



# Maddux North—

**Address—**  
2802 S McClellan St  
Seattle, WA 98144

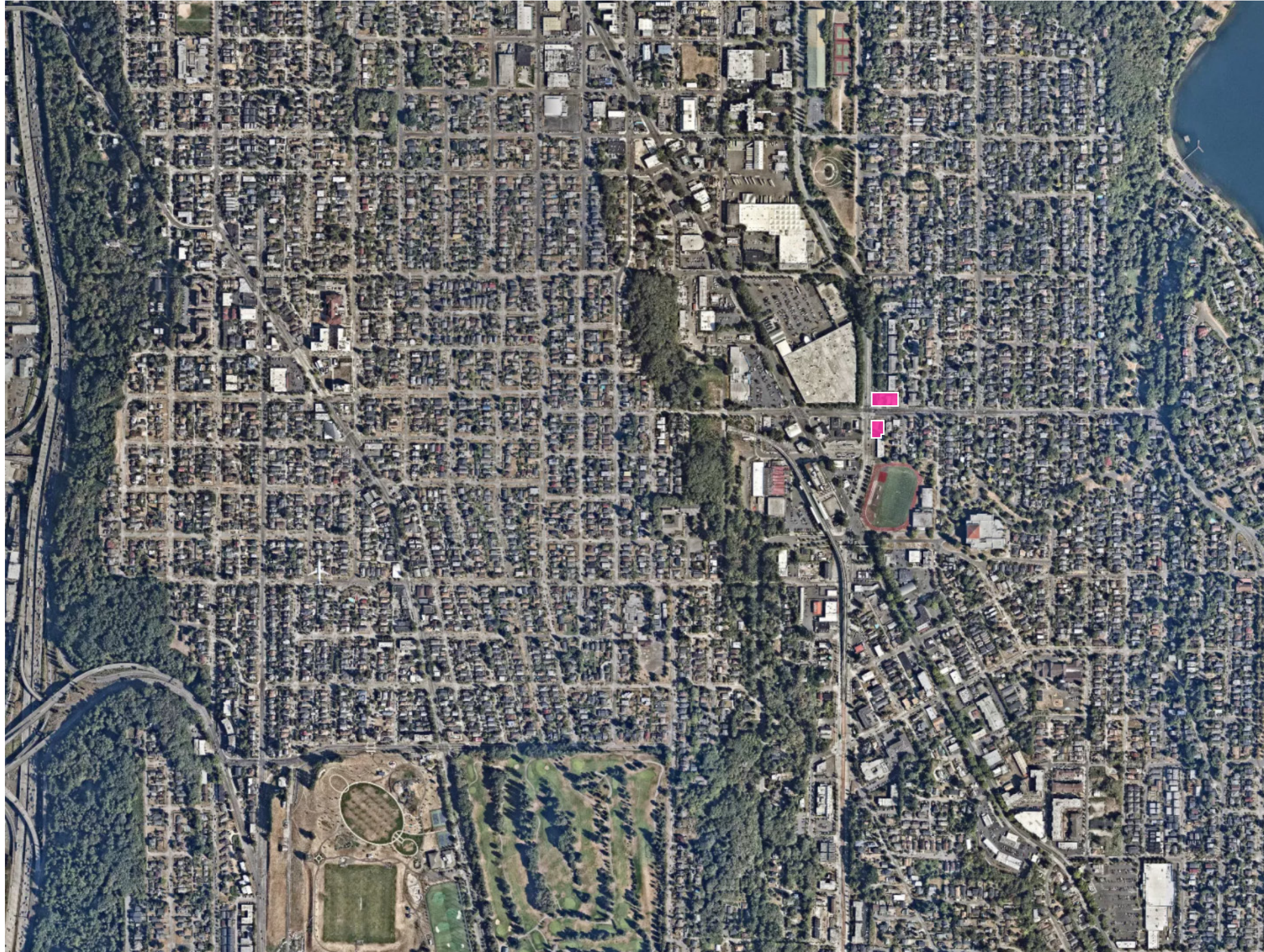
**Project Number—**  
North : 3028436

**Applicant Team—**  
Developer : Mt. Baker  
Housing Association  
Architect / LA: Mithun



# CONTENTS

2



PROJECT INFORMATION	3
DEVELOPMENT OBJECTIVES	4
SITE PLAN	6
URBAN DESIGN ANALYSIS	7
ZONING DATA	16
DESIGN GUIDELINES	17
ARCHITECTURAL MASSING CONCEPTS	18



# PROJECT INFORMATION



## MADDUX NORTH AND MADDUX SOUTH

Though conceived as a single undertaking, Maddux North and Maddux South are two separate buildings that flank the north and south sides of S McClellan St, located at the 2800 block of MLK Jr. Way S.

The project sites together form a gateway located along an important local east/west pedestrian street located within the Mt. Baker Town Center.

Together Maddux North and Maddux South will contain **166 affordable** apartment units, serving working families and individuals earning up to **60% AMI**. Both projects contain commercial use at grade and common amenities. All massing alternatives on both project sites assume **MHA** zoning increases for affordable units.

The Maddux will contain a mix of studio, 1-bedroom, 2-bedroom, 3-bedroom and SEDU units. 35% of the proposed units are family sized. The Maddux is a pilot project with the WA Dept. of Ecology supporting urban brownfield development for affordable housing.

Due to the timeline of the legislative process, the projects will seek a **Contract Rezone** that is consistent with of MHA in order to achieve additional height and area.

### MADDUX NORTH

Residential unit count:	81 (proposed)
Residential area:	80,000 GSF (approx.)
Commercial area:	5,210 GSF (approx.)
Parking area:	12,700 GSF (approx.)
Parking stalls:	18 (proposed)

### MADDUX SOUTH

Residential unit count:	85 (proposed)
Residential area:	45,300 GSF (approx.)
Commercial area:	3,560 GSF (approx.)
Parking:	None



# DEVELOPMENT OBJECTIVES

SUPPORT MOUNT BAKER HOUSING ASSOCIATION'S MISSION TO IMPROVE LIVES AND STRENGTHEN COMMUNITIES IN SOUTHEAST SEATTLE BY CREATING QUALITY, AFFORDABLE HOUSING AND SUPPORTING THEIR RESIDENTS

ANCHOR THE CORNER OF MLK JR WAY S. AND S MCCLELLAN STREET TO CREATE A GATEWAY TO THE NEIGHBORHOOD

CREATE A STRONG ACTIVATED URBAN STREET EXPERIENCE

ENHANCE THE PEDESTRIAN EXPERIENCE ALONG S MCCLELLAN STREET & MLK JR WAY S.

ADD TO THE PEDESTRIAN-ORIENTED & NEIGHBORHOOD-FOCUSED COMMERCIAL ACTIVITY OF S MCCLELLAN STREET

MAXIMIZE AMOUNT AND QUALITY OF AFFORDABLE HOUSING

MEET EVERGREEN SUSTAINABLE DEVELOPMENT STANDARD

# SUMMARY OF DESIGN RELATED COMMENTS FROM COMMUNITY OUTREACH

## SAFETY AND INTEGRITY OF THE NEIGHBORHOOD

### SIDEWALKS

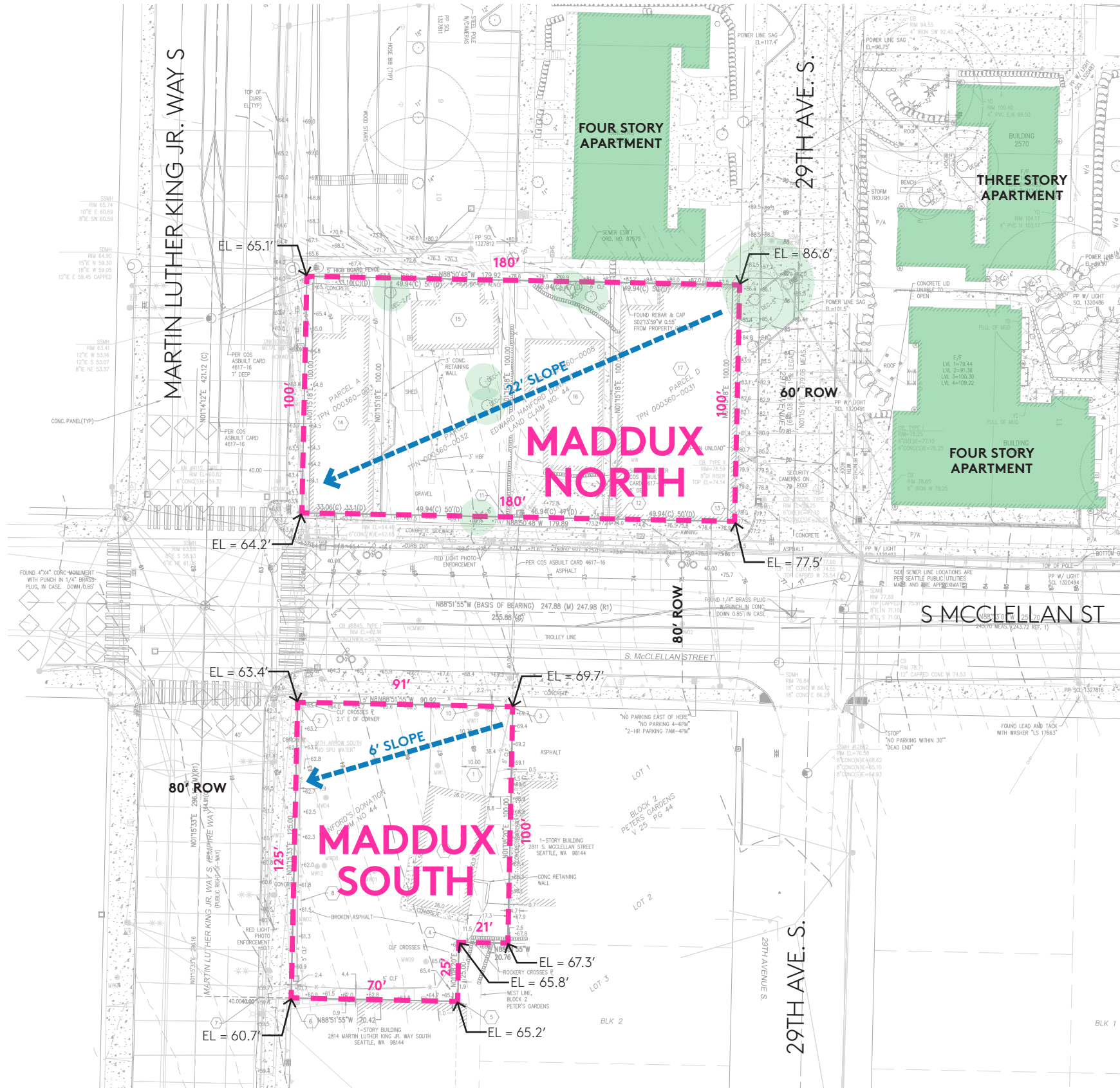
- WIDER SIDEWALKS
- BETTER LIT

### GROUND FLOOR AFFORDABLE COMMERCIAL SPACES

- ACTIVATE THE SIDEWALK
- RESTAURANT
- GYM
- EXPENSIVE TO BUILD IN SEATTLE
- PASS THE SPACE OFF AT COST



# SITE PLAN



**Maddux North** is located on the NE corner of the intersection of S. McClellan St. and MLK Jr. Way S

**Maddux South** is located on the SE corner of the intersection of S. McClellan St. and MLK Jr. Way S

## LOT SIZE

**Maddux North:** 17,992 SF

**Maddux South:** 10,841 SF

## EXISTING USES AND STRUCTURES

### Maddux North:

Parcel A (west) contains a vacant building

Parcel B contains a single family residence

Parcel C contains a multifamily 4-plex

Parcel D (south) contains a demolished dry cleaners

### Maddux South:

Hanford's Donation Claim No. 44 contains a vacant auto care detail shop

## TOPOGRAPHY

**Maddux North:** Significantly sloping down east to west with a change of approximately 22'. Relatively flat north to south on the west perimeter of the site. Approximately a 10' slope down north to south on the east perimeter of the site.

**Maddux South:** Slightly sloping down east to the west with a change of approximately 6'. Slightly sloping down north to the south with a change of approximately 4'.

## EXISTING TREES

**Maddux North:** Several small deciduous trees are distributed across the site, to be removed with the development of the site. One large deciduous tree exists at the northeast corner of the project site and will remain.

**Maddux South:** None.



# LEGAL DESCRIPTION

## MADDUX NORTH

### TPN 000360-0030:

That portion of Edward Hanford's donation claim number 44 in section 9, township 24 north, range 4 east; willamette meridian, in King County, Washington, more particularly described as follows:

Beginning at the southeast corner of lot 10, block 1, stadium vista addition, according to the plat thereof, recorded in volume 58 of plats, page 61, in King county, Washington, thence n 88°50'48" W, along the south line of said lot 10 and its westerly prolongation, 182.92 Feet to the easterly right-of-way margin of Martin Luther King Jr. Way S. (Empire way) being 40.00 Feet from the centerline of said way; thence S 01°14'12" W, along said easterly margin, 100.00 Feet to the north right-of-way margin of S. McClellan street, thence S 88°50'48" E, along said north margin, 182.89 Feet to the west right-of-way margin of 29th avenue south; thence n 01°15'18" E, along said west margin, 100.00 Feet to the point of beginning.

