



SITE AREA: 7,475 s.f. (approximately 89' wide, 84' deep)

ZONING: SF-5000; proposing contract rezone to LR-1.

PROJECT DESCRIPTION

Proposal for a 5-unit row house development to replace an existing single-family residence, assuming approval of contract rezone. Opportunity exists for project to provide a buffer between intense commercial and institutional uses to the south and east and single-family neighborhood to west and north. A total of five (5) parking stalls are proposed (one per unit), partially below-grade, fully-enclosed and entered from the rear of the site.

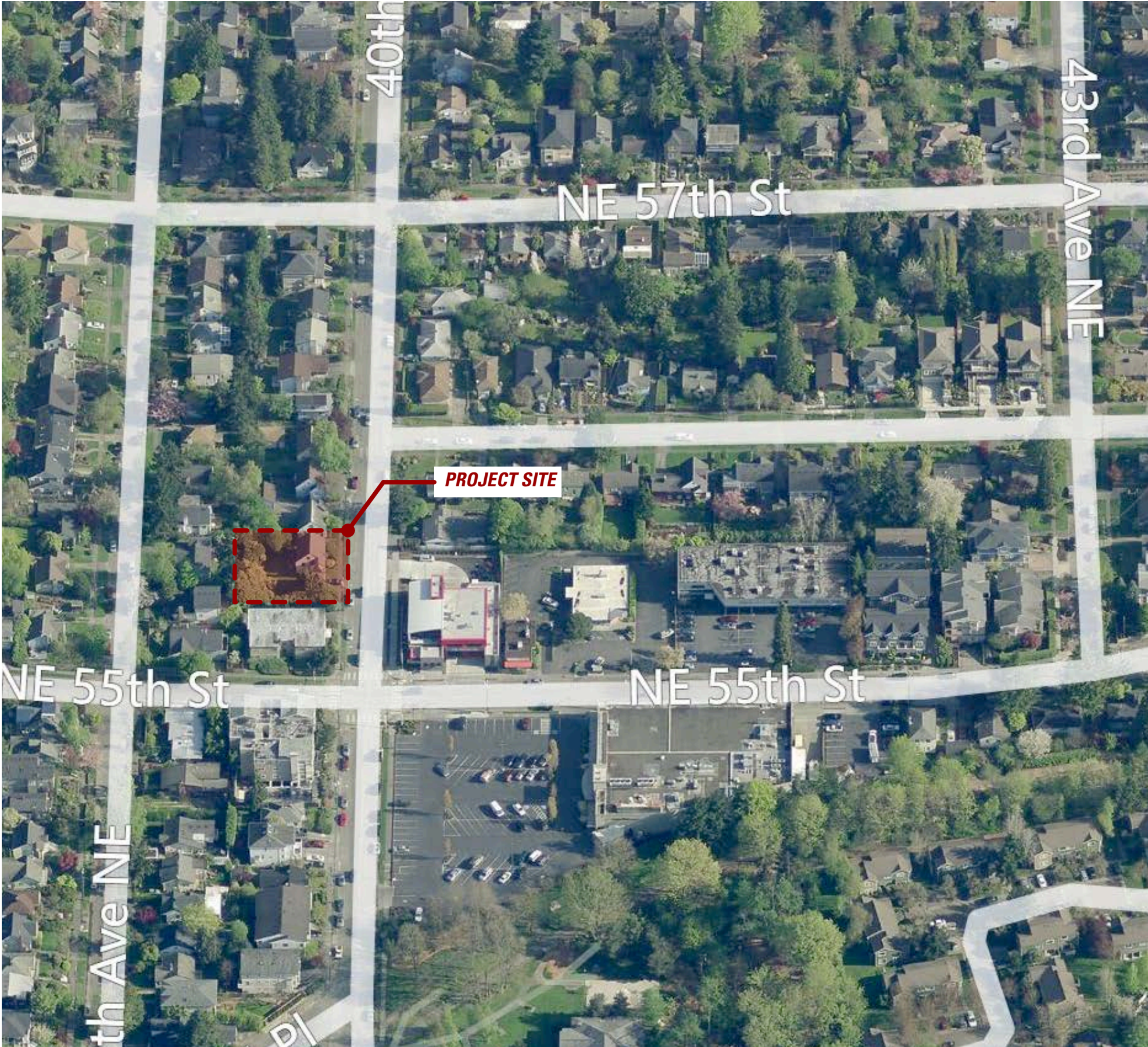
For comparison, an alternate proposal is shown assuming that the property would be sub-divided as a short plat under the "75/80" rule and two single-family residences would be developed on the property. This development is allowed outright under current zoning standards and is similar - or in some aspects more intense - than the proposed LR-1 Rowhouse project.

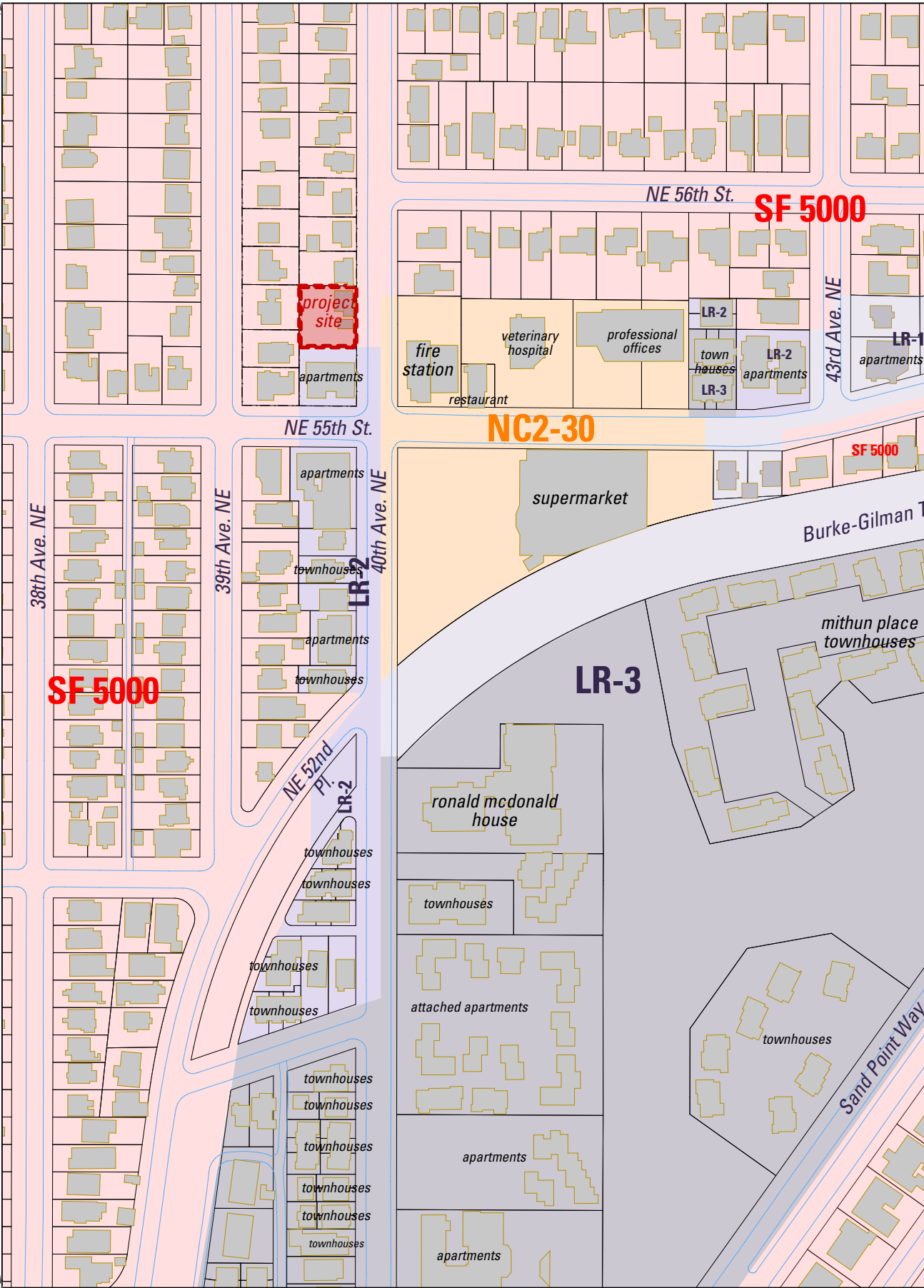
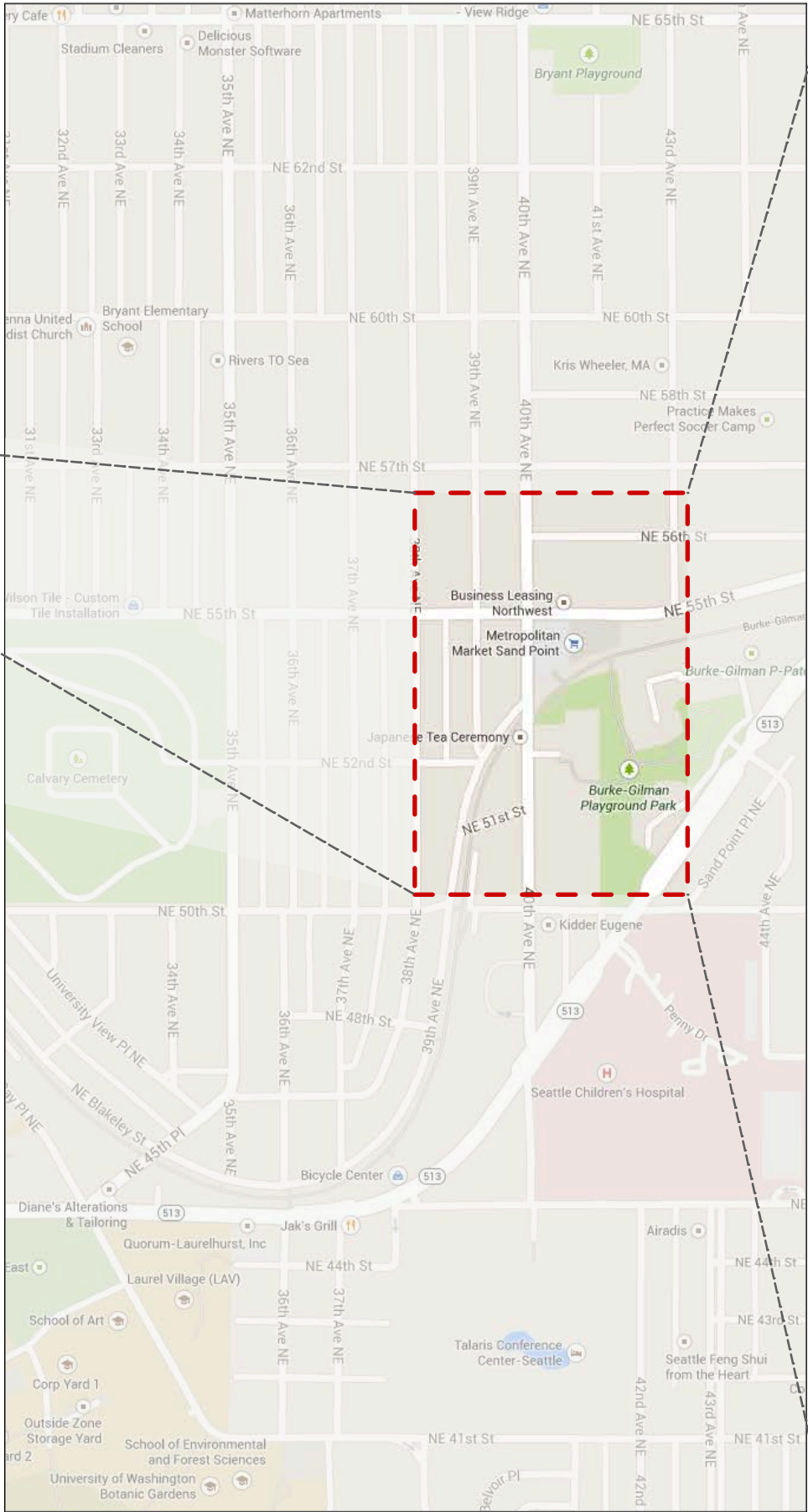
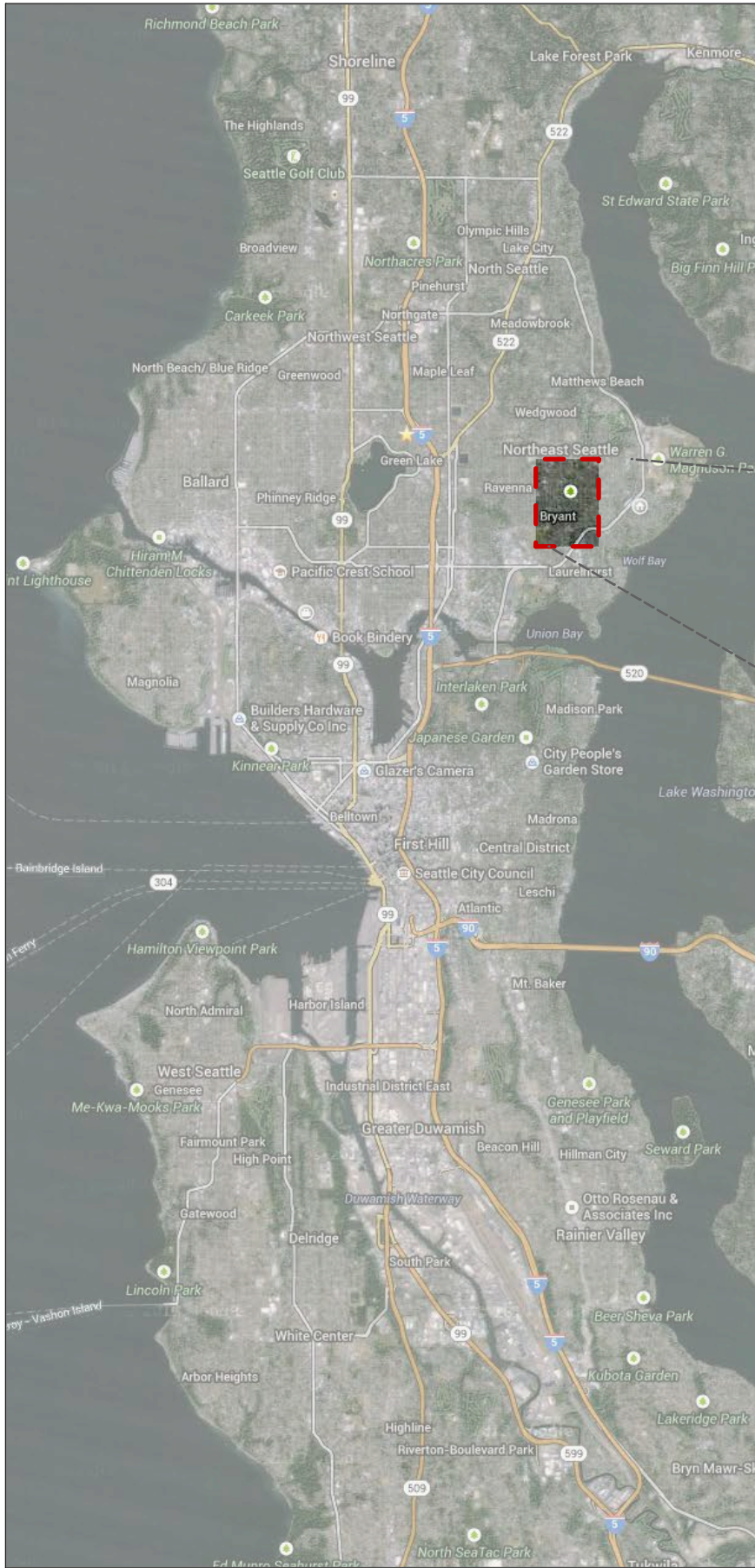
SUMMARY OF DEVELOPMENT STANDARDS

