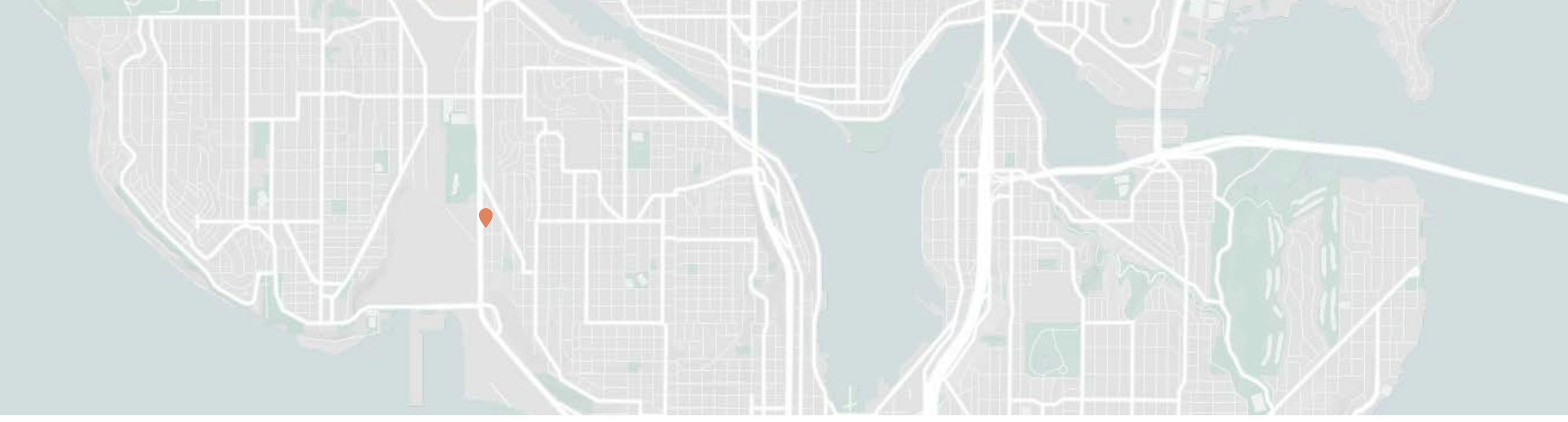


CLARK
BARNES

SEPTEMBER 04, 2020

RECOMMENDATION PROPOSAL

2222 15TH AVE W, SEATTLE, WA 98119
SDCI # 3035814-LU

PROPOSAL [3.0]

CLARK
BARNES



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

LANDSCAPE: KKLA
111 West John St
Suite 306
Seattle, WA 98119

PROJECT DESCRIPTION

The proposed multifamily development is located on 15th Ave W, centered between W Wheeler St and W Boston St. with 168 dwelling units and 96 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.

TABLE OF CONTENTS

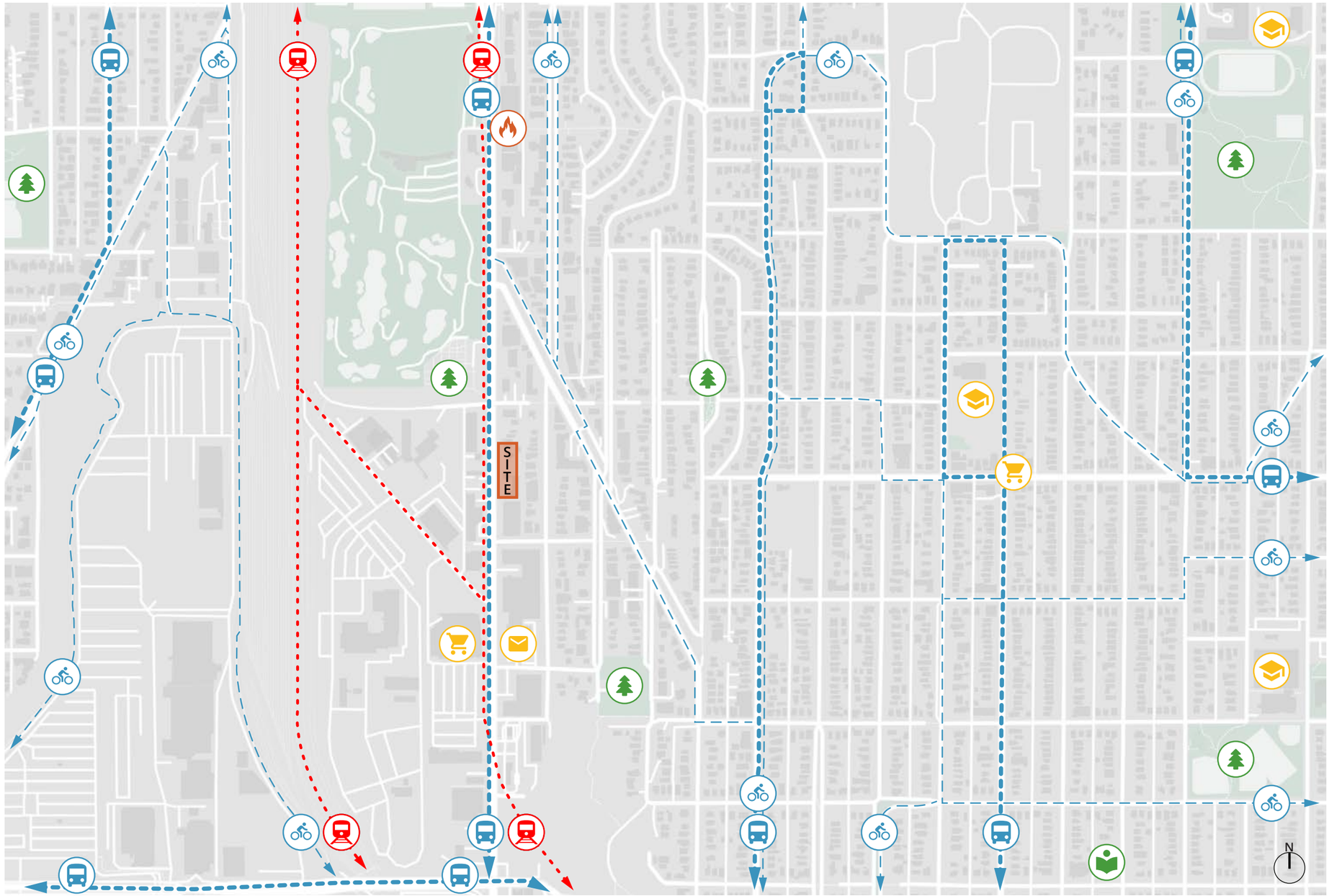
URBAN DESIGN ANALYSIS: VICINITY MAP [4.0]	2
SUMMARY CONTEXT ANALYSIS: AXONOMETRIC [4.0]	3
URBAN DESIGN ANALYSIS: ZONING MAP [5.0]	4
EXISTING SITE CONDITION: VICINITY MAP [5.0]	5
ZONING DATA [6.0]	6
SITE PLAN [7.0]	7
EDG RESPONSE - MASSING [8.0]	8
EDG RESPONSE - MASSING [8.0]	9
EDG RESPONSE - MASSING [8.0]	10
EDG RESPONSE - BEACON [8.0]	11
EDG RESPONSE - BEACON [8.0]	12
EDG RESPONSE - ADJACENT SITES [8.0]	13
EDG RESPONSE - ADJACENT SITES [8.0]	14
EDG RESPONSE - 15TH AVENUE [8.0]	15
EDG RESPONSE - 15TH AVENUE [8.0]	16
EDG RESPONSE - 15TH AVENUE [8.0]	17
EDG RESPONSE - 15TH AVENUE [8.0]	18
EDG RESPONSE - 15TH AVENUE [8.0]	19
EDG RESPONSE - 15TH AVENUE [8.0]	20
EDG RESPONSE - PEDESTRIAN EXPERIENCE [8.0]	21
EDG RESPONSE - PEDESTRIAN EXPERIENCE [8.0]	22
EDG RESPONSE - PEDESTRIAN EXPERIENCE [8.0]	23
EDG RESPONSE - PEDESTRIAN EXPERIENCE [8.0]	24
FLOOR PLANS [9.0]	25
FLOOR PLANS [9.0]	26
FLOOR PLANS [9.0]	27
SITE LANDSCAPE PLAN [10.0]	28
ENTRY COURT [10.0]	29
REAR COURT [10.0]	30
ROOF LEVEL LANDSCAPE PLAN [10.0]	31
PLANTINGS [10.0]	32
ELEVATIONS - MATERIALS [11.0]	33
ELEVATIONS - MATERIALS [11.0]	34
ELEVATIONS - MATERIALS [11.0]	35
ELEVATIONS - MATERIALS [11.0]	36
MATERIAL & COLOR PALETTE [12.0]	37
RENDERINGS [13.0]	38
RENDERINGS [13.0]	39
EXTERIOR LIGHTING PLAN [14.0]	40
SIGNAGE CONCEPT PLAN [15.0]	41
BUILDING SECTIONS [16.0]	42
DEPARTURES [17.0]	43
DEPARTURES [17.0]	44
DEPARTURES [17.0]	45
DEPARTURES [17.0]	46

URBAN DESIGN ANALYSIS: VICINITY MAP [4.0]

CLARK
BARNES

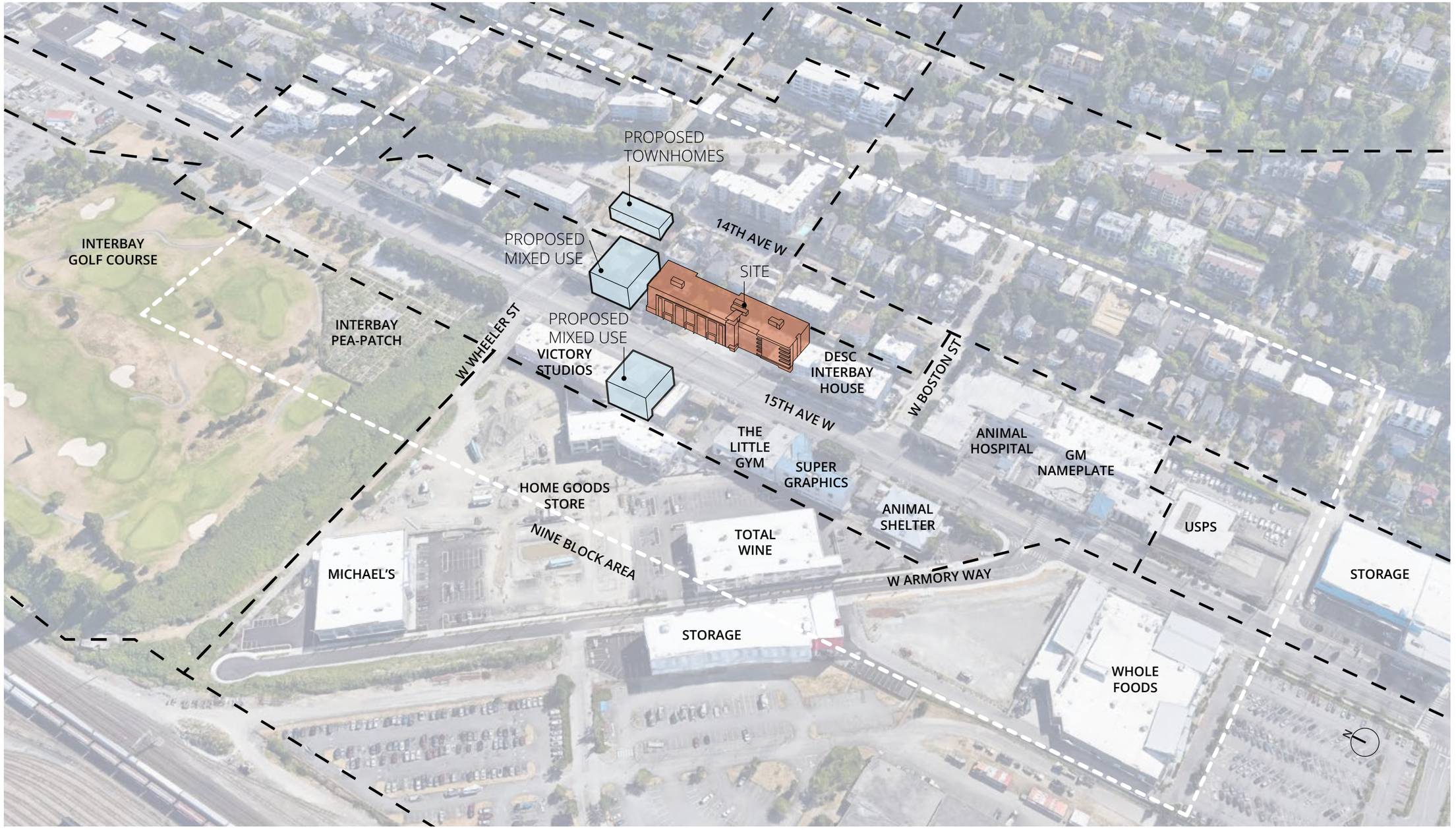
LEGEND

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



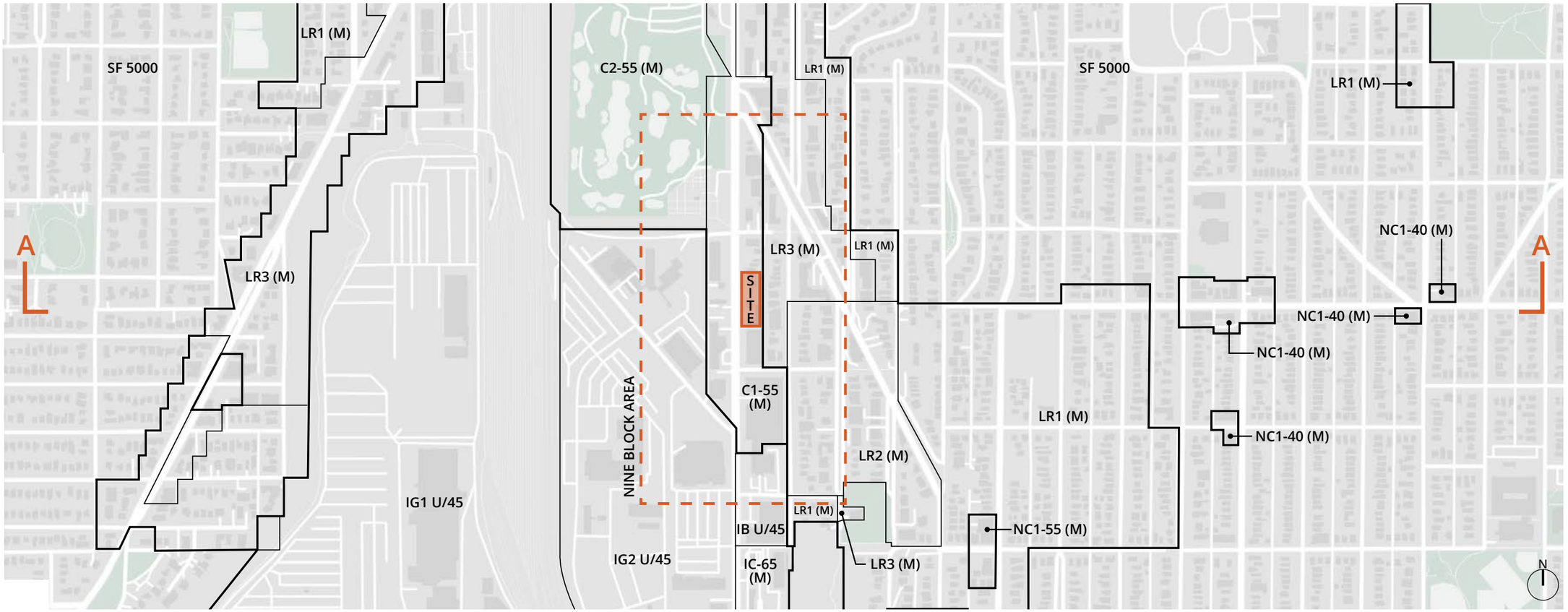
SUMMARY CONTEXT ANALYSIS: AXONOMETRIC [4.0]

CLARK
BARNES

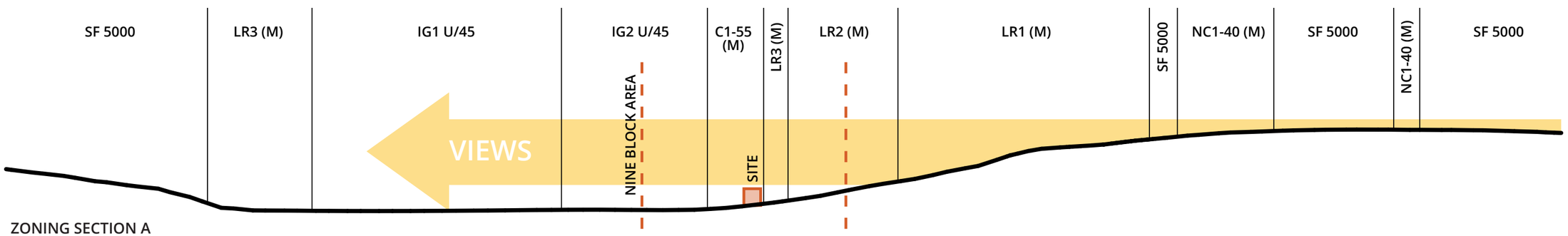


URBAN DESIGN ANALYSIS: ZONING MAP [5.0]

