



DESIGN REVIEW: Aegis West Seattle

FEBRUARY 4, 2016

4700 SW ADMIRAL WAY
SEATTLE WA, 98116

DPD NUMBER: 3017747

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TABLE OF CONTENTS

3	3.0 PROPOSAL <ul style="list-style-type: none">• Number of Residential Units, Parking Stalls, & Commercial Square Footage• Aerial Photo of 9-block Area	28	11.0 ELEVATIONS <ul style="list-style-type: none">• Show: Materials & Finishes, Transparent Landscape, Corner Spot Elevations, Exterior Venting, Scale Figures, Overall Height & Floor-to-Floor Dimensions
4	4.0 CONTEXT ANALYSIS <ul style="list-style-type: none">• Surrounding Zoning & Overlays• Summary of Applicable Development Standards• Surrounding Uses & Structures	31	12.0 MATERIAL & COLOR PALETTE <ul style="list-style-type: none">>See 11.0 Elevations and 13.0 Renderings• Photo of Material & Color Board with Labels
6	5.0 EXISTING SITE CONDITIONS <ul style="list-style-type: none">• Site Photos• Axonometric of 9-block Area	32	13.0 RENDERINGS <ul style="list-style-type: none">• Photorealistic, Street-Level Renderings of Primary Facades and Special Elements
	6.0 ZONING DATA <ul style="list-style-type: none">>See 4.0 Context Analysis	37	14.0 EXTERIOR LIGHTING PLAN <ul style="list-style-type: none">• Site Plan: Location of Exterior Light Fixtures & Spillage• Photos of Fixture Design
8	7.0 COMPOSITE SITE PLAN <ul style="list-style-type: none">• Approved EDG Massing• Site Plan, showing: Ground Floor Uses, Basic Site/Landscape Elements, Vehicular & Pedestrian Access, Property Lines & Dimensions, Corner Spot Elevations, Setbacks, Street Names, Curb Lines, Adjacent Buildings	38	15.0 SIGNAGE CONCEPT <ul style="list-style-type: none">• Site Plan: Location of Bldg and Site Signage• Detail Elevations
11	8.0 ITEMIZED RESPONSE TO EDG <ul style="list-style-type: none">• Director's Approval : Bicycle Parking• Director's Approval : Driveway Slope• Departure : Max Structure Width• Departure : Surface Parking Location and Access on SW Admiral Way• Departure : Non-Alley Access to Parking Garage and Loading• Driveway Development• Minimize Rooftop Elements		17.0 DEPARTURES <ul style="list-style-type: none">> See Summary Tables in 8.0 Itemized Response to EDG: Departures
21	9.0 FLOOR PLANS <ul style="list-style-type: none">• Parking Level• Ground Level - Memory Care• Level 1 - Assisted Living• Level 2 - Assisted Living• Roof Terrace		
26	10.0 LANDSCAPE/HARDSCAPE PLANS <ul style="list-style-type: none">• Ground Plan, showing: Seating & Special Features, Plant Species & Size, Soft & Hardscape Materials• Photos of Specified Plants, and other Special Features		

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: 81
- Number of Parking Spaces: 36 total: 30 in garage + 6 at Entry Court
- Amount of Commercial / Retail Space: N/A

AERIAL PHOTO



SITE LOCATION



CONTEXT ANALYSIS

ZONING DATA & DEVELOPMENT STANDARDS

CODE:
ZONE:
ADJACENT ZONES:
SITE AREA:

SEATTLE MUNICIPAL CODE TITLE 23 LAND USE CODE
LR-1
LR-1, SF-5000
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

SITE AREA = 63,948 SF

NON-EXEMPT GROSS BUILDING AREA = 60,619.28 SF
60,619.28 SF/ 63,948 SF = .95

REQUIRED	PROVIDED
1.0 MAX FAR	.95 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 **SEE LANDSCAPE FOR CALCULATION**

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*****

SEE SHEET DEPARTURE SUMMARY (THIS SHEET) AND SHEET G-008 FOR MORE INFORMATION

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

23.45.536 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*****

b. IN THE REQUIRED FRONT SETBACK OR SIDE STREET SETBACK

c. WITHIN 7 FT OF ANY STREET LOT LINE

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



Legend

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



SURROUNDING ZONING & OVERLAYS (PER DPD GIS)

CONTEXT ANALYSIS

SURROUNDING USES & STRUCTURES

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 (A), Hiawatha Community Center (B), West Seattle Public Library (C), and West Seattle High School (D).

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).

The surrounding natural landscape is varied and rich. Alki Beach Park (P1), 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 (P2). Nantes Park (P3), a small pocket park, is the closest park to the site; a five minute walk southwest.



EXISTING SITE CONDITIONS

SITE PHOTOS

The existing building is made of masonry construction with concrete foundations, and is two-stories tall.




Planted landscaped areas include lawn, small shrubs, and ornamental plants.

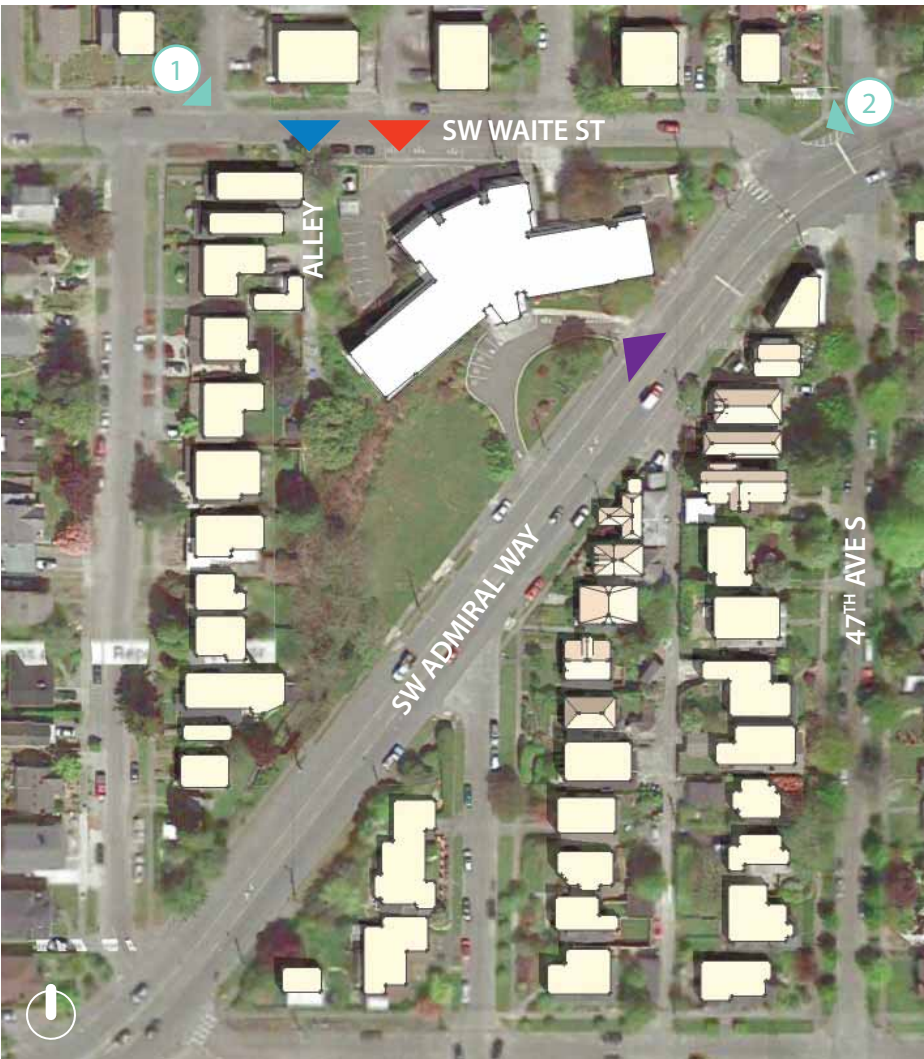
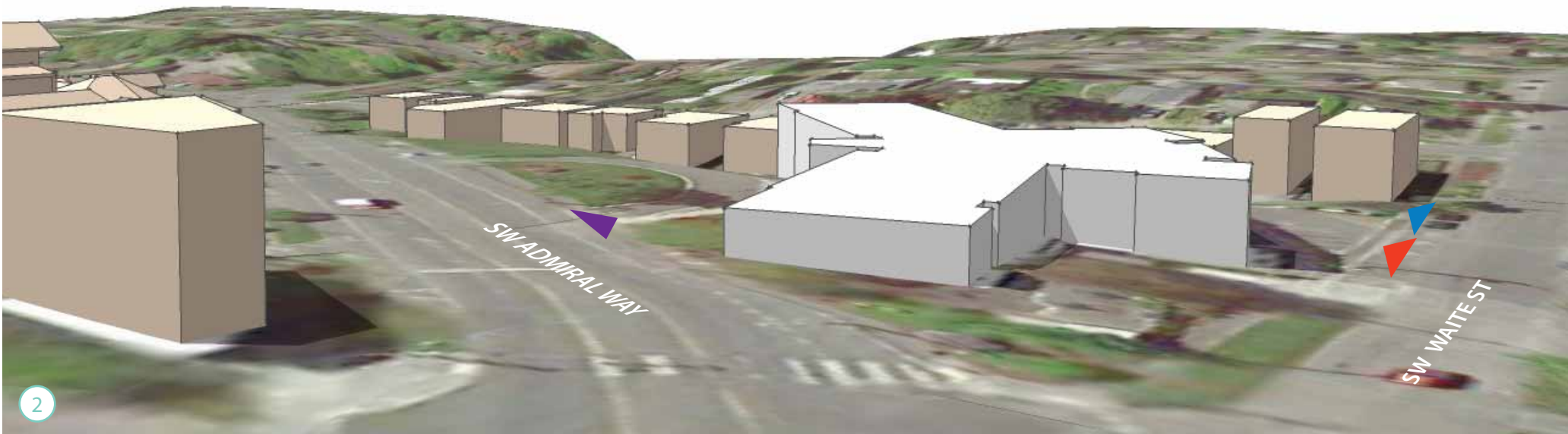
There is a steep slope with a dense ravine of trees on the south corner of the site. This large stand of trees will be preserved and there will be limited disturbance of the steep slope areas.



