



Project Information

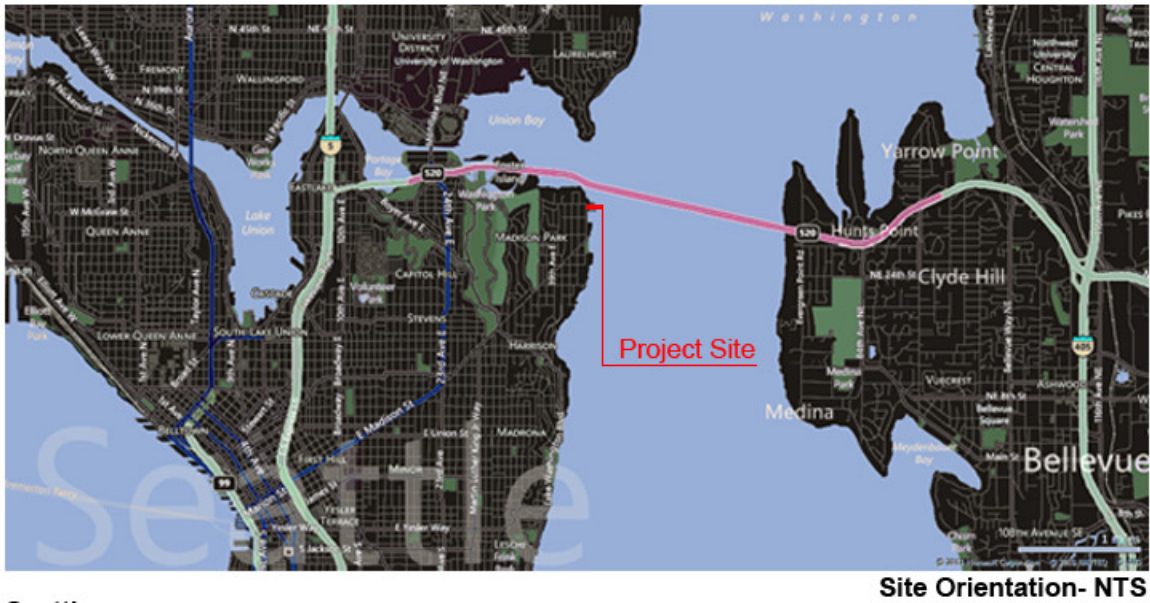
Location
2346 43rd Avenue East
Seattle Washington 98112

Owner
Matthew Rosauer
2346 43rd Avenue East
Seattle Washington 98112

Architect
E. Cobb Architects Inc
911 Western Avenue Suite 318
Seattle Washington 98104

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Seattle
The proposed project is located northeast of Downtown Seattle in the Madison Park neighborhood at the east edge of Lake Washington.

Shoreline
The proposed project is located on the shoreline of Lake Washington, the proposed project is to be constructed on the dry land portion of the site which is approximately one quarter of the overall lot area. There is an existing single family structure, built in 1947, constructed wholly over water on piers; this structure is to remain and no work is proposed on the existing structure.

Infill Opportunity
The design team views this project as an interesting infill opportunity to develop the dry land portion of the site in a manner consistent with the desired density and scale of the surrounding multi-family zone while maintaining the unique character of the existing environment.

Topography
On the dry land portion of the site there is a relatively gentle drop in elevation of approximately 8' from the sidewalk to the OHW line along a distance of approximately 100'. Across the street, to the west, the lots are generally of a high bank nature with the first level starting approximately 10' above sidewalk grade. The topography is generally consistent in the east-west direction for the length of the block.

Views
While the proposed project is on the water front, the actual views to the water are limited at the potential first two levels due to the location and size of the existing residential structure. At higher elevations, 25'-30' above the sidewalk level, there are opportunities for views to Lake Washington and across to Bellevue and Kirkland.

Solar Orientation
The proposed project is located on a long thin lot oriented in the east-west direction. Due to the urban development patterns, access to sun light for residential units will mostly occur at the east and west ends of the lot.

Transportation
The proposed lot is served by the King County Metro Bus line number 11. The Route 11 bus travels down E. Madison St and loops around 43rd Ave E., to E. McGilvra St., to 42nd Ave E., and back up E. Madison Street. Although the bus travels at frequent intervals it does not meet the definition of a frequent transit route.

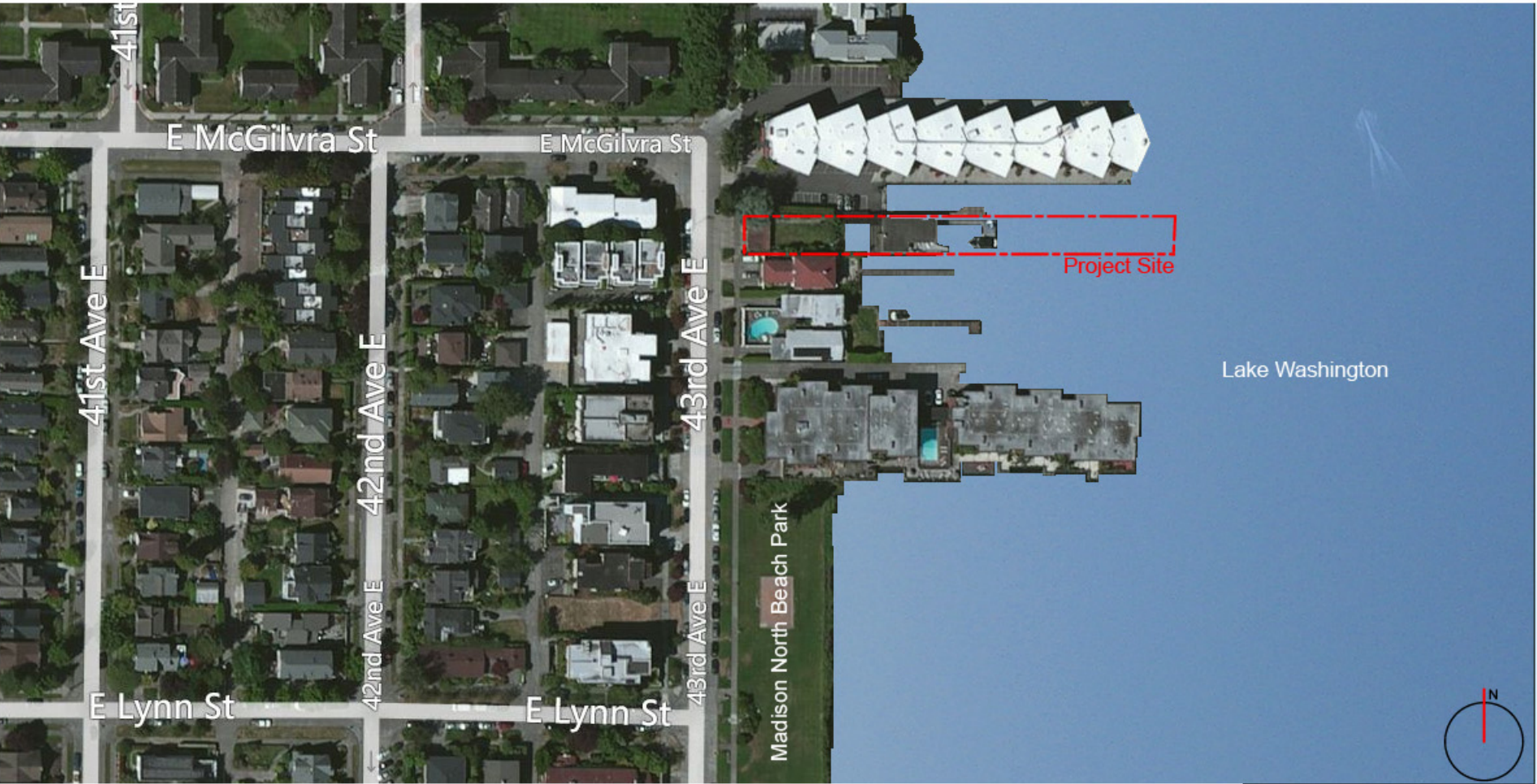


View From Site - Looking East at +30' From Sidewalk

Neighborhood
The project site is located in the northeast corner of Seattle's Madison Park neighborhood. The Madison Park neighborhood, annexed to Seattle in 1891, is bounded by Lake Union to the north, Lake Washington to the east, Lake Washington Boulevard/39th Ave E. to the south, and Lake Washington Boulevard to the west.
The neighborhood and community was originally established as, and remains today, predominantly residential in character and is associated with the amenities at the edge of Lake Washington, in particular the North Beach and Madison Parks.

Building Types
The building types in the neighborhood vary with uses but are predominantly residential. Since the 1920's the zoning regulations have maintained a generally low rise mix of single family and multifamily structures. Structures in the neighborhood are generally 2 to 3 story wood framed construction. Along 43rd Avenue East the predominate building type is multi-family 3 story wood framed buildings with parking located below the building.

