

+ NORTHWEST STUDIO +  **berger** PARTNERSHIP

Sweeney Blocks Redevelopment

Sweeney Family & HB Management | Early Design Guidance | 08.20.2020

#3036081-EG



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Project Information

LOCATION

Address: 4440 Fauntleroy Way SW
Legal Description: Boston Company Plat of WS Lots 11 Thru 24 Less ST, Boston Companys Plat of WS

SDCI EDG#: 3036081-EG 4440 Fauntleroy Way SW

DEVELOPMENT OBJECTIVES

The basic program includes:
7 stories of apartments over 1 story of retail
+/- 217 residential units
+/- 161 parking spaces
+/- 16,300 SF commercial space at street level

PROPOSED UNIT MIX

APT. UNITS/ FLOOR	STUDIO +/- 400sf	OPEN 1 BR +/- 500sf	1 BR +/-600sf	2BR +/- 900sf	LIVE WORK
21	6	2	9	4	0
37	12	4	15	6	0
37	12	4	15	6	0
37	12	4	15	6	0
37	12	4	15	6	0
37	13	4	16	4	0
11	5	2	4	0	0
217	72	24	89	32	0
	33%	11%	41%	15%	0%

CONTACT INFORMATION

Owner:
Sweeney Family
4422 36th Ave SW
Seattle, WA 98126
Contact: Lynn Sweeney

Developer:
HB Management
600 University St Suite 2018
Seattle, WA 98101
206.812.9126
Contact: Nick Miller

Architect:
Ankrom Moisan Architects
1505 5th Ave, Suite 300
Seattle, WA 98101
206.576.1600
Contact: Michael Willis

Landscape Architect:
Berger Partnership
1927 Post Alley, Suite 2
Seattle, WA 98101
206.325.6877
Contact: Greg Brower



PROJECT GOALS



1. Neighborhood Anchor

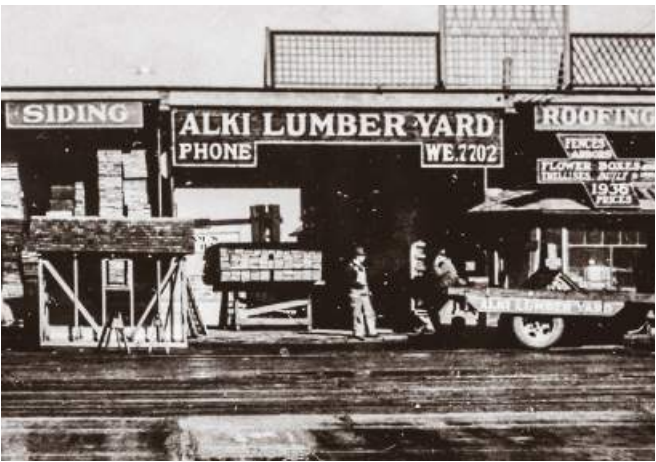
The project site is located at the intersection of Avalon and Fauntleroy marking the gateway to the West Seattle Triangle Neighborhood. This evolving and eclectic area will be home to a future light-rail station. The project comprised of two sites, hopes to establish a new retail core along 36th, creating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

The focus of this package is on the West Site.



2. Activate the Streetscape

The projects 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.

Community Outreach

METHODS

As part of the required community outreach program through the Department of Neighborhoods the project team, led by an outreach expert, initiated a three pronged strategy for community engagement:

Print

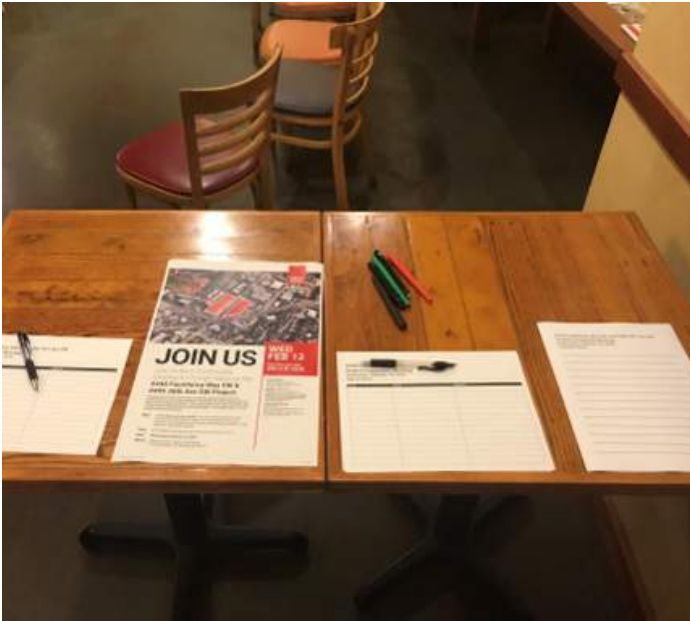
A project poster including information about the proposed development, contact information, SDCI project number, and project hot-line number was posted throughout the neighborhood.

Digital

A project hot-line was provided with information about the site location , and brief description of the th project and a link to the Seattle Service Portal. Messages left on the hot-lined were transcribed as part of the community outreach documentation.

In Person Outreach

On February 12, 2020 the ownership group along with the design team met with neighborhood stakeholders to seek input that will help guide the design process. The site owner, the developer, and the design team lead are all long-term West Seattle residents who are dedicated to participating in a successful community-based process and outcome.



JOIN US

Join Us for a Community Meeting to Provide Input on the **4440 Fauntleroy Way SW & 4406 36th Ave SW Project.**

The proposed mixed-use project includes approximately 500 new residential units over approximately 18,000 SF of retail located near the future Avalon light rail station. The project spans two sites on either side of 36th Avenue SW between Avalon & Oregon. The project site is zoned neighborhood commercial.

What: Let us know what you think! Join the project team and their architects to discuss the vision and approach for this new project in the neighborhood. Coffee and snacks provided. All are welcome. No RSVP needed.

Time: Event begins promptly at 6pm and will end around 7pm

Date: Wednesday, February 12, 2020

Where: Chaco Canyon Organic Café West, 3770 SW Alaska St, Seattle, WA 98126

WED FEB 12

PROJECT HOTLINE: 206-316-2538

Project Address: 4440 Fauntleroy Way SW & 4406 36th Ave SW, Seattle WA 98126
Contact: Natalie Quick
Applicant: Sweeney Family Redevelopment / HB Management
Additional Project Information on Seattle Services Portal via the Project Address: 4440 Fauntleroy Way SW & 4406 36th Ave SW
Project Hotline & Email: 206-316-2538 SweeneyBlocks@earlyDRoutreach.com
Note: Calls and emails are received within 1-2 business days. Calls and emails are subject to City of Seattle public disclosure laws.

Email Included in Appendix A

Subject: Comments on Sweeney Blocks
From: Gina Gage <gina.gage@gmail.com>
Date: Sat, Feb 15, 2020 12:13 pm
To: SweeneyBlocks@earlydroureach.com

This is a very exciting project in a highly visible location and it’s important that it set a positive tone for future development, so I appreciate your outreach efforts!

The triangle is an area that will continue to grow in population and height. I would like to see the **future** urban context reflected in the architecture through big massing moves and high quality materials, especially facing Fauntleroy. Please do not put a 75ft tall craftsman building. I'd prefer buildings more like Huxley, less like Whittaker or LA Fitness (CS3 1). Nothing butter or pastel colored! Aesthetically, the building should represent the slightly offbeat, playful, independent and relaxed culture of West Seattle.

There are opportunities to create a relationships at the pedestrian scale across 36th Ave SW. I would encourage maintaining a pedestrian friendly character along 36th, discouraging vehicular traffic and creating a buffer to Fauntleroy through street trees and planting. Would this be a good location for restaurants and businesses to 'spill out' onto the sidewalk? Could there be a relationship between the commercial spaces across 36th? (PL1 Connectivity, PL2 Walkability, CS2 Corner Lots). Would the city allow a woonerf in this location to provide a block of 'relief' within this automotive-centric intersection?

This project should be expected to coordinate with the urban design planning around the Avalon station access, and work toward creating a better pedestrian connection at the Fauntleroy-Avalon intersection (also in coordination with [Fauntleroy Way SW Boulevard Project](#).) This block could become a major pedestrian thoroughfare from a future light rail at Avalon and could create opportunities for transit centered recreation. (West Seattle Design Guidelines- Priority Issue 1 - Pedestrian Environment). Additionally, there are opportunities for a through-block connection, in coordination with the existing Aura apartments, to connect to bus stops at 35th and Avalon. (City Design Review Guidelines: PL4.)

Thank you,
Gina Gage

What We Heard From the Community

Summary of Comments/Questions Heard at the Community Meeting on February 12, 2020:

Design-Related Comments:

- n/a

Non-Design Related Comments:

- One attendee asked how many houses and businesses would be removed for the project
- One attendee was excited for the mixed-use elements and noted that businesses serving the community are important, much like business that will be displaced by the project. Further, the attendee—the owner of Dog City—expressed a desire to return to the property
- There was support for the plan to provide ~300 parking spaces
- One attendee asked if sidewalks would be installed on the project but noted that they hope 36th Ave SW would not be narrower than it currently is

Miscellaneous Comments:

- Representatives from Alki Lumber noted their excitement for the project and how they wanted to create a new legacy and add value for the neighborhood
- There were several comments from a representative from Tom’s Automotive asking about construction impacts including whether the alley would be open during construction (they noted keeping the alley open is vital to the business) further noting that the YMCA project significantly impacted business during construction. They also noted that’s important to limit construction parking in the neighborhood
- One attendee asked if there would be impacts to electricity, internet, sewer and water during construction
- One attendee hoped that impacts to the right of way would be minimized during construction
- One attendee asked where on the site the crane would be located
- One attendee asked when the land use signs would be put up

One person sent comments regarding building materials and pedestrian connections via the project email address. The email is included in Appendix A. No comments were received via the project hotline.

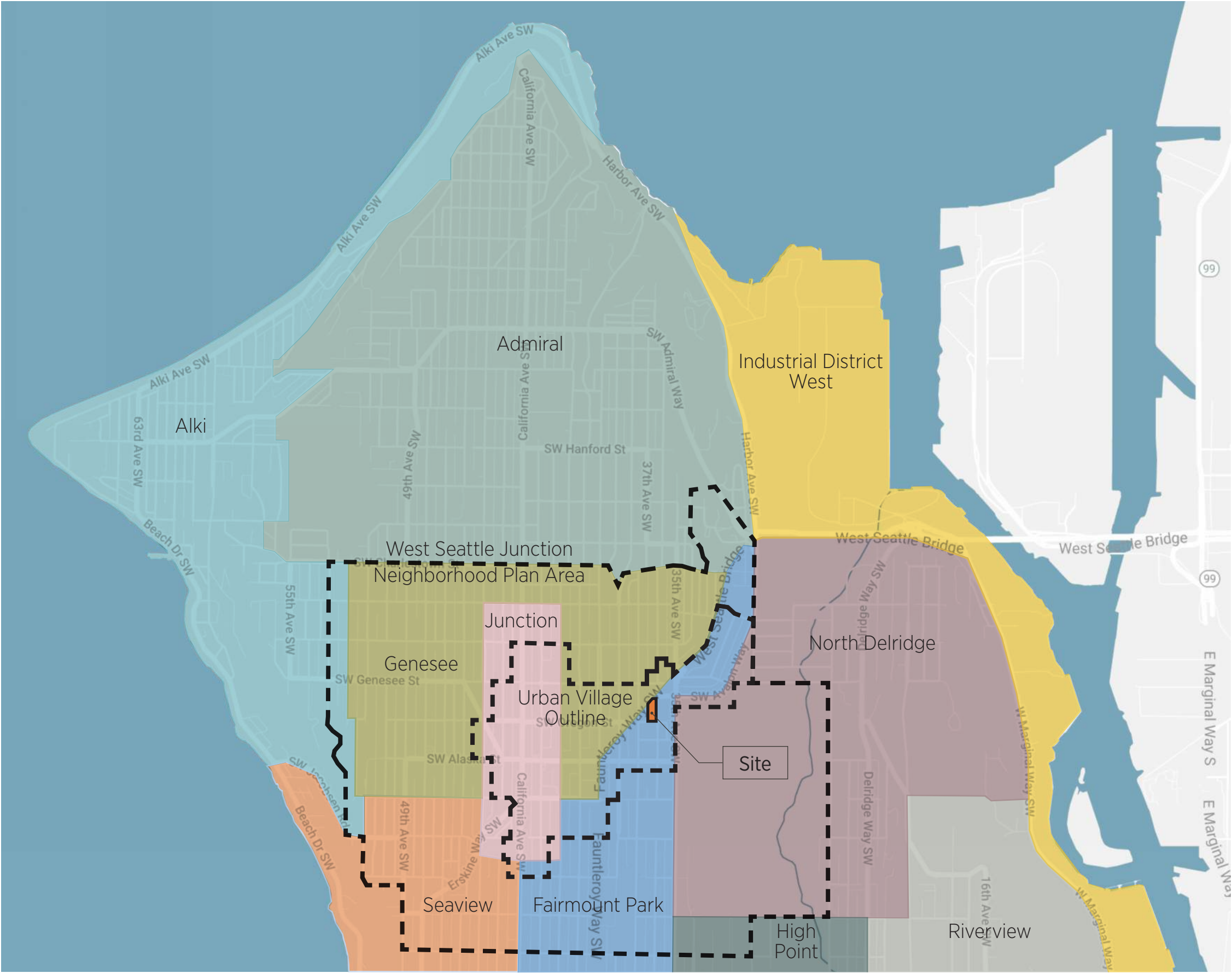
03 Context Analysis

Context Analysis

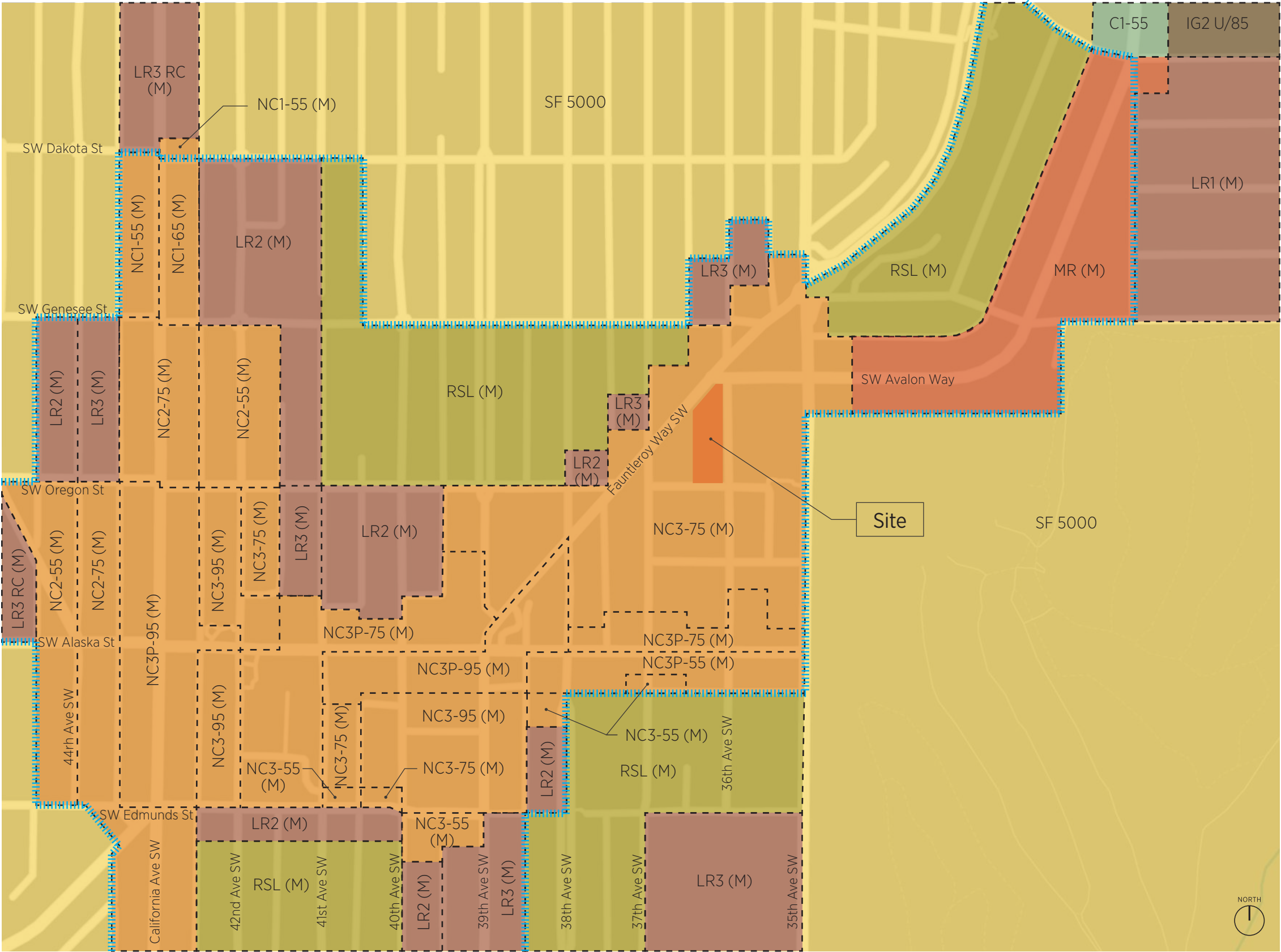
NEIGHBORHOODS

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.



ZONING MAP



- 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
- NEIGHBORHOOD COMMERCIAL

MULTIFAMILY

LOWRISE MULTIFAMILY

RESIDENTIAL SMALL LOT

SINGLE FAMILY

COMMERCIAL

INDUSTRIAL

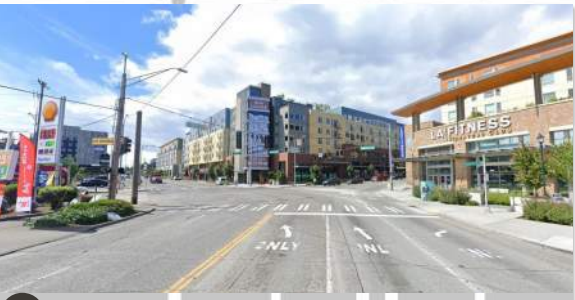
WEST SEATTLE JUNCTION URBAN VILLAGE

TRANSPORTATION & STREET CHARACTERISTICS

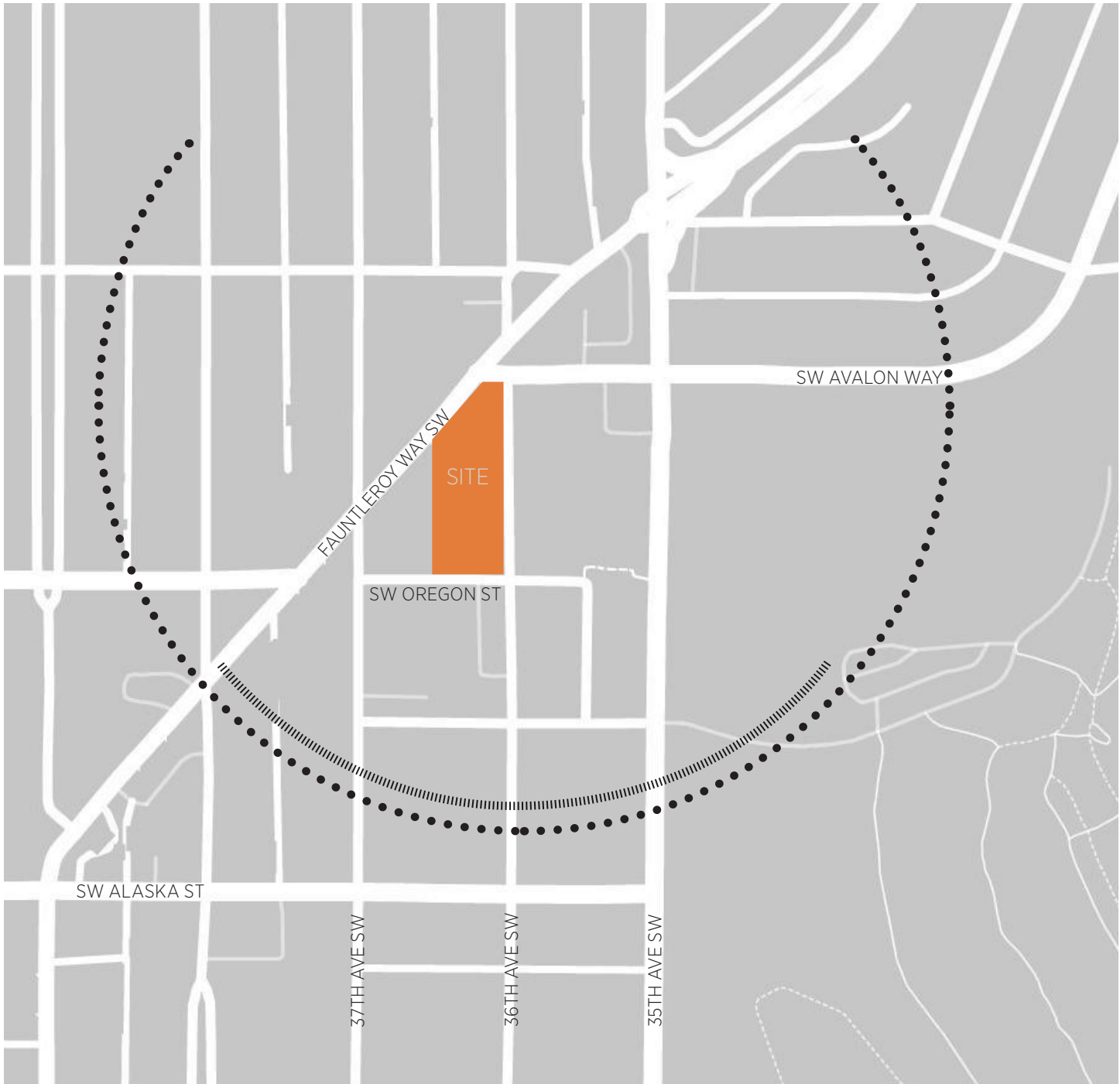


- PRINCIPLE
- ARTERIAL
- MINOR ARTERIAL
- PROTECTED BIKE PATH (MASTER PLAN)
- 5 MIN WALK FROM SITE
- BUS RAPIDRIDE CORRIDOR
- FUTURE LIGHT RAIL (TBD)

NEIGHBORHOOD GATEWAYS

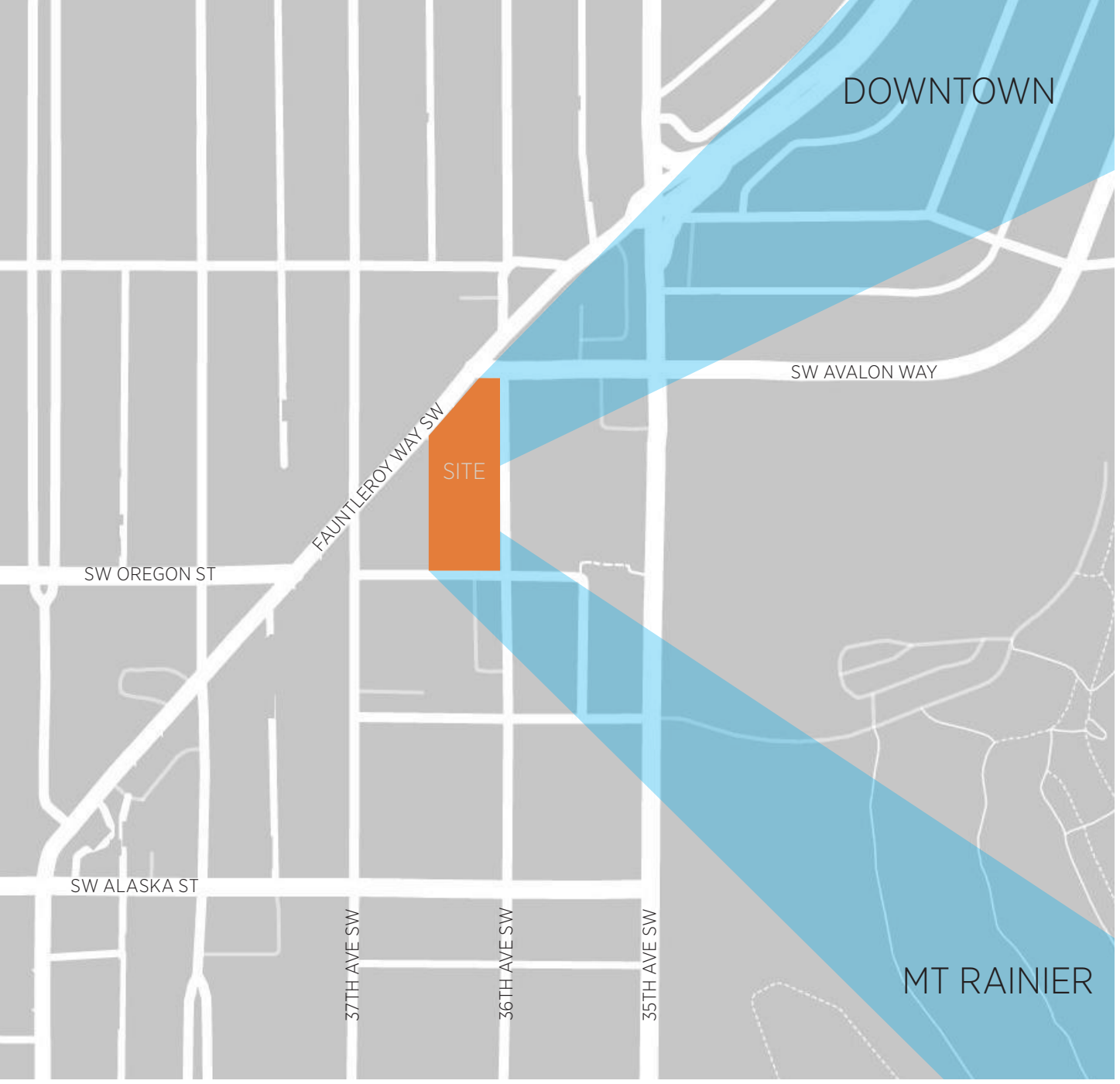


SUN PATH DIAGRAM



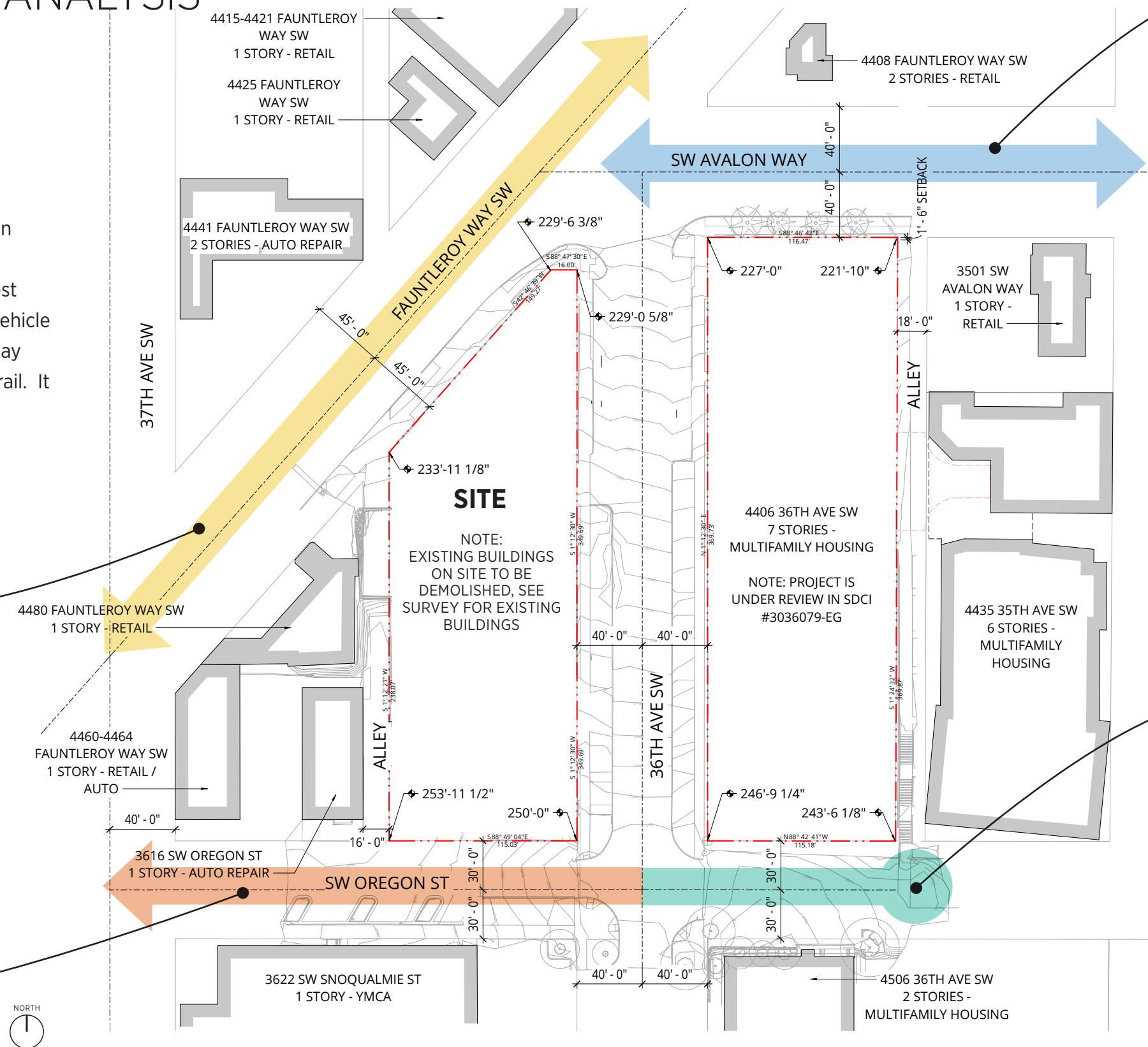
• • • 21 JUNE 2019: SUNRISE 5:12 AM, SUNSET 9:11 PM
- - - - - 21 DECEMBER 2019: SUNRISE 7:57 AM, SUNSET 4:17 PM

PRIMARY VIEW CORRIDORS

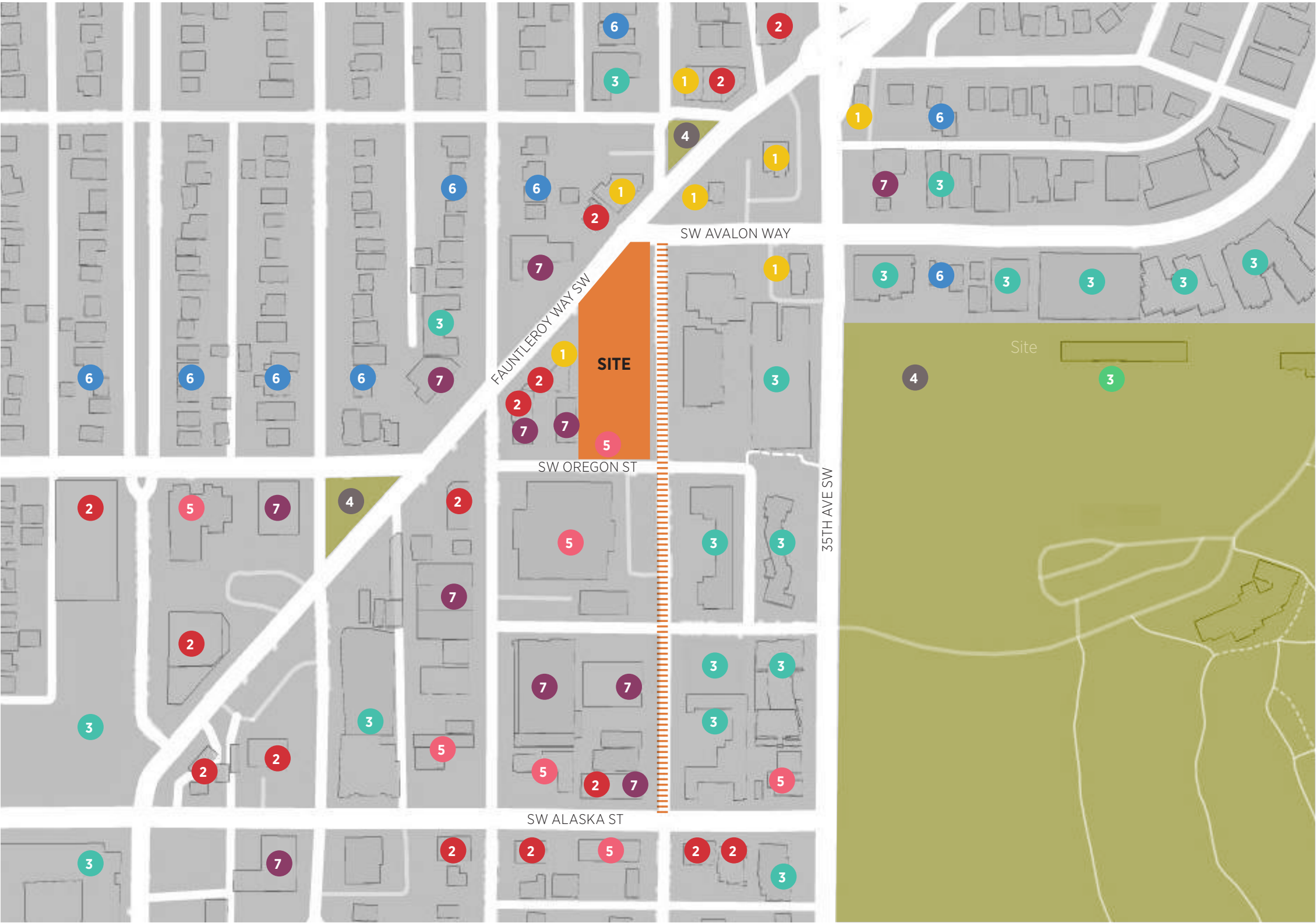


This block of Oregon is currently defined by access to service oriented retail and parking for the YMCA. It is quiet and utilitarian.

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.



SURROUNDING USES



- 1 RESTAURANT / BAR
- 2 RETAIL
- 3 MULTIFAMILY / MIXED-USE RESIDENTIAL
- 4 PARK
- 5 COMMUNITY FACILITIES
- 6 SINGLE FAMILY RESIDENTIAL
- 7 MANUFACTURING / AUTO FACILITIES

FOCUSED NEIGHBORHOOD RETAIL
(PROPOSED)

DESIGN IMPACT

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.

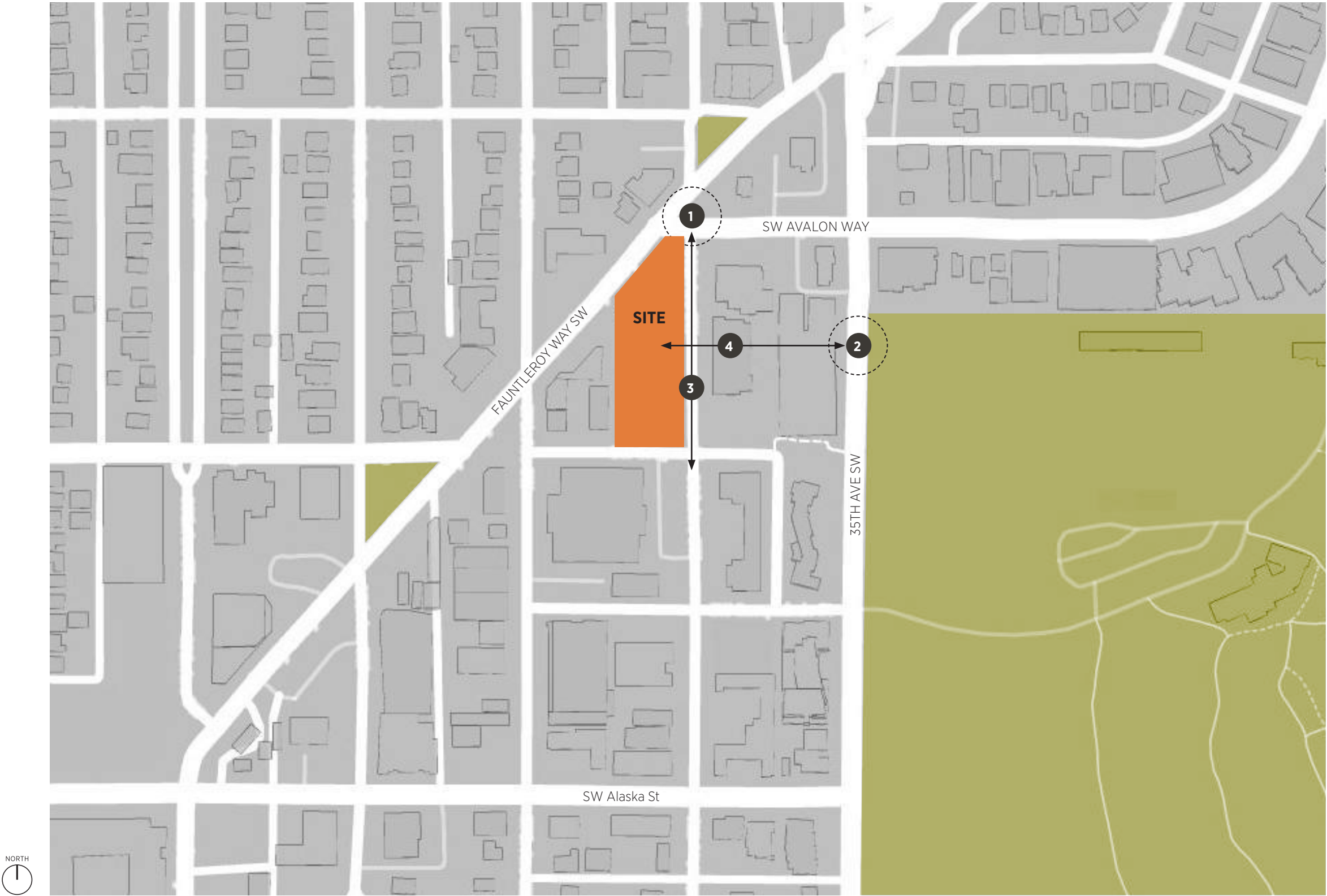
Context Analysis

PEDESTRIAN ACCESS

- 1 POTENTIAL LIGHT RAIL STATION
- 2 RAPID RIDE BUS STOP
- 3 36TH AVE SW
- 4 PROPOSED THROUGH-BLOCK WITH ACCESS TO RAPID RIDE BUS STOP

DESIGN IMPACT

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.



PEDESTRIAN ACCESS



- 1 RAPID RIDE BUS STOP ON 35TH AVE SW
- 2 THROUGH-BLOCK PASSAGE FROM ALLEY TO 35TH
- 3 STAIR FROM OREGON DOWN TO ALLEY
- 4 ALLEY FACING STAIR TO OREGON



IMAGES ON THIS PAGE SHOW THE THROUGH-BLOCK CONNECTION AT THE AURA APARTMENTS, PROVIDING WIDER CONTEXT FOR PEDESTRIAN CONNECTIONS.

NEIGHBORHOOD DEVELOPMENT CONTINUITY

- LOTS OWNED BY THE SWEENEY FAMILY
- LOTS PART OF PHASE I

DESIGN IMPACT

This project, along with its immediate neighbor to the East, 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.



NEIGHBORHOOD DEVELOPMENT CONTINUITY



04 Design Guidelines

DESIGN GUIDELINES



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

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.

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.

DC2.I.i 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 property line to give more open space to pedestrian occupancy and contribute towards a vibrant streetscape. The perceived mass of the building above the ground oriented levels are reduced with the use of projecting bays and canopies along 36th and recesses and balconies on Avalon and Oregon.

DESIGN GUIDELINES



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 URBAN PATTERN AND FORM

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.



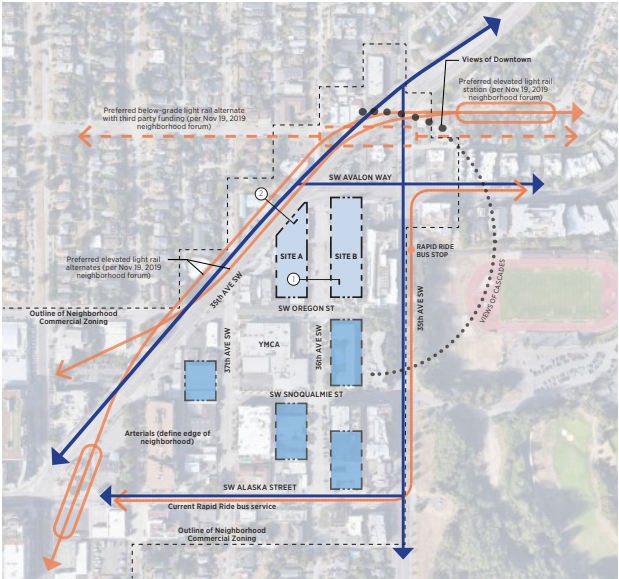
CS2 URBAN PATTERN AND FORM

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.

05 Massing Options

PROCESS: STACKED LUMBER MASSING

MASSING CONCEPT INSPIRATION

Early on the design team became interested in the concept of stacked lumber to generate massing forms. Aside from the obvious reference to Alki Lumber, the stacked wood pile provides useful ways to organize form and space on the large site. The stacks also begin to suggest a language for meaningful modulation. The lumber stack has several distinct and appealing features:

1. It is organized yet provides an attractive irregularity.
2. It has two distinct faces the long linear side and stacked end side.

While the lumber stacks were the common seed of inspiration, the three massing schemes are all quite different, testing out various site strategies. Our team has explored ways to both honor the history of the site and set a precedent for the next chapter for this evolving neighborhood.

SITE RESPONSE PRIORITIES

From careful analysis of the client goals, site analysis, and neighborhood design guidelines, three priorities emerged.

1. Establish a distinct street-level pattern that defines the neighborhood and can be replicated in future developments along 36th.
2. Provide access to transit. This site will be near the heart of a future major transit hub.
3. Honor the history and character of the site, while providing a new residential and commercial community for a growing transit hub.

PLEASE NOTE

While this package represents one site, this project was designed as a whole, with either side of 36th taken into consideration. The spaces and connections between the two sites are as important as the buildings themselves. Therefore with each massing option, the corresponding massing will also be shown in the other site.



SITE STRATEGY DIAGRAMS - Since this project is part of a development comprised of two large sites, the design team studied many site strategies before arriving at three massing options to study in further detail.

