CF 311301
#14

Legislative Department
Seattle City Council
Memorandum

Date: March 17, 2011

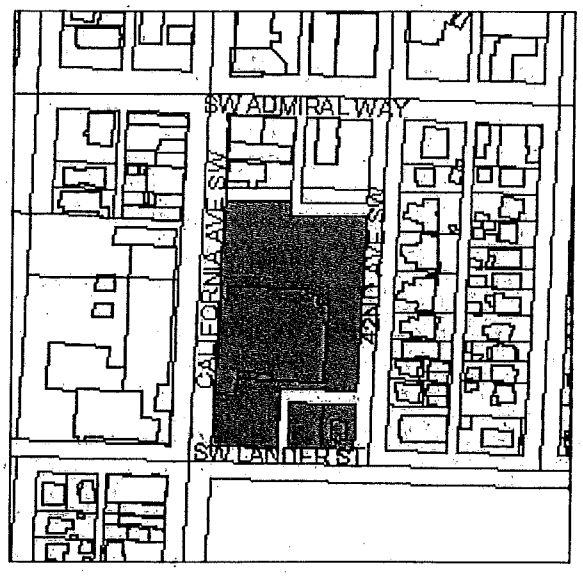
To: Sally Clark, Chair
Tim Burgess, Vice Chair
Sally Bagshaw, Member
Committee on the Built Environment (COBE)

From: Michael Jenkins, Council Central Staff

Subject: Clerk's File (CF) 311301: Application of Fuller Sears Architects to amend the Property Use and Development Agreement for property located at 2622 California Avenue Southwest, to increase the number of residential units from 35 to 79 and reduce the amount of office space by 20,000 square feet (Project No. 3011952).

Overview:

Fuller Sears Architects, on behalf of Safeway Incorporated, ("Proponents"), propose an amendment to a Property Use and Development Agreement (PUDA) that implements the Council's approval of a contract rezone at 2622 California Ave SW. As reflected in the map, the site is bounded by California Ave SW to the west, SW Lander to the south, 42nd Ave SW to the east and an alley to the north.



The proposed PUDA amendment would allow the mix of uses permitted for the site to be changed. The original PUDA, approved under Ordinance 123320, required the following uses for the site:

- A 59,581 square foot grocery store;
- A separate structure attached to the store that includes a 40 unit apartment building and a separate 20,000 square foot building devoted to "flex-work" spaces; and
- 199 parking spaces in three areas:

  - rooftop parking for up to 135 vehicles (97 commercial, 38 residential)
  - 44 at-grade parking spaces to the north of the new grocery store
  - 20 residential spaces provided in a partially below ground area under the separate structure

The proposed PUDA amendment would only affect the mix of uses in the separate structure ("structure") attached to the grocery store. The amendment would allow the 20,000 square feet of flex work space to be converted to residential units, with the total number of residential units in the structure increasing from 40 to 79[1]. Attachment A to this report is the written request by Foster Pepper, the attorney for Safeway. The request is made by Safeway, as they believe that the flex-work office space is no longer economically viable.

Attachment B to this report is eight separate renderings that illustrate the project as approved and the changes to the structure if Council approves the amendment.

2. Type of Action – Standard of Review

The request for a PUDA amendment is a Type IV quasi-judicial rezone under Seattle Municipal Code (SMC) 23.76.058B, and is also subject to the Appearance of Fairness Doctrine prohibiting ex-parte communication and the Council's rules on quasi-judicial proceedings (Resolution 31001).

In most quasi-judicial actions, the Hearing Examiner establishes the record for the Council's decision at an open-record hearing, following the publication of a recommendation by the Department of Planning and Development (DPD). In the case of requests for Council to approve an amendment to a PUDA, SMC 23.76.058 requires that DPD first determine whether the request is a **minor** or **major** amendment to a PUDA. SMC 23.76.058B includes criteria to make this determination, along with the requirement that the public who received an opportunity to comment on the rezone are also given an opportunity to comment on the request.

If DPD determines that the request is a minor amendment, a report is prepared and forwarded directly to the Council without the need to send it onto the Hearing Examiner for a hearing. If DPD determines that the request is a major amendment, the Hearing Examiner is required to hold a public hearing for the City Council on the determination. This determination may not be appealed.

DPD has determined that the PUDA request is a minor amendment.

The record that was forwarded to the Council from DPD includes:

- Drawings that detail the proposed changes to the project;
- The recommendation of the Director of DPD;
- The environmental (SEPA) determination for the proposal, and;
- Copies of public comment.

Finally, Council Rules VI.C.3 allows the committee to hold oral argument on a minor amendment to a PUDA. The rules state that oral argument may be provided by the City agency making the request and those that provide written comments on the request. Notice that COBE may allow for oral argument on the minor amendment was provided concurrent with notice of DPD's recommendation.

[1] There is a slight discrepancy between Safeway's request and DPD's plans. Safeway is requesting a total of 79 apartment units, while DPD's plans show 78. It is assumed that approval of 79 dwelling units are sought by Safeway.

3. Materials from the Record Reproduced in COBE Notebooks

I have attached the following portions of the record provided by DPD:

1. Request by Foster Pepper to amend the PUDA (Attachment A);
2. Renderings of the project, as approved under the original rezone and the changes requested (Attachment B1-B8);
3. DPD Director's Analysis and Recommendation (Attachment C);
4. Reduced (11x17) plans that document details of the request (Attachment D);
5. Written public comment (Attachment E) and;
6. Report by Heffron Transportation, Inc. (Attachment F).

4. Summary of the record

A. Zoning history

The site is currently zoned Neighborhood Commercial 3 with a 40 foot height limit (NC3-40). This zone was adopted when Council approved the rezone for this site in June 2010. Prior to that rezone, the site was zoned both Lowrise 3 (LR3) and NC2-40.

B. Surrounding area

The site is located within the Admiral Residential Urban Village. The area to the north of the site is dominated by a variety of one to two story commercial structures that house retail and personal service uses. Newer development to the north of the Admiral and California intersection includes mixed use structures including residential units located above a retail or commercial ground floor use.

To the south of the site, across SW Lander Street, is Hiawatha Playfield and West Seattle High School. To the east of the site, across 42nd Ave SW, is a LR3 zone developed with a series of townhouses and apartments. To the west, across California Ave SW, is Lafayette Elementary School.

C. Public comment

Attachment E includes five written comments concerning the project. As required for PUDA amendments, DPD received written comments after notice of the proposal was mailed to people on the original rezone mailing list. Four of comments were submitted prior to the close of the advertised comment period.

The three comments in favor of the project support the concept and the restraint shown in the proposed changes. However, there was concern expressed by the Admiral Neighborhood Association, in that they were not consulted earlier in this process.

Two comments in opposition to the project expressed concern about the traffic and parking impacts that could affect the surrounding neighborhood as a result from the proposed increase in residential dwelling units.

D. Summary of DPD's recommendation

SMC 23.76.058B includes four criteria to evaluate if a request to amend a PUDA is a minor or major amendment. If the criteria are met, the request is considered a minor amendment. If the criteria cannot be met, the request is considered a major amendment and must be forwarded to the Hearing Examiner for an open record hearing.

The four criteria are listed below, in italics. DPD's response from their Director's report is summarized (Page 2-3, Attachment C). I have also included comments.

1. The request is within the spirit and general purpose of the prior decision of the Council.

DPD concluded that there would not be significant changes to the exterior of the structure if Council approves the PUDA amendment allowing the structure's conversion from combined residential/flex work spaces to all residential uses (Attachment B1-8). To support their conclusion, DPD also cites the Hearing Examiner's record that included public comment supporting additional residential development in this urban village.

Central staff comments: After reviewing Attachment B, it appears that most of the changes to the exterior of the structure involve new windows on its east and west facades. The changes remove commercial-style windows and replace them with residential style windows and balconies.

DPD's analysis does not discuss the loss of the flex work space as part of the overall development. The original proposal called for 20,000 square feet of flex work space in the structure, which would be converted to residential if the proposal is approved. At the June 9, COBE meeting, committee members discussed how they were encouraged by the inclusion of flex work spaces in the proposal. However, Committee members also expressed concern about the viability of such spaces in this area. The economic viability of the flex-work spaces is addressed in the applicant's request to amend the PUDA (Attachment A).

The Hearing Examiner's recommendation on the rezone included findings and conclusions that support the relationship between additional residential development and the viability of the pedestrian oriented businesses in the area. The Hearing Examiner also noted that residential uses in the structure complement the multifamily uses located in the LR3 zone across 42nd Avenue S.

Therefore, I concur that this criteria has been met.

2. The request is generally consistent with the use and development standards approved in the prior request to the Council:

The use and development standards applicable to the combined residential/flex work structure remain unchanged if the structure is allowed to convert to all residential uses. The ground floor units at the north part of the structure facing 42nd Ave S. will continue to provide opportunities for live-work space, which is permitted in the NC3-40 zone.

Members of the public commented on their concerns about the lack of parking resulting from the change of the structure to residential uses. As a result of the proposal, the land use code parking requirement for the entire project changed from 153 spaces to 196[2] spaces. 199 spaces are provided. This development standard has been met.

Therefore, I concur that this criteria has been met.

3. The request would not result in significant adverse impacts that were not anticipated in the prior decision of the Council:

A revised environmental (SEPA) checklist was submitted by the applicant to disclose impacts related from the conversion of the structure to a residential building. In addition, a separate evaluation of the traffic impacts was prepared by Heffron Transportation, Inc., traffic and transportation consultants for the project. A copy of their report is included as Attachment F. The report concluded that a minor *reduction* in traffic (297 PM peak trips to 286 PM peak trips) would result from the proposed conversion. Therefore, DPD has not changed, revised or withdrawn their original determination of non-significance due to the reduction in PM peak hour trips.

Therefore, I concur that this criteria has been met.

4. The request does not seek any additional waivers or changes in the waivers of bulk or off street parking and loading requirements other than those approved in the prior decision of the Council:

No such waivers were sought in the original rezone request, so this criterion is not applicable.

5. Recommendation

I recommend that the COBE vote to **APPROVE** the request to amend the PUDA to allow the 20,000 square feet of flex work space to be converted to residential units, with the total number of residential units in the structure increasing from 40 to 79.

6. Next Steps

I have attached a Council Bill (CB) that has been introduced and referred to COBE. This CB reflects the proposed amendments to the PUDA that will allow the proponent to convert the use of the structure to 79 residential units.

The committee can vote on this legislation today and refer the matter to full Council or schedule another date for further deliberations prior to any vote. If the Committee votes to approve the PUDA amendment, the PUDA amendment must be executed prior to a Council vote.

[2] 196 spaces are based on 78 apartments. If 79 units are developed per Safeway's request, 197 parking spaces will be required.

FOSTER PEPPER PLLC

Direct Phone (206) 447-2815
Direct Facsimile (206) 749-2058
E-Mail MULLP@foster.com

January 18, 2011

Mr. Michael Dorcy
Land Use Planner
Department of Planning & Development
City of Seattle
700 Fifth Avenue, Ste. 1800
P. O. Box 34019
Seattle, WA 98124-4019

Re: *Safeway West Seattle Minor Revision to Property Use and Development Agreement*

Dear Michael:

Please accept this letter as a request from Safeway Inc. to obtain a minor amendment to the June 10, 2010 Property Use and Development Agreement for the Safeway West Seattle mixed-use development project.

The reason for the requested amendment is as follows:

As you are aware, Safeway originally proposed a joint development with three components: a 59,000 square foot Safeway grocery store, and a building fronting along 42nd Avenue that would contain approximately 35 residential units and 56 flex-work units. Safeway was to develop the grocery store, and Safeway intended to sell the land for the residential/flex-work units to another developer.

After Safeway had demolished its existing store in late summer, Safeway's original development partner was unable to obtain bank financing for the flex-work portion of the development that was originally proposed and approved by the City.

Safeway has found a new development partner, Madison Development Group, LLC, that is willing to step in on short notice, which is critical because the Safeway store is under construction, with a scheduled opening date of August 2011. Thus, the remainder of the development has to be constructed simultaneously in order to ensure that the development components are properly integrated and finished on time.

After analyzing the market and available financing, Madison has concluded the flex-work portion of the project is not viable and has proposed converting the flex-work space into an additional 44 residential units, which would bring the total unit count to 79.

The height, bulk, and scale of the building would remain unchanged and the exterior façade would be virtually identical to the approved MUP drawings except for some upgraded window treatments and the addition of some small balconies.

As set forth in attached memorandum from Heffron Transportation, the project's traffic impacts would be reduced from the MUP-approved development, decreasing from 297 p.m. peak hour trips to 286 p.m. peak hour trips under the revised proposal.

The PUDA amendment is necessary because the original PUDA, which was consistent with the approved MUP, called for development of "a structure containing approximately 20,000 square feet of office space and no more than 40 dwelling units." PUDA §1(2).

Written Description of the Scope of Changes:

The original mixed-use project consisted of a 60,000 square foot Safeway store, 52,400 square feet of residential apartments (35 units) and "flex-work", or incubator office space (56 units), 2,000 square feet of ground floor retail space on 42nd Avenue, and associated parking (199 stalls provided; 153 required).

The revised project eliminates the flex-work component and replaces it with additional units of residential apartments, for a total of 79 units. The ground floor space on 42nd Avenue will remain retail. The parking provided (199 stalls) for the revised project exceeds the new parking required (196 stalls).

As noted above, the height, bulk and scale of the revised project are virtually identical to that which was originally approved by the Design Review Board. A revised SEPA checklist is attached, which is summarized as follows:

SEPA - Short-Term Impacts:

Noise Related Impacts: NO CHANGE.

Air Quality Impacts: NO CHANGE.

Earth: NO CHANGE.

Grading: NO CHANGE.

Construction Impacts: NO CHANGE.

Traffic and Parking: NO CHANGE.

SEPA - Long-Term Impacts:

Air Quality Impacts: NO CHANGE.

Greenhouse Gas Emissions: NO CHANGE.

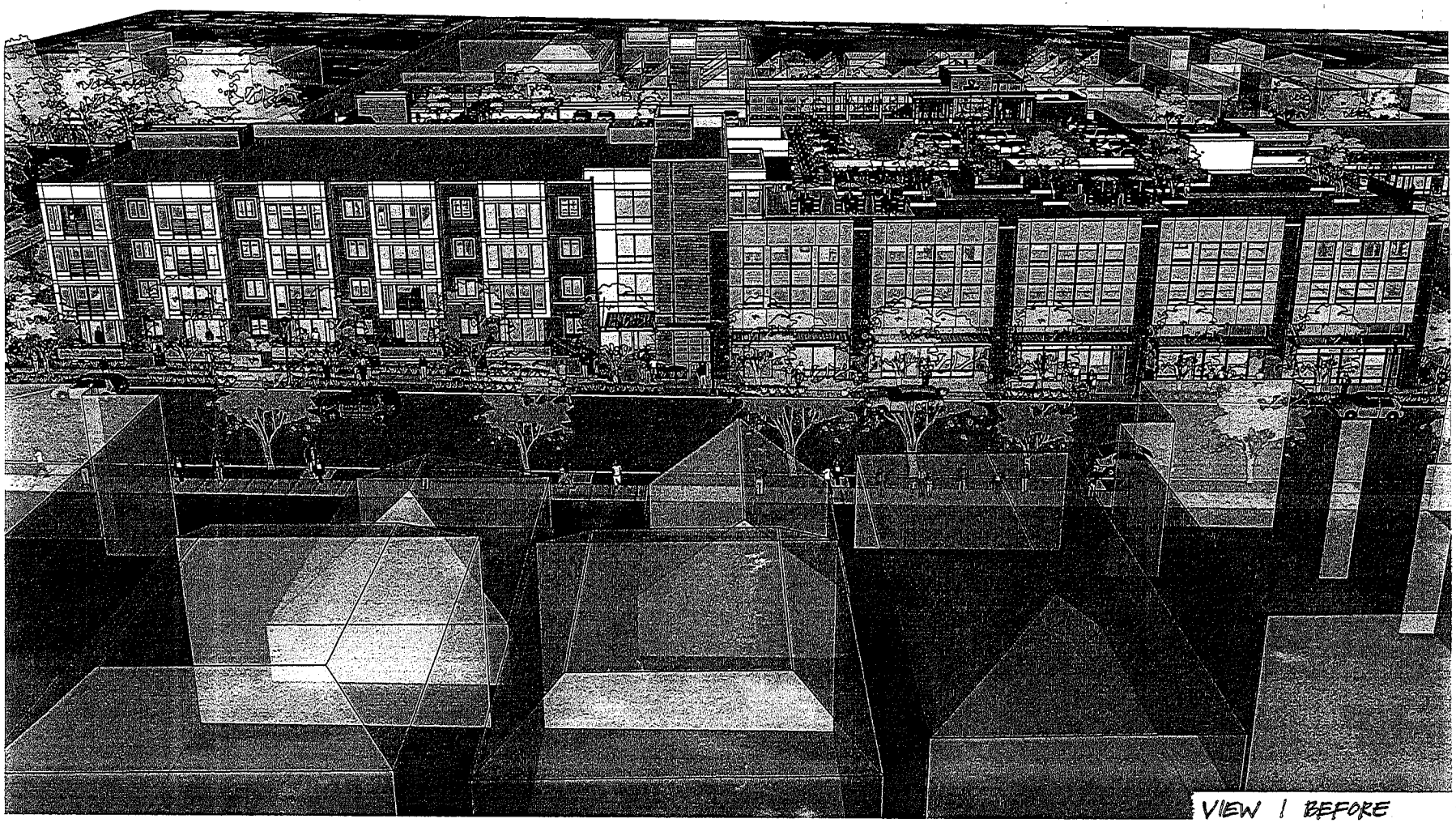
Height, Bulk and Scale: The building envelope, modulation and materials are virtually identical to the original proposal. Other than refinements to the windows pattern, the project is essentially the same as that originally approved by the neighborhood Design Review Board.

