



419 71ST STREET
DPD #3017353

GREEN LAKE MIXED-USE

2ND EARLY DESIGN GUIDANCE MEETING

OCTOBER 27, 2014

419 NE 71ST STREET
GREEN LAKE MIXED-USE

COVER SHEET

2ND EARLY DESIGN GUIDANCE MEETING - OCTOBER 27, 2014

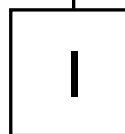


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SUMMARY

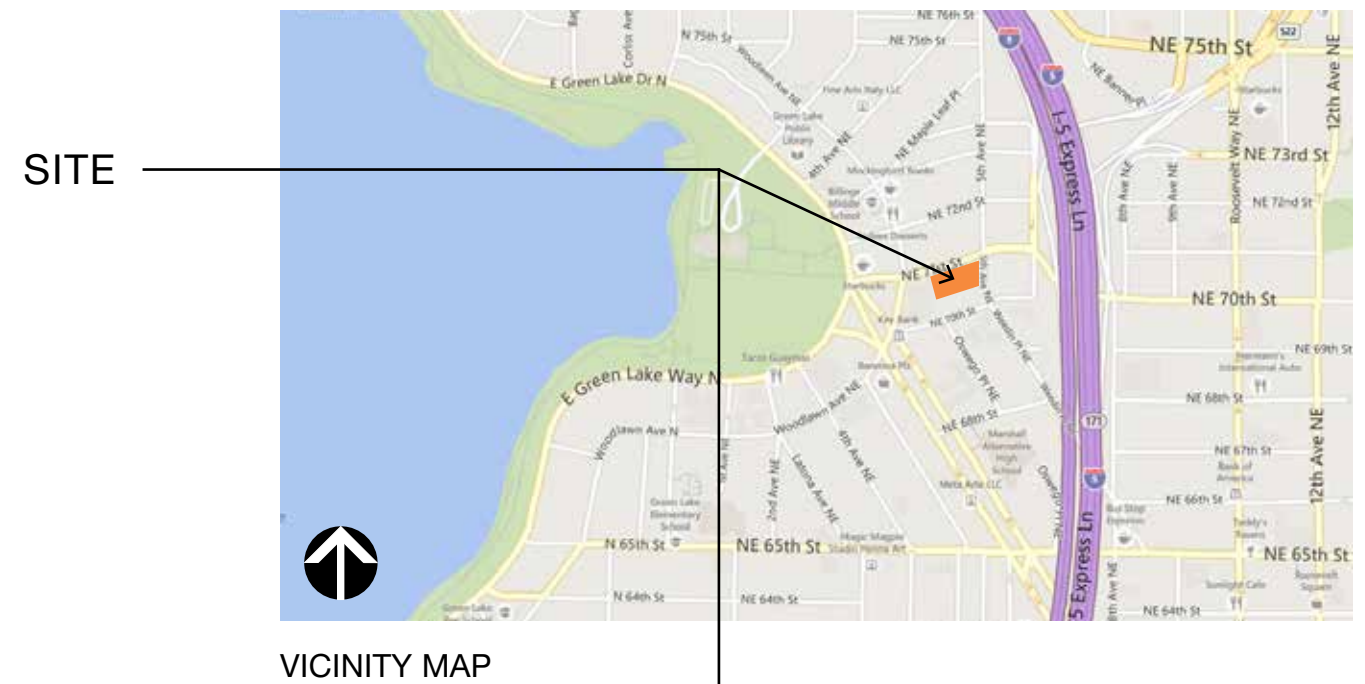
These materials were prepared in response to the Board's August 18, 2014 Early Design Guidance (EDG) comments and request for additional analysis of seven interrelated items: (1) potential mid-block / through-block connection; (2) residential entrance location; (3) truck loading location; (4) upper level massing; (5) ground plane design; (6) durable materials; and (7) requested departures. As noted during the initial EDG meeting, site constraints such as tree retention, grade and adjacent ownership / development patterns and conditions in the 2005 Property Use and Development Agreement (PUDA) are primary considerations driving design. Although only one EDG meeting is required by code (see SMC 23.41.014), in good faith Applicant has agreed to an optional EDG meeting to address each of the seven items in the context of the site constraints. Following this optional meeting, Applicant respectfully requests that the Board provide guideline priorities so that Applicant may apply for a Master Use Permit. Please refer to the August 18 EDG packet for information required by SMC 23.41.014 that is not provided herein. On the following pages we refer to applicable design guidelines. The full text of those guidelines is included for reference at the end of this packet.

DESIGN OBJECTIVES

Updated project specifications:

- 5 stories of housing over street-level commercial space
- Approximately 135 residential units, +/- 14,000 SF of street-level pedestrian-oriented retail
- 2 levels of underground parking with +/-104 stalls entering off of NE 71st Street
- Building scale and massing sympathetically responds to adjacent land uses and topography
- Emphasis on establishing appropriate frontage along 5th Avenue NE and NE 71st Street

See the August 18 EDG Packet for the remaining Design Objectives.



AERIAL VIEW



OWNER:
 Vitamilk South LLC
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 Development Company
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 Bellevue, WA 98004
 Phone: 425.455.9976

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 10801 Main Street #110
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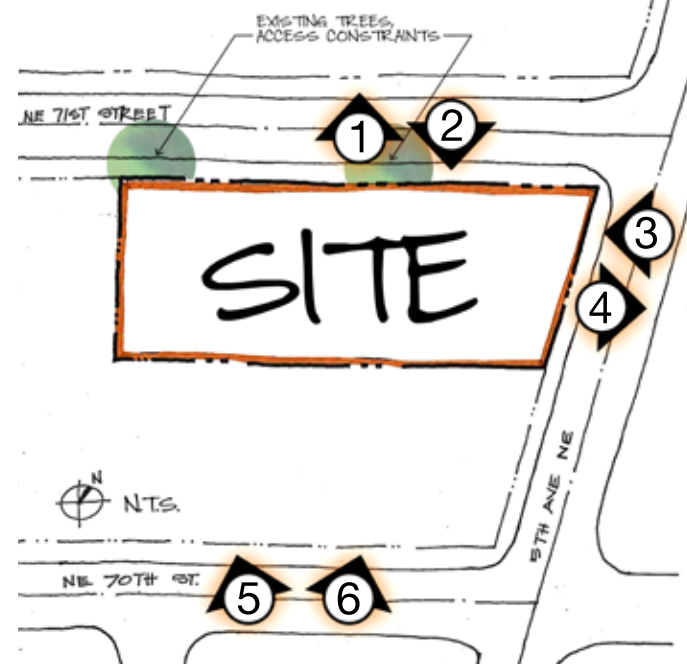
LANDSCAPE ARCHITECT:
 Brumbaugh & Associates
Contact: Kristen Lundquist
 600 North 85th Street, Suite
 102 Seattle, WA 98103-3826
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9 BLOCK AERIAL VIEW

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VICINITY MAP



① NE 71ST STREET LOOKING NORTH



② NE 71ST STREET LOOKING SOUTH TOWARD PROJECT SITE



③ 5TH AVENUE NE LOOKING WEST TOWARD PROJECT SITE



④ 5TH AVENUE NE LOOKING EAST



⑤ NE 70TH STREET LOOKING NORTHWEST



⑥ NE 70TH STREET LOOKING NORTH

THROUGH-BLOCK CONNECTION

The 2005 PUDA provides the following condition for a mid-block, through-block connection:

PUDA Section 2. Approval Conditions. The following terms and conditions shall apply to redevelopment of the Property:

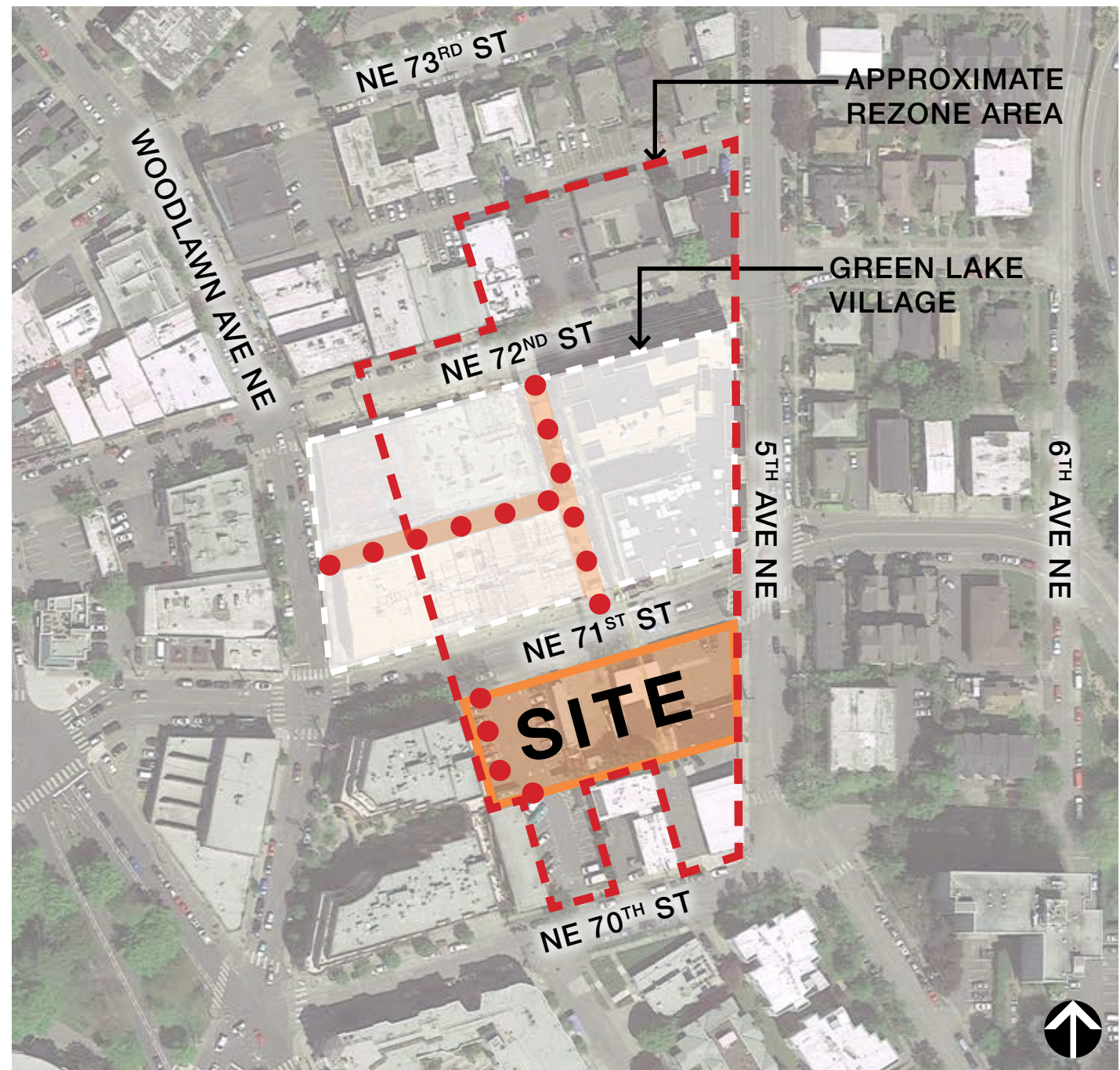
h. The final design for the Project will include a mid-block, through-block pedestrian access on the Middle Parcel that will be subject to the use and transparency requirements applicable to street frontages in an NC2 zone. On the South Parcel, Applicant agrees to make a good faith effort to design a mid-block, through-block pedestrian crossing, recognizing that the existing ownership pattern on the South Parcel may make this infeasible. The open space created by the through-block connections may be credited toward the required open space for residential development[.]

During the August 18, 2014 EDG, the Board provided the following specific comments on Applicant's initial efforts to show such connection:

Through Block Connection and Upper Level Massing. The Property is subject to a Property Use and Development Agreement (PUDA) as a condition of the approved 2005 rezone. The PUDA requires the applicant to make a good faith effort to design a mid-block, through-block pedestrian crossing, recognizing that the existing ownership pattern on the South Parcel may make this infeasible. The Board was particularly concerned with the lack of design options providing a viable through block connection from NE 71st Street to NE 70th Street. The Board noted that Vitamilk South LLC owns an adjacent parcel south of the subject lot that would allow a viable through block connection. The Board felt additional site design and upper level massing studies were necessary to demonstrate the required good faith effort required by the PUDA. The Board noted that a substantial number of people cut through site from Oswego Place NE to the new midblock connection and PCC located north of the subject lot. The Board agreed a connection at this location would be extremely useful because of the substantial grade change on the adjacent streets and because 5th Avenue NE is not a pedestrian friendly street. . . .

The Board felt that the Option E ground plane design was the most successful case study for including a through block connection. The Board requested additional ground plane design with variations of Option E (CS2-B, CS2-li, CS2ii, PL-A1, PL-B, PL2-B, DC1-A, DC2-A, DC3-A). . . .

The Board directed that the commercial use should front and include the predominant transparency and entrances along NE 71st Street and the through block connector to help activate the through block space (PL3-C, DC1-B2).



REZONE AREA SHOWING SITE

LEGEND

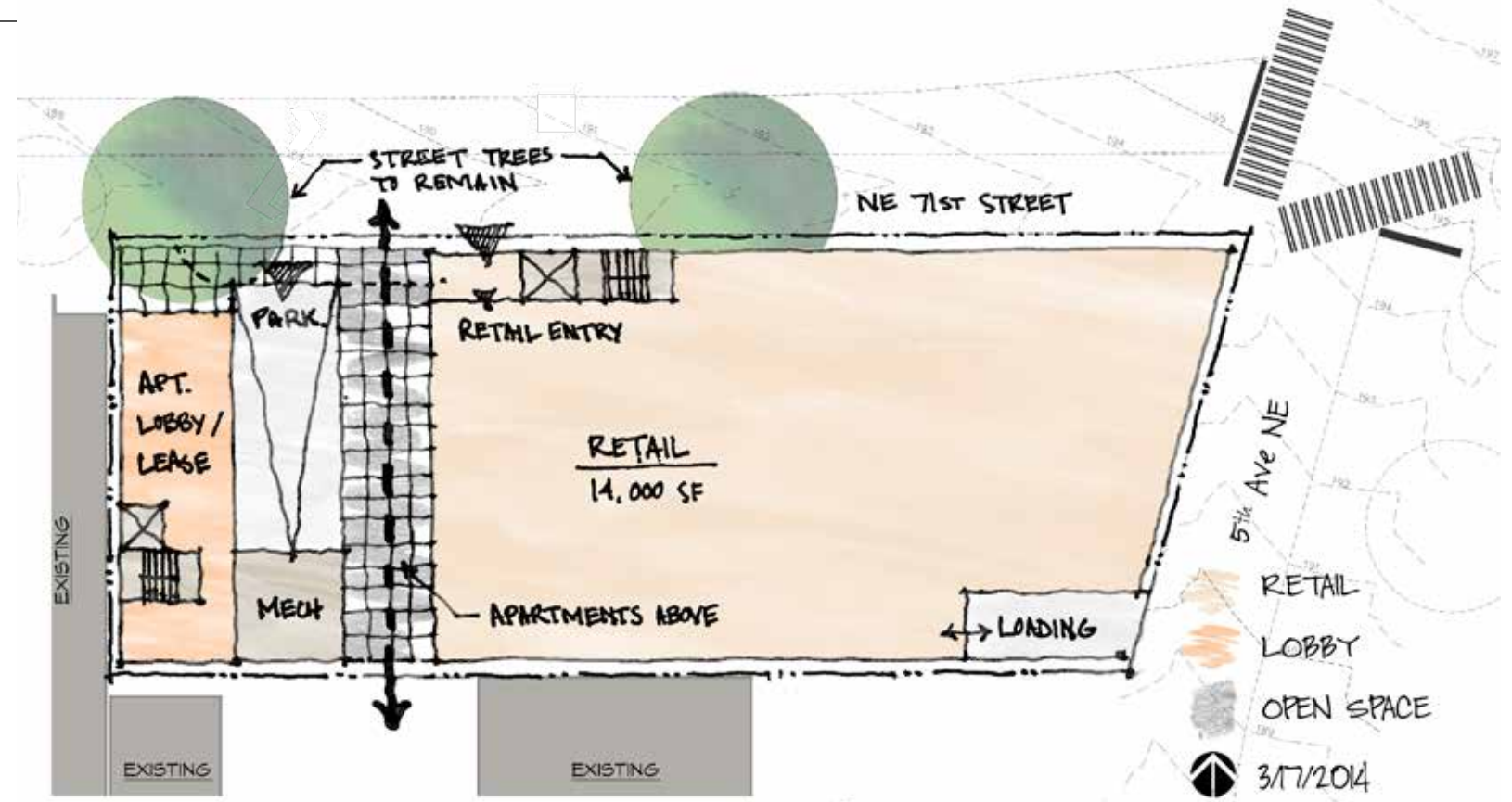
● ● ● ● Mid-Block Through-Block Pedestrian Crossing