43rd Ave East Streetscape
The streetscape varies greatly between the east and west sides of 43rd Avenue East (between E. McGilvra St and E. Lynn St). Along the west side of the street the buildings are generally multi-family apartment or condominium buildings, 3 stories tall with parking located below the buildings. Although the parking for these buildings is usually accessed from the street (not the alley) the buildings have a relatively consistent massing with common entries along the street; living spaces and balconies populate the street side of the buildings. Along the east side of the street there is generally an undesirable streetscape; building massing varies greatly between small duplex structures and large, wide condominium/apartment structures; the smaller duplex buildings have only a vehicular presence on the street and the condominium buildings, although having common/prominent unit entries and screened parking, do not have the presence of living spaces on the street.



Aerial View- NTS



43rd Avenue East -East Side of Street



43rd Avenue East -West Side of Street



View of 43rd Ave E. From Madison North Beach Park
Looking Northwest



2360 43rd Ave E.
Constructed in 1986



2333 43rd Ave E.
Constructed in 1970, Renovated in 2010

Land Use and Zoning

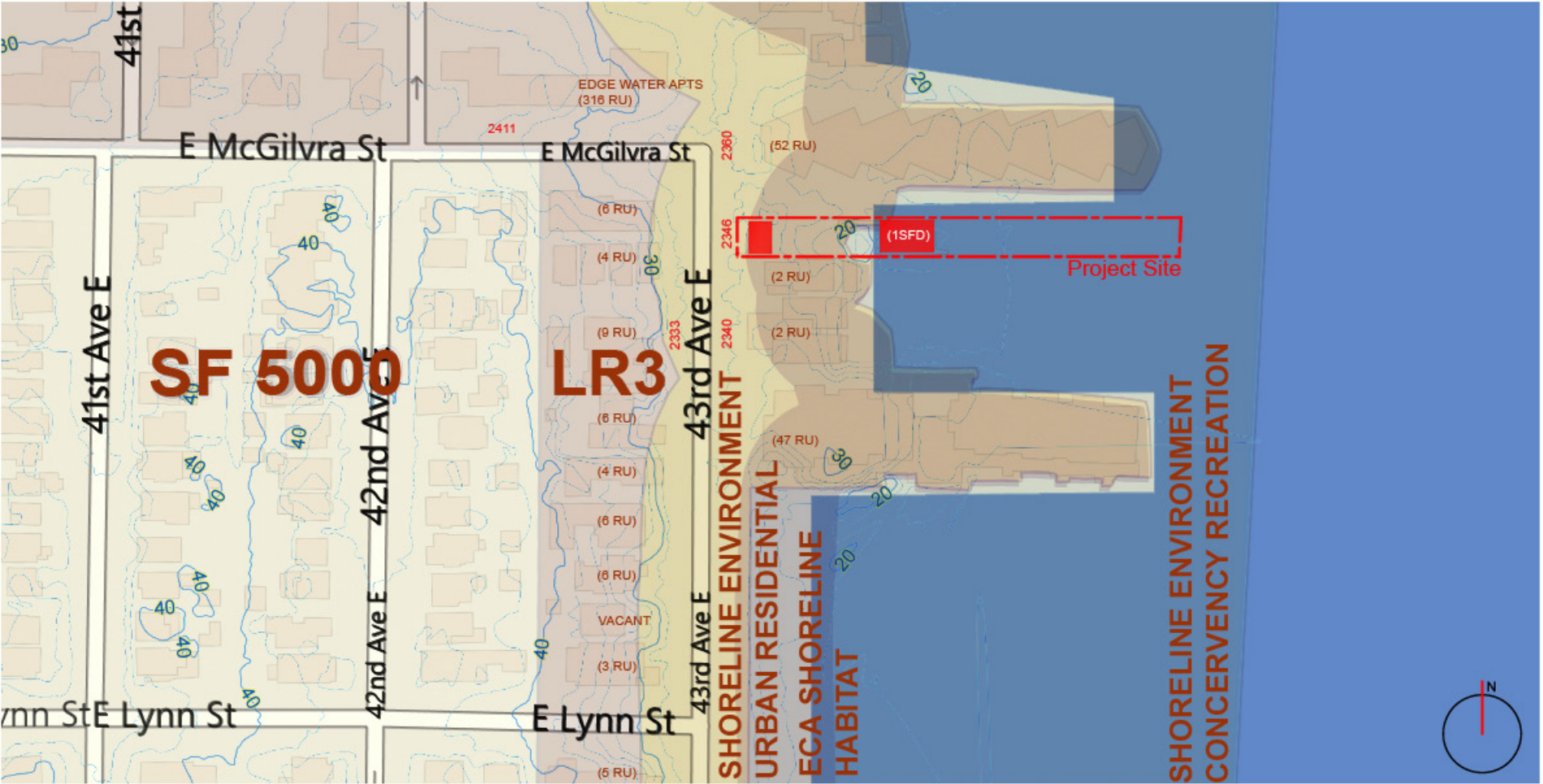
Underlying Zone: LR3 (total lot area 16,053sf) SMC 23.45.
Overlay Zones: Shoreline Environment Urban Residential. (dry land portion approximately 100' in length, 3,822sf) SMC 23.60
Shoreline Environment Conservancy Recreation. (submerged land, approximately 322' in length, 12,231sf) SMC 23.60
ECA Shoreline Habitat. (100' landward of OHW) SMC 25.09
Adjacent Zone: Adjacent lots and lots on the opposite side of 43rd Ave East are zoned LR3. Approximately 225' to the west of the project site are lots in SF5000 zone. Approximately ¼ mile to the south are lots in NC1-30 zone (along E. Madison St.)

Building Scale

Building scale varies between the east and west sides of 43rd Ave East.
West Side of 43rd Ave E. -Lots are typically 50'x120' with approximately 10' of topographical change between the front lot line and rear. Buildings are generally 3 stories tall with parking below. Each structure generally contains approximately 6 residential units.
East Side of 43rd Ave E. -Lot sizes and building scale varies. The large condominium structures built over water to the north and south of the project site are on lots of approximately 120'x422', the duplex structures to the south of the project site are on lots of approximately 40'x422'. The large condominium structures are both 3 stories tall with parking below with building foot prints of approximately 70'x400'; each structure contains approximately 50 residential units. The duplex structures generally have a 2 stories presence with 1 story parking structures on the street.

Shoreline and Parks

Originally created in the later part of the 19th century by Judge John J. McGilvra, Madison Park has been and remains today a popular location for water side recreation. Over the years development has changed from the original promenades, bathing facilities, and gathering halls but the current facilities at both Madison Park and Madison Park North Beach support a wide range of public recreational activities including lake swimming, tennis, children's play structures, picnicking, and public event gathering. The parks and development around the parks remain as a defining characteristic of this neighborhood.



Zoning and Land Use- NTS



Madison Park -2013



Madison Park -1903



Madison Park -1930



2411 E. McGilvra
Edge Water Apartments Constructed in 1938



2340 43rd Ave E.
Duplex Constructed in 1950



E. Madison Street
Neighborhood Commercial



Madison Park North Beach
Condominium Constructed in 1981

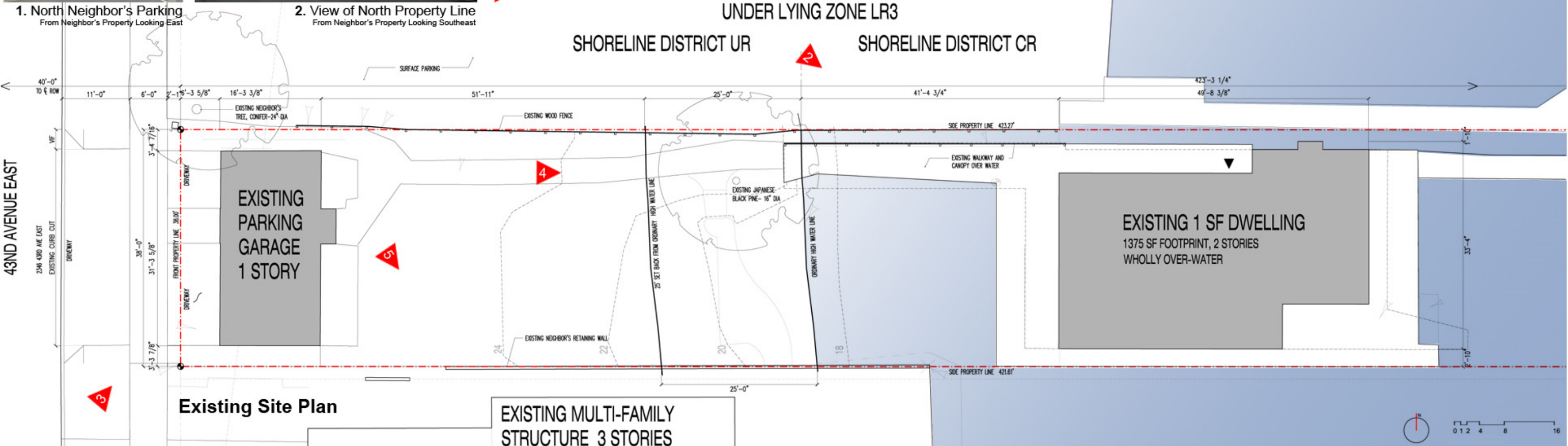
SDR Design Guidance 2346 43rd Ave East



1. North Neighbor's Parking
From Neighbor's Property Looking East



2. View of North Property Line
From Neighbor's Property Looking Southeast



3. View of Existing Parking Garage
Looking Northeast



4. View of Existing Shoreline and Tree
Looking East



5. View of South Neighbor
Looking Southeast

Existing Structure and Lot
Currently on the site is a Single Family Residential structure constructed in 1947, located wholly overwater, constructed on piers. The existing structure is 2 stories, approximately 2,600sf of floor area and a footprint of 1375sf; parking is provided in a 1 story detached garage located on 43rd Ave E. The lot is 38' wide and has approximately 100' of dry land. There is a slight drop in topography of approximately 8' from the sidewalk level to the OHW line.