Traffic, Transportation and Parking: Please see attached memorandum from Michelle M. Brown, Senior Transportation Engineer, with Heffron Transportation, Inc.

Please let me know if there is anything further that DPD requires to evaluate Safeway's request for a minor amendment to the PUDA.

Sincerely,

Patrick J. Mullaney



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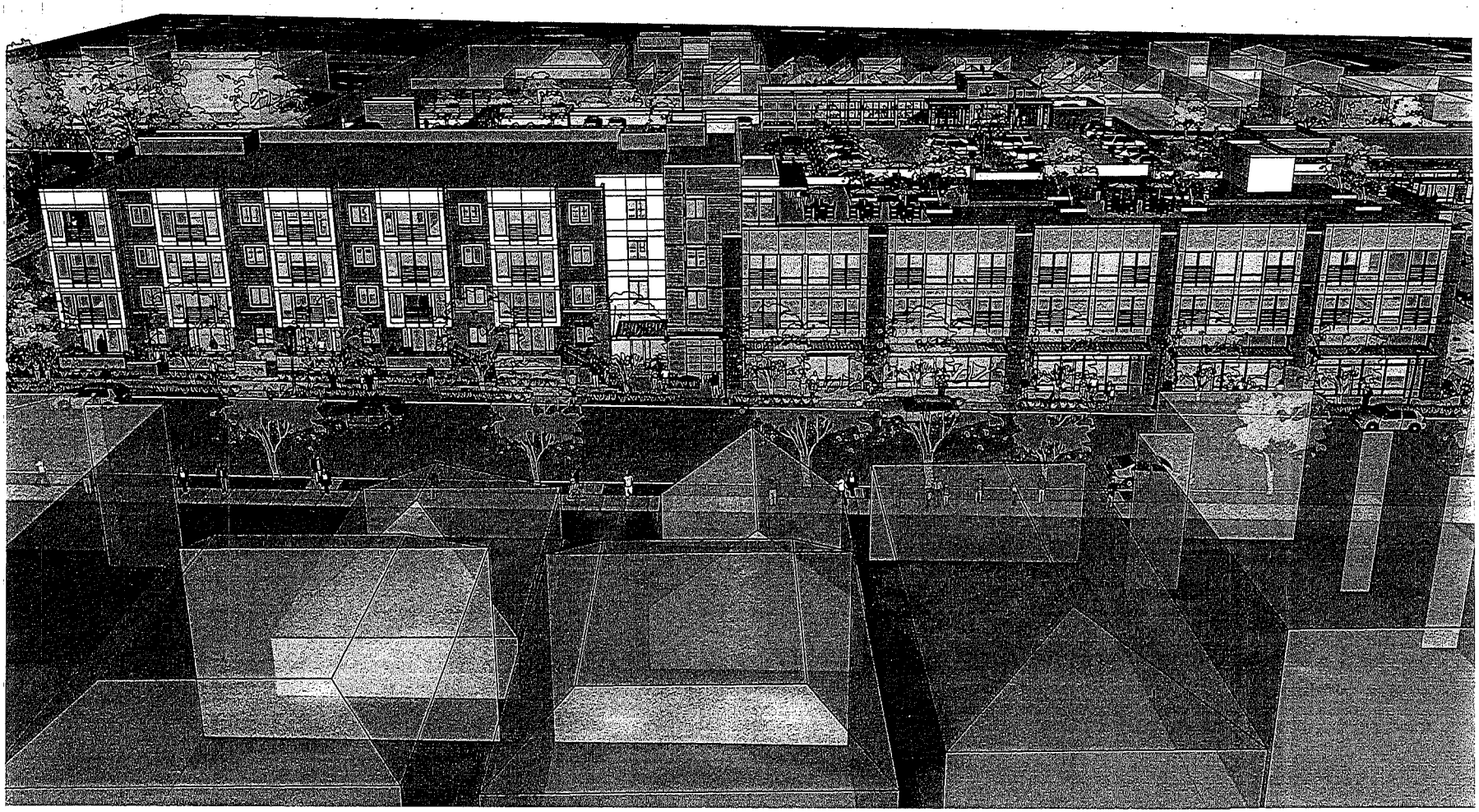

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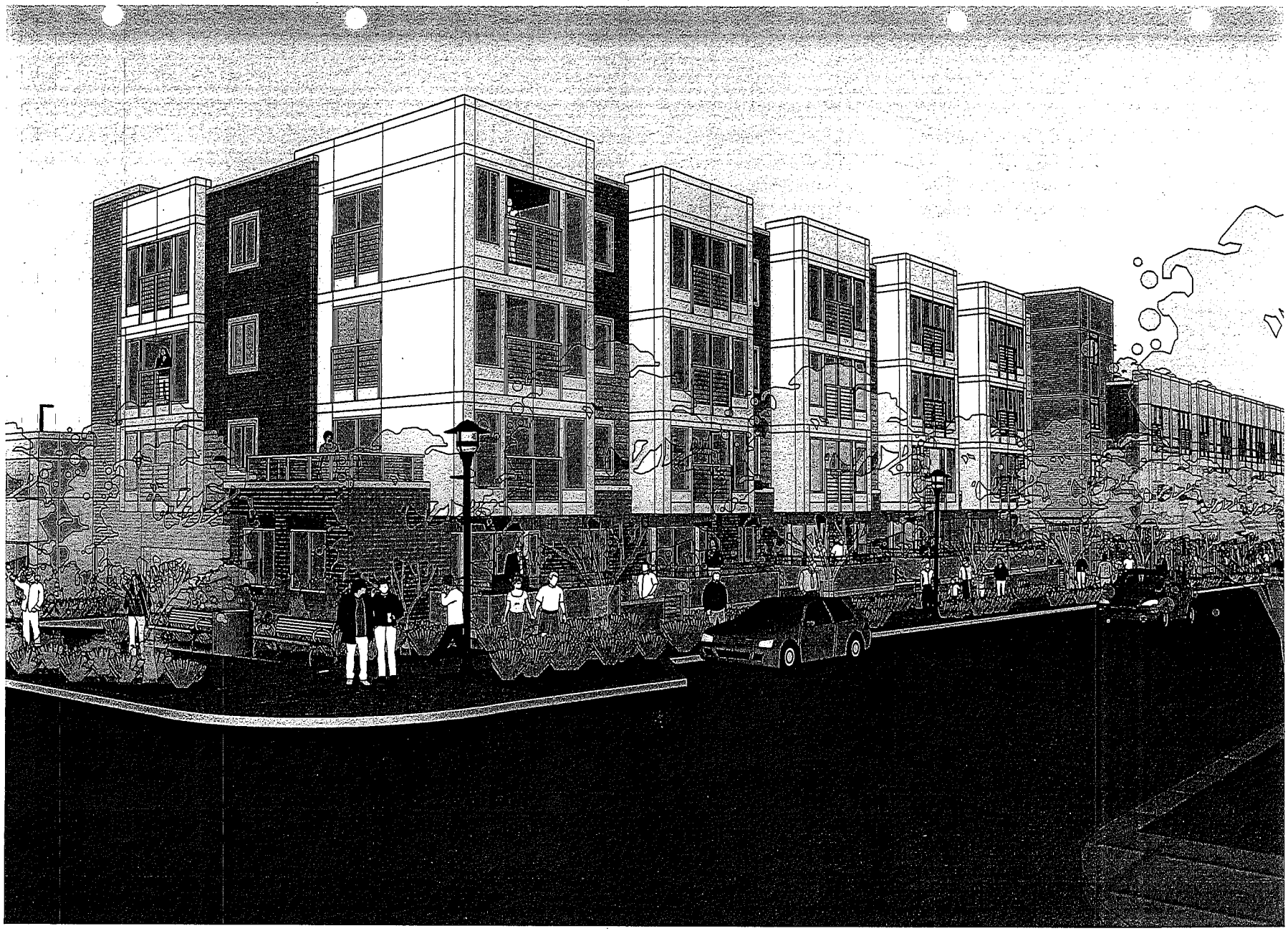

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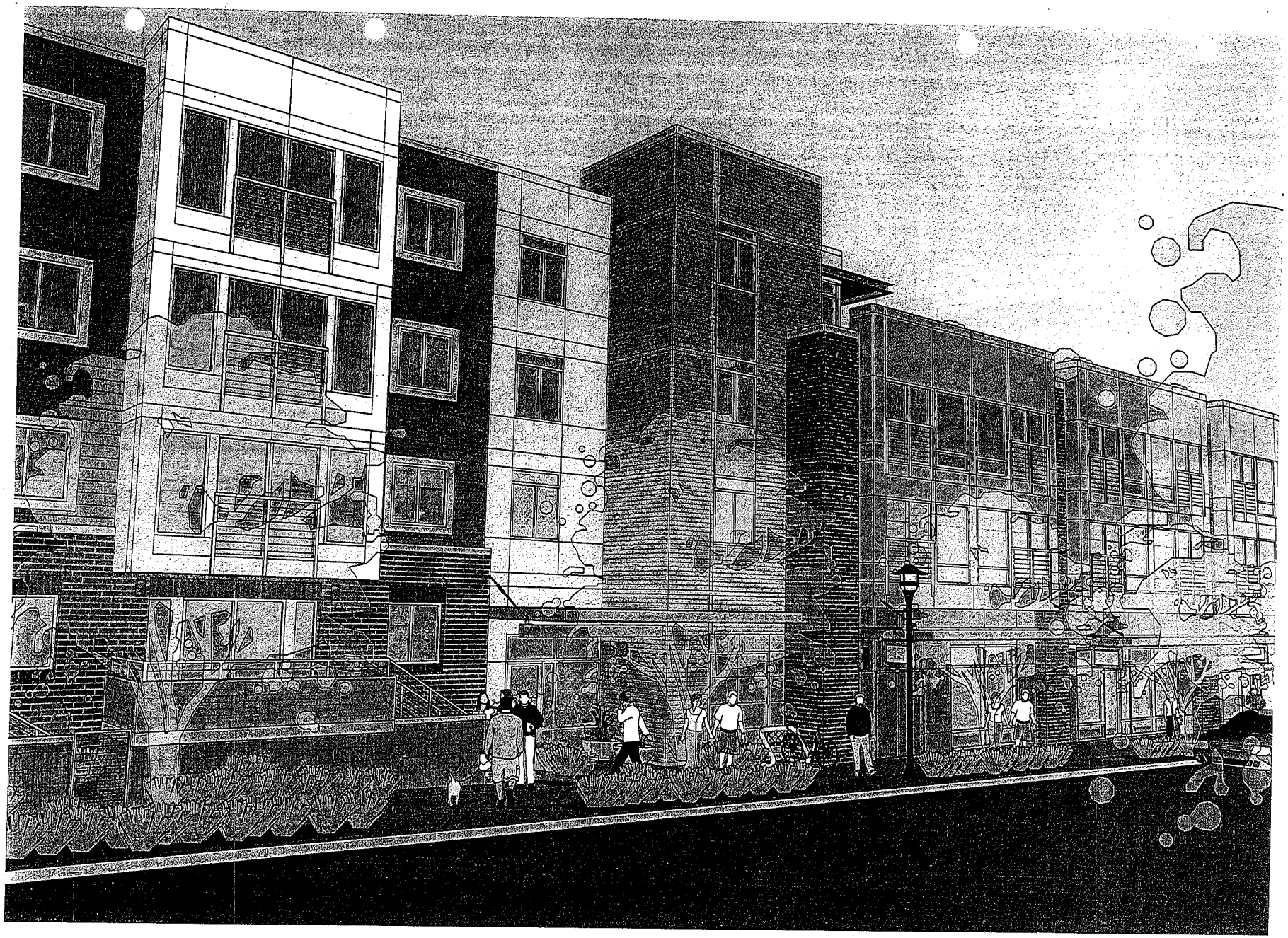

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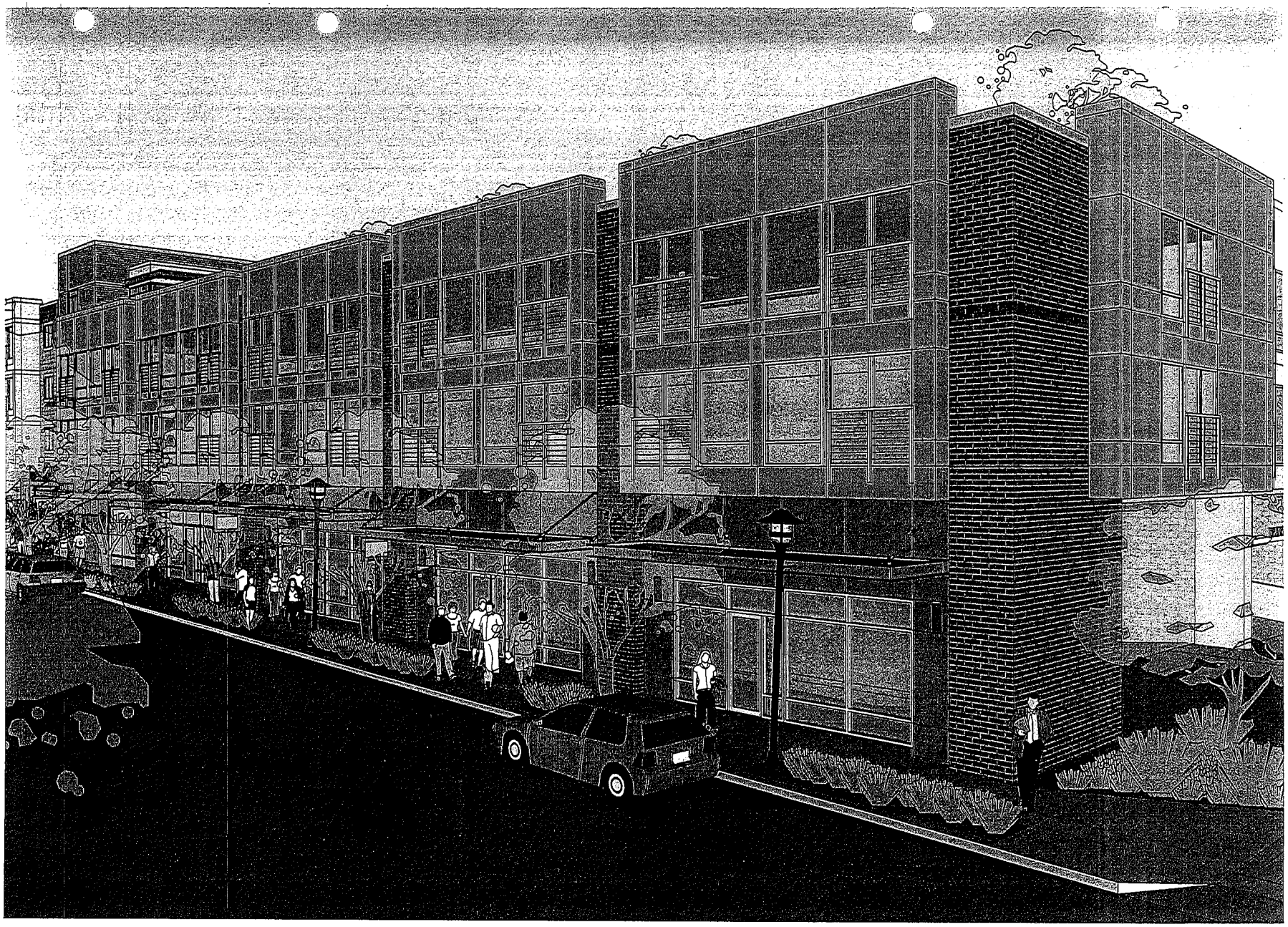

