






EARLY DESIGN GUIDANCE: Aegis West Seattle

4700 SW ADMIRAL WAY
SEATTLE WA, 98116

DPD NUMBER: 3017747

OWNER
AEGIS SENIOR LIVING
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REDMOND, WA 98052
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WALTER BRAUN

ARCHITECT & LANDSCAPE ARCHITECT
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JENNIFER MCDOUGALL WATT

PROPOSAL

Aegis Living is proposing to redevelop this triangular site located at 4700 SW Admiral Way. The site currently hosts a vacant nursing home capable of housing approximately 70 residents. The proposed project will demolish the existing structure and construct a new Aegis community composed of approximately 48 Assisted Living apartments and 32 Memory Care apartments.

Both the Assisted Living and Memory Care units will be grouped into smaller neighborhoods that focus on community activities and dining as well as events with the other neighborhoods. These spaces will include dining, living rooms, activity rooms, and a cafe – all of which are distributed throughout the building which will activate various portions of the façade. Outdoor gardens and terraces will be provided, allowing residents to have access to the outdoors.

The proposed project will be a three story wood structure over a one story concrete parking level. The terracing of the building and the utilization of the natural site grade will present a facade more in line with a two to three story structure at the adjacent street levels on SW Waite and SW Admiral Street.

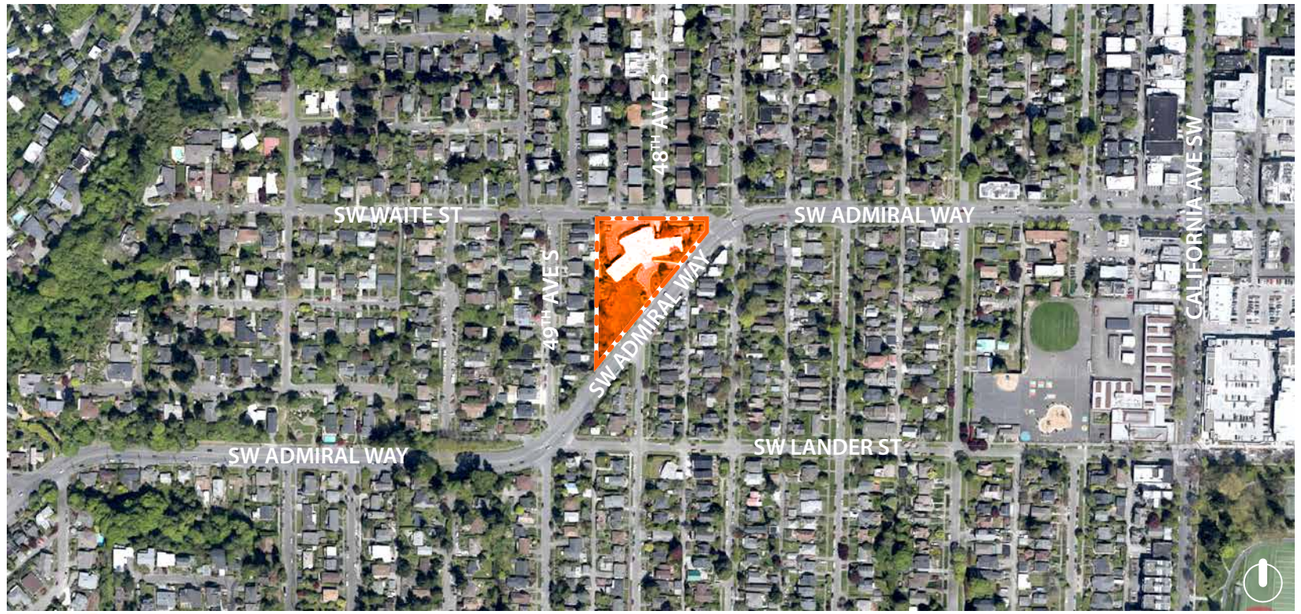
A covered drop-off area will be incorporated along the driveway on SW Admiral Way for resident use. The front entry will be in close proximity to both bus stops along SW Admiral. Visitor vehicle access and staff parking will be accessed off of SW Waite Street.

Number of Residential Units: Approximately 80 **Total**

Number of Parking Spaces: Approximately 36 Total

Amount of Commercial / Retail Space: N/A

AERIAL PHOTO



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CONTEXT ANALYSIS: VICINITY MAPS

The site is currently zoned as LR 1 and the scope of the proposed project aligns with this designation. The site is adjacent to additional LR 1 zoning to the north that has multifamily units interspersed with single-family residences. The parcels across SW Admiral Way are zoned SF 5000. The neighboring parcels to the west are on the only shared property line of the site.

SW Admiral Way provides a strong connection to the Admiral Urban Village, located to the east of the site. The heart of the urban village is zoned LR2, LR3, and NC2-40, and has denser, mixed-use development.

SURROUNDING ZONING & OVERLAYS *(PER DPD GIS)*

Legend

- LR1
- SF5000
- SF7200
- LR3
- NC2-40
- Park
- Admiral Urban Village Boundary
- Parcel Lines
- Site Boundary

CONTEXT ANALYSIS: VICINITY MAPS

The site sits in a predominantly single-family residential neighborhood, characterized by one- and two-story wood-frame houses with attached garages. Some newer residential development has introduced multifamily units, like triplex townhouses (2) and multi-story mixed-use development along California Ave SW (10). A few older apartment buildings are in the vicinity further east along SW Admiral Way (8 , 9).

The commercial core of the Admiral District is nearby to the east along California Ave SW, and has many restaurants and retail shops.

The proposed project aims to use a stucco facade in keeping with the client's vision of a Mediterranean oasis. There is some precedent for this in the neighborhood: a nearby house has a stucco facade (1).

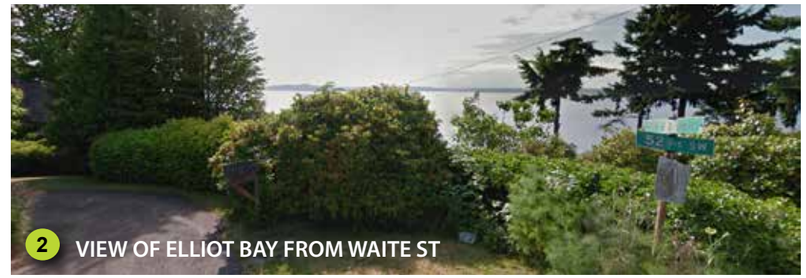
SURROUNDING USES & STRUCTURES (& NOTABLE ARCHITECTURAL PATTERNS)

CONTEXT ANALYSIS: VICINITY MAPS

The surrounding natural landscape is varied and lush. Trails through trees abound in nearby Schmitz Park (3) and Hiawatha Park (5), which further has a newly renovated track and playfields. Alki Beach Park (1), with its waterfront trails and beach picnic areas is only a three minute drive, or fifteen minute walk away. At the end of SW Waite St, an expansive view of Elliot Bay is visible. Nantes Park (4), a small pocket park, is the closest park to the site; a five minute walk southwest.

For an urban neighborhood the site has an extensive tree canopy. On site there is a steep slope with a dense ravine of trees on the south corner. This large stand of trees will be preserved and there will be limited disturbance of the steep slope areas.

SURROUNDING NATURAL FEATURES



CONTEXT ANALYSIS: VICINITY MAPS

NORTH ADMIRAL NEIGHBORHOOD

The project site sits in the North Admiral Neighborhood, or Admiral District, which is the oldest neighborhood in West Seattle. A number of community nodes and landmarks are nearby in the heart of the Admiral District to the east, including the Admiral Theater (1), Hiawatha Community Center (2), West Seattle Public Library (3), and West Seattle High School (4).

The neighborhood is connected to downtown Seattle via a water taxi at Alki Beach Park, and via bus and car along the West Seattle Bridge.

