



MADISON PARK MULTIFAMILY

2043 & 2049 43RD AVE E
SEATTLE, WA 98112

MASTER USE PERMIT
DESIGN RECOMMENDATION PACKAGE -
ADMINISTRATIVE DESIGN REVIEW

SEATTLE DCI PROJECT #: 3038537-LU (3024825-EG)
06/30/22

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CONTEXT AND SITE ANALYSIS

PROJECT AND SITE OVERVIEW

SITE OVERVIEW

- The existing site is made up of two parcels located on 43rd Ave E, north of the Madison Park neighborhood retail core, and across the street from Madison Park North Beach.
- Addresses: 2043 and 2049 43rd Ave E.
- Each parcel has an existing multifamily residence (7 units total) to be demolished.
- Zoning: LR3 (M)
- There is a shoreline boundary overlay on the northeast portion of the site.
- Zoning to the north, east, and south is LR3 (M)
- Zoning to the west is SF 5000
- 7 Bus stops within 1/4 mile walking distance of site

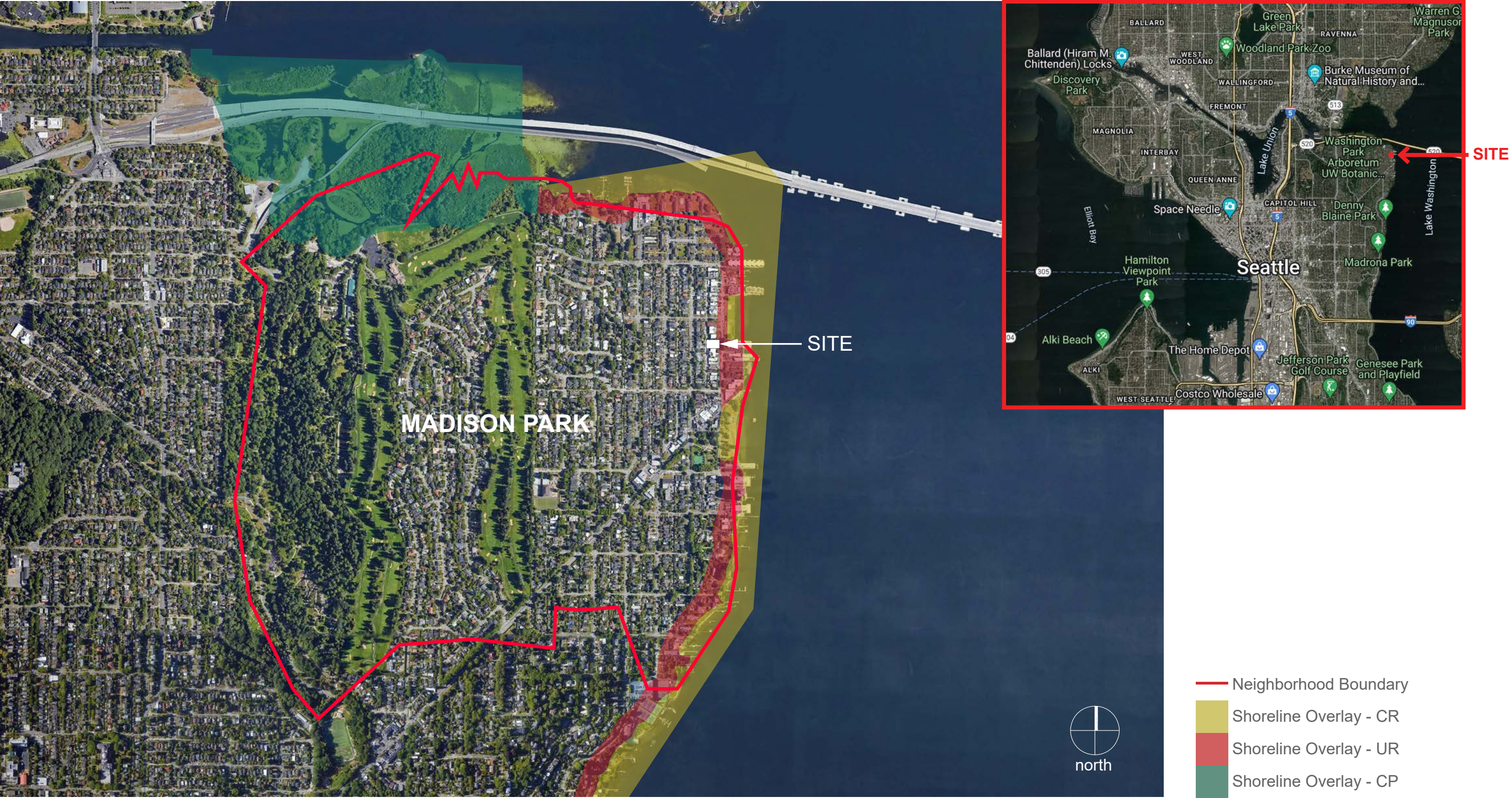
DEVELOPMENT OBJECTIVES

- Develop the site to be compatible with existing housing on 43rd Ave E.
- Provide increased housing opportunity for the Madison Park neighborhood.
- Provide visual connection from site to natural environment.
- Enhance pedestrian portion of right-of-way.
- Respect privacy for single family residences to the west.
- Provide aesthetically compatible form with adjacent development along 43rd Ave E.
- Minimize impact on single family residences to the west by utilizing the street for access to parking.
- Provide easy accessibility for pedestrians.
- Achieve minimum Built Green 4-star or better.

PROJECT ZONING SUMMARY

| | | | |
|------------------------|---|---|--|
| Property addresses: | 2049 43rd Ave E 2043 43rd Ave E | Setbacks | |
| | | Front: | 5' |
| | | Side yard: | 7' avg, 5' min |
| | | Rear: | 10' |
| Parcel numbers | | Parking | |
| 2049 43rd Ave E: | 4385701005 | Required: | 14-16 (one per unit) |
| 2043 43rd Ave E: | 4385701000 | Proposed: | 17-18 |
| Legal descriptions | | Built green: | 4 star (objective) |
| 2049 43rd Ave E: | lot 11, block 35, loch-gilvra addition to the city of Seattle, according to plat recorded in volume 22 of plats, page 99, in king county, Washington. | Green factor: | .6 |
| 2043 43rd Ave E: | lot 10, block 35, loch-gilvra addition to the city of Seattle, according to plat recorded in volume 22 of lats, page 99, in king county, Washington. | Allowable Height: | 40' + 10' For stair penthouse + 16' For elevator penthouse (Note: stair and elevator penthouses cover less Than 15% of roof area) |
| Zoning: | LR3 (M) | Amenity space required: | |
| Overlays: | Shoreline Environment UR overlays the northeast corner of the property. No development is anticipated within the Shoreline Environment | - 25% Of lot area required= | 11,520 x .25 = 2,880 Sf |
| Lot area | | - 50% Must be ground floor, common space= | 1,440 sf |
| 2049 43Rd ave e: | 4,800 | | |
| 2043 43Rd ave e: | 6,720 | | |
| Combined: | 11,520 sf | | |
| Proposed use: | 14-16 unit multifamily Residential building (refer to alternatives) | | |
| Proposed far: | 1.8 | | |
| Building sf: | 20,560 sf allowable (gross) | | |
| 1st floor: | 5,150 sf (Alt A), 5,050 sf (Alt B), 5,100 sf (Alt C) | | |
| 2nd floor: | 5,150 sf (Alt A), 5,050 sf (Alt B), 5,100 sf (Alt C) | | |
| 3rd floor: | 5,150 sf (Alt A), 5,050 sf (Alt B), 5,100 sf (Alt C) | | |
| 4th floor: | 4,800 sf (Alt A), 5,050 sf (Alt B), 4,900 sf (Alt C) | | |
| Roof (stair/elevator): | 450 sf (Alt A), 500 (Alt B), 450 sf (Alt C) | | |

VICINITY AND SITE OVERVIEW



Madison Park Neighborhood

VICINITY AND SITE OVERVIEW



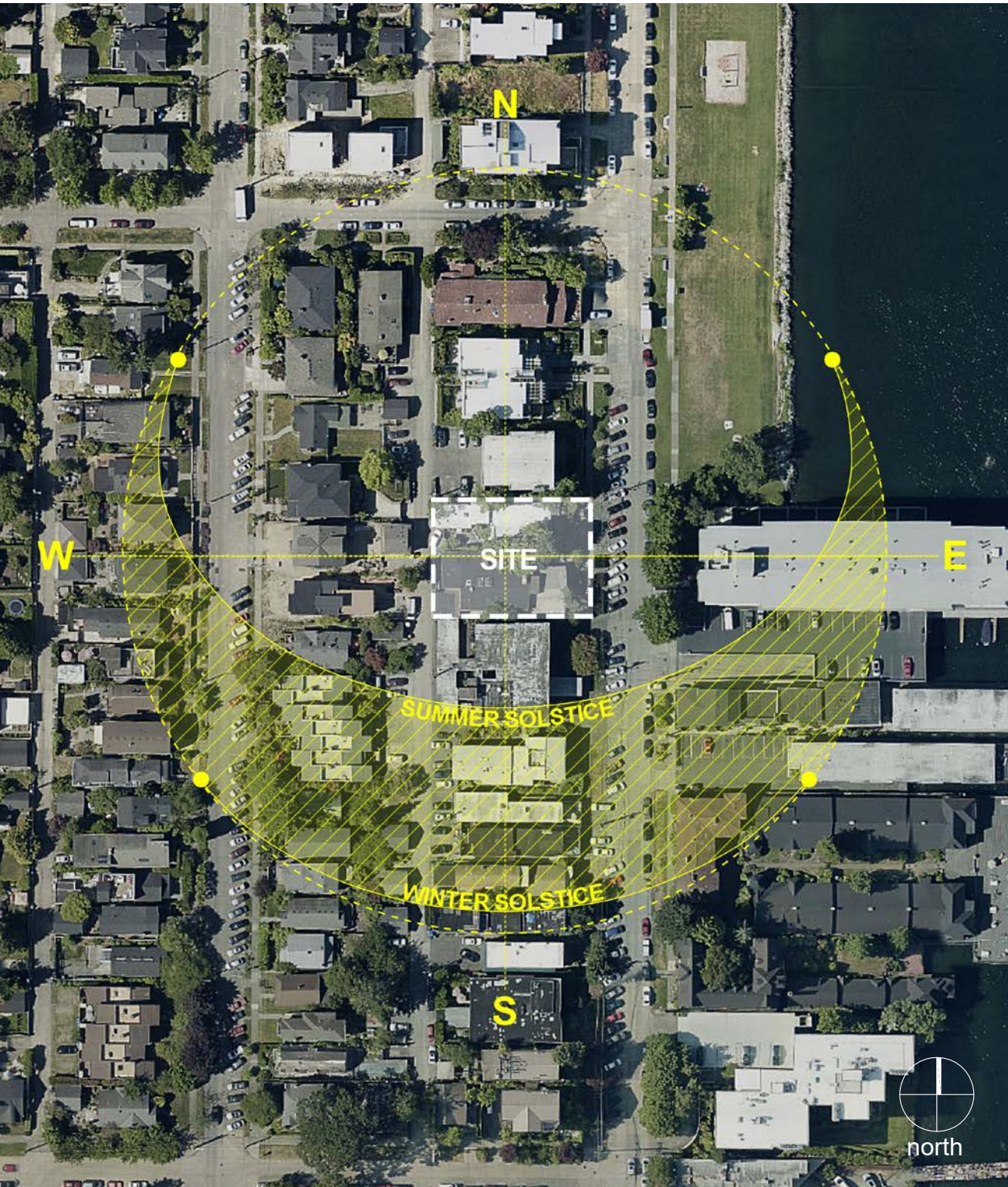
Vicinity Land Use and Zoning Map



Site Context and Surrounding Land Uses

- SF5000 Zoning
- LR3 Zoning
- LR3(M) Zoning
- LR2(M) Zoning
- LR1(M) Zoning
- NC1-40(M) Zoning
- NC1P-40(M) Zoning

VICINITY AND SITE OVERVIEW



Sun Path Diagram



Transportation Analysis Map

SITE AND VICINITY PHOTOS

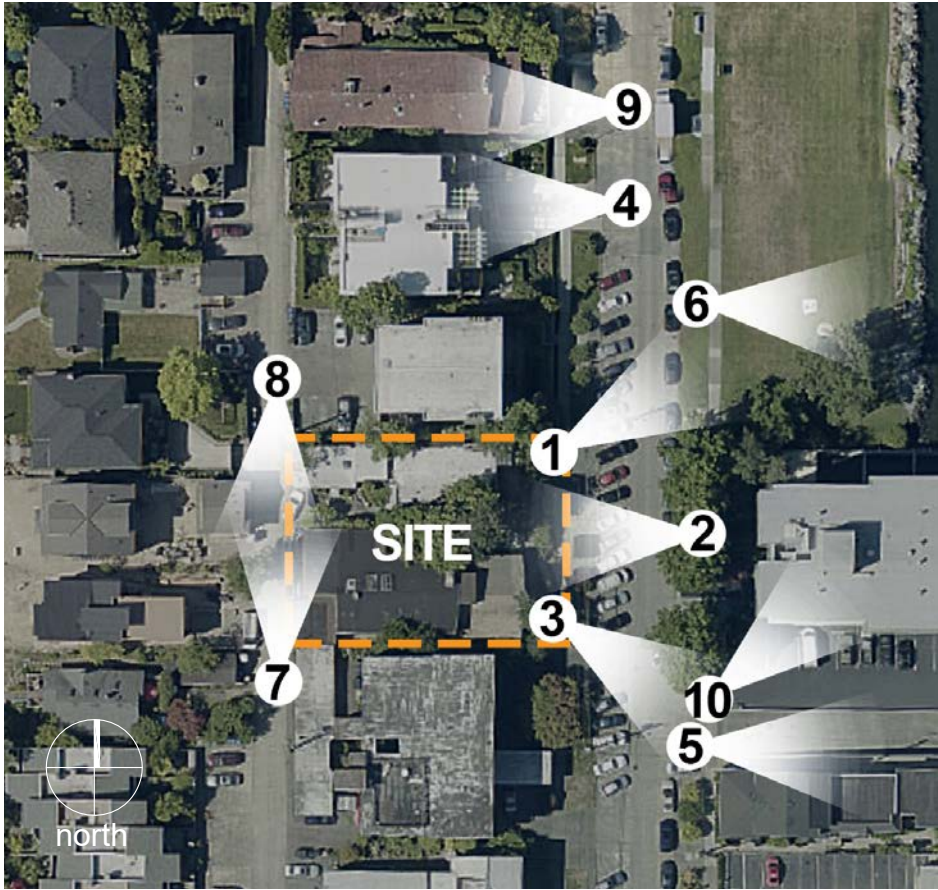


Image Key (refer images on pages 8-9)



1 Looking northeast from site



2 Site



3 Looking southeast from site



4 Two buildings to the north of site

SITE AND VICINITY PHOTOS



5 Parking garage across the street from site



6 Madison Park North Beach



7 Alley behind site



8 Alley behind site



9 Building at corner of 43rd Ave E and E Lynn St



10 Building across the street from site

NEIGHBORHOOD CONTEXT AND ANALYSIS

43RD AVE E

- 40' right-of-way, One way street leading north
- Bus stop within 200' of site

ALLEY

- 20' Right-of-way (16' paved)
- SF5000 zoning on the west side of the alley
- LR3 zoning on the east side of the alley
- Mix of single family and multifamily housing on both sides of alley

42ND AVE E

- One way street leading south
- Bus stop approximately 250' northwest of site

AMENITIES

- Madison Park North Beach approximately 100' northeast of site
- Madison Park Beach approximately 600' south of site
- Walking distance to numerous dining establishments and shops

VIEWS FROM SITE

- Potential views of water and mountains to the northeast from all floors
- Potential views of water and mountains to the southeast from floors 2, 3, and 4
- Potential territorial views to the northwest from floors 3 and 4

ADJACENT BUILDINGS

- Buildings immediately to north and south are both 4-stories
- Building across 43rd Ave E is 6-stories, and of greater height than the current code will allow.
- Buildings across the alley are single-family residences.



Image Key (refer to images on pages 13-14)



1



2

NEIGHBORHOOD CONTEXT AND ANALYSIS



3



4



5



6



7

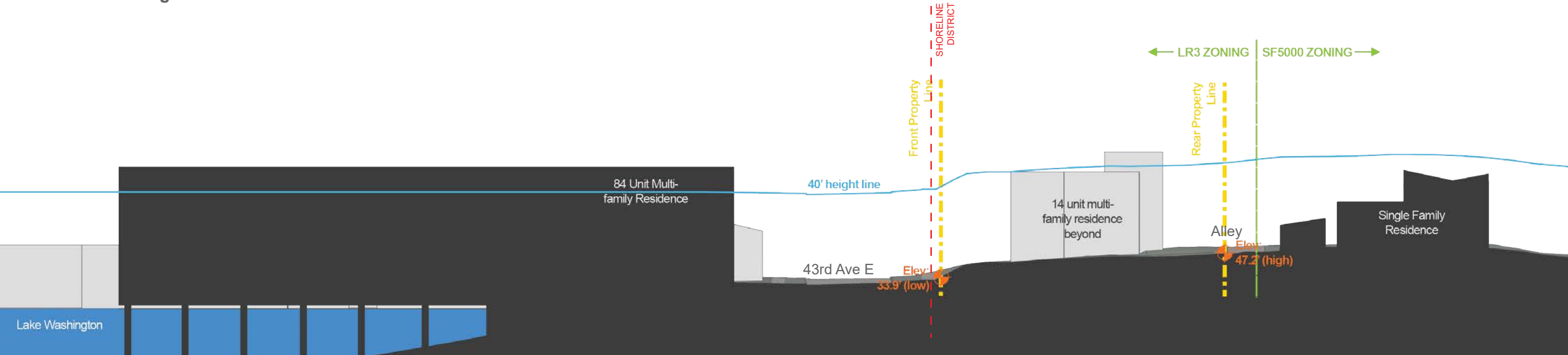
SITE SECTIONS



Section Legend



Section A-A Looking North



Section B-B Looking South

DESIGN REVIEW RESPONSES

SEATTLE DESIGN GUIDELINES

CONTEXT AND SITE

CS1. Natural systems and site features

Some key strategies to minimize the impact of the building on the site and surrounding areas will involve utilizing native plant species to reduce water usage, minimizing impervious surface to maximize site drainage, analyzing the sun path diagrams to provide effective locations of fenestration and sun shades, and choosing landscape elements that will be conscious of the single family zoning to the west. The massing takes advantage of the site's slope to minimize the impervious surface required for a driveway to a an underground parking garage; Which also maximizes the amount of landscape and amenity space.

CS2. Urban pattern and form

The Madison Park neighborhood is separated from Seattle's downtown core to the West by The Arboretum, and to the North and East by Lake Washington. The neighborhood has a self-contained retail core within 1000' of the project site. Single family residences are located directly to the west of the site and multifamily housing is located to the north, northwest, southwest, east, and south. Providing dense landscaping at the alley will create a sensitive transition between the single family and multifamily housing. To activate the street level facade the project will utilize the site's slope to lower the lobby level and terrace the landscape towards the street.

CS3. Architectural context and character

The neighborhood offers an eclectic mix of different architectural styles, including early 20th-century, mid-century, and modern; ranging in size from small single family to 80+ unit multifamily housing. The building will be shorter in height than the neighboring buildings to the north and south (both are taller than the current code allows). The preferred option allows the street level entry to interact with the pedestrian sidewalk.

PUBLIC LIFE

PL1. Connectivity

Providing entry from 43rd Ave E will activate the street facade and serve to respect the sensitive connection between the LR3 and the SF5000 by reducing the amount of traffic in and out of the building from the alley. Landscaping at the right-of-way will create a pedestrian friendly environment and connection to the park across 43rd Ave E.

PL2. Walkability

Utilizing tree canopies for pedestrian weather protection. Solar site lighting to enhance safety and security. Providing landscaping to offer visual relief form urban components.

