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Project Information

Description
The project is an 8 story multi-family mixed use building with below grade parking.

Project Data

ZONE: NC3-75(M)
GROSS BUILDING AREA: 323,237 SF
RETAIL SF: 13,246 SF
UNITS: 222
PARKING: 150 SPACES

Contacts

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Architect:
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Seattle, WA 98101
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Contact: Greg Brower
1. Neighborhood Anchor

The project site is located at the intersection of Avalon and Fauntleroy marking the gateway to the West Seattle Triangle Neighborhood. This evolving and eclectic area will be home to a future light-rail station. The project comprised of two sites, hopes to establish a new retail core along 36th, creating a neighborhood anchor for current and future residents, commuters, and shoppers.

2. Activate the Streetscape

The project seeks to establish a pattern of development along 36th that promotes an active and welcoming pedestrian experience. The unusual 80ft right of way provides ample opportunity for creative sidewalk use and enhanced retail engagement.

3. Honor the Past, Plan for the Future

The current site is part of the Alki Lumber Yard, a local family-owned business with roots in West Seattle since 1921. The Sweeney family’s long-term vision for the site includes a heritage retail presence for Alki Lumber, along with ample space for curated neighborhood retail and residential capacity for 500+ neighbors. The Sweeney family sees this project as both a link to the past and a commitment to the future.
Site Overview
The history and current use of the site provided inspiration for the massing, materials and even some of the detailing of the architecture and landscape design. At EDG, the board signaled support for the preferred massing option. The building concept is loosely based on the stacked lumber form - with long horizontal facades running north-south in contrast with more irregular massing and materials on the end facades.

An open plaza is provides a terminus to the through-block connection.

A continuous 4” setback is provided along 36th. Courtyards are opened up to provide visual access to light and views.

Retail is located the entire length of 36th except at the mid block where residential entries are located.

Residential entries and amenities are located mid-block.
EDG Concept Overview

In the view, both sides of the 36th are shown for context.

STRONG MODULATION IN THE NORTH / SOUTH DIRECTION TO FORM NEIGHBORHOOD GATEWAY

SKY ALONG 36TH AVE ADD TEXTURE, DEPTH, AND A UNIQUELY RESIDENTIAL SCALE

HIGHLY TRANSPARENT AND ACTIVE GROUND FLOOR, CONTINUOUS STREET-LEVEL SETBACK AND BOARDWALK TO PROVIDE INCREASED PEDESTRIAN MOBILITY AND RETAIL ACCESSIBILITY

MASSING IS OBLIQUE TO FAUNTLEROY TO CAPTURE VIEWS OF DOWNTOWN, AND PROVIDE PRIVACY FROM FUTURE ELEVATED RAIL

STRONG BASE ALONG FAUNTLEROY YET VISUALLY OPEN

SITE

STRONG BASE ALONG AVALON YET VISUALLY OPEN

AVALON WAY SW
PRIMARY BUS ROUTE
PRIMARY VEHICULAR ROUTE WHILE BRIDGE IS DOWN
FAST, LOUD, NOT PEDESTRIAN FRIENDLY

36TH AVE SW
PROMENADE PEDESTRIAN ORIENTED SLOW
ACTIVATED STREET LEVEL NEIGHBORHOOD MAGNET LIVELY RETAIL VIBRANT

FAUNTLEROY WAY SW
PRIMARY VEHICULAR ACCESS TO WEST SEATTLE, POSSIBLE ELEVATED LIGHT RAIL LINE IN 2030

STRONG BASE ALONG FAUNTLEROY YET VISUALLY OPEN

In the view, both sides of the 36th are shown for context.
### 1. Massing

**Board Comments**
- The Board supported the applicant's preferred massing, Option 3, and discussed how Option 3's massing could be improved. 
- The Board, while they supported the applicant moving forward with Option 3, requested the applicant create a difference between this site and the site to the east. The Board encouraged the applicant to further the design so that this building design stand on its own and not replicates or mimics too closely the design of the proposed building immediately east of the site.

**Response**
- The design team has continued to develop the preferred massing concept with the Board's guidance.
- The design team has worked to differentiate the buildings with the following additions & changes:
  1. Significantly different corner and mid-block massing.
  2. Introduction of the entry pavilion
  3. Unique materials palette and window configurations.
  4. Unique retail treatment along Fauntleroy.

**Design Guidelines**

### 2. Street Level Design

**Board Comments**
- The Board requested the applicant further develop the street level design to create a highly pedestrian friendly street level.
- Agreeing with public comment, the Board was supportive of the 'boardwalk' concept, however, the Board requested an accessibility study be included at the Recommendation phase to demonstrate how the 'boardwalk' concept will be accessible to everyone.
- The Board expressed concerns about a lack of an entry sequence from the sidewalk to the unit doors.
- The Board requested the applicant provide further studies at the Recommendation phase to detail how the gateway feature at the north end of the building could be refined and further developed.
- Echoing public comment, the Board was inclined to support the upgraded 36th Avenue SW street design presented to them at the meeting, understanding that the final review and approval lies with SDOT.
- An entry pavilion has been introduced in the courtyard between the two primary massing elements. The pavilion creates a provides a strong contrast with the retail storefront along 36th and creates a prominent residential entry.

**Response**
- The design team has worked with SDOT to prioritize pedestrian use and mobility.
- The design team engaged an accessibility consultant and has adopted their recommendations to make the boardwalk and streetscape accessible and welcoming, from curb to front door.
- The 36th street level design has been revised to include more depth, texture, and landscaping elements. The west side of the building has been revised to include planting at the parapet and street level. Added modulation, canopies, signage, lighting and detailing bring depth and interest to the Fauntleroy street level facade.
- The design team has revised the south facade, increasing the depth of the modulation, adding balconies, and providing landscape screening for the unit entries. Creating a welcoming and safe entry sequence is the priority.
- The north corner of the site has been designed with a unique gateway feature and a dedicated landscape zone that welcomes residents, pedestrians and shoppers while providing a buffer from the traffic of Fauntleroy.

**Design Guidelines**
- (PL1.B, DC3.A)
- (PL2.A)
- (PL3.A, PL3.B.I)
- (PL2.I, PL2.II)
- (PL1.A.2, PL4.C.I)
- (DC2.B.2, PL1.A.2)

### 3. Alley

**Board Comments**
- The Board expressed concerns with the building's interface with the alley side (west side) of the site.

**Response**
- The units are above the alley. To provide further privacy, the window sills have been raised in this location.

**Design Guidelines**
- (PL1.A.2, CS3.A.4, DC2.I.ii)

### 4. Materials

**Board Comments**
- The Board supported the material concept shown and requested the final material design create a distinct difference between the two buildings.
- The Board also requested street level details that demonstrate the fenestration patterns and window type, the 'boardwalk', the soffit treatment of retail canopies and sign treatments.

