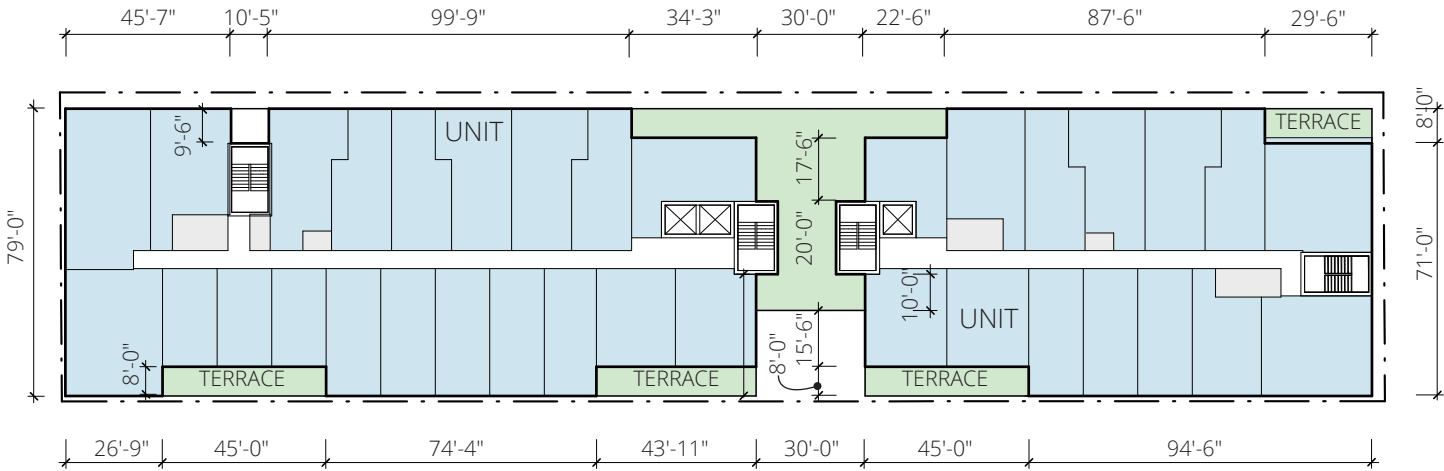
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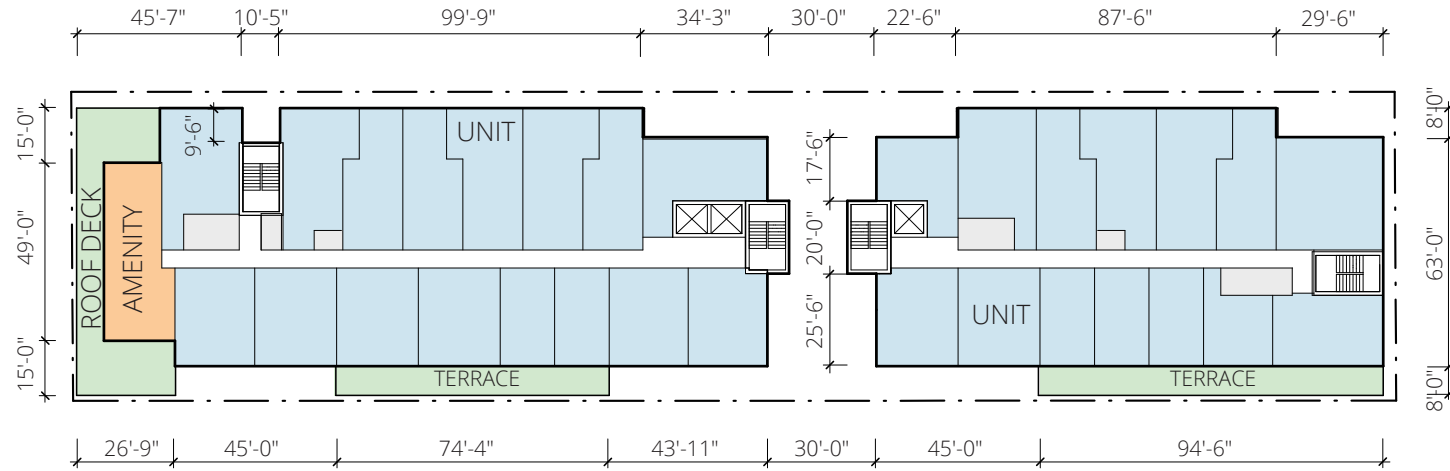
LEVEL P1 PLAN