EXISTING SITE CONDITIONS

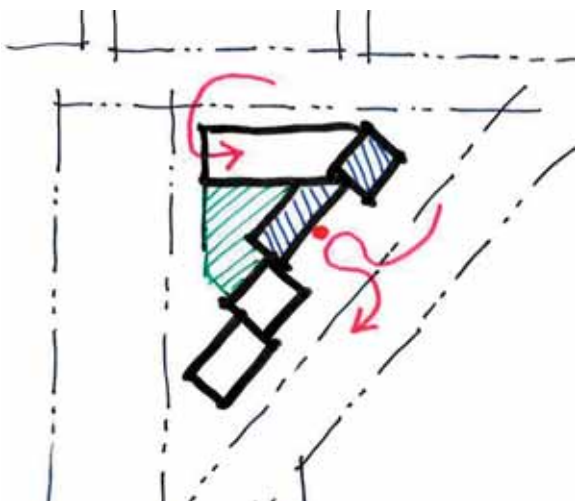
AXONOMETRIC MASSING MODEL

-  Parking Entry
-  Main Entry
-  Alley - Does not extend to SW Admiral

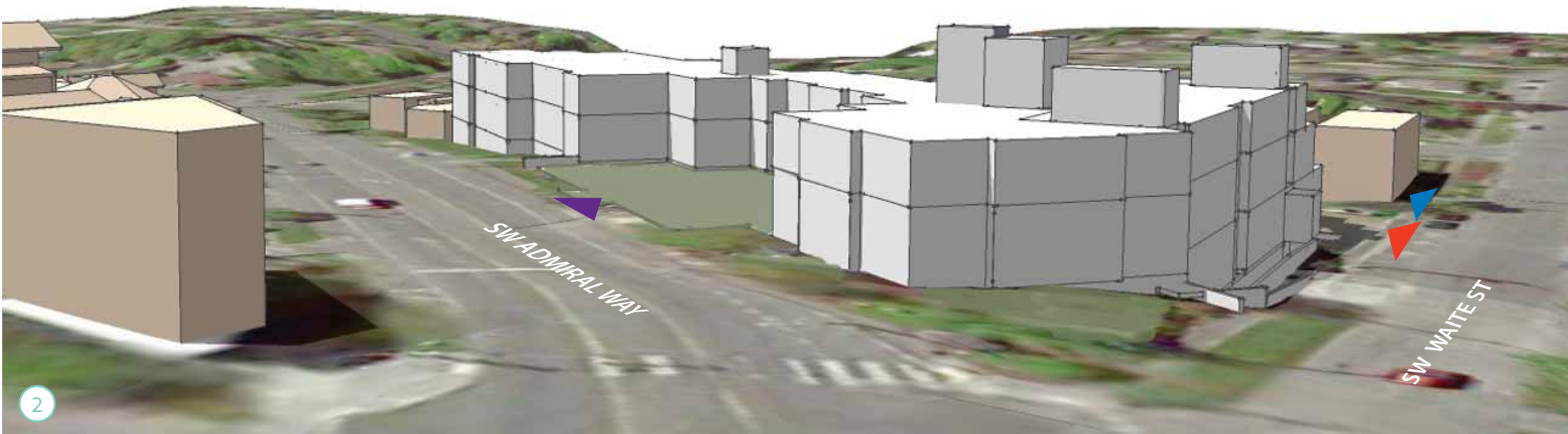


COMPOSITE SITE PLAN

APPROVED EDG MASSING (AXONOMETRIC)



- Rooftop Amenity
- Community Gathering
- Parking Entry
- Main Entry
- Alley - Does not extend to SW Admiral



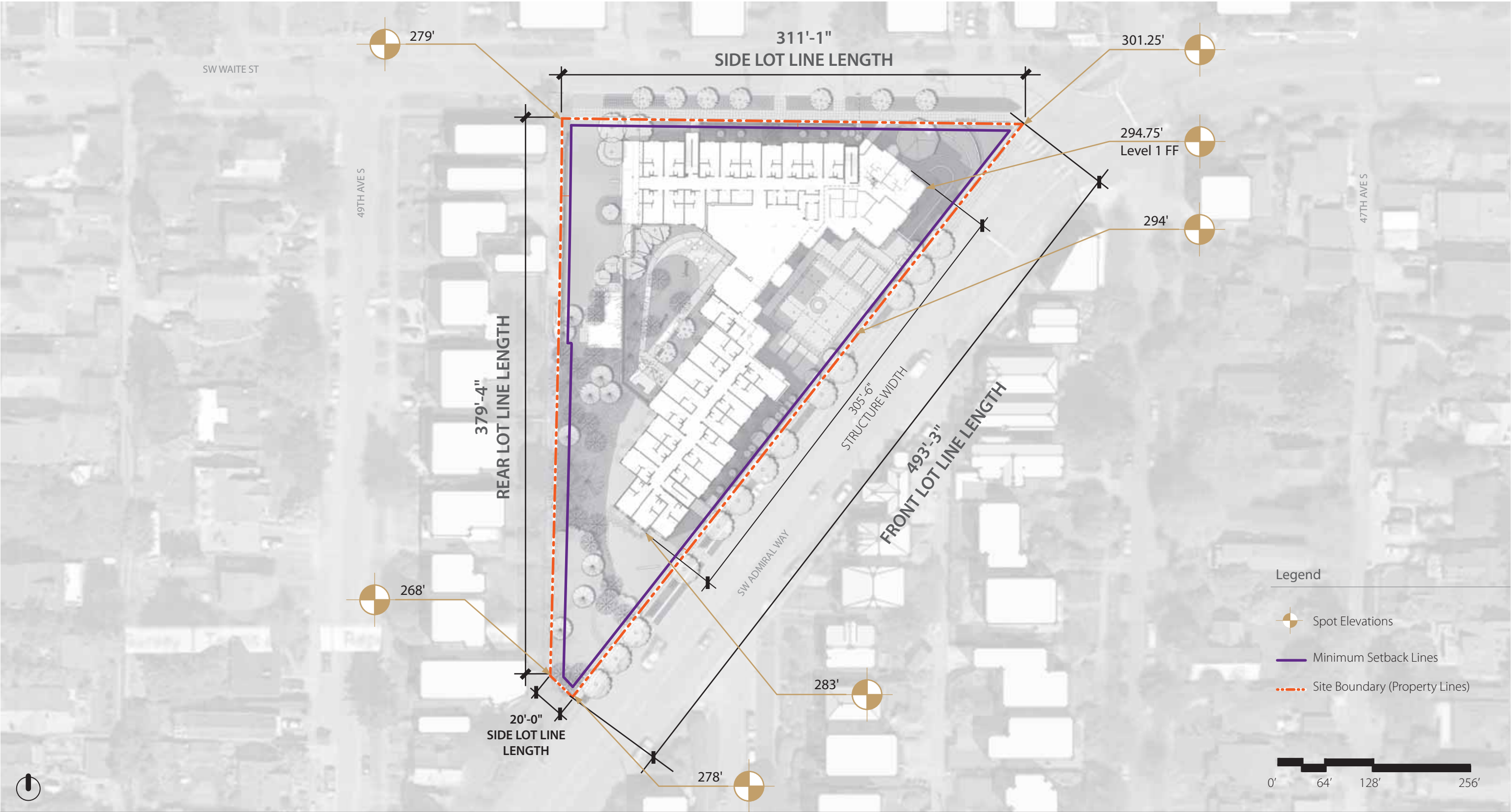
COMPOSITE SITE PLAN

APPROVED EDG MASSING - GROUND FLOOR USES & SITE ELEMENTS



COMPOSITE SITE PLAN

APPROVED EDG MASSING - SITE DIMENSIONS



ITEMIZED RESPONSE TO EDG

PAGE	ITEM
11	Director's Approval : Bicycle Parking
12	Director's Approval : Driveway Slope
13	Departure : Max Structure Width
15	Departure : Surface Parking Location and Access on SW Admiral Way
17	Departure : Non-Alley Access to Parking Garage and Loading
18	Driveway Development
20	Minimize Rooftop Elements

EDG Board Comments
"The board supports the request to provide 20 bike stalls rather than 55."