**Response**
- The material palettes of the two buildings are different but related, giving the block a diverse, yet cohesive feel.
- The design team has developed the street level design that provides interest and diversity while still creating a legible street rhythm.

**Design Guidelines**
- (DC4.A.1)
a. The Board supported the applicant’s preferred massing, Option 3, and discussed how Option 3’s massing could be improved.

b. The Board, while they supported the applicant moving forward with Option 3, requested the applicant create a difference between this site and the site to the east. The Board encouraged the applicant to further the design so that this building design stand on its own and not replicates or mimics too closely the design of the proposed building immediately east of the site.

RESPONSE

While the West building shares a similar root concept with the East building, the sites are quite different. The design team has worked to differentiate the West building with the following series massing changes and additive elements that respond to specific site conditions:

1. Stepped massing at the courtyard corner
2. Unique street edge along Fauntleroy
3. Unique residential entry pavilion
4. Specialized treatment of the North corner retail

These massing elements help create a unique location identity for the West building.

DESIGN GUIDELINES

CS2.III Height, Bulk and Scale [WS]
CS3.A.4 Evolving Neighborhoods
DC2.A.2 Reducing Perceived Mass
CS2.I Streetscape Compatibility [WS]
CS2.II Corner Lots [WS]
CS3.I.ii Architectural Cues [WS]
f. Echoing public comment, the Board was inclined to support the upgraded 36th Avenue SW street design presented to them at the meeting, understanding that the final review and approval lies with SDOT. The Board supported the proposed speed table at the mid-block crossing and the yield street design. With 9-foot travel lanes of the yield street design, the Board noted this allows for wider sidewalks. The Board acknowledged that SDOT will determine if a mid-block crossing for pedestrians is permitted, however, the Board noted that providing the street level design and infrastructure to support such a crossing could eventually lead SDOT to warrant a pedestrian crossing at the mid-block location. The Board members stated support for a pedestrian designed street as appropriate in this area based on the future light rail service and light rail station planned for the neighborhood. The Board requested that alternative studies be provided in the recommendation packet to illustrate the street level and building designs should SDOT not approve the street plans presented to the Board.

RESPONSE
The street-level design of 36th Avenue has continued to develop in conjunction with SDOT. A number of improvements have been made to accommodate future consideration of the boardwalks. At this time there is no path to approve the boardwalks prior to SIP. In this package we show the boardwalks as the preferred option but illustrate how the building would work without them. In all cases the boardwalks would be constructed with removable elements.

RELEVANT DESIGN GUIDELINES
PL1.A.2 Adding to Public Life
PL4.C.1 Planning Ahead for Transit
CS3.A.4 Evolving Neighborhoods
CS2.I Streetscape Compatibility
CS2.II Corner Lots

EDG RESPONSE
Street Level
STREET DESIGN PROPOSED AT EDG:
These plans show the design intent for the street composition. The precise grading of the street will be determined by a civil engineer through the SIP process.
EDG RESPONSE

Street Level

BOARD GUIDANCE

a. The Board requested the applicant further develop the street level design to create a highly pedestrian friendly street level.

RESPONSE

36th has been the subject of ongoing dialog with SDOT. In coordination with SDOT we are proposing the following design features to accommodate multi-modal access and provide generous opportunities for pedestrian activity:

- Reduced roadway width
- Back-in angle in parking removed
- Speed tables at Avalon, mid-block and Oregon
- 8' sidewalk + 6' dedicated walkway on boardwalk
- 5' spill out zone
- 2' shy zone between the boardwalk and the sidewalk
- Design is compatible with neighborhood bike plan

DESIGN GUIDELINES

PL1.B Walkways and Connections
DC3.A Building/Open Space Relationship

VARIATION 1 - SHY ZONE WITH SEATING & PLANTERS
VARIATION 2 - EXPANDED SHY ZONE WITH SEAT STEPS, SEATING, & PLANTERS
VARIATION 3 - STAIR TRANSITIONS WITH INNER SEAT STEPS, SEATING & PLANTERS (PREFERRED)
EDG RESPONSE

RECOMMENDATION

Meeting Date: November 18, 2021
EDG RESPONSE

Street Level

BOARD GUIDANCE
b. Agreeing with public comment, the Board was supportive of the ‘boardwalk’ concept, however, the Board requested an accessibility study be included at the Recommendation phase to demonstrate how the ‘boardwalk’ concept will be accessible to everyone. (PL2.A)

RESPONSE
The design team engaged Studio Pacifica to consult on ways to make the streetscape accessible and welcoming to all. After an initial meeting Studio Pacifica made the following recommendations:

1. transition points
   • The slope of the sidewalk and the boardwalk level out at various intervals along 36th. These transition points must be carefully considered.
   • AMA & KPFF (Civil) will work together to ensure the running slope and the cross slope are resolved to create areas with less than 2% slope at the transition points.
   • The transition from the side walk to the boardwalk should have a smooth uninterrupted walking / rolling surface.
   • Transition points should be aligned with Retail entries where possible.
   • Transition points should be highlighted with focused signage and lighting to indicate main retail access.

2. boardwalk stairs
   The boardwalk access stairs should be revised with the following considerations:
   • The stairs should align with the path of circulation and be distinct from the “café/ furniture” zone.
   • The stairs should be narrowed and have handrails on both sides.
   • Path of circulation may be either on the inside or the outside of the boardwalk, but should be clearly defined.
   • The furniture zone should be flexible and accommodate a range of users.
   • Stairs should be illuminated with step lights, under rail lights or other lighting system to accommodate reduced-vision users.

3. walking surface
   • While everyone agrees that the wood-look boardwalk supports the over-all concept of the site, the design team needs to pay careful attention to the material selected, the transition details, the stability of the walking surface, and the gap space between the decking members.

4. accessible parking
   • The street parking stalls, whether back-in angled parking or parallel need to have periodic paved transitions to the sidewalk.

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![Diagram](image-url)
3. WALKING SURFACE - PRECEDENT IMAGES

NORTHWEST 10TH AVE BOARDWALK - PORTLAND PEARL DISTRICT
BARRIER FREE INTERFACE BETWEEN BOARDWALK AND SIDEWALK

TANNER SPRINGS - PORTLAND PEARL DISTRICT
BARRIER FREE INTERFACE BETWEEN CURB RAMPS AND BOARDWALK

SOUND TRANSIT SPRING DISTRICT STATION PLAZA
BELLEVUE (CONSTRUCTION PROGRESS PHOTO 8/4/2021)

Bike Parking Pavilion (Construction Progress Photo)

SWEENEY BLOCKS
[THE SWEENEY FAMILY & HB MANAGEMENT]
© Ankrom Moisan Architects, Inc

RECOMMENDATION
Meeting Date: November 18, 2021

SDCI Project #: 3035693-LU

EDG RESPONSE
EDG RESPONSE

Street Level

BOARD GUIDANCE
c. The Board encouraged the applicant to introduce more building modulation at street level, expanding the street canopy, and landscaping at the street level and along the west side of the building. The Board members noted that the upper floors include a lot of moves and interest; the street level should also have a similar treatment.

