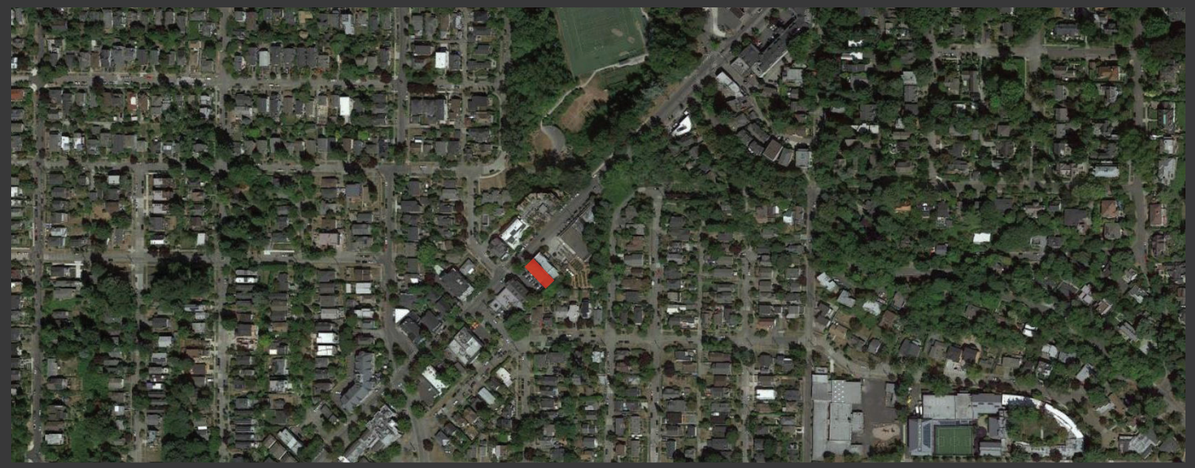






H+dlT
collaborative, llc

DEVELOPER: FLANIGAN GROUP DEVELOPMENT, LLC
LANDSCAPE ARCHITECT: ROOT OF DESIGN

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PROJECT PROPOSAL

OF UNITS - THE SOUTH BUILDING WILL CONSIST OF (2) RESIDENTIAL UNITS. THE NORTH BUILDING WILL CONSIST OF (2) COMMERCIAL UNITS AND (2) RESIDENTIAL UNITS FOR A TOTAL OF (2) COMMERCIAL UNITS AND (4) RESIDENTIAL UNITS.
OF PARKING STALLS - 2 REQUIRED / 4 PROVIDED

PROJECT SUMMARY

The owner proposes the construction of four (4) residential units. Two of the residential units facing the street will be above commercial spaces. The existing site is currently being used as surface parking. The parcel, due to its location in a commercial area and bordering a single family zone, is ideal for this development. The project site is located on e Madison street between 29th Ave e to the south and lake Washington blvd. E to the north. Opposite the project parcel is an office building and a small mixed-use residential/commercial building. On the north side of the parcel is a mixed use residential/commercial building, on the opposite side is surface parking for the office/commercial building south of the lot. The single-family zone is located behind the parcel to the southeast. The proposed project fits within the context of the neighborhood by reflecting the usage, materials, colors, and size of the neighboring buildings.

PROJECT OBJECTIVES

1. Provide a thoughtful mixed-use development in keeping with the character of the neighborhood.
   Situated in the vibrant community of Madison Valley, the design intent is to create a development that fits the scale and style of the surrounding neighborhood. Madison valley is an eclectic community with small-scale boutique style commercial spaces and high quality, family-friendly residences. This will be a design that endeavors to fit within that style and scale with the inclusion of two small commercial spaces, along with residential spaces that cultivate a sense of community.

2. Strive to not only meet, but surpass Seattle's Green Building standards by registering for green building certification.

3. Walkability- In keeping with environmentally friendly endeavors, this will be a project that maintains the strong pedestrian-oriented character of this neighborhood

GROSS SQUARE FOOTAGE SUMMARY

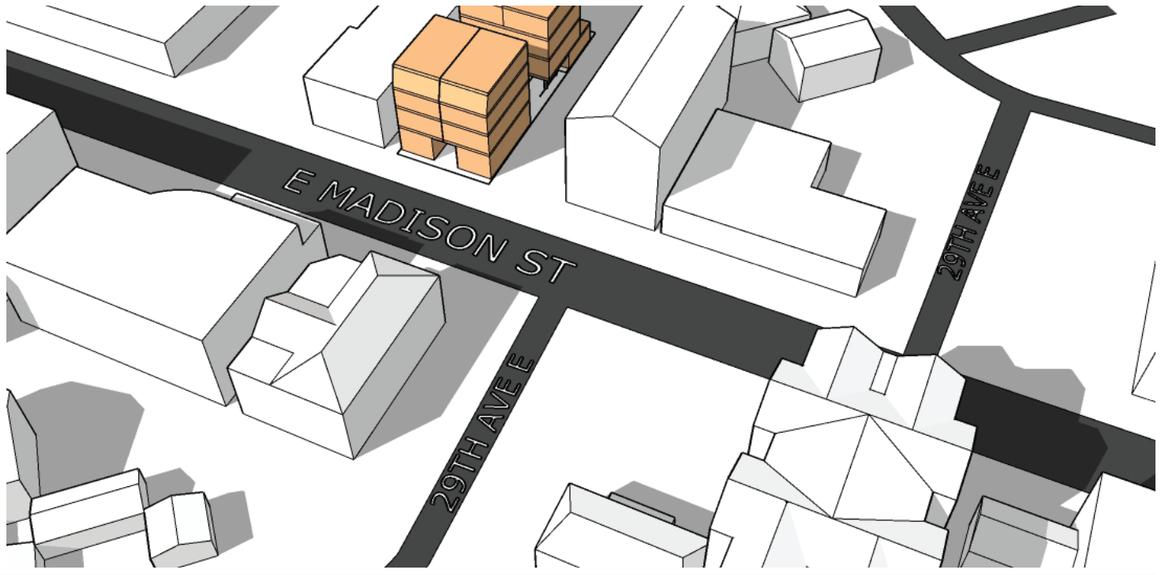
Option 1 - Total GSF: 10,945 sf, Commercial: 713 sf
Option 2 - Total GSF: 12,585 sf, Commercial: 730 sf
Option 3 (Preferred) - Total GSF: 8,731, Commercial: 730 sf

PUBLIC OUTREACH SUMMARY

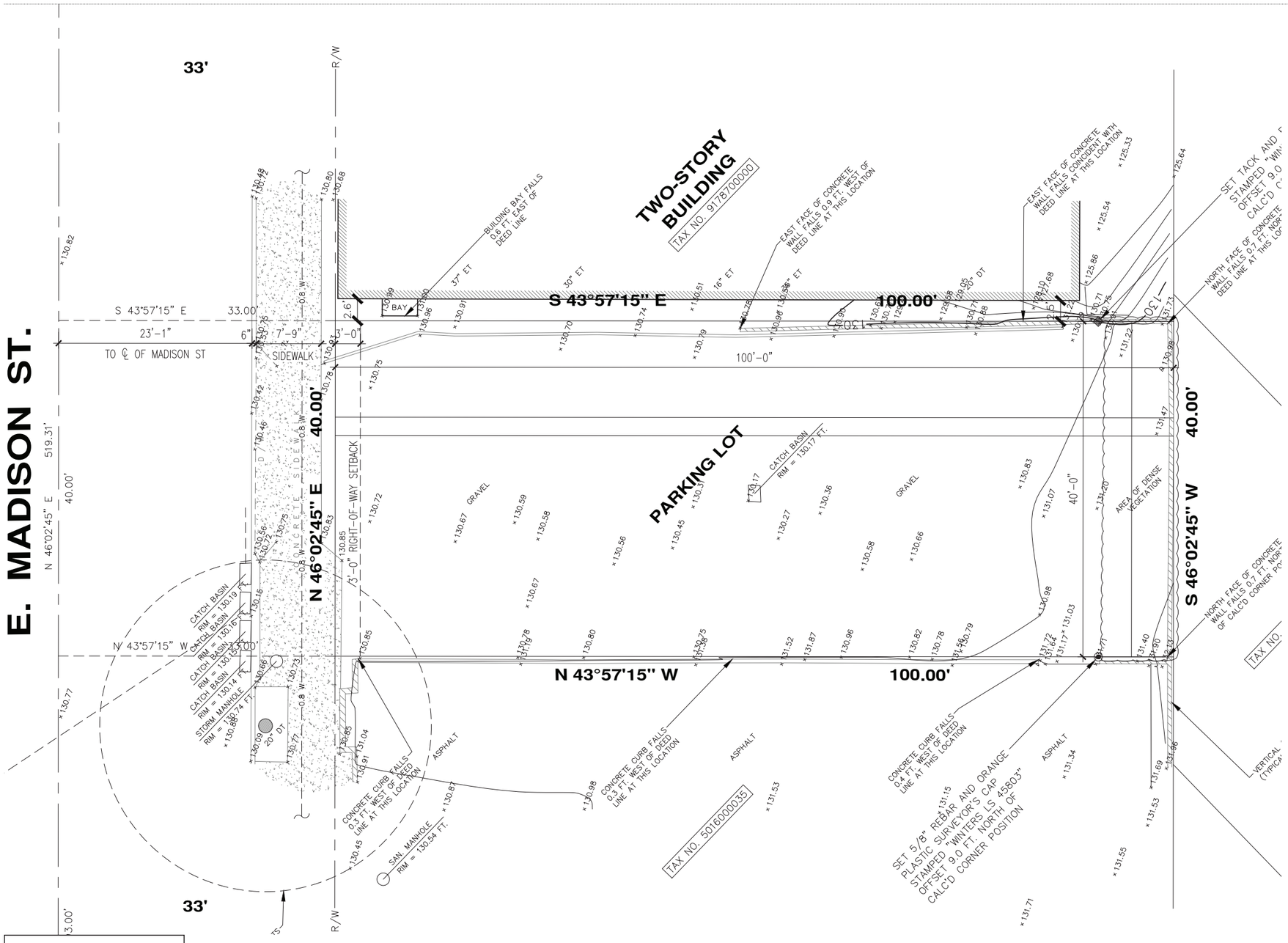
Public outreach was completed on 07.15.21 And approved by the department of neighborhoods on 07.20.21. Outreach was done through printed mailers, emails to stakeholders, a project web page, and online survey.

COMMUNITY FEEDBACK SUMMARY

-Concerns about affordability.
-Desire for more small businesses.
-Request for environmental sustainability.
-Request about accessible units.
-Future parking concerns.
-Request for more landscaping/trees.



SITE PLAN - EXISTING SITE CONDITIONS



SITE DATA

ZONING INFORMATION
NC2P-55 (M)

PARCEL NUMBER
5016000030

LOT AREA
4,000 SF

LEGAL DESCRIPTION
MADISON STREET ADD
PLAT BLOCK: 7
PLAT LOT: 7

BOUNDARIES:
NORTH OF SITE - MIXED USE STRUCTURE
SOUTH OF SITE - MIXED USE STRUCTURE
EAST OF SITE - SINGLE FAMILY RESIDENCES
WEST OF SITE - E MADISON STREET

TOPOGRAPHY:
THE SITE TOPOGRAPHY CONSISTS OF MAINLY FLAT TERRAIN, WITH AN OVERALL MAXIMUM ELEVATION CHANGE OF APPROXIMATELY 1.2 FEET.

EXISTING:
VACANT PARKING LOT.

NOTE: SURVEY HAS BEEN SCALED BY 75%.



3-BLOCK AERIAL (5.1)

ZONING DESIGNATION

PROJECT ADDRESS
2919 E MADISON ST,
SEATTLE WA 98112

ZONE DESIGNATION
NC2P-55 (M)



9-BLOCK AERIAL - 3D

N

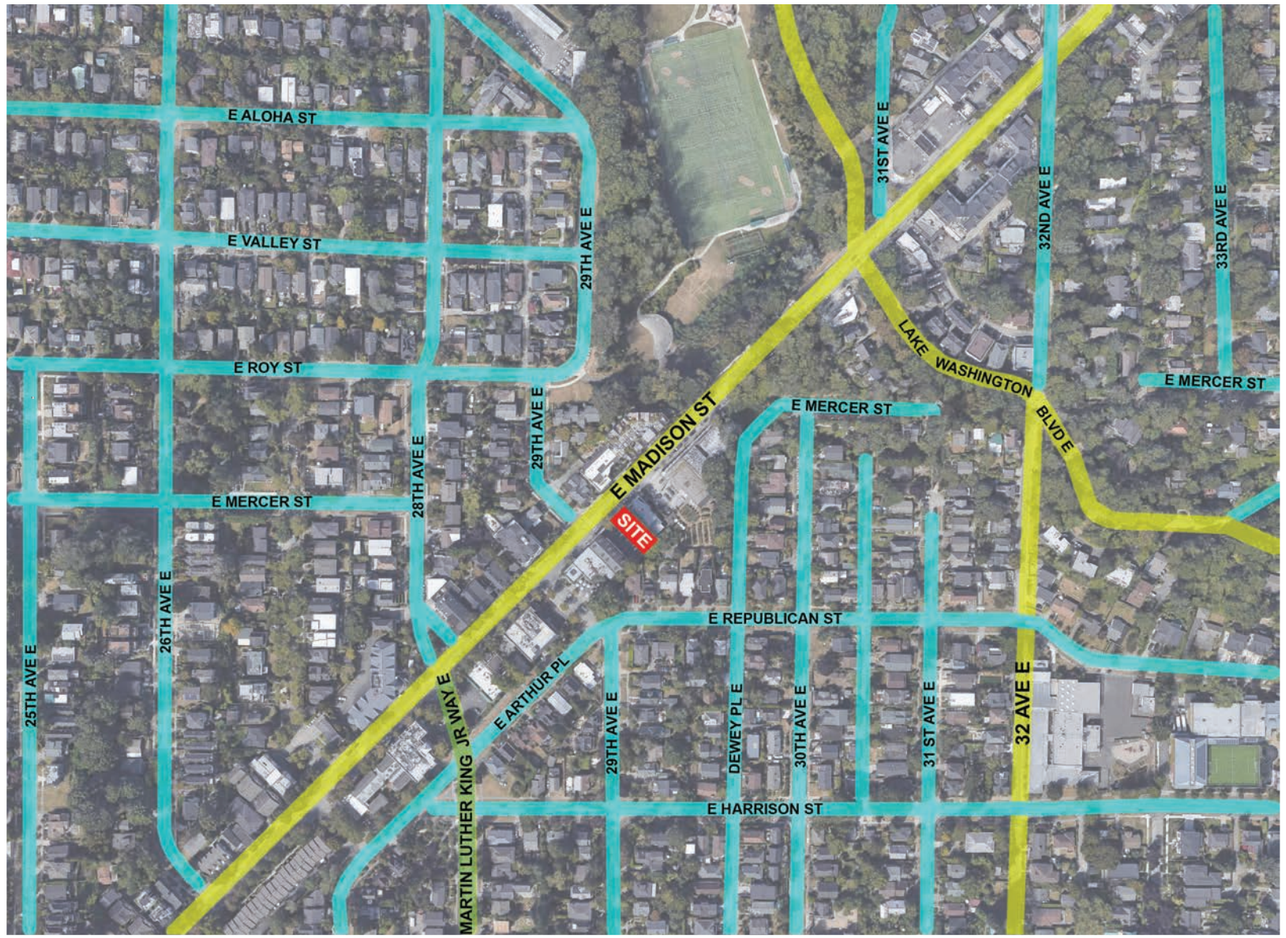
AREA DESIGNATION

SURROUNDING AREA
NORTH: NC2P-55 (M)

