



West Seattle Junction Subterranean Alley Vacation

Design Commission Presentation III
Seattle, WA

March 5, 2009



WEBER THOMPSON

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West Seattle Junction



1 Public Streets

The Seattle Design Commission suggested that the development team look at successful Seattle streets that provide for a lively street life which could be applied to this project. The development team acknowledges the greatest pedestrian volumes will occur in the public right of way on Alaska and California streets. The sidewalk widths for the project as currently designed are in line with successful Seattle street examples. In addition, significant effort has been placed on providing additional sidewalk width where possible.

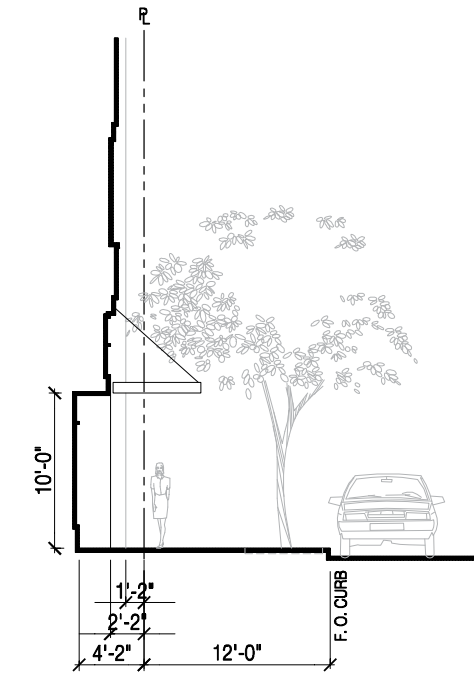
What follows are case study examples of the existing street condition, the proposed street condition, and successful Seattle examples.



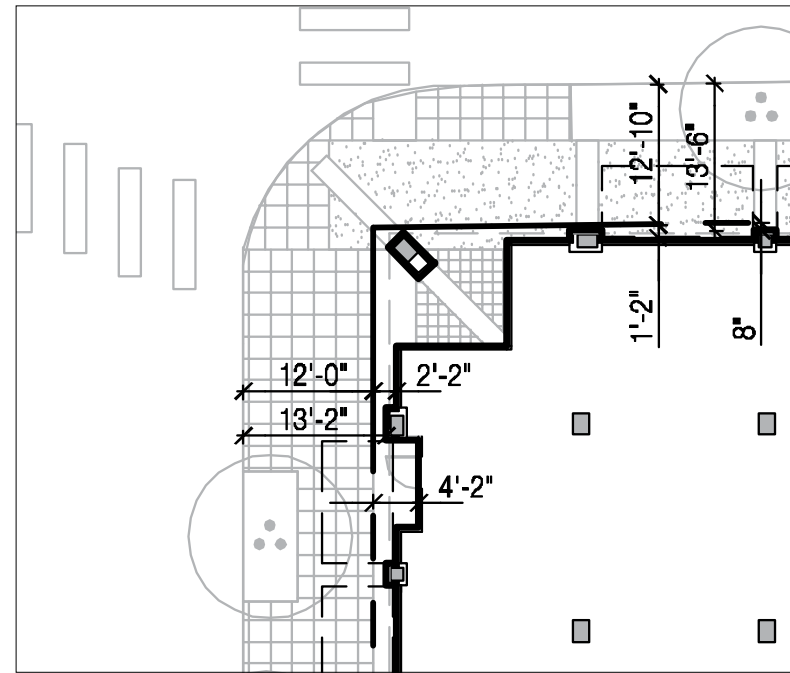
SW Alaska Street Looking West



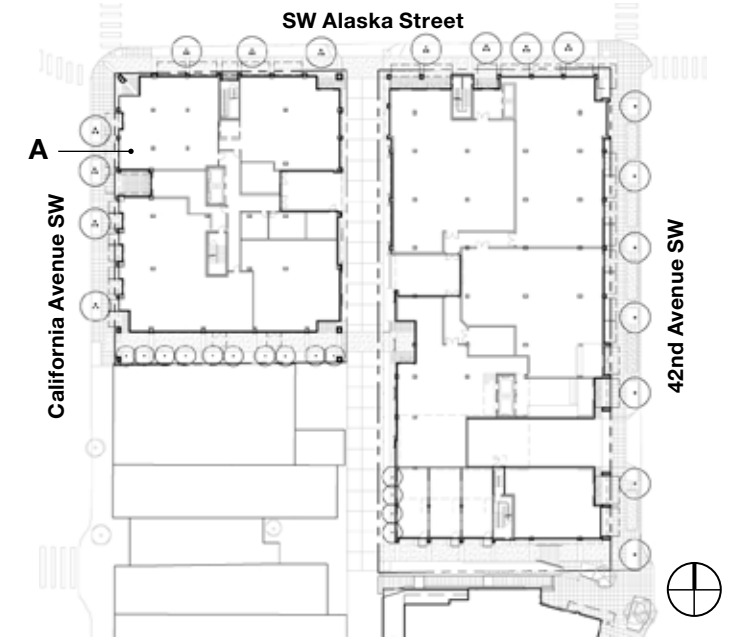
Sidewalk Section | California Avenue SW
13'-6" overall, 8'-6" sidewalk, 5'-0" planter



Sidewalk Section



Plan



Overall Plan



Sidewalk — Proposed



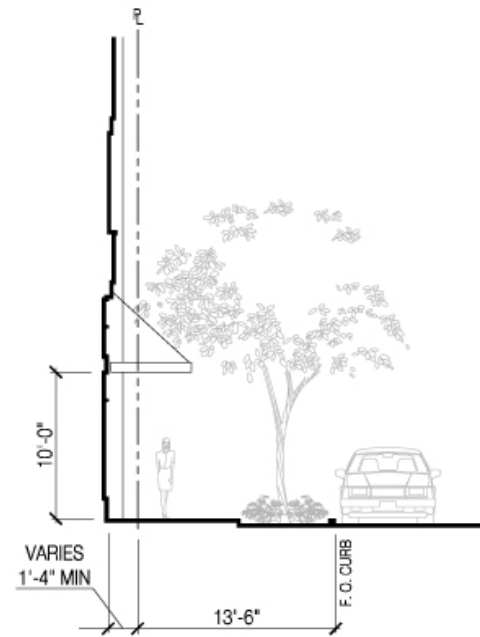
Sidewalk — Existing



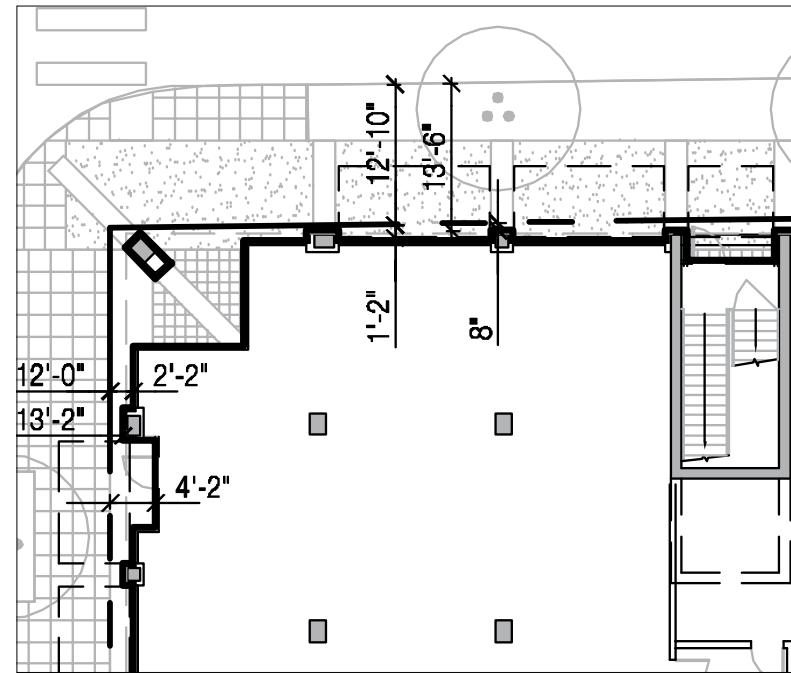
Seattle Case Study — 300 Westlake Avenue North



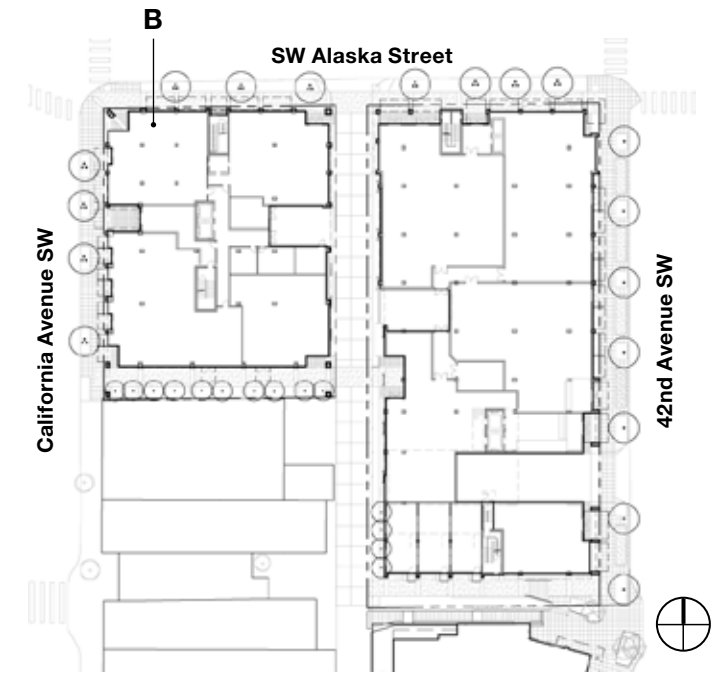
Sidewalk Section | SW Alaska Street
13'-6" overall, 8'-6" sidewalk, 5'-0" planter