CLARK
BARNES



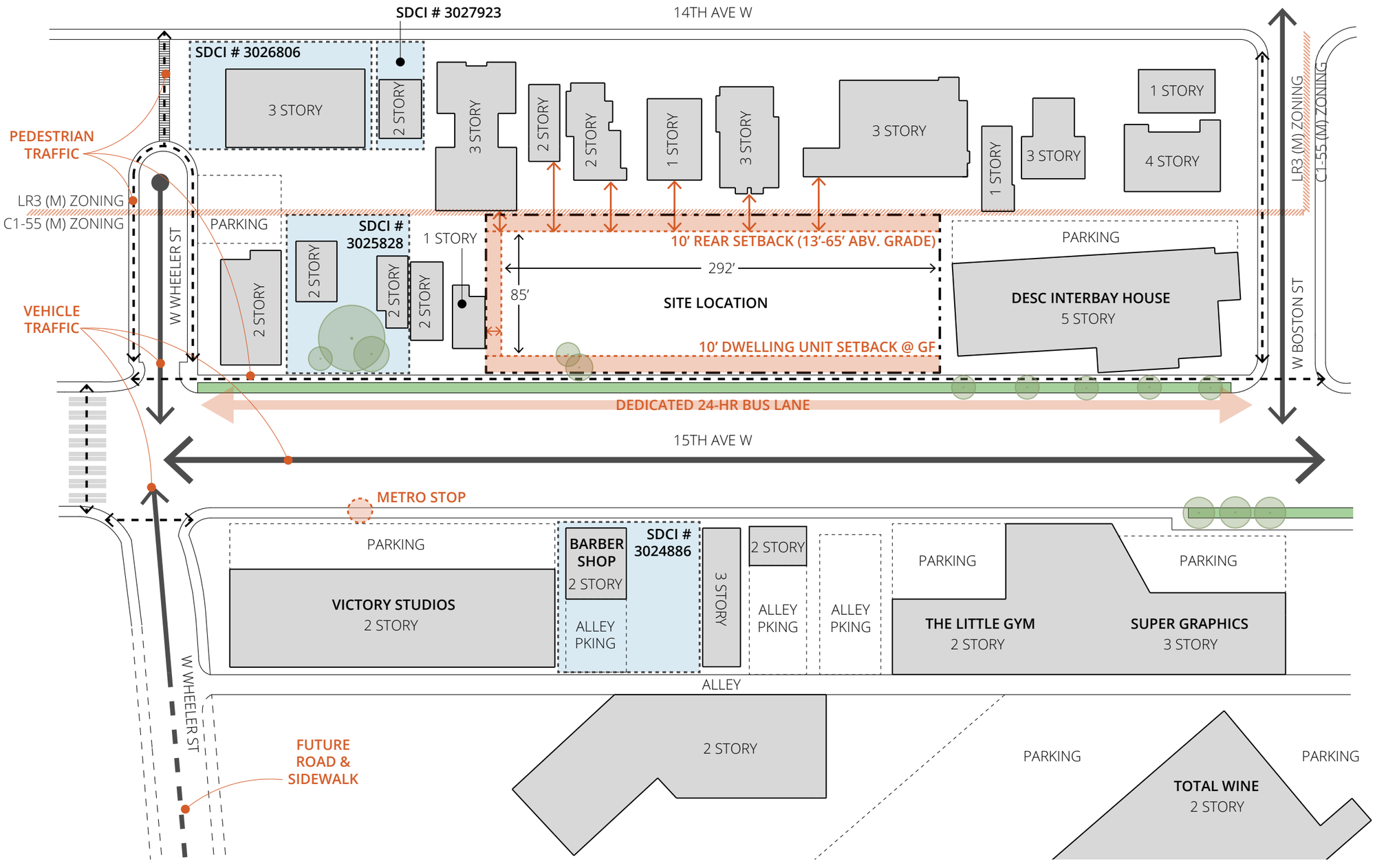
ZONING PLAN



ZONING SECTION A

EXISTING SITE CONDITION: VICINITY MAP [5.0]

CLARK BARNES



ZONING DATA [6.0]

CLARK BARNES

ADDRESS 2222 15th Ave W, Seattle, WA 98119

ZONE C1-55 (M) | (Commercial 1)
Frequent Transit Service Area, Flexible Parking Area

PERMITTED USES Residential - 168 Units, Parking (23.47A.004)

FLOOR AREA RATIO (23.47A.013)
Max. Single Use: 3.75 x 31,534 SF (lot area) = 118,254 SF Max.

Proposed FAR of 117,791 complies.

STRUCTURE HEIGHT (23.47A.012)
Base height limit = 55' feet

Proposed height of 55' complies.

SETBACK REQUIREMENTS (23.47A.014.B.3)
- Required front setback: 0'-0"
- Required side setback: 0'-0"
- Required rear setback: Zone is LR3. 10'-0" – From 13' to 65'; Add'l 1'-0 for every 10' of height.
- No entrance, window, or other opening is permitted closer than 5 feet to an abutting residentially-zoned lot.

Proposal complies with setbacks.

AMENITY AREA (23.47A.024) (23.84A.002)
- Required Amenity area: 5% total gross SF, excluding mechanical equipment and parking
- Minimum Amenity Space: 117,791 SF x 0.05 = 5,900 SF
- "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.
- All residents shall have access to at least one common or private amenity area
- Amenity areas shall not be enclosed

Amenity area proposed exceeds requirement.

PARKING ACCESS (23.47A.032)
- 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.
- For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.

Departure requested. Request for additional curb cuts as a solution to on-site waste management, moving trucks and deliveries.

BICYCLE PARKING (23.54.015.K)
- Long-term: 1 per dwelling unit until 50, then ¾ per dwelling unit = 139 bike spots
- Short-term: 1 per 20 dwelling units = 10 bike spots (rounded up to even number)

Proposed bicycle parking complies.

PARKING COUNT (23.54.015) (23.43.020)
- 1 space per dwelling unit or 1 space for every 2 SEDUs
- Site is in a Parking Flexibility Area (50% reduction to minimum parking requirement)
-11 SEDUs + 157 dwelling units = 163 spots * 50% reduction = 82 required parking spots

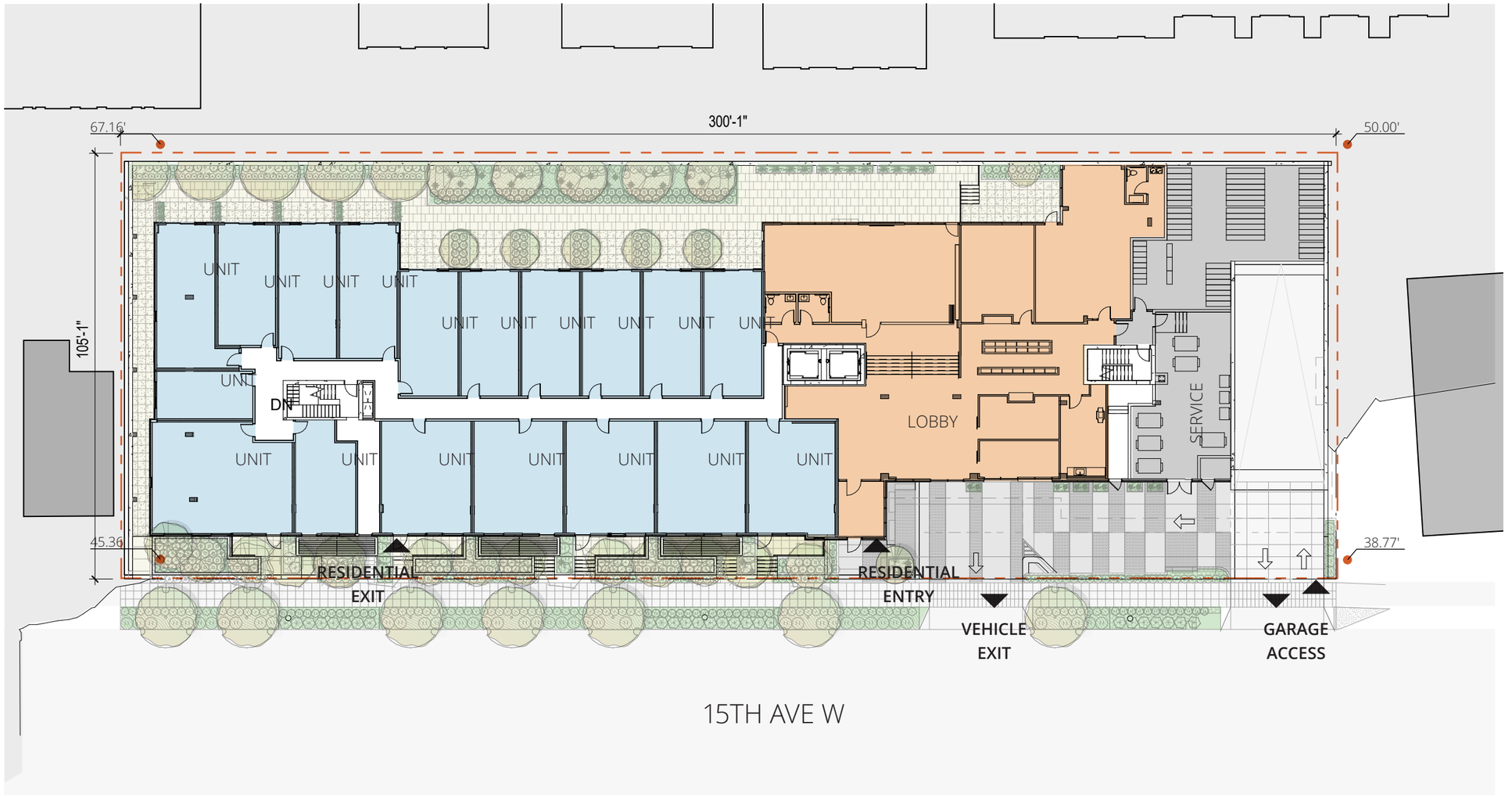
Proposed parking count complies.

SOLID WASTE AND RECYCLABLE STORAGE (23.54.040)
- 575 SF + 4 SF for ea. Additional unit above 100
- 575 SF + (4x68) = 847 SF

Proposed waste and recyclable storage complies.

SITE PLAN [7.0]

CLARK
BARNES



EDG RESPONSE - MASSING [8.0]

CLARK
BARNES



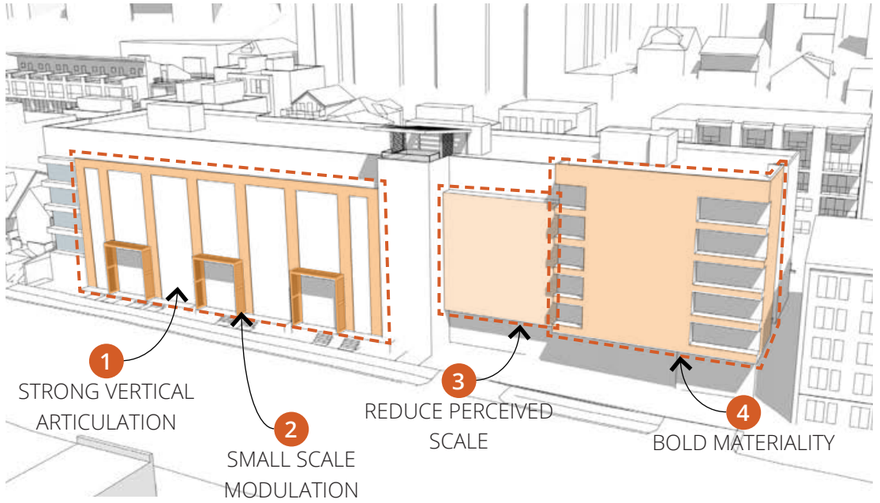
EDG RESPONSE - MASSING [8.0]

CLARK
BARNES

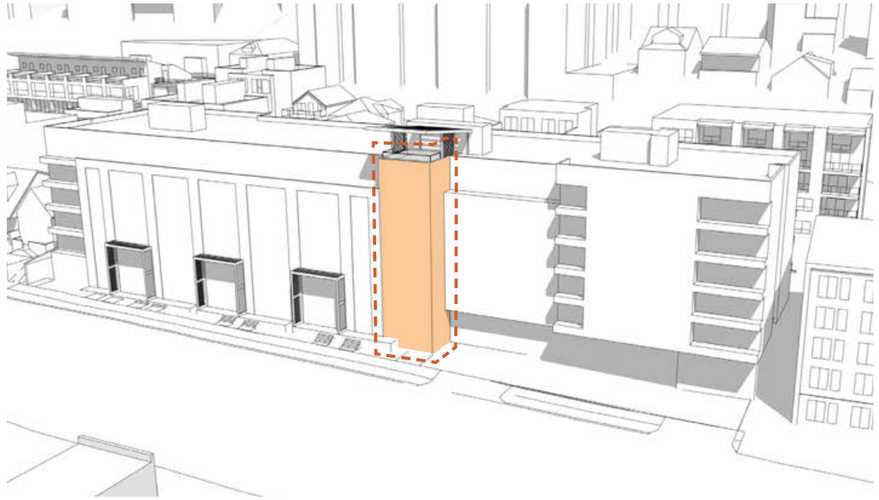
The Board noted that the street frontage of this site was larger than many city blocks and agreed that the asymmetry and hierarchical ordering of the massing elements in this scheme would provide the best opportunity to manage the length, height and bulk of this project by breaking it down into multiple discrete elements developed at a variety of scales. (DC2-A, CS3-A)

Response:

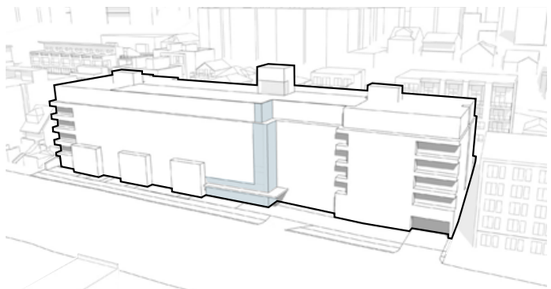
The proposal has been developed into three discrete masses. The most prominent frontage, the north end of the site, features a strong vertical articulation with a finer scale integration of residential detailing between these vertical elements. 2-story entry expressions provide a smaller scale modulation along the frontage. The south mass is bold in it's materiality. End balconies erode the overall scale of this mass and reduce it's overall perceived bulk. The central mass recedes from the street frontage and is separated from the feature mass by the pronounced Beacon element. It is designed to reduce the overall perceived length of the site.



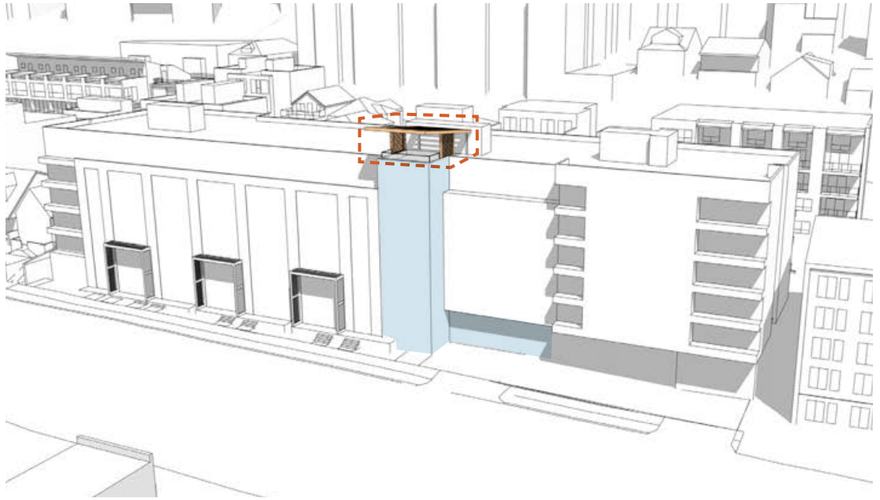
MASSING HIERARCHY



BEACON DEFINED



MASSING AT EDG



TRELLIS INTEGRATION



DRB MASSING

EDG RESPONSE - MASSING [8.0]

CLARK BARNES

From the EDG Report, "The Board noted that the street frontage of this site was larger than many city blocks and agreed that the asymmetry and hierarchical ordering of the massing elements in this scheme would provide the best opportunity to manage the length, height and bulk of this project by breaking it down into multiple discrete elements developed at a variety of scales". Revise the design to bring back the elements supported by the Board at EDG as shown on pages 24 and 27 of the EDG packet) including the scale-mitigating two-story bays, the deep recesses at three corners and the strong, cohesive and distinct expression of the entry beacon and lobby. Strengthen the asymmetry supported by the Board at EDG through some combination of the above and/or a more clear distinction in the expression of the major and minor massing elements.

Response:

The proposal has been developed to include 2-story entry portals along the 15th Avenue W street frontage. These massing expressions mitigate the overall bulk and scale of the larger massing element while providing overhead weather protection and private space at the unit entries. These metal framed elements are infilled with a louver system that relates to the Beacon trellis.