SOUTH: NC2P-55 (M)

EAST: SF5000

WEST: NC2P-55 (M) LR1 (M)



9-BLOCK AERIAL (5.3)

N

STREET TYPES

MINOR ARTERIAL - E. MADISON ST.
COLLECTOR ARTERIAL - M L KING JR WAY E
NEIGHBORHOOD YIELD STREETS

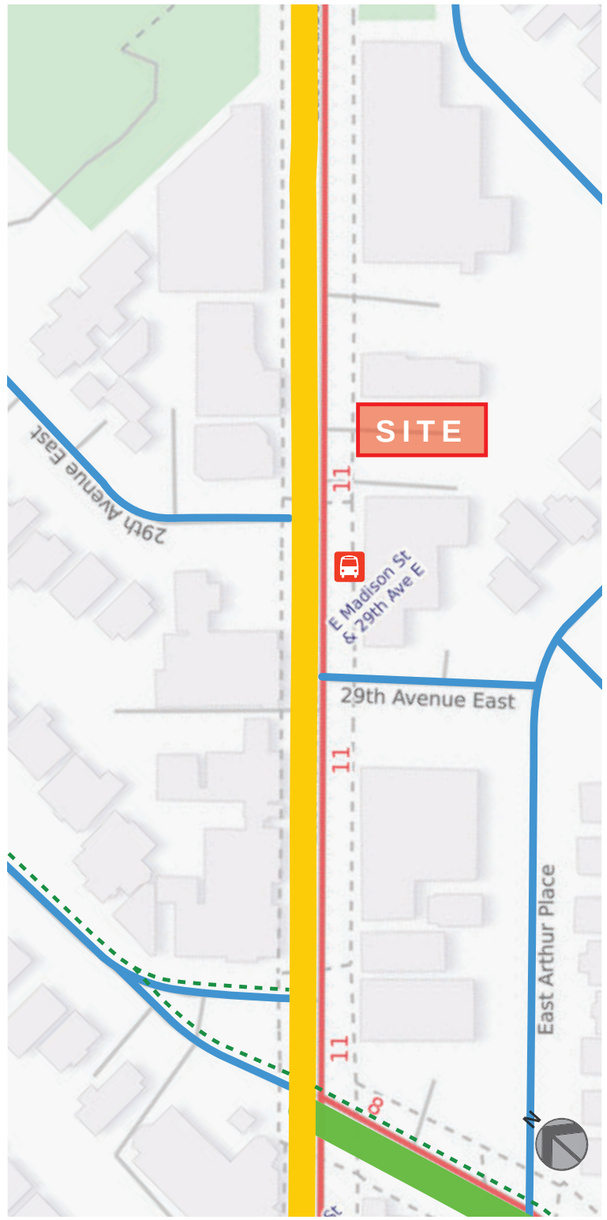
E MADISON STREET

This project is located on a Minor Arterial, E Madison Street. It is located in an area that is a link between the Madison Park Neighborhood and the Madison-Miller Residential Urban Village. It is an area that is very pedestrian oriented lined by small retail spaces that promote walkability. This is further encourage by being situated very close to Washington Park Arboretum with its multiple trails.

It is served by bus lines 8 and 11 that facilitate travel to Capital Hill and downtown.

E Madison Street is not a street with a separated bikeway or shared-lane markings (sharrows), but the site is located very close to bikeways and bike lanes that connect to the Burke-Gillman to the north.

It is an imperative goal that the design of this project continues to foster that pedestrian friendly context and support bicyclists and transit users as well.



BUS LINE
BUS STOP
SIGNED BICYCLE LANE
MINOR ARTERIAL
COLLECTOR ARTERIAL
NEIGHBORHOOD YIELD

ACCESS AND MOBILITY



A STREET VIEW ALONG E MADISON STREET, LOOKING TOWARDS PROJECT SITE

THE PROJECT ON E MADISON STREET IS LOCATED BETWEEN AN APARTMENT MIXED USE BUILDING TO THE NORTH OF SITE, AND OFFICE BUILDING TO THE SOUTH OF SITE.



B STREET VIEW ALONG E MADISON STREET, OPPOSITE TO THE PROJECT SITE

URBAN DESIGN ANALYSIS

SURROUNDING AREA CONTEXT

PEDESTRIAN ORIENTED, SMALL SCALE STREET FRONT FACADES WITH AWNING AND OTHER WEATHER PROTECTION

STREET FACING, LARGE WINDOWS AND BALCONIES AT UPPER FLOORS (OFFICE AND RESIDENTIAL LEVELS) ENCOURAGE “EYES ON THE STREET”



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SITE PHOTOS



A VIEW TOWARDS REAR OF PROJECT SITE



B VIEW FROM REAR OF PROJECT SITE TOWARDS E MADISON ST



C SIDEWALK VIEW LOOKING NORTHEAST



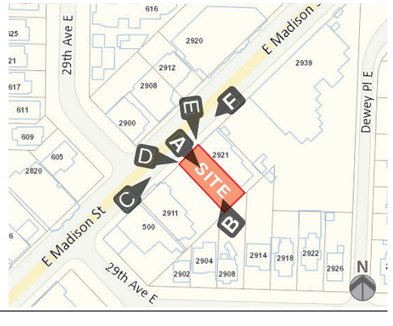
D NEIGHBORING LOT - NORTH OF PROJECT SITE



E NEIGHBORING LOT - SOUTH OF PROJECT SITE



F SIDEWALK VIEW LOOKING SOUTHWEST



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NEIGHBORING USES

Madison Valley is a quiet neighborhood walking distance to the 230 acre Washington Park Arboretum and Japanese Garden. It is a neighborhood that has been called “Little France” because of the number of excellent French restaurants. Numerous awnings welcome pedestrian into independently owned, eclectic boutique shops, restaurants and services. All these aspects as well as residential and office spaces with large windows overlooking the street influence the three design options proposed.

PARKS



J WASHINGTON PARK ARBORETUM

FUTURE DEVELOPMENT



K 2925 E MADISON ST (3020338-LU)

