





Introduction

Development Objectives

Major Phase Development	3
University Village Development History	4
University Village Character	5
Location	6
Development Objectives	7
Development Statistics	8

Site Analysis

Site Context	9
Street Elevations	10
Street Elevations	11
Site Survey	12
Tree Survey	13

Urban Design Analysis

Transportation Analysis	14
Bicycle Access	15

Zoning Data

Vicinity Map & Zoning Diagram	16
Zoning Data	17
Zoning Data	18

Suggested Design Guidelines

Context & Site	19
Public Life	20
Design Concept	21

Architectural Massing Concepts

Building 1 | West Garage

Site Photos	22
Option 1	
Aerial	23
Floor Plan	24
Elevations	25
Perspectives	26
Section through 25th Ave NE	27

Option 2

Aerial	28
Floor Plan	29
Elevations	30
Perspectives	31
Section through 25th Ave NE	32

Option 3 | Preferred

Aerial	33
Wayfinding Plan	34
Landscaping Plan	35
Pedestrian Experience	36
Landscaping Design Features	37
Elevations	38
Perspectives	39
Section through 25th Ave NE	40

Shadows	41
Departure	42
Sidewalk Crossing	43
Massing Diagram	44
Summary	45

Building 2 | West Plaza

Site Photos	46
Option 1	
Aerial	47
Floor Plan	48
Elevations	49
Perspectives	50

Option 2

Aerial	51
Floor Plan	52
Elevations	53
Perspectives	54

Option 3 | Preferred

Aerial	55
Floor Plan	56
Elevations	57
Perspectives	58

Building 3 | Courtyard

Site Photos	59
Option 1	
Aerial	60
Floor Plan	61
Elevations	62
Perspectives	63

Option 2

Aerial	64
Floor Plan	65
Elevations	66
Perspectives	67

Option 3 | Preferred

Aerial	68
Floor Plan	69
Elevations	70
Perspectives	71

Building 4 | Village Center

Site Photos	72
Option 1	
Aerial	73
Floor Plan	74
Elevations	75
Perspectives	76

Option 2

Aerial	77
Floor Plan	78
Elevations	79
Perspectives	80

Option 3 | Preferred

Aerial	81
Floor Plan	82
Elevations	83
Perspectives	84





23.84A.025:

Definition: “Major Phased Development”

“Major Phased Development” means a nonresidential, multiple building project that, by the nature of its size or function, is complex enough to require construction phasing over an extended period of time, excluding Major Institutions.

23.47A.007:

Major Phased Development:

A) An applicant may seek approval of a Major Phased Development for projects that meet all of the following thresholds:

- 1) Minimum 5 acre site
- The University Village property is a 23.5461 acre lot.
- 2) The proposed project is a single, functionally interrelated campus containing more than one building, with a minimum total gross floor area of 200,000 square feet
- The University Village property is a single, contiguous lot comprised of approximately 750,000 square feet of parking for 2,470 vehicles, and 500,000 square feet of retail and office within 16 buildings. This proposal will add 350,000 square feet of structured parking, and 100,000 square feet of new retail and office uses within four new buildings.
- 3) The first phase of development consists of at least 100,000 square feet of gross floor area
- The first phase of the proposed development will be the West Garage parking structure, which will contain approximately 350,000 square feet of structured parking and approximately 35,000 square feet of new retail and office use.
- 4) The project is consistent with the general character of development anticipated by Land Use Code regulations.
- The proposed project is consistent with the current and anticipated Land Use Code regulations for the site.

Existing Site Plan:



Proposed Site Plan:



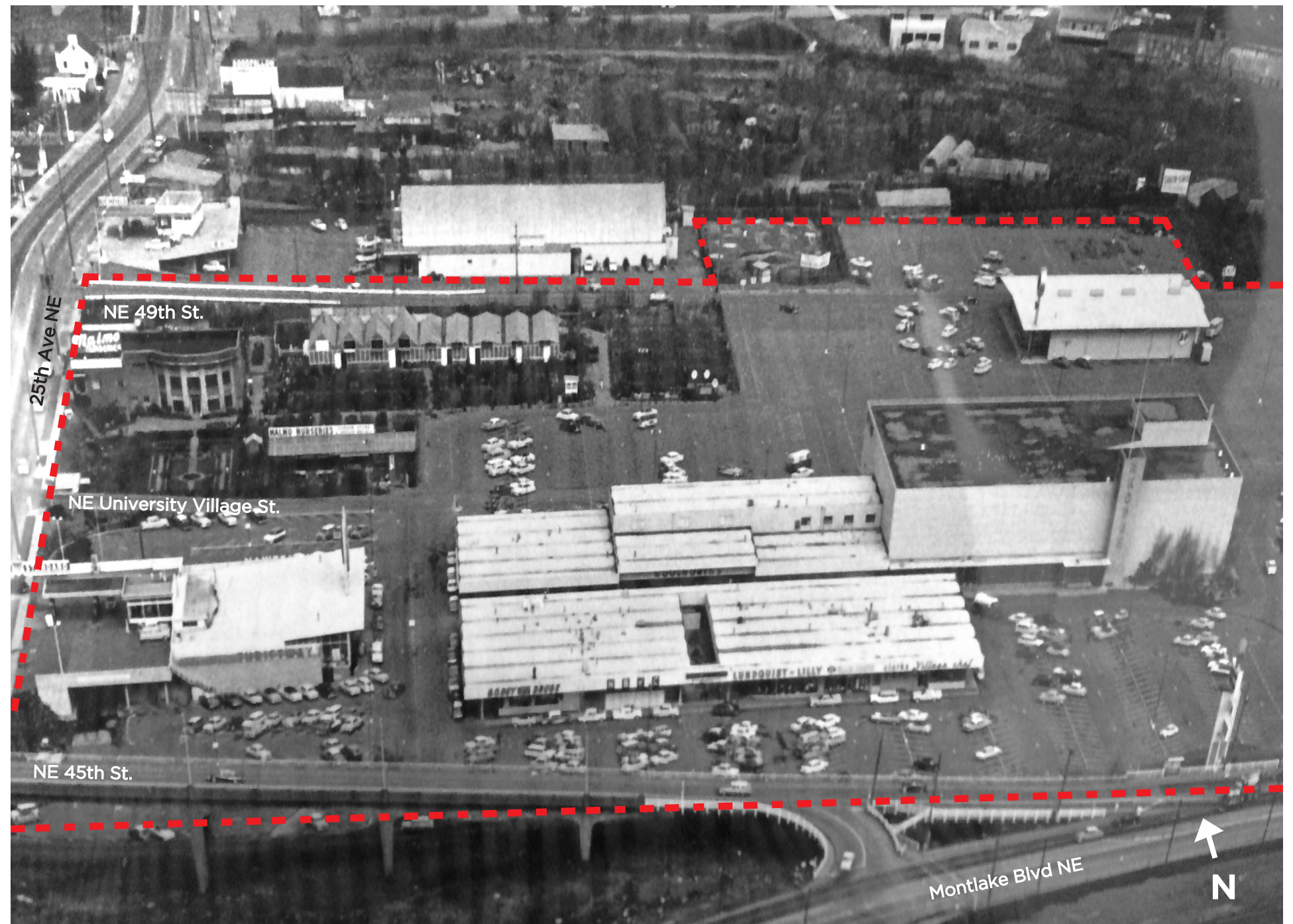


### Development History:

Originally built in the 50's, by the 60's University Village was a traditional outdoor shopping center, retail buildings surrounded by parking fields. As the center became successful the North Garage was built in 2003 followed by the South Garage in 2014. The garages allowed surface parking lots to be replaced with walk streets, new retail buildings, and pocket parks.



Today



Circa 1960





## Between the Buildings:

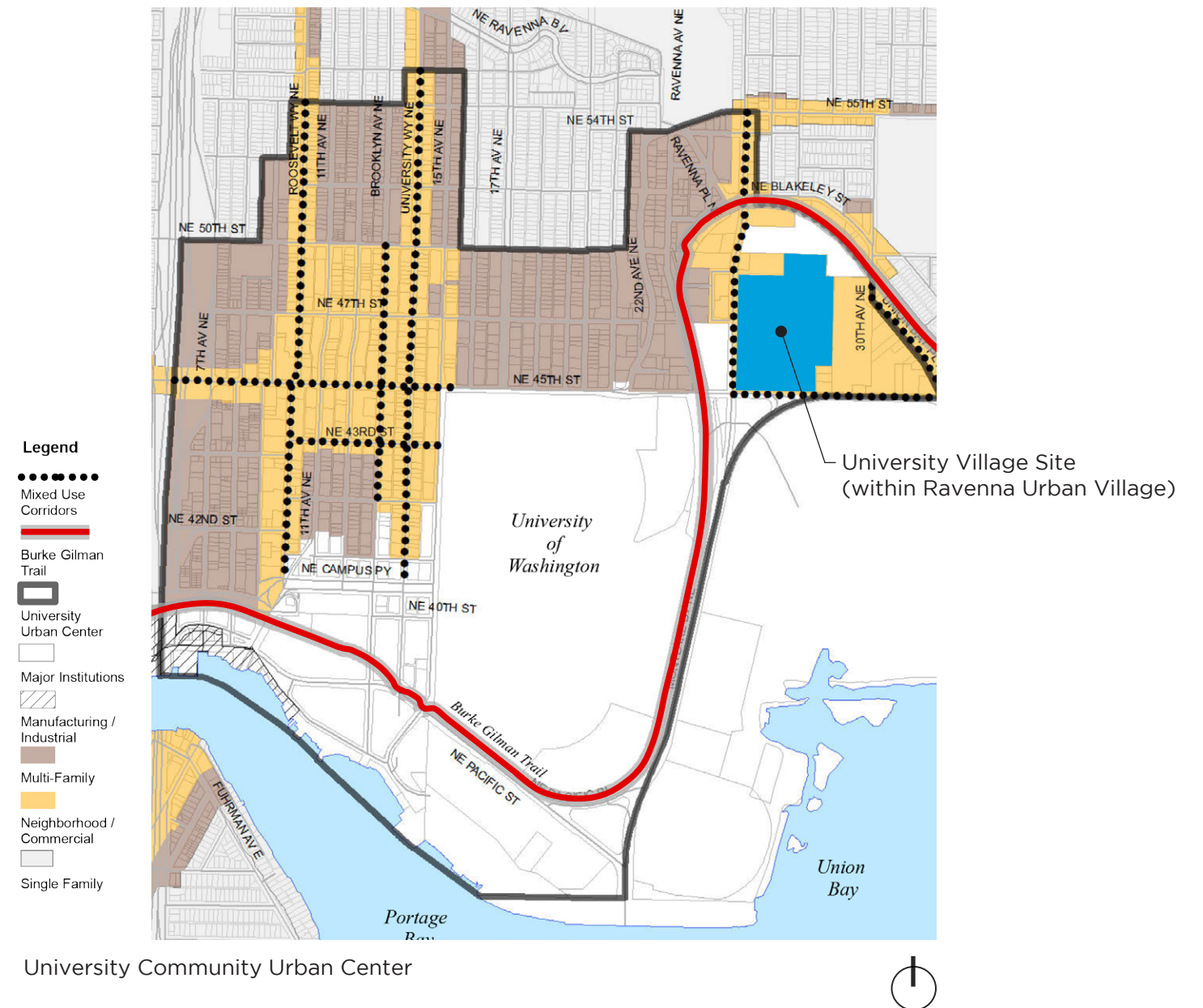
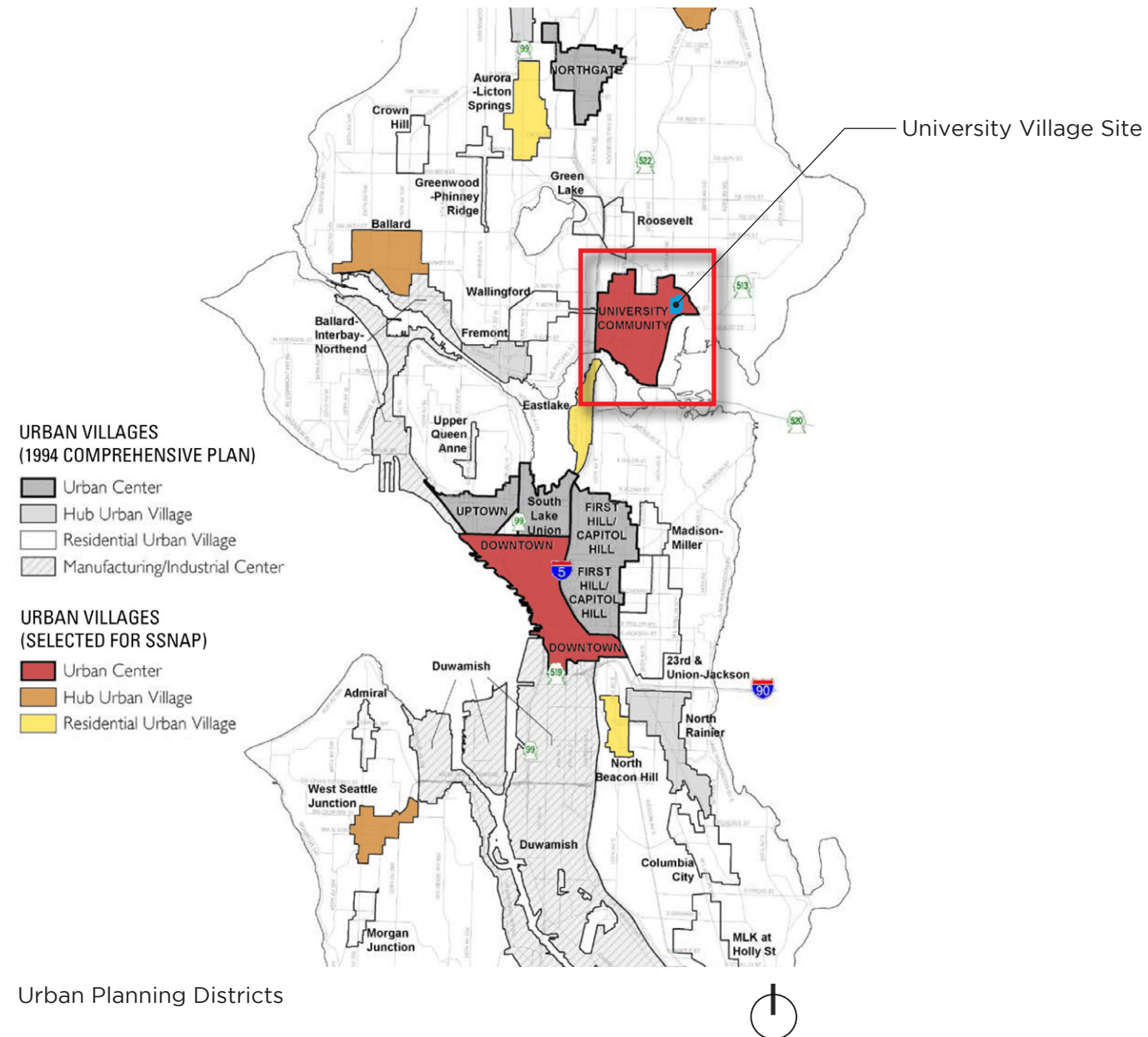
University Village has become known for its pedestrian walkways, tasteful landscaping, interactive sculpture features, and a great collection of local and national retail shops and eateries creating the wonderful pedestrian experience that exists today.





## Site Location:

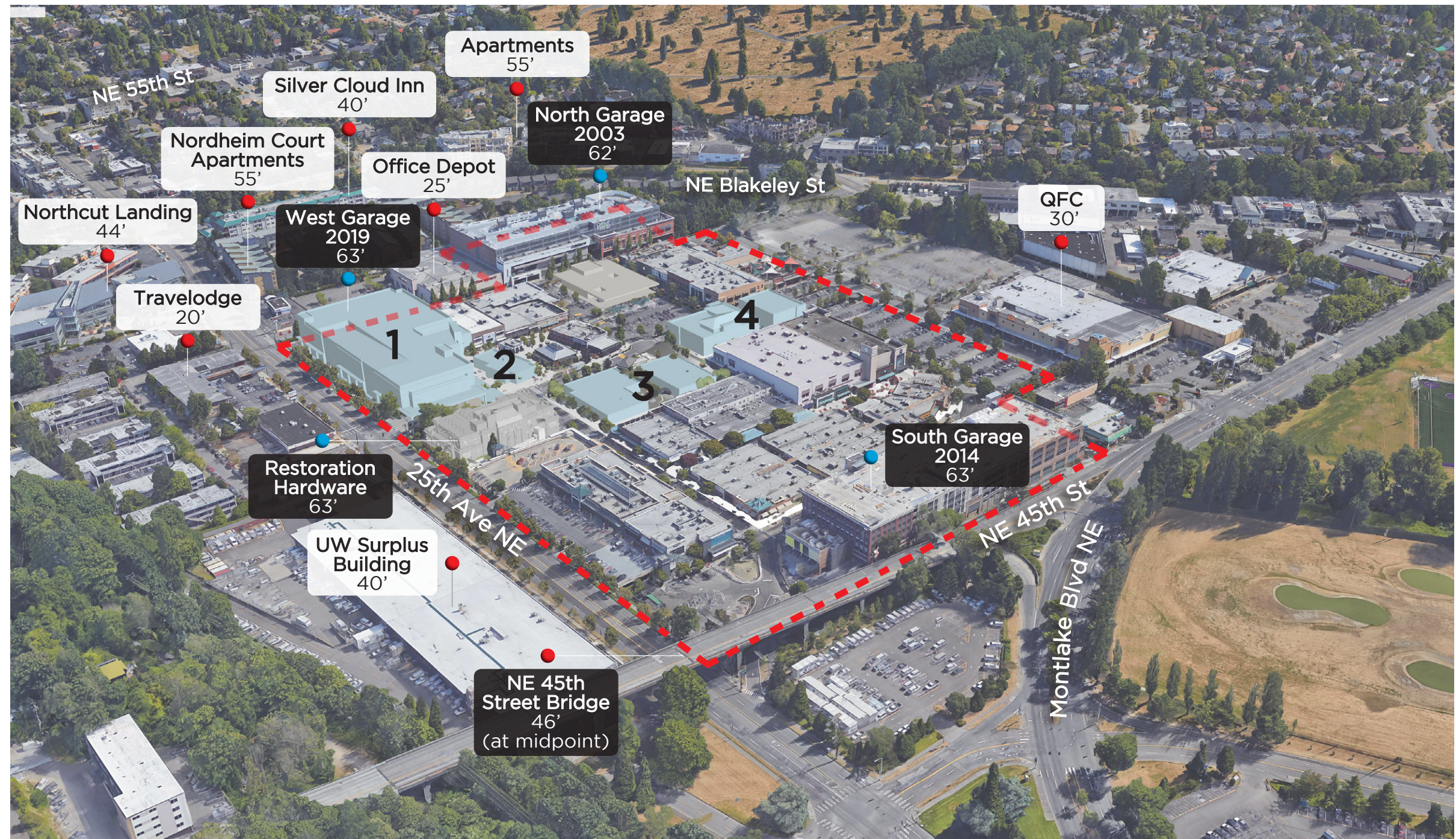
The Village is located within the University Community Urban Center overlay and has Mixed-Use corridors to the West and South of the property.





## Development Objectives:

- For the Village, the customer experience starts at the street; the overall planning strategy is to get automobiles off surrounding streets and quickly into perimeter parking structures so that pedestrians can enjoy the Village walk streets without navigating surface parking lots and internal traffic
- Building 1, West Garage is designed to be easily accessible by vehicles from 25th Avenue NE and NE 49th Streets and will connect pedestrians around and through the new garage from 25th to internal pathways. The proposed West Garage will be similar in height and mass to the existing North and South parking garages
- Buildings 2, 3, and 4 will be internal to the site and replace existing surface parking lots. The proposed buildings will link to existing pedestrian pathways, be one to three story shell buildings that will allow for future façade customization based on a retail stores brand; shell building enhancements could include custom storefronts, canopies and signage.



Bird's Eye View



Project Team:

Owner:

General Manager:

Dev. Director:

SDCI Project #:

Senior Planner:

Land Use Attorney:

Architect:

Landscape Architect:

University Village Limited Partnership

Susie Plummer

Tom Croonquist

3025629

Michael Dorcy

Jack McCullough

George Wickwire | Shugart Wasse Wickwire  
605 1st Ave, Suite 200  
Seattle, WA 98119

Kris Snider | Hewitt  
101 Stewart St, Suite 200  
Seattle, WA 98101

Development Statistics:

- Building 1 | West Garage:

A 7-story parking structure with 915 spaces and integrated retail and office uses. The total building size is approximately 385,000 SF.
- Building 2 | West Plaza:

A 2-story retail building fronting the main pedestrian entry to the West Garage, approx. 5,000 SF.
- Building 3 | Village Courtyard:

Two, 1-story buildings with a linking pedestrian pathway and an internal courtyard, approx. 20,000 SF
- Building 4 | Village Center:

2 and 3 story buildings with a linking pedestrian pathway, approx. 40,000 SF

Existing Site:

Address:

Site Area:

Existing:

4500 25th Ave NE

23.5461 Acres

Surface parking lots and small portion of retail building to be demolished and renovated

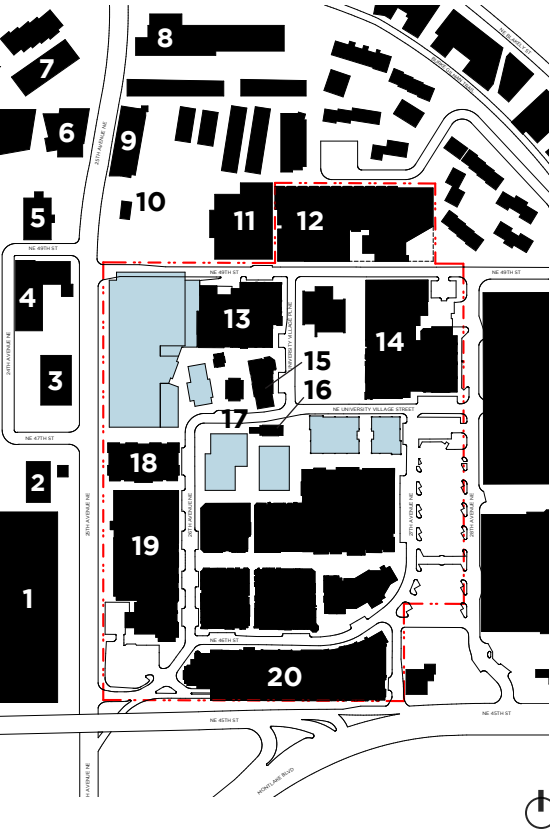
Project Program:

Building Name	Building Square Feet	Deleted Parking	Added Parking	Net Parking
Building 1   West Garage				
Option 1	490,000 parking SF (8 levels) + 37,000 new retail SF = 527,000	- 175	+ 1065	+ 890
Option 2	400,000 parking SF (7 levels) + 31,500 new retail SF = 431,500		+ 915	+ 740
Preferred   Option 3	350,000 parking SF (7 levels) + 35,000 new retail   office SF = 385,000		+ 915	+ 740
Building 2   West Plaza				
Option 1	10,300 retail SF (3 levels)	- 0	+ 0	0
Option 2	5,150 retail SF (2 levels)			
Preferred   Option 3	5,000 retail SF (2 levels)			
Building 3   Village Courtyard				
Option 1	79,500 retail SF (3 levels)	- 90	+ 0	- 90
Option 2	48,500 retail SF (2 levels)			
Preferred   Option 3	20,000 retail SF (1 level)			
Building 4   Village Center				
Option 1	60,000 retail SF (3 levels)	- 78	+ 0	- 78
Option 2	46,000 retail SF (3 levels)			
Preferred   Option 3	40,000 retail SF (2 levels + penthouse)			
Totals (All Preferred Options):	350,000 parking SF + 100,000 new retail   office SF = 450,000 SF	- 343	+ 915	+ 572



Surrounding Buildings:

The existing buildings adjacent to the proposed West Garage are located in C1-40 and C1-65 zones and vary in height, mass and architectural character. The surrounding buildings could be described as eclectic and include warehouse, big box retail, multi-family and office mixed-use building types.



1 | UW Surplus Building



2 | UW Maintenance Building



3 | Key Bank



4 | Travelodge



5 | Chase Bank



6 | Northcut Landing



7 | University Plaza



8 | Silver Cloud Inn



9 | Nordheim Court Apartments



10 | Jiffy Lube



11 | Office Depot



12 | UV - North Garage



13 | UV - Northwest Building



14 | UV - East Building



15 | UV - Northwest Building



16 | UV - Warby Parker



17 | UV - Ravenna Gardens



18 | UV - Restoration Hardware



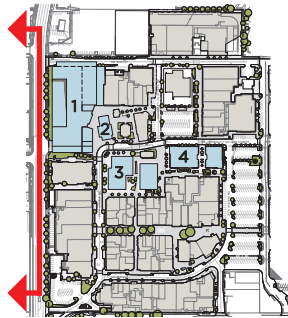
19 | UV - West Building



20 | UV - South Garage

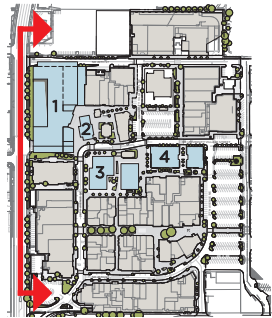


**A. West Side of 25th Avenue NE:**





B. East Side of 25th Avenue NE:



Burke Gilman Trail

Silver Cloud Inn

Nordheim Court Apartments

Nordheim Court Apartments

Jiffy Lube



Office Depot

NE 49th Street

West Garage Site

NE University Village Street



UV - Restoration Hardware

NE University Village Street

University Village Entrance



UV - West Building

UV - South Garage

NE 46th Street

NE 45th St. Viaduct



### Existing Structures:

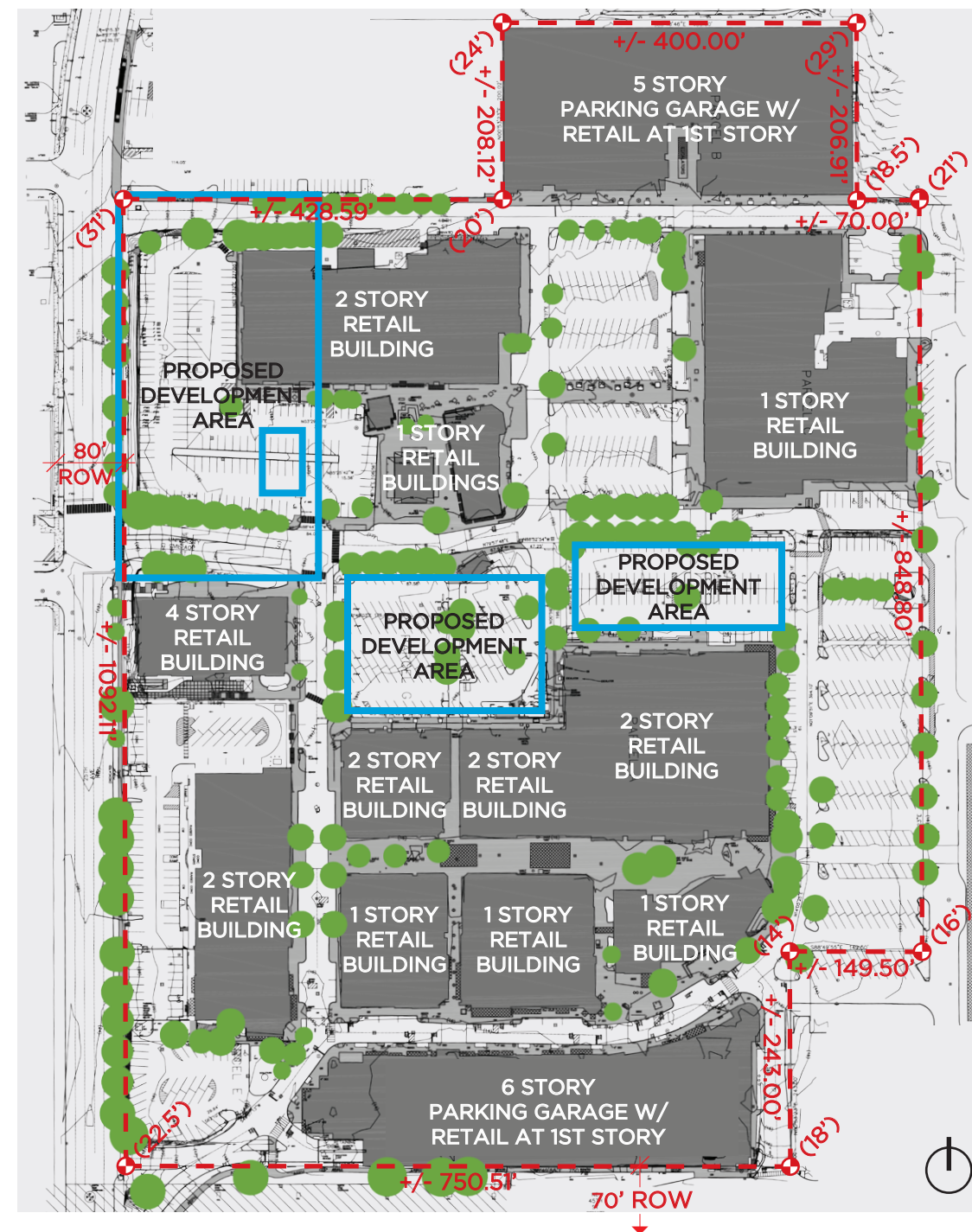
University Village is a collection of multi-story buildings comprised of retail, restaurant, office, and parking uses.

### Topography:

Along 25th Avenue NE there is approximately a 10' elevation change from the street down to the main property. The main portion of the center gently slopes from the high end along the north to the lower end along the south.

### Legal Description:

PARCEL A & G, LBA #3006312; TGW PARCEL B, C, D, H, SP #2005186; TGW UNIVERSITY VILLAGE RETAIL NORTHWEST, A CONDOMINIUM (VOL 212, PGS 97-101); TGW UNIVERSITY VILLAGE RETAIL SOUTHWEST, A CONDOMINIUM (VOL 213, PGS 1-5); {SEE FILE FOR DECLARATION OF RESTRICTIONS & ESMTS}; TGW LBA #3009700 KC#20090414900002(4/6/09); TGW PARCELS S-Z, LBA 3017503.



University Village Survey



Tree Survey:

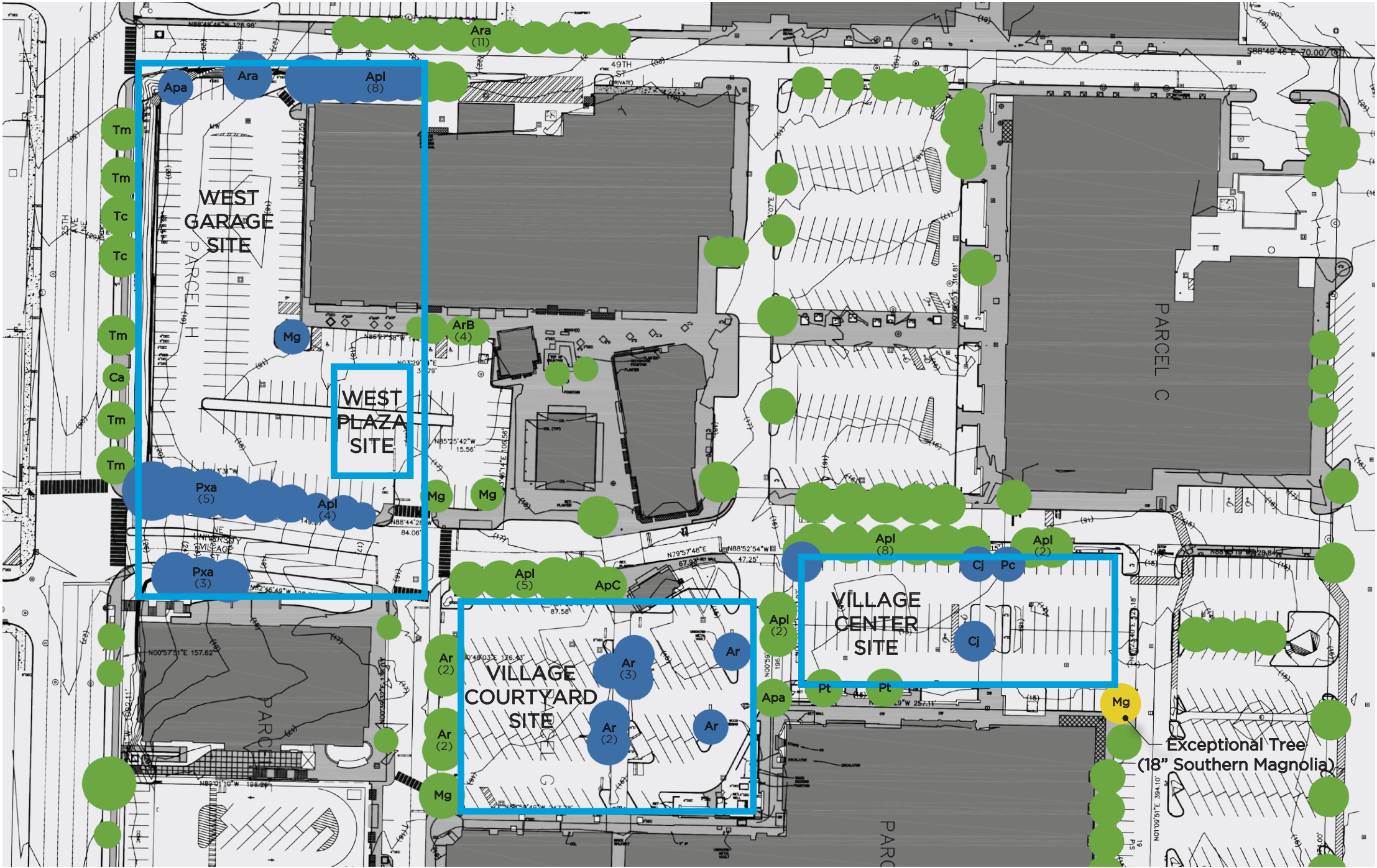
There are many different species of trees at University Village. For simplicity, this drawing shows trees greater than 6” in diameter.

Tree Legend:

<b>Apa</b>	Japanese Maple	Acer palmatum
<b>Apl</b>	Norway Maple	Acer plantanoides
<b>ApC</b>	Crimson King Norway Maple	“ “
<b>Ar</b>	Red Maple	Acer rubrum
<b>ArA</b>	Armstrong Red Maple	“ “
<b>ArB</b>	Bowhall Red Maple	“ “
<b>At</b>	Amur Maple	Acer tataricum
<b>Cc</b>	American Hornbeam	Carpinus caroliniana
<b>Cca</b>	Eastern Redbud	Cercis canadensis
<b>Cj</b>	Katsura Tree	Cercidiphyllum jamponicum
<b>Ck</b>	Kousa Dogwood	Cornus kousa
<b>Mg</b>	Southern Magnolia	Magnolia grandfloria
<b>Pxa</b>	London Plane Tree	Platanus x acerifolia
<b>Pc</b>	Purple Leaf Plum	Prunus cerasifera
<b>Pl</b>	Portuguese Laurel	Prunus lusitanica
<b>Pr</b>	Flowering Cherry	Prunus spp.
<b>Pt</b>	Quaken Aspen	Populus tremuloides
<b>Tc</b>	Littleleaf Linden	Tilia cordata
<b>Tm</b>	Mongolian Linden	Tilia mongolica

Tree Key:

- Trees (greater than 6” in diameter):
- Existing to remain
  - Existing to be removed
  - Exceptional



Tree Survey





## Transportation Analysis:

It is a high priority for the Village to ensure that existing pedestrian and bicycle pathways, vehicular roads and bus routes directly connect to the Village. We will also consider how the future light rail stations might one day provide additional public access options. The Village has met with SDOT, the Fire Department and Metro to review initial site planning ideas; as the project evolves we will continue to work with these departments to make sure that ease of pedestrian access are maintained and enhanced

### ● | Transit

University Village has frequent transit service and is in a Frequent Transit Overlay. It is directly served by King County Metro bus routes 31, 32, 65, 67, 75, 78, 372, 980, 982, and 986 along 25th Ave NE & NE 45th Ave. These bus routes provide direct service from areas such as the University of Washington, Capitol Hill, North Seattle, and Downtown Seattle.

### ● | Automobile

While University Village has easy access from bus, light rail, bicycle, and walking, it still sees a substantial amount of visits from cars.

### ● | Bicycle

The Burke-Gilman trail runs from north of Lake Washington down its west coast before winding around the north end of University Village. From there it continues south and west through the University of Washington and along the north coast of Lake Union through Fremont and Ballard. This extensive trail provides a scenic bicycle route to University Village from Ballard, Fremont, Wallingford, Northeast Seattle, North Seattle, and beyond.

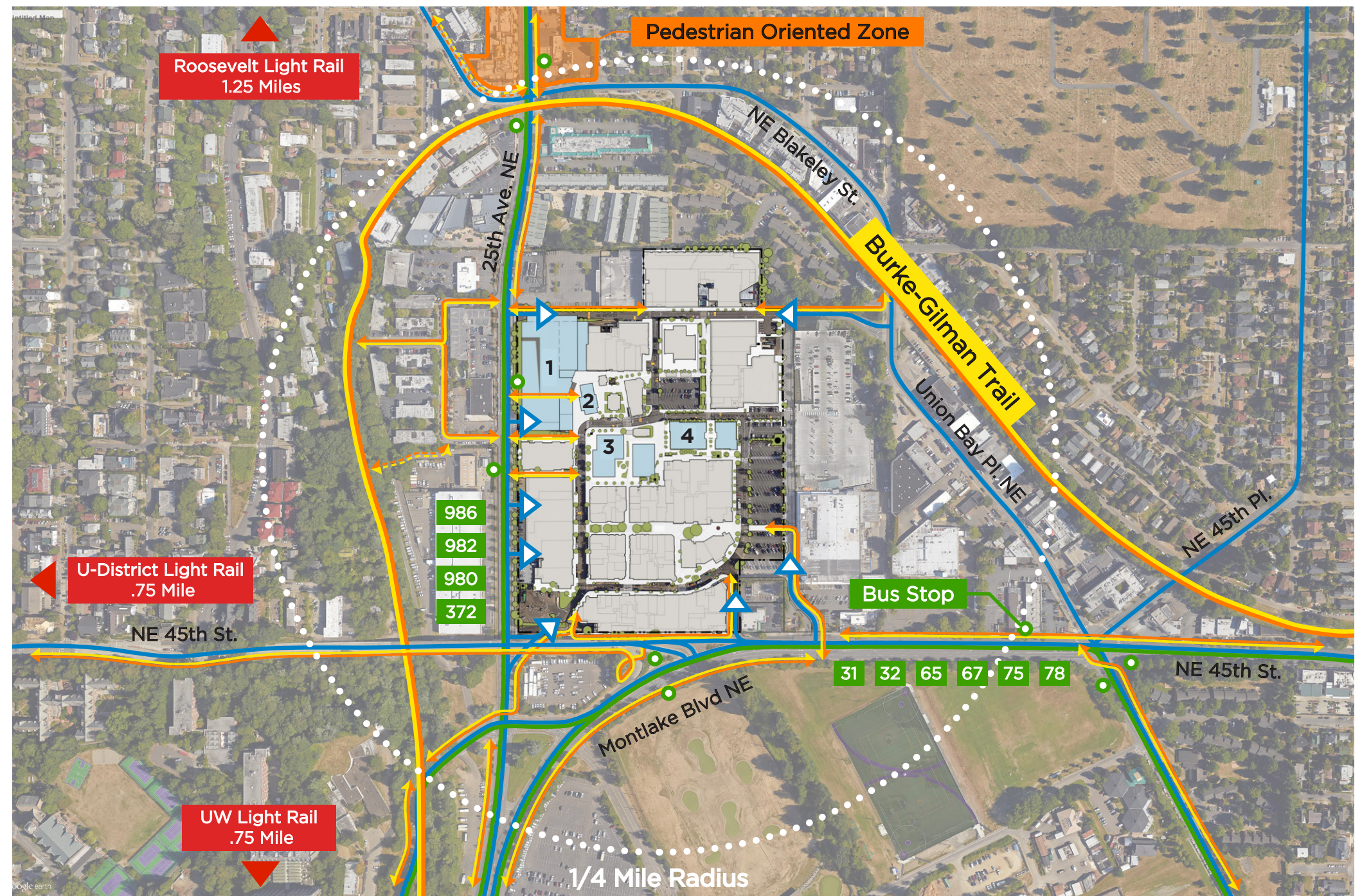
### ● | Pedestrians

The Burke-Gilman trail also provides pedestrian access to University Village from nearby areas, such as the University of Washington to the south, the University District to the west, and the Laurelhurst area to the east.

### ● | Light Rail

The closest operational light rail station is 0.75 miles south of University Village at the University of Washington Montlake Triangle. Future light rail stations include the Roosevelt Station 1.25 miles to the north and the U-District Station 0.75 miles to the west, both beginning operation in 2021.

Note: SDOT Streetscape Concept Plan not present in area

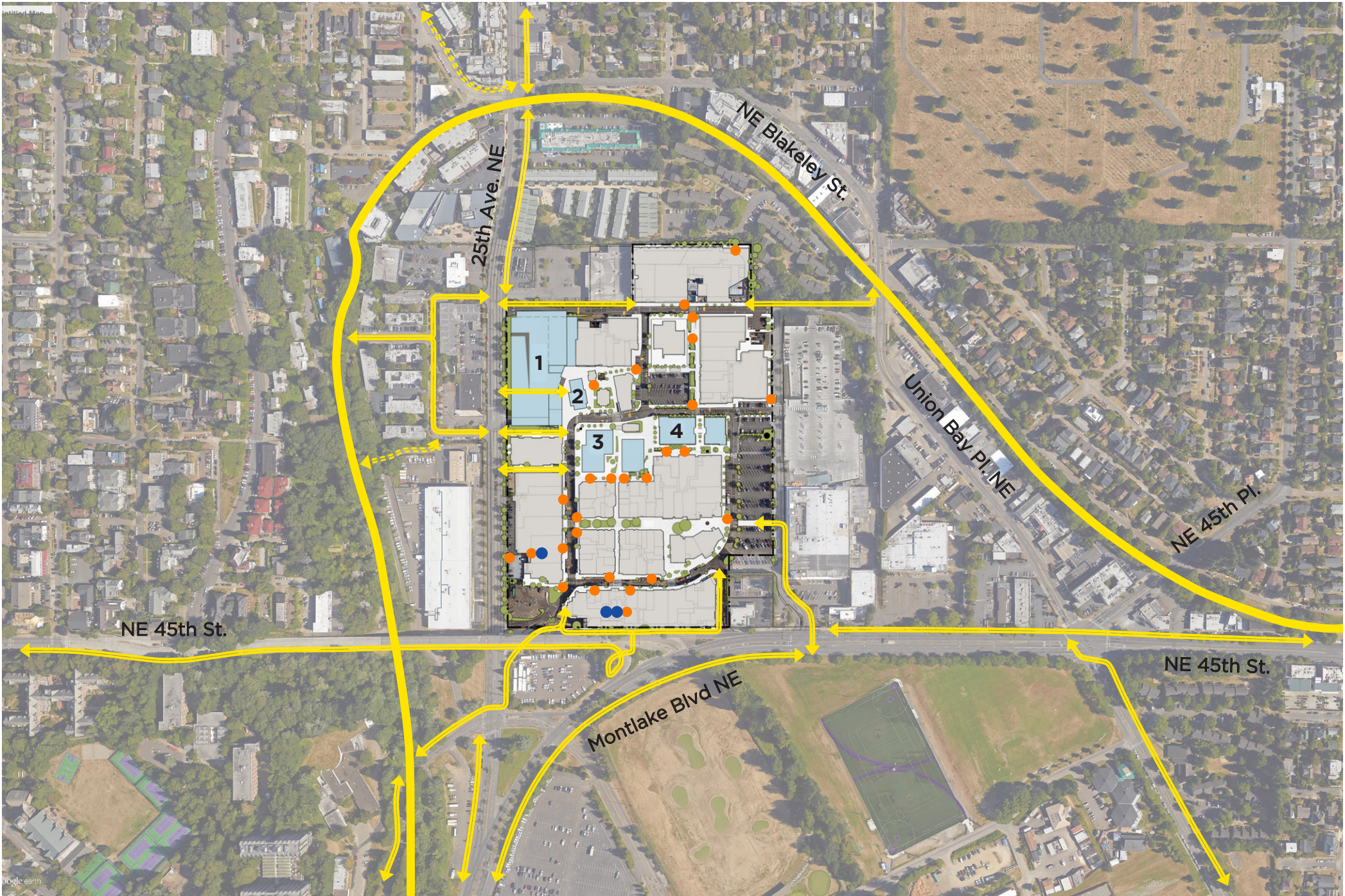




● | Bicycle

Bicycles are an important mode of transportation to and from the Village. We have been in discussions with a bicycle planning consultant to look specifically at access, elimination of barriers, wayfinding, and parking.

- Bicycle Routes ●
- Bicycle Parking ●
- Showers ●



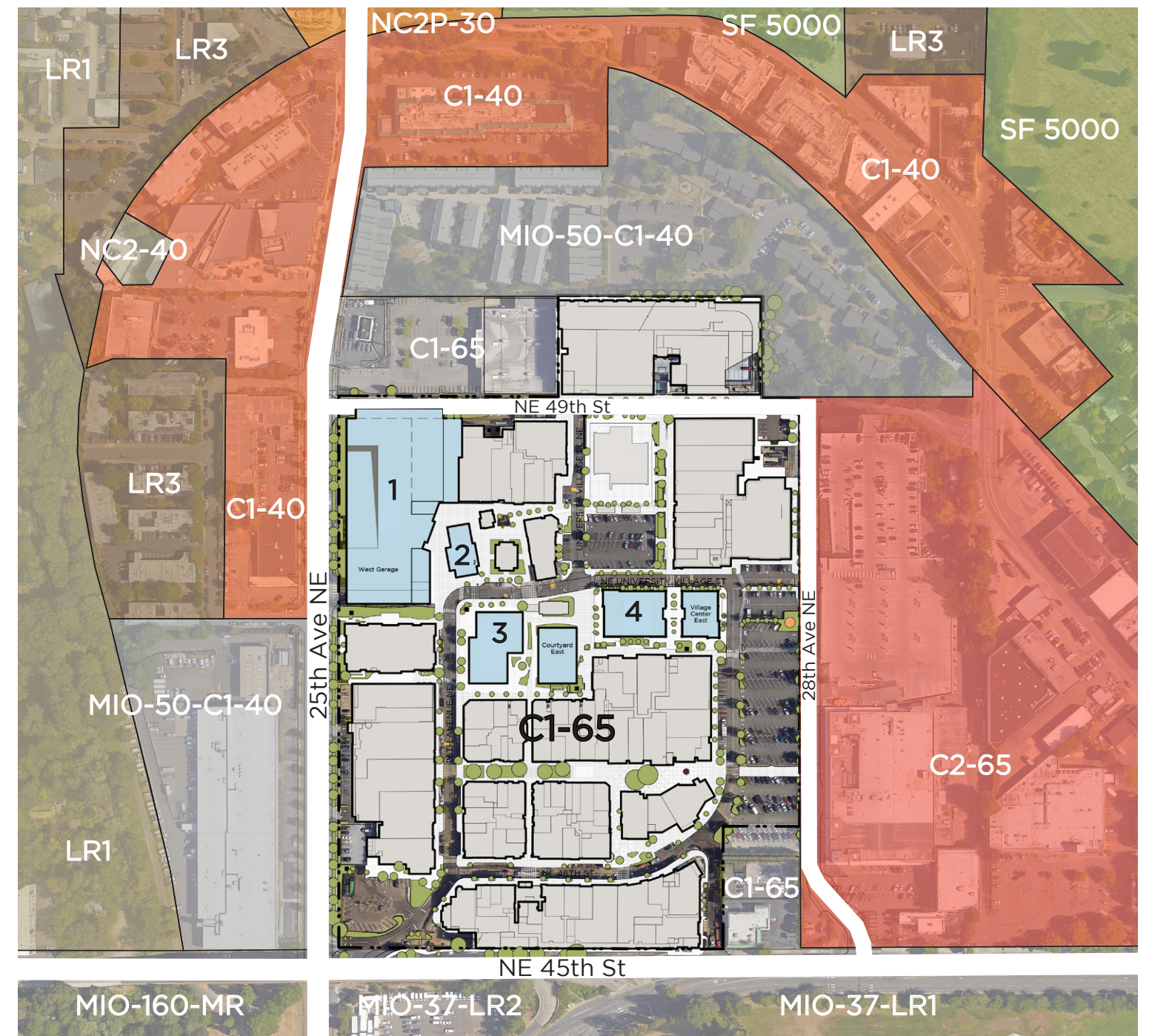


**Location:**

University Village is located directly north of the University of Washington. Major crossroads at University Village are NE 45th Ave. & 25th Ave. NE.