FINAL MASSING OPTIONS

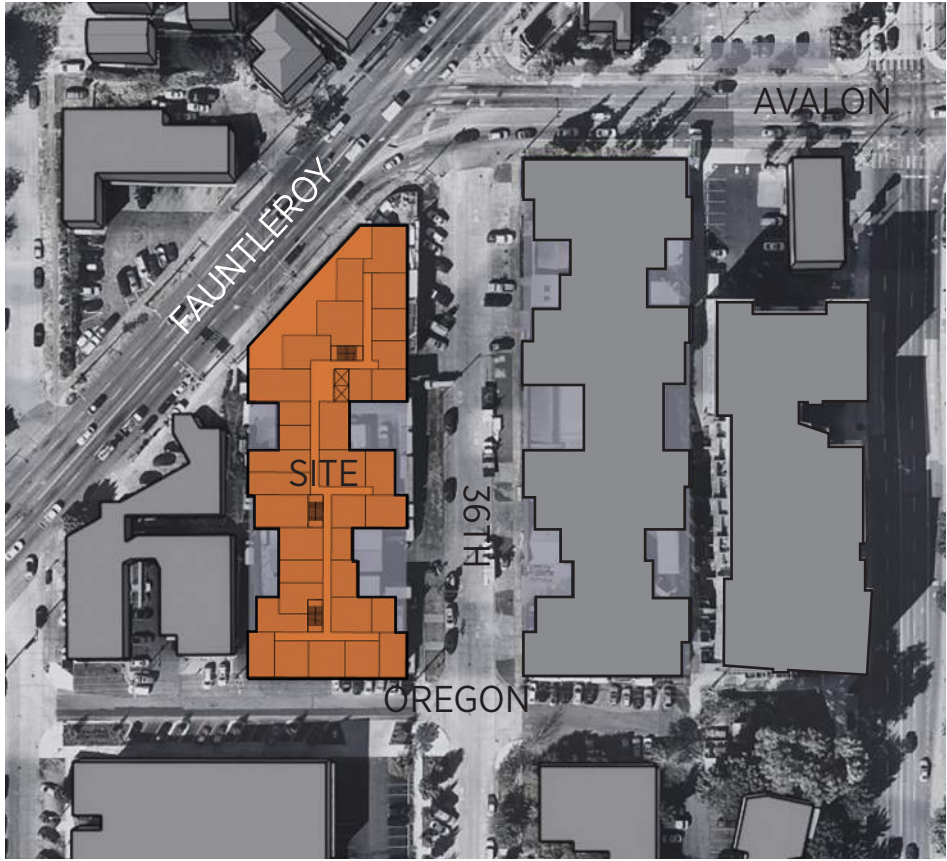
+ Maximize light and views + Generous public open space + Strong street presence + Through block provided	+ Maximize light and views + Varied street presence - Zoning Code Compliant - Through block not provided	+ Through block provided + Strong street presence - Closed off courtyards - Narrow interior courtyards

SECOND ROUND

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FIRST ROUND STUDIES

OVERVIEW



OPTION 1 - SHORT STACKS

GSF: 237,405 gsf, TOTAL UNITS: 217
STUDIOS: 82
OPEN 1 BR: 11
1 BR: 102
2 BR: 22

OPPORTUNITIES

- Courtyards along 36th to break up massing along the street
- Interesting modulation along 36th

CONSTRAINTS

- Lacks interest at the street level
- Does not provide interesting gateway element

DEPARTURES

None



OPTION 2 - LONG STACKS CLOSED

GSF: 226,730 gsf, TOTAL UNITS: 232
STUDIOS: 97
OPEN 1 BR: 0
1 BR: 112
2 BR: 23

OPPORTUNITIES

- Long linear massing matches architectural site concept
- Through-block passage is open to the sky

CONSTRAINT

- Courtyards are internal, do not engage the public
- This scheme is dependent on a specific unit type which is not flexible

DEPARTURES

8 ft average setback above 65 ft from front property line



OPTION 3 - LONG STACKS OPEN (PREFERRED)

GSF: 244,130 gsf, TOTAL UNITS: 217
STUDIOS: 72
OPEN 1 BR: 24
1 BR: 89
2 BR: 32

OPPORTUNITIES

- Long linear massing matches architectural site concept
- Through-block passage is mostly open to the sky.
- Provides Interesting bridging element on East building
- Open courtyards
- Opportunity for gateway element facing Fauntleroy & Avalon

DEPARTURES

8 ft average setback above 65 ft from front property line

Massing Options

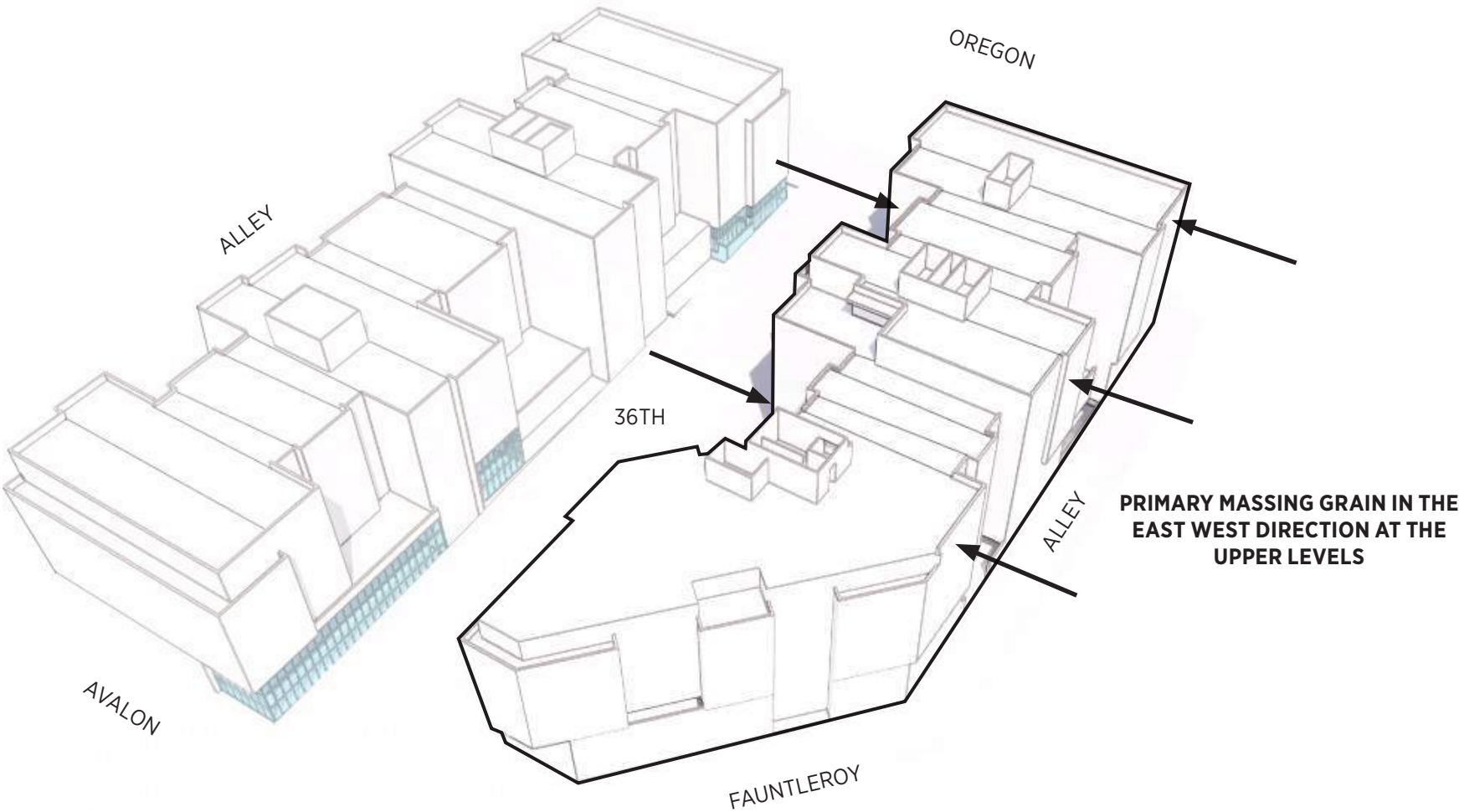
OPTION 1 (CODE COMPLIANT)

SHORT STACKS

Starting with the primary concept of sacked Lumber, this massing scheme places the rough edge of the stack towards 36th Ave. to create modulation in the upper levels. The base of the building is built to the property line.

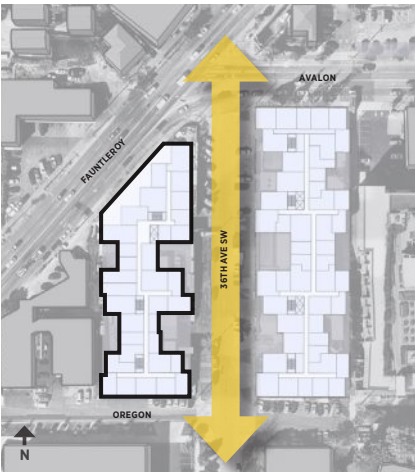
This scheme is defined by a solid retail base. The highly modulated upper levels are oriented toward 36th. The open space on site is created from the shifting of the upper bays. While this massing scheme provides interesting courtyard spaces for the residents above the retail base, it provides little open space at the street level.

In addition turning the stacks in the East West direction, limits the opportunity for a significant visual impact along Fauntleroy and Avalon, especially for fast moving traffic coming and going from the West Seattle Bridge.



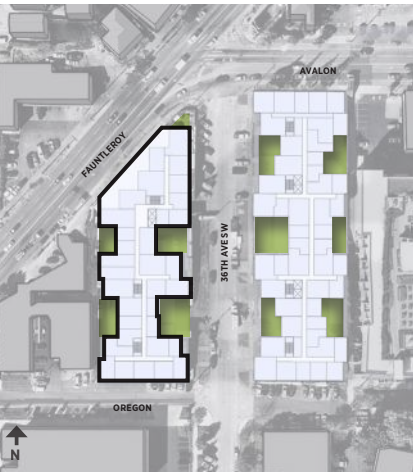
PL1.I HUMAN ACTIVITY [WS]	● ● ○ ○ ○
PL2.II PEDESTRIAN OPEN SPACES [WS]	● ○ ○ ○ ○
PL4.C.1 TRANSIT ORIENTED DESIGN	● ● ○ ○ ○
DC2.A.2 REDUCING PERCEIVED MASS	● ● ● ● ●
CS2.I. STREETScape COMPATIBILITY [WS]	● ● ● ○ ○
CS2.II CORNER LOTS [WS]	● ○ ○ ○ ○
CS2.III HEIGHT, BULK AND SCALE [WS]	● ● ● ● ●
CS3.I.i ARCHITECTURAL CUES [WS]	● ● ○ ○ ○

PATHWAYS



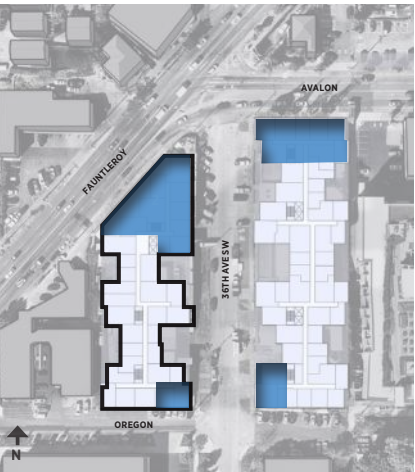
In Option 1 the primary pedestrian pathway is limited to 36th. Upper level modulation animates 36th.

OPEN SPACE



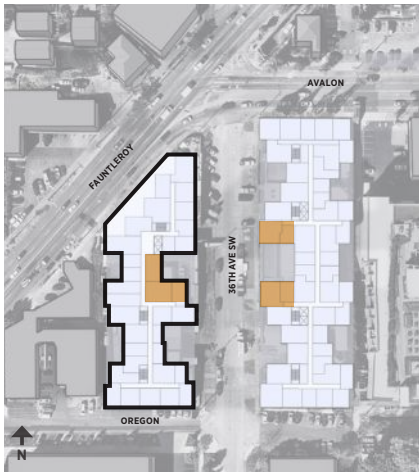
Open space on site is for residents & focused on Level 3 and up.

RETAIL



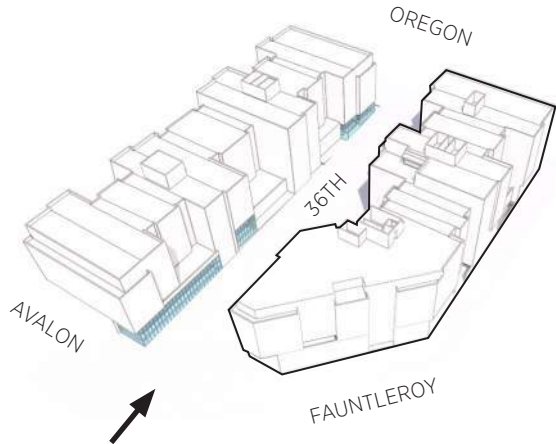
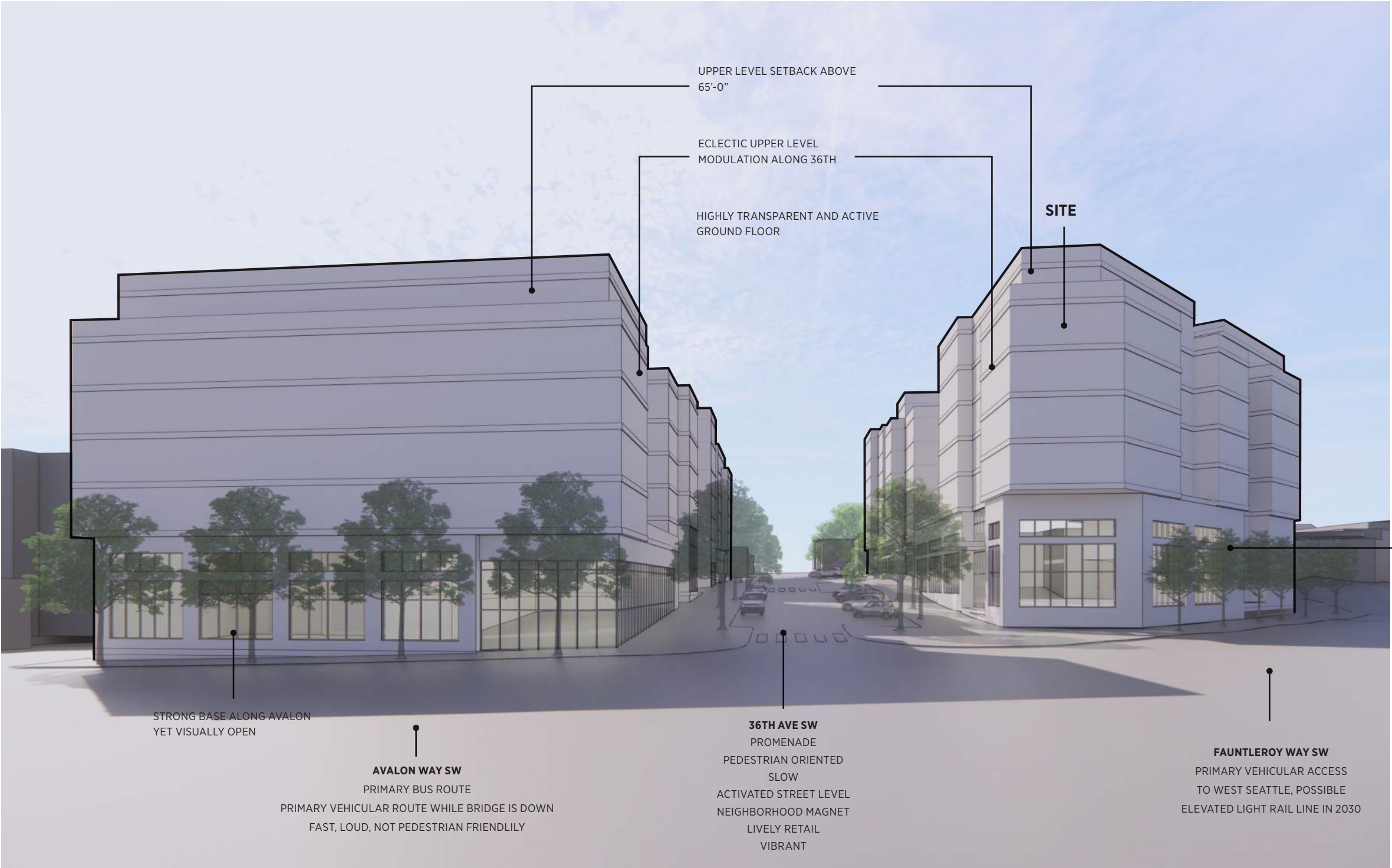
Retail anchors the corners at the intersections.

RESIDENTIAL ACCESS



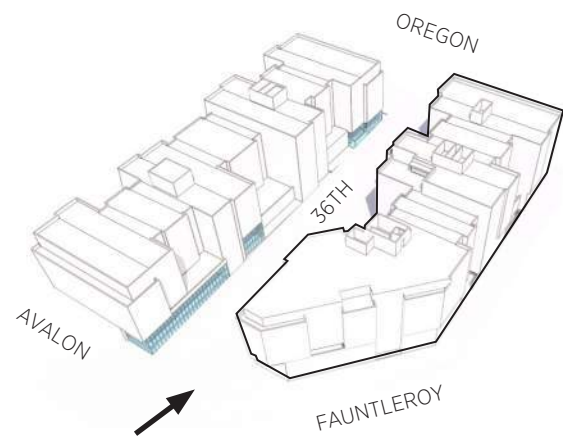
Residential entires and amenities are located mid-block.

OPTION 1 (CODE COMPLIANT)

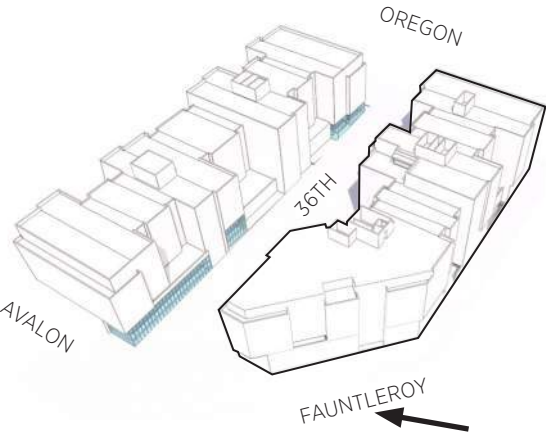


In the view, both sides of the 36th are shown for context.

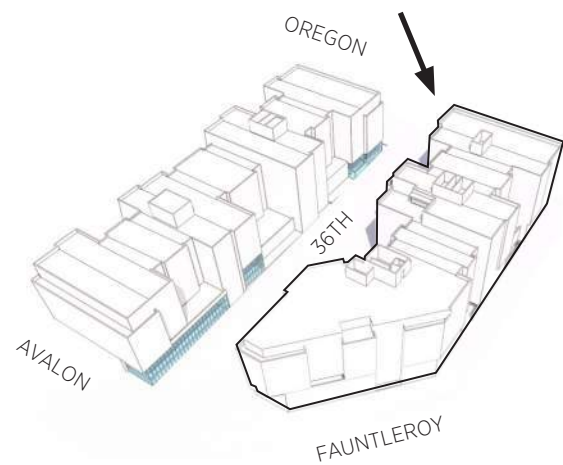
OPTION 1 - NORTHEAST CORNER



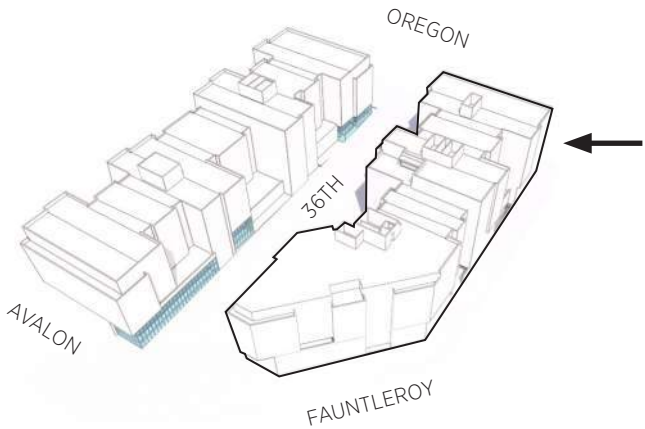
OPTION 1 - NORTHWEST CORNER



OPTION 1 - SOUTHEAST CORNER

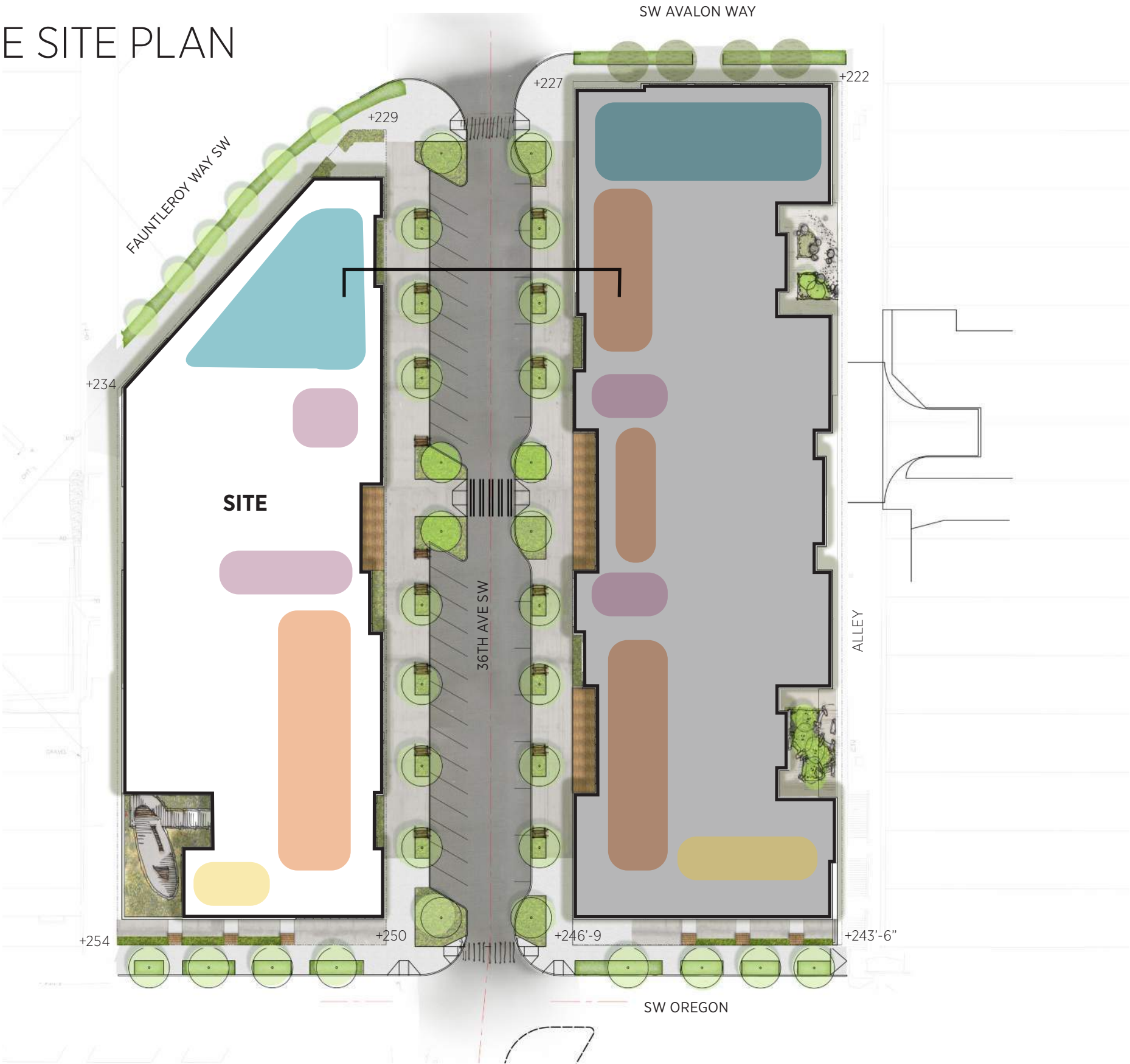


OPTION 1 - SOUTHWEST CORNER

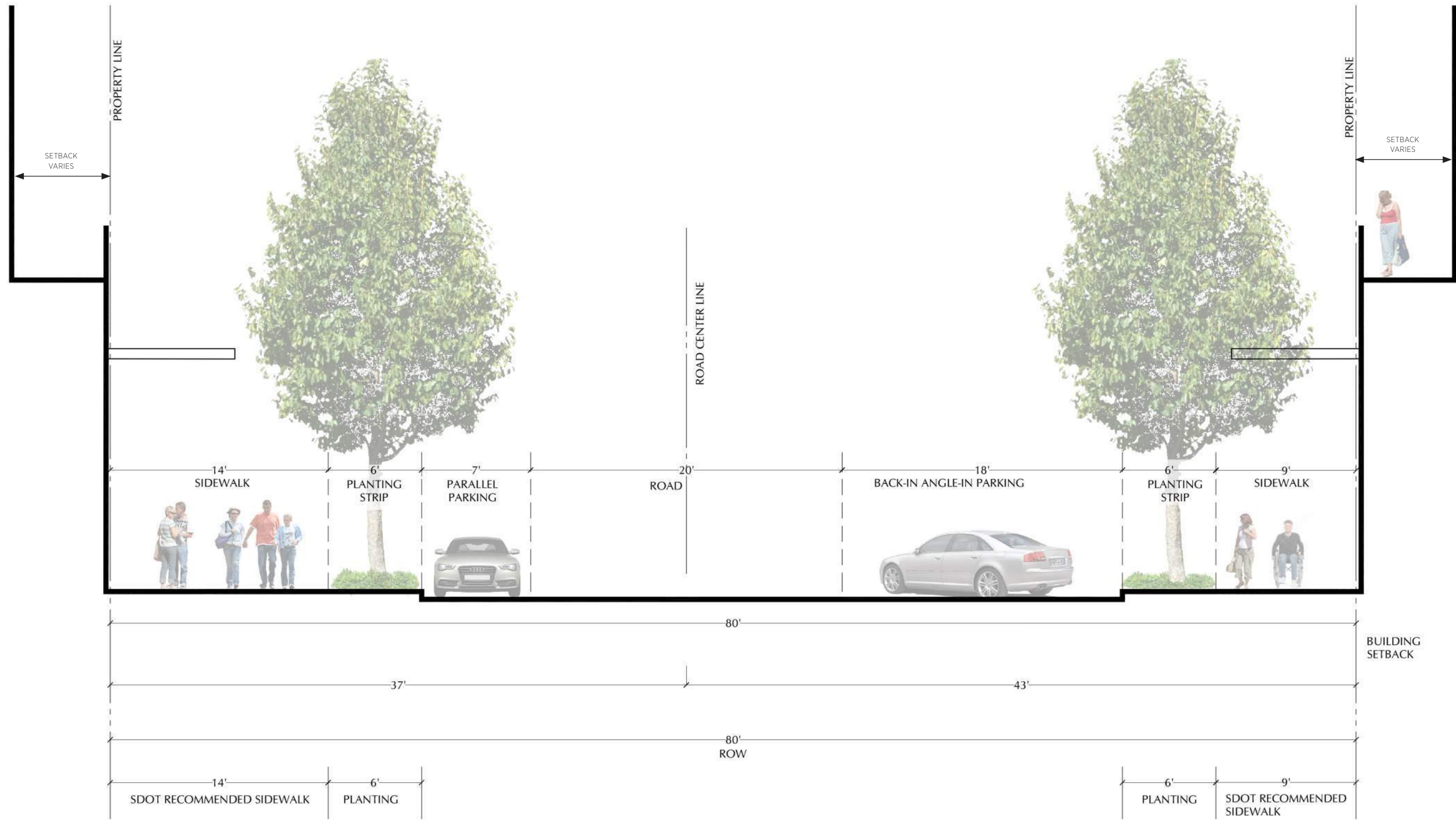


OPTION 1 - COMPOSITE SITE PLAN

- ANCHOR RETAIL
- SMALL RETAIL
- RESIDENTIAL LOBBIES
- UNITS WITH ENTRY FROM GRADE

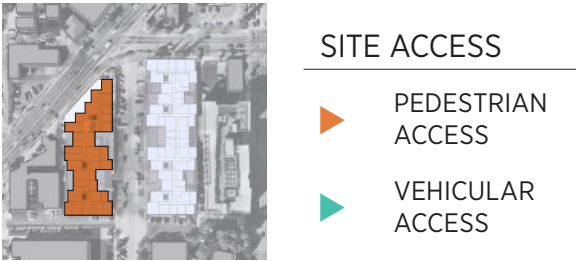


OPTION 1 - STREET SECTION

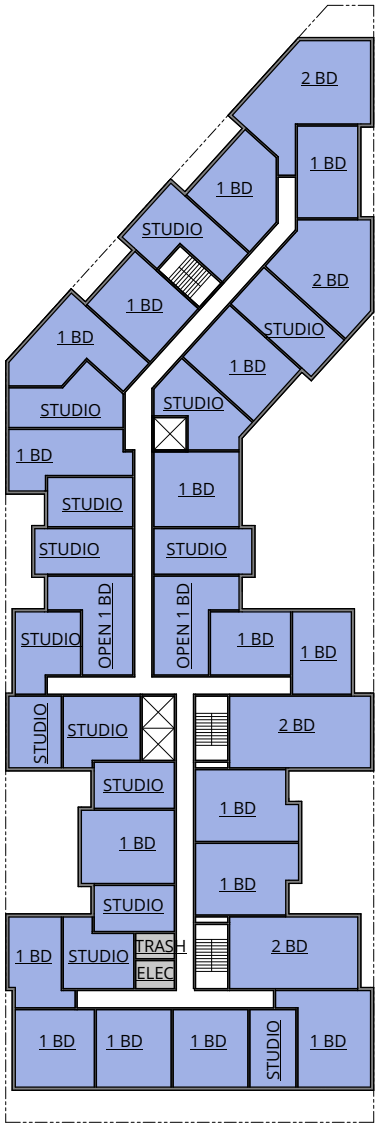


Massing Options

OPTION 1 - PLANS



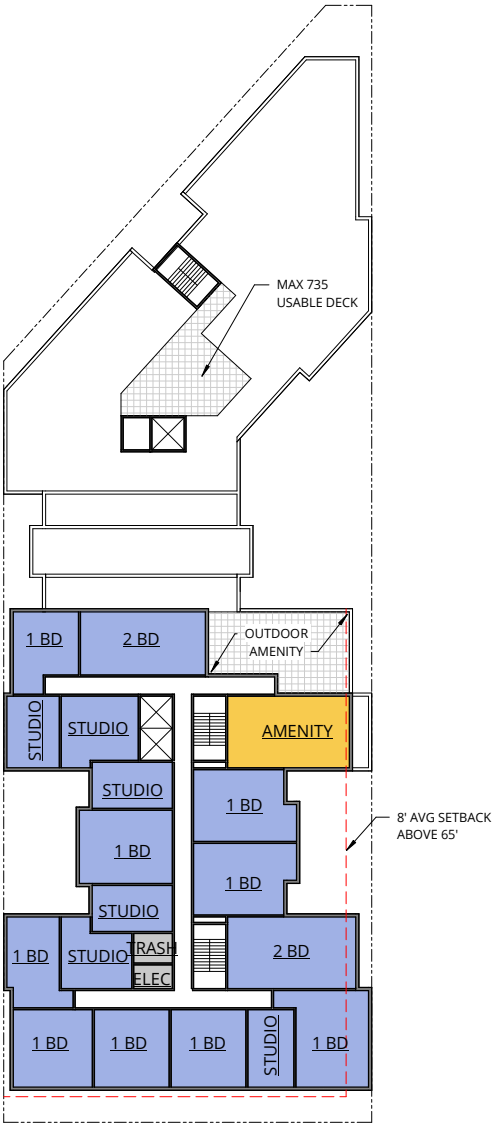
OPTION 1 - PLANS



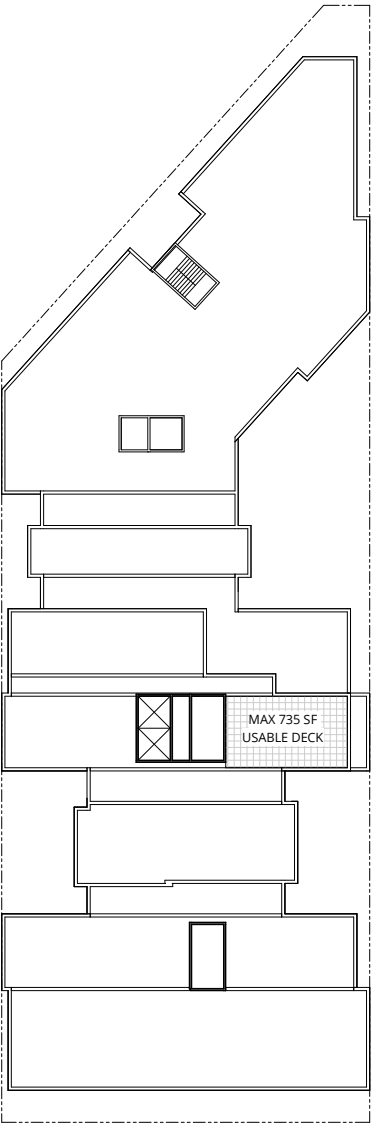
LEVEL 4-6



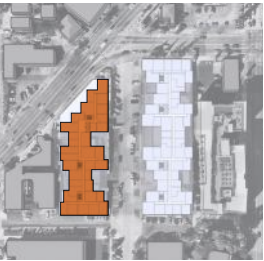
LEVEL 7



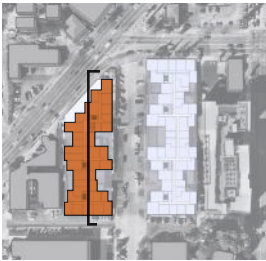
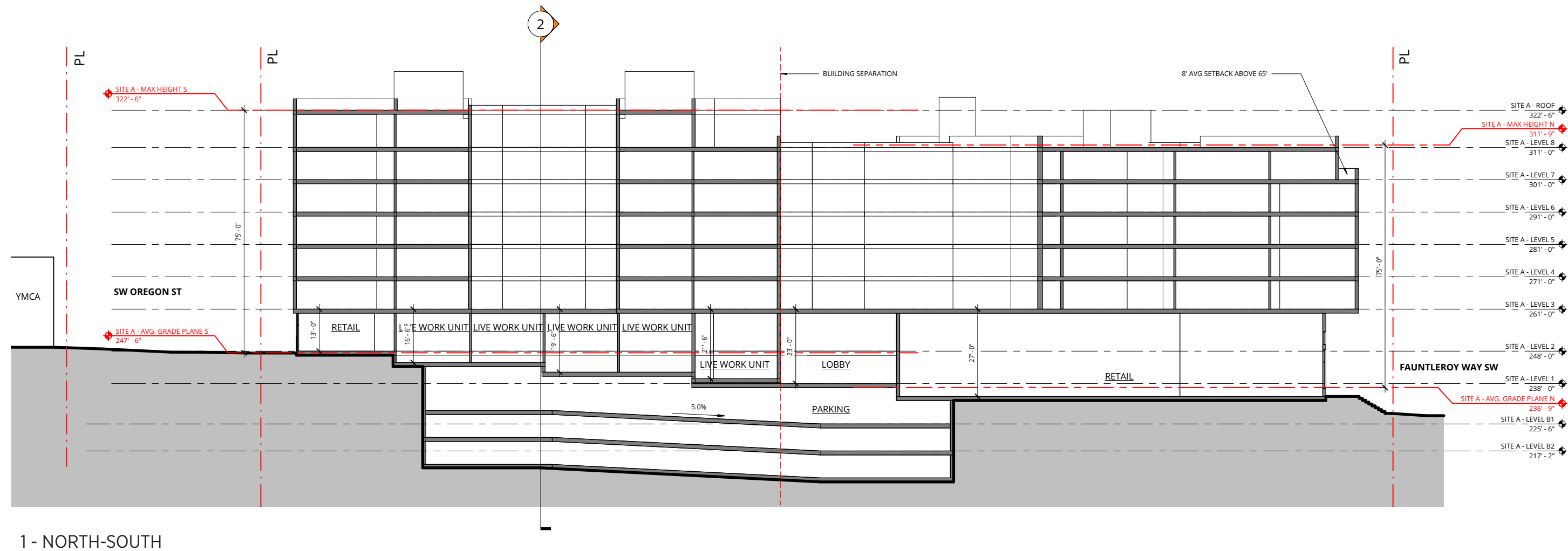
LEVEL 8



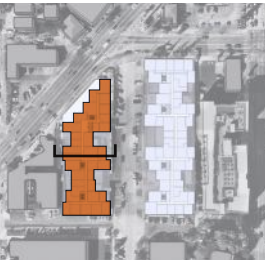
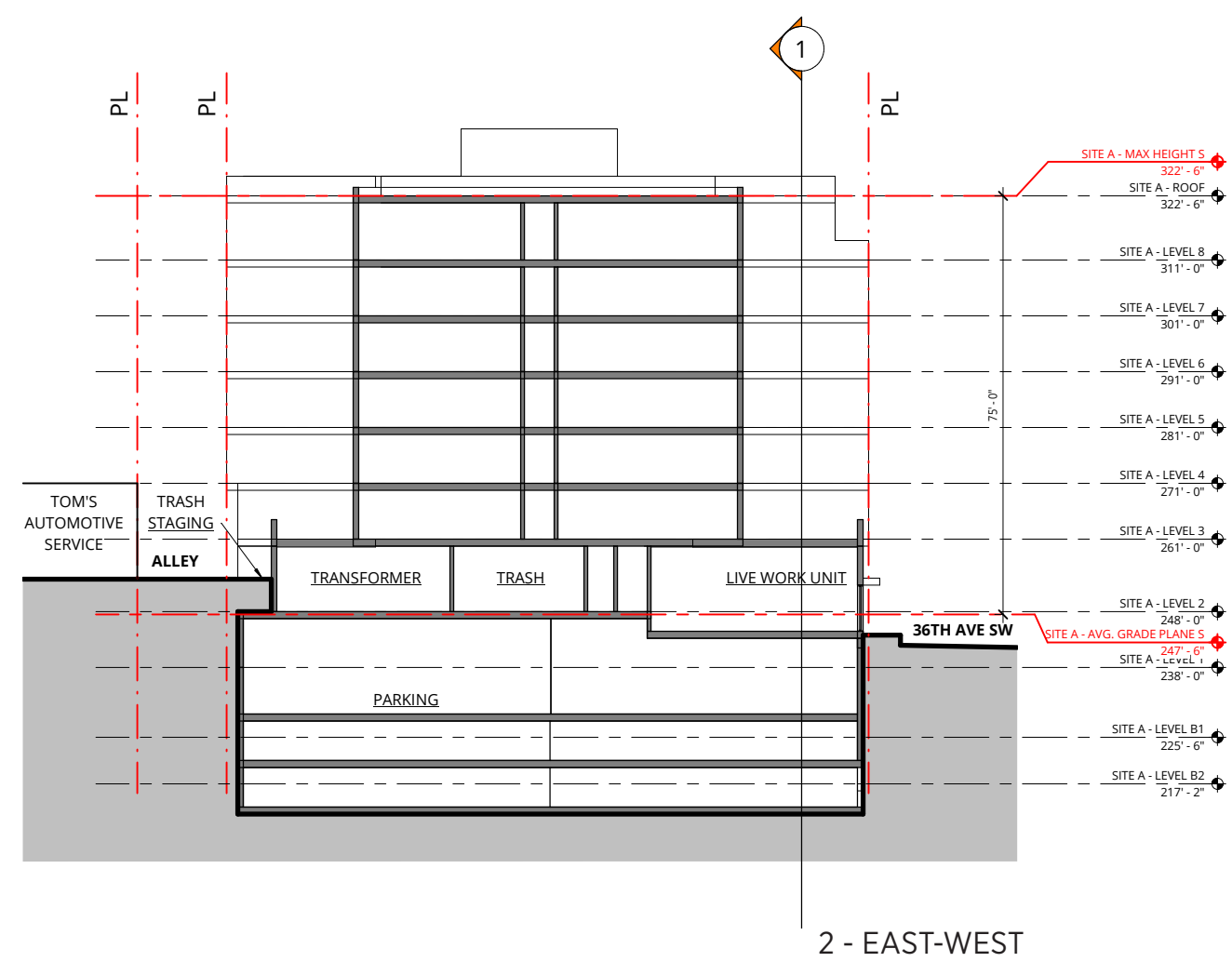
ROOF



OPTION 1 - SECTION



OPTION 1 - SECTION



Massing Options

OPTION 2

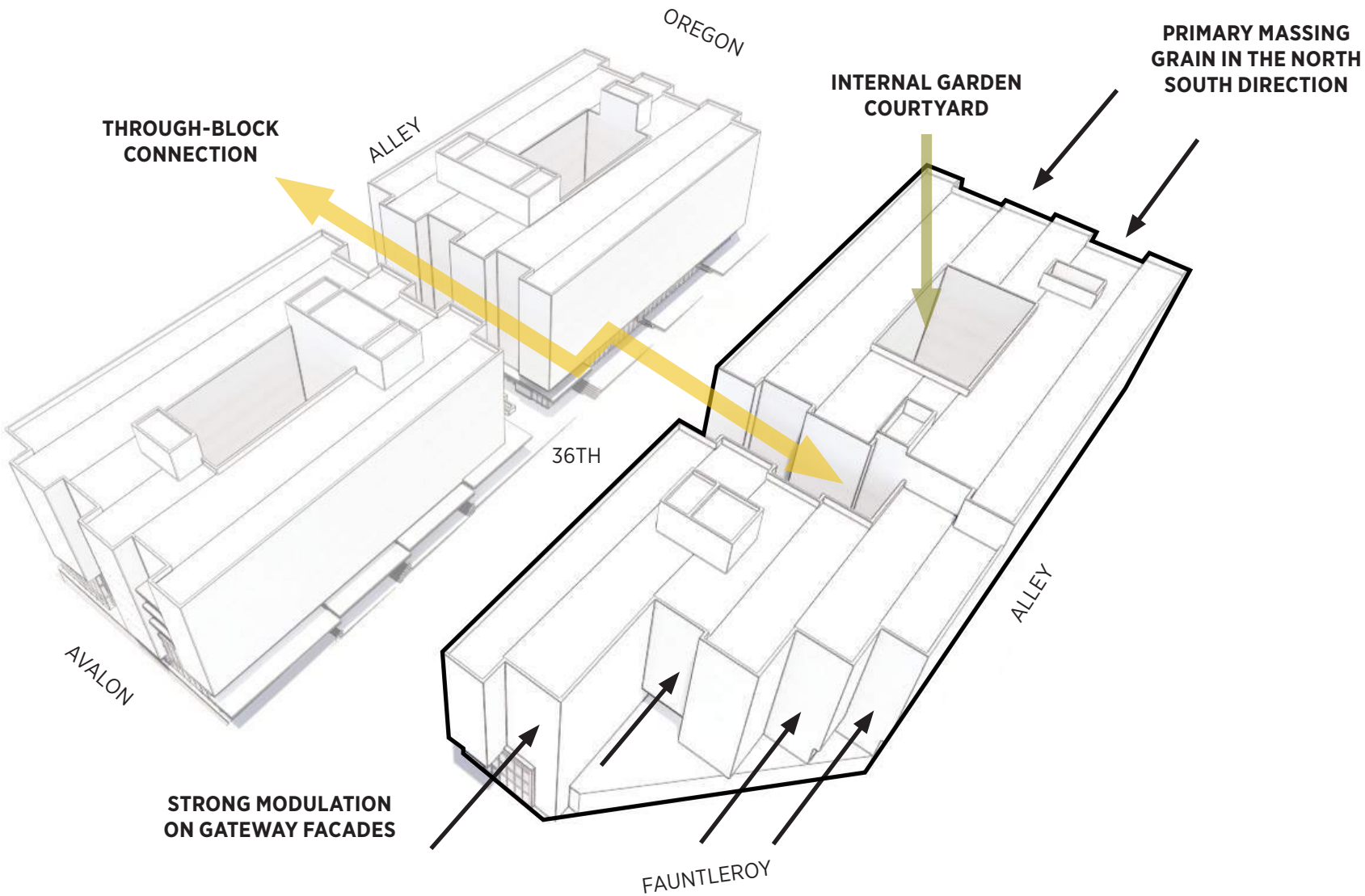
LONG STACKS, CLOSED

Starting with the primary concept of sacked Lumber, this massing scheme places the rough edge of the stack towards Avalon, Fauntleroy, & Oregon

The major upper level massing modulation is oriented in the north south direction, creating a significant visual impact for traffic along Fauntleroy and Avalon.

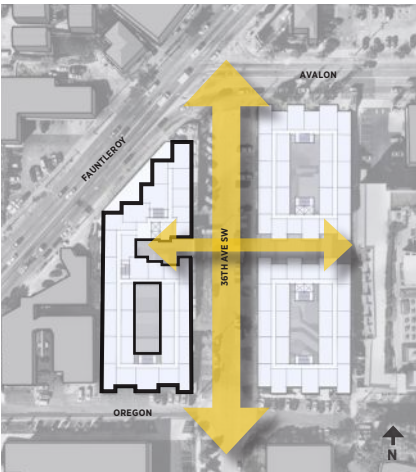
The retail promenade of 36th is defined by a continuous street level setback to allow generous space for strolling, shopping and dining. The upper levels are built out to the limits of the property lines on the East and West edges. While this allows for two internal outdoor amenity spaces, the closed courtyards do not engage with surrounding streetscape or open spaces.

This massing option also introduces a through-block connection running East/West through the site. This critical open space will provide a public connection from the entry court on the West site, through the East site, linking up with the through-block passage at the Aura apartments to the East of the sites. This public pedestrian pathway will provide mobility from the rapid ride stop on 35th Ave up to the retail zone on 36th.