PL3. Street level interaction

Providing access from 43rd Ave E will connect the building to the street, activating the public-facing facade. A low-sloped walkway, common amenity areas, and short driveway allows for quick access to the public sidewalk leading to the Madison Park retail core and nearby parks.

PL4. Active transportation

The Madison Park Neighborhood has a history of alternative transportation options, including a ferry service to Kirkland from 1900 until the 1940s and a cable car connecting to downtown (running every two minutes) in the late 1800s and early-mid 1900s. The site is within 300' of a bus route to downtown Seattle. Ample bicycle and kayak storage, and the low-slope driveway and walkway of the preferred option, will encourage alternative forms of transportation.

DESIGN CONCEPT

DC1. Project uses and activities

Placement of the building on the site will allow for the building entry to be close to street level; common amenity space near that street-level entry will connect the building to the public and activate the street facing facade. Ample landscaping and amenity space at the alley level will provide privacy for the single family residences to the west. Taking advantage of the site's topography, parking will be hidden from public, in a parking garage entirely below grade.

DC2. Architectural concept

Amenity areas at the alley level, street level, and roof top will provide areas of interaction for the building tenants and allow for communication to the public right-of-way. Secondary architectural features such as projecting terraces, roof overhangs, and site furnishings will add human scale elements to each level of the building, make massing elements easily identifiable, and visually connect the building to Madison Park North Beach. Materiality and facade treatment will distinguish programmatic elements and provide texture to each facade.

DC3. Open space concept

Ground level amenity space, private balconies, and rooftop patios will connect the building to the water, mountains, and other territorial features. The rooftop patio will provide connection Madison Park North Beach and other vicinity features.

DC4. Exterior elements and finishes

Colors and materials will be borrowed from the vicinity to compliment the neighborhood palette and enhance the pedestrian quality of the street. Down-lights in outdoor areas will minimize light pollution. The preferred option includes a short, low-slope, driveway at street level to provide privacy for, and reduce the impact of vehicular traffic on, adjacent light-sensitive areas.

EDG ITEMIZED RESPONSE

MASSING

A. Staff is generally supportive of Alternative A, the preferred alternative, with some reservations. Staff is concerned that the primary pedestrian entry involves several steps leading upward due to the increased elevation which does not allow for an easy connection with street, or welcoming or identifiable entry. Further develop this option to resolve this design issue. (PL1.B.3, DC2.A.1)

Our proposed development maintains the existing site relationship with the street, complimenting and keeping with the organic movement from the street to the entry. The curved stair provides a graceful entry path that conforms to the slope, while also providing places to stop and interact with others. We have kept the same concept as the existing setting, of bringing landform and green space from the street to the building frontage. We further developed the entry concept from the street by providing an expanded landing space at the public sidewalk with seating and signage to identify and connect the property to the public way. There is a secondary accessible entrance off the street through the lower level. The resident and/or visitor may use either option to enter the building. Refer to page 26 & 32 where we identify pedestrian entry modifications to improve connection and signage.

B. Staff generally supports the location of the pedestrian entry located at the center of the building mass. However, Staff does not agree with the characterization of the pedestrian hallway as being a ‘wide plaza-like’ pedestrian entry into building. (CS1C-1, CS1-C-2, CS2-A, CS2-D, CADG)

The verbiage has been removed. The flowing entry stair leads up to an intimate terrace space elevated above the street with views toward the water. There will be greenery, seating, and a strong visual connection between the entry and the street. Refer to page 34-36 for images of pedestrian entries into building.

C. Staff supports continued exploration of the preferred option, Alternative A, which relies on residential access from the center of the building mass along the east facing building facade. (PL1.B.3, DC2.A.1)

We have continued to show the residential access from the center of the building mass along the east facade, as indicated in Alternative A. This proposal takes advantage of the grade change on the site and the potential vista points one gains as they progress thru the site. Providing an elevated Terrace that projects west towards the lake and the street help connect the site with the public realm.

D. Staff requests additional elevation and section drawings that better demonstrates the relationship of the lobby entry, the elevation change and the street edge. (CS21, CS2-D, DC2-A-1, DC2-A-2, DC2-D, DC2-E)

Updated elevation and section drawings have been added that better demonstrates the relationship of the lobby entry, the elevation change, the street edge, and the parking entrance. From the public realm, the pedestrian entry pushes into the property with an inviting landing space with seating provided. The parking level entry is an accessible and intimate entry, recessed from the street edge and allowing for landscape screening and a green wall to create a softer edge at this level. The curving stair entry leading up the the semi-public terrace space directly off the main entry creates movement through the site, vista opportunities to the west, and amenity area for residents and visitors to interact. Refer to page 51-53 for more information.

E. Staff does not support Alternative C which forces pedestrian traffic along a lengthy set of stairs along the southern face of the building, where there are few design cues that identify the location of the main lobby entry. (CS2-B-1, CS2-B-2, PL3-A-1, PL3A-4)

Alternative C has been dropped and design development has focused on Alternative A, which staff supports. The preferred Alternative A that we are continuing with provides a pedestrian flow and interaction that is more inviting, fluid, and visible from the street. The design team provided expanded entry landings, enhanced lighting, and building signage that helps identify the main entry location from the public way. Refer to images presented on page 34 & 36.

EDG ITEMIZED RESPONSE

AUTO ACCESS

A. In agreement with the First EDG, Staff continues to question why the driveway cannot come directly off the alley and into the underground parking and why a departure for driveway slope is not being pursued. (PL4-A-1, PL4-B-2, PL4-B-2, PL4B-3)

Explorations into access from the alley and the street were both explored.

A driveway with a slope departure was reviewed by the civil engineer as directed by the Zoning Reviewer. A direct and straight driveway into the garage resulted in a 66% slope to provide for the needed elevation change to access the below grade parking. This slope percent is not recommended and will not be designed by the civil engineer, refer to page 30-31 for diagrams of driveway alternatives and appendix A for engineer's report and recommendations.

Per SMC 23.45.536 C.2.B.2, this site meets requirements to allow access off the street due to topography. The existing elevation difference from street to alley, is approximately 15 feet (refer to page 27 for the site section). This elevation difference results in a driveway slope well exceeding the code required 15% in order to maintain the required parking and desired pedestrian scale and experience. Our team is proposing Director's Ruling on providing parking access from the street. Our civil engineer officially recommends the preferred Alternative A design, and this design has been approved by Zoning thru the MUP review process.

B. Staff disagrees with the proposal to take automobile access off 43rd Ave E instead of the alley, given the proposal's impacts to the pedestrian realm. Staff directs the applicant team to re-examine access from the alley based on a reduced number of parking stalls instead of the proposed 18 parking spaces which is 2-4 more stalls than is required. (PL4-A-1, PL4-B-2, PL4-B-2, PL4-B-3)

After further examination, eliminating parking stalls did not present a feasible option to allow for driveway access from the alley, due to the elevation difference between existing alley grade and garage level grade. The quantity of stalls did not have affect on the access of the driveway. Providing the proposed driveway access from the street allows for safe travel in and out of the driveway with required site triangles provided and low/minimal slope into garage from street. The street access allows the building to sit lower on the site for pedestrian experience and provide an accessible entry into the building from the sidewalk.

C. In agreement with the Board at the First EDG meeting, Staff requests that the design team provide additional documentation showing how a parking ramp with a slope of 20% may or may not work in contrast to the 15% ramp presented in the EDG packet. (PL4-A-1, PL4-B-2, PL4-B-2, PL4-B-3)

The design team has provided an alley access option as requested by Zoning in MUP review, documented on page 30.

This alley access design is a direct perpendicular access driveway into a garage below grade. The slope to achieve a straight driveway into the garage from the alley grade would result in a 66% sloped drive, exceeding code requirements and exceptions allowed. See diagram provided on page 30.

Our engineer's recommendation is to provide access from the street as staff supported Alternative A proposes, with an approximate slope of less than 8%. Refer to engineer's driveway access plan on page 31.

EDG ITEMIZED RESPONSE

ARCHITECTURAL CONCEPT

A. Staff supports the overall architectural concept of the preferred alternative that emphasizes strong rectilinear forms and secondary architectural elements designed to reduce the perceived mass of the building. (DC2-A-02, DC2-B-1, DC2-C-1)

We have continued and further explored the concept presented in the preferred alternative that emphasizes the strong rectilinear forms and secondary architectural elements to reduce the perceived mass of the building. Explorations include window placement and sizing to break up the mass, refining the brick masonry to provide texture and scale, and wood siding to provide natural warm tones along the street and alley frontages. Further developing the entry sequence and providing landscape features help create a natural buffer and reduces perceived mass.

B. Staff recommends that the design team explore the use of secondary architectural features that add greater visual interest and reduce perceived mass. (DC2-A-2, DC2C)

Materiality has been explored further to demonstrate reduced perceived mass. Further development at the west facade with a refined window design and massing material, as well as pulling the penthouse back from the edge of the roof provides a reduced perceived mass. Switching to brick masonry from CMU has provided a more residential scale to the material palette. Incorporating landscaping and terraces provide vignettes to help break up the overall massing. Refer to pages 34-36 for supporting images.

STREETSCAPE AND ENTRIES

A. Staff generally supports the location of the primary residential entry along 43rd Ave S but is concerned that the large number of steps associated with the long curvilinear stair bifurcates land area that could be used as public and private amenity space and provide a greater connection to the street. Modify this aspect of the design to resolve these concerns. (PL2-A, PL2-B, PL2-D-1, PL3-A-4, PL3-A-1, PL3-C-2, PL4-A)

Studies were performed for alternative solutions of the entry stair. A switchback type stair was reviewed and it was determined too visually intrusive from the public street, with the need for guardrails doubling up resulting in a stair mass that takes up a larger footprint both visually and in plan than a single curvilinear stair provided. The proposed curved stair recalls the existing site access curved stair and provides a minimal visual weight while allowing for an elegant, natural curved access path for pedestrian comfort. At the public street, there is a recessed landing area at the foot of the stairs at the public realm, where one can sit and rest. The terrace off the main entry is a semi-public space where visitors and residents can take in the

elevated views of the lake, gather, and connect with street life. Refer to page 34 for rendered image of entry stair.

B. The design team shall provide additional design details demonstrating how the residential entry will be designed to create an architectural statement, to create better visual cues that announces its location, and how light will penetrate common areas per EDG description. (PL2-A, PL2-B, PL2-D-1, PL3-A-4, PL4-A, DC4-C)

The ends of the shared corridor space will be glazed to allow light to come in from both sides. At night, the corridor will be gently illuminated from the interior. The public frontage of the curvilinear stair was widened to provide a landing with built-in seating, in addition to using the concrete retaining wall to provide building identification signage. The wide semi-public entry terrace at the top of the stairs next to the building entry will allow for impromptu conversations and gatherings with neighbors and from the street/sidewalk below. This can be seen in the elevations and sections. Refer to page 34 & 35 for rendered images of entry and east amenity area and page 51-53 for elevations and sections showing the entry.

CIRCULATION

A. The description in the EDG packet indicates that the driveway off 43rd Ave E maximizes green factor. The design team shall demonstrate graphically how this will be accomplished. (PL4-A, PL4-B, DC1-C)

We have provided diagrams and green factor worksheets comparing the parking access from the street vs. the alley. Parking access from street will provide the best opportunity to maximize Green Factor. Providing parking access from the alley would not meet green factor code according to calculations provided. See site plan analysis and worksheets on page 28 & 29. After reviews completed by MUP Zoning team, Green Factor was not relevant to the decision of driveway access.

B. Signage will be critical for wayfinding purposes especially as it relates to the pedestrian entry. Design signage to add interest to the streetscape, relate to the design concept, and convey pedestrian access into the site. The applicant team should provide a conceptual signage plan for the next stage of the review. (PL2-D, DC4-B, DC4-D)

We have provided a widened landing to the curved retaining wall of the entry stair to allow for a sizeable location for mounting building identification signage as well as provide an area for added seating. This extension along the sidewalk is the visual cue to the public realm of the building entry point. Identifying signage will also be located at both the main and secondary entry near the door. This will allow for easy identification from pedestrian and vehicular traffic. Refer to page 33 for a signage plan, 3D imagery and examples of proposed signage.

EDG ITEMIZED RESPONSE

AMENITY SPACE

A. Staff generally supports the landscaped and private amenity spaces as seen on page 21 of the EDG packet. (CS2-D-5, PL1-B-3, PL3-A-4, DC3-C-2, DC4-C)

Those spaces remain and have been further developed. The back shared patio has been updated to a more generous space with pavers, privacy screening/buffers, both solid and landscaped, space for BBQ and gathering zones. The private amenity space feels lush and private, but large enough to share. The front terrace was expanded west and north to create a useable space beyond the circulation path. Proposed seating elements and landscape containers provide zones for gathering along the edge of the public realm. Refer to page 35 for rendered image of amenity spaces

B. The design team shall provide additional design details demonstrating how the ‘public amenity’ space at the front entry will function as a viable passive or active space. The team shall also provide details on how the private amenity spaces will function. (CS2-D-5, PL1-B-3, PL3-A-4, DC3-C-2, DC4-C)

We are proposing furnishings and landscape containers for a variety of seating options and green buffers at the front entry terrace. The shared patio in the back will include a BBQ area, and space for furniture such as dining and/or seating. The use of the private patios are available to furnish as the individual residents see fit. It will most likely be used for outdoor seating or space for plants. See plans and rendered imagery throughout the supplementary information for supporting documents.

C. The design shall provide further design detail on how the ‘large public amenity spaces on both sides of the building’ will function, as described on page 19 of the EDG packet. (CS2-D-5, PL1-B-3, PL3-A-4, DC3-C-2)

The design team have provided rendered views & plan of both amenity areas as well as inspiration imagery for potential uses to be considered at the amenity areas. The design team envisions the spaces to be semi-private with landscaping buffers and privacy screening, areas for seating and areas for functional uses like the BBQ at the back patio amenity or perhaps a firepit at the front amenity terrace. Refer to pages 34-37 and 45-49.

MATERIALS

A. Staff generally supports the choice of materials palette as indicated in the EDG packet. The use of cementitious board should be minimized. (DC2-B-2, DC4-A-1)

The cementitious board was replaced with metal panels for added durability and dimension. Other materiality updates include replacing the CMU with a cream colored brick, providing a more residential scale and softer tone to the project. Additional wood siding was added to the west facade to help break up the massing and provide a material continuity with the rest of the building facades. See material palette on page 38 and material elevations on page 52-53 for further detail.

B. Materials, window sizes and depths, and façade treatments will be critical to the success of the final preferred massing option. The design team shall explore different textures and materials designed to extend along all building façades to create visual interest and continuity for the entire project. (DC2-A-2, DC2-B-1, DC2C-1, DC2-D-1, DC2-D-2)

In order to reduce the perceived mass of the building, we replaced the CMU with a cream colored brick, providing a more residential scale and softer tone to the project. Additional wood was added to the west facade to help break up the massing and provide a material continuity with the rest of the building facades. Window sizes and placement were further explored and developed to consider privacy for the residents as well as take advantage of views out towards the lake. See material palette on page 38 and material elevations on page 52-53 for further detail.

TRASH

A. The design team shall provide additional details demonstrating how trash/recycling is accessed from the interior of the building and how the trash area relates to individual units. (DC2-B-1, DC1-C-4)

The trash enclosure is accessed from the secondary entrance for all units, off the alley. The path leads directly to the trash/recycling area. The waste/utility company was contacted, and determined that the pickup is off the alley, therefore most convenient to locate the trash/recycle collection location on the alley side of the building. Residents will be required to take trash/recycle to the designated enclosure see in the diagram on page 39.

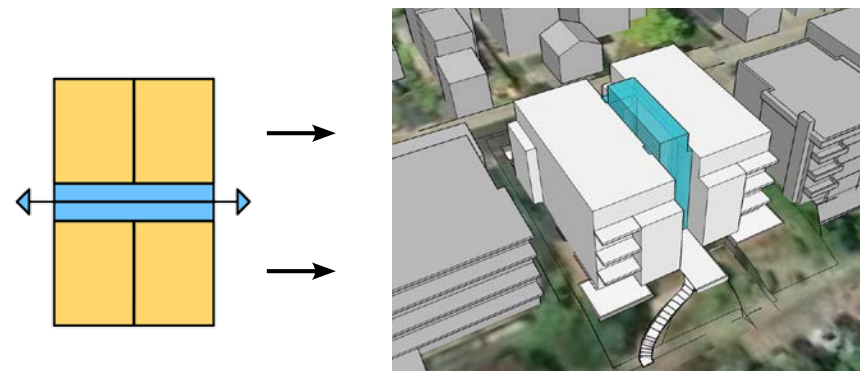
EDG ITEMIZED RESPONSE

MASSING A

Departures: none

Description:

- Circulation and entry way split the massing in the center of the building in an east-west orientation. This provides a larger space between the units, allowing for a wide pedestrian entry and light to penetrate common areas from both sides of the building
- 14 units (4 units on floors 1-3, 2 penthouse units)
- (6) 1,500 sf units, (6) 600 sf units, and (2) 1,800 sf units
- 5,100 sf building footprint
- 17 parking spaces in garage
- Main entry to the building is on the east side. Public amenity space at east side of building has views of Lake Washington
- Entry is elevated from the street providing sense of security but still allows connection with the sidewalk.
- Additional public amenity space at west entry
- Building massing steps back at penthouse spaces, providing variation to the facade.
- Consistent with established design goals
- Compliant with Seattle Land Use regulations
- Easy access to trash and recycling from the west entryway.
- Minimizes impervious surfaces



EDG ITEMIZED RESPONSE

MASSING A

3d massing looking north west



landscape
example



masonry
example

3d massing looking south east



wood
example



rooftop exterior
finishes example

EDG ITEMIZED RESPONSE

MASSING A

Inspiration Images



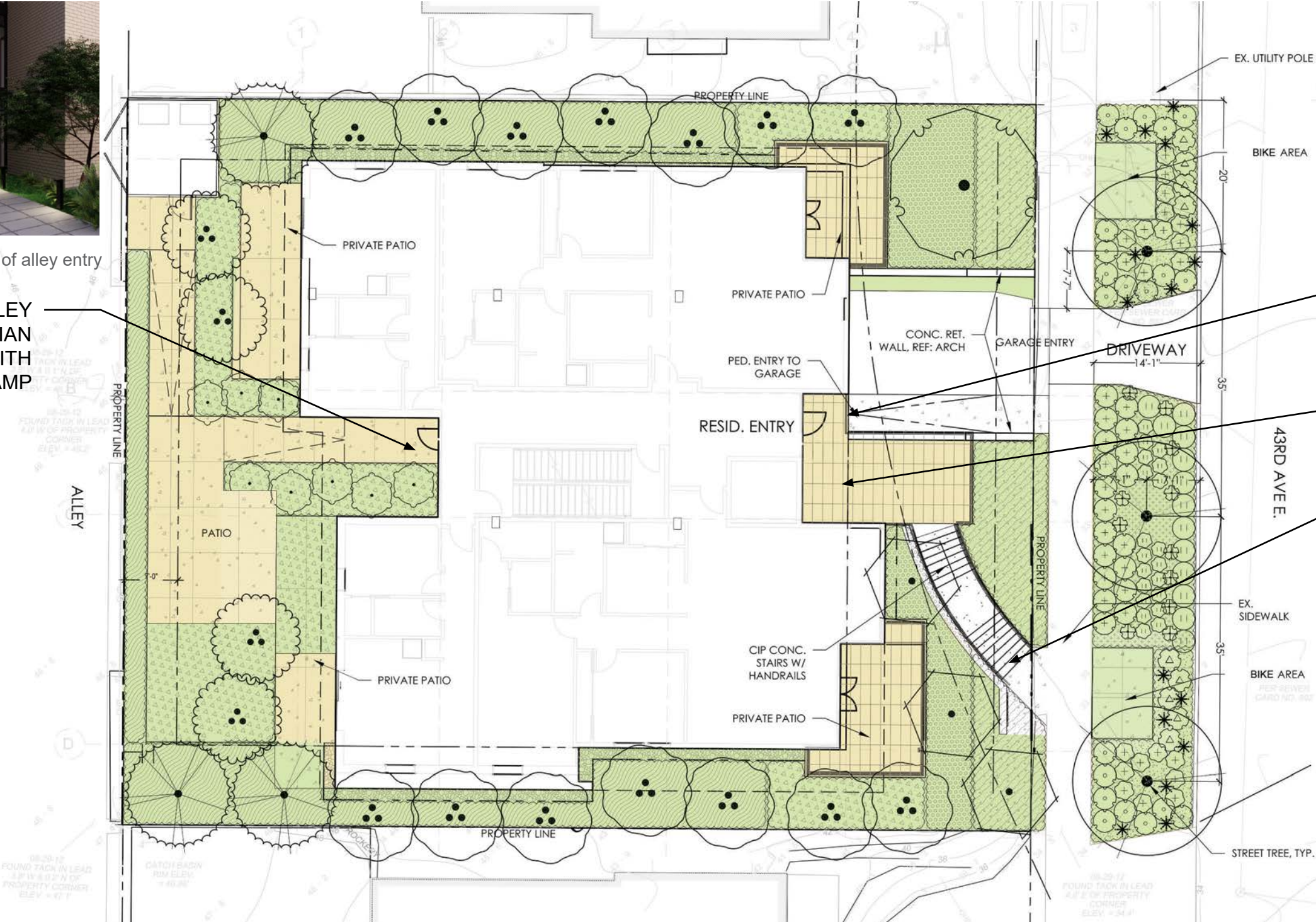
EDG ITEMIZED RESPONSE

MASSING A



Rendered Image of alley entry

ALLEY
PEDESTRIAN
ENTRY WITH
RAMP



Rendered Image of entry patio

LOWER LEVEL/
GARAGE PEDESTRIAN
ENTRY WITH RAMP.