SURROUNDING BUILDINGS



A RETAIL
CAFE FLORA



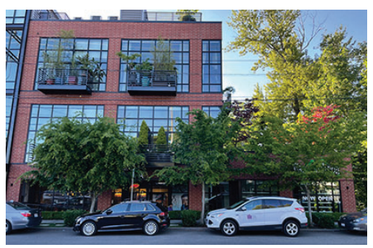
B MIXED-USE RESIDENTIAL
SEU FLOWERS
BODY & BRAIN



C RETAIL
CITY PEOPLE’S GARDEN STORE



D MIXED-USE RESIDENTIAL
SEN SALON



E MIXED-USE RESIDENTIAL
MADISON AVENUE NAIL SPA

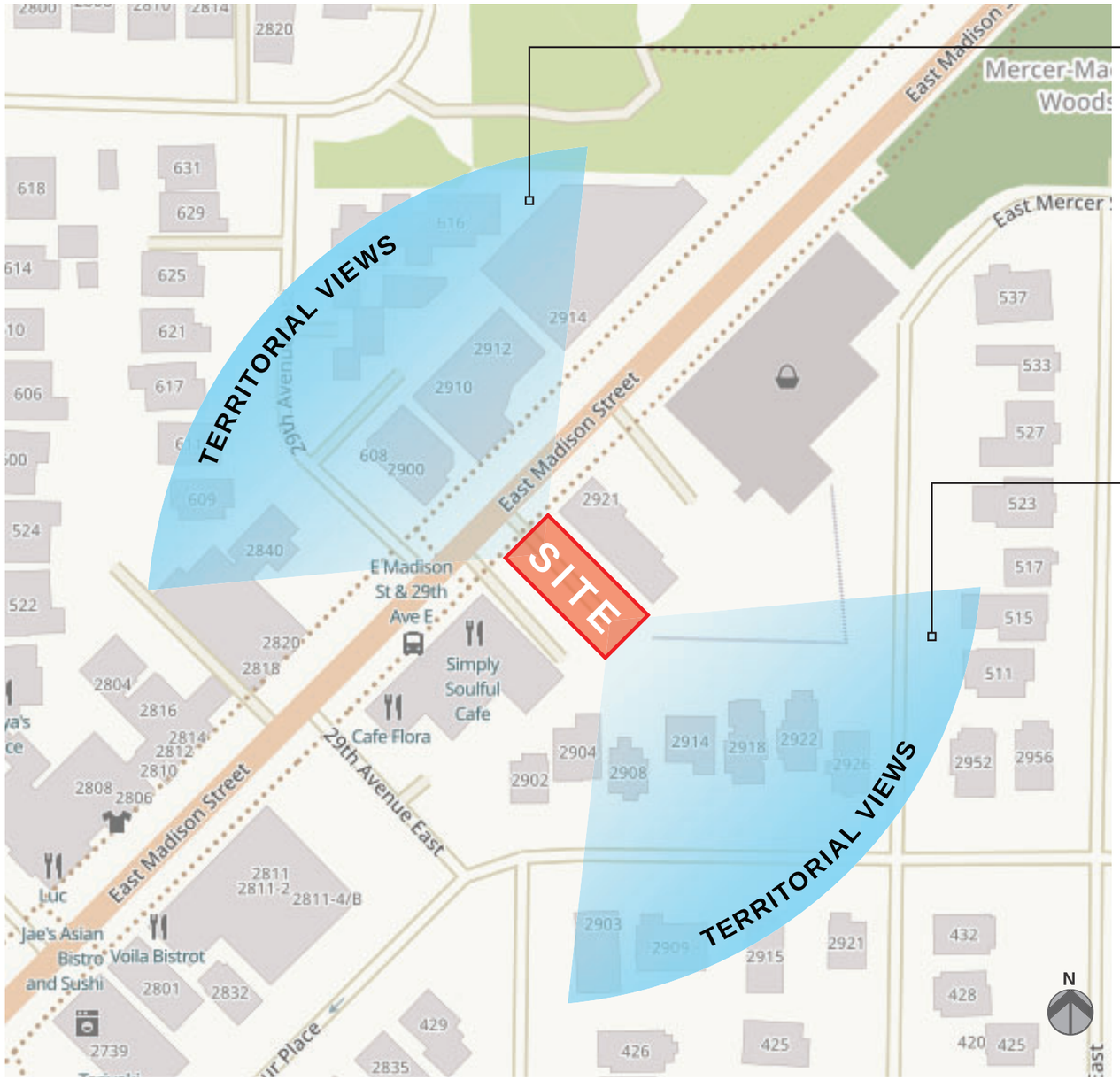


F RETAIL
MOLLY & JON’S FAST FRAME

RETAIL USE
SINGLE FAMILY
MIXED-USE RESIDENTIAL
MULTI-FAMILY
MEDICAL / NURSING
COMMERCIAL / OFFICE
PARKS



VICINITY



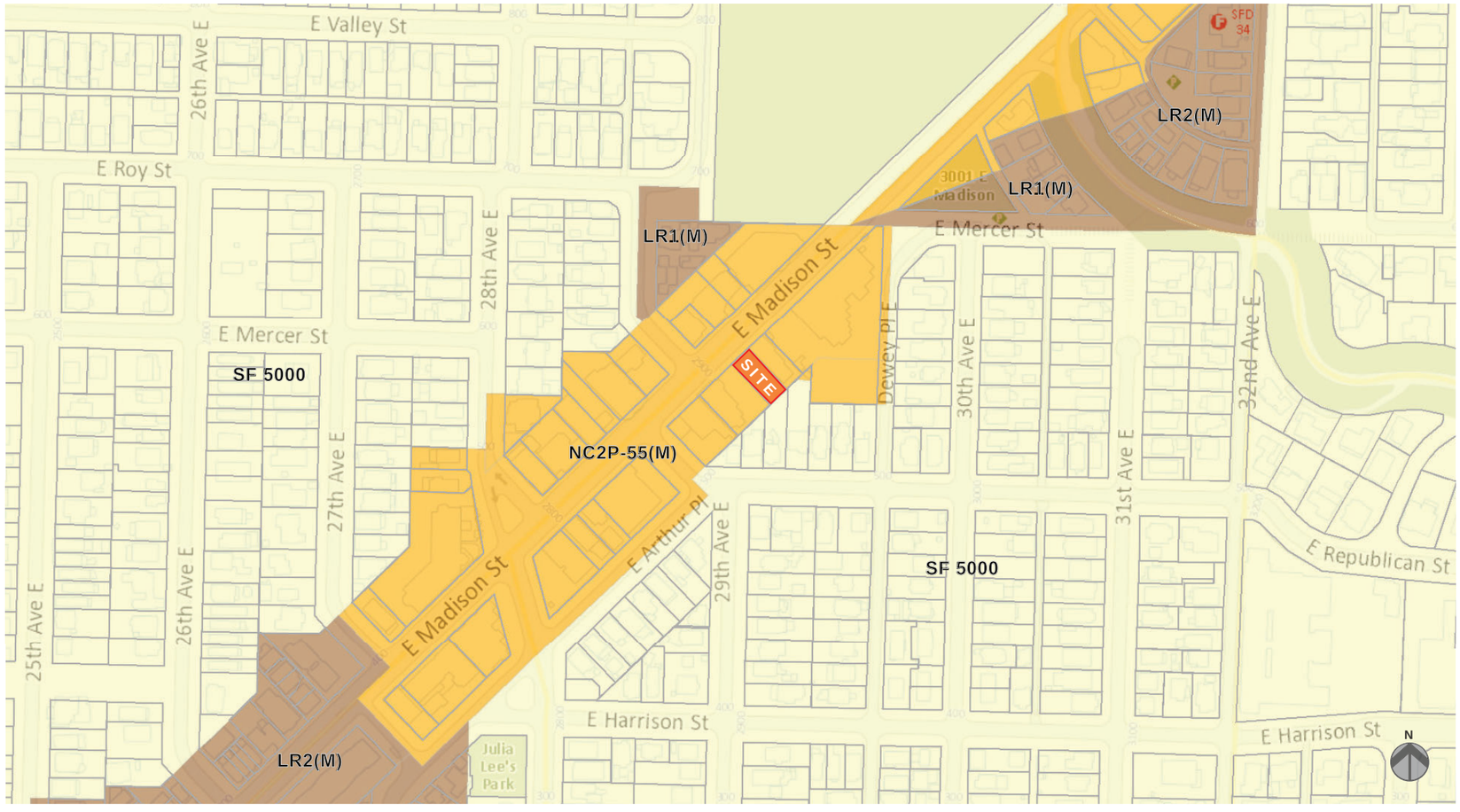
SURROUNDING CONTEXT





TERRITORIAL VIEWS OF MADISON VALLEY

There is a great deal of opportunity take advantage of the views of the surrounding hills, but not overshadow the lower density single-family housing in the neighborhood. Each design option will capitalize on that view with the inclusions of roof decks and balconies.



ZONING MAP

- NEIGHBORHOOD COMMERCIAL
- HIGH-DENSITY MULTI-FAMILY
- SINGLE FAMILY

NEIGHBORHOOD COMMERCIAL
PEDESTRIAN DESIGNATED
NC2P-55 (M)

This project is located within a zone characterized by pedestrian friendly, and mostly locally owned commercial services catering to the surrounding neighborhood of single-family and multi-family housing. The proposed development will be designed capitalizing on the same scale of commercial and residential development surrounding the site.

LAND USE CODE SUMMARY

23.47A.002 SCOPE OF PROVISIONS
NEIGHBORHOOD COMMERCIAL 2: NC2P-55 (M)

23.47A.004 PERMITTED AND PROHIBITED USES
TABLE A. COMMERCIAL & RESIDENTIAL USES ARE PERMITTED OUTRIGHT SUBJECT TO PROVISIONS OF THIS TITLE. FOR RETAIL SALES AND SERVICES, GENERAL PERMITTED, BUSINESS ESTABLISHMENTS LIMITED TO 25,000 SQUARE FEET.
THE PREFERRED PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.

23.47A.005 STREET-LEVEL USES
C.1. RESIDENTIAL USES MAY OCCUPY, IN THE AGGREGATE, NO MORE THAN 20% OF STREET-LEVEL STREET-FACING FAÇADE
THE PREFERRED PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.

23.47A.008 STREET-LEVEL DEVELOPMENT STANDARDS
B.3.a. NON-RESIDENTIAL USES GREATER THAN 600 SQUARE FEET SHALL EXTEND AN AVERAGE DEPTH OF AT LEAST 30 FEET AND A MINIMUM DEPTH OF 15 FEET FROM THE STREET-LEVEL, STREET-FACING FAÇADE.
THE PREFERRED PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.

23.47A.012 STRUCTURE HEIGHT
MAXIMUM STRUCTURE HEIGHT OF 55 FEET MAX
THE PREFERRED PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.

23.47A.012.C ROOFTOP FEATURES
4.f. STAIR AND ELEVATOR PENTHOUSES MAY EXTEND ABOVE THE APPLICABLE HEIGHT LIMIT UP TO 16 FEET.
THE PREFERRED PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.

23.47A.013 FLOOR AREA RATIO
TABLE A. FAR LIMIT OUTSIDE OF THE STATION AREA OVERLAY DISTRICT FOR HEIGHT LIMITS OF 55 FEET IS 3.75
THE PREFERRED PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.

23.47A.014 SETBACKS
UPPER-LEVEL SETBACK REQUIRED ALONG REAR OR SIDE LOT THAT ABUTS SINGLE-FAMILY ZONE AS FOLLOWS: 15 FEET FOR PORTIONS OF STRUCTURES ABOVE 13 FEET IN HEIGHT TO A MAXIMUM OF 40 FEET. FOR PORTIONS ABOVE 40 FEET, ADDITIONAL SETBACK AT THE RATE OF 3 FEET FOR EVERY 10 FEET BY WHICH THE HEIGHT OF POTION EXCEEDS 40 FEET.
THE PREFERRED PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.

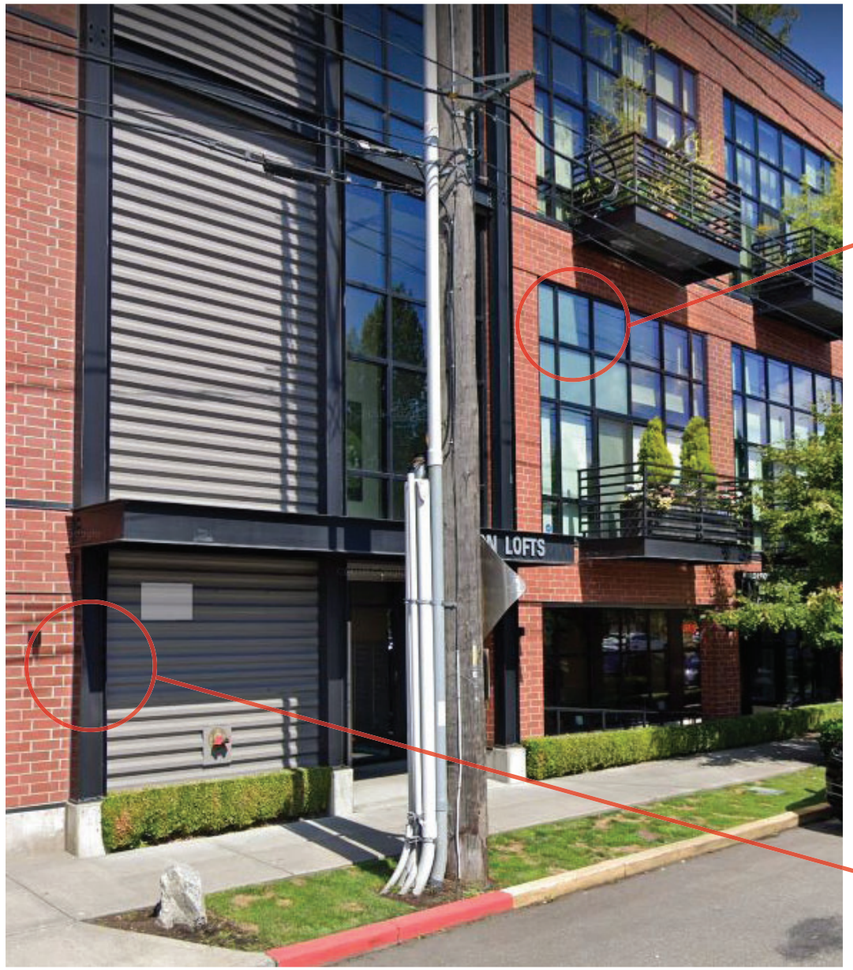
23.47A.016 LANDSCAPING AND SCREENING STANDARDS
B. STREET TREES. UPPER-LEVEL SETBACK REQUIRED ALONG REAR OR SIDE LOT THAT ABUTS STREET TREES ARE REQUIRED WHEN ANY DEVELOPMENT IS PROPOSED. EXISTING TREES SHALL BE RETAINED UNLESS THE DIRECTOR OF TRANSPORTATION APPROVES THEIR REMOVAL.
THE PREFERRED PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.

23.47A.024 AMENITY AREA
A. REQUIRED IN AN AMOUNT EQUAL TO 5 PERCENT OF THE TOTAL GROSS FLOOR AREA IN RESIDENTIAL USE. GROSS FLOOR AREA FOR THE PURPOSES OF THIS SUBSECTION, EXCLUDE AREAS USED FOR MECHANICAL EQUIPMENT AND ACCESSORY PARKING. B. ALL RESIDENTS SHALL HAVE ACCESS TO AT LEAST ONE AMENITY AREA. REQUIRED AREAS SHALL NOT BE ENCLOSED.
THE PREFERRED PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.

23.54.015 VEHICLE PARKING REQUIRED
D.1. IN ALL COMMERCIAL ZONES, NO PARKING IS REQUIRED FOR THE FIRST 1,500 SQUARE FEET OF EACH BUSINESS ESTABLISHMENT. TABLE B. FOR RESIDENTIAL USES 1 SPACE IS REQUIRED PER DWELLING UNIT.
THE PREFERRED PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.

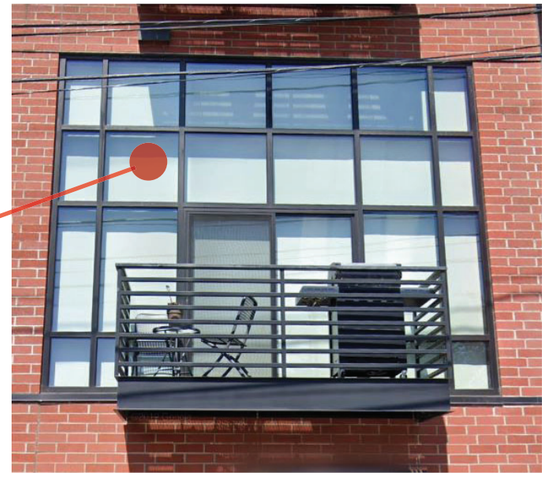
23.54.015 BICYCLE PARKING REQUIRED
TABLE D. COMMERCIAL USES (GENERAL SALE) REQUIRE 1 LONG-TERM BICYCLE PARKING PER 4,000 SF AND 1 SHORT-TERM PARKING PER 2,000 SF. RESIDENTIAL USES OF MULTI-FAMILY STRUCTURES REQUIRE 1 LONG-TERM BICYCLE PARKING PER DWELLING UNIT AND 1 SHORT-TERM PARKING PER 20 DWELLING UNITS.
THE PREFERRED PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.

23.54.020 PARKING QUANTITY EXCEPTIONS
F.2.a. IN MULTIFAMILY AND COMMERCIAL ZONES, THE MINIMUM REQUIRED PARKING FOR ALL USES IS REDUCED BY 50 PERCENT IF THE PROPERTY IS LOCATED WITHIN A FREQUENT TRANSIT SERVICE AREA, AND THE PROPERTY IS NOT LOCATED IN AN URBAN CENTER, URBAN VILLAGE, OR STATION AREA OVERLAY DISTRICT.
EXCEPTION APPLIES TO THIS PROPOSAL.

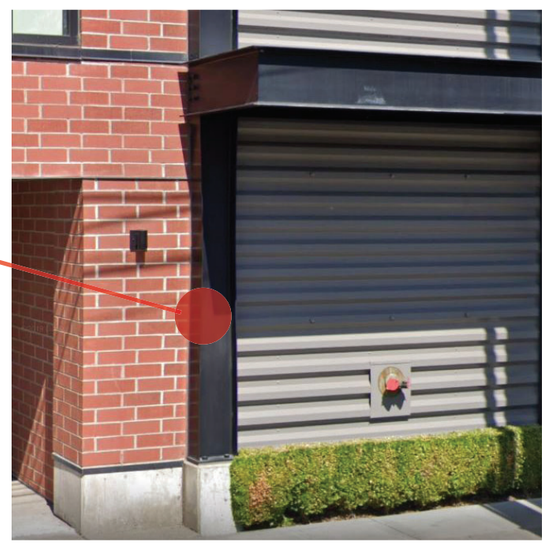


2914 E MADISON STREET - MADISON LOFTS

EVEN THOUGH THE MADISON VALLEY NEIGHBORHOOD IS COMPRISED OF MULTIPLE BUILDING STYLES AND USES, DEFINING ACCENTS AND MATERIAL PATTERNS CAN BE FOUND THROUGHOUT. IT IS THAT AESTHETIC WHICH SERVES AS PRECEDENT AND INSPIRATION FOR FUTURE DEVELOPMENTS IN THE AREA.



MAXIMIZED GLAZING WITH DARK COLOR FRAMES.



USE OF BRICK AND METAL SIDING.