PL1.I HUMAN ACTIVITY [WS]	● ● ● ● ○
PL2.II PEDESTRIAN OPEN SPACES [WS]	● ● ● ○ ○
PL4.C.1 TRANSIT ORIENTED DESIGN	● ● ● ● ●
DC2.A.2 REDUCING PERCEIVED MASS	● ● ○ ○ ○
CS2.I. STREETScape COMPATIBILITY [WS]	● ● ● ○ ○
CS2.II CORNER LOTS [WS]	● ● ● ● ●
CS2.III HEIGHT, BULK AND SCALE [WS]	● ● ○ ○ ○
CS3.I.i ARCHITECTURAL CUES [WS]	● ● ○ ○ ○

PATHWAYS



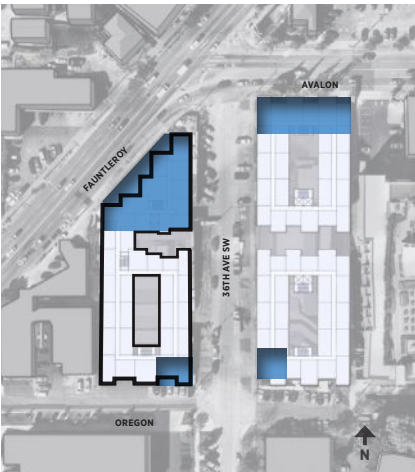
An open plaza is provides a terminus to the through-block connection.

OPEN SPACE



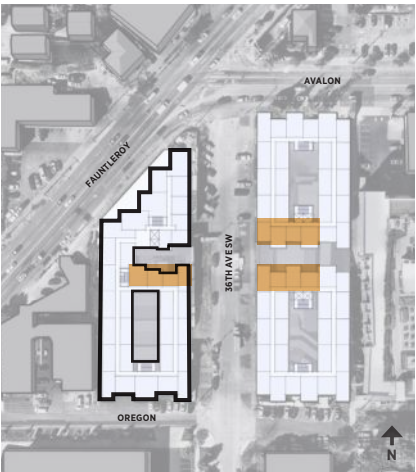
A continuous 4' setback is provided along 36th. Internal courtyards are for residents.

RETAIL



Retail anchors the corners at the intersections.

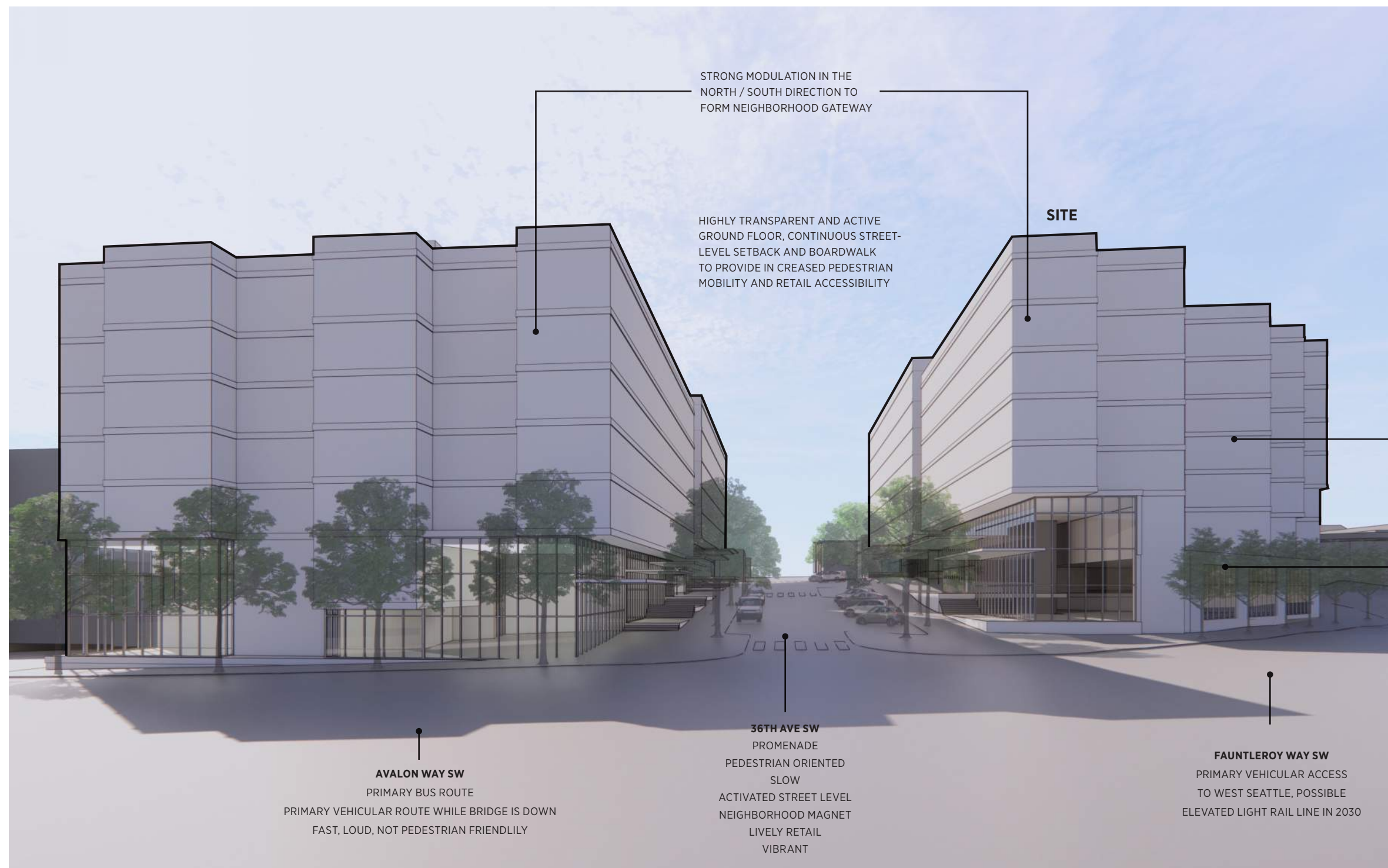
RESIDENTIAL ACCESS



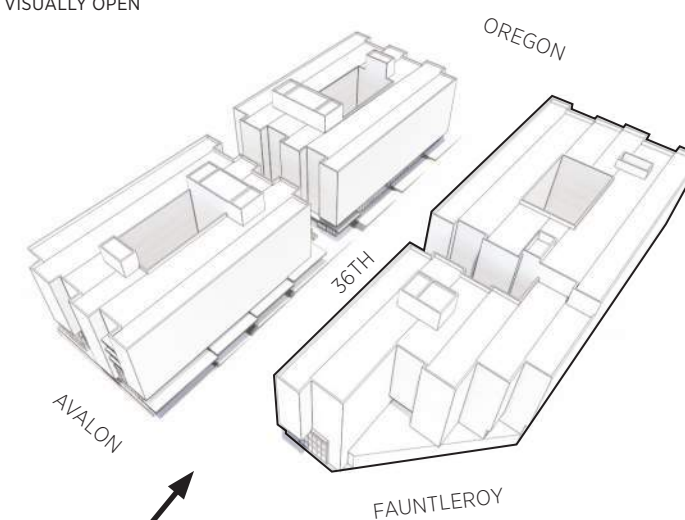
Residential entire's and amenities are located mid-block.

Massing Options

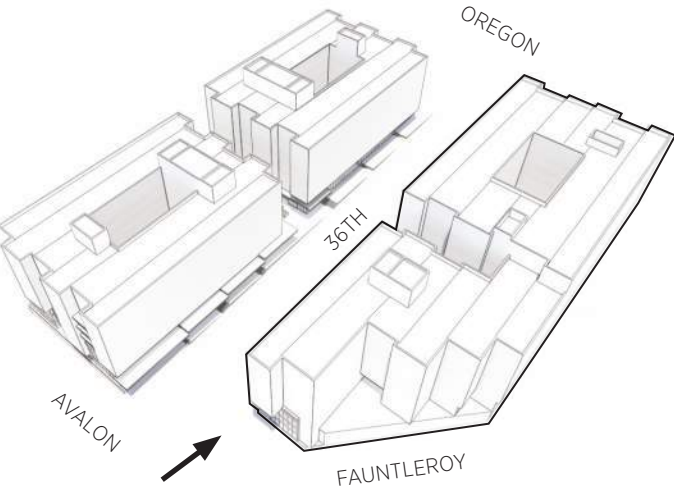
OPTION 2



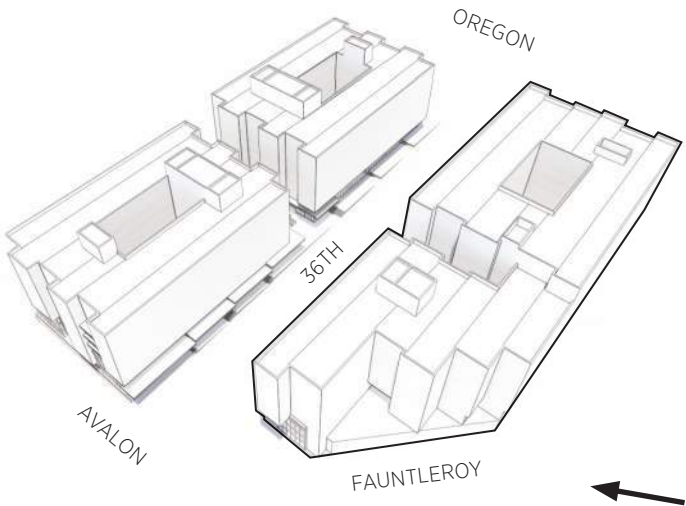
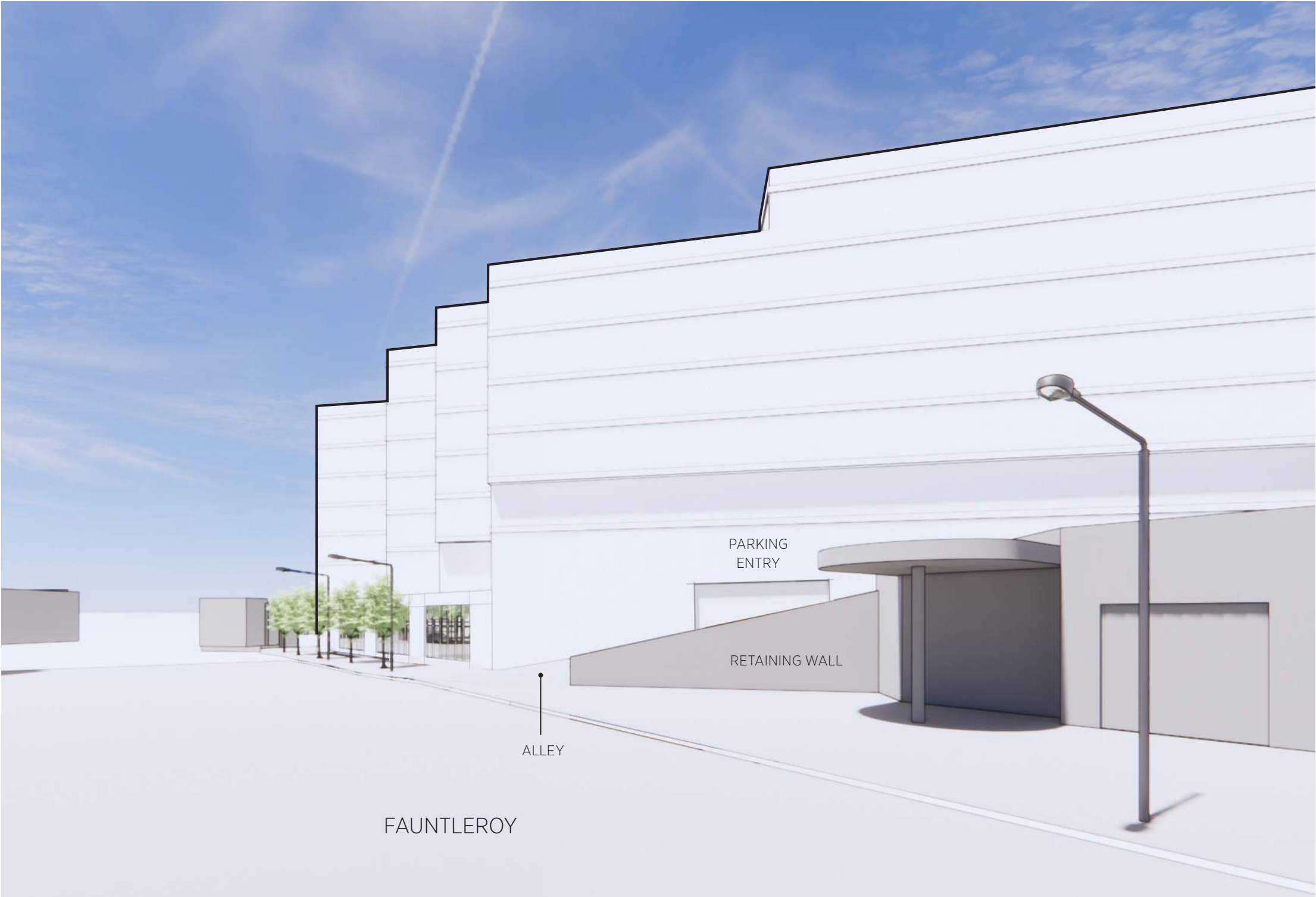
In the view, both sides of the 36th are shown for context.



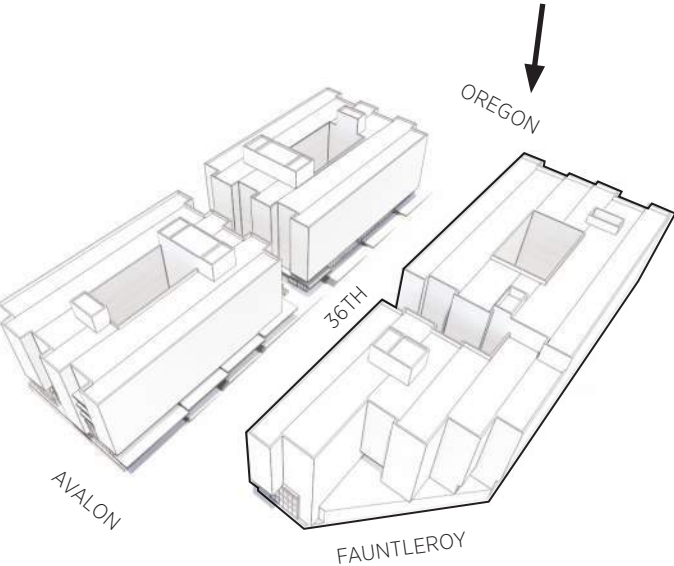
OPTION 2 - NORTHEAST CORNER



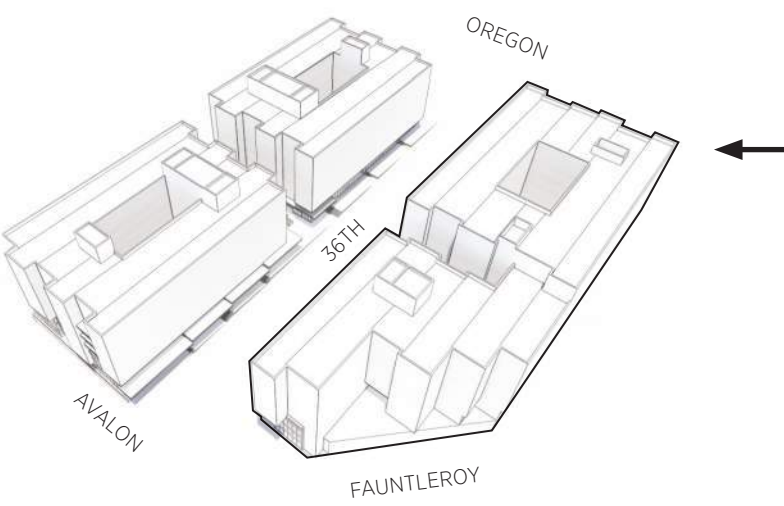
OPTION 2 - NORTHWEST CORNER



OPTION 2 - SOUTHEAST CORNER

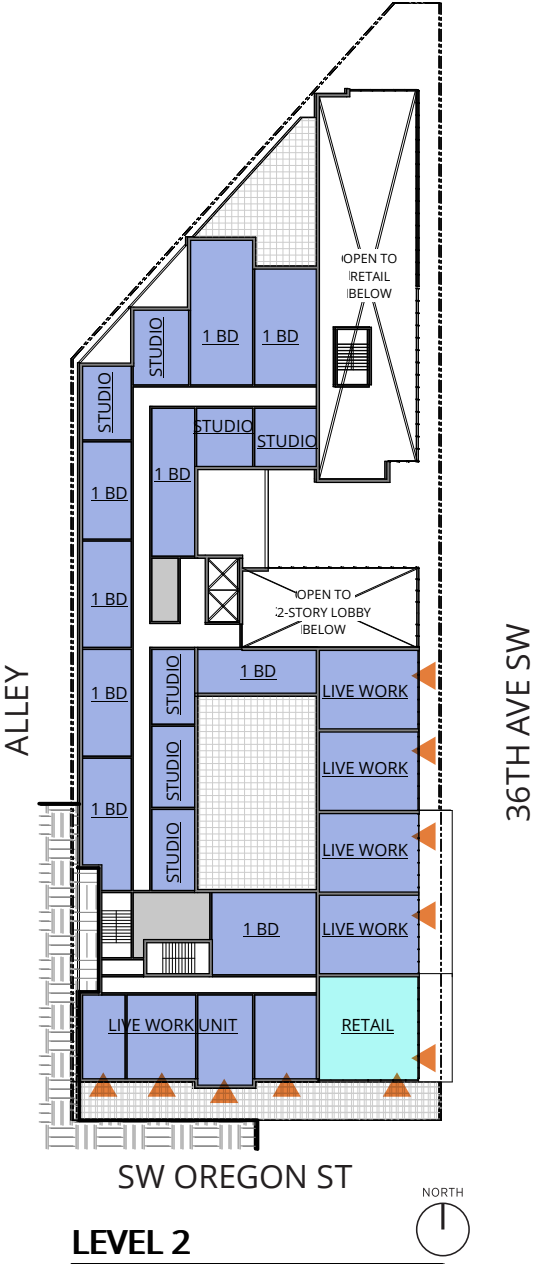
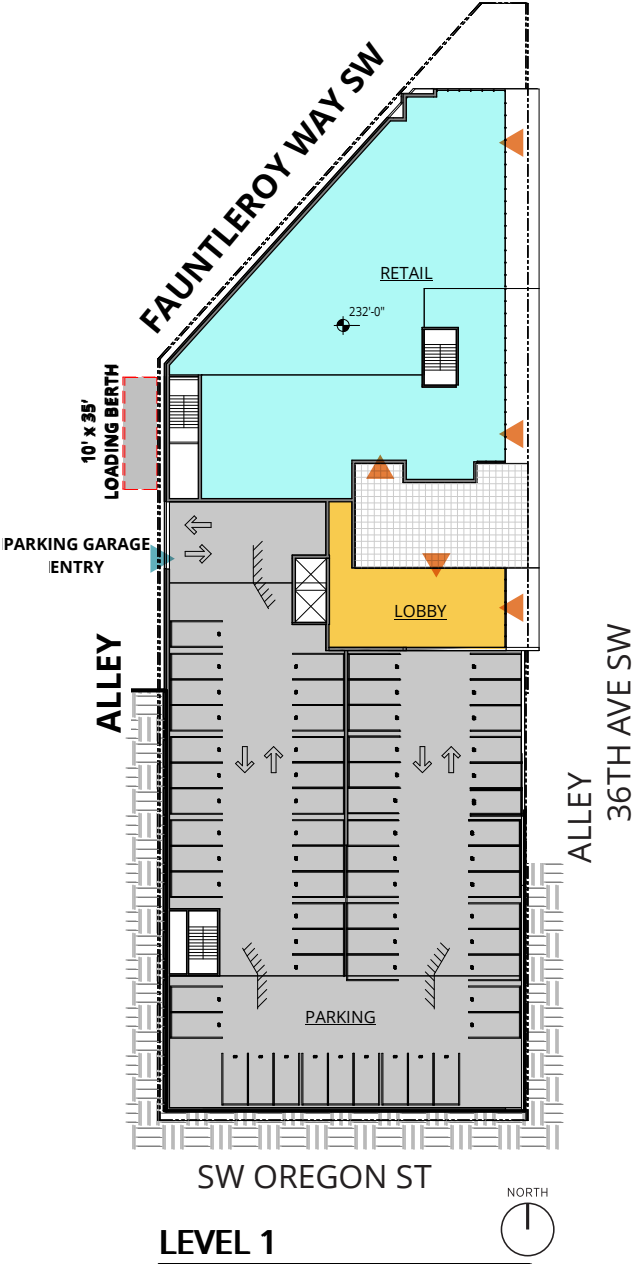
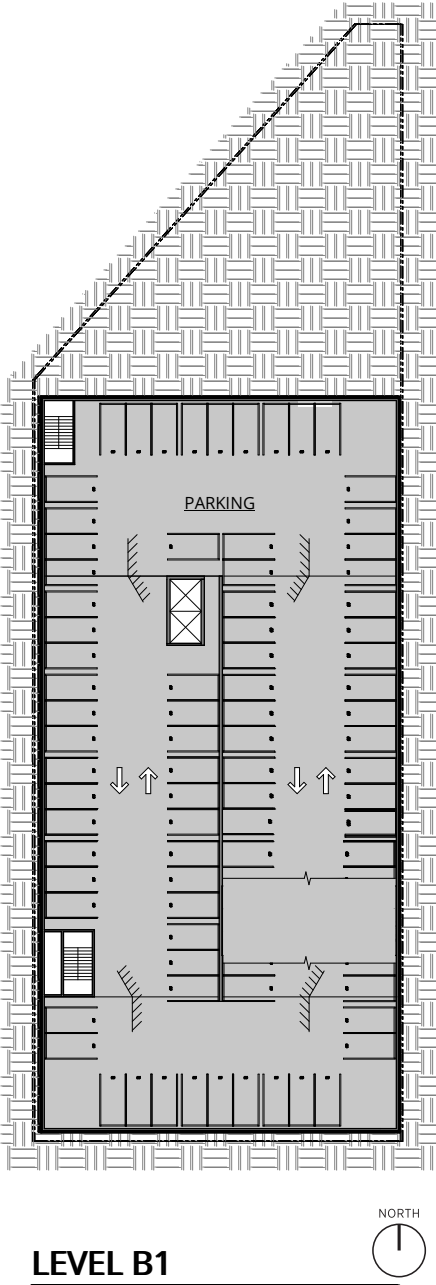
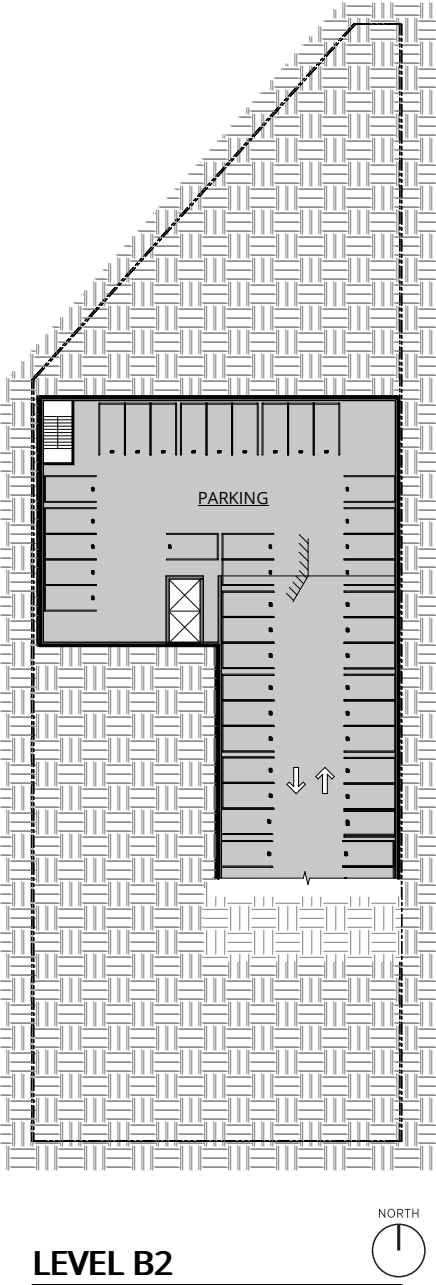


OPTION 2 - SOUTHWEST CORNER



Massing Options

OPTION 2 - PLANS



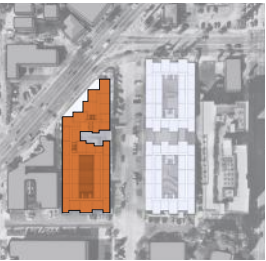
SITE ACCESS

▶

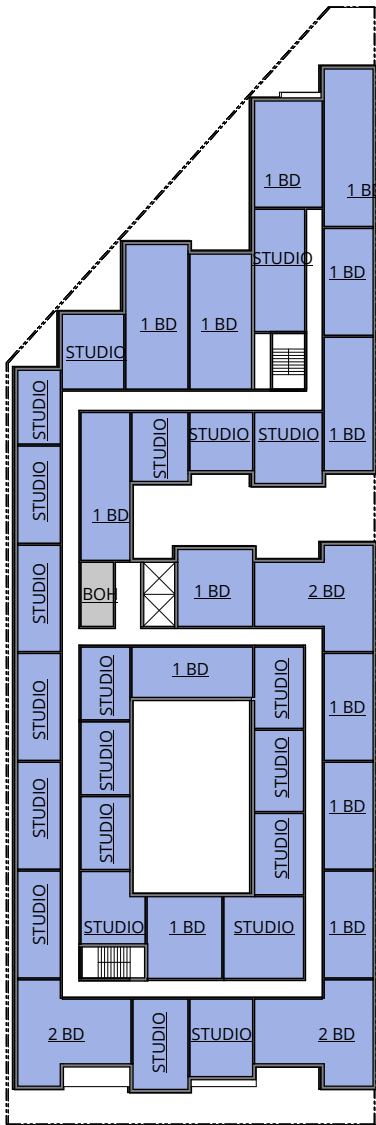
PEDESTRIAN ACCESS

▶

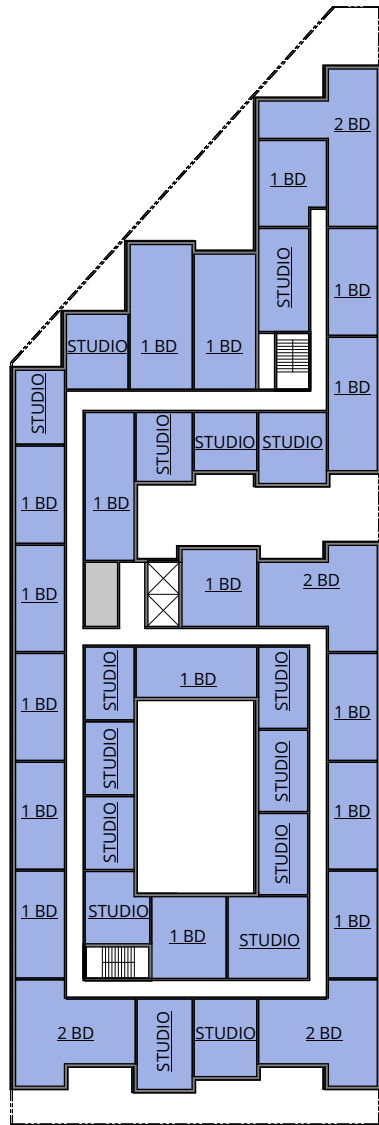
VEHICULAR ACCESS



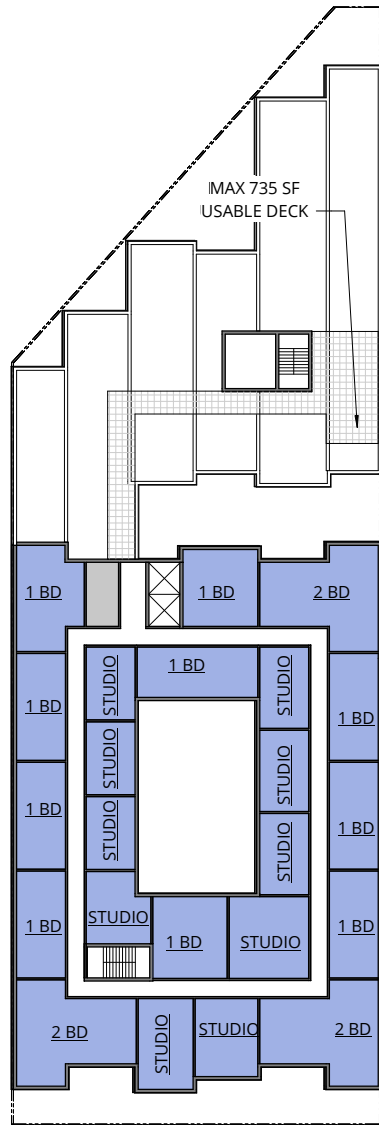
OPTION 2 - PLANS



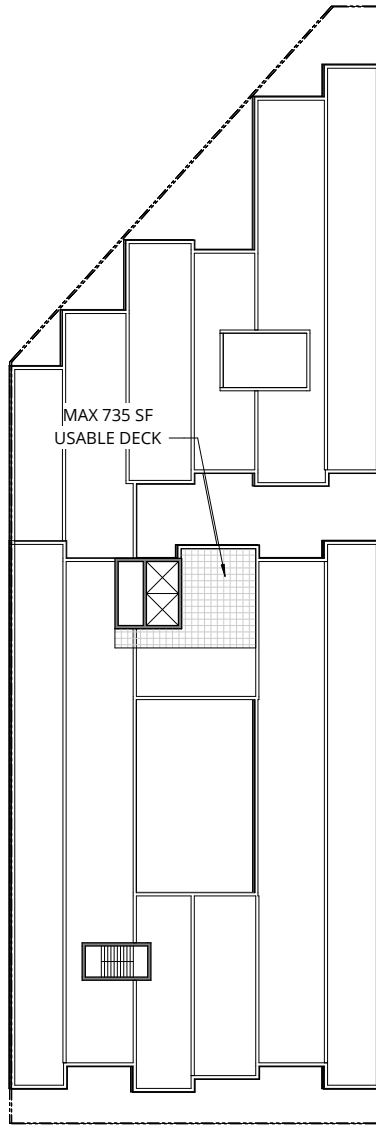
LEVEL 3



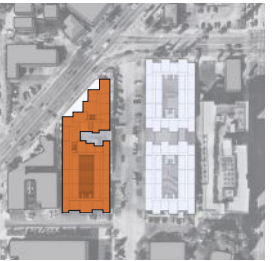
LEVEL 4-7




LEVEL 8



ROOF



OPTION 2 - COMPOSITE SITE PLAN

 FUTURE LIGHT RAIL STATION
PLANNED FOR 2030

SW AVALON WAY

FAUNTLEROY WAY SW

SITE






36TH AVE SW

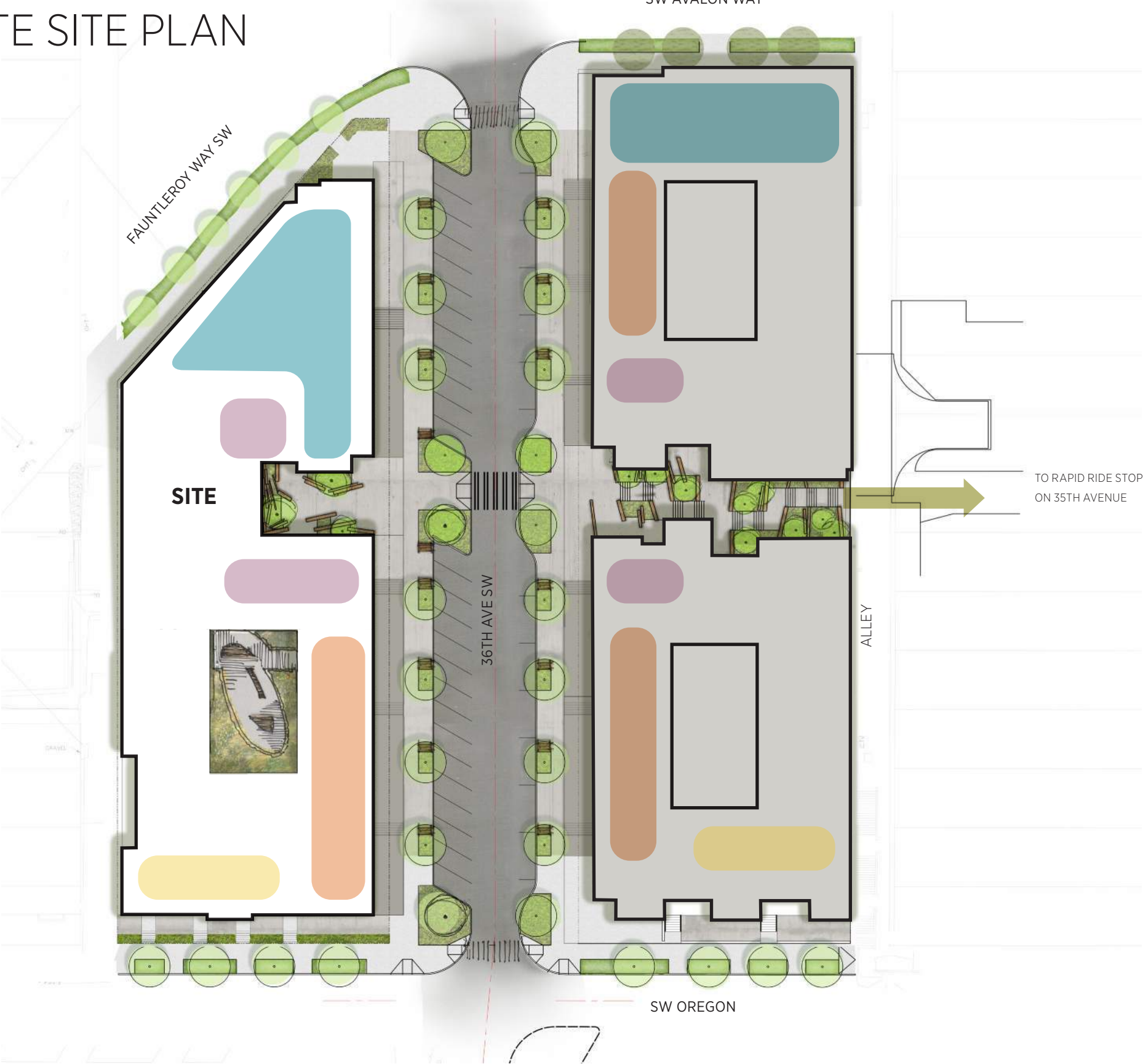
ALLEY

TO RAPID RIDE STOP
ON 35TH AVENUE

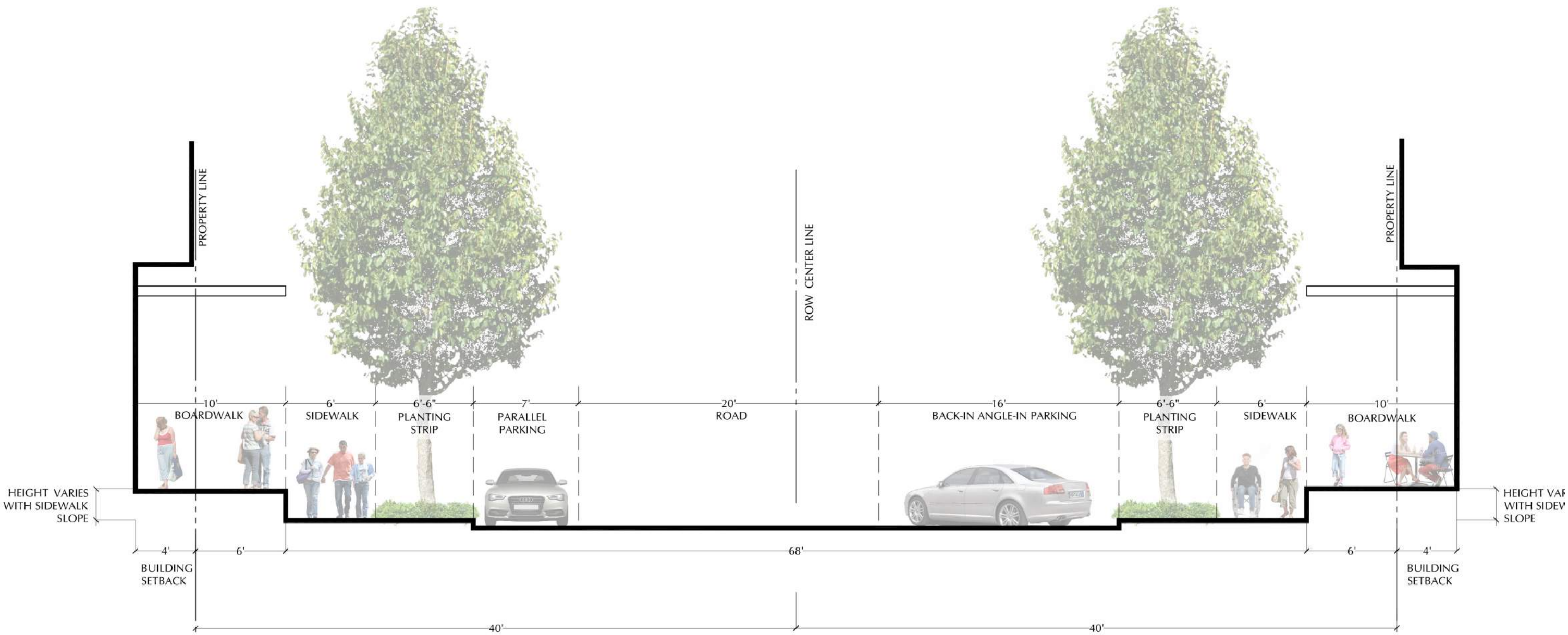


SW OREGON

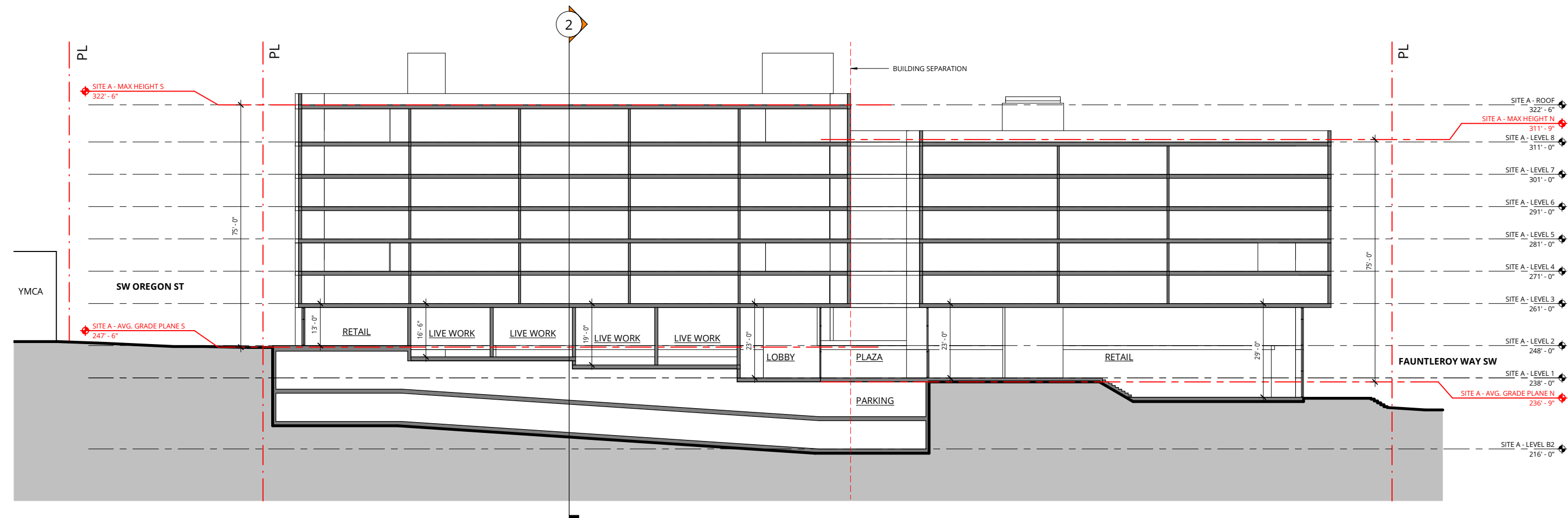
-  THROUGH BLOCK CONNECTION
-  ANCHOR RETAIL
-  SMALL RETAIL
-  RESIDENTIAL LOBBIES
-  UNITS WITH ENTRY FROM GRADE



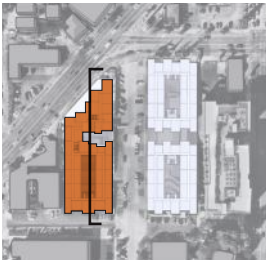
OPTION 2 - STREET SECTION



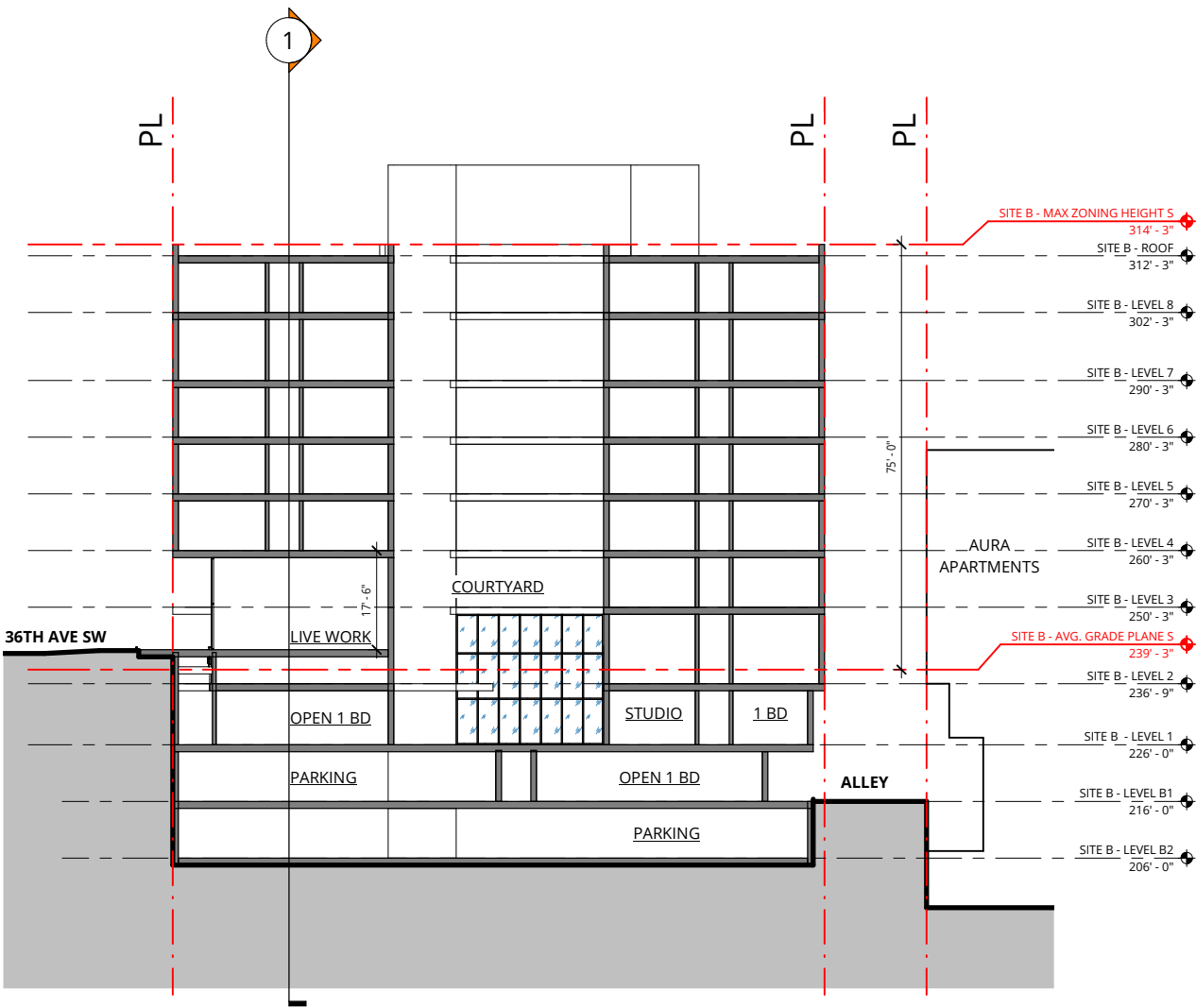
OPTION 2 - SECTION



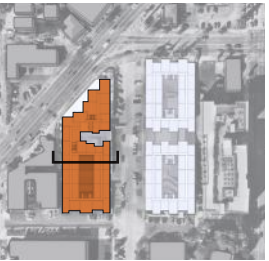
1 - NORTH-SOUTH



OPTION 2 - SECTION



2 - EAST-WEST



Massing Options

OPTION 3 (PREFERRED)

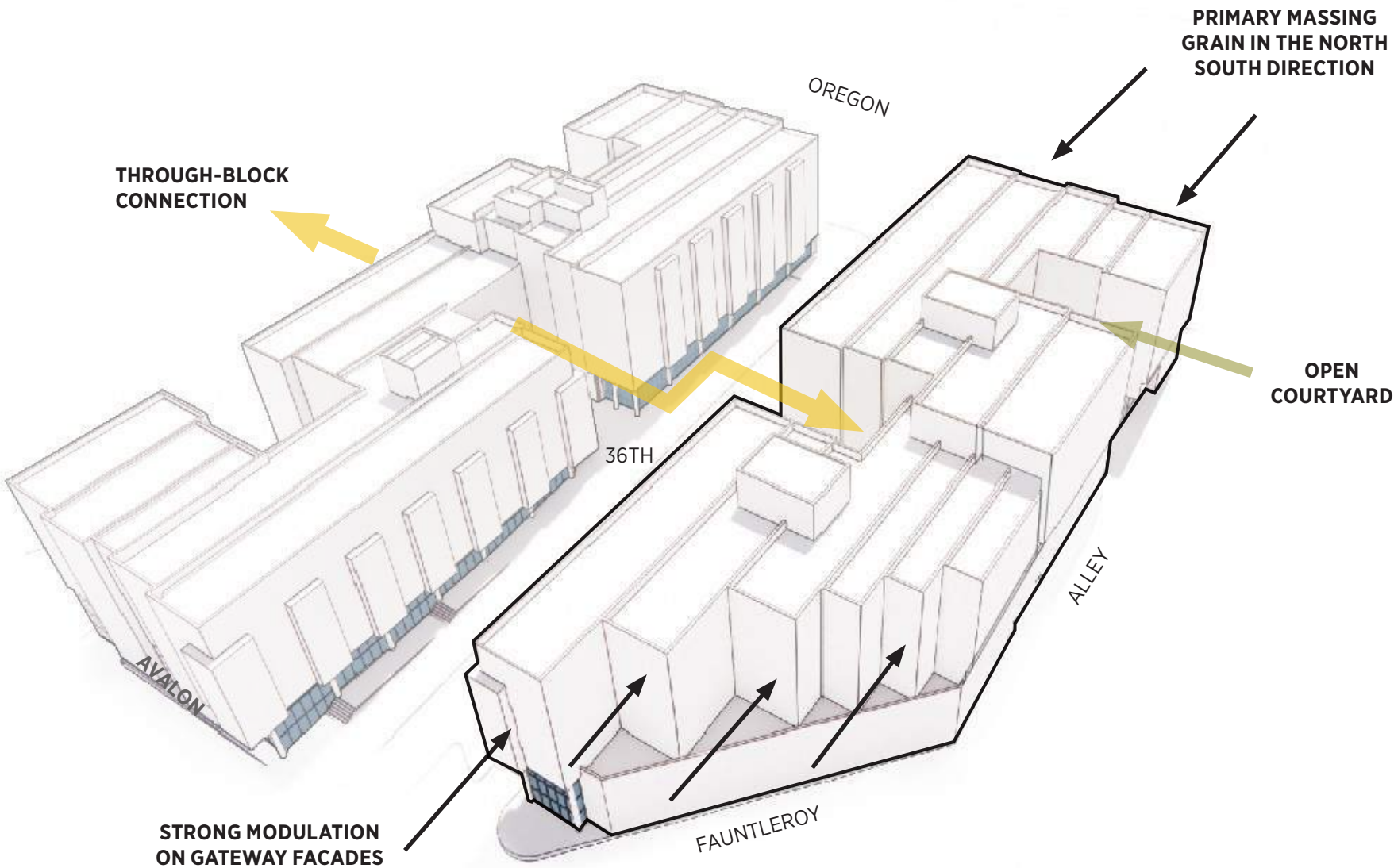
LONG STACKS, OPEN

Starting with the primary concept of sacked Lumber, this massing scheme places the rough edge of the stack towards Avalon, Fauntleroy, & Oregon. The major upper level massing modulation is oriented in the North/South direction, creating a significant visual impact for traffic along Fauntleroy and Avalon.