MAIN PEDESTRIAN
ENTRY

STAIRS FROM
SIDEWALK UP TO
MAIN GROUND FLOOR
ENTRY

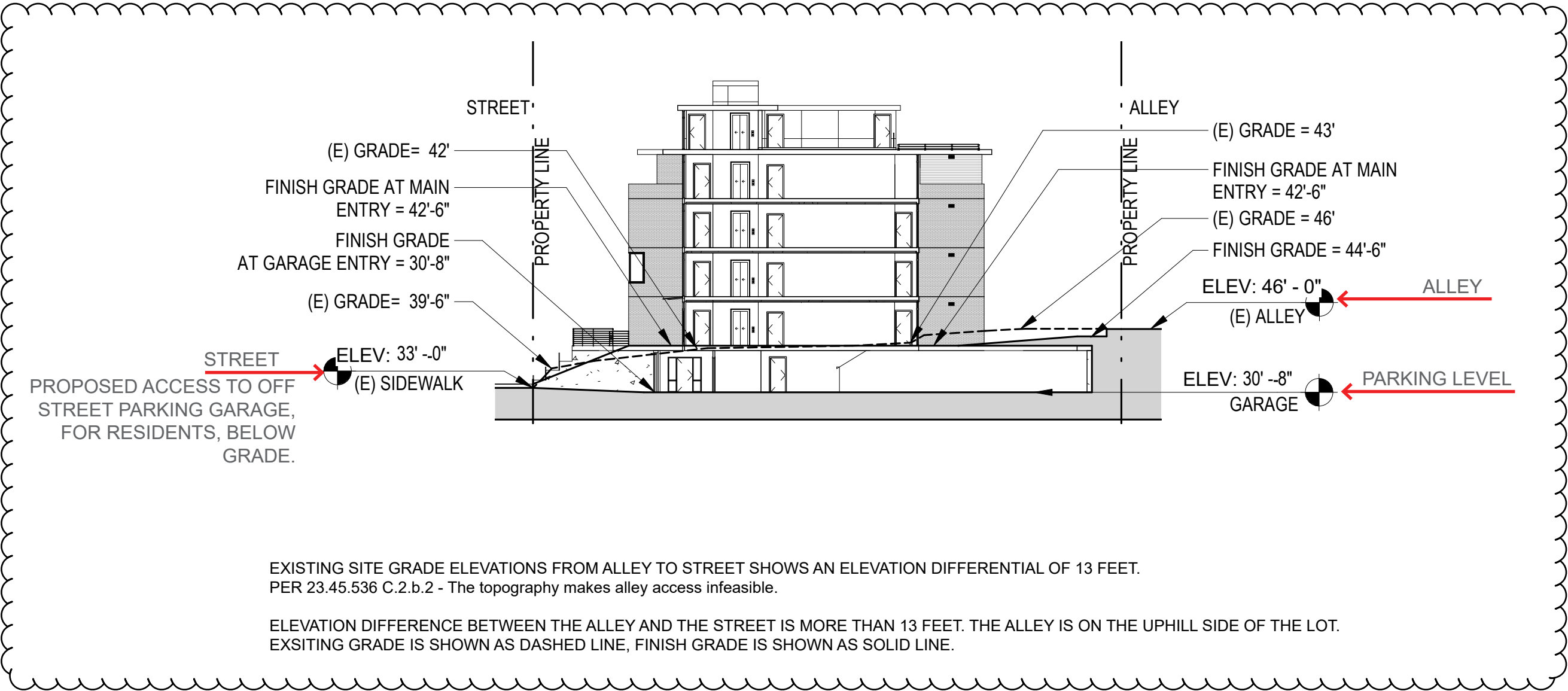


Rendered Image of entry stair

EDG ITEMIZED RESPONSE

AUTO ACCESS A-C

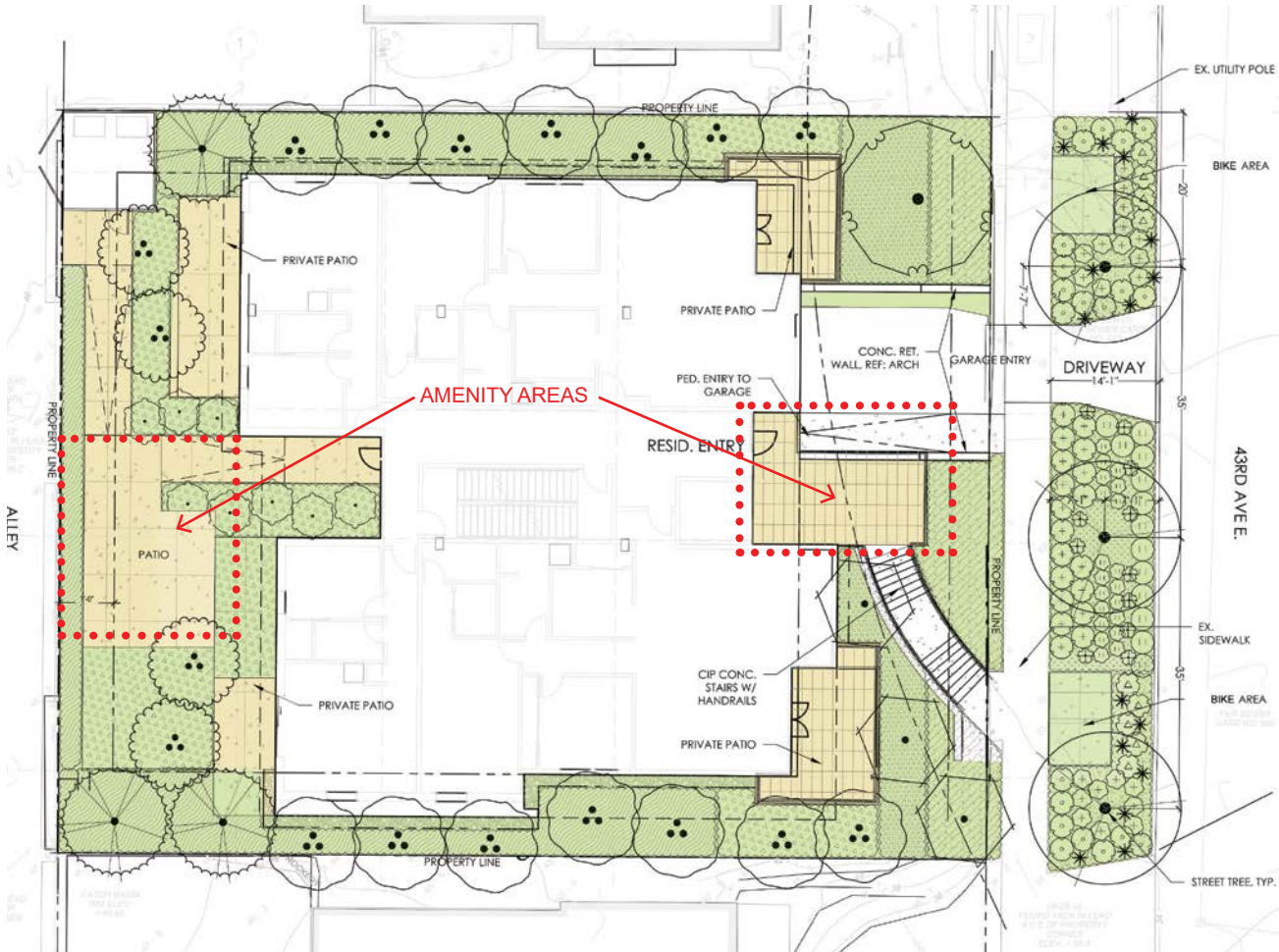
Documentation for SMC 23.45.536.C.2.b.2



EDG ITEMIZED RESPONSE

AUTO ACCESS A-C

Current Design with Parking Access off Street

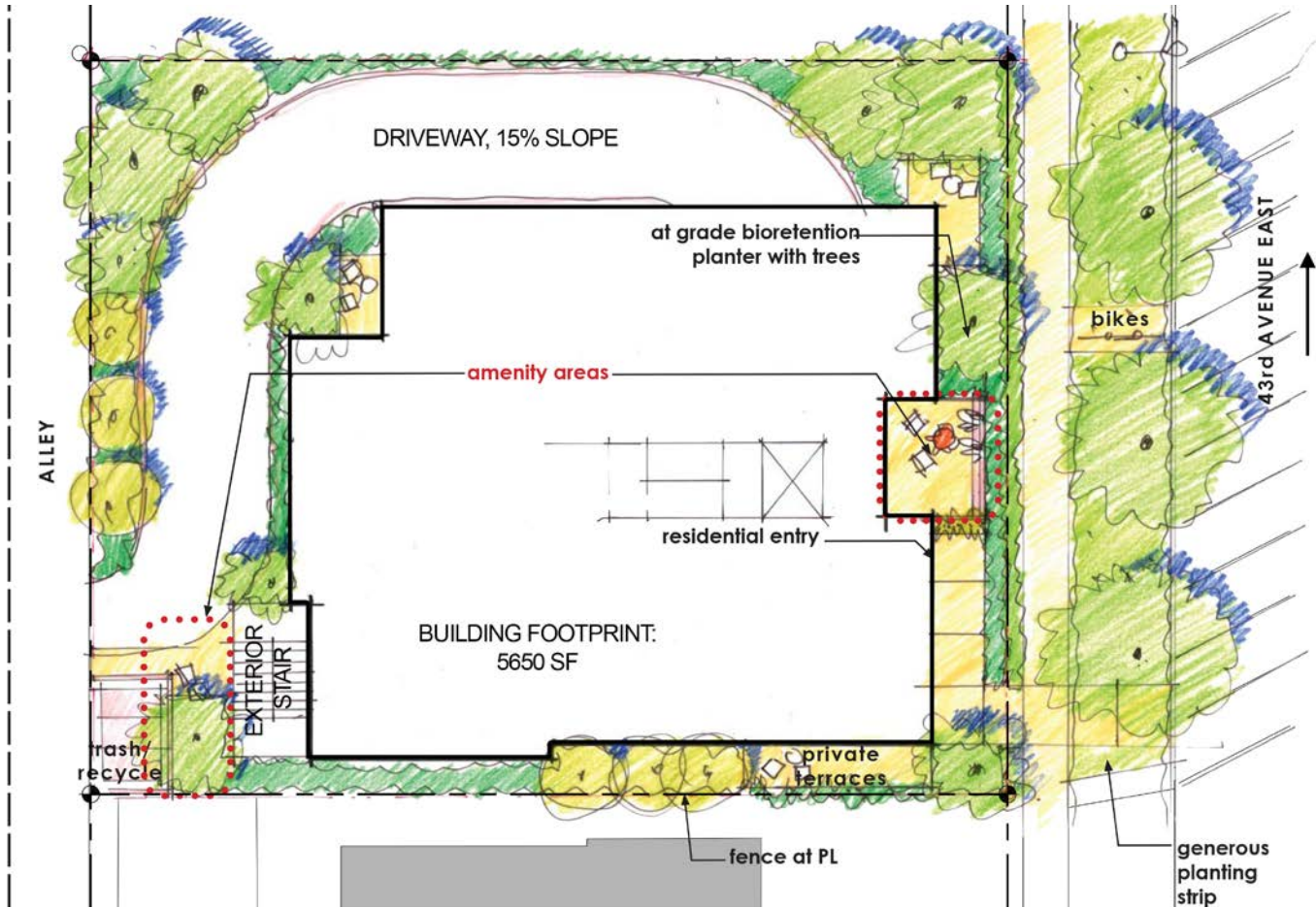


4440 sf of green space (38% of lot)
 1858 sf of hardscape (16% of lot)
 706 sf of terrace/patio amenity space (6% of lot)
 5005 sf of building footprint (43% of lot)

GREEN FACTOR SCORE STREET ACCESS: 0.624

- Maximizes green factor and amenity areas on the ground level
- Provide ample privacy for residents and ground floor amenities
- Reduces hardscape area
- Recommended by Civil

Alternative Design with Parking Access off Alley



3960 sf of green space (34% of lot)
 2812 sf of hardscape (24% of lot)
 442 sf of terrace/patio amenity space (4% of lot)
 4830 sf of building footprint (41% of lot)

GREEN FACTOR SCORE ALLEY ACCESS: 0.571

- Does not meet Green Factor requirements
- Reduced green space & amenity area at ground floor
- 1-way traffic at driveway, unsafe condition - not recommended by Civil
- Increased hardscape area

EDG ITEMIZED RESPONSE

AUTO ACCESS A-C

Green Factor Analysis - Street Access

| Green Factor Scoresheet | | | | |
|--|--|--|--------|--------------|
| Project title: | | Enter sq ft of | | |
| Madison Park Apts: 2043 43rd Ave E | | parcel | | |
| | | Parcel size | 11,534 | SCORE 0.624 |
| Landscape Elements** | | Totals calculate automatically from Green Factor Worksheet | | Factor Total |
| A Planted areas | | 4440 | | 0.6 2,664 |
| 1 Planted areas with a soil depth of 24" or greater | | square feet | | |
| 2 Bioretention facilities | | 0 | | 1 0 |
| | | square feet | | |
| B Plantings (credit for plants in landscaped areas from Section A) | | | | |
| 1 Mulch, ground covers, or other plants less than 2' tall at maturity | | 4440 | | 0.1 444 |
| | | square feet | | |
| 2 Medium shrubs or perennials 2'-4' tall maturity - calculated at 9 sq ft per plant (typically planted no closer than 18" on center) | | 330 2970 | | 0.3 891 |
| | | plants | | |
| 3 Large shrubs or perennials 4'+ at maturity - calculated at 36 sq ft per plant (typically planted no closer than 24" on center) | | 0 0 | | 0.3 0 |
| | | plants | | |
| 4 Small Trees | | 25 1875 | | 0.3 563 |
| Tree canopy for "Small Trees" or equivalent (canopy spread of 8' to 15') - calculated at 75 sq ft per tree | | trees | | |
| 5 Small/Medium Trees | | 4 600 | | 0.5 300 |
| Tree canopy for "Small/Medium Trees" or equivalent (canopy spread 16' to 20') - calculated at 150 sq ft per tree | | trees | | |
| 6 Medium/Large Trees | | 0 0 | | 0.7 0 |
| Tree canopy for "Medium/Large Trees" or equivalent (canopy spread of 21' to 25') - calculated at 250 sq ft per tree | | trees | | |
| 7 Large Trees | | 0 0 | | 0.9 0 |
| Tree canopy for "Large Trees" or equivalent (canopy spread of 26' or more) - calculated at 350 sq ft per tree | | trees | | |
| 8 Preserved Trees | | 0 0 | | 1 0 |
| Tree canopy for preservation of existing trees with trunks 6"+ DBH (Diameter at Breast Height, 4.5' above the ground) - calculated at 20 sq ft per inch diameter | | inches | | |
| C Green roofs | | | | |
| 1 Green roofs over at least 2" and less than 4" of growth medium | | 0 | | 0.4 0 |
| | | square feet | | |
| 2 Green roofs 4" - 8" of growth medium | | 0 | | 0.6 0 |
| | | square feet | | |
| 3 Green roofs 8"+ of growth medium | | 0 | | 0.8 0 |
| | | square feet | | |
| D Vegetated walls | | 0 | | 0.4 0 |
| NC, C, SM, and South Downtown zones only | | square feet | | |
| E Permeable paving | | | | |
| 1 Permeable paving over at least 6" and less than 24" of soil or gravel | | 0 | | 0.2 0 |
| | | square feet | | |
| 2 Permeable paving over at least 24" of soil or gravel | | 0 | | 0.5 0 |
| | | square feet | | |
| F Structural soil systems | | 0 | | 0.5 0 |
| | | square feet | | |
| | | sub-total of sq ft = 14,325 | | |
| G Bonuses | | | | |
| 1 Landscaping that consists of drought-tolerant and/or native plant species | | 9885 | | 0.1 989 |
| | | square feet | | |
| 2 Landscaped areas where at least 50% of annual irrigation needs are met through the use of harvested rainwater or collected greywater | | 0 | | 0.2 0 |
| | | square feet | | |
| 3 Vegetation visible to passersby from adjacent public right of way or public open spaces | | 6730 | | 0.2 1,346 |
| | | square feet | | |
| 4 Landscaping in food cultivation | | 0 | | 0.1 0 |
| | | square feet | | |
| | | Green Factor numerator = 7,196 | | |

Green Factor Analysis - Alley Access

| Green Factor Scoresheet | | | | |
|--|--|--|--------|--------------|
| Project title: | | Enter sq ft of | | |
| Madison Park Apts: 2043 43rd Ave E - ALT. ALLEY ACCESS | | parcel | | |
| | | Parcel size | 11,534 | SCORE 0.571 |
| Landscape Elements** | | Totals calculate automatically from Green Factor Worksheet | | Factor Total |
| A Planted areas | | 3960 | | 0.6 2,376 |
| 1 Planted areas with a soil depth of 24" or greater | | square feet | | |
| 2 Bioretention facilities | | 0 | | 1 0 |
| | | square feet | | |
| B Plantings (credit for plants in landscaped areas from Section A) | | | | |
| 1 Mulch, ground covers, or other plants less than 2' tall at maturity | | 3960 | | 0.1 396 |
| | | square feet | | |
| 2 Medium shrubs or perennials 2'-4' tall maturity - calculated at 9 sq ft per plant (typically planted no closer than 18" on center) | | 320 2880 | | 0.3 864 |
| | | plants | | |
| 3 Large shrubs or perennials 4'+ at maturity - calculated at 36 sq ft per plant (typically planted no closer than 24" on center) | | 0 0 | | 0.3 0 |
| | | plants | | |
| 4 Small Trees | | 18 1350 | | 0.3 405 |
| Tree canopy for "Small Trees" or equivalent (canopy spread of 8' to 15') - calculated at 75 sq ft per tree | | trees | | |
| 5 Small/Medium Trees | | 4 600 | | 0.5 300 |
| Tree canopy for "Small/Medium Trees" or equivalent (canopy spread 16' to 20') - calculated at 150 sq ft per tree | | trees | | |
| 6 Medium/Large Trees | | 0 0 | | 0.7 0 |
| Tree canopy for "Medium/Large Trees" or equivalent (canopy spread of 21' to 25') - calculated at 250 sq ft per tree | | trees | | |
| 7 Large Trees | | 0 0 | | 0.9 0 |
| Tree canopy for "Large Trees" or equivalent (canopy spread of 26' or more) - calculated at 350 sq ft per tree | | trees | | |
| 8 Preserved Trees | | 0 0 | | 1 0 |
| Tree canopy for preservation of existing trees with trunks 6"+ DBH (Diameter at Breast Height, 4.5' above the ground) - calculated at 20 sq ft per inch diameter | | inches | | |
| C Green roofs | | | | |
| 1 Green roofs over at least 2" and less than 4" of growth medium | | 0 | | 0.4 0 |
| | | square feet | | |
| 2 Green roofs 4" - 8" of growth medium | | 0 | | 0.6 0 |
| | | square feet | | |
| 3 Green roofs 8"+ of growth medium | | 0 | | 0.8 0 |
| | | square feet | | |
| D Vegetated walls | | 0 | | 0.4 0 |
| NC, C, SM, and South Downtown zones only | | square feet | | |
| E Permeable paving | | | | |
| 1 Permeable paving over at least 6" and less than 24" of soil or gravel | | 0 | | 0.2 0 |
| | | square feet | | |
| 2 Permeable paving over at least 24" of soil or gravel | | 0 | | 0.5 0 |
| | | square feet | | |
| F Structural soil systems | | 0 | | 0.5 0 |
| | | square feet | | |
| | | sub-total of sq ft = 12,750 | | |
| G Bonuses | | | | |
| 1 Landscaping that consists of drought-tolerant and/or native plant species | | 8790 | | 0.1 879 |
| | | square feet | | |
| 2 Landscaped areas where at least 50% of annual irrigation needs are met through the use of harvested rainwater or collected greywater | | 0 | | 0.2 0 |
| | | square feet | | |
| 3 Vegetation visible to passersby from adjacent public right of way or public open spaces | | 6835 | | 0.2 1,367 |
| | | square feet | | |
| 4 Landscaping in food cultivation | | 0 | | 0.1 0 |
| | | square feet | | |
| | | Green Factor numerator = 6,587 | | |

