U DISTRICT SAFEWAY REDEVELOPMENT

4732 BROOKLYN AVE NE
SEATTLE, WA 98105

DESIGN RECOMMENDATION
RECORD #3033508-LU
APRIL 10, 2020

CONTACT INFORMATION:

OWNER:	**CAMPUS UW JV II, LLC** 2251 LINDA FLORA DRIVE LOS ANGELES, CA 90077
ARCHITECT:	**JACKSON MAIN ARCHITECTURE** 311 1st AVE S SEATTLE, WA 98104
LANDSCAPE ARCHITECT:	**THOMAS RENGSTORF ASSOC.** 811 FIRST AVE, SUITE 615 SEATTLE, WA 98104

JACKSON | MAIN
ARCHITECTURE

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OBJECTIVES & SUMMARY

PROJECT DATA

SUMMARY

ADDRESS: 4732 Brooklyn Ave NE, Seattle, WA 98105

PARCEL #: 8816401015

LEGAL DESCRIPTION: LTS 21-30, BLK 7, UNIVERSITY HEIGHTS

ZONE: SM-U 75-240 (M1)

OVERLAYS: University Community Urban Center
(Mandatory Housing Affordability)

LOT AREA: 45,311 SF (1.0402 Acres)
LOT AREA (POST DEDICATION): 43,991 SF

EXISTING BUILDING: Grocery Store

HEIGHT:
(SMC 23.48.615)
75' mid-rise excluding rooftop features
75'-0" [Proposed]

FAR:
(23.48.620)
4.75 Base Max | 6.0 Max (w/ Incentives)
4.59 [Proposed]

ECA's: None

INCENTIVE PROVISION: MHA Payment Option

STREET LEVEL FACADE:
(23.48.040.B)
60% transparent (Min. required)
71.42% @ Brooklyn Ave NE [Min. proposed]
67.34% @ NE 50th St [Min. proposed]
15' width for blank facades (Limit)
30' [Allowed per Director's determination, facade with landscaping]
30' [Proposed]

WIDTH & DEPTH:
(23.48.635)
250' max. (Required)
430' x 100' [Proposed]

SETBACKS:
(23.48.640.A)
NE 50th Street:
5' min. setback (Required)
5' [Proposed]

(23.48.645.B/
-Table B)
Street lot line:
- Structure greater than 65' in height: 10' avg. setback (Required)
10' avg. @ Brooklyn Ave NE [Proposed]
10' avg @ NE 50th Street [Proposed]
Lot line at neither street nor alley:
- Structure 75' in height or less: 7' avg.; 5' min. (Required)
7' avg @ midblock [Proposed]
Brooklyn Ave NE:
1' min. setback (Required)
0' [Proposed, Approved per SDOT]

OPEN SPACE:
(23.48.650)
Full Area (Post-Dedication) - 43,991sf X 15% = 6,599sf (Required)
6,627sf [Proposed] - Refer to Departure #2 - Required Open Space

TYPE	MIN. REQ.	MAX. ALLOWED	TOTAL
Open to sky	60%	No limit	3,976sf (Required) 2,630sf [Proposed - 39.7%]
Covered	None	20%	1,325sf (Allowed) 3,997sf [Proposed - 60.3%]
Enclosed	None	35%	2,319sf (Allowed) 0 sf [Proposed - 0%]

PARKING:
(23.48.680.B.1)
Non-residential - 0 minimum (Required), 1/1,000sf max:
40/40,000sf (Allowed), 90 [Proposed - Refer to Variance, Pg. 80]

(23.54.015
-Table A, line J;
-Table B, line L)
Residential - None (Required), 94 [Proposed]

PARKING/ACCESS:
(23.4.030.B)
Non-residential - 35% small min., 65% small max., 35% large min.
Residential - 60% medium, 40% any size

ACCESS CLEARANCE:
(23.54.030.D)
6'-9" min. height clearance (Required), 7'-5" [Proposed]
22' min. to 25' max. driveway clearance (Required), 23' [Proposed]
15% slope (Max. Required), 15% [Proposed]

BICYCLE PARKING:
(23.54.015)
Long term
Sales & Service (34,507sf) - 1 per 4,000sf (Required: 9), [Proposed: 9]
Multi-family (180 units) - 1 per Dwelling Unit (first 50) (Required: 50), [Proposed: 50]
- @ 3/4 ratio (over 50) (Required: 98), [Proposed: 151]
- Total Required LT: 157
[Proposed: 160]

Short term
Sales & Service - 1 per 2,000sf (Required: 18), [Proposed: 18]
Multi-family - 1 per 20 Dwelling Units (Required: 9 per 180), [Proposed: 9]

LOADING BERTH:
(23.54.035)
1 (Required) - 10' wide x 35' long x 14' high clearance
2 [Proposed] - 15'-5" wide x 45'-0" long x 16'-0" high clearance
- 9'-0" wide x 20'-0" long x 16'-0" high clearance

AMENITY:
(23.48.045)
5% min. of gross residential floor area (Required)
6.5% [Proposed]

LANDSCAPING:
(23.48.055)
Green Factor Score of 0.3 or greater (Required)
0.304 [Proposed]

SOLID WASTE:
(23.54.040)
Non-residential - 175sf x 50% = 88sf (Required), 88sf [Proposed]
Residential - 575sf + 4sf (per Unit above 100) - 15% = 761sf (Required)
1,077sf [Proposed]

4732 BROOKLYN AVENUE REDEVELOPMENT

The proposed mixed-use project will bring a much needed and desired brand new Safeway grocery store and approximately 180 new residential apartments to the community. The project will replace a small and outdated grocery store that is subjected to drug users and loitering, with a new, larger, and modern Safeway store that will benefit and support the growing University District community, bringing light, security, and awareness to the site. The project will provide much needed housing with a diverse unit mix for a variety of tenants. Included in the proposed project will be a large, approximately 6,600sf covered and uncovered community park that will be open to the public and could be used and enjoyed year round.

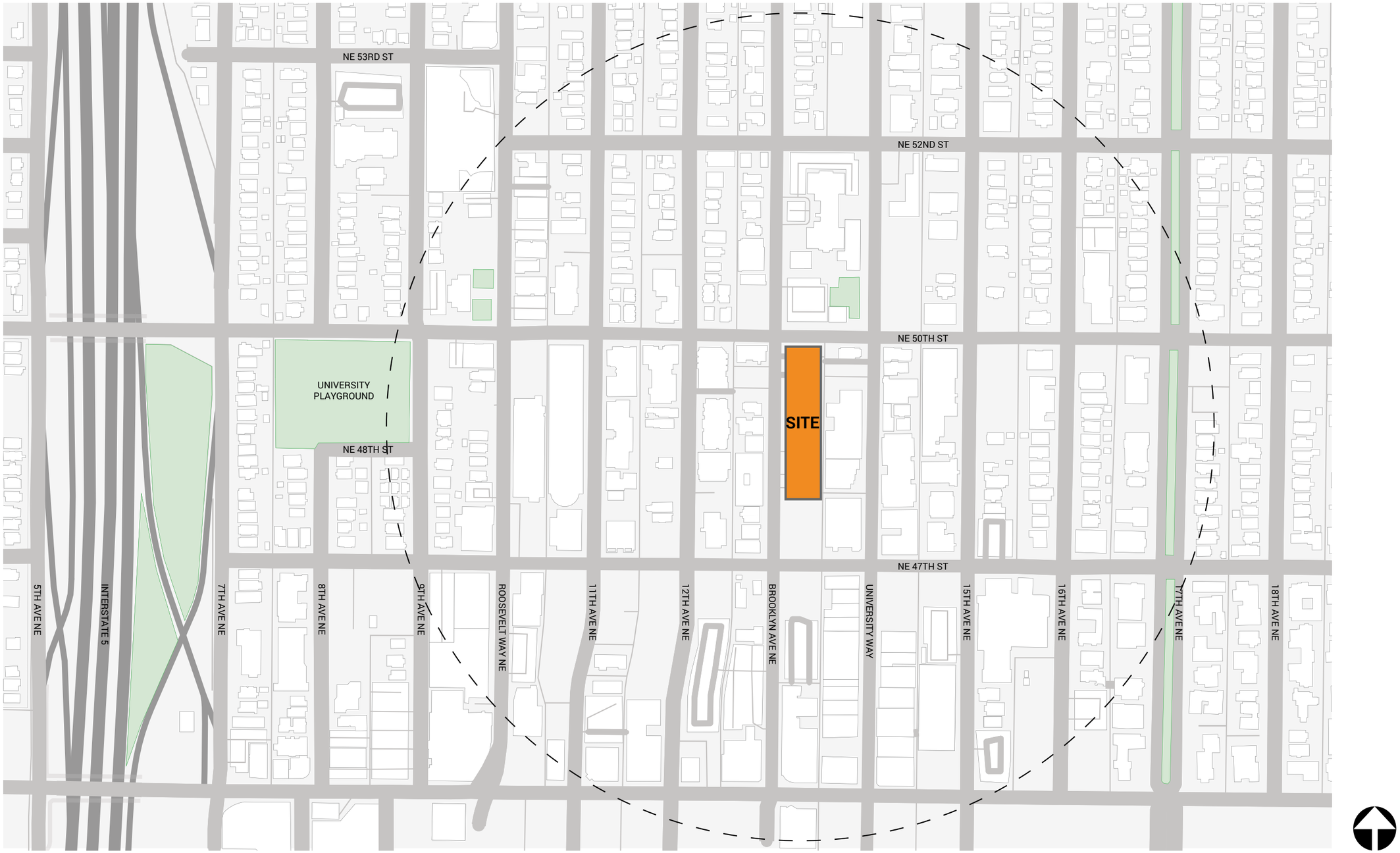
The project is located in the University Community and is designated as an Urban Center, intended to provide dense housing and employment. The property's current configuration does not maximize the uniquely large site footprint. Improved utilization of the site will provide for a larger Safeway grocery store on the ground floor, a vital amenity for the growing and evolving neighborhood. The seven-story structure will serve as a transition to the new high-rise structures proposed for the University District and will be visually appealing next to The M tower, the new highrise currently under construction. At the same time, it will complement the University District Farmers Market located one block away. This is an ideal location for a mixed-use development due to its proximity to the UW campus, University Way which is just a half block west, and the future Sound Transit Link light rail station one block south.

SUMMARY

LOT AREA:	45,311 SF
LOT AREA (POST DEDICATION):	43,991 SF
ZONE:	SM-U 75-240 (M1)
OVERLAY:	UNIVERSITY COMMUNITY URBAN CENTER (MANDATORY HOUSING AFFORDABILITY)
STORIES:	7 STORIES
RESIDENTIAL UNITS:	180 UNITS
RETAIL SPACE:	1 GROCERY STORE 34,507 SF TOTAL (27,138 SF @LVL 1)
RESIDENTIAL PARKING:	94 STALLS
RETAIL PARKING:	90 STALLS

SUMMARY CONTEXT ANALYSIS

VICINITY MAP



LEGEND

- SITE
- BUILDINGS
- PARKS
- LOCAL ROADS
- INTERSTATE
- 5 MIN. WALK RADIUS

UNIVERSITY HEIGHTS CENTER
HUB APARTMENTS
JACK IN THE BOX
FUTURE M TOWER
WILSONIAN APARTMENTS
NE 50TH ST
NOLAN APARTMENTS
SITE
ALLEY
NE 47TH ST
BROOKLYN AVE
CHRIST EPISCOPAL CHURCH
BANK OF AMERICA
CROSS & CROWN CHURCH
FUTURE TOUCHSTONE PROJECT
UW DISABILITY OFFICE
FUTURE 24 STORY TOWER
KEY BANK
UNIVERSITY WAY NE
HOTEL DECA
FUTURE TOUCHSTONE PROJECT
NE 45TH ST
WASHINGTON FEDERAL BANK
FUTURE LINK RAIL STATION 2021
FUTURE LINK TUNNEL
Google Earth

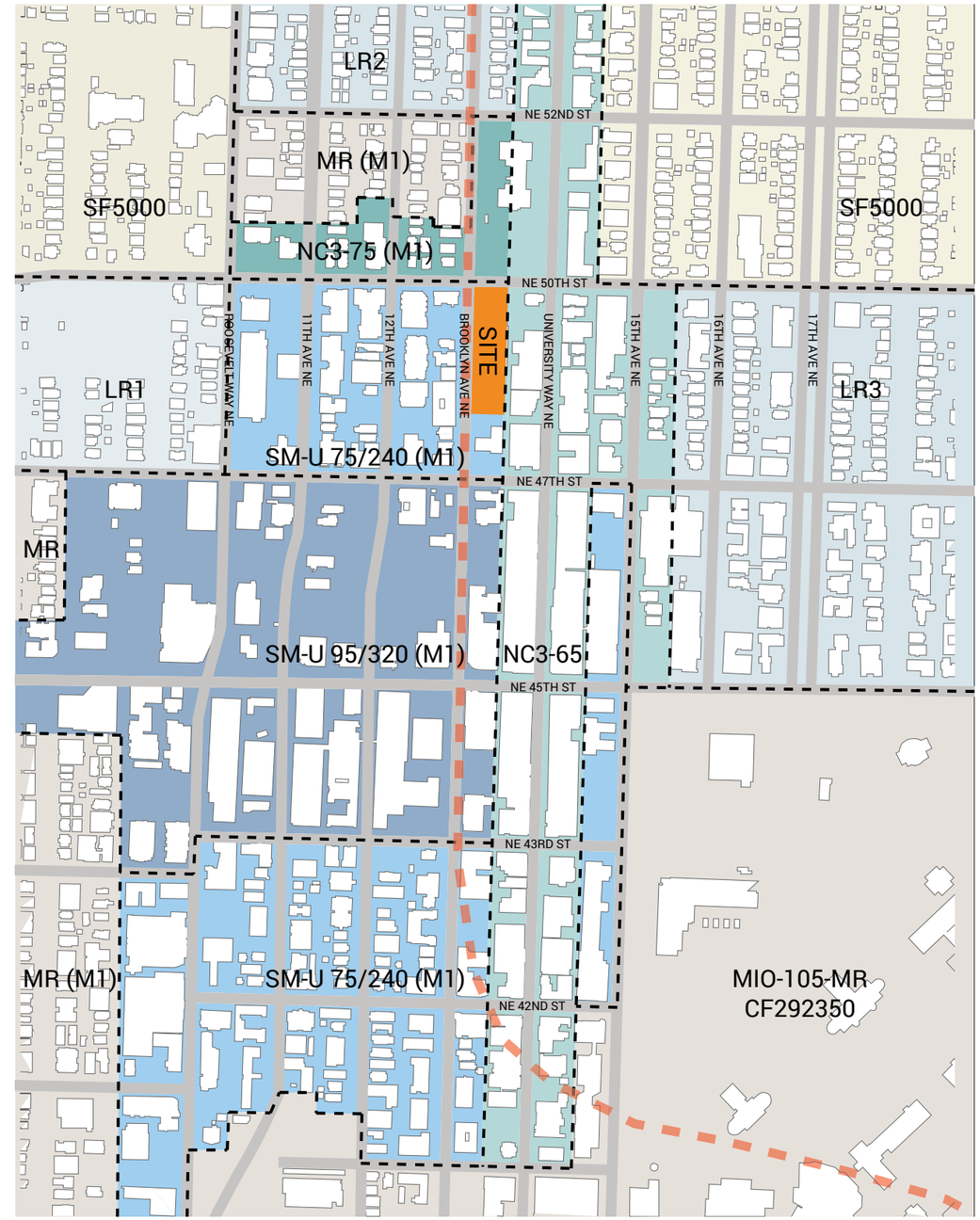
EXISTING SITE CONDITIONS

ZONING SUMMARY / MAP

The site is zoned SM-U 75/240 (M1) and located in a transitional area between three zones: Seattle Mixed-Use to the south, Midrise to the north, and Neighborhood Commercial to the east along University Way NE. Seattle Mixed-Use to the South includes opportunities for highrise structures. A midrise building proposal on the project site nicely transitions from those future highrise structures to the current and future midrise structures to the north.

LEGEND

- SITE
- HIGHRISE MIXED USE 75/240
- HIGHRISE MIXED USE 95/320
- NEIGHBORHOOD COMMERCIAL 65
- NEIGHBORHOOD COMMERCIAL 75
- MIDRISE
- LOWRISE
- SINGLE FAMILY
- FUTURE LINK TUNNEL
- FUTURE LINK STATION (2021)



ZONING DATA
IMMEDIATE SITE MAP

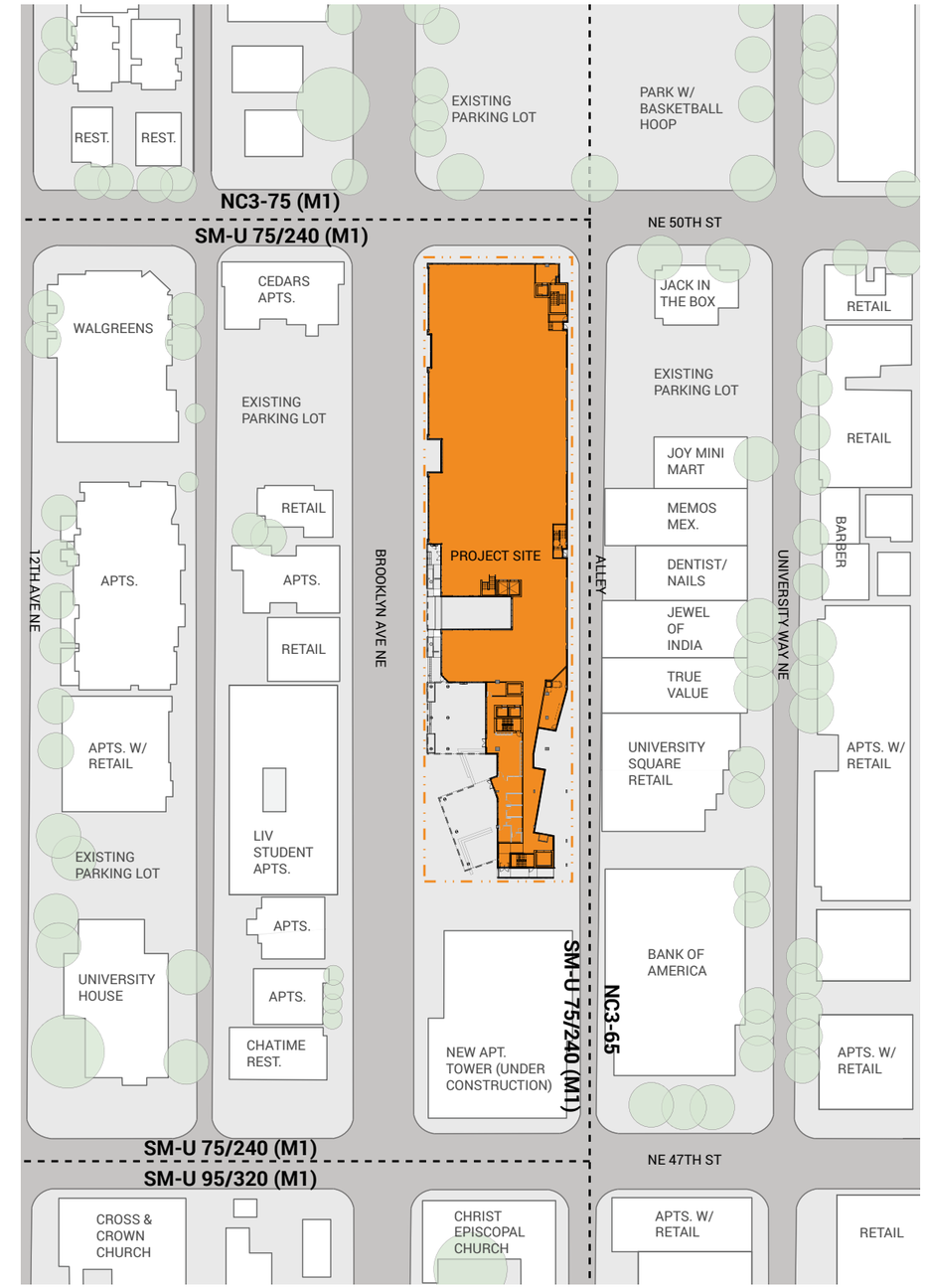
The project site is located one block from "The Ave" (University Way NE), a busy university-oriented retail and restaurant hub. Recent developments in the area have brought more residents to the neighborhood who rely on the existing outdated Safeway grocery store for their shopping needs. To better serve the needs of the growing community, especially with the current and new highrises that are planned and the University of Washington's growth plan, an updated, modern, and larger grocery store is needed.

The block from 47th to 50th Streets is approximately 600 feet long. An opportunity to mitigate the pedestrian experience of walking such a distance is to provide an active public open space at the south end of the project site that will connect to the adjacent The M tower's 3,000 sf park and create a mid-block connection and approximately 10,000 sf park that will be covered and open to the sky and thus enable year round use.

The planned project will respond to the evolving character of the University District that will include a collage of numerous types of buildings, from one story restaurants to midrises and highrises. The proposed 7-story midrise will serve as a transition from the north to the new highrise structures proposed for the U-District while the approx. 6,600 sf neighborhood park along with The M's 3,000 sf park will serve as an amenity and midblock place of respite for the community. The updated urban-concept grocery store on the ground floor will provide activation along the streetscape, enhancing the experience for pedestrians while meeting the needs of residents of the neighborhood and surrounding areas.

LEGEND

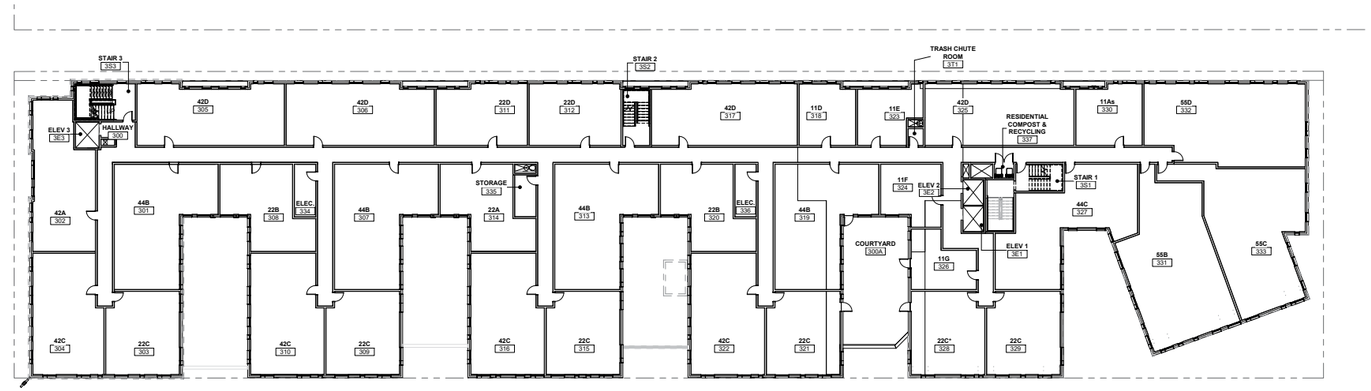
- SITE
- BUILDINGS
- VEGETATION
- SITE PROPERTY LINE
- ZONING BOUNDARIES



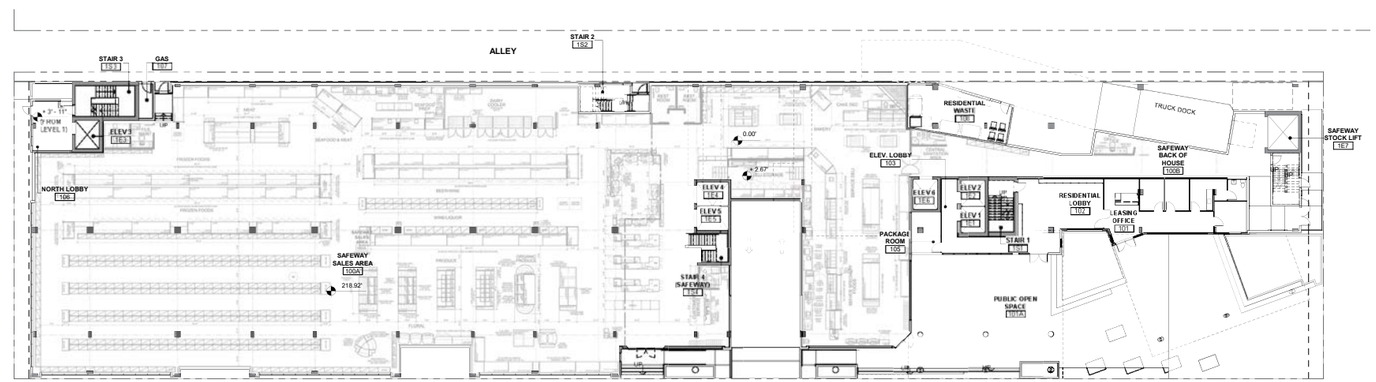
EXPLANATION OF CONCEPT

SUMMARY OF CHANGES FROM EDG1 TO REC

Perspective showing simplification of form and use of materials creating rhythm



Typical upper floor plan showing courtyards and notches



Ground floor plan showing multiple setbacks/notches/erosions

Summary of the project's progression since EDG1 to address the Board's requests:

MASSING & SETBACKS

• Eliminated the static series of boxes with an emphasis on creating a rhythm while maintaining an expression of individuality for each bay. Use of gradients of color/tone in the materials as suggested by the Board is implemented into the design.

• Simplified the building's massing to preserve the purity of massing by reducing the use of materials and colors, while adding modulation and punched windows to create depth.

• Provided a break at the corner of 50th St and the alley, highlighted the secondary residential lobby, and provided opportunities for an art wall to enhance the visual interest of this corner.

• Pulled down all of the upper level courtyards to create erosion of the podium. We now have five distinct notches that provide a varied experience along Brooklyn Ave and integrate the upper floor massing with the podium.

• 23' of façade set back from street 3' to align with first courtyard
• 23' of façade set back from building 10' to align with second courtyard
• 37' of façade set back from building 10' to align with third courtyard and expanded to include Safeway entry
• 37' of façade set back from building 10' occurring at the fourth courtyard and include Safeway's second entry adjacent to the public.
• 30' of facade set back from building 8' and tapers to a 15' facade 50' back occurring at the public open space.

• Set back the building substantially at both Safeway entrances providing relief along Brooklyn Ave and limiting the building's length to 199 feet.

• Created multiple notches and erosions of the massing along the alley to soften and create modulation and interest for the east façade of the building.

• Created a subdued corner on 50th St and Brooklyn Ave by continuing the building's rhythm through volume and materials, removing store access, hugging the corner, and providing transparency into the active Safeway sales floor.

Perspective of the Open Space

Elevation showing the buildings expression through the play of window layouts, material changes, accent bands, and canopies

OPEN SPACE

• Pulled the open space to front Brooklyn Ave, providing greater visibility and ease of use. We removed the enclosed public atrium that abutted the alley and was perceived as a private amenity.

• Increased the scale and height of the covered open space providing approx. 26 foot clearance.

• Progressed with the programmatic design of the public open space, reinforcing the connection to The M's park and increasing opportunities for art along the south façade.

• Provided landscaping and hardscaping across the garage entry to encourage pedestrian movement with physical and visual continuity.

• The expression of the columns at the open space now incorporates a more dynamic intent which lends to the unique nature of the open space and contributes to the liveliness and activation of the space.

PROGRAMMING

• Reconfigured the ground floor layout to create a direct connection between the Safeway store, building entries and the open space. Safeway's main entrance now abuts the open space, enhancing the activation of this space.

MATERIALS & AESTHETICS

• The exterior expression now includes grouping the windows to express continuity to the façade. This continues horizontally along the ground floor plan with a horizontal accent board band and canopies.

• The northeast corner has been muted with secondary architectural features and the continuation of the rhythm of materials and windows from all the other sides. Art elements will continue from the alley corner to the north façade and will provide interest along 50th St.

