



SAIGON SHOPPING CENTER



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SaiGon Shopping Center
6033 M.L. King Jr Way S
Seattle WA 98118

DESIGN REVIEW

DPD Project No: 3014694
June 5, 2013

COVER SHEET

A1

DESIGN OBJECTIVES

The development objective is to construct a retail development project which is both transit-oriented with automobile access to accommodate 55,200 s. f. of new retail construction distributed within three (3) separate buildings, including 142 parking spaces. The 55,200 s.f. of retail space will principally serve the residents of the area – particularly the Asian community.

The proposed project is the first new development on the west side of Martin Luther King Jr Way S between S Graham Street and S Raymond Street. The project is proposed to be constructed in three (3) phases: Building “A”, Building “B”, and Building “C.”



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DESIGN OBJECTIVES

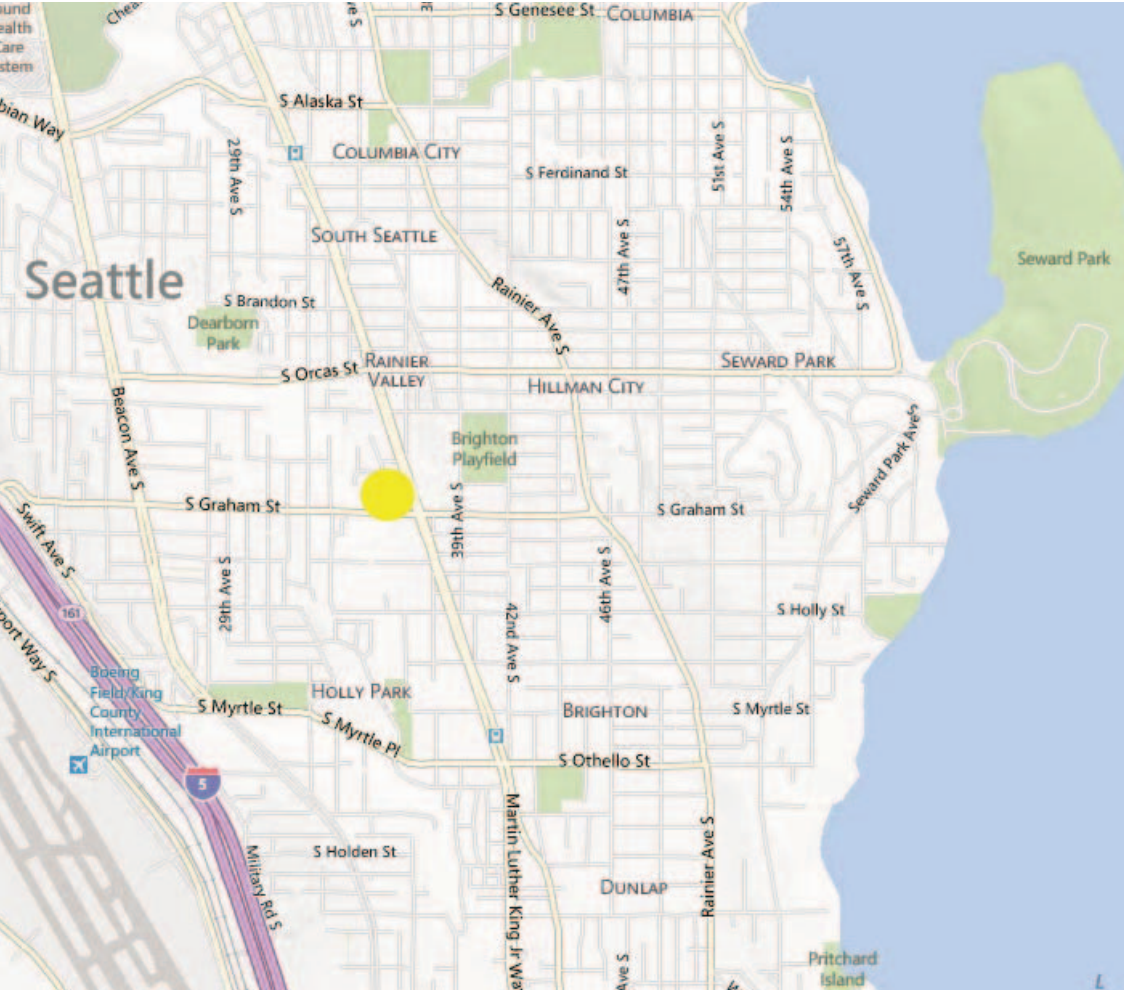
A2

URBAN DESIGN ANALYSIS

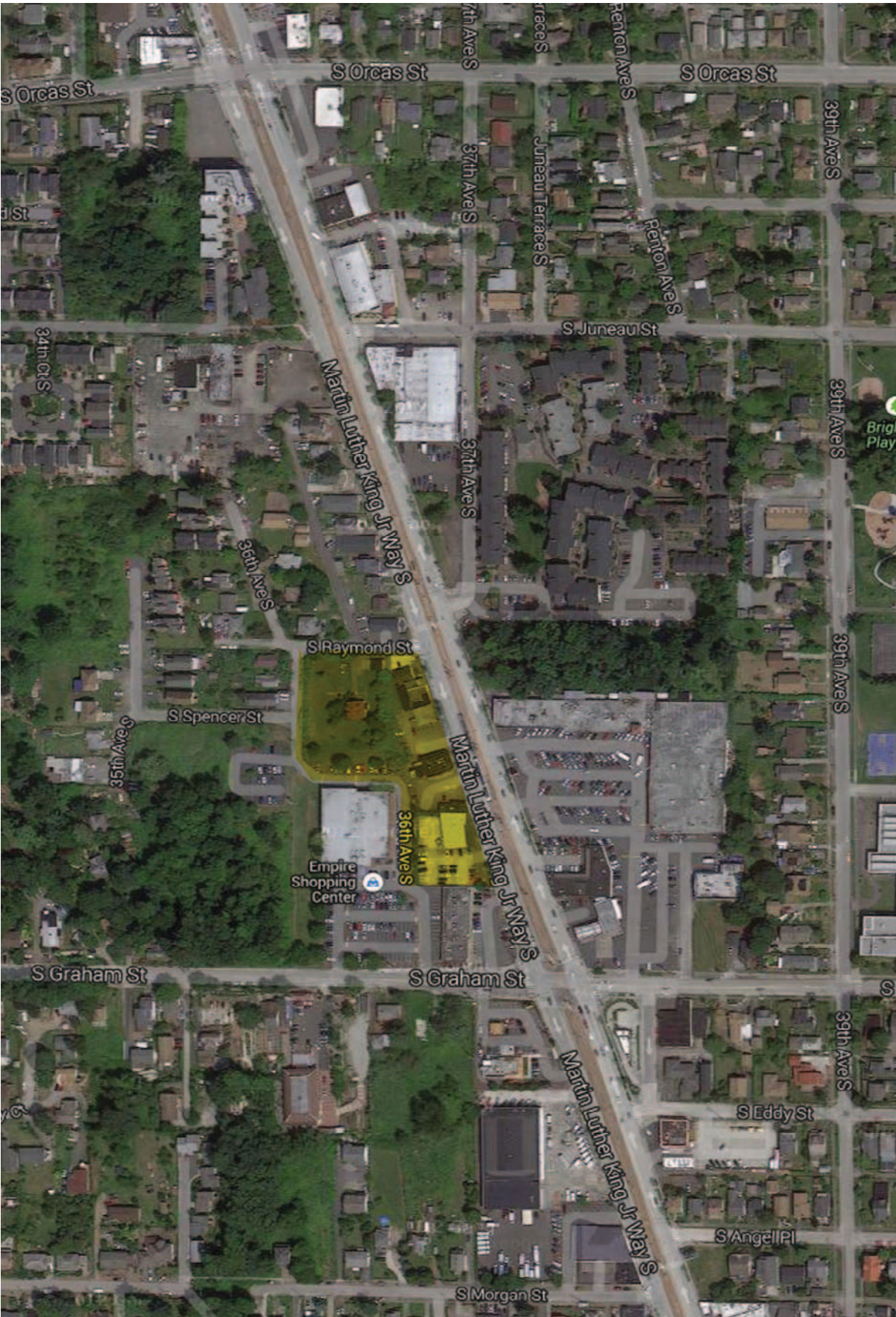
The proposed site is located at the southwest corner of Martin Luther King Jr Way S and S. Raymond Street and bounded on the west by 36th Avenue S. The 1.87 acre site is composed of three separate, contiguous parcels, each with existing development. The two parcels that front on Martin Luther King Jr Way S contain commercial structures while the parcel fronting on S Raymond Street has an existing single family residence. The south half of the site is essentially at street grade, but the north half rises approximately 12 feet.