COMMUNITY NODES & LANDMARKS

1 HISTORIC ADMIRAL THEATER

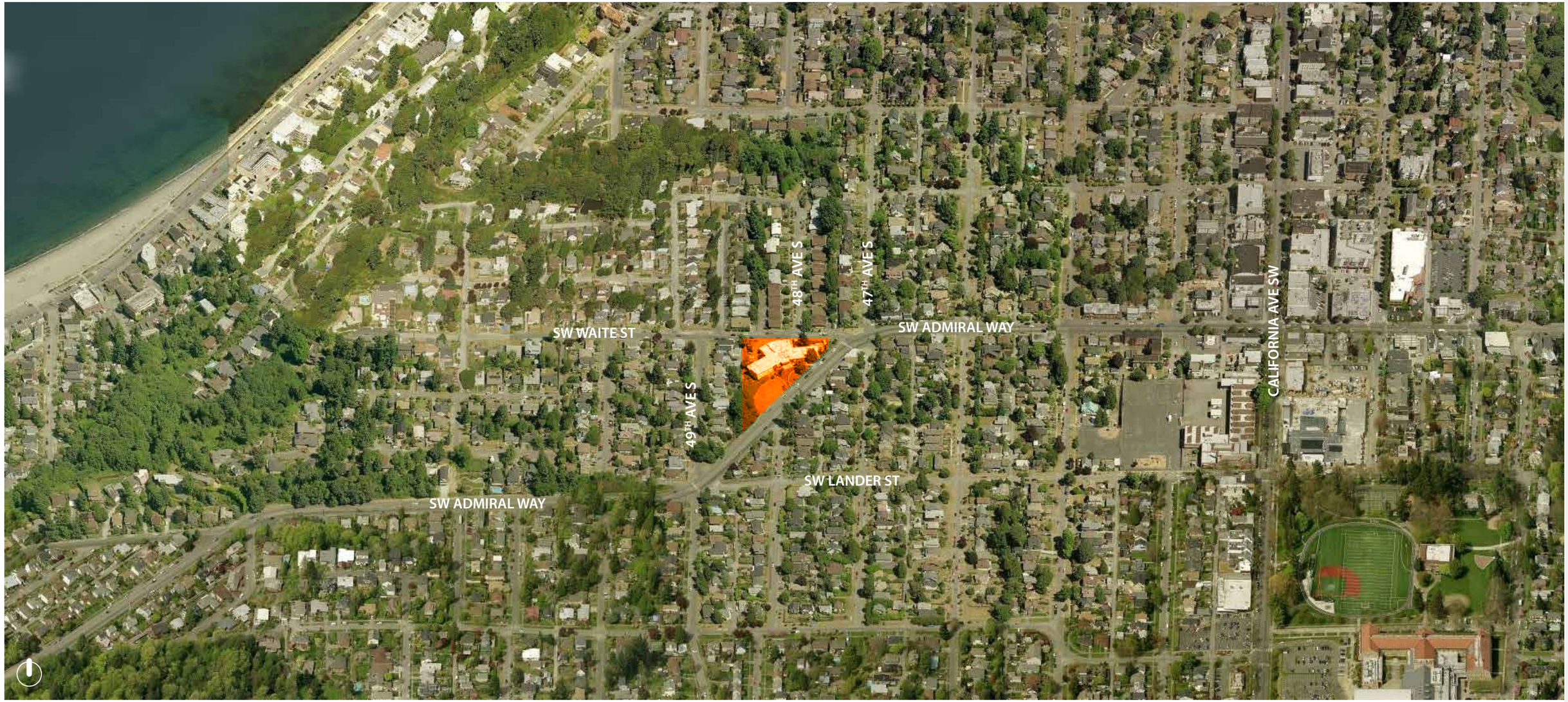
2 HIAWATHA COMMUNITY CENTER

3 WEST SEATTLE PUBLIC LIBRARY

4 WEST SEATTLE HIGH SCHOOL

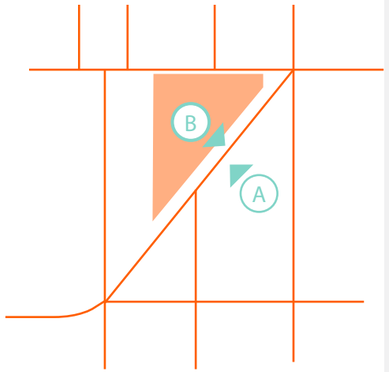
CONTEXT ANALYSIS: AXONOMETRIC

BIRD'S EYE VIEW OF 9-BLOCK AREA



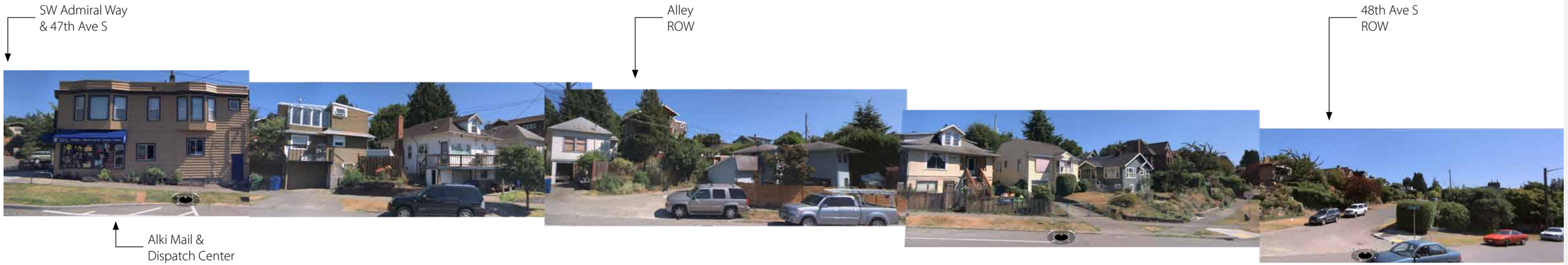
For an axonometric massing model of the existing site,
see images in the EXISTING SITE CONDITIONS: STRUCTURES & LANDSCAPE section of this package.

CONTEXT ANALYSIS: STREETSCAPE

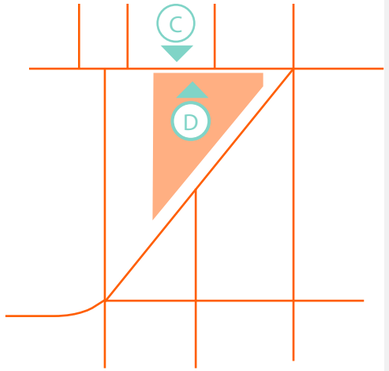


(A) PHOTOMONTAGE - SW ADMIRAL WAY (PROJECT SITE)

(B) PHOTOMONTAGE - SW ADMIRAL WAY (OPPOSITE PROJECT SITE)



CONTEXT ANALYSIS: STREETSCAPE



C PHOTOMONTAGE - SW WAITE ST (PROJECT SITE)

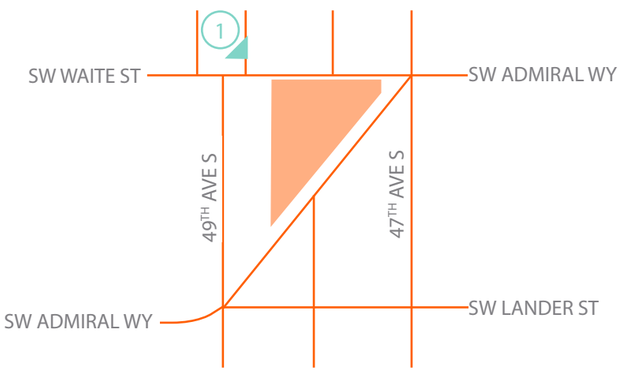
D PHOTOMONTAGE - SW WAITE ST (OPPOSITE PROJECT SITE)

EXISTING SITE CONDITIONS: STRUCTURES & LANDSCAPE

AXONOMETRIC MASSING MODEL

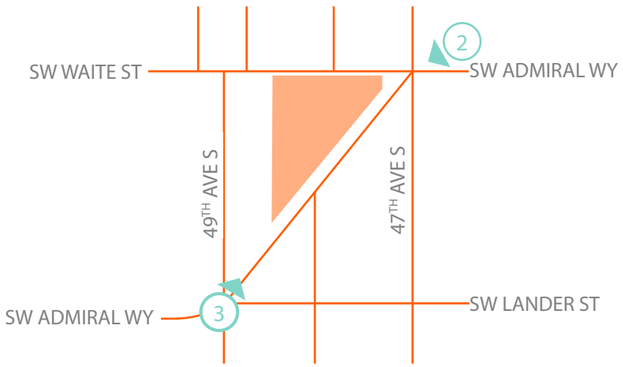
Per Survey:

- Existing building is made of masonry construction with concrete foundations.
- Building is two-stories.
- Planted landscaped areas include lawn, small shrubs, and ornamental plants.