Sidewalk Section



Plan



Overall Plan



Sidewalk — Proposed



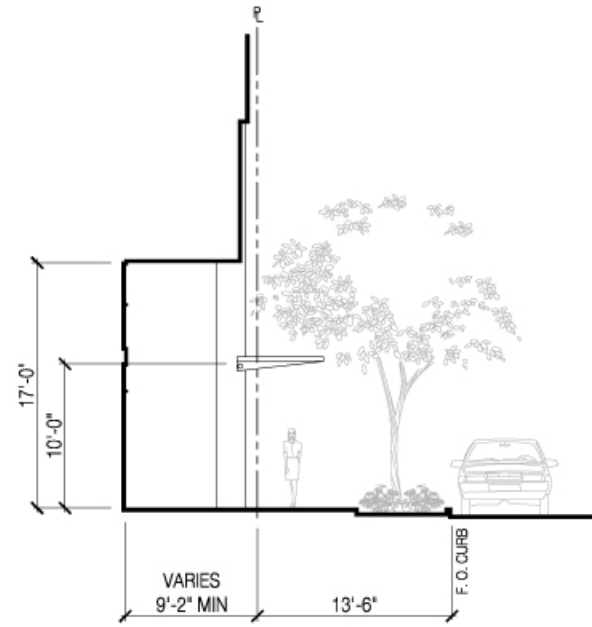
Sidewalk — Existing



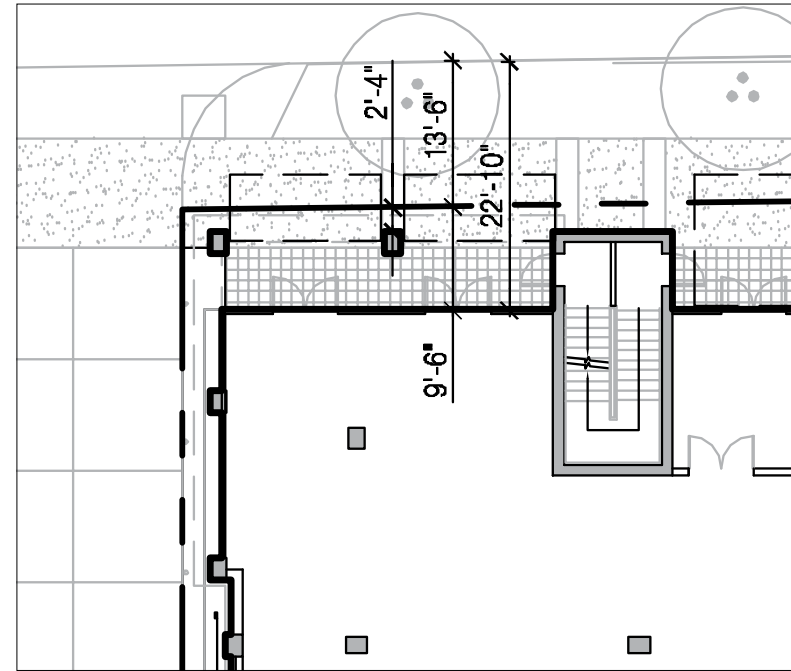
Seattle Case Study — 700 Olive Way



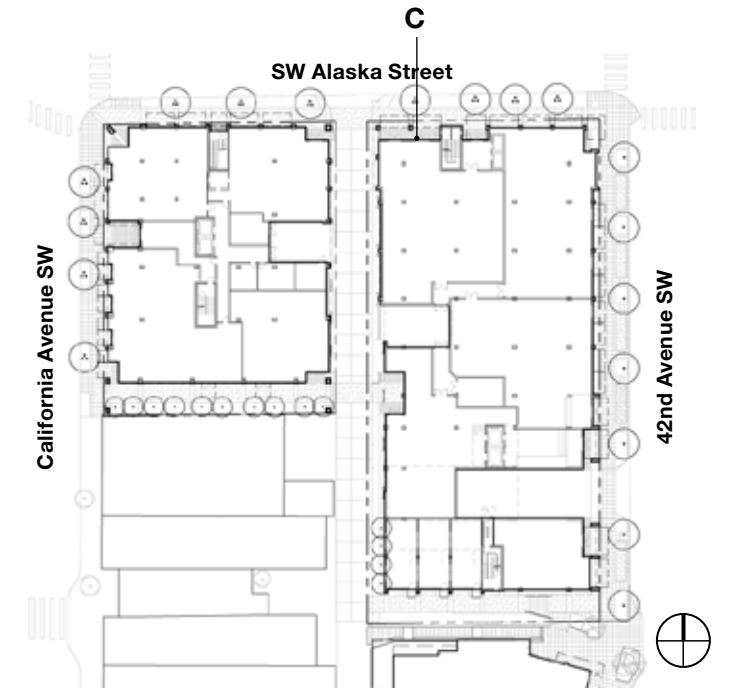
Sidewalk Section | SW Alaska Street
15'-6" overall, 10'-0" sidewalk, 5'-0" planter



Sidewalk Section



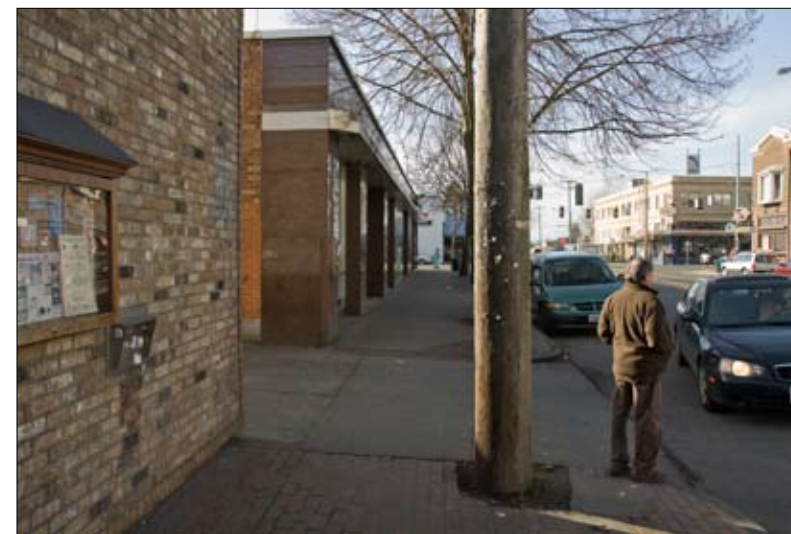
Plan



Overall Plan



Sidewalk — Proposed



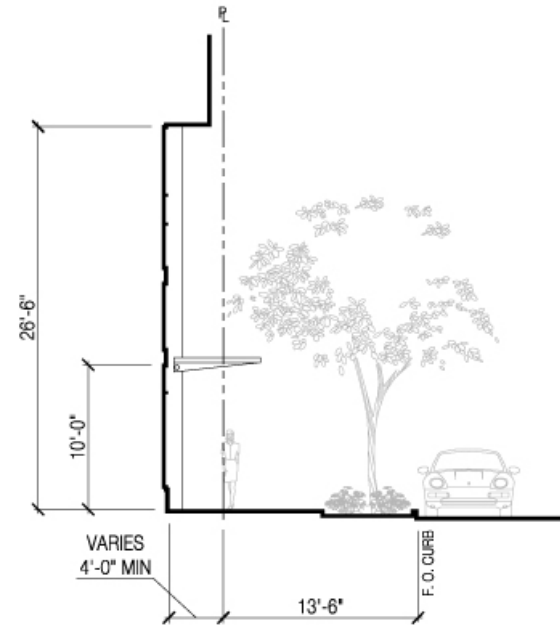
Sidewalk — Existing



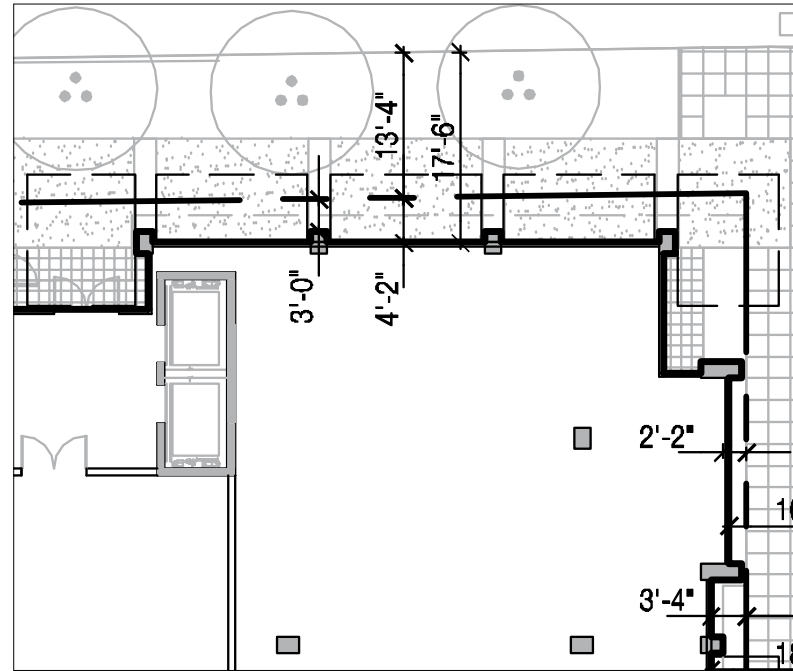
Seattle Case Study — 7th & Stewart



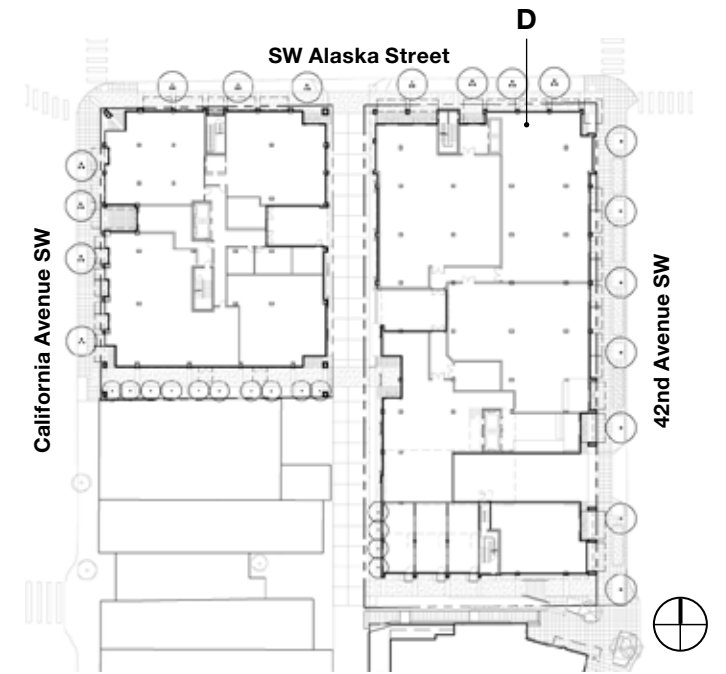
Sidewalk Section | SW Alaska Street
17'-6" overall, 12'-6" sidewalk, 5'-0" planter