AUGUST 18 EDG SUMMARY

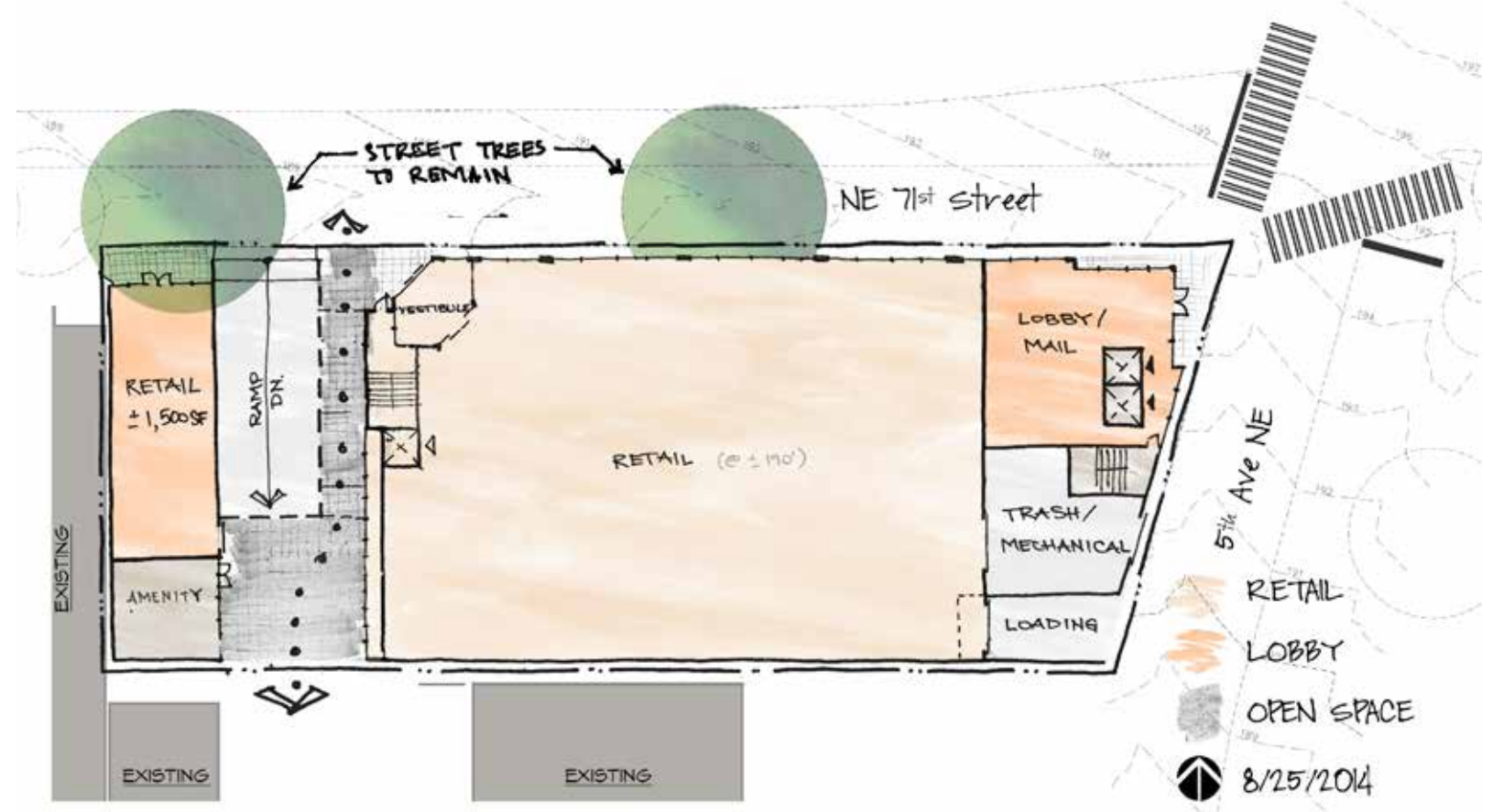
For reference, the sketch provided in the August 18 EDG package for “Option E” is provided on this page. The Board will recall that a variety of options were provided, but Option E was the version in which the Board was most interested. The following constraints preclude Option E, at least as it was shown in the August 18 packet:

- SDOT remains adamant about preservation of both existing trees along the site’s northern edge, and tree preservation continues to be a primary design consideration.
- A Letter of Intent has been signed with Bartell Drugstore—a desirable and missing amenity in the neighborhood— and we need to maintain the retail space at dimensions in order to meet Bartell’s requirements while keeping the overall layout flexible to allow subdivision into small shops in future.
- The western street tree and the need to locate the garage portal away from the intersection forces the portal to the location in which it is shown.
- The loading dock is located in the only feasible location given the grades, retail design and proximity to the intersection.
- The southern terminus of the crossing needs to be in a location that allows for flexibility in the future development of the small lot to the south of the site.

After the first EDG meeting the proponents studied a through-block crossing adjacent to the large retail space and a second small retail space on the west edge. It was concluded that this second small retail space was not viable due to access, parking, loading and location problems.



MAIN LEVEL - OPTION E FROM AUGUST 18 EDG



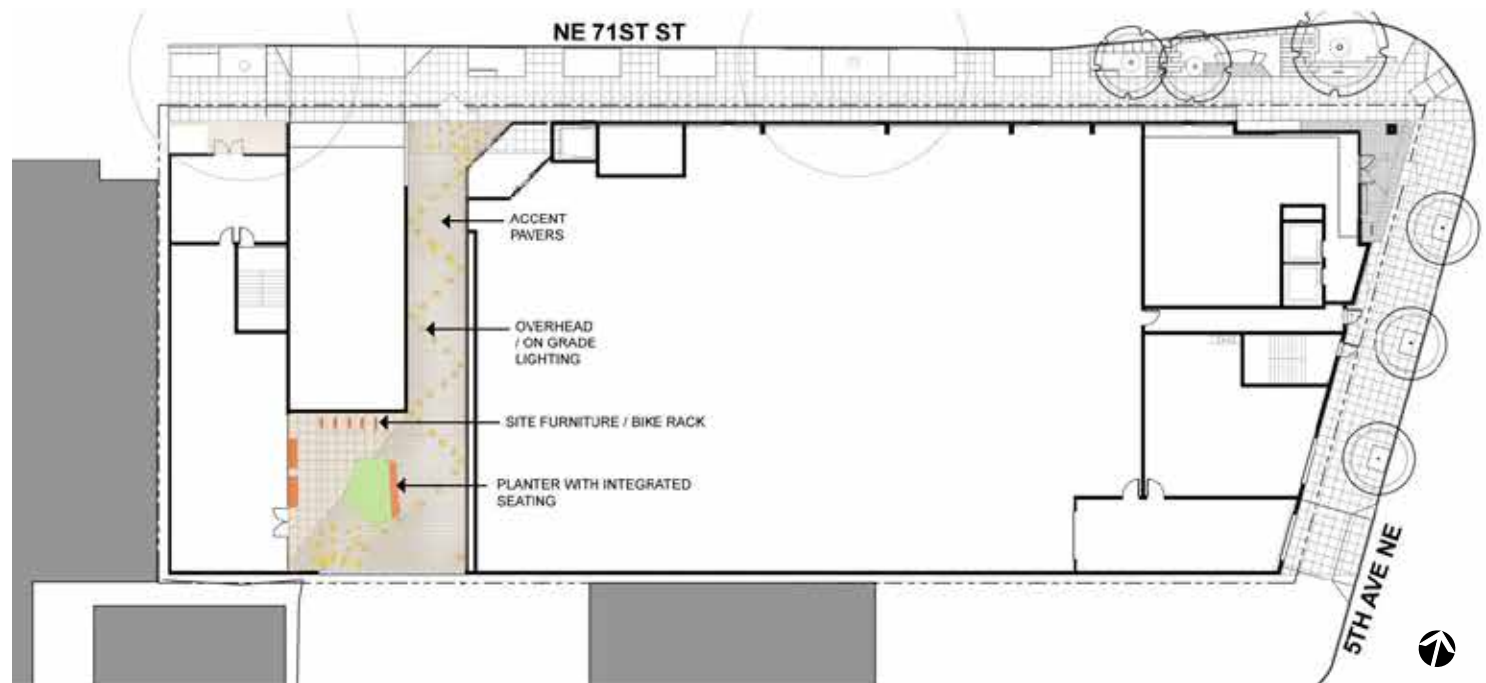
MAIN LEVEL - OPTION E WITH THROUGH-BLOCK CONNECTION STUDY 1

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THROUGH-BLOCK CONNECTION DEVELOPMENT
2ND EARLY DESIGN GUIDANCE MEETING - OCTOBER 27, 2014



OPTION A THROUGH-BLOCK CONNECTION



OPTION A THROUGH-BLOCK CONNECTION - LANDSCAPE PLAN

STUDY

After consideration of the Board's comments and our project constraints we present three options for viable through block connections across the Site. While Option C is our Preferred Alternative, any of the options are considered viable.

OPTION A – CONNECTION ADJACENT TO RETAIL

This option locates the connection between the retail space and the parking garage portal. A small residential entrance and amenity space would be constructed to complete the west edge of the ground floor. Due to space programming constraints we would not be able to provide transparency between the connection and the retail space, but transparency is provided to the west by opening the area between the garage ramp and the path. Due to the project constraints this path would be narrower than the other options (10-12 feet), but opens up after the garage portal ends, allowing for a small landscaped area at the south and also allowing for flexibility in completing the connection across the south parcel.

This option allows for visibility through the length of the space which opens up to a generous usable pedestrian space at the south end. Lighting, paving patterns, signage and art opportunities, bike parking and seating are all integral to this design. A planter with integral seating softens the space and provides a subtle separation between gathering and entry to the amenity room and the main path of travel.



ACCENT PAVING



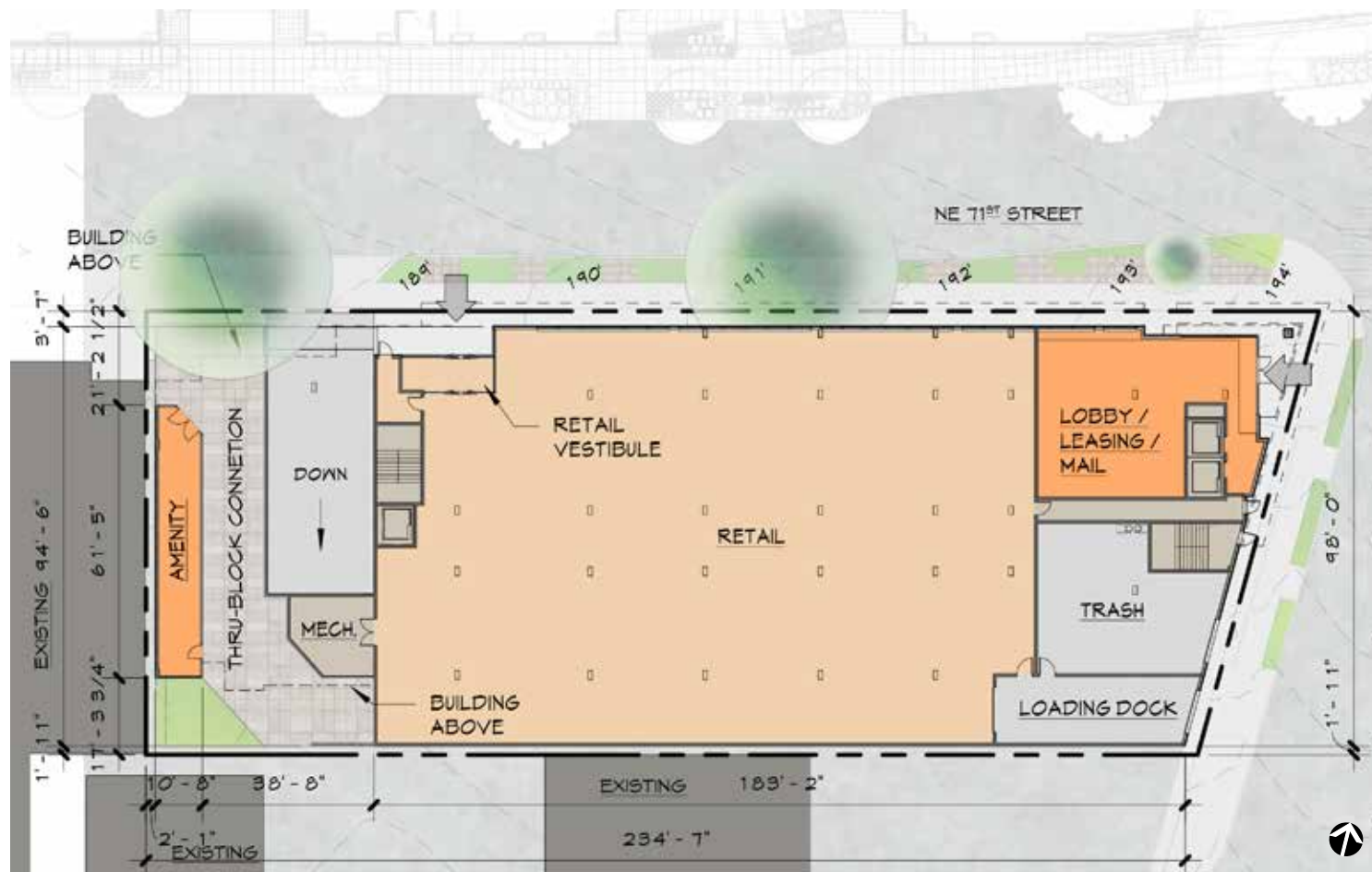
SITE ELEMENTS



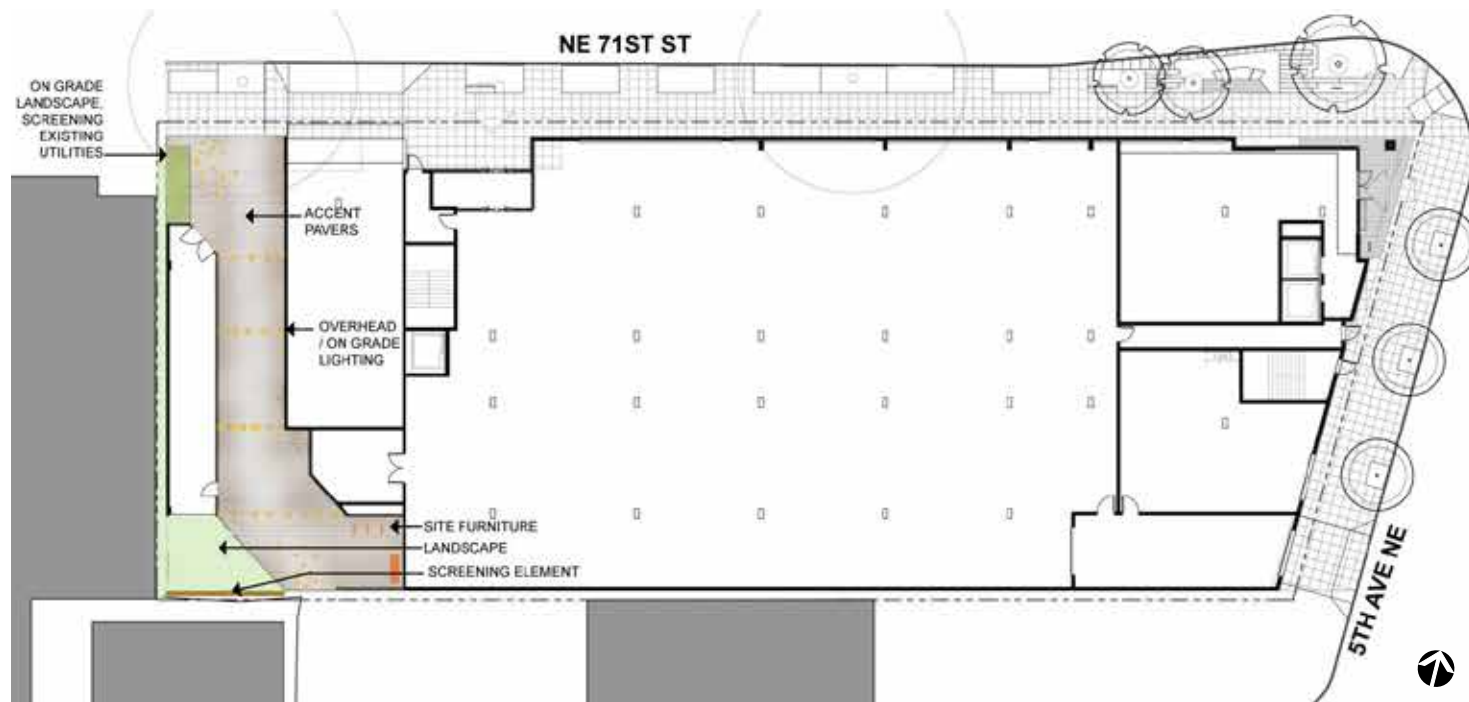
LIGHTING AT GRADE



THROUGH-BLOCK SEATING SPACE



OPTION B THROUGH-BLOCK CONNECTION



OPTION B THROUGH-BLOCK CONNECTION - LANDSCAPE PLAN

OPTION B - WEST RUNNING CONNECTION WITH WEST SIDE AMENITY

Option B shows a connection along the west edge of the site with a 25 foot wide interface with the sidewalk at the north end, and expanding to a larger space or room at the south end. The width of the connection allows for an amenity to be constructed along the west side, still leaving a 14 foot width in the middle.

As in Option A, lighting, paving patterns, signage and art opportunities, bike parking and seating are all integral to this design. A landscape entry feature softens the transition adjacent to the neighboring building while creating an inviting entry. A landscaped area at the south end creates a separation between the pedestrian space and the residential building top the south. It also serves as a transition in scale from the tall blank wall to the west.



ENCLOSED AMENITY AT THROUGH-BLOCK CONNECTION



ACCENT PAVING



SITE ELEMENTS



LIGHTING AT GRADE



THROUGH-BLOCK SEATING SPACE

THROUGH-BLOCK CONNECTION DEVELOPMENT



OPTION C THROUGH-BLOCK CONNECTION

OPTION C (PREFERRED ALTERNATIVE) – WEST RUNNING CONNECTION WITH SOUTH SIDE AMENITY

Option C is similar to Option B, except that the amenity on the west is replaced with a landscaped path, and a smaller amenity is added at the south edge of the site. The full width of the connection is 25 feet, with a landscaped areas varying from 4-8 feet. The remaining width is a combination of seating areas, and walkway with varying width of 12- 20 feet.

This option creates a wider connector throughout which allows for visibility through the length of the space as well as providing a generous usable pedestrian space at the south end. Screen panels that soften the west wall and south residential units provide a sense of scale at a pedestrian level, a variety in paving materials interspersed with plantings and seating, site furniture and plenty of space for bike parking, as well as integrated lighting are all elements that collectively create an interesting and inviting space. This option places the connector closest to the lake, which is anticipated to promote its activation.