• Updated the proposed materials to align with the Board's request for high quality cladding materials.

• The design now noticeably persists around all four sides of the building. The alley is no longer treated as the "back" of the building and maintains the same design ideals as Brooklyn Ave and 50th St. The use of high windows into the ground level at the alley is not functionally possible for the operations of the store, thus art elements are now in more locations along the alley, linking it to the façade and additional carving of the upper floors. The art elements continue around the corner of the south façade of the building where an art feature wall facing The M tower will provide interest along the open space connection to the east.

• Art elements will continue around the corner of the south façade of the building where an art feature facing The M tower will provide interest along the open space.

• A 6" projection cornice has been introduced to delineate the change of materials and colors along the facade. The cornice adds an element of depth and provides a change of plane at color transitions.

EXPLANATION OF CONCEPT

FACADE COLOR SCHEME STUDIES

- Full color gradient blocks
- Uniform windows throughout (except at retail)
- Tonal gradient shifts at each color
- Separation band at podium
- Retail entries recessed
- Transparency along street frontage into retail

FACADE STUDY WITH COLORED BAYS (ORDERED WINDOWS)

ALT. WITH COLORED FIRST BAY

- Full color gradient blocks
- Jogging windows at blocks
- Tonal gradient shifts at each color
- Separation band at podium
- Retail entries recessed
- Transparency along street frontage into retail

FACADE STUDY WITH COLORED BAYS (STAGGERED WINDOWS)

- Medium gray colored blocks and dark gray at entry
- Jogging windows at blocks
- Tonal gradient shifts at each color
- Separation band at podium
- Retail entries recessed
- Transparency along street frontage into retail

FACADE STUDY WITH SINGLE COLORED BAYS (STAGGERED WINDOWS)

- Partially colored gradient blocks with gray tops
- Uniform window layout in light gray sections, jogging windows below
- A third variant of the windows added to dark gray block above entries
- Tonal gradient shifts at each color
- Separation band at podium
- Retail entries recessed
- Transparency along street frontage into retail

FACADE STUDY WITH COLOR SHIFT, UPPER LEVEL GRAY BAYS (ORDERED WINDOWS)

- Partially colored gradient blocks with white tops
- Uniform window layout in light gray sections, jogging windows below
- Third variant of windows at dark gray block above entries
- Tonal gradient shifts at each color
- Separation band at podium
- Retail entries recessed
- Transparency along street frontage into retail

FACADE STUDY WITH COLOR SHIFT, UPPER LEVEL WHITE BAYS (ORDERED WINDOWS)

FACADE STUDY WITH COLOR SHIFT, UPPER LEVEL WHITE BAYS (ORDERED WINDOWS), WITH PROMINENT ENTRY - SELECTED DESIGN SCHEME

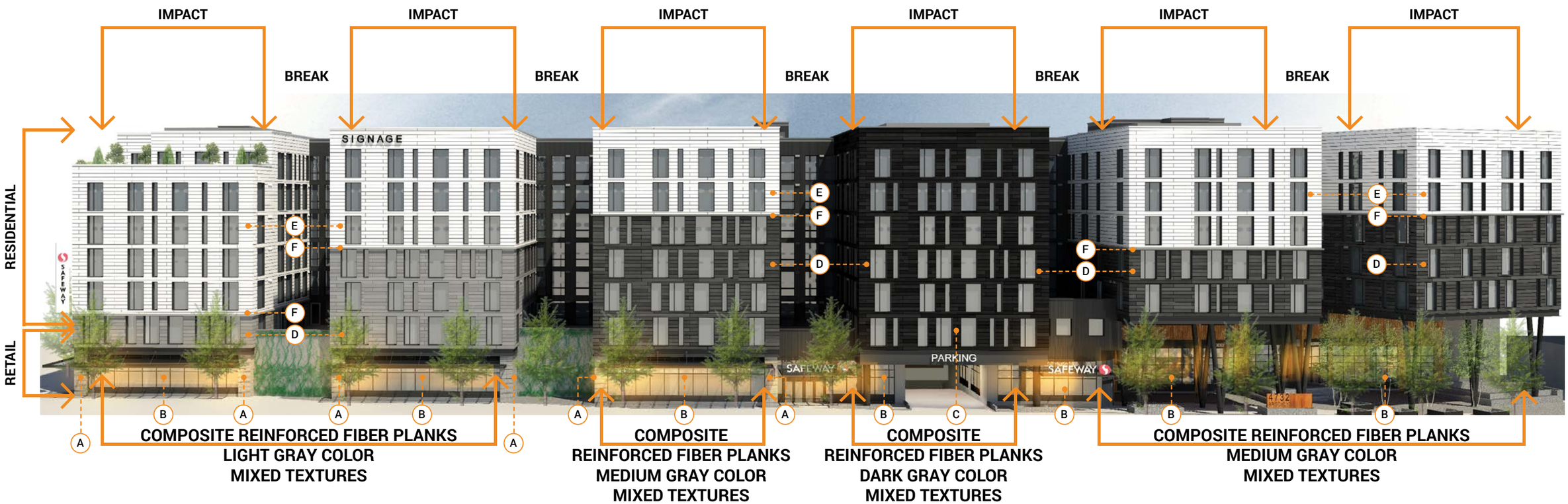
The selected design scheme does two major things - minimizes the feeling of the building being a monolithic structure, and keeps the viewers eyes continually moving across the facade.

<u>Minimization of a Monolith</u>
Due to the varying levels of dark and light materials, and the variation in window patterns, each building block is its own unique structure. Seen as a whole, the building appears as a group of buildings rather than one entire single structure.

<u>Movement across the facade</u>
The use of gradients across the facade, stepping of colors, clear separation of whites and darks, and the reinforcement of window patterns within the darker areas as chaotic (due to the third variant of windows throughout the gray areas) and in the white areas uniform, keeps the viewers gaze moving and never focusing one aspect.

EXPLANATION OF CONCEPT

BUILDING DESIGN



COMPOSITE REINFORCED FIBER PLANKS, WHITE COLOR, MIXED TEXTURES (ABOVE, THROUGHOUT)

Progression of light to dark with emphasis on the retail via vertical banding

RESIDENTIAL

RETAIL

(A) A sharp vertical band with a homogeneous texture accentuates the program held at the retail storefronts, while connecting the base and body of the building.

(B) The transparency and opacity along the base showcases the program and provides activation along the facade.

(C) The dark portion of the building also acts as a cue, as to the importance of this area, as the main entry to the retail area.

(D) Within the impactful areas there can be chaos and calmness. The dark portion of each block represents the chaos, and so the windows shift on each floor to represent this vibrancy. The darker texture is also made up of a randomized pattern to further push this concept.

(E) The calmness is represented in the homogeneous white textured portions where the windows are rigidly placed from floor to floor.

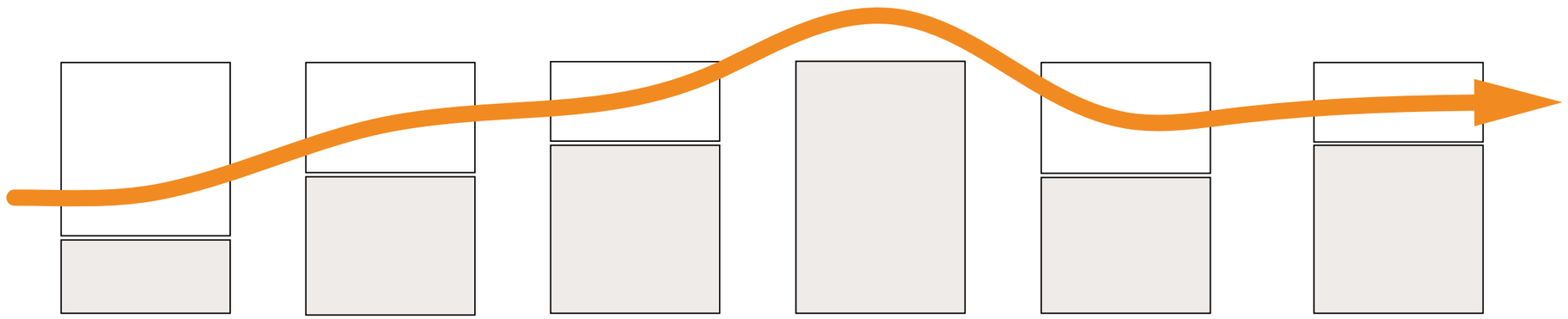
(F) A smaller band on the upper floors acts as belt differentiating the grays and whites throughout the building. While the white and grays are on the same plane, the protruding band eliminates the abrupt change of materials.

IMPACT

*The vibrancy is held within the **IMPACT** at the streetfront*

BREAK

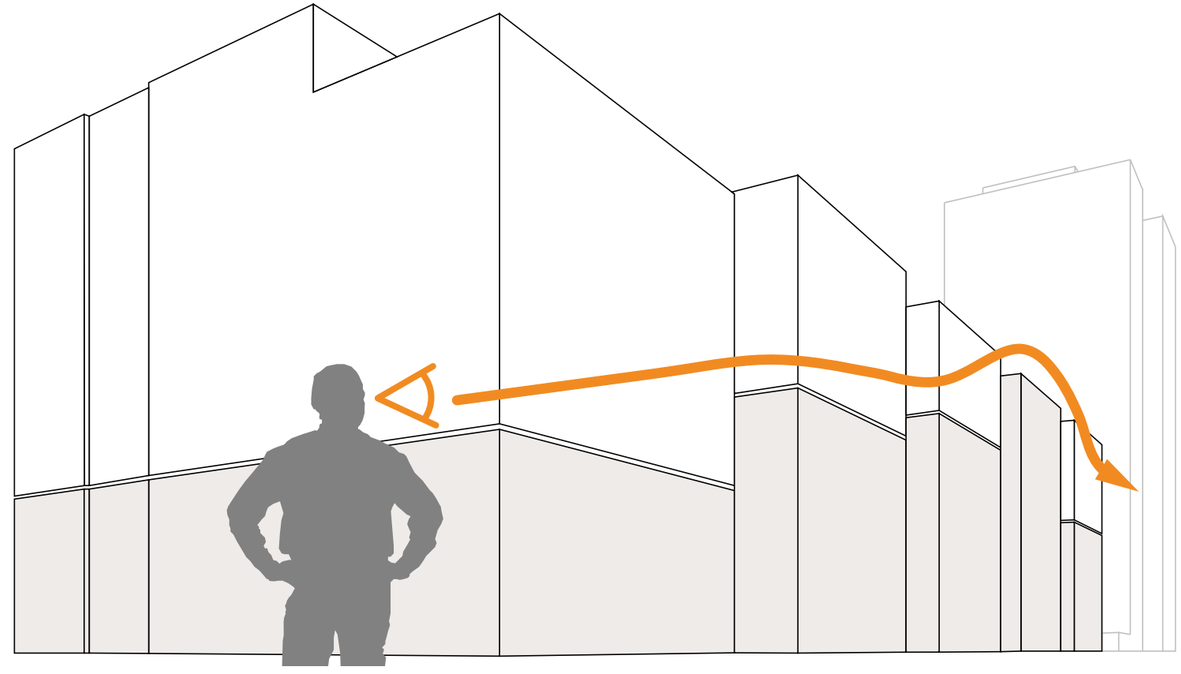
*The landscaped courtyards are a place to take a **PAUSE** from the urban hustle and bustle*



WAVE DIAGRAM

Progression of light to dark

The bays are individually expressed through the progression of light and dark panels taking the length of Brooklyn Ave as an asset in giving rise to a rhythmic pattern along the street frontage, with the deep courtyards creating a pause and a break along the length of the building. Use of gradients of color/tone in the materials as suggested by the Board is implemented into the design.



WAVE DIAGRAM - VIEWERS PERSPECTIVE

EXPLANATION OF CONCEPT

FACADE WINDOW PATTERN

FACADE STUDY
WITH ORDERED WINDOWS

ORDERED WINDOWS:

- Clean/ Minimalist Design
- Repetition reinforcing block massing design
- Ease of understanding internal program from exterior
- Rigidity ties into street frontage retail

FACADE STUDY
WITH STAGGERED WINDOWS

STAGGERED WINDOWS:

- Slight back and forth steps continue the clean / minimalist design
- Contains a playful attitude
- Non-rigidity separates the street frontage from the living space
-
- Variation in window layout reinforces the color material change, which both go hand in hand

CHI FRANCISCAN MEDICAL CLINIC AT ST. JOSEPH, TACOMA, WA

FACADE COMPRISED OF STAGGERED WINDOWS

UW HOUSING, SEATTLE, WA

STAGGERED AND UNIFORM WINDOWS

PREFERRED SCHEME:
FACADE WITH STAGGERED WINDOWS

WINDOW PATTERN:

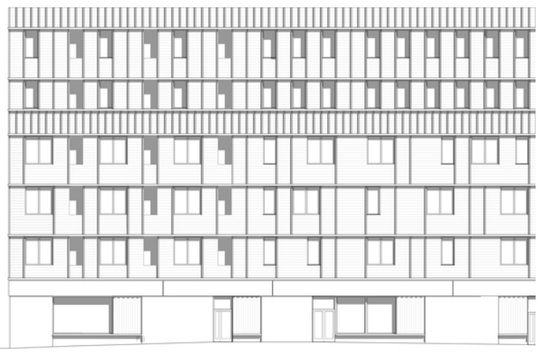
Per the Board's suggestion, the design now incorporates punched windows that are full height and provide "eyes on the street".

The theme of reinforcement plays a large part in choosing the scheme. Variation of color, texture, and window layout reinforce the ideas of a more playful and vibrant nature. In this same regard, a white color with a uniformed pattern of windows play off each other to reinforce the idea of calmness.

EXPLANATION OF CONCEPT

MATERIAL TRANSITION

JAZZ LOFT APARTMENTS, BUDAPEST, HUNGARY
- CORNICE SEPARATING MATERIALS ON SAME PLANE



OSB HOUSING, UPPSALA, SWEDEN
- THIN CORNICE DELINEATING FLOOR AND MATERIAL CHANGES

CONVERSION HAMMERGUT, CHAM, SWITZERLAND
- BLADE CORNICE DELINEATING FLOOR AND MATERIAL CHANGES AND PATTERNS

6" PROJECTION CORNICE AT COLOR TRANSITIONS

6" FLOOR CORNICE:

- All units above or below band stay at optimal size
- The bays of the building stay uniform and regularized
- Larger band, instead of think edge transition, clearly defines separation

TRANSITION:

Per the Board's suggestion, a 6" projection cornice has been introduced to delineate the change of materials and colors along the facade. The cornice adds an element of depth and provides a change of plane at color transitions.

DESIGN FEATURES
FACADE DESIGN

CORNICE AT
MATERIAL CHANGE

EACH BAY IS UNIQUE WITH
VARYING GRAYS AND WHITES

WEST FACADE

EAST FACADE

FACADE
ALONG ENTIRE EXTERIOR

DESIGN SUMMARY:

Per the Boards suggestion the façade design has evolved to individually express each bay while maintaining the simplicity of the structure, and incorporate high quality materials with a cornice designating a change in material. The new design utilizes the length of the building as an asset, creating a rhythm along the façade that draws the viewers gaze along the site.

MATERIAL CHANGES PER LEVEL

MATERIAL CHANGE ALONG THE
SAME PLANE

RETAIL ENTRANCE

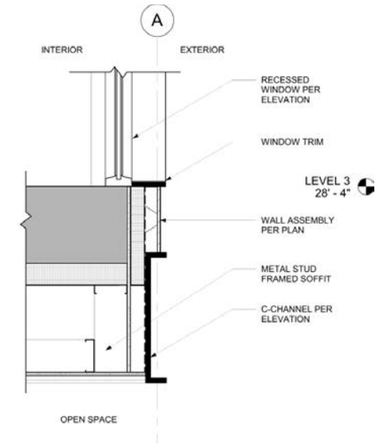
RAMP TO PARKING

CREATES A CLEAR UNIFYING SEPARATION BETWEEN PROGRAMS

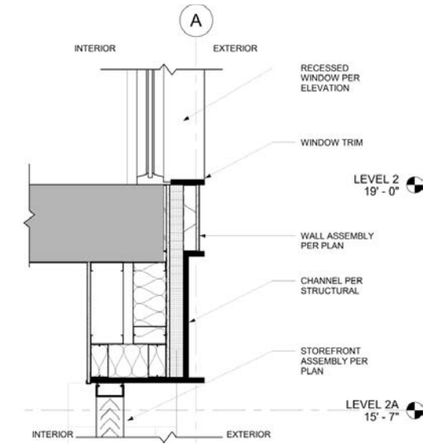
RETAIL ENTRANCE

RESIDENTIAL

COMMERCIAL



BAND SECTION AT OPEN SPACE



BAND SECTION AT STOREFRONT

SECTION DETAIL

BAND ALONG LENGTH OF BUILDING

GLASS AT STREET LEVEL REVEALING PROGRAM

DIFFERENT DEPTHS OF PROGRAMS EMPHASIZE ENTRANCES

DESIGN SUMMARY:

Per the Board's suggestions, the Safeway entrances have been set back providing emphasis and relief from Brooklyn Ave. The main entrance for Safeway has been shifted to the South and is now adjacent to the public park providing activation and accessibility from the large open space.

DESIGN FEATURES

RETAIL STOREFRONT

NORTH ELEVATION - 50TH ST.

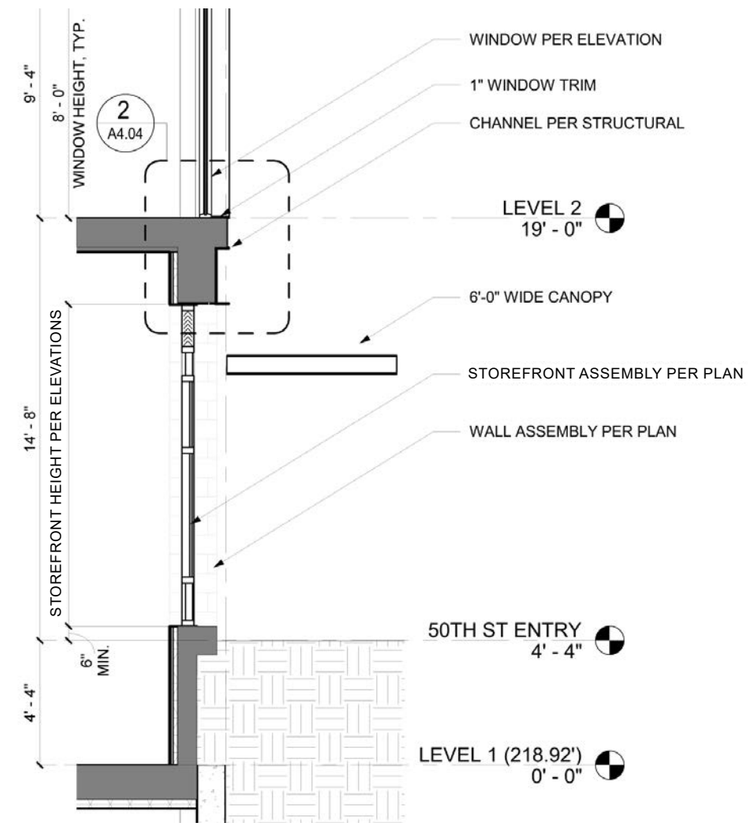
WEST ELEVATION - BROOKLYN AVE.

MIN 60% TRANSPARENCY

STREET LEVEL TRANSPARENCY DIAGRAM - 50TH ST.

MIN 60% TRANSPARENCY

STREET LEVEL TRANSPARENCY DIAGRAM - BROOKLYN AVE.

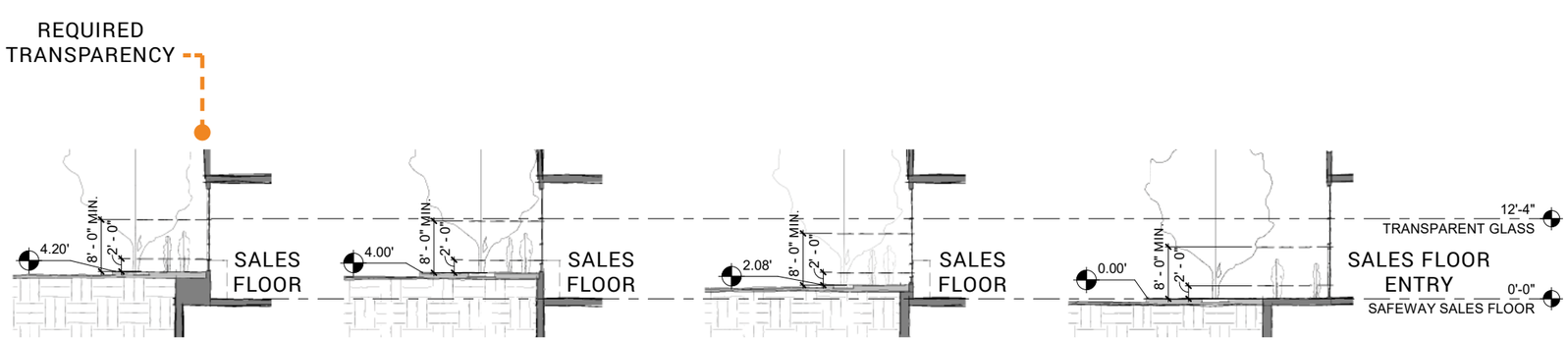


STOREFRONT

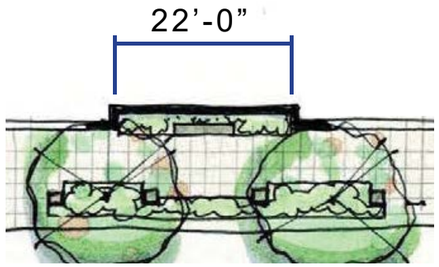
ALONG BROOKLYN AVE NE & NE 50TH STREET

DESIGN SUMMARY:

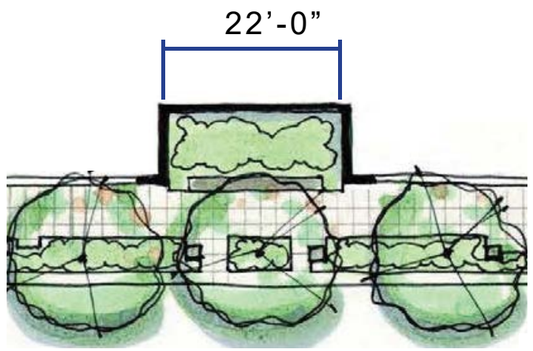
Transparency is provided along 50th St and Brooklyn Ave, activating the street façade while enhancing the pedestrian experience. Transparency continues along Brooklyn Ave into the public open space where the building's lobby and leasing office bring "eyes to the street", providing activation and safety.



STREET LEVEL TRANSPARENCY DIAGRAM - SECTIONS THRU SAFEWAY



NORTH LANDSCAPED NOTCH



SOUTH LANDSCAPED NOTCH

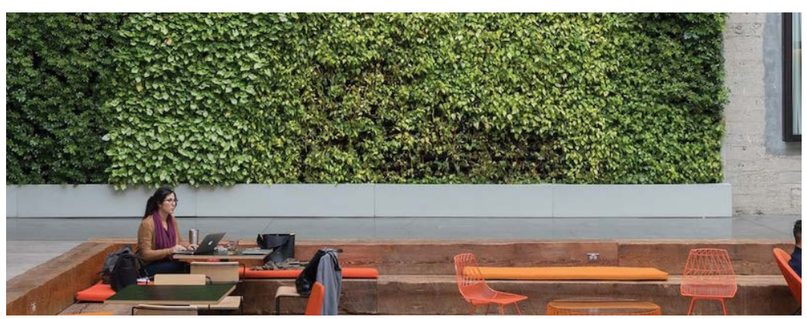
PODIUM NOTCHES

AT STREET LEVEL

DESIGN SUMMARY:

Per the Board’s direction, depth and materials detailing the massing changes has been refined, foremost at the street level along Brooklyn Ave where the building is notched to create modulation and increase visual interest. This has occured through a combination of varying depths of the five distinct notches. Two of these notches are landscaped, with green walls, and contain fixed seating, while the other notches serve as entry points to the structure.

GLAZING AND GREEN SPACE AT BUILDING NOTCHES



SEATING AT FEATURED GREEN WALL

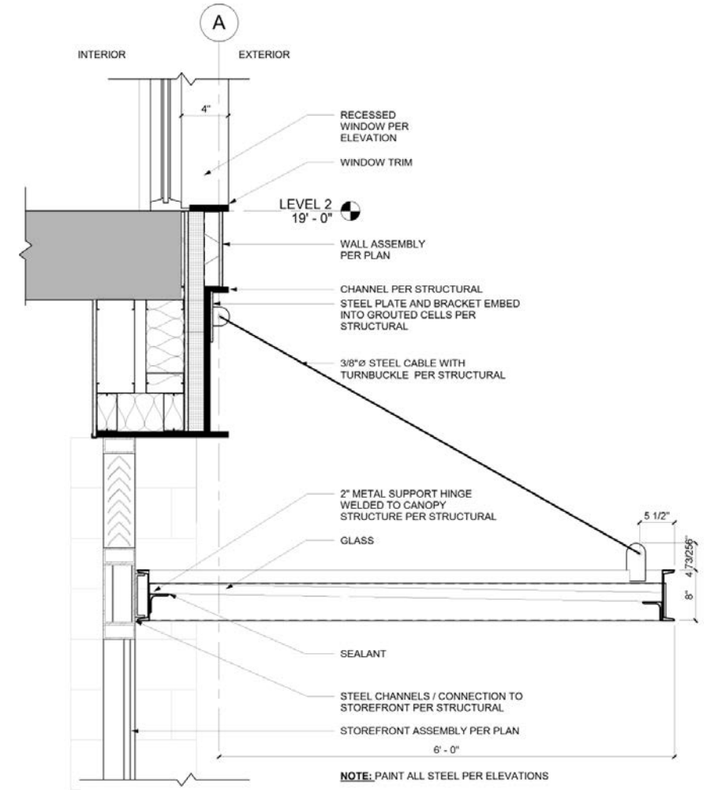
DESIGN FEATURES

CORNER OF NE 50TH ST AND BROOKLYN AVE NE

PROTECTS SHOPPERS FROM THE ELEMENTS

PROVIDES SHADE FOR BUSINESS

TRANSPARENCY PROVIDES VITALITY FOR BUILDINGS AND PEDESTRIANS



SECTION DETAIL

CANOPY AT STREET LEVEL

GLASS, METAL, BRICK AT RETAIL CORNER

CANOPY EMPHASIZING CORNER

CANOPIES PROVIDING SHADE

CANOPIES AT STOREFRONT

DESIGN SUMMARY:

Per the Board's suggestion, the corner of 50th St and Brooklyn Ave has been adjusted to create a prominent corner that hugs the lot line and provides transparency into the Safeway store. A blade sign is located on level 3 of this corner to provide additional signage and visibility for the Safeway store.