Sidewalk Section



Plan



Overall Plan



Sidewalk — Proposed



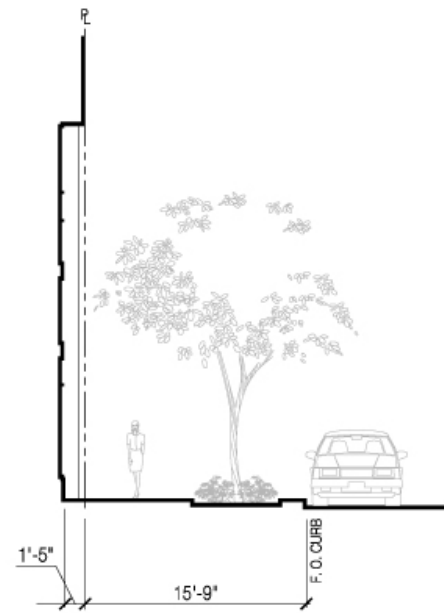
Sidewalk — Existing



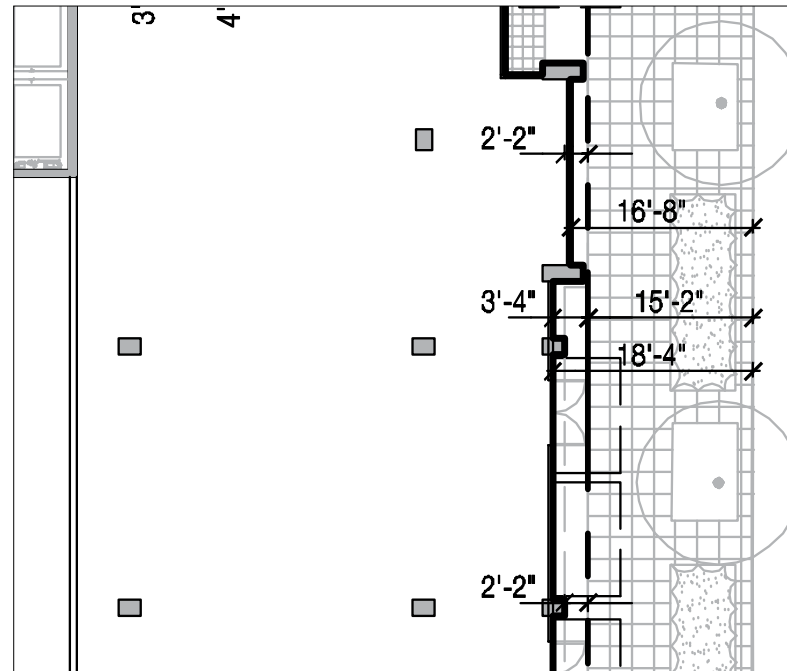
Seattle Case Study— 1900 9th Avenue



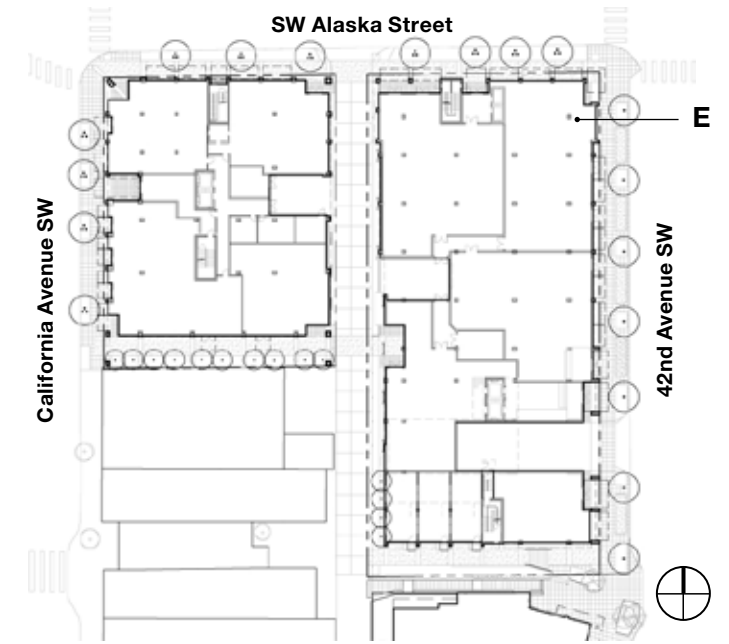
Sidewalk Section | 42nd Avenue SW
17'-6" overall, 12'-6" sidewalk, 5'-0" planter



Sidewalk Section



Plan



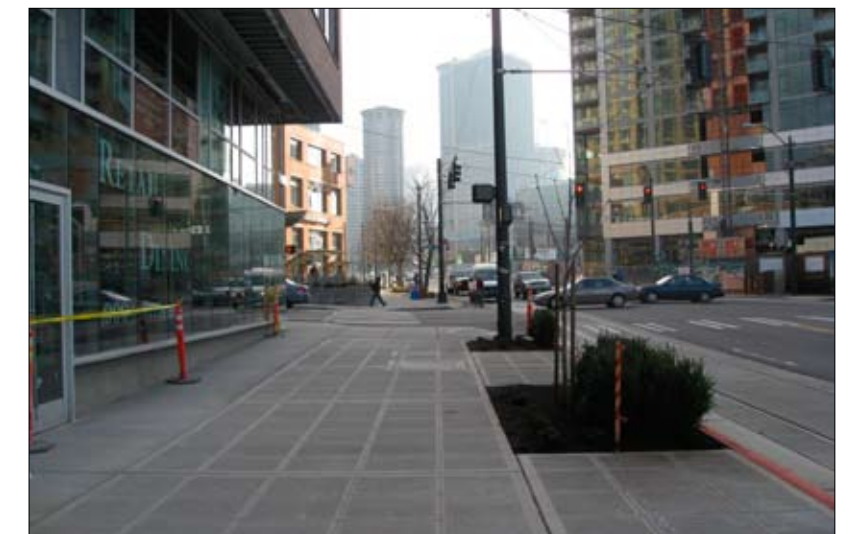
Overall Plan



Sidewalk — Proposed



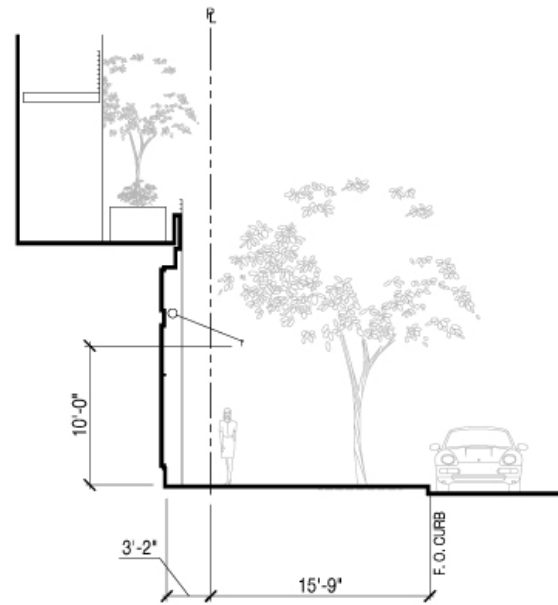
Sidewalk — Existing



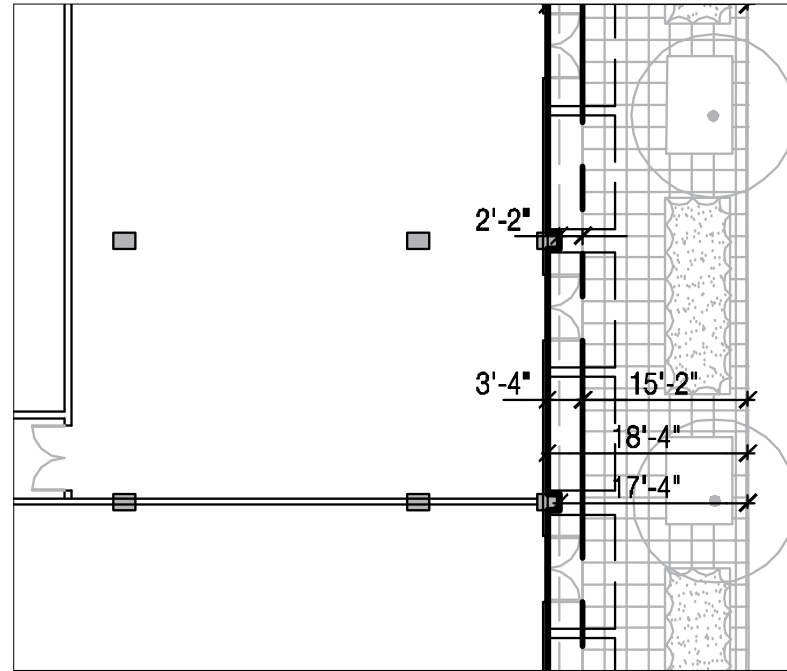
Seattle Case Study— 100 Westlake Avenue North



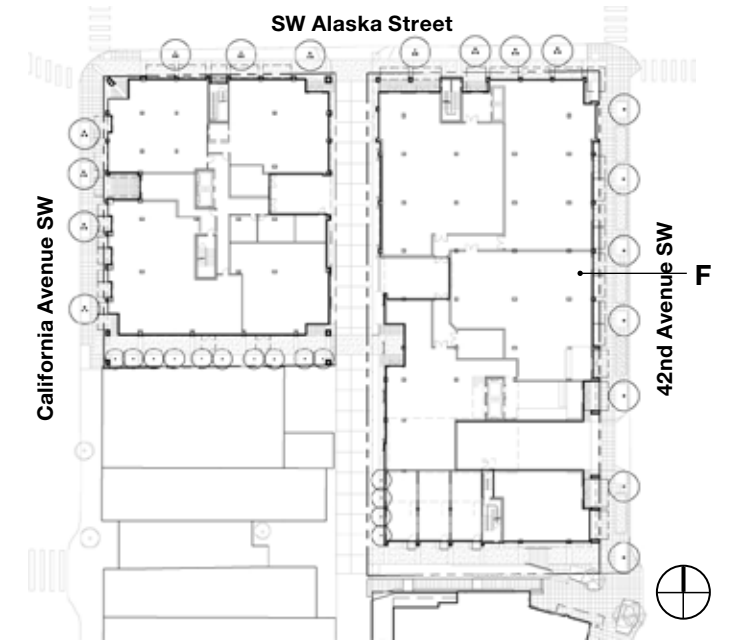
Sidewalk Section | 42nd Avenue SW
17'-6" overall, 12'-6" sidewalk, 5'-0" planter