Adjacent Scale
The project site is between contrasting scales of development. To the north is a large condominium structure, 3 stories over parking with 52 residential units; directly north of the project site is the condominium's surface parking lot. To the south is a 2 story, with basement, duplex structure with a 1 story attached garage located at 43rd Ave E.

Existing Shoreline and Trees
Unlike the adjacent lots, the shoreline of the project site has been maintained as a beach front without armaments. The beach area includes a large Japanese Black Pine in good health. Although views to the lake are currently blocked by the existing structure at ground level, there are views to Lake Washington and across to Bellevue/Kirkland at an elevation of approximately 30' above the sidewalk level.

Site Location 2346 43rd Avenue East, Seattle Washington 98112	
Legal Description Lake Washington Shorelands Replat N38 FT of 12 & N38 FT of 3 Loch Gilvra Replat of Blk 37	
King County Assessor’s Parcel Number 4115100060	
SMC 2009 Underlying Zone LR3 Shoreline Overlay, UR (dryland portion), CR (submerged portion) Lot Area. 16,053sf total; 3,822sf dryland, 12,231sf submerged	
SMC 23.45 Multi-Family SMC 23.45.504 Permitted Uses. -Table A- LR3, A- Residential SMC 23.45.510 FAR. -Table A- LR3-single family, 1.1 -Table A- LR3-apartments, 1.3 or 1.5(meeting criteria per 23.45.510c) SMC 23.45.512 Density. -Table A- LR3-single family, 1/1,600 -Table A- LR3-apartments, 1/800 or no limit(meeting criteria per 23.45.510c) SMC 23.45.514 Structural Height. -Table A- LR3-apartments, outside urban village, 30’ -J. Roof features 2. open railings, planters up to 4’ above height limit; 4. stair penthouse up to 10’ above height limit; 6. elevator penthouse up to 16’ above height limit. SMC 23.45.518 Setbacks. -Table A- LR3-single family, F=7’ave, R=n/a, S >40’=5’min -Table A- LR3-apartments, F=5’min, R=n/a, S >40’=5’min, 7’ave SMC 23.45.522 Amenity Area. -A. 1. Apartments in LR= 25% of lot area (x3822sf=955.5sf req) 2. 50% of amenity area at ground level 3. Standards for apartment amenity area a. No area less than 250sf, horizontal dimension not less than 10’ b.1. 50% of area to be landscaping SMC 23.45.527 Structural Width and Façade Limits in LR -Table A- LR3 outside villages- apartments, 120’ -B.1. Max length of façade 15’ from lot line (that is not a rear or street lot line) shall be 65% of the length of that lot line, except 23.45.527.B.2. SMC 23.45.529 Design Standards. -B. Applicable to all residential uses (not in design review) except single family dwelling units. -C.1. Façade openings. 20% of street facing façade -C.2. Façade articulation. If area of façade exceeds 750sf than 500sf divisions into planes, 18” projection between planes. -G. Building entry orientation standards for apartments. 1.& 3.Principle shared pedestrian entrance required. SMC 23.45.536 Parking Location Access and Screening -A. Off-street parking required per SMC 23.54 SMC 23.54 Quantity and Design Standards for Access, Off-Street Parking, and Solid Waste Storage. SMC 23.54.015 Required Parking.-A. Minimum parking required per table B 23.54.015 for residential use -Table B. i. multi-family residential use- 1 space per dwelling unit k. single family dwelling units- 1 space per each dwelling unit SMC 23.54.020 Parking Quantity Exceptions -A.2. In locations in a multifamily or commercial zone where there is a minimum parking requirement, one dwelling unit may either be added to an existing structure or may be built on a lot that contains an existing structure without additional parking if both of the following requirements are met: a. Either the existing parking provided on the lot meets development standards, or the lot area is not increased and existing parking is screened and landscaped to the greatest extent practical; and b. Any additional parking shall meet all development standards for the zone.	

SMC 23.60 Shoreline District SMC 23.60.020 Substantial Development Permit Required -A. No development in shoreline district, unless listed in in section c or less than \$2,500 in value, shall be undertaken without first obtaining a substatial development permit. -C. Exemptions 6. construction by owner of SFDU less than 35’ height above AGP. SMC 23.60.152 General Development Standards SMC 23.60.156 Parking Requirements -A. Provide as required by SMC 23.54 -B. New off street parking areas of more than (5) spaces shall be located 50’ from OHW-director by modify requirement. SMC 23.60.162 View Corridors -A. Required per environmental areas -B. 1. View corridor or corridors shall be provide as a percentage of lot width 3. Unless otherwise noted parking is not allowed in view corridor -C. Director may waive or modify view corridor requirements if intent cannot be met 1. No clear view of the water from the street 2. Existing development or topography effectively blocks view for the street SMC 23.60.198 Development Standards residences other than floating homes -B. 1. Residences shall not be located further waterward than adjacent neighbors. If residence within 100’ are closer than 75’, min setback from OHW is 25’ -E. Multifamily developments shall meet all development standards of underlying zone, provided where view corridors are required the director may reduce or waive yard and setback requirements of the underlying zone. SMC 23.60 Sub Chapter X the Urban Residential Environment SMC 23.60.540 Uses Permitted Outright -A.2. Single Family and Multi-family Residences SMC 23.60.572 Height in UR Environment -A. 30’ -D. Roof top features, 2. Open railings, planters, skylights, parapets may extend 4’ above max hieght. 3. +10’ if not more than 15% of roof area, a. stair and elevator penthouse. SMC 23.60.574 Lot Coverage in UR Environment -A. Structures not more than 35% of waterfront lots -B. Exceptions. 4. On multi-family zoned lots, lot coverage percentages of underlying zone shall apply. SMC 23.60.576 View Corridors in UR Environment -A. View corridors of 35% of lot width shall be provided. -B. View corridors not required for single family dwelling units SMC 23.60.578 Regulated Public Access. -B. Private Property 1. Public access required on private waterfront, a. multi-family developments with more than 4 units with more than 75’ of shoreline. 2. The following are not required to provide public access on private lots, b. Residential uses of fewer than (5) units. SMC 23.41 Early Project Implementation SMC 23.41.018 Streamlined Administrative Design Review -D.4.a Setbacks and separation requirements may be reduced by a maximum of 50 percent.	
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PROJECT OBJECTIVES

- Respond to the site in a manner that recognizes the challenges and opportunities present so that the buildings and spaces created are unique to their location and enhance the given environment.
- Develop the site to increase density and provide residential opportunities that reinforce the positive aspects of the current neighborhood development patterns.
- Create spaces that enhance and enliven the neighborhood, street, and shoreline.

CRITICAL DESIGN GUIDELINES FOR PROJECT DEVELOPMENT

A-1 Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

- Siting and massing should respond to the unique opportunities of the site.
- small infill opportunity. respond sensitively to the existing structures, neighboring structures, and shoreline while developing the dryland portion of the site.
- topography. utilize the existing topographical drop from the street to the shoreline.
- shoreline environment. utilize and protect the shoreline environment.
- existing vegetation. protect and maintain existing significant trees on the site.
- existing structures. recognize and enhance the siting characteristics of the existing structures.
- views. utilize the site’s shoreline presence but recognize the limited views at lower elevations.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable characteristic of the right-of-way.

- Reinforce the existing multi-family streetscape on the west side of 43rd Ave E..

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

- Create a visible entry for the existing residence on the street.
- Create a clear common entry visible from the street for the new residential units.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

- Allow for opportunities to create entry porches, steps, and seating areas along the street.
- Create opportunities for habitable spaces with large windows on the street.

A-6 Transition Between Residence and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

- Create a recessed entry to provide security and weather protection with a minimal front setback.

A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

- Utilize residential shoreline setback and natural shoreline for residential openspace.
- Create a habitable green roof for residential openspace.