LEVEL 3-6 PLAN



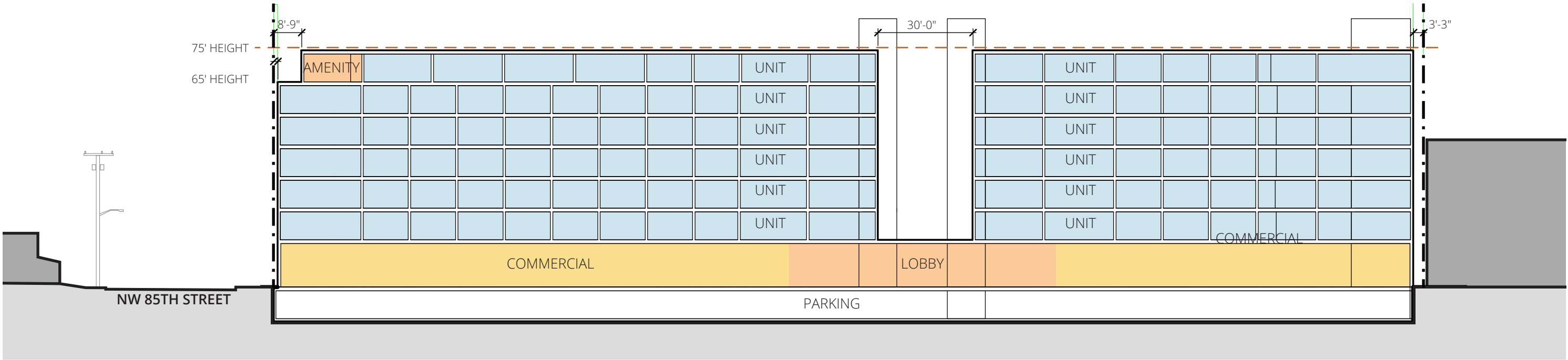
LEVEL 2 PLAN



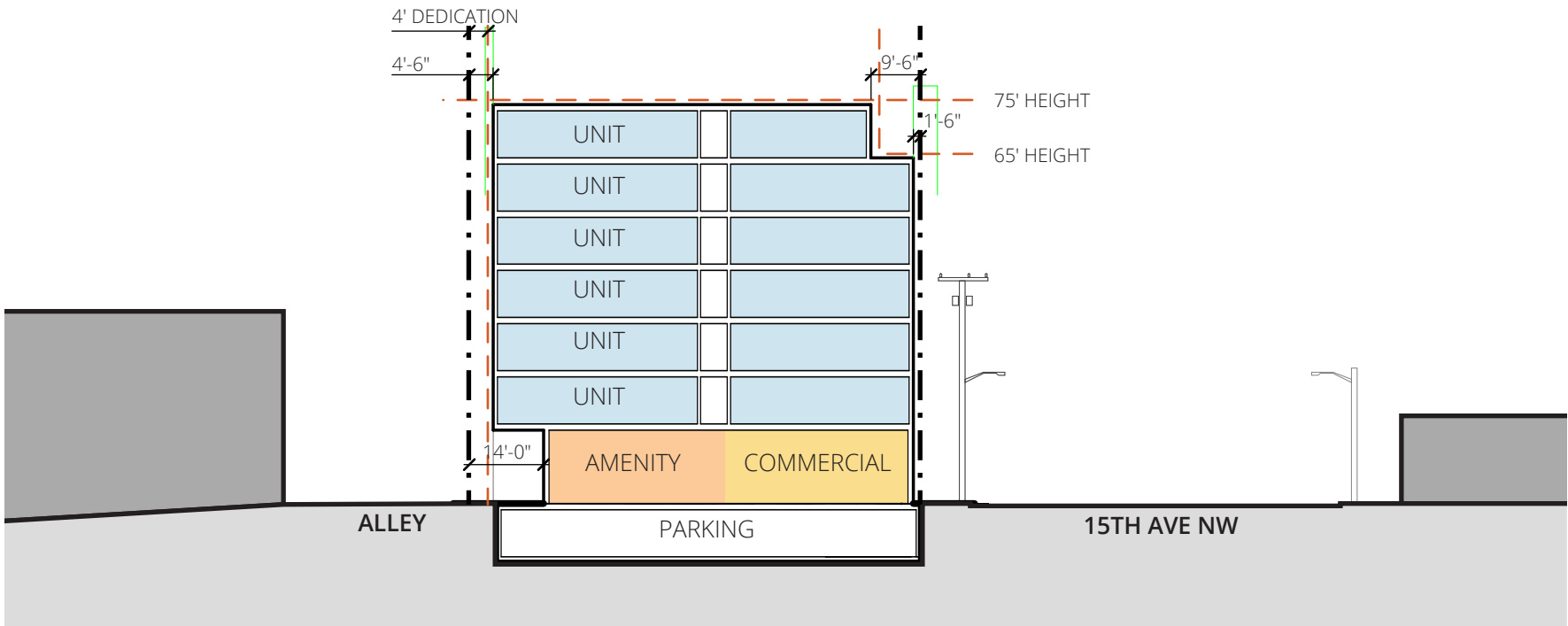
LEVEL 7 PLAN



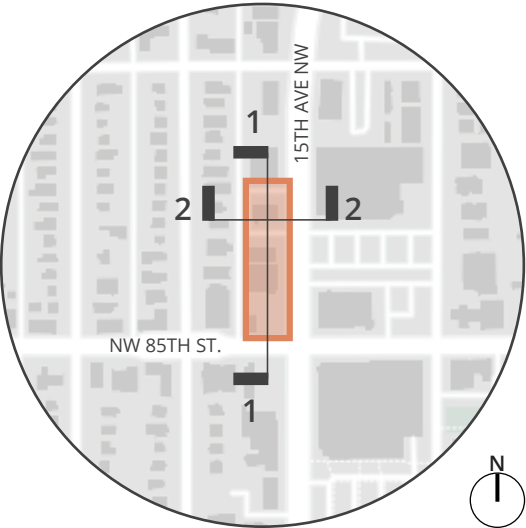
ARCHITECTURAL MASSING CONCEPT: OPTION B SECTIONS [8.7]



SECTION 1



SECTION 2



ARCHITECTURAL MASSING CONCEPT: OPTION B VIGNETTES [8.7]