2901 E MADISON STREET - CAFE FLORA
BRICK SIDING AND STOREFRONT ON FACADE.



2816 E MADISON STREET
BRICK SIDING ON BASE FACADE.



2913 E MADISON STREET
DARK FRAMED WINDOWS AND AWNING WEATHER PROTECTION.



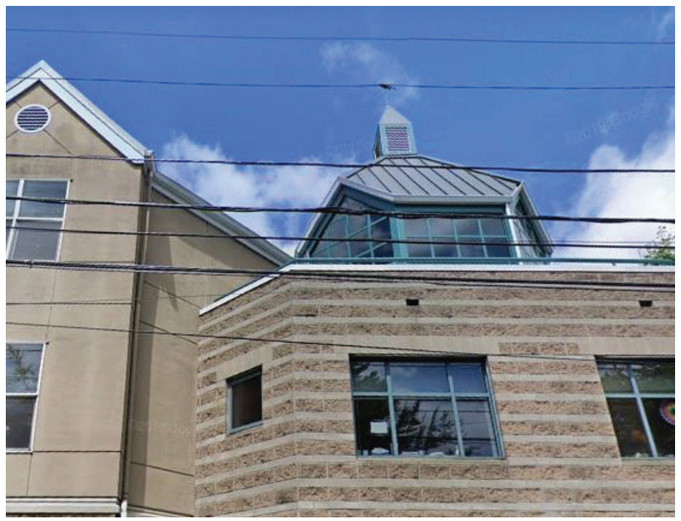
2700 E MADISON STREET - VARIOUS STORES
AWNING SIGNAGE.



2805 E MADISON STREET - VARIOUS STORES
AWNING SIGNAGE.



2737 E MADISON STREET
STANDING SEAM METAL ROOF.



2720 E MADISON STREET
STANDING SEAM METAL ROOF AND CMU BLOCK EXTERIOR.

EDG OPTION COMPARISON

EDG: OPTION 1

OF UNITS: 9 dwelling units

AMENITY AREA: 577 SF required < 2,187 SF provided

HEIGHT: Max allowed: 55’ + 16’ Penthouse

FAR: Max allowed: 15,000 SF > 10,945 SF provided

GFA: Total Gross Floor Area: 10,945 SF
Allowed GFA for Businesses: 25,000 sf
Business/Commercial area provided: 713 sf

BIKE STALL: 9 long-term + 2 short-term required & provided

PARKING STALL: 5 required & provided

OPPORTUNITIES: Maximizes residential unit count and allows for required commercial use at street frontage as well as covered parking and storage.

CONSTRAINTS: Long deep structure minimizes light and views for neighboring structures. Garage door breaks up commercial continuity.

COMPLIANCE: The proposal is code compliant.

URBAN DESIGN ANALYSIS: Matches scale of larger mixed-use buildings in the neighborhood. Small commercial spaces encouraging pedestrian traffic.



EDG: OPTION 2

OF UNITS: 8 dwelling units

AMENITY AREA: 662 SF required < 2,249 SF provided

HEIGHT: Max allowed: 55’ + 16’ Penthouse

FAR: Max allowed: 15,000 SF > 12,585 SF provided

GFA: Total Gross Floor Area: 12,585 SF
Allowed GFA for Businesses: 25,000 sf
Business/Commercial area provided: 730 sf

BIKE STALL: 8 long-term + 2 short-term required & provided

PARKING STALL: 4 required < 5 provided

OPPORTUNITIES: Maximizes floor area and structure height to capture territorial views. Provides required commercial and large residential units with partially covered parking

CONSTRAINTS: Tall vertical structure is out of scale with adjacent structures and residential lots behind. Significantly blocks neighbor’s natural light and potential views.

COMPLIANCE: The proposal is code compliant.

URBAN DESIGN ANALYSIS: Larger in scale then the multi-use buildings in the neighborhood. Still maintaining small commercial spaces to encourage pedestrian traffic.



EDG: OPTION 3 (PREFERRED)

OF UNITS: 4 dwelling units

AMENITY AREA: 472 SF required < 1,930 SF provided

HEIGHT: Max allowed: 55’ + 16’ Penthouse

FAR: Max allowed: 15,000 SF > 8,731 SF provided

GFA: Total Gross Floor Area: 8,731 SF
Allowed GFA for Businesses: 25,000 sf
Business/Commercial area provided: 730 sf

BIKE STALL: 4 long-term + 2 short-term required & provided

PARKING STALL: 2 required < 4 provided

OPPORTUNITIES: Design that allows for smaller separate structures that fit the scale of the surrounding buildings, also allows for light and views across the property. Retail has better visibility without garage door at street.

CONSTRAINTS: Does not maximize FAR or building height.

COMPLIANCE: The proposal is code compliant.

URBAN DESIGN ANALYSIS: More in scale with surrounding buildings. Also maintains small commercial spaces so as to encourage pedestrian traffic.



CS2. URBAN PATTERN AND FORM **CS2-1. TRANSITIONS AND DELINEATION ZONES**	A. WHERE DENSER ZONES TRANSITION TO LOWER DENSITY RESIDENTIAL ZONES, PROVIDE PRIVACY LAYERING AND SCALE FOR GROUND RELATED ENTRANCES, PORCHES, AND STOOPS ON FAÇADES FACING THE LESS DENSE RESIDENTIAL ZONE.	SEE DIAGRAMS FOR COMPLIANCE WITH DESIGN GUIDELINES
	B. IN ADDITION TO BUILDING HEIGHT, USE BUILDING MASSING AND ARTICULATION TO TRANSITION TO SINGLE-FAMILY SCALED FABRIC. OTHER ACCEPTABLE METHODS INCLUDE SETBACKS, BUILDING FOOTPRINT SIZE AND PLACEMENT ON THE SITE, BUILDING WIDTH, FAÇADE MODULATION, AND ROOF LINE ARTICULATION.	
	C. THE USE OF APPROPRIATELY SCALED RESIDENTIAL ELEMENTS, SUCH AS BAY WINDOWS AND BALCONIES, ON LARGER BUILDINGS NEXT TO SINGLE-FAMILY ZONES ARE ENCOURAGED TO BETTER RELATE TO THE HUMAN SCALE. THIS IS ESPECIALLY IMPORTANT FOR BUILDINGS FOUR STORIES AND LOWER.	
	D. ALONG WITH SMALLER BUILDING MASSING, THE USE OF BREEZEWAYS, PORTALS, AND THROUGH-BLOCK CONNECTIONS HELP TO LESSEN THE MASS OF THE OVERALL BUILDING, AND ADD TO THE EXISTING NETWORK OF PEDESTRIAN PATHWAYS.	
CS3. ARCHITECTURAL CONTEXT & CHARACTER **CS3-1 NEIGHBORHOOD CONTEXT**	A. RETAIN AND ENCOURAGE THE EXTENSION OF EXISTING POSITIVE ATTRIBUTES OF THE SURROUNDING NEIGHBORHOOD CHARACTER.	SEE DIAGRAMS FOR COMPLIANCE WITH DESIGN GUIDELINES
PL3. STREET LEVEL INTERACTION **PL3-1. FRONTAGES**	A. ENCOURAGE COLOR, MATERIAL, AND SIGNAGE VARIATION IN STOREFRONT DESIGN. B. DESIGN GROUND FLOOR FRONTAGES IN COMMERCIAL AND MIXED-USE AREAS THAT EMULATE OR IMPROVE UPON THE SURROUNDING PEDESTRIAN-ORIENTED CONTEXT, WHILE ACKNOWLEDGING THE PEDESTRIAN PATTERNS THAT EXIST. C. PROMOTE TRANSPARENCY AND “EYES ON THE STREET.” NO REFLECTIVE OR OBSCURE GLASS SHOULD BE USED. DISCOURAGE RETAILERS FROM PUTTING DISPLAY CASES OR WINDOW FILM UP AGAINST WINDOWS TO MAINTAIN TRANSPARENCY INTO COMMERCIAL SPACES. D. AVOID GRADE SEPARATIONS AT RETAIL. STOREFRONTS SHOULD STEP ALONG WITH THE GRADE (EX: 30’ MAX LENGTH OF ANY FLOOR LEVEL ON A SLOPING FRONTAGE) WITH A FOCUS ON ACCESSIBILITY. E. IN PEDESTRIAN-ORIENTED COMMERCIAL AREAS, PROVIDE FREQUENT ENTRANCES AND EXPRESSED BREAKS ALONG STOREFRONTS THROUGH COLUMNS OR PILASTERS AT REGULAR INTERVALS OF 25 TO 30 FEET, TO ACCOMMODATE AND ENCOURAGE SMALLER RETAILERS AND COMMUNITY-ORIENTED BUSINESSES. F. LIVE/WORK SPACES SHOULD BE DESIGNED TO ACTIVATE STREET FRONTAGE, MAINTAIN TRANSPARENT WINDOWS, AND ARRANGE THE INTERIOR TO PLACE WORK SPACE AT THE STREET WINDOWS. G. AT RESIDENTIAL PROJECTS, PROVIDE COUPLED ENTRIES WHERE POSSIBLE TO FOSTER A SENSE OF COMMUNITY AND VISUAL INTEREST IN BUILDING ENTRYWAYS. PROVIDE GENEROUS PORCHES AT THESE ENTRIES TO ENCOURAGE SITTING AND WATCHING THE STREET. H. PROVIDE EXTERIOR ACCESS TO GROUND FLOOR RESIDENTIAL UNITS. THIS INTERIOR/EXTERIOR CONNECTION SHOULD OCCUR FREQUENTLY WITH ENTRANCES PLACED AT A REGULAR INTERVAL.	SEE DIAGRAMS FOR COMPLIANCE WITH DESIGN GUIDELINES



CS2. URBAN PATTERN AND FORM

CS2-1. TRANSITIONS AND DELINEATION ZONES

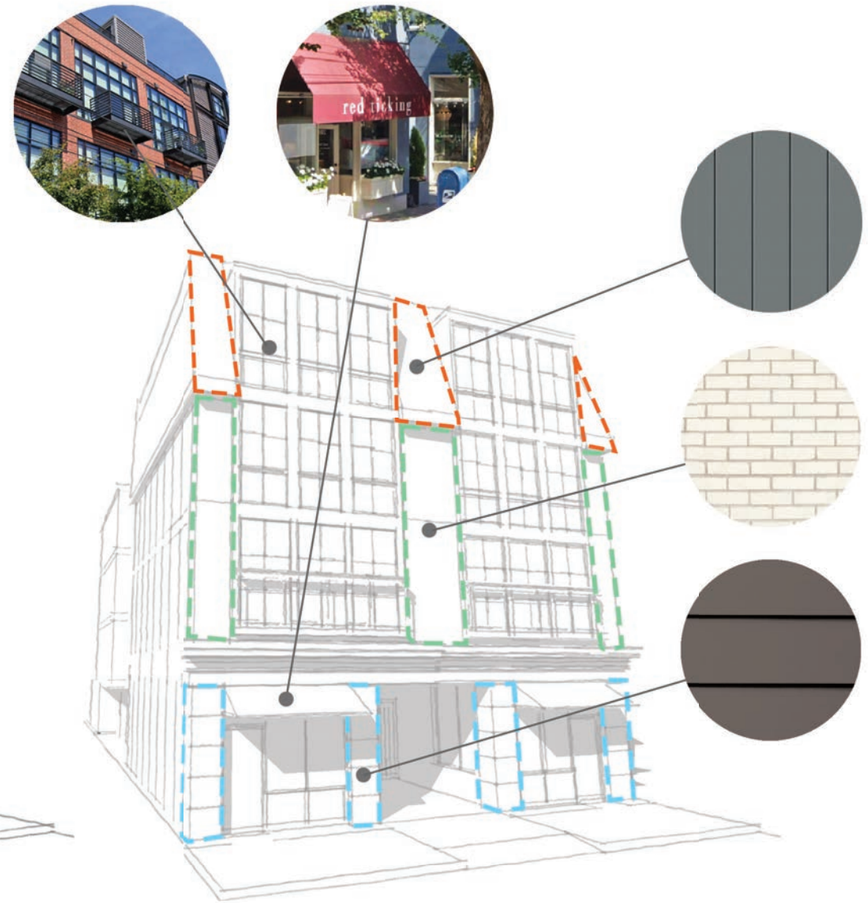
-Smaller street front facades that match the scale of adjacent retail.
- Vertical articulated bays break down the facade scale
- Articulated vertical and horizontal massing to breakdown overall scale.
-Two separate buildings with 15’ setback at residential and mansard style upper level to minimize scale transition.



CS3. ARCHITECTURAL CONTEXT & CHARACTER

CS3-1 NEIGHBORHOOD CONTEXT

-Street front facades match the scale and character of adjacent retail.
- Traditional scale ground floor with strong columns and horizontal massing separating retail and residential
- Balconies, glazing and setback at retail will encourage interaction between the building and street front.



PL3. STREET LEVEL INTERACTION

PL3-1. FRONTAGES

-Color and material variation in the facade and storefront with concrete, brick, glazing, awnings and metal mansard.
-Expressed breaks in retail and facade.
-Copious residential glazing for “eyes on the street”
-Setback at retail will encourage seating areas while maintaining sidewalk traffic.
-Open driveway and setback will create a more secure and visible entry to parking.

BOARD APPROVED EDG SCHEME (OPTION 3)



The Administrative Design Review staff recommended Option 3 because it provided an appropriate step in massing along the zone transition boundary and a reduction of the maximum height allowed from five stories to four.

SUMMARY OF RECOMMENDATIONS

Response to Context:

- Street level design and the transition in glazing patterns between the commercial base and upper level residential use were supported by the staff and it was recommended that those features be carried through to the recommendation phase of the master use permit.
- The Design Review Staff did not find support in the design analysis and precedent images for the mansard roof and its fit within the context of the immediate neighborhood. Staff recommends providing a flat roof option for the upper level roof design and providing further details in the neighborhood context analysis to support the mansard roof design.

Zone Transition:

- The reduction in height to four stories to assist in the transition to the adjacent single-family zoning district was supported. However, staff recommend using building modulation and secondary architectural features that are consistent with the overall architectural concept, to further soften this edge.
- Landscaping that, at maturity, will partially or fully screen the first two levels of the building is recommended to assist in providing privacy to the neighboring residents and the residents using the second level outdoor deck.