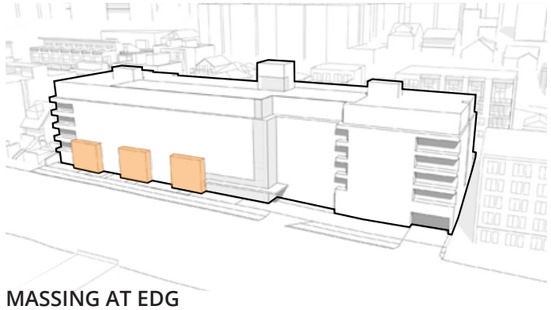
WEST ELEVATION



15TH AVE W PERSPECTIVE



15TH AVE W SIDEWALK PERSPECTIVE



MASSING AT EDG

EDG RESPONSE - BEACON [8.0]

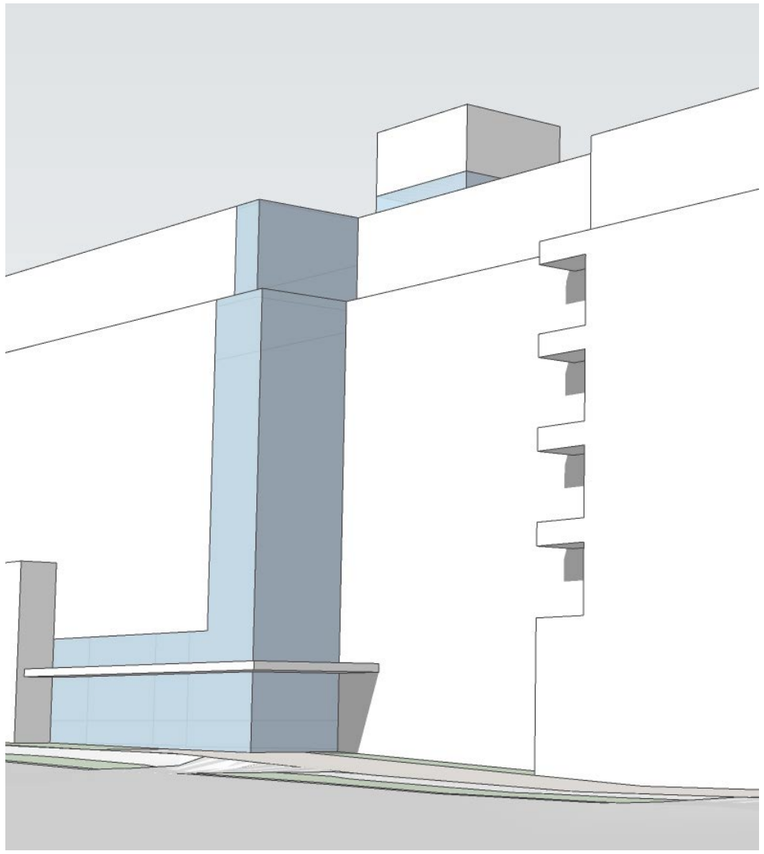
CLARK
BARNES

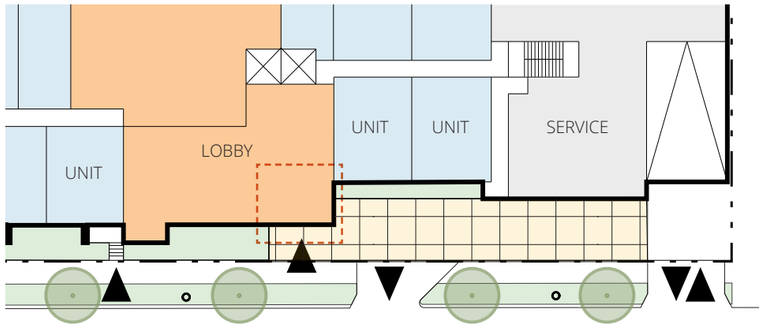
The Board supported the development of the residential entry "beacon" as a discrete element of distinct character that is easily recognized and appropriately scaled to context. (DC1-A, DC2)

Response:
The entry Beacon has been designed as a feature of the building, highlighting the main residential entry. It is contrasted by it's opposing darker masses by the use of white metal with warm wood-tone accents. The Beacon also acts as the design element separating the residential units from the common and service spaces on the ground level.

Although the Board agreed that it appeared under-scaled, The Board supported the trellis element shown in Option C both for expanding usability at the roof level and strengthening the architectural concept. The Board encouraged the applicant to explore adding this to the beacon composition in their development of Option B. (DC1-A, DC2)

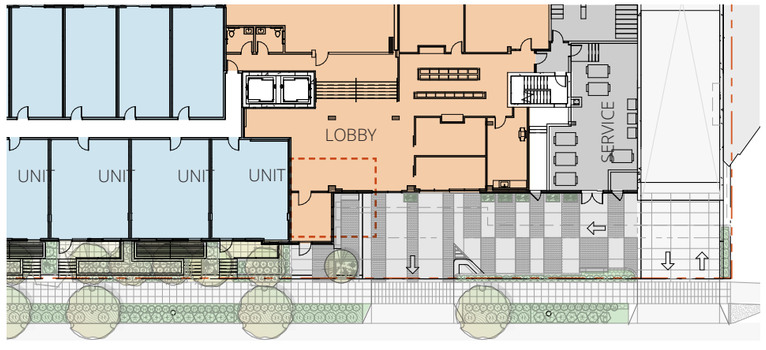
Response:
The Beacon terminates high above the roof via the trellis element. The trellis is a metal-clad, louvered continuation of the Beacon itself. It acts as the main focal point of the massing and accentuates the grand gesture of the entry.





MASSING & L1 PLAN AT EDG



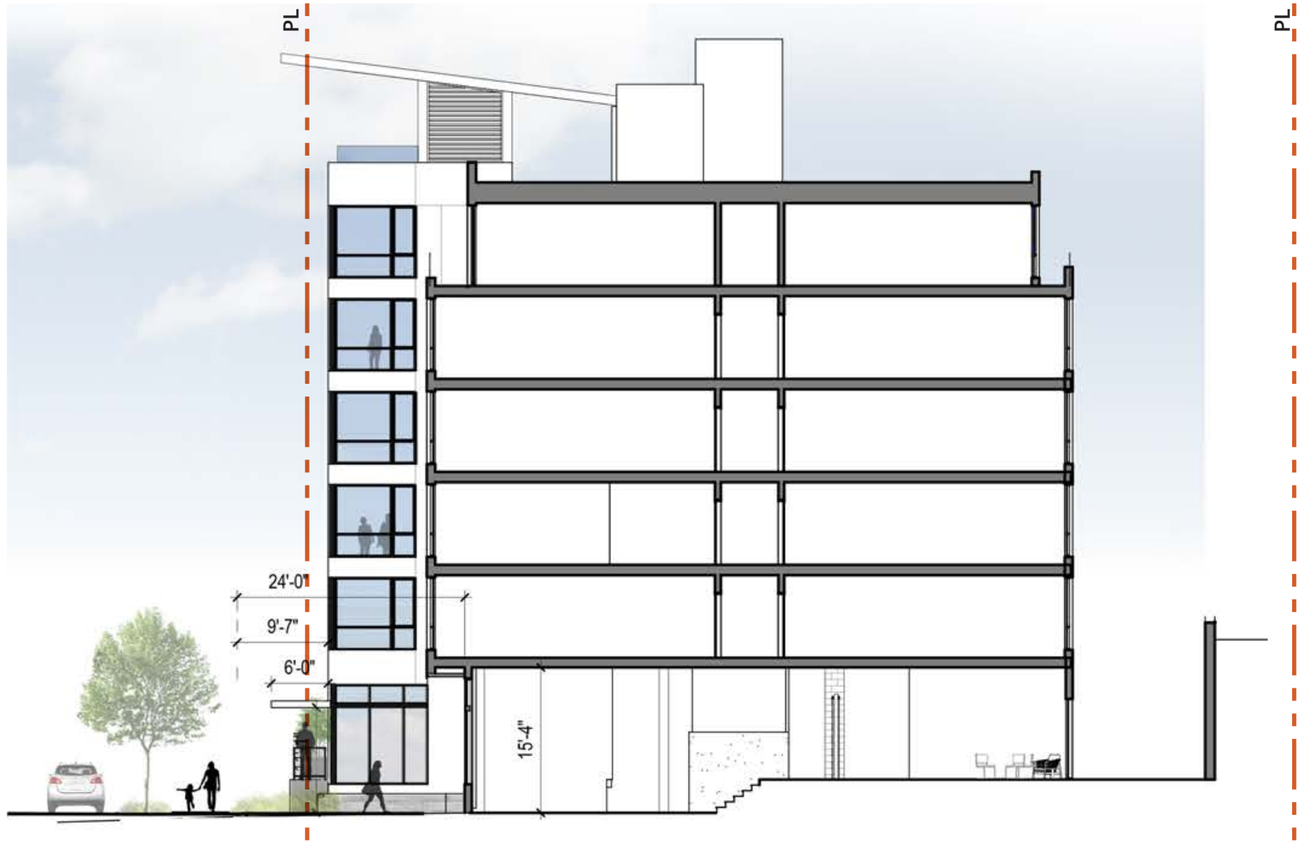


MASSING & L1 PLAN AT DRB

EDG RESPONSE - BEACON [8.0]

CLARK
BARNES







RESIDENTIAL ENTRY CANOPY



TRELLIS AS CONTINUATION OF BEACON



TRELLIS AT BEACON



ROOFTOP AMENITY

EDG RESPONSE - ADJACENT SITES [8.0]

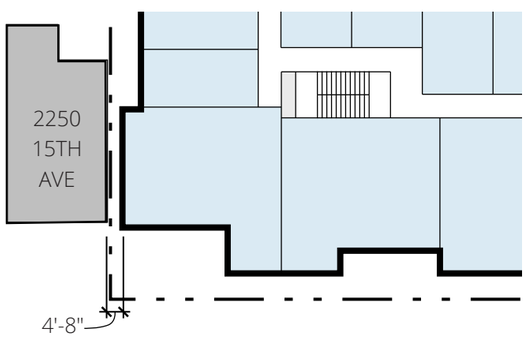
CLARK BARNES

Provide complete documentation of the existing residences on adjacent parcels, including programming and window location.
Carefully consider the location and particular use characteristics of the existing dwellings to minimize adverse impacts, including but not limited to privacy, solar access, noise and odors. (CS2-B, CS2-D, DC2-A)

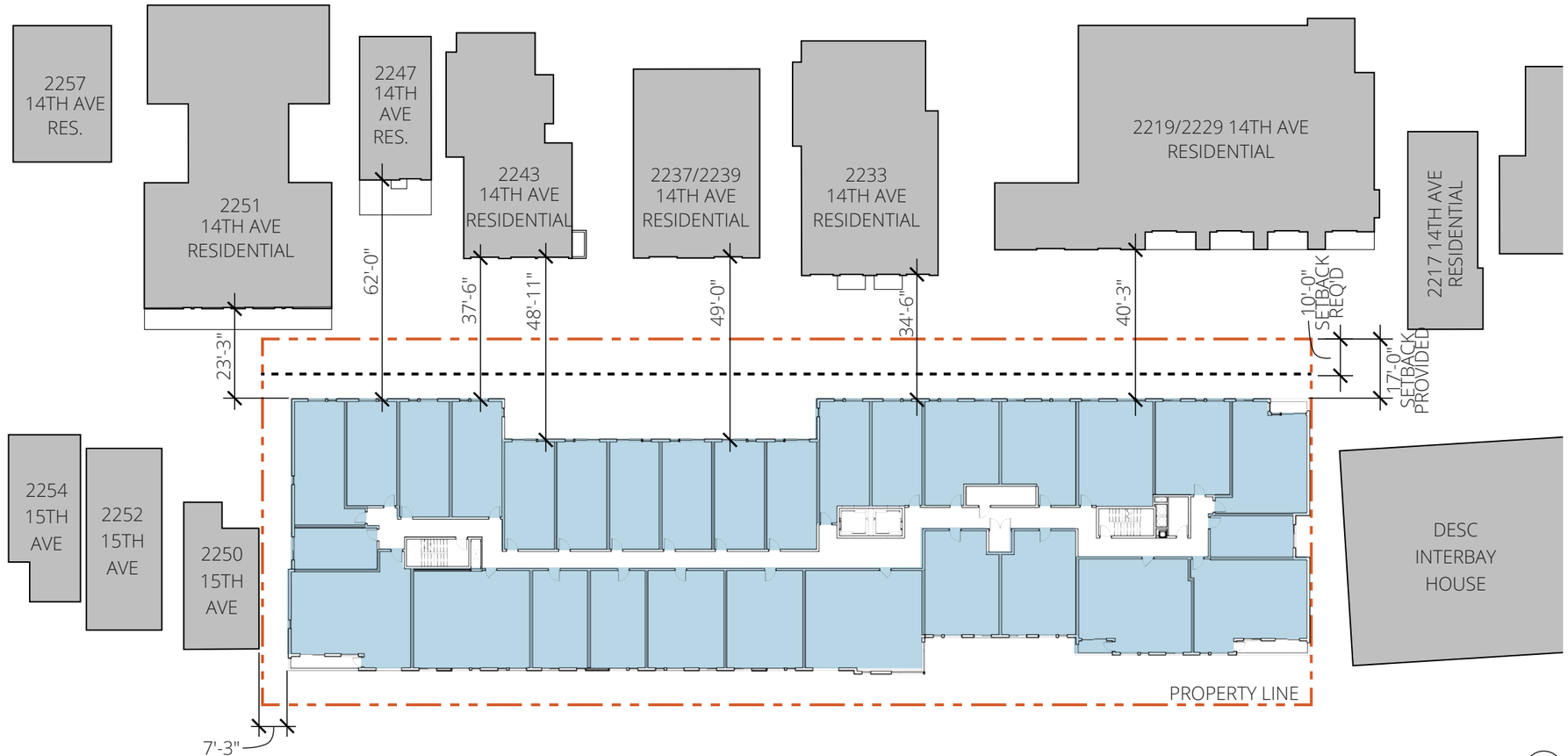
The massing has either maintained or increased setback dimensions against the adjacent properties to the north and east. Juliet balconies are only provided for the units with the greatest setback at the recessed mass. Unit balconies are provided at the uppermost Level 6 and at the southwest corner where setbacks are increased and privacy concerns are minimized.
Amenity spaces are provided at the ground floor level which are shielded from the adjacent properties due to their elevation on the hill.

Explore a variety of options to mitigate height bulk and scale impacts on the single family residence on the parcel directly north of this site.

Since EDG, the building setback has been increased to 7'-3". Balconies are carved out at the northwest corner which reduce it's perceived mass and mitigate impact to the adjacent north property.



EDG FLOOR PLAN



TYPICAL FLOOR PLAN

EDG RESPONSE - ADJACENT SITES [8.0]

CLARK
BARNES



ADJACENT WINDOW ELEVATION @ EAST PROPERTY LINE

TYPICAL FLOOR PLAN

EDG RESPONSE - 15TH AVENUE [8.0]

CLARK
BARNES

Specify more robust and heavy-duty exterior cladding materials that respond to the industrial character of the area. Attention should be paid at the same level to the east edge elevations. (CS2-A, CS2-B, CS3-B, CS3-A, DC4-A)

Interbay is an evolving neighborhood with an industrial history. Materiality includes variation in corrugated metal panel, flat metal panel, and corten-textured tile siding, . Textures and tonal relationships are carried through to the east, north, and south side of the building.

Bring the same high level of attention to the development of the north south and east elevations as well as the street-facing west. (DC2-B)

Material relationships, textures, and tones are continued on the north, east, and south facades. Residential-focused materials are used as these facades transition from the industrial and auto-focused 15th Ave W to the urban residential nature of the adjacent properties.

Carefully consider the scale of architectural elements as they may need to be larger to reflect both the size of the project and the character of 15th Avenue West. This consideration should extend in range from the larger compositional elements to the size of siding reveals. (DC2-A, DC2-B, CS2-B)

15th Ave W and the Interbay neighborhood is a heavy vehicular corridor as well as a historically industrial area. Massing, primary, and secondary design elements have been designed with this in mind. The vertical piers of the main mass are a strong visual elements utilizing a wide-patterned industrial corrugated metal paneling. The 2-story entry portals bring a smaller scale expression along 15th Ave W. The recessed central mass and uppermost level, set back further from the street, are of a finer corrugated metal panel to reflect their residential use.



EDG RESPONSE - 15TH AVENUE [8.0]

CLARK
BARNES





RESIDENTIAL UNIT ENTRIES



RESIDENTIAL ENTRY CANOPY



BEACON TRELLIS



VALET LANE

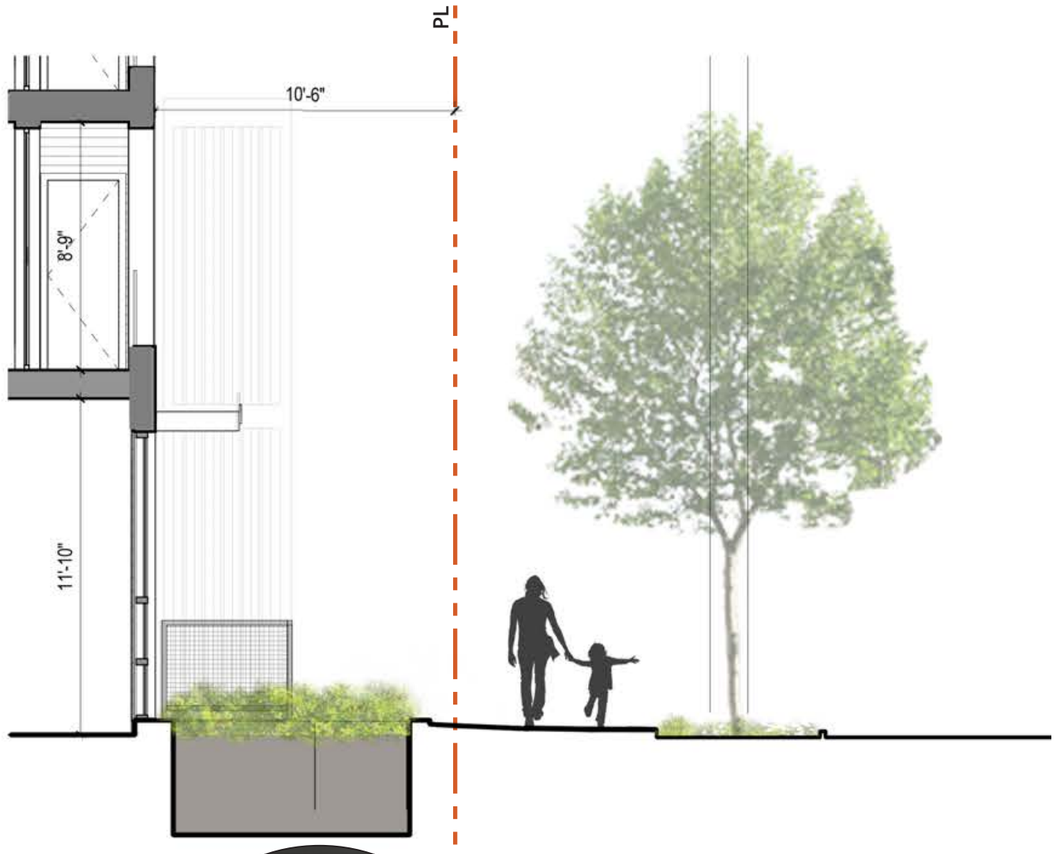


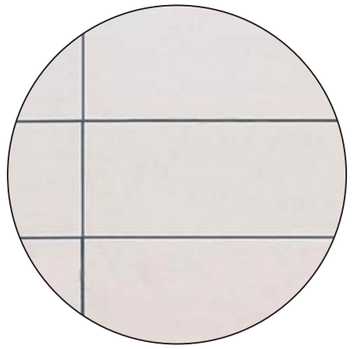
CORNER BALCONIES

EDG RESPONSE - 15TH AVENUE [8.0]