CLARK
BARNES



LOOKING NORTH



LOOKING NORTHWEST



LOOKING SOUTHWEST



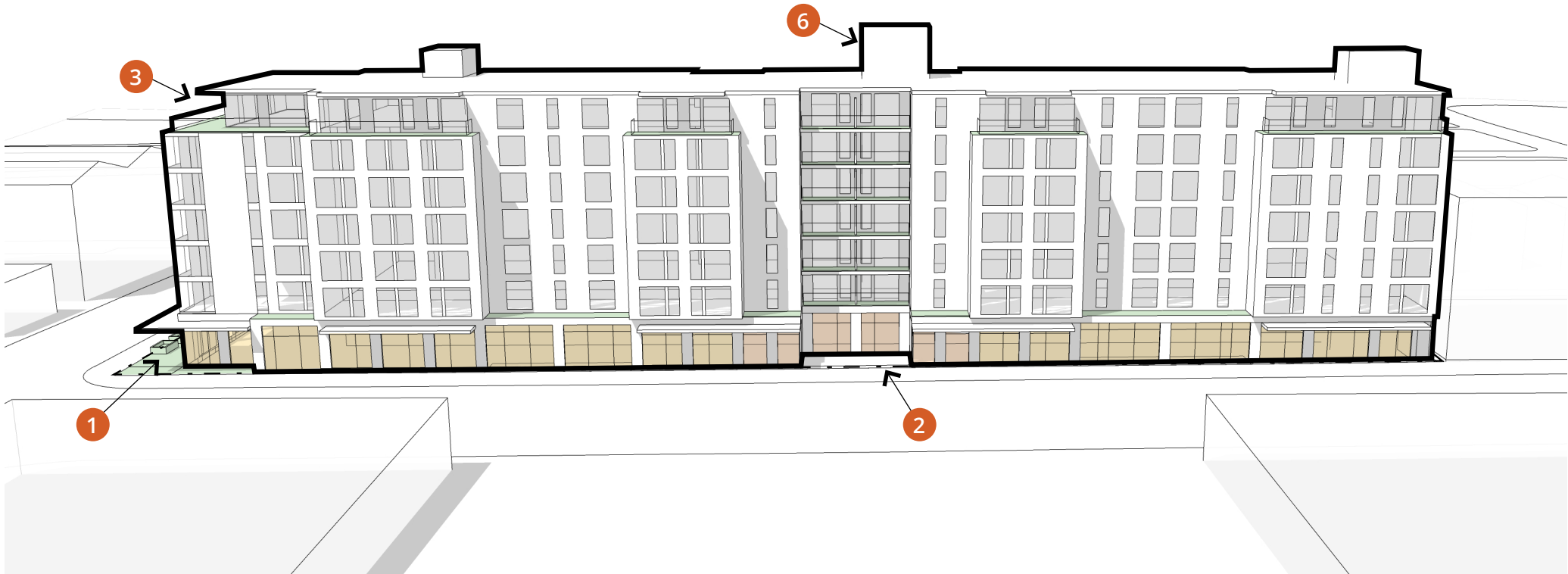
LOOKING WEST

ARCHITECTURAL MASSING CONCEPT: OPTION C PREFERRED [8.5]

CLARK
BARNES

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.
 - 6 - Efficient building design. Fewer stair & tower cores with rooftop overruns.

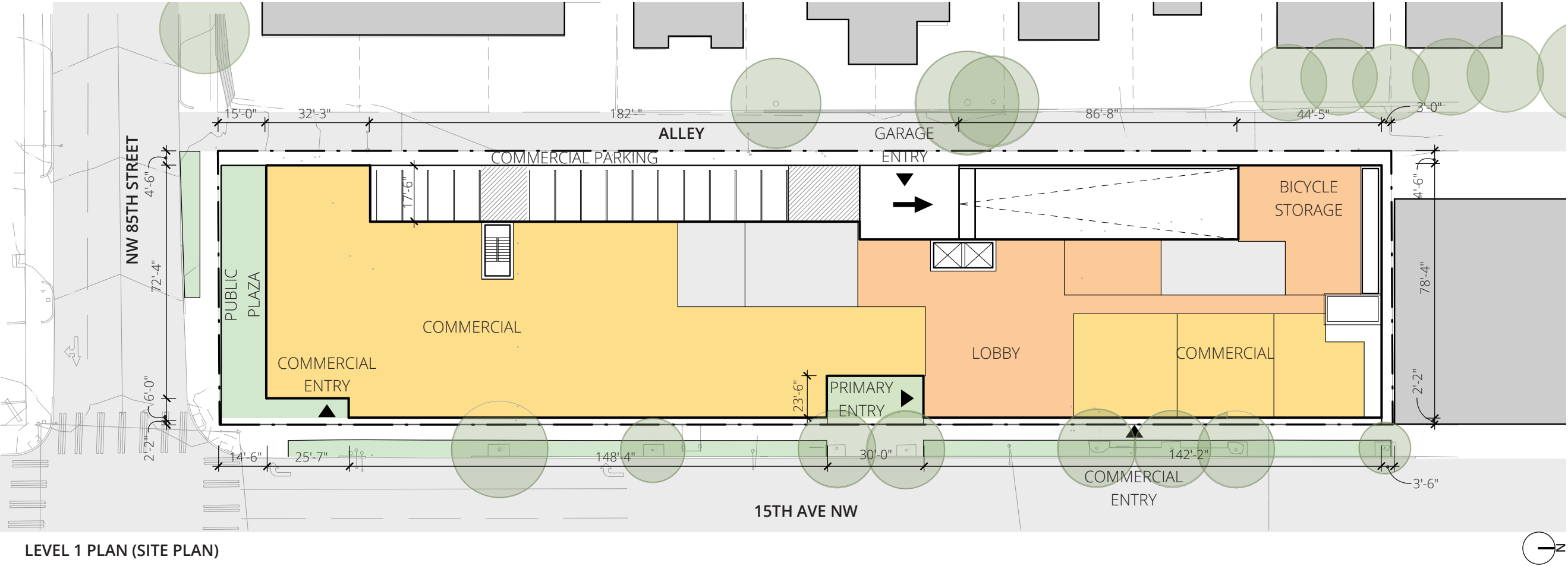


PERSPECTIVE AT INTERSECTION



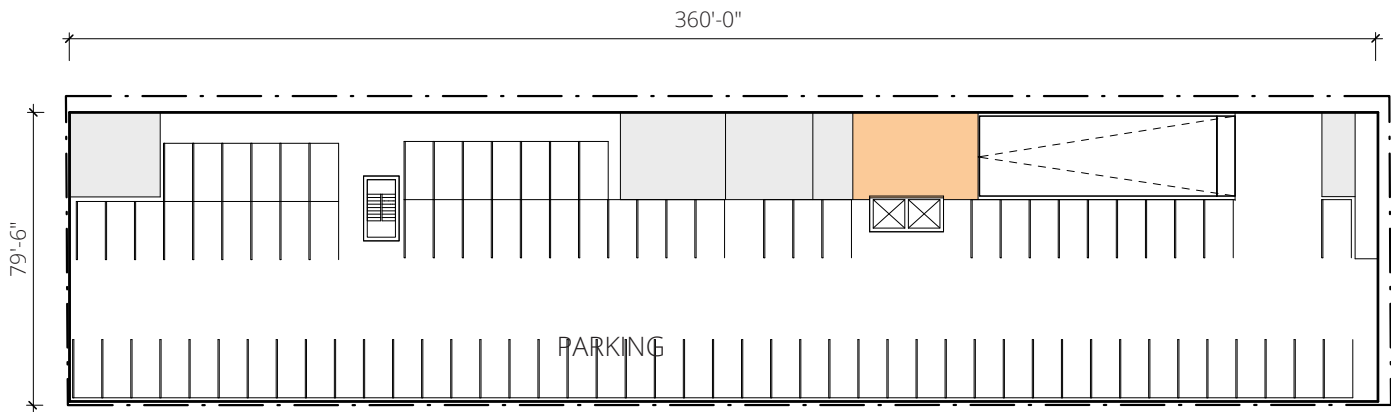
PERSPECTIVE AT ENTRY

ARCHITECTURAL MASSING CONCEPT: OPTION C PLANS [8.4]