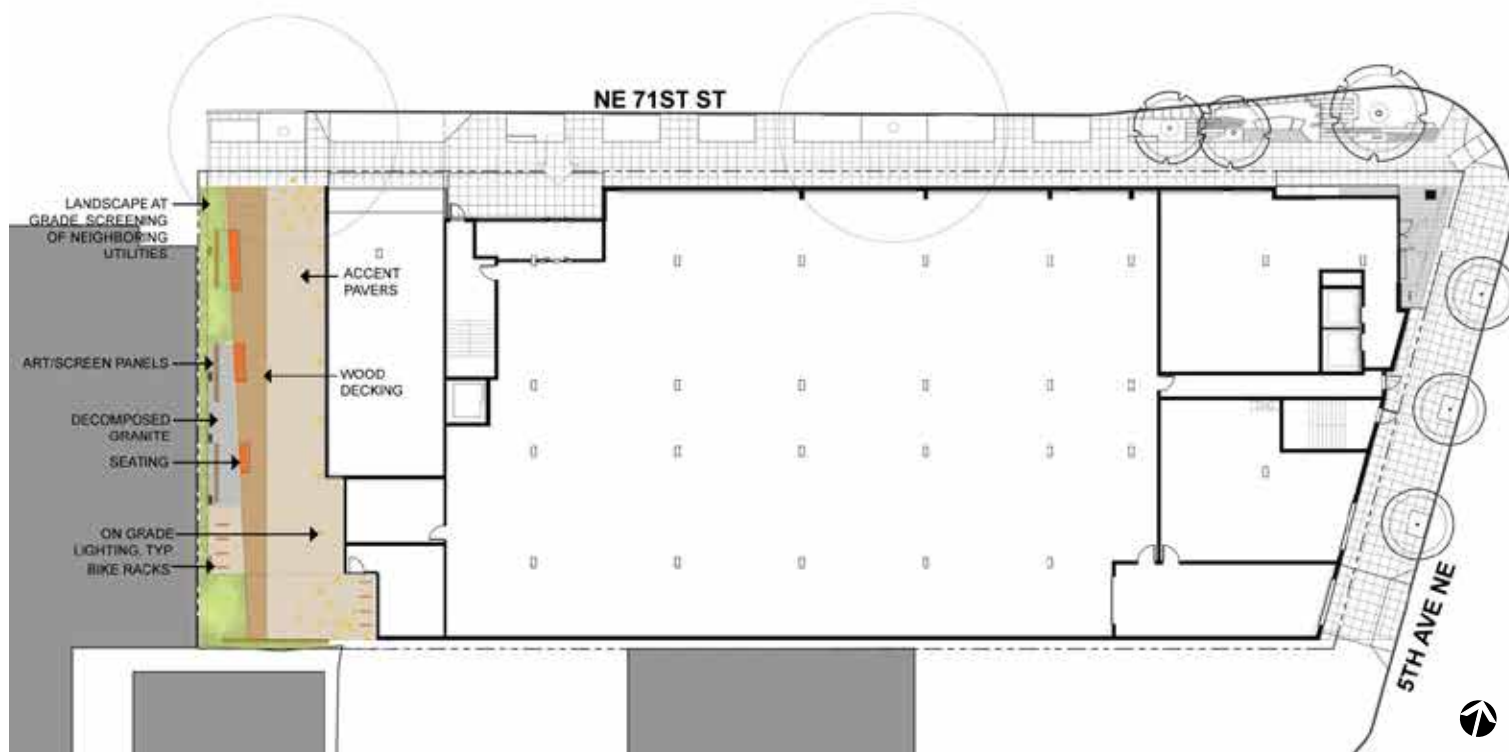
SEATING ELEMENTS



ACCENT PAVING BANDS



TRANSPARENT RAMP ENCLOSURE AT THROUGH-BLOCK CONNECTION



OPTION C THROUGH-BLOCK CONNECTION - LANDSCAPE PLAN



MASSING DESIGN OPTION C - VIEW OF THROUGH-BLOCK CONNECTION

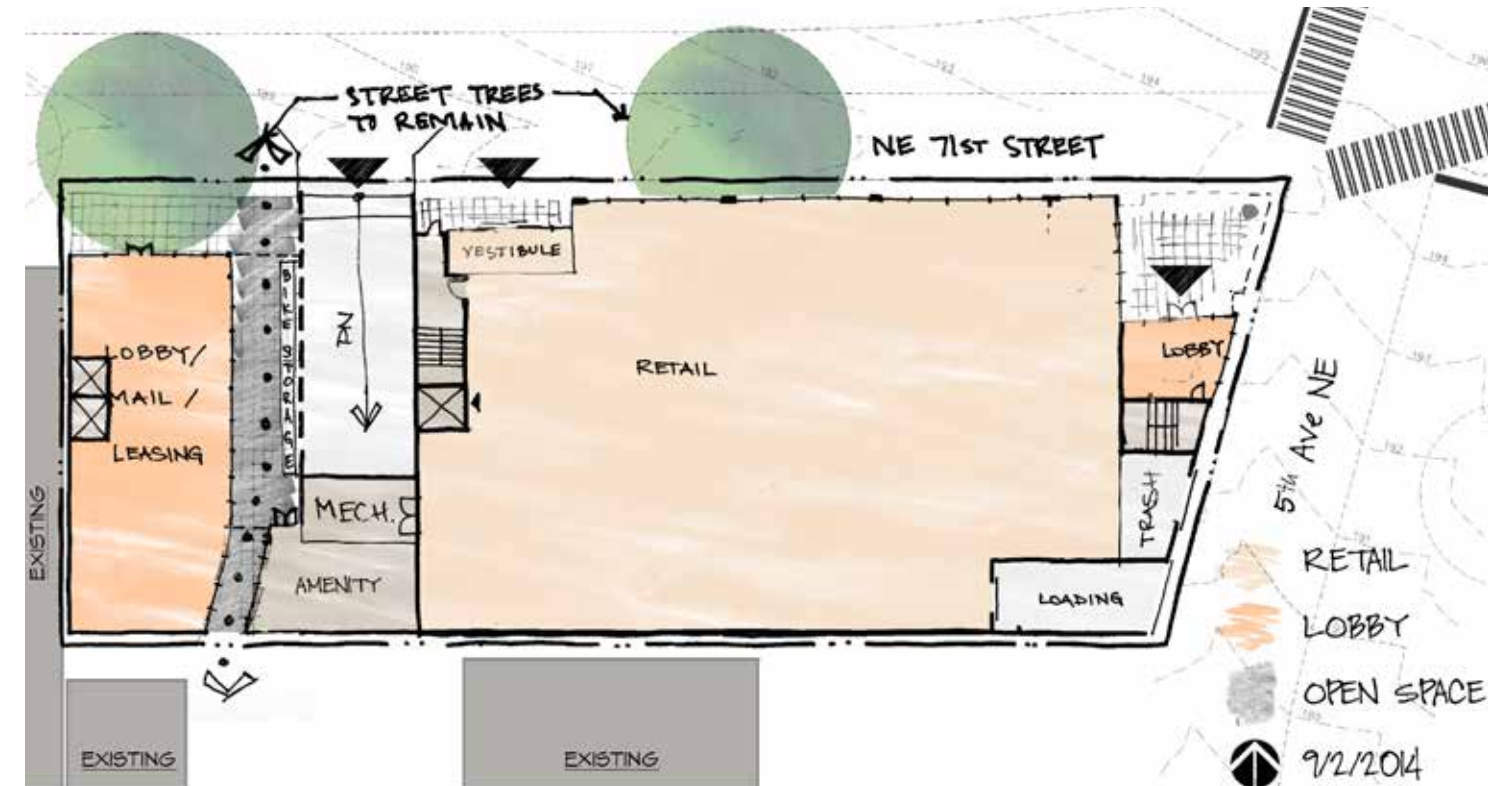
RESIDENTIAL ENTRANCE

During the August 18, 2014 EDG, the Board provided the following specific comments on Applicant's residential entry locations:

ii) The Board agreed that revised ground plane design should investigate locating the residential entry at the street corner and at the most westerly portion of the façade with more direct access to Green Lake (CS2-B, CS2-ii, CS2ii, PL-A1, PL-B, PL2-B, DC1-A, DC2-A, DC3-A).



PREVIOUS PREFERRED OPTION WITH RESIDENTIAL ENTRY AT NORTHEAST

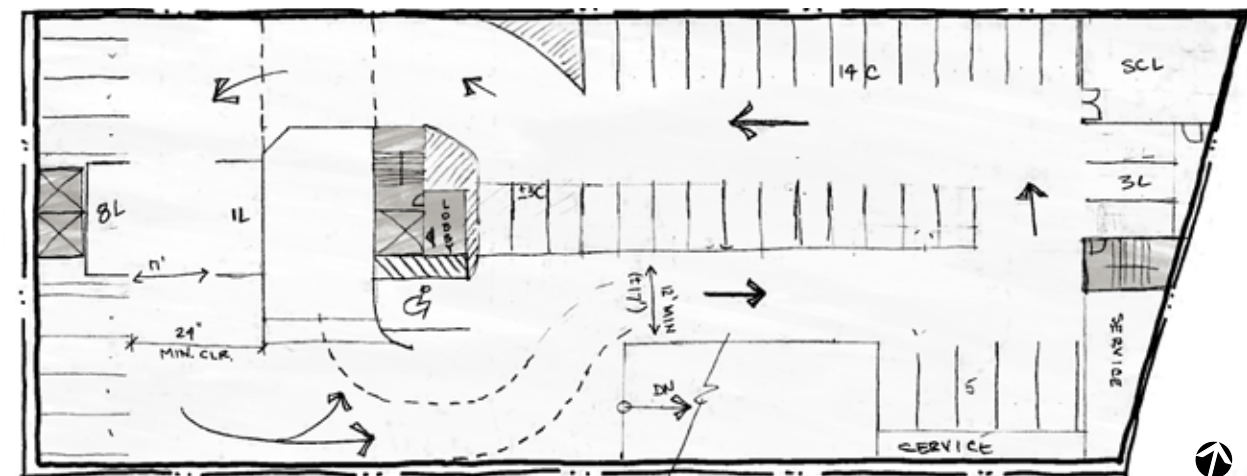


MAIN LEVEL - RESIDENTIAL ENTRY SHIFT STUDY

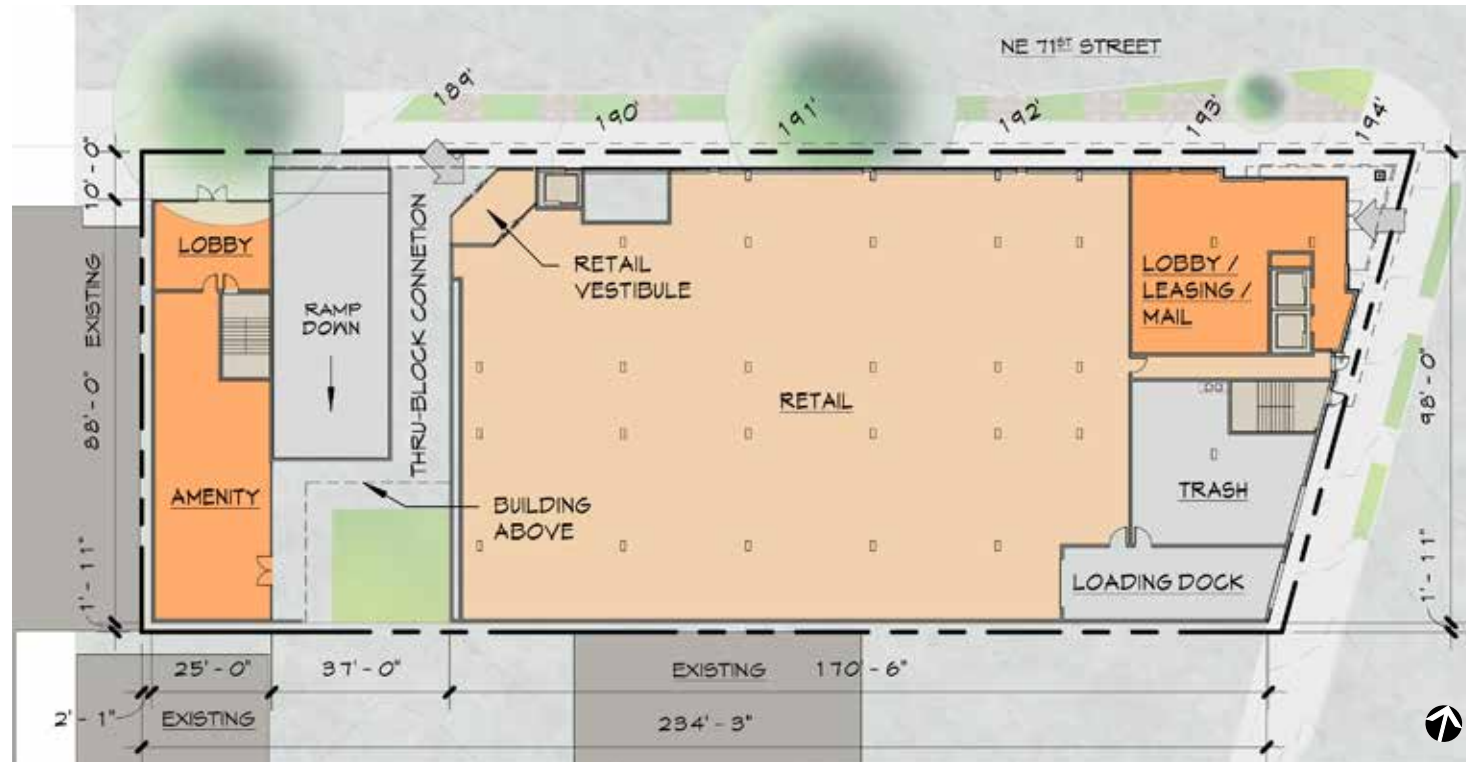
STUDY

Per the Board's recommendation, we further explored the possibility of relocating the main residential entry from the street corner to the westerly-most portion of the façade with the goal of providing more direct access to Green Lake (for the reference, the previous preferred option with residential entry at NE provided in the August 18 EDG packet is shown above). After further consideration we have concluded it does not work to put the full lobby on the west side (upper right). The challenges of providing elevator access to the garage and residential floors above make siting the lobby at this location infeasible.

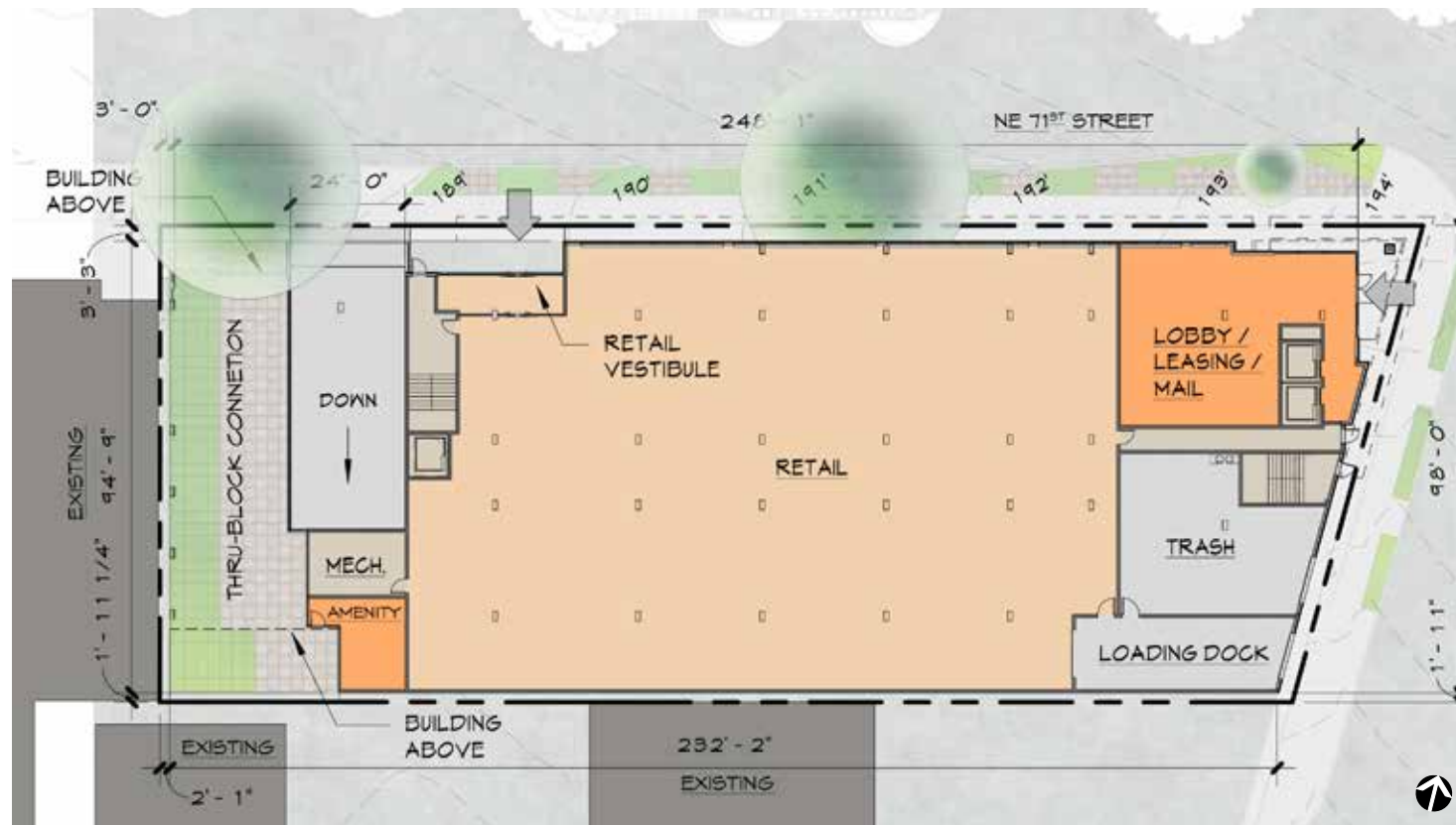
Specifically, site constraints such as topography and tree retention, as well as the desired retail space for future tenants require that the garage entry be located on the west end of the site, as shown in the massing design options. Locating the main residential lobby at far the west end of the site would isolate a part of the commercial parking level floor and force retail customers to cross two lanes of traffic at a blind corner at the bottom of the ramp (as shown on the parking plan to the right), which raises additional safety and usability questions.



