



CLARK  
BARNES

JANUARY 13, 2025

# EARLY DESIGN GUIDANCE

3101 EASTLAKE AVE E, SEATTLE, WA 98102

PROJECT #:3042114-EG

# TABLE OF CONTENTS



## APPLICANT TEAM

OWNER: 3101 EASTLAKE LLC

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

## PROJECT DESCRIPTION

The proposed townhouse development will include ground floor retail off of Eastlake Avenue East and approximately 15-18 townhouses with parking.

The site slopes dramatically from east to west along Allison Street which will inform the design.

TABLE OF CONTENTS	
EXISTING SITE SURVEY - PRELIMINARY PLAN [4.0]	3
URBAN DESIGN ANALYSIS: VICINITY MAP [5.6]	4
URBAN DESIGN ANALYSIS: ZONING MAP [5.1]	5
URBAN DESIGN ANALYSIS: AXONOMETRIC [5.3]	6
URBAN DESIGN ANALYSIS: STREETScape [5.4]	7
URBAN DESIGN ANALYSIS: STREETScape [5.4]	8
URBAN DESIGN ANALYSIS: EXISTING DEVELOPMENT [5.2]	9
URBAN DESIGN ANALYSIS: SITE SECTIONS [5.5]	10
URBAN DESIGN ANALYSIS: STREETScape [5.7]	11
ZONING DATA [6.0]	12
ZONING DATA - SETBACKS [6.0]	13
DESIGN GUIDELINES: STREET LEVEL [7.0]	14
DESIGN GUIDELINES: FACADE COMPOSITION [7.0]	15
ARCHITECTURAL MASSING CONCEPT: COMPARISON [8.3]	16
ARCHITECTURAL MASSING CONCEPT: OPTION A [8.6]	17
ARCHITECTURAL MASSING CONCEPT: OPTION A [8.4]	18
ARCHITECTURAL MASSING CONCEPT: OPTION A [8.5]	19
ARCHITECTURAL MASSING CONCEPT: OPTION A [8.7]	20
ARCHITECTURAL MASSING CONCEPT: OPTION B [8.6]	21
ARCHITECTURAL MASSING CONCEPT: OPTION B [8.4]	22
ARCHITECTURAL MASSING CONCEPT: OPTION B [8.5]	23
ARCHITECTURAL MASSING CONCEPT: OPTION B [8.7]	24
ARCHITECTURAL MASSING CONCEPT: OPTION C (PREFERRED) [8.6]	25
ARCHITECTURAL MASSING CONCEPT: OPTION C (PREFERRED) [8.4]	26
ARCHITECTURAL MASSING CONCEPT: OPTION C (PREFERRED) [8.5]	27
ARCHITECTURAL MASSING CONCEPT: OPTION C (PREFERRED) [8.7]	28
ARCHITECTURAL MASSING CONCEPT: SHADOW COMPARISON [8.9]	29
ARCHITECTURAL MASSING CONCEPTS - PRECEDENT IMAGES (8.8)	30



EXISTING SITE SURVEY - PRELIMINARY PLAN [4.0]

CLARK  
BARNES

ADDRESS:

LEGAL DESCRIPTIONS:  
(PER QUIT CLAIM DEED, AFN 20070815002922)  
LOT 11 AND THE SOUTH 12 FEET OF LOT 12, BLOCK 36,  
DENNY-FUHRMAN ADDITION TO THE CITY OF SEATTLE,  
ACCORDING TO THE PLAT THEREOF RECORDED IN  
VOLUME 7 OF PLATS, PAGE 34, RECORDS OF KING  
COUNTY, WASHINGTON;

TOGETHER WITH EASEMENT FOR WALKWAY OVER THE  
SOUTH 4 FEET OF THE NORTH 38 FEET OF SAID LOT 12;  
AND TOGETHER WITH AND SUBJECT TO ALL OTHER  
EASEMENTS, RESTRICTIONS AND RESERVATIONS OF  
RECORDS.

(PER STATUTORY WARRANTY DEED, AFN 199310011829)  
LOTS 12 AND 13 IN BLOCK 36 OF DENNY-FUHRMAN  
ADDITION TO THE CITY OF SEATTLE, PER PLAT RECORDED  
IN VOLUME 7 OF PLATS, PAGE 34, RECORDS OF KING  
COUNTY,  
EXCEPT THE SOUTHWESTERLY 12 FEET OF SAID LOT 12,  
SITUATED IN THE CITY OF SEATTLE, COUNTY OF KING,  
STATE OF WASHINGTON.

The existing site, located at the corner of  
Eastlake Avenue and East Allison Street, slopes  
dramatically along Allison and the alley. Grade  
along Eastlake is gradual and will allow for  
multiple retail and residential entrances.

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

HIGH VOLTAGE POWER  
LINES

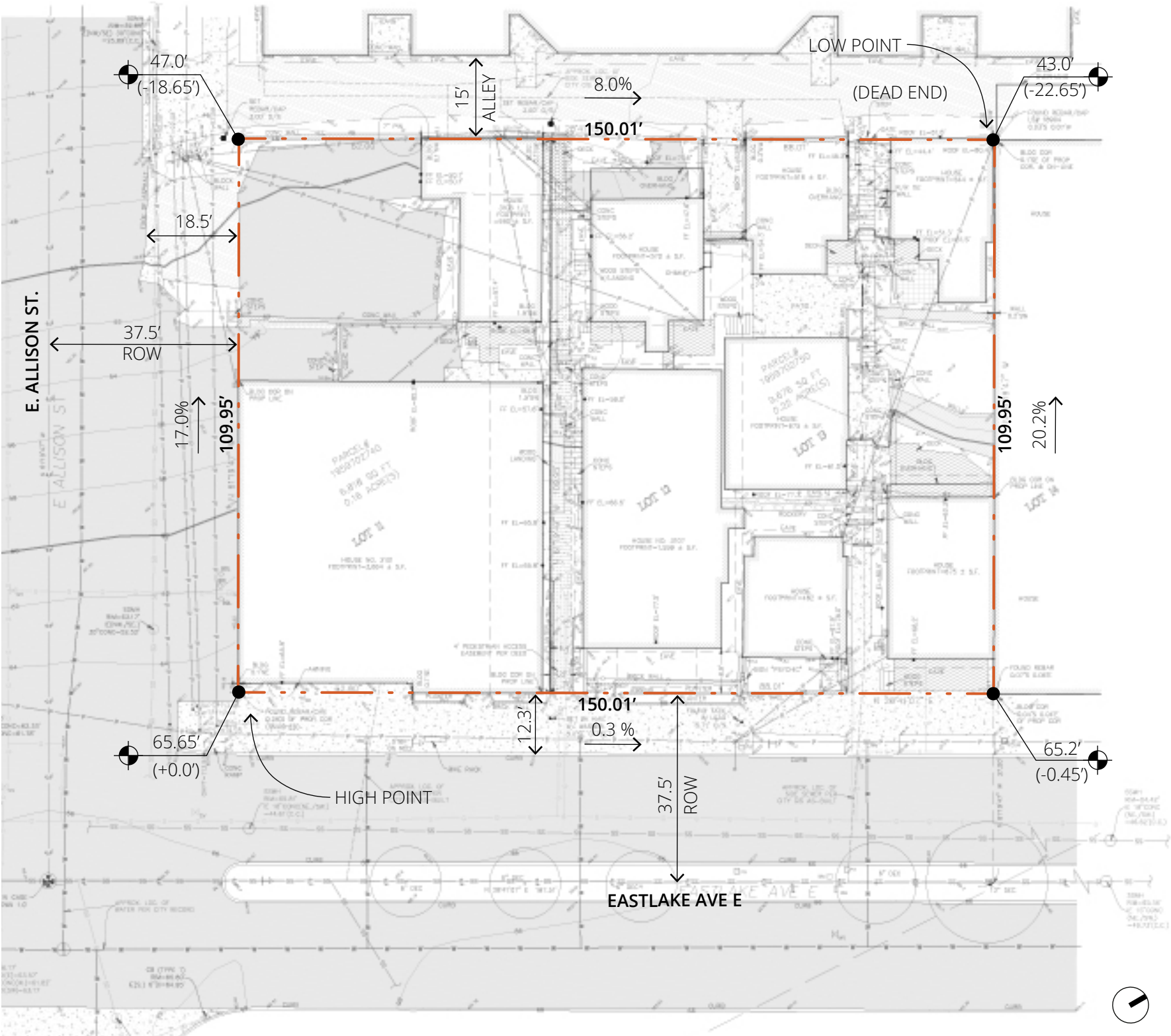


SLOPE ALONG EAST  
ALLISON STREET

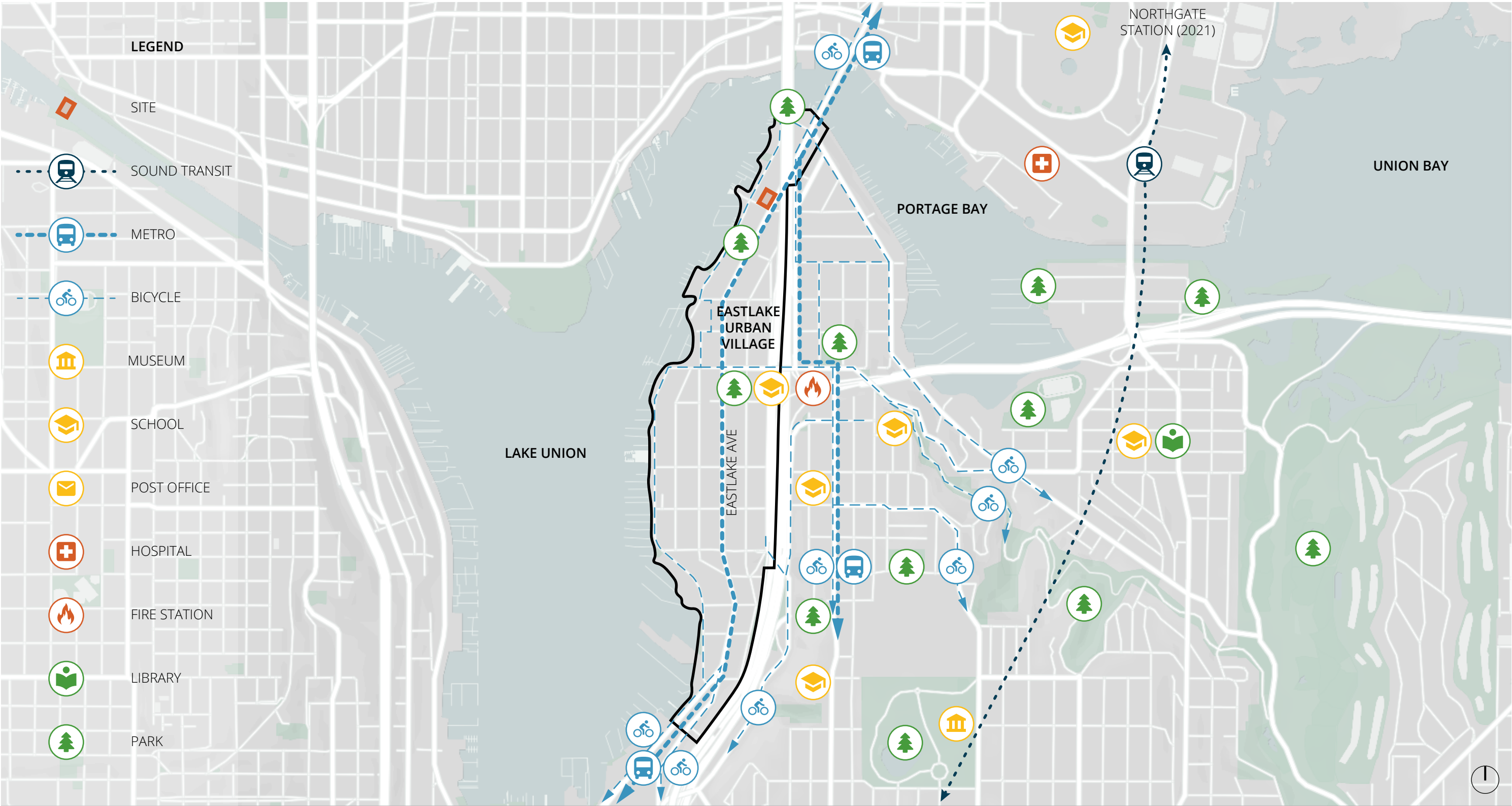
HIGH VOLTAGE POWER  
LINES



LEVEL ALONG EASTLAKE  
AVENUE EAST



# URBAN DESIGN ANALYSIS: VICINITY MAP [5.6]



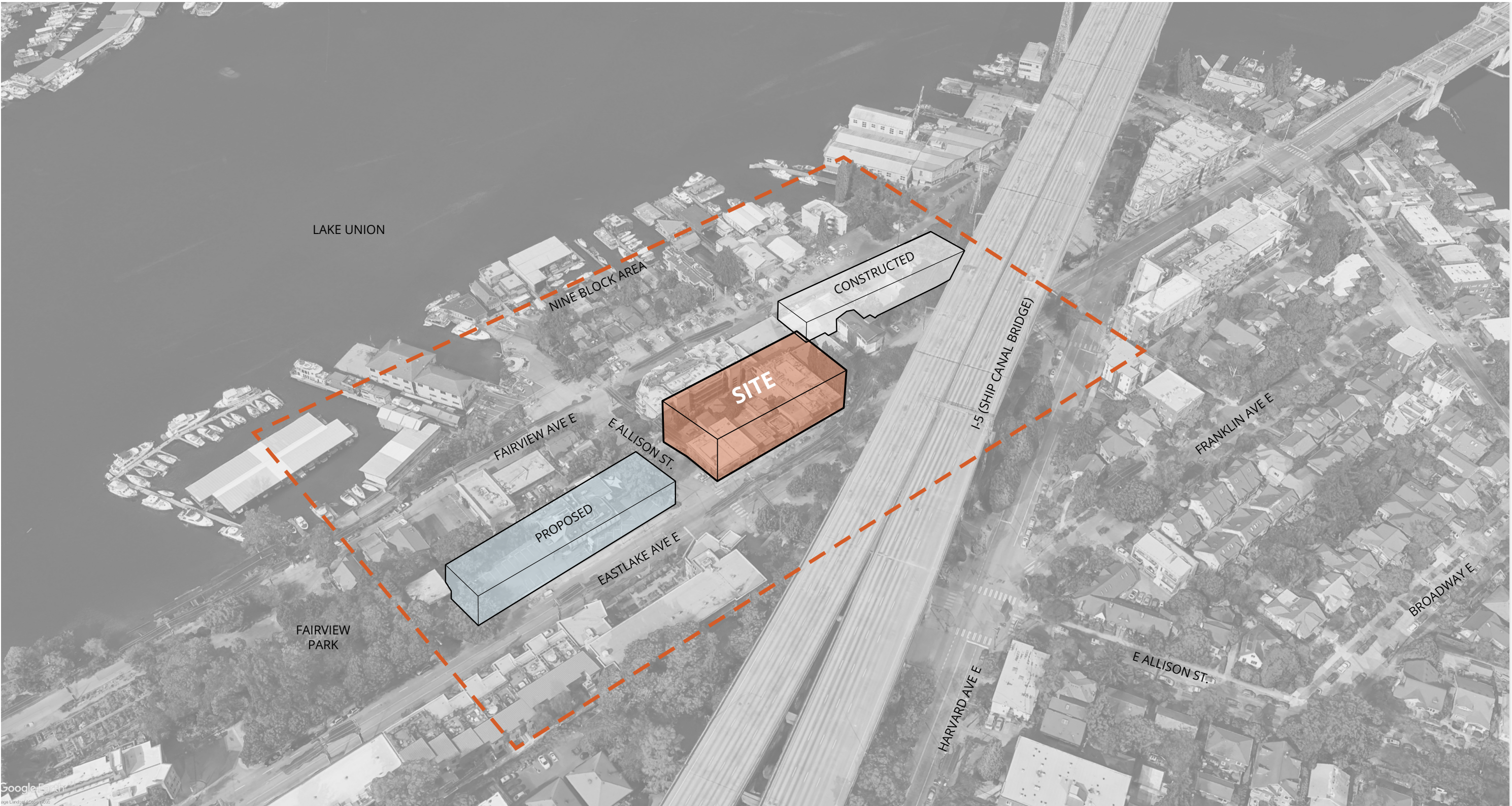


# URBAN DESIGN ANALYSIS: ZONING MAP [5.1]





# URBAN DESIGN ANALYSIS: AXONOMETRIC [5.3]

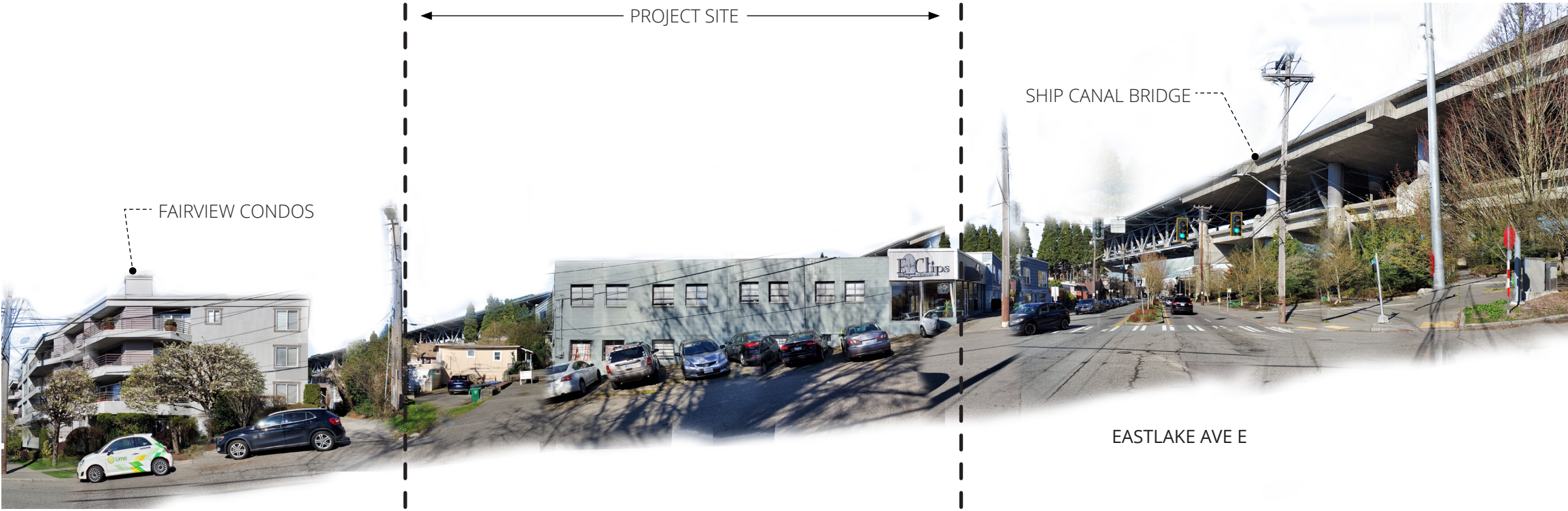




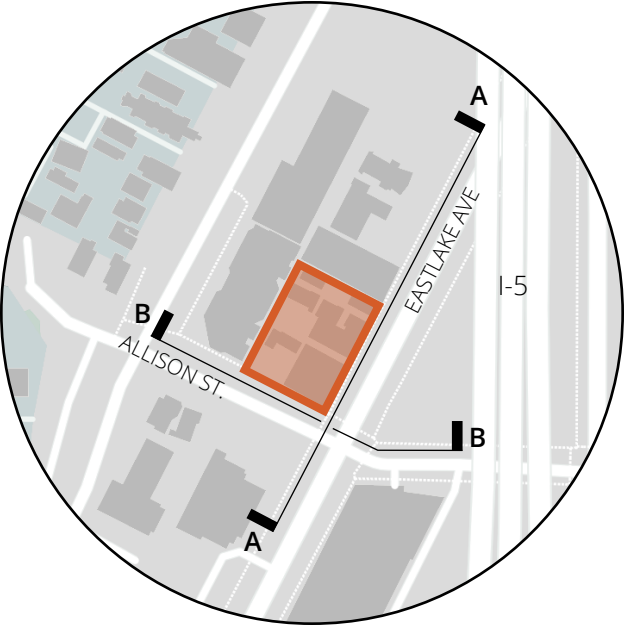
URBAN DESIGN ANALYSIS: STREETSCAPE [5.4]



COMPOSITE PHOTO 'A'



COMPOSITE PHOTO 'B'





# URBAN DESIGN ANALYSIS: STREETSCAPE [5.4]

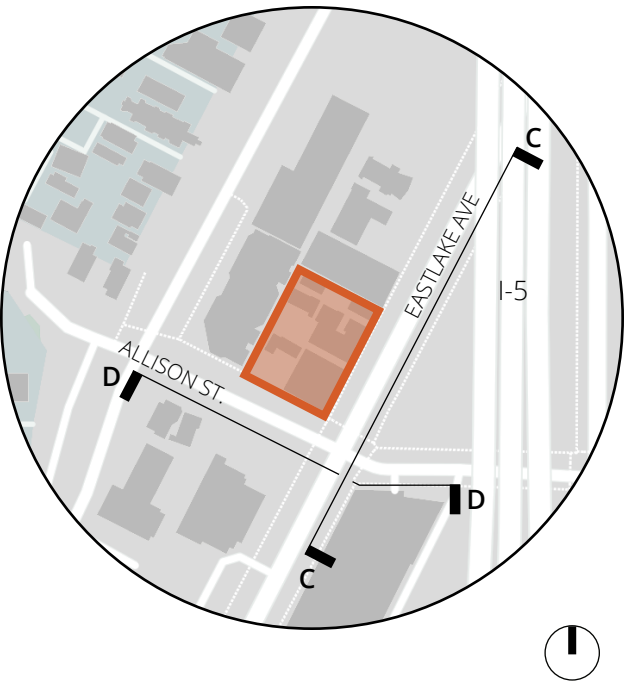
CLARK  
BARNES



COMPOSITE PHOTO 'C'



COMPOSITE PHOTO 'D'





# URBAN DESIGN ANALYSIS: EXISTING DEVELOPMENT [5.2]

ELEVATION CHANGES (CS1.C.2)  
Consider "stepping" up or down hillsides to accommodate significant changes in elevation.