## MADDUX SOUTH

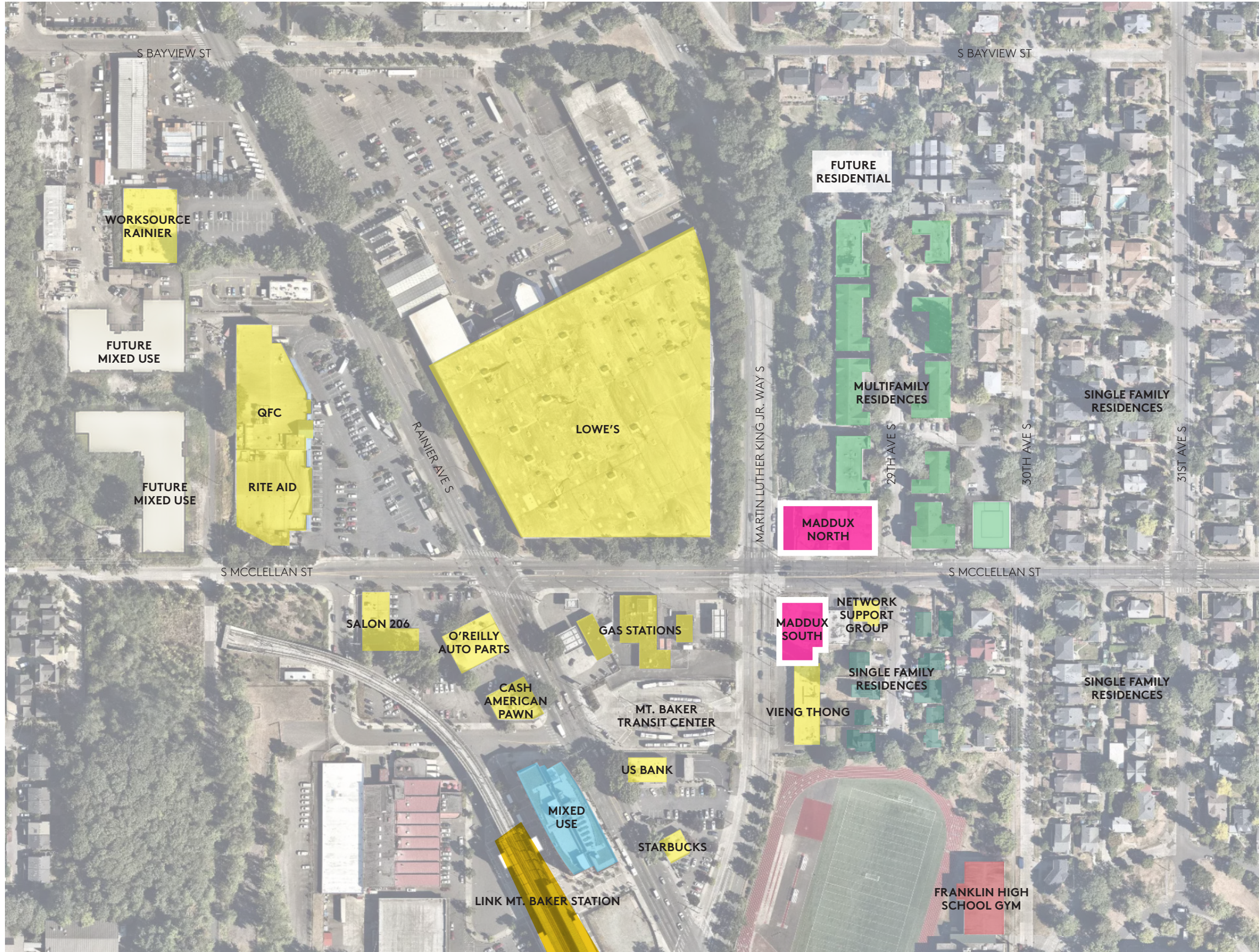
### TPN 000360-0032:

That portion of Edward hanford's donation claim no. 44 In section 9, township 24 north, range 4 east, W.M., In King County, Washington and of lots 1 and 2, block 2, peters gardens, according to the plat thereof, recorded in volume 25 of plats, page 44, records of King County, Washington, and of vacated alley, described as follows:

Beginning at the intersection of the southerly line of McClellan street, as condemned in King County superior court cause no. 59194, As provided by ordinance no. 17060 of the city of Seattle with the easterly line of empire way (now known as Martin Luther King Jr. Way S.), As deeded to the city of Seattle by deed recorded under recording number 3211266, records of King County, Washington; thence easterly along said southerly line to a point 10.76 Feet easterly of the northwest corner of said block 2; thence southerly parallel with the westerly line of said block, a distance of 100.00 Feet to the southerly line of lot 2 in said block; thence westerly along said southerly line and the production thereof 20.76 Feet to the westerly line of vacated alley; thence southerly along said westerly line 25.00 Feet; thence westerly parallel with the southerly line of said S McClellan Street to the easterly line of said empire way (now known as Martin Luther King Jr. Way S.); Thence northerly along said easterly line to the point of beginning; all situate in the city of Seattle, county of King, state of Washington.



# URBAN ANALYSIS / SURROUNDING USES



## LEGEND

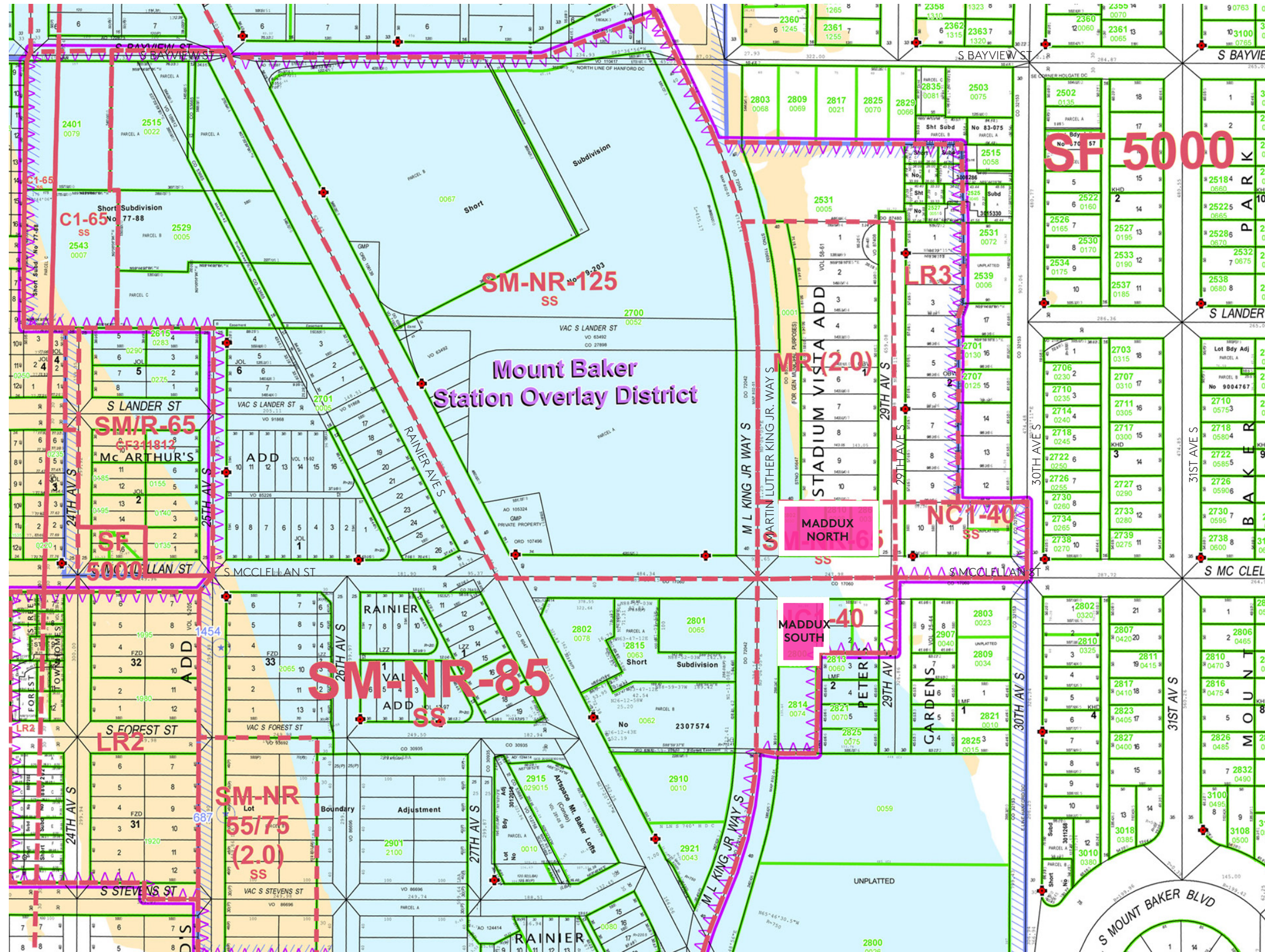
- SITE
- COMMERCIAL
- SINGLE FAMILY RESIDENTIAL
- MBHA BUILDINGS
- MIXED USE
- SCHOOL
- LIGHT RAIL STATION





# URBAN ANALYSIS / ZONING

URBAN DESIGN ANALYSIS



## MADDUX NORTH

### ADDRESS

2802 S McClellan St, Seattle, WA 98144

### ZONING

Current: SM-NR-65

HALA: SM-NR-75

### SITE AREA

17,992 SF

### STRUCTURE HEIGHT

Building height limit: 65 feet (base zoning)

+4' for typical paraphernalia

7 feet for solar collectors with unlimited coverage

+15' for solar collectors, stairs, elevators, mechanical, atriums, play equipment, minor communication facilities up to 25% of roof area. May increase to 65% under conditions v(screened mechanical, 10' setback from roof edge).

## MADDUX SOUTH

### ADDRESS

2800 M L King Jr. Way S, Seattle, WA 98144

### ZONING

Current: NC1-40

HALA: NC1-75

### SITE AREA

10,841 SF

### STRUCTURE HEIGHT

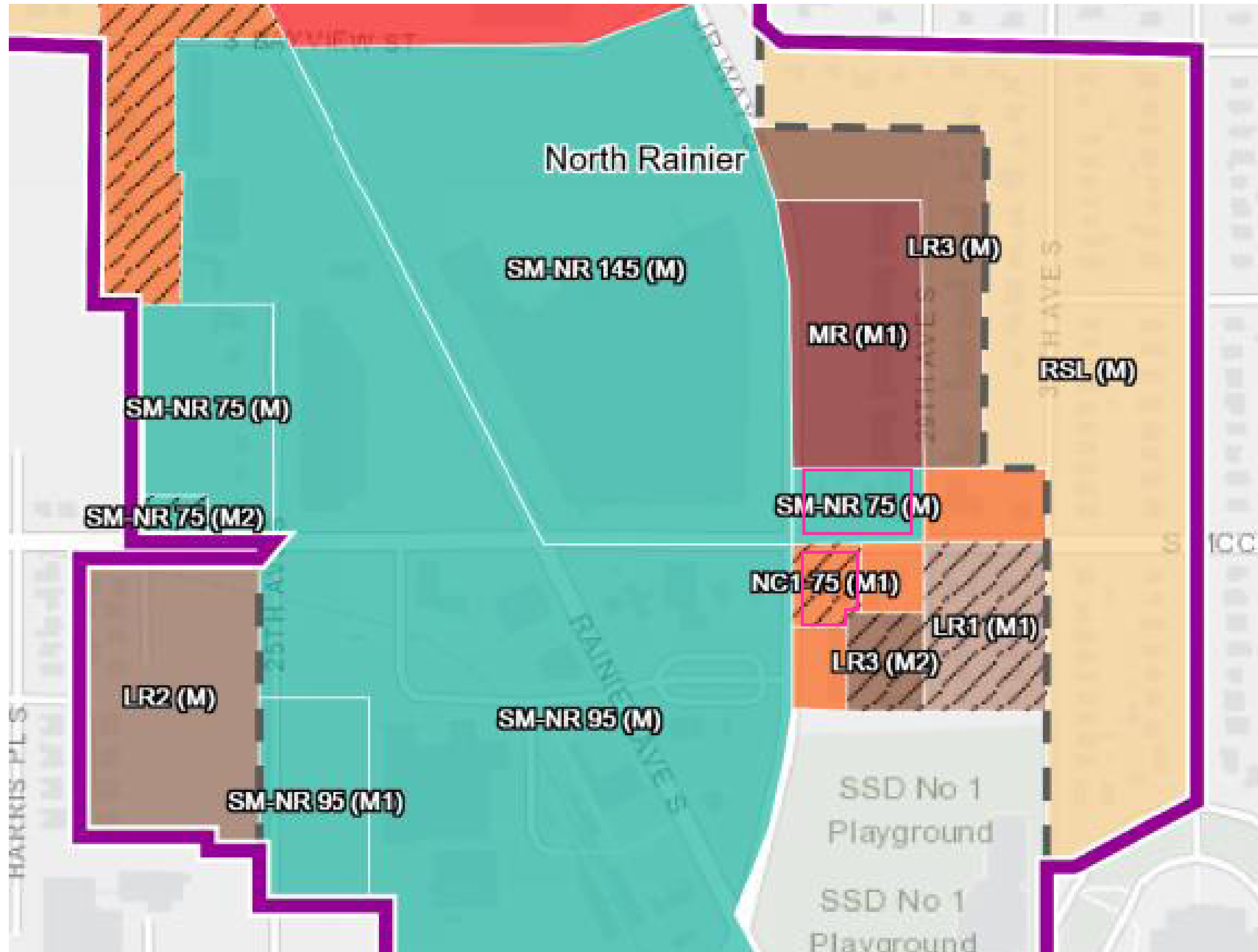
Building height limit: 40 feet (base zoning)

Additional 4' if floor to floor height is 13' for non-residential use at street level.