DESIGN FEATURES

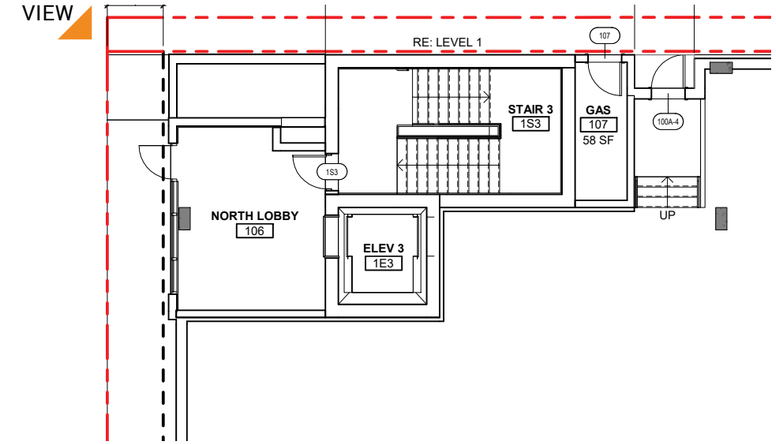
RESIDENTIAL ENTRANCE AT NE 50TH ST

2ND ENTRY W/ LANDSCAPING ACTIVATES ALLEY CORNER

ENTRY CREATES EASIER ACCESS FOR RESIDENTS

ENTRY WITH CANOPY ADDS MORE CURB APPEAL AND VIBRANCY

POTENTIAL ART WALL



PLAN

SECOND RESIDENTIAL LOBBY AT NE 50TH ST

SMALL RESIDENTIAL ENTRIES AT CORNERS

SMALL RESIDENTIAL ENTRIES ALONG SIDEWALK

DESIGN SUMMARY:

Per the Board's suggestion, a residential entrance has been incorporated at the corner of 50th St and the alley, becoming a focal point and area of activation. This secondary residential entrance will help keep "eyes on the street", and provide ease of access for residents coming from the north. An art wall has also been included here to further provide interest on 50th St.

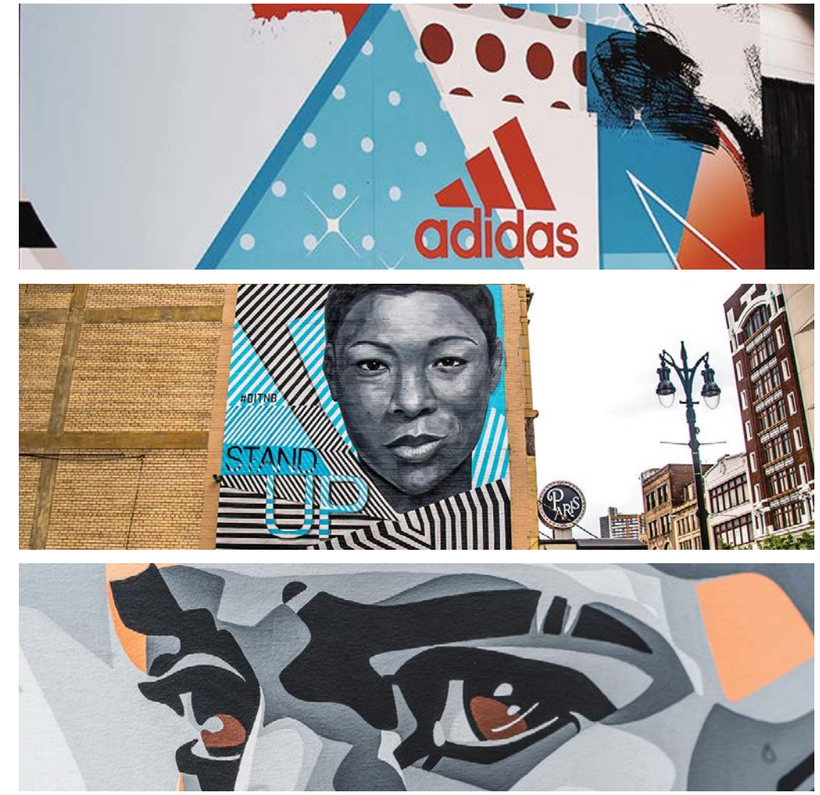
DESIGN FEATURES

PLAZA AND SOUTH ART WALL

OPEN SPACE BREATHES NEW LIFE INTO AN AREA

OPEN SPACE IMPROVES PEDESTRIAN SAFEETY

PUBLIC ART HUMANIZES THE BUILT ENVIRONMENT



EXAMPLES OF POSSIBLE ARTWORK FOR THE BUILDING BY KLUGHAUS

GRAPHIC

AT CONCRETE WALLS ALONG STREET LEVEL

STREET ART BY DALEAST

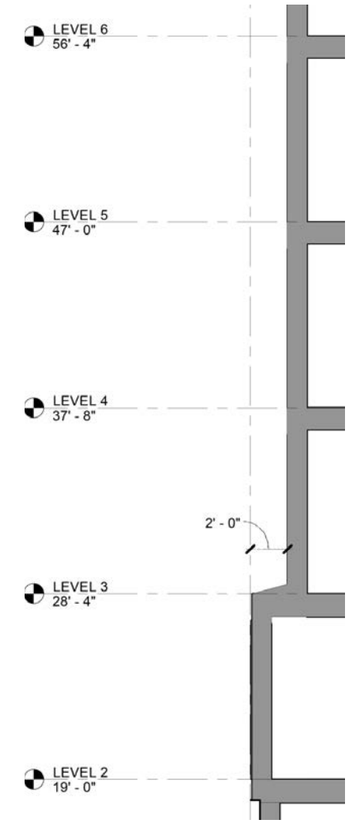
STREET ART IN KENOSHA, WI

STREET ART BY BUMBLEBEE

DESIGN SUMMARY:

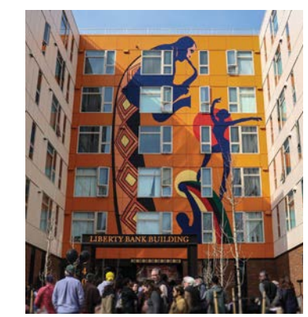
The south facing wall will incorporate an art mural that wraps around the front of the building, drawing pedestrians into the park and providing an additional element of interest for this prominent corner.

DESIGN FEATURES
ALLEY FACADE



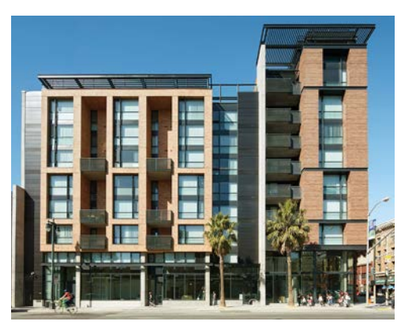
MOVEMENTS AND ART

AT ALLEY FACADE



SETBACKS & ART

SETBACKS BREAKING DOWN SCALE OF BUILDING



SETBACK DESIGNATING FEATURE

DESIGN SUMMARY:

Per the Board's suggestions, the alley façade has been developed to incorporate setbacks and plane changes, continuing the rhythmic design from Brooklyn Ave. Full height windows are included to provide "eyes on the street" while a break at the corner of 50th St and the alley and art murals provide interest and activation along this façade.

DESIGN FEATURES

POSSIBLE ART WORK LOCATIONS

ART WALL 2

WEST FACADE

ART WALL 1

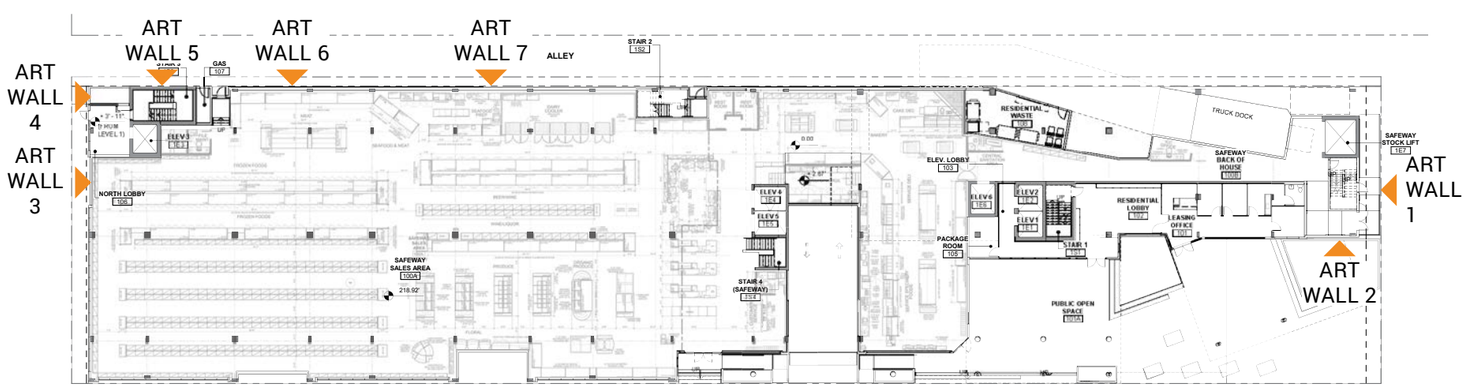
SOUTH FACADE

ART WALL 7 ART WALL 6 ART WALL 5

EAST FACADE

ART WALL 4 ART WALL 3

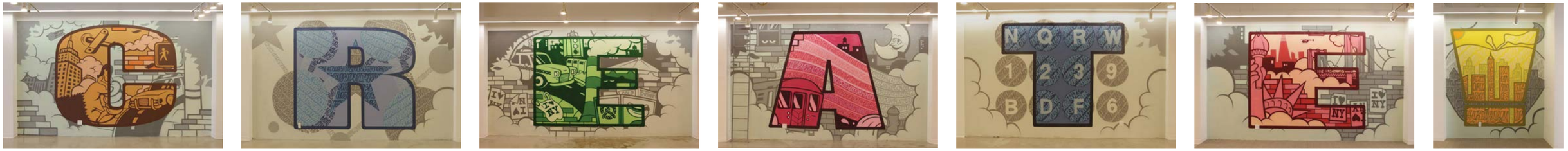
NORTH FACADE



GROUND FLOOR PLAN

DESIGN SUMMARY:

Art walls have been introduced on all four sides of the building's façade to enhance the pedestrian experience. We have reached out to Klughaus, a national graffiti-artist agency, to create inspiring and stirring murals by local artists that relate to the U-District."



VORNADO TRUST, NEW YORK BY KLUGHAUS

KLUGHAUS

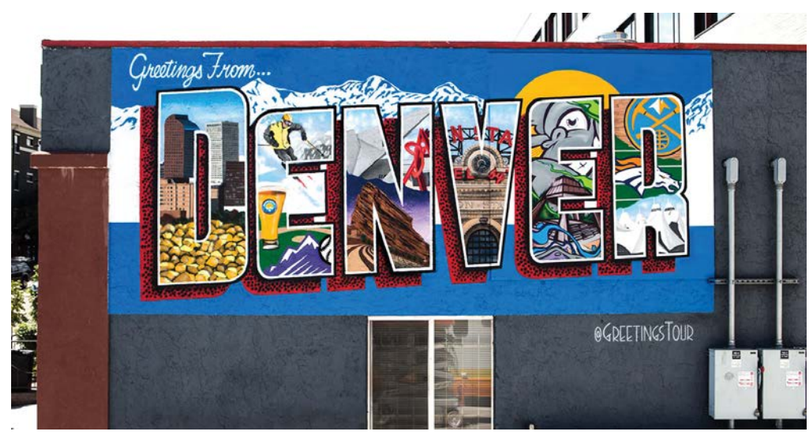
ARTWORK WITH GRAFFITI ROOTS
What we do.

Klughaus specializes in artwork with authentic graffiti roots. As a graffiti artist-owned agency, we connect global brands, real estate developers, and public organizations with a worldwide network of graffiti artists acclaimed for their distinctive aesthetics — all to create innovative and memorable large-scale works.

CONSULT > CONNECT > CREATE
How we do it.

It's in our nature to move fast. From communication to creation, we assess every project from a graffiti and street art perspective. Then, we connect clients with unconventional artists who can collaboratively execute their vision in an unforgettable and expedient manner, every damn time.

EXPEDIA GROUP, SEATTLE BY KLUGHAUS



GREETINGS FROM, NATIONAL BY KLUGHAUS

DESIGN FEATURES

OPEN SPACE - OVERVIEW

LANDSCAPING WRAPS THE PERIMETER ALONG BROOKLYN AVE AND NE 50TH ST

LANDSCAPING ENCOMPASSES PEDESTRIANS ALONG SIDEWALK AT OPEN SPACE

POTENTIAL ART WALL

OPEN SPACE TO BLEND WITH NEIGHBORING PROPERTY

LANDSCAPING ENCOMPASSING PEDESTRIANS ALONG SIDEWALK

DESIGN SUMMARY:

The open space has evolved significantly to incorporate the Board's suggestions. The Safeway store has been reconfigured to have a direct connection to the open space, allowing shoppers to enter and exit the store from the park. The open space includes areas that are covered and open to the sky, providing the ability to use the outdoor space year round, while a connection to the adjacent M park creates an approximately 10,000 square foot park for the public to use.

MOVEABLE SEATING ALLOWING FOR PERSONAL COMFORT LEVELS

DIFFERENT AREAS OF SEATING ALLOW FOR MULTIPLE GROUPS OF PEOPLE TO HAVE A PLACE TO SIT

POTENTIAL ART WALL

OPEN SPACE WITH MOVEABLE SEATING

DESIGN SUMMARY:

The landscaping plan helps dictate the use in the open space, creating large meeting points, paths, and areas for seating. The open space includes raised planters with stadium seating, moveable seating areas, along with paths to the, street, store, lobby, and adjacent M park. Seating is provided throughout the open space, allowing individuals to choose their preferred seating location – whether to sit in the shade or in the sun, at a table or a bench.

DESIGN FEATURES

OPEN SPACE - SEATING

PLANTERS THAT DOUBLE AS SEATING AREAS ALLOW FOR A GREATER NUMBER OF PEOPLE TO ENJOY THE SPACE

POTENTIAL FOOD TRUCK PARKING

POTENTIAL ART WALL

PLANTERS WITH FIXED SEATING BREAK UP THE OPEN SPACE CREATING POCKETS OF OPEN SPACE AND ORGANIZING ENTRANCES

OPEN SPACE WITH FIXED SEATING

DESIGN SUMMARY:

Fixed and moveable seating is provided throughout the open space to complement the landscaping. Large planters with stadium seating help define areas while providing various seating options. The combination of covered and open-to-sky spaces provide multiple opportunities to enjoy the open space year round.

The open space's proximity to the street provides the opportunity for food trucks and vendors to park and sell goods, further activating the space.

MINIMAL CONNECTIONS TO THE GROUND CREATES MORE OPEN SPACE

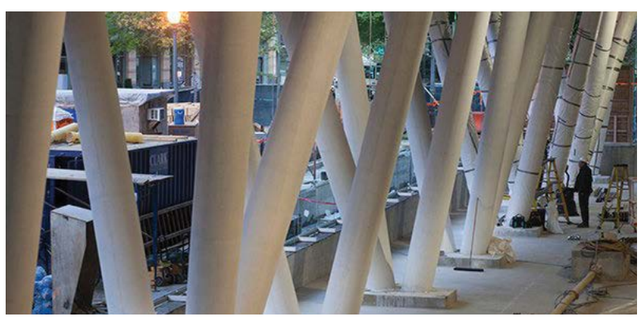
MINIMAL CONNECTIONS CREATES MORE VISIBILITY

ANGULAR COLUMNS CREATES A PLAYFUL / DYNAMIC NATURE

POTENTIAL ART WALL

ANGLED COLUMNS

AT PUBLIC OPEN SPACE



SLOPED COLUMNS ALONG STREET FRONTS

DESIGN SUMMARY:

Per the Board's suggestion, we have incorporated dark grey angled columns that add visual interest, showing off the engineering of the structure, and minimizing the size and number of columns.

RENDERINGS

NW STREET-LEVEL PERSPECTIVE

PROGRESSION SINCE EDG3

- Pulled down all of the upper level courtyards to create erosion of the podium. We now have five distinct notches that provide a varied experience along Brooklyn Ave and integrate the upper floor massing with the podium.
- Eliminated the static series of boxes with an emphasis on creating a rhythm while maintaining an expression of individuality for each bay. Use of gradients fo color/tone in the materials as suggested by the Board is implemented into the design.
- The exterior expression now includes grouping the windows to express continuity to the facade. This continues horizontally along the ground floor plan with a horizontal accent board band and canopies.
- Simplified the buildings massing to preserve the purity of massing by reducing the use of materials and colors, while adding modulation and punched windows to create depth.
- Provided landscaping and hardscaping across the garage entry to encourage pedestrian movement with physical and visual continuity.

TRANSPARENCY ALONG 50TH ST AND BROOKLYN AVE

SIGNAGE

GREEN WALL ON BROOKLYN AVE

RENDERINGS

NE STREET-LEVEL PERSPECTIVE

PROGRESSION SINCE EDG3

- The northeast corner has been muted with secondary architectural features and the continuation of the rhythm of materials and windows from all the other sides. Art elements will continue from the alley corner to the north facade and will provide interest along 50th.
- Created a subdued corner on 50th St and Brooklyn Ave by continuing the building's rhythm through volume and materials, removing store access, hugging the corner, and providing transparency into the active Safeway sales floor.
- Provided a break at the corner of 50th St and the alley, highlighted the secondary residential lobby, and provided opportunities for an art wall to enhance the visual interest of this corner.

RENDERINGS

SW STREET-LEVEL PERSPECTIVE

PROGRESSION SINCE EDG3

- Reconfigured the ground floor layout to create a direct connection between the Safeway store, building entries and the open space. Safeway's main entrance now abuts the open space, enhancing the activation of this space.
- Pulled the open space to front of Brooklyn Ave, providing greater visibility and ease of use. We removed the enclosed public atrium that abutted the alley and was perceived as a private amenity.
- Increased the scale and height of the covered open space providing approx. 26 foot clearance.
- The expression of the columns at the open space now incorporates a more dynamic intent which lends to the unique nature fo the open space and contributes to the liveliness and activation of the space.
- Progressed with the programmatic design of the public open space, reinforcing the connection to The M's park and increasing opportunities for art along the south facade.

RENDERINGS

SE STREET-LEVEL PERSPECTIVE

PROGRESSION SINCE EDG3

- The design now noticeably persists around all four sides of the building. The alley is no longer treated as the "back" of the building and maintains the same design ideals as Brooklyn Ave and 50th St. The use of high windows into the ground level at the alley is not functionally possible for the operations of the store, thus art elements are now in more locations along the alley, linking it to the facade and additional carving of the upper floors. However, full height windows from levels 3-7, and partially on level 2, are achieved assisting with "eyes on the street."
- Created multiple notches and erosions of the massing along the alley to soften and create modulation and interest for the east facade of the building.
- Updated the proposed materials to align with the Board's request for high quality cladding materials.
- Art elements will continue around the corner of the south facade of the building where an art feature facing The M will provide interest along the open space.

ART WALL FACING M PARK

FULL HEIGHT WINDOWS PUT "EYES ON THE STREET"

LOADING DOCK

FULL HEIGHT WINDOWS

ART WALLS AT NE 50TH ST & ALLEY

RENDERINGS

ADDITIONAL OVERHEAD VIEWS

NW PERSPECTIVE

SW PERSPECTIVE

NE PERSPECTIVE

SE PERSPECTIVE

PARKING
SAFEWAY

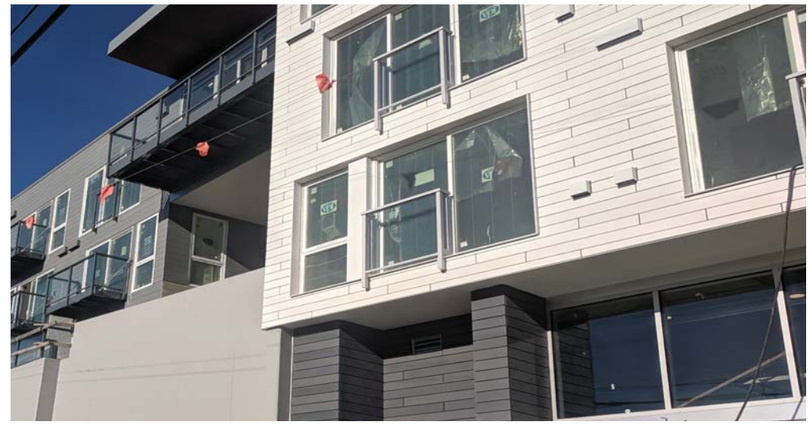
MATERIALS AND COLOR PALETTE

PLANE DIFFERENCES AT ENTRIES

MAXIMUM GLAZING AT STREET LEVEL

OVERHANGS / CANOPIES AT ENTRIES

PROMINENT ELEMENTS AT ENTRIES

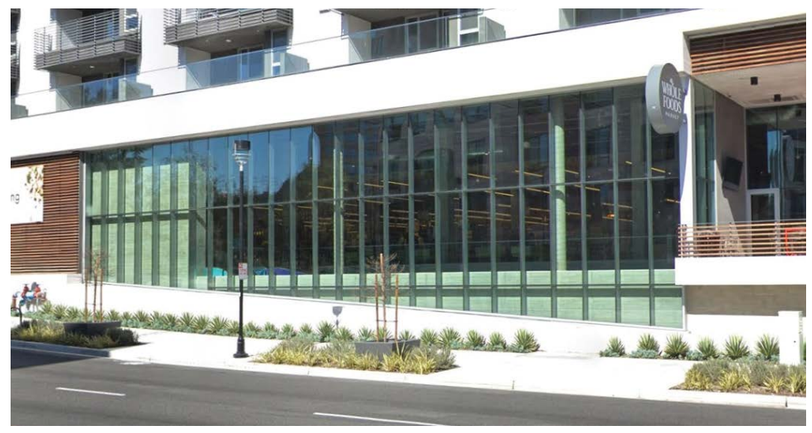


PLANKS AT UPPER LEVELS

FULL HEIGHT WINDOWS

VINYL WINDOWS

UPPER LEVEL ELEMENTS



STOREFRONT GLAZING AT GROUND LEVEL

STREET FRONT CANOPIES AND OVERHANGS

ALUMINUM STOREFRONT SYSTEM

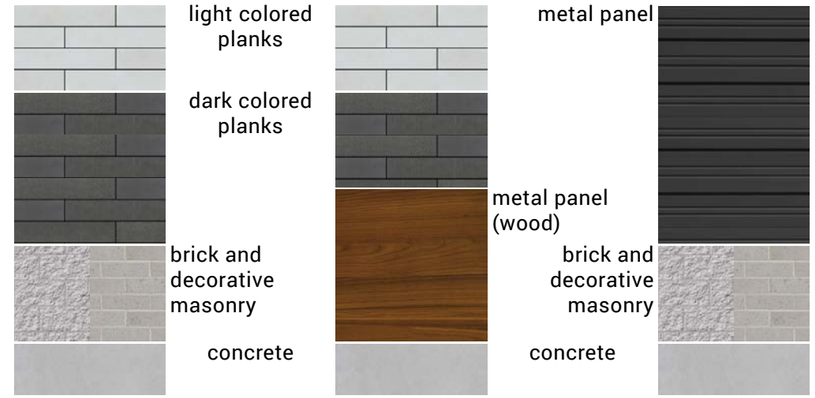
PODIUM ELEMENTS

MATERIALS

- The site is on a prominent, visible corner and the visual anchor of a long view-corridor down Brooklyn Ave. It is important to make the building notable while still acknowledging the surrounding context.
- Canopies and overhangs will also be employed at the base level to provide protection along the street front.
- The upper stories will be made of concrete, metal planks, or similar material to distinguish the building from its surroundings. The windows will also have a punched feel with the addition of a thin frame giving the windows more depth.

SIMPLIFIED FORMS

MATERIAL LAYOUTS



SIMPLIFIED MATERIALS

BRICK AND DECORATIVE MASONRY WITH CONCRETE BASE
predominantly wraps the podium.

ALUMINUM STOREFRONT SYSTEM
provides transparency along the street edge.

COMPOSITE REINFORCED FIBER PLANK
in shades of white and gray;
with a consistent white pattern wrap the upper levels, and
in a randomized/gradient gray mix wrap the remaining portions.

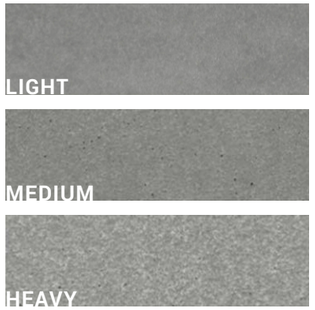
TEXTURED METAL PANELS
define vertical circulation and erosions
continuing from ground through roof and
bookends the north and south edges of the building
with an emphasis at commercial entries.

VINYL WINDOWS
punch residential fenestration at the upper levels.

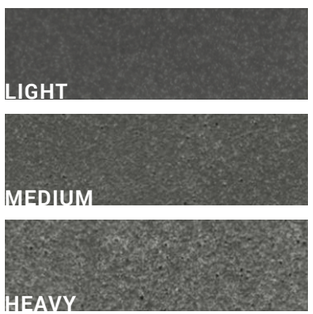
Multiple opportunities for
ART WALLS
will further define the building giving it character and identity.

MATERIALS AND COLOR PALETTE

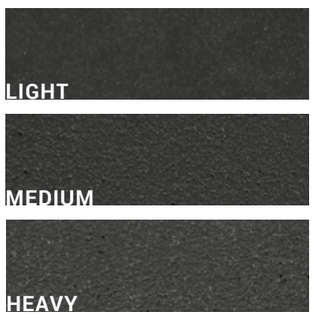
A FACADE
COMPOSITE REINFORCED
FIBER PLANK
WHITE [MIX]



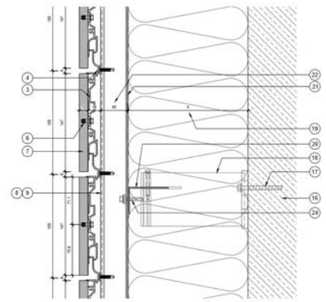
B FACADE
COMPOSITE REINFORCED
FIBER PLANK
LIGHT GRAY [MIX]



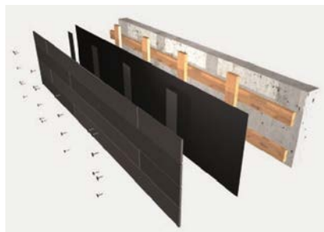
C FACADE
COMPOSITE REINFORCED
FIBER PLANK
MEDIUM GRAY [MIX]



D FACADE
COMPOSITE REINFORCED
FIBER PLANK
DARK GRAY [MIX]

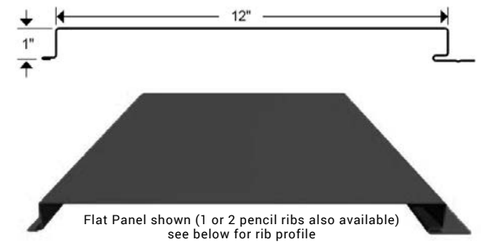


COMPOSITE REINFORCED FIBER PLANK DETAIL



COMPOSITE REINFORCED FIBER PLANK ASSEMBLY

COMPOSITE REINFORCED FIBER PLANK DESIGN OPTIONS:
- ÖKO STYLE PLANKS (BASIS OF DESIGN)
- CEMBONIT
- TRESPA PURA
- STONEWOOD



METAL PANEL PROFILE

E METAL PANEL
FLUSH PANEL
[W/ PENCIL RIBS]
(COOL MIDNIGHT BRONZE)

AP PAINT
WHITE

CP PAINT
GRAY

EP PAINT
BLACK

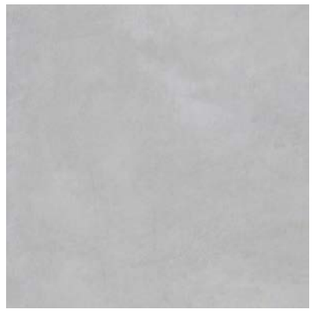
NORTH ELEVATION

ART WALLS

WEST ELEVATION

ART WALL

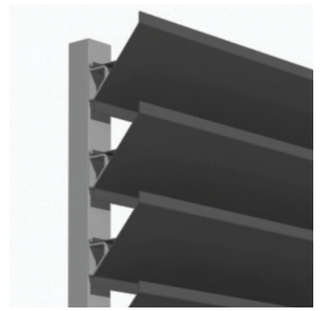
F CONCRETE MASONRY UNIT
RUNNING BOND
(SPLIT FACE)



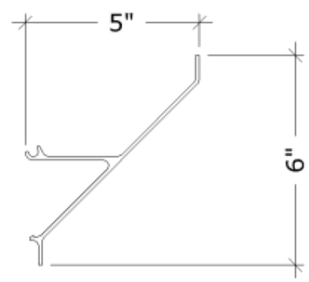
G CAST-IN-PLACE CONCRETE
BOARD FORM FINISH
(LIGHT GRAY)

H METAL PANEL
WOOD GRAIN
(DARK CHERRY)

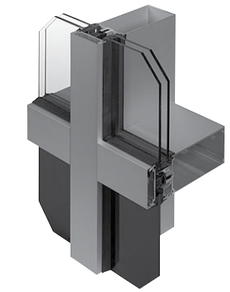
I MODULAR BRICK
RUNNING BOND
(PEWTER)



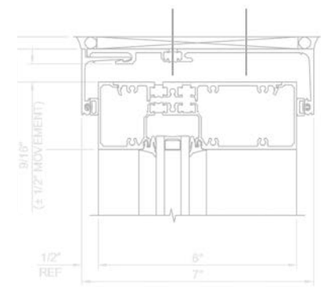
J MECHANICAL SCREENING
ROOF SCREEN
(COOL MIDNIGHT BRONZE)



LOUVER DETAIL



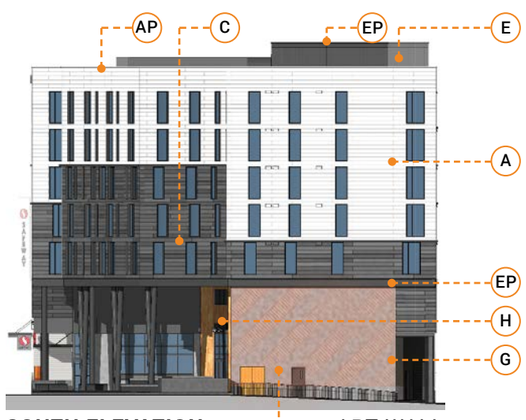
K STOREFRONT
THERMALLY BROKEN
(LIGHT GRAY)



STOREFRONT HEAD DETAIL

L VINYL WINDOWS
RESIDENTIAL WINDOWS
(BLACK)

GLASS
CRYSTAL BLUE FLOAT GLASS



SOUTH ELEVATION

EAST ELEVATION

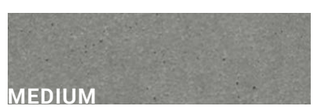
MATERIALS AND COLOR PALETTE

- Mix of textures gives a dynamic and vibrant effect while not being too intense for this particular neighborhood.
- The pattern of grays breaks down the proportions of the structure, taking it from what could be a monolithic feeling to a manageable scale.
- The pattern of grays guides the viewers eye across the structure, in doing so, it becomes active and not static.