EXISTING SITE CONDITIONS: STRUCTURES & LANDSCAPE

AXONOMETRIC MASSING MODEL



EXISTING SITE CONDITIONS: TREE SURVEY

TREE SURVEY

May 19, 2014

Conclusions/Recommendations

The proposed site plan provided on May 14, 2014 appears to be retaining the grove of Locust trees #7-15, tree #16 and tree #17.

Trees #7-15 are completely engulfed in ivy. In order to inspect and evaluate the health of these trees the ivy needs to be removed. The following three steps should be followed.

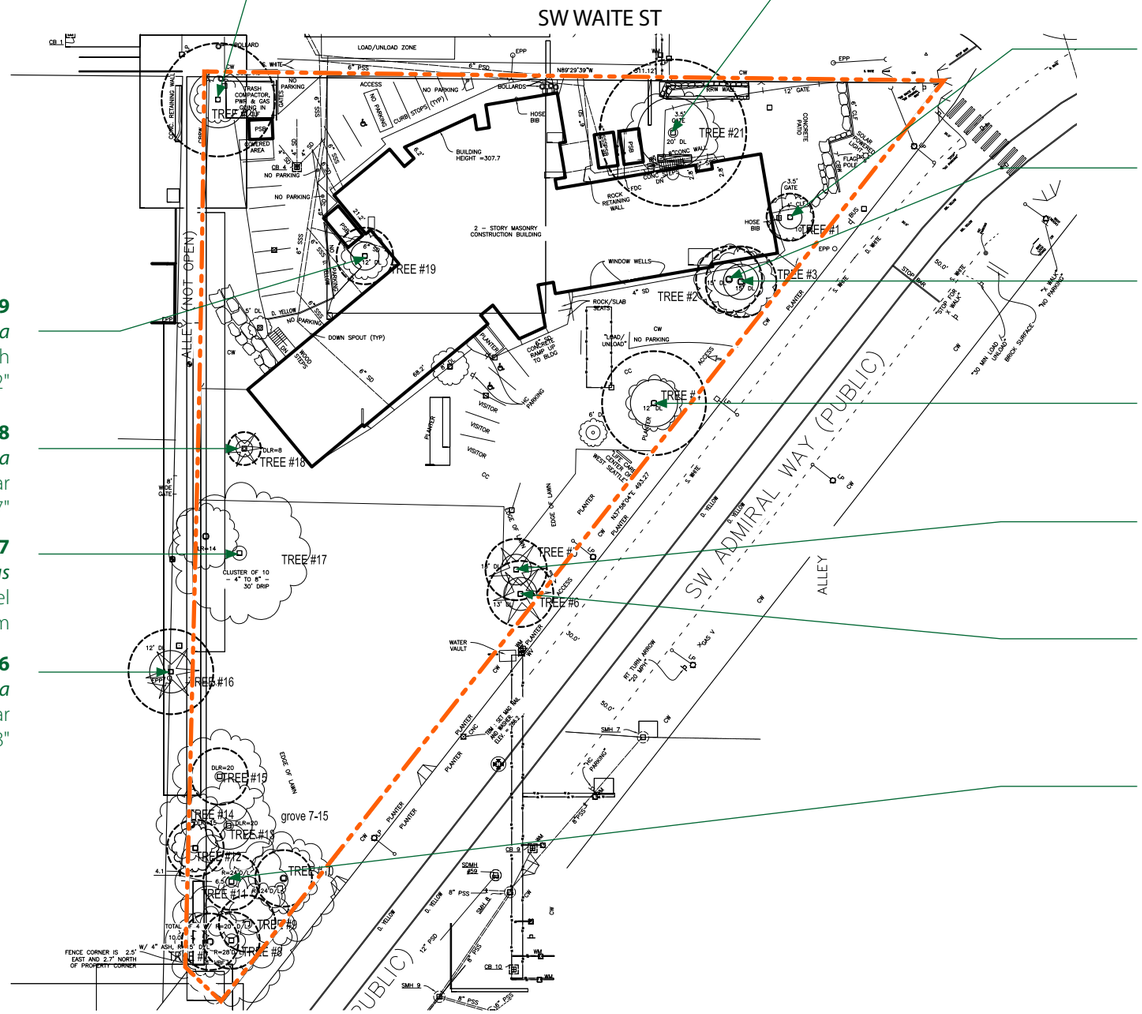
- *Cut a circle of English ivy around the tree trunk. Free a four foot tall section completely around the trunk. Ivy dangling on the tree will eventually dry up and fall down.*
- *Pull and remove ivy from in a 6' radius around the tree trunk, removing as many roots as possible.*
- *If the trees are to remain the ivy should be removed completely from the bank and suitable native shrubs and groundcovers installed to assist in stabilizing the steep slope. Tree protection around the entire grove should be installed per City of Seattle standard plan no 133.*

Tree #16 appears healthy and is not in conflict with proposed construction activity. The tree should be protected per City of Seattle tree protection detail standard plan no 133.

I would recommend removing tree #17 due to its invasive tendencies.

- *English laurel is on the monitor list of the Washington State Noxious Weed List, it is legal to sell and grow it in Washington State but in King County, English laurel is classified as a Weed of Concern and its control is recommended*

Margarett Harrison
Certified Arborist Pacific Northwest #502



TREE #20 - EXCEPTIONAL TREE
Liquidambar styraciflua
Sweet gum
DBH = 35"

TREE #21 - EXCEPTIONAL TREE
Fagus sylvatica 'Prupurea'
Copper Beech
DBH = 30"

TREE #19
Betula pendula
European White Birch
DBH = 12"

TREE #18
Thuja plicata
Western Red Cedar
DBH = 7"

TREE #17
Prunus laurocerasus
English laurel
DBH = Multistem

TREE #16
Thuja plicata
Western Red Cedar
DBH = 18"

TREE #1
Betula pendula
European White Birch
DBH = 10"

TREE #2
Betula papyrifera
Paper Birch
DBH = 14"

TREE #3
Betula pendula
European White Birch
DBH = 15"

TREE #4
Betula pendula
European White Birch
DBH = 12"

TREE #5
Cedrus deodora
Deodara Cedar
DBH = 13"

TREE #6
Cedrus deodora
Deodara Cedar
DBH = 14"

GROVE OF LOCUSTS, TREES #7-#15
Robinia pseudoacacia
Black Locust
DBH = 7" - to - 14"

KEY

Interior Critical Root Zone - ICRZ
.5' radius for every tree inch diameter protecting only this area is considered minimum and will require maximum post care treatment

Outer Critical Root zone - OCRZ
1' radius for every tree inch diameter considered optimum protection

EXISTING SITE CONDITIONS: TREES & SITE PHOTOS

1. The intersection of SW Admiral Way and SW Waite Street is shielded from the existing building through the use of landscaping, which includes shrubs, stones, trees, and wood chips.

2. The existing entry driveway along SW Admiral way is decorated with trees, shrubs, grass, and annuals.

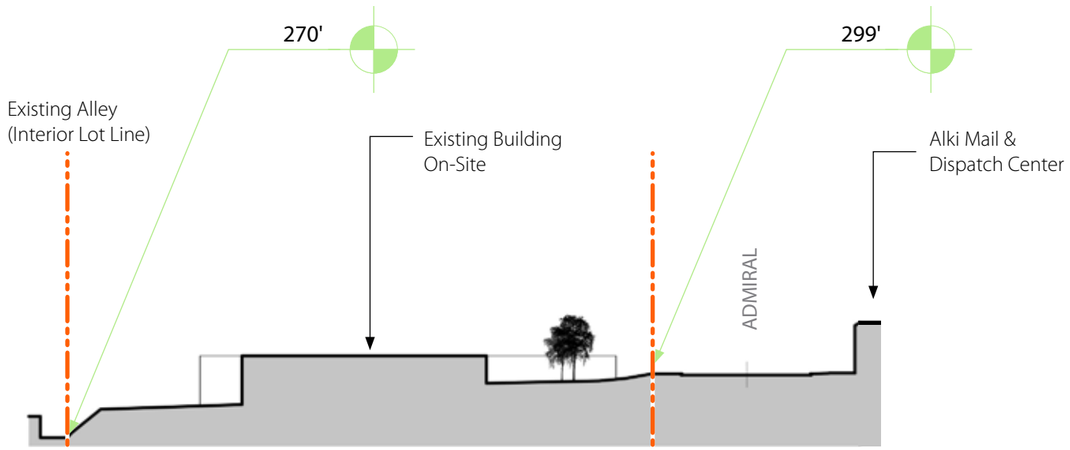
3. Existing tree ravine along the southern corner of SW Admiral Way. Trees to remain.