The usual rooftop feature allowances apply per Section C.



# URBAN ANALYSIS / CONTRACT REZONE



## HALA/MHA RECOMMENDED ZONING

Maddux North and Maddux South project sites occur within an area that has been designated for increased zoning for affordable housing. Due to the timeline of the legislative process and the project schedule, the applicant will seek a **Contract Rezone** that is consistent with HALA recommendations.

**Maddux North** is proposed to be rezoned from its current SM-NR-65 to **SM-NR-75**.

**Maddux South** is proposed to be rezoned from its current NC1-40 to **NC1-75**.

East of the massing options presented in this EDG package, including the preferred options, relies on MHA zoning incentives to achieve the area and number of affordable dwelling units targeted for development on the site.





# URBAN ANALYSIS / AXONOMETRIC





# URBAN ANALYSIS / STREETScape

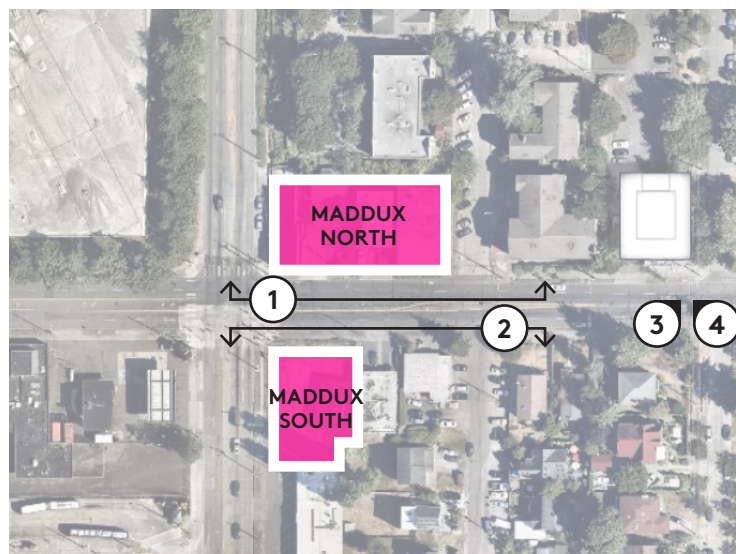
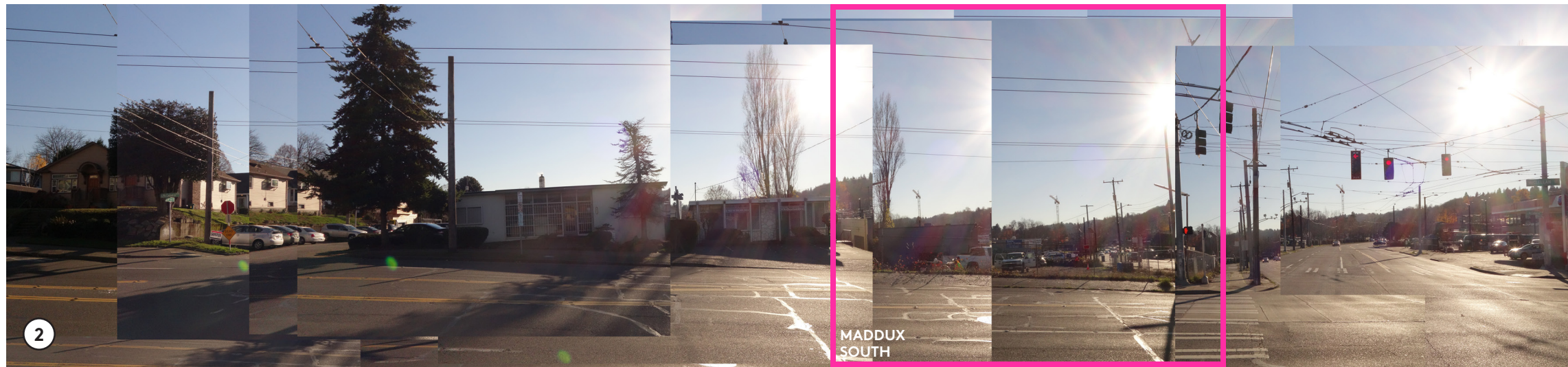


**View 1** Streetscape frontage located along S. McClellan street between MLK Jr. Way S and 29th Ave. S.

**View 2** Maddux South project site located at the SE corner of S. McClellan and MLK Jr. Way S, and existing one story buildings.

**View 3** Existing single family homes located on the north side of S. McClellan at the east corner of 30th Ave. S.

**View 4** Recent multi-unit mixed-use development located on the north side of S. McClellan at the west corner of 30th Ave. S.





# URBAN ANALYSIS / STREETScape

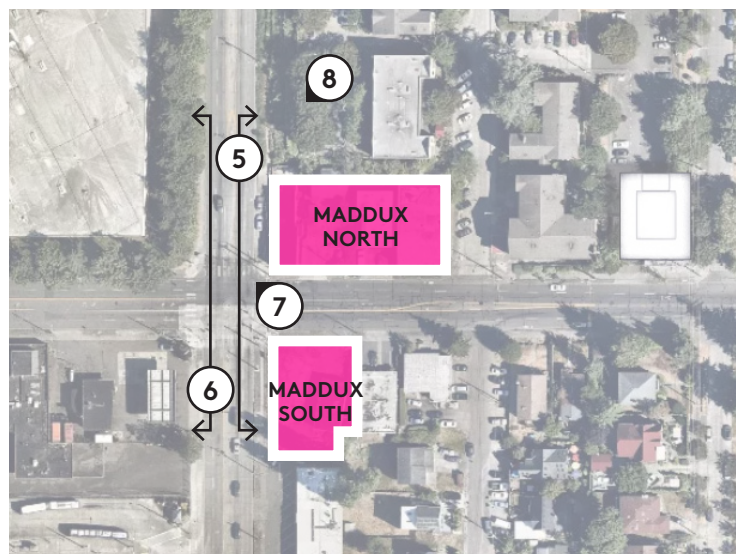


**View 5** Maddux North and Maddux South sites viewed from the intersection of MLK Jr. Way S. and S. McClellan street. The existing building shown in the foreground will be demolished as part of the work.

**View 6** Existing context opposite the project site located along the west side of MLK Jr. Way S.

**View 7** Existing one story retail warehouse structure located at the NW corner of the intersection of MLK Jr. Way S. and S. McClellan Street.

**View 8** Existing pea-patch from above, looking southwest down toward MLK Jr. Way S.





# URBAN ANALYSIS / SITE ACCESS



## SUMMARY

The project site is located along an east/west pedestrian designated corridor (Class II pedestrian street) linking the Mt. Baker Town Center to the Mt. Baker residential neighborhood located to the east. Bus service is currently provided along S. McClellan St. and MLKing Jr. Way S. The Link Mt. Baker light rail station is located to the southwest, within walking distance of the project site.

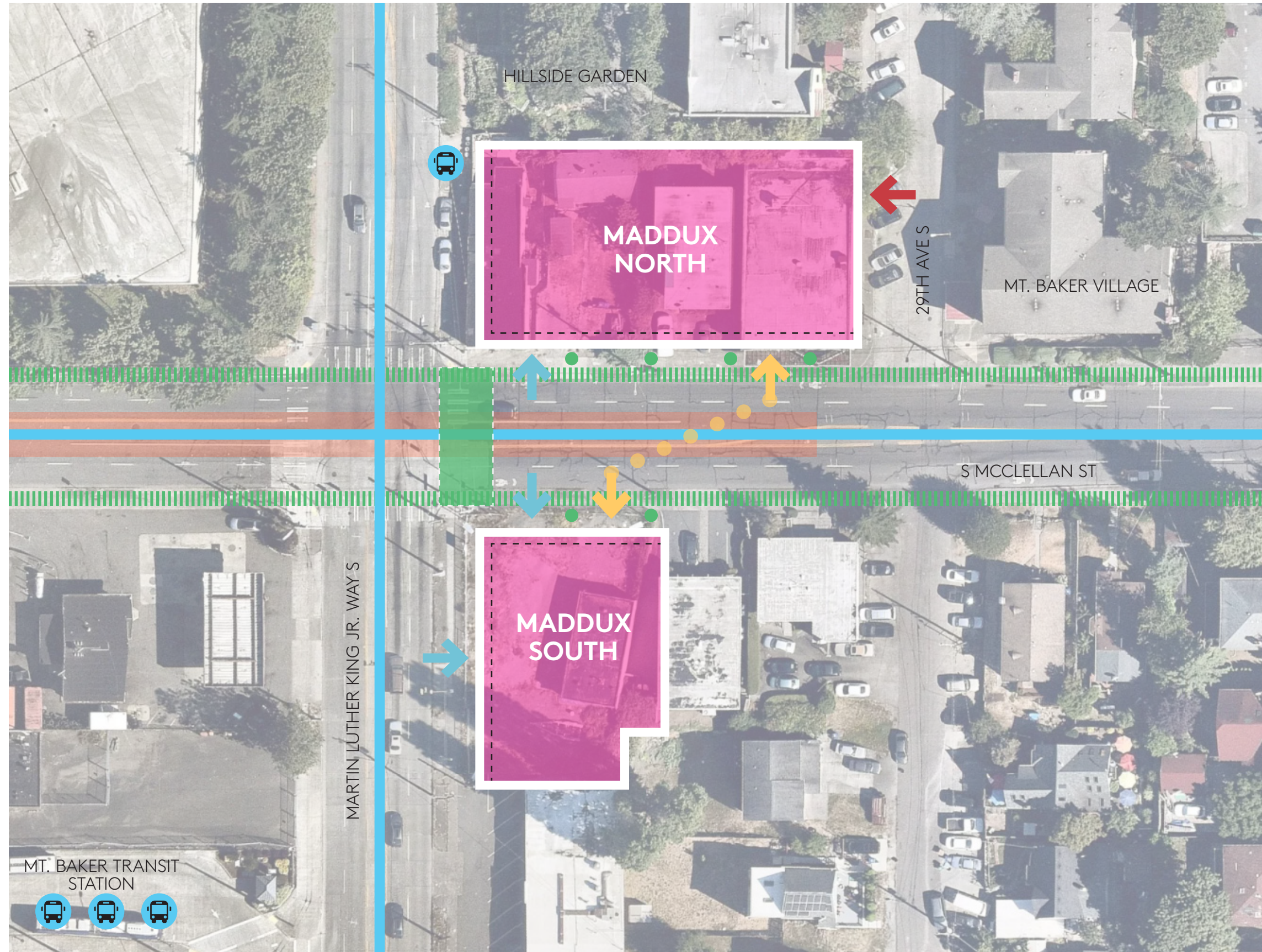
## LEGEND

- MADDUX SITE
- BUS ROUTE
- LINK LIGHT RAIL
- B BUS STOP
- L LINK LIGHT RAIL STOP
- PEDESTRIAN ACCESS (CLASS II PED. STREET)





# URBAN ANALYSIS / SITE CONTEXT



## SUMMARY

The project sites are located on the north and south side of S McClellan Street. Together, the sites form a gateway within the Mt. Baker Town Center.

S McClellan is identified as a Class II pedestrian street, and serves as the principal east to west walk route from the Mt. Baker Link station, commercial services, and the residential neighborhood located immediately to the east.

Existing high voltage power lines are located along MLK Jr. Way S. and S. McClellan St. Setbacks must be provided from the power lines.

The sites slope substantially from the east to the west.

Due to proximity of the north site to the intersection of the arterials and SDOT street classifications, parking garage access is provided from 29th Avenue S, located on the high side of the property.

Pedestrian entries and commercial frontage is concentrated along S. McClellan Street.

Residential entries are proposed along S. McClellan St.

An artistic gateway crosswalk is proposed for the east side of the intersection, supporting the neighborhood design guidelines.

Public bus services is provided along both arterials, while the Link light rail station is located within walking distance.

## LEGEND

- MADDUX SITE
- BUS ROUTE
- BUS STOP
- COMMERCIAL ENTRY
- RESIDENTIAL ENTRY
- PARKING ENTRY
- RESIDENTIAL CONNECTION
- PEDESTRIAN ACCESS
- PEDESTRIAN NODES
- POWER LINE SETBACK
- ARTISTIC GATEWAY CROSSWALK
- CLASS II PEDESTRIAN STREET



# URBAN ANALYSIS / SITE PHOTOS



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**View 1** Mural painted on the Cash America Pawn building.

**View 2** MLK Jr. Way S shown from Maddux South site.

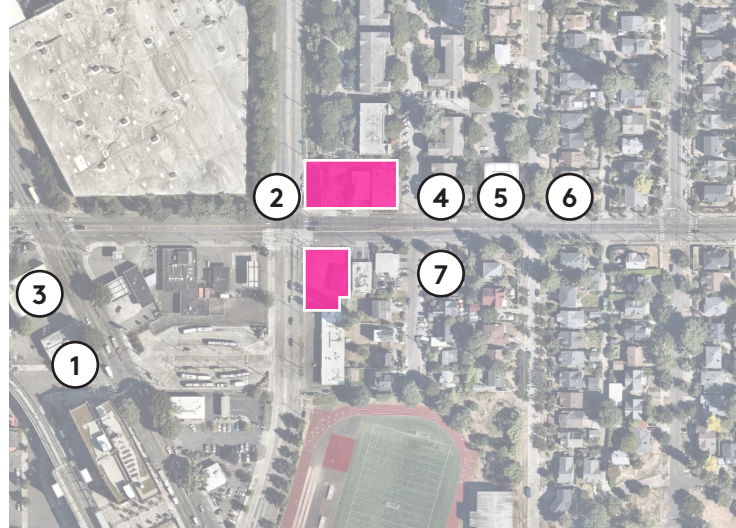
**View 3** Mural painted on the O'Reilly auto parts building.