ITEMS FOR DIRECTOR'S APPROVAL: BICYCLE PARKING

CODE SECTION
23.54.015 K TABLE E
REQUIRED PARKING FOR BICYCLES

REQUIREMENT
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

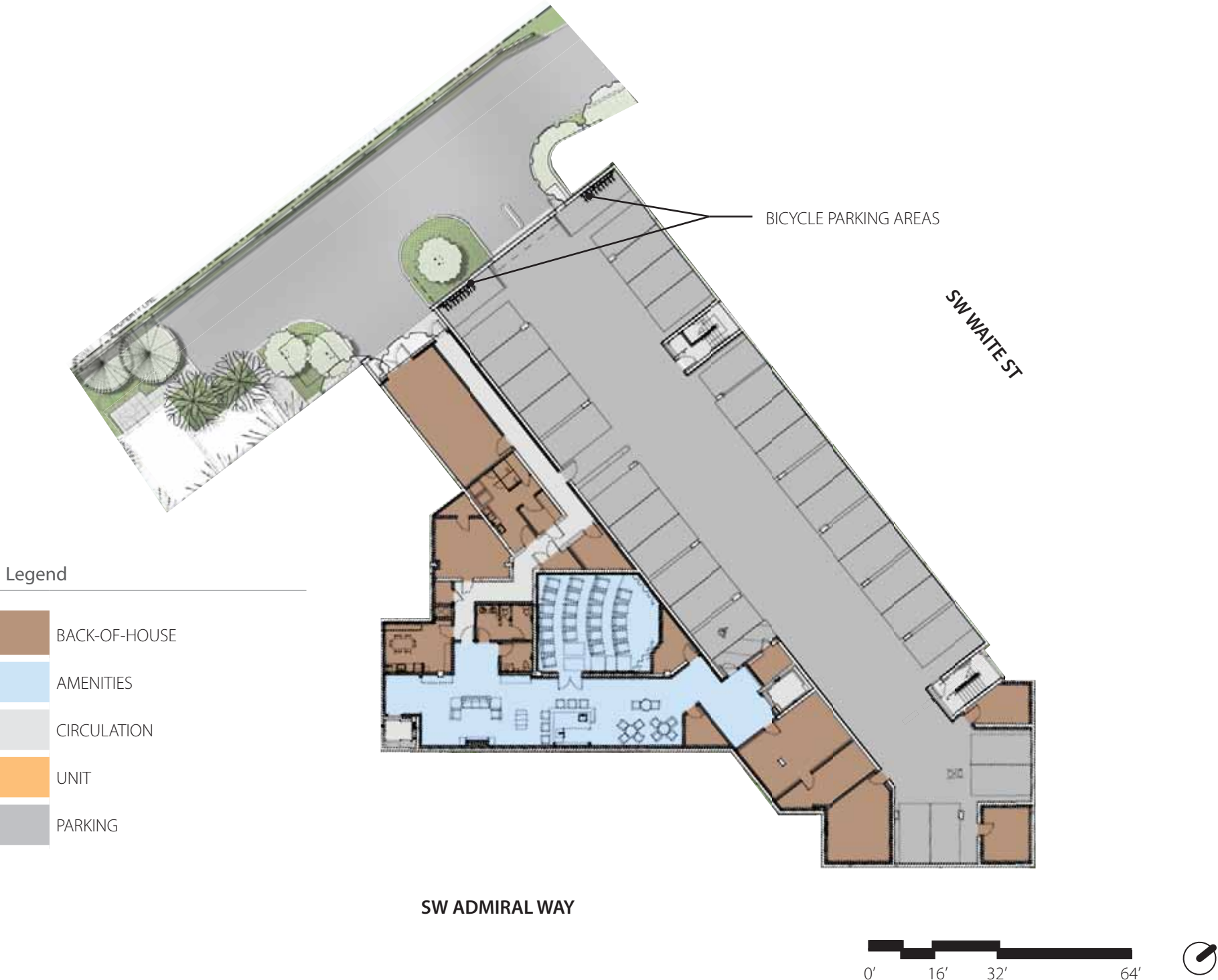
 $81 \text{ SLEEPING ROOMS } (.75) = 61$
 $50 + 1/2(10) = 56 \text{ SPACES}$

*(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.

PROPOSED
(20) LONG TERM BICYCLE SPACES, OR AS REQUIRED BY THE DIRECTOR.

REASON FOR DEPARTURE
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.

The number of bicycle parking spots provided are believed to be sufficient to accommodate staff who may commute by bike or bike-bus, which is in line with the Design Guidelines to PL4.C: Planning Ahead for Transit..



ITEMIZED RESPONSE TO EDG

ITEMS FOR DIRECTOR'S APPROVAL: DRIVEWAY SLOPE

CODE SECTION

23.54.030
PARKING SPACE STANDARDS: DRIVEWAYS
D.3.

REQUIREMENT

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

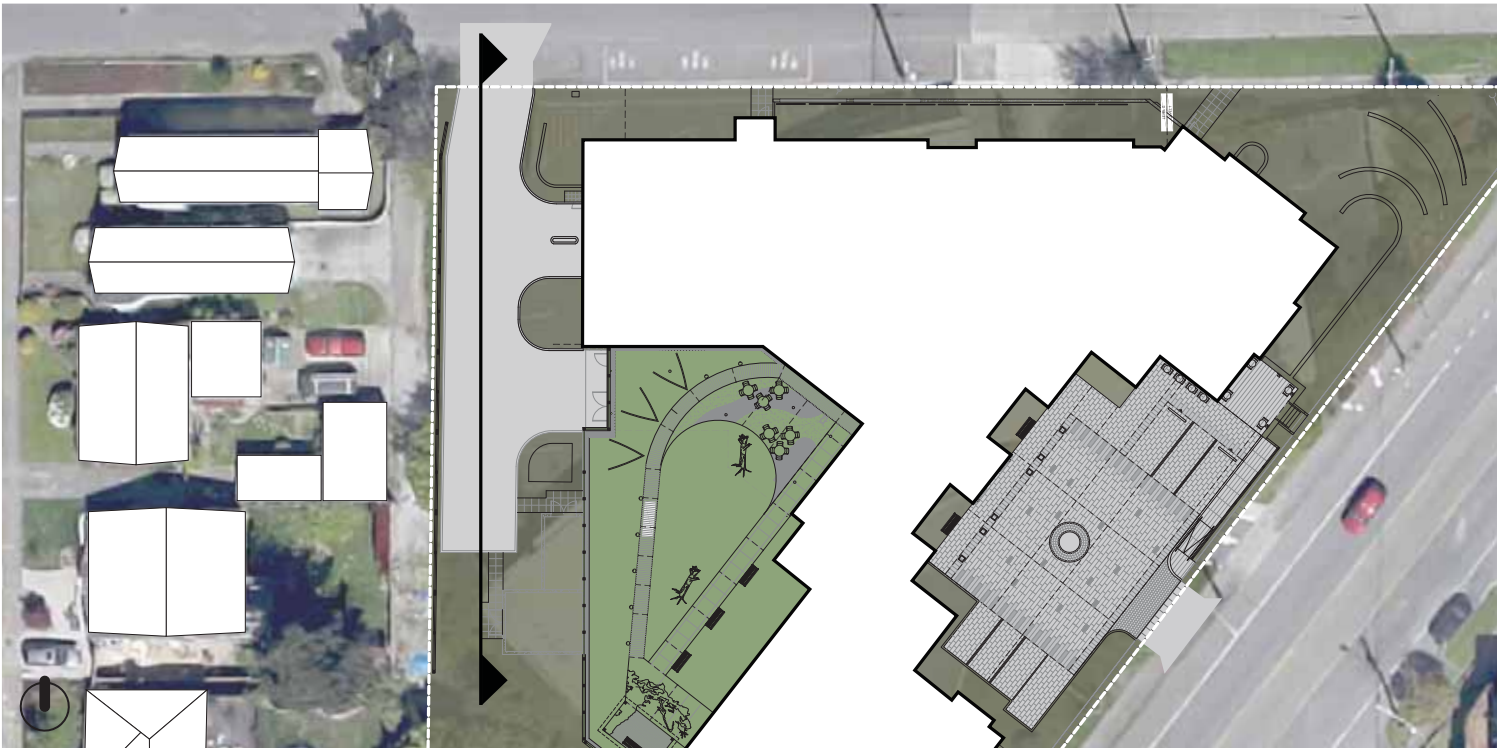
PROPOSED

PROPOSED DRIVEWAY SLOPES 20% IN ACCORDANCE WITH REQUIREMENTS LISTED IN 23.54.030.D.3.a-c

REASON FOR DEPARTURE

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 20%. This is the least slope necessary for access, and should result in a usable driveway.

EDG Board Comments
"The board supports the request to provide a driveway slope of up to 20%. Adjacent existing alley to remain unchanged: exceeds 20% slope."



Proposed Driveway (adjacent to Existing Alley)



Proposed Driveway Section (adjacent to Existing Alley) - N.T.S.

ITEMIZED RESPONSE TO EDG

DEPARTURES: MAX STRUCTURE WIDTH

- Modulation & Increased Setbacks
- Human Scale Details & Residential Rhythm

EDG Board Comments
"The board favors the departure to exceed LR1 front lot line at SW Admiral Way provided the design continues to develop with the same design rigor discussed in the presentation with regards to the modulation, setbacks, scale, and details."



Perspective from Northeast - SW Admiral Way



East Elevation - SW Admiral Way (N.T.S.)

ITEMIZED RESPONSE TO EDG

DEPARTURES: MAX STRUCTURE WIDTH

CODE SECTION	REQUIREMENT	PROPOSED	REASON FOR DEPARTURE
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 ENCLOSSES 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, increased setbacks, and human scale details and quality finishes in line with Seattle's 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.C: Relationship to the Block - RESPONSE

- 1. Corner Sites:** 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. Full Block Sites: 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.

CS2.D: Height, Bulk, Scale - RESPONSE

- 2. Existing Site Features; 5. Respect for Adjacent Sites:** 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.

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 - RESPONSE

- 2. Reducing Perceived Mass:**

 - 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.
 - 2. 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.
 - 2. 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. Landscaping will be planted along the uphill edge of the alley to further buffer the neighbors.

