



VIEW FROM NORTHWEST

OVERALL VIEWS OF PROPOSED PROJECT



VIEW FROM SOUTHWEST

OVERALL VIEWS OF PROPOSED PROJECT



VIEW FROM SOUTHEAST

OVERALL VIEWS OF PROPOSED PROJECT

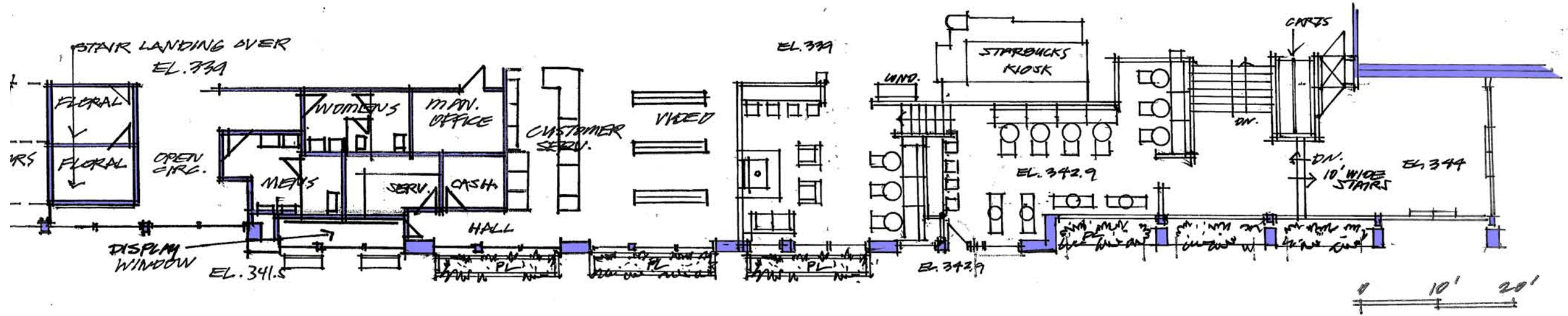


DISPLAY WINDOW HALLWAY ENTRY ENTRY

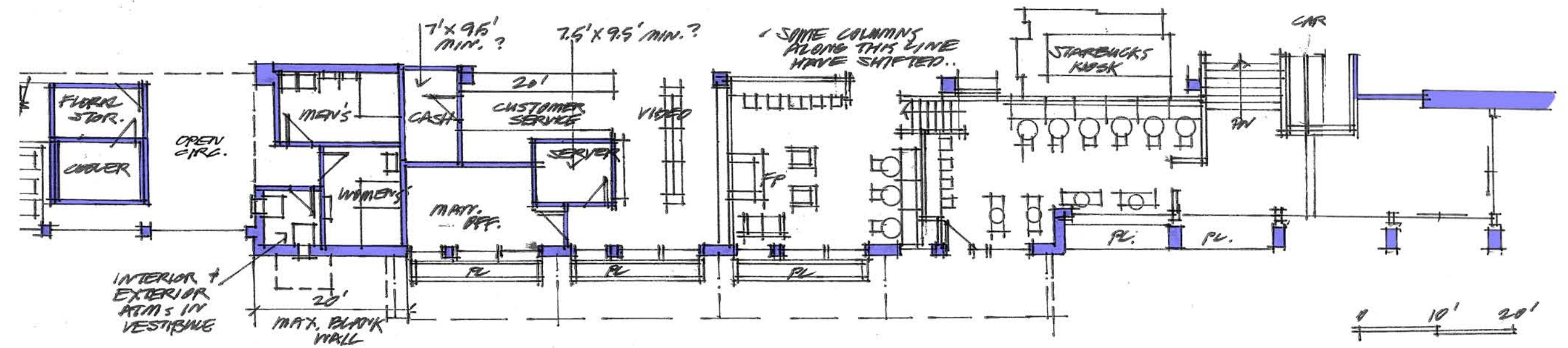


DISPLAY WINDOW, 4' DEEP HALLWAY

PREVIOUS CALIFORNIA ELEVATION



PREVIOUS FRONTAGE PLAN (DRB#2)



