

Project Team

Developer: **Lennar Multifamily & Weingarten Realty**
Architect: **Fuller/Sears Architects**
Structural + Civil Engineer: **KPFF**
Landscape Architect: **Weisman Design Group**

ADDRESS: 4755 Fauntleroy Way SW
DPD PROJECT #: 3013803

Seattle Design Commission
March 7, 2013



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DEVELOPMENT PROGRAM

RETAIL

Provide minimum 40,000 sf sales floor for Whole Foods Market, with minimum 4 stalls/1,000 sf parking and continuous retail frontage on Pedestrian Designated Alaska Street

Provide minimum 20,000 sf on-street (Fauntleroy) retail stores and multiple small shop retail tenants

RESIDENTIAL

Provide approximately 400 residential units, with minimum 0.8 stalls/unit parking

PROPOSED PROJECT

RETAIL

Whole Foods Market (not including 8,400 sf mezzanine): 41,216 sf

On-Street Stores and Small Shop Retail Tenants: 22,957 sf

RESIDENTIAL

372 Residential Units

PARKING (all underground)

195 stalls: Whole Foods Market (4.18/1,000 sf)

80 stalls: Other Stores & Small Shop Tenants: (3.49/1,000 sf)

312 stalls: Residential (0.8 stalls/Unit)



Approaching Site from Fauntleroy

Neighborhood Outreach Meetings

Chaco Canyon Café

- November 27, 2012

Fairmount Community Association

- September 11, 2012
- November 27, 2012
- February 26, 2013

Informal Community Stakeholder Design Group

- November 27, 2012
- January 24, 2013
- February 26, 2013

Masonic Temple Owners

- September 11, 2012
- November 2, 2012

Morgan Junction Community Association

- November 27, 2012
- February 26, 2013

West Side Baby

- November 27, 2012
- February 26, 2013

West Seattle Chamber of Commerce

- September 11, 2012
- November 27, 2012
- December 10, 2012
- February 26, 2013

West Settle Junction Association

- July 30/31, 2012
- August 14, 2012
- August 30, 2012
- September 5, 2012
- September 13, 2012
- October 16, 2012
- November 27, 2012
- December 10, 2012
- February 26, 2013

West Seattle Junction Neighborhood Association

- September 11, 2012
- November 27, 2012
- December 10, 2012
- January 24, 2012
- February 26, 2013
-
-

Southwest Design Review Board

Early Design Guidance

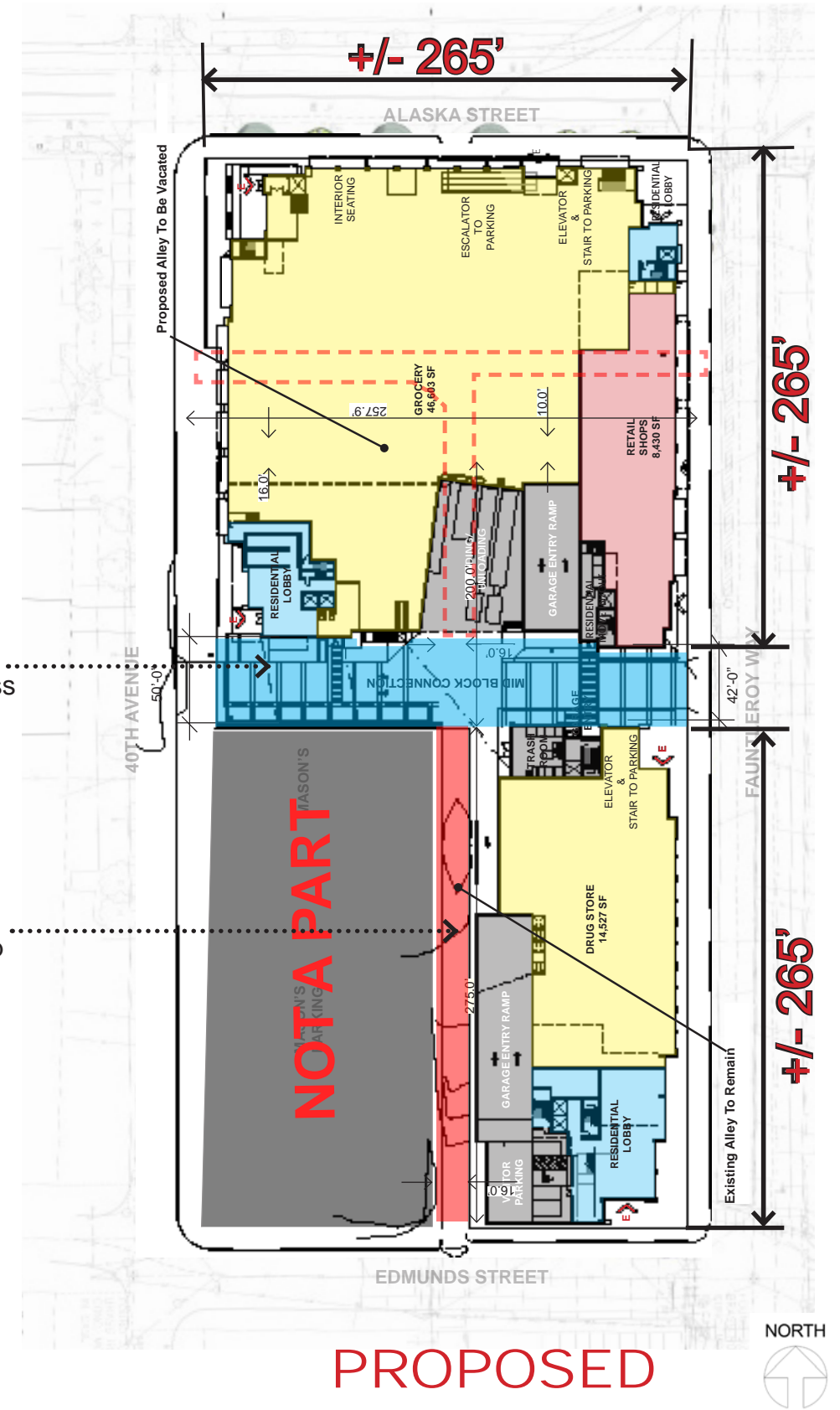
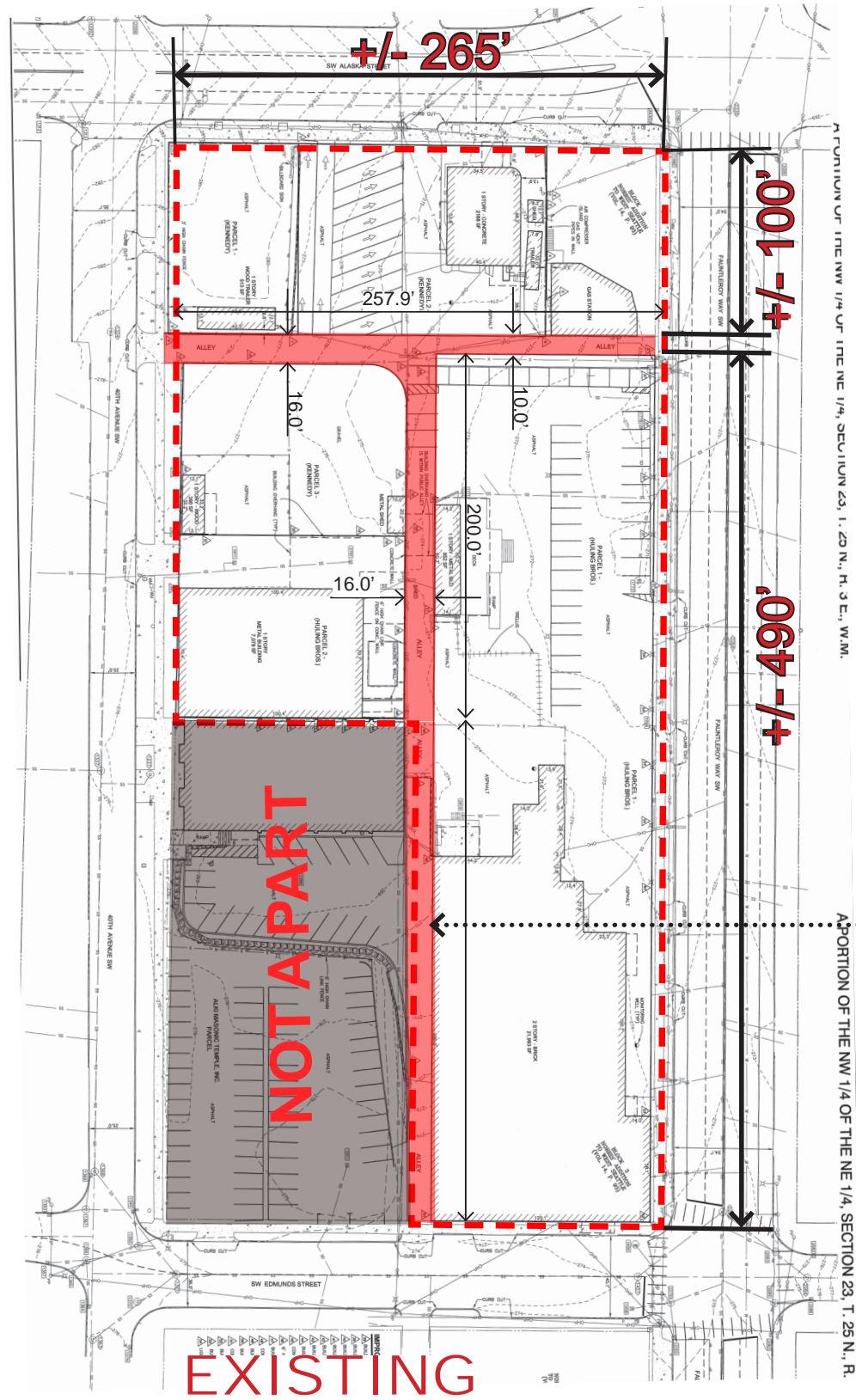
- September 27, 2012
- November 8, 2012



ALLEY VACATION REQUEST

Approximate Area of Alley to be Vacated: **6,600 SF**

Approximate Area of Publicly Accessible Mid-Block Connection: **11,100 SF**



4755 Fauntleroy Way SW

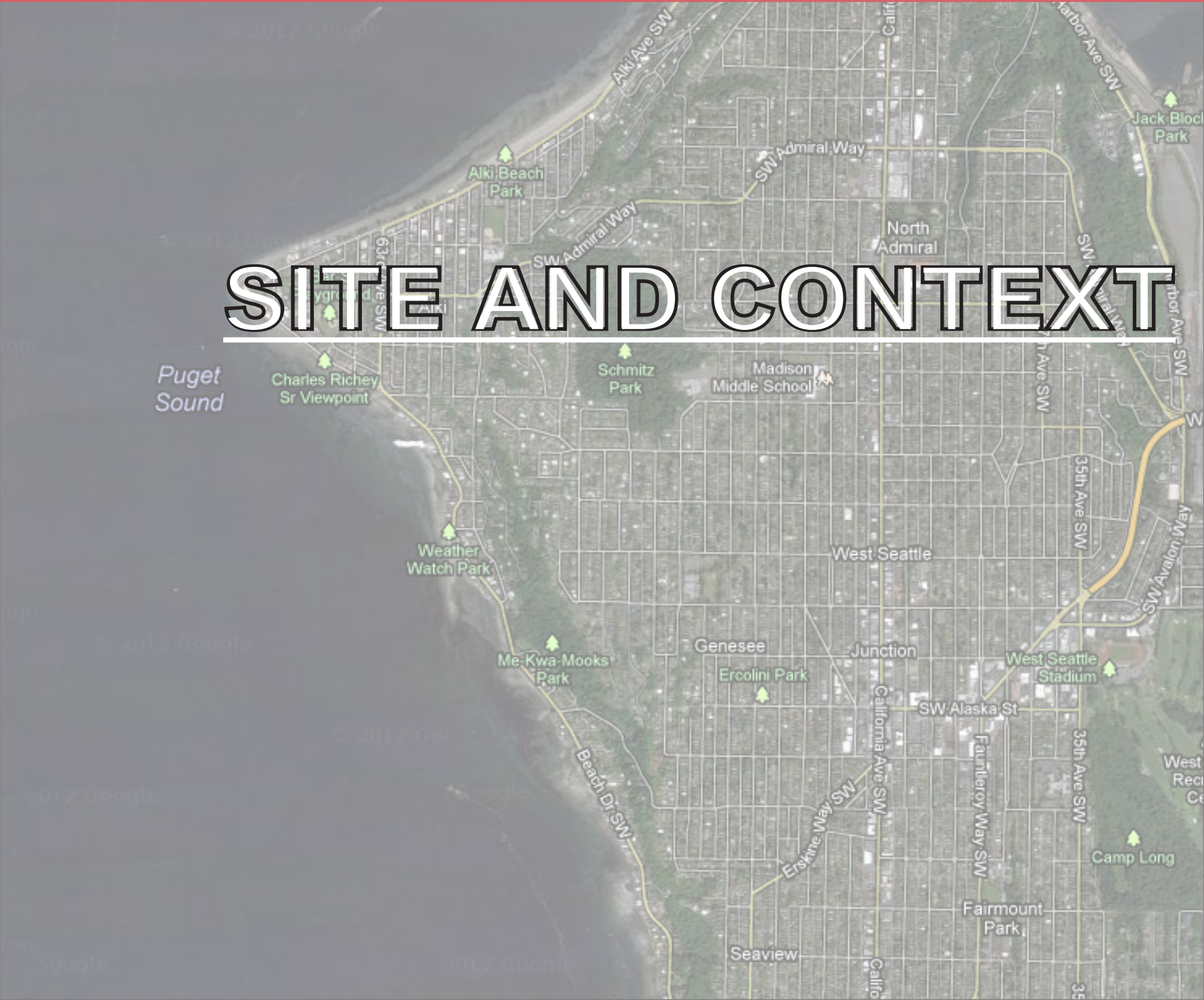
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4755 Fauntleroy Way SW



