



EARLY DESIGN GUIDANCE #2

AMERICAN CAMPUS COMMUNITIES

4555 ROOSEVELT WAY NE
SEATTLE, WA 98126

DPD NUMBER: 3015513
NORTHEAST DRB MEETING: 02/24/2014

VISION

- To create a unique off campus living environment for UW students that provides a variety of apartment choices and amenities.
- To provide a more substantial building on the site of an existing parking garage, Trader Joe's, and office building that respects the design guidelines set forth by the University District and the City of Seattle.
- To strengthen the urban nature of the site by creating street edges, and residential housing provides new life and vitality to the area, making the transition to the adjacent neighborhood more residential and safer.
- To strengthen the designated "Gateway" intersection of Roosevelt Avenue and 45th Street.
- To provide a common entry plaza for Trader Joe's, the existing parking garage and the proposed residential housing on Roosevelt Avenue.
- To capture the views of the Seattle skyline to the south and the views to UW to the east.



TEAM

PROJECT

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OWNER

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The existing site is located at 4555 Roosevelt Way NE. It is a half-block site and is bound by 9th Ave NE on the west, North east 47th Street on the North, Roosevelt Way NE on the east and the Landmarks Metro Cinema Complex to the south. There is currently a 32,000 sf 2 story office/retail building with a parking garage and at grade parking located on the site. The lower retail space is leased by Trader Joes and various other office uses exist in the remaining space. It is intended that the Trader Joes remain in operation during construction.

There are a variety of uses surrounding the site, including retail, restaurant, and both multi- and single-family residential. There are 3 newly planned multi-family developments that are expected to be completed within the next year; the AVA U-District development, the Marriot Hotel and the Bridges @ 11th housing development directly to the east.

Number of Residential Units: Approximately 168 Total

Number of Parking Spaces: Approximately 150 New, 110 Existing. 260 Total

Gross Area: Approximately 176,316 Square feet

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SITE ANALYSIS AND CONTEXT

University District Community
Site Environment
Aerial photo & Neighborhood
Architectural Context
Context Map & Views
Existing Site Analysis

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LAND USE CONSIDERATIONS

Allowable Zoning Envelope
Land Use Considerations

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REVISED DESIGN

Northeast DRB Responses
Revised Design

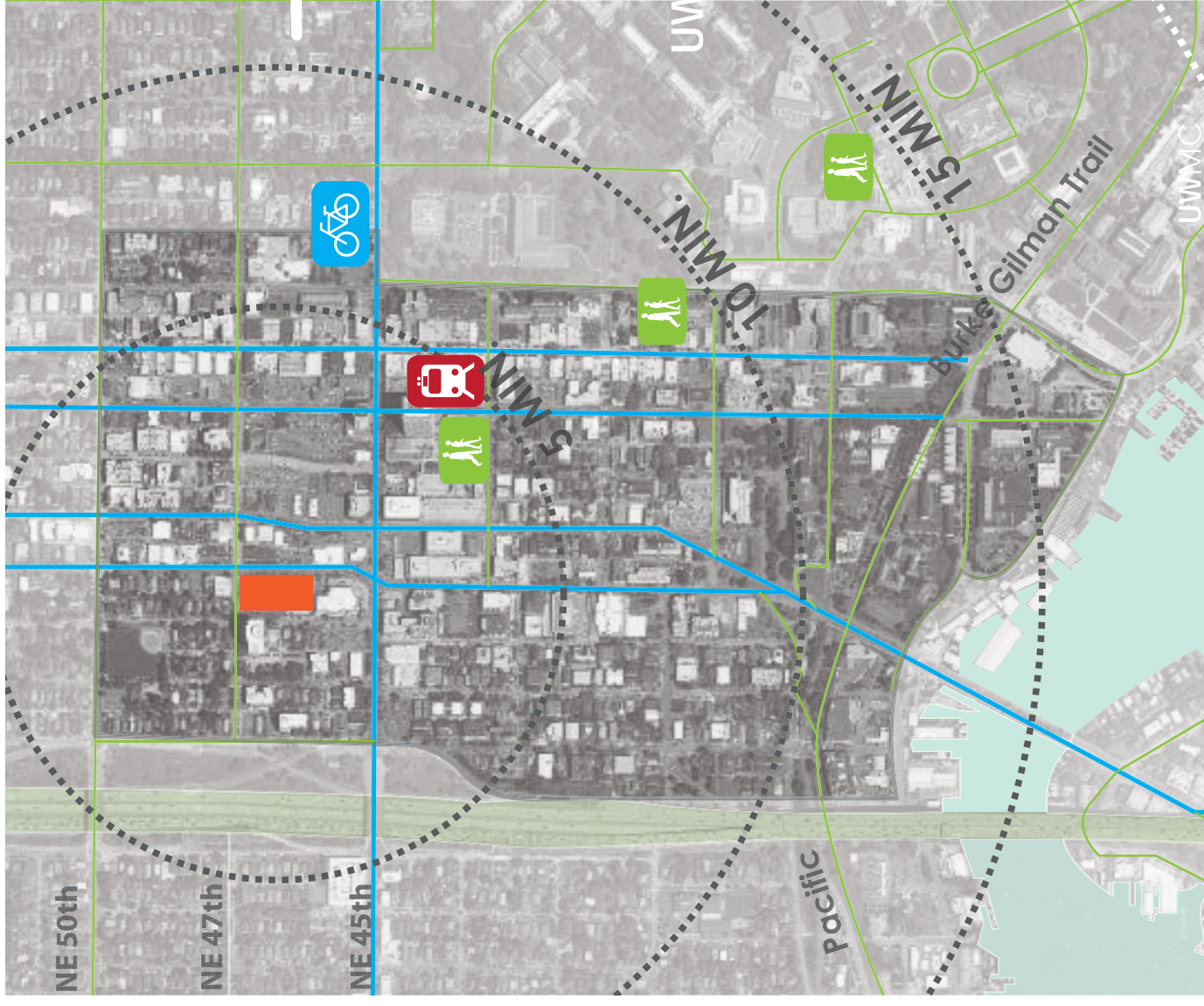
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DESIGN CHARACTER

Architectural
Code Departures

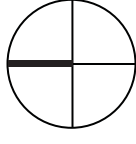
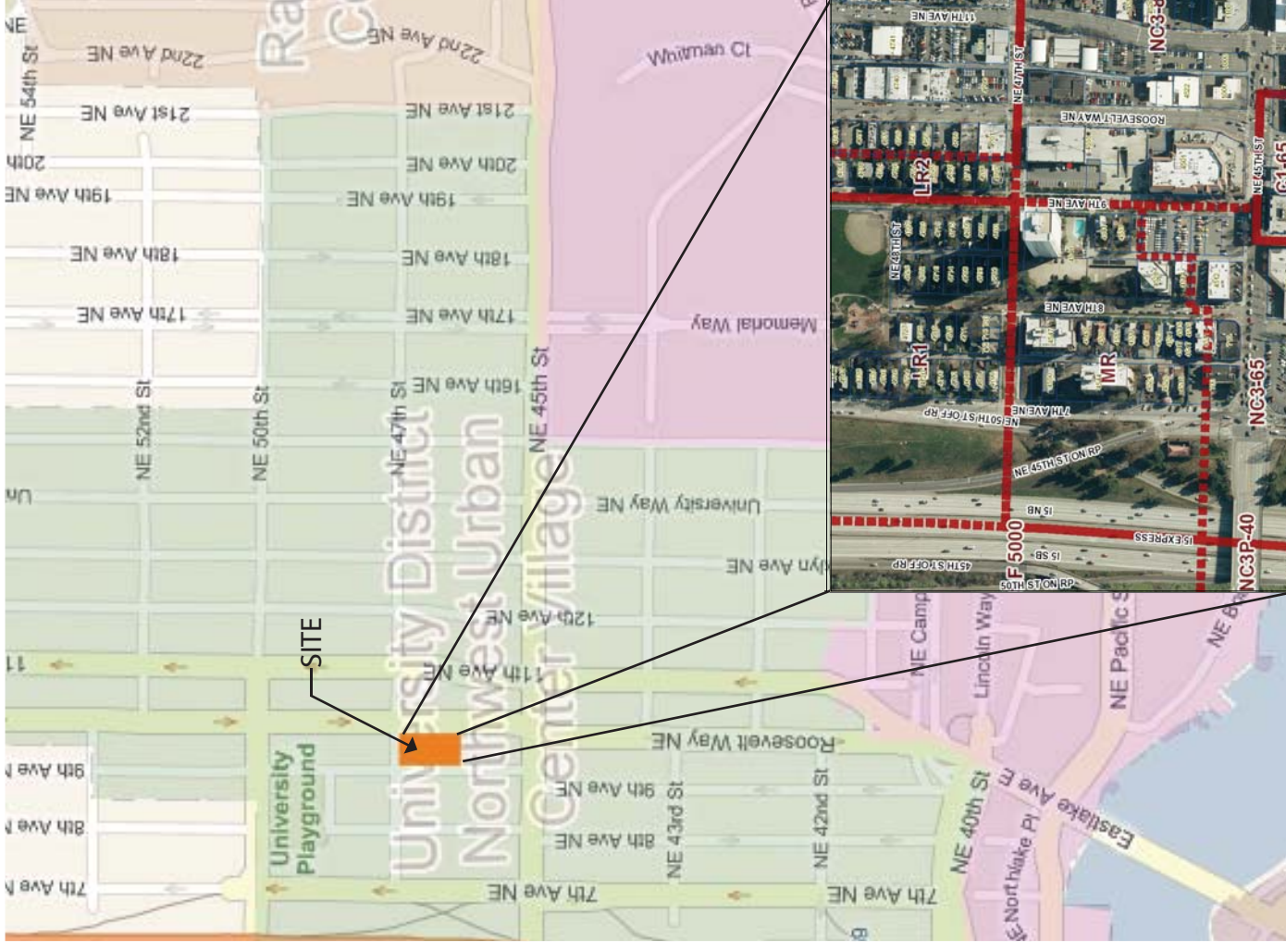
NEIGHBORHOOD CONTEXT

NEIGHBORHOOD CONNECTIVITY

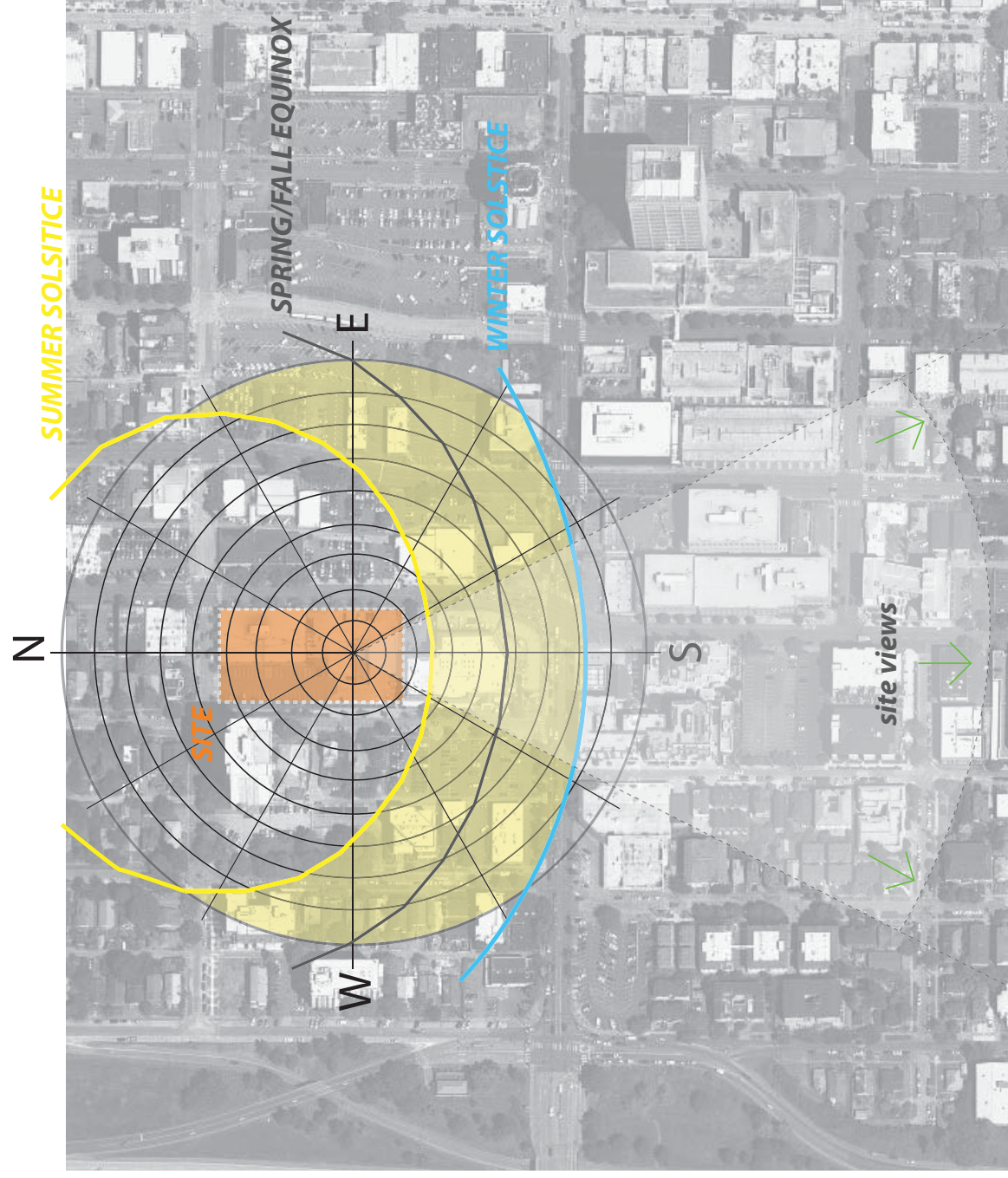


LEGEND
COMMON BICYCLE PATHS

URBAN VILLAGES AND ZONING



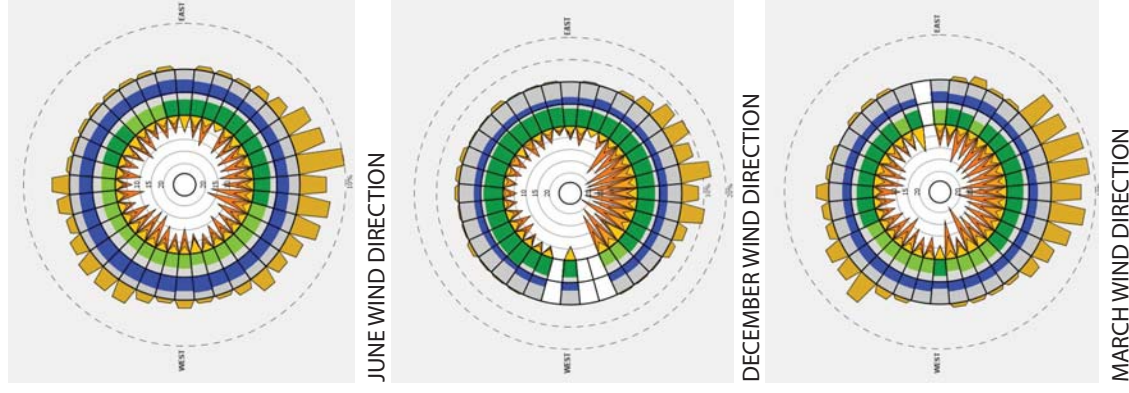
SITE ENVIRONMENT



Sun, Wind and Light

The site lies on predominantly a north/south axis which allows for full sun exposure on the east and the west facades throughout the year. Solar exposure is typical for greater Seattle region; predominantly overcast/cloudy skies with intermittent rainfall for much of the year except June through October. Daylight hours are long in summer and short in winter. Sunrise and sunset are north of the horizon in the summer and south of the horizon in the winter with higher sun angles in the summer. Adjacent properties, if fully developed in the future may cast shadows on the project site in the late afternoons.

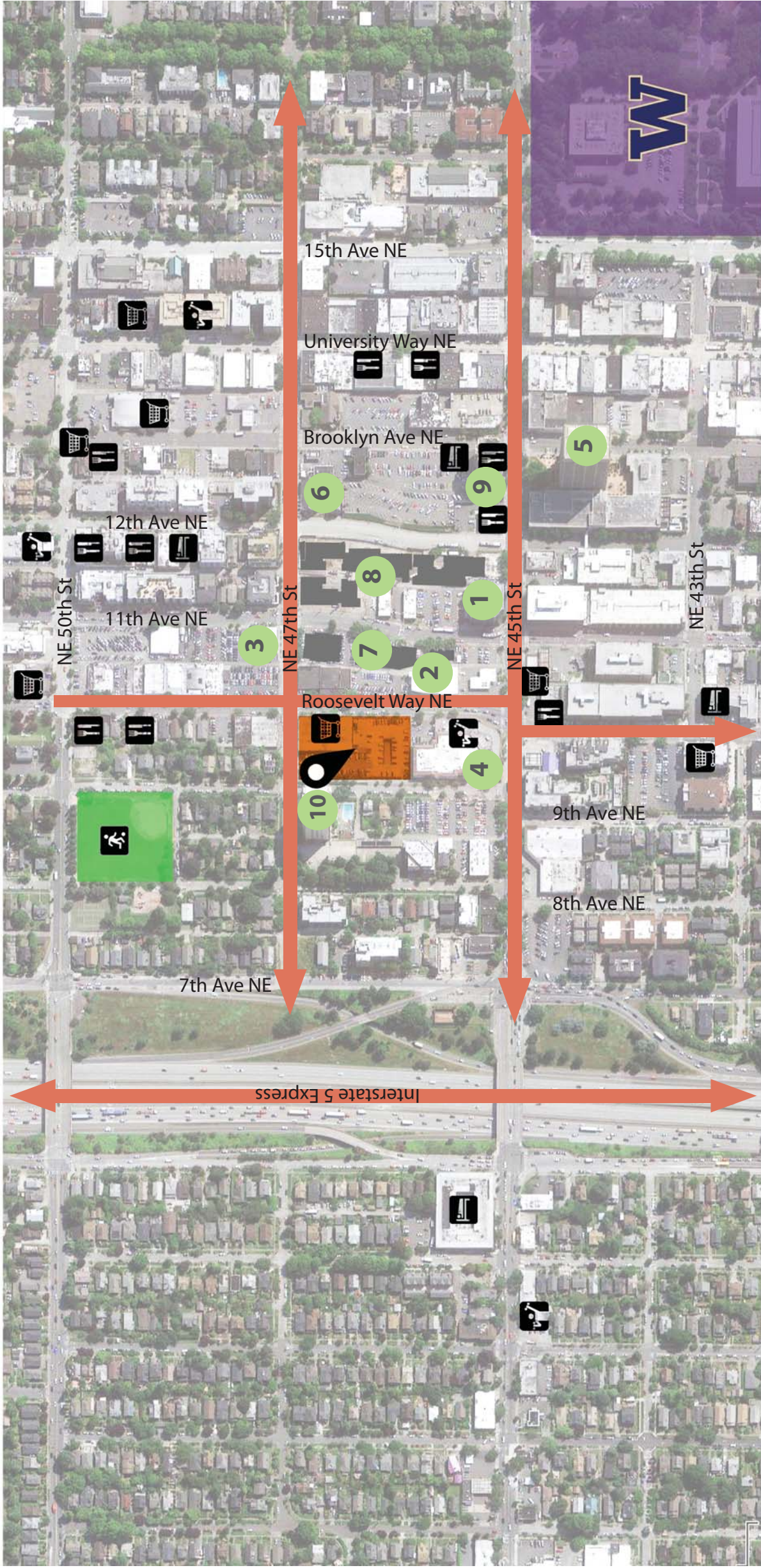
The prevailing winds for the summer months are strongest coming from the southwest direction but more consistent from an almost direct southern direction and from the northwest direction. They provide dry cooling breezes typically. The prevailing winds in the winter months are strongest and most consistent coming from the south/southeastern. They tend to be associated with heavy rainfall.



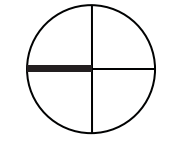
Site, Slope, Tree Canopy

The site is pre-developed and slopes from an elevation of approximately 215.00' at the northwest corner, to 191.00' at the southeast corner. The existing concrete building structure is proposed to remain, along with most existing street trees and pedestrian paving in the ROW. There are several existing street trees that are dead or dying and will need to be replaced as part of the ROW street improvements. There are no steep slopes or any other critical areas on site.

AERIAL PHOTO & NEIGHBORHOOD



1 Architectural Context
(See following page)



-  Site
-  Restaurant
-  Grocery
-  Hotel
-  Fitness Center
-  Recreation

ARCHITECTURAL CONTEXT

The site is located on the corner of Roosevelt Way NE and NE 47th Street in the heart of the University District.

The site is surrounded by a variety of housing, retail, automotive, commercial and grocery establishments. The site is within walking distance to amenities and to the University of Washington. Although the site is located along the busy Roosevelt Way NE Street, the surrounding area is pedestrian friendly.

Future developments include "Bridges @ 11th", "AVA University District" and "Marriott Hotel" which are located to the East of the site. The surrounding context provides a mixture of low and high rise buildings that allow for a pedestrian oriented environment along the street level. The American Campus Community project fits in well with the surrounding context.