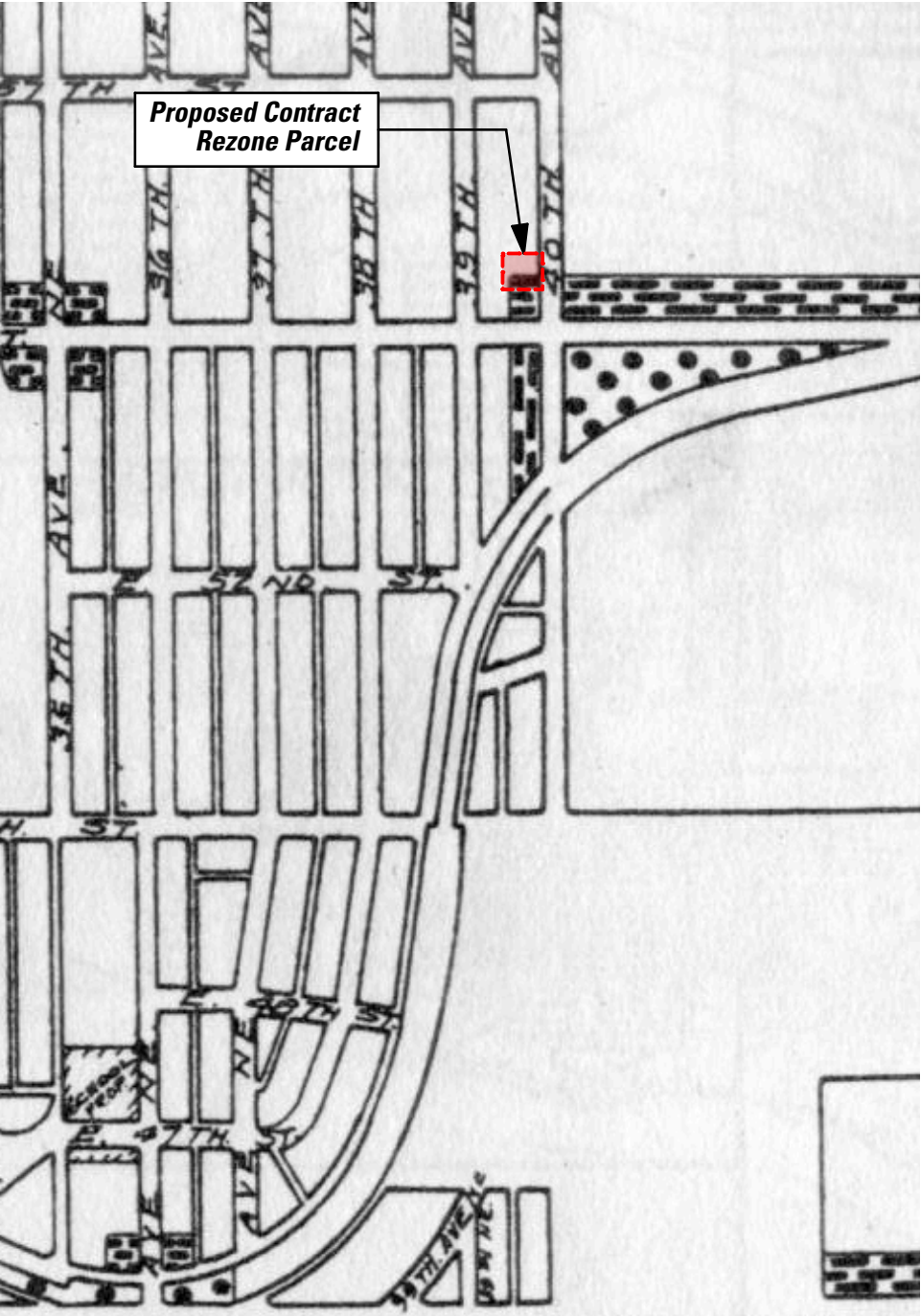
for SF-5000, assumes a short-plat subdivision under SMC 23.44.010 ("75/80 rule")

for LR-1, assumes green building & parking access meeting requirements of SMC 23.45.510.C

	SF-5000	LR-1 (row house)
max. # of units	2	no limit
max. lot coverage	1,560 per lot 9,360 s.f. total	FAR < 1.2 8,970 s.f. total
height limit	30' + 5' increase for sloped roof	30' + 5' increase for sloped roof
structure width	n/a	no limit
structure depth	n/a	57.8' 40' within 15' of SF lot (north)
setbacks	front: 10' (avg. of adj. SF lots) side: 5' rear: 16.8' (20% of lot depth)	front: 5' side: 7' avg., 5' min. rear: 7' avg., 5' min.
parking	1 per unit	1 per unit







1923
HISTORICAL CONTEXT
The area comprising Sand Point/Laurelhurst (east of 35th Ave NE / south of NE 65th St. to Lake Washington) was annexed to the City in 1910. Seattle's first zoning ordinance was adopted in 1923 while much of the neighborhood was still undeveloped land. Highway 213 (Sand Point Way) had yet to be laid out; the Great Northern Railroad line, which had traversed the area since 1885, was in very active use for logging and freight.

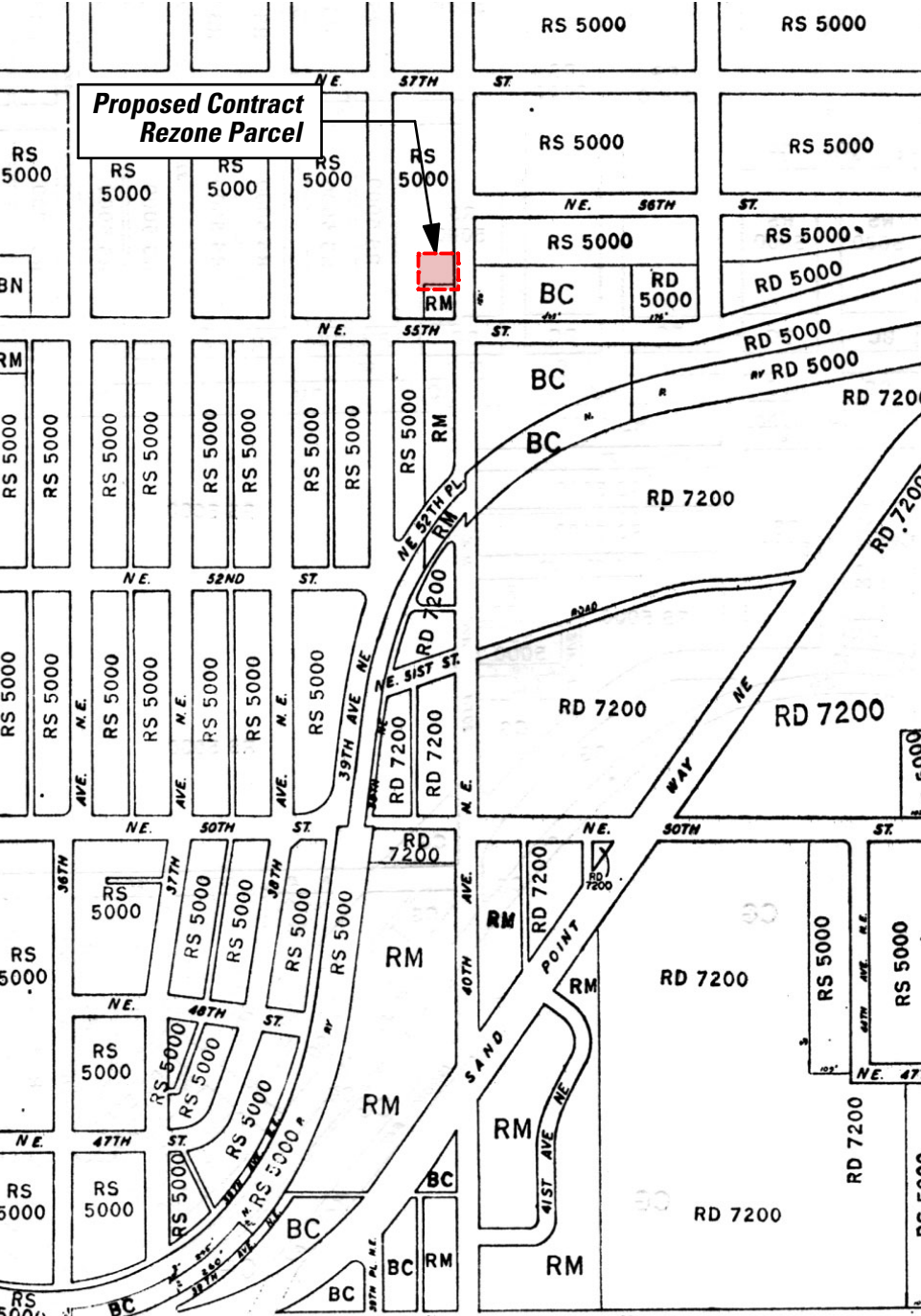
APPLICABILITY TO PROPOSED CONTRACT REZONE PARCEL
The subject parcel - at this time neither platted nor developed - is located within the continuous-width strip of "Commercial" zone running along 55th west from 45th Ave NE and turning south along the west side of 40th Avenue as far as Railroad Avenue (the frontage road along the tracks would later become 39th Avenue NE). Blocks indicated in white indicate "First Residence" zone. The large triangular parcel (indicated by dots) alongside the still-active railroad was zoned for "Manufacturing."



1947
HISTORICAL CONTEXT
New zoning maps were issued in 1947 and revised zone designations were adopted, in many cases serving to codify the rapid post-war development in the area. Virtually all of the single-family homes on 40th Ave NE between NE 55th and NE 57th were constructed between 1945 and 1950, including the existing structure on the subject property (1946).