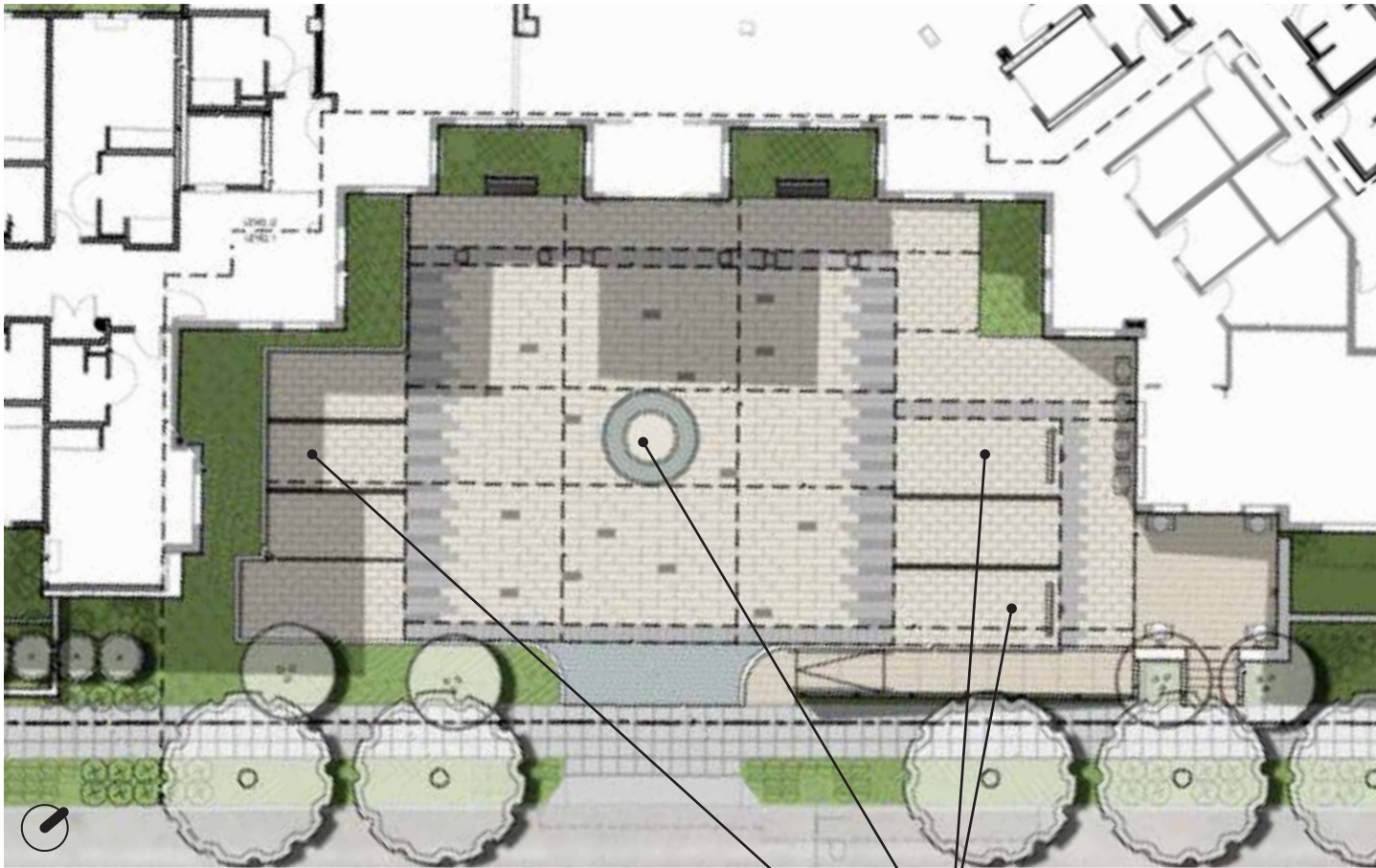
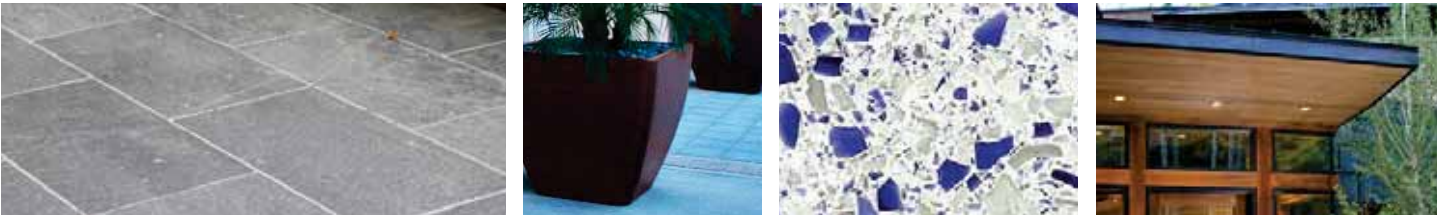
DC2.D: Scale & Texture - RESPONSE

- 1. Human Scale:** 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.

ITEMIZED RESPONSE TO EDG

DEPARTURES: SURFACE PARKING LOCATION & ACCESS ON SW ADMIRAL WAY

- High-Quality Materials
- Human Scale Details
- Articulated Facade
- Landscape Features



PLAN - RESIDENT & VISITOR DROP-OFF

- 2 ADA PARKING STALLS
- DECORATIVE PAVING MEDALLION
- 4 VISITOR PARKING STALLS

EDG Board Comments
"The board favors the departure to provide visitor parking and drop off at mid-block on Admiral provided there is the high quality materials and design rigor discussed in the presentation with regards to the articulation and details."



PERSPECTIVE - RESIDENT & VISITOR DROP-OFF

ITEMIZED RESPONSE TO EDG

DEPARTURES: SURFACE PARKING LOCATION & ACCESS TO PARKING ON SW ADMIRAL WAY AND WAITE STREET

CODE SECTION	REQUIREMENT	PROPOSED	REASON FOR DEPARTURE
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.
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.
23.45.536 PARKING LOCATION, ACCESS AND SCREENING C.1.	ACCESS TO PARKING: ALLEY ACCESS REQUIRED	PARKING GARAGE ACCESS VIA DRIVEWAY OFF WAITE ST, ADJACENT TO ALLEY	Access to the parking garage and loading dock is proposed via a driveway off Waite Street adjacent to the existing alley, which is similar to the existing condition. The existing alley is narrow and has a greater than 20% slope, whereas the project's proposed driveway will be wide and have a maximum 20% slope. The proposed driveway better supports safe and easy site access. Additionally, the proposed driveway is kept separate from the existing alley in consideration of the neighbors to the west who use the alley. They have requested visual and acoustic separation between the alley and the project's parking and service areas. The proposed driveway adjacent to the alley allows this to occur -- a 6ft fence on retaining wall and plantings are proposed -- while maintaining existing resident access of the alley.

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 - RESPONSE

2. Connection to the Street: 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 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.

PL3 STREET-LEVEL INTERACTION:

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

PL3.A: Entries - RESPONSE

1. Design Objectives:
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 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.

DC 1 PROJECT USES & ACTIVITIES:

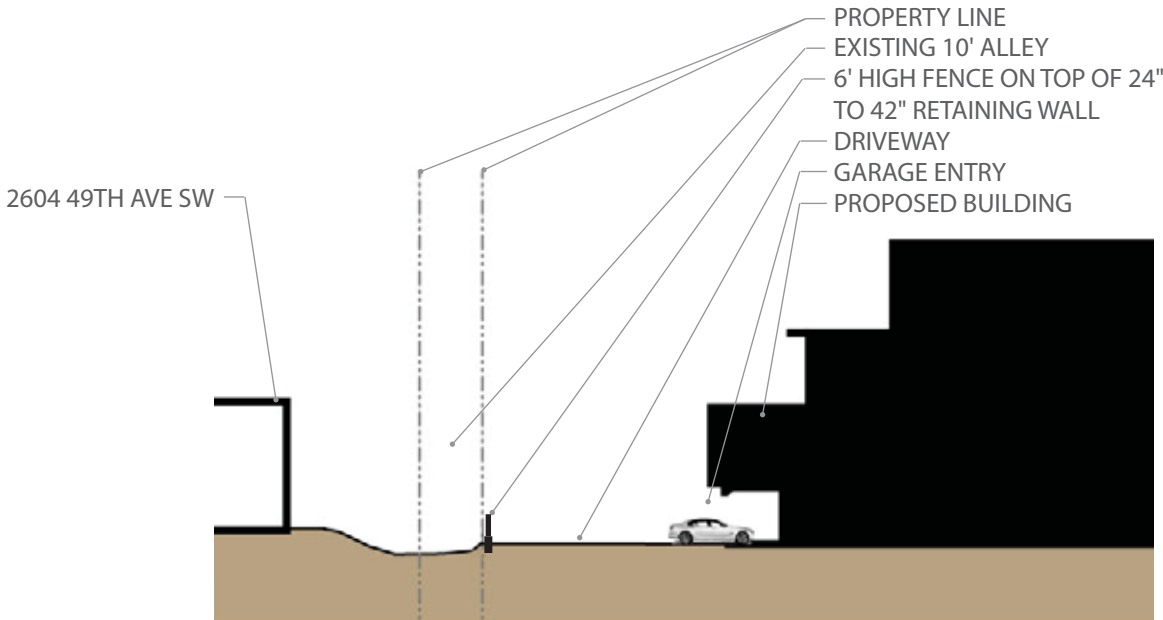
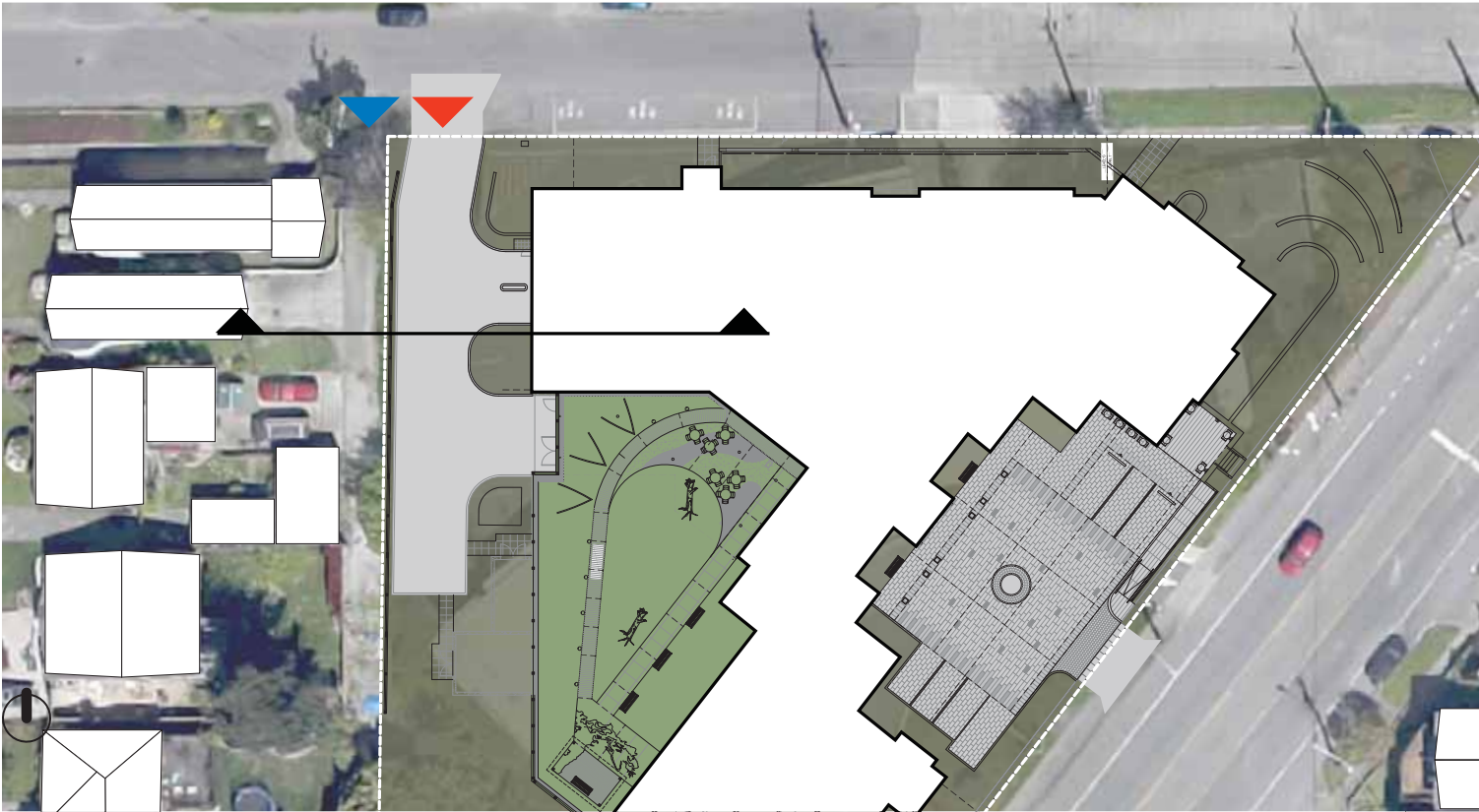
Optimize the arrangement of uses and activities on site.