PARKING LEVEL - EFFECT OF RESIDENTIAL ENTRY SHIFT STUDY



MASSING DESIGN OPTION A - RESIDENTIAL ENTRY ARRANGEMENT



PREFERRED MASSING DESIGN OPTION C - RESIDENTIAL ENTRY ARRANGEMENT

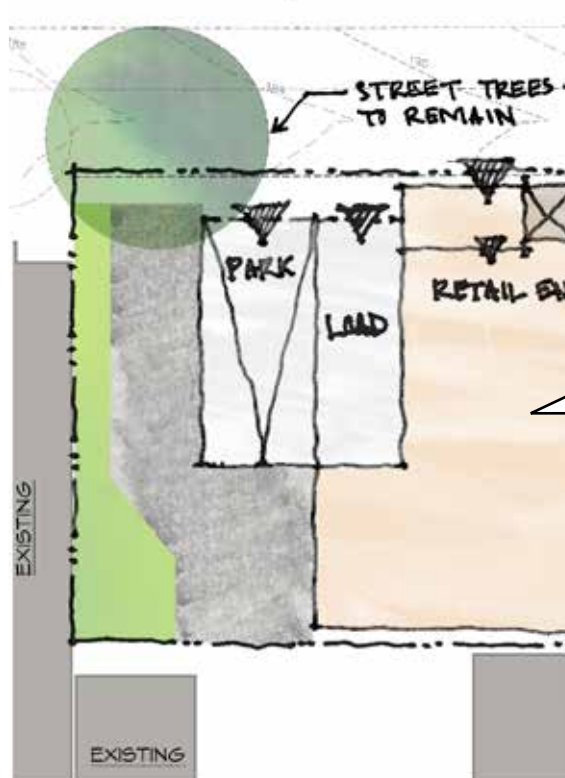
It is possible, although not preferred, to put a small residential access point at the west side, served by stairs only; it is not possible to provide an elevator due to impacts to the parking garage. Please note that the option with the west side residential access point must be married with through-block Option A.



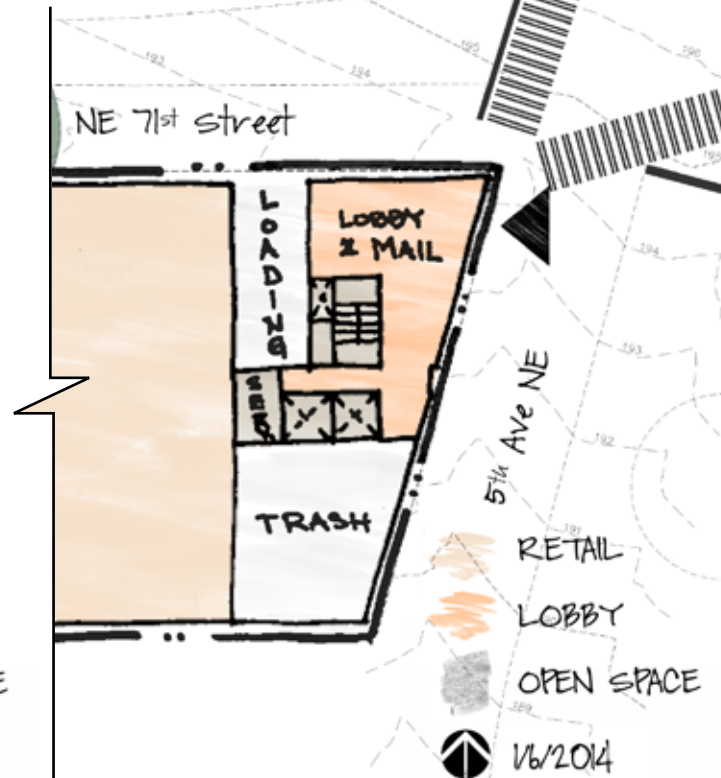
MASSING DESIGN OPTION A, B OR C - PERSPECTIVE VIEW OF NORTHEAST RESIDENTIAL ENTRY

PREFERRED ALTERNATIVE

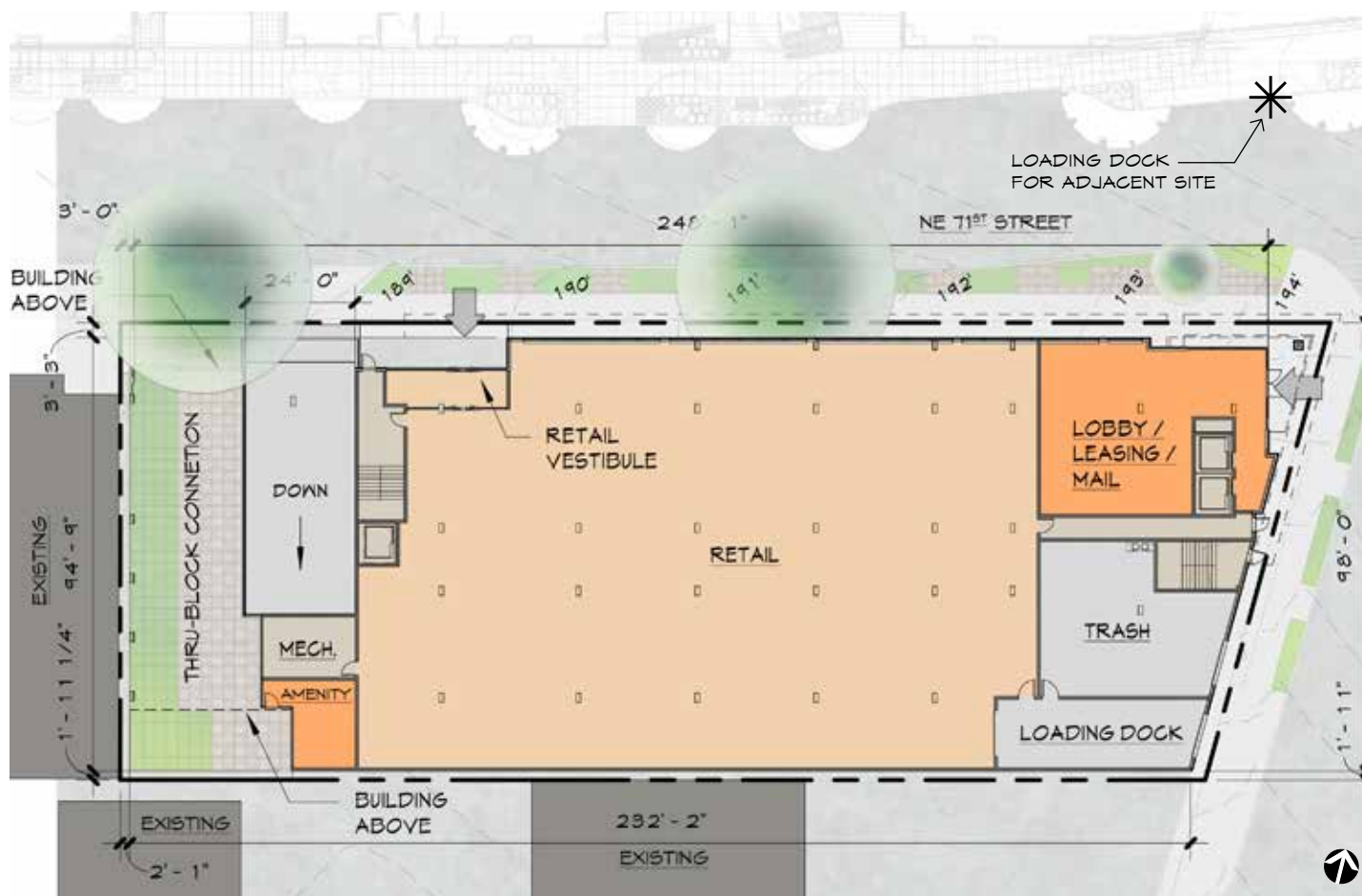
Our preferred option calls for the residential entrance on the east side and no residential entrance or access on the west. A perspective showing the prominent corner, wide access area and so forth on the west side is provided. Please note that while this access point is further away from Green Lake, the building is only 260 feet long, and the entrance is closer to the light rail station and other transit access points. It is also separate and distinct from the proposed retail entrance and located on the hard corner, which is consistent with Board's prior comments (on other projects) for a mixed-use with large retail spaces.



LOADING DOCK LOCATION STUDY 1



LOADING DOCK LOCATION STUDY 2



PREFERRED MASSING DESIGN OPTION C - TRUCK LOADING ARRANGEMENT

TRUCK LOADING DOCK

During the August 18, 2014 EDG, the Board provided the following specific comments on Applicant's loading dock locations:

The Board directed the location for truck loading and venting should be carefully considered. The Board noted Green Lake Village as a successful case study of the truck and service entry and functioning. (CS2-D5, DC1-B and C).

STUDY

We studied two alternate locations for the truck loading dock. As previously stated, we do not consider these to be feasible. Our preferred alternative remains at the southwest corner of the building.

LOADING DOCK LOCATION - STUDY 1 - Adjacent to garage portal.

Summary of challenges:

- Close proximity of the commercial loading to the major retail entry, conflicting with design guideline DC1-B;
- Close proximity of the commercial loading to the project garage entry;
- Located directly opposite from the large open space of Green Lake Village project, conflicting with design guideline DC1-C2.

LOADING DOCK LOCATION - STUDY 2 - Adjacent to residential lobby.

Summary of challenges:

- Too close to intersection / potential queing and site distance issues;
- Interrupts storefront façade pattern along the pedestrian-oriented street;
- Located directly opposite large loading dock of Green Lake Village project;
- Creates traffic and operational issues for the two major retailers;
- Loading dock sits higher than the retail level, creating issue for future tenant.

PREFERRED ALTERNATIVE

Overall, locating the loading dock on a more pedestrian-oriented street is perceived as weak, if not poor design. Therefore, we believe the proposed loading dock location on 5th Avenue NE is the best location, will have the least adverse impacts on the neighborhood, and is therefore used on all proposed ground-level plans.

Summary of advantages:

- Contained within the building;
- Vents to right-of-way without negative impacts to adjacent sites;
- Best location onsite relative to potential retail user;
- No impacts to residential lobby and retail pedestrian oriented frontage.

UPPER-LEVEL MASSING DEVELOPMENT

UPPER-LEVEL MASSING

During the August 18, 2014 EDG, the Board provided the following specific comments on Applicant's upper-level massing:

- i) A separation in the upper level massing at the location of the ground level through block connection (CS2-B, CS2-ii, CS2ii, PL-A1, PL-B, PL2-B, DC1-A, DC2-A, DC3-A).

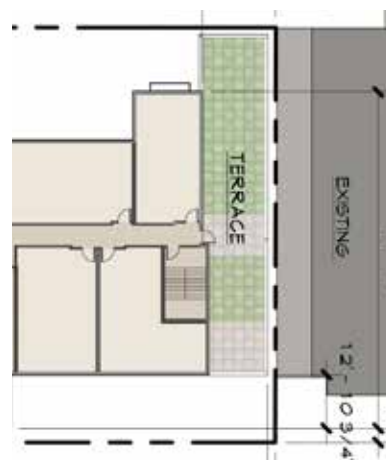
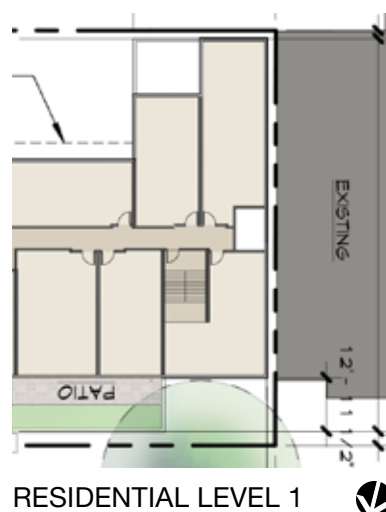
CONCLUSION

Two approaches were taken to address residential massing at the location of the mid-block connector. While a split core or bridge idea was discussed at the EDG, the application of such an idea is financially infeasible for a building of this size and infeasible for the vertical circulation elements. The analysis is similar to the analysis of through-block connection of the residential lobby on the west side shown on page 10. Therefore the split core is not shown.

Massing Design Option A separates the upper level massing by providing a major break at the through-block connection. To achieve the separation of massing, we rotated a unit on the south side and created more compact units on the north side. At the expense of five lost units, this Massing Design Option provides more natural light at the connection. This major break or step of the massing provides the requested separation and is still in keeping with our overall architectural concept of the mass eroding as it moves to the lake.



MASSING DESIGN OPTION A (Response to i and iii)

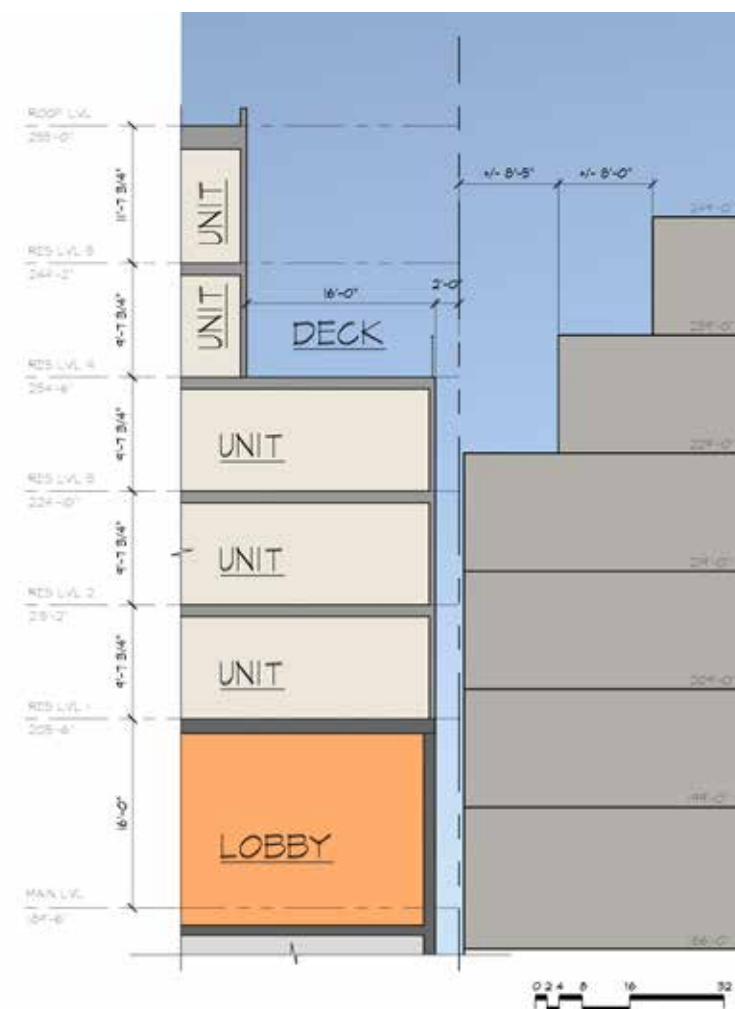


MASSING DESIGN OPTION A

- iii) A massing which locates the primary mass of the structure adjacent to the blank wall to the west, and then provides an upper setback similar to the existing condominium building to the west should be provided for the Board to review. (CS2-C, CS2-D).

CONCLUSION

Massing Design Option A shows a setback away from the west property line that is more dramatic two stories high. (See Massing Design Option A Section, bottom right). As shown on the illustration, the two upper levels are set about 18 feet away from the property line, as opposed to approximately 8 and 16 feet respectively on levels 4 and 5 of the adjacent Green Lake Condominium building.



UPPER-LEVEL MASSING

During the August 18, 2014 EDG, the Board provided the following specific comments on Applicant's upper-level massing:

ii) A continuous upper level massing that locates residential units above the through block connection. The Board directed the applicant to review Alley 24 and the Stack House projects in South Lake Union as successful case studies of a through block connection covered by building mass (CS2-B, CS2-li, CS2ii, PL-A1, PL-B, PL2-B, DC1-A, DC2-A, DC3-A).

CONCLUSION

Massing Design Options B and C demonstrate the options with more subtle massing shift, and a more continuous residential mass covering over the mid-block connector. Consequently, these two options take advantage of the full site width to up the project's density. The architectural concept is stronger as the sense of erosion of the building mass is better suited to more subtle shifts than the larger shift. Well placed lighting could be used for these two options to enhance the through-block experience.

iii) A massing which locates the primary mass of the structure adjacent to the blank wall to the west, and then provides an upper setback similar to the existing condominium building to the west should be provided for the Board to review. (CS2-C, CS2-D).

CONCLUSION

Design Massing Options B and C show gradual step back away from the west property line, similar to the gesture at Green Lake Condominium building (See Massing Design Option B & C Section on page 14). In these two options, residential level 4 is pulled back approximately 9 feet from the property line, and level 5 additional 9 feet, allowing better air and light flow between the two projects.



