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MADISON LAKEVIEW
2043 AND 2049 43RD AVE E
SEATTLE, WA 98112

EARLY DESIGN GUIDANCE

SEATTLE DCI PROJECT #: 3024825

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PROJECT 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
• There is a shoreline boundary overlay on the northeast corner of the site.
• Zoning to the north, east, and south is LR3
• Zoning to the west is SF 5000

PROPOSAL DESCRIPTION
• Site Area: 11,520 sf
• Proposed FAR: 1.5
• Proposed building square footage: 17,280
• Proposed number of units: 10-14
• Proposed number of parking spaces: 10-16 (see massing alternatives)

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.
• Promote alternative forms of commuting (walking, public transit, bicycle, and kayak).
• Respect privacy for single family residences to the west.
• Provide form aesthetically compatible with 43rd Ave E.
• Minimize impact on single family residences to the west.
• Provide easy accessibility for pedestrians.
• Achieve minimum Built Green 4-star or LEED Silver certification.

VICINITY AND SITE OVERVIEW

(refer to maps on pages 3 and 4)

43RD AVE E
• 40’ right-of-way, One way street leading north
• Bus stop approximately 200’ northeast of site

ALLEY
• Paved 20’ alley
• SF5000 zoning on the west side of the alley
• LR3 zoning on the east side of the alley
• Mix of single family and multifamily adjacent to the 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
• Significant views of water and mountains to the northeast from all floors
• Significant views of water and mountains to the southeast from floors 2 and 3
• Moderate territorial views to the northwest from floor 3

ADJACENT BUILDINGS
• Buildings immediately to north and south are both 4-stories, and of greater height than the current code will allow
• 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.

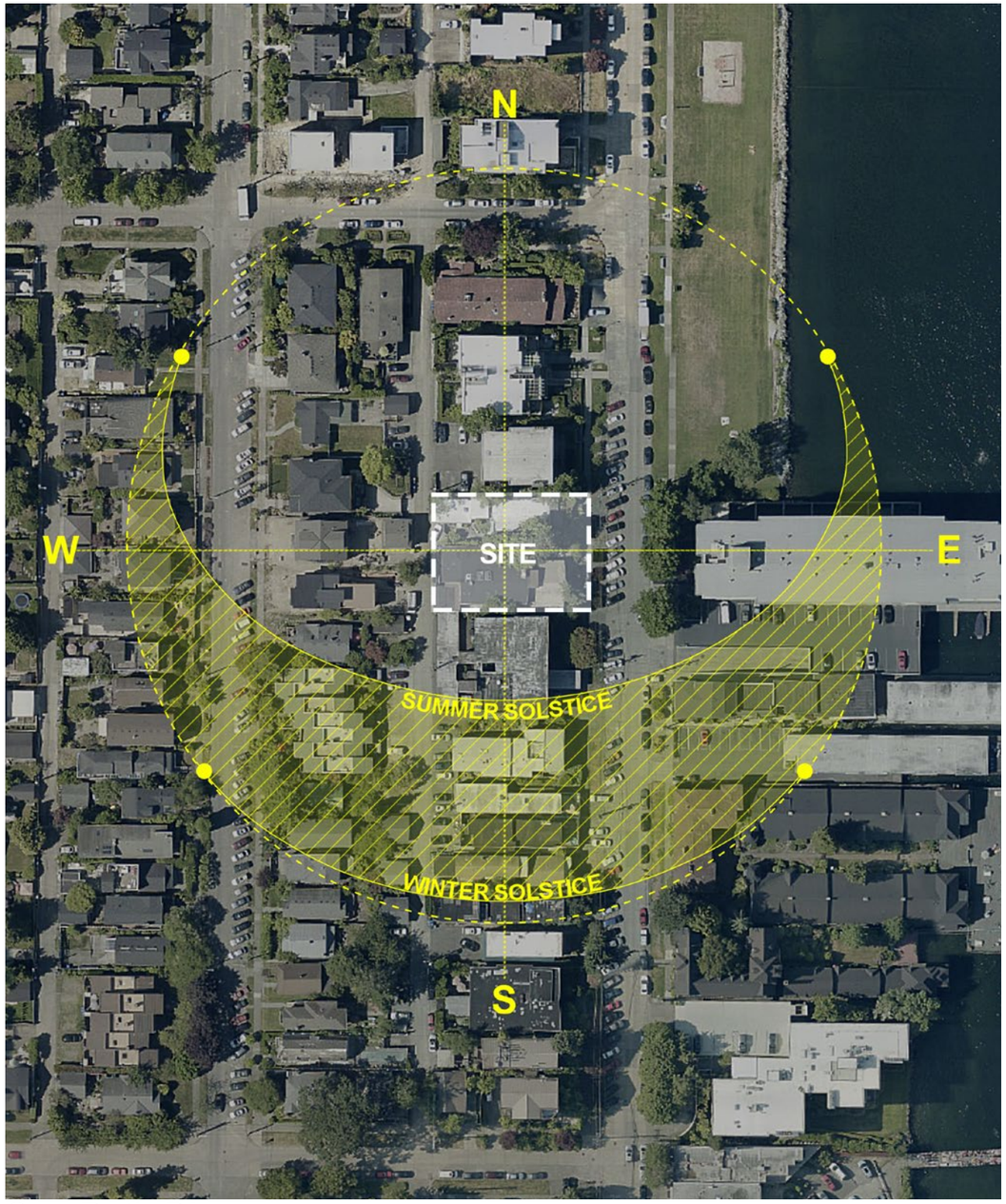
VICINITY AND SITE OVERVIEW

Vicinity Land Use and Zoning Map

Site Context and Surrounding Land Uses

- SF5000 Zoning
- LR3 Zoning
- LR2 Zoning
- LR1 Zoning
- NC1P-30 Zoning

VICINITY AND SITE OVERVIEW



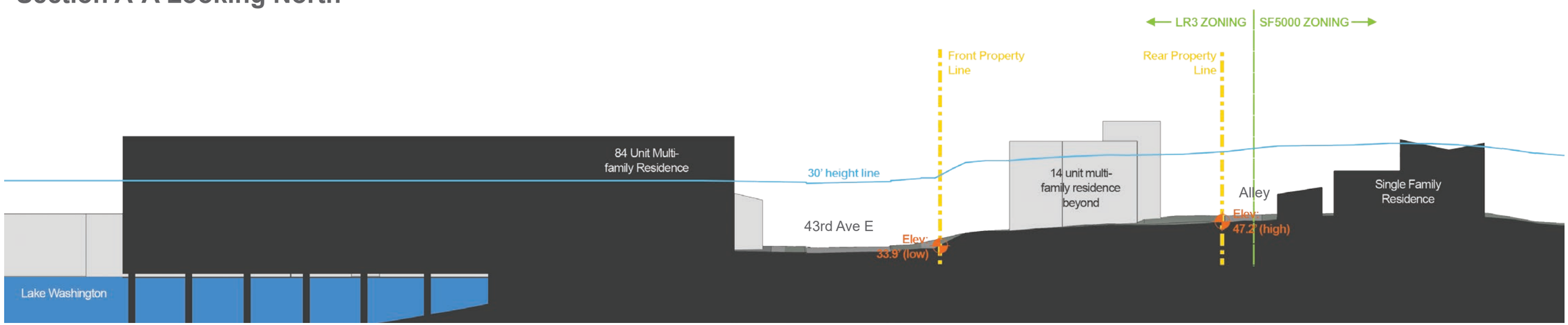
Sun Path Diagram

Transportation Analysis Map

SITE SECTIONS

Section Legend

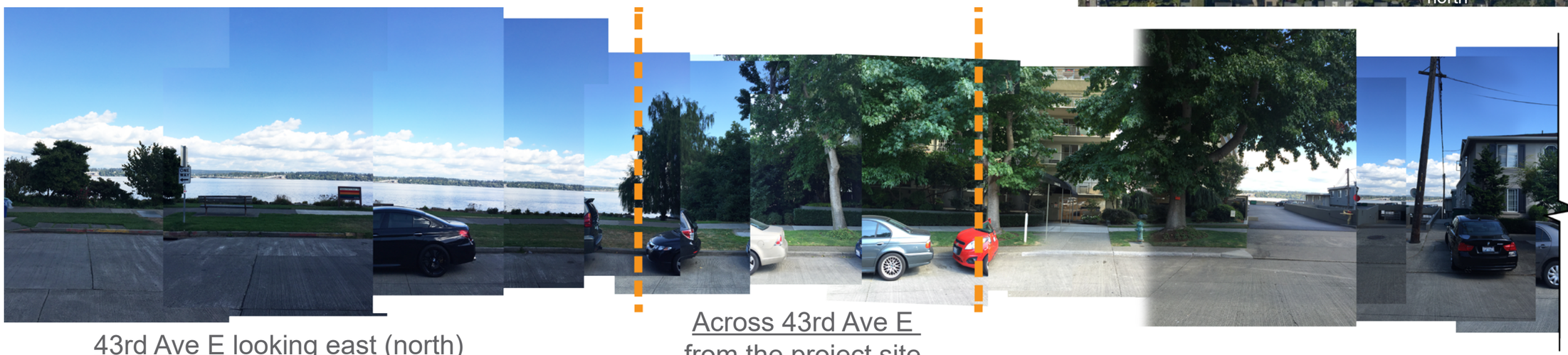
Section A-A Looking North



Section B-B Looking South

43RD AVE E STREETSCAPE MONTAGES

photo legend
(refer to pages 6 and 7)



43rd Ave E looking east (north)