DESIGN GUIDELINE  
Consideration

DESIGN GUIDELINE  
Consideration

DESIGN GUIDELINE  
Consideration

DESIGN GUIDELINE  
Consideration



2861 FRANKLIN AVE E



2830 FAIRVIEW AVE



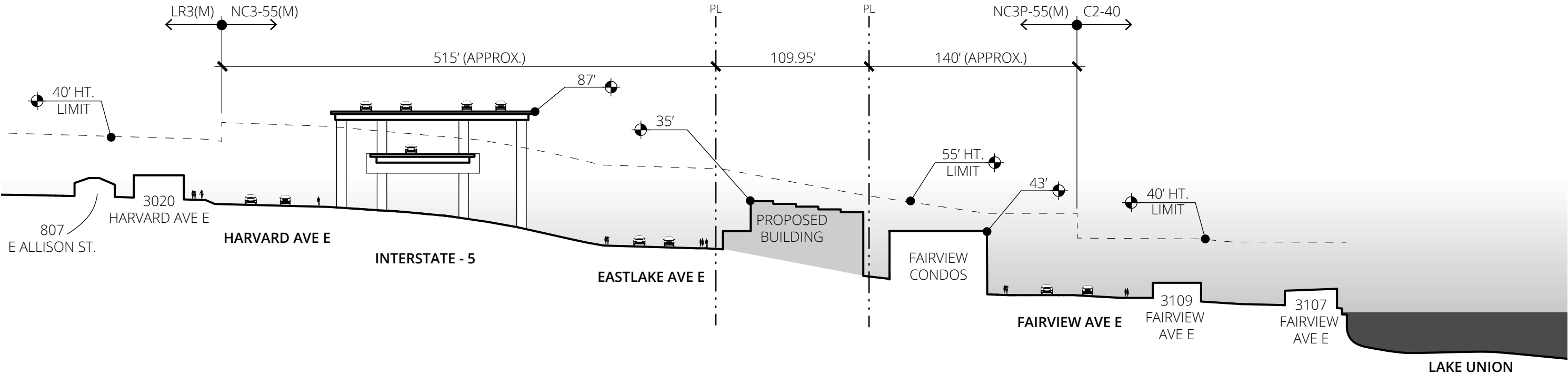
2367 MINOR AVE E



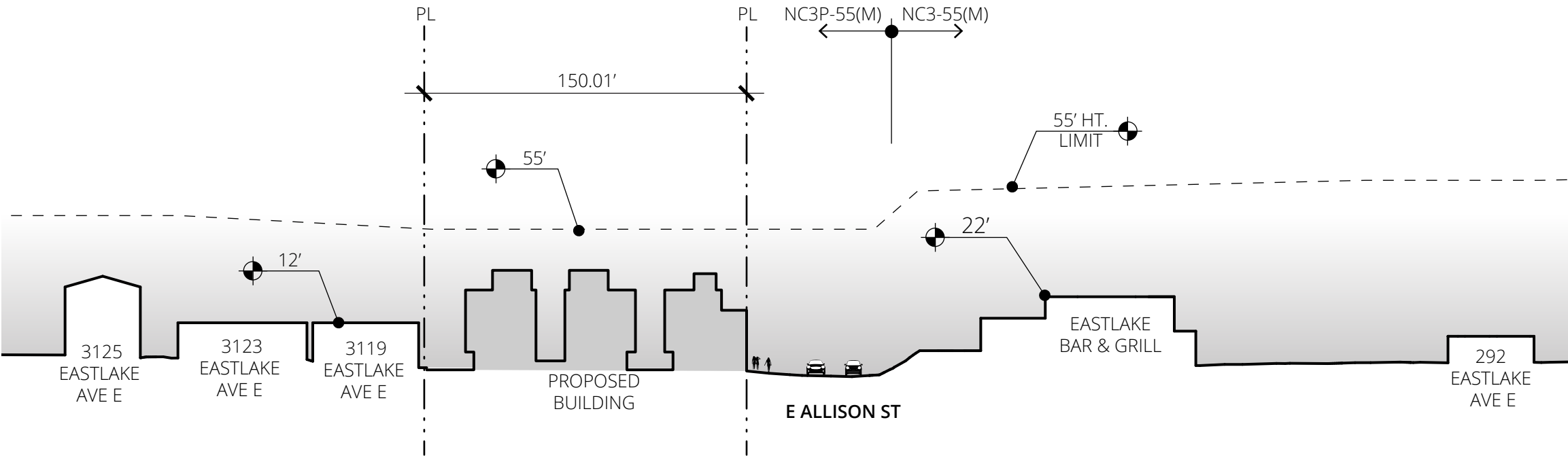
3217 FUHRMAN AVE E



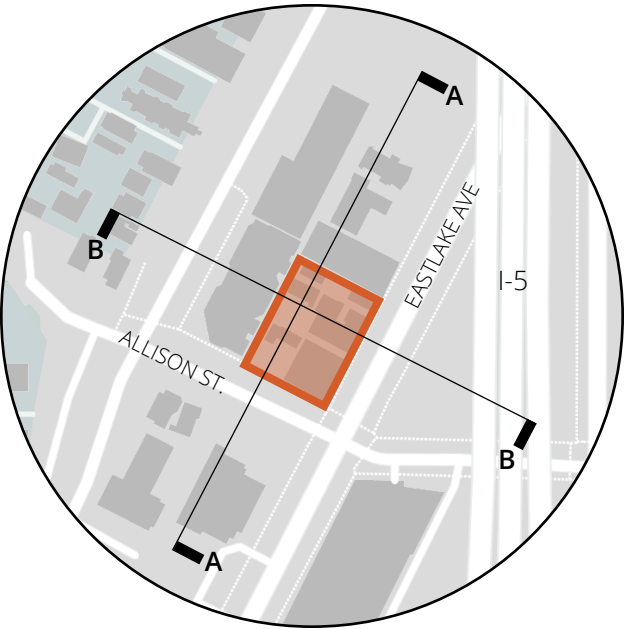
# URBAN DESIGN ANALYSIS: SITE SECTIONS [5.5]



SITE SECTION A



SITE SECTION B









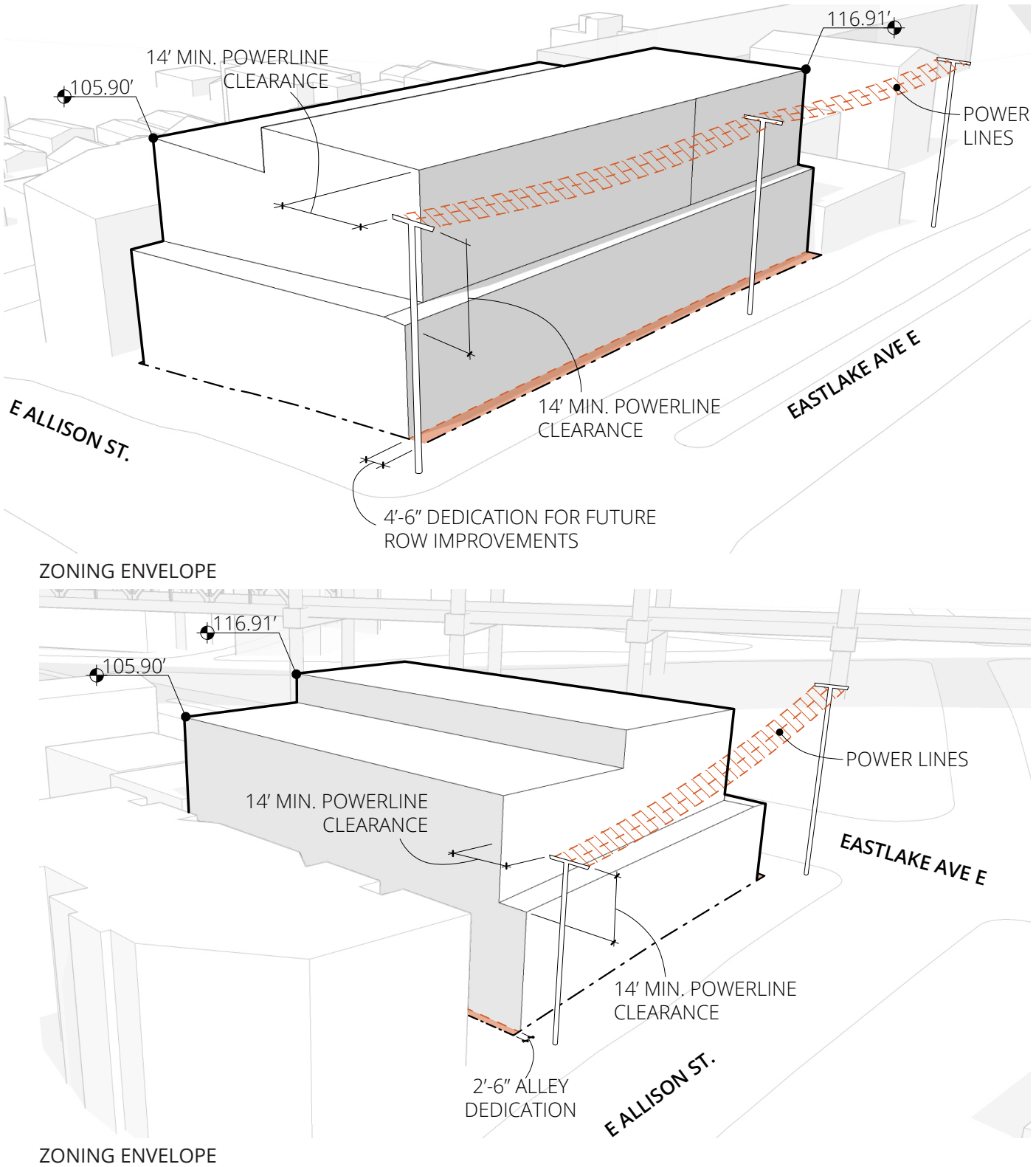
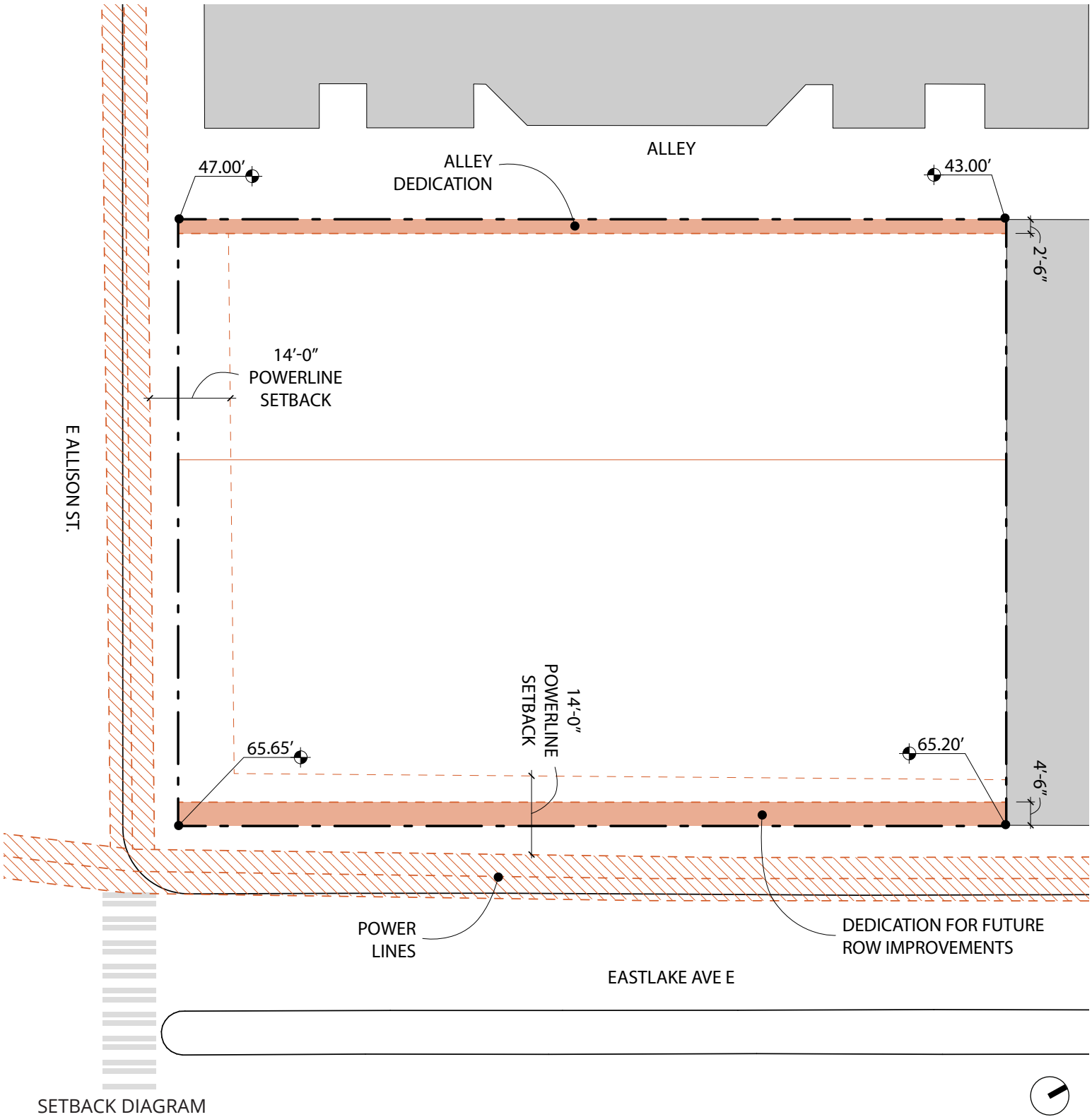
# ZONING DATA [6.0]

ADDRESS	3101 & 3107 Eastlake Avenue E		
ZONE	NC3P-55(M) Residential Urban Village		
PERMITTED USES	Residential, Commercial, Parking		
STRUCTURE HEIGHT (23.47A.012)	Base height limit = 55 feet  Proposed Height Varies (45'-50')	AMENITY AREA (23.47A.024)	Required amenity area = 5% total gross SF Required amenity area = xx SF max. *Gross floor area excludes areas for mechanical equipment and accessory parking *Bioretention facilities qualify as amenity areas  Proposal complies with amenity area requirement
FLOOR AREA RATIO (23.47A.013)	FAR 3.75 = 61,853 SF  Proposed FAR complies		
BLANK FACADES (23.47A.008.A)	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.  Proposal complies with blank facade requirement	PARKING ACCESS (23.47A.032)	Access to parking shall be from alley in NC zones.  Proposal parking access varies. See individual schemes for reference.
TRANSPARENCY (23.47A.008.B)	60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent  Proposal complies with transparency requirement	ALLEY IMPROVEMENT (23.53.030)	20' right-of-way width 2'-6" property dedication required along alley  Proposal complies with alley improvement requirement
PEDESTRIAN ZONES (23.47A.008.C)	80% of the width of a structure's street-level street-facing facade facing a pedestrian street shall be occupied by commercial uses  Proposal complies with pedestrian street requirement	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.
OVERHEAD WEATHER PROTECTION (23.47A.008.C.4)	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 requirement	SOLID WASTE AND RECYCLABLE STORAGE (23.54.040)	Solid waste provided per each townhouse unit and will be staged from the alley. Additional commercial solid waste storage required.
LANDSCAPING STANDARDS (23.47A.016)	Required green factor score = 0.3 min. *Existing street trees shall be retained  Proposal complies with green factor requirement	SCL POWERLINE SETBACK	14' Setback from nearest abutting powerline. Elevation of existing powerlines need to be surveyed along Eastlake Avenue E and Allison to confirm setback requirements.  Proposal complies with powerline setback requirements



ZONING DATA - SETBACKS [6.0]

CLARK  
BARNES





# DESIGN GUIDELINES: STREET LEVEL [7.0]

EYES ON THE  
STREET  
(PL2.B.1)

Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

Units are oriented toward Allison Street providing natural surveillance.

INDIVIDUAL  
ENTRIES TO  
GROUND-RELATED  
HOUSING  
(PL3.A.D)

Should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.

Entries to townhouse units along E. Allison Street are raised and setback to provide an intimate and personal entry point to the unit.

INTERACTION  
(PL3.B.4)

Provide opportunities for interaction among residents and neighbors. Consider locating commonly used features or services such as mailboxes, outdoor seating, seasonal displays, children’s play equipment, and space for informal events in the area between buildings as a means of encouraging interaction.

Central circulation path for unit entries provides greater opportunity for resident interaction.

VEHICULAR  
ACCESS AND  
CIRCULATION  
(DC1.B.1)

Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers

Existing alley is utilized for unit parking access.



SLOPED TOPOGRAPHY



MODULATION AND ENTRY STEPS



STREET LEVEL RETAIL



RESIDENTIAL ENTRY AND STEPPED



# DESIGN GUIDELINES: FACADE COMPOSITION [7.0]

REDUCING  
PERCEIVED MASS  
(DC2.A.2)

Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/ or highlighting building entries.