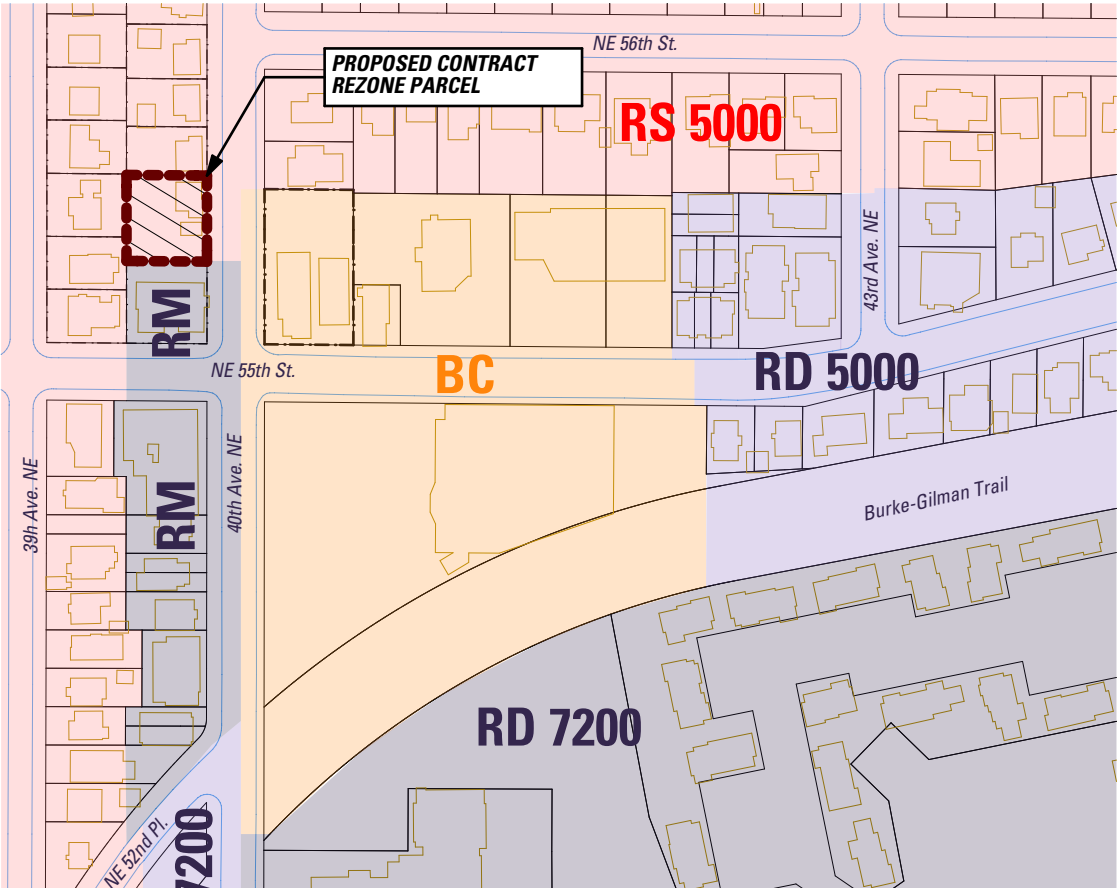
"R1-A" indicates "First Residence - Area District A", a designation that permitted some types of multi-family housing. "B" indicate Business uses; "-C" and "-D" represent "Area Districts," with D allowing more intense use. The areas between the railroad tracks and Sand Point Way is beginning to be filled in on the zoning map, but much of this land remained undeveloped until the 1980s.

APPLICABILITY TO PROPOSED CONTRACT REZONE PARCEL
There is a clear intention on the zoning map for the large B-D parcel on the SW corner of 40th Ave NE and NE 55th St. to be completely surrounded on the west and north by a strip of lower-intensity B-C zoning. The map still shows standards for development and does not yet indicate specific parcel boundaries.



1957 / 1974
HISTORICAL CONTEXT
A new zoning ordinance was adopted in 1957; a major revision in 1974 (shown above) made significant changes to the definition of various zones, but maintained continuity in terms of zone boundaries. Significant portions of the neighborhood were specified as RM or RD multi-family areas, probably reflecting actual development in areas affected by the presence of the railroad lines, which remained in heavy use until 1963 (line abandoned in 1971).

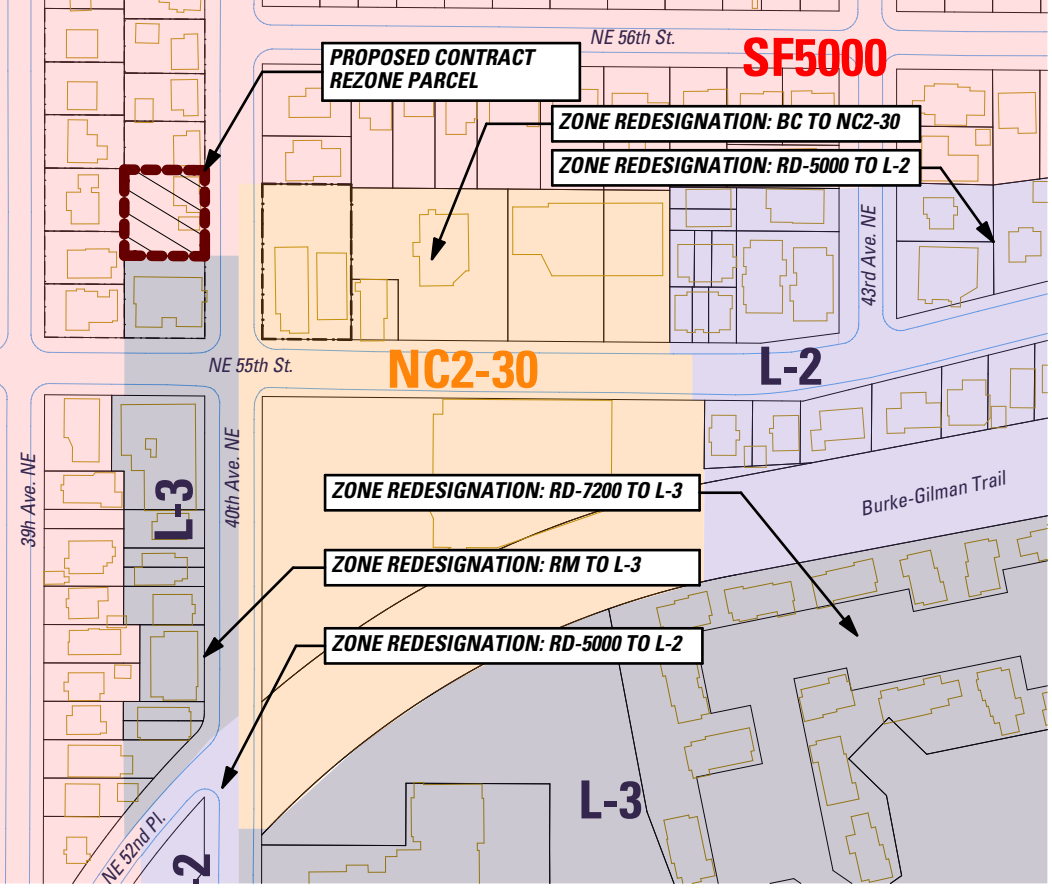
APPLICABILITY TO PROPOSED CONTRACT REZONE PARCEL
As part of the 1957 ordinance, the B-C zone along 40th was changed to a mix of RM (Residential Multi-Family) and RD (Residential Duplex), while the B-D zone became BC. Compared to the 1947 map, the depth of the zone boundary for BC and RD on the north side of NE 55th between 40th Ave and 43rd Ave was increased in depth to reflect the actual dimensions of parcels as subdivided. The logic of the previous zone designations would imply that the boundary of the adjacent RM zone on the west side of 40th should have also been extended north an equal amount. **There is a strong argument to be made that the proposed rezone parcel should have been included within the RM zone boundary in 1957.**



1957
HISTORICAL CONTEXT
Seattle adopted a new zoning code in 1957 (ordinance 86300). In virtually all of the surrounding neighborhood, there is a one-to-one correspondence between the zone areas as shown in the 1947 zoning map.

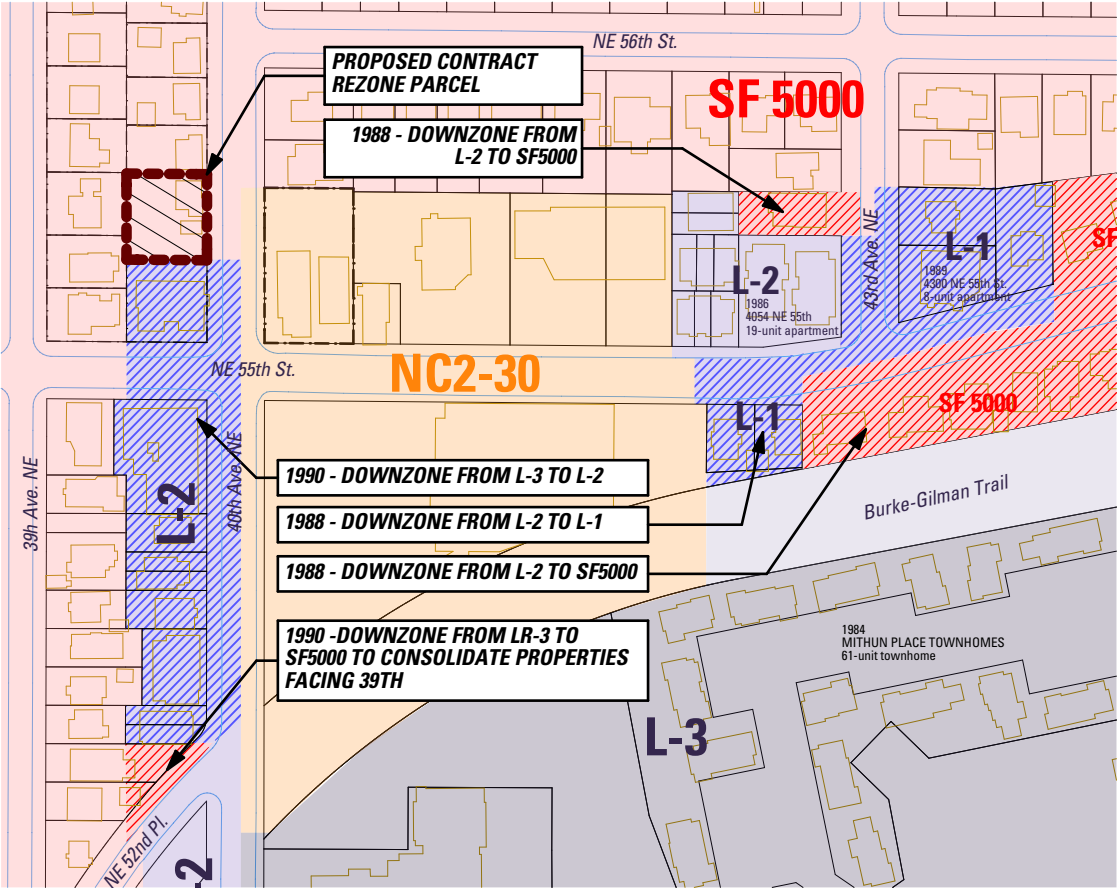
APPLICABILITY TO PROPOSED REZONE
The subject property is an unusual exception: a "bite" is taken out of the corner of the RM zone along the west side of 40th Ave NE; in earlier maps, the northern boundary of the RM zone is contiguous with the northern boundary of the adjacent BC zone.

There is no ordinance or map modification to indicate that this was a deliberate change; it seems likely that the RS designation was based on the existing use rather than the underlying designation. **By the original logic of the area's zoning, the subject parcel should have been zoned RM in 1957 to complete the buffer along the west edge of the adjacent BC zone.**



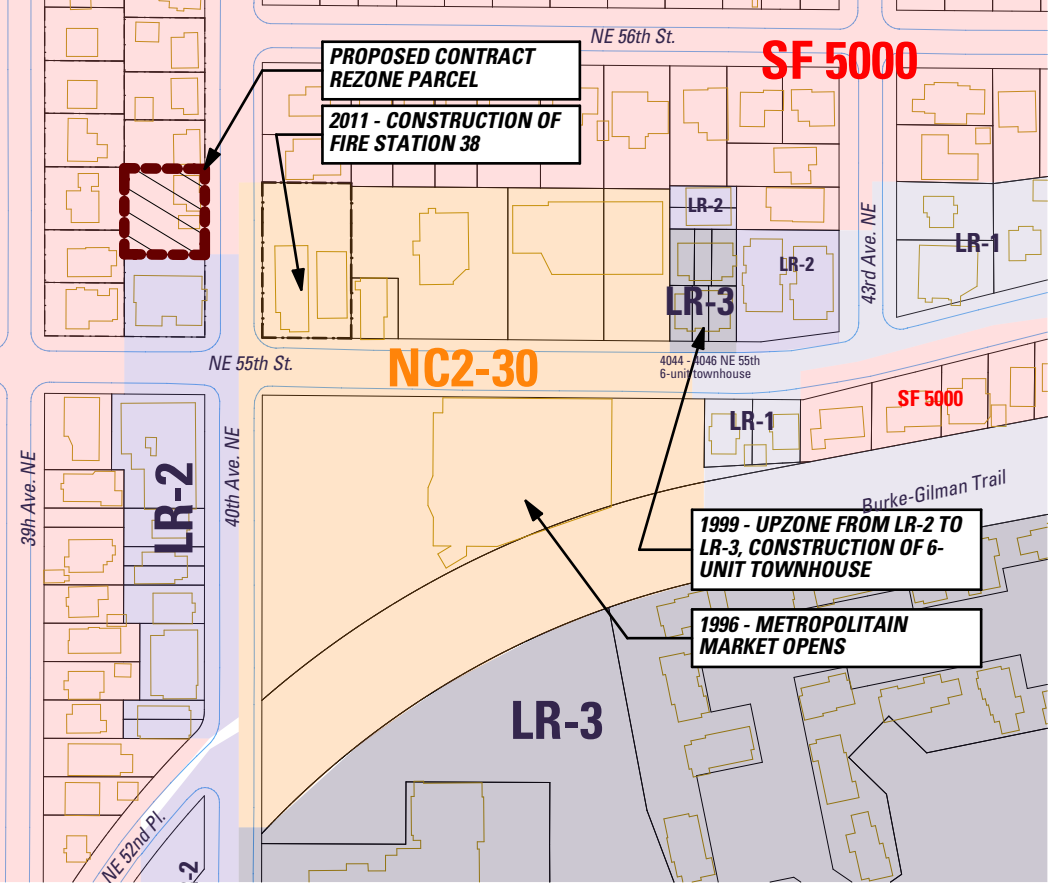
1982
HISTORICAL CONTEXT
Seattle's new residential land use code was adopted in 1982, with a rolling adoption of changes to other zone types; the previous zoning code was completely retired in 1995. New zone categories were established. As in the transition to the 1957 code, there was a close correspondence between old and new zone types in the surrounding neighborhood: RS 5000 became SF5000; RM & RD 7200 became L-3; RD 500 became L-2.

APPLICABILITY TO PROPOSED REZONE
The major effect in this neighborhood was that L-2 allowed a much wider variety of multi-family housing types compared to RD. This had no direct impact on the subject parcel - had it been included within the RM boundary, it would have become L-3 under the 1982 ordinance.



