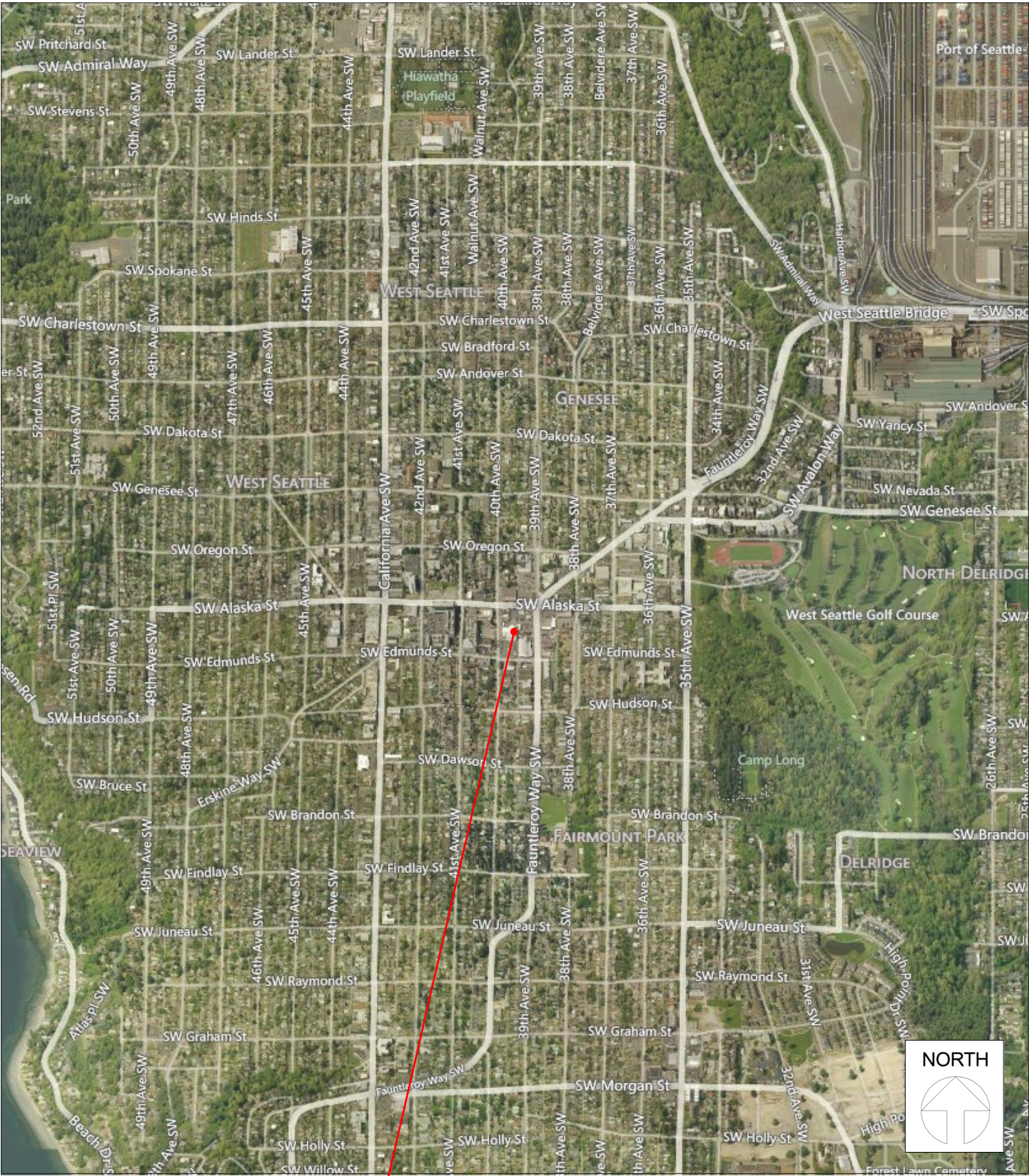


FAUNTLEROY WAY & ALASKA ST

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SITE LOCATION

ADDRESS: 4755 Fauntleroy Way SW
DPD PROJECT #: 3013803
OWNER/APPLICANT: Lennar Multi Family
AGENT: Fuller Sears Architects

DEVELOPMENT OBJECTIVES

Our objective is to construct a well-designed building that creates an excellent grocery store, drug store, retail shops and residential apartment building that contributes to the character of its surroundings by:

- Adding to the retail activity and character along SW Alaska
- Providing clearly defined entrances and convenient access to surrounding neighborhood and nearby transit systems.
- Creating an urban density while minimizing the impact of parking and loading and their access.
- Making light-filled units that create great spaces for urban living inside and out.
- Defining and activating the street edges with uses which compliment the various street characters and adjoining surroundings.

PROJECT PROGRAM

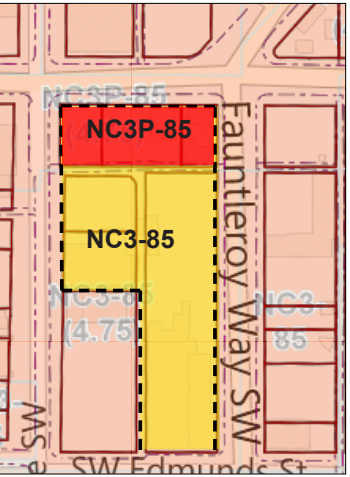
Number of Residential Units: 370
Number of Parking Stalls: 570
Total Residential Area: 338,500 Square Feet
Total Retail Area: 105,300 Square Feet Including grocery, drug store, and shops

EXISTING SITE

- 115,223 SF
- Existing Fuel Station and Funeral home on 2 of 3 lots. Empty car dealership structures on remaining property.
- Grade change +/- 11 feet from NW corner (high) to NE corner (low)

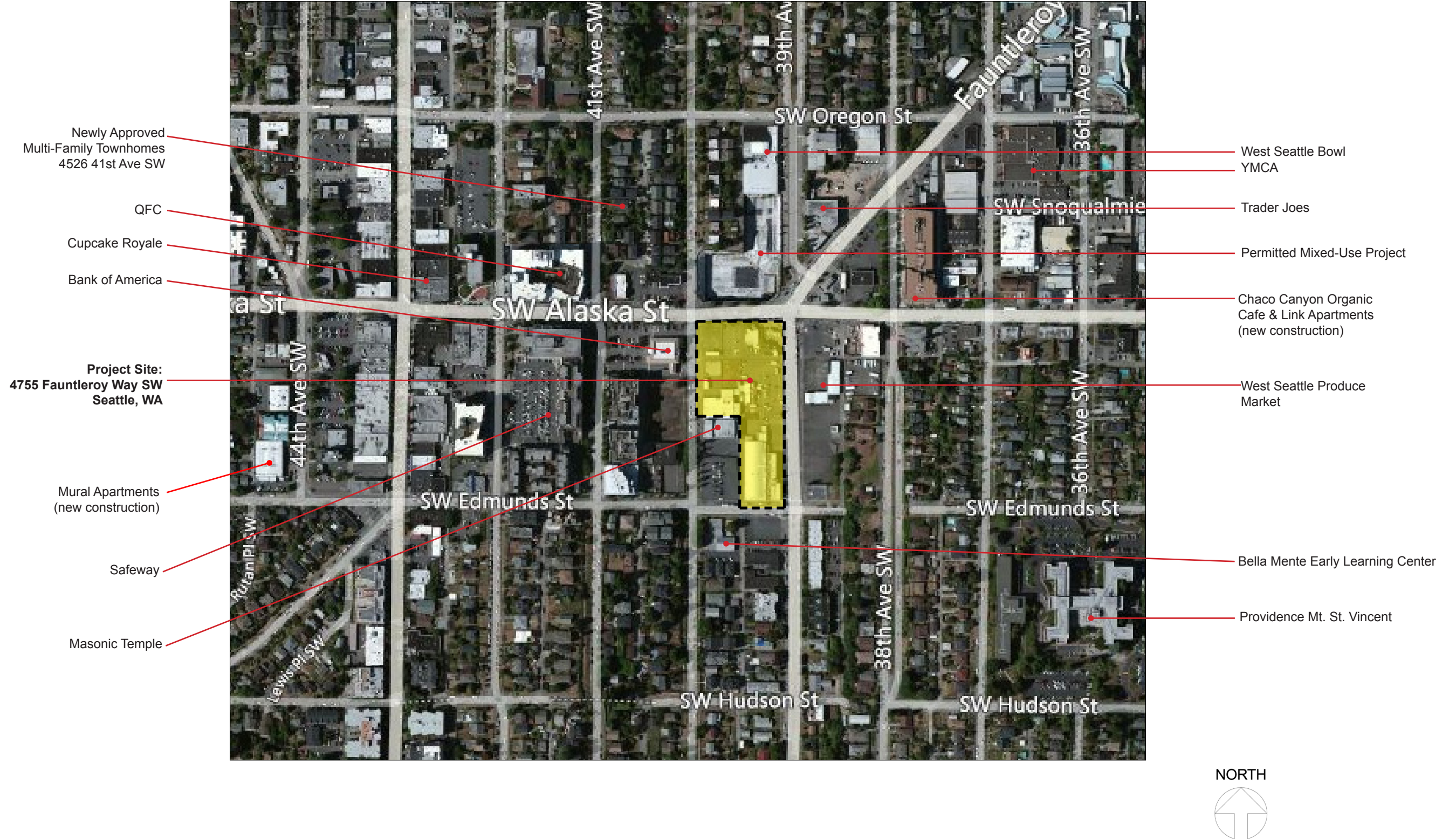
ZONING

- NC3P-85 & NC3-85
- 85 feet maximum height
- 5.5 Floor Area Ratio/FAR



OVERLAY DESIGNATION

Urban Village: West Seattle Junction
Neighborhood Plan: West Seattle Triangle Urban Design Framework





Neighborhood Context:

Land Uses

A defining feature of the West Seattle Triangle planning area is its diverse mix of residential and commercial uses. Numerous factors have contributed to a district where residents and a broad array of commercial users coexist successfully. Examples include QFC, Petco, KFC, Taco Del Mar, and Papa Murphy's. To the north (along Alaska St) is a large excavated construction site, Trader Joes, and West Seattle Bowl. Across SW 40th Avenue to the west are a number of parking lots, Bank of America, and the Mural Apartments. To the South across Edmunds Ave is Bella Mente Childhood Learning Center, and street level parking for the Thunderbird apartment complex. Much of the site is boarded by street level parking and single story retail.

Four blocks to the East is the West Seattle Golf Course and Recreation Center. Along Snoqualmie St is the West Seattle Family YMCA.

Architecture

The architecture, like the land use, varies widely. The majority of the older buildings are in average condition with little design significance. Typically these structures, often early 20th century retail buildings, under utilize their sites and are being held for future development.

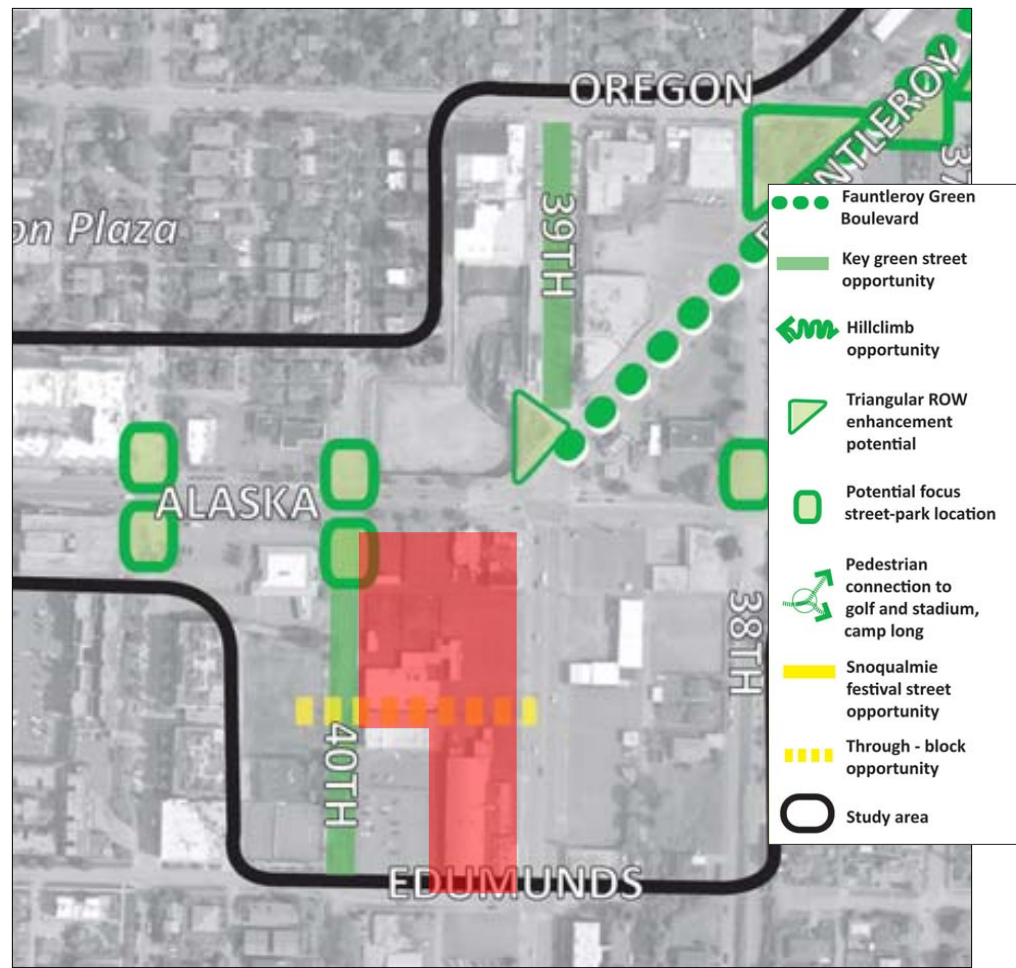
Apartment buildings along the surrounding streets are conservative and of various vintage with few memorable features or prevalent architectural style. The Mural Apartments to the west along SW 42nd Ave have brick bases with upper bay modulation, which is complemented with a variety of siding materials.

Community Landmarks

Landmarks of any particular vintage are few and far between, with nearly all historic architecture having been torn down and replaced in the immediate vicinity. Three blocks to the west along California Ave there is a large collection of early century single story brick retail which serves as a nice example of original architecture of the area. Directly North of the site across SW Alaska St is an excavation site for a large scale development, which is permitted to be five levels of residential over one level of retail

Topography and Views

The area slopes down from the west to east. From the corner of Fauntleroy and Alaska St, there is a potential for Elliot Bay views.



Potential Community & Green Spaces



Streetscape Concept Overview



Urban Design Diagram

West Seattle Triangle - Urban Design Guidelines

Community & Green Spaces

New developments should recognize and accommodate current access to existing park and open spaces. The siting of new buildings should also facilitate the creation of new open spaces, as well as take advantage of opportunities to create green streets and street parks at the above highlighted locations. Potential also exists for through-block interventions, which should be considered.

Street Character

It is of vital importance that streets are identified through their preferred role and character. Specific streets and pathways have been categorized into a series of types.

- Fauntleroy Way SW - Boulevard/Great Street
- SW Alaska Street - pedestrian orientated commercial main street

- Neighborhood green streets
- Festival streets for community events
- Mid Block connection pathways
- Key neighborhood gateways
- SW Oregon Street - pedestrian hill climb

Street-scape Concept Overview

Preferred configuration for future infill developments on large under used sites in the West Seattle Triangle.

- An east/west mid block crossing on the long block between SW Alaska Street and SW Edmunds Street.
- Corner plazas and street parks
- Abundantly planted 40th Avenue SW that could be residential in character.
- Intersection improvements to the SW Alaska Street / Fauntleroy Avenue SW intersection
- SW Fauntleroy way as an attractive median boulevard.
- Consolidated parking and curb cuts on

neighborhood streets

- Continue to accommodate short-term parking.
- Where possible, maintain existing parking capacity.

Urban Design

Preferred design elements for the West Seattle Triangle will create a strong focus intersection where Fauntleroy Way runs into the SW Alaska Street corner. This anchor point will mark the neighborhoods entryway. Features to accomplish this may include vertical articulation, prominent entries, or other miscellaneous architectural elements.

Long horizontal blocks will be reduced in scale via through-block pass ways and green enhancements to increase livability.

New developments should heavily encourage east/west mid block crossings, which ensure a perceptible massing break, providing visual relief, as well as space for light air and amenity.

Along SW Alaska St, upper level set-backs should be provided to preserve light and air at street level, as well as views.

In order to enhance the Alaska/Fauntleroy focal point, structures within 100' of the intersection are not required to provide upper level setbacks.

Care should be taken to preserve the character of small business in the immediate area. These can also provide design character cues, such as Alki lumber, or class automobile aesthetic elements.

Retail frontages should be vibrant along SW Alaska St, as it is a key pedestrian link between the Triangle business district and the Junction business district to the west along California Ave.

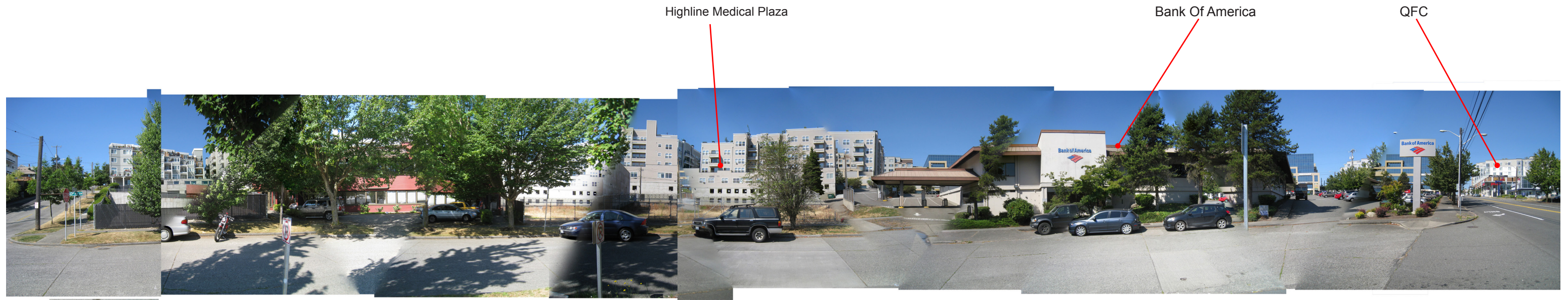


1. SW Fauntleroy Way



2. SW Edmunds Street





3. SW 40th Avenue



4. SW Alaska Street



Permitted Mixed-Use



1. SW Fauntleroy Way - Towards Site

Masonic Temple

SW Fauntleroy Way



2. SW Edmunds Street - Towards Site



3. SW 40th Avenue - Towards Site



4. SW Alaska Street - Towards Site





1. View from Northeast: corner of Fauntleroy & Alaska



1. View from Northwest: corner of Alaska & 40th



1. View from Southwest: corner of Fauntleroy & Edmunds



1. View from Southeast: corner of Edmunds & 40th



1. View from Northeast across site



1. View from Southeast towards Masonic Temple

Uses

The site occupies approximately 3/4 of the entire block. There is an existing Funeral home and fuel station on the site, in addition to numerous empty building shells.