Unit groupings and definition reduce perceived mass.

HUMAN SCALE  
(DC2.D.1)

Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.

Stepped massing at upper floor and facade rhythm enhance human scale unit entries at street.

VIEWS AND  
CONNECTIONS  
(DC1.A.4)

Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

Private residential terrace and patios offer views toward Lake Union and Queen Anne hill.

BLANK WALLS  
(DC2.B.2)

Avoid large blank walls along visible facades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, including uses or design treatments at the street level that have human scale and are designed for pedestrians.

Residential unit orientation creates window pattern on all street and alley facades.



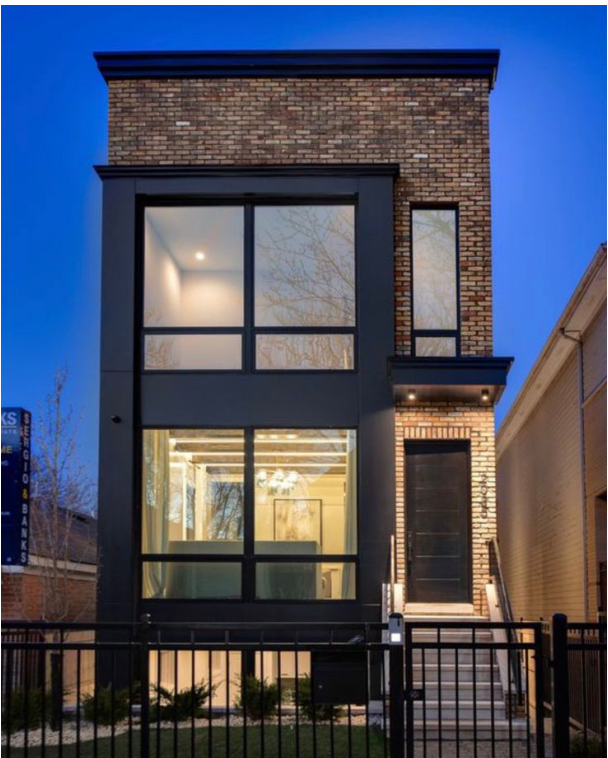
REDUCING PERCEIVED MASS AND STEPPING AT GRADE



UNIT ROOFTOP WITH VIEWS



RETAIL FRONTAGE



HUMAN SCALE AND ENTRY



## ARCHITECTURAL MASSING CONCEPT: COMPARISON [8.3]

CLARK  
BARNES

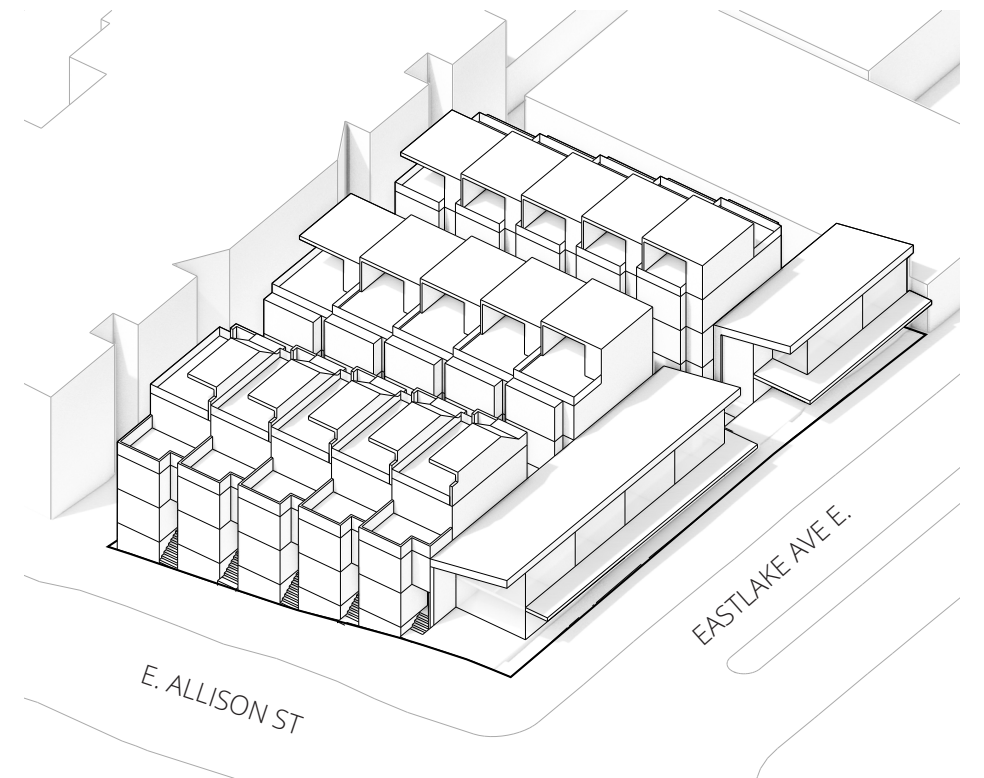
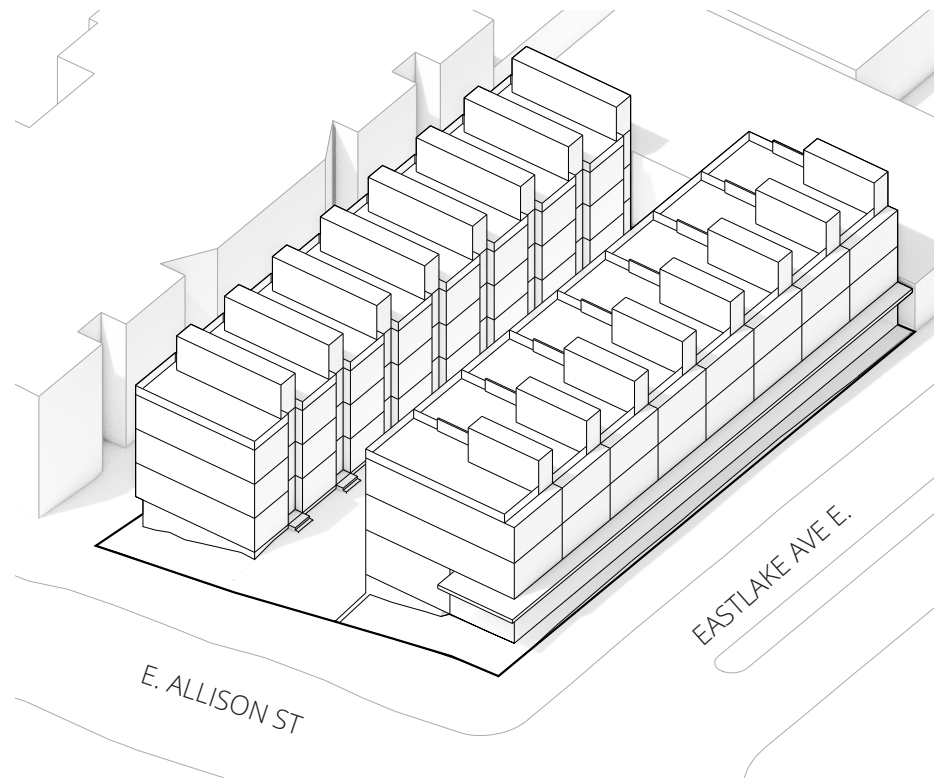
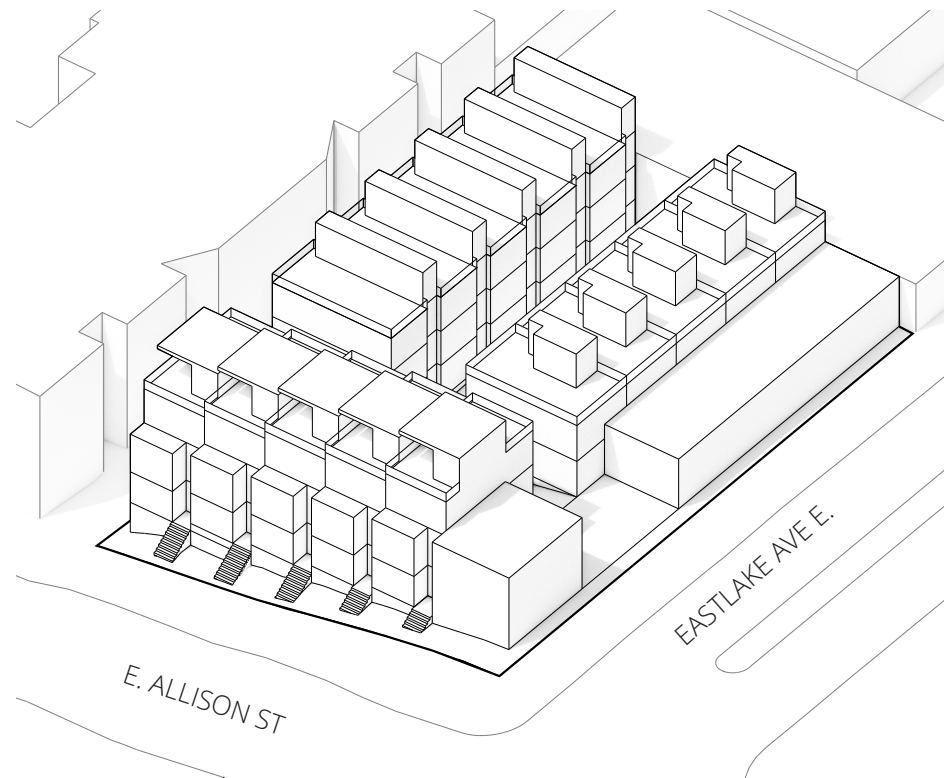
OPTION A  
17 TOWNHOUSES  
15 PARKING STALLS  
2,849 COMMERCIAL SF



OPTION B  
16 TOWNHOUSES  
16 PARKING STALLS  
2,676 COMMERCIAL SF



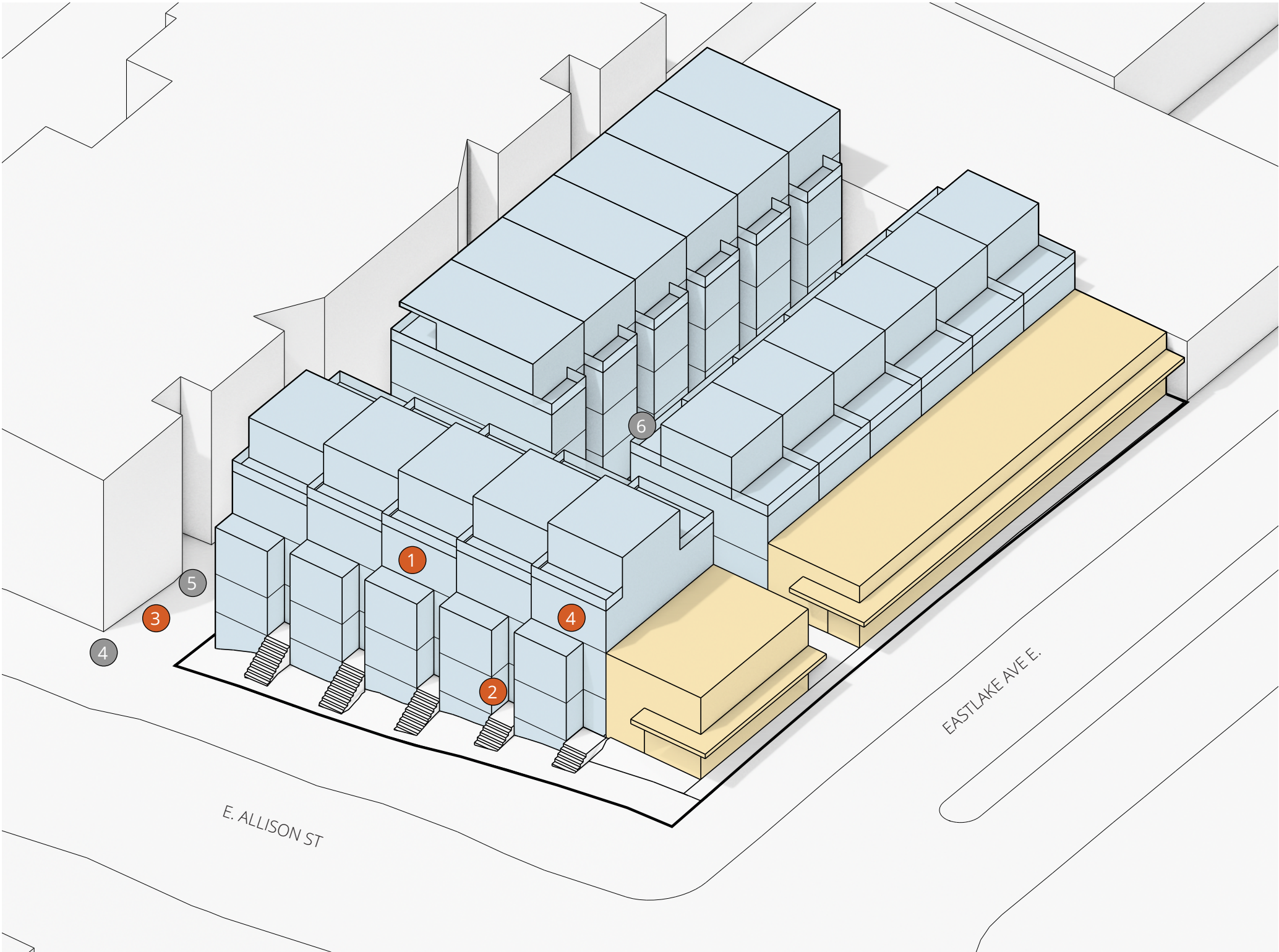
OPTION C (PREFERRED)  
15 TOWNHOUSES  
15 PARKING STALLS  
3,242 COMMERCIAL SF





# ARCHITECTURAL MASSING CONCEPT: OPTION A [8.6]

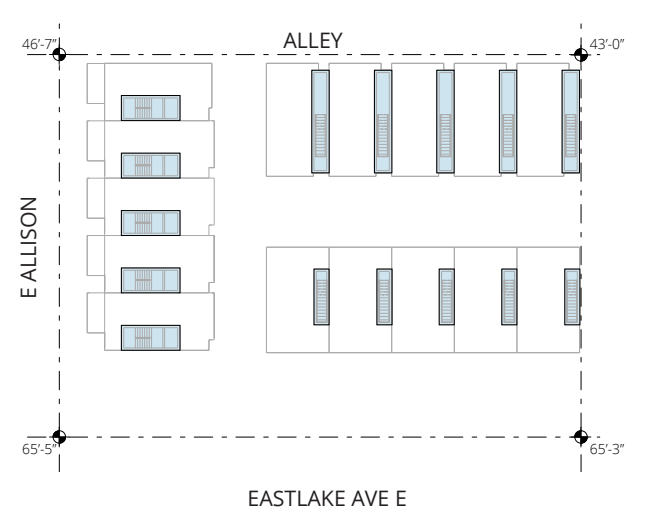
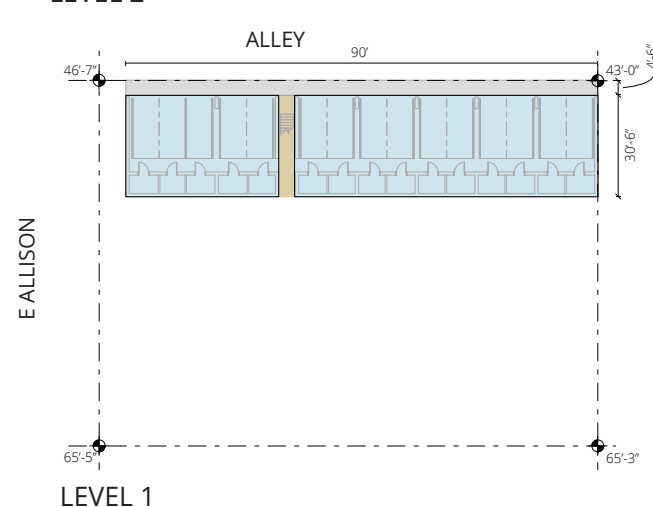
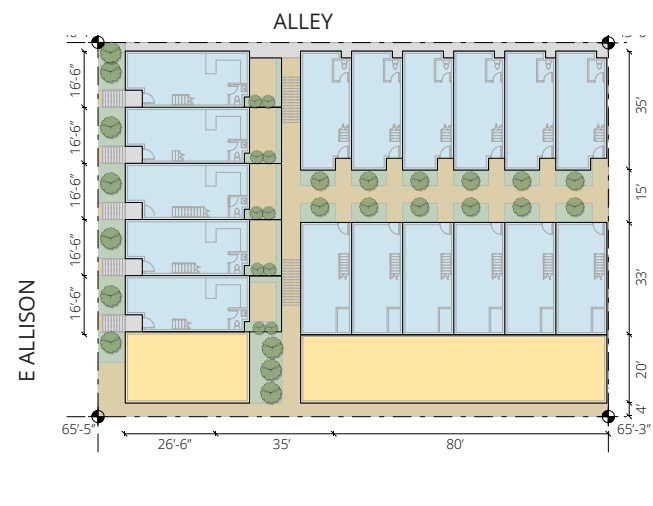
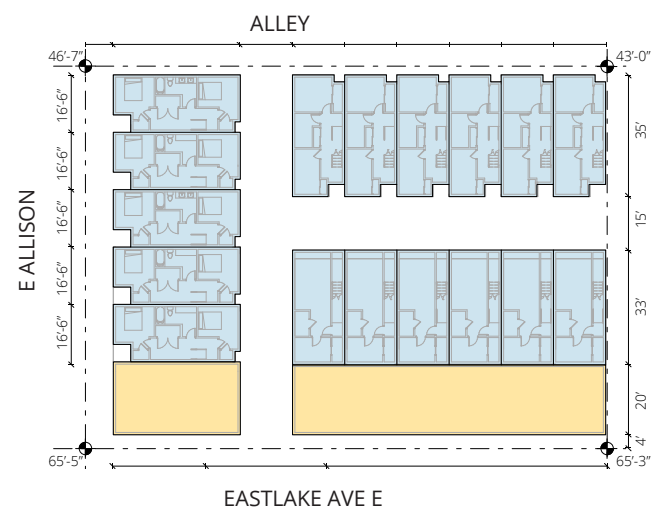
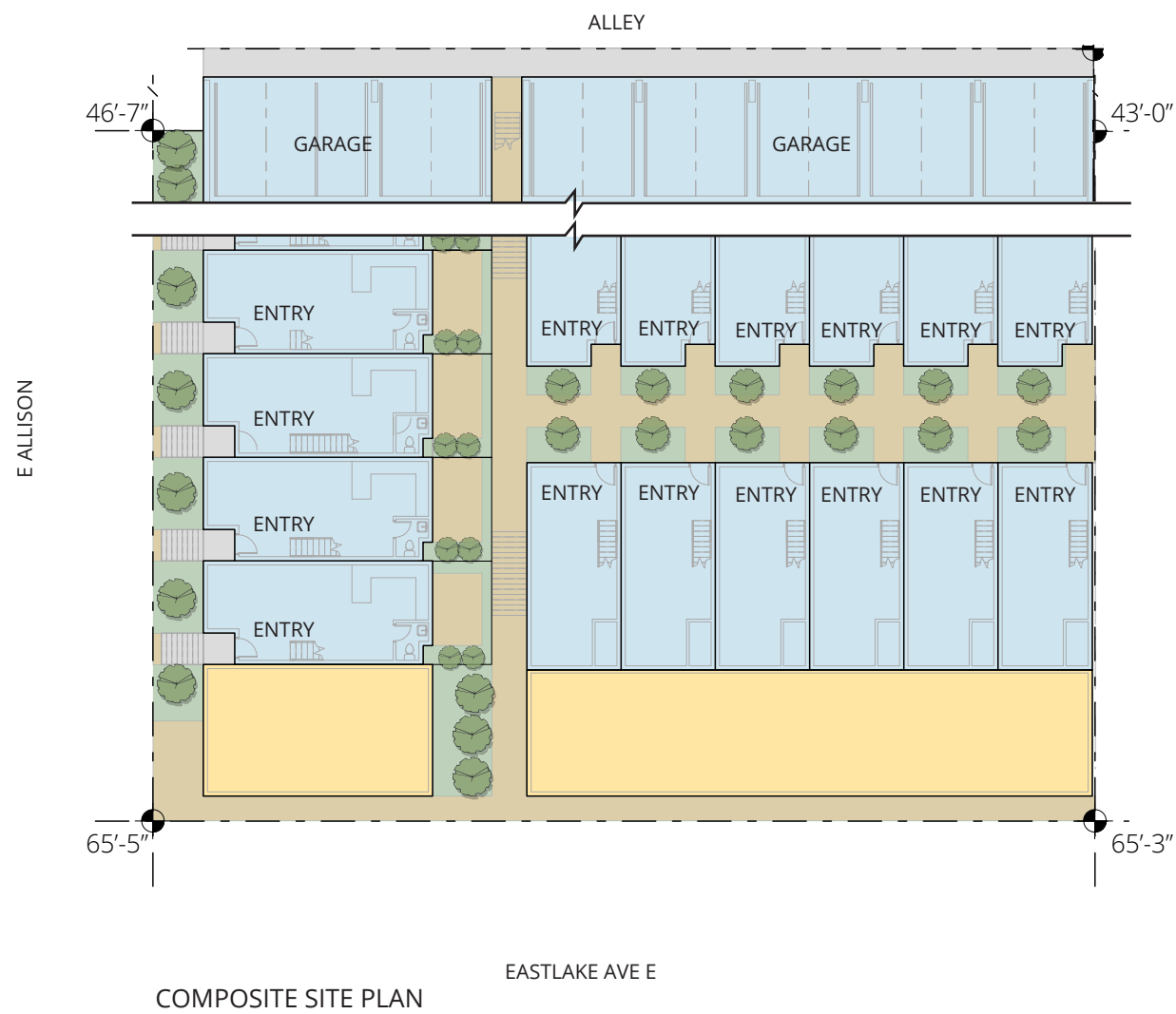
SITE AREA:	16,494 SF
GROSS AREA:	30,188 SF 2,849 SF Commercial
FAR ALLOWED:	61,853 SF = 3.75
FAR MINIMUM:	32,988 SF = 2.0
FAR PROPOSED:	33,038 SF = 2.0
UNITS:	17
PARKING STALLS:	15
DEPARTURES:	None
PROS:	<div><div>1</div><div>PL2.B.1 Units are oriented toward E. Allison Street providing natural surveillance.</div></div> <div><div>2</div><div>PL3.A.D Entries to townhouse units along E. Allison Street are raised and setback to provide an intimate and personal entry point to the unit.</div></div> <div><div>3</div><div>DC1.B.1 Existing alley is utilized for unit parking access.</div></div> <div><div>4</div><div>DC1.D.1 Stepped massing at upper floor and facade rhythm enhance human scale at unit entries along street.</div></div>
CONS:	<div><div>4</div><div>DC1.C.2 Parking is visible from R.O.W.</div></div> <div><div>5</div><div>DC1.B.1 Parking for units is not immediately accesible from the unit.</div></div> <div><div>6</div><div>DC1.A.4 Views for units located along Easlake Ave E. are impacted by adjacent units to the West.</div></div>