Sound Transit’s light rail runs down the center of Martin Luther King Jr Way S. The raised area for Sound Transit’s light rail service limits how vehicular access works for the proposed site.

The existing zoning for the proposed site is C1-65. The site is located within the MLK@Holly Street Neighborhood Plan area and also comes under the Othello Neighborhood Design Guidelines.



VICINITY MAP



AERIAL VIEW OF SURROUNDING THE PROJECT SITE



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URBAN DESIGN ANALYSIS

OHTELLO DESIGN GUIDELINES

Responding to Site Characteristics

The project design will minimize setbacks and grade separations from the sidewalk space for commercial and retail activity which will occur along Martin Luther King Jr Way S

Human Activity

Building A has been placed up next to the sidewalk along Martin Luther King Jr. Way S. The south half of that building will have direct access to Martin Luther King Jr. Way S, however, because of grade changes the access for the north half of the building will be from S Raymond Street.

Design measures will be taken (providing canopies or awnings, articulated facades, peaked portions of roof) to mitigate the length of the primary facade along Martin Luther King Jr. Way S.

Respect for Adjacent Sites

The loading area will be located within the interior court away from any direct visual contact with surrounding residential development

The west wall of Building C will use a trellis and landscaping to soften the visual impact of the two story façade for the existing and future residential development to the west.

Parking and Vehicle Access

There is only one driveway cut off of Martin Luther King Jr. Way S (south of Building C) with will access surface parking behind Building C. The remainder of the parking will be accessed off of S Raymond Street.

Location of Parking

A portion of the surface parking will be located behind Building A (along Martin Luther King Jr Way S). The remaining parking will be located in a below grade parking garage

Corner Lots

Parking and automobile access is located away from the corners as much as possible given the shallow property depth.

Height, Bulk and Scale Compatibility

Careful detailing of Building A will help to mitigate the visual impact of its long length along Martin Luther King Jr. Way S. Variation in the size of frontage required by tenants may help to give variety to the building.

Architectural Concept and Consistency

The consistent use of exterior finish materials will assist in providing a unified appearing structure.

Human Scale

Architectural features like entry canopy, pilaster, plaza are good human scale

Exterior Finish Materials

Exterior finish materials proposed are plaster, stone cladding, storefront, metal paneling. They are durable and easy to maintain.



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DESIGN GUIDELINES

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SITE DESCRIPTION:

THE 1.87 ACRE SITE IS COMPOSED OF 3 TAX PARCEL LOTS, REFERRED AS PARCEL "A", "B" & "C".

THE SITE IS ZONED C1-65 AND SURROUNDED BY C1-65, C1-40 AND L-3 ZONES.

THE PROPOSED SITE IS BOUNDED BY MLK WAY S. ON THE EAST, S. RAYMOND ST. ON THE NORTH, 36TH AVE. S. ON THE WEST, SPEED-E-MART BUILDING ON THE SOUTH AND PROPERTY OF THE STATE DEPARTMENT OF SOCIAL & HEALTH SERVICE ON THE WEST AND THE SOUTH.

SOUND TRANSIT'S LIGHT RAIL RUNS DOWN THE CENTER OF MLK WAY S. THE STATION STOPS ARE LOCATED WELL TO THE SOUTH AND TO THE NORTH OF THE SITE

VEHICLE ACCESS TO THE SITE REQUIRES U-TURNS AT S. GRAHAM STREET ON THE SOUTH AND S. ORCAS STREET ON THE NORTH.

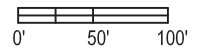
S. RAYMOND STREET ON THE NORTH OF THE PROPERTY IS DEAD END.

THERE IS A 5' WIDE SIDEWALK ALONG MLK WAY SOUTH AND 3 EXISTING CURBCUTS FOR VEHICLE ACCESS.

ACROSS MLK WAY S., THERE ARE SEVERAL ONE STORY COMMERCIAL DEVELOPMENTS INCLUDING THE 25,000 SF VIET-WAH GROCERY FOOD CHAIN STORE.

SITE ANALYSIS
ZONING, EXISTING
USES AND
STRUCTURES

- PARCEL "A"	19,103 SF
8113100250	
- PARCEL "B"	31,641 SF
2224049026	
- PARCEL "C"	30,561 SF
2224049017	
TOTAL	81,305 SF (1.86 ACRE)