DC1.C: Parking & Service Uses - RESPONSE

1. Design Objectives:
Primary parking will take advantage of the dramatic change in topography and will be accessed from the lowest portion of the site, in the northwest corner. A drop-off and guest parking is planned at the main entry court off of SW Admiral Way. The Entry Court is made into a prominent design feature that adds landscaping and architectural interest to the Admiral Way frontage; it will be an attractive surface parking area meant to welcome people to the building.

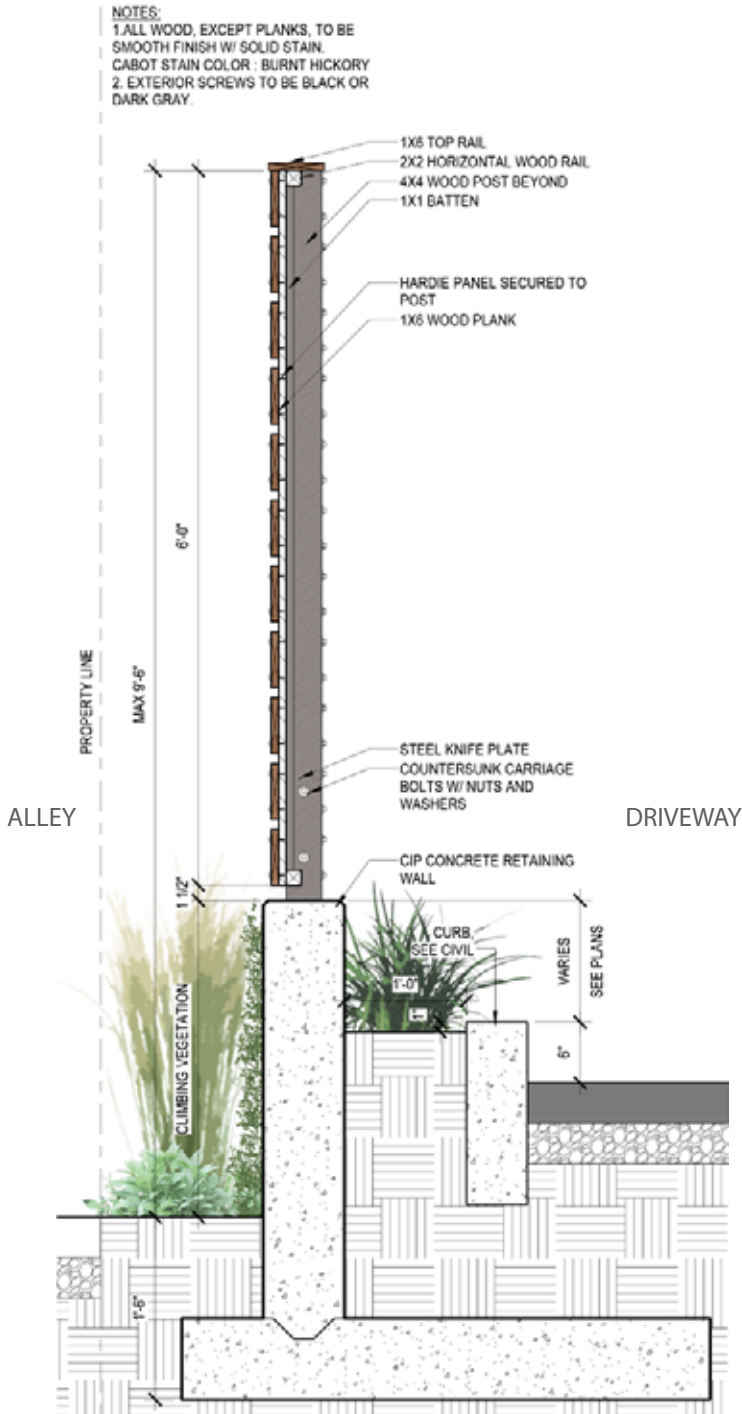
ITEMIZED RESPONSE TO EDG

DEPARTURES: NON-ALLEY ACCESS TO PARKING GARAGE & LOADING



PROPOSED

EDG Board Comments
NEW DEPARTURE; CONCEPT DISCUSSED AT EDG MEETING
(Related to Driveway Slope Director's Approval request and Driveway Development guidance)



Detail Section of Fence between Driveway and Alley

ITEMIZED RESPONSE TO EDG

DRIVEWAY DEVELOPMENT

Fencing/Screening along the Property Line

- Fence is 6' high atop a 2-3.5' high retaining wall along the length of the driveway
- Fence is made of attractive materials
- Fence and planting block light from cars exiting garage
- Fence and planting promotes visual privacy between site and neighboring houses
- Fence and planting, provide acoustic mitigation from noise associated with the driveway

EDG Board Comments

Provide further development of the details of the separation between the driveway and the existing alley along the west property line:

- Explore options for the fence or screen along the property line
- Explore options for more acoustical isolation from noise associated from cars and trucks using the driveway
- Explore options for enclosing the loading dock, and generator



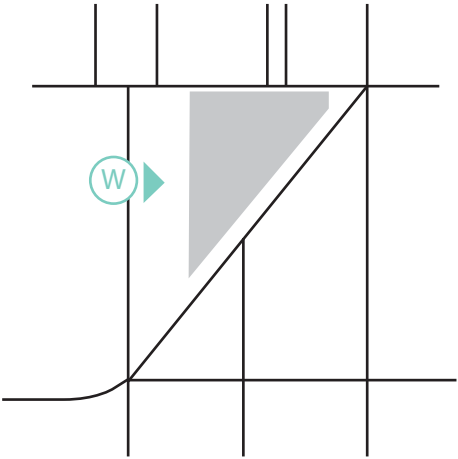
Perspective at Waite looking down Driveway and Alley

ITEMIZED RESPONSE TO EDG

DRIVEWAY DEVELOPMENT

- Options for Enclosing the Loading Dock and Generator
- The loading dock cannot be enclosed, but negative effects from headlights and noise transfer are mitigated by the fencing and planting along the property line (as described previously).
 - The Transformer Vault and Generator will be enclosed with 8' high CMU walls to minimize noise. Plantings will surround the enclosures to provide visual interest and variety.

EDG Board Comments
Provide further development of the details of the separation between the driveway and the existing alley along the west property line: • Explore options for the fence or screen along the property line • Explore options for more acoustical isolation from noise associated from cars and trucks using the driveway • Explore options for enclosing the loading dock, and generator



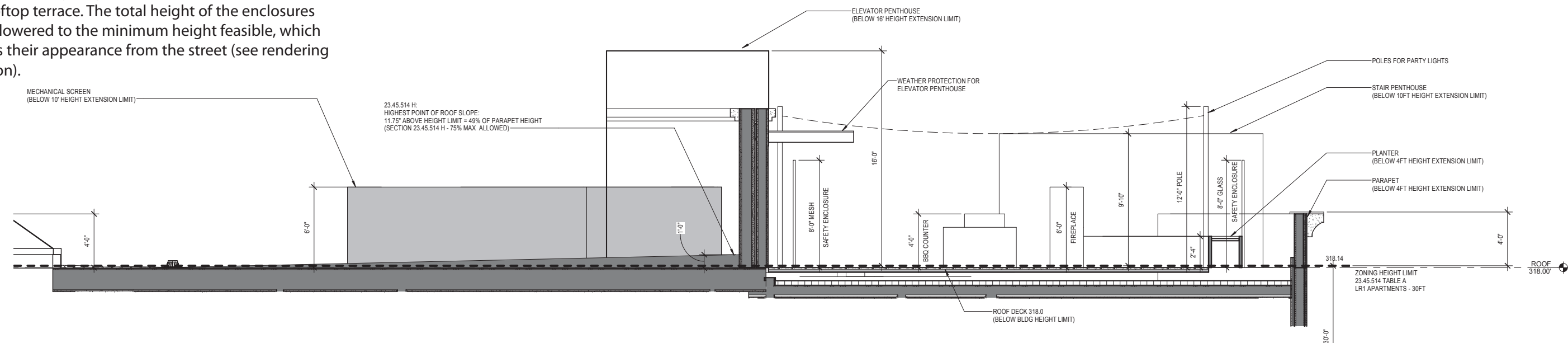
West Elevation at Alley (1/16" = 1'-0")

ITEMIZED RESPONSE TO EDG

MINIMIZE ROOFTOP ELEMENTS

Stair & Elevator Enclosures

- Stair and elevator enclosures are allowed by zoning code to exceed the building height limit in order to provide access to the rooftop terrace. The total height of the enclosures has been lowered to the minimum height feasible, which minimizes their appearance from the street (see rendering and section).