# ARCHITECTURAL MASSING CONCEPT: OPTION A [8.4]

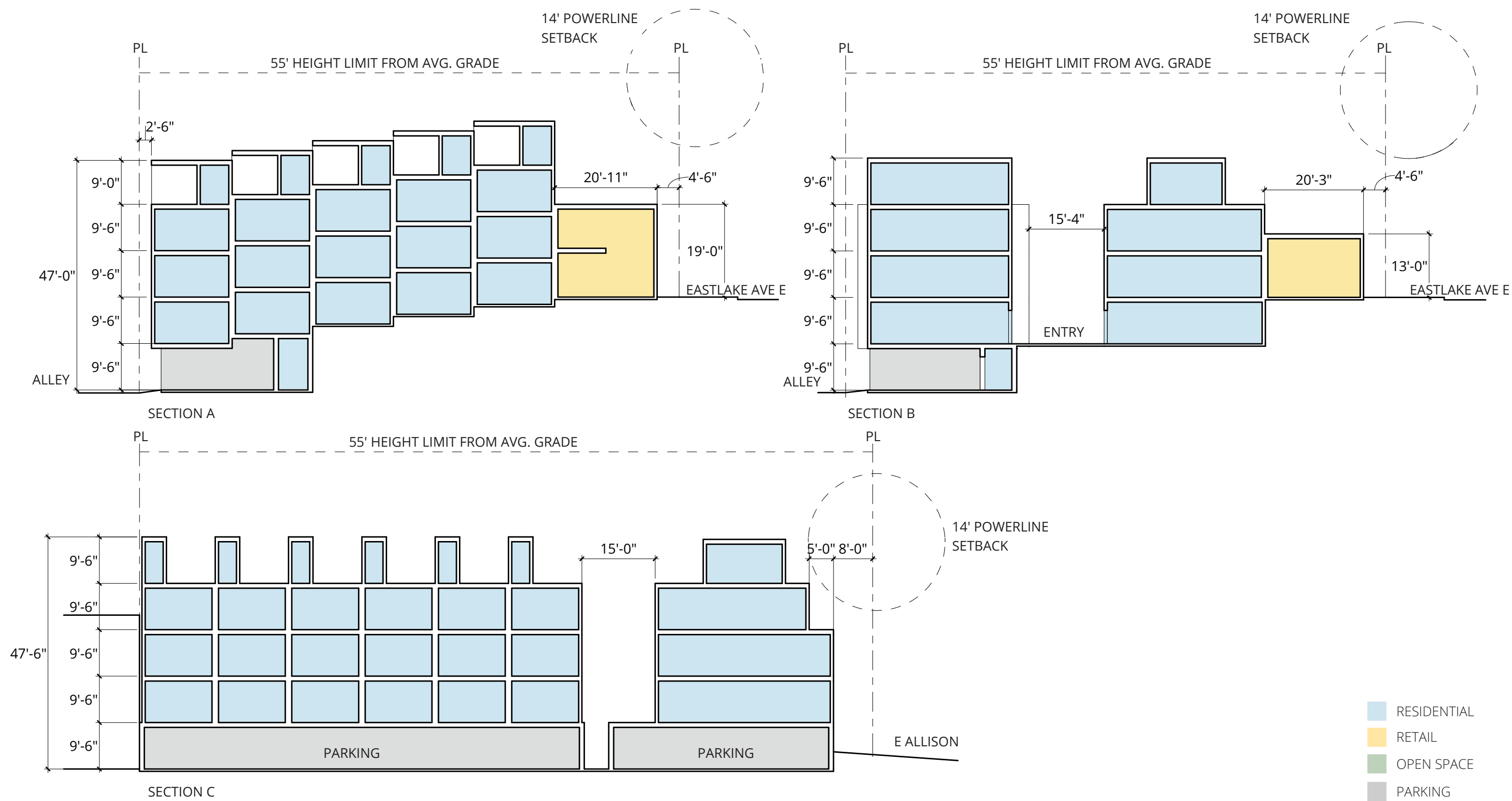
CLARK  
BARNES





# ARCHITECTURAL MASSING CONCEPT: OPTION A [8.5]

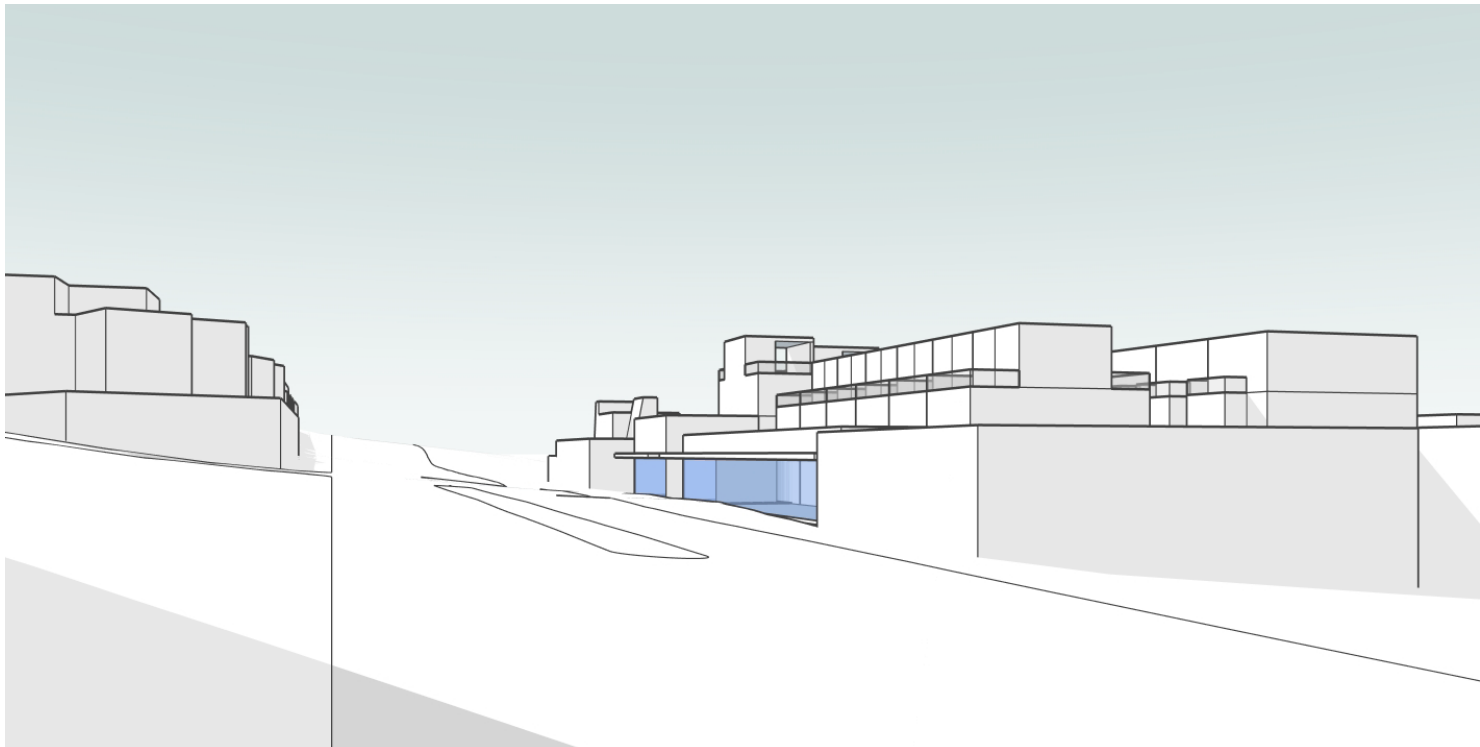
CLARK  
BARNES



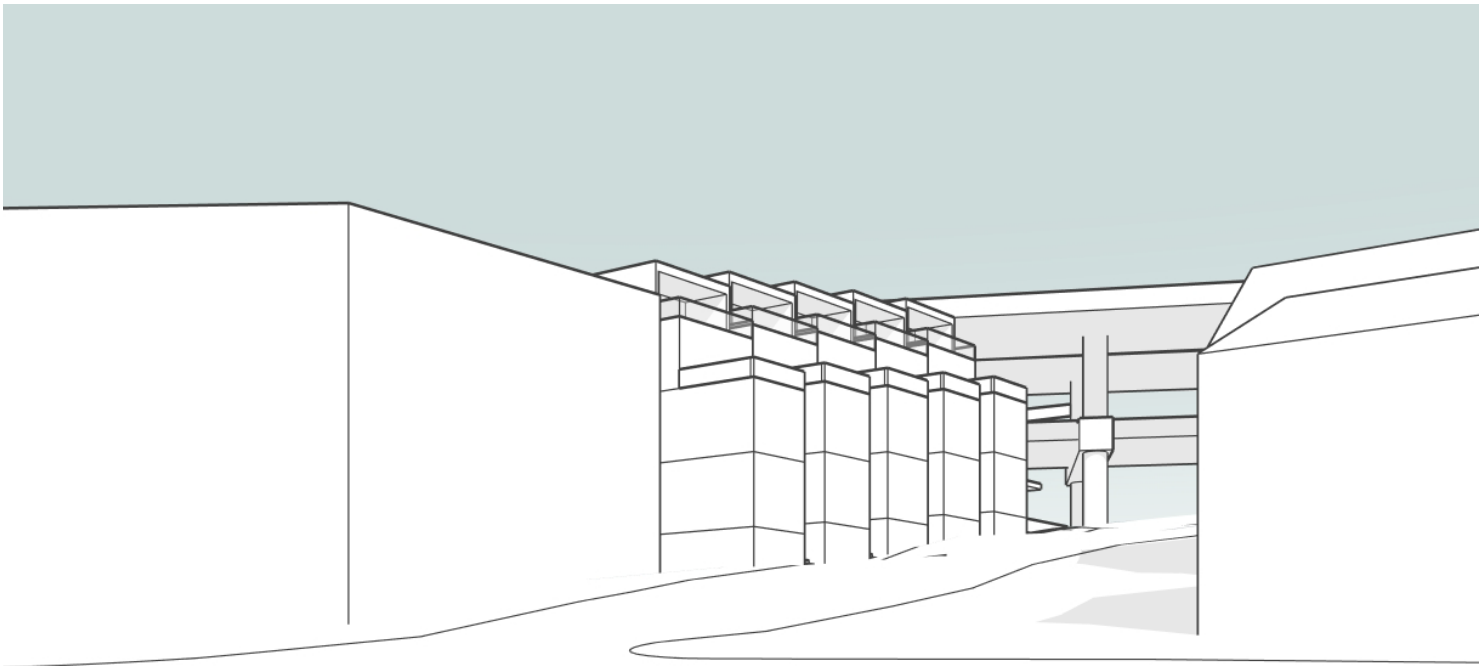


# ARCHITECTURAL MASSING CONCEPT: OPTION A [8.7]

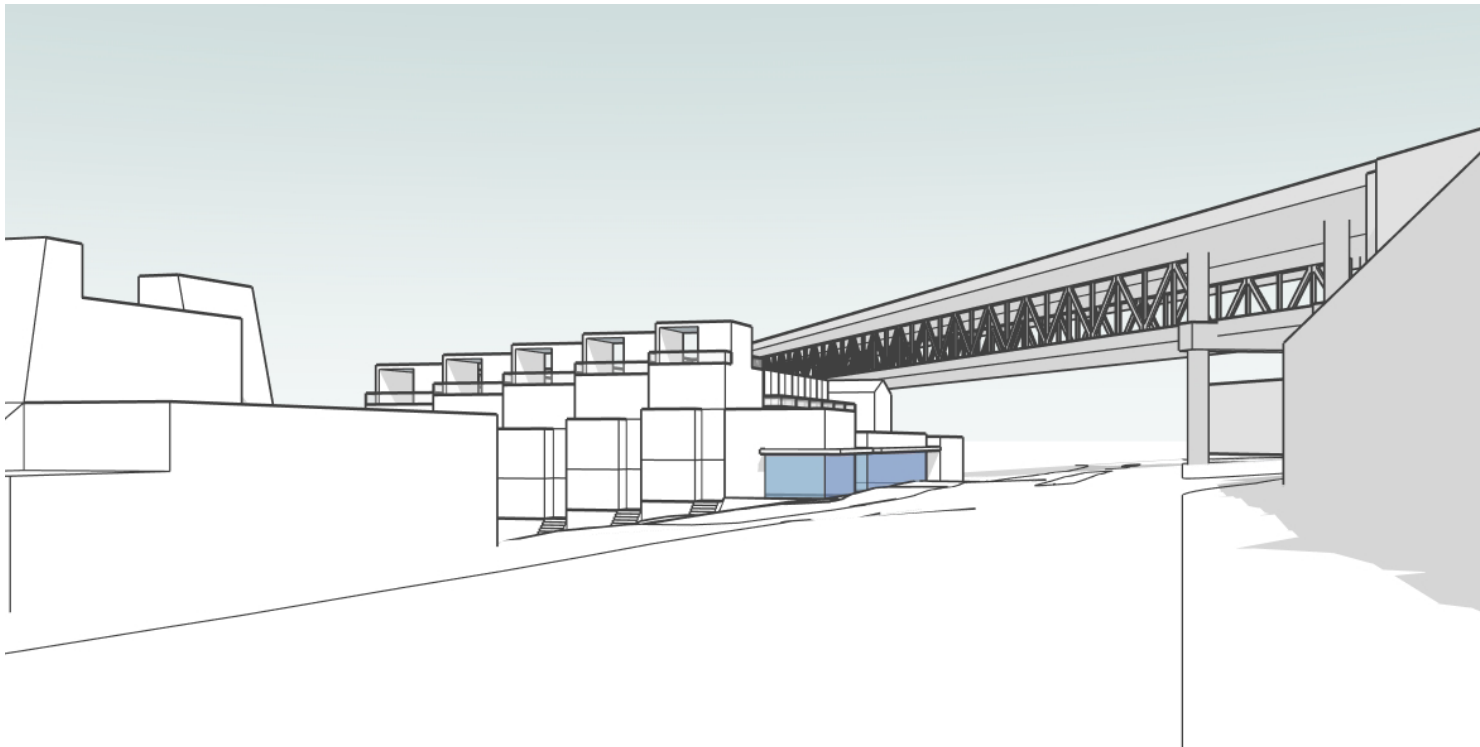
CLARK  
BARNES



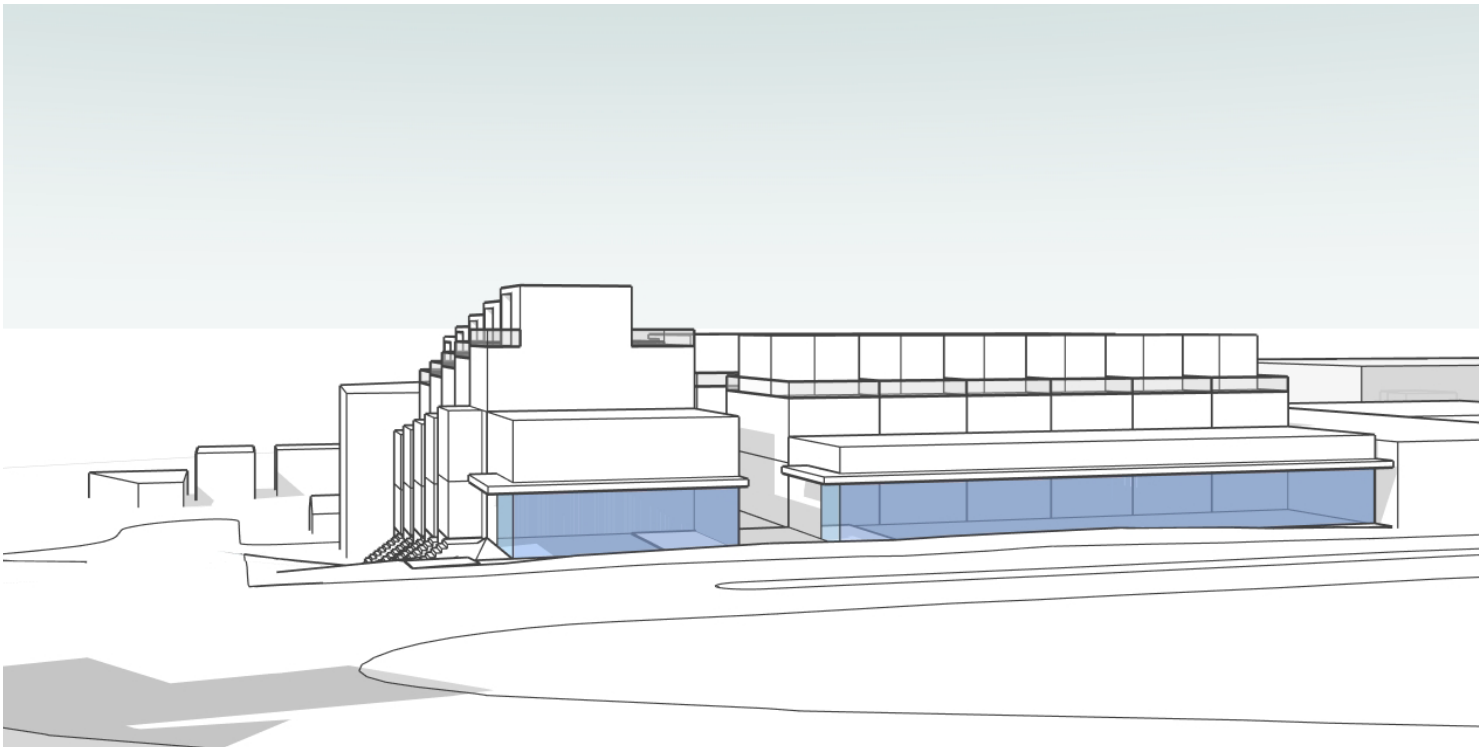
LOOKING SOUTHWEST



LOOKING NORTHEAST



LOOKING NORTH



LOOKING WEST



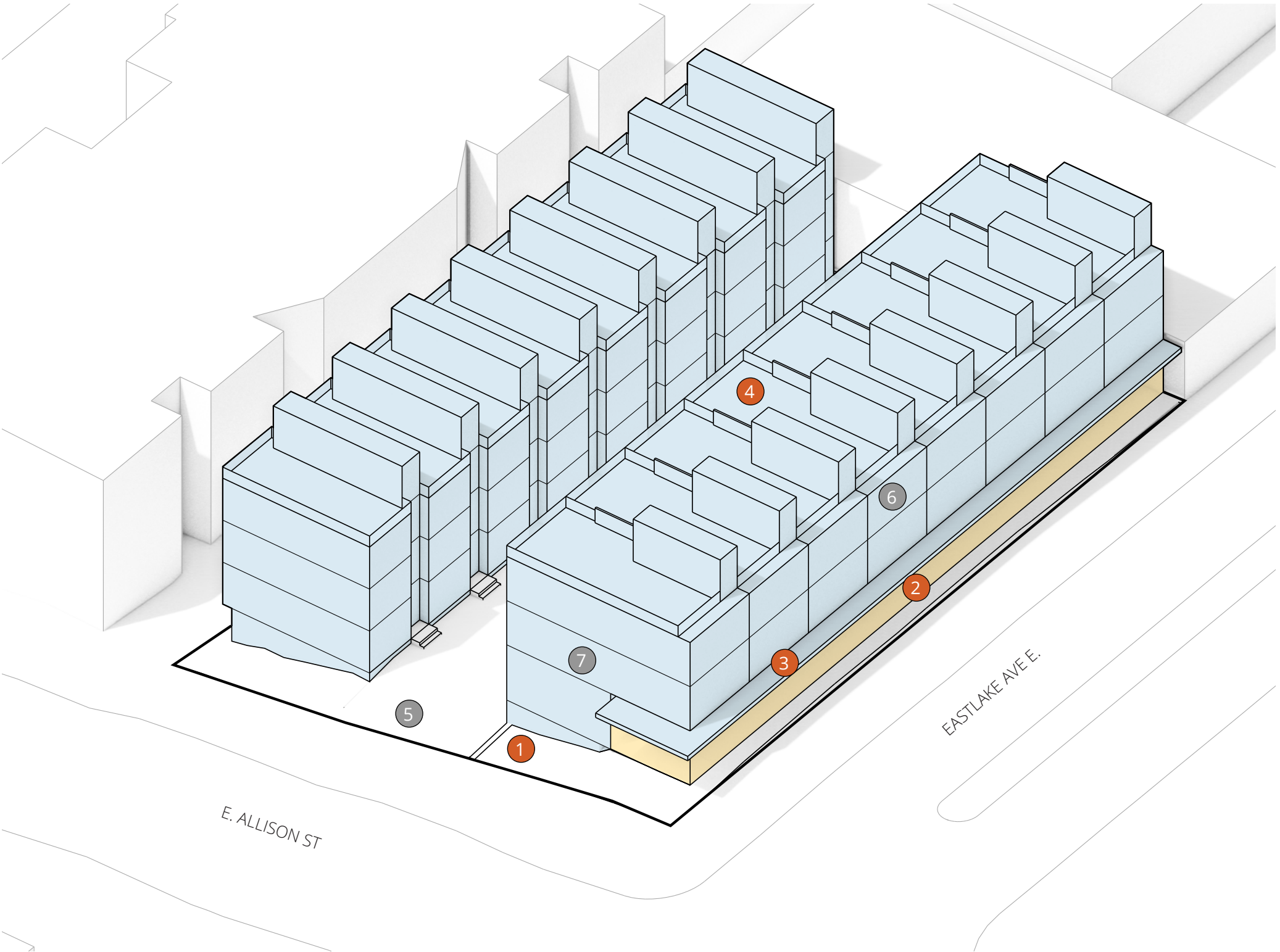
# ARCHITECTURAL MASSING CONCEPT: OPTION B [8.6]

SITE AREA:	16,494 SF
GROSS AREA:	30,679 SF 2,676 SF Commercial
FAR ALLOWED:	61,853 SF = 3.75
FAR MINIMUM:	32,988 SF = 2.0
FAR PROPOSED:	33,355 SF = 2.0
UNITS:	16
PARKING STALLS:	16
DEPARTURES:	None

- PROS:

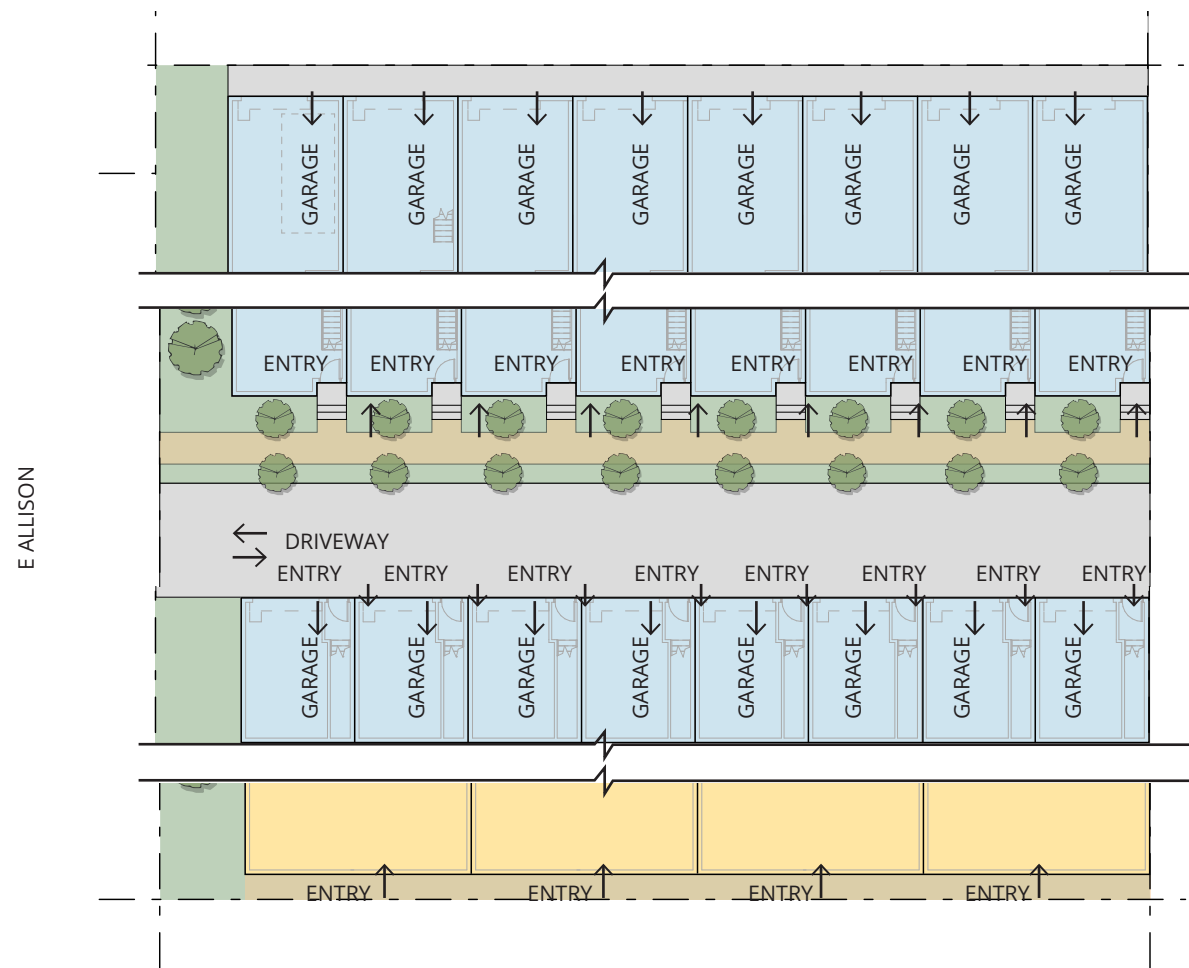
  - 1 PL1.A Setback along E. Allison Street allows for enhanced greenspace at sidewalk location.
  - 2 PL2.B.3 Transparency of street level uses extends the full length of development along Eastlake Ave E.