CLARK
BARNES







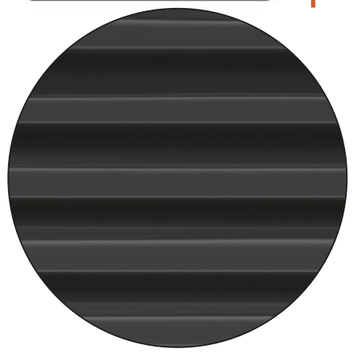
LIGHT FLAT METAL PANEL SIDING



CONCRETE-TEXTURED CERAMIC TILE



WHITE TEXTURED METAL SIDING



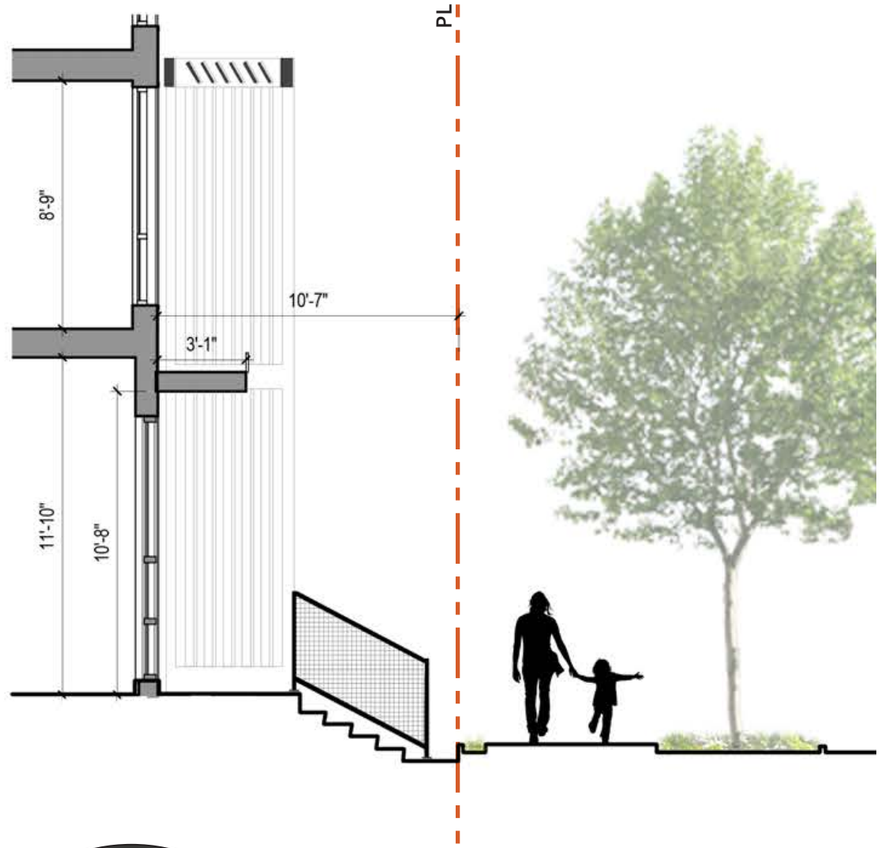
DARK TEXTURED METAL SIDING

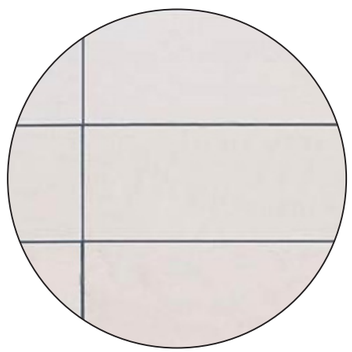


EDG RESPONSE - 15TH AVENUE [8.0]

CLARK
BARNES







LIGHT FLAT METAL PANEL SIDING



CORTEN-TEXTURED CERAMIC TILE



WHITE TEXTURED METAL SIDING



DARK TEXTURED METAL SIDING

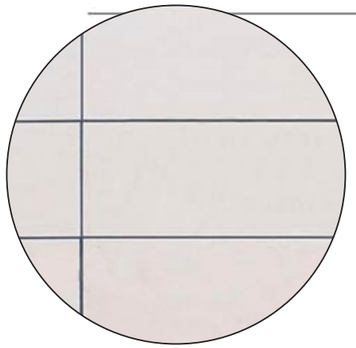


EDG RESPONSE - 15TH AVENUE [8.0]

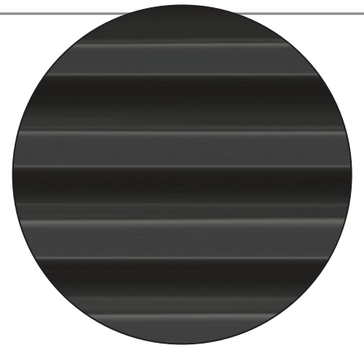
CLARK
BARNES



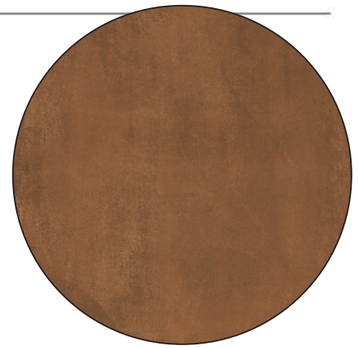




LIGHT METAL SIDING



DARK TEXTURED METAL SIDING



CORTEN-TEXTURED CERAMIC TILE



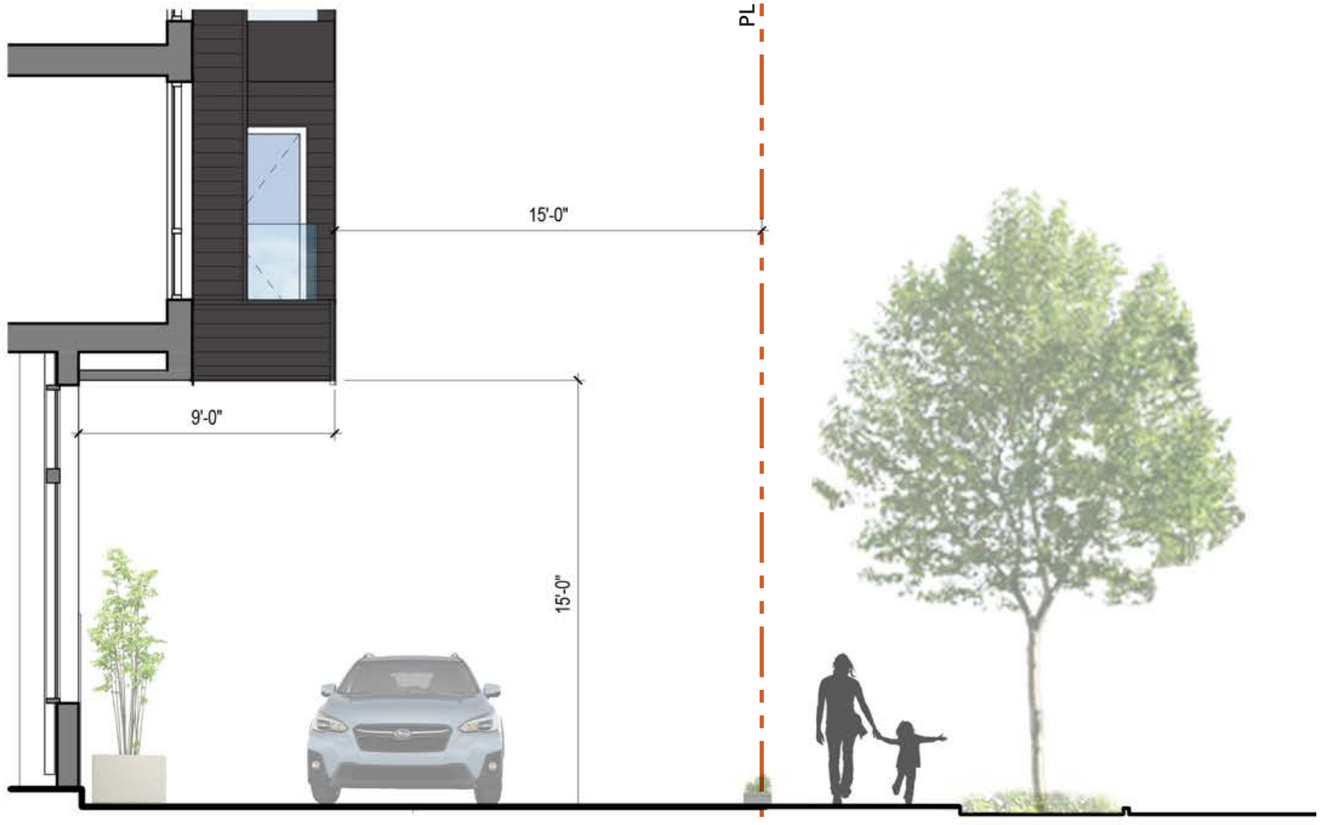
LIGHT TEXTURED METAL SIDING

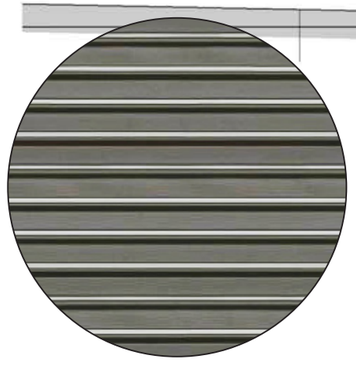


EDG RESPONSE - 15TH AVENUE [8.0]

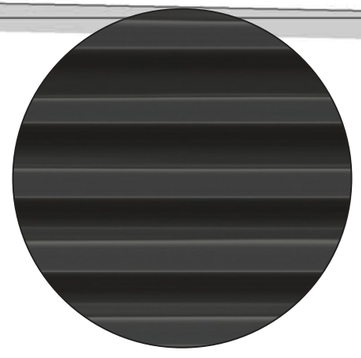
CLARK
BARNES



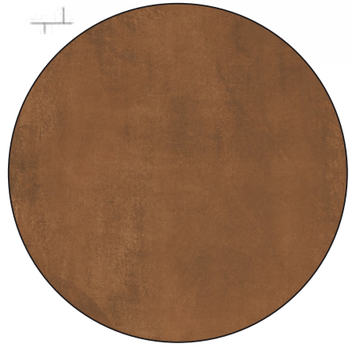




LIGHT TEXTURED METAL SIDING



DARK TEXTURED METAL SIDING



CORTEN-TEXTURED CERAMIC TILE



EDG RESPONSE - PEDESTRIAN EXPERIENCE [8.0]

CLARK BARNES

Continue to develop the pull-through area as a vehicle and pedestrian hybrid based on the 'woonerf' typology and elements shown in the packet.

Response:

The valet lane has gone through continued development and has the support of both SDOT and SPU. A planting strip and curb with seat wall element are provided between the lane and the sidewalk to promote pedestrian safety. Variations in the paving material through texture and tone, mountable curbs, and site striping signify driving versus temporary parking. The vehicle lane itself has been increased to 24'-0" wide for maximum flexibility. This increased width allows for simultaneous functions to occur, such as tenant move-in/move-out, and delivery services.

Durable building materials are positioned around the vehicle lane. A ceramic corten-textured tile facade with intermittent vine plantings line the vehicle lane, while a seat wall provides a protective barrier between the SPU staging area and the main entry vestibule. These site details also enhance the pedestrian user experience as well.

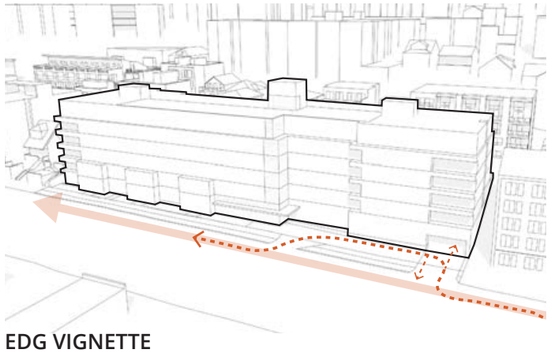


EDG RESPONSE - PEDESTRIAN EXPERIENCE [8.0]

CLARK BARNES

SDOT Conceptual Approval (06/04/2020)
"Generally on board with the direction."
"We have a workable concept for SDOT".

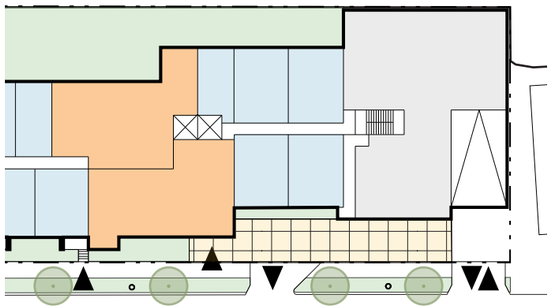
SPU Approval (07/07/2020)
"SPU has reviewed your solid waste plans and approves the following conditions."



EDG VIGNETTE

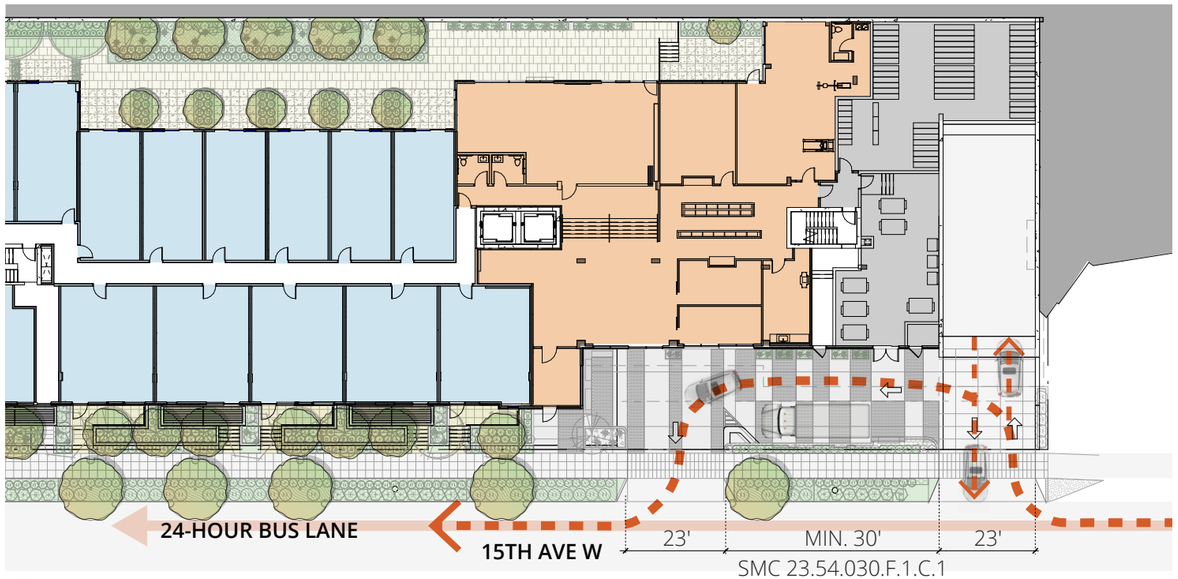


DRB VIGNETTE



EDG 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."



DRB PLAN

EDG RESPONSE - PEDESTRIAN EXPERIENCE [8.0]

CLARK BARNES

Provide complete details of this unique condition that include all materials and secondary elements. Pedestrian safety should be a primary consideration but in addition the materials should demonstrate how this area will successfully accommodate the requisite combination of uses, including but not limited to: move-in/ move-out, drop-off and pick up, waste hauling and service, parking access, package delivery, pedestrian movement, bicycle access and routes. (DC1-B, PL3-A, PL2-B, CS2-A)

Response:

The valet lane has been designed to maximize pedestrian safety while providing flexibility for vehicular use. A planting strip and incorporated curb and seat wall buffer the vehicle lane from the sidewalk. The lane has been increase to 24' wide not only to encourage squaring-up maneuvers at the vehicle exit, but to provide enough width for a loading zone. Variations in paving texture and tone, mountable curbs, and site striping designate the loading versus pass-through zones. Both SDOT and SPU have provided support for the design for vehicular movement and waste servicing.

The Board noted their expectation of a thoughtful and well-detailed hardscape and landscape comprised of high-quality materials and finishes at the Recommendation stage. (DC1-B, PL3-A, PL2-B, CS2-A)

Response:

Safety and overall pedestrian experience have been driving factors for the valet lane. Changes in paving texture and tone denote vehicle lanes. A concrete curb with integrated plantings and seat walls protect the sidewalk and the building itself. Planters soften the edge between the lane and the building facade. High quality materials, such as metal panel and ceramic tile, are utilized as building materials.