GREEN FACTOR ANALYSIS:

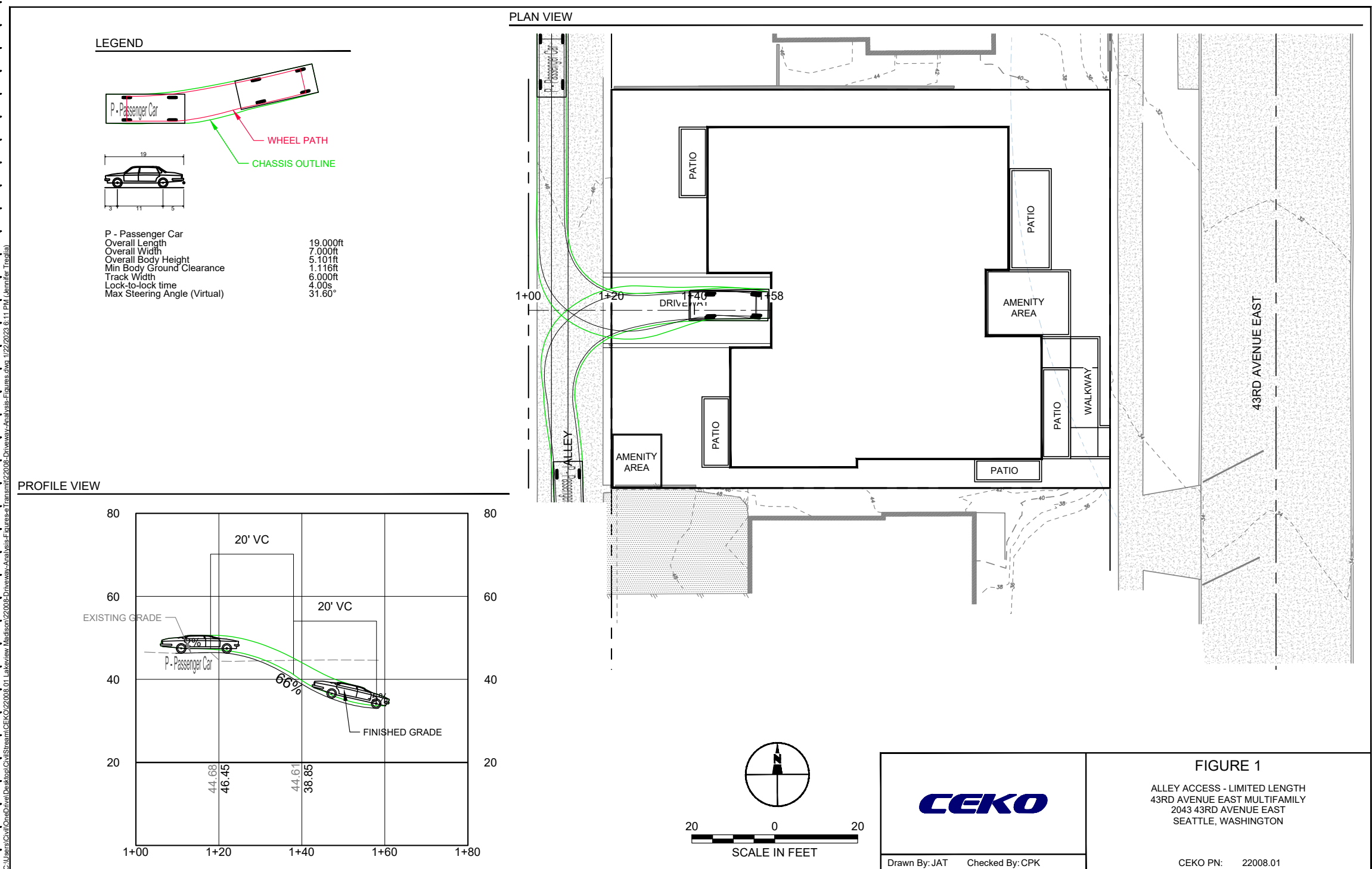
CODE REQUIRED: 0.60

STREET ACCESS: 0.624

ALLEY ACCESS: 0.571

EDG ITEMIZED RESPONSE

AUTO ACCESS A-C

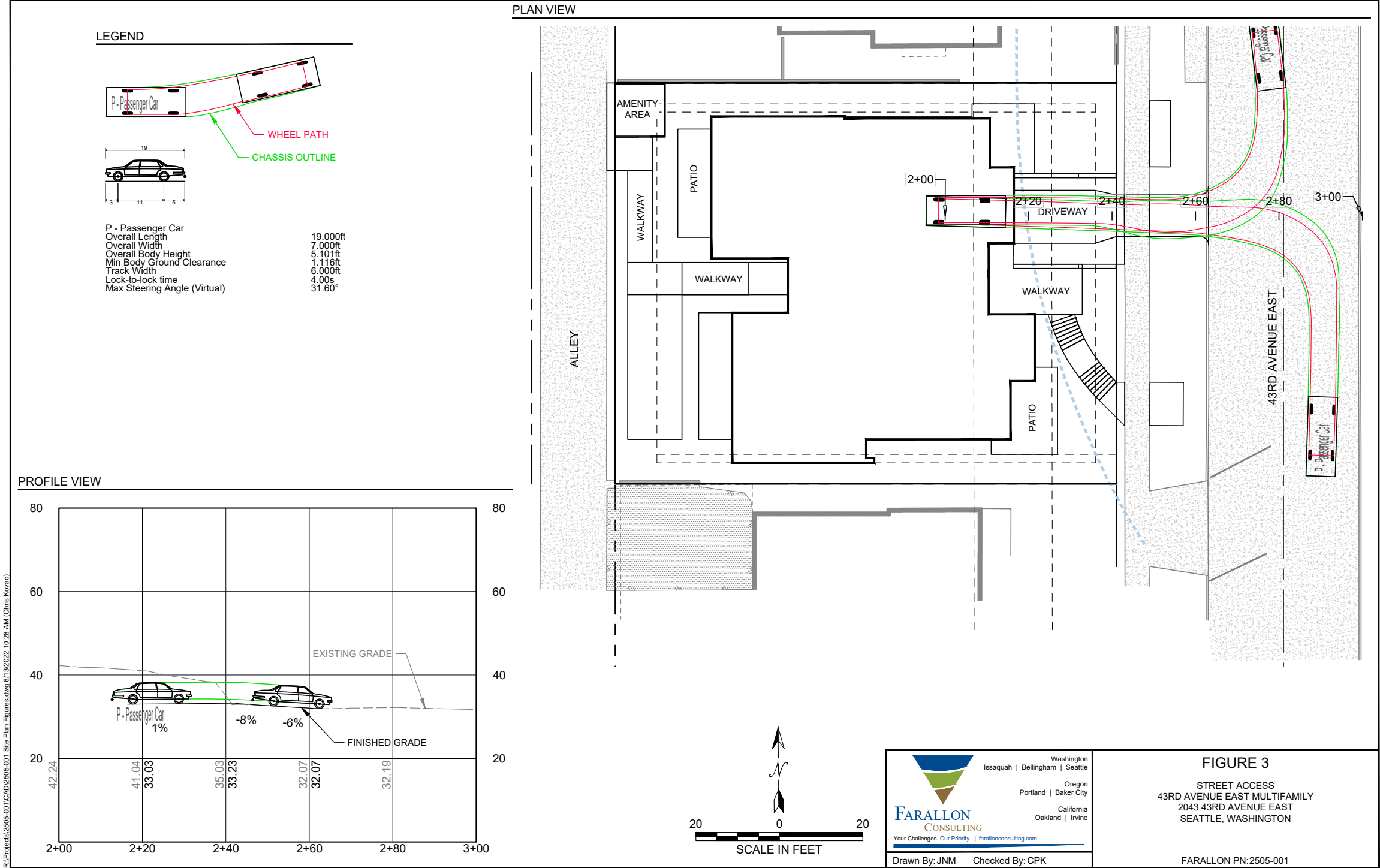


Alley Access Non-Compliant Driveway Slope

- Reduced green space & amenity area at ground floor
- 66% slope is dangerous, engineer will not design.
- Additional site and building areas would need to be removed to accomodate appropriate maneuvering clearances
- Poor visibility for drivers entering or exiting the driveway and garage due to extreme slope
- No accessible entry from street
- Reduced parking count due to maneuvering clearance requirements
- Unpleasant pedestrian scale and environment

EDG ITEMIZED RESPONSE

AUTO ACCESS A-C



Street Access Proposed Driveway

- Meets green factor requirements
- Minimizes hardscape/surface driveway length
- Safe & Easily navigable
- Provides Accessible entry to building from street
- Increases available ground floor amenity area
- Good visibility entering/leaving driveway, site triangles accommodated for per code.
- No restrictions to access during weather events
- Allows for larger and more varied unit sizes
- Recommended by civil
- Complies with SMC 23.45.536.C.2 b.2

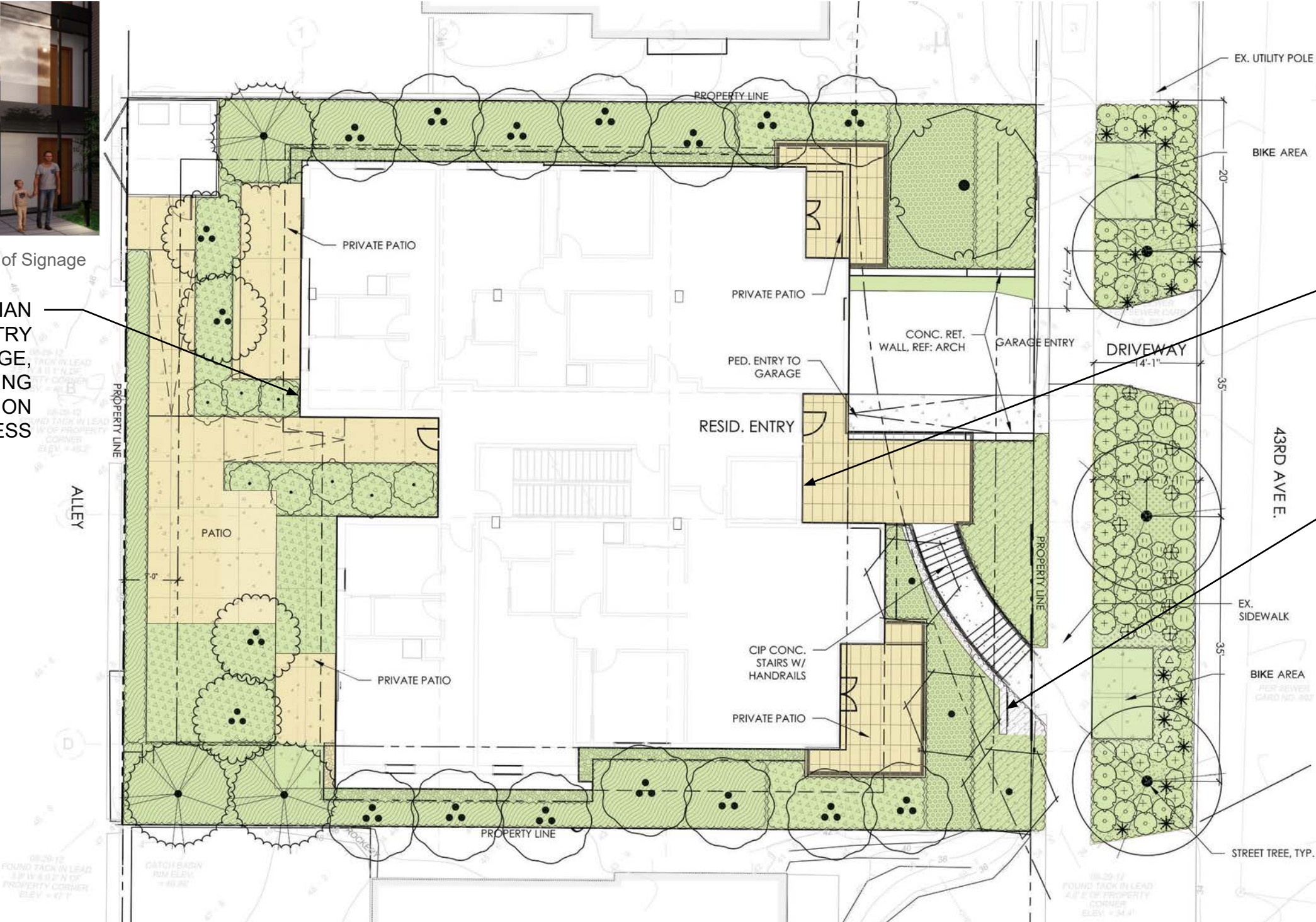
EDG ITEMIZED RESPONSE

CIRCULATION B



Rendered Image of Signage

PEDESTRIAN ENTRY SIGNAGE, BUILDING IDENTIFICATION AND ADDRESS



Rendered Image of Signage

PEDESTRIAN ENTRY SIGNAGE, BUILDING IDENTIFICATION AND ADDRESS

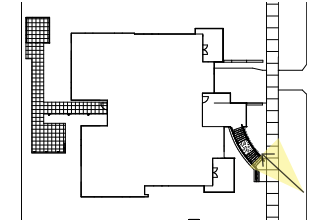
PEDESTRIAN ENTRY SIGNAGE, BUILDING IDENTIFICATION AND ADDRESS



Rendered Image of Signage

EDG ITEMIZED RESPONSE

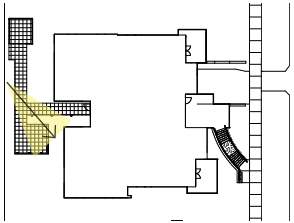
CIRCULATION B Sidewalk Pedestrian Entry View