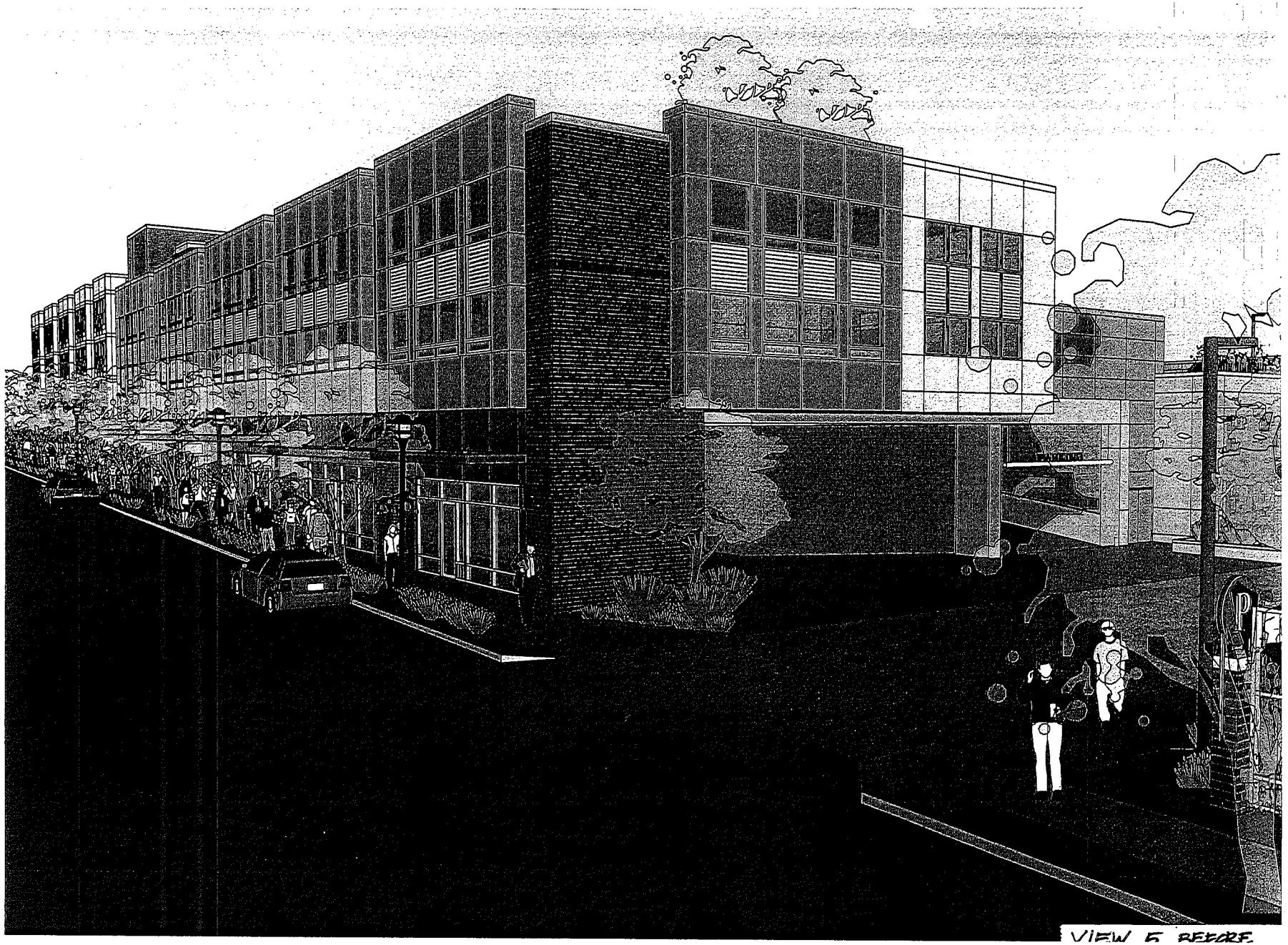

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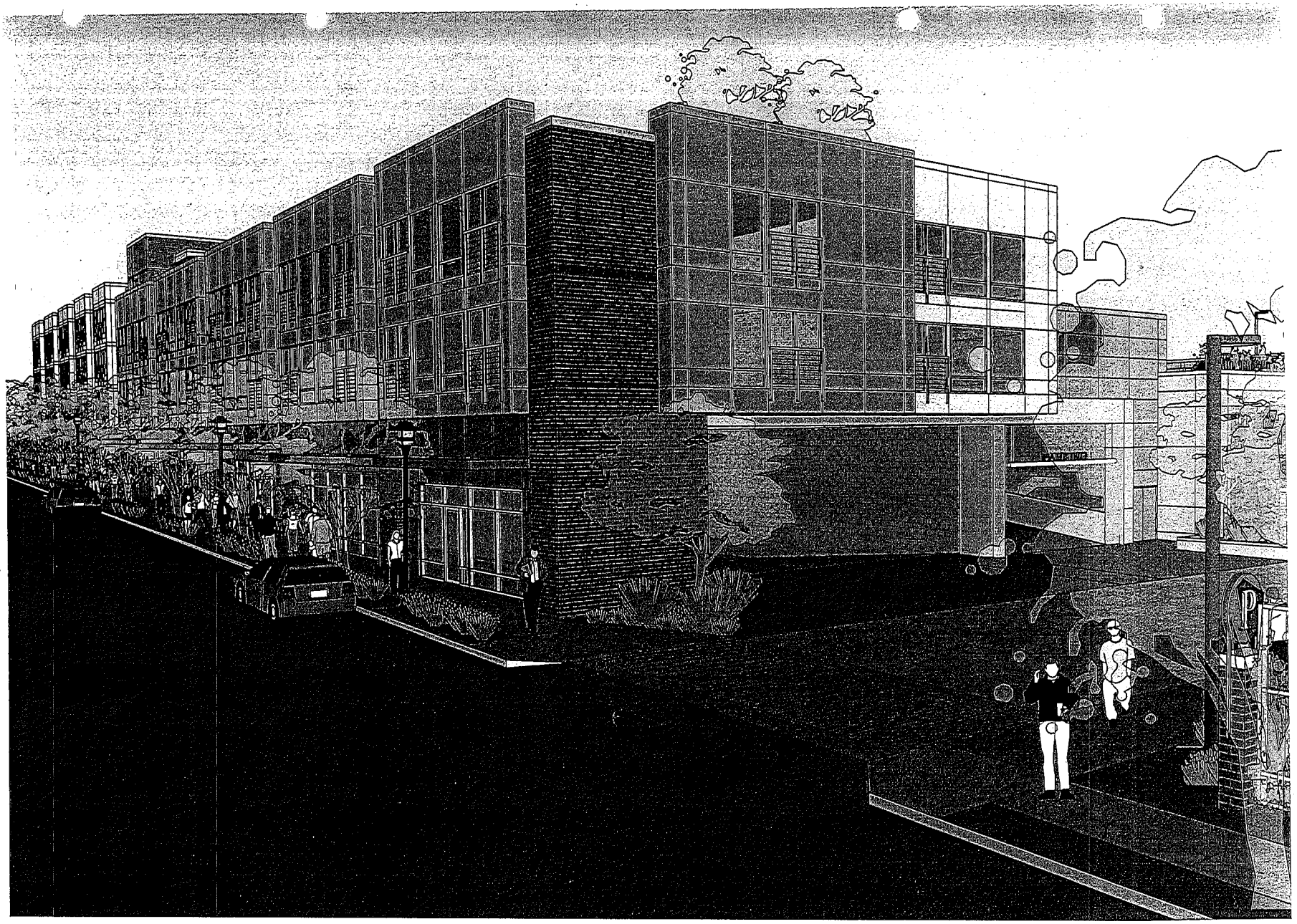

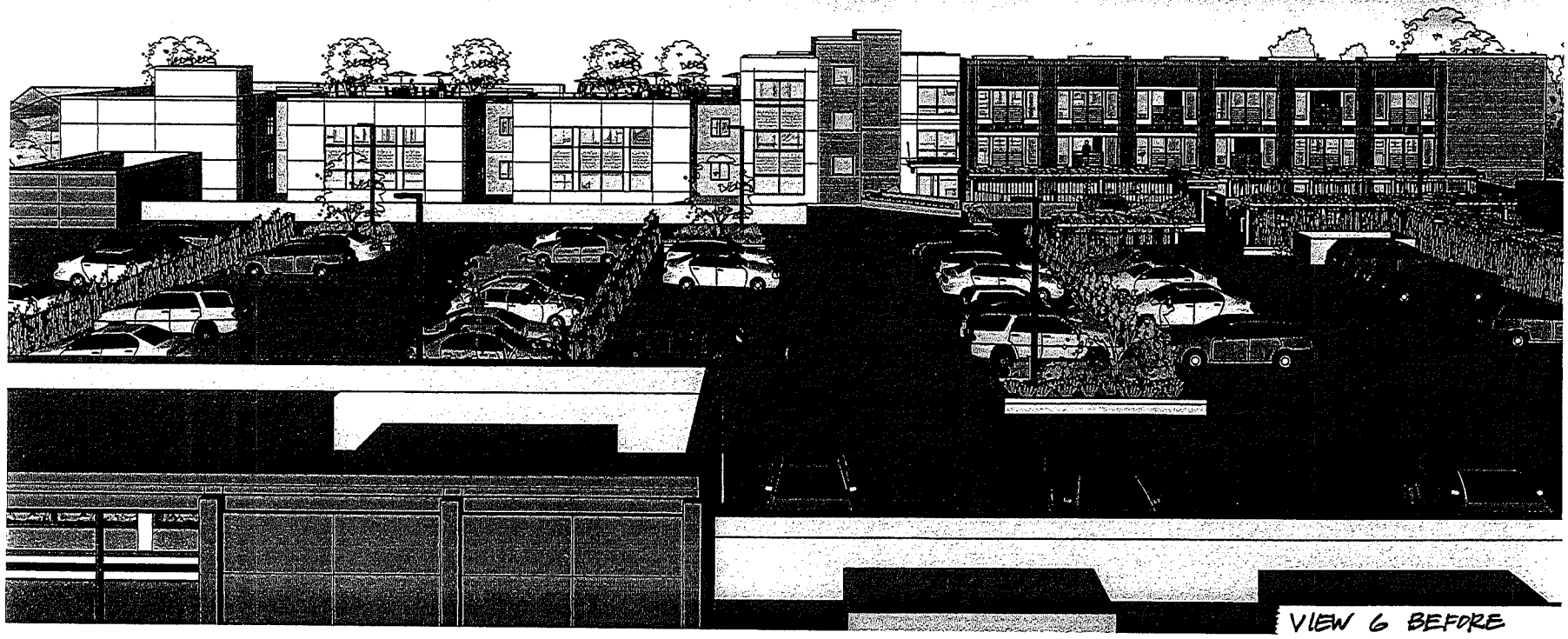

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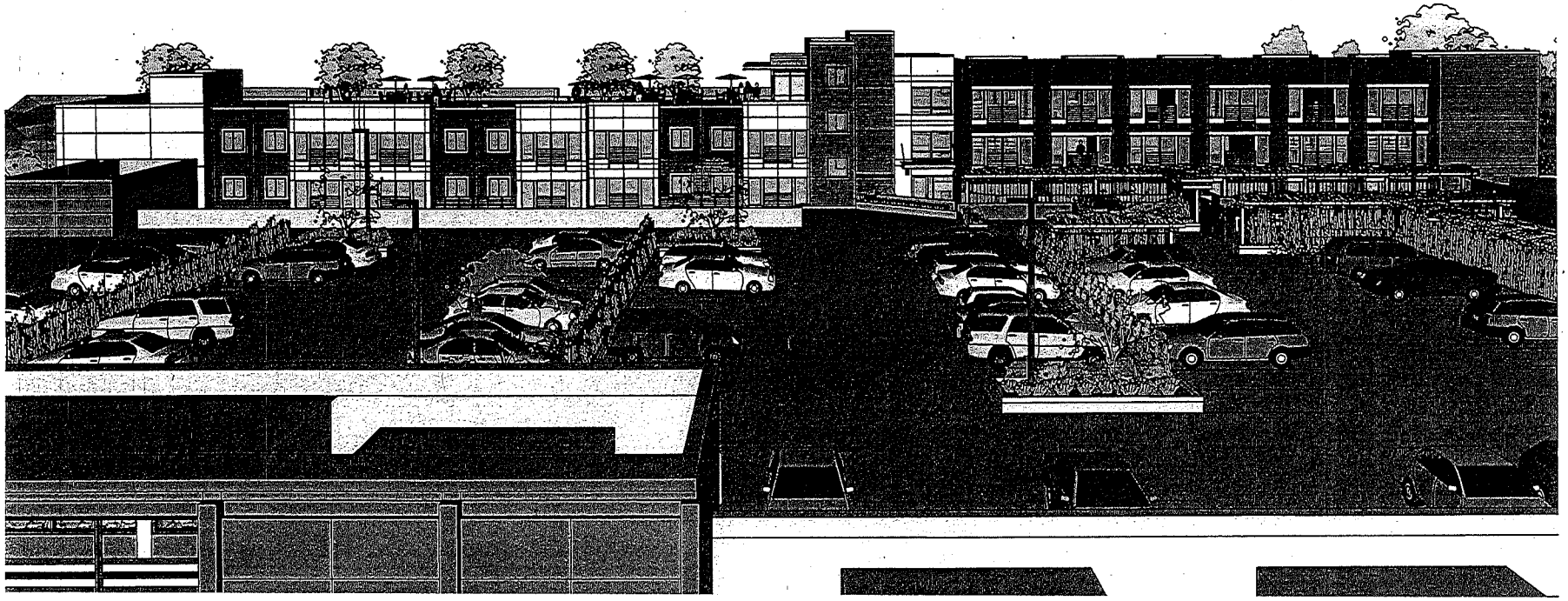

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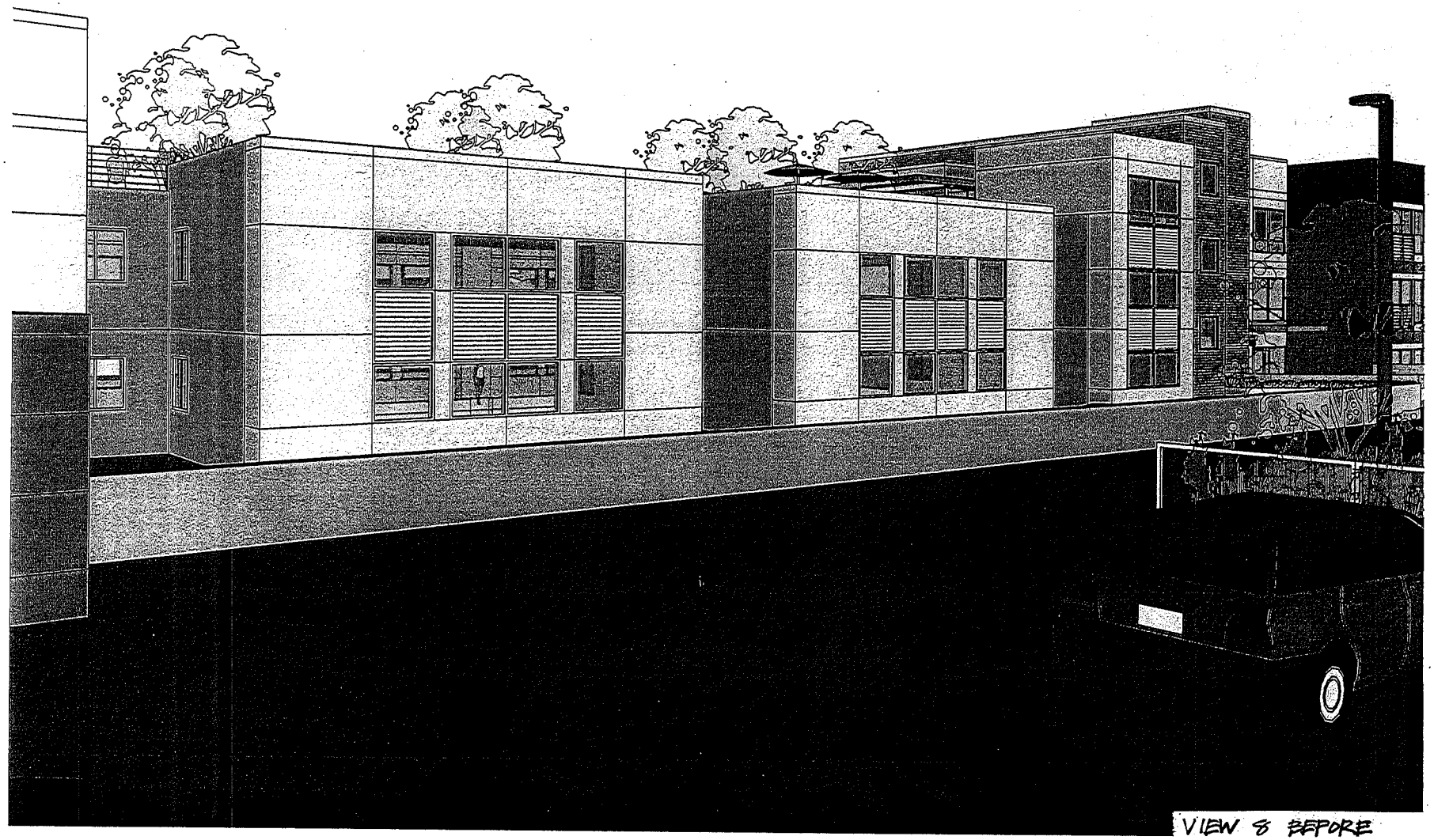