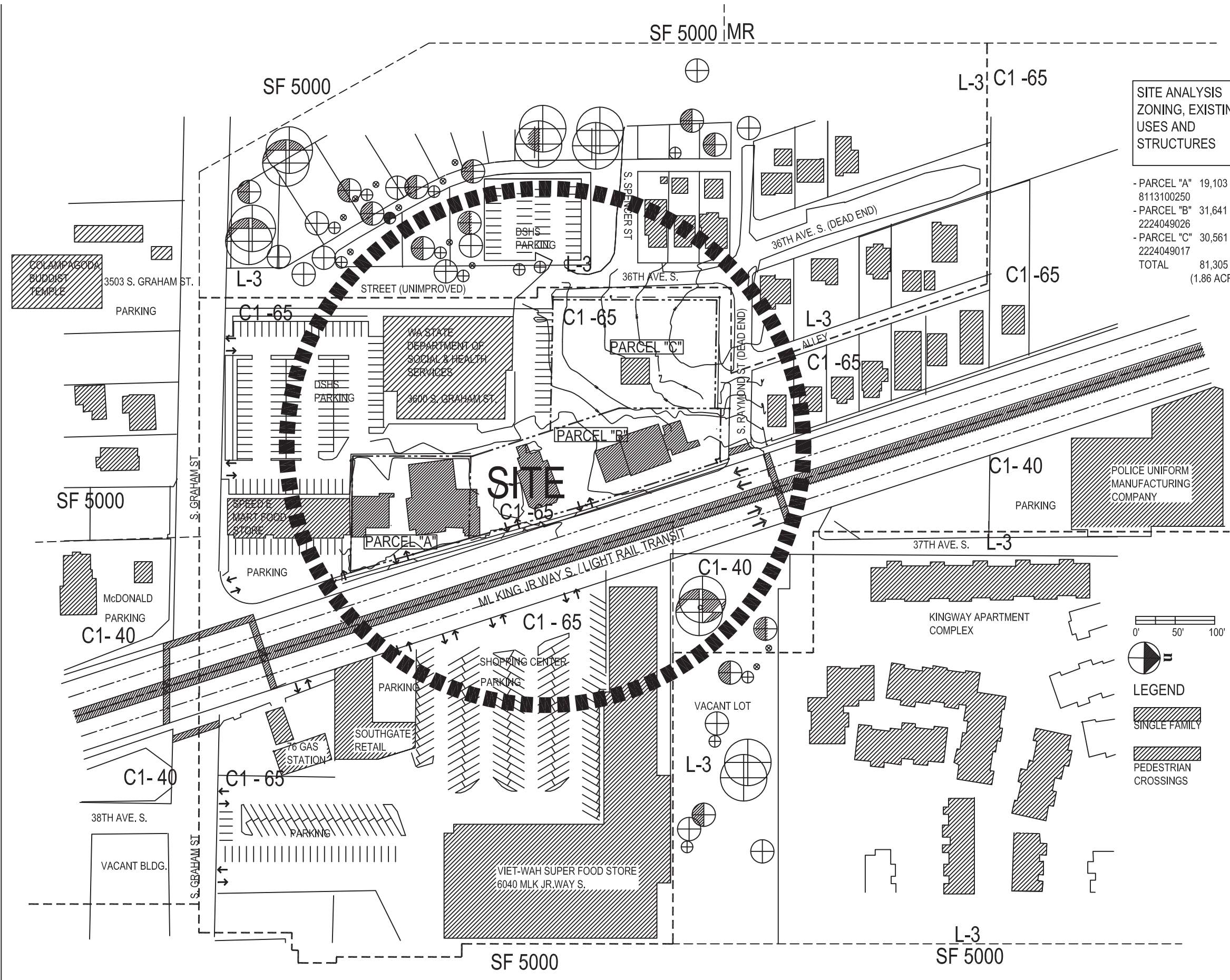
LEGEND

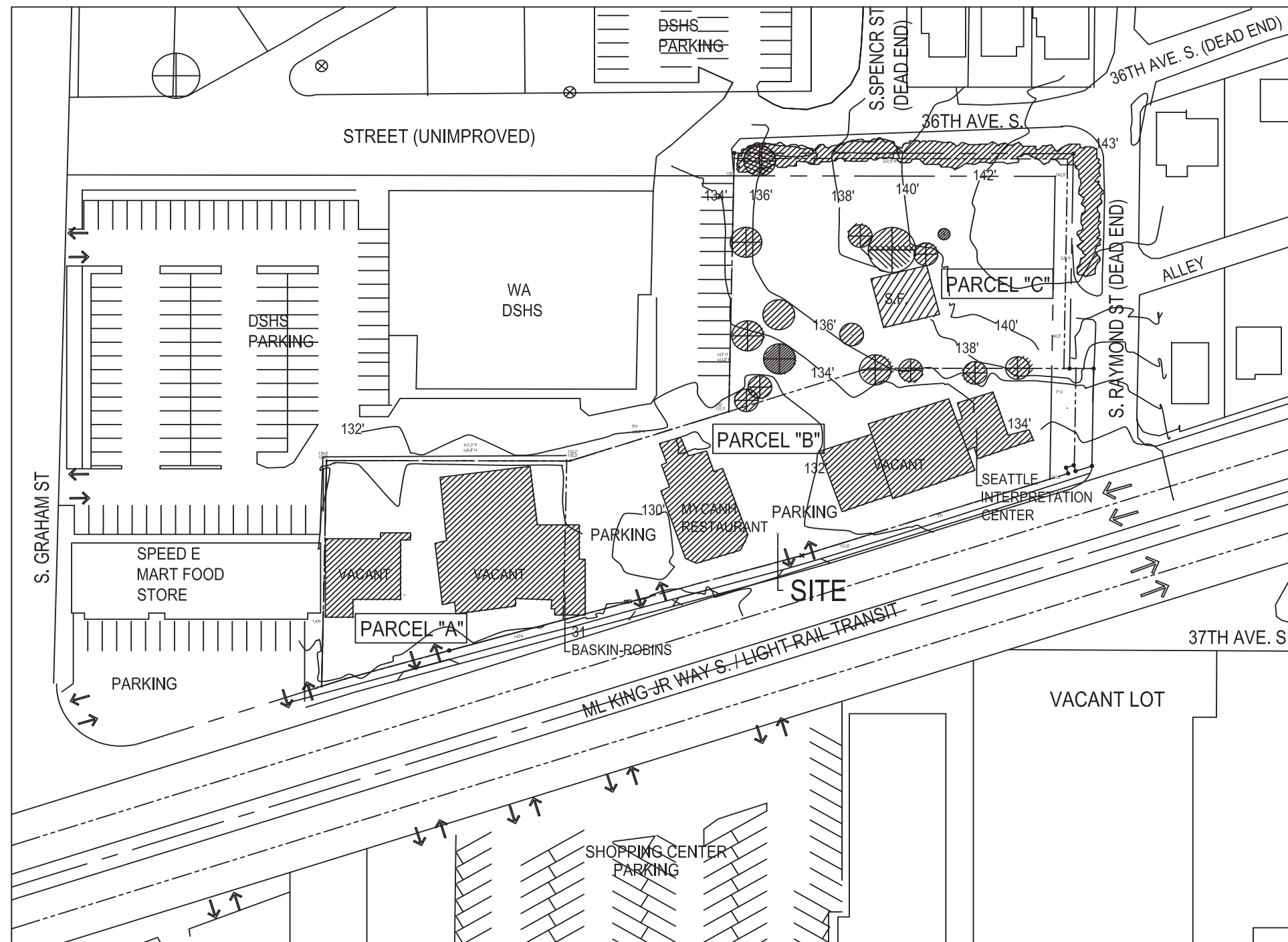


SINGLE FAMILY



PEDESTRIAN
CROSSINGS





EXISTING TOPOGRAPHY

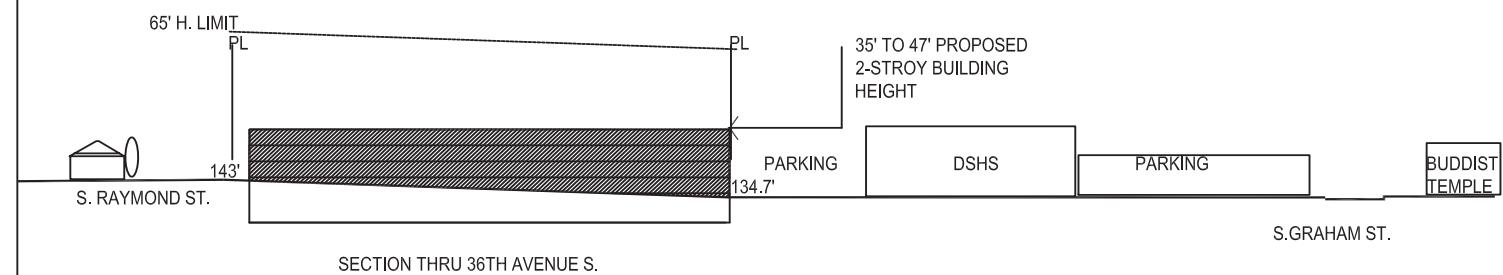
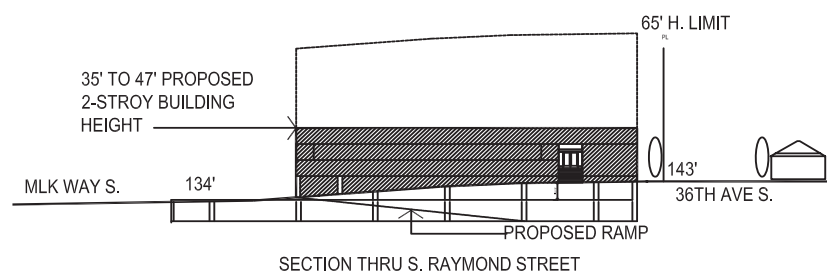
GRADE CHANGE PARCEL "A" AND "B" WITH M.L.KING JR WAY SOUTH. : 4 FEET FROM 129.5 FT TO 133.5 FT

GRADE CHANGE PARCEL "B" AND PARCEL "C": 9.5 FEET FROM 133.5 FT TO 143 FT

GRADE CHANGES PARCEL "C" ALONG 35TH AVE.S: 9 FEET FROM 143 FT TO 134 FT

GRADE CHANGE FROM THE SW CORNER OF PARCEL "C" & THE DHS REAR PARKING LOT : 2 FEET FROM 134 FT TO 132 FT

ALL EXISTING STRUCTURES THAT WILL BE DEMOLISHED.



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SITE ANALYSIS
TOPO AND TREE SURVEY

A6



VIEW 4
VIEW TO S. RAYMOND ST



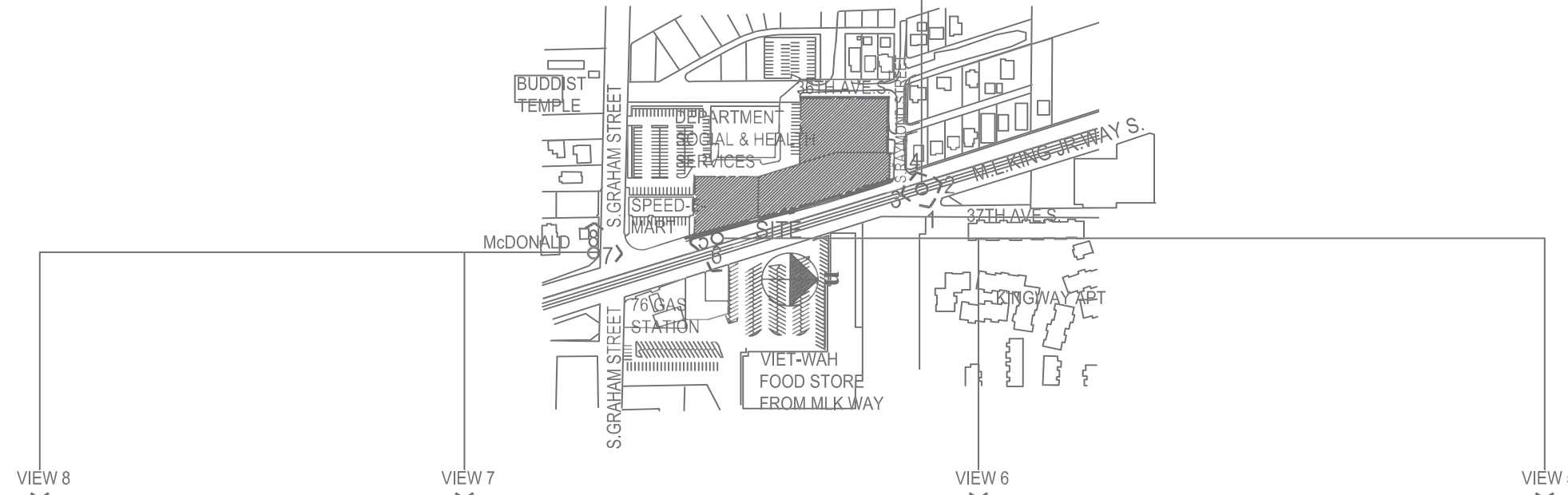
VIEW 3
SOUTH VIEW OF LIGHTRAIL LINES AT
M.L. KING JR. WAY S.