**View 4** Mt. Baker Village apartment located on the north side of S. McClellan St on the east corner of 29th Ave S.

**View 5** New apartment building located on the north side of S McClellan St at the west corner of 30th Ave S.

**View 6** Existing single family residence located on the north side of S McClellan at the east corner of 30th Ave. S.

**View 7** Existing single family residence located on the south side of S McClellan St at the east corner of 29th Ave S.



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# ZONING SUMMARY / MADDUX NORTH

## ADDRESS

2802 S McClellan St, Seattle, WA 98144

## ZONING

Current: SM-NR-65

HALA: SM-NR-75

## SITE AREA

17,992 SF

## DEVELOPMENT STANDARDS

### 23.48.025 STRUCTURE HEIGHT

Building height limit: 65 feet

+4' for typical rooftop features

+7' allowed for solar collectors with unlimited coverage

+15' Allowed for solar collectors, stairs, elevators, mechanical, atriums, play equipment, minor communication facilities up to 25% of roof area. May increase to 65% of roof area under conditions (screened mechanical, 10' setback from roof edge).

### 23.48.020 FLOOR AREA RATIO (FAR)

Base 3.5; 5 Max (see below)

Minimum FAR 2 (lot abuts Class-II pedestrian street)

Per 23.48.021.B.1, may use bonus residential floor area for affordable housing pursuant to Section 23.58A.014 to achieve all extra residential floor area to achieve FAR beyond base FAR

### 23.48.040 STREET LEVEL DEVELOPMENT STANDARDS

S McClellan St is Class II Pedestrian Street

Pedestrian entries are required from S McClellan Street.

Minimum façade height is 25' on S McClellan Street

Minimum façade height is 15' elsewhere

Transparency:

- S. McClellan Street: 60% transparent between 2'-8' above grade; 45% if more than 7.5% slope (we are 7.2%).

- 30% transparent between 2'-8' above grade for non-designated streets.

Blank Façade Limits:

- S. McClellan Street:
- Blank façade limited to 15' wide.
- 30' allowed by Director if provided/treated with "visual interest"
- Total width may not exceed 40%.
- Blank façade limited to 30' wide on non-designated streets.
- 60' allowed by Director if provided/treated with "visual interest"
- Total width may not exceed 70% if under 7.5% slope, 78% if over 7.5% slope.
- All blank façade separated by transparency of at least 2' wide.

### 23.48.045 AMENITY AREA

5% of the total gross floor area in residential use is required as common amenity area.

50% of the require amenity area may be enclosed.

Minimum horizontal dimension is 15', except 10' allowed for street level, accessible from the street.

Minimum size of a required amenity area is 225 SF.

Amenity area provided as landscaped open area at street level counts double.

### 23.48.055 LANDSCAPING REQUIREMENTS

Project must achieve a Green Factor score of .30 or greater

Street Trees are required.

### 23.48.080 REQUIRED PARKING AND LOADING

Storage for cars and bicycles as required per 23.54.015.

Automobile storage is not required per T23.54.015A, and B.

Bicycle storage is required per T23.54.015D

- Long term bicycle parking = 1 bicycle/unit for first 50; 0.75 thereafter)

- Short term bicycle parking required.

Loading per 23.54.035

### 23.48.085 PARKING AND LOADING LOCATION, ACCESS AND CURB CUTS

Parking access: MLK & 29th most preferred, S. McClellan St. is least preferred

Location of access to parking is a Type 1 Decision after consulting with the Director of Transportation.

### 23.48.420 FAR IN NORTH RAINIER

Base FAR 3.5, Maximum FAR 5

### 23.48.440 STREET LEVEL DEVELOPMENT STANDARDS IN NORTH RAINIER

Requirements apply along S McClellan Street

## PROPOSED DEVELOPMENT

### 23.48.025 STRUCTURE HEIGHT

The proposed structure height exceeds base zoning height limit of 65' on the east half of the site. The proposed massing relies on the MHA zoning height increase to 75' Assume application for [Contract Rezone](#).

### 23.48.020 FLOOR AREA RATIO (FAR)

Proposed FAR will exceed base zoning and rely on the bonus residential floor area for MHA affordable housing units. (Proposed FAR is approx. 4.75) Assume application for [Contract Rezone](#).

### 23.48.040 STREET LEVEL DEVELOPMENT STANDARDS

The proposed residential entry shall be located off of S McClellan Street. Commercial entries also occur off of S McClellan Street.

The project complies with minimum façade height requirements along all street frontages, including S McClellan Street.

The project meets with transparency requirements along S McClellan Street

The project meets transparency requirements along MLK Jr. Way S and along 29th Ave S. Garage entry is located along 29th Ave S, and is exempt from the frontage calculation. (Verify that the project design complies along 29th Ave S.)

The project meets the blank façade limitations on S McClellan Street.

The project meets the blank façade limitations on MLK Jr. Way S and along 29th Ave S. (Verify 29th Ave S).

Underground/screened parking is accessed from 29th Ave S.

### 23.48.045 AMENITY AREA

Amenity area is provided in the courtyard located at Level 3, at the lower roof terrace on the west side of the project, and within the community room located at Level 1, accessed from the lobby off of S. McClellan Street.

Less than 50% of the required amenity area is enclosed/indoor.

### 23.48.055 LANDSCAPING REQUIREMENTS

The project landscape design provides a Green Factor score of .30 or better. Landscaped areas will be provided in the ROW, at the Level 3 courtyard, and at the west portion of the roof.

### 23.48.080 REQUIRED PARKING AND LOADING

The project complies with city wide standards for bicycle and vehicle parking. Note, parking is not required, but is provided for 18 vehicles.

### 23.48.085 PARKING AND LOADING LOCATION, ACCESS AND CURB CUTS

Parking is located underground and/or screened from the public ROW by other uses. Parking access is located off of 29th Ave S.

### 23.48.420 FAR IN NORTH RAINIER

Proposed FAR is approximately 4.75.

### 23.48.440 STREET LEVEL DEVELOPMENT STANDARDS IN NORTH RAINIER

The project complies with street level use requirements along S. McClellan Street.



# DESIGN GUIDELINES / MADDUX NORTH

## LIST OF PRIORITY DESIGN GUIDELINES

Priority applicable design guidelines have been identified based on both Mount Baker Town Center Neighborhood Design Guidelines and the citywide Seattle Design Guidelines.

### CS2 Urban Pattern and Form

#### I. Location in the City and Neighborhood

##### **MOUNT BAKER SUPPLEMENTAL GUIDANCE**

ii. “Gateway” sites abound throughout the neighborhood, and have the potential to provide a sense of arrival to the neighborhood or to a particular place. Identified “gateway” sites include the corners at the intersections of Rainier Ave., MLK Way, McClellan St., and Mount Baker Blvd.; and at Bayview St. to the north, and along McClellan St. to the east and west of the Town Center. Buildings at gateway sites should present strong forms that strengthen the corners through massing and height.

##### **PROPOSED DESIGN:**

Located at the intersection of MLK Way and S. McClellan St., both Maddux North and Maddux South sites are identified as “gateway” sites. To create a gateway to the neighborhood, the proposed Maddux North building is designed to build out to the corner to create a strong urban edge to anchor the block. The projected wrap-around corner at upper levels is articulated with greater level of openness and transparency for the units at the corner.

#### II. Adjacent Sites, Streets, and Open Spaces

##### **MOUNT BAKER SUPPLEMENTAL GUIDANCE**

iii. McClellan St between Rainier Ave. and 30th Ave. S. has been identified as one of the Town Center’s best opportunities for a relatively quiet, pedestrian-oriented, commercial street appropriate for neighborhood-focussed retail such as restaurants and cafes.

iv. New buildings on McClellan between Rainier and 30th Ave. S should emphasize overhead weather protection, porous, transparent facades, and uses that spill out on to the sidewalk.

##### **PROPOSED DESIGN:**

Both Maddux North and Maddux South buildings are located along S McClellan St between MLK Way and 29th Ave. S., which has been identified as one of the Town Center’s best opportunities for a pedestrian-oriented commercial street. The Maddux North building is placed along S. McClellan St. to create a continuous street front with active, neighborhood scale commercial spaces. The Maddux North building will have a continuous 8’ setback at the street level to increase the width

of the sidewalk, provide street seating spaces, bicycle parking and plantings, as well as enhance the pedestrian experience. Continuous overhead canopies, porous and highly transparent facade will be provided along the S. McClellan St.

#### III. Relationship to the Block

##### **MOUNT BAKER SUPPLEMENTAL GUIDANCE**

i. New development should set a good precedent for future redevelopment on the block by building to the sidewalk, providing active street level uses, and minimizing surface parking.

##### **PROPOSED DESIGN:**

The proposed design is intended to set a good precedent for the future redevelopment in this transitional neighborhood. The building is designed to anchor the corner of MLK Way and S McClellan Street to create a gateway to the neighborhood, build to the sidewalk and provide active commercial and residential amenity spaces at the street level.

### PL1 Open Space Connectivity

##### **MOUNT BAKER SUPPLEMENTAL GUIDANCE**

#### II. Walkways and Connections

vi. Development that fronts on the main pedestrian travel routes to the light rail station and bus transfer center should benefit and serve all the development’s users by providing pedestrian amenities, such as street trees, pedestrian lighting, benches, newspaper racks, and public art.

##### **PROPOSED DESIGN:**

Pedestrian traffic to transit is funneled up and down McClellan Street around Franklin High School to the south and the nearly six acre Mt. Baker Village Apartments to the North. Further, S. McClellan Street connects the residential neighborhood to the Town Center and Link light rail station. The proposed design will provide pedestrian amenities including street trees, pedestrian lighting, street seating, bike parking and public art. An artistic gateway cross walk at the intersection of MLK Way and S. McClellan St is envisioned to reinforce the gateway concept and provide a clearer pedestrian travel route to the light rail station and bus transfer center.

### PL3 Street-Level Interaction

##### **MOUNT BAKER SUPPLEMENTAL GUIDANCE**

#### I. Entries

i. All new development should be built to the sidewalk edge with prominent

pedestrian entries opening on to the sidewalk. The corners of buildings on corner sites should be designed to be filled with active uses and with transparent facades.

##### **PROPOSED DESIGN:**

Both corners at intersection of MLK Way and S. McClellan St., and S. McClellan St. and 29 Ave. S are reserved for active commercial uses because of their prominent exposure. The residential entry opens on to the sidewalk with a generous entry court with outdoor seating and planting elements to provide a welcoming experience for residents. Two commercial space entries are clearly defined with a collection of coordinated elements including overhead canopy, signage, lighting, landscaping and ground surface.

#### II. Retail Edges

##### **MOUNT BAKER SUPPLEMENTAL GUIDANCE**

i. Retail edges should provide porous, transparent facades with prominent entries.

##### **PROPOSED DESIGN:**

Higher percent of glazing will be provided than the Land Use code requirement along street facades to maximize visibility into the commercial spaces at the street level.

### DC2 Architectural Concept

##### **MOUNT BAKER SUPPLEMENTAL GUIDANCE**

#### I. Massing

i. Use massing to differentiate between portions of a building with different functions.

##### **PROPOSED DESIGN:**

The building massing will clearly reflect building programs of upper residential floors over the mix-used base with greater level of openness and transparency for the units at the corner. The upper building massing is projected beyond the building base to create more animated street facades. Transparent facades at the ground level distinguish the commercial and residential amenity space from the residential units above.



# MADDUX NORTH / SCHEME 01



## SUMMARY

**U-shaped scheme with protected courtyard above grade sits on the north side of S. McClellan Street.**

Underground parking is accessed from MLK Jr. Way S on the west side of the project site. Five stories of residential use is located above one story containing commercial use and tenant amenities. Parking is located below grade. FAR exceeds base zoning (3.5). MHA bonus assumed for affordable dwelling units. A landscaped courtyard space occurs at the second level above grade. Common amenity area is provided at the courtyard and on the south portion of the roof.

MHA bonus area required for FAR.

**Unit Count: 83 units**

**Parking Count: 42 stalls**

**Commercial Area: 3145 GSF**

### Pros:

The massing is located along S. McClellan Street and MLK Jr. Way S. to create a continuous street facade, defining and reinforcing the urban edge and defining a neighborhood gateway.

Parking is accessed off of MLK Jr. Way S on the low side of the site to optimize topography and allow for an efficient parking design. Parking is screened from view by commercial use at grade.

U-shaped configuration provides daylight to residential units and a protected amenity space that provides linkage with the parcel to the north.

Height of the building is limited to 65' above the average grade.

### Cons:

Structure height is less than that allowed by MHA zoning incentives for affordable housing units. (75').