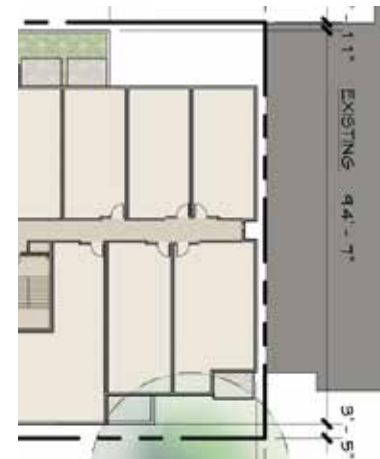
MASSING DESIGN OPTION B (Response to ii and iii)



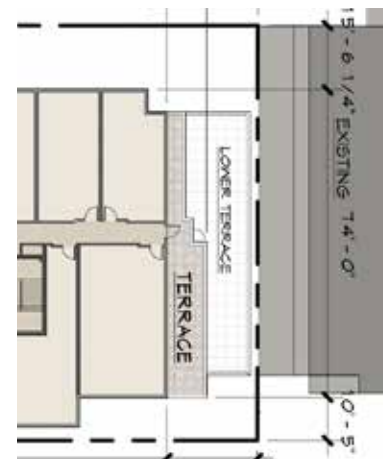
MASSING DESIGN OPTION C (Response to ii and iii)



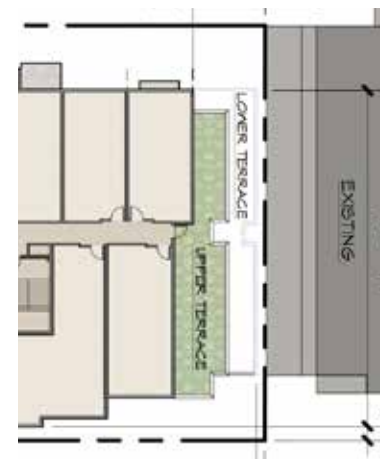
RESIDENTIAL LEVEL 1



RESIDENTIAL LEVEL 1

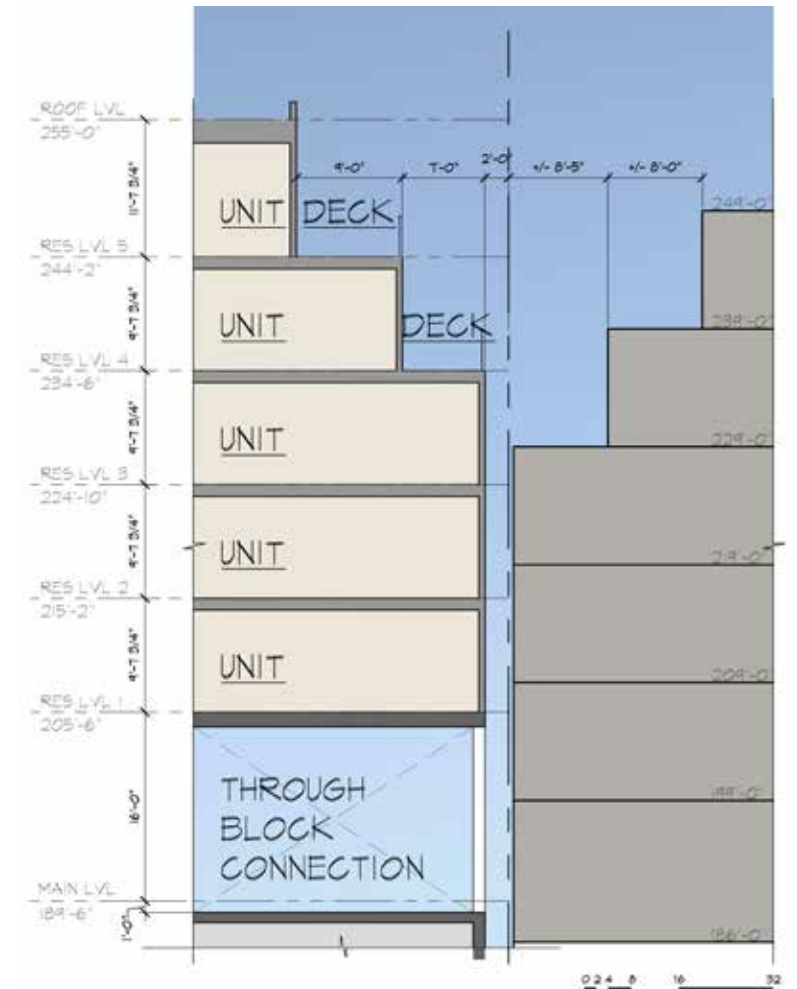


RESIDENTIAL LEVEL 5



RESIDENTIAL LEVEL 5

MASSING DESIGN OPTION B AND C



MASSING DESIGN OPTIONS B AND C SECTION AT WEST PROPERTY LINE

GROUND PLANE DESIGN

The 2005 PUDA provides the following condition for a mid-block, through-block connection:

h. The final design for the Project will include a mid-block, through-block pedestrian access on the Middle Parcel that will be subject to the use and transparency requirements applicable to street frontages in an NC2 zone. On the South Parcel, Applicant agrees to make a good faith effort to design a mid-block, through-block pedestrian crossing, recognizing that the existing ownership pattern on the South Parcel may make this infeasible. The open space created by the through-block connections may be credited toward the required open space for residential development[.]

i. A minimum of 11% of the rezone area on the Middle and South Parcels shall be publicly accessible open space, with an understanding that at Design Review, more space may need to be required in the context of the adjoining scale of the residential towers.

During the August 18, 2014 EDG, the Board provided the following specific comments on Applicant’s initial efforts to address the PUDA’s open space requirement, with an emphasis on improving the ground plane design:

The Board felt additional efforts were necessary to provide a pedestrian friendly ground plane and right-of-way design which incorporates additional amenity space.

The Board noted that both right-of-way trees are worth retaining, particularly the tree in the northwest corner of the site. The Board applauded the preferred massing alternatives response to the right-of-way tree canopy (DC4-D).

The Board was not impressed with the current concept of ground level amenity space provided within the right-of-way. The Board requested that staff revisit the PUDA requirement to determine if the required open space at ground level was established in the PUDA for the entire rezone area or for each site (PL-A1).

The Board directed that a truly enhanced landscape right-of-way with wider sidewalks should be provided. The Board expressed support for the inspirational images within the packet, but felt a larger amount of open space is necessary to achieve a similar result (PL-A1 and B).

At the 2nd EDG meeting the Board requested street elevation views to be provided to understand first floor retail space given the grade change along the sidewalk (PL3-C).

STUDY

As noted in the August 18 EDG submittal and presentation, the Property subject to the PUDA—of which the site is a small part—was envisioned to be developed as a mixed-use ‘campus’ with the Middle Parcel (now Green Lake Village) providing open space and a central confluence to provide connectivity and activity with the neighborhood. The North and South Parcels were envisioned to complement and reinforce this connectivity and central open space. By its plain terms, the PUDA’s 11% open space requirement applies cumulatively to the Middle (Green Lake Village project) and South Parcels of the Property, including the site. As noted in the August 18 materials, the combined open space provided by the project and Green Lake Village exceed the PUDA requirement, and Applicant’s updated massing options (presented below) provide additional open space through the enhanced through-block connection.

Consistent with the design direction (and SDOT’s requirements), Applicant will retain both street trees along NE 71st Street. Following the Green Lake Neighborhood Design Guidelines, which emphasize the connection along NE 71st Street to the lake, Applicant’s preferred option (shown on page 16) provides complementary pedestrian-oriented open space, including widened sidewalks, seating and other street furniture, bicycle parking, year-round landscape and seasonal plantings, pedestrian-scale signage, accent paving and possible art work, exterior building lighting, awnings and large storefront windows, recessed entries, curb bulbs and the through-block connection. These significant and enhanced pedestrian amenities line the primary east-west frontage, which serves as the pedestrian connection between Green Lake and the greater Roosevelt neighborhood and future light rail station to the east.



② NE 71ST STREET LOOKING SOUTH TOWARD PROJECT SITE



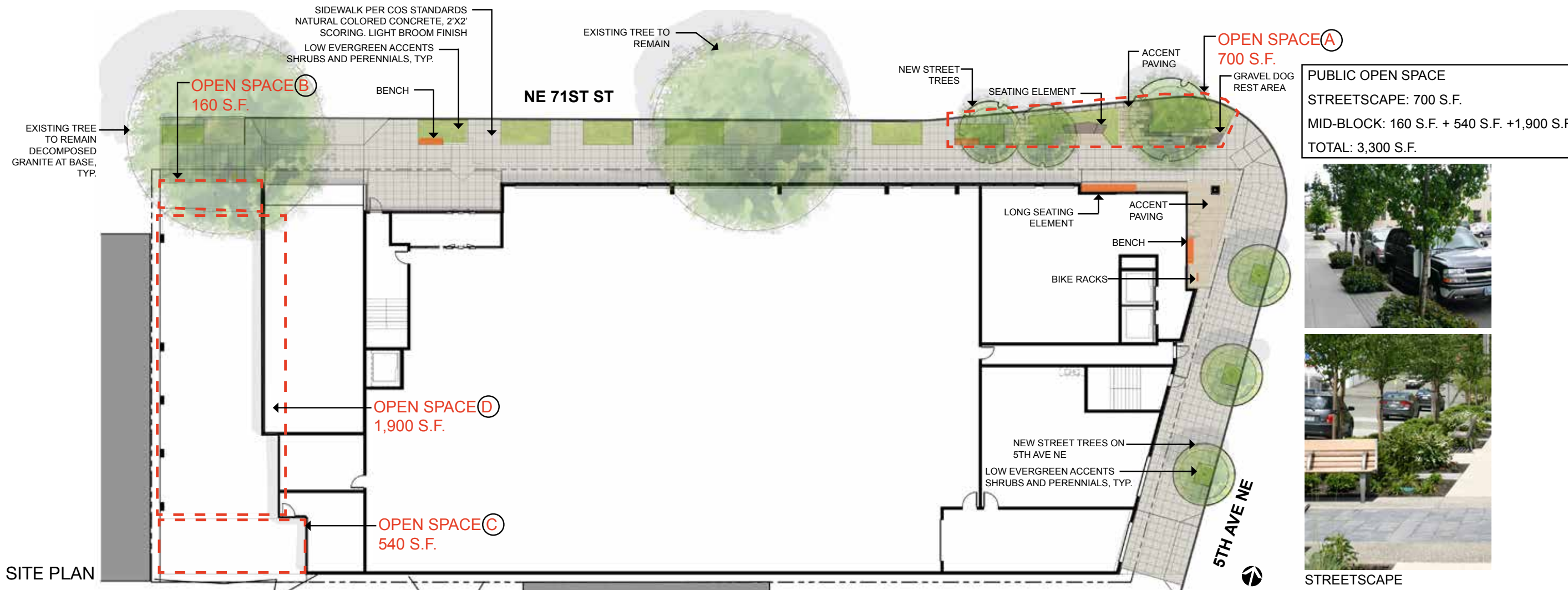
③ NE 5TH AVENUE LOOKING WEST TOWARD PROJECT SITE

IMAGES REPRESENT CURRENT CONDITIONS OF GROUND PLANE DESIGN THAT WILL BE ENHANCED

GROUND PLANE DESIGN

419 NE 71ST STREET
GREEN LAKE MIXED-USE

GROUND PLANE DESIGN
2ND EARLY DESIGN GUIDANCE MEETING - OCTOBER 27, 2014



During the August 18, 2014 EDG, the Board provided the following specific comments on Applicant's ground plane open space design:

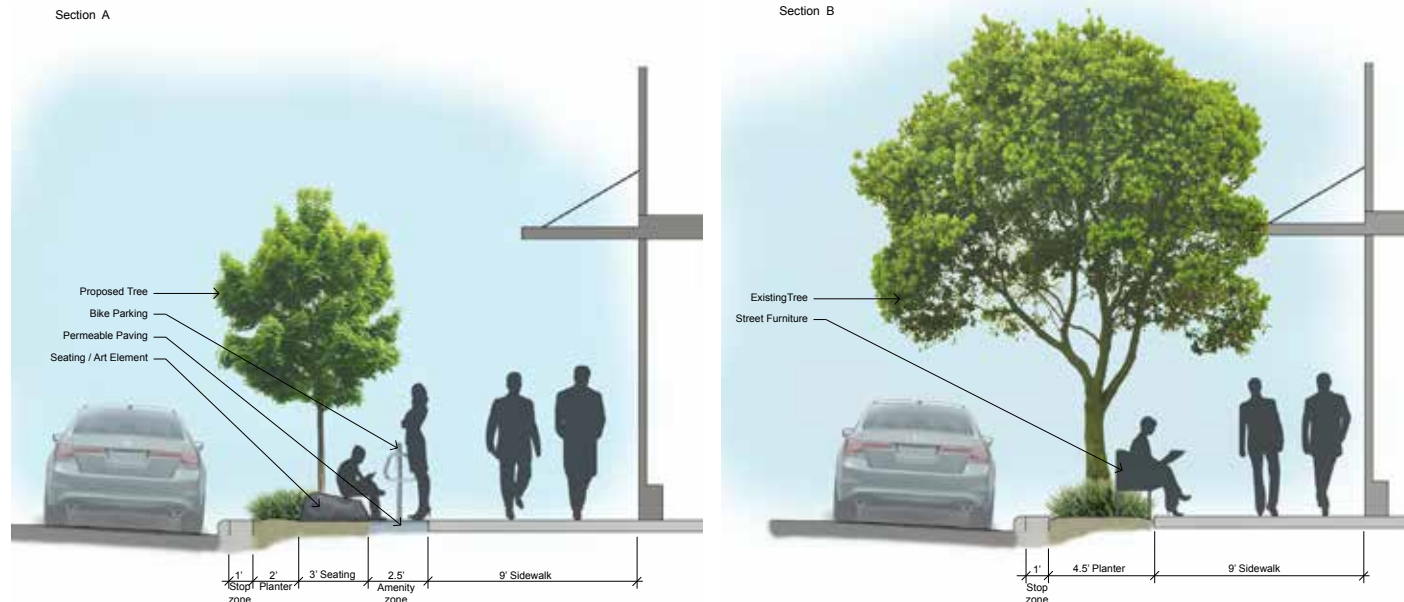
2. *Ground Plane Design.* The Board felt additional efforts were necessary to provide a pedestrian friendly ground plane and right-of-way design which incorporates additional amenity space.

a) *The Board noted that both right of-way trees are worth retaining, particularly the tree in the northwest corner of the site. The Board applauded the preferred massing alternatives response to the right-of-way tree canopy (DC4-D).*

CONCLUSION: The existing trees will be retained at the direction of SDOT Urban Forestry. SDOT Urban Forestry has requested that we look for opportunities to plant an additional tree(s) along NE 71st Street. We are proposing that additional trees be clustered at the east end of NE 71st Street in the curb bulb open space. Proposed trees will be small stature garden trees, due to the overhead power lines.

c) *The Board directed that a truly enhanced landscape right-of-way with wider sidewalks should be provided. The Board expressed support for the inspirational images within the packet, but felt a larger amount of open space is necessary to achieve a similar result. (PL-A1 and B).*

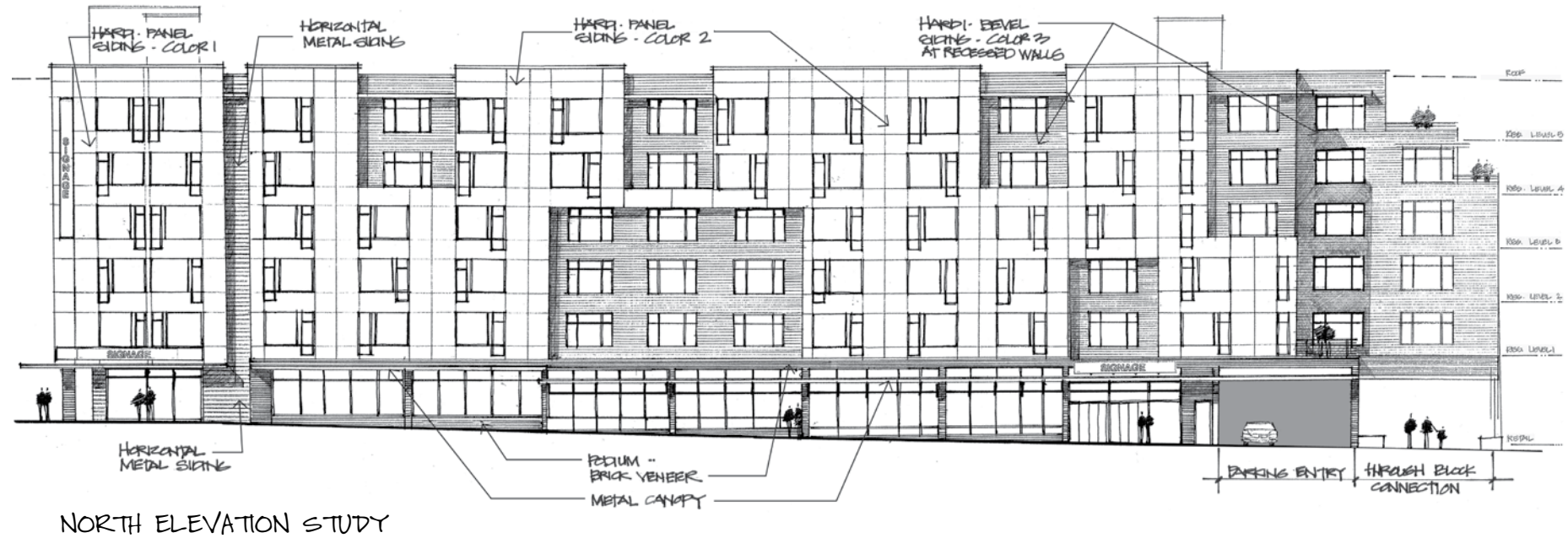
CONCLUSION: The proposed streetscape design includes 9' sidewalks, with an additional 5' of space for planting and connections through to parallel parking. The additional 3' of sidewalk space will provide for a generous circulation space, 1' safety strips at the curb in conjunction with 8' wide paved zones will protect landscape from foot traffic related to parked vehicles and will be consistent with the existing context of newer buildings in the neighborhood. An elongated curb bulb at the east end of NE 71st Street has been coordinated with the bike master plan and is pending approval from SDOT. This space allows for additional landscaping and amenity space within the streetscape while maintaining the wider sidewalk. In addition, the curb bulb shortens the pedestrian crossing zone across NE 71st Street, improves the layout of the existing intersection.