Sidewalk Section



Plan



Overall Plan



Sidewalk - Proposed



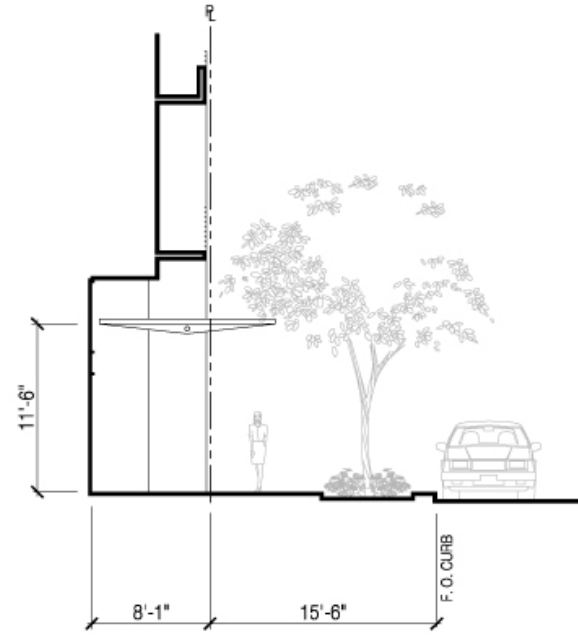
Sidewalk - Existing



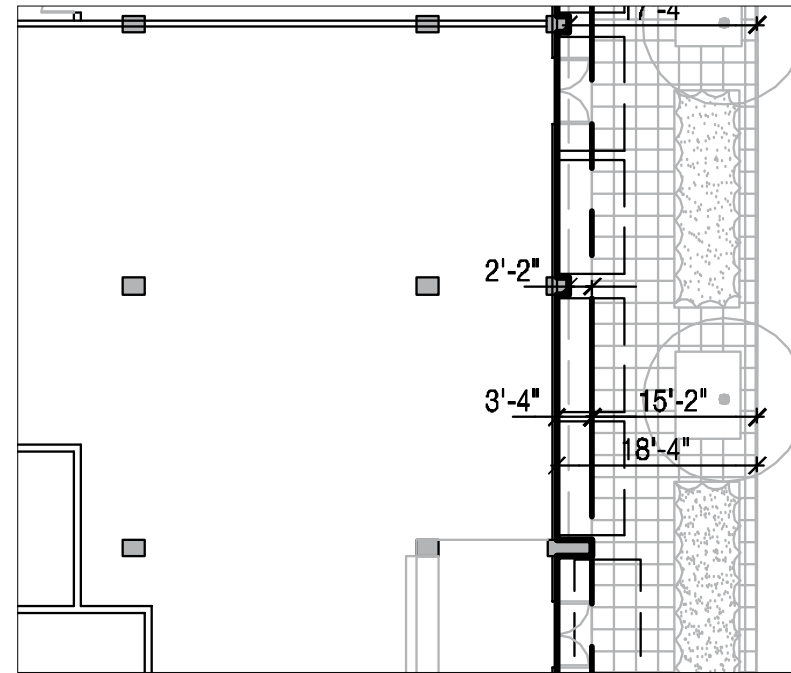
Seattle Case Study - 600 Olive Way



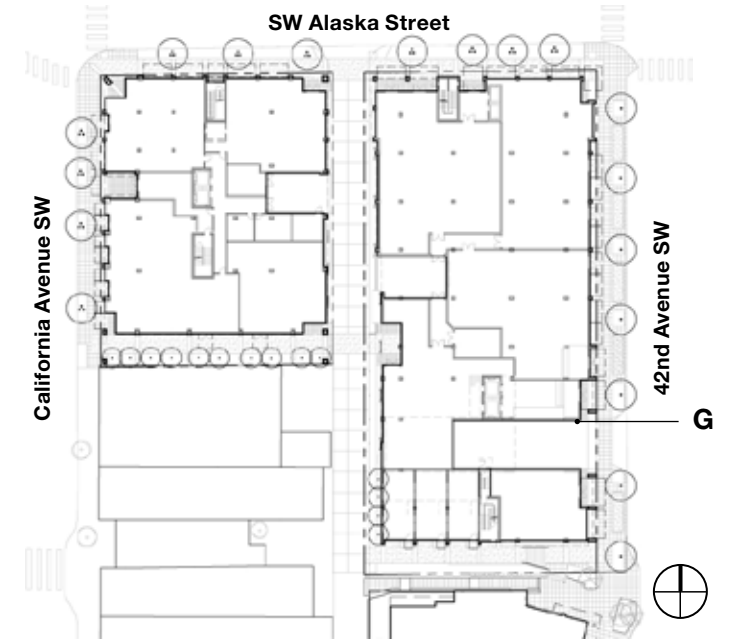
Sidewalk Section | 42nd Avenue SW
17'-6" overall, 12'-6" sidewalk, 5'-0" planter



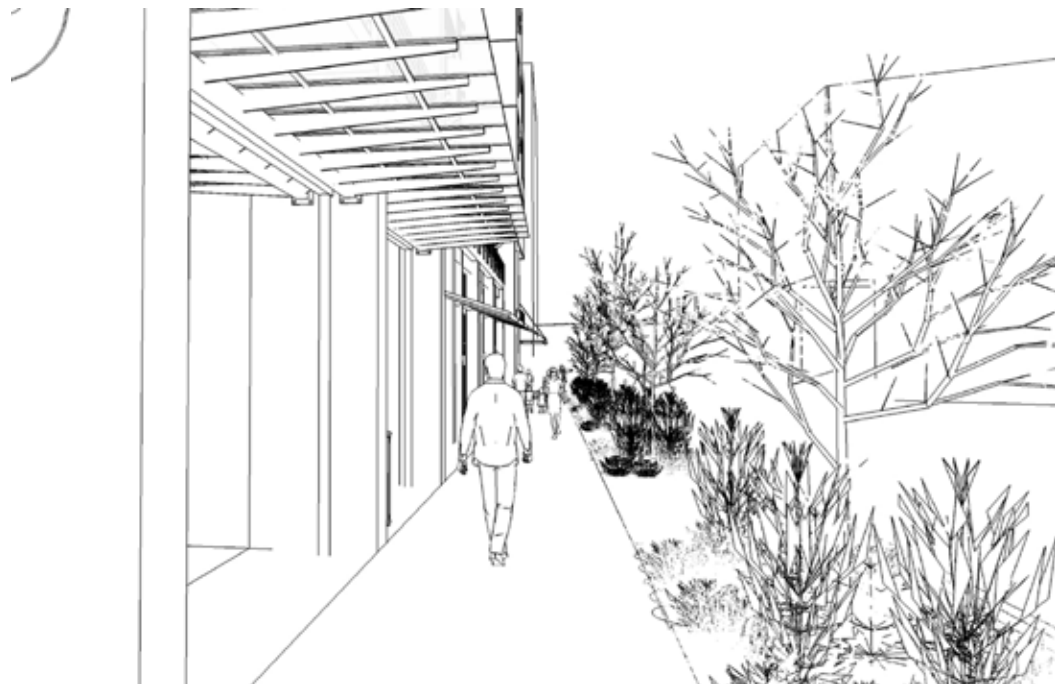
Sidewalk Section



Plan



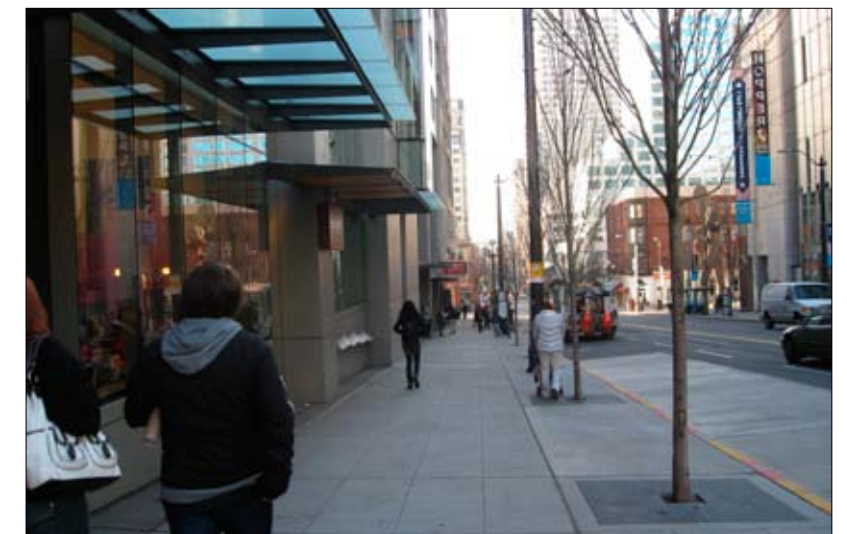
Overall Plan



Sidewalk — Proposed



Sidewalk — Existing

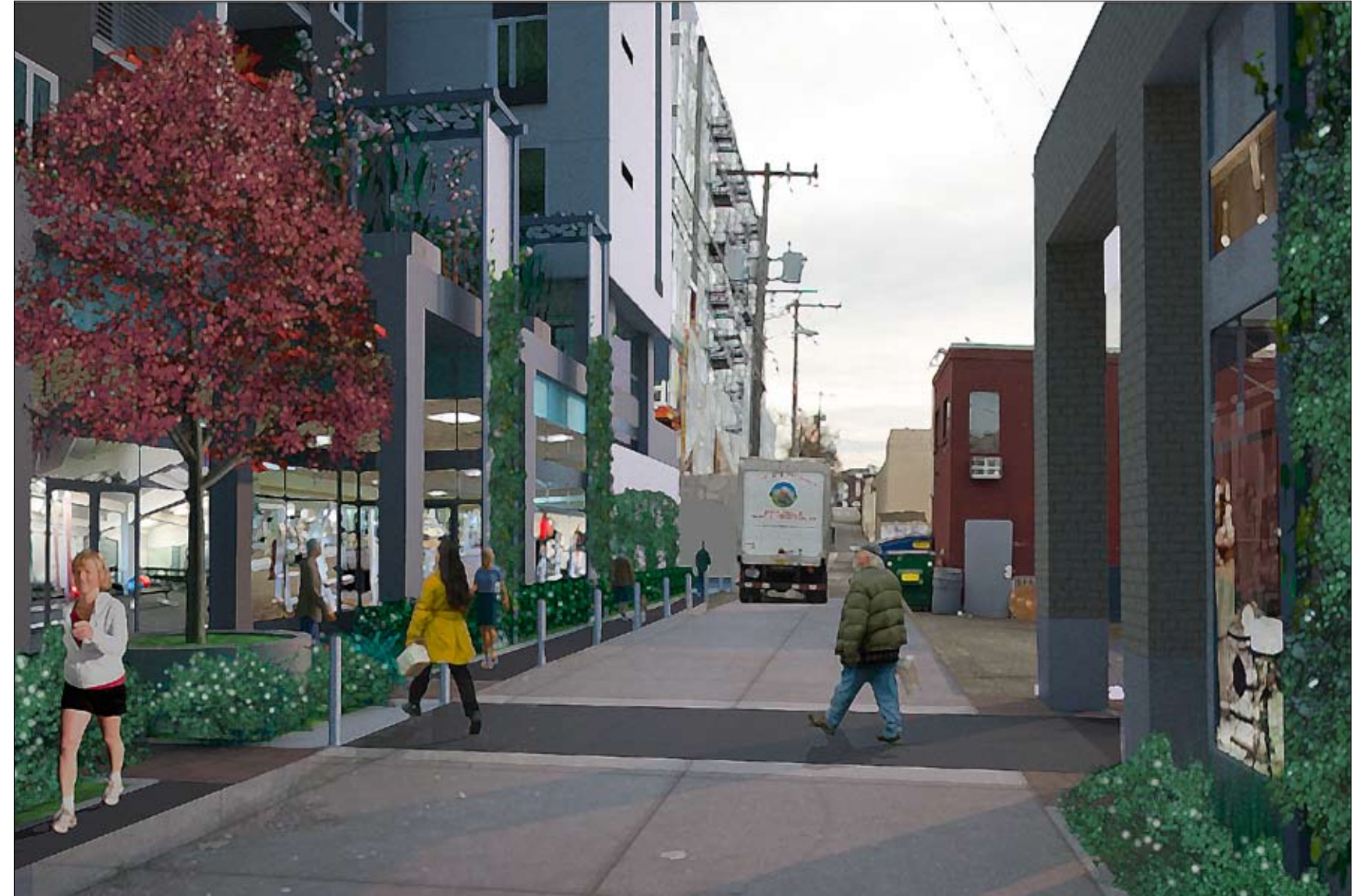


Seattle Case Study — 700 Olive Way



2 Nodes

A set of nodes are designed into the pedestrian experience. Each time the sidewalk forms a “T” or “L” intersection the line of storefront window inflects to mark the location. These locations, at street corners, mid-block walkway intersections, alley crossings, and alley intersections are hollowed out to add additional room for pedestrians. Lastly, we have marked these hollow corners with a change in, or collage of, paving materials to reinforce nodes in the pedestrian experience. These nodes are places to stop, places to rest, and places to gather on the sidewalk for shoppers, residents, and neighbors.