The retail promenade of 36th is defined by a continuous street level setback to allow generous space for strolling, shopping and dining. Upper-level massing shifts and slides in the North/South direction to reveal a series of outward facing courtyards.

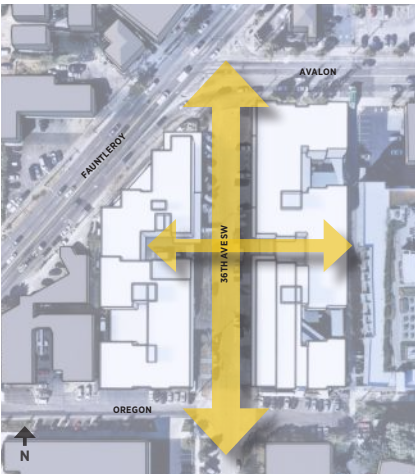
This massing option also features a through-block connection running East/West through the site. This critical open space will provide a public connection from the entry court on the West site, through the East site, linking up with the through-block passage at the Aura apartments to the East of the sites. This public pedestrian pathway will provide mobility from the rapid ride stop on 35th Ave up to the retail zone on 36th.

A series of upper level bays are introduced along 36th to provide depth and texture to the facade, while still emphasizing the horizontal quality of the stacked lumber concept.



PL1.I HUMAN ACTIVITY [WS]	● ● ● ● ●
PL2.II PEDESTRIAN OPEN SPACES [WS]	● ● ● ● ●
PL4.C.1 TRANSIT ORIENTED DESIGN	● ● ● ● ●
DC2.A.2 REDUCING PERCEIVED MASS	● ● ● ● ○
CS2.I. STREETScape COMPATIBILITY [WS]	● ● ● ○ ○
CS2.II CORNER LOTS [WS]	● ● ● ● ●
CS2.III HEIGHT, BULK AND SCALE [WS]	● ● ● ● ○
CS3.I.i ARCHITECTURAL CUES [WS]	● ● ● ● ●

PATHWAYS



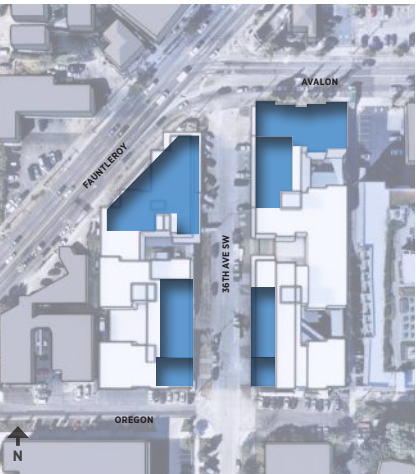
An open plaza is provides a terminus to the through-block connection.

OPEN SPACE



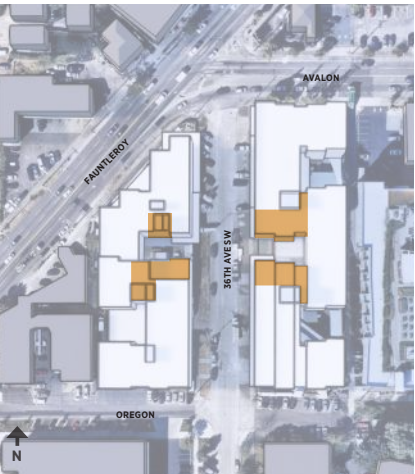
A continuous 4' setback is provided along 36th. Courtyards are opened up to provide visual access to light and views.

RETAIL



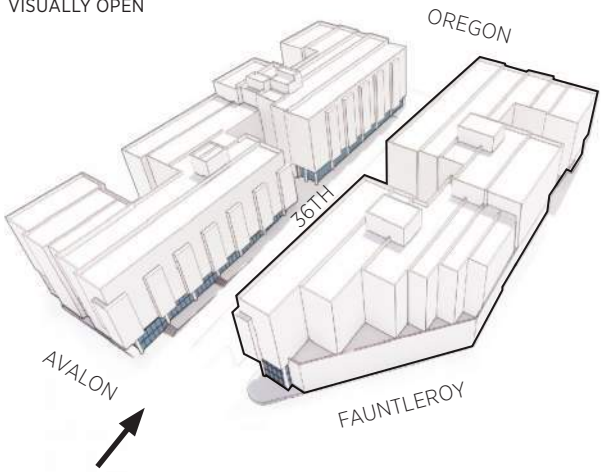
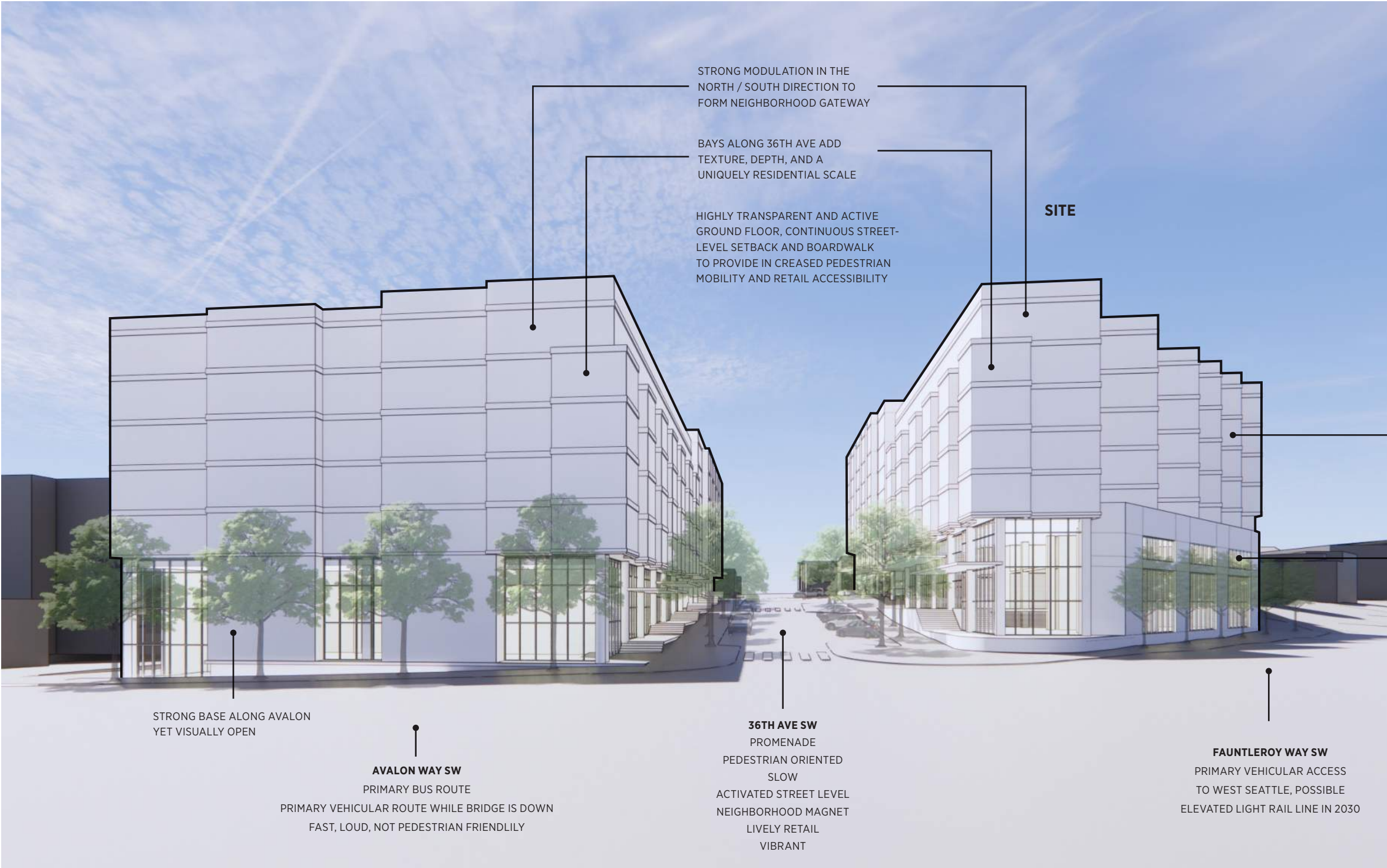
Retail is located the entire length of 36th except at the mid block where residential entries are located.

RESIDENTIAL ACCESS



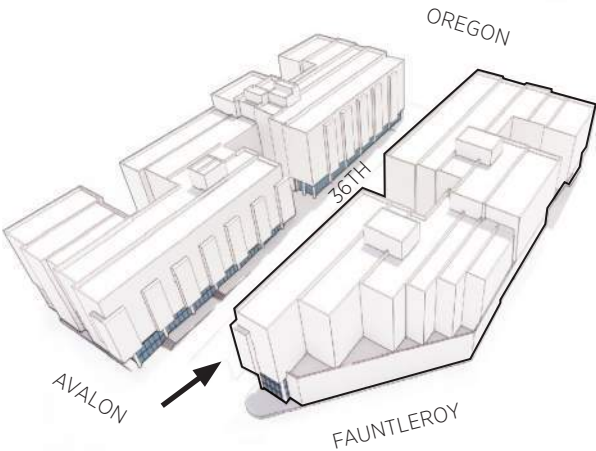
Residential entires and amenities are located mid-block.

OPTION 3 (PREFERRED)

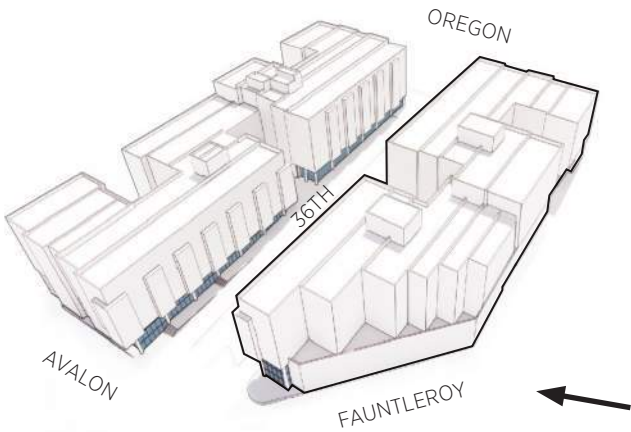


In the view, both sides of the 36th are shown for context.

OPTION 3 - NORTHEAST CORNER



OPTION 3 - NORTHWEST CORNER

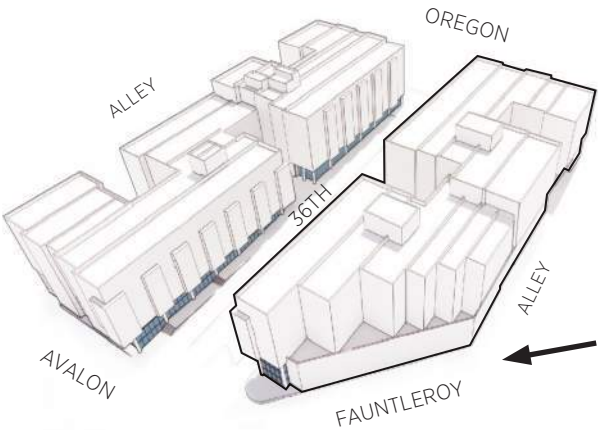


Massing Options

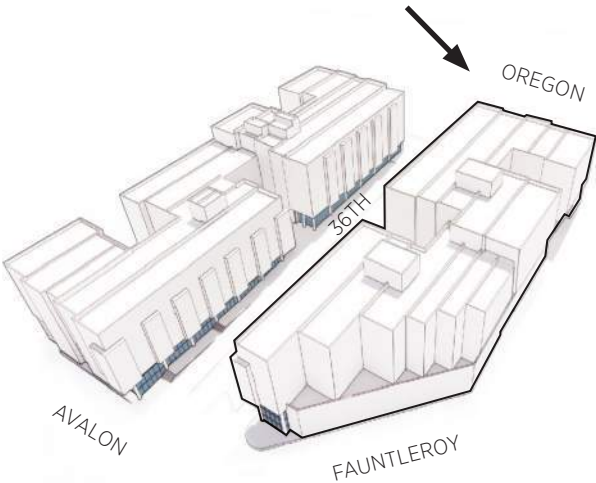
OPTION 3 - NORTHWEST CORNER



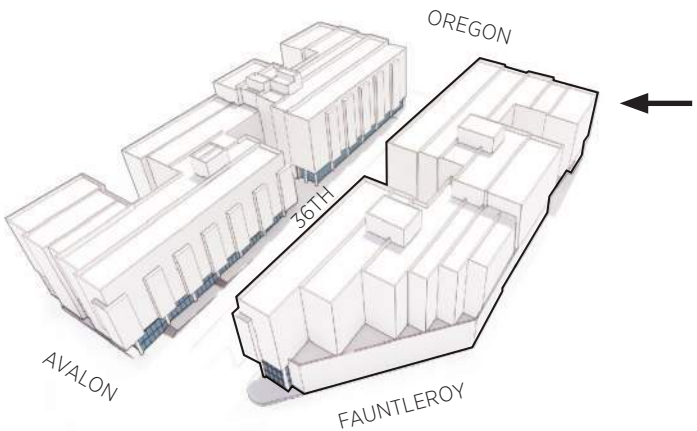
- Possible future elevated light rail line above Fauntleroy



OPTION 3 - SOUTHEAST CORNER



OPTION 3 - SOUTHWEST CORNER

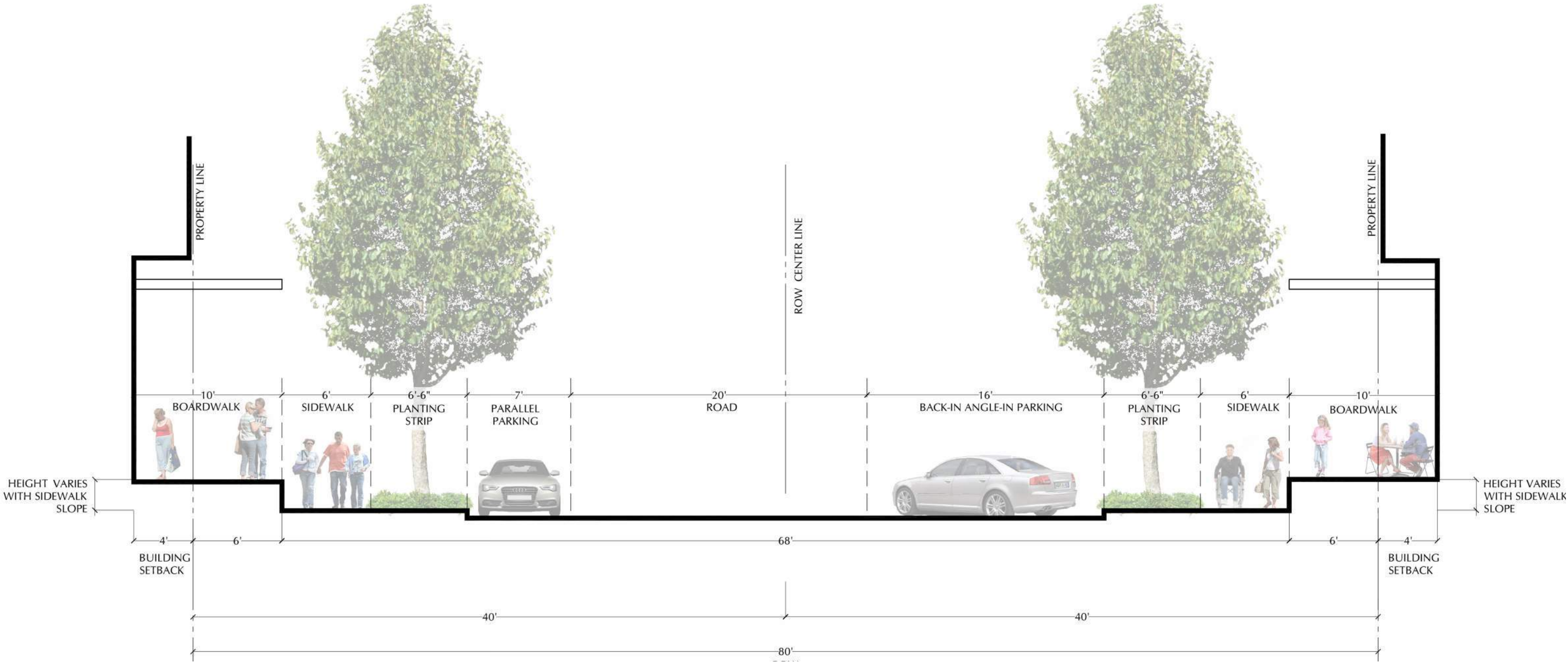


OPTION 3 - COMPOSITE SITE PLAN

- THROUGH BLOCK CONNECTION
- ANCHOR RETAIL
- SMALL RETAIL
- RESIDENTIAL LOBBIES
- UNITS WITH ENTRY FROM GRADE

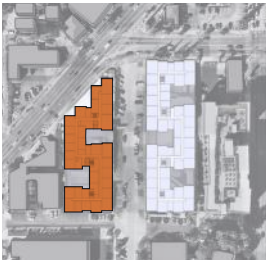
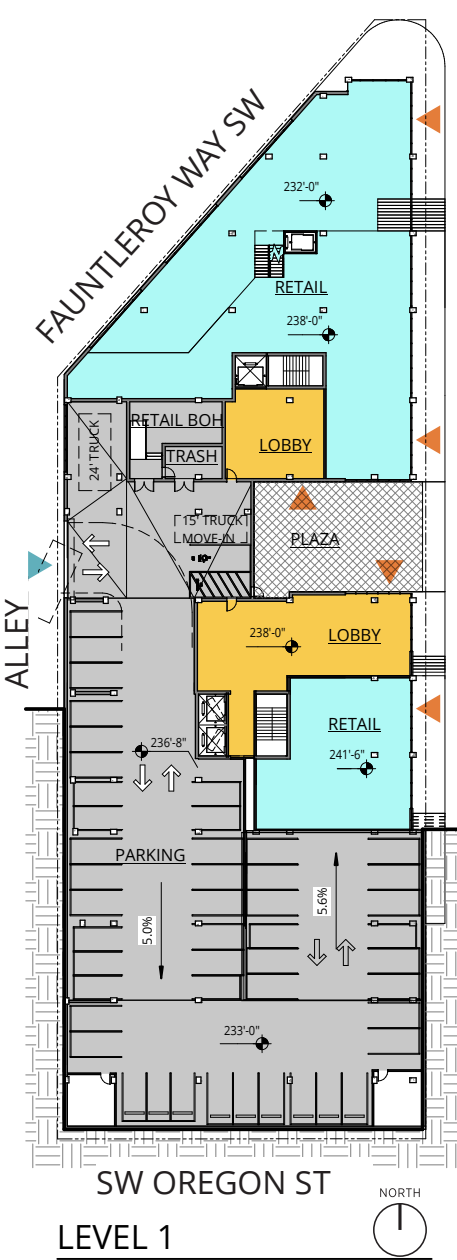
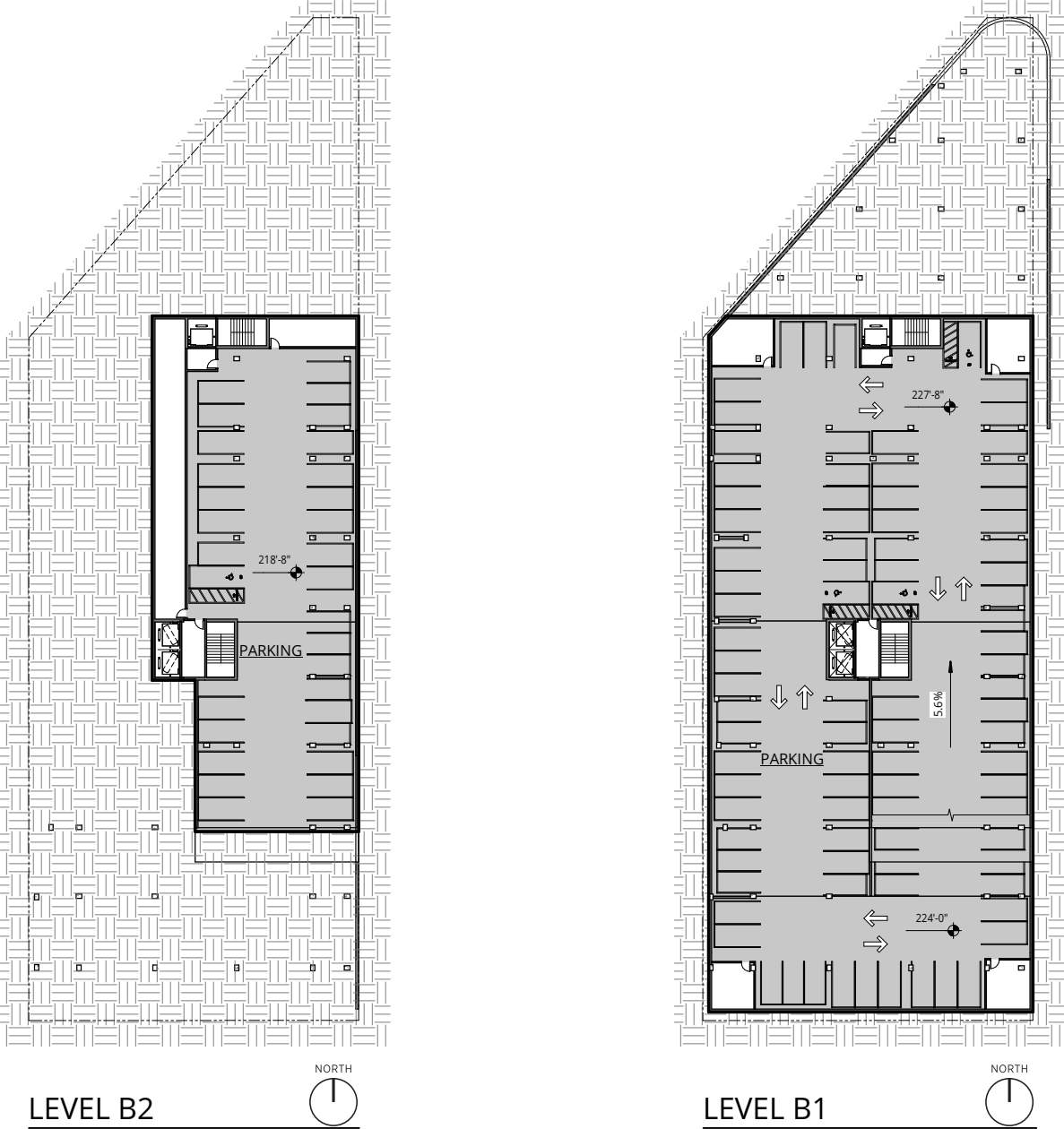


OPTION 3 - STREET SECTION



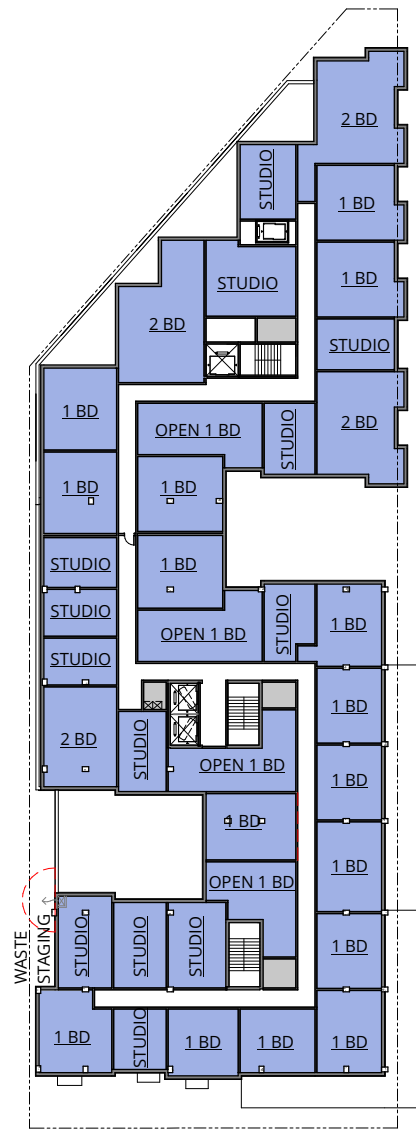
Massing Options

OPTION 3 - PLANS

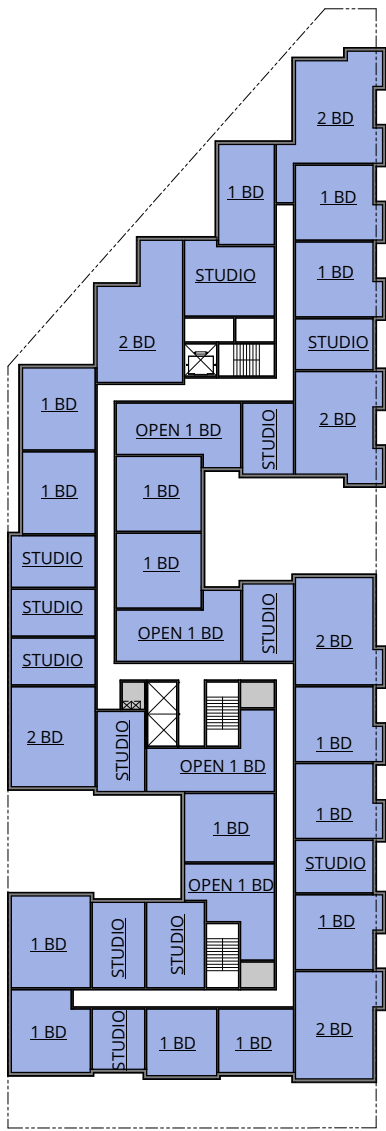


- SITE ACCESS
- PEDESTRIAN ACCESS
 - VEHICULAR ACCESS

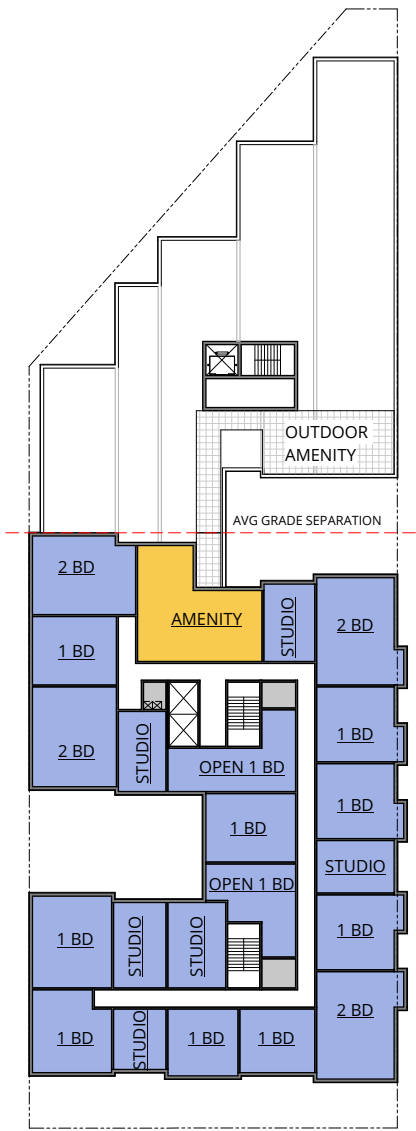
OPTION 3 - PLANS



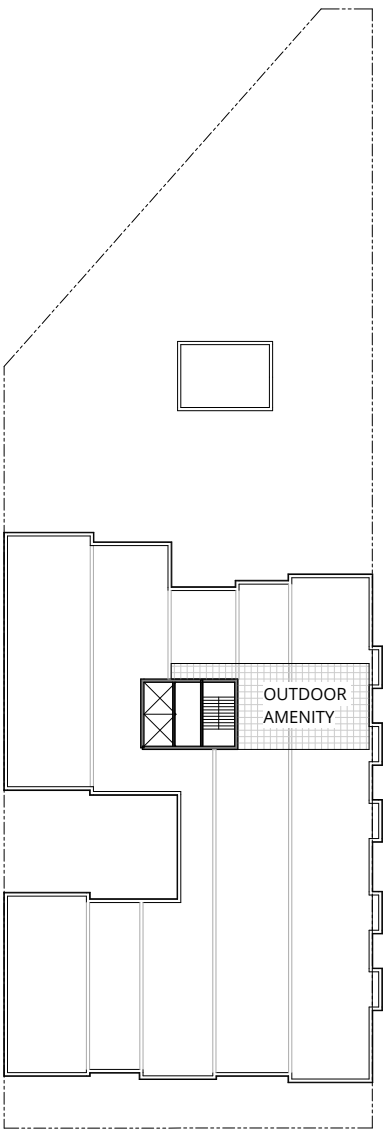
LEVEL 3



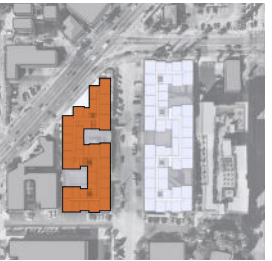
LEVEL 5-6 (4 & 7 SIM)



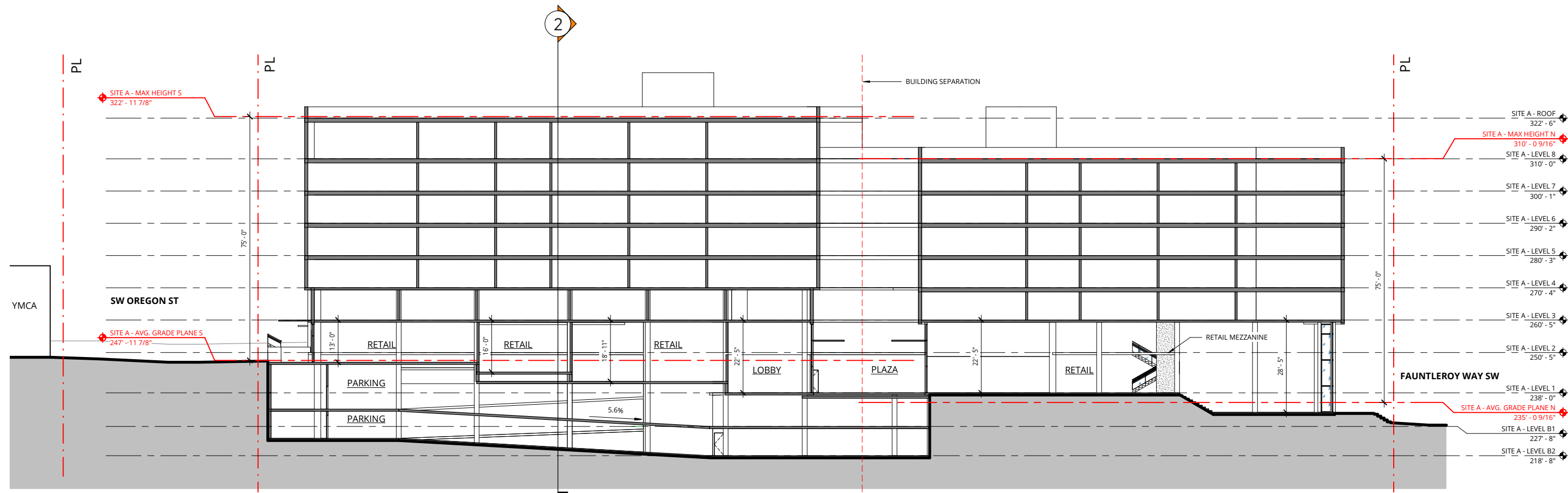
LEVEL 8



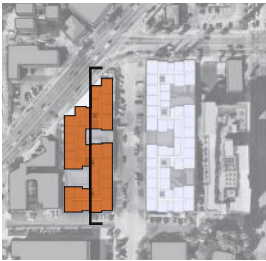
ROOF



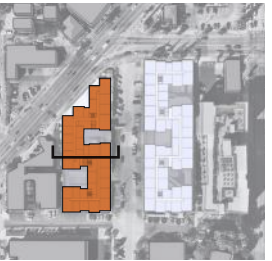
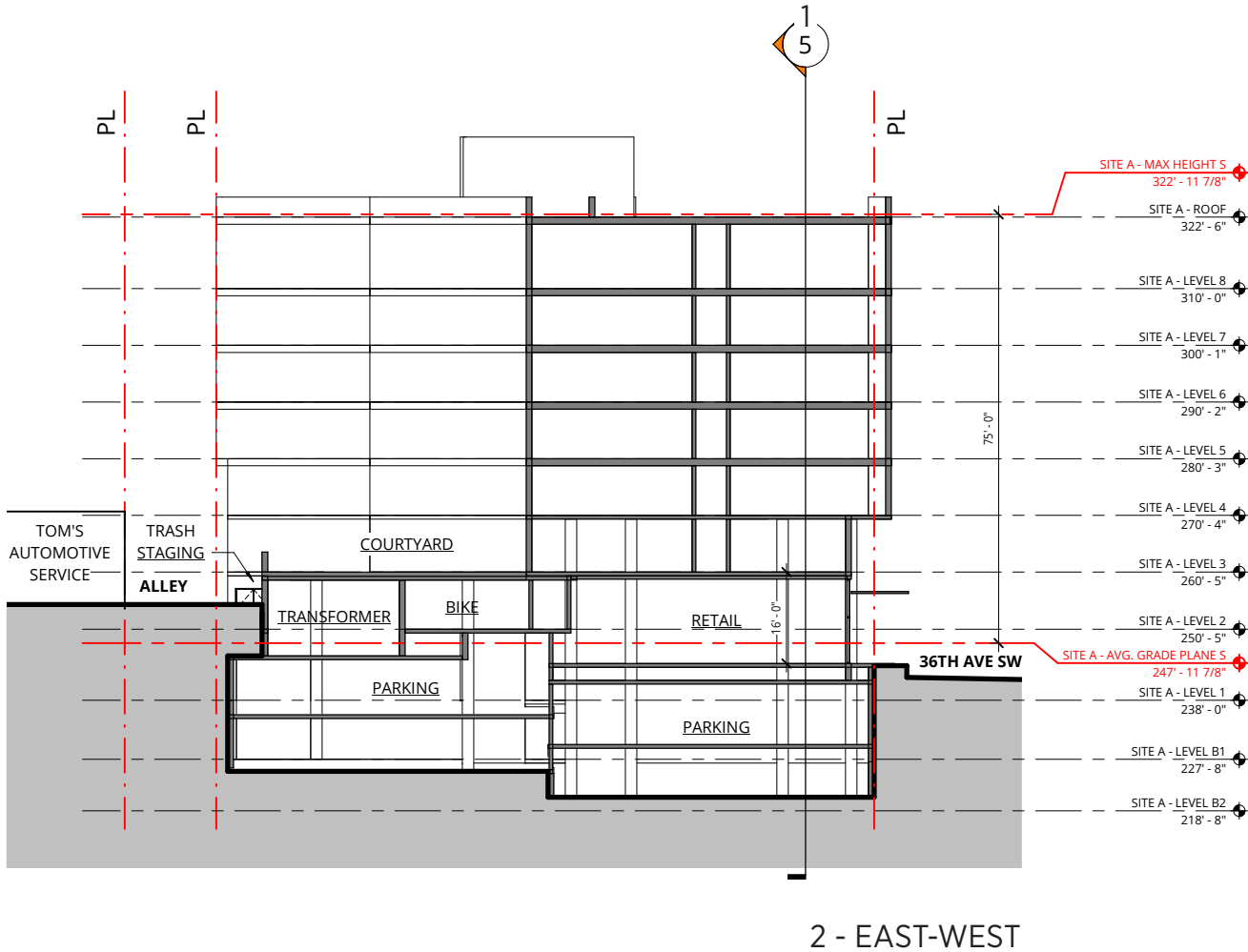
OPTION 3 - SECTION



