



City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director



EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3027467

Address: 6860 East Green Lake Way N

Applicant: Tim Carter, Cone Architecture

Date of Meeting: Monday, October 16, 2017

Board Members Present: Eric Blank, Chair
Brian Bishop
Anita Jeerage
James Marria

SDCI Staff Present: Abby Weber

SITE & VICINITY

Site Zone: Neighborhood Commercial 3,
Pedestrian Overlay, 40'
Height Limit (NC3P-40)

Nearby Zones: (North) Single Family 5000
(SF5000)
(South) NC3P-40
(East) NC3P-40
(West) NC3P-40

Lot Area: 9,137 SF



Current Development:

The site is currently developed with a single-story restaurant, Spud's Fish and Chips, and a surface parking lot. The existing structure is characterized by a low butterfly roof with cantilevered awnings, large windows along East Green Lake Way N, and large, interesting signage. The architectural form is considered representative of the Googie style of architecture.

Surrounding Development and Neighborhood Character:

The site is located in the Green Lake Residential Urban Village, across the street and to the south of Green Lake Park. Surrounding commercial development includes a mix of uses, including restaurant, retail, fitness, office, veterinary service, etc. Surrounding residential development is characterized by a mix of scales, including single family residences, low and midrise townhouse and apartment structures, and more recently developed mixed-use structures. The vicinity transitions from higher intensity commercial and mixed-use developments to the northeast of the site to lower intensity residential uses to the south west. Recent mixed-use developments are typically 4-6 story, concrete or wood frame structures that are of a contemporary architectural style.

The sites proximity to Green Lake Park provides many recreational opportunities. There is an unlit pedestrian crosswalk across East Green Lake Way N at the northeast corner of the site, which provides access to the park. East Green Lake Way N also provides bike lanes. The site is served by public transportation within 1-block, and is located approximately one-half mile from the future Roosevelt Link Light Rail Station.

Access:

The existing structure is located in the northeast corner of the site with vehicular access to the surrounding surface parking lot from East Green Lake Way N, 4th Ave NE, and the alley. The existing restaurant establishment fronts on East Green Lake Way N with primary pedestrian access in the northeast corner.

No vehicular access is proposed. Access to the bike and trash storage room is proposed to occur from the alley. Pedestrian access is proposed to occur from both street frontages. Access to three individual ground-level residential units is proposed to occur from 4th Ave NE.

Environmentally Critical Areas:

There are no known ECAs onsite.

PROJECT DESCRIPTION

Design Review Early Design Guidance application proposing a four-story building containing 54 apartment units, four live-work units, and 1,600 sq. ft. of restaurant space located at ground level. Existing structure is proposed 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 Public Resource Center
Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE October 16, 2017

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported Option 3, particularly the proposed corner patio for outdoor seating and the overhanging upper levels that allows for covered pedestrian areas at the ground level, which creates a pleasant outdoor space.
- Concerned about the building be built to the west property line and the treatment of the west façade.
- Encouraged the rooftop to designed so that it is attractive when viewed from taller structures on adjacent sites.

SDOT provided the following comments in advance of this meeting:

- SDOT recommended the project remove the asphalt from the planting strips along E Green Lake Way and 4th Ave NE to create a more welcoming pedestrian environment.
- SDOT recommended a curb bulb into 4th Ave NE and ADA compliant curb ramps to help calm traffic turning from E Green Lake Way to 4th Ave NE and shorten the crossing distance for pedestrians.

No written comments were received prior to this meeting.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of Design Review.

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. Massing Options & Façade Composition

- a. The Board unanimously supported massing Option 3, the applicant's preferred massing option. Particularly, the patio located at the northeast corner as it creates opportunities for public interaction, the internal courtyard as it provides access to natural light, and the stoops on 4th Ave NE as it establishes an appropriate transition from commercial to residential uses along 4th Ave NE. (CS2-B-2, PL1-B, PL3-A-3, DC2-A-1)
- b. The Board heard public comment, and noted that massing Option 3 provided greater modulation of the west façade than the other two massing options. The Board, however, directed further treatment of the blank walls along the west façade in a manner that provides visual interest – especially where highly visible. (DC2-B)
- c. The Board supported the composition of the north façade, particularly the modulated bays and decks, and encouraged further development of the east façade in a manner that is compatible with the north elevation. Suggestions included exploring alternate façade treatments, incorporating modulated bays or decks, and breaking up bulk by incorporating a vertical reveal above the residential entry. (DC2-A, DC2-B-1, DC2-C-1)
- d. In agreement with public comment, the Board supported the overhanging upper levels as it contributes to an appropriately scaled pedestrian realm and provides weather protection. (PL1-B-2, DC2-D-1, DC3-C-2)