4. Exceptional Trees to be removed per **SMC 25.11.090** Tree Replacement:

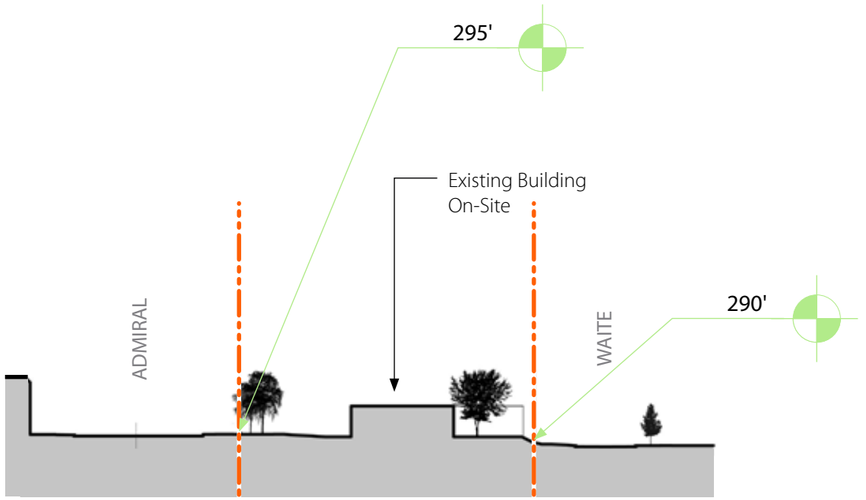
Each exceptional tree and tree over two (2) feet in diameter that is removed in association with development in all zones shall be replaced by one or more new trees, the size and species of which shall be determined by the Director; the tree replacement required shall be designed to result, upon maturity, in a canopy cover that is at least equal to the canopy cover prior to tree removal.

**For site sections of the existing site topography, see images on the following page (EXISTING SITE CONDITIONS: TOPOGRAPHY).*

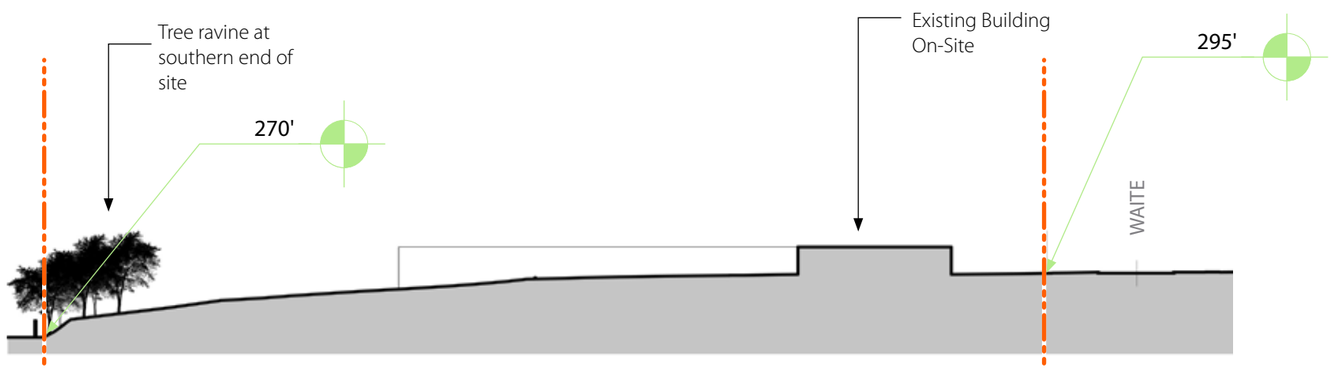
EXISTING SITE CONDITIONS: TOPOGRAPHY



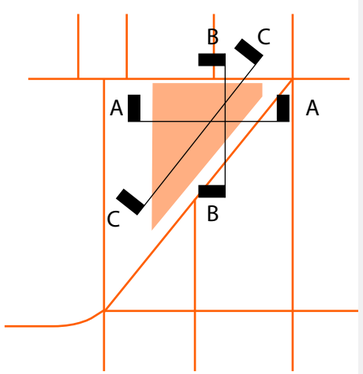
SECTION A-A: EAST/WEST LOOKING NORTH



SECTION B-B: NORTH/SOUTH LOOKING WEST



SECTION C-C: NE/SW LOOKING NORTHWEST



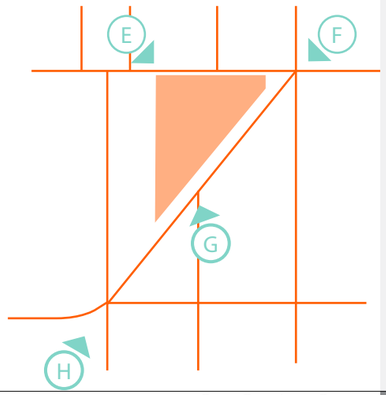
EXISTING SITE CONDITIONS: ADDITIONAL SITE PHOTOS

E @ 49TH AVE S & SW WAITE ST

F @47TH AVE S & SW ADMIRAL WY

G @ 48TH AVE S & SW ADMIRAL WY

H @49TH AVE S & SW ADMIRAL WY



EXISTING SITE CONDITIONS: ACCESS

VEHICULAR ACCESS

The site has existing vehicular access from SW Waite Street (to the north) and SW Admiral Way (along the east side of the site). The proposed project will maintain similar access, with the primary entry along SW Admiral Way, and parking and service access off of SW Waite St.

The intersection of SW Admiral Way, 47th Avenue S and SW Waite Street is slated to have a traffic light installed at this location. This will slow the traffic down on SW Admiral Way.

TRANSIT ACCESS

SW Admiral Way serves as the primary corridor for public transportation. The bus lines that run along SW Admiral Way connect passengers from Seacrest Park to Alki Point (Route 775), Downtown Seattle to Alaska Junction (Route 56X), and SODO to Alki (Route 50). All of these routes make stops in the heart of the Admiral District, as well.

BICYCLE ACCESS

SW Admiral Way is an arterial street for biking in Seattle. 48th Ave S is a non-arterial street that intersects with SW Admiral Way. However, neither of these streets have designated bike lanes.

PEDESTRIAN ACCESS

Sidewalks around the site and throughout the neighborhood provide good pedestrian access to and from the site. The closest designated walking route is located to the east of the site, along California Ave SW in the Admiral Urban Village, which is about a 7 minute walk away.

Legend

- Bus Stop
- Bus Route
- 50 West Seattle, South Downtown Seattle
- 56X Alki via SR-99
- 57 Alaska Junction
- 775 Alki
- Arterial Biking Street
- Non-Arterial Biking Street
- Site Boundary

EXISTING SITE CONDITIONS: SUN & SHADOW ANALYSIS

10AM

MAR 21/SEPT 21

JUN 21

DEC 21

NOON

MAR 21/SEPT 21

JUN 21

DEC 21

2PM

MAR 21/SEPT 21

JUN 21

DEC 21

ZONING DATA

SUMMARY OF APPLICABLE DEVELOPMENT STANDARDS

CODE: SEATTLE MUNICIPAL CODE TITLE 23 LAND USE CODE
ZONE: LR-1
ADJACENT ZONES: LR-1, SF-5000
SITE AREA: 63,948 SF

23.45.504 PERMITTED AND PROHIBITED USES

TABLE A - RESIDENTIAL IN LR-1 PERMITTED OUTRIGHT

23.45.510 FLOOR AREA RATIO (FAR) LIMITS

TABLE A - LR-1 APARTMENTS MAXIMUM FAR = 1.0

E. EXEMPT AREAS

1. UNDERGROUND STORIES

BUILDING AREA OF REQUIRED BICYCLE PARKING IS EXEMPT PER 23.54.020 K.5.