Perspective from Northeast - SW Admiral Way & SW Waite Street

FLOORPLANS

PARKING LEVEL PLAN



FLOORPLANS

GROUND LEVEL PLAN - MEMORY CARE



COURTYARD LANDSCAPE CONCEPT



- Legend
- BACK-OF-HOUSE
 - AMENITIES
 - CIRCULATION
 - UNIT

FLOORPLANS

LEVEL 1 PLAN - ASSISTED LIVING



CORNER LANDSCAPE CONCEPT



- Legend
- BACK-OF-HOUSE
 - AMENITIES
 - CIRCULATION
 - UNIT

FLOORPLANS

LEVEL 2 PLAN - ASSISTED LIVING

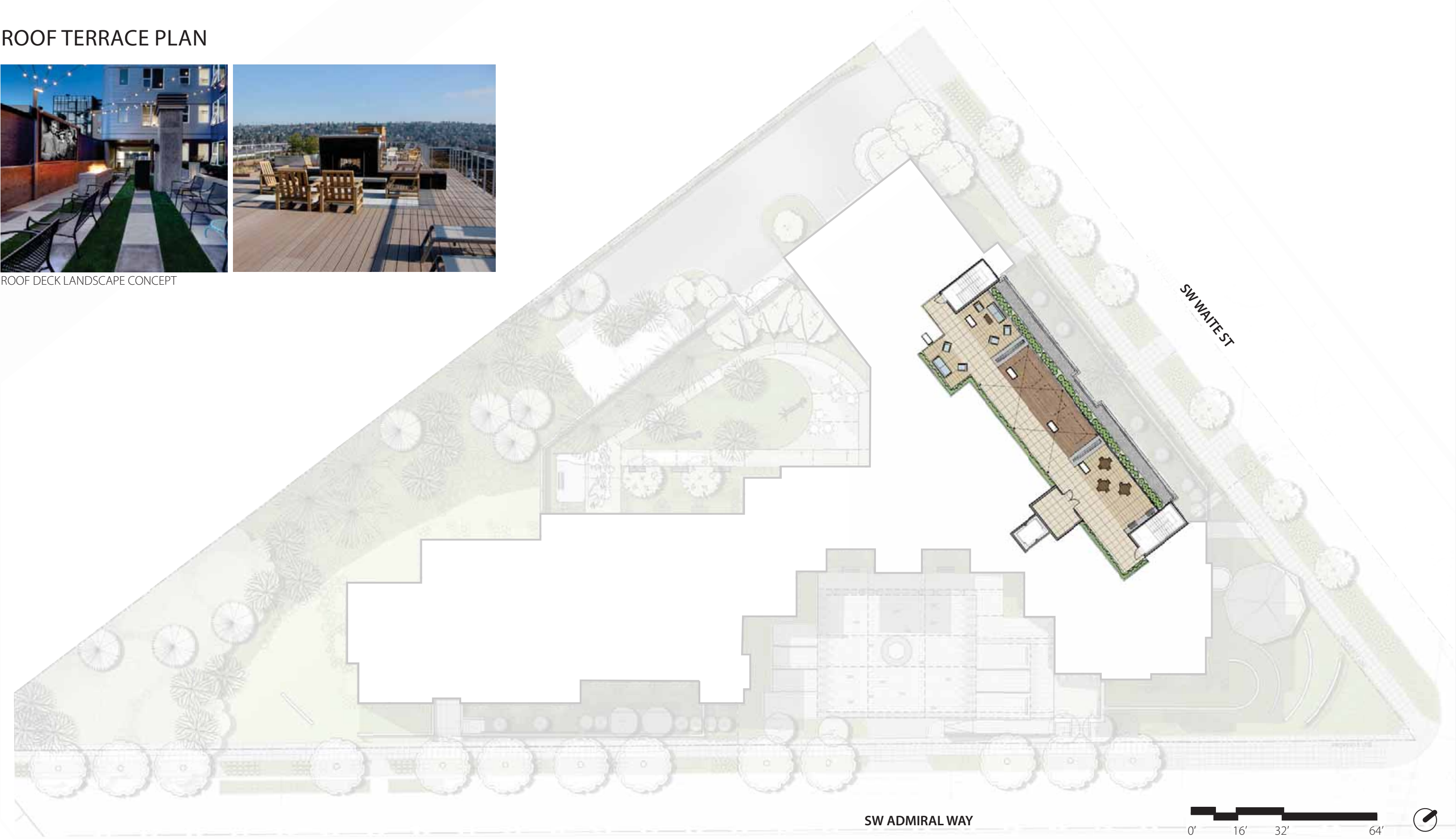


FLOORPLANS

ROOF TERRACE PLAN



ROOF DECK LANDSCAPE CONCEPT



COMPOSITE LANDSCAPE/HARDSCAPE PLAN

LANDSCAPE SITE PLAN



COMPOSITE LANDSCAPE/HARDSCAPE PLAN

PHOTOS OF SPECIFIED PLANTS & OTHER SPECIAL LANDSCAPE FEATURES

South Site

- 1 Vine Maple *acer circinatum*
- 2 Western Sword Fern *polystichum munitum*
- 3 Snowberry *symphoricarpos albus*
- 4 Western Red Cedar *thuja plicata*



Mid Site

- 5 Beach Daisy *erigeron glaucus*
- 6 Blue Oat Grass *helictotrichon sempervirens*
- 7 Oriental Fountain Grass *pennisetum orientale*
- 8 Shore Pine *pinus contorta contorta*



North Site

- 9 Point Reyes ceanothus *ceanothus gloriosus 'Point Reyes'*
- 10 Gold Dew Tufted Hairgrass *deschampsia cespitosa 'Goldtau'*
- 11 European Beech *fagus sylvatica*
- 12 Hidecote Blue Lavender *lavandula angustifolia 'hidecote blue'*



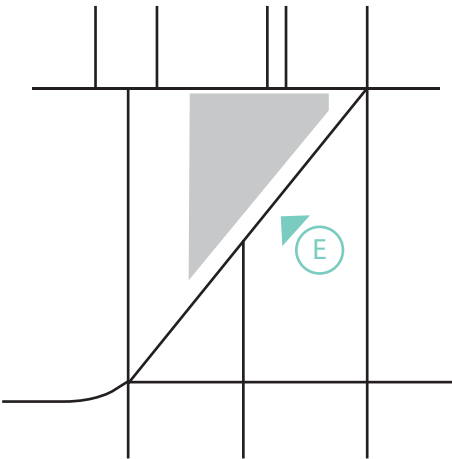
Landscape Features

- 13 Pennsylvania Bluestone Pavers
- 14 Cedar Privacy Screen
- 15 Integral Color Concrete Pavers
- 16 Planters



ELEVATIONS

SW ADMIRAL WAY



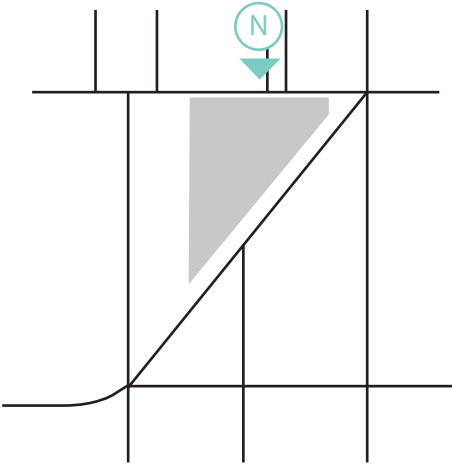
MATERIALS & COLOR PALETTE

ELEVATIONS

SW WAITE ST



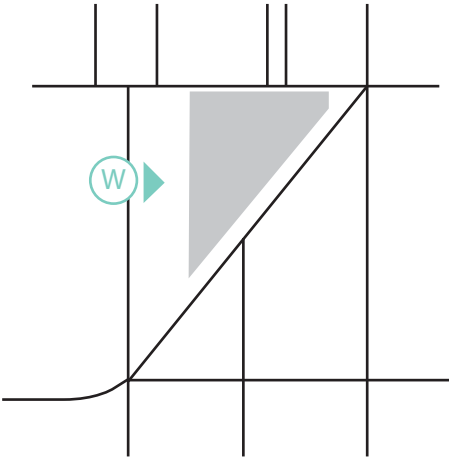
North Elevation - (1/16" = 1'-0")



MATERIALS & COLOR PALETTE

ELEVATIONS

REAR LOT LINE



MATERIALS & COLOR PALETTE

MATERIALS & COLOR PALETTE



PAVER: 61078 - ADOBE



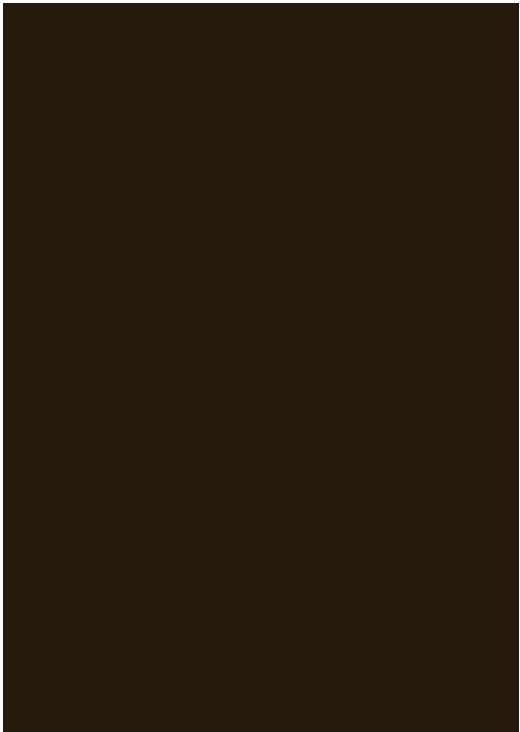
PAVER: 860 - DARK GRAY (IRON OXIDE)