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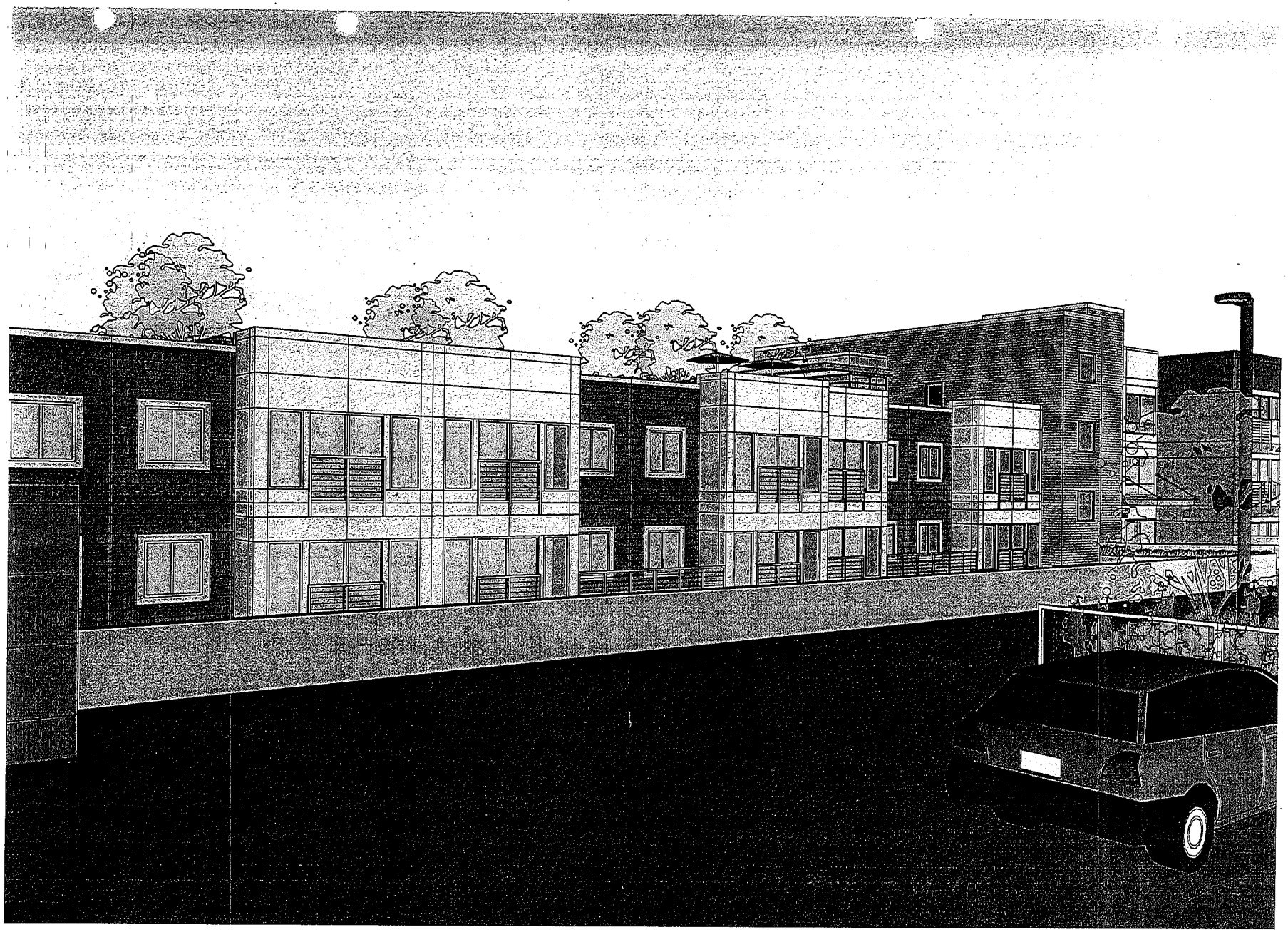


City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

CITY OF SEATTLE
DETERMINATION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number:	3011952 (related to MUP 3009367)
Council File Number:	311301 (related to CF#309869)
Applicant Name:	Steve Sears, Fuller Sears Architects, on behalf of Safeway Inc.
Address of Proposal:	2622 California Avenue SW

SUMMARY OF PROPOSED ACTIONS

Request to amend a Property Use and Development Agreement (PUDA) that was required as a condition to an amendment of the Official Land Use Map.

The following approvals are required:

Director's Determination of Minor Amendment—SMC 23.76.058 B2b
Council Approval of minor amendment by ordinance

BACKGROUND

On December 30, 2010, the Department of Planning and Development received from Steve Sears, on behalf of Safeway, Inc., a request to amend issued MUP 3009367. A further request to amend the Property Use and Development Agreement between Safeway, Inc. and the City of Seattle, executed on June 10, 2010 and recorded with the King County Department of Elections and Records, as provided for in SMC 23.76.058B2., was received on January 18, 2011, and made a part of MUP 3011952.

Notice and Public Comments

Notice of the revised project was published on January 27, 2011. The original comment period ran through February 10, 2011, but was extended to run through February 24, 2011. Four comments were received during the comment period. Two of the comments favored approval of the request to amend the PUDA. Two of the comments expressed concerns, primarily having to

do with traffic impacts and off-site parking impacts attributed to the proposed changes, and expressed opposition to any changes to the project.

As explained in a letter to the Department from the applicant dated January 18, 2011, the reasons for the requested amendment were as follows:

- Safeway originally proposed a joint development, intending to sell the portion of the development containing a mix of up to 40 residential units and commercial incubator office spaces designated as "flex-work" units that would adjoin the new grocery store of approximately 60,000 square feet;
- The original development partner was unable to find financing for their portion of the development;
- Safeway was able to find a new development partner who concluded that the flex-work units were not viable nor fundable and proposed converting that space into residential units so that the total number of residential units would total 78 for that portion of the development;
- The building envelope, modulation and materials, would remain virtually unchanged, with some minor refinements to the windows intended originally for the flex-work units; otherwise the project would remain essentially the same as approved by the Design review Board.
- No change to the total floor area or to the height and bulk of the structure is proposed.

Amendment of Property Use and Development Agreements

SMC 23.76.058 (Rules for specific decisions) sets forth the procedures and general criteria for the Director to make a determination whether a requested amendment is a minor or a major amendment:

1. The request is within the spirit and general purpose of the prior decision of the Council:

   The proposal set forth in MUP 3009367 was subjected to five Design Review meetings, beginning on September 25, 2008 and ending on February 11, 2010. It was vetted before the Design Commission on several occasions. The proposal was for an expanded Safeway Grocery store as part of a larger mixed-use project to be located at the heart of the Admiral Residential Urban Village. External changes to the proposed structures as originally shown are insignificant, are in keeping with what had been reviewed by the public and official Boards, and are in keeping with the approved conceptual plans. Expanding the number of residential units is in keeping with the desires of some members of the public, with guidance of the Design Review Board which thought the project site would only be enhanced by a residential presence greater than that proposed, a view supported by the Department of Planning and Development. During the course of the Design Review process it was repeatedly pointed out by some members of the public and by members of the Board that the Safeway site, located in the heart of the Admiral District Residential Urban Village, represented half of the developable property in the village and could well provide for a greater proportion of residential use within the mix of commercial and residential uses being proposed.

2. The request is generally consistent with the uses and development standards approved in the prior decision of the Council:

   The development of a large grocery store with ample spaces provided at ground level in the separate "shops" building and the ground floor of the north section of residential building extending along 42nd Avenue SW would still provide for smaller additional "village" commercial uses on the site. The remaining commercial spaces are all ground-related. This fact, combined with the stoops provided for the ground-floor residential units already approved, adequately provides for a large mixed-use development on this site that remains pedestrian-oriented through a number of design moves, despite the number of vehicles needing to be accommodated by a large, high-volume retail grocery use. This aspect of the project would appear to remain unchanged. There are no changes in development standards proposed or contemplated in the quest for a change in the PUDA.

3. The request would not result in significant adverse impacts that were not anticipated in the prior decision of the Council:

   Impacts remain unchanged or even lessened. See the SEPA discussion below. There are no significant adverse impacts resulting from the proposal overall nor from any changes in the amended proposal.

4. The request does not seek any additional waivers or changes in the waivers of bulk or off-street parking and loading requirements other that those approved in the prior decision of the Council:

   There were no requests for additional waivers of for changes in the waivers of bulk or off-street parking and loading requirements as part of the prior decision of the Council. There are no requests for waivers as part of this request for an amendment to the PUDA.

After reviewing the request and the general criteria set forth in SMC 23.76.058, **the Director has determined that the amendment sought is a minor amendment.** Modifications to the issued PUDA are within the original scope of the approved project. The determination that this amendment is a minor one and within the spirit and general purpose of the prior decision of the Council is a Type I, non-appealable decision.

The Director has also determined that modifications to the issued MUP plan sets for this project that has undergone Design Review are within the original scope of the approved project and has determined that these modifications are minor and within the spirit and general purpose of the Design Review component of the prior decision and do not need to be returned to the Design Review Board for their recommendation. This determination has been done in accord with the criteria set forth in Client Assistance Memo (CAM) 224B. This is a Type I, non-appealable decision. Any changes to the plan sets will be made as revision to issued construction applications.

In making the determination that the proposed amendment is a minor one per SMC23.76.058B2b, **the Director recommends that the Council amend the existing Property Use and Development Agreement (PUDA)** filed as directed by Ordinance 123320, and hereby transmits to Council this request to amend.

SEPA Threshold Determination

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant on January 18, 2009. The information in the checklist, project plans and the experience of DPD as lead agency with review of similar projects formed the basis of the analysis and decision. A DNS (Determination of Non-significance) was issued by the Department of Planning and Development as lead agency on March 25, 2010. The Director's SEPA decision was not appealed.

A revision of the Environmental Checklist was submitted to the Department on January 18, 2011 in support of this application for a Director's determination of a minor amendment and request to Council for approval to amend a Property Use and Development Agreement. The revised environmental checklist was supported by revised transportation and parking impact studies prepared by Heffron Transporation, Inc., who had prepared the comprehensive transportation study for the original application, dated November 20, 2009. An analysis of the Checklist indicates no change in short-term impacts resulting from the project. An analysis of the long-term impacts in the original analysis had focused on traffic and transportation impacts as well as parking impacts. An updated trip-generation comparison shows that the proposed MUP minor revision providing of less dedicated office space and greater number of residential units would actually generate fewer trips than the development that was approved in the original MUP (286 PM peak hour trips vs. 297 PM peak hour trips). Therefore no additional mitigation is needed for the development contemplated by the proposed revision.

An analysis of the parking demand for the revised program of eliminating the commercial office space and providing 78 residential units, contained in "Revised Site Program-Paring Demand," prepared by Heffron Transportaion Inc. and dated February 15, 2011, is based on the same assumptions in the original *Transportation Impact Analysis* dated November 20, 2009, and approved in the original MUP. The analysis assumed that on-site residents, through whatever arrangements, contractual or otherwise that are to be provided, would be able to park on the Safeway site either in spaces reserved for residents or in spaces shared among all uses. The site's total parking supply of 219 spaces, the revised study indicates, would accommodate the peak parking demand.

There are no changes to the threshold determination of DNS (an EIS is not required) issued by the Department on March 25, 2010. Further, SMC 25.05.390 C provides that, regardless of any appeals, a DNS issued by the responsible official may be considered final for purposes of other agencies' planning and decisionmaking unless subsequently changed, reversed or withdrawn. The DNS for this proposal, issued on March 25, 2010, has not been changed, reversed or withdrawn.

Signature: (signature on file) Date: March 3, 2011
Michael Dorcy, Senior Land Use Planner
Department of Planning and Development

MD:bg

H:dorcym/my docs/Determination 3011952.docx

City of Seattle
Department of Planning and Development (DPD)

PLAN COVERSHEET

Updated 1/10/08

1. APPLICANT INFORMATION

INSTRUCTIONS: Fill in all areas, in sections 1–7 of the Coversheet, that pertain to your project. Please note that sections 8–14 will be filled out by DPD staff.

PROJECT ADDRESS 2822 CALIFORNIA AVENUE SW, SEATTLE, WA 98116 PROJECT # 3009952 301952

DESCRIPTION OF WORK A REZONE OF THE PARCELS FROM NC2-40 TO A NC3-40. DEMOLITION OF EXISTING GROCERY STORE AND SINGLE-FAMILY HOUSE. CONSTRUCTION OF FOUR-STORY APARTMENTS / FLEX-WORK UNITS / GROCERY STORE.

OWNER SAFEWAY, INC. SEATTLE DIVISION ADDRESS 1121 124TH AVENUE NE, BELLEVUE, WA 98005
OWNER PHONE 425.637.2267 EMAIL sara.corn@safeway.com

CONTACT PERSON STEVE SEARS ADDRESS 1411 FOURTH AVE, SUITE 1306, SEATTLE, WA 98101
PHONE 206.682.6170 FAX 206.682.6480 EMAIL ssears@fullersears.com
PREVIOUS MUPS RELATED TO PROJECT N/A
RELATED STANDARD PLANS N/A

2. LAND USE CODE INFORMATION

ZONE NC3-40 Assessor's Parcel No. SEE SITE SURVEY
OVERLAY ZONING ADMIRAL RESIDENTIAL URBAN VILLAGE
HISTORIC OR LANDMARK DISTRICT N/A
SHORELINE ZONE
Exempt ☒ Req. Shoreline Review ☐
SEPA
Exempt ☐ Requires Review ☒

DESIGN REVIEW? No ☐ Yes ☒
If yes, please provide:
Planner: MICHAEL DORCY
Planner phone: 206.615.1393

1 2 3 4

EXISTING USE	SQ. FT.	PROPOSED USE	SQ. FT.
GROCERY STORE	35,032 +/-	GROCERY (M)	60,724
SINGLE-FAMILY HOUSE	1,600 +/-	LOADING (S-2)	5,372
		PARKING (S-2)	8,858
		APARTMENTS (R-2)	52,740
		RETAIL (M)	1,959

Permit # establishing existing use UNKNOWN

DEPARTMENT OF NEIGHBORHOODS CERTIFICATE OF APPROVAL REQUIRED? No ☐ Yes ☐

STREET/ALLEY IMPROVEMENTS OR WORK IN RIGHT-OF-WAY REQUIRED? No ☐ Yes ☒

2 3 4

PARKING SPACES:
Existing #: Onsite 177 Offsite ____ Accessible 7
Proposed #: Onsite 199 Offsite ____ Accessible 7
Off site Location: ____

NUMBER OF DWELLING UNITS:
Existing 1 Proposed New 78
Demolished 1 Live-work Units 0
TOTAL UNITS: 78

3. HOUSING UNIT OCCUPANCY

DEFINITION: Housing unit means any dwelling unit, housekeeping unit, guest room, dormitory, or single room occupancy unit, and may include a residential unit in a commercial building, an artist's studio dwelling unit, or a live/work unit.

CHECK ONLY ONE BOX BELOW, INDICATING HOUSING OCCUPANCY AT DATE OF PERMIT APPLICATION.

☐ Unit(s) is/are unoccupied
☐ Unit(s) is/are occupied by a residential tenant(s)
☐ Unit is occupied by the owner of the property
☐ Do not know
☒ There is/are no housing unit(s) on the property
☐ Refer to Property Owner/Tenant Assistance
☐ Housing unit on property is not affected by this permit scope.

I certify under penalty of perjury under the laws of the state of Washington, that the above information is true and correct.

[signature] R. STEVE SEARS 12/23/2010 – SEATTLE
Owner/Applicant Signature Printed Name Date & Place

4. GROUND DISTURBANCE

GROUND DISTURBANCE: No ☐ Yes ☒
Cut: cubic yds. 9100 Maximum Height 10' +/-
Fill: cubic yds. ____ Maximum Height ____

DISPOSAL SITE: Outside City of Seattle ☐
Inside City of Seattle ☐ Address and/or Permit # ____

EROSION CONTROL IS REQUIRED PRIOR TO ANY GROUND DISTURBANCE. Please refer to Temporary Erosion and Sediment Control (TESC) Plan.

CUSTOMER ALERT!

Site Inspection Required Prior to First Ground Disturbance–Call (206) 684-8900

A DPD site inspection is required prior to any ground disturbance related to this permit, including tree cutting, clearing, grubbing or grading.