A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

- Minimize impact of parking on street frontage by locating the parking below the building.
- Utilize existing curb cuts.

B-1 Height, Bulk, and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

- Create an overall building mass and scale that reinforces the positive massing along the west side of 43rd Ave E.
- Create a massing and scale that helps to mitigate the scale difference between the existing neighboring structures to the north and south of the project site.

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

- Create an overall massing with articulation responding to the desirable characteristics of the neighborhoods multi-family structures.

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top the structure should be clearly distinguished from its façade walls.

- Create articulation in massing that responds to the uses of the spaces within the structure.

C-3 Human Scale

The design of new building should incorporate architectural features, elements and details to achieve a good human scale.

- Develop spaces that are appropriate for and respond to the human form; additional care and detailing should be paid to the areas and elements in which people come in contact with.

C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, and lend themselves to a high quality of detailing are encouraged.

- Utilize materials that have quality and character and that are appropriate for their intended application.

D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building’s entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

- Create a recognizable, prominent common unit entry large enough for interaction.
- Create a generous exterior entry for existing residence to maintain a presences on the street.

D-5 Visual Impacts of Parking Structures

The visibility of all at grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the adjacent properties.

- Create a recessed and/or screen parking structure below the building.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites.

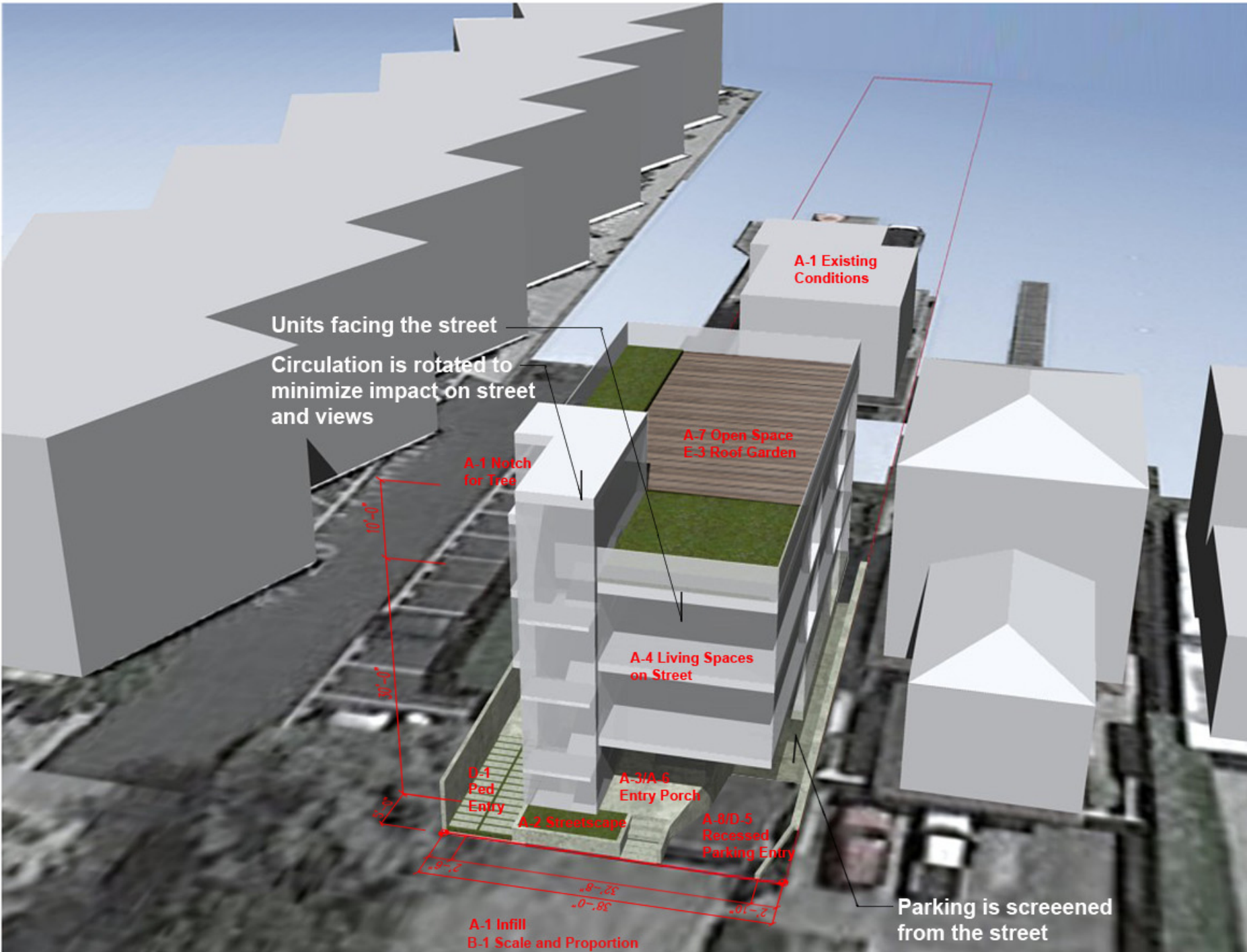
Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

- Utilize landscaping to enhance the streetscape and continue the desirable streetscaping patterns of the west side of 43rd Ave E.

E-3 Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

- Utilize landscaping to enhance the existing shoreline and streetscape.
- Create an accessible landscaped green roof for residential open space and access to views of Lake Washington.



Massing Response to Design Guidelines

A-1 Responding to Site Characteristics
Massing responds to the constricted site and existing conditions to utilize existing topography and views while respectfully integrating with existing structures, vegetation, and shoreline environment.

A-2 Streetscape Compatibility
Massing creates a pedestrian streetscape with a recessed entry porch and clear entry for the existing residence. The massing reinforces the positive aspects of the existing streetscape.

A-3 Entrances Visible from the Street
Massing creates a recessed entry porch visible from the street.

A-4 Human Activity
Massing creates opportunity for activity at the street level and allows street side units to have living spaces with large windows on the street.

A-6 Transition Between Residence and Street
Recessed entry porch provides security and weather protection with a minimal front setback.

A-8 Parking and Vehicle Access
Massing utilizes existing curb cuts and minimizes the vehicular impact by recessing the parking entry and providing parking below the building, screened from the street.

B-1 Height, Bulk, and Scale, Compatibility
The massing is articulated to be compatible with desirable massing of surrounding developments and applicable Land Use Codes and Policies.

D-1 Pedestrian Open Spaces and Entrances
Massing creates an opportunity for an accessible green roof and utilizes the shoreline buffer with existing tree and beach front for residential open space.

D-5 Visual Impacts of Parking Structures
Massing recesses parking, utilizing existing grades, to screen parking from the street and lessen the impact of the vehicular presence.

E-3 Landscaping Design to Address Special Site Conditions.
Landscaping opportunities to enhance the pedestrian and residential experience are found in the front entry streetscape, roof garden, and shoreline buffer.

Building Description	
Building Foot Print	2,173sf (plus existing 1,375sf)
Building Floor Area	6,155sf- Residential, 1,800sf- Garage, 1,500sf- Roof Garden; 9,455sf Total
Allowed FAR	16,053sfx1.3=20,868.9sf (total area of lot used for development standards per DPD Determination)
Number of Dwelling Units	6 (plus 1 existing SFD to remain) assumes meeting standards of SMC 23.54.510.C
Allowed Density	Unlimited per SMC 23.54.12 meeting standards of SMC 23.54.510.C
Parking Spaces Provided	6
Parking Spaces Required	1 per dwelling unit w/ SMC 23.54.020.A.2.a&b

Massing Description

Massing Alternative 1 creates three floors of residential use above one level of parking. The ground level is articulated to allow for a recessed common entry porch, recessed entry to parking, and a pedestrian pathway along the north property line for access to the existing residence. The parking utilizes the existing topography to be located partially below grade and screened from view from the street and neighbors. The extent of the massing on the north and south sides is set to respond to the side setbacks and established view corridors of the existing structure on the lot. This massing alternative provides the opportunity for units to face both the street and the lake sides of the buildable area on the lot. The building massing is articulated with a notch at the northeast corner to respond to the large evergreen tree on the north neighbor's property and the circulation is oriented in the east-west direction to minimize the impact on the street and neighbor's views. The massing includes access for a green roof, providing opportunity for common residential open space with views to Lake Washington.

Land Use Code Adjustments Requested

Requesting adjustment to side setback requirement per SMC 23.41.018.D.4; Side Setback required 5' min, 7' average. At north property line 2'-6" min, 3'-6" average provided. At South property line 2'-10" min, 3'-6" average provided. The provided set backs are consistent with pre-submittal conference determination for view corridors to respond to the setbacks of the existing structure. The requested adjustment allows the building circulation to be shifted to the side and oriented in the east-west direction which allows for the development of units and prominent entries on the street.