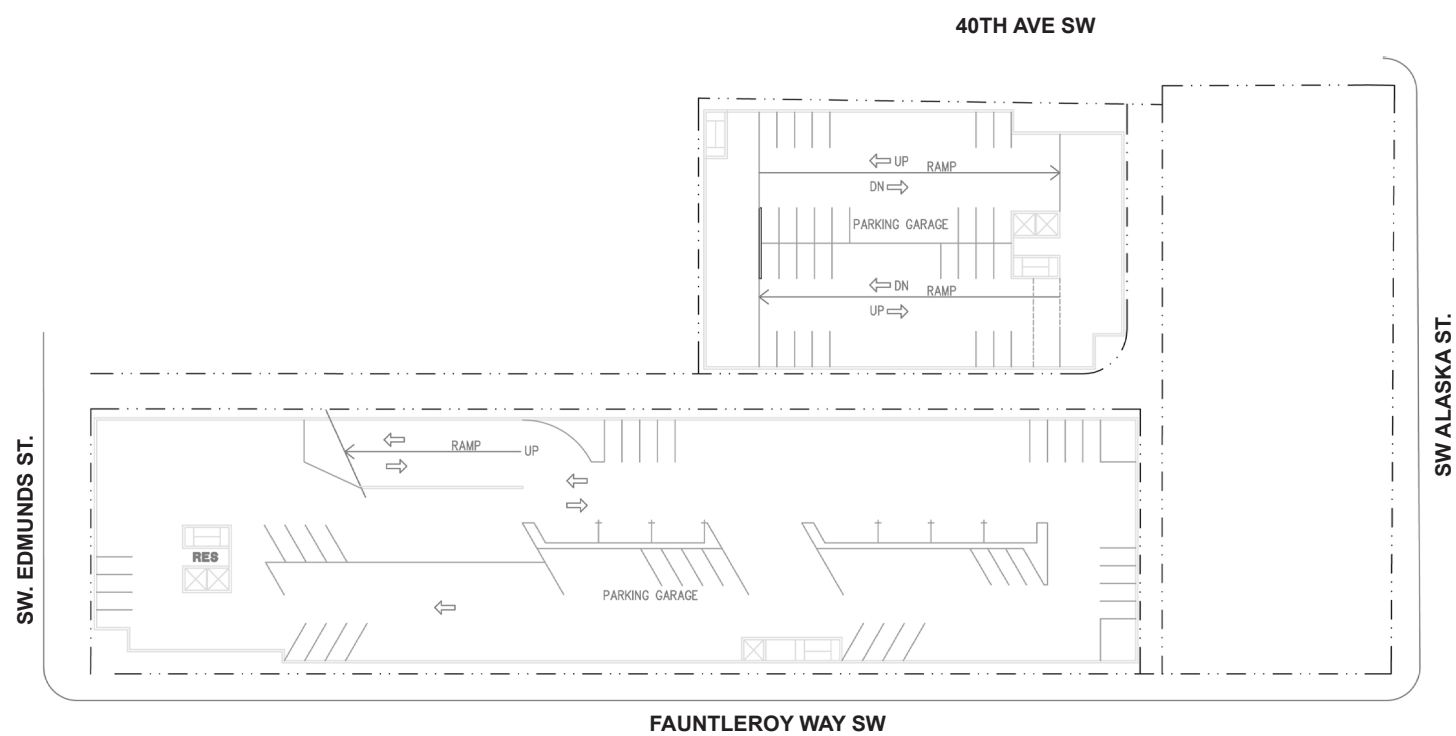
Topography

The site is almost entirely paved. It slopes from west to east 12' along SW Alaska St and gradually from south to north, which follows the grade of the two adjacent streets (40th Ave SW & Fauntleroy Way SW).

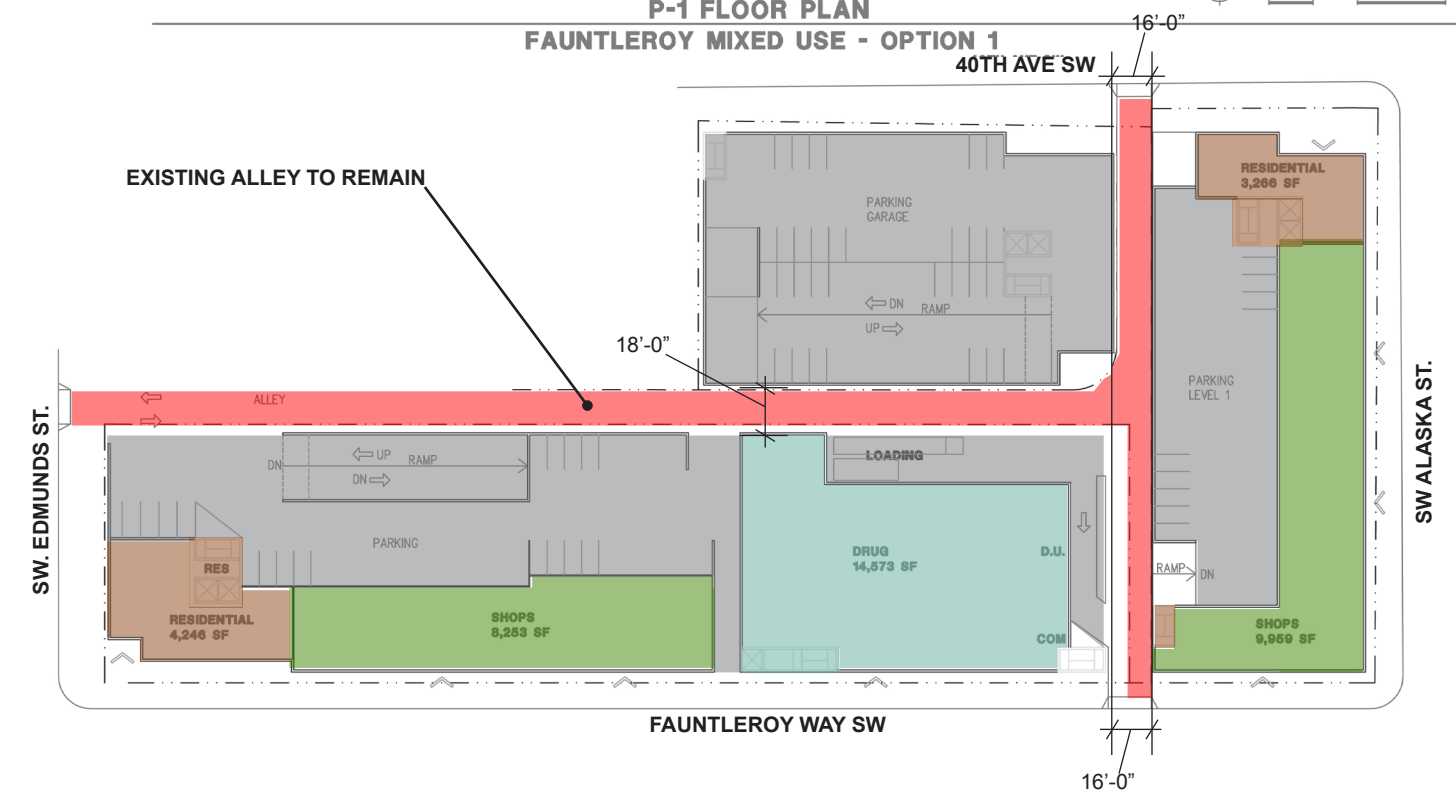
Access

The site fronts four streets; SW 40th Ave to the West, Fauntleroy Way SW to the East, Edmunds St to the South, and SW Alaska Way to the north. There is one alley that provides access to the site. The alley is located approximately one third of the way through the site, bisecting from Fauntleroy Way to SW 40th Ave. The other access points are as follows: three locations along Fauntleroy Way SW, two along SW Edmunds St, three along SW 40th Ave, and two along SW Alaska St.

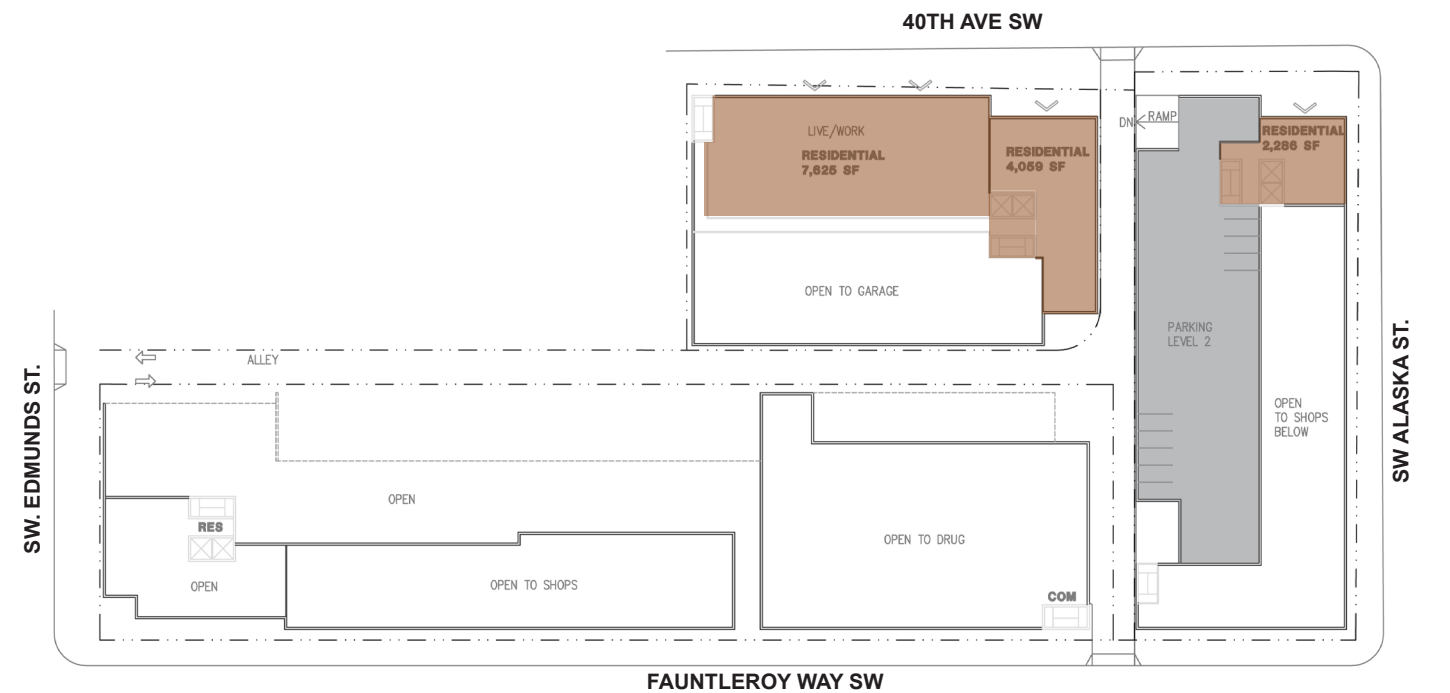




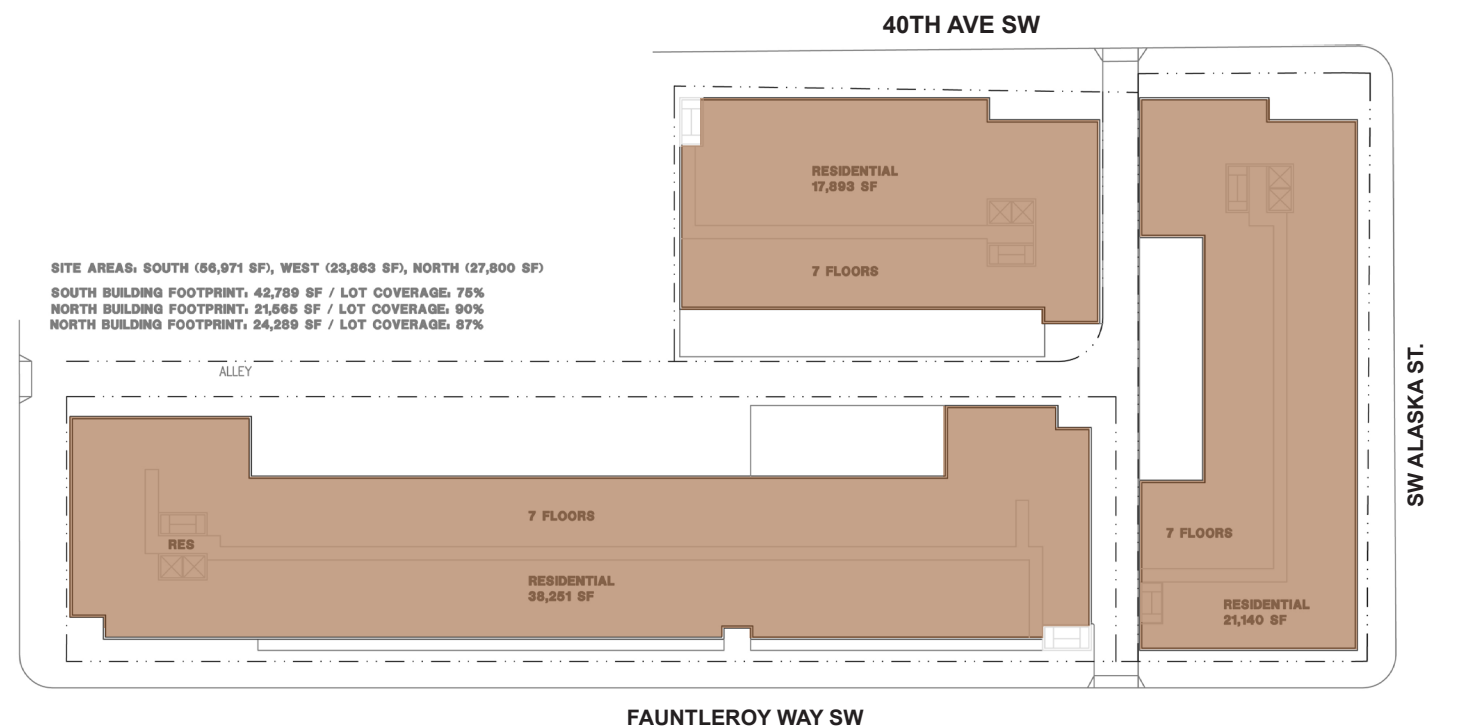
P-1 FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 1



RETAIL LEVEL 1 FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 1



RETAIL LEVEL 2 FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 1



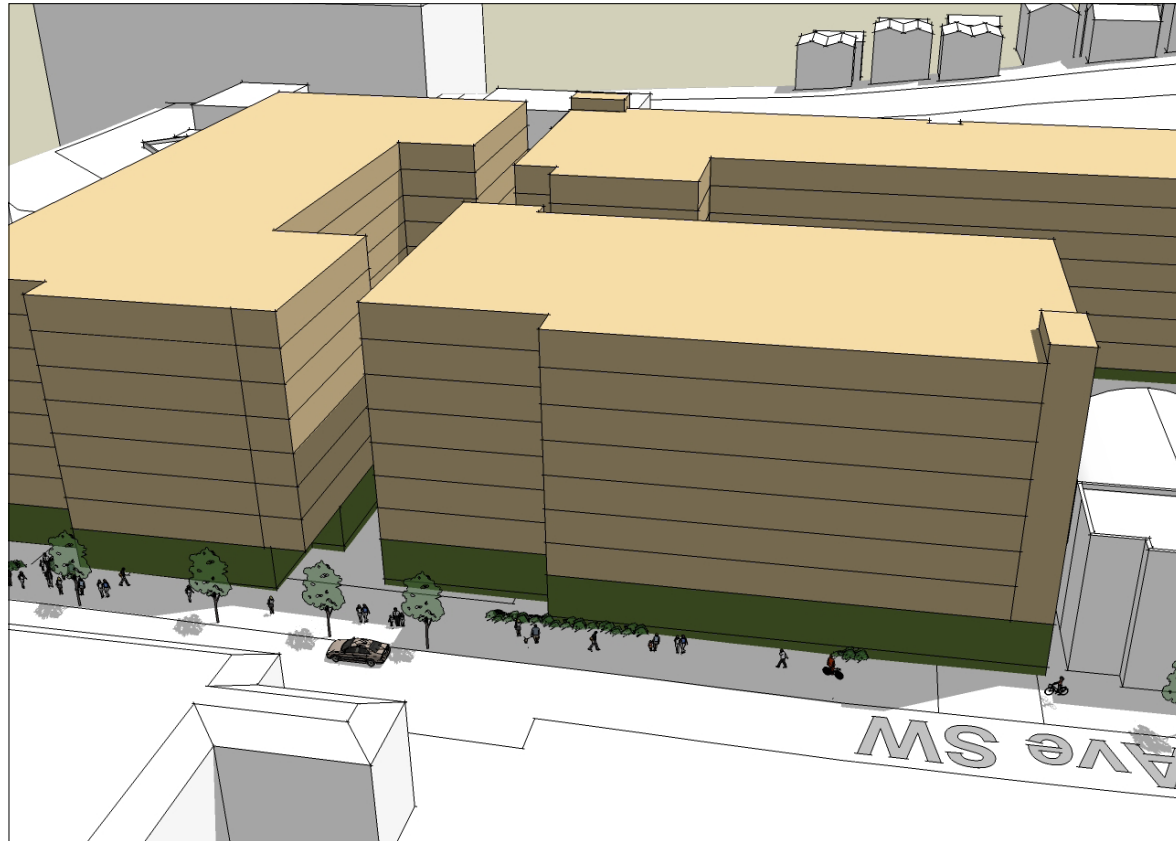
RESIDENTIAL LEVEL TYP. FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 1



Alternative 1 - View from Northeast



Alternative 1 - View from Southwest



Alternative 1 - View from East to West

Option Description:
 No Alley vacations with (3) individual projects on multiple parcels. Garage access, truck loading and drive-up is accessed via existing alleys. Upper residential is provided on all sites. Where residential occurs it's 7 levels to 85' foot height maximum over 1 level commercial base.

Total Areas:
 No Grocery, Drug 14,573SF, Retail Shops 18,212SF, Residential 562,470SF (Units: 662). Total Area (not including underground garage 595,255SF.

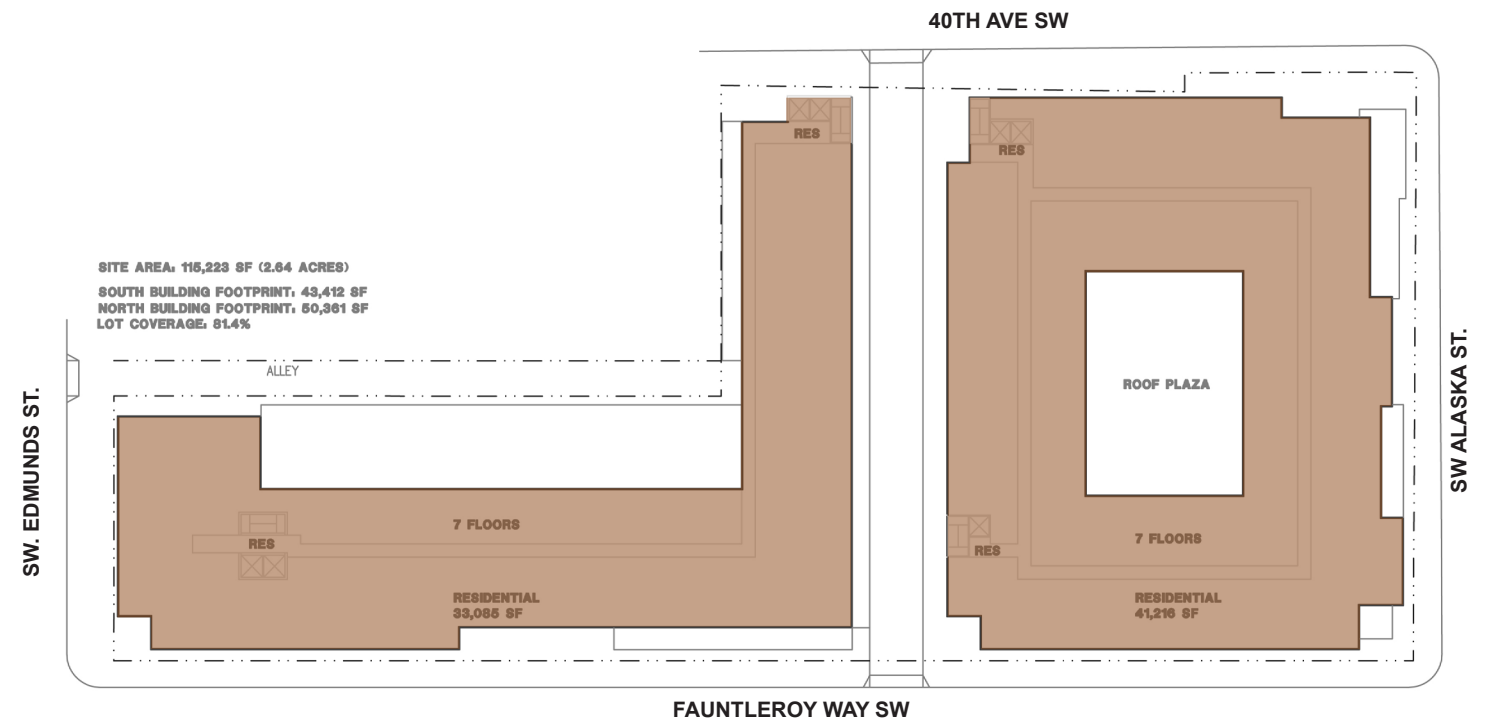
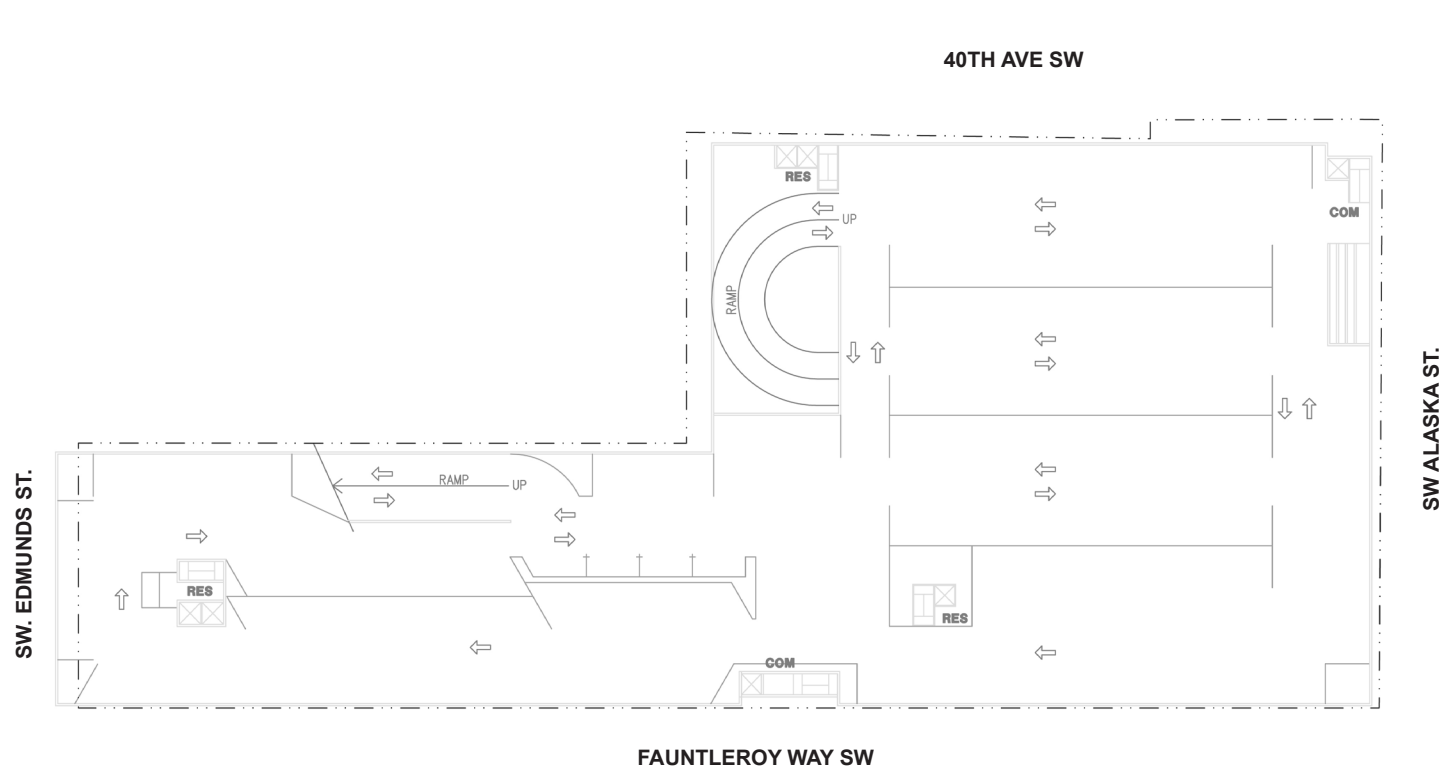
Pros:
 No alley vacation which simplifies permitting, expedites approvals and reduces unpredictability of final design.
 Continuous retail frontage along Fauntleroy and Alaska.
 Garage access is via alleys.
 Main residential entry and leasing is at south end of site away from commercial emphasis.

Cons:
 No Cross connector is provided, only existing alleys.
 No Grocery is accommodated due to parcel sizes.
 Project development efficiency and costs are severely affected.

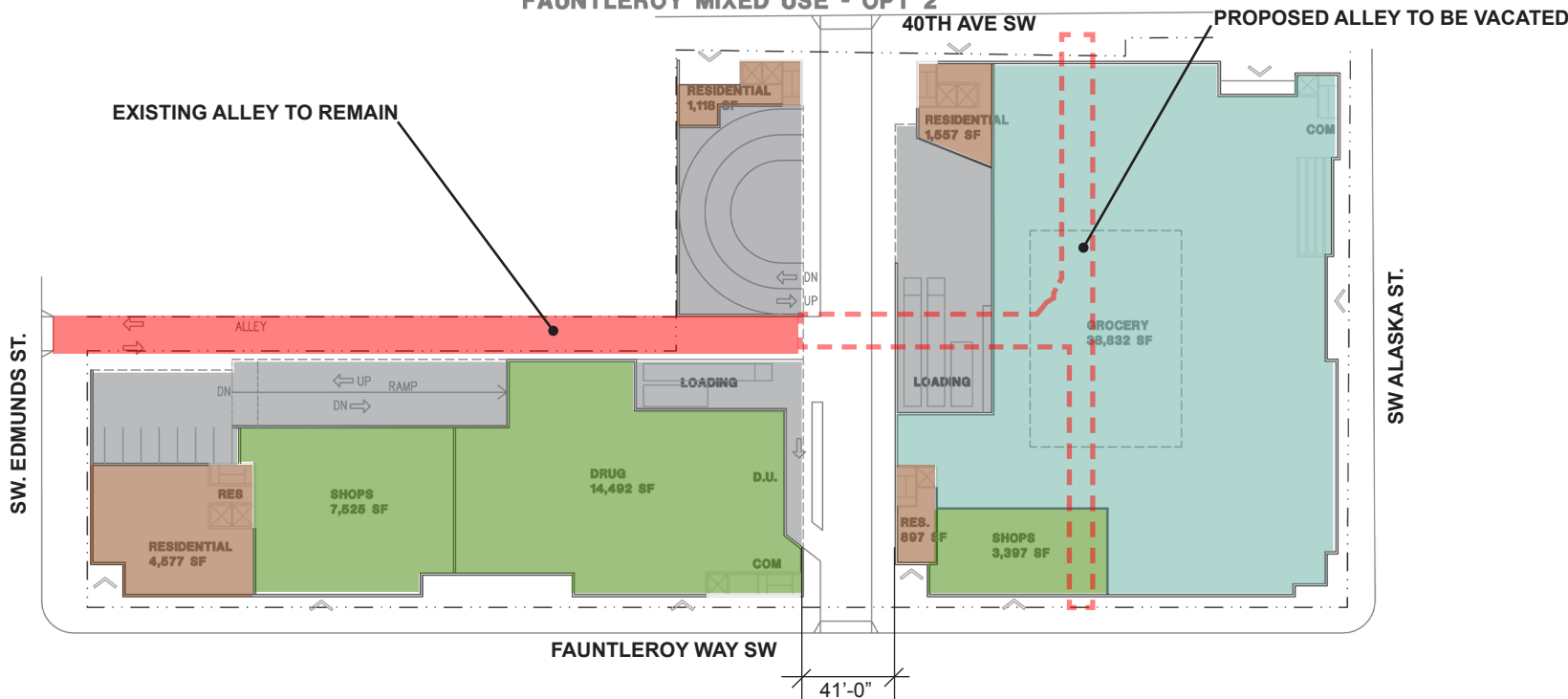
North site residential is severely under parked due to small site width which doesn't allow underground parking.
 Residential mass with minimal setback and 85' height provides no relief to sidewalk pedestrian experience.

Departures:
 South building length of 475 feet will exceed the maximum allowed building length of 275 feet.
 Exceeds maximum lot coverage of 80%.

<p>Option 1</p> <p>Site & Scheme Square Footages</p> <p>Site Area: 115,223 sf</p> <p>Lot Coverage: 84%</p> <p>South Building Area: 26366 sf</p> <p>West Building Area: 21,537 sf</p> <p>East Building Area: 14,573 sf</p>	<p>North Building Area: 23,209 sf</p> <p>Drug: 14,573 sf</p> <p>Retail: 18,212 sf</p> <p>Residential: 562,470 sf</p> <p>Units: 662</p>
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P-1 FLOOR PLAN
FAUNTLEROY MIXED USE - OPT 2



RETAIL LEVEL FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 2



RESIDENTIAL LEVEL TYP. FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 2



Option 2
Site & Scheme Square Footages

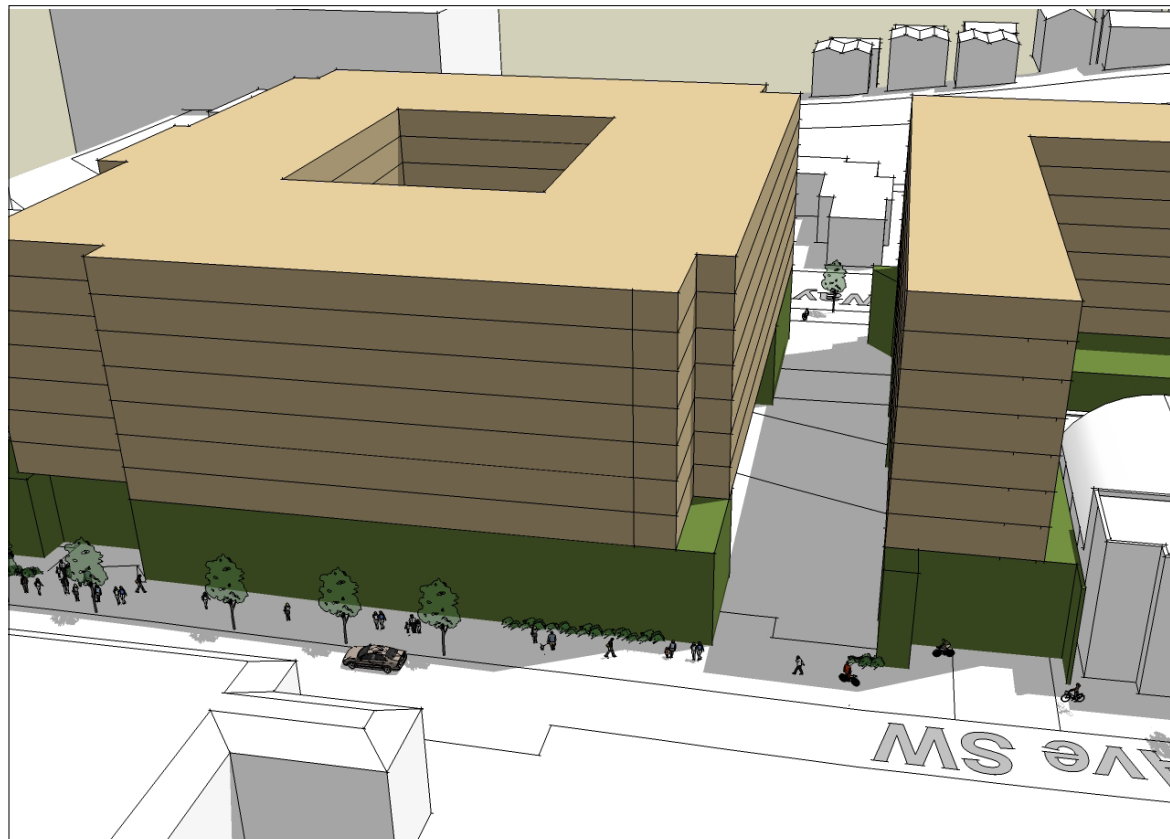
Site Area: 115,223 sf
Lot Coverage: 81.4%
South Building Area: 29,408 sf
North Building Area: 44,536 sf
Garage Entry: 6,665 sf
Grocery: 38,832 sf
Drug: 14,492 sf
Retail: 10,922 sf
Residential: 528,256 sf
Units: 621



Alternative 2 - View from Northeast



Alternative 2 - View from Southwest



Alternative 2 - View from East to West

Option Description:

Alleys vacated on north half of site and cross connector provided per West Seattle Triangle Plan yet north of recommended location. Garage access, truck loading and drive-up is accessed via this cross-connector and remaining alley. Residential mass is "L" shaped on south half of site and "O" shaped on north half of site. Residential is 7 levels to 85' foot height maximum over 1 level commercial base.

Total Areas:

Grocery 38,832SF, Drug 14,492SF, Retail Shops 10,922SF, Residential 528,256SF (Units: 621). Total Area (not including underground garage) 592,502 SF.

Pros:

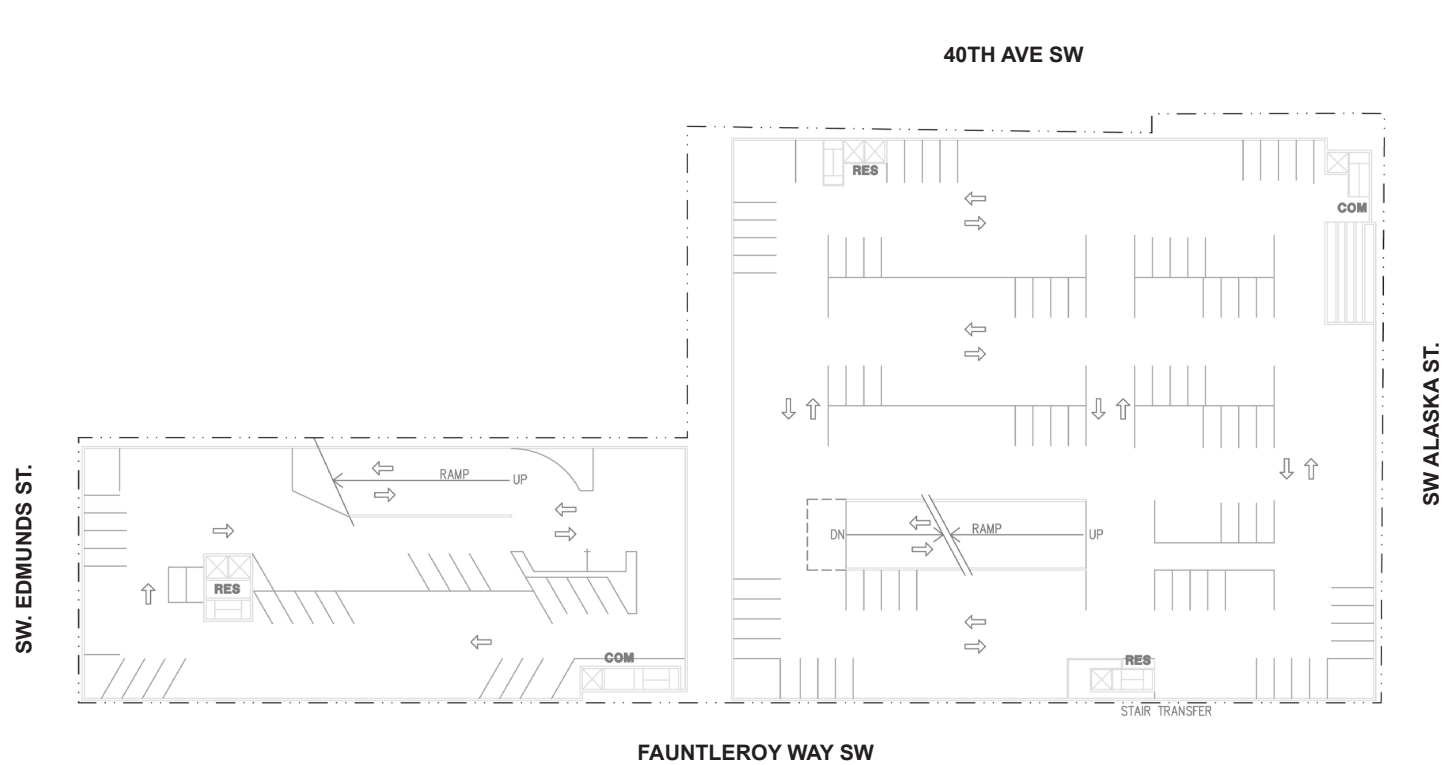
Cross connector is provided which reduces # of curb cuts while providing desired pedestrian cross block connection.
Continuous retail frontage along Fauntleroy and Alaska w/ grocery entrances along Alaska St.
All loading and garage access is via cross connector or alley.
Main residential entry and leasing is at south end of site away from commercial emphasis.
High residential area & unit count.

Cons:

Cross connector is not in ideal mid-block location.
Negative pedestrian experience along cross connector due to blank wall, wide loading and ramp openings.
Grocery loading position will require trucks to maneuver over 40th Ave sidewalk.
Blank wall of residential facing south adjacent to Mason's Hall.
Opposing residential masses along connector provides minimal natural light and negative residential unit outlook.
Residential mass with minimal setback and 85' height provides no relief to sidewalk pedestrian experience.
"O" shaped residential mass provides minimal natural light into interior facing units.

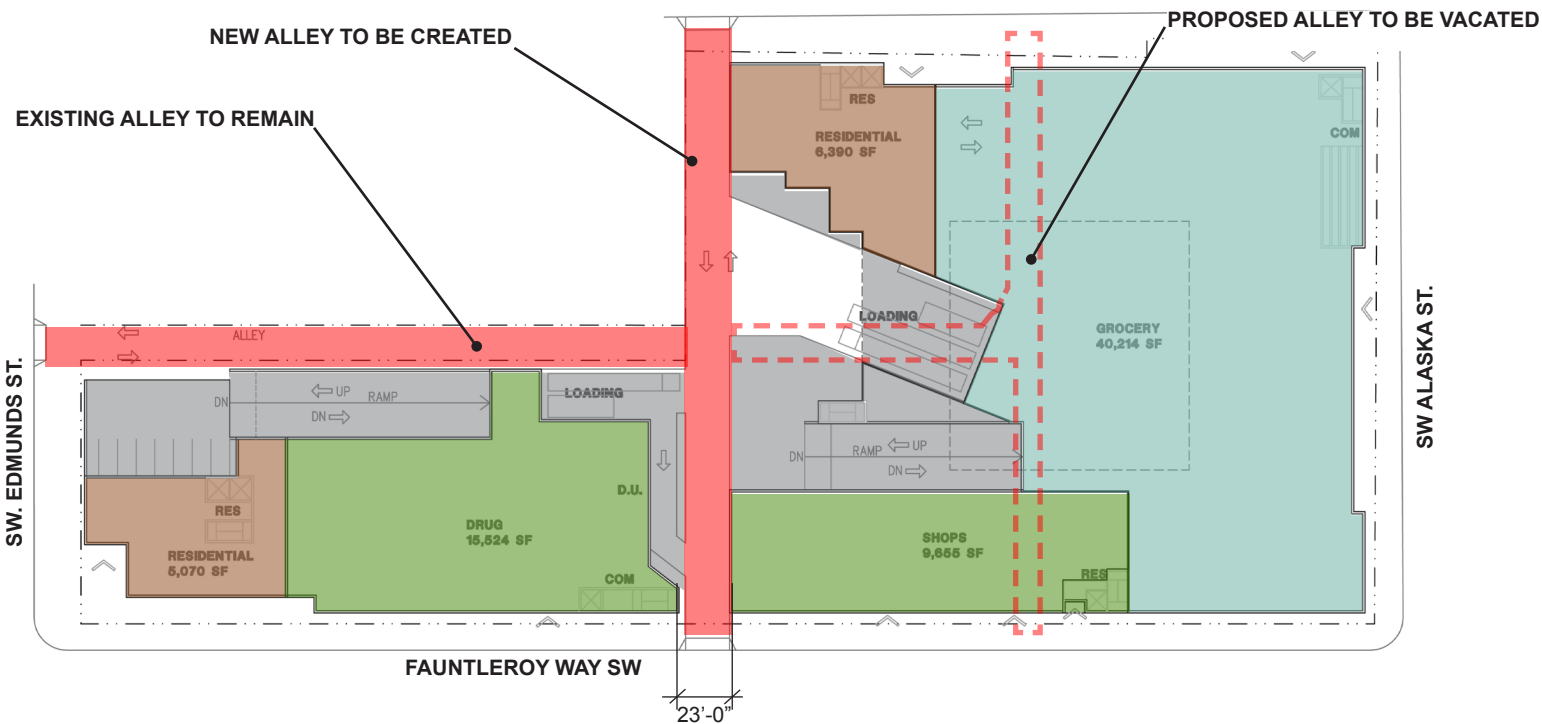
Departures:

South building length of 335 feet will exceed the maximum allowed building length of 275 feet.
May require minor departure from Street Level Development Standards and/or Blank Facade/Transparency Requirements along Alaska Street to accommodate frontage needs of single level grocery store.

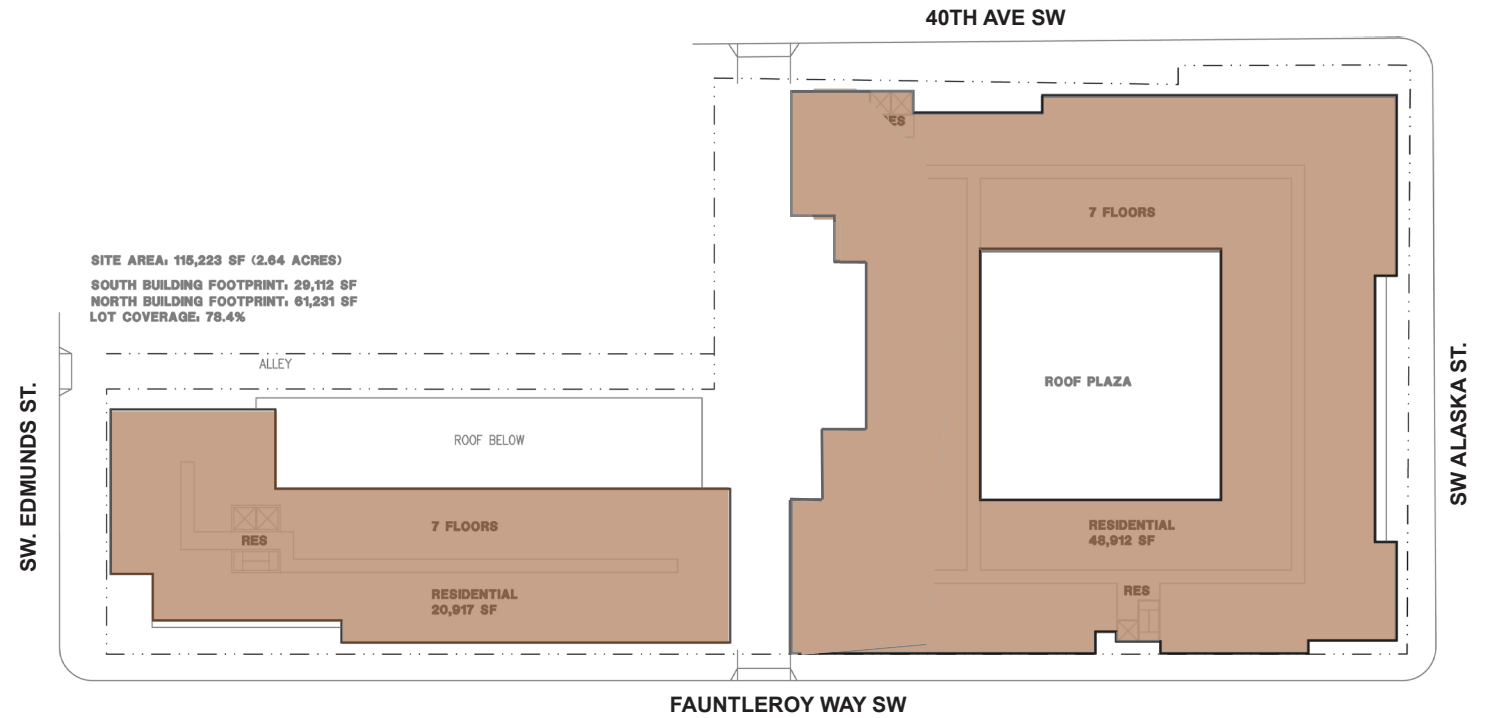


FAUNTLEROY WAY SW

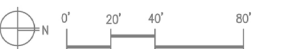
P-1 FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 3
40TH AVE SW



RETAIL LEVEL FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 3



RESIDENTIAL LEVEL TYP. FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 3



Option 3
Site & Scheme Square Footages

Site Area: 115,223 sf
Lot Coverage: 78.4%
South Building Area: 23,366 sf
North Building Area: 55,163 sf
Grocery: 40,214 sf
Drug: 14,493 sf
Retail: 8,231 sf
Residential: 499,943 sf
Units: 588



Alternative 3 - View from Northeast

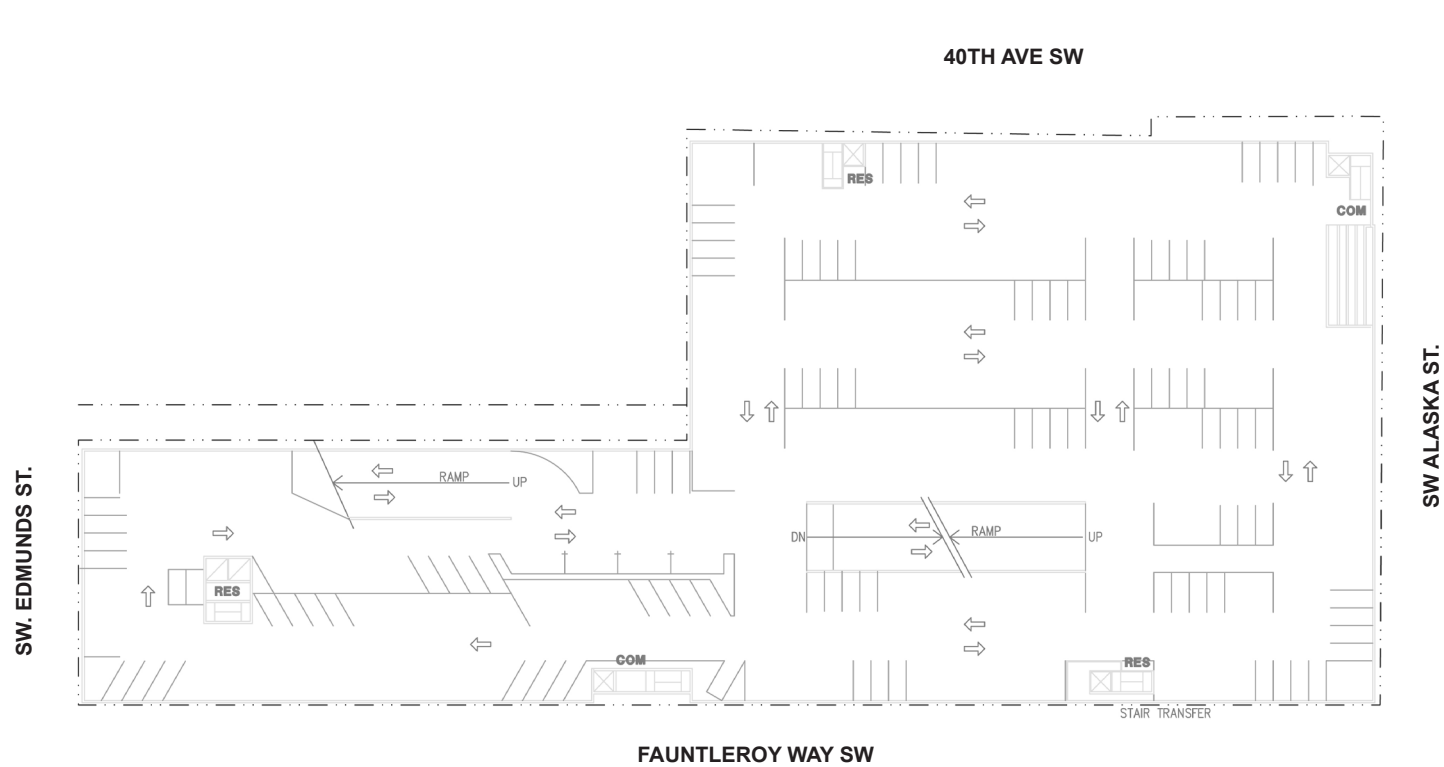


Alternative 3 - View from Southwest

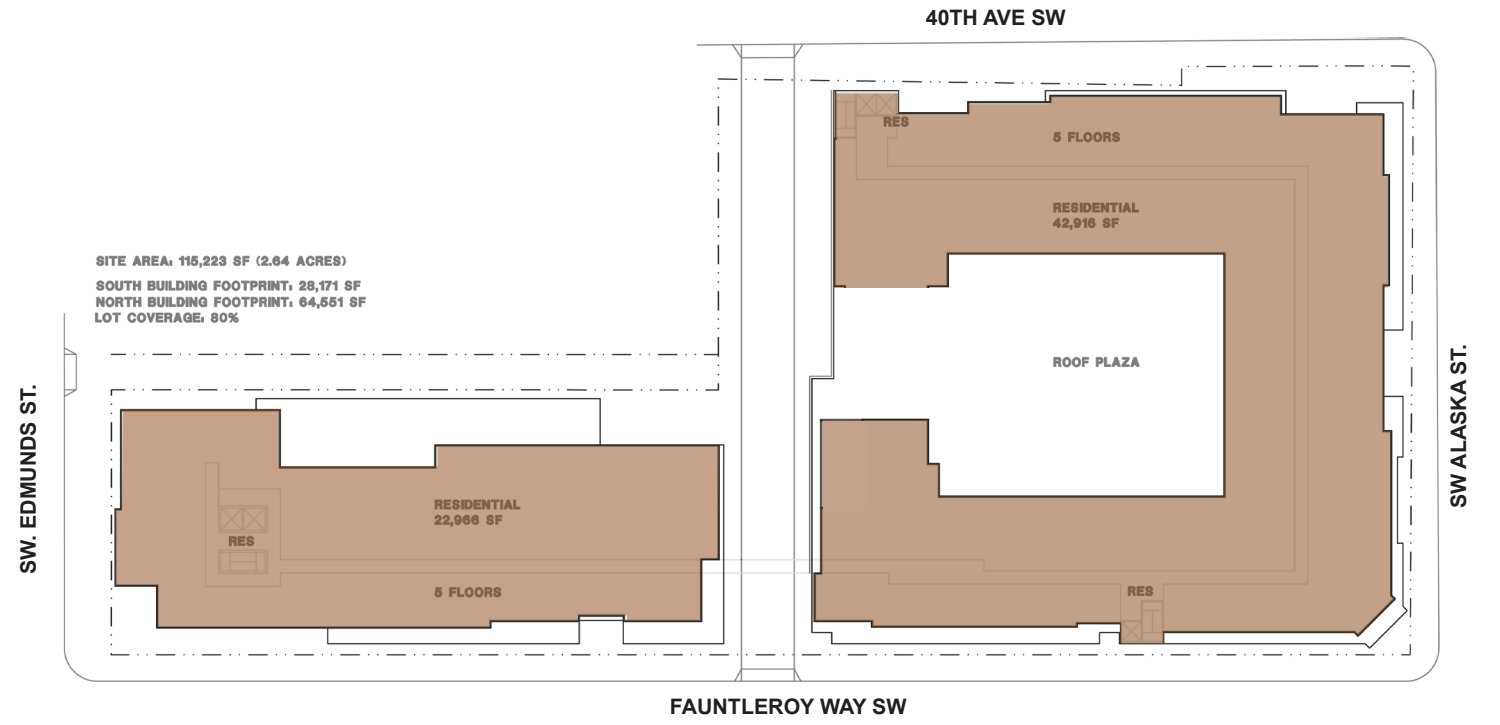


Alternative 3 - View from East to West

<p>Option Description: Alleys vacated on north half of site and cross connector provided per West Seattle Triangle Plan. Garage access, truck loading and drive-up is accessed via this cross-connector remaining alley. Residential mass is “I” shaped on south half of site and “O” shaped on north half of site. Residential is 7 levels to 85’ foot height maximum over 1 level commercial base.</p> <p>Total Areas: Grocery 40,214SF, Drug 14,493SF, Retail Shops 8,823SF, Residential 499,943SF (Units: 588). Total Area (not including underground garage 562,881SF.</p> <p>Pros: Cross connector in ideal mid-block location is provided which reduces # of curb cuts while providing desired pedestrian cross block connection. Continuous retail frontage along Fauntleroy and Alaska w/ grocery entrances along Alaska St. All loading and garage access is via cross connector or alley. Main residential entry and leasing is at south end of site away from commercial emphasis. Grocery loading position contains maneuvering on cross-connector. North-south alley connects to cross-connector access easement.</p>	<p>Ideal grocery layout and size.</p> <p>Cons: Reduced residential area and unit count. Narrow alley width cross connector with pedestrian circulation on only south side. Residential mass with minimal setback and 85’ height provides no relief to sidewalk pedestrian experience. “O” shaped residential mass provides minimal natural light to roof plaza interior facing units.</p> <p>Departures: May require minor departure from Street Level Development Standards and/or Blank Facade/Transparency Requirements along Alaska Street to accommodate frontage needs of single level grocery store. Exceeds maximum lot coverage of 80%.</p>
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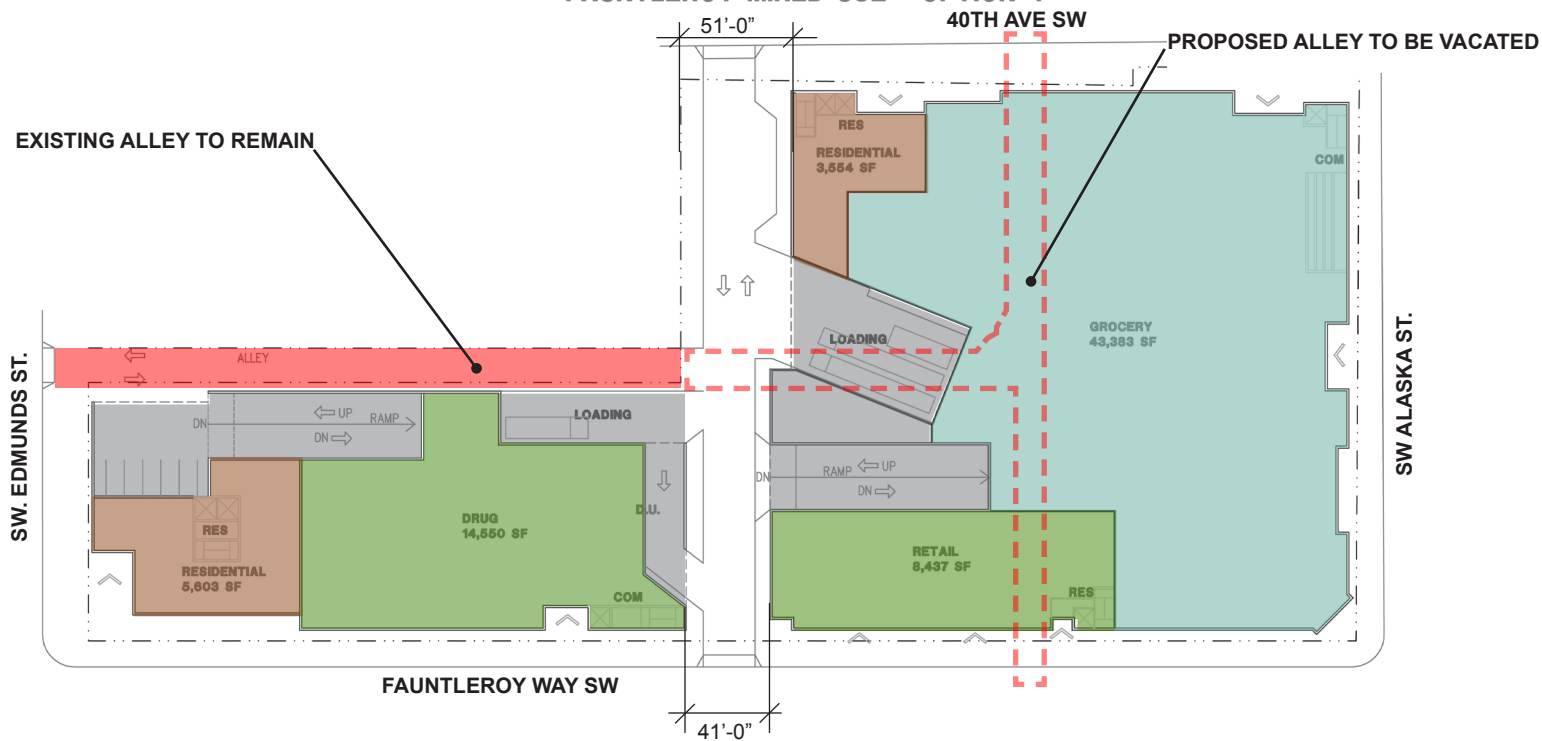
FAUNTLEROY WAY SW



FAUNTLEROY WAY SW

P-1 FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 4

RESIDENTIAL LEVEL TYP. FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 4



FAUNTLEROY WAY SW

RETAIL LEVEL FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 4



8-1

Option 4
Site & Scheme Square Footages

Site Area: 115,223 sf
 Lot Coverage: 80%
 South Building Area: 22,910 sf
 North Building Area: 57,675 sf
 Grocery: 43,383 sf
 Drug: 14,550 sf
 Retail: 8,437 sf
 Residential: 338,567 sf
 Units: 398



Alternative 4 - View from Northeast



Alternative 4 - View from Southwest



Alternative 4 - View from East to West

ALTERNATIVE 4

Option Description:

Alleys vacated on north half of site and cross connector provided per West Seattle Triangle Plan. Garage access, truck loading and drive-up is accessed via this cross-connector remaining alley. Residential mass is “I” shaped on south half of site and “C” shaped on north half of site. Residential is 5 levels to 70’ foot over 1 level commercial base. Residential mass is stepped back on most facades.

Total Areas:

Grocery 43,383SF, Drug 14,550SF, Retail Shops 8,437SF, Residential 338,657SF (Units: 398). Total Area (not including underground garage 404,937SF.

Pros:

Cross connector in ideal mid-block location is provided which reduces # of curb cuts while providing desired pedestrian cross block connection. Wider cross-connector provides pedestrian circulation on both sides and more natural light. Continuous retail frontage along Fauntleroy and Alaska w/ grocery entrances along Alaska St. All loading and garage access is via cross connector or alley.

Main residential entry and leasing is at south end of site away from commercial emphasis. Grocery loading position contains maneuvering on cross-connector and alley. North-south alley connects to cross-connector access easement. “C” shaped residential mass provides improved natural light to roof plaza and interior facing units. Residential mass is stepped back with lower 70’ height provides comfortable sidewalk pedestrian experience. Ideal grocery layout and size.

Cons:

Reduced residential area and unit count.

Departures:

May require minor departure from Street Level Development Standards and/or Blank Facade/Transparency Requirements along Alaska Street to accommodate frontage needs of single level grocery store.



Alternative 1 Advantages

- No alley vacation which simplifies permitting, expedites approvals and reduces unpredictability of final design.
- Continuous retail frontage along Fauntleroy and Alaska.
- Garage access is via alleys.
- Main residential entry and leasing is at south end of site away from commercial emphasis.

Challenges

- No Cross connector is provided, only existing alleys.
- No Grocery is accommodated due to parcel sizes.
- Project development efficiency and costs are severely affected.
- North site residential is severely under parked due to small site width which doesn't allow underground parking.
- Residential mass with minimal setback and 85' height provides no relief to sidewalk pedestrian experience.

Departures

- South building length of 475 feet will exceed the maximum allowed building length of 275 feet.
- Exceeds maximum lot coverage of 80%.
- May require minor departure from Street Level Development Standards and/or Blank Facade/Transparency Requirements along Alaska Street to accommodate frontage needs of single level grocery store.



Alternative 2 Advantages

- Cross connector is provided which reduces # of curb cuts while providing desired pedestrian cross block connection.
- Continuous retail frontage along Fauntleroy and Alaska w/ grocery entrances along Alaska St.
- All loading and garage access is via cross connector or alley.
- High residential area & unit count.

Challenges

- Cross connector is not in ideal mid-block location.
- Negative pedestrian experience along cross connector due to blank wall, wide loading and ramp openings.
- Grocery loading position will require trucks to maneuver over 40th Ave sidewalk.
- Blank wall of residential facing south adjacent to Mason's Hall.
- Residential mass with minimal setback and 85' height provides no relief to sidewalk pedestrian experience.
- "O" shaped residential mass provides minimal natural light into interior facing units.

Departures

- South building length of 335 feet will exceed the maximum allowed building length of 275 feet.
- May require departure from Street Level Development Standards and Transparency Requirements along Alaska Street to accommodate frontage needs of single level grocery store.



Alternative 3 Advantages

- Cross connector in ideal mid-block location is provided which reduces # of curb cuts while providing desired pedestrian cross block connection.
- Continuous retail frontage along Fauntleroy and Alaska w/ grocery entrances along Alaska St.
- All loading and garage access is via cross connector or alley.
- Main residential entry and leasing is at south end of site away from commercial emphasis.
- Grocery loading position contains maneuvering on cross-connector.
- North-south alley connects to cross-connector access easement.
- Ideal grocery layout and size.

Challenges

- Reduced residential area and unit count.
- Narrow alley width cross connector with pedestrian circulation on only south side.
- Residential mass with minimal setback and 85' height provides no relief to sidewalk pedestrian experience.
- "O" shaped residential mass provides minimal natural light into interior facing units.

Departures

- May require departure from Street Level Development Standards and Transparency Requirements along Alaska Street to accommodate frontage needs of single level grocery store.



Alternative 4 Advantages

- Cross connector in ideal mid-block location is provided which reduces # of curb cuts while providing desired pedestrian cross block connection.
- Wider cross-connector provides pedestrian circulation on both sides and more natural light.
- Continuous retail frontage along Fauntleroy and Alaska w/ grocery entrances along Alaska St.
- Main residential entry and leasing is at south end of site away from commercial emphasis.
- Grocery loading position contains maneuvering on cross-connector & alley.
- North-south alley connects to cross-connector access easement.
- "C" shaped residential mass provides improved natural light to roof plaza and interior facing units.
- Residential mass is stepped back with lower 70' height provides comfortable sidewalk pedestrian experience.
- Ideal grocery layout and size

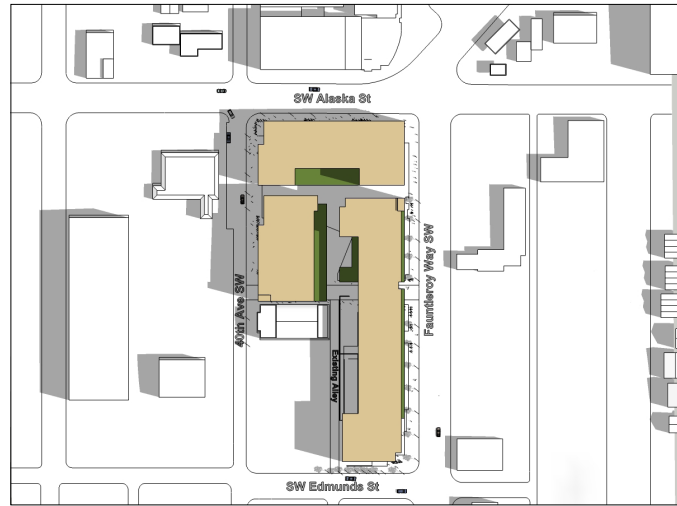
Challenges

- Reduced residential area and unit count.

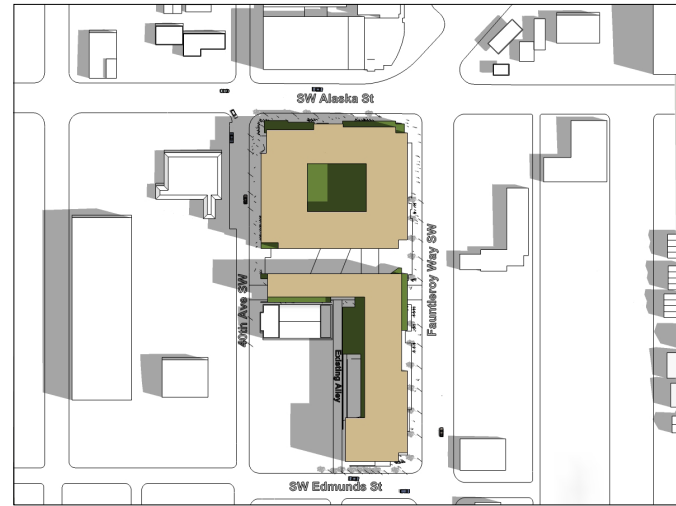
Departures

- May require departure from Street Level Development Standards and Transparency Requirements along Alaska Street to accommodate frontage needs of single level grocery store.

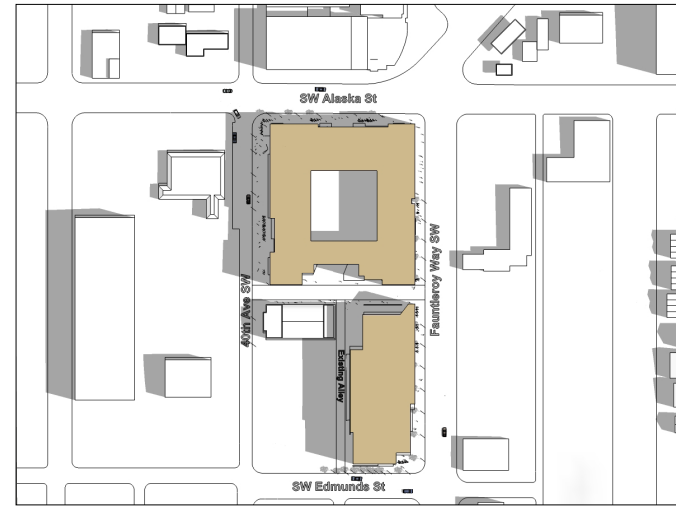
Alternative 1



Alternative 2



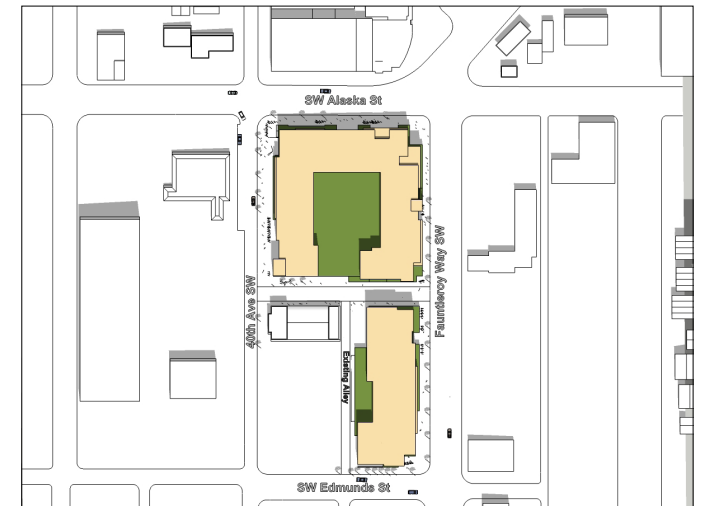
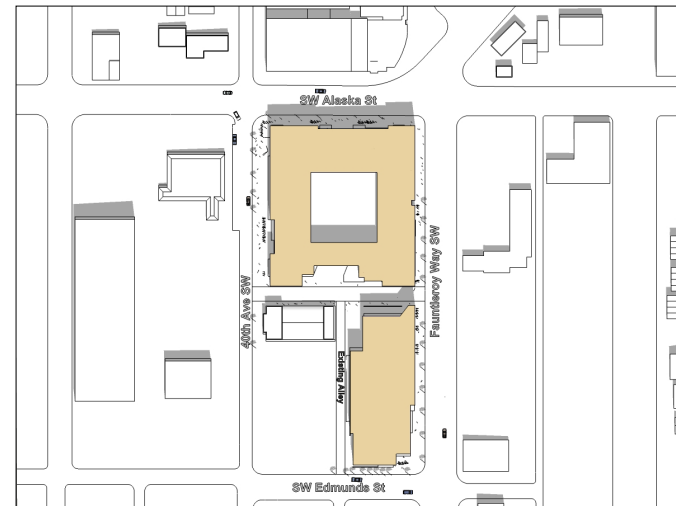
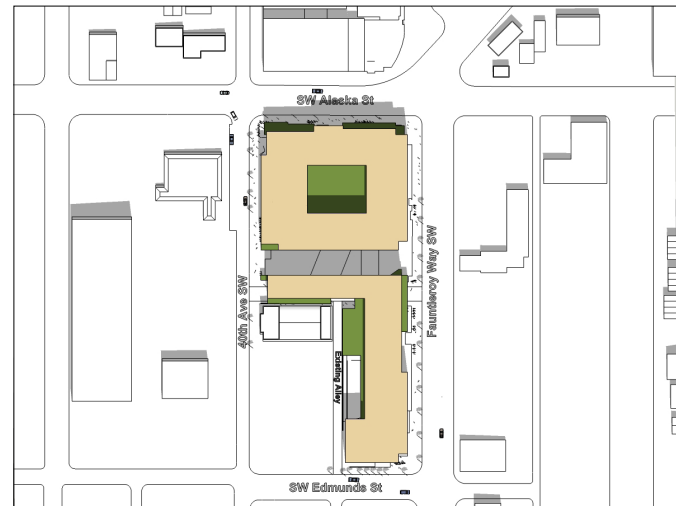
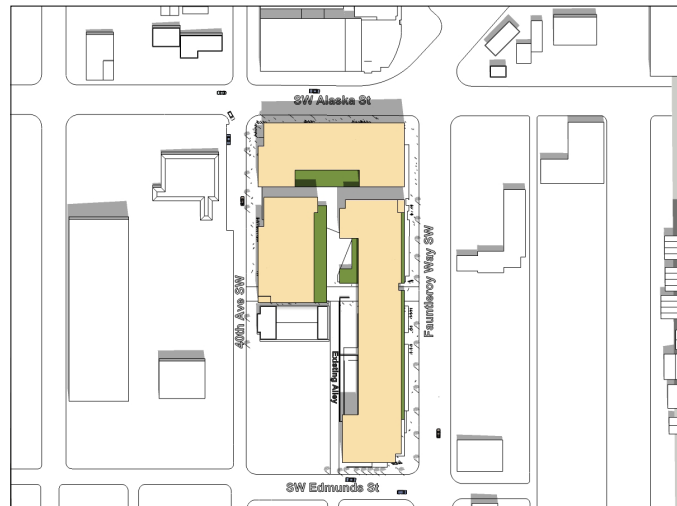
Alternative 3



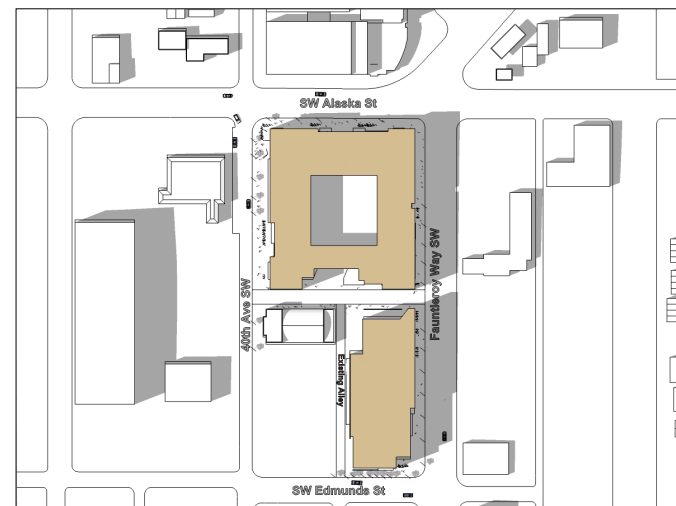
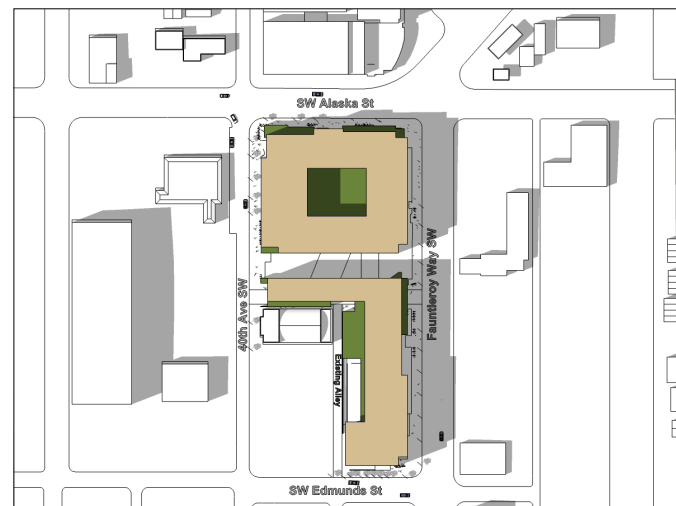
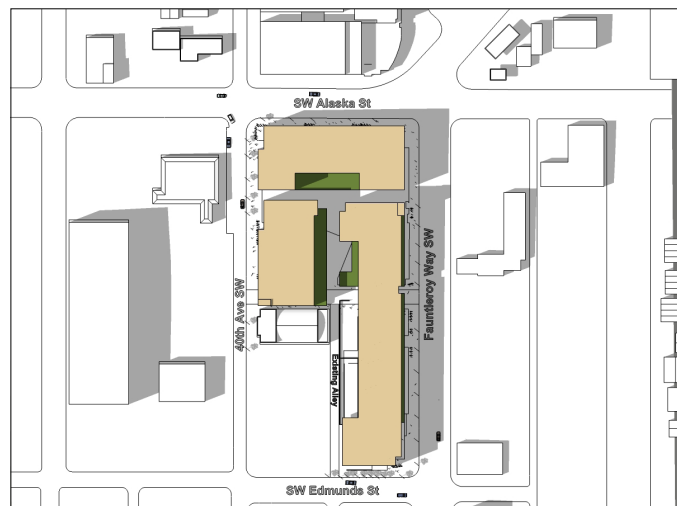
Alternative 4



June 21 9:00 AM

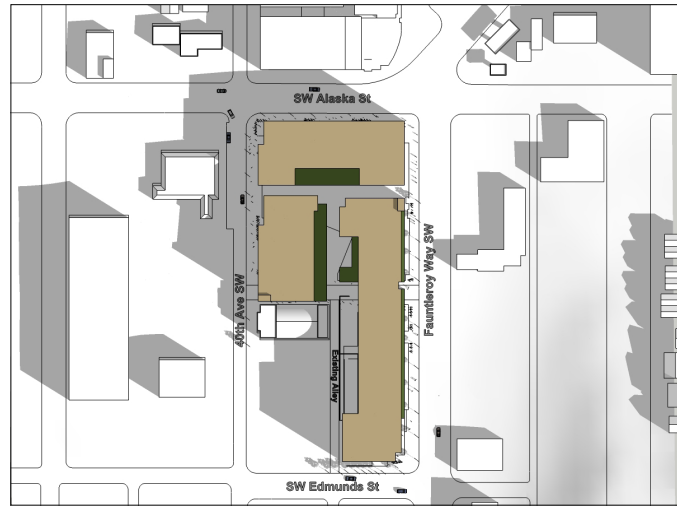


June 21 NOON



June 21 3:00PM

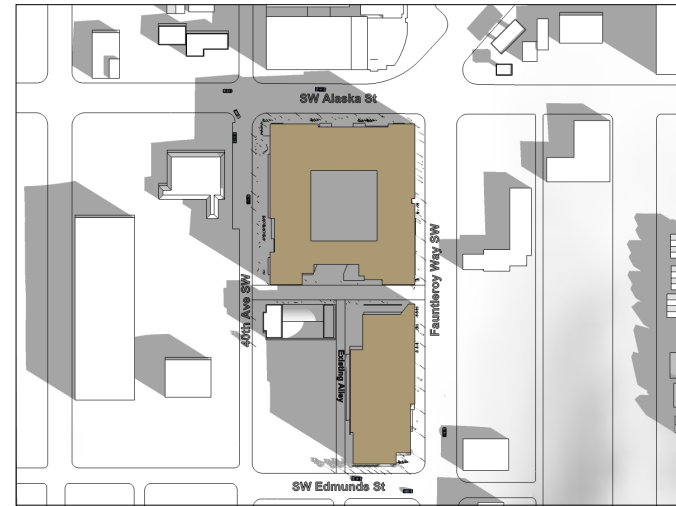
Alternative 1



Alternative 2



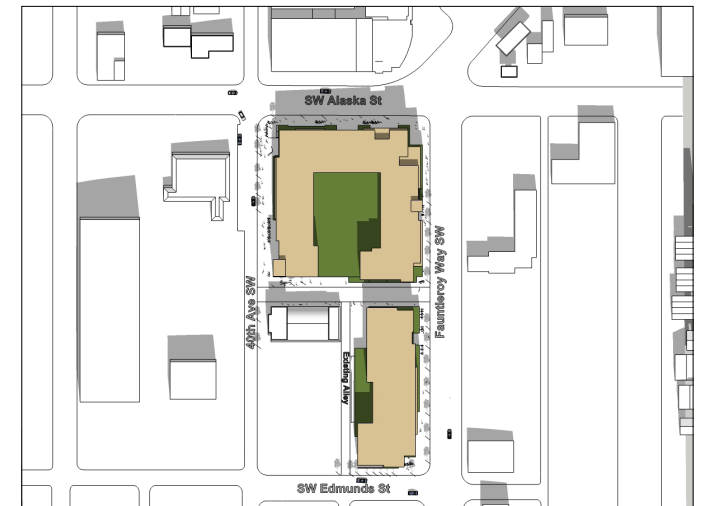
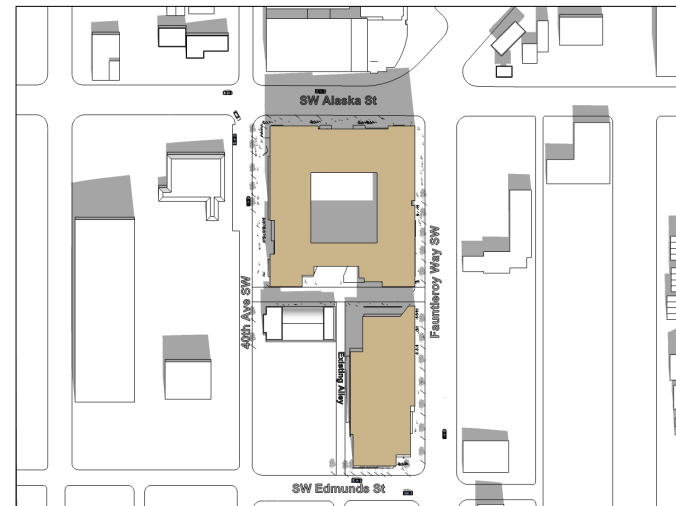
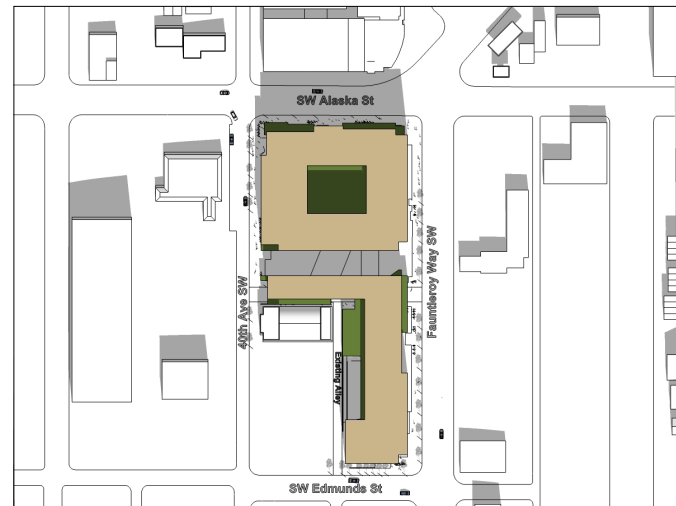
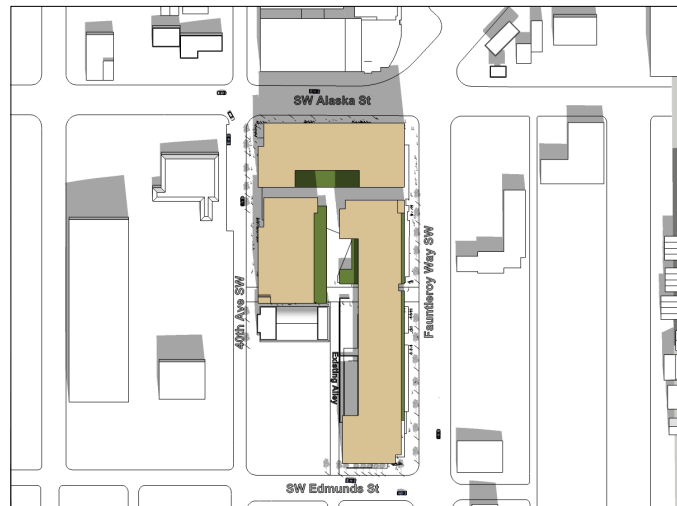
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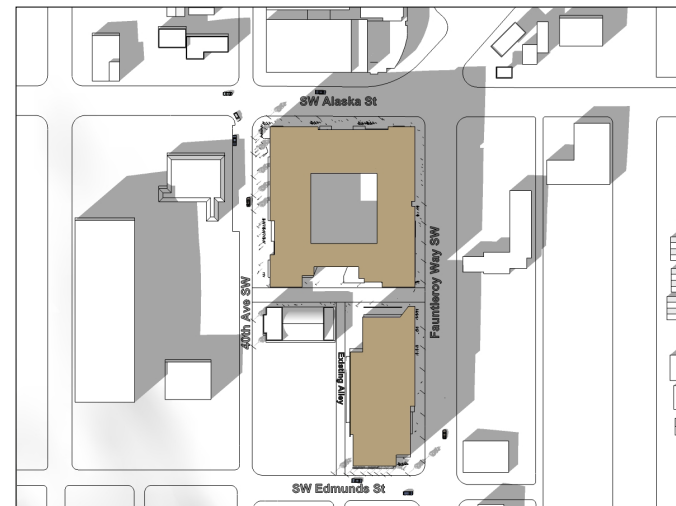
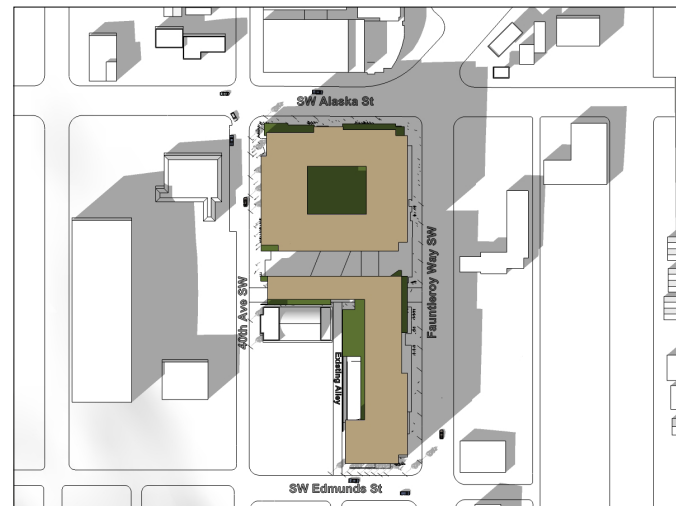
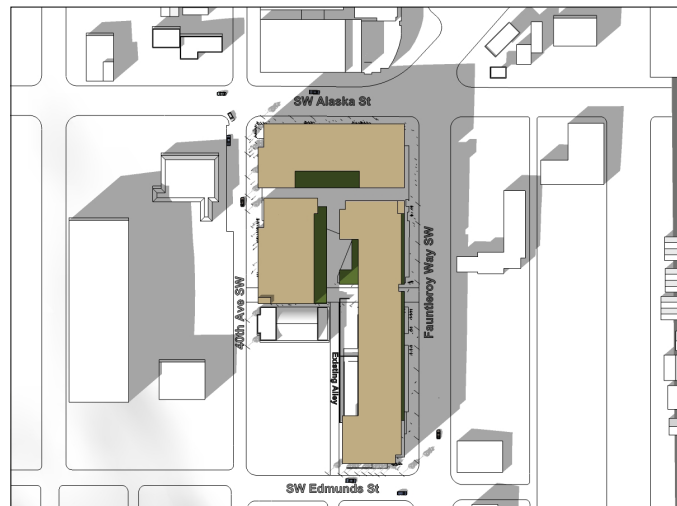
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March 21 9:00 AM

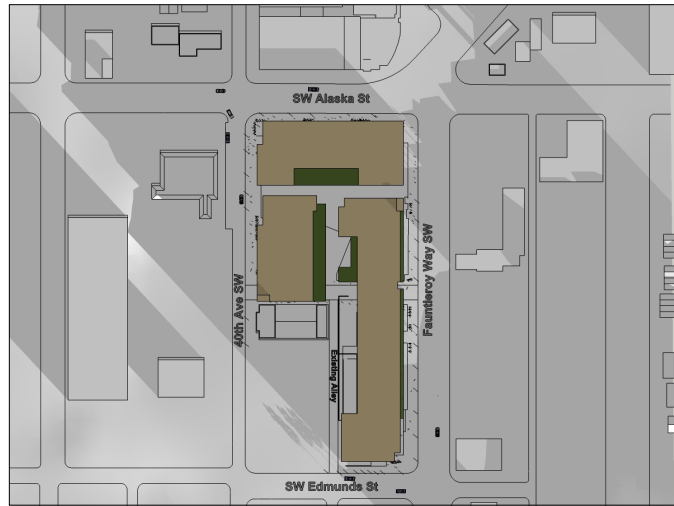


March 21 NOON

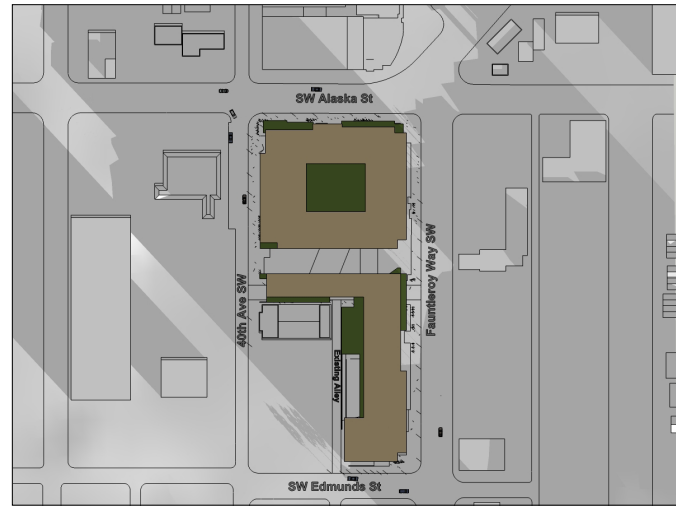


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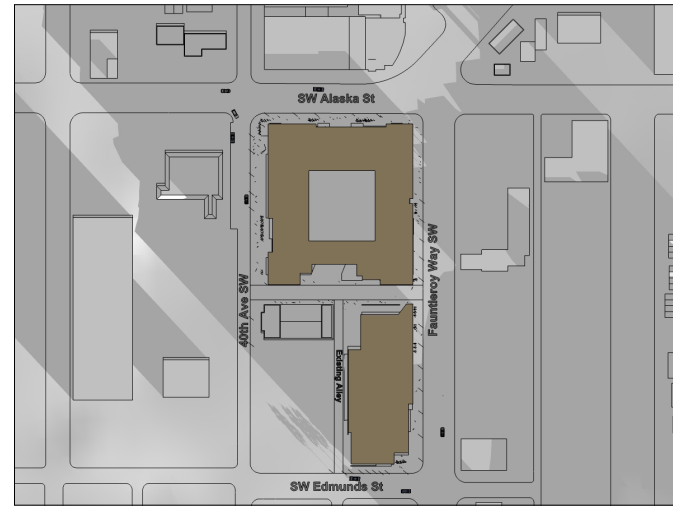
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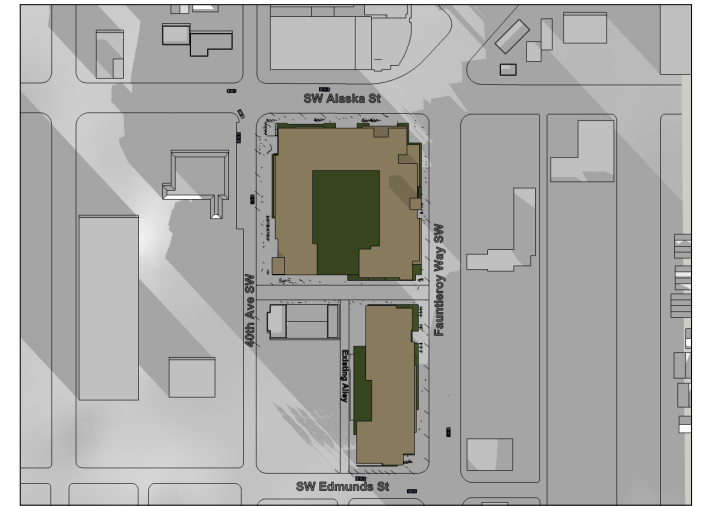
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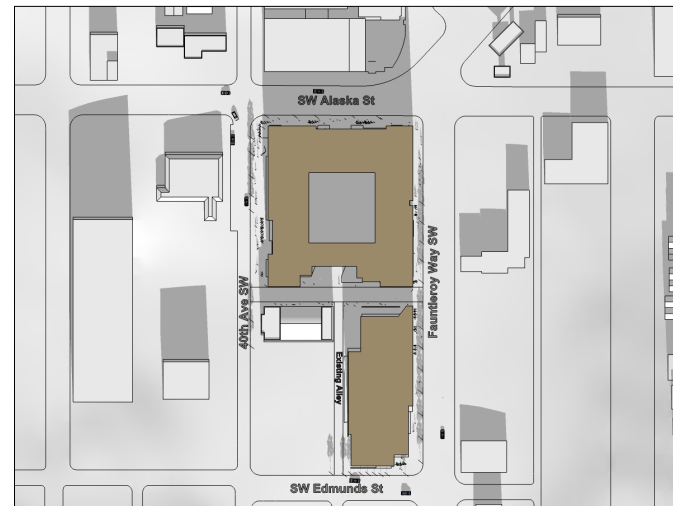
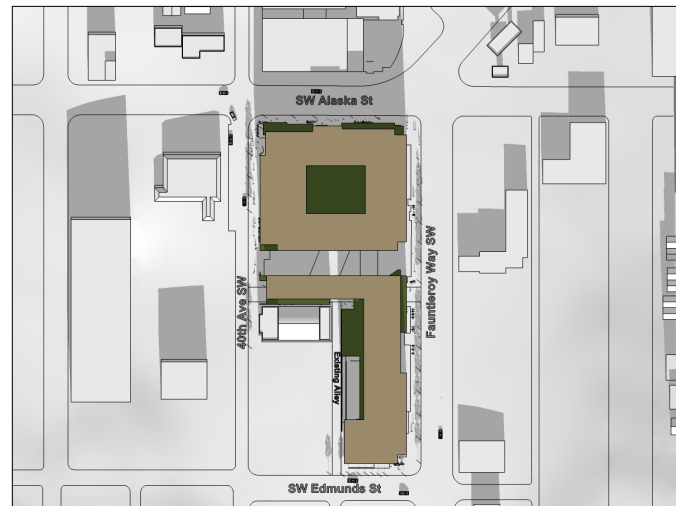
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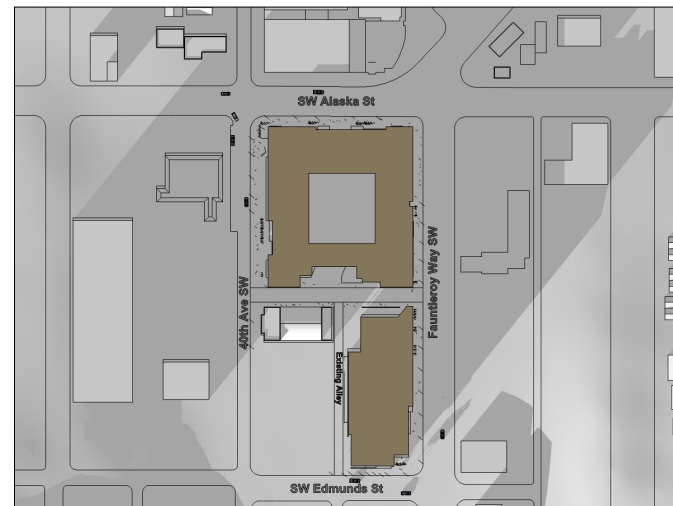
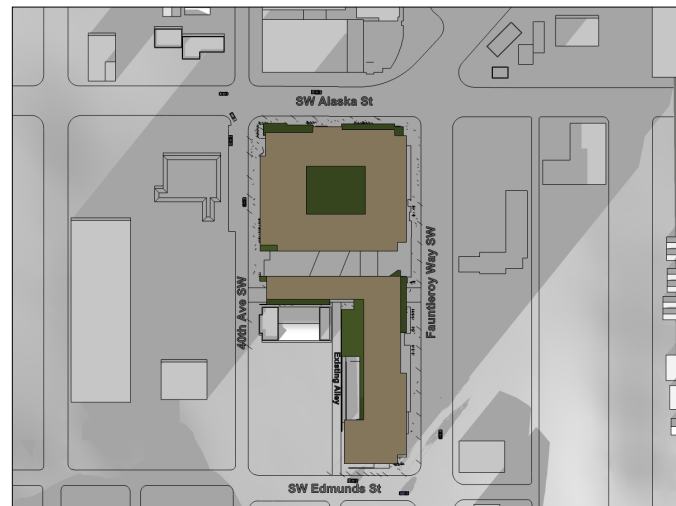
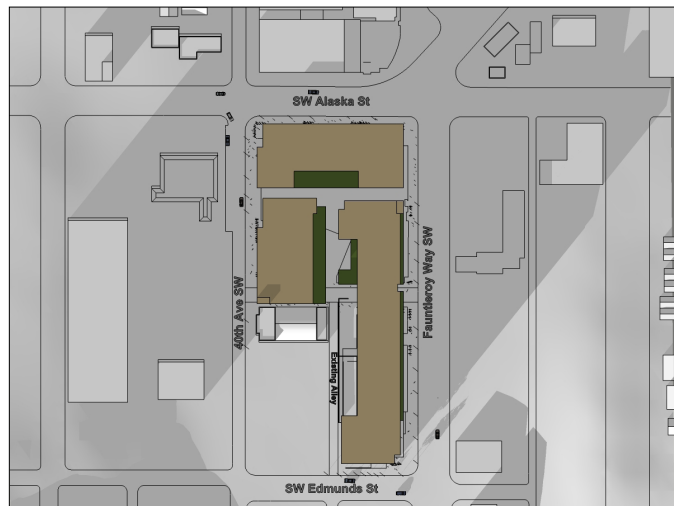
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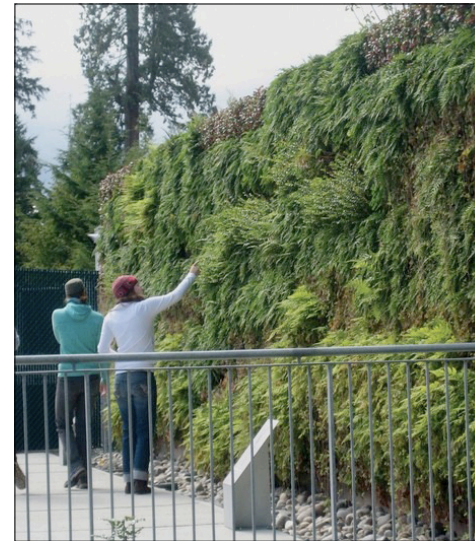
December 21 NOON



December 21 3:00 PM



Green Roof



Green Wall



Grocery Retail



Retail Seating Area



Stormwater Planter



Street Landscape



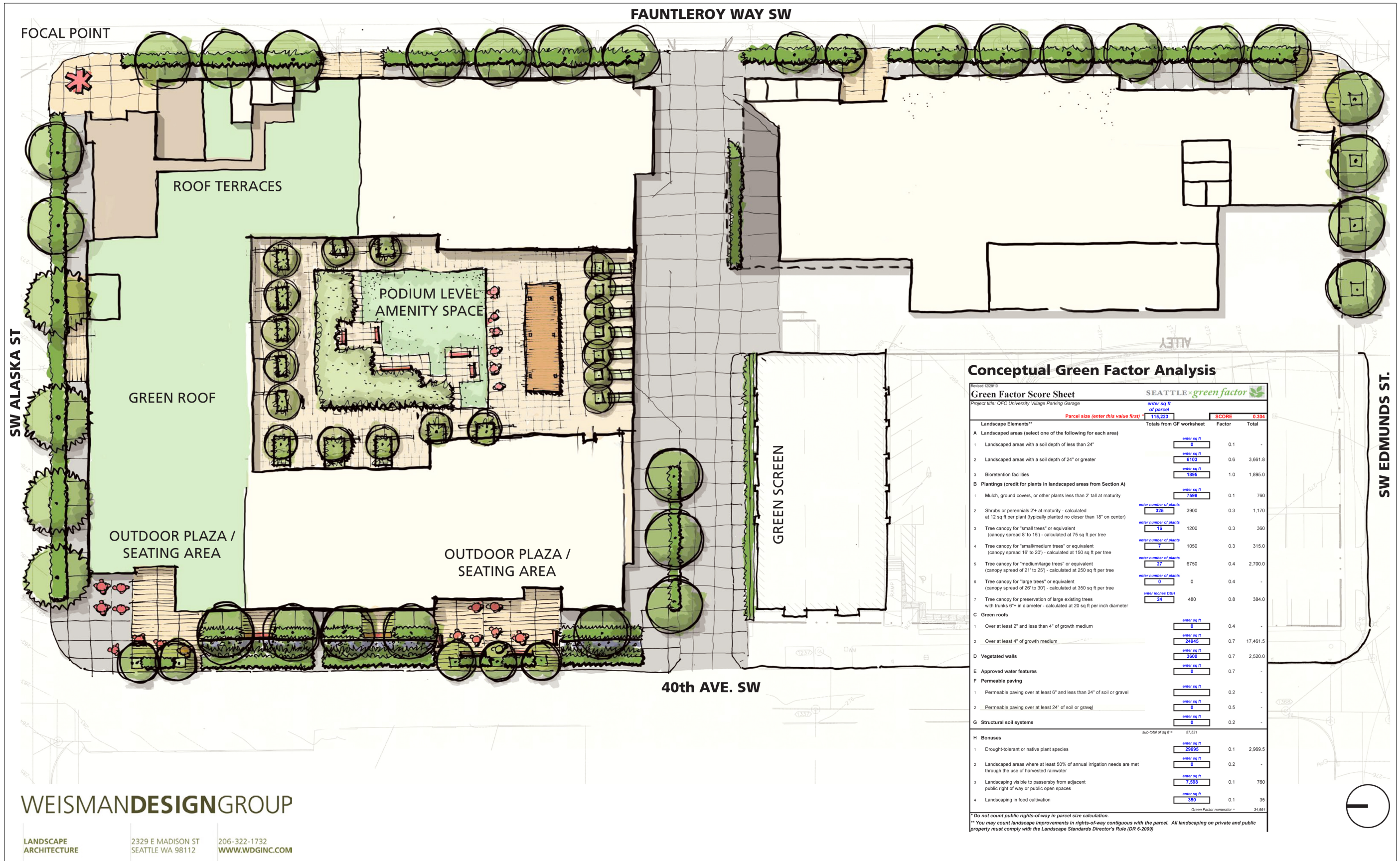
Street Park



Street Retail



Woonerf





Cross Connector from Fauntleroy Way SW



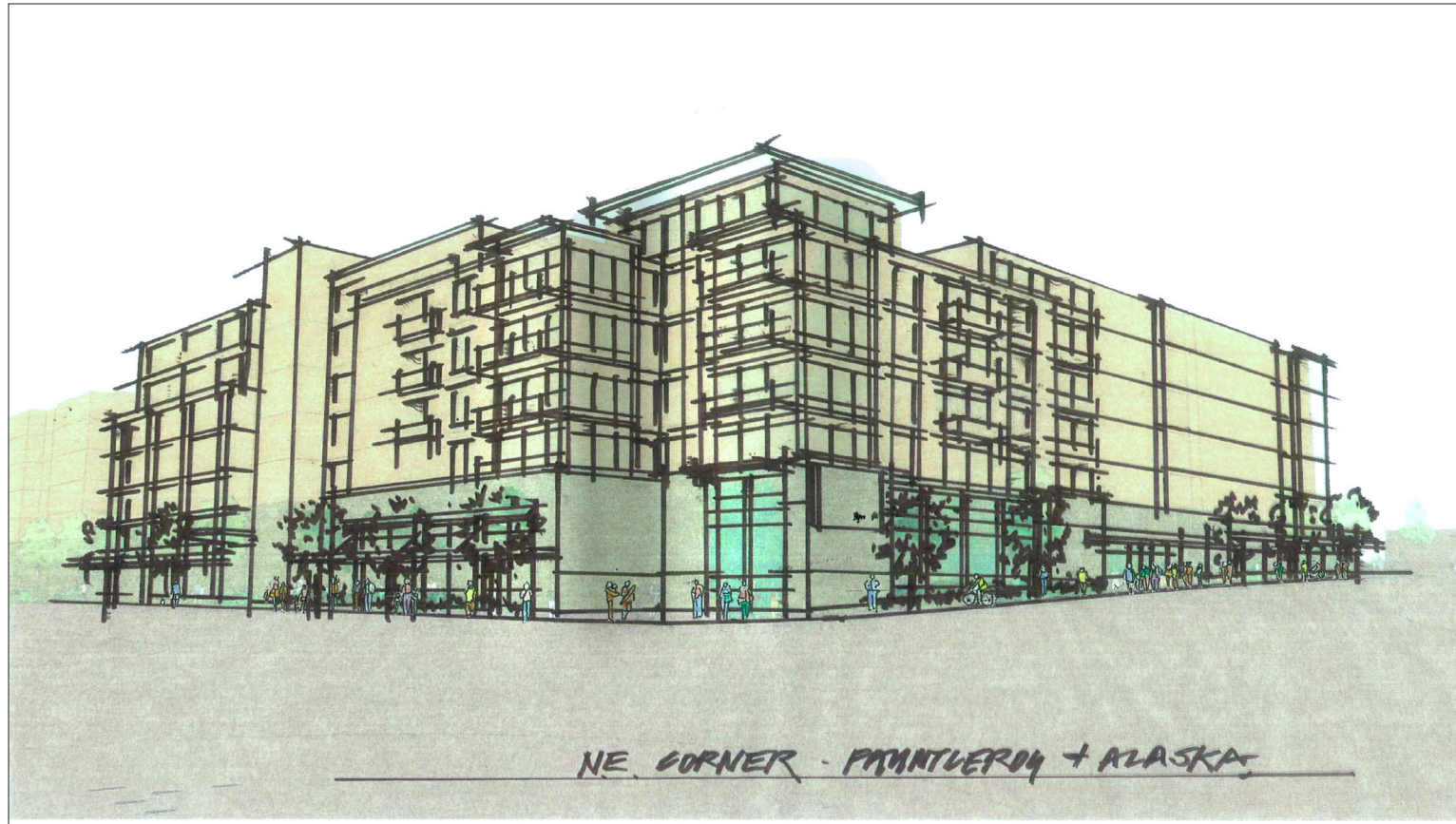
Cross Connector from SW 40th Ave



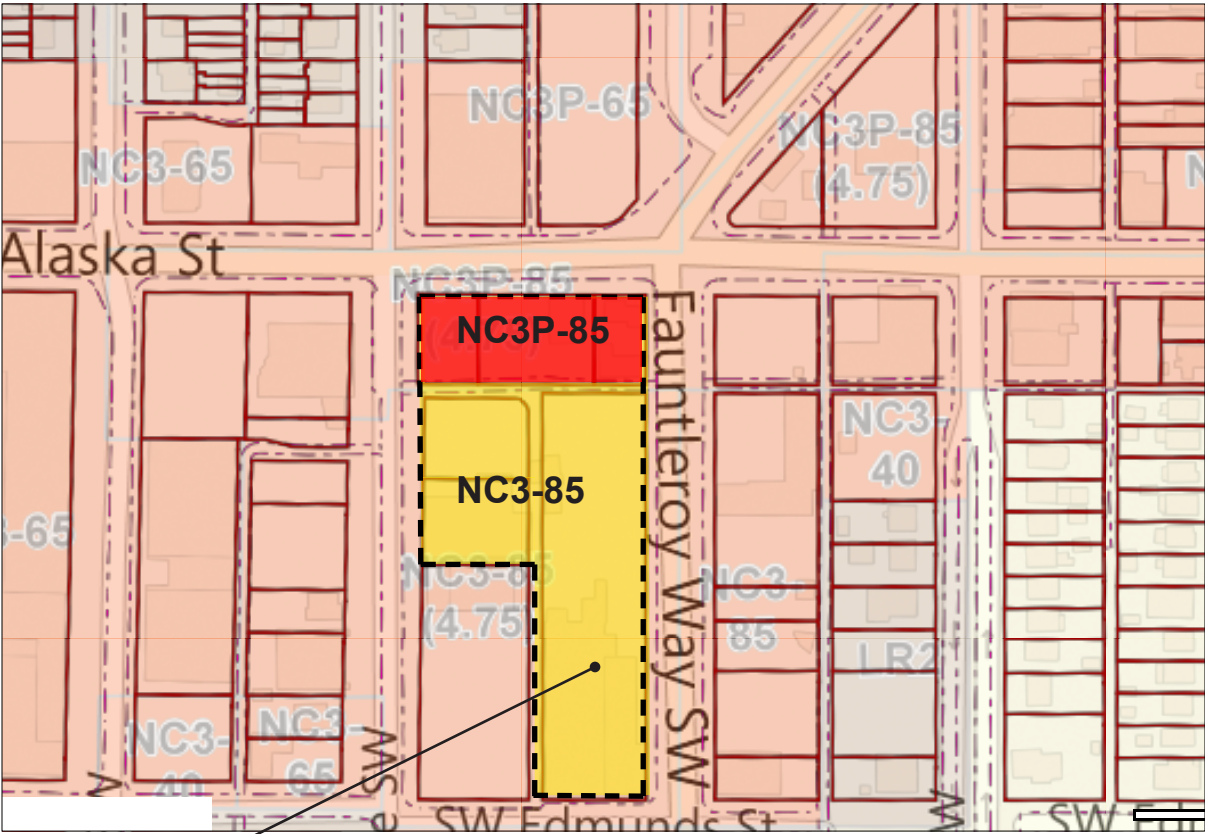
View Down 40th Ave SW to SW Alaska St



Corner of SW Alaska St and 40th Ave SW



View towards corner of Fauntleroy Way SW and SW Alaska St.



Site Location
4755 Fauntleroy Way SW,
Seattle WA 98116

Zoning Code Summary
The site is zoned NC3-85 and NC3P-85 along SW Alaska St. The properties across SW Alaska St to the north are zoned NC3P-85 and NC3P-65. The lots to the east and west are zoned NC3-85 and NC3- 65, respectively.

Site Area
Approximately 115,230 GSF

Site Zoning
NC3-85 and NC3P-85.
West Seattle Junction Urban Village
Site located on major arterial (SW Alaska St)

Adjacent Zoning
NC3P-65 and NC3P-85 to the north. NC3-65 to the west across 40th Avenue, NC3-85 to the east across Fauntleroy Way.

SEPA Review
(CAM 208)
Required with construction of over 200 residential units in an NC zone.

Permitted Uses

(23.47A.004)
Proposed uses are residential and retail sales and services; those are permitted outright in NC3.

Street-Level Uses
(23.47A.005)
Residential uses are permitted anywhere in the building, but residential use is limited to 20% of the street-level façade facing an arterial (SW Alaska St). Parking and utility uses may not abut the street façade, and parking must be separated from the façade by another use.

Street-Level Development Standards
(23.47A.008)
Blank façade segments (measured 2-8 feet above the sidewalk) limited to less than 20 feet in length and may not exceed 40% of street-level façade in total. Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

Nonresidential uses must be 60% transparent along street-level façade (measured 2-8 feet above the sidewalk), must average 30 inch in depth, and must have a floor-to-floor height of 13 feet minimum. Residential uses must be set back 10 feet from the sidewalk or elevated 4 feet above the sidewalk.

Structure Height

(23.47A.012)
Height limit is 85 feet. Structures may be permitted to exceed the limit by 16 feet, based on several factors, but the additional height will not allow an extra story beyond the number that could be built otherwise. Some additional height permitted for sloping lots. Some elements are allowed 4 feet above the limit, including open railings, clerestories, greenhouses, parapets, and firewalls. Some elements are allowed 15 feet above the limit, including stair and elevator penthouses and mechanical equipment, but are limited to 20% or 25% of the roof area.

Floor Area Ratio
(23.47A.013)
FAR for mixed-use buildings in 85 foot height zone in the West Seattle Junction Urban Village = 5.5. Above-grade parking is included in FAR calculations. Gross floor area below existing or proposed grade level (whichever is lower) is exempt.

Setback Requirements
(23.47A.009)
The maximum lot coverage permitted for principal and accessory structures shall not exceed 80 percent on lots 40,000 square feet or greater.

The maximum width of all portions of a structure measured parallel to north south street lot line is 275 feet.

The following standards apply to structures greater than 250 feet in width measured parallel to a north-south street lot line:

A minimum separation of 30 feet is required between structures that are adjacent to the same north-south street lot line.

A minimum setback of 15 feet is required from side lot lines that are not street side lot lines and that separate lots that abut the same north-south street lot line.

Structures permitted in required setback and separation areas pursuant to subsections 23.47A.009.A.4.a and a.4.b are:

Decks with open railings may project up to 5 feet into the required setback or separation area if they are no lower than 20 feet above existing or finished grade. Decks may cover no more than 20 percent of the total setback or separation area.

Eaves, cornices and gutters may project no more than 18 inches from the structure facade. Ramps or other devices necessary for access for the disabled and elderly that meet Seattle Building Code, Chapter 11, are permitted. Stairs or ramps to accommodate changes in grade are permitted.

Underground structures are permitted.

A setback of at least ten feet from the street lot line is required along non-arterial north-south avenues for at least 25 percent of the lot frontage or 100 feet of the lot frontage, whichever is less.

Required setback and areas separating structures identified in subsections 23.47A.009. A.4.a and A.4.b shall include landscaping, paving and lighting. Sidewalks for pedestrian access, plazas or other approved amenity or landscaped areas are permitted in required setback or separation areas.

Structures exceeding 65 feet in height on lots abutting SW Alaska Street between 38th Avenue SW and California Avenue SW shall maintain a minimum setback of 10 feet for that portion of the structure between 45 feet and 55 feet in height.

2) For portions of a structure above 55 feet in height, an additional minimum setback is required at a rate of at least 1 foot of setback for every 5 feet of height that exceeds 55 feet, up to the maximum allowable height.

Structures located within 100 feet of Fauntleroy Way SW are exempt from the upper-level setback requirement.

Heights in this subsection 23.47A.009.A.4.d shall be measured from the middle of the street lot line along SW Alaska Street.

Landscaping and Screening
(23.47A.016)
Seattle Green Factor score of .30 or greater is required for developments with more than 4 dwelling units or 4,000 non-residential sf. Street trees will be required. Landscape screening will be required by blank street-facing facades, parking garages facing the street, or parking garages abutting a residential zone. Surface parking requires landscaping, trees, and perimeter screening.

Residential Amenity Areas
(23.47A.024)
Residential amenity areas must be provided, min. 5% of gross floor area in residential use (excludes mechanical equipment, parking, and residential amenity areas). May include decks, balconies, terraces, roof gardens, plazas, courtyards, play areas, sports courts, etc. All residents must have access to at least one area. Parking, driveways, and pedestrian building access do not count. Common recreation areas must have minimum horizontal dimensions of 10 feet and a minimum area of 250 sf. Private balconies must have minimum horizontal dimensions of 6 feet and a minimum area of 60 sf.

Parking and Loading
(23.47A.030 > 23.54)
See Charts A and B for parking requirements based on gross square footage. General sales and service uses require 1 space per 500 sf. No parking is required for the first 1,500 sf of each business establishment.

Multifamily structure requirements vary based on the number and size of residential units required.

Residential use requires bicycle parking: 1 per 4 units (long term). Sales and service uses require bicycle parking: 1 per 12,000 sf (long-term) and 1 per 2,000 sf (short-term).

Parking Location and Access
(23.47A.032)
Access to parking must be from the alley, although the Director may allow street access for safety reasons.

Standards for Drive-in Business
(23.53.028)
Drive-in lanes are permitted in NC3 zones, except when pedestrian designated. Gas stations, restaurants, and other potential drive-in business are limited to 4 lanes subject to criteria in NC3 zones.

The Director will determine the minimum number of queuing spaces needed for drug store.

Screening and landscaping of drive-in businesses is required in accordance with subsection 23.47A.016 D2.

West Seattle Junction - Urban Village Design Guidelines

Guideline - Street-scape Compatibility

- Reduce the scale of the street wall with well organized commercial and residential bays and entries, and reinforce this with placement of street trees, drop lighting on buildings, benches, and planters.
- Provide recessed entries and ground-related, small open spaces as appropriate breaks in the street wall
- Outdoor power and water sources are encouraged to be provided in order to facilitate building maintenance and exterior decorative lighting needs, and community events.

Guideline - Human Activity

- Consider setting the building back from the front property line to create and effective transition between the private and public realm.
- When a setback is not appropriate or feasible, consider maximizing street level open space with recessed entries and commercial display windows that are open and inviting.

Guideline - Corner Lots

- Public space at the corner, whether open or enclosed, should be scaled in a manner that allows for pedestrian flow and encourages social interaction. To achieve a human scale, these spaces should be defined and integrated in the overall design of the building while considering seating, art, and set back corner entries.
- Building mass should reinforce the street corner while providing space for movement and activity
- Building forms and design elements and features at the corner of key intersections should create gateways for the neighborhood. These buildings should ‘announce the block’ through the inclusion of features that grab one’s interest and mark entry.

Guideline – Height, Bulk and Scale Compatibility

- Refined transitions in height, bulk, and scale - in terms of relationship to surrounding context and within the proposed structure itself - must be considered.
- Must analyze the site in relationship to its surroundings, including distance from less intensive zones as well as separation between lots in different zones (property line only, alley, grade changes)
- The massing prescribed by Neighborhood Commercial development standards does not result in mixed-use development that is compatible with the existing context. Among recent development in NC-65’ zones and higher, the base (ground level commercial area) often appears truncated by the upper residential levels within a mixed-use building. The 13-foot, lot line - to - lot line commercial ground floor is an inadequate base for buildings of this size in terms of overall proportion. Moreover, surrounding commercial structures along California Avenue tend to have a building mass of twenty to thirty feet at the

- front property line. Therefor, for new development in neighborhood Commercial zones 65’ or higher:
- Patterns of urban form in existing built environment, such as set-backs and massing compositions.
 - Size of code-allowable building envelope in relation to underlying platting pattern.
 - New Buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the facade - particularly important for long buildings - into sections and character consistent with traditional, multi-bay commercial buildings prevalent in the neighborhood’s commercial core.
 - The arrangement of architectural elements, materials, and colors should aid in mitigating height, bulk, and scale impacts of Neighborhood Commercial development, particularly at the upper levels. For development greater than 65 feet in height, a strong horizontal treatment (e.g. cornice line) should occur at 65 ft. Consider change of materials, as well as progressively lighter color applications to reduce the appearance of upper levels from the street and adjacent properties. The use of architectural style, details (i.e. roof lines, cornice lines, fenestration patterns), and materials found in less intensive surrounding buildings should be considered.
 -

Guideline – Architectural Context

- Facade Articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core.
- Certain architectural cues prevalent in the junction should be responded to by new developments: transom windows, street level window displays, kick plates, sign bands, recessed entries, and interesting parapets and cornices.

Guideline – Architectural Concept and Consistency

- New mixed use buildings are encouraged to build the commercial level as well as one to two levels above, out to the front and side property lines to create a more substantial base.
- The use and repetition of architectural features and building materials, textures and colors can help create unity in a structure.

Guideline – Human Scale

- Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.
- Overhead weather protection should be functional and appropriately scaled.

Guideline – Signage

- Signs should add interest to the street level environment.
- Sign should be orientated and scaled for both pedestrians on sidewalks and vehicles on streets.
- pedestrian orientated blade and window signs

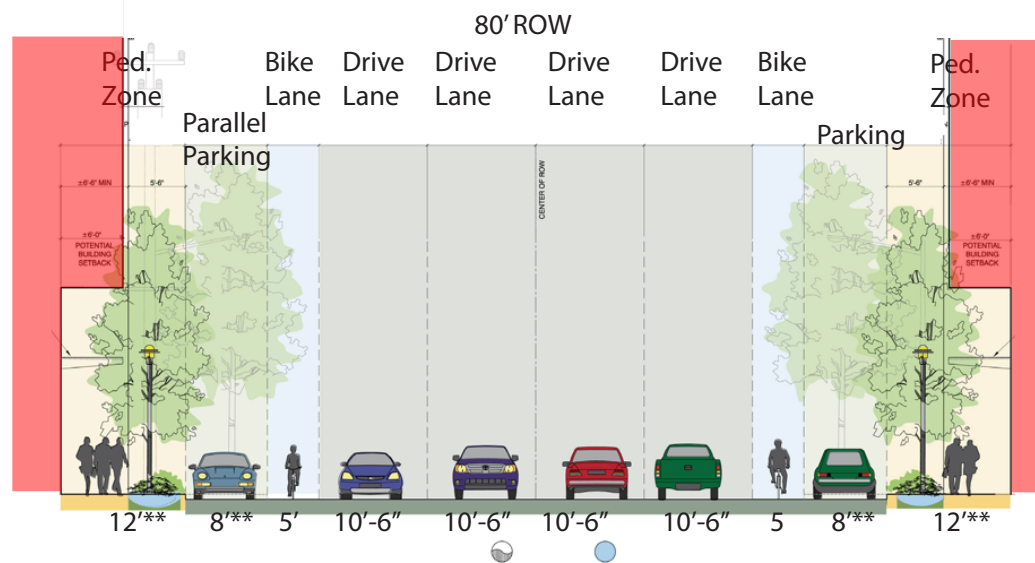
and marquee signs and sings on overhead weather protection are encouraged.

Guideline – Street Amenities

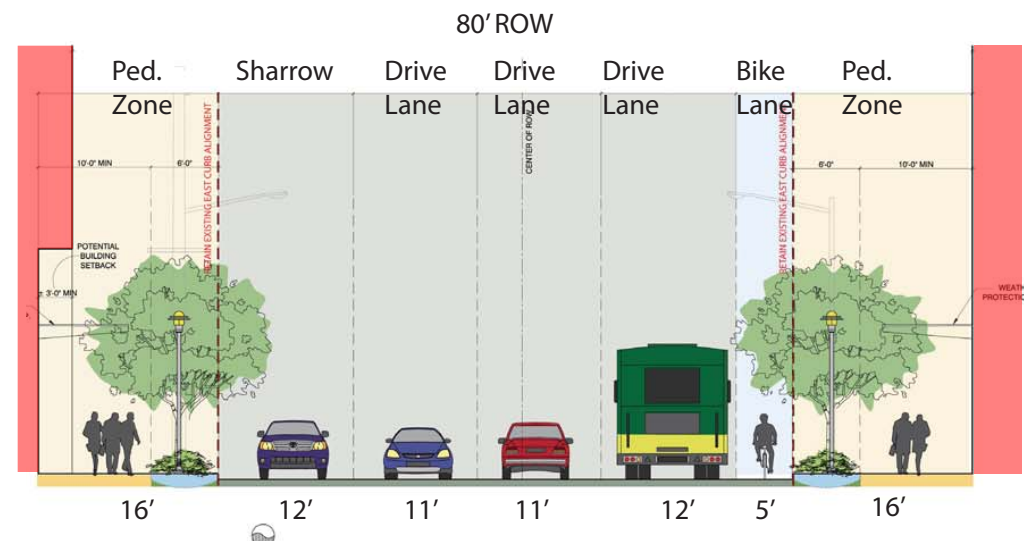
- Street-scape amenities mark the entry and serve as wayfinding devices in announcing to visitors their arrival in the commercial district. Consider incorporating the following treatments to accomplish this goal: pedestrian scale sidewalk lighting, accent pavers at corners and mid-block crossings, planters, and seating.
- Pedestrian enhancements should especially be considered in the street frontage where a building sets back from the sidewalk.

Guideline – Visual Impact of Parking Structures

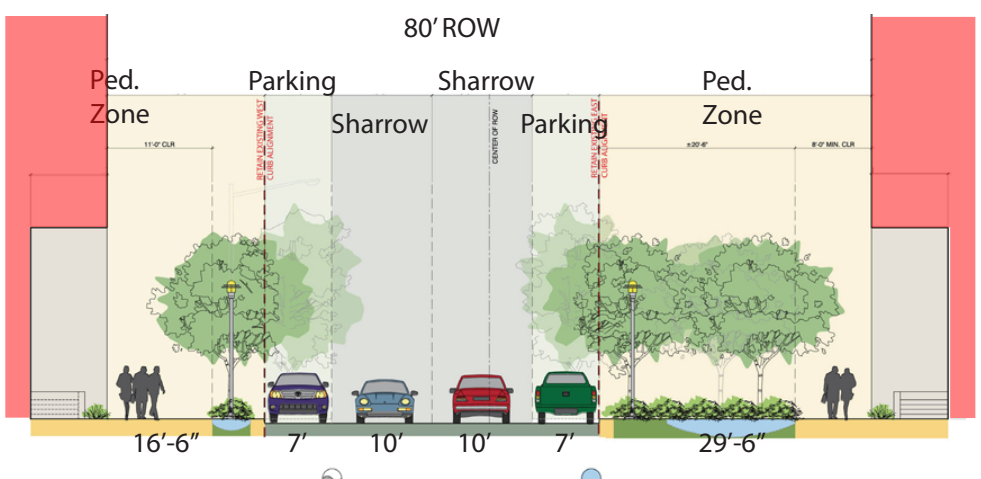
- Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.
- The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.



Fauntleroy Way SW - Proposed Street Section



SW Alaska Street - Proposed Street Section



40th Ave SW - Proposed Street Section

West Seattle Triangle - Street-scape Concept:

Street-scape Improvements

Improvements to the Street-scape in order to facilitate the creation of neighborhood green streets.

Fauntleroy Way SW (South of SW Alaska St)

The street is a major connection route for large vehicles, as well as traffic across the West Seattle bridge. Street trees, sidewalk widening, and the insertion of two bike lanes are suggested improvements.

A voluntary setback of the building or removal of street parking, would allow for the preferred sidewalk width of twelve feet.

Recommended to provide five foot bike lane and parallel parking.

SW Alaska St

SW Alaska St should be the 'main street' for the area. It leads to the West Seattle Junction, and is heavily trafficked with Metro and Sound Transit routes. It is also a future location for the Rapid Ride C Line,

Sixteen foot wide sidewalks are proposed, as well as an additional three foot main level building setback. A six foot landscaping zone allows for evenly spaced medium sized trees. The removal of on street parallel parking is also proposed.

40th Avenue SW

Proposed change from existing unclassified non-arterial street

to a well defined neighborhood green street. A wide and heavily planted landscaping zone, possible with street parks and green pockets, facilitates an active urban/residential space.

Sixteen foot wide sidewalks are proposed, as well as an additional 21.5" on the east side to accommodate the larger planting zone and street parks.