MATERIALS

During the August 18, 2014 EDG, the Board provided the following specific comments on Applicant's use of material on exterior elevations:

The Board supported use of brick material at ground level. The Board felt a more durable, quality material should be explored at the upper levels to better meet the guidelines as part of the departure request for lot coverage above 13 feet. The Board encouraged use of durable, quality materials, respectful of the existing materiality context of the established Green Lake Neighborhood context (DC2-C3, DC4-A1, DC4-I).



PREFERRED ALTERNATIVE

Proponent intends to use metal siding, brick, aluminum storefront, steel canopies, smooth cementitious siding, lap siding, and metal bolt-on decks etc. The materials and colors will continue to be further explored and considered for the recommendation meeting.



VIEW FROM THE CORNER OF 5TH AVENUE NE & NE 71ST STREET

419 NE 71ST STREET
 GREEN LAKE MIXED-USE

MATERIALS
 2ND EARLY DESIGN GUIDANCE MEETING - OCTOBER 27, 2014

CODE DEPARTURES

During the August 18, 2014 EDG, the Board provided the following specific comments on Design Departures Applicant requested:

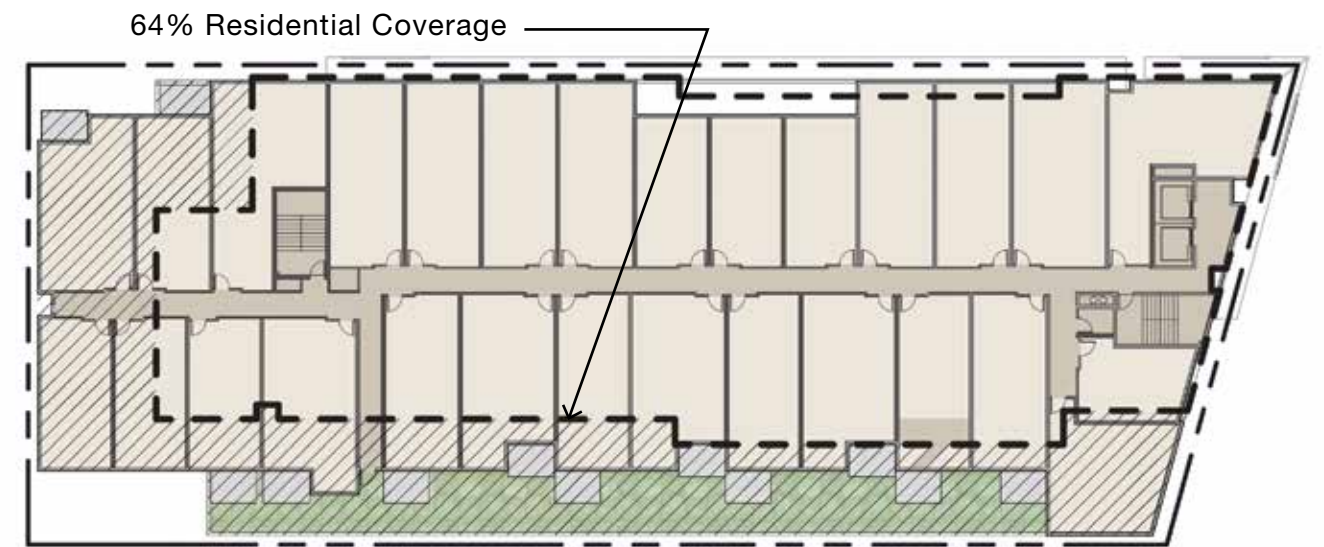
“At the time of the Early Design Guidance Meeting the following departures were requested:

Lot Coverage above 13 Feet (Property Use and Development Agreement): The PUDA limits the lot coverage above 13 feet to 64%. Applicant proposes 78% lot coverage above 13 feet.

The Board felt additional massing studies were necessary before reviewing the requested departure. The Board agreed that the applicant must make a good faith effort at incorporating a through block connection, provide quality ground level amenity space, and provide quality materials at all levels of the building to substantiate the request for departure in upper level lot coverage consistent with Design Guidelines DC2 Architectural Concept, DC3 B and C Open Space Uses and Activities and Design, and DC4-A Exterior Finish Materials.”

CONCLUSION

As requested by the Board, all current options have incorporated a through-block connection. This connection space, as shown in the landscape sketches on the through-block sheet, is being designed as a ground level amenity space.



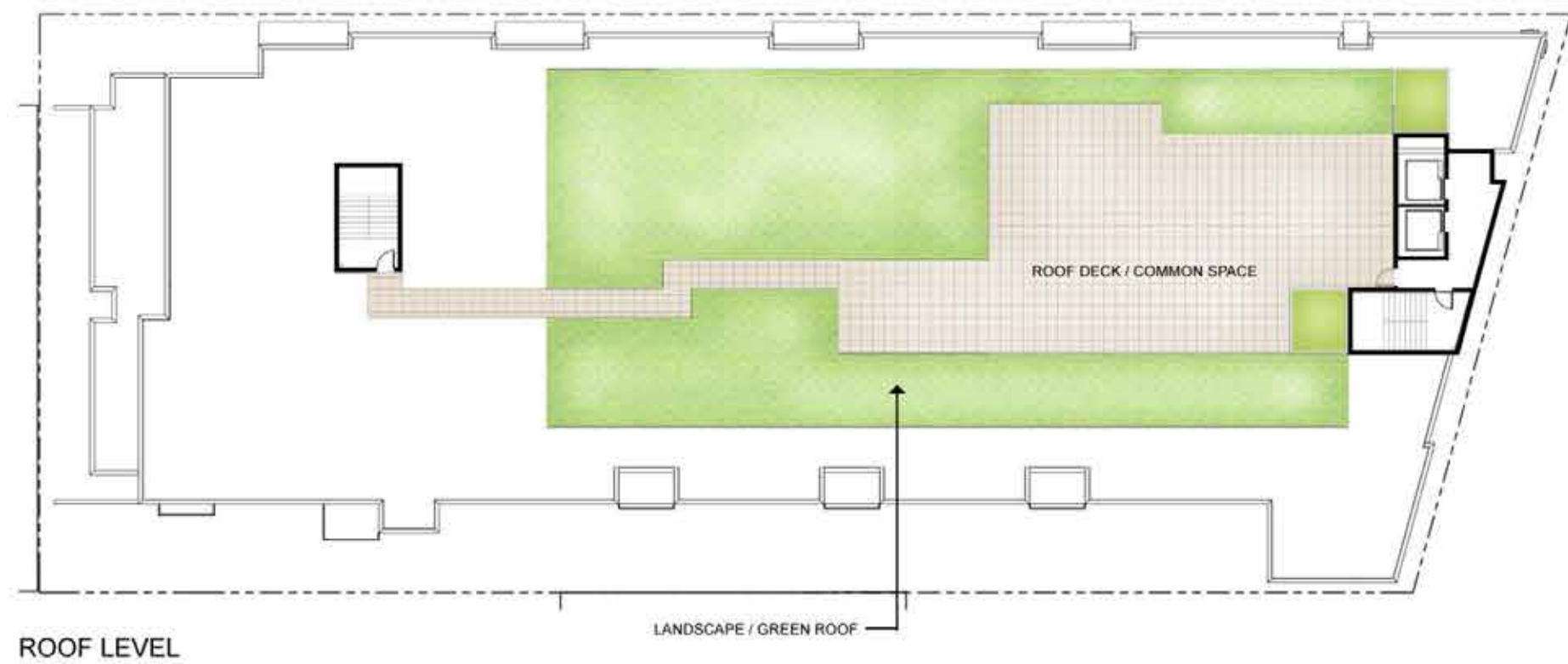
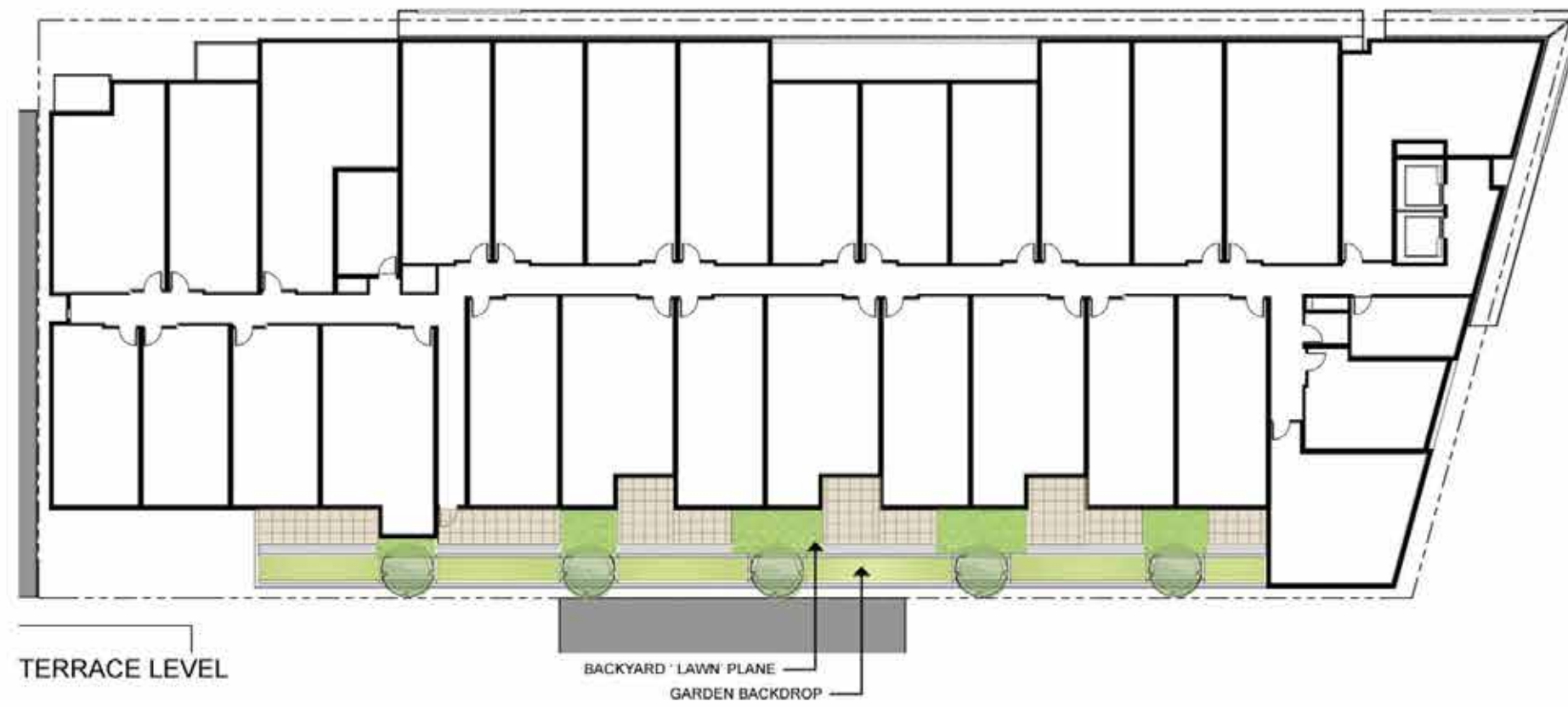
RESIDENTIAL LEVEL TYPICAL

The site is subject to a 64% residential coverage requirement per the PUDA.

CONCLUSION

Applicant requests that the Board grant a departure from the 64% residential lot coverage requirement set forth in this section to allow for residential lot coverage of 78% above 13 feet. In 2007, the Board recommended approval of the same departure for Green Lake Village. The present project is designed to complement and reinforce the Green Lake Village project by providing comparable levels of high-quality residential density, additional commercial uses, and complementary design that shapes an active, contiguous pedestrian corridor leading to the lake. The project includes significant street-level landscaping and pedestrian amenities with upper-level massing that creates an attractive urban edge as envisioned by both the Green Lake Neighborhood and city-wide Design Guidelines. If strictly applied, the 64% residential lot coverage requirement will dramatically reduce the project’s density with no corresponding benefit. Such a reduction is also counter to the City’s Green Lake neighborhood planning efforts to encourage density and urban design at this location. (See also remarks on PUDA Exhibit 12.)

Please see the August 18 EDG packet for a design allowing the 64% massing.



As previously presented, amenities for this urban project consist of a roof deck, patios and open space. Additional amenity is being considered on the ground floor adjacent to the through-block connection, which is also an amenity. Additional amenity detail will be provided in design review.

CHARACTER IMAGES





AERIAL VIEW NORTHEAST

Through-Block Connection: The connection is closer to the retail space; however, due to site and program constraints, it is narrower. Mesh screening by the ramp will increase the apparent size of the connection and provide an interesting pattern for the user.

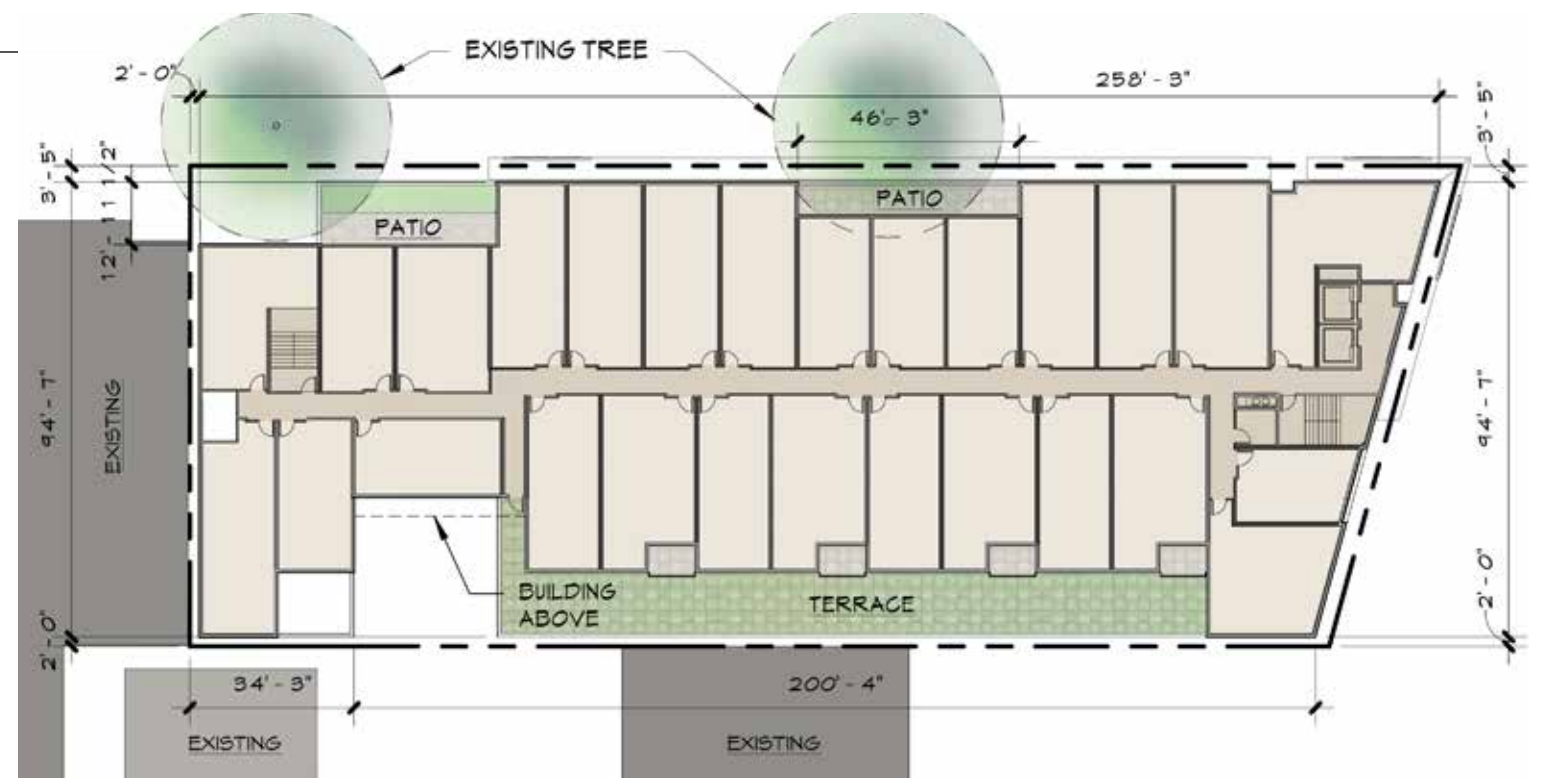
Residential Entrance: While still maintaining the primary residential entry at the NE corner, there is a smaller resident quick access lobby for to and from the west side of the site closer to the lake.

Truck Loading: The loading is situated in the building with venting to the right-of-way. This is the preferred location and will have the least impact on surrounding properties.