SDR Design Guidance 2346 43rd Ave East

EXISTING MULTI-FAMILY STRUCTURE
4 STORIES

2346 43rd Ave East

LAKE WASHINGTON

UNDER LYING ZONE LR3

SHORELINE DISTRICT CR

Typical Unit Plan

SHORELINE DISTRICT UR

PROPOSED 1 MULTI-FAMILY STRUCTURE

2173 SF FOOTPRINT, 3 STORIES
W/ PARKING BELOW STRUCTURE

AVE GRADE 25.5'

EXISTING MULTI-FAMILY
STRUCTURE 3 STORIES

EXISTING 1 SF DWELLING

1375 SF FOOTPRINT, 2 STORIES
WHOLLY OVER-WATER

NO WORK ON THIS STRUCTURE

Potential Code Adjustments, Determinations, Exceptions, Waivers, and/or Modifications.

1. Side Setbacks. Request adjustment to Side Set Back Requirement per SMC 23.41.018.D.4. Proposed development provides at North Property line 2'-6" min, 3'-6" average and at South Property Line 2'-10" min, 3'6" average. The requested adjustment is the minimum necessary to allow for a development that is consistent with neighborhood bulk and scale and is consistent with determination regarding shoreline view corridors per pre-submittal conference.

2. View Corridor. Per pre-submittal conference determination and SMC 23.60.162.c, required view corridor width has been set by the current side setbacks of the existing Single Family Structure to remain.

3. Pedestrian Access Walkway. Per SMC 23.45.518.J.3 the proposed development utilizes an uncovered, unenclosed, pedestrian access walkway within the north property line side setback to maintain access to the existing residential structure.

4. Fences, Steps, Walkway, and Patio within 25' Shoreline Residential Setback. Per SMC 23.60198.B.2, request determination to allow height of structures normal to residential development within the Shoreline Residential Setback to be 6'0" for the stairway and fence along north property line. Requested height matches height of existing fence in that location and will not impede neighbor's views to the shoreline to any extent greater than the current configuration.

5. Existing Curb Cut. The proposed development utilizes the location of the existing curb cut for the driveway access; the proposal wishes to reuse the existing non-conforming condition, in respect to site triangles, as the proposed driveway will not worsen the existing conditions.

6. Allowable Height in the UR shoreline Environment. Per SMC 23.60.752.D.2 & 3a. The proposed development utilizes roof top features including open railings, planters, parapets, and stair and elevator penthouses.

7. Parking Located Within 50' of OHW. Per SMC 23.60156.B and determinations of the pre-submittal conference the proposed development requests modification of the parking location requirements for parking areas with greater than five parking spaces.

8. Slope of Driveway. Per SMC 23.54.030.D.3.a&c the proposed development requests the use of a driveway slope of 20% (including crest and sag).

9. Parking Provided. A total of 6 parking spaces are provided on site, 1 for the existing residential structure and 5 for the proposed structure. Per SMC 23.54.020.A.2, one dwelling unit is to be added to the site without a parking space and one parking space per dwelling unit is to be provided for all other units.

Site Plan

Garage Plan

E. Cobb Architects Inc. 911 Western Avenue Suite 318 Seattle Washington 98104

PREFERRED - ALT 1 BUILDING MASSING 8



Massing Description
Massing Alternative 2 creates three floors of residential use above one level of parking. To accomdate parking and by following the Land Use Code without adjustment, the building circulation is pushed in from the lot sides and forward to the street. The resulting location of the circulation massing prevents the oppertunity for units to face the street or the development of a large common entry visible from the street. The massing includes access for a green roof, providing opportunity for residential open space and views to Lake Washington.

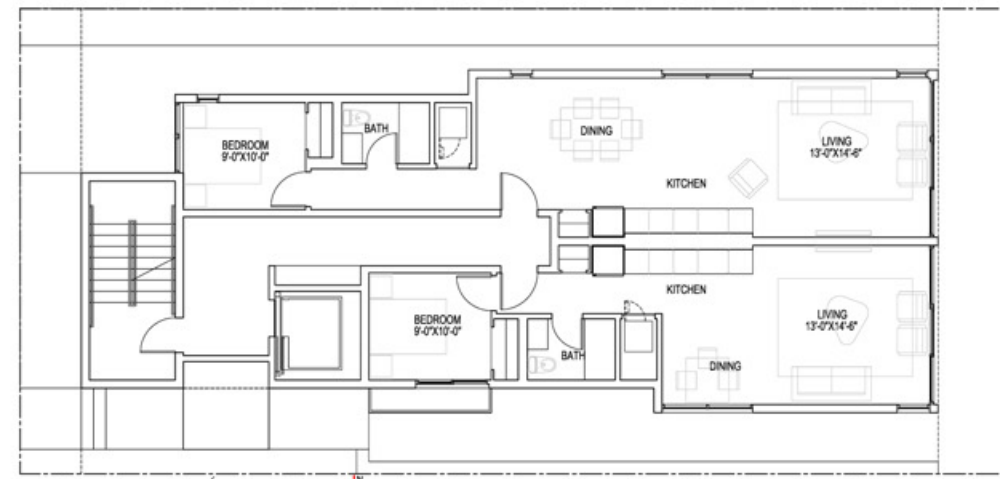
Massing Response to Design Guidelines
A-1 Responding to Site Characteristics
Massing responds to the constricted site and existing conditions to utilize existing topography and views.
A-8 Parking and Vehicle Access
Massing utilizes existing curb cuts and minimizes the vehicular impact by recessing the parking entry and providing parking below the building, screened from the street.
D-1 Pedestrian Open Spaces and Entrances
Massing creates an opportunity for an accessible green roof and utilizes the shoreline buffer with existing tree and beach front for residential open space.
D-5 Visual Impacts of Parking Structures
Massing recesses parking, utilizing existing grades, to screen parking from the street and lessen the impact of the vehicular presence.
E-3 Landscaping Design to Address Special Site Conditions.
Landscaping opportunities to enhance the pedestrian and residential experience are found in the front entry streetscape, roof garden, and shoreline buffer.

Building Description	
Building Foot Print	1,753sf (plus existing 1,375sf)
Building Floor Area	5,260sf- Residential, 1,800sf- Garage, 1,500sf- Roof Garden; 8,560sf Total
Allowed FAR	16,053sfx1.3=20,868.9sf (total area of lot used for development stan dards per DPD Determination)
Number of Dwelling Units 23.54.510.C	6 (plus 1 existing SFD to remain) assumes meeting standards of SMC
Allowed Density	Unlimited per SMC 23.54.12 meeting standards of SMC 23.54.510.C
Parking Spaces Provided	6
Parking Spaces Required	1 per dwelling unit w/ SMC 23.54.020.A.2.a&b

Land Use Code Adjustments Requested
No Adjustments Requested/Required.