1 Office Building



2 Mazda Dealer



3 University Audi



4 Performance Bicycle



5 UW Tower



6 Mars Hill Church



7 Housing- Bridges @ 11th



8 Housing- AVA U-District

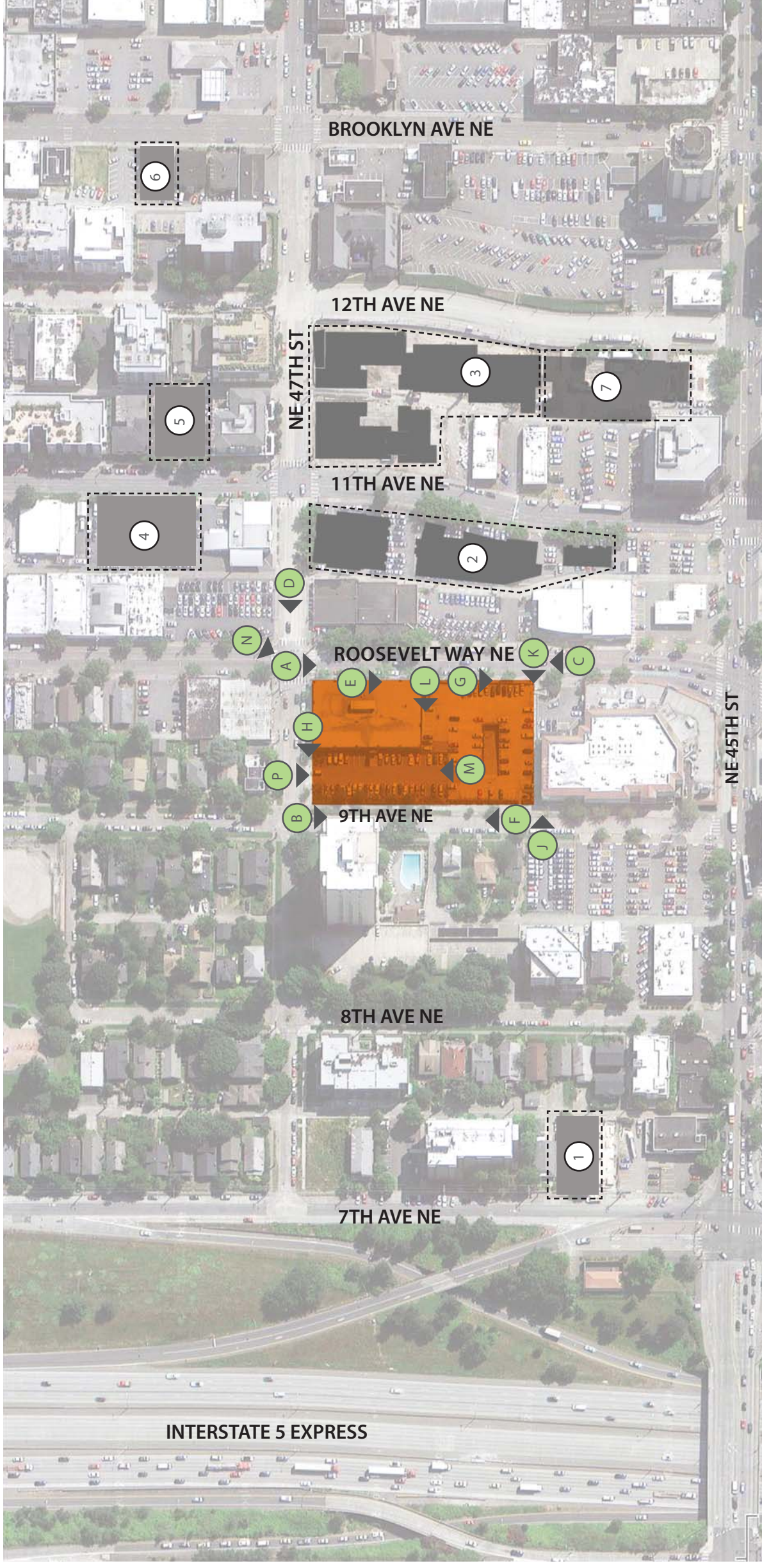


9 Hotel Deca










10 Condo- Housing

CONTEXT MAP



 **EXISTING SITE PHOTOS**
(See following page)

-  **1 4 STORY RESIDENTIAL PROJECT**
PROJECT UNDER CONSTRUCTION
-  **2 BRIDGES @ 11TH - GGLO PROJECT UNDER CONSTRUCTION**
-  **3 AVA UNIVERSITY DISTRICT**
GGLO PROJECT UNDER CONSTRUCTION
-  **4 3 STORY OFFICE/ GARAGE**
PROJECT UNDER CONSTRUCTION
-  **5 6 STORY 40 UNIT RESIDENTIAL PROJECT**
PROJECT UNDER CONSTRUCTION
-  **6 7 STORY 56 UNIT APARTMENT**
PROJECT UNDER CONSTRUCTION
-  **7 PROPOSED HOTEL**
MARRIOTT

EXISTING SITE PHOTOS



A : LOOKING SOUTH on Roosevelt Way



B : LOOKING SOUTH on 9th Ave



C : LOOKING NORTH on Roosevelt Way



D : LOOKING WEST on NE 45th St



E : LOOKING SOUTH on Roosevelt Way



F : LOOKING NORTH on 9th Ave



G : LOOKING SOUTH on Roosevelt Way



H : LOOKING WEST on NE 45th St



J : LOOKING EAST at mid-block crossing



K : LOOKING WEST at mid-block crossing



L : Parking Structure LOOKING WEST



M : Parking Lot LOOKING NORTH



N : LOOKING AT NE CORNER on Roosevelt Way



P : LOOKING SOUTH on 9TH AVE

ROOSEVELT WAY NE ELEVATION



A : ROOSEVELT WAY EAST ELEVATION

ROOSEVELT WAY NE

EXTENT OF EAST FRONTAGE

NE 47TH STREET



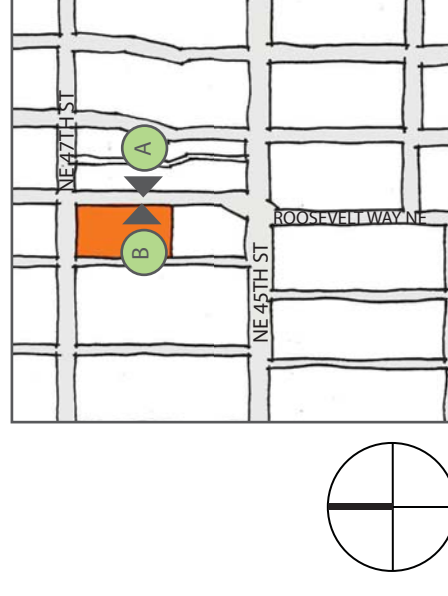
B : ROOSEVELT WAY LOOKING EAST FROM SITE

ROOSEVELT WAY NE ELEVATION



EXTENT OF EAST FRONTAGE

ROOSEVELT WAY NE



KEY PLAN

9TH AVE NE ELEVATION



A : 9TH AVE NE WEST ELEVATION

EXTENT OF WEST FRONTAGE



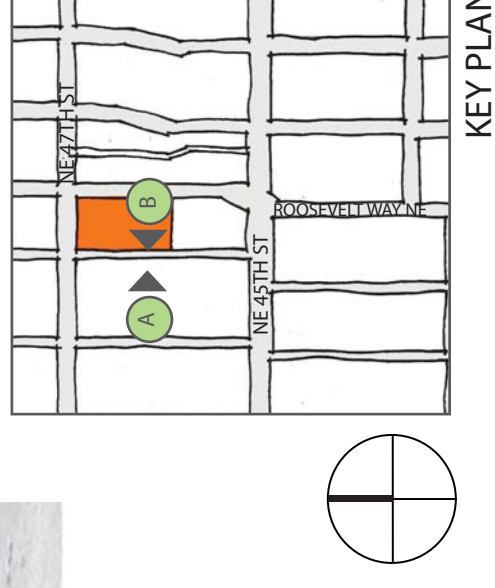
B : 9TH AVE NE LOOKING WEST FROM SITE

9TH AVE NE ELEVATION



9TH AVE NE

NE 47TH STREET



NE 47TH STREET ELEVATION



A : NE 47TH STREET LOOKING NORTH FROM SITE

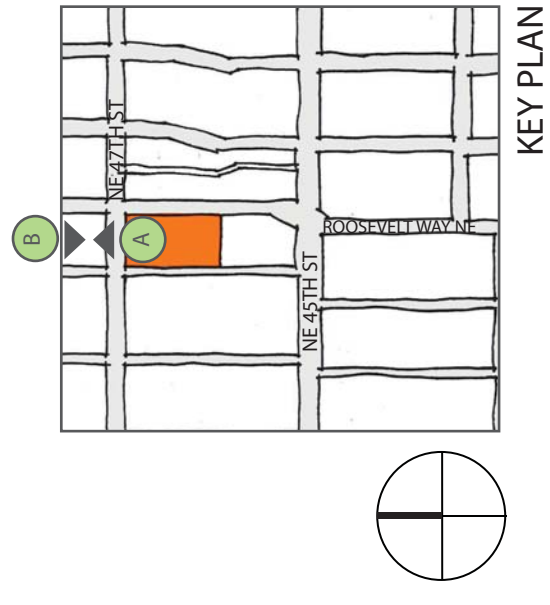
EXTENT OF NORTH FRONTAGE

NE 47TH STREET

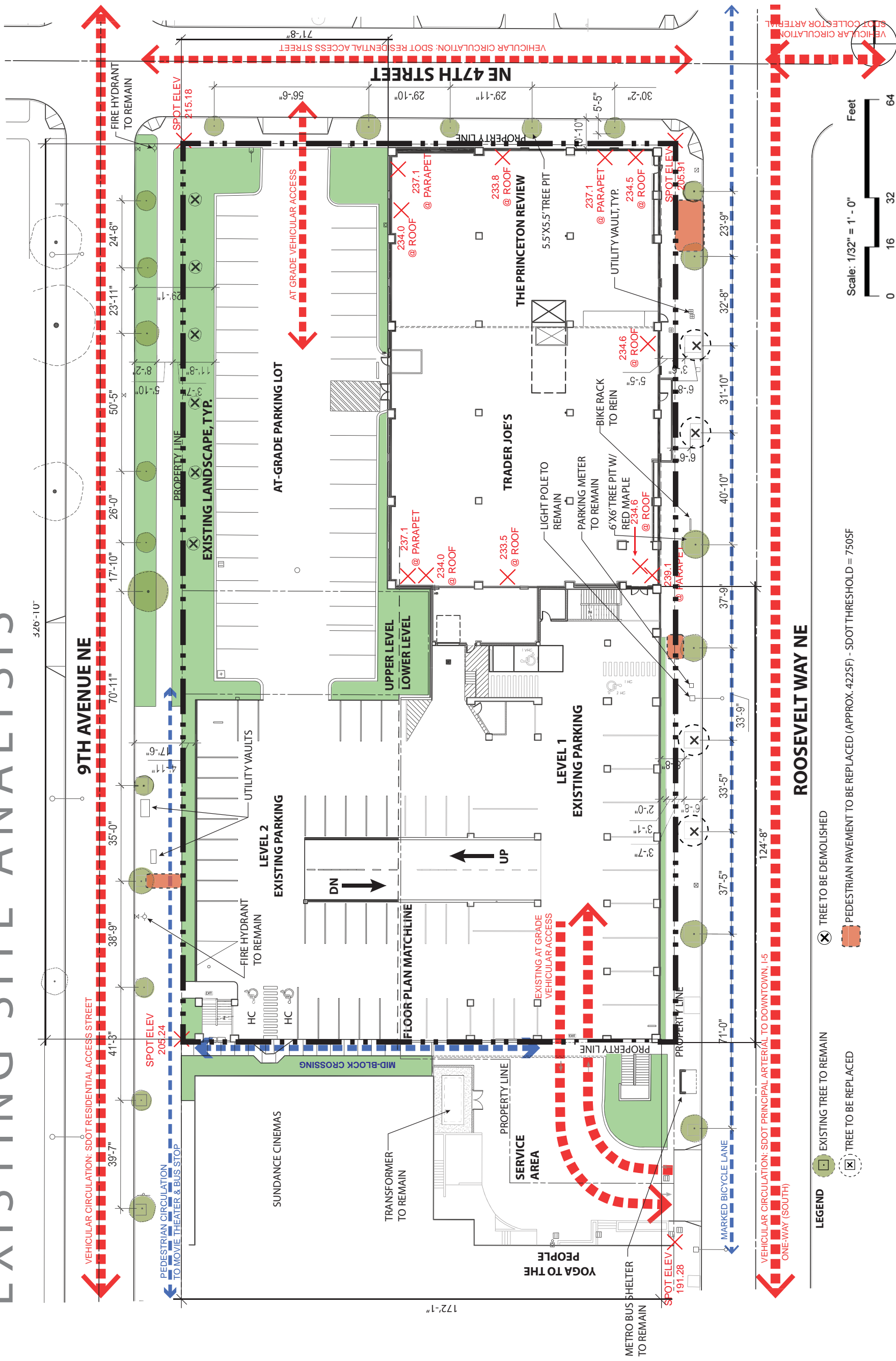
ROOSEVELT WAY NE
THE UNIVERSITY PLAZA



B : NE 47TH STREET NORTH ELEVATION



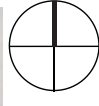
EXISTING SITE ANALYSIS



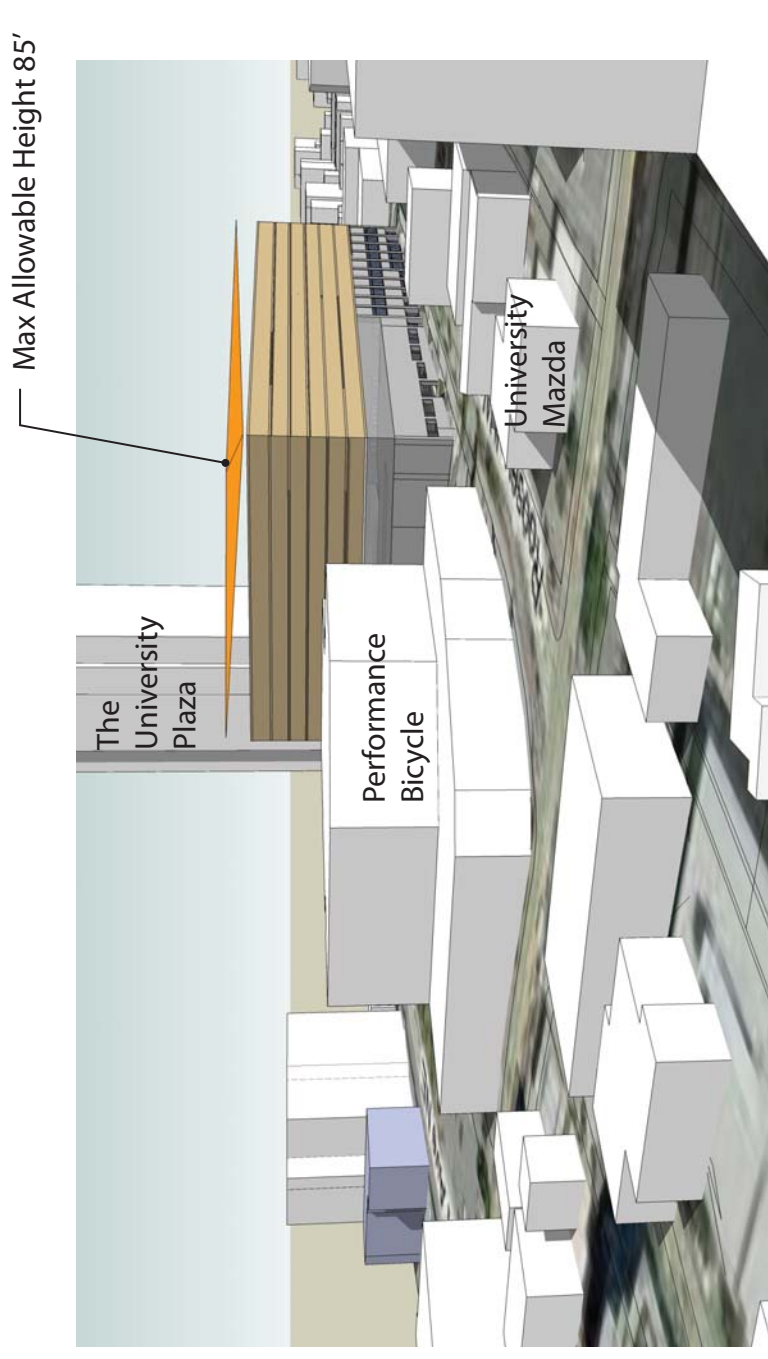
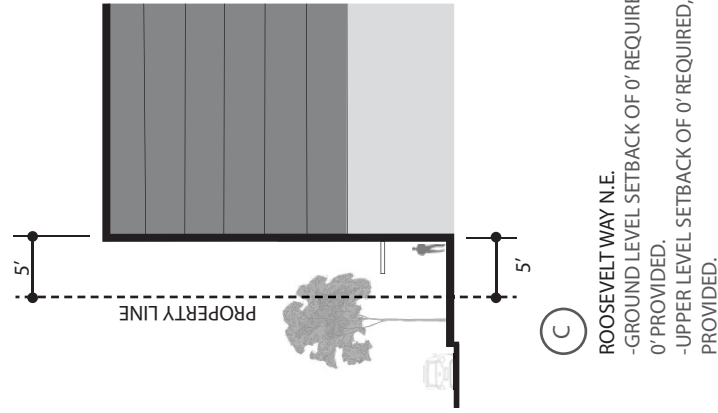
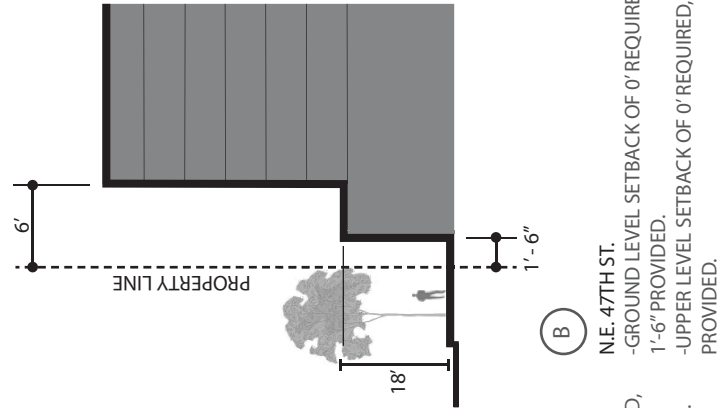
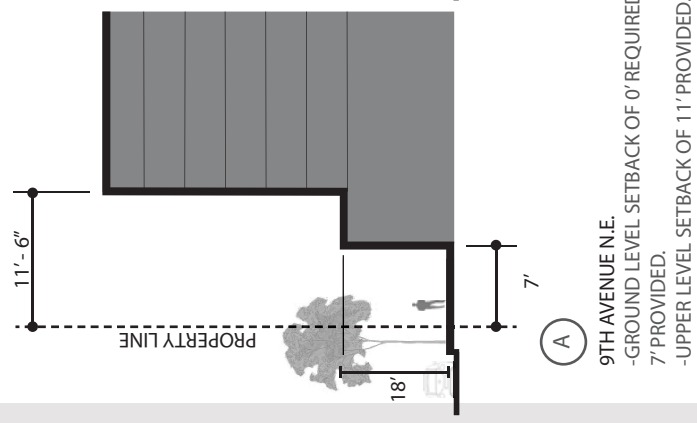
- LEGEND**
- EXISTING TREE TO REMAIN
 - TREE TO BE REPLACED
 - TREE TO BE DEMOLISHED
 - PEDESTRIAN PAVEMENT TO BE REPLACED (APPROX. 4225F) - SDOT THRESHOLD = 750SF



ALLOWABLE ZONING ENVELOPE



SETBACKS



ZONING ENVELOPE LOOKING NORTHWEST



ZONING ENVELOPE LOOKING SOUTHWEST

LAND USE CONSIDERATIONS

ZONING SUMMARY

Zoning & Design Review

Base Zone	NC3 - 85
Adjacent Zones	NC3 - 65 North NE 47th Street. All other adjacent property zoned NC 3 - 85.
Overlay Zones	University District Northwest Urban Center Village. Light rail station overlay 45 (NE 45th Street).
Design Review Board	Northeast Board

Building Development

Lot Size	East-West 180'-0", North-South 404'-0"
Gross Floor Area	App. 58,270 SF
Allowable FAR	Single Use: 4.5 Max / Mixed Use: 6.0 Max Proposed: 2.26 Res. FAR / 3.03 Mix. Use FAR
Structure Height	85' Max

Street-Level Requirements

Blank Facade (23.47A.008)	40%
Landscaping & Screening Standards	5 FT landscape buffer / .30 Green Factor

Parking

Car	No requirement for cars
Bicycle	No requirement for bicycles
Driveway Width	22' wide existing to remain
Driveway Slope	15% Max **
Curb Cuts	2 Existing Curbs to remain
Access (23.47A.024)	New Res. Parking to be below/Above existing commercial parking. Existing ground level parking and access to remain

** SDOT Variance

23.47A.004 Permitted and Prohibited uses

Residential and Parking- Permitted	Parking is permitted
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23.47A.008 Street- level development standards

Blank segments of the street- facing facade between 2 feet and 9 feet above the sidewalk may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street. Street- level street- 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. **60% of non-residential facades shall be transparent.**

23.47A.012 Structure height

85 feet. Except as provided below, the following rooftop features may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height listed in this subsection 23.47A.012.C.4 does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment. **Design options maximize the 85' max height.**

23.47A.013 Floor area ratio

Maximum FAR of 4.5 if all structures are mixed residential/non-residential. For gross floor area below grade is not counted. **Design options meet but do not exceed maximum FAR 4.5.**

23.47A.016 Landscaping and screening standards

Landscaping that achieves a Green factor score of .30 or greater, pursuant to section 23.86.019 is required. Street trees shall be retained unless the Director of Transportation approves their removal. The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided. **Design options address the Green factor and screening.**

23.47A.022 Light and glare standards

Exterior lighting must be shielded and directed away from adjacent uses. Interior lighting in parking garages must be shielded to minimize nighttime glare affecting nearby uses. To prevent vehicle lights from affecting adjacent properties, driveways and parking areas for more than two (2) vehicles shall be screened from adjacent properties by a fence or wall between five (5) feet and six (6) feet in height. If the elevation of the lot line is different from the finished elevation may substitute for a portion of the required height of the screen so long as the screen itself is a minimum of three (3) feet in height. The director may waive the requirement for the screening if it is not needed due to changes in topography, agreements to maintain an existing fence, or the nature and location of adjacent uses. Exterior lighting on poles is permitted up to a maximum height of thirty (30) feet from finished grade. In zones with forty (40) foot or greater height limit, exterior lighting on poles is permitted up to a height of forty (40) feet from finished grade, provided that the ratio of watts to area is at least twenty (20) percent below the maximum exterior lighting level permitted by the Energy Code. **Design options address the Light and glare standards.**

23.47A.024 Amenity area

A. Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A. Gross floor area, for the purposes of this subsection, excludes areas used for mechanical equipment and accessory parking.
B. Required amenity areas shall meet the following standards, as applicable:
1. All residents shall have access to at least one common or private amenity area:
2. Amenity areas shall not be enclosed;
3. Parking areas, vehicular access easements, and driveways do not count as amenity areas, except that a woonerf may provide a maximum of 50 percent of the amenity area if the design of the woonerf is approved through a design review process pursuant to Chapter 23.41.
4. Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size;
5. Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.
6. Rooftop areas excluded because they are near minor communication utilities and accessory communication devices, pursuant to Section 23.57.012.C.1.d, do not qualify as amenity areas. **Design options address the Amenity area.**

23.47A.030 Required Parking and loading.

