

West Seattle Junction

Design Review Board
Seattle, Washington

March 12, 2009



WEBER THOMPSON

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1 Executive Summary

The West Seattle Junction, especially the corner of California Avenue SW and SW Alaska Street, is the heart and soul of this part of the city. Our team is working to weave a set of new uses into the neighborhood fabric.

In our first Early Design Guidance Meeting we presented an overview of the site with three possible development options, as well as an analysis of the neighborhood environment and a summary of applicable design guidelines. The Design Review Board asked for another layer of study of each option and added some Design Guidelines to our list.

In our second Early Design Guidance Meeting we refined our overview of the site, with a focus on how existing businesses utilize the alley for pedestrian access. We elaborated on the three possible development options and made our case for the preferred option. We also included an approach to addressing the fifteen design guidelines identified by the DRB as priorities. A series of massing studies of both buildings was included in the presentation.

This project also includes a subterranean alley vacation, for the alley that bisects the site, parallel to, and mid-block between, California Avenue SW and 42nd Avenue SW. There have been three presentations to The Seattle Design Commission. The first presentation, illustrating the Urban Design Component, received unanimous approval from the commission.



California Avenue SW Streetscape at Dusk



2 West Seattle Junction

The project site is located within the Urban Village Boundary identified in the West Seattle Junction Neighborhood Plan. The project consists of two adjacent parcels, separated by an alley, located on the block bounded by SW Edmunds Street, California Avenue SW, SW Alaska Street, and 42nd Avenue SW.

The East parcel, number 7579200205, is addressed 4203 SW Alaska Street. It consists of the north 5 feet of lot 35, all of lots 36 — 44 all in Block 1, Scenic Park Addition according to plat thereof, recorded in Volume 15 of Plats at page 34, in King County, Washington.

The West parcel, number 7579200005, is addressed 4706 California Avenue SW. It consists of lots 1 – 5 in Block 1, Scenic Park Addition according to plat thereof, recorded in Volume 15 of Plats at page 34, in King County, Washington.



The Junction



2.1 Architecture

The West Building

The west building in the project, at the southeast corner of California Avenue Southwest and Southwest Alaska Street, is an opportunity to set the tone for future mixed-use development in the West Seattle Junction. This project is not a gateway, but rather the first or the four corners at this prominent intersection to be redeveloped. The building is designed as a set of nested blocks, each performing a specific urban design function. The first piece is a red brick four story building, anchoring the corner of California and Alaska, and holding the sidewalk edges. This block sets a corner datum height between the existing one to three story fabric, and the 85 foot tall building envisioned by the Neighborhood Plan and allowed by the Zoning Code. The second piece is a tan brick single story base, which reflects, in scale and texture, the existing retail structure on California. This second piece also holds the sidewalk edge and aligns with existing storefronts. The third piece is a neutral container, rendered in a warm grey, that locks the two brick clad elements into a whole. This piece of the building is recessed, twelve to sixteen feet, from all street and alley fronts. This element is enlivened by the pattern of window openings and the additive texture of canopies, balconies and sunshades.

This building wants to be both a background building, woven into the West Seattle Junction, with discrete detailed elements, such as the corner expression at California and Alaska, which enliven the pedestrian experience.



California Avenue SW and SW Alaska Street



The East Building

The east building in the project, at the southwest corner of 42nd Avenue Southwest and Southwest Alaska Street, is an opportunity to complete a block front and establish a portal to the West Seattle Junction. The building is designed as a set of building blocks, each representing a specific unit type. The first piece is a block of two bedroom units, anchoring the corner of 42nd and Alaska, and holding the sidewalk edges. This block is rendered in a white and black, it presents a long front to Alaska Street and a shallow depth to 42nd Avenue and the alley. The second piece is a pale green colored block of loft units California. This second piece also holds the sidewalk edge and expresses the loft units with an over scale gazing pattern and shallow balconies. The third piece the body of the building, an arrangement of one bedroom units. It is designed as a neutral container, rendered in black and white, and it locks the two other elements into a whole. This approach fosters an honest approach to modulation and massing that makes the story of the building legible to the community.

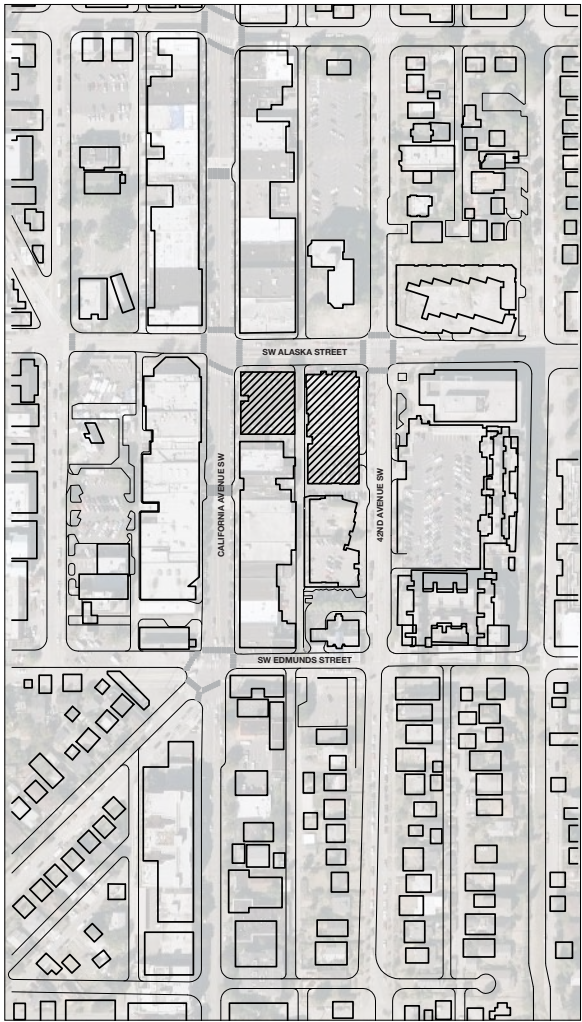


42nd Avenue SW and SW Alaska Street



Site Plan

The building is located on two individual parcels separated by a working alley. The sites are located south of SW Alaska Street and bounded by 42nd Avenue SW on the east and California Avenue SW on the west. This project will be the second new development on the block based on the current NC3-85 zoning, the first being the Harbor Properties Mural project directly adjacent to our project on 42nd Avenue SW.





View Looking Southeast



View Looking Northeast



View Looking Northwest



View Looking Southwest

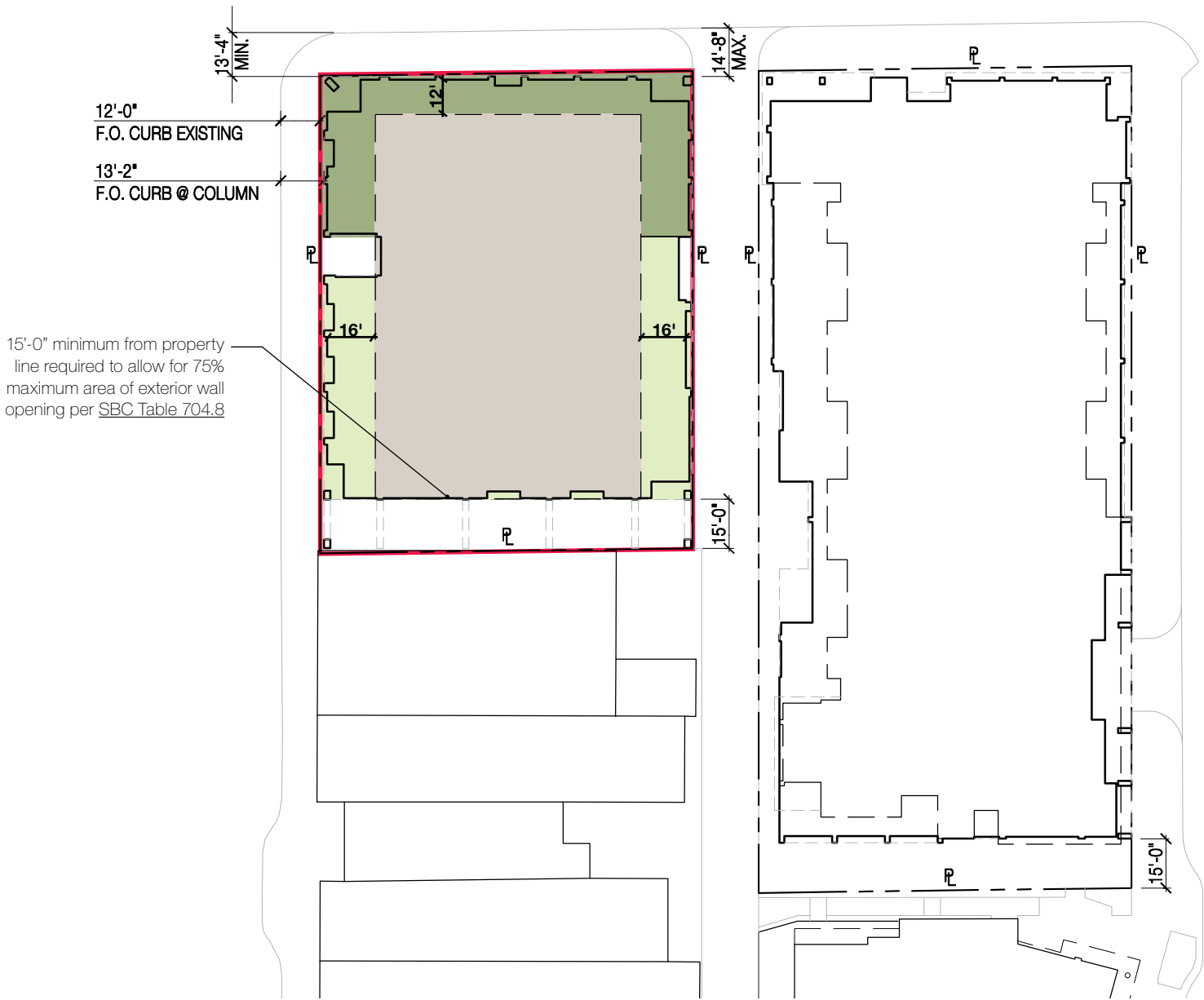


West Parcel Building Location

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

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

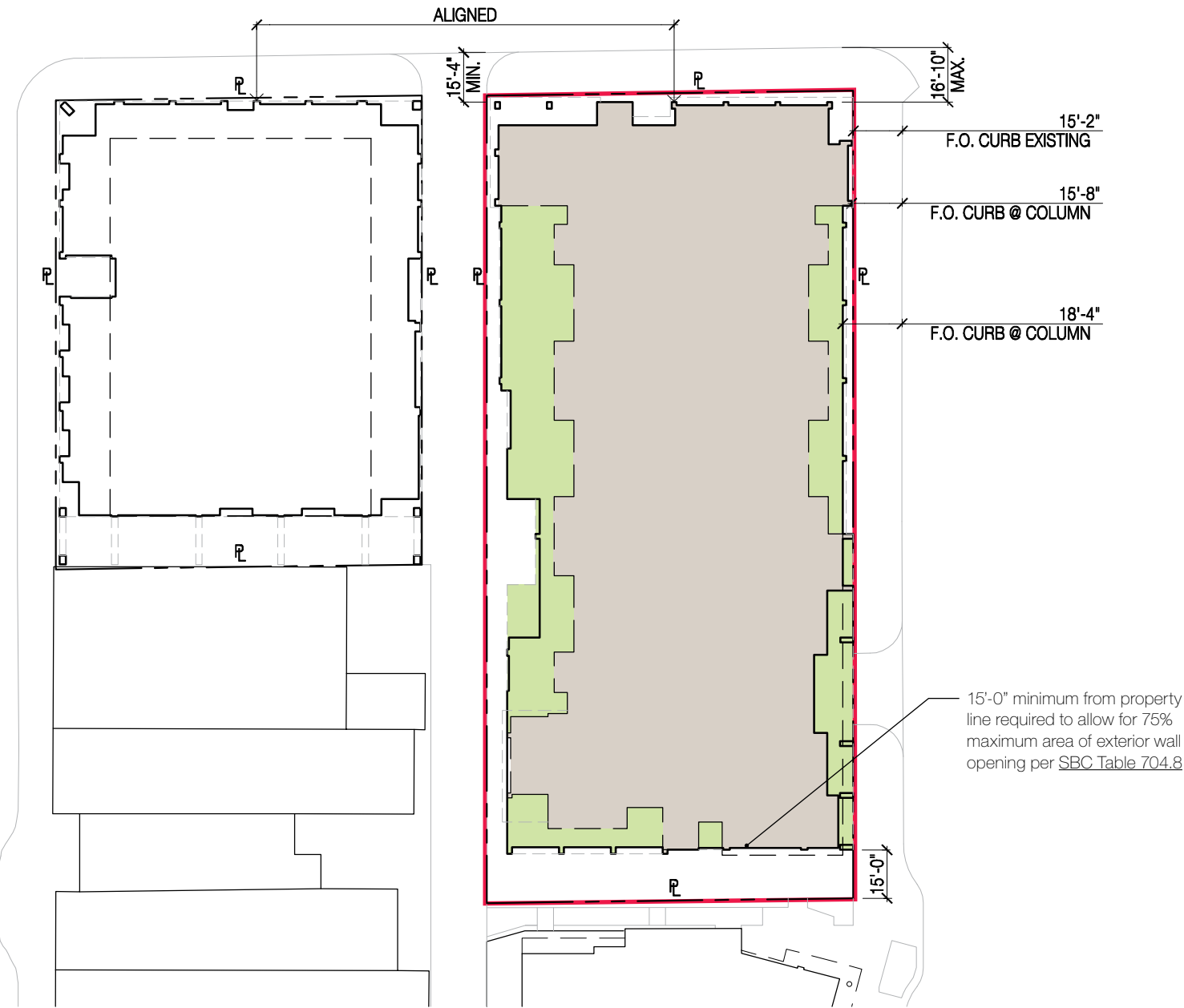
The residential block sits centered above the four story brick component and the one story podium component in direct response to Design Review Board EDG comments. It is positioned to provide a substantial setback of the residential block from the public sidewalk and the face of the one story retail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



East Parcel Building Location

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

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



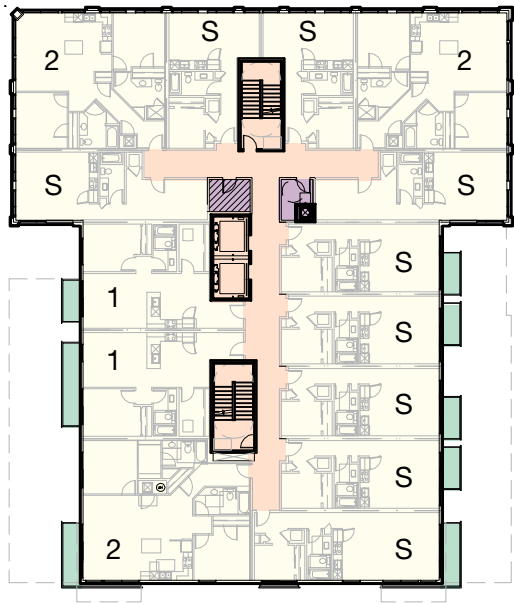


Parking Level Plan P1

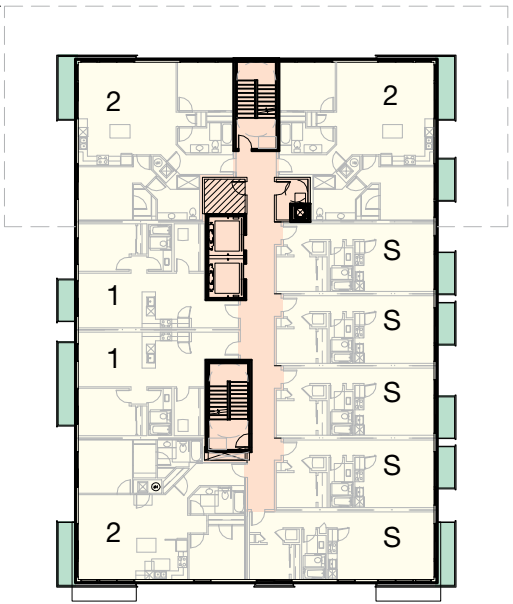
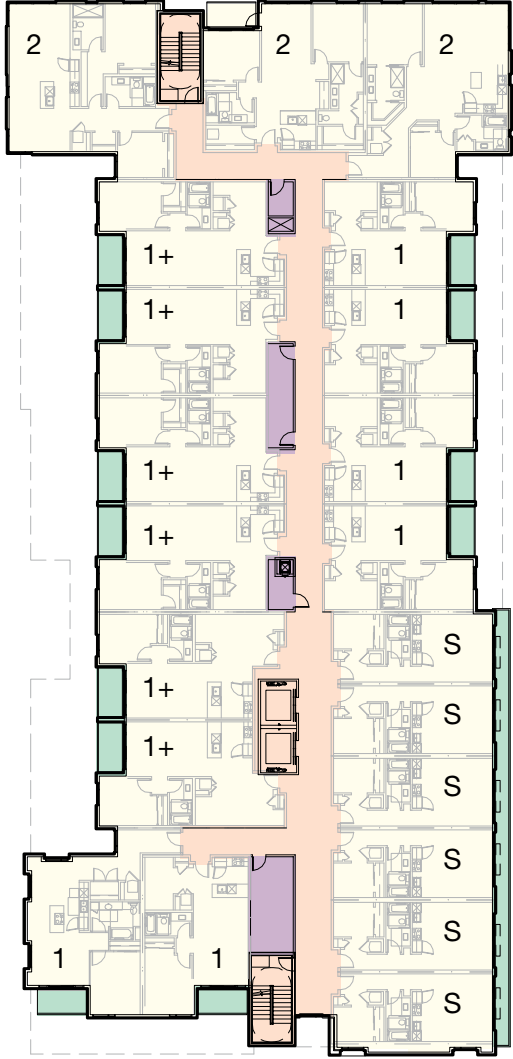


Retail Level Plan L1

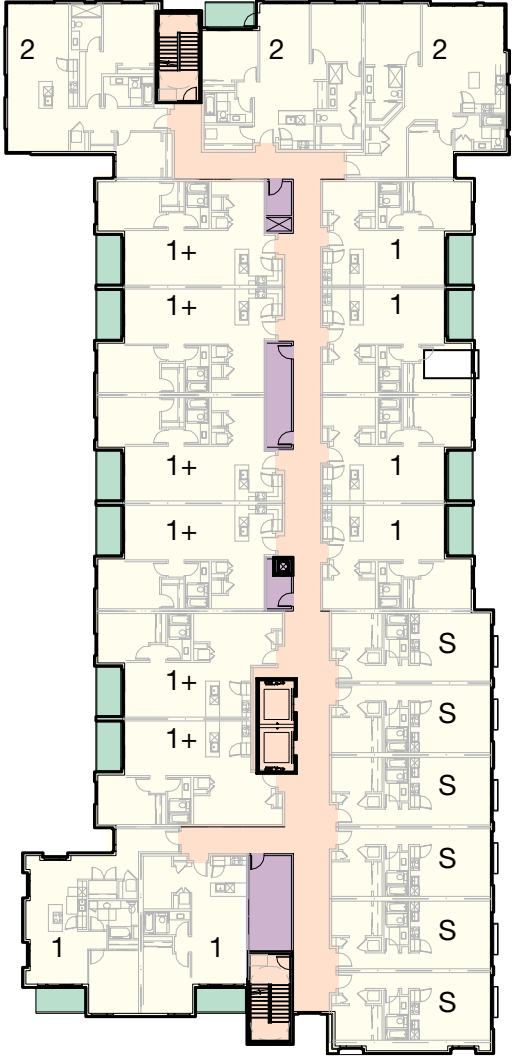




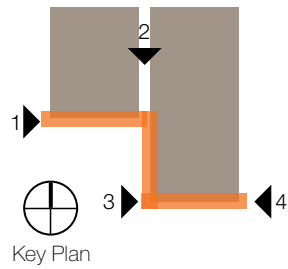
Typical Mid-Level Residential Plan L2-L4



Typical Upper-Level Residential Plan L5-L7



2.1



WEST SEATTLE JUNCTION | NODES DIAGRAM

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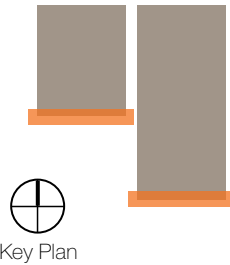




West Building — Mid-Block Pedestrian Walkway



East Building — Mid-Block Pedestrian Walkway



**East Building Summary —
4203 SW Alaska St**

Total Stories: 7
Total Building Square Footage*: 237,078 SF
Total Retail Square Footage: 13,500 SF
Total Number of Units: 129
Total Number of Parking Spaces**: 307

**West Building Summary –
4706 California Ave SW**

Total Stories: 7
Total Building Square Footage*: 73,858 SF
Total Retail Square Footage: 9,536 SF
Total Number of Units: 70
Total Number of Parking Spaces: **

* Square footage for the below grade parking garage is included under the East building calculations.
** Parking spaces are included under the East building calculations.



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



2.2 Materials

Building Materials

Materials have been selected that will compliment the existing fabric of the Junction while being durable and timeless. These materials include brick, aluminum storefront glazing, and architectural exposed concrete.

The West Building will consist of brick and aluminum storefront glazing at the street level. Two brick colors are being proposed to help contrast the different massing components of the building. Painted steel lintels and fascias will help to break up the façade in the residential portion of the four story brick building component.

The upper residential block will be a cement board product of uniform color. Residential windows in the upper residential block will be integral color vinyl. Residential balconies will be outboard and of the clip on type with prefinished metal finish.

The East Building will consist of architectural exposed concrete and aluminum storefront glazing at the street level. The upper residential component of the building will be a cement board product with various finishes and colors. Residential windows will be integral color vinyl. Residential balconies are inboard with prefinished metal rails.

Several canopy treatments will be employed on both buidings, including steel, glass, and fabric.



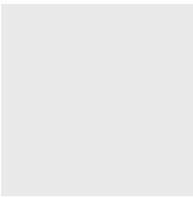








California Avenue SW Looking North







 Spandrel Color A	 Spandrel + Stairs Color B	 Metal Color C
 Metal Railing Color D	 Fabric Awning Color E	 Architectural Concrete
 Cementitious Siding Product Color H	 Cementitious Siding Product Color I	 Cementitious Siding Product Color J



2.3 Landscape

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



Landscape Plan



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

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



SW Alaska Street - Coneflowers & Ornamental Grass



SW Alaska Street - Daylily



42nd Avenue SW - Ferns & Siberian Iris



California Avenue SW - Barren Strawberry



Alley - Specimen Katsura Tree



42nd Avenue SW - Fern



West Mid-block Pedestrian Connection - Podocarpus



Alley - Boston Ivy



East Mid-block Pedestrian Connection - Heavenly Bamboo



Alley - Clematis



East Mid-block Pedestrian Connection - Stewartia Tree



East Mid-block Pedestrian Connection - Bamboo & Liriope



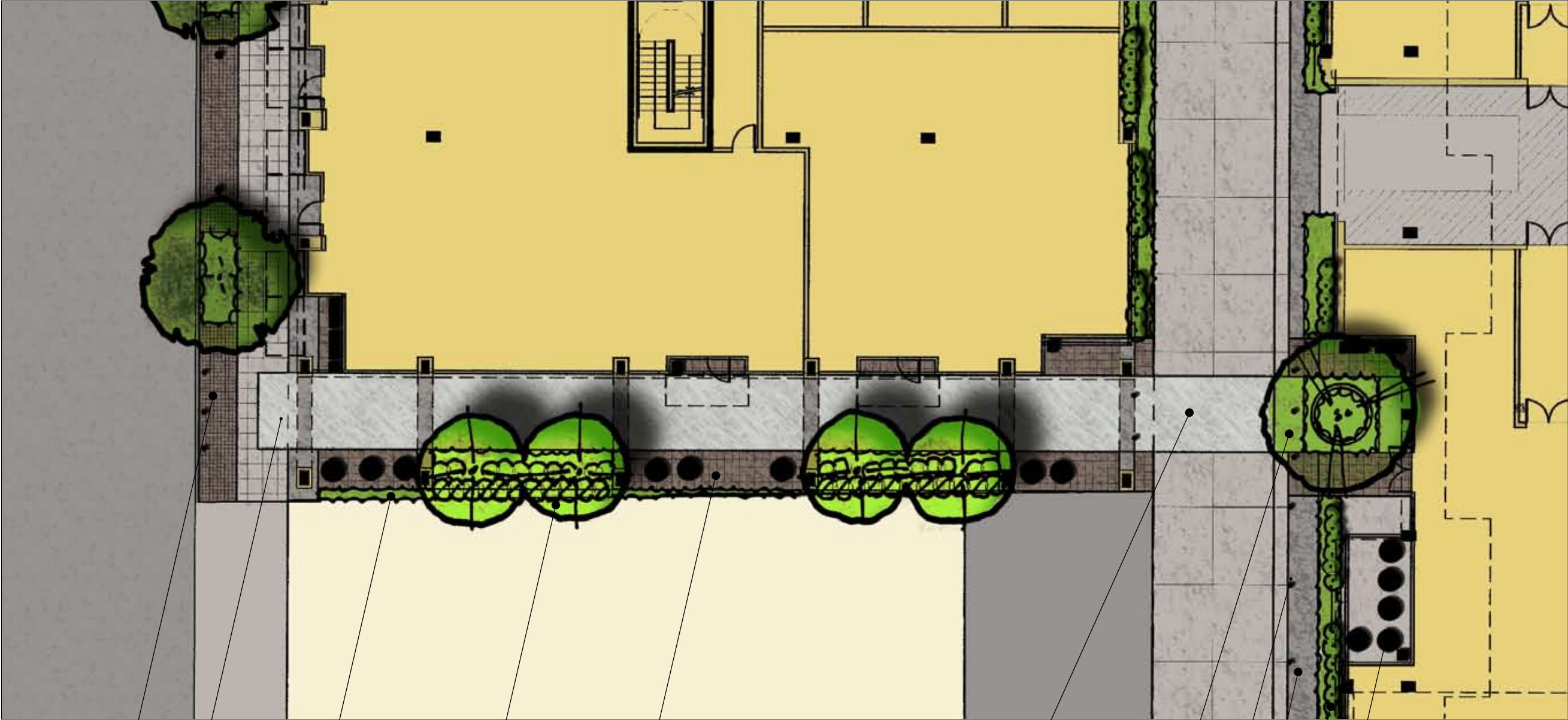




Key Plan







Mid-Block Pedestrian Walkway from California Avenue SW to Alley

Protective bollards

Paving pattern
indicates entry to
mid-block pedestrian
walkway

Planted edge

Planting areas

Expanded
hardscape
plazas

Expanded pedestrian crossing

Specimen planting

Bollards to separate traffic

Continuous pedestrian path

Planting edge

Amenity space



Key Plan



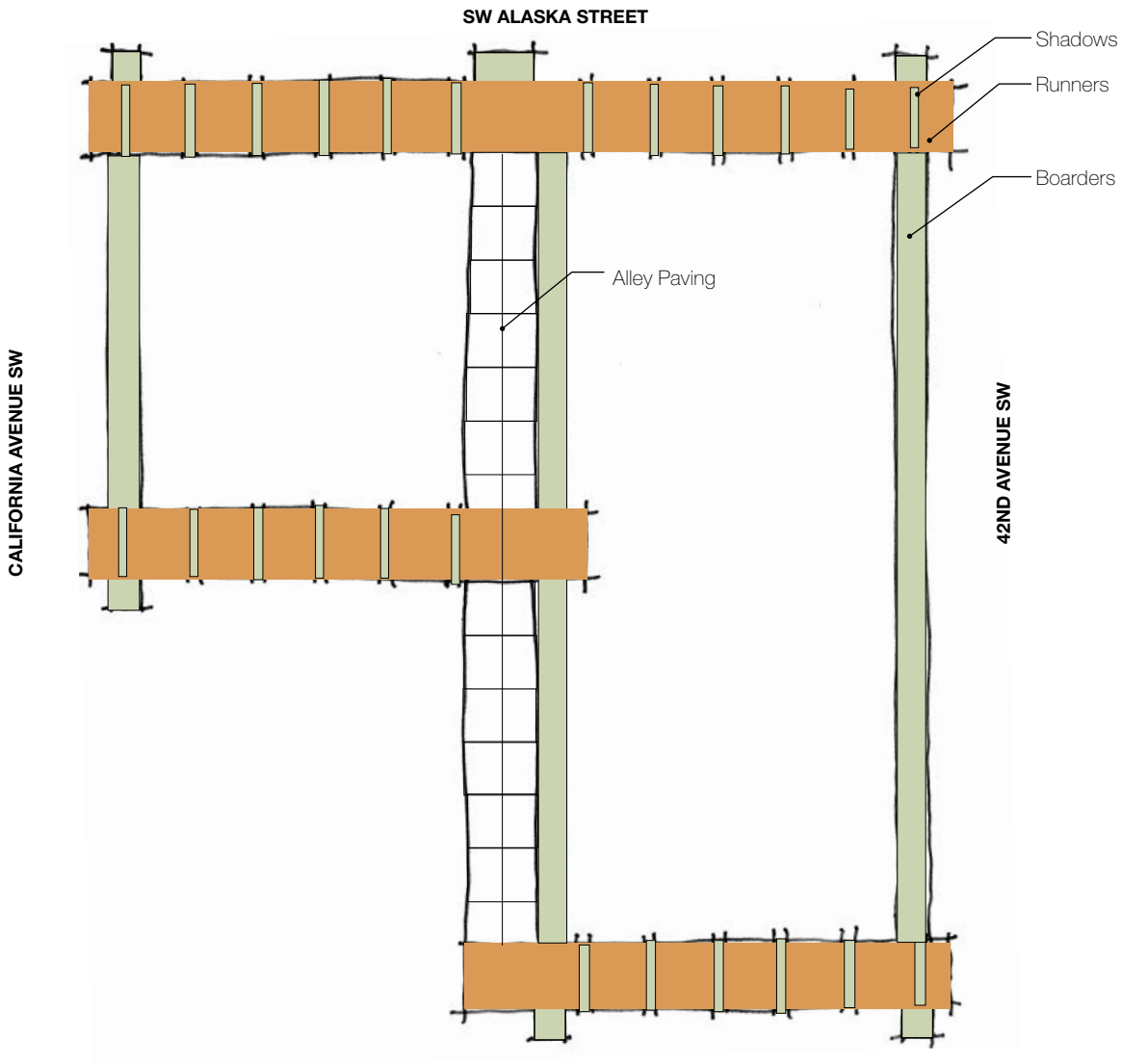
Paving Concept

The paving surface is envisioned as a set of overlapping planes, similar to a weave of colored construction paper that your pre-school child might bring home. Acid etched concrete is used to create 10 foot wide “runners” that mark east to west (42nd Avenue SW to California Avenue SW) pedestrian paths. Colored concrete (lamp-black additive) is used to create four foot wide “borders” that mark south to north pedestrian paths at building edges. The “borders” intersect the “runners” at nodes. Colored concrete (lamp-black additive) is also used to create two foot wide “shadows” that anchor building columns and run south to north at building edges. These “shadows” intersect the “runners” at a regular rhythm.

This paving concept is then layered over City of Seattle standard paving. 2x2 scored concrete (COS Standard) is used at sidewalks, and 10x10 panels are used at the alley.

The collage is then completed by adding areas of smaller scale paving. First (8x8) colored concrete paving is used at inboard building recesses, for example corner hollows, retail entries, and residential entries. Then modular permeable concrete paving is used outboard of the sidewalk, between tree wells and planters.

This set of planes ties the horizontal surfaces together and creates a sense of place within the larger West Seattle Junction.



2.4 Departure

Development Standard

SMC 23.47A.032 Parking location and access.

A. Access to parking.

1. NC zones. The following rules apply in NC zones, except as may be permitted under subsection C of this section:

- a. Access to parking must be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030C.

2. Pedestrian-Designated Zones. The following rules apply in pedestrian-designated zones, except as may be permitted under subsection C of this section:

- a. Access to parking shall be from an alley if the lot abuts an alley improved to the standards of Section 23.53.030C.

Departure Request

Allow a single parking garage entrance to be accessed from 42nd Avenue SW as opposed to the improved alley.

Consideration

Having the garage access in the alley will increase traffic circling around the block in order to get turned into the alley and access the parking garage. The level of traffic on SW Alaska Street makes it accessible predominately heading east from California Avenue SW, forcing west bound traffic to use 42nd Avenue SW to access the alley from SW Edmunds Street.

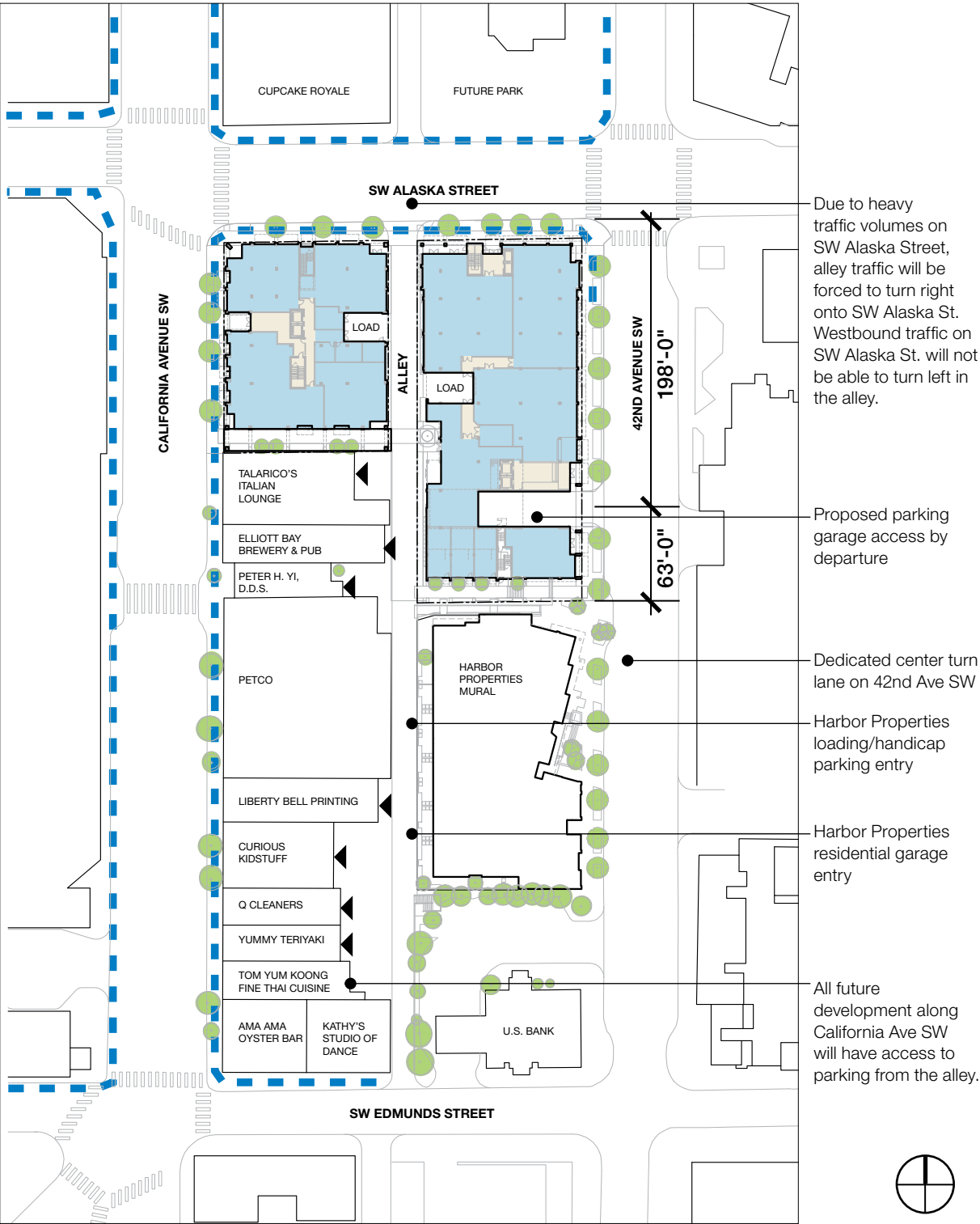
42nd Avenue has a dedicated turn lane. This provides easier access from both north and south bound traffic. In addition, the visibility of the parking garage from 42nd Avenue SW will enhance the accessibility of the parking garage for retail customers thus enhancing the retail experience in the Junction.

The only option for future development on the block along California Avenue SW is to access their parking garages from the alley. This development, combined with the subterranean alley vacation has the unique opportunity to provide garage access for two building sites from 42nd Avenue SW effectively reducing the future alley traffic load as the block develops.

Having the parking garage access located on 42nd Avenue SW removes all development vehicular traffic from crossing a designated principal pedestrian street.

Access Points and Entries

- Principal Pedestrian Street
- Public + Staff Alley Entries





3.1 Guidance

West Building Height/Bulk/Scale

The height, bulk and scale of the West Building have been modulated per the design review Early Design Guidance comments for a three component building consisting of a three to four story “building” facing SW Alaska Street, a one to two story podium along California Avenue SW, and a residential block set back from the California Avenue SW façade to provide relief at street level.

The final composition is a building with a four story brick component facing SW Alaska and a one story brick retail podium that the residential block sits atop. The residential block is set back from the California Avenue SW façade 16’ and from the SW Alaska Street façade by 12’.

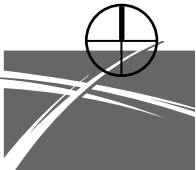
The building is essentially symmetrical about the north-south axis of the building. This provides a substantial separation from the east building residential where the building faces the alley.

DESIGN GUIDELINE PRIORITIES OF THE WEST SEATTLE DESIGN REVIEW BOARD
Meeting Dates: April 10 & May 29, 2008
Report Date: June 5, 2008

"...the massing of the structure on the western site should be conceived in three components. The first would be a three-to four story “building” rising above and co-extensive with SW Alaska Street and extending between California Avenue SW and the alley to the east. This “building” would extend along California Avenue SW at the property line for a distance where it would distinctively conjoin with a second portion of the structure, continuous at the property line, of 1 to 2 stories, and intended to align approximately with the existing retail frontages south of the site. A third distinct element of the overall massing would be that portion of the overall structure, significantly set back from both SW Alaska St and California Avenue SW at the points where it took rise above the other two massing elements."



Sketch from EDG II Presentation May 29, 2008



East Building Height/Bulk/Scale

The East Building has been modulated to break down the overall scale of the building relative to the length of the building on the block. The residential component of the building sits atop a modulated podium that in some places is two stories and others only a single story.

The residential portion of the building is organized around the unit mix. The block facing SW Alaska Street is composed of two-bedroom units while a block of studio units anchors the southeast corner of the building; adjacent to Harbor Properties Mural building and facing 42nd Avenue SW. The remainder of the building is composed of one bedroom units with modulation being derived from the basic unit layout.



East Building Massing Diagram



Alternate Residential Entry Study

The Design Review Board requested the development team look at the design implications of having residential entries located either at SW Alaska Street or the mid-block pedestrian walkway. What follows are alternate studies that highlight the implications of relocating the residential entries.

Residential Entry from SW Alaska Street

In the West building, the key issues with having the residential entry on SW Alaska Street are as follows.

- The inability for vehicular drop-off due to the transit priority designation of SW Alaska Street, coupled with the possibility the on street parking will be eliminated to support the future Rapid Ride Transit route.
- Having residents emptying onto a noisier, busy vehicular street.
- Cutting off retail spaces from the trash and loading spaces located on the alley.
- A reduction in the size of the retail space on SW Alaska Street.

For the East Building, concerns include the following.

- The significant separation of the residential lobby from the residential elevator core that is fixed within the footprint of the garage due to garage geometries.
- A corridor along the alley to connect the lobby with the residential amenity space and elevators would be required. This will cut off retail access to the loading dock and trash facilities.
- The residential lobby will eliminate the possibility of a retail space at the alley entry, thus forcing all retail spaces on 42nd Avenue SW to be extremely deep relative to their potential width.

Based on these concerns it was determined that residential entries on SW Alaska Street would not benefit the development of this project.



Residential Entry from the Mid-Block Pedestrian Walkways

In addition to looking at providing residential entries from SW Alaska Street, the Design Review Board requested the applicant look at the implications of providing the entries from the proposed mid-block pedestrian walkways.

The most significant concern for both buildings is that having the residential entry on the mid-block pedestrian walkway does not satisfy Design Guideline A-2 to have entries that are clearly identifiable from the street.

In the West building, the key issues with having the residential entry on the mid-block pedestrian walkway include the following:

- There is a net loss in available retail square footage by moving the residential entry to the mid-block walkway.
- Having the residential entry open to the mid-block walkway impacts the potential of creating a larger retail space along the mid-block connector that could more easily accommodate a restaurant.

For the East Building, concerns include the following:

- Essentially three live work residential units would be lost in providing a mid-block walkway residential entry.
- The landscape zone between this project development and the soon to be complete Harbor Properties Mural project has been coordinated to meet Seattle Design Commission requirements to provide a comprehensive design with a single handicap accessible ramp. The ramp on Harbor's property is not located to provide adequate access to a residential entry from the mid-block pedestrian walkway.

Based on these issues having the residential entries on the mid-block pedestrian walkways was not pursued.



Alternate Garage Entry

With the subterranean alley vacation, the required internal garage ramping to allow access below the alley requires the garage entry to be located on the southern portion of the east block. Should the garage entry be located in the alley per L.U.C. requirements, the only location that works to meet internal ramping requirements while maintaining premium retail space opportunities is opposite of the proposed 42nd Avenue SW access.

In this location the garage will be opposite trash dumpsters for businesses backing California Avenue SW and adjacent to the alley truck loading associated with Elliott Bay Brewery and Pub.

In addition, having the additional project traffic in the alley will increase the number of vehicles crossing over a principal pedestrian street when they access SW Alaska Street from the alley.



JUNE

7 AM



9 AM



12 PM



3 PM



5 PM



DECEMBER

7 AM



9 AM



12 PM



3 PM



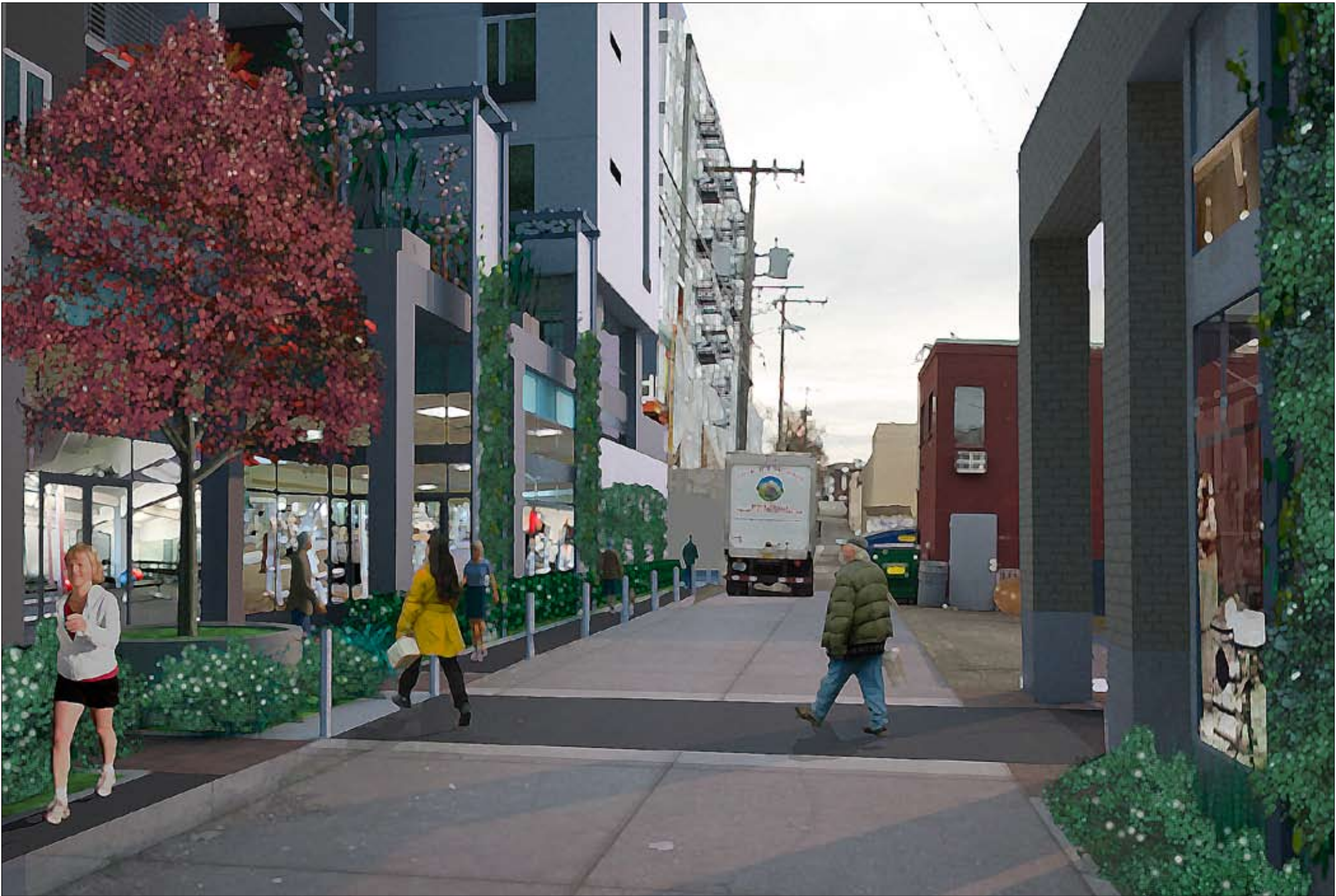
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3.2 Design Guidelines

As part of the two Early Design Guidance meetings held for the project the Design Review Board identified design guidelines they felt important to the development of the project. The Design Review Board provided comments specific to the project for some of the design guidelines while others were mentioned to be of importance without further direction.

This section identifies all the design guidelines noted by the Design Review Board and provides written and graphic response showing how the current project design responds to each guideline.



Caption



A-1 Responding to Site Characteristics

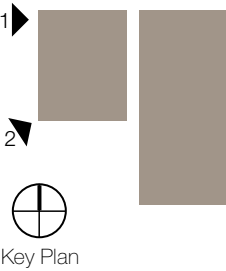
Siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation, and views or other natural features.

The proposed development presents a new gateway element on low prominent corners, 42nd Avenue SW and Alaska, and especially California and Alaska. As indicated in the West Seattle Junction Urban Village Design Guidelines section A-10 Corner Lots, we mark the gateway with the building form in the upper floors, holding the corner, and provide recessed retail entries to facilitate pedestrian flow.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

The proposal recognizes the importance of a pedestrian-oriented streetscape to the West Seattle Junction. The retail storefronts are similar in scale to the existing grain of California Avenue with approximately 24-foot wide bays. The entries for each space will be recessed, and marked by distinct paving treatments.



1. West Building at SW Alaska Street and California Avenue SW



Easy Street Records



Cupcake Royale



2. Retail along California Avenue SW



A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

The residential entry, for both buildings, will be clearly identifiable and visible from the street, as indicated in this section of the Design Guidelines. Entries for all retail spaces, as mentioned in SDG Section A-2, will also be clearly identifiable and visible.



3. Residential Entry for 42nd Avenue SW



4. Residential Entry from California Avenue SW

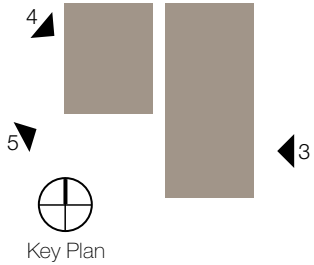
A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

Retail spaces in the proposed development will be developed to encourage human activity. Storefronts will be fully glazed and entries will be recessed. The glass line may be recessed in certain areas to enhance the sidewalk width. Most upper residential units will have terraces or balconies to promote the use of the street-front.



Caption



Key Plan



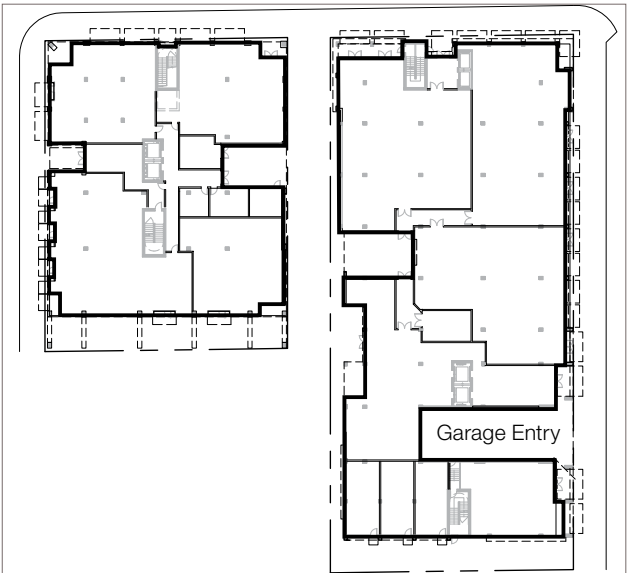
A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environments, adjacent properties, and pedestrian safety.

All parking in the proposed development will be underground and contained within the footprint of the buildings. The garage access will be located away from the street corners. Pavement differentiation textures on sidewalk to indicate where driveway crosses sidewalk.



6. Garage Entry from 42nd Avenue SW

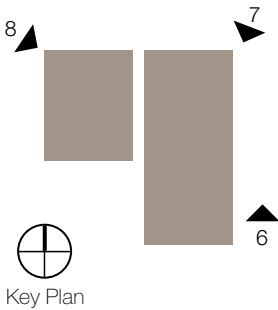


Garage Entry Plan

A-10 Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Both buildings will be oriented to the street corners. The sidewalk level retail will include prominent entries at the corners. The underground parking garage access will be located away from the street corners.



7. East Building



8. West Building



B Height, Bulk and Scale

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step between the anticipated development potential of the adjacent zones.

The proposed development will be within the height envelope established by the Seattle Land Use Code for an NC-85 zone. The site is surrounded on all sides by the same zone designation. The proposed development anticipates the scale of development encouraged by City of Seattle Land Use policies while respecting the predominant low-rise scale of existing single use retail buildings. The proposed building will draw upon existing horizontal and vertical datum in such a way to be compatible in the immediate future, yet not look out of place in the long term scale of the West Seattle Junction.

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with, or complement, the architectural character and siting pattern of neighborhood buildings.

This site is surrounded on all sides by the same zoning. The proposed development must anticipate the scale of development encouraged by City of Seattle Land Use policies while respecting the predominant low-rise scale of existing retail buildings. The proposed building will make reference to existing datum, especially horizontal scale, in ways to be compatible with the neighbors in the immediate future. The proposed development must also anticipate the long term scale of the West Seattle Junction by building close to the height established for the zone.



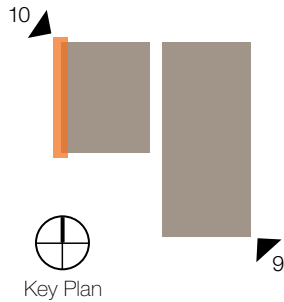
9. East Building Massing



10. West Building Massing



11. California Avenue SW Context Diagram



C-3 Human Scale
The design of new buildings should incorporate architectural features, elements and details to achieve good human scale.

The proposed buildings will include human scale detail at the pedestrian level storefronts with a base for building columns, compatible breakup of storefront windows, and recessed retail entries. The structural bay spacing will be similar to the existing retail store fronts and will be protected by canopies. There are few upper stories in the area to draw upon for scale reference, so the project will look to new projects in the immediate area for scale cues, while seeking to harmonize with the existing street level retail.

C-4 Exterior Finish Materials
Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, patterns, or lend themselves to a high quality of detailing are encouraged.

The proposed buildings will be clad in a simple palette of materials, with texture, pattern, color and detail appropriate to the site conditions and uses.



12. California Avenue SW Sidewalk Looking North



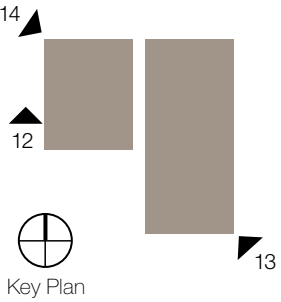
13. East Building



14. West Building



Retail Level Materials Diagram



D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

The residential entries will be positioned and proportioned to be secure, well lighted and easily identifiable. Both residential and retail entries will have overhead weather protection. The proposed development includes a pair of mid-block links and alley enhancements to encourage pedestrian use of the alley. This is consistent with the West Seattle Junction Hub Urban Village Neighborhood plan of January 1999 which identifies the alley between California Avenue and 42nd Avenue SW as a pedestrian alley.

D-8 Treatment of Alleys

The design of the alley entrances should enhance the pedestrian street front.

The alley entrance/exit at Alaska Street will be highlighted by changes in pavement scale and texture, to identify the sidewalk as a pedestrian precinct and alert drivers to foot traffic. There will be recessed corner glass storefronts at each side of the alley, to encourage pedestrian use of the alley as a portion of the proposed mid-block links and other alley enhancements. Again the alley between California Avenue and 42nd Avenue SW is a pedestrian alley.



A



B



15. Pedestrian Walkway Public Nodes Diagram



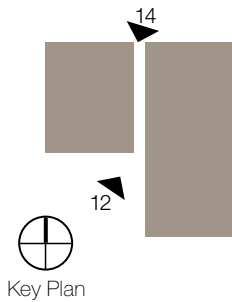
C



D



16. Alley Access from SW Alaska Street



D-11 Commercial Transparency

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

The proposed development grade level retail spaces will have full-glass storefronts. The retail spaces will be approximately seventeen feet high. The retail storefront will continue into the mid-block pedestrian walkway increasing grade level transparency. The residential amenity space facing the alley will have floor-to-ceiling storefront to increase transparency as well.



17. Retail façade at SW Alaska Street and California Avenue SW

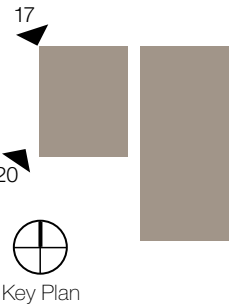


18. Retail façade at SW Alaska Street and 42nd Avenue SW

D-12 Residential Entries and Transitions

For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and provide for a visually interesting street front for the pedestrian. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

The residential entries will be positioned within the retail storefronts on California Avenue and 42nd Avenue SW. They will be secure, well lighted, easily identifiable, and have overhead weather protection. The entries will be recessed from the adjacent storefront to provide a transition from the sidewalk to the more private lobby spaces.



19. Residential Entry from 42nd Avenue SW



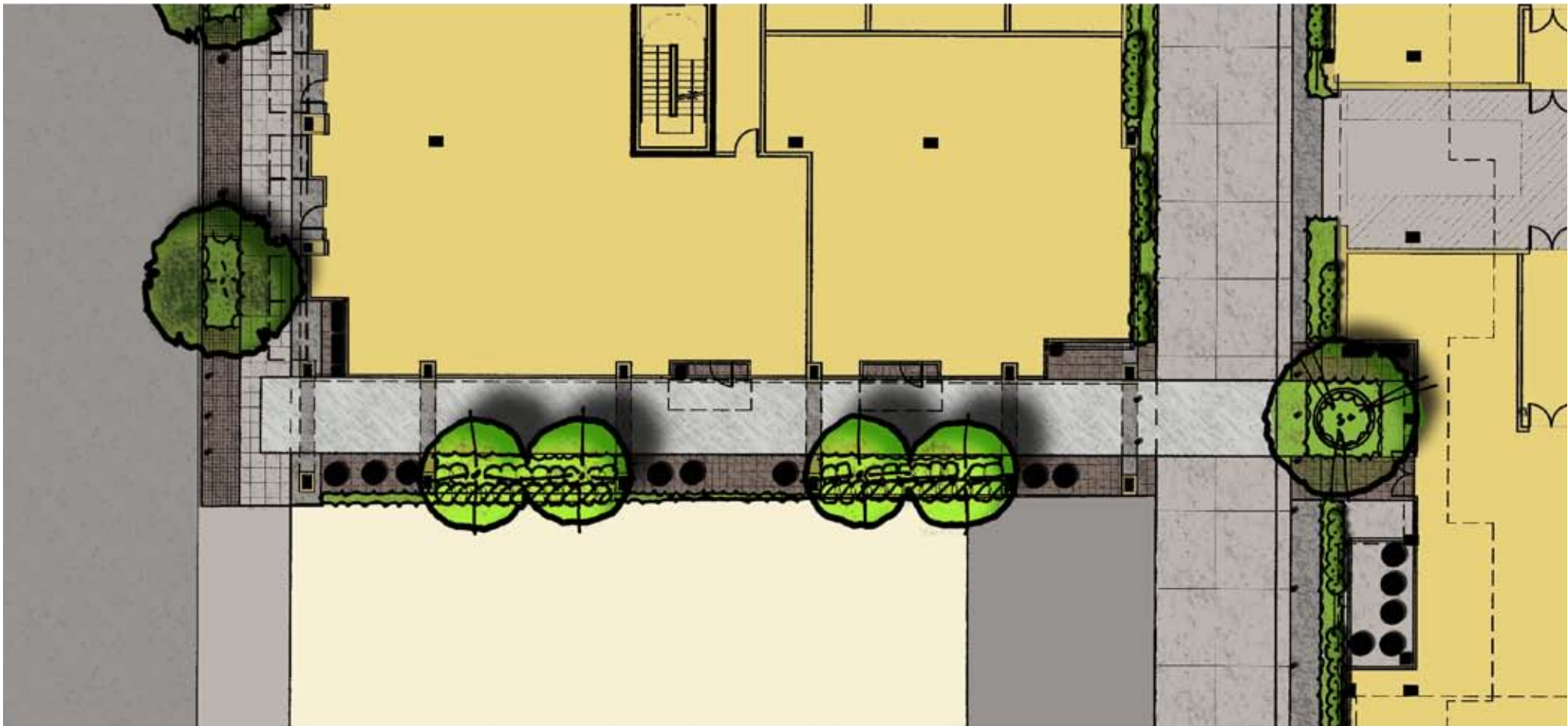
20. Residential Entry from California Avenue SW



E-2 Landscaping to Enhance the Building and/or Site

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The design of the landscape is an integral part of the proposed development. The design includes special paving treatments marking entries, corners and alley transitions. It includes street trees and street furniture where appropriate on California Avenue, 42nd Avenue SW and Alaska Street. The alley and the mid-block pedestrian links will also be developed with paving and plants to enhance the environment. There will be vertical landscape elements growing up the side of alley elevations and connecting with a series of trellises on the residential courtyard level.



Right of Way Landscaping at intersection of SW Alaska Street and 42nd Avenue SW



Thank You

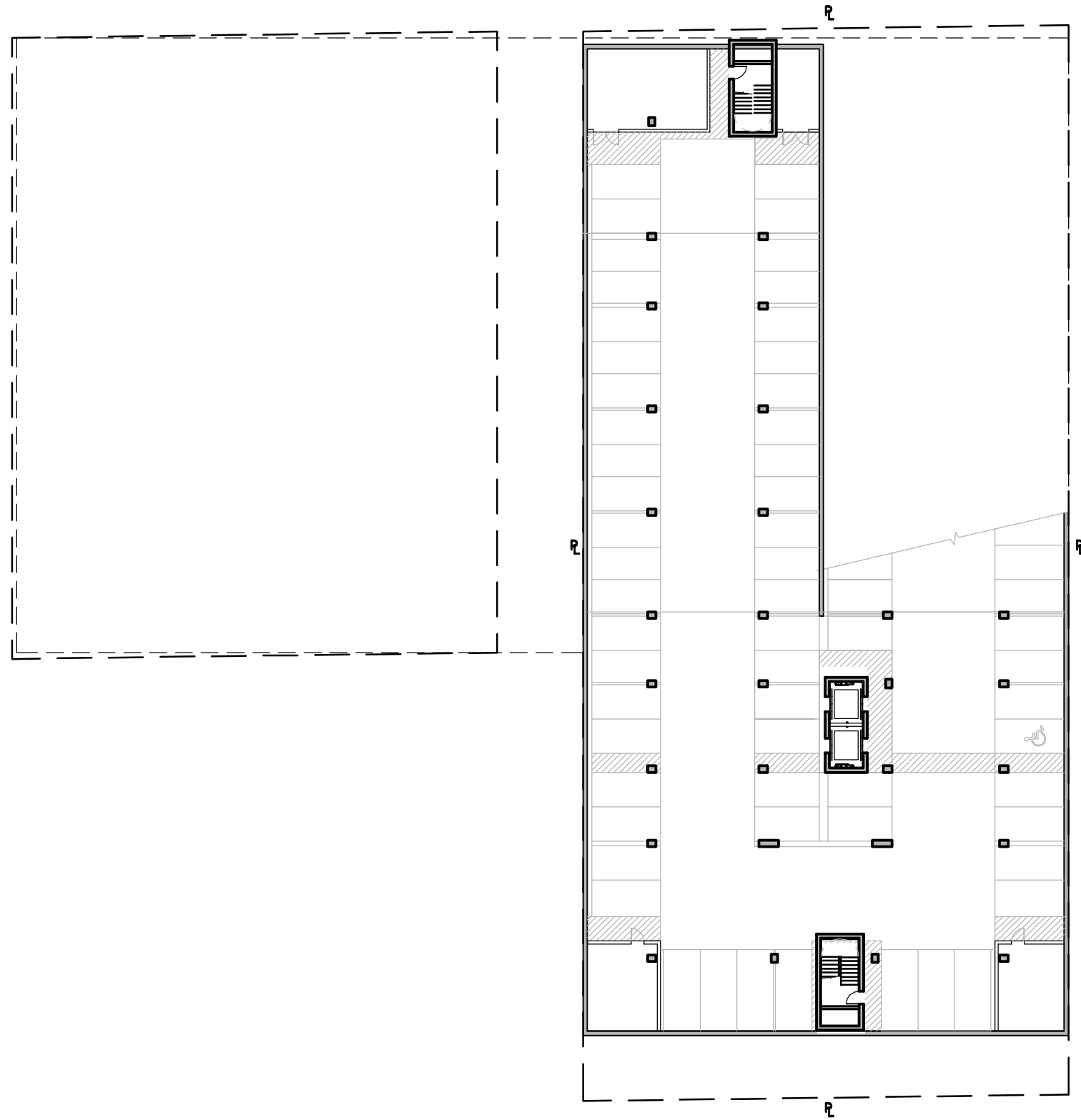
West Seattle Junction

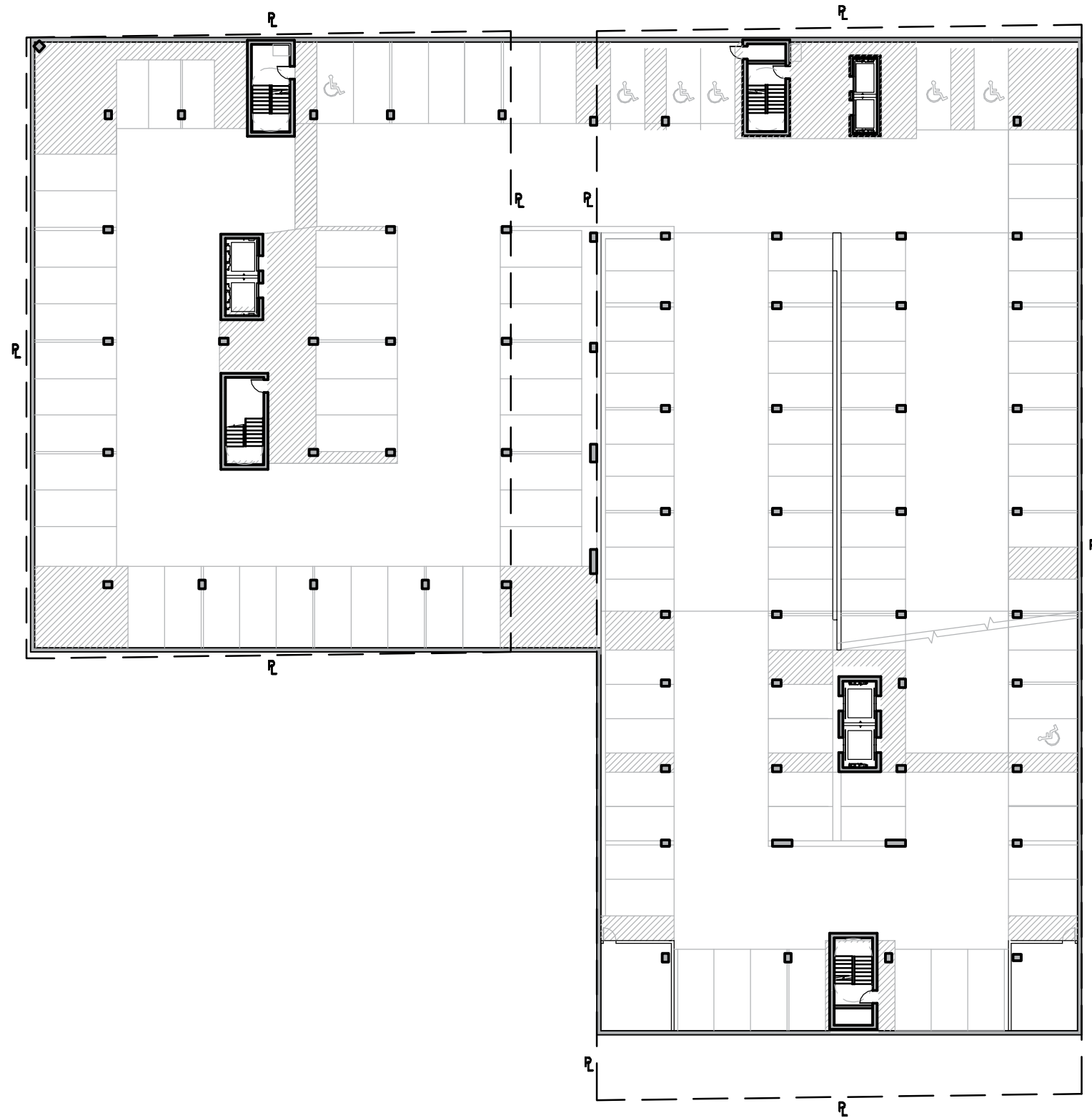
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Seattle, WA 98109
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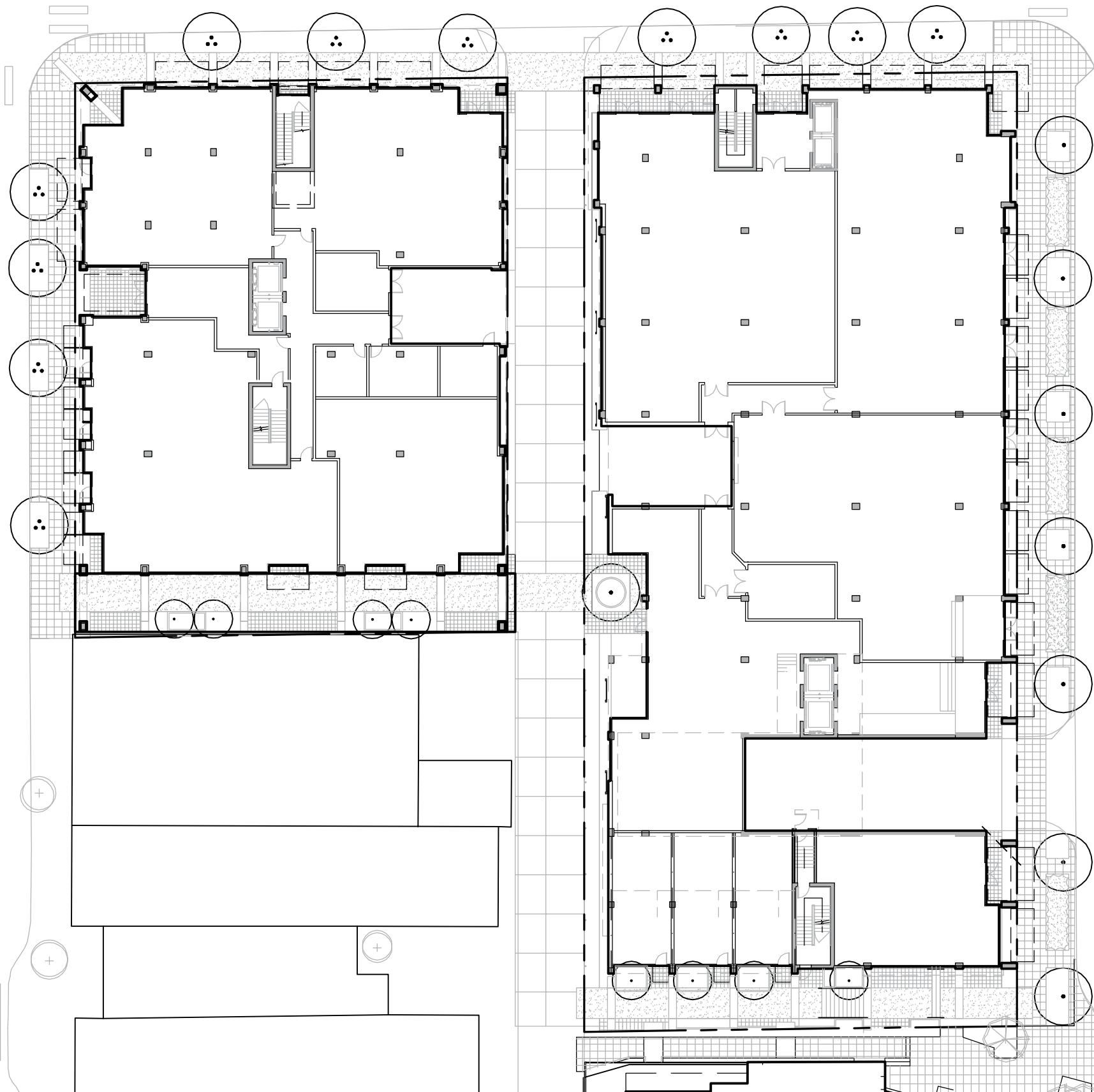
Weber Thompson is a multidisciplinary design firm, founded in 1987. As Seattle has grown, so has Weber Thompson. Our diverse staff of professionals is dedicated to creating inspired designs that help bring more life to our neighborhoods, respectfully blending old and new.

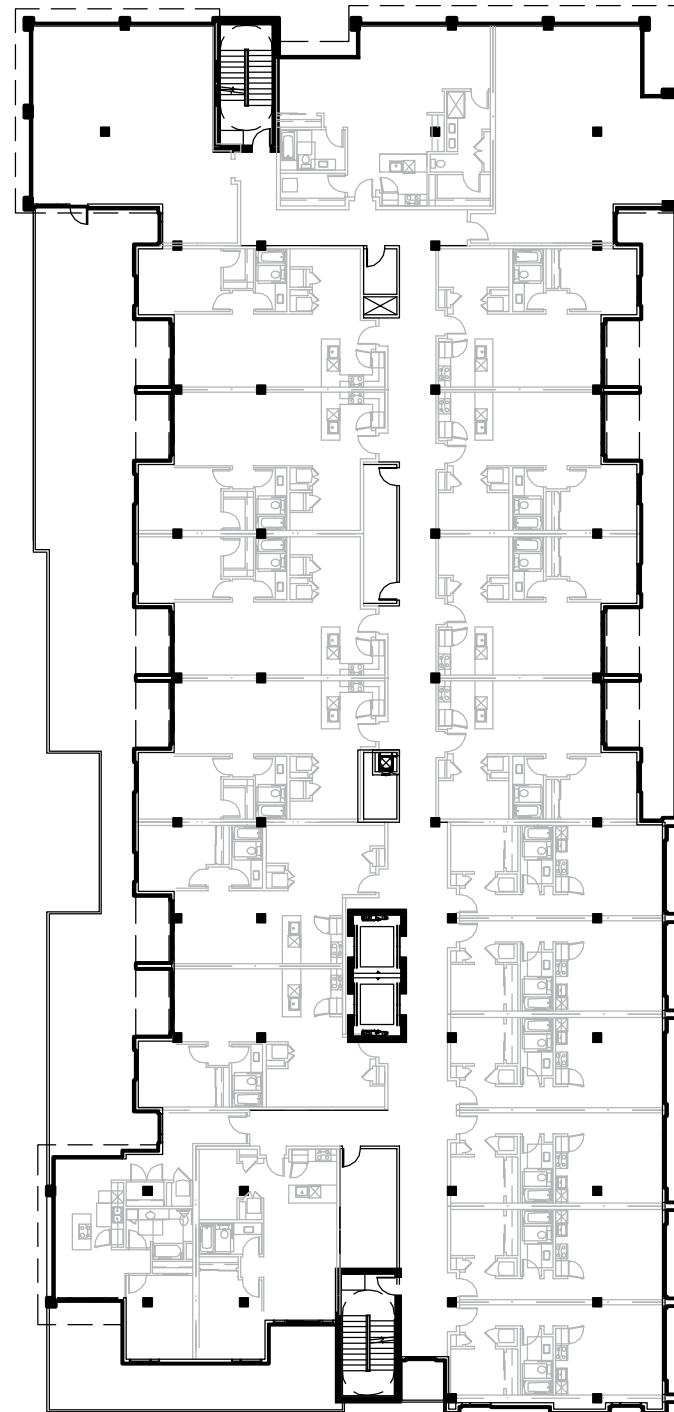
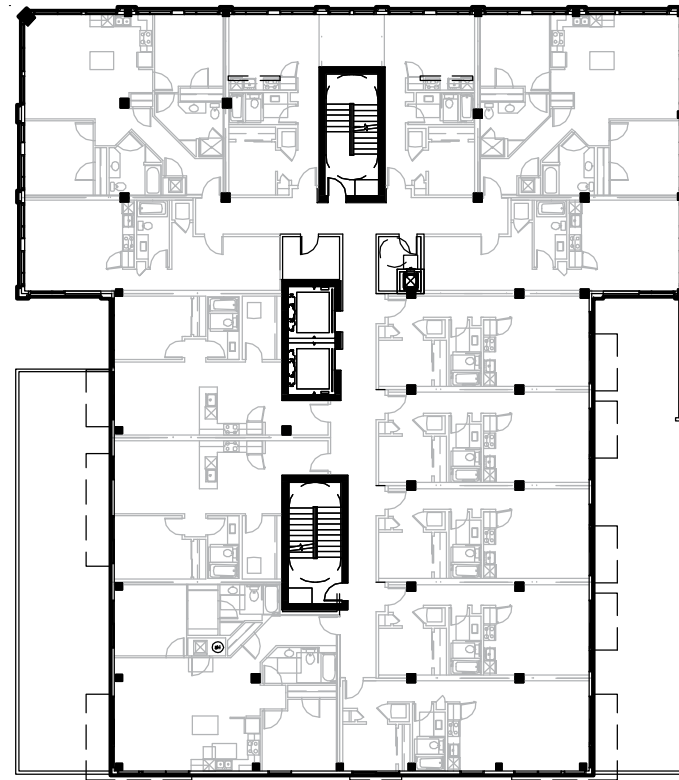
APPENDIX: FLOOR PLANS AND ELEVATIONS