Level 1 Floor Plan:

- Staff recommends the first level floor plan of the building adjacent to the street be redesigned with the individual residential entries combined with the driveway on the east side of the site, as discussed below.

Residential Entry:

- The combined vehicle/pedestrian entry off the sidewalk should remain and incorporate a security gate set back from the front facade of the building with a pedestrian doorway appropriately integrated within the gate. The design of the entry should act as a front door to the residential units beyond.

Residential Entry con't:

- The entry should incorporate wayfinding elements to delineate the residential entry from the commercial entry. The entry should further be defined by use of materials, lighting, signage and other details to further define the entry.
- Staff found that the entry to the two units at the rear of the development, with the overhang of the unit above and the adjacent off-street parking spaces, created narrow uninviting entries. Staff recommended providing a greater separation from the parking spaces and adding elements such as decorative pavers, lighting and landscaping to the entries.

Trash location:

- The location of the trash/recycling receptacles at the back of the front two units, while convenient, did not create a desired entry feature. Staff recommends the trash be moved to an area away from the entries.
- Staff also recommends that the trash staging area be located on site rather than on the street or sidewalk to avoid conflicts with the project's driveway access.

Exterior Materials:

- The use of high-quality materials that are attractive when viewed up close, with high quality detailing, texture, pattern, or integral color that has sufficient thickness to prevent warping or deformations, and demonstrably age well in a Seattle climate was supported. These materials should be used on both buildings for consistency in architectural expression and to avoid a potential blank wall on the building west facade facing the parking lot.

RESPONSE TO CONTEXT

a. The proposed street level design with columns, fenestration pattern and incorporation of awnings appropriately responds to the neighborhood context. The transition to the upper level glazing pattern assists in making a distinction between the commercial base and upper level residential use. Staff supports these design features and recommends they be carried through to the recommendation phase of the master use permit. (CS2-A-1)

b. The mansard roof is an interesting element, however, the urban design analysis and precedent images do not suggest a roof design of this type within the context of this immediate neighborhood. Staff recommends two options for the upper level roof design be provided in the Recommendation packet. One showing the mansard roof and the other showing the flat roof design found in Options One and Two. Provide further details to the neighborhood context to support the mansard roof design. (CS3-A-1, CS3-A-4)

RESPONSE:

- **There are examples of mansard roofs to be found in the surrounding neighborhood. A few of these were shown in the EDG Packet under Neighborhood Building Precedents (see pages 12 and 13). There is a commercial building with a green mansard roof a couple of blocks away as well as some examples in the near-by residential neighborhoods (see photos to the right). Also, the design of this project was drawn from nearby buildings with exposed metal wall panels and steeply sloped standing seam metal roofs.**
- **As requested the 2nd flat roof design option found in EDG Design Options 1 & 2 has been developed. Concerns we have with this 2nd option is the monolithic quality and the lack of liveliness that produces an elevation that would be more appropriate for offices rather than residential. Also, mansard roof reduce the scale of the to more closely resemble a 3-story building.**



MADISON PARK RESIDENCE
MANSARD ROOF



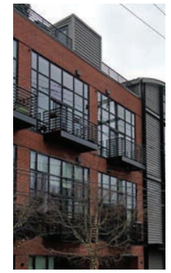
LAKESHORE WEST CONDOS
MANSARD ROOF



2737 E MADISON STREET
STANDING SEAM METAL ROOF.



2720 E MADISON STREET
SLOPED STANDING SEAM METAL ROOF



MADISON LOFTS
SLOPED STANDING SEAM METAL WALL PANELS

DETAILS IN NEIGHBORHOOD CONTEXT SUPPORTING THE MANSARD ROOF DESIGN





MANSARD ROOF OPTION





FLAT ROOF OPTION

TWO EXAMPLES OF UPPER ROOF DESIGN

ZONE TRANSITION

a. Staff supports the proposed reduction in building height to four stories to assist in the transition to the adjacent single-family zoning district. To further break down the scale of the building's façade along the zone transition boundary, staff recommends the use of building modulation and secondary architectural features to soften this edge in a manner that is consistent with the overall architectural concept. (CS2-D-3, DC2-A-2)

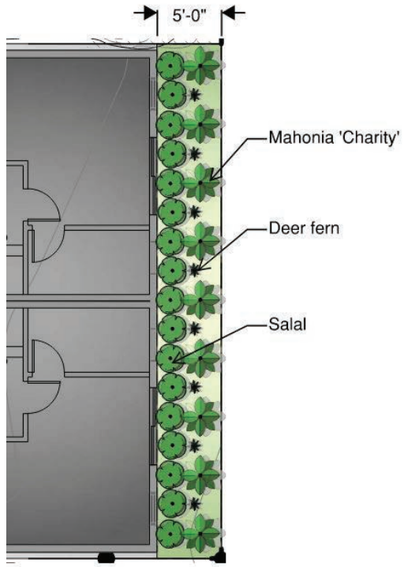
b. In addition to building height transitions and secondary architectural features, staff recommends landscaping along the zone transition boundary, which at maturity, will partially or fully screen the first two levels of the building. This will assist in providing privacy to the neighboring residents and the residents using the second level outdoor deck. (CS2-D-5, DC4-D-3)

RESPONSE:

- **The upper three levels step back 20' from the residential zone at the rear of the site. Further modulation was added to the upper floors with the addition of a Juliet balcony on Level 4. Also, in keeping with the overall architectural concept, the standing seam metal roof slopes in similar fashion to the front units. Lastly, in an effort to further minimize the mass, a transparent rather than solid guardrail is used.**
- **The ground level is only 5' from the residential zone, so there is not a great deal of room for plants that will, at maturity, screen the first two levels of the building. But the residential zone is already screened by existing mature trees and the landscaping that will be provided will create a buffer at the ground level with shrubs such as Mahonia and Salal. We have concerns that additional landscaping will not allow light to the unit's ground floor. Also, a 6' tall fence will be added at the rear property line.**



REAR UNITS PERSPECTIVE



LANDSCAPING AT REAR LOT



EXISTING LANDSCAPING AT REAR OF LOT

LEVEL 1 FLOOR PLAN

a. While staff supports the general massing of Option Three, staff recommends the first level floor plan for the building adjacent to the street be redesigned to resemble the first level floor plan shown in Options One and Two. Staff recommends the individual residential entry be removed and combined with the driveway, which should be located on the east side of the site, as discussed below. (DC1-B-1)

RESPONSE:

- **The placement of the driveway and pedestrian entry at the center of the site was done so as to not create more of a disturbance to the residences in the apartment building to the east. Note the location of the units windows of the apartment building on the window privacy study diagrams on Page 35. The central location also aligns with the overall composition of the design and meets the client's requirement for two distinct commercial spaces.**

RESIDENTIAL ENTRY

a. Staff supports the combined vehicle/pedestrian entry shown in Option Three off the sidewalk. This aspect of the site design should remain and incorporate the following guidance:

i. The security gate should be set back from the front façade of the building with a pedestrian doorway appropriately integrated within the security gate. The design of the entry should act as a front door to the residential units beyond.

ii. Incorporate wayfinding elements to delineate the residential entry from the commercial entry. As the residential wayfinding is developed it should include the use of materials, lighting, signage, and other details to further define the entry. (PL2-A-1, PL3-A, PL2-D)





MADISON STREET VIEW OF ENTRY GATE

RESPONSE:

- **The security gate is set back from the front of the building enough to have a car wait until the gate opens without blocking the sidewalk. A "man door" has been added to the gate for pedestrian entry.**
- **Additional lighting has been added at the call box, located at the pedestrian entry.**
- **Openings have been added from the driveway to the pedestrian entries of the front units. Address signage will be well lit and visible from the driveway (see below). The residential entries is further emphasized by a change in texture and color of the ground surface.**



FRONT UNIT RESIDENTIAL ENTRIES FROM DRIVEWAY

RESIDENTIAL ENTRY CON'T

b. Staff has concerns with the entry sequence for the two units in the rear of the development. The introduction of four off-street parking spaces in addition to the overhang of the building, create a narrow, uninviting entry to both units. Staff recommends the entry to both doors incorporate a greater separation from the adjacent parking spaces and entry elements such as decorative pavers, lighting and landscaping be incorporated in the entry sequence. (PL3-A, PL2-D)

RESPONSE:

- **Due to the small site, there are not many options for parking locations. The entrance to the back units will be separated from the parking spaces by a wall of vegetation. It will be well lit and address signage will be placed in a highly visibly area. Like the front units, the entries will be further emphasized by a change in color and texture of the ground surface. The entire driveway and parking area will have a raised textured paving, mimicking European courtyards**

TRASH LOCATION

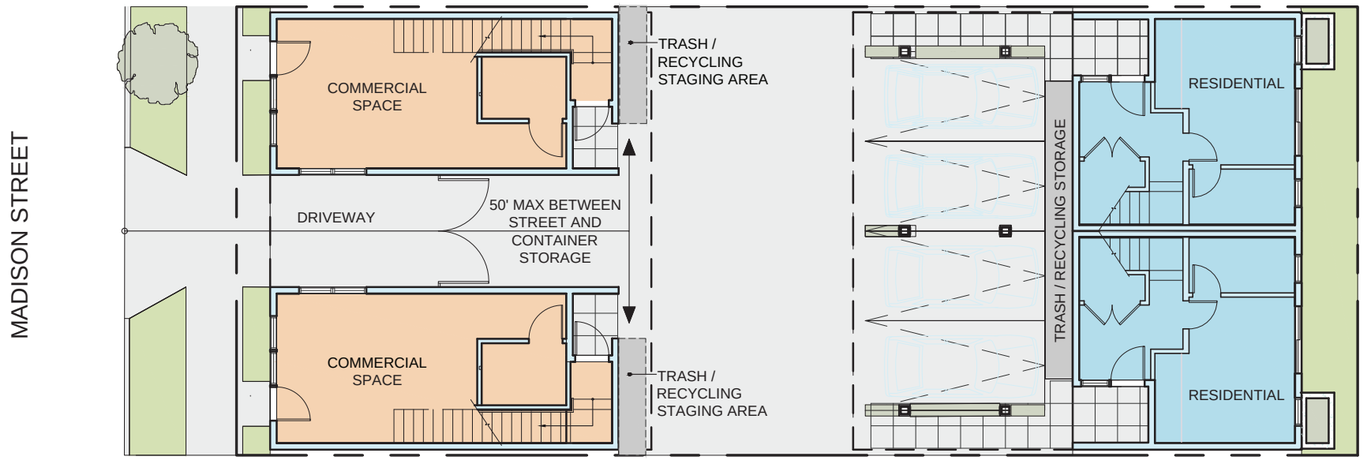
a. Staff has concerns with the trash locations by the entryways for the units. The location, while convenient, does not create a desired entry feature. Staff recommends the trash location be moved to an area away from the residential entries. (PL3-A-4)

b. To provide a better streetscape and avoid conflicts with the project's driveway access, staff recommends the trash area be located to allow on-site pick up and avoid trash staging on the street or sidewalk. (DC1-C-4)

RESPONSE: The trash recycling storage area has been moved to behind the car parking away from residential entries. If trash staging on the street or sidewalk is to be avoided, the staging area will need be located as shown on the diagram to meet the 50' max requirement for drivers to move containers to trucks.



REAR UNIT RESIDENTIAL ACCESS



TRASH RECYCLING DIAGRAM

EXTERIOR MATERIALS

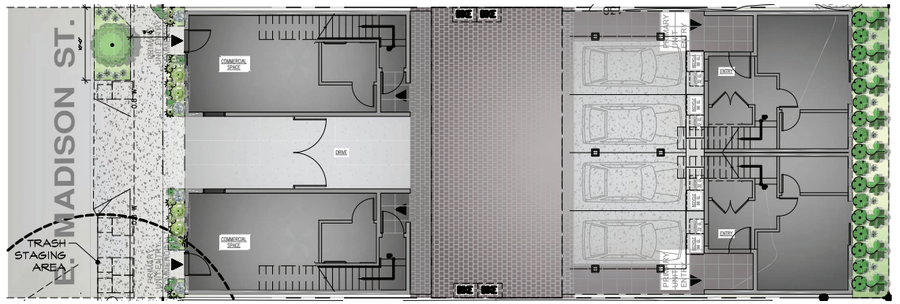
b. Staff supports the indicated use of high-quality materials that are attractive when viewed up close, lend themselves to high quality of detailing, have texture, pattern, or integral color, have sufficient thickness to prevent warping or deformations, and demonstrably age well in Seattle's climate. Staff recommends these materials be used on both buildings for consistency in architectural expression and to avoid a potential blank wall on the buildings west façade facing the parking lot. (DC2-B, DC4-A)

RESPONSE:

- **The brick shown on the front elevation of the building wraps around the sides on both the front and back units. We, too, were concerned about the potential blank wall on the building's west facade. Thus, the use of the metal mansard roof to break up that exterior wall. A smaller sloped metal roof was added to back units, as well.**
- **Creating the gap between the two buildings was also done in an effort to break down the blank wall.**



NORTHEAST ELEVATION FROM MADISON STREET



RENDERED
LANDSCAPE PLAN

Root of Design
206.441.9545
2020 Maltby Rd
Ste 1, PMB 310
Bothell, WA 98021
www.rootofdesign.com