23.54.015 Required Parking

Bicycle Parking: 1 per 4 residential units. Non- residential uses such as eating & drinking establishments and retail require 1 space / 2,000 SF of short term parking and 1 / 12,000SF of long term parking. Long-term parking for bicycles shall be for bicycles parking four (4) hours or more. Short- term parking for bicycles shall be for bicycles parked less than four (4) hours. Bicycle parking required for residential uses must be located on- site. Bicycle parking facilities shared by more than one use are encouraged. **Design options address the bicycle parking requirement.**

23.54.035 Loading berth requirements and space standards

Multipurpose convenience stores, sales, service and rental of major durables, and speciality food stores may be required by the Director to increase the length of required loading berths; however, these uses shall not be required to provide loading berths in excess of fifty- five (55) feet. The review of loading berth length requirements for these uses shall focus on the size of vehicles that frequently serve the business and the frequency of loading activity that will extend beyond the lot line during daytime hours (six (6:00) a.m to six (6:00) p.m.). Large- truck loading occurring on a daily basis shall generally require longer loading berths; when such activity occurs on at least a weekly basis, it will be evaluated regarding the amount of traffic disruption and safety problems potentially created; such activity occurring on less than a weekly basis shall generally not require longer loading berths. **Design options address the loading berth requirements.**

23.47A.032 Parking location and access

Off- street parking may be located anywhere on a lot in C1 and C2 zones, except that structures with residential uses in C zones and structures in C zones across the street from residential zones shall meet the requirements for parking location for NC zones as provided in subsection 23.47A.032.B.1, except that if a lot in a C zone is bordered by streets on all sides, then parking may be provided between a street and a structure, but only on sides facing other commercially- zoned lots. When an existing building is proposed to be expanded, the Director shall determine the location of parking and access with the goal of minimizing the impact of parking and access along the front lot line. Parking shall be screened according to the provisions of Section 23.47A.016. **Design options address the parking requirements.**

DESIGN: REVISED DESIGN

RESPONSES

GUIDELINES A-1 A-3 A-4 D-12 A-9 A-10 C-4 C-2

SITE AND HUMAN ACTIVITY

EDG #1 Board Comments

- (A1) Street Frontage on Roosevelt
- Add a primary residential lobby
 - Replace 9-10 parking stalls with commercial.
 - Add a generous grocery plaza

(C4) Materials

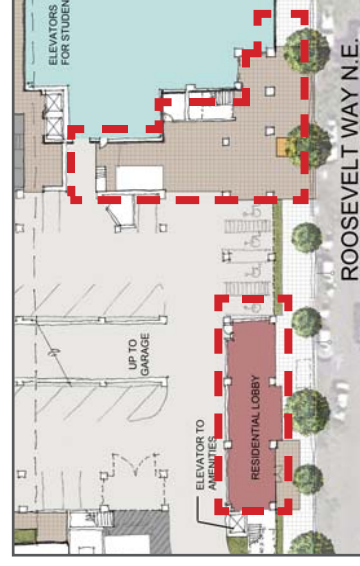
- The lattice screening should not appear as a cheap or simple mask. The project should use important portals and vertical counterpoint at key locations such as corners, lobbies and entries.

Response

- (A1) Street Frontage on Roosevelt
- The primary residential lobby is fronting the south-east street edge on Roosevelt Way.
 - The primary residential lobby replaces the existing parking stalls from mid-lot to the southeast corner.
 - The grocery plaza is fronting the Roosevelt Way with two handicapped stalls in between the plaza and the residential lobby.

(C4) Materials

- The lattice screens integrated to the design of the existing and new building. It will be made of metal frames that are durable and esthetically pleasing. The concept of the project includes portals along the east façade and vertical corner embellishments.



SEE PAGE 30 FOR IMAGE

GUIDELINES A-2

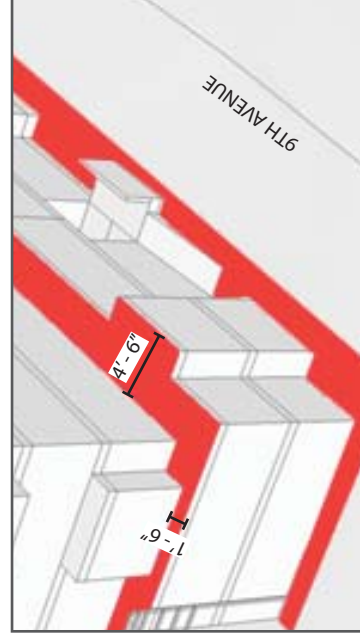
STREETSCAPE

EDG #1 Board Comments

- (A2) Upper level setback
- Add upper level step-backs along 9th Ave, approximately 2-3 stories
 - Add upper level step-backs along the zone-change on 47th St

Response

- (A2) – Upper level setback
- The upper residential floors along 9th avenue steps back to provide spatial relief for the residential street. The townhouses along the street edge bring the overall building mass to a residential scale and relate to the residential neighborhood.



SEE PAGE 28 FOR IMAGE

GUIDELINES A-5

RESPECT FOR ADJACENT SITES

EDG #1 Board Comments

- (A5) Street level
- The project is to have complete screening of all exposed parking levels at the building perimeter, to block headlights, buffer noise, and fumes from neighbors especially along 9th Ave.

(A5) Trash

- The proposed internal trash and service areas should be maintained to not impact neighbors.

Response

- (A5) Street level
- To provide a buffer to the surrounding neighborhoods and adjacent sites the design uses architectural screens at the exposed facades of the parking structures along all street fronts.
- (A5) Trash
- The trash area is inside the parking garage, access and service will be from the mid-block connection.



SEE PAGE 31 FOR IMAGE

GUIDELINES A-6

TRANSITION BETWEEN RESIDENCE/ STREET

EDG #1 Board Comments

- (A6) Townhouse transition
- The ground floor of all townhouses should be raised 3-4 risers minimum to afford some eye level privacy for the tenants, whose windows are about 7 feet from the sidewalk. This should provide vertical and horizontal privacy layering and prevent permanently closed blinds.

Response

- (A6) Townhouse transition
- Townhouses along 9th avenue are stepped back 7 feet and raised 2 feet above the sidewalk. Landscape features between individual townhouse entries provide a secondary level of privacy between pedestrians at the street level and the tenants.



SEE PAGE 38 FOR IMAGE

RESPONSES

GUIDELINES
A-8
C-5
D-1
D-2

**OPEN SPACE
PARKING
FACADE**

GUIDELINES
B-1
C-1

**HEIGHT
AND
SCALE**

GUIDELINES
C-3

**HUMAN
SCALE**

GUIDELINES
D-6

SCREENING

EDG #1 Board Comments

- (A8) Parking and Vehicle Access
 - The project should look at a more direct parking access further north freeing up the existing curved access to the plaza.
- (C5) Parking Entrance
 - The portal height for the garage entrance suggested on 47th St is too tall.
- (D1) Pedestrian Open Space
 - A provision of a public plaza at eh southeast corner could provide a terminus of the mid-block walkway.
- (D2) Blank Walls
 - The project should look at enhancing all existing blank portions with artful surface treatments.

Response

- (A8) Parking and Vehicle Access
 - The design utilizes the existing driveway but we created a pedestrian zone to create a separation between vehicular and pedestrian circulation.
- (C5) Parking Entrance
 - The design includes screens at the parking garage opening on 47th to make the opening less apparent.
- (D1) Pedestrian Open Space
 - The mid-block pedestrian path terminates into the public plaza on Roosevelt Way to enhance pedestrian activity along the street.
- (D2) Blank Walls
 - The design incorporates the new facade over the existing building corner. The Roosevelt façade incorporates an architectural metal screening at the retail storefront and parking garage that extends up to blend the upper levels. The feature will provide a retail esthetic feature for the public on a busy arterial.



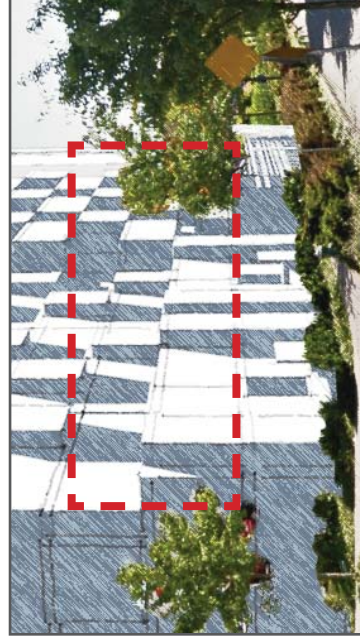
SEE PAGE 31 FOR IMAGE

EDG #1 Board Comments

- (B1) Upper level setback
 - Step back upper floors on the north edge.
 - Step back height and scale at the northwest corner.
 - Consider adding a sizeable full-height notch/recessed plane to the north and/or west facade.
 - Consider enhancing the corner of 47th St and Roosevelt Way per A-10 to transition to the north façade. The upper level along 47th St. should step back.
- (C1) Architectural Context
 - Modulate & break up massing scale.

Response

- (B1) Upper level setback
 - The upper residential floors are stepped 2 feet back on the north edge.
 - The upper residential floors are stepped back at the northwest corner and along the 9th Ave to reduce the scale of the building for residential street frontage
 - A rhythm of townhouses on the west façade lines the street level. The two-story bays above the townhouses provide a prominent feature along the residential street.
 - The project is proving signage and screen embellishment at the corner of 47th St and Roosevelt Way. An opening to the courtyard along Roosevelt provides a visual connection for the public and private. The upper levels are setback along 47th St.
- (C1) Architectural Context
 - The design will emphasized townhomes, the northeast corner and the storefront. The canopies will be utilized to break up the massing scale.



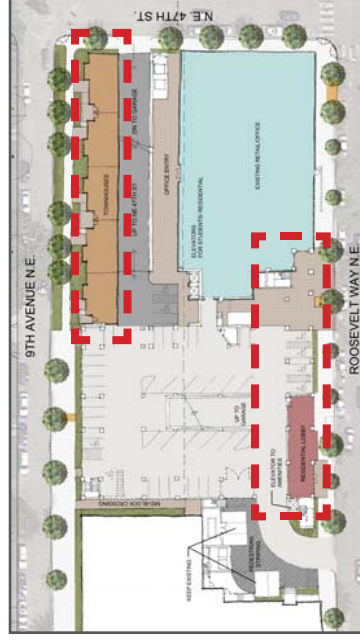
SEE PAGE 31 FOR IMAGE

EDG #1 Board Comments

- (C3) Street Frontage on 9th Ave
 - Townhouses should provide a rhythm that informs the entire perimeter to become a prominent feature along the street

Response

- (C3) Street Frontage on 9th Ave
 - The townhouses are setback at the street perimeter. Each unit entry will have individual stoops and projecting bays along the street to create rhythm and landscape opportunities.



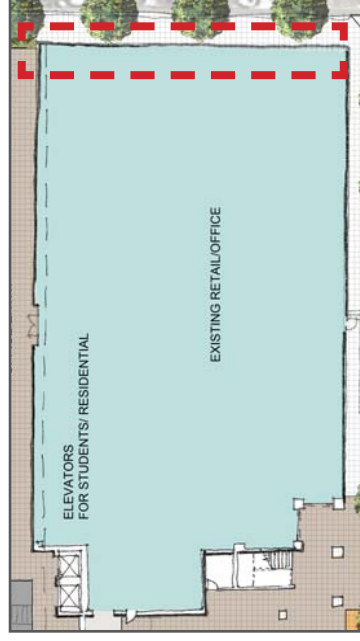
SEE PAGE 31 FOR IMAGE

EDG #1 Board Comments

- (D6) Screening of Dumpsters, utilities, and service area
 - The "new trash" location on 47th St. will avoid being a blank wall and operations will not impact residential neighbors across the street.

Response

- (D6) Screening of Dumpsters, utilities, and service area
 - The design shows the trash location moved to inside of the garage. Trash pickup and operations will not have any impact to the residential neighbors on 47th St.



SEE PAGE 32 FOR IMAGE

RESPONSES

GUIDELINES SAFETY AND SECURITY D-7

EDG #1 Board Comments

- (D7) Personal safety and Security
- The adjacent mid-block walkway deserves careful lighting, no hidden alcoves, and/or activating uses to ensure it is a welcoming and safe place to traverse, especially at night. Consider extra larger sight triangles and other safety features.

Response

- (D7) Personal safety and Security
- Overhead catenary lighting and the lighting from the garage will provide adequate light levels at the mid-block crossing between the two buildings at night. A gate is located at the west and maintain by the property to provide security to the tenants and the public. The crossing terminates into an urban plaza that is nestled and tucked away from the busy street of Roosevelt.

GUIDELINES COMMERCIAL SIGNAGE D-9

EDG #1 Board Comments

- (D9) Commercial Signage
- The existing northeast corner is very bland, and the enhancement of this corner could include well-integrated signage for the anchor grocery tenant.

Response

- (D9) Commercial Signage
- The design incorporates signage and screens on the façade that extends from the existing building corner up to the new building. The elements integrate the existing and new facades.

GUIDELINES COMMERCIAL LIGHTING D-10

EDG#1 Board comments

- (D10) Commercial Lighting
- The project is to develop a very integrated lighting scheme for safety on the entire project perimeter, and requested a detailed concept at the next meeting.

Response

- (D10) Commercial Lighting
- The preliminary design shows a catenary lighting scheme for the mid-block crossing. Commercial retail lights and will light the plaza and streets along 47th St. and Roosevelt. The expanded residential lobby will provide lights and eyes on the street near parking entrances. Along 9th Ave, individual stoops have lights for tenant and allow them to have eyes on the street at night.

GUIDELINES LANDSCAPING E-2

EDG#1 Board comments

- (E2) Landscaping to Enhance the Building and/or Site
- All of the building edges should be softened by landscaping wherever possible, especially along the 9th avenue edge, townhouses and elsewhere.

Response

- (E2) Landscaping to Enhance the Building and/or Site
- Along Roosevelt Way the grocery plaza will be developed to encourage interactivity and a buffer the zone between the entry and the parking. The townhouses are 7 feet back and 2 feet above the sidewalk with a private stair and ramp to the entry. The landscaping in front of the townhouses will have a site wall that creates privacy for the townhouses. The site wall will have local vegetation strip that will encourage growth on and in front of the wall.



SEE PAGE 33 FOR IMAGE



SEE PAGE 32 FOR IMAGE

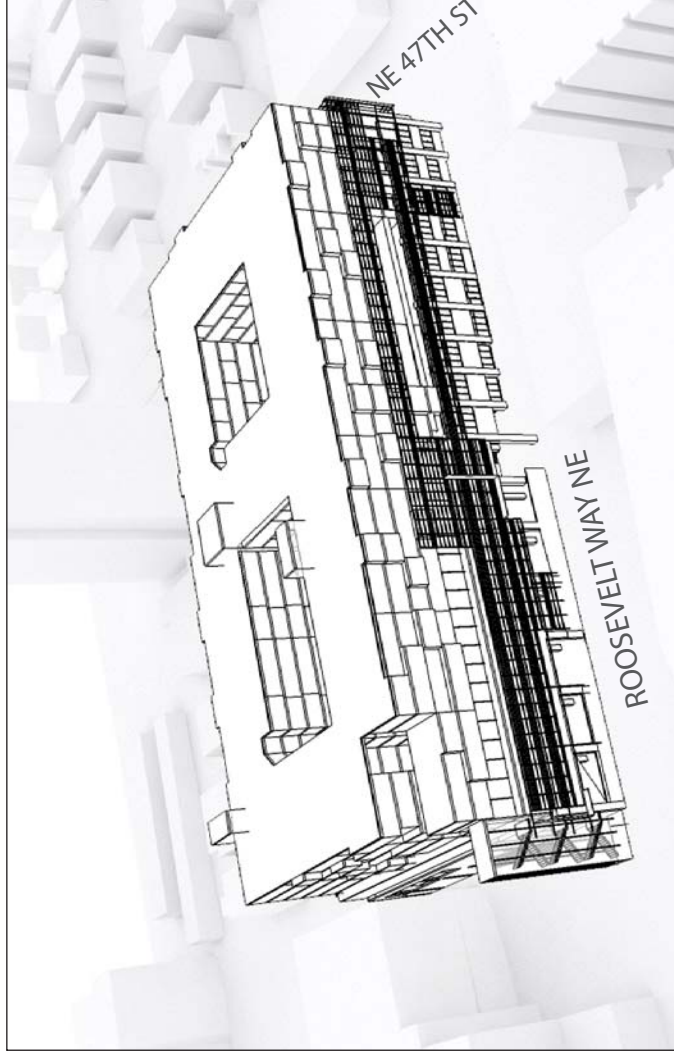
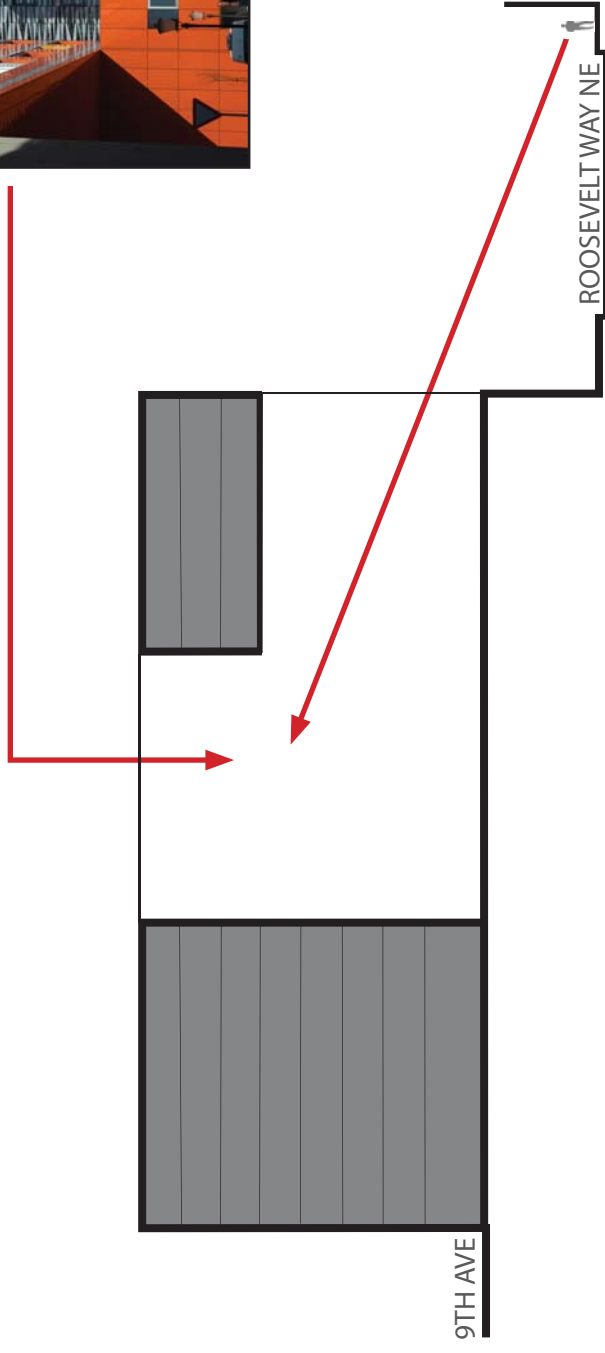