RESPONSE
The design team still feels a solid base along the west side of the site is the right move. It creates a feeling of stability adjacent to the busy flow of traffic along Fauntleroy and provides a streamlined base in contrast with the exaggerated upper level massing and modulation. To respond to the Board’s guidance the design team has made the following improvements:

- Fenestration bays increased from 3 to 4
- Fenestration bays inset 2’
- Added street level planting
- Added parapet planting
- Added canopies
- Added specialty retail signage
- Added decorative and functional lighting

DESIGN GUIDELINES
PL1.A.2 Adding to Public Life
PL2.C Weather Protection
PL2.I Human Scale
PL2.II Pedestrian Open Spaces
STAIRS AND LANDSCAPING AT BOARDWALK GRADE CHANGES HELP DEFINE ZONES FOR FURNITURE VS CIRCULATION

TRANSITION POINT

GRADING TO BE FINALIZED DURING THE SIP PROCESS

TRANSITION POINT

STAIRS AND LANDSCAPING AT BOARDWALK GRADE CHANGES HELP DEFINE ZONES FOR FURNITURE VS CIRCULATION

TRANSITION POINT

METAL RAILING

METAL PLANTERS IN SHY ZONE

WOOD BENCHES IN SHY ZONE

EDG RESPONSE

Street Level - Preferred
EDG RESPONSE

Street Level without Boardwalks - Baseline Condition

SDOT GUIDANCE

Building design must work with or without the boardwalks.

WOOD BENCHES IN SETBACK

SIGNAGE AT RETAIL ENTRIES

GRADING TO BE FINALIZED DURING THE SIP PROCESS

+ 24/69
EDG RESPONSE

Meeting Date: November 18, 2021
EDG RESPONSE
Street Level - Baseline Design

17'-0"
Street Level With Boardwalks - Preferred

EDG RESPONSE

Meeting Date: November 18, 2021
BOARD GUIDANCE

d. Along the south building facade facing Oregon Street, the Board expressed concerns about a lack of an entry sequence from the sidewalk to the unit doors. The Board requested the applicant address this by establishing a hierarchy of entry details from the sidewalk to the front door of the ground level units. The Board members requested that safety factors be considered in light of introducing more landscaping. While landscaping may be appropriate, the Board directed the applicant to study the introduction of a landscaping element that would create a distinct entry from the sidewalk and not introduce a potential safety and security issue.

RESPONSE

The unit entry sequence along Oregon has been updated and enhanced with the following design elements:

- Additional landscaping is provided at the sidewalk elevation to buffer the sidewalk from the unit patios.
- Low fencing has been added to provide a sense of privacy while maintaining sight-lines for security.
- Separate zones for circulation vs seating
- Specialty pavement to differentiate sidewalk from patio.

DESIGN GUIDELINES

PL3.A Entries
PL3.B.1 Security & Privacy
PL3.B.2 Ground Level Residential
The unit entry sequence along Oregon has been updated and enhanced with the following design elements:

• Additional landscaping is provided at the sidewalk elevation to buffer the sidewalk from the unit patios.

• Low fencing has been added to provide a sense of privacy while maintaining sight-lines for security.

• Separate zones for circulation vs seating

• Specialty pavement to differentiate sidewalk from patio.
LOW FENCING
ADDITIONAL LANDSCAPING AT SIDEWALK ELEVATION
SPECIALTY PAVEMENT
SEPARATE ZONES FOR CIRCULATION VS SEATING

EDG RESPONSE
Meeting Date: November 18, 2021

Street Level - Oregon
EDG RESPONSE

Street Level

BOARD GUIDANCE

e. The Board supported the ground level feature at the north end of the site noting that it acted as a gateway feature from Fauntleroy Way. The Board requested the applicant provide further studies at the Recommendation phase to detail how the gateway feature could be refined and further developed. The Board noted the current proposal in the packet seems underdeveloped and should incorporate canopies and be a pedestrian friendly environment.

RESPONSE

The design team has continued to develop the North corner as a gateway feature for the site. The following changes have been made:

1. Distinctive entry canopy & signage at the corner
2. Operable door has been added to the corner facing 36th to encourage pedestrian/retail activation in nice weather.
3. Low landscaping has been added between the boardwalk and sidewalk along 36th which wraps the corner to provide a buffer from Fauntleroy while still allowing visibility.
4. The floor level of the retail has been lowered to better meet sidewalk grade at the corner of 36th and Fauntleroy and a wider stairway welcomes pedestrians.
5. The Sweeney family flag pole will be relocated from the existing lumber yard and used as a gateway feature.
6. Balconies have been added at the upper levels to activate the upper massing and take advantage of city views.

DESIGN GUIDELINES

PL2.I (WS) Human Scale
PL2.II (WS) Pedestrian Open Spaces
PL3.A Entries
CS2.II Corner Lots
An operable wall feature is part of the corner retail. The design team studied options for locating the operable wall.

**OPTION 1**

The first option places the operable wall in the most prominent location directly on the north facade. While this location is most visible, it would also be the loudest as it faces the traffic from Fauntleroy. In addition, the operable wall will only be used seasonally.

**OPTION 2 PREFERRED**

By placing the main entrance on the north facade and moving the operable wall to 36th, several goals are accomplished:

- A prominent canopy and sign face the main flow of traffic
- The main retail front door will be highly visible in all directions
- The operable wall faces the boardwalk, providing opportunity for retail/pedestrian interaction.
EDG RESPONSE

Street Level

BOARD GUIDANCE

g. The Board had concerns with the blank wall condition for the east facing wall between the lobbies at the through block connection. The Board requested the applicant provide further details at the Recommendation phase to address the blank wall condition and introduce elements to enable activity to take in the plaza.

RESPONSE

At EDG there was a large bank wall at the back side of the courtyard along 36th. The design team proposes to fill this space with a single-story residential entry pavilion. Not only does this small structure provide a focal point for the terminus of the through block connection, it also simplifies the internal circulation between the elevator cores.

The pavilion with its wood post porch picks up on the theme of the lumber yard, while using completely unique detailing. The planted roof provides an outdoor residential amenity at level three.

DESIGN GUIDELINES

DC2.B.2 Blank Walls
PL1.A.2 Adding to Public Life
PL2.I (WS) Human Scale
PL2.II (WS) Pedestrian Open Spaces

COURTYARD AT EDG

CURRENT COURTYARD

POST BASE ATTACHMENT DETAIL
The Board expressed concerns with the building’s interface with the alley side (west side) of the site. The concerns focused on the two alley-side residential units and the presence of the west facing facade on Fauntleroy Way. The Board requested details at the Recommendation phase to include a material and composition study of the west facade due to its visibility from Fauntleroy Way. For the two residential units on Level Two along the alley, the Board’s noted that the units were located in an area that appeared rather hostile for future residents. The Board requested the applicant include a study of how to soften the edge of these two units along the alley. The Board suggested introducing landscaping, balconies, and additional setbacks for these units to provide relief from being located right at the alley line.