SDR Design Guidance 2346 43rd Ave East

EXISTING MULTI-FAMILY STRUCTURE
4 STORIES



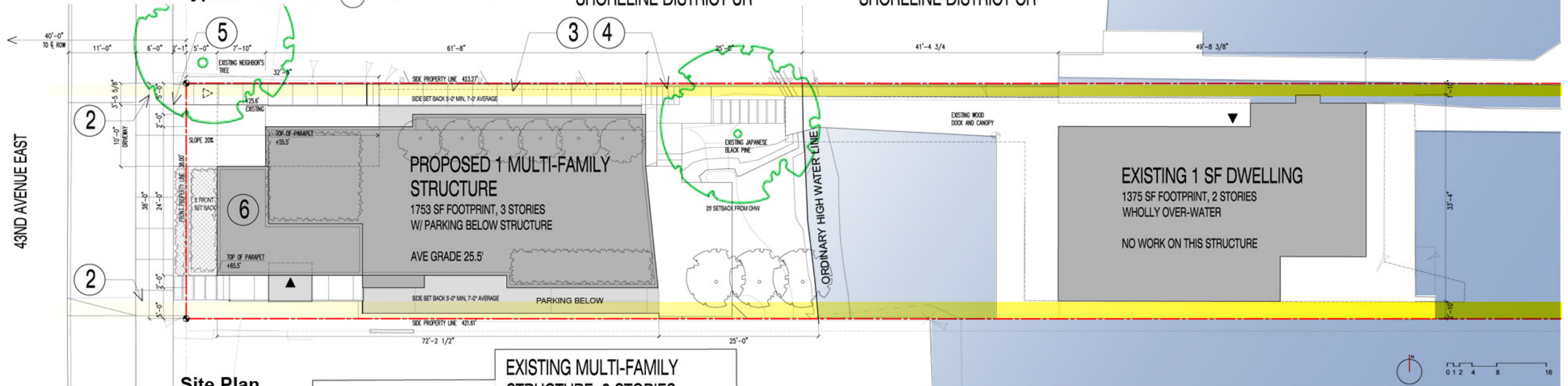
Typical Unit Plan

UNDER LYING ZONE LR3

SHORELINE DISTRICT UR

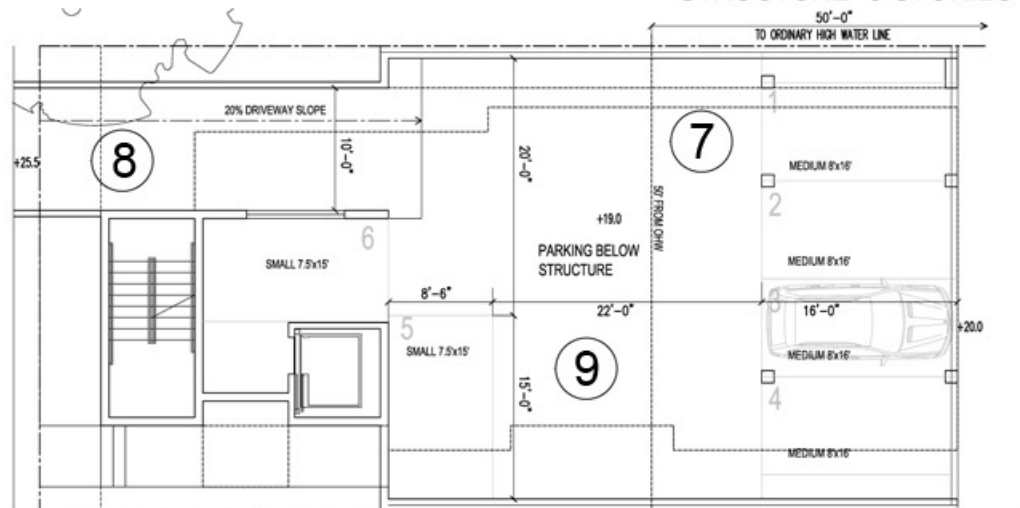
SHORELINE DISTRICT CR

LAKE WASHINGTON



Site Plan

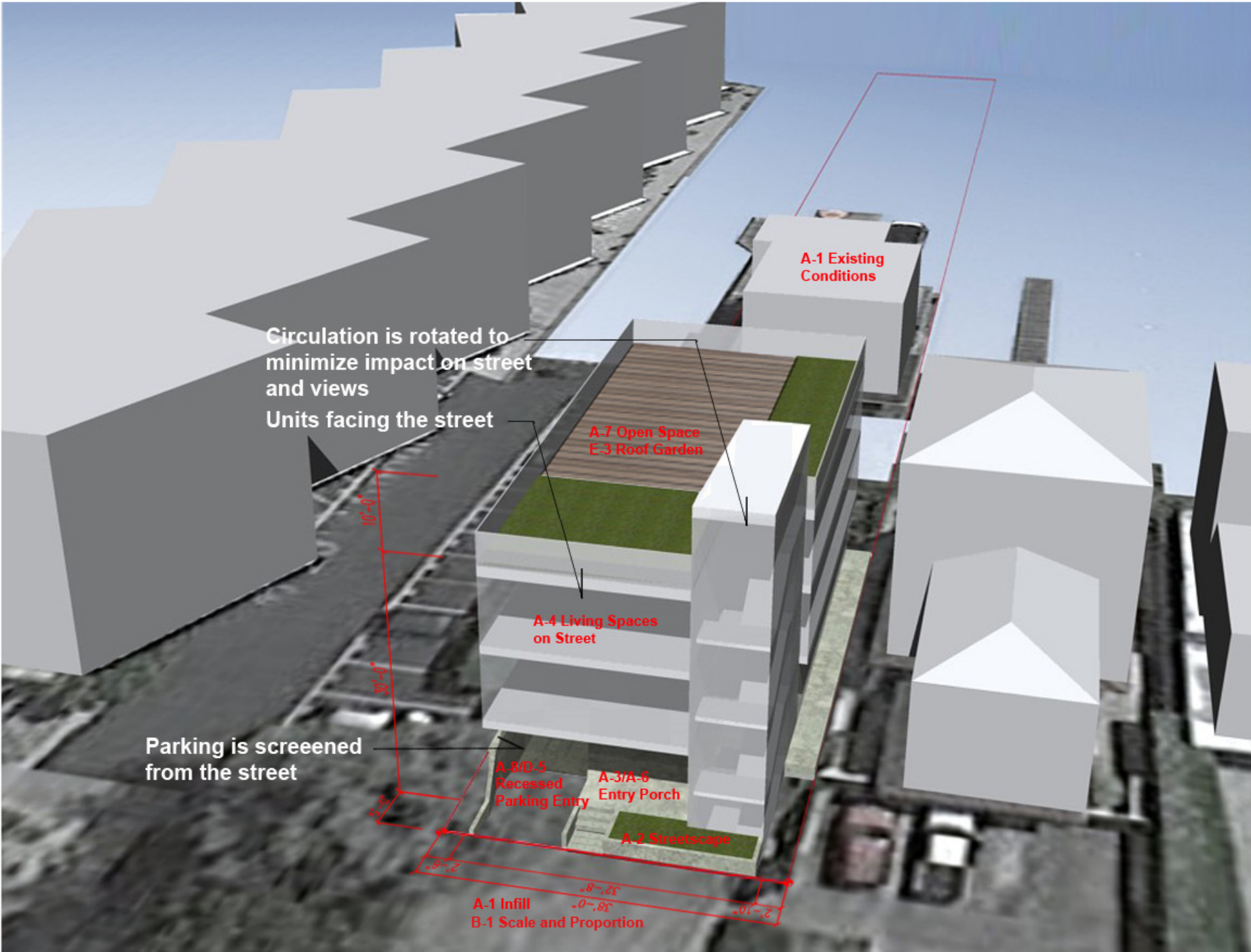
EXISTING MULTI-FAMILY
STRUCTURE 3 STORIES



Garage Plan

Potential Code Adjustments, Determinations, Exceptions, Waivers, and/or Modifications.

- Side Setbacks.** Meeting Standards.
- View Corridor.** Per pre-submittal conference determination and SMC 23.60.162.c. required view corridor width has been set by the current side setbacks of the existing Single Family Structure to remain.
- Pedestrian Access Walkway.** Per SMC 23.45.518.J.3 the proposed development utilizes an uncovered, unenclosed, pedestrian access walkway within the north property line side setback to maintain access to the existing residential structure.
- Fences, Steps, Walkway, and Patio within 25' Shoreline Residential Setback.** Per SMC 23.60198.B.2, request determination to allow height of structures normal to residential development within the Shoreline Residential Setback to be 6'0" for the stairway and fence along north property line. Requested height matches height of existing fence in that location and will not impede neighbor's views to the shoreline to any extent greater than the current configuration.
- Existing Curb Cut.** The proposed development utilizes the location of the existing curb cut for the driveway access; the proposal wishes to reuse the existing non-conforming condition, in respect to site triangles, as the proposed driveway will not worsen the existing conditions.
- Allowable Height in the UR shoreline Environment.** Per SMC 23.60.752.D.2 & 3a. The proposed development utilizes roof top features including open railings, planters, parapets, and stair and elevator penthouses.
- Parking Located Within 50' of OHW.** Per SMC 23.60156.B and determinations of the pre-submittal conference the proposed development requests modification of the parking location requirements for parking areas with greater than five parking spaces.
- Slope of Driveway.** Per SMC 23.54.030.D.3.a&c the proposed development requests the use of a driveway slope of 20% (including crest and sag).
- Parking Provided.** A total of 6 parking spaces are provided on site, 1 for the existing residential structure and 5 for the proposed structure. Per SMC 23.54.020.A.2. one dwelling unit is to be added to the site without a parking space and one parking space per dwelling unit is to be provided for all other units.



Massing Description
Massing Alternative 3 creates three floors of residential use above one level of parking. The ground level is articulated to allow for a recessed common entry porch, recessed entry to parking, and a pedestrian pathway along the south property line for access to the existing residence. The parking utilizes the existing topography to be located partially below grade and screened from view from the street and neighbors. The extent of the massing on the north and south sides is set to respond to the side setbacks and established view corridors of the existing structure on the lot. This massing alternative provides the opportunity for units to face both the street and the lake sides of the buildable area on the lot. The building massing is articulated with the circulation oriented in the east-west direction to minimize the impact on the street and neighbor's views. The massing includes access for a green roof, providing opportunity for common residential open space with views to Lake Washington.