VIEW 2
NORTH VIEW OF LIGHTRAIL LINES AT
M.L. KING JR. WAY S.



VIEW 1
VIEW TO 37TH AVE.S. & KINGWAY APT



WEST VIEW OF S. GRAHAM ST.



NORTH VIEW OF S. GRAHAM ST. &
M.L. KING JR. WAY S.



SOUTH VIEW TO INTERSECTION AT S.
GRAHAM ST. & M.L. KING JR. WAY S.



SOUTH VIEW TO INTERSECTION AT S.
GRAHAM ST. & M.L. KING JR. WAY S.



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SITE ANALYSIS PHOTOS

A7



VIEW 4
NORTH VIEW TO KINGWAY
APARTMENT & M.L. KING JR.WAY S.



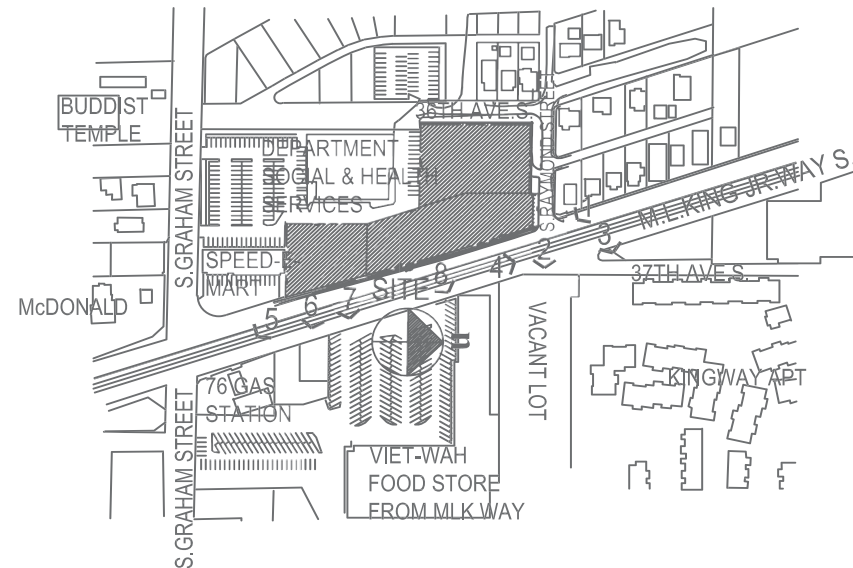
VIEW 3
VIEW TO KINGWAY APARTMENT



VIEW 2
VIEW TO VACANT LOT AT EAST OF M.L.
KING JR.WAY S.



VIEW 1
VIEW TO VACANT LOT & VIET-WAH
STORE



VIEW 8 VIEW TO VIET WAH STORE &
NORTH RETAIL STORES



VIEW 7 VIEW TO VIET WAH STORE & PARKING
AREA



VIEW 6 VIEW TO VIET WAH STORE &
SOUTHGATE RETAIL STORES



VIEW 5 VIEW TO 76 GAS STATION



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SITE ANALYSIS PHOTOS

A8



VIEW 4
VIEW TO EAST DRIVEWAY OF WSDSHS
& EAST PROPERTY OF THE PARCEL "A"
& "B"



VIEW 3
VIEW TO REAR PARKING AREA OF
WSDSHS & S. PROPERTY OF THE
PARCEL "C"



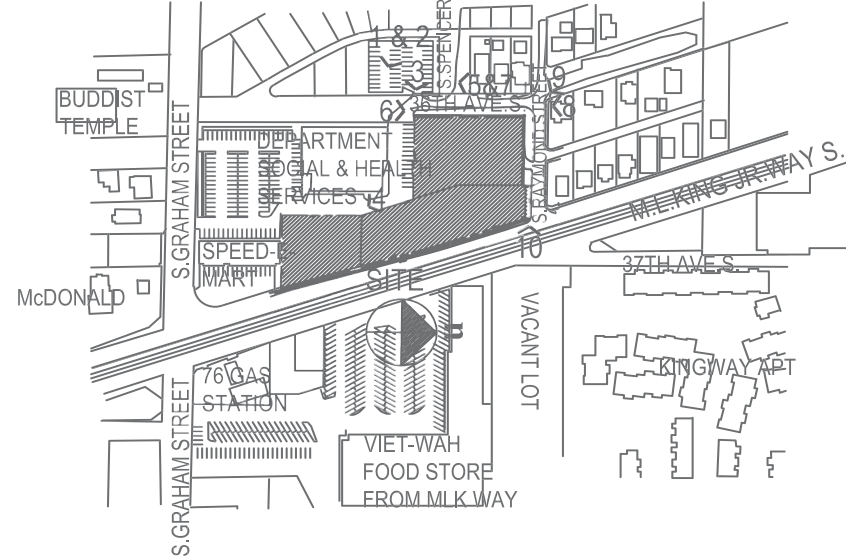
VIEW 2
VIEW TO REAR ENTRANCE TO WSDSHS
FROM 36TH AVE.S.



VIEW 1
VIEW TO REAR ENTRANCE TO WSDSHS
FROM 36TH AVE.S.



VIEW 6
VIEW TO S. RAYMOND STREET
FROM 36TH AVE. S.



VIEW 5
VIEW TO WEST PARKING AREA FOR
WSDSHS @ S.SPENCER ST.& 36TH
AVE.S.



VIEW 10
WEST VIEW TO S. RAYMOND STREET



VIEW 9
VIEW TO NW CORNER OF PARCEL "C" FROM 36TH
AVE. S & S. RAYMOND STREET



VIEW 8
VIEW TO 36TH AVE. S & S. SPENCER
STREET



VIEW 7
VIEW TO 36TH AVE. S & S. SPENCER
STREET



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SITE ANALYSIS PHOTOS

A9



VIEW 4



VIEW 3



VIEW 2



VIEW 1



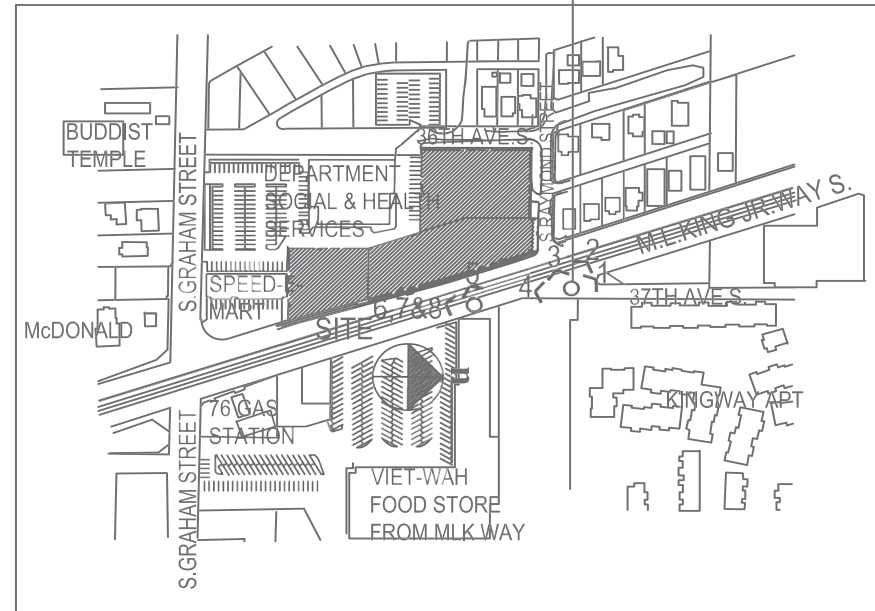
VIEW 6

VIEW 8



VIEW 5

VIEW 7



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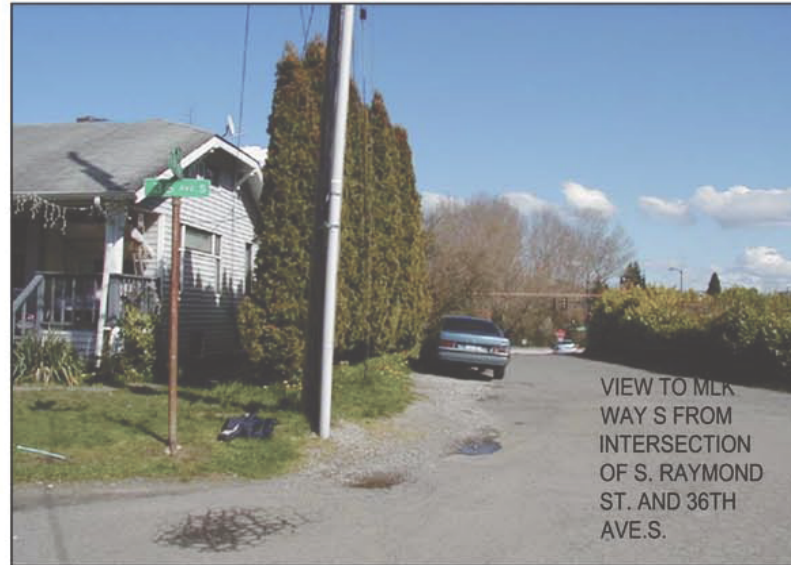
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SITE ANALYSIS
PHOTOS

A10



VIEW FROM NW
CORNER OF
DSHS



VIEW TO MLK
WAY S FROM
INTERSECTION
OF S. RAYMOND
ST. AND 36TH
AVE.S.