Across 43rd Ave E
from the project site

continued on next page

43rd Ave E looking west (south)

continued on next page

43RD AVE E STREETSCAPE MONTAGES

photo legend
(refer to pages 6 and 7)

continued from previous page

43rd Ave E looking east (south)

continued from previous page

43rd Ave E looking west (north)

project site

SITE AND VICINITY PHOTOS

Image Key (refer images on pages 8-10)

1 Looking northeast from site

2 Site

3 Looking southeast from site

SITE AND VICINITY PHOTOS

4 Two buildings to the north of site

5 Parking garage across the street from site

6 Madison Park North Beach

7 Alley behind site

SITE AND VICINITY PHOTOS

8 Alley behind site

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

10 Example of single family housing behind site

11 Building across the street from site

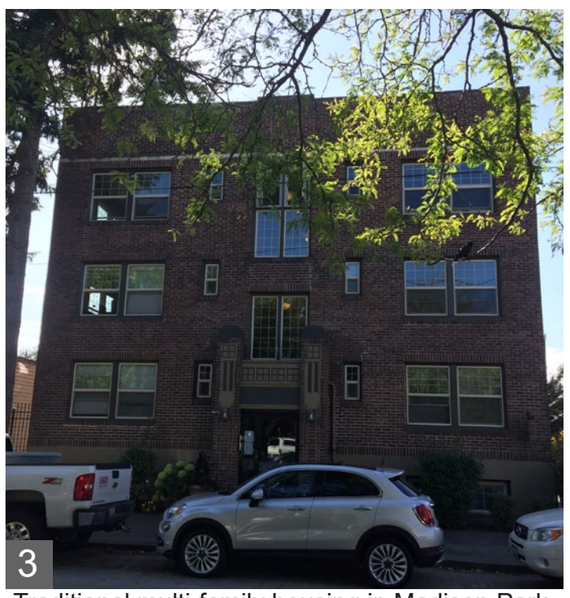
NEIGHBORHOOD ARCHITECTURAL CONTEXT AND ANALYSIS

Example of 1970s multifamily housing; mixture of cool-toned cementitious and metal materials with warm wood accents.

Example of modern housing in Madison Park. Unique facade texture using a traditional element

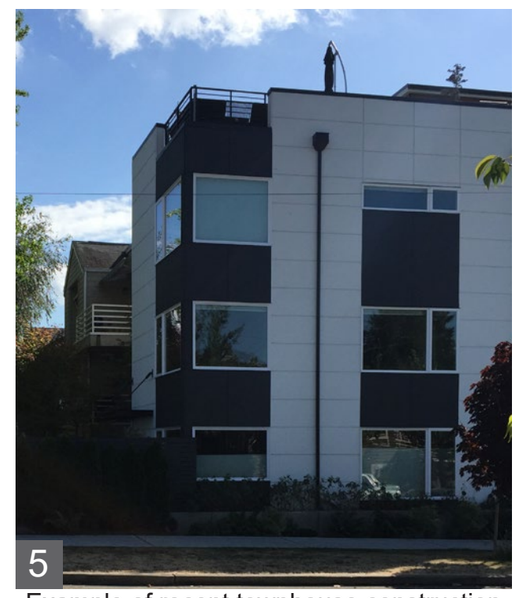
Image Key

The Madison Park neighborhood offers a variety of architectural styles.



Traditional multi-family housing in Madison Park. Placement of windows to maximize natural light

Example of Mid-century housing on 43rd Ave E



Example of recent townhouse construction on 42nd Ave E

Example of craftsman/bungalow

NEIGHBORHOOD ARCHITECTURAL CONTEXT AND ANALYSIS

Neighborhood commercial core at E Madison St, refer to maps on page 3 and 4

The neighborhood offers a mixture of controlled and uncontrolled landscaping elements used to create paths, focal points, and shelter.

SITE SURVEY

Survey Notes:

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

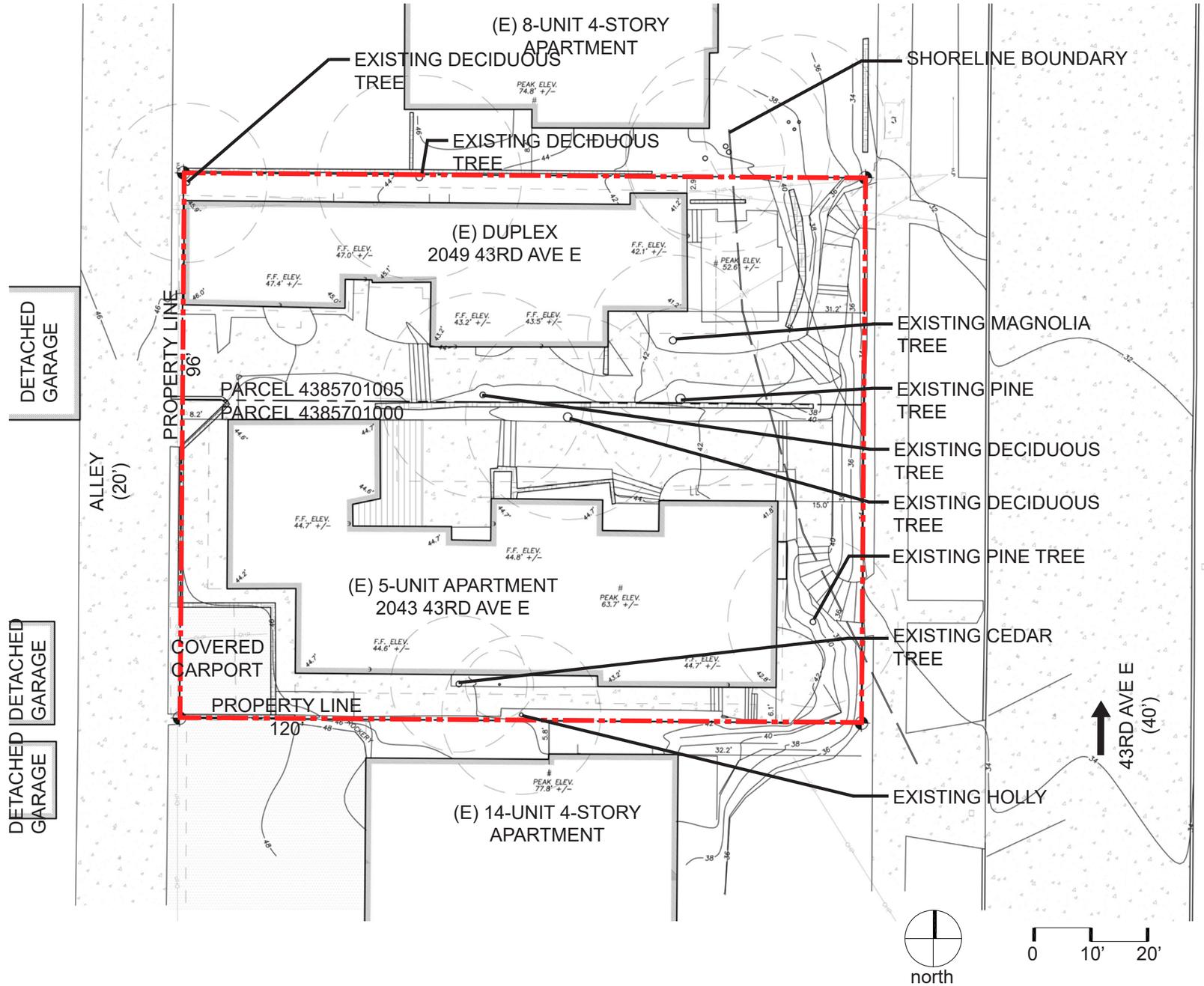
Buildings on site:
- Each parcel has an existing multifamily building.
- Parcel 4385701000 has a covered carport at the southwest corner of the property.

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.



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 patios, 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.

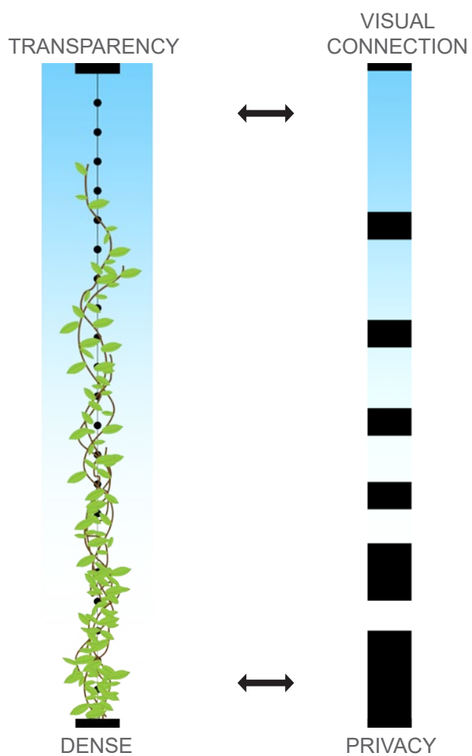
DC4. Exterior elements and finishes

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.