SITE AND CONTEXT

Puget Sound

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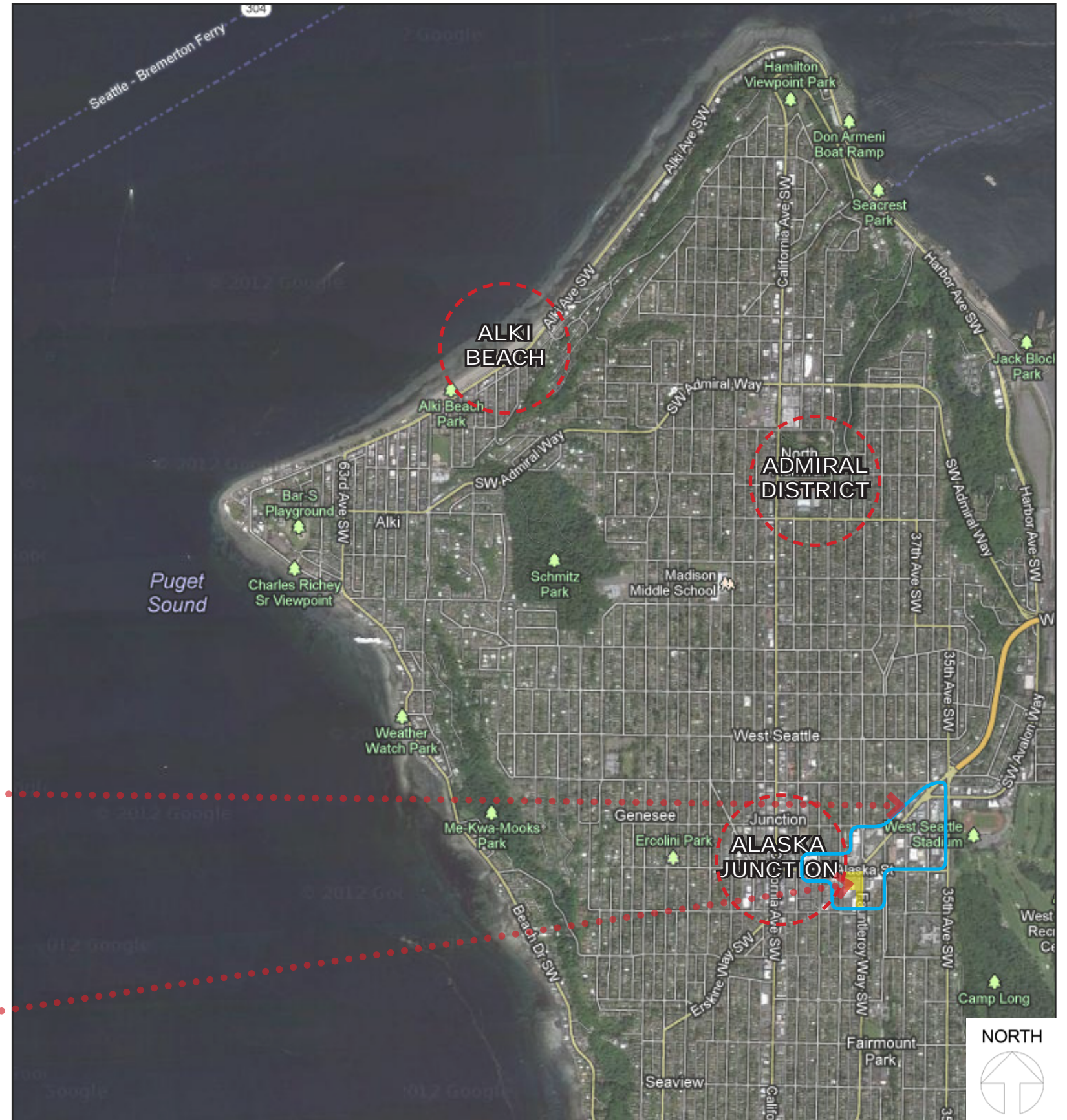
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10,000 FOOT VIEW OF SITE AND CONTEXT

West Seattle Triangle
Plan Study Area

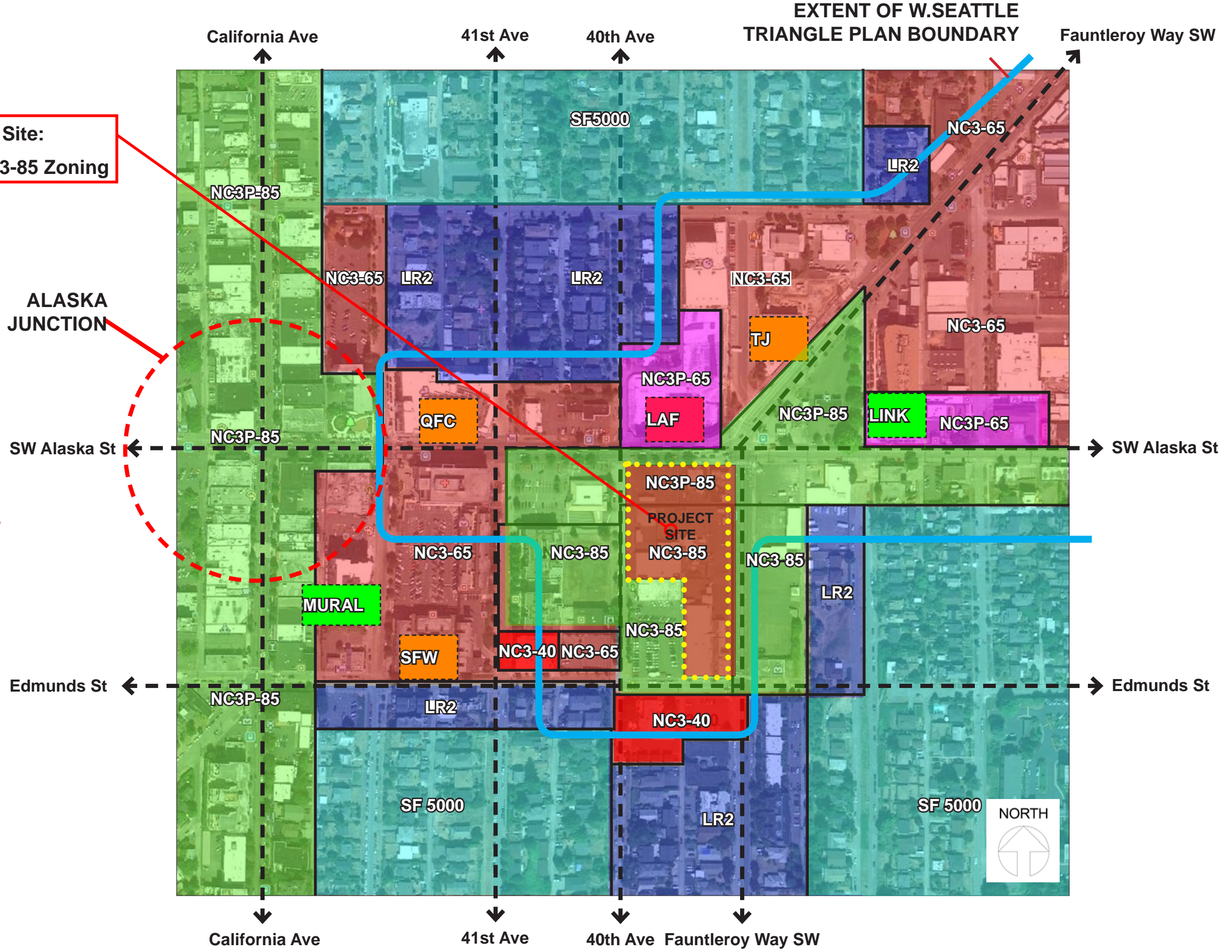
Site Location



EXTENT OF W. SEATTLE TRIANGLE PLAN BOUNDARY

ADJACENT ZONING & USES

-  NC3P-85/ NC3-85
-  NC3P-65
-  NC3-65
-  NC3-40
-  LR2
-  SF 5000
-  W. Seattle Triangle



Project Site:
NC3P-85 & NC3-85 Zoning

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West Seattle, Seattle, Washington

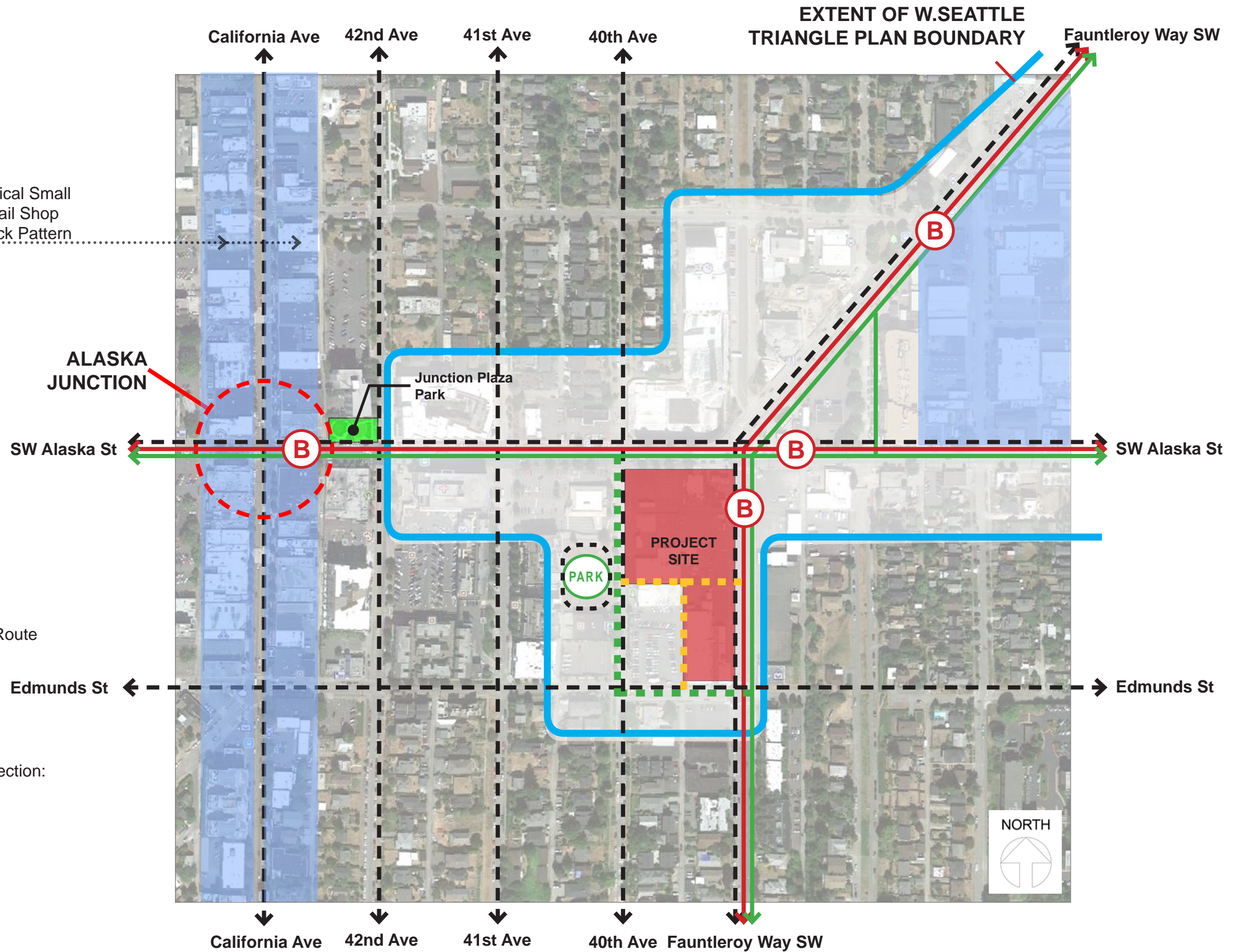
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Typical Small Retail Shop Block Pattern

NINE BLOCK STUDY

- Major Streets:
Two way Vehicle Accessible Route
- Public Transportation:
Metro and Rapid Ride
- Bus Stop Location:
Metro and Rapid Ride
- Potential through-block Connection:
On Project Site
- Major Walk/Bike Path:
Fauntleroy Way and Alaska
- West Seattle Triangle Study Area



4755 Fauntleroy Way SW

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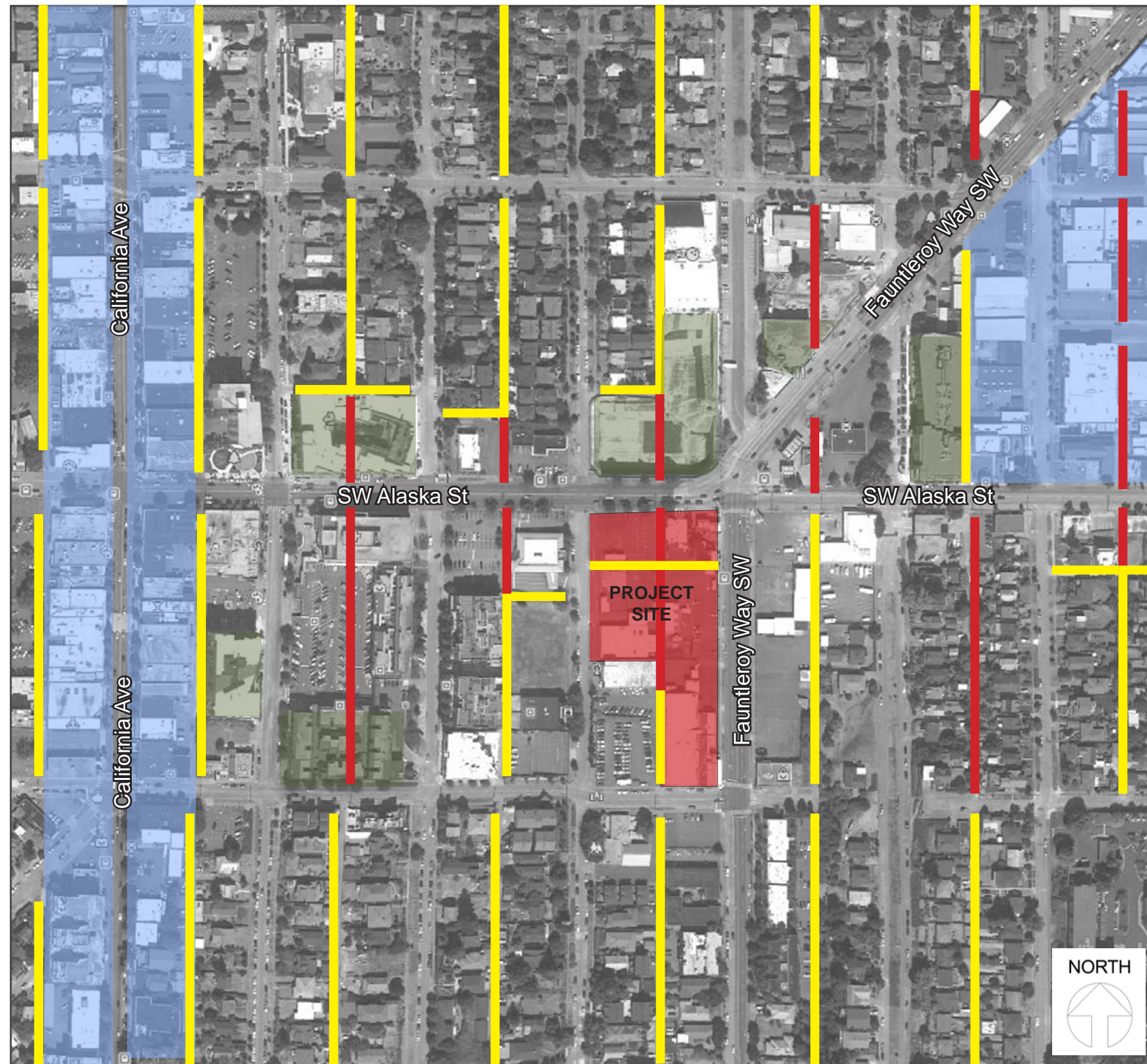
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ALLEY GRID MAP

-  Previously Vacated or Non-Functioning Alley Grid
-  Existing Functional Alley Grid
-  Recent Larger Projects
-  Small Scale Retail Shops

ALLEY VACATION NOTES

- Existing alley provides no connection to other blocks or grid (alley system is dysfunctional today)
- Alley vacation has no negative affect on any users on the block