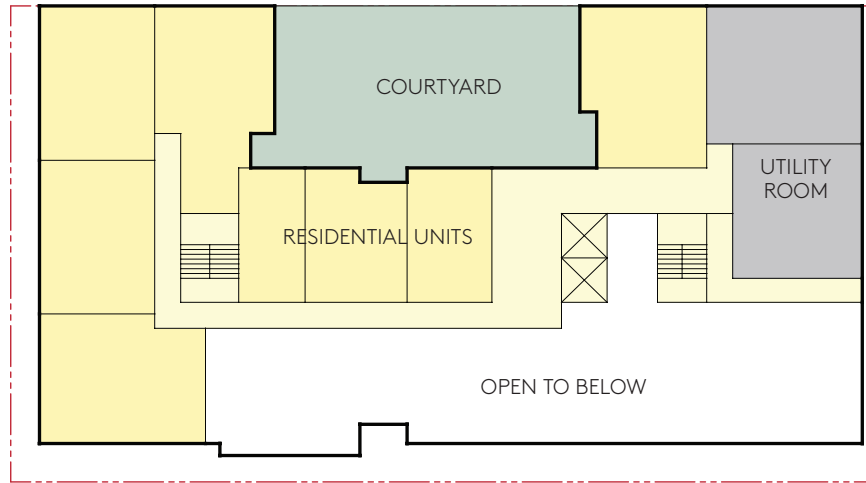
Uniform structure height along S McClellan St.

Reduced commercial area available at grade.

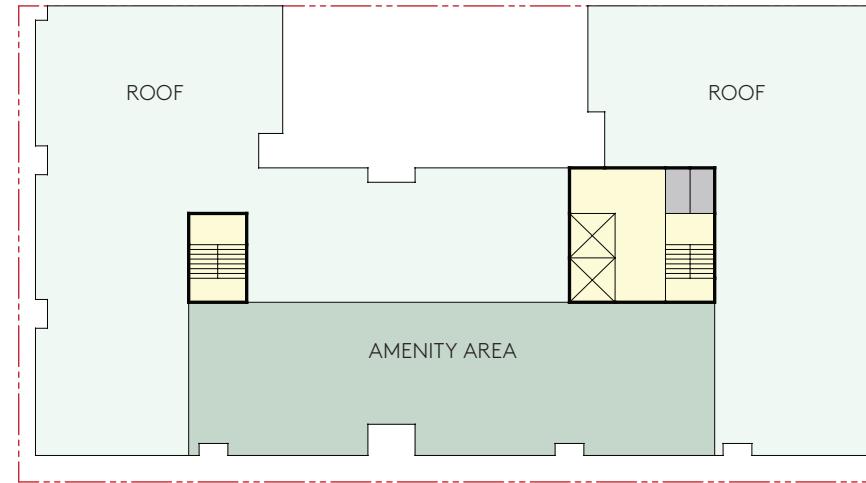
**Departures:** None. Director's Decision for garage access.



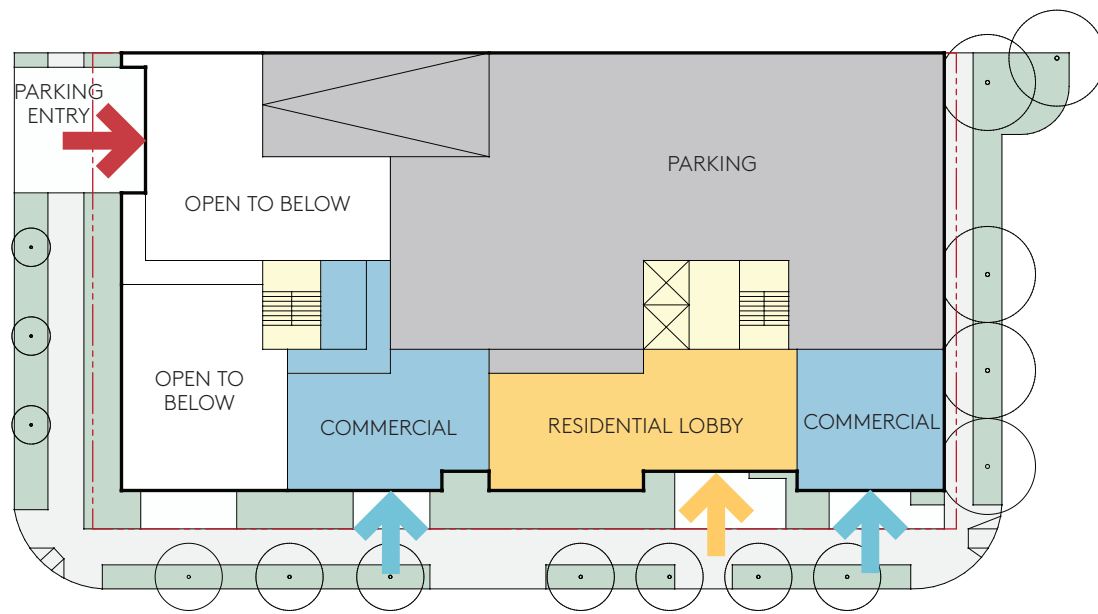
# MADDUX NORTH / SCHEME 01



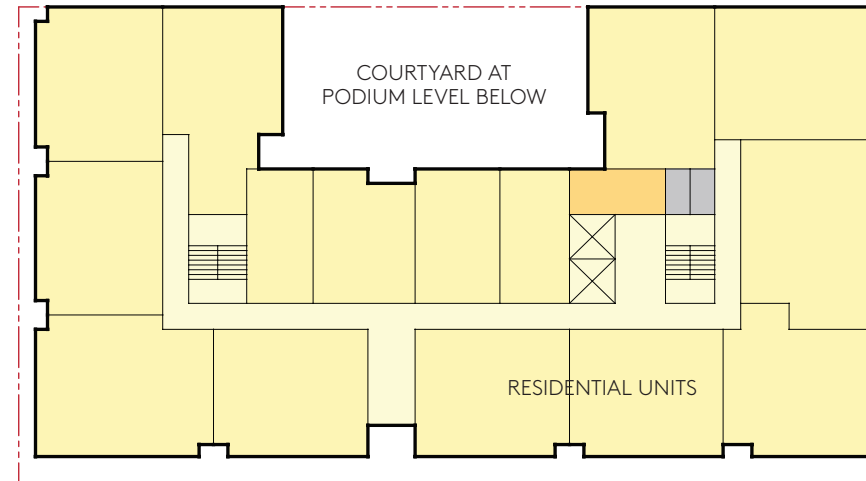
LEVEL 02



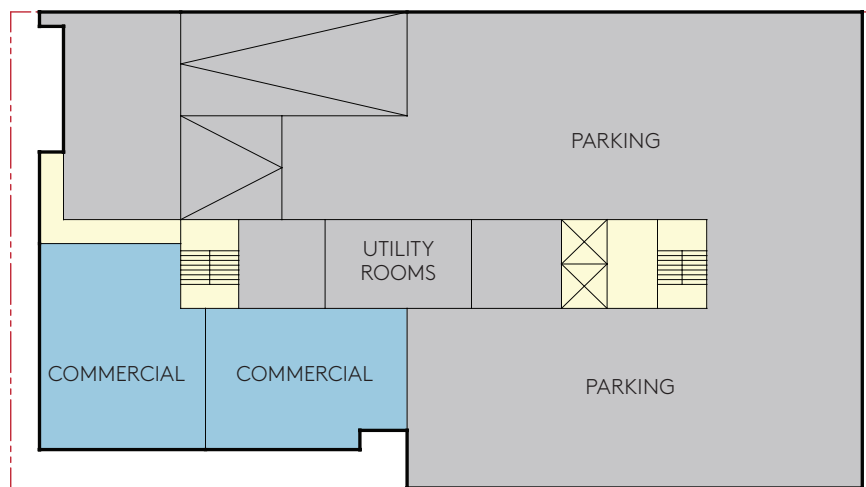
ROOF PLAN



LEVEL 00



LEVEL 03-07





# MADDUX NORTH / SCHEME 01





# MADDUX NORTH / SCHEME 02



## SUMMARY

**O-shaped scheme with an internal courtyard sits on the north side of S. McClellan Street.**

Underground parking is accessed from MLK Jr. Way S on the west side of the project site. Five stories of residential use is located above one story containing commercial use and tenant amenities. Parking is located below grade. Structure height meets the current zoning standards (65'). FAR exceeds base zoning and assumes MHA bonus for affordable dwelling units (3.5). Courtyard occurs at the second level above grade. Outdoor common amenity area is provided at the courtyard and on the south portion of the roof.

MHA bonus area required for FAR.

**Unit Count: 84 units**

**Parking Count: 42 stalls**

**Commercial Area: 3145 SF**

### Pros:

Parking is accessed off of MLK Jr. Way South to optimize the topography and create an efficient parking design. Parking is screened from view by commercial use at grade.

The massing is located along S. McClellan Street and MLK Jr. Way S. to create a continuous street facade, which defines and reinforces the urban edge and the gateway concept.

Height of the building is limited to 65' above the average grade.

### Cons:

This scheme doesn't utilize the MHA zoning incentives for height (75').

The courtyard is located internally, limiting daylight to lower level units and limiting views.

Continuous facade along common property line limits potential of north facing units.

Adversely impacted by future development to the north.

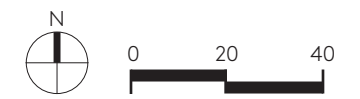
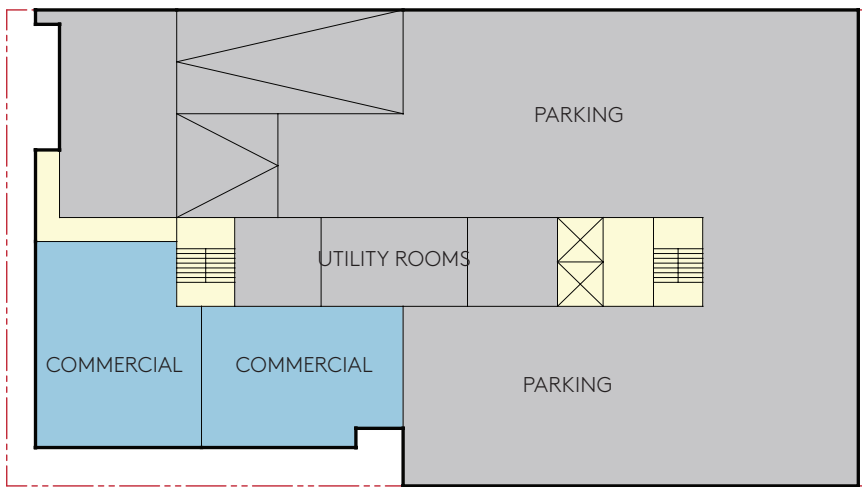
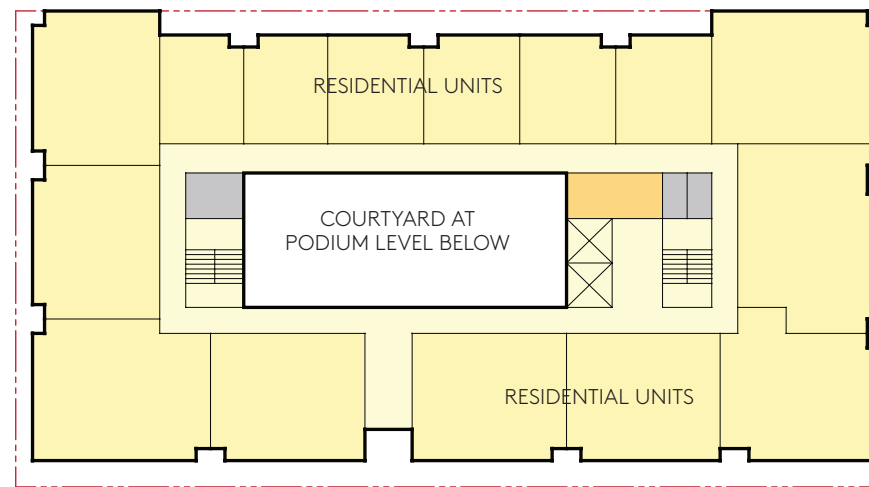
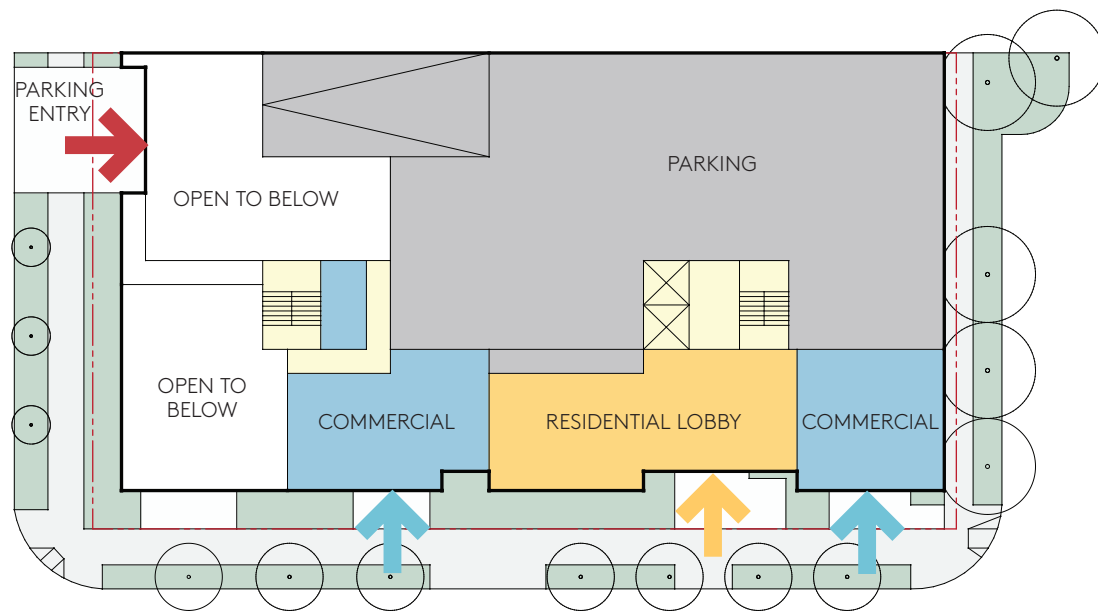
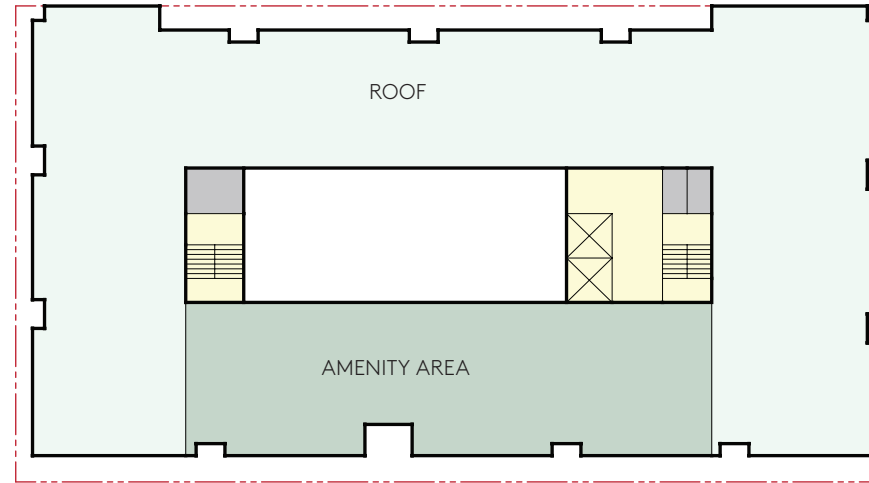
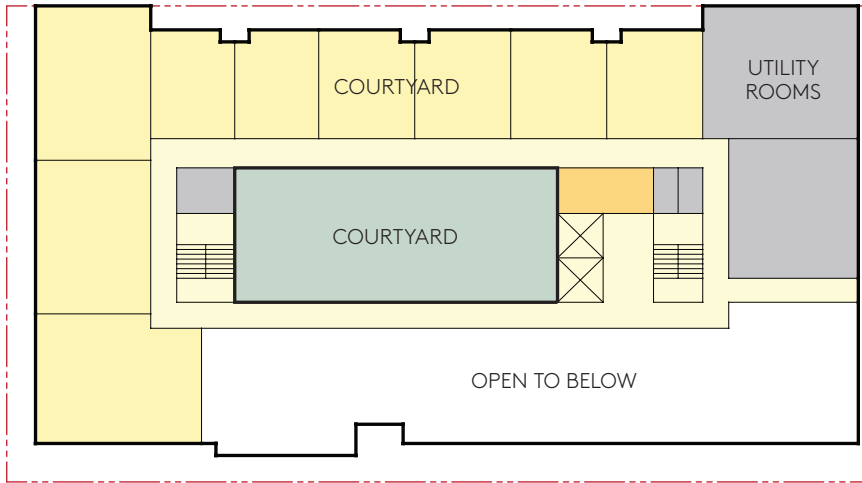
Reduced commercial area available at grade.