DESIGN OBJECTIVES

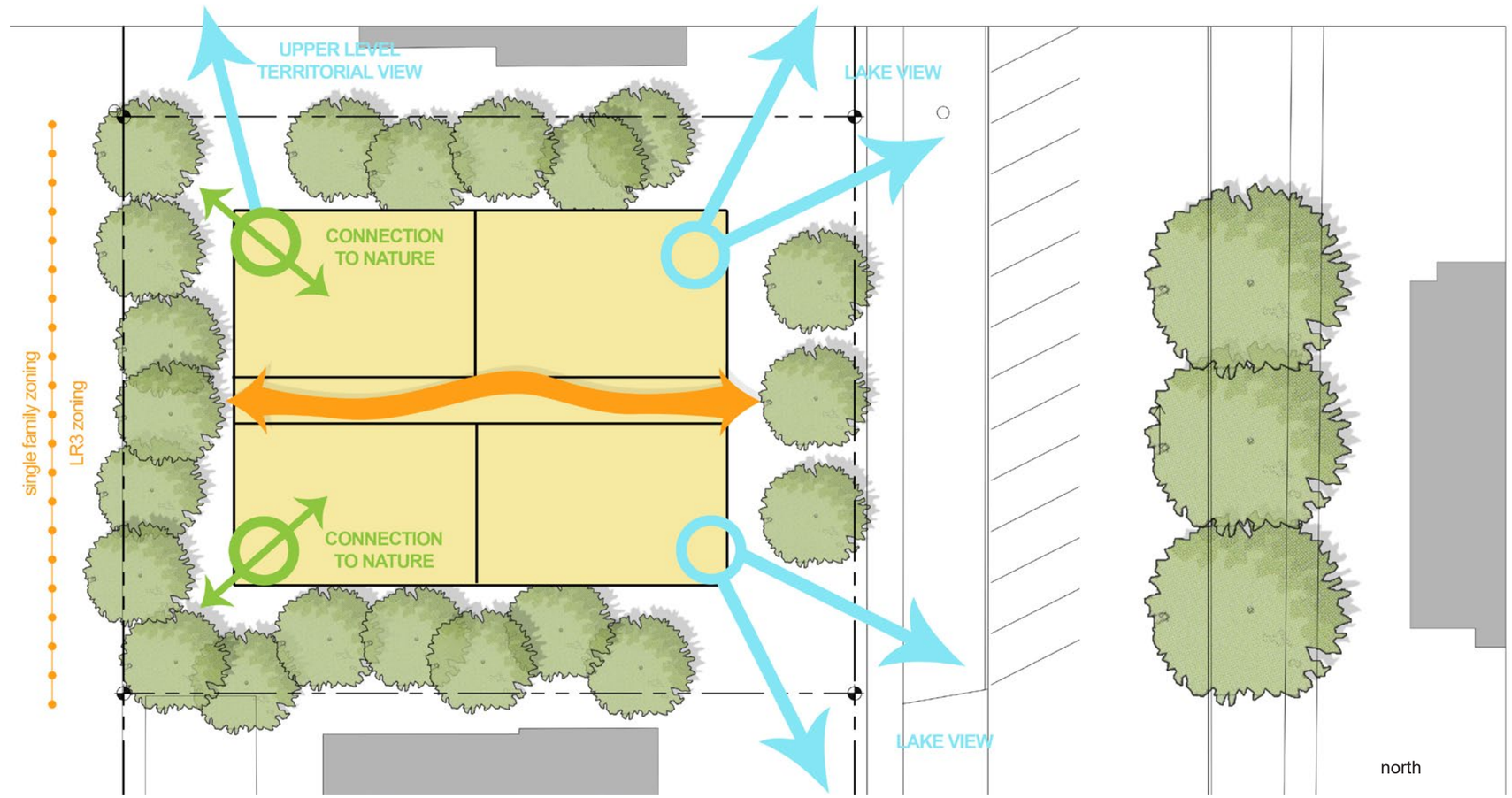
Project Design Priorities

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; finding a balance between privacy and visual transparency.



Connection to nature:
Due to the proximity to Madison Park North Beach, and Madison Park, our 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 northwest landscape.

Connection to public:
- Respect privacy of neighbors
- Minimize nuisances for neighbors.
- Activate street facing facade to provide connection to park
- Encourage alternative forms of transportation



CONCEPT DIAGRAM LEGEND

- Circulation, connection to public space
- Transparency, Visual connection to vicinity focal points
- Privacy needed, connection to interior or site

PROJECT ZONING SUMMARY

PROPERTY ADDRESSES: 2049 43RD AVE E
2043 43RD AVE E

PARCEL NUMBERS
2049 43RD AVE E: 4385701005
2043 43RD AVE E: 4385701000

LEGAL DESCRIPTIONS
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.

2043 43RD AVE E: 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.

ZONING: LR3

LOT AREA
2049 43RD AVE E: 4,800
2043 43RD AVE E: 6,720
COMBINED: 11,520 SF

PROPOSED USE: 10-14 UNIT APARTMENT

PROPOSED FAR: 1.5

BUILDING SF: 17,280 SF ALLOWABLE (GROSS)
1ST FLOOR: 5,650 SF
2ND FLOOR: 5,650 SF
3RD FLOOR: 5,650 SF
ROOF (STAIR/ELEVATOR): 330 SF

SETBACKS
FRONT: 5’
SIDE YARD: 7’ AVG, 5’ MIN
REAR: 10’

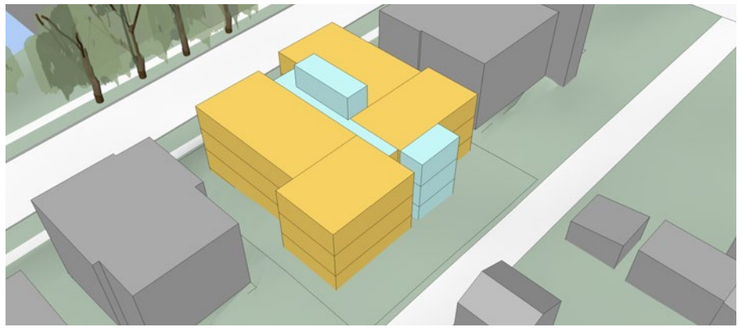
PARKING
REQUIRED: 12 (ONE PER UNIT)
PROPOSED: 10-16 (REFER TO MASSING ALTERNATIVES)

BUILT GREEN: 4 STAR (OBJECTIVE)

HEIGHT: 30’

AMENITY SPACE REQUIRED:
- 25% OF LOT AREA REQUIRED= 11,520 X .25 = 2,880 SF
- 50% MUST BE GROUND FLOOR, COMMON SPACE= 1,440 SF

SUMMARY OF MASSING ALTERNATIVES



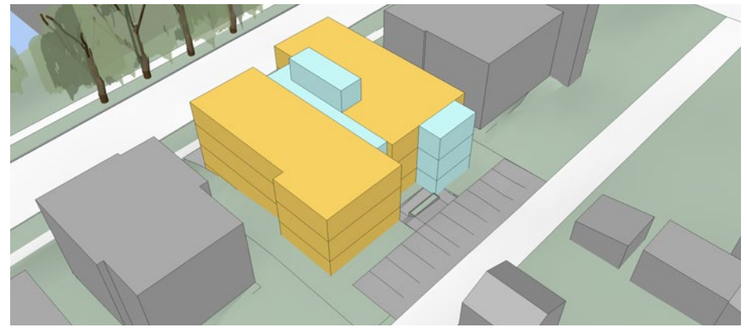
Alternative A (preferred):

Accessing parking garage from 43rd Ave E
Departures: none

Number of Units: **12**
Building footprint: **5,650 sf**
Number of parking spaces: **14-16**

Pros:
- Green factor and amenity space maximized.
- Impervious surface minimized.
- Minimizes visual and audible vehicle nuisances for neighboring single family residences by accessing parking from street.
- Ground level access encourages alternative forms of transportation via bicycle and kayak.
- Increased landscaping around all sides of property.
- Excavation for driveway incidental to building excavation.
- Landscaping along alley, maximizes privacy for neighboring residences
- Activates street facing facade
- No surface parking

Cons:
- Loss of two parking stalls along 43rd Ave E



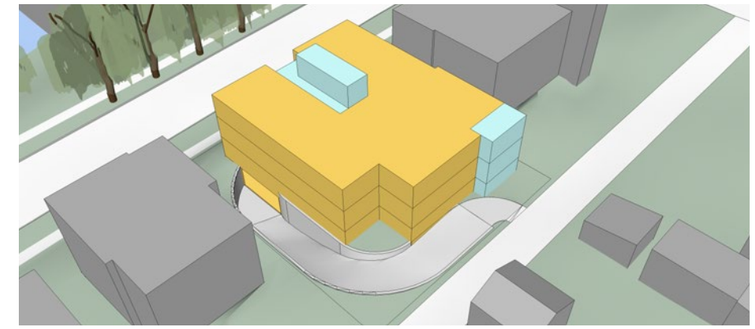
Alternative B:

Parking strip at alley
Departures: Number of required parking spaces.
Number of parking spaces: **10**
Number of spaces required: **14 (one per unit)**

Number of units: **14**
Building footprint: **5,650 sf**
Number of Parking Spaces: **10**

Pros:
- Provides two additional units at basement
- Massing cohesive with architectural design objectives

Cons:
- Green factor and amenity space 1,562 square feet less than preferred option.
- Impervious surface 1,562 square feet more than preferred option.
- Due to current and previous zoning, single family residences to the west are completely surrounded by multifamily housing, leading to higher-than-normal traffic density for vehicles accessing alley, increasing visual and audible nuisance.
- Neighboring residences overlook parking.
- Must pass through interior of building to store bikes and kayaks, discouraging alternative forms of transportation.
- Amount of landscaping and amenity areas not maximized because parking dictates site layout
- Reduced number of parking spaces.