  - 3 PL2.C.1 Uninterrupted weather protection extends the full length of development along Eastlake Ave E.
  - 4 DC1.A.4 Linear arrangement and stepping of townhouses maximizes unit views Westward to Lake Union.
- CONS:

  - 5 DC1.B.1 Vehicle access is located off of E.Allison Street instead of alley access.
  - 6 DC2.A.2 Unit massing extends length of the site without offering break in massing.
  - 7 DC2.B.2 Unit orientation located along the South property line creates an undesirable blank facade.





# ARCHITECTURAL MASSING CONCEPT: OPTION B [8.4]



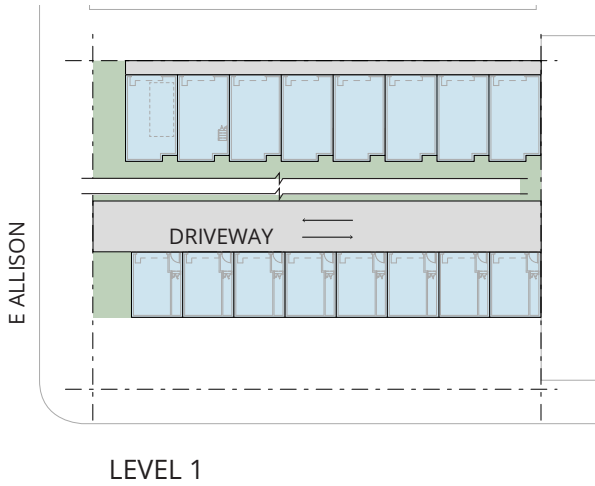
COMPOSITE SITE PLAN



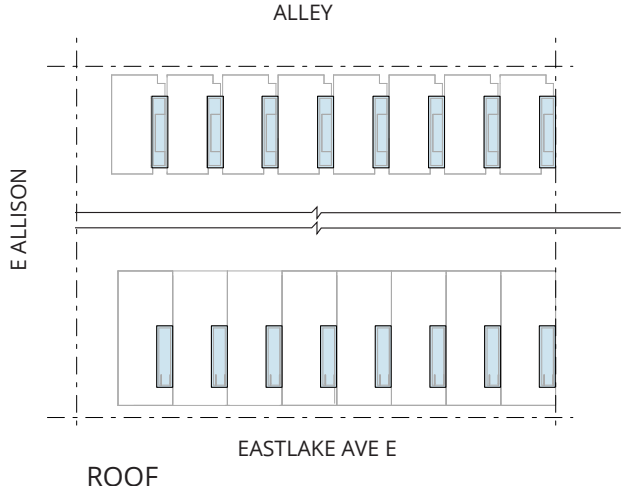
LEVEL 3



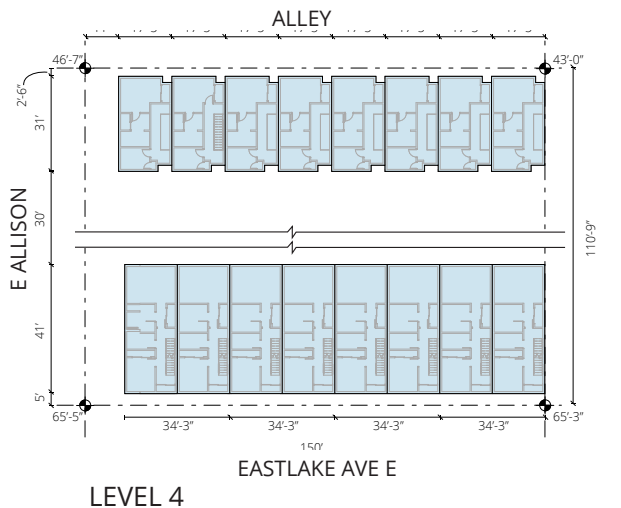
LEVEL 2



LEVEL 1



ROOF

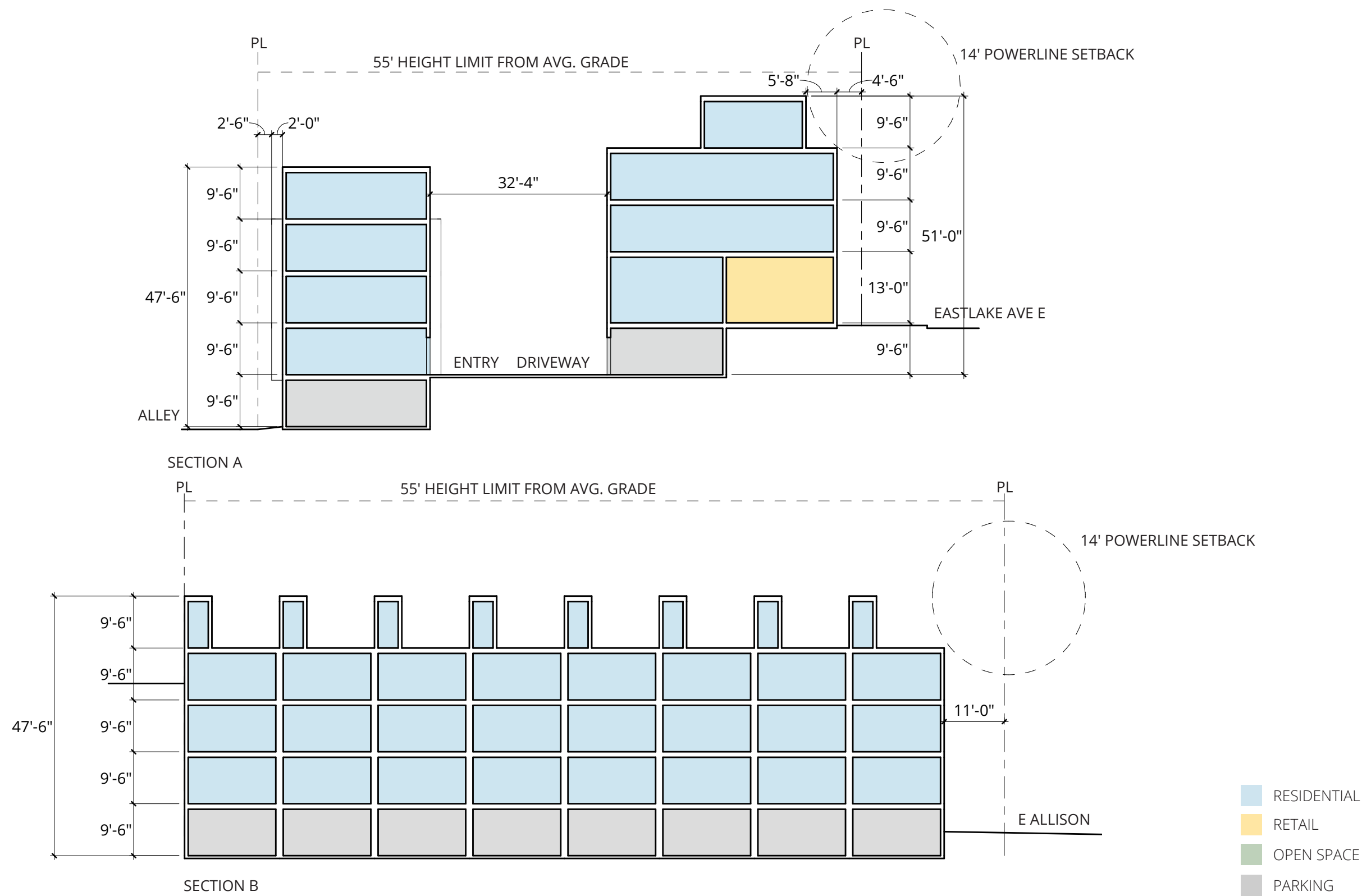


LEVEL 4

- RESIDENTIAL
- RETAIL
- OPEN SPACE
- PARKING



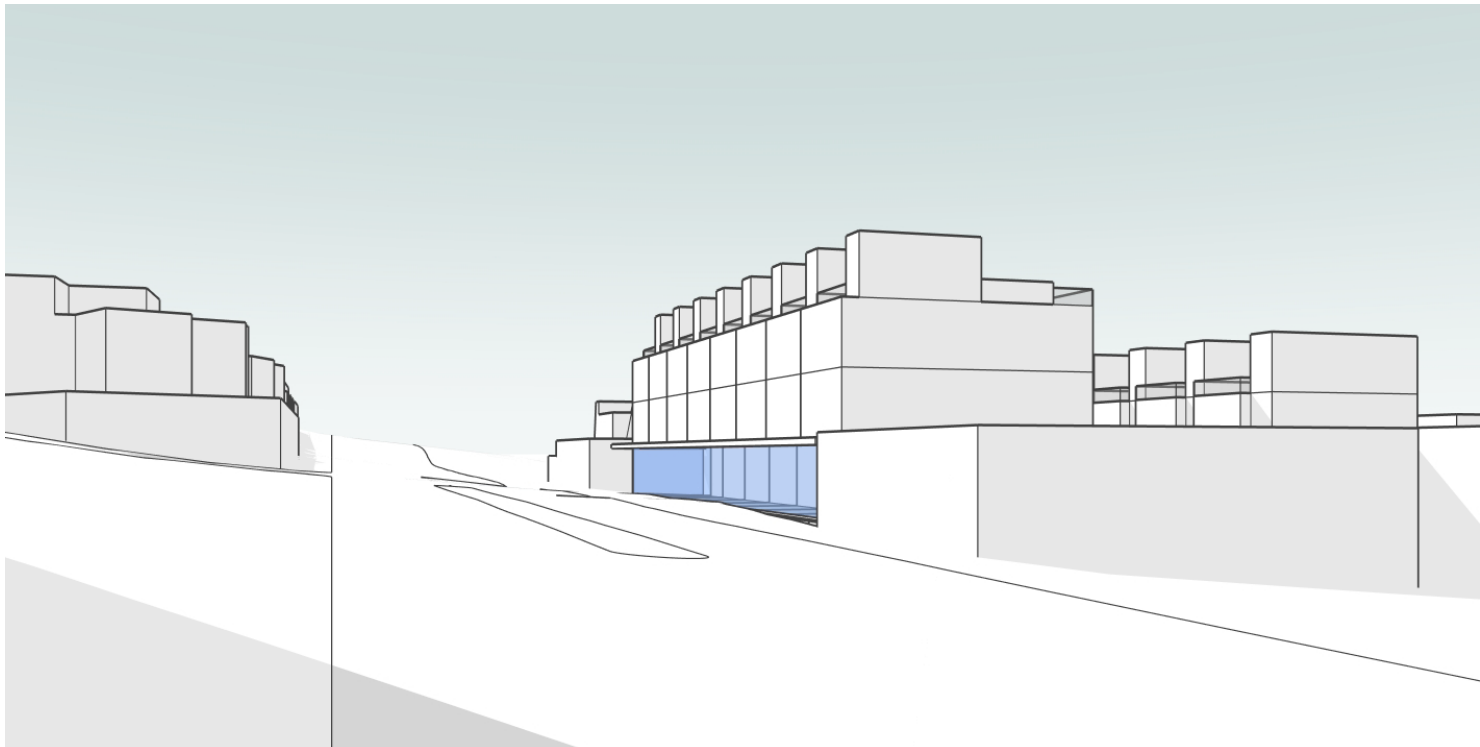
# ARCHITECTURAL MASSING CONCEPT: OPTION B [8.5]