2. Architectural Concept

- a. The Board acknowledged that the project was going through a simultaneous landmark designation process with the Landmarks Preservation Board. The Board discussed the unique architectural features and design of the existing structure, which is highly representative of the Googie style of architecture, and encouraged the applicant to incorporate elements of the design into the final proposal. (CS3-B)
- b. If the actual existing architectural features are not maintained or incorporated, then the Board directed the applicant to take broader inspiration from Googie and Mid-Century Modern architectural styles. Particularly, through signage and color schemes with an emphasis on "lightness and fun". (CS3-B)
- c. The Board would like to see concept studies documenting this exploration of historical architectural styles at the Recommendation phase. (CS3-B)

3. Street-Level Uses

- a. The Board supported the proposed location and depth of the ground level live/work unit as it appeared to be a viable size and depth for a commercial function, and would allow for interior separation of the live and work spaces. The Board appreciated that the live/work use was limited to East Green Lake Way N in massing Option 3, as it is a more active commercial street. (CS1-I-I, DC2-D)
- b. The Board recommended the live/work storefront be designed to be visually distinctive from the larger commercial space. The Board encouraged creating distinction through an architectural gesture, rather than just signage. (CS2-B-2, DC2-D, DC4-II-i)
- c. The Board supported the individual unit entries and stoops along 4th Ave NE as they create an appropriate transition from commercial to residential uses, and contribute to a human-scaled pedestrian environment. The Board, however, questioned the

accessibility of these units and encouraged further consideration of access for people of all abilities. (PL2-A-1, PL3-A-3, DC2-D-1)

4. Open Space & Streetscape Improvements

- a. The Board supported the proposed northeast corner patio, however, the Board was concerned about the relationship between the exterior patio space and adjacent interior residential amenity space. The two spaces should be thoughtfully designed to minimize visibility and relate well to each other. (DC3-A-1, DC3-C-2)
- b. The Board supported the proposed bioretention planter/courtyard as it provides the internal residential units with good access to natural light and visible greenery. The Board would like to see more information on the design of the bioretention planter at the Recommendation phase. (DC2-A-1, DC3-A-1)
- c. In agreement with public comment, the Board encouraged the rooftop to be designed to be attractive when viewed from above. The Board supported the proposed conceptual roof layout, particularly how the perimeter of the rooftop amenity space was setback from the edge of the roof. (DC2-B-1, DC3-C-2)
- d. In agreement with SDOT's comment, the Board encouraged adding a curb bulb into 4th Ave NE at the northeast corner to help calm traffic and shorten the crossing distance to improve the pedestrian experience and safety. (PL1-B)

5. Bike Facilities

- a. The Board questioned the location of access to the bike storage room, which is proposed to be located off the alley, as existing bike paths are located along East Green Lake Way N on the opposite side of the site. The bike storage room should be designed to be convenient and secure with good signage and lighting. (PL4-B, DC4-C)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure 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. The Board's recommendation will be reserved until the final Board meeting.

At the time of Early Design Guidance a departure from non-residential use depth (SMC 23.47A.008.B.3) was requested for massing Option 2; however, the Board ultimately supported massing Option 3, which did not require any departures.

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.

Greenlake Supplemental Guidance:

CS1-I Responding to Site Characteristics

CS1-I-i. Lakefront Orientation: In areas adjacent to Green Lake Park the building should be sited to acknowledge and orient to the lake and park.

CS1-I-ii. Views of Lake: Numerous streets offer views of, and pedestrian access to, the lake. Consider siting the building to take advantage of these views and to enhance views from the public right-of-way. Methods to accomplish this include setting the building back from lake views, placing landscape elements and street trees to frame views rather than block them, and providing pedestrian spaces with views of the lake.

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-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.

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

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

Greenlake Supplemental Guidance:

CS3-I Architectural Context

CS3-I-ii. Residential Urban Village: Build on the core's classical architectural styles (e.g., community center, library, Marshall School, VFW building). Also, many of the existing buildings are simple "boxes," with human scale details and features (i.e., building at the NE corner of E. Green Lake Dr. and NE 72nd Street). Brick and detailed stucco are appropriate materials.

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

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-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

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.

Greenlake Supplemental Guidance:

PL3-II Human Activity

PL3-II-i. Recessed Entries: On Mixed Use Corridors, where narrow sidewalks exist (less than 15' wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

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-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

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

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-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.

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-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.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

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.

Greenlake Supplemental Guidance:

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.

BOARD DIRECTION

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