The design team is proposing board-formed concrete finish for the base of the Fauntleroy side of the building wrapping into the alley. Board-formed concrete gives the durability required along Fauntleroy and the alley while supporting the overall material concept of the project. The window sills of the units facing the alley have been raised to be 2’ above finish floor to mitigate the impact of sound and light from alley traffic.

**DESIGN GUIDELINES**

- PL1.A.2 Adding to Public Life
- CS3.A.4 Evolving Neighborhoods
- DC2.Ii Cohesive Architectural Concept

The project team has recently received a Variance from SDOT to reduce the required height above the alley dedication. This will greatly simplify the structure of the building, while maintaining the same massing concept. The inset “gasket” between the upper massing and the podium will remain.
EDG RESPONSE

Materials

BOARD GUIDANCE

a. The Board generally supported the material concept shown and the Board requested the final material design create a distinct difference between the two buildings. The Board noted the same material combinations appeared to be applied to this building and the building to the east. While the material palettes can be similar, the two buildings should look distinct from one another.

The Board also noted the final material application should include more wood, as it relates to the concept proposed for the building and the history of the site, along with other high-quality materials that relate to wood.

RESPONSE

While the buildings share a similar concept, a multitude of colors, textures and patterns are used to create distinct identities for each building. At the north end of the site the upper massing of the subject building uses a lighter material palette with a white window frame and light balconies in contrast with the East Building which uses a darker palette with a dark window. The buildings will look related but unique.

Real wood is used at the street level and throughout the landscaping. Higher on the building we are planning to use products that looks like wood but have a fire rating that works with the Type IIIA construction. For the “wood-look” material we are using at products that provide texture in addition to a wood pattern.

DESIGN GUIDELINES

DC4.A.1 Exterior Finish Materials
EDG RESPONSE
Materials

BOARD GUIDANCE
b. The Board requested the applicant provide material details at the recommendation meeting, focusing on the street level treatment. The Board also requested street level details that demonstrate the fenestration patterns and window type, canopy, the ‘boardwalk’, the soffit treatment of retail canopies and sign treatments.

RESPONSE
Canopies:
The existing shed canopies on the site are an iconic part of the Alki Lumber Yard. We intend to use similar canopy detailing to honor the look and feel of this historic business. Specialty canopies are used at the main entrance to the market hall space and at the main residential entry.

Storefront:
Black storefront with wood doors is used for the retail. Louver band is hidden where possible above the canopy and below the soffit.

Light bronze storefront is used at the main residential entry

DESIGN GUIDELINES
(DC4.A.1)
19. Wood slats

Existing on-site barn door inspiration

- Building signage
- Wood slats
- Light bronze storefront
- Planters

Specialized retail entry
- Black storefront
- Wood slat soffit entry canopy
- Metal planters
There are (4) canopy types proposed for this project.

**CANOPY 1:**
Exposed framing with corrugated decking. The existing shed canopies on the site are an iconic part of the Alki Lumber Yard. Retail canopies along 36th are to have similar canopy detailing to honor the look and feel of this historic business.

**CANOPY 2:**
C-channel edge with wood slat soffit. Retail canopies along Fauntleroy are thicker and more substantial to complement the solid building base adjacent to the busy flow of automobile traffic along Fauntleroy.

**CANOPY 3:**
Angled indoor/outdoor wood and steel structure. A specialty canopy is used at the main entrance to the market hall space. The canopy soffit is clad in wood slats which extends into the retail space and onto the adjacent wall.

**CANOPY 4:**
Exposed wood framing with wood slat SOFFIT. A specialty canopy is used at the main residential entry. The canopy soffit is clad in wood slats which also turns onto the adjacent wall.
<table>
<thead>
<tr>
<th>CERACLAD</th>
<th>1. ANTIQUE SAWN ASH</th>
<th>3. CAST STRIPE CHARCOAL</th>
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<tr>
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<td>2. ANTIQUE SAWN AMBER</td>
<td>4. BOARD-FORMED CONCRETE</td>
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<tr>
<td>WOODTONE</td>
<td>5. CARIBOU TRAILS</td>
<td>7. WHITE RAPIDS</td>
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<td>6. SUMMER WHEAT</td>
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WINDBOWS & STOREFRONT
15. ALUMINUM STOREFRONT BLACK
16. ALUMINUM STOREFRONT LIGHT BRONZE
17A. VINYL WINDOW SILVER
17B. VINYL WINDOW WHITE
18. VINYL WINDOW BLACK

WOOD
19. WOOD SLATS
20. WOOD SIDING
EDG RESPONSE

4a. Materials
BUILDING DOCUMENTATION

North Elevation

NORTH ELEVATION

WOODTONE

1. WOODTONE SUMMER WHEAT
2. WOODTONE CARIBOU TRAILS
3. BOARD-FORMED CONCRETE
4. WOODTONE CARIBOU TRAILS
5. WOODTONE SUMMER WHEAT

CERACLAD

1. CERAACLAD ANTIQUE SAWN ASH
2. CERAACLAD CAST STRIPE CHARCOAL
3. CERAACLAD ANTIQUE SAWN AMBER
4. BOARD-FORMED CONCRETE
5. WOODTONE SUMMER WHEAT

CERAACLAD

6. WOODTONE SUMMER WHEAT
7. WOODTONE WHITE RAPIDS

HARDIE PANEL

8. PAINT TO MATCH SUMI
9. CERAACLAD SMOOTH SUMI
10. CERAACLAD SMOOTH SILVER
11. CERAACLAD SMOOTH PEARL
12. PAINT TO MATCH SILVER
13. PAINT TO MATCH PEARL
14. PAINT TO MATCH SUMI

WINDOWS & STOREFRONT

15. ALUMINUM STOREFRONT LIGHT BRONZE
16. ALUMINUM STOREFRONT BLACK
17. VINYL WINDOW SILVER
18. VINYL WINDOW WHITE
19. VINYL WINDOW BLACK
20. WOOD SLATS

WOOD

17A. VINYL WINDOW WHITE
17B. VINYL WINDOW BLACK
18. VINYL WINDOW WHITE
19. VINYL WINDOW BLACK
20. WOOD SLATS
South Courtyard Elevations

West elevations:
- Level 3: 259' - 3 1/2"
- Level 4: 269' - 3 1/2"
- Level 5: 279' - 0 1/2"
- Level 6: 288' - 9 1/2"
- Level 7: 298' - 6 1/2"
- Level 8: 310' - 0"
- Roof: 321' - 1"
- Max Height: 323.00'