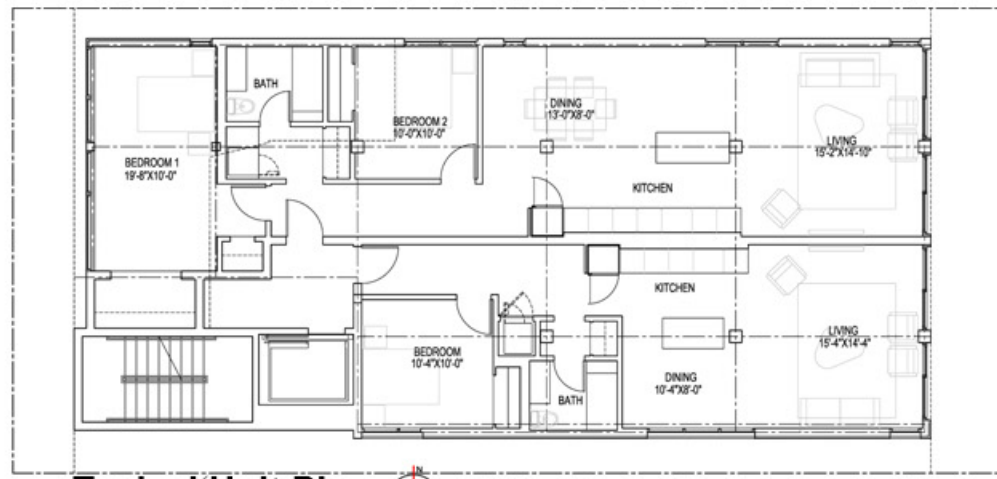
- Massing Response to Design Guidelines**
- A-1 Responding to Site Characteristics**
Massing responds to the constricted site and existing conditions to utilize existing topography and views while respectfully integrating with existing structures and shoreline environment.
- A-2 Streetscape Compatibility**
Massing creates a pedestrian Streetscape with a recessed entry porch. The massing reinforces the positive aspects of the streetscape on the west side of 43rd Ave E.
- A-3 Entrances Visible from the Street**
Massing creates a recessed entry porch visible from the street.
- A-4 Human Activity**
Massing creates opportunity for activity at the street level and allows street side units to have living spaces with large windows on the street.
- A-6 Transition Between Residence and Street**
Recessed entry porch provides security and weather protection with a minimal front setback.
- A-8 Parking and Vehicle Access**
Massing utilizes existing curb cuts and minimizes the vehicular impact by recessing the parking entry and providing parking below the building, screened from the street.
- D-1 Pedestrian Open Spaces and Entrances**
Massing creates an opportunity for an accessible green roof and utilizes the shoreline buffer with existing tree and beach front for residential open space.
- D-5 Visual Impacts of Parking Structures**
Massing recesses parking, utilizing existing grades, to screen parking from the street and lessen the impact of the vehicular presence.
- E-3 Landscaping Design to Address Special Site Conditions.**
Landscaping opportunities to enhance the pedestrian and residential experience are found in the front entry streetscape, roof garden, and shoreline buffer.

Building Description	
Building Foot Print	2,247sf (plus existing 1,375sf)
Building Floor Area	6,320sf- Residential, 1,800sf- Garage, 1,500sf- Roof Garden; 9,620sf Total
Allowed FAR	16,053sfx1.3=20,868.9sf (total area of lot used for development standards per DPD Determination)
Number of Dwelling Units	6 (plus 1 existing SFD to remain) assumes meeting standards of SMC 23.54.510.C
Allowed Density	Unlimited per SMC 23.54.12 meeting standards of SMC 23.54.510.C
Parking Spaces Provided	6
Parking Spaces Required	1 per dwelling unit w/ SMC 23.54.020.A.2.a&b.

Land Use Code Adjustments Requested
Requesting adjustment to side setback requirement per SMC 23.41.018.D.4; Side Setback required 5' min, 7' average. At north property line 2'-6" min, 3'-6" average provided. At South property line 2'-10" min, 3'-6" average provided. The requested adjustment allows the building circulation to be shifted to the side and oriented in the east-west direction which allows for the development of units and prominent entries on the street.

2346 43rd Ave East

EXISTING MULTI-FAMILY STRUCTURE
4 STORIES



Typical Unit Plan

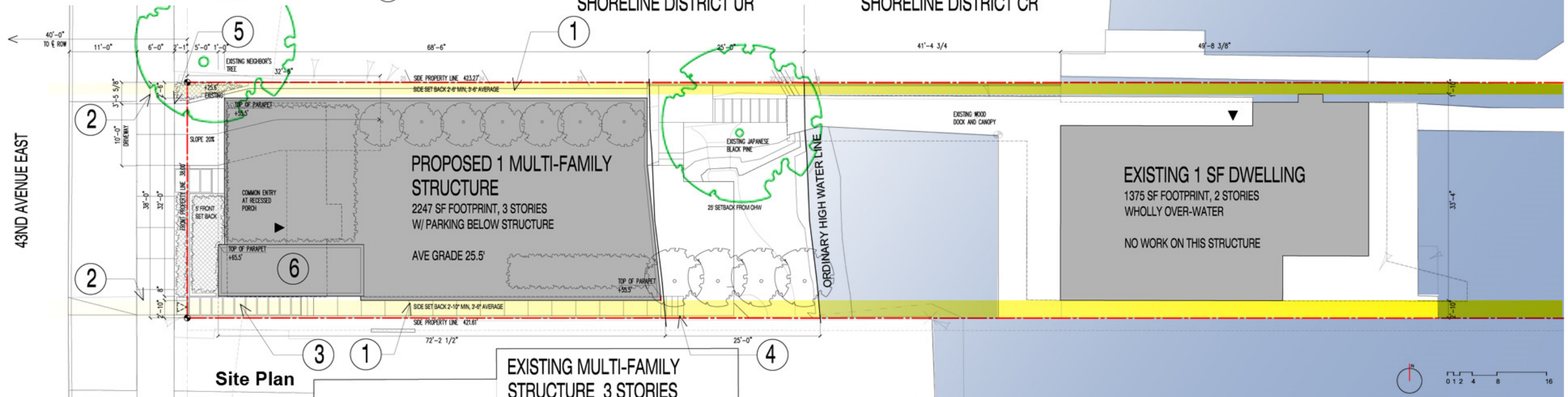
UNDER LYING ZONE LR3

SHORELINE DISTRICT CR

SHORELINE DISTRICT UP

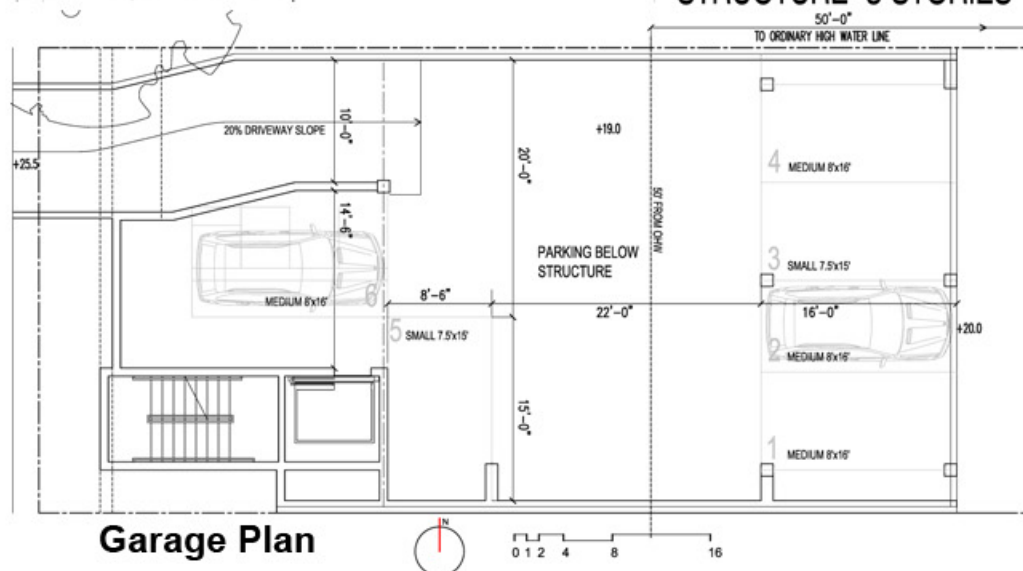
LAKE WASHINGTON

43ND AVENUE EAST



Site Plan

EXISTING MULTI-FAMILY
STRUCTURE 3 STORIES



Garage Plan

Potential Code Adjustments, Determinations, Exceptions, Waivers, and/or Modifications.

1. Side Setbacks. Request adjustment to Side Set Back Requirement per SMC 23.41.018.D.4. Proposed development provides at North Property line 2'-6" min, 3'-6" average and at South Property Line 2'-10" min, 3'6" average. The requested adjustment is the minimum necessary to allow for a development that is consistent with neighborhood bulk and scale and is consistent with determination regarding shoreline view corridors per pre-submittal conference.

2. View Corridor. Per pre-submittal conference determination and SMC 23.60.162.c. required view corridor width has been set by the current side setbacks of the existing Single Family Structure to remain.

3. Pedestrian Access Walkway. Per SMC 23.45.518.J.3 the proposed development utilizes an uncovered, unenclosed, pedestrian access walkway within the south property line side setback to maintain access to the existing residential structure.

4. Fences, Steps, Walkway, and Patio within 25' Shoreline Residential Setback. Per SMC 23.60198.B.2, request determination to allow height of structures normal to residential development within the Shoreline Residential Setback to be 6'0" for the stairway and fence along south property line. Requested height matches height of existing retaining wall in that location and will not impede neighbor's views to the shoreline to any extent greater than the current configuration.