CORTEN-TEXTURED CERAMIC TILE



TEXTURED PAVING



SEAT WALL



BAMBOO PLANTER BOXES

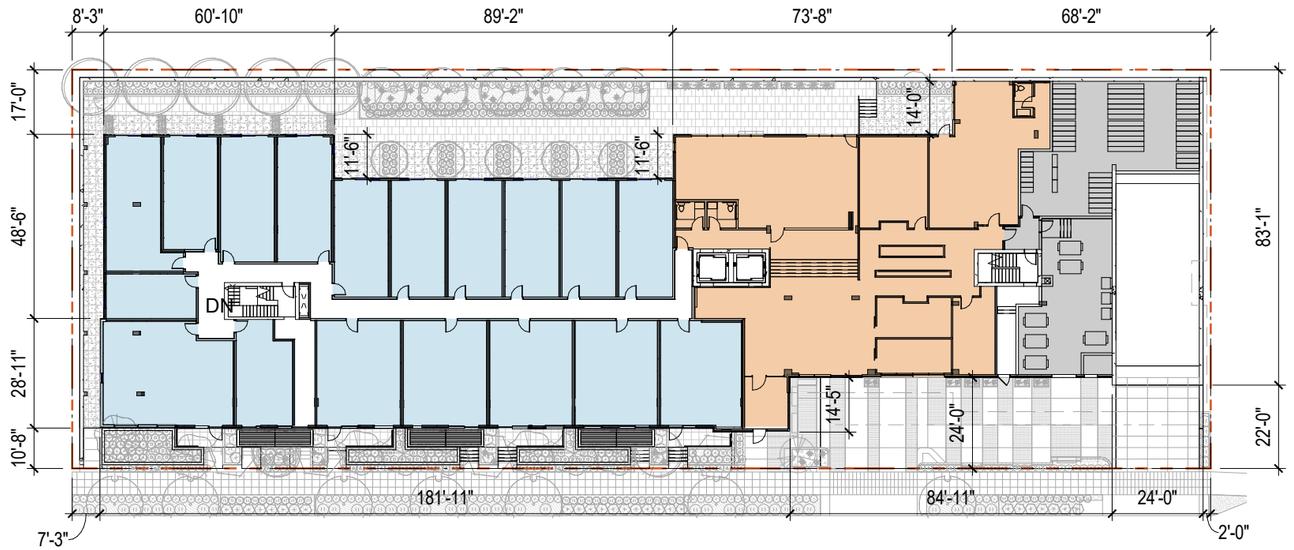
EDG RESPONSE - PEDESTRIAN EXPERIENCE [8.0]

CLARK
BARNES

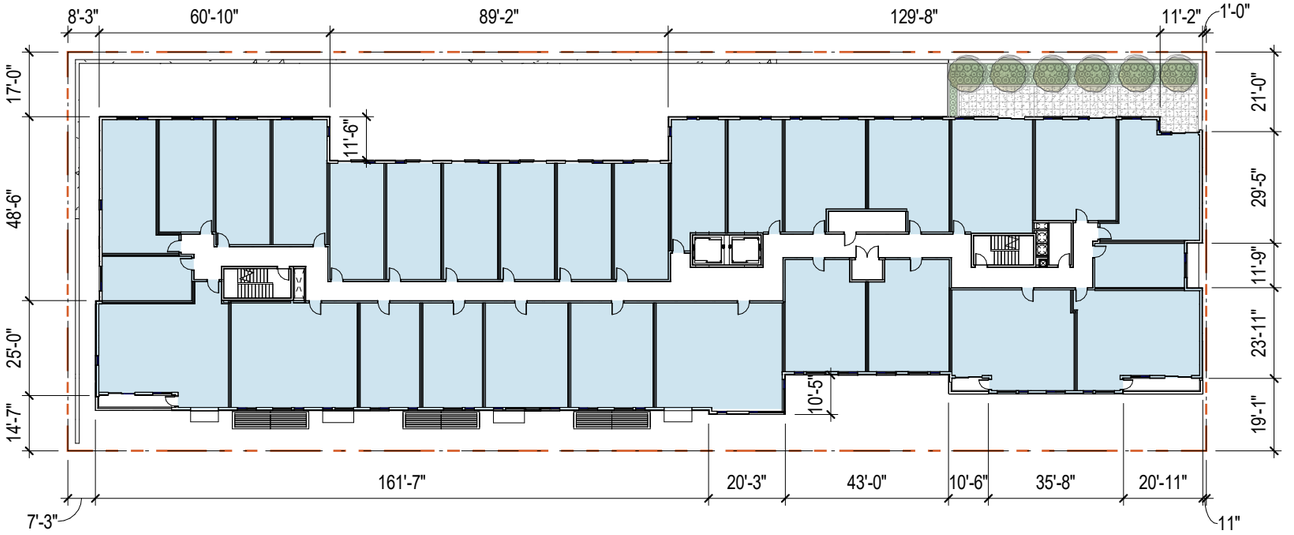


FLOOR PLANS [9.0]

CLARK
BARNES



LEVEL 1



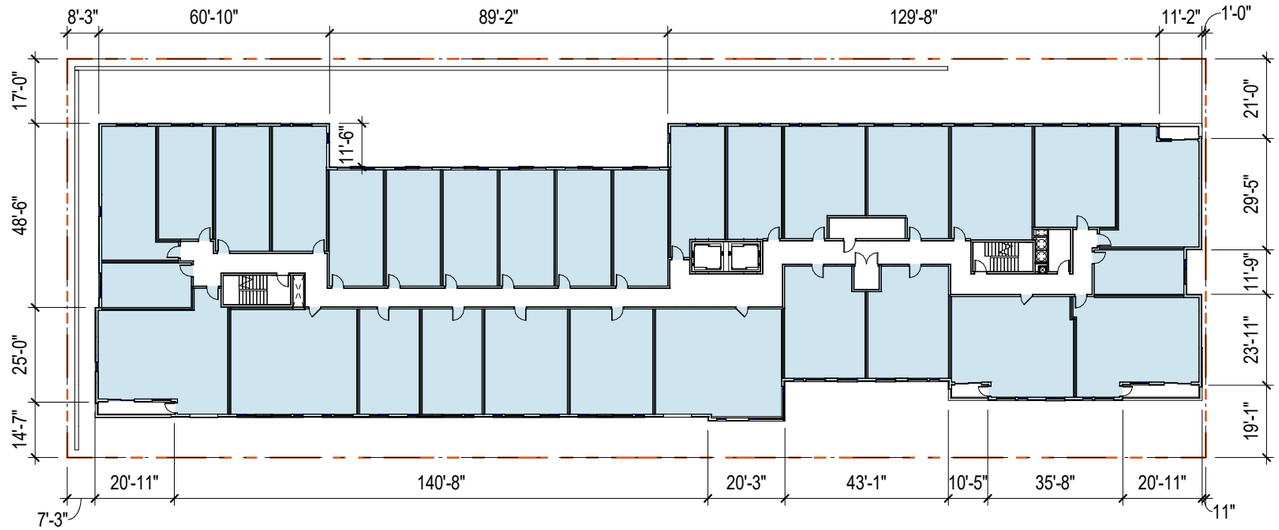
LEVEL 2

N

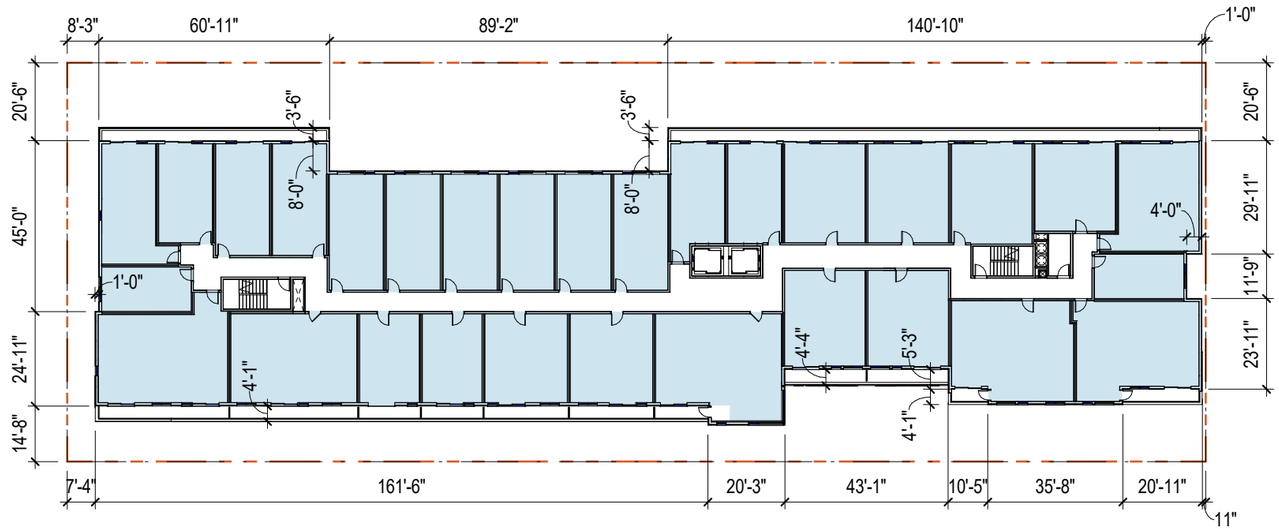
N.T.S.

FLOOR PLANS [9.0]

CLARK
BARNES



LEVELS 3-5



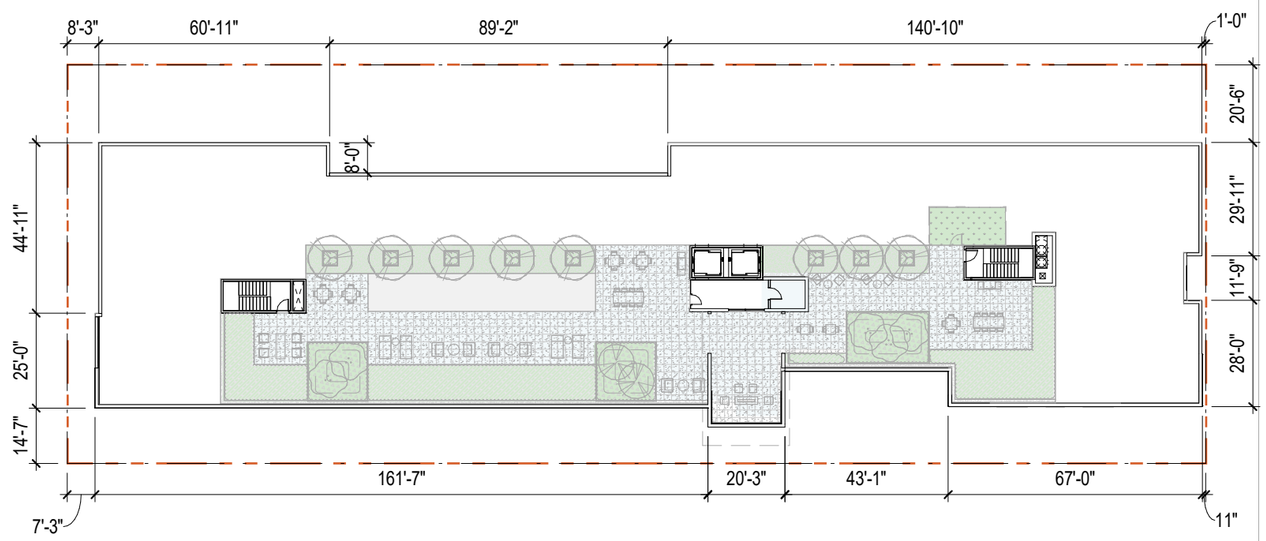
LEVEL 6

N

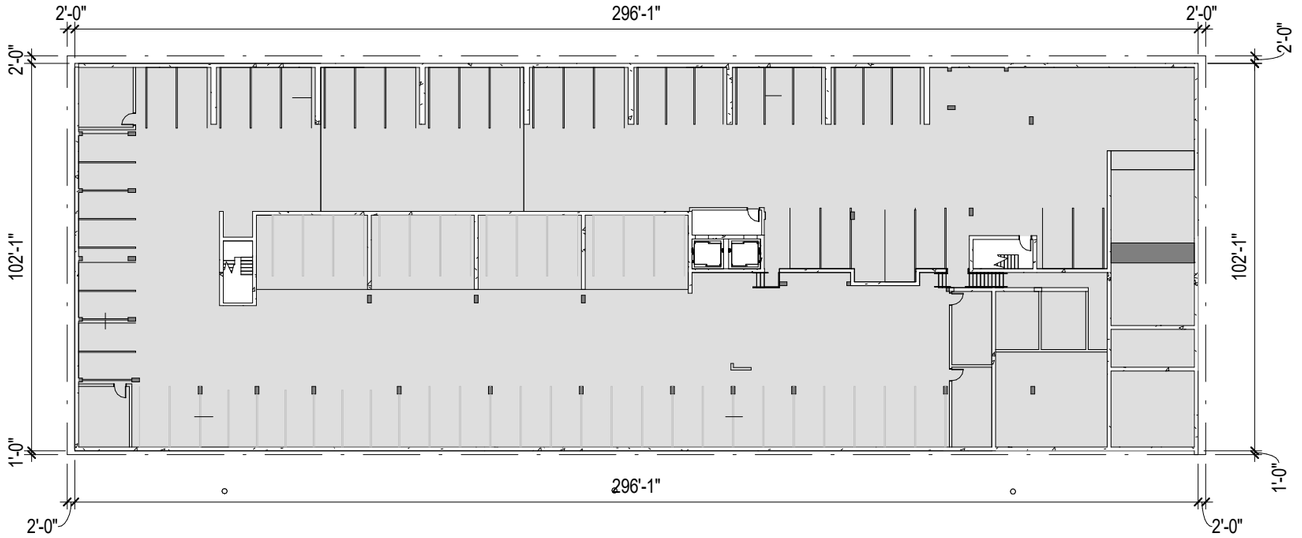
N.T.S.

FLOOR PLANS [9.0]

CLARK
BARNES



ROOF



LEVEL P1

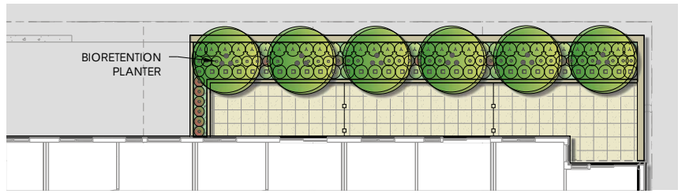
N

N.T.S.

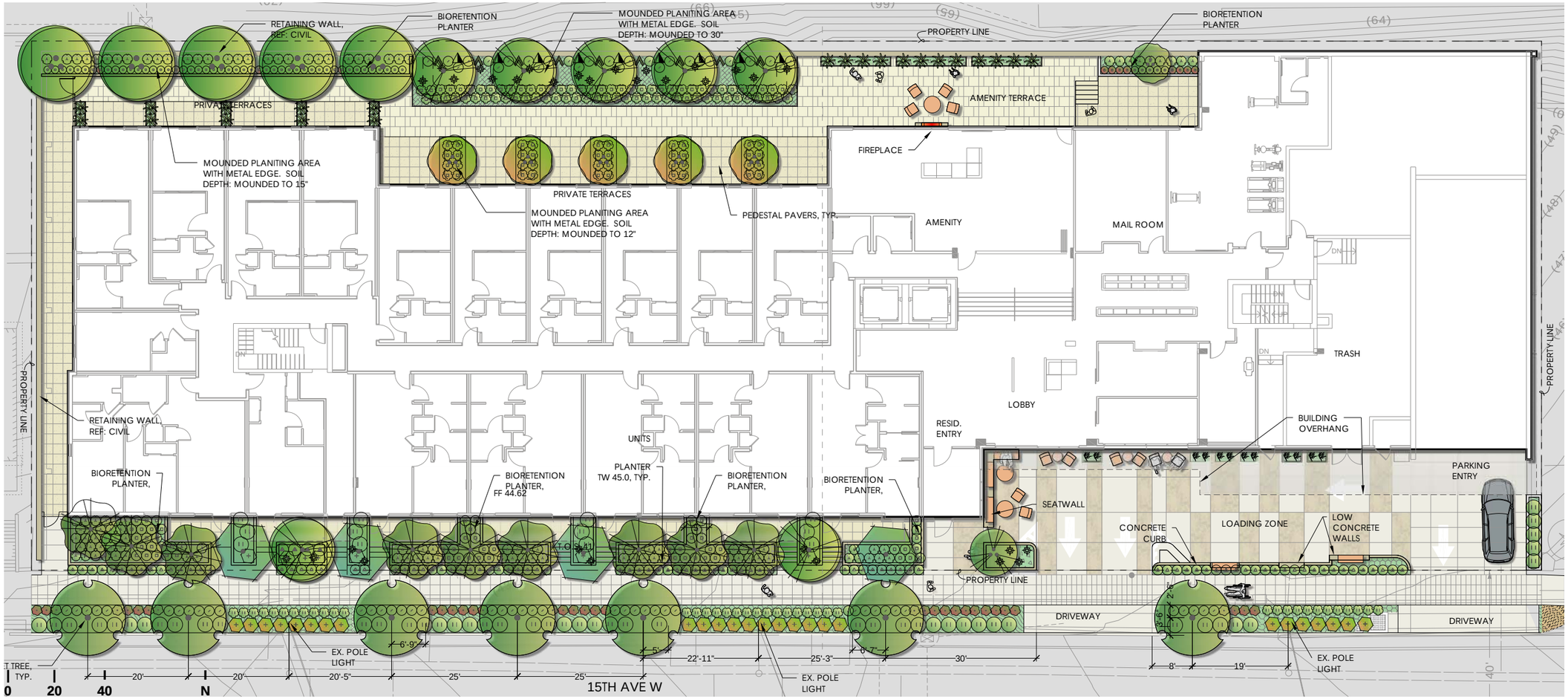
SITE LANDSCAPE PLAN [10.0]

CLARK BARNES

SYMBOL	DESCRIPTION
	WOODEN BENCH TOPPER
	TOURNESOL SITEWORKS, WILSHIRE FIBERGLASS PLANTER MODEL: WR-602424 LXWXH - 60" X 24" X 24" FINISH: T-0, COLOR: FLAT BLACK
	CUSTOM STEEL PLANTER, 12" HT, LENGTH AND WIDTH PER PLAN. TOURNESOL SITEWORKS, KITSAP COLLECTION - MODULAR MILD STEEL RETAINING WALL SYSTEM WITH POWDER-COATED FINISH, FREE STANDING, NO TOP LIP, COLOR: PITCH. ALT: GREEN THEORY CUSTOM PLANTER, HTTPS://GREENTHEORYDESIGN.COM/
	QCP CALIFORNIA RECTANGLE PLANTER, 48" L X 30" W X 36" H, QS-CAL304836P, COLOR TBD
	PRIVACY SCREEN OR FENCE, PER ARCH
	2X2 CONCRETE PAVERS ON PEDESTALS
	12"X24" AND 24"X24" X 2" THICK PRECAST CONCRETE PAVERS, TEXADA HYDRAPRESSED SLABS, COLOR: NATURAL, AVAILABLE FROM ABBOTSFORD CONCRETE PRODUCTS, 1-800-663-4091. PEDESTALS PER ARCH.
	BARK MULCH
	CONCRETE PAVING PER COS STD PLAN 420 WITH THE FOLLOWING EXCEPTIONS: - SAND COATED EXP. JOINTS, DEEP TOOLED SCORE JOINTS, NO SHINERS - LIGHT SANDBLAST FINISH - SCORING PER PLAN
	CONCRETE PAVING AS ABOVE - MEDIUM SANDBLAST FINISH
	CONCRETE SEATWALL - WIDTH AND LENGTH PER PLAN, 18" HT EXCEPT AS NOTED
	CONCRETE CURB - 6" HIGH, 12" WIDE, LENGTH PER PLAN