SITE AREA = 63,948 SF

NON-EXEMPT GROSS BUILDING AREA = 63,895 SF

63,895 SF/ 63,948 SF = .999

REQUIRED	PROVIDED
1.0 MAX FAR	.999 FAR

23.45.514 STRUCTURE HEIGHT

TABLE A: LR APARTMENTS HEIGHT LIMIT = 30 FT PROPOSED HEIGHT = 30 FT

23.45.518 SETBACKS AND SEPARATIONS

A . TABLE A APARTMENTS IN LR ZONES:

FRONT 5 FT MIN

REAR 10 FT MIN W/ ALLEY; 15 FT MIN W/O ALLEY

SIDE 7 FT AVG, 5FT MIN

REQUIRED		PROVIDED
WAITE ST (SIDE) 7 FT AVG, 5FT MIN		14 FT AVG, 8 FT MIN
ADMIRAL WAY (FRONT)	5FT MIN	14 FT MIN
REAR LOT LINE - ALLEY	10 FT MIN	38 FT MIN
REAR LOT LINE -NO ALLEY	15 FT MIN	39 FT MIN

23.45.524 LANDSCAPING STANDARDS

A. LANDSCAPING REQUIREMENTS

2. GREEN FACTOR REQUIREMENT

a. GREEN FACTOR SCORE OF 0.6 OR GREATER. VEGETATED WALLS MAY NOT COUNT FOR MORE THAN 25% OF THE SCORE.

B. STREET TREE REQUIREMENTS

1. STREET TREES ARE REQUIRED, EXISTING STREET TREES SHALL BE RETAINED UNLESS THE DIRECTOR OF SDOT APPROVES THEIR REMOVAL.

23.45.527 STRUCTURE WIDTH AND FACADE LENGTH LIMITS IN LR ZONES

A. TABLE A APARTMENTS IN LR1 = 45 FT MAX STRUCTURE WIDTH ***** DEPARTURE REQUESTED*****

B. MAXIMUM FACADE LENGTH IN LOWRISE ZONES

1. THE MAXIMUM COMBINED LENGTH OF ALL PORTIONS OF FACADES WITHIN 25 FT OF A LOT LINE THAT IS NEITHER A REAR LOT LINE NOR A STREET OR ALLEY LOT LINE SHALL NOT EXCEED 65% OF THE LENGTH OF THAT LOT LINE

23.45.534 LIGHT AND GLARE STANDARDS

A. EXTERIOR LIGHTING SHALL BE SHIELDED & DIRECTED AWAY FROM ADJACENT PROPERTIES

B. INTERIOR LIGHTING IN PARKING GARAGES SHALL BE SHIELDED TO MINIMIZE NIGHTTIME GLARE ON ADJACENT PROPERTIES

23.45.536 PARKING LOCATION, ACCESS AND SCREENING

A. OFF STREET PARKING SPACES ARE REQUIRED PER CHAPTER 23.54

B. LOCATION OF PARKING

2. SURFACE PARKING MAY BE LOCATED ANYWHERE ON A LOT EXCEPT:

a. BETWEEN A PRINCIPAL STRUCTURE AND A STREET LOT LINE ***** DEPARTURE REQUESTED*****

3. PARKING IN A STRUCTURE. PARKING MAY BE LOCATED IN OR UNDER A STRUCTURE, PROVIDED THAT NO PORTION OF A GARAGE THAT IS HIGHER THAN 4 FT ABOVE EXISTING OR FINISHED GRADE, WHICHEVER IS LOWER, SHALL BE CLOSER TO A STREET LOT LINE THAN ANY PART OF THE FIRST FLOOR OF THE STRUCTURE IN WHICH IT IS LOCATED

C. ACCESS TO PARKING

1. ALLEY ACCESS REQUIRED ***** DEPARTURE REQUESTED*****

5. ACCESS TO REQUIRED BARRIER-FREE PARKING SPACES MAY BE FROM EITHER THE STREET OR ALLEY OR BOTH

D. SCREENING OF PARKING

1. PARKING SHALL BE SCREENED FROM DIRECT STREET VIEW BY THE STREET FACING FACADE OF A STRUCTURE, BY GARAGE DOORS OR BY A FENCE OR WALL.

23.45.574 ASSISTED LIVING FACILITIES

REQUIRED TOTAL COMMUNAL AREA	PROVIDED
1609 SF MIN	28,871 SF

REQ'D OUTDOOR COMMUNAL AREA	PROVIDED
400 SF MIN	11,068 SF

23.54.015 REQUIRED PARKING

TABLE B VEHICLE PARKING FOR RESIDENTIAL USES:

C. ASSISTED LIVING FACILITIES:

1 SPACE FOR EACH 4 ASSISTED LIVING UNITS
1 SPACE FOR EACH 2 STAFF MEMBERS ON-SITE AT PEAK STAFFING TIME
1 BARRIER FREE PASSENGER LOADING SPACE

1/4 X 80 UNITS = 20 SPACES (MIN 2 % = 1 ACCESSIBLE STALL)

1/2 X 32 PEAK STAFF = 16 SPACES (TABLE 1106.1 = 1 ACCESSIBLE STALL)

REQUIRED	PROVIDED
36 STALLS	36 STALLS
1 PASSENGER LOADING MIN	1

23.54.030 PARKING SPACE STANDARDS

REQUIRED	PROVIDED
MIN 22 MEDIUM STALLS (60% OF 36)	27 MEDIUM STALLS
MIN 2 LARGE STALLS	2 LARGE STALLS

F. CURB CUTS

1. RESIDENTIAL USES

a. NUMBER OF CURB CUTS.

1) TABLE A ARTERIAL STREETS
ADMIRAL WAY FRONTAGE=493 FT
STREET FRONTAGE > 480 FT = 4 CURB CUTS PERMITTED

c. DISTANCE BETWEEN CURB CUTS.

1) MINIMUM DISTANCE BETWEEN ANY TWO CURB CUTS = 30 FT

23.54.035 LOADING BERTH REQUIREMENTS AND SPACE STANDARDS

A. QUANTITY OF LOADING SPACES

1. TABLE A, MED DEMAND 60,000-160,000 SF = 2 LOADING BERTHS REQUIRED

23.54.040 SOLID WASTE AND RECYCLABLE MATERIALS STORAGE & ACCESS

REQUIRED SOLID WASTE STORAGE	PROVIDED
495 SF MIN	504 SF

DESIGN GUIDELINES

CS1 NATURAL SYSTEMS AND SITE FEATURES:

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

CS1.B: Sunlight & Natural Ventilation

2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

RESPONSE

2. Southern exposure provides opportunities for controlled natural daylighting. The main common and amenity spaces are located where the two residential axes converge where the building is narrower, which allows these spaces to share abundant eastern light, as well as controllable southwest and southern light. This shallower width in the community spaces will allow natural light and fresh air ventilation to have a greater impact on the interior spaces.

3. The slopes and mature, dense trees at the southwest corner of the site will shade the southwest corner of the building in the late afternoons. Newly planted trees in the west facing courtyard will provide protection from afternoon sun, as will sunshades or awnings where appropriate.

CS1.C: Topography

1. Land Form: Use the natural topography and/or other desirable land forms or features to inform the project design.

2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider "stepping up or down" hillsides to accommodate significant changes in elevation.

RESPONSE

1. The sloping nature of the site lends itself to stepping the building massing into the landscape. The main building entry, central courtyard/terrace, and garage access would all meet grade at three different levels of the building. This approach minimizes cut and fill and ensures that the building maintains a consistent connection to the sloping street frontages. Steep slopes and dense tree stands on the southwestern edge of the site are to remain, which will minimize erosion while maintaining the existing tree buffer to the only adjacent properties on the site.

2. The 20 foot elevation change across two of the site's four boundaries are used in conjunction with the massing to create a stepping rhythm that somewhat aligns with the topography change.

CS1.D: Plants & Habitat

1. On-Site Features: Incorporate on-site natural habitats and landscape elements such as: existing trees, native plant species or other vegetation into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

RESPONSE

1. Existing mature trees and native plants to the southwest will be preserved and enhanced. Bioretention will be used, on-site, to beautify the landscape and enhance water quality. Native, drought-tolerant vegetation will be incorporated to provide urban habitat value and to reduce irrigation needs. An urban meadow is proposed for the southwestern portion of the site, and its native plants will provide habitat for birds and plant pollinators.