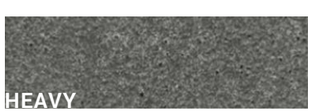
WHITE [MIX]

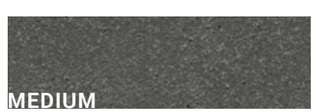
WHITE TEXTURE ABOVE

6" X 6" CORNICE BAND

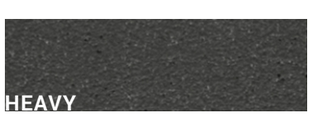


LIGHT GREY [MIX]



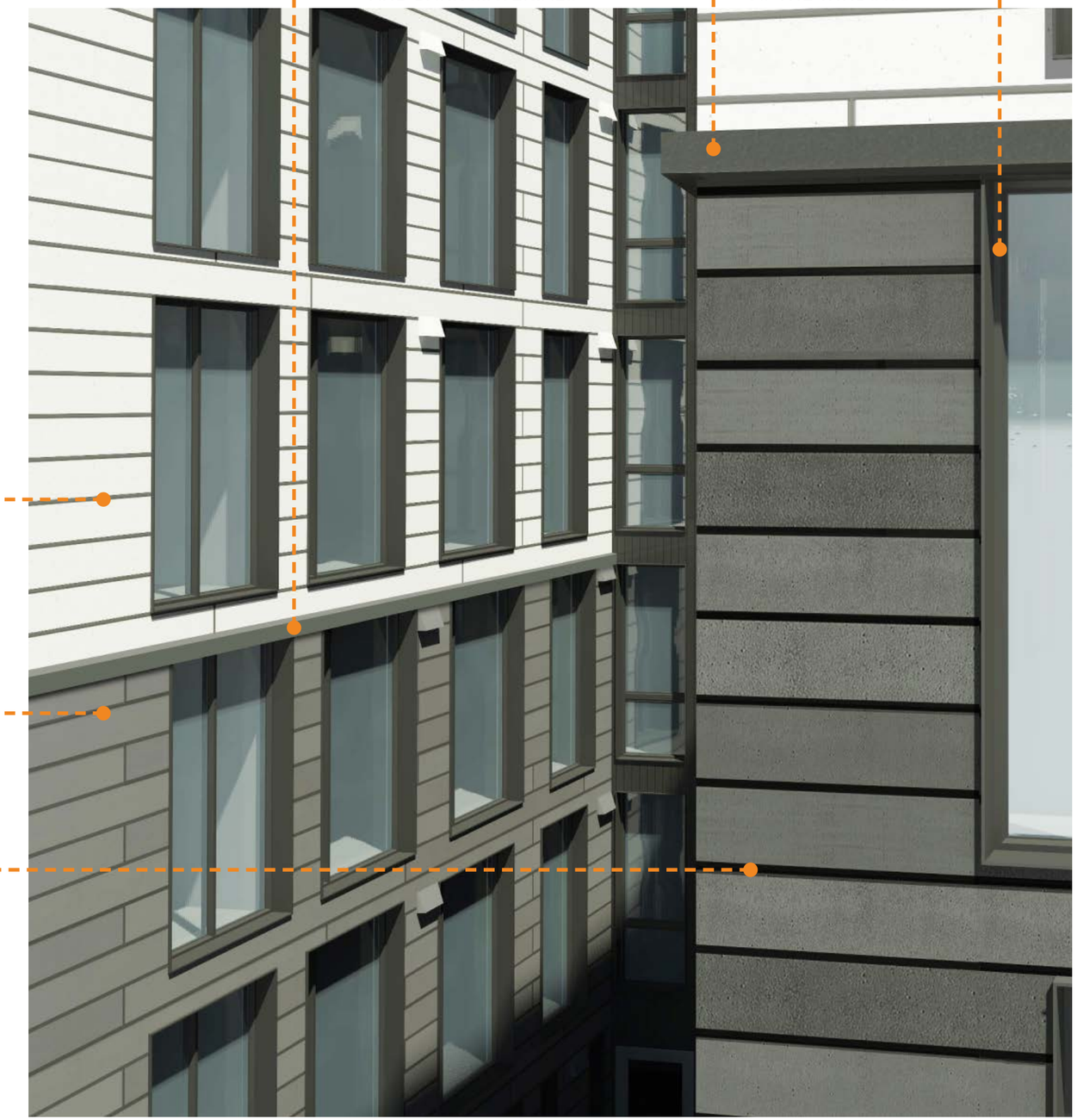


MEDIUM GRAY [MIX]



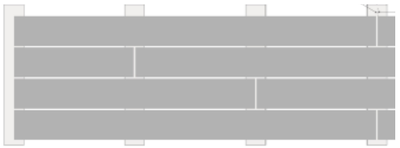
DARK GRAY [MIX]

GRAY MIX OF TEXTURES AT BASE



MATERIALS AND COLOR PALETTE

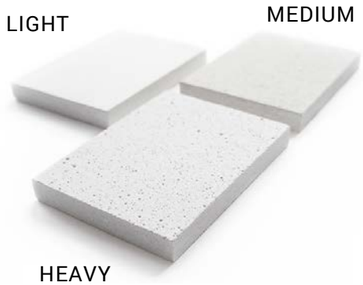
HORIZONTAL 1/3 SHIFT



JOINT WIDTH: ~3/8"

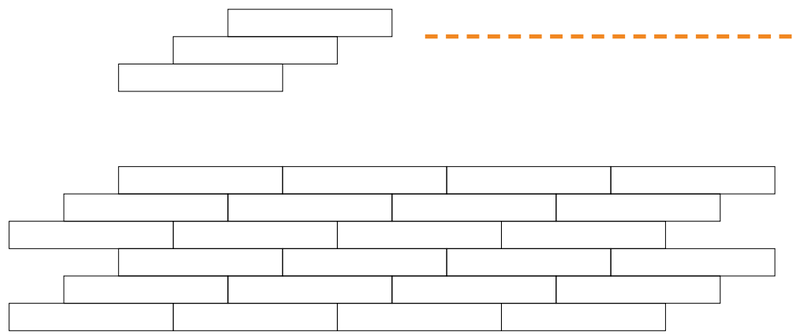
LIGHT

MEDIUM



HEAVY

BASIS OF DESIGN: APPROXIMATELY 1'-0" x 6'-0" PLANK WITH 1/3 SHIFT

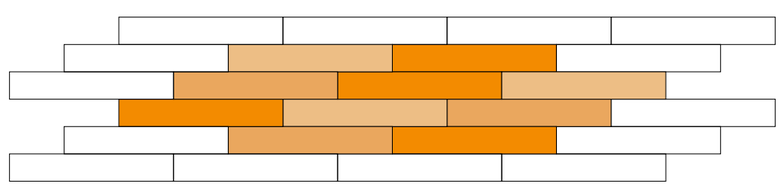


PLANKS STAGGERED BY 1/3 SHIFT INCREMENTS

LIGHT

MEDIUM

HEAVY

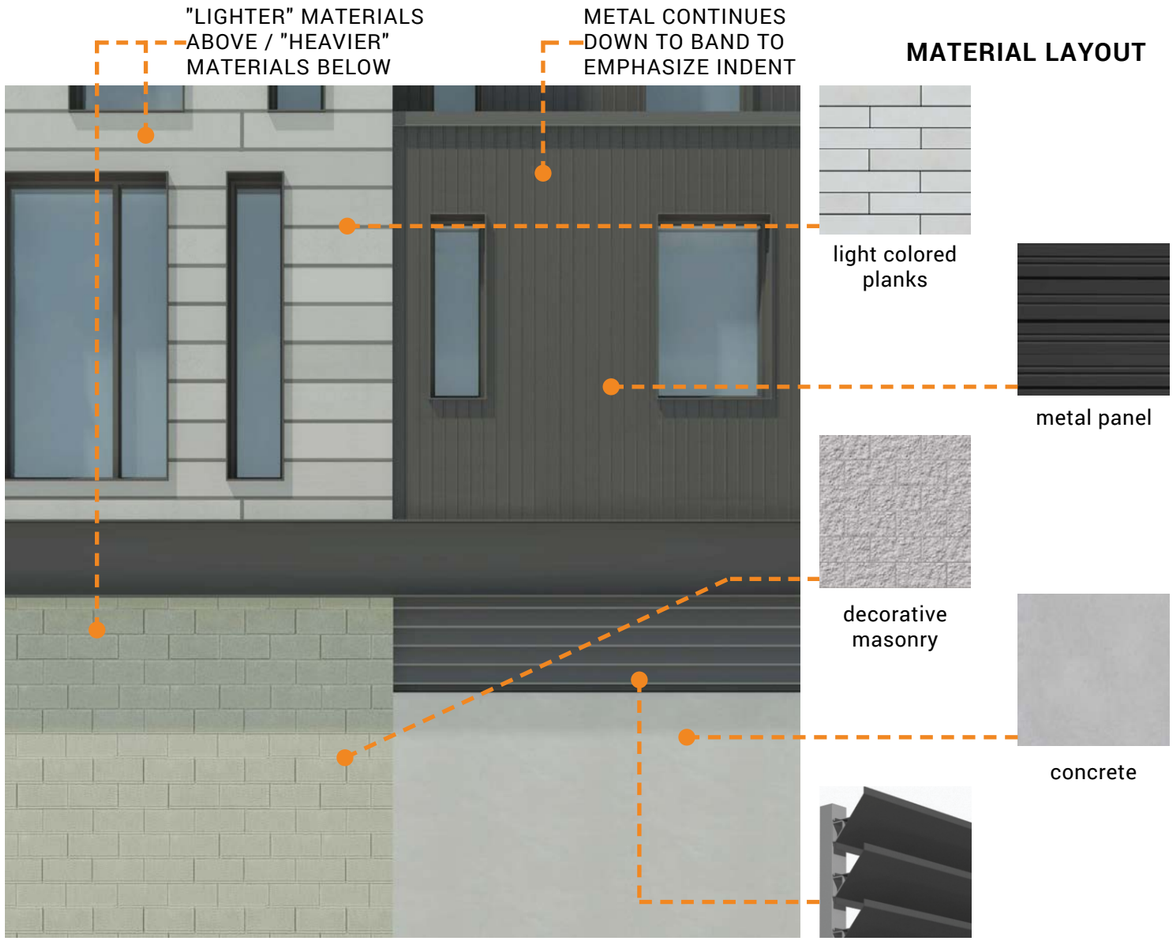


TEXTURES DISPLAYED IN A RANDOMIZED PATTERN

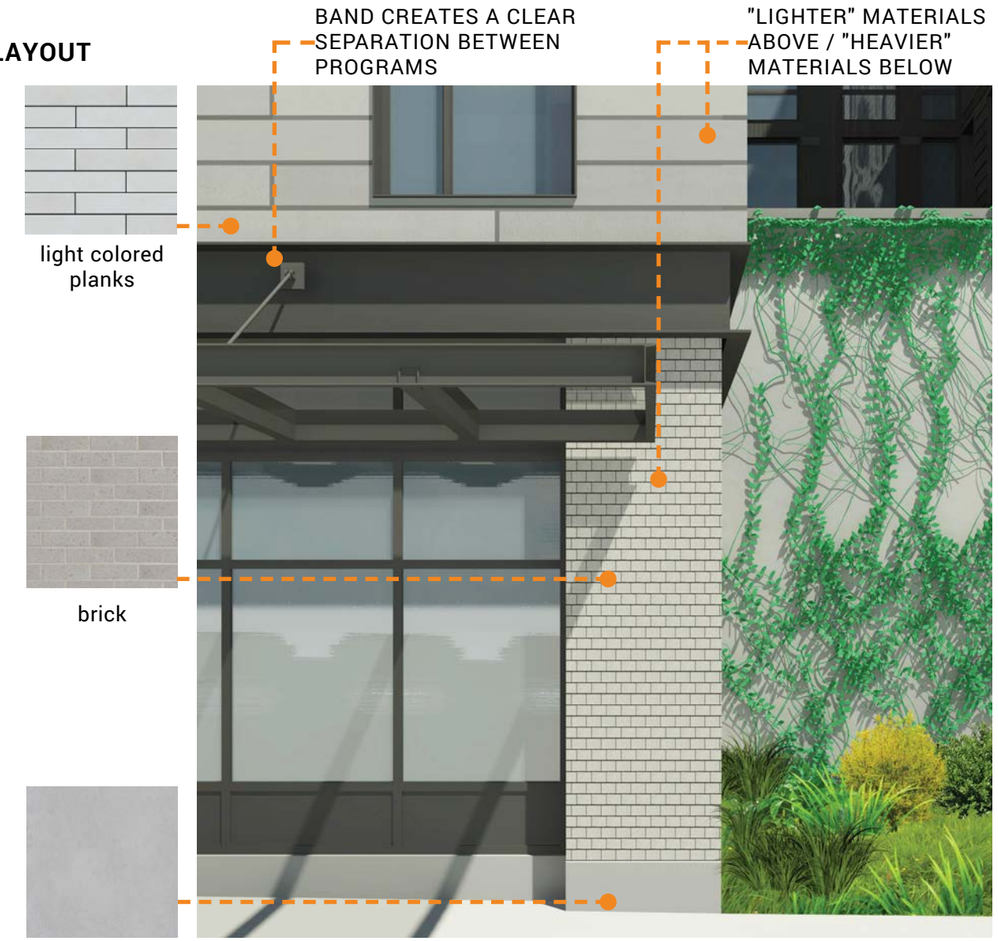
1/3 STAGGERED SHIFTS WITH 3 TEXTURES ASSISTS THE VARIED LOOK

NW CORNER - WEST ELEVATION

MATERIALS AND COLOR PALETTE



VIEW 1 - ELEVATION AT ALLEY BETWEEN LEVEL 1 & 2



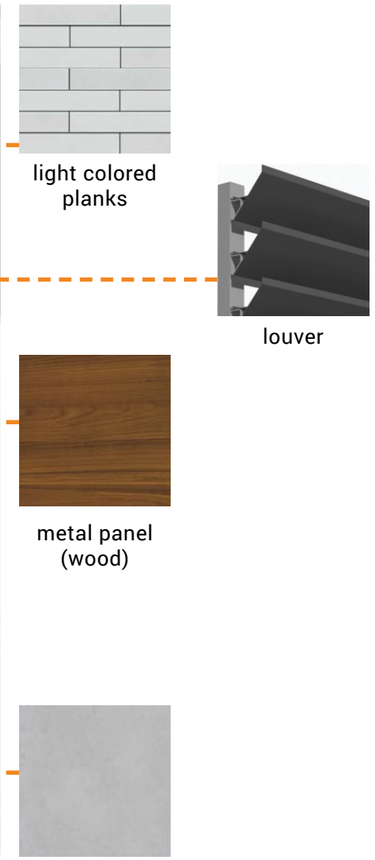
VIEW 2 - ELEVATION AT BROOKLYN AVE AT LEVEL 1

MATERIALS AND COLOR PALETTE

WOOD MATERIAL FROM MAIN RESIDENTIAL LOBBY APPLIED TO SECONDARY LOBBY TO TIE THE TWO TOGETHER

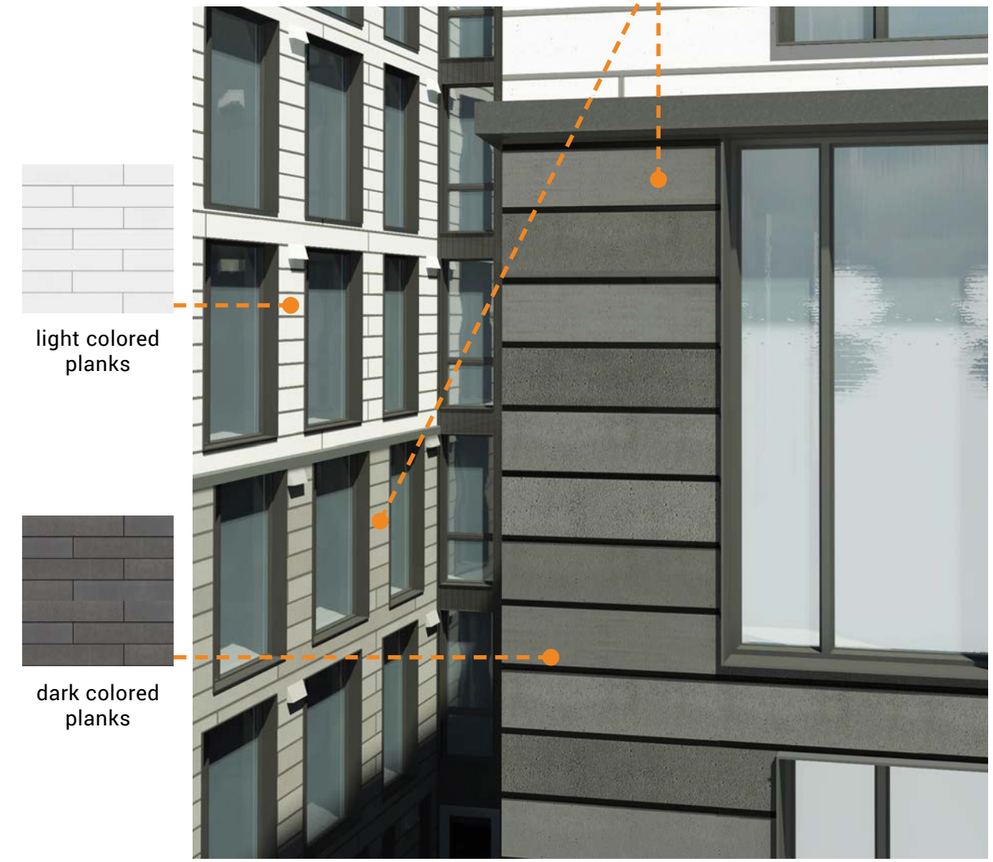
VIEW 3 - ELEVATION AT NE 50TH ST RESIDENTIAL LOBBY AT LEVEL 1

MATERIAL LAYOUT

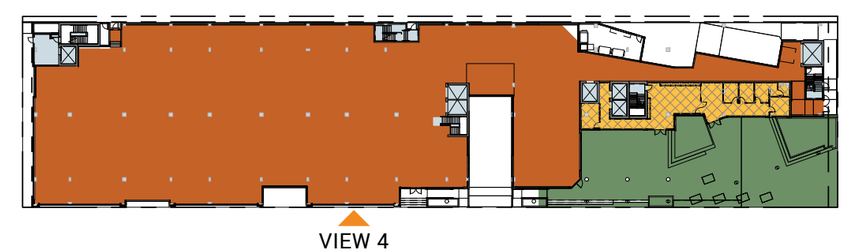


MATERIAL LAYOUT

AMOUNT OF LIGHT AND DARK PLANKS VARIES ACROSS THE BUILDING CREATING AN EFFECT OF MOVEMENT

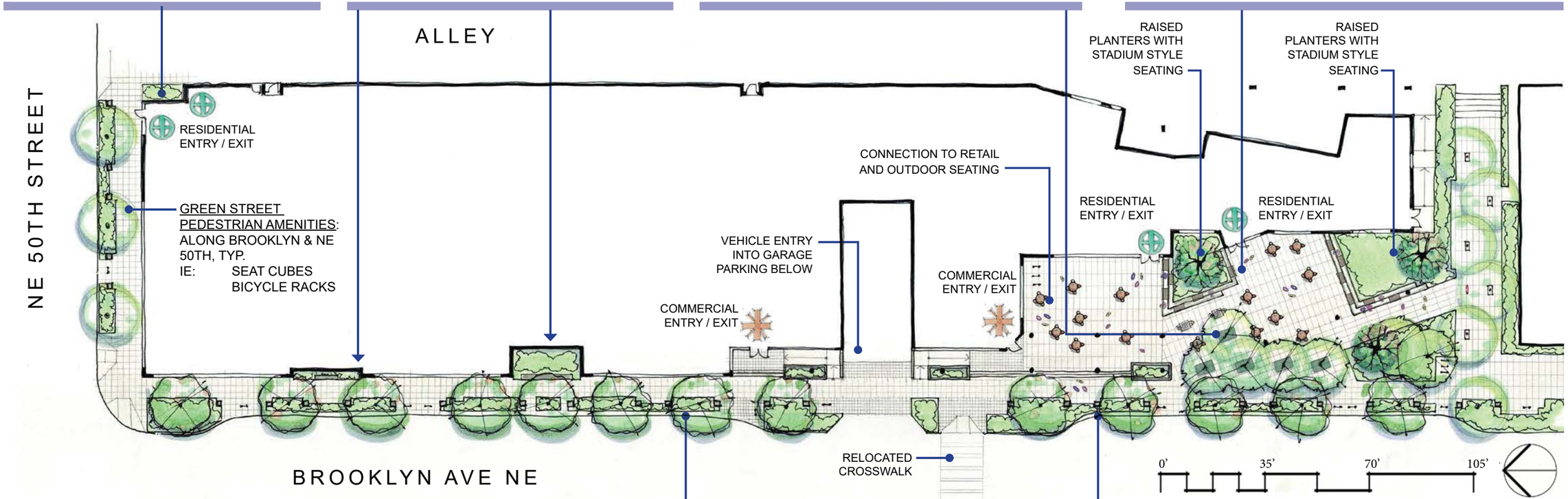


VIEW 4 - PERSPECTIVE AT TYPICAL RESIDENTIAL FLOORS



COMPOSITE LANDSCAPE / HARDSCAPE PLAN

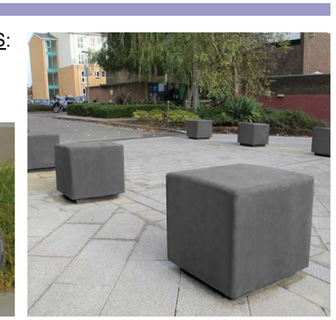
LANDSCAPE



GREEN STREET & STREET LEVEL PLANTING:
PACIFIC NORTHWEST NATIVE / ADAPTIVE / DROUGHT TOLERANT PLANTINGS FOR 4 SEASON INTEREST IE:

MAHONIA NERVOSA
CAREX 'ICE DANCE'
FRAGARIA CHILOENSIS
ARCTOSAPHYLOS 'UVA URSI'
POLYSTICHUM MUNITUM
SYMPHORICARPOS ALBUS
CORNUS SERICEA
LIRIOPE MUSCARI

GREEN STREET PEDESTRIAN AMENITIES:
ALONG BROOKLYN & NE 50TH, TYP.
IE: SEAT CUBES
BICYCLE RACKS

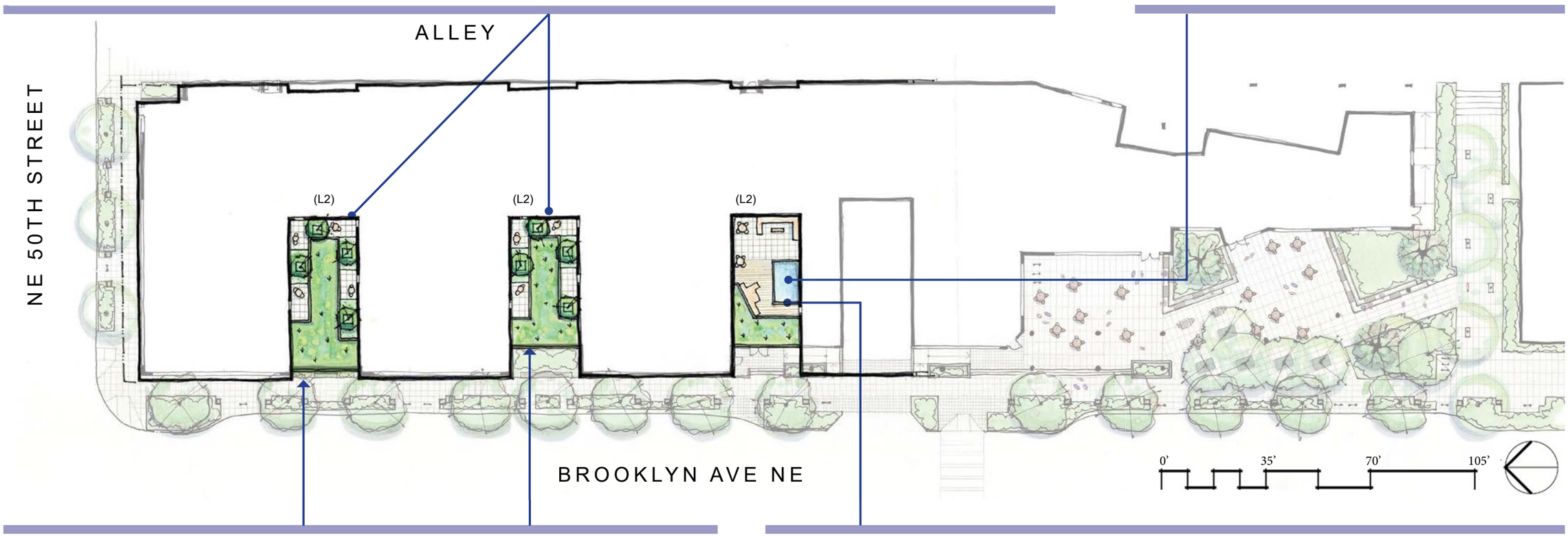


COMPOSITE LANDSCAPE / HARDSCAPE PLAN

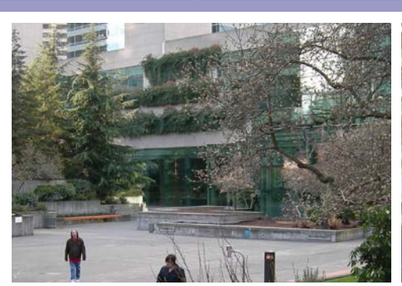
LANDSCAPE

LEVEL 2 COURTYARDS
PRIVATE PATIOS WITH PLANTINGS BETWEEN. CENTRAL RAISED BIORETENTION / STORMWATER PLANTER WITH PLANTINGS UP TO BUILDING EDGE AT BROOKLYN.