Vicinity Map



Zoning





Analysis:

**Parcel #:**  
092504-9346, 092504-9431, 092504-9425, 092504-9426,  
092504-9430, 092504-9427, 882850-0000, 882852-0000

**Lot Area:**  
23.5641 Acres

**Zone:**  
C1-65'

**Overlays:**  
Ravenna Urban Center Village; Frequent Transit

**ECA:**  
Abandoned Landfill, Peat Settlement Prone, Liquefaction Zone

**Adjacent Zones:**  
C1-40' (to the west, across 25th Avenue NE)  
C1-65 & MIO-50-C1-40' (to the north)  
C2-65' (to the east)  
MIO-37-LR3 (to the south, across NE 45th Street)

**Street Classifications:**  
Principal Arterial (25th Avenue NE, NE 45th Street)  
Minor Transit Street (25th Avenue NE, NE 45th Street)

**Traffic Flow:**  
Average annual weekday traffic:  
11,600 to 20,100 vehicles at 25th Avenue NE (2014 SDOT Traffic Flow Data)

**Existing Uses:**  
Surface Parking, Retail Sales & Service

**23.47A.004**  
**Permitted Uses:**  
All uses permitted outright or as a conditional use according to Table A for 23.47A.004.  
**Proposed Uses:**  
Principal Use Parking, Retail Sales & Services, Office

**23.47A.005**  
**Street Level Uses:**  
Not applicable. Proposed project does not include residential uses, and is not within a pedestrian-designated zone.

**23.47A.007**  
**Major Phased Development:**  
An applicant may seek approval of a Major Phased Development for projects that meet the following thresholds: 1) minimum 5 acre site; 2) the proposed project is a single, functionally interrelated campus containing more than one building, with a minimum total gross floor area of 200,000 square feet; 3) the first phase of development consists of at least 100,000 square feet of gross floor area; and 4) the project is consistent with the general character of development anticipated by Land Use Code regulations.

**23.47A.008**  
**Street Level Development Standards:**  
Not applicable. Proposed project is not within an NC zone, does not contain residential uses, and is not within a pedestrian-designated zone.

**23.47A.010**  
**Maximum Size of Non-residential Uses:**  
Size limits, where specified in Table A of Section 23.47A.004, apply to the total size of a business establishment, except that if a business establishment includes more than one principal use, size limits apply separately to the size of each principal use within the business establishment. For this project, the proposed uses have no maximum size limit, except for office use which is limited to 1 FAR per Section 23.47A.010.D.

**23.47A.012**  
**Structure Height:**  
Base maximum height limit: 65'  
Rooftop features: Allowed up to 4' above maximum height: open railings, planters, skylights, clerestories, greenhouses, solariums, parapets, and firewalls.  
Allowed up to 2' above maximum height: Insulation material, rooftop decks, and other similar features, or soil for landscaping located above the structural roof surface.  
Allowed up to 7' above maximum height: solar collectors, with unlimited rooftop coverage.  
Allowed up to 15' above maximum height (limited to 20 percent coverage of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment): solar collectors, mechanical equipment, play equipment, and open-mesh fencing that encloses it.



23.47A.013

Floor Area Ratio:

If there are multiple structures on a lot, the highest FAR limit applicable to any structure on the lot applies to the combined non-exempt gross floor area of all structures on the lot, subject to subsection 23.47A.013.A.4.

Permitted Maximum FAR (solely non-residential uses): 4.25 (4.36 million square feet approximately)

Minimum FAR: None

Proposed FAR: 1.84 (1.89 million square feet approximately)

23.47A.014

Setbacks:

None required (project is not abutting or across an alley from a residential zone)

23.47A.015

View Corridors:

None required (project is not within a Shoreline District)

23.47A.016

Landscaping and Screening:

Landscaping to achieve a Green Factor score of 0.30 or greater for development, either a new structure or an addition to an existing structure, containing more than 4,000 new square feet of non-residential use.

Street trees are required.

Screening and landscaping is required according to Table D for 23.47A.016. Parking garages occupying any portion of the street-level street-facing façade between 5 and 8 feet above sidewalk grade shall provide a 5-foot deep landscaped area along the street lot line, or screening by the exterior wall of the structure, or 6-foot high screening between the structure and the landscaped area.

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.

23.47A.024

Amenity Area:

Not applicable. Proposed project does not include residential uses.

23.47A.032

Parking Location and Access:

In C1 zones, access to off-street parking may be from a street, alley, or both when the lot abuts an alley. Off-street parking may be located anywhere on a lot in C1 zones.

23.54.015

Required Parking:

No minimum requirement for parking for non-residential uses in urban centers.

Bicycle parking shall be provided per 23.54.015.K and Table D.

23.54.030

Parking Space Standards:

When 20 or more parking spaces are provided for non-residential uses, a minimum of 35 percent of the parking spaces shall be striped for small vehicles. The minimum required size for small parking spaces shall also be the maximum size. A maximum of 65 percent of the parking spaces may be striped for small vehicles. A minimum of 35 percent of the spaces shall be striped for large vehicles. The minimum vehicle clearance shall be at least 6 feet 9 inches on at least one floor, and there shall be at least one direct entrance from the street that is at least 6 feet 9 inches in height for all principal use parking garages. All uses shall provide barrier-free accessible parking.

For non-residential uses, the minimum width of driveways for two-way traffic shall be 22 feet and the maximum width shall be 25 feet. Driveways shall conform to the 18 foot minimum turning path radius shown in Exhibit B for 23.54.030. No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent.

The Director shall, as a Type I decision, determine the number and location of curb cuts in C1 zones. For two-way traffic, the minimum width of a curb cut is 22 feet, and the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined. If one of the following conditions applies, the Director may require a curb cut of up to 30 feet in width, if it is found that a wider curb cut is necessary for safe access: i) the abutting street has a single lane on the side that abut the lot; or ii) the curb lane abutting the lot is less than 11 feet wide; or iii) the proposed development is located on an arterial with an average daily traffic volume of over 7,000 vehicles; or iv) off-street loading berths are required according to subsection G of Section 23.54.035.

23.54.035

Loading Berth Requirements and Space Standards:

Per Table A for 23.54.035

23.54.040

Solid Waste and Recyclable Materials Storage and Access:

Per Table A for 23.54.040 for non-residential development (based on gross floor area of all structures on the lot.

500 square feet minimum area for shared storage space required for 200,001 plus square feet of non-residential development.



Context and Site:



CS1. Natural Systems and Site Features

Use natural systems and features of the site and its surrounding as a starting point for project design.

- I. Minimize shadow impacts through massing design to enhance solar exposure for the project and minimize shadow impacts onto adjacent public areas between March 21st and September 21st.
- II. Retain existing large trees wherever possible. Where a tree is unavoidably removed, it should be replaced with another tree of appropriate species, 2.5” caliper minimum size for deciduous trees, or minimum size of 4’ height for evergreen trees.

The preferred option #3 for the parking garage balances University Village’s parking needs with the desire to reduce the project’s impact to adjacent properties and rights-of-way. Option #3 is lower in height than other options, and is setback 8 to 14 feet from the 25th Avenue NE right-of-way in order to help mitigate shadow impacts.

All other planned buildings in this application are internal to the site and have no solar exposure impact for surrounding properties or public areas.

All parking garage design options retain all of the existing street trees along 25th Avenue NE. Several existing trees at the interior of the University Village site will be removed to allow for the construction of the new retail buildings, but these trees will be replaced as a part of the Village’s robust and successful landscaping program.

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.

- I. Responding to Site Characteristics: Emphasize pedestrian-oriented streetscapes at Mixed Use Corridors (25th Avenue NE) and the Burke Gilman Trail.
- IV. Height, Bulk, and Scale: Special attention should be paid to projects in the Potential Height, Bulk, and Scale Impact Areas as depicted on Map 4, or as listed within the guideline (see guideline text).

The preferred option #3 for the parking garage sets the building 8 to 14 feet back from the property line, allowing for terraced planters and ample landscaping along 25th Avenue NE. An improved bus stop and pedestrian walkway through the garage structure connecting the streetscape to the extensive network of pedestrian walkways and retail shops within University Village, further enhance the pedestrian experience.

This option is lower than the allowable height limit, with one level of parking situated below the grade level at 25th Avenue NE. The lower levels of the garage are held back from the property line, and the upper levels step back, reducing the building’s bulk. The north and south ends of the building are also pulled in, and the west façade is modulated, in order to reduce the building’s bulk and scale.

CS3. Architectural Context and Character

Contribute to the architectural character of the neighborhood.

- I. Architectural Elements and Materials: The University Community Urban Center Plan calls for greater pedestrian orientation and “main street character” along the 25th Avenue NE commercial strip. Along 25th Avenue NE, architectural style is not as important, so long as it emphasizes pedestrian orientation and avoids large-scale, standardized and auto-oriented characteristics.
- The preferred option #3 for the parking garage sets the building 8 to 14 feet back from the property line, allowing for terraced planters and ample landscaping along 25th Avenue NE. An improved bus stop and pedestrian walkway through the garage structure connecting the streetscape to the extensive network of pedestrian walkways and retail shops within University Village, further enhance the pedestrian experience.
- The architectural style of the garage will relate to the existing south garage, and will blend in with the existing retail vocabulary and streetscapes present through University Village.



Public Life:



PL3. Street-Level Interaction

Encourage human activity and interaction at street level.

- I. Entrances visible from street: On Mixed Use Corridors, primary business entrances should be oriented to the commercial street. Secondary and service entries should be located off the alley, side street or parking lot.
- II. Human Activity: 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.

The project seeks to enhance and improve pedestrian permeability into University Village. All design options for the parking garage include a mid-block pedestrian entry with a walkway passing through the garage, connecting the public areas at 25th Avenue NE with the pedestrian areas and walkways inside University Village.

Vehicular access is kept to the edges of the garage in order to minimize pedestrian and vehicular conflicts. The primary vehicular entry to the garage will occupy a prominent spot at the southwest corner of the garage at the existing signalized intersection at NE University Village Street, while the secondary and service entry for the garage will be at the north side off of NE 49th Street (a private street).

Garage option #3 provides an improved, located bus stop, and a 8 to 14 foot wide terraced landscaping setback to enhance the pedestrian experience along 25th Avenue NE. Covered bicycle parking will be provided within the garage, accessed directly from 25th Avenue NE, and a new bicycle access trail will connect 25th Avenue NE with the interior of University Village.



PL4. Active Transportation (Seattle Design Guidelines)

Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

- A. Entry Locations and Relationship: Provide safe and convenient access points for all modes of travel. Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.
- B. Planning Ahead for Bicyclists: Consider existing and future bicycle traffic to and through the site. Locate bike racks, bike storage, bike share stations, shower facilities and lockers to maximize convenience, security and safety. Facilitate connections to bicycle trails and infrastructure.
- C. Planning Ahead for Transit: Identify how a transit stop adjacent to the site may influence project design. Design project-related pedestrian improvements and amenities so that they complement amenities for transit riders, provide queuing areas, and keep sight lines open to approaching buses.

The entire edge of University Village includes several points of entry for vehicles, pedestrians, and bicycles. The preferred parking garage options maintains existing curb cuts allowing for easy vehicular ingress/egress. These access points are kept to the edges of the garage in order to minimize pedestrian and vehicular conflicts.

Furthermore, all design options for the parking garage include a mid-block pedestrian entry with a walkway passing through the garage, connecting the public areas at 25th Avenue NE with the pedestrian areas inside University Village.

Secure, covered parking for bicycles will be provided at the main entry level of the garage, adjacent to the internal pedestrian walkway. These new bicycle stalls will add to the existing network of over 175 existing bicycle parking stalls throughout the Village.



Design Concept:



DC1. Project Uses and Activities

Optimize the arrangement of uses and activities on site.

- III. Visual Impact of Parking Structures: The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below-grade parking is the next best solution.
- ii. There should be careful consideration of the surrounding street system when locating auto access. When the choice is between an arterial and a lower volume, residential street, access should be placed on the arterial.
  - iii. Structured parking façades facing street and residential areas should be designed and treated to minimize impacts, including sound transmission from inside the parking structure.

The preferred option #3 for the parking garage is lower than the allowable height limit, with one level of parking situated below the grade level at 25th Avenue NE. This option also sets the structure back 8 to 14 feet from the west property line, with its upper floors stepped back an additional 2 feet. The north and south ends of the building are also pulled in, and the west façade is modulated, in order to reduce the building’s bulk and scale.

All options for the proposed parking structure utilize existing vehicular access points to the site. The two-way entry to NE University Village Street (private street), which leads to the interior of the University Village property, will be converted to the main vehicular entry point for the proposed parking garage. The existing traffic signal at this intersection will remain in place. The secondary vehicular entry to the parking garage will be from NE 49th Street (private street). The existing intersection configuration at NE 49th Street and 25th Avenue NE will remain

The ground level of the parking garage at 25th Avenue NE will include louvers to screen automobile headlights.

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.

- I. Architectural Elements and Materials: On Mixed Use Corridors, consider breaking up the façade into modules of not more than 100 feet. (Note: This should not be interpreted as a prescriptive requirement. Larger parcels may characterize some areas of the University Community.)II. Buildings in Lowrise zones:
- The preferred option #3 for the parking garage utilizes façade modulation and articulation of materials to reduce the apparent scale and bulk of the building. The architectural style of the garage will relate to the existing south garage, and will blend in with the existing retail vocabulary and streetscapes present through out University Village.

DC3. Open Space Concept

Integrate open space design with the design of the building so that each complements the other.

- I. Pedestrian Open Spaces and Entrances: Usable, small public open spaces, such as gardens, courtyards or plazas, are encouraged.
- Guideline: On Mixed Use Corridors, consider setting back a portion of the building to provide small pedestrian open spaces with seating amenities. The building façades along the open space must be pedestrian-oriented. Pedestrian-oriented open spaces should meet the objectives below as well as the citywide design guidelines. Required open space may be reduced up to 50% in a substantial amount of the street-level open space (on the order of at least 200 square feet), meets the following objectives:
- i. Plazas should be centrally located, on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.
  - ii. Plazas should be sensitively proportioned and designed (not more than 60 feet across and no more than 3 feet above or below the sidewalk).
  - iii. Plazas should have plenty of benches, steps and ledges for seating (at least one linear foot of seating per 30 square feet of plaza).
  - iv. Locate the plaza in a sunny spot and encourage public art and other amenities (at least 50% of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, building entrances, or other pedestrian-oriented uses.
  - v. Provide plenty of planting beds for ground cover or shrubs (one tree should be provided for every 200 square feet and at a maximum spacing of 25 feet apart).

The preferred option #3 for the garage is setback 8 to 14 feet from the west property line along 25th Avenue NE. This setback will include terraced planters and be heavily landscaped to provide a visual buffer for the parking structure and to enhance the pedestrian experience.



DC4. Exterior Elements and Finishes

Use appropriate and high quality elements and finishes for the building and its open spaces.

- I. Exterior Finish Materials:
- i. Emphasize durable, attractive, and well-detailed finish materials, including brick, concrete, cast stone, stucco, art tile, and wood.
  - ii. Sculptural cast stone and decorative tile are particularly appropriate.
  - iii. Discouraged materials: plain masonry units, metal siding, mirrored glass
  - iv. Use anodized metal with care given to proportion and breakup of glazing.
  - v. Fencing adjacent to sidewalks should be sited and designed in an attractive and pedestrian-oriented manner.
  - vi. Back-lit awnings should not overpower neighboring light schemes. Direct lights downward.
  - vii. Light standards should be compatible with other site designs and building elements.
- II. Exterior Signs: Signs that reinforce the character of the building and neighborhood are encouraged. The following sign types are encouraged:
- i. Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians.
  - ii. Marquee signs and signs on pedestrian canopies.
  - iii. Neon signs
  - iv. Carefully executed window signs, such as etched glass
  - v. Small signs on awnings or canopies.
  - vi. Signage location should be integrated with the building’s architecture.
  - vii. Monument signs should be integrated into the development, such as on a screen wall.

High quality, durable and attractive materials such as; brick, pre-cast concrete panels, and decorative metal screening are being considered for exterior materials.

Building signage will be pedestrian-oriented, minimal, and tasteful. Signage will be marquees and/or integrated with the building’s architecture.



Site Photos:

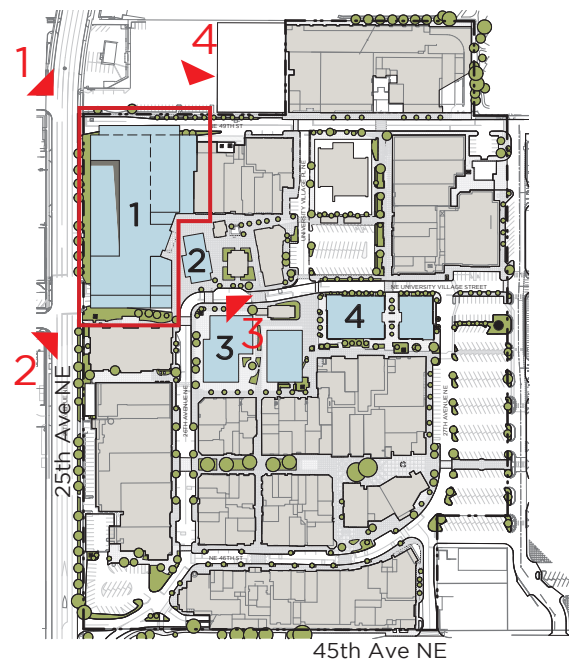
The future West Garage is currently a parking field and 4 lane entrance and exit to University Village. Directly to the north is another entrance and exit.



1 | NW Corner - Existing



2 | SW Corner - Existing



Site Plan



3 | SE Corner - Existing

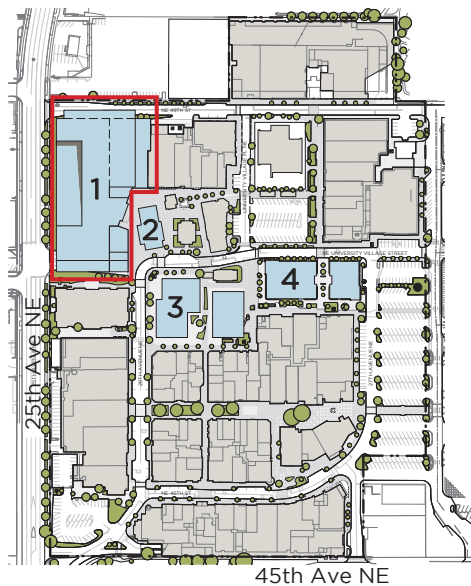


4 | NE Corner - Existing



## Summary:

- Option 1 is an 8-story parking garage that incorporates approximately 35,000 SF of retail and office uses. The proposed building massing essentially fills the allowable development envelope and would be code compliant.
- To be code compliant the existing 3 and 4 lane vehicular entries along 25th would need to be reduced to approximately 30' in width.
- The proposed garage is 8 stories in height but would appear to be 7 stories along 25th Avenue NE because of the existing grade change (8' to 10') between 25th and the lower Village.
- In option 1 the West façade would be set back approximately 5' east of the 25th Avenue property line. There is approximately 13' from the property line to the 25th street curb so the West façade would be located approximately 18' from the existing curb.



Site Plan



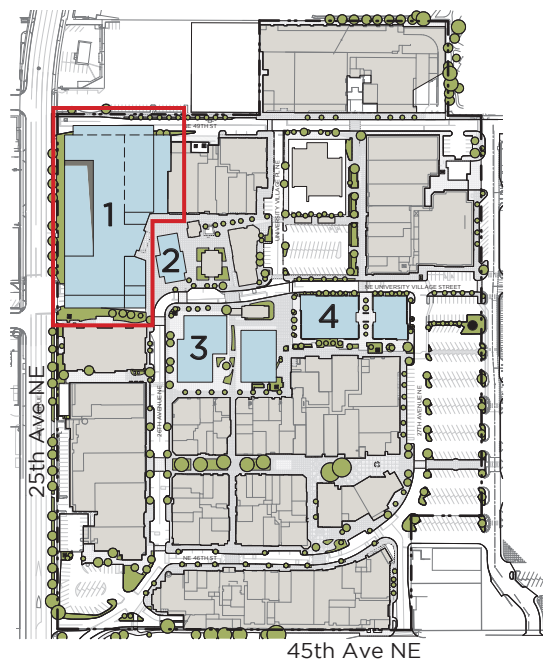
Aerial



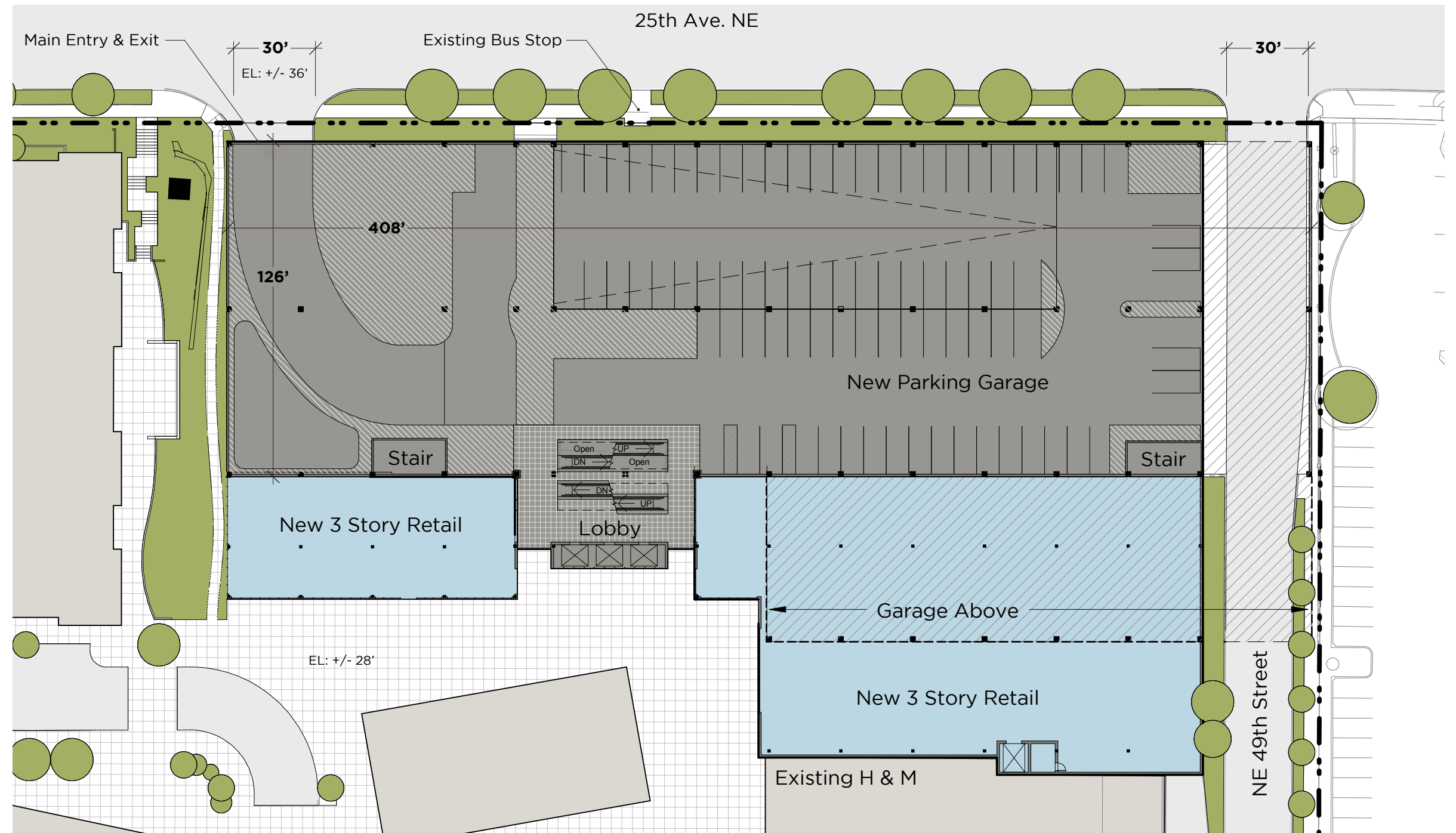


**Design Comments:**

Reducing the existing curb cut at the main entry from the existing 46' to the code compliant 30' could slow vehicular ingress due to the smaller opening and create unnecessary congestion along 25th Avenue NE. The same would apply to the NE 49th Street existing entry, the existing curb cut is 36', code compliant is 30'.



Site Plan



Level 2 Plan (Level with 25th Ave. NE)

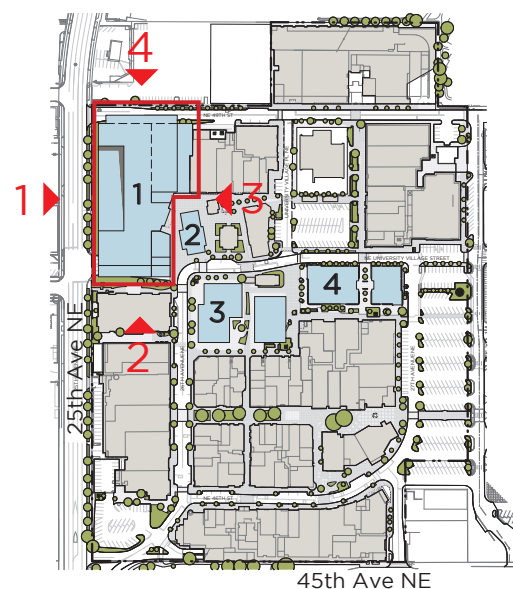


## Pros:

- No departures
- Maximizes allowable zoning envelope
- Maximizes parking count

## Cons:

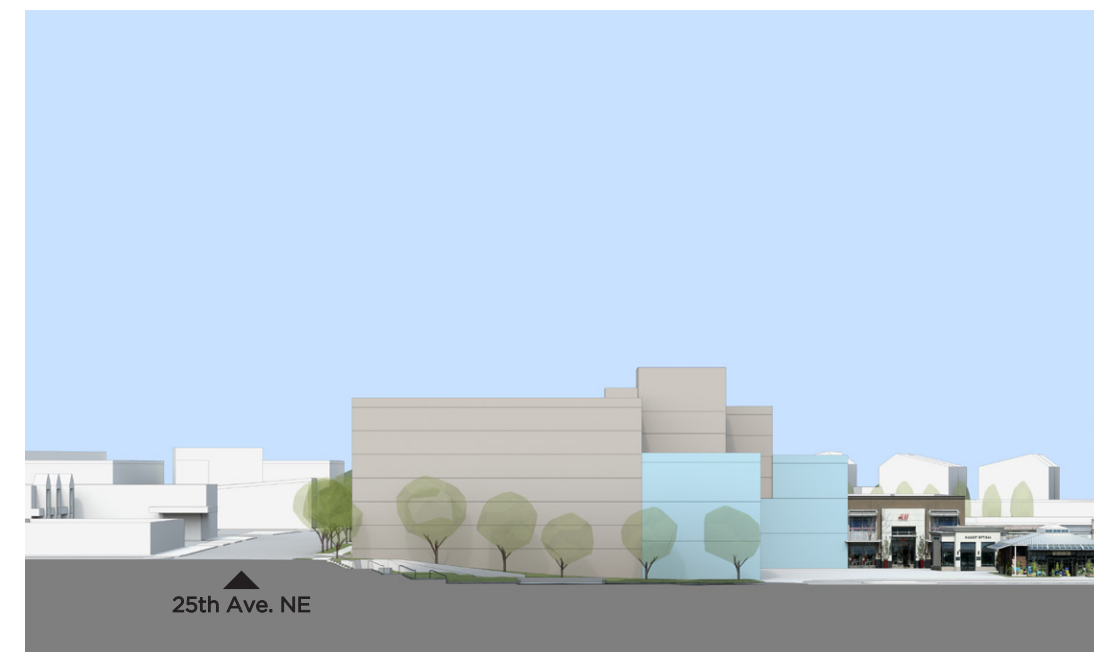
- Larger building mass
- Closer to property line
- Reduce existing entry curb cut width of 46' to 30'
- Less area for landscaping along 25th Ave NE
- Minimal facade articulation



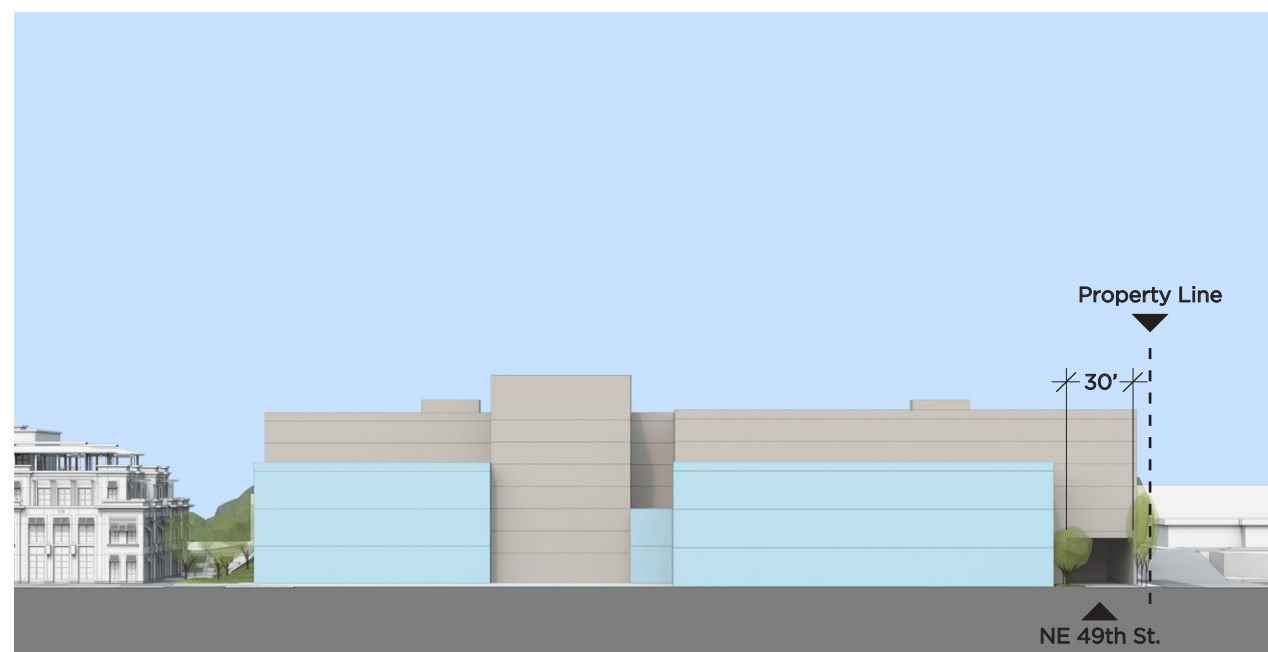
Site Plan



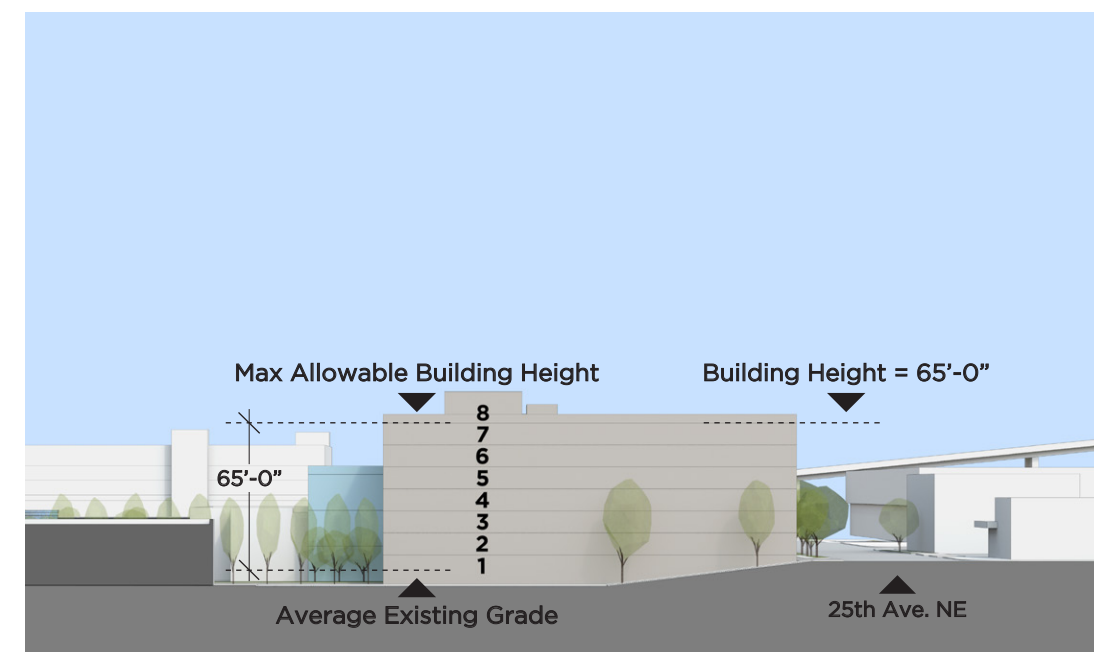
1 | West Elevation



2 | South Elevation



3 | East Elevation

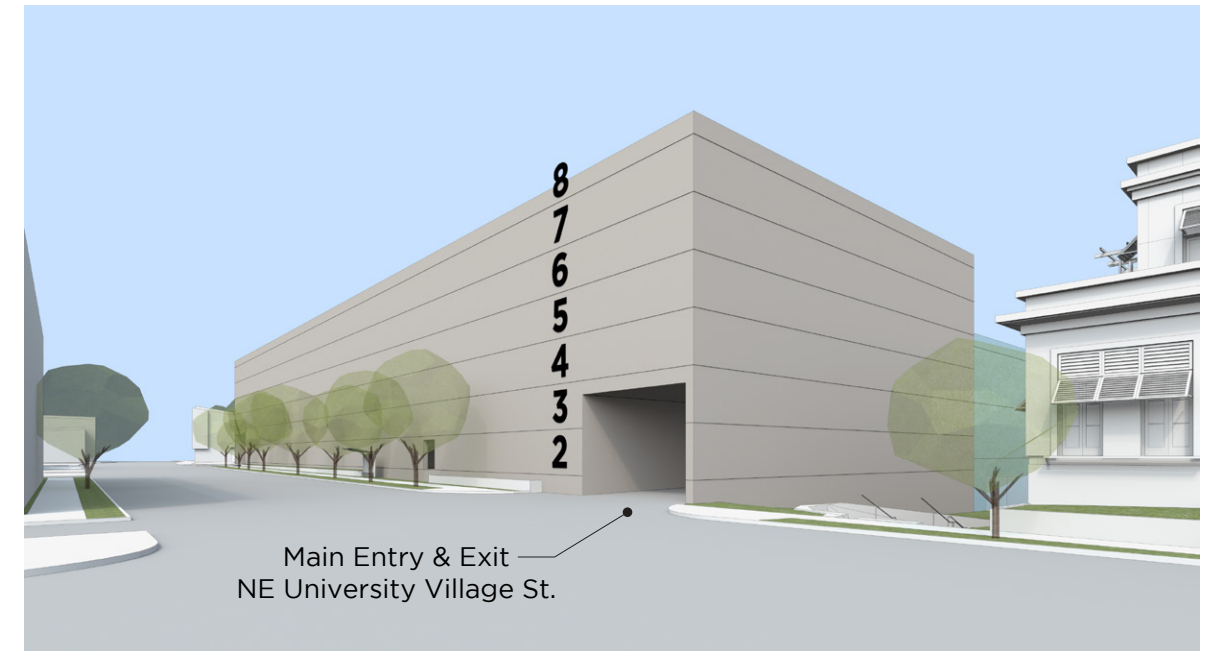


4 | North Elevation

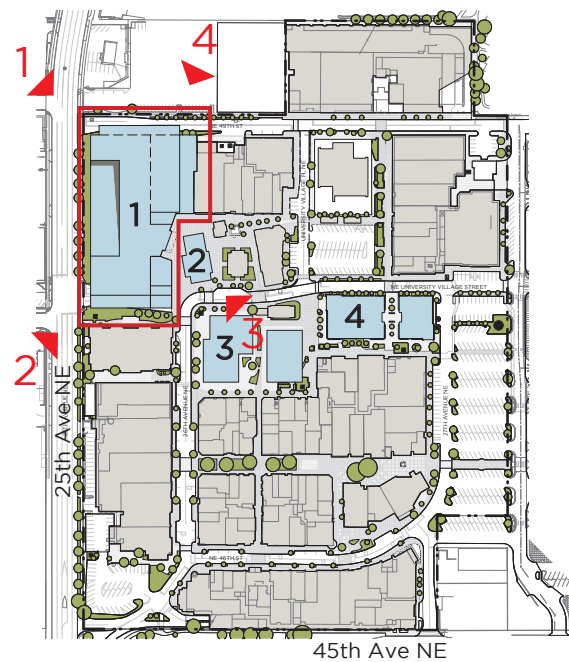




1 | NW Perspective



2 | SW Perspective



Site Plan



3 | SE Perspective

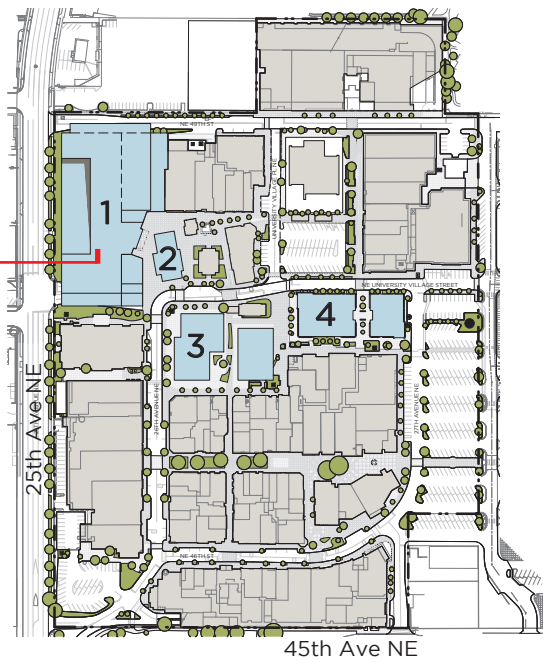


4 | NE Perspective

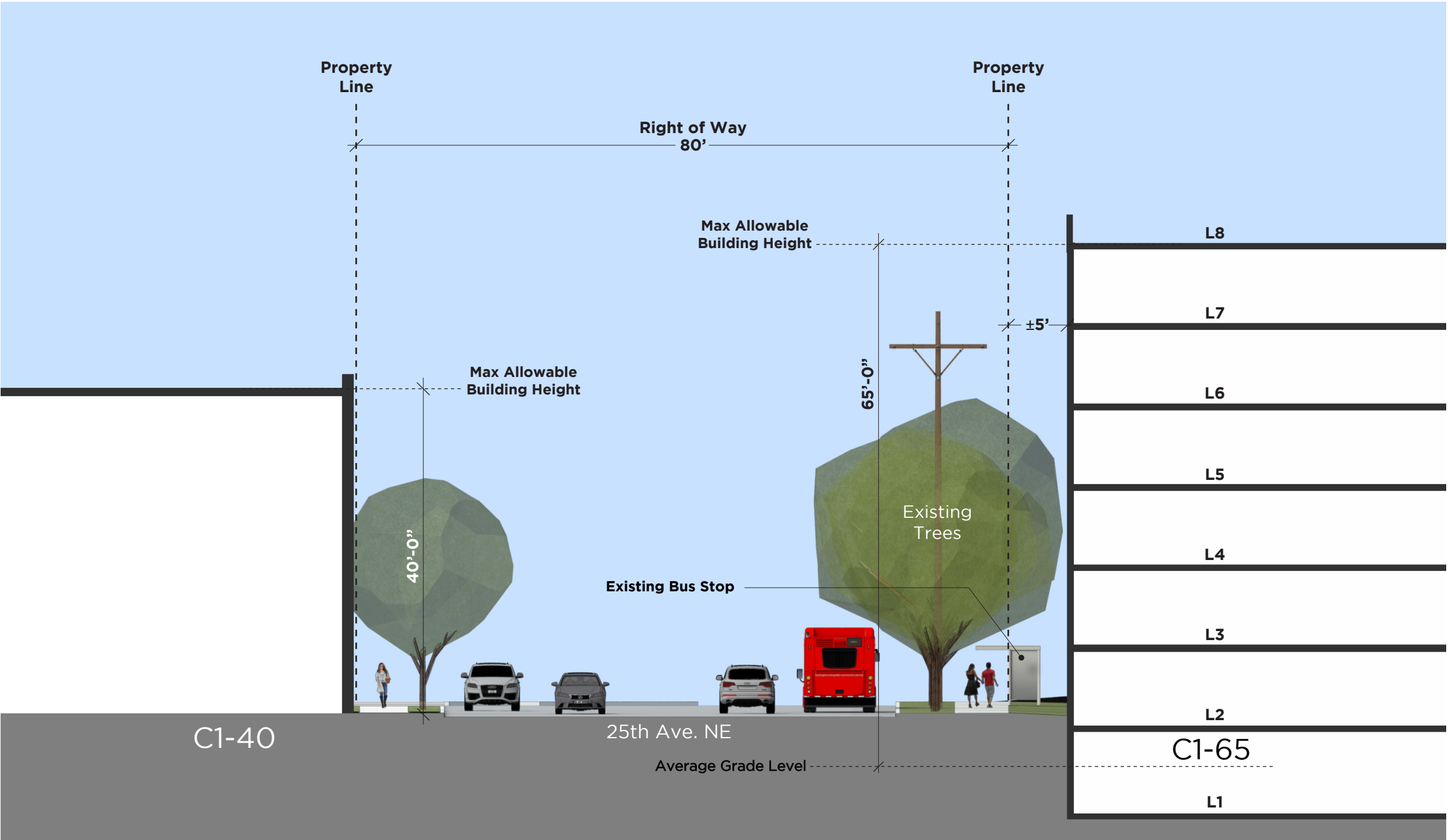


Section through 25th Ave:

Option 1 maximizes the allowable building height and locates the West facade 7' from the property line along 25th Avenue NE.



Site Plan

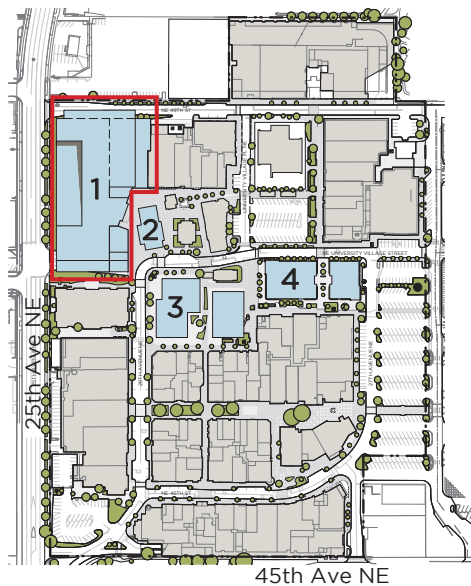


Section at 25th Ave



### Summary:

- Option 2 is a 7-story parking garage that incorporates approximately 35,000 SF of retail and office uses.
- The proposed building mass is reduced on the North and East sides.
- The proposed width of the main vehicular entry off of 25th would be 43', which is 3' less than the 46' existing vehicular entry width. The 43' wide main vehicular entry curb cut would require a departure from the 30' code compliant curb cut.
- The proposed garage is 7 stories in height but would appear to be 6 stories along 25th Avenue NE because of the existing grade change (8' to 10') between 25th and the lower Village.
- In option 2 the West façade would be set back approximately 7' east of the 25th Avenue property line. There is approximately 13' from the property line to the 25th street curb so the West façade would be located approximately 20' from the existing curb.



Site Plan



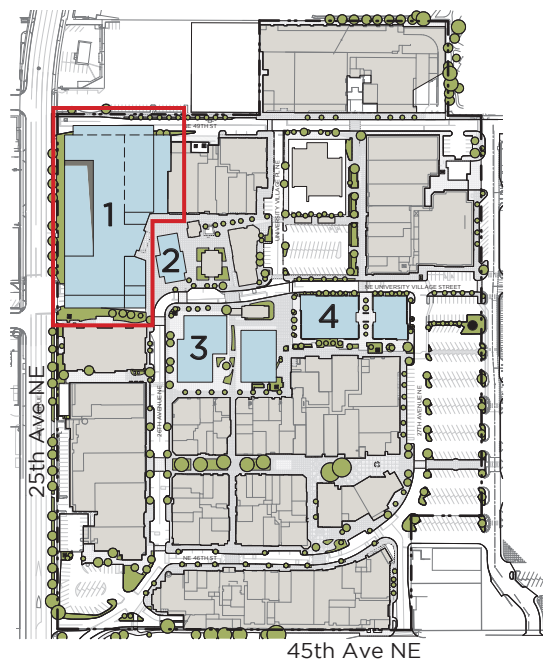
Aerial



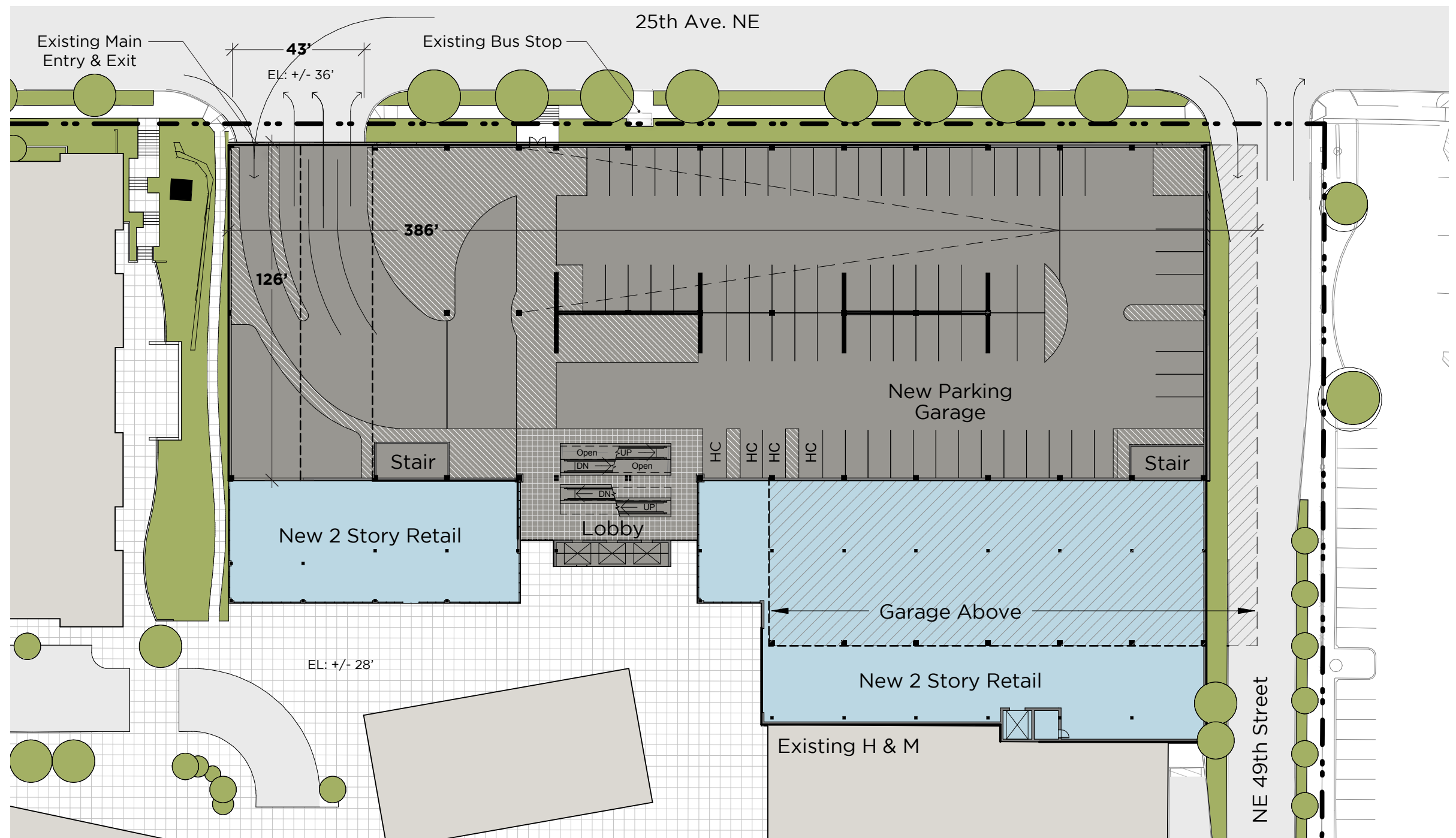


### Design Comments:

Retaining the existing 46' main entry curb cut would make vehicular ingress and egress easier from 25th Avenue NE and keep traffic moving along as it does today.