Preconstruction Conferences, When Required–Call (206) 684-8860

A DPD PRECONSTRUCTION CONFERENCE should be scheduled prior to beginning work. A conference is required for the following types of work:
1. When any special inspections are indicated on the plan
2. When land use or design review conditions are indicated on the plan
3. When a DPD plans examiner specifies on plans unusual or complex inspection or occupancy requirements

Rules for Ufer Grounds–Call (206) 684-5383

If you have any questions or concerns regarding the rules (2005 NEC) for installation ufer grounds, please contact DPD's Electrical Technical Backup, Monday– Friday, 7a.m.–4:30p.m.

Required SDOT Permits and Inspections

STREET TREE INSPECTIONS: Protection and/or planting/pruning/removal of street trees requires SDOT inspection and approval.
Call prior to construction: Commercial/Multifamily Zones, (206) 684-5693
Single Family Zones, (206) 684-7997
STREET USE PERMITS:
Call prior to construction: (206) 684-5283

Water Service Inspection by SPU Required

All Water Service Piping On Property must be inspected prior to backfilling trench. For information and inspection, call Seattle Public Utilities (SPU) at (206) 684-5800. For water quality backflow protection information and inspection, call

5. BUILDING CODE INFORMATION

Multiple Buildings in this Project?
No ☐
Yes ☐ Fill out separate sheets and attach.
Shown on plan sheet ____

Code used for design (one):
☐ 2006 Seattle Building Code
☐ 2006 Seattle Residential Code
☐ 2006 SBC (Struct)/SRC (Arch)

PROVIDE THIS INFORMATION FOR EACH BUILDING IN YOUR PROJECT:
DPD Building ID(s) ____ (see Building Data Sheet)
Existing # of Above-grade stories ____ Proposed # of Above-grade stories ____
Existing # of Below-grade stories ____ Proposed # of Below-grade stories ____
Mezzanines: No ☐ Yes ☐ Location ____
Building Code Type of Construction ____

FLOOR LEVEL	GROUP	OCCUPANCY/USE	FLOOR AREA	SPRINKLER (Y if yes)	OTHER FIRE PROTECTION

Remodel: Construction Project Value:$ ____
Sprinklers: NFPA 13 ☐ Fire alarm ☐
NFPA 13R ☐ Other system ☐ Type? ____
Partial system ☐ Location ____
Change Of Occupancy No ☐ Yes ☐ From ____ to ____
Posted Occupancy: ____

EMERGENCY SYSTEMS PROVIDED:
Elevator Pressurization ☐
Stairway Pressurization ☐
Smoke Removal System ☐
Exit And Pathway Lighting ☐
Emergency Generator ☐

6. ENERGY/MECHANICAL CODE

SCOPE OF MECHANICAL WORK DESCRIPTION:

RELATED BUILDING PERMIT PROJECT# ____

LOCATION OF DUCTWORK OR MECHANICAL EQUIPMENT:
Interior N☐ Y☐ Exterior Walls N☐ Y☐ Rooftop N☐ Y☐

MECHANICAL–ONLY PERMIT–Project Value: $ ____

APPLICABLE OCCUPANCY:
☐ Group R ☐ Other than Group R

BUILDING ENVELOPE COMPLIANCE:	HEATED	SEMI-HEATED	UNHEATED SPACE
☐ Existing envelope–no change	☐	☐	☐
☐ Existing envelope–altered	☐	☐	☐
☐ New envelope	☐	☐	☐

Compliance method: ☐ System analysis ☐ Target UA ☐ Prescriptive – Group R Provide Option # ____

HVAC MECHANICAL SYSTEM:
☐ Not included in this application
☐ Included in this application (see scope description for detail)
Separate permit required for: Plumbing, Gas piping, Boiler, and Refrigeration systems.
Heating Fuel Type: Group R ☐ Electric ☐ Other
Other than Group R ☐ Electric ☐ Other

OTHER MECHANICAL EQUIPMENT INCLUDED IN THIS APPLICATION:
☐ Commercial kitchen hood exhaust system
☐ Fume hood
☐ Spray paint booth
☐ Other–specify ____

DOCUMENT SUBMITTED:
☐ Group R equipment sizing calc (unit by unit)
☐ Cooling and heating load calculation (for other than Group R)
☐ Target UA calculation
☐ Structural load calculation (for mechanical equipment)
☐ Noise compliance report (for mechanical equipment)
☐ Commercial kitchen hood worksheet
☐ Other

LIGHTING: Separate electrical permit application required

SINGLE FAMILY/DUPLEX
Min. equipment size ____
Max. equipment size ____
Gas or Oil Heating AFUE ____ %

7. GREEN BUILDING

www.seattle.gov/dpd/CityGreen

LEED
Leadership in Energy & Environmental Design Green Building Rating System™ (LEED)

☐ LEED for New Construction (LEED-NC)
☐ LEED for Core & Shell (LEED-CS)
☐ LEED for Commercial Interiors (LEED-CI)
☐ LEED for Existing Building (LEED-EB)
☐ LEED for Homes (LEED-H)
☐ LEED for Neighborhood Development (LEED-ND)
☐ LEED Application Guide ____

BUILT GREEN™
☐ Built Green Remodeler
☐ Built Green Home Builder
☐ Built Green Multi-Family
☐ Built Green Communities
Built Green Rating Anticipated:
☐ 1–2 Star
☐ 3 Star
☐ 4 Star
☐ 5 Star

LEED Rating Anticipated:
☐ Platinum
☐ Gold
☐ Silver
☐ Certified

OTHER PROGRAMS
☐ Sea Green: Seattle's Affordable Housing
☐ Labs for the 21st Century (Labs21)
☐ Green Guide for Healthcare (GGHC)
☐ ENERGY STAR® Home Label

[redacted]

8. LAND USE CONDITIONS (DPD staff use only) insert additional sheets if needed

Assigned Planner ____ Phone ____

TO BE COMPLETED BY DPD STAFF ONLY

NEW CURB CUT REQUIRED? No ☐ Yes ☐ Residential ☐ Commercial ☐

9. SPECIAL INSPECTIONS (DPD staff use only, attach extra sheets as needed)

ARCHITECT:
Name: ____
Phone: ____

ENGINEER:
Name: ____
Phone: ____

GEOTECHNICAL INSPECTIONS:
☐ Soil Bearing Verification
Notes: ____
☐ Fill–Verify Structural Fill and Compaction
☐ Excavation–Observe and Monitor Excavation
☐ Drainage–Sub/Surface Drainage Installation
☐ Erosion Control–Temp/Permanent
☐ Other ____
☐ Other ____
☐ Other ____

Geotechnical Firm:
Name: ____
Phone: ____

STRUCTURAL INSPECTIONS:
☐ Concrete–Reinforced Concrete CIP
Notes: ____
☐ Shotcrete
☐ Reinforced Masonry Level 1
☐ Structural Steel Fabrication
☐ Structural Steel Erection
☐ Wood Seismic Resistance System (for IBC only)
Notes: ____
☐ Epoxy Grouting
Notes: ____
☐ Mechanical Anchor Bolt Installation
Notes: ____
☐ Epoxy Grouted Anchor Bolt Installation
Notes: ____
☐ Other ____
☐ Other ____
☐ Other ____

Inspection Agency:
Name: ____
Phone: ____

Code Alternate:
See Sheet: ____

OTHER: ☐ ____
☐ ____
☐ ____
☐ ____

10. DRAINAGE & SEWER REVIEW (DPD staff use only)

DPD SEWER AND DRAINAGE REVIEW DESK: (206) 684-5362

DRAINAGE REVIEW REQUIRED? No ☐ Yes ☐
☐ Flow control required
☐ No flow control required
☐ Impervious surface this project (new or replaced) ____ sq.ft.
☐ ____

NOTE: The drainage system shown in these plans may be changed at the time of side sewer permit issuance to meet standard plans and methods.

☐ Route for drainage review ____

SIDE SEWER REVIEW REQUIRED? No ☐ Yes ☐
☐ No Conflict with side sewer
☐ Construction conflicts with applicant's side sewer. Contact Public Health Department at (206) 233-7914
☐ Construction conflicts with side sewer serving another property. Contact DPD Sewer and Drainage Review Desk at (206) 684-5362
☐ Conflict with public utility main (requires buildover). Contact SPU at (206) 684-7563
☐ ____
Reviewed by: ____ Date: ____

NOTE: A separate side sewer permit is required from DPD. For more information, call the Sewer and Drainage Review Desk at (206) 684-5362

11. ENVIRONMENTALLY CRITICAL AREAS INFO

ENVIRONMENTALLY CRITICAL AREAS (ECA):
☐ Site is not located in ECA
☐ Mapped ECA designation: 1 2 3 4 5 6 7 8 9 10
☐ ECA identified by Preapplication Site Visit Report as:

☐ ECA Exemption [See review details in Hansen.]
Reviewed by: ____
☐ Denied
☐ Granted, Type: ____
☐ Small Project Waiver
New Developmental Coverage–this permit: ____ sq.ft.
Previous Developmental Coverage after October 31, 1992:
Permit # ____ , ____ sq.ft.
Permit # ____ , ____ sq.ft.
TOTAL: ____ sq.ft.

12. SHOP DRAWINGS, KEY AREA INSPECTION, BUILDING CONDITIONS (DPD staff use only)

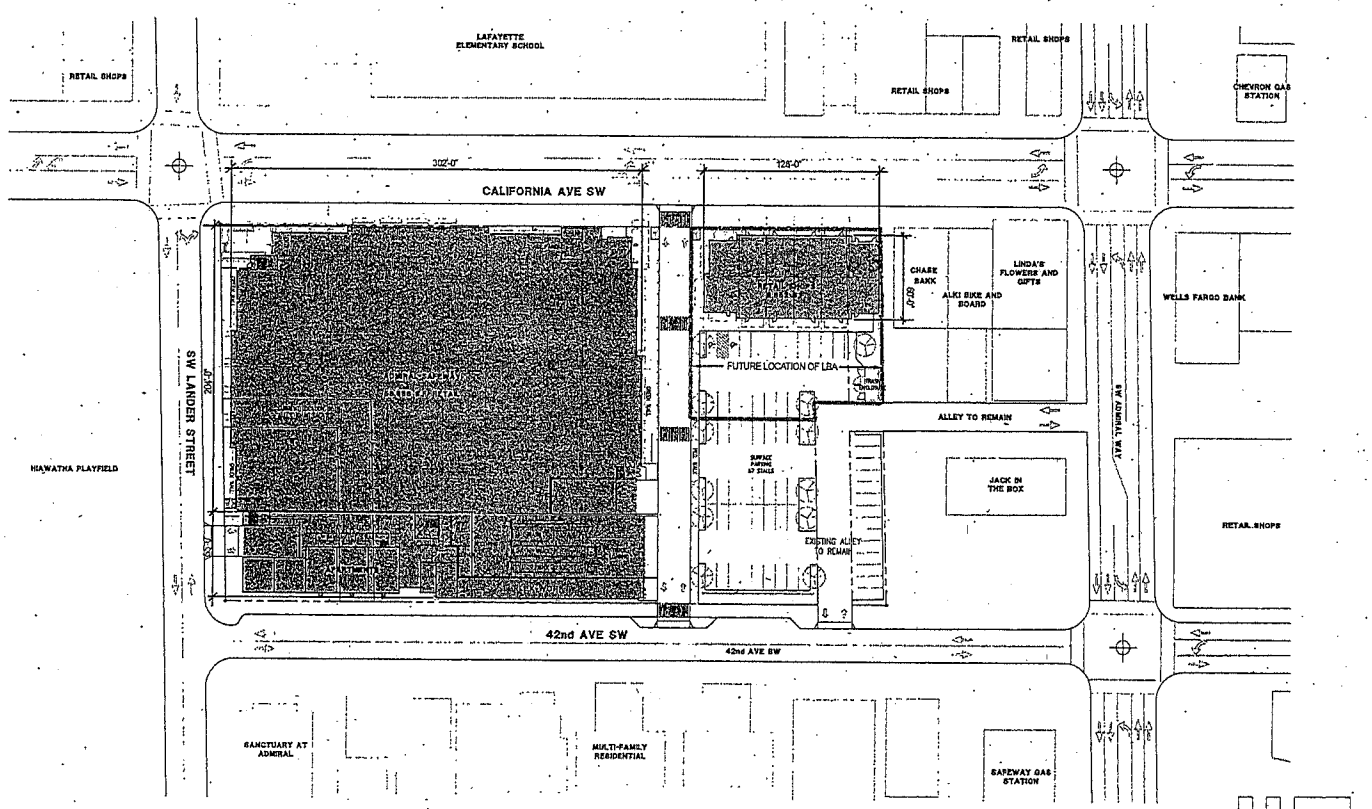
Sprinkler drawings required for:
☐ NFPA 13
☐ NFPA 13 R
☐ Partial system
Location ____
☐ Fire alarm

13. PERMIT ISSUANCE AUTHORIZATION (DPD staff use only)

Review Location	Approved		Notes
	Initials	Date	
ZONING (incl. street improvements)			
CURB CUT			
ORDINANCE			
STRUCTURAL			
ENERGY			
MECHANICAL			
DRAINAGE			
ECA			
GRADING			
WATER (SPU)			
FIRE			
HEALTH (King County)			
NOISE			
CONVEYANCE/ELEVATOR			
SHORING (SDOT)			
STREET IMPROVEMENT (SDOT)			
PARKS			
PROTECTED DISTRICTS (DON)			
SEPA EXEMP			
LAND USE REVIEW			

14. DEPARTMENT SIGN-OFFS (DPD staff use only)

ISSUED BY: Initials ____ Date ____


LAFAYETTE ELEMENTARY SCHOOL
RETAIL SHOPS
RETAIL SHOPS
RETAIL SHOPS
CHEVRON GAS STATION
302'-0"
126'-0"
CALIFORNIA AVE SW
CHASE BANK
LINDA'S FLOWERS AND GIFTS
ALKI BIKE AND BOARD
WELLS FARGO BANK
FUTURE LOCATION OF LBA
ALLEY TO REMAIN
JACK IN THE BOX
EXISTING ALLEY TO REMAIN
SW LANDER STREET
HIAWATHA PLAYFIELD
42nd AVE SW
42nd AVE SW
SANCTUARY AT ADMIRAL
MULTI-FAMILY RESIDENTIAL
SAFEWAY GAS STATION
0 40' 80'
SCALE: 1"=40'-0"

SHEET INDEX:

REZONE PACKAGE:

DPD COVERSHEET
PROPOSED SITE PLAN
SITE SURVEY 1 OF 2
SITE SURVEY 2 OF 2

MUP PACKAGE:

A1.0	DEMO PLAN, SITE / FLOOR PLAN
A1.1	UPPER LEVEL PLANS / CALCULATIONS
A1.2	SITE / ROOF PLAN WITH SPOT ELEVATIONS
A4.0	ELEVATIONS / DEPARTURES / CALCULATIONS
A4.1	BUILDING SECTIONS, COLOR ELEVATIONS
C1	CIVIL ENGINEERING DRAWINGS
L1.0	OVERALL LANDSCAPE PLAN
L1.1	SAFEWAY LANDSCAPE PLAN
L1.2	ROOFTOP LANDSCAPE PLAN
L1.3	LANDSCAPE SCHEDULE AND DETAILS

PARCEL NUMBER:

6087100665
6087100660
6087100895
6087100900

PARCEL #'S OF ADJACENT SITE TO BE DETERMINED – LBA IN PROCESS #: 3010683

SITE ZONE:

NC3-40' AFTER REZONE THAT IS IN PROCESS

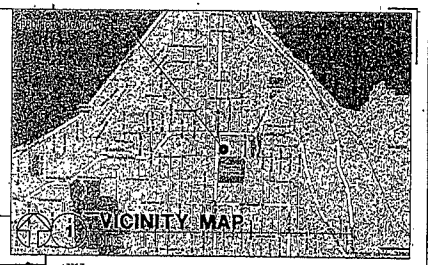
PROJECT ADDRESS: 2622 CALIFORNIA AVE SW – SEATTLE, WA 98116

PROJECT OWNER: SAFEWAY INC. – SEATTLE DIVISION – 1121 124TH AVE NE – BELLEVUE, WA 98005 – 425.637.2267 PHONE

ARCHITECT/APPLICANT: FULLER SEARS ARCHITECTS – 1411 FOURTH AVENUE, SUITE 1306 – SEATTLE, WA 98101 – 206.682.6170 PHONE – 206.682.6480 FAX – CONTACT: ALAN RUSSO – alanrusso@fullersears.com

CIVIL/LAND SURVEYORS: BUSH, ROED & HITCHINGS, INC. – 2009 MINOR AVENUE EAST – SEATTLE, WA 98102-3513 – 206.323.4144 PHONE – 206.323.7135 FAX – CONTACT: JAY DECKER – jay@bhtinc.com

LANDSCAPE ARCHITECT: WEISMAN DESIGN GROUP, INC. – 2329 EAST MADISON ST. – SEATTLE, WA 98112-5416 – 206.322.1732 PHONE – 206.322.1789 FAX – CONTACT: ANDY RASMUSSEN – andy@wdginc.com