South elevation:
- Level 3: 259' - 3 1/2"
- Level 4: 269' - 3 1/2"
- Level 5: 279' - 0 1/2"
- Level 6: 288' - 9 1/2"
- Level 7: 298' - 6 1/2"
- Level 8: 310' - 0"
- Roof: 321' - 1"
- Max Height: 323.00'

Nord elevation:
- Level 3: 259' - 3 1/2"
- Level 4: 269' - 3 1/2"
- Level 5: 279' - 0 1/2"
- Level 6: 288' - 9 1/2"
- Level 7: 298' - 6 1/2"
- Level 8: 310' - 0"
- Roof: 321' - 1"
- Max Height: 323.00'

SWEENEY BLOCKS
[THE SWEENEY FAMILY & HB MANAGEMENT]
© Ankrom Moisan Architects, Inc

RECOMMENDATION
Meeting Date: November 18, 2021

SDCI Project #: 3035693-LU
BUILDING DOCUMENTATION
East-West Sections
Levels 5-6 (4 & 7 Similar)
Lighting

1. Warehouse Shade Pendants - Mounted under canopies at circulation intersections. Spectrum Lighting- WS1812LW

2. Surface Mounted Downlights - Slim profile surface mounts under canopy. DMF Lighting- DRDSS

3. Decorative Wall Sconce - Decorative sconce at residential unit entry doors. WAC Lighting- MOD

4. Tree Uplights - In-grade adjustable uplights to accent landscape features. WAC Lighting- 5032

5. Linear Canopy Lights - Recessed linear lights at wood soffit canopies. FineLite- HP-4 WL R

6. Up/Down Architectural Sconce - Column mounted sconce with up/down light. WAC- Tube 5" Double

7. Ingrade Uplights - Ingrade uplights at entry canopy and signage. WAC- 5032

8. Wall Packs - Wall mount for general illumination in alley. WAC- FIN
Signage
RETAIL SIGNAGE TO MARK THE TRANSITIONS FROM SIDEWALK TO BOARD WALK

RETAIL SIGNS BY TENANTS

ADDRESS LOCATION SIGNS

RETAIL BRANDINGS

BIKE PARKING

RESIDENTIAL PARKING ENTRY

RECOMMENDATION

Meeting Date: November 18, 2021

OPTION A

RETAIL SIGNAGE

OPTION B

LOCATION OPTIONS

The historic LUMBER sign will be re-purposed (or recreated, depending on condition) as an artistic site feature.

OPTION C

SWEENEY BLOCKS

[THE SWEENEY FAMILY & HB MANAGEMENT]

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SDCI Project #: 3035693-LU
Overall Site Plan
West Building - Podiums
LANDSCAPE

Hardscape & Furnishings - Public Realm

1. CONCRETE SIDEWALK - RIGHT OF WAY
2. CIP CONCRETE PAVING - SPECIALTY RETAIL
3. CIP CONCRETE PAVING - RESIDENTIAL ENTRIES
4. WOOD BOARDWALKS & STEPS
5. WOOD SEATING & METAL PLANTERS - SHY ZONE
6. WOOD OR CONCRETE WALLS & SEATING ELEMENTS
7. PRIVACY SCREENS / GUARDRAILS & GATE
8. BIKE RACKS
Hardscape & Furnishings - Public Realm

1. CONCRETE SIDEWALK - RIGHT OF WAY
2. CIP CONCRETE PAVING - SPECIALTY RETAIL
3. CIP CONCRETE PAVING - RESIDENTIAL ENTRIES
4. WOOD BOARDWALKS & STEPS
5. WOOD SEATING & METAL PLANTERS - SHY ZONE
6. WOOD OR CONCRETE WALLS & SEATING ELEMENTS
7. PRIVACY SCREENS / GUARDRAILS
8. BIKE RACKS
PLANTING TYPES LEGEND
- STREET TREES
- STREESCAPE
- ON-SITE RETAIL PLANTINGS
- ON-SITE RESIDENTIAL PLANTINGS

LANDSCAPE

Planting - Public Realm

[Diagram showing planting types along streets and alleys]
**STREET TREES**

- Moraine Sweetgum
- Tupelo
- Gingko Princeton Sentry
- Japanese Stewartia

**STREETSCAPE**

**SHRUBS**
- Boxleaf Honeysuckle
- Dwarf Sweetbox
- Russian Sage

**GROUNDCOVERS & PERENNIALS**
- Beach Strawberry
- Carex
- Deer Fern
- Fountain Grass
- Helianthemum
- Kinnikinnick
- Redwood Sorrel
- Salvia
- Sword Fern
- Yarrow
ON-SITE RETAIL PLANTINGS

SHRUBS & SMALL TREES
- Evergreen Huckleberry
- Himalayan Sweetbox
- Kelseyi Dogwood
- Mahonia
- Privet Honeysuckle
- Red Flowering Current
- Russian Sage
- Salal
- Vine Maple

GROUNDCOVERS & PERENNIALS
- Astilbe
- Beach Strawberry
- Black Flowering Fountain Grass
- Carex
- Deer Fern
- Dwarf Fountain Grass
- Geranium
- Helianthemum
- Japanese Forest Grass
- Japanese Spurge
- Kinnikinnick
- Lily of the Nile
- Redwood Sorrel
- Sword Fern
- Yarrow

Layered planting, low at sidewalk edge and taller at building facade.
Low mix of grasses, perennials, and groundcovers that maintain sight lines and include pollinator species.
Small trees at building facade where shown.
Low plantings at glazing.

Mix of evergreen at deciduous planting.
Layered textures and colors.
Shade tolerant plants below building awnings where north and east exposures.
Seasonal interest and color.
ON-SITE RESIDENTIAL PLANTINGS

**SHRUBS & SMALL TREES**
- Himalayan Sweetbox
- Indian Plum
- Dart's Gold Ninebark
- Red Flowering Current
- Serviceberry
- Tall Mahonia
- Vine Maple
- Mountain Hemlock

**PERENNIALS & GROUNDCOVERS**
- Astilbe
- Columbine
- Deer Fern
- Lily of the Nile
- Kinnikinnick
- Redwood Sorrel
- Sword Fern
- Soft Shield Fern
- Salal
- Tufted Hairgrass

Mix of grasses, perennials, and groundcovers with small trees

Small trees and low planting layer on residential side to maintain public sidewalk

Shade tolerant planting where north and east exposures.