1 - NORTH-SOUTH



OPTION 3 - SECTION



06 Concept Development

Landscape

SITE PLAN



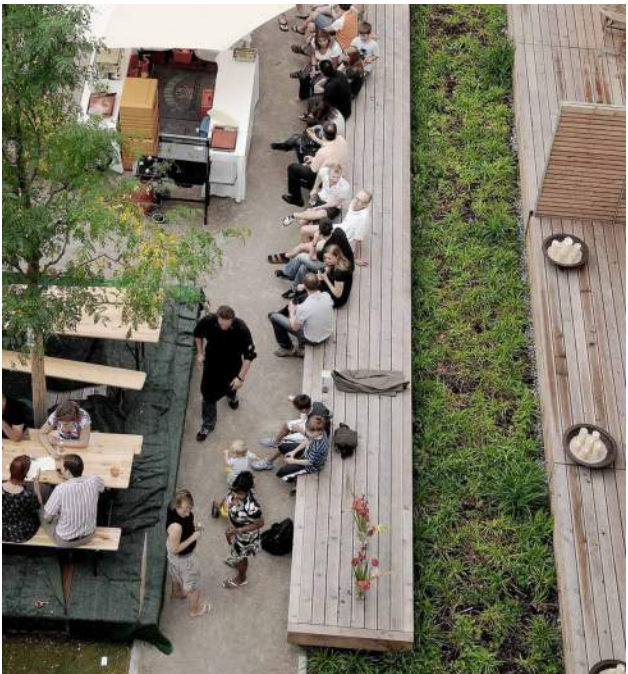
SITE CHARACTER



STACKED LUMBER



TIMBER SEATING ELEMENTS



ACTIVATED EDGES



SALVAGE/REUSE



INTEGRATED SITE HISTORY



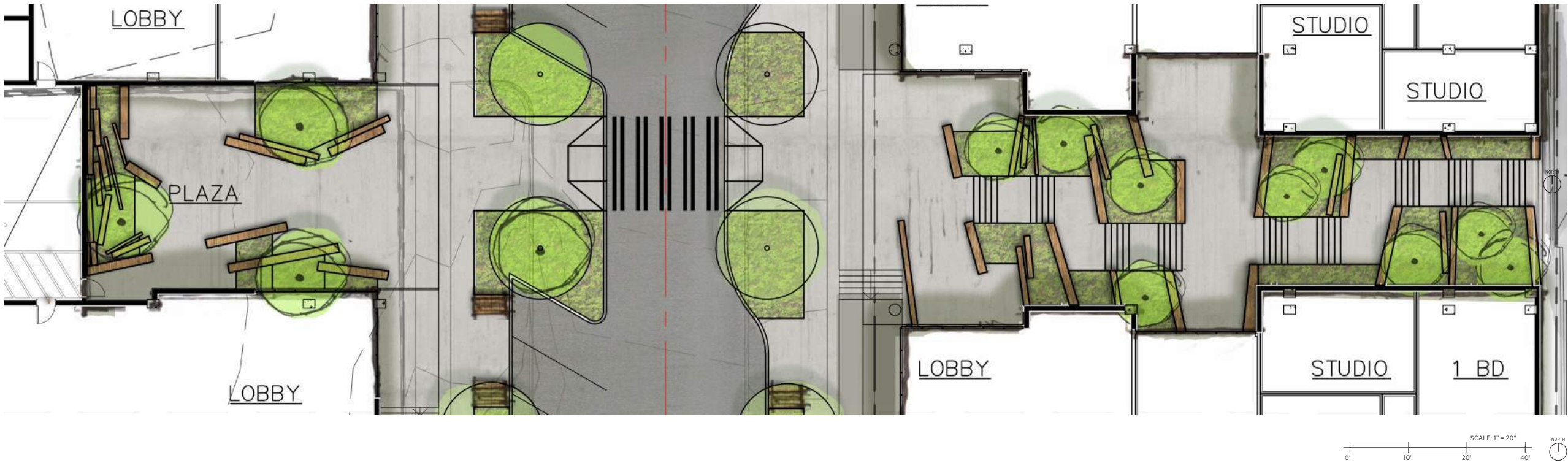
LOADING DOCK PORCHES



RESIDENTIAL EDGE



THROUGH-BLOCK CONNECTION



THROUGH-BLOCK CHARACTER



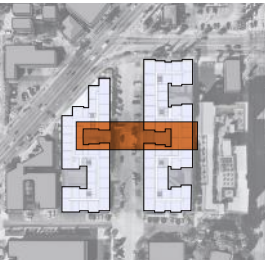
CASCADING STAIRS WITH PLANTING



OPEN SPACE CONNECTING BUILDINGS

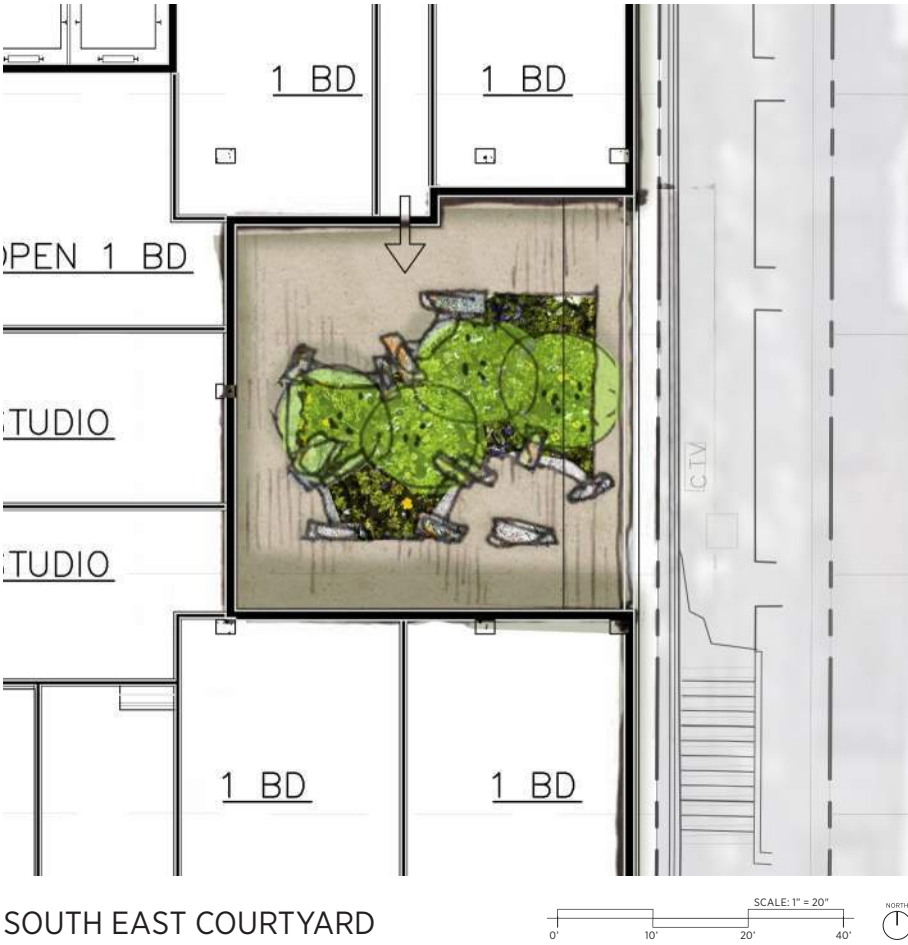


STACKED LUMBER ELEMENTS



Landscape

COURTYARDS



COURTYARD CHARACTER



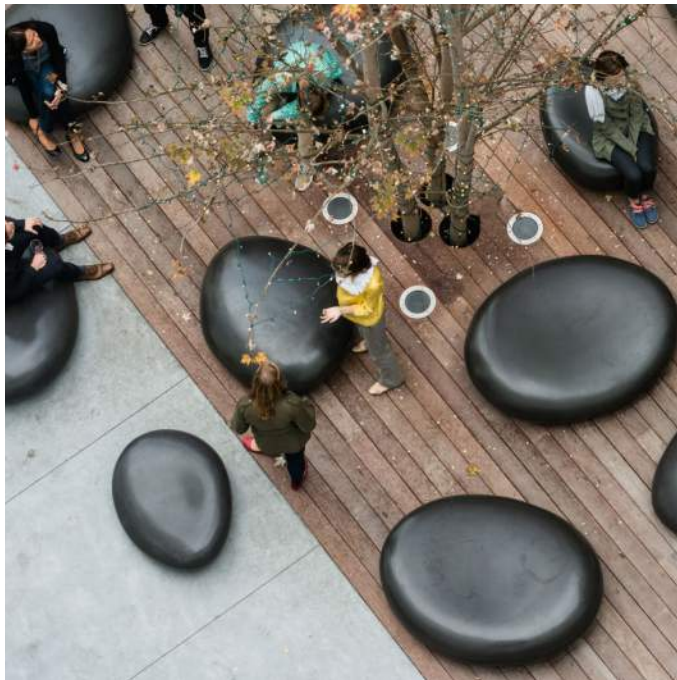
GROUND PLANE DETAILS



GATHERING SPACE IN THE MEADOW



AIRY TREE GROVE



STONE SEATING



PLANTED BORDER



STONE ELEMENTS



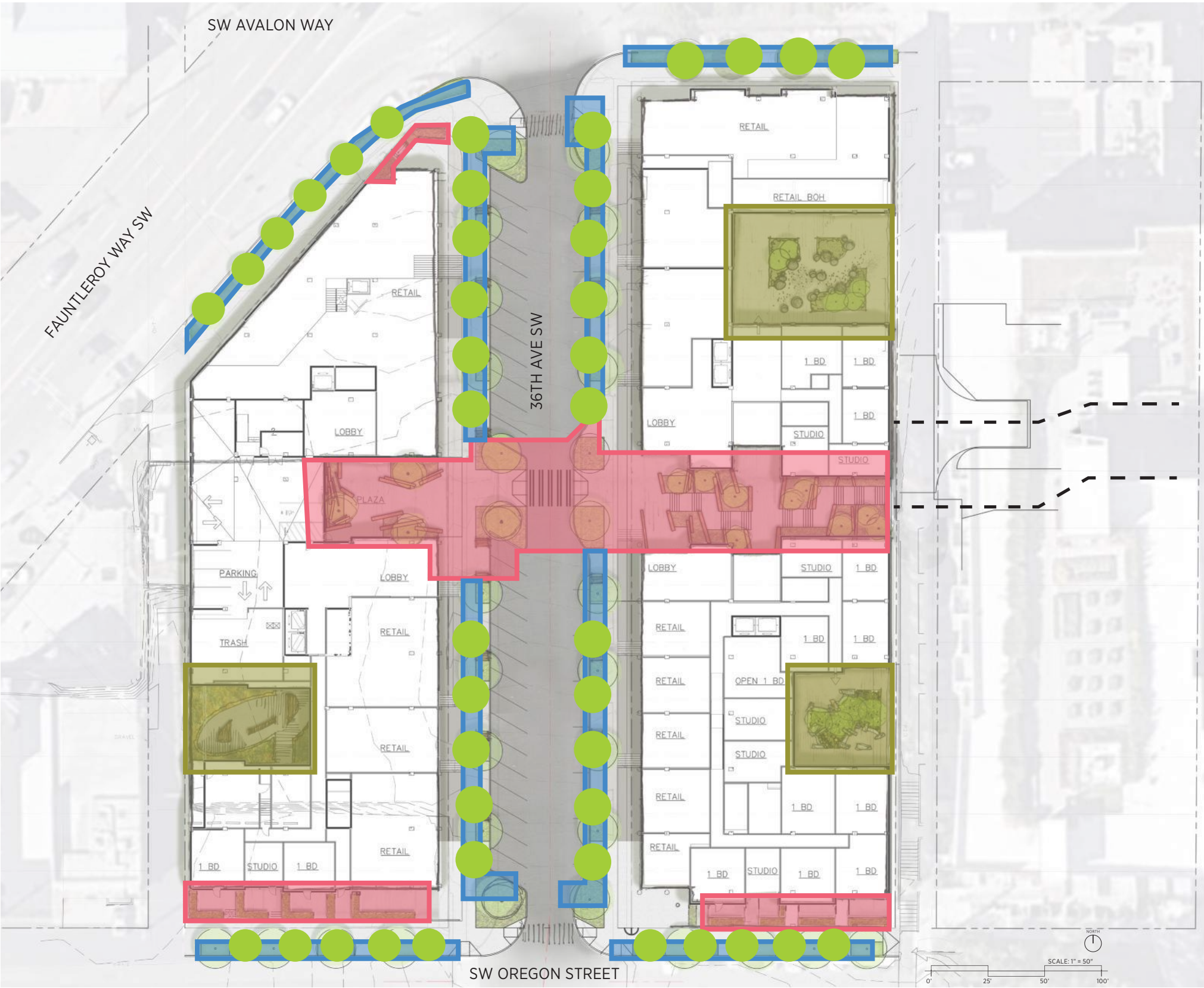
SEATING PLATFORMS

Landscape

SITE PLANTING

PLANTING TYPES
LEGEND

- THROUGH BLOCK
- COURTYARDS
- STREETSCAPE
- STREET TREES



SITE PLANTING CHARACTER



THROUGH BLOCK PLANTING

- Serviceberry
- Vine Maple
- Mountain hemlock
- Tufted Hairgrass
- Native Columbine
- Sword Fern
- Soft Shield Fern
- Indian Plum
- Red Flowering Current
- Salal
- Himalayan Sweetbox
- Astilbe
- Lily of the Nile



SITE PLANTING CHARACTER

COURTYARD PLANTING

- Vine Maple
- Flowering Dogwood
- Mountain Hemlock
- Serviceberry
- Tufted Hairgrass
- Yarrow
- Fescues
- Arrowleaf Balsamroot
- Indian Paintbrush
- Camas
- Ocean Spray
- Meadow Goldenrod
- Wild Strawberry
- Native Columbine
- Heather
- Sword Fern
- Indian Plum
- Red Flowering Current
- Salal



SITE PLANTING CHARACTER



STREETSCAPE AND STREET TREES

- Ginkgo Princeton Sentry
- Karpick Maple
- Moraine Sweetgum
- Sword Fern
- Deer Fern
- Beach Strawberry
- Boxleaf Honeysuckle
- Yarrow
- Fountain Grass
- Redwood Sorrel
- Hamel Dwarf Fountain Grass



NEIGHBORHOOD MATERIAL INSPIRATION

The material story for this project, starts on the site. Alki Lumber has been in business since 1921. There is a rich palette of textures, forms, and features from which to draw inspiration.

1. First and foremost we are inspired by the wood stacks, and used them as an inspiration for all three massing options. We are also interested in exploring wood and wood-like siding, playing with color texture and directionality.
2. We are inspired by the simple shed canopy's covering the stacks and have used them as inspiration for our retail canopies along 36th
3. Finally we are inspired by the barn doors and existing signage which has been part of the neighborhood character nearly 100 years.



CONCEPT INTERPRETATION

The stacks of lumber have not only been an inspiration for our massing options, but also begin to suggest an attitude and sensibility for the cladding. We are inspired by wood products, but also those that have the qualities of the lumber stacks - Distinct texture, directionality, and warmth. The collection of images on this page represent the spirit of our material palette.



POTENTIAL MATERIAL FAMILIES

The following material families set the potential design direction for what we plan to show at Recommendation.

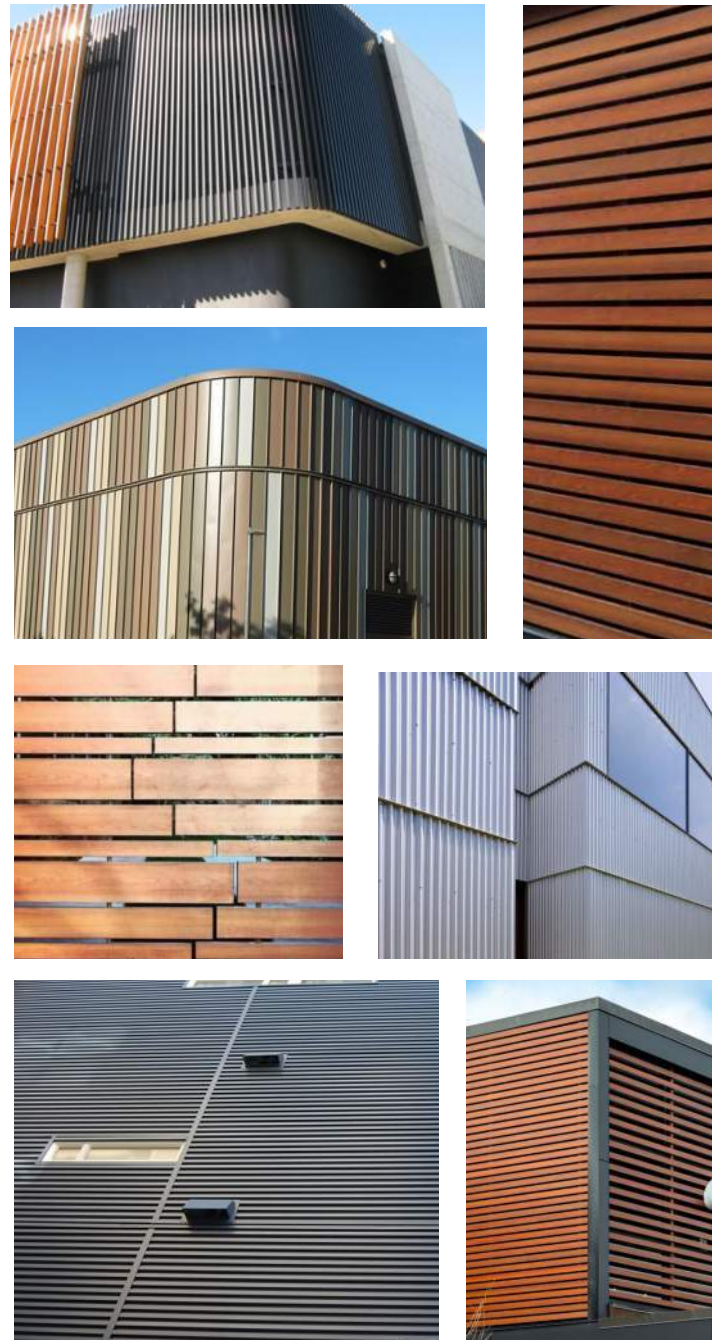
PRIMARY

TEXTURED FIBER CEMENT PANEL
HARDIE, NICHHA, CERA CLAD



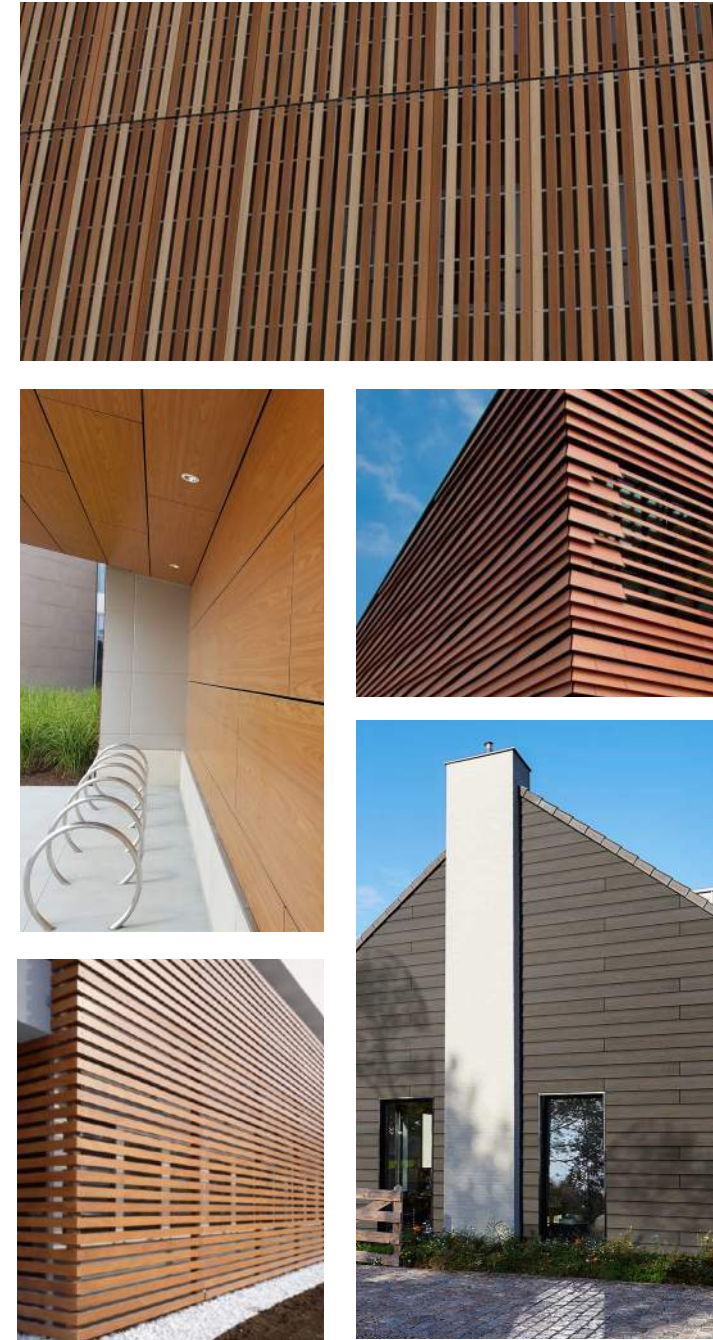
ACCENT

METAL SIDING
AEP SPAN, MORIN, LONGBOARD, KNOTWOOD



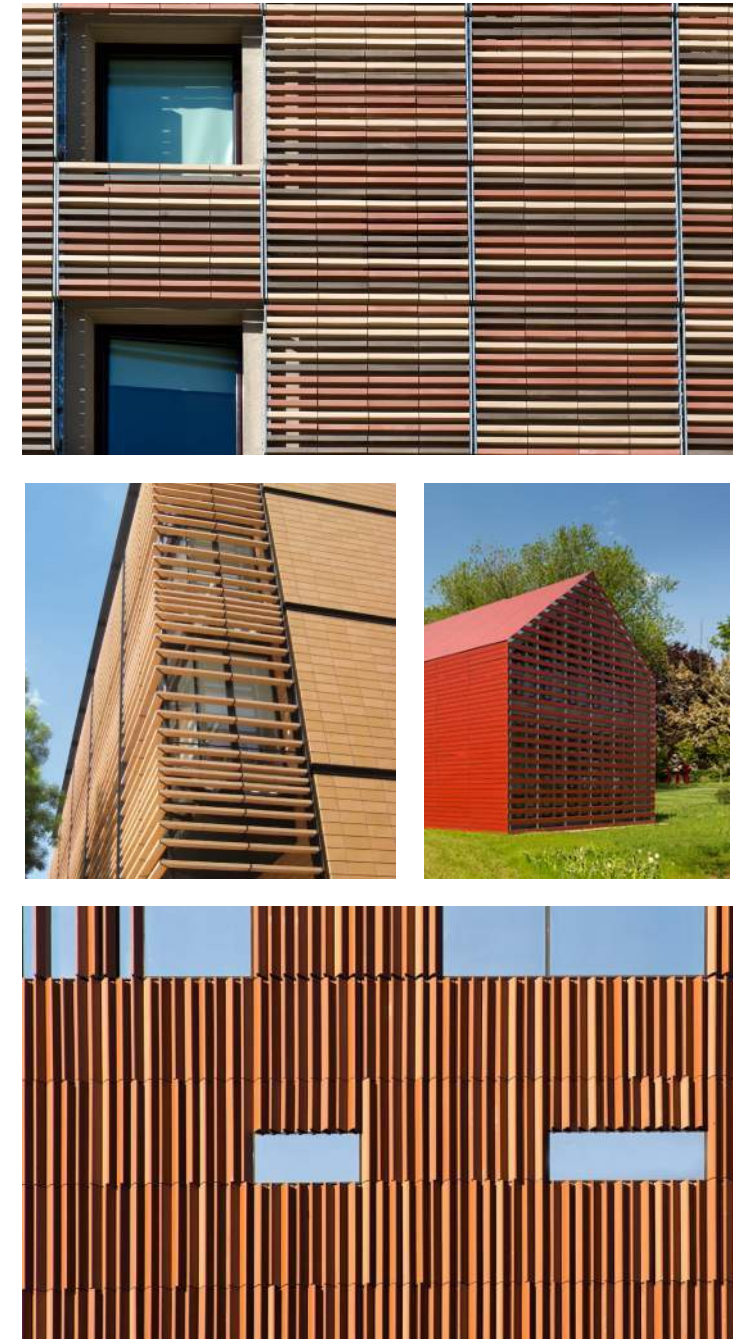
LIMITED

HIGH PRESSURE LAMINATE
TRESPA, PRODEMA, FUNDERMAX, ECOCLAD



HIGHLIGHTS

TERRA COTTA & HIGH DENSITY FIBER CEMENT
SWISS PEARL, CEMBRIT, ECOCLAD



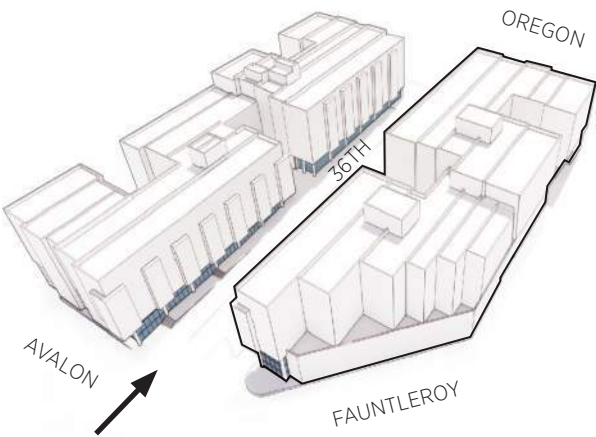
PREFERRED MASSING + MATERIAL CONCEPT



BAYS ADD RESIDENTIAL SCALE



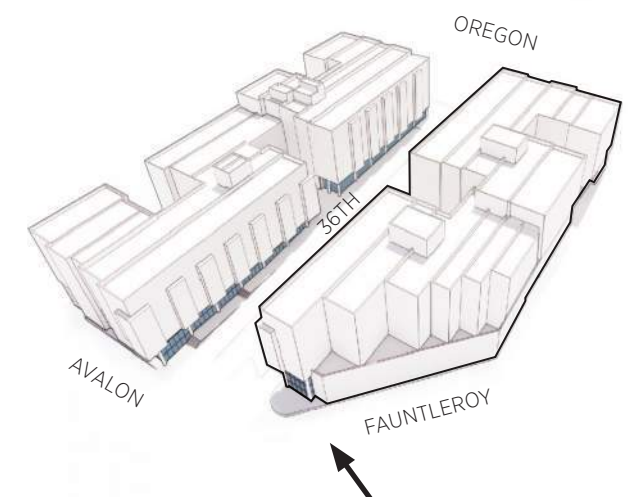
DISTINCT VERTICAL MASSING



PREFERRED MASSING + MATERIAL CONCEPT



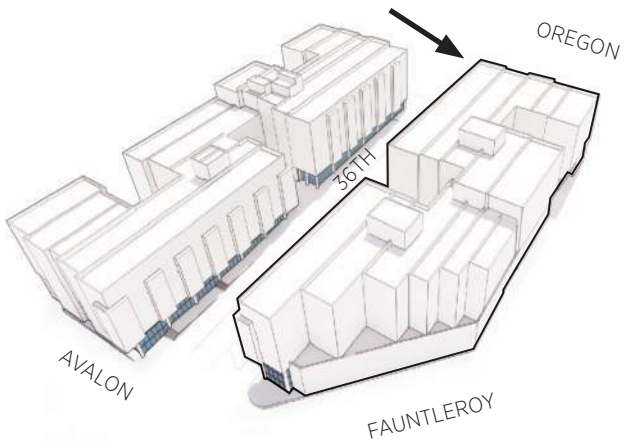
WARM MATERIALS



PREFERRED MASSING + MATERIAL CONCEPT



DARK CLADDING WITH WOOD ACCENTS



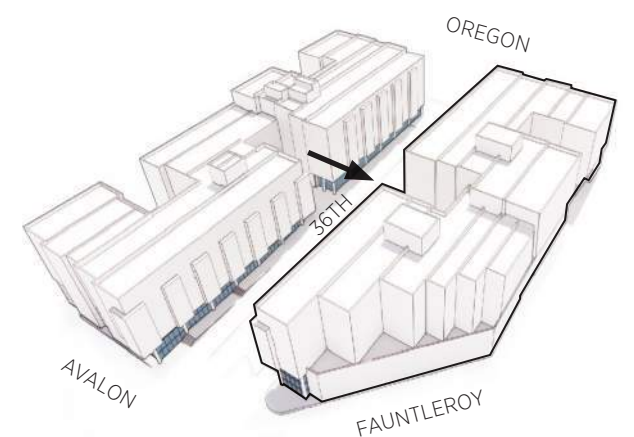
PREFERRED MASSING + MATERIAL CONCEPT



VARIED MODULATION AT COURTYARD



STRONG HORIZONTAL BANDING



PREFERRED MASSING + MATERIAL CONCEPT

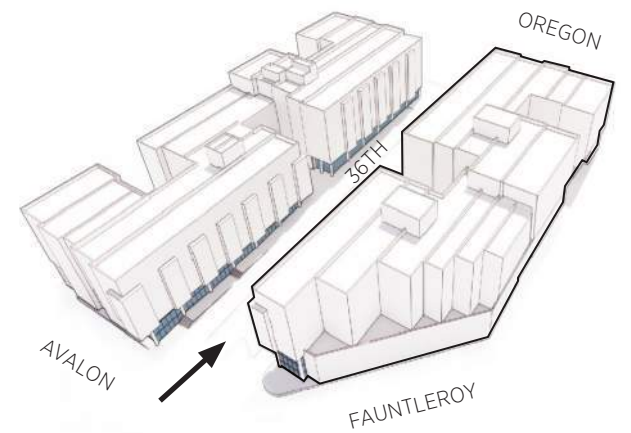
THIS STREETSCAPE IMAGE IS THE MIRROR OF WHAT WAS SHOWN ON AUGUST 6TH. IMAGE SHOWN HERE FOR CHARACTER. STREET AND SIDEWALK DESIGN BEING COORDINATED WITH SDOT.



BARN DOORS



BOARDWALK



PUBLIC SIDEWALK

PUBLIC BOARDWALK

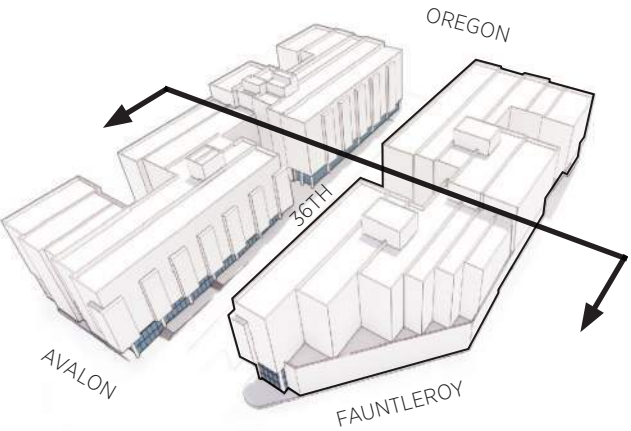
SECTION AT THROUGH-BLOCK CONNECTION



EXISTING THROUGH BLOCK AT AURA APARTMENTS



EXISTING UNITS ON ALLEY AT AURA APARTMENTS



07 Departure

Departures OPTION 2 & 3

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 feet.

REQUESTED DEPARTURE:

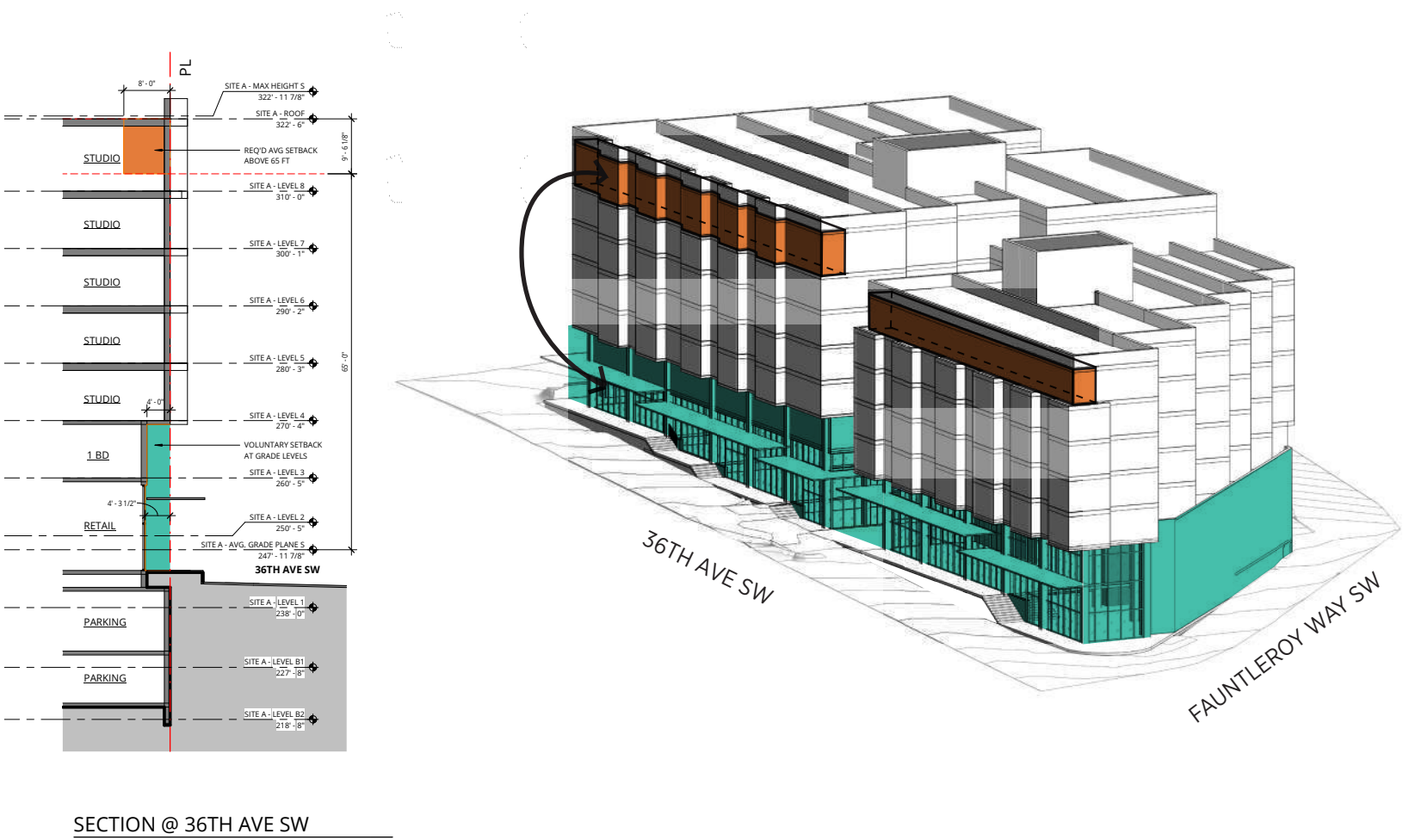
36th AVE SW
Average setback reduced from 8’ to 1.8’

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 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 emphasis 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 supported in the West Seattle Neighborhood design guideline PL2.II, the design review board is willing to entertain departure requests to recover development potential lost from inclusion of ground level open spaces.

RELEVANT DESIGN GUIDELINES:

CS2.I. STREETScape COMPATIBILITY [WS]
PL1.I HUMAN ACTIVITY [WS]
PL2.II PEDESTRIAN OPEN SPACES [WS]

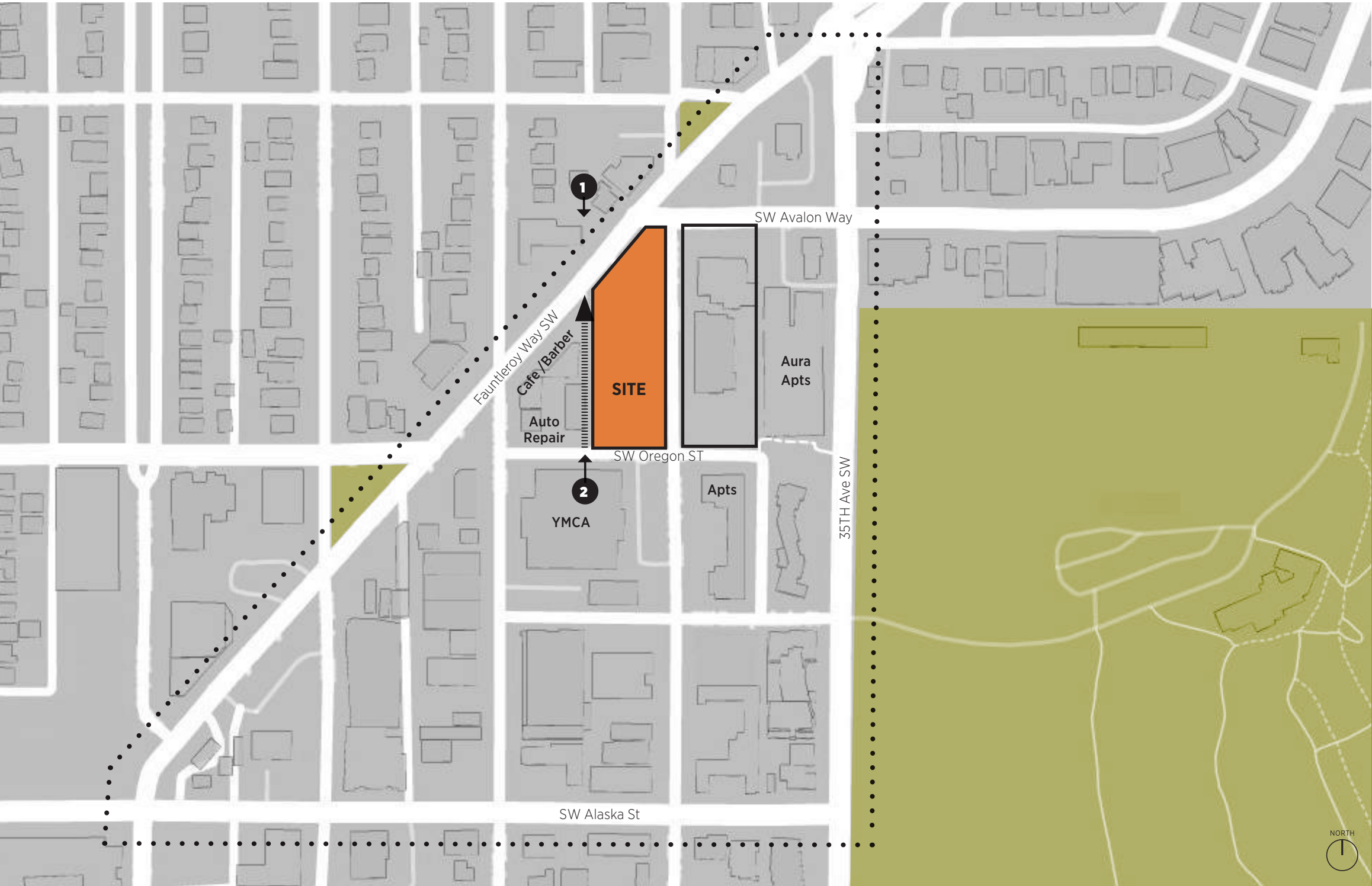


SETBACK ABOVE 65 FT

	Requested Departure	Voluntary Setback
L8	1,078 SF	
L7	739 SF	
L6		
L5		
L4		
L3		2,349 SF
L2		2,076 SF
L1		1,990 SF
	1,817 SF	6,415 SF

08 Appendix

WEST SEATTLE TRIANGLE NEIGHBORHOOD



THROUGH-BLOCK STUDY



THROUGH-BLOCK WITH TWO POSSIBLE ROUTES TO BUSY FAUNTLEROY

THROUGH-BLOCK TO FAUNTLEROY

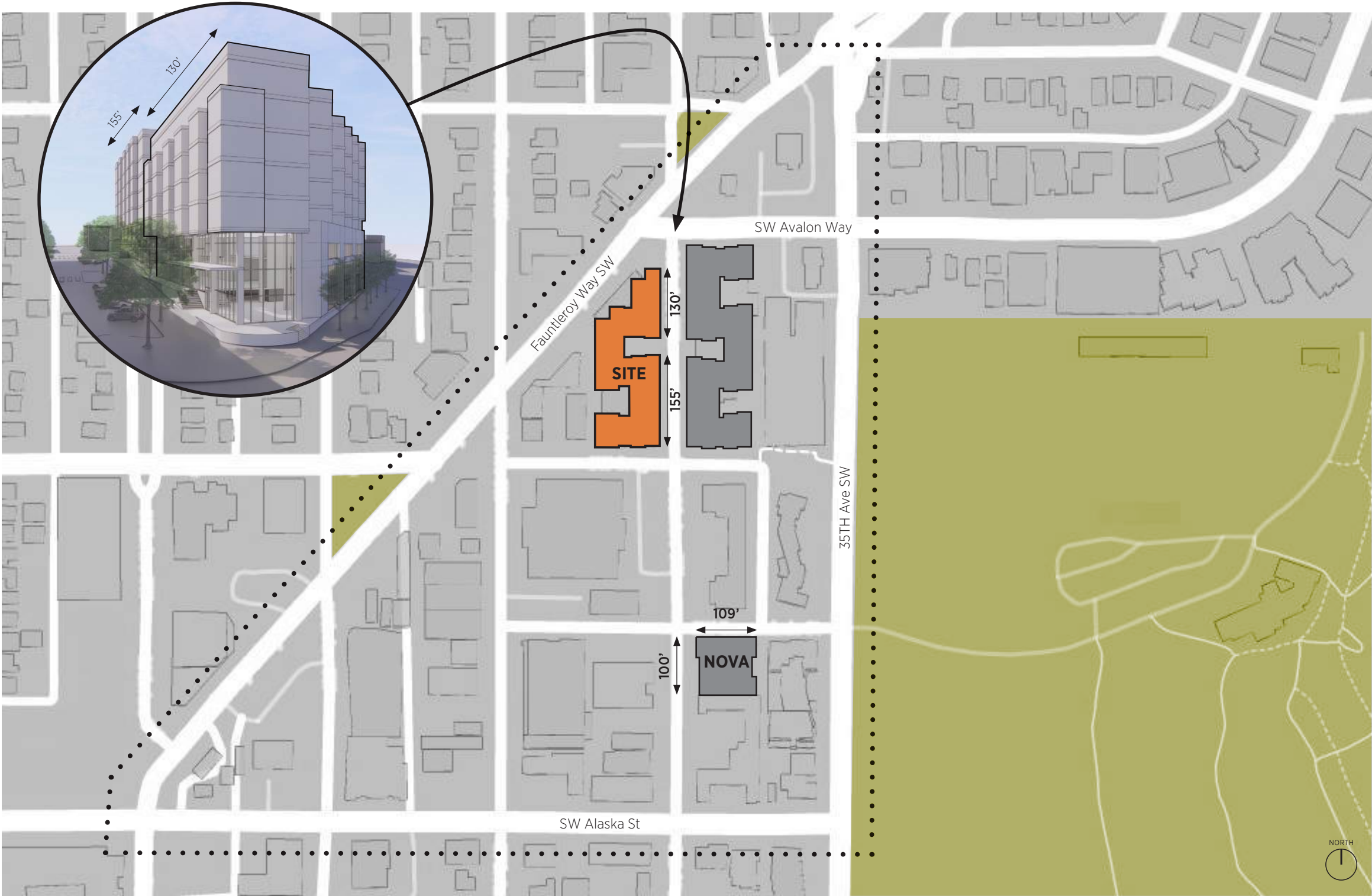


CURRENT INTENT TO DIRECT PEDESTRIANS TO FUTURE LIGHT RAIL STOP OR SW ALASKA ST

BIKE NETWORK AND ACCESS



FACADE LENGTH STUDY



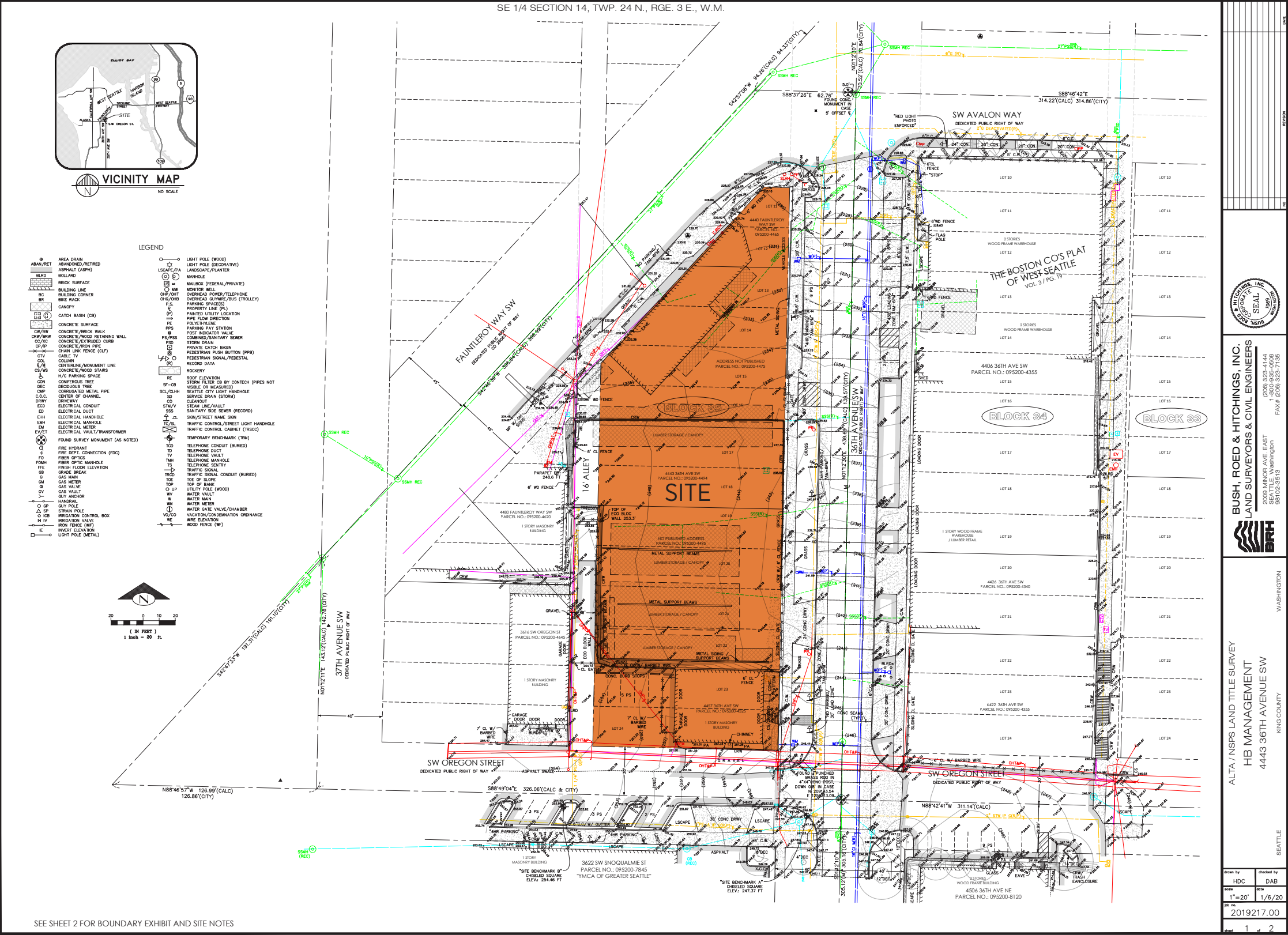
SURVEY

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

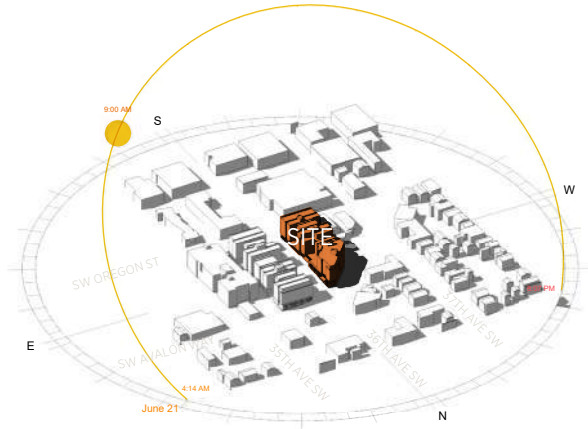
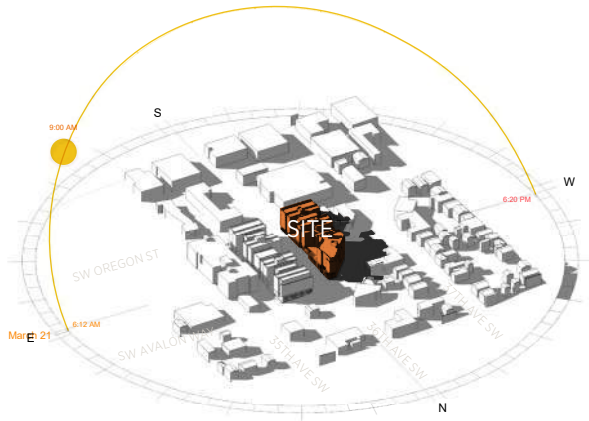
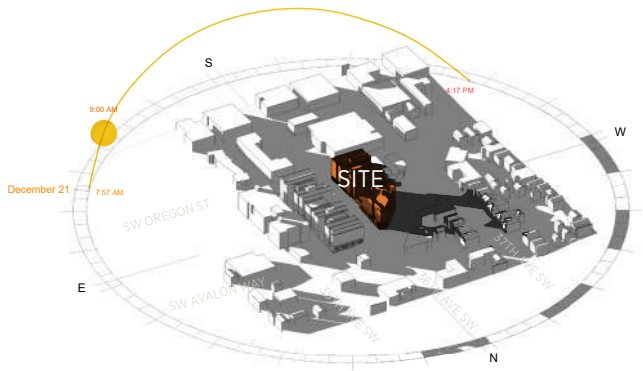