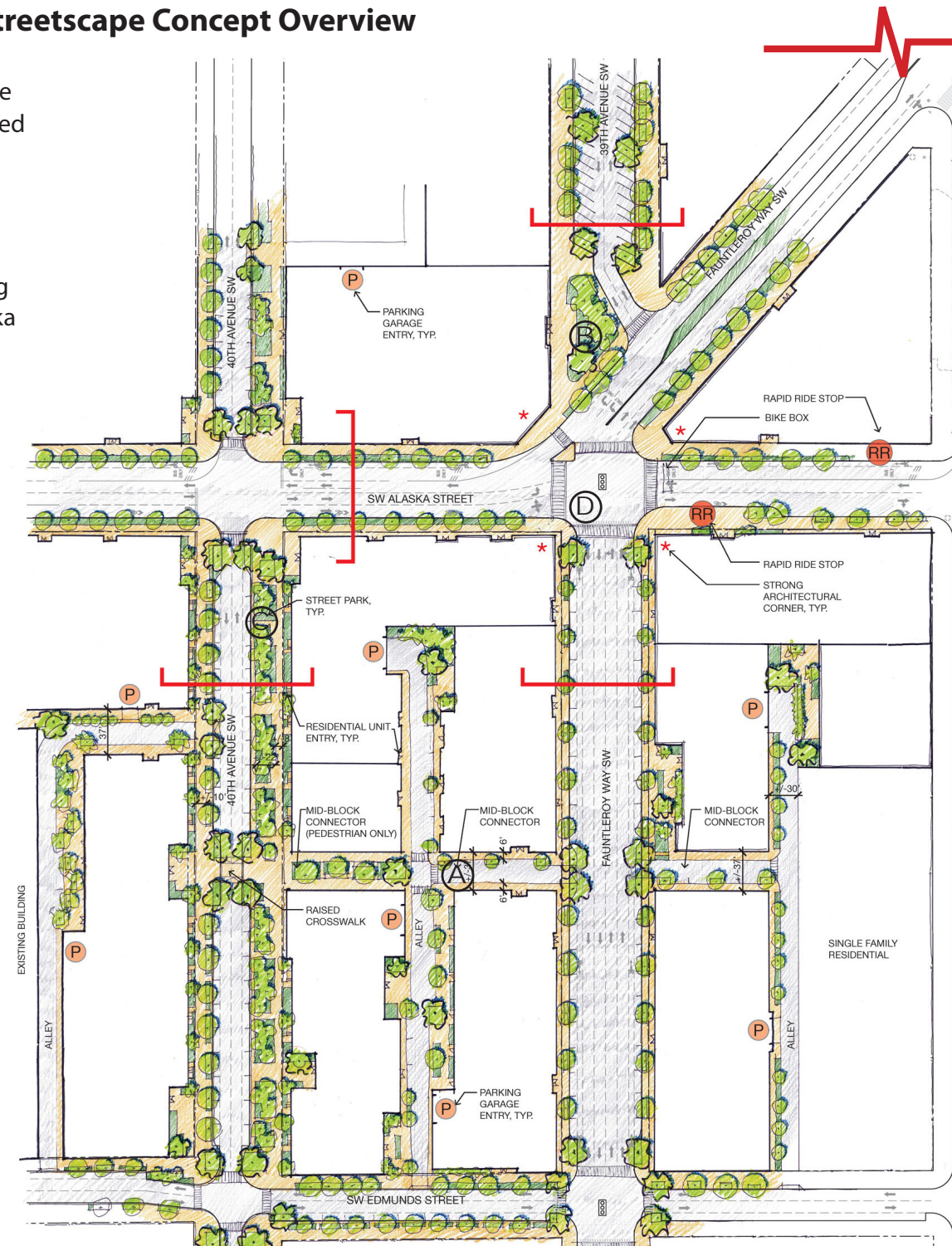
TRIANGLE PLAN GOALS

- Embrace the area's location as a GATEWAY to the West Seattle Peninsula.
- ACCOMMODATE ALL TRAVELERS: cars, transit, pedestrians, trucks and bicycles.
- Create PLACES FOR PEOPLE: new community spaces and connections to parks
- ACCOMMODATE PARKING AND LOADING, and continue to plan for parking needs in the future.
- Capitalize on the investment in transit and transportation: a TRANSIT-FRIENDLY neighborhood.

Fauntleroy / Alaska Blocks - Streetscape Concept Overview

The streetscape concept overview for the Fauntleroy / Alaska Blocks shows preferred configuration for infill development on large underused sites in the area. Key recommendations include:

- A - An east / west midblock crossing on the long block between SW Alaska St. and SW Edmunds St.
- B - Corner plazas and street parks.
- C - An abundantly planted 40th Ave. SW that could be residential in character.
- D - Intersection improvements to the SW Alaska / Fauntleroy Ave. SW intersection.



Note: Match and overlap with the Triangle. Maps are not same scale.

November 2011

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West Seattle Triangle Urban Design Framework
Seattle Department of Planning and Development



Viking Bank



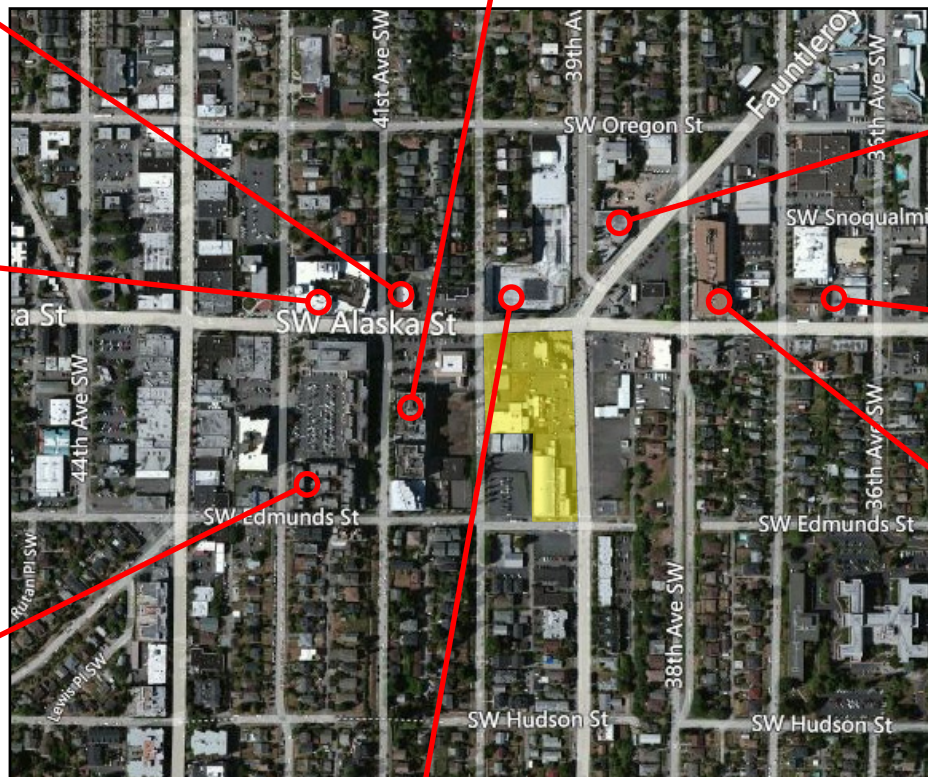
Highline Medical Plaza



Trader Joes



Altamira Apts. / QFC



Fire Station No. 32



Mural Apts.

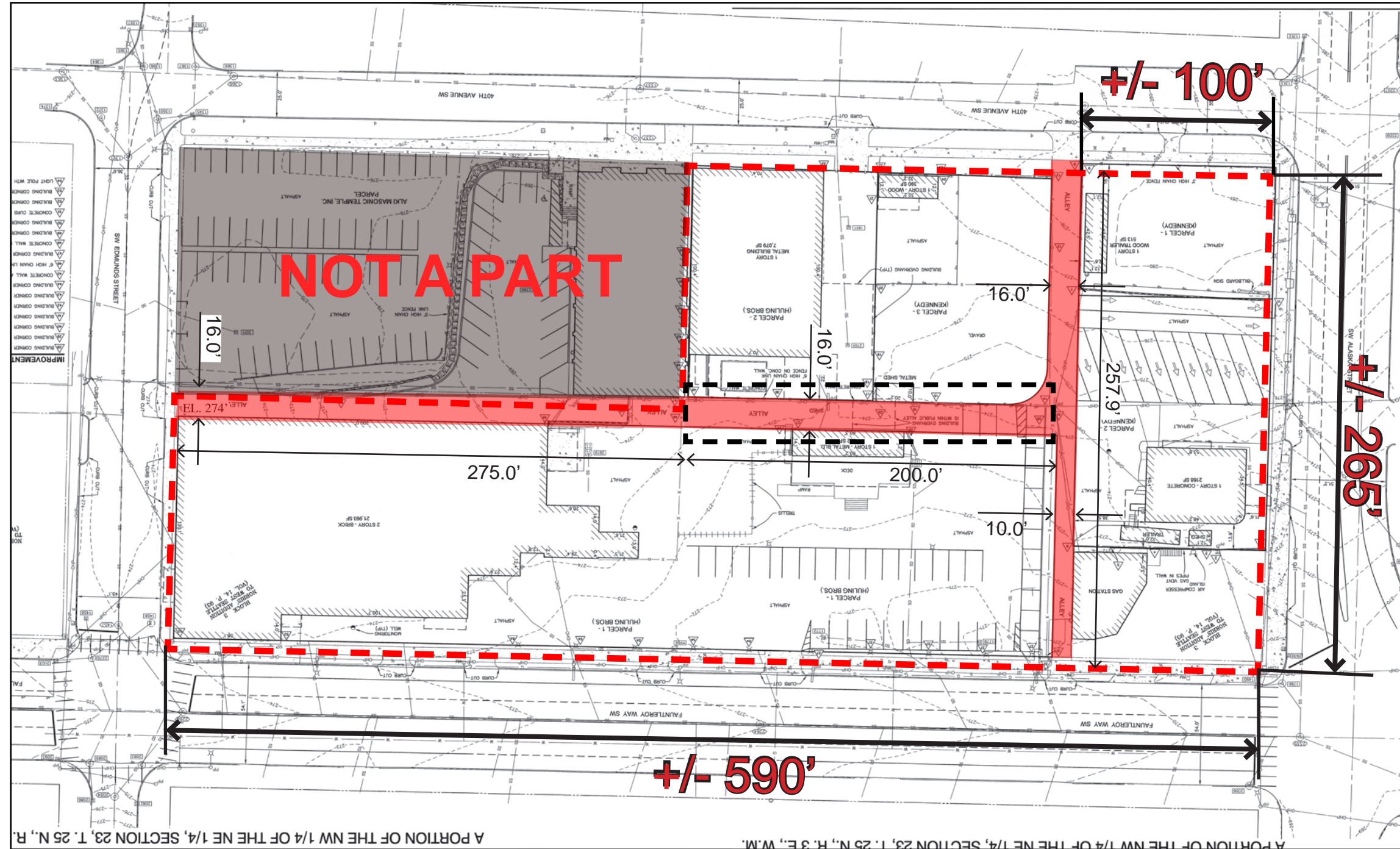


Permitted Mixed-Use



Link Apts.

EXISTING ALLEY IN CONTEXT OF SUPERBLOCK

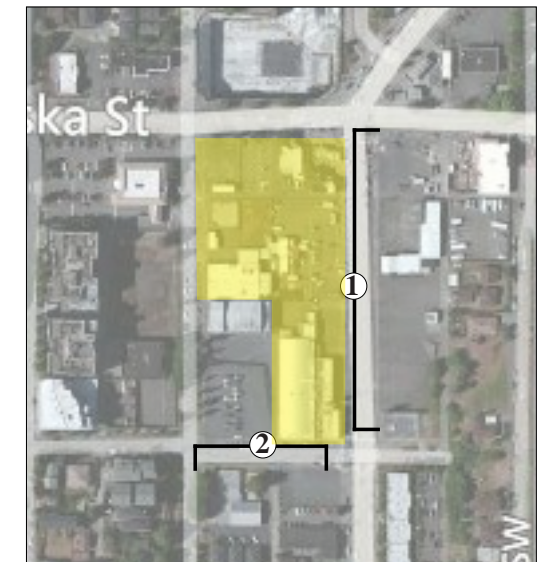




1. LOOKING EAST FROM SITE



2. LOOKING SOUTH FROM SITE

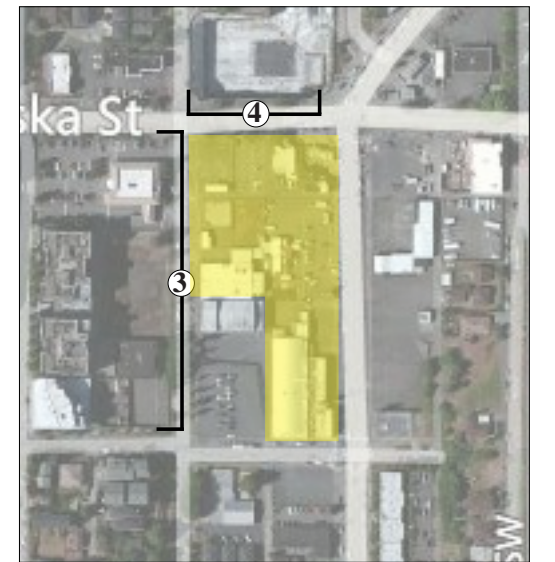




3. LOOKING WEST FROM SITE



2. LOOKING NORTH FROM SITE



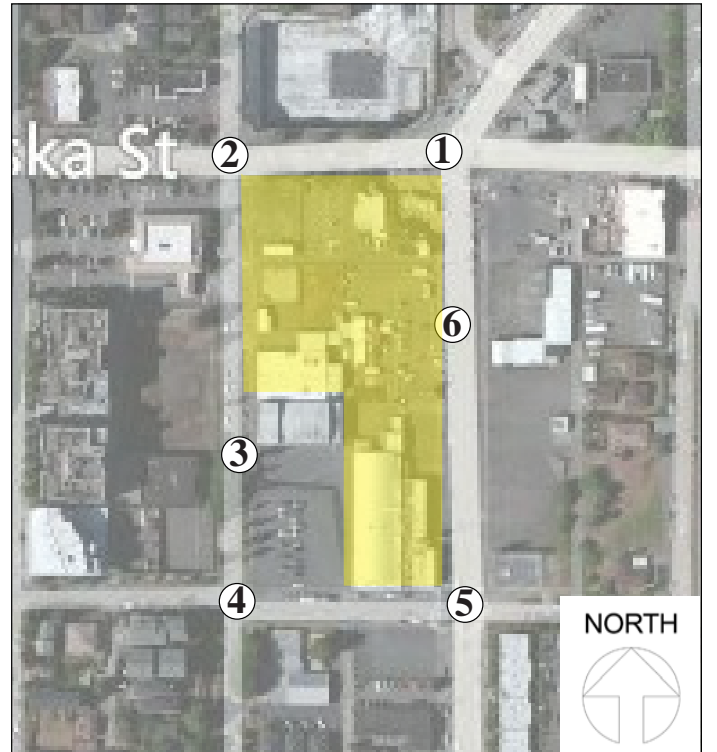


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EXISTING SITE CONDITIONS



4

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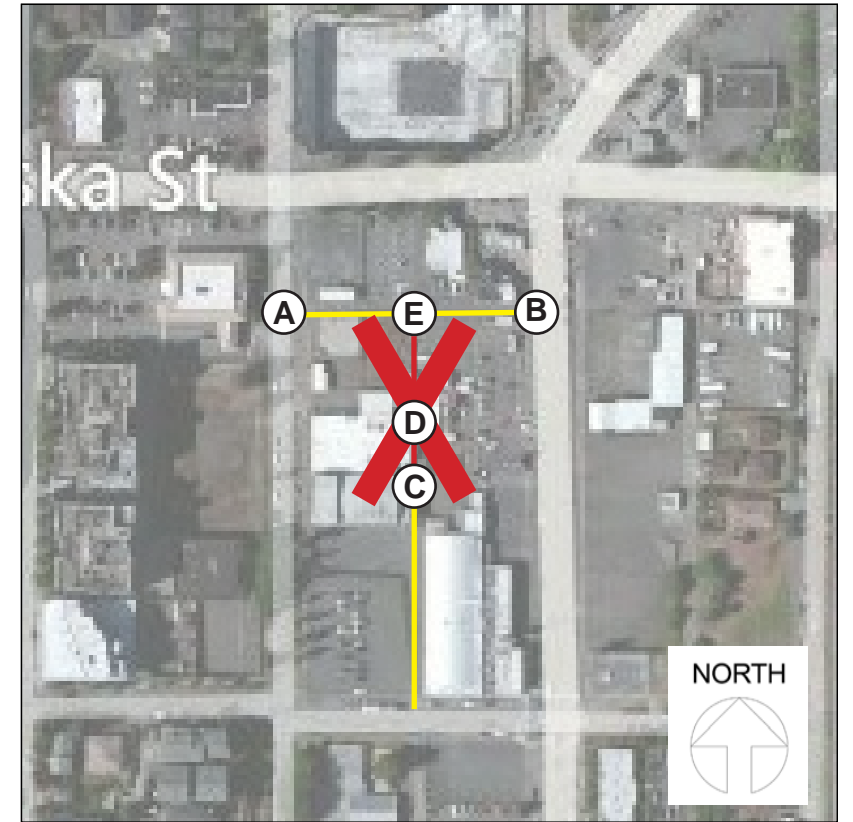
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A. Alley from 40th Ave, Looking East