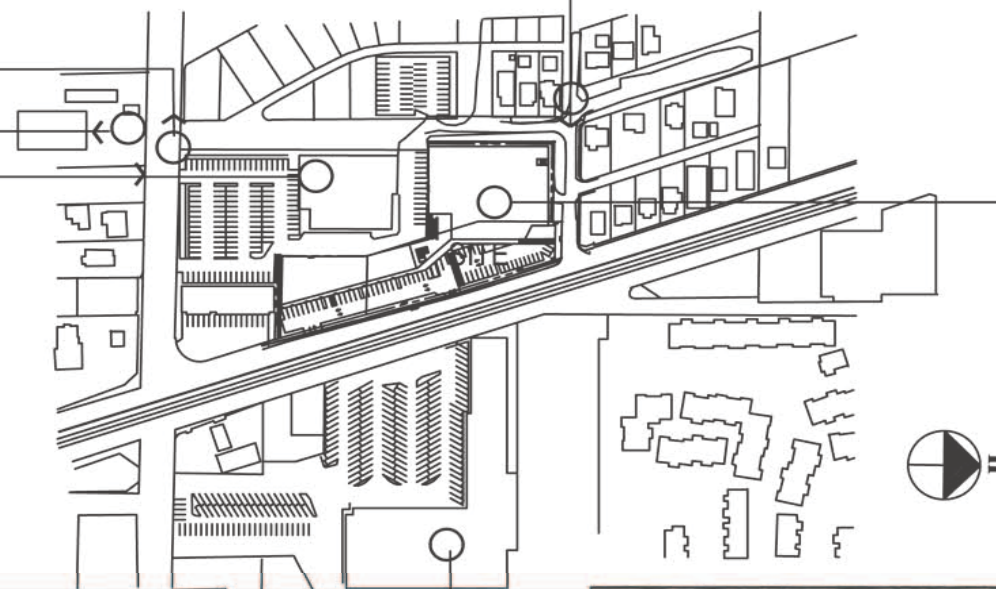
COLAMPAGODA
BUDDIST
TEMPLE



WA STATE
DEPARTMENT OF
SOCIAL & HEALTH SERVICES



VIET-WAH
SUPER
FOOD STORE
FROM MLK WAY



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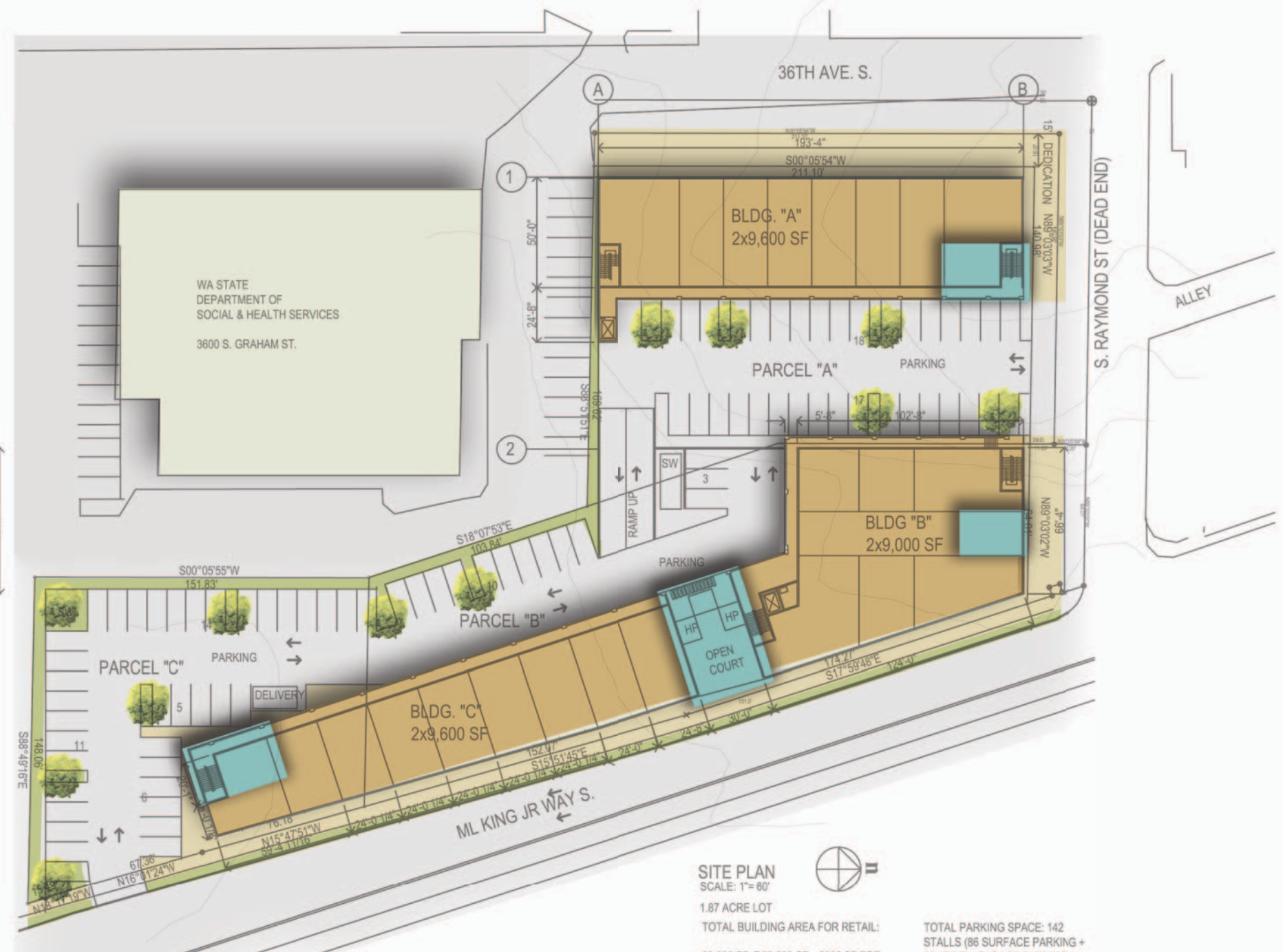
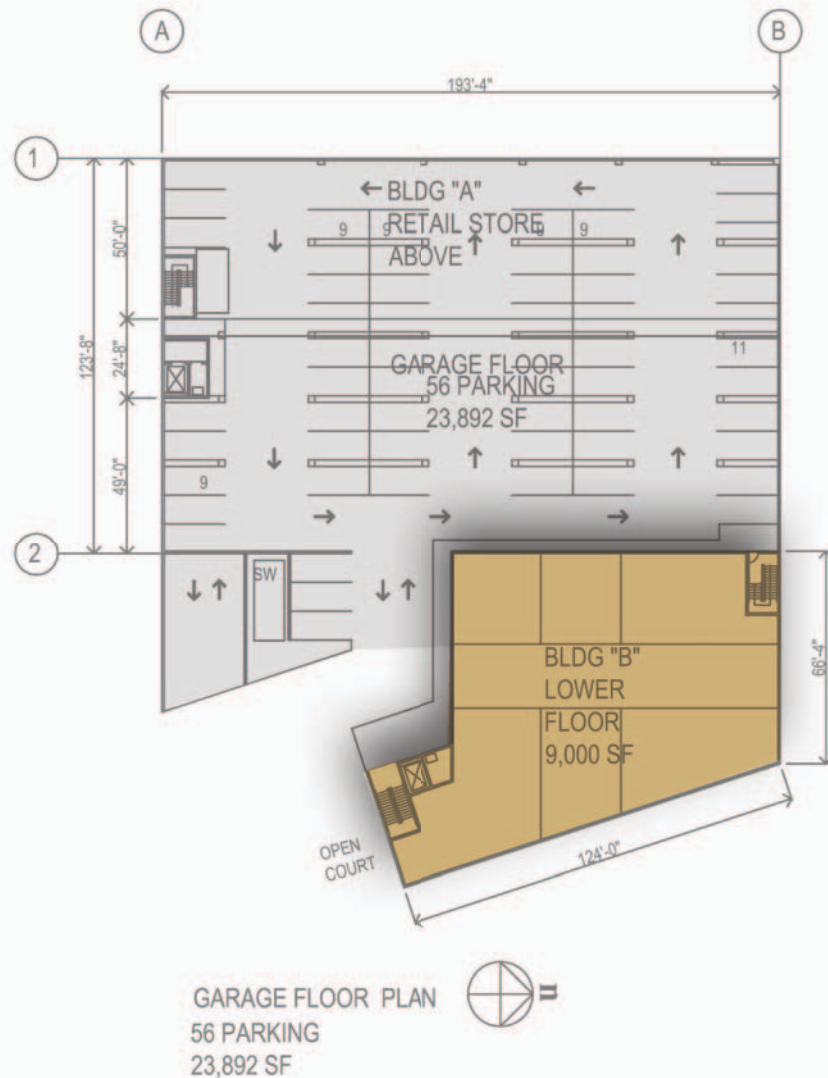
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SITE ANALYSIS PHOTOS