SEE PAGE 33 FOR IMAGE

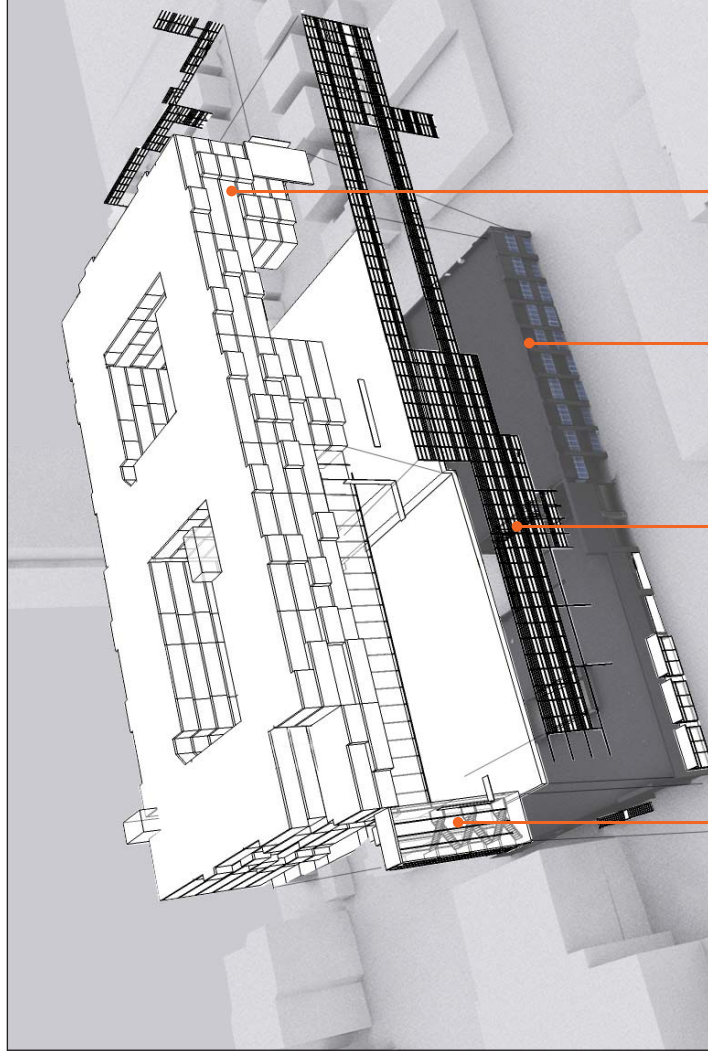


SEE PAGE 38 FOR IMAGE

URBAN DESIGN DIAGRAMS



INTEGRATION

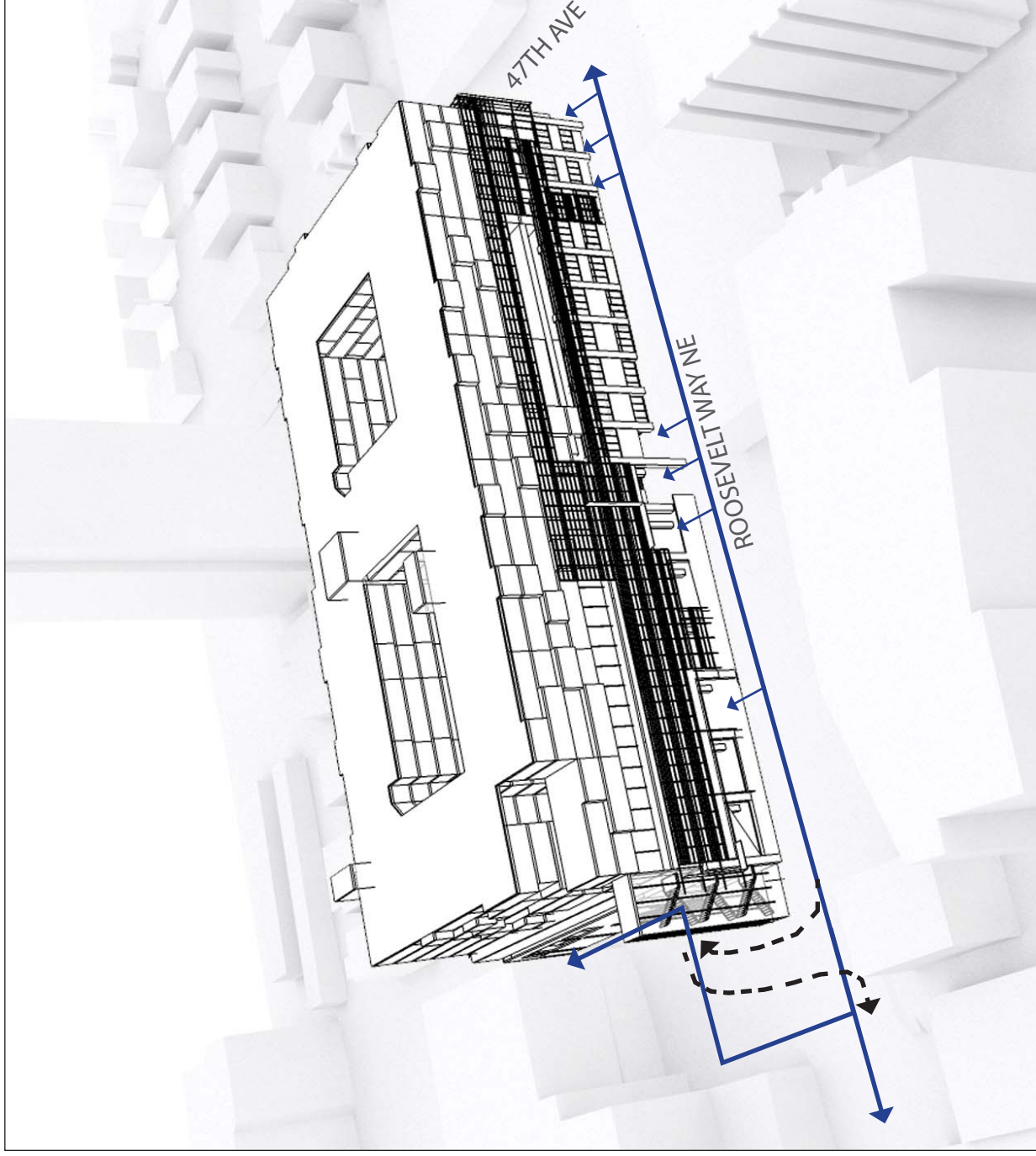


EXPLODED DIAGRAM



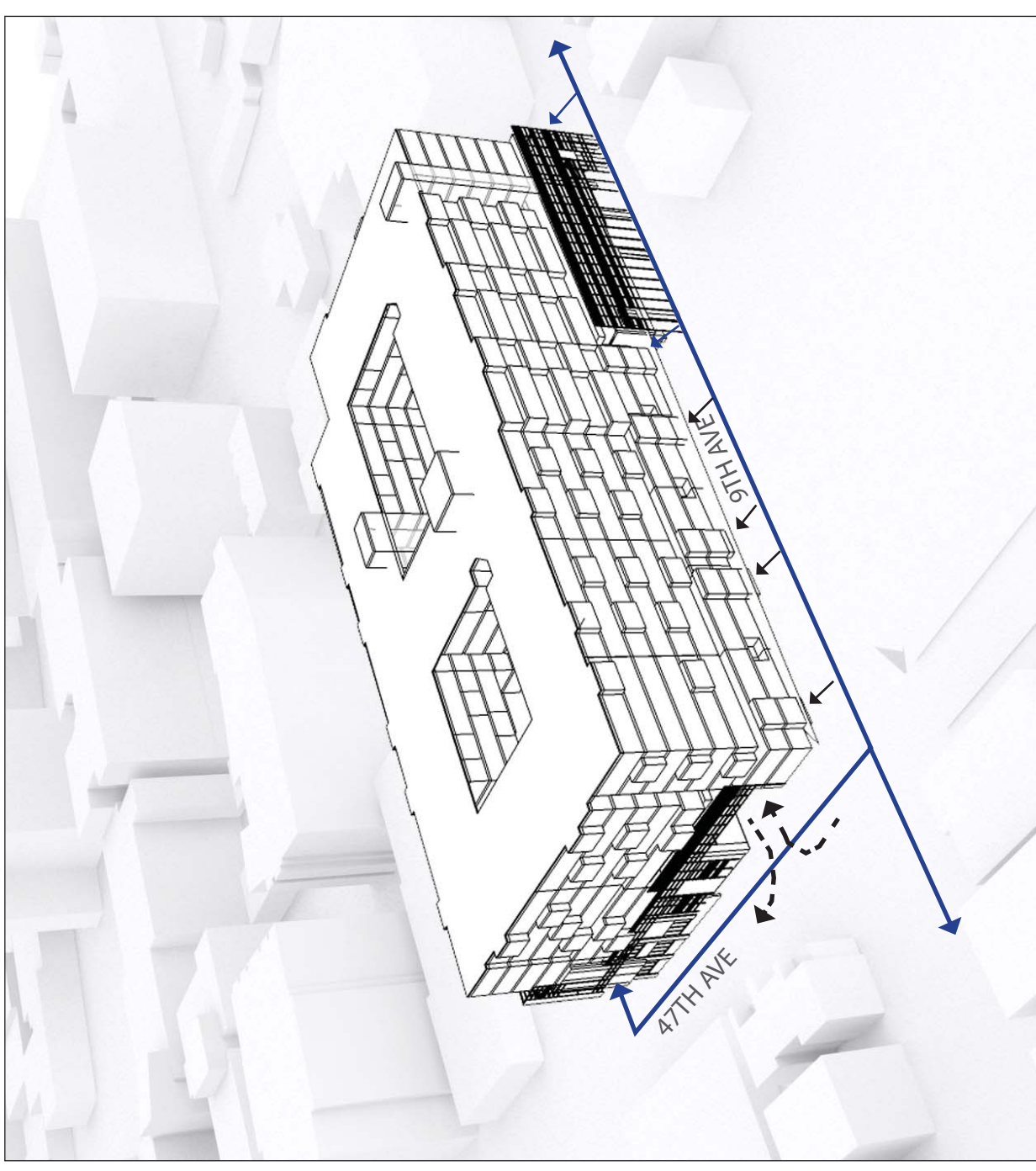
URBAN PORTALS

URBAN DESIGN DIAGRAMS



URBAN CIRCULATION ROOSEVELT WAY

- VEHICULAR
- PEDESTRIAN



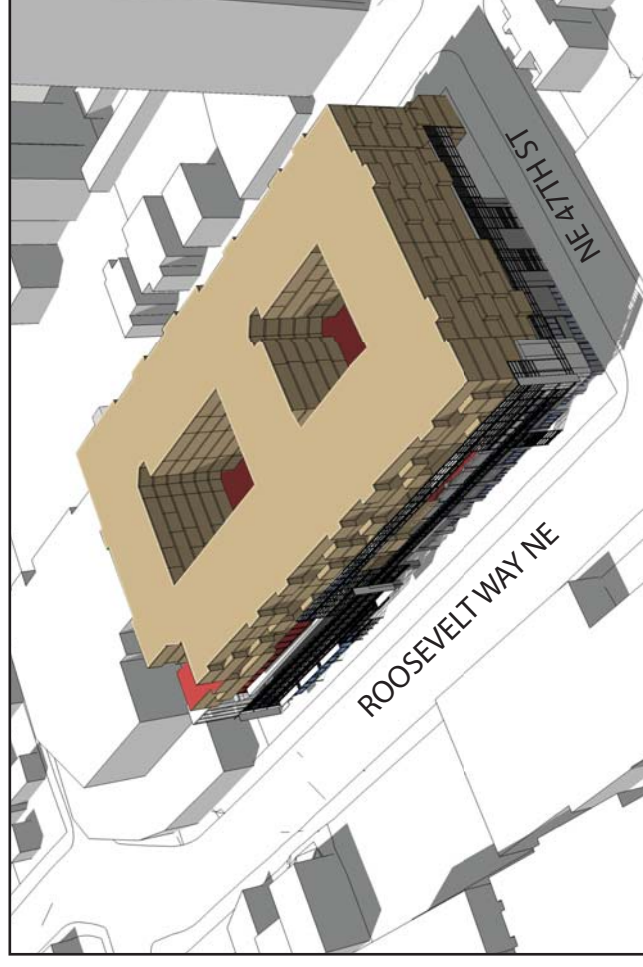
URBAN CIRCULATION 9TH AVE

- VEHICULAR
- PEDESTRIAN

MASSING: Preferred Option

ADVANTAGES

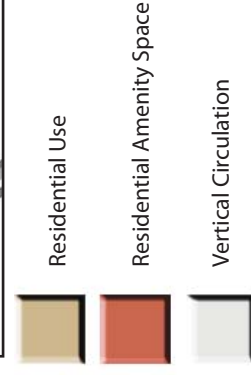
- Modulates Roosevelt Avenue facade to reduce apparent mass of building.
- Provides Urban Portals that are visible from Roosevelt. Provides life and activity.
- Provides a roof deck at southeast corner of building. This area has commanding views to the south and east towards the Seattle skyline and UW campus.
- Corner Signature Element provides a "Beacon" enhancing the intersection of Roosevelt Avenue and 47th street as a designated "Gateway".
- Defines street edges.



VIEW OF NORTHEAST CORNER

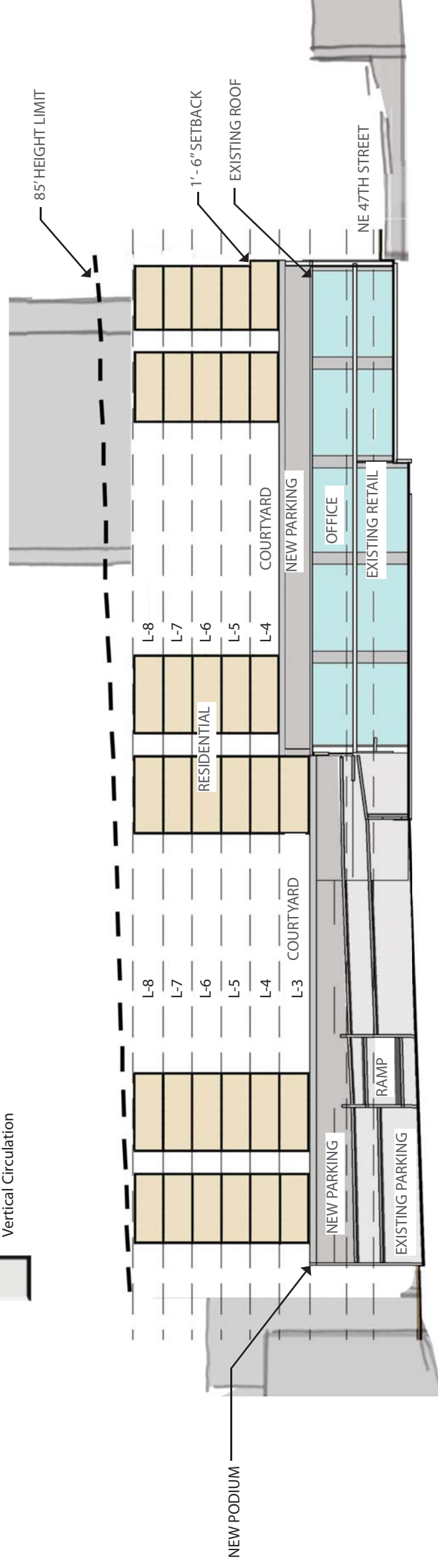


VIEW OF SOUTHEAST CORNER



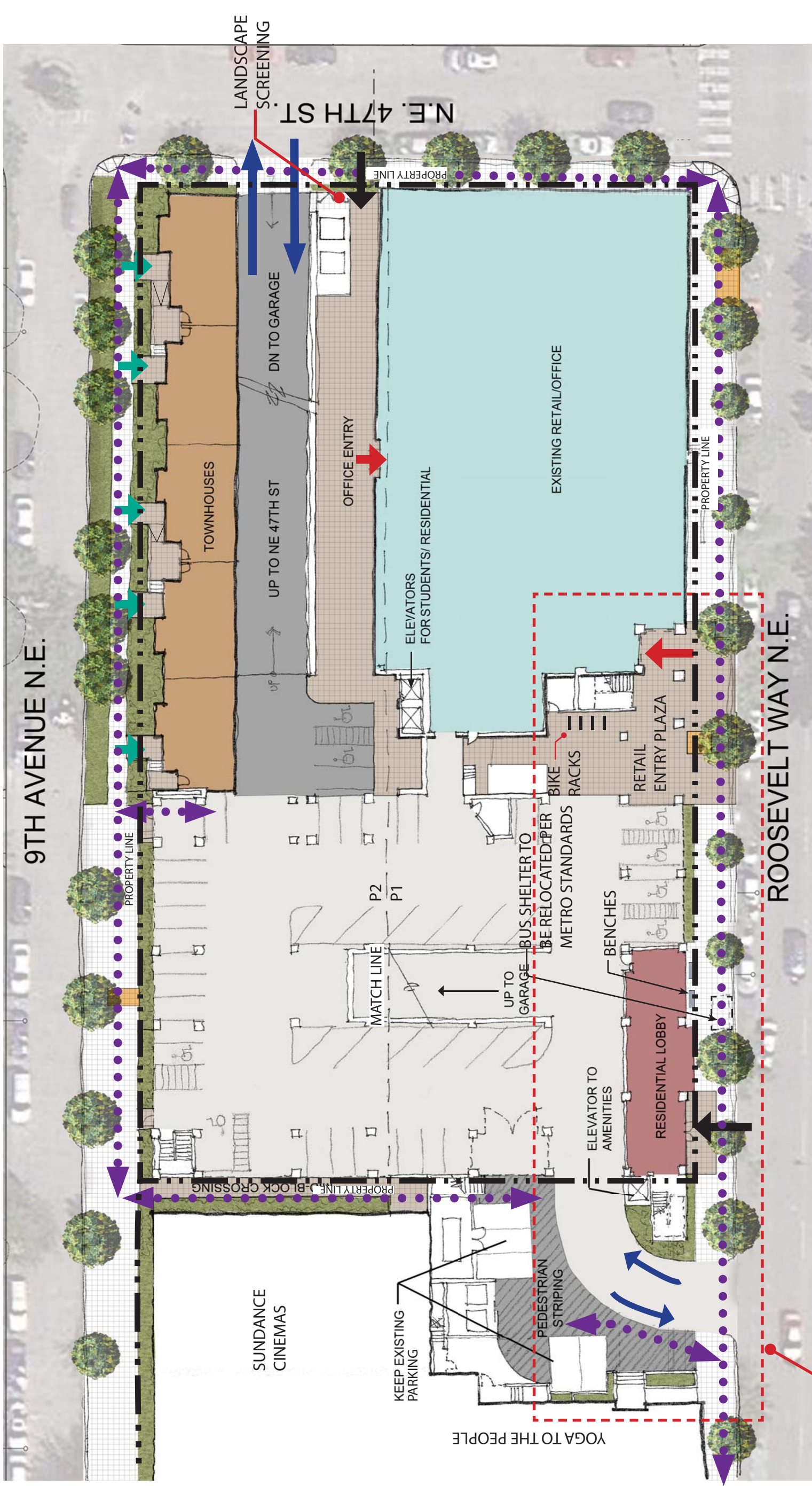
DRAWBACKS

- Double courtyards reduce the amount of internal south light.



SECTION: SCALE 1" = 40' - 0"

SITE PLAN



SEE PAGE 30

VEHICULAR ENTRY (Blue arrow)

COMMERCIAL/OFFICE ENTRY (Red arrow)

TOWNHOUSE ENTRY (PRIVATE) (Green arrow)

MAIN RESIDENTIAL ENTRY (Black arrow)

PEDESTRIAN PATH (Purple dots)

PROPERTY LINE (Dashed line)

EXISTING TREE TO REMAIN (Large tree icon)

PROPOSED TREE (Small tree icon)

PROPOSED PLANTING AREAS (Green textured area)

PEDESTRIAN PAVING TO BE REPLACED (Orange grid)

EXISTING PEDESTRIAN PAVING TO REMAIN (White grid)

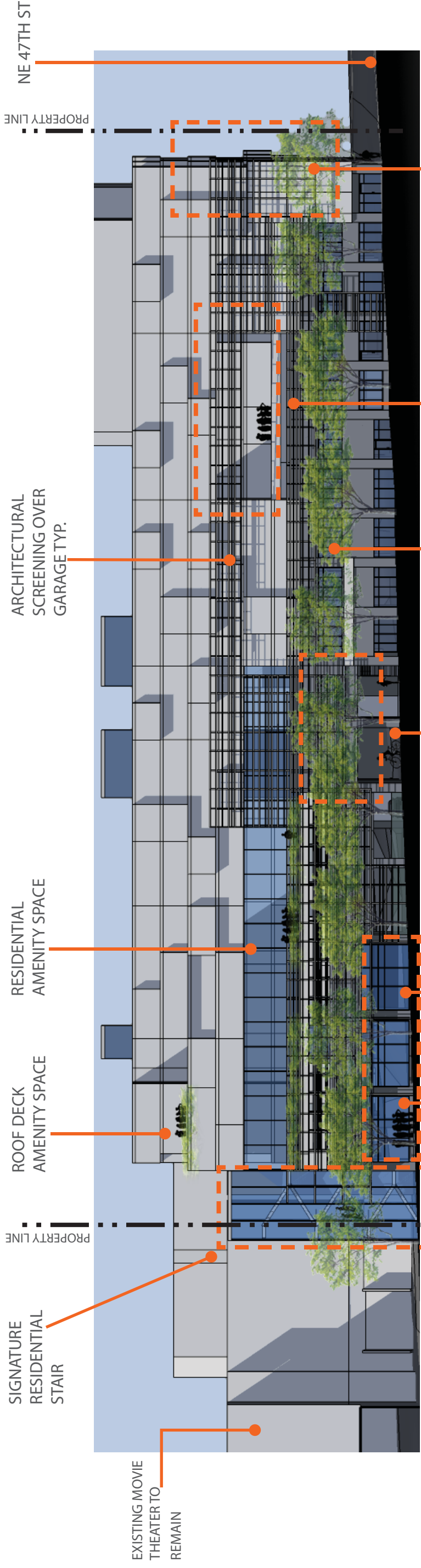
SPECIALTY PAVING (Grey grid)

Scale: 1/32" = 1' - 0"

Feet (Scale bar: 0, 16, 32, 64)

North Arrow (Compass rose)

ELEVATION SKETCHES



SIGNATURE RESIDENTIAL STAIR

ROOF DECK AMENITY SPACE

RESIDENTIAL AMENITY SPACE

ARCHITECTURAL SCREENING OVER GARAGE TYP.