NO.	DATE	REMARKS
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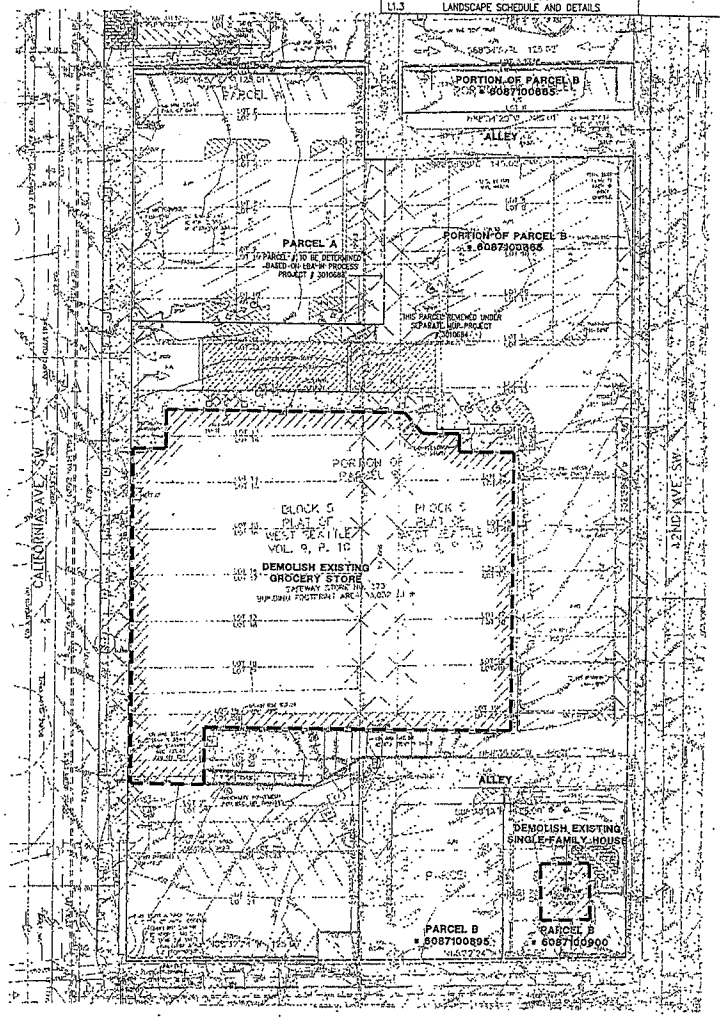
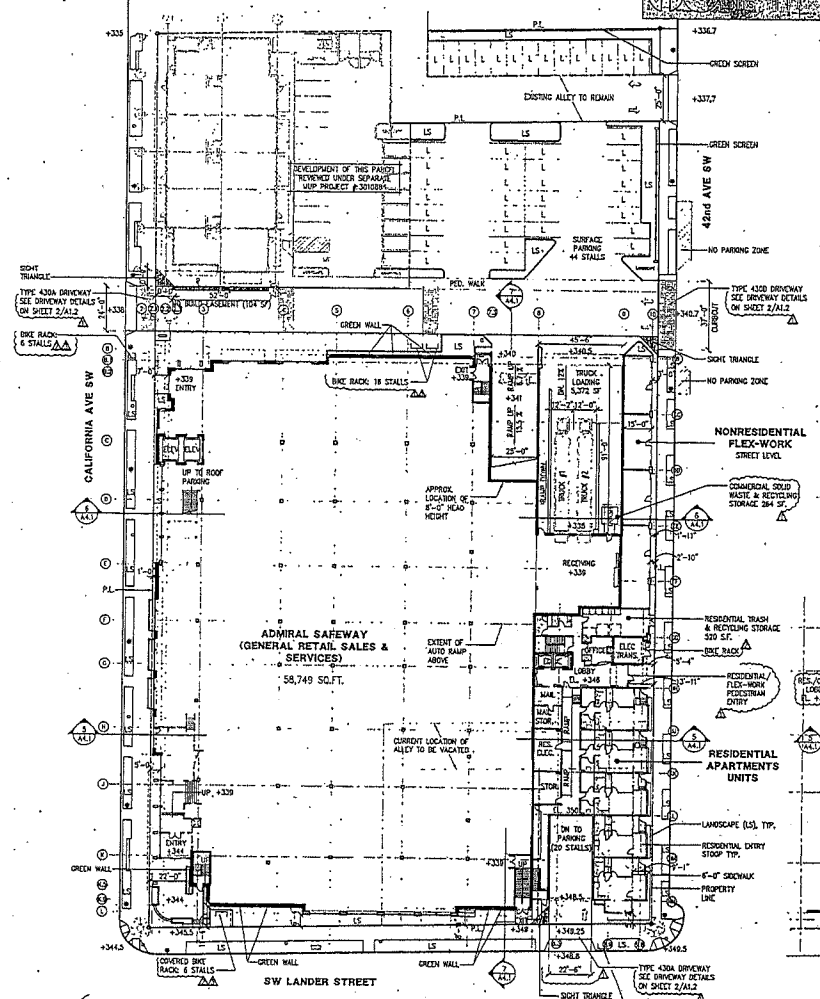
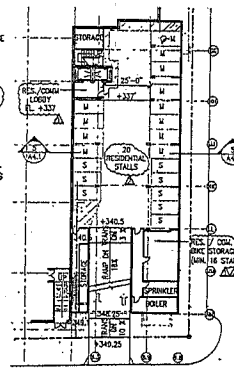
1	12.10.09	MUP RESUBMITTAL
2	02.22.10	MUP RESUBMITTAL
3	06.02.10	MUP RESUBMITTAL
4	12.23.10	MUP RESUBMITTAL



2 **DEMOLITION PLAN**
1"=30'-0"



3 **PROPOSED SITE / LEVEL ONE PLAN**
1"=30'-0"



4 **BASEMENT PLAN**
1"=30'-0"

FULLER·SEARS ARCHITECTS

Admiral Safeway
2622 California Avenue SW
Seattle, WA 98116
SAFEWAY, INC.

Job Number: 0724

Sheet Title: DEMO PLAN, SITE / FLOOR PLAN, SHEET INDEX, CONTACTS

Sheet Number: **A1.0**

DPD PROJECT #3009367

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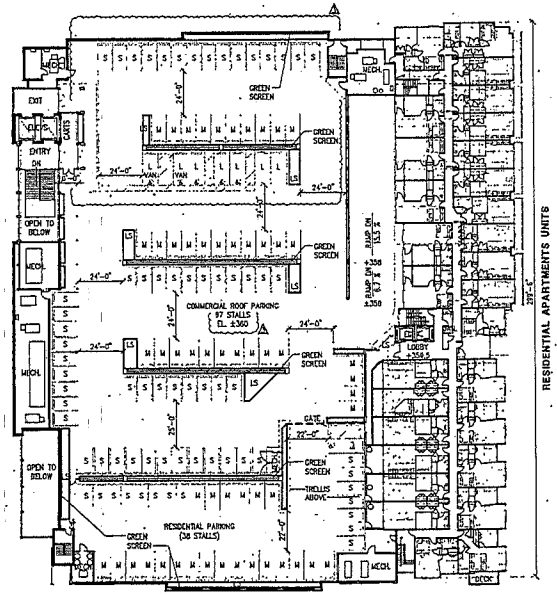
AREA CALCULATIONS - GROCERY, FLEX-WORK AND RESIDENTIAL							
	BASEMENT LEVEL	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	(ROOF STAIR	
USE	GROSS AREA (SQ.FT.)	GROSS AREA (SQ.FT.)	GROSS AREA (SQ.FT.)	GROSS AREA (SQ.FT.)	GROSS AREA (SQ.FT.)	ACCESS)	TOTAL GROSS AREA
PARKING	8,858	0	0[1]	0	0	0	8,858
GROCERY	0	58,749	1,975	0	0	0	60,724
TRUCK LOADING	0	5,372	0	0	0	0	5,372
RESIDENTIAL	0	7,307	17,561	17,561	10,184	127	52,740
RETAIL	0	1,959	0	0	0		1,959
					TOTAL GROSS BUILDING		129,853
					SITE AREA (SQ.FT.)		108,065
					FAR NOT TO EXCEED 3.25		1.20

1. ROOFTOP PARKING IS NOT ENCLOSED OR COVERED, THEREFORE IT IS EXEMPT FROM FAR CALCULATION

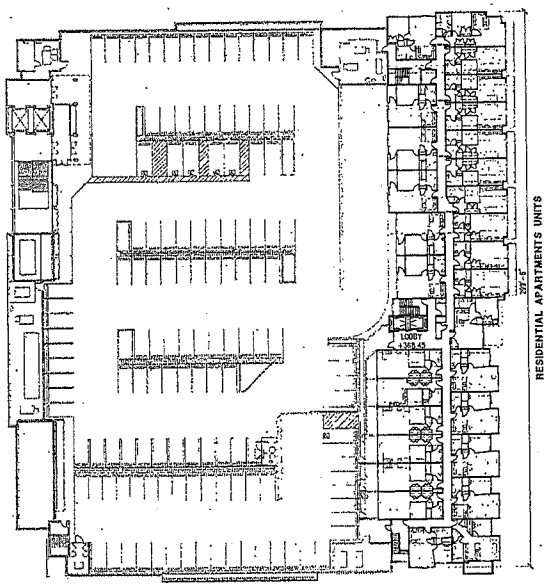
PARKING REQUIREMENTS PER CITY OF SEATTLE LAND USE CODE					
COMMERCIAL USES	AREA IN S.F.	EXEMPTIONS FIRST 1,500 SQ.FT. OF EACH BUSINESS ESTABLISHMENT	FINAL AREA FOR REQUIRED PARKING	REQUIRED PARKING 1 STALL PER:	STALLS
GENERAL RETAIL SALES & SERVICES	60,724	-1,500	59,224	500 sq.ft.	118
FLEX-WORK SPACES (60 UNITS)	+/- 100 EACH	-1,500	0	0	0
	SUBTOTAL FOR COMMERCIAL USES				118
RESIDENTIAL USES					
APARTMENTS (78 UNITS)	1 PER UNIT (IN COMMERCIAL ZONES)				78
	SUBTOTAL FOR RESIDENTIAL USES				78
	TOTAL REQUIRED PARKING FOR PROJECT				196
	TOTAL PARKING PROVIDED				199

PARKING STALL TYPES AND QUANTITIES (COMMERCIAL)			
LEVEL	SMALL - (7'-6" X 15'-0")	MEDIUM - (8'-0" X 16'-0")	LARGE - (8'-6" X 19'-0")
BASEMENT	0	0	0
SURFACE	0	0	44
ROOF	55	36	7
TOTALS	55	35	51
PERCENT	39%	25%	36%

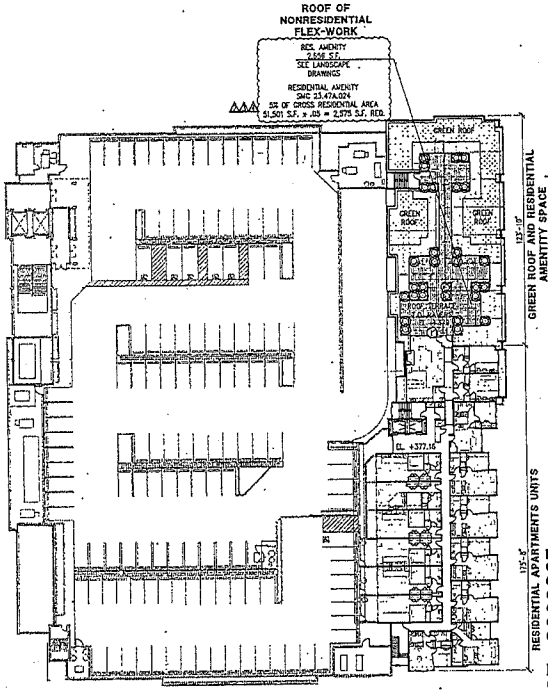
PARKING STALL TYPES AND QUANTITIES (RESIDENTIAL)			
LEVEL	SMALL - (7'-6" X 15'-0")	MEDIUM - (8'-0" X 16'-0")	LARGE - (8'-6" X 19'-0")
BASEMENT	7	13	0
SURFACE	0	0	0
ROOF	15	23	0
TOTALS	22	36	0
PERCENT	38%	62%	0%



1 LEVEL TWO PLAN
1"=30'-0"



2 LEVEL THREE PLAN
1"=30'-0"



3 LEVEL FOUR PLAN
1"=30'-0"

NO.	DATE	REMARKS
	09.22.09	MUP SUBMITTAL
1	12.10.09	MUP RESUBMITTAL
2	02.22.10	MUP RESUBMITTAL
3	08.02.10	MUP RESUBMITTAL
4	12.23.10	MUP RESUBMITTAL

FULLER-SEARS
ARCHITECTS

Admiral Safeway
2622 California Avenue SW
Seattle, WA 98116
SAFEWAY, INC.

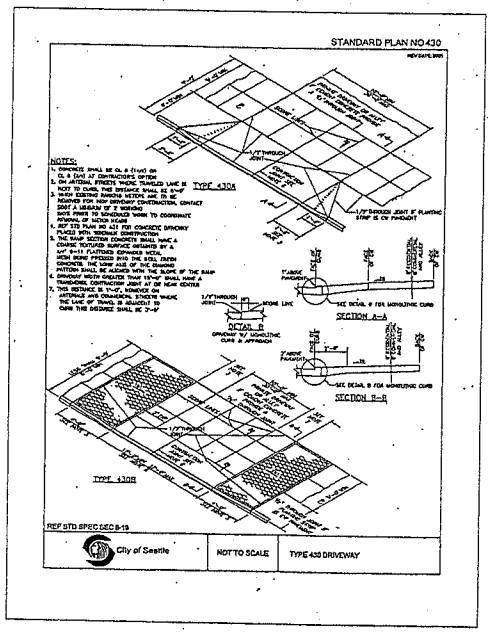
Job Number
0724

Project Manager
Drawn By

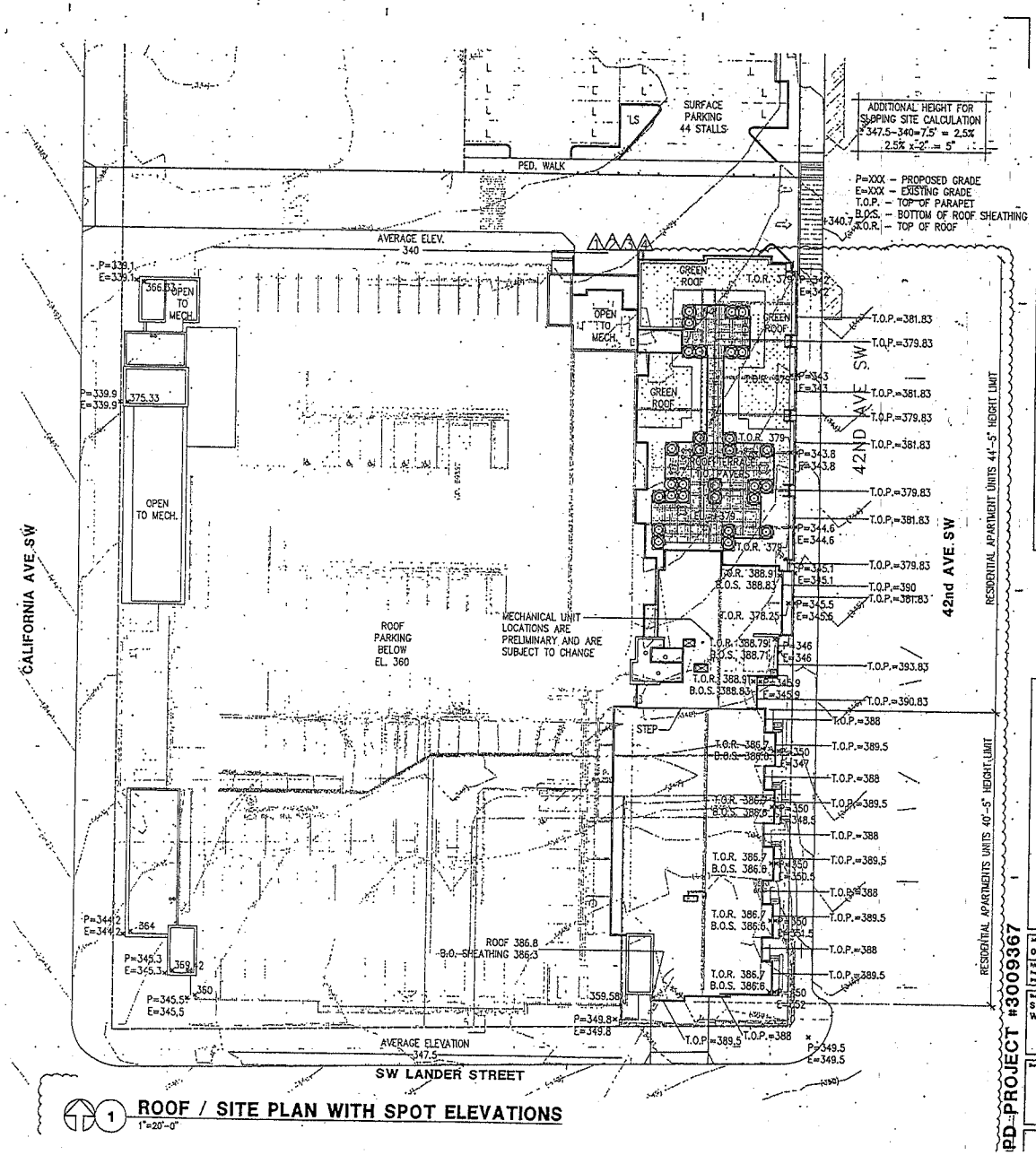
Sheet Title
UPPER LEVEL PLANS, AREA CALCS, PARKING CALCS

Sheet Number
A1.1

2D-PROJECT #3009367



2 DRIVEWAY SLOPES
N.T.S.



1 ROOF / SITE PLAN WITH SPOT ELEVATIONS
1"=20'-0"

NO.	DATE	REMARKS
1	12.10.09	MUP SUBMITTAL
2	02.22.10	MUP RESUBMITTAL
3	03.02.10	MUP RESUBMITTAL
4	12.23.10	MUP RESUBMITTAL

FULLER-SEARS ARCHITECTS

Admiral Safeway
2622 California Avenue SW
Seattle, WA 98116
SAFEWAY INC.