Alley at Crosswalk Looking South



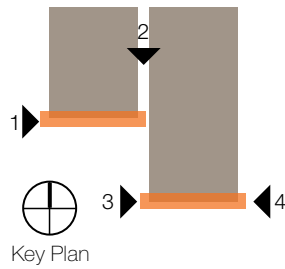
2



1.



2.



Key Plan



3.



4.



WEST SEATTLE JUNCTION | NODES DIAGRAM

03.05.09

10

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3 Mid-Block Pedestrian Walkways

The Seattle Design Commission expressed concern about the discontinuity between the east and west pedestrian passages and their reliance on the alley to connect the two. They suggested taking advantage of the “otherness” of these passages to create spaces instead of just a walkway.

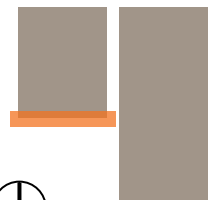
Additionally, concern was expressed about the separation of the stairs from the Harbor Properties ramp and whether this provided a comparable experience.

The following are responses to the Seattle Design Commission comments and concerns and are a refinement of the design to create unique outdoor spaces that connect through the block to provide pedestrians with varied opportunities.



East Mid-Block Pedestrian Walkway Plaza at 42nd Avenue SW





Key Plan





Increased planter size at live/work units

Reduced landscape planting between ramps and walkway

Plaza at retail floor level

Plaza at sidewalk elevation

Harbor Properties plaza and landscaping



Key Plan



4 Landscape

The plant materials at West Seattle Junction will explore the full horticultural variety of color, textures and forms of plant materials. Plant materials which exhibit widely varying textures and forms will be utilized to express character, highlight architectural features and create spaces to provide a memorable experience. To highlight the varying plant character, plant material with architectural forms will be planted adjacent to plant material with loose structure. Loose structured plants will be organized in ordered associations and forms to highlight the architecture of the site development.



Landscape Plan



Some of the plants that will be utilized on the site are noted below with the associated characters:

- Princeton Sentry Gingko — The bold yellow fall color, bright green spring and summer foliage, coarse branching and upright architectural habit.
- Bamboo — Dramatic branching and bold 'trunk' rhythm, dynamic character influenced by wind and strongly suggestive character.
- Podocarpus — Stately foliage color, formal clipped architectural form and unique foliage.
- Heavenly Bamboo — Fine textured foliage, dramatic foliage color and unique branching form.
- Liriope — Coarse grass-like foliage and dramatic flowers.
- Japanese Forest Grass — Unique relaxed grass texture.
- Japanese Blood Grass — Formal grass habit and dramatic foliage color.
- Siberian Iris — Dramatically formal grass habit and plentiful blossoms.
- Helebore — Coarse foliage and flowers in early spring.
- Stewartia Tree — Mottled bark, unique twisting branching and large flowers.
- Styx Tree — Fine foliage and unique hanging flowers.
- Barren Strawberry — Aggressive groundcover with red stems and plentiful flowers.
- Fern — Fine foliage texture and dramatic vase shaped form.
- Boston Ivy — Aggressive clinging vine with a stunning fall color.
- Clematis — Evergreen vine with plentiful blossoms.
- Blue BoyHolly — Dramatic dark green foliage in long architectural forms.



SW Alaska Street - Coneflowers & Ornamental Grass



SW Alaska Street - Daylily



42nd Avenue SW - Ferns & Siberian Iris



California Avenue SW - Barren Strawberry



Alley - Specimen Katsura Tree



42nd Avenue SW - Fern



West Mid-block Pedestrian Connection - Podocarpus



Alley - Boston Ivy



East Mid-block Pedestrian Connection - Heavenly Bamboo



Alley - Clematis



East Mid-block Pedestrian Connection - Stewartia Tree



East Mid-block Pedestrian Connection - Bamboo & Liriope

Suggested Plantings



5 Clarifications

Project Clarifications

The West Seattle Junction development team would like to provide clarification on several points relating to the design of the project and comments from earlier Seattle Design Commission presentations.

- First is a response to the location of the Rapid Ride Transit stops. These stops will not impact our project nor be located on the sidewalks adjacent to our buildings.
- Second is that regardless of where the garage access is located, the design intent to provide a safe public mid-block pedestrian walkway that utilizes a setback zone in the alley remains the same.
- Third is a misperception that additional width being provided in the alley can in some way be shifted to provide additional sidewalk width on the public sidewalks.



California Avenue SW Looking North



Rapid Ride Transit Stops

Preceding our January 15 presentation to the Seattle Design Commission, Hewitt Architects presented a rendering of a King County Metro Rapid Ride Transit bus stop on California Avenue SW adjacent to our project site. This presentation was intended to show how the passenger facilities might look in an urban context and not about specific route stops or route location, however, based on this image, the Seattle Design Commission felt the West Seattle Junction development team has not provided an adequate response to a transit stop on California Avenue SW and has not provided enough sidewalk width to accommodate the stop.

The development team has since re-contacted King County Metro to determine any impacts the proposed Rapid Ride Transit service will have on our project. The proposed transit stop and route are as identified in the Urban Analysis "Transit Routes" originally presented in to the Seattle Design Commission on November 20, 2008. Their response, copied below, indicates there will not be a transit stop on California Avenue SW between SW Alaska Street and SW Edmunds Street, nor will a transit stop be provided on SW Alaska Street between California Avenue SW and 42nd Avenue SW.

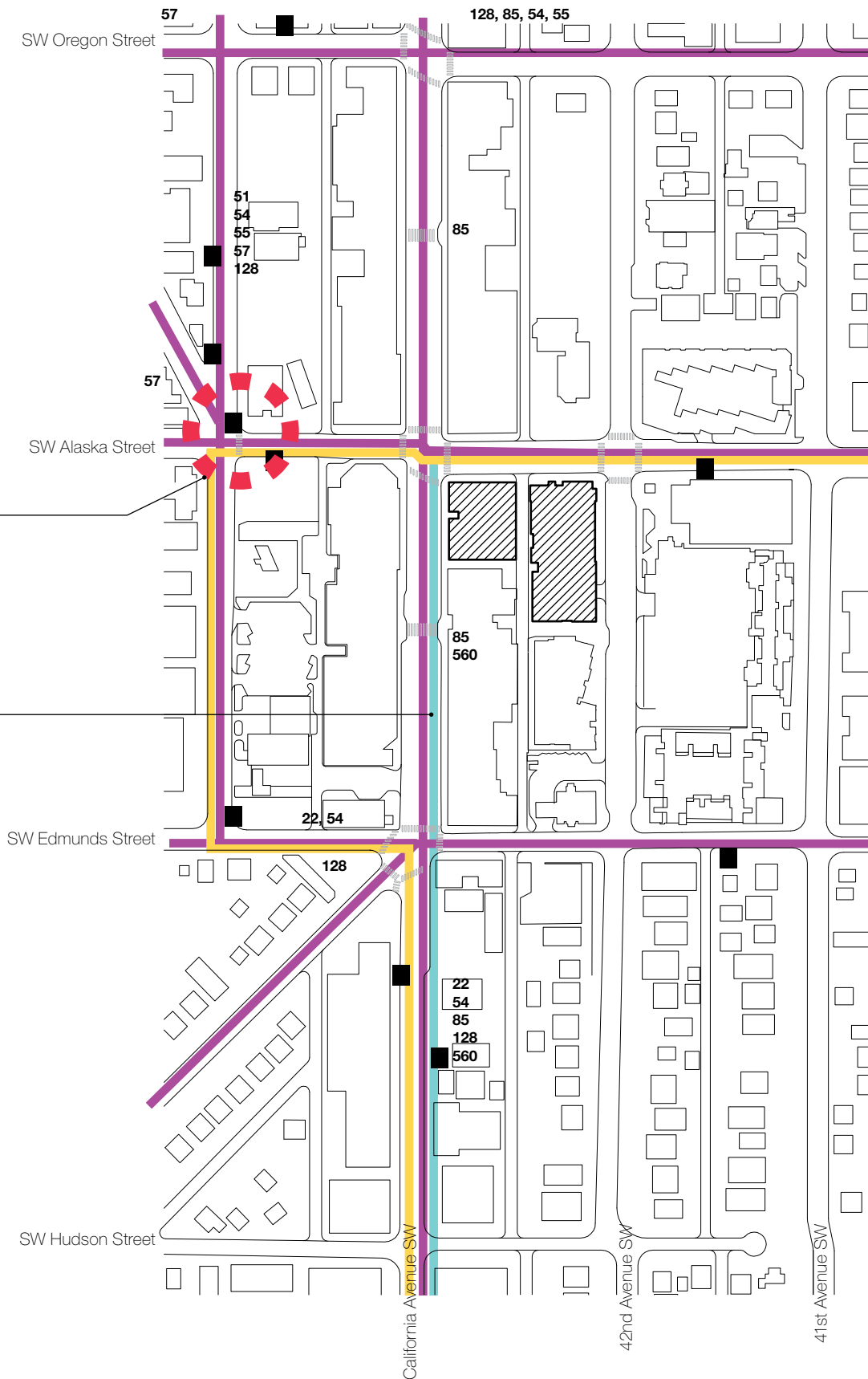
"Joseph, per our phone conversation, please accept Metro's apologies for the use of apparently misleading images at the January 15 Seattle Design Commission presentation about the Metro RapidRide passenger facilities program. Our consultant inadvertently used old images of a bus stop on California AV SW, south of SW Alaska St, to illustrate how RapidRide facilities might appear in an urban context. The images were meant to illustrate a generic urban setting, and should not have been interpreted as an actual RapidRide bus stop location. The West Seattle RapidRide Line C will be routed on SW Alaska Street, with a pair of stops at Fautleroy WY SW (just east of the intersection) and another pair of stops on SW Alaska ST west of California, between California AV SW and 44th AV SW (existing West Seattle Junction stops). The routing and proposed stop locations are shown on the attached map.

Let me know if you need further clarification, and again, sorry for the confusion with the Design Commission.