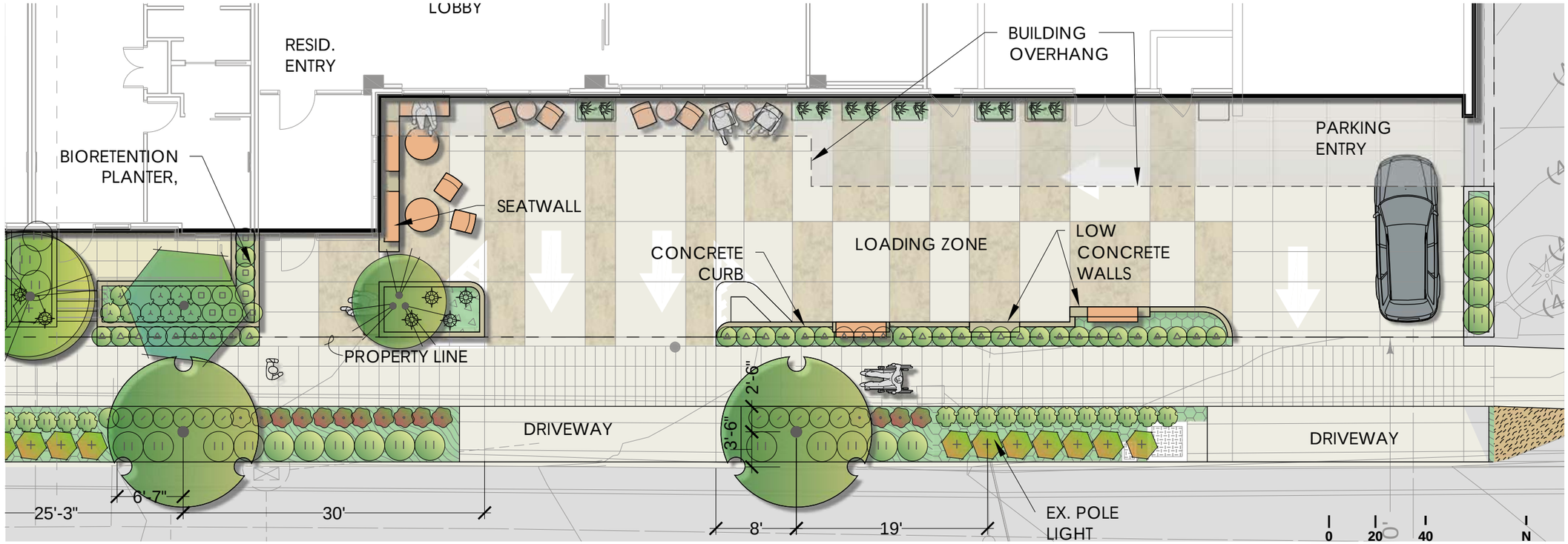


LEVEL 2



ENTRY COURT [10.0]

CLARK BARNES

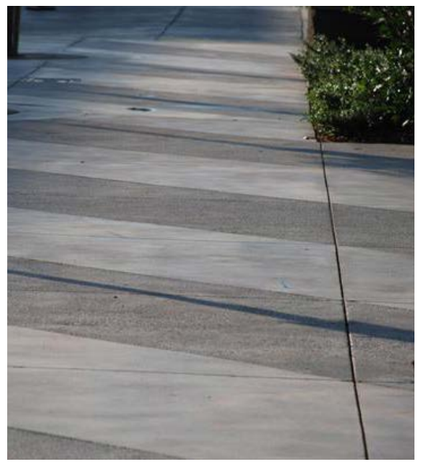




street trees soften 15th



Paul Smith inspiration



bands, textures



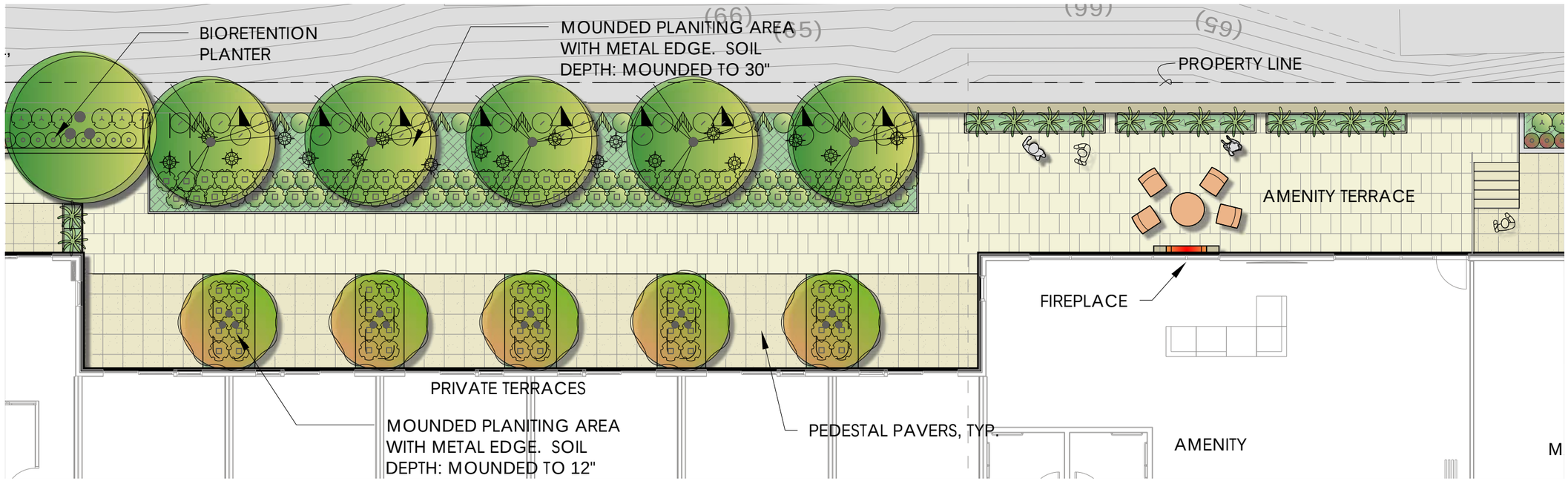
flexible seating



room for bikes

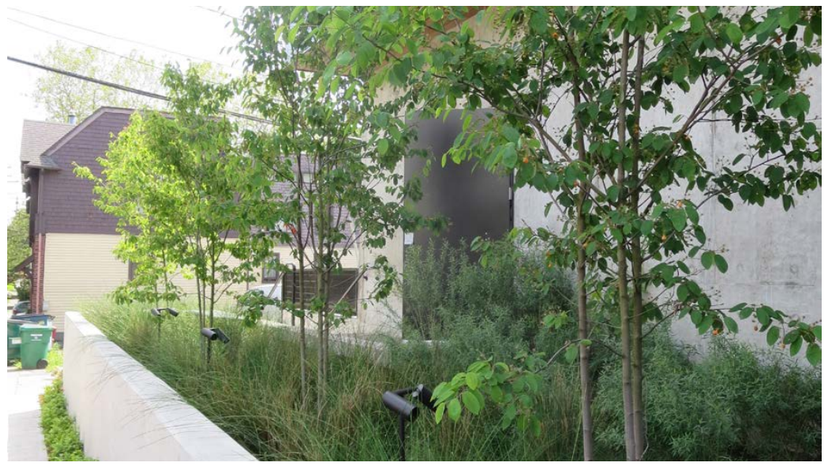
REAR COURT [10.0]

CLARK
BARNES





amenity terrace

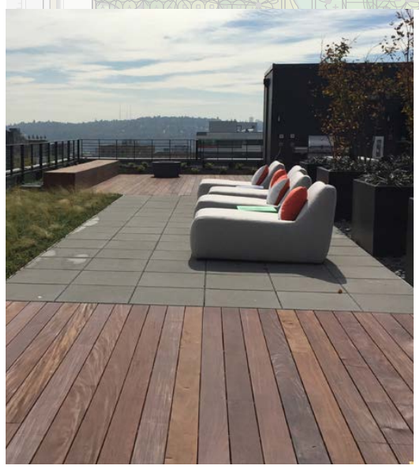


bioretention planter w/trees

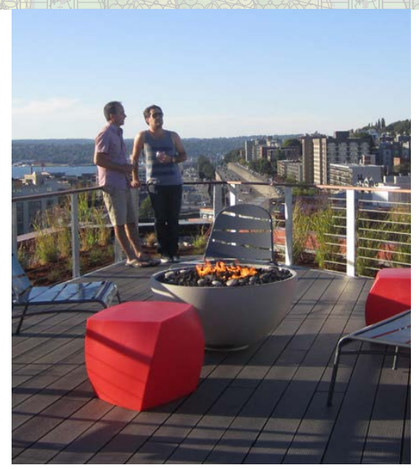
ROOF LEVEL LANDSCAPE PLAN [10.0]

CLARK
BARNES





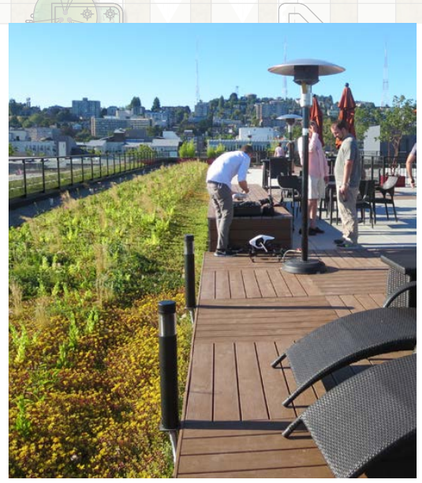
long terrace



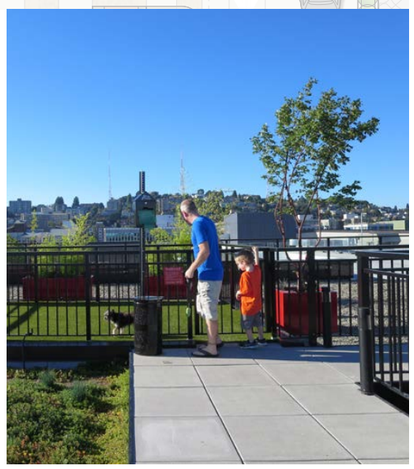
fire and killer view



roof treelets



sedums with grasses



dog spot

PLANTINGS [10.0]

CLARK
BARNES

STREET TREES — BOTANICAL / COMMON NAME

CARPINUS JAPONICA
JAPANESE HORNBEAM
CONCEPTUAL APPROVAL BY SDOT URBAN
VIA EMAIL 1/17/2020

ON-SITE TREES — BOTANICAL / COMMON NAME

ACER JAPONICUM `SANGO KAKU`
CORALBARK AMUR MAPLE
SMALL

ACER PALMATUM
JAPANESE MAPLE

AMELANCHIER X GRANDIFLORA `AUTUMN
`AUTUMN BRILLIANCE` SERVICEBERRY
SMALL

CORNUS KOUSA `MILKY WAY`
MILKY WAY KOUSA DOGWOOD

MAGNOLIA VIRGINIANA `JIM WILSON`
MOONGLOW SWEET BAY MAGNOLIA
SMALL

SHRUBS — BOTANICAL / COMMON NAME

ASTILBE X ARENDSII `RHEINLAND`
RHINELAND FALSE SPIRAEA

BUXUS MICROPHYLLA `WINTER GEM`
GLOBE WINTER GEM BOXWOOD

CORNUS SERICEA `KELSEYI`
KELSEYI DOGWOOD

HYDRANGEA ANOMALA PETIOLARIS
CLIMBING HYDRANGEA

ILEX CRENATA `CONVEXA`
CONVEX-LEAVED JAPANESE HOLLY

ILEX GLABRA `COMPACTA`
COMPACT INKBERRY

JUNCUS EFFUSUS
SOFT RUSH

LONICERA NITIDA `BAGGESEN'S GOLD`
BOXLEAF HONEYSUCKLE

LONICERA PILEATA
PRIVET HONEYSUCKLE

NANDINA DOMESTICA `GULF STREAM` TM
HEAVENLY BAMBOO

PHYLLOSTACHYS AUREA
GOLDEN BAMBOO

ROSA X `NOASCHNEE` TM
FLOWER CARPET WHITE GROUNDCOVER ROSE

SARCOCOCCA HOOKERIANA HUMILIS
SWEETBOX

SPIRAEA X BUMALDA `ANTHONY WATERER`
ANTHONY WATERER SPIRAEA

VIBURNUM DAVIDII
DAVID VIBURNUM

TREES



Carpinus japonica
Japanese Hornbeam



Acer palmatum 'Sango Kaku'
Coral bark Japanese Maple



Acer palmatum
Japanese Maple



Amelanchier 'Autumn Brilliance'
'Autumn Brilliance' Amelanchier



Magnolia virginiana 'Jim Wilson'
Sweet Bay Magnolia

SHRUBS



Astilbe x japonica 'Rheinland'
'Rheinland' Astilbe



Buxus microphylla 'Winter Gem'
Winter Gem Japanese Boxwood



Cornus sericea 'kelseyi'
Kelsey Redtwig Dogwood



Hydrangea petiolaris
Climbing Hydrangea



Ilex crenata 'Convexa'
Convex-leafed Japanese Holly



Ilex glabra 'Compacta'
Compact Inkberry



Juncus effusus
Soft Rush



Lonicera nitida
Boxleaf Honeysuckle



Lonicera pileata
Boxleaf Honeysuckle



Phyllostachys aurea
Golden Bamboo



Nandina 'Gulf Stream'
'Gulf Stream' Heavenly Bamboo



Rosa x 'Noaschnee'
Flower Carpet White Rose



Sarcococca hookeriana humilis
Sweetbox



Spiraea x bumalda 'Anthony Waterer'
Anthony waterer spirea



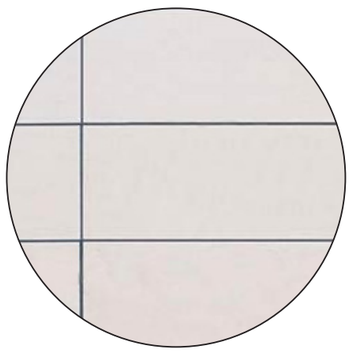
Viburnum davidii
David's Viburnum

ELEVATIONS - MATERIALS [11.0]

CLARK
BARNES



WEST ELEVATION



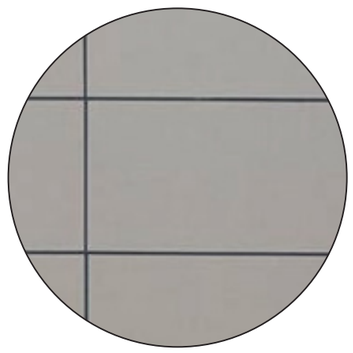
1 LIGHT FLAT
METAL PANEL SIDING



2 TEXTURED METAL SIDING
COLORS VARY



4 LIGHT TEXTURED METAL SIDING



3 GREY FLAT
METAL PANEL SIDING



5 CONCRETE-TEXTURED
CERAMIC TILE



6 CORTEN-TEXTURED
CERAMIC TILE

ELEVATIONS - MATERIALS [11.0]

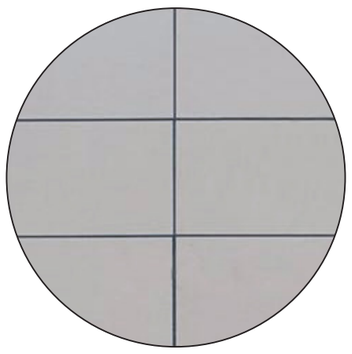
CLARK
BARNES



EAST ELEVATION



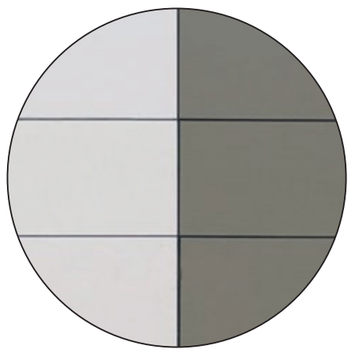
1 DARK FIBER CEMENT LAP SIDING



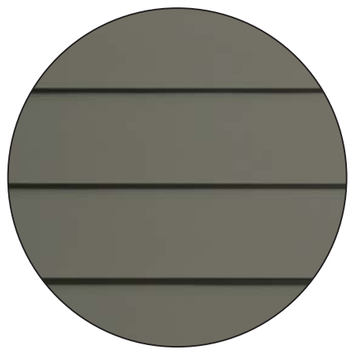
2 LIGHT GREY FIBER CEMENT SIDING



3 CORTEN-TONE FIBER CEMENT LAP SIDING



4 FIBER CEMENT SIDING, COLOR VARIES



5 GREY FIBER CEMENT LAP SIDING



6 LIGHT FIBER CEMENT LAP SIDING

ELEVATIONS - MATERIALS [11.0]

CLARK
BARNES



NORTH ELEVATION



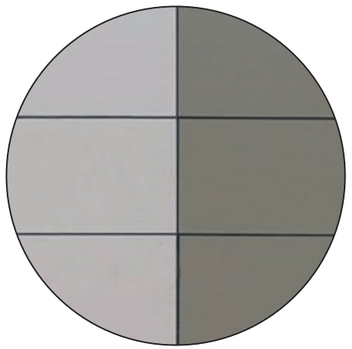
1 LIGHT FIBER CEMENT LAP SIDING



2 DARK FIBER CEMENT LAP SIDING



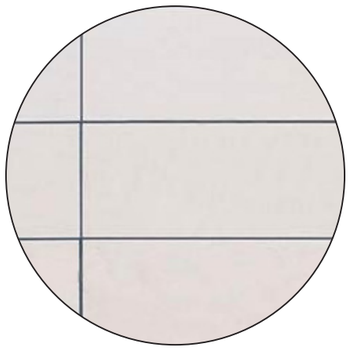
3 CONCRETE-TEXTURED CERAMIC TILE



4 FIBER CEMENT SIDING, COLOR VARIES



5 LIGHT TEXTURED METAL SIDING



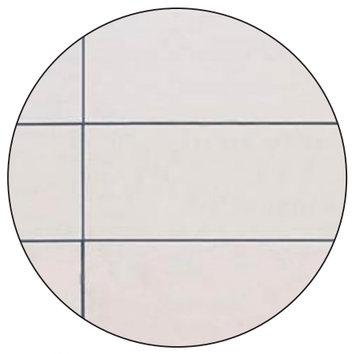
6 LIGHT FLAT METAL PANEL SIDING

ELEVATIONS - MATERIALS [11.0]

