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GREEN LAKE MIXED-USE

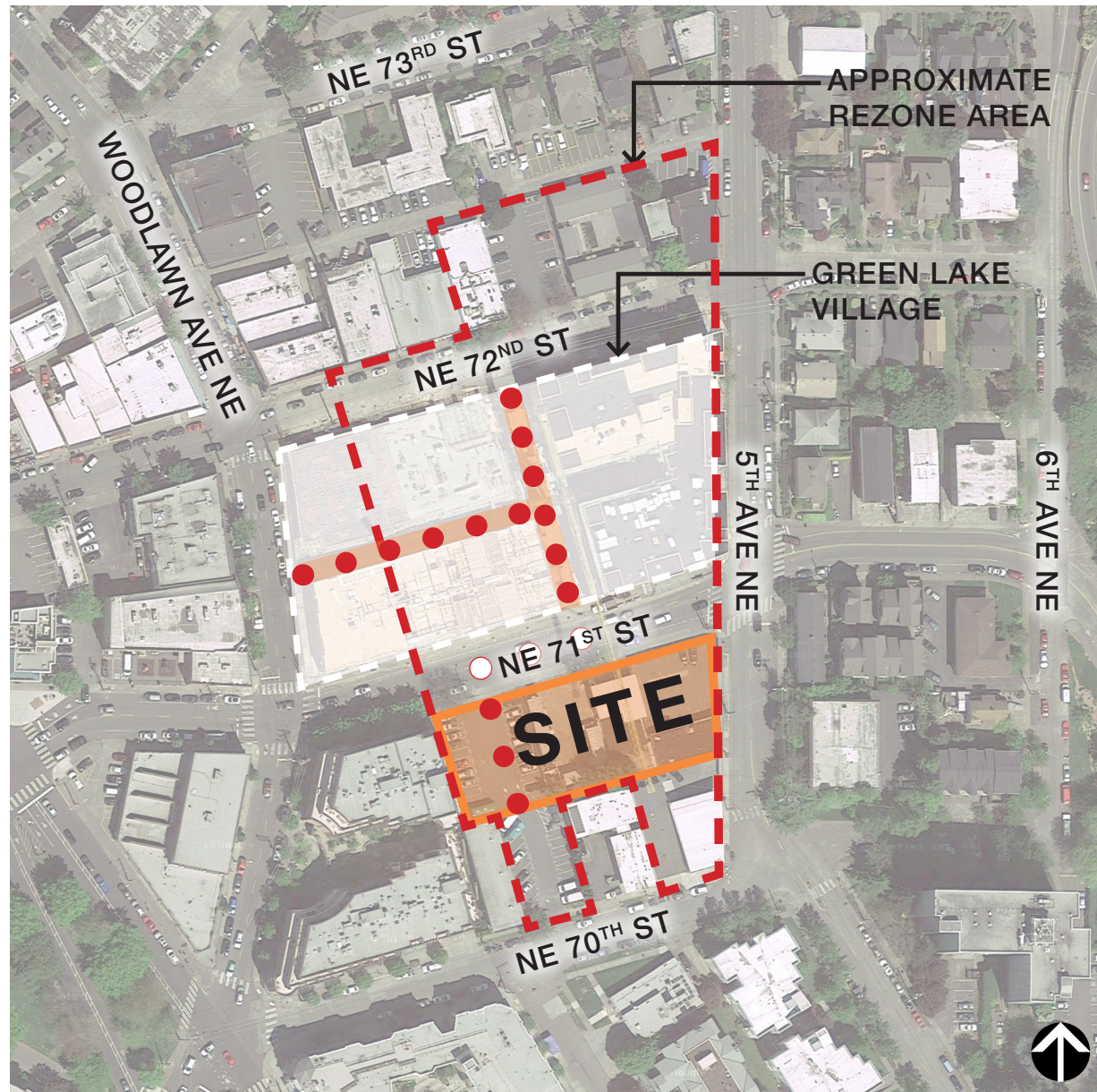
PROJECT TEAM

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Green Lake is a well-established neighborhood dating back to the late 1800's. Over the years it has become a hub of activity thanks to its proximity to downtown Seattle, neighborhood services and character, access to public transportation, pedestrian friendly streets and Green Lake Park. Our project site is situated in this hub of activity and well suited for a mixed use development.



3X3 VICINITY BLOCK

#### LEGEND

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



NE 71<sup>ST</sup> STREET LOOKING SOUTH TOWARD PROJECT SITE



NE 71<sup>ST</sup> STREET LOOKING NORTH



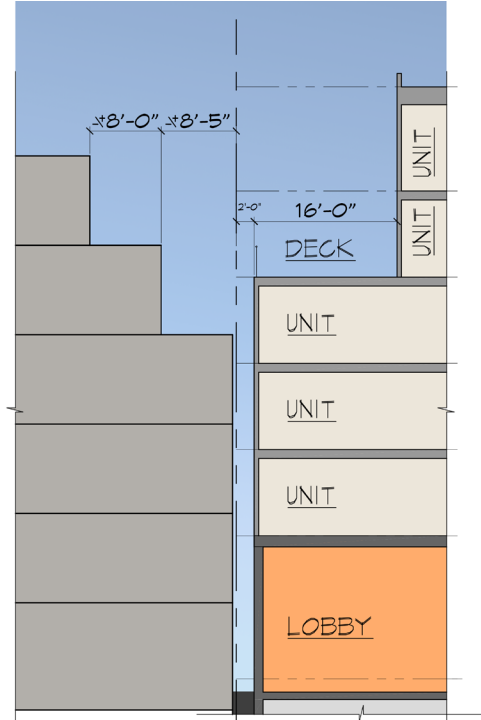
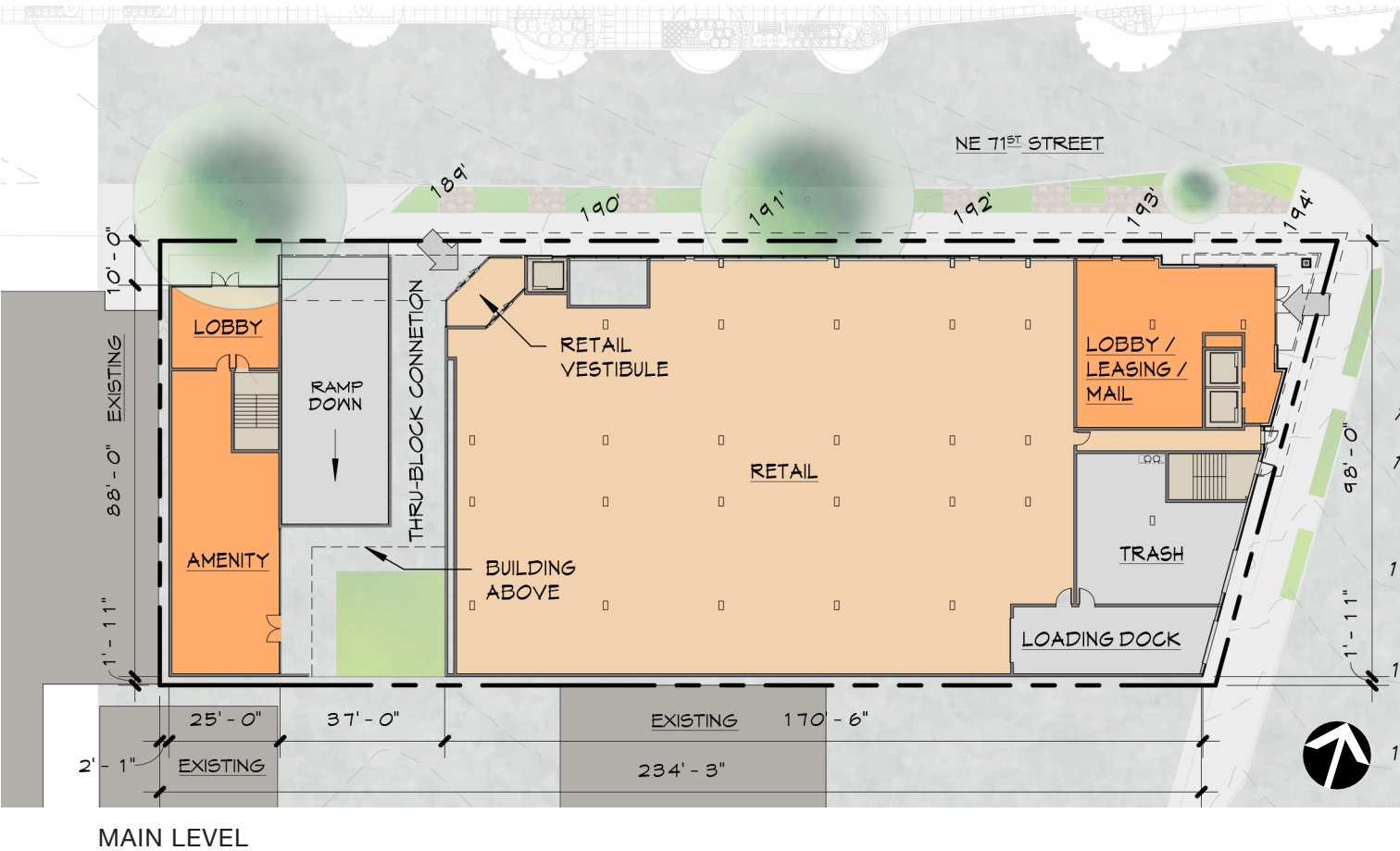
5<sup>TH</sup> AVENUE NE LOOKING WEST TOWARD PROJECT SITE



Approved Option A, from the EDG 2, meeting was further developed with emphasis on the design of four items identified by the board and summarized below. Item 5 below notes additional input we have received from the planner.

- 1a. **Upper-Level Massing:** This option uses a strong massing break at each 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, in contrast to the two steps of our western neighbor. (DC2-A, DC2-B, DC4-A) See Pages 6-7.
- 1b. **Materials:** High quality durable materials such as brick, metal siding, storefront and cement panel, are composed in an interesting pattern defining an urban edge and are used to reinforce the architectural concept. (DC4-A) See Pages 8-9.

- 2. **Residential Entrance:** While still maintaining the primary residential entry at the NE corner, there is a smaller resident quick- access lobby to and from the west side of the site closer to the lake. (CS2-C, DC2-A & B) See Pages 10-11.
- 3. **Through-Block Connection:** The connection is adjacent to the retail space with a visual width of 37' and height of approx. 14'-15'. Views into the retail and amenity spaces are provided along with interesting art, hardscape and landscaping. (CS2-B, PL1-B, DC1-B, DC2-D, PL1-A) See Pages 12-15.
- 4. **Loading, Solid Waste and Recycling:** The loading is situated in the building's southeast corner, away from the pedestrian activity on NE 71st Street. (DC1-C) See Page 16.
- 5. **Planner's Additional Comments:** Additional design related comments were made by the planner after the EDG 2 and MUP submission process. These items have been addressed throughout the packet. See Pages 7, 10, and 19.



SECTION AT WEST PROPERTY LINE LOOKING NORTH (AS SELECTED BY BOARD)



AERIAL VIEW NORTHEAST FROM EDG 2 MEETING



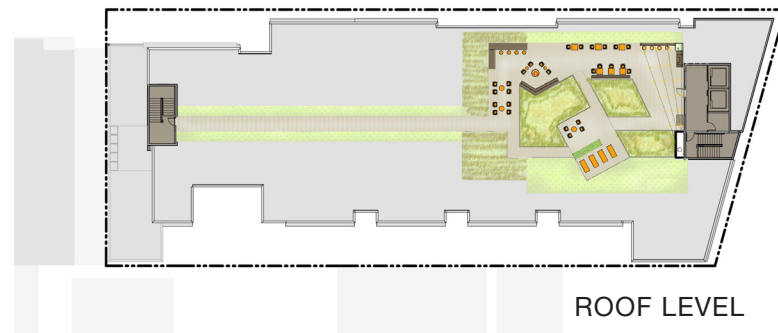
AERIAL VIEW SOUTHEAST FROM EDG 2 MEETING



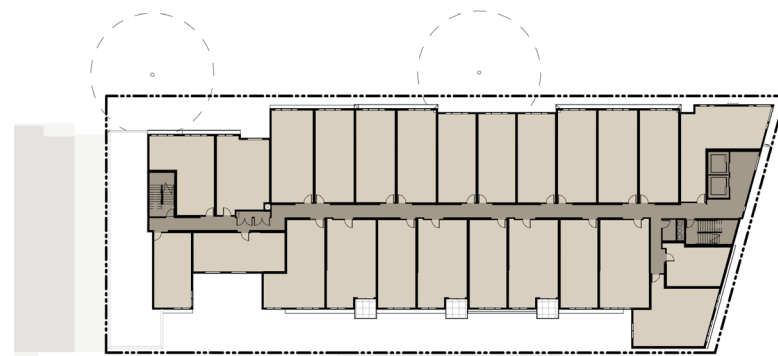


 PERSPECTIVE VIEW OF NORTHEAST CORNER

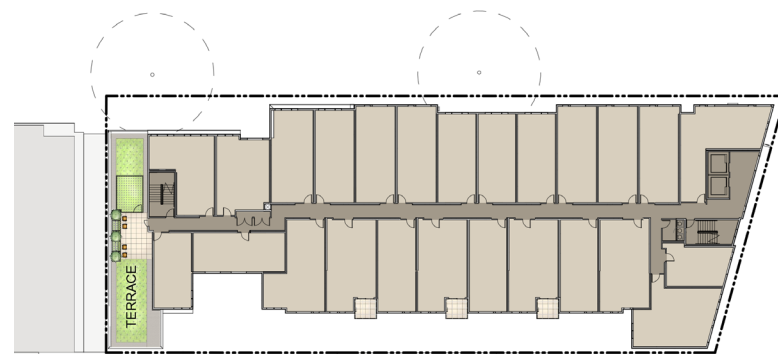




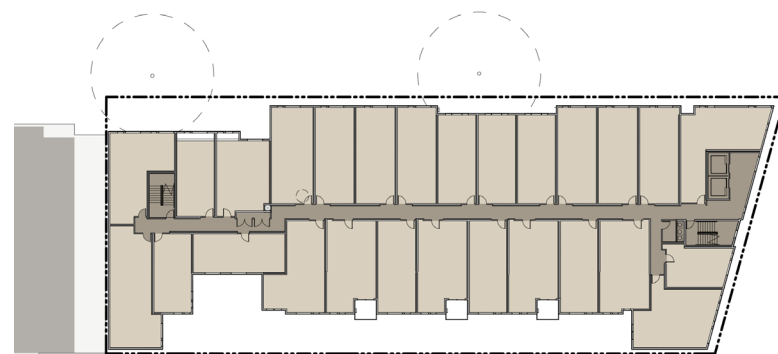
ROOF LEVEL



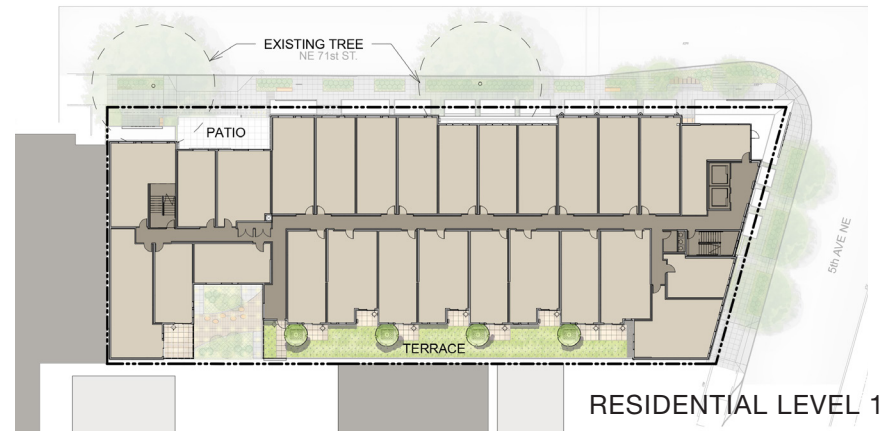
RESIDENTIAL LEVEL 5



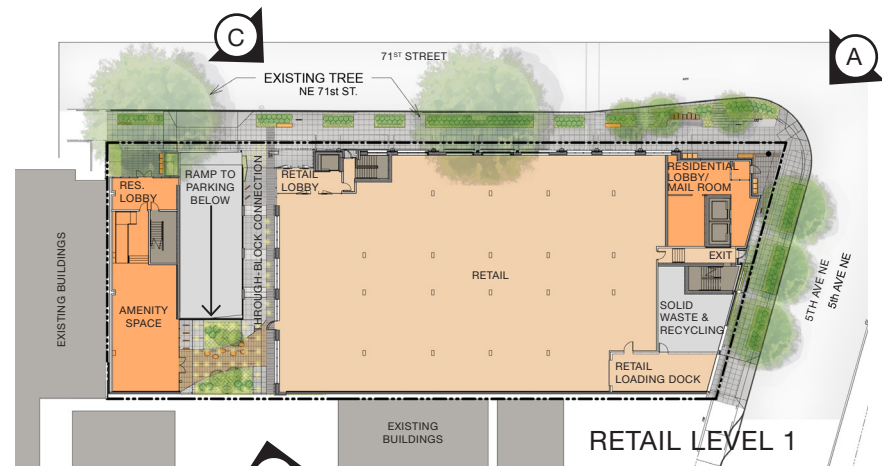
RESIDENTIAL LEVEL 4



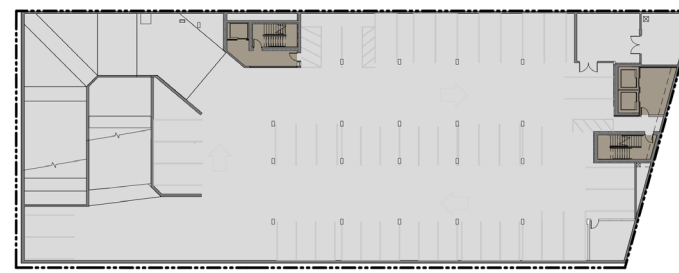
RESIDENTIAL LEVEL 2/3



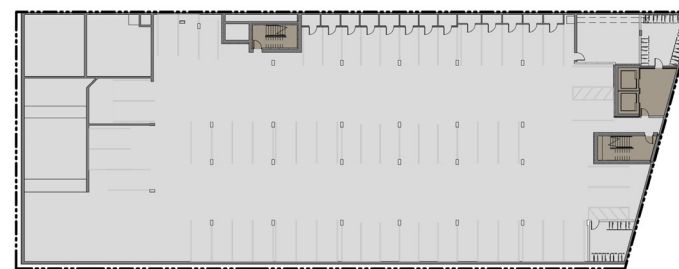
RESIDENTIAL LEVEL 1



RETAIL LEVEL 1



PARKING LEVEL 1



PARKING LEVEL 2

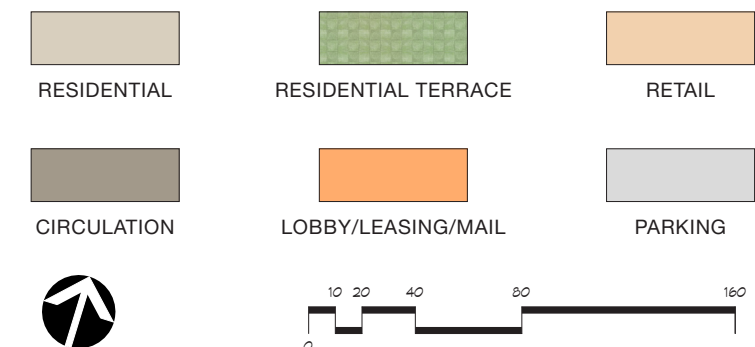
The proposed Green Lake mixed use project is located on the SW corner of 5th Avenue NE and NE 71st Street. The project consists of 5 stories of apartments over street level commercial space, and two levels of underground parking. Within the structure there will be 130 apartments, approximately 14,600 sf of retail space, approximately 106 parking stalls and related service spaces. Access to parking, retail space and residential amenity are all from NE 71st Street, and the primary residential lobby entrance is at the corner of 5th Avenue NE.

As highlighted to the Design Review Board at the EDG meetings, the project has special design treatments. These include preservation of 2 existing street trees on NE 71st Street, and inclusion of a through-block connection. Furthermore, in close coordination with SDOT and the Bike Master Plan, we are establishing our curb alignment to allow for additional R.O.W. planting at the corner of 5th Avenue NE and NE 71st Street. Also, we are accommodating a future three foot road widening along both street fronts.



**B** SOUTH AERIAL VIEW

**C** 71<sup>ST</sup> STREET PERSPECTIVE - SEE COVER PAGE





## 1a. UPPER LEVEL MASSING, ARCHITECTURAL CONCEPT

*The Board felt the design concept should be simplified. At the Recommendation Meeting, the Board would like to see a much stronger composition where the texture and material changes are justified by the massing or architectural concept (DC2-A, DC2-B, DC4-A).*

The upper level massing has been redesigned for a simpler, stronger composition. The underlying driving idea is to step the massing down as it moves from the prominent intersection on 5th Ave NE towards the lake. This idea is represented in both plans and elevations.

A strong residential entry massing above a two-story recessed base is the symbolic response to the gateway northeast corner at the site. Moving along the frontage of NE 71st Street, the massing of the building at residential levels steps back and changes material to reveal a primary form, clad in metal siding. This primary form is fully exposed at the building's center, responding to and aligning with, the through-block connection of the Green Lake Village project to the north.

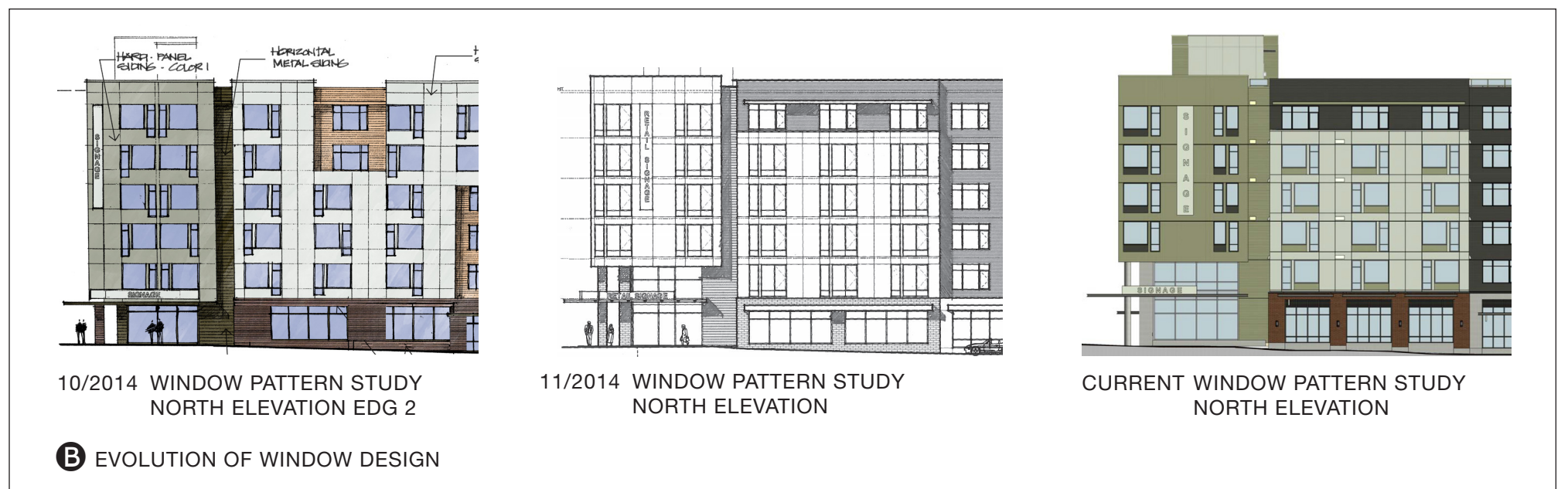
From this primary metal finished massing, modulation is introduced by protruding three cementitious panel forms. Toward the west of the building, these cementitious forms step down another floor. This step exposes two top levels of recessed metal siding, forms the relationship of our most western mass with the two-story separation of the upper levels of our neighbors' in the adjacent building. Additionally, this two story step recognizes the neighborhood grading sloping to the lake.

At the through-block connection, the massing is broken at both the north and south ends, highlighted by changes of material, profile and color, and allows more natural light in the connection space. See Graphic A.

The windows are designed to portray a single "punch" by including the accent color panel under the larger picture window, creating a single rectangular composition. Then, to soften the elevation forms, we are painting these panels to match the color of the metal panels used elsewhere. Overall, this is now a much simpler composition. (DC2-A, DC2-B, DC4-A) See Graphic B.



A PERSPECTIVE VIEW - NORTH ELEVATION MASSING



*The Board suggested that the design concept may evolve to define the top two stories separately and/or that the upper level massing could better define the commercial entry or through block connection (DC2-A, DC2-B, DC4-A).*

Consistent with the overall composition noted above, we evolved the concept to strengthen the top by recessing the upper one and two stories and by changing massing materials. The top mass of the protruding bays cascades at the through-block connection. Simultaneously, the gasket that isolates the west wing of the composition, plunges from the top of the building to the connection passage. The intentional massing play at the through-block connection forms the architecture and announces the connector's location. See Graphic C.

*The Board unanimously agreed the two-story upper level setback along the west façade was an appropriate, improved response to the adjacent building (DC2-A).*

This two-story upper level setback at the west façade next to the adjacent existing condo building has been maintained. See Graphic D.



1a. PLANNER'S ADDITIONAL COMMENTS



**A** VIEW FROM GREEN LAKE VILLAGE THROUGH-BLOCK CONNECTION

The planner expressed a concern with the step shown in the middle accent bay of our NE 71st Street elevation. Her preference is to have the bay be of one height as shown at the **Graphic C**, and not stepped, as we propose on **Graphic B**. We think the steps in form create a strong, interesting massing and would prefer to retain them for their implied movement toward the through-block connector and the lake. The two bays adjacent to the five story central recess should be equal in height as they frame the view from Green Lake Villages' through-block connection. **See Graphic A**. In the same way, the step in the facade would allow equal heights to reinforce the relationship between masses on either side of the through-block connector on our site.

To us the step is an important part of the façade designs intention to not mimic, yet again, the planar solution so ubiquitous in projects of this type. For context see page 2. There you can see the highly planar forms of the building to our north (across the street), and highly modulated forms of the condominium building to the west. Our proposal is for massing that embraces both design forms. **See Graphic B**.

For pure composition we want our forms to courtesy to the building to the west and step down to the doorway for the through-block connection.

That being said, the sketch on the **Graphic C** is an alternate we propose.

In addition to the revision of the residential massing material to be predominantly metal, the planner urged us to explore alternate more *urban and refined* metal siding profile in place of the corrugated metal siding we proposed.

We chose to use the flat metal panel siding in Cool Metallic Champagne at the NE corner of the building, noting the unique corner condition with siding profile used only at this location. Corrugated metal profile in Cool Weathered Copper is used behind the light-colored cementitious protruding masses, adding the texture and dynamic backdrop along the façade. The "gasket" element that marks the presence of through-block connection uses Mini V-Beam profile in Cool Metallic Champagne. This profile is the most textured of all we used, symbolizing transition in massing, as well as through our site. In addition to this one, use of distinct profiles is very important part of our design intent. **See Pages 8-9**.



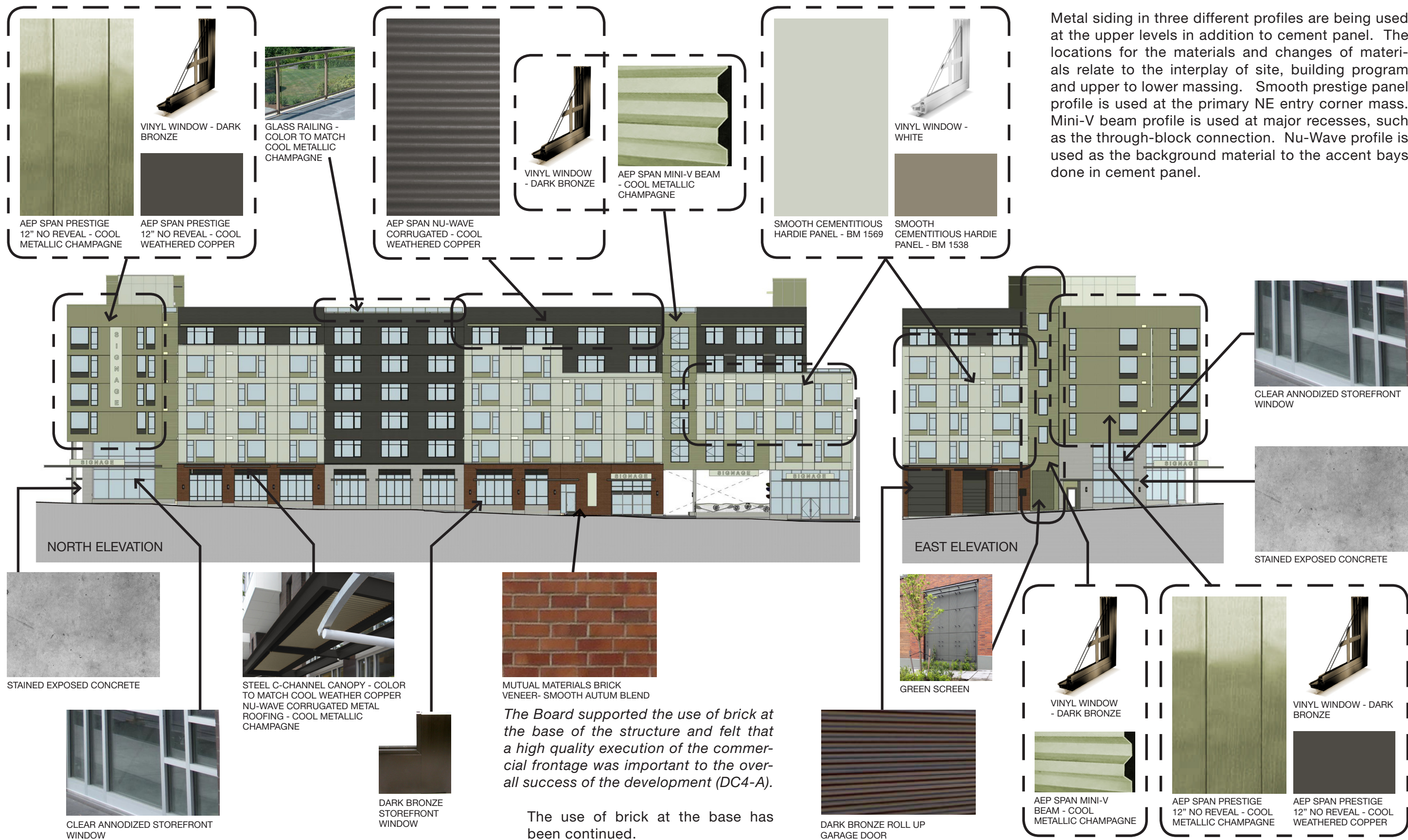
**B** PERSPECTIVE VIEW OF NORTH ELEVATION - PREFERRED



**C** PERSPECTIVE VIEW OF NORTH ELEVATION - DPD ALTERNATE



## 1b. MATERIALS



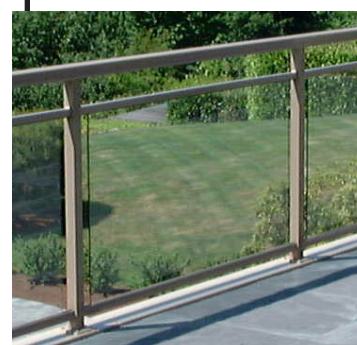




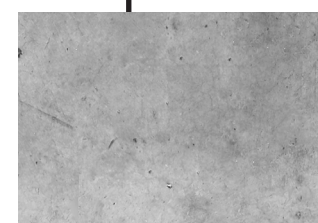
SOUTH AERIAL VIEW



PICKET METAL RAILING - COLOR TO MATCH COOL METALLIC CHAMPAGNE



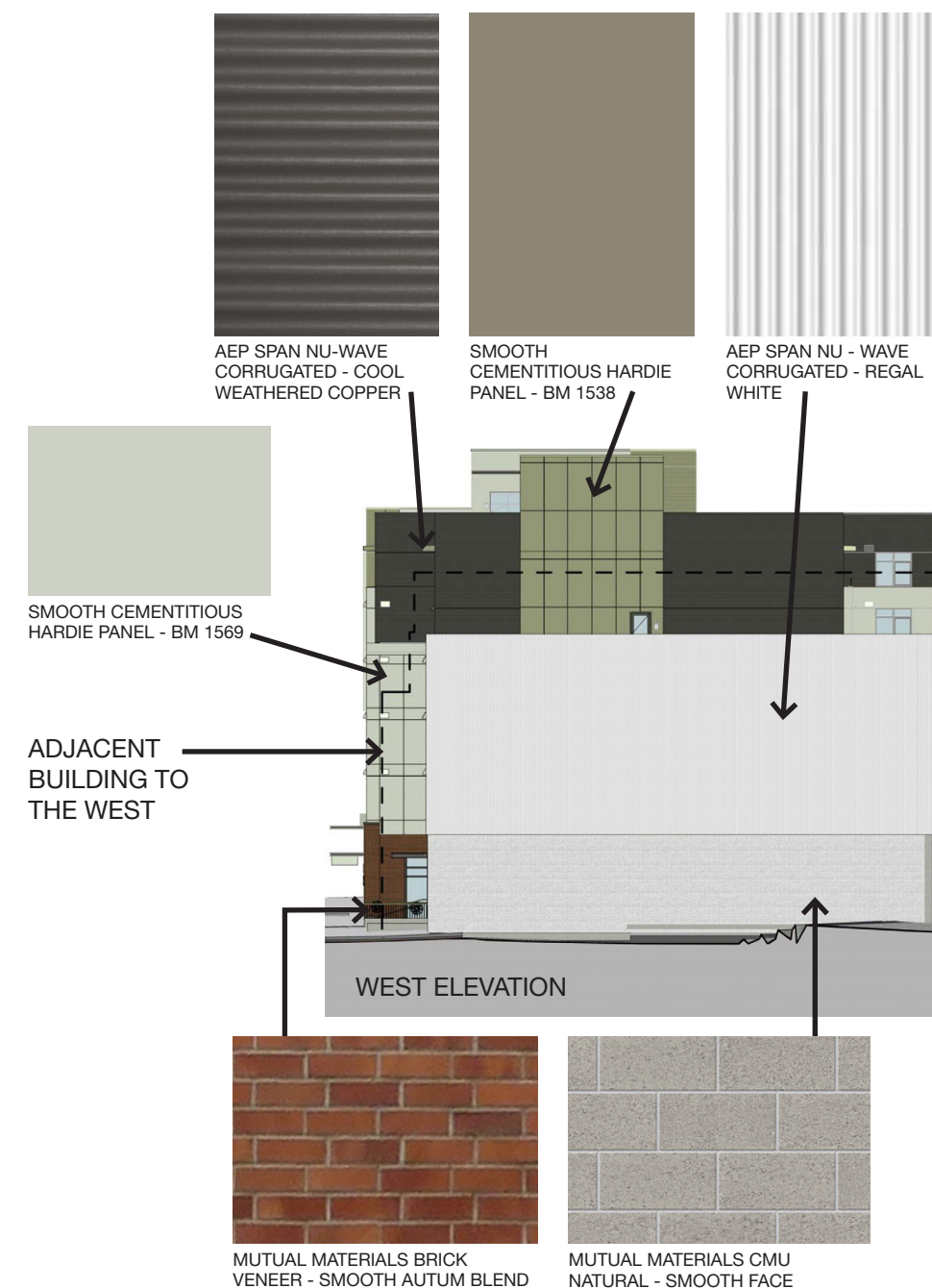
GLASS RAILING - COLOR TO MATCH COOL METALLIC CHAMPAGNE



STAINED EXPOSED CONCRETE

## DESIGN REVIEW BOARD RECOMMENDATIONS

### 1b. MATERIALS





## 2. RESIDENTIAL ENTRY

*The primary corner entry should be designed with a better vertical proportion. The Board agreed the entry should be a two story entry or designed to appear as a two story entry (CS2-C, DC2-B).*

The primary corner has been redesigned to appear as a two story entry. The second floor space was “pulled-in” to match the street level entry wall and the storefront was extended up for a consistent two story look enhancing the “entry porch” element, as previously shown and supported by the Board at the EDG meetings. The space at the second level is anticipated to be the leasing office, which is compatible with the design expression. The overhead canopy has been raised as well, so that its functionality as overhead weather protection can be maintained while also completing the entry composition. See Graphic A.

*Provide a strengthened expression of the flat iron architectural concept at the corner (DC2-A and B).*

By changing window location, pattern and exterior material at this corner, we have modified the design to express a stronger two story street level appearance, with a strong, crisp outside corner. The combined effect strengthens the expression as well as provides a better window layout for the interior. See Graphic A.

*The first floor setback at the corner and along the NE 71st Street façade creates an enhanced pedestrian experience and a 9-foot sidewalk. The ground level setback should be maintained as the project develops (PL1-B).*

The setback at the first floor corner and along NE 71st Street has been maintained. See Graphic B.



NORTHEAST RESIDENTIAL ENTRY VIEW

## PLANNER'S ADDITIONAL COMMENTS

After our MUP submission, the planner directed us to remove the brick on the NE residential entry. In addition to following our design intent, the use of brick along the street frontage was also our client's preference. It is also more in keeping with the board's support of brick at the base of the structure. Please provide direction. See Graphic C and D.



C BRICK RESIDENTIAL ENTRY - BRICK



D RESIDENTIAL ENTRY - CONCRETE



## 2. RESIDENTIAL ENTRY

Ground plans renderings of the residential entry and corner curb bulb are successful and should be further developed at Master Use Permit (PL1-B).

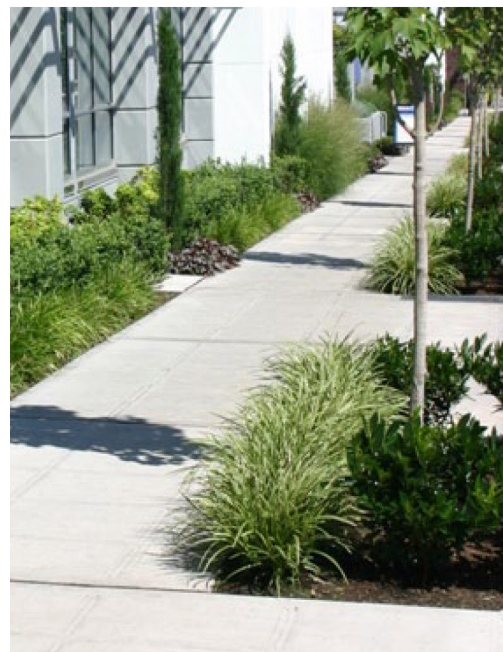
The ground level plans have been further developed and include decorative paving, seating and planting areas for visual interest and pedestrian interaction. The connection to public and private pedestrian infrastructure is clear, and provides ample space for flow and circulation. **See Graphic A.**

The decorative paving provided at the primary corner entry should be continued at the second entry as a point of continuity in the overall development (DC4-D).

The decorative paving that is shown at the primary corner entry has been added to the second entry to maintain the continuity as requested by the Board. **See Graphic B.**

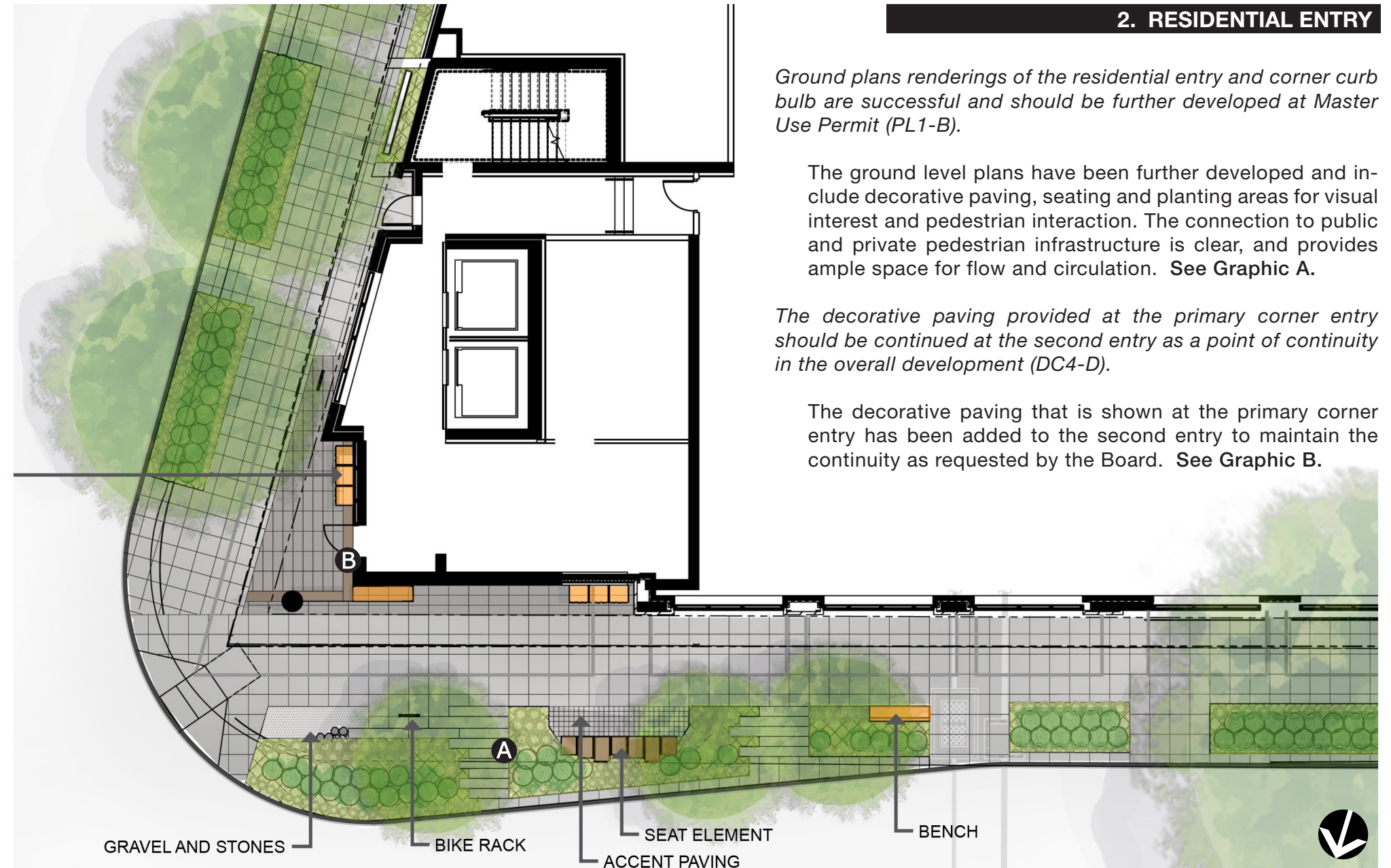


DOG ROCKS



LOW PLANTING IN RIGHT OF WAY

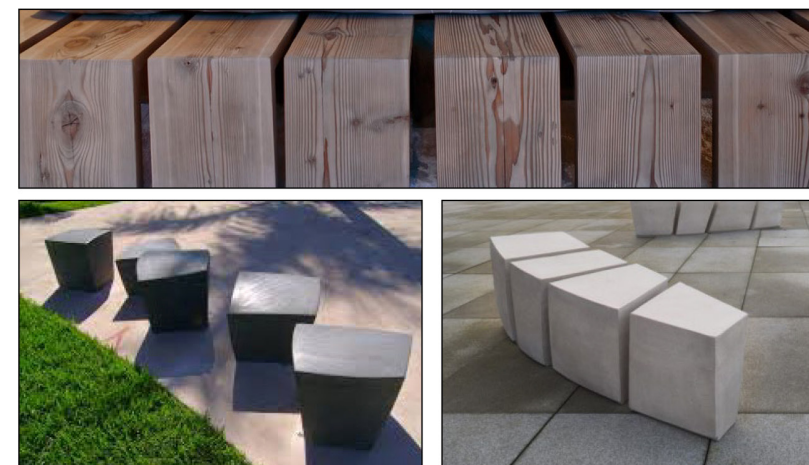
WOOD SEATS



ACCENT PAVERS, 6"X6"



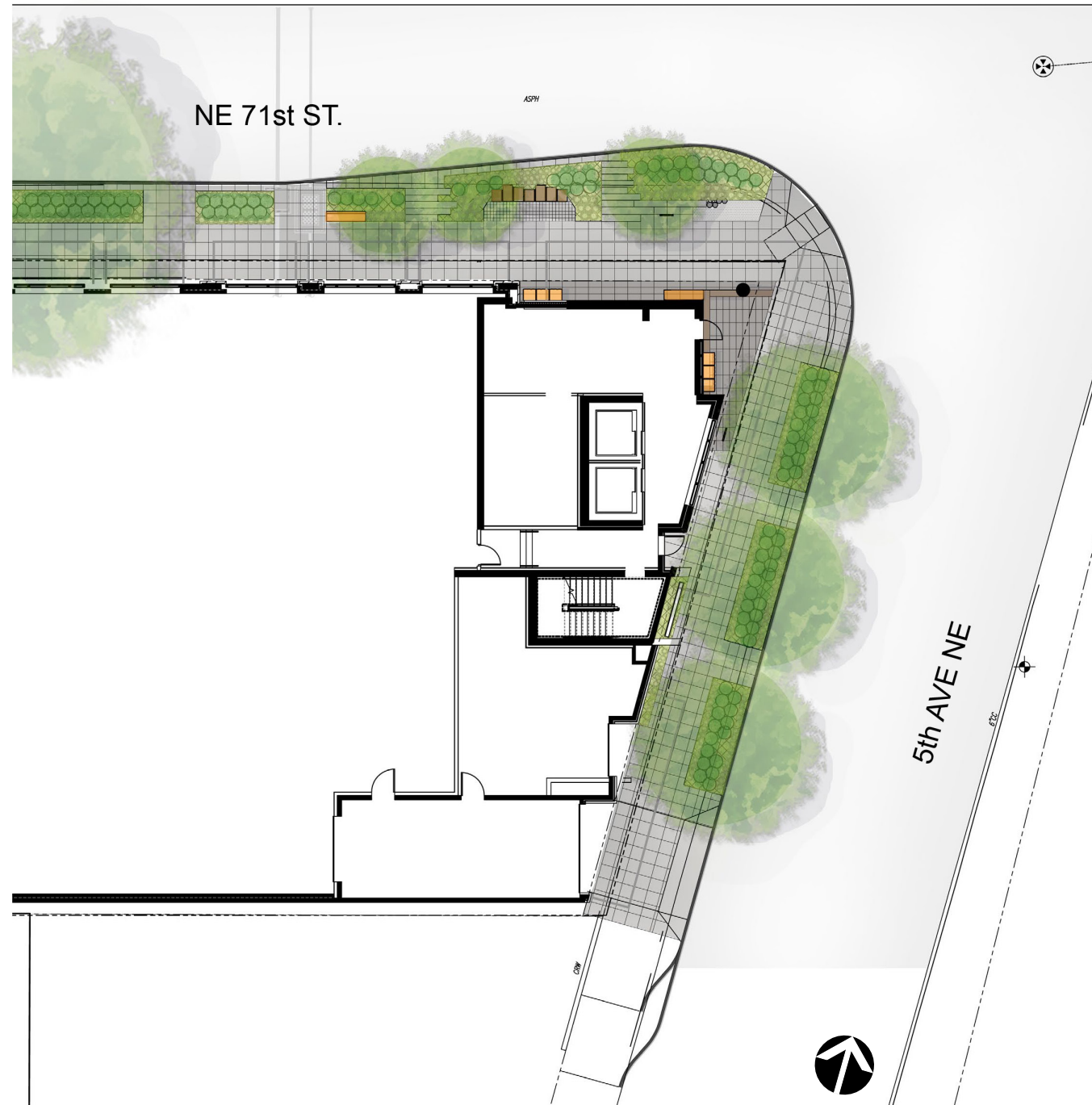
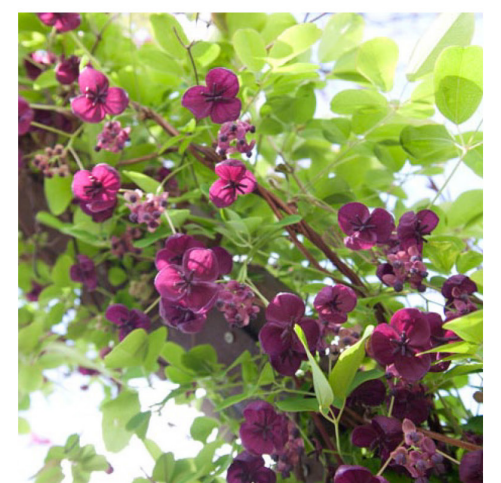
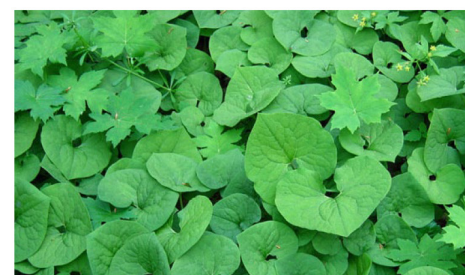
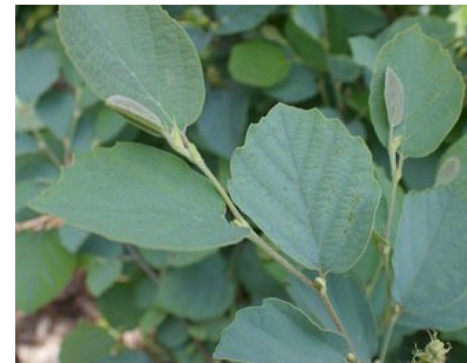
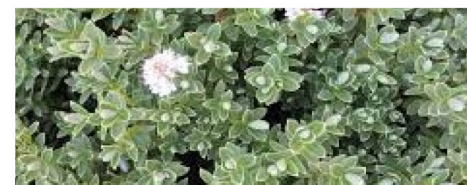
BIKE RACK AND BENCH TO MATCH NEIGHBORING STREETSCAPE ON NE 71ST STREET



EXAMPLES: ARTISTIC SEATING ELEMENT



## 2. RESIDENTIAL ENTRY

PLANTINGS: 71<sup>ST</sup> STREET AND 5<sup>TH</sup> AVENUE NE



### 3. THROUGH-BLOCK CONNECTION

*The Board agreed the north entrance of the through block should be developed in conjunction with the vehicular ramp to make the through-block feel more open. The Board noted that the wall separating the through-block and the ramp should be designed as an integral artist element to the through block space (CS2-B, PL1-B, DC1-B, DC2-D).*

The design has been carefully studied to maximize the pedestrian space at the north entry of the through-block connection.

The safety wall between the driveway and the walk consists of a short concrete stem curb, atop which is placed an open and artful metal guard-rail. Use of a metal railing, rather than a solid wall, is intended to provide transparency; we propose extending the guardrail to the north edge of the ramp for better pedestrian safety. The railing will include recurring art elements symbolizing the variety of activities in Green Lake neighborhood, such as biking, kayaking, running/walking, etc. These elements would be integral to the through-block space, serving as a connection between the project, its surroundings and residents (PL1-A & B). See Graphic A.



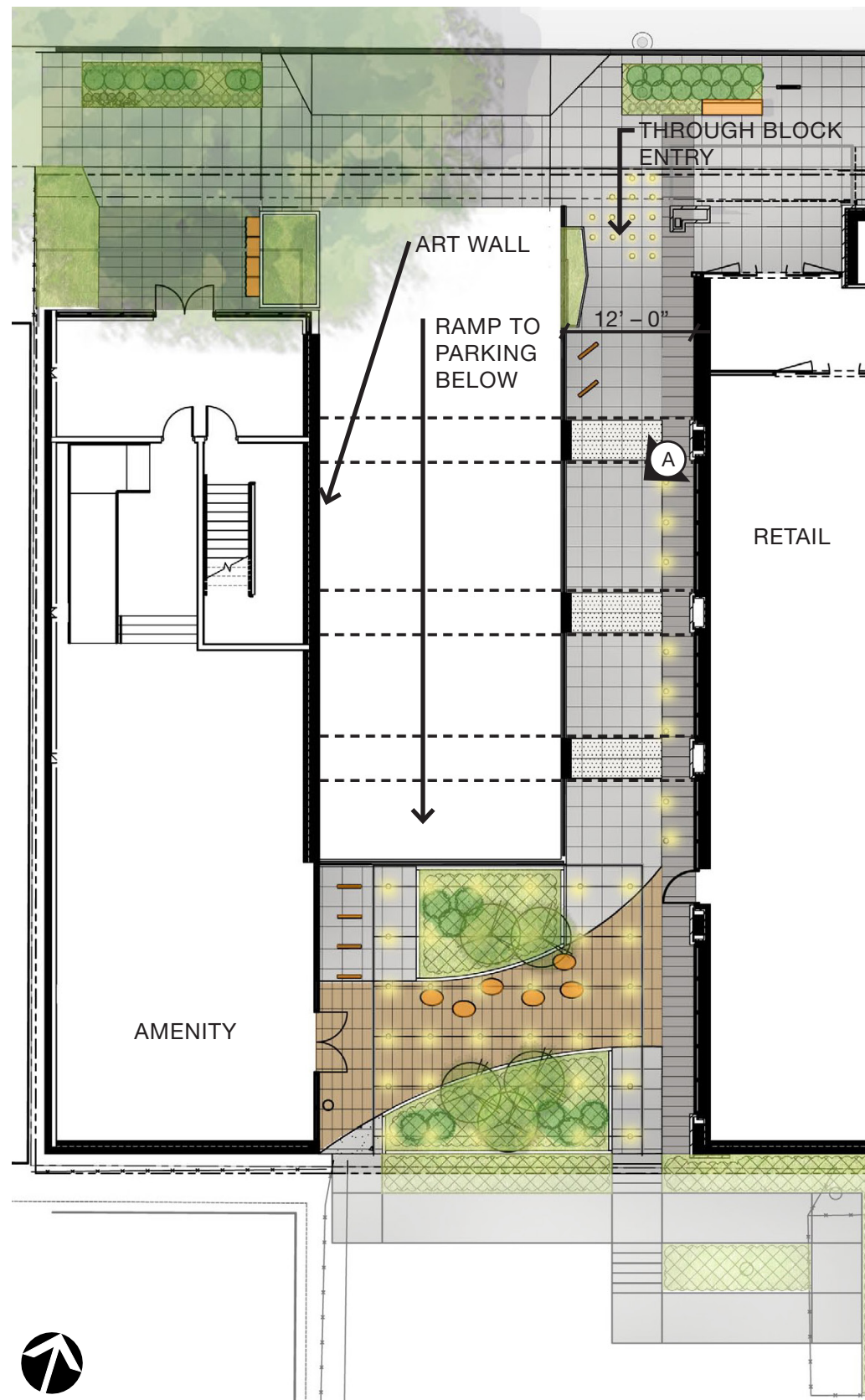
THROUGH BLOCK ENTRY VIEW



**A** EXAMPLES OF RAILING ORNAMENTS TYING THE PROJECT TO THE NEIGHBORHOOD



## 3. THROUGH-BLOCK CONNECTION



THROUGH BLOCK CONNECTION



A THROUGH-BLOCK CONNECTION - WALKING SOUTH



B EXAMPLE IDEAS FOR 3D MURAL ART WALL

At the Recommendation Meeting, the Board requested additional information demonstrating how the through-block space is activated to create a vibrant pedestrian friendly space. The Board felt that both the enclosed amenity space and the amenity space open to the sky should be developed to further activate the through-block connection (PL1-A).

Once inside the connection, the west wall is a solid shear wall extending down for the auto ramp. This wall will be broken into panels with reveals aligned with the retail storefront columns to break its length. The exposed concrete wall will be used as background for art displays, 2-D or 3-D murals, or picture boxes capturing the Green Lake spirit or history. See Graphics A and B.

For the east "retail" wall, see continuation on Page 15.

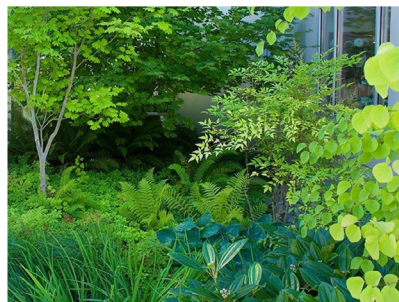
The ceiling plane within the connection will be intentionally changed to a less forceful treatment, allowing the art and ground plane elements their full design expression. Together, these design features will serve as dynamic way-finding tool for the pedestrians. The modulated ceiling plane relates to the paving pattern below. In addition, the colored ceiling cementitious planes of varying heights will also serve as acoustical treatment for the through-block connection space. Together, these elements will highlight that the space is to be enjoyed, not simply passed-through (PL1-B, DC2-D). See Graphic C.



3. THROUGH-BLOCK CONNECTION



METAL PLANTER EDGE EXAMPLE



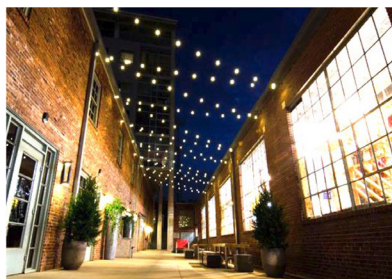
PLANTING EXAMPLE



LIGHTING AT GRADE



SEATING ELEMENTS



CATENARY LIGHTING



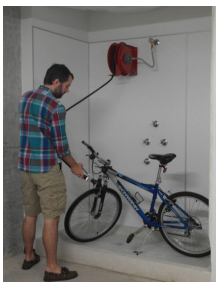
CONCRETE ACCENT PAVING

BIKE RACK

At the south end, the through-block connection opens to a landscaped gathering space. Given its solar exposure and openness, this is expected to be a popular space, particularly with the resident amenity space adjacent. See Graphic A.

The amenity space is expected to serve multiple purposes for the apartment residents of the project. The activities are to be related to the active lifestyle of the neighborhood, providing secured spaces for equipment, such as bikes, kayaks, boards, as well as a designated workstation for minor equipment repairs and maintenance. Other activities may include pet washing/ grooming and bike washing station. See Graphic B.

These activities will be open and visible to the large gathering space at the south end of the through block connection. It is expected that the uses of the amenity spaces will spill out to the internal courtyard, as users are preparing for various activities. (PL1- A) See Graphic C.

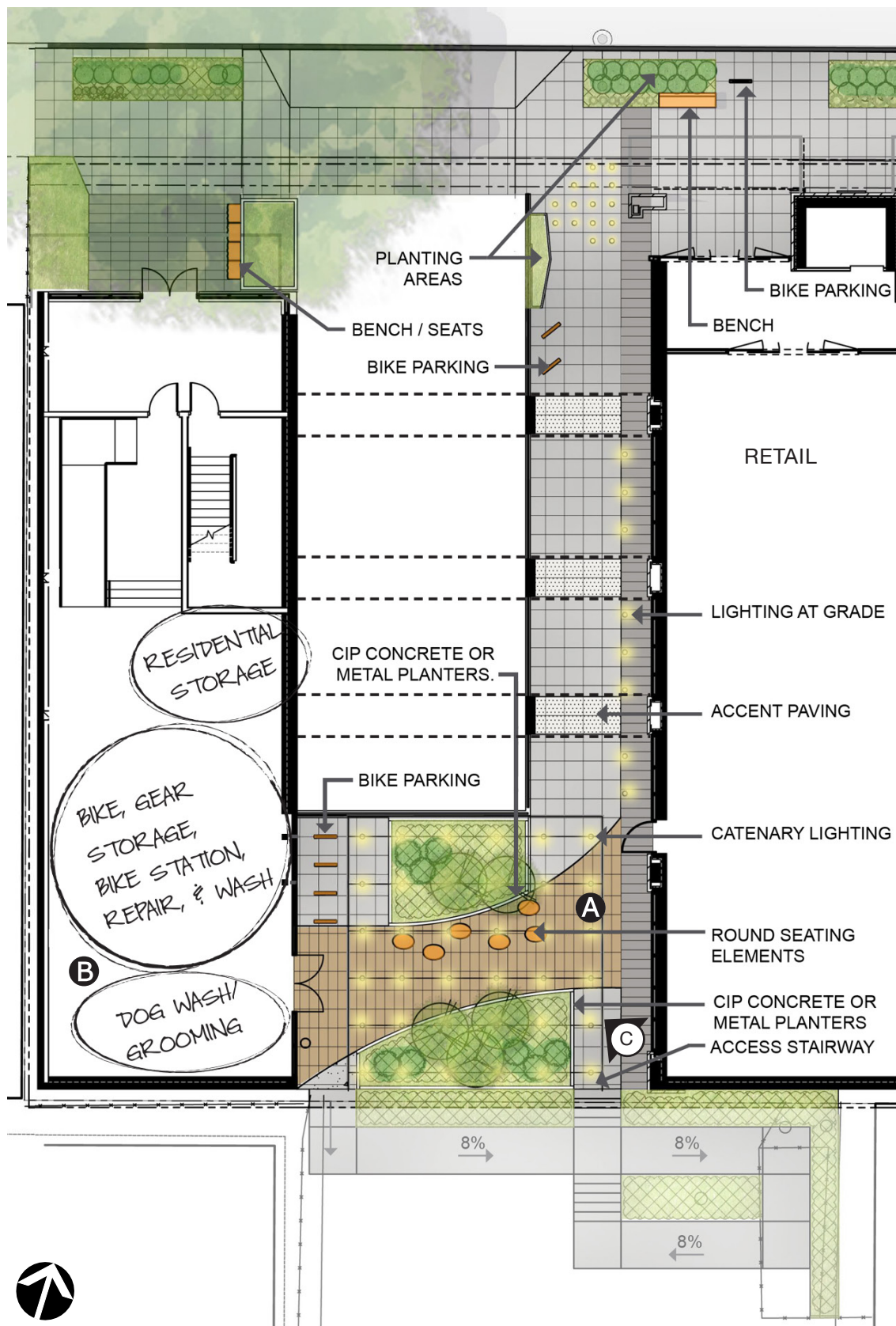


B EXAMPLE AMENITY IDEAS

A EXAMPLE OF THROUGH-BLOCK CHARACTER



C AMENITY VIEW / INTERNAL COURTYARD



THROUGH BLOCK CONNECTION / AMENITY PROGRAM - ZONED USE



### 3. THROUGH-BLOCK CONNECTION

The Board noted the retail wall along the through-block connection should include transparency to allow a visual connection between the through-block and the retail space (PL2-B, PL3-C).

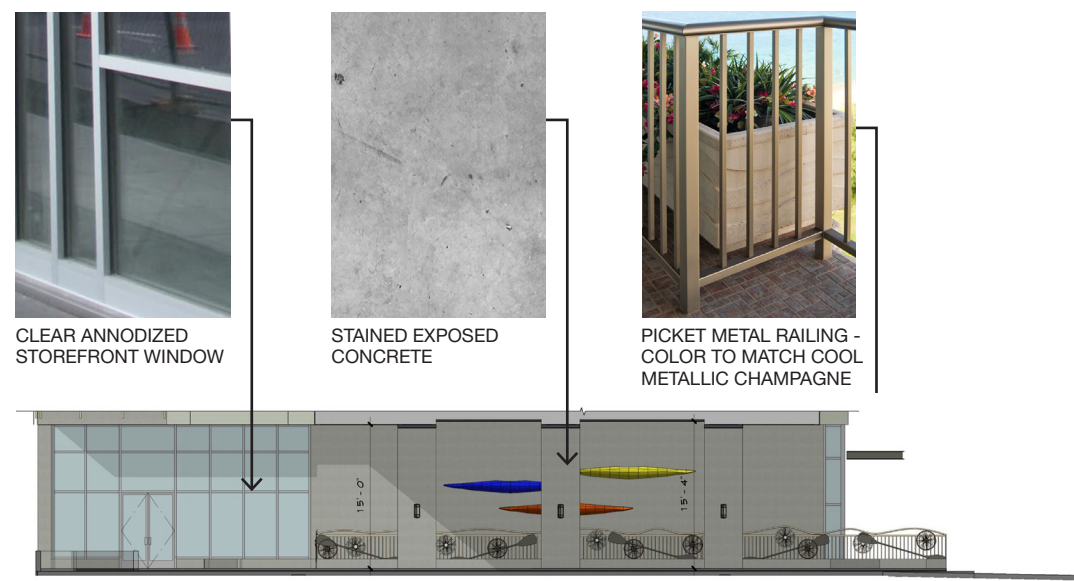
The Board further noted “Views into the retail space, which do not have to be continuous, (“peek-a-boo” views) are encouraged.”

The east wall of the through-block connection has large windows opening into the retail space. The windows are proportioned between masonry columns and they sit above concrete sills, similar to the retail street-frontage. A 60% transparency is provided along the through-block connection, and the design has been reviewed with the future retail tenant for coordination of interior usages compatible with visual connection and interest. See Graphics A and C.

The Board agreed the retail space corner should erode to marry with the through-block and create a sense of invitation to the space (CS2-B, PL1-B, PL3-C, DC1-A, DC3-A).

The corner of the retail space has been eroded some 8 feet into the NE 71st Street façade and is a part of the pedestrian entrance of the through-block connection. See Graphic D on page 17.

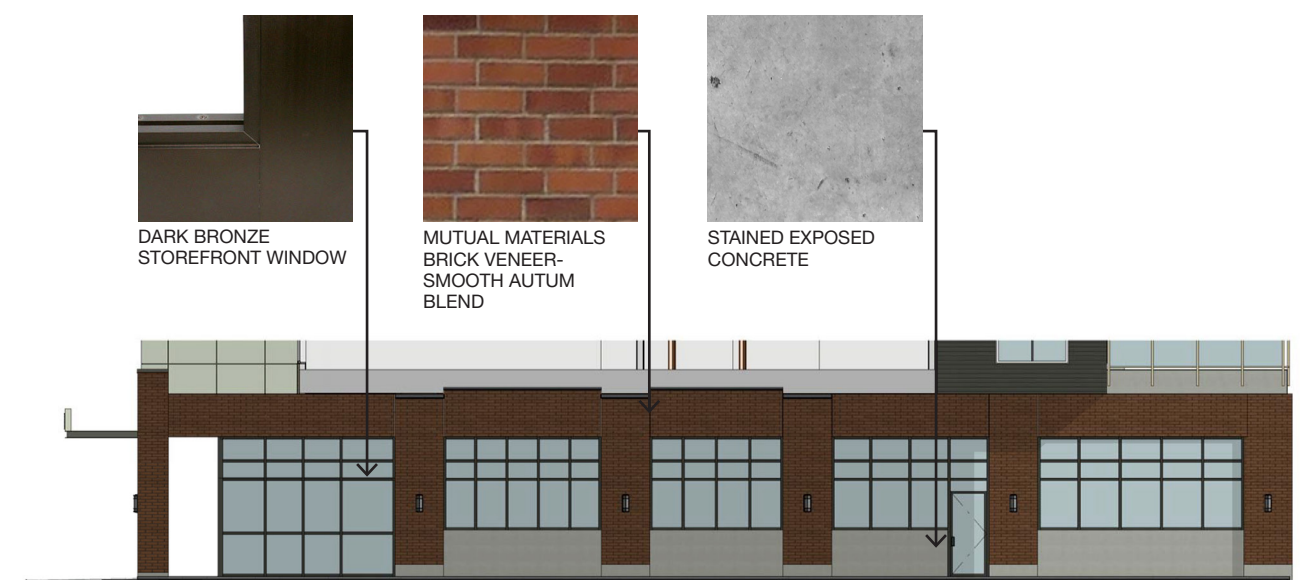
The Mini-V Beam in Cool Metallic Champagne color is used on the north and south entrances to symbolize the through-block connection and wrap dramatically overhead into the connection. The metal finish will form the first ceiling plane at each end of the 37 foot wide passage, completing the invitation to pedestrians. See Graphic E.



**B** THROUGH-BLOCK CONNECTION ELEVATION WITH RAILING LOOKING WEST



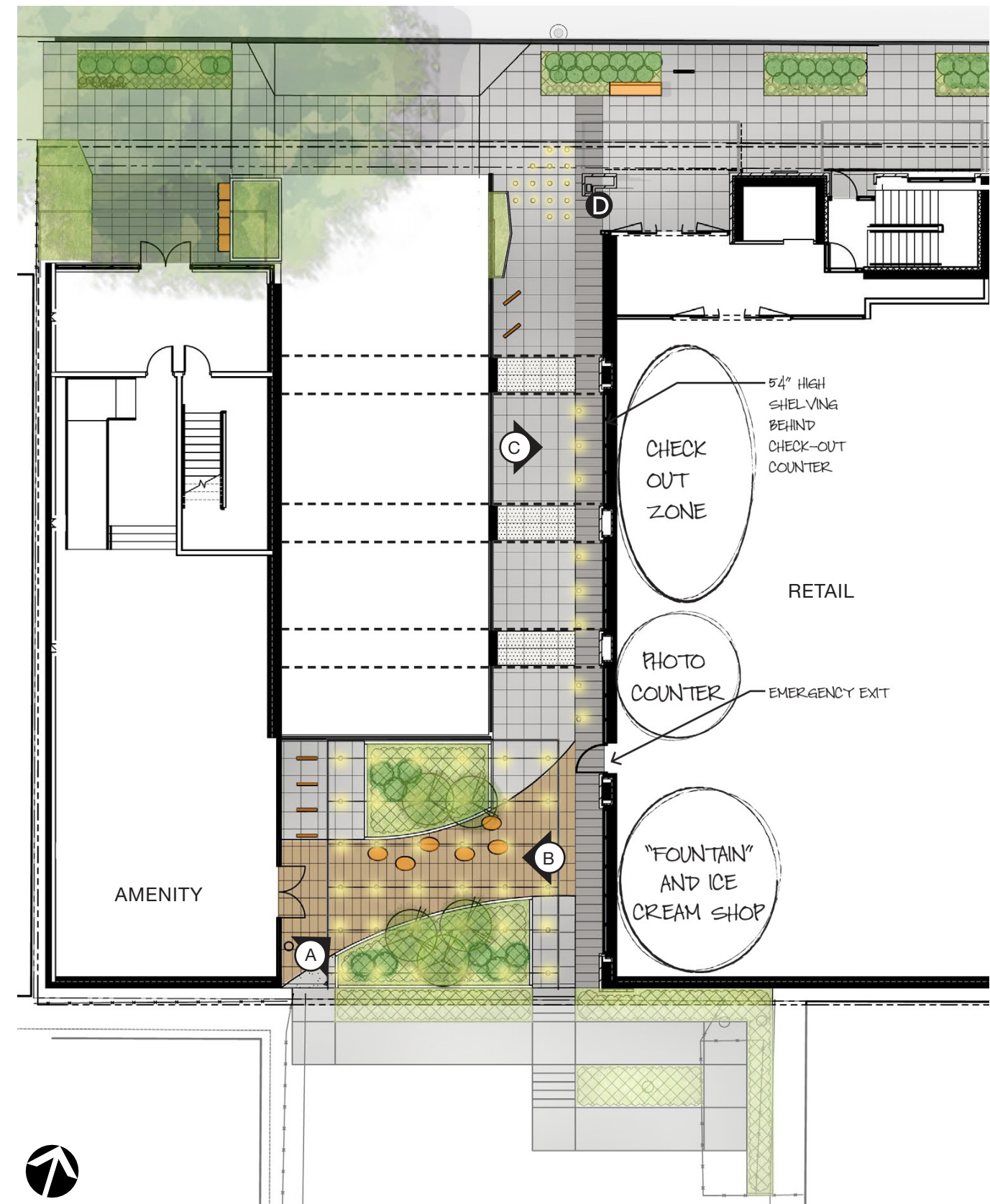
**A** AMENITY VIEW - LOOKING NORTH



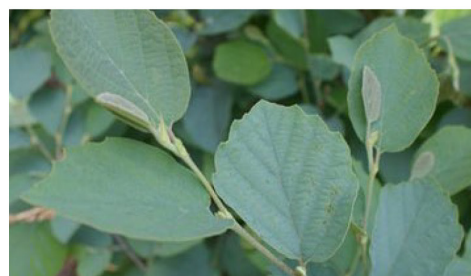
**C** THROUGH-BLOCK CONNECTION ELEVATION LOOKING EAST



3. THROUGH-BLOCK CONNECTION

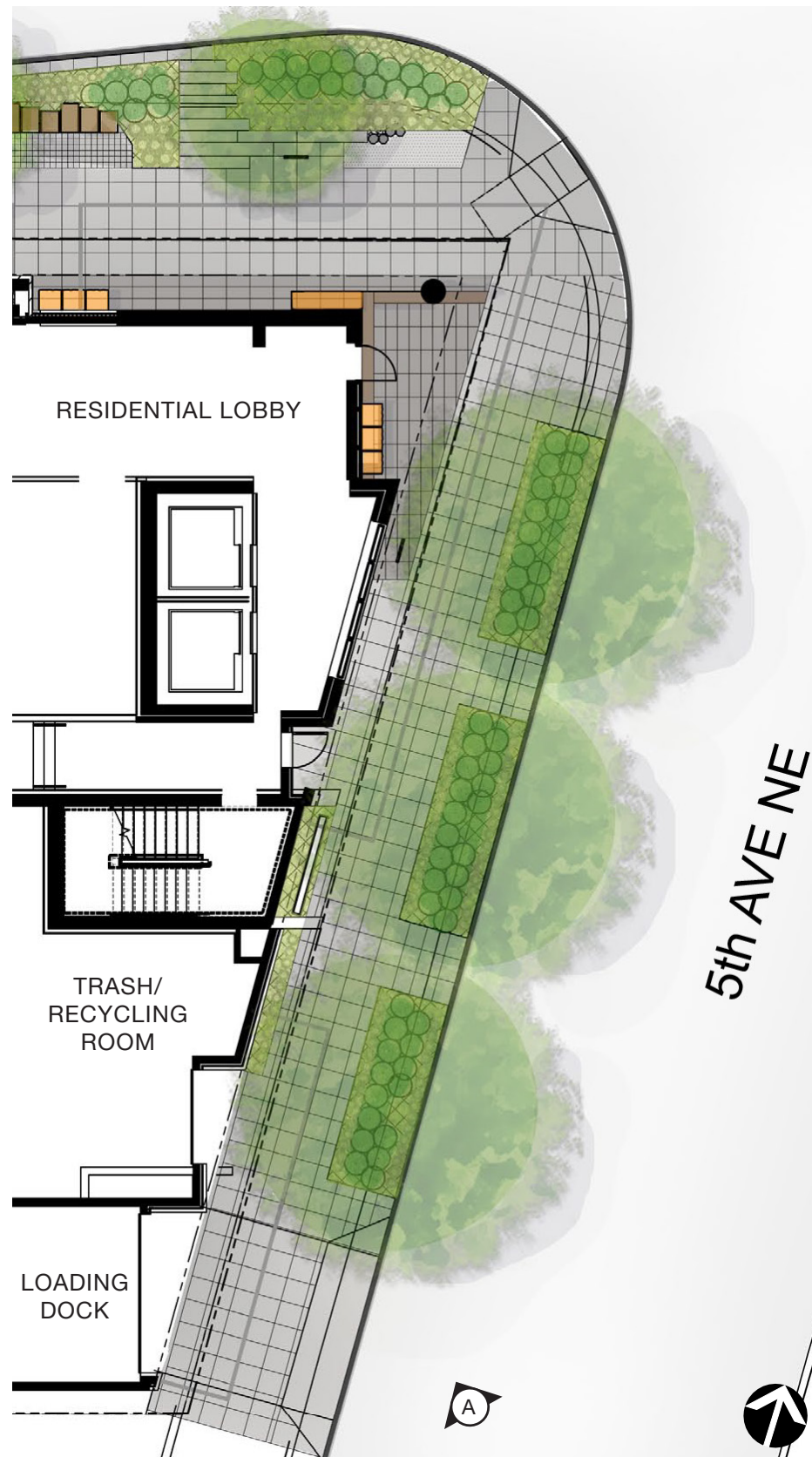


PLANTINGS: 71<sup>ST</sup> STREET AND 5<sup>TH</sup> AVENUE NE





## 4. LOADING, SOLID WASTE AND RECYCLING

PARTIAL PLAN - 5<sup>TH</sup> AVENUE NE STREET SECTION

*At the Recommendation Meeting, the Board requested more detail for the screening for the solid waste and recycling storage space on the 5th Avenue NE street façade. Screening should minimize visual impacts and odor impacts to the sidewalk (DC1-C).*

The solid waste and recycling areas are located in the SE corner of the site, away from the pedestrian activity on NE 71st Street. The east elevation is also subject to the street level transparency requirement.

A code compliant solution still leaves the question of visual impacts of the Trash/Recycling room from the right-of-way. Odor and view impact will be addressed by using the solid roll-up doors, which we believe are better resolution. This will require a design departure from the transparency requirement.

We request this departure from the board to mitigate this concern of the Board, the Owner, as well as the whole neighborhood. See Graphic A, as well as Page 21 for more details on design departure.



A SOLID PANEL DOORS AT LOADING / SOLID WASTE / RECYCLING



PLANNER'S ADDITIONAL COMMENTS

The planner expressed a concern about the street-level transparency along the street façade because of the mechanical louvers and height of the awnings. Furthermore, it was noted that the awning height should be 10' minimum above sidewalk.

This concern remained even after we located most of the overhead weather protection at the height desired by planner, with exception of two locations. See Graphic C.

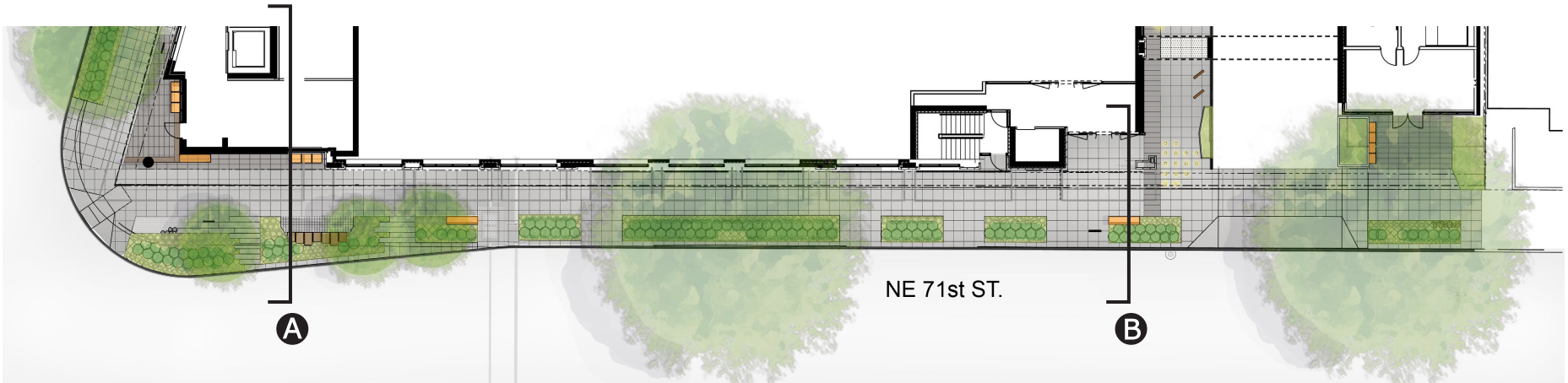
Note that both SMC 23.53.035.B.4 and SDOT Municipal Code Section 15.10.020 call out the lowest point of the overhead protection to be minimum of 8'-0" above the sidewalk elevations. We feel that lower weather protection better serves pedestrians, and that the revised awning heights are not excessively low.

An additional constraint is that the mechanical systems for retail T.I. will be done separately from the shell and core permit, and only schematic T.I. mechanical drawings are currently available. For this reason, we show the top section of the storefront windows reserved for louvers. At the tightest point at the easternmost retail storefront window, the bottom of the louvers is approximately 9'-6" A.F.F. which will not affect the street-level transparency requirement. See Graphics A, B and C.

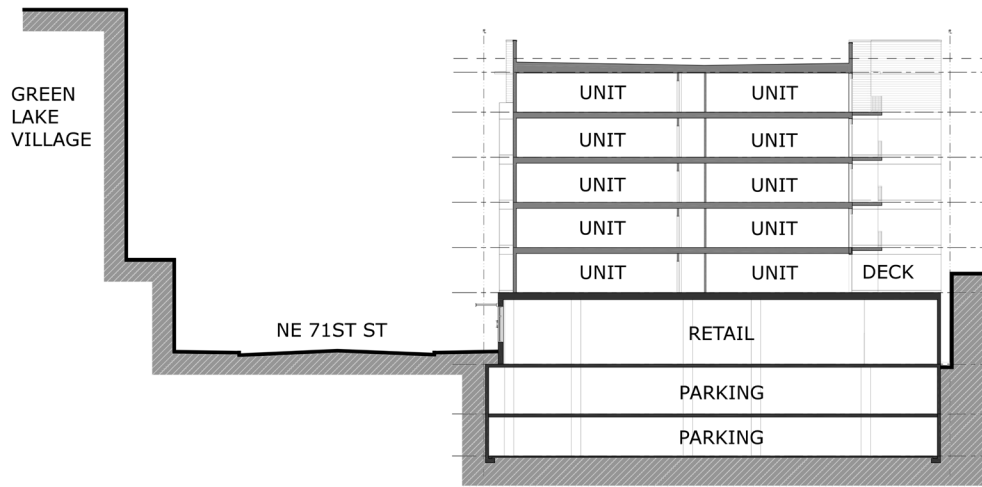
We would appreciate Board's guidance on this issue, for we think that the proposed weather protection height, and potential mechanical louvers locations will not create transparency issues along the street façade.



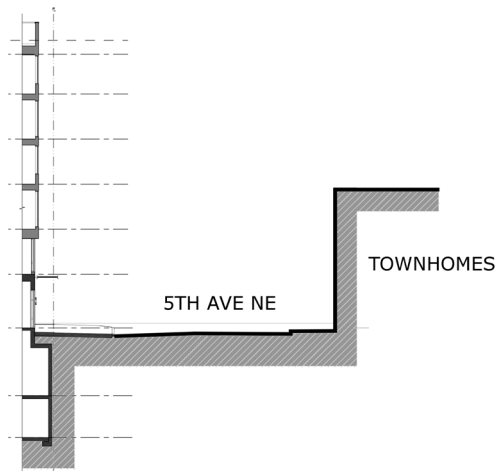
C NORTH ELEVATION STREETSCAPE



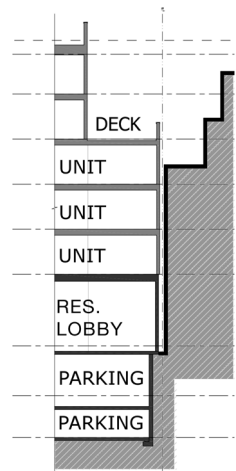
D PARTIAL PLAN - NE 71ST STREET STREETSCAPE



E SITE SECTION THROUGH NE 71<sup>ST</sup> STREET LOOKING EAST



F SITE SECTION THROUGH 5<sup>TH</sup> AVENUE NE LOOKING NORTH



G SITE SECTION THROUGH 5<sup>TH</sup> AVENUE NE LOOKING NORTH





**A** PARKING SIGNAGE EXAMPLE



**B** RETAIL/RESIDENTIAL ENTRY SIGNAGE EXAMPLE



**D** BLADE SIGNS EXAMPLES



**E** STREET VIEW ALONG NE 71<sup>ST</sup> STREET LOOKING WEST



**C** PARTIAL VIEW ALONG NE 71<sup>ST</sup> STREET



**F** NORTHEAST RESIDENTIAL ENTRY VIEW



**G** VERTICAL FIN SIGN EXAMPLE



**H** DIRECTIONAL SIGNAGE EXAMPLE

Signage for the main retail will be in multiple locations including a vertical fin, similar to others common around the city. The fin would be located on the upper façade near the corner on 5th Ave NE. See Graphics F and G.

Commercial signage below the canopies would be blade signs. See Graphics D and E.

Residential signage above the canopies would be consistent with the example image, and with similar projects around the city. See Graphic B.

Signage at the garage entry would be standard for way-finding and clearance assurance. There may be a small fin sign above the ramp entry, as the garage entry is recessed compared to the retail edge. The design intent is to keep parking signage simple and understated. See Graphic A.

At the through-block connection, it is part of our design intent to use the architecture itself for way-finding. The welcoming of the pedestrians is accomplished by the use of building recesses and modulation, material and color changes, ground plane and ceiling textures, landscaping, and transparencies that allow visual interaction between inside and outside spaces. Additionally, the space will be enhanced through the creative use of lighting and art. (CS 3- B, PL2- D). If additional clue of public access is necessary, we propose use of an understated sign. See Graphic H.





A - SCONCE EXAMPLE



B - RECESSED EXAMPLE



C - TRACK EXAMPLE



D - CANOPY EXAMPLE



E - DOWN EXAMPLE



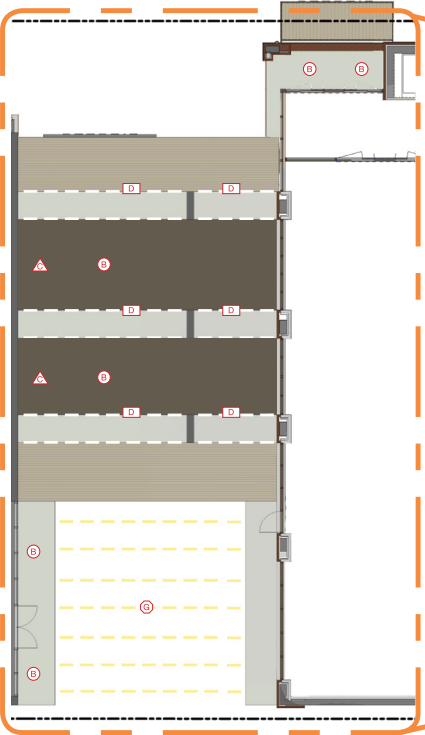
F - RECESSED WALKWAY EXAMPLE



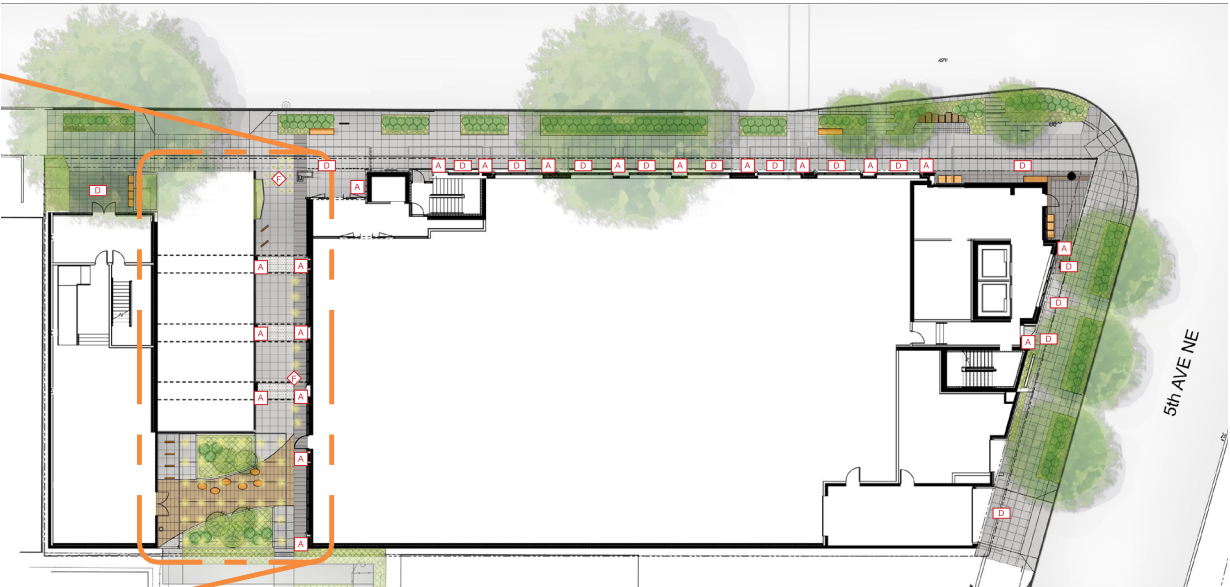
G - FESTIVAL EXAMPLE

**LIGHTING LEGEND**

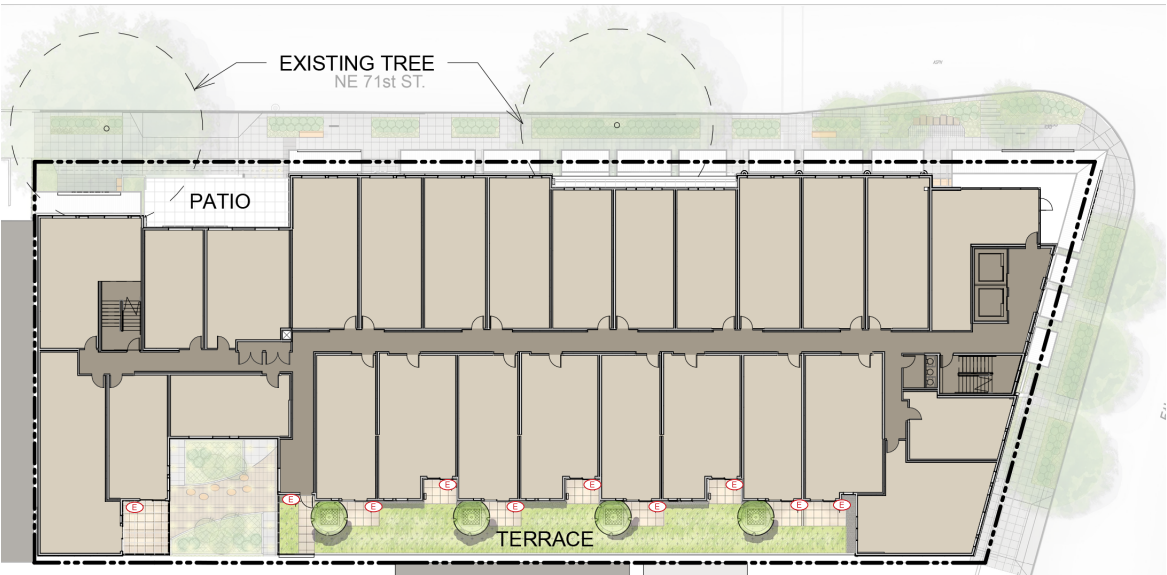
- A** = SCONCE LIGHT
- B** = RECESSED LIGHT
- C** = TRACK LIGHT
- D** = CANOPY LIGHT
- E** = DOWN LIGHT
- F** = RECESSED WALKWAY LIGHTS
- G** = FESTIVAL LIGHT



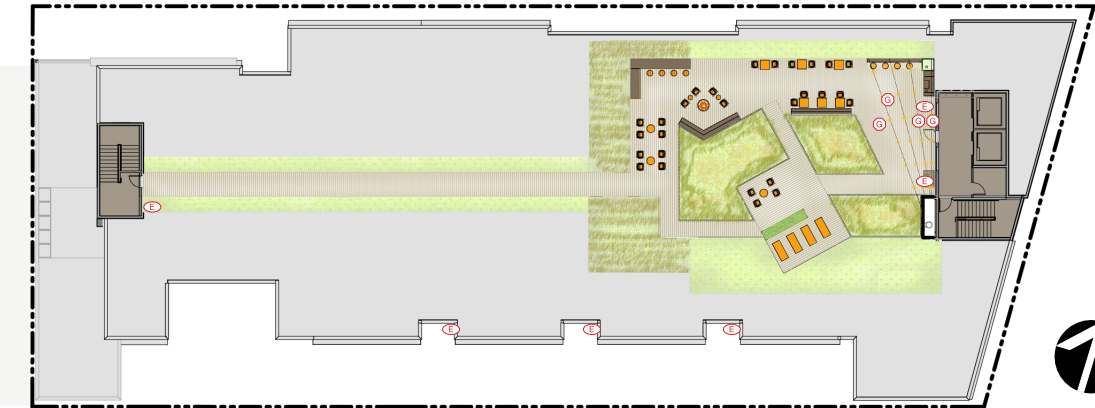
THROUGH BLOCK CONNECTION  
REFLECTIVE CEILING PLAN



RETAIL LEVEL 1

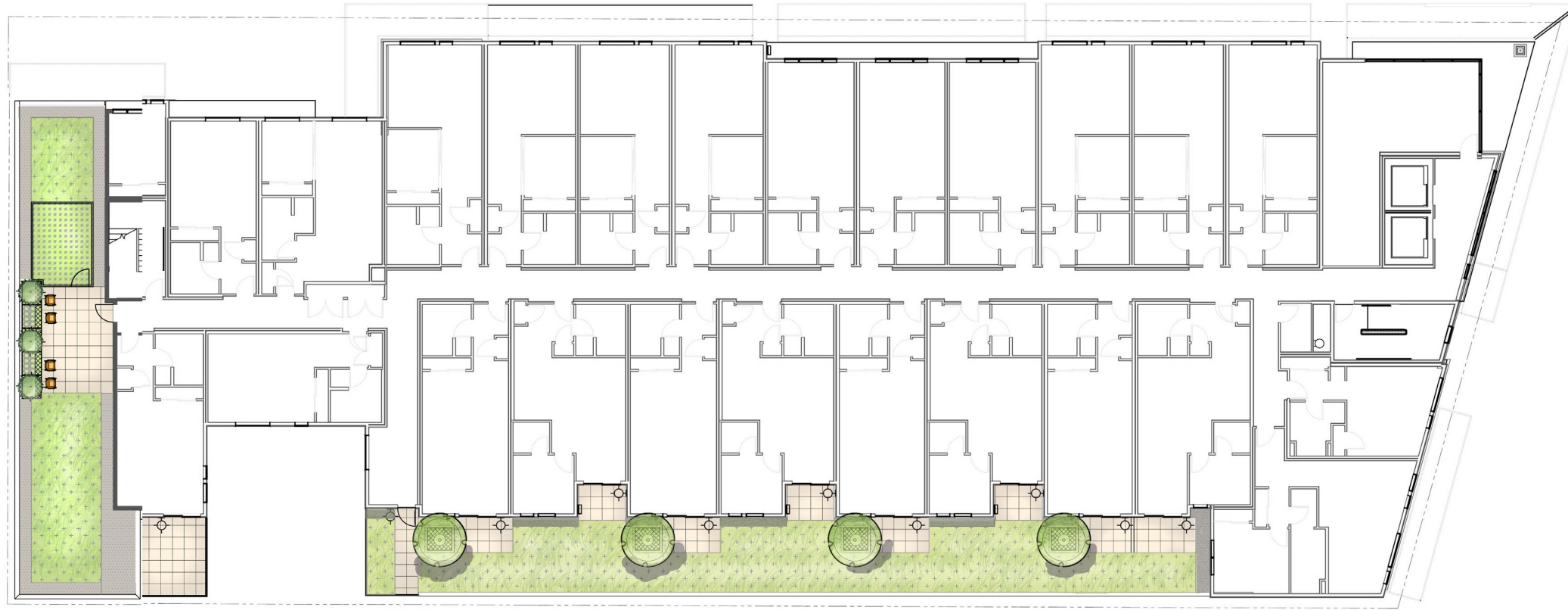


RESIDENTIAL LEVEL 1



ROOF LEVEL

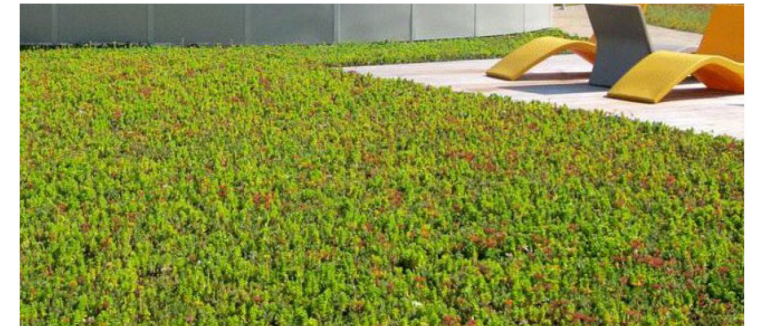




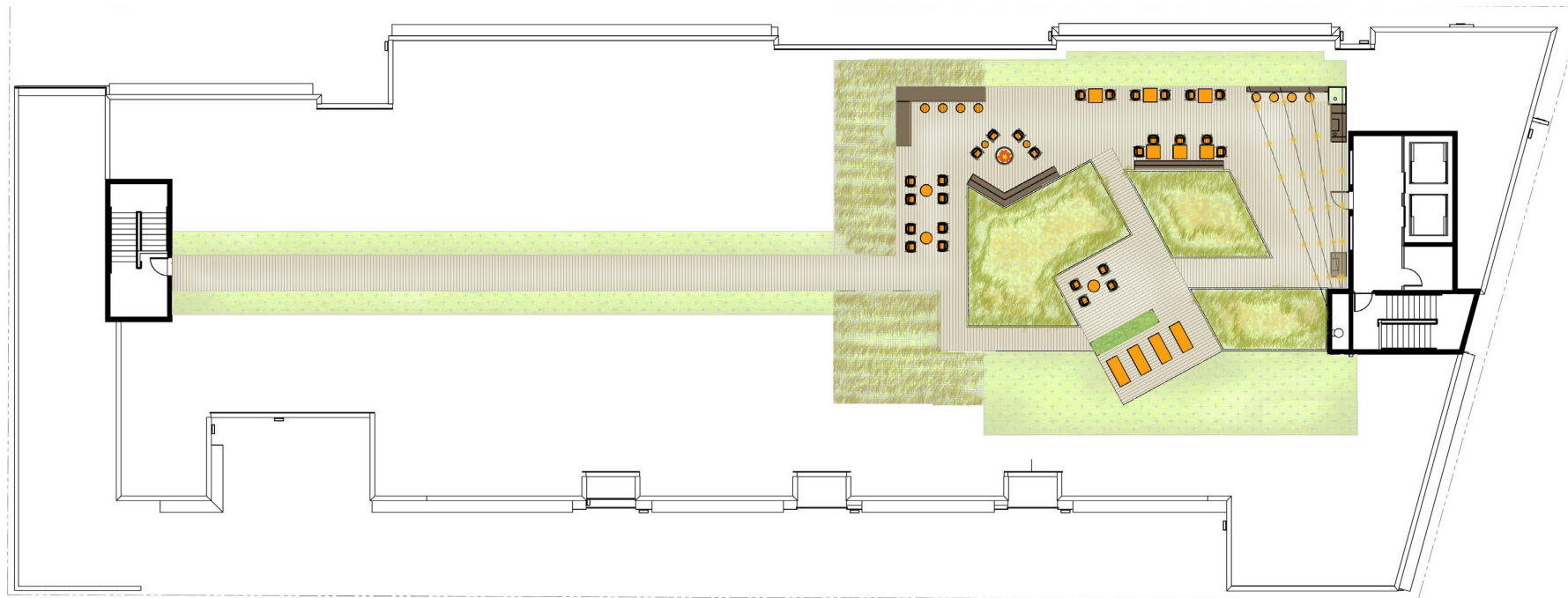
TERRACES



LARGE PREFABRICATED PLANTERS



GREEN ROOF PLANTING



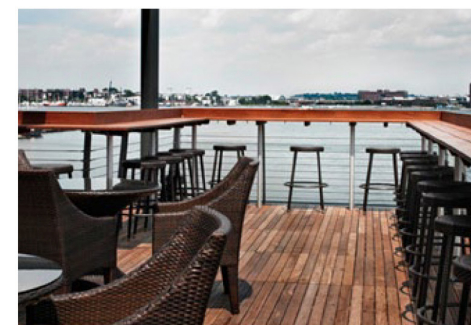
ROOF DECK



SEATING / LIGHTING



SEDUM, VARIOUS SOIL DEPTHS



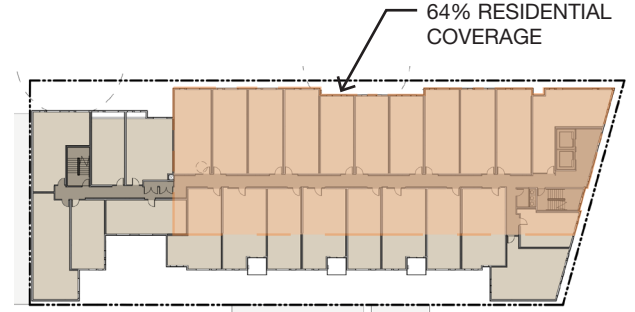
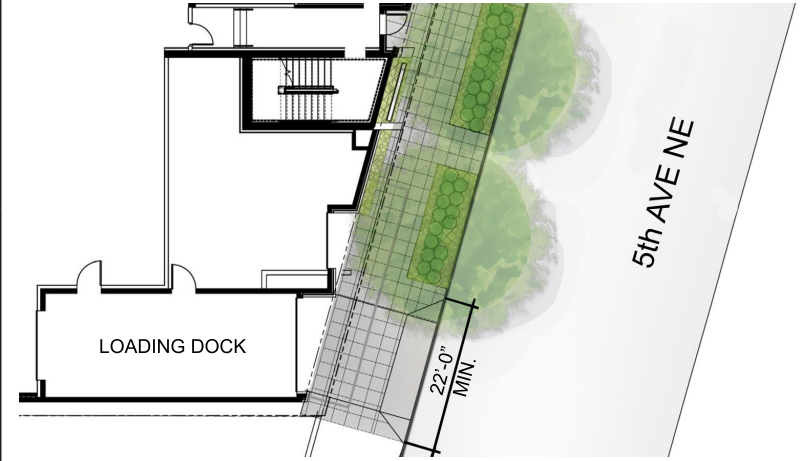
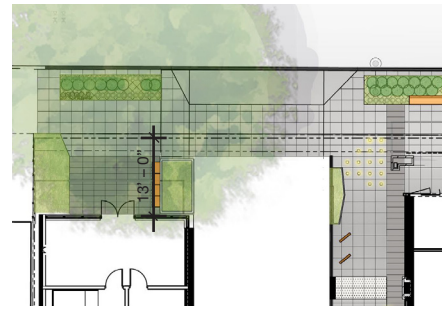
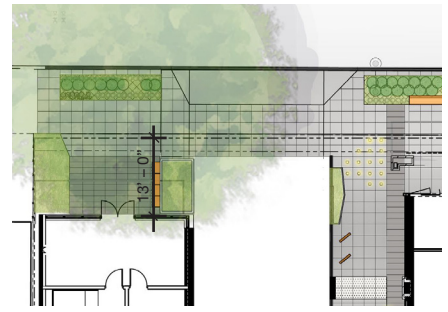
LEAN RAIL/BAR



FIRE PIT





REQUEST	STANDARD	PROPOSAL	RATIONALE	PROPOSAL EXHIBIT
ALLOW RESIDENTIAL SQUARE FOOTAGE OVER THE 64% MAX. FOR LOT COVERAGE AS FOUND IN SECTION 2.a. OF THE PUDA.	DEVELOPMENT ABOVE THE COMMERCIAL BASE SHALL BE RESIDENTIAL AND LIMITED TO 64% LOT COVERAGE.	PROVIDE 79% RESIDENTIAL LOT COVERAGE.	THE NEIGHBORHOOD INFILL DENSITY ENCOURAGES ADDITIONAL LOT COVERAGE.	
ALLOW A SECOND VEHICULAR ACCESS ON 5TH AVE.	PER SMC 23.47A.032.A1.C, FOR LOTS W/O ALLEY ACCESS AND ABUTTING TWO STREETS ACCESS IS PERMITTED ACROSS ONE SIDE STREET.	PROVIDE ACCESS ACROSS 5TH AVE TO MEET LOADING BERTH REQUIREMENT.	THE EXISTING CURB CUT ON NE 71ST STREET IS BORDERED BY THE REQUIRED THROUGH- BLOCK CONNECTION ON ONE SIDE, AND MATURE EXISTING TREE WE WANT TO PRESERVE ON THE OTHER. THEREFORE, ACCESS TO THE RETAIL LOADING IS NECESSARY FROM 5TH AVE NE.	
ALLOW OFF- SITE TURNING AND MANEUVERING FOR ACCESS TO LOADING DOCK.	PER SMC 23.54.030.E.3 TURNING AND MANEUVERING AREAS SHALL BE LOCATED ON PRIVATE PROPERTY, EXCEPT THAT ALLEYS MAY BE CREDITED AS AISLE SPACE.	VEHICLES ACCESSING THE LOADING DOCK WOULD BE ALLOWED TO MANEUVER ON 5TH AVE NE AND BACK UP INTO THE LOADING DOCK	THE LOADING DOCK IS LOCATED OFF OF 5TH AVE NE DUE TO THE MULTITUDE OF SITE CONSTRAINTS, WHICH INCLUDE: NO ALLEYS FROM WHICH TO ACCESS THE SITE, 5TH AVE NE IS LESS PEDESTRIAN ORIENTED THAN 71ST STREET, EXISTING TREES ALONG NE 71ST STREET MUST BE PRESERVED, AND THE SPECIAL REQUIREMENTS OF THE THROUGH-BLOCK CONNECTION. THE SERVICE TRUCK ACCESS TO THE LOADING DOCK WILL RELY ON BACKING IN AND OUT, AS WILL SMALL DELIVERY VEHICLES, EACH BEING A VERY COMMON DELIVERY METHOD.	
ALLOW A PORTION OF THE BUILDING FACADE TO BE SETBACK FROM THE PROPERTY LINE BY 12 FEET ON NE 71ST STREET.	PER SMC 23.47A.008.A.3, STREET LEVEL, STREET FACING FACADE SHALL BE LOCATED WITHIN 10 FEET OF P.L. UNLESS WIDER SIDEWALKS, PLAZAS, LANDSCAPE, OPEN SPACE PROVIDED.	PROVIDE PUBLIC OPEN SPACE IN FORM OF WIDER SIDEWALK, ADDITIONAL LANDSCAPING, PLANTER, BENCH AND BIKE PARKING.	PROVIDE BUILDING SETBACK PER RELATIONSHIP TO THE ADJACENT BUILDING AND THROUGH- BLOCK CONNECTION. ALLOWS ADDITIONAL LANDSCAPE, PLANTER, BENCH AND BIKE PARKING.	
ALLOW NON-TRANSPARENT DOORS AT THE EXTERIOR OF THE LOADING DOCK AND TRASH/ RECYCLING ROOM ON 5TH AVE NE.	PER SMC 23.47A.008.B.2, SIXTY PERCENT OF THE STREET-FACING FACADE BETWEEN 2 FEET AND 8 FEET ABOVE THE SIDEWALK SHALL BE TRANSPARENT.	USE SOLID PANEL DOORS AT LOADING DOCK AND TRASH/ RECYCLING ROOM ON 5TH AVE.	USING SOLID PANEL DOORS WILL MINIMIZE VISUAL AND OTHER IMPACTS OF LOADING DOCK AND SOLID WASTE/ RECYCLING AREA TO THE R.O.W.	