**Departures:** None. Director's Decision for garage access.



# MADDUX NORTH / SCHEME 02

22 ARCHITECTURAL MASSING CONCEPTS





# MADDUX NORTH / SCHEME 02





# MADDUX NORTH / SCHEME 03 - PREFERRED



## SUMMARY

**U-shaped scheme with an internal courtyard sits on the north side of S. McClellan Street; parking accessed from 29th Ave. S.**

Six stories of residential use is located above one story containing commercial use and tenant amenities. One partial level of parking is screened from view by commercial and residential uses. Structure height and FAR exceeds the current zoning standards and assumes MHA bonus for affordable dwelling units (3.5/65'). Courtyard occurs at the third level above grade. Outdoor common amenity area is provided at the courtyard and on the south portion of the roof.

MHA bonus required for height (75') + FAR (5).

**Unit Count: 81 units**

**Parking Count: 18 stalls**

**Commercial Area: 5210 GSF**

### Pros:

The massing is located along the arterials to create a continuous street facade, defining and reinforcing the urban edge and gateway concept.

Building steps along the length of the McClellan Street frontage.

This scheme utilizes MHA zoning incentives for affordable housing units by building to the height limit on the east half of the site.

Courtyard is located on the north side of the project, providing daylight and potential linkage to development on the north parcel.

### Cons:

Parking is accessed from the high side of the site, off of 29th Avenue South.

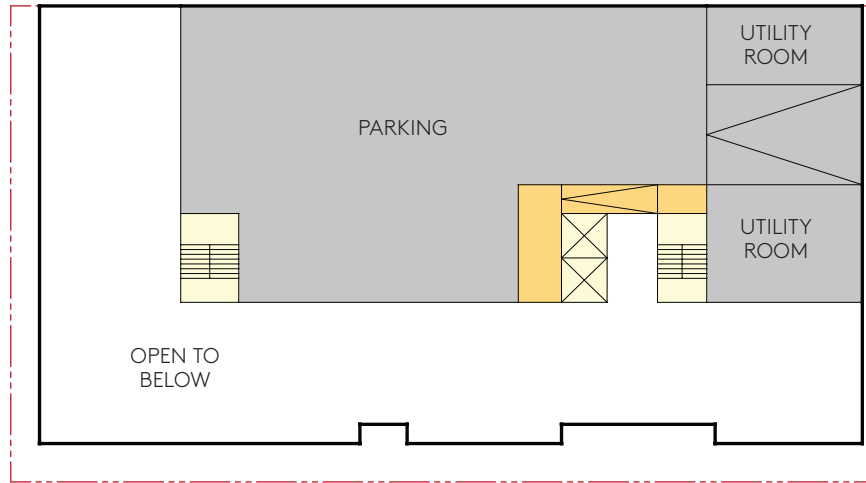
Reduced residential unit count due to impacts of parking access.

Contract Rezone in lieu of MHA/HALA.

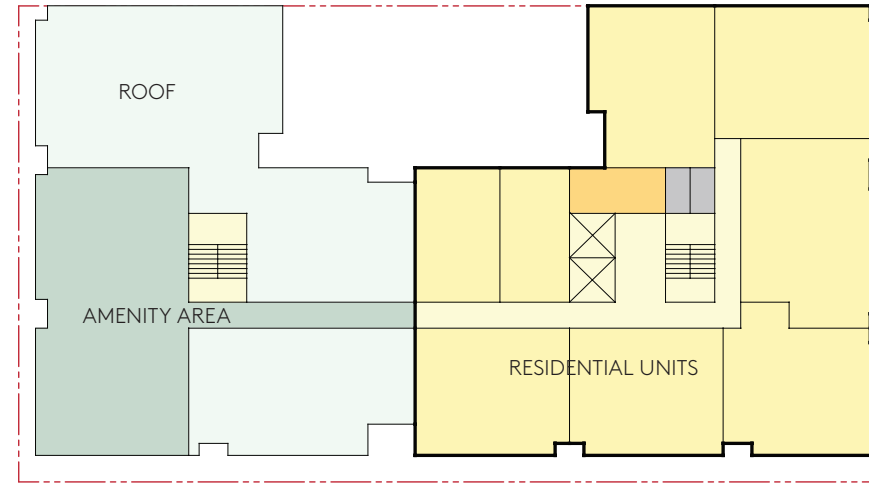
**Departures:** None.