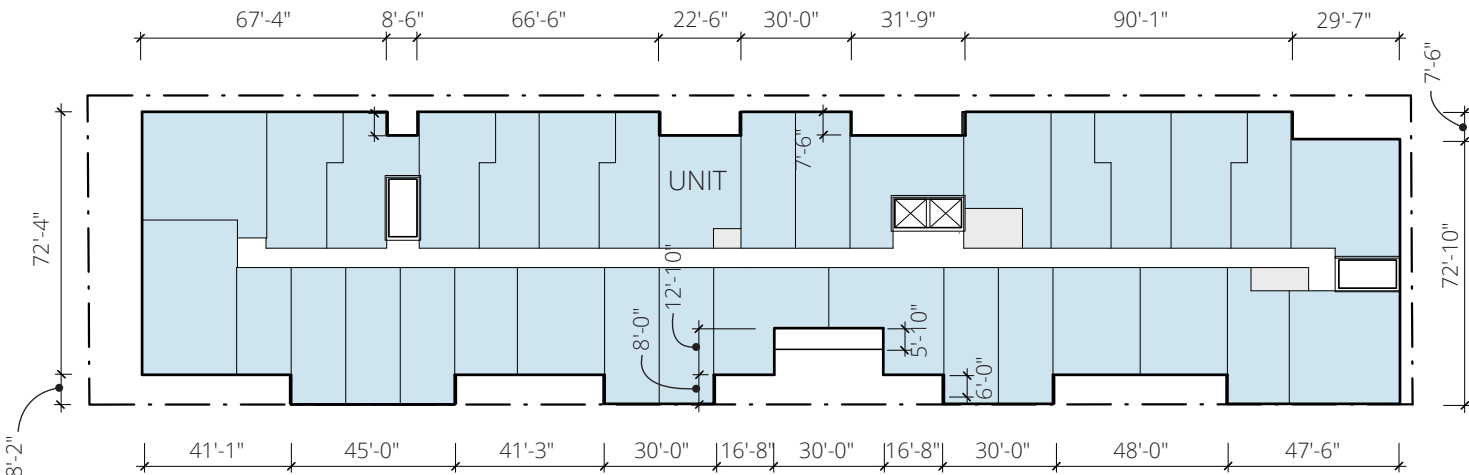


ARCHITECTURAL MASSING CONCEPT: OPTION C PLANS [8.4]