EDG ITEMIZED RESPONSE

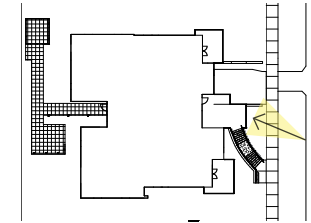
AMENITY SPACE B-C

West Amenity Area and Secondary Pedestrian Entry



EDG ITEMIZED RESPONSE

AMENITY SPACE B-C East Entry Amenity Area/Terrace and Entry with Signage



EDG ITEMIZED RESPONSE

AMENITY SPACE B-C

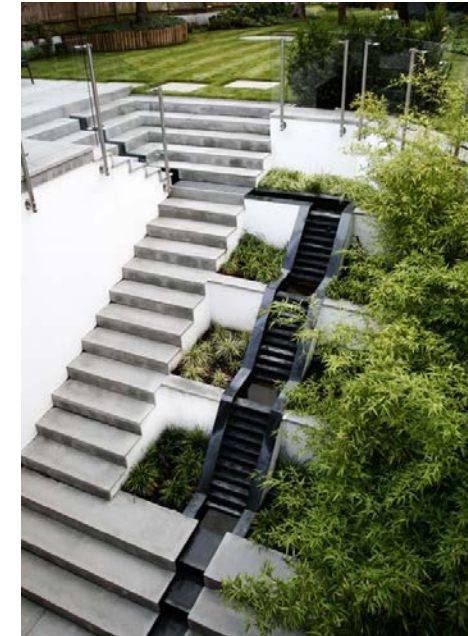
Inspiration Images



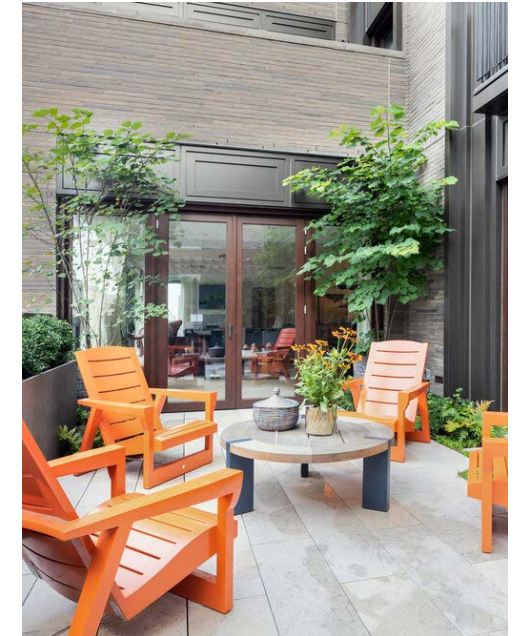
Streetscape Landscape inspiration



Amenity/Patio Space inspiration



Terracing inspiration



Patio inspiration



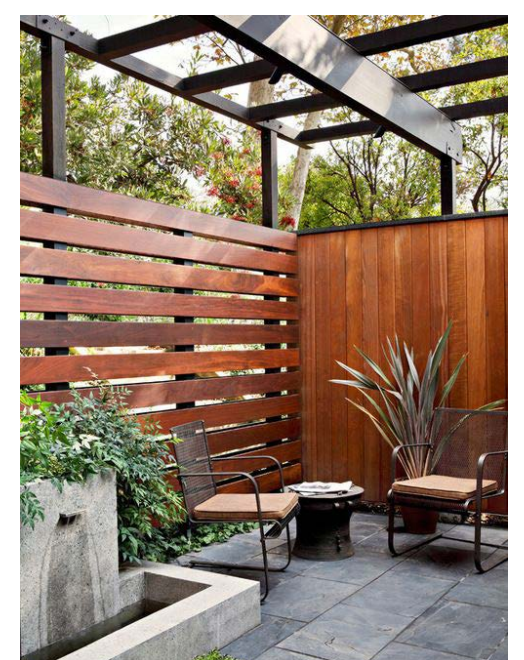
Roof Terrace inspiration



Roof Terrace inspiration



Signage inspiration



Privacy Screening inspiration

MATERIALS

MATERIALS A-B



Wood - Siding



Cream Brick - Siding



Black Metal - Elevator Penthouse Siding



Concrete - Retaining Walls, Foundation, Stairs, Garage Entrance

EDG ITEMIZED RESPONSE

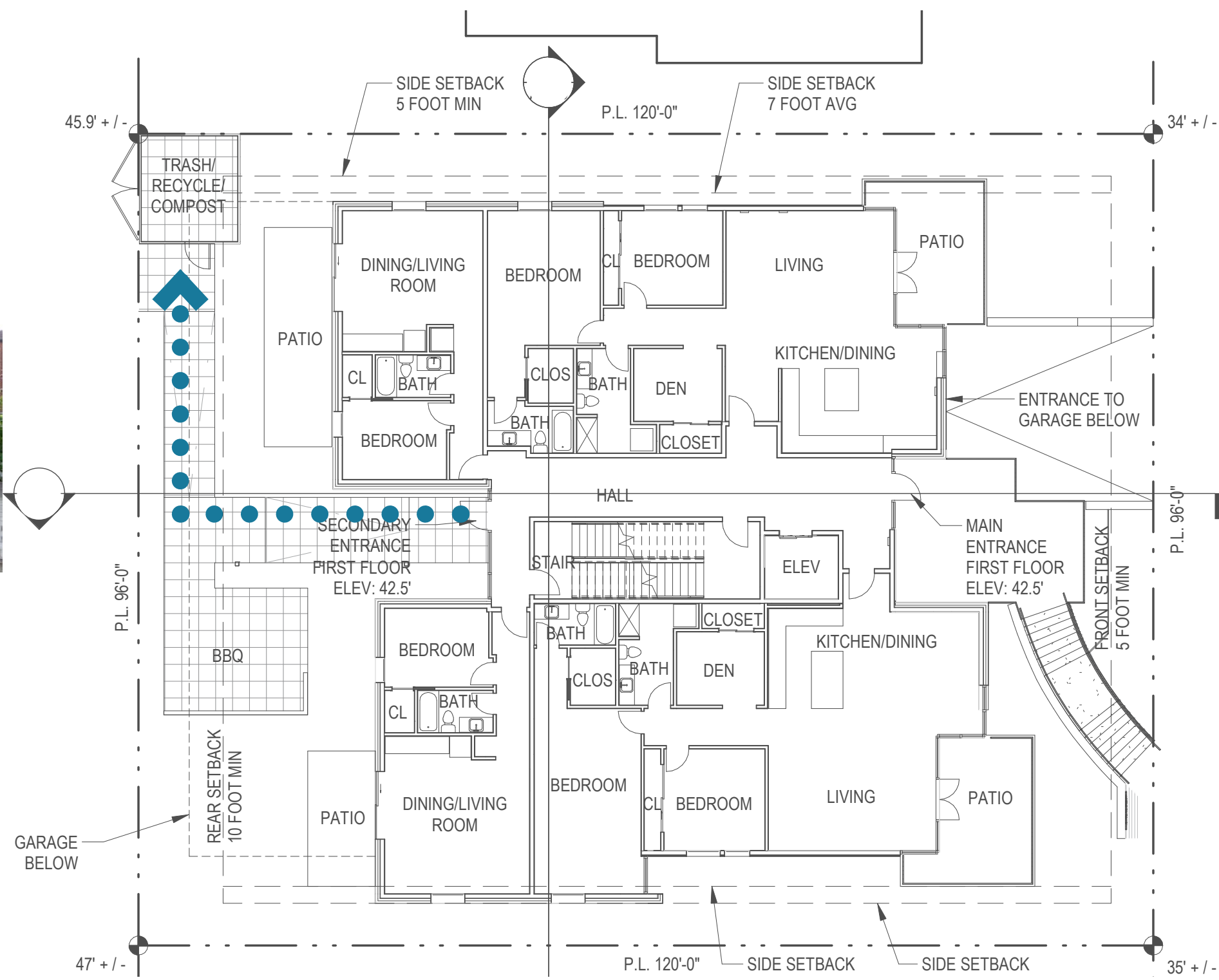
TRASH A

Access Path for Trash/Recycle Storage

Residents will travel from their respective units, inside the building, to the west exit/entry and follow pathway directly to the trash/recycle/compost enclosure. A door will be provided at the side, in addition to the gates to be located off the alley where the waste companies require pick-up.



Example image



DESIGN DEVELOPMENT

DESIGN OBJECTIVES

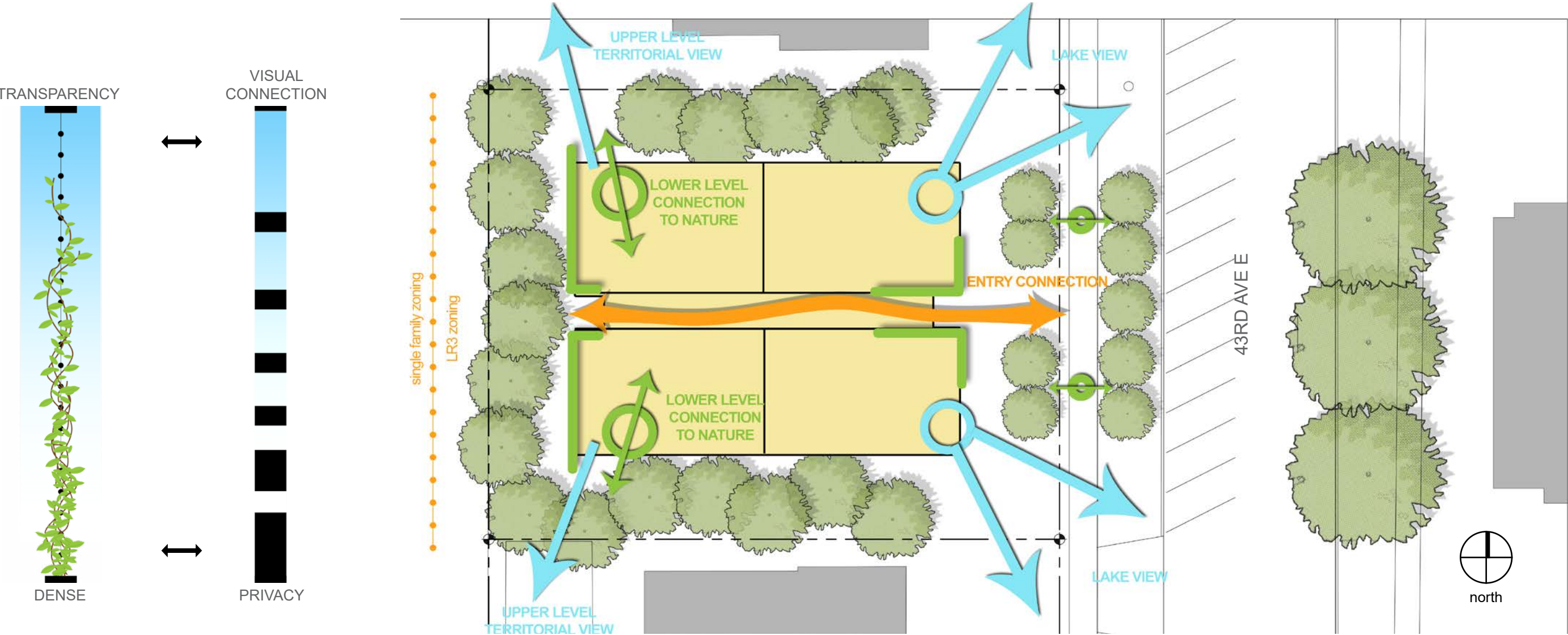
Project Design Priorities

Concept summary:
A trellis functions to moderate visual connection using varying densities of growth. Similarly, to connect the building occupants to site landscaping, neighborhood elements, and vicinity features, differing levels of privacy are determined by the intended focal point from different datums around the site; materiality is utilized to provide the differing levels of privacy.

Connection to nature:
Due to the proximity to Madison Park North Beach, and Madison Park, the main objective is to enhance the connection to the natural environment for the residents and public by maximizing the amount of landscaping and green factor on the site, and extending isolated views out towards the landscape.

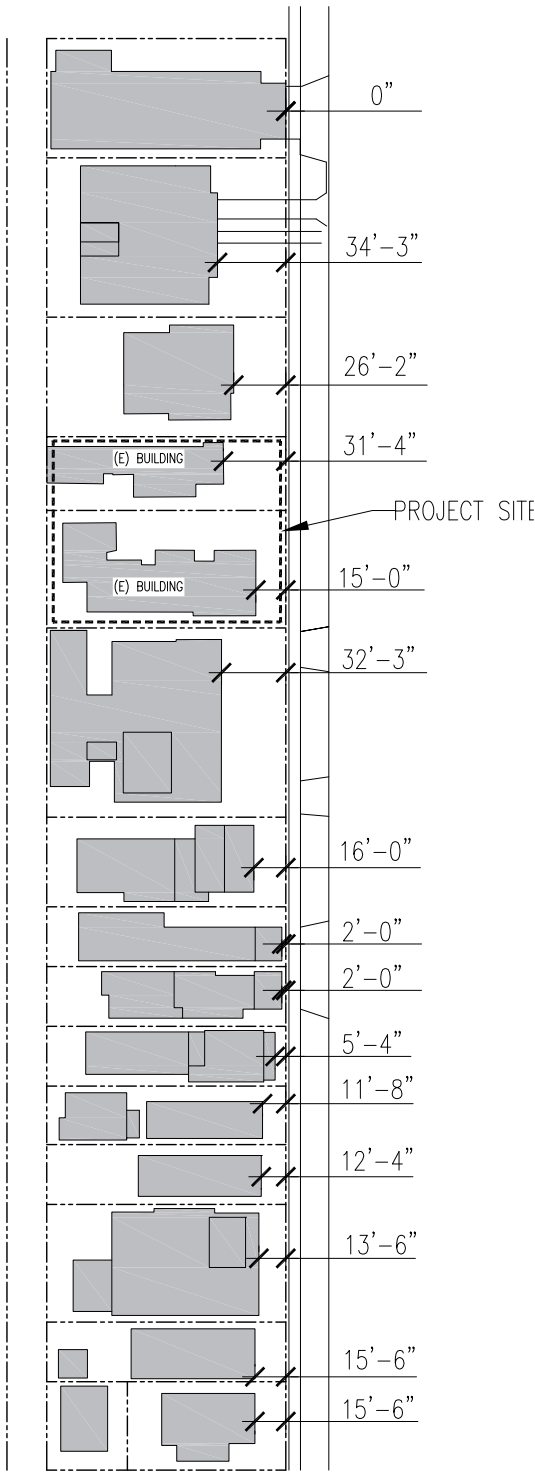
Connection to public:
A balance needs to be struck between providing privacy for residents and neighbors, security for the building, and inviting interior and exterior spaces. Exterior materiality provides privacy for residents (heavy material at lower floors directly adjacent to building entrances and public pathways, and strategic window placement). Elevating the entrance above the street provides a feeling of privacy for residents. Landscaping between the building and sidewalk provides an inviting transition from the public pathway to the elevated entry. Landscaping between sidewalk and street helps activate the public pathway for passersby.

- Concept Diagram Legend
- Circulation, connection to public space
 - Transparency, Visual connection to vicinity focal points
 - Privacy needed, minimal transparency or connection to site landscaping

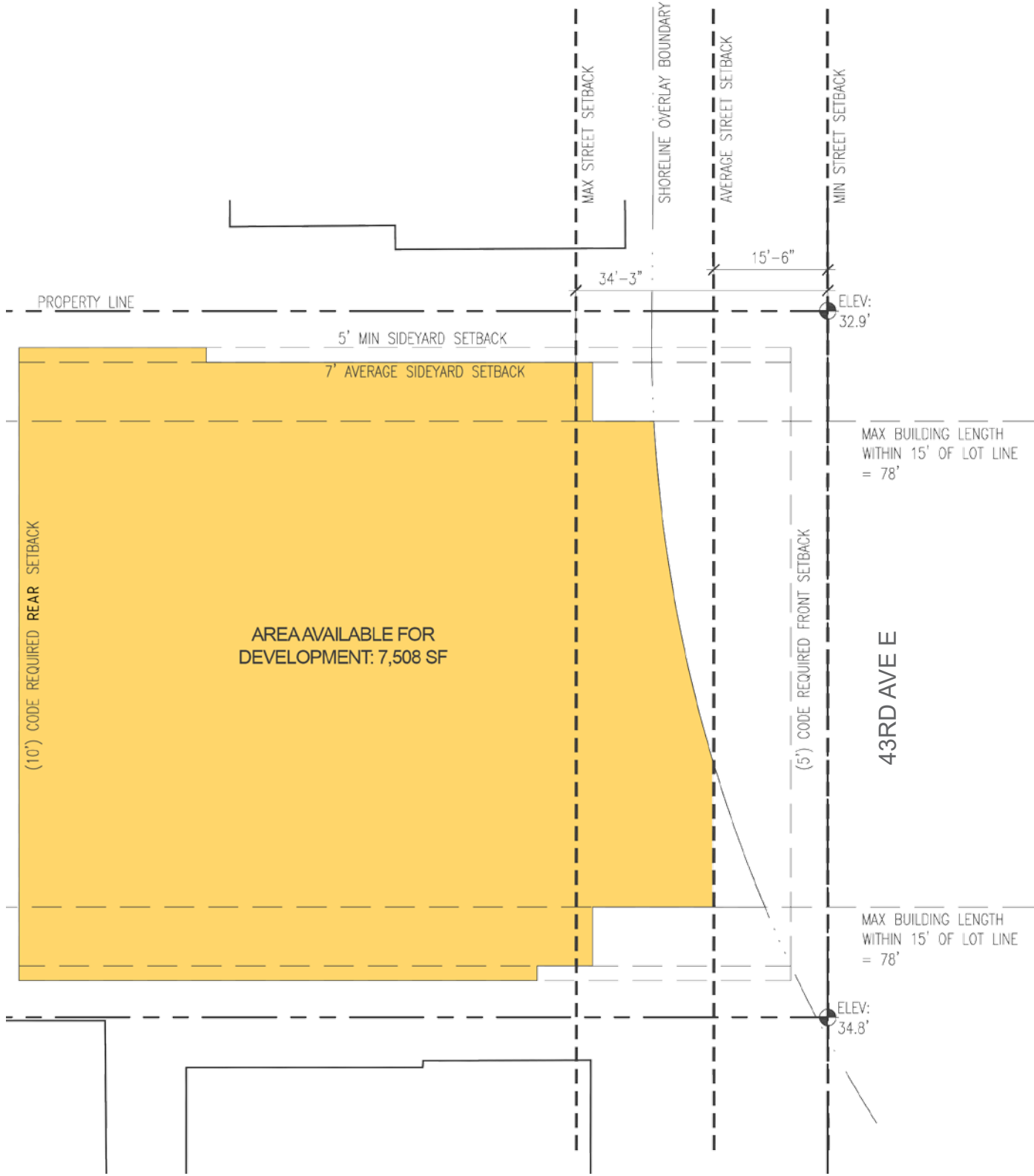


SITE CONSTRAINTS

At the EDG #1 presentation, the public and board indicated the building should be positioned on site similar to the neighboring buildings. The street setback analysis diagram documents the existing setbacks of all the buildings on the 2000 block of 43rd Avenue E and establishes the average building setback as our minimum self-imposed building setback. The site constraints diagram shows the area available for development considering the constraints applied from land use regulations, average street setback, along with other site-specific constraints that restrict the building placement. No portion of the building is planned to be located within the shoreline boundary and as confirmed with SDCI those regulations are only applicable to portions of development within the boundary.



Street setback analysis



Site Constraints

SITE SURVEY

Survey Notes:

Trees:
- Nine existing trees on site (none of which are exceptional).

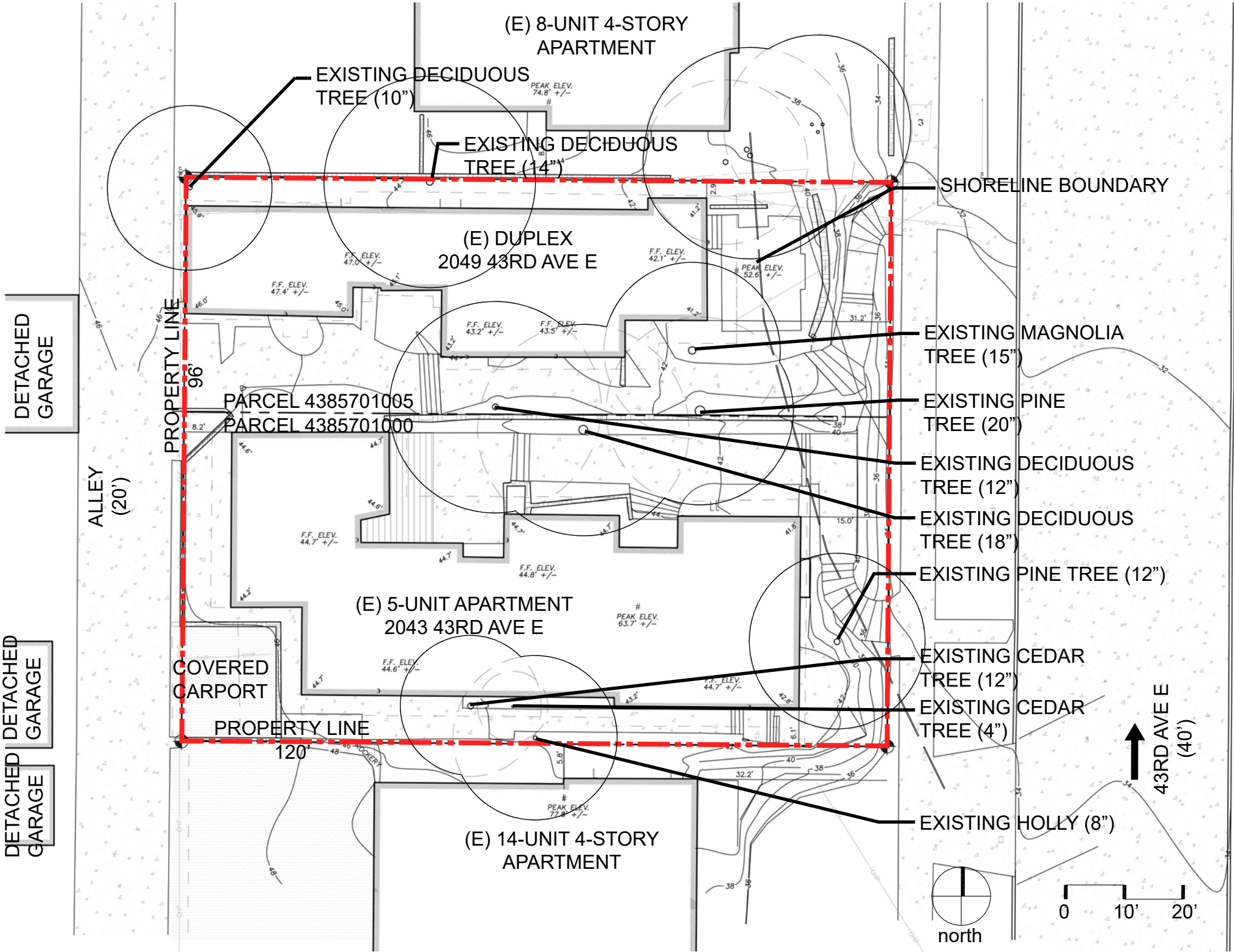
Buildings on site:
- Each parcel has an existing multifamily building.
- Parcel 4385701000 has a covered carport at the southwest corner of the property.

Adjacent buildings:
- North adjacent building is an existing 8-unit apartment building. Peak elevation is 74.8'.
- South adjacent building is an existing 14-unit apartment building. Peak elevation is 77.8'.