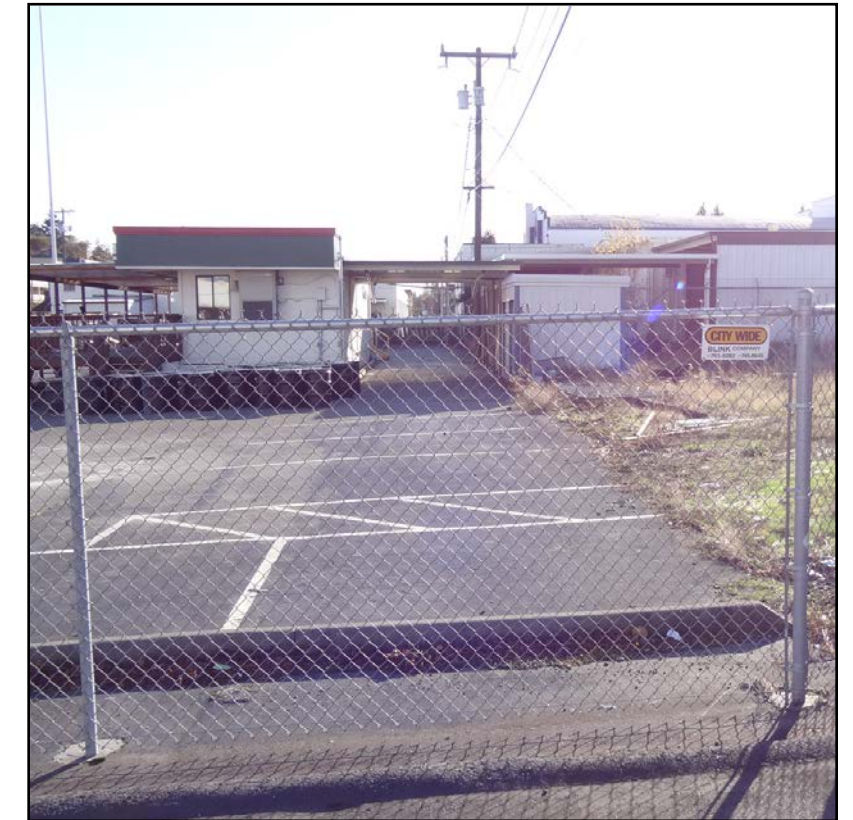
B. Alley from Fauntleroy Way SW, Looking West



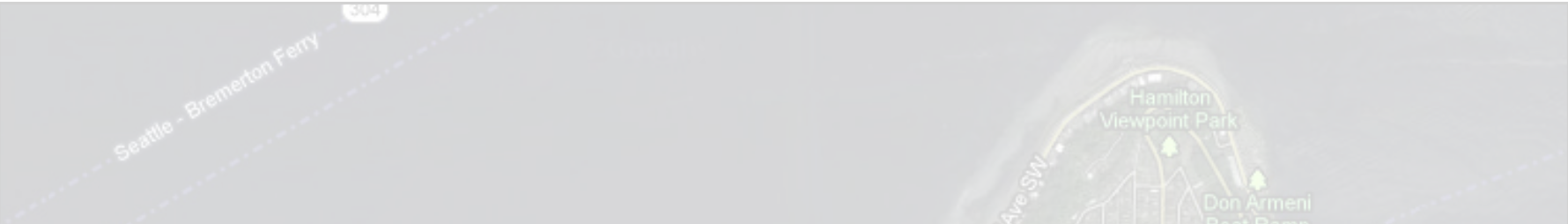
C. Existing blocked Alley from South



D. Existing blocked Alley from North



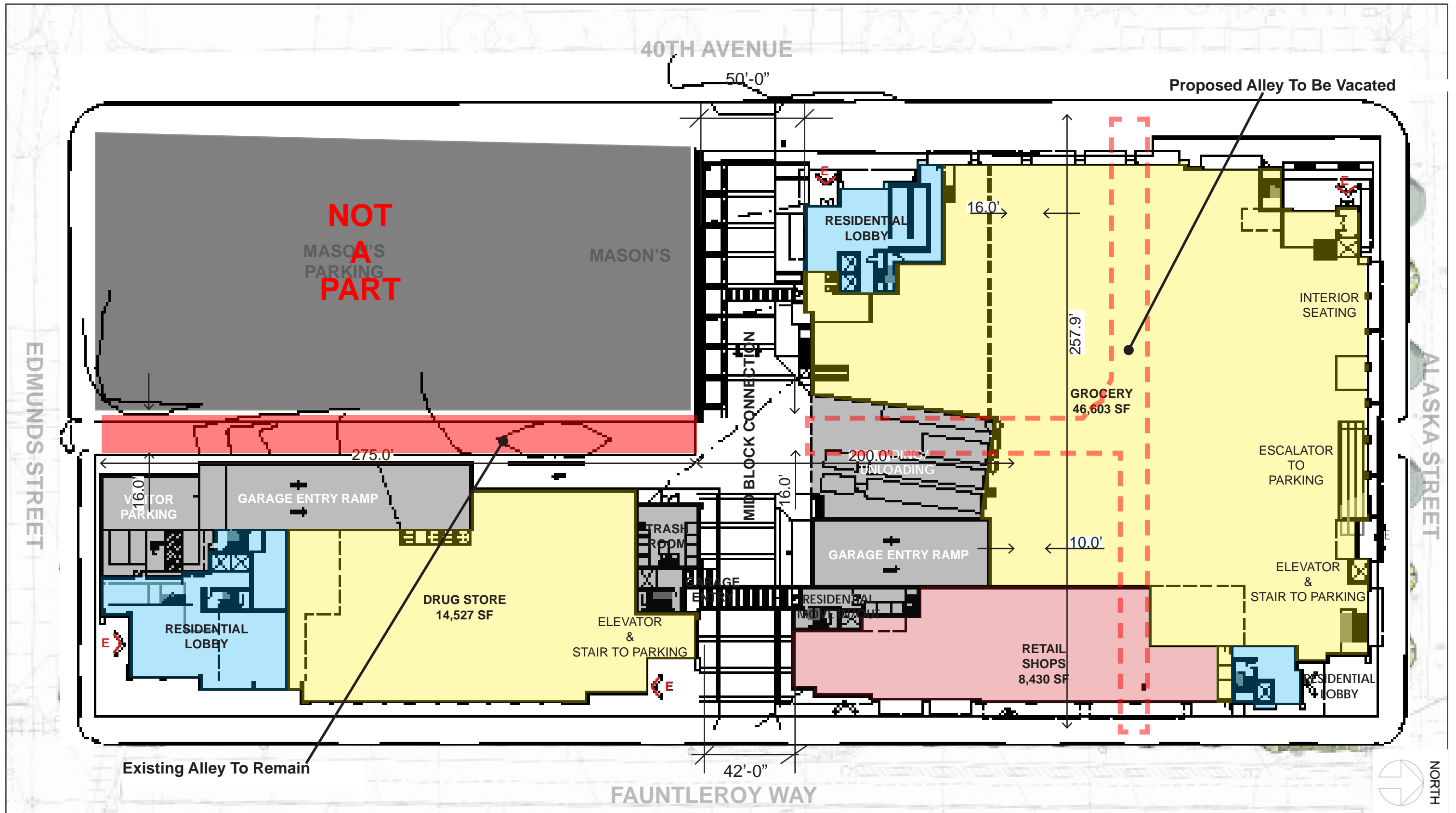
E. Existing blocked Alley from North



4755 Fauntleroy Way SW



**PROPOSED
PROJECT
(WITH ALLEY
VACATION)**





View from Northeast



View from Southwest



View from West to East

PROPOSED PROJECT

Pros:

- Cross connector in ideal mid-block location
- Wider cross-connector physically separates pedestrian circulation from service functions.
- Continuous retail frontage along Fauntleroy and Alaska w/ grocery entrances along pedestrian designated Alaska St.
- Residential mass is stepped back with lower 70' height providing comfortable sidewalk pedestrian experience.
- Ideal grocery layout and size.
- Building mass equally balances across Superblock
- Private ownership of Mid-Block Crossing allows for physical improvements that far exceed SDOT's minimal alley standards

Cons:

- Major reduction in residential area and unit count as compared to no vacation alternative.

- 60,000 SF retail
- Two Residential Buildings:
- (S) 120 units
- (N) 250 units
- 4.0 FAR (5.5 FAR Maximum)
- Total Above Ground Area:
- 432,500 sf
- Max Height Allowed: 85'
- Height Proposed: 70'



View from Southwest

FULLER-SEARS
ARCHITECTS

4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

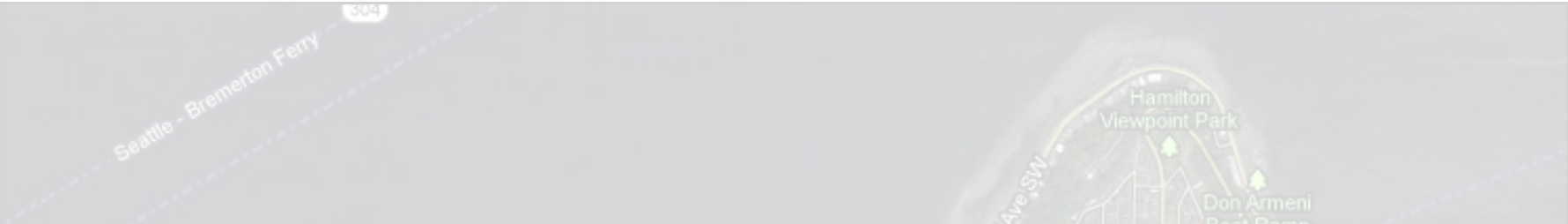
View from Southwest

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View from West to East

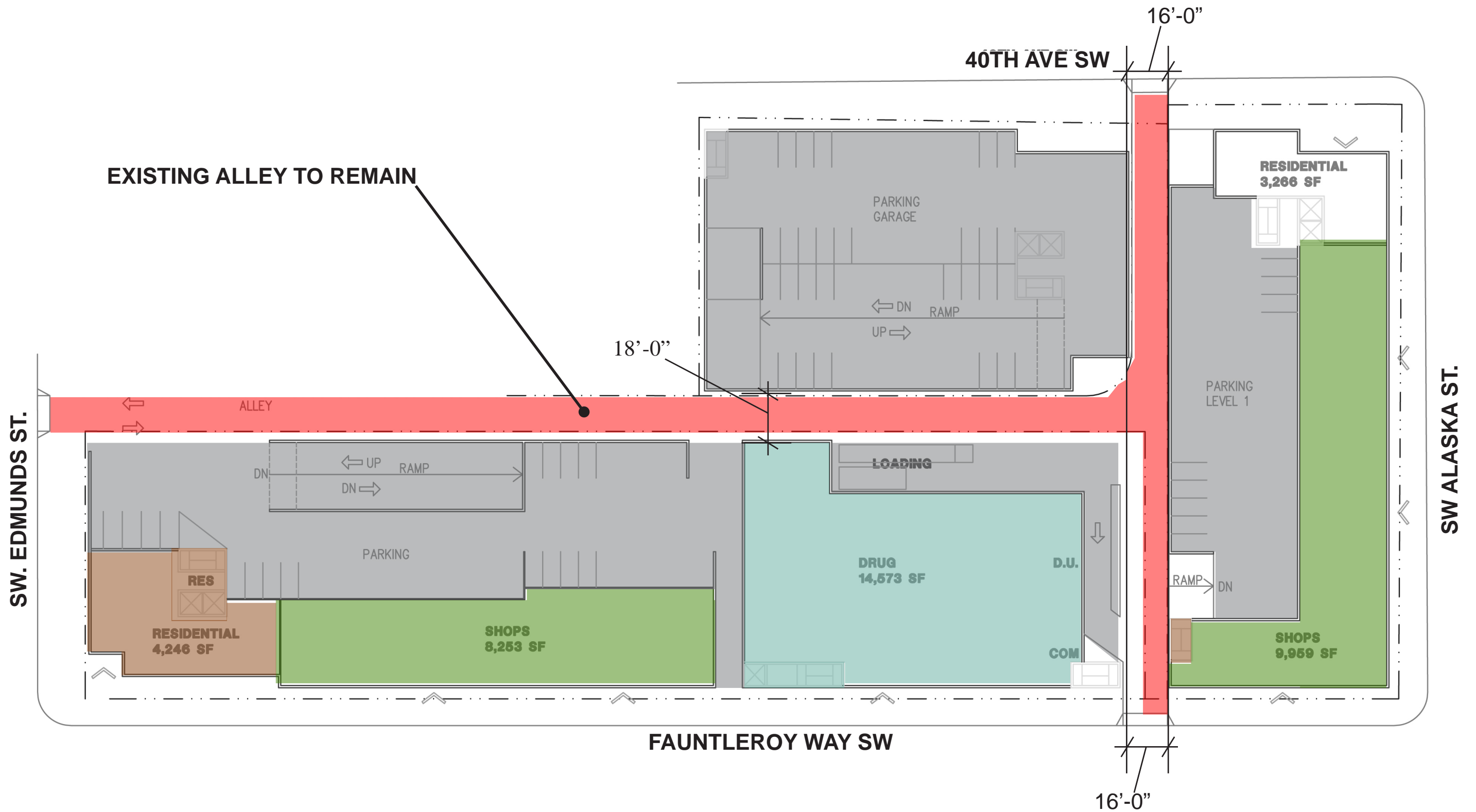
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4755 Fauntleroy Way SW