Alternative C:

Accessing Parking garage from alley
Departures: none

Number of units: **12**
Building footprint: **5,650 sf**
Number of parking spaces: **12**

Pros:
- Compliant with Seattle land use regulations

Cons:
- Green factor and amenity space 2,243 square feet less than preferred option.
- Impervious surface 2,243 square feet more than preferred option.
- Due to current and previous zoning, single family residences to the west are completely surrounded by multifamily housing, leading to higher-than-normal traffic density for vehicles accessing parking from the alley, increasing visual and audible nuisance.
- Difficult to access parking garage via bicycle or kayak, discouraging alternative forms of transportation.
- Amenity areas reduced at driveway.
- Neighboring residences overlook driveway.
- 630 cu yards of excavation required for driveway.
- Does not adhere to design goals or Seattle design guidelines because large driveway dictates massing, green factor, and amenity areas.
- Requires substantial temporary shoring at property lines to excavate for driveway

MASSING ALTERNATIVE A (preferred)

Accessing parking from 43rd Ave E

Departures: None

Site design conforms to 23.45.536.C.2, meeting requirement to access parking from the street. The site is steeply sloping, the alley is on the uphill side of the lot, and the relationship of the alley to the street makes alley access infeasible and impractical. A parking garage is located below grade resulting in increased green factor score, larger ground-level amenity areas, and no surface parking.

Pros:
- Green factor and amenity space maximized.
- Impervious surface minimized.
- Minimizing visual and audible vehicle nuisances for neighboring residences.
- Ground level access encourages alternative forms of transportation via bicycle and kayak.
- Increased landscaping around all sides of property.
- Excavation for driveway incidental to building excavation.
- Landscaping along alley, maximizes privacy for neighboring residences
- Activates street facing facade
- No surface parking

Cons:
- Loss of two parking stalls along 43rd Ave E

Site Summary

Site area:	11,520 sf
Building footprint:	5,650 sf
Walkway:	189 sf
Driveway:	192 sf
Exterior Stair:	200 sf
Total impervious surface:	**6,231 sf**
Square footage available for green factor and amenity space:	**5,289 sf** **74% more than Alternative C** **42% more than alternative B**

Green Factor and Amenity Space

Square footage available for green factor and amenity space:	**5,289 sf**
Required ground floor common amenity space:	**1,440 sf**
Total available for additional amenity space and landscaping:	**3,849 sf**

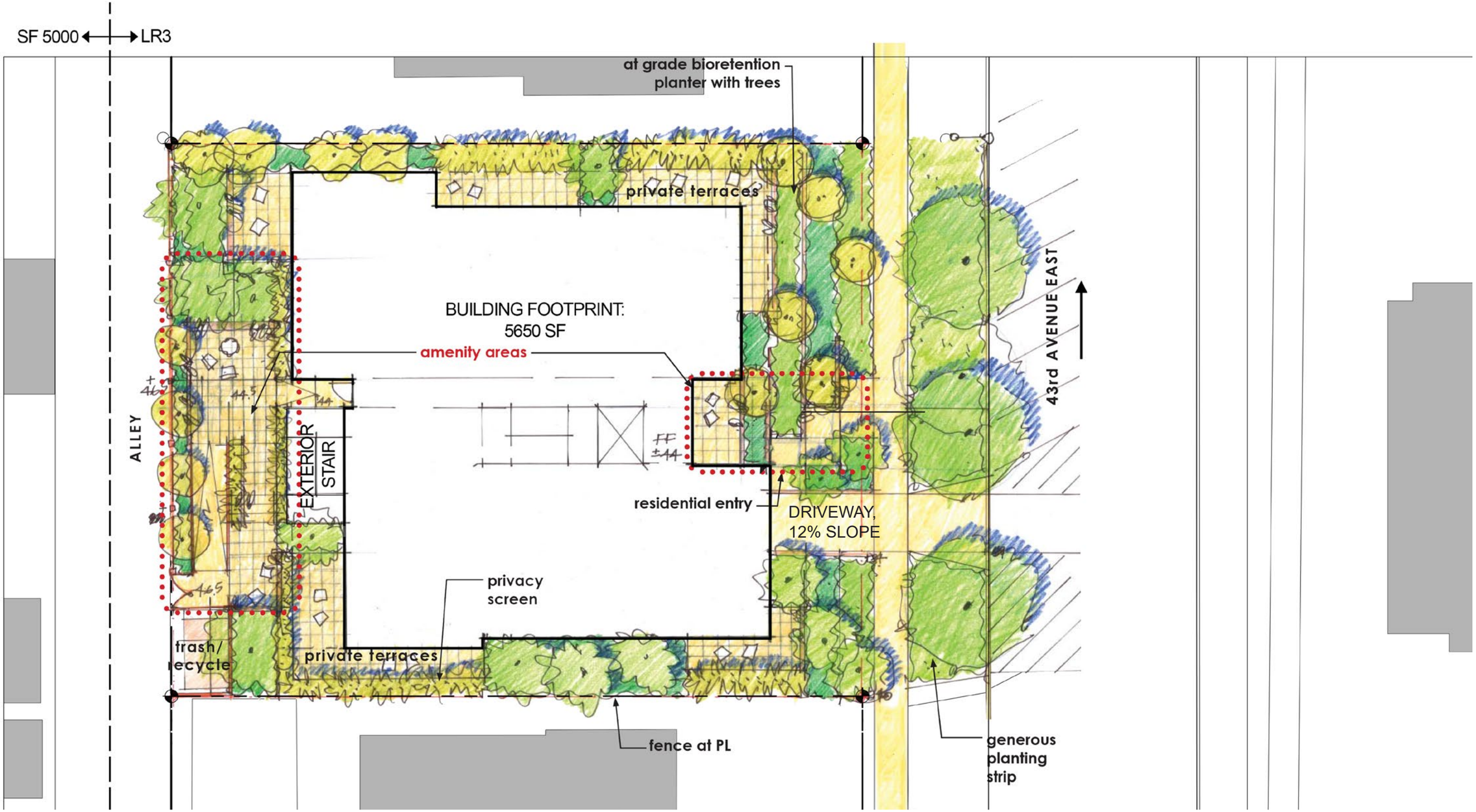
Applicable Code Summary

23.45.536 - PARKING LOCATION, ACCESS, AND SCREENING

C. Access to parking
2. Street access required. Access to parking shall be from the street if:
b. The lot abuts an alley, and the Director determines that the alley should not be used for access for one or more of the following reasons:
1) Due to the relationship of the alley to the street system, use of the alley for parking access would create a significant safety hazard;
2) Topography makes alley access infeasible; or
3) The alley is on the uphill side of a steeply sloping lot, and the following conditions are met:
a) Access from the street is to a common parking garage in or under the structure, located a maximum of 4 feet above grade.
b) The siting of development results in an increased Green Factor score, larger ground-level amenity areas, and/or reduced surface parking area than if alley access is used.

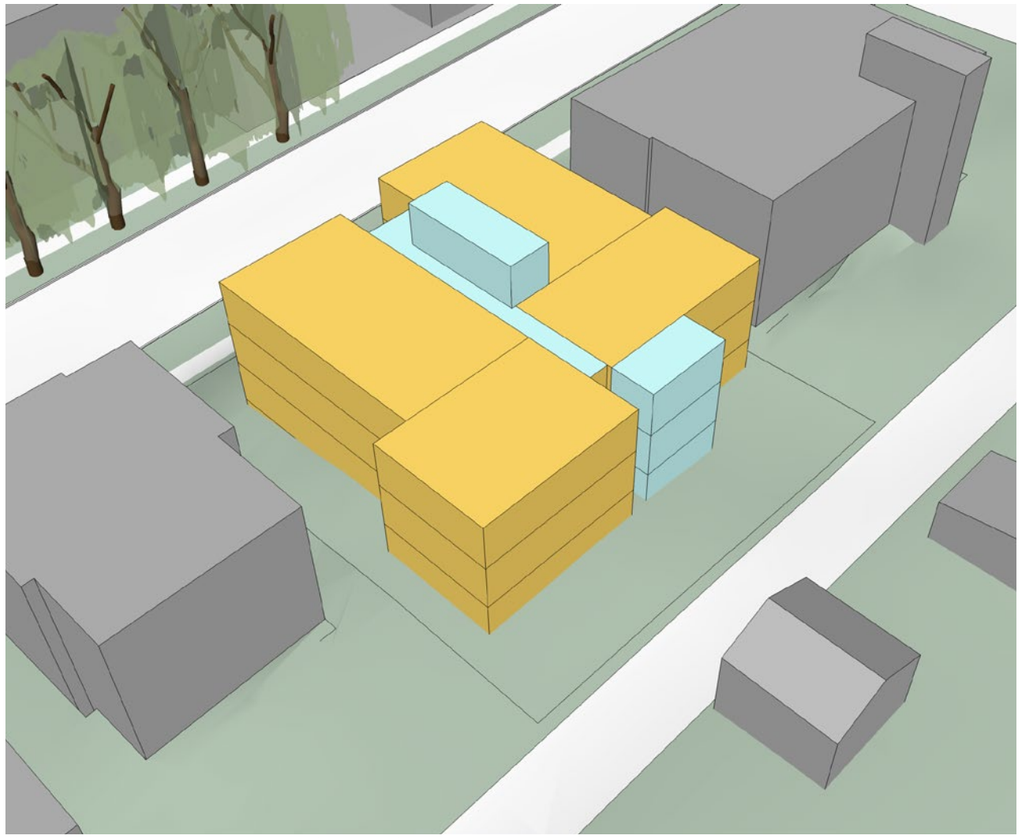
Consistent with the development along 43rd Ave E and past land use decisions.
Driveway info:
width: **10’**
length: **16’**
slope: **12%**

MASSING ALTERNATIVE A (preferred)