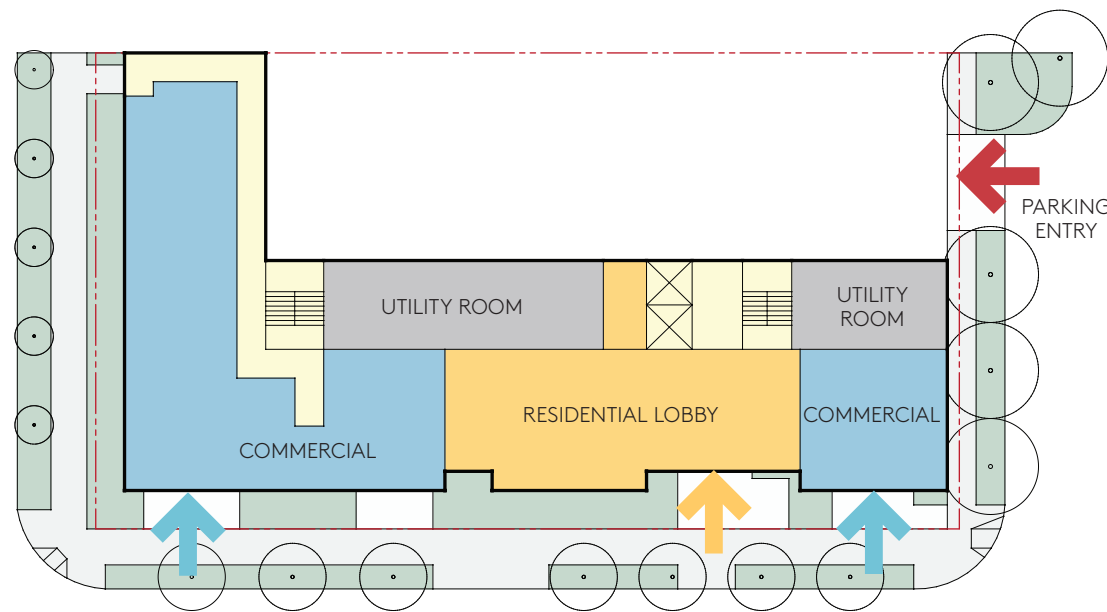
# MADDUX NORTH / SCHEME 03 - PREFERRED



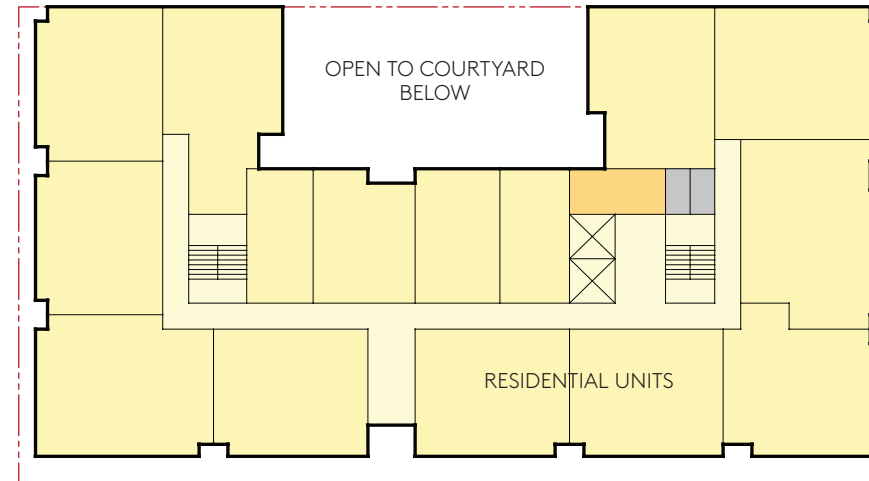
LEVEL 02



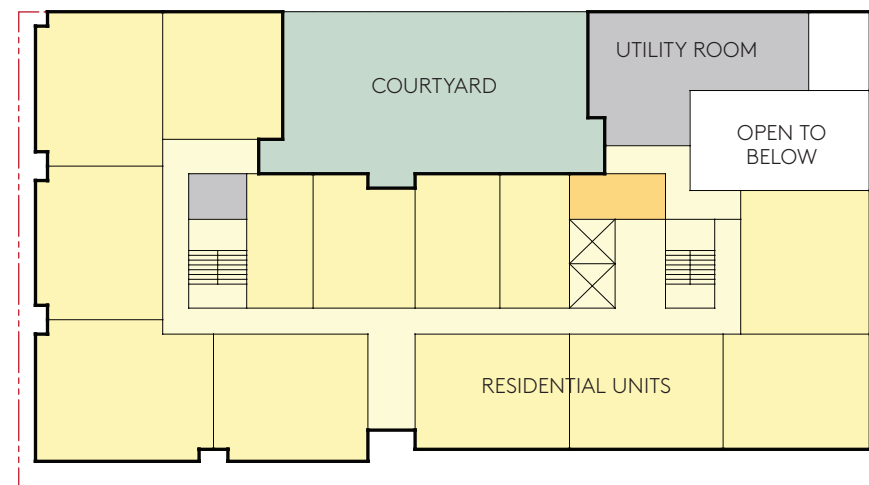
LEVEL 08 / ROOF



LEVEL 04-07

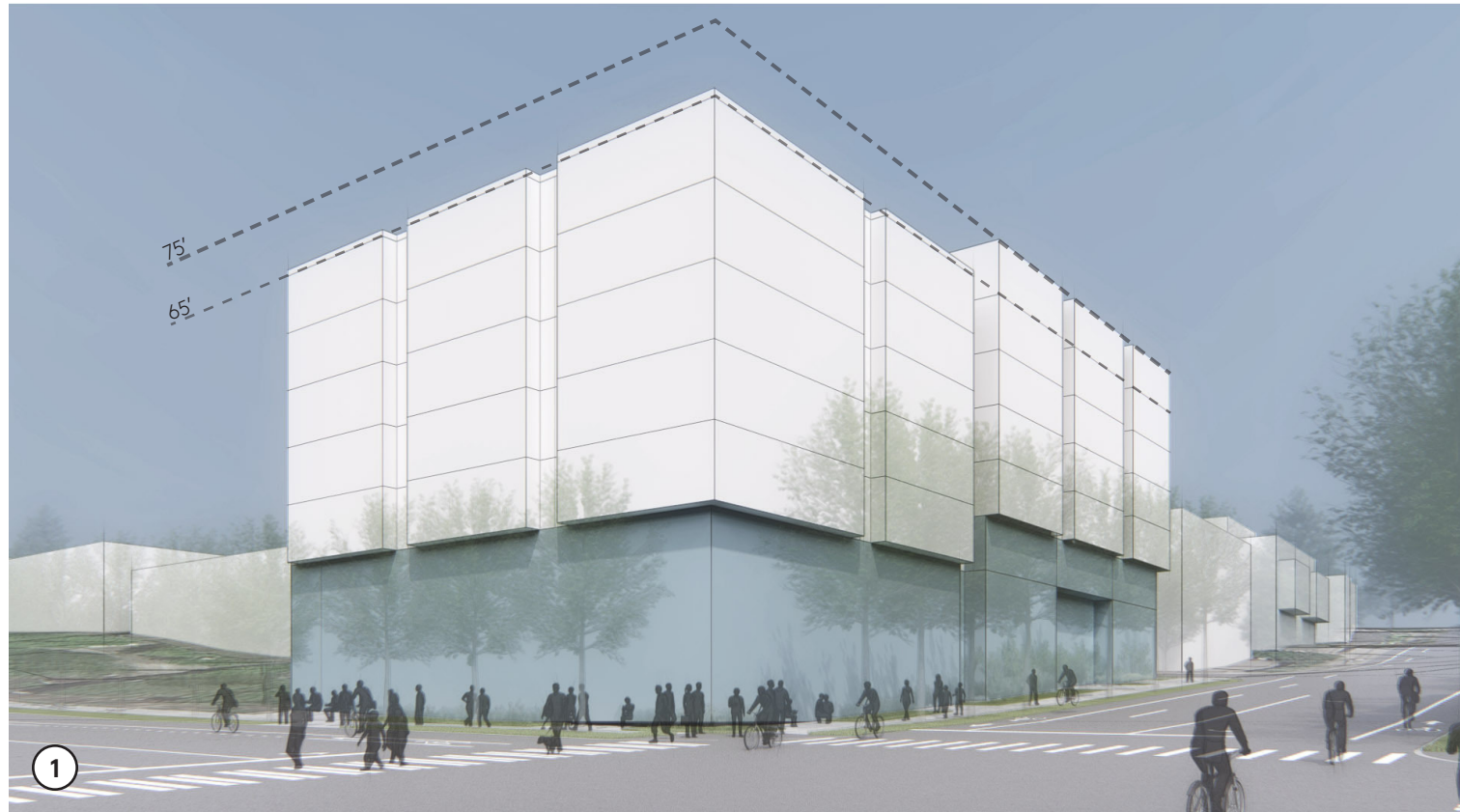


LEVEL 03





# MADDUX NORTH / SCHEME 03 - PREFERRED



**U-shaped scheme with an internal courtyard sits on the north side of S. McClellan Street; parking accessed from 29th Ave. South.**

One partial level of parking is accessed from the east side of the project site, off of 29th Avenue South. Consequently, the building massing steps up the site to the east following the site topography. The proposed scheme exceeds the zoning structure height limit and thus assumes 10' height increase for affordable dwelling units.

A two story transparent base is maintained at the street level to engage and enliven the pedestrian experience along the MLK Jr. Way S. and S. McClellan St. frontages.

**Contract Rezone** /MHA bonus required.

Development Departures requested: **None**

**LEGEND**

- CURRENT ZONING
- HALA ZONING





# MADDUX NORTH / MASSING CONCEPTS



## SCHEME 01

**U-shaped scheme with courtyard in the rear sits on the north side of S. McClellan Street.**

Underground parking is accessed from MLK Jr. Way S on the west side of the project. Five stories of residential use is located above one story of commercial use and tenant amenities, with parking located below grade. Structure height complies with base zoning (65'), while FAR exceeds base zoning (3.5), MHA bonus area is assumed for affordable dwelling units. A courtyard occurs at the second level above grade. Outdoor common amenity area is provided at the courtyard and on the south portion of the roof.

MHA bonus area required for FAR.

**Unit Count: 83 units**

**Parking Count: 42 stalls**

**Commercial Area: 3145 GSF**

**Development Departures: None.**

Contract Rezone Required for height and area.



## SCHEME 02

**O-shaped scheme with an internal courtyard sits on the north side of S. McClellan Street.**

Underground parking is accessed from MLK Jr. Way S on the west side of the project. Five stories of residential use is located above one story of commercial use and tenant amenities. Parking is located below grade. Structure height meets the current zoning standards (65'). FAR exceeds base zoning (3.5) and assumes MHA bonus for affordable dwelling units. Courtyard occurs at the second level above grade. Outdoor common amenity area is provided at the courtyard and on the south portion of the roof.

MHA bonus area required for FAR.

**Unit Count: 84 units**

**Parking Count: 42 stalls**

**Commercial Area: 3145 GSF**

**Development Departures: None**

Contract Rezone Required for height and area.



## SCHEME 03 - PREFERRED

**U-shaped scheme with an internal courtyard sits on the north side of S. McClellan Street; parking accessed from 29th Ave. South.**

Underground parking is accessed from 29th Ave. S. on the east side of the project. Six stories of residential use is located above one story of commercial use and tenant amenities. Parking is screened from view by commercial and residential use. Structure height and FAR exceeds the current zoning standards and assumes MHA bonus for affordable dwelling units (3.5/65'). Courtyard occurs at the third level above grade. Outdoor common amenity area is provided at the courtyard and on the south portion of the roof.

MHA bonus required for FAR and height (5.0/75')

**Unit Count: 81 units**

**Parking Count: 18 stalls**

**Commercial Area: 5210 GSF**

**Development Departures: None**

Contract Rezone Required for height and area.



# MADDUX NORTH / MADDUX SOUTH / DESIGN CUES

Welcoming and identifiable building entry (Image 3)

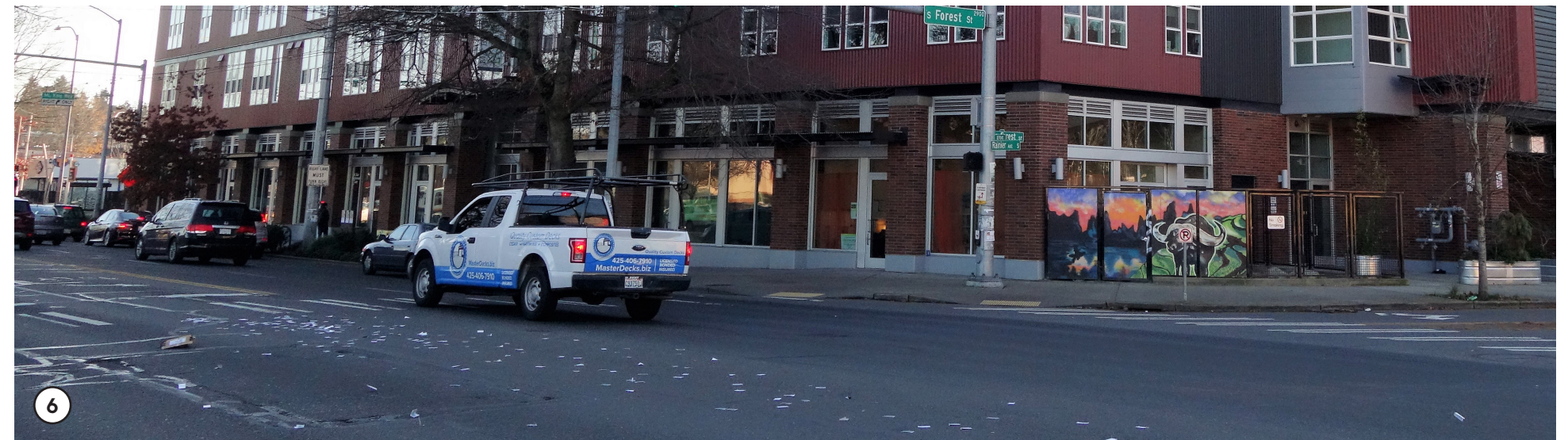
Streetscape - pedestrian oriented streets (Image 4)

Neighborhood scale commercial storefront (Image 1)

Pedestrian scale signage/art (Image 1)

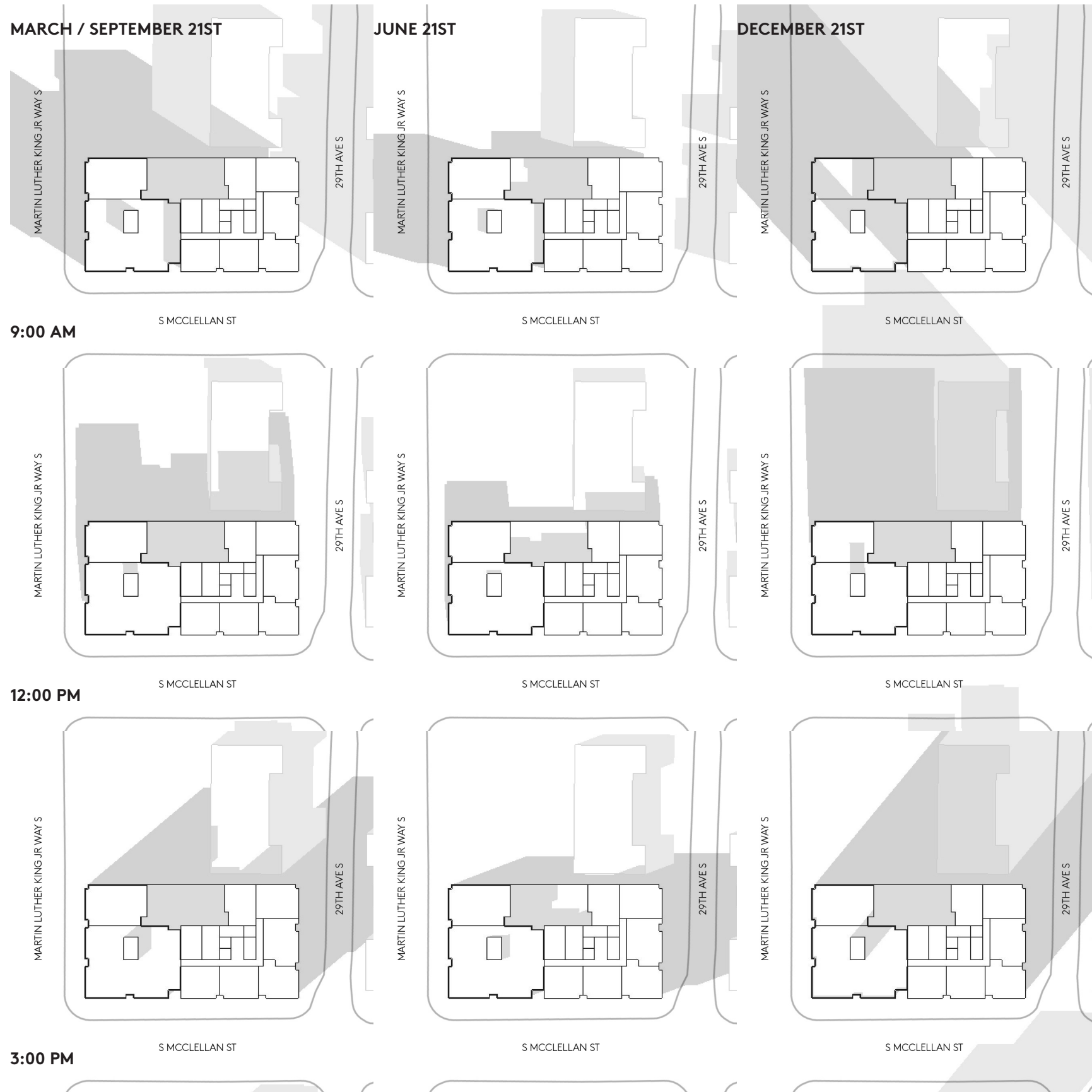
Define urban street edge (Image 2, Image 6)

Enliven pedestrian experience/engage sidewalk (Image 4, Image 5, Image 6)