PROPOSED FRONTAGE PLAN



NEW ENTRANCE

ATM

MANAGER'S OFFICE

ENTRY

ENTRY



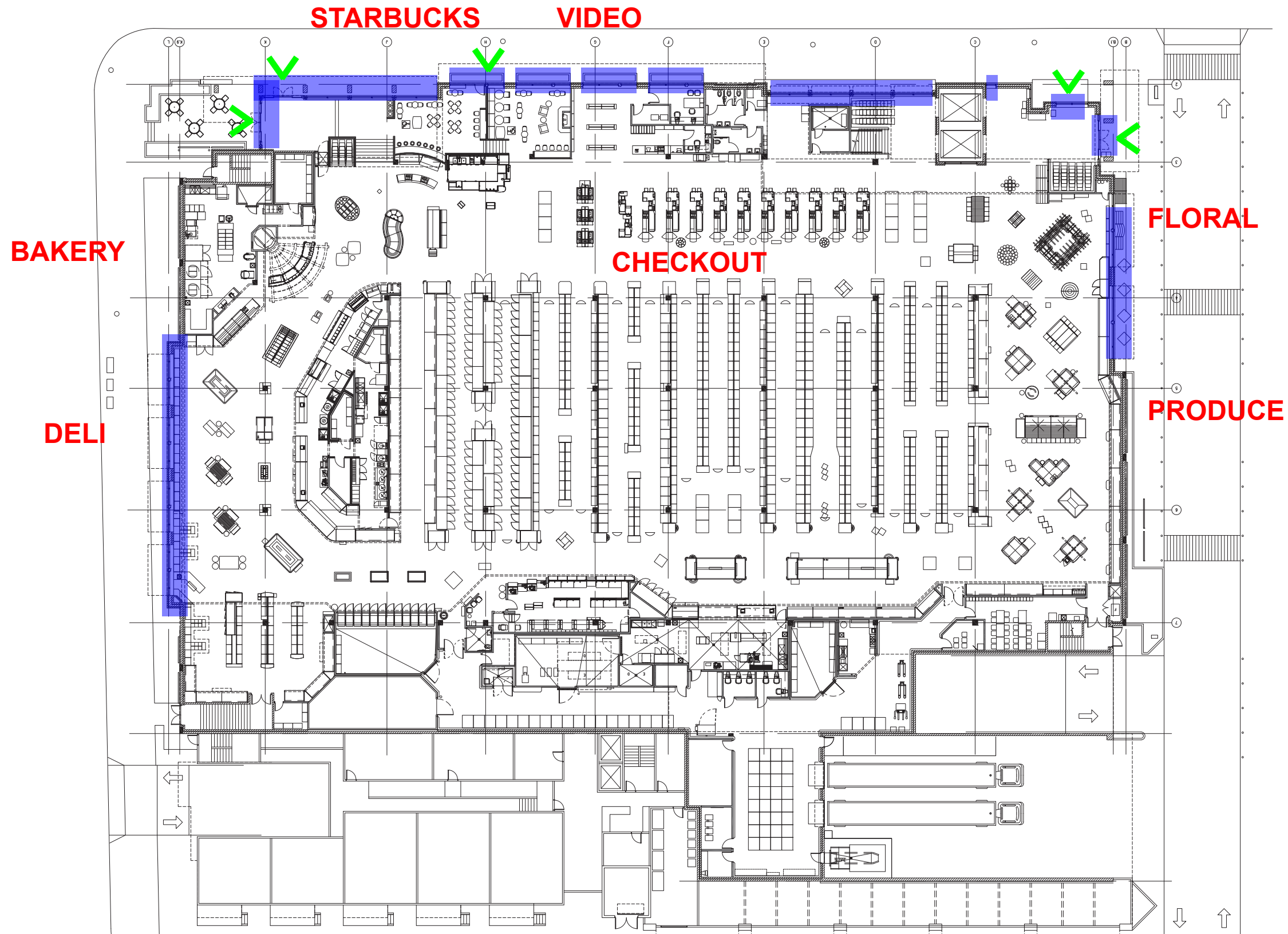
NEW ENTRANCE



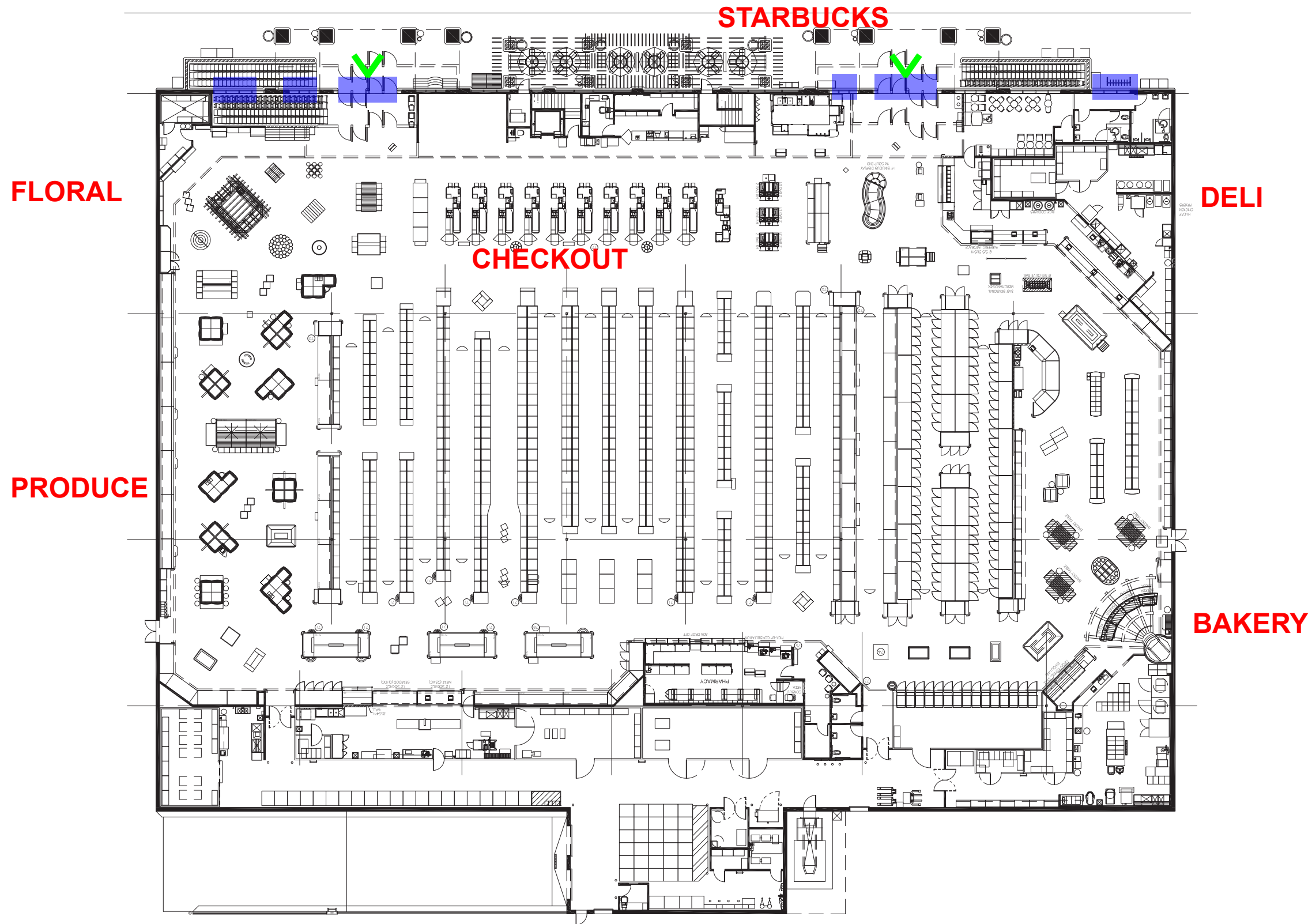
ATM

MANAGER'S OFFICE

PROPOSED CALIFORNIA ELEVATION



ADMIRAL MERCHANDISE PLAN



- STOREFRONT AREA
- ENTRANCE



① NORTHWEST ENTRY



② ATRIUM

CALIFORNIA PEDESTRIAN SEQUENCE



③ ATM



④ MANAGER'S OFFICE

CALIFORNIA PEDESTRIAN SEQUENCE



⑤ VIDEO



⑥ STARBUCKS ENTRY

CALIFORNIA PEDESTRIAN SEQUENCE



⑦ STARBUCKS



⑧ SOUTHWEST ENTRY

CALIFORNIA PEDESTRIAN SEQUENCE



INTERIOR-EXTERIOR CONNECTION



UPPER STARBUCKS



UPPER STARBUCKS



LOWER STARBUCKS & VIDEO

STOREFRONT INTERIOR



RESIDENTIAL COLOR ADJUSTMENTS



REVISED
PREVIOUS
COLORS

SIDING COLORS



PRECAST CONCRETE



METAL
COLORS



CMU
PORCH
COLORS



RES.
BASE



CORE
ELEMENT



FLEX_
WORK
PILASTERS

RESIDENTIAL EXTERIOR MATERIALS



<p>1. Blank Facades (23.47A.008)</p> <p>Blank segments of the street-facing facade between two (2) feet and eight (8) feet above the sidewalk may not exceed twenty (20) feet in width. We are requesting a departure for the twenty-four (24) foot width of blank wall along California Avenue SW, adjacent to a 53'-0" grass walk. Because of the internal functions of the grocery store, that segment of wall was required to be void of windows. The wall will also be supporting a sign for the grocery store, so screening was not a preferred option either.</p> <p>THIS DEPARTURE HAS BEEN OMITTED WITH REDUCED WALL WIDTH.</p>
<p>2. Transparency Requirements (23.47A.008)</p> <p>60% of the street-facing non-residential facade between two and eight feet above the sidewalk must be transparent. We are requesting a departure because the south (37.1%) facade of grocery store is less than 60% transparent. The west facade is 61% transparent (was 59.2% transparent). Because of the internal functions of the grocery store, areas of the south facade were required to be void of windows. However, if green walls, helping to meet Seattle Green Factor, were counted as transparent, both conditions would be met.</p> <p>THIS DEPARTURE WAS DISCUSSED AS APPROVED AT DRB #2.</p>
