



City of Seattle

Department of Construction & Inspections
Nathan Torgelson, Director

DESIGN
REVIEW

EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3028323

Address: 420 NE 72nd St.

Applicant: Talia Olson, Collins Woerman

Date of Meeting: Monday, October 30, 2017

Board Members Present: Eric Blank (Chair)
Anita Jeerage
Brian Bishop

Board Members Absent: James Marria

SDCI Staff Present: David Landry, AICP, Land Use Planner

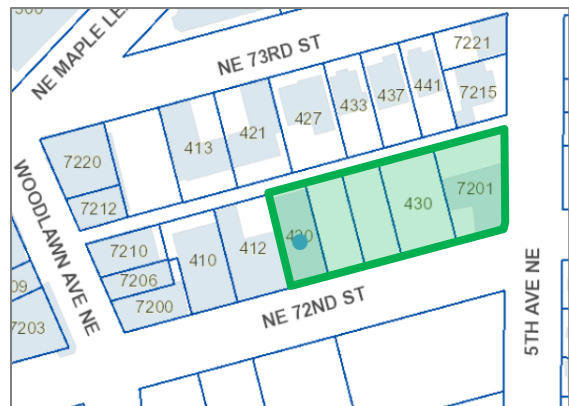
SITE & VICINITY

Site Zone: Neighborhood Commercial 2, Pedestrian Designation 40' height limit (NC2P-40)

Nearby Zones: (North) LR-3
(South) NC2P-65
(East) LR-3
(West) C1-40/NC2P-65

Project Area: Approximately 24,758 sq. ft.

- Overlay Districts:**
- Green Lake Residential Urban Village
 - Frequent Transit Corridor (No Minimum Parking Requirement)



Current Development:

The proposal site is located along NE 72nd St. from 5th Ave. NE east to approximately mid-block traveling west between 5th Ave. NE and Woodlawn Ave. NE. The alley (a designated east-west public right-of-way) is located along the northern property line, with NE 72nd St. along the southern boundary. The site consists of five distinct parcels with five distinct parcel numbers. The site is located at the northeast corner of a designated “Pedestrian Zone Boundary” with primary pedestrian traffic oriented toward the commercial activities located to the south and southwest. A small number of one and two story wooden and masonry structures and surface lot parking are located on site.

Located at the corner of NE 72nd and 5th Ave. NE is a two-story wooden office/Retail building built in 1955 with tandem surface parking located along the north. Located immediately to the west of the office building is a 20-foot wide vehicle curb cut and the single-story Billings Middle School portable classroom structures. Located further to west is an existing surface parking lot which is accessed off the alley. Located the west of the parking lot is the two-story masonry Vitamilk Dairy building, built in 1946 and currently used for commercial retail on the lower level and office space on the upper. Occupying the rest of the block is a two-story masonry structure at the corner of Woodlawn and NE 72nd, built in 1912, with a two one-story masonry structures building in the early 1920's.

There are a three street trees with a diameter of +/- 4” that front the middle school buildings that will be retained. Two street trees with diameters of +/- 12” that front the masonry structure are targeted to be relocated.

Surrounding Development and Neighborhood Character:

The proposal site is located within the Green Lake Neighborhood which is in a designated Urban Village overlay district, situated just north east of a Pedestrian Designated Zone and east of Green Lake. The area surrounding the proposal site is made up of a variety of commercial mixed uses and building types. Located on the eastside of NE 5th Ave are several single-family residences built mostly in the 1920's. A single multi-family residence located at the south-east corner of 5th Ave NE and NE 72nd St. Other structures in the area include the Green Lake Village mixed use apartment building built in 2014, which currently houses the PCC grocery store and an underground parking garage. The development is located on the south side of NE 71st St and occupies the full block between Woodlawn Ave NE and 5th Ave NE, and NE 72nd St and NE 71st St. Development located on the north side of the alley consists of a number of structures currently used as multi-family residences or multi-family residential structures.

Access:

As the project site is currently occupied by several different commercial and institutional entities, access can be gained by traveling west off of 5th Ave NE, north off of 72nd St, east off of Woodlawn Ave NE or via the alley that runs along the northern property line.

Environmentally Critical Areas:

The site is not located in an Environmentally Critical Area.

PROJECT DESCRIPTION

Design Review Early Design Guidance application proposing a six-story, building with 133 residential units and 19,000 square feet of retail at street level. Parking for 180 vehicles to be provided. Existing structures to be demolished. The proposal current proposal includes a contract rezone request to change the current height and zoning designation from NC2P-40 to NC2P-65.