Paul Roybal
 Metro Transit Route Facilities
 206-684-1599

Per King County Metro, the Rapid Ride Route will not utilize California Avenue SW between SW Alaska Street and SW Edmunds Street

Rapid Ride Transit Bus Location Terminal

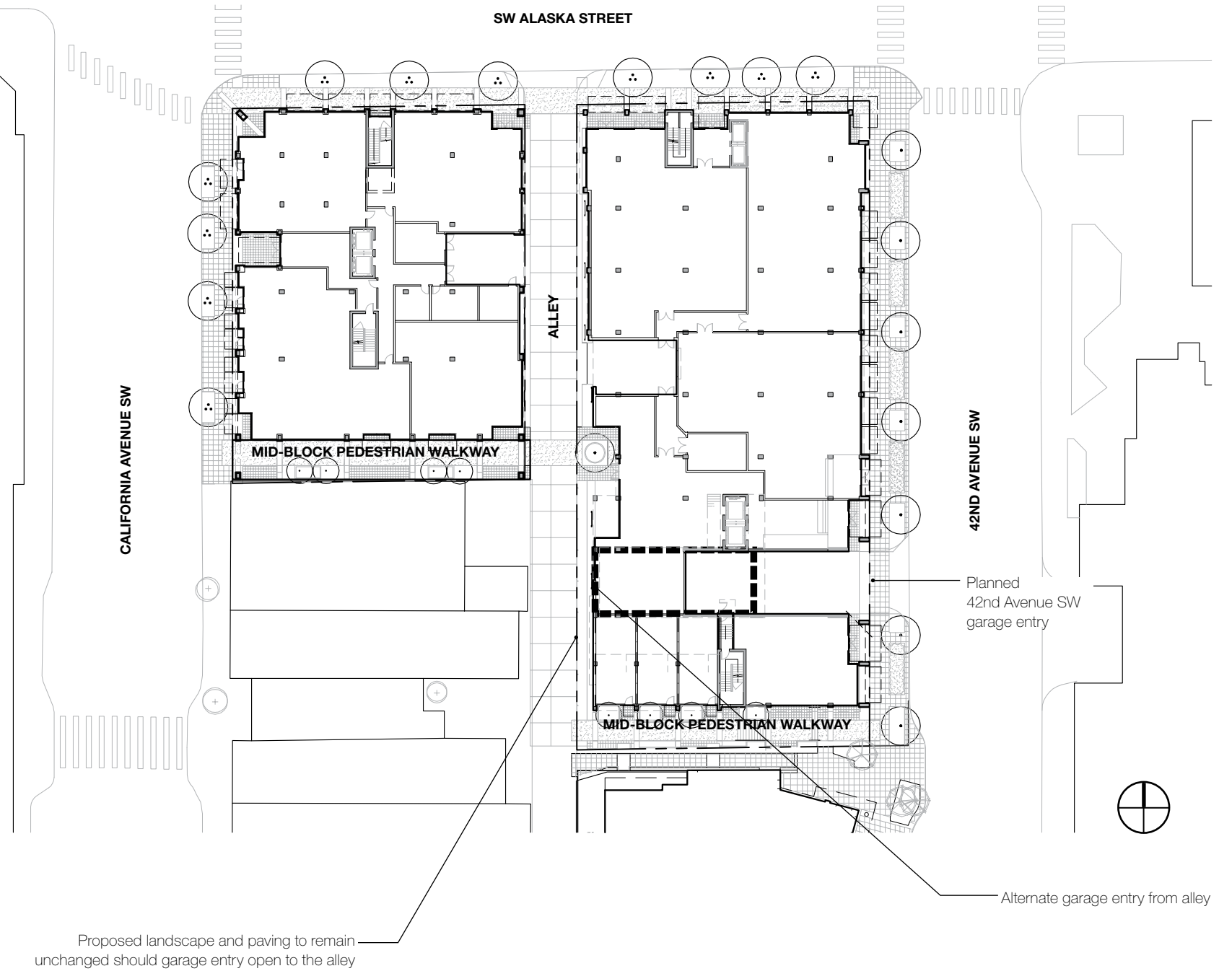


Garage Access Design Response

As part of the discussion following the January 15 presentation, the Seattle Design Commission felt challenged to approve the public amenity package as presented locating the below grade garage access from 42nd Avenue SW contingent upon a departure from the Design Review Board.

Regardless of whether the garage access is from 42nd Avenue SW as part of a Design Review Board granted departure, or is from the alley in compliance with Seattle L.U.C, the development team will still maintain the design as currently presented. The mid-block pedestrian walkways on the south edge of each parcel will be retained along with the north-south pedestrian walk zone running along the western edge of the east parcel.

In either location the same pedestrian warning devices will be utilized at the garage entry. In the case of an alley garage access the bollards will be retained but adjusted for the garage opening.



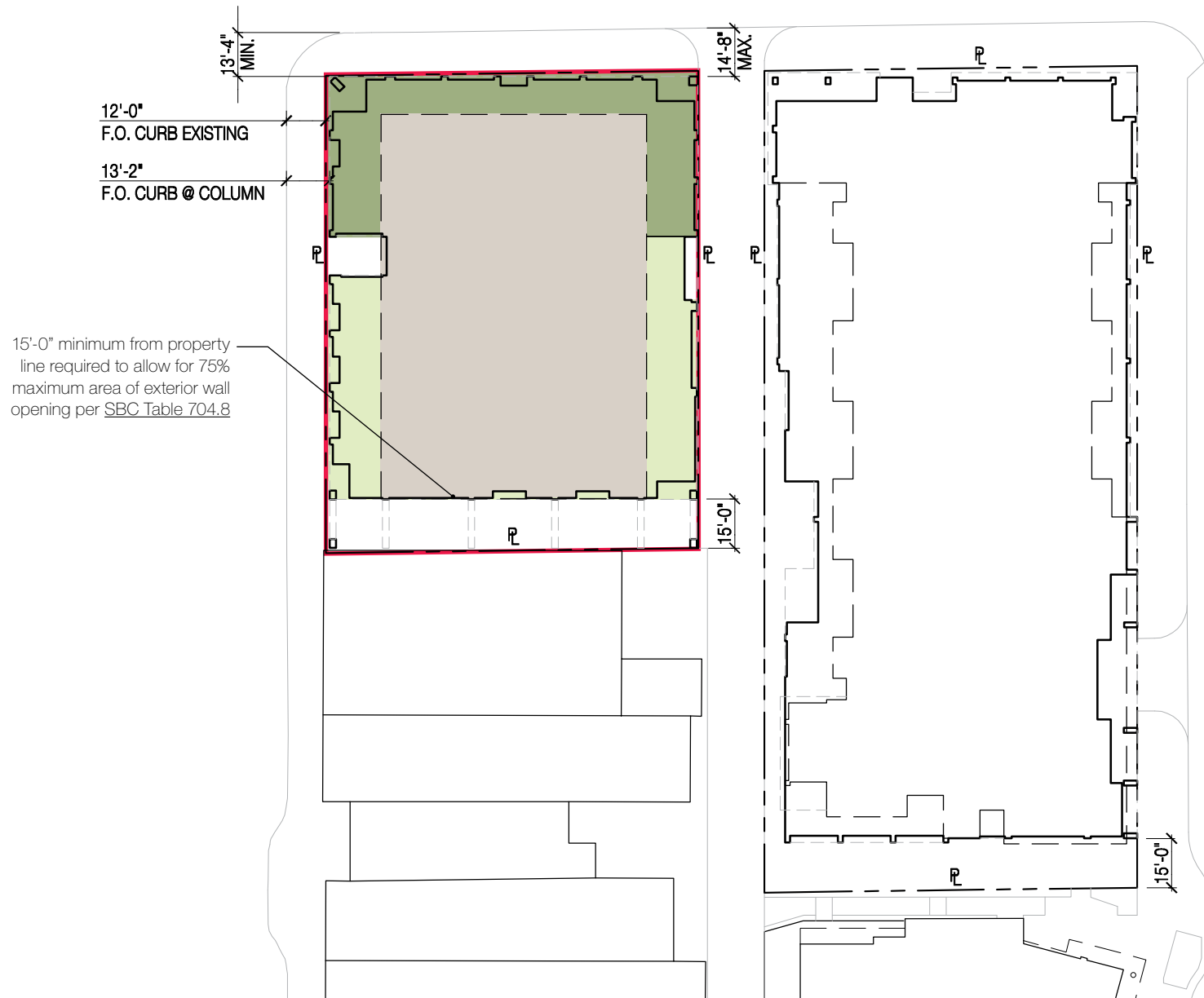
West Parcel Building Location

The building holds tight to the alley property line and is held off the south property line a minimum of 15 feet to allow for unrestricted openings in the residential block above. The four story brick element that faces SW Alaska Street is proportioned based on the residential units and stair located within that block. The proportion allows for 1'-2" of additional sidewalk width that adds to the existing 12'-6" face of curb sidewalk width on California Avenue SW. The minimum width of 13'-8" occurs at the columns along California Avenue SW.

With the building held parallel to California Avenue SW, the width on SW Alaska Street increases from a width of 13'-6" at California to 14'-9" at the alley entrance. This is due to the property lines not being 90° at the East-West/North-South intersections.

The residential block sits centered above the four story brick component and the one story podium component in direct response to Design Review Board EDG comments. It is positioned to provide a substantial setback of the residential block from the public sidewalk and the face of the one story retail podium.

The building cannot shift east to provide additional sidewalk width on California Avenue SW beyond what is being provided without requiring a full above grade alley vacation and re-alignment of the existing alley. The building cannot shift south without substantial reduction of openings on the south façade of the building.