<p>3. Depth of Nonresidential Space (23.47A.008)</p> <p>Depth of non residential uses must extend an average of at least 30 feet and a minimum of at least 15 feet in depth from the street-level, street facing facade. This applies to the Flex-Work spaces along 42nd Ave SW. These spaces are approximately +15'-0" deep (was approximately 13'-0" deep), which while shallow for commercial retail space, it is appropriate for Flex-Work space. Since the depth does not comply with the above code except we are asking for a departure. In response to the Design Review Board's feedback of creating more activity at the street-level, we felt that the Flex-Work spaces were a viable option for both the client and the city along 42nd Ave SW, in lieu of a blank wall shielding the Truck Loading area. These Flex-Work spaces also provide a buffer between the existing residential units on the east side of 42nd Ave SW and the Truck Loading on our site.</p> <p>THIS DEPARTURE WAS DISCUSSED AS APPROVED AT DRB #2.</p>
<p>4. Parking Access (23.47A.032)</p> <p>In NC Zones, access to parking must be from an alley when the lot abuts an alley. The proposed development is located on a site that abuts an alley. More than 90% of the parking can be accessed by the alley on the north end of the site. However, there are 19 stalls located beneath the structure on the southeast portion of the site. In order to make these 19 stalls accessible from the alley we would have to modify the design and locate the truck loading along SW Lander Street. We felt that the least amount of impact would be to have the 19 stalls accessed off SW Lander St. We are also removing a curb cut where we are vacating an alley, so in the end no additional curb cuts have been added along SW Lander Street.</p> <p>THIS DEPARTURE WAS DISCUSSED AS APPROVED AT DRB #1 & #2.</p>