NE 47TH ST

PROPERTY LINE

EXISTING MOVIE THEATER TO REMAIN

NE CORNER SIGNATURE SIGNAGE

RESIDENTIAL COURTYARD

EXISTING RETAIL AND OFFICE

RETAIL PLAZA W/ PEDESTRIAN LIGHTING & PUBLIC BIKE RACKS

PUBLIC BENCHES & RELOCATED BUS

RESIDENTIAL LOBBY

EAST ELEVATION ON ROOSEVELT WAY NE



PROPERTY LINE

NE 47TH ST

-ADD OVERHEAD LIGHTING & GREEN SCREEN PLANTING AT BASE -ENHANCED MID-BLOCK

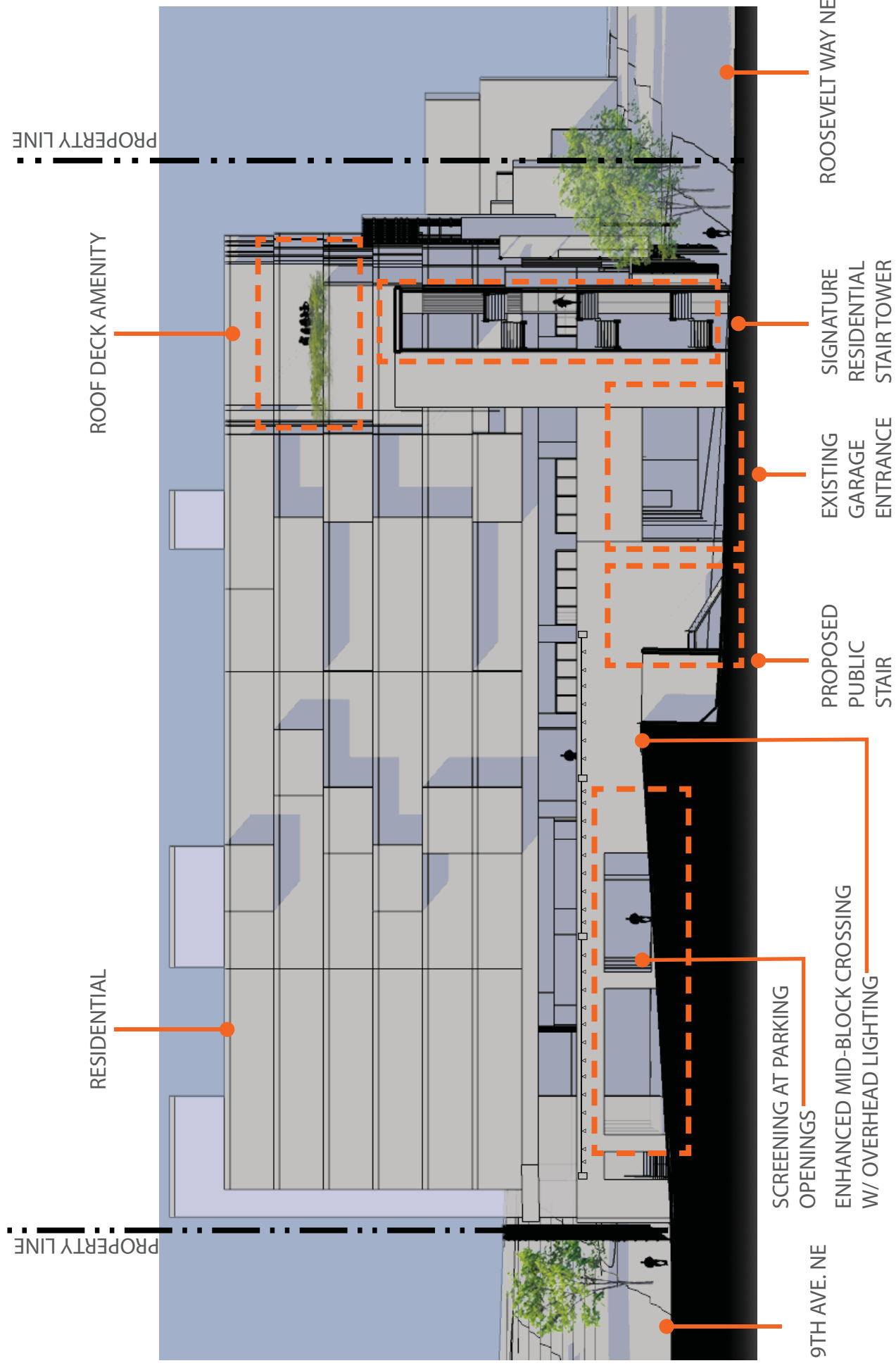
VEGETATED SCREENING OVER EXISTING GARAGE

TOWNHOUSE ENTRANCES W/ 2' HEIGHT RAISED STOOPS & EXTERIOR LIGHTING

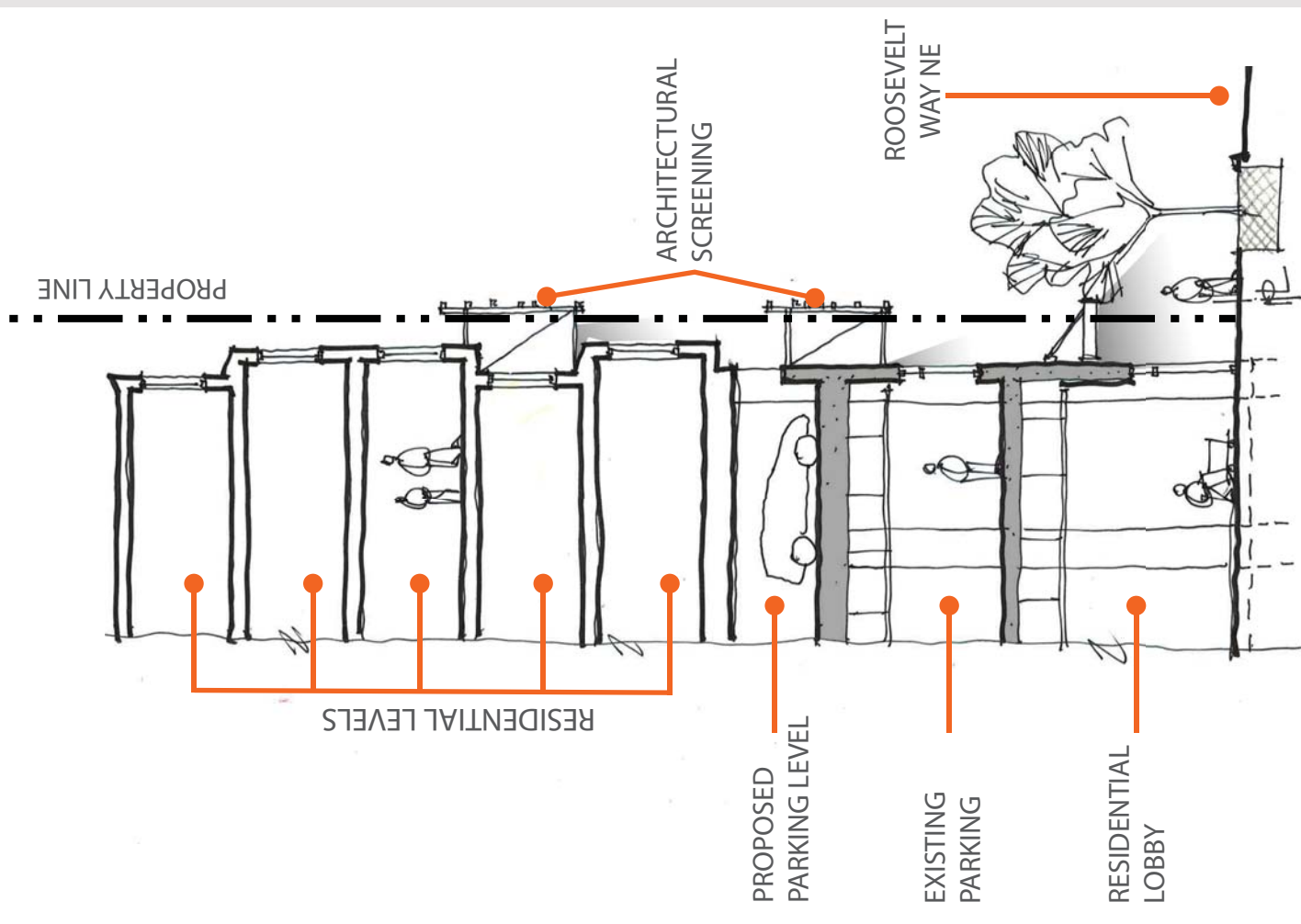
WEST ELEVATION ON 9TH AVENUE

EXISTING MOVIE THEATER TO REMAIN

ELEVATION/SECTION SKETCHES

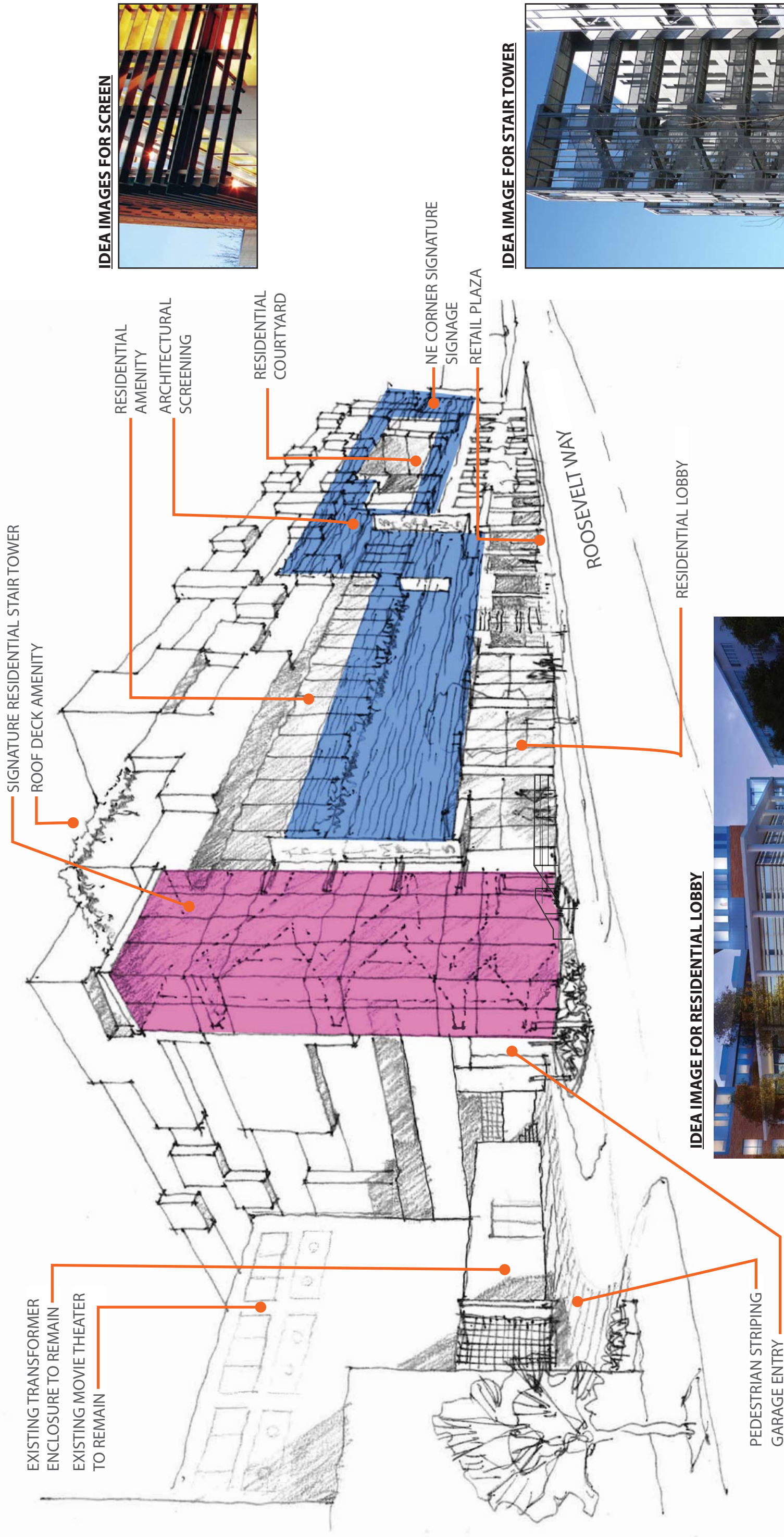


SOUTH ELEVATION THROUGH MIDBLOCK

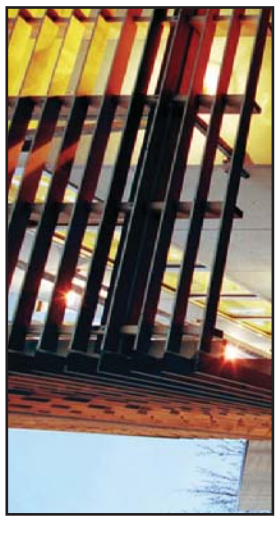


WALL SECTION AT ROOSEVELT WAY NE LOOKING NORTH

INTEGRATION OF NEW & EXISTING ELEMENTS



IDEA IMAGES FOR SCREEN



IDEA IMAGE FOR STAIR TOWER



IDEA IMAGE FOR RESIDENTIAL LOBBY



SE CORNER LOOKING NORTH