Option 1

Pros

- The building mass is broken into 3 buildings.
- Parking is located in the back and hidden from view along MLK Jr Way S.
- One curb cut at MLK Jr Way S to minimize traffic impact to MLK Jr Way
- Pedestrian friendly design with multiple entries and center court.
- Simple, efficient, cost effective design and fits well in the neighborhood.

Cons

- Not efficient one sided linear retail layout. Circulation is exposed to weather.
- No direct access to the underground parking structure



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OPTION 1
SITE PLAN

A12



EAST ELEVATION

SCALE 1"=20'-0"



EAST ELEVATION

SCALE 1"=20'-0"



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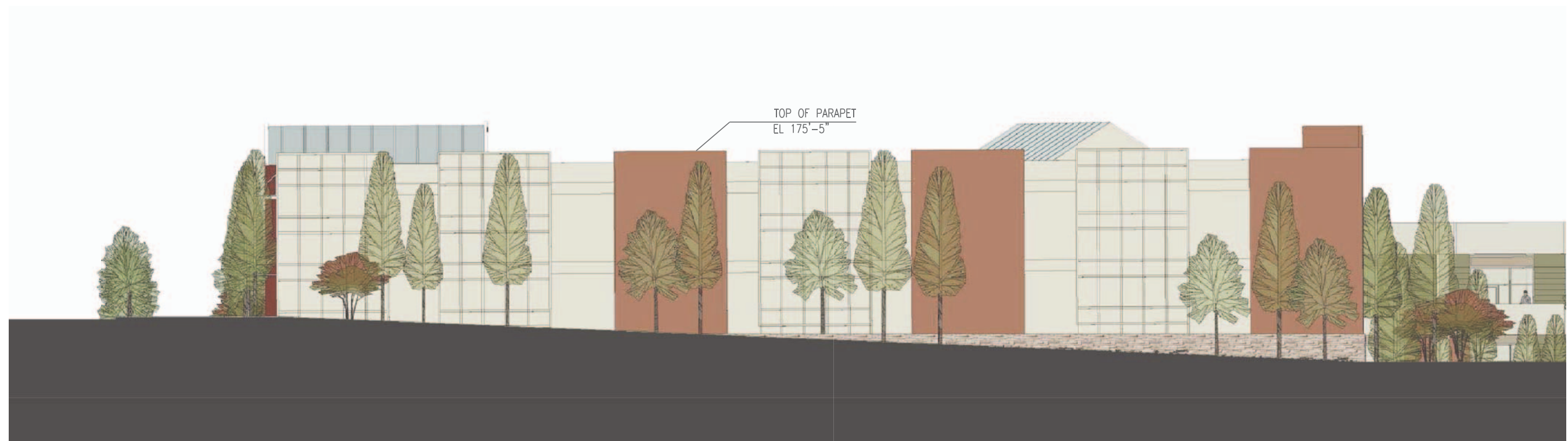
OPTION 1
ELEVATIONS

A13



NORTH ELEVATION

SCALE 1"=20'-0"



WEST ELEVATION

SCALE 1"=20'-0"



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OPTION 1
ELEVATIONS

A14



TYPICAL BACKSIDE ELEVATION

SCALE 1"=20'-0"



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OPTION 1
ELEVATIONS

A15



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OPTION 1
AERIAL VIEW

A16



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OPTION 1
BIRDS EYE VIEW

A17



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OPTION 1
PERSPECTIVE

A18



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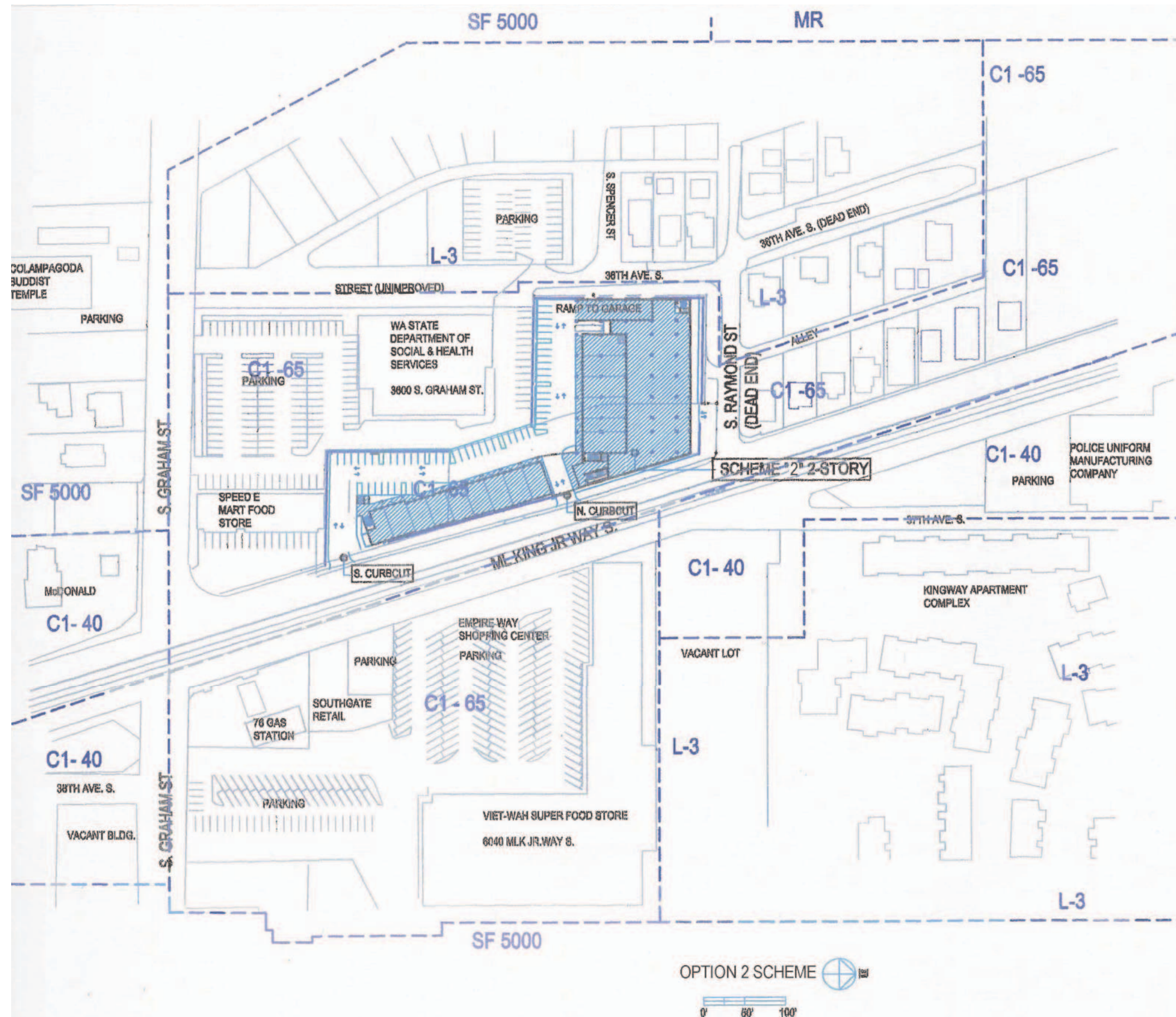
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OPTION 1
PERSPECTIVE

A19



DEVELOPMENT SCHEME OPTION 2

THE OPTION 2 IS DEVELOPED PER THE OTHELLO NEIGHBORHOOD DESIGN GUIDELINES AS REQUESTED BY THE CITY.

THE 2-STORY BUILDING ENVELOPE IS PLACED ALONG STREETS W/ PARKINGS BEHIND:

- 2 CURBCUTS ARE PROPOSED ALONG M.L.KING JR. WAY S. FOR AUTO & SERVICE VEHICLE ACCESS. (REFER AS S. AND N. CURBCUT)
- PROPOSED 16 FEET WIDE BY 12 FEET HIGH STORE FRONTS OF S. WING BUILDINGS ALONG M.L. KING JR. WAY S. IS PROPOSED TO ACCOMMODATE DIVERSE INTERESTING STOREFRONT CONFIGURATIONS AS WELL AS KEEPING THE SAME OPENING SIZES IN THE WEST FACADE FOR TRANSPARENCY AND ACCESS.
- A COMMON LOBBY AREA IS LOCATED IN THE MIDDLE ADJACENT TO N. CURBCUT TO SERVE AS CENTRAL HUB WITH THE EXTENSIVE CURTAIN WALL SYSTEM. IT HELPS TO IDENTIFY THE CENTRAL CORE WHILE BREAKING UP THE FACADE ALONG THE MAIN STREET.
- EXTERIOR WALL SURFACE IS TO BE A COMBINATION OF BRICK / METAL VENEER AND STUCCO OVER COLORED/TEXTURED CMU WALL WITH STOREFRONTS OPENINGS.
- FACADE ARTICULATION INCLUDES WITH PROJECTION AND RECESS WITH COVERED CANOPY.

BUILDING AREA BREAKDOWNS:

GROUND FLOOR AREA	36,592 SF
2ND FLOOR AREA	40,000 SF
TOTAL BUILDING AREA	76,592 SF
GARAGE AREA	39,480 SF

SURFACE PARKING SPACES	55 SPACES
GARAGE PARKING SPACES	104 SPACES
TOTAL PARKING SPACES	159 SPACES



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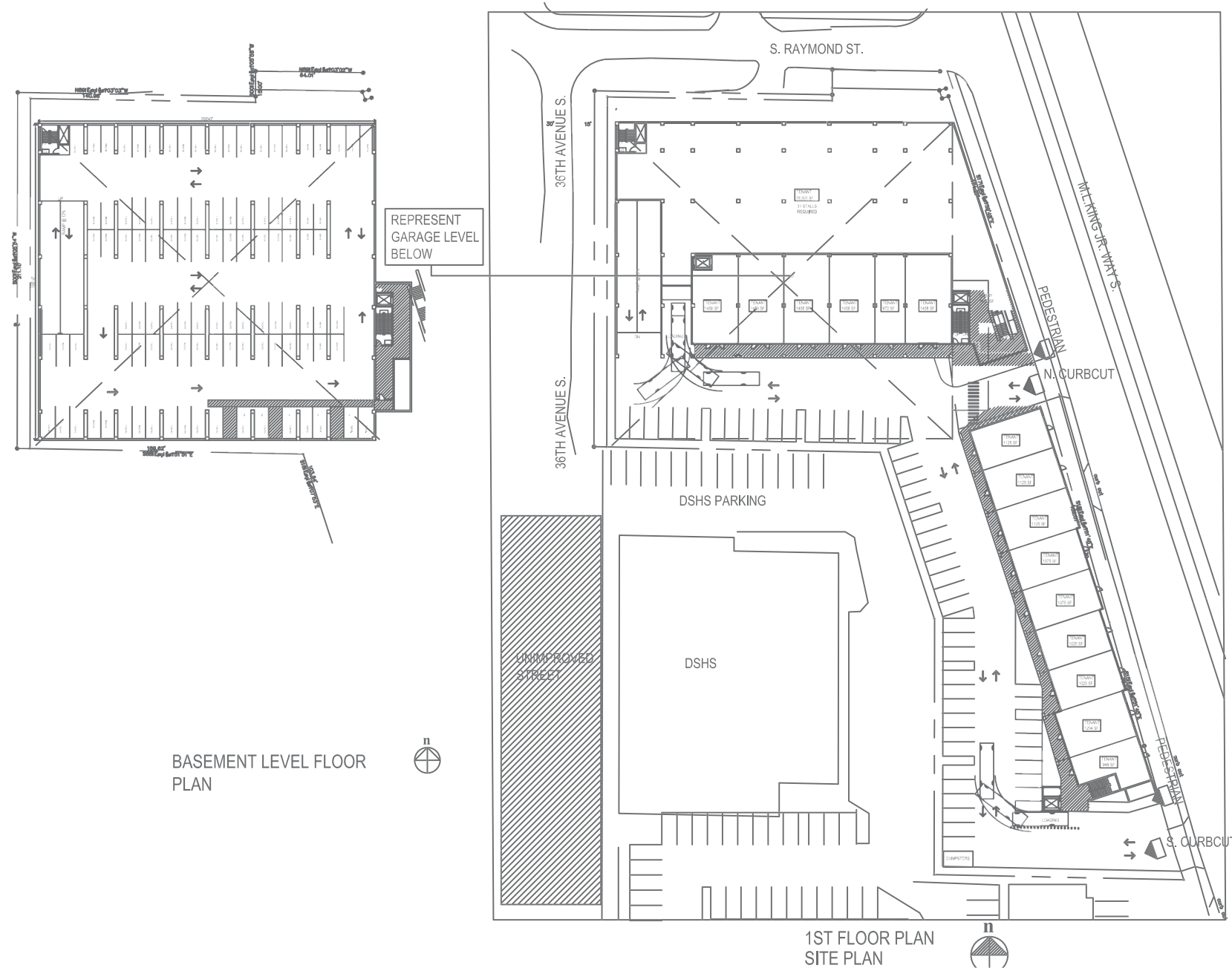
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OPTION 2
SITE PLAN

A20



Option 2

Pros

- The exterior curtainwall delivers a good commercial building look.
- Parking is located in the back and hidden from view along MLK Jr Way S
- Direct access to underground parking
- Easy parking and short walking distance for customers
- Efficient double sided retail layout on the upper level.

Cons

- Two curb cuts at MLK Jr Way S will generate traffic congestion at peak hours.
- More vehicle friendly design than pedestrian friendly design



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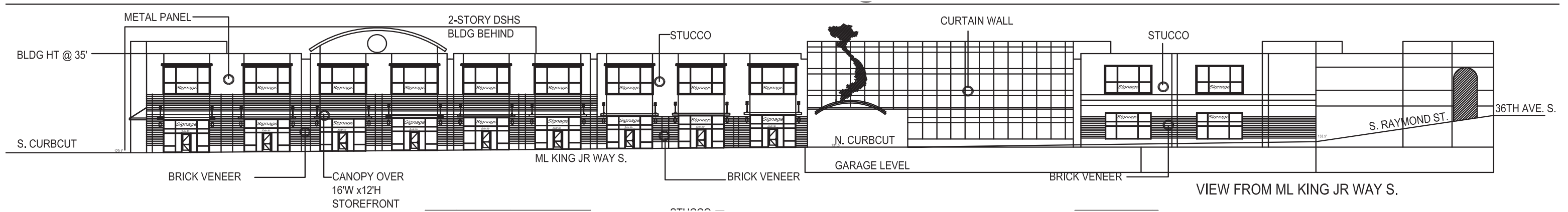
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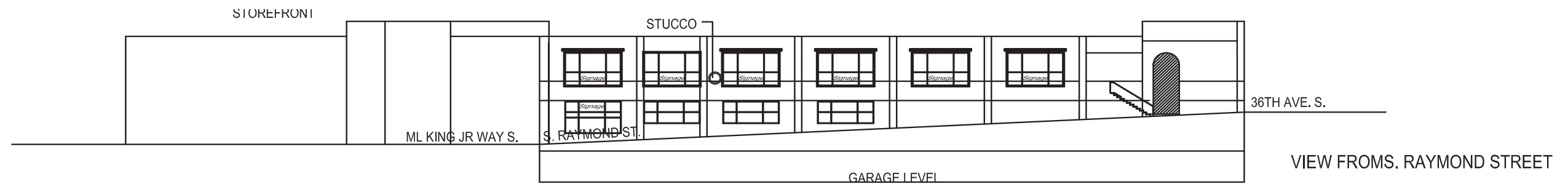
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OPTION 2 FLOOR PLANS

A21



EAST ELEVATION



NORTH ELEVATION



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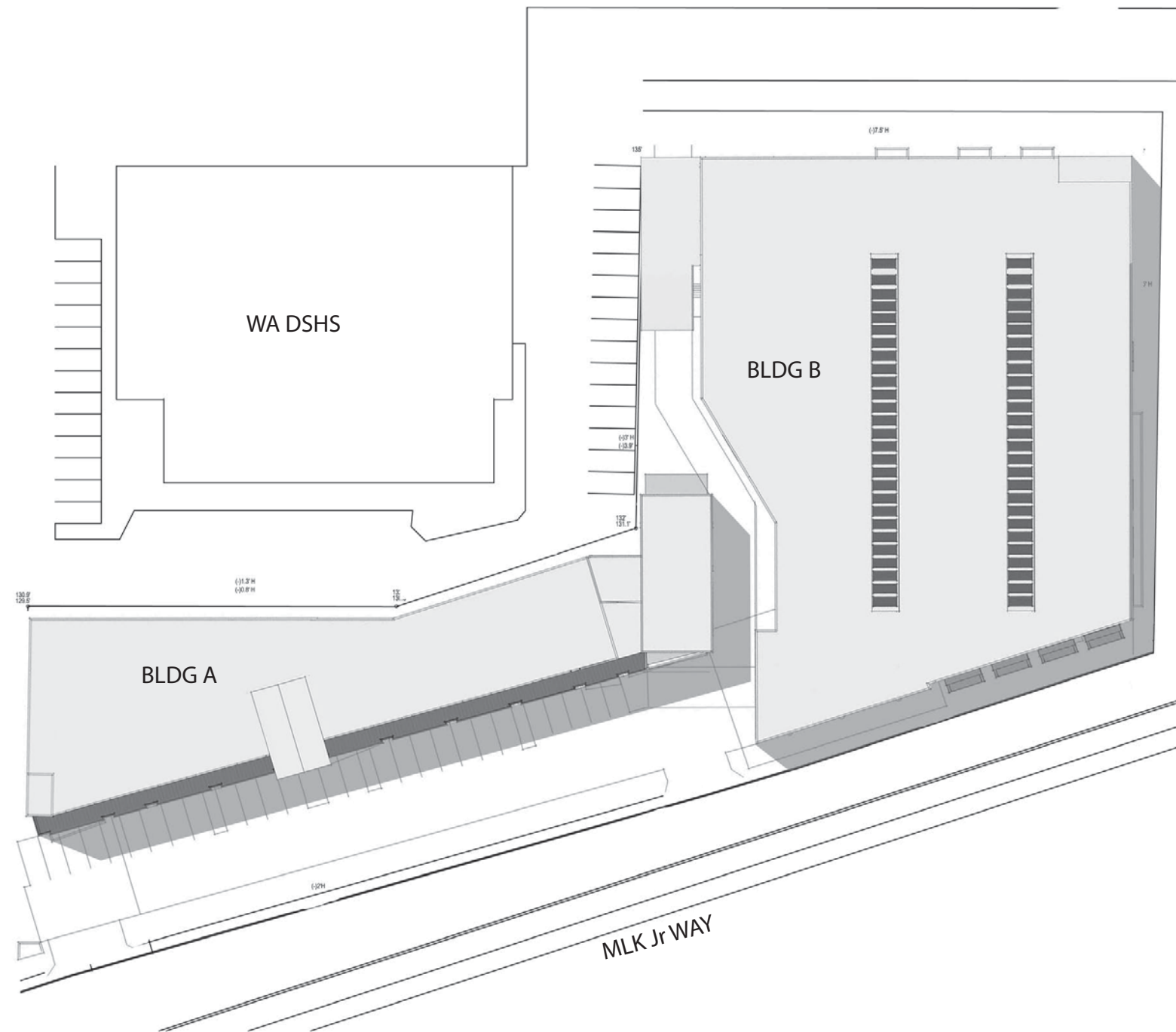
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OPTION 2
ELEVATIONS

A22



SITE PLAN
SCALE: 1"= 60'
1.87 ACRE LOT

PARCEL ID: 8113100250, 2224049017, 2224049026

LOT SIZE: 1.87 ACRES TOTAL (0.70 +0.73+0.44 ACRES)
ZONING: C1-65

LOT COVERAGE PROPOSED: 49,906 SF (61%)
IMPERVIOUS AREA PROPOSED: 75,305 SF (92%)
SETBACKS PROPOSED: 20 FT FROM RESIDENTIAL

MAX BLDG HEIGHT ALLOWED: 65'-0"
MAX BLDG HEIGHT PROPOSED: 35'-6"

TOTAL BUILDING AREA FOR RETAIL:
99,812 SF

BLDG "A"
GROUND FLOOR: 15,473 SF
UPPER FLOOR: 15,473 SF

BLDG "B"
GROUND FLOOR: 34,433 SF
UPPER FLOOR: 34,433 SF

TOTAL PARKING SPACE: 185 STALLS

Option 3

Pros

- Two different customer targeted approach. The southern building is a typical strip mall and the northern building is an indoor shopping mall.
- Efficient loop circulation in the indoor mall and provides the customer year around shopping and flexible tenant lease plan and easy to lease spaces out and control the tenants.

Cons

- The northern building is too massive and doesn't quite fit in this neighbor hood.
- The parking space in the front conflicts with design guideline.
- Two curb cuts at MLK Jr Way S will generate traffic congestion at peak hours.
- More vehicle friendly design than pedestrian friendly design



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SaiGon Shopping Center
6033 M.L. King Jr Way S
Seattle WA 98118

DESIGN REVIEW

DPD Project No: 3014694
June 5, 2013

OPTION 3
SITE PLAN

A23



EAST ELEVATION

SCALE 1"=20'-0"



EAST ELEVATION

SCALE 1"=20'-0"



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DESIGN REVIEW

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OPTION 3
ELEVATIONS

A24



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DESIGN REVIEW

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OPTION 3
PERSPECTIVE

A25

DEVELOPMENT OBJECTIVES AND STANDARD DEPARTURE

- The objectives of the 2-story, 63,582+ square foot market with 142 parking stalls (garage parking: 56 stalls; surface parking: 86 stalls) are to:
- to service the neighborhood populations in the area,
 - to create the feeling of an open-air market on the ground floor during the warm weather months with a promenade along the store front,
 - to create a bazaar feeling on the 2nd floor using skylights for natural lighting ,
 - to provide a discount market,

Because of the type of items anticipated to be carried by the retail uses at the proposed site, it is expected that most of the customers would arrive by vehicle. However, once the customers arrive, the provision of the promenades at both the ground floor and the second floor allow for a pedestrian-type experience. The design of the center is intended to provide features that in the warm months would have the feeling of an open-air market.

It is anticipated that dedication of ROW would be necessary:

- Along 36th Avenue S (possibly up to 15 feet),
- Along the south side of S. Raymond Street (possibly up to 11 feet),

We have not proposed a new sidewalk along the east side of 36th Avenue S. Although not a departure, SMC 23.53.015 Improvement Requirements for Existing Streets in Residential and Commercial Zones makes no references to sidewalks being required. The initial general statement in the above code section makes references to certain improvements that “may be required.” The applicant is proposing landscaping within the ROW to soften the appearance of the exterior wall and a curb to define the edge of the ROW. Since there will be no pedestrian openings along 36th Avenue S (except as may be required for fire codes) for security purposes, there does not appear to be a strong need for a sidewalk in that location. There are a limited number of lots/residences in that area served by that street and the ROW for 36th Avenue S. does not extend to S. Graham Street and the applicant is now aware that a pedestrian easement is in place. When the re-development occurs on the west side of 36th Avenue S. (L-3 zoning), a new sidewalk on the west side would then be appropriate.

It is anticipated that we will be potentially be asking for departures from the following requirements:

- SMC 23.47A.0008B. Transparency on 36th Avenue S (eliminating window requirement on the 1st floor only along 36th Avenue S – west side of building “A”)

Rationale: Transparency requirements apply to the west wall of Building _ (along 36th Avenue S). Instead, we are proposing a trellis with vines along 36th Avenue S to enhance the visual appearance of the exterior wall. Providing transparency provides an attractive environment for pedestrians along major pedestrian paths. However, 36th Avenue S is not a major pedestrian path and is not likely to become one. Adding windows, particularly on the first floor introduces security issues as well since it is for all practical purposes the rear of the building.

- SMC 23.54.035 – Loading Berth Requirements and Space Standards. We are requesting a reduction of the length of loading space – to 25’

Rationale: It is anticipated that the retail and non-retail uses for the proposed project will be low demand use for deliveries. Loading berths are to be a minimum 10’ wide x 35’ in length. However, the standards can be reduced with DPD Director Approval.