STUCCO: STO FINE SAND FINISH 6050 - WHITE LINEN



WOOD SOFFIT: CLEAR SMOOTH TONGUE AND GROOVE WESTERN RED CEDAR, CABOT OIL STAIN CLEAR SOLUTION #3000 - NATURAL



WINDOWS: VPI - ARCHITECTURAL BRONZE



RAILINGS (BALCONIES AND GUARDRAILS): RAILPRO - CHOCOLATE BROWN

RENDERINGS

SW ADMIRAL WAY & SW WAITE STREET



RENDERINGS

SW WAITE STREET & ALLEY



RENDERINGS

SW ADMIRAL WAY FROM SE



RENDERINGS

SW ADMIRAL WAY FROM NW



RENDERINGS

ENTRY COURT



EXTERIOR LIGHTING PLAN

SITE PLAN



PHOTOS OF FIXTURE DESIGN



UP LIGHTS



FLOODLIGHT



POLE LIGHTS



STEP LIGHTS



RECESSED DOWN LIGHTS



SURFACE-MOUNTED WALL LIGHTS

SIGNAGE CONCEPT

SITE PLAN



BUILDING MANAGEMENT SIGNAGE PLAN REQUIREMENTS

All building identification and directional signage will have the same material and font language. They will be smooth concrete bases with a custom-cut dark metal panel pinned to the top. The lettering will be made in negative space, with the concrete background providing the contrasting tone for readability. At night, the letters will be backlit with rope lighting or similar. There will be four primary signs:

- 1) The primary building monument sign at the corner of SW Admiral Way and SW Waite Street
- 2) A small railing-integrated sign along SW Admiral Way, on the railing that marks the entrance to the Entry Court
- 3) A secondary building monument sign that identifies the project from the south as people travel up SW Admiral Way
- 4) Directional signage guiding people in and out of the parking garage and loading areas

SIGNAGE CONCEPT : MATERIALS



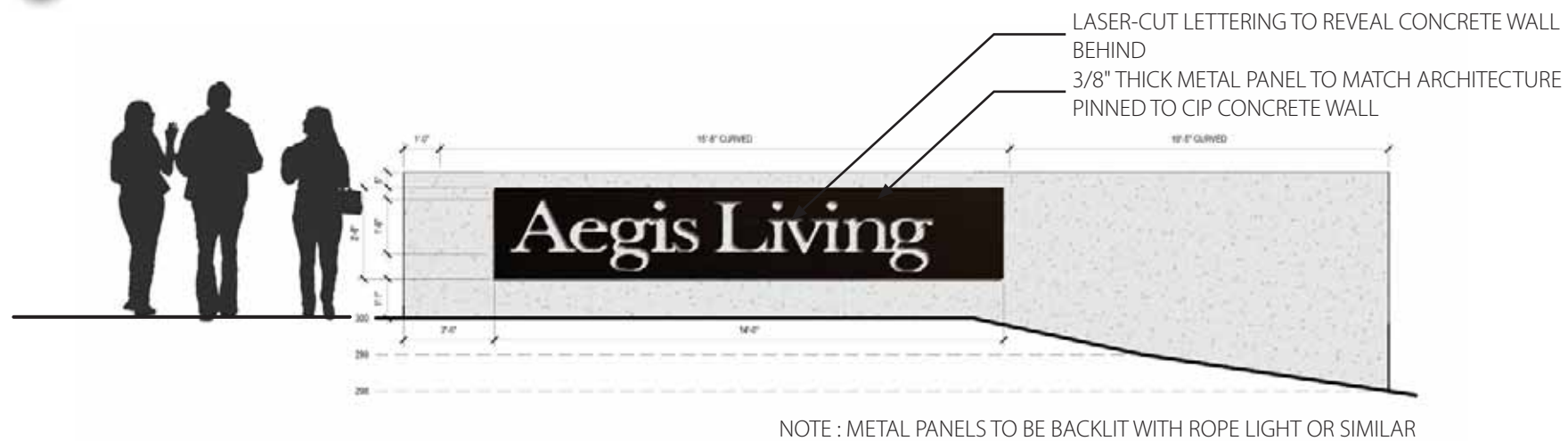
METAL PANEL



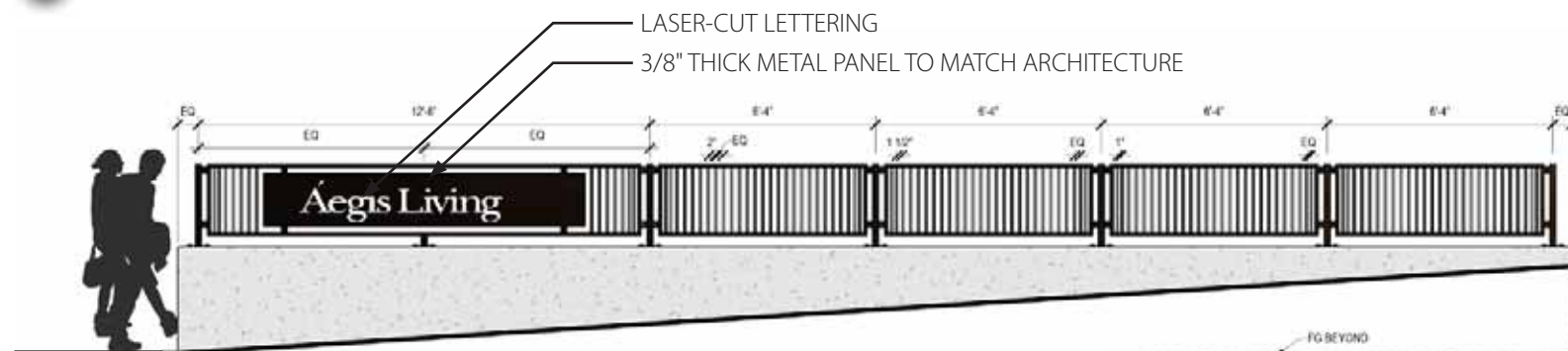
CONCRETE

SIGNAGE CONCEPT

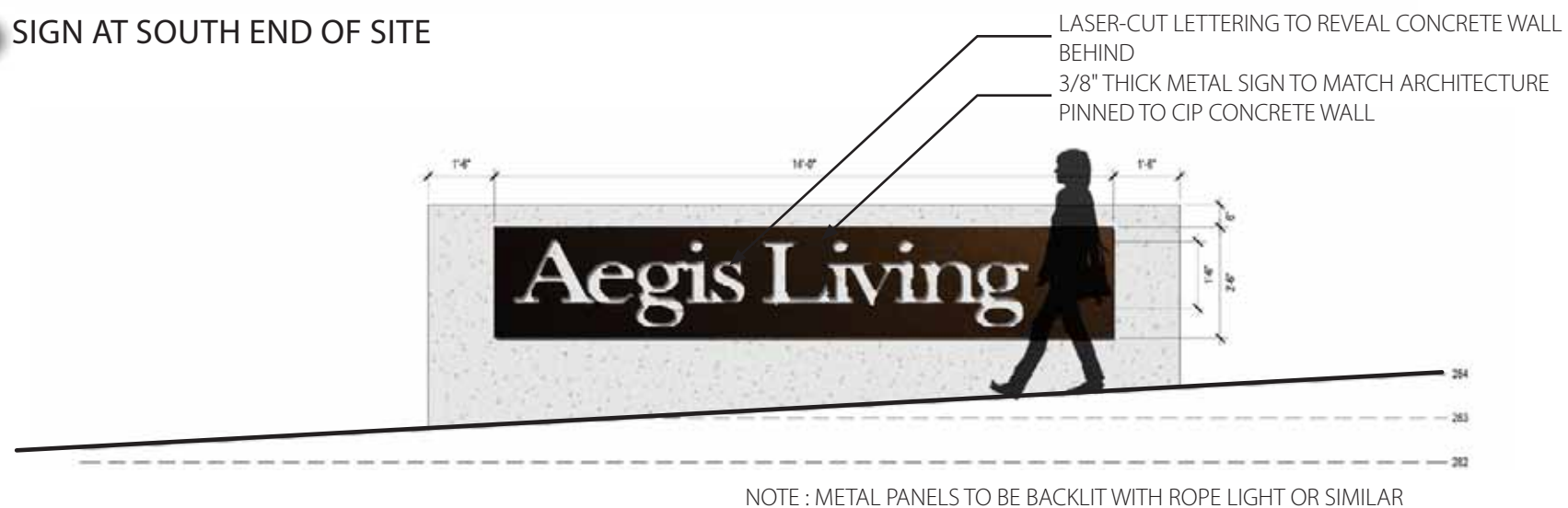
1 PRIMARY SIGN AT SW ADMIRAL WAY AND SW WAITE STREET INTERSECTION



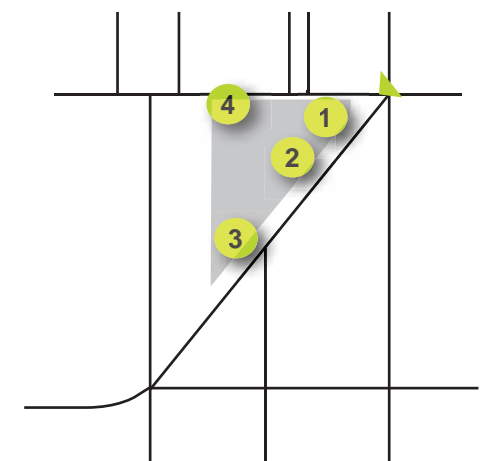
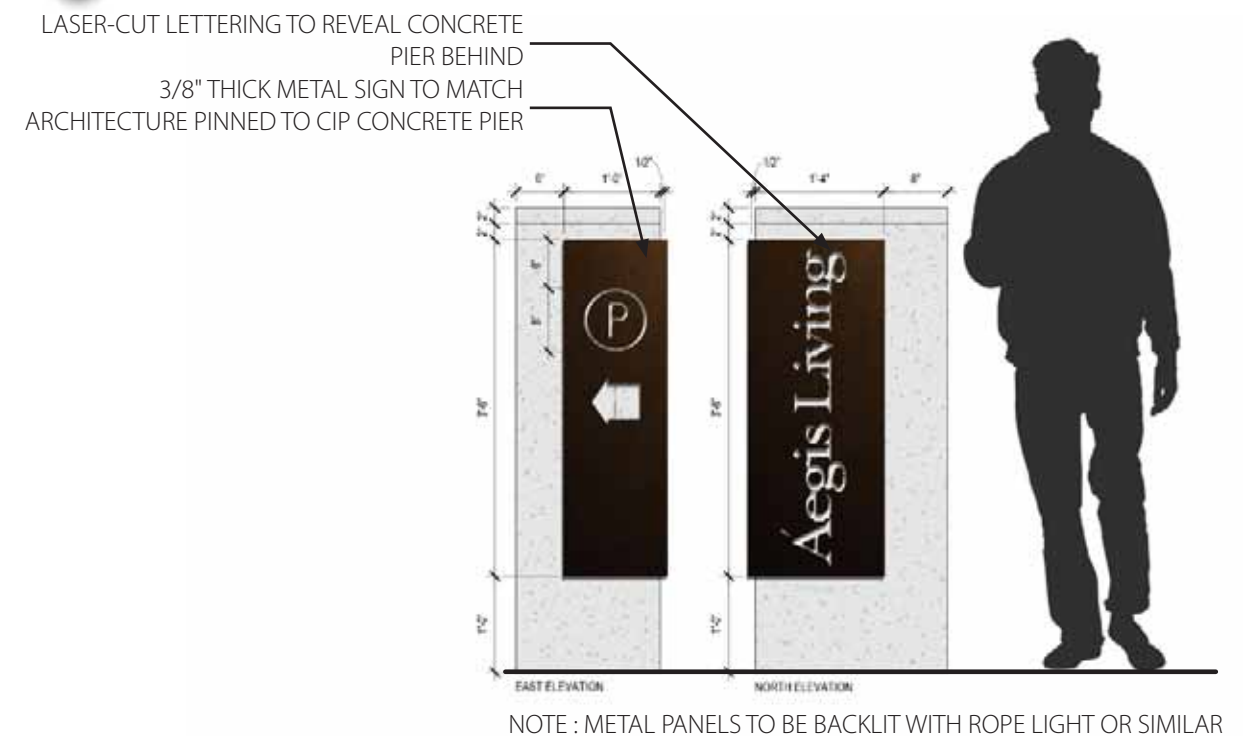
2 RAILING-INTEGRATED SIGN FACING SW ADMIRAL WAY