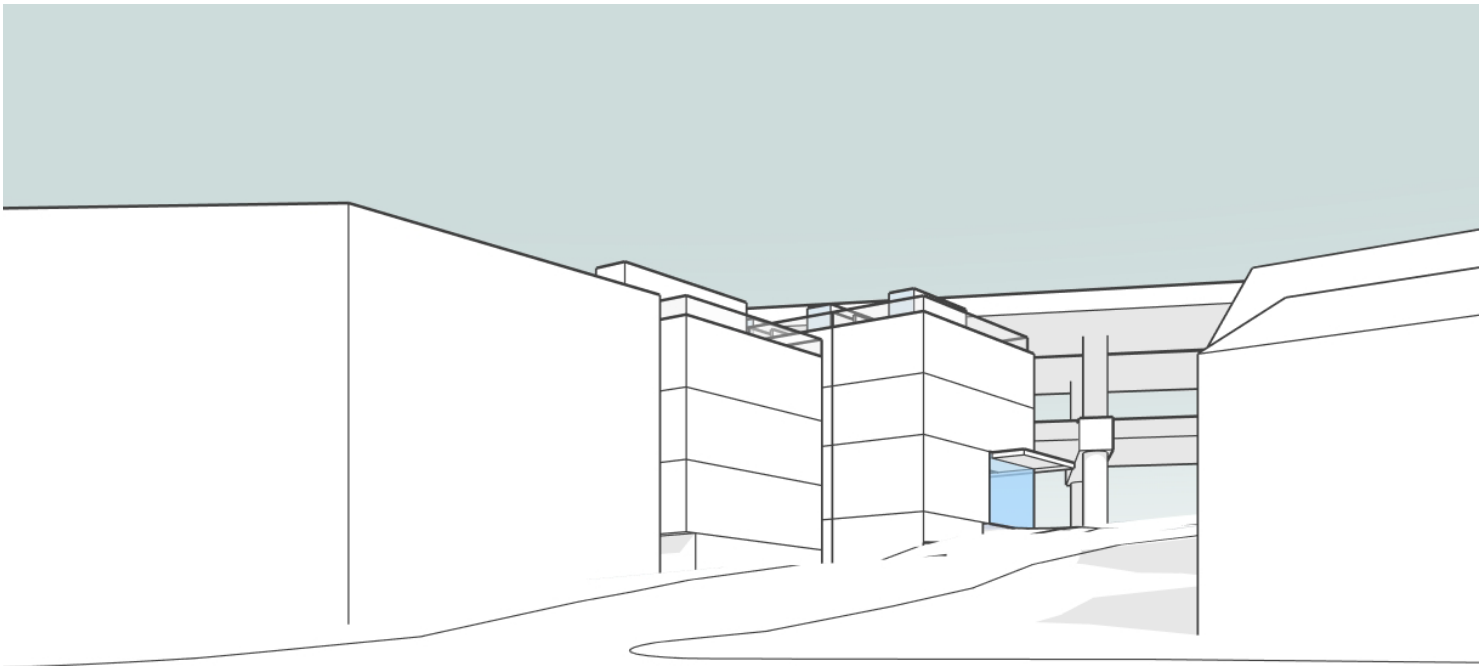


# ARCHITECTURAL MASSING CONCEPT: OPTION B [8.7]

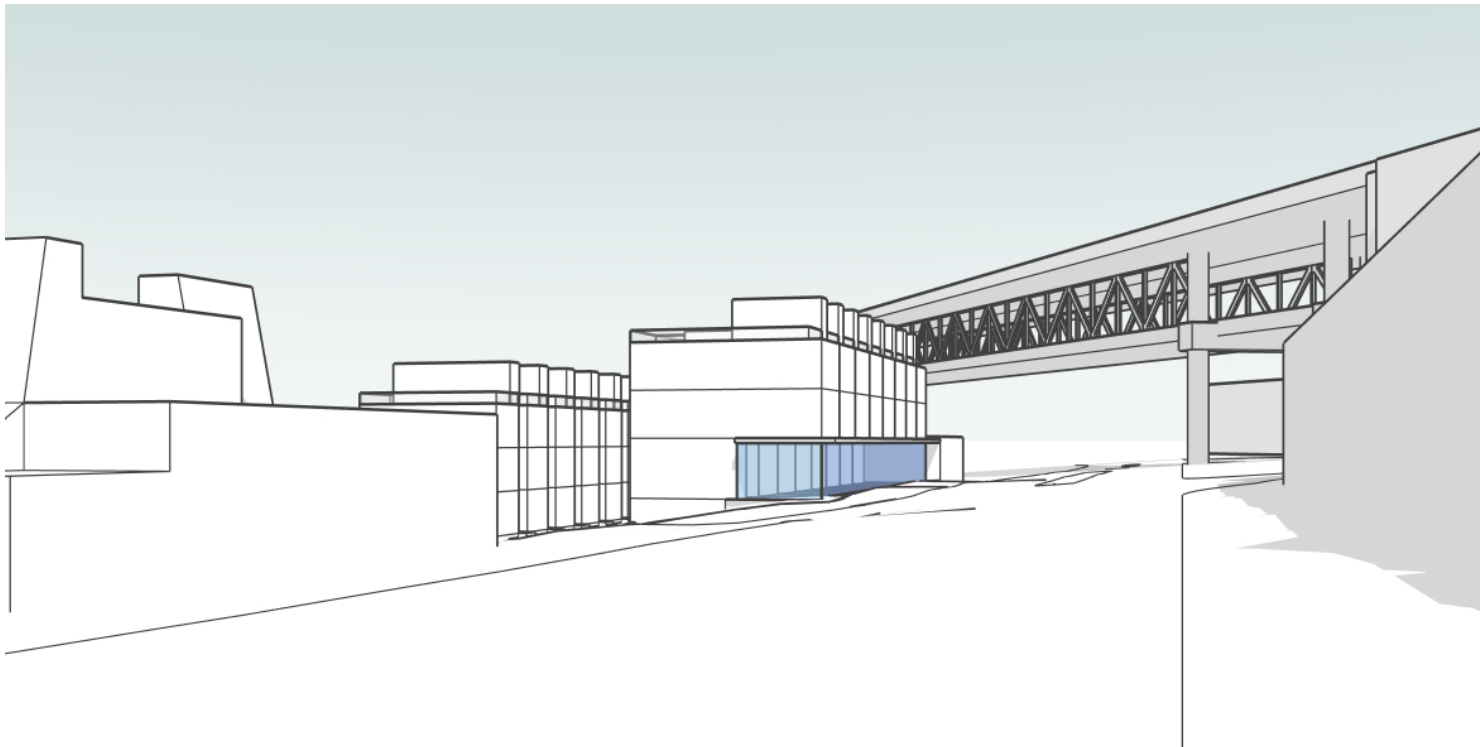
CLARK  
BARNES



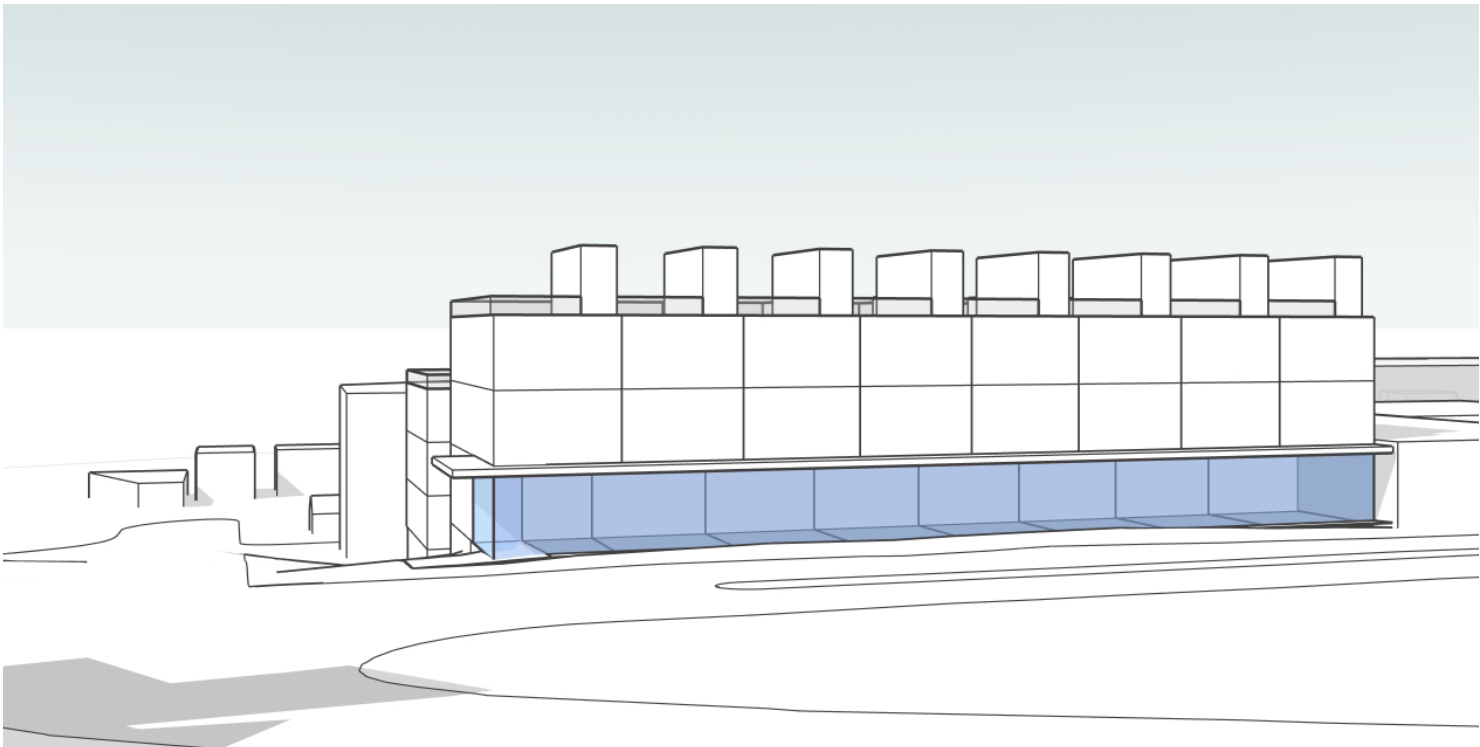
LOOKING SOUTHWEST



LOOKING NORTHEAST



LOOKING NORTH



LOOKING WEST

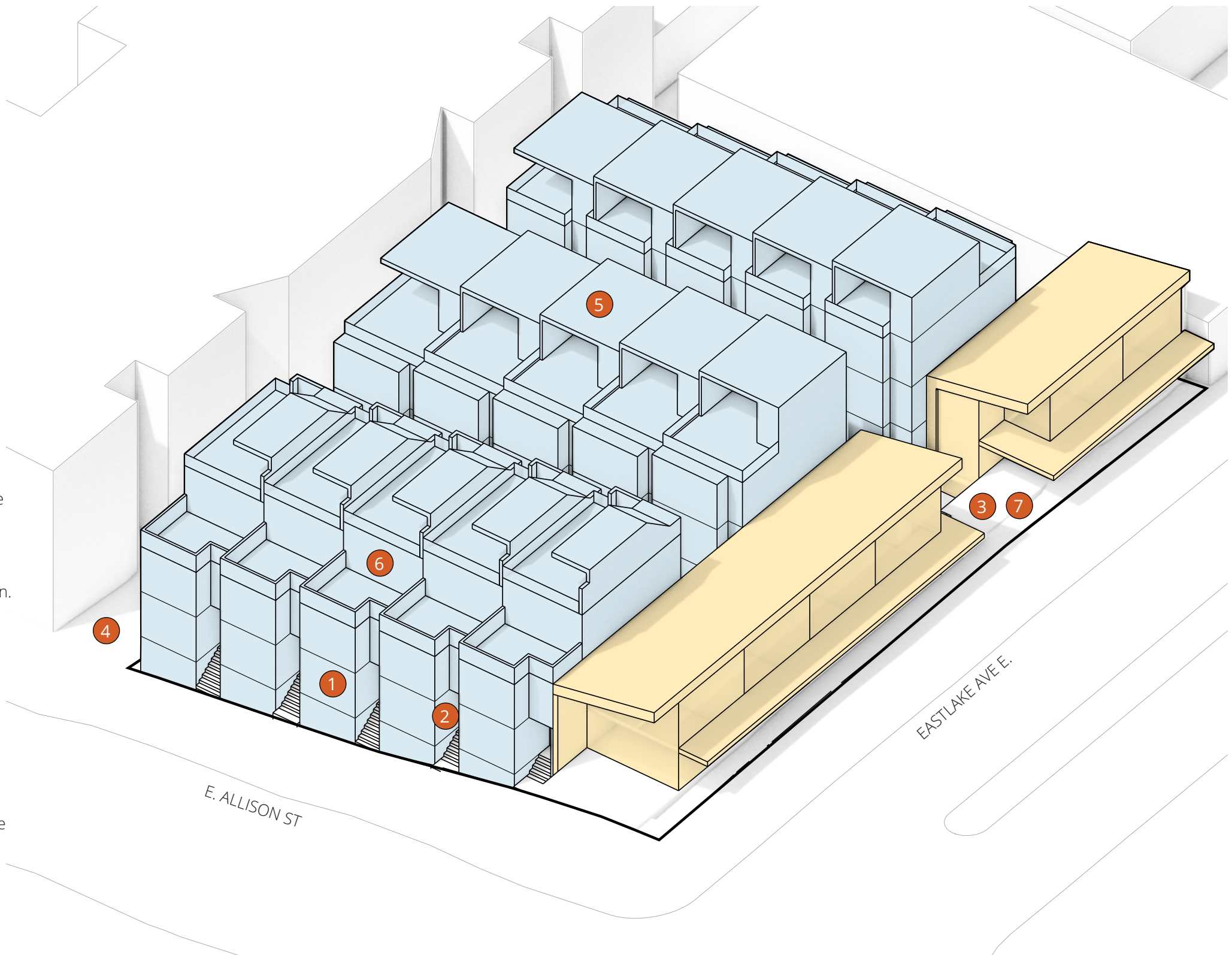


# ARCHITECTURAL MASSING CONCEPT: OPTION C (PREFERRED) [8.6]

CLARK  
BARNES

SITE AREA:	16,494 SF
GROSS AREA:	29,745 SF 3,242 SF Commercial
FAR ALLOWED:	61,853 SF = 3.75
FAR PROPOSED:	32,990 SF = 2.0
FAR MINIMUM:	32,988SF = 2.0
UNITS:	15
PARKING STALLS:	15
DEPARTURES:	None

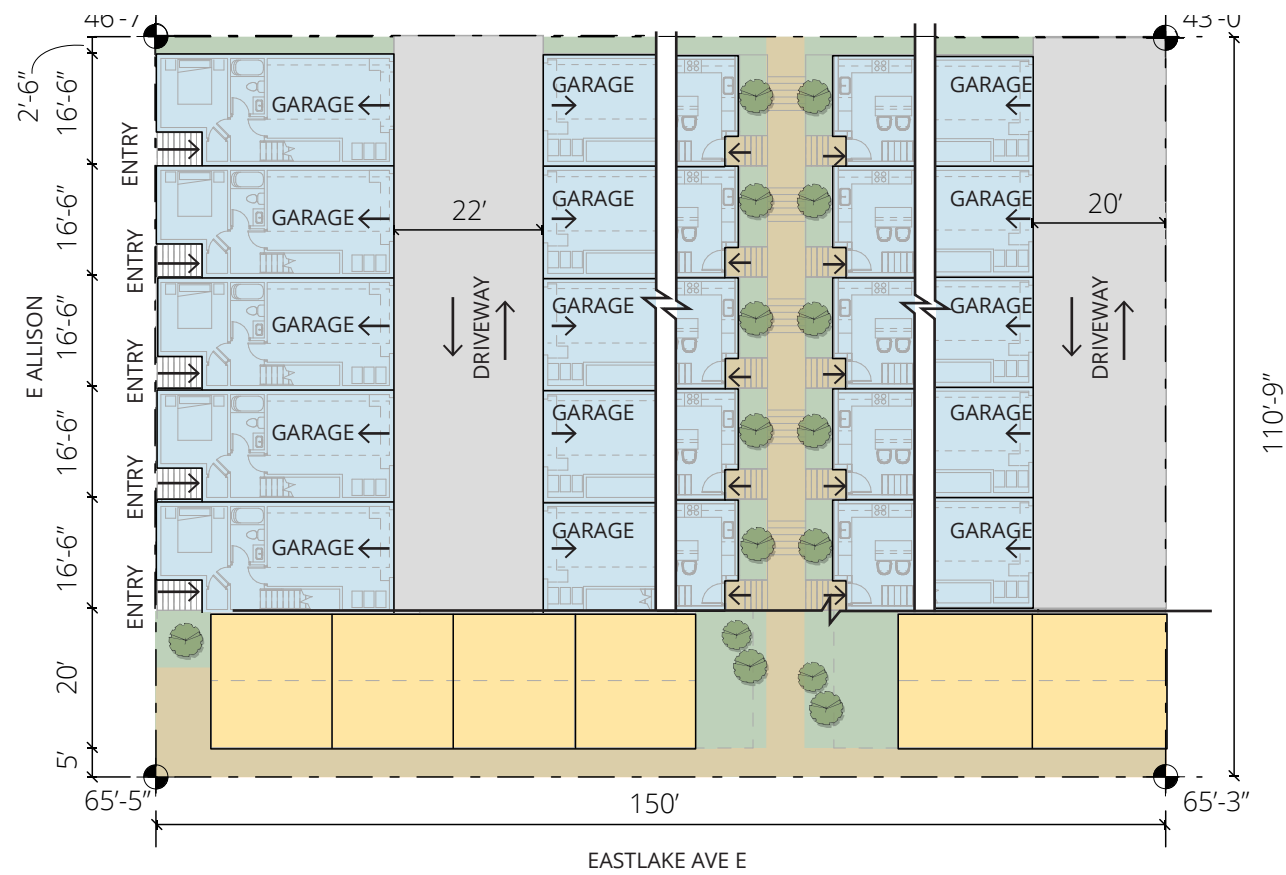
- PROS:
- 1 PL2.B.1 Units are oriented toward Allison Street providing natural surveillance.
  - 2 PL3.A.D Entries to townhouse units along E. Allison Street are raised and setback to provide an intimate and personal entry point to the unit.
  - 3 PL3.B.4 Central circulation path for unit entries provides greater opportunity for resident interaction.
  - 4 DC1.B.1 Existing alley is utilized for unit parking access.
  - 5 DC2.A.1 Units are arranged in three distinct groupings, each stepping down consistently with the site topography to reduce perceived mass and enhance access to light and air.
  - 6 DC1.D.1 Stepped massing at upper floor and facade rhythm enhance human scale at unit entries.
  - 7 DC3.B Open space between units utilized for entry access and immediate pedestrian access from Eastlake Ave. E.