Site Plan



Level 2 Plan (Level with 25th Ave. NE)



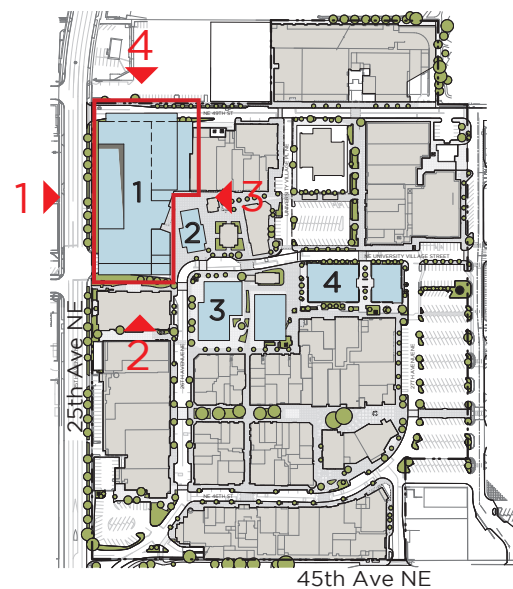


**Pros:**

- Retain existing main entry curb cut width for easier vehicular access
- Building height is reduced
- West building facade is set back approximately 7' to the east to allow more landscaping between the sidewalk and the facade
- North facade is set back
- East facade retail massing is reduced

**Cons:**

- 7 level garage reduces the amount of parking spaces
- Minimal facade articulation



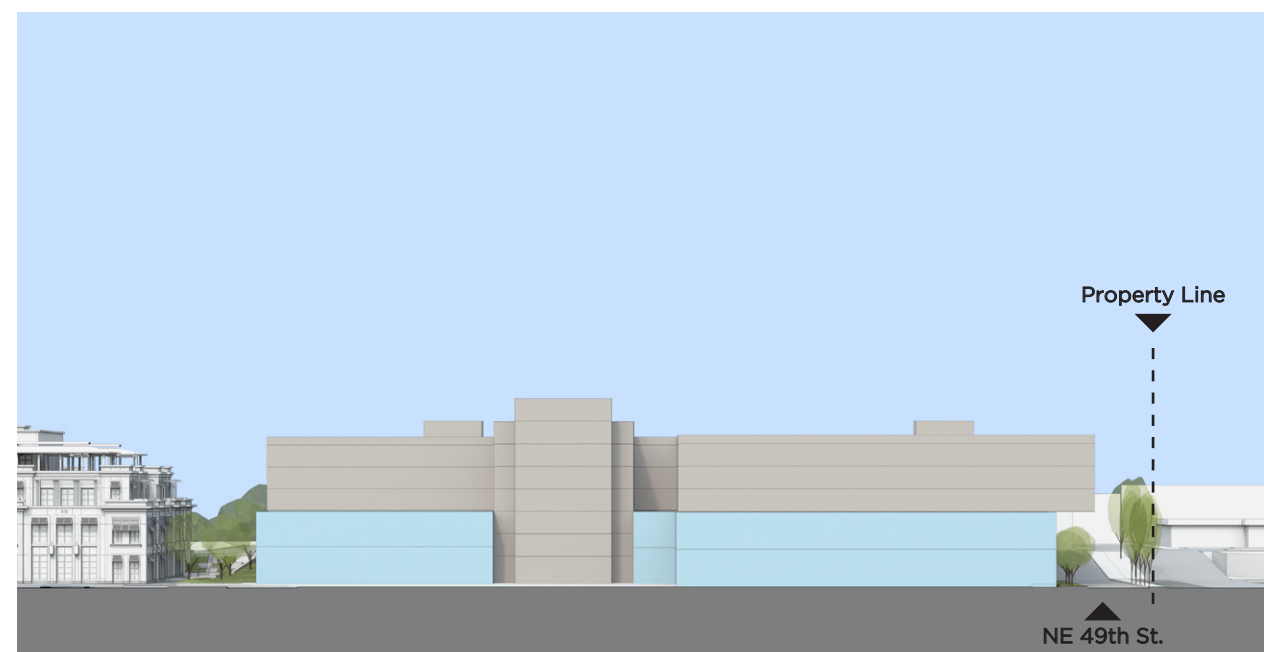
Site Plan



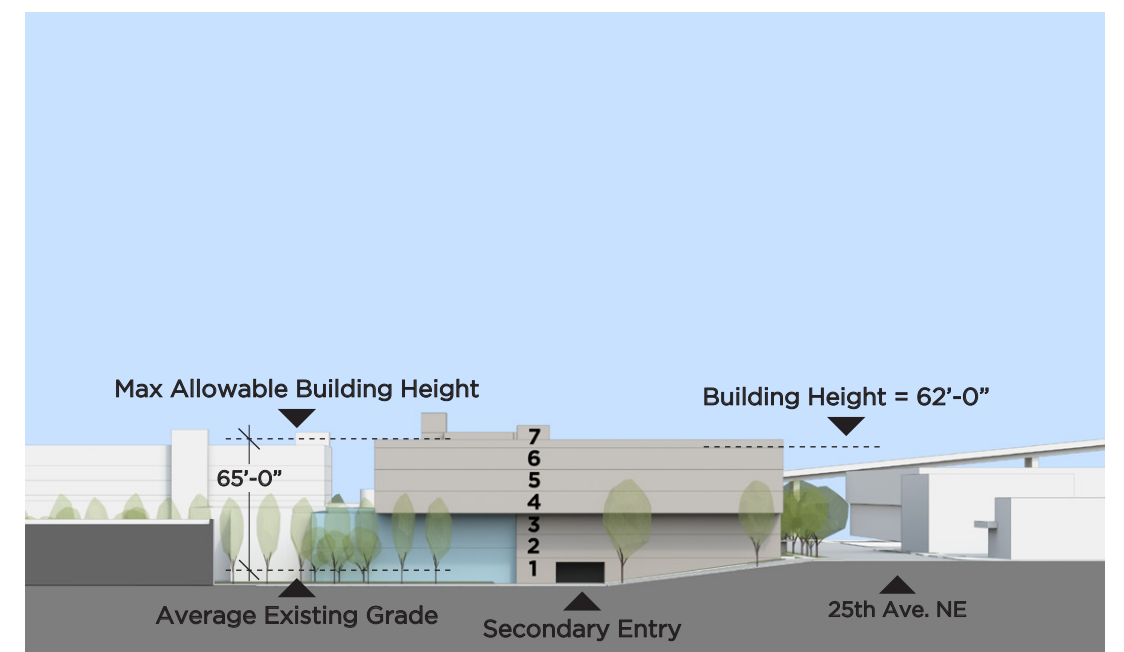
1 | West Elevation



2 | South Elevation



3 | East Elevation



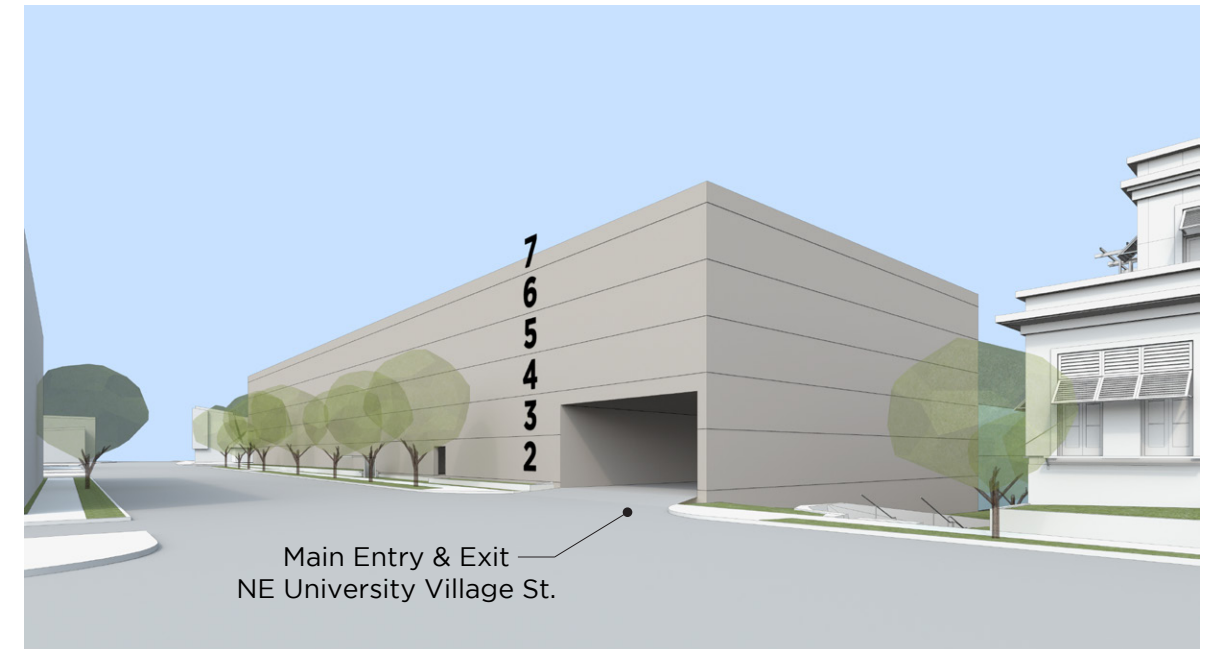
4 | North Elevation



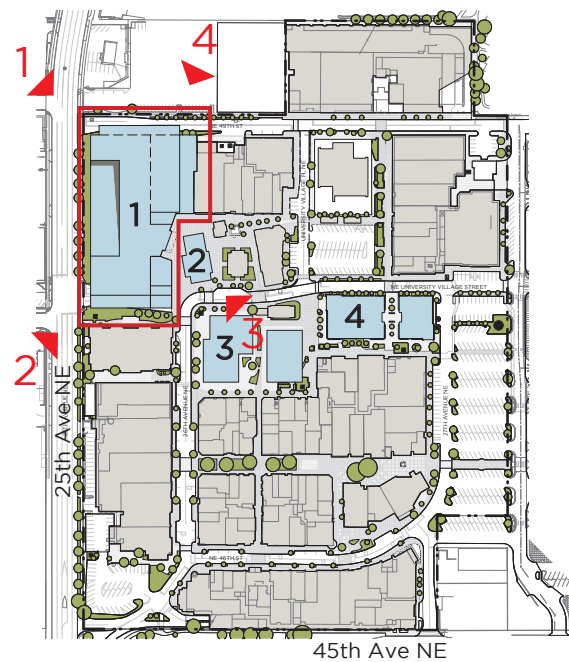




1 | NW Perspective



2 | SW Perspective



Site Plan



3 | SE Perspective

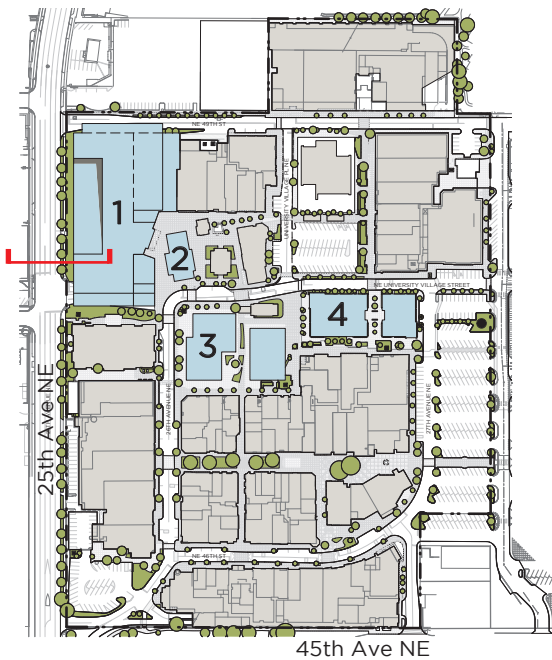


4 | NE Perspective

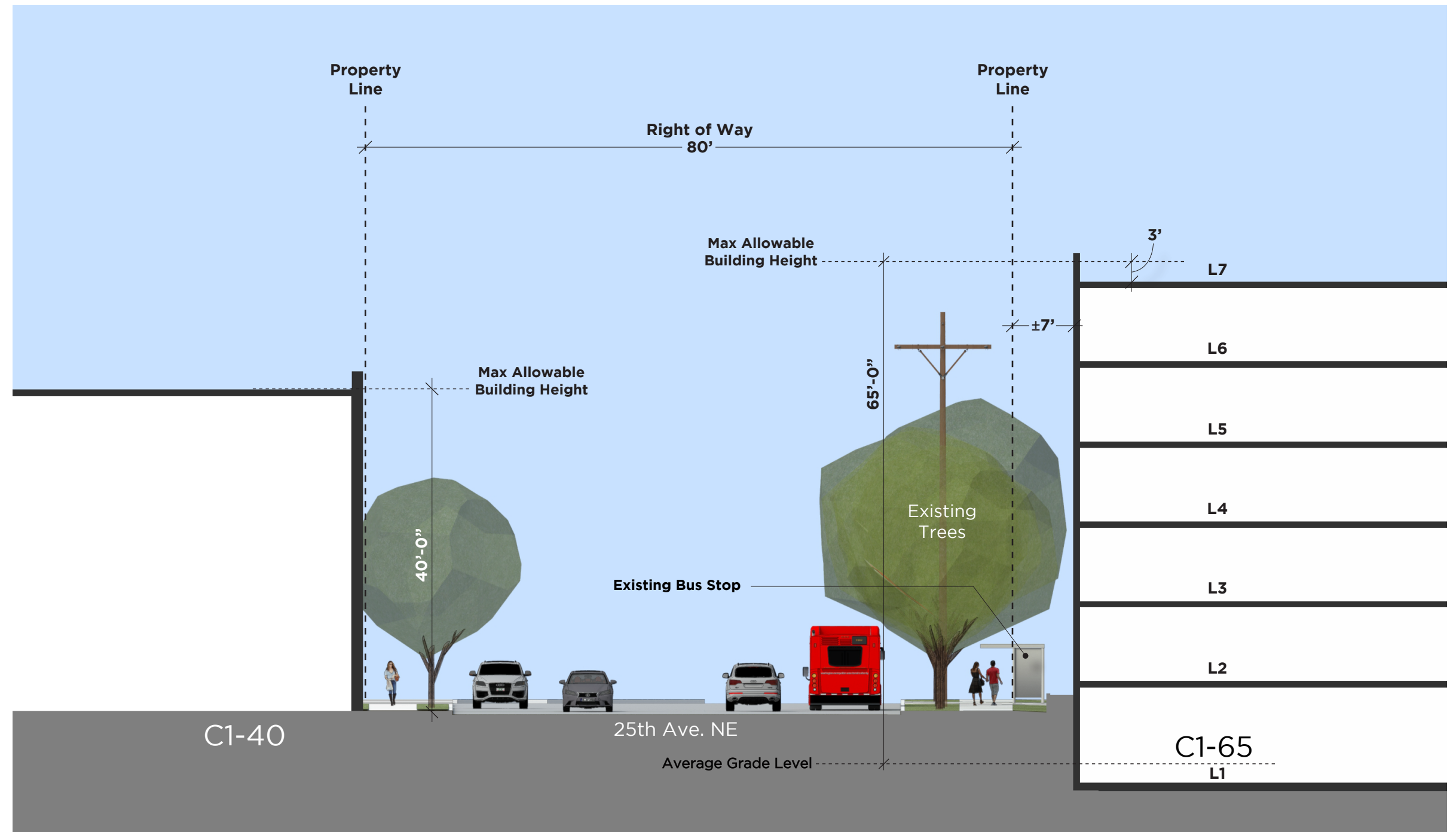


### Section through 25th Ave:

Option 2 reduces the building height and locates the West facade 7' from the property line along 25th Avenue NE.



Site Plan



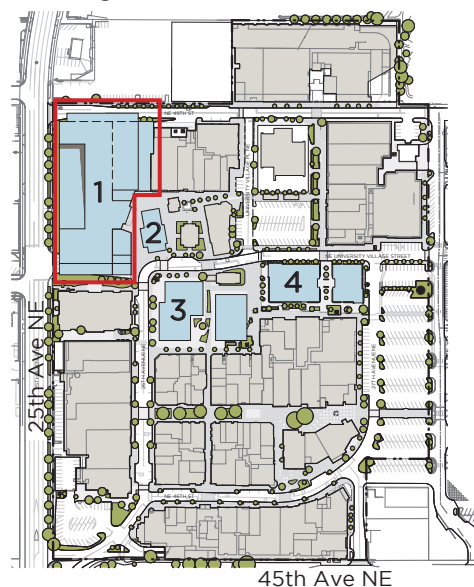
Section at 25th Ave





## Summary:

- Option 3 is a 7-story parking garage that incorporates approximately 35,000 SF of retail and office uses.
- The proposed building mass is reduced on the North, West and East sides and the South facade is terraced to relate to the existing RH building.
- The proposed width of the main vehicular entry off of 25th would be 43', which is 3' less than the 46' existing vehicular entry width. The 43' wide main vehicular entry curb cut would require a departure from the 30' code compliant curb cut.
- The proposed garage is 7 stories in height but would appear to be 6 stories along 25th Avenue NE because of the existing grade change (8' to 10') between 25th and the lower Village.
- In option 3 the West façade would be set back approximately 10' east of the 25th Avenue property line. There is approximately 13' from the property line to the 25th street curb so the West façade would be located approximately 23' from the existing curb.



Site Plan



Aerial





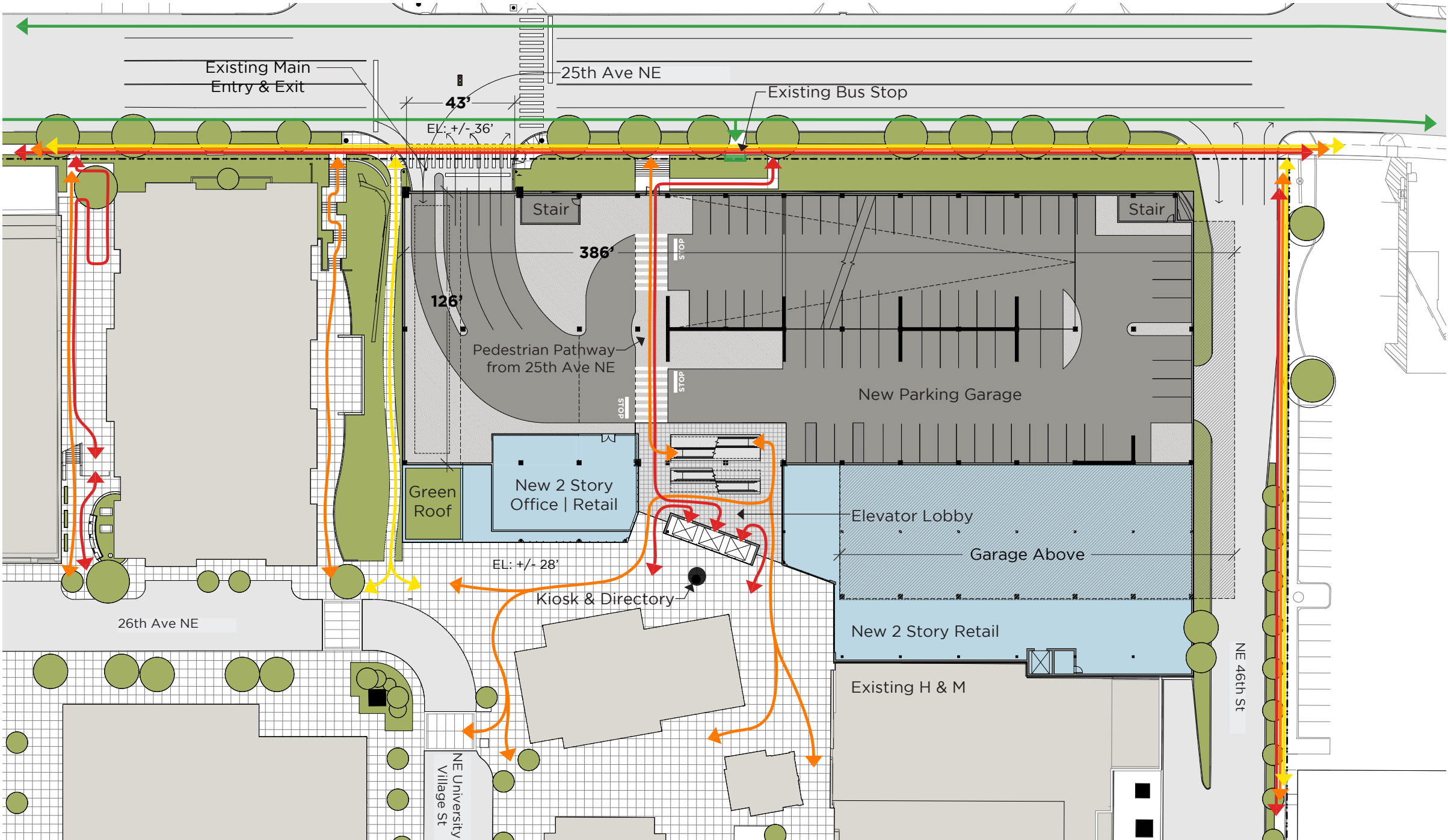
- Key:**
- Transit
  - Bicycle
  - Pedestrians
  - Accessible Routes



Typical Kiosk at University Village



Lobby of South Garage



Wayfinding Plan



- Key:**
- Ⓐ Plaza
  - Ⓑ Garage Entry
  - Ⓒ Foundation Planting, 6' - 20' Width
  - Ⓓ Existing Street Trees
  - Ⓔ Bus Stop and Shelter
  - Ⓕ New COS Sidewalk
  - Ⓖ ADA Access
  - Ⓗ Pedestrian Entry
  - Ⓘ Bicycle Access Trail



Landscaping at Restoration Hardware

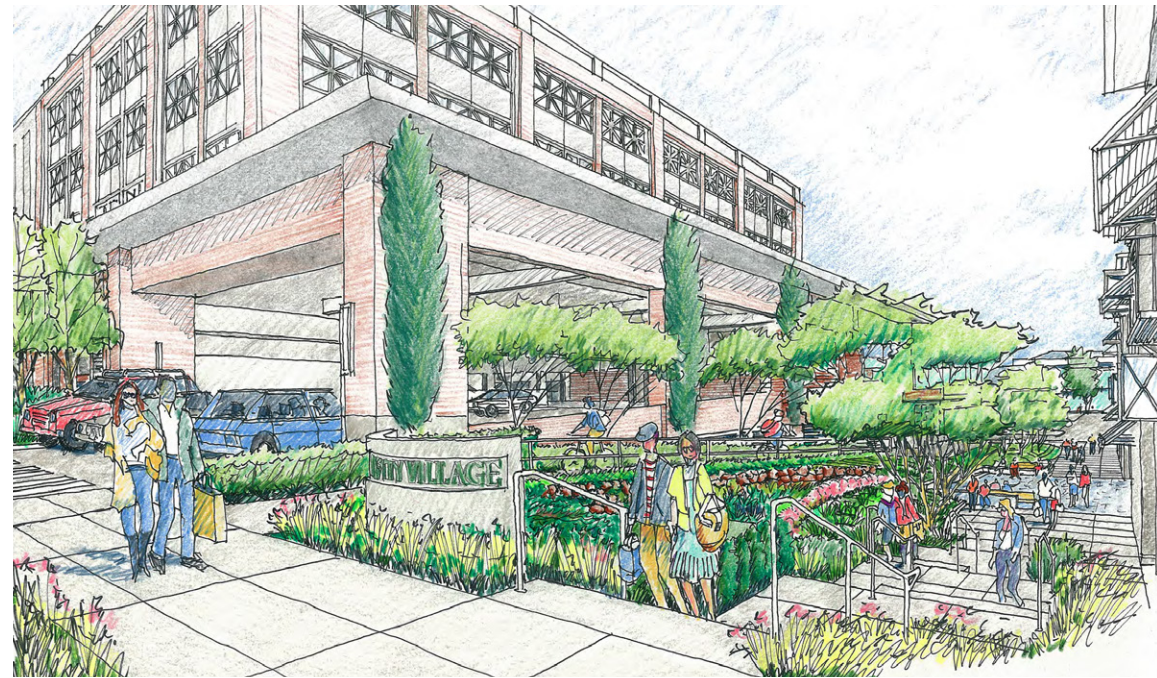


Conceptual Landscaping Plan



### Pedestrian Experience:

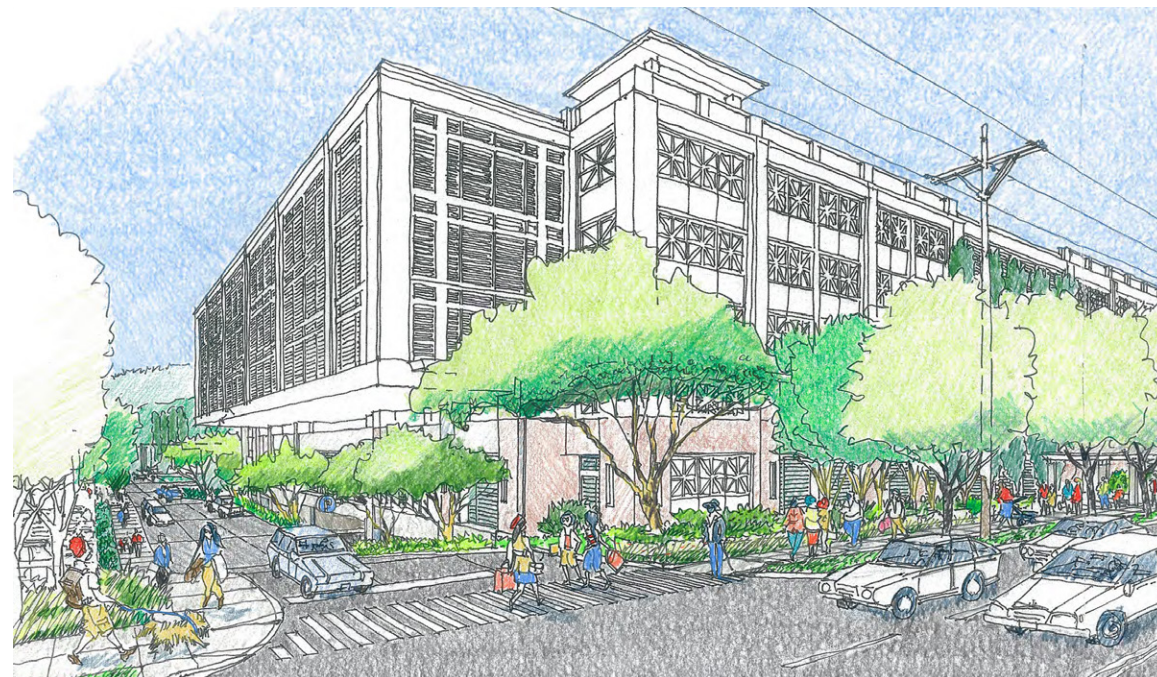
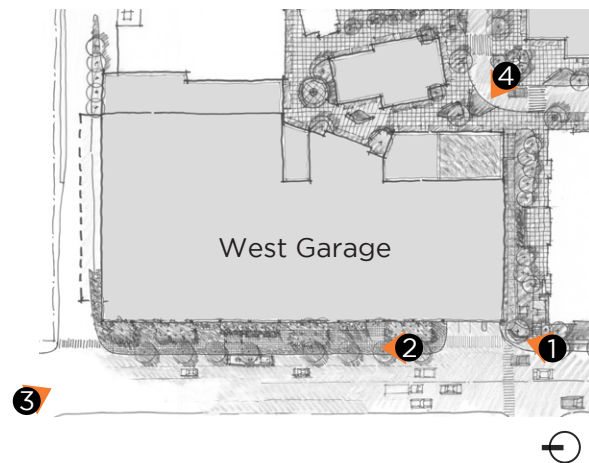
These perspectives show the conceptual landscaping and pedestrian experience around the new West Garage.



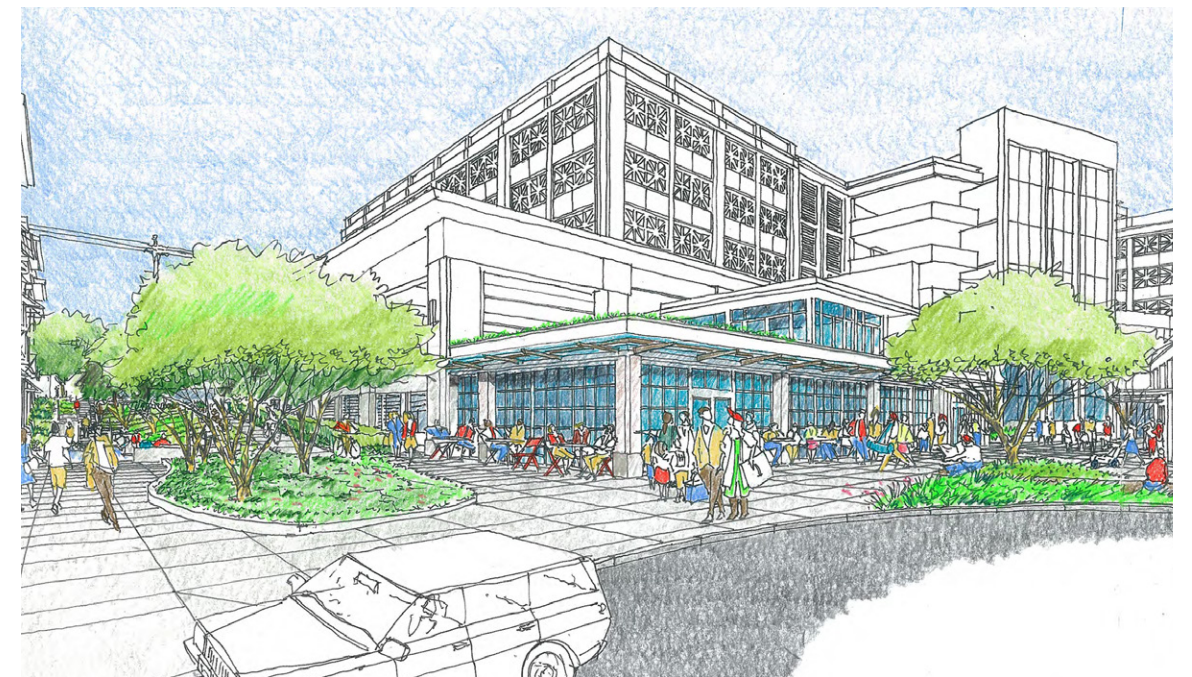
1



2



3



4



Design Features:

Examples of landscaping, seating, and interactive elements already found at University Village.

Planted Streetscapes



Plaza Spaces



Planters & Green Buffers



Bicycle Parking + Access



Art + Play Elements



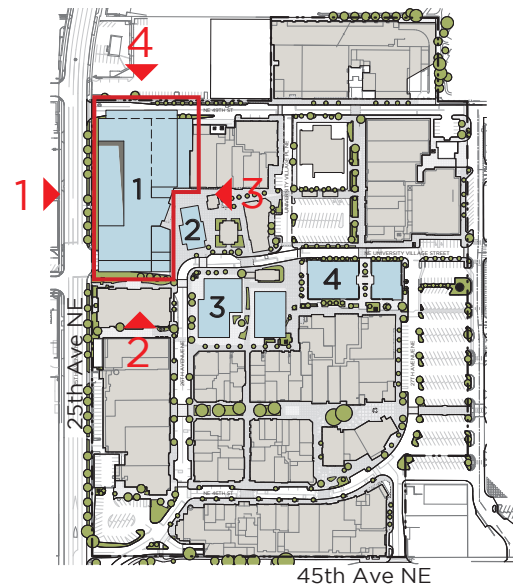


**Pros:**

- Retain existing main entry curb cut width for easier access
- Building height is reduced
- West building facade is set back approximately 10' to the east to allow for terraced landscaping between the sidewalk and the facade
- West facade is modulated both horizontally and vertically
- North facade is set back from NE 49th Street
- East facade retail massing is reduced
- South facade is terraced

**Cons:**

- 7 level garage reduces the amount of parking spaces



Site Plan



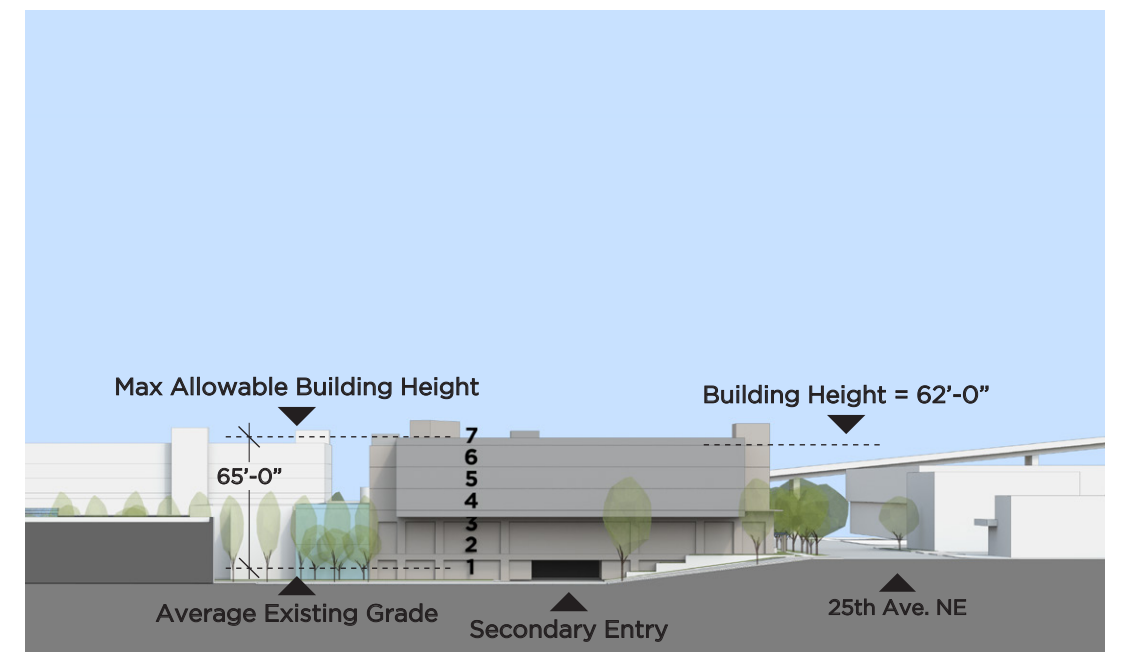
1 | West Elevation



2 | South Elevation



3 | East Elevation



4 | North Elevation



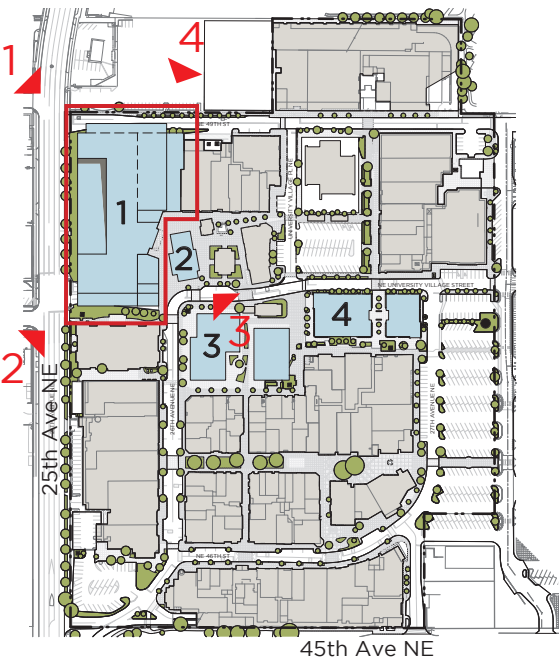




1 | NW Perspective



2 | SW Perspective



Site Plan



3 | SE Perspective

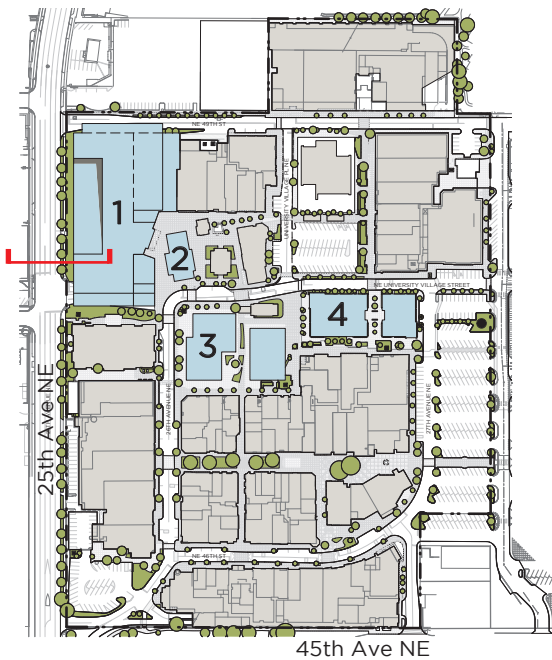


4 | NE Perspective

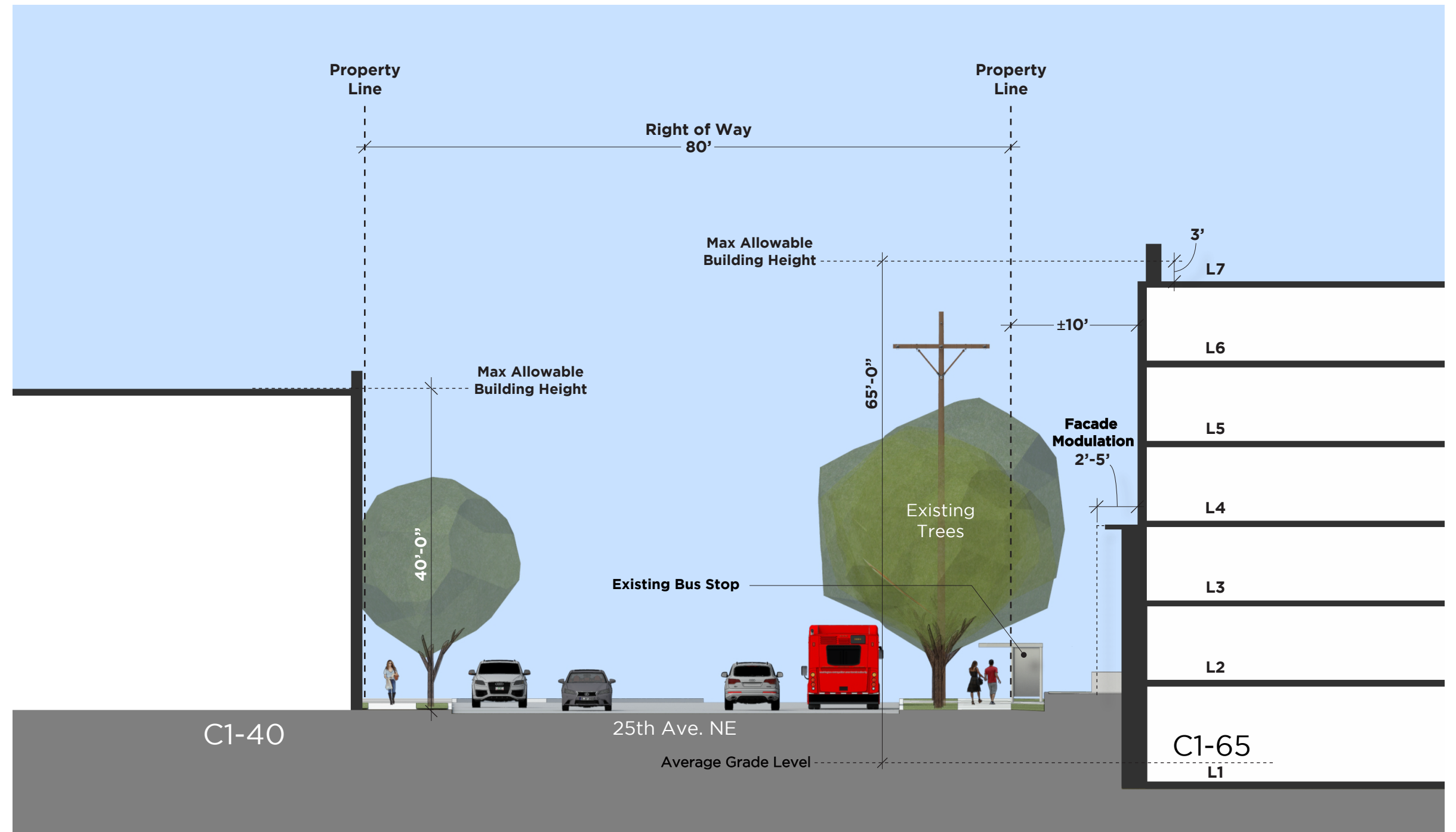


### Section through 25th Ave:

Option 3 reduces the building height and locates the majority of the West facade 14' from the property line along 25th Avenue NE to allow for terraced landscaping parallel to the sidewalk and to help soften the West facade.



Site Plan



Section at 25th Ave



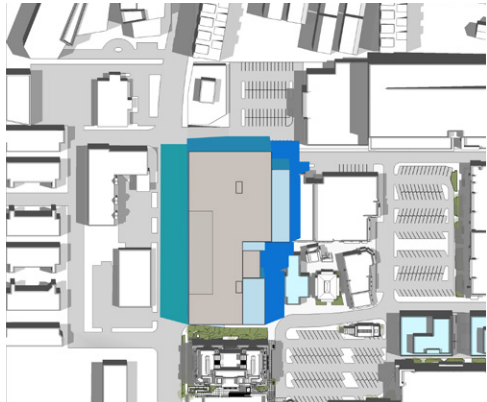


Shadow Studies:

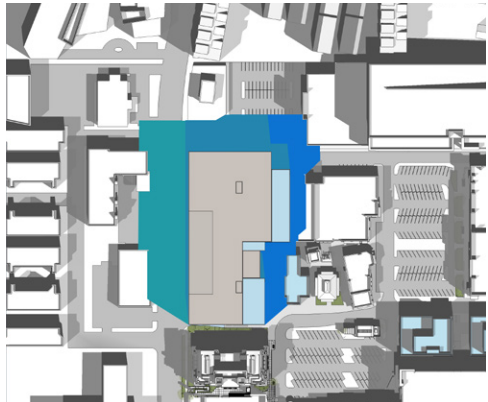
The shadows cast by the garage mimic shadows cast from immediately adjacent buildings that are similar in height or taller. Options 2 and 3 reduce shadows by being 7 stories instead of 8 stories.



Option 1



Summer Solstice



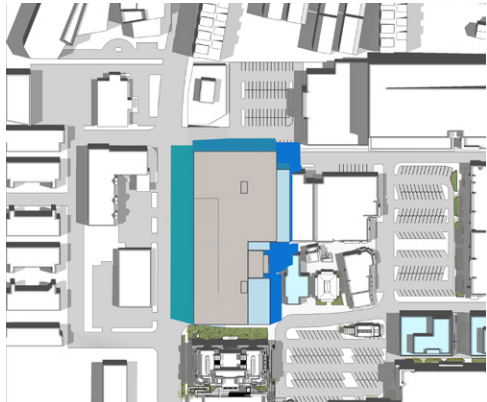
Fall / Spring Equinox



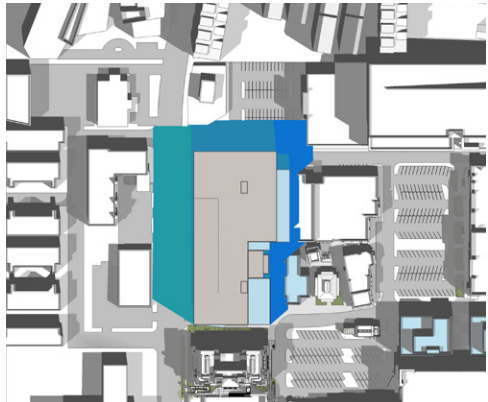
Winter Solstice



Option 2



Summer Solstice



Fall / Spring Equinox



Winter Solstice

CONTEXT

9 AM

12 PM

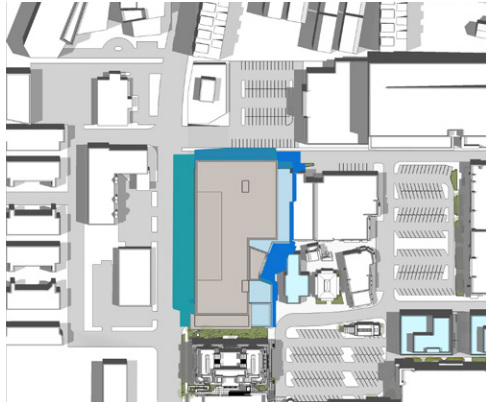
3 PM

GARAGE

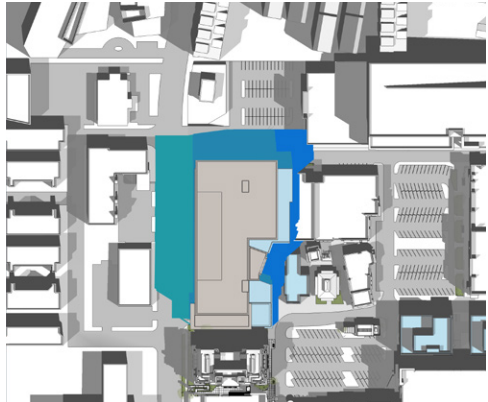
Legend



Option 3



Summer Solstice



Fall / Spring Equinox



Winter Solstice





Development Standards:

- 23.54.030.F.2.b.(2):**  
For two way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined.
- 23.54.030.F.2.b.(5):**  
If one of the following conditions applies, the Director **may require a curb cut of up to 30 feet** in width, if it is found that a wider curb cut is necessary for safe access:
- i. The abutting street has a single lane on the side that abuts the lot; or
  - ii. The curb lane abutting the lot is less than 11 feet wide; or
  - iii. **The proposed development is located on an arterial with an average daily traffic volume of over 7,000 vehicles;** (average daily traffic at the existing UV main entry is 20,000 vehicles) **or**
  - iv. **Off-street loading berths are required according to subsection G of Section 23.54.035.** (Retail tenants require off street loading)

Supporting Design Guideline:

**DC1 B.1.c:**  
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 by employing a multi-sensory approach to areas of potential vehicle-pedestrian conflict such as garage exits and entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.

Option 1: West Garage | West Elevation



Proposal:

This option reduces each of the existing curb cuts at NE University Street (private street) and NE 49th Street (private street) to 30 feet in width, thus conforming to 23.54.030.F.2.b.(5). Therefore, no departure would be required for this option. 25th Avenue NE is a principal arterial with an average daily traffic volume of 11,600 to 20,100 vehicles (Source: 2014 SDOT Traffic Flow Data).

Justification:

Code compliant. No departures required.

Option 2: West Garage | West Elevation



Proposal:

Allow the existing curb cut at NE University Street (private street) which is 46' and reduce to 43'. 25th Avenue NE is a principal arterial with an average daily traffic volume of 11,600 to 20,100 vehicles (Source: 2014 SDOT Traffic Flow Data).

Justification:

This departure is requested in order to continue accommodating current traffic flow volumes into University Village from 25th Avenue NE, and to prevent queuing in the traffic lanes on 25th Avenue NE as vehicles enter the new parking garage. The existing signalized intersection at 25th Avenue NE and NE University Street would remain in operation and pedestrian crossing enhancements such as “walk/don’t walk” signal, new street light posts, audio signal, and heavily striped pedestrian crosswalk are provided.

Option 3: West Garage | West Elevation



Proposal:

Allow the existing curb cut at NE University Street (private street) which is 46' and reduce to 43'. 25th Avenue NE is a principal arterial with an average daily traffic volume of 11,600 to 20,100 vehicles (Source: 2014 SDOT Traffic Flow Data).

Justification:

This departure is requested in order to continue accommodating current traffic flow volumes into University Village from 25th Avenue NE, and to prevent queuing in the traffic lanes on 25th Avenue NE as vehicles enter the new parking garage. The existing signalized intersection at 25th Avenue NE and NE University Street would remain in operation and pedestrian crossing enhancements such as “walk/don’t walk” signal, new street light posts, audio signal, and heavily striped pedestrian crosswalk are provided.



- Key:**
- 1 Accessible Pedestrian Signal
  - 2 Light Pole
  - 3 'STOP' Signage
  - 4 Mirrors
  - 5 Enhanced Sidewalk Crossing Graphics



West Garage Main Entry at NE University Village St.