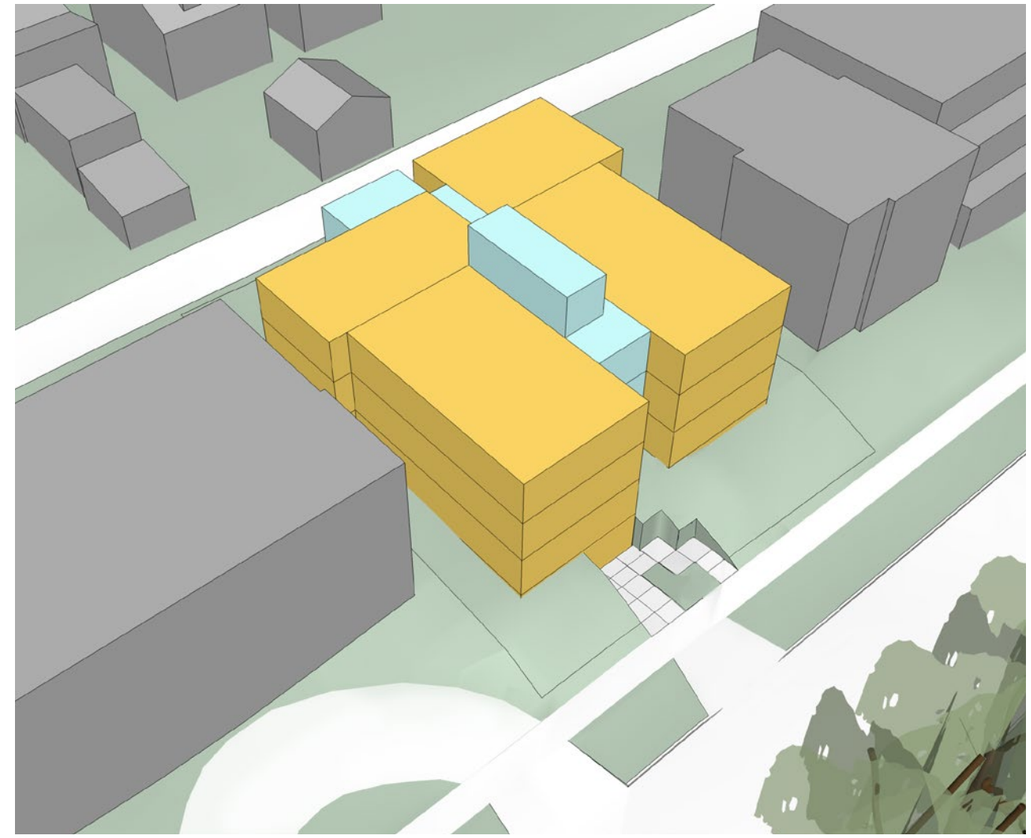


schematic site plan

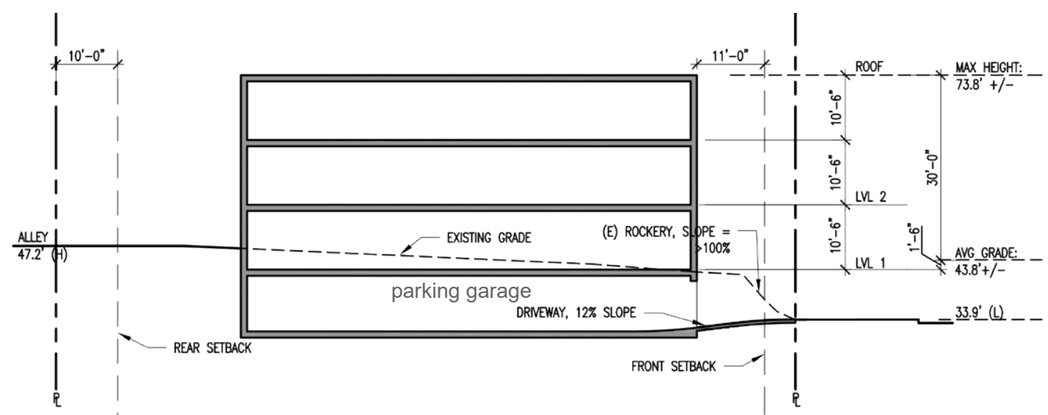
MASSING ALTERNATIVE A (preferred)



3d massing looking south east



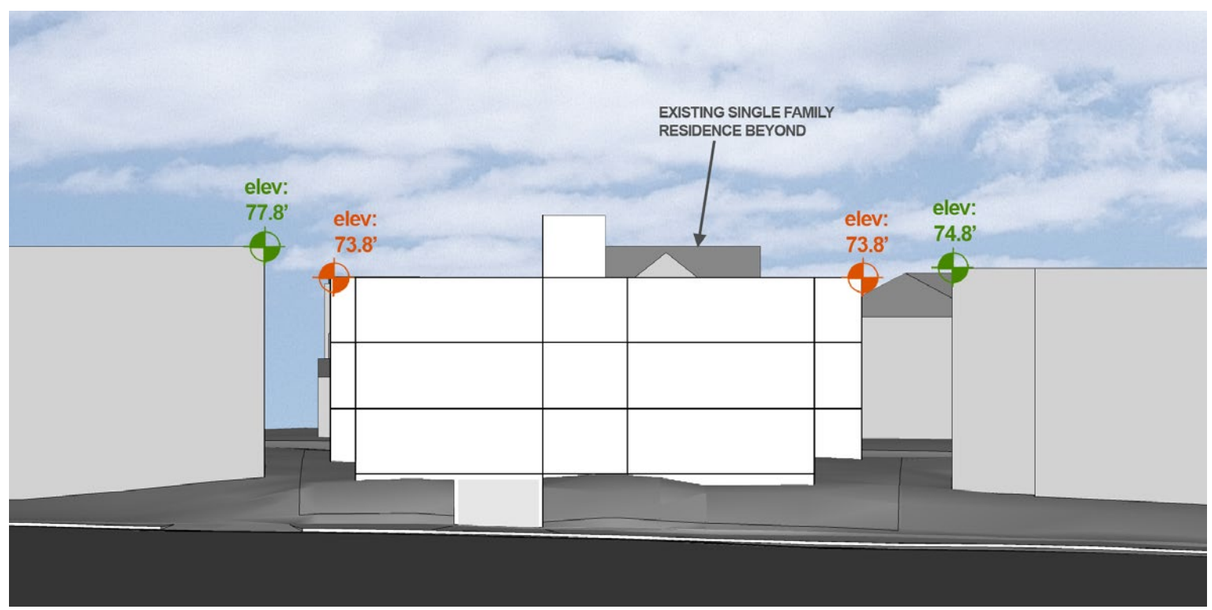
3d massing looking north west



section through building and driveway, looking north

MASSING ALTERNATIVE A (preferred)

schematic street view rendering



43rd Ave E looking west

MASSING ALTERNATIVE B

Parking strip at alley

Departures: Number of required parking spaces.

Parking spaces required:	**one per unit**
	14 units
	14 spaces required
Parking spaces provided:	**10 (see page 23)**

Pros:
- Provides two additional units at basement
- Massing cohesive with architectural design objectives

Cons:
- Green factor and amenity space 1,562 square feet less than preferred option.
- Impervious surface 1,562 square feet more than preferred option.
- Due to current and previous zoning, single family residences to the west are completely surrounded by multifamily housing, leading to higher-than-normal traffic density for vehicles accessing alley, increasing visual and audible nuisance.
- Neighboring residences overlook parking.
- Must pass through interior of building to store bikes and kayaks, discouraging alternative forms of transportation.
- Amount of landscaping and amenity areas not maximized because parking dictates site layout
- Reduced number of parking spaces.

Site Summary

Site area:	11,520 sf
Building footprint:	5,650 sf
Front Walkway:	118 sf
Alley Parking:	1,530 sf
Exterior Ramp and Stair:	495 sf
Total impervious surface:	**7,863 sf**
Square footage available for green factor and amenity space:	**3,657 sf**

Green Factor and Amenity Space

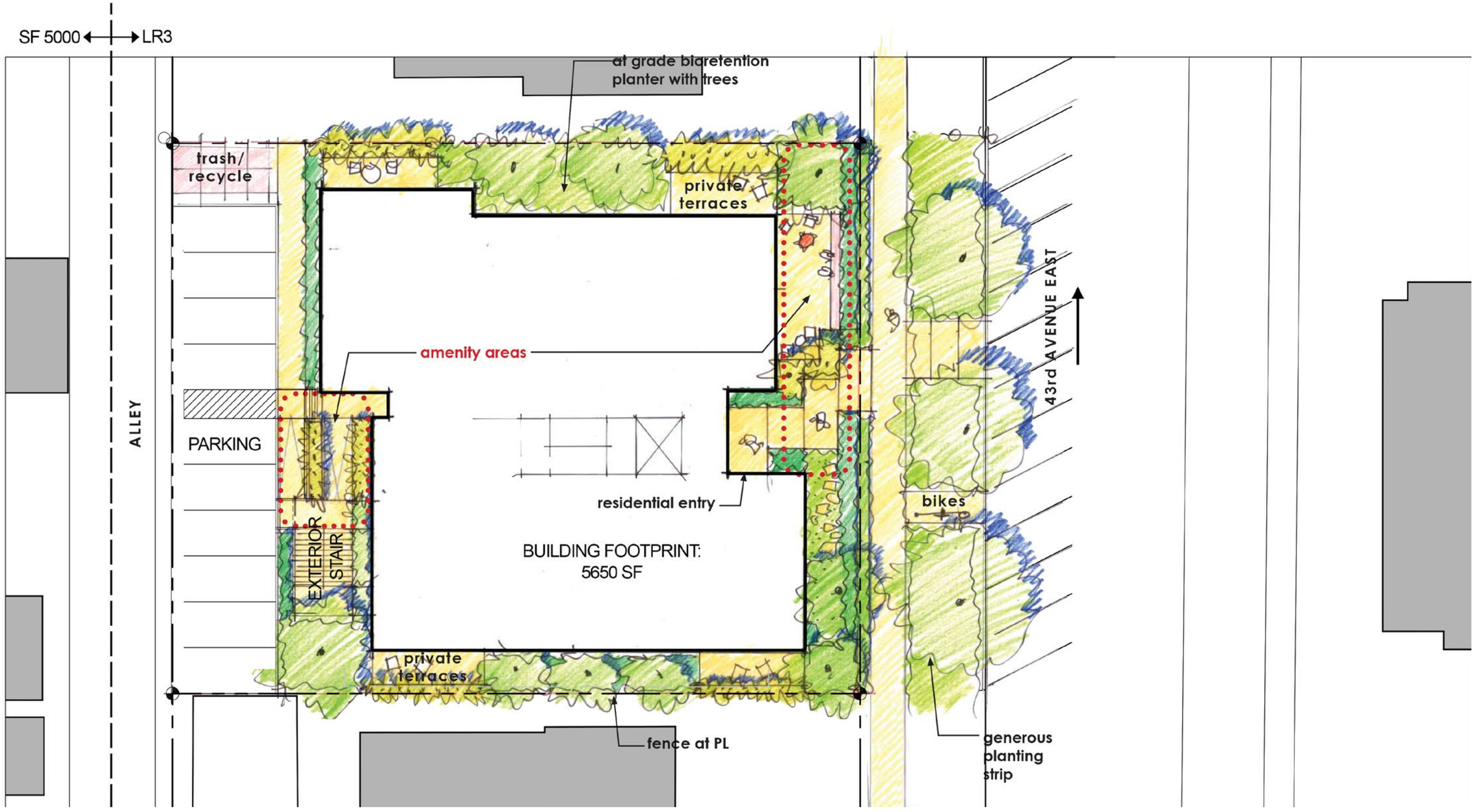
Square footage available for green factor and amenity space (page 16):	**3,657 sf**
Required ground floor common amenity space (page 16):	**1,440 sf**
Total available for additional amenity space and landscaping:	**2,217 sf**