Job Number: 0724
Project Manager: Alex Bueno
Drawn By: Scott Hayden

Sheet Title: SITE/ROOF PLAN WITH SPOT ELEV.

Sheet Number: A1.2

PD-PROJECT #3009367

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REQUESTS FOR DEPARTURES FROM DEVELOPMENT STANDARDS

The text below was approved by the Design Review Board on February 5th 2010. If you have any questions please contact Michael Dorcy at (206) 615-1393

1. Transparency Requirements (23.47A.008)

60% of the street-facing non-residential façade between two and eight feet above the sidewalk must be transparent. We are requesting a departure because the south (37.3%) facade of grocery store is less than 60% transparent. The west facade is 61% transparent (was 59.2% transparent). Because of the internal functions of the grocery store, areas of the south facade were required to be void of windows. However, if green walls, helping to meet Seattle Green Factor, were counted as transparent, both conditions would be met.

2. Depth of Nonresidential Space (23.47A.008.A.008.B.3.a)

Depth of non residential uses must extend an average of at least 30 feet and a minimum of at least 15 feet in depth from the street-level, street facing façade. This applies to the Flex-Work spaces along 42nd Ave SW. These spaces are approximately +15'-0" deep (was approximately 13'-0" deep), which while shallow for commercial retail space, it is appropriate for Flex-Work space. Since the depth does not comply with the above code except we are asking for a departure. In response to the Design Review Board's feedback of creating more activity at the street-level, we felt that the Flex-Work spaces were a viable option for both the client and the city along 42nd Ave SW. In lieu of a blank wall shielding the Truck Loading area. These Flex-Work spaces also provide a buffer between the existing residential units on the east side of 42nd Ave SW and the Truck Loading on our site.

3. Parking Access (23.47A.032.A.1.a)

In NC Zones, access to parking must be from an alley when the lot abuts an alley. The proposed development is located on a site that abuts an alley. More than 90% of the parking can be accessed by the alley on the north end of the site. However, there are 20 stalls located beneath the structure on the southeast portion of the site. In order to make these 20 stalls accessible from the alley we would have to modify the design and locate the truck loading along SW Lander Street. We felt that the least amount of impact would be to have the 20 stalls accessed off SW Lander St. We are also removing a curbcut where we are vacating an alley, so in the end no additional curb cuts have been added along SW Lander Street.

4. Parking Adjacent to 42nd Street (23.47A.032.B.1.c)

Parking may not be located between a structure and a street lot line. We are requesting a departure to locate surface parking between the Admiral Retail Shops Building and the 42nd Ave SW street lot line. California Ave SW seems to be the front lot line for the purposes of parking (see 23.47A.032.C.2), so we are locating some of the surface parking required for the grocery store behind Admiral Retail Shops Building. Locating surface parking adjacent to California Ave W would dilute the urban street edge, and locating the Admiral Retail Shops Building adjacent to 42nd Ave SW would not be commercially viable. We are mitigating the parking by adding screening the length of the parking along 42nd Ave SW.

5. Curb Cut Width (23.54.030)

Curb cut width is limited to 30 feet for two-way traffic when truck and auto access is combined. Curb cut flares are limited to 2.5 feet in width. We are proposing a 37 foot wide curb cut with 4 foot flares on 42nd Avenue SW, which is adjacent to the truck loading area for the grocery store. This is a departure for DPD, however it is a standard curb cut per SDOT (Type 430B). A wider curb cut in this location allows trucks to enter and exit the site from 42nd Avenue SW, close to the truck loading area, and keeps trucks away from the more pedestrian-oriented area of the project between the grocery store and the retail shops.

6. Pedestrian Walkway (23.47A.032.H.1)

Where a pedestrian entrance to retail sales is orientated to a parking lot, a 5-foot-wide pedestrian walkway through the parking lot to the pedestrian entrance is required. We are requesting a departure from this requirement because our entire retail frontage, including pedestrian entrances, is intentionally oriented away from the parking lot and toward California Avenue SW. Additionally, we assume that this requirement will be best served with our East-West pedestrian connection.

7. Street Level Development Standards (23.47A.008.D3)

Dwelling units along the streets shall be at least 4 feet above or 4 feet below the sidewalk or be setback 10' from the sidewalk. We are requesting a departure for the 10'-0" setback. We propose an 8'-0" setback from the edge of the sidewalk along the east facade. The dwelling units vary from 1' to 3-6" above the adjacent sidewalk. Because of street-tree planting and a 6'-0" sidewalk, we encroach upon the 10'-0" setback by 2'-0". We are also requesting a departure from the 10'-0" setback requirement along the south facade where we have a 16'-0" wide segment that is setback 5'-0" from the edge of the sidewalk. These setbacks appear sufficient due to the buffering provided by the unit porches.

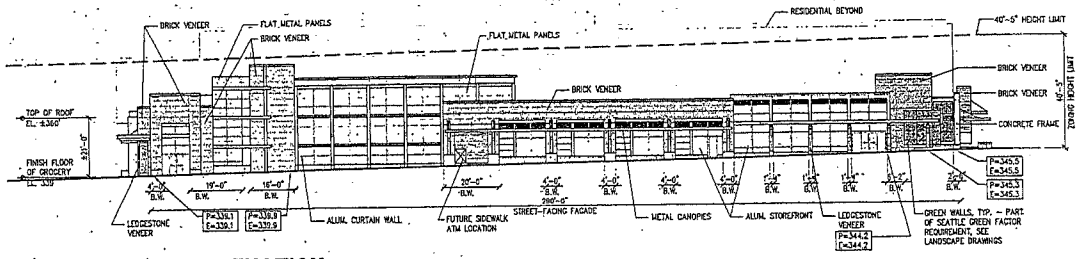
BLANK WALL CALCULATIONS (SAFEWAY, WORKSPACE & RESIDENTIAL)				
ELEVATION	LINEAL FEET OF BLANK WALL SEGMENTS[1]	LINEAL FEET OF BUILDING FAÇADE	PERCENTAGE	
NORTH	NA (NOT STREET-FACING)			
SOUTH	65.8	254.8	25.8%	< THAN 40% = OKAY
EAST	73.6	301.5	24.4%	< THAN 40% = OKAY
WEST	87.7	290.0	30.2%	< THAN 40% = OKAY

1. SEE ELEVATION DRAWINGS (SHEET A4.0) FOR DIMENSIONING OF BLANK WALL SEGMENTS NOTED AS B.W.

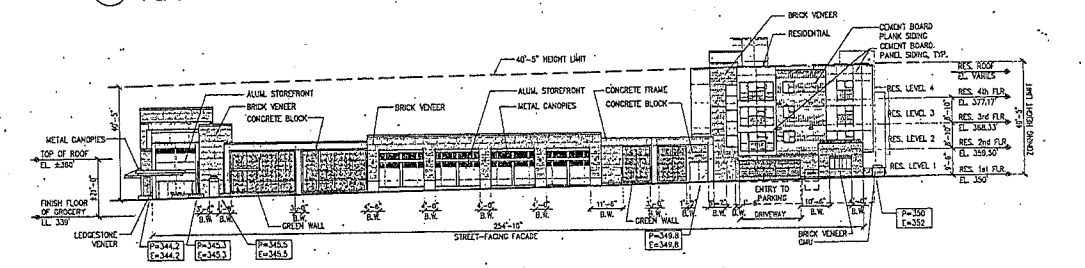
TRANSPARENCY CALCULATIONS - A REQUEST FOR DESIGN DEPARTURE IS BEING REQUESTED (SEE DEPARTURE CHART)					
ELEVATION	TOTAL AREA BETWEEN 2'-0" & 8'-0" (SQ.FT.)	AREA OF TRANSPARENCY (SQ.FT.)	PERCENTAGE OF TRANSPARENCY	AREA OF GREEN WALL BETWEEN 2'-0" & 8'-0" (SQ.FT.)	PERCENTAGE OF GREEN WALL
NORTH	NA (NOT STREET-FACING)				
SOUTH (PORTION)[1]	1,206.0	450.0	37.3%	390.0	32.3%
EAST (PORTION)[1]	1,073.0	644.0	60.0%	0.0	0.0%
WEST	1,740.0	1,058.0	61%	92.0	5.3%

1. ONLY THE NON-RESIDENTIAL PORTION OF THE FAÇADE IS CALCULATED

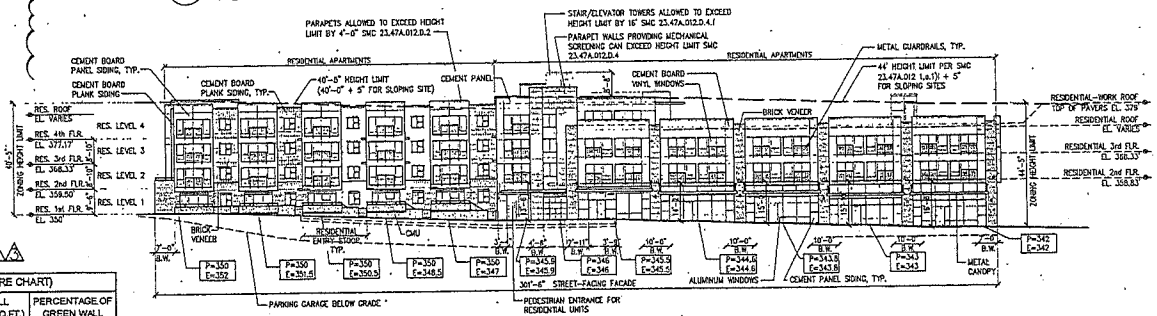
BICYCLE PARKING CALCULATION			
SHORT TERM STALL CALCULATION	TOTAL AREA (SQ.FT.)	1 STALL PER: (SQ.FT.)	REQUIRED # STALLS OF SHORT TERM BICYCLE PARKING
GROCERY	60,724	4,000	15
RETAIL (SALES & SERVICES, GENERAL)	1,959	4,000	1
LONG TERM STALL CALCULATION	TOTAL AREA (SQ.FT.)	1 STALL PER: (SQ.FT.)	REQUIRED # STALLS OF LONG TERM BICYCLE PARKING
GROCERY	60,724	12,000	5
RETAIL (SALES & SERVICES, GENERAL)	1,959	12,000	1
APARTMENTS	76 UNITS	1 PER 4 UNITS	20
		TOTAL S.T. STALLS	16
		TOTAL L.T. STALLS	26



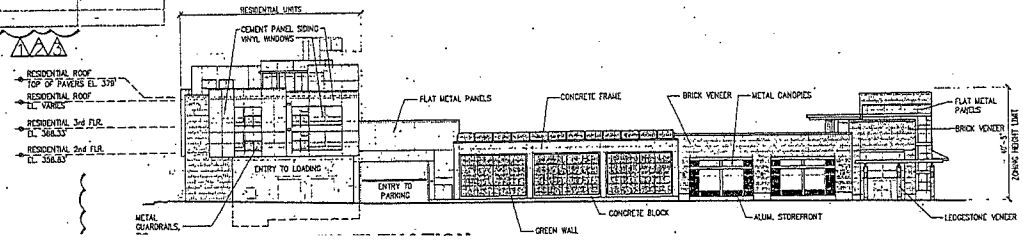
1 WEST ELEVATION
1"=20'-0"



2 SOUTH ELEVATION
1"=20'-0"



3 EAST ELEVATION
1"=20'-0"



NO.	DATE	REMARKS
	09.22.09	MUP SUBMITTAL
1	12.10.09	MUP RESUBMITTAL
2	02.22.10	MUP RESUBMITTAL
3	08.02.10	MUP RESUBMITTAL
4	12.23.10	MUP RESUBMITTAL

FULLER·SEARS ARCHITECTS

Admiral Safeway
2622 California Avenue SW
Seattle, WA 98116
SAFEWAY, INC.

Job Number: 0724

Sheet Title: BUILDING NOTES & CHARTS EXTERIOR ELEVATIONS

Sheet Number: A4.0

D-PROJECT #3009367

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Comment letters 3011952

Dorcy, Michael

From: dennir.myway [dennir@myway.com]
Sent: Wednesday, February 09, 2011 6:12 PM
To: Dorcy, Michael
Subject: Safeway ammended project 3011952 (3009763)

Shis ammended project is unstainable as proposed and should not be approved.

78 residential units is far too many for 1/2 of a block of a narrow 42nd St SW. This # of units is about 1/2 of the remaining growth that is expected to be absorbed by the Admiral urban village by 2024. This is excessive overgrowth and density.

The 58 parking spaces for 78 residential units is not nearly enough. Overspil parking will destroy the quality of life in the heart of our urban village. We have lost approximately 100 street curb parking spaces in the last 10 years due to traffic revisions.

This project violates our neighborhood plan provision for a pedestrian prominade on 42nd St between our historic library and Hiawatha Park.

Trafic increases on SW Lander St will have negative impacts on Hiawatha Park users and Lafayette elementary school.

This project should not be approved or built as currently amended. Safeway can do better.

Dennis Ross, 2109 California Ave SW, Seattle, WA, 98116 -- (206)-876-9455

Comment Letters 3011952

Dorcy, Michael

From: Estelle Shives [eshives@clearwire.net]
Sent: Thursday, January 27, 2011 12:51 PM
To: Dorcy, Michael
Subject: RE: Project Number 3011952 (Safeway construction at California Avenue)

Dear Michael,

We just learned of the request for a change in the permit for the above referenced project; to change from 40 residential units and office flex space, to 78 residential units. We would like to submit our concerns with the hopes of having the change denied. We live a block away, and we already are experiencing density, traffic safety and parking issues on our street (41st Ave SW). If the number of residential units increases from 40 to 78, we are concerned there will be more congestion from vehicles driving on Admiral and California, as well as more people parking on our street (already both sides of the street are taken up with vehicles who work or live in the neighborhood creating only room for 1 vehicle on the street at one time). Unless the developer plans to double the parking for the residents, this would cause a significant impact in parking on our adjacent streets.

Thank you for your consideration.

Estelle & Bob Shives
2633 41st Avenue SW
Seattle, WA 98116

--
Estelle

Comment Letters 3011952

Dorcy, Michael

From:	Katy Walum [katy.walum@gmail.com]
Sent:	Monday, February 28, 2011 7:12 AM
To:	Dorcy, Michael; Conlin, Richard; Bagshaw, Sally; Clark, Sally; Burgess, Tim; Godden, Jean; Harrell, Bruce; Licata, Nick; O'Brien, Mike; Rasmussen, Tom
Cc:	Sara Corn; bfuller@fullersears.com
Subject:	DPD Project #3011952

Dear Mr. Dorcy and Seattle City Council Members,

We of the Admiral Neighborhood Association (ANA) have participated in multiple Design Review and informational meetings on the above-noted project. On February 8, 2011, Safeway representative Sara Corn and Fuller-Sears architect Bill Fuller met with our organization to inform members of the usage changes to the originally approved design. Though the ANA ultimately supports these changes, we wish to record here our dismay at not having been included in the planning of these changes.

ANA members have shown a true investment in the design process for this project – maintaining contact with Safeway representatives throughout the process, and giving hours of our time to attend design review meetings. We have been encouraged by Safeway's openness and efforts to address our neighborhood planning concerns. However, we have been fairly *dis*couraged to find out about these latest changes in design plans after the fact.