DESIGN GUIDELINES

CS2 URBAN PATTERN & FORM:

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2.B:
Adj. Sites, Streets, & Open Spaces

2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

3. Character of Open Space: Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

RESPONSE

2. The "front door" to the project is an attractive auto-court which is easily accessed from SW Admiral Way. This inviting urban space defines the "identity" for the project with its distinctive cast stone and concrete paving, and decorative bollards and lighting, flanked on three sides by landscaping and the building's primary community spaces inside. The building appears animated with activities when viewed from the courtyard and street beyond, because of the transparency inherent with large windows. The indoor-outdoor relationship at the courtyard is further enhanced during evening hours with interior activities illuminated and visible to the outside by warm interior lights.

A strong "sense of arrival" begins at the auto-court, where the shape of the building is indented inward from the street and the residential façades which are closer to the ROW. This courtyard is further animated by the distinctive wood/clad windows that are deep set into thicker exterior walls. The auto-court provides an elegant off-street covered pick-up/drop-off zone for residents and guests, as well as some short-term surface parking.

A small landscaped courtyard outside the building's small retail/amenity space adjacent the auto-court allows for exterior stepped seating and provides some landscaped buffer from the busy SW Admiral Way. Exterior art work is proposed along with some low level night lighting and a water feature to add visual interest to the corner. These improvements, coupled with activities such as the small coffee shop across SW Admiral Way will further enhance neighborhood pedestrian interest and activity at the busy intersection of SW Admiral and Waite Street.

3. Terracing will provide outdoor areas a tangible connection to the street. The unique shape of the project site at the intersection of SW Admiral Way and SW Waite Street provide an opportunity to address the street corner and incorporate a notable feature at the curve in SW Admiral Way. This feature will respect the scale of the neighborhood, and act as a visual landmark for the pedestrian, vehicular, and public transportation along this corridor. The landscape character of the site will knit into the surrounding coastal aesthetic of this part of West Seattle and Alki Beach.

CS2.C:
Relationship to the Block

1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.

3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design. Consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block.

RESPONSE

1. The building corner at the intersection of SW Admiral Way and SW Waite Street is purposefully set back in order to provide for enhanced landscaping at the corner, including plants, signage and a water feature that announce the site to pedestrians and motorists approaching from the northeast.

3. The primary facade of the building aligns with SW Admiral Way, which is the higher traffic street of the corner site. This alignment creates a clear front entry to the building at the recessed entry, auto-court. Additionally, the facade is well-modulated and residentially-scaled along this longer facade. Varying building setbacks, courtyards, the main entry, and unit windows and terraces line the SW Admiral Way facade, creating a nice residential rhythm. A similar rhythm of residential windows, doors, and balconies are planned along the shorter facade on SW Waite Street to the north.

DESIGN GUIDELINES

CS2 URBAN PATTERN & FORM: (CONTINUED)

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2.D: Height, Bulk, Scale

2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties; for example siting the greatest mass of the building on the lower part of the site or using an existing stand of trees to buffer building height from a smaller neighboring building.

5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

RESPONSE

2 & 5. The predominant mass of the building is placed along the street edges of SW Admiral Way and SW Waite Street. This allows for preservation of the existing mature tress to the southwest and western property line, abutting the project's only adjacent neighbors. The width of the north wing of the building along SW Waite Street is kept shallow so as to present a narrow building façade to the neighboring homes across the alley to the west. The building purposefully steps down in an attractive rhythm to present a 2 ½ - 3 floor residential scale at the street. The more interesting amenity areas, such as the dining room and the terraces above, are articulated with bays and trellis features that will help break up the building mass. Significant landscaping will be planted along the uphill edge of the alley to further buffer the neighbors.

PL2 WALKABILITY:

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2.A: Accessibility

1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door. Refrain from creating separate "back door" entrances for persons with mobility limitations.

RESPONSE

1. The main entry along SW Admiral Way will accommodate individuals with all ranges of mobility. This entry will be in close proximity to the two bus stops along Admiral Way.

PL2.B: Safety & Security

1. 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.

RESPONSE

1. The resident units that face SW Admiral Way and SW Waite Street will engage residents with their surrounding environment through windows and patios, as appropriate.

DESIGN GUIDELINES

PL3 STREET-LEVEL INTERACTION:

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3.A: Entries

1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.

RESPONSE

1. The main building lobby faces SW Admiral Way and is designed to be easily identifiable as the primary entrance to both pedestrians and drivers. The lobby is recessed from the street and fronted by a large auto-court/ turnaround, which will have distinctive paving and a planted centerpiece or water feature in the middle. The building gradually recesses back to the lobby along the street edge, clearly opening up the entry court as the primary entrance. Sight lines are clear and unobstructed at the driveway along SW Admiral.

PL3.B: Residential Edges

1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.

RESPONSE

1. Individual units at ground level will overlook the sidewalk and street, but not have direct access for security reasons. The landscape design provides a semi-private zone with vegetation and site walls for privacy between the units and the sidewalk.

PL4 ACTIVE TRANSPORTATION:

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

PL4.B: Entry Locations & Relationships

1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

RESPONSE

1. The project will have its main entry along SW Admiral and is capable of accommodating any of the modes of travel associated with this route, including vehicular, pedestrian, established bus routes and bicycles paths.

PL4.C: Planning Ahead for Transit

2. On-site Transit Stops: If a transit stop is located onsite, design project related pedestrian improvements and amenities so that they complement (or at least do not conflict with) any amenities provided for transit riders. Consider the proximity of transit queuing and waiting areas to other pedestrian gathering spaces, aiming for enough room to accommodate all users. Similarly, keep lines of sight to approaching buses or trains open and make it clear through location and design whether project-related pedestrian lighting, weather protection, and/or seating is intended to be shared by transit users.

RESPONSE

2. Two existing bus stops adjacent to the site along SW Admiral Way will be preserved and enhanced with new landscaping in the ROW.

DESIGN GUIDELINES

DC 1 PROJECT USES & ACTIVITIES:

Optimize the arrangement of uses and activities on site.

DC1.A: Arrangement of Interior Uses

1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

RESPONSE

1. Community rooms and the main entry along SW Admiral Way as well as activity rooms and outdoor terraces will activate the façade along this corridor.

4. The triangular site allows the proposed massing to 'open up' to the west, maximizing views from resident rooms as well as shared gathering spaces.

DC1.C: Parking & Service Uses

1.Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

RESPONSE

1. Parking will take advantage of the dramatic change in topography and therefore will be accessed from the lowest portion of the site, in the northwest corner. A drop off and guest parking will remain at the main entry court off of SW Admiral Way.

DC2 ARCHITECTURAL CONCEPT:

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2.A: MASSING

2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

RESPONSE

2.

- The building purposefully steps down in an attractive rhythm to present a 2 ½ - 3 floor residential scale at the street. The more interesting amenity areas, such as the dining room and the terraces above, are articulated with bays and trellis features that will help break up the building mass.
- The primary facade is well-modulated and residentially-scaled along SW Admiral Way. Varying building setbacks, courtyards, the main entry, and unit windows and terraces line the SW Admiral Way facade, creating a nice residential rhythm. A similar rhythm of residential windows, doors, and balconies are planned along the shorter facade on SW Waite Street to the north.
- The more interesting amenity areas, such as the dining room and the terraces above, are articulated with bays and trellis features that will help break up the building mass. Significant landscaping will be planted along the uphill edge of the alley to further buffer the neighbors.

DC2.D: SCALE & TEXTURE

1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.

RESPONSE

1. The project will present itself as a two to three story building adjacent to grade. Careful scaled attention to openings, articulation and texture will embrace the qualities of human scale. Retaining walls, plantings, railings and walkways will be designed carefully to maintain a visual connection along the changes in grade.

DESIGN GUIDELINES

DC3 OPEN SPACE CONCEPT:

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

DC3.B: Open Spaces & Activities

1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children's play (covered and uncovered), barbecues, resident meetings, and crafts or hobbies.