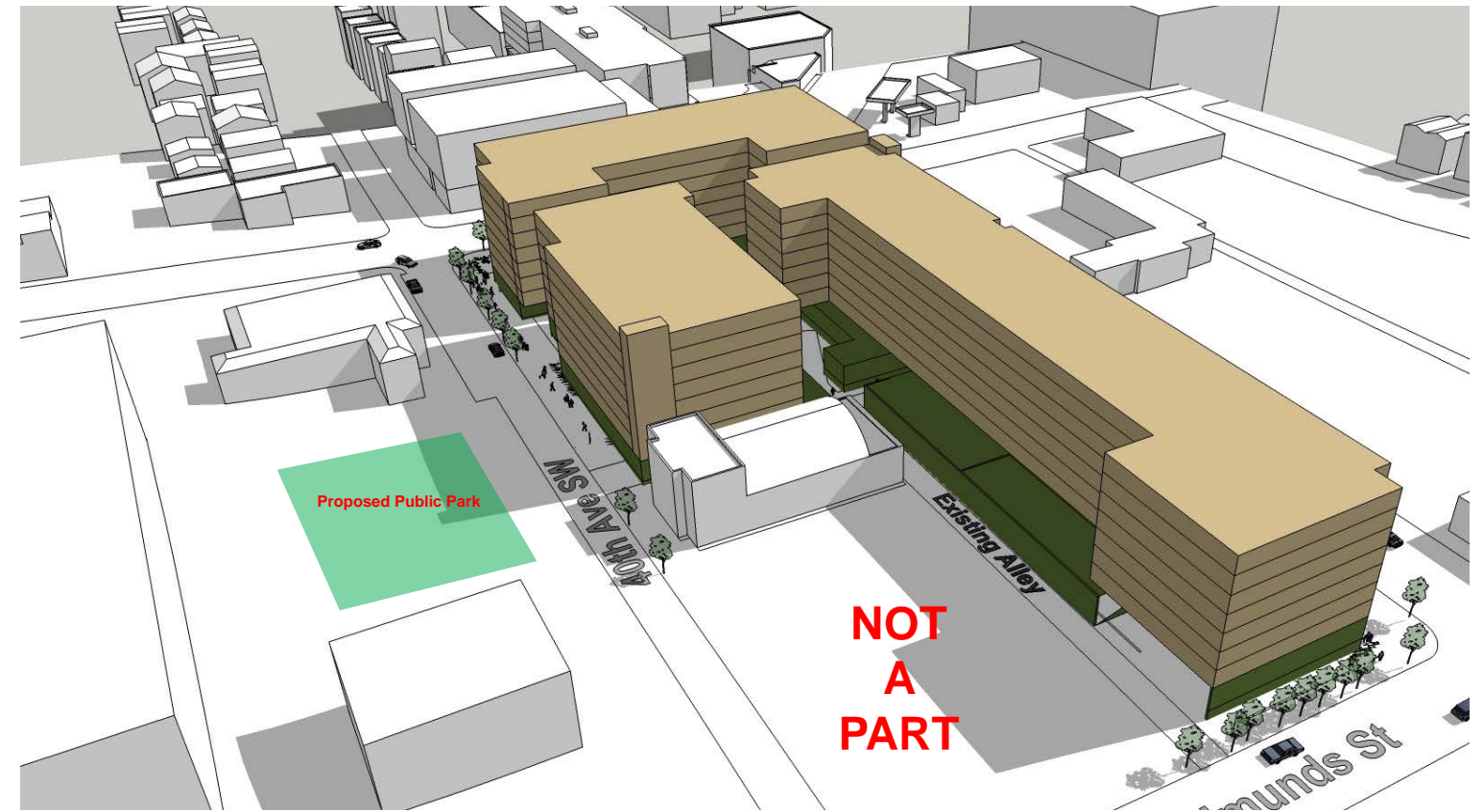


NO ALLEY VACATION COMPARISON





Without Vacation Alternative - View from Northeast



Without Vacation Alternative - View from Southwest



Without Vacation Alternative - View from East to West

NO ALLEY VACATION ALTERNATIVE

Pros:

- Continuous retail frontage along Fauntleroy and Alaska.
- Garage access is via alleys.
- Main residential entry and leasing is at south end of site away from commercial emphasis.

Cons:

- No Mid-Block crossing is provided.
- Super-Block scale maintained
- No Grocery can be accommodated due to parcel sizes.

- 5.5 FAR (5.5 FAR Maximum)
- Total Above Ground Area: 603,176 sf

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4755 Fauntleroy Way SW

**PROPOSED
PROJECT
COMPARED TO
WEST SEATTLE
TRIANGLE PLAN**



TRIANGLE PLAN RECOMMENDATION



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West Seattle
Seattle Dep

PROPOSED PROJECT



SW Edmunds St.

NORTH



Proposed Footprint / Project Footprint

Alley Vacation Goals

- Reconnect the grid
- Break superblock into more traditional neighborhood block pattern
- Provide contiguous area large enough to accommodate grocery store
- Provide continuous retail frontage along both Fauntleroy Avenue and Alaska Street to create activated storefronts and retail synergy to enhance liveliness and interest at the streetfront level
- Provide safer and more interesting E-W mid-block connection
- Enhance walkability options around and thru block
- Provide safe circulation for all vehicle classes (bikes, cars, trucks)
- Provide positive response to the goals of the WS Triangle Plan, including thru-block pedestrian connection to new City park on 40th Avenue.
- Enhance the landscape and pedestrian qualities of perimeter Green Street (40th Avenue)
- Provide elements important to the neighborhood, as shared with the design team during the two Early Design Guidance meetings and the many outreach sessions held with interested neighbors and community leaders

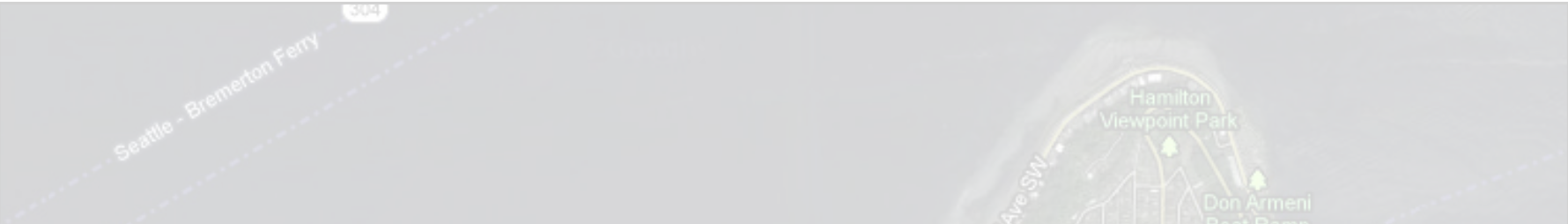
Goals Achieved with Alley Vacation

- Dramatically improved circulation infrastructure
 - Existing alley regraded to accommodate topography
 - New E-W mid-block connection provided, per WS Triangle Plan
 - Walkability options enhanced around and thru block
 - Safe circulation provided for all vehicle classes (bikes, cars, trucks)
- Project scaled to neighborhood block size, less intense than rezone allows
 - 590' block frontage broken into two 265' block frontages on Fauntleroy
 - FAR 5.5 allowed, FAR 4.0 proposed
 - Max height allowed, 85'. Max height proposed, 70'.
- By transferring the new E-W mid-block connector from Public Ownership to "Private Ownership with Public Access Easement", the resulting improvements can go far beyond the minimal requirements of SDOT standards for an alley.
- Full-service grocery store able to be accommodated and oriented to face Pedestrian-oriented Alaska Street
- Public Benefits provided for the enjoyment of all neighbors and area residents

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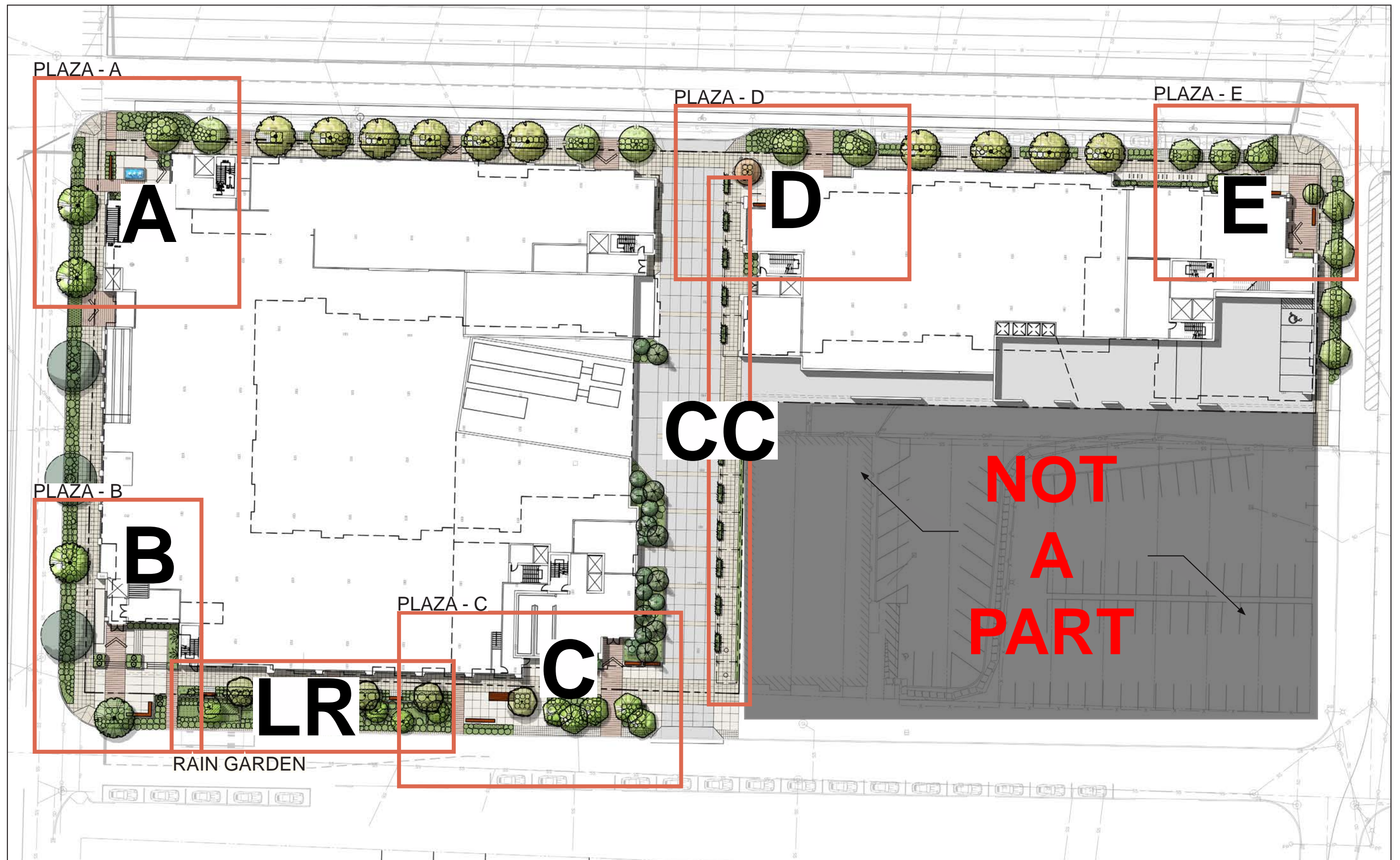
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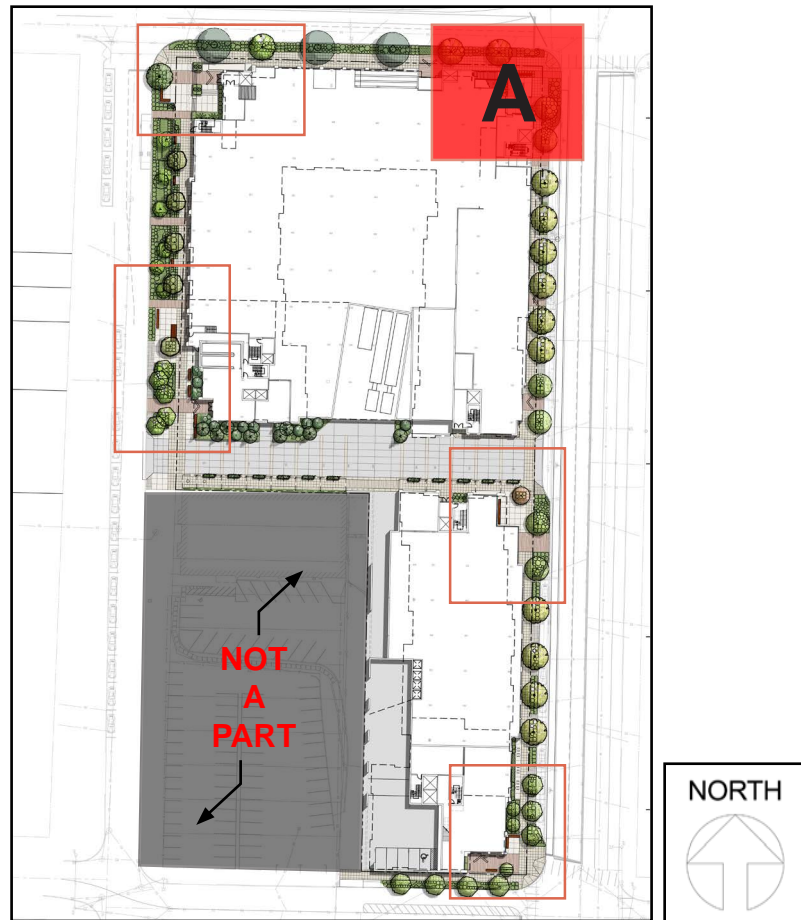


4755 Fauntleroy Way SW

**PREVIEW OF
PROPOSED
PUBLIC BENEFITS**







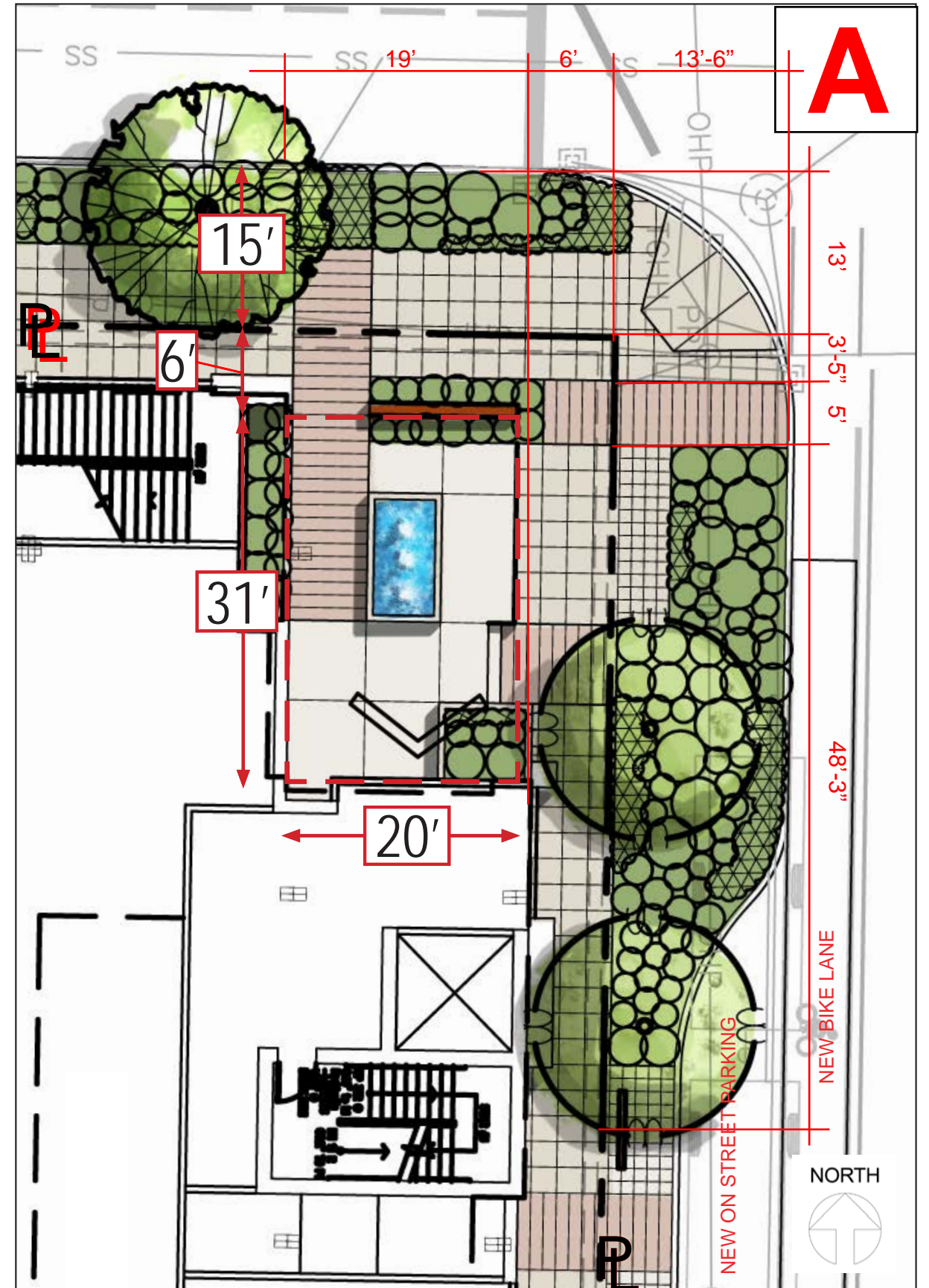
GATEWAY PLAZA: FAUNTLEROY & ALASKA

Based on public comment, the building has been held back at this prominent gateway corner to provide a public gathering space. The plaza is designed to work at the micro scale, allowing pedestrians to feel comfortable and rest adjacent to this busy intersection.