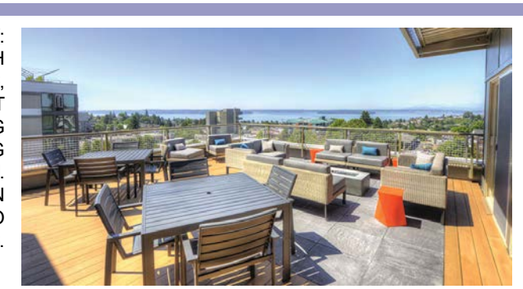
LEVEL 2 AMENITY
AMENITY AREA WITH SEATING, FIREPITS, LIGHTING, AND HOT TUB.

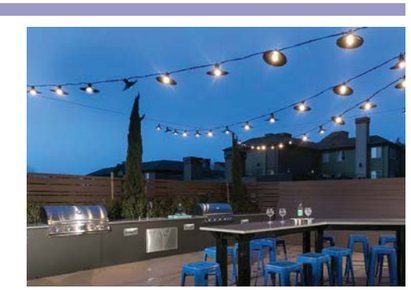


PLANTINGS AT EDGE:
PLANTINGS AT BUILDING EDGE WITH PLANTING AREA BELOW TO SPILL AND CASCADE OVER EDGE TO CONNECT UPPER AND LOWER SPACES VISUALLY



LEVEL 2 AMENITY:
AMENITY AREA WITH SEATING, FIREPITS, LIGHTING, AND HOT TUB. RAISED PLANTING AREAS UP TO BUILDING EDGE AT BROOKLYN. WITH BIORETENTION PLANTING SIMILAR TO LEVEL 2 COURTYARDS.

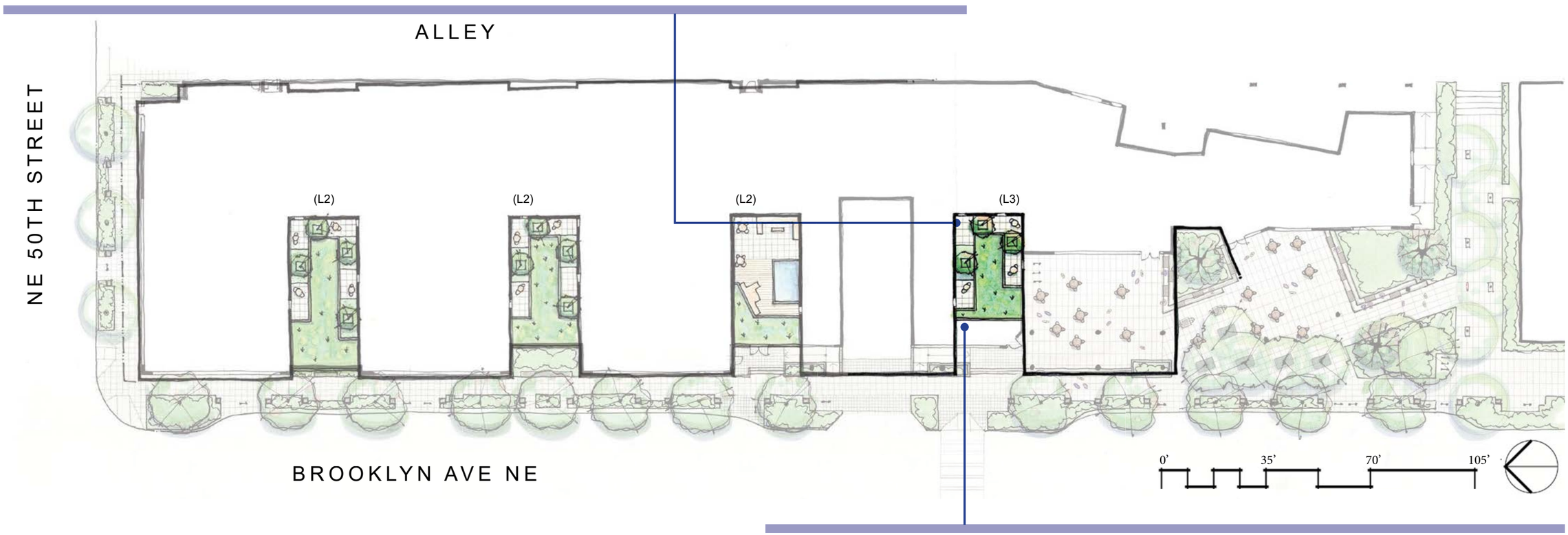




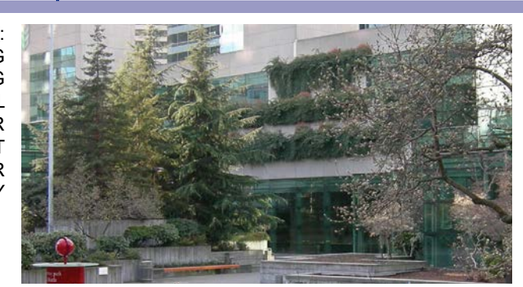
COMPOSITE LANDSCAPE / HARDSCAPE PLAN

LANDSCAPE

LEVEL 3 COURTYARD
PRIVATE PATIOS WITH PLANTINGS BETWEEN.
CENTRAL RAISED BIORETENTION / STORMWATER PLANTER WITH PLANTINGS UP TO BUILDING EDGE AT BROOKLYN.



PLANTINGS AT EDGE:
PLANTINGS AT BUILDING EDGE WITH PLANTING AREA BELOW TO SPILL AND CASCADE OVER EDGE TO CONNECT UPPER AND LOWER SPACES VISUALLY

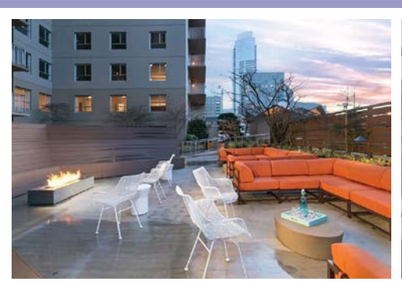


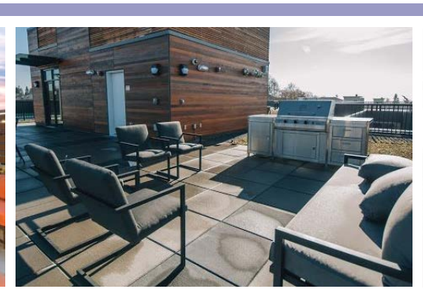
COMPOSITE LANDSCAPE / HARDSCAPE PLAN

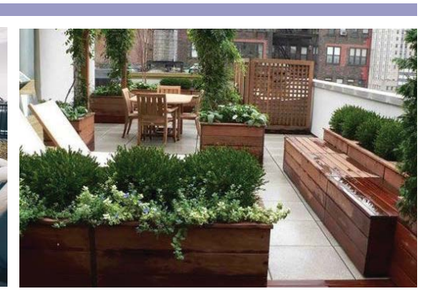
LANDSCAPE

ROOFTOP MATERIALS:
MULTIPLE PAVING MATERIALS TO BREAK UP AND DEFINE SPACES

ROOFTOP:
MAXIMUM 750 SQ. FT. AMENITY AREA WITH OUTDOOR KITCHEN, SEATING, AND FIREPIT. RAISED PLANTING AREAS UP TO BUILDING EDGE AT BROOKLYN AND NE 5OTH.





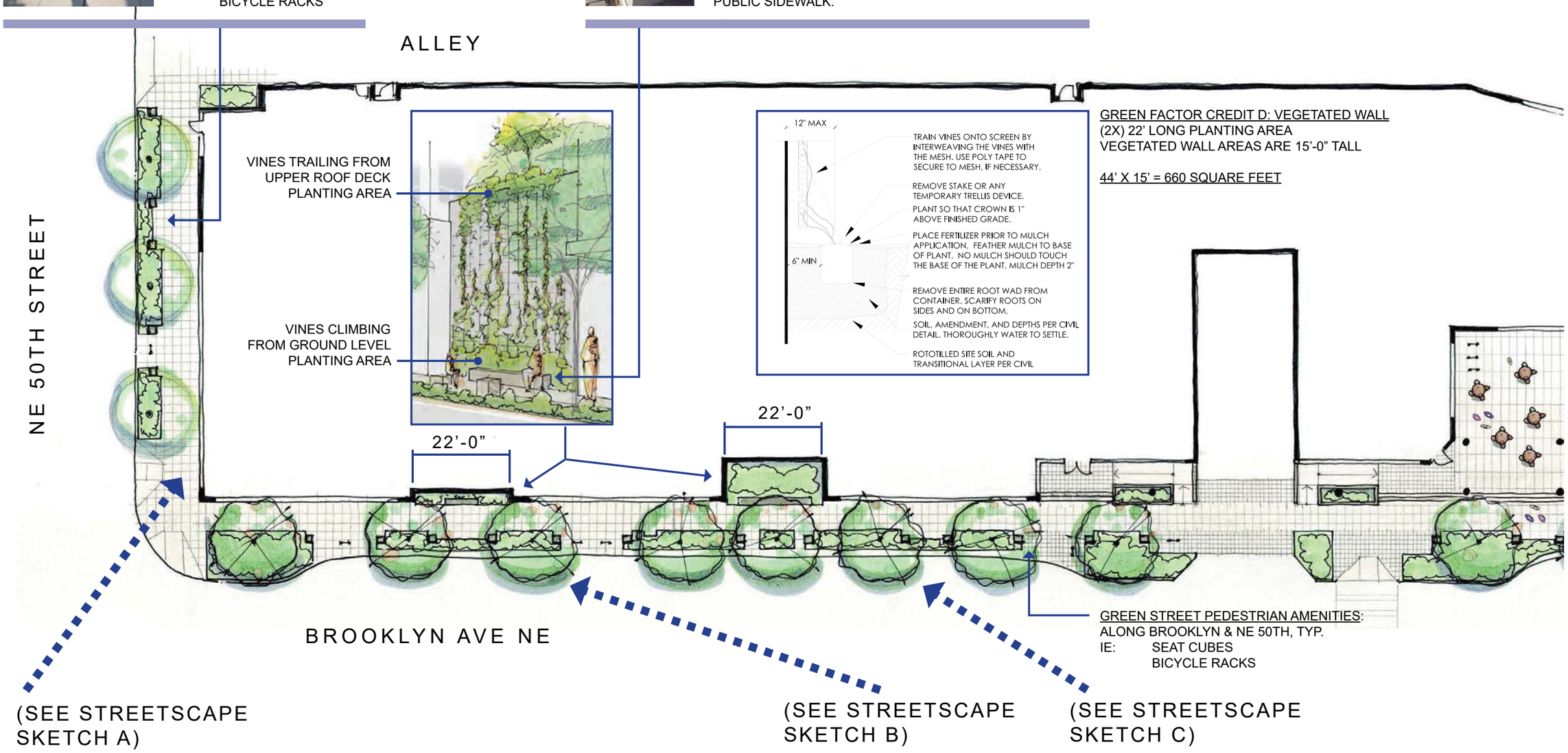


COMPOSITE LANDSCAPE / HARDSCAPE PLAN

LANDSCAPE FEATURES

GREEN STREET PEDESTRIAN AMENITIES:
ALONG BROOKLYN & NE 50TH, TYP.
IE: SEAT CUBES
BICYCLE RACKS

BENCHES AT VEGETATED WALL PLANTING AREA:
CONCRETE BASE WITH WOOD SEATING SURFACE.
BENCHES PLACED WITHIN PLANTING AREA ADJACENT TO PUBLIC SIDEWALK.



GREEN FACTOR CREDIT D: VEGETATED WALL
(2X) 22' LONG PLANTING AREA
VEGETATED WALL AREAS ARE 15'-0" TALL

44' X 15' = 660 SQUARE FEET

STOREFRONT, SEATING, AND ACTIVIATION EXAMPLE:
PIKE MOTORWORKS BUILDING IN CAPITOL HILL NEIGHBORHOOD

STREETSCAPE SKETCH A
(corner of 50th & Brooklyn)

STREETSCAPE:
SEATING OPPORTUNITIES, VARIED PAVING PATTERNS, STREET TREE CANOPY, AND ORNAMENTAL SHRUB PLANTING PROVIDE ACTIVE AND PASSIVE STREETSCAPE AMBIANCE. STOREFRONT WINDOWS FOR SAFEWAY ALONG PUBLIC SIDEWALK HELP TO ACTIVATE THE STREETSCAPE.

STREETSCAPE SKETCH B
(Brooklyn looking north)

STREETSCAPE SKETCH C
(Brooklyn looking north)

COMPOSITE LANDSCAPE / HARDSCAPE PLAN

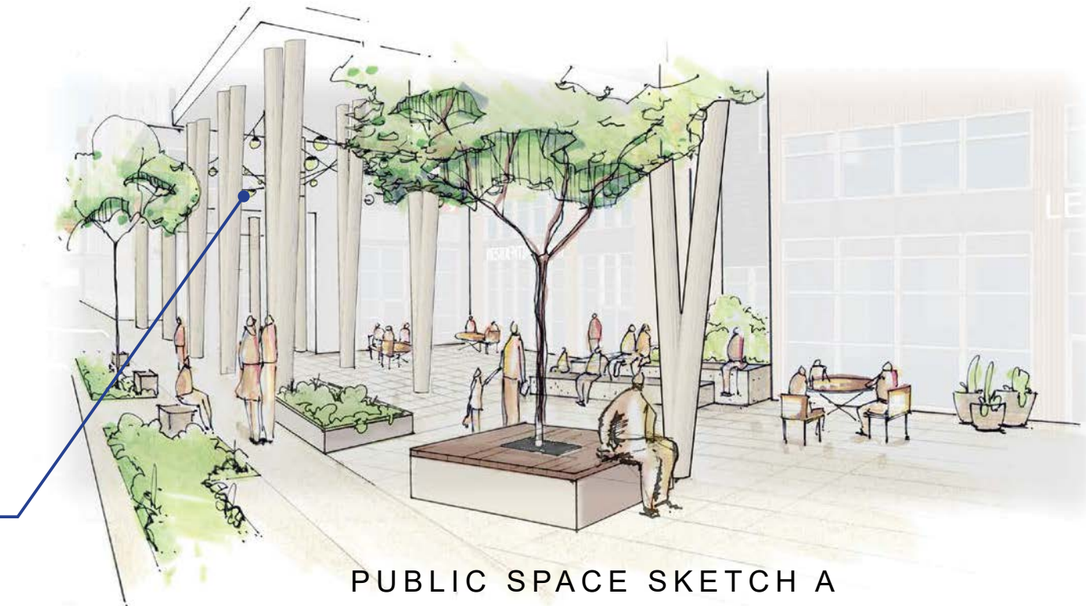
LANDSCAPE FEATURES

GREEN STREET PEDESTRIAN AMENITIES:
ALONG BROOKLYN & NE 50TH, TYP.
IE: SEAT CUBES
BICYCLE RACKS

OPEN SPACE AMENITIES:
CONCRETE SEATING, CONCRETE PLANTERS FOR 'STADIUM' STYLE SEATING. MOVEABLE FURNITURE NEARBY. CHESS TABLES FOR ACTIVE PLAY OR ADDITIONAL SEATING.

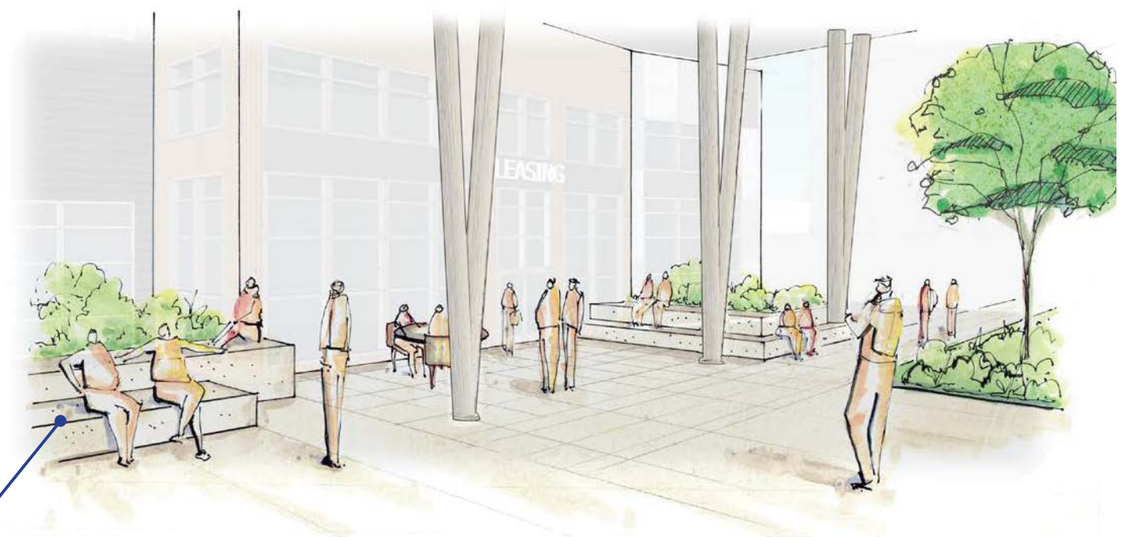
PUBLIC ART:
SCULPTURE IN ADJACENT OPEN SPACE AREA INVITES TRAFFIC FLOW BETWEEN THE TWO AREAS, HELPING TO LINK TOGETHER THE COMBINED 10,000 SQUARE FEET OF OPEN SPACE.

FESTOON LIGHTING:
GLOBE LIGHT FIXTURES W/ CABLES STRUNG BETWEEN BUILDING SUPPORT COLUMNS



PUBLIC SPACE SKETCH A

CONCRETE SEATING:
CONCRETE PLANTERS FOR 'STADIUM' STYLE SEATING. WITH WOOD SEAT SURFACES ALONG CONCRETE STRUCTURE



PUBLIC SPACE SKETCH B

COMPOSITE LANDSCAPE / HARDSCAPE PLAN

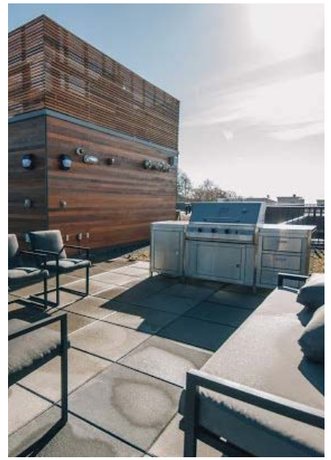
LANDSCAPE FEATURES

AMENITY SPACE:
MAXIMUM 750 SQ. FT. AMENITY AREA WITH OUTDOOR KITCHEN, SEATING, AND FIREPIT. RAISED PLANTING AREAS UP TO BUILDING EDGE AT BROOKLYN AND NE 5OTH.

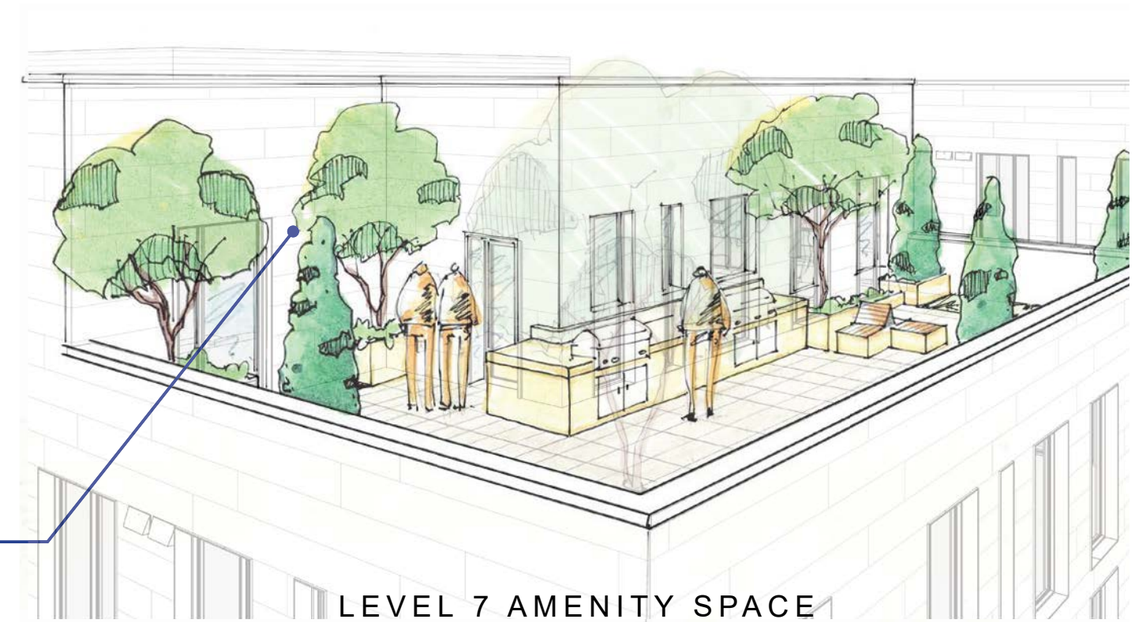
AMENITY SPACE:
AMENITY AREA WITH SEATING, FIREPITS, LIGHTING, AND HOT TUB. RAISED PLANTING AREAS UP TO BUILDING EDGE AT BROOKLYN. WITH BIORETENTION PLANTING SIMILAR TO LEVEL 2 COURTYARDS.

COMPOSITE LANDSCAPE / HARDSCAPE PLAN

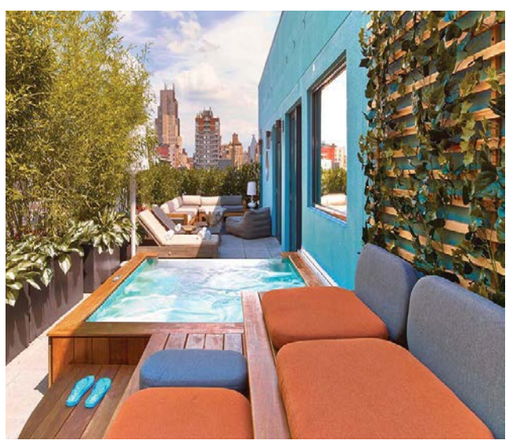
LANDSCAPE FEATURES

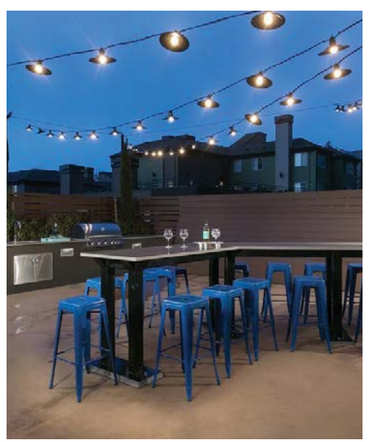


AMENITY SPACE:
MAXIMUM 750 SQ. FT. AMENITY AREA WITH OUTDOOR KITCHEN, SEATING, AND FIREPIT. RAISED PLANTING AREAS UP TO BUILDING EDGE AT BROOKLYN AND NE 5OTH.



LEVEL 7 AMENITY SPACE
SKETCH C



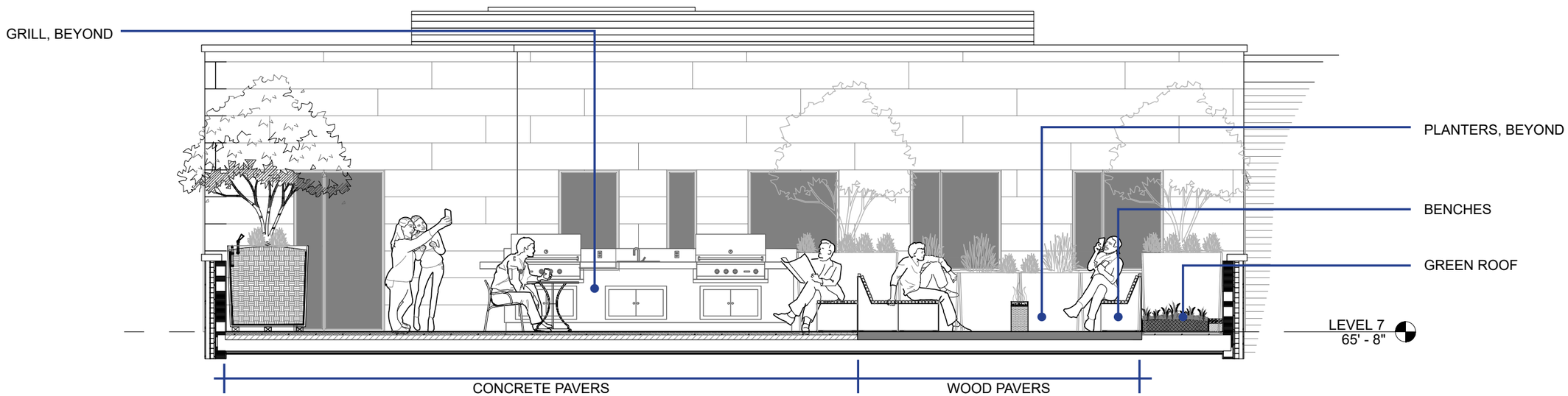


AMENITY SPACE:
AMENITY AREA WITH SEATING, FIREPITS, LIGHTING, AND HOT TUB. RAISED PLANTING AREAS UP TO BUILDING EDGE AT BROOKLYN. WITH BIORETENTION PLANTING SIMILAR TO LEVEL 2 COURTYARDS.