Applicable Code Summary

SMC 23.45.510.C FAR

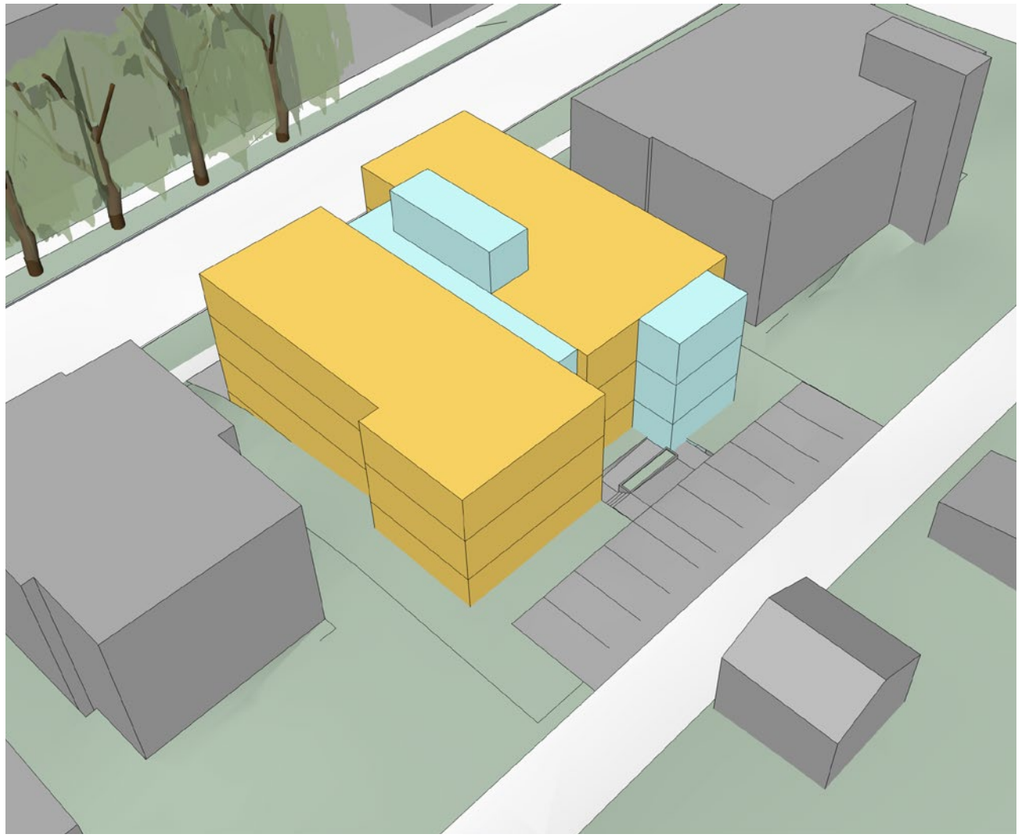
3. Parking location if parking is provided
   b. For apartments, parking may either:
      1) be totally enclosed within the same structure as the residential use; or
      2) on lots located outside of urban centers, urban villages, and the Station Area Overlay District, be located off an alley at the rear of the lot, provided that all surface parking is limited to a single row of spaces along the alley and access to each surface parking space is taken directly from the alley.