**Option 1:**

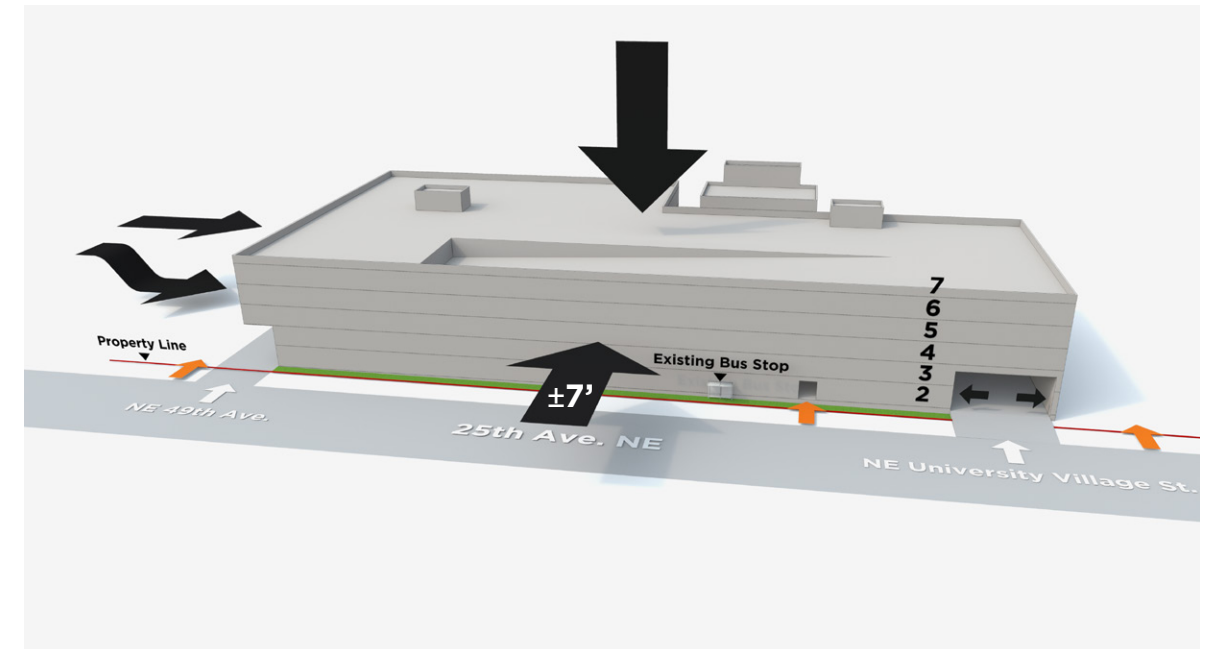
- Maximizes the allowable building height with an 8 story structure
- The West facade is located  $\pm 5'$  from the 25th Ave NE property line

**Option 2:**

- Reduced building height with a 7 story structure
- Pushes the North facade south
- The West facade is located  $\pm 7'$  from the 25th Ave NE property line



Option 1 - Full Zoning Envelope



Option 2 - Reduced Massing

**Option 3:**

- Reduces building height with a 7 story structure
- Pushes the North facade south and notches the northwest corner for greater facade articulation and visibility
- Terraces the South facade and vehicular entry articulation
- West facade modulation both vertically and horizontally
- The West facade is located  $\pm 10'$  from the 25th Ave NE property line



Option 3 - Reduced Massing &amp; Facade Articulation



Option 3 - Conceptual Facade Materials Study



## Option 1:



### Pros:

- No departures
- Maximizes allowable zoning envelope
- Maximizes parking count

### Cons:

- Larger building mass
- Closer to property line
- Reduce existing entry curb cut width of 46' to 30'
- Less area for landscaping along 25th Ave NE
- Minimal facade articulation

## Option 2:



### Pros:

- Retain existing main entry curb cut width for easier vehicular access
- Building height is reduced
- West building facade is set back approximately 7' to the east to allow more landscaping between the sidewalk and the facade
- North facade is set back
- East facade retail massing is reduced

### Cons:

- 7 level garage reduces the amount of parking spaces
- Minimal facade articulation

## Option 3:



### Pros:

- Retain existing main entry curb cut width for easier access
- Building height is reduced
- West building facade is set back approximately 10' to the east to allow for terraced landscaping between the sidewalk and the facade
- West facade is modulated both horizontally and vertically
- North facade is set back from NE 49th Street
- East facade retail massing is reduced
- South facade is terraced

### Cons:

- 7 level garage reduces the amount of parking spaces



Site Photos:

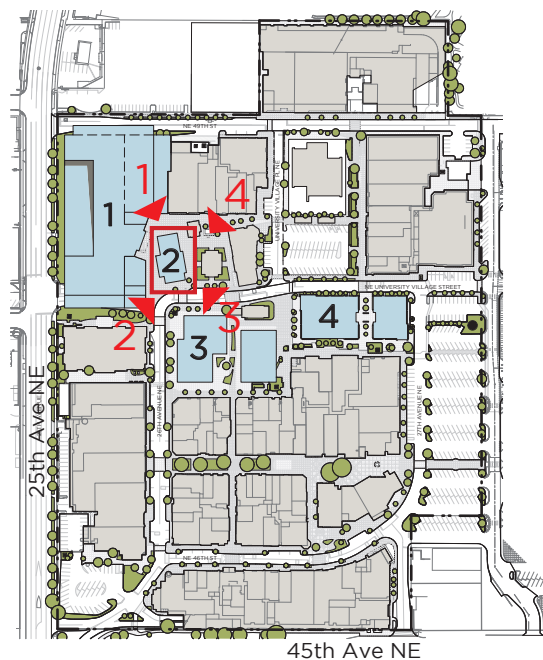
The outline in red indicates the approximate building envelope which changes with each design option.



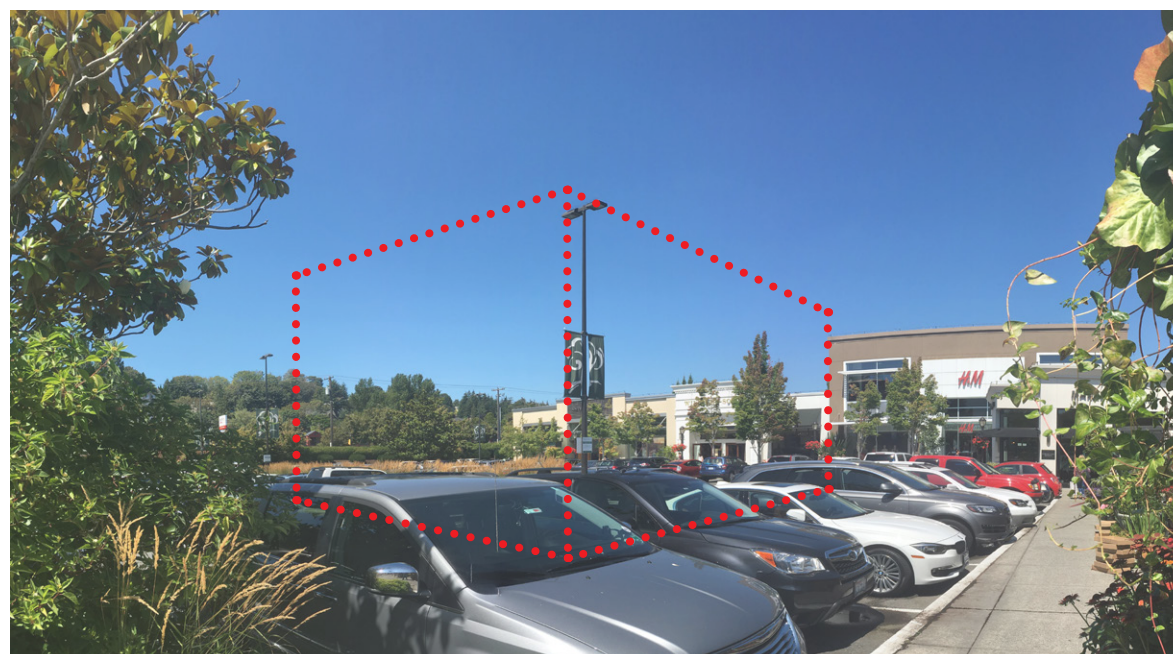
1 | NW Corner - Existing



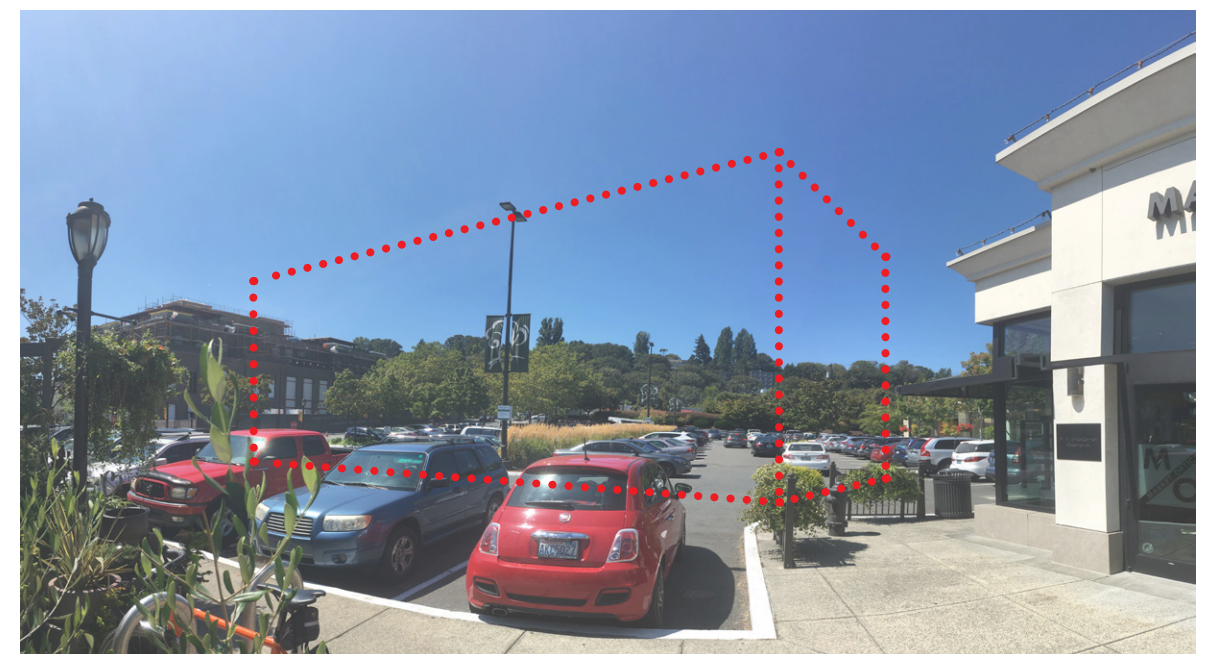
2 | SW Corner - Existing



Site Plan



3 | SE Corner - Existing

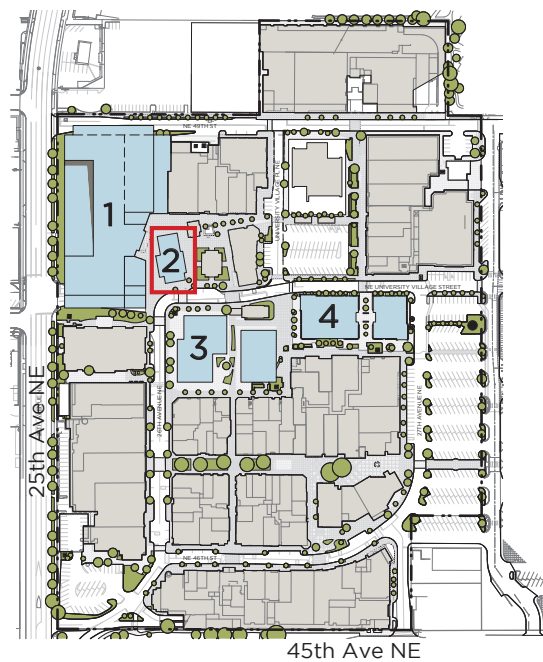


4 | NE Corner - Existing

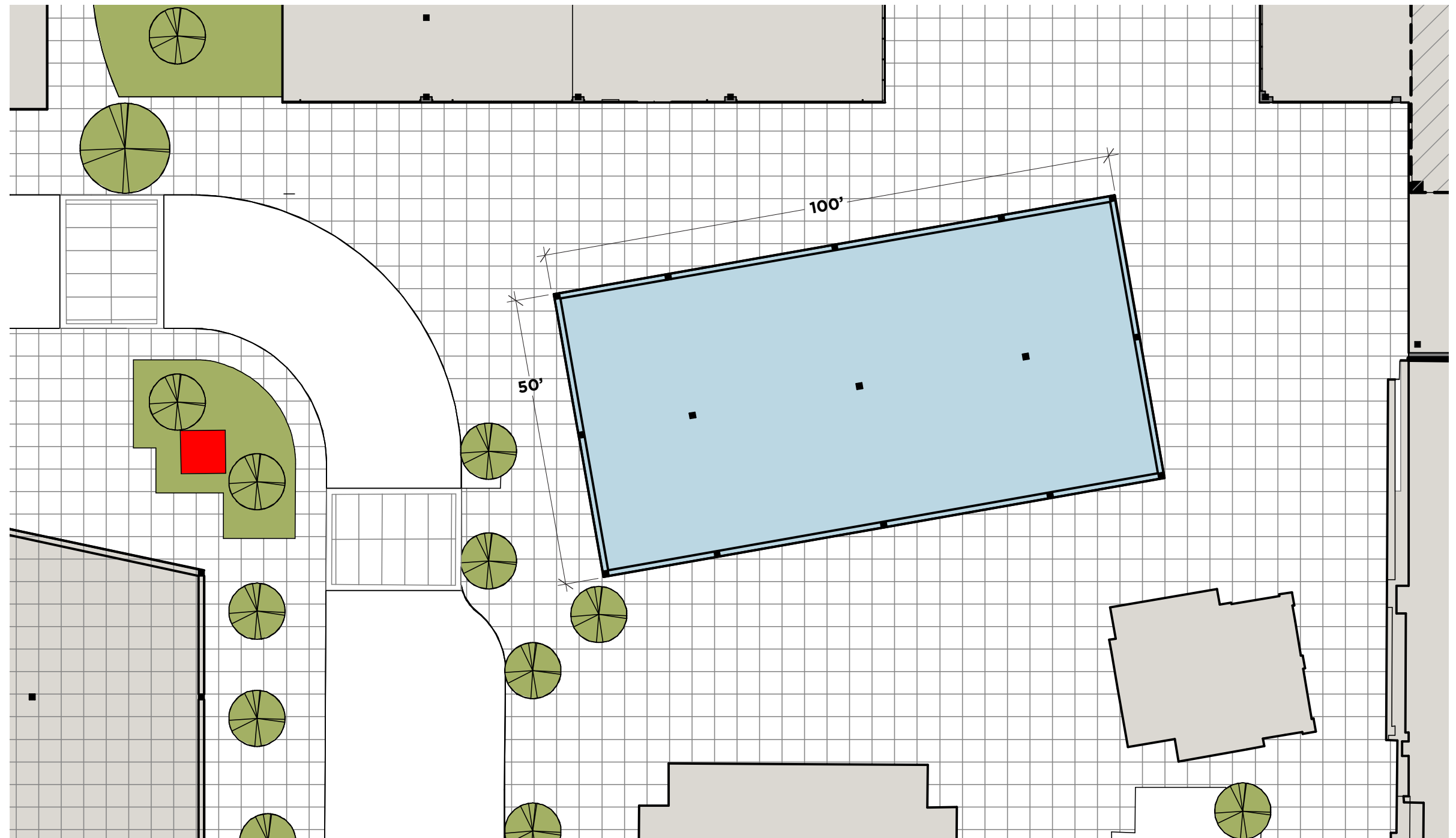


### Design Comments:

The building footprint is set by required building separations from surrounding buildings to allow for maximum storefront glazing by the future tenant(s).



Site Plan



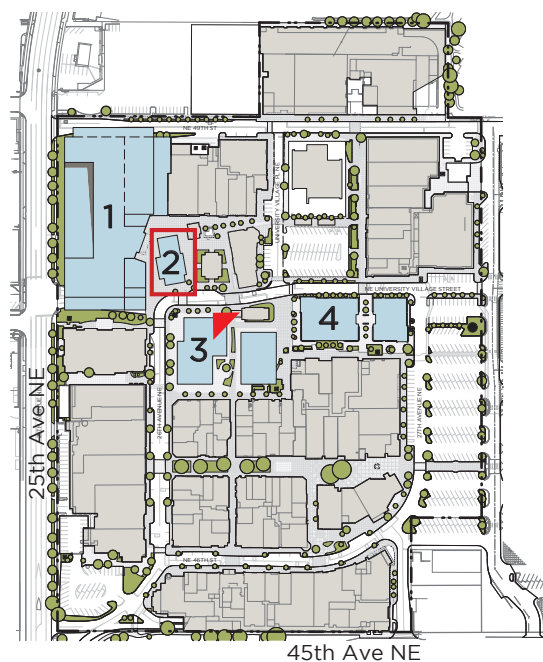
Floor Plan





**Summary:**

Option 1 is a 3 story shell building which would accommodate future tenant storefront design and flexibility. The proposed shell structure finishes (columns, headers, parapet) will be in keeping with the architectural character already established throughout University Village.



Site Plan



Aerial



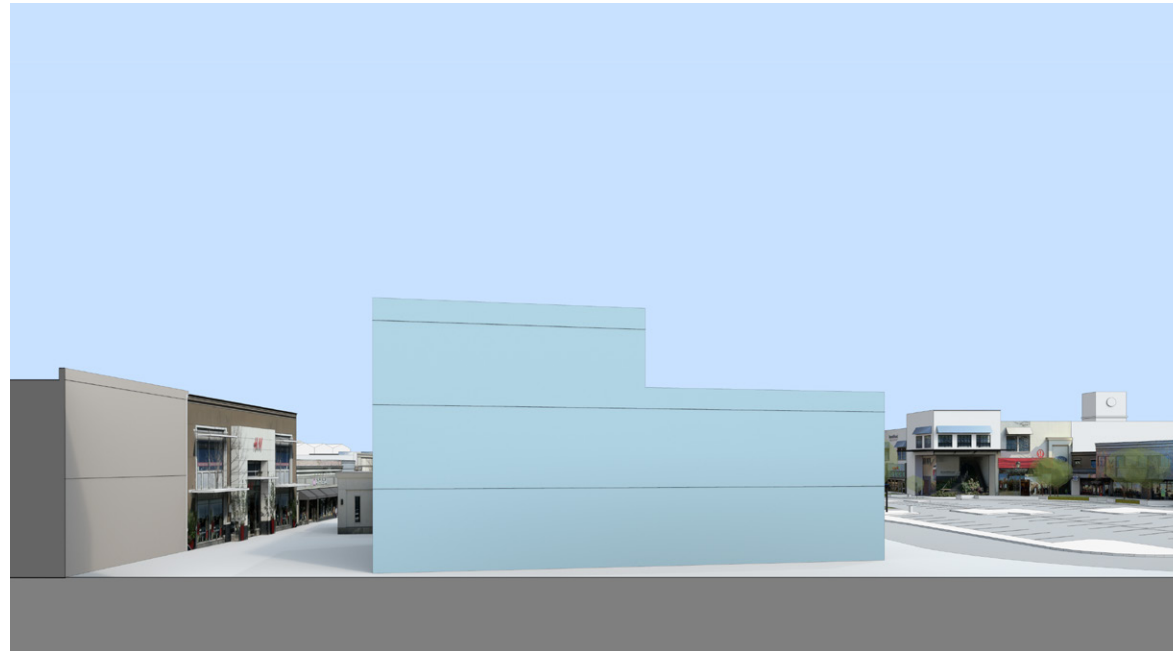


## Pros:

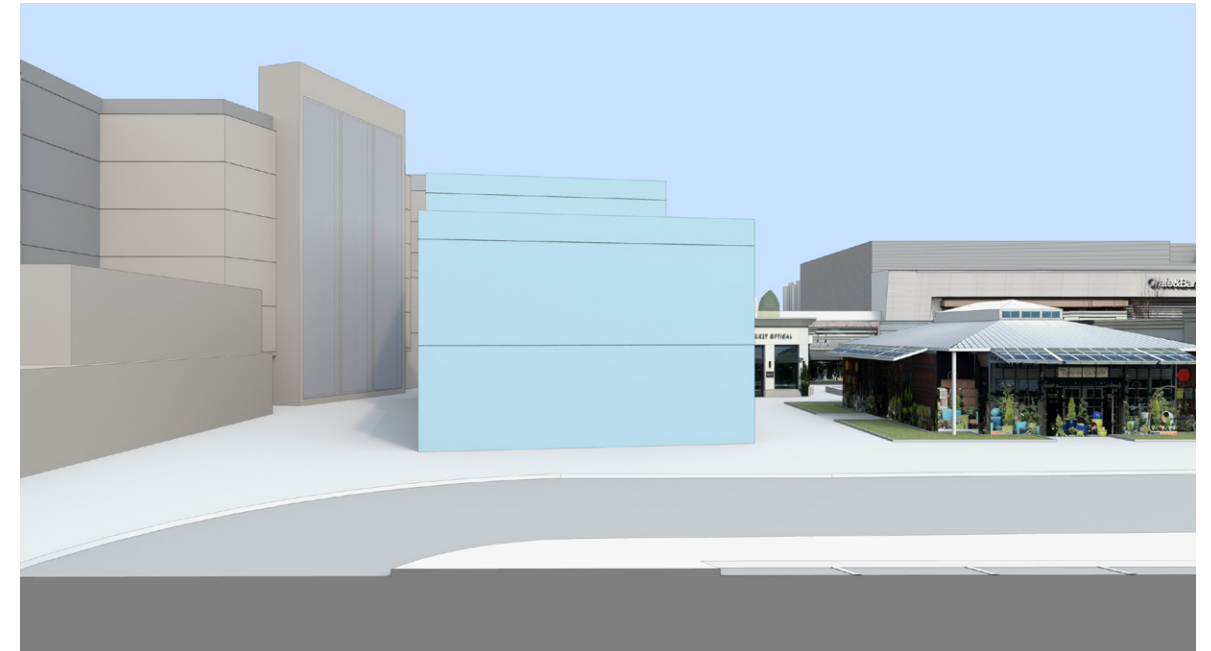
- 3 story building envelope
- Larger retail square footage

## Cons:

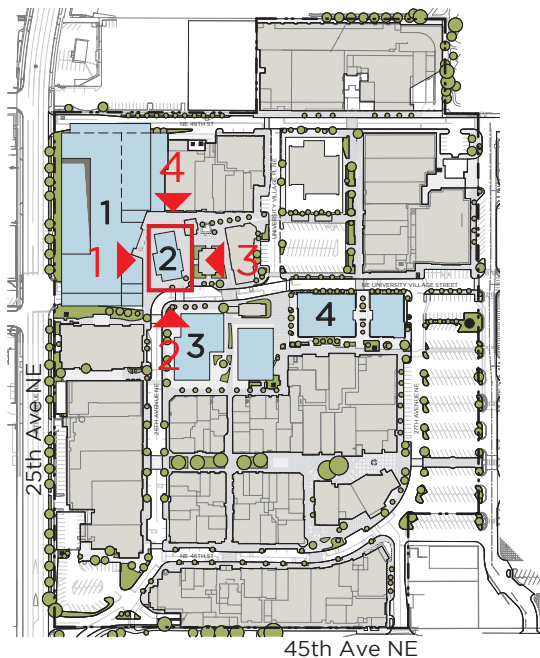
- Minimal building massing articulation
- Reduced visibility and sunlight
- Out of scale with surrounding buildings



1 | West Elevation



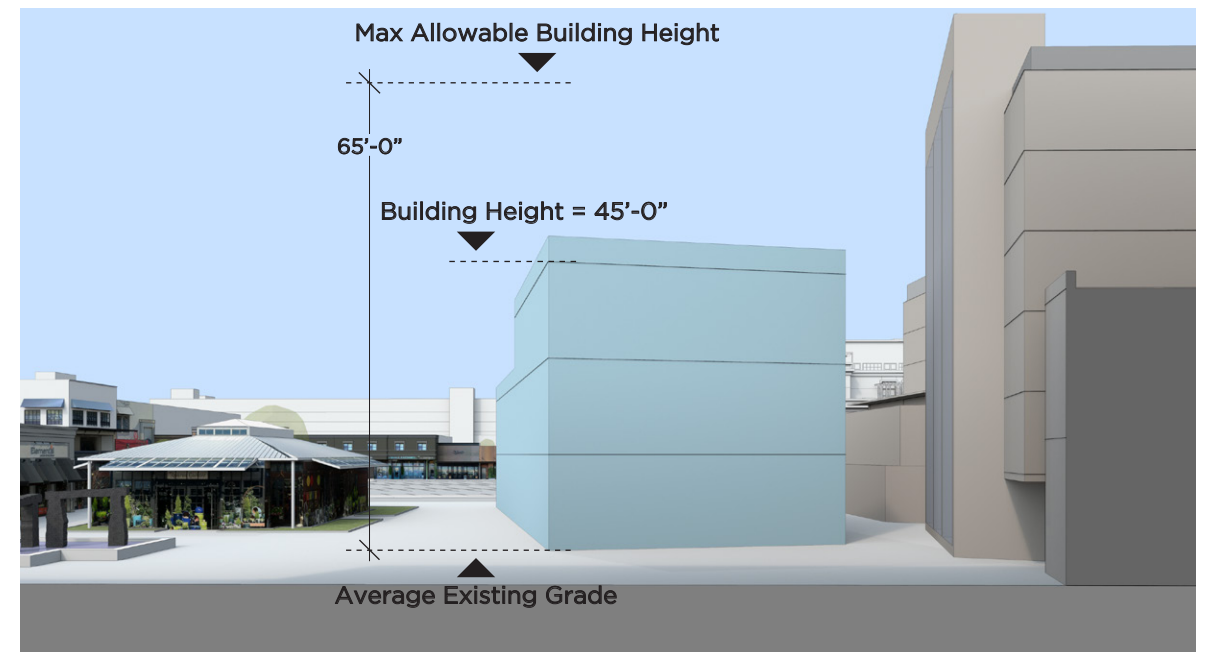
2 | South Elevation



Site Plan

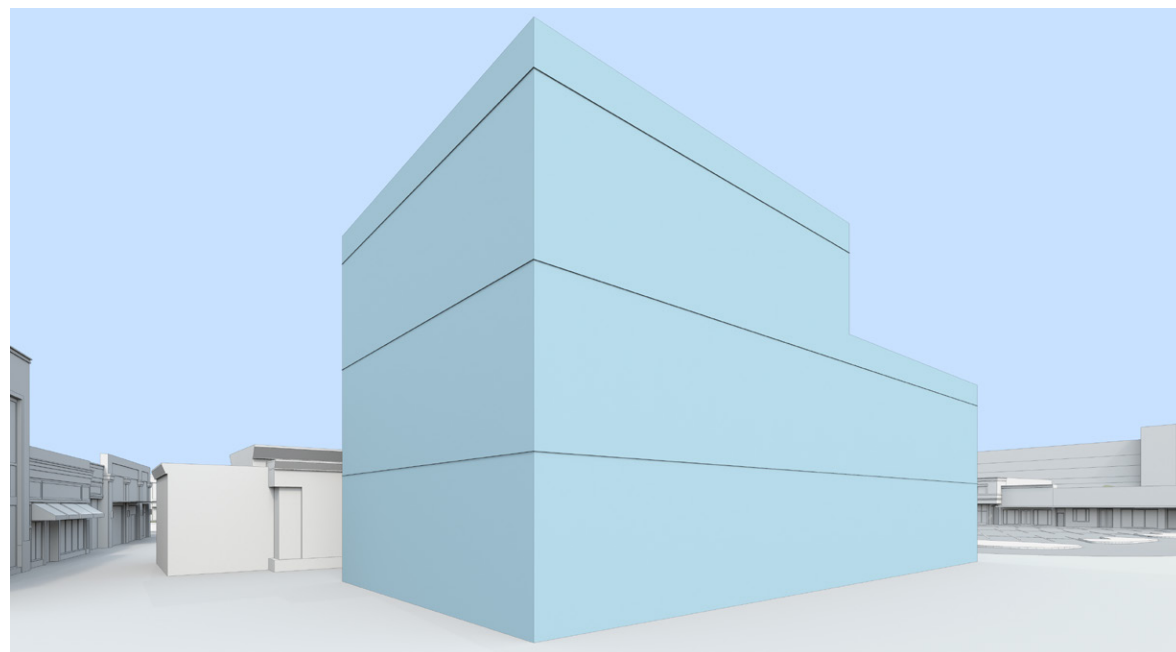


3 | East Elevation

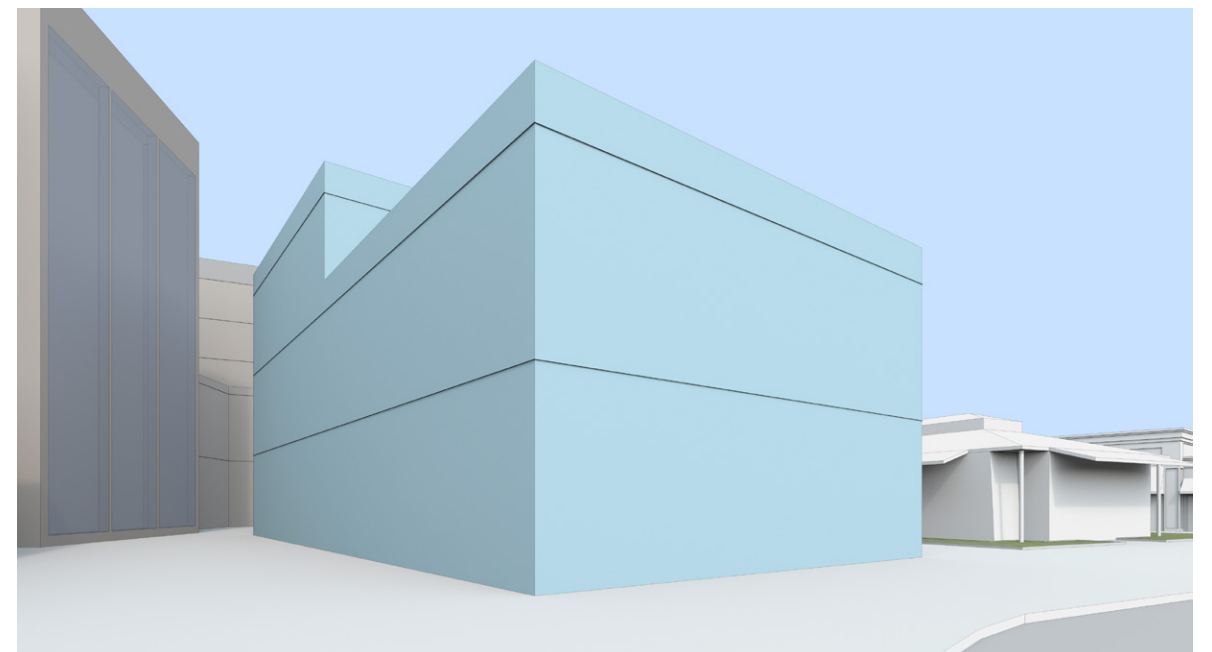


4 | North Elevation

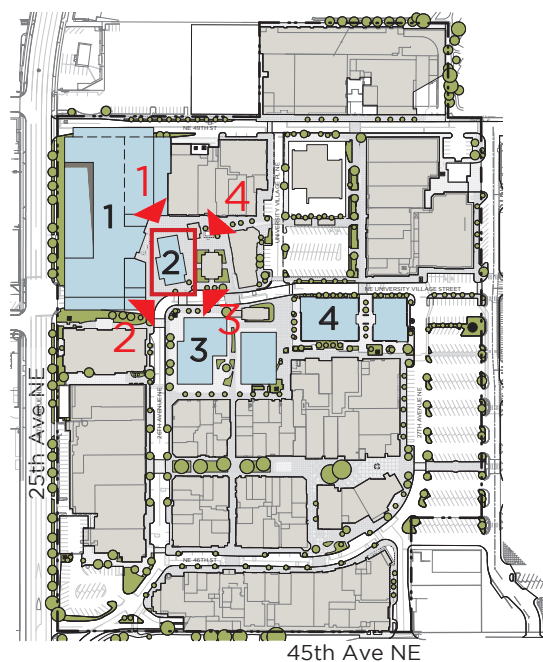




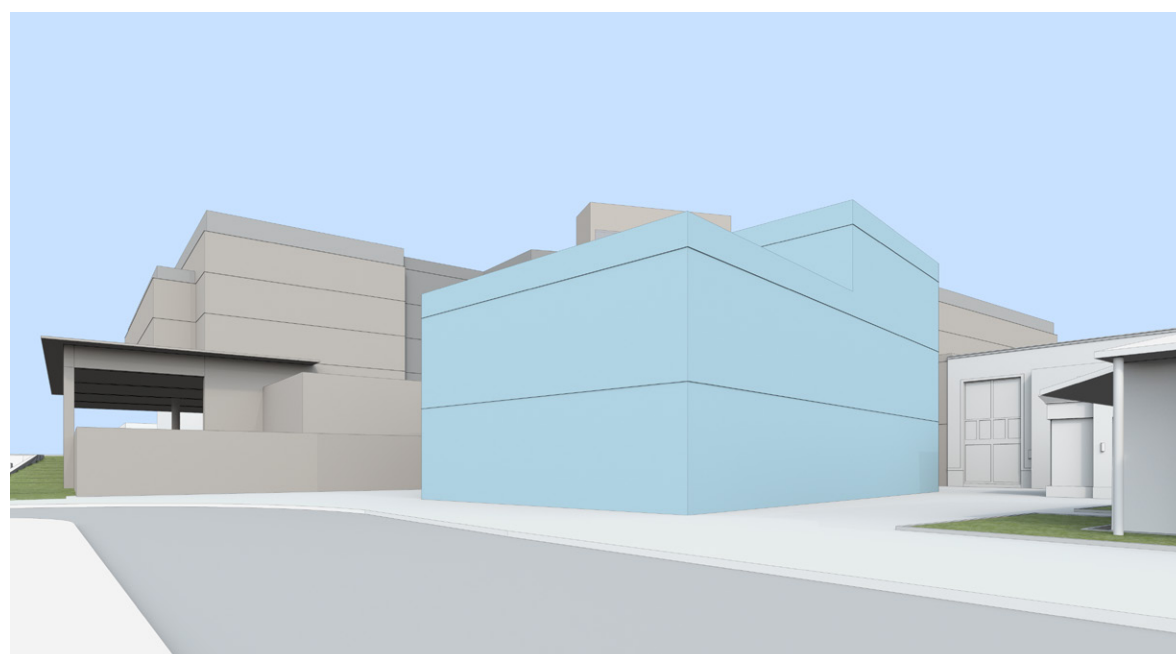
1 | NW Perspective



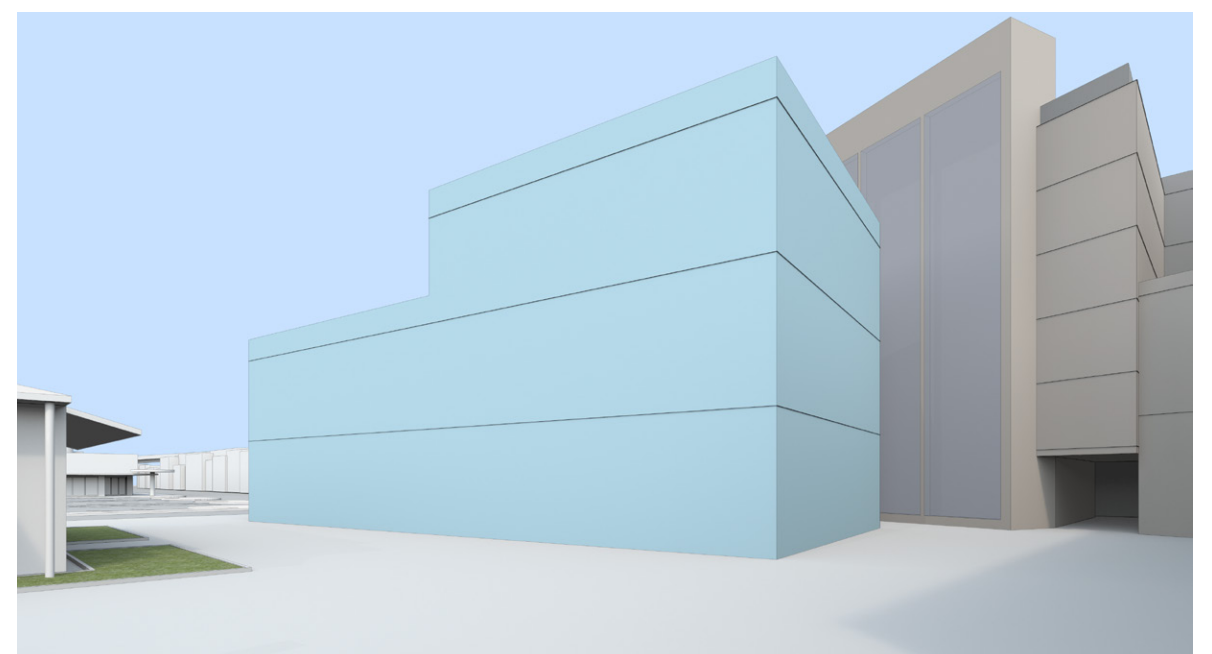
2 | SW Perspective



Site Plan



3 | SE Perspective

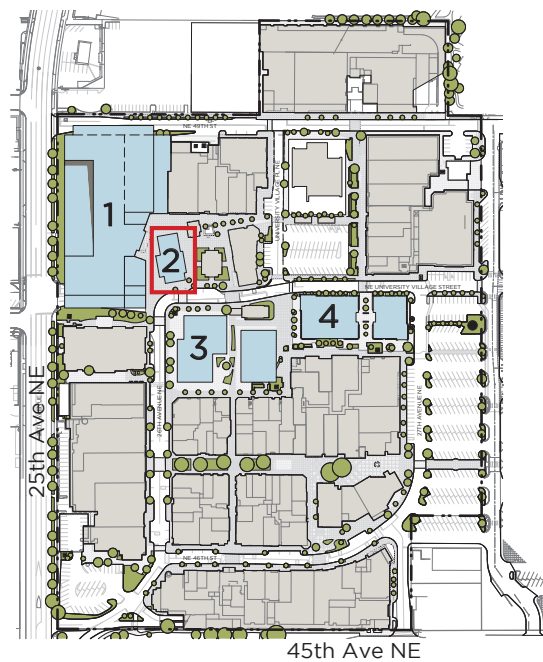


4 | NE Perspective

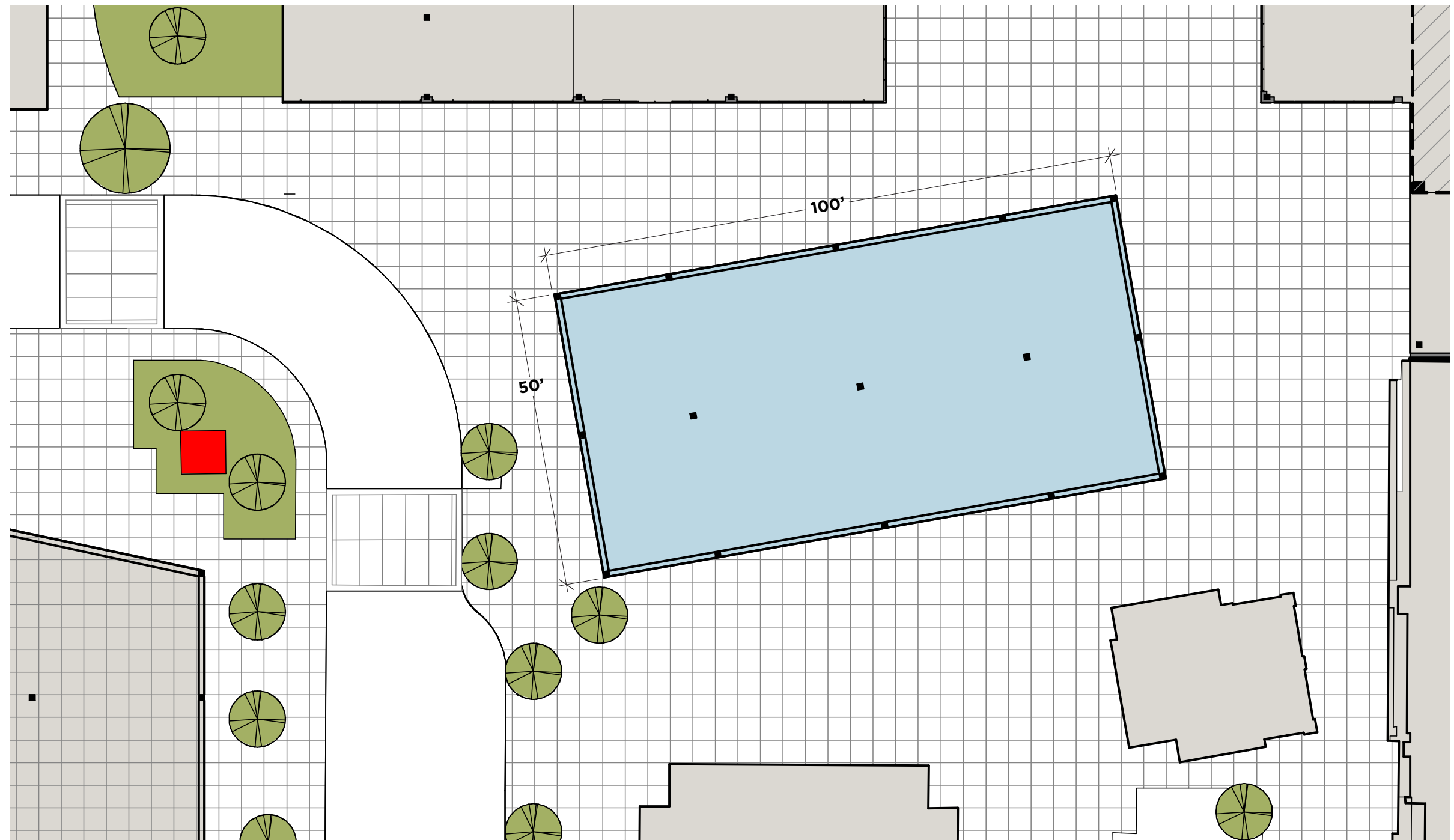


**Design Comments:**

The building footprint is set by required building separations from surrounding buildings to allow for maximum storefront glazing by the future tenant(s).



Site Plan



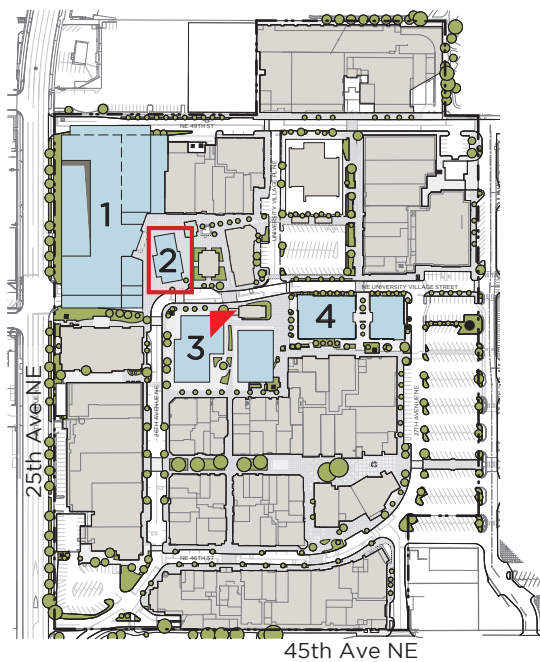
Floor Plan





**Summary:**

Option 2 is a 2 story shell building which would accommodate future tenant storefront design and flexibility. The proposed shell structure finishes (columns, headers, parapet) will be in keeping with the architectural character already established throughout University Village.