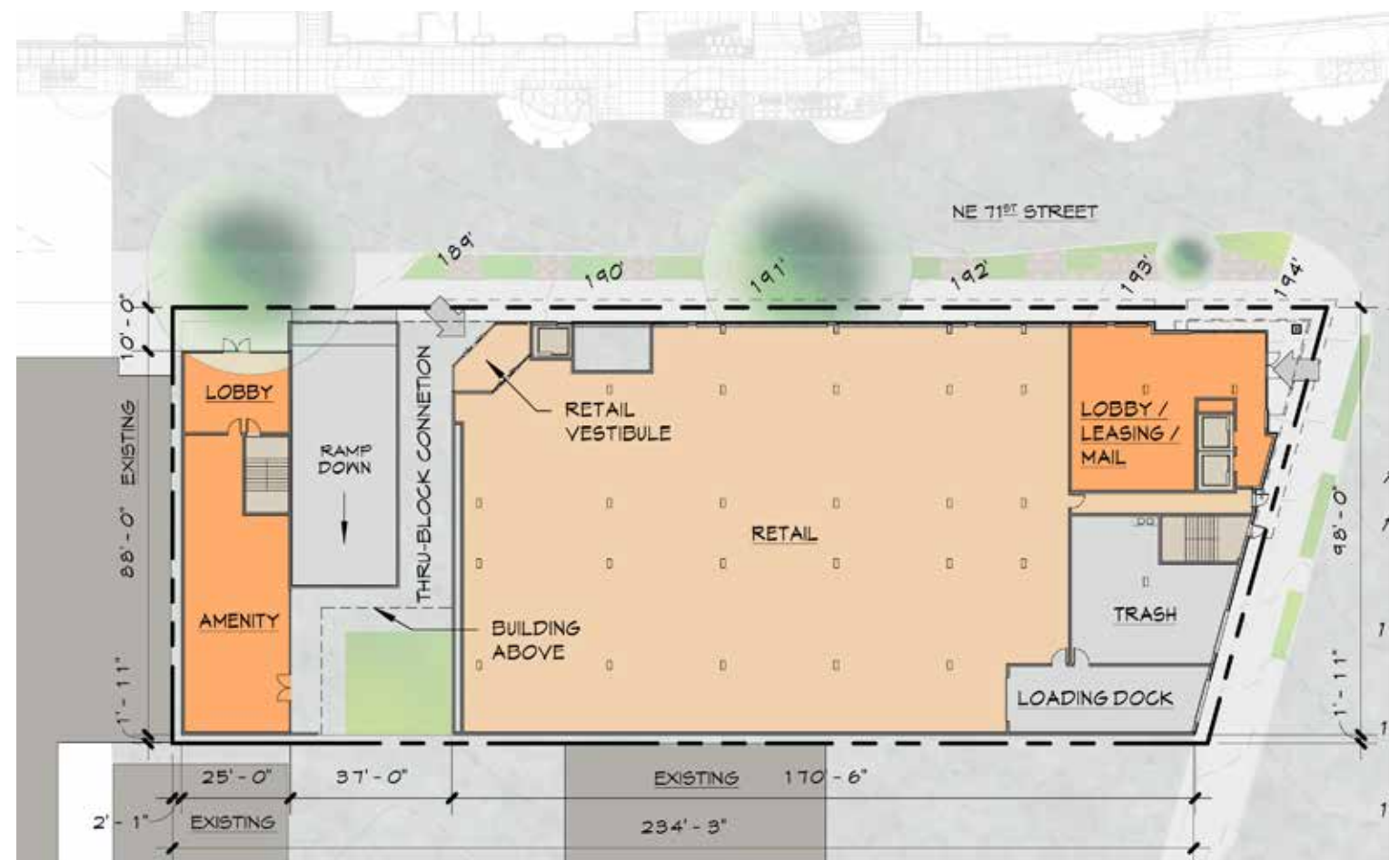
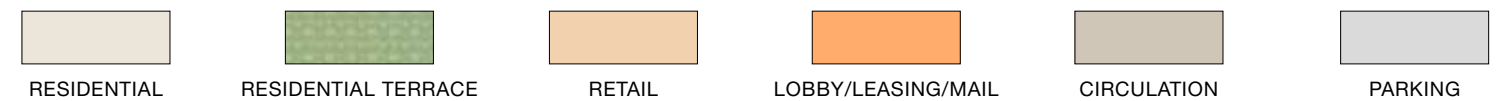
Upper-Level Massing: This option uses a strong massing break at the start and end of the through-block connection. This break has been greatly increased at the south to allow more natural light to fill the space. The separation of the upper levels from the adjacent building is done in one step.

Ground Plane Design: We have used wider-than-required sidewalks and planting areas exceeding the requirement for open space for the site. Additionally, we have worked closely with SDOT to retain two mature existing trees, coordinate with the bicycle master plan, and provide new additional trees and streetscape planting.

Materials: High quality materials composed in an interesting pattern defining an urban edge are used to reinforce the architectural concept. At the upper levels, we use panel siding to create an interesting pattern, exposing a lap siding material in areas, which is a predominant material in the single family areas nearby. Street-level brick and storefronts with metal canopies provide robust material for this level. Some metal siding is used to tie together lower and upper mass near the strong residential entry.



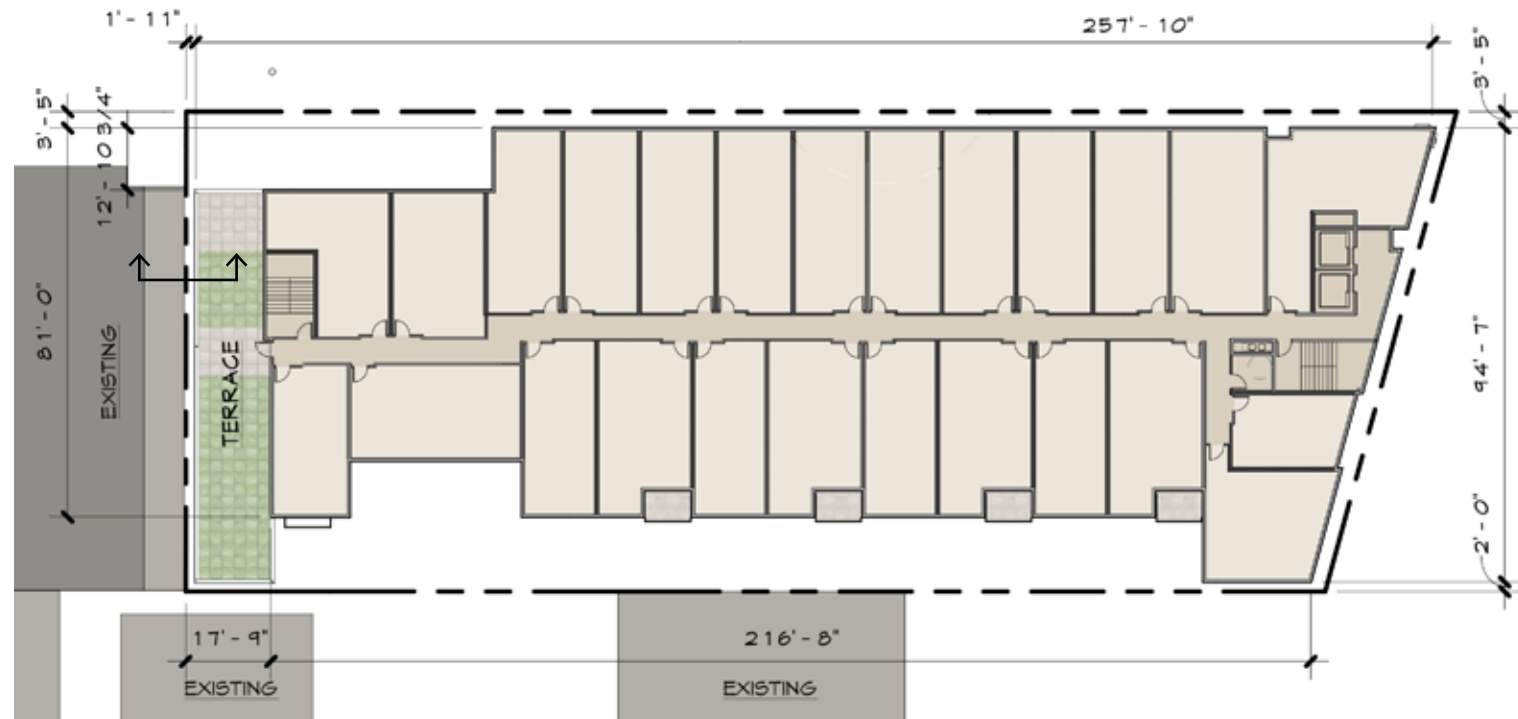
RESIDENTIAL LEVEL 1 (LEVELS 2 & 3 SIMILAR)



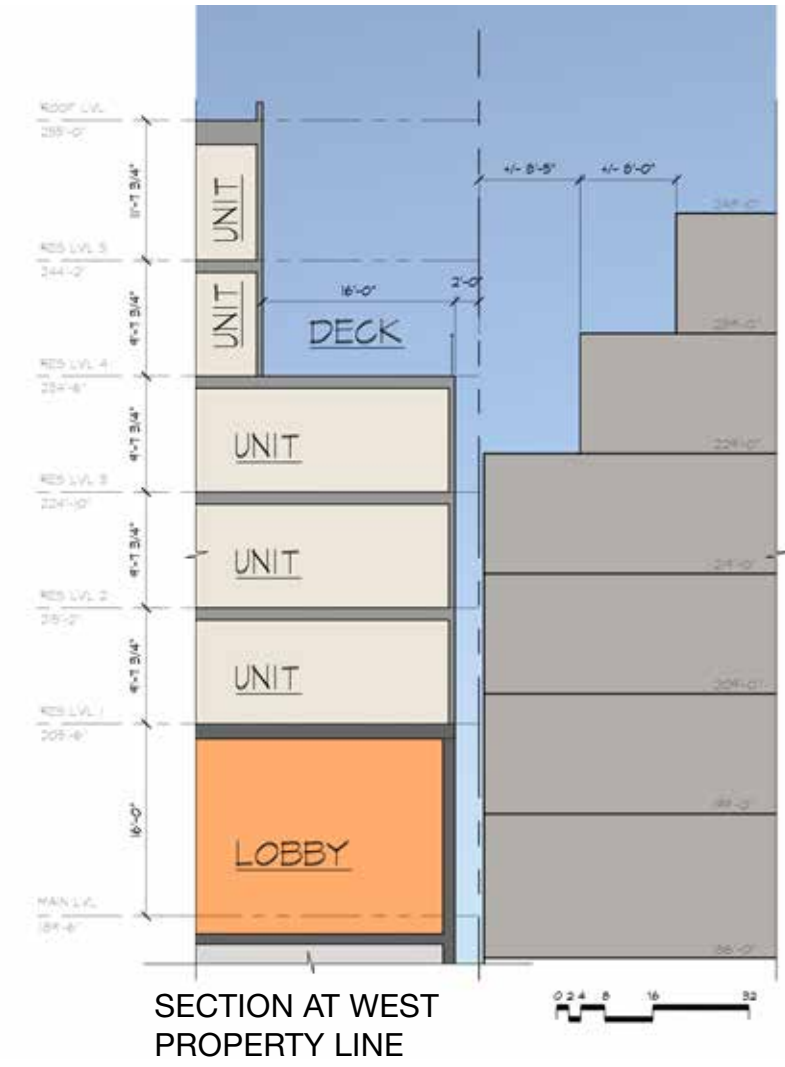
MAIN LEVEL



MASSING DESIGN OPTION A



RESIDENTIAL LEVEL 4 (LEVEL 5 SIMILAR)



SECTION AT WEST PROPERTY LINE



AERIAL VIEW SOUTHWEST



AERIAL VIEW NORTHWEST

419 NE 71ST STREET
GREEN LAKE MIXED-USE

MASSING DESIGN OPTION A
2ND EARLY DESIGN GUIDANCE MEETING - OCTOBER 27, 2014



AERIAL VIEW NORTHEAST

Through-Block Connection: While not the preferred option; this location provides a better connection as it is wider and closer in proximity to the mid-block. An amenity space, possibly for bike storage will create interest and usefulness.

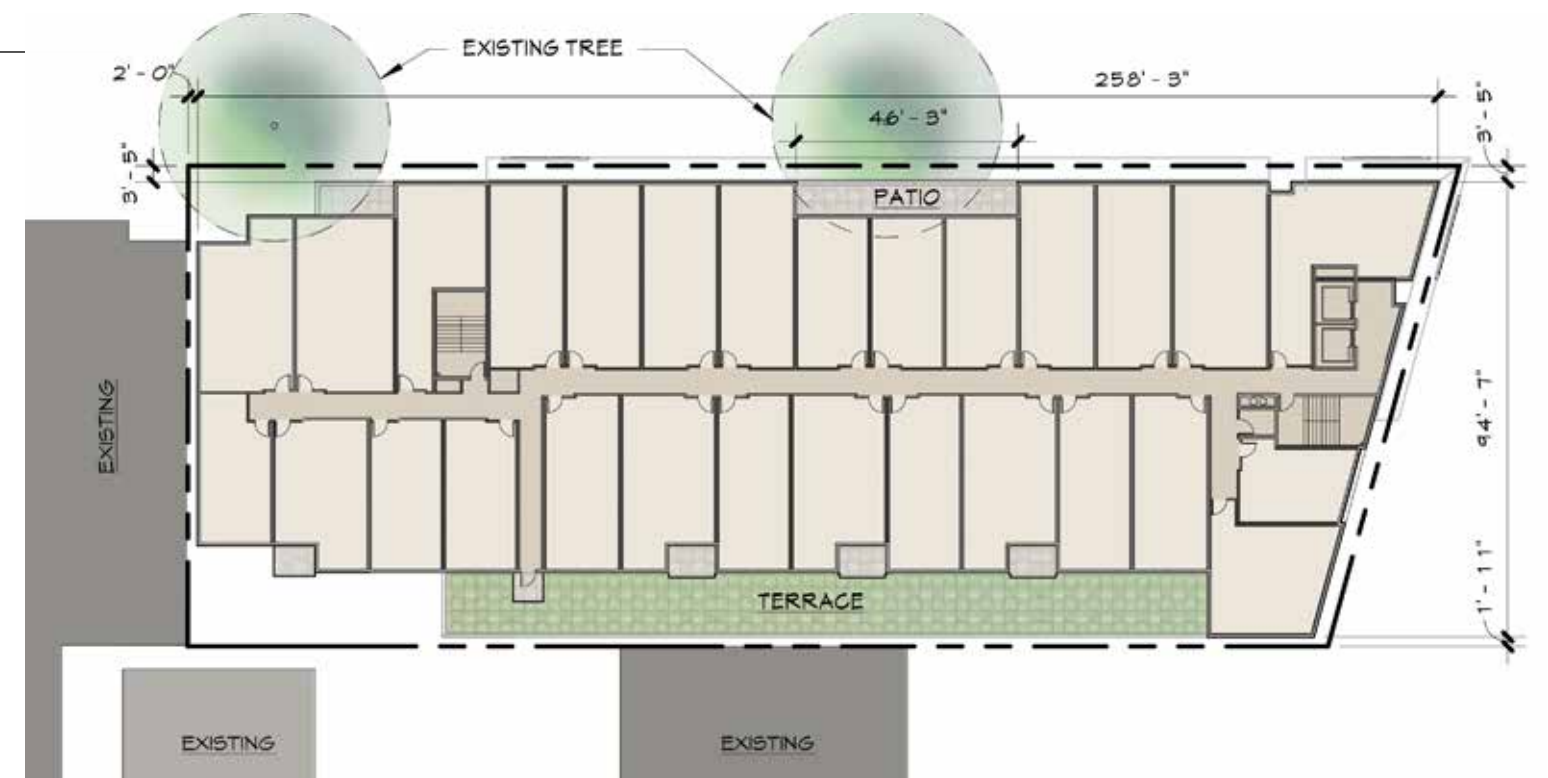
Residential Entrance: This option uses the preferred residential entry focusing the activity and space at the prominent site corner. This provides a distinct entry from the retail and reinforces our architectural concept of a strong corner with a strong residential entry “porch” concept. The retail activity is more appropriately located nearer to the retail activity entries on the other side of the street.

Truck Loading: The loading is situated in the building with venting to the right-of-way. This is the preferred location and will have the least impact on surrounding properties.

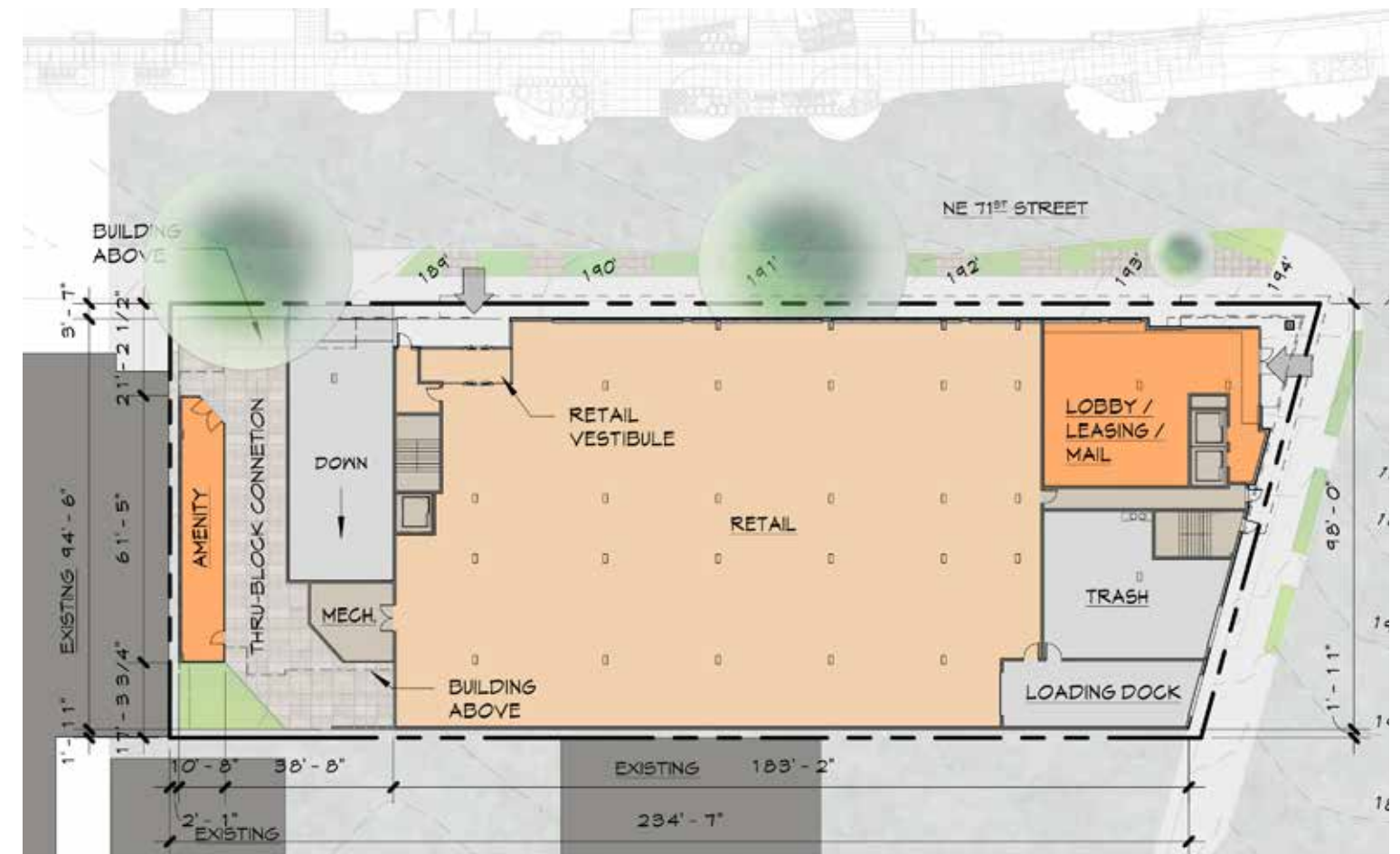
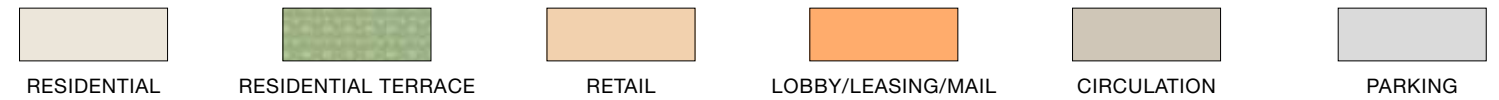
Upper-Level Massing: This option has the upper mass extending over the through-block connection and the more subtle change of materials from east to west highlight the activity below. The separation of the upper levels is done in two steps similar to the adjacent building.