# MADDUX NORTH / SUN STUDIES





# MADDUX NORTH / LANDSCAPE CONCEPT PLANS

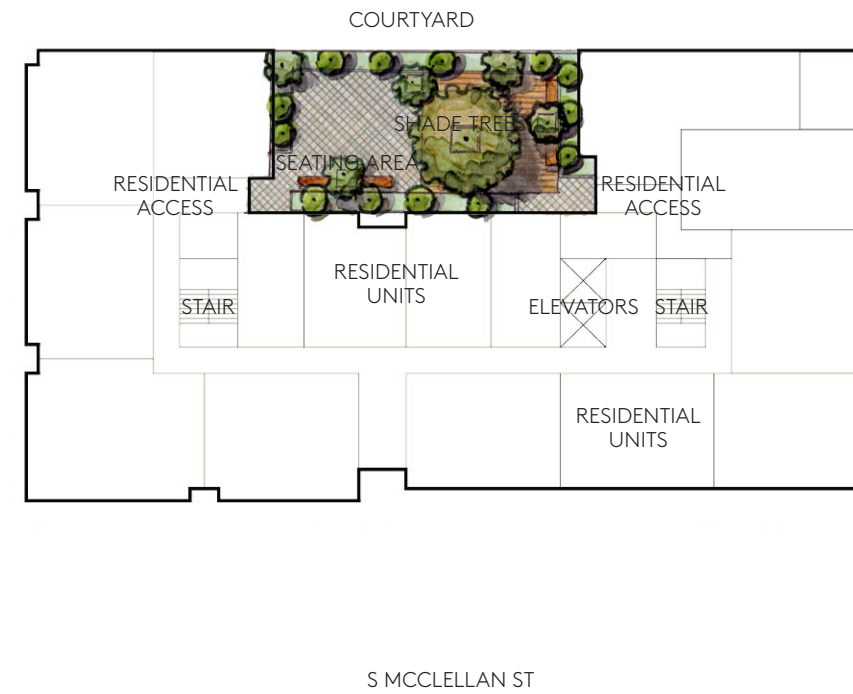
30

ARCHITECTURAL MASSING CONCEPTS



MARTIN LUTHER KING JR WAY S

**LEVEL 03 - COURTYARD**



29TH AVE S

MARTIN LUTHER KING JR WAY S

**LEVEL 08 - ROOF NORTH**



29TH AVE S



## Land Use Pre-submittal Conference Minutes

<b>Project:</b>	2802 McClellan (North) 2800 MLK (South)	<b>Project #:</b>	3028436 (North) 3028449 (South)
<b>Subject:</b>	Pre-submittal Conference	<b>Date/Time:</b>	August 10, 2017 2:30 PM
<b>Attendance:</b>	Conor Hansen, Mt. Baker Housing Assoc. Michael Trower, Mt. Baker Housing Assoc. Barry Baker, Beacon Development Group Jason Manges, Beacon Development Group Doug Leigh, Mithun Ken Wiersema, CPL Crystal Torres, SDCI reviewed Maria Cruz, SDCI reviewed Heather Burns, OH Emily Ehlers, SDOT reviewed Sarah Wallace, SDOT Ray Ramos, SCL reviewed Alan Hall, SCL	<b>Location:</b>	SDCI
<b>Distribution:</b>	attendees	<b>Submitted by:</b>	Doug Leigh
<b>Attachments:</b>	Zoning Summary	<b>Meeting No.:</b>	SDCI-01

### Project Description:

**Background:** Mount Baker Housing Association – Owner and operator of affordable housing properties.

Beacon Development Group - Developer of Maddux North & South projects.

**Maddux North:** Anticipated to be 91 units of 60% AMI affordable housing and some retail on 4 lots from the northwest corner of MLK and S McClellan east to the corner of S McClellan and 29<sup>th</sup> Ave S. It is the site of a former Dry Cleaner and has known soil contamination that will require abatement and/or mitigation. It is likely that excavation related to the contamination will provide an opportunity for construction of a minimum of 1 story of below grade concrete structure.

**Maddux South:** Anticipated to be a minimum of 44 units of 60%-80% AMI affordable housing. It occupies a single lot from the southwest corner of MLK and S McClellan that is the site of a former service station and has known soil contamination that will require abatement and /or mitigation.

### Project Overview: July 31, 2017 Feasibility Study

1. The Feasibility Study was reviewed to provide an overview for the group of the proposed project elements to be included in the submission for the Office of Housing funding application for both Maddux North and South.
  - a. Attached zoning summary was reviewed and confirmed.

### Project Direction Provided:

#### SDOT – Emily Ehlers and Sarah Wallace:

1. Reviewed 7/10/17 Preliminary Assessment Report Street Improvement Requirements for MLK, McClellan and 29<sup>th</sup> Ave S for North & South.
2. Specific issues and comments associated with the proposed project elements were:
  - a. North: Emily noted that street trees are required on all frontages. Because there are existing sidewalks on MLK, McClellan and 29<sup>th</sup> Ave E, the applicant can preserve the existing sidewalks



# MITHŪN

SDCI Pre-submittal Conference August 10, 2017  
2802 McClellan (North)  
2800 MLK (South) Minutes  
Project No. 3028436 (North) + 3028449 (South)

- and set their building back 5' to accommodate street trees in the 5' setback. SDOT's preference is to provide street trees in a 5' planting strip or tree pits adjacent to the curb. On MLK, this can be accommodated by removing the parking pull-in bay and providing street trees adjacent to the curb. On S McClellan St, SDOT recommends removing the asphalt in the planting strip and filling-in the existing utilized curb cuts to accommodate street trees. On 29<sup>th</sup> Ave S, SDOT recommends removing the parking pull-in bay to accommodate parallel parking and street trees adjacent to the curb.
- b. North: SDOT supports the land use code requirement to provide vehicle access from the undesignated/non-arterial street, here 29<sup>th</sup> Ave E. MLK Jr Way S is an arterial street with a transit facility, future plans for a bike facility, and relatively higher volumes of pedestrians. S McClellan St is an arterial street with transit, a bike facility, and a pedestrian designation. Vehicle access/curb cuts on arterial streets compromise efficient vehicle operations, degrade transit service by adding additional delay and present potential safety concerns with vehicles crossing over the bike facility and pedestrian pathway at midblock, unpredictable locations. SDOT does not support vehicle access from S McClellan St or MLK Jr Way S.
  - c. North & South: The city's bicycle master plan recommends protected bike lanes on MLK Way S. S McClellan St has an existing shared lane bicycle facility.
  - d. North: During the conceptual SIP review, SDOT will work with Metro regarding Metro's plans for the existing bus stop on MLK and potential for integrating the bus stop with the building's weather protection.
  - e. North & South: Upgraded curb ramps may be part of Accessible Mt. Baker Plan.
  - f. North & South: Curb ramp improvements requirements would be triggered if curbs are moved or existing curb ramps are disturbed. The configuration of the curb ramps and radius of curbs if changed will be designed as part of the SIP.
  - g. North and South: SDOT supports trash collection from 29<sup>th</sup> Ave S and will coordinate with SPU.

## Project Questions:

1. **N + S - Addressing:** Clarify residential address to be assigned.
  - a. Not discussed.
2. **N - SDOT: Discuss potential to move existing MLK bus stop and curb cut for garage entry.**
  - a. Emily – North: SDOT will coordinate with Metro. Please submit conceptual site plans to SDOT to initiate this process.
3. **N + S – SDOT: Review near and long term projects on MLK and McClellan and their schedules. Identify opportunities and constraints on development of project.**
  - a. No specific projects that would impact North or South were identified. SDOT to check on the status of implementation or advancement of elements of the Mt Baker Town Center Urban Design Framework "BowTie Traffic Concept", Accessible Mt. Baker plan and the Bicycle Master Plan.
4. **N + S – SDCI: Clarify if covenants will be required on liquefaction zone sites.**
  - a. Not discussed.
5. **N + S – SDCI: Review current clean up strategies of hazardous materials on the sites and requirements for issuance of NFA's during review and approval of SEPA/MUP.**
  - a. After a brief discussion of the existing conditions and clean up strategies no direction was provided. Documentation of the State initiated process and certification allowing construction of the project on the site will be included in SEPA. A NFA will not be issued as part of this State directed process for these sites.
6. **N + S – SDCI: Review current schedule and adoption of HALA for sites and potential to take advantage of an additional story of residential development.**
  - a. No current date set for adoption of HALA in Mt Baker yet. Two options were discussed for the project:
    - i. Option #1: Submit a code compliant design. If HALA is adopted prior to the issuance of the MUP and Building Permit then the projects would be granted the additional story. If HALA is not adopted prior to issuance of the MUP and Building Permit then no additional story would be permitted. This would be an administrative decision and not require additional DRB action.



# MITHŪN

SDCI Pre-submittal Conference August 10, 2017  
2802 McClellan (North)  
2800 MLK (South) Minutes  
Project No. 3028436 (North) + 3028449 (South)

- ii. Option #2: Submit the project with the additional story and request a contract rezone. If HALA was adopted during the process prior to the contract rezone taking effect then the contract rezone request could be withdrawn and the additional story permitted under the adopted HALA provisions in effect at the time of the issuance of the MUP and Building Permit. This would be an administrative decision and not require additional DRB action.
7. **N + S – SDCI: Discuss OH’s Priority 2 classification and impact to permitting of the projects.**
    - a. Specific shortened review times or meeting priority benefits were not discussed. Current workloads are impacting all review and processing times.
  8. **N + S – SDCI: We have two separate land use project numbers (3028449 and 3028436) but wish to have them reviewed as one project for Design Review. Please confirm that this can be accommodated and review what the procedural implications are to this approach.**
    - a. This can be accommodated, separate submittals will be required for each project. Within the separate submittals materials that have been developed to consider the two projects and their context can be used and repeated.
  9. **N + S – SDCI: Design Review.**
    - a. Please see Shaping Seattle for projects in the pipeline, include in contextual analysis.
    - b. Include massing diagrams which provide the Board and the public an understanding of the design thinking and strategy behind each option.
    - c. Provide precedent images that give the Board and public an understanding of the design intent. Use callout to direct the Board’s attention to what elements the project is drawing inspiration from.
  10. **N + S – SCL: Review power line move options.**
    - a. Ray – North: There is the potential to move the existing power line on MLK Way S that encroaches on the property at the south west corner. A pole move at McClellan and MLK Way S as well as the addition of another pole to create a “flying tap”; A of a 577 vault to serve North and maintain existing service may be required.
    - b. .
    - c. Ray & Alan – South: Service from pole with transformers to south of property at south west corner on MLK Way S may be feasible if it can be changed to a terminal pole transformer relocated to maintain service to existing building.
  11. **N + S – SCL: Review service entry locations and transformer location options.**
    - a. The transformer locations for each project were reviewed. These will need to be confirmed after service locations are resolved and garage access is resolved for North.
    - b. Ray and Heather discussed the potential of expediting service application requests on OH projects. Pending staff action, Ray to coordinate with OH. . For both projects, submit applications to SCL and to arrange a pre-design meeting w/SCL engineering for answers to service locations and other requirements. Contact Antonio Hernandez, 206-386-1635, or [antonio.hernandez@seattle.gov](mailto:antonio.hernandez@seattle.gov)
  12. **N + S – SDOT: Review existing curb ramps @ McClellan and 29th and McClellan and MLK.**
    - a. See SDOT item 2., f. for general curb ramp direction.
  13. **N + S – SDOT: MLK shown to have protected bike lane, what is impact to ROW? McClellan not protected bike lane what will be required outside of our curb line? Will it be a project requirement?**

There are no code requirements to upgrade the existing bicycle facilities. However, the city will consider bike safety concerns in determining the appropriate street for vehicle access.





**City of Seattle**  
 Department of Construction and Inspections  
 700 Fifth Avenue, Suite 2000  
 P.O. Box 340 19  
 Seattle, WA 98124-4019  
 (206) 684-8850

Seattle DCI Project Number

3028449

## Statement of Financial Responsibility/ Agent Authorization

<b>Project Address</b>	2800 M L King Jr Way S
------------------------	------------------------

### NAME AND ADDRESS OF FINANCIALLY RESPONSIBLE PARTY (Required)

A. Name of Individual or Entity ( <i>Company, Partnership, etc.</i> ) Assuming Financial Responsibility	MT BAKER HOUSING ASSOCIATION 1423 31ST AVE S SEATTLE, WA 98144
B. Name of Individual Signing on Behalf of an Entity ( <i>Company, Partnership, etc.</i> )	Conor Hansen
C. Financially Responsible Party Relationship to Property	<input checked="" type="checkbox"/> Property Owner <input type="checkbox"/> Property Lessee <input type="checkbox"/> Property Contract Purchaser  <input type="checkbox"/> Public Agency <input type="checkbox"/> Service Requestor (check only if request does not directly relate to the development of real property i.e. request for interpretation, legal building site letter)
D. Mailing Address ( <i>of individual signing statement</i> )	MT BAKER HOUSING ASSOCIATION 1423 31ST AVE S SEATTLE, WA 98144
E. Telephone ( <i>of individual signing statement</i> )	206-257-2939
F. Email ( <i>of individual signing statement</i> )	conor@mtbakerhousing.org

### Individual Declaration of Financial Responsibility (*must match the individual's name listed in "A" above*)

I \_\_\_\_\_ (printed name) declare that I am the \_\_\_\_\_ (relationship to project or service request) and that I am responsible for payment of all fees associated with this project or other request to DPD requiring payment of fees, including all hourly or other fees which may accrue during the review and/or post-issuance whether the permit is issued or whether the application is canceled or denied before the permit is issued.

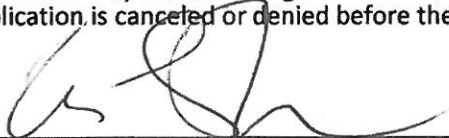
Signature

Date



**Entity Declaration of Financial Responsibility** (must match the individual name in "B" above and have authority to bind entity named in "A" above)

I Conor Hansen (printed name) declare that in my capacity as Director of Real Estate (position within entity - ie manager, CFO, etc) for ML Baker Housing Association (financially responsible entity named in "A" above) I have the authority to bind the Financially Responsible party named above to payment of all fees associated with this project or other request to DPD requiring payment of fees, including all hourly or other fees which may accrue during the review and/or post-issuance whether the permit is issued or whether the application is canceled or denied before the permit is issued.



7/17/17

Signature

Date

**AGENT AUTHORIZATION (Optional):**

I hereby authorize the individual named below to act as the primary contact (aka primary applicant) for this project. This individual is not responsible for the payment of fees.

Primary Applicant Name: Doug Leigh

Primary Applicant Phone: 206-971-5550

Primary Applicant Email: dougl@mithun.com

Primary Applicant Address: Mithun, 1201 Alaskan Way, STE 200, Pier 56, Seattle, WA 98101