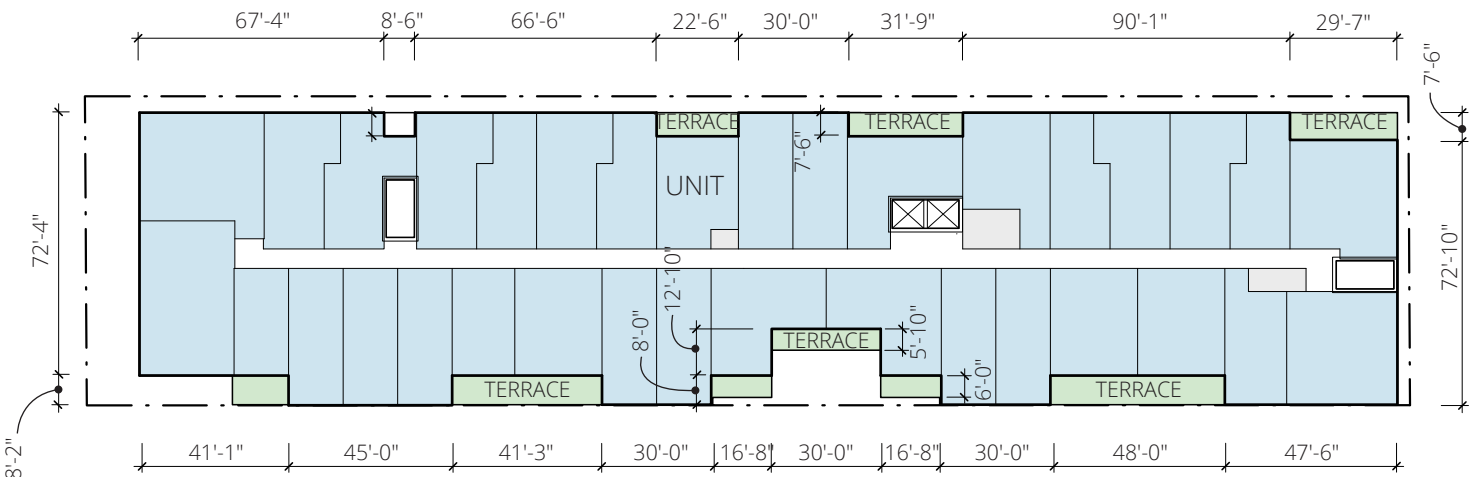
CLARK
BARNES



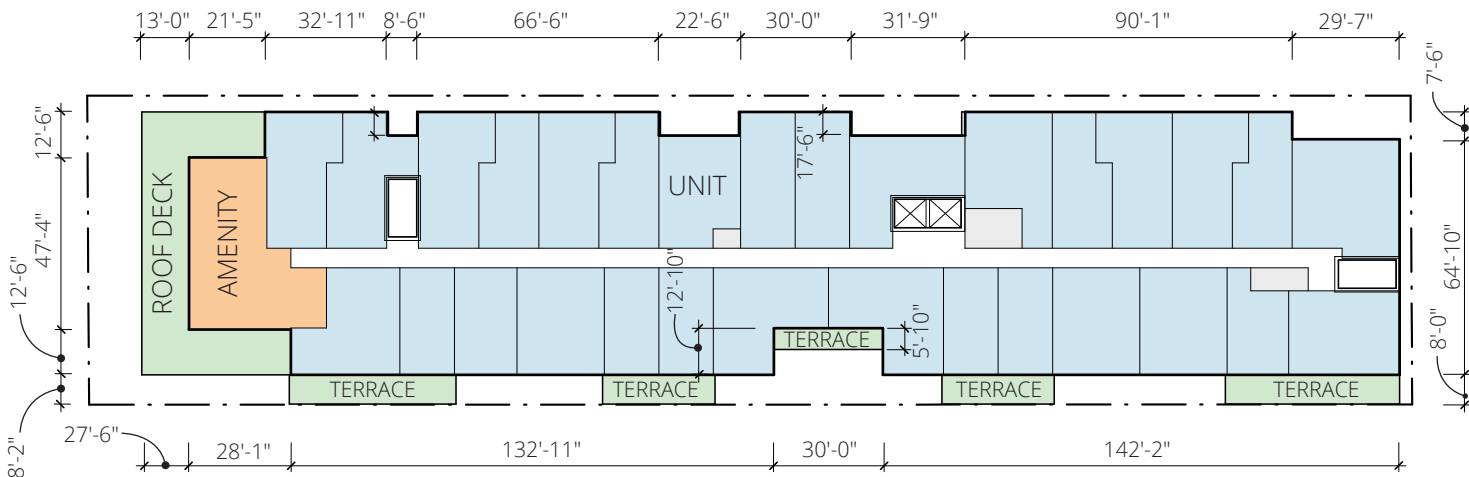
LEVEL P1 PLAN



LEVEL 3-6 PLAN



LEVEL 2-6 PLAN



LEVEL 7 PLAN

ARCHITECTURAL MASSING CONCEPT: OPTION C VIGNETTES [8.7]

CLARK
BARNES



LOOKING NORTH



LOOKING NORTHWEST



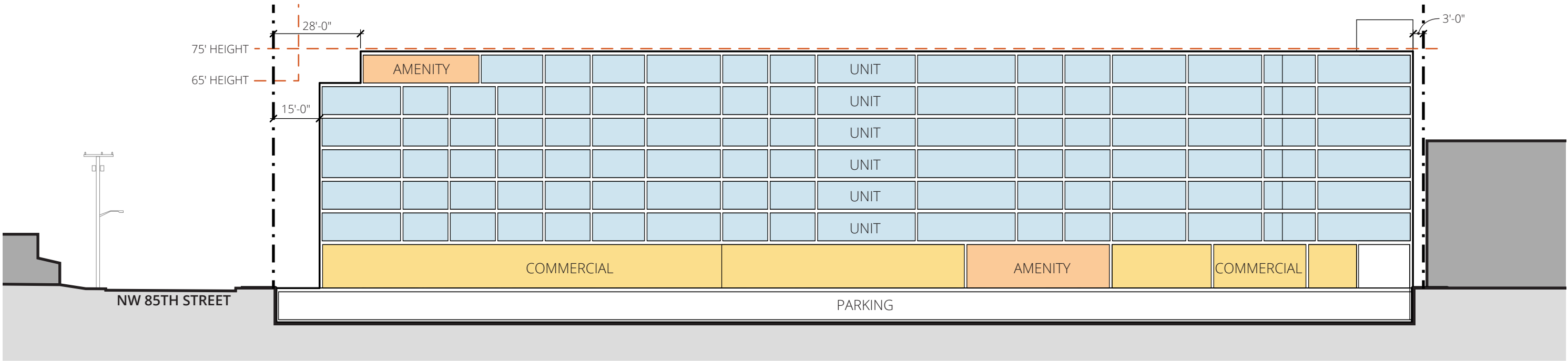
LOOKING SOUTHWEST



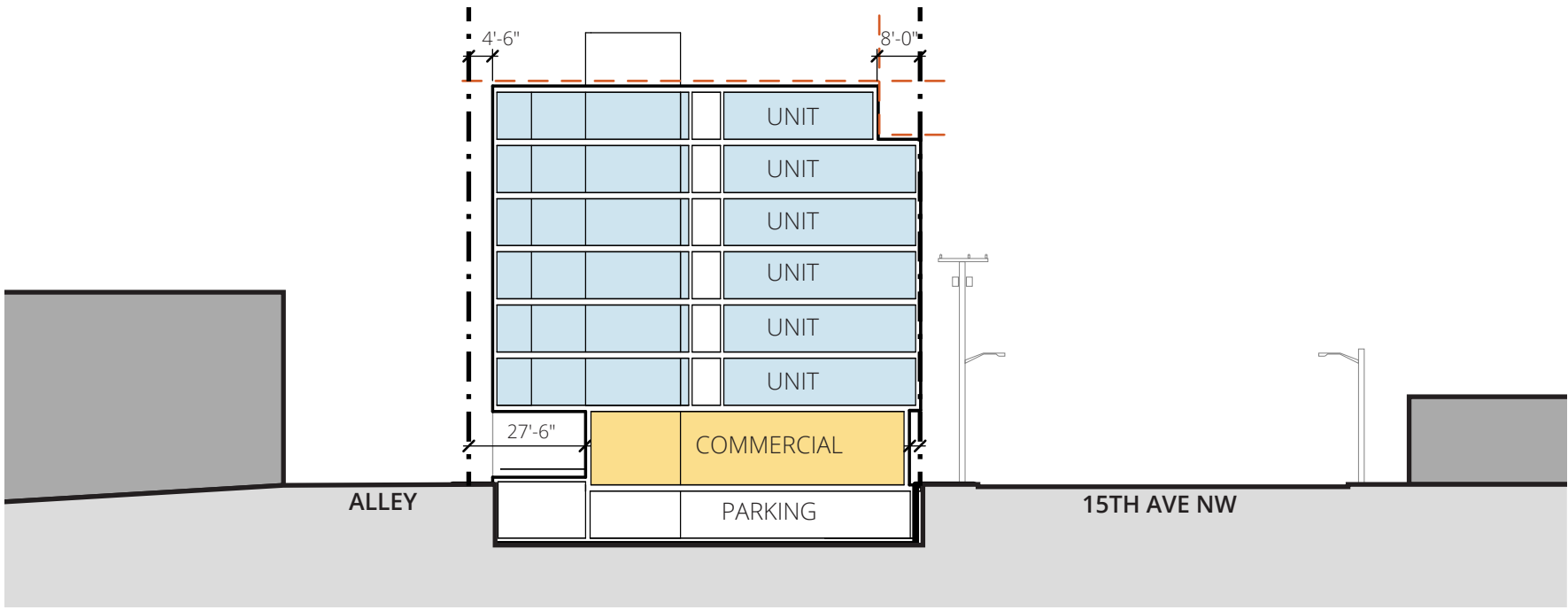
LOOKING WEST

ARCHITECTURAL MASSING CONCEPT: OPTION C [8.5]