ACTIVITY ON ROOSEVELT



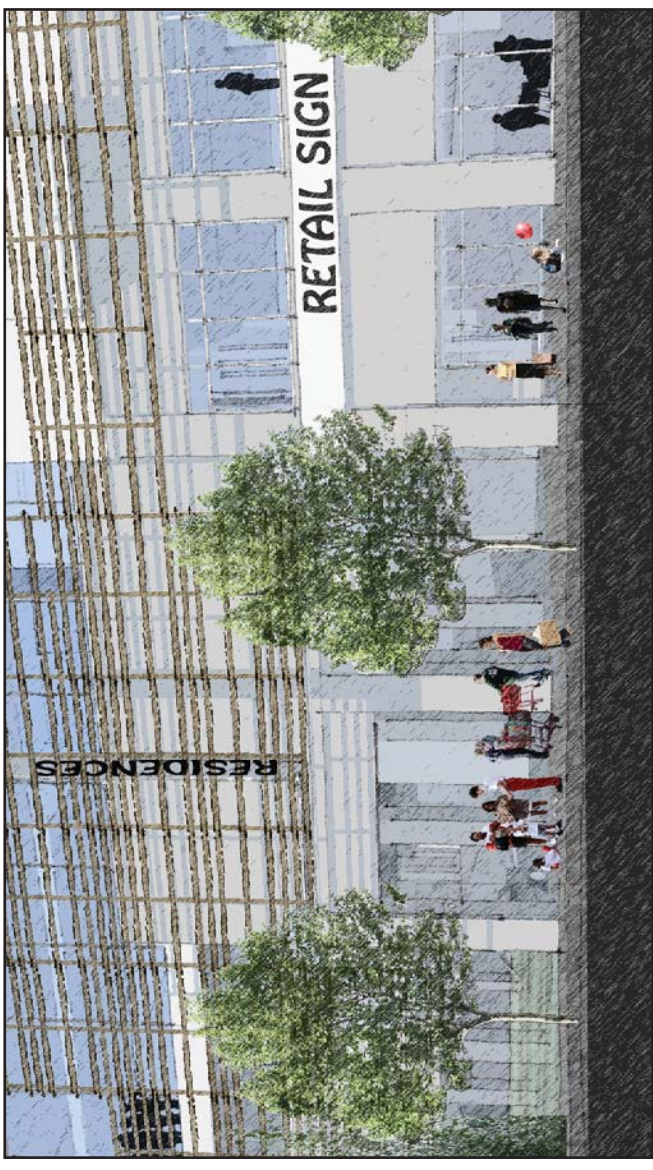
(C) RESIDENTIAL ENTRY



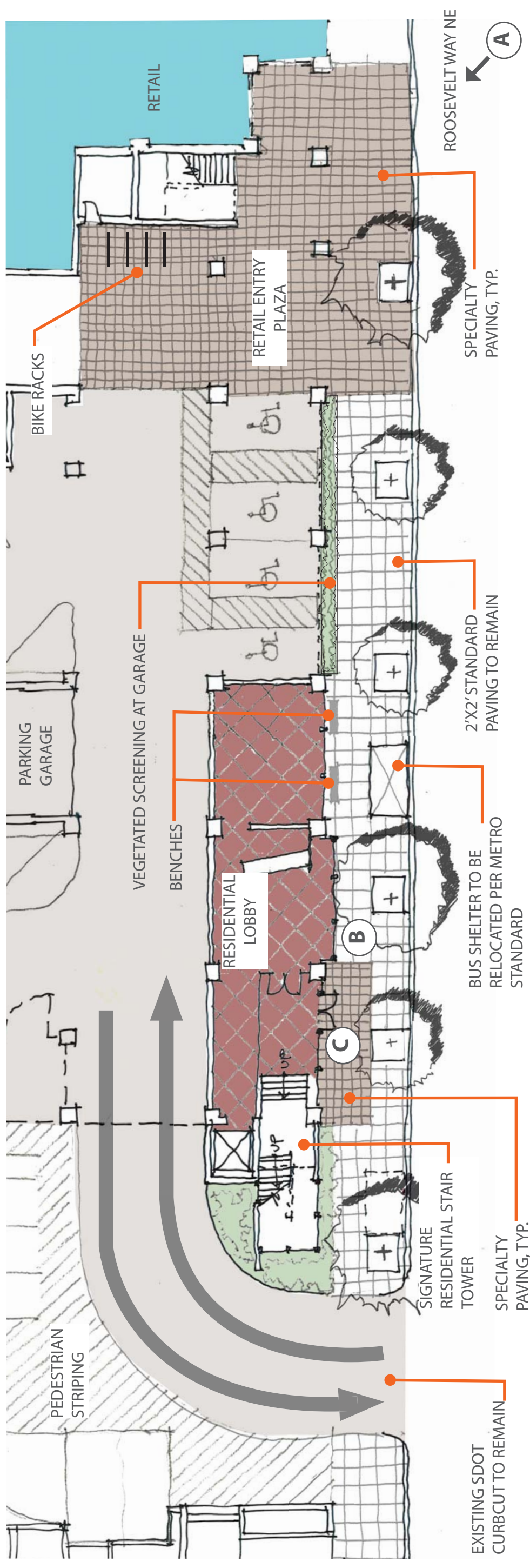
(B) LANDSCAPE



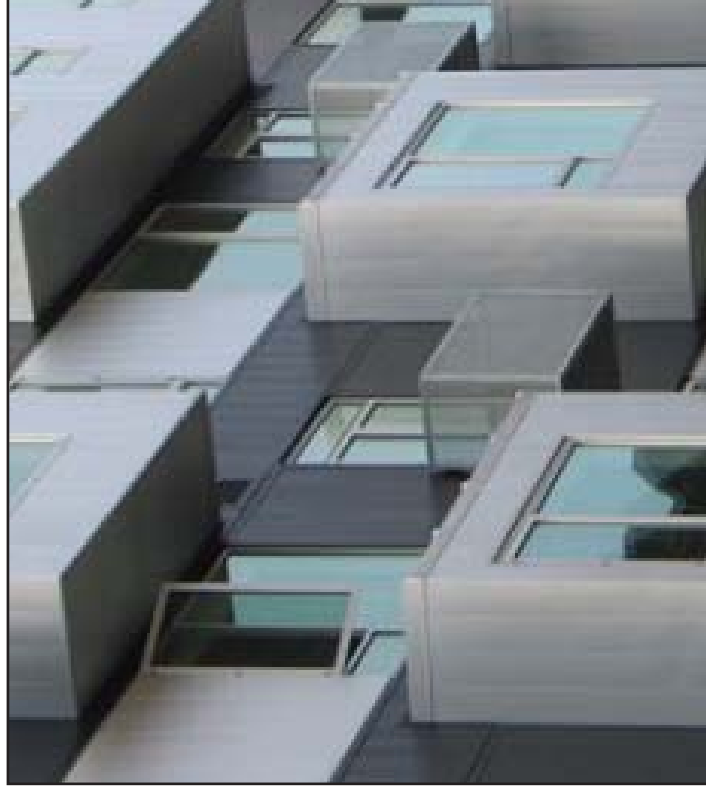
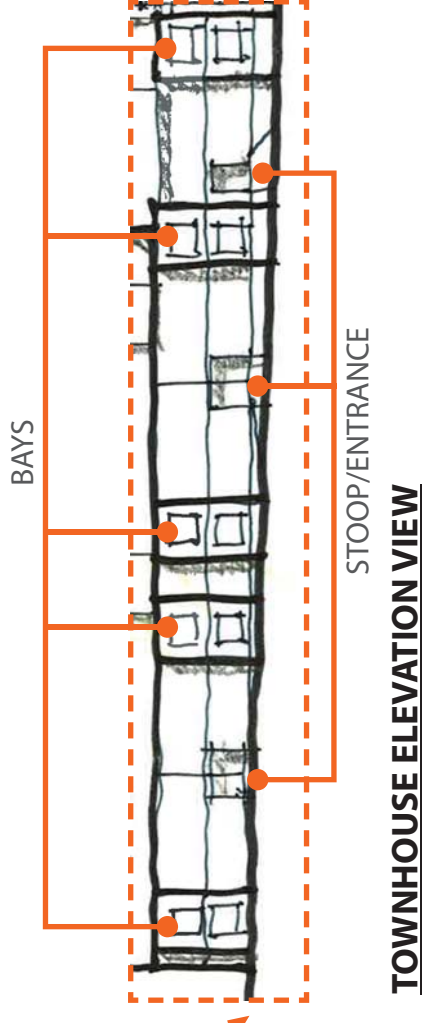
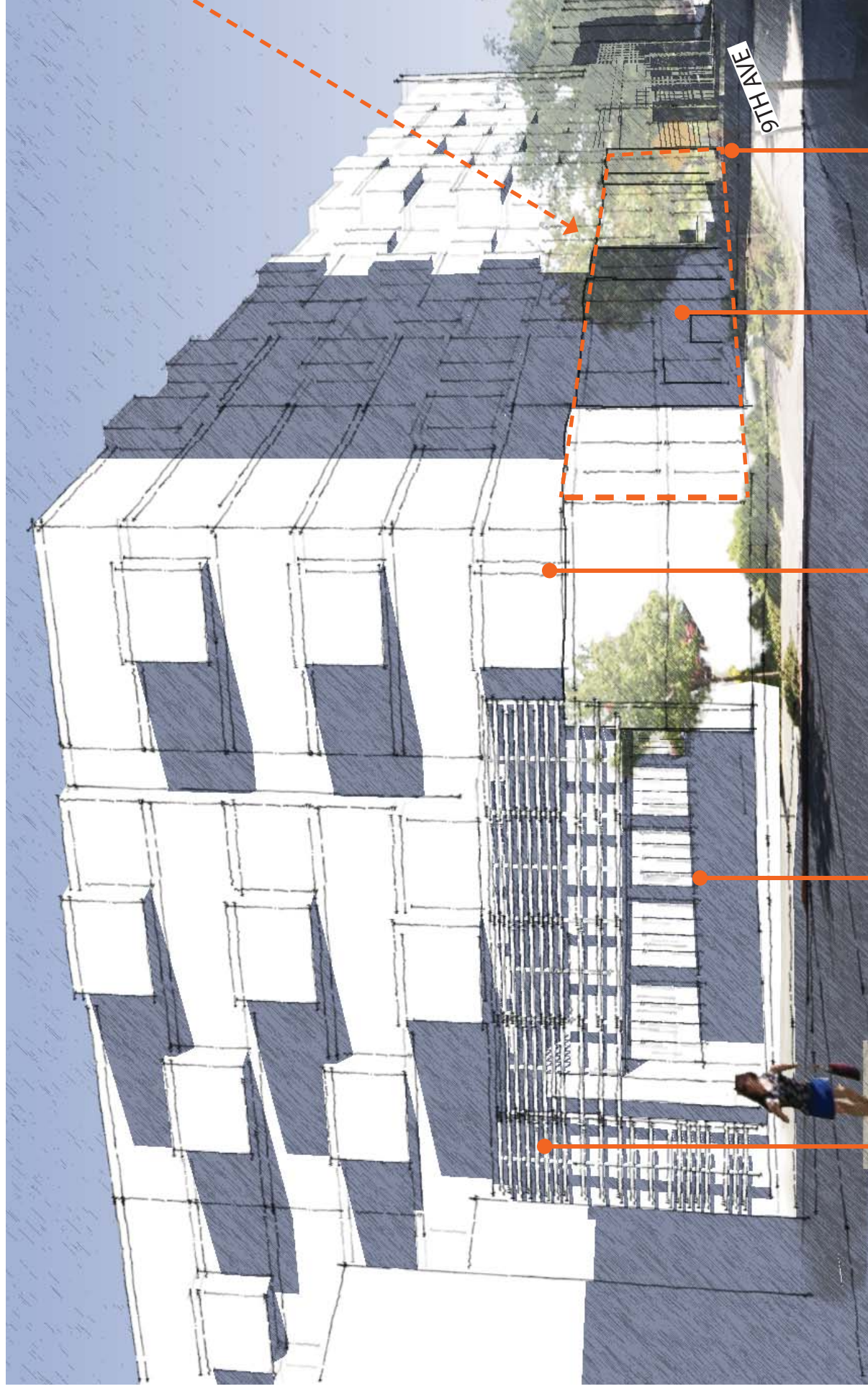
(A) EXAMPLE PLAZA IMAGE



(A) SKETCH OF RETAIL PLAZA



NW CORNER SETBACK



IDEA IMAGE FOR BAYS

NW CORNER LOOKING SOUTH ON 9TH AVE

NW CORNER SETBACK



IDEA IMAGES FOR STOOPS ALONG 9TH AVE



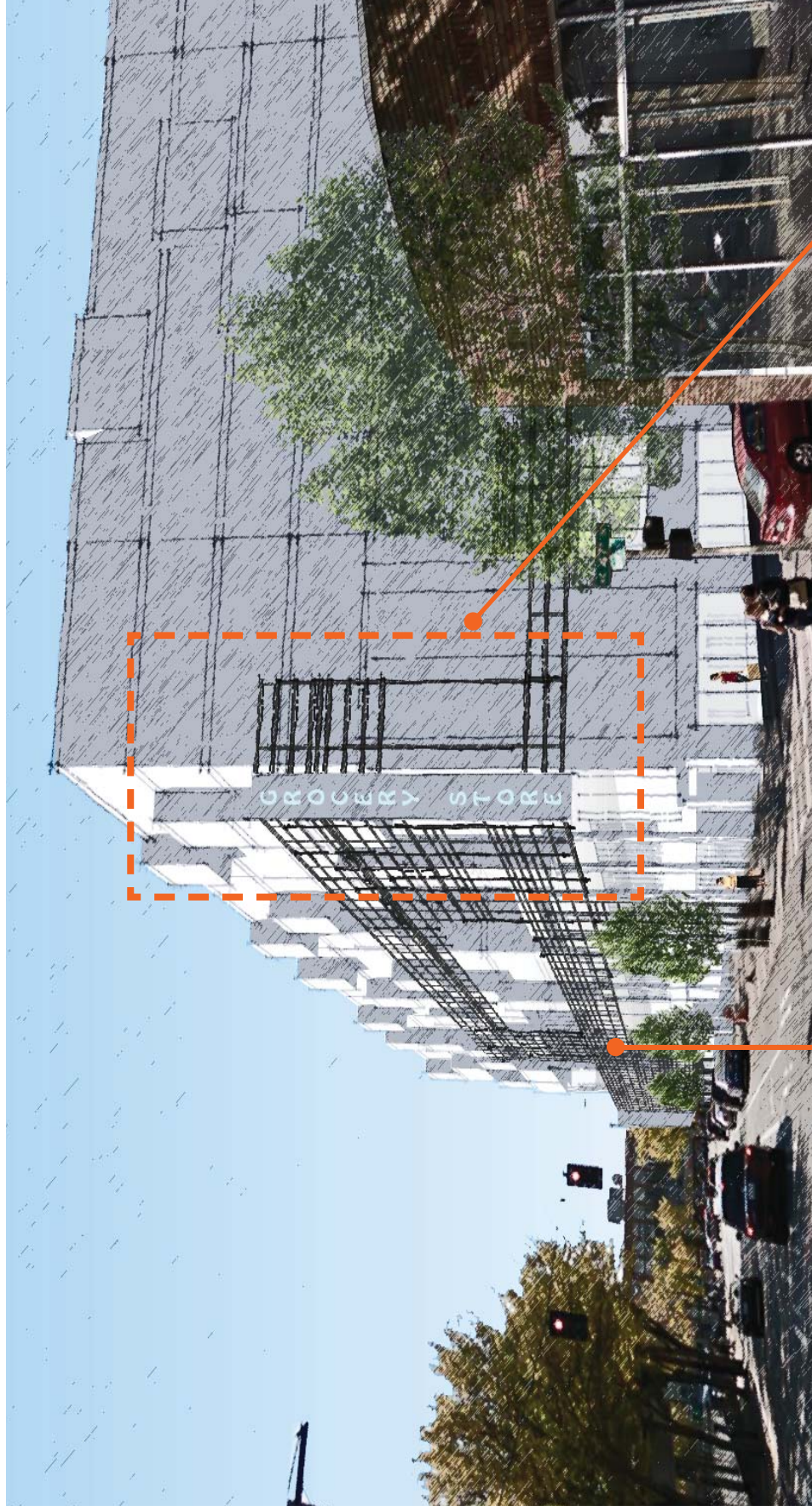
ARCHITECTURAL
SCREENING AT GARAGE

GARAGE ENTRANCE

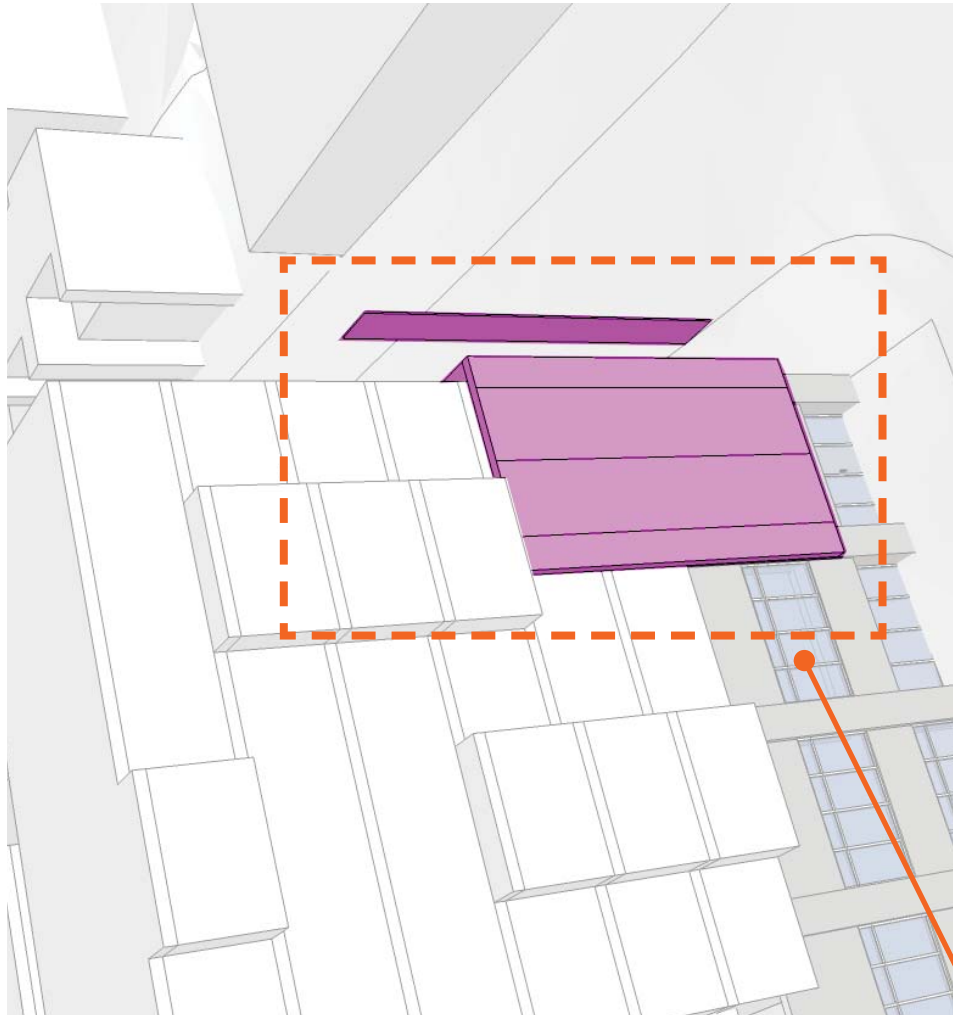
TOWNHOUSES

SETBACKS - NW CORNER

NE CORNER SIGNATURE SIGNAGE



ARCHITECTURAL SCREENING TO UNIFY GARAGE, EXISTING BUILDING AND PROPOSED BUILDING



ARCHITECTURAL ELEMENT

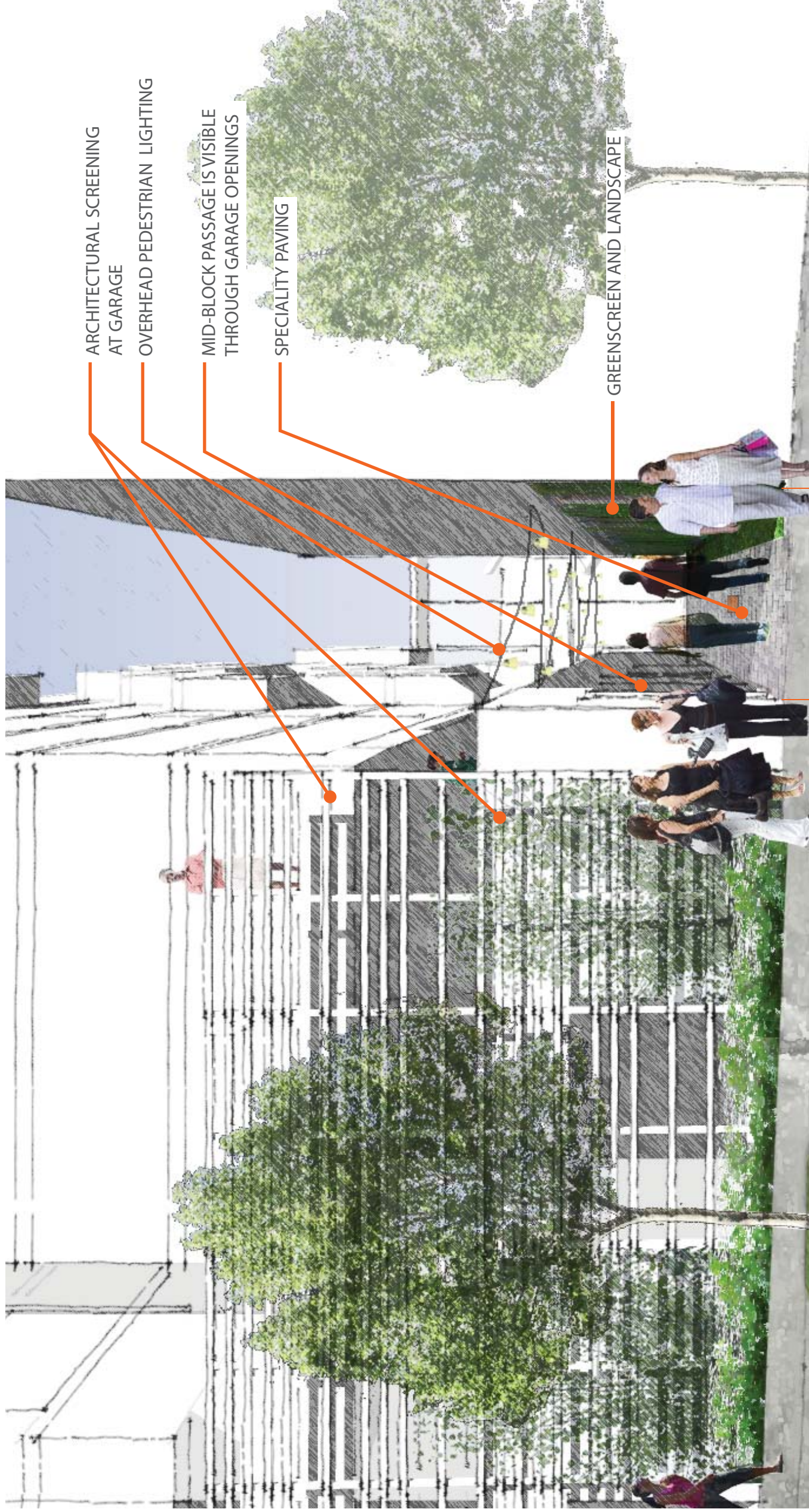
A NEW 18" DEEP, 3 - STORY CORNER BAY ADDITION WITH WINDOWS, A VERTICAL SIGN AND LIGHTING WILL EMPHASIZE THE BUILDING CORNER AND ANCHOR IT TO THE STREET INTERSECTION.