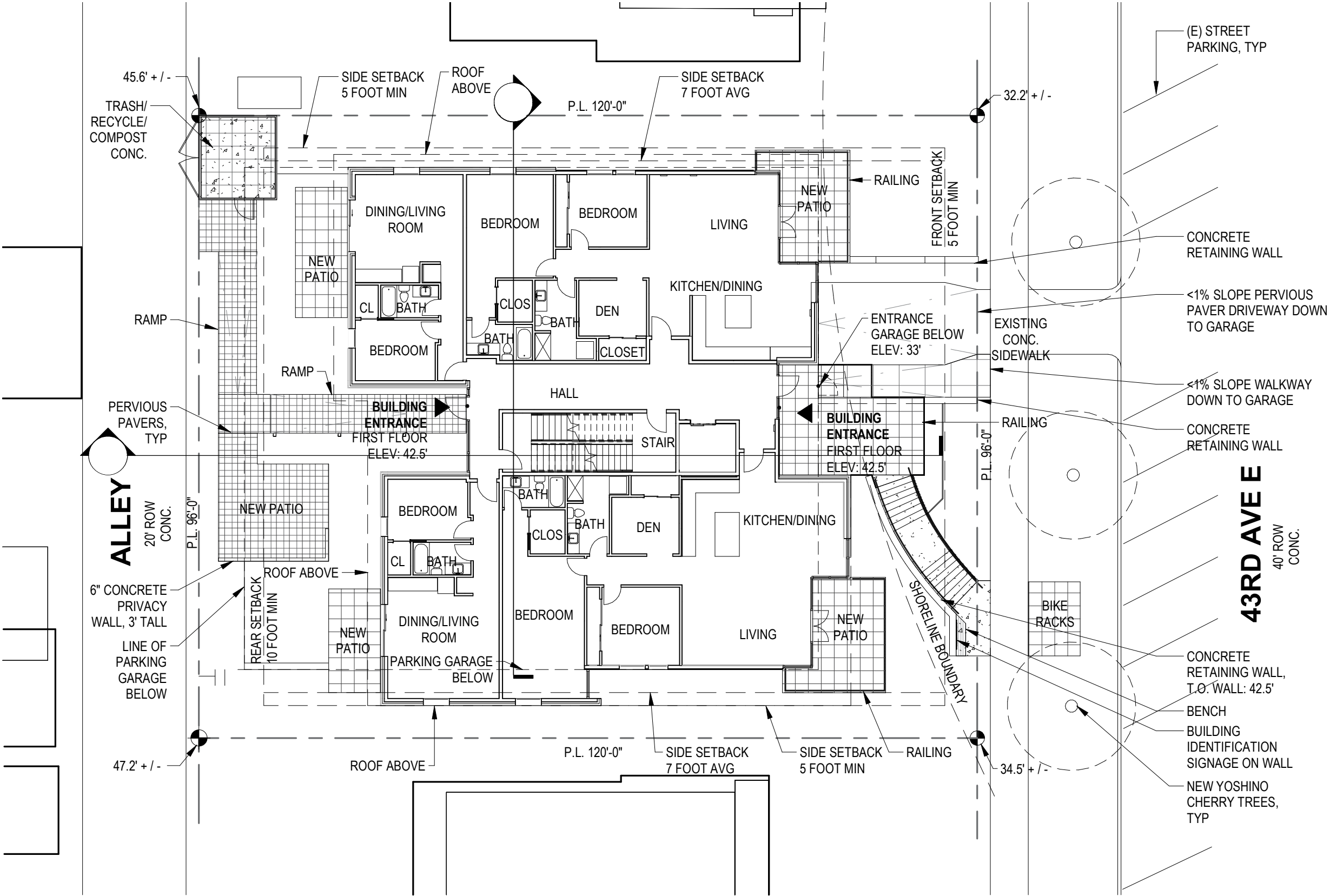
Slope:
- Steep slope at the eastern ~10' of the site.
- Lowest site elevation is 33.9' (at northeast)
- Highest site elevation is 47.2' (at southwest)

Legal Descriptions:
PARCEL NUMBER 4385701000:
LOT 10, BLOCK 35, LOCH-GILVRA ADDITION TO THE CITY OF SEATTLE, ACCORDING TO PLAT RECORDED IN VOLUME 22 OF PLATS, PAGE 99, IN KING COUNTY, WASHINGTON.

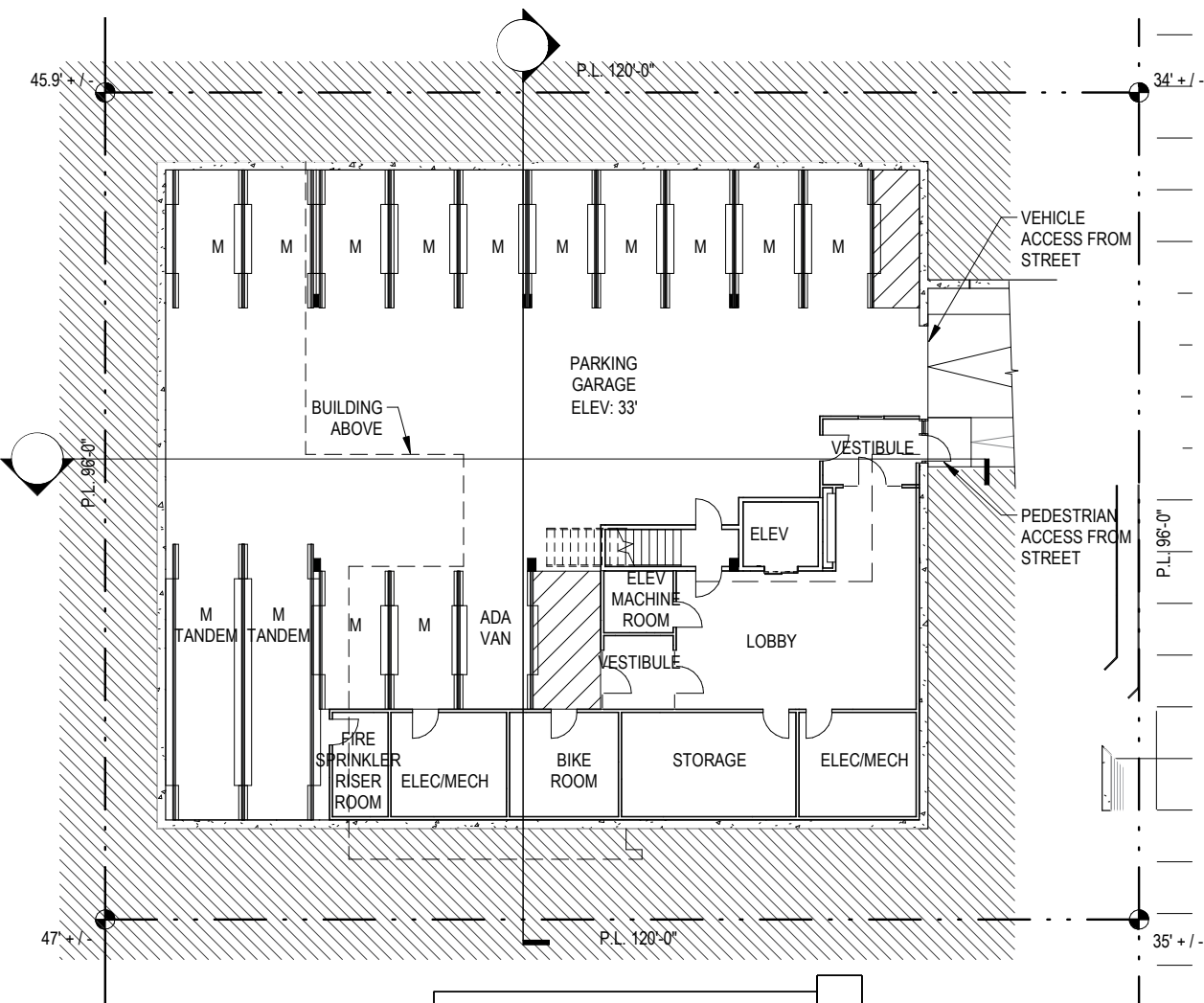
PARCEL NUMBER 4385701005:
LOT 11, BLOCK 35, LOCH-GILVRA ADDITION TO THE CITY OF SEATTLE, ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 22 OF PLATS, PAGE 99, RECORDS OF KING COUNTY, WASHINGTON.



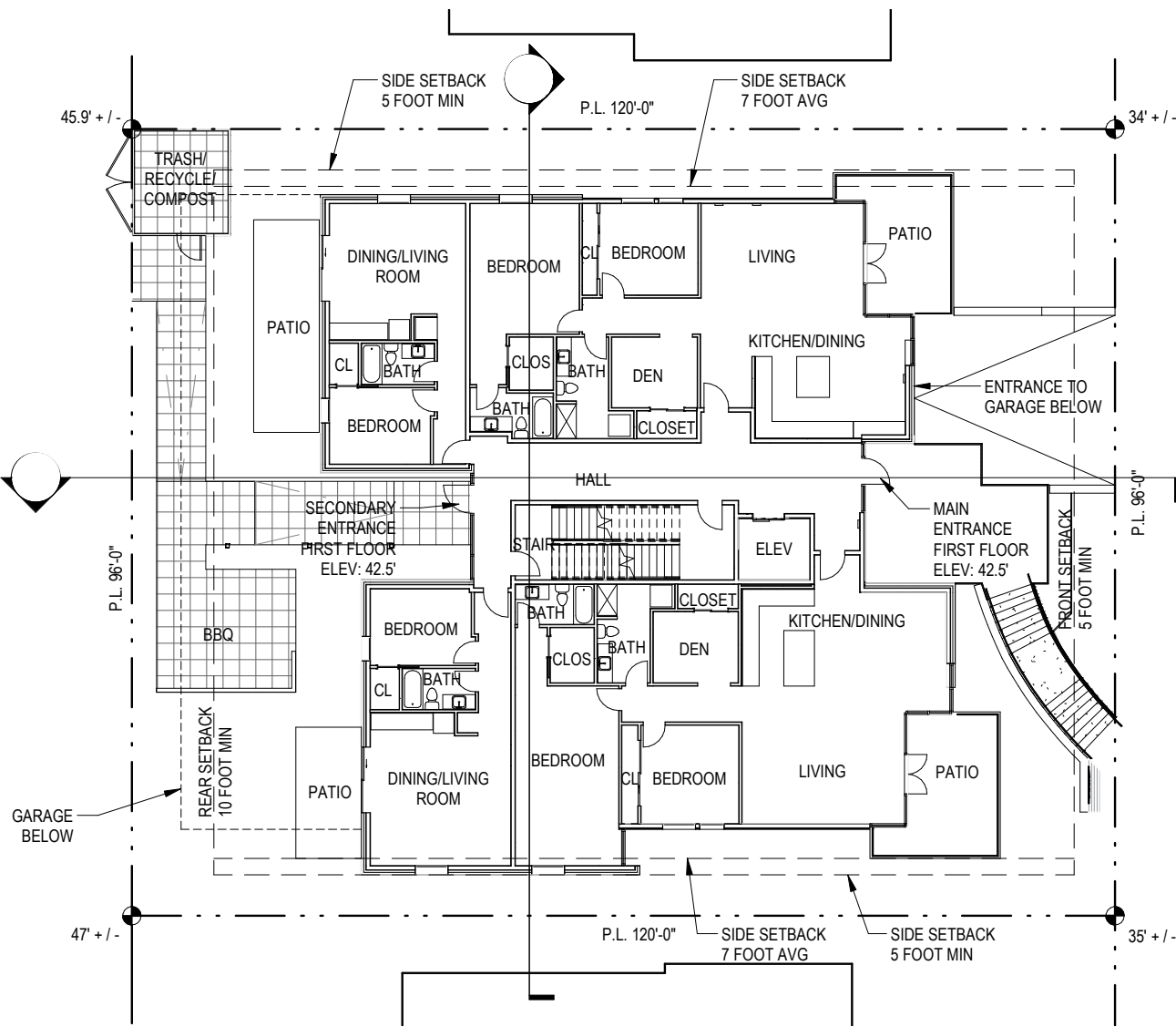
COMPOSITE SITE PLAN



FLOOR PLANS



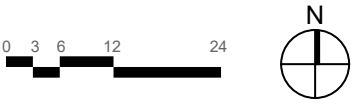
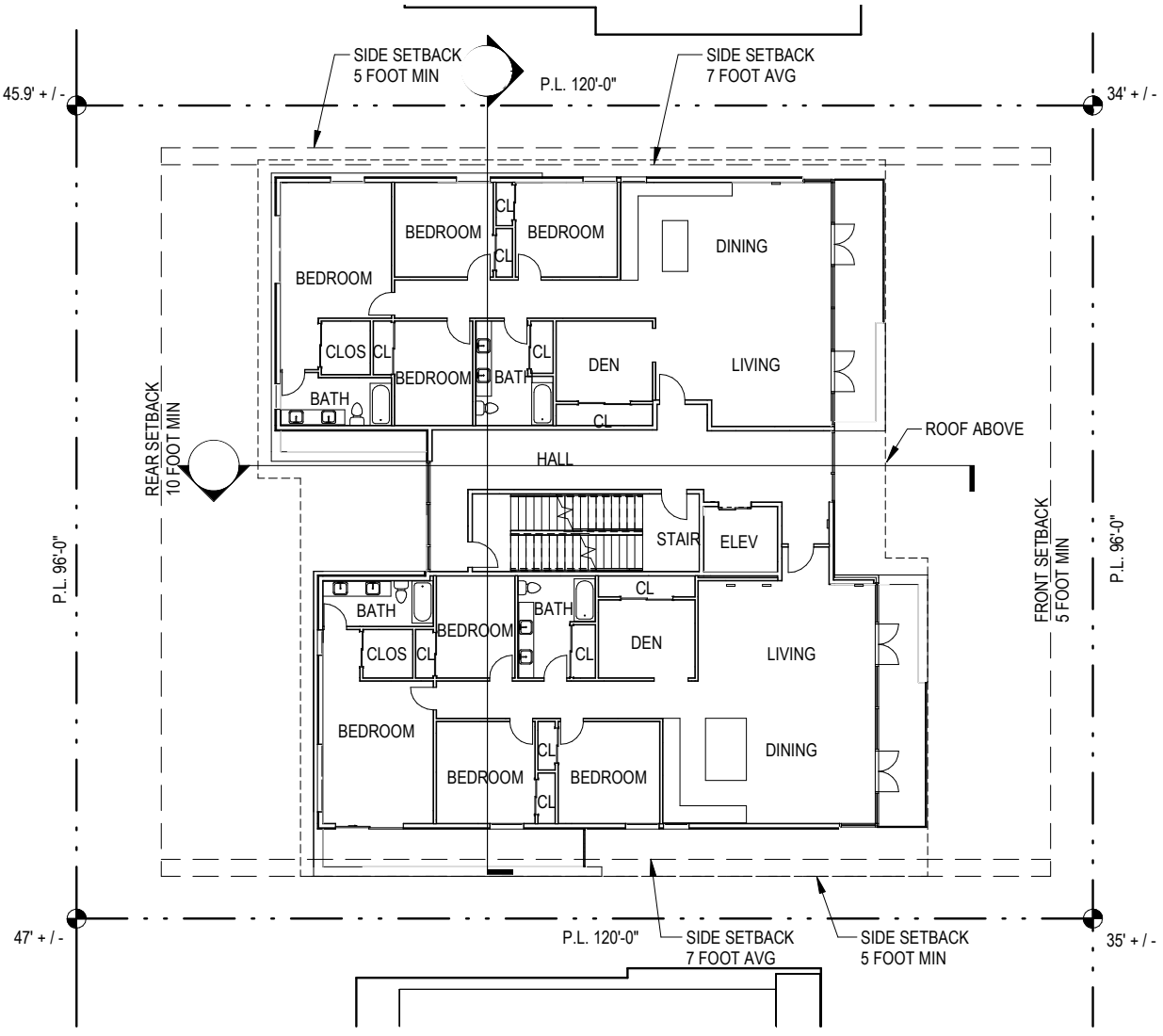
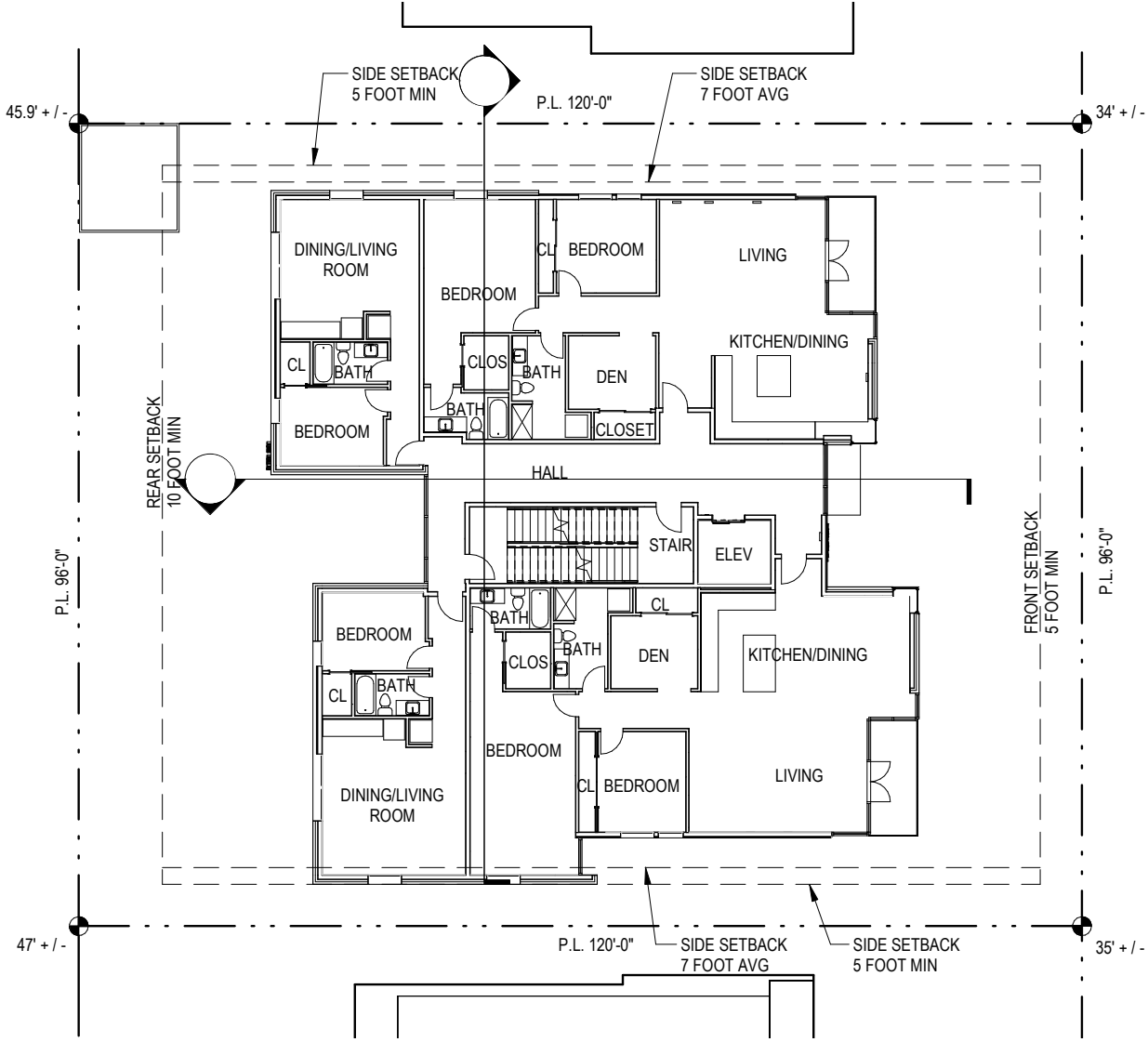
LOWER LEVEL
ENTRY AND PARKING