The site is part of a larger (3) parcel Property Use and Development contract rezone approval that occurred in 2005. That rezone allowed for a 40' building height limit, a ground level commercial area limited to 15,000 square feet of gross floor area (gsf), and a 64% lot coverage for residential uses located above the commercial base.

EARLY DESIGN GUIDANCE October 30, 2017

The design packet includes information presented at the meeting, and is available online by entering the project number (3028323) 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 SDCl:

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

Email: PRC@seattle.gov

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Asked about the timeline for construction of the project.
- Agreed with having auto access off of the alley per SDOT guidance.
- Noted that there is very little automobile traffic moving up and down the alley.
- Agreed that some kind of warning device in the way of mirrors or other method would be appropriate at the parking garage entry.
- Questioned if the development proposal would be taking up the whole block.
- Asked if there were any plans for developing the other side (north side of the alley) of the block.
- Stated that consideration for a better transition with the buildings on the other side (north side) of the alley needs to be taken into account.

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 this 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:** The Board was generally supportive of the preferred massing option (Option 1) in that it had better articulation and more interesting features than the other options. The Board specifically liked the use of the recessed, double height podium and mezzanine. The Board felt strongly that Option 3 was not a viable massing solution. **(CS2-D-1, CS2-D-5, CS2-II, DC2-A-2)**
- 2. Plaza and Entryway:** The Board supported the proposed location of the front entry and the plaza open space but were concerned that it could become a dead space if it is not properly activated. The Board noticed that there wasn't a physical connection between the plaza and the residential entry. As such, Board members agreed that the space needs to be thoughtfully designed so that it does not become a depository of waste or other unwanted items. The Board agreed that the residential entry aligned well with the Green Lake Village pedestrian cut-through located on the opposite side of the block, as it helps in create a visual connection and pedestrian scale between the two developments. **(PL2-I, PL2-D)**
 - a. The Board requested more detailed information on how the plaza space is intended to be used when the project returns for the recommendation phase. **(PL2-I, PL2-D, PL2-I-ii)**
 - b. The Board gave guidance to design the wayfinding to demonstrate the location of the different uses, entries, and public realm versus the private realm in relationship to the elevator lobby. **(PL2-I, PL2-D)**
 - c. Design a stronger visual and possibly physical connection between the residential entry and the entry plaza. **(PL2-I, PL2-D, PL2-I-ii)**
- 3. Adjacent Sites:** The Board supported the notched plaza, residential entry and mezzanine aligned with the Green Lake Village Pedestrian cut through which adds visual interest and connection with the proposal site. The Board requested a better demonstration of the relationship with building structures on the opposite side of the 5th Ave NE.
 - a. Board members requested more sections and/or elevations depicting the relationship of other building structures in terms of sight lines, horizontal distances, decks and deck railings, and views downward. **(CS2-D-5, PL2-I-ii)**
- 4. 5th Avenue NE Streetscape:** The Board requested more information about how the street would be treated along 5th Ave NE in terms of the amount of transparency and other

elements. While the 5th Ave NE side of the building was characterized as a 'back of house', the Board verbalized that it should not be forgotten. The Board appreciated the addition of the curb bulb for pedestrian safety as cars move quickly along this road.

- a. Design the proposal to minimize blank wall areas, using windows and window wells. **(DC2-C-1, DC2-C-2, DC2-B-2, DC2-I-I, DC4-A-1, DC4-II-i)**
- b. Where windows are not appropriate due to privacy concerns, use other design elements to avoid the appearance of blank walls and to make the façade more interesting. **(DC2-C-2, DC2-I-I, DC4-A-1, DC4-II-i)**

5. **Parking:** The Board felt that it is important to identify which parking areas will be designated for different uses, and asked for floor plans demonstrating parking circulation, related to the proposed driveway slope departure." **(CS2-D-5, PL2-D)**

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. **Parking Space Standards (SMC 23.54.030.D.3):** The Code requires that for driveway slopes for all uses, no portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent, except as provided in this subsection. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag.

The applicant is proposing to provide a 20% sloped ramp for vehicle access to below grade parking levels. The ramp will provide a maximum 10% transitions at the top and bottom of the ramp which will allow for the minimum clear vertical height of 8'-2" required for handicap accessible vans. The additional amount of slope is the least amount necessary to accommodate the conditions of the lot.