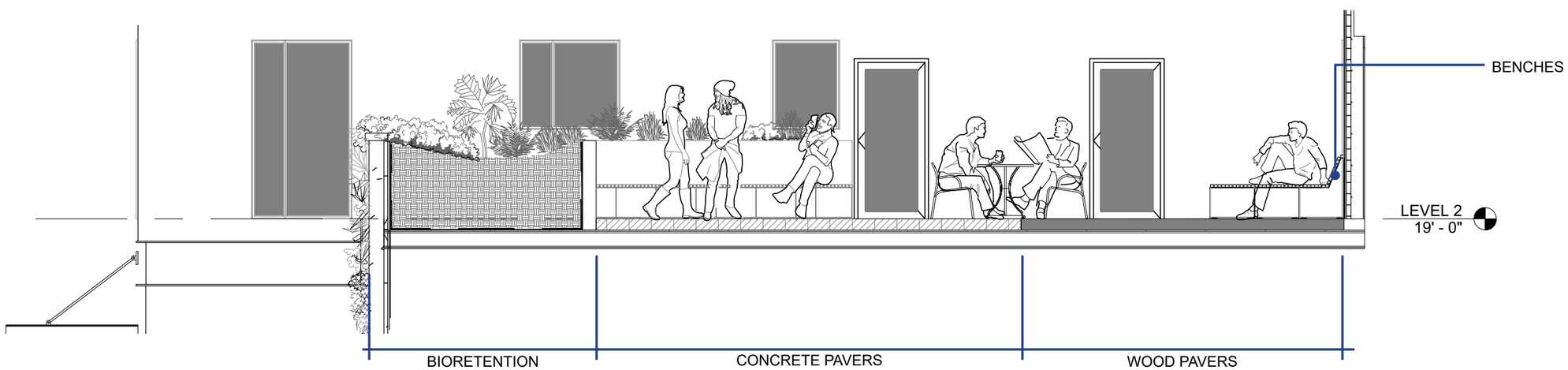
LEVEL 2 AMENITY SPACE
SKETCH D

COMPOSITE LANDSCAPE / HARDSCAPE PLAN

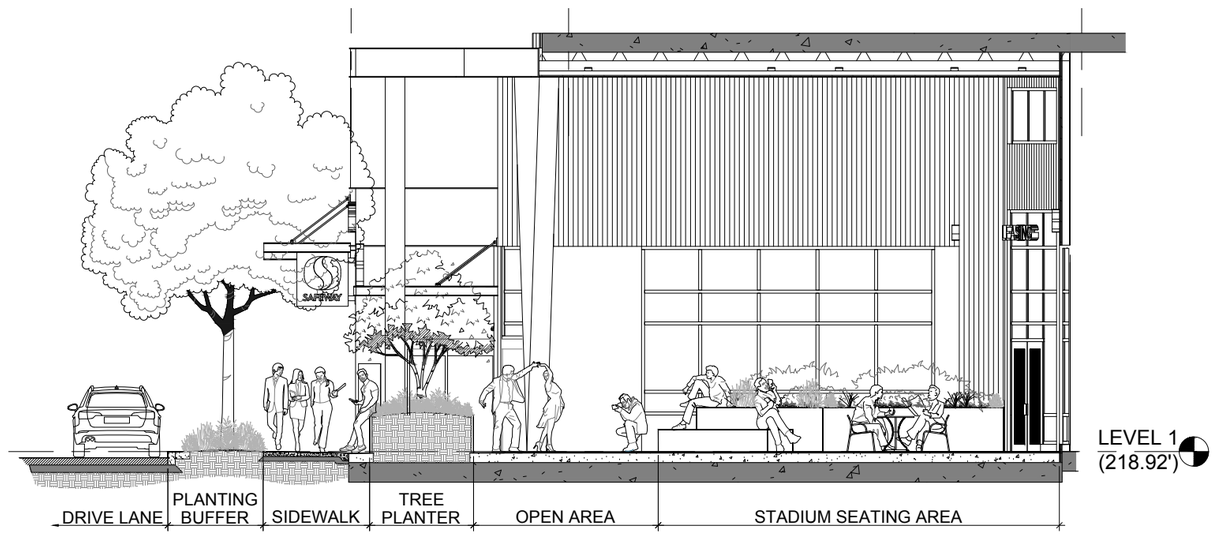
LANDSCAPE FEATURES



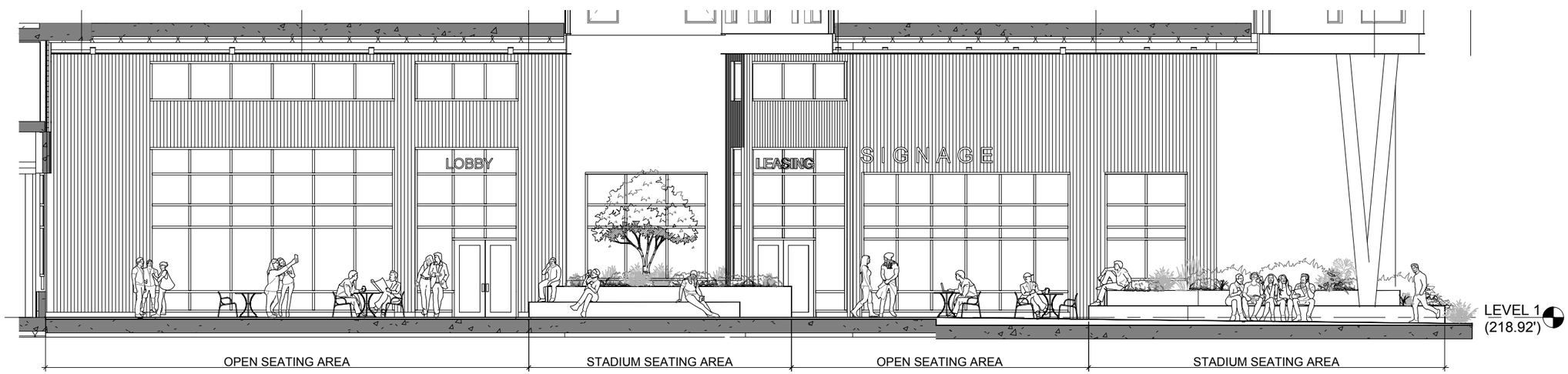
LEVEL 7 AMENITY SPACE SECTION C



LEVEL 2 AMENITY SPACE SECTION D



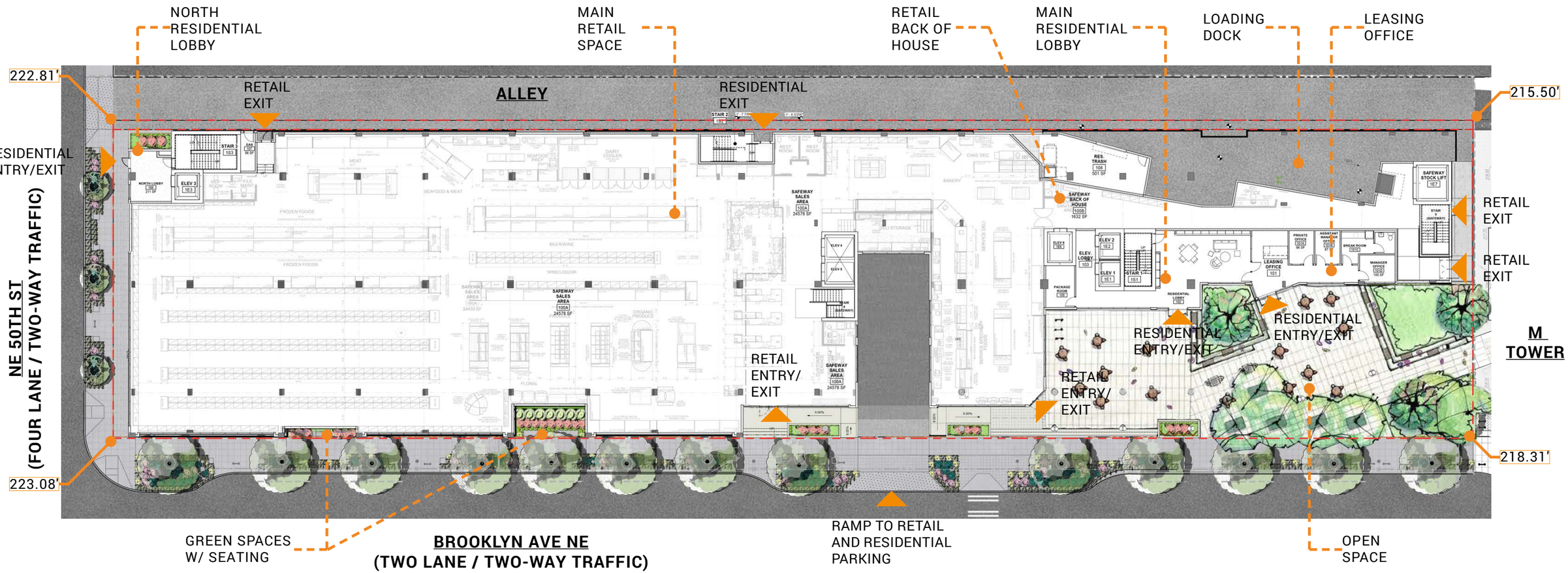
OPEN SPACE AT STREET LEVEL SECTION A



OPEN SPACE AT STREET LEVEL SECTION B

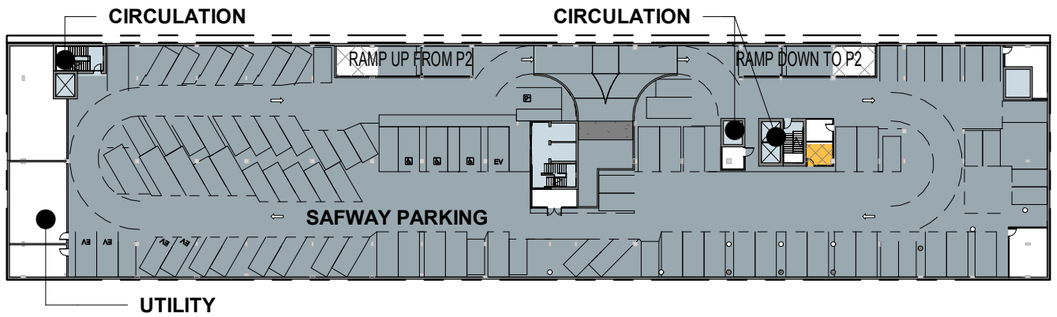
COMPOSITE SITE PLAN

SITE PLAN



GROUND LEVEL

LEVEL P1 / P2



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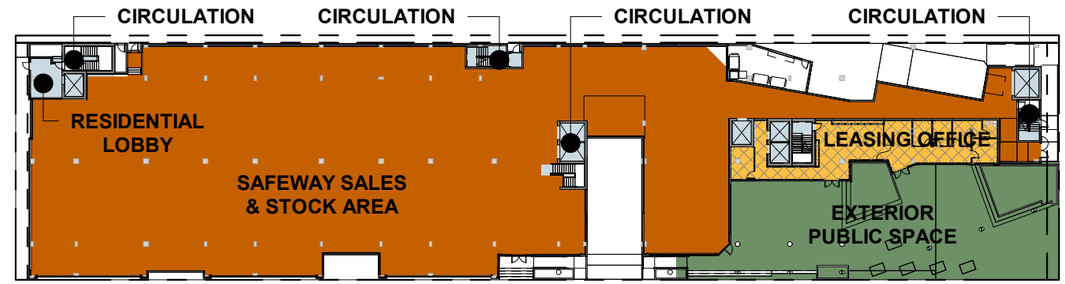

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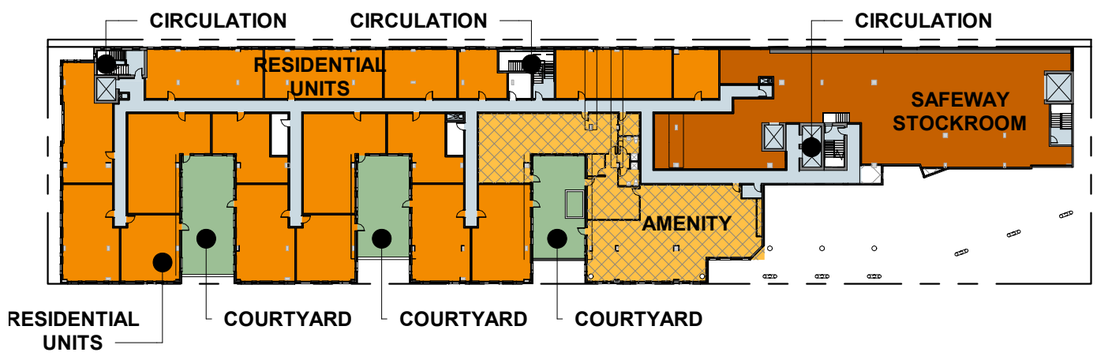
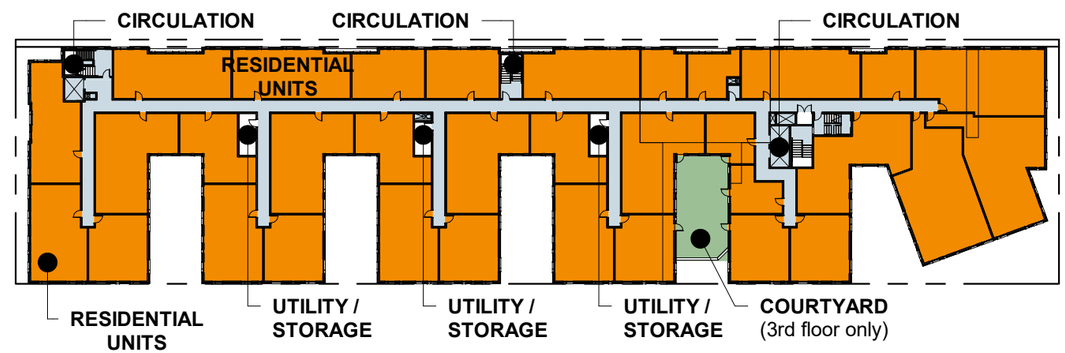
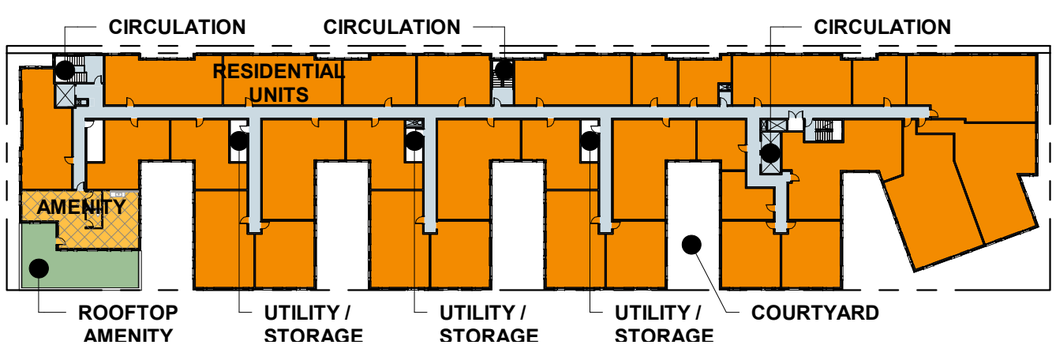


LEVEL 3 (THRU 6)



LEVEL 7

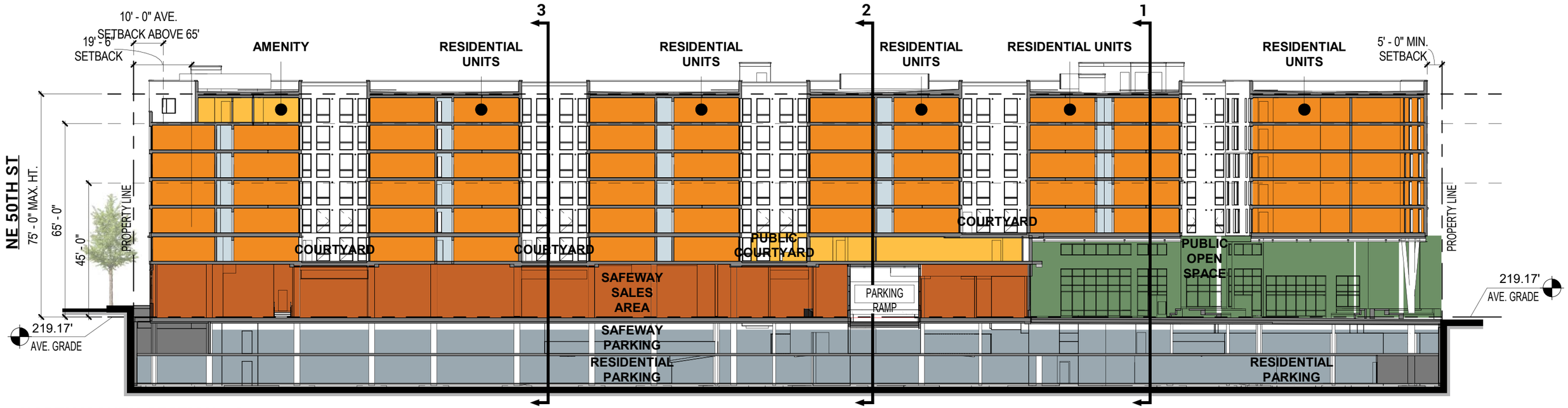


PLAN KEY

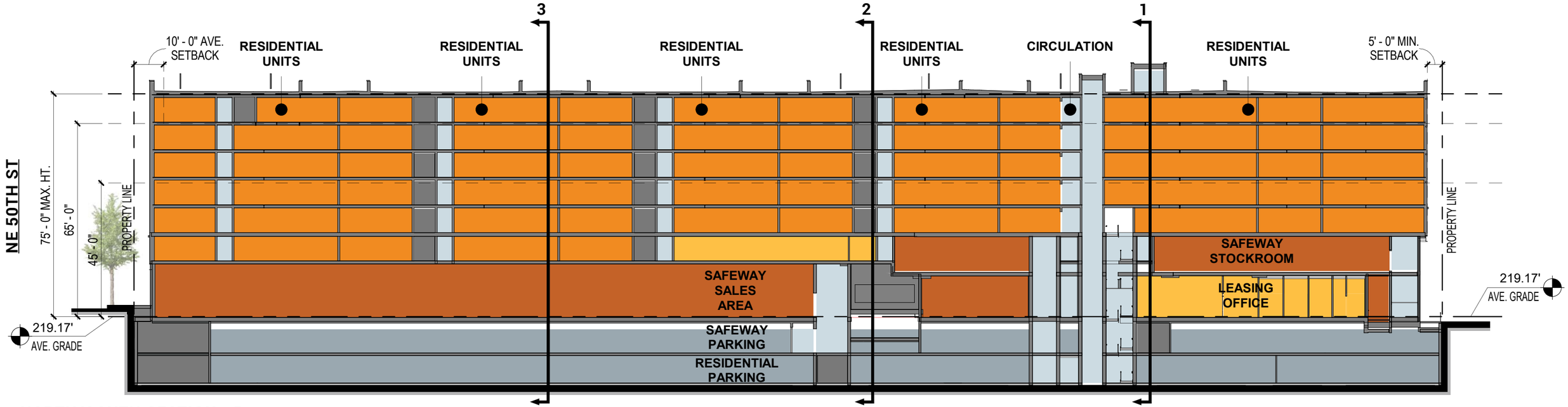
- RESIDENTIAL
- AMENITY
- COURTYARD / ROOF DECK
- EXTERIOR PUBLIC SPACE
- PARKING
- CIRCULATION
- UTILITY

BUILDING SECTIONS

LONGITUDINAL SECTIONS



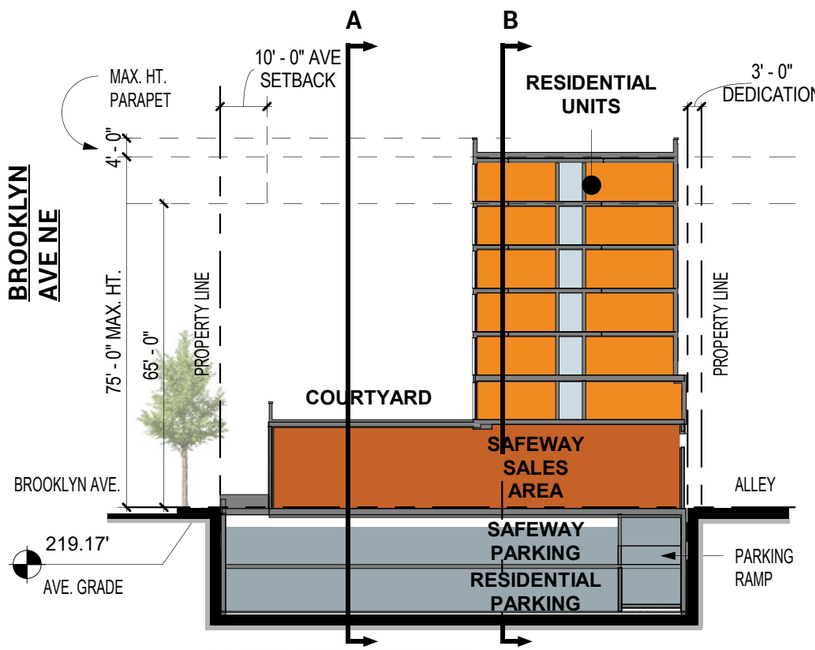
NORTH/SOUTH SECTION - A



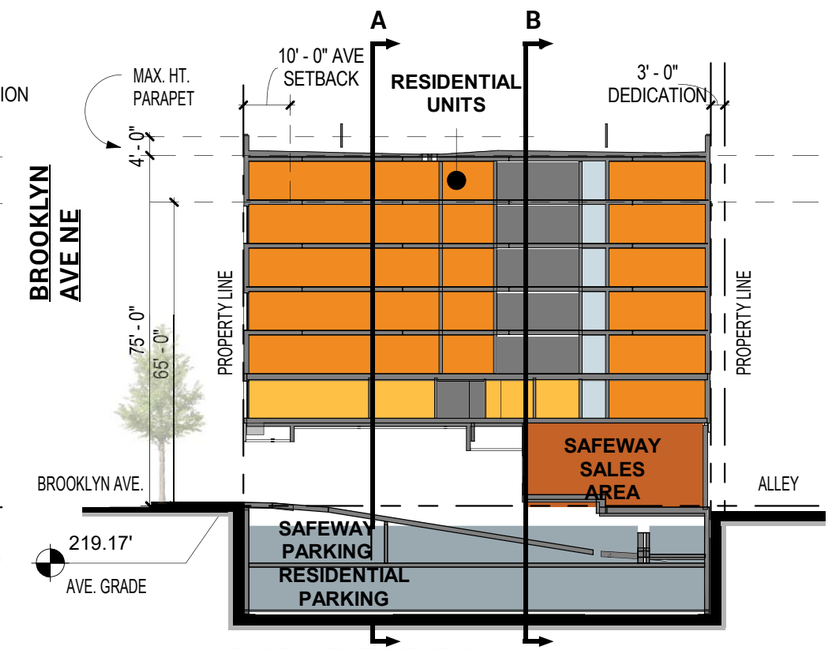
NORTH/SOUTH SECTION - B

BUILDING SECTIONS

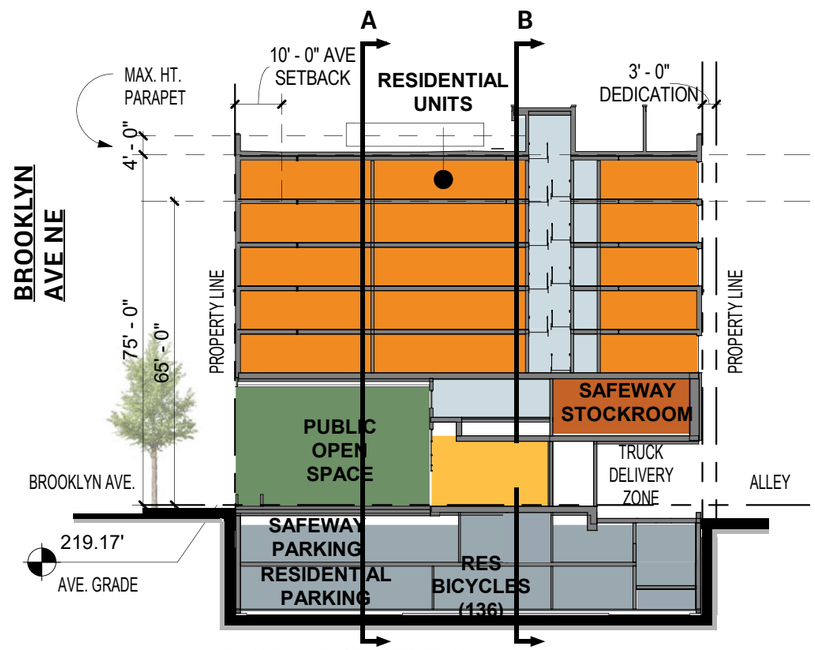
CROSS SECTIONS



EAST/WEST SECTION - 3



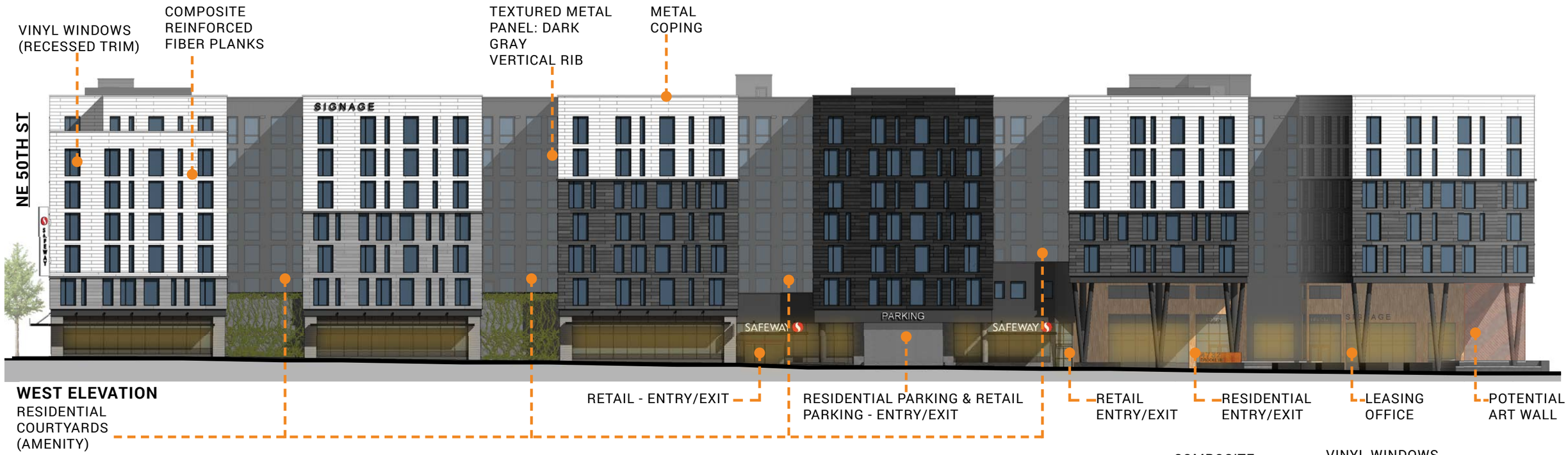
EAST/WEST SECTION - 2



EAST/WEST SECTION - 1

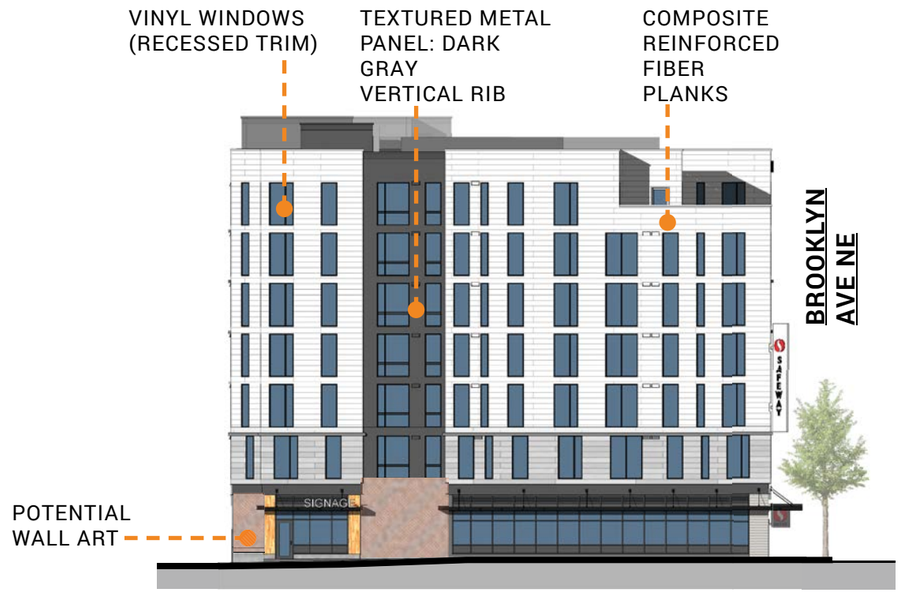
ELEVATIONS

WEST & EAST



WEST ELEVATION

EAST ELEVATION



NORTH ELEVATION

SOUTH ELEVATION

EXTERIOR LIGHTING PLAN

NIGHT RENDER

C1/C1NL SATCO
13.5W / LED / 7" FLUSH / 30K / ROUND / 120V
#S29331
@ ALLEY DOORWAYS

C21/C21NL RP LIGHTING
14W / LED / 4-3/8" FLUSH / 30K / ROUND / 120V
#8121H - 4" LED ARCHITECTURAL FRAME-IN KIT
@ PUBLIC OPEN SPACE & SOUTH FACADE

C22 LUMARK
18W / LED / 5-3/4" X 3-5/8" X 6-3/4" / 30K / 120V
#XTOR2B-Y-BK - CROSSTOUR LED
@ ALLEY FACADE

C23 NUVO
10W / LED / 5" X 3.42" X 6.75" / 30K / 120V
#62-1139 - DOWN SCONCE
@ NORTH FACADE

S1 G&G
9W / LED / 2'-0" / 35K / 120V
#GPX-LDR-10/25 - STRIP LIGHT
@ UNDERSIDE OF SIDEWALK CANOPIES

S2 RAB
24W / LED / 6.5" X 6.5" X 42" / 30K / 120V
#BLED24YK - LED BOLLARD
@ PUBLIC OPEN SPACE

S3 KICHLER
15W / LED / 10" / 30K / ROUND / 120V
#15295AZT - IN-GROUND WELL LIGHT
@ PUBLIC OPEN SPACE

S4 NUVO
5W / LED / 3" X 1-5/8" / 30K / 120V
#65-403 - HORIZONTAL STEP LIGHT
@ WEST FACADE GREEN SPACES

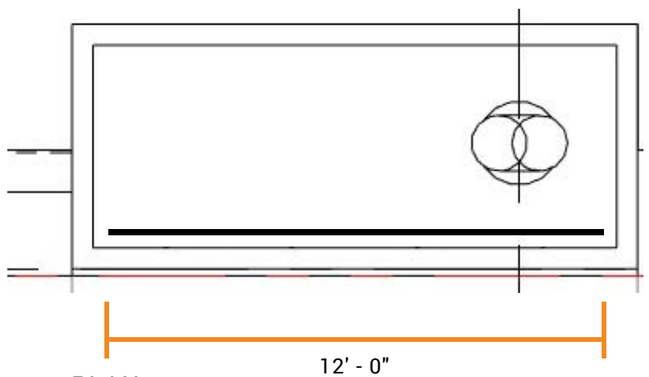
SIGNAGE CONCEPT PLAN

BUILDING SIGNAGE PLAN & ELEVATIONS

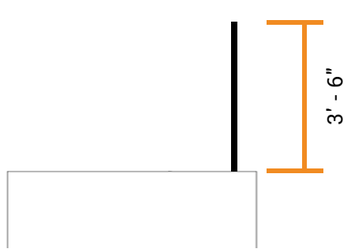
VIEW LOOKING NORTHEAST
ALONG BROOKLYN AVE NE

SIGNAGE:

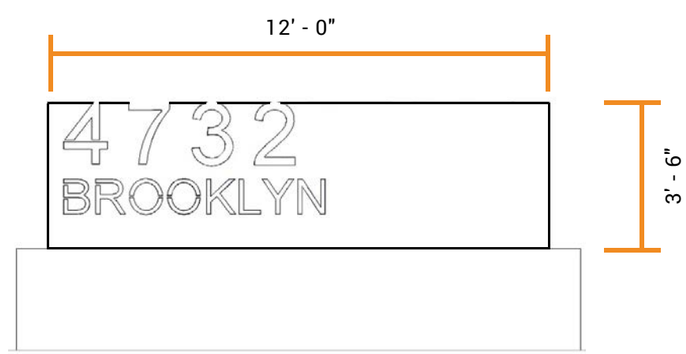
Signage and wayfinding is an important aspect of any project. The simpler and more straightforward it is the better. Adhering to this, the signage on this project occurs along the sidewalk as much as possible. Beyond this, the lettering is intended to stand out against its backdrop to be easily read.