1988
HISTORICAL CONTEXT
Following the adoption of the L (Lowrise) zone, several multi-family projects were constructed in the neighborhood. Possibly as part of a response to neighborhood concerns, many of the remaining L-2 zoned parcels along NE 55th were down-zoned to L-1 or SF-5000 and L-3 parcels along 40th Ave NE were down-zoned to L-2.

APPLICABILITY TO PROPOSED REZONE
It seems likely that had the subject parcel been designated RM in 1957, and subsequently L-3 in 1982, it would have been down-zoned to L-2 along with the adjacent parcels in 1988. The current re-zone application seeks only to establish the least-intense low-rise multifamily zoning designation (LR-1) on the property.



Current Zoning
HISTORICAL CONTEXT
In line with Seattle's 1995 Comprehensive Plan, which encourages infill housing, a rezoning was granted to one parcel on NE 55th St., allowing the construction of a 6-unit townhouse project. The reopening of the defunct supermarket by Metropolitan Market around the same time sparked a major renaissance of the Hawthorne Hills neighborhood commercial district.

In 2011, construction was completed on Fire Station 38, a new building on the NE corner of 40th Ave NE and NE 55th St, directly across the street from the subject parcel. This urban building approaches the maximum bulk allowable under NC-30.

APPLICABILITY TO PROPOSED REZONE
Multi-family housing is an appropriate use of the site based on the context, especially given the very urban character of the new Fire Station across the street. The upzone at 4044 NE 55th establishes a precedent for increased housing density in the immediate vicinity of the commercial district.

Note that the argument to rezone this parcel is unique to this particular site and is not applicable to other properties. It does not set a precedent for rezoning of other SF 5000 parcels or encourage boundary "creep."

EXISTING URBAN CONTEXT

The project site is located directly at the boundary between an extensive single-family neighborhood which extends to the north, west and northeast. Conversely, to the southwest it faces a neighborhood commercial area including a supermarket, a city Fire Station, several commercial buildings and a number of apartment and townhouse buildings. 40th Avenue NE is lined with multi-family uses, beginning at the parcel directly adjacent to the project site and extending all the way south to Lake City Way.

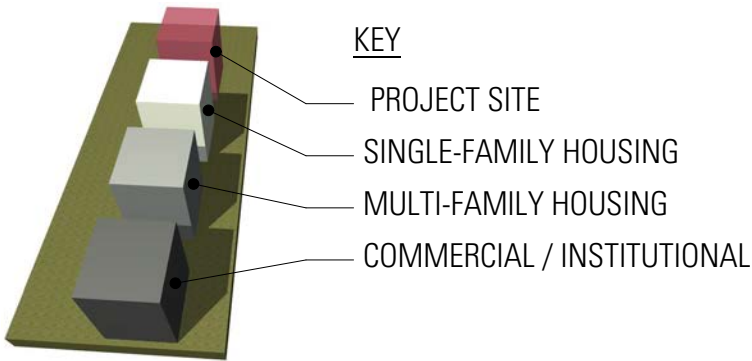
The effect is that the highest-intensity use - metropolitan market supermarket and its associated parking - is buffered from the surrounding single-family neighborhoods by an almost-continuous strip of mid-density construction. The proposed project extends this pattern. (This development pattern was established by the earliest zoning designations, see "Zoning History.")

DESIGN CUES

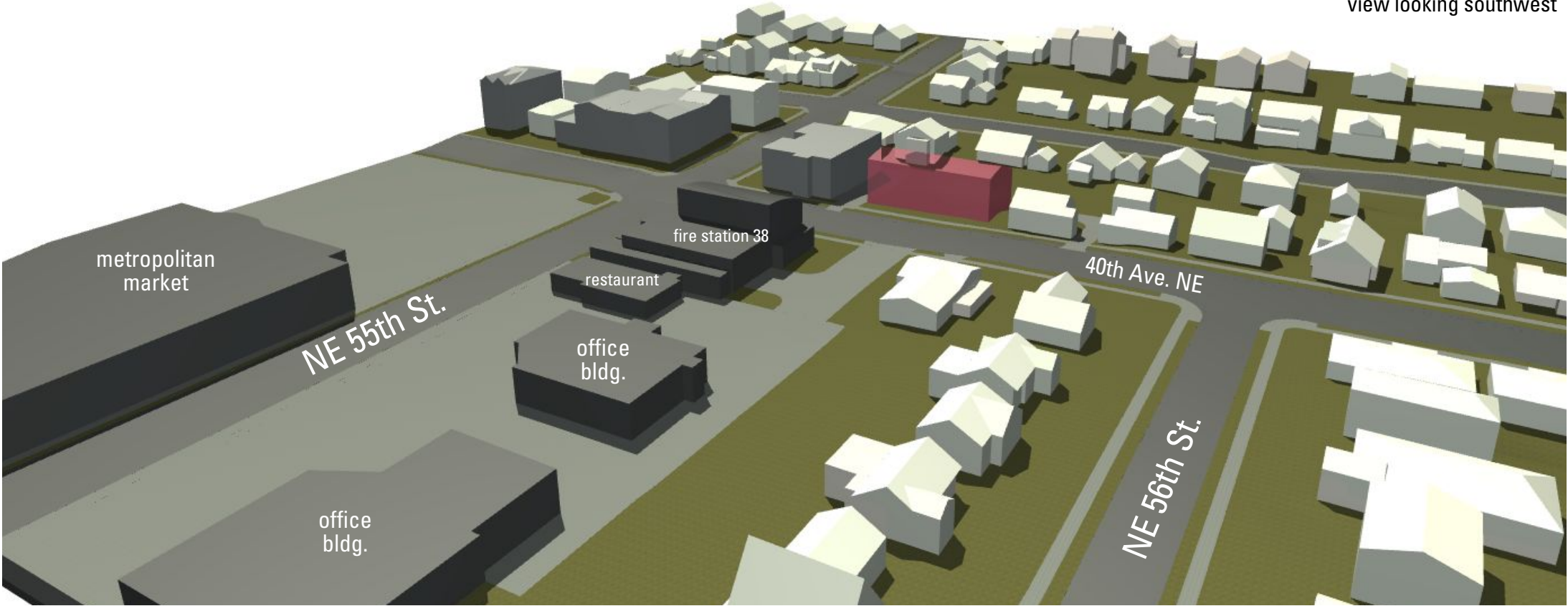
Primary visual characteristics of the surrounding neighborhood are shown in more detail in subsequent "Streetscape Photos" sheets. In general:

- the neighborhood's original single family houses have simple primary volumes
- porches and detached garages are expressed as "additive" forms rather than being incorporated into the primary structure
- wood frame construction represents a wide-variety of residential styles but with a relatively high proportion of mid-century modern and ranch-style homes
- along 40th Avenue, front yards tend to be quite shallow, with porches extending in many cases almost to the sidewalk.

The commercial and multi-family context is quite eclectic. Most of the commercial structures, built in the 1970's and 80's, are flat-roofed and boxy; the Fire Station, completed in 2012, is a highly articulated composition of concrete block and metal.



view looking southwest

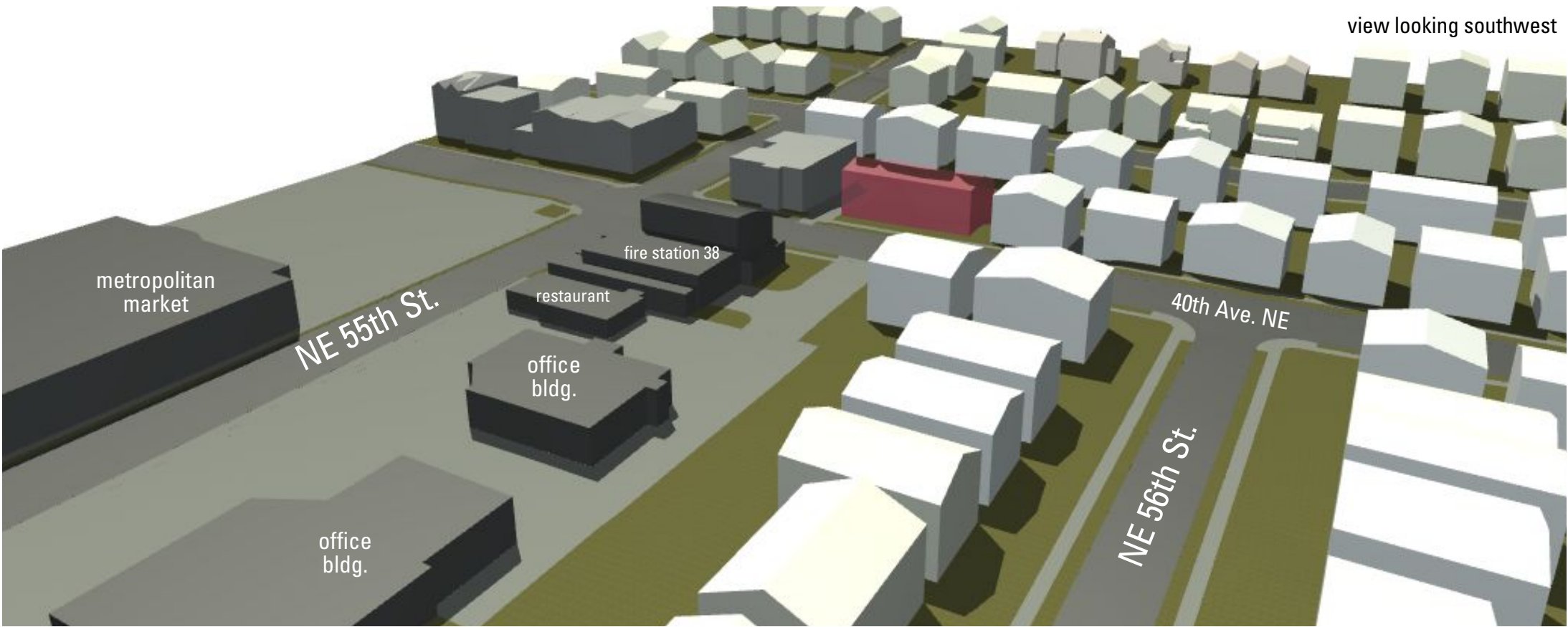


view looking northwest



FUTURE DEVELOPMENT

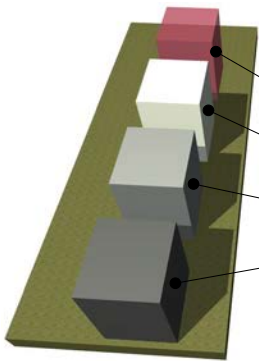
Virtually all of the surrounding neighborhood was first developed during the post-war building boom of the late 1940's and early 1950's. Much of this housing stock consists of one- and two-story buildings and is very moderate in size by modern standards. Where the original development has been replaced by newer construction, it is almost always with much larger houses, a trend that seems likely to continue over time. These diagrams demonstrate the massing of the surrounding neighborhood if developed to the maximum as allowed under current SF-5000 zoning.