Site Plan



Aerial



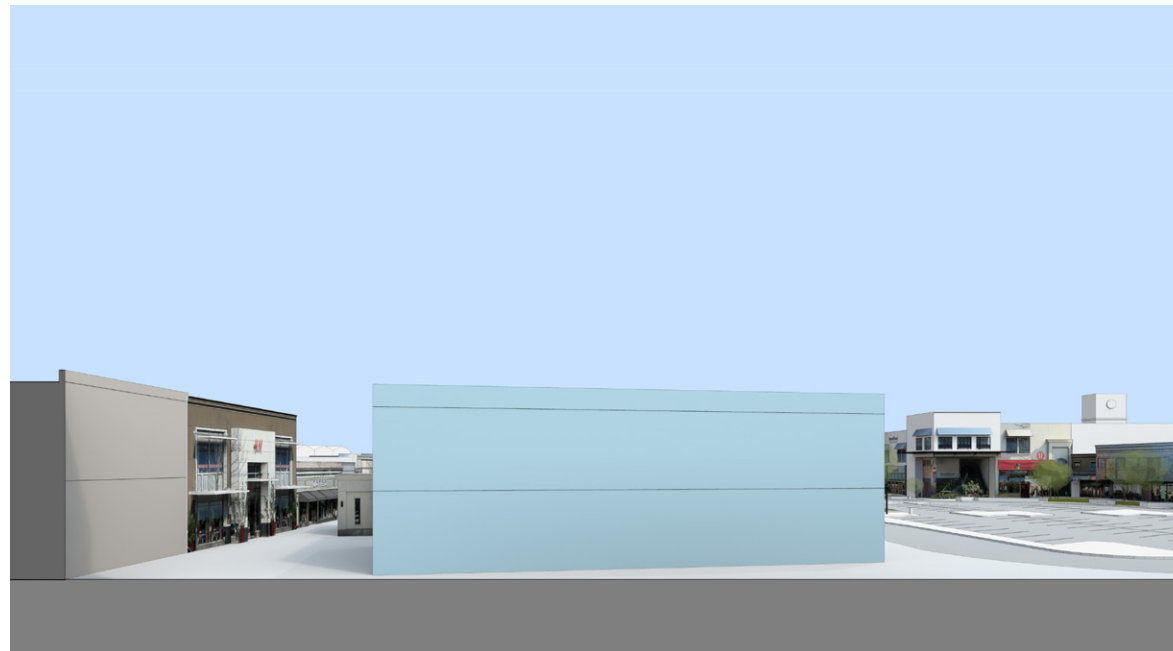


**Pros:**

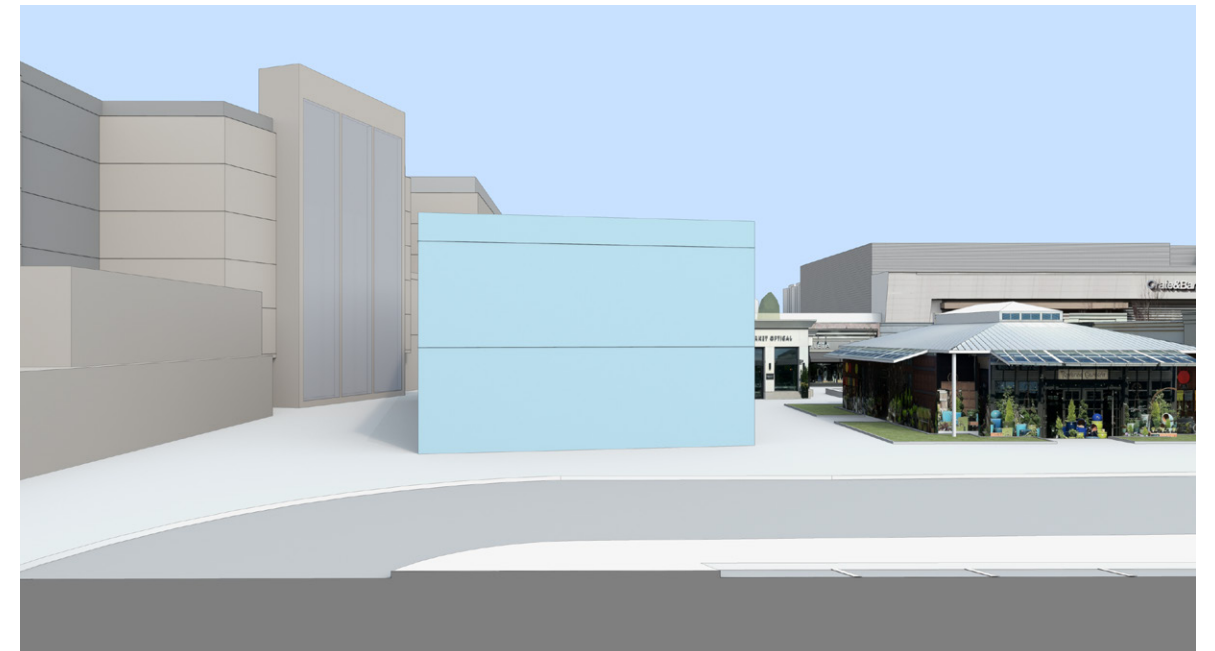
- 2 story building envelope
- Pedestrian friendly scale

**Cons:**

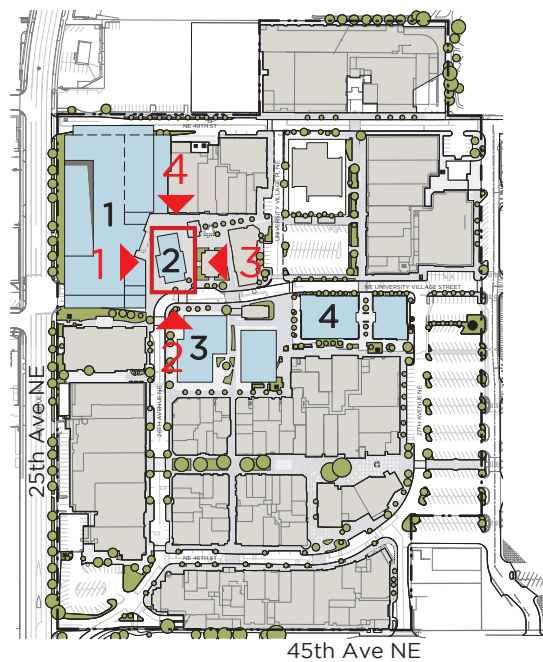
- Minimal building massing articulation
- Less retail square footage



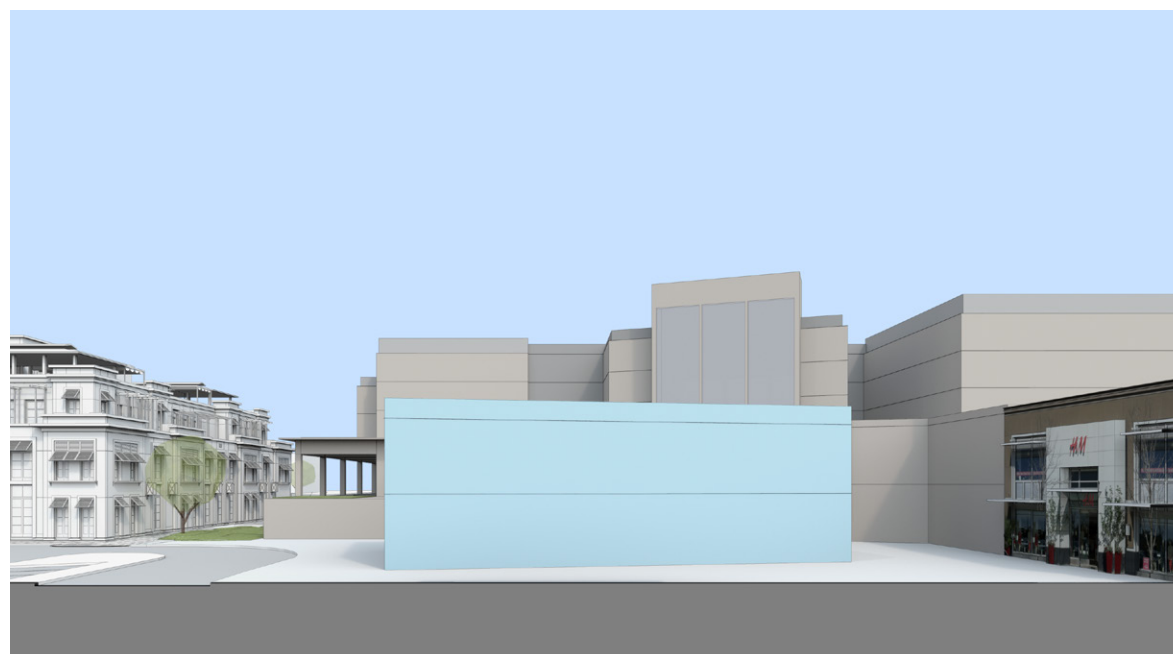
1 | West Elevation



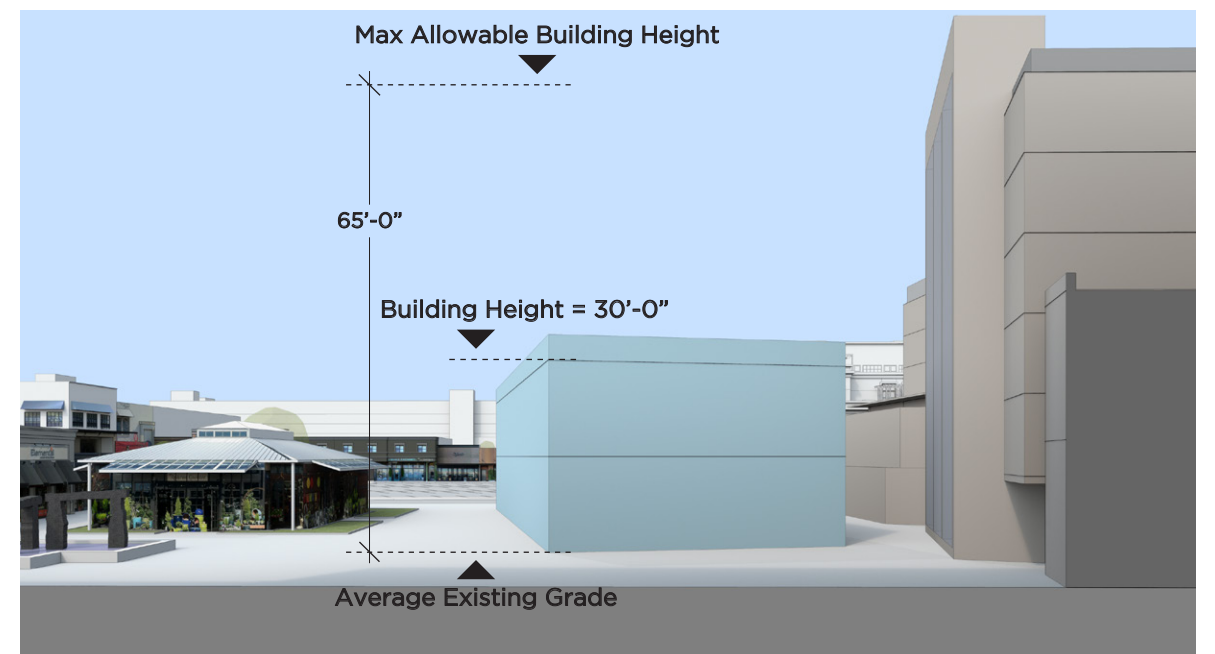
2 | South Elevation



Site Plan



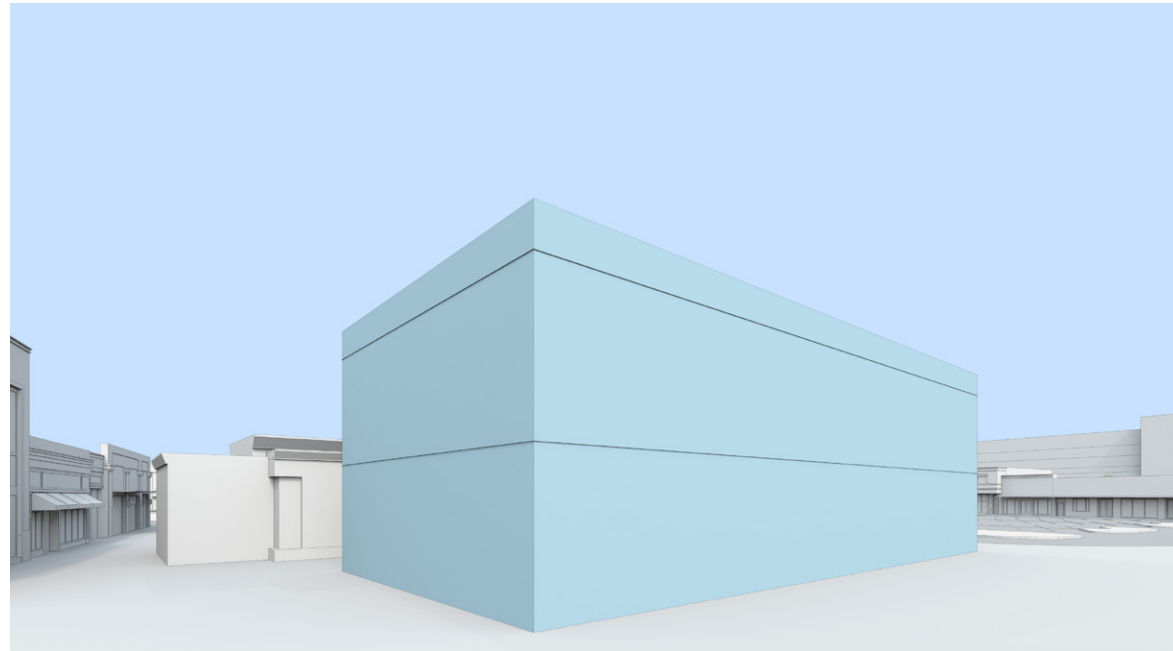
3 | East Elevation



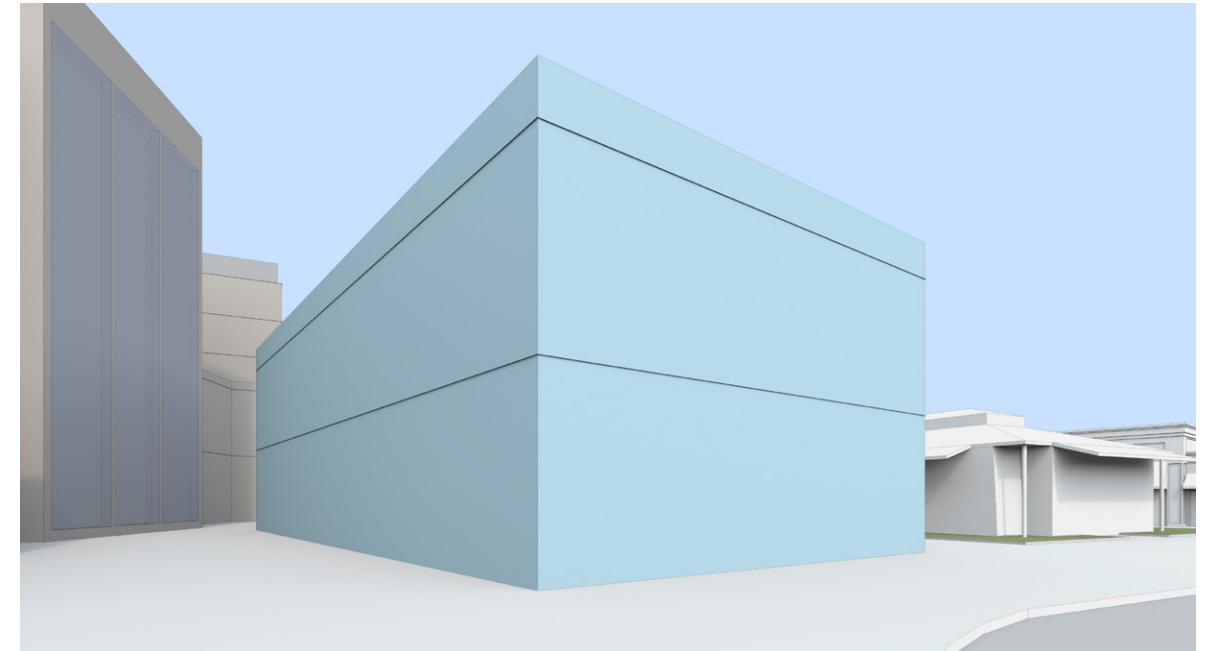
4 | North Elevation



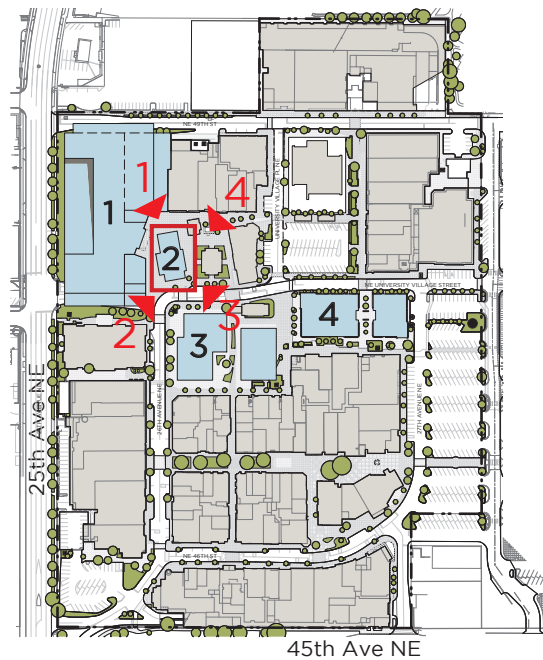




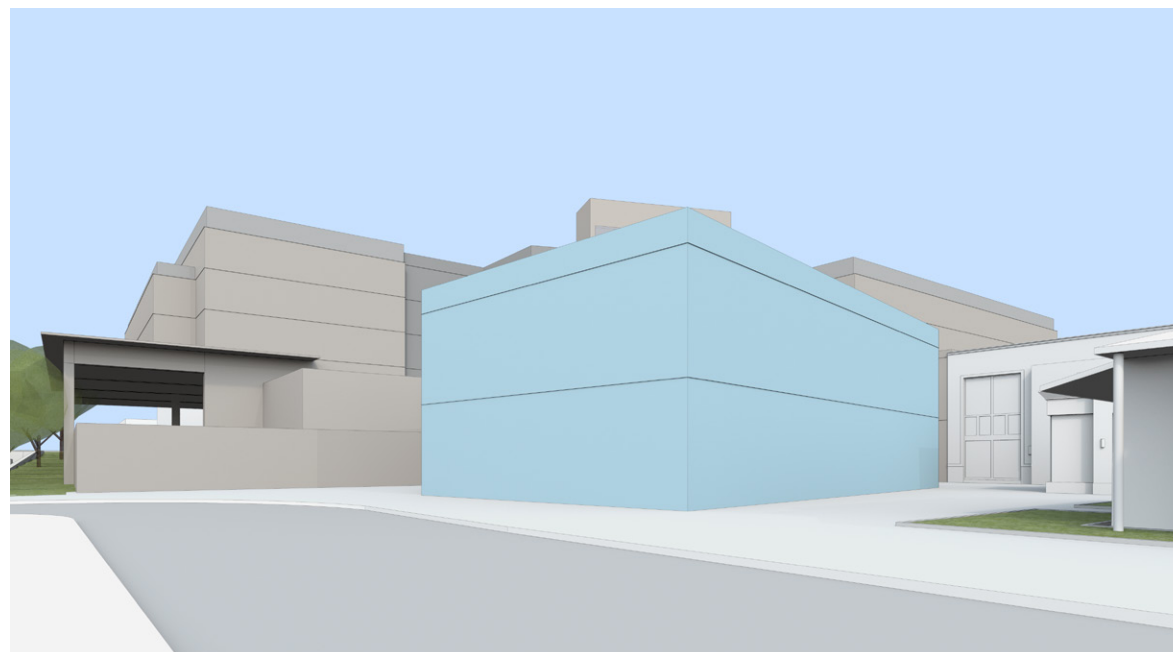
1 | NW Perspective



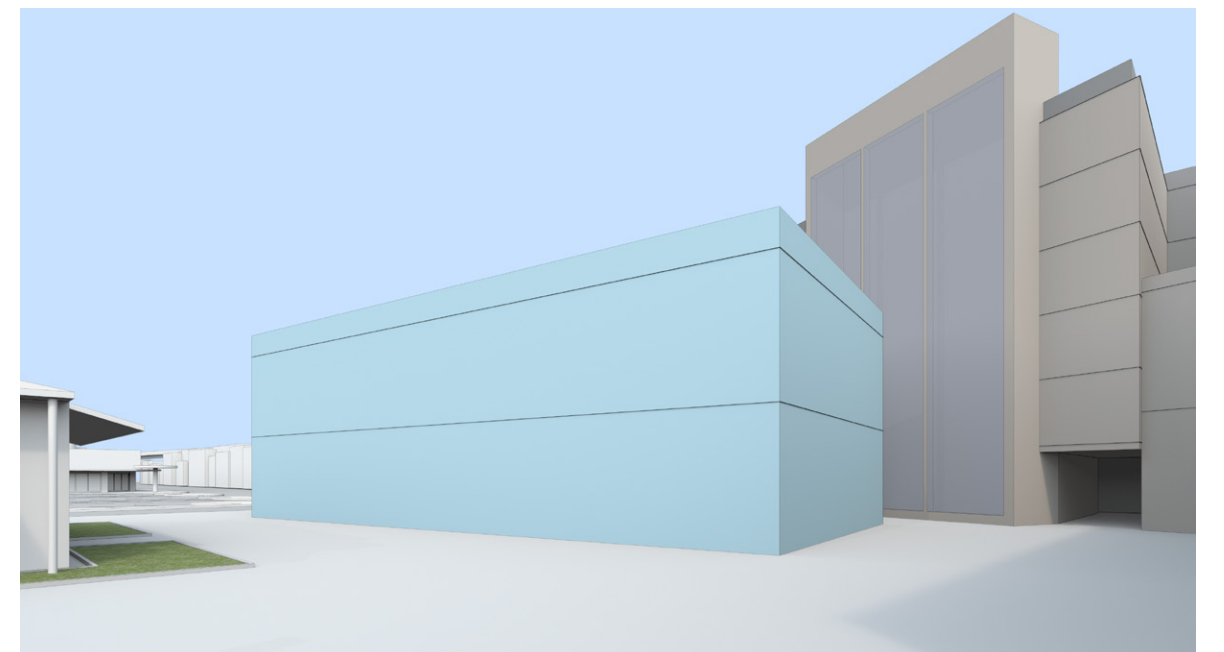
2 | SW Perspective



Site Plan



3 | SE Perspective

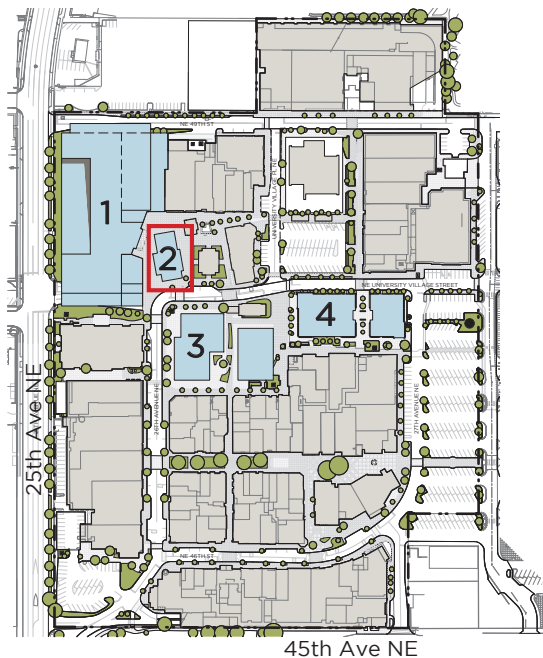


4 | NE Perspective

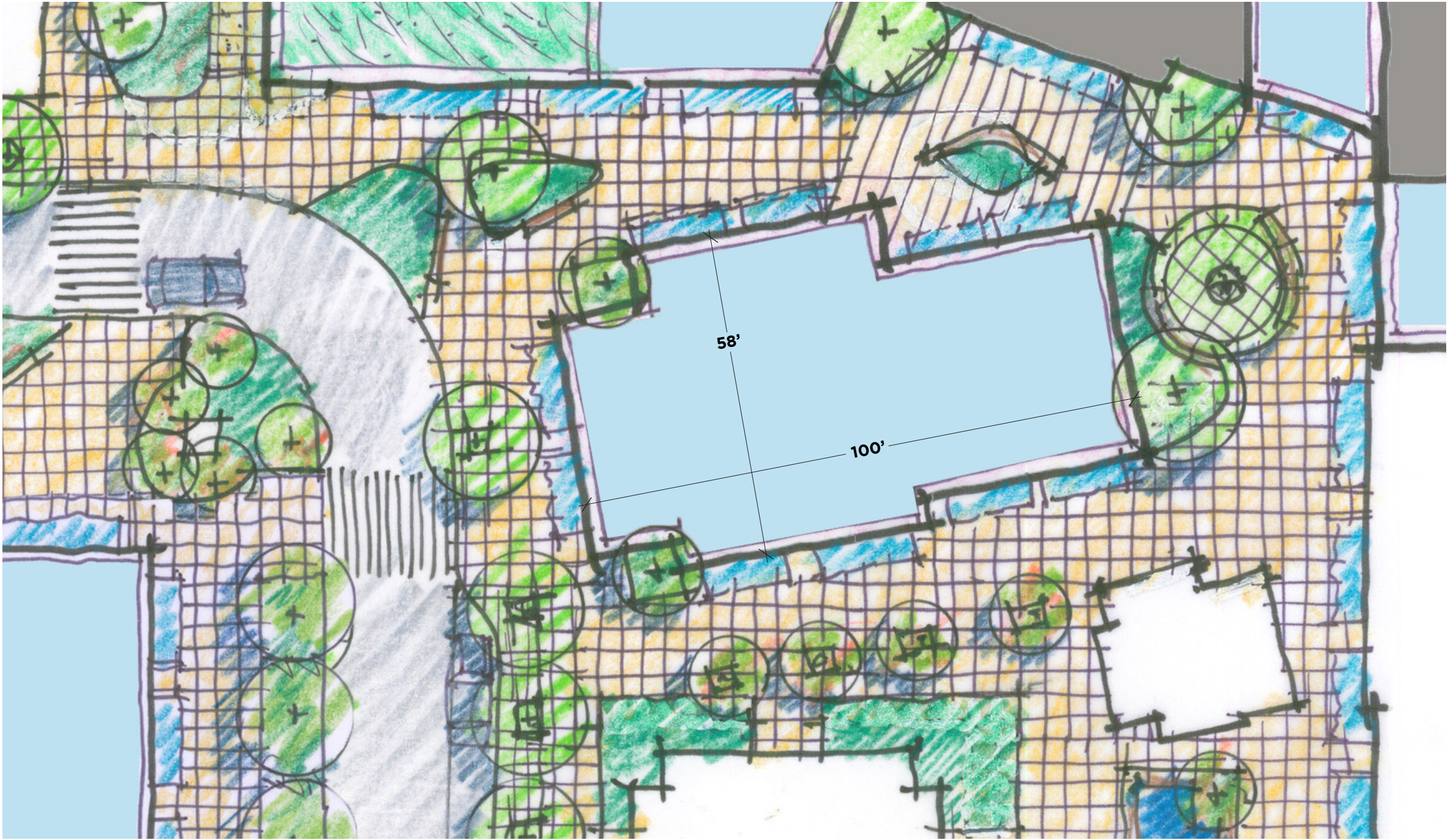


Design Comments:

The building footprint is set by required building separations from surrounding buildings to allow for maximum storefront glazing by the future tenant(s).



Site Plan

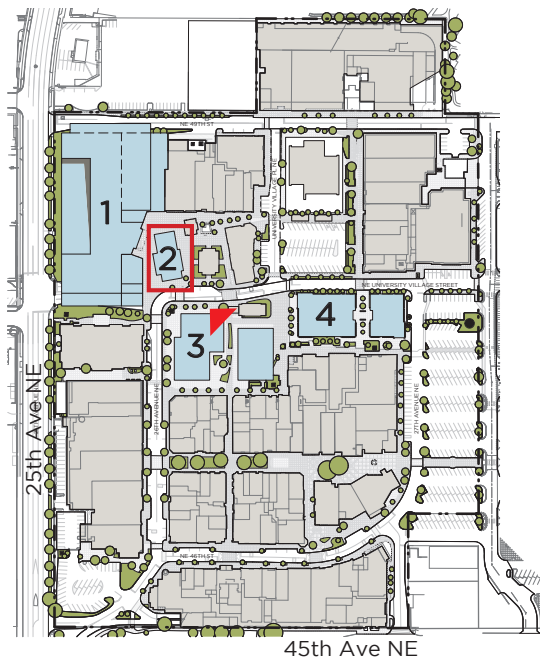


Floor Plan



**Summary:**

Option 3 (preferred) is a 2 story shell building which would accommodate for future tenant storefront design and flexibility. The proposed shell structure finishes (columns, headers, parapet) will be in keeping with the architectural character already established throughout University Village.



Site Plan



Aerial



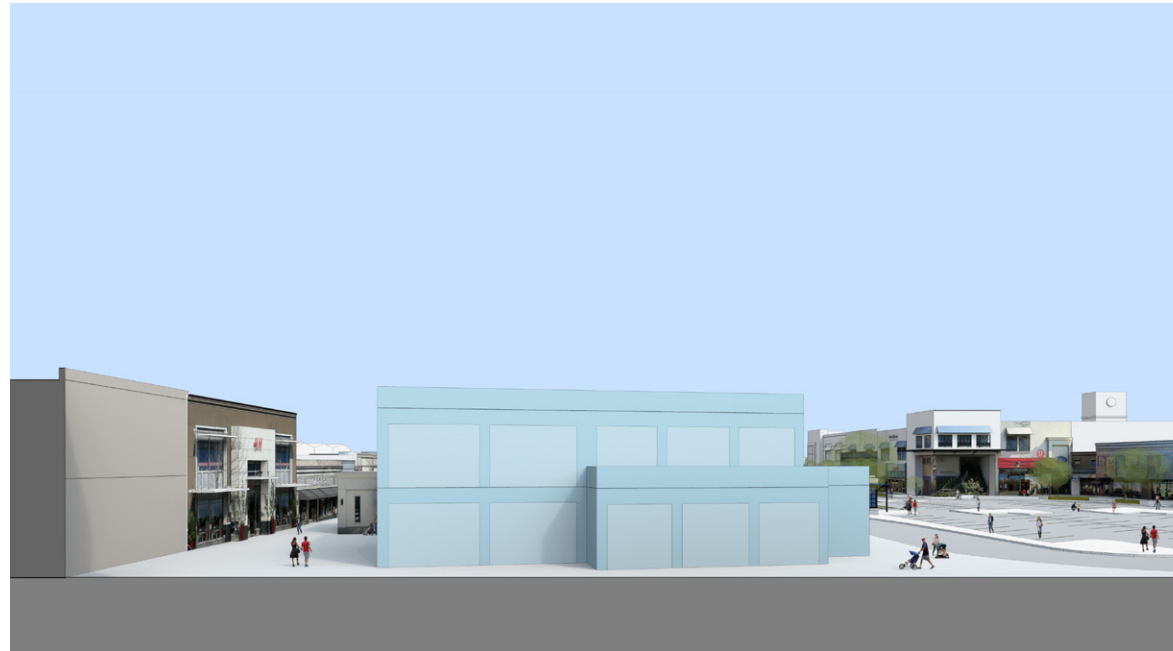


## Pros:

- 2 story building envelope
- Pedestrian friendly scale
- Additional building massing articulation

## Cons:

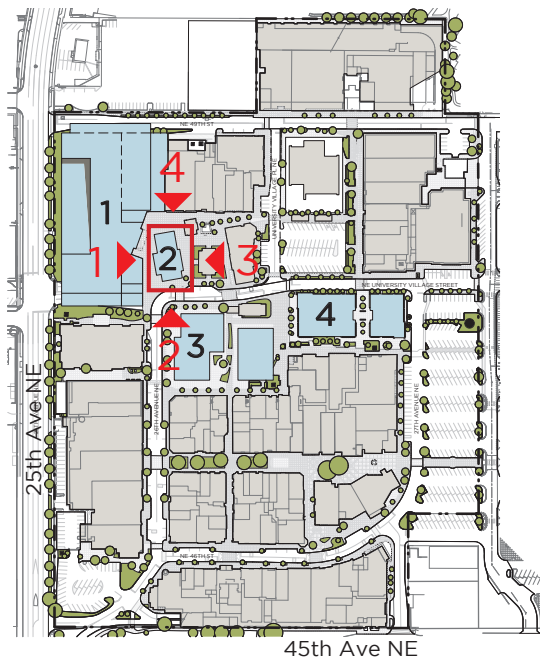
- Less retail square footage



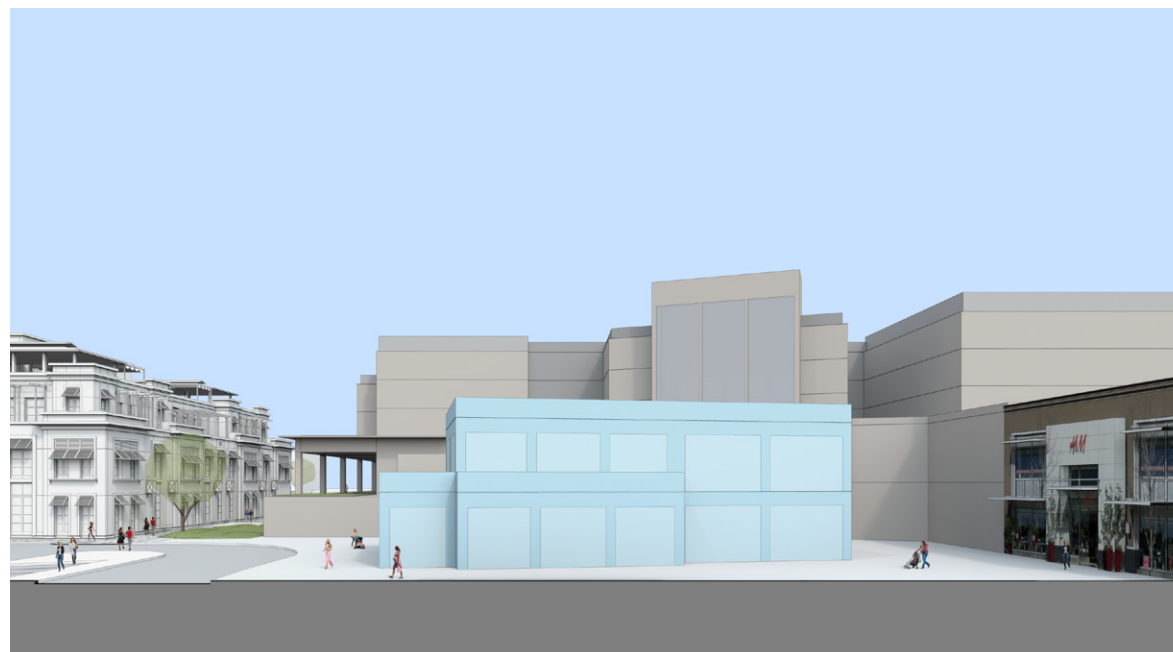
1 | West Elevation



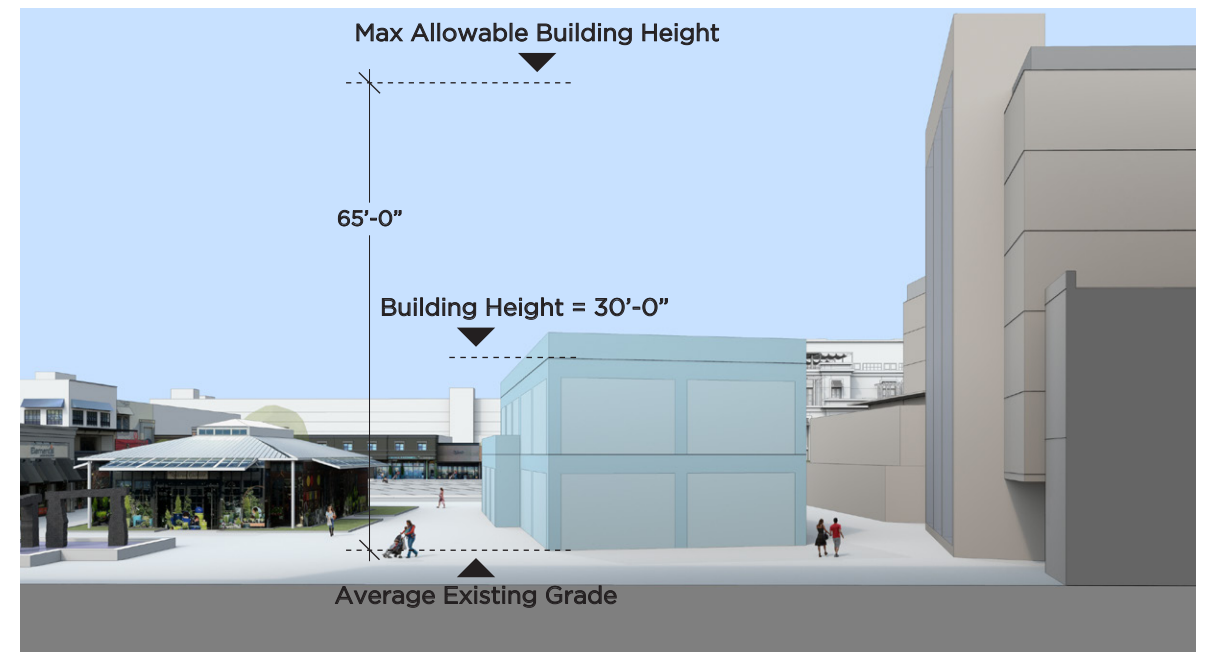
2 | South Elevation



Site Plan

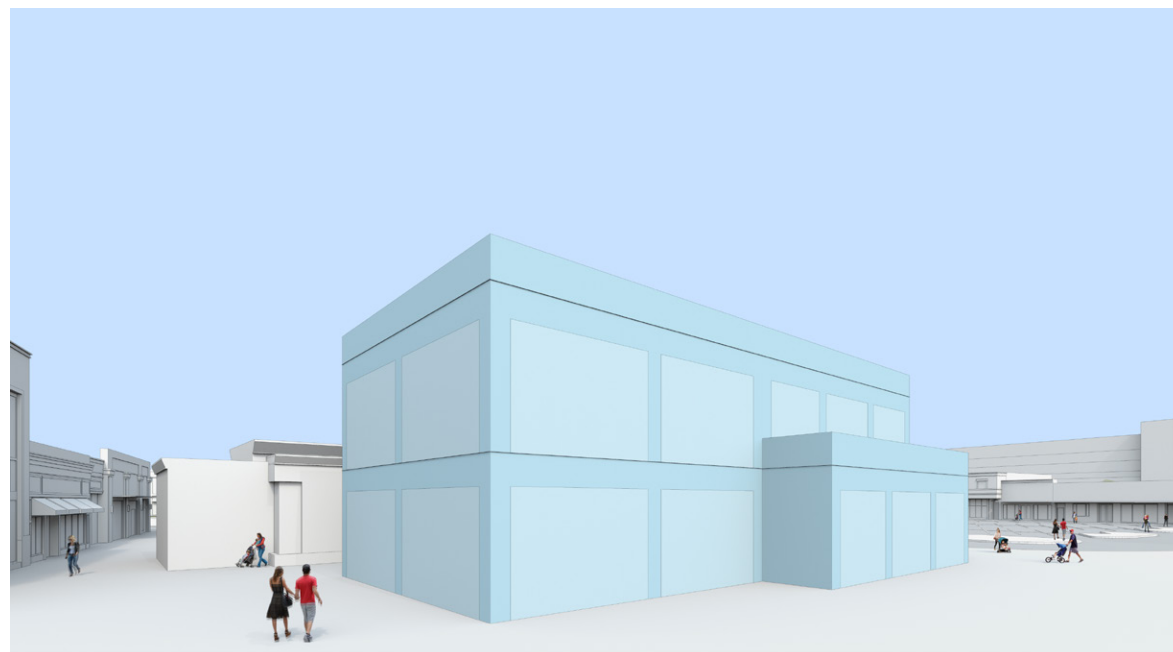


3 | East Elevation



4 | North Elevation

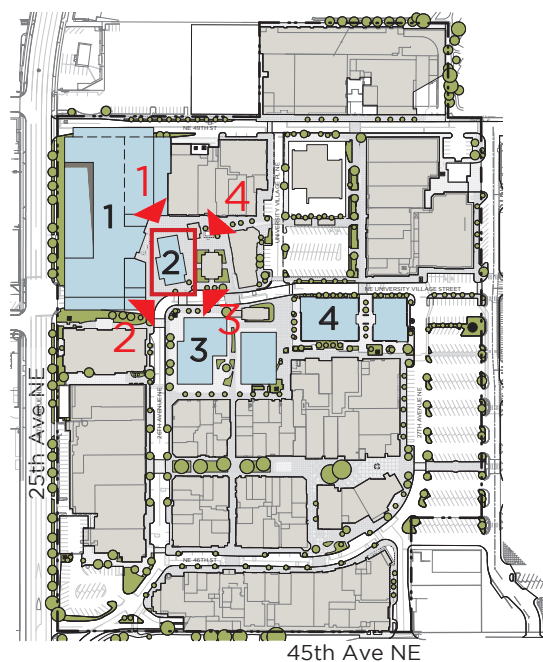




1 | NW Perspective



2 | SW Perspective



Site Plan



3 | SE Perspective



4 | NE Perspective



Site Photos:

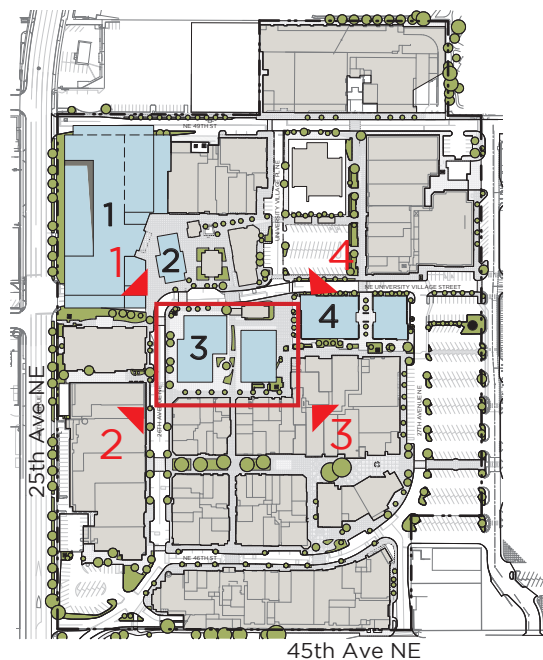
The outline in red indicates the approximate building envelope which changes with each design option. The existing site is a surface parking field.



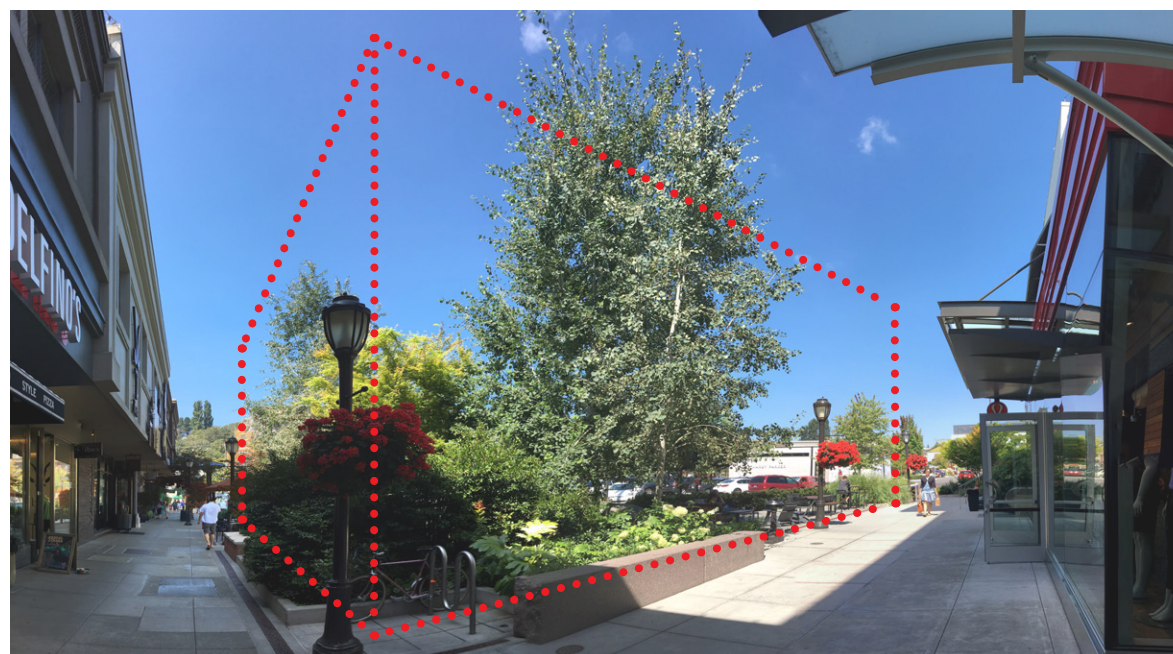
1 | NW Corner - Existing



2 | SW Corner - Existing



Site Plan



3 | SE Corner - Existing

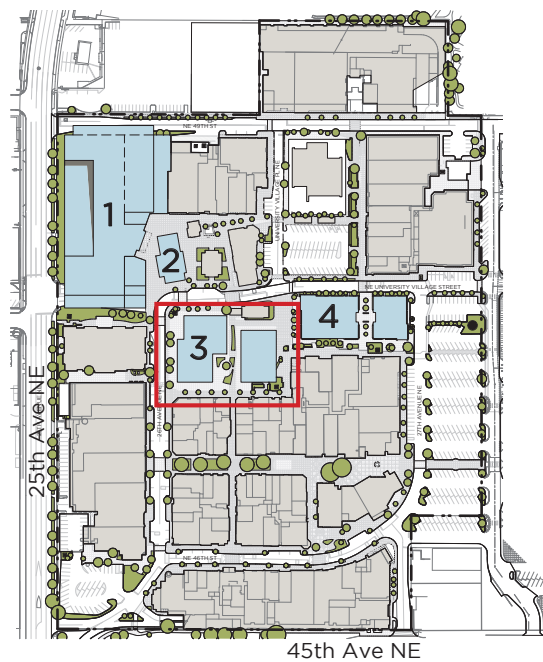


4 | NE Corner - Existing

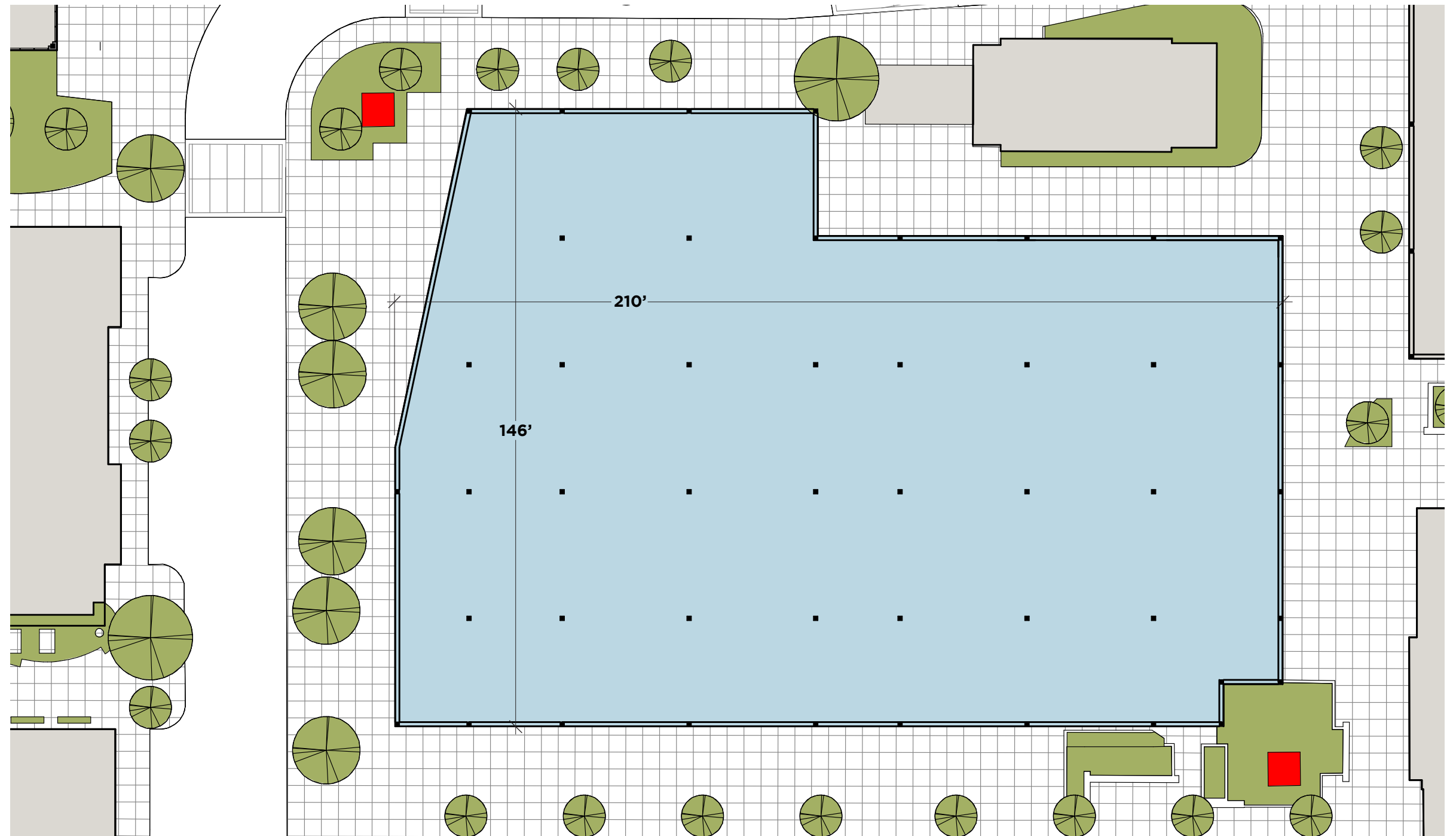


**Design Comments:**

The building footprint maximizes allowable retail and office square footage and the exterior building facades are set by required building separations to allow for maximum storefront glazing by future tenant(s).



Site Plan



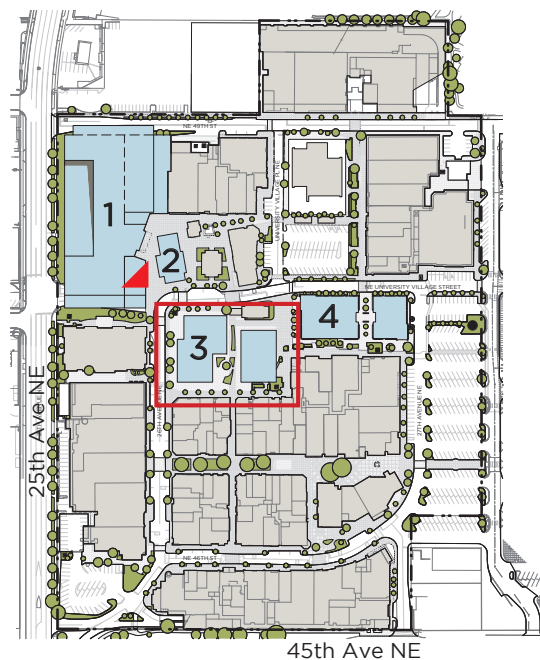
Floor Plan



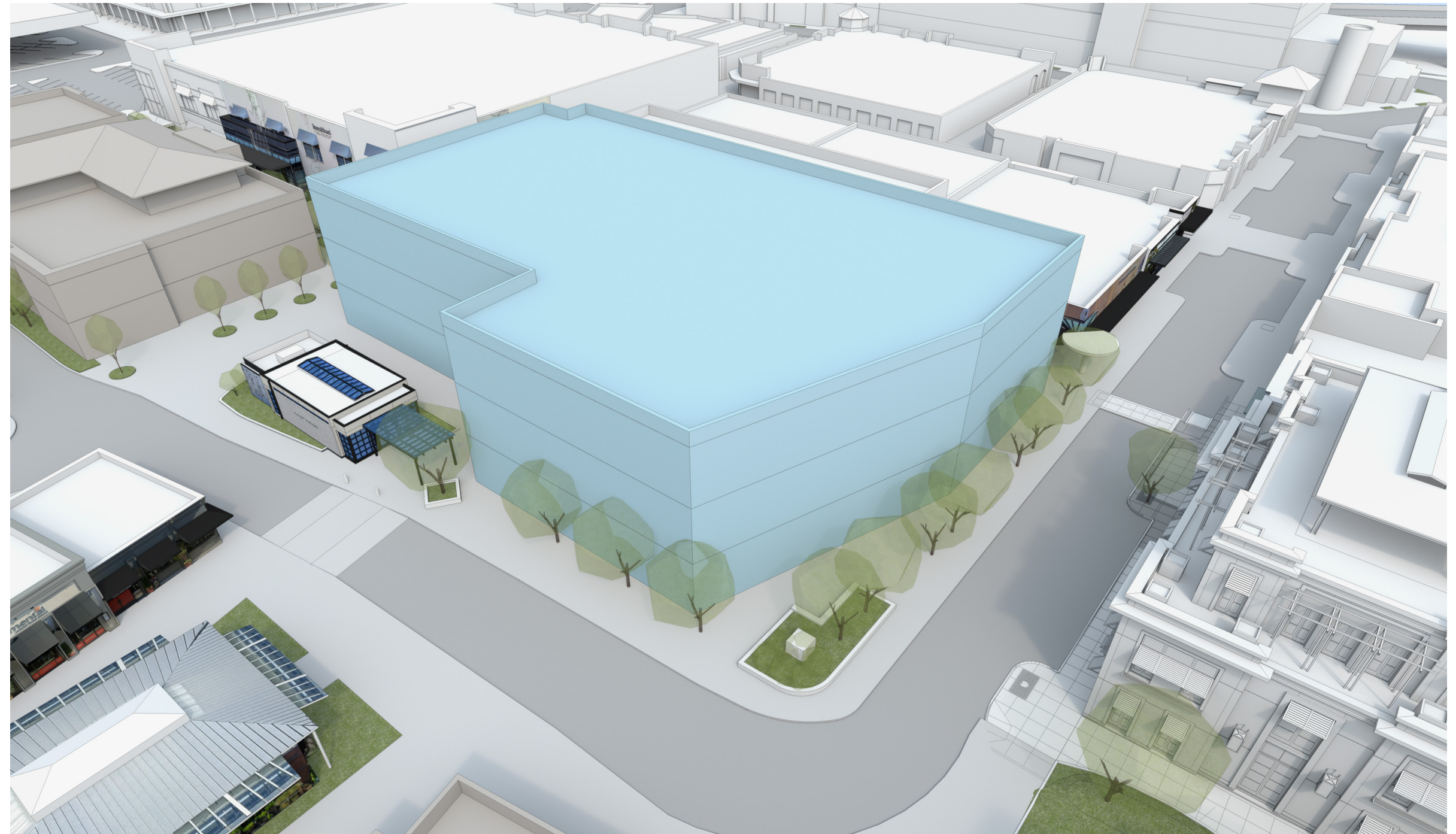


**Summary:**

Option 1 is a 3 story, single massing shell building which would accommodate future tenant storefront design and flexibility. The proposed shell structure finishes (columns, headers, parapet) will be in keeping with the architectural character already established throughout University Village.