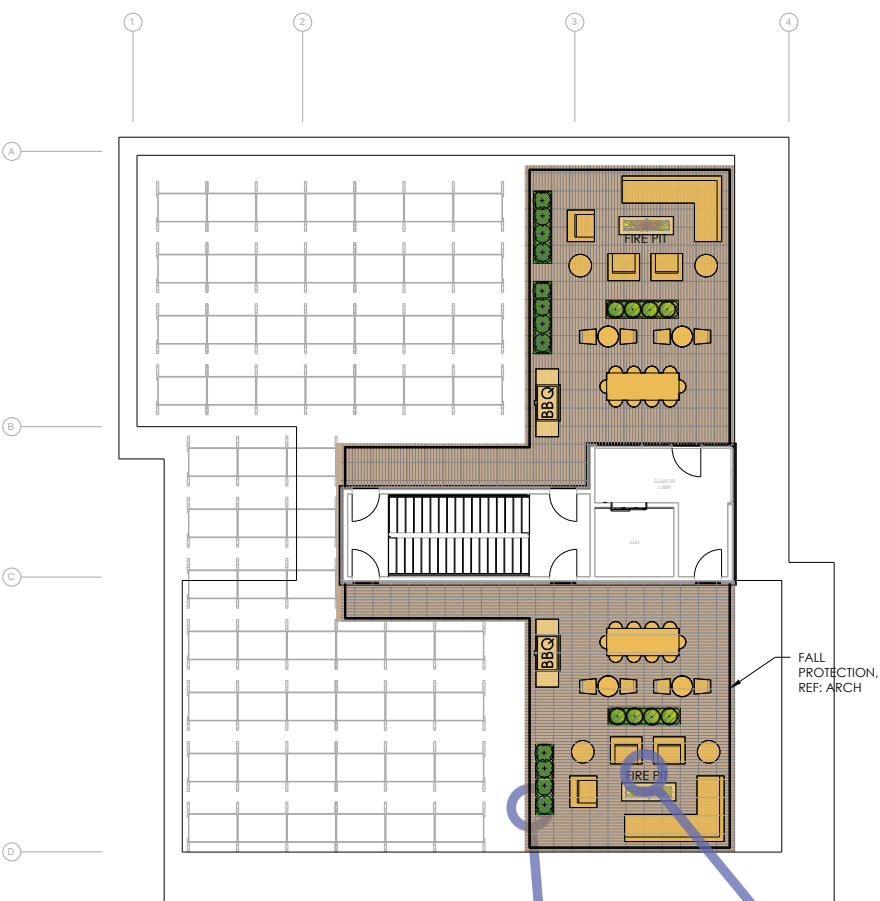
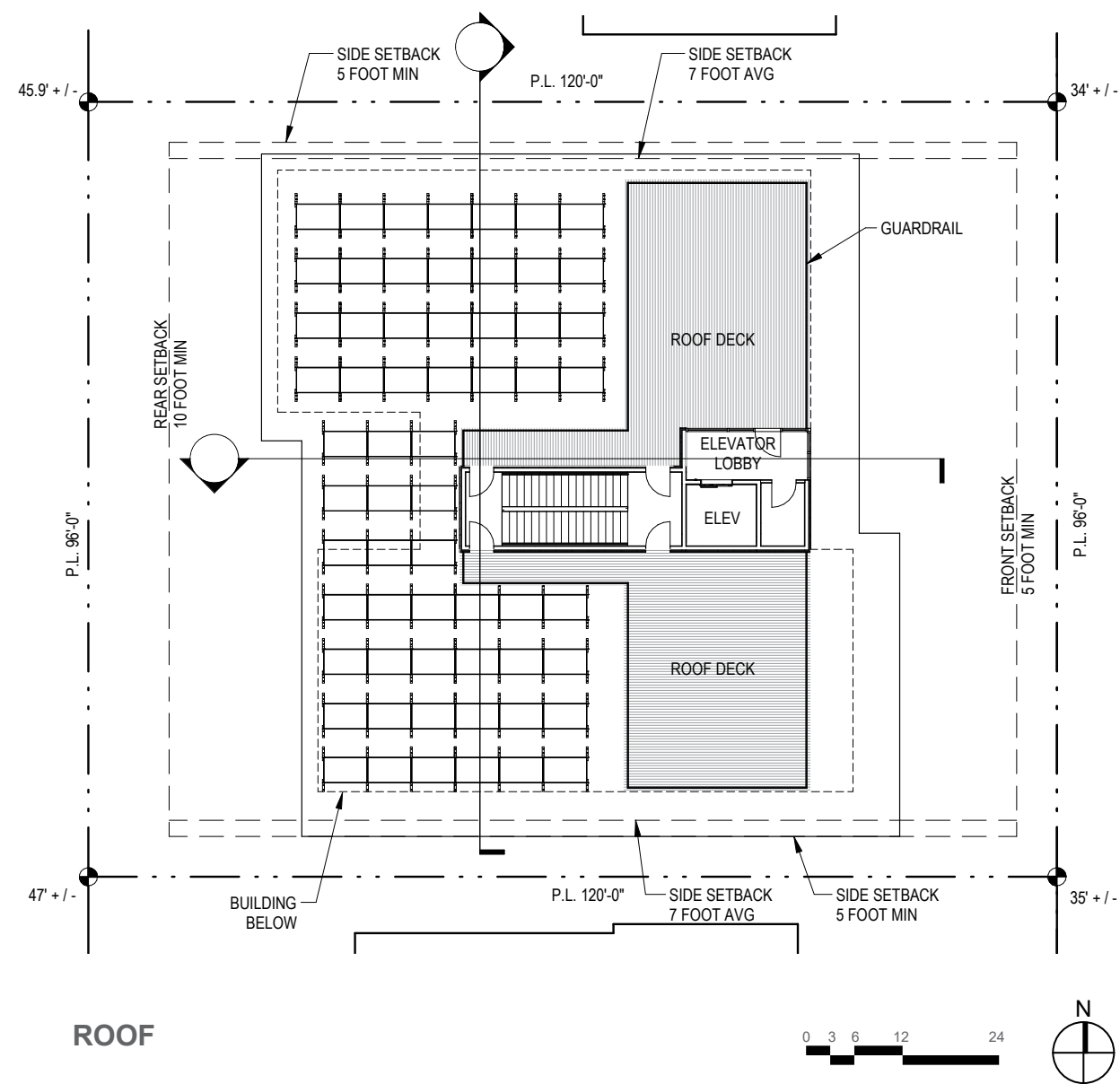
FIRST FLOOR
ENTRY



FLOOR PLANS



ROOF PLAN + ROOF LANDSCAPE PLAN



LANDSCAPE PLAN



MATERIALS AND FINISHES

| SYMBOL | DESCRIPTION |
|--------|--|
| | TYPE A: CIP CONCRETE PAVING BROOM FINISH, DEEP-TOOLED JOINTS, NO SHINERS. LOCATE AS SHOWN |
| | GRAVEL SURFACING |
| | PERVIOUS PAVERS 8"X8"X3-1/8" THICK PAVERS. ECO-PRIORA PERMEABLE PAVERS, COLOR: GRAY, AVAIL. FROM MUTUAL MATERIALS, 1-888-688-8250. |
| | PAVERS (ON PEDESTAL) |
| | BIKE RACK - SDOT STANDARD, INVERTED-U RACK. AVAILABLE FROM CREATIVE METAL WORKS (503) 868-7476 OR URBAN RACKS (888) 717-8881 EXT. 203. INSTALL PER COS DETAIL. |

PLANT SCHEDULE

| STREET TREES | BOTANICAL / COMMON NAME |
|---------------|--|
| | PRUNUS X YEDOENSIS / YOSHINO CHERRY |
| ON-SITE TREES | BOTANICAL / COMMON NAME |
| | ACER CIRCINATUM / VINE MAPLE |
| | ACER PALMATUM 'SANGO KAKU' / CORAL BARK MAPLE |
| | CORNUS KOUSA 'MILKY WAY' / MILKY WAY KOUSA DOGWOOD |
| | CORYLUS COLUMNA / TURKISH FILBERT |
| | PINUS CONTORTA CONTORTA / SHORE PINE |
| SHRUBS | BOTANICAL / COMMON NAME |
| | CORYLOPSIS SPICATA 'GOLDEN SPRING' / GOLDEN SPIKE WINTER HAZEL |
| | DISTYLIIUM HYBRID 'PPIDIST-1' / EVERGREEN HEIGHTS EVERGREEN DISTYLIIUM |
| | HAMAMELIS X INTERMEDIA 'JELENA' / YELLOW ORANGE WITCH HAZEL |
| | HELLEBORUS ORIENTALIS / LENTEN ROSE |
| | LONICERA PILEATA / PRIVET HONEYSUCKLE |
| | POLYSTICHUM MUNITUM / WESTERN SWORD FERN |
| | SPIRAEA X BUMALDA 'DENISTAR' / DENISTAR SPIRAEA |
| | VIBURNUM DAVIDII / DAVID VIBURNUM |