We request that the ANA, as the Admiral neighborhood steward, be returned to a position of community consultant on this project, and honored as an integral part of this process. We ask that Safeway let us know when it is considering key changes to this project, and to let us understand and help determine if they are absolutely necessary before going forward.

Again, the ANA supports the new Admiral Safeway store, including these latest changes, but asks that Safeway continue to support our organization, and our neighborhood, in return.

Sincerely,

Katy B. Walum

President, Admiral Neighborhood Association

Comment Letters

3011952

JAMES A. DEL CIELLO

P.O. Box 16058 ◊ Seattle, WA 98116 ◊ (206) 650-2443 ◊ jimdelciello@yahoo.com

February 22, 2011

City of Seattle
Department of Planning and Development
Attn: Michael Dorcy
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, Washington 98124-4019

Sent via e-message to michael.dorcy@seattle.gov

RE: Project 3011952 (revision to 3009763), Zone NC 3/40'

Dear Mr. Dorcy—

I am writing with reference to Project 3011952, also known as the Admiral Safeway project,

Please know that I attended all five Design Review evaluations in 2010 for this Project. I have served as the past Vice President of the Admiral Neighborhood Association (ANA). I continue to serve on the Southwest District Council, first representing ANA and now representing the Southwest Historical Society. I have also served as Vice-Chair for the Seattle City Neighborhood Council. In other words, I am an engaged community citizen and try to follow the latest public affairs events as they unfold.

I understand that the scope of project 3011952 has a proposed change. Moreover, some of my colleagues throughout the neighborhood are concerned regarding this change.

In my opinion this change represents a minor issue within the scope of this large project. In a formal statement I acquired on-line, Safeway states the following:

> *[t]he proposed change will not affect the exterior dimensions or design of the buildings except to add upgraded window treatments and some small balconies. There are also no parking or traffic impacts from the proposed change.*

Assuming that the increase in housing units will not negatively impact the amount of parking capacity on the project parcel or upon the adjacent streets of SW Lander and SW 42nd, then I think this is an acceptable proposed change. The change is also commensurate with the existing Admiral Neighborhood Plan.

I think it is also important to point out that while exposing this project to the arduous Design Review process, Safeway has always been steadfast and consistent: namely, they are NOT in the rental housing business, but squarely in the grocery business. Indeed, in these tough economic times Safeway should be applauded for recruiting a new developer on such short notice with all the necessary financing to assure completion of this project within the scope and guidelines currently in place.

Sincerely,

James A. Del Ciello

Comment Letters 301952

March 1, 2011
received after official comment period had ended

City of Seattle
Department of Planning and Development
700 5th Ave
Suite 200
Seattle, WA 98124

Attn: Michael Dorcy

Re: Admiral Safeway Redevelopment – West Seattle - Comments

Dear Mr. Dorcy:

My fiancé and I have lived in the Admiral District of West Seattle for over five years and in West Seattle closer to ten. When I learned of the Admiral Safeway redevelopment project I was very excited and encouraged that a large national retail chain now feels that West Seattle is deserving of an updated, more modern retail center. I have been following the design and development process of the project and have attended a couple of the design review board meetings. I felt the need to send in this comment letter because I have learned that the developers are still receiving a large amount of negative feedback on the project and I would like to counter that by lending my support and expressing the support of many of my neighbors.

First, it is important to address why we live in West Seattle versus many of the other Seattle neighborhoods. Simply put: large lot size, less density, available on-street parking (free), walk-ability, easily accessible neighborhood specific retail and restaurants…too name a few. That being said, most of West Seattle's retail core (California Ave) has been in need of a "face lift" for quite some time. The question then becomes, how do we do that while preserving the things we love about the community. Answer…moderation.

I was extremely frustrated in the DRB meetings I attended because it seemed they were trying to force Safeway into developing a building with a 100 year life-span. In reality, this structure and block will likely be redeveloped within the next 30 yrs. Additionally, they were trying to insist on density that is not desired in West Seattle. The last thing we want is one eye sore, replaced by another (aka big apartment box). While California Ave is the place for some density, density as defined in downtown and some of the other neighborhoods does not fit the West Seattle model and you will get a lot of push back from area residents on this. I felt that the design team from Safeway did an excellent job balancing the needs of the store with the needs of the community and was very happy with their plan.

While it would have been nice if an underground parking structure was in the design, I can understand why it was not. Why should Safeway shoulder the burden of providing parking for the entire retail area when their own parking requirements far exceed City codes and they were able to meet these in the designed above ground parking. Further,

underground parking would have extended their construction timeline thus extending the period the store would be closed. I think it is VERY important to remember that Safeway does not have to do this project they are choosing to.

The approved design did include apartments as well as an office component. I honestly can't remember exactly how the office component was structured. I do remember that it was to be on the east side of the building under the apartments. I have heard that the developers may have to take that component out due to financing issues. I happen to work in commercial real estate finance and can sympathize with this issue as mixed-use construction financing is still not readily available as we start the climb out of the great recession. This is unfortunate however; as I do know that there is a great need for executive type office space in West Seattle. There are a lot of small businesses in West Seattle that are being operated from home offices and many of those people have expressed to me the desire to have a small office space in the community.

My overall point is that I think the structure being built will be a fantastic addition to the neighborhood retail hub. It will provide the face-lift needed and will hopefully spark other commercial real estate owners in the area to want to do some much needed improvements. I know that comment periods typically produce only the complaints; as people that are happy rarely take the time to express their support. Please consider this letter my vote (plus many of my surrounding Admiral District neighbors) in favor of the project. I would like to thank Safeway for improving our community.

Regards,

Katie Plett
Admiral District Resident

Katie Plett – 3202 48th Ave SW, Seattle, WA 98116 – KTPlett@gmail.com

3011952

heffron
transportation, inc.

December 16, 2010

Ms. Sara Corn
Safeway, Inc.
1000 124th Avenue NE
P.O. Box 85001
Bellevue, WA 98015-8501

E-mail: sara.corn@safeway.com

Subject: **Safeway #2932 West Seattle Safeway**
Revised Site Program – Trip Generation Comparison

Dear Sara,

We have received the development specifics for the proposed West Seattle Safeway MUP minor revision from Bill Fuller at Fuller-Sears Architects and have been asked to prepare information relating to the site trip generation for SEPA. Trip generation was originally determined in the *Transportation Impact Analysis (TIA) for the Safeway Store #2932, West Seattle – Redevelopment Project* (Heffron Transportation, Inc., November 20, 2009.) Both the "approved program" for the original MUP and the currently proposed MUP minor revision differ from the development program used in the TIA. Therefore, we have prepared a trip generation comparison for all three conditions. This information is summarized in Table 1.

Table 1. West Seattle Safeway – Vehicle Trip Generation Comparison

Type of Use	Program used in TIA[1]	MUP Approved Program[2]	MUP Revision Program[3]
Safeway Store	59,580 sf	60,000 sf	60,000 sf
Residential	41 units	35 units	78 units
Office (Live-Work)	91 units	56 units	0 units
Retail	6,850 sf	1,999 sf	1,999 sf
Net New Total Vehicle Trips			
Daily	3,470 trips	3,210 trips	3,130 trips
PM Peak	325 trips	297 trips	286 trips

Source: Heffron Transportation, Inc., December 2010.

1 *Based on* Transportation Impact Analysis for the Safeway Store #2932, West Seattle – Redevelopment Project, *(Heffron Transportation, Inc. November 20, 2009).*

2 *Per Bill Fuller at Fuller-Sears Architects via email November 8, 2010.*

3 *Per Sara Corn at Safeway, Inc. via email December 15, 2010.*

As shown, both the approved MUP development and currently-proposed MUP minor revision would generate fewer net new vehicle trips than what was evaluated in the TIA. The MUP revision development proposal would also generate fewer trips than the development that was approved in the original MUP (286 PM Peak trips vs. 297 PM Peak Trips). Therefore, no additional mitigation would

heffron transportation, inc.

be needed for the development contemplated by the MUP revision, as the overall impacts would be less than those analyzed in the TIA and those that were approved in the original MUP.

Please contact me at (425) 379-5689 or michelle@hefftrans.com if you have any questions regarding this information.

Sincerely,
Heffron Transportation, Inc.

Michelle M. Brown
Senior Transportation Engineer

MMB/mch

WEST SEATTLE SAFEWAY REVISED PROGRAM LETTER 12-10-FINAL.DOCX

3011952

heffron
transportation, inc.

February 15, 2011

Ms. Sara Corn
Safeway, Inc.
1000 124th Avenue NE
P.O. Box 85001
Bellevue, WA 98015-8501

E-mail: sara.corn@safeway.com

Subject: Safeway #2932 West Seattle Safeway Revised Site Program – Parking Analysis

Dear Sara,

We understand that there is some confusion related to how the change in use from live-work to residential would affect parking at the proposed West Seattle store on Admiral Way. We evaluated the change of use in a letter dated November 10, 2010. That analysis determined that the proposed program change—which would eliminate 56 live-work units and increase the number of residential units from 35 to 78—would have generated fewer trips and reduced the site's parking demand.

This letter seeks to clarify the assumptions that were used in our analysis to reach the conclusion about the project's reduced parking demand. The rates used to derive the new parking demand were documented in the *Transportation Impact Analysis (TIA) for the Safeway Store #2932, West Seattle – Redevelopment Project* (Heffron Transportation, Inc., November 20, 2009). Parking for the Safeway store was derived from studies that had been performed at other newly remodeled or built Safeway stores in Seattle. The peak rate at those others stores had been used for this analysis instead of the average. Parking rates for the other uses were from the Transportation Engineers (ITE) *Parking Generation*, 3rd Edition. These rates are reprinted below for your information. As shown, we assumed a rate of 1.2 to 1.22 vehicles per unit for the site's residential uses.

Table 10. Parking Demand Rates and Reductions – West Seattle Safeway Redevelopment

	Peak Parking Demand Rate[a]		Parking Reduction Factors[b]	
Land Use (ITE Code)	Weekday	Saturday	Internal	Non-Motorized
Supermarket (850)	2.19 veh/1,000 sf	2.63 veh/1,000 sf	2%	0%[c]
Retail (820)	2.65 veh/1,000 sf	2.97 veh/1,000 sf	2%	10%
Residential (221)	1.20 veh/unit	1.22 veh/unit	0%	0%

Source: Transportation Impact Analysis (TIA) for the Safeway Store #2932, West Seattle – Redevelopment Project (Heffron Transportation, Inc., November 20, 2009.)

a. *Based on average peak parking demand rate in ITE's* Parking Generation, *3rd Edition, 2004. Except for Safeway, which was based on data collected at three Safeway stores in Seattle.*

b. *Internal trips based on methodology in the Trip Generation Handbook (ITE, June 2004). Non-motorized percentages based on PSRC data for employment uses in West Seattle and surveys performed at the existing Safeway site.*

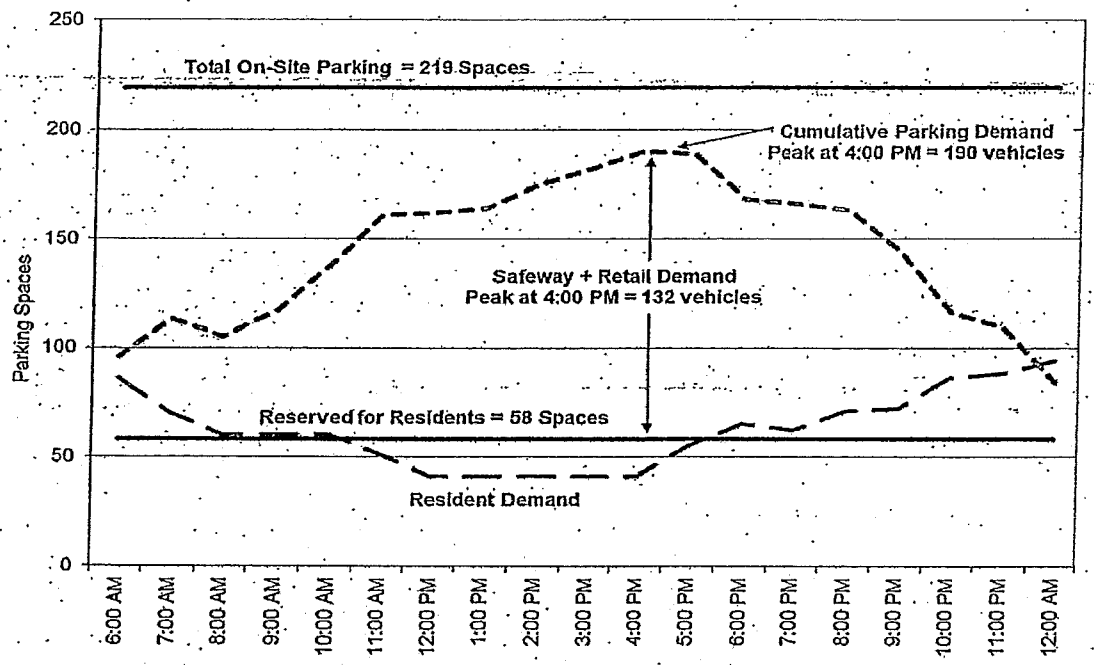
c. *No reduction for walk or bike travel assumed since the parking rate was derived from Safeway stores in Seattle where walking and biking likely occur.*

heffron transportation, inc.

The parking demand analysis also assumed that some of the parking spaces on the site could be reserved for the residents; therefore, customers of Safeway or retail uses would not be able to park in those spaces. It was assumed that the residents would have 58 reserved spaces. As noted above, a parking demand rate of 1.2 was assumed for the residential use; therefore, the analysis assumes that residents without reserved spaces would still be able to park on the Safeway site in spaces shared among all uses.

Two charts (see Figures 1 and 2 below) have been prepared to show the parking demand by time of day for the weekday and Saturday, respectively. These replicate the analysis performed in the original TIA for the new program. As shown, the site's total parking supply of 219 spaces would accommodate the peak demand even if 58 spaces were reserved for residents.

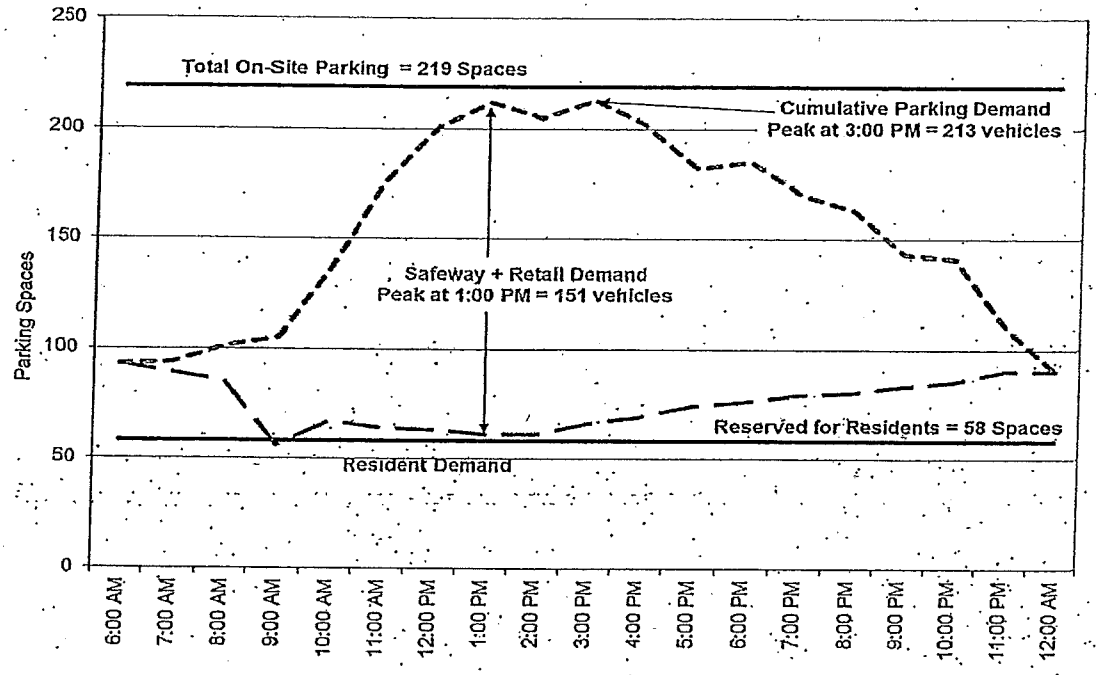
Figure 1. Parking Demand for Revised Program - Weekday



Source: Heffron Transportation, Inc., February 2011.

heffron transportation, inc.

Figure 2. Parking Demand for Revised Program - Saturday



Source: Heffron Transportation, Inc., February 2011.

We trust that this new information clarifies the parking demand analysis for the revised project program. Please call me if you have any questions.

Sincerely,
Heffron Transportation, Inc.

Marni C. Heffron

Marni C. Heffron, P.E., P.T.O.E.
President

MCH/mmb

WEST SEATTLE SAFEWAY - PARKING DEMAND FOR REVISED PROGRAM 2-11-11.DOCX