<p>5. Parking Adjacent to 42nd Street (23.47A.032)</p> <p>Parking may not be located between a structure and a street lot line. We are requesting a departure to locate surface parking between the Admiral Retail Shops Building and the 42nd Ave SW street lot line. California Ave SW seems to be the front lot line for the purposes of parking (see 23.47A.032.C.2), so we are locating some of the surface parking required for the grocery store behind Admiral Retail Shops Building. Locating surface parking adjacent to California Ave W would dilute the urban street edge, and locating the Admiral Retail Shops Building adjacent to 42nd Ave SW would not be commercially viable. We are mitigating the parking by adding screening the length of the parking along 42nd Ave SW.</p> <p>THIS DEPARTURE WAS DISCUSSED AS APPROVED AT DRB #1 & #2.</p>
<p>6. Green Factor (23.47A.16)</p> <p>Green Area Factor Requirement - Landscaping that achieves a green factor score of .30 or greater is required for any new structure containing more than 4,000 sq.ft. of nonresidential use. The admiral retail shops building parcel does not meet the required score of .30. The parcel meets a score of .25 through the use of permeable paving on top of 24" of soil or gravel. The adjacent parcel is being developed (MUP Project #: 3009367) by the same owner; immediately following the completion of the retail shops building. Upon completion of the entire project the .30 green factor for the project will be met.</p> <p>THIS DEPARTURE HAS BEEN OMITTED WITH ADDITION OF GREENWALL ON SHOPS BUILDING.</p>
<p>7. Curb Cut Width (23.54.030)</p> <p>Curb cut width is limited to 30 feet for two-way traffic when truck and auto access is combined. Curb cut flares are limited to 2.5 feet in width. We are proposing a 37 foot wide curb cut with 4 foot flares on 42nd Avenue SW, which is adjacent to the truck loading area for the