ZONING SUMMARY

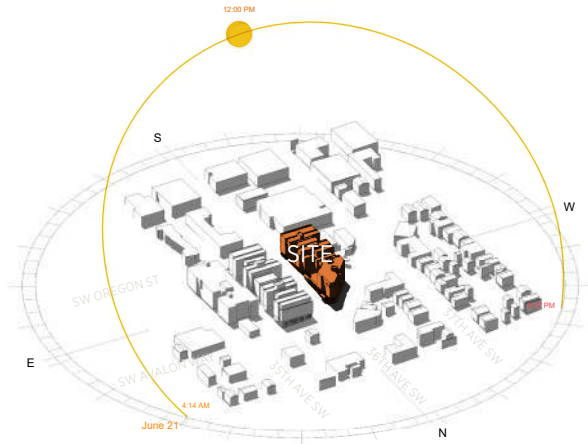
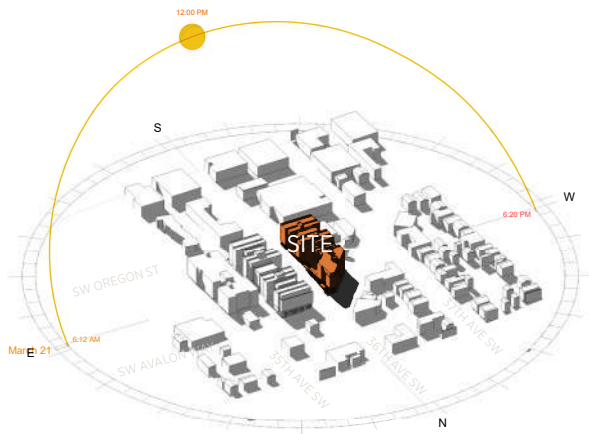
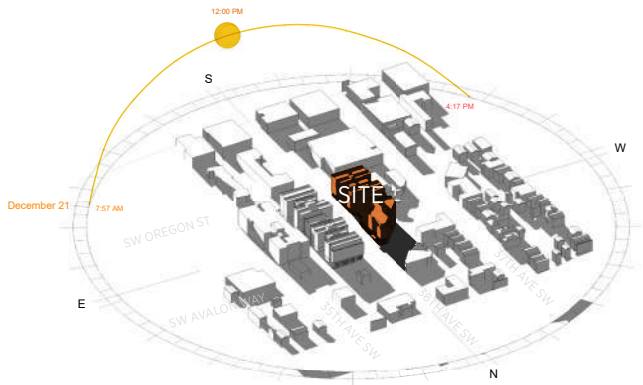
CODE SECTION	DESCRIPTION
SMC 23.47A.004 SEE TABLE 23.47a.004	PERMITTED USES <ul style="list-style-type: none">FOR THE PURPOSE OF THIS STUDY ALL RESIDENTIAL AND COMMERCIAL USES PERMITTEDLIVE WORK UNITS SHALL BE DEEMED NON-RESIDENTIAL
SMC 23.47A.005	STREET LEVEL USES <ul style="list-style-type: none">STREET-LEVEL PARKING MAY NOT ABUT A STREET-FACING FAÇADE
SMC 23.47A.008	STREET-LEVEL DEVELOPMENT STANDARDS <ul style="list-style-type: none">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 FAING FACADES MUST BE LOCATED WITH IN 10' OF THE STREET LOT LINE UNLESS PLAZAS OR OTHER OPEN SAPCES ARE PROVIDEDFOR NON-RESIDENTIAL USES: 60% OF THE STREET FACING FAÇADE BETWEEN 2' AND 8' ABOVE THE SIDEWALK MUST BE TRANSPARENTRETAIL DEPTH: NON-RESIDENTIAL USES GREATER THAN 600SF MUST EXTEND AN AVERAGE OF 30' DEEP AND A MINIMUM 15' DEEP AND HAVE A MINIMUM FLOOR TO FLOOR HEIGHT OF 13'AT LEAST ONE OF THE STREET-LEVEL, STREET-FACING FACADES CONTIANING A RESIDENTIAL USE SHALL HAVE A VISUALLY PROMINENT PEDESTIRAN 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:<ol style="list-style-type: none">STREET-LEVEL, STREET-FACING LIVE WORK UNITS ARE SUBJECT TO BLANK FAÇADE LIMITS, TRANSPARENCY, AND DEPTH REQUIREMENTS OF SMC23.47A.008 A & B.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.EACH LIVE-WORK UNIT MUST HAVE A PROMINENT STREET-FACING PEDESTRIAN ENTRY.EXTERIOR SIGNAGE AND BUSINESS LICENSE ON-SITE ARE REQUIRED.
SMC 23.47A.012	STRUCTURE HEIGHT - 75' (MEASURED FROM GRADE PLANE) <ul style="list-style-type: none">+ 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 MENCANICAL EQUIPMENT+16' FOR STAIR AND ELEVATOR PENTHOUSES PROVIDED
SMC 23.47A.013	FLOOR AREA RATIO <ul style="list-style-type: none">5.5 FAR - TOTAL PERMITTED AREA FOR ALL USESGROSS FLOOR AREA FOR FAR CALCULATIONS IS MEASURED TO THE INSIDE SURFACE OF EXTERIOR WALL

CODE SECTION	DESCRIPTION		
SMC 23.47A.014	SETBACK REQUIREMENTS <ul style="list-style-type: none">FRONT - 8' AVERAGE SETBACK ABOVE 65' IN HEIGHTWHERE A PORTION OF THE FACADE IS SET BACK MORE THAN 15 FEET, THE SETBACK DEPTH FOR THAT PORTION OF THE FACADE SHALL BE CONSIDERED 15 FEET FOR PURPOSES OF CALCULATING THE AVERAGE SETBACK. NO MORE THAN 20 PERCENT OF THE PORTION OF THE STRUCTURE THAT MUST BE SET BACK MAY HAVE A SETBACK OF LESS THAN 5 FEETFAÇADE MODULATION - FOR STRUCTURES WITH A WIDTH OF MORE THAN 250 FEET, AT LEAST ONE PORTION OF THE STRUCTURE 30 FEET OR GREATER IN WIDTH MUST BE SET BACK A MINIMUM OF 15 FEET FROM THE FRONT PROPERTY LINESETBACK REQUIREMENT FOR LOADING ADJACENT TO AN ALLEY. WHERE ACCESS TO A LOADING BERTH IS FROM THE ALLEY, AND TRUCK LOADING IS PARALLEL TO THE ALLEY, A SETBACK OF 12 FEET IS REQUIRED FOR THE LOADING BERTH, MEASURED FROM THE CENTERLINE OF THE ALLEY (EXHIBIT D FOR 23.47A.014). THIS SETBACK MUST BE MAINTAINED UP TO A HEIGHT OF 12 FEET		
SMC 23.47A.016	LANDSCAPE REQUIREMENTS <ul style="list-style-type: none">GREEN SCORE OF .30 OR GREATER IS REQUIRED		
SMC 23.47A.024	RESIDENTIAL AMENITY AREAS <ul style="list-style-type: none">AMENITY SPACE EQUIVALENT TO 5% OF THE RESIDENTIAL GROSS AREA SHALL BE PROVIDEDALL RESIDENTS SHALL HAVE ACCESS TO AT LEAST ONE COMMON OR PRIVATE AMENITY AREAAMENITY AREAS SHALL NOT BE ENCLOSEDCOMMON AMMENITY AREAS SHALL HAVE A MIN HORIZONTAL DIMENSION FO 10' AND MIN AREAPRIVATE BALCONIES AND DECKS SHALL HAVE A MINIMUM OF 60SF AND NO HORIZONTAL DIMENSION OF LESS THAN 6'		
SMC 23.47A.030	PARKING <ul style="list-style-type: none">NO PARKING REQUIRED FOR RESIDENTIALNO PARKING REQUIRED FOR COMMERCIAL		
SMC 23.54.015	BICYCLE PARKING <ul style="list-style-type: none">EATING AND DRINKING ESTABLISHMENTSMEDICAL SERVICESGENERAL SALES & SERIVCESMULTIFAMILY RESIDENTIAL	LONG TERM 1 SPACE PER 5000 SF 1 SPACE PER 4000 SF 1 SPACE PER 4000 SF 1 SPACE PER UNIT	SHORT TERM 1 SPACE PER 1000 SF 1 SPACE PER 2000 SF 1 SPACE PER 2000 SF 1 SPACE PER 20 UNITS
SMC 23.54.035	LOADING <ul style="list-style-type: none">BASED ON < 60,000 SF OF RETAIL - (1) 10'X35' LOADING BERTH, MIN 14' VERTICAL CLEARANCELOADING CAN BE PARALLEL TO AN ALLEY AS LONG AS THERE IS 12' CENTER LINE OF ALLEY TO FACE OF BUILDING		
SMC 23.54.040	SOLID WASTE AND RECYCLABLE MATERIALS <ul style="list-style-type: none">FOR DEVELOPMENTS WITH > 100 DWELLING UNITS: 575 SF PLUS 4 SF FOR EACH UNIT ABOVE 100FOR NON-RESIDENTIAL DEVELOPMENT WITH 5001 - 15,000 SF: 125 SFTHE MIN STORAGE SPACE HORIZONTAL DIM IS 12'REQUIRED MIN STORAGE SPACE CAN BE REDUCED BY 15% IF THE MIN HORIZONTAL DIM IS 20'		

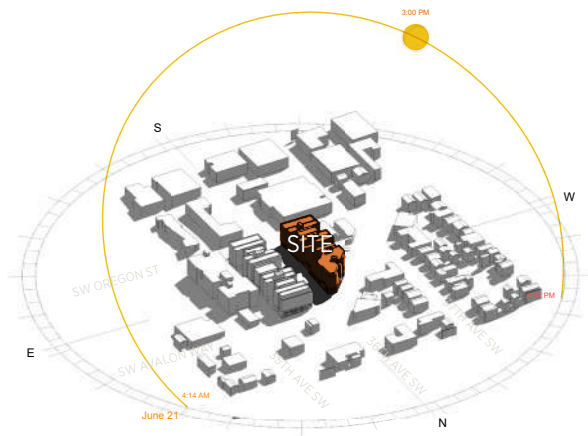
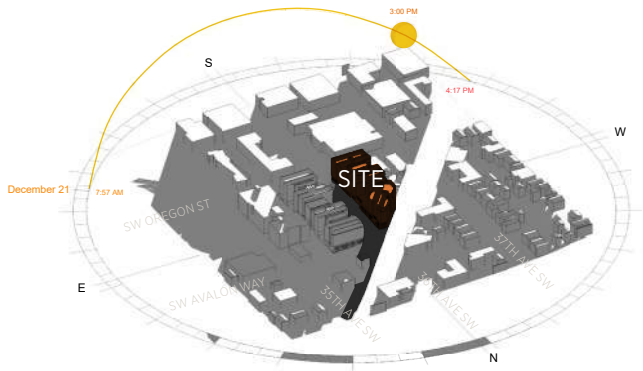
OPTION 1 (CODE COMPLIANT)



9 AM



12 PM



3 PM

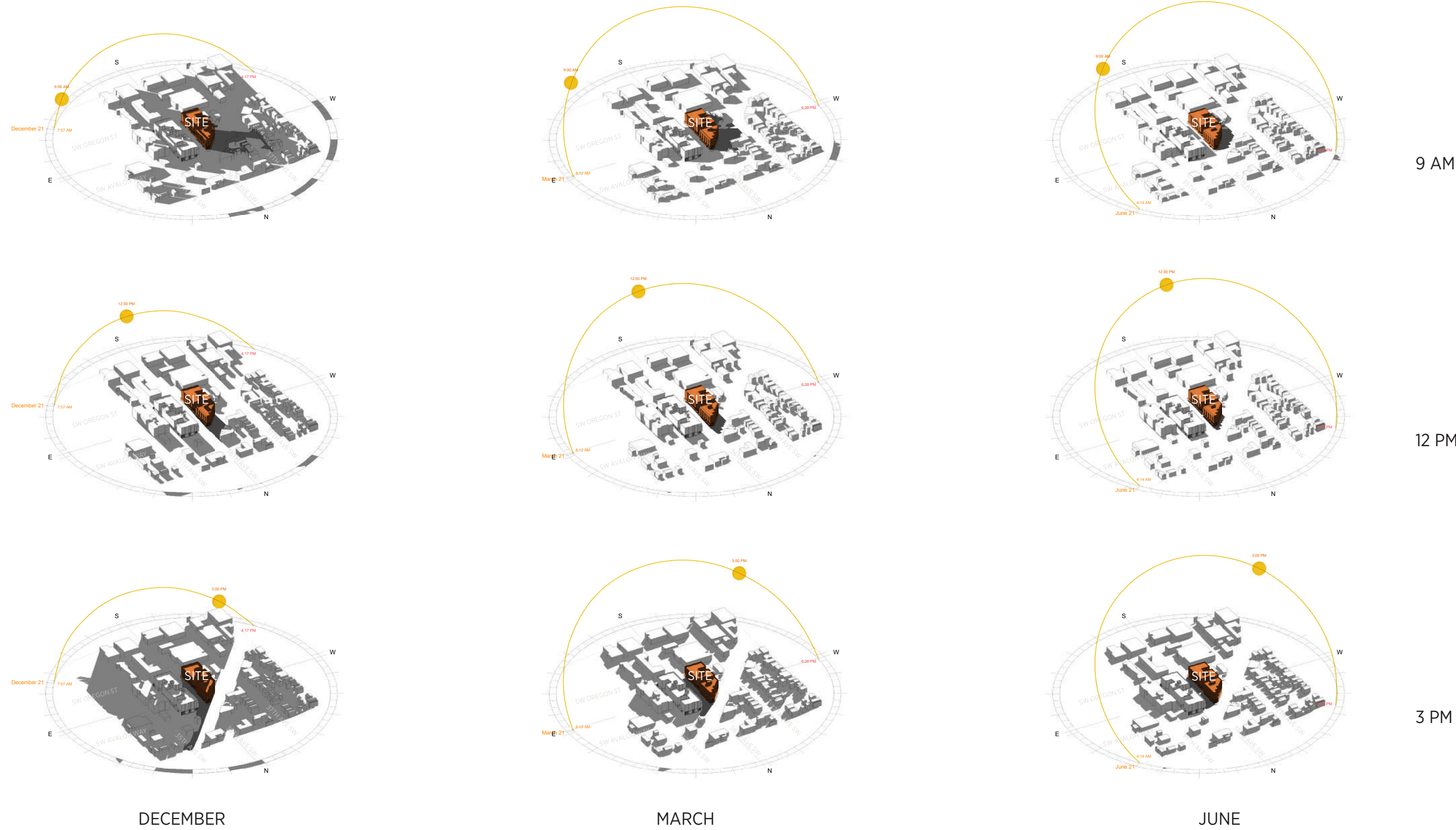
DECEMBER

MARCH

JUNE

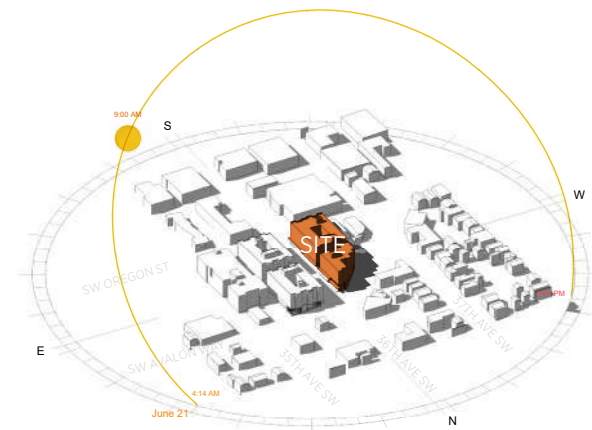
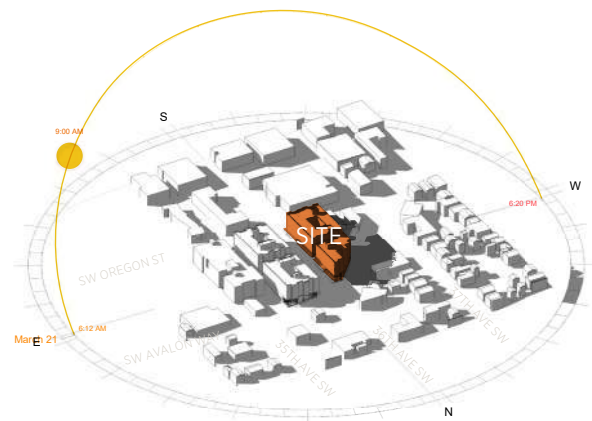
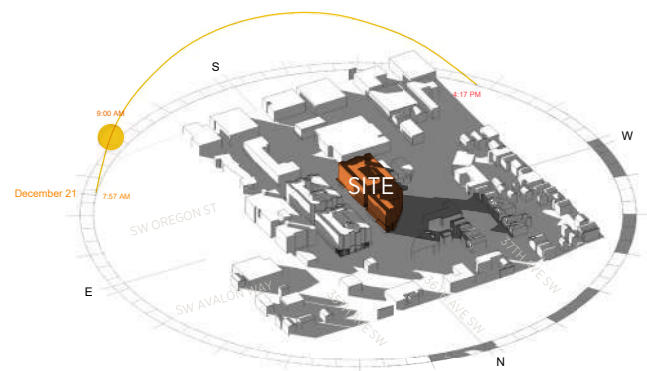
Massing Options

OPTION 3 (PREFERRED)

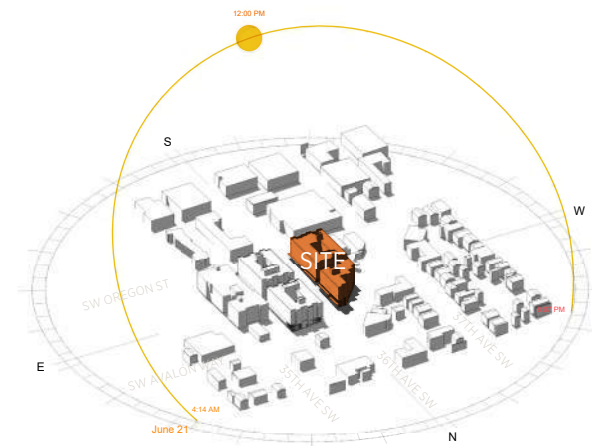
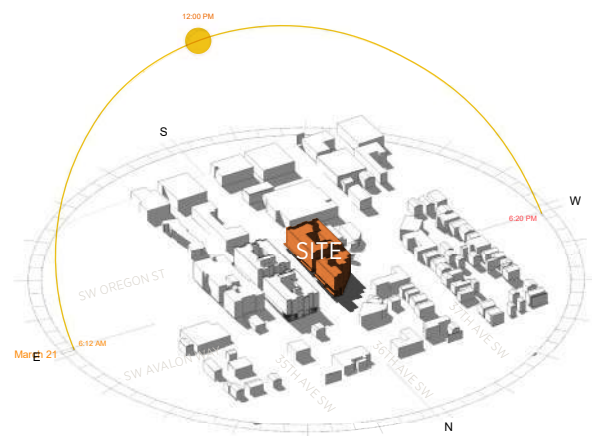
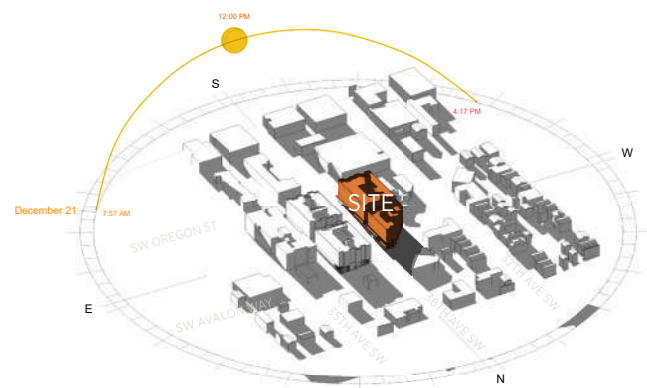


Massing Options

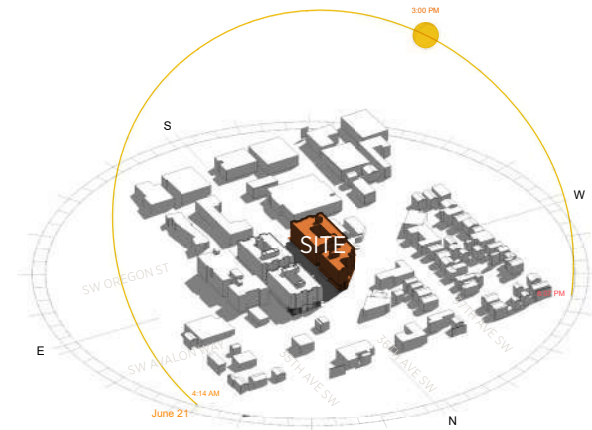
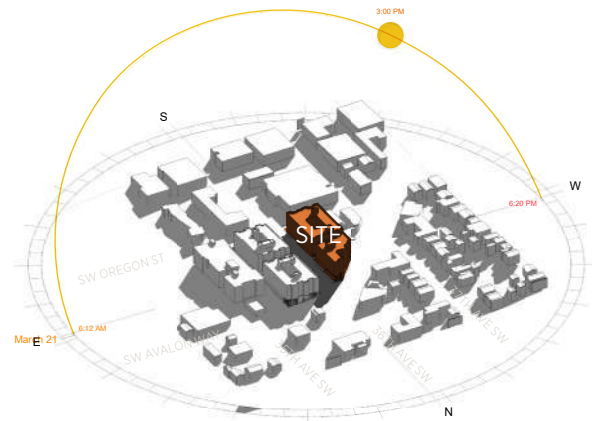
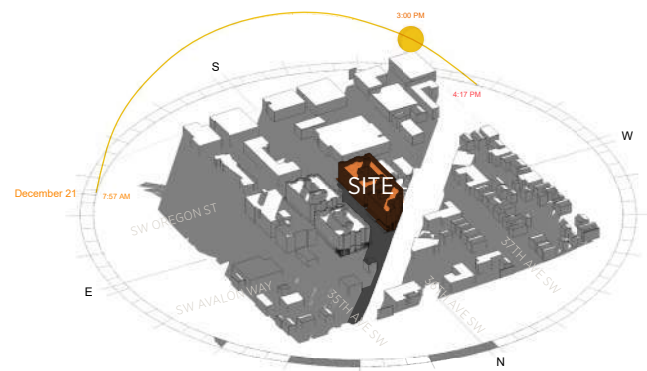
OPTION 2



9 AM



12 PM



3 PM

DECEMBER

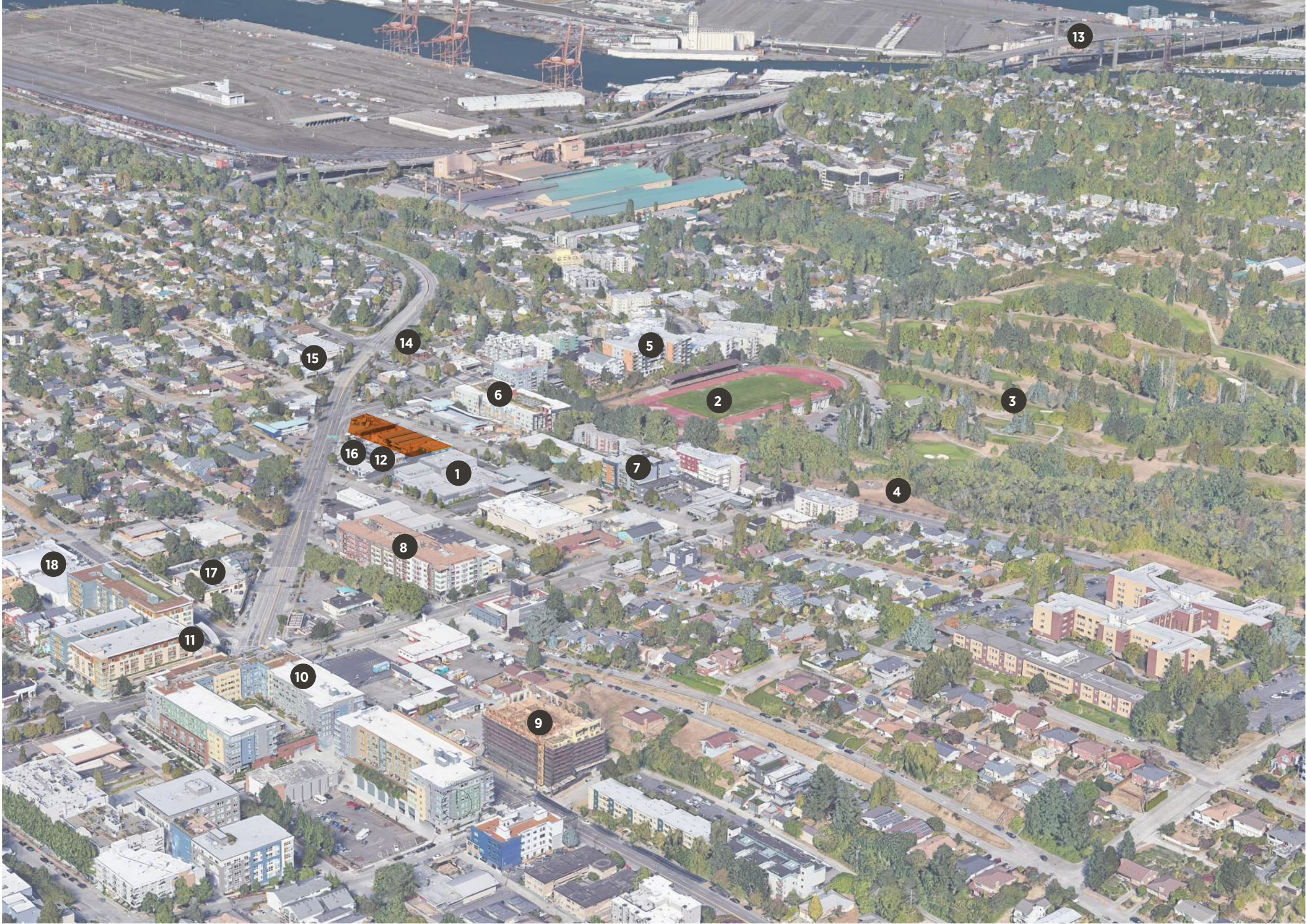
MARCH

JUNE

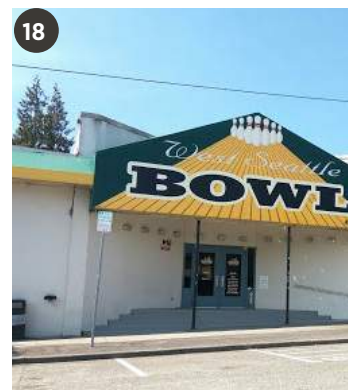
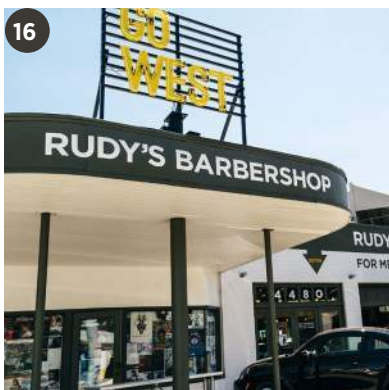
Context Analysis

COMMUNITY NODES & STRUCTURES

- 1 WEST SETTLE FAMILY YMCA
- 2 WEST SEATTLE STADIUM
- 3 WEST SEATTLE GOLF COURSE
- 4 TOTEM POLE PARK
- 5 MARQ WEST SEATTLE
- 6 AURA WEST SEATTLE APARTMENTS
- 7 NOVA APARTMENTS
- 8 LINK APARTMENTS
- 9 THE HUXLEY
- 10 THE WHITTAKER
- 11 SPRUCE APARTMENTS
- 12 TOM'S AUTOSHOP
- 13 WEST SEATTLE BRIDGE
- 14 PECOS PIT BAR-B-QUE
- 15 WEST SEATTLE BREWING COMPANY
- 16 RUDY'S BARBERSHOP
- 17 TRADER JOE'S
- 18 WEST SEATTLE BOWL

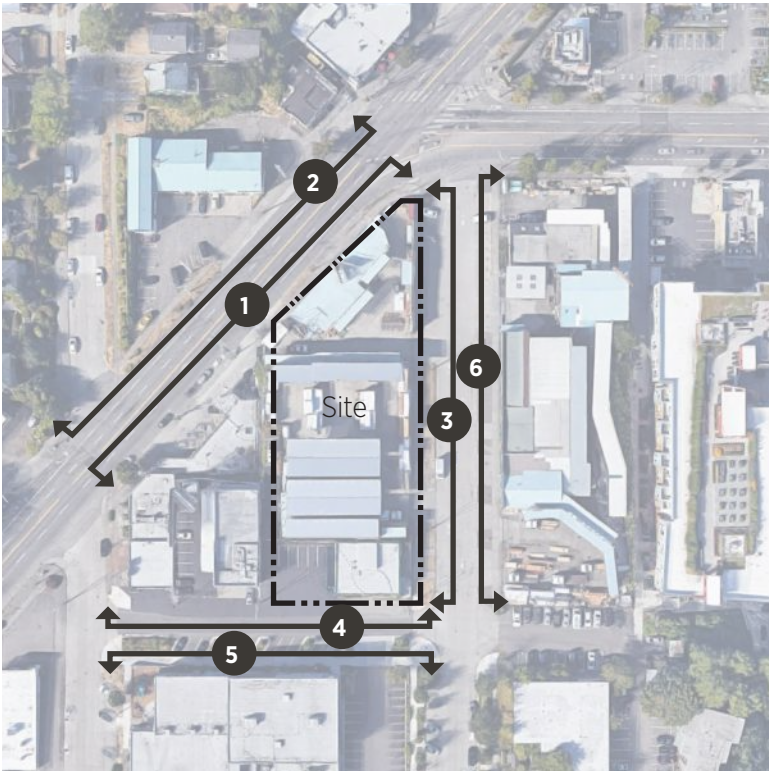


COMMUNITY NODES & STRUCTURES



- 1 WEST SETTLE FAMILY YMCA
- 2 WEST SEATTLE STADIUM
- 3 WEST SEATTLE GOLF COURSE
- 4 TOTEM POLE PARK
- 5 MARQ WEST SEATTLE
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- 14 PECOS PIT BAR-B-QUE
- 15 WEST SEATTLE BREWING COMPANY
- 16 RUDY'S BARBERSHOP
- 17 TRADER JOE'S
- 18 WEST SEATTLE BOWL

STREETSCAPES



KEY



1 FAUNTLEROY WAY SW FACING SOUTHWEST

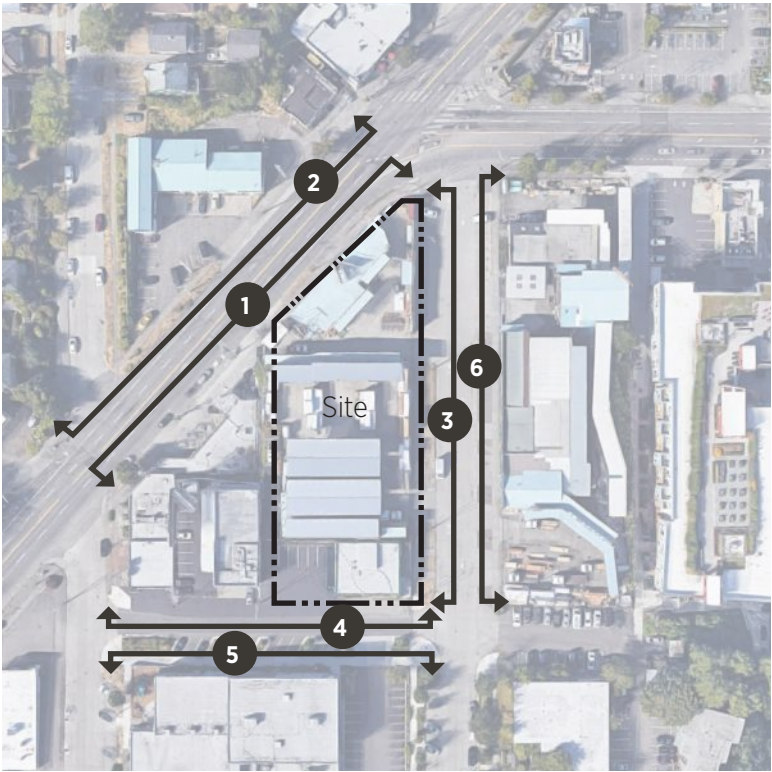


2 FAUNTLEROY WAY SW FACING NORTHEAST



3 36TH AVE SW FACING WEST

STREETSCAPES



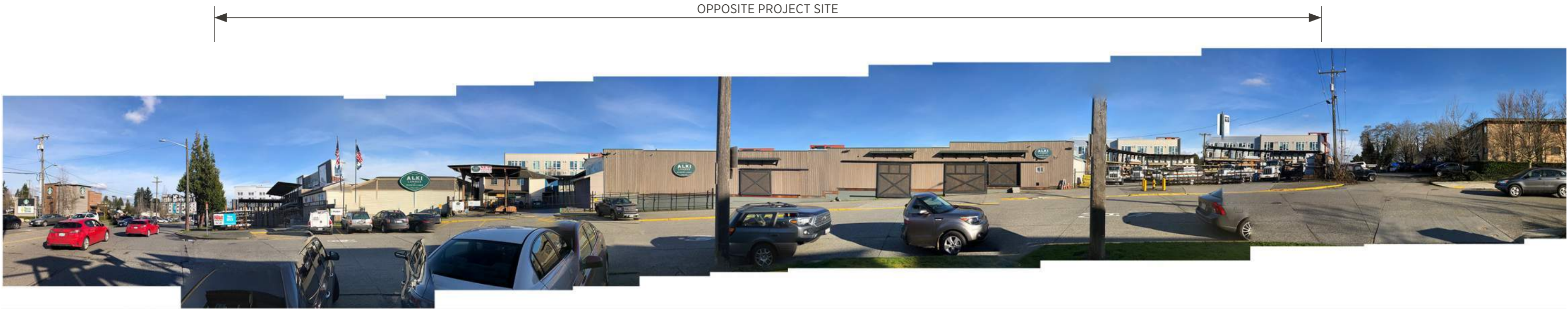
KEY



4 SW OREGON ST FACING NORTH

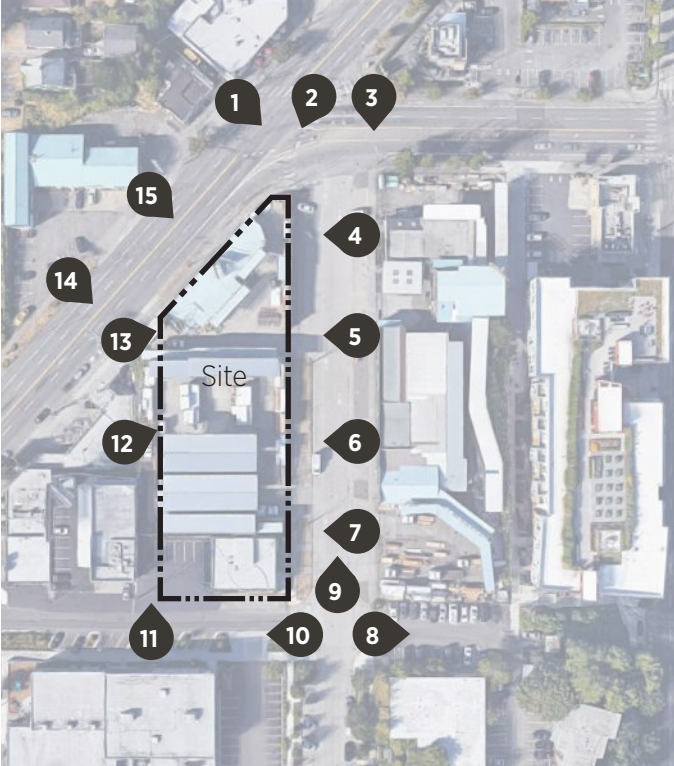


5 SW OREGON ST FACING SOUTH



6 36TH AVE SW FACING EAST

EXISTING SITE PHOTOS



KEY



1



2



3



4



5



6



7

EXISTING SITE PHOTOS



8



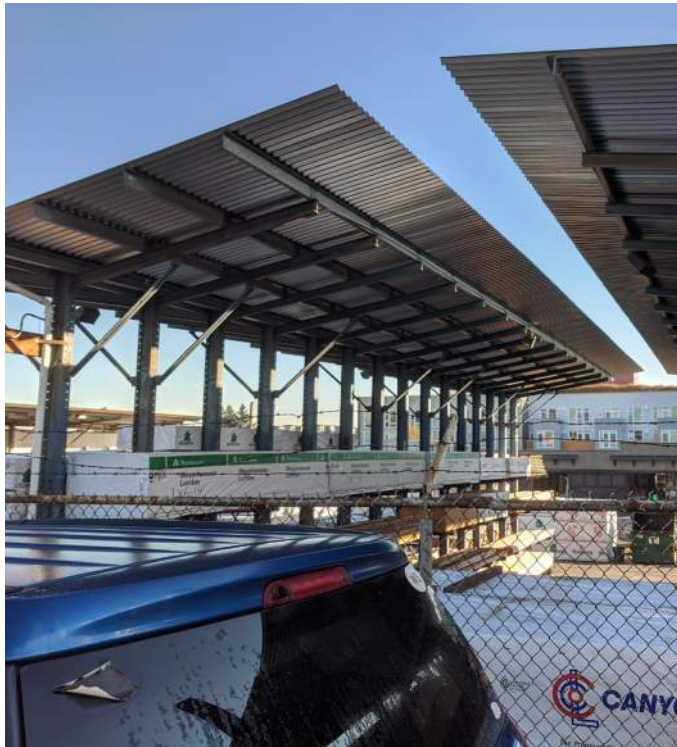
9



10



11



12



13



14



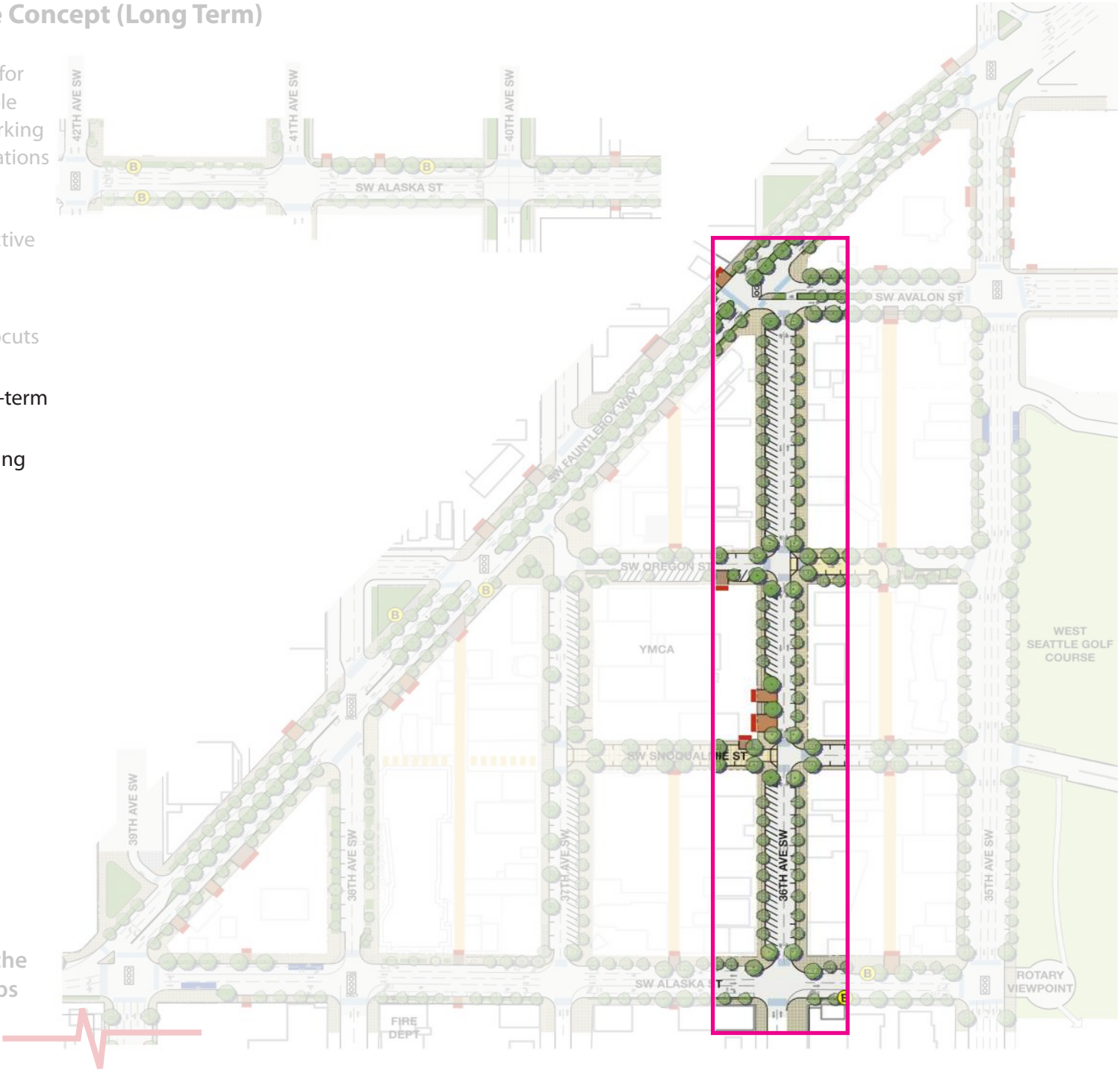
15



The Triangle - Streetscape Concept (Long Term)

The streetscape concept overview for the Triangle area shows one possible configuration for roadways and parking in the long term. Key recommendations include:

- SW Fauntleroy Way as an attractive median boulevard.
- SW Snoqualmie festival street.
- Consolidated parking and curbcuts on neighborhood streets.
- Continue to accomodate short-term parking.
- Where possible, maintain existing parking capacity.