MASSING ALTERNATIVE B

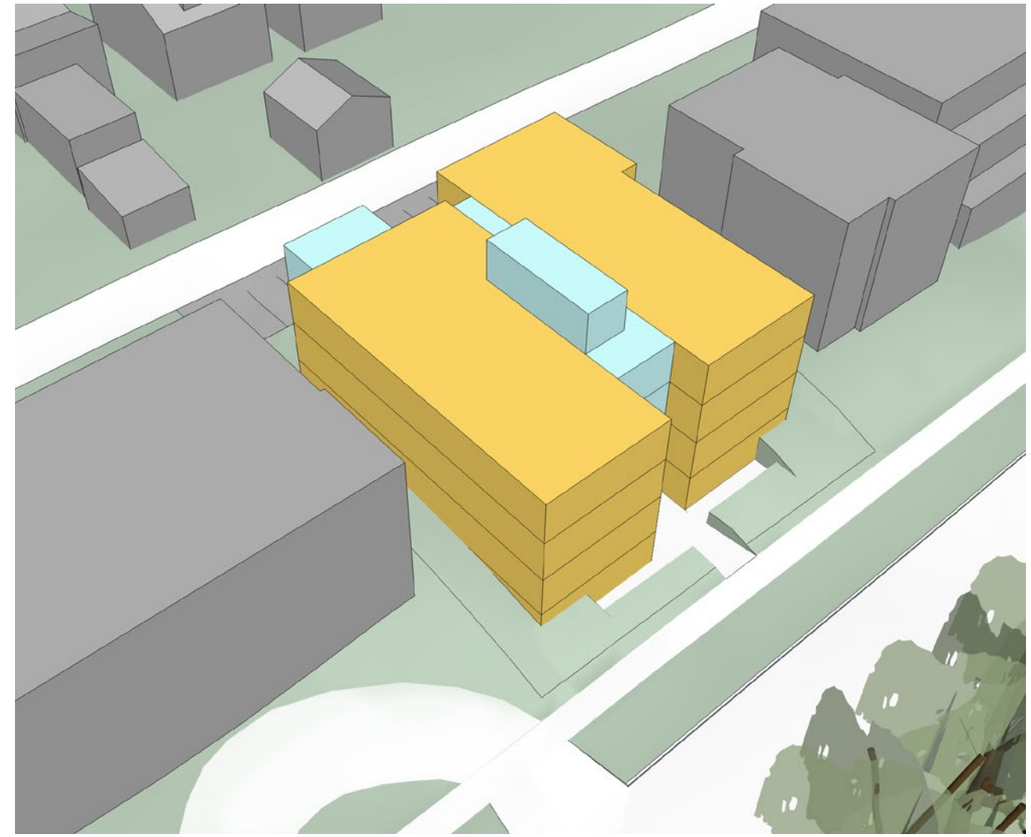


schematic site plan

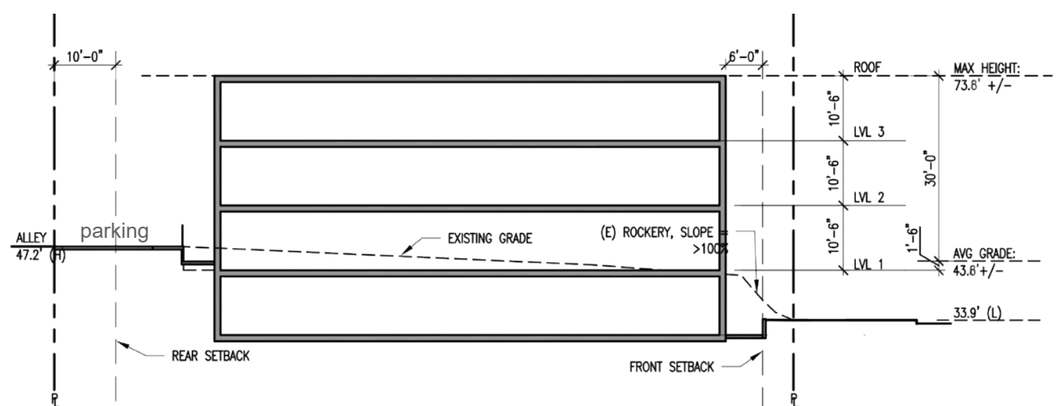
MASSING ALTERNATIVE B



3d massing looking south east



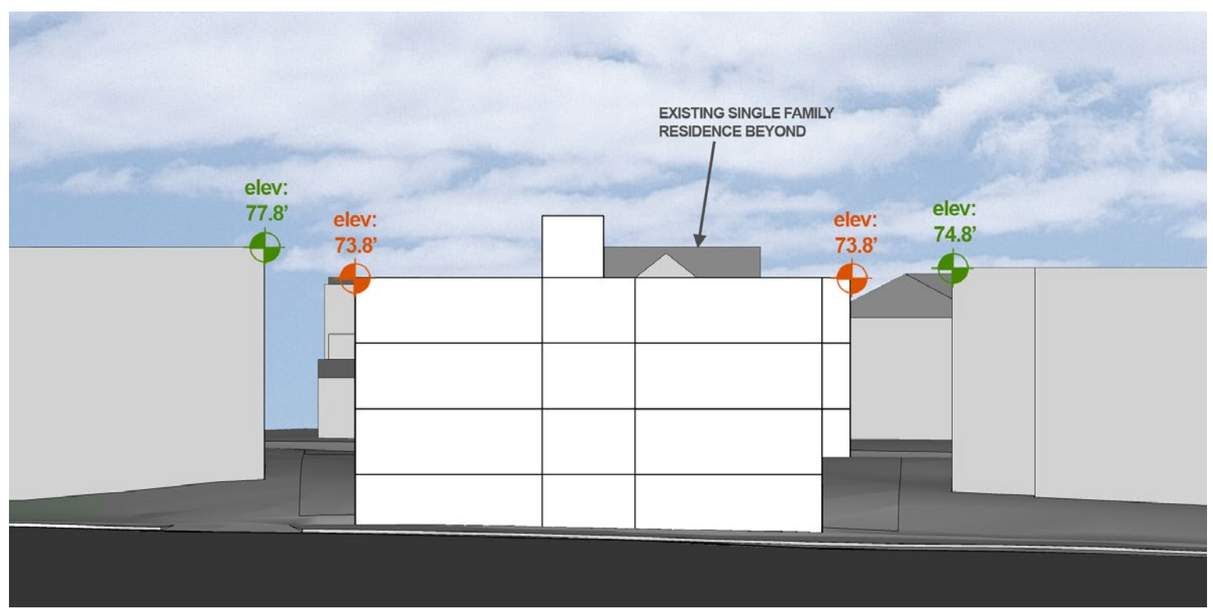
3d massing looking north west



section though building and parking at alley, looking north

MASSING ALTERNATIVE B

schematic street view rendering



43rd Ave E looking west

MASSING ALTERNATIVE C

Accessing parking garage from Alley

Departures: None

Pros:
- Compliant with Seattle land use regulations

Cons:
- Green factor and amenity space 2,243 square feet less than preferred option.
- Impervious surface 2,243 square feet more than preferred option.
- Due to current and previous zoning, single family residences to the west are completely surrounded by multifamily housing, leading to higher-than-normal traffic density for vehicles accessing parking from the alley, increasing visual and audible nuisance.
- Difficult to access parking garage via bicycle or kayak, discouraging alternative forms of transportation.
- Amenity areas reduced at driveway.
- Neighboring residences overlook driveway.
- 630 cu yards of excavation required for driveway.
- Does not adhere to design goals or Seattle design guidelines because large driveway dictates massing, green factor, and amenity areas.
- Requires substantial temporary shoring at property lines to excavate for driveway.
- Driveway covers more than 20% of site area

Site Summary

Site area:	11,520 sf
Building footprint:	5,650 sf
Walkway:	312 sf
Driveway:	2,312 sf
Exterior Stair:	200 sf
Total impervious surface:	**8,474 sf**
Square footage available for green factor and amenity space:	**3,080 sf**

Green Factor and Amenity Space

Square footage available for green factor and amenity space:	**3,080 sf**
Required ground floor common amenity space:	**1,440 sf**
Total available for additional amenity space and landscaping:	**1640 sf**

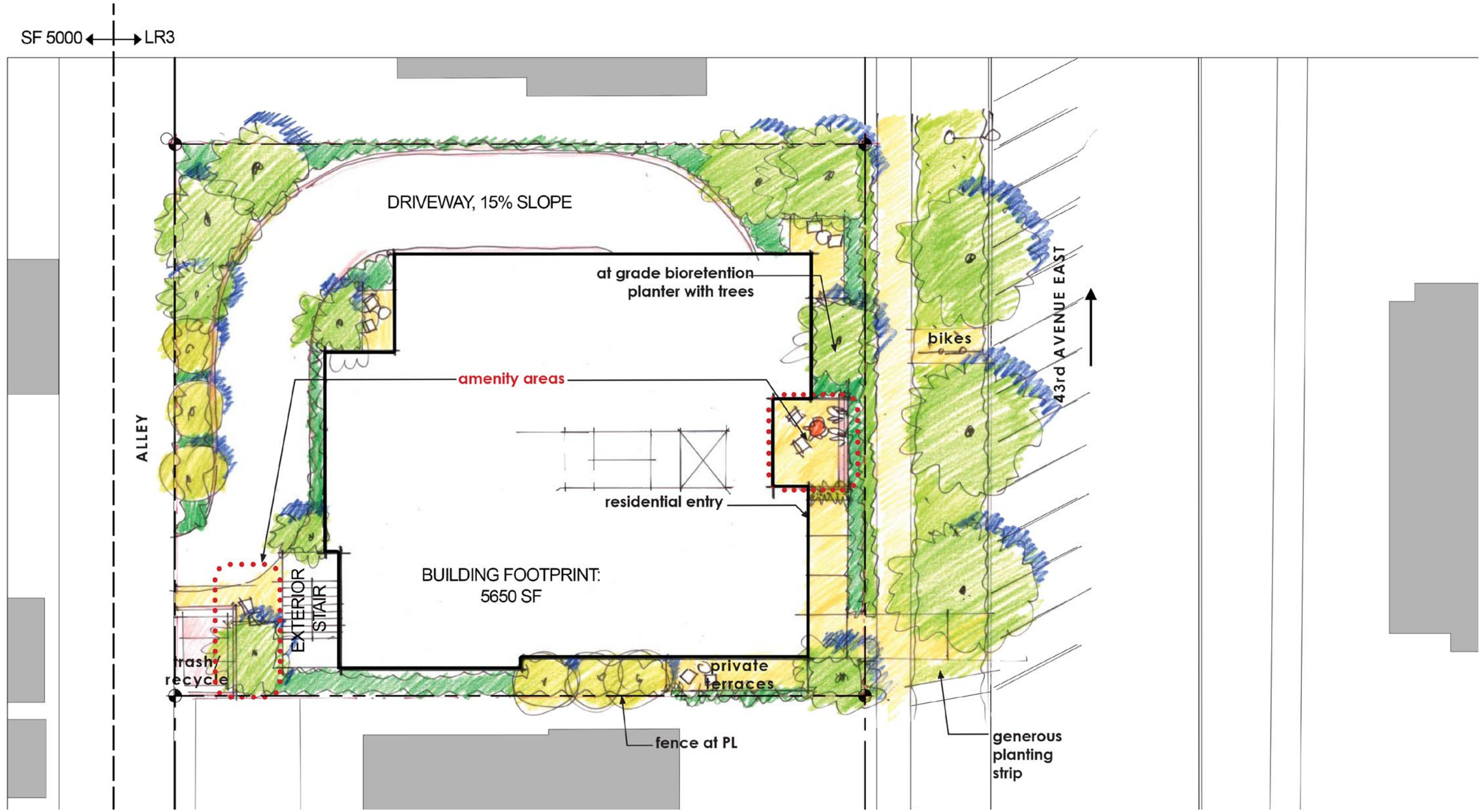
Applicable Code Summary

SMC 23.54.030.D DRIVEWAYS

1. Residential uses.
   B. Except for driveways serving one single-family dwelling unit, driveways more than 100 feet in length that serve 30 or fewer parking spaces shall either:
      1) Be a minimum of 16 feet wide, tapered over a 20 foot distance to a 10 foot opening at the lot line; or

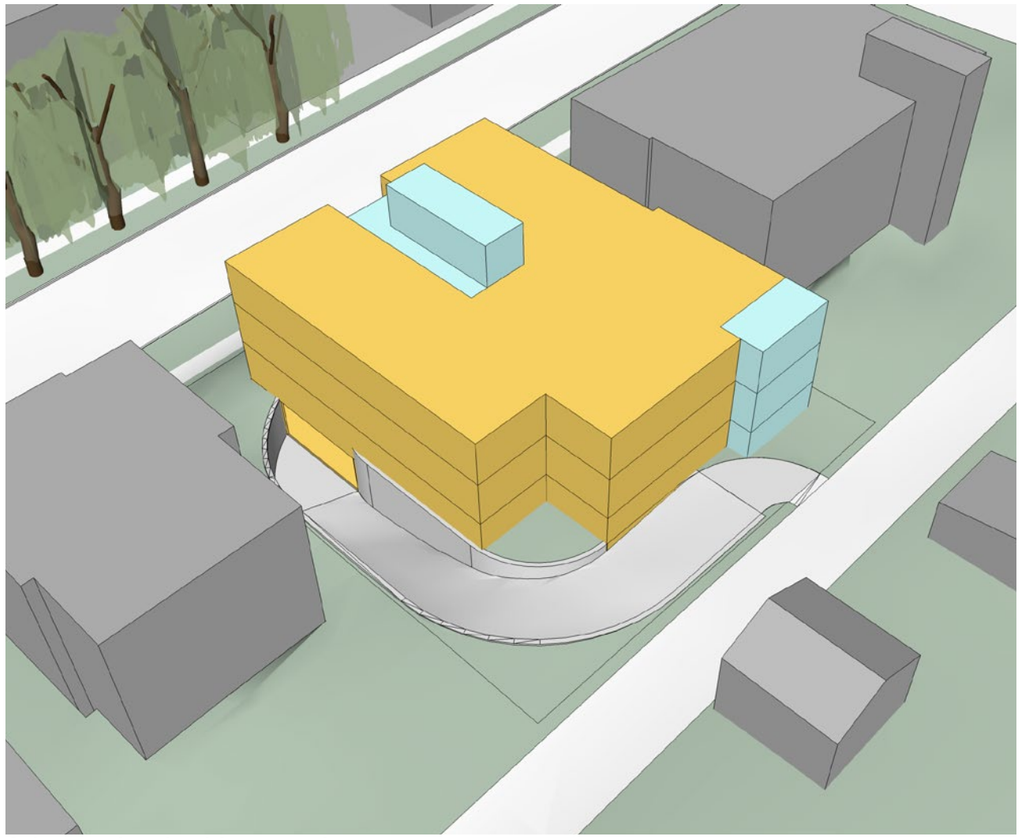
Driveway width: **16'**
Driveway length: **137'**
Driveway slope: **15% (max allowable)**