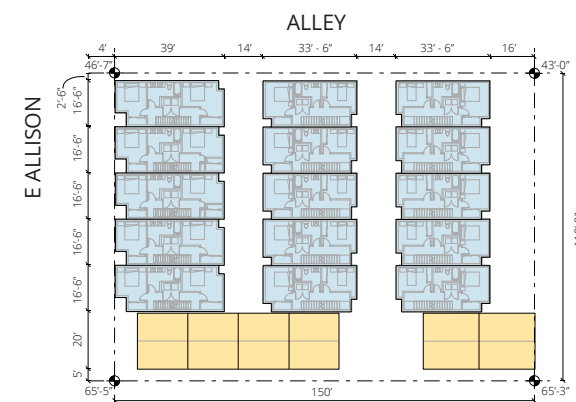


# ARCHITECTURAL MASSING CONCEPT: OPTION C (PREFERRED) [8.4]

CLARK  
BARNES



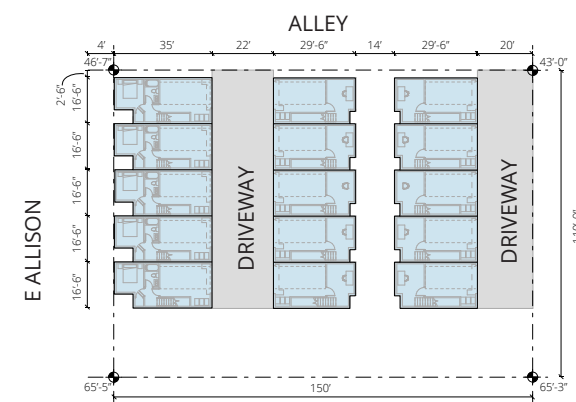
COMPOSITE SITE PLAN



LEVEL 3



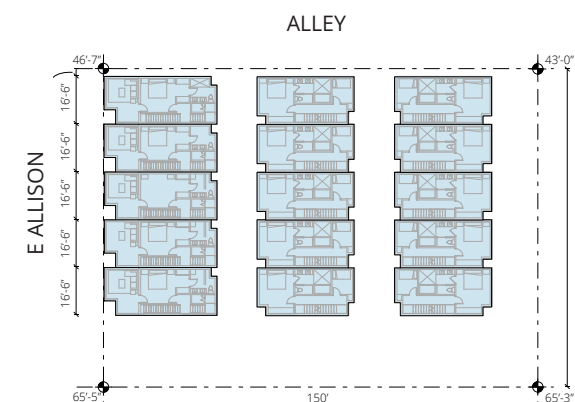
LEVEL 2



LEVEL 1



ROOF

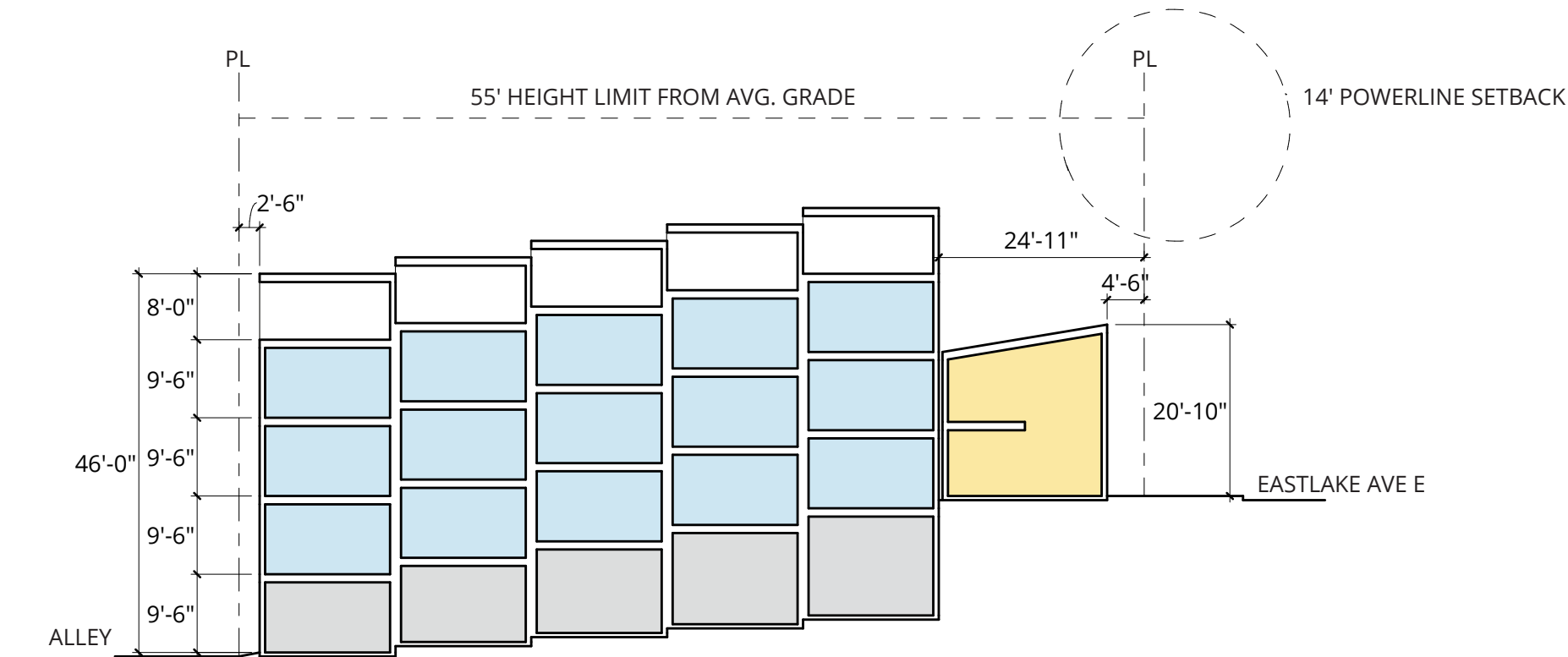


LEVEL 4

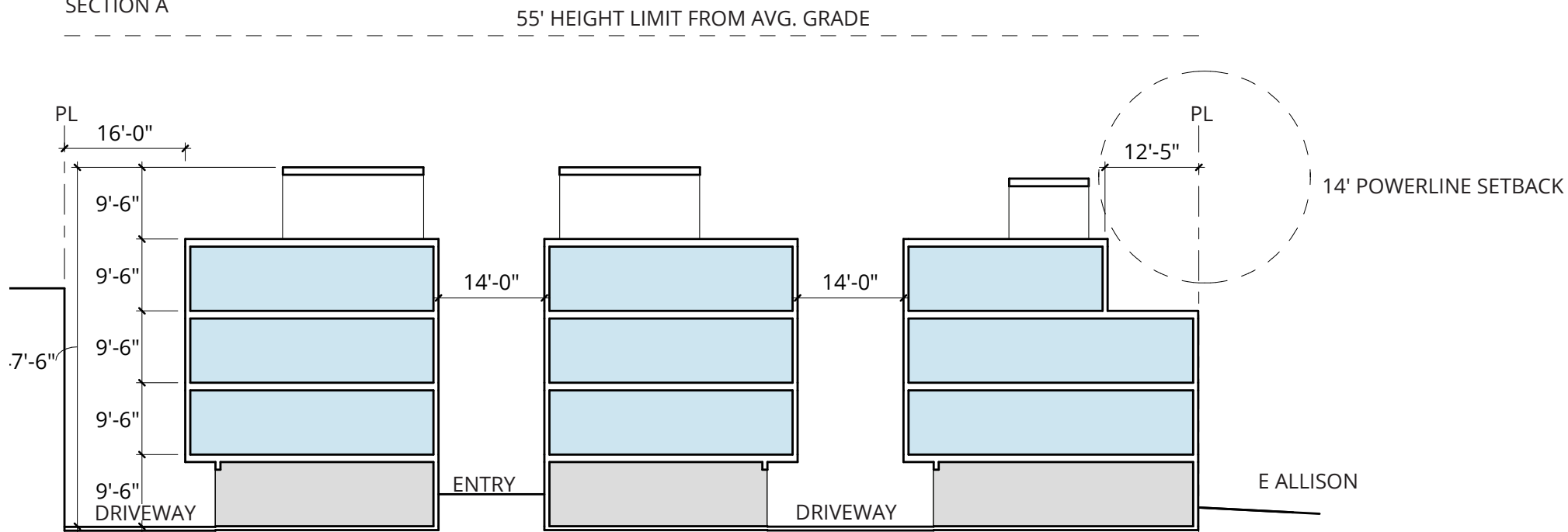
- RESIDENTIAL
- RETAIL
- OPEN SPACE
- PARKING



# ARCHITECTURAL MASSING CONCEPT: OPTION C (PREFERRED) [8.5]



SECTION A



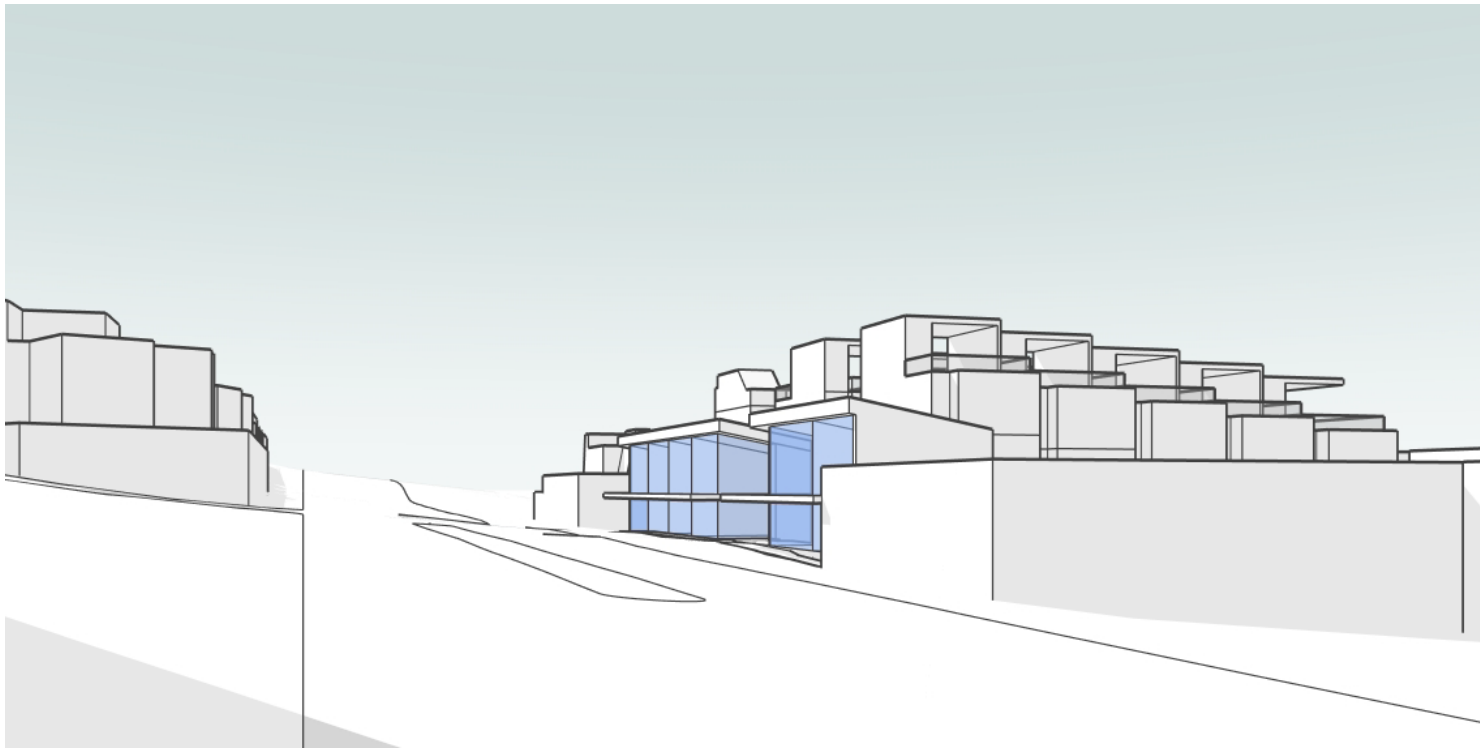
SECTION B

- RESIDENTIAL
- RETAIL
- OPEN SPACE
- PARKING



# ARCHITECTURAL MASSING CONCEPT: OPTION C (PREFERRED) [8.7]

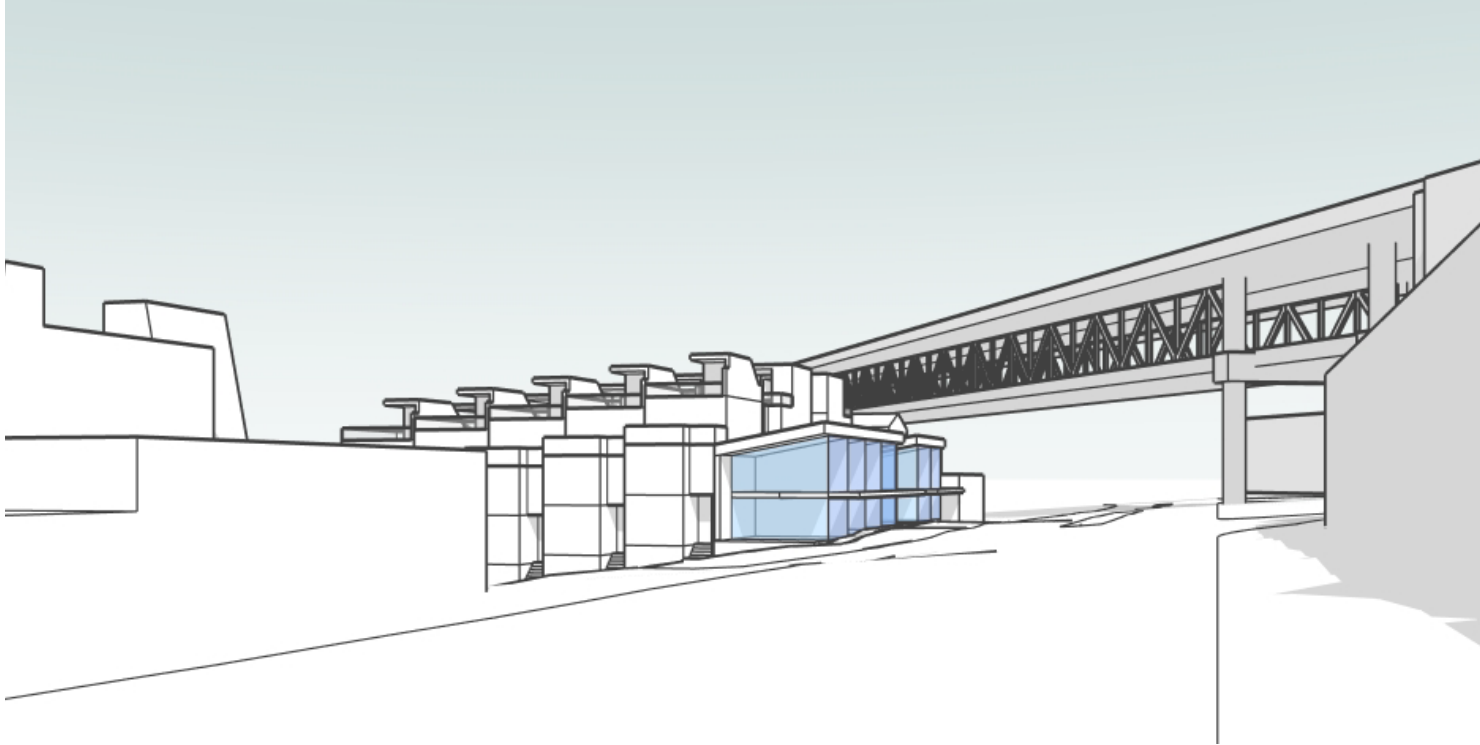
CLARK  
BARNES



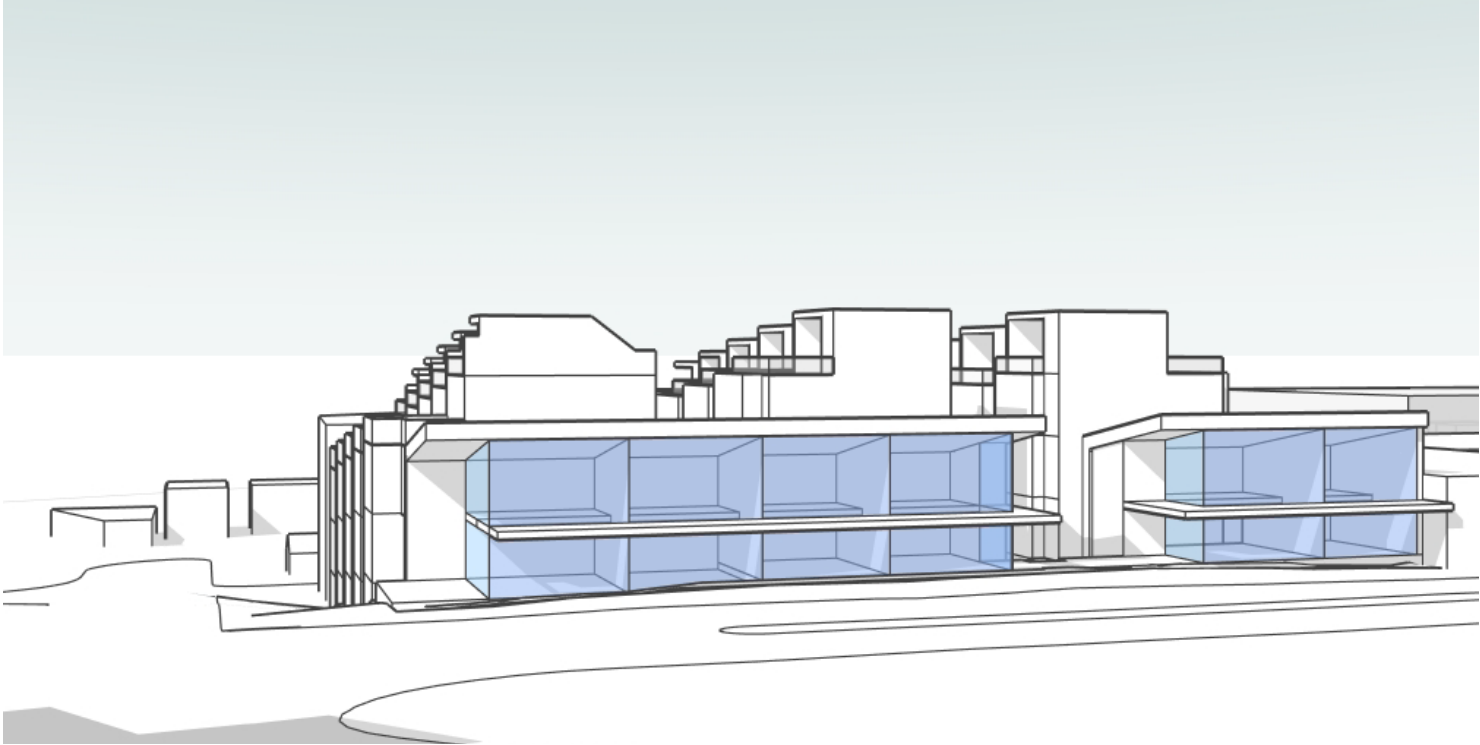
LOOKING SOUTHWEST



LOOKING NORTHEAST



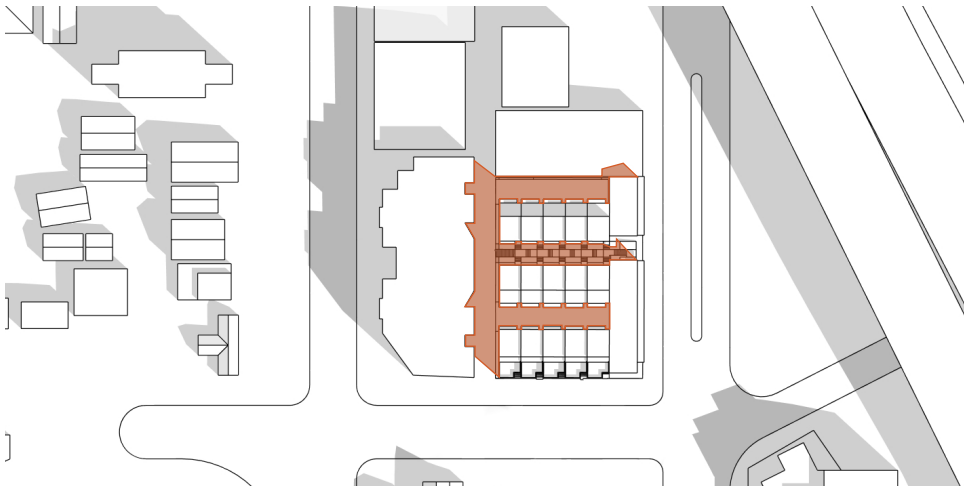
LOOKING NORTH



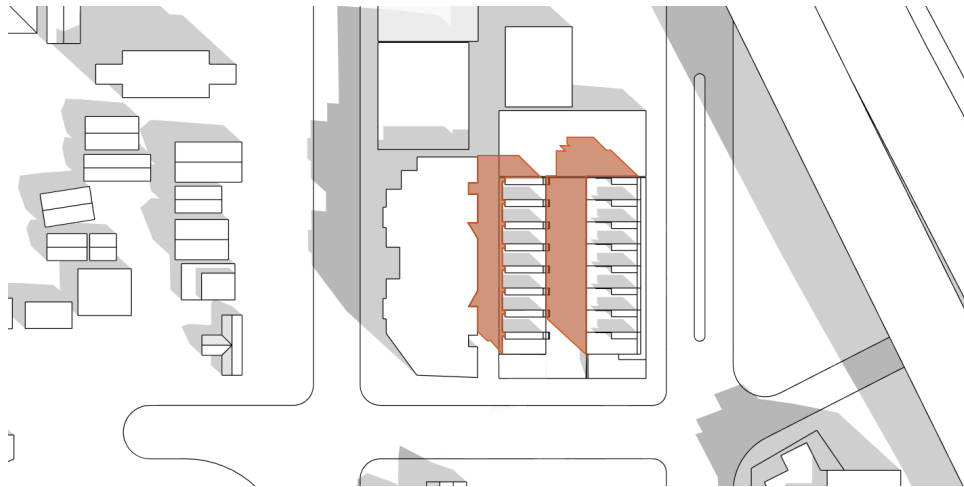