grocery store. This is a departure for DPD, however it is a standard curb cut per SDOT (Type 430B). A wider curb cut in this location allows trucks to enter and exit the site from 42nd Avenue SW, close to the truck loading area, and keeps trucks away from the more pedestrian-oriented area of the project between the grocery store and the retail shops.</p> <p>THIS DEPARTURE WAS DISCUSSED AS APPROVED AT DRB #1 & #2.</p>
<p>8. Pedestrian Walkway (23.47A.032.H.1)</p> <p>Where a pedestrian entrance to retail sales is orientated to a parking lot, a 5-foot-wide pedestrian walkway through the parking lot to the pedestrian entrance is required. We are requesting a departure from this requirement because our entire retail frontage, including pedestrian entrances, is intentionally oriented away from the parking lot and toward California Avenue SW. Additionally, we assume that this requirement will be best served with our East-West pedestrian connection.</p> <p>THIS DEPARTURE WAS DISCUSSED AS APPROVED AT DRB #2.</p>
<p>9. Street Level Development Standards (23.47A.008.D3)</p> <p>Dwelling units along the streets shall be at least 4 feet above or 4 feet below the sidewalk or be setback 10' from the sidewalk. We are requesting a departure for the 10'-0" setback. We propose an 8'-0" setback from the edge of the sidewalk along the east facade. The dwelling units vary from 1' to 3'-6" above the adjacent sidewalk. Because of street-tree planting and a 7'-0" sidewalk (a foot wider than the requirement), we encroach upon the 10'-0" setback by 2'-0". We are also requesting a departure from the 10'-0" setback requirement along the south facade where we have a 16'-0" wide segment that is setback 5'-0" from the edge of the sidewalk. These setbacks appear sufficient due to the buffering provided by the unit porches.</p> <p>THIS DEPARTURE WAS DISCUSSED AS APPROVED AT DRB #2.</p>



VIEW FROM SOUTHWEST



VIEW FROM NORTHEAST

PROPOSED DESIGN DEPARTURES