MASSING ALTERNATIVE C

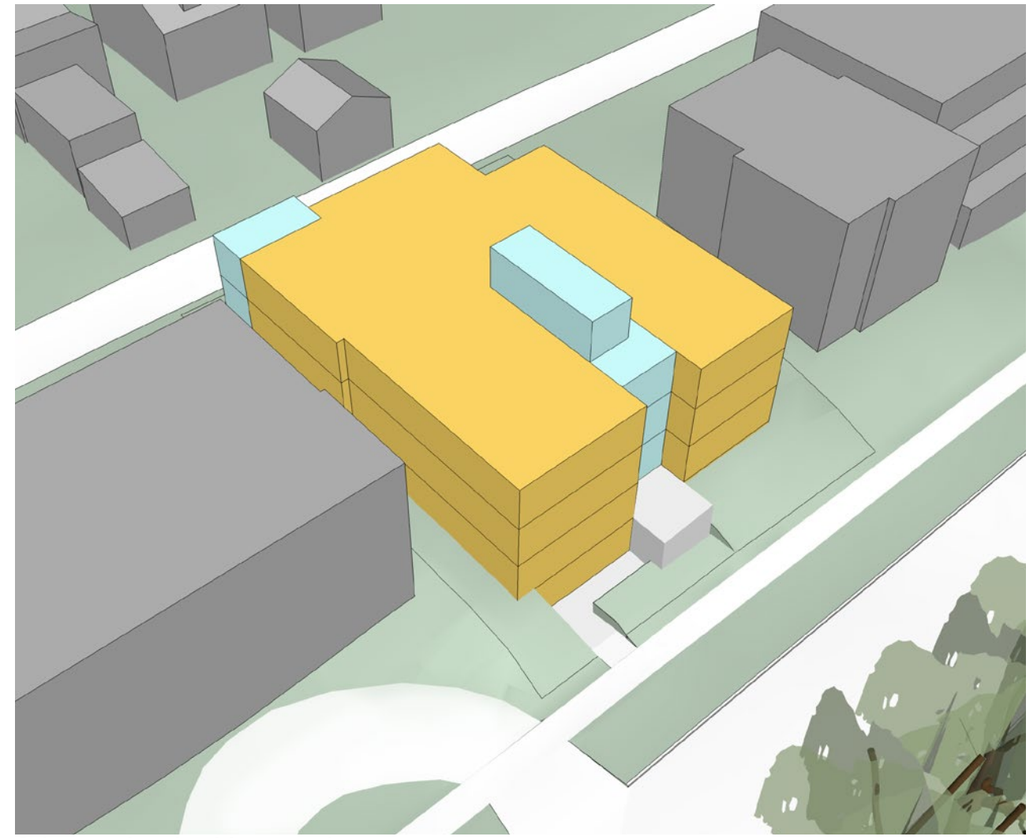


schematic site plan

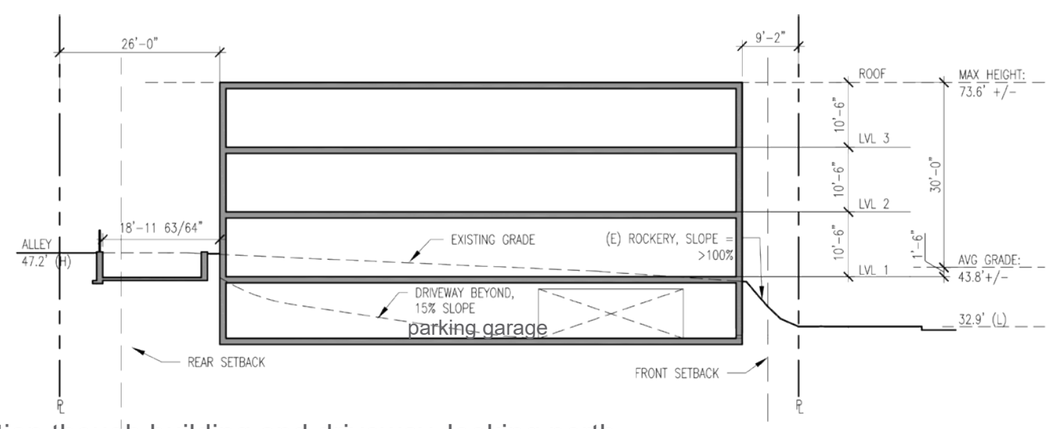
MASSING ALTERNATIVE C



3d massing looking south east



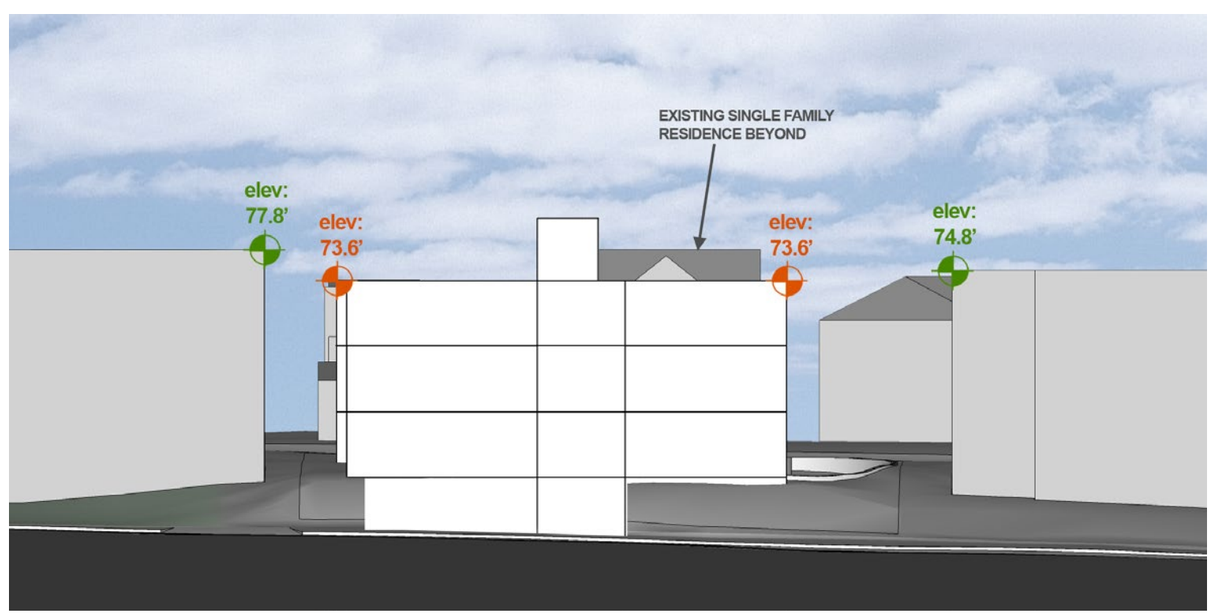
3d massing looking north west



section though building and driveway, looking north

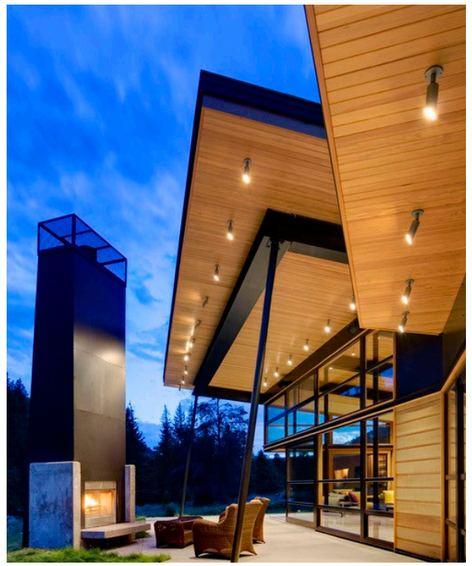
MASSING ALTERNATIVE C

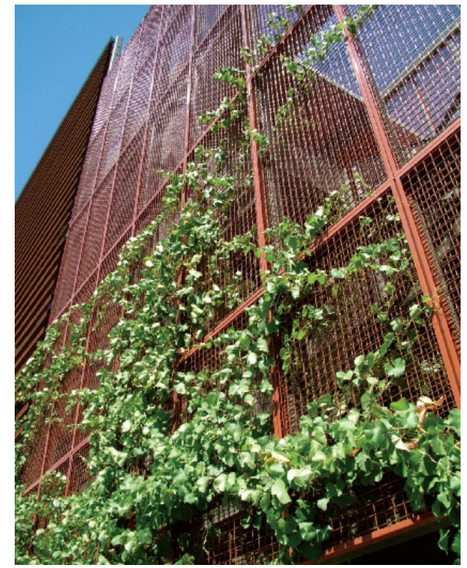
schematic street view rendering



43rd Ave E looking west

ARCHITECTURAL INSPIRATION AND MATERIALITY





Mixture of classic and modern materials and forms

ARCHITECTURAL INSPIRATION AND MATERIALITY

generous planter strip

at grade bioretention planter

at grade amenity area

private terraces