Fern texture at ground plane
Hardscape & Furnishings - Podiums & Roof Terrace

1. Pavers
2. Decking
3. Raised Planters
4. Built-in Furnishings
5. Moveable Furnishings
6. Dog Area
LANDSCAPE

Planting - Podiums & Roof Terrace

PLANTING TYPES LEGEND

PODIUM & ROOF TERRACE PLANTINGS

PODIUM

ROOF TERRACE

FAUNTLEROY WAY SW
ALLEY
36TH AVE SW

FAUNTLEROY WAY SW
ALLEY
36TH AVE SW

SW OREGON STREET

SW OREGON STREET
PODIUMS & ROOF TERRACES

SHRUBS & TREES
- Birch
- Flowering Dogwood
- Mexican Orange
- Mountain Hemlock
- Rhododendron
- Serviceberry
- Stewartia
- Vine Maple

PERENNIALS & GROUNDCOVERS
- Deer Fern
- Evergreen Huckleberry
- Fountain Grass
- Hairy Manzanita
- Heather
- Japanese Tassel Fern
- Lemon Candy Dwarf Ninebark
- Liriope
- Lupine
- Mexican Feather Grass
- Oxalis
- Rudbeckia
- Salal
- Salvia
- Sedum
- Sword Fern
- Tufted Hairgrass
- Yarrow

Planting - Podiums & Roof Terrace

- Small trees mixed with shrubs and grasses in planters
- Mix of grasses, perennials, and groundcovers with medium height shrubs
- Mix of grasses, perennials, and groundcovers with medium height shrubs
- Mix of deciduous and evergreen shrubs with seasonal interest
- Small trees with textured underplanting
- Grasses and perennials with textural contrast
DEPARTURES
DEPARTURES

Departure 1 - Upper-Level Setback

CODE:
SMC 23.47A.014.C.1
Upper-level setbacks for street-facing facades. For zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 ft.
No more than 20% of the structure that must be setback may be less than 5 ft.

REQUESTED DEPARTURE:
36th AVE SW LEVEL 8
Average setback reduced from 8’ to 1.83’
Greater than 20% of the structure on Avalon and 36th will be set back less than 3 ft from the lot line.

RATIONALE:
The departure will allow us to better meet the design guidelines and allow the project to further enhance the pedestrian environment along 36th Ave SW by providing additional space for improvements at the street levels including cafe seating, retail spill out space, and retail platforms that engage the sidewalk. 36th Ave SW will primarily be experienced at the street level so the project looks to emphasize this space. The street wall is broken down with the through-block and inclusion of cafe seating, canopies, human-scaled platforms of varying heights and planting strips along 36th Ave SW. As stated in the West Seattle Neighborhood design guideline PL2.I, departure requests are appropriate to recover development potential lost from inclusion of ground level open spaces.

RELEVANT DESIGN GUIDELINES:
CS2.J. STREETSCAPE COMPATIBILITY [WS]
PL3.I HUMAN ACTIVITY [WS]
PL2.II PEDESTRIAN OPEN SPACES [WS]

AVERAGE SETBACK CALCULATIONS

LEVEL 8: REQUIRED AVERAGE SETBACK: 8’
PROVIDED AVERAGE SETBACK: (31’-10”X15’ + 130’-2”X0’ + 15’-2”X15’) / 177’-2”
(180 + 0 + 330) / 239.51 = 8.5’ DEPARTURE REQUESTED

LEVEL 7: REQUIRED AVERAGE SETBACK: 8’
PROVIDED AVERAGE SETBACK: 477.5’ / 177.17 = 2.7’ DEPARTURE REQUESTED

LEVEL 6: REQUIRED AVERAGE SETBACK: 8’
PROVIDED AVERAGE SETBACK: 515.5’ / 177.17 = 2.9’ DEPARTURE REQUESTED

LEVEL 5: REQUIRED AVERAGE SETBACK: 8’
PROVIDED AVERAGE SETBACK: 515.5’ / 177.17 = 2.9’ DEPARTURE REQUESTED

LEVEL 4: REQUIRED AVERAGE SETBACK: 8’
PROVIDED AVERAGE SETBACK: 477.5’ / 177.17 = 2.7’ DEPARTURE REQUESTED

LEVEL 3: REQUIRED AVERAGE SETBACK: 8’
PROVIDED AVERAGE SETBACK: 297’ / 177.17 = 1.7’ DEPARTURE REQUESTED

LEVEL 2: REQUIRED AVERAGE SETBACK: 8’
PROVIDED AVERAGE SETBACK: 297’ / 177.17 = 1.7’ DEPARTURE REQUESTED

LEVEL 1: REQUIRED AVERAGE SETBACK: 8’
PROVIDED AVERAGE SETBACK: 297’ / 177.17 = 1.7’ DEPARTURE REQUESTED

LEVEL 8 - DEPARTURE

LEVEL 7 - DEPARTURE

LEVEL 6 - DEPARTURE

LEVEL 5 - DEPARTURE

LEVEL 4 - DEPARTURE
Departure 1 Upper-Level Setback

RATIONAL FOR DEPARTURE

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<tr>
<th>LEVEL</th>
<th>REQUESTED DEPARTURE</th>
<th>GROUND LEVEL VOLUNTARY SETBACK</th>
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</table>
DEPARTURES

Departure 2 - Blank Facade

CODE:

SMC 23.47A.008.A2 BLANK FACADES
A. Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.
B. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

REQUESTED DEPARTURES:

The following departures are requested on the facade facing Oregon Ave SW.
A. A departure is requested to allow a blank wall that is 34'-11", exceeding the allowable blank wall length by 14'-11".
B. A departure is to allow the total of all blank wall segments of the facade of the structure along the street to equal 46.83%, exceeding the allowable total length by 6.83%.

RATIONALE:

The design of the Oregon Ave SW facade is intended to be quiet and residential. The building is set back 15'-0" from the property line and the ground level units are provided with gracious private patios. The steep slope of Oregon means that a portion of the blank facade measured at 5’ above sidewalk grade aligns with the building floor level and are therefore technically considered blank per the language of the code.

The proposed design better meets the design guideline CS1.C.1 Topography Land Form by using the natural topography and/or other desirable land forms or features to inform the project design.

RELEVANT DESIGN GUIDELINES:

CS1.C.1 TOPOGRAPHY LAND FORM
PLS B.1 SECURITY & PRIVACY

BLANK FACADE CALCULATIONS

A. BLANK FACADE SEGMENT
BLANK SEGMENTS OF THE STREET-FACING FACADE BETWEEN 2 FEET AND 8 FEET ABOVE THE SIDEWALK MAY NOT EXCEED 20 FEET IN WIDTH
BLANK FACADE SEGMENT: 34'-11" (NOT COMPLIANT) DEPARTURE REQUESTED

B. BLANK FACADE LENGTH
PROVIDED BLANK FACADE: (34'-11" + 7'-2" + 2-0 1/2" + 4'-8 1/2" + 1-10") / 108'-4 1/2" 34.52 x 7.17 x 2.04 x 4.79 x 1.83 / 108.38 50.75 / 108.38
TOTAL OF ALL BLANK FACADES: 46.83% (NOT COMPLIANT) DEPARTURE REQUESTED
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.