view looking southwest



view looking northwest



- KEY
- PROJECT SITE
 - SINGLE-FAMILY HOUSING
 - MULTI-FAMILY HOUSING
 - COMMERCIAL / INSTITUTIONAL



A



B



C



D



E



F

EAST SIDE OF 40TH AVE NE





A



B



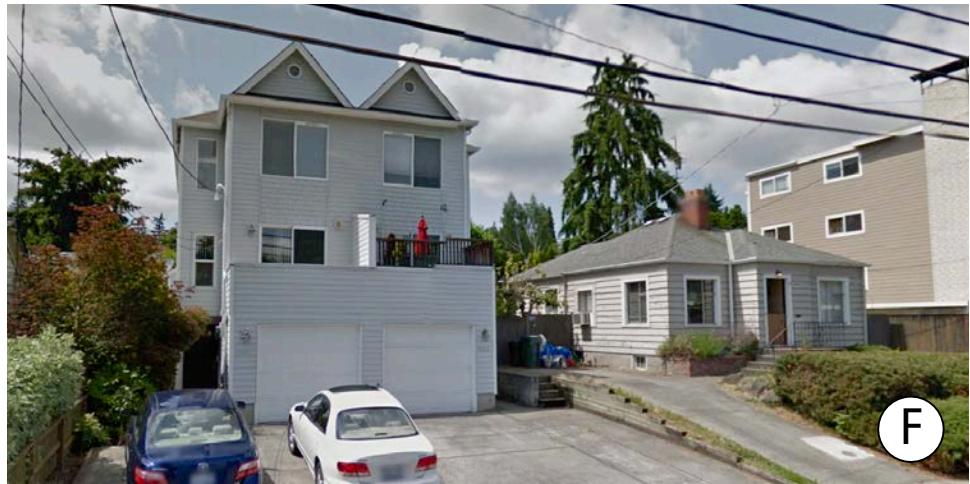
C



D



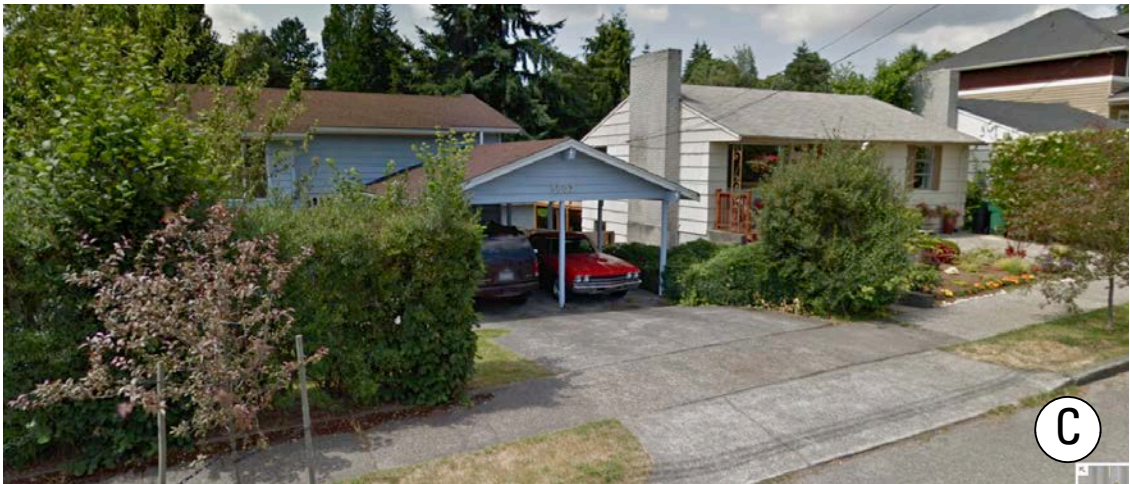
E



F

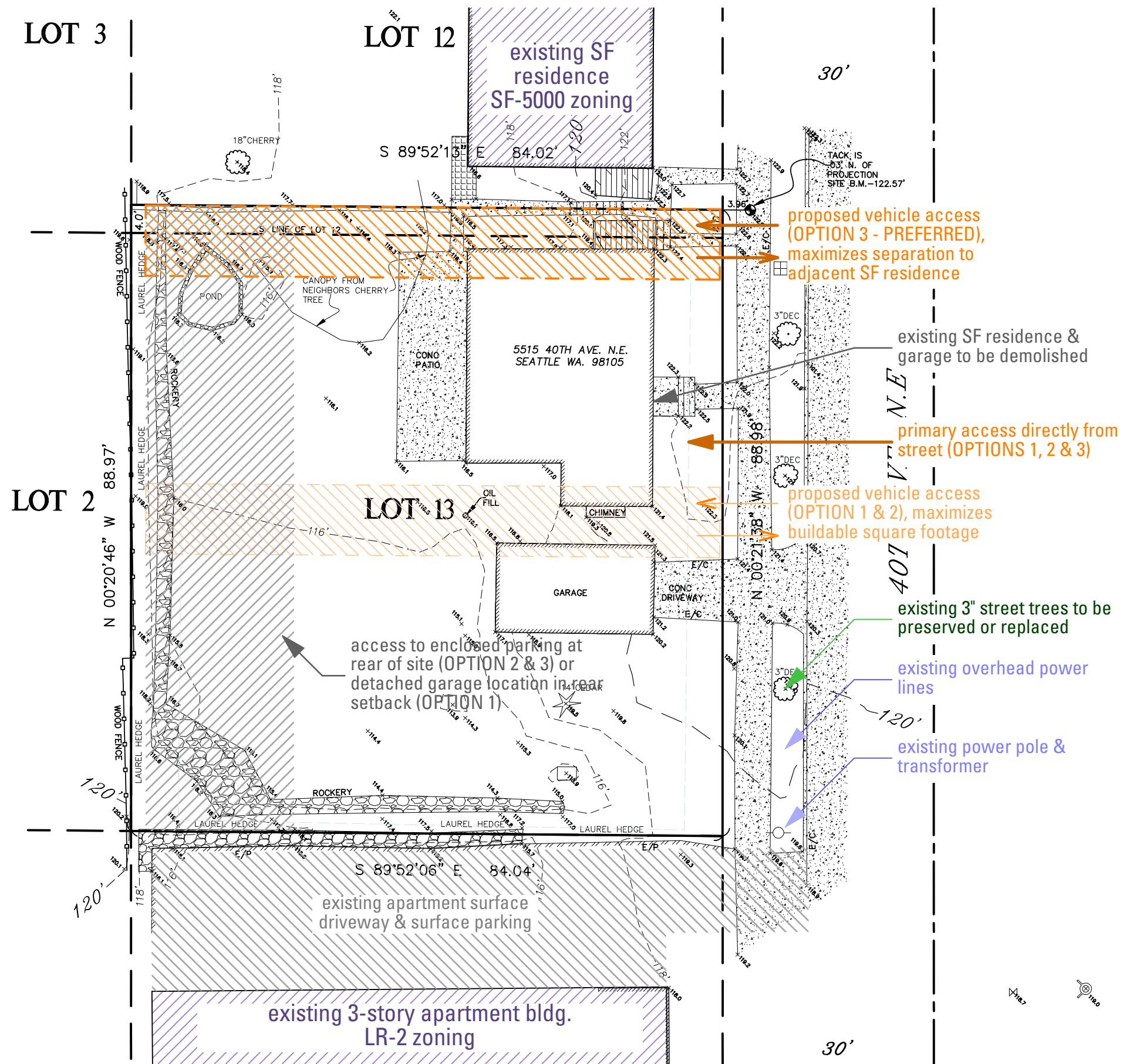
COMMERCIAL & MULTI-FAMILY DEVELOPMENT





WEST SIDE OF 40TH AVE NE





A	<i>SITE PLANNING</i>
A-1	<u>Responding to Site Characteristics</u> Take advantage of site slope away from street to place parking in enclosed garage below structure, reducing visual impact of parking on neighbors
A-3	<u>Entrances Visible from the Street</u> Multi-family options follow Rowhouse typology, with each unit’s individual porch and front door facing the street.
A-4	<u>Human Activity</u> Preferred Option proposes a greater-than-minimum front setback in order to allow space for both a front porch and small garden between the building face and the sidewalk in order to create a space that is appealing enough to encourage activity on the street side of the units.
A-6	<u>Transition Between Residence and Street</u> Preferred Option proposed a series of elevation changes to increase privacy and separation, similar to the “High Bank Residential Street Front”
A-8	<u>Parking and Vehicle Access</u> All options propose only a single curb cut, with parking at the rear of the site and at a lower level of the site to reduce impact of vehicles and maximize pedestrian safety.
B	<i>HEIGHT / BULK / SCALE</i>
B-1	<u>Height, Bulk and Scale Compatibility</u> By grouping the units into a continuous frontage with the greatest mass along the front edge, the project attains a street presence compatible with the institutional bulk of the Fire Station across the street. At the same time, the stepped cross-section and greater modulation of individual units at the rear facade breaks down the volume in keeping with the single-family properties to the north and west. Placing all units into a single structure pulled to the far south property line allows the driveway to be placed at the north to maximize the separation between the row houses and the adjacent single-family houses.
C	<i>ARCHITECTURAL ELEMENTS & MATERIALS</i>
C-1	<u>Architectural Context</u> Articulation of units achieved through porch and fenestration intervals
C-4	<u>Exterior Finish Materials</u> Prominent use of clear finished wood siding
D	<i>PEDESTRIAN ENVIRONMENT</i>
D-6	<u>Screening of Dumpsters, Utilities & Service Areas</u> Located in lower-level parking court at rear of site
D-12	<u>Residential Entries and Transitions</u> Stoops and shallow front gardens provide semi-public spaces at unit entries.
E	<i>LANDSCAPING</i>
E-1	<u>Landscaping to Enhance the Building and/or Site</u> “Living Walls” at porch/garden interface to create “screened porch” effect; raised landscape beds along sidewalk to enhance pedestrian experience.



OVERVIEW
Subdivide parcel into two 3,760 s.f. parcels, allowable under SMC 23.44.010 ("75/80 rule". Construct two single family residences.

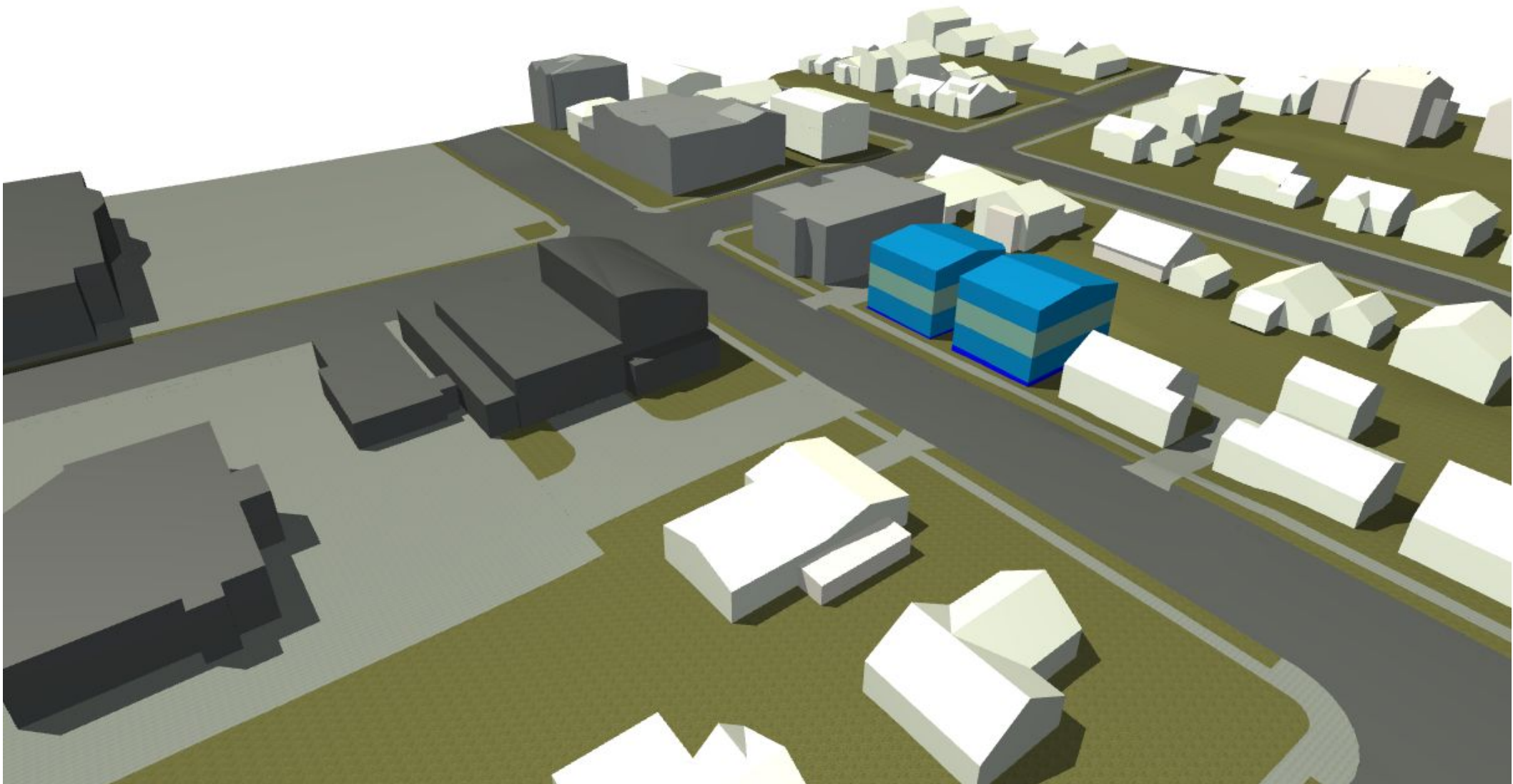
OPPORTUNITIES
Allowed outright under current zoning. No EDG approval or Contract Rezone required.

Allowable square footage and massing roughly similar to that permitted under LR-1

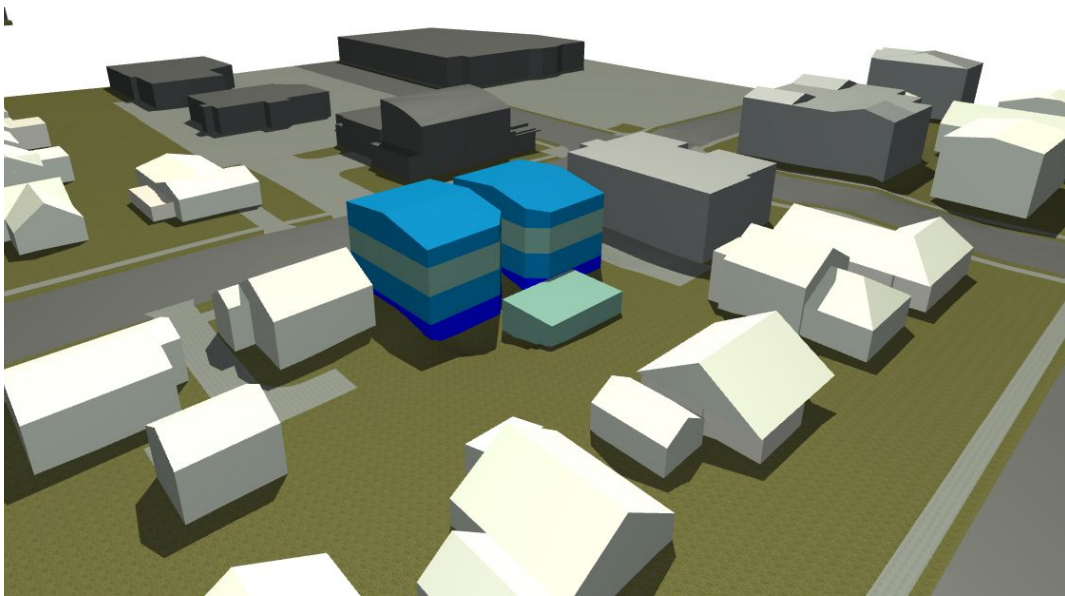
Development of two units allows efficiencies in construction and shared driveway.