Site Plan



Aerial



**Pros:**

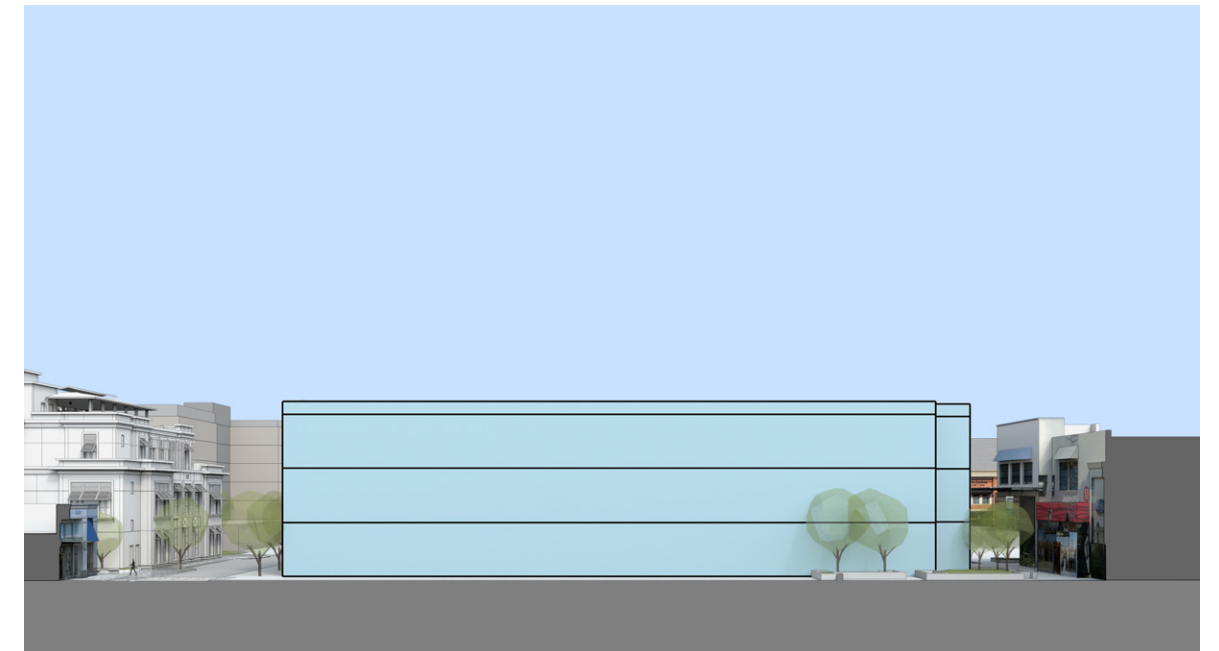
- Larger quantity of retail square footage

**Cons:**

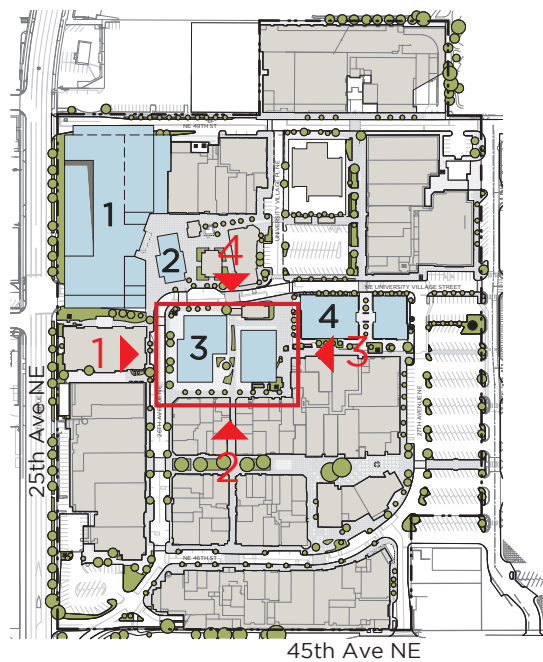
- 3 story building envelope over scaled for the site
- Minimal building massing articulation
- Reduced visibility and sunlight



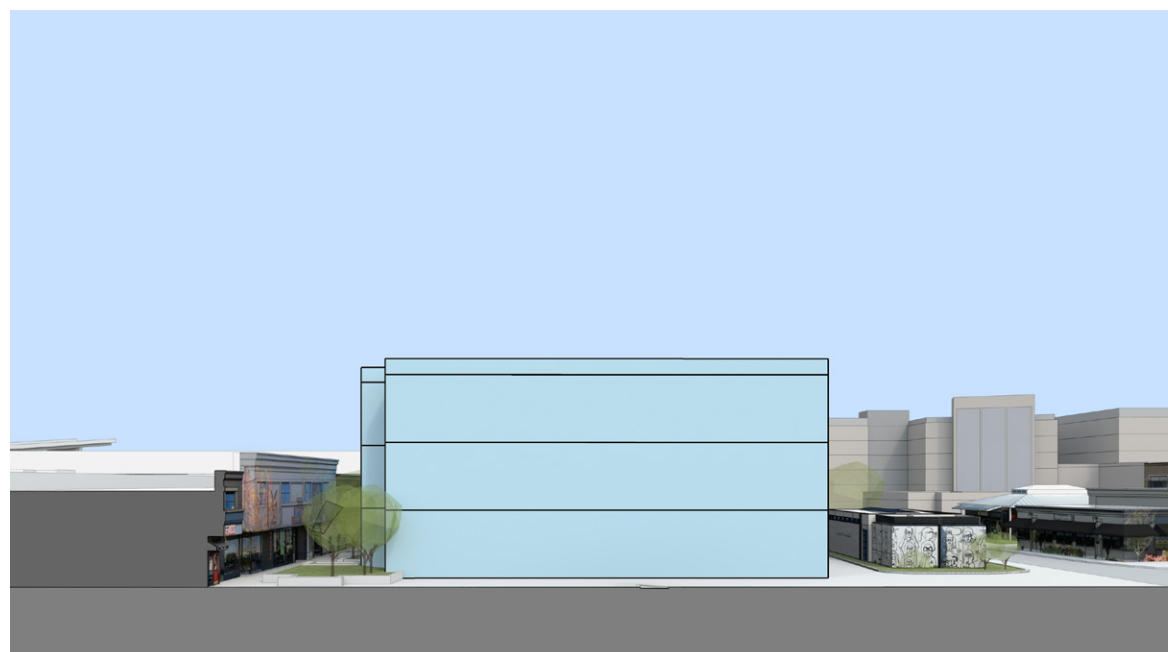
1 | West Elevation



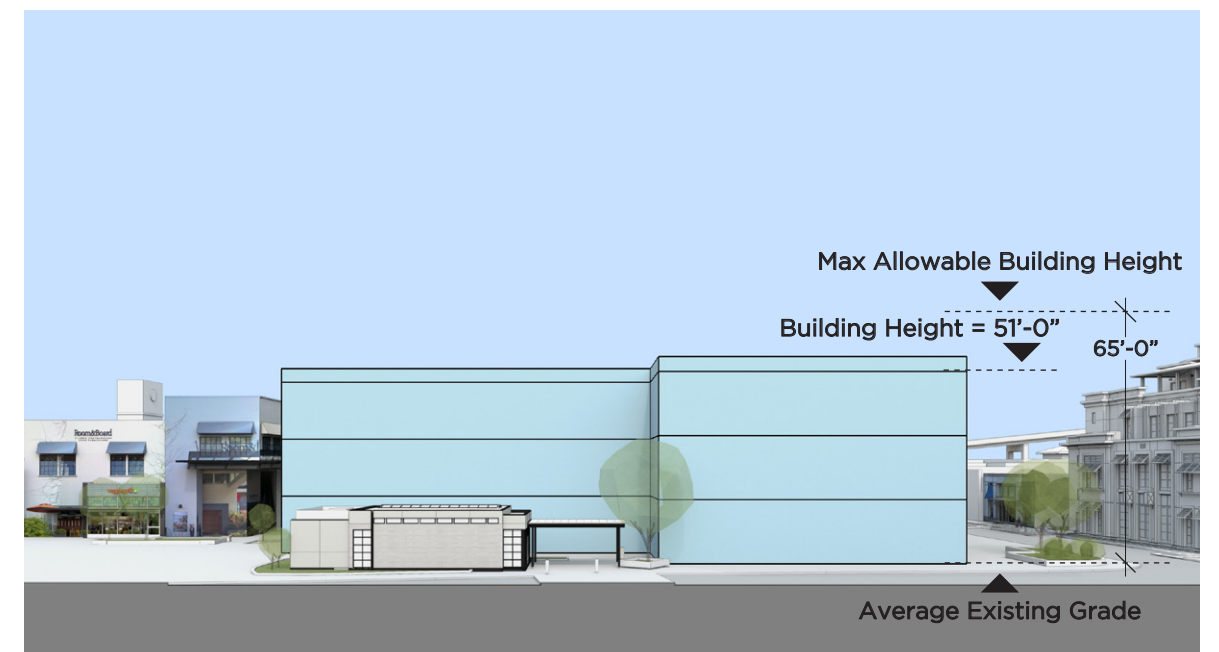
2 | South Elevation



Site Plan

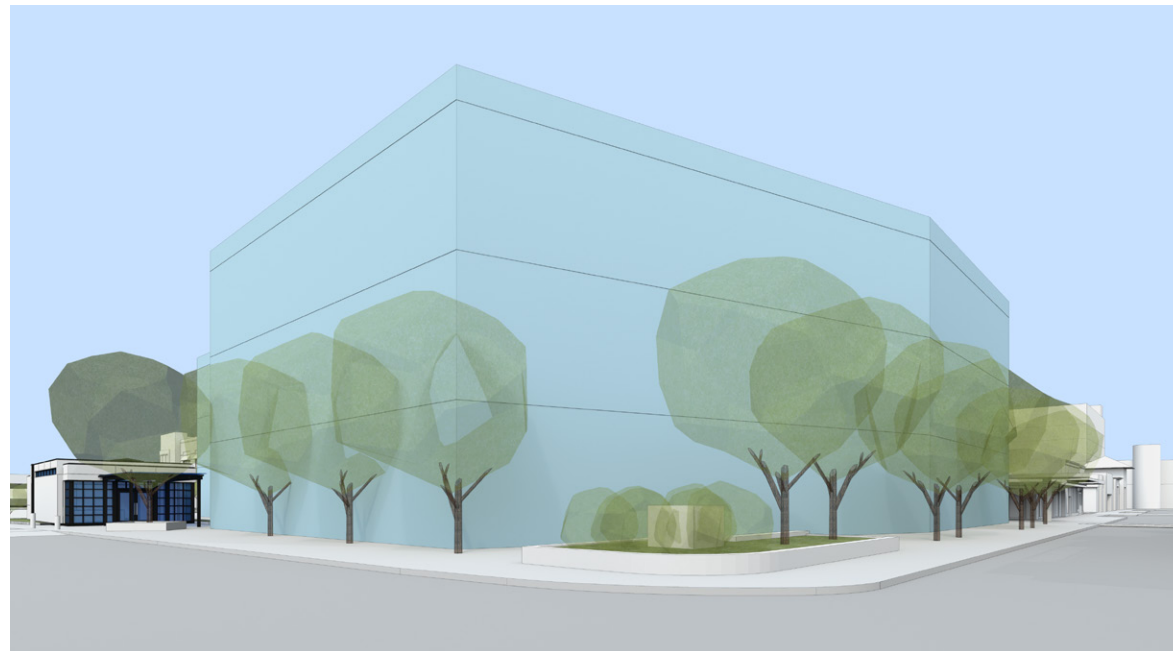


3 | East Elevation

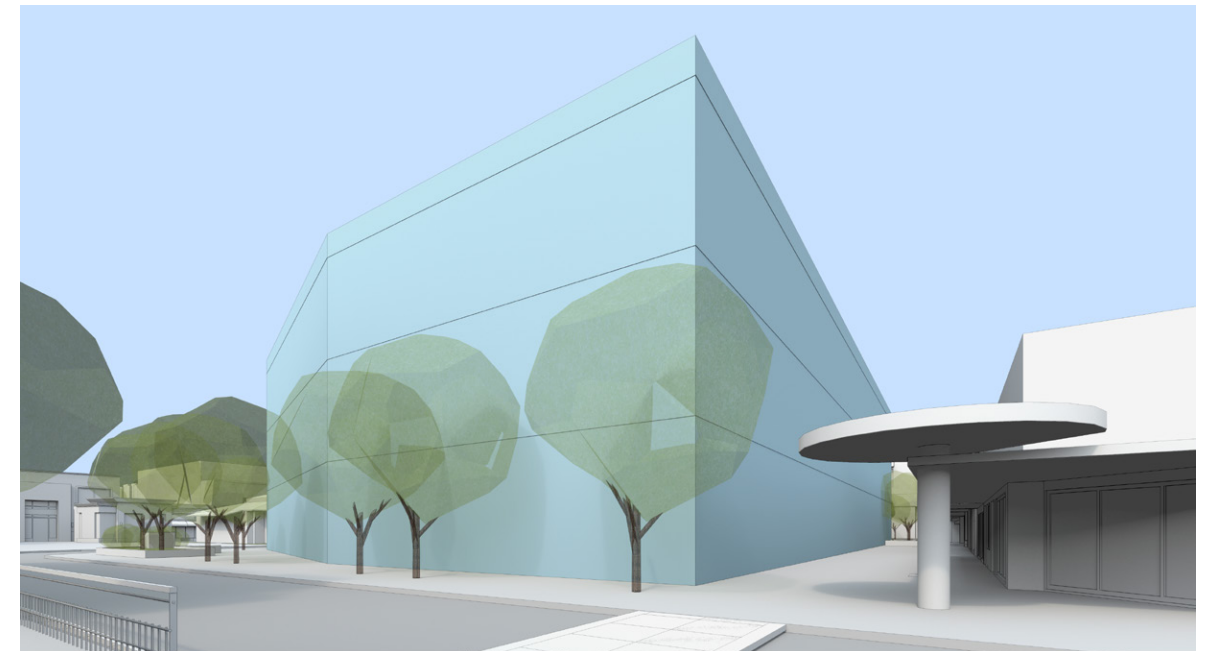


4 | North Elevation

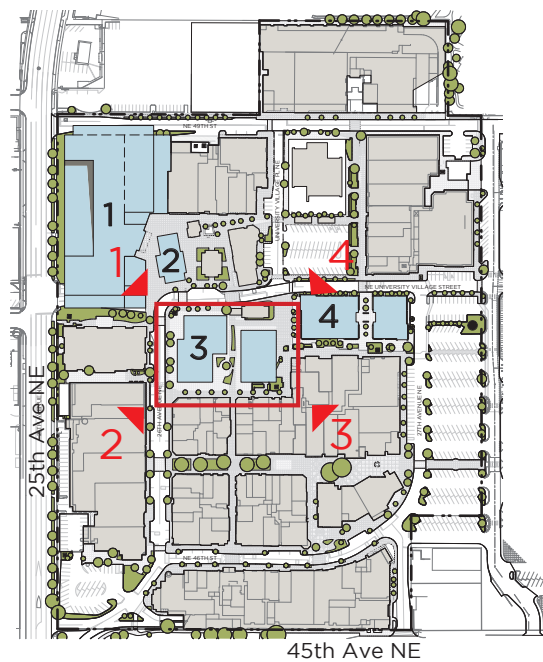




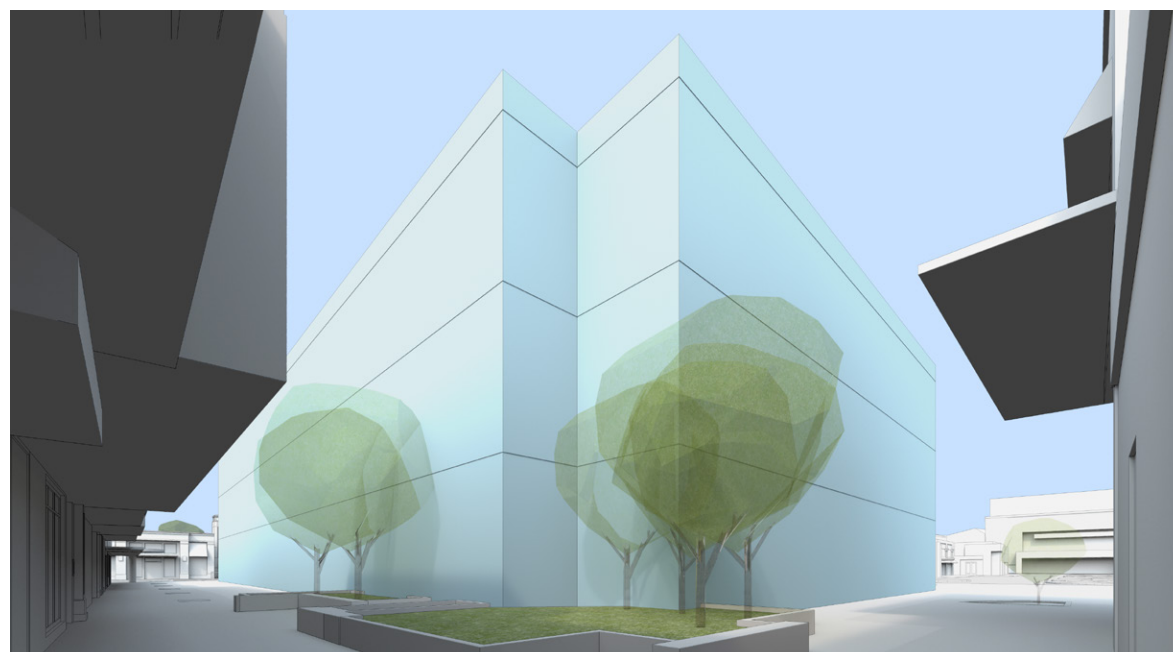
1 | NW Perspective



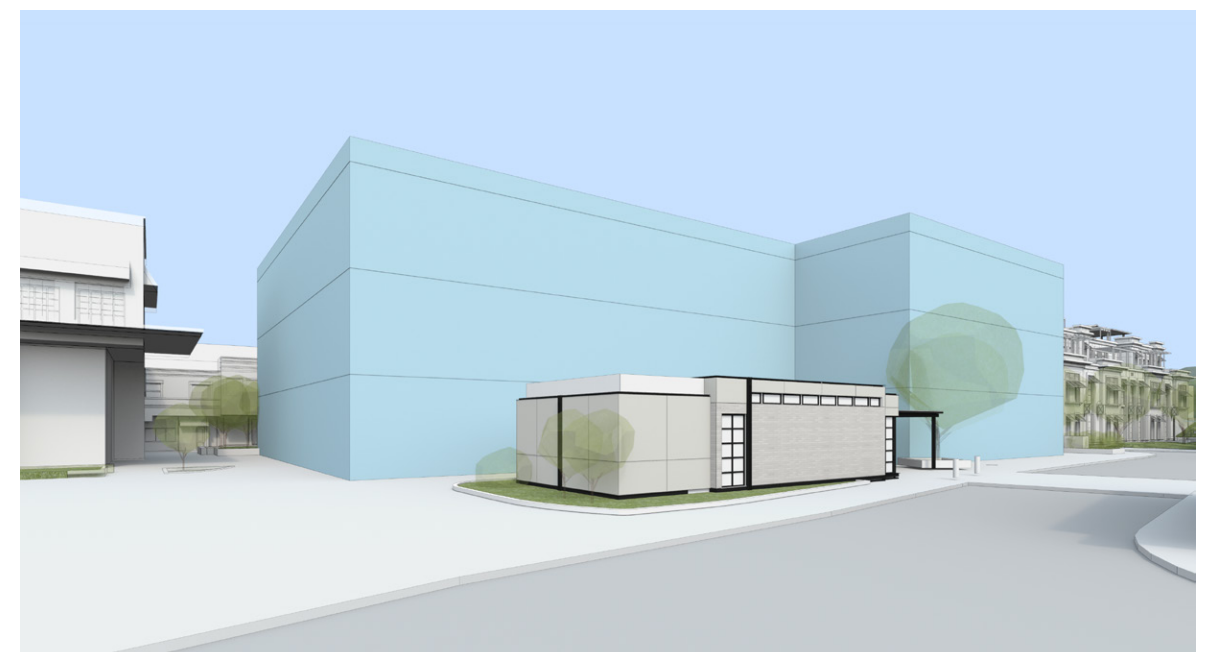
2 | SW Perspective



Site Plan



3 | SE Perspective

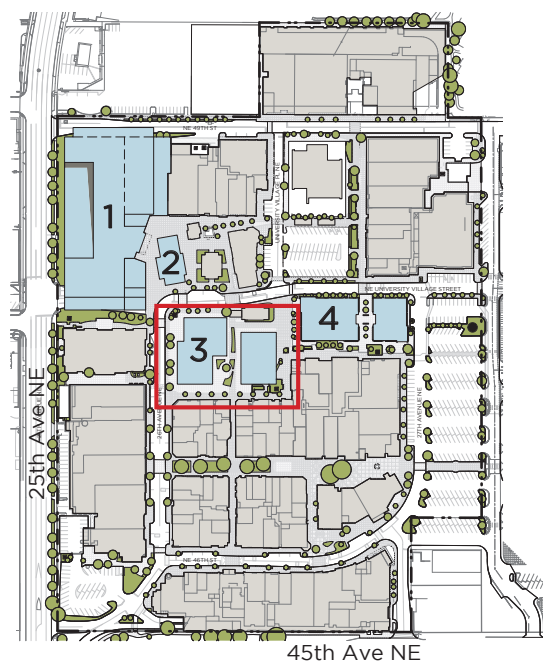


4 | NE Perspective

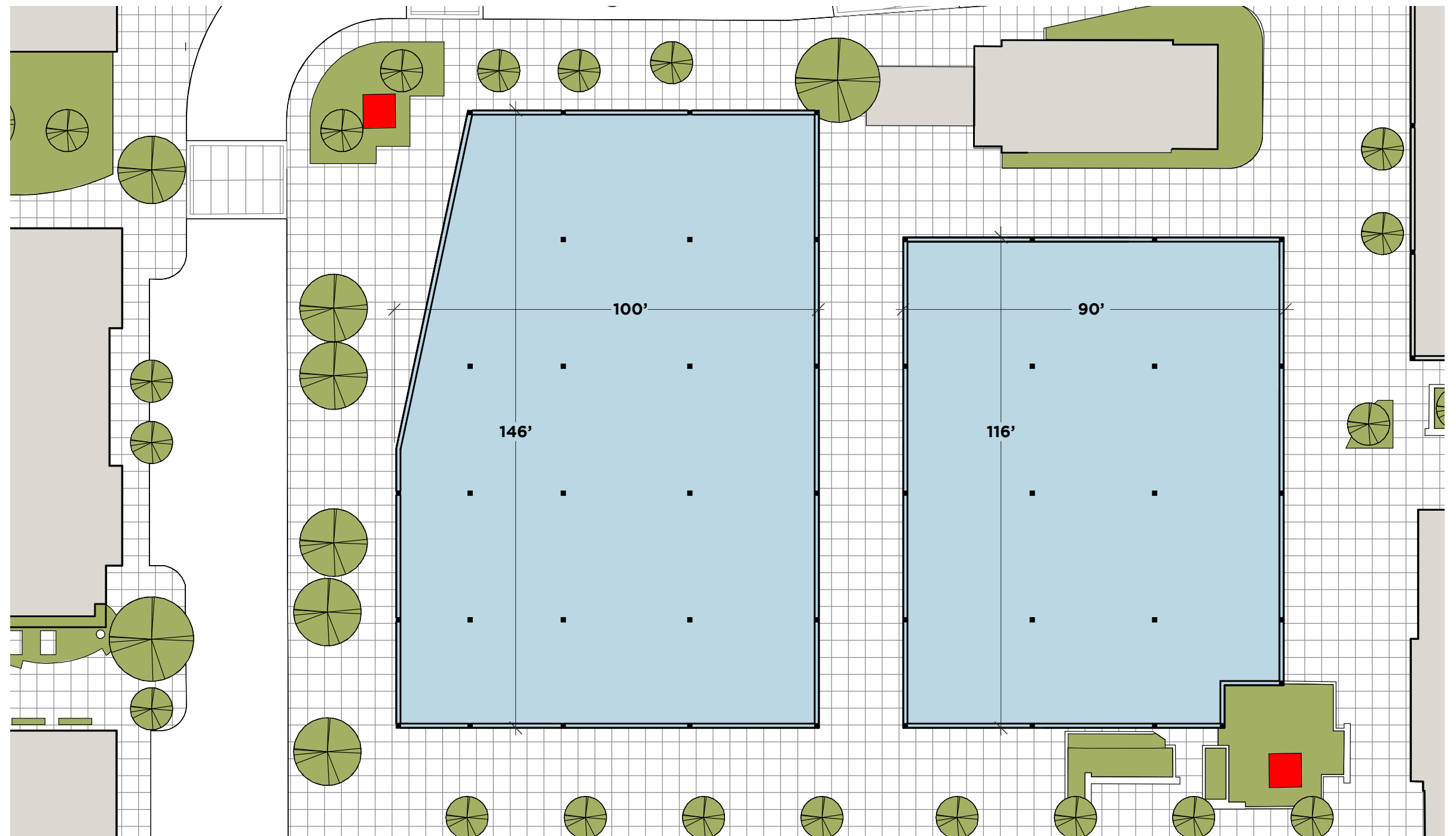


### Design Comments:

The building footprint splits the building mass, providing a pedestrian passage between the two buildings. Total retail and office square footage is reduced and the exterior building facades are set by required building separation to allow for maximum storefront glazing by future tenant(s).



Site Plan



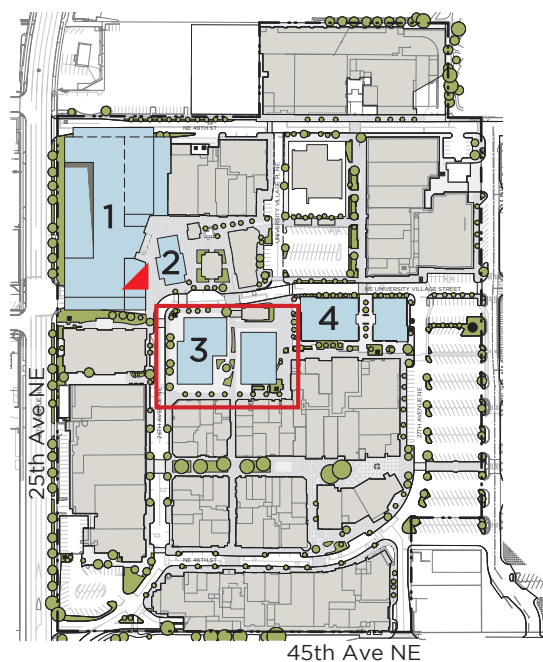
Floor Plan



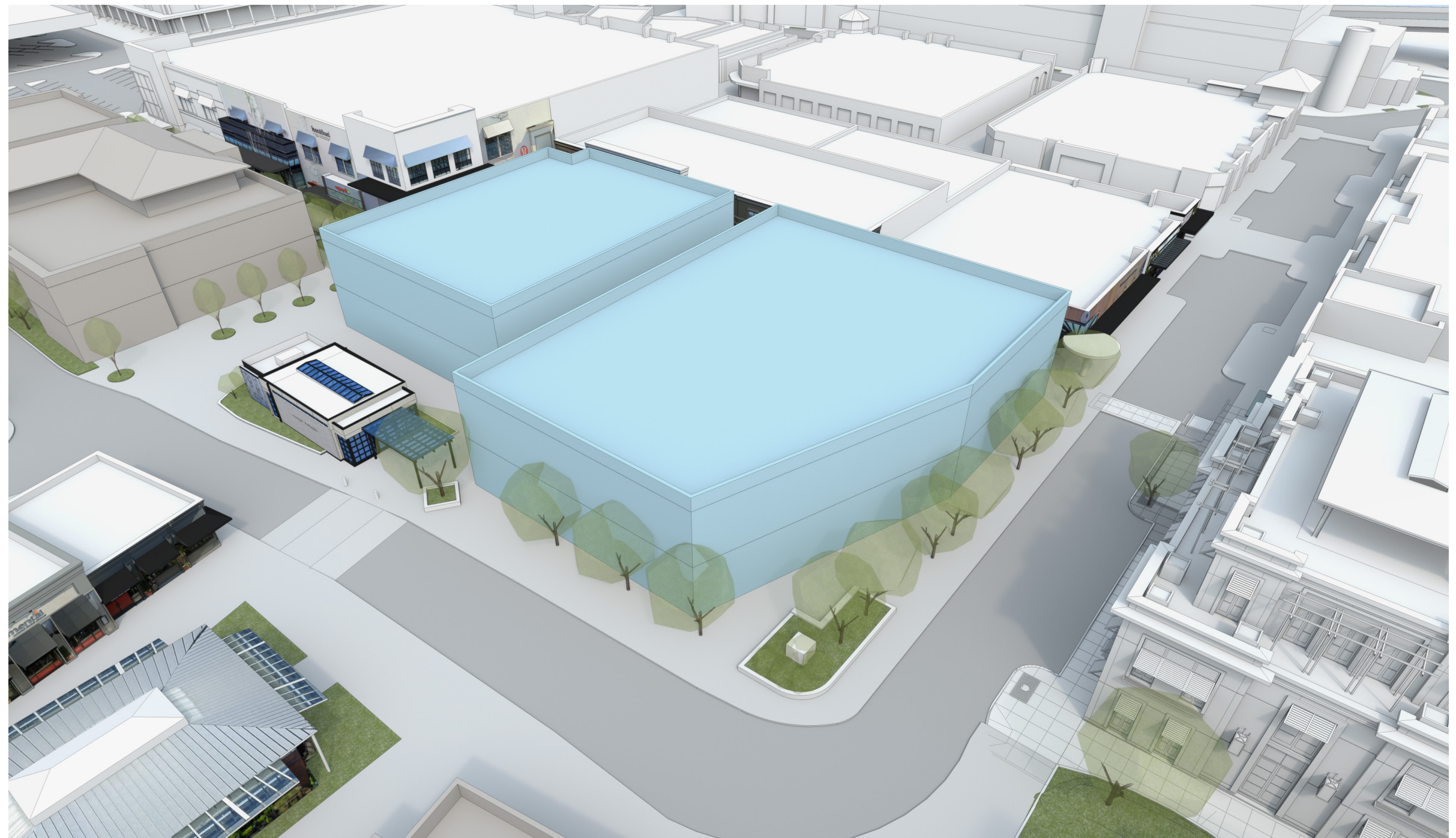


**Summary:**

Option 2 is a 2 story, split mass shell building introducing an outdoor pedestrian passageway. The proposed shell structure (columns, headers, parapet) would accommodate future tenant storefront design and flexibility and will be in keeping with the architectural character already established throughout University Village.



Site Plan



Aerial

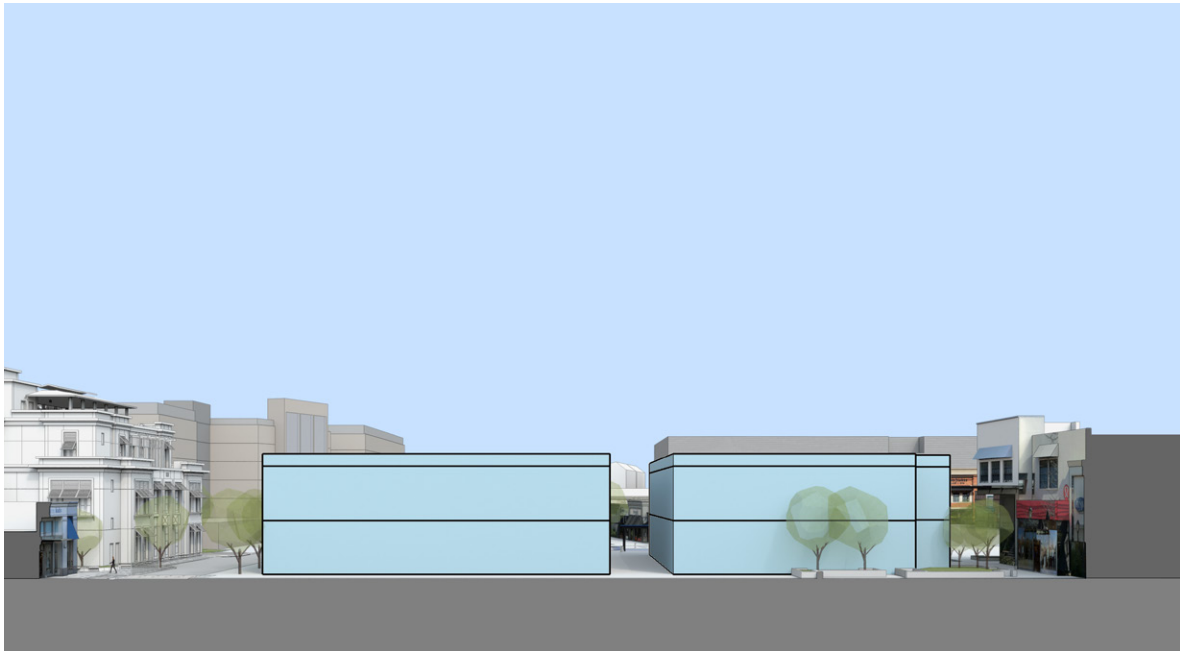




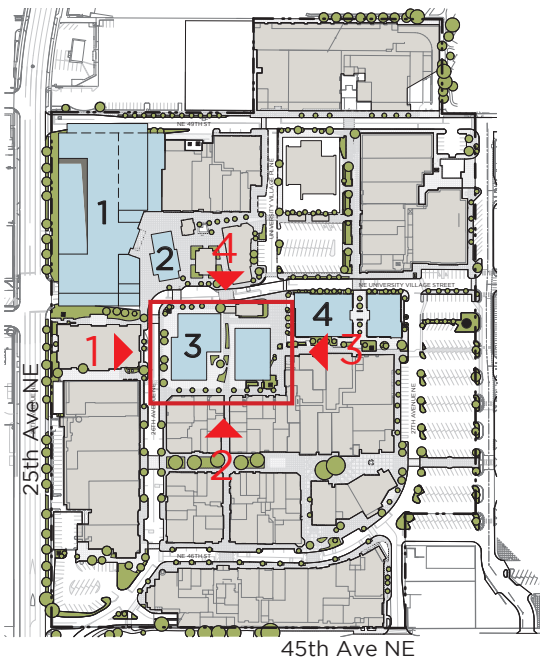
- Pros:**
- 2 story building envelope
  - Increased visibility and sunlight at pedestrian walkways
- Cons:**
- Minimal building massing articulation
  - Less retail square footage



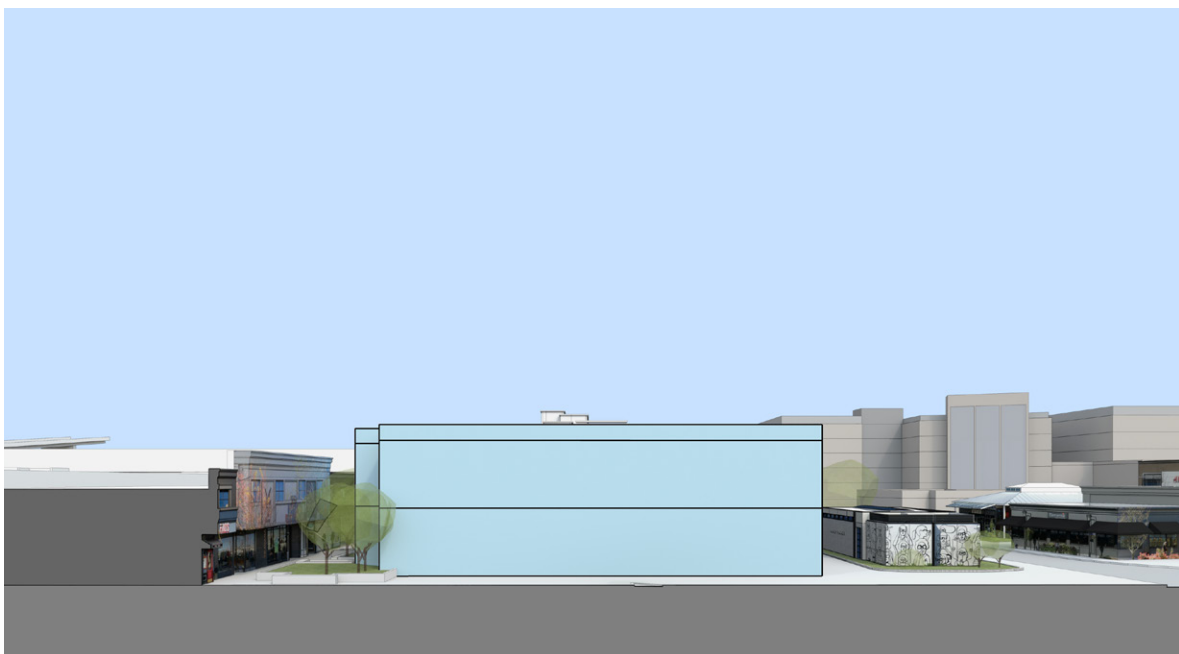
1 | West Elevation



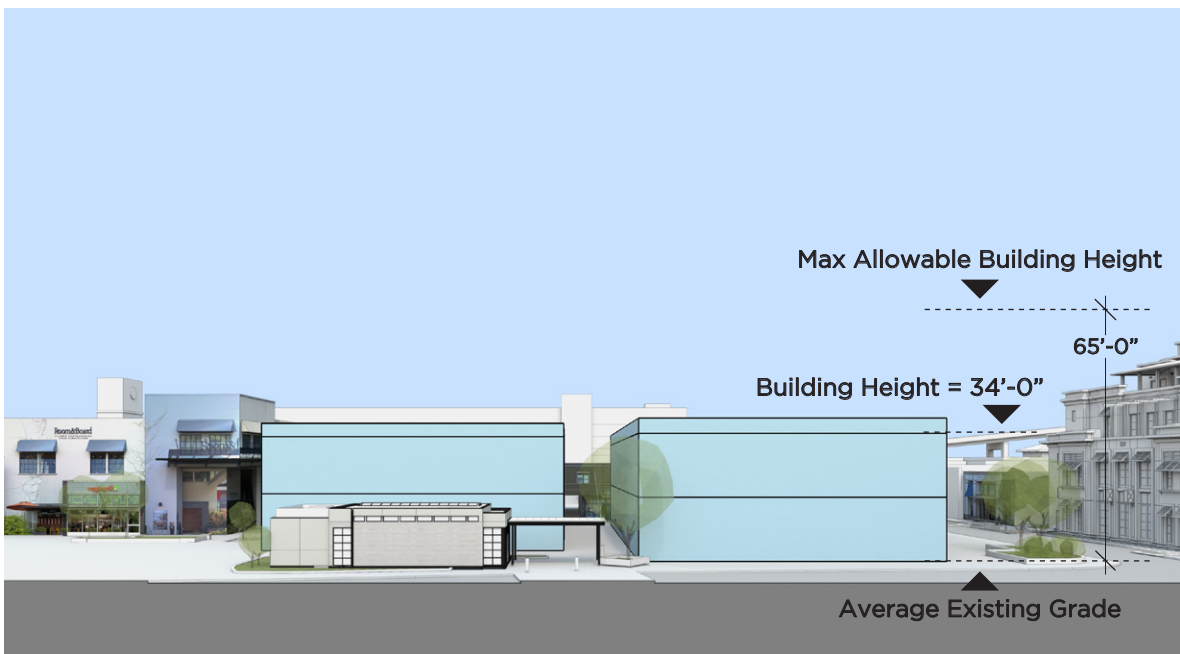
2 | South Elevation



Site Plan

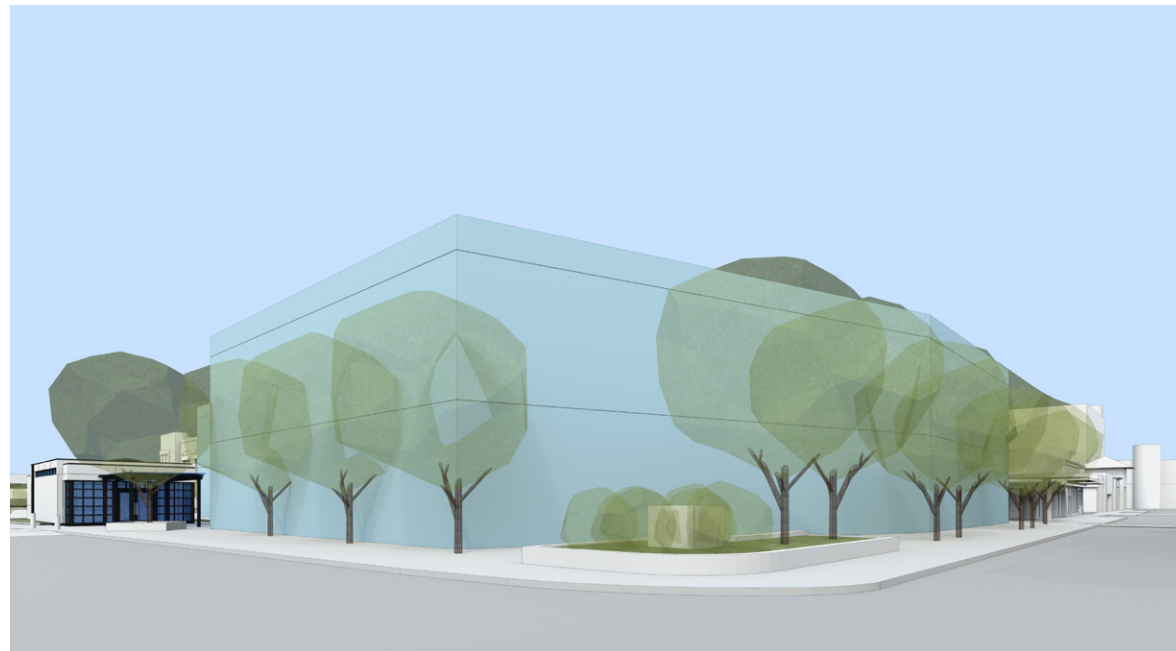


3 | East Elevation



4 | North Elevation

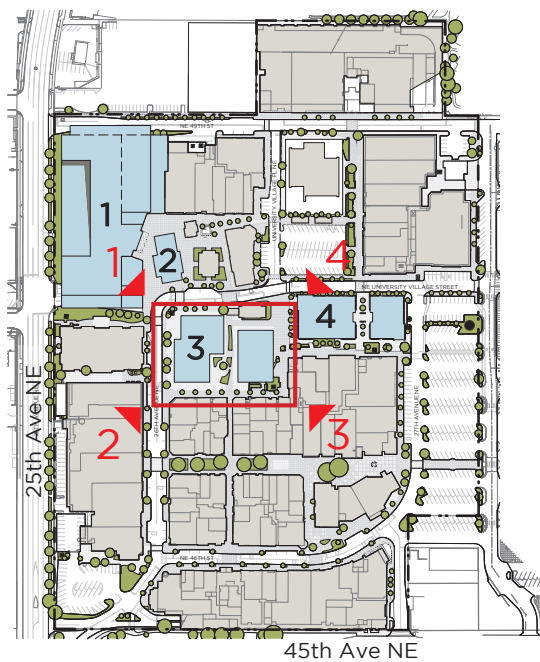




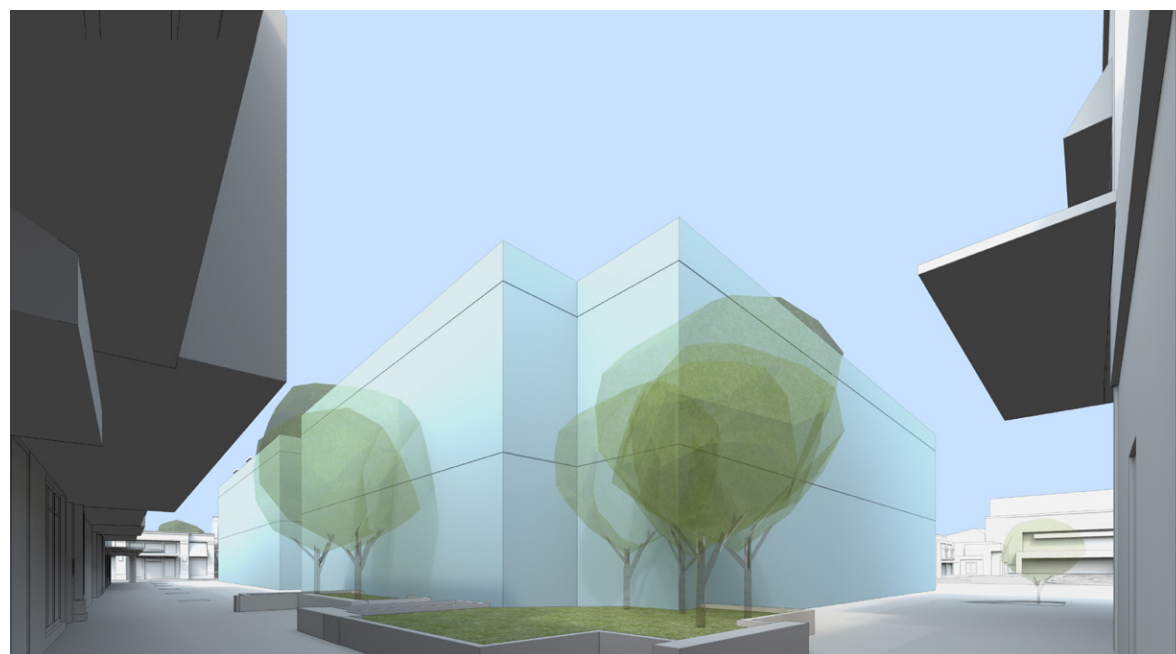
1 | NW Perspective



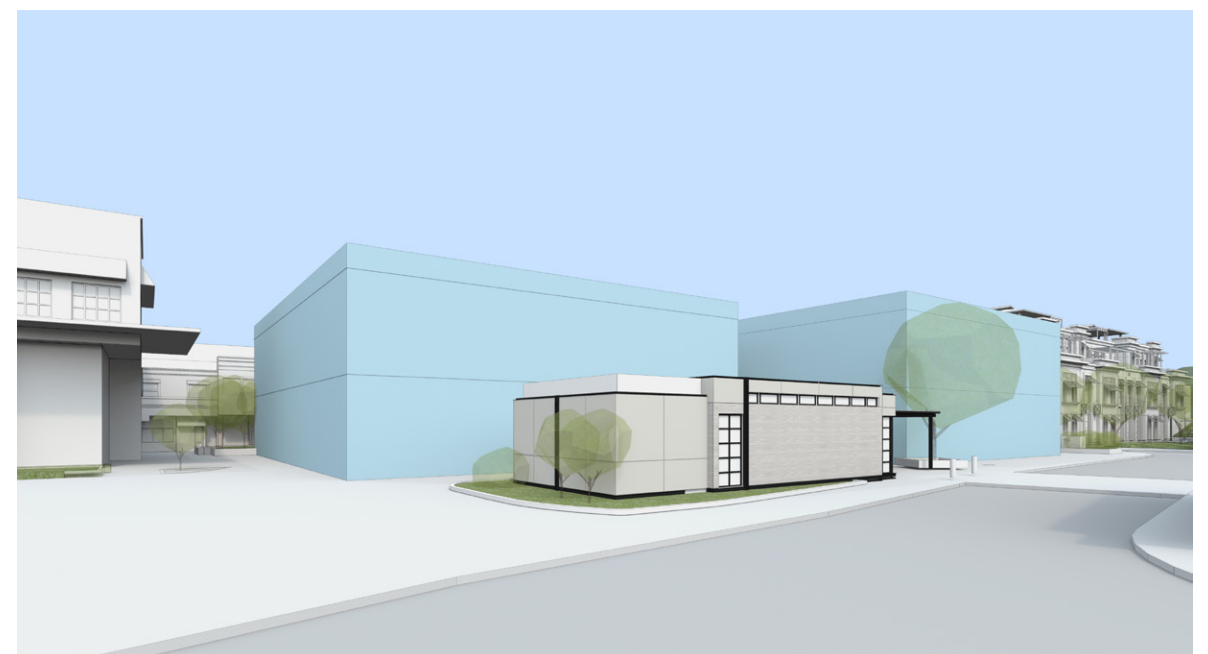
2 | SW Perspective



Site Plan



3 | SE Perspective

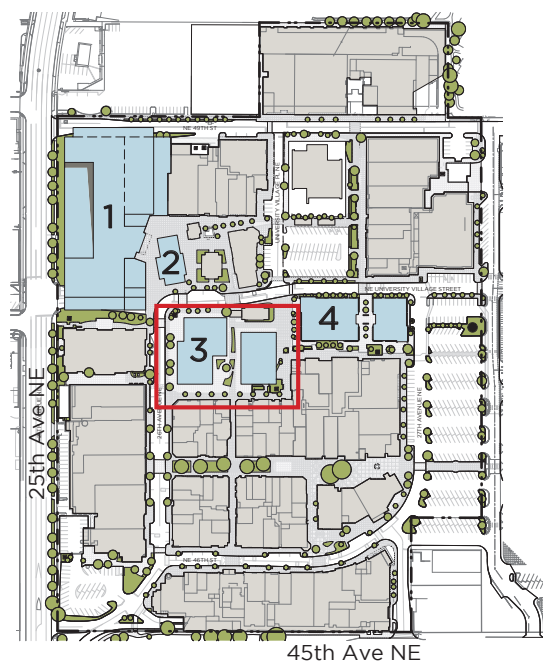


4 | NE Perspective

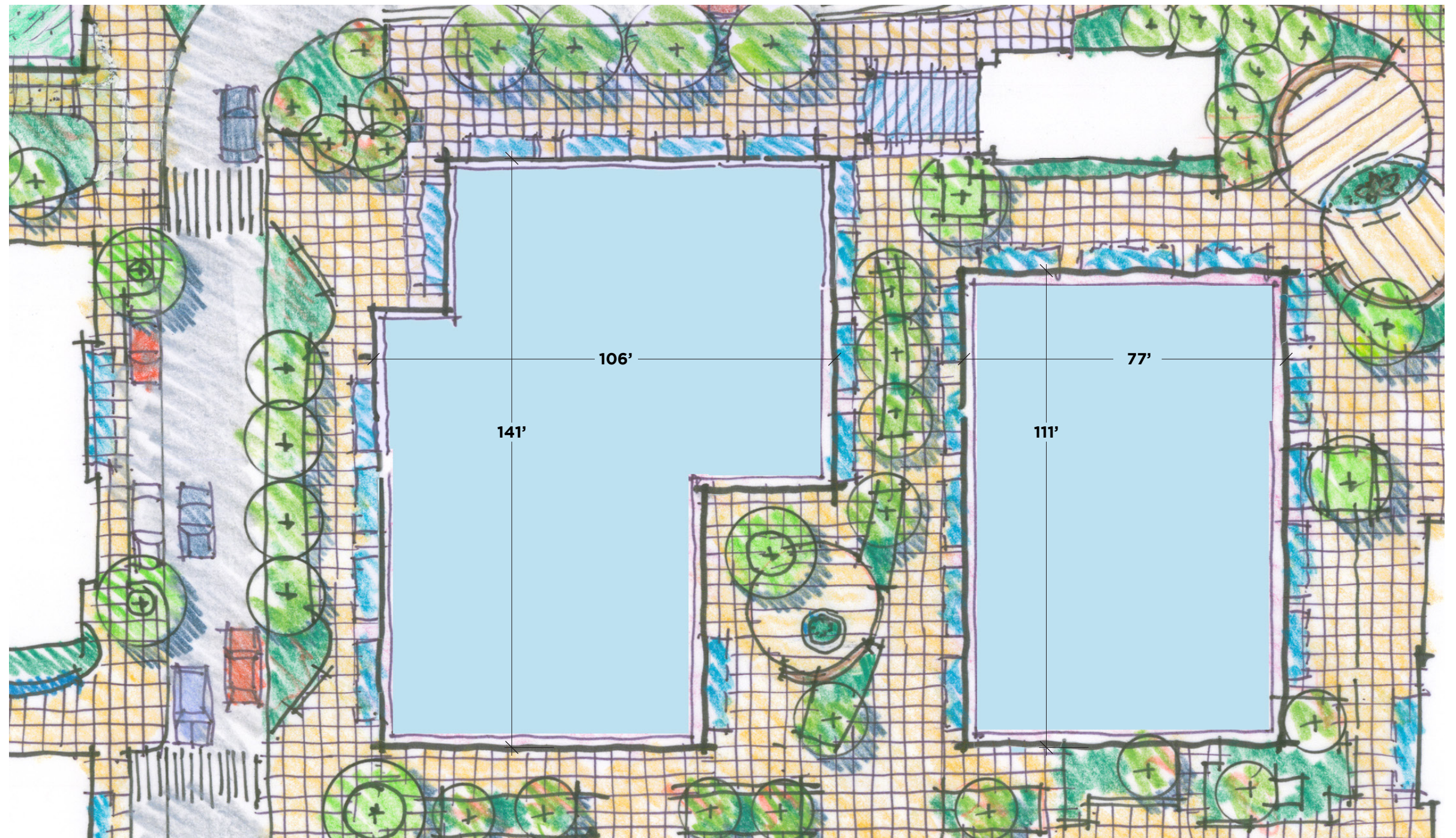


**Design Comments:**

Option 3 (preferred) has a footprint that splits the building mass providing a pedestrian passageway and courtyard space between the two buildings. Total retail and office square footage is reduced and the exterior building facades are set by required building separations to allow for maximum storefront glazing by future tenant(s).