VEGETATION IMAGES



Yoshino Cherry



Milky Way Kousa Dogwood



Shore Pine



Coral Bark Maple



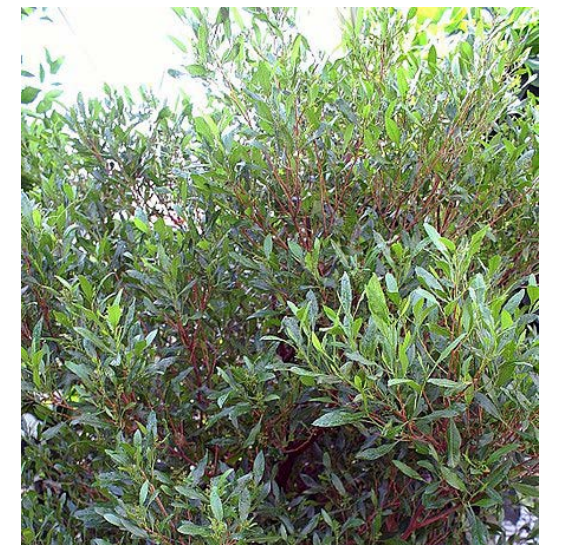
Western Sword Fern



Lenten Rose



Witch Hazel

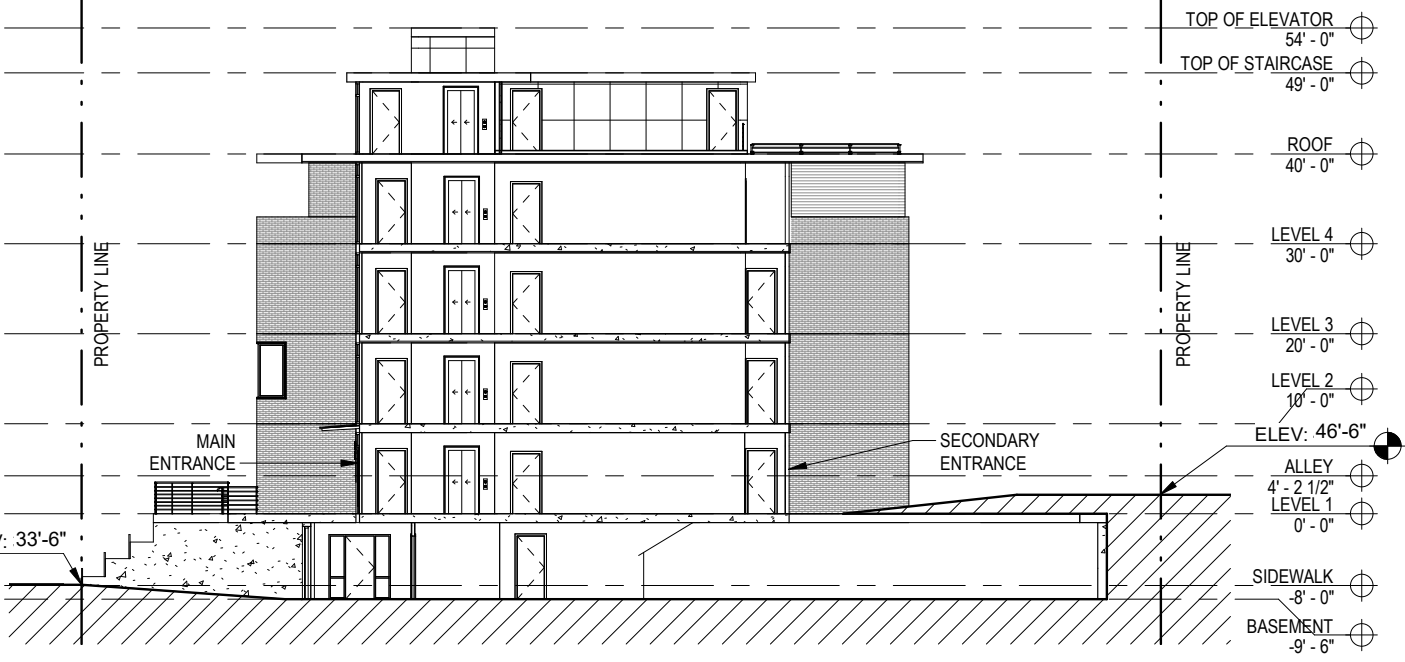


Evergreen Distylium

BUILDING SECTIONS



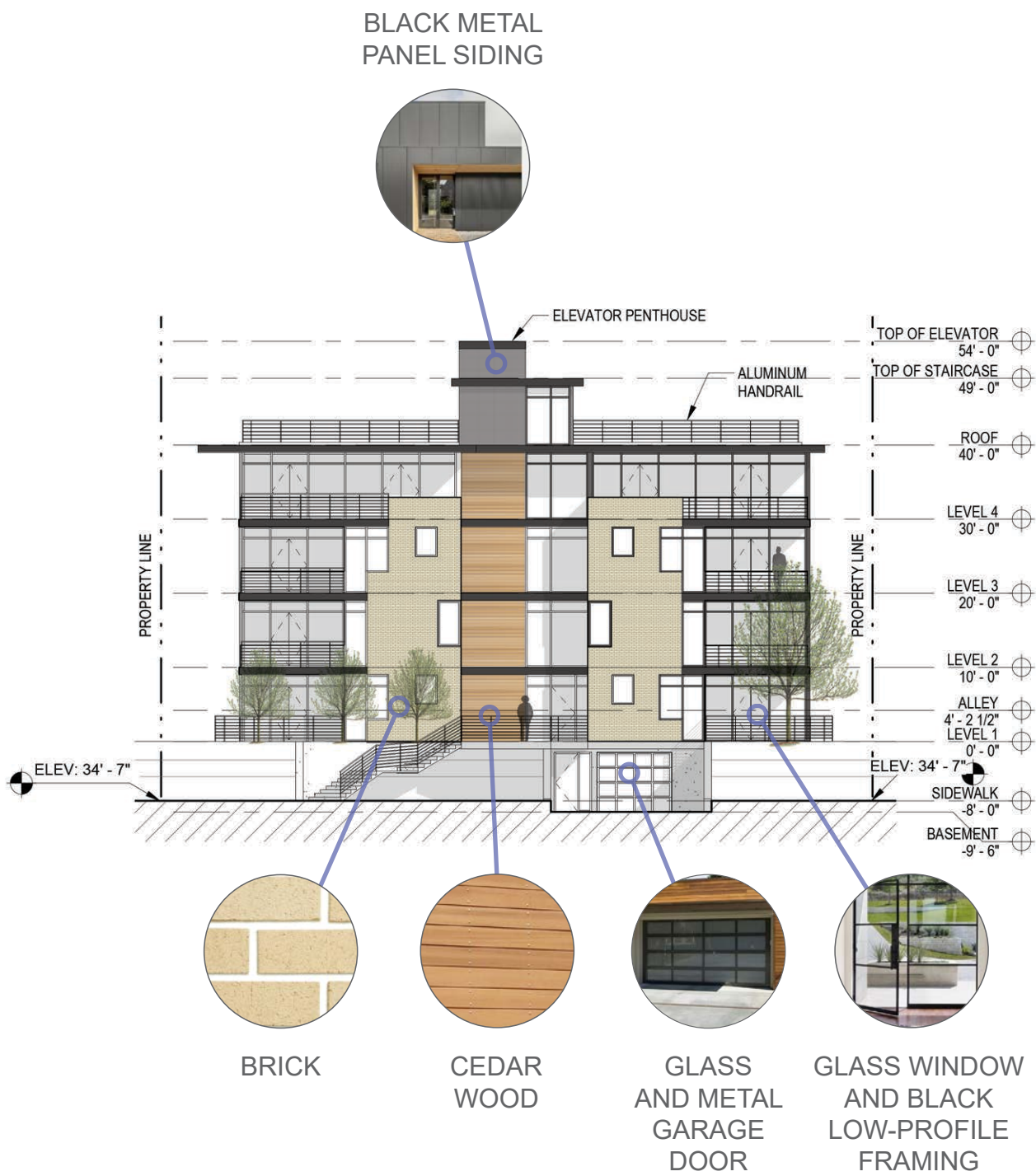
NORTH/SOUTH SECTION



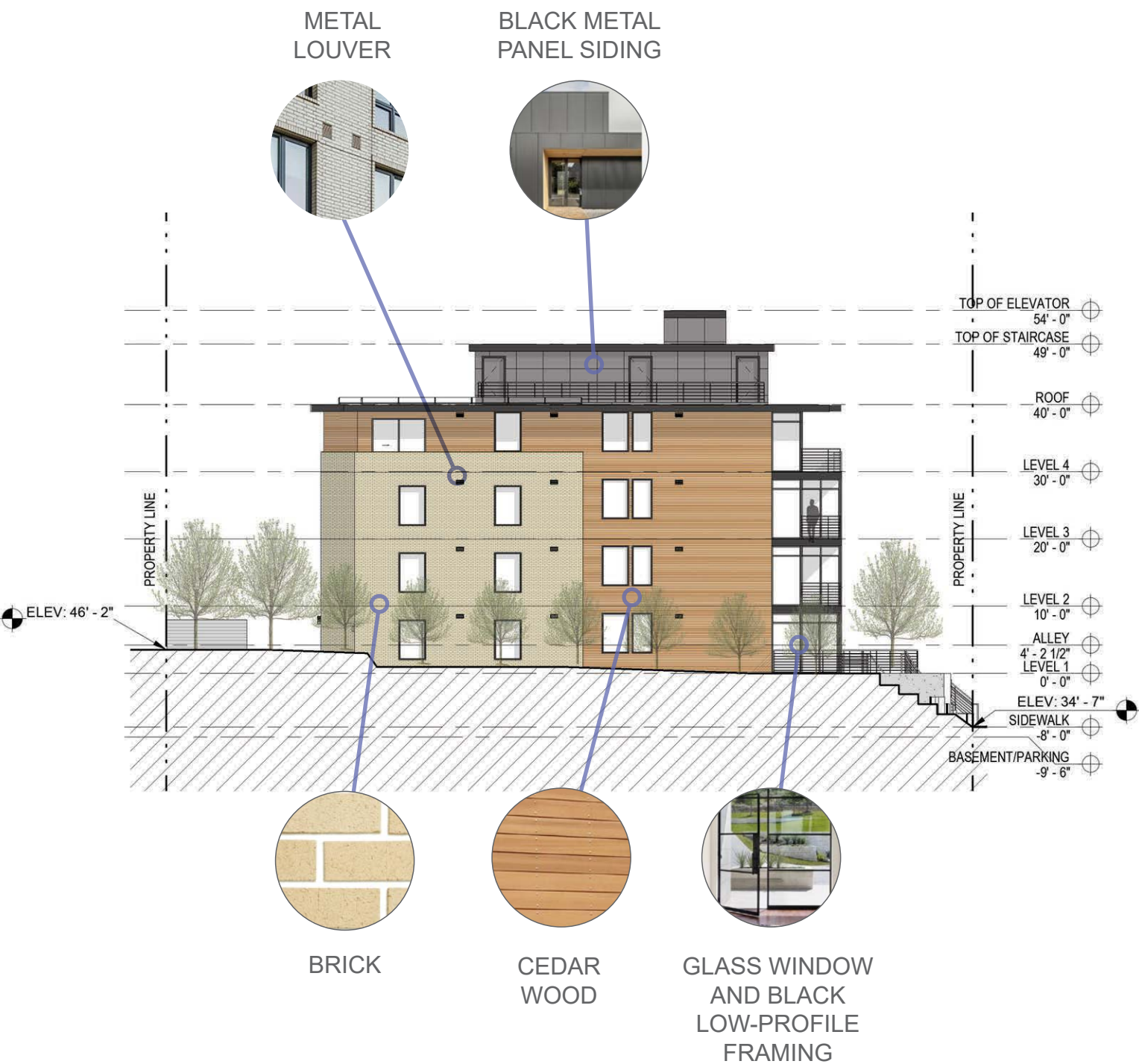
EAST/WEST SECTION



ELEVATIONS



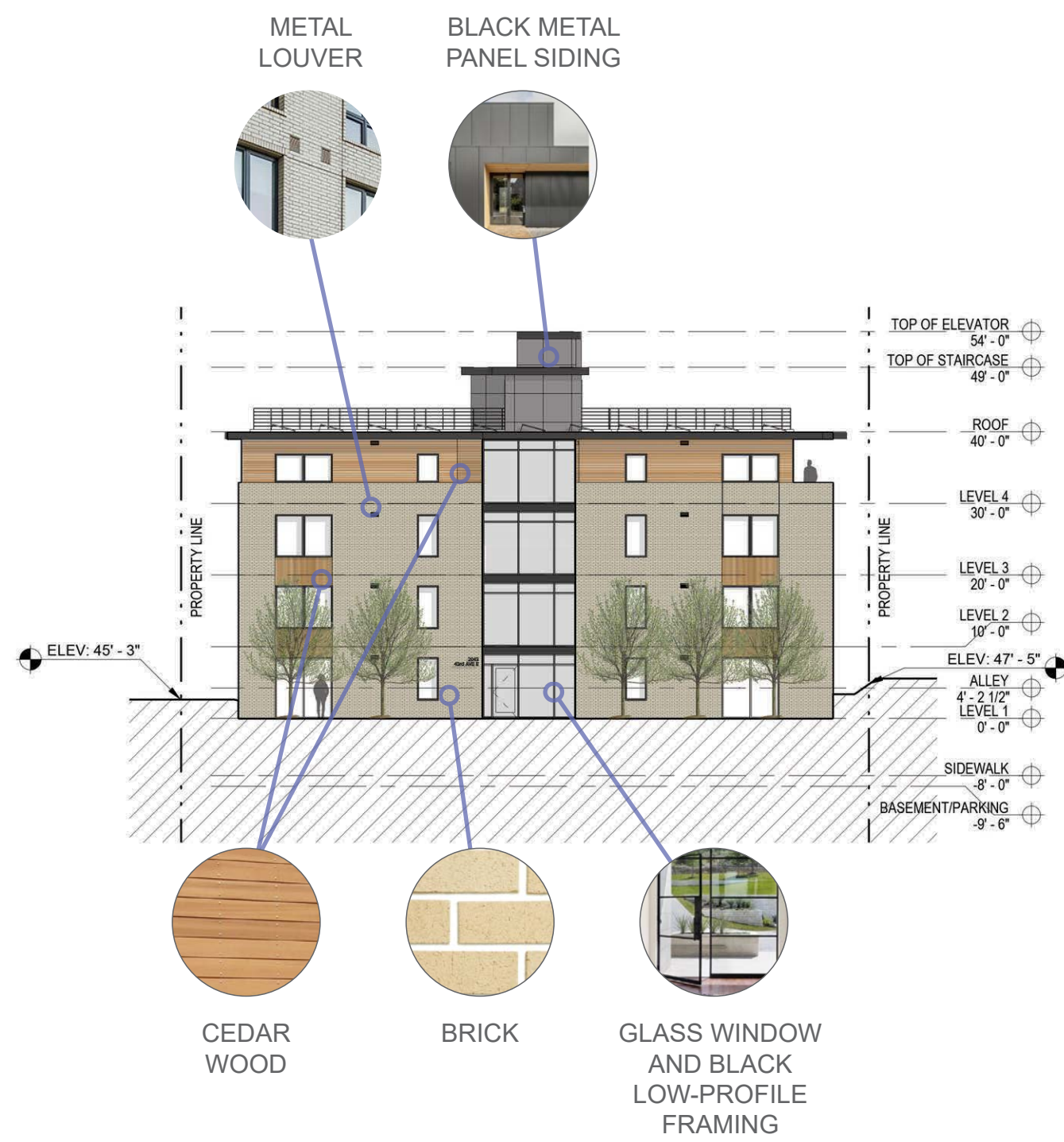
EAST ELEVATION



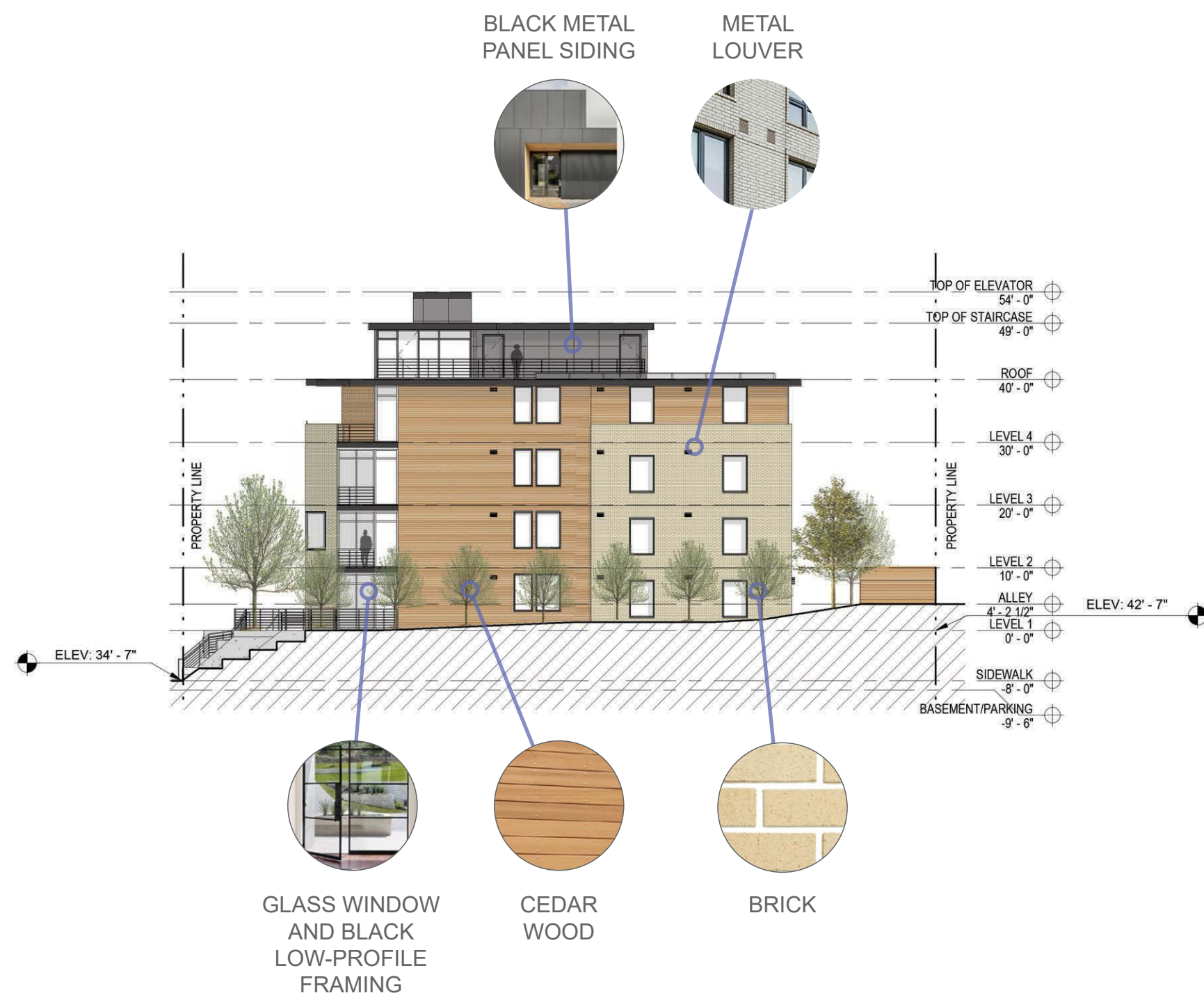
SOUTH ELEVATION



ELEVATIONS



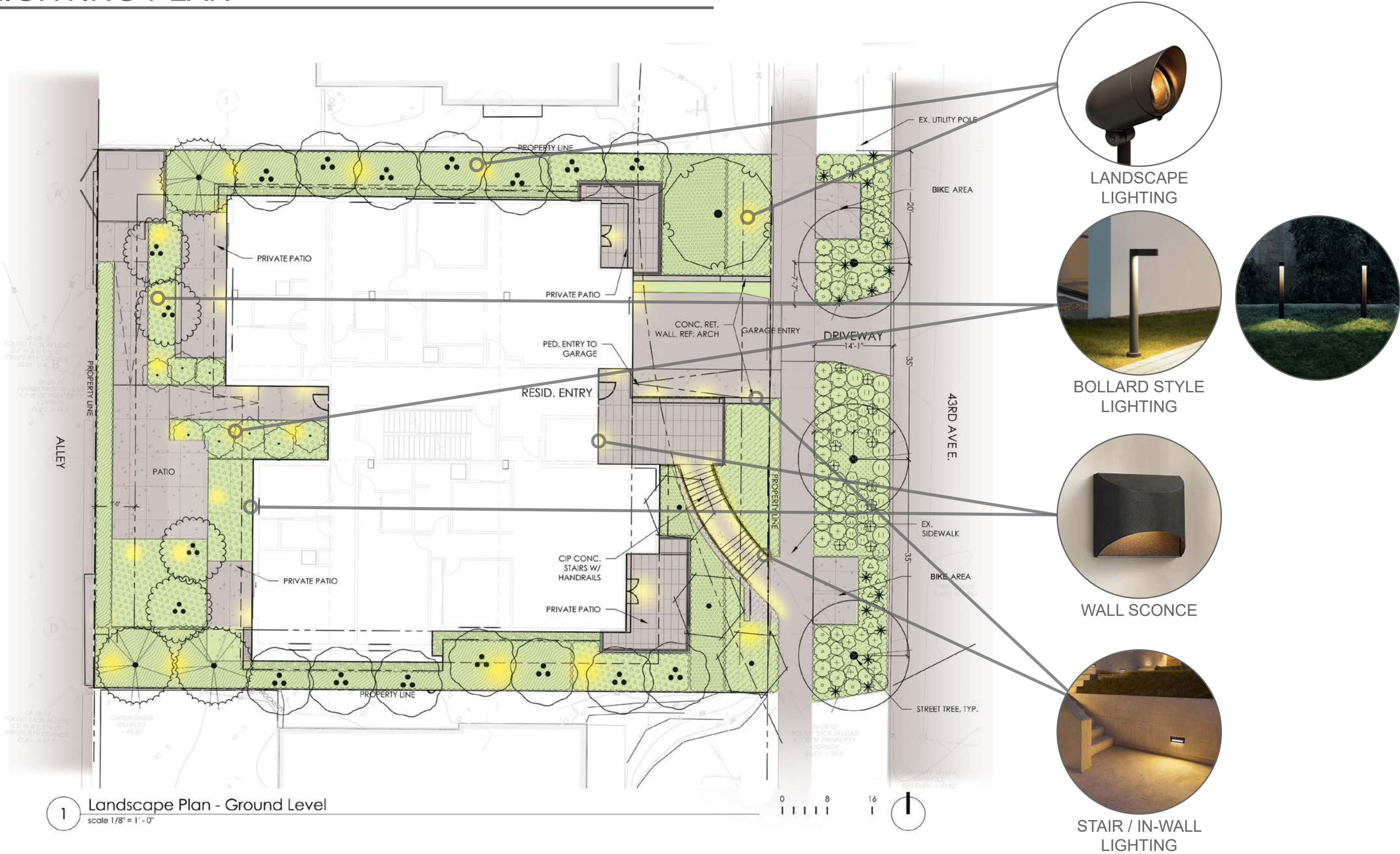
WEST ELEVATION



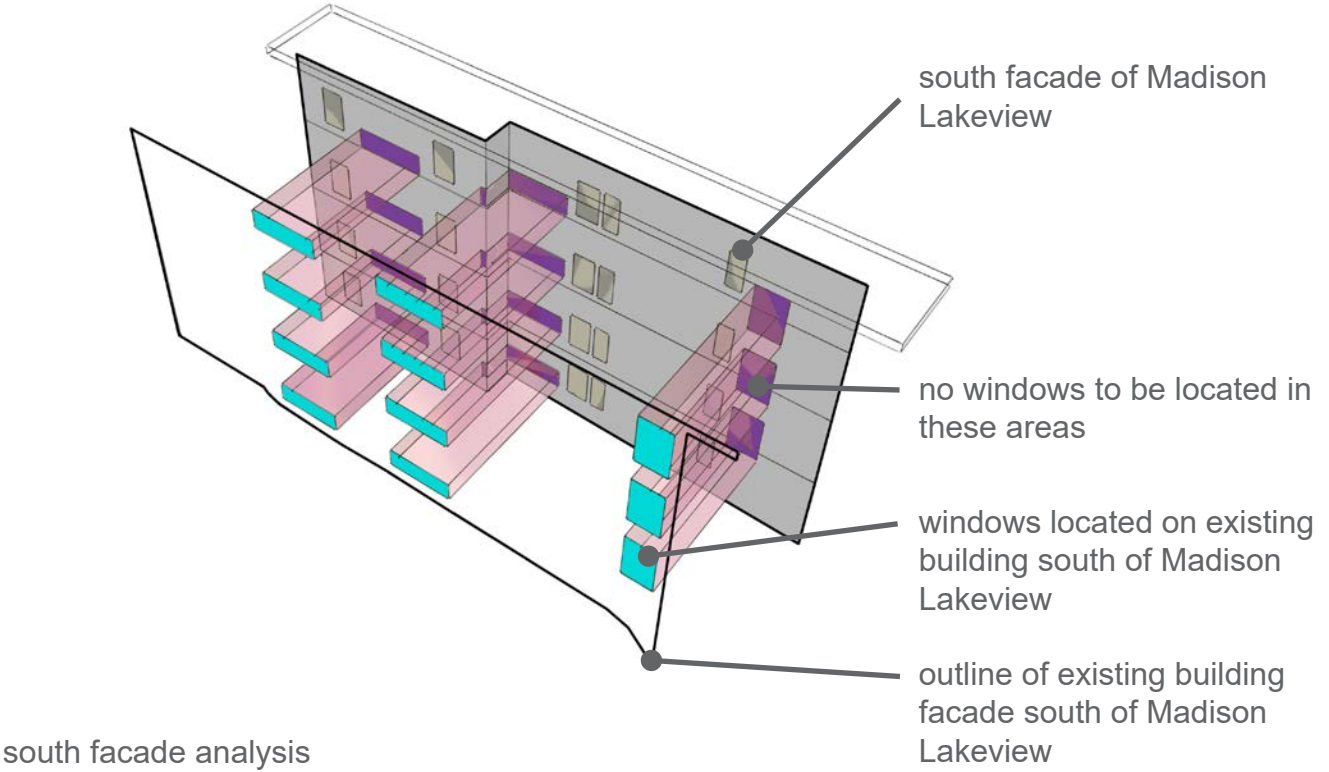
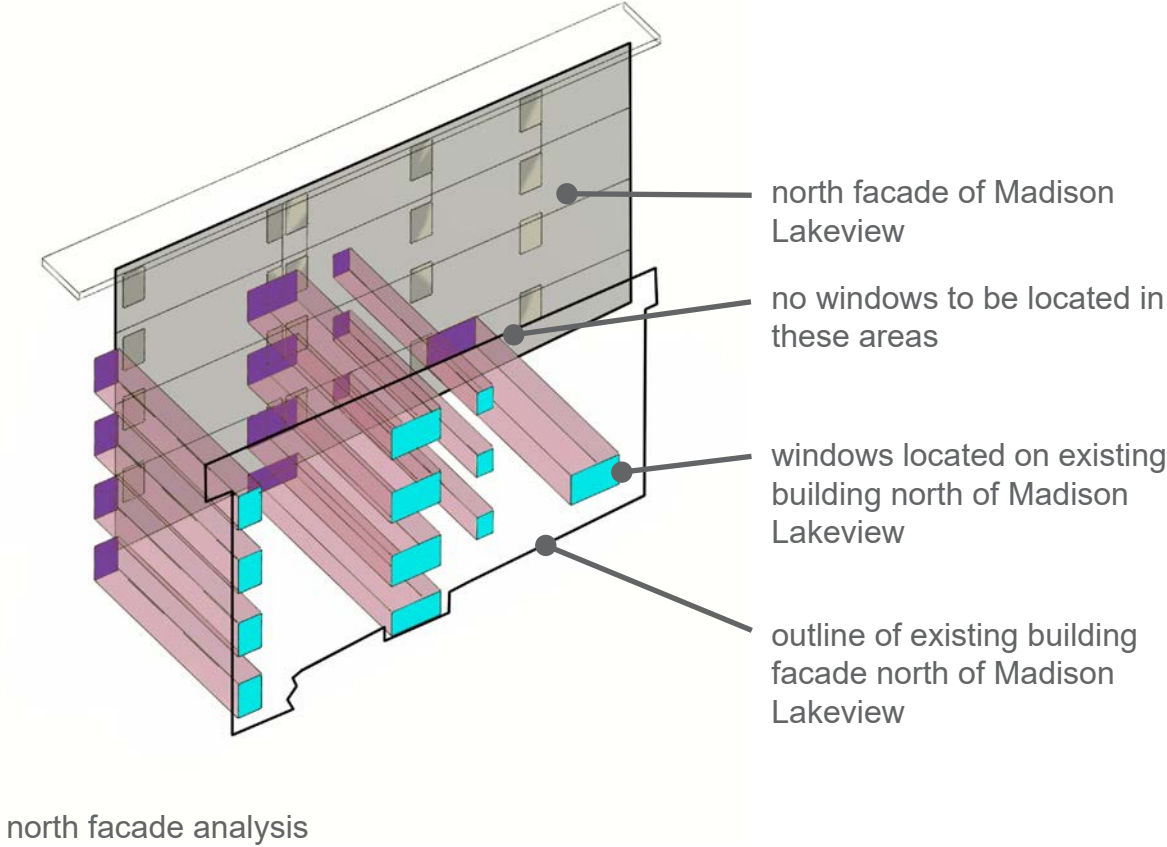
NORTH ELEVATION



LIGHTING PLAN



WINDOW PLACEMENT ANALYSIS



APPENDIX A



TECHNICAL MEMORANDUM

TO: Ellen Hagen – Miller Hayashi Architects
FROM: Christopher P. Kovac, P.E., Principal Engineer
DATE: January 23, 2023
RE: **DRIVEWAY ACCESS ANALYSIS - REVISED**
43RD AVENUE EAST MULTI-FAMILY
SEATTLE, WASHINGTON
CEKO PN: 22008.01



CEKO, L.L.C. (CEKO) has prepared this Technical Memorandum to summarize findings of an analysis of two scenarios for driveway access to the parking garage of the proposed 43rd Avenue East Multi-Family development project at 2043 43rd Avenue East, in Seattle, Washington, herein referred to as the Site. The two scenarios are:

1. Alley Access – Limited Length; and
2. Street Access.

Conceptual layouts for each of the two scenarios were provided by Miller Hayashi Architects (MHA) and were subsequently revised by CEKO in coordination with MHA. After the scenario layouts revisions were completed, CEKO analyzed the feasibility of American Association of State Highway and Transportation Officials (AASHTO) standard passenger vehicle, called a P-Passenger Car (P-Car), movements in plan and profile views. Descriptions of each scenario and a summary of findings and opinions for each scenario are provided herein. Depictions of each scenario are provided in the attached Figures 1 and 2.

SCENARIO 1: ALLEY ACCESS – LIMITED LENGTH

In this scenario, Site access is via the existing paved alley that forms the Site’s west boundary. The Scenario 1 driveway layout was configured to provide a minimum driveway length, regardless of driveway slope, from the alley, which is at an elevation of approximately 46.5 feet, down to the parking garage level, which is at an elevation of approximately 33 feet. It is CEKO’s opinion that Scenario 1 is not a feasible option for vehicular access to the proposed parking garage. As can be seen on Figure 1, the slope of the driveway middle section would be approximately 66 percent. Driveway slopes are typically limited to 15 percent, which would be uncomfortable for

some drivers. A driveway slope of approximately 66 percent would be **dangerously unsafe and un-navigable**. CEKO likely will not prepare a driveway design greater than 16 percent.

SCENARIO 2: STREET ACCESS

In this scenario, Site access is via the existing paved 43rd Avenue East roadway in the right-of-way that forms the Site’s east boundary. The Scenario 2 driveway layout was configured to provide direct vehicular access to the proposed parking garage. CEKO’s opinion is that Scenario 2 is a feasible option for vehicular access to the proposed parking garage. As can be seen on Figure 2, the slopes of the driveway would be mild, with only a short section at a slope of approximately 8 percent.

Attachments: Figure 1, *Alley Access – Limited Length*
Figure 2, *Street Access*

CPK:cpk