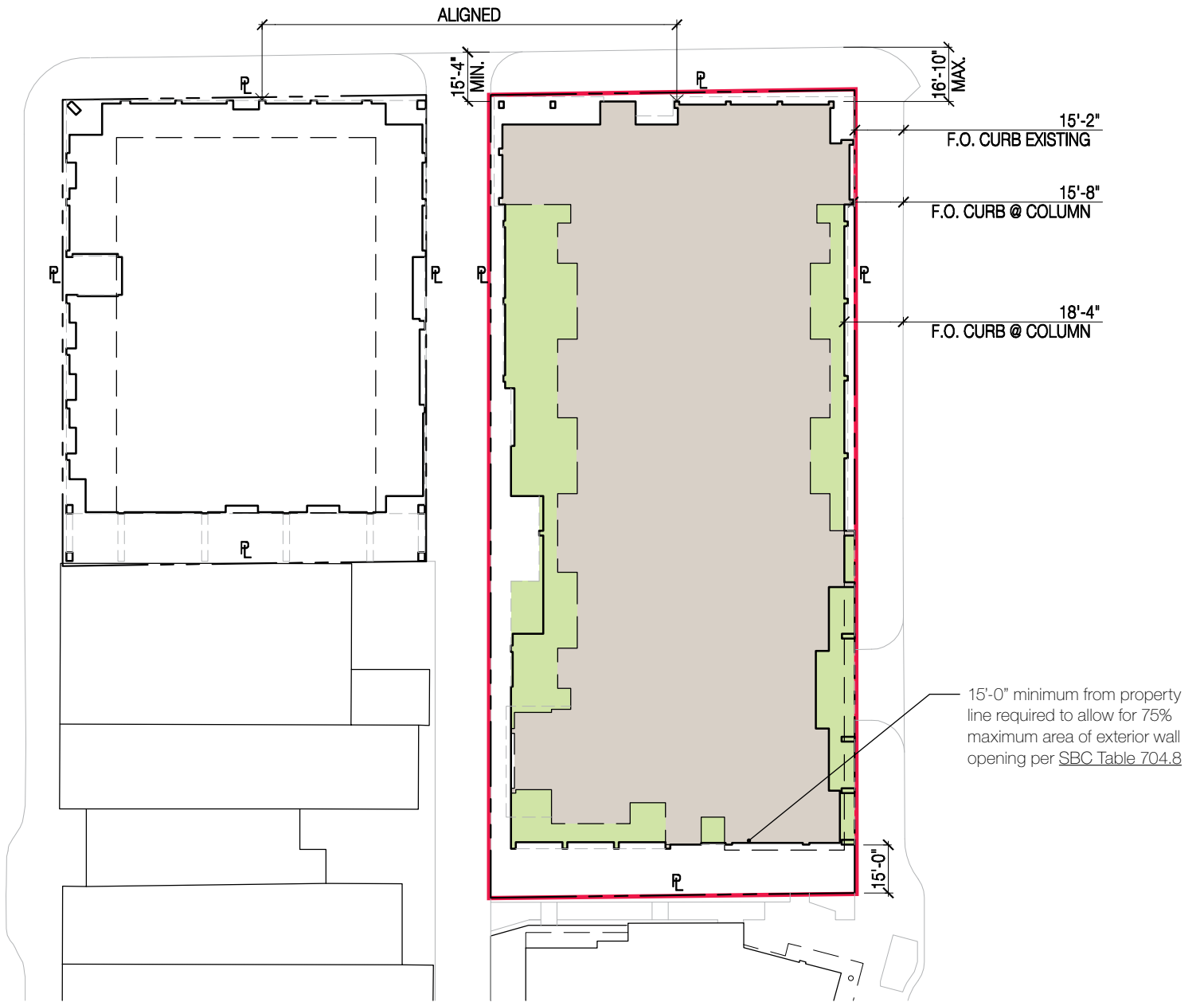


East Parcel Building Location

The building holds tight to the east property line and is held off the south property line a minimum of 15 feet to allow for unrestricted openings in the grade level retail and residential, as well as the majority of the residential block above. The existing sidewall width on 42nd Avenue SW is 15'-6" from face of curb. The majority of the building along 42nd Avenue SW is set 16'-0" from the existing face of curb. There is a portion of the building that is inset further from the street creating a width of 17'-9" from the face of curb.

The north façade of the building is set to align with the building on the west parcel. With the building held parallel to 42nd Avenue SW, the width on SW Alaska Street increases from a width of 15'-4" at the alley entrance to 16'-8" at 42nd Avenue SW. This is due to the property lines not being 90° at the east-west/north-south intersections.

While the building could shift east by reducing the pedestrian zone in the alley, 42nd Avenue SW is not designated as a principal pedestrian street and the existing widths are generous by Seattle standards. The building cannot shift south without substantial reduction of openings on the south façade of the building.



Thank You

West Seattle Junction

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Weber Thompson is a multidisciplinary design firm, founded in 1987. As Seattle has grown, so has Weber Thompson. Our diverse staff of professionals is dedicated to creating inspired designs that help bring more life to our neighborhoods, respectfully blending old and new.

APPENDIX: PUBLIC BENEFIT

SW ALASKA STREET



AREA CALCULATION

	WEST	EAST	TOTAL
Added Area at Street	700 S.F.	810 S.F.	1,510 S.F.
Added Area at Alley	150 S.F.	1,260 S.F.	1,410 S.F.
Mid-Block Pedestrian Walkway	1,750 S.F.	1,780 S.F.	3,530 S.F.
ADDED BENEFIT SUB TOTAL			6,450 S.F.
Retail Entry Area	160 S.F.	555 S.F.	715 S.F.
Residential Entry	220 S.F.	355 S.F.	575 S.F.
ENTRY AREA SUB TOTAL			1,290 S.F.
Existing Sidewalks	3,250 S.F.	5,500 S.F.	8,750 S.F.
Dedicated Alley			5,200 S.F.
EXISTING PUBLIC RIGHT OF WAY SUB TOTAL			13,950 S.F.
OVERALL TOTAL			21,500 S.F.

54% Increase in Public Area Over Existing Condition



SW ALASKA STREET

CALIFORNIA AVENUE SW

ALLEY

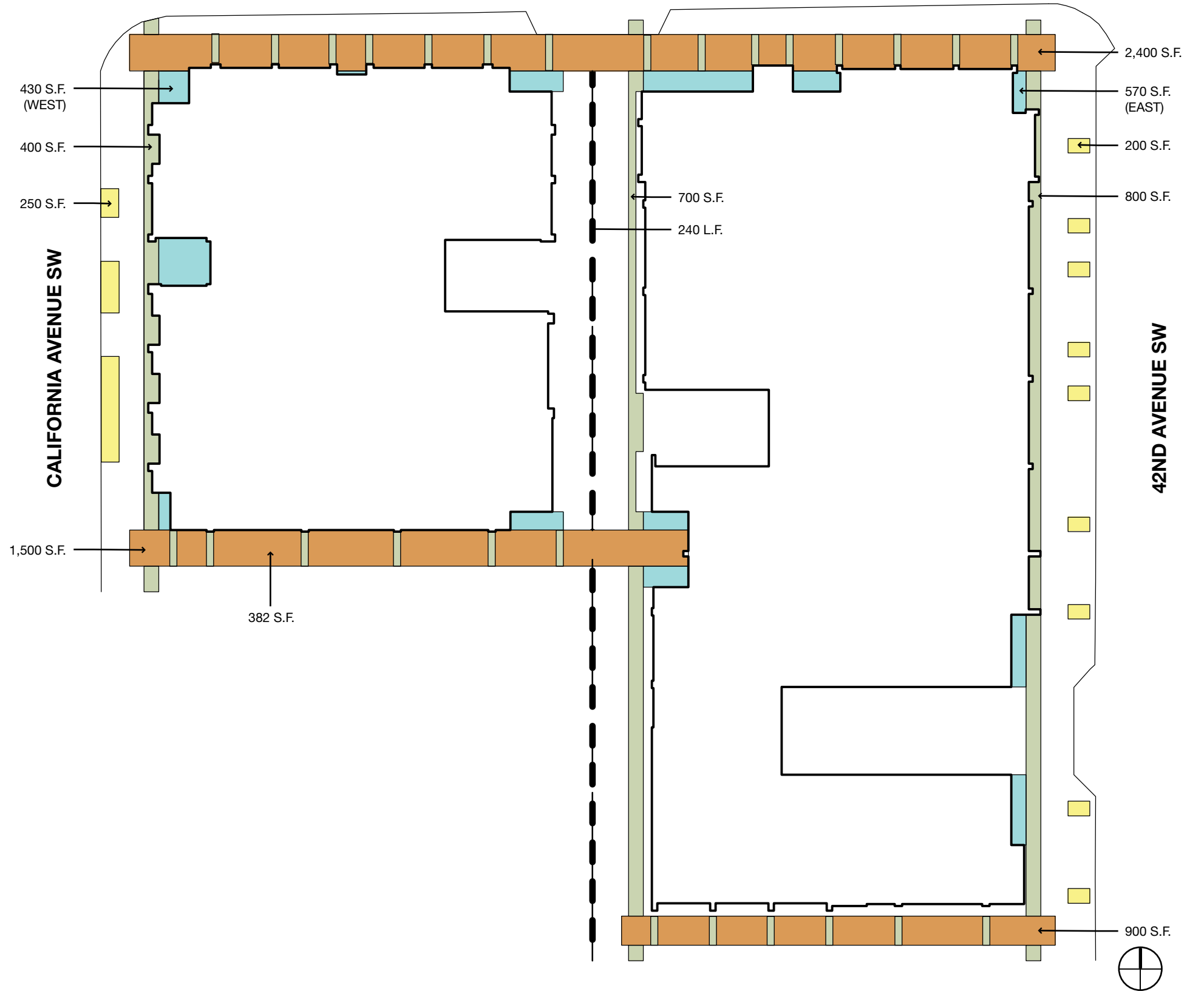
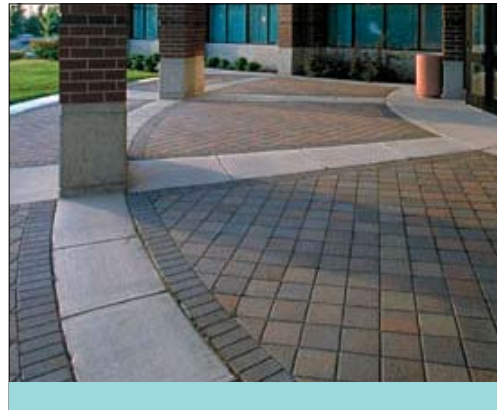
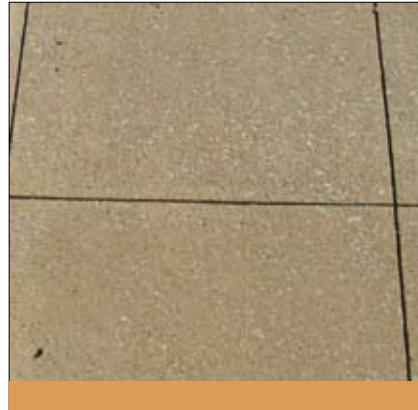
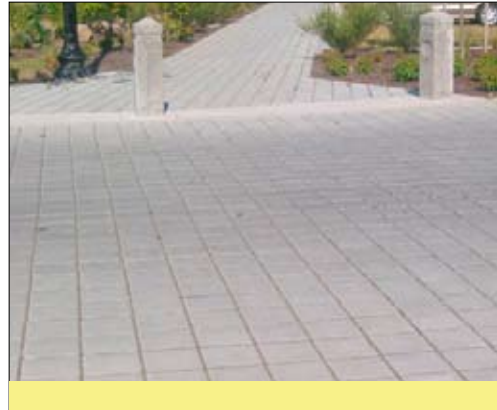
42ND AVENUE SW



	Landscape Public Benefit Area	288 S.F.
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SW ALASKA STREET



AREA CALCULATION

TOTAL

 Permeable Paver	832 S.F.
 Sandblasted Concrete	4,800 S.F.
 Colored Concrete	1,900 S.F.
 Concrete Paver	1,000 S.F.
TOTAL FEATURE PAVING	8,532 S.F.
 Drainable Joint	240 L.F.















CALIFORNIA AVENUE SW



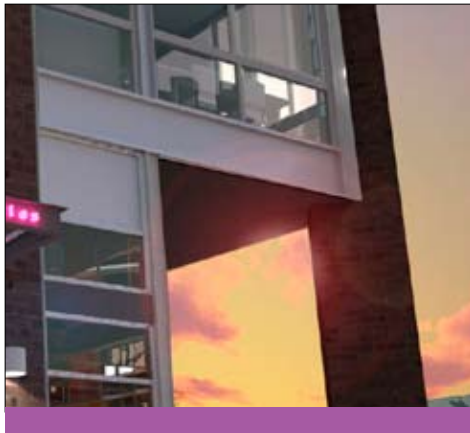
42ND AVENUE SW

QUANTITY CALCULATION

TOTAL

	4' Benches		20
	Bollards		45
	Bike Racks		16
	Trash/Ash Bins		14
	Tables		25





CALIFORNIA AVENUE SW



AREA CALCULATION

	WEST	EAST	TOTAL
Overhead Coverage (17' clear min)	341 S.F.	404 S.F.	745 S.F.
Canopies at Sidewalk (10' clear min)	840 S.F.	1,648 S.F.	2,488 S.F.
Additional Canopies (10' clear min)	88 S.F.	50 S.F.	138 S.F.
TOTAL COVERED AREA			3,371 S.F.