CHALLENGES
Construction of only two units is a missed opportunity for infill multi-family housing in a local node particularly well suited for such development.

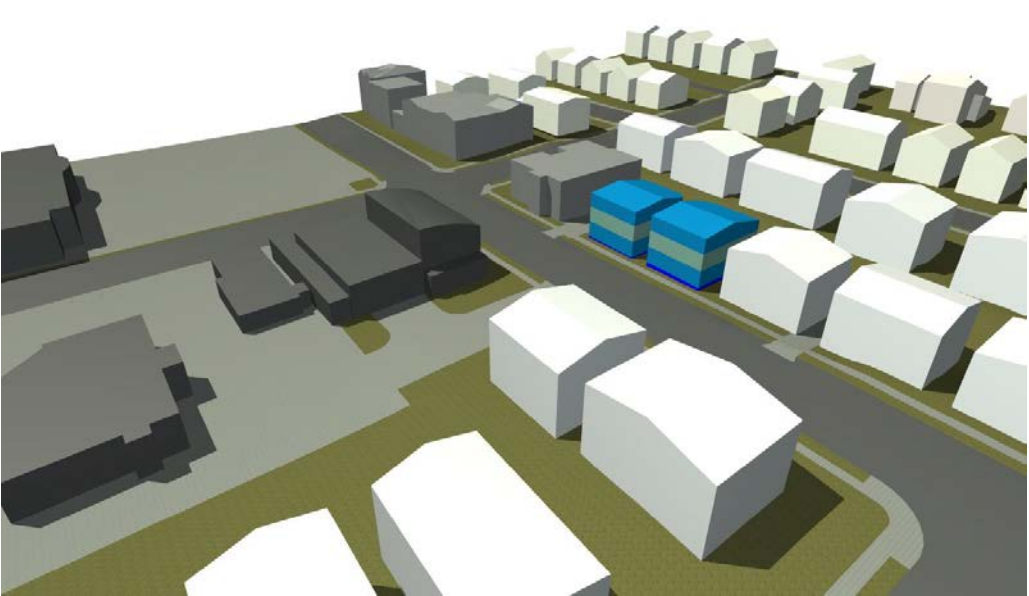
Larger number of units more economically feasible for property owner.



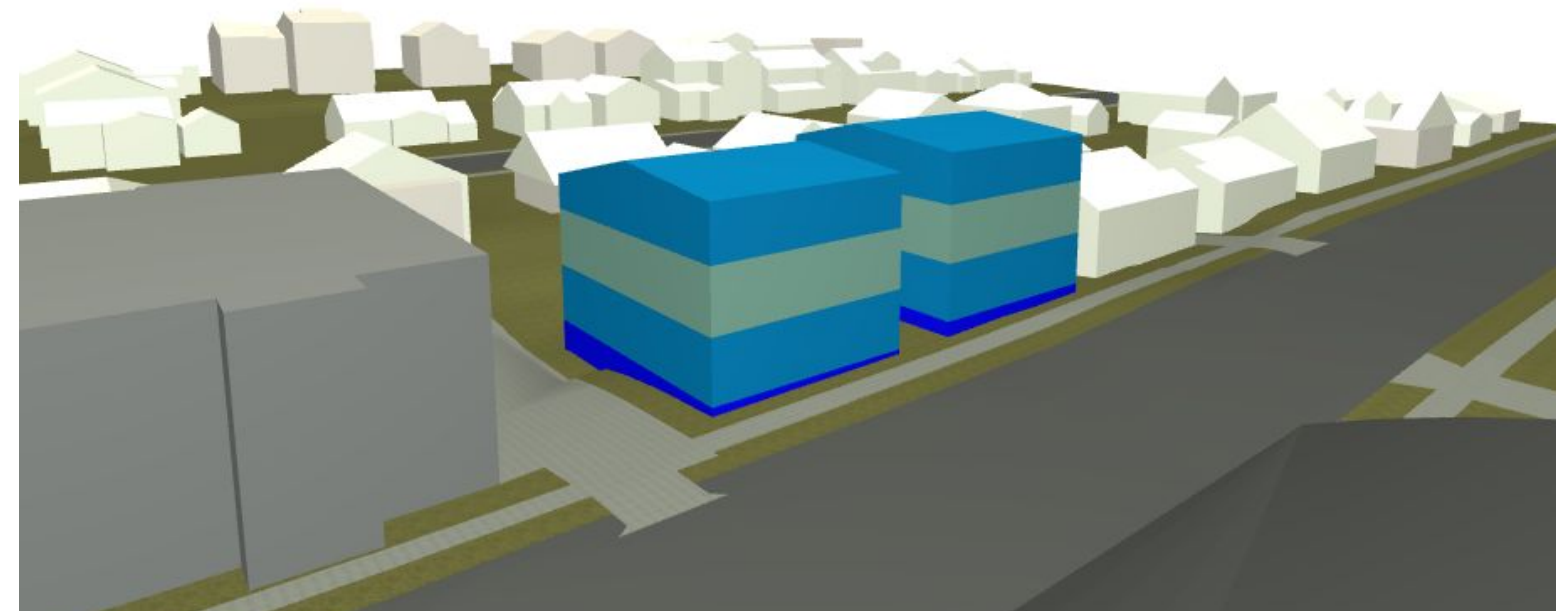
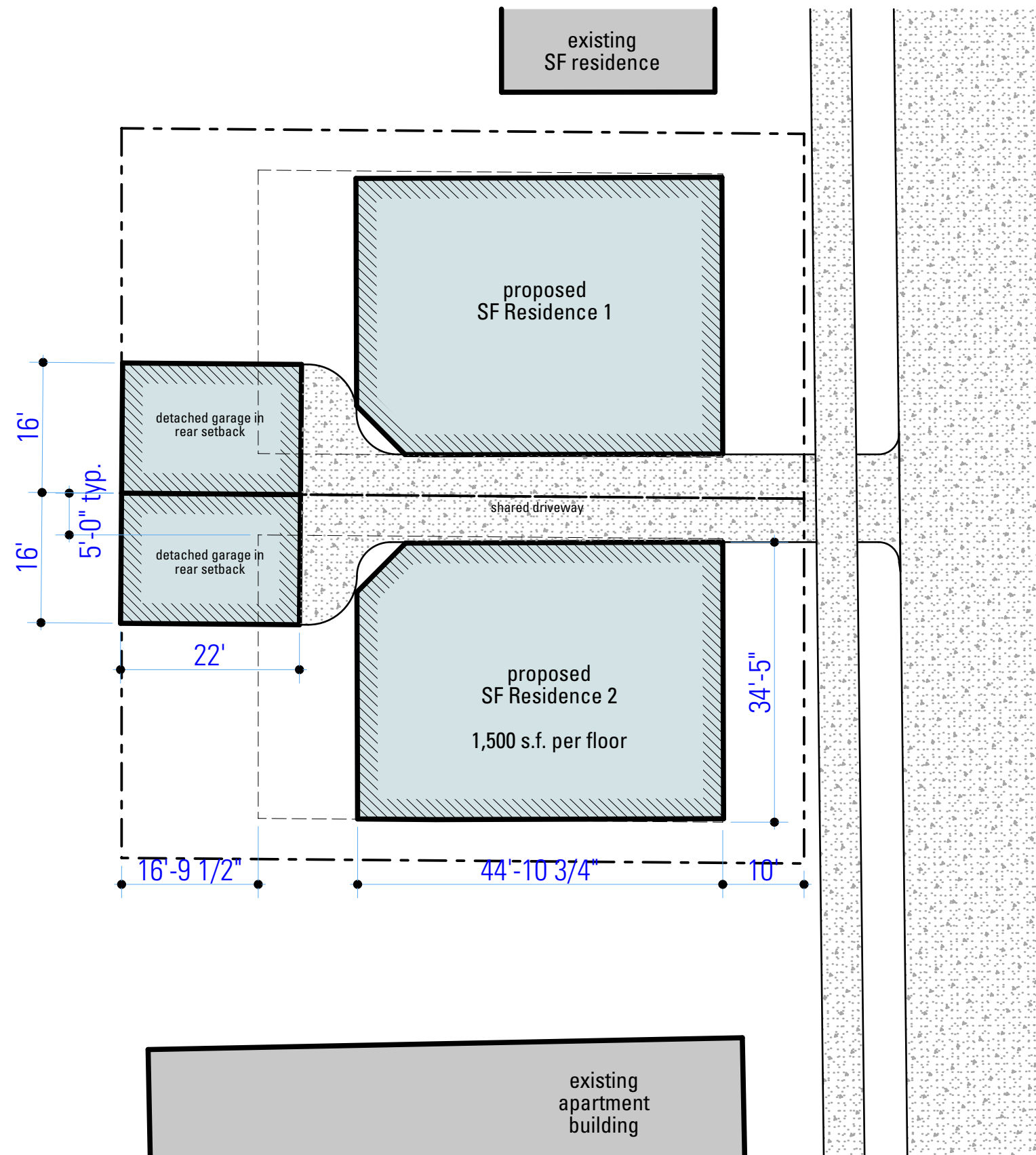
front view from northeast



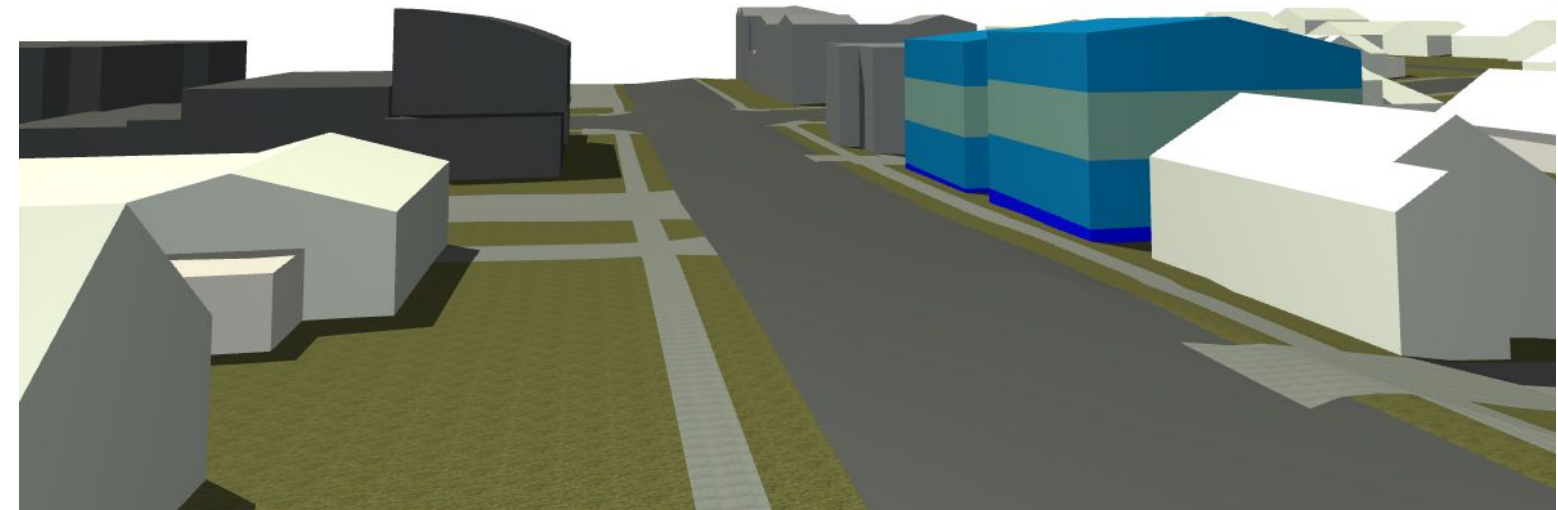
rear view (from northwest)



surrounding properties at maximum massing under current zoning



view from southeast



street view from north

OVERVIEW
Construct 5 rowhouses in two separate structures. Parking provided in surface lot at rear of site.

TYP. UNIT	1st floor	598 sf
	2nd floor	598 sf
	3rd floor	598 sf
	TOTAL	1,794 sf
5 UNITS @ 1,794 =		8,970 sf /
LOT SIZE		7,475 sf = 1.2 FAR

OPPORTUNITIES
Complies with existing LR-1 zoning, requires no departures.

Massing of two structures very similar to what would be allowed under SF-5000 and more closely matches residential neighborhoods to north and east.

Almost all units are end units, with more opportunity for natural light.

CHALLENGES
Surface parking is most efficient as "double loaded", with a shared driveway in the center of the site. As a result, structures must be pushed right up to the limit of the setback on both east and north property lines.

In addition, total building depth is limited by surface parking; therefore, in order to maximize FAR, buildings must be essentially "cubes" with only surface modulation. Result is a very tall rear wall facing the back of adjacent properties.

