City of Seattle

Department of Construction & Inspections
Nathan Torgelson, Director

DESIGN REVIEW

EARLY DESIGN GUIDANCE OF THE EAST DESIGN REVIEW BOARD

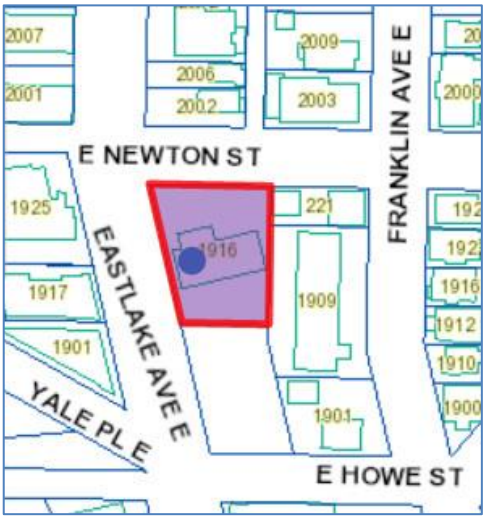
Project Number:	3023368
Address:	1916 Eastlake Avenue E
Applicant:	David Webb, Ankrom Moisan Architects, Inc.
Date of Meeting:	Wednesday, February 08, 2017
Board Members Present:	Natalie Gualy (Chair) Curtis Bigelow Barbara Busetti Dan Foltz Christina Orr-Cahall Sarah Saviskas
Board Members Absent:	None
SDCI Staff Present:	Lindsay King

SITE & VICINITY

Site Zone: Commercial 1 (C1-40)

Nearby Zones:	(North)	LR2
	(South)	C1-40
	(East)	LR2
	(West)	LR3

Lot Area: 15,261 sq. ft.



Current Development:
The subject site is located on the southeast corner of Eastlake Avenue E and E Newton Street. The subject lot is zoned Commercial One (C1-40). Lots to the south are also zoned C1-40. Lots to the north and east are zoned Lowrise Two (LR2) multifamily. Lots to the west are zoned Lowrise Three (LR3). The site contains one parcel with an existing commercial building and surface parking lot. The site contains approximately 35 feet of grade change from the northeast corner, the high point of the site, to the southwest corner, the low point of the site. To the east is an existing apartment building and three story single family structure. The site contains an Exceptional Tree, a vine maple.

Surrounding Development and Neighborhood Character:
This neighborhood, located within the Eastlake Residential Urban Village, includes multifamily housing, community services, restaurants, and shopping. Eastlake Avenue E contains several multi-story multifamily mixed use structures and one story commercial structures. To the west, five blocks, is Lake Union. Three blocks to the east is Interstate 5. Uses along Eastlake Avenue Street are varied and include single family homes, multifamily apartment buildings, multi-story mixed used building and commercial structures. Zoning along Eastlake Avenue E is primarily Commercial with heights ranging from 30-40 feet. Pockets of Lowrise multifamily zoning are also located on Eastlake Avenue E. Most buildings in the immediate vicinity range from one to four story structures. Within walking distance from the site, services include restaurants, grocery stores, shopping, and parks. Natural amenities in the area include Lake Union.

Eastlake Avenue E is a major Metro bus corridor providing service from Downtown Seattle to many districts north of Lake Union. Eastlake Avenue E provides connections to the Burke Gilman Trail. Eastlake Avenue E is designated as a principal arterial street.

Access:
Eastlake Avenue E and E Newton Street.

Environmentally Critical Areas:
Steep Slope Environmentally Critical Areas have been identified on site.

PROJECT DESCRIPTION
Design Review Early Design Guidance application proposing a 6-story structure with 79 assisted living units, ground level retail and parking for 19 vehicles. Existing structure to be demolished.

The design packet includes information presented at the meeting, and is available online by entering the project number at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE February 8, 2017

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Noted that project will require parking for staff and trucks providing supplies. Felt project will not be as low impact as represented in the project presentation.
- Noted that the cost of living in the facility will likely be too high for nearby residents.
- Concerned that the projected roof structure will block views from adjacent residential uses.
- Questioned the need for the large roof form. Would like to see other energy conservation or generation techniques employed to minimize the roof structure.
- Expressed concern that the Living Building Petals related to place and beauty lack meaningful City guidelines.
- Expressed support for the building massing stepping down the hill.
- Noted Newton Street is quiet and dark. Expressed concern regarding a potential lighted roof and the light spillage to the adjacent right-of-way and residential uses.
- Would like to know where vehicular traffic will turn around in a right in, right out access scenario.
- Expressed support for vehicular access from Eastlake.
- Felt construction noise will impact the children nearby the construction site.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Stated objection to the proposed additional height for the Living Building Challenge.
- Expressed concern regarding the windows facing adjacent residential building to the east.
- Felt existing Exceptional Tree should be maintained.
- Would like to see the roof treated as a 5th façade.
- Would like to see the streetscape along Newton Street treated with care.
- Would like to see all exhaust vented to the roof.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. **Architectural Concept.** The Board applauded the Living Building Pilot Program proposal, noting that green building is a great addition to the City. The Board discussed the merits of each design option, noting that the design option maintaining the Exceptional Tree did not provide the best design option for the site. The Board acknowledge public concern regarding removal of the tree, but agreed that preserving the tree would cause the be a detriment to the street facing façade on Eastlake, detracting from the pedestrian experience. The Board preferred the massing options that maintain a strong street wall and provide active uses at ground level and the 2nd level. Ultimately, the Board preferred the design options that include vehicular access from Eastlake and subterranean parking. The majority of the Board preferred Option C but also felt additional design efforts were necessary to make this scheme most successful.
   a) Echoing public comment, the Board expressed concern regarding the roof form, size, and location. At the Recommendation phase the Board would like to better understand the minimum roof size necessary to meet Living Building Challenge energy requirements. The Board also noted that the applicant should research alternative energy strategies to minimize the roof size (CS1-A, CS2-D).
   b) The Board supported the low point of the sloped roof to the east, adjacent to lowrise residential uses. In agreement with public comment, the Board noted that the roof elevation is a critical elevation and directed the applicant study the roof form and location to minimize impacts to the E Newton right-of-way and balance impacts across the site (CS-1A, CS2-D).
   c) The Board expressed concern regarding the treatment of the Newton Avenue façade near the corner of Eastlake. At the Recommendation phase the Board would like to see additional fenestration, at all levels, composed to accentuate the corner of the building CS2-C, PL3-C, DC2-C).