Note: Match and overlap with the Fauntleroy / Alaska blocks. Maps are not same scale.

2011 URBAN DESIGN FRAMEWORK (OPCD)

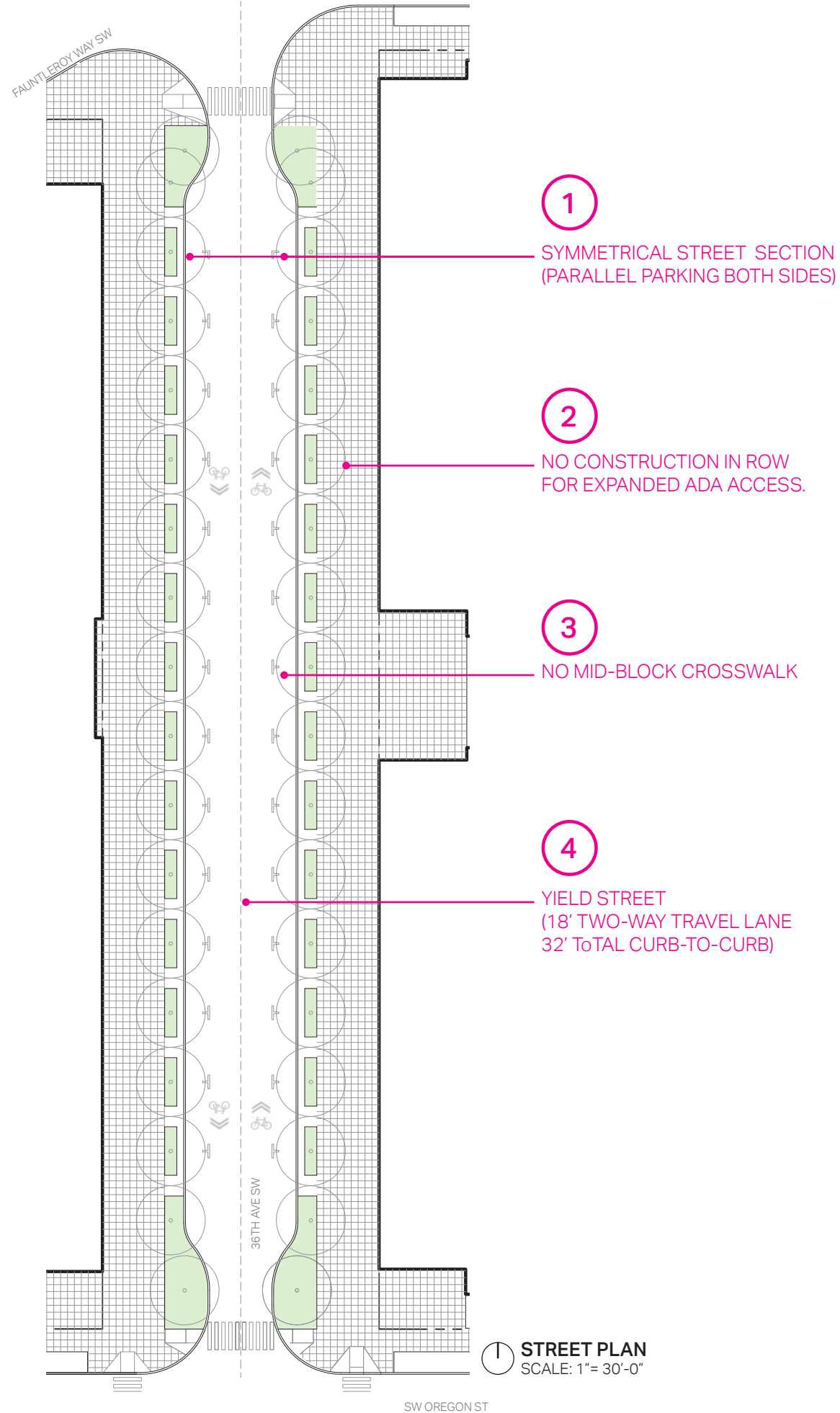
KEY RECOMMENDATIONS:

- CONTINUE TO ACCOMMODATE SHORT-TERM PARKING
- WHERE POSSIBLE, MAINTAIN EXISTING PARKING CAPACITY

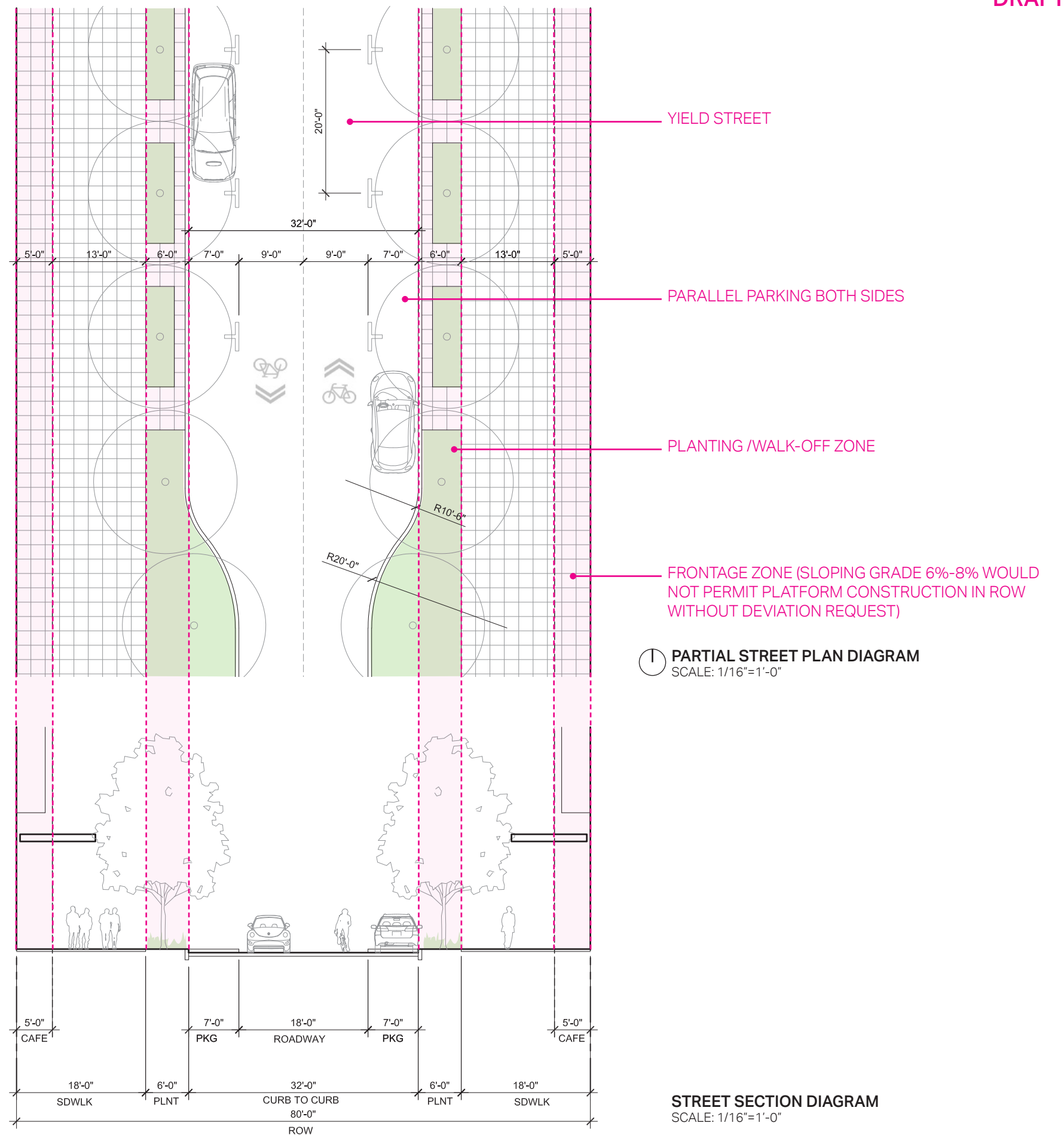
DIRECTOR'S RULE ADOPTING THE UDF.

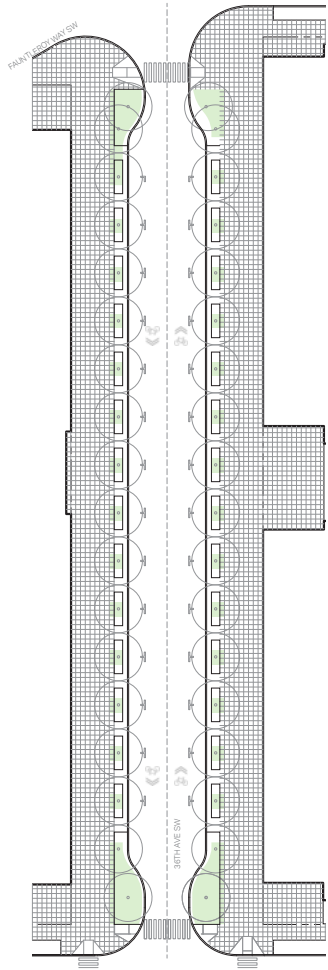
KEY RECOMMENDATIONS:

- ENHANCE PEDESTRIAN SAFETY AND PEDESTRIAN ACCESS TO THE TRANSIT AREA
- AUGMENT LOCAL OPEN SPACES
- CREATE NEW AND IMPROVED GREEN SPACES IN THE NEIGHBORHOOD



OPTION 1 - SDOT EDG RECOMMENDATION





1. SDOT EDG COMMENTS
(ROW STANDARDS)

PARKING

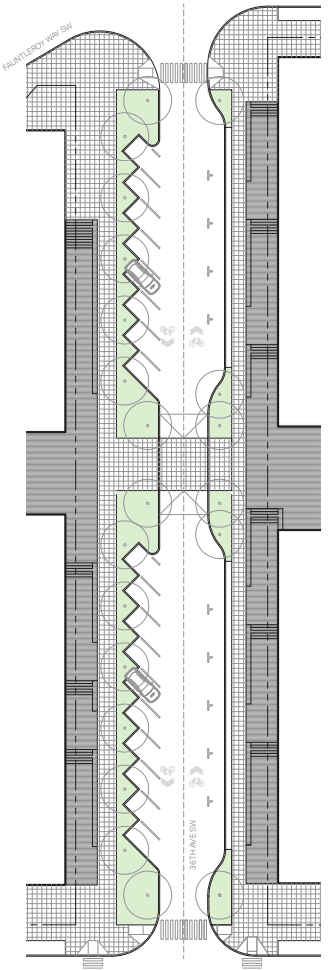
STALL TYPE	COUNT
PARALLEL	29
BACK-IN-ANGLE	0
TOTAL	29

PUBLIC PEDESTRIAN
WIDTH

18' / 18'

PLANTING WIDTH

6'-13' / 6'-13'

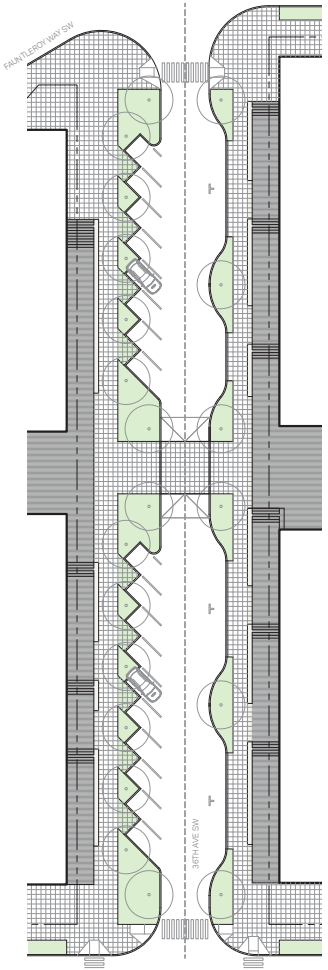


2. 2011 UDF
(STREETSCAPE CONCEPT)

STALL TYPE	COUNT
PARALLEL	11
BACK-IN-ANGLE	18
TOTAL	29

21' / 21'

3'-18' / 3'-10'

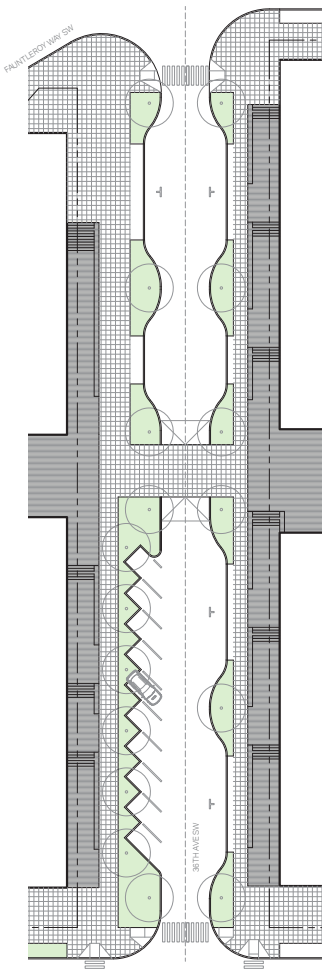


3. EDG PROPOSAL

STALL TYPE	COUNT
PARALLEL	7
BACK-IN-ANGLE	18
TOTAL	25

21' / 21'

3'-18' / 3'-10'



4. EDG MODIFIED

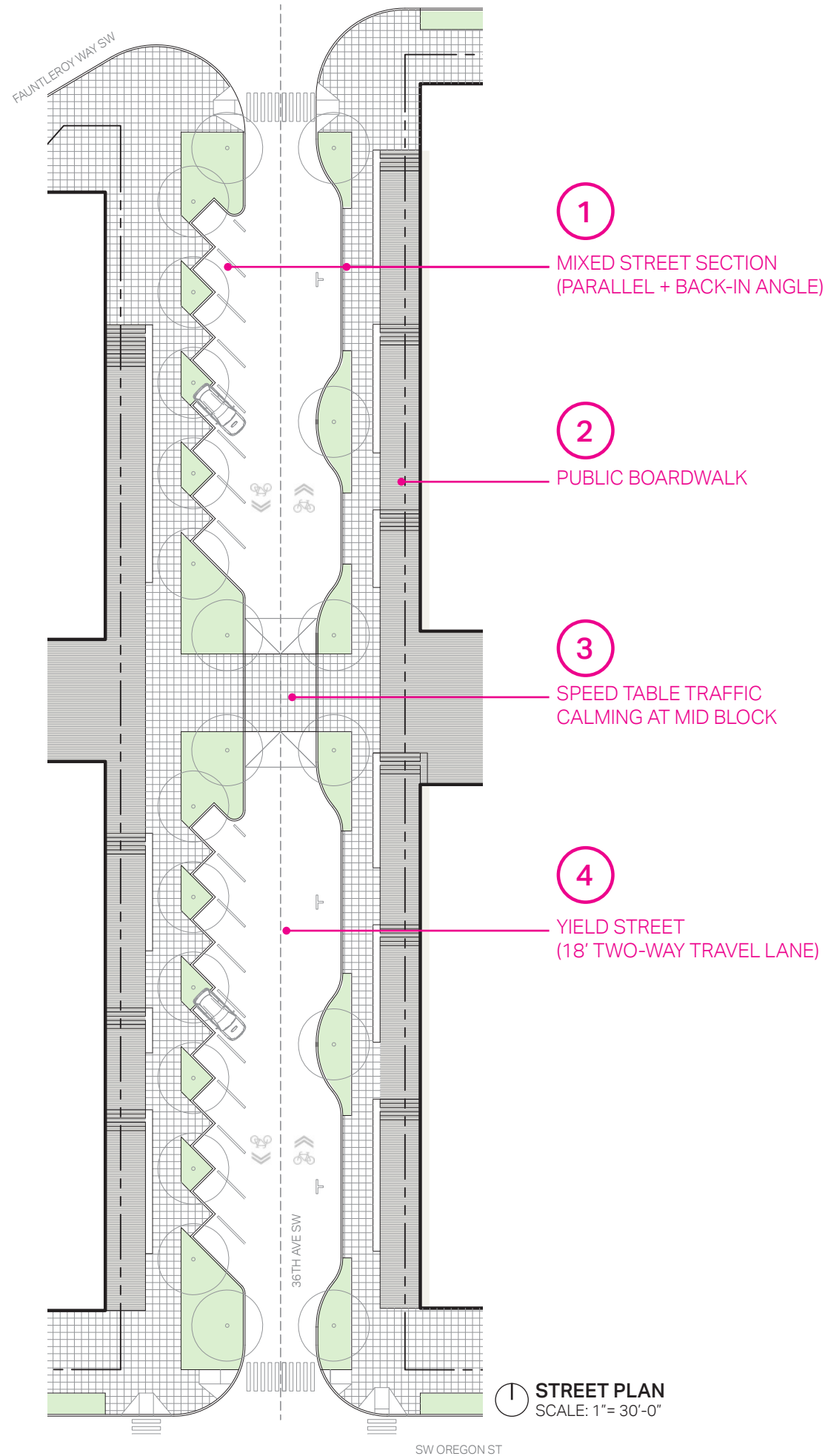
STALL TYPE	COUNT
PARALLEL	10
BACK-IN-ANGLE	10
TOTAL	20

21'-27' / 20'

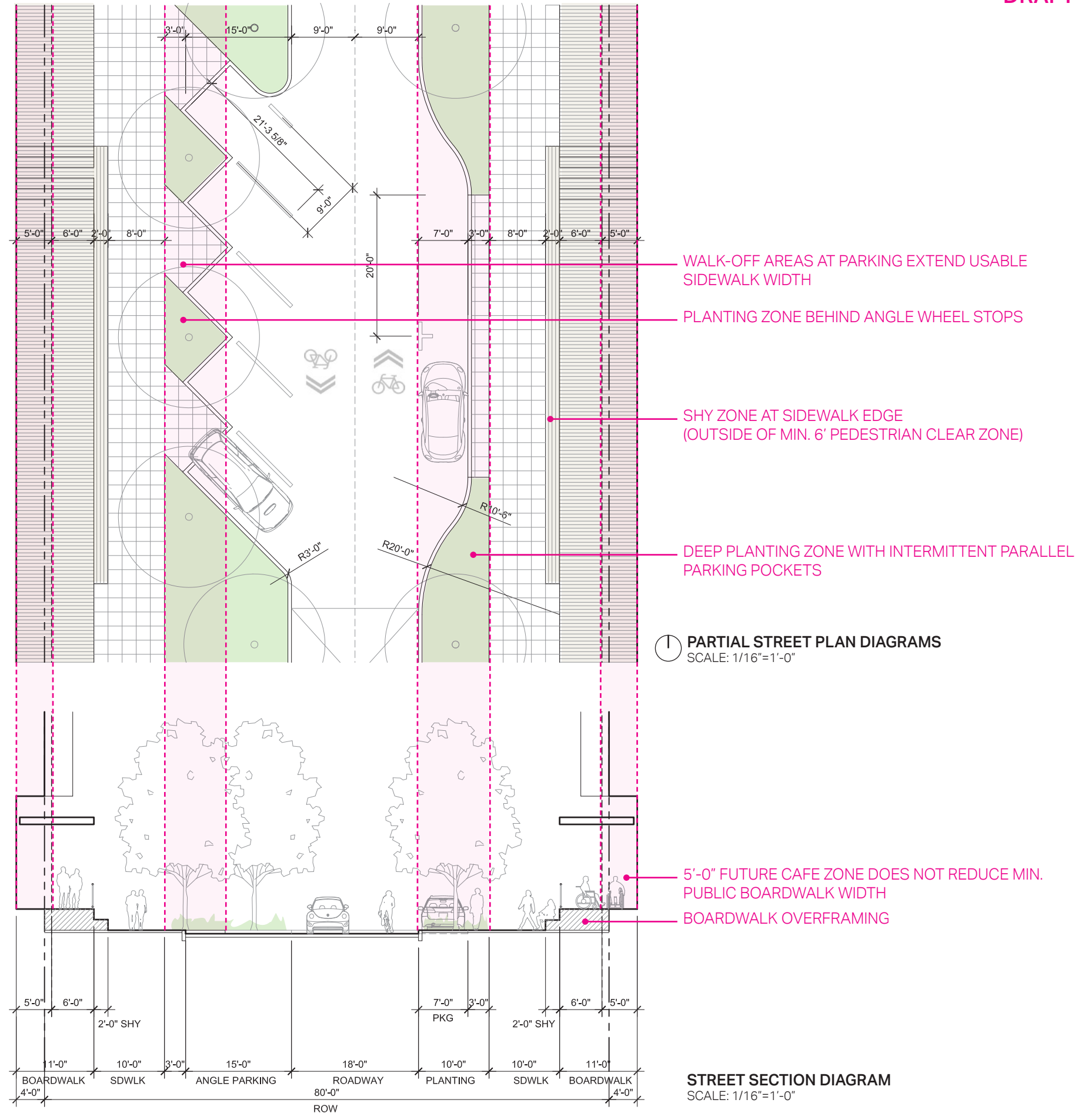
3'-18' / 3'-10'



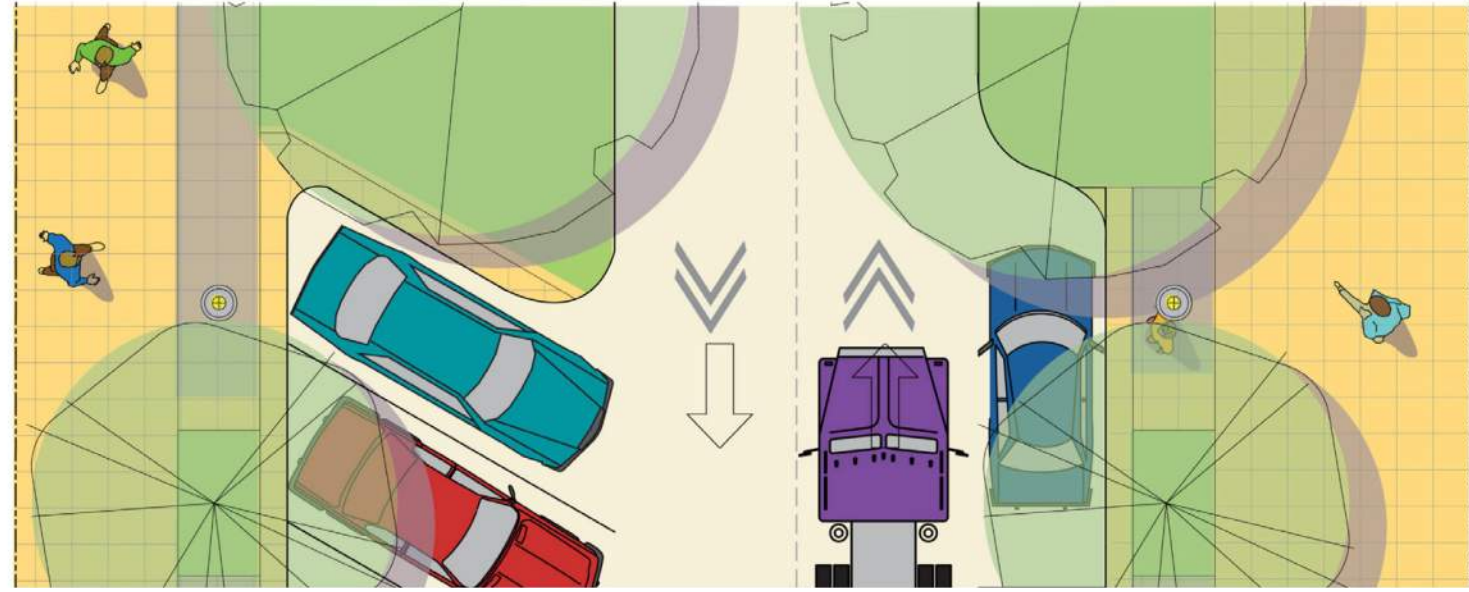
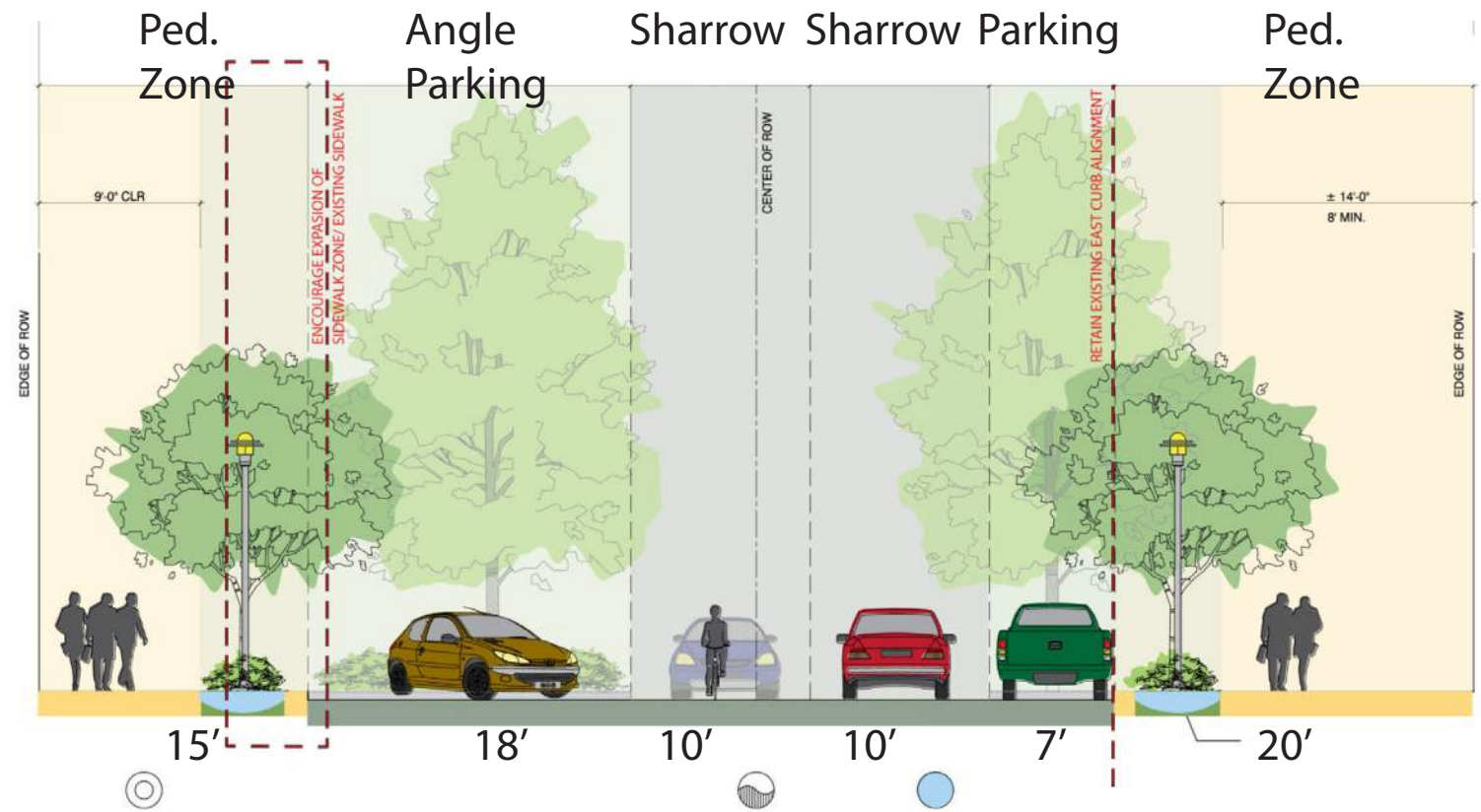
OPTIONS SUMMARY



OPTION 3 - OVERLAPPING PLANTING / PARKING ZONE



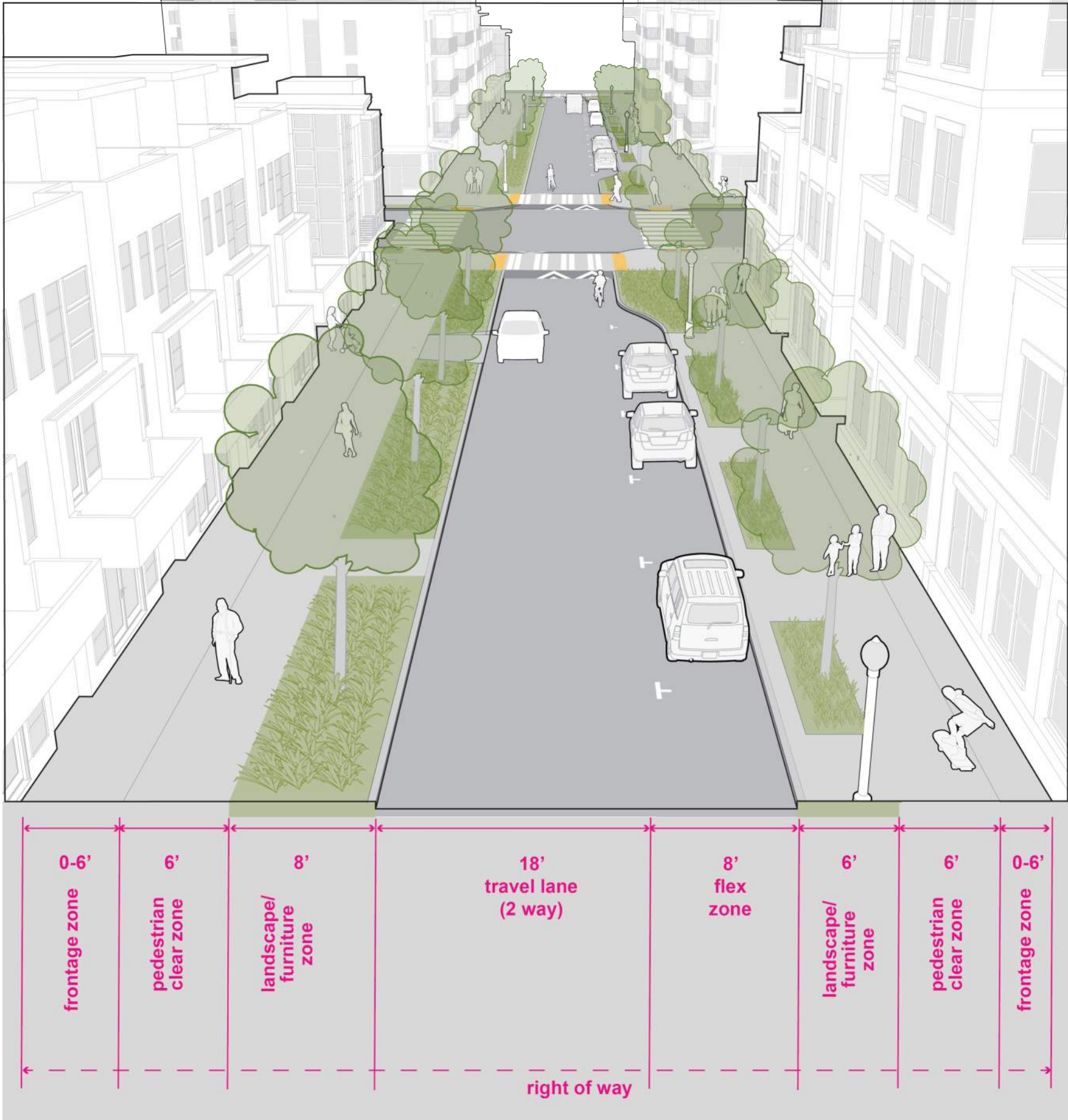
APPENDIX



2011 URBAN DESIGN FRAMEWORK (OPCD)

DESIGN STRATEGIES FOR 36TH AVE SW:

- SHARROWS
- BACK-IN-ANGLE PARKING
- WHERE POSSIBLE MAINTAIN EXISTING PARKING CAPACITY



2017 SEATTLE STREETS ILLUSTRATED (SDOT)

URBAN VILLAGE NEIGHBORHOOD ACCESS (YIELD) STREET

- 18' WIDE 2-WAY TRAVEL LANE
- ASYMMETRICAL SECTIONS
- TRAFFIC CALMING

NEIGHBORHOOD GREENWAY

- RECOMMENDED BY BICYCLE MASTER PLAN
- SHARROWS RATHER THAN PROTECTED BIKE LANES (PBL)

SDOT EDG RECOMMENDATIONS

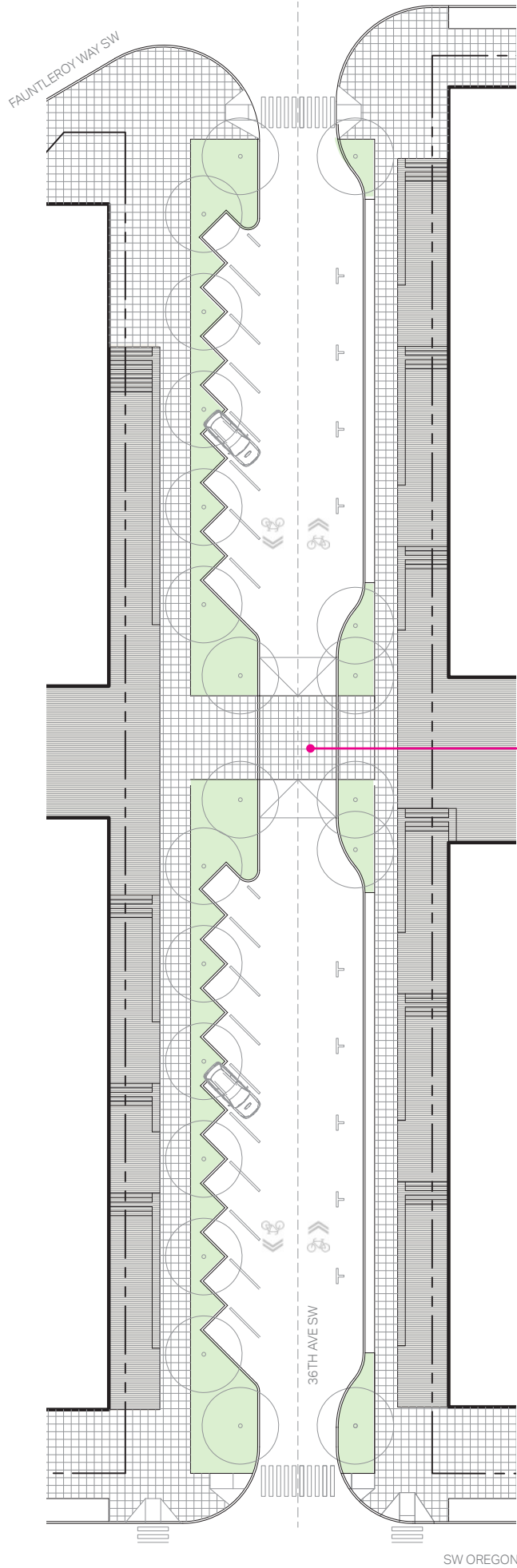
STRONG RECOMMENDATION FOR 32' CURB TO CURB WHICH ALLOWS 18' TRAVEL LANE AND 7' PARALLEL PARKING.

PROVIDE SIDEWALK WIDTHS TO SUPPORT FUTURE PEDESTRIAN VOLUMES AND SIDEWALK CAFES, ALONG WITH WIDER LANDSCAPE AREAS THAT COULD SUPPORT SUBSTANTIAL PLANTINGS, BENCHES AND OTHER ITEMS.

WILL NOT APPROVE MID-BLOCK CROSSING WITHOUT A WARRANT.

ANY RAISED ELEMENT IN THE ROW ABOVE 18" IS REQUIRED TO BE 2' CLEAR FROM THE EDGE OF THE REQUIRED 6' PEDESTRIAN CLEAR ZONE.

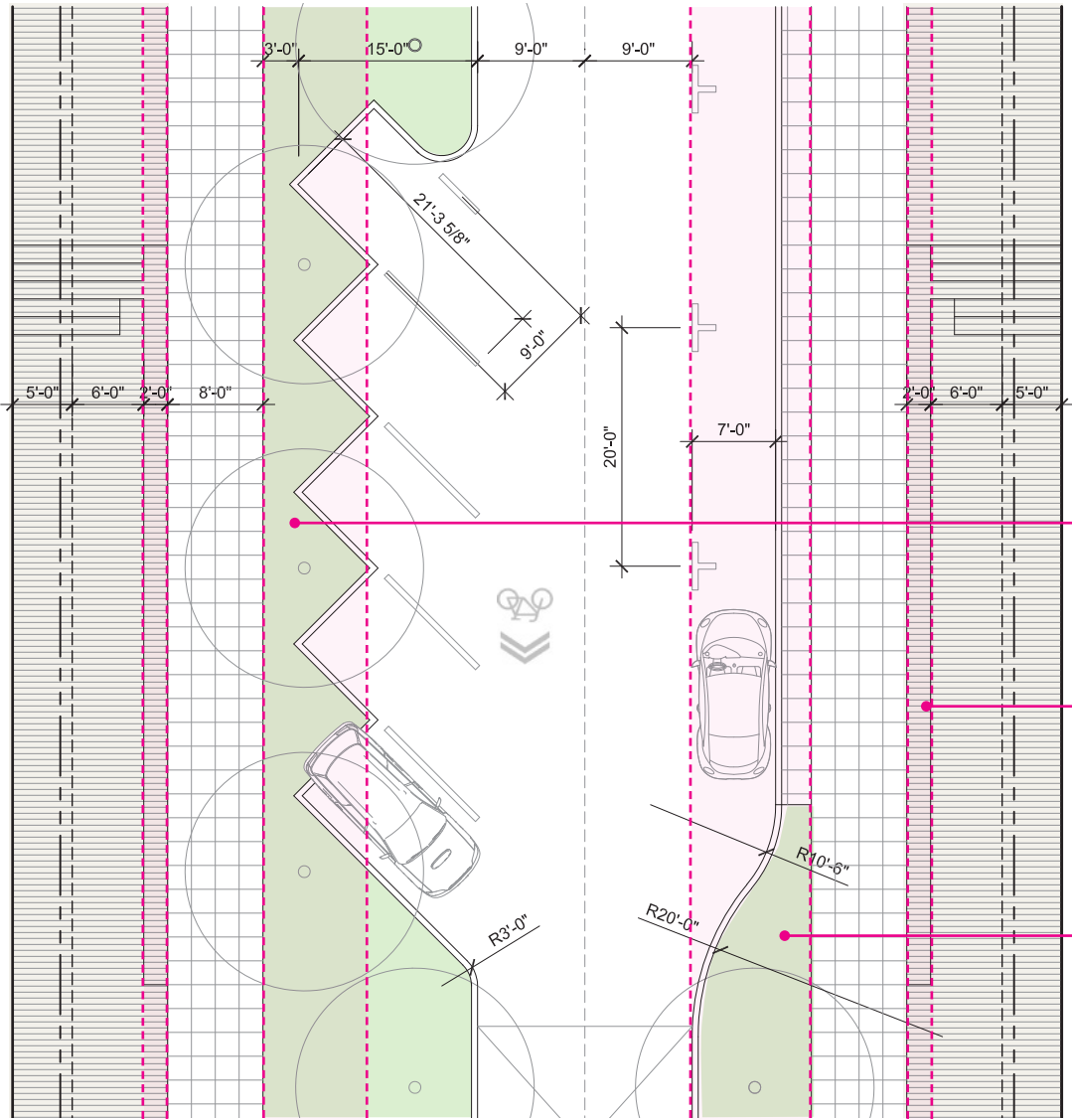




SPEED TABLE TRAFFIC CALMING AT MID BLOCK

PARKING YIELD:

STALL TYPE	COUNT
PARALLEL	11
BACK-IN-ANGLE	18
TOTAL	29

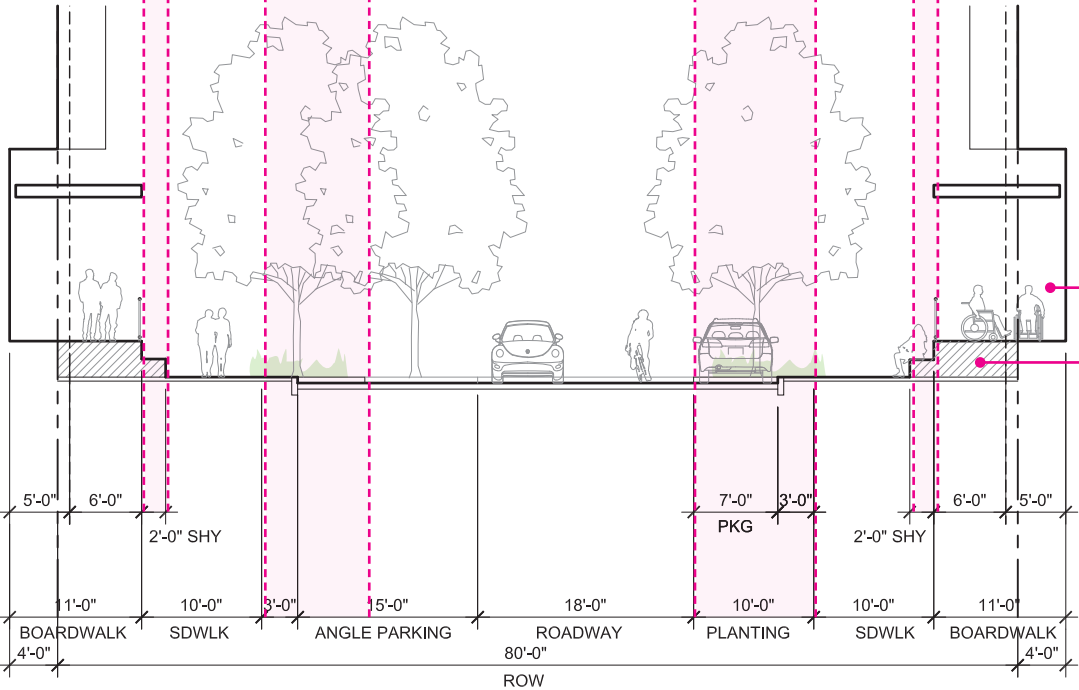


PLANTING ZONE BEHIND ANGLE WHEEL STOPS

SHY ZONE AT SIDEWALK EDGE

PLANTING ZONE WITH PARALLEL PARKING

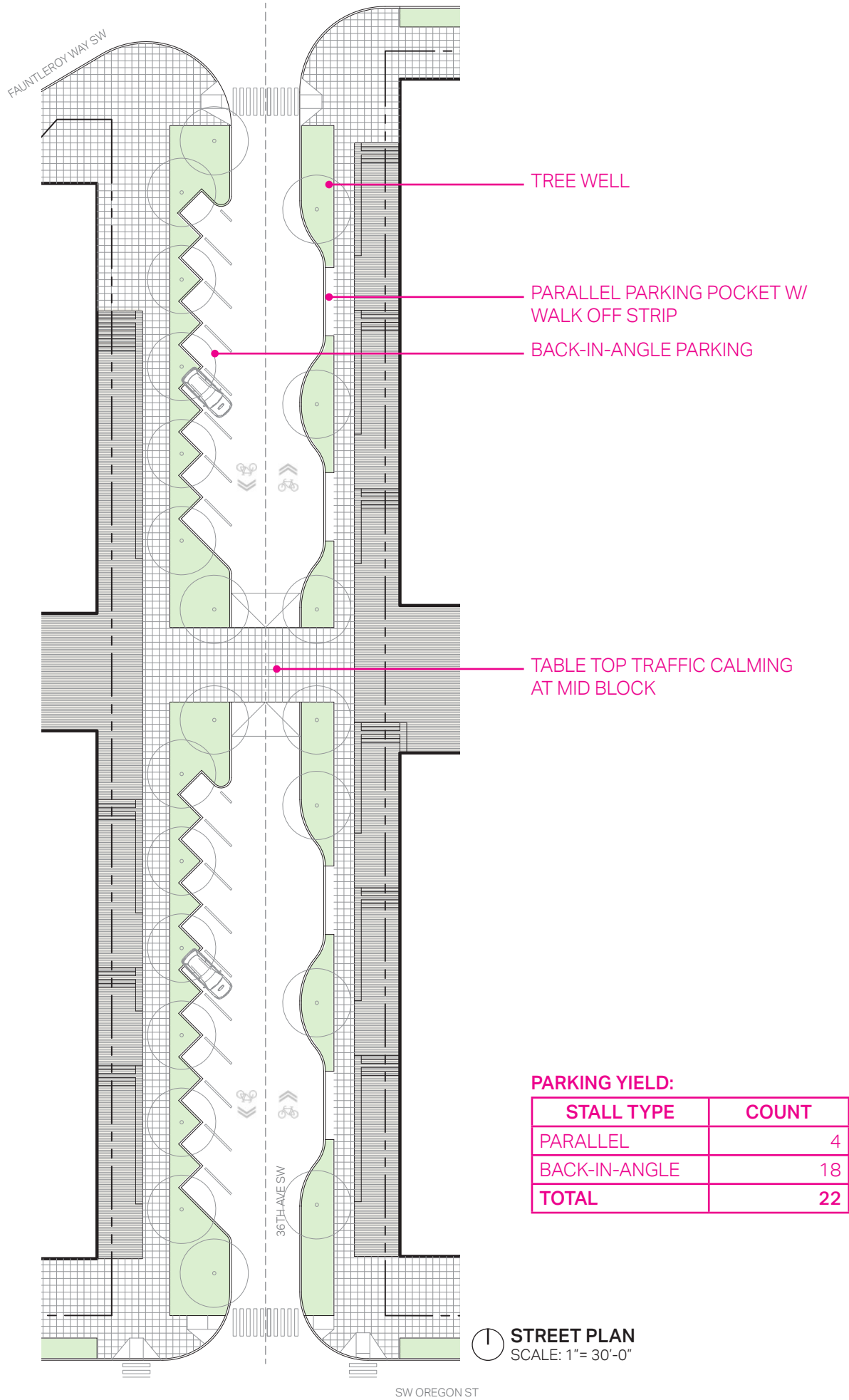
PARTIAL STREET PLAN DIAGRAMS
SCALE: 1/16"=1'-0"



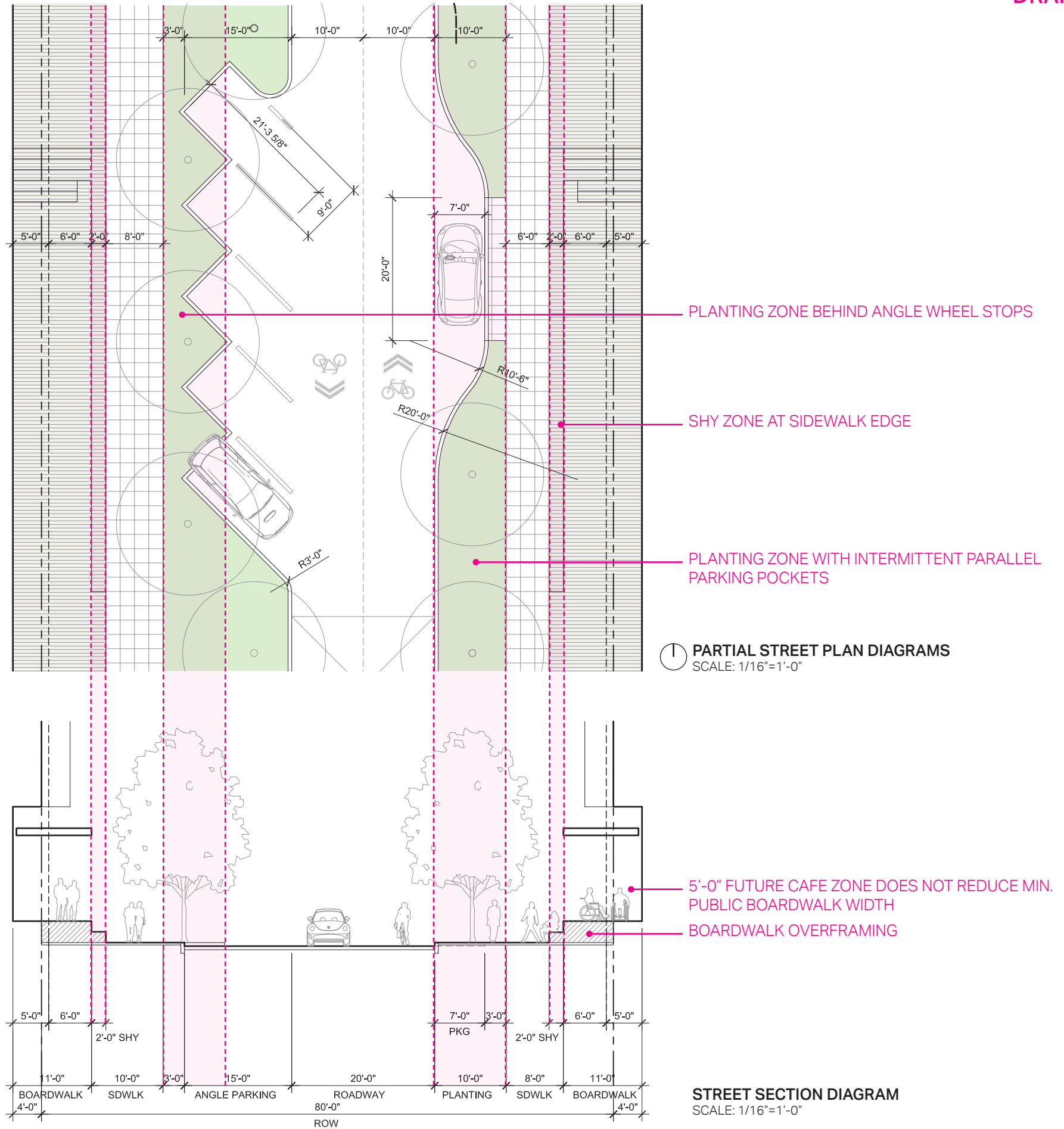
5'-0" FUTURE CAFE ZONE DOES NOT REDUCE MIN. PUBLIC BOARDWALK WIDTH

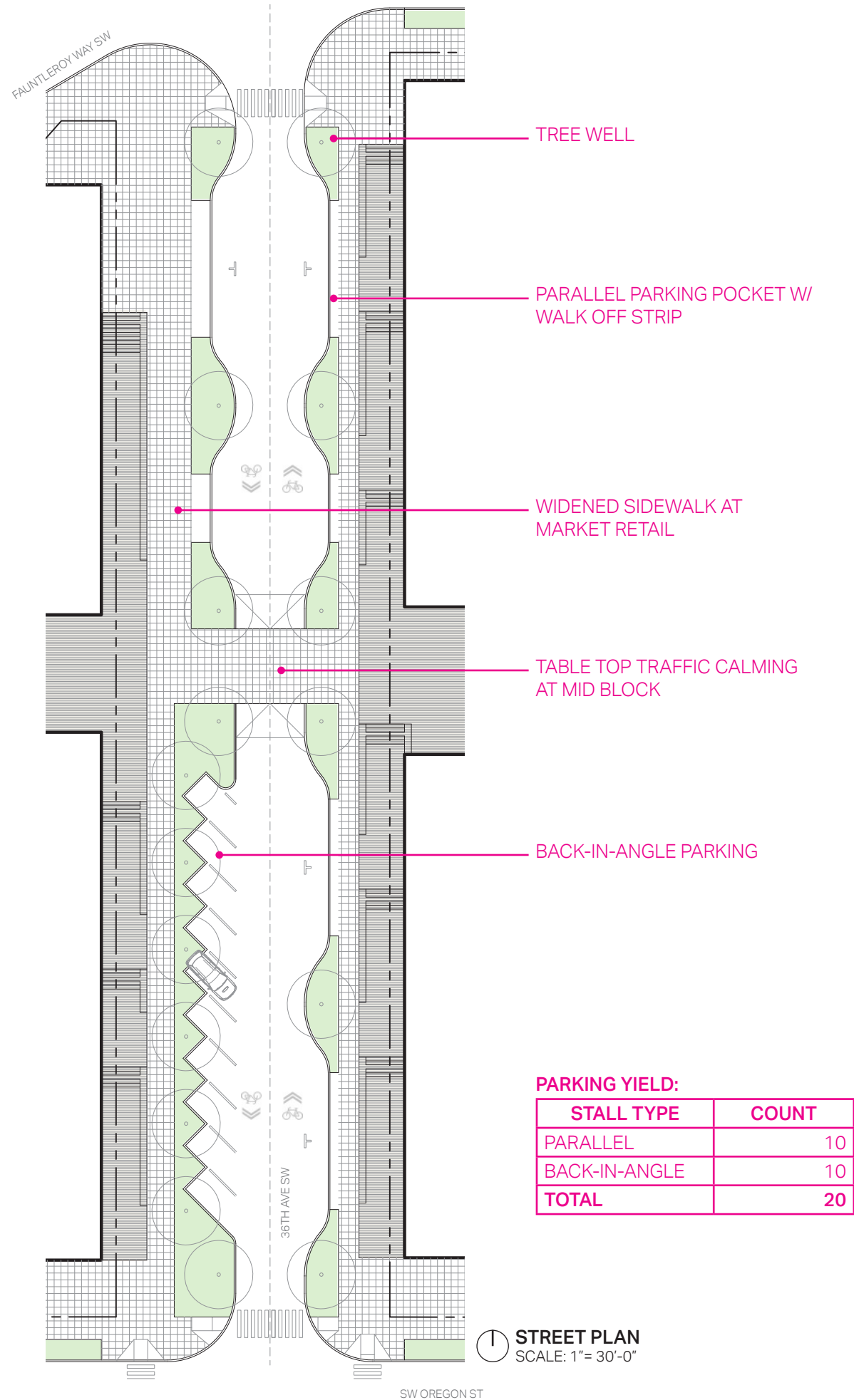
BOARDWALK OVERFRAMING

STREET SECTION DIAGRAM
SCALE: 1/16"=1'-0"

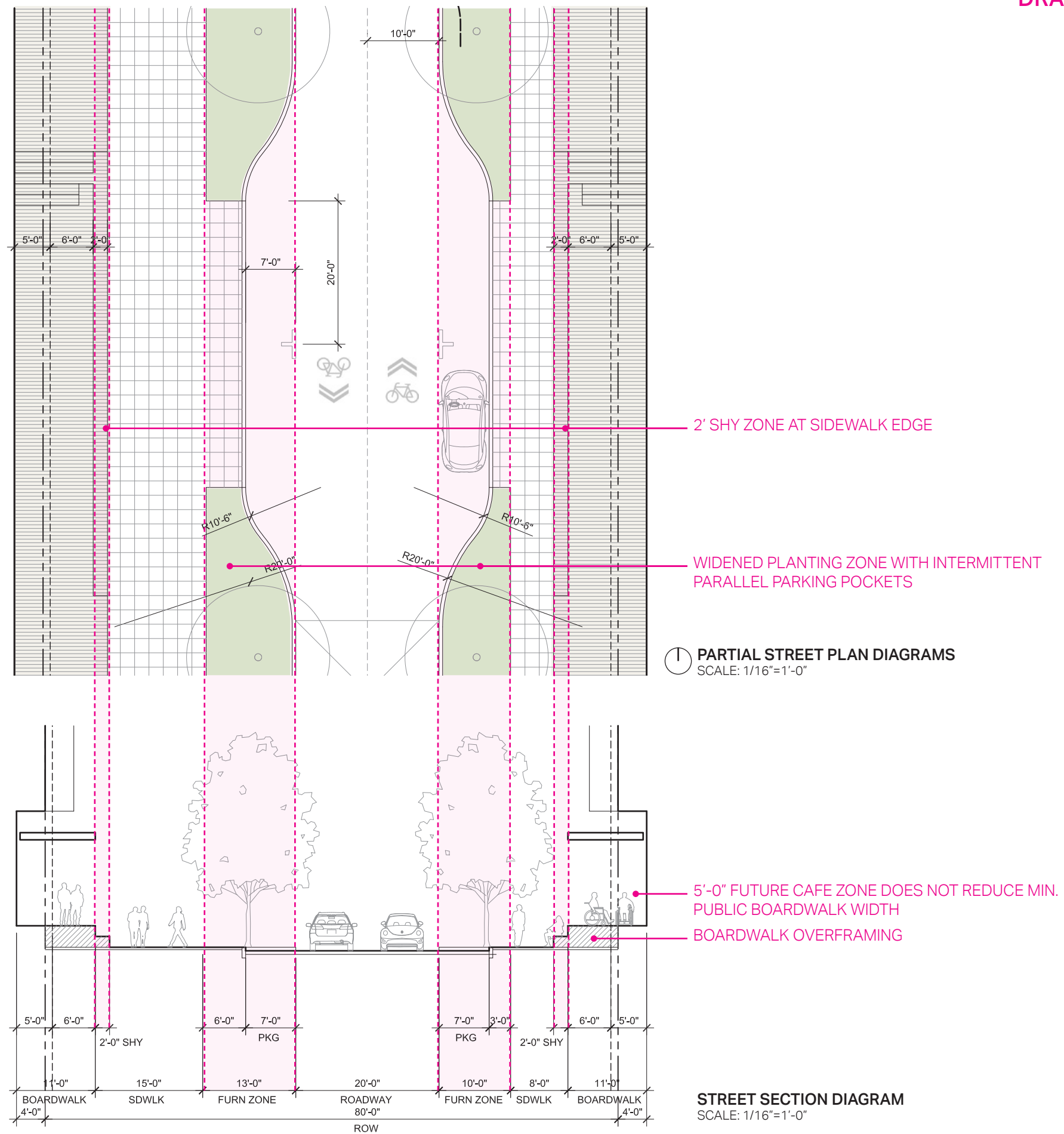


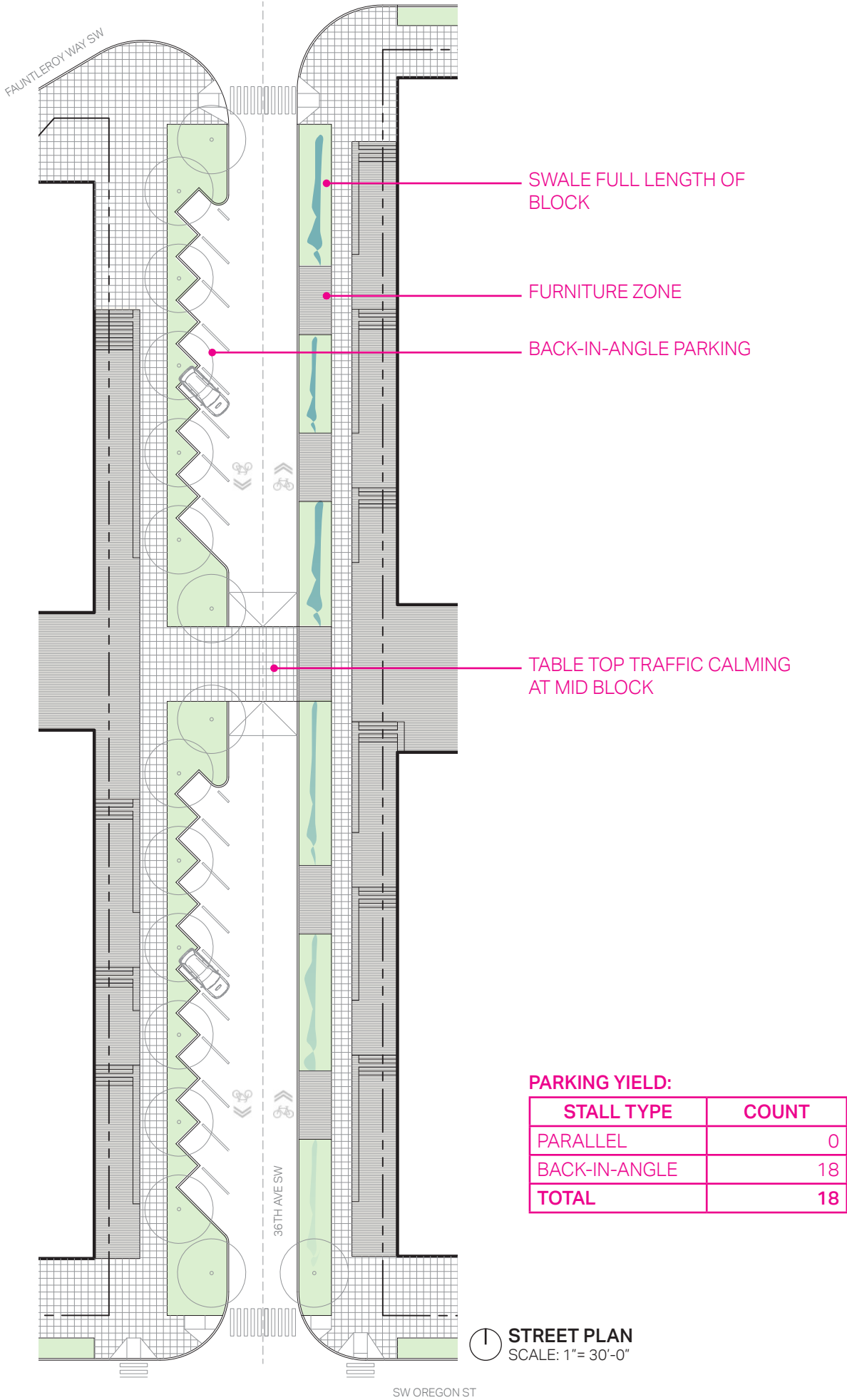
OPTION 2 - OVERLAPPING PLANTING / PARKING ZONE



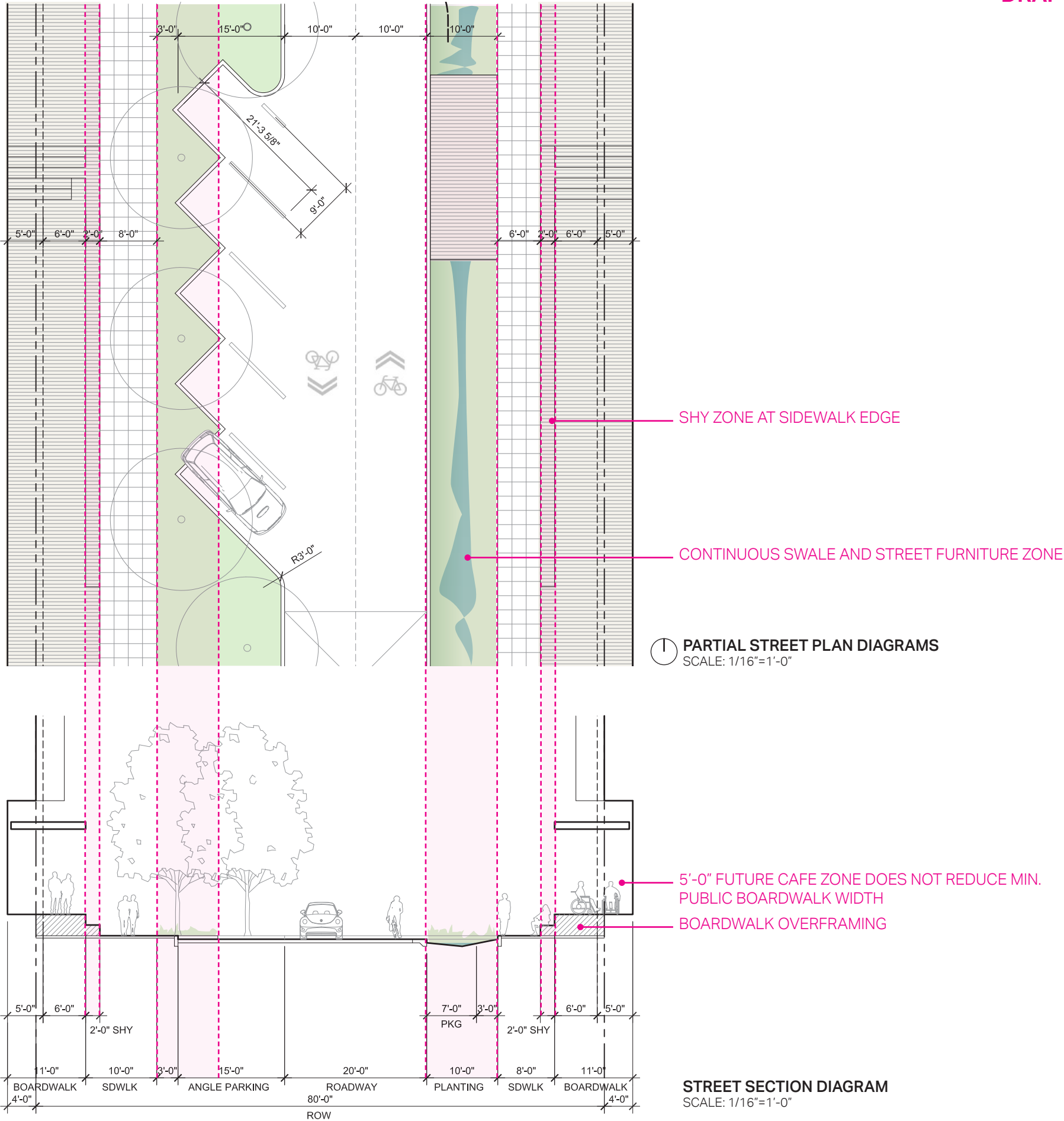


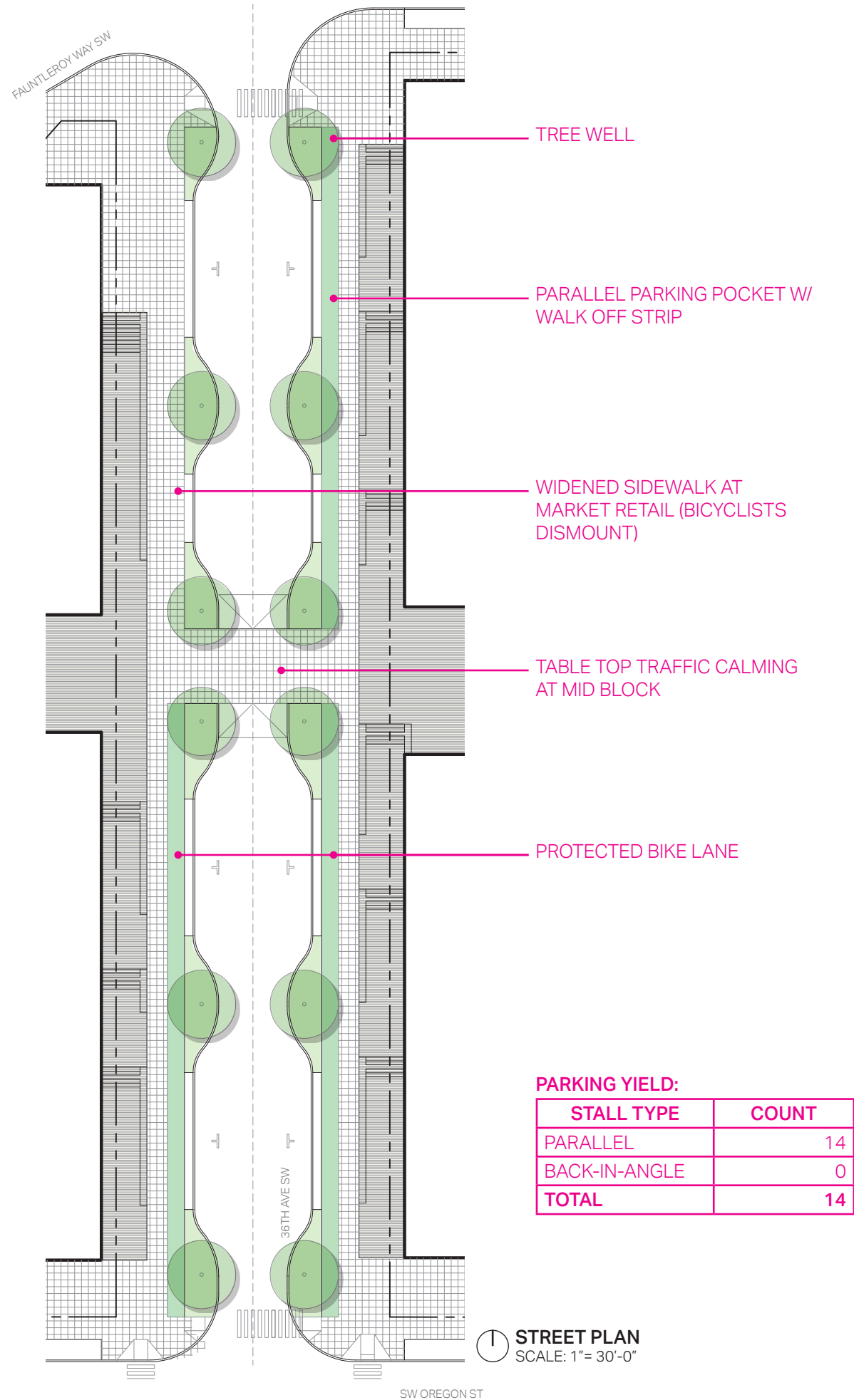
OPTION 3 - COMBO



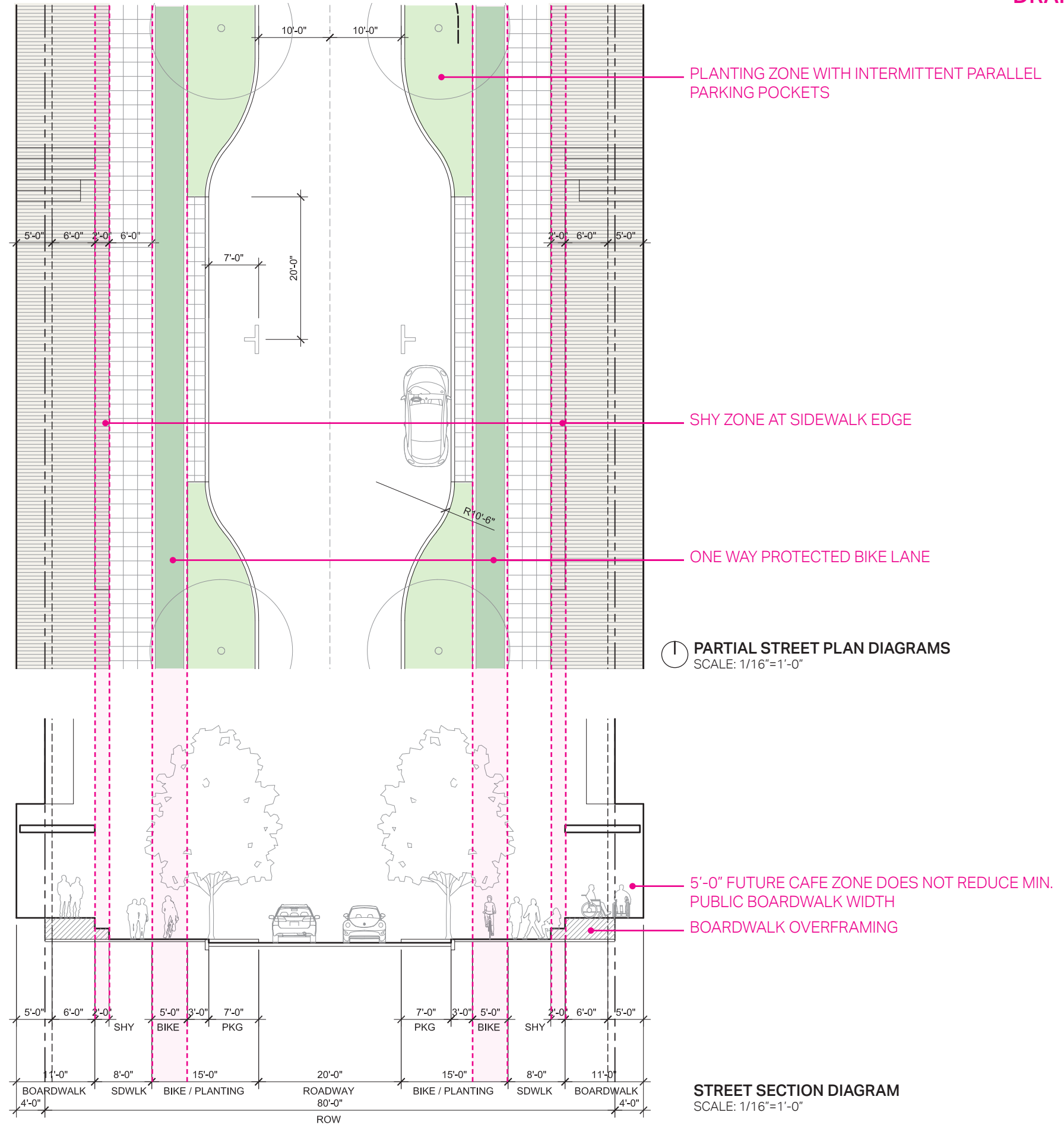


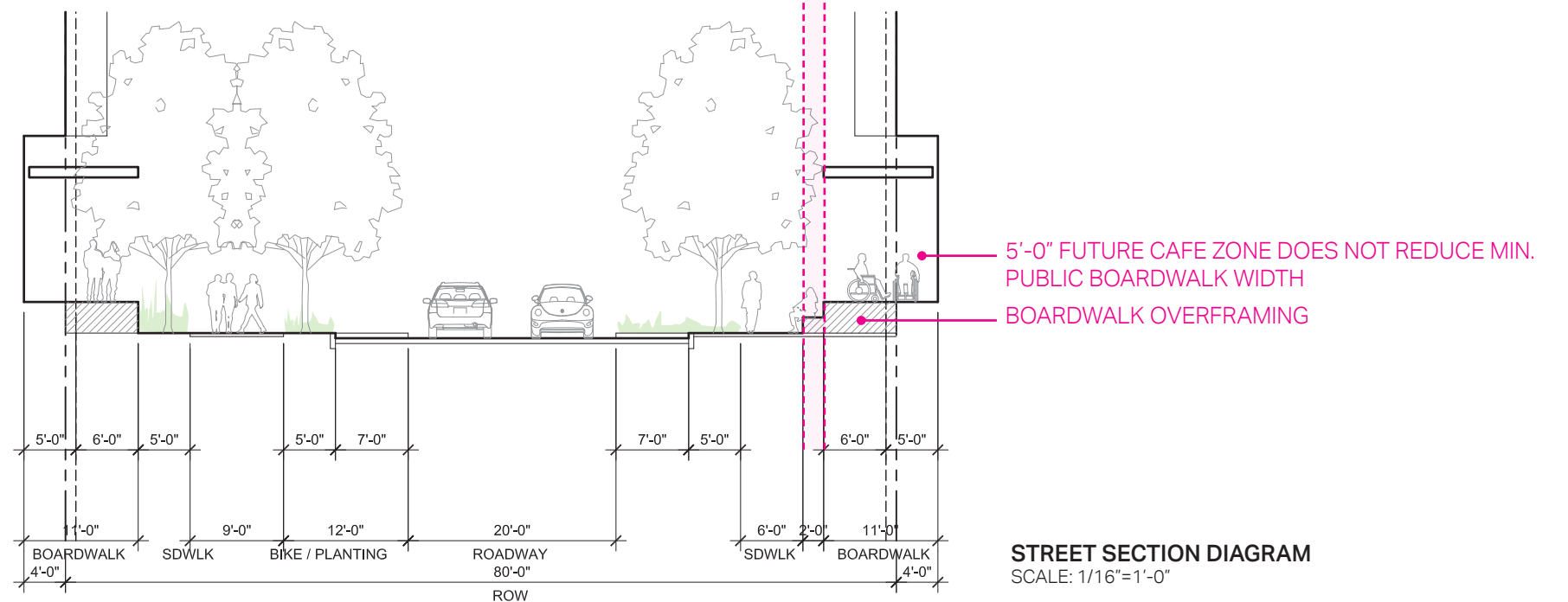
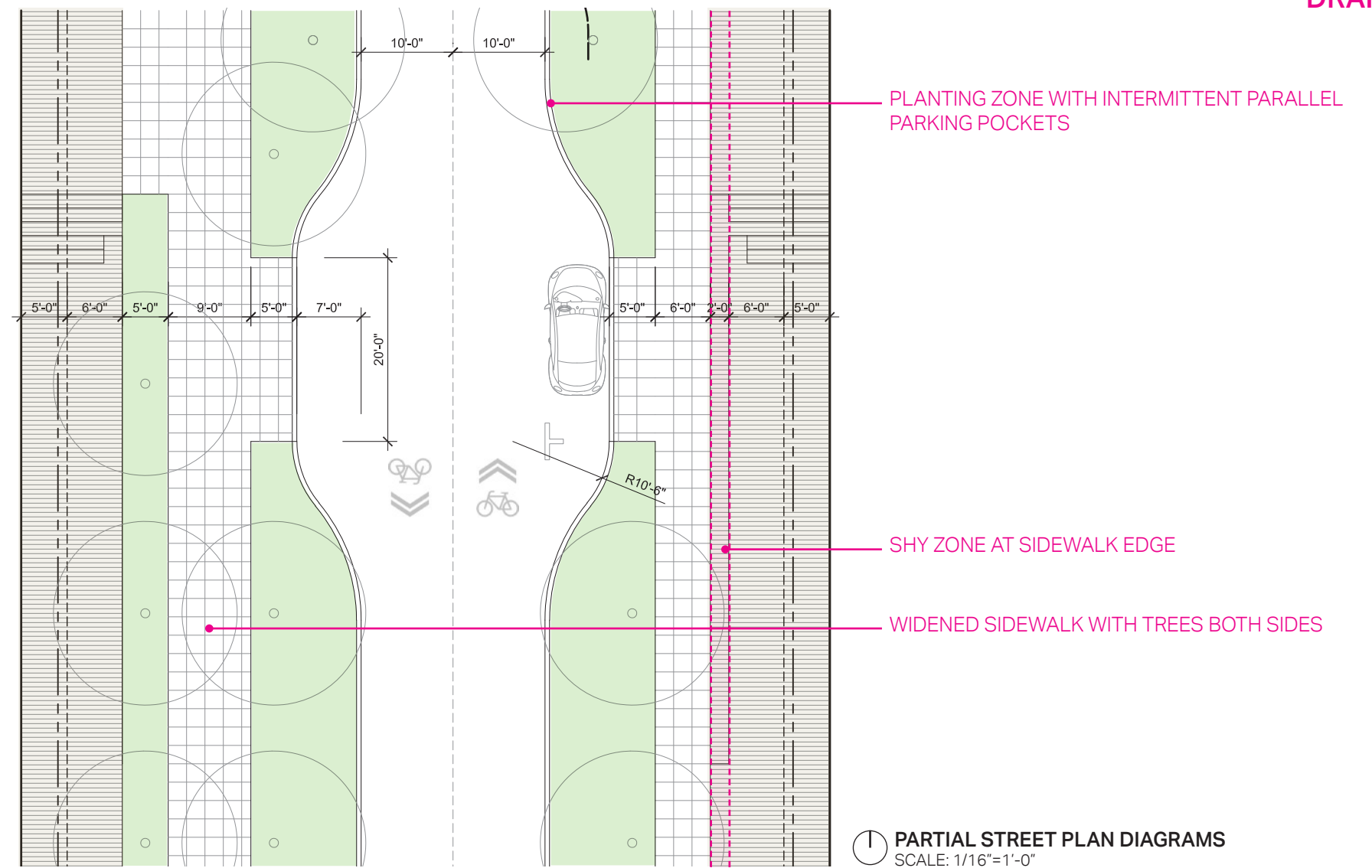
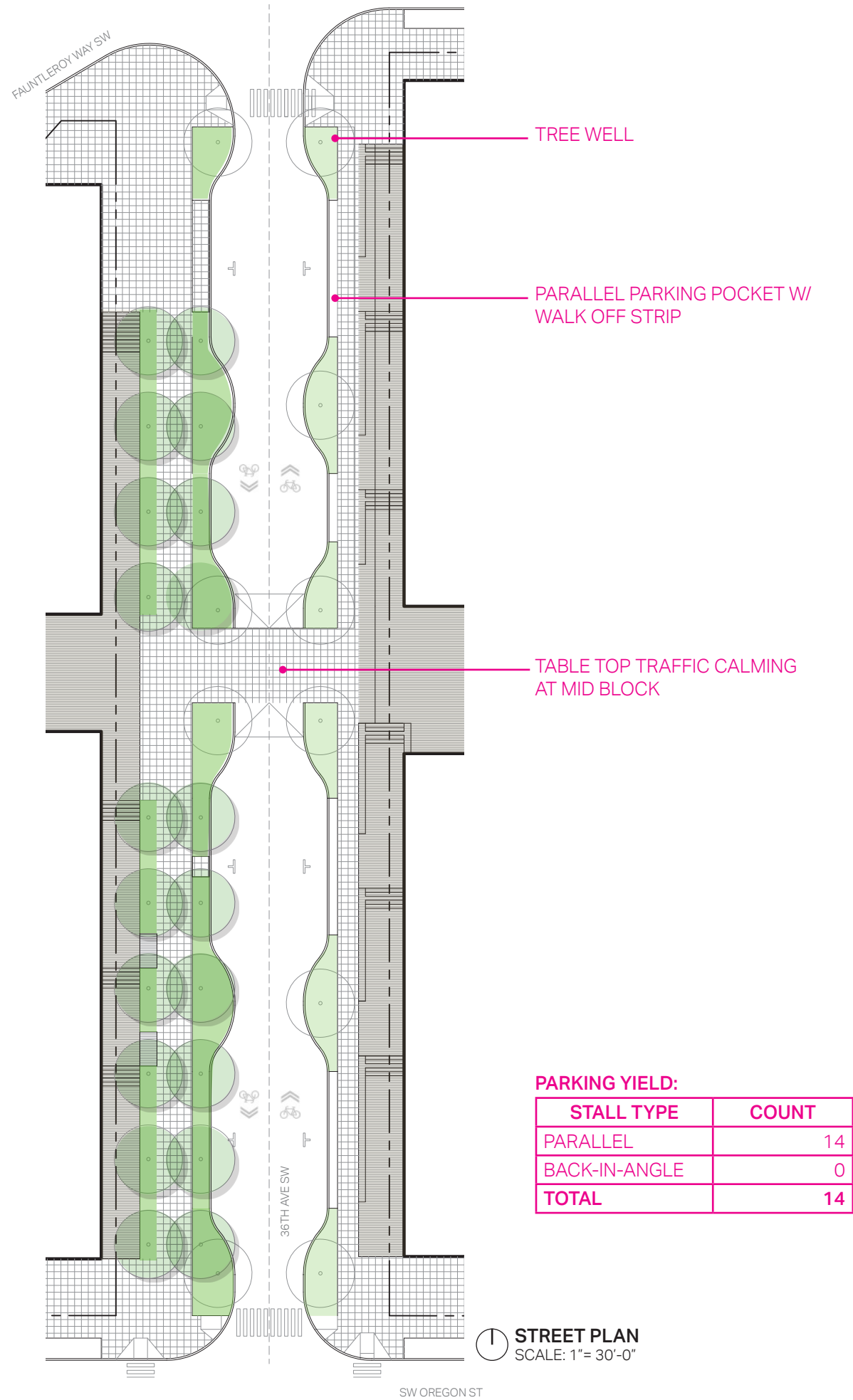
OPTION 4 - SWALE



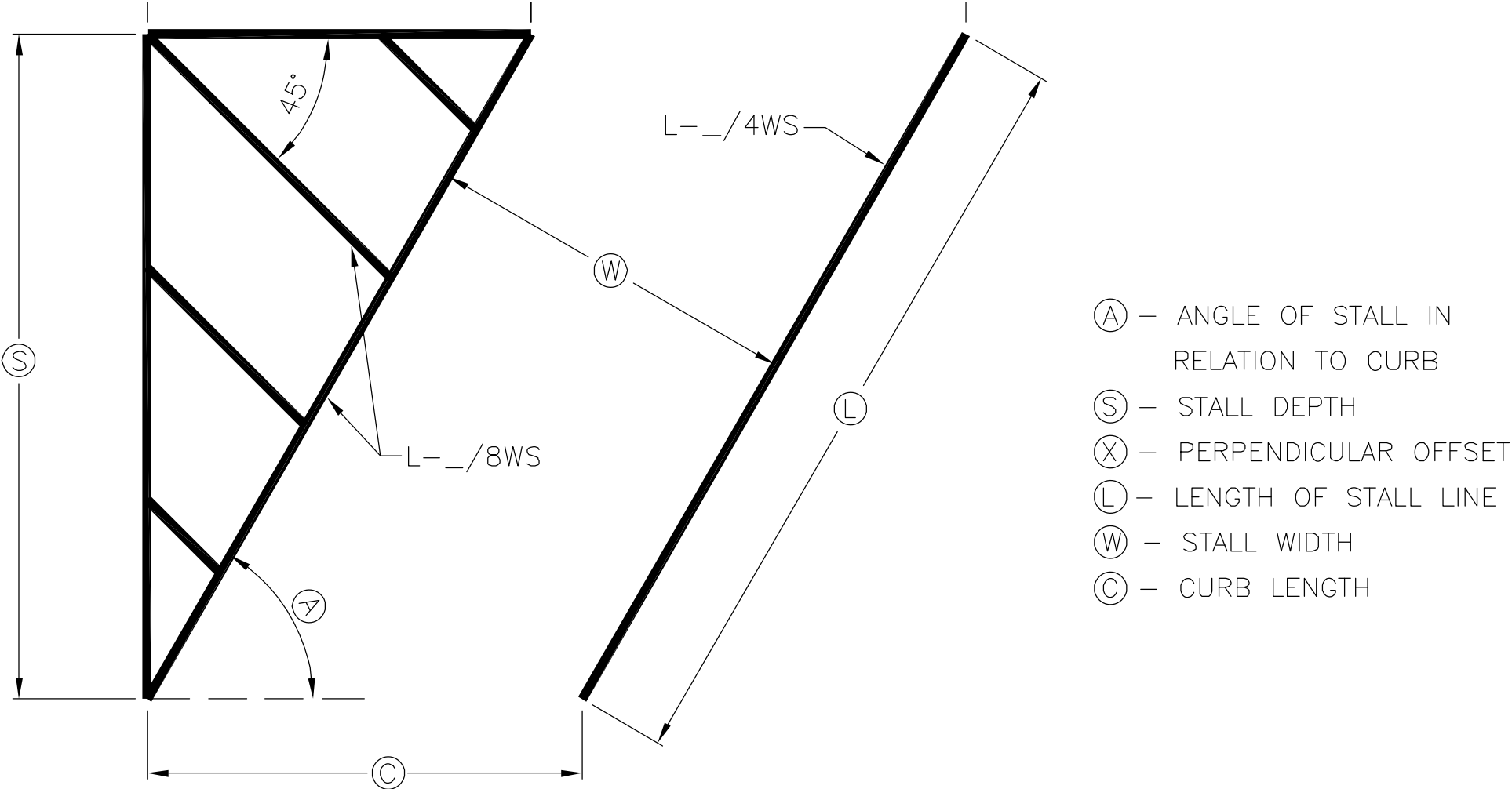


OPTION 5 - PROTECTED BIKE LANES





A	S	X	L	W	C		A	S	X	L	W	C
45°	15'	15'	21.21'	8.5'	12.02'		60°	15'	8.66'	17.32'	8.5'	9.81'
	15'	15'	21.30'	9.0'	12.75'			15'	8.5'	17.2'	9.0'	10.5'
	16'	16'	22.63'	9.0'	12.73'			16'	9.24'	18.48'	9.0'	10.39'
	17'	17'	24.04'	9.5'	13.44'			17'	9.81'	19.63'	9.5'	10.97'
	18'	18'	25.46'	10.0'	14.14'			18'	10.39'	20.78'	10.0'	11.55'



NOTES:

- 1. THE WIDTH OF THE TRAVEL LANE NEXT TO ANGLED PARKING SPACES MUST BE A MINIMUM OF 12'-6" FOR 45-DEGREE STALLS AND 17'-0" FOR 60-DEGREE STALLS.
- 2. BARRIER CROSSHATCH LINES MUST BE ALIGNED AS SHOWN, INTERSECTING THE EDGE OF THE PARKING LANE AT 45-DEGREES AND ANGLED AGAINST THE ANGLING OF THE PARKING SPACES