Site Plan



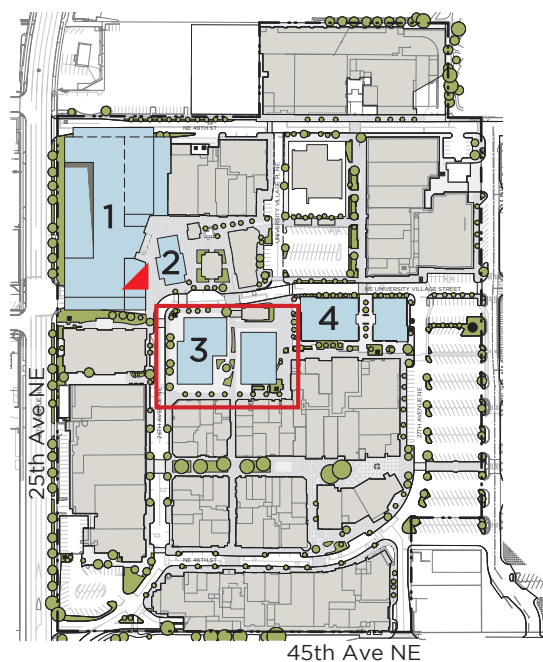
Floor Plan





**Summary:**

Option 3 (preferred) is a 1 story, split mass shell building introducing an outdoor pedestrian passageway and courtyard space. The proposed shell structure (columns, headers, parapet) would accommodate future tenant storefront design and flexibility and will be in keeping with the architectural character already established throughout University Village.



Site Plan



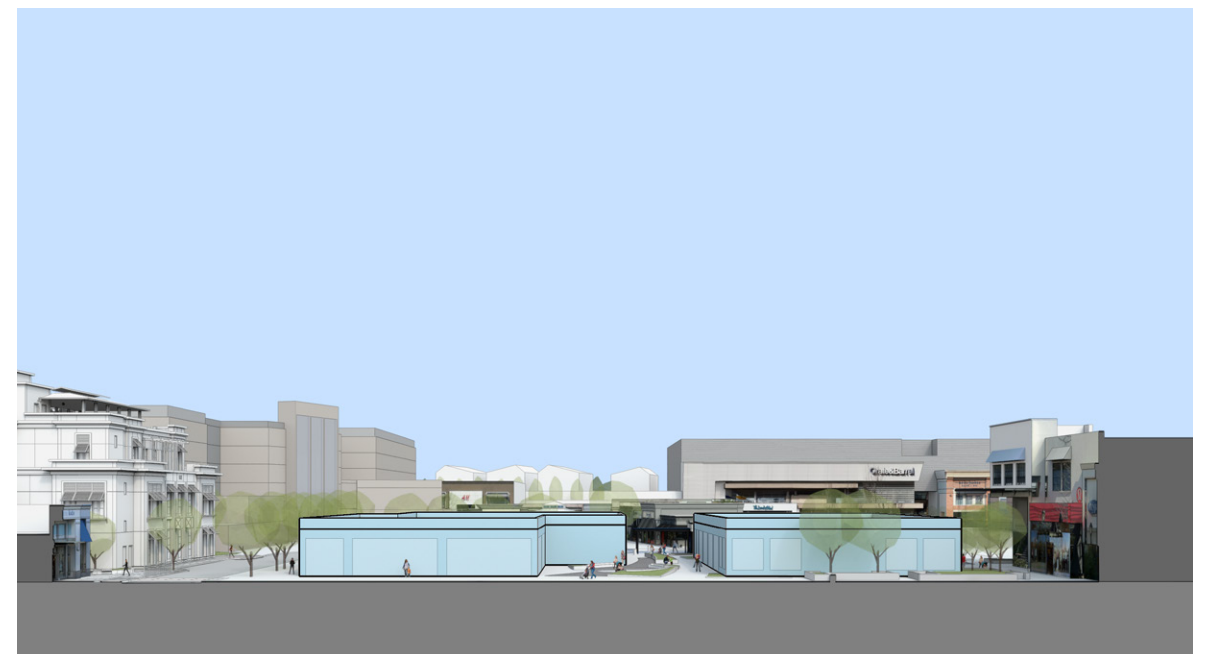
Aerial



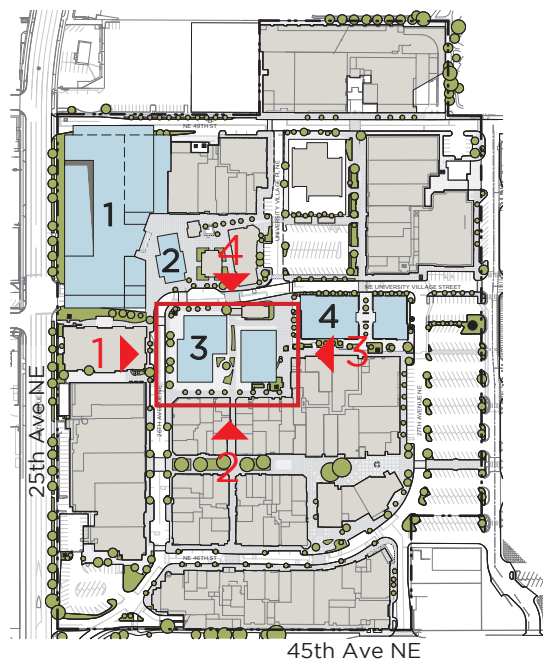
- Pros:
- 1 story building envelope
  - Maximum visibility and sunlight at pedestrian walkway and courtyard
  - Increased building massing articulation
- Cons:
- Less retail square footage



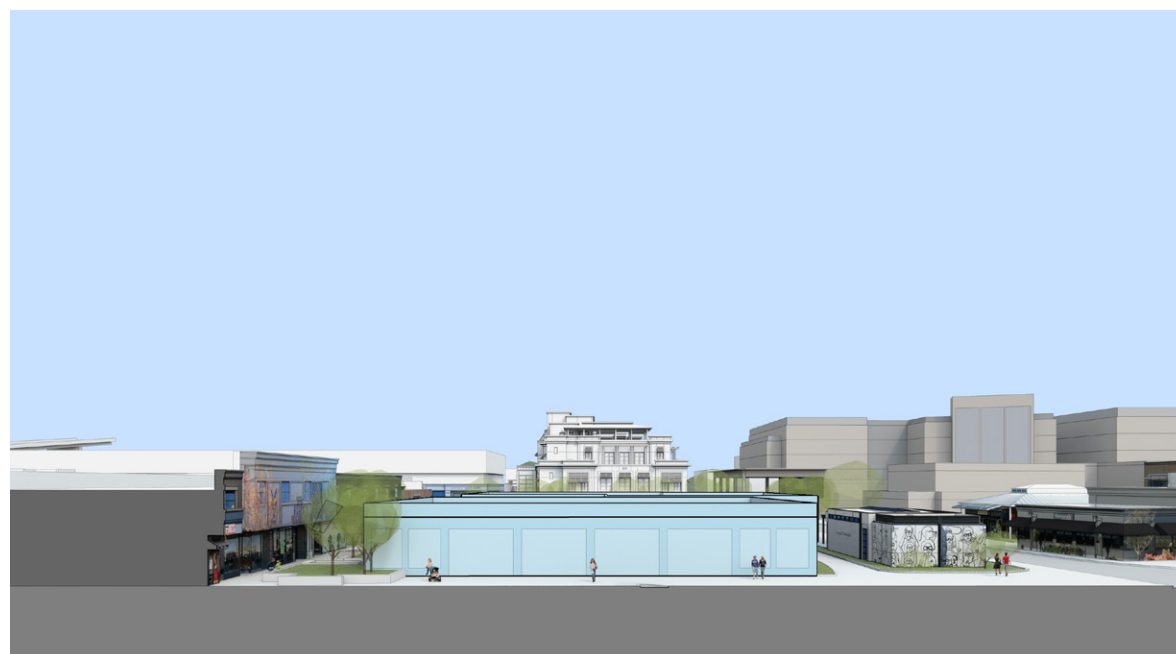
1 | West Elevation



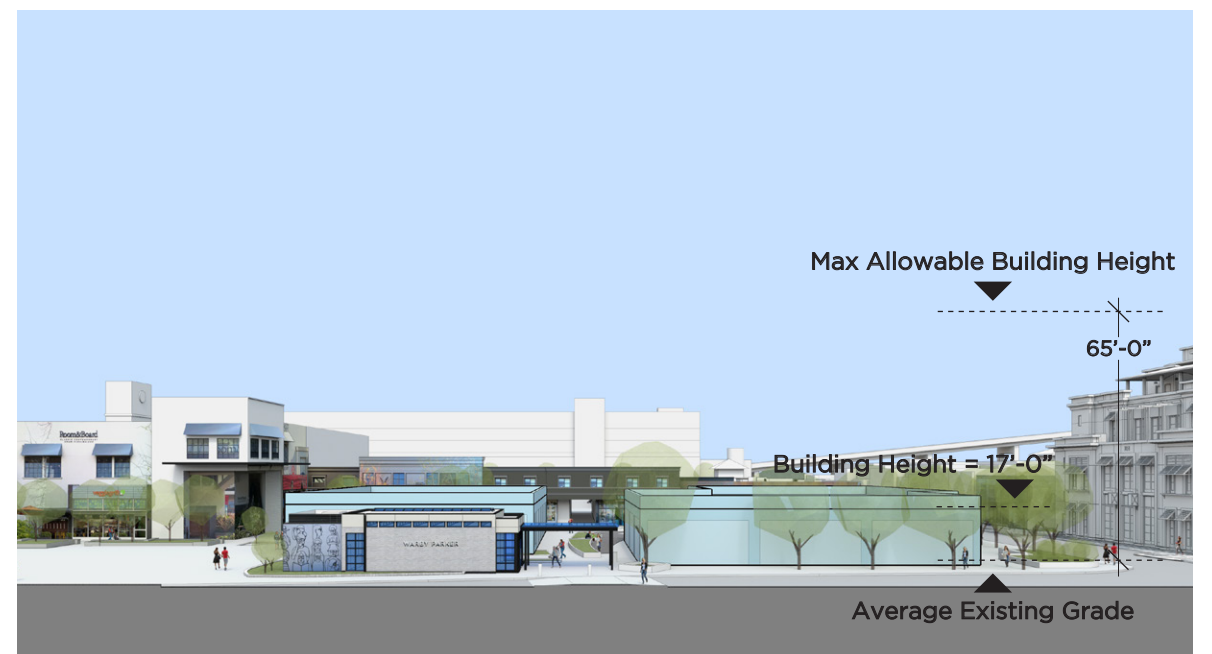
2 | South Elevation



Site Plan



3 | East Elevation

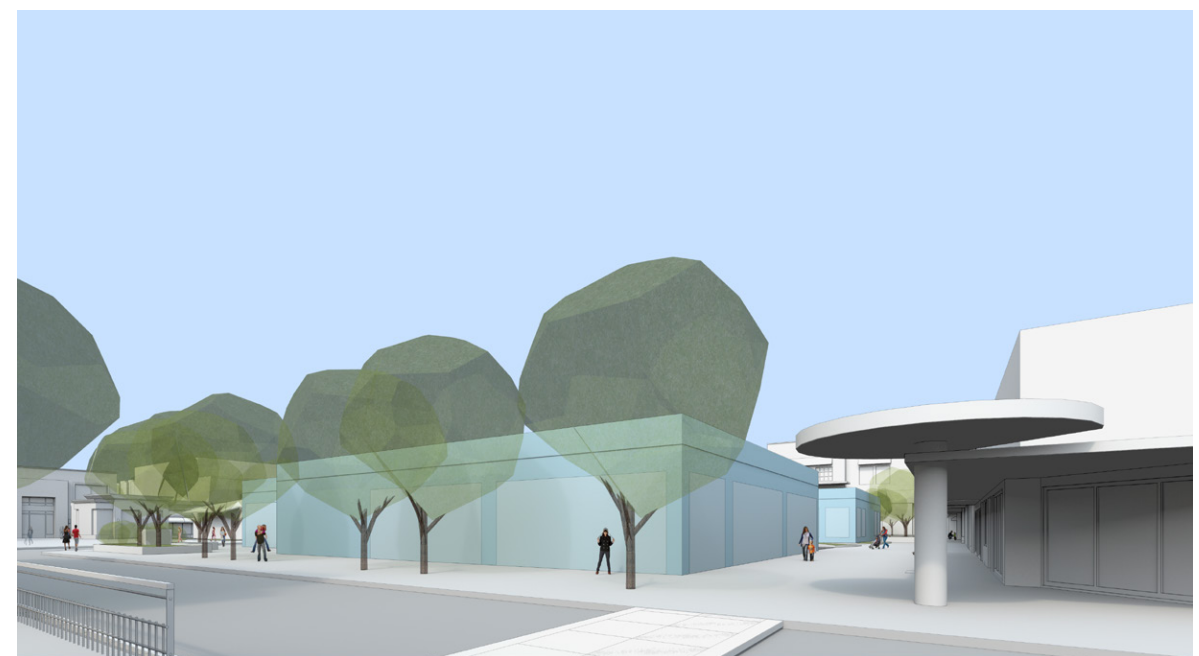


4 | North Elevation

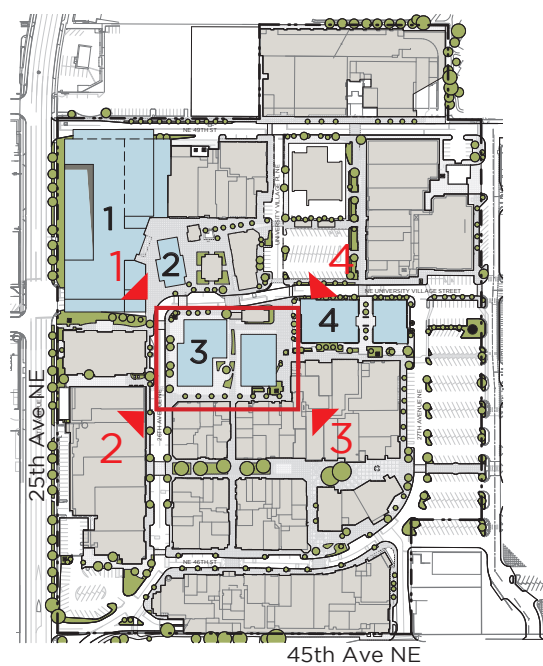




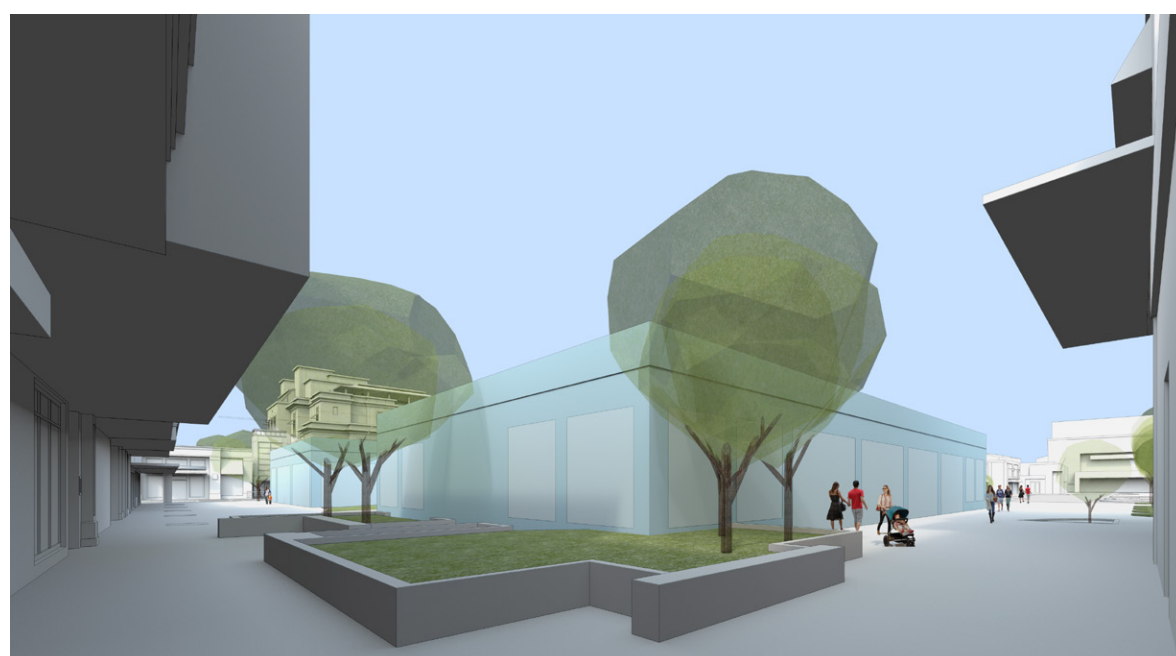
1 | NW Perspective



2 | SW Perspective



Site Plan



3 | SE Perspective

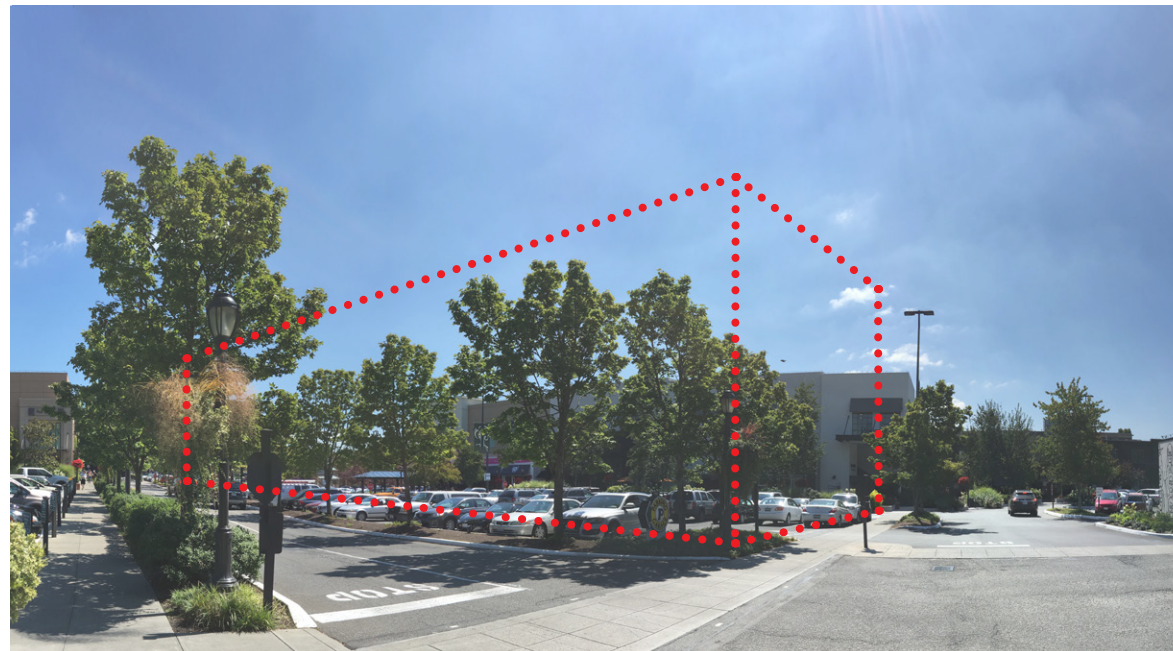


4 | NE Perspective



Site Photos:

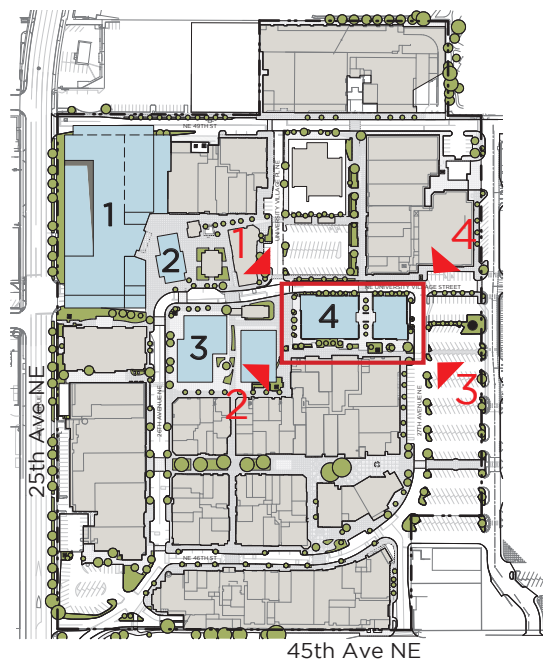
The outline in red indicates the approximate building envelope which changes with each design option. The existing site is a surface parking field.



1 | NW Corner - Existing



2 | SW Corner - Existing



Site Plan



3 | SE Corner - Existing

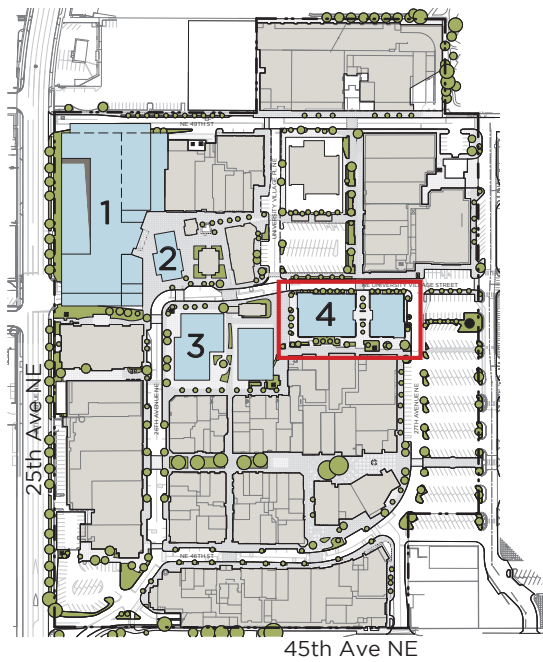


4 | NE Corner - Existing

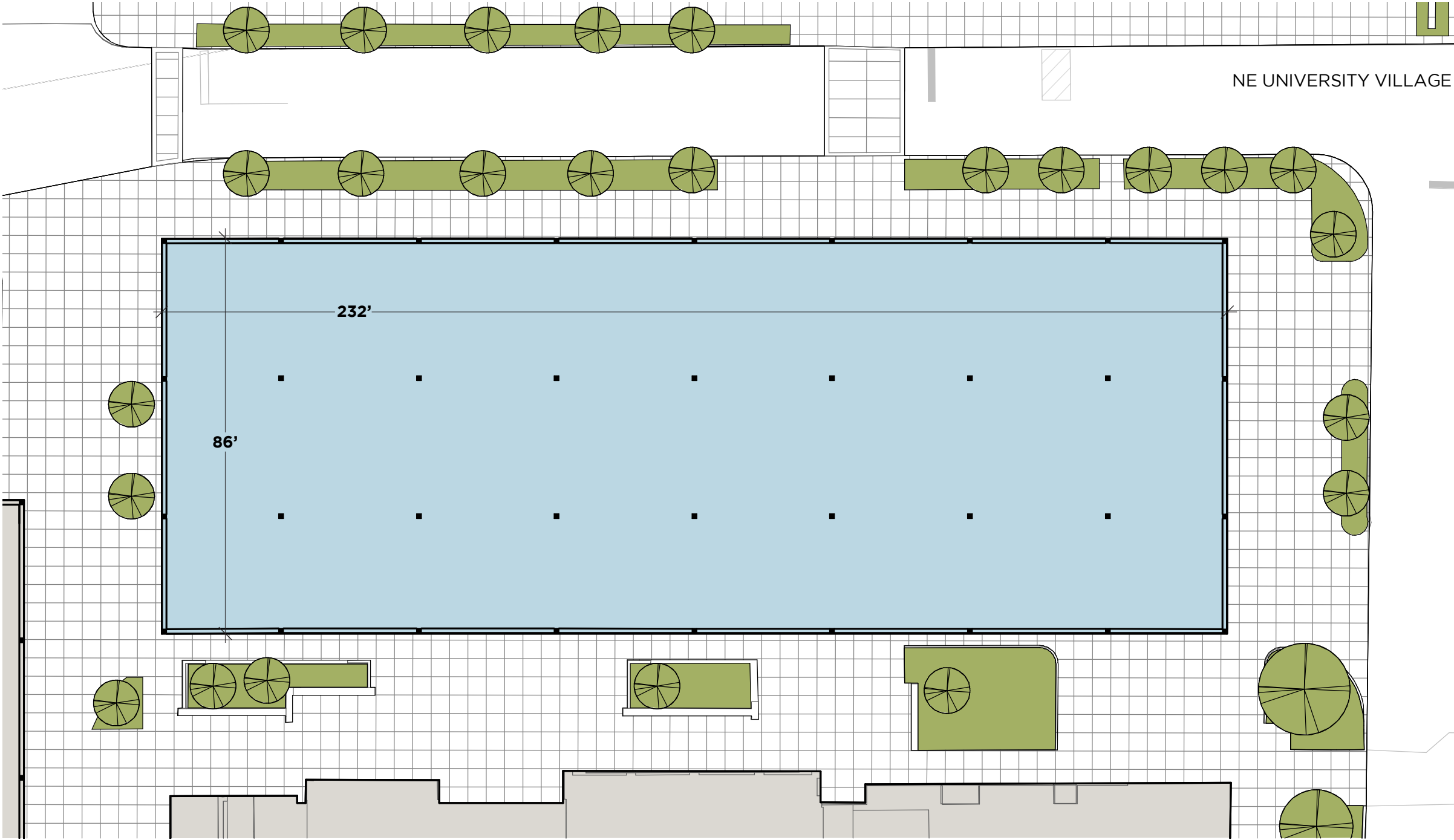


Design Comments:

The building footprint maximizes allowable retail and office square footage and the exterior building facades are set by required building separations to allow for maximum storefront glazing by future tenant(s).



Site Plan

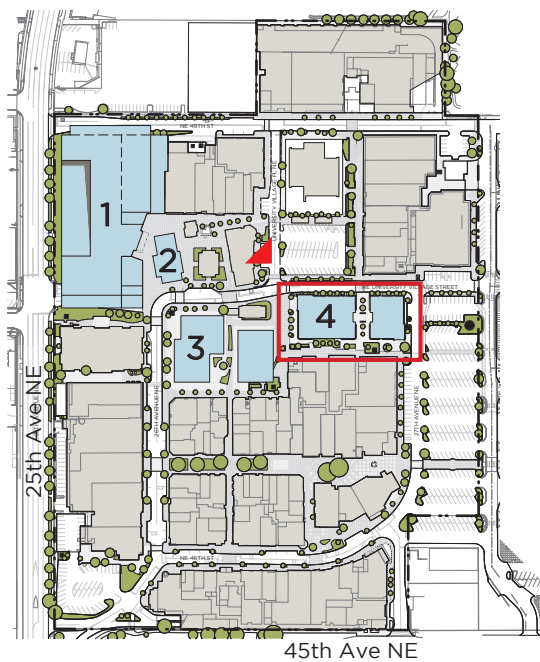


Floor Plan

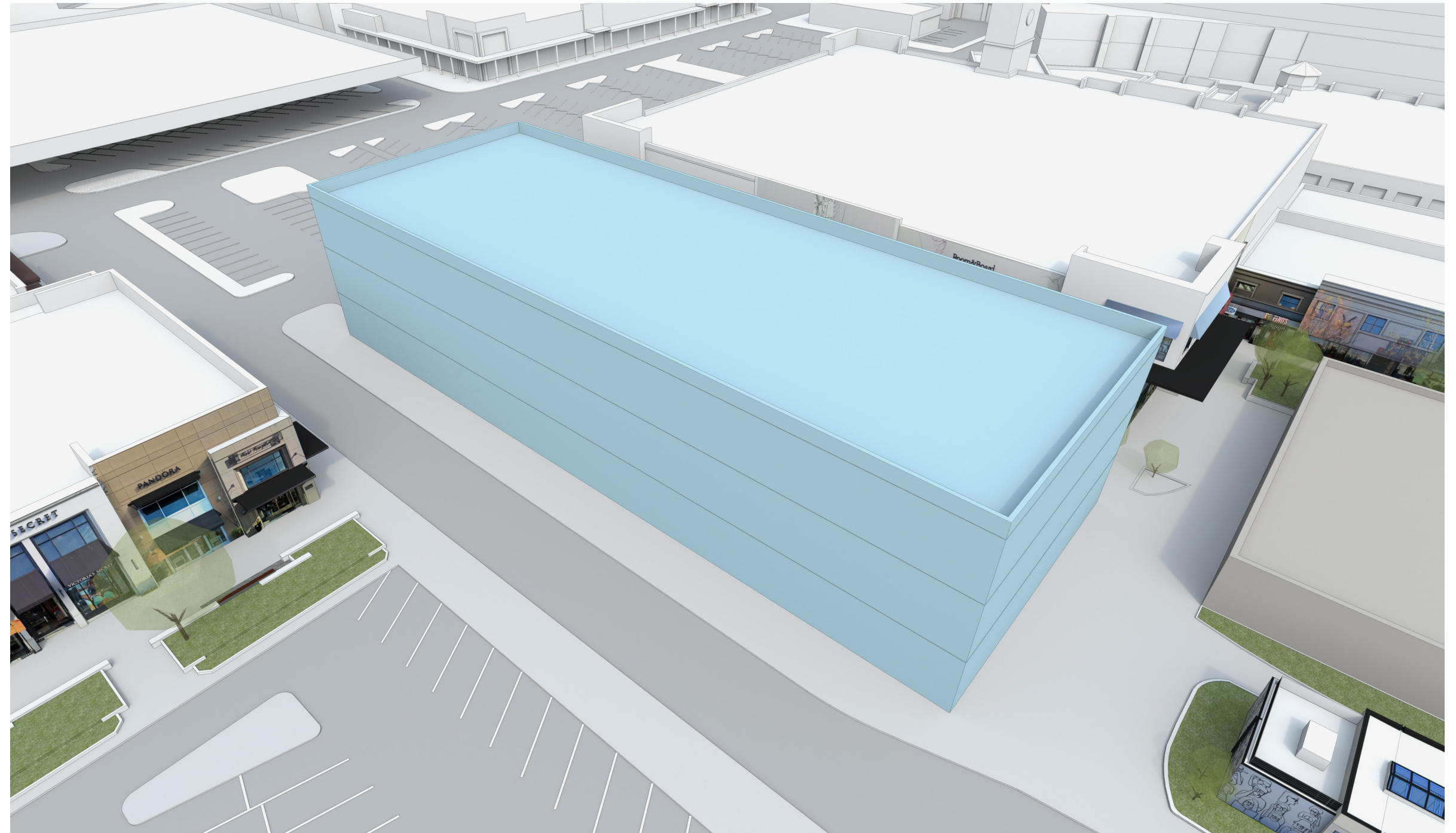


**Summary:**

Option 1 is a 3 story, single massing shell building which would accommodate future tenant storefront design and flexibility. The proposed shell structure (columns, headers, parapet) will be in keeping with the architectural character already established throughout University Village.



Site Plan



Aerial



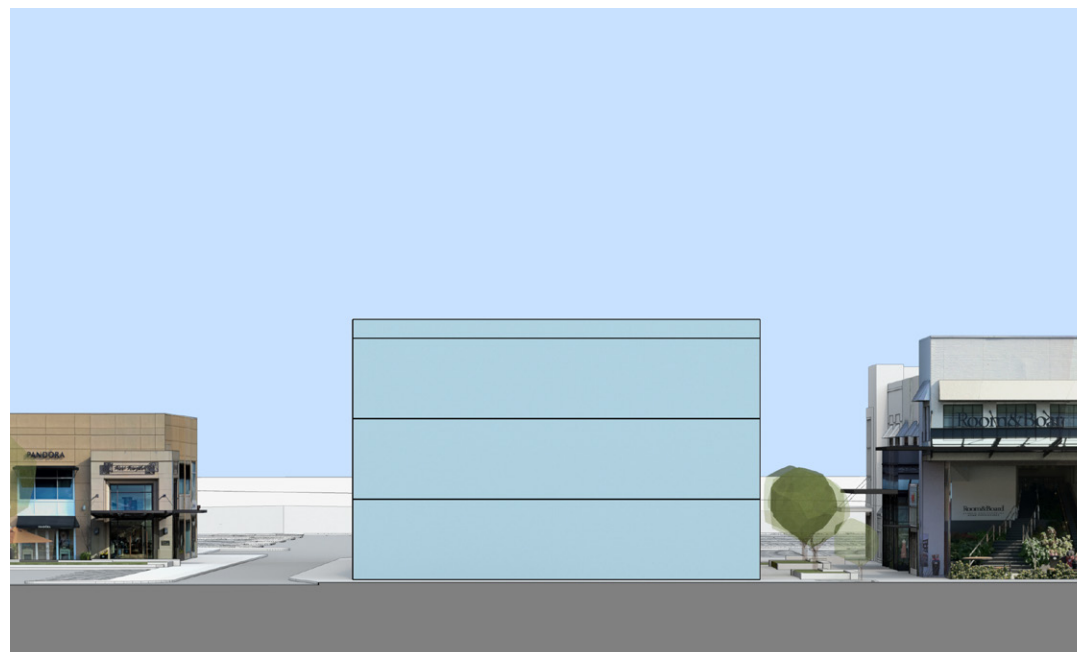


## Pros:

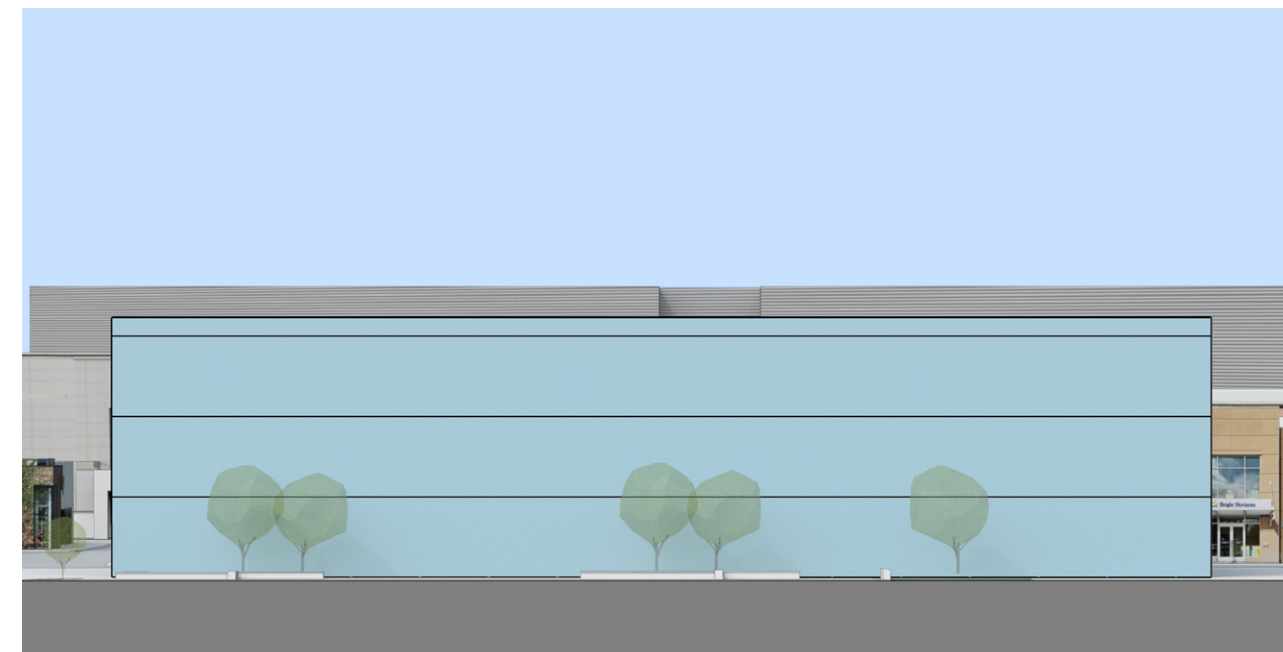
- Larger quantity of retail square footage

## Cons:

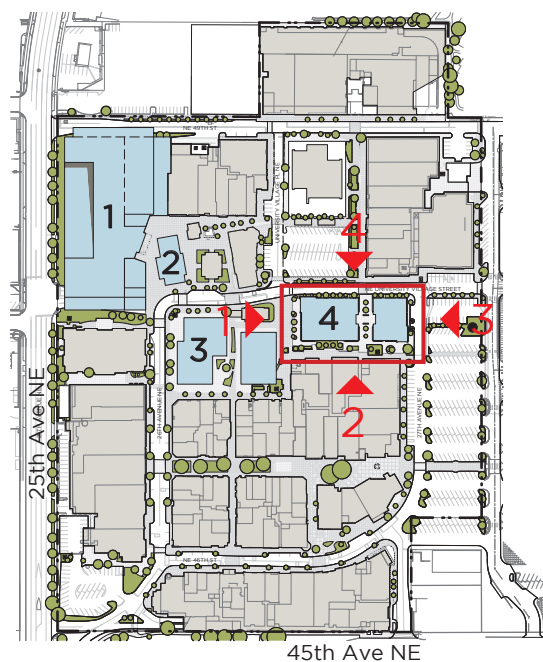
- 3 story building envelope over scaled for the site
- Minimal building massing articulation
- Reduced visibility and sunlight