PLAN



ELEVATION

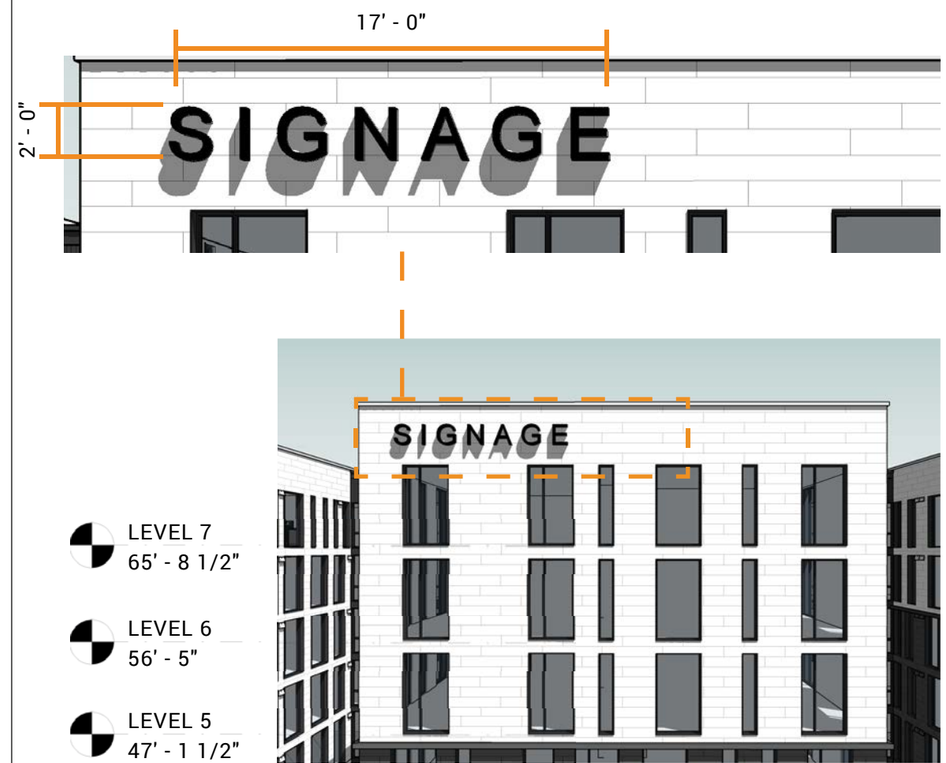


ELEVATION

MONUMENT BUILDING SIGN - ALONG BROOKLYN AVE NE

ELEVATION

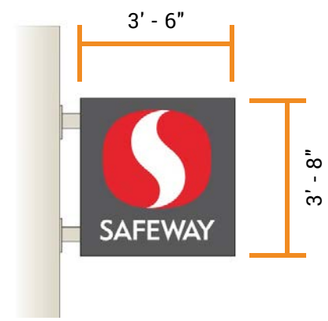
BUILDING NAME - AT LEASING OFFICE ABOVE STOREFRONT



BUILDING NAME HORIZONTALLY LAID - ONE INSTANCE ALONG BROOKLYN AVE NE

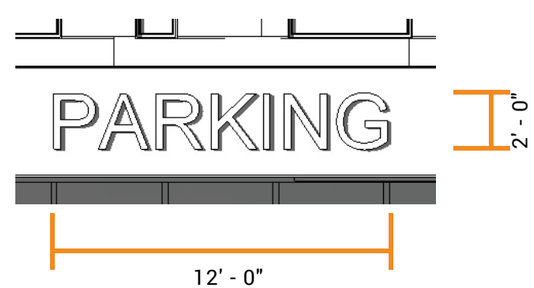
ELEVATION

RETAIL SIGNAGE OVER ENTRIES



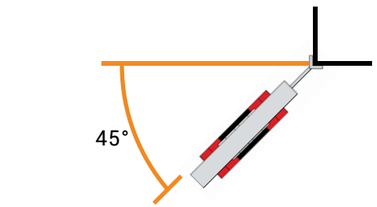
ELEVATION

PERPENDICULAR RETAIL SIGNAGE AT ENTRY

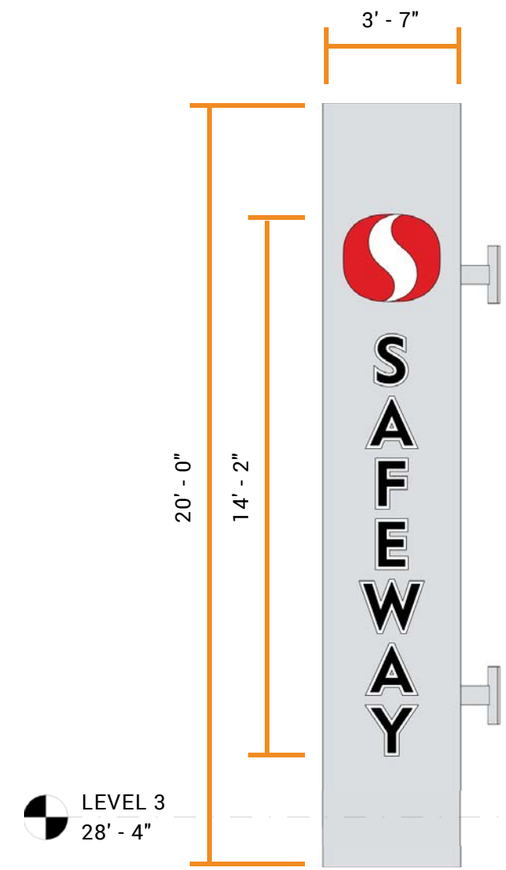


ELEVATION

PARKING SIGNAGE AT RAMP ENTRY



PLAN



ELEVATION

CORNER RETAIL SIGNAGE AT NE 50TH ST & BROOKLYN AVE NE

TALARIA BURBANK APARTMENTS & WHOLEFOODS

EASTSIDE BOND APARTMENTS & RETAIL

MODERA BELMONT APARTMENTS

DESIGN INSPIRATION

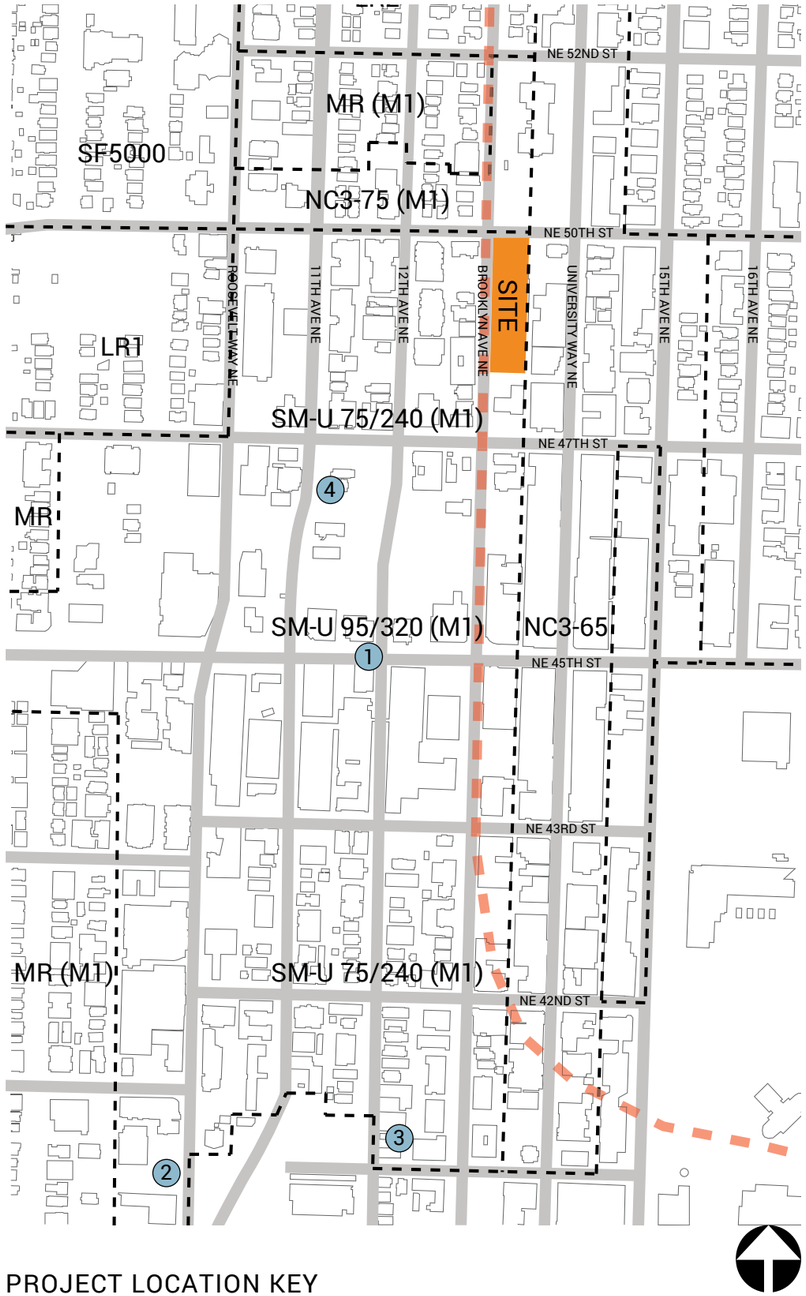
VEGETATED PUBLIC SPACE

TRANSPARENT STOREFRONT

PUNCHED WINDOWS

VEGETATED COURTYARDS

PROMINENT OPEN SPACE



PROJECT LOCATION KEY

1. RESIDENCE INN
NE 45TH ST. & 12TH AVE NE

Program: Mixed-Use | Hotel over Retail
- Storefront - Street Level Transparency
- Corner Entry - Recessed Vestibule
- Panel Type Walls @ Upper Levels
- Box Massing

2. AUGUSTA APTS.
ROOSEVELT WAY NE & NE CAMPUS PKWY

Program: Mixed-Use | Residential over Retail
- Storefront - Street Level Transparency
- Corner Entry - Recessed Vestibule, Round Columns
- Modulation - Building Indentations, Slanted Walls
- Panel Type Walls @ Upper Levels
- Box Massing

3. NORA APARTMENTS
12TH AVE NE & NE 41ST ST.

Program: Mixed-Use | Residential
- Storefront - Street Level Transparency
- Corner Entry - Recessed Vestibule
- Panel Type Walls @ Upper Levels, Accent Color
- Box Massing

4. BRIDGES @ 11TH
11TH AVE NE & NE 47TH ST.

Program: Mixed-Use | Residential over Retail
- Storefront - Street Level Transparency
- Panel Type Walls @ Upper Levels, Accent Color
- Box Massing

OTHER

CONTEXT - SIMILAR PROJECT EXAMPLES

VIBRANT CITIES: BRIO LOFTS
PORTLAND, OR

This project is designed as a congregate housing site in the city of Portland, Oregon. It will offer 5 stories and 96 sleeping units while incorporating 4 live/work units and 16 shared residential kitchens. The project also offers residents resort style amenities that include; a courtyard, roof deck, lounge, gym and dog wash.

VIBRANT CITIES: ROYSTONE
SEATTLE, WA

This project is located at the intersection of Roy Street and Queen Anne Ave. The building will be a prominent landmark seen against the skyline when traveling down the hill. The design of the building responds to this by presenting a "Crisp Corner" tower element at the intersection, that is skewed slightly off axis from the orthogonal lines of the rest of the building. Large store front bays and retail spaces ring the street front façade.

VIBRANT CITIES: NIWA
SEATTLE, WA

This project is located on 1st Ave, a few blocks away from the Roystone site. The brand and concept for this project is derived from the Japanese word for garden. Part of articulating that concept has been the development of a mid-block pass-through. The project will bring gardens, pedestrians and retail activity to the block and create a pass, connecting the Seattle center and Key Arena with Dick's restaurant and other pedestrian attractions along Queen Anne Avenue.

ZEAL LOFTS
PORTLAND, OR

This project is located in Portland, Oregon, and is designed as a congregate housing project in Portland. Zeal Lofts offers six stories with 210 sleeping units, 34 shared residential kitchens, and 4,500 SF of commercial space. Zeal Lofts provides residents with resort style amenities that including two courtyards, a rooftop deck, lounge, gym and dog wash.

ALEXAN CENTRAL PARK
REDMOND, WA

This project is redefining what multifamily can be in the downtown Redmond core. At 85' in height, the project is designed as the tallest wood frame structure in Redmond. The design has been well received by the Redmond Design review board who called it " a refreshing departure, and hopeful improvement to the existing context." In addition to the planned 191 units, unique uses of public and private open space create a cascading garden element for all to enjoy.

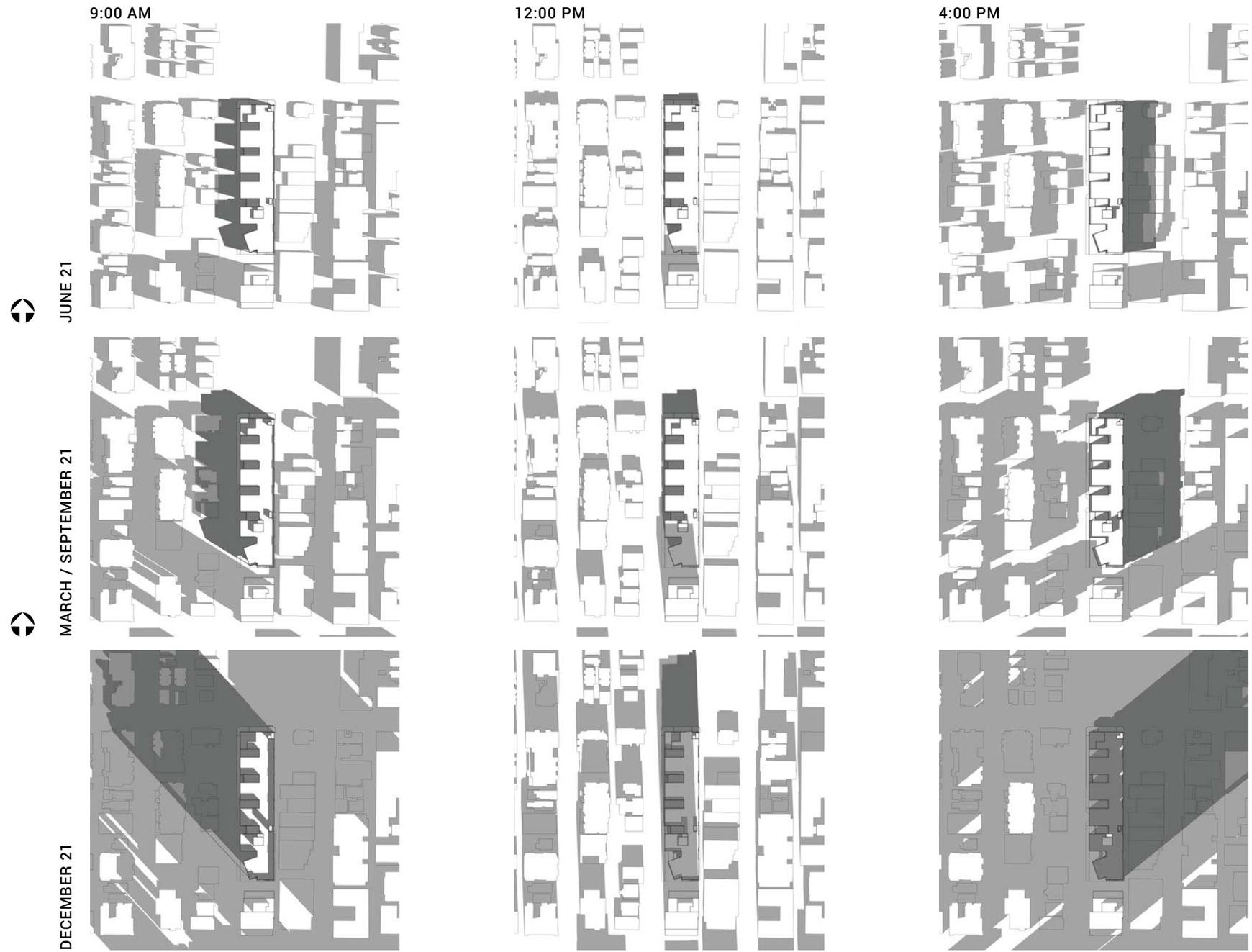
CUBIX OTHELLO
SEATTLE, WA

This project is the next step in modular affordable urban design. Located near the Othello light rail station, the project is a progressive 6 story modular structure with 92 studio 1 and 2 bedroom units.

OTHER
SHADOW STUDIES

LEGEND

- NEIGHBORING BUILDING SHADOWS
- NEW BUILDING SHADOW



ITEMIZED RESPONSE TO EDG 3

COMMENTS & RESPONSES

SDG UDG | DC2. Reduced Perceived Mass

Board Comments:
The Board agreed that the building design currently does not use the long building length along Brooklyn Avenue as an asset. Guidance was provided to improve this through the expression of the individual bays along Brooklyn Avenue as unique parts of the overall design while utilizing secondary design elements to create rhythm along the street frontage (DC2-A-2. Reducing Perceived Mass, DC2-C-2. Dual Purpose Elements, DC2-E-1. Form and Function).

Response:
The bays are now individually expressed through the progression of light and dark panels taking the length of Brooklyn Ave as an asset in giving rise to a rhythmic pattern along the street frontage, with the deep courtyards creating a pause and a break along the length of the building. Overall, the retail frontage will be mostly contiguous with the ins and outs of the facade giving each bay its place in the rhythm.

SDG UDG | DC2/DC4. Facade Composition & Texture and Complexity

Board Comments:
The Board identified improvement to the design since the Second EDG meeting in clarifying the expression of the massing concept and specifically commended the stronger legibility of the protrusions and indentations using light and dark material changes. The Board recommended additional refinement in the application of materials to complement the overall massing concept, such as using a more simplified material palette (see previous guidance related to materials at EDG 1 and 2) and employing material changes to coincide with larger massing shifts (DC2-B-1. Facade Composition, University DC4-1-C. Texture & Complexity).

Response:
The rhythmical pattern of light and dark materials now further refines the use of materials to complement the overall language of building. The material changes coincide with the horizontal bands and volumes and vertical breaks accentuating the building programs.

In addition to the rhythm of the panels, the windows have been further carved into the facade, increasing the shade and shadow play organically. This is also accentuated by the windows dancing to that rhythm though the shifting pattern.

SDG UDG | DC2. Facade Composition

Board Comments:
The Board encouraged additional refinement of the connection between the podium and upper floors on the three northern bays so that they do not appear as separate parts with abrupt changes of materials (DC2-B-1. Facade Composition).

Response:
An integrated horizontal band with a homogeneous vertical pilaster with pedestrian friendly texture draws attention to the program held at the retail entrances, while connecting the retail base with the vertical residential body of the building. The transparency and opacity along the base showcases the retail program and provides street activation while lifting the residential volume of the building.

A smaller band on the upper floors acts as belt differentiating the grays and whites throughout the building. While the white and grays are on the same plane, the protruding band eliminates the abrupt change of materials.

The three northern bays now correspond to the sequence of rhythm and complement each other, continuing to compliment the overall language of the building.

SDG UDG | DC2. Facade Composition & Legibility and Flexibility

Board Comments:
The Board provided guidance for additional resolution in the expression of the "bookend" massings on the northern and southern most sides of the building, stating that the bookend expression should include the entire bay rather than using smaller facade modulation changes and material changes to express portions of the bays (DC2-B-1. Facade Composition, DC2-E-1. Legibility and Flexibility).

Response:
The previous bookend conditions have been eliminated with the rhythm expression of the facade along the length of the facade. This has also emphasized a more fluid expression of the facade overall.

SDG UDG | CS3/DC2. Architectural Styles & Facade Composition

Board Comments:
Expressing concern that the middle four bays along Brooklyn Avenue would appear as a static series of boxes, resulting in a repetitive appearance, the Board encouraged the treatment of these bays to express the individuality of each, and suggested exploring techniques, such as:
i. Varied expression of materials using gradients of color, tonal changes, or panel orientations (University CS3-1-A. Architectural Styles).
ii. Stitching together the larger bays using secondary elements to create a rhythm along the street frontage. The grouping of windows was cited as a technique that could be used throughout the project to strategically express portions of the building facade (DC2-B-1. Facade Composition, DC2-C-1. Visual Depth and Interest).

Response:
The design now eliminates the static series of boxes with an emphasis on creating a rhythm along the street frontage and vertically at the residential levels while maintaining an expression of individuality for each bay. Use of gradients of color/tone in the materials as suggested by the Board is implemented into the design.

The exterior expression includes grouping the windows to express continuity to the facade. This continues horizontally along the ground floor plan with a horizontal accent band and canopies.

SDG UDG | DC3. Matching Uses & Arrangement

Board Comments:
The Board acknowledged the improved legibility of the open space as public space, specifically citing the additional open space height, clear sight lines and the addition of unique furnishings. The Board identified inconsistencies in the packet related to the intent for exterior doors along the north side of the open spaces, and added that the presence of doors connecting the open space to the commercial space on the north side of the open space was necessary for the activation of the open space. (DC3-B-2. Matching Uses to Conditions, University DC3-1-A. Arrangement)

Response:
The public nature is now better expressed through the vignettes included in the presentation, activating the gathering areas even more. This also better relates the entry doors to the open space, with the retail entry now on the 45deg corner of the north west side of the open space, and the residential lobby and leasing office more visible through the refinement of the materials and addition of signage.

ITEMIZED RESPONSE TO EDG 3

COMMENTS & RESPONSES

SDG UDG | DC2/DC3. Reducing Perceived Mass & Amenities

Board Comments:

The Board provided guidance to refine the placement of columns within the open space and in relation to the upper building masses. The Board preferred the placement of columns to express the upper masses as cantilevers rather than edge-supporting columns. Cantilevered upper massing was preferred for its airy and accessible appearance. (DC2-A-2. Reducing Perceived Mass, DC3-C-2. Amenities and Features)

Response:

The expression of the columns at the open space now incorporates a more dynamic intent which lends to the unique nature of the open space and contributes to the liveliness and activation of the space. The columns are also set back from the edge of the overhang, and the angled expression lends to the dynamic nature of the building rhythm, adding a playful element to the activation of the open space.

SDG UDG | PL1. Pedestrian Amenities

Board Comments:

Identifying the public comment expressing concern related to the adjacent locations of the Brooklyn Avenue driveway and midblock crosswalk, the Board requested additional information to be submitted at the Recommendation phase to explain the following questions related to the driveway and mid-block crosswalk design (PL1-B-1. Pedestrian Amenities):

i. Do the driveway and mid-block crosswalk have to be next to each other?

ii. Can the crosswalk be moved to a different location where there might be fewer conflicts with vehicle movements?

iii. If the crosswalk cannot be moved to another location, can it be shifted to the north side of the driveway crosswalk where it would be aligned with the grocery store entrance?

Response:

The location and placement of the sidewalk is as directed by SDOT with specific dimensions as to its distance from the ramp, with the ramp location also as negotiated with SDOT, and will be reviewed as a SDCI Type I Directors Decision. As to the comments above:

i. The design team was instructed to locate the crosswalk directly next to the ramp, with SDOT compliant curb ramp and curb cut details.

ii. Moving the crosswalk to another location would be subject to direction from SDOT.

iii. Shifting was discussed but SDOT indicated this was the preferred location, after the ramp and not near a street tree.

SDG UDG | PL1. Alleyways

Board Comments:

The Board expressed the need to strengthen the massing and material transition along the alley facade between the ground level to the upper floors. Additional facade carving and the use of high windows on the ground level were promoted by Board members. Noting that the ground level of the alley facade would be the back-of-house for the grocery, the Board strongly supported the use of artwork along the alley facade if the carving and window options are not possible. The Board provided guidance that the use of artwork along the alley should be intentional and should complement the building concept (University PL1-1-D. Alleyways).