NE CORNER SIGNATURE SIGNAGE

IDEA IMAGE



MID-BLOCK CONNECTION



VIEW FROM 9TH AVE LOOKING EAST

ENHANCED MID-BLOCK CROSSING

GREENSCREEN AND LANDSCAPE

ARCHITECTURAL SCREENING AT GARAGE

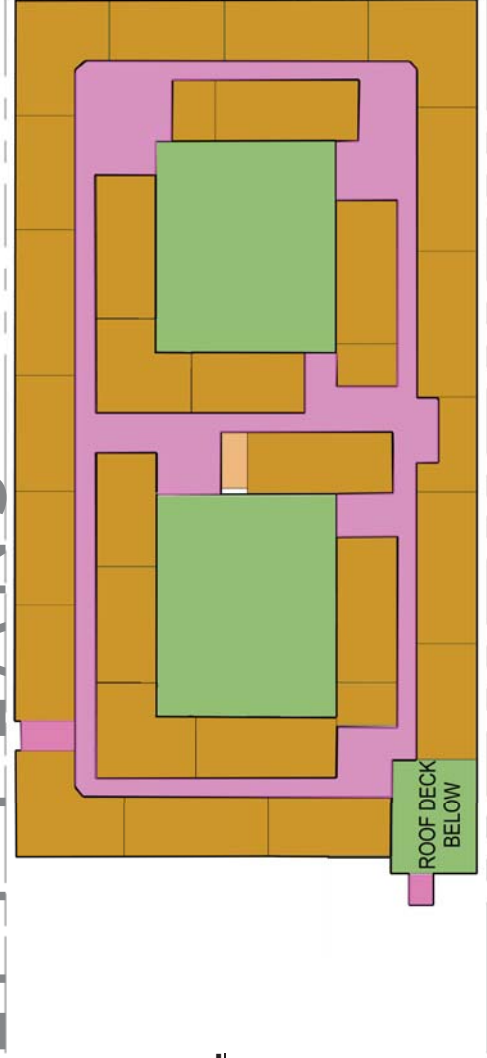
OVERHEAD PEDESTRIAN LIGHTING

MID-BLOCK PASSAGE IS VISIBLE THROUGH GARAGE OPENINGS

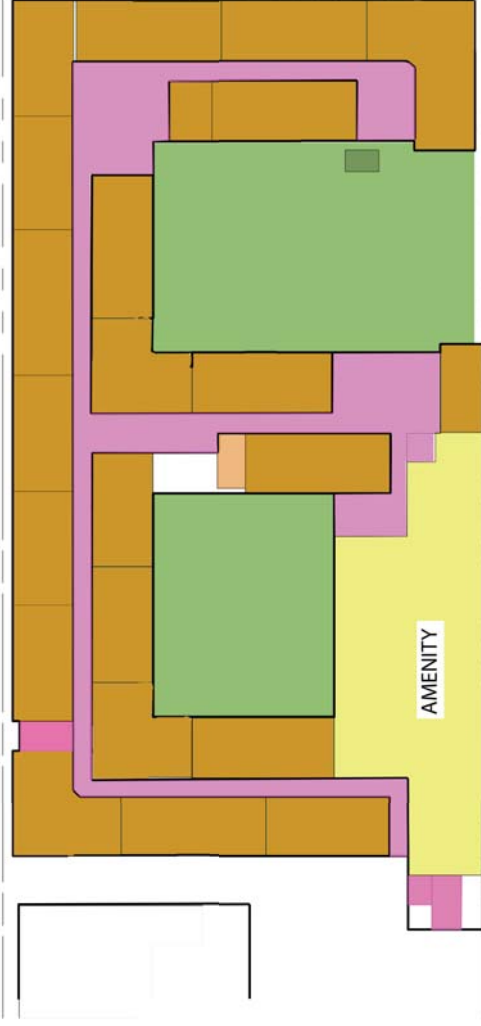
SPECIALITY PAVING

CONCEPT PLANS

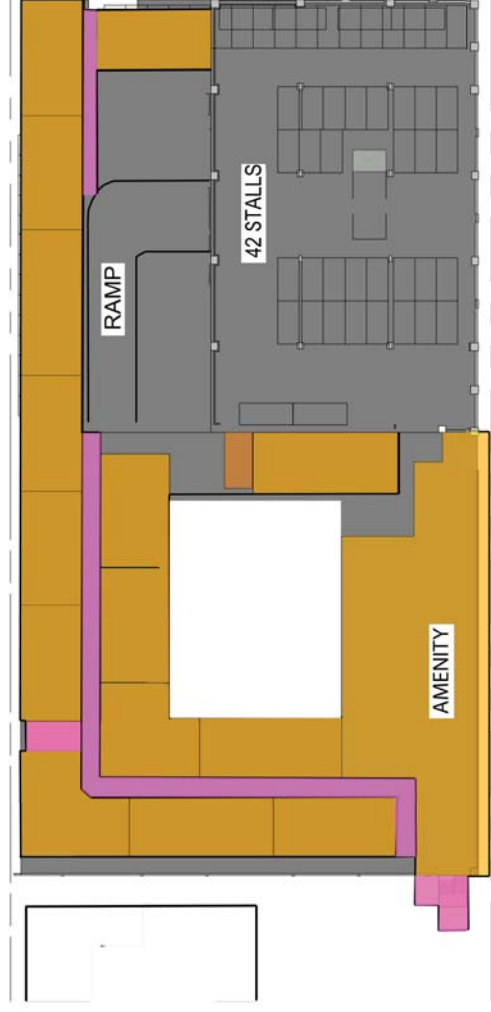
NEW LEVEL
5-8



NEW LEVEL
4



NEW LEVEL
3



LEGEND

- CIRCULATION
- COURTYARD
- RETAIL
- UNITS
- LOBBY

LEVEL P3



LEVEL 2/P2

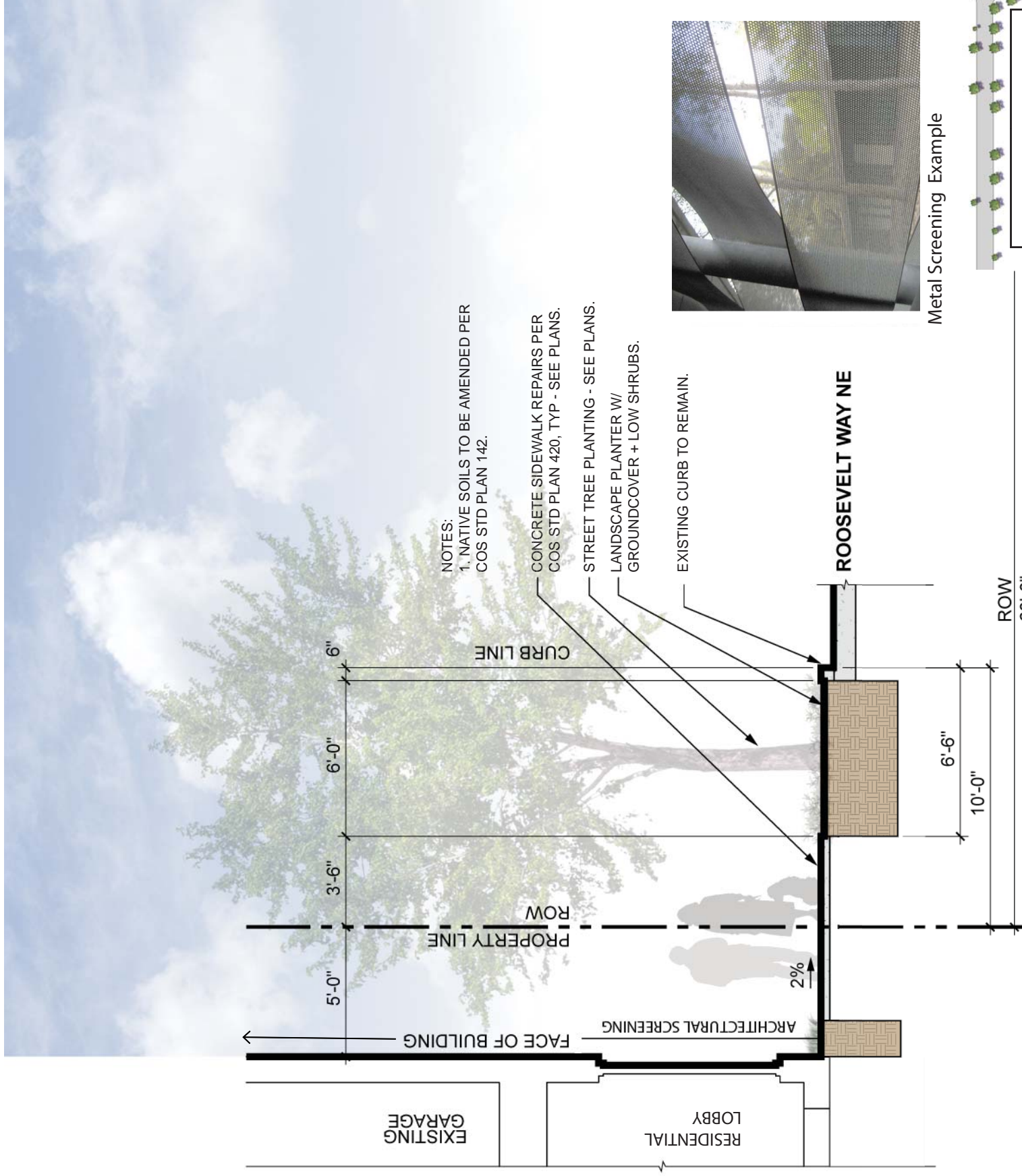


LEVEL 1

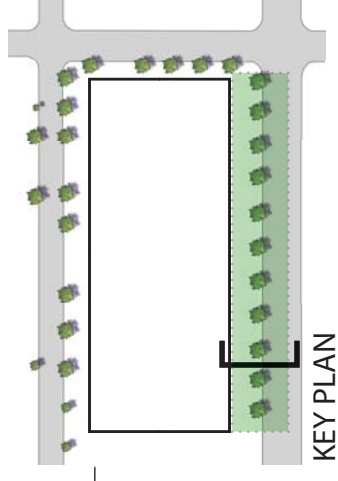


SCALE: 1/64"=1'-0"





Metal Screening Example

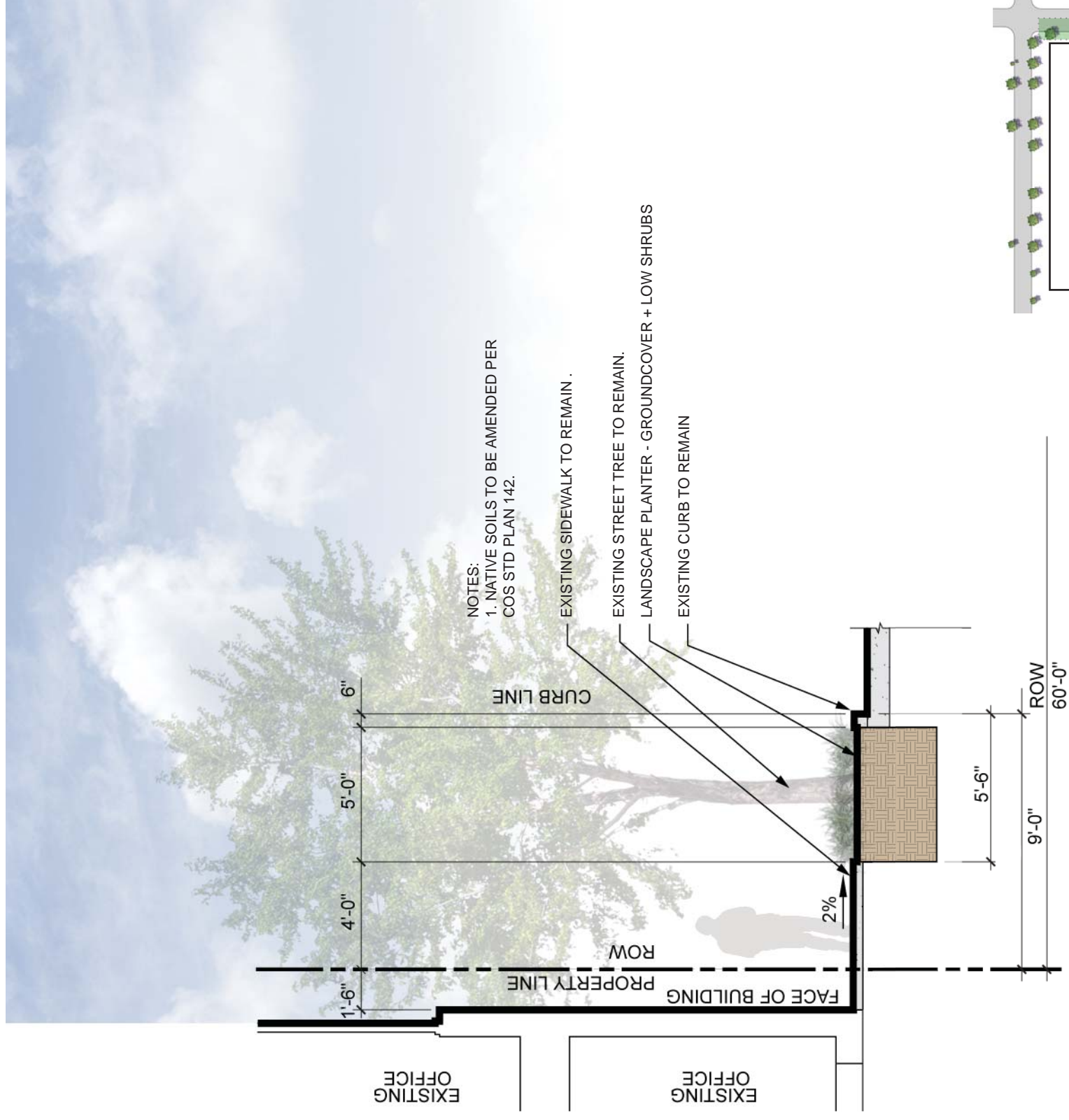


View looking South

Roosevelt Way NE Characteristics

The Roosevelt Way is a major southbound arterial with existing street trees (10) and standard 2'x2' cast-in-place concrete paving, that ranges in width from 6'-6" to 8'-6". Street tree planters are all approximately 6'-0" wide (meeting SDOT requirements) and vary in length. The proposed plan will preserve existing sidewalk widths, in an attempt to maximize the walk and preserve the fluid and heavy pedestrian foot traffic associated with Trader Joe's. Street trees will be replaced per recommendations of the city arborist. Small patches of cast in place concrete paving will be replaced per field conditions.

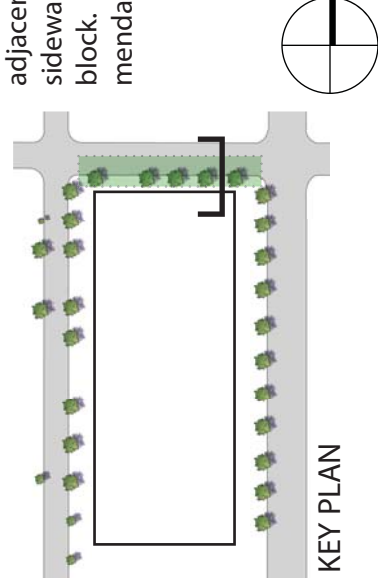
ROOSEVELT WAY NE street section



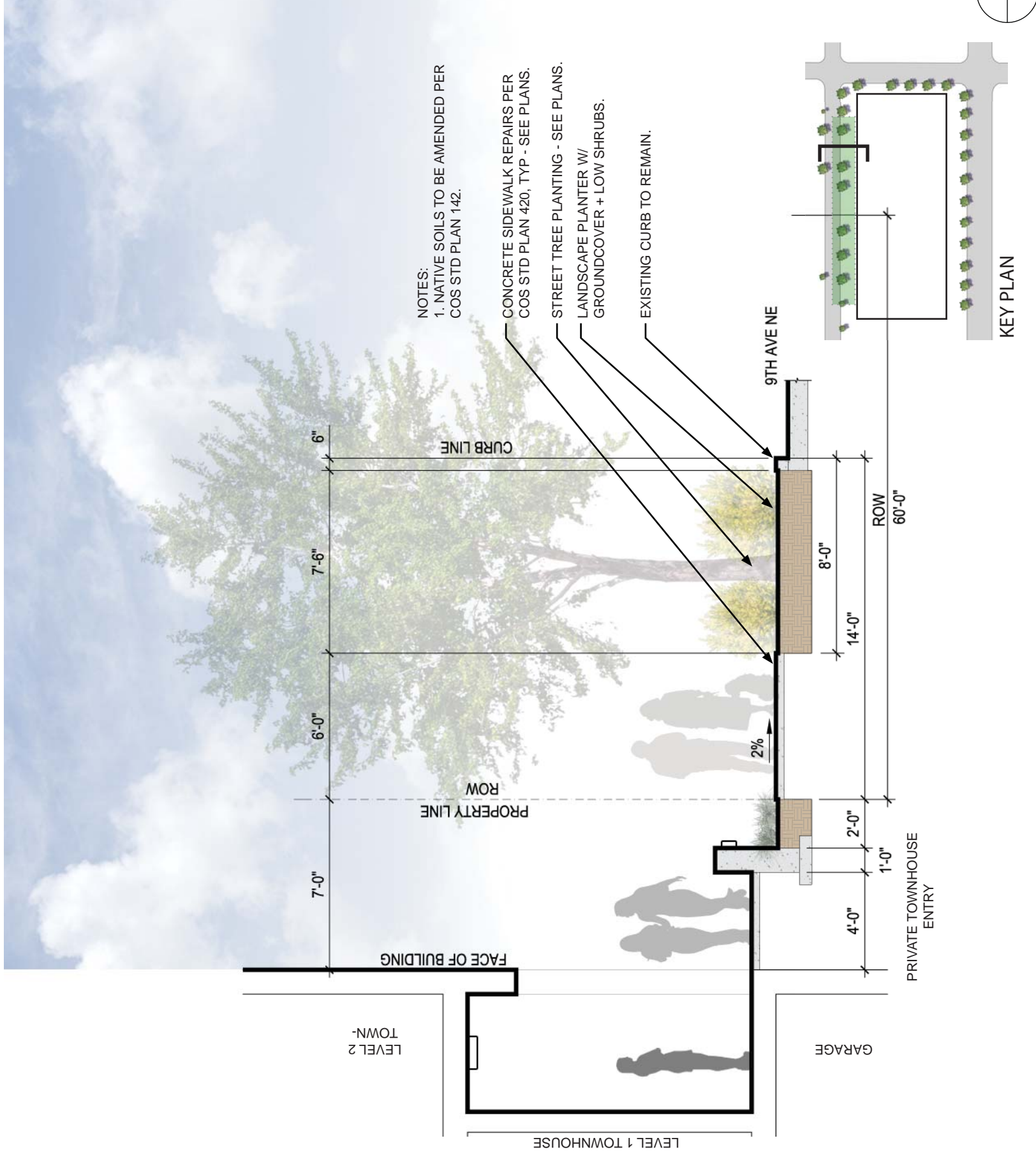
View looking West

NE 47TH Street Characteristics

NE 47th Street is a residential access street with parallel parking on both sides. This block acts as a transition between commercial and residential uses. The existing sidewalk ranges from 5'-5" (at the street tree planters) to 10'-0". With the existing structure to remain, sidewalk widths adjacent to the existing office use will not be compliant with SDOT standards. The existing sidewalk is in good condition and no concrete sidewalk improvements are planned for this block. Right of way improvements planned include soil amendments, per city arborist recommendations, and groundcover planting.



NE 47TH STREET street section



9th Ave Characteristics

9th Avenue NE is a residential access street with street trees in good condition. The use of vegetated green screening at the future garage will enhance views for both drivers and pedestrians. The existing cast in place sidewalk ranges from 5'-10" to 21'-0" and is in good condition. Small patches of concrete may be replaced, per field conditions.



9TH AVENUE NE street section

CODE DEPARTURES

23.47A.008 Street-Level Development Standards

Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.

Response: On the North elevation of the existing building has a shear wall in which we can not penetrate. The East elevation we are proposing to cut openings into the panels and install perforated metal panels.

The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

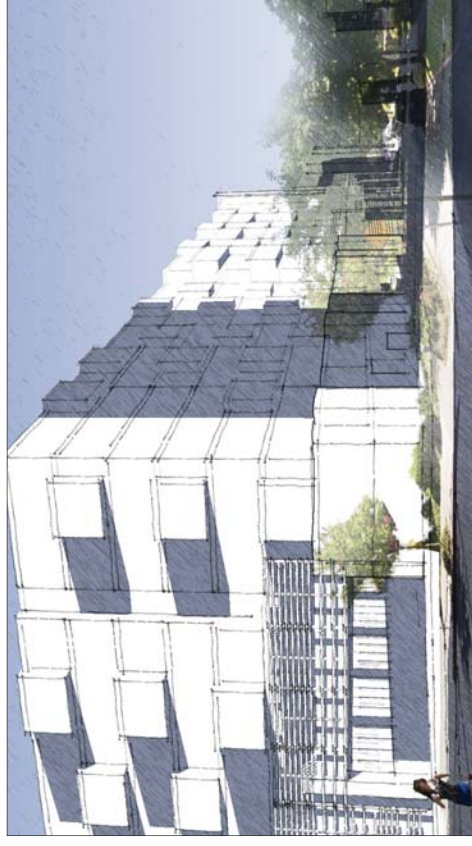
Response: On the North elevation of the existing building has a shear wall in which we can not penetrate. The East and partial West elevations we are proposing to cut openings into the panels and install perforated metal panels.

60% of nonresidential facade shall be transparent.

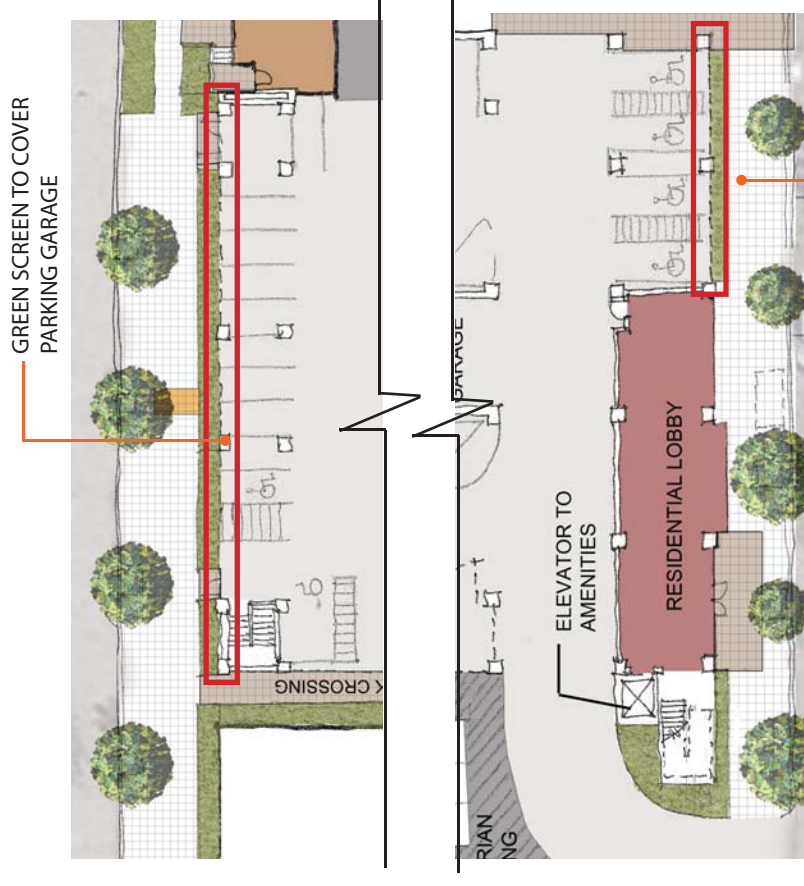
Response: No new openings will be created for the existing space.



VIEW ALONG NE 47TH ST



Townhouses ALONG 9TH AVE NE



VIEW ALONG ROOSEVELT WAY NE



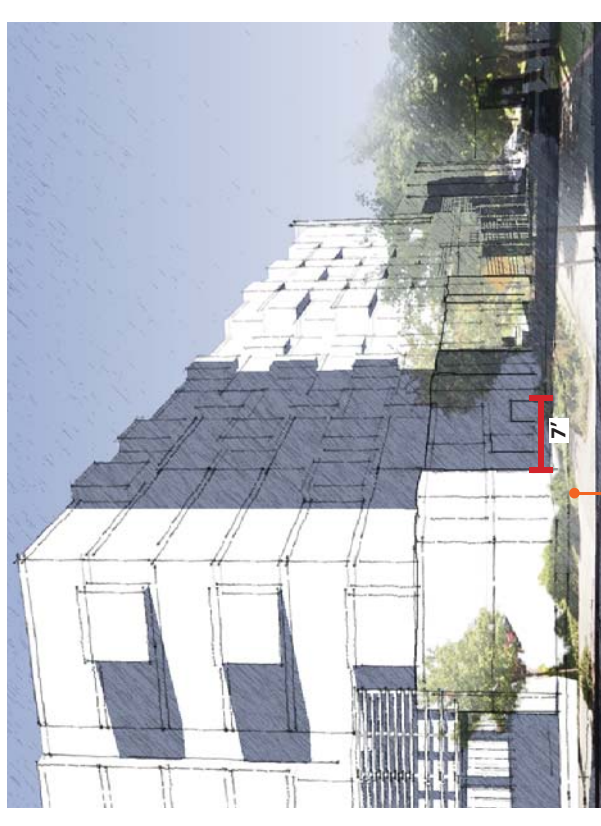
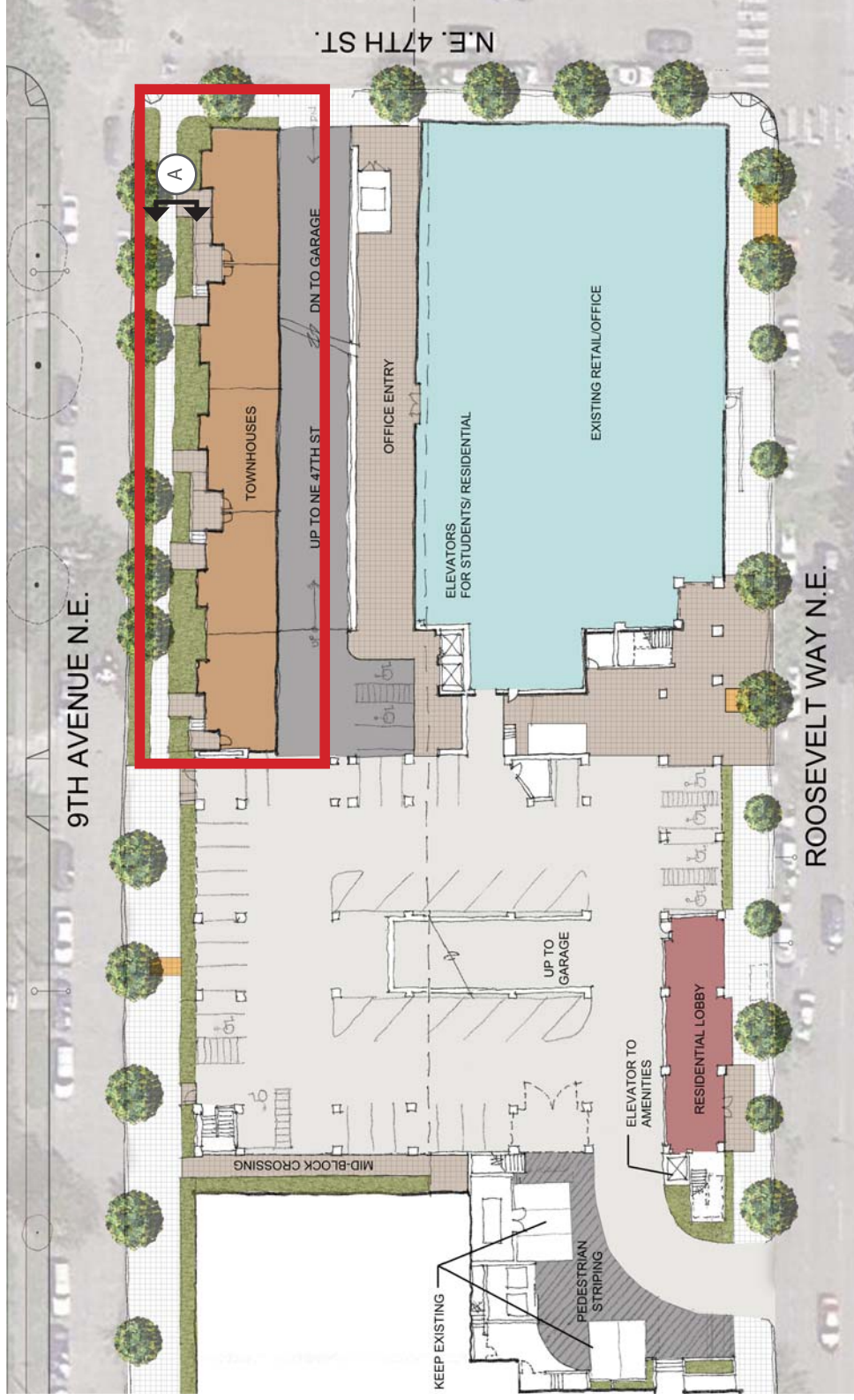
ARCHITECTURAL SCREEN TO COVER PARKING GARAGE