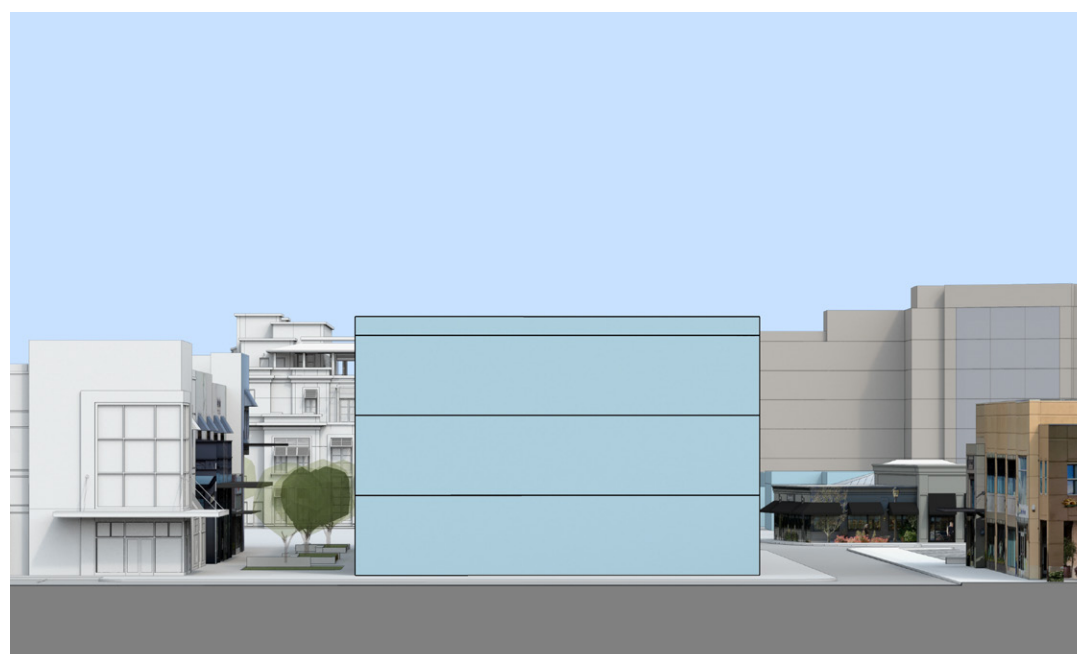
1 | West Elevation



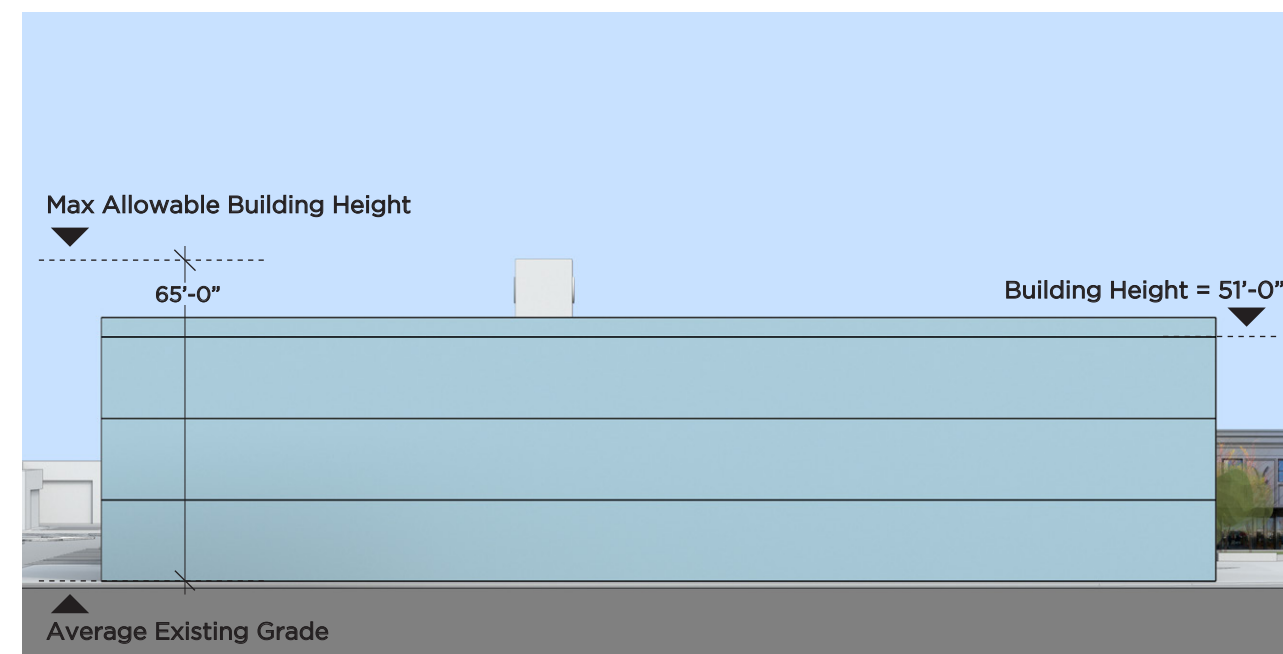
2 | South Elevation



Site Plan

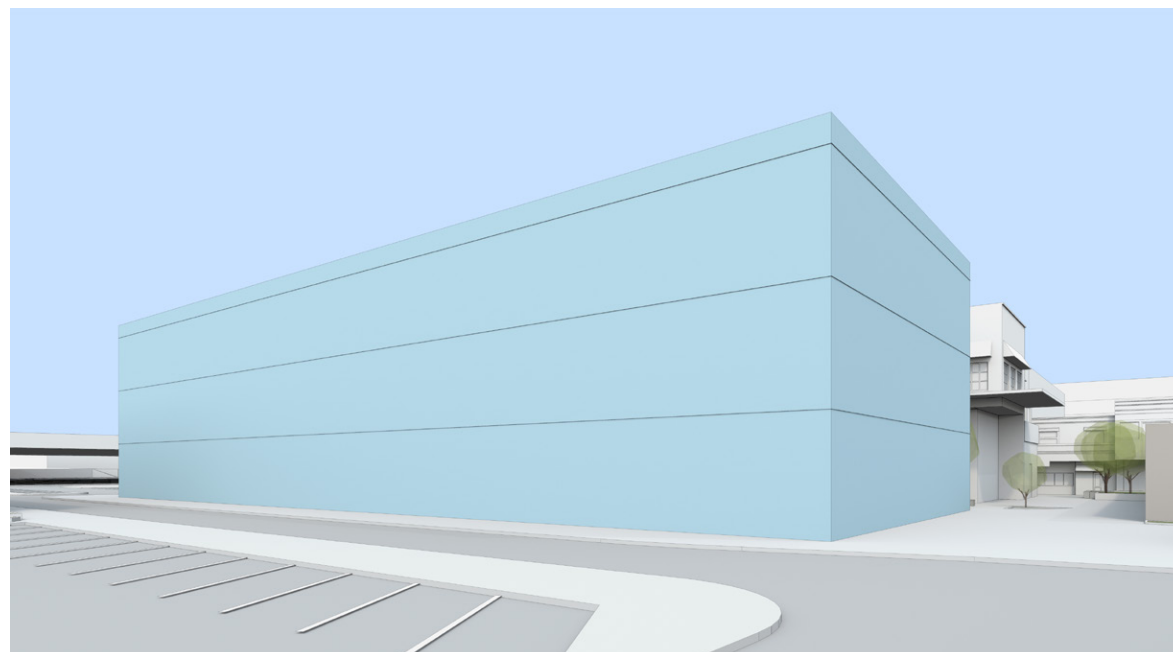


3 | East Elevation

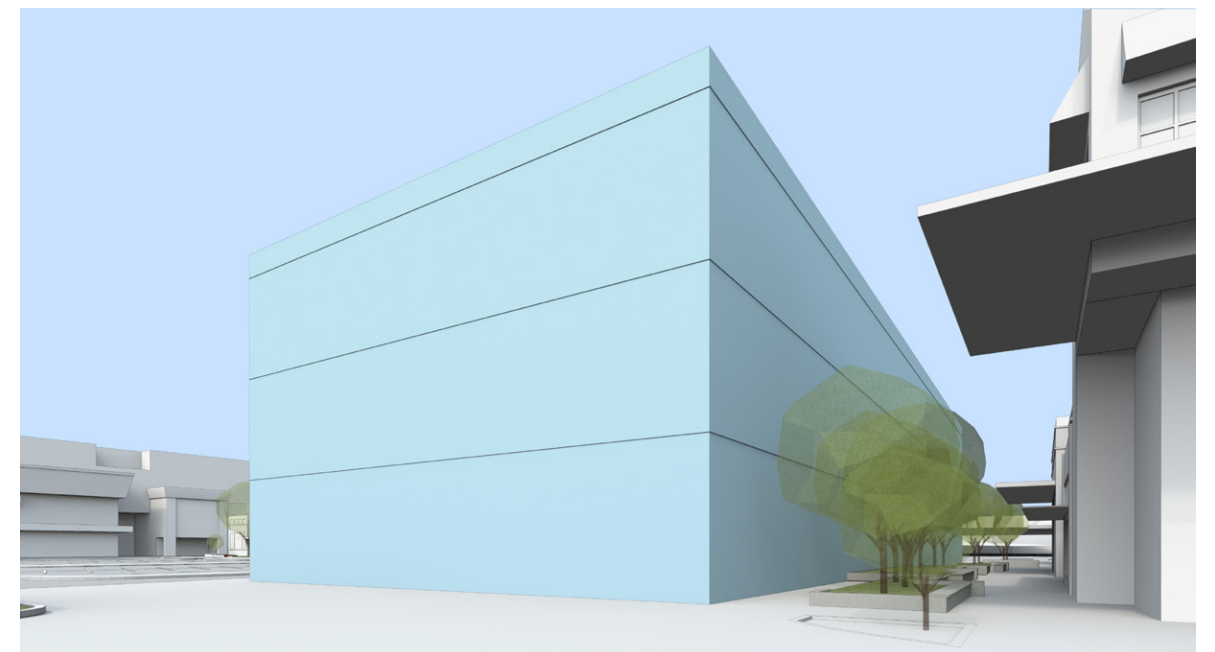


4 | North Elevation

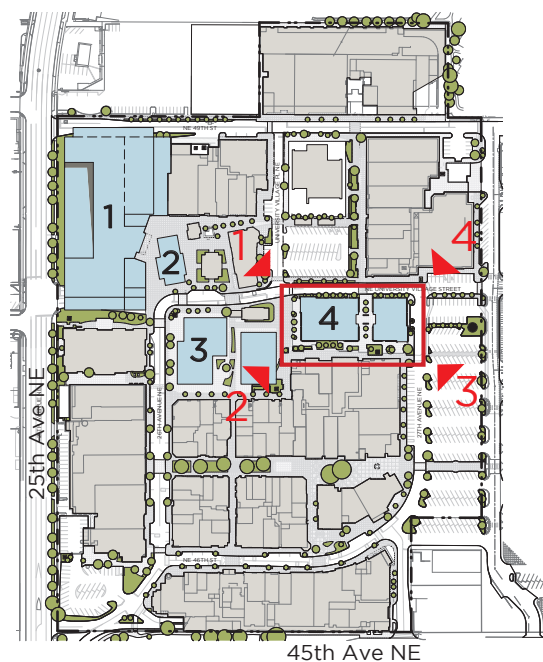




1 | NW Perspective



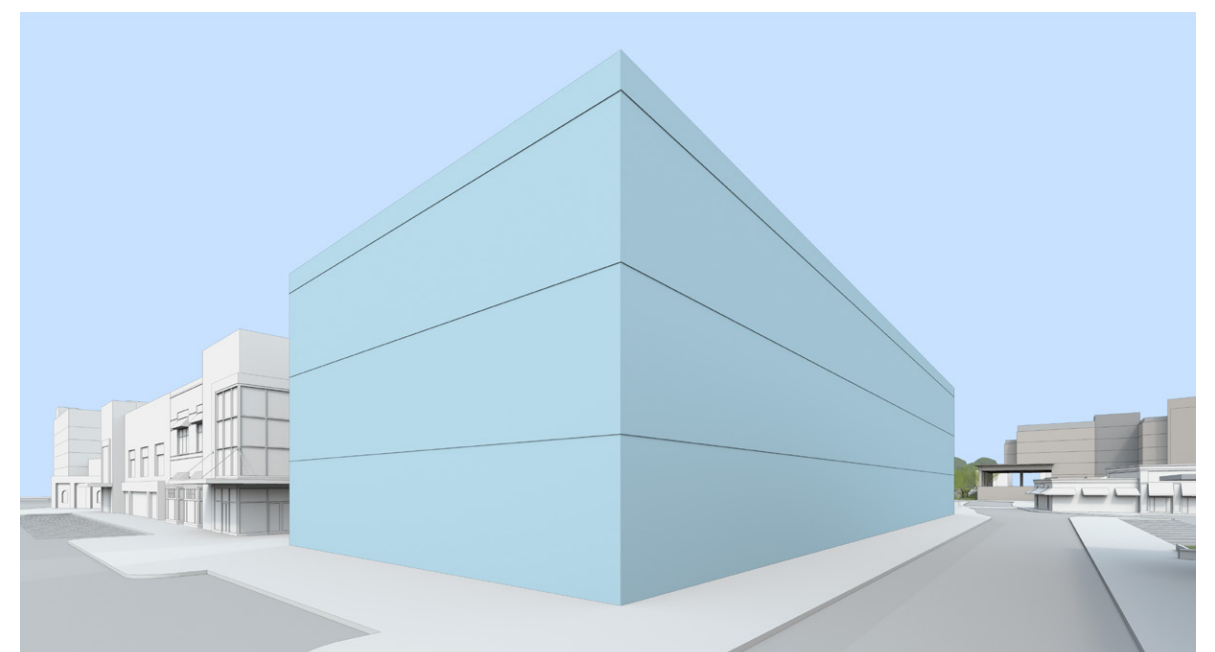
2 | SW Perspective



Site Plan



3 | SE Perspective

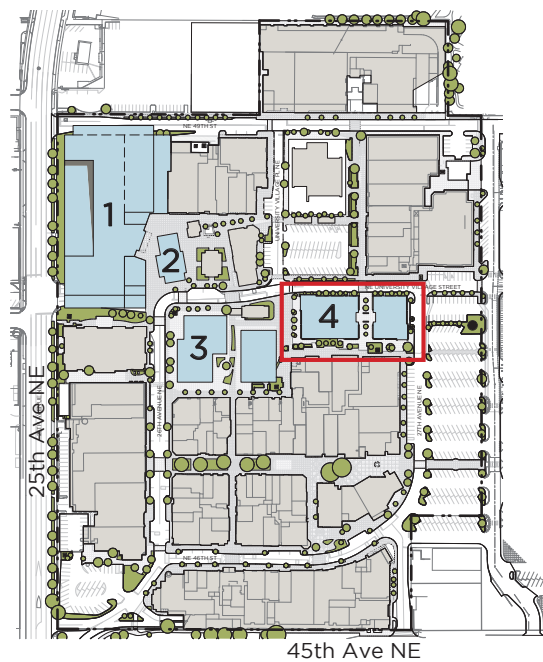


4 | NE Perspective

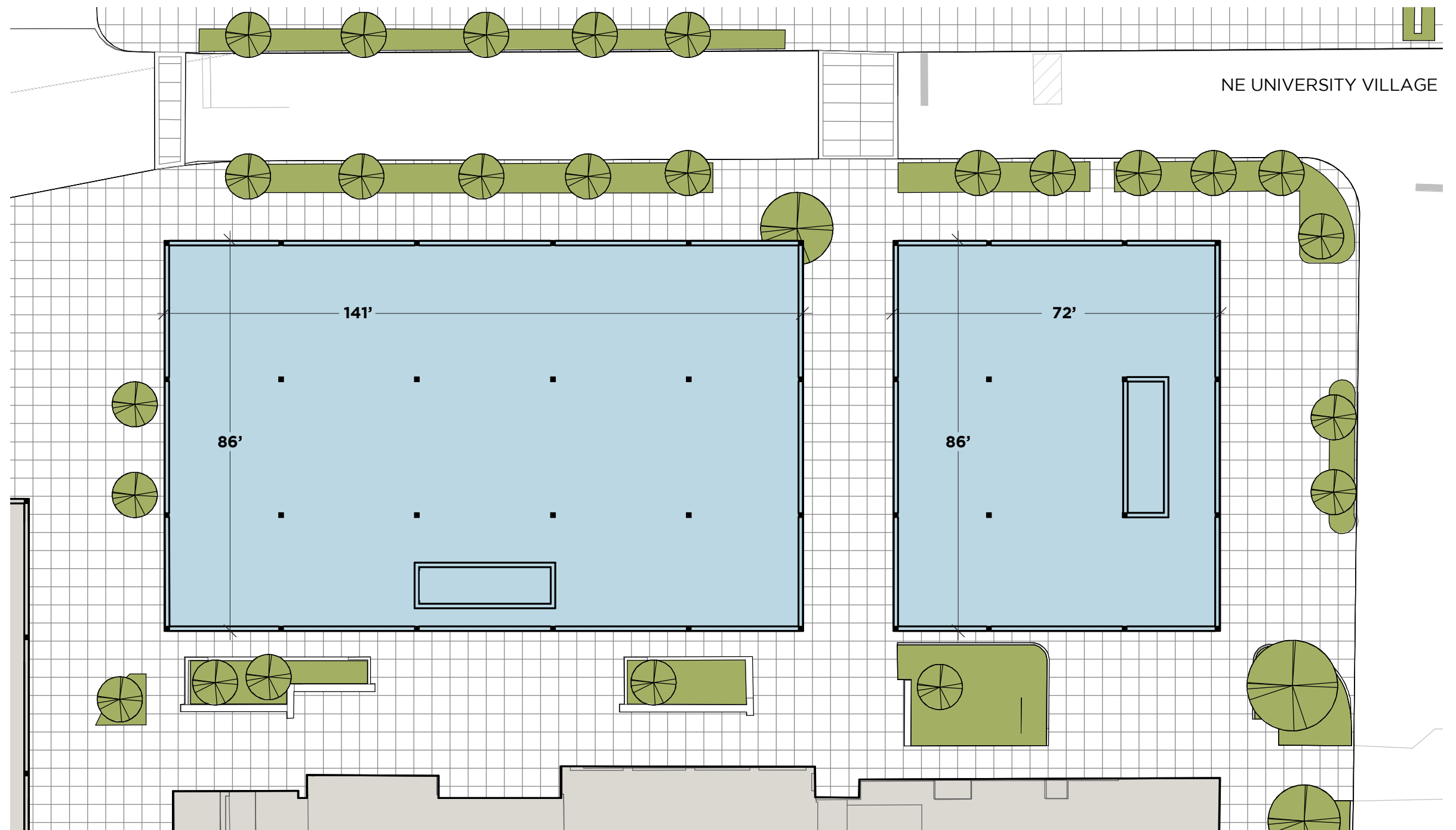


### Design Comments:

The building footprint splits the building mass providing a pedestrian passageway between the 2 buildings. Total retail and office square footage is reduced and the exterior building facades are set by required building separations to allow for maximum storefront glazing by future tenant(s).



Site Plan



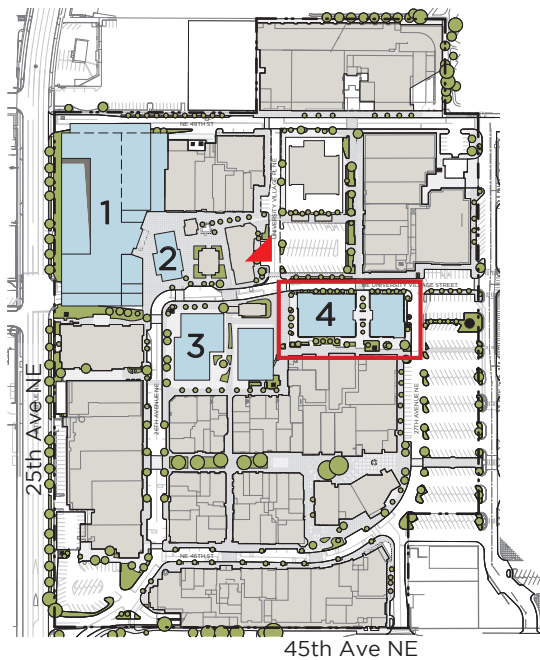
Floor Plan



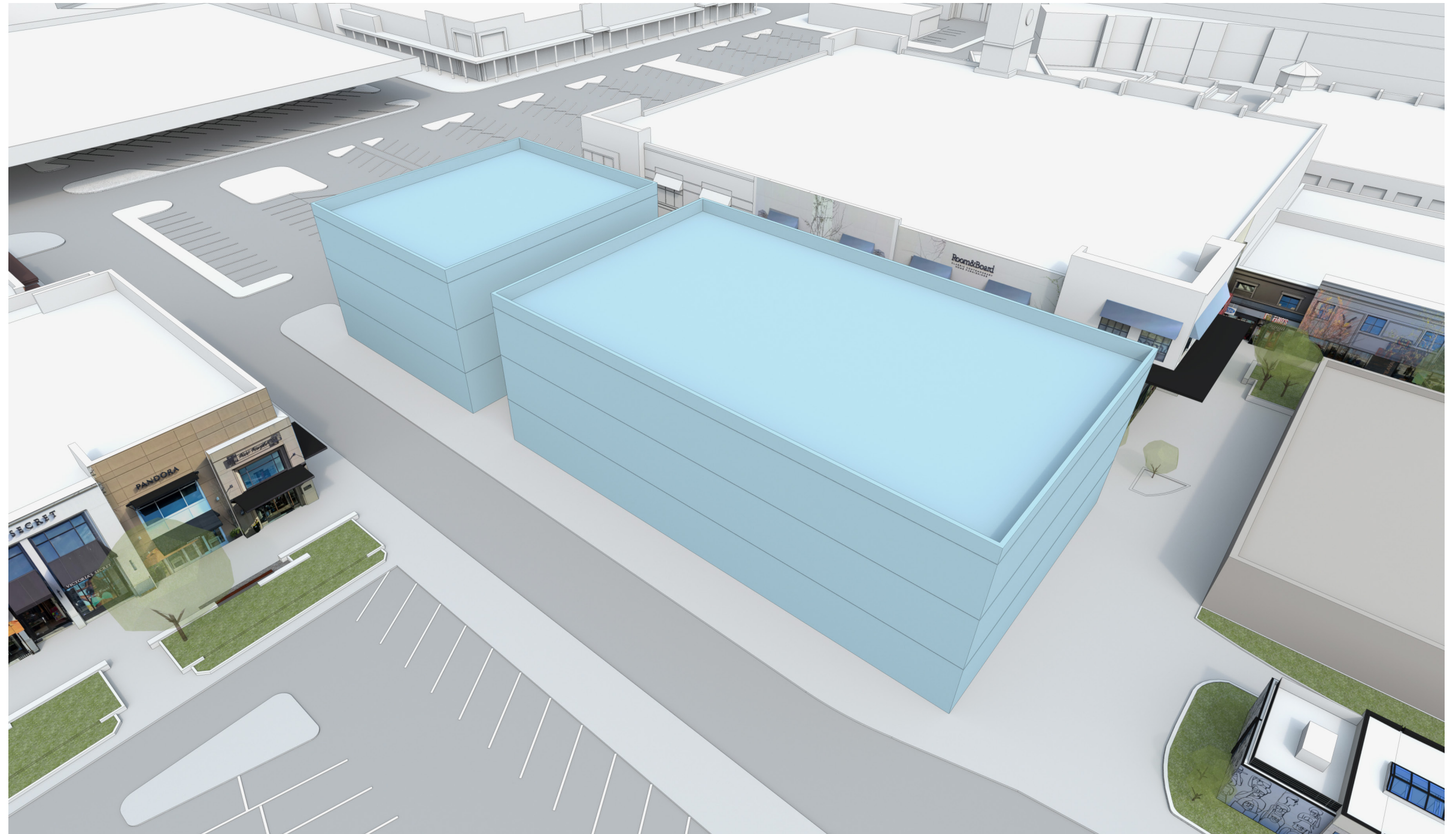


**Summary:**

Option 2 is a 2 story, split mass shell building introducing an outdoor pedestrian passageway. The proposed shell structure (columns, headers, parapet) would accommodate future tenant storefront design and flexibility and will be in keeping with the architectural character already established throughout University Village.



Site Plan

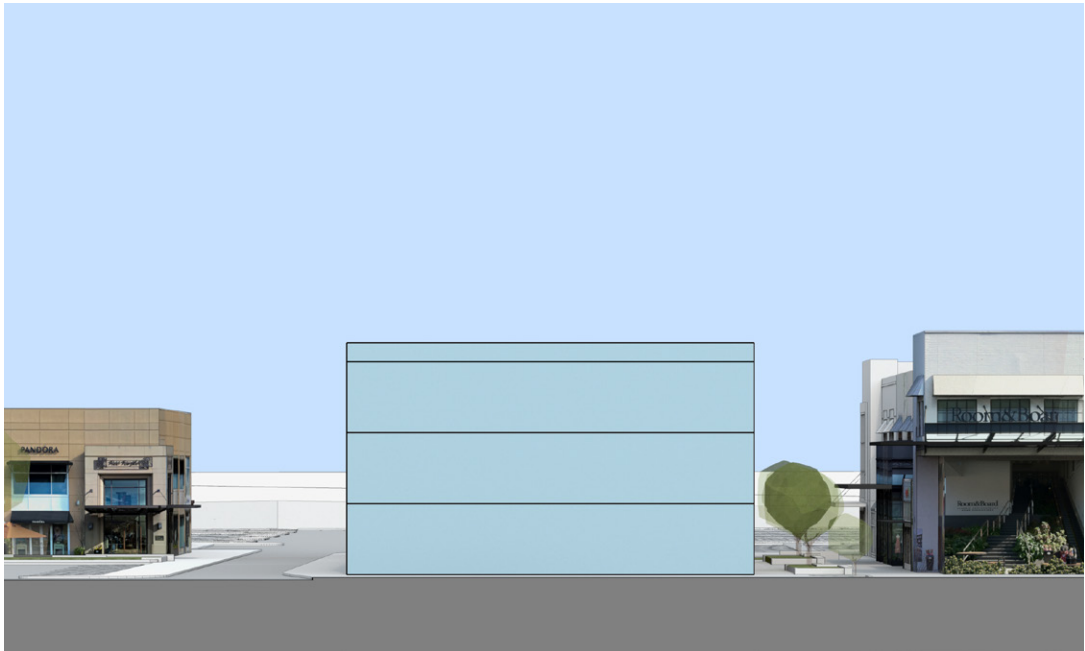


Aerial





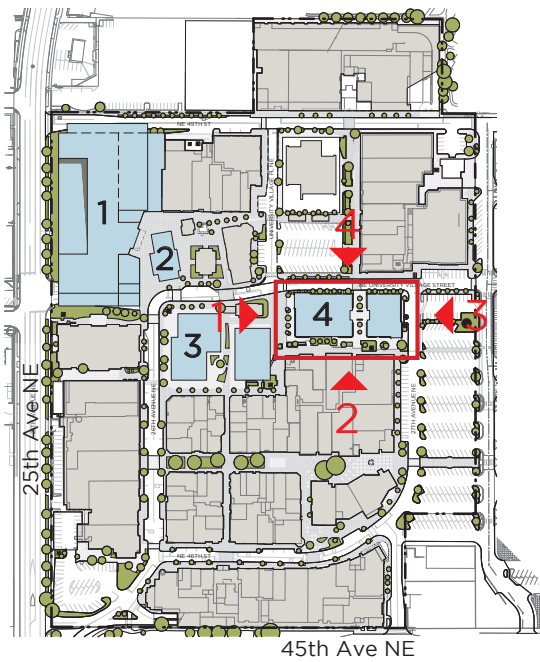
- Pros:
- Larger quantity of retail square footage
  - Added pedestrian walkway diminishing the building mass
- Cons:
- 3 story building envelope over scaled for the site
  - Reduced visibility and sunlight



1 | West Elevation



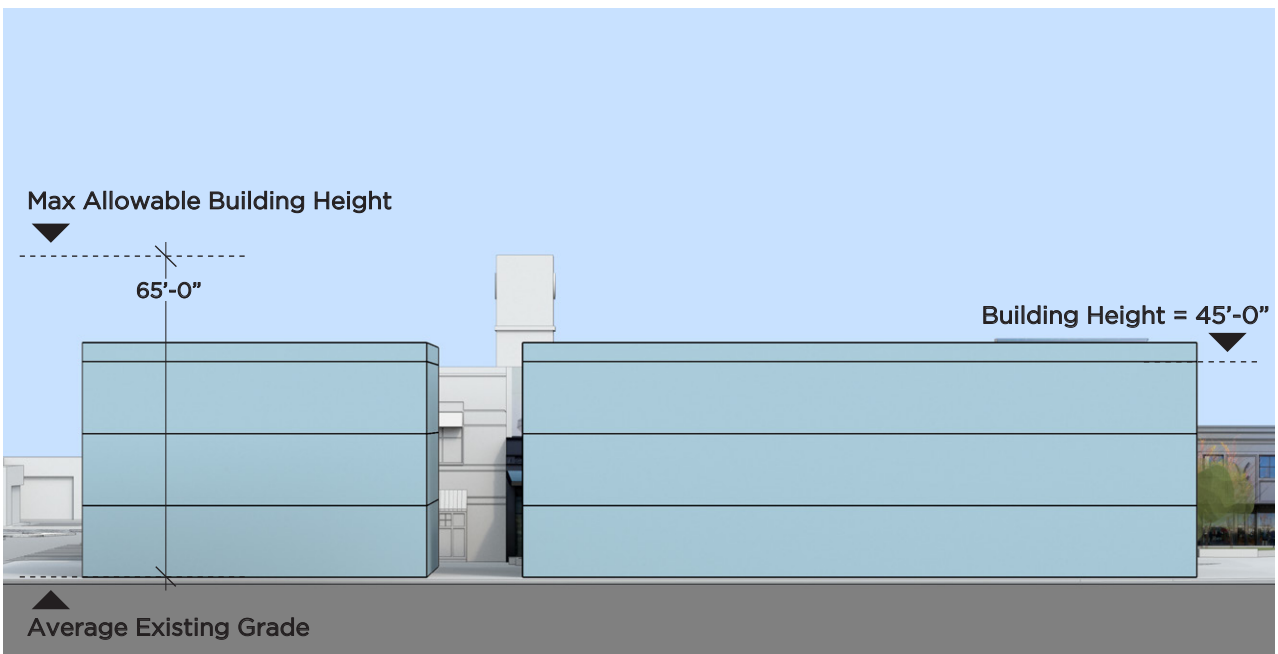
2 | South Elevation



Site Plan

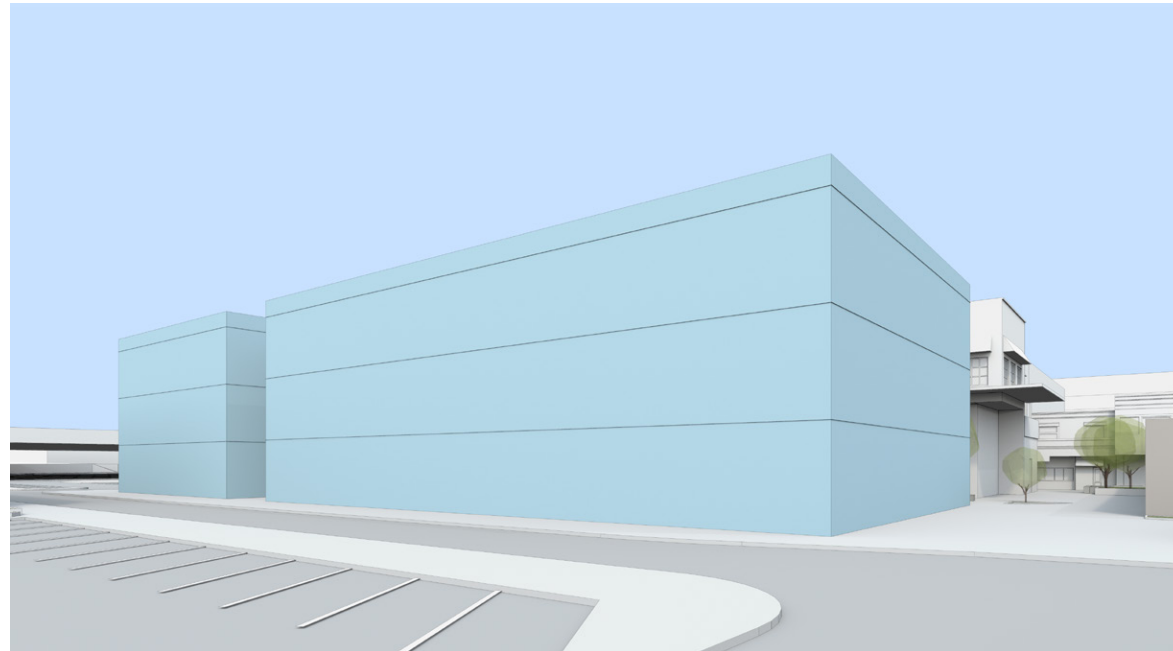


3 | East Elevation

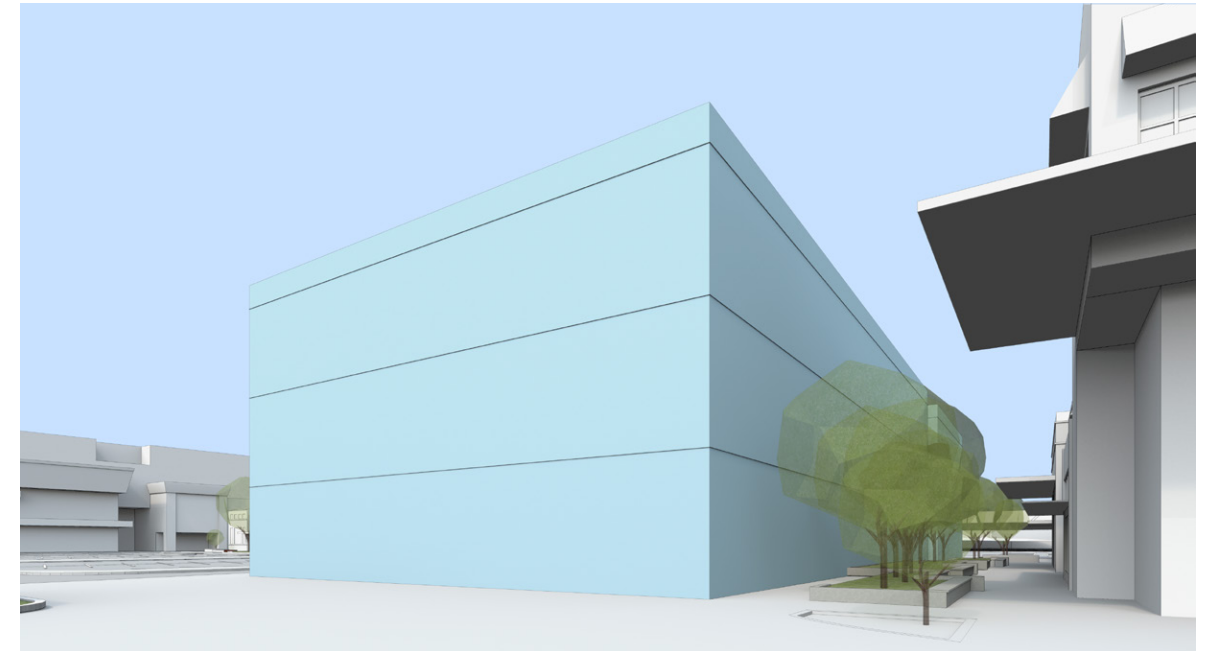


4 | North Elevation

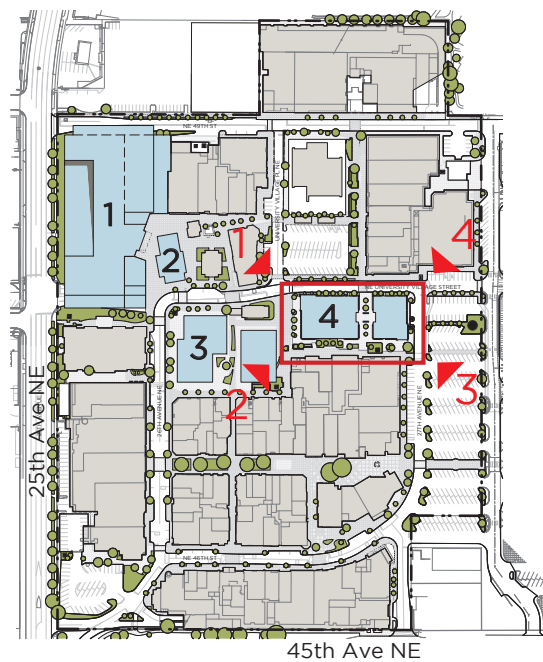




1 | NW Perspective



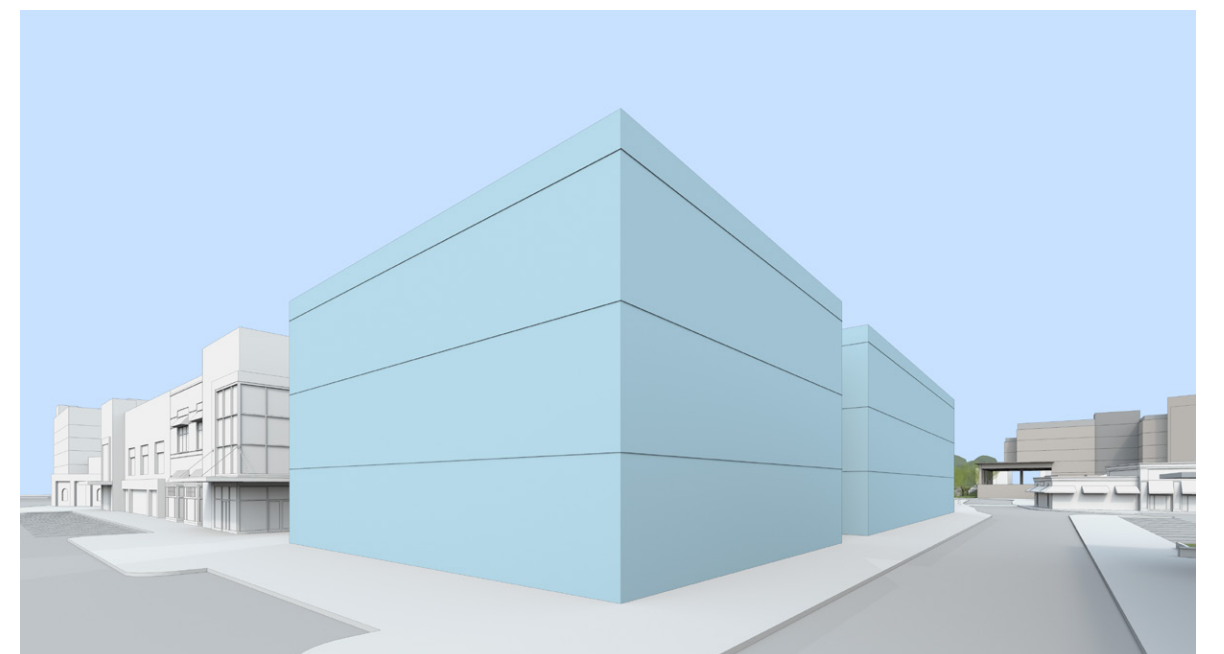
2 | SW Perspective



Site Plan



3 | SE Perspective

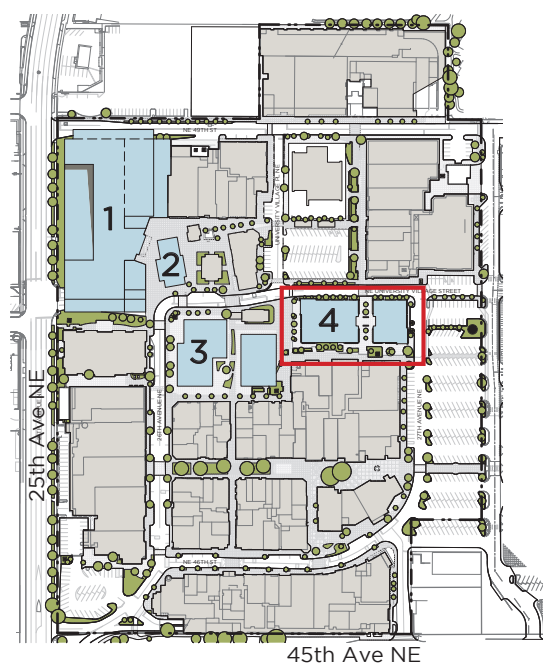


4 | NE Perspective

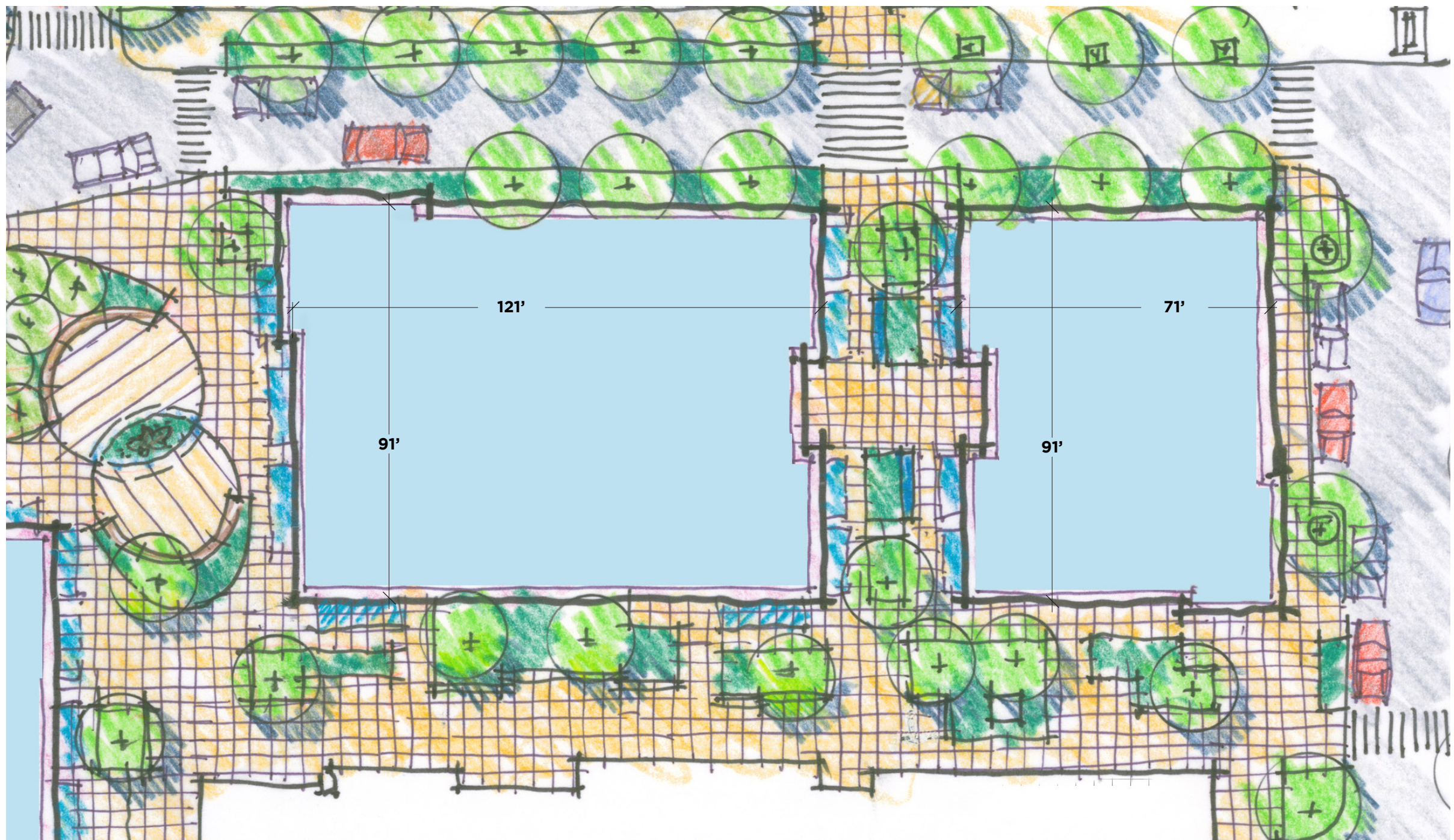


**Design Comments:**

The building footprint splits the building mass, providing a pedestrian passageway between the 2 buildings. Total retail and office square footage is reduced and the exterior building facades are set by required building separations to allow for maximum storefront glazing by future tenant(s).



Site Plan



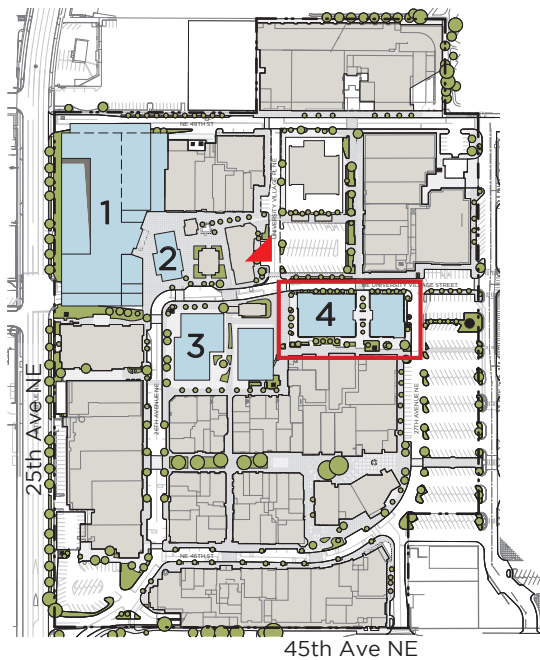
Floor Plan





**Summary:**

Option 3 is a 2 story split mass shell building with an outdoor pedestrian passageway between the 2 buildings and a penthouse and outdoor deck area (on the western building). The proposed shell structure (columns, headers, parapet) would accommodate future tenant storefront design and flexibility and will be in keeping with the architectural character already established throughout University Village.



Site Plan



Aerial



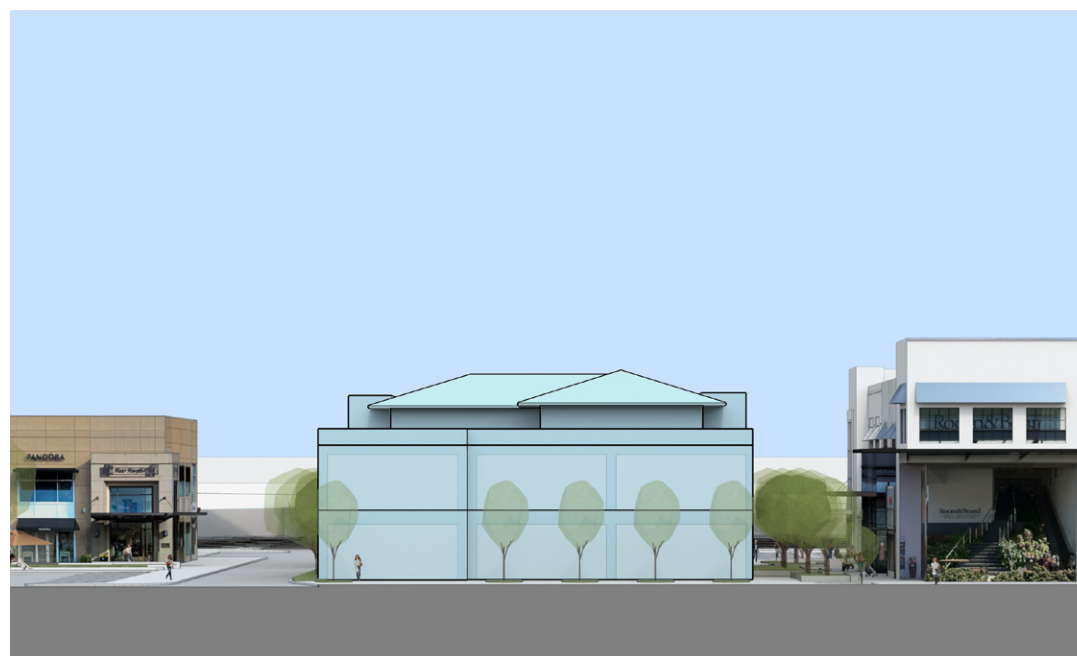


**Pros:**

- 2 story, with penthouse, building envelope
- Increased visibility and sunlight at pedestrian walkway
- Increased building massing articulation
- Roof deck

**Cons:**

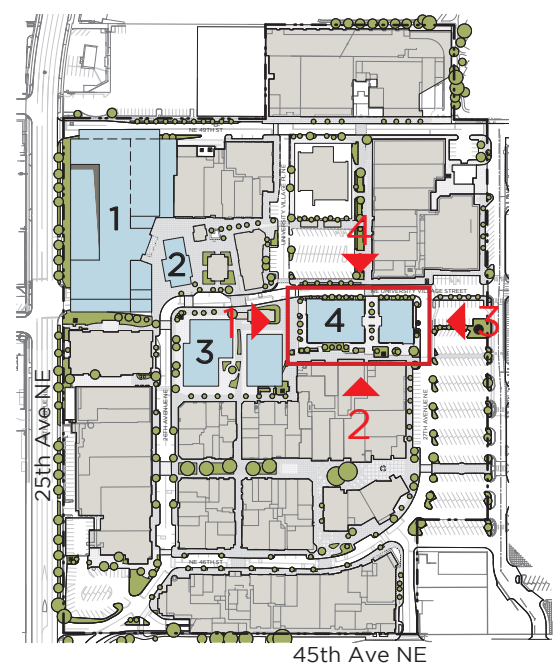
- Less retail square footage



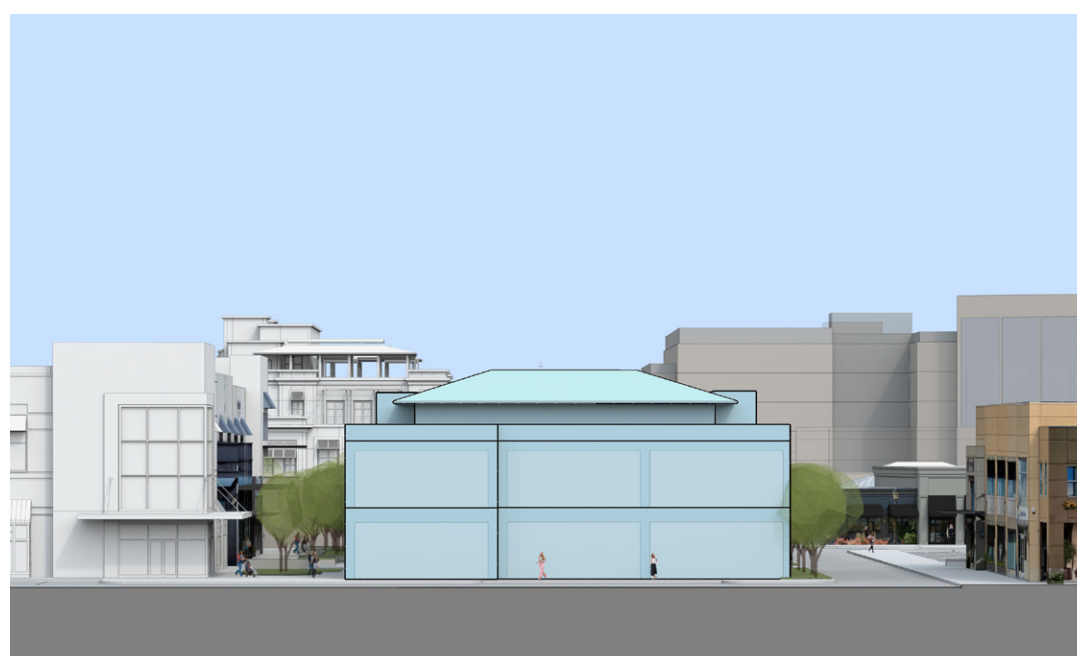
1 | West Elevation



2 | South Elevation



Site Plan



3 | East Elevation



4 | North Elevation

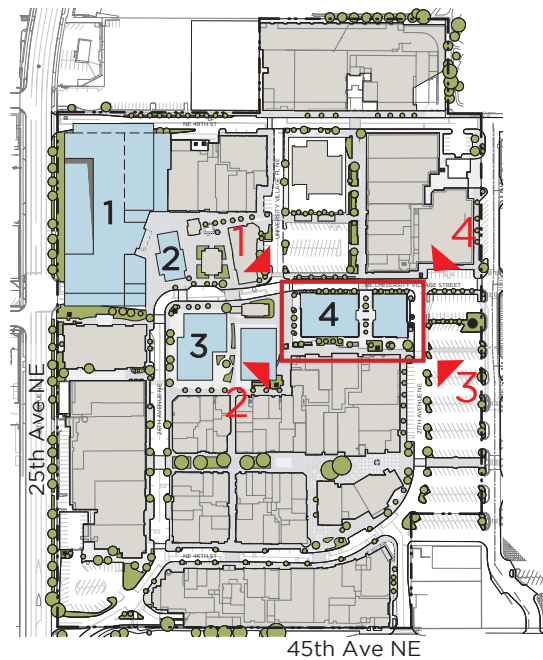




1 | NW Perspective



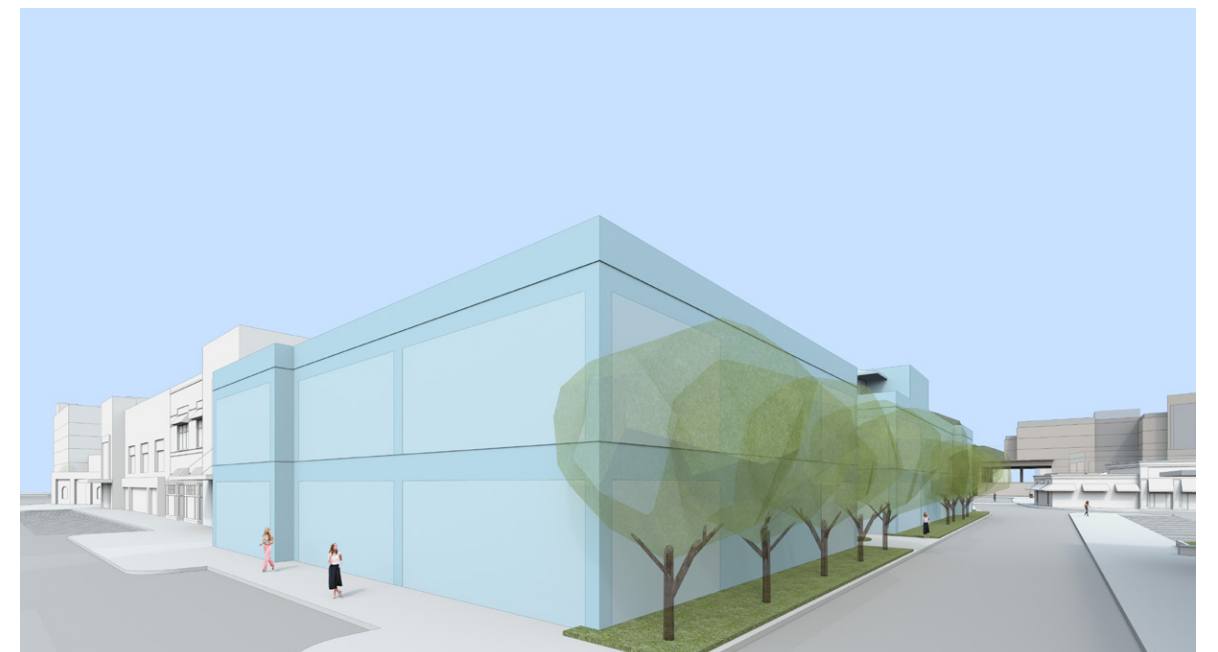
2 | SW Perspective



Site Plan



3 | SE Perspective



4 | NE Perspective