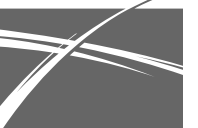


CALIFORNIA AVENUE SW



CALCULATIONS

	WEST	EAST	TOTAL
Storefront Facing Street	304 L.F.	279.5 L.F.	583.5 L.F.
Storefront Facing Mid-Block Connection	110 L.F.	89.5 L.F.	199.5 L.F.
Residential Storefront	12 L.F.	97 L.F.	109 L.F.
TOTAL STOREFRONT			892 L.F.



Area Public Benefit	Total
Added Area at Street	1,510 SF
Added Area at Alley	1,410 SF
Mid-Block Pedestrian Connection	3,530 SF
Retail Entry Area	715 SF
Residential Entry Area	575 SF
Total Area Public Benefit	7,740 SF

Landscape Public Benefit	Total
Planting	288 SF
Total Landscape Public Benefit	288 SF

Feature Paving Public Benefit	Total
Alley Improvements	
Permeable Paver	832 SF
Sandblasted Concrete	4,800 SF
Colored Concrete	1,900 SF
Concrete Paver	1,000 SF
Total Feature Paving Public Benefit	8,532 SF

Street Furniture	Total
4' Benches	20
Bollards	45
Bike Racks	16
Trash/Ash Bins	14
Tables	25
Total Quantity Street Furnishing Public Benefit	120

Covered Area Public Benefit	Total
Overhead Coverage	745 SF
Canopies at Sidewalk	2,488 SF
Additional Canopies	138 SF
Total Covered Area Public Benefit	3,371 SF

Storefront Public Benefit	Total
Storefront Facing Mid-Block Connection	199.5 LF
Residential Storefront	109 LF
Total Storefront Public Benefit	308.5 LF



APPENDIX: RAPID RIDE TRANSIT

Joseph Hines

From: Roybal, Paul [Paul.Roybal@kingcounty.gov]
Sent: Wednesday, January 21, 2009 1:39 PM
To: Joseph Hines
Cc: Guillermo.Romano@seattle.gov; Hansen, Ellen
Subject: RE: Rapid Ride stations in West Seattle
Attachments: WSeattleRR_rrstops.pdf

Joseph, per our phone conversation, please accept Metro's apologies for the use of apparently misleading images at the January 15 Seattle Design Commission presentation about the Metro RapidRide passenger facilities program. Our consultant inadvertently used old images of a bus stop on California AV SW, south of SW Alaska St, to illustrate how RapidRide facilities might appear in an urban context. The images were meant to illustrate a generic urban setting, and should not have been interpreted as an actual RapidRide bus stop location. The West Seattle RapidRide Line C will be routed on SW Alaska Street, with a pair of stops at Fauntleroy WY SW (just east of the intersection) and another pair of stops on SW Alaska ST west of California, between California AV SW and 44th AV SW (existing West Seattle Junction stops). The routing and proposed stop locations are shown on the attached map.

Let me know if you need further clarification, and again, sorry for the confusion with the Design Commission.

Paul Roybal
 Metro Transit Route Facilities
 206-684-1599

From: Hansen, Ellen
Sent: Tuesday, January 20, 2009 2:39 PM
To: Roybal, Paul
Subject: FW: Rapid Ride stations in West Seattle

Paul...

Jack tells me you're the best person to answer this question.

From: Joseph Hines [mailto:jhines@weberthompson.com]
Sent: Monday, January 19, 2009 2:47 PM
To: Hansen, Ellen
Subject: RE: Rapid Ride stations in West Seattle

Good afternoon Ellen,

Are you still the public contact person for the King County Rapid Ride bus planning? If not can you direct me to a person I can contact? I am working for a developer on a large project in West Seattle and based on correspondence with you almost a year ago, outlined below, had not anticipated the proposed Rapid Ride route for West Seattle to impact our project. We have recently been made aware that Hewitt Architects is showing architectural renderings of a Rapid Ride bus stop directly in front of our project. This has substantial consequences to all the work that has progressed over the past year.

If you could contact me and let me know who to talk with and how to proceed with coordinating the proposed Rapid Ride route and our development I would appreciate it.

2/18/2009

JOSEPH HINES**WEBER THOMPSON**

ARCHITECTURE | INTERIOR | LANDSCAPE | COMMUNITY

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From: Joseph Hines
Sent: Monday, March 03, 2008 8:54 AM
To: Hansen, Ellen
Subject: RE: Rapid Ride stations in West Seattle

Thank you for the response. I will forward this information to my client.

Joseph Hines

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From: Hansen, Ellen [mailto:Ellen.Hansen@kingcounty.gov]
Sent: Friday, February 29, 2008 2:45 PM
To: Joseph Hines
Subject: RE: Rapid Ride stations in West Seattle

Here's the answer:

RapidRide will operate via the existing Route 54 local routing via SW Alaska Street, 44th Avenue SW, SW Edmunds Street, and California Avenue SW, and will serve the existing set of bus stops on SW Alaska Street west of California Avenue SW. The on-line website map will eventually be modified to show the staff recommendation.

From: Joseph Hines [mailto:jhines@weberthompson.com]
Sent: Friday, February 29, 2008 11:28 AM
To: Hansen, Ellen
Subject: RE: Rapid Ride stations in West Seattle

2/18/2009



Ellen,

I shard your response with Conner Homes, my client for our West Seattle project, and they were confused by the response. The Rapid Ride map on MetroKC's website shows the route turning off Alaska onto California Ave with a proposed stop at the intersection. With this configuration we are unclear how the stop would be a block west of California. Are there more detailed route maps available that could be shared that would clarify how the bus route will work at the intersection of Alaska and California?

Thanks,

Joseph Hines

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From: Hansen, Ellen [mailto:Ellen.Hansen@kingcounty.gov]
Sent: Friday, February 22, 2008 11:33 AM
To: Joseph Hines
Subject: RE: Rapid Ride stations in West Seattle

The RapidRide stops for Alaska Junction, based on the staff recommendation, will be west of California Ave SW, between 44th Ave SW and California. Therefore, RapidRide facilities should not impact this project.

From: Joseph Hines [mailto:jhines@weberthompson.com]
Sent: Thursday, February 21, 2008 3:58 PM
To: Hansen, Ellen
Subject: Rapid Ride stations in West Seattle

Ellen,

I work for an architectural firm hired by Conner Homes to design a project they are developing in West Seattle on the south side of SW Alaska St between 42nd Ave SW and California Ave SW. From the Rapid Ride documentation on the King County Gov website, it appears that a Rapid Ride transit stop is planned for the West Seattle Junction; the intersection of SW Alaska and California Ave SW. Additionally, it appears there is overlap in our construction and operation schedules.

Who should I contact to begin the process of understanding what Metro is planning for this intersection and how our project and the Rapid Ride project will impact each other? I can be reached by email, or the telephone number identified below.

Thanks,

Joseph Hines

206 344 5700 x275

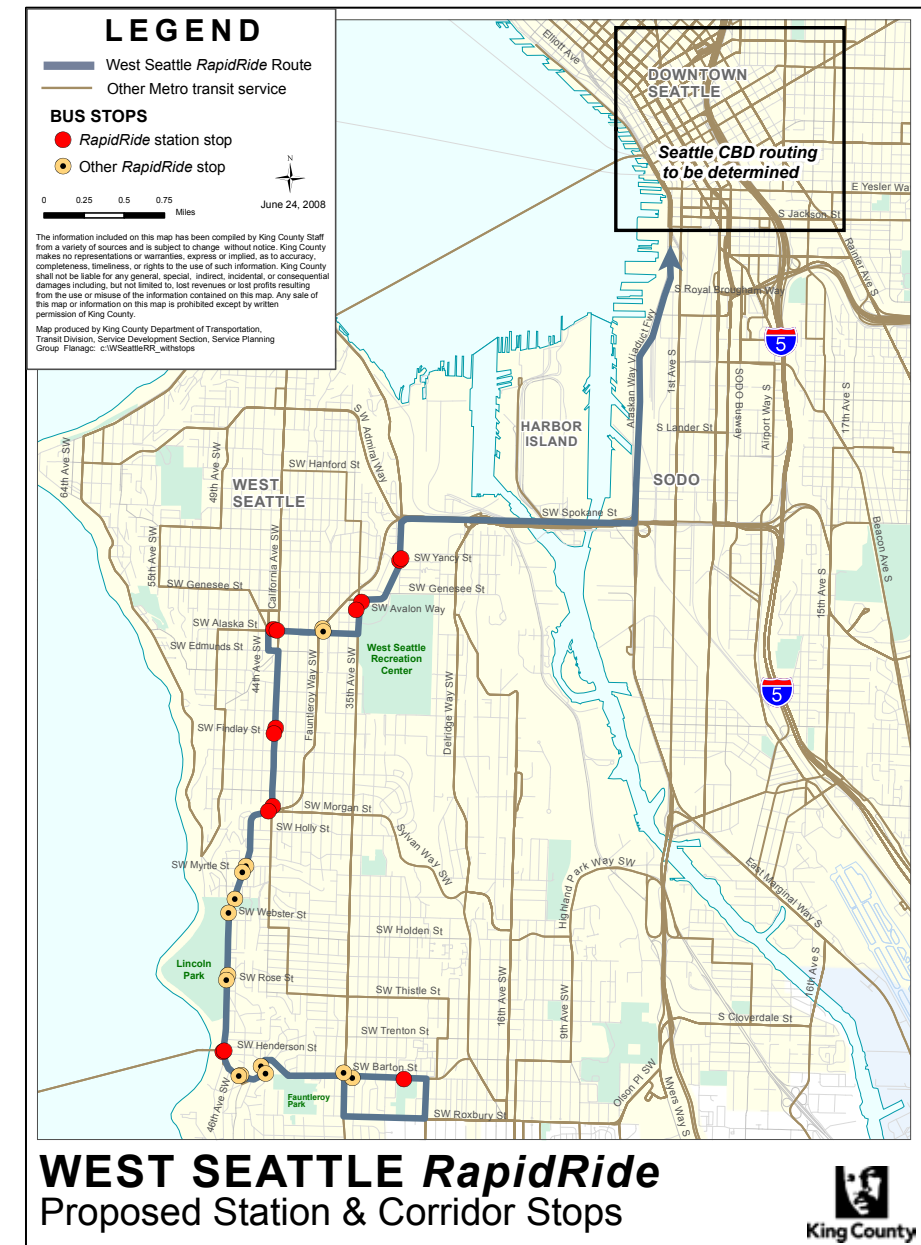
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2/18/2009