At the time of the Early Design Guidance meeting, the Board indicated early support for the departure request provided that the applicant provide pedestrian safety measures, in the way of mirrors or lights, designed to offset any potential conflicts with auto traffic. **(DC1-B-1)**

2. **Setback Requirements - (SMC 23.47A.014.B.3):** The Code requires that for a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone, or that is across an alley from a lot in a residential zone, or that abuts a lot that is zoned both commercial and residential if the commercial zoned

portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows:

- a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet; and
- b. For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet.

The applicant is proposing to;

- At the lower level, increase the initial podium height setback to 15'-10" in lieu of 13'-0", or (+2'-10"), measured from "average project grade".
- At the upper level, allow minor encroachments of 3'-6" portion of the guardrails at level 5 and stair enclosure into upper-level setback and a small portion of the parapet that will not amount to any additional floor area beyond what is allowable per FAR limits.

The encroachments are a result of a taller podium that will allow more natural light into the ground level commercial spaces, and accommodate the residential mezzanine and amenity areas located at SW corner of the building above parking access.

At the time of the Early Design Guidance meeting, the Board indicated early support for the departure as they agreed with how the podium was designed to be taller for purposes of bringing more light into the ground level uses. The Board also noted that the added podium height helps in creating a greater visual interest for the building façade as well as allowing for a greater ceiling height for the proposed commercial use. **(CS2-B-2, CS2-II, DC2-A-2, DC2-C-1)**

3. **Street Level Development Standards – Basic street level development standards(SMC 23.47A.008.A.3):** The Code requires street-level facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

The applicant is proposing a 42'-0" wide x 16'-0" deep open space "entry plaza" at the street level along NE 72nd Street. The plaza will result in a widened sidewalk area designed to accommodate street furniture and landscaping elements designed to create a public amenity and active the street. The plaza also reinforces the vertical notch along the building façade aiding in creating greater articulation along the building front.

At the time of the Early Design Guidance meeting, the Board indicated early support for the departure request provided the design is able to establish a stronger visual and physical connection with the residential entry located to the west. At the Recommendation meeting, the design should clearly demonstrate how the proposed plaza space functions, and whether it's intended private commercial use, or public use. **(DC2-A-2, DC2-C-1, DC2-I-i)**

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

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 carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street) in siting and designing the building.

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.

Green Lake Supplemental Guidance:

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-II. HEIGHT, BULK, AND SCALE COMPATIBILITY

Building setbacks similar to those specified in the Land Use Code for zone edges where a proposed development project within a more intensive zone abuts a lower intensive zone.

CS2-II-ii Techniques specified in the Seattle Design Guidelines regarding height, bulk, and scale; and relationship to adjacent sites.

PUBLIC LIFE

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

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

Green Lake Supplemental Guidance:

PL2 Walkability

PL2-I Pedestrian Open Spaces and Entrances.

PL2-I-ii Street Amenities: New developments are encouraged to work through the Design Review process and with interested citizens to provide features that enhance the

public realm. Code departures, as set forth at SMC 23.41.012, will be considered for projects that propose enhancements to the public realm. The project proponent should provide an acceptable plan for, but not limited to, features such as:

- a. Curb bulbs adjacent to active retail spaces
- b. Pedestrian-oriented street lighting

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

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.

Green Lake Supplemental Guidance:

DC2-I Architectural Context

DC2-I-i. Neighborhood commercial structures: Modulation in the street fronting façade of a mixed-use structure is less important when an appropriate level of details is present to break up the facade. Many existing structures are simple boxes that are well-fenestrated and possess a number of details that add interest and lend buildings a human scale. However, particularly large buildings, usually resulting from the aggregation of many properties, may need more modulation to mitigate the impacts of bulk and scale. Substantial modulation of neighborhood commercial structures at the street level is discouraged unless the space or spaces created by the modulation are large enough for pedestrians to use.

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.

Green Lake Supplemental Guidance:

DC4-II Exterior Finish Materials: New buildings should feature durable, attractive, and well-detailed finish materials in responding to the vernacular of the surrounding area, where desirable. Innovative use of materials is encouraged, provided they meet this criterion.

DC4-II-i. Building Materials in Green Lake's Individual Districts: Encourage the use of common building materials found in Green Lake's commercial areas:

- a. Green Lake Residential Urban Village: Surface treatments are primarily brick (painted or unpainted) or stucco. Some additional variations exist south of Ravenna Boulevard.
- b. Tangletown (55th/56th Corridor and Meridian): A consistent treatment of brick at the ground level and wood siding on the upper residential levels.
- c. 65th at Latona: A consistent treatment of brick at the ground level and wood siding on the upper (residential) levels.

BOARD DIRECTION

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