CLARK
BARNES



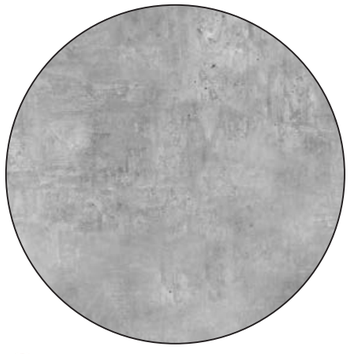
SOUTH ELEVATION



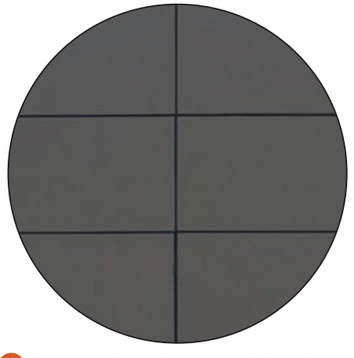
1 LIGHT FLAT METAL PANEL SIDING



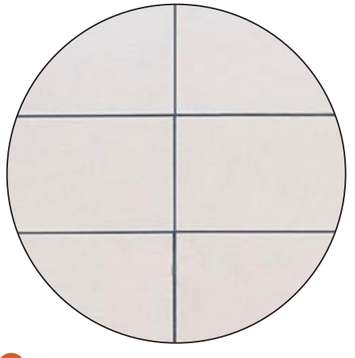
2 DARK TEXTURED METAL SIDING



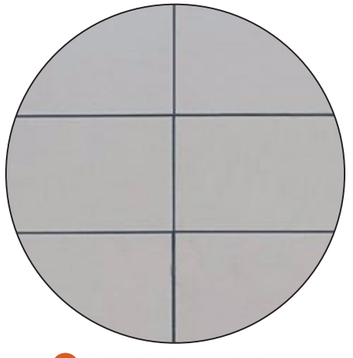
3 EXPOSED CONCRETE (CLASS B FINISH)



4 DARK FIBER CEMENT SIDING



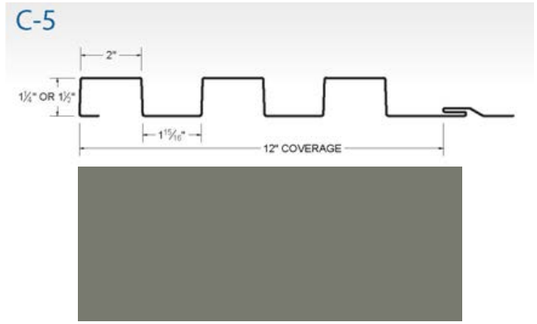
5 LIGHT FIBER CEMENT SIDING



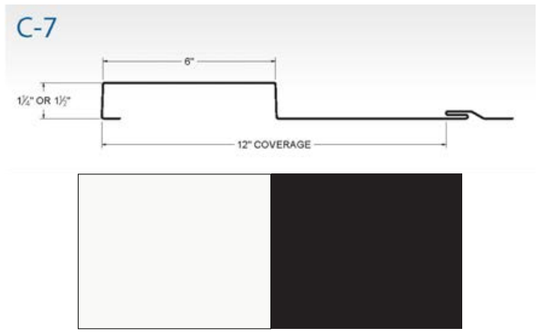
6 LIGHT GREY FIBER CEMENT SIDING

MATERIAL & COLOR PALETTE [12.0]

CLARK
BARNES



TAYLOR METALS - CONTOUR SERIES - 1 1/2" - 24 GA.
ZINC GREY



TAYLOR METALS - CONTOUR SERIES - 1 1/2" - 24 GA.
BLACK



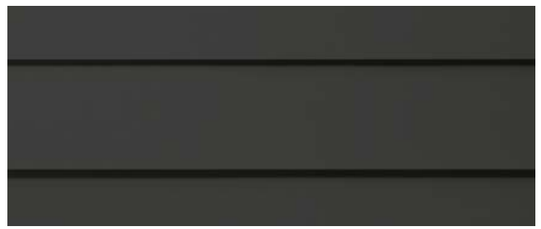
TAYLOR METALS - SMOOTHWALL - 1 1/2" - 24 GA.
GLACIER WHITE & ZINC GREY



FLORIM CERAMIC TILE - 3/8"
CORTEN OSSIDATO NEBBIA



HARDIE FIBER CEMENT PANEL - 5/16"
COLORS VARY



HARDIE FIBER CEMENT 6.25" LAP SIDING - 5/16"
COLORS VARY



ARCHITECTURAL FINISHED CONCRETE



PAINTED HARDIE FIBER CEMENT
"LEATHER BOUND" - SW 6118



PAINTED HARDIE FIBER CEMENT
"REFLECTION" - SW 7661



PAINTED HARDIE FIBER CEMENT
"DORIAN GRAY" - SW 7017



PAINTED HARDIE FIBER CEMENT
"GAUNTLET GRAY" - SW 7019



PAINTED HARDIE FIBER CEMENT
"GREENBLACK" - SW 6994



DRUTEX STOREFRONT
BLACK



DRUTEX VINYL WINDOW
WHITE

RENDERINGS [13.0]

CLARK
BARNES



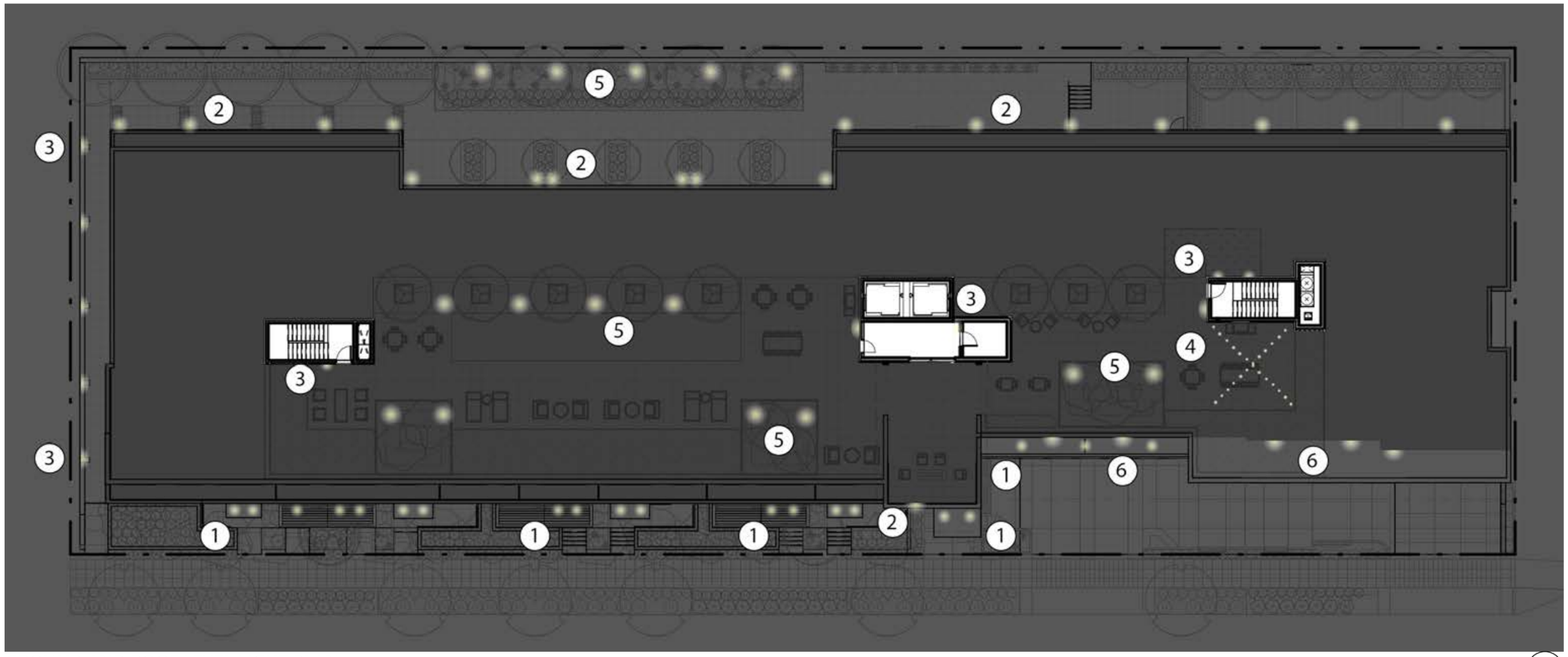
RENDERINGS [13.0]

CLARK
BARNES

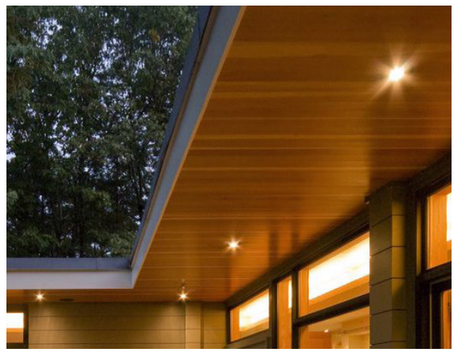


EXTERIOR LIGHTING PLAN [14.0]

CLARK
BARNES



GROUND AND ROOF LEVEL LIGHT PLAN



1. RECESSED CANOPY LIGHT



2. EXTERIOR SCONCE



3. RECESSED WALL LIGHT



4. STRING LIGHTS



5. LANDSCAPE UPLIGHT



6. EXTERIOR WALL SCONCE

SIGNAGE CONCEPT PLAN [15.0]

CLARK
BARNES





1 RESIDENTIAL UNIT ENTRY



2 MAIN ENTRY BUILDING SIGNAGE





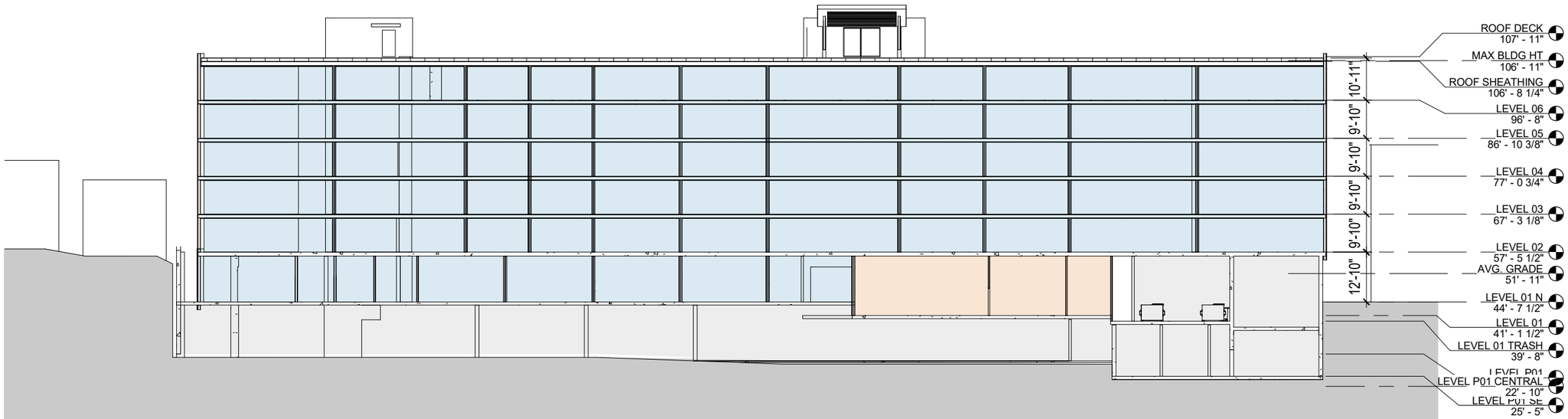
3 MAIN ENTRY CANOPY SIGNAGE



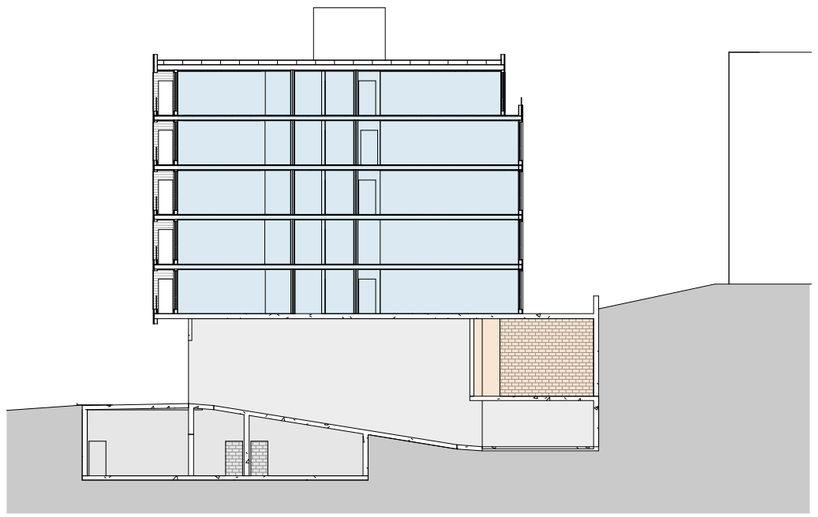
4 PIN-MOUNTED GARAGE ENTRY

BUILDING SECTIONS [16.0]

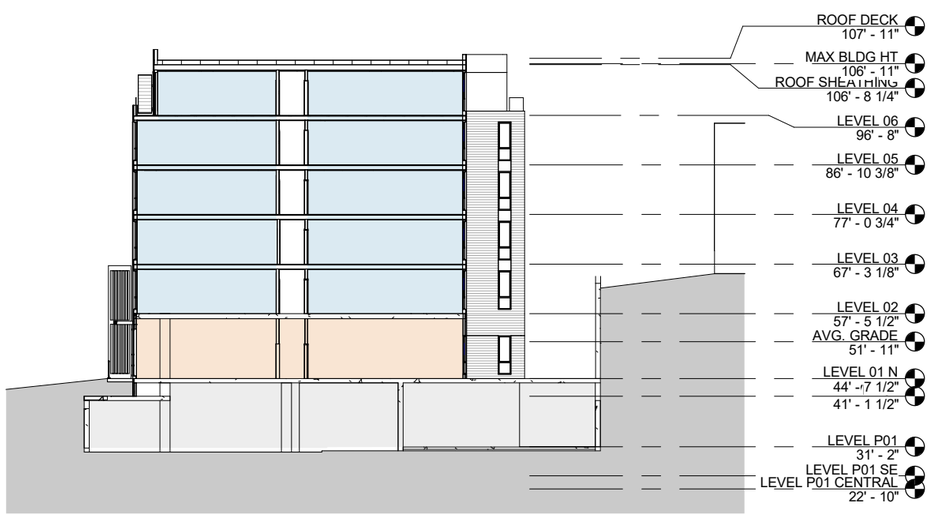
CLARK
BARNES



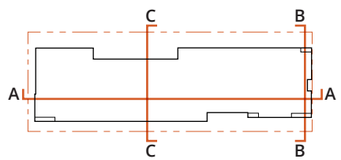
SECTION A



SECTION B



SECTION C



DEPARTURES [17.0]

CLARK BARNES

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
- Street frontage: 300'

Number of curb cuts permitted

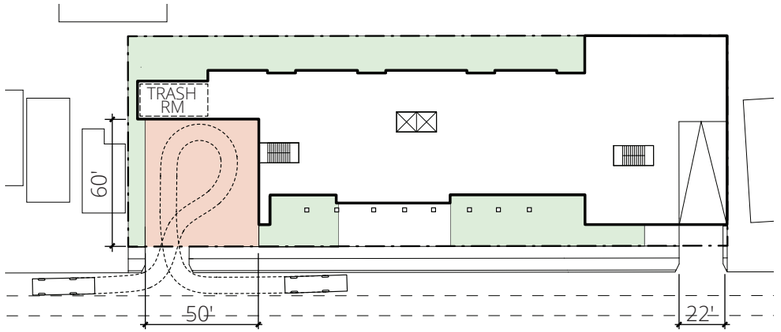
2

Departure Requested

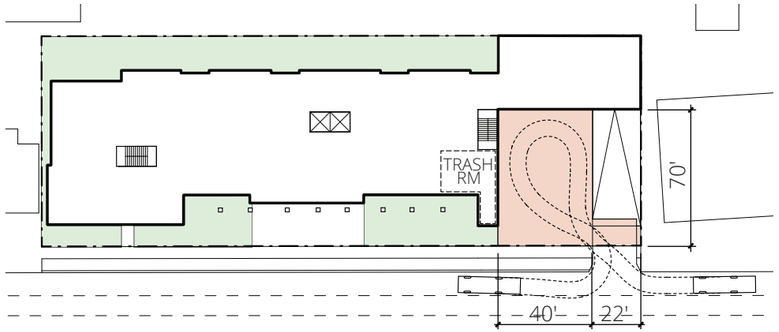
SDOT Recommendations (08/14/2019):

"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."