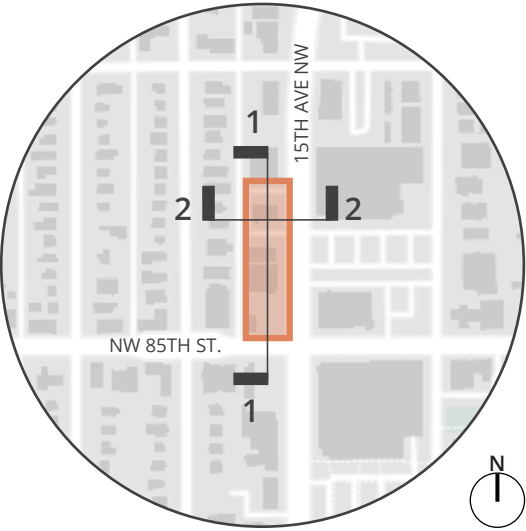
CLARK
BARNES



SECTION 1



SECTION 2



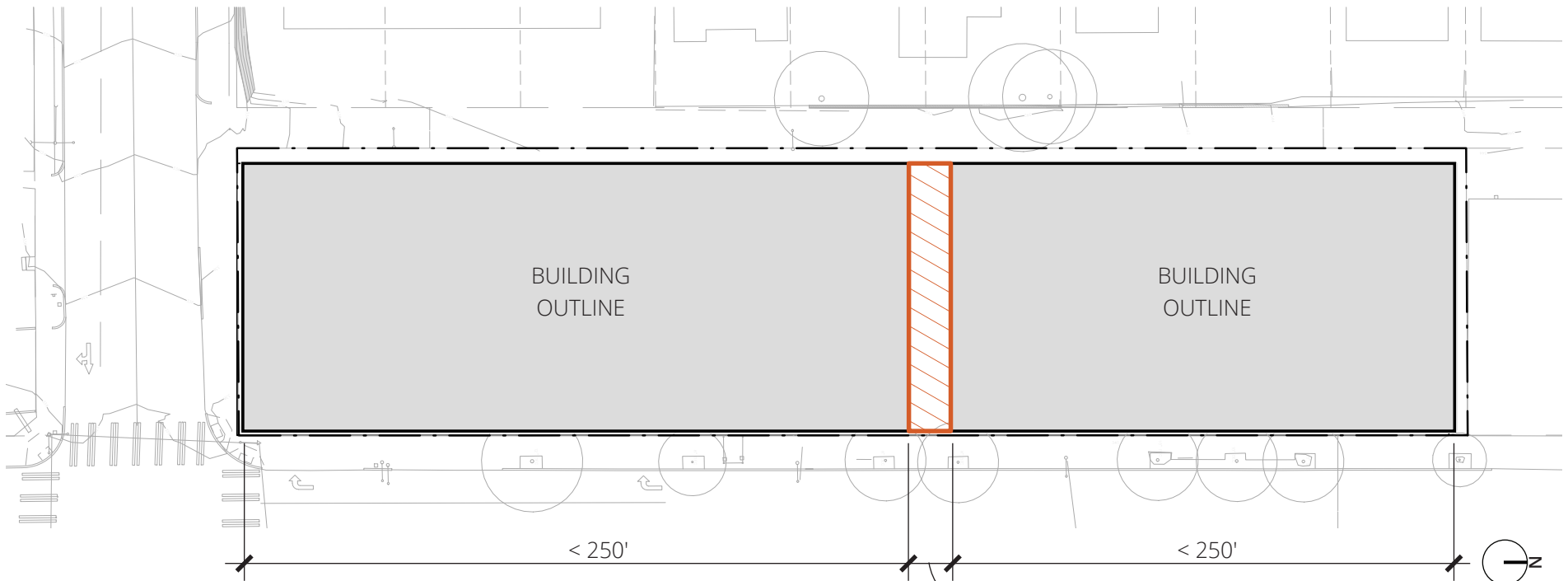
STREET-LEVEL
DEVELOPMENT
STANDARDS
23.47A.008.C.5.A

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 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