DC2.Ii ARCHITECTURAL CONCEPT [WS]

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.

DC2.A.2 REDUCING PERCEIVED MASS

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

PROJECT DESIGN RESPONSE

The preferred option follows the West Seattle design guideline PL1.I which recommends the ground level is setback from the front property line.

PL1 CONNECTIVITY

PL1.A.2 ADDING TO PUBLIC LIFE

Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections.

PL1.I HUMAN ACTIVITY [WS]

Proposed development is encouraged to set back from the front property line.

PROJECT DESIGN RESPONSE

The project sets back at the ground level along the full length of 36th Ave SW to enhance the pedestrian environment. Curb bulbs are proposed. A street-level courtyard (West site) and voluntary through-block connection (East site) is proposed to further enhance the public life in the neighborhood.

PL2 WALKABILITY

PL2.I.i HUMAN SCALE [WS]

i. Overhead weather protection should be functional and appropriately scaled and contribute positively to the design of the building with appropriate proportions and character.

PL2.II PEDESTRIAN OPEN SPACES [WS]

Incorporate open spaces to create breaks in the street wall and encourage movement through the site. Design Review Board is willing to entertain departure requests to recover development potential lost at the ground level.

PROJECT DESIGN RESPONSE

Proposed development is encouraged to set back from the front property line.

PL2.I HUMAN SCALE [WS]

The project proposes overhead weather protection along 36th Ave SW and at retail entries along SW Avalon Way. The canopy steps down to match the continuous slope of 36th. The proposed design provides at grade plazas to break up the street wall and encourage pedestrian mobility through the site.

PL3 CONNECTIVITY

PL3.A.2 ADDING TO PUBLIC LIFE

Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections.

PL3.I HUMAN ACTIVITY [WS]

Proposed development is encouraged to set back from the front property line.

PROJECT DESIGN RESPONSE

The project is influenced both by the existing Rapid Ride transit stop on 35th Ave SW (along with the associated through-block provided by the neighboring Aura apartments) and by the future light rail station to the north of the site. Lobby entries, retail space, open plazas and through-blocks have been coordinated to take advantage of important existing and future transit nodes.

PL4 ACTIVE TRANSPORTATION

PL4.C.1 INFLUENCE ON PROJECT DESIGN

Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for place-making, and/or suggest logical locations for building entries, retail uses, open space, or landscaping.

PROJECT DESIGN RESPONSE

The project is influenced both by the existing Rapid Ride transit stop on 35th Ave SW (along with the associated through-block provided by the neighboring Aura apartments) and by the future light rail station to the north of the site. Lobby entries, retail space, open plazas and through-blocks have been coordinated to take advantage of important existing and future transit nodes.
CS2 URBAN PATTERN AND FORM

CS2.I. STREETSCAPE COMPATIBILITY [WS]

A pedestrian-oriented streetscape is perhaps the most important characteristic. Reduce the scale of the street wall with well organized commercial and residential bays and entries. Provide recessed entries and ground-related small open spaces.

PROJECT DESIGN RESPONSE

One of the project goals is to provide a rich pedestrian-oriented streetscapes. 36th Ave SW is envisioned as a busy retail street with the ground levels setback from the property line. Spill out platforms are proposed to provide ample retail engagement for the sloping street. Open street-level plazas help identify residential entries. Oregon St. is envisioned as a quieter residential street with stoops or private patios between the building and the sidewalk.

CS2 II CORNER LOTS [WS]

Pedestrian activities are concentrated at street corners. New buildings should reinforce street corners, while enhancing the pedestrian environment. Set back corner entries to facilitate pedestrian flow. Building forms and design elements and features at the corner of key intersections should create gateways for the neighborhood.

PROJECT DESIGN RESPONSE

The project sets back and promotes pedestrian flow at all street corners. Although the corner of Fauntleroy Way SW, SW Avalon Way and 36th Ave SW isn’t a listed gateway, this corner has a strong visual presence from Fauntleroy and the future light rail station. The project uses a strong vertical expression to mark the corners and identify the entry to the West Seattle triangle neighborhood.

CS2.III HEIGHT, BULK AND SCALE [WS]

iv. The arrangement of architectural elements, materials and colors should aid in mitigating height, bulk and scale impacts, particularly at the upper levels. For developments greater than 65 feet in height, a strong horizontal treatment should occur at 65 ft.

PROJECT DESIGN RESPONSE

The arrangement of materials and form work in concert to clearly delineate use within the building. The street level retail is distinct from the upper level residential. Balconies, bays, insets, and varied window groupings are used to mitigate the height, bulk and scale of the massing.

CS3.A.4 EVOLVING NEIGHBORHOODS

In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

CS3.I.i ARCHITECTURAL CUES [WS]

New mixed-use development should respond to architectural features common in the Junction’s best storefront buildings.

PROJECT DESIGN RESPONSE

One of the main goals of this project is to help establish a new pattern of development in the neighborhood. The introduction of the colonnade, distinctive canopy, and retail platforms, help outline a common design language for 36th Ave.

The site is not near the retail core of West Seattle, so instead we draw architectural inspiration from some of the vernacular language found on the existing site, most notably the sheds used to protect the wood stacks, the barn doors, and the variety of textures found at the lumber yard.
APPENDIX

NEIGHBORHOODS

The site lies at the intersection of Fauntleroy Way SW and SW Avalon Way, two of the main entry points to the West Seattle Junction Area. The immediate neighborhood, known as the West Seattle Triangle, as designated by the Seattle Office of Planning and Community Development, has as a mix of retail, multi-family residential, and institutional uses. It is bounded by major arterials - Avalon Way SW, 35th Ave SW, Fauntleroy Way SW, Alaska, providing the main access routes to and from West Seattle.

The future of the neighborhood will be greatly determined by the introduction of the light-rail to West Seattle in 2030.
KING COUNTY PARCEL NUMBERS
0952004465, 0952004475, 0952004494, 0952004495, 0952004525

CROSS STREETS
Fauntleroy Way SW, SW Avalon Way, 36th Ave SW and SW Oregon St

ZONE: NC3-75 (M)

URBAN VILLAGE: West Seattle Junction Urban Village

OVERLAY DISTRICT: None

ZONING CODE
SMC 23.47A Neighborhood Commercial
23.54 Parking and Solid Waste

DESIGN GUIDELINES
Seattle Design Guidelines
West Seattle Junction Neighborhood Design Guidelines

PARKING
Parking is not required in an urban village

FAR
Max 5.5, Min 2

SITE AREA
34,701 sf
APPENDIX

SURVEY

LEGAL DESCRIPTION

4440 Fauntleroy Way SW
Parcel #095200-4465
Parcel #095200-4475
BOSTON COMPANYS PLAT OF W S LESS ST

4443 36th Ave SW
Parcel #095200-4494
Parcel #095200-4495
BOSTON COMPANYS PLAT OF W S