Root of Design

STATE OF WASHINGTON
DEVIN PETERSON
LICENSED LANDSCAPE ARCHITECT
Devin Peterson

PROJECT TITLE

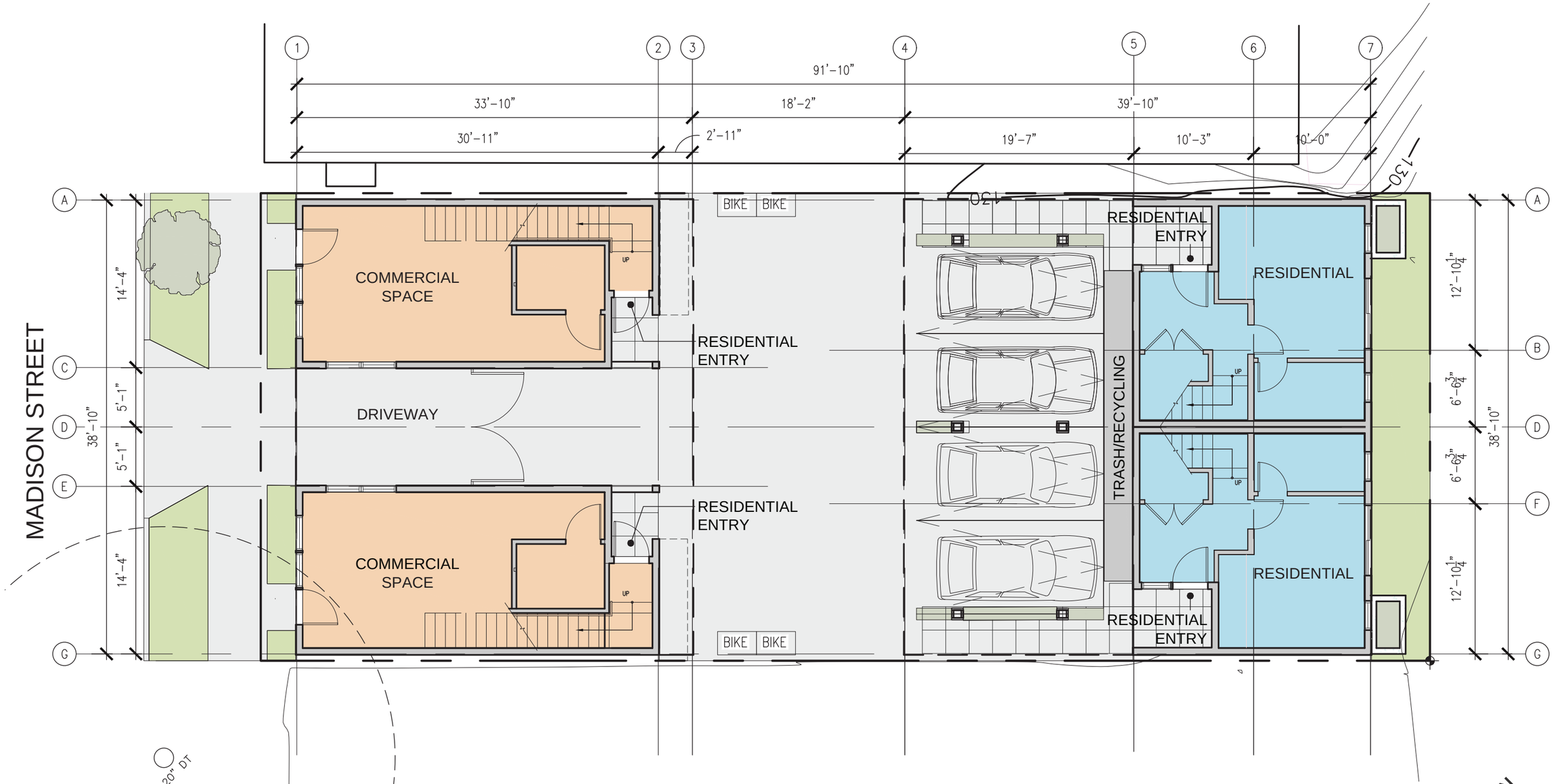
RENDERED LANDSCAPE PLAN
2919 E. MADISON ST SEATTLE, WA

DRAWN NH DATE 02.14.22
REVISED NH DATE 02.18.22

1/8"=1'-0"

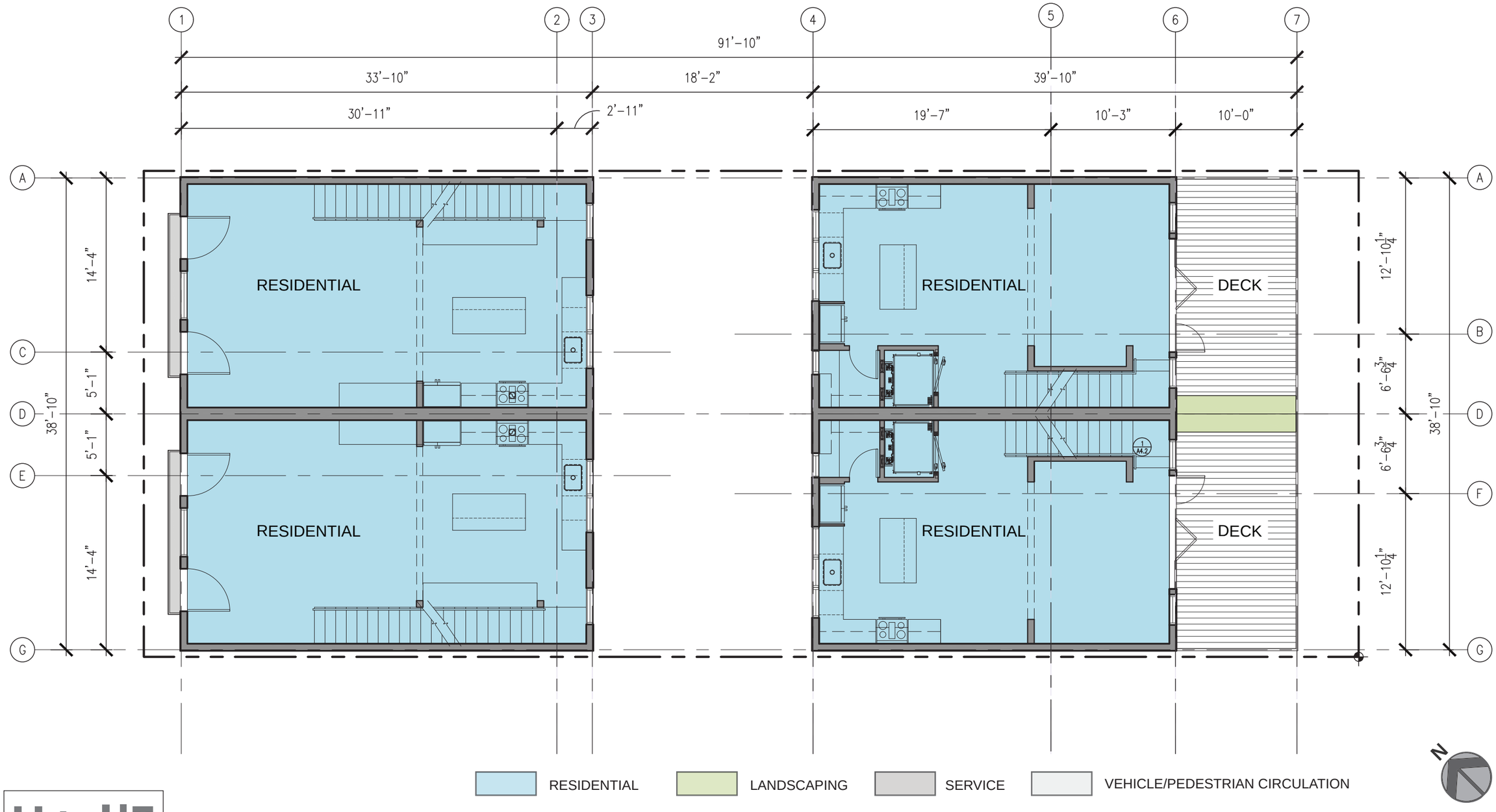
L0

SITE PLAN / LEVEL 1 FLOOR PLAN



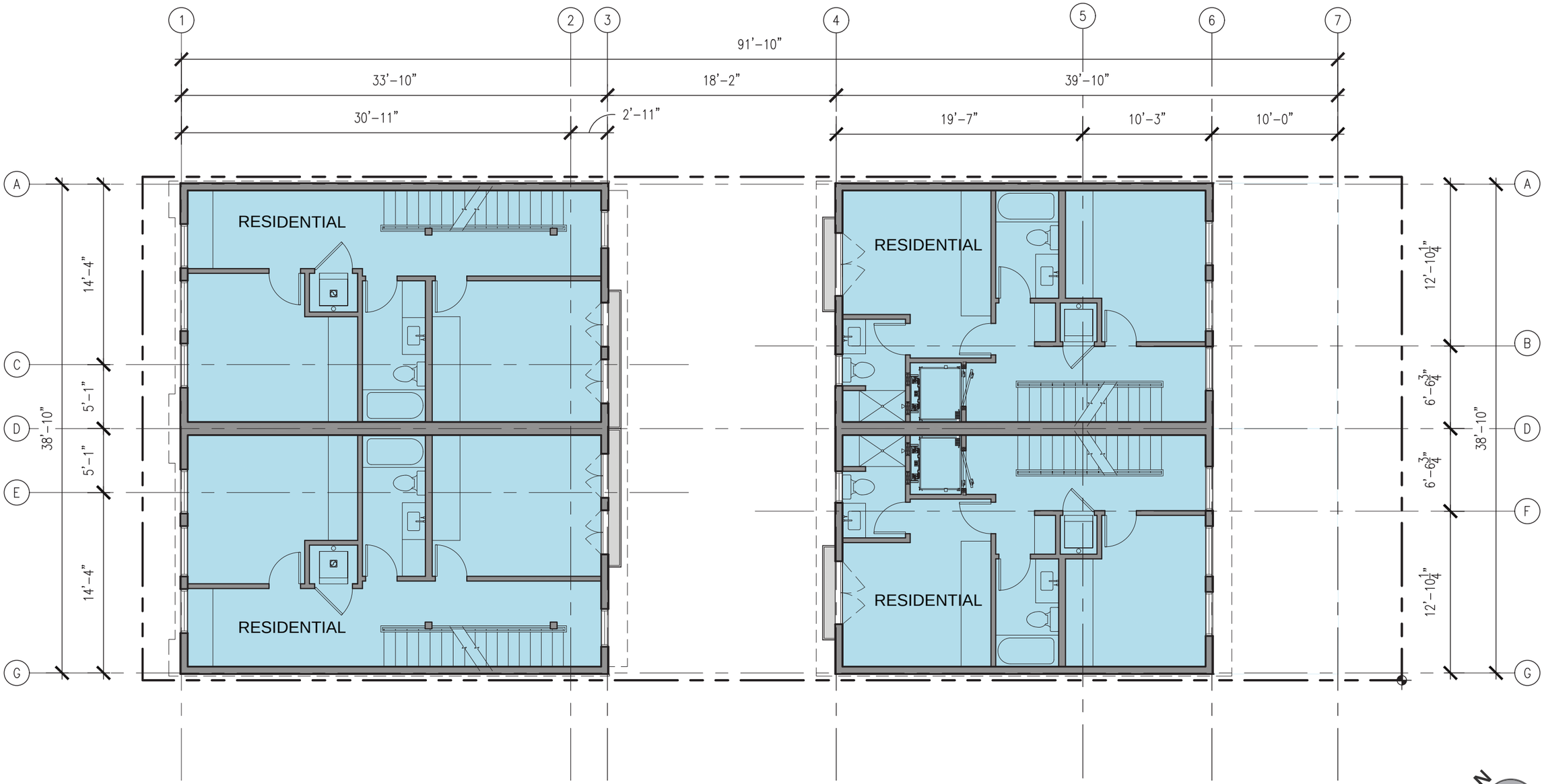
H+dlT collaborative, llc

LEVEL 2 FLOOR PLAN



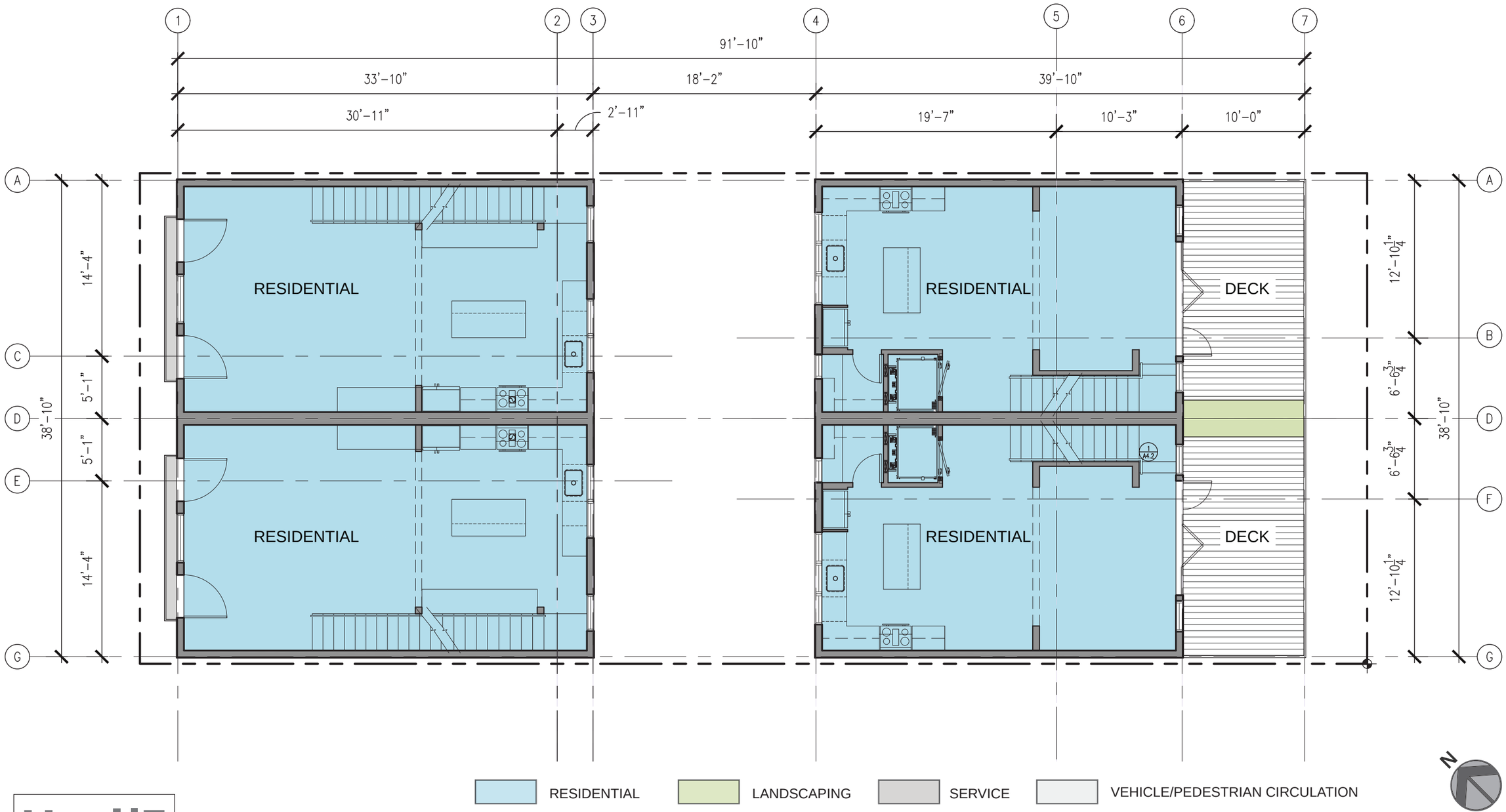
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LEVEL 3 FLOOR PLAN