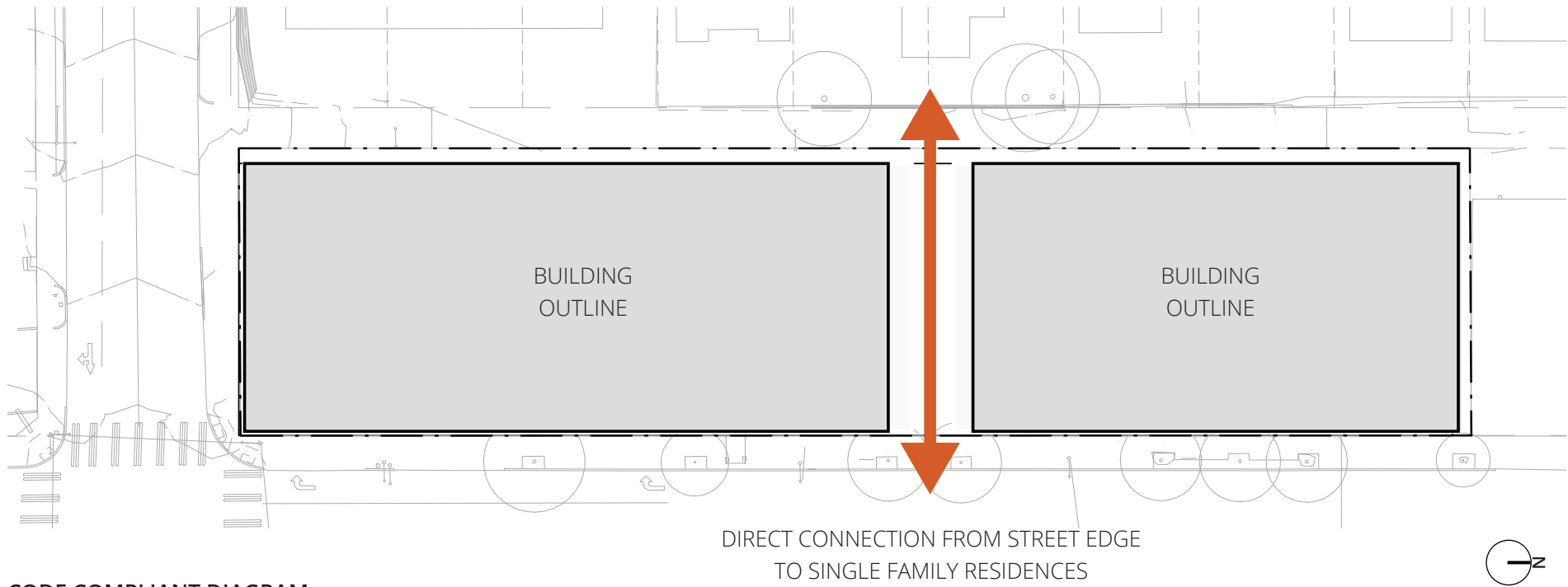
SCHEME C VIGNETTE 346'-2" OVERALL PODIUM WIDTH

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

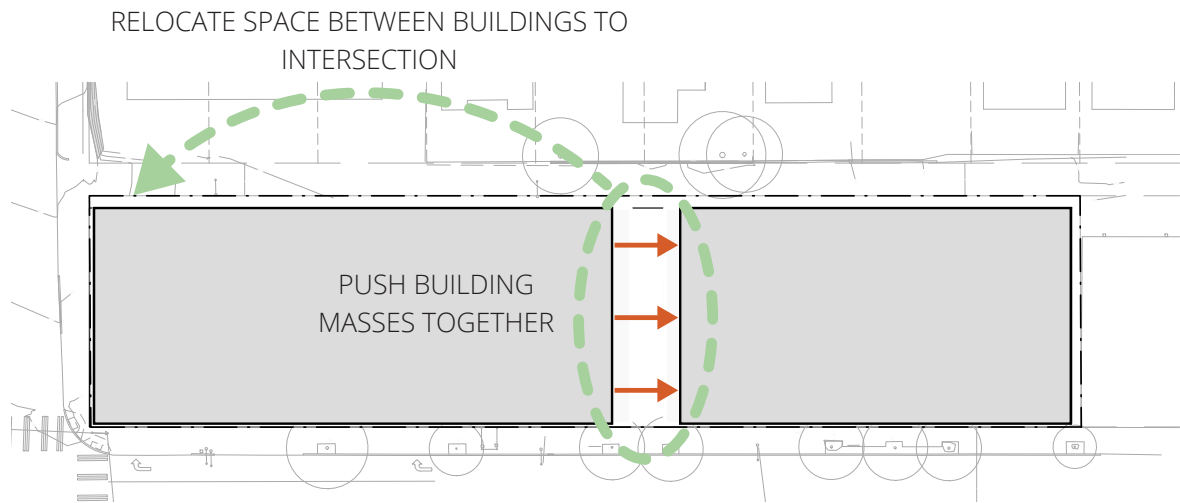
- Small plazas with seating
- Small plazas at corners
- Need sidewalks, small businesses, and open space for the public
- Building setbacks to allow for wider sidewalks and buffers, more comfortable walking experience
- Enhance the identity of districts and nodes within the urban village
- Create iconic 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."

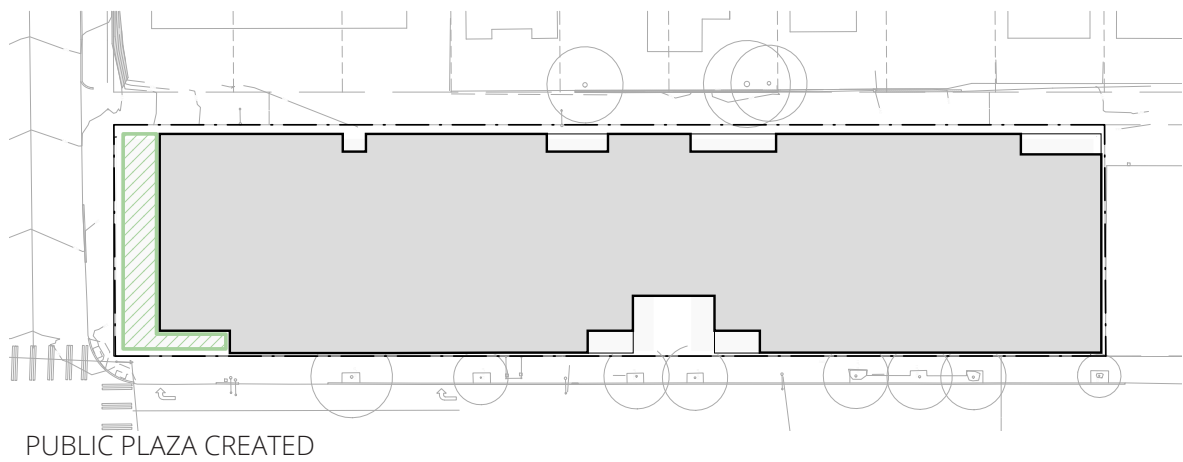
- Crown Hill Community Village Community Planning Work Party - December 2019