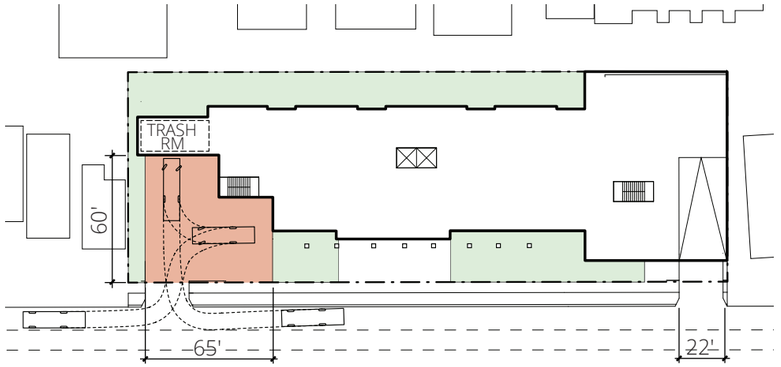
2 CURB CUTS



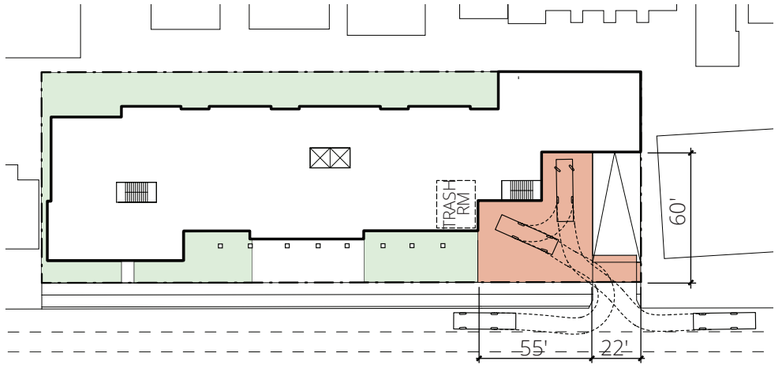
1 CURB CUT



TRASH PICKUP SCHEME A - OVERHEAD SERVICE

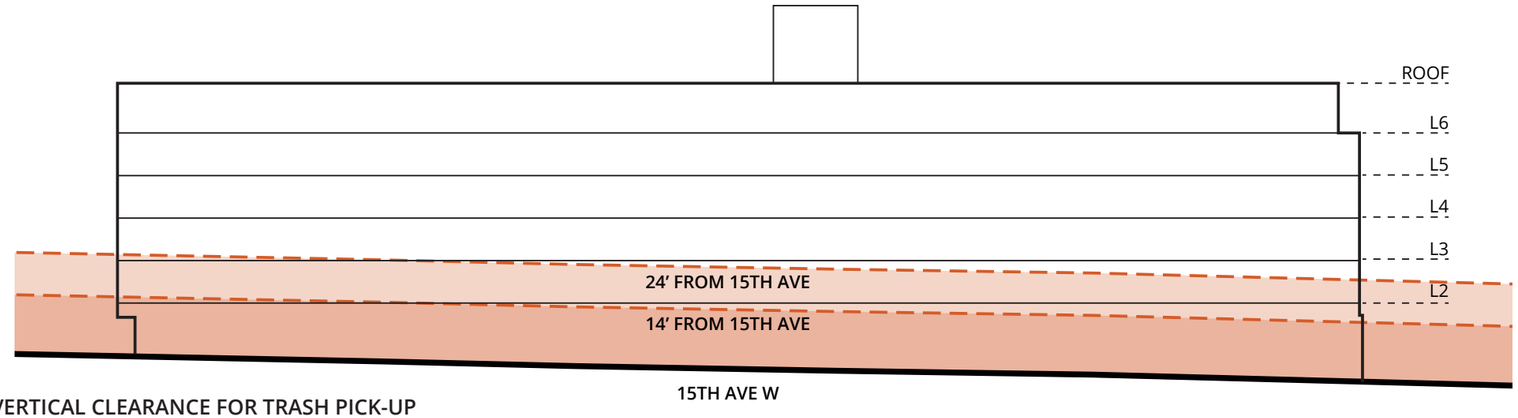


TRASH PICKUP SCHEME B - OVERHEAD SERVICE



TRASH PICKUP SCHEME A - BACK-IN SERVICE

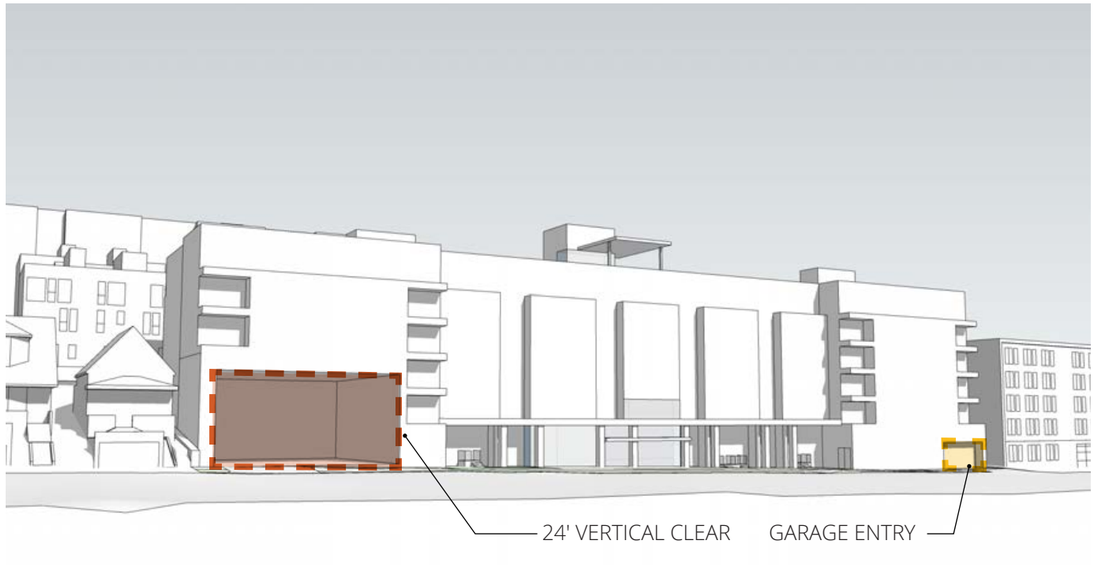
TRASH PICKUP SCHEME B - BACK-IN SERVICE



VERTICAL CLEARANCE FOR TRASH PICK-UP

DEPARTURES [17.0]

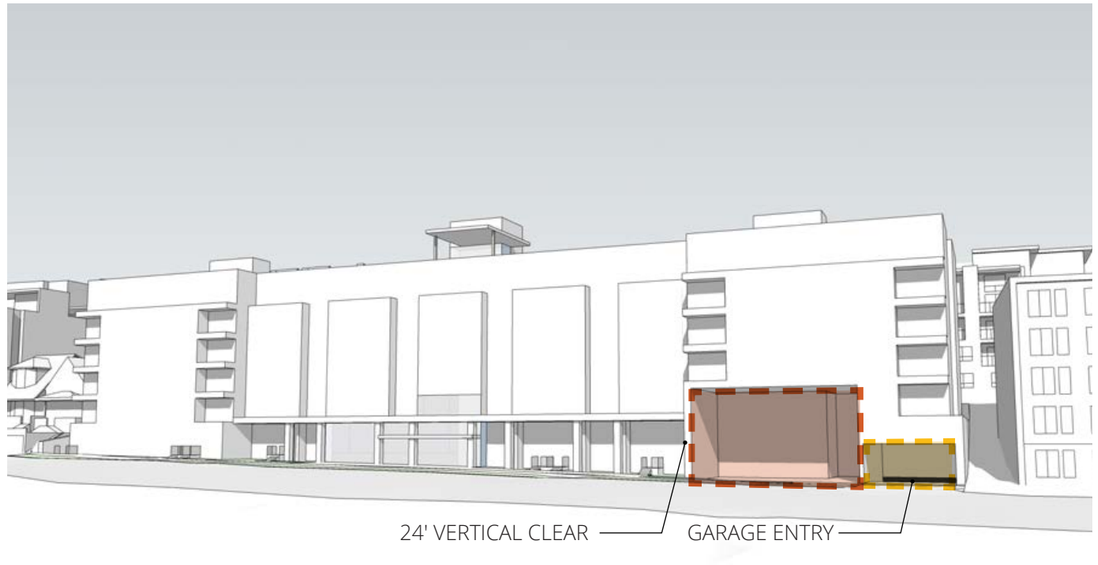
CLARK
BARNES



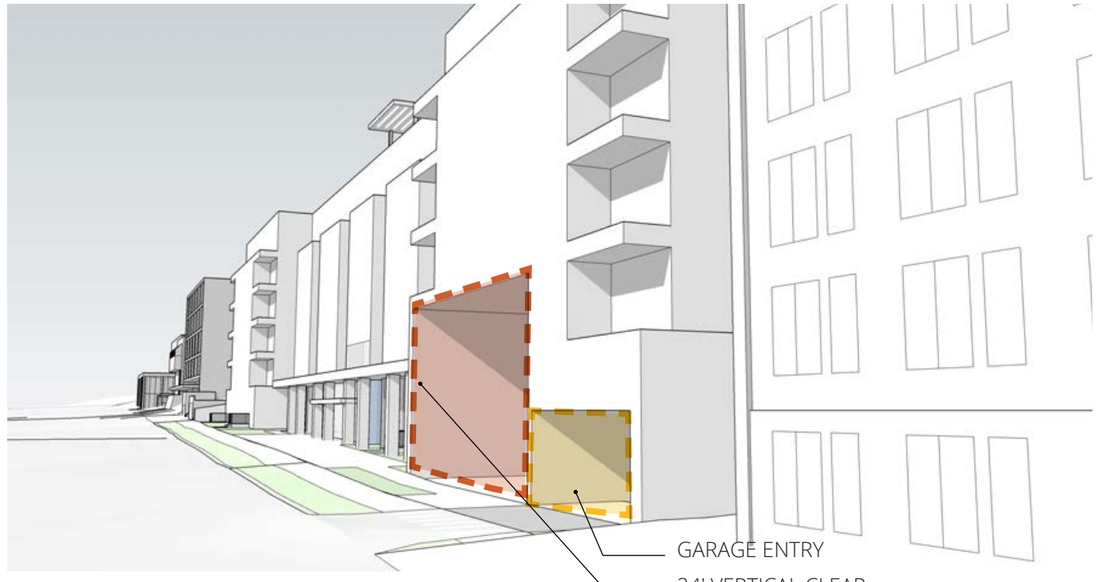
TRASH PICKUP SCHEME I STREET VIEW



TRASH PICKUP SCHEME I STREET VIEW



TRASH PICKUP SCHEME II STREET VIEW

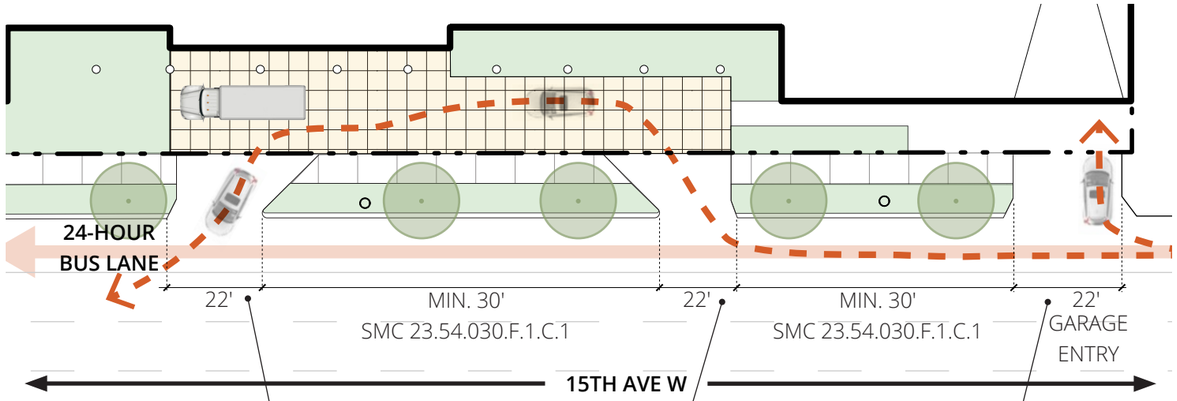


TRASH PICKUP SCHEME II STREET VIEW

DEPARTURES [17.0]

CLARK
BARNES

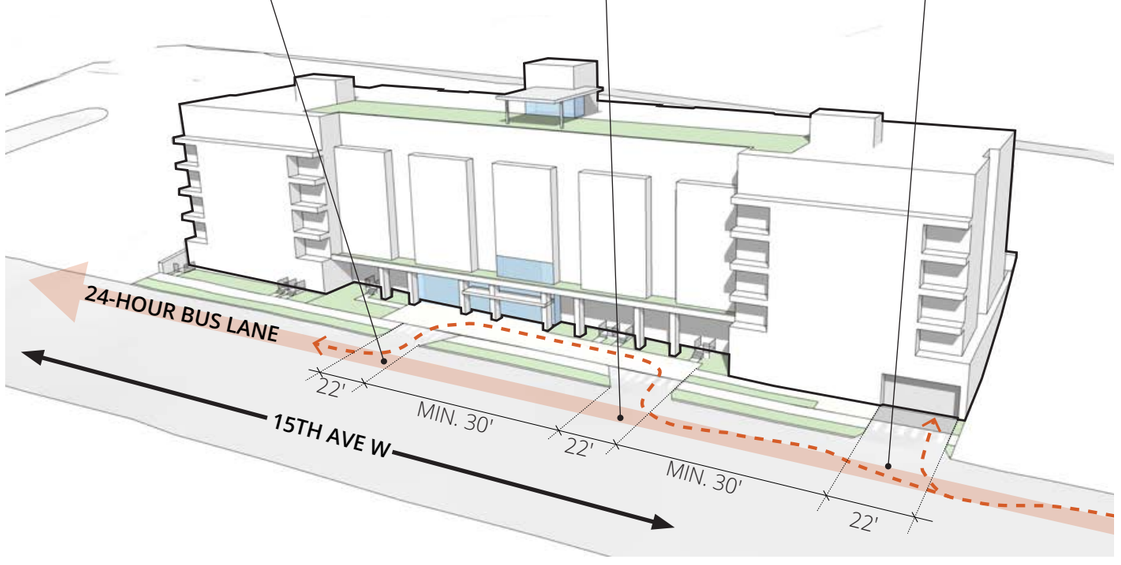
EDG SCHEME



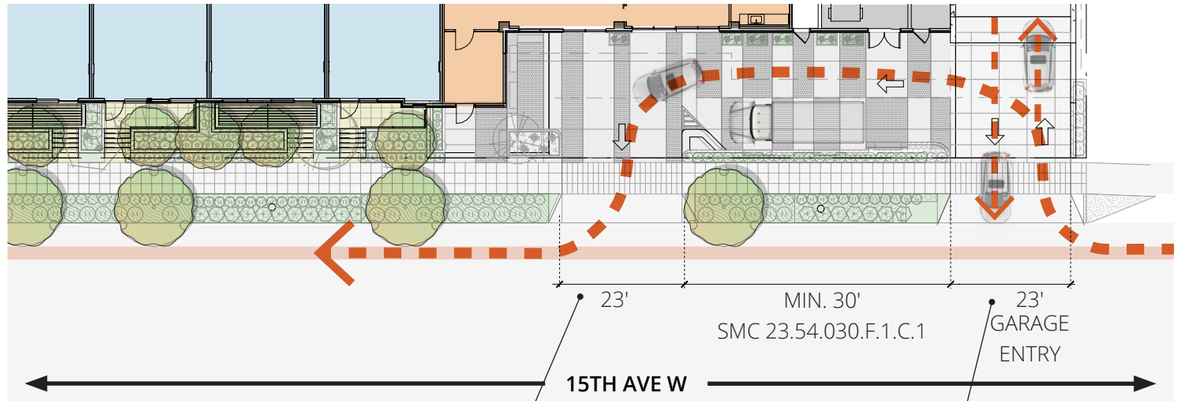
ONE-WAY TRAFFIC EXIT
Departure Requested

ONE-WAY TRAFFIC ENTRY,
PASSENGER LOAD, PACKAGE
DROP-OFF, TRASH PICK-UP
Departure Requested

TWO-WAY TRAFFIC,
GARAGE ENTRY & EXIT

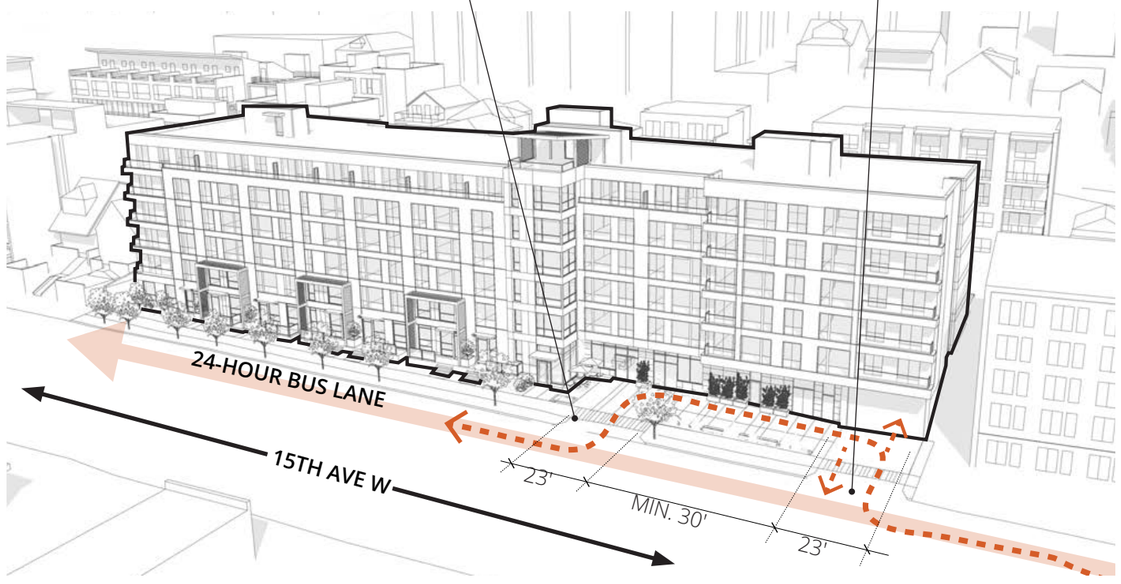


DRB SCHEME



ONE-WAY TRAFFIC EXIT
Departure Requested

TWO-WAY TRAFFIC,
GARAGE ENTRY & EXIT



DEPARTURES [17.0]

CLARK BARNES

1. Two-way garage access
2. One-way vehicular exit
3. Waste/recycling staging area
4. 4" mountable curb bulb to encourage 'squaring up' maneuvering
5. Planting strip and curb between sidewalk and valet lane
6. Site striping to keep sight triangles clear
7. Planting provides building protection
8. Variation in pavement texture denotes drive ailes
9. Garage paving clearly defined and visibly differentiated from that of valet lane