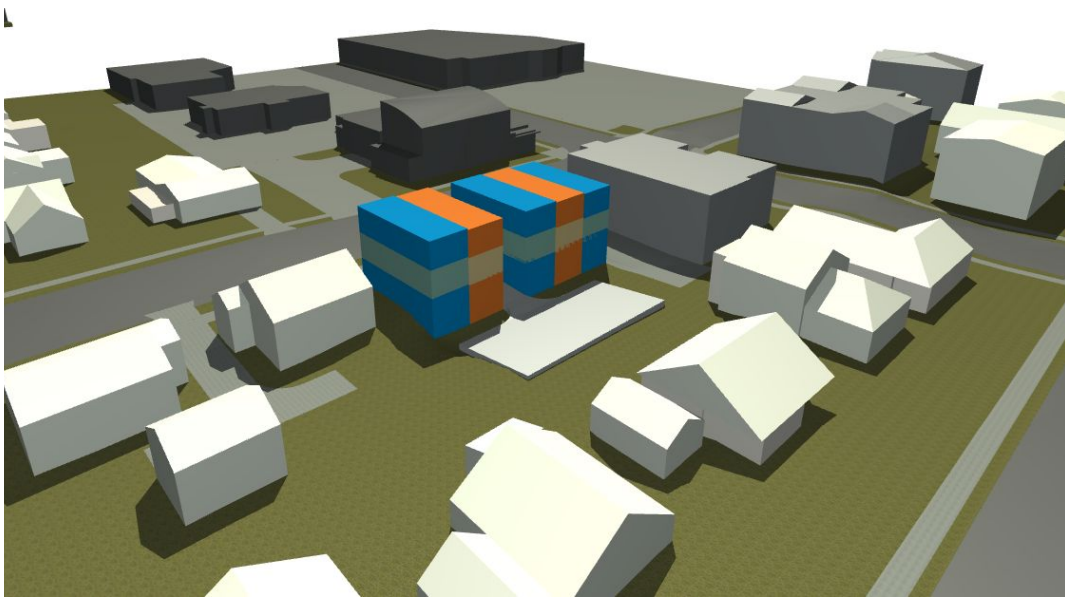
No enclosed parking is a greater impact on the surrounding neighborhood.

Two separate smaller structures are less compatible with commercial/institutional uses across the street.

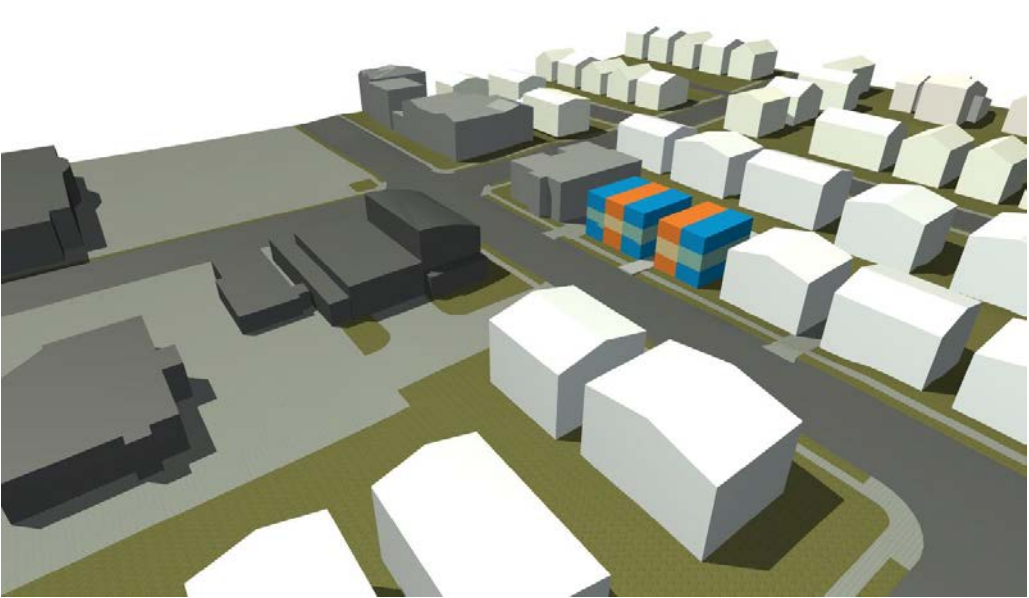
Virtually no opportunity for private outdoor space at the main living level of units.



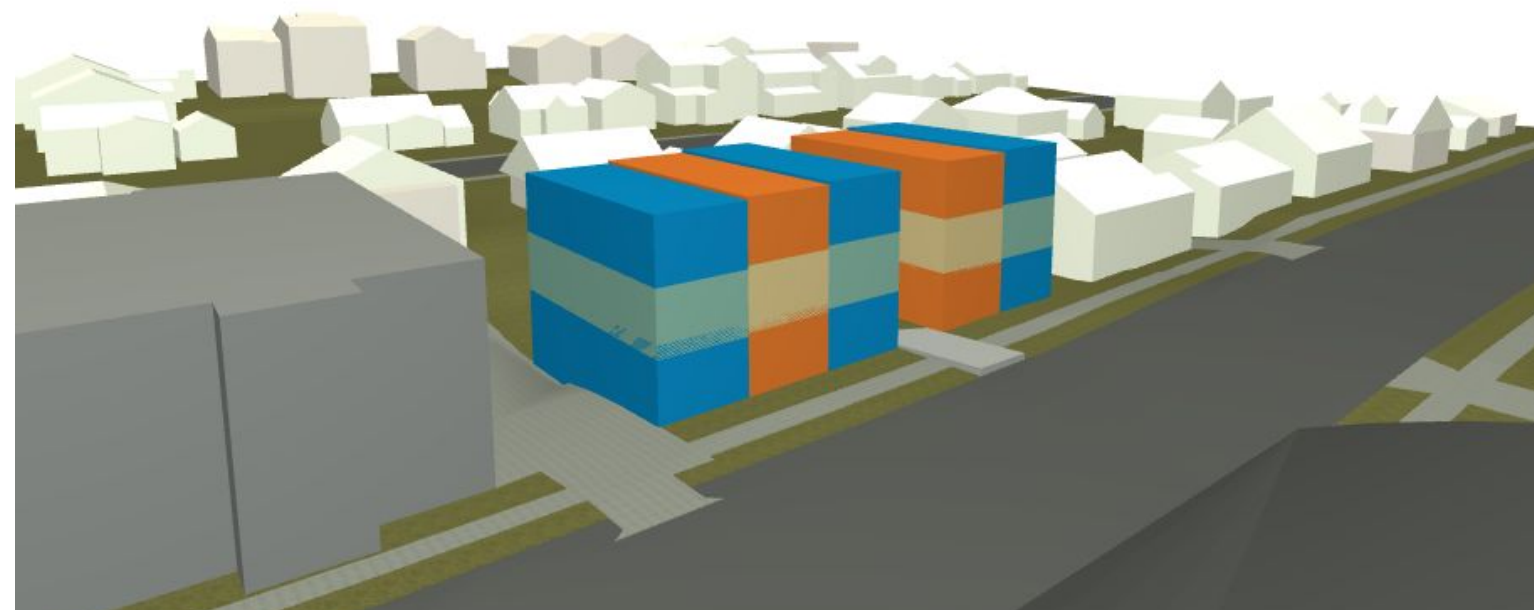
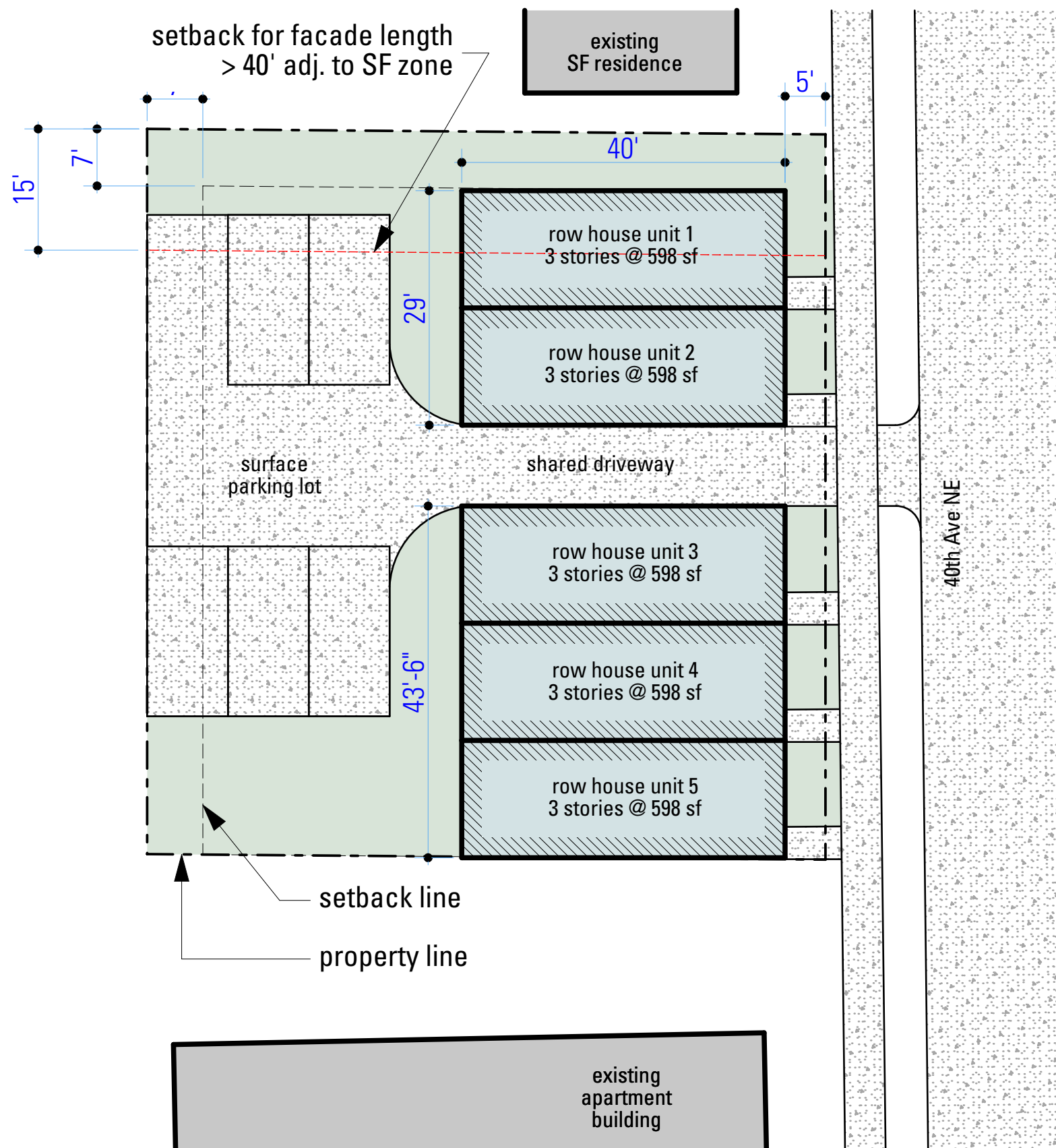
front view from northeast



rear view (from northwest)



surrounding properties at maximum massing under current zoning



view from southeast



street view from north

OVERVIEW

Construct 5 attached rowhouses. Parking provided in lower level garages accessed from rear of site. Units step back at each floor on rear facade. Terraced garden space and raised stoop/porch at sidewalk. Private terrace for each unit above each garage.

TYP. UNIT	Garage	384 sf (partially sub-grade, count at 50% towards FAR)
	1st floor	680 sf
	2nd floor	580 sf
	3rd floor	340 sf
	TOTAL	1,984 sf (1,794 sf for FAR calculation)

5 UNITS @ 1,794 = 8,970 sf /
LOT SIZE 7,475 sf = 1.2 FAR

OPPORTUNITIES

All units attached allows setback to single-family zone to north side to be maximized by placing shared driveway along north property line.

Greater street presence of longer facade along 40th Ave. NE integrates well with commercial/institutional properties across the street.

"Terrace" housing type allows natural grade change of the site to provide sufficient height for enclosed garages with minimal excavation, while also enhancing the semi-public/semi-private character of front porches.

Enclosed garages decrease impact on adjacent properties.

Structured parking allows mass of unit to "double up" with automobile space, which allows a number of design enhancements to be included while maintaining adequate drive-aisle and turnaround space:

- buildings can be set back further from the sidewalk than the minimum required setback
- there is sufficient room to include a generous elevated porche to activate the public side of the house.
- in addition, there is enough room for a modest front garden space
- allows for a shallow planted buffer at rear property line