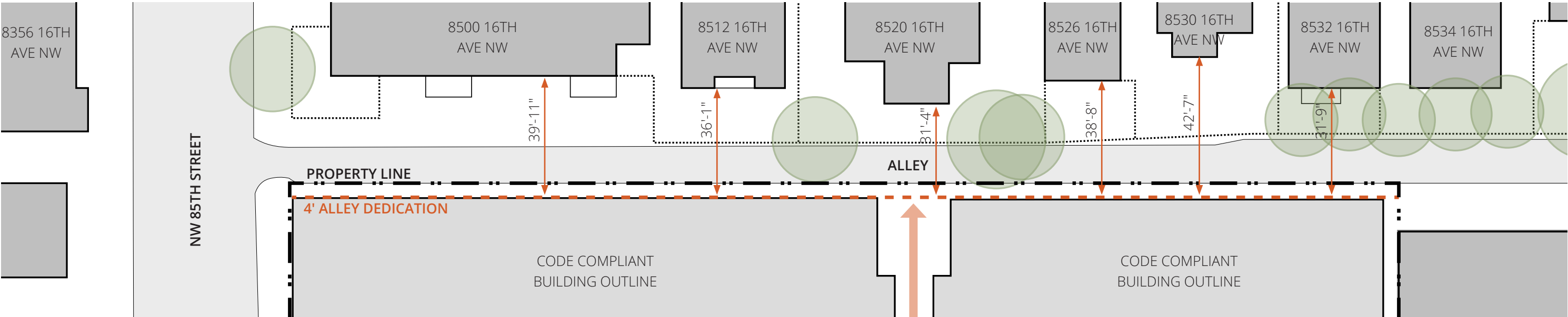


CODE COMPLIANT DIAGRAM



SCHEME C - SITE DIAGRAM





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

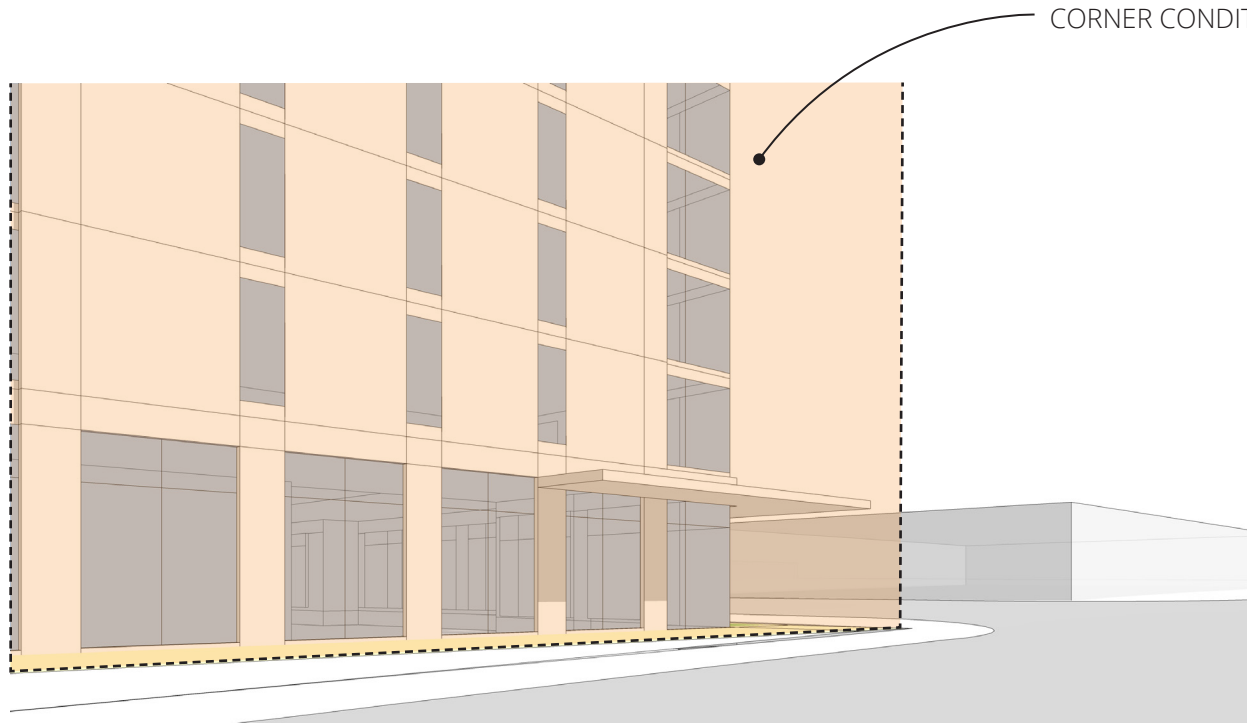


ADJACENT WINDOW ELEVATION

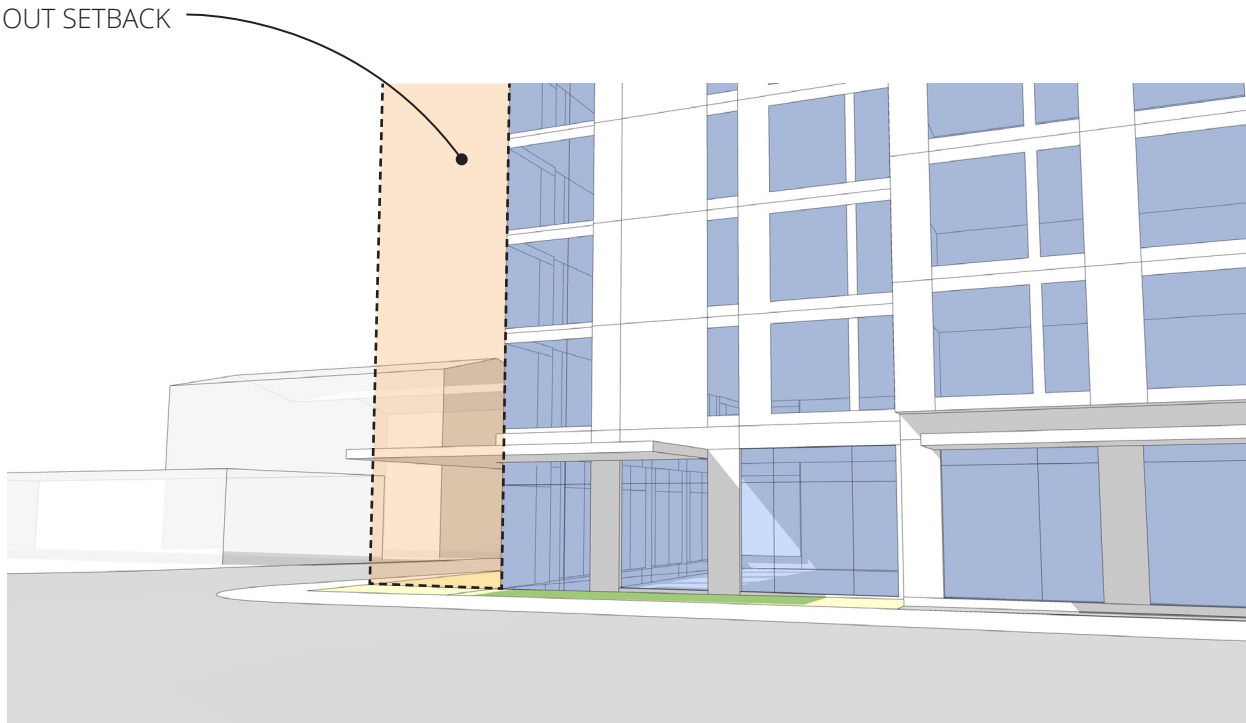
ALLEY



AERIAL PERSPECTIVE LOOKING WEST



CORNER PERSPECTIVE LOOKING NORTHEAST



CORNER PERSPECTIVE LOOKING WEST





VALDOK (BALLARD)



VALDOK (BALLARD)



THE CRANE (INTERBAY)



ELARA (BELLTOWN)



ADELL (WEST SEATTLE)



VALDOK II (BALLARD)