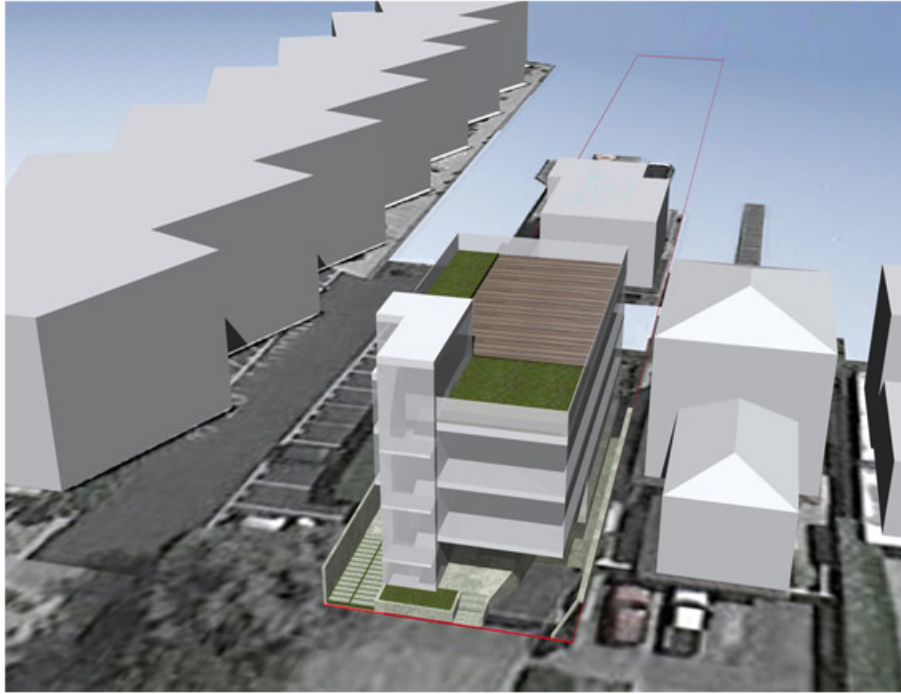
5. Existing Curb Cut. The proposed development utilizes the location of the existing curb cut for the driveway access; the proposal wishes to reuse the existing non-conforming condition, in respect to site triangles, as the proposed driveway will not worsen the existing conditions.

6. Allowable Height in the UR shoreline Environment. Per SMC 23.60.752.D.2 & 3a. The proposed development utilizes roof top features including open railings, planters, parapets, and stair and elevator penthouses.

7. Parking Located Within 50' of OHW. Per SMC 23.60156.B and determinations of the pre-submittal conference the proposed development requests modification of the parking location requirements for parking areas with greater than five parking spaces.

8. Slope of Driveway. Per SMC 23.54.030.D.3.a&c the proposed development requests the use of a driveway slope of 20% (including crest and sag).

9. Parking Provided. A total of 6 parking spaces are provided on site, 1 for the existing residential structure and 5 for the proposed structure. Per SMC 23.54.020.A.2, one dwelling unit is to be added to the site without a parking space and one parking space per dwelling unit is to be provided for all other units.



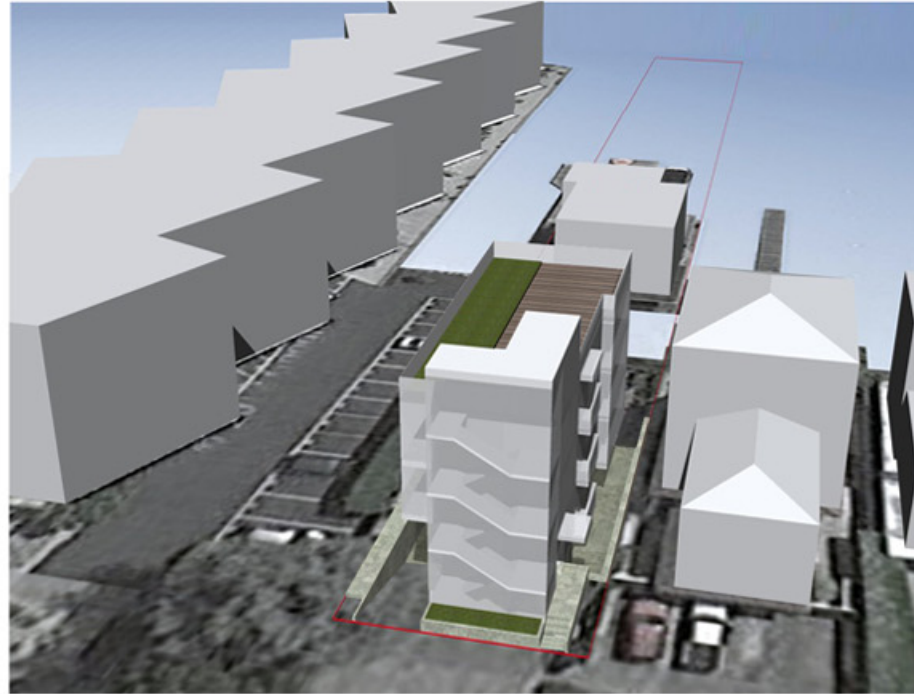
Massing Alternative 1-Preferred

Positive Attributes

- Massing and Scale appropriate for site and reinforces desirable neighborhood pattern.
- Massing and articulation help mitigate the scale difference between existing adjacent structures.
- Creates a prominent entry on the street for the existing residence.
- Creates welcoming common pedestrian entry for residential units along the street.
- Reduces the impact of the vehicular presence on 43rd Ave E.
- Responds to existing vegetation.

Challenges

- Requires an adjustment to side setback development standards.
- Reduced development area due to articulation for existing vegetation and recesses for pedestrian entries and parking.



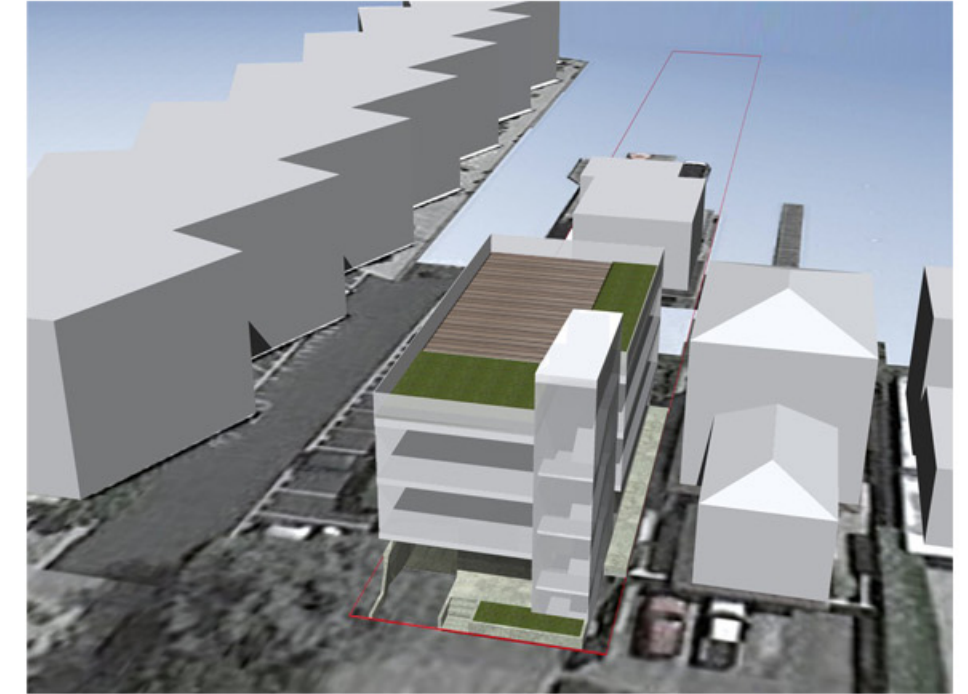
Massing Alternative 2

Positive Attributes

- Massing strategy does not require adjustments to development standards.
- Massing provides efficient distribution of circulation for units.
- Reduces the impact of the vehicular presence on 43rd Ave E.
- Maximizes development area.

Challenges

- Massing of circulation at the street facade creates a large blank wall to the public.
- Access to existing residence does not have a prominent presence on the street.
- Access to east and south solar exposure is limited by location of circulation and circulation massing shadows green roof.
- Building massing provides less screening for parking and parking is exposed adjacent to south neighbor.



Massing Alternative 3

Positive Attributes

- Massing and Scale appropriate for site and reinforces desirable neighborhood pattern.
- Creates welcoming common pedestrian entry for residential units along the street.
- Reduces the impact of the vehicular presence on 43rd Ave E.
- Maximizes development area.

Challenges

- Requires an adjustment to side setback development standards.
- Massing of circulation element presents a hard corner for the building at the most common direction of approach (from south to north along 43rd).
- Access to existing residence does not have a prominent presence on the street.
- Access to southwest solar exposure is limited by location of circulation.