3 SIGN AT SOUTH END OF SITE



4 DIRECTIONAL SIGN AT DRIVEWAY ENTRANCE FACING SW WAITE STREET



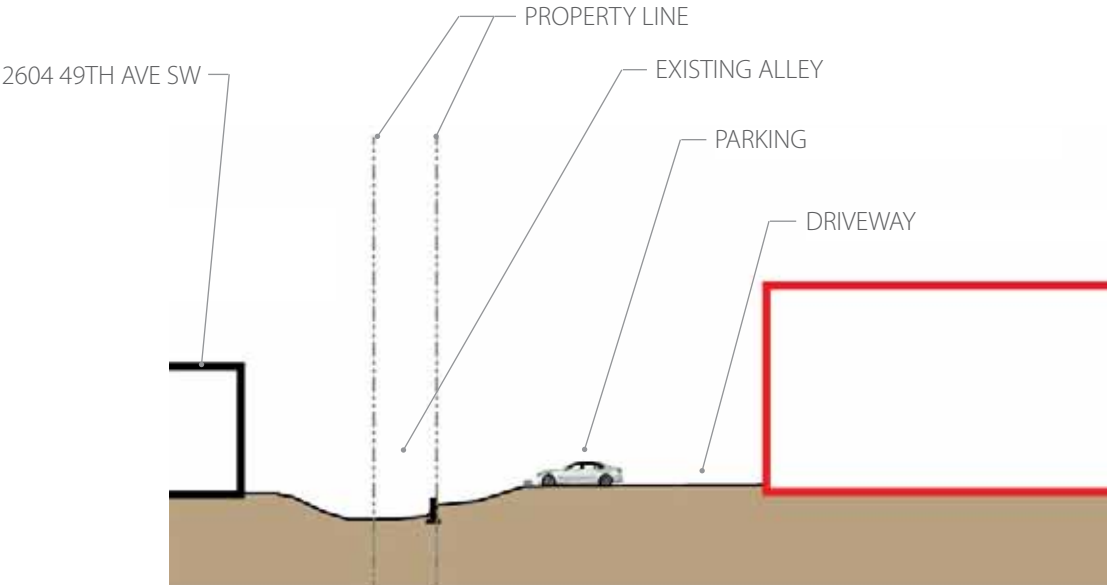
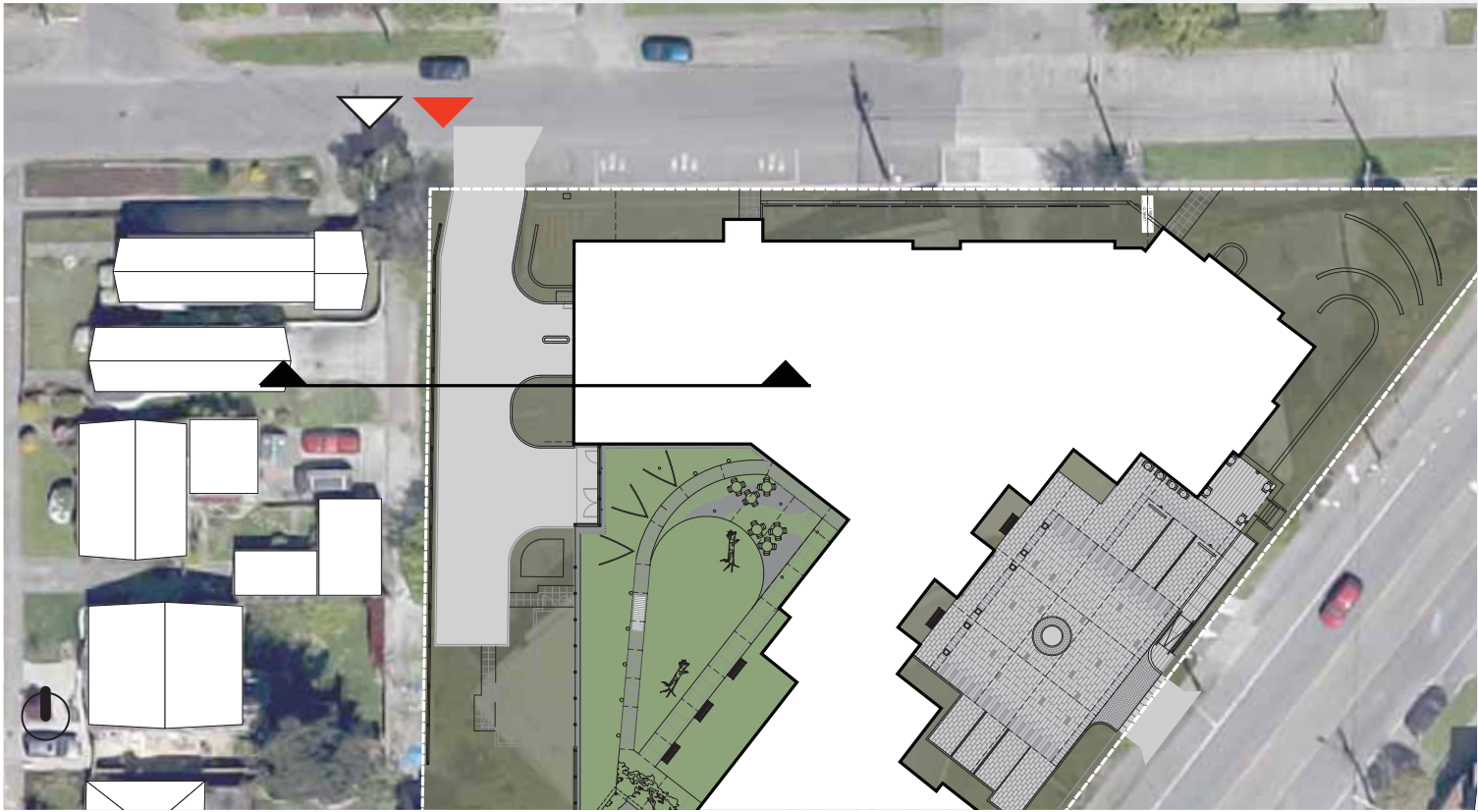


DESIGN REVIEW: Aegis West Seattle

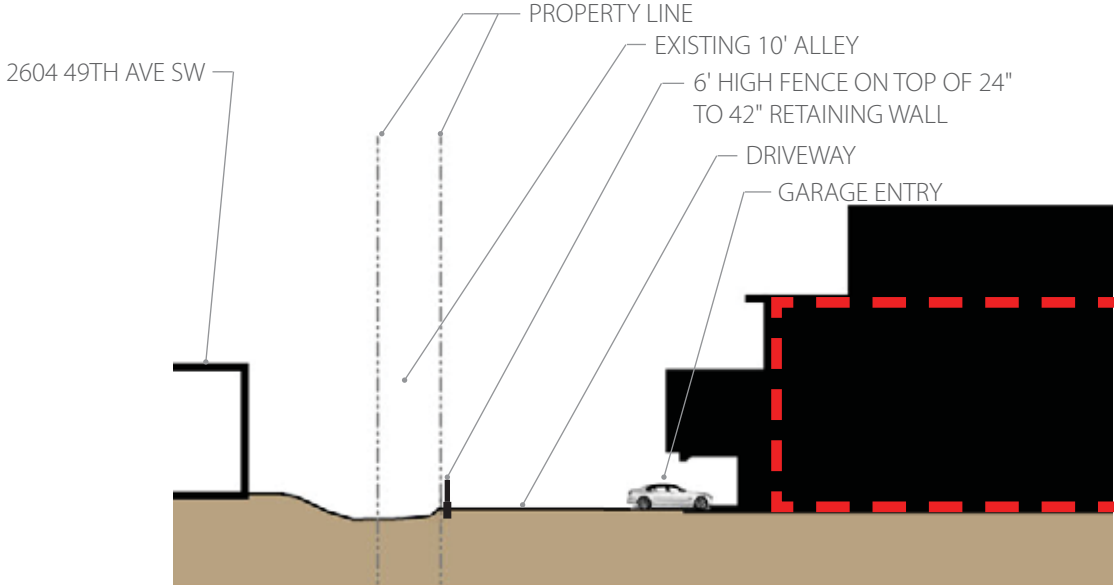
ITEMIZED RESPONSE TO EDG

DEPARTURES: NON-ALLEY ACCESS TO PARKING GARAGE & LOADING

EDG Board Comments
NEW DEPARTURE; CONCEPT DISCUSSED AT EDG MEETING
(Related to Driveway Slope Director's Approval request and Driveway Development guidance)



EXISTING



PROPOSED