The design team has proposed low walls adjacent to the sidewalk which provide way finding opportunities and buffer pedestrians from the street. In response to EDG comments, the building design was revised to locate a residential entry on to this plaza to activate it and provide access to the nearby rapid ride bus stop.

Public amenities to enhance the space will include: seating, accent planting, a water feature or public art element to enliven the space, decorative accent paving and possible wall mounted historical information panels. Pedestrian scale pole lighting which matches the neighborhood Junction style will also be provided.

The total area of this plaza is 600 SF



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A. Gateway Plaza: Alaska & Fauntleroy
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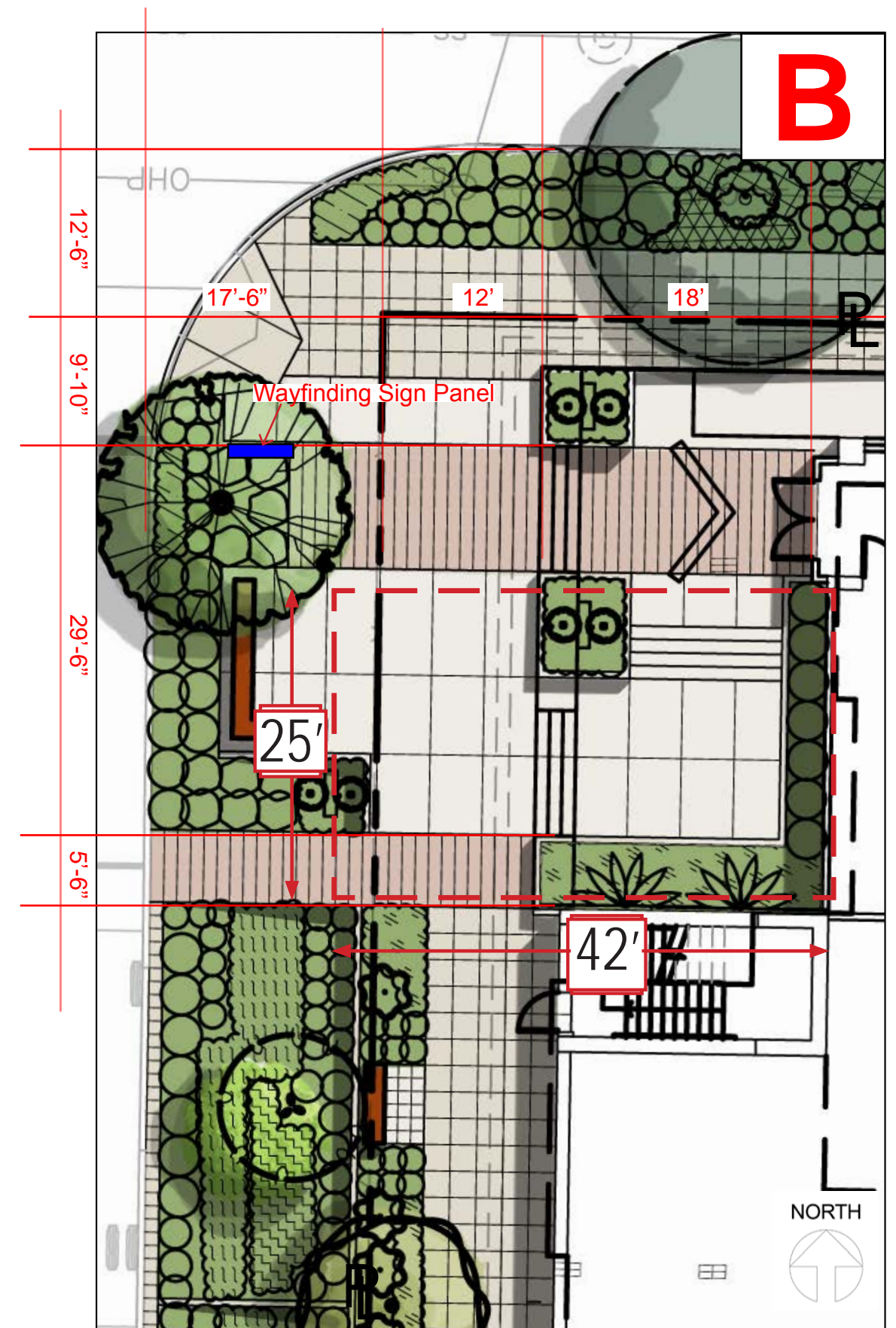


CORNER PLAZA: ALASKA & 40TH AVE

This corner of the project was identified by the design team and public as a less busy corner where longer term gathering and seating was appropriate. We pulled the building back from the corner to provide room for a plaza, secondary grocery entry and visual connection to an indoor eating space. This connection to activity and the grade changes along the street allow for a two level plaza space with a sunny plaza and seating space adjacent to 40th street and a more sheltered lower seating opportunity closer to the building.

The plaza spaces will be enhanced with surrounding plantings, fixed and movable tables and benches, decorative paving accents, pedestrian scale lighting, and a possible way finding kiosk matching others recently installed in the neighborhood.

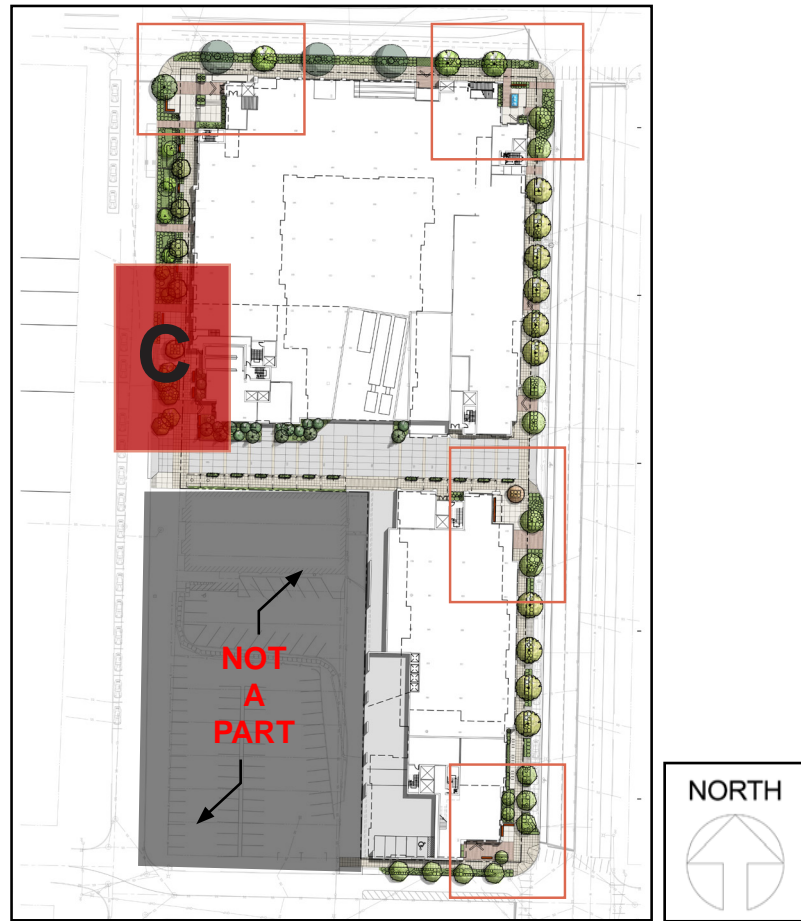
The total area of this plaza is 1000 SF



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B. Corner Plaza: Alaska & 40th
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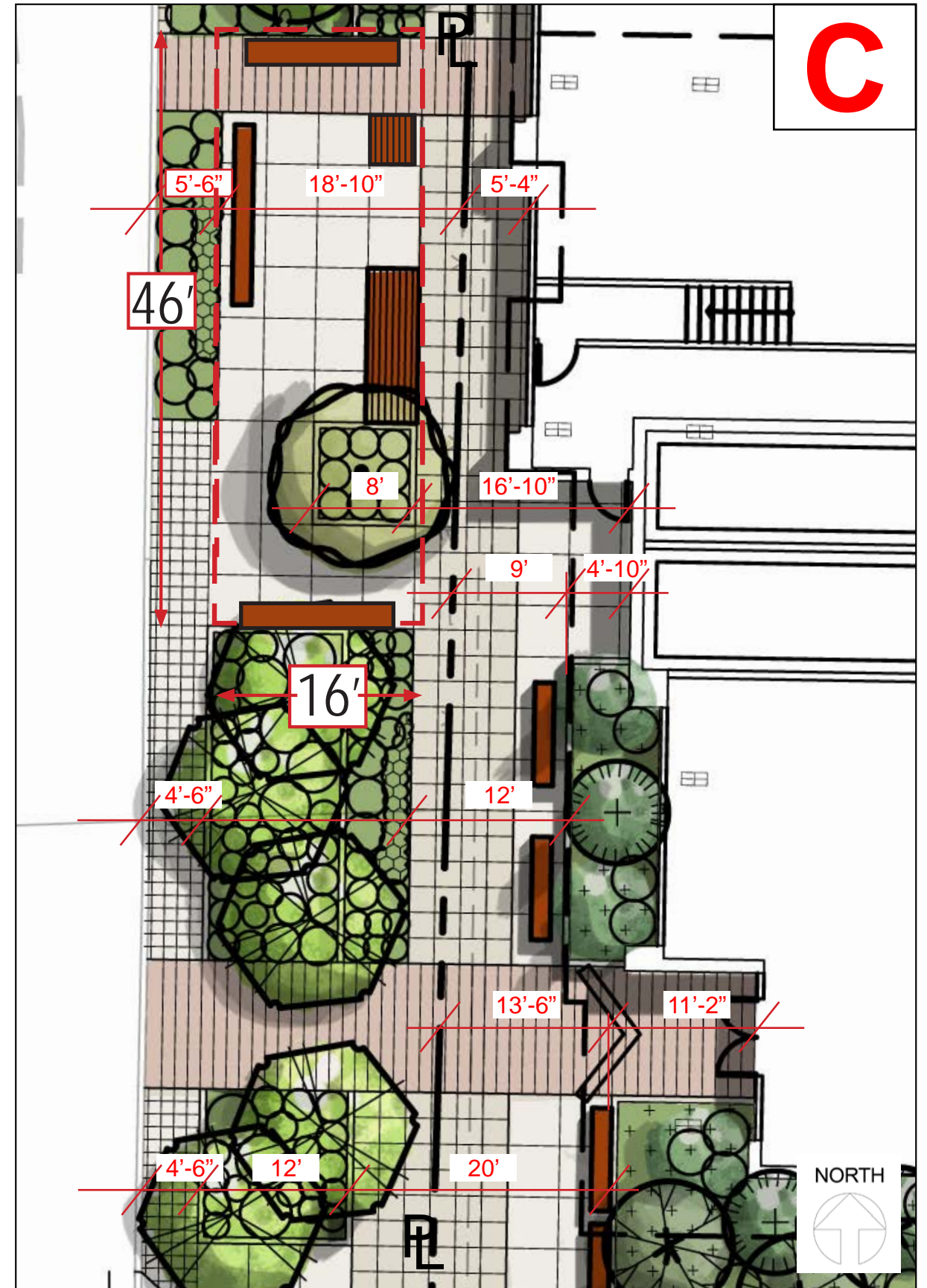
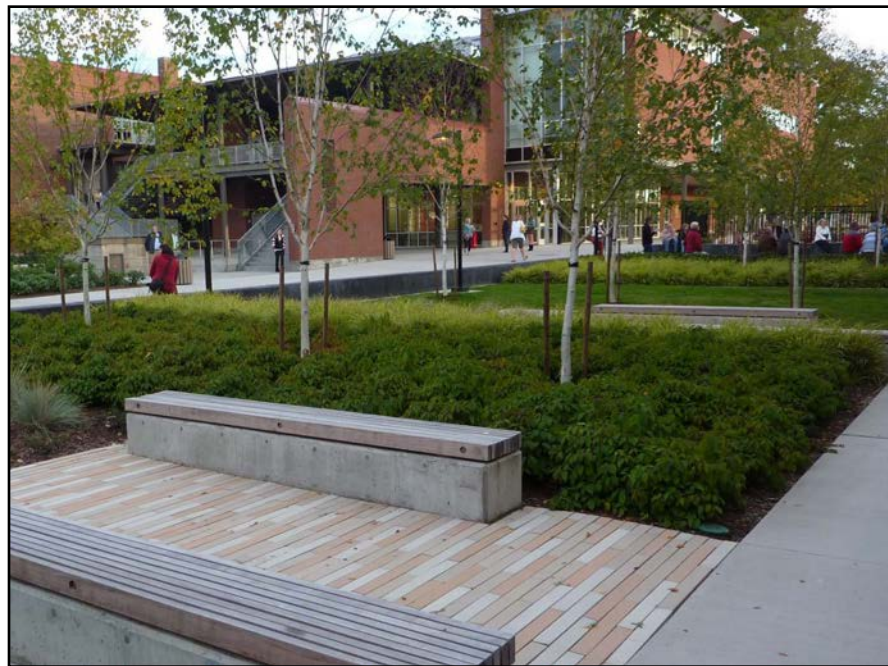


CROSS CONNECTOR PLAZA: 40TH AVE

In response to public suggestion, a larger linear plaza space was created along 40th near the cross connector to provide a quieter passive gathering space for the public and residents away from the busier streets. The space is activated by an adjacent residential entry, pedestrians moving North South through the neighborhood, spill out from the Mason's event facility, and the future park across the street. This location is ideal for quiet gathering and links with the other amenities along 40th to create the linear street park suggested in the triangle master plan.

Ample fixed seating opportunities are provided in a sunny location adjacent to the rain gardens. Bike racks, decorative paving accents defining the plaza area from adjacent sidewalk, and pedestrian scale lighting are also provided.