CODE DEPARTURES

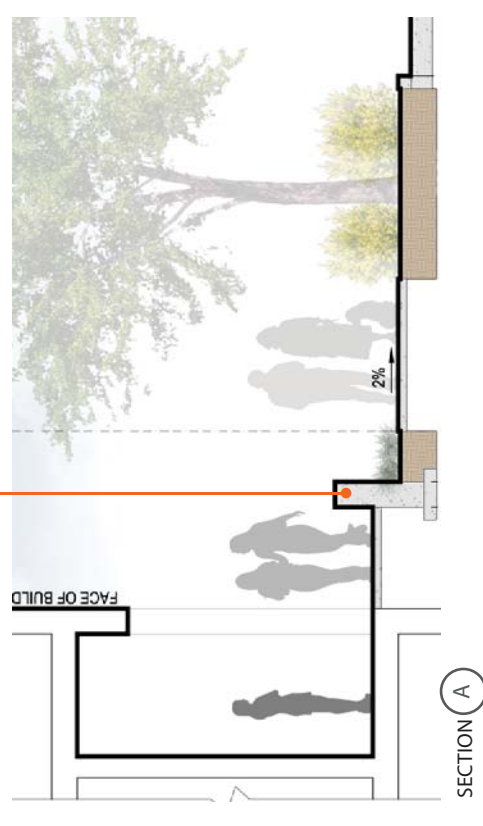
23.47A.008 Street-level Development Standards

Where Residential uses are located along a street-level-facing facade at least one of the facades containing a residential use shall have a visually prominent pedestrian entry and the floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

Response: To relate to the scale and the residential context along 9th Ave NE, the residential townhouses will be placed on sidewalk grade with a landscape buffer between the public sidewalk and the units.



ELEVATED Townhouses WITH PRIVACY WALL



CODE DEPARTURES

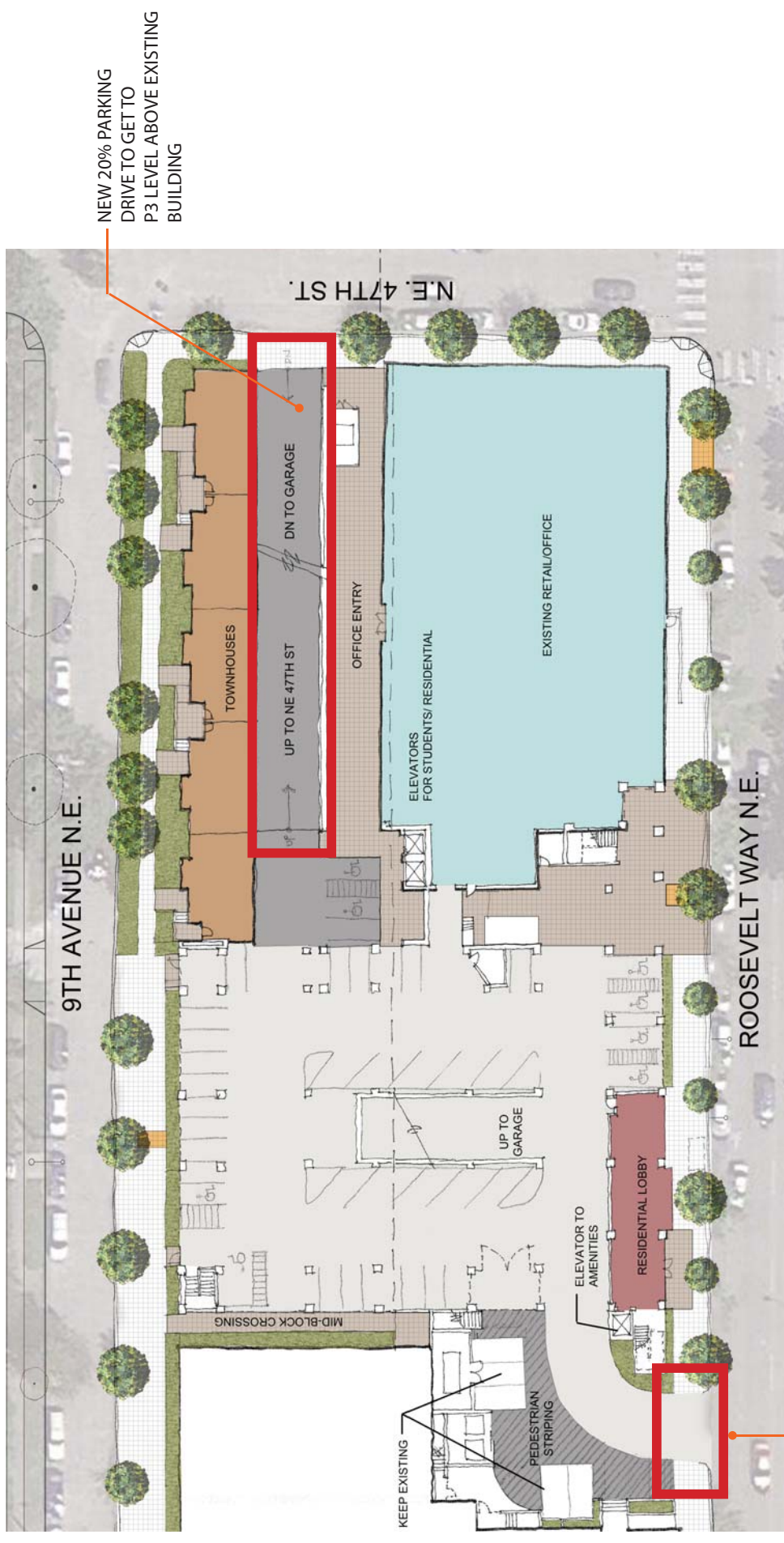
23.54.030 Parking Space Standards

Driveway slope for all uses shall not exceed a slope of 15 percent.

Response: Increasing the slope of the ramp off NE 47th Street to 20% will allow a straight run for vehicles to enter and exit the parking located on the existing roof structure above the office and Trader Joes. This minimizes the number of complicated vehicle turning movements required within the garage structure and improves safety and visibility.

For driveways that provide access to a solid waste management use the Director may allow both a maximum driveway width greater than the limits set in subsection 23.54.030.D.2.a and appropriate turning path radii, as determined necessary for truck maneuvering.

Response: Director to provide greater limit for driveway off of Roosevelt to allow for solid waste management.



CODE DEPARTURES

23.54.030 Continued

For two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk. The entrance and exit lanes shall be clearly identified.

Response: There are existing trees and light poles

The sight triangle shall also be kept clear of obstructions in the vertical spaces between 32 inches and 82 inches from the ground.

Response: There are existing site items.

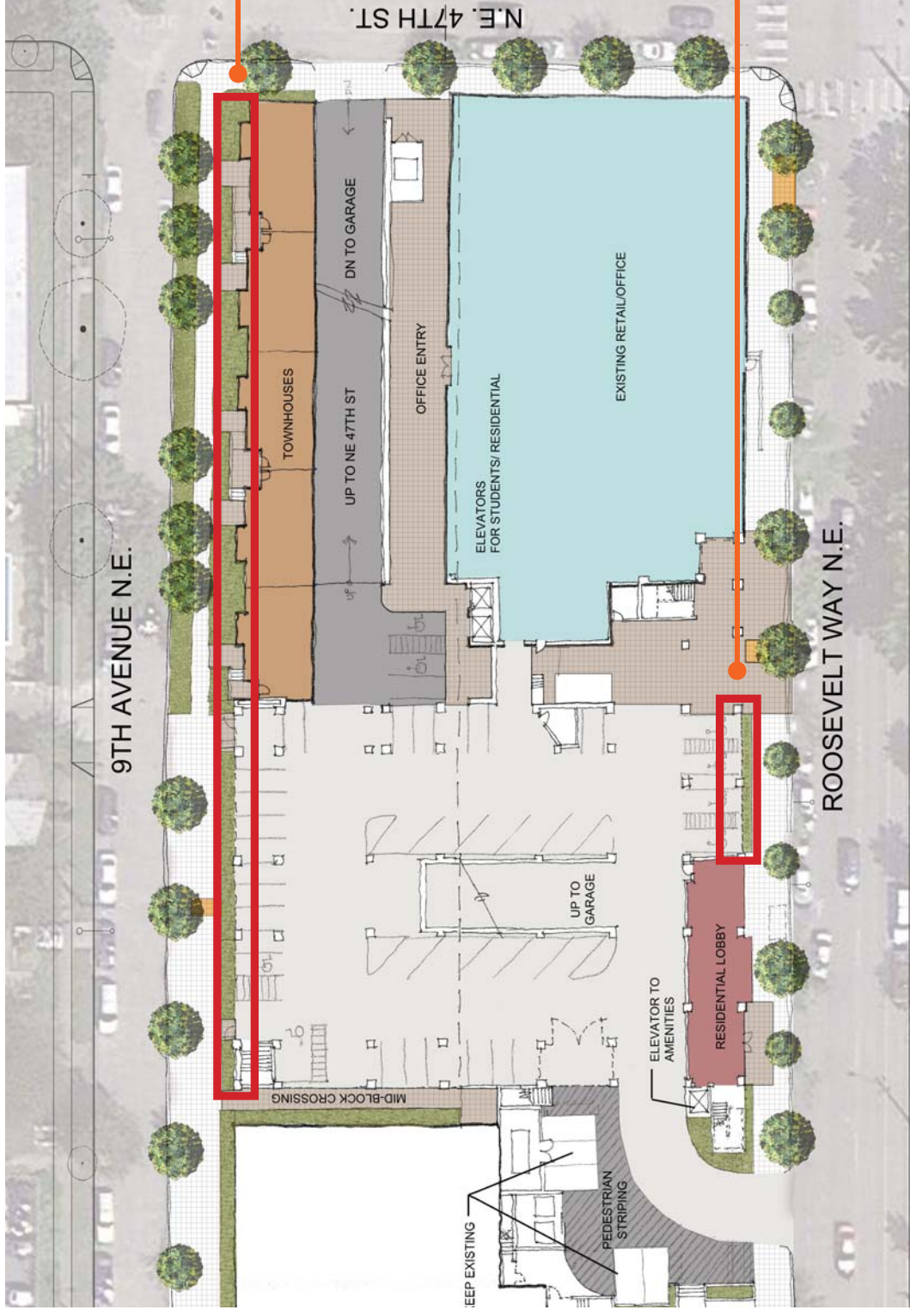


CODE DEPARTURES

23.47A.022 Light and Glare Standards

To prevent vehicle lights from affecting adjacent properties, driveways and parking areas for more than two (2) vehicles shall be screened from adjacent properties by a fence or wall between five (5) feet and six (6) feet in height, or solid evergreen hedge or landscaped berm at least five (5) feet in height. If the elevation of the lot line is different from the finished elevation of the driveways or parking surface, the difference in elevation may substitute for a portion of the required height of the screen so long as the screen itself is a minimum of three (3) feet in height. The Director may waive the requirement for the screening if it is not needed due to changes in topography, agreements to maintain an existing fence, or the nature and location of adjacent uses.

Response: We intend on reusing the existing driveway and parking areas and adding green screens and perforated metal panels along the East and West Elevations.



GREEN SCREEN
PARKING SCREENING



ARCHITECTURAL
PARKING SCREENING

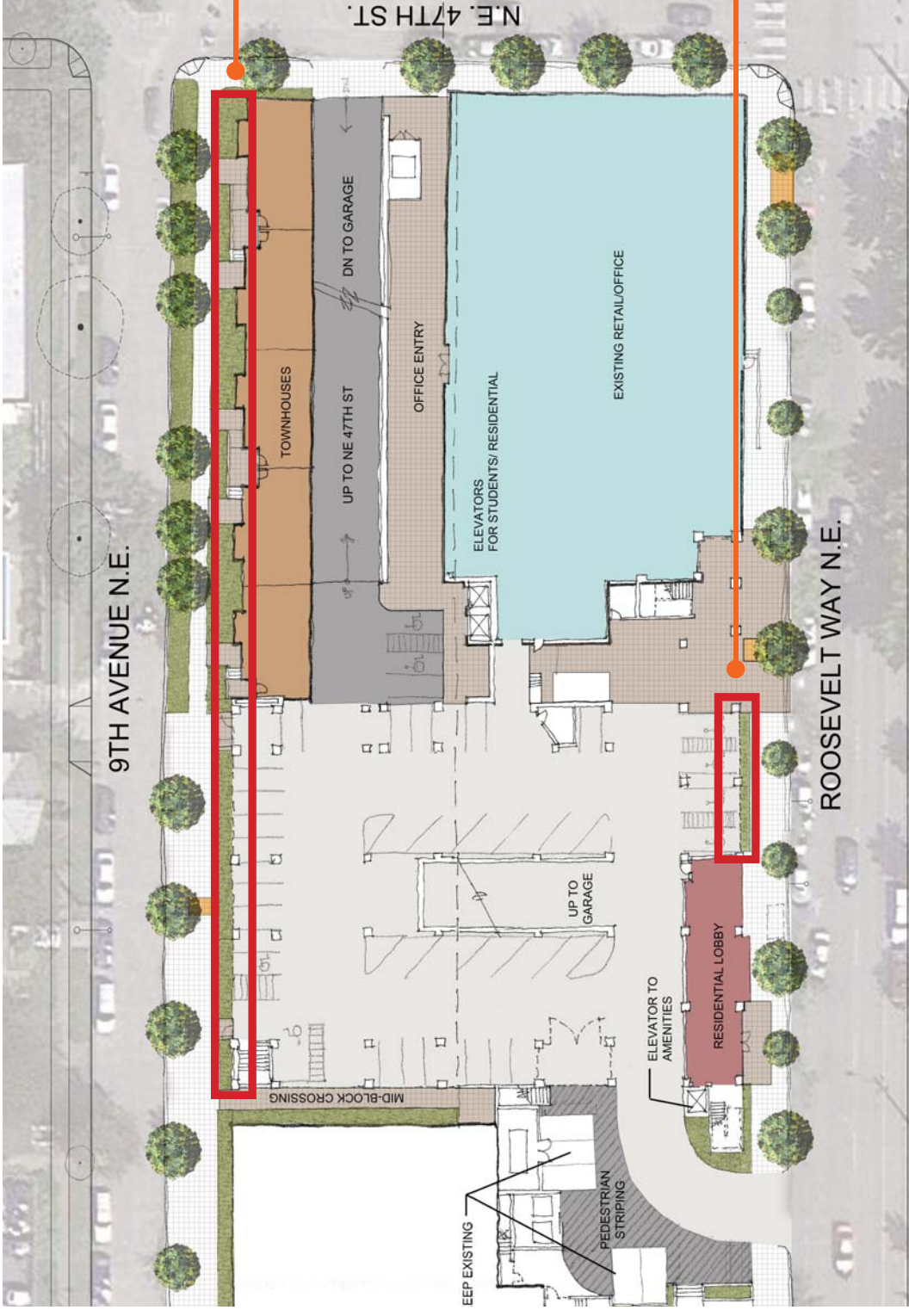
CODE DEPARTURES

23.47A.032 Parking Location and Access

Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.

23.47A.032.A.b. If access is not provided from an alley and the lot abuts only a principal pedestrian street or streets, access is permitted from the principal pedestrian street, and limited to one two-way curb cut.

Response: We placed townhomes along west elevation on 9th Avenue and placed the residential lobby along the east elevation on Roosevelt. The parking has been mitigated from the streets and will be screened by architectural and green screening.

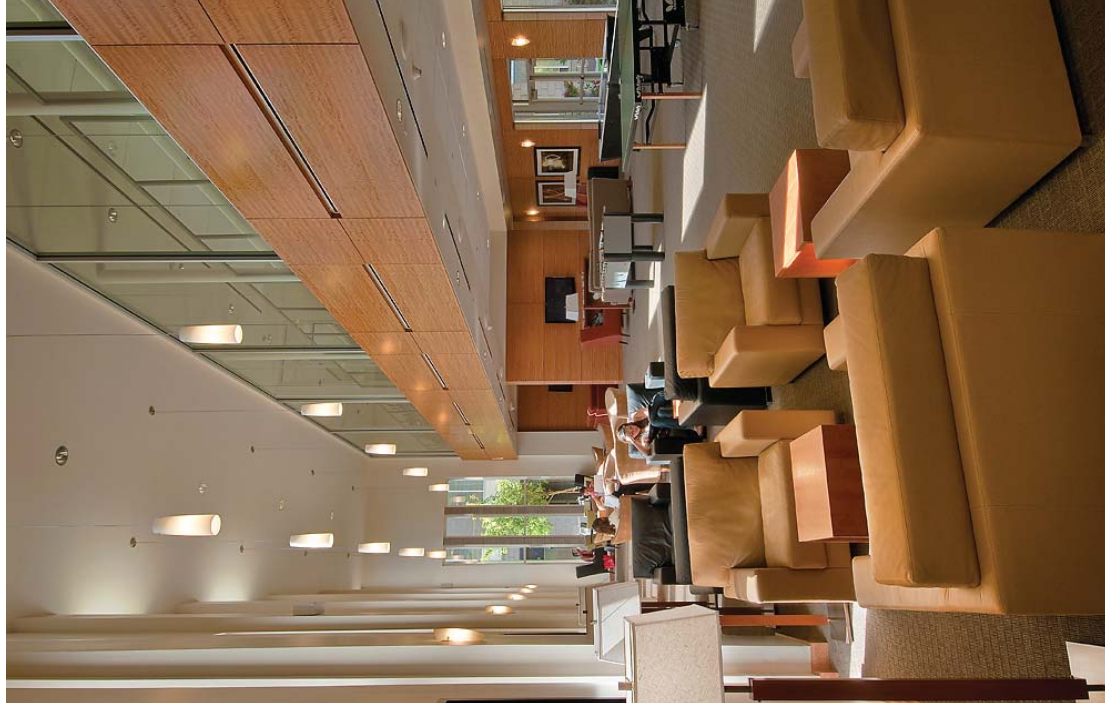
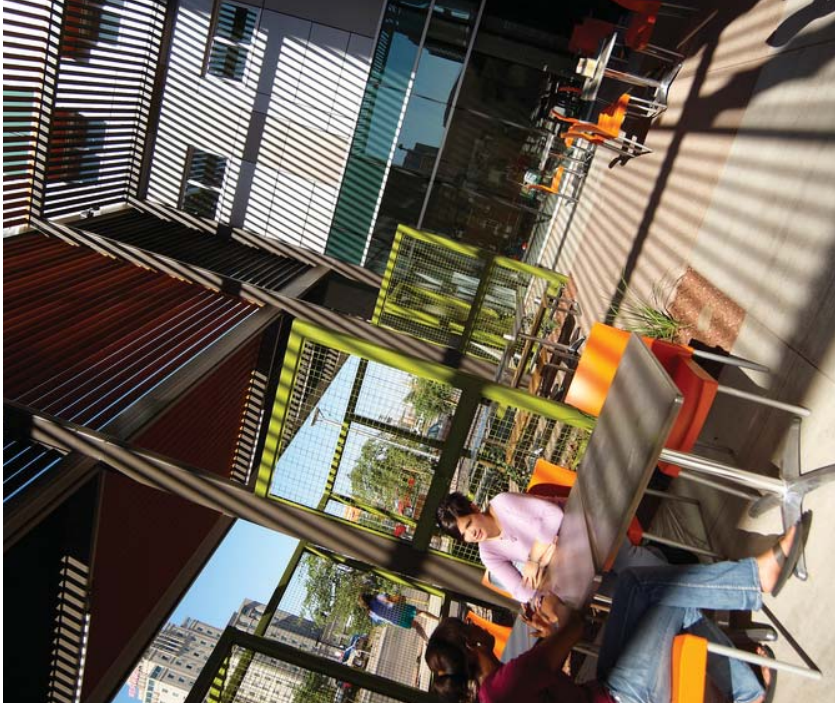


GREEN SCREEN
PARKING SCREENING



ARCHITECTURAL
PARKING SCREENING

TEAM PROJECT EXAMPLES: ACC



TEAM PROJECT EXAMPLES: GGLO