Response:

The design now noticeably persists around all four sides of the building. The alley is no longer treated as the "back" of the building and maintains the same design ideals as Brooklyn Ave and 50th St. The use of high windows into the ground level at the alley is not functionally possible for the operations of the store, thus art elements are now in more locations along the alley, linking it to the facade and additional carving of the upper floors. The art elements continue around the corner of the south facade of the building where an art feature wall facing The M tower will provide interest along the open space connection to the east.

SDG UDG | PL2/DC2. Eyes on the Street & Visual Depth

Board Comments:
In addition to the guidance above for the lower alley facade, the Board suggested the addition of balconies along the alley facade for safety through "eyes on the street" and to add interest due to the high visibility of the alley facade (PL2-B-1. Eyes on the Street, DC2-C-1. Visual Depth and Interest).

Response:
While balconies are one method to providing "eyes on the street" the developer does not wish to include balconies on this project. As such, and with the Boards guidance in mind, we have adjusted the windows to be full height from floor to ceiling, allowing more direct and better visibility to the alley. This also supports the facade not being considered the back of the building, maintaining the same design ideals as the Brooklyn Ave and 50th St elevations.

SDG UDG | Vertical Tower and Alley

Board Comments:
The packet included two alternative approaches for the design of the north elevation: one, where a vertical tower elements ground itself at the corner with the alley and another option where the alley facade treatment wraps onto the northern elevation. The Board agreed that the expression of the northeast corner should be simplified from a separate massing expression that could conflict with the overall concept and therefore supported the latter of the two alternatives.

Response:
The northeast corner has been simplified using the same massing expressions from the overall building design concept. The same carving of the facade is included to continue the same rhythm and expressions on the alley and Brooklyn Ave elevations.

SDG UDG | PL1/PL3. Signage & Ensemble of Elements

Board Comments:
The Board further recommended treatment of the northeast corner with a muted corner expression through secondary architectural features like the grouping of windows. Additionally, the Board recommended wrapping the alley artwork to the north facade to supplement the expression of the residential entry (University PL1-2-E. Signage & Wayfinding, PL3-A-2. Ensemble of Elements).

Response:
The northeast corner has been muted with secondary architectural features and the continuation of the rhythm of materials and windows from all the other sides. Art elements will continue from the alley corner to the north facade and will provide interest along 50th St.

ITEMIZED RESPONSE TO EDG 3

COMMENTS & RESPONSES

SDG UDG | **DC3/DC2. Connections & Human Scale**

Board Comments:

The Board reiterated the need for a thoughtful and special design of the highly visible south facade that faces the open space of the adjacent M-Tower and supported the idea of an art feature on the south facade that wraps the corner from the alley facade. (DC3-B-3. Connections to Other Open Space, DC2-D-1. Human Scale)

Response:

Art elements will continue around the corner of the south facade of the building where an art feature facing The M tower will provide interest along the open space.

The Code limits the width of structures to 250 feet wide. The applicant proposes a building width of 430 feet along Brooklyn Avenue NE.
Building Width (SMC 23.48.635.A – Maximum width limits in SM-U zones / 23.48.040.D - Street-level Development Standards)

SMC 23.48.635.A - Building Width - EDG 3 Comment

The Board agreed unanimously that they were not yet supportive of this departure, stating that it could not be supported until the guidance described above was fully addressed. Similar to the First and Second EDG meetings, the Board emphasized that the guidance related to building massing and materials will be critical in recommending any approval of a departure for façade length. At the Third EDG meeting, the Board added that the massing and use of materials should illustrate a design concept where the long façade becomes an asset to the site, not a repetition of the same massing pieces along Brooklyn Avenue. Board guidance included recommendations for unique expression of individual bays and creating rhythm throughout the façade design to stitch together the separate massing pieces. (University DC3-1-a. Arrangement, DC2-1 Massing & Reducing Bulk and Scale)

Response:
While the overall building length remains at 430', the updated Preferred Scheme reduced the length of the street-level building façade along the sidewalk edge of Brooklyn Ave to 198'-4" feet with two additional breaks at two locations before the Safeway entrance which then continues to the public accessible open space. The scheme shows increased detail for EDG2, with depth and materials detailing the massing changes requested by the Board's direction. With the development of the design, the departure is again requested to be considered with the following clarifications:

- Flat facade materials without joints or variations are not used across whole facades unless it is with a specific purpose (i.e. along the alley ground level to provide building crash protection)
- Street level landscaping along 50th St and Brooklyn Ave is provided where the building is notched to create modulation and increase visual interest.
- Material changes along the alley have also been provided to increase interest in that facade and to integrate it into the overall design concept.
- New design uses the length of the building as an asset to create a pattern and rhythm along Brooklyn Ave using high quality materials.

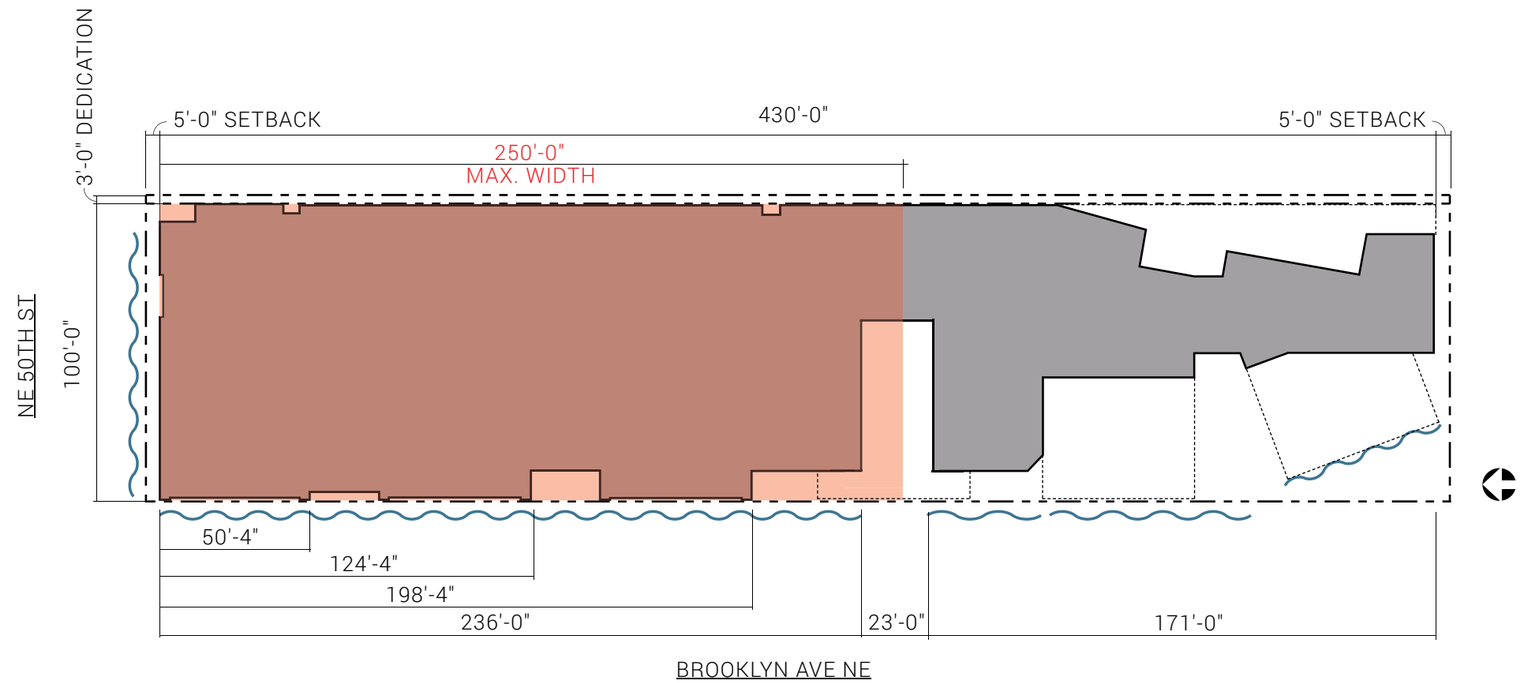
Key Benefits to the Public

- Allow for modern and new Safeway store that will serve as an amenity for the growing community and surrounding neighborhoods.
- Keeps Safeway's "back of house" operation abutting the alley instead of along Brooklyn Ave NE.
- Activates the pedestrian experience along Brooklyn Ave NE with storefront, transparency, and modulation.

Visual Pros
PL3-C2 - *Visibility:* Maximize visibility into the building interior and merchandise displays
PL2-B1 - *Eyes on the Street:* Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies, and street-level uses.

LEGEND

MAXIMUM ALLOWABLE CONTIGUOUS AREA (RED OVERLAY)
POSSIBLE GLAZED STOREFRONT SECTIONS BEYOND 250'-0" MAX.



"Max width and depth limit of a structure is 250 feet. Does not apply to below-grade or partially below-grade stories."

The site is currently improved with a surface parking lot and outdated Safeway store built in 1950 that is dilapidated, limited in offerings and unable to properly serve the growing and diverse University District community. Due to the size of the surface parking lot and lack of security and lighting in the area, the site is often frequented by drug users and the homeless, creating a significant safety concern for the neighborhood. Unlike the smaller properties that are prevalent in the University District, the subject property's size offers a unique opportunity to support a much needed and desired modern and large grocery store. The area is designated as an Urban Center and is meant to provide dense housing and employment.

One of the most critical amenities required for a neighborhood to support housing is access to a nearby grocery store especially as the area continues to be developed due to the new upzone and University of Washington's expansion plan.

Given the unique dimensions of the site (at its largest, 103.02' x 439.97') a departure from this requirement is warranted to allow for a functional grocery store layout. The 250' limit to the building length impacts the size of the Safeway sales floor significantly and shifts Safeway's "back of house" operation from the alley, where it is hidden, to Brooklyn Ave. To achieve a functional sales floor, two independent structures separated by a narrow passageway would need to be developed which is impractical. Doing so would also limit the ability to properly activate the store's storefront and glazing along Brooklyn Ave to create a uniform pedestrian active experience.

DEPARTURES

DEPARTURE 2 - OPEN SPACE

The Code requires a minimum of 60% of open space area to be open to the sky. The applicant proposes 40% of the open space area to be open to the sky.
Required Open Space (SMC 23.48.650 B.2 – Required open space for large lot developments in the SM-U zones)

SMC 23.48.650.B.2 - Required Open Space - EDG 3 Comment

A majority of the Board indicated they were generally supportive of the requested departure because of the improvements to the design in response to the guidance from the Second EDG meeting. The Board cited the improved legibility of the open space for public use, the additional covering height, and the addition of unique furnishing as improvements that allow the departure for additional covered open space to be appropriate. The Board identified inconsistencies in the packet related to the intent for exterior doors along the north side of the open spaces, and added that the presence of doors for access to the
adjacent commercial space to the north was necessary for the activation of the open space. (DC2-3-b. Layout, DC3 Open Space Concept, University DC3-1-a. Arrangement)

Response:
The design of the Preferred Scheme has been updated to increase the amount of open space that is directly open to the sky, eliminate the enclosed open space and better integrate the park with the pedestrian street eliminating the perception of it being privatized. With the development of the design, the departure is again requested to be considered with the following clarifications:

- The open space is fully open and accessible, the enclosed open space is removed from consideration as it was not community focused and not easily accessible and increased the perception of privatization, the percentage of open space directly open to the sky has been increased.
- The covered portions of the open space now have higher clearances; an additional floor has been removed over the covered areas to allow for greater natural light and transparency at the covered portions.

Key Benefits to the Public

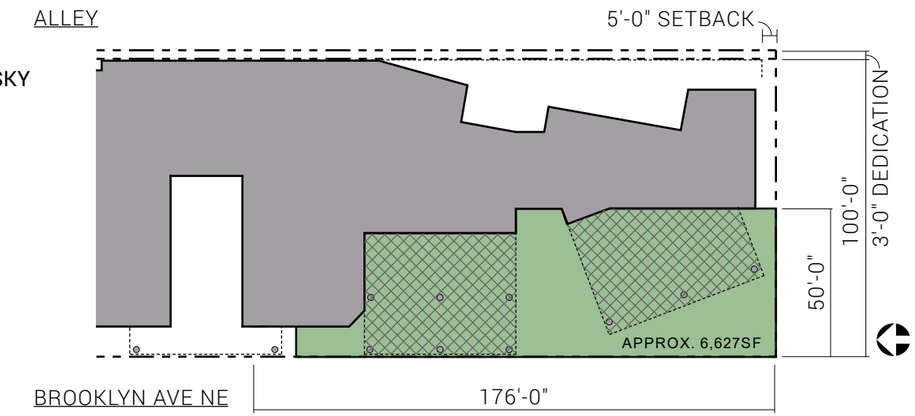
- Adjoining The M tower, the community will enjoy nearly 10,000 square feet of midblock public open space that is 1) open to the sky and 2) covered.
- Create opportunities for multiple uses and activities year round for the community
- Connect and integrate two neighboring spaces.
- Pronounced architectural feature will bring focus to the park and provide greater articulation.

Public Space Pros

PL1-C3 - *Year-Round Activity:* Includes features in open spaces for activities beyond daylight hours and throughout the seasons of the year.
PL2-C1 - *Locations and Coverage:* Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

LEGEND

- EXTERIOR OPEN SPACE OPEN TO SKY - 2,630 SF (39.7%)
- EXTERIOR OPEN SPACE COVERED - 3,997 SF (60.3%)



LANDSCAPE PLAN

"Area qualifying as required open space may include both unenclosed usable open space and limited amounts of enclosed areas, as provided for in this subsection 23.48.650.B and as specified in Table A for 23.48.650."

Per Table A, the minimum open space area required to be open to the sky is 60% (3,976 square feet). The proposed public open space is 39.7% open to the sky (2,630 square feet), a reduction of 19%. The proposed reduction in area open to the sky has been designed to provide the public with an outdoor covered area of 3,997 sf that provides a protected transition between the outdoor open space and indoor building programming, brings focus to the neighborhood park via a pronounced and expanded landscape plaza feature, and provides overhead weather protection allowing the public to enjoy all of the amenity space year-round.

The park will be designed to have a direct connection to the 3,000 square foot park to the south, which is completely open to the sky. By providing an enclosed and covered space in addition to space open to the sky, the community will have nearly 10,000 square feet of midblock public open space that is (1) open to the sky, (2) covered, and (3) weather protected. This space would encourage community gatherings, engagement and integration between neighbors, and help foster a sense of community. In addition to creating opportunities for multiple uses and activities year round, the space will also well complement the University District Farmers Market.

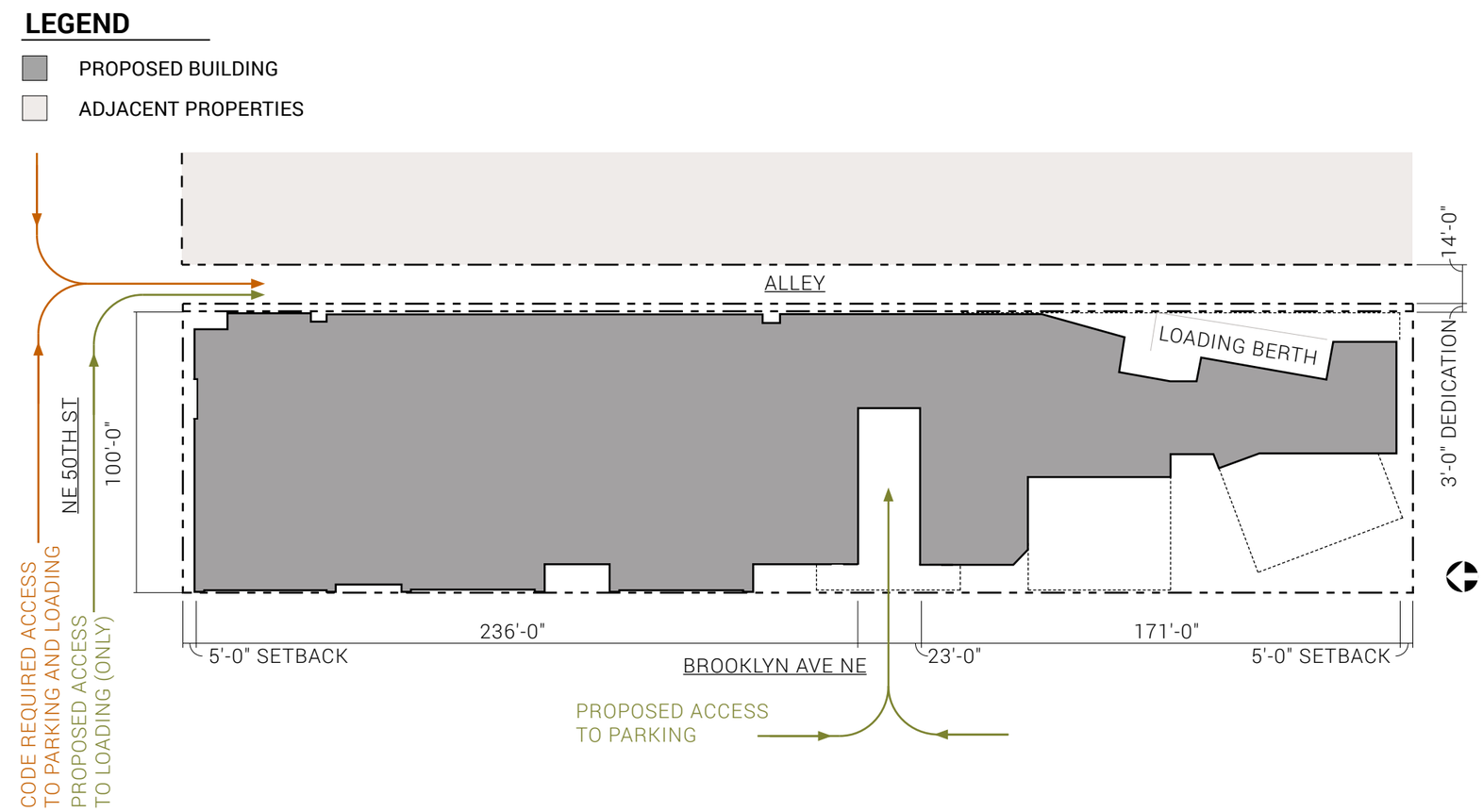
The Code requires access to parking and loading to be taken from the alley when the lot abuts an improved alley. The applicant proposes parking access from Brooklyn Avenue NE. Note: This is cannot be requested as a departure before the SDCI Director determines it will not meet the criteria for a Type I Directors Decision request.
Potential Departure Driveway access to Brooklyn Avenue NE (SMC 23.48.085.D1 – Parking and Loading Access)

SMC 23.48.085.D.1 - Parking & Loading Access - EDG 3 Comment

The Board accepted the information provided by City staff related to the likely approval of a driveway connection to Brooklyn Avenue as a Director's Decision. The Board requested additional information related to the adjacent locations of the driveway and crosswalk and the flexibility in separating these elements. (PL1-B-3. Pedestrian Amenities, DC1-A-2. Gathering Places, DC1-B-1. Access Location and Design). The Board had previously suggested:

- *Linking the driveway to the open space though the extension of façade plane and ground materials from the open space to the driveway frontage.*
- *Designing the driveway crossing as a woonerf, with surface cues that encourage pedestrian movement with physical and visual continuity to the sidewalk design of the surrounding block frontage.*

Response:
The applicant has met with SDCI and SDOT and based on their feedback has submitted a formal request with supporting documentation to place the driveway along Brooklyn Ave. The driveway's new location and design reduces safety hazards, improves visibility for pedestrians and vehicles, reduces circulation and traffic issues, and incorporates the Green Street standards with careful attention to its proximity to the open space and building entrances. The driveway is further integrated with the open space and takes into consideration the grocery entrance from the open space. Please note that the alley is currently not improved. While the applicant will be dedicating 3' to the alley with as part of this development, the alley will still be below the standard for new alley width until the opposing properties are developed to equally dedicate property to meet the 20' alley width standard.



"Access to parking and loading shall be from the alley when the lot abuts an improved alley."
"If the use of the alley for parking and loading access would create a significant safety hazard as determined by the director, parking and loading access may be permitted from the street."

The proposed mixed-use redevelopment will include an expanded Safeway grocery store on the ground floor that will occupy most of the site (excluding the required open public amenity space and setback requirements), with two levels of underground parking for the retail and residential units above. Due to the mixed-use nature of the proposed project, compliance with this code requirement would mean that passenger vehicles (residents and grocery store customers) and commercial delivery trucks (semi-trucks and smaller) would have to share site access in the alley. This would create very significant safety hazards for the general public and the residents of the proposed development by restricting all site traffic to a single point of access in the narrow alley.

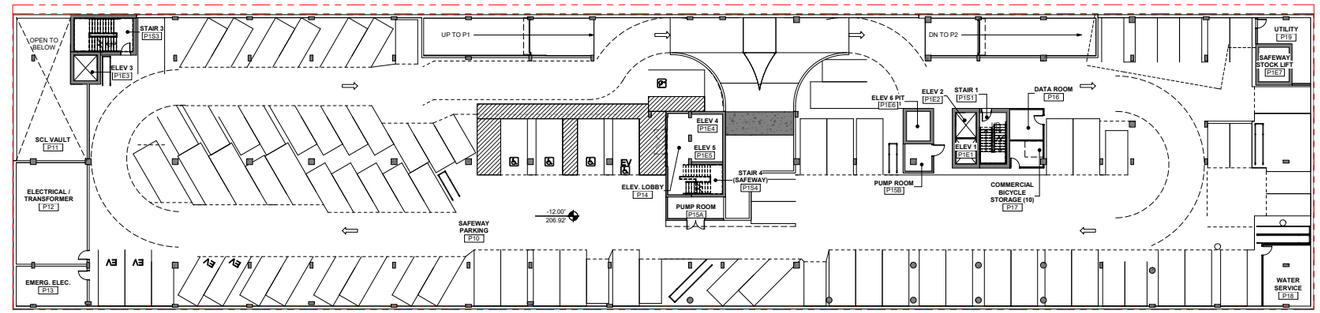
Mixing large and small delivery trucks with reduced visibility and maneuverability with passenger vehicles, pedestrians, and bicycles would cause hazardous conflicts, blockages, and potential issues in emergency egress situations. In addition to the great inconvenience for Safeway customers who will be forced to find and navigate through this narrow alley to enter the parking structure, this condition would create significantly more traffic as both the grocery store customers and tenants and their guests will be forced to navigate through additional streets to access the parking entrance. The alley is currently used to store garbage by tenants along University Way and is often frequented by homeless and drug users. Separately, using the alley as an entry point would severely limit the ability to use the alley as a midblock connection as supported by code section 23.48.640.E.2, significantly and negatively impact the proposed 10,000 square foot open space, and hinder pedestrian and bicycle access to the neighborhood park from the alley and "The Ave".

We are proposing that access to the underground parking garage be provided with a single curb cut on Brooklyn Ave, a significant reduction from the current five curb cuts along Brooklyn Ave. Transpo Group has submitted a traffic report and analysis examining pedestrian/bicycle circulation, traffic operations, vehicular turning movements, transit impacts, and safety concerns and is working with SDOT and SDCI to support this Type 1 request.

DEPARTURES

VARIANCE - RETAIL PARKING QUANTITY

The code allowed number of parking spaces for the 34,216 square foot Safeway grocery is 35 spaces. The variance proposed would increase this to 90 parking spaces, for the reasons listed in response to the five variance criteria below.
Maximum parking limit for non-residential uses (SMC 23.48.680.B.1): Except as provided in subsection 23.48.680.B.2, parking for non-residential uses is limited to one parking space per every 1,000 square feet of gross floor area in non-residential use.



1 LEVEL P1 - RETAIL PARKING
1/16" = 1'-0"

SMC 23.48.680 - Parking quantity in SM-U zones

Response to Variance Criterion #1:
How do you meet variance criterion #1? Variance Criterion #1 - Because of unusual conditions applicable to the subject property, including size, shape, topography, location or surroundings, which were not created by the owner or applicant, the strict application of this Land Use Code would deprive the property of rights and privileges enjoyed by other properties in the same zone or vicinity.

- Given the subject property's size, it offers a unique opportunity to support a much needed new and modern large grocery store that the community will benefit from and enjoy, especially as the area continues to be developed due to the new upzone and University of Washington's expansion plan. Unlike the smaller properties that are prevalent in the University District that include small retail with walk-in-traffic and on-street parking, a Safeway store will require sufficient parking spaces to support drive-in traffic. The number of customers driving to the store would necessitate at least 90 parking spaces, more than could reasonably be expected to be absorbed by on-street parking that is exceptionally limited in the area. Additionally, the subject property's location is in an area that attracts drivers whose cars should be contained within the development versus spilling into the surrounding streets and community. As a result, the project will be providing all of its parking spaces on-site and underground.

Response to Variance Criterion #2:
How do you meet variance criterion #2? Variance Criterion #2 - The requested variance does not go beyond the minimum necessary to afford relief and does not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which the subject property is located.

- The current Safeway grocery store is approximately 18,000 square feet with 76 parking spaces and is fully parked at peak shopping times. While a Safeway store typically requires between 4 spaces per thousand square feet, the proposed new store is requesting only 3 stalls per thousand.

Response to Variance Criterion #3:
How do you meet variance criterion #3? Variance Criterion #3 - The granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the zone or vicinity in which the subject property is located.

- Providing additional parking spaces will not be detrimental to public welfare but rather beneficial. Providing more on-site parking will alleviate the demand for on-street parking in the immediate area as well as prevent customers from driving and parking in the surrounding streets that includes a single family neighborhood. The increase in parking will not cause an increase in vehicular traffic as the provided parking spaces are limited to an amount required to serve the grocery store's customers. The project will be providing all of its parking spaces on-site, underground.

Response to Variance Criterion #4:
How do you meet variance criterion #4? Variance Criterion #4 - The literal interpretation and the strict application of the applicable provisions or requirements of the Land Use Code would cause undue hardship or practical difficulties.

- The undue hardship and practical difficulties associated with severely limited parking spaces fall upon customers and the surrounding community. Given the difficulty of carrying groceries on foot, by bicycle, or on public transit, especially, in inclement weather, parking is one of the unique functional demands that make a grocery store a usable amenity for the surrounding community.
- Nationally, 88% of households use a car to go grocery shopping. The trade area for this store is a 3 mile radius and as a result, a significant amount of the store's customers will not be walking or using public transit to shop there, especially if they need to carry large amounts of groceries or perishable or frozen goods. Also, customers who are able to use their cars to go shopping are able to carry significantly more items thus limiting the frequency of trips they need to make to the store which results in less trips and thus less traffic and parking impacts.

Response to Variance Criterion #4 (continued):

- The code's requirement of 35 parking spaces is impractical and insufficient to support the customer's needs who will be forced to drive around to find street parking when shopping for groceries, negatively impacting the customer experience and other residences and businesses in the neighborhood.

Response to Variance Criterion #5:
How do you meet variance criterion #5? Variance Criterion #5 - The requested variance would be consistent with the spirit and purpose of the Land Use Code regulations for that area.

- The University Community is designated as an Urban Center and is meant to provide dense housing and employment. One of the most critical amenities required for a neighborhood to support housing is access to a nearby grocery store especially as the area continues to be developed due to the new upzone and University of Washington's expansion plan. As described in the response to variance criterion #4, parking must also be provided in sufficient quantity to give all residents of the community access to the grocery store.
- The site is located in a Potential Impact Area where low-rise zones abut commercial zones. Design Guideline CS2-II, Respect for Adjacent Sites, encourages mitigating the impact on low-rise zones including the impact from parking lots. In this case, the lack of a sufficient parking lot for the grocery store would impact the adjacent low-rise zone by increasing the amount of on-street parking in that area.
- The proposed project's parking design will align with Design Guideline DC1-III, Visual Impacts of Parking Structures, which encourages below-grade parking. All parking spaces allowed through this variance will be provided in an underground parking garage to provide pedestrian-oriented commercial uses at the ground level.

THANK YOU