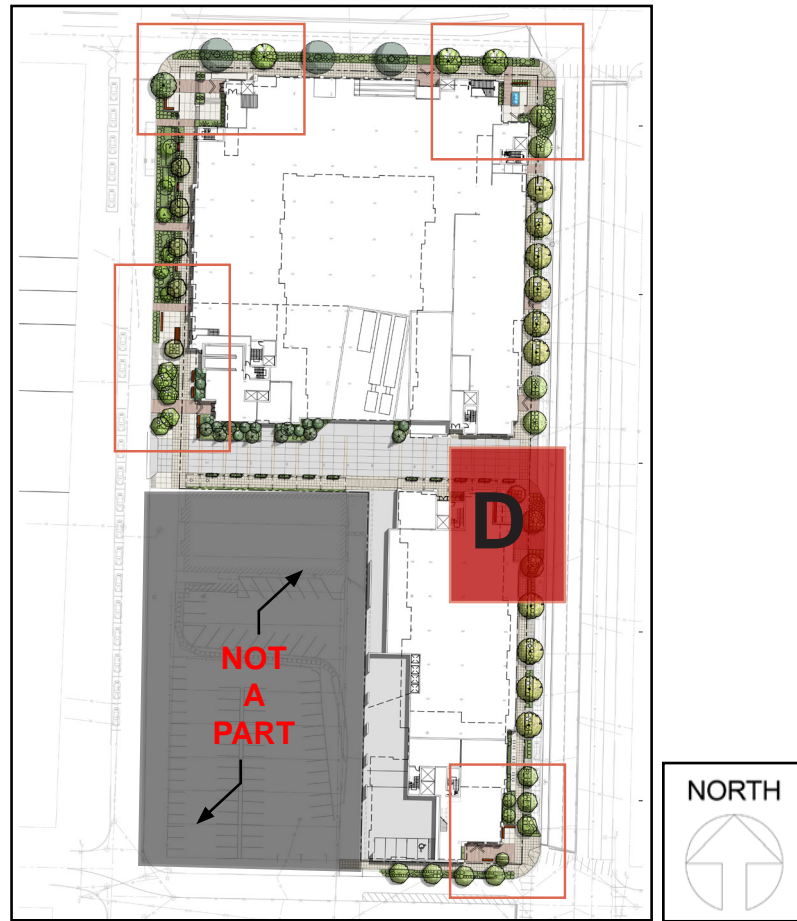
The total area of this plaza is 1200 SF



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C. Cross Connector Plaza: 40th
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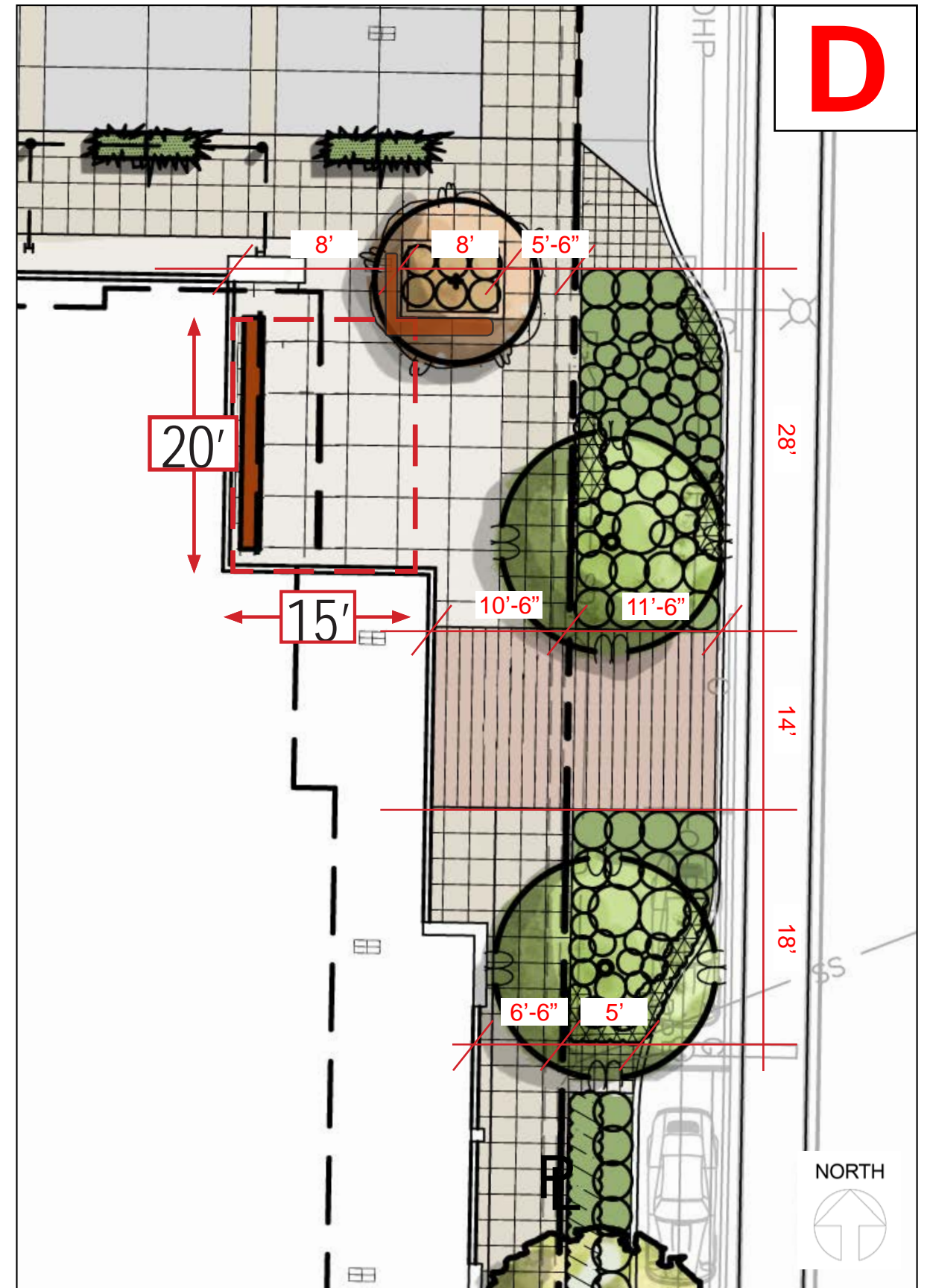
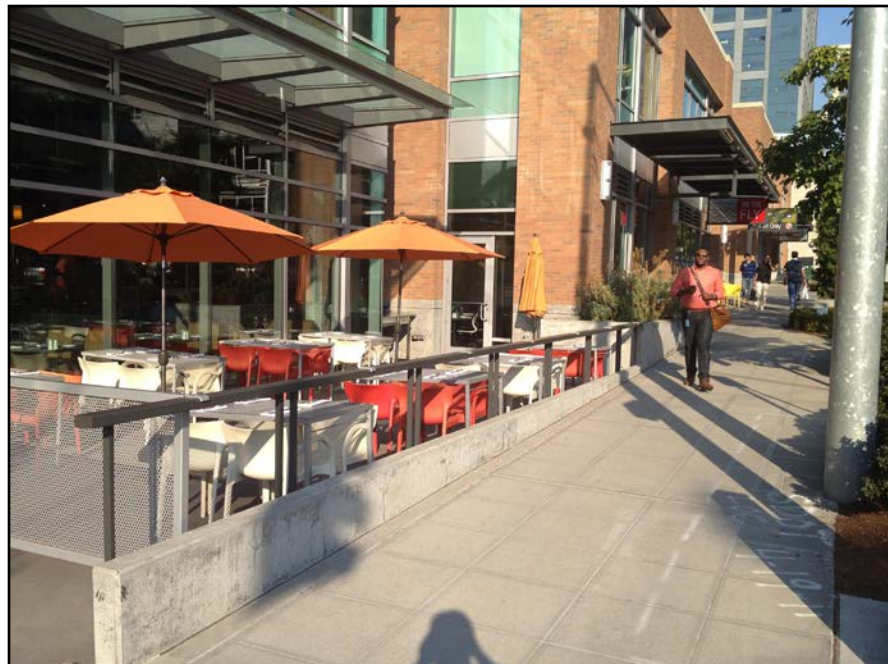
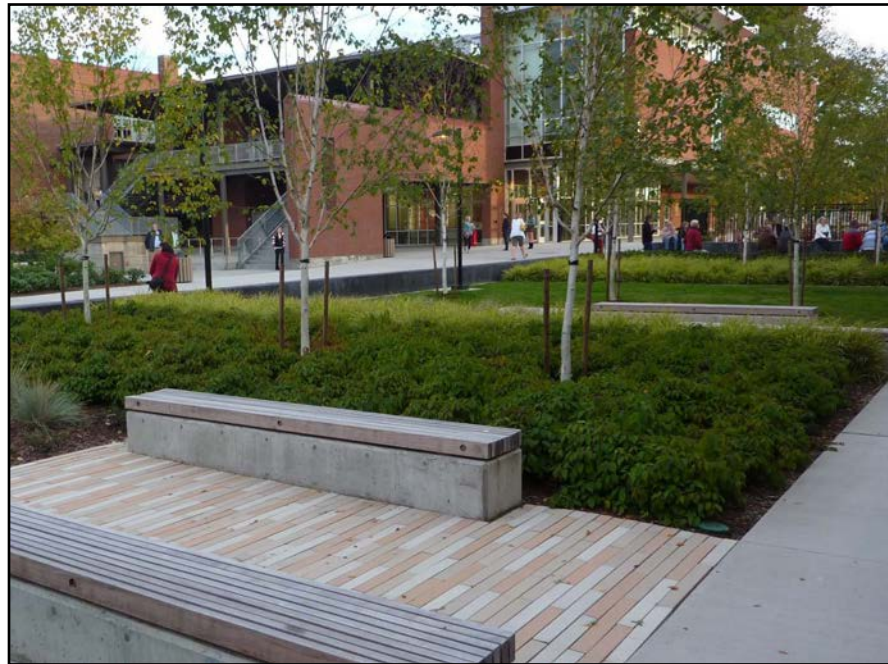


CROSS CONNECTOR PLAZA: FAUNTLEROY

A smaller plaza space was created adjacent to the cross connector and retail entry to provide a gathering point set back from the busy street. Strategically located mid-block to create a resting point between the larger plaza at the north and south end of Fauntleroy street, this plaza and building set back helps make the block feel smaller.

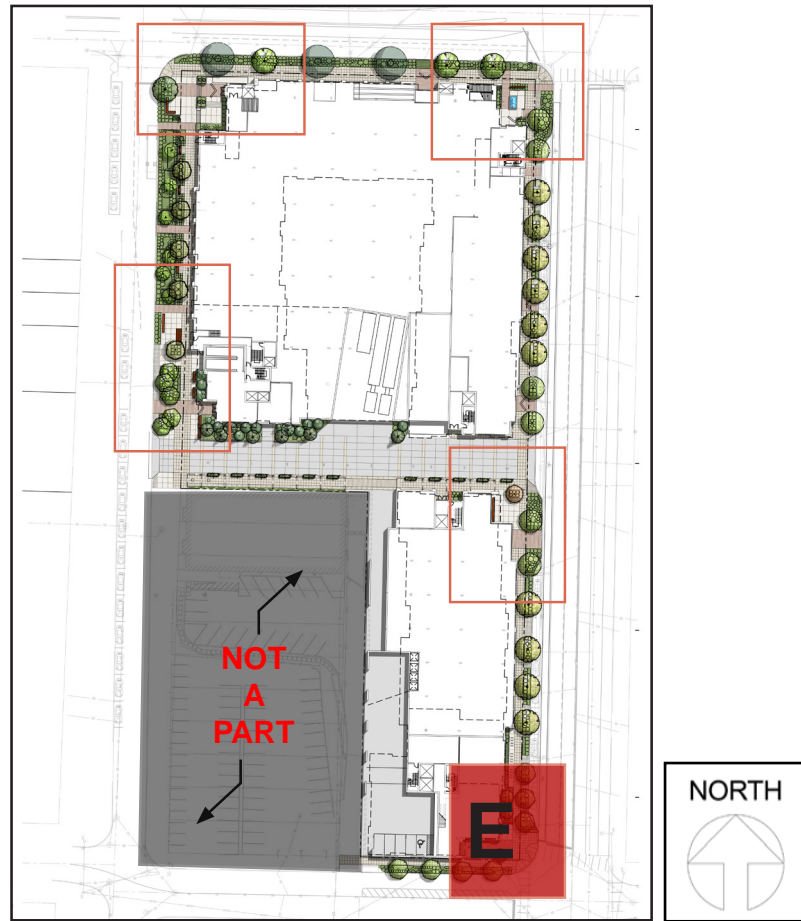
Decorative paving, pedestrian scale lighting, planters and seating will be provided. A covered canopy with bench seating is proposed to create a mid-block resting area that is weather protected and connects the cross connector pedestrian walkway to the Fauntleroy street improvements.

The total area of this plaza is 500 SF



D





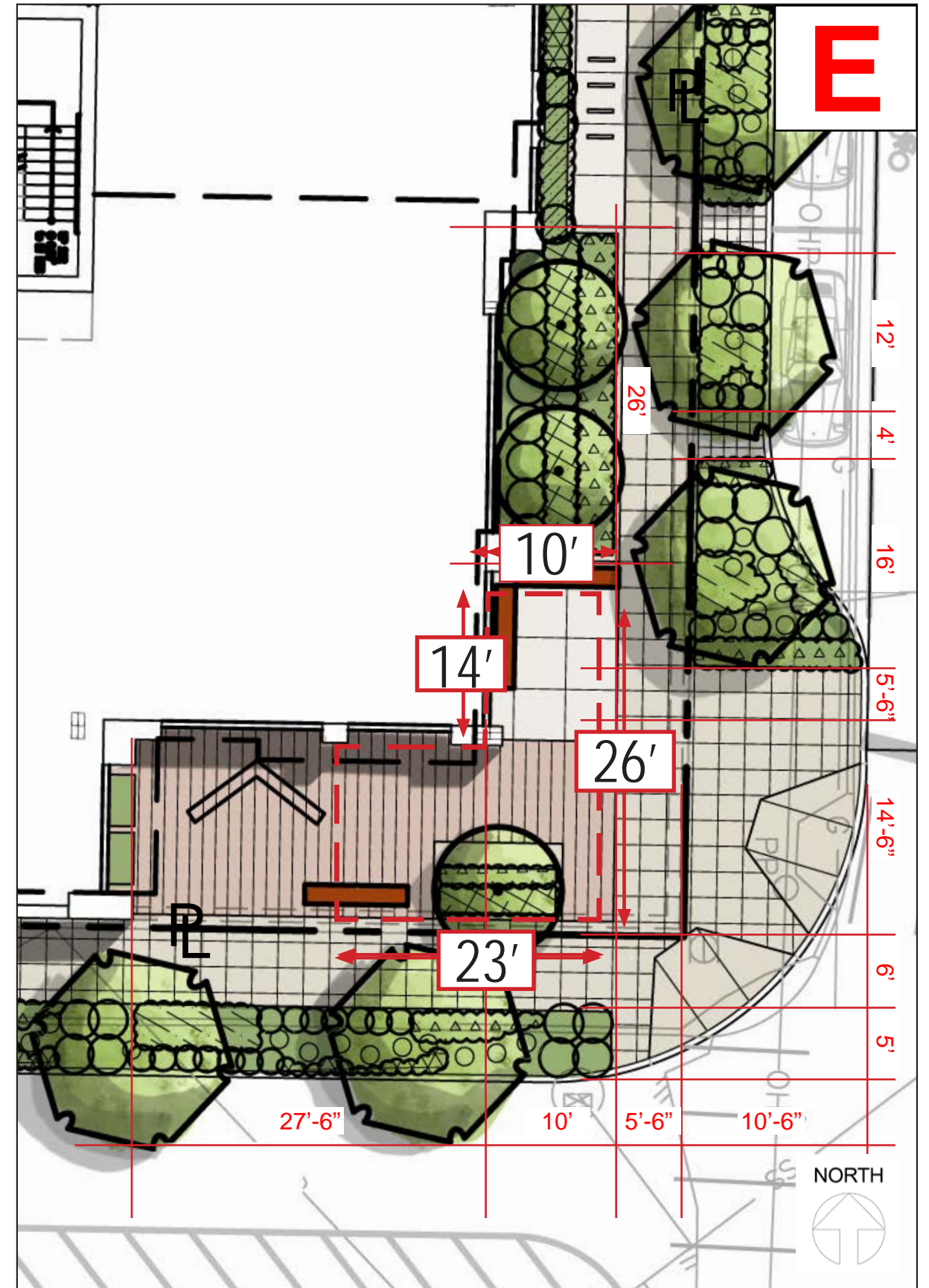
CORNER PLAZA: FAUNTLEROY & EDMUNDS

The Southeast corner of the project will be a prominent feature when coming from the Morgan junction and Fauntleroy area to the South.

This plaza will face south allowing for a sunny seating area where pedestrians can stop and rest set back from traffic. The leasing office entry is located on this corner and will help activate this plaza while an open design makes it inviting to the public.

Decorative paving, pedestrian scale lighting, numerous bench seating areas, and planting are provided to create a comfortable gathering area. Bike rack spaces are provided adjacent to the plaza for shared tenant and public use when biking to the retail shops along Fauntleroy, or while waiting to catch the bus that runs down Fauntleroy Avenue.

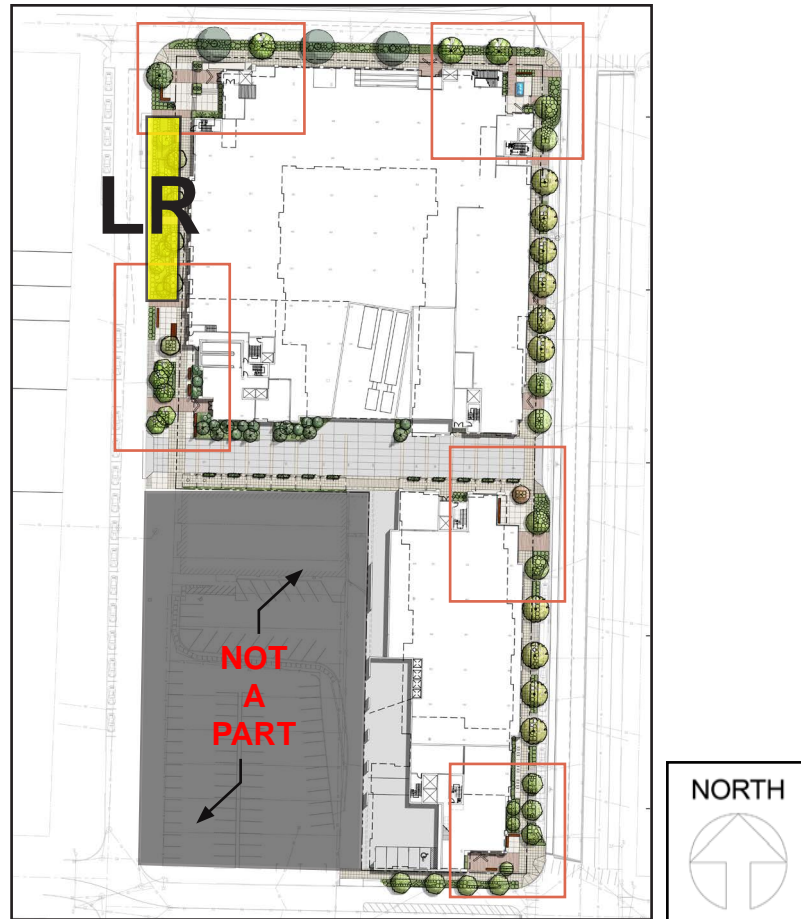
The total area of this plaza is 600 SF



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West Seattle, Seattle, Washington

E. Corner Plaza: Fauntleroy & Edmunds
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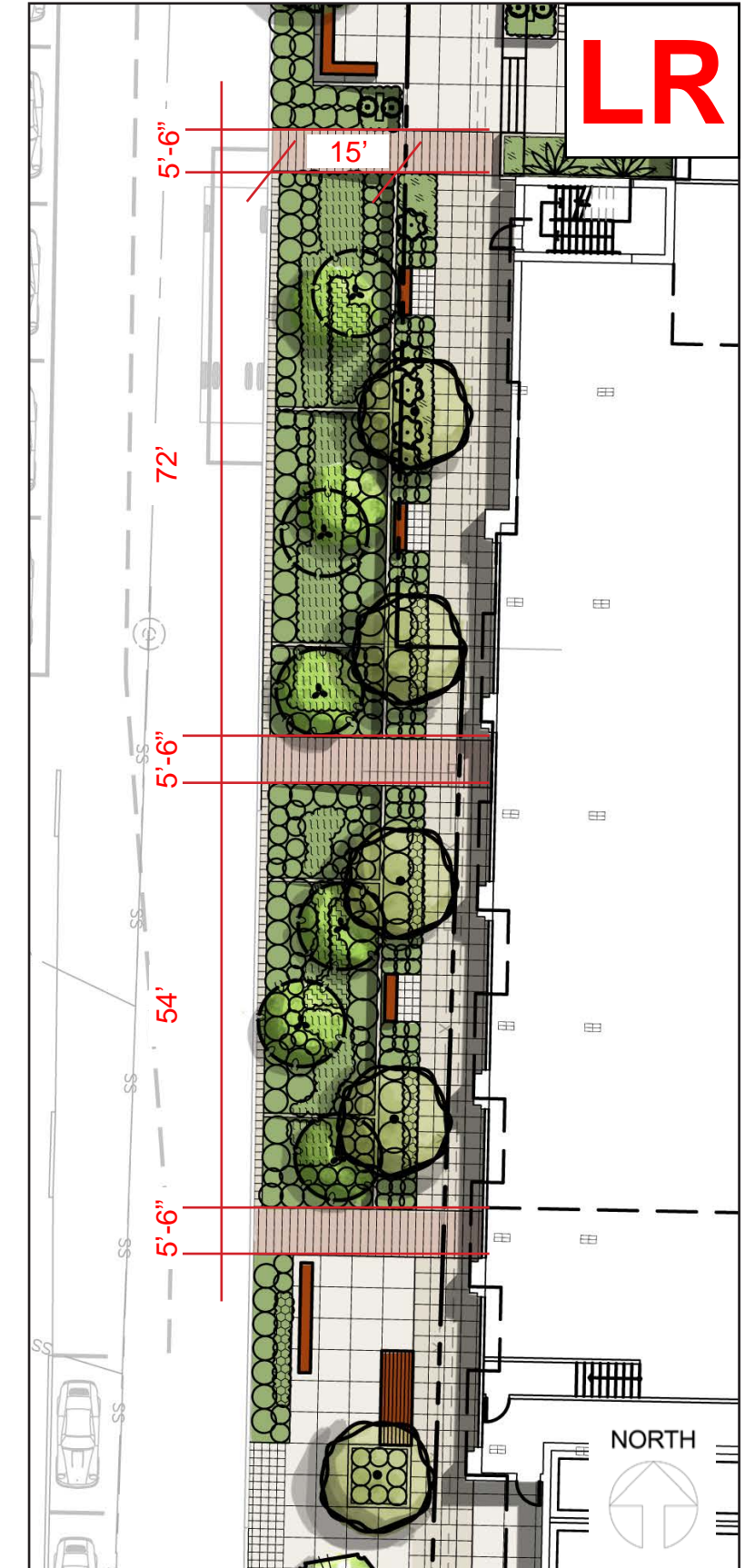


LINEAR RAIN GARDEN

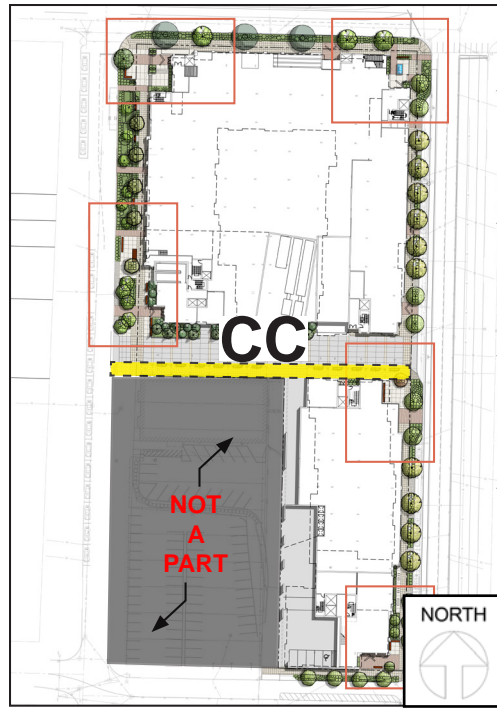
A linear park like space is provided along 40th Street based on the triangle plan. The additional right of way width allows for creation of a green street with layers of planting, small seating and gathering nodes, a wide sidewalk and a linear rain garden feature.

The rain garden will be heavily vegetated, creating a lush park experience while also treating storm water from the adjacent street using low impact green storm water techniques. Interpretive signage describing the benefits of rain gardens and natural drainage systems is being considered as well.

The rain garden will link larger plaza spaces on the north and south ends of the property. This setting along 40th will blend with the greenery of the recently announced adjacent future park to create an outstanding pedestrian experience.







CROSS CONNECTOR

The cross connector is strategically located to break up the scale of the block, reconnect the grid (which is broken due to a retaining wall in the current alley condition), and service the needs of the retail and housing for the site. During the EDG and community outreach process it was determined that the community wanted pedestrian access through the mid-block of the site but was also concerned about pedestrian safety. After numerous design iterations and public feedback the design team created a continuous pedestrian walkway along the south side of the cross connector where separation from traffic and truck turning movements could be best achieved. Pedestrian and vehicle interactions are limited to one point at the existing North South alley, where decorative contrasting paving is



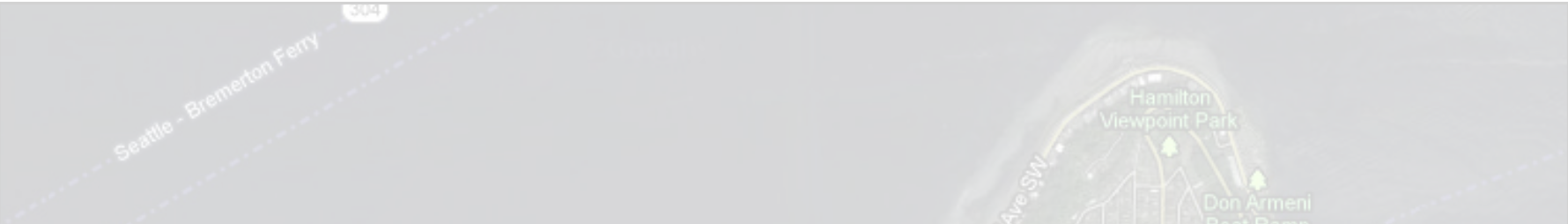
provided to highlight the pedestrian crossing.

To provide additional comfort and separation for pedestrians we have added lit bollards and freestanding decorative planters between the pedestrian and vehicle areas. Continuous overhead protection is provided with canopies connected to the building on the East and connected to a freestanding trellis like structure to the West. The West side of the pedestrian walk will also have a vegetated green wall system between decorative masonry columns to enhance the pedestrian experience and minimize the adjacent blank wall of the neighboring Mason's building.

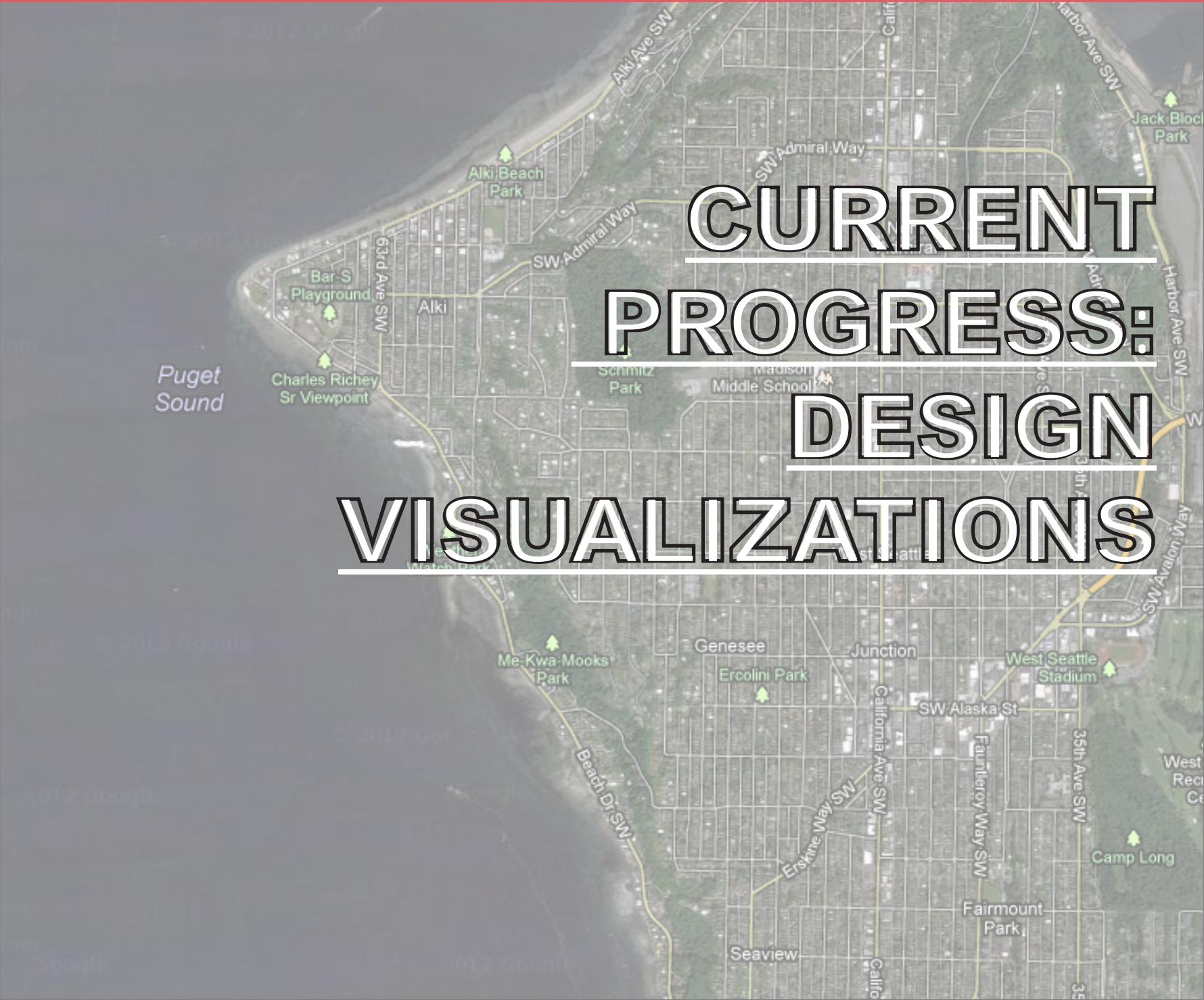
The overall width of this multi-use cross connector is between 40' and 50', over twice the width of a traditional alley allowing traditional alley service and vehicle circulation functions to occur in conjunction with pedestrian access to the neighborhood, site retail and future park.



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4755 Fauntleroy Way SW



**CURRENT
PROGRESS:
DESIGN
VISUALIZATIONS**









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