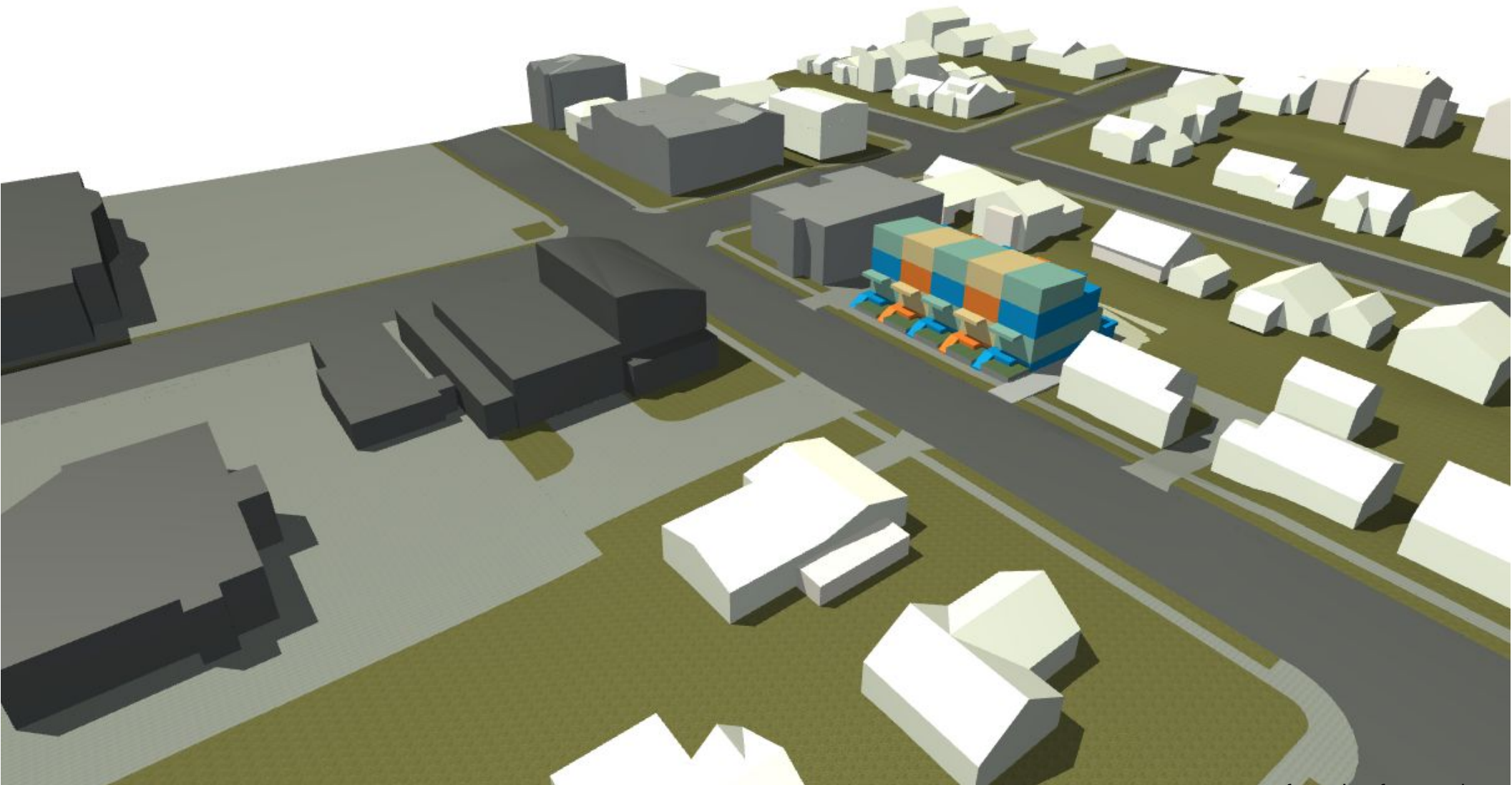
Furthermore, added footprint flexibility allows a stepped building profile to reduce apparent bulk from rear. (Compare to surface parking option where essentially 100% of buildable footprint is required at all levels to meet FAR target)

Roof of garage space provides private exterior space at the main living level for all units.

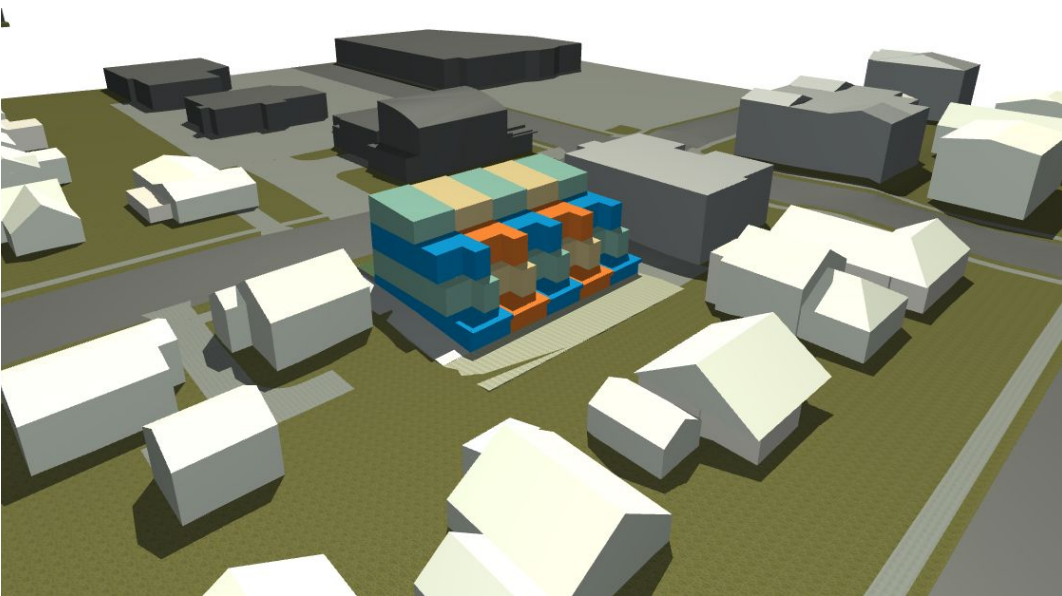
CHALLENGES

Requires a Departure to allow a facade length greater than 40' within 15' of a SF zone. Departure only required to apply to the lowest (garage) level, which is partially below grade. The main floor and all upper floors would comply with the 40' limit.

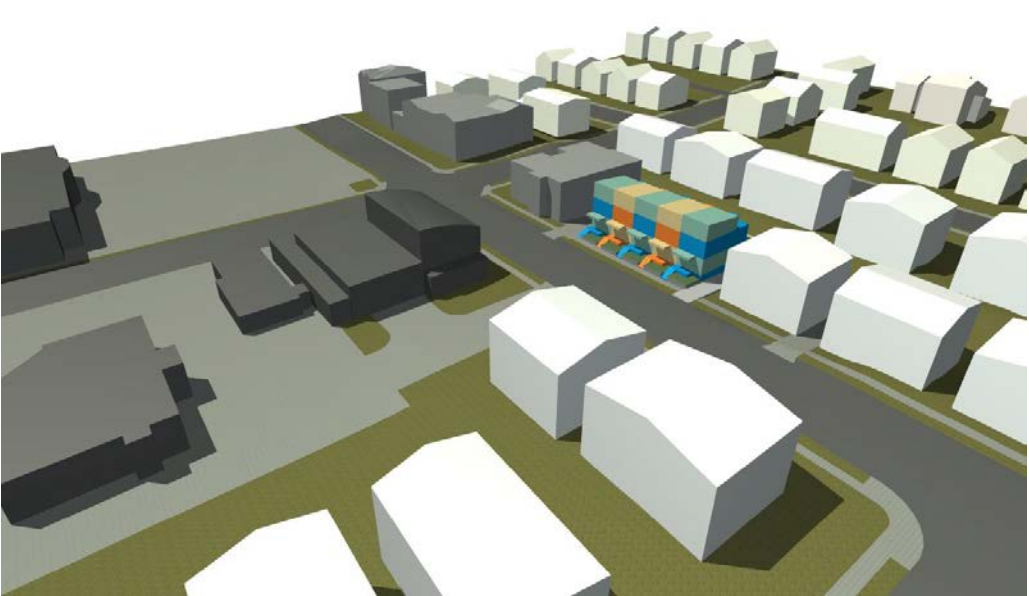
Somewhat larger bulk of attached units, while integrating well with commercial buildings in adjacent NC-30 zone, is greater than existing adjacent houses. Note, however, that existing SF residences are substantially smaller than what is permitted under current zoning.



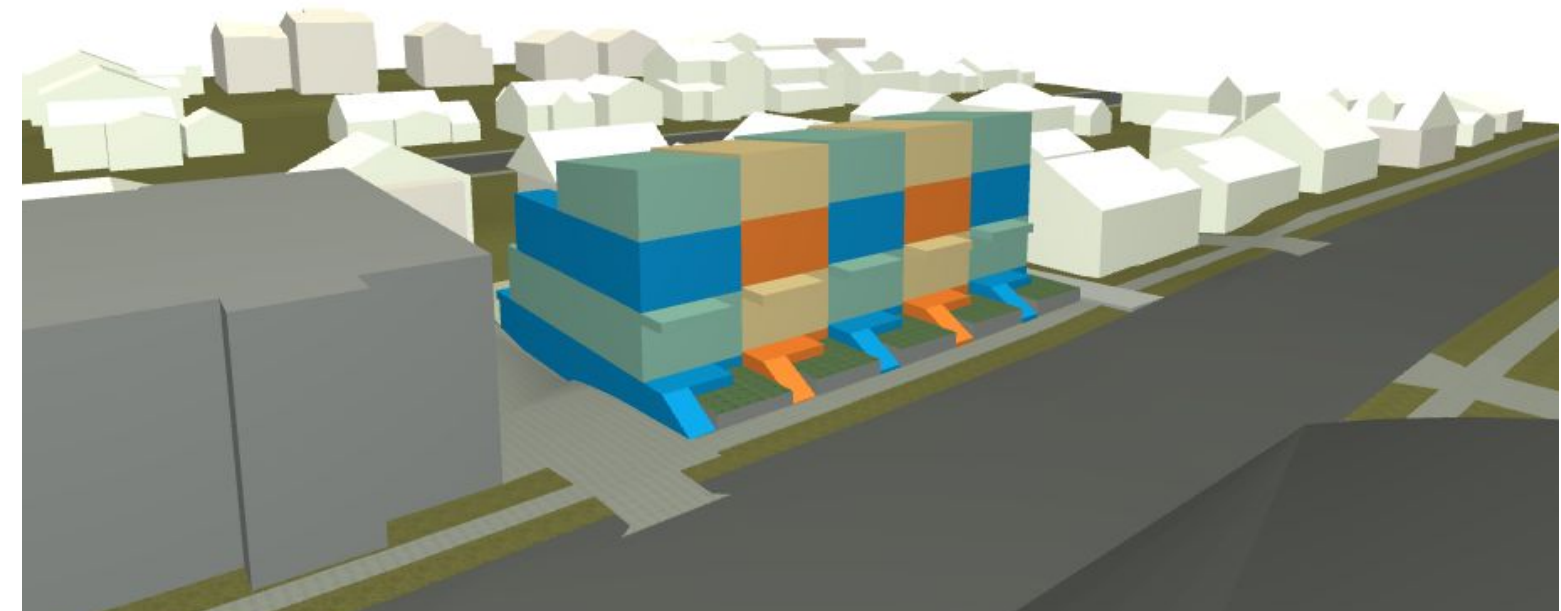
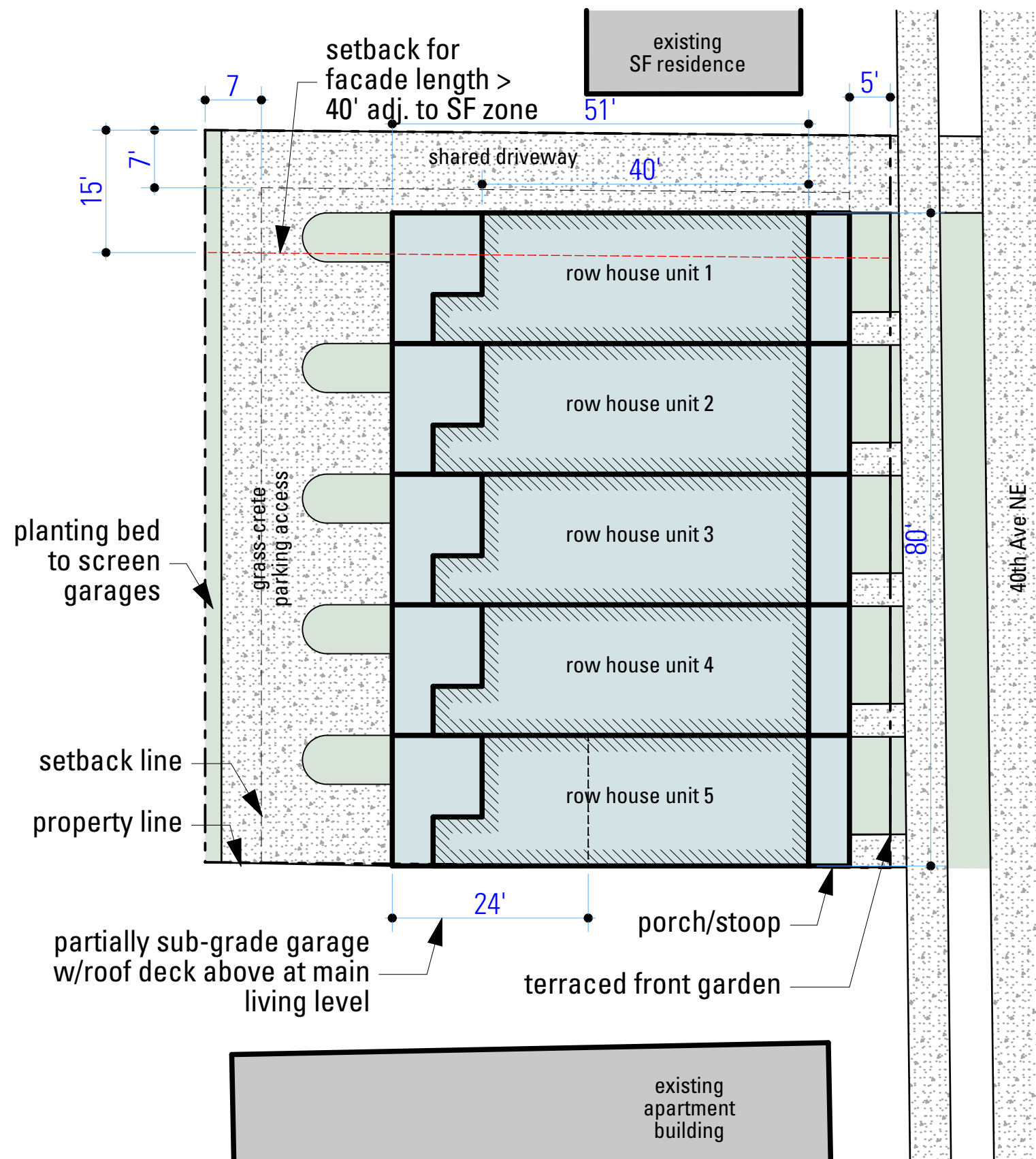
front view from northeast



rear view (from northwest)



surrounding properties at maximum massing under current zoning



view from southeast



street view from north



rear parking area



looking south down 40th ave ne



looking north from sidewalk