LOOKING WEST

# ARCHITECTURAL MASSING CONCEPT: SHADOW COMPARISON [8.9]

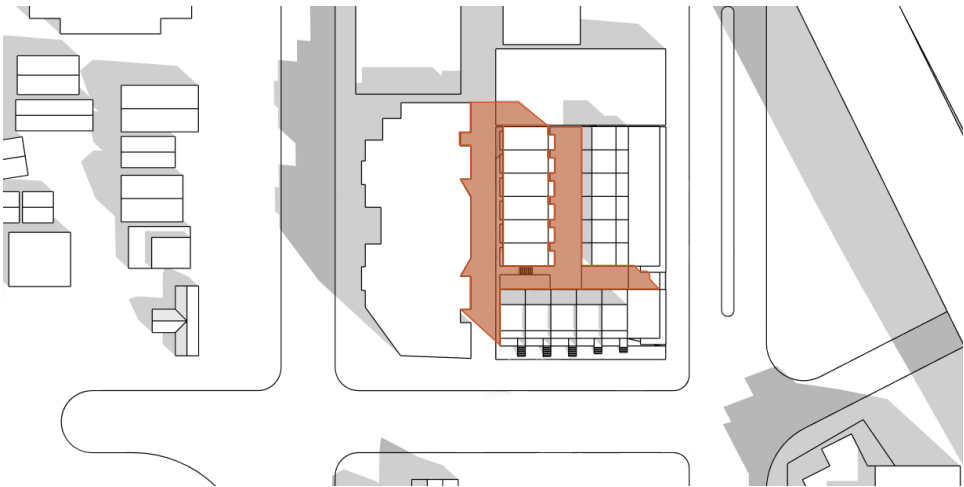
CLARK  
BARNES



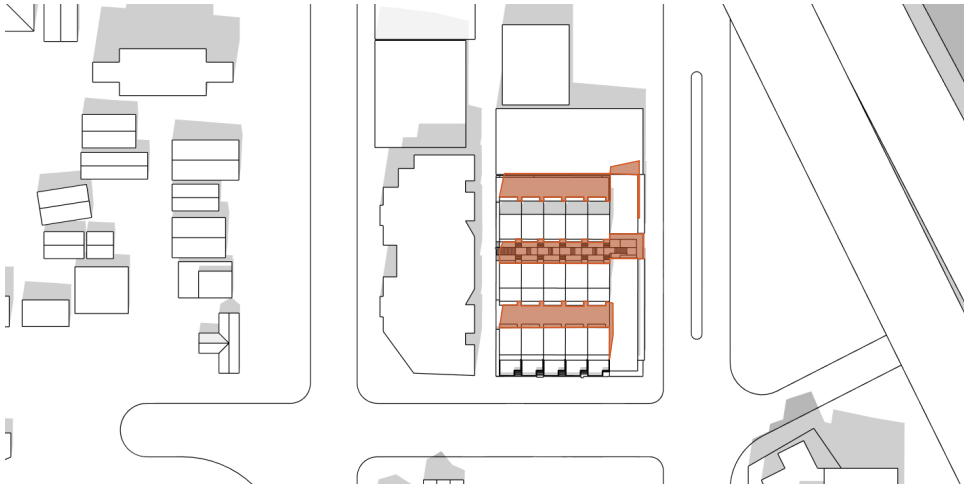
OPTION A: 9AM



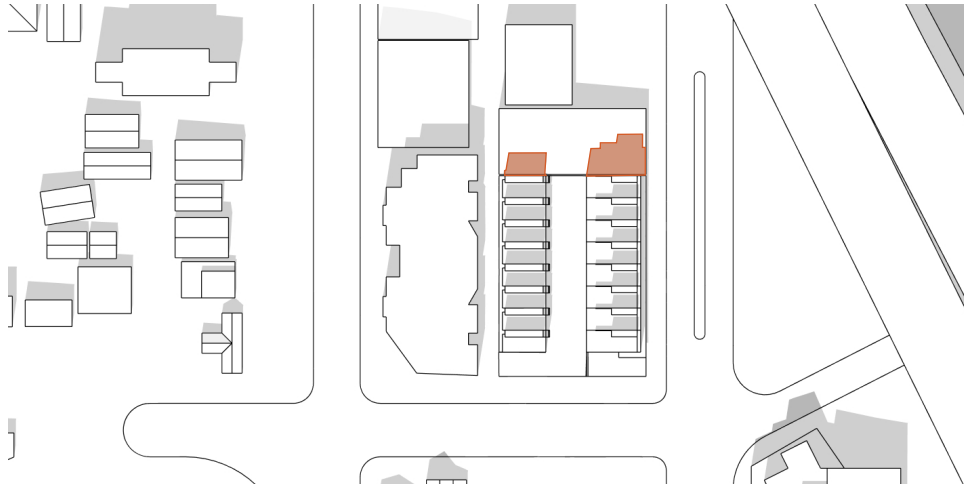
OPTION B: 9AM



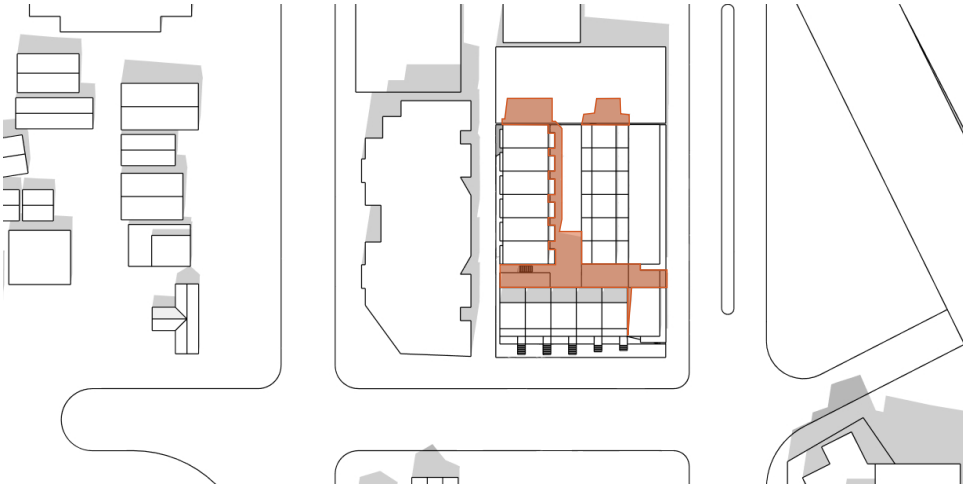
OPTION C: 9AM



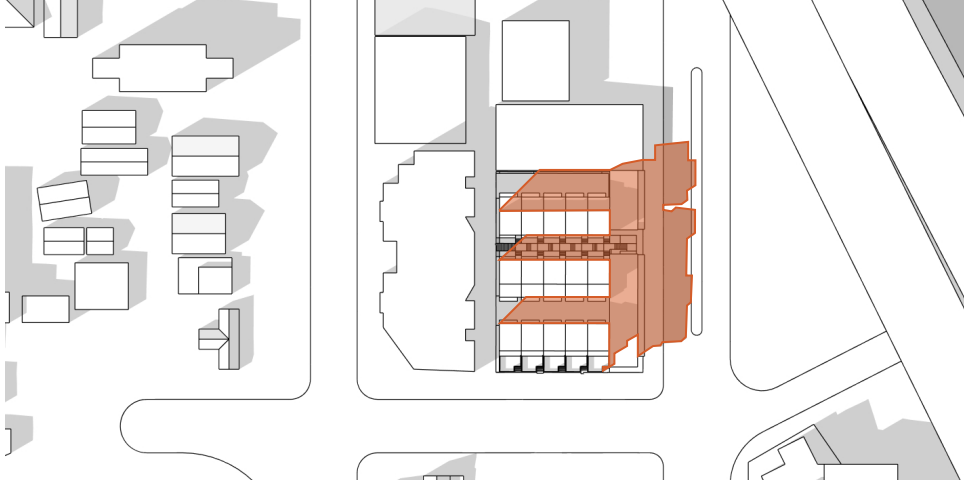
OPTION A: 12PM



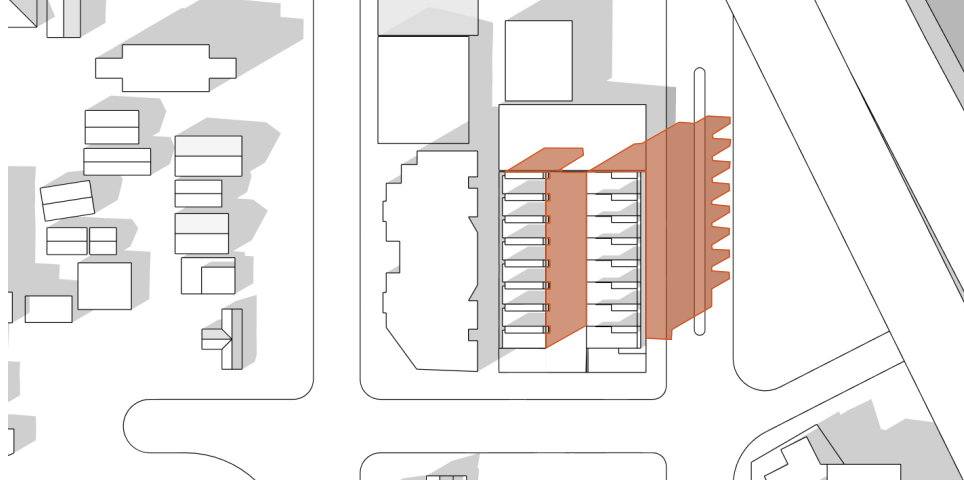
OPTION B: 12PM



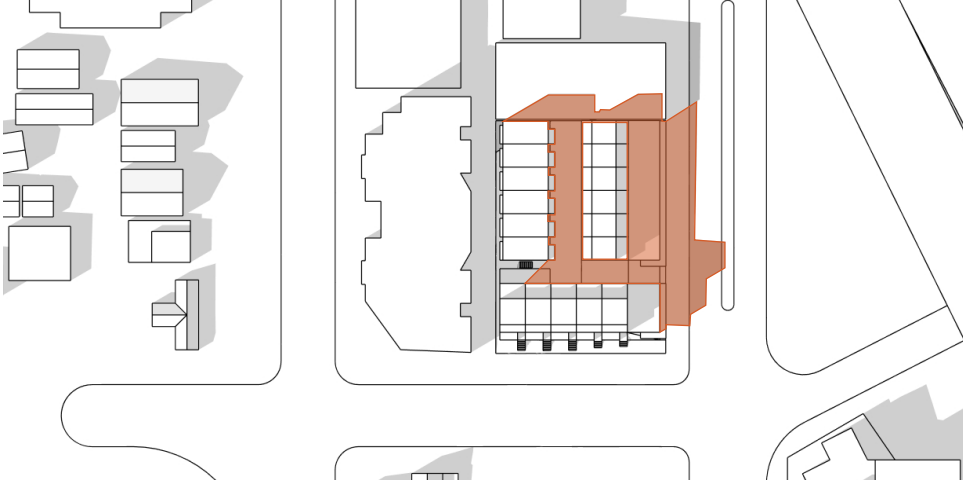
OPTION C: 12PM



OPTION A: 3PM



OPTION B: 3PM



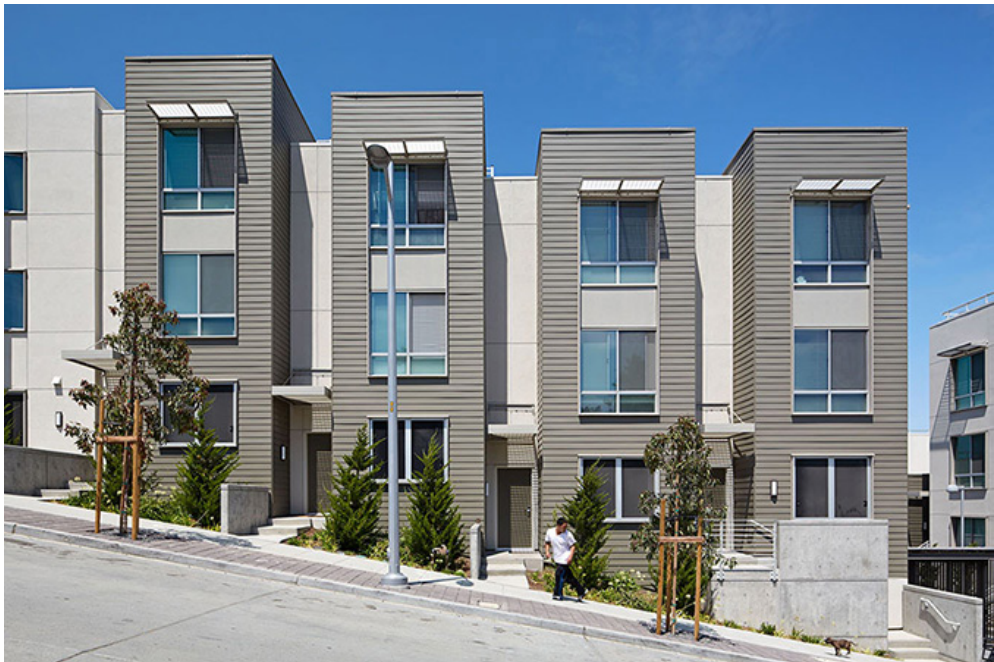
OPTION C: 3PM



ARCHITECTURAL MASSING CONCEPTS - PRECEDENT IMAGES (8.8)



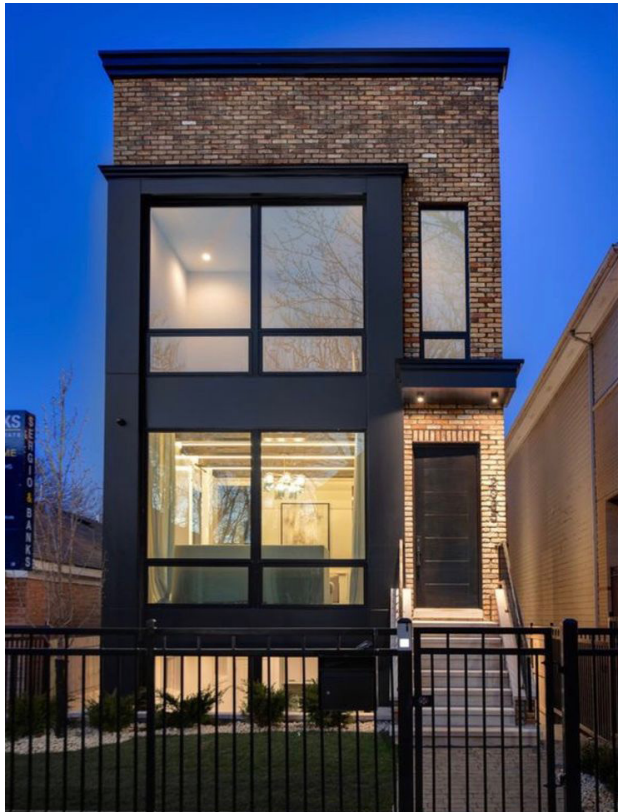
MATERIALITY AND STEPPING AT GRADE



MODULATION AND STEPPING AT GRADE



RETAIL FRONTAGE



MATERIALITY AND ENTRY STEPS



MODULATION AND ENTRY STEPS



RETAIL FRONTAGE



RETAIL FRONTAGE