4457 36th Ave SW
Parcel #095200-4525
BOSTON COMPANYS PLAT OF W S
**SEATTLE MUNICIPAL CODE**

### CODE SECTION

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<td>SEE TABLE 23.47A.004</td>
<td>FOR THE PURPOSE OF THIS STUDY ALL RESIDENTIAL AND COMMERCIAL USES PERMITTED</td>
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<tr>
<td>SMC 23.47A.005</td>
<td>STREET LEVEL USES</td>
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<tr>
<td>SMC 23.47A.008</td>
<td>STREET-LEVEL DEVELOPMENT STANDARDS</td>
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<tr>
<td>SMC 23.47A.012</td>
<td>STRUCTURE HEIGHT - 75' (MEASURED FROM GRADE PLANE)</td>
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<tr>
<td>SMC 23.47A.013</td>
<td>FLOOR AREA RATIO</td>
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### DESCRIPTION

- **SMC 23.47A.004**
  - Permit uses for the purpose of this study all residential and commercial uses permitted. Live work units shall be deemed non-residential.

- **SMC 23.47A.005**
  - Street level parking may not abut a street-facing façade.

- **SMC 23.47A.008**
  - Blank segments of the street-facing façade between 2' and 8' above the sidewalk may not exceed 20' in width.
  - The total of all blank façade may not exceed 40% of the width of the façade of the structure along the street.
  - Street level street facing façades must be located with in 10' of the street lot line unless plazas or other open spaces are provided.
  - For non-residential uses: 60% of the street facing façade between 2' and 8' above the sidewalk must be transparent.
  - Retail depth: Non-residential uses greater than 600sf must extend an average of 30' deep and a minimum of 15' deep and have a minimum floor to floor height of 13'.
  - At least one of the street-level, street-facing façades containing a residential use shall have a visually prominent pedestrian entry.
  - Residential uses at street level shall be set back 10' or be at least 4' below or 4' above the sidewalk.
  - Live work units:
    1. Street-level, street-facing live work units are subject to blank façade limits, transparency, and depth requirements of SMC23.47A.008 A & B.
    2. The non-residential area of unit must be minimum 300 sf, minimum 15' deep, extend the length of the street facade to separate the street from the residential portion. All residential features such as kitchen, sleeping, bathrooms with shower must be separated.
    3. Each live-work unit must have a prominent street-facing pedestrian entry.
    4. Exterior signage and business license on-site are required.

- **SMC 23.47A.012**
  - Structure height - 75' (measured from grade plane):
    - +2' for insulation material, rooftop decks and other similar features, or soil for landscaping located above the structural roof surface may exceed the maximum height limit by up to 2 feet if enclosed by parapets or walls that comply with this.
    - +4' for open railing, planters, parapets.
    - +7' for solar collectors with unlimited coverage.
    - +15' for solar collectors and mecanical equipment.
    - +16' for stair and elevator penthouses provided.

- **SMC 23.47A.013**
  - Floor area ratio:
    - 5.5 far - total permitted area for all uses.
    - Gross floor area for far calculations is measured to the inside surface of exterior wall.

### APPENDIX

**ZONING SUMMARY**

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<th>CODE SECTION</th>
<th>DESCRIPTION</th>
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<td>SMC 23.54.040</td>
<td>SOLID WASTE AND RECYCLABLE MATERIALS</td>
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### RECOMMENDATION

Meeting Date: November 18, 2021

SDCI Project #: 3035693-LU
This stretch of Fauntleroy is basically an on-ramp to the West Seattle Bridge. It is one of the main access points to West Seattle. Fauntleroy is loud, busy, and vehicle oriented. Future plans for this street may include an elevated track for the light rail. It is not pedestrian friendly.

This block of Oregon is currently defined by access to service oriented retail and parking for the YMCA. It is quiet and utilitarian.

This portion of Oregon is quiet, residential, and dead-ends at the top of two stairs, one that leads down to 35th and one that leads down to the alley.

Avalon is a secondary route to the West Seattle Bridge and a primary Bus Route. Until the West Seattle Bridge is repaired or replaced, Avalon will be a primary vehicular access street to and from West Seattle.
The site is currently cut off from access to abundant retail amenities by Fauntleroy & Avalon. All three massing options seek to establish a new retail core along 36th Avenue SW for the West Seattle Triangle Neighborhood.
APPENDIX

TRANSPORTATION & STREET CHARACTERISTICS

NEIGHBORHOOD GATEWAYS
APPENDIX

PEDESTRIAN ACCESS

While this site is bound by some of busiest vehicular streets in West Seattle, it also has some significant pedestrian access points. Pedestrian mobility is by far the biggest driver in developing the three massing concepts. All options are responsive to the proposed massing across the street and prioritize 36th Ave SW as a new pedestrian focused neighborhood center.
Rapid Ride Bus Stop on 35th Ave SW

Through-block passage from alley to 35th

Stair from Oregon down to alley

Alley facing stair to Oregon

Images on this page show the through-block connection at the Aura Apartments, providing wider context for pedestrian connections.
Design Impact

This project, along with its immediate neighbor to the West, has the potential to set the course for development along 36th ave SW. The owners along with the design team see this as a once in a generation opportunity to create a great street that is a resource for the immediate neighborhood and community at large. The emphasis of the massing options is placed on creating architectural form that will support an active and exciting street-life experience.

Inspiration

There are many historic and contemporary strategies to engage the street edge. The images on the facing page capture some of the most important elements:

1. **Traditional Portico, Providing Weather Protection Year Round**
2. **Largest Doors Blur the Boundary Between Retail Space and the Street Zone**
3. **A Boardwalk Helps Define the Pedestrian Path and Create a Sense of Place**
4. **Integrated Seating, Planting, and a Stepped Awning Provide Texture and Depth to This Street Edge**
Neighborhood Development Continuity

APPENDIX

Meeting Date: November 18, 2021
APPENDIX

STREETSCAPES

1. FAUNTLEROY WAY SW FACING SOUTHWEST

2. FAUNTLEROY WAY SW FACING NORTHEAST

3. 36TH AVE SW FACING WEST

KEY

PROJECT SITE

OPPOSITE PROJECT SITE

36TH AVE SW FACING WEST
APPENDIX

EXISTING SITE PHOTOS

[Image of a map with numbered locations and a legend labeled "KEY"]

1. [Image of a parking lot with cars]
2. [Image of a parking lot with cars]
3. [Image of a parking lot with cars]
4. [Image of a parking lot with cars]
5. [Image of a parking lot with cars]
6. [Image of a parking lot with cars]
7. [Image of a parking lot with cars]
EXISTING SITE PHOTOS

SWEENEY BLOCKS
[THE SWEENEY FAMILY & HB MANAGEMENT]
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RECOMMENDATION
Meeting Date: November 18, 2021

SDCI Project #: 3035693-LU