RESPONSE

1. The specific program uses of this facility are represented in the site's open spaces. The main entry court is open and unobstructed to ensure safe visibility and easy circulation. The central courtyard/terrace, which is intended for memory care residents, is fully enclosed and with western solar exposure. This space is intended to have outdoor dining, sitting and walking. Non-accessible light wells are intended to enhance views from resident windows.

4. For Memory Care and Assisted Living residents, there will be a wide variety of open space uses and activities with areas appropriate for each group and encourage active living. Both private and semi-public spaces are planned. Small and large spaces located throughout the project will enable the residents to engage the community at a multitude of levels, with different views and orientations associated with each.

DC3.C: Design

2. Amenities and Features: Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features, such as planters, green roofs and decks, groves of trees, and vertical green trellises along with more traditional foundation plantings, street trees, and seasonal displays.

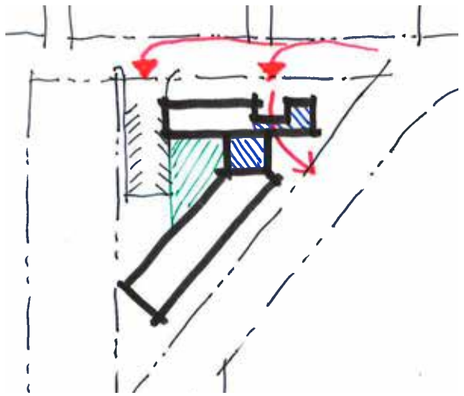
3. Support Natural Areas: Create an open space design that retains and enhances on-site natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife. If the site contains no natural areas, consider an open space design that offers opportunities to create larger contiguous open spaces and corridors in the future with development of other public or private projects.

RESPONSE

2. Outdoor spaces will provide a variety of hardscape/softscape, gardens and terraces. Outdoor dining and seating areas will compliment the garden terraces at three levels, which, along with the entry court spaces, will contribute to choices and opportunities for the residents.

3. Mature trees are to be preserved in the southwestern corner of the site and are to be supplemented with native soil-stabilizing plants. A native wildflower meadow is proposed directly adjacent to the stand of trees and together provide urban habitat for birds and plant pollinators.

ARCHITECTURAL CONCEPTS: Drive-Thru, Waite Setback



OPTION 1

- The bulk of the building runs along SW Admiral Way
- This scheme pulls the massing back slightly from the corner at SW Admiral Way to allow a covered drop off that cuts through SW Waite Street onto SW Admiral Way.
- The massing occupies the center of the site and encroaches on the steep area along the western property line.
- The community gathering spaces are located at the center of the massing.
- The existing grove of trees at both the northeast intersection and southwest slope are preserved.

Rooftop Amenity

Community Gathering

Vehicular Entry

ARCHITECTURAL CONCEPTS: Drive-Thru, Waite Setback

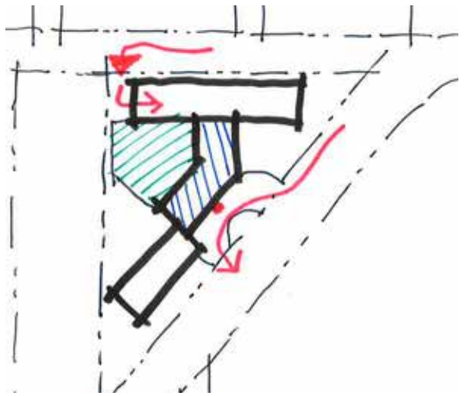
PROS:

- Visible entry from the main circulation corridor.
- The tree cluster on the NE side at the intersection is preserved
- Preserves existing parking lot to the west of the structure, off of SW Waite Street
- The existing driveway will be partially saved and repurposed into the new driveway

CONS:

- **Departure needed for maximum structure width requirement.**
- **Does not comply with FAR limit**
- Long, minimally modulated facade along SW Admiral Way
- Driveway through the site from SW Waite to SW Admiral may attract pedestrians and drivers to want to use it as a shortcut
- Having the main entry access on SW Waite Street may cause traffic issues
- The main bulk of the building is distributed in the center of the site and will require significant tree removal along the west side of the site
- Extends far into the southern corner of the site
- This scheme will require a large amount of cut and fill

ARCHITECTURAL CONCEPTS: Admiral Setback

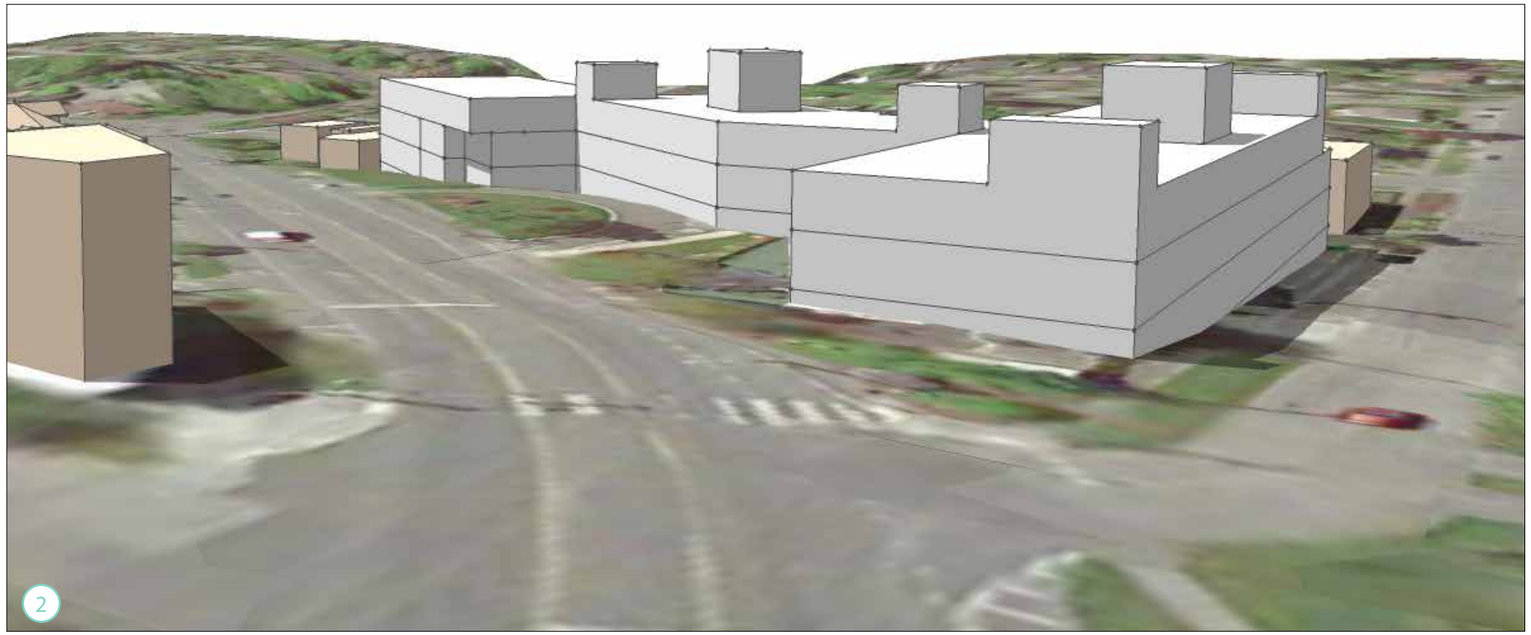


OPTION 2

- This scheme provides main site access and drop-off in the same location as the existing site vehicular access, with two curb cuts on SW Admiral Way. The building facade is pulled back from the street edge to accommodate this.
- The shift from the street edge moves the bulk of the building into the center of the site, encroaching onto the steep slopes and neighbors to the west.
- The existing stand of trees on the steep slopes to the southwest are preserved.
- This scheme has a prominent street edge facade on SW Waite Street.
- The community gathering spaces are located at the center of the massing.
- Rooftop amenity space is provided

Rooftop Amenity
Community Gathering
Vehicular Entry
Main Entry

ARCHITECTURAL CONCEPTS: Admiral Setback



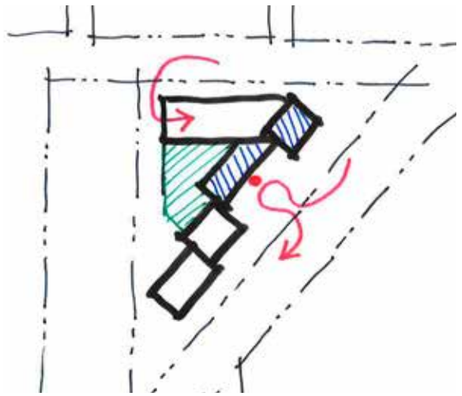
PROS:

- Visible entry from the main circulation corridor.
- Using existing curb cut on SW Admiral
- Some of the significant tree cluster to the SW of the building is preserved
- Large memory court for resident use

CONS:

- **Departure needed for maximum structure width requirement.**
- Does not comply with FAR limit
- The main bulk of the building is distributed in the center of the site and encroaches the steep slopes and neighbors to the west.
- Building is pushed up to the neighbors to the west to accommodate the use of the existing drop-off
- Memory garden and parking lot will block off alley way access from SW Waite Street
- There are two curb cuts along SW Admiral Way from repurposing the existing driveway; SW Admiral Way is a busy street and two curb cuts is not ideal
- This scheme will require a large amount of cut and fill

ARCHITECTURAL CONCEPTS: Entry Court, Corner Emphasis



OPTION 3 (Preferred)

- The resident drop-off along SW Admiral Way will use a single entry/exit curb cut
- Visitors, employees, and service workers will access the building via the driveway adjacent to the alley off of SW Waite Street.
- The building mass is stepped back from SW Admiral Way to provide improved landscaping, grade mediation, and public to private transitions.
- The building mass is extended along SW Admiral Way to avoid building into the steep slope.
- The massing along SW Admiral Way and SW Waite Street are well modulated and complemented by residential-scaled windows, terraces, and balconies.
- The existing stand of trees on the steep slopes to the southwest are preserved.
- Rooftop amenity spaces are provided.

Rooftop Amenity
Community Gathering
Vehicular Entry
Main Entry

ARCHITECTURAL CONCEPTS: Entry Court, Corner Emphasis

PROS:

- **Complies with allowable FAR limit**
- Narrowest building frontage facing neighboring houses to the west across the alley; Additionally, building is setback from the alley a greater amount in order to provide additional buffer to the west; Massing steps down in scale along west
- Northeast corner of building is rotated to better reinforce the north edge of the SW Admiral Way entry and auto-court, and primary corner gateway
- Building fronts SW Admiral Way (heavily trafficked corridor) and SW Waite Street (LR-1 zoning across street). Extended setbacks and facade modulation provided.
- Attractive, landscaped "Gateway" feature at the northeast corner
- A drive, parallel to the alley, is used for visitor, employee, and service access, which resolves grade challenges and accommodates delivery trucks while respecting neighbor alley access.
- Community space is distributed throughout the building and along the facades, activating its surroundings and engaging the neighbors
- The significant tree cluster to the SW is preserved
- Two distinct wings create a desired programmatic break between the Assisted Living and Memory Care Residents.
- Large memory court provided
- Publically visible amenity area and courtyard adjacent to the entry court and directly accessible from SW Admiral Way sidewalk

CONS:

- **Departure needed for maximum structure width requirement.**

EXISTING SITE CONDITIONS: SUN & SHADOW ANALYSIS

10AM

MAR 21/SEPT 21

JUN 21

DEC 21

NOON

MAR 21/SEPT 21

JUN 21

DEC 21

2PM

MAR 21/SEPT 21

JUN 21

DEC 21

DEPARTURES

	REQUIREMENT	PROPOSED	REASON FOR DEPARTURE
#1 23.45.527 TABLE A STRUCTURE WIDTH AND FACADE LENGTH LIMITS IN LR ZONES	45 FT MAX STRUCTURE WIDTH "STRUCTURE WIDTH" IS DEFINED AS THAT DIMENSION OF A STRUCTURE EXTENDING BETWEEN SIDE LOT LINES "STRUCTURE WIDTH" IS MEASURED PER SECTION 23.86.014 A : 1. DRAW THE SMALLEST RECTANGLE THAT ENCLOSES THE PRINCIPAL STRUCTURE 2. STRUCTURE WIDTH IS THE LENGTH OF THE SIDE OF THAT RECTANGLE MOST CLOSELY PARALLEL TO THE FRONT LOT LINE	305' -6" FT ALONG ADMIRAL WAY	Unlike typical apartments, which may be contained in multiple structures, the residents of this complex have dining, living and family rooms that are shared. They require protected access to these spaces from their sleeping rooms for the activities of daily Living. Age and medical impairments limit many residents' mobility. In order to accommodate the needs of assisted living and memory care residents, a continuous, secure, accessible and weather protected building is proposed, which connects them to shared dining and living spaces. Providing these connections has resulted in a single, larger structure rather than the series of smaller structures prescribed by this section. The increased width of the structure is mitigated by use of building modulation and increased setbacks.
#2 23.45.536 PARKING LOCATION, ACCESS AND SCREENING B.2.a.	SURFACE PARKING MAY NOT BE LOCATED BETWEEN A PRINCIPAL STRUCTURE AND A STREET LOT LINE	6 SHORT TERM PARKING STALLS LOCATED AT DROP-OFF AREA ON ADMIRAL WAY	Most of the proposed parking is concealed in the parking garage. A few short term stalls located in the front of the building allow visitors and prospective residents easy access to the building.
#3 23.45.536 PARKING LOCATION, ACCESS AND SCREENING C.1.	ACCESS TO PARKING: ALLEY ACCESS REQUIRED	6 SHORT TERM PARKING STALLS ACCESSED OFF ADMIRAL WAY	Most of the proposed parking is concealed in the parking garage, which is accessed via the alley. A few short term stalls located in the front of the building allow visitors and prospective residents easy access to the building.

ZONING ITEMS FOR DIRECTOR APPROVAL

	REQUIREMENT	PROPOSED	RATIONALE
#1 23.54.030 PARKING SPACE STANDARDS: DRIVEWAYS D.3.	DRIVEWAY SLOPE SHALL BE MAX 15% WITH APPROPRIATE CREST & SAG. THE DIRECTOR MAY PERMIT A DRIVEWAY SLOPE MORE THAN 15% IF: a. THE TOPOGRAPHY OR OTHER SPECIAL CHARACTERISTIC MAKES 15% MAX SLOPE INFEASIBLE. b. THE ADDITIONAL AMOUNT OF SLOPE IS LEAST AMOUNT NECESSARY TO ACCOMMODATE LOT CONDITIONS c. THE DRIVEWAY IS STILL USABLE TO ACCESS THE LOT	PROPOSED DRIVEWAY SLOPES 18% IN ACCORDANCE WITH REQUIREMENTS LISTED IN 23.54.030.D.3.a-c	Proposed driveway slope is needed due to site topography. Existing alley accessing neighboring properties slopes at 20.3%. Proposed new driveway to access project has a slope of approximately 18%. This is the least slope necessary for access, and should result in a usable driveway.
#2 23.54.015 K TABLE E REQUIRED PARKING FOR BICYCLES	TABLE E: D.1 CONGREGATE RESIDENCES *(3) .75 LONG TERM SPACE PER SLEEPING ROOM K. 1. AFTER THE FIRST (50) SPACES, ADDITIONAL SPACES ARE REQUIRED AT (1/2) THE RATIO SHOWN IN TABLE E 80 SLEEPING ROOMS (.75) = 60 50 + 1/2(10) = 55 SPACES *(3) FOR CONGREGATE RESIDENCES THAT ARE LICENSED BY THE STATE & PROVIDE SUPPORTIVE SERVICES FOR SENIORS, THE DIRECTOR SHALL HAVE THE DISCRETION TO REDUCE THE AMOUNT OF REQUIRED BICYCLE PARKING IF IT CAN BE DEMONSTRATED THAT RESIDENTS ARE LESS LIKELY TO TRAVEL BY BICYCLE.	(8) LONG TERM BICYCLE SPACES, OR AS REQUIRED BY THE DIRECTOR.	Residents of this building will generate little need for bicycle storage due to limited physical mobility. In addition, steepness of the site and traffic on Admiral Way do not offer assisted living residents a place to safely and comfortably cycle. For safety and security, the memory care residents do not leave the premises unescorted.

OPTION 3: PREFERRED

SITE PLAN

DIMENSIONS & SPOT ELEVATIONS

OPTION 3: PREFERRED

SITE PLAN

LANDSCAPE PLAN