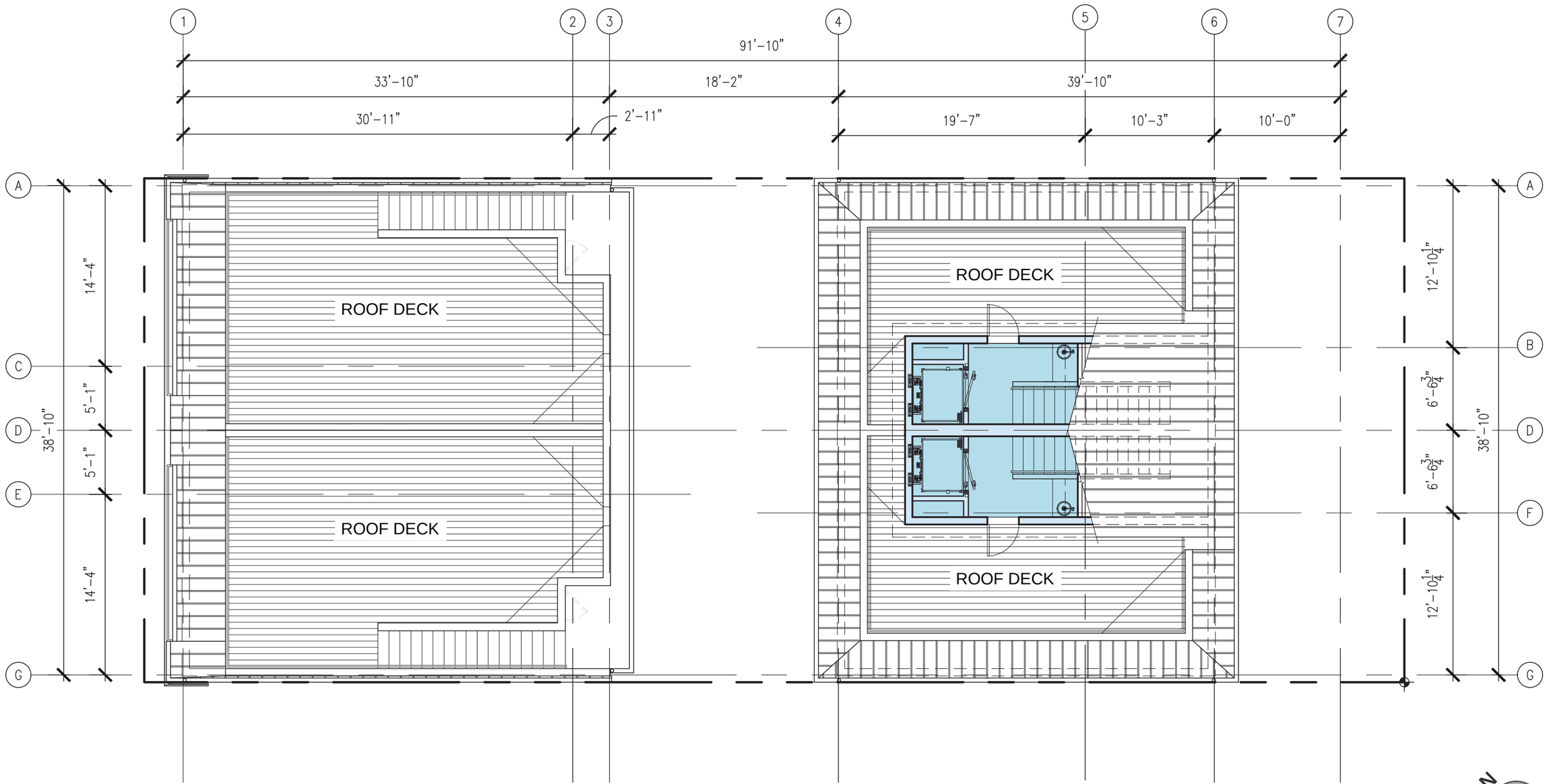


H+dlT collaborative, llc

LEVEL 4 FLOOR PLAN



ROOF PLAN

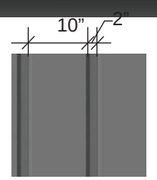

1
2
3
4
5
6
7
91’–10”
33’–10”
18’–2”
39’–10”
30’–11”
2’–11”
19’–7”
10’–3”
10’–0”
A
C
D
E
G
14’–4”
5’–1”
38’–10”
14’–4”
ROOF DECK
ROOF DECK
ROOF DECK
ROOF DECK
12’–10¼”
6’–6¾”
38’–10”
12’–10¼”
A
B
D
F
G
RESIDENTIAL
LANDSCAPING
SERVICE
VEHICLE/PEDESTRIAN CIRCULATION
N



NORTHWEST ELEVATION - FRONT UNITS



SOUTHEAST ELEVATION - FRONT UNITS



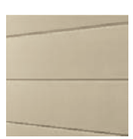
① METAL PANEL - AEP Span Flex Series Zinc Gray



② BRICK - Limestone-Mission Texture Slim Brick



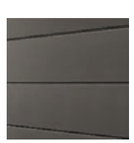
③ FIBER CEMENT PANEL - Sherwin Williams Sand Beach (SW 7529)



④ V-GROOVE SIDING - Sherwin Williams Sand Beach (SW 7529)



⑤ FIBER CEMENT PANEL - Sherwin Williams Urbane Bronze (SW 7048)



⑥ V-GROOVE SIDING - Sherwin Williams Urbane Bronze (SW 7048)



⑦ STOREFRONT WINDOWS - Clear Anodized



⑧ VINYL WINDOWS & SLIDERS - Dark Bronze



⑨ GLASS RAILING SYSTEM

H+dlT collaborative, llc

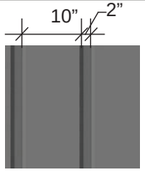
ELEVATIONS / MATERIALS



SOUTHEAST ELEVATION - BACK UNITS



NORTHWEST ELEVATION - BACK UNITS



① METAL PANEL - AEP Span Flex Series Zinc Gray



② BRICK - Limestone- Mission Texture Slim Brick



③ FIBER CEMENT PANEL - Sherwin Williams Sand Beach (SW 7529)



④ V-GROOVE SIDING - Sherwin Williams Sand Beach (SW 7529)



⑤ FIBER CEMENT PANEL - Sherwin Williams Urbane Bronze (SW 7048)



⑥ V-GROOVE SIDING - Sherwin Williams Urbane Bronze (SW 7048)



⑦ STOREFRONT WINDOWS - Clear Anodized



⑧ VINYL WINDOWS & SLIDERS - Dark Bronze



⑨ GLASS RAILING SYSTEM



NORTHEAST ELEVATION - FRONT UNITS



① METAL PANEL - AEP Span Flex Series Zinc Gray

② BRICK - Limestone- Mission Texture Slim Brick

③ FIBER CEMENT PANEL - Sherwin Williams Sand Beach (SW 7529)

④ V-GROOVE SIDING - Sherwin Williams Sand Beach (SW 7529)

⑤ FIBER CEMENT PANEL - Sherwin Williams Urbane Bronze (SW 7048)

⑥ V-GROOVE SIDING - Sherwin Williams Urbane Bronze (SW 7048)

⑦ STOREFRONT WINDOWS - Clear Anodized

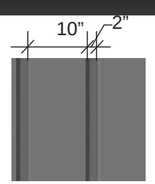
⑧ VINYL WINDOWS & SLIDERS - Dark Bronze

⑨ GLASS RAILING SYSTEM

ELEVATIONS / MATERIALS



SOUTHWEST ELEVATION - FRONT UNITS



① METAL PANEL - AEP Span Flex Series Zinc Gray



② BRICK - Limestone- Mission Texture Slim Brick



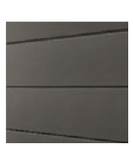
③ FIBER CEMENT PANEL - Sherwin Williams Sand Beach (SW 7529)



④ V-GROOVE SIDING - Sherwin Williams Sand Beach (SW 7529)



⑤ FIBER CEMENT PANEL - Sherwin Williams Urbane Bronze (SW 7048)



⑥ V-GROOVE SIDING - Sherwin Williams Urbane Bronze (SW 7048)



⑦ STOREFRONT WINDOWS - Clear Anodized



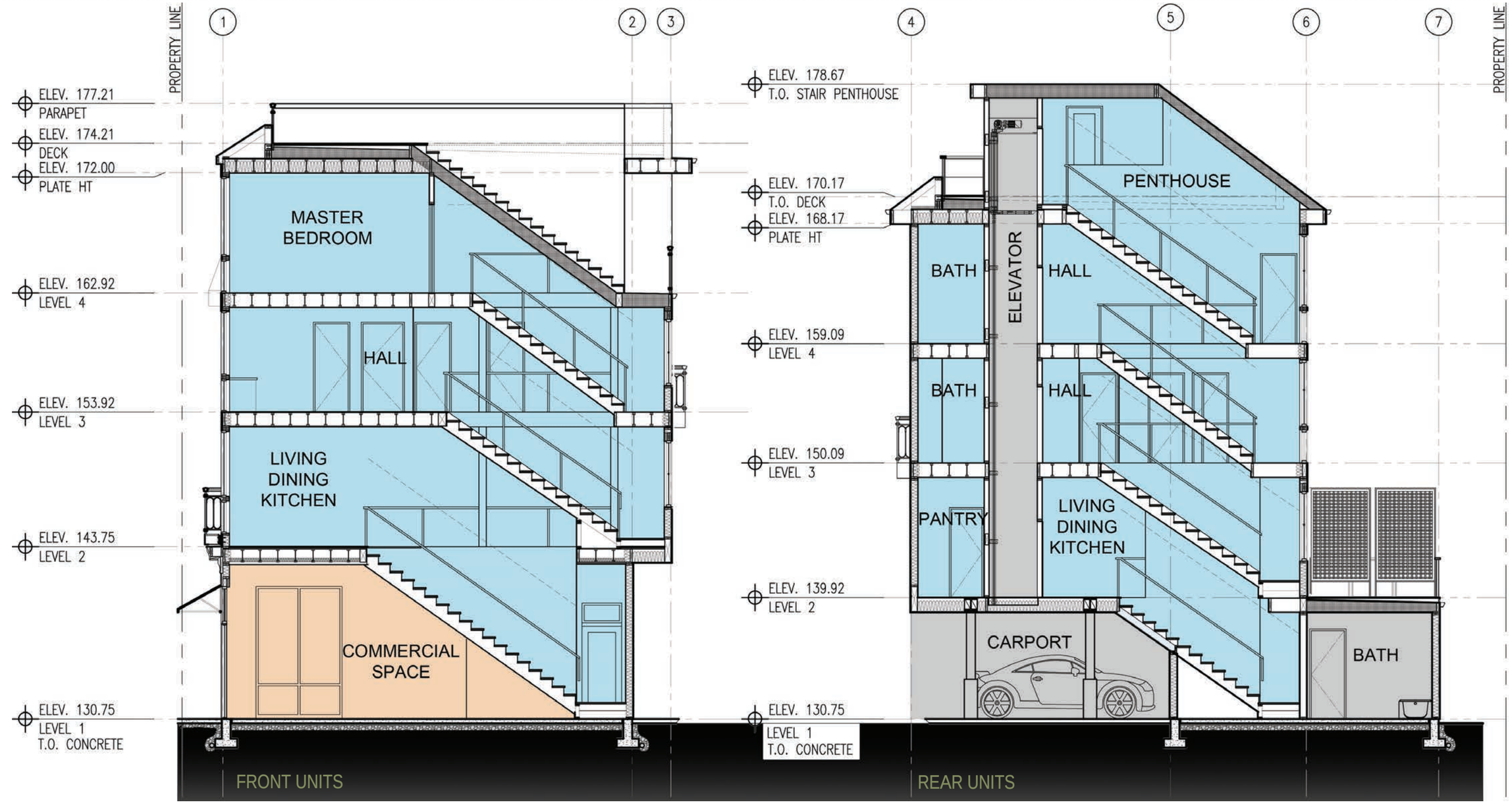
⑧ VINYL WINDOWS & SLIDERS - Dark Bronze



⑨ GLASS RAILING SYSTEM

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BUILDING SECTIONS



COMMERCIAL RESIDENTIAL SERVICE / PARKING

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A WALL MOUNTED SCONCE
AT REAR UNIT ENTRIES



B WALL MOUNTED UP/DOWN SCONCE
AT COMMERCIAL ENTRIES AND UNITS SECONDARY ENTRIES



C WALL MOUNTED DOWN LIGHT
AT FRONT UNIT ENTRIES AND CALL BOX

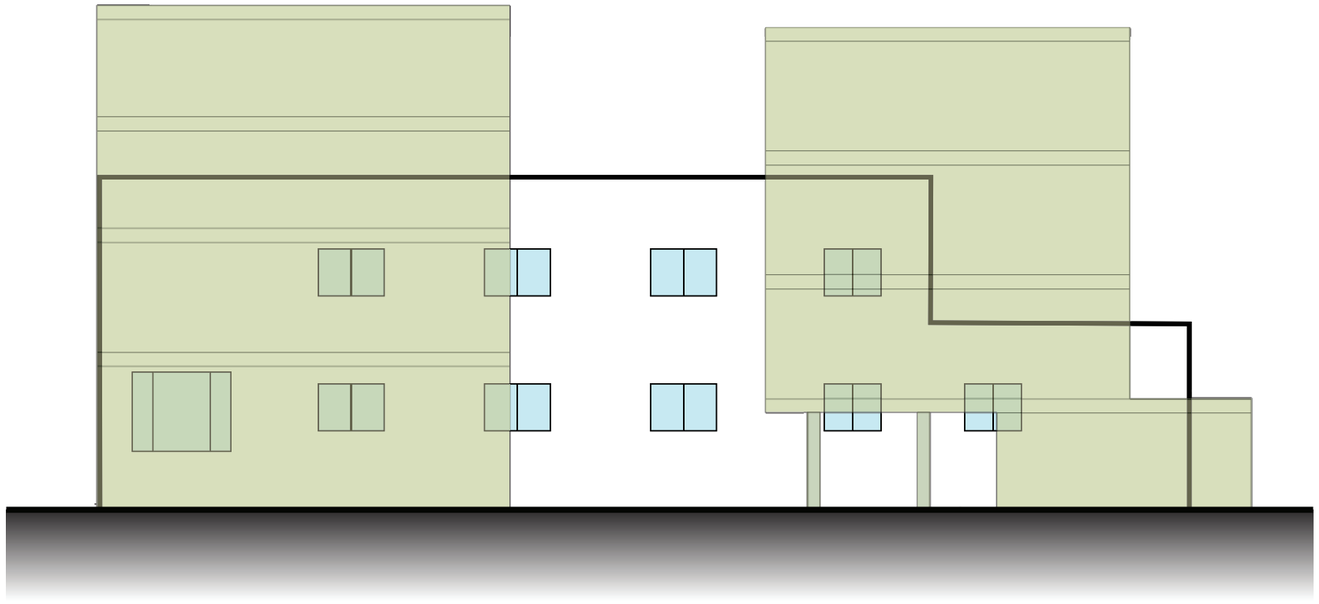


D EXTERIOR CAN LIGHTS



E LANDSCAPE LIGHTING

WINDOW PRIVACY STUDY



NOTE: THE DEVELOPMENT WILL NOT PROPOSE WINDOWS ON THE SIDE ELEVATIONS. WINDOWS SHOWN ARE OF NEIGHBORING STRUCTURES ONLY.

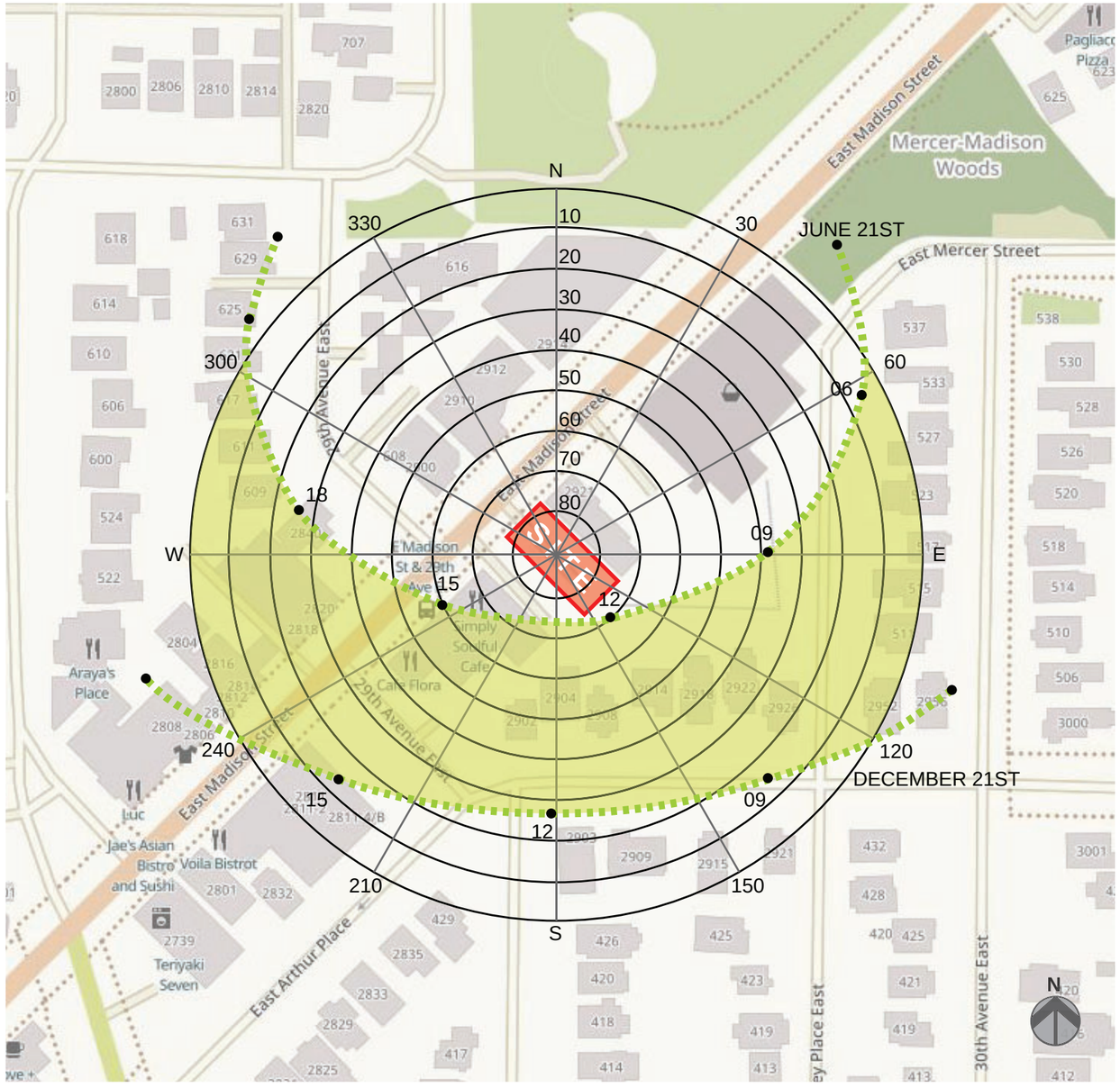
DENOTES PROPOSED DEVELOPMENT

ELEVATION OVERLAP WITH BUILDING NORTH OF SITE



ELEVATION OVERLAP WITH BUILDING SOUTH OF SITE

SUN STUDY



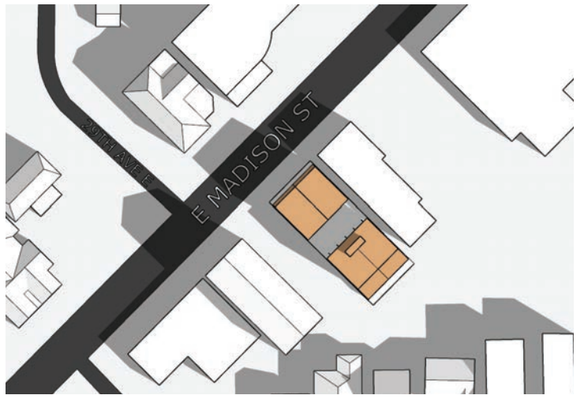
SOLAR DESIGN APPROACH

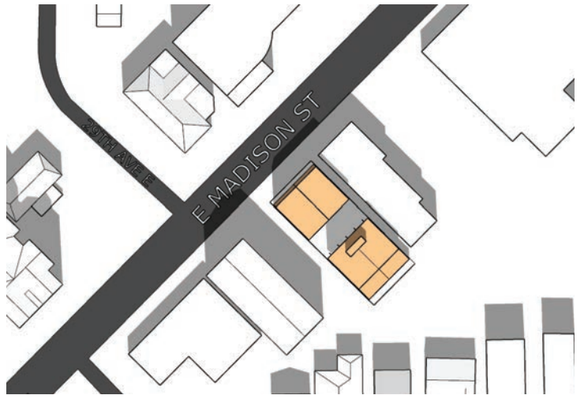
THE PREFERRED OPTION IS OF SIMILAR HEIGHT TO THE NEIGHBORING BUILDING SOUTH OF THE PARCEL AND CLOSEST IN HEIGHT, OF THE THREE OPTIONS, TO THE BUILDING NORTH OF THE PARCEL.

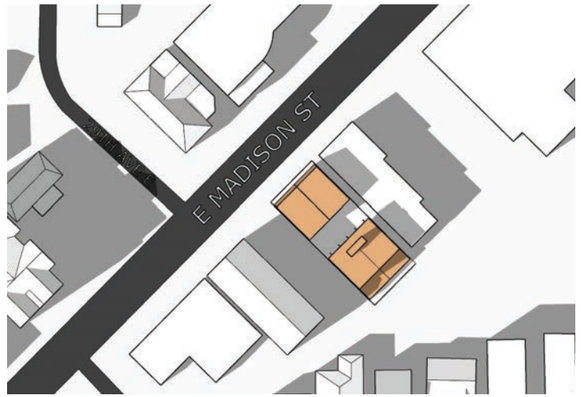
THE SEPARATION OF THE PREFERRED OPTION INTO WEST AND EAST UNITS PROVIDES THE ABILITY TO BRING DIRECT LIGHT INTO THE CENTER OF THE SITE DURING THE SUMMER AND INDIRECT LIGHT DURING THE WINTER. THIS OPTION WILL ALSO PROVIDE LIGHT INTO THE MIDDLE OF THE ADJACENT BUILDING TO THE NORTH.

EACH UNIT BENEFITS FROM DIRECT SUNLIGHT THROUGH THE ENTIRE YEAR DURING MIDDAY HOURS. THE DESIGN INCORPORATES USING LARGER WINDOWS AT THE SOUTHWEST FACADES TO TAKE ADVANTAGE OF WHERE A MAJORITY OF THE SUNLIGHT REACHES THE SITE. LARGE WINDOWS ON THE NORTHEAST FACADES WILL PROVIDE INDIRECT LIGHT.

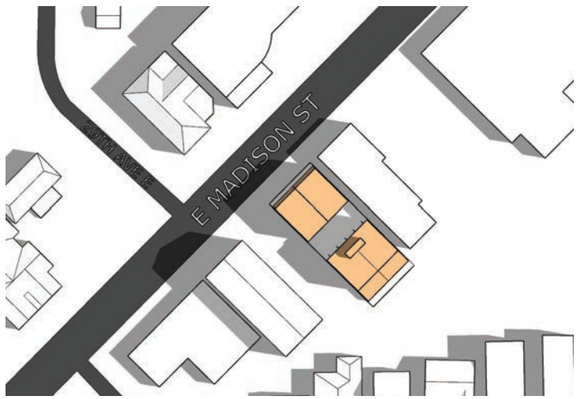
SHADOW STUDY OPTION 3 (PREFERRED)

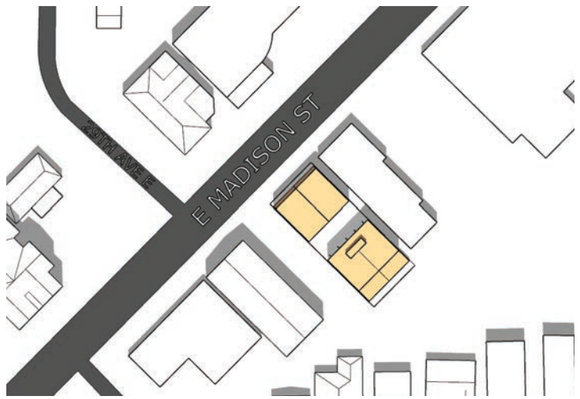


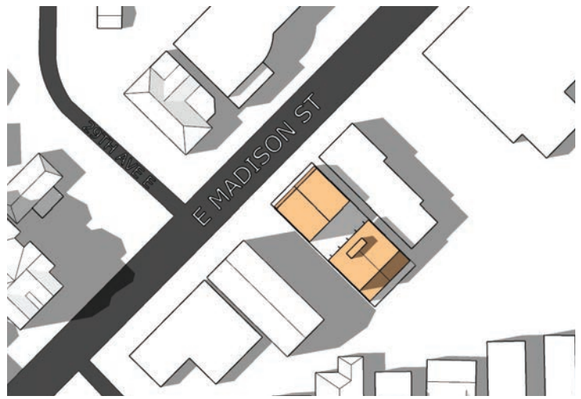




EQUINOX
MARCH 21
SEPTEMBER 21

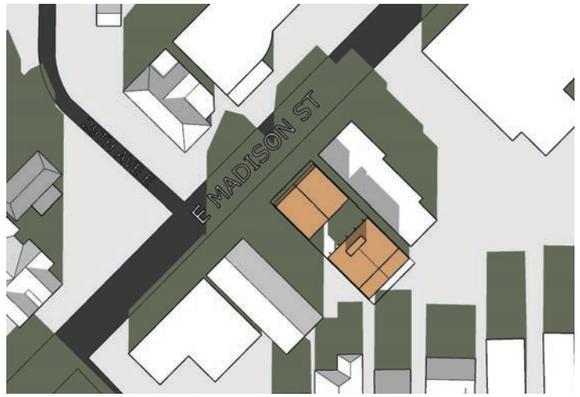






SUMMER SOLSTICE
JUNE 21







WINTER SOLSTICE
DECEMBER 21

9:00 AM

12:00 PM

3:00 PM

N

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collaborative, llc