Ground Plane Design: We have used wider-than-required sidewalks and planting areas exceeding the requirement for open space for the site. Additionally, we have worked closely with SDOT to retain two mature existing trees, coordinate with the bicycle master plan, and provide new additional trees and streetscape planting.

Materials: High quality materials composed in an interesting pattern defining an urban edge are used to reinforce the architectural concept. At the upper levels, we use panel siding to create an interesting pattern, exposing a lap siding material in areas, which is a predominant material in the single family areas nearby. Street-level brick and storefronts with metal canopies provide robust material for this level. Some metal siding is used to tie together lower and upper mass near the strong residential entry.



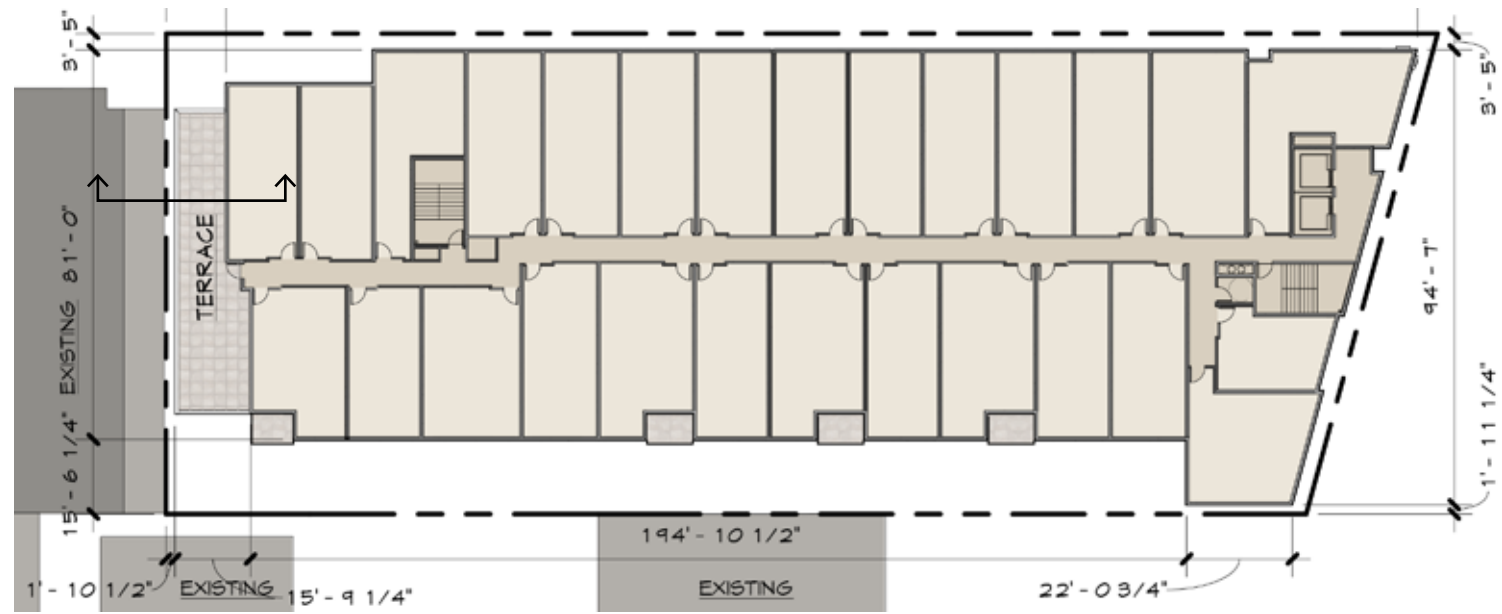
RESIDENTIAL LEVEL 1 (LEVELS 2 & 3 SIMILAR)



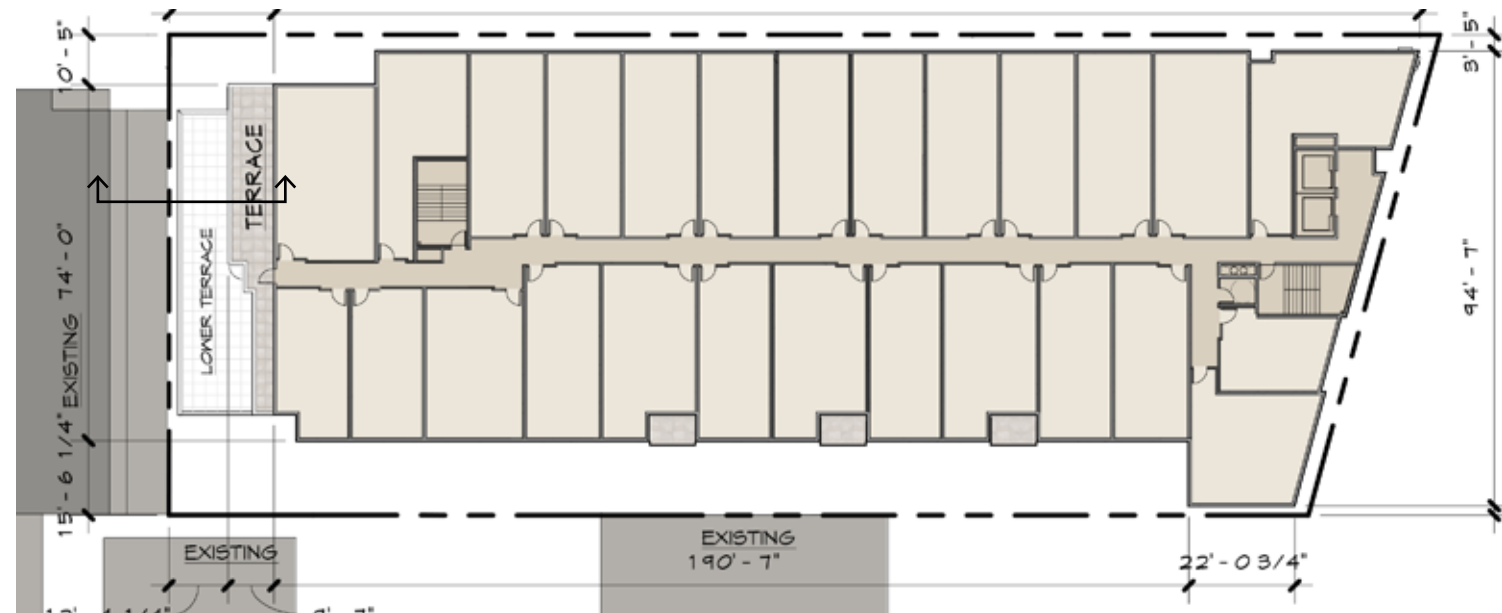
MAIN LEVEL



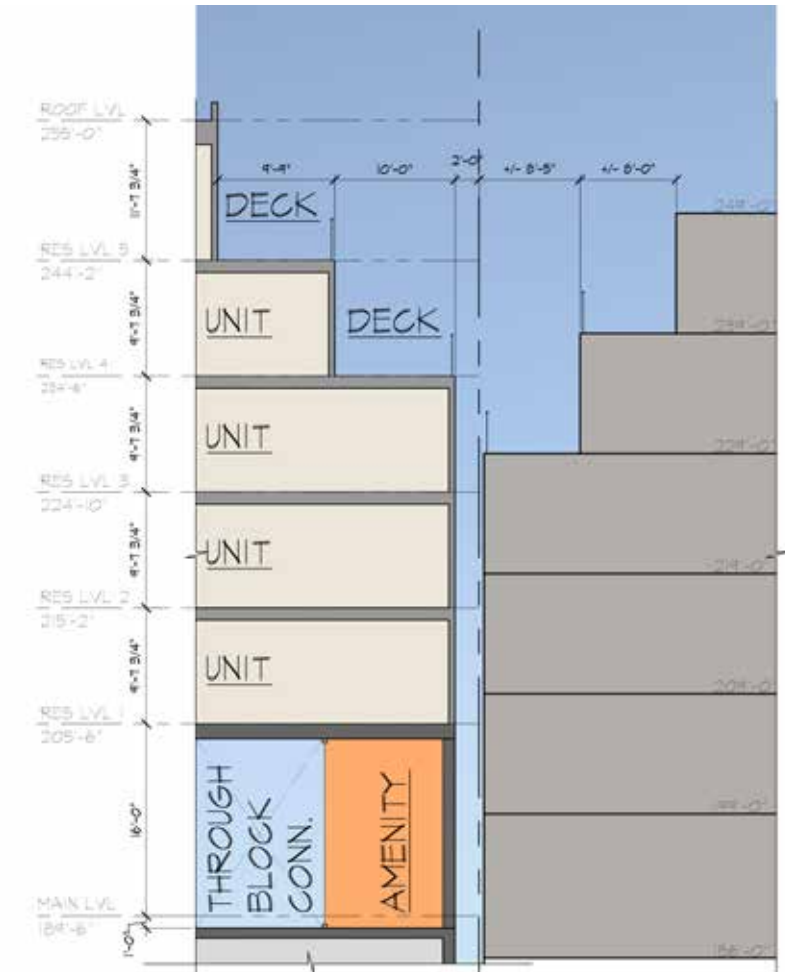
MASSING DESIGN OPTION B



RESIDENTIAL LEVEL 4



RESIDENTIAL LEVEL 5



SECTION AT WEST PROPERTY LINE



AERIAL VIEW SOUTHEAST



AERIAL VIEW NORTHWEST



AERIAL VIEW NORTHEAST

Through-Block Connection: This is the preferred option and provides the largest area and most landscaping. The adjacent ramp will have a patterned screen, which provides interest as well as increasing the apparent openness of the space.

Residential Entrance: This option uses the preferred residential entry focusing the activity and space at the prominent site corner. This provides a distinct entry from the retail and reinforces our architectural concept of a strong corner with a strong residential entry “porch” concept. The retail activity is more appropriately located nearer to the retail activity entries on the other side of the street.

Truck Loading: The loading is situated in the building with venting to the right-of-way. This is the preferred location and will have the least impact on surrounding properties.

Upper-Level Massing: This option has the upper mass extending over the through-block connection and the more subtle change of materials from east to west highlight the activity below. The separation of the upper levels is done in two steps similar to the adjacent building.

Ground Plane Design: We have used wider-than-required sidewalks and planting areas exceeding the requirement for open space for the site. Additionally, we have worked closely with SDOT to retain two mature existing trees, coordinate with the bicycle master plan, and provide new additional trees and streetscape planting.

Materials: High quality materials composed in an interesting pattern defining an urban edge are used to reinforce the architectural concept. At the upper levels, we use panel siding to create an interesting pattern, exposing a lap siding material in areas, which is a predominant material in the single family areas nearby. Street-level brick and storefronts with metal canopies provide robust material for this level. Some metal siding is used to tie together lower and upper mass near the strong residential entry.



RESIDENTIAL LEVEL 1 (LEVELS 2 & 3 SIMILAR)



MAIN LEVEL



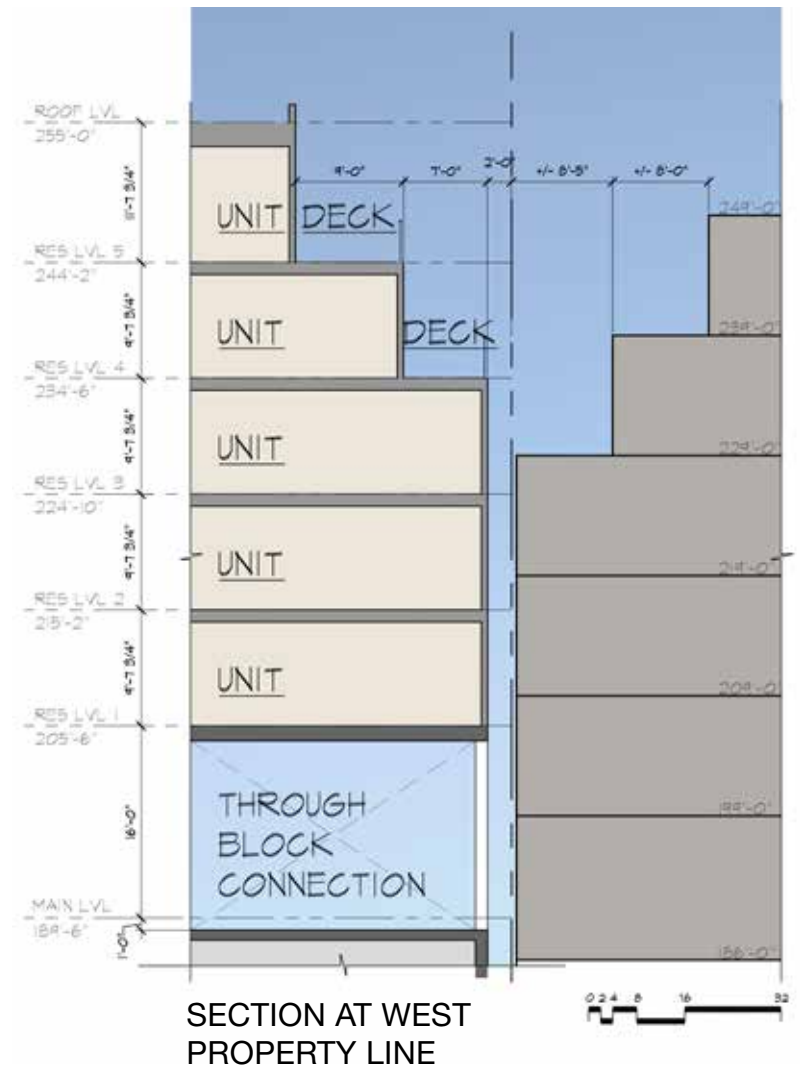
MASSING DESIGN OPTION C



RESIDENTIAL LEVEL 4



RESIDENTIAL LEVEL 5



SECTION AT WEST PROPERTY LINE



AERIAL VIEW SOUTHEAST



AERIAL VIEW NORTHWEST

CONTEXT & SITE

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Greenlake Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Curved and Discontinuous Streets: The community's street pattern responds to the lake by breaking with the city's standard north-south and east-west grid pattern. This creates numerous discontinuous streets, street offsets, and curved streets, which are an aspect of the community character. New development can take advantage of such street patterns by providing special features that complement these unique spaces.

CS2-I-ii. Entry Locations: Within the Green Lake Planning Area, certain locations serve as entry points into neighborhood and commercial areas. Development of properties at these "Entry Locations" should include elements suggesting an entry or gateway. Examples include a clock tower, turret or other architectural features, kiosks, benches, signage, landscaping, public art or other features that contribute to the demarcation of the area. For Entry Locations, see Map 1 on page 5 of Green Lake Guidelines.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.



DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-C Parking and Service Uses

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

Greenlake Supplemental Guidance:

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

Greenlake Supplemental Guidance:

DC4-I Exterior Finish Materials

DC4-I-i. Desired Materials: See full Guidelines for list of desired materials.

DC4-I-iii. Discouraged Materials: See full Guidelines for list of discouraged materials.

DC4-I-vi. Awnings: Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.

DC4-I-vii. Light Standards: Light standards should be compatible with other site design and building elements.

DC4-II Exterior Signs

DC4-II-i. Encouraged Sign Types: The following sign types are encouraged, particularly along Mixed Use Corridors:

- a. Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians.
- b. Marquee signs and signs on pedestrian canopies.
- c. Neon signs.
- d. Carefully executed window signs, such as etched glass or hand painted signs.
- e. Small signs on awnings or canopies.

DC4-II-ii. Discouraged Sign Types: Post mounted signs are discouraged.

DC4-II-iii. Sign Location: The location and installation of signage should be integrated with the building's architecture.

DC4-II-iv. Monument Signs: Monument signs should be integrated into the development, such as on a screen wall.