2. **Streetscape.** The Board expressed concern regarding the location of ground level uses. The Board felt the retail space was hidden at the center of the site, and the dining space at the corner would be less engaging and not activated throughout large portions of the day.
   a) The Board felt strongly that the retail space should be relocated to the corner of Newton and Eastlake Avenue E to better integrate with the neighborhood (PL3-C, DC1-A).
   b) At the Recommendation phase, the Board requested additional information about the anticipated circulation patterns of vehicles coming to and from the site. The Board directed the applicant to work with SDOT to design a garage entry that maximizes pedestrian, bicycle, and vehicle safety while minimizing vehicular circulation in the adjacent neighborhood (DC1-B).
   c) At the Recommendation phase, the Board would like more detail demonstrating how the garage access is designed to minimize the impact to the pedestrian streetscape (DC1-B).

3. **East Façade and Setback.** The Board noted that the proposed Living Building is located at a Lowrise zone edge. The Board noted that the east façade of the structure and the ground level setback require specific attention.

a) At the Recommendation phase, the Board noted public comment and requested additional detail demonstrating how the east façade has been designed to minimize privacy impacts to adjacent residential units (CS2-D5).
b) In response to public comment, the Board noted that the point of the sloped roof should be maintained to the east to minimize height impacts (CS2-D4).
c) At the Recommendation Meeting the Board would like additional detail demonstrating how the 15-foot setback will be treated to provide a successful transition and buffer between the proposed building and existing residential use. The Board noted that it would be great for the proposed water feature to be visible to adjacent uses (CS2-D).

4) Materials. The Board encouraged high quality, durable materials, contextual to the Boys in the Boat architectural concept, and consistent with the representation in the EDG packet.
a) At the Recommendation phase the Board requested fenestration studies demonstrating how the preferred proposal was developed (DC1-A, DC2).
b) The Board noted that that multiple public comments expressed concern regarding off site light glare. The Board directed the applicant to work with SDCI to develop an appropriate lighting plan that balances the need for safety while taking care to avoid light impacts to adjacent use (DC4-C.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

1. **Structural Building Overhang (SMC 23.41.012 D):** The Code generally does not allow departures from structural building overhang standards. However, a departure is an option for projects qualifying for the Living Building Pilot Program pursuant to SMC 23.40.060. The applicant proposes a 10-foot encroachment to the west and to the north in E Newton Street right-of-way.

   At the time the Early Design Guidance the Board indicated early support for a structural building overhang departure but expressed concerns that the departure had not fully been explored. At the Recommendation phase, the Board requested that additional information justifying the minimum roof overhang area, as well as, demonstrating that the roof shape and location is designed to minimize impacts to the adjacent right-of-way. With the provided guidance, the Board felt the requested departure would meet City adopted Design Guideline CS1-A Energy Use.

2. **Parking Location and Access (SMC 23.47A.032 A):** The Code requires access from E Newton Street. The applicant proposes vehicular access from Eastlake Avenue E.

At the time of the Early Design Guidance, the Board acknowledged public comments and indicated early support for access from Eastlake Avenue E. The Board noted that access from E Newton Street would be very difficult, if not impossible, for utility services given the substantial grade change in the right-of-way. Further, if access is provided from E Newton, the 2nd level street façade would be a parking use, which is a less desirable urban design condition. The Board agreed that access from Eastlake Avenue E was supported by SDOT, but noted that further consideration should be given to the right-of-way design to provide safe space for bicycles, pedestrians, and cars. The Board also would like to see more information about the future circulation patterns of people coming to and from the site to minimize impacts on the adjacent residential neighborhoods. With the provided guidance, the Board felt the final vehicular access design would better meet the intent of adopted Design Guideline PL3 Street -level interaction, DC1-A arrangement of interior uses and DC1-B Vehicular Access and Circulation.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-A Energy Use

CS1-A-1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the 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-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

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-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-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

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.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

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.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

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-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

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-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

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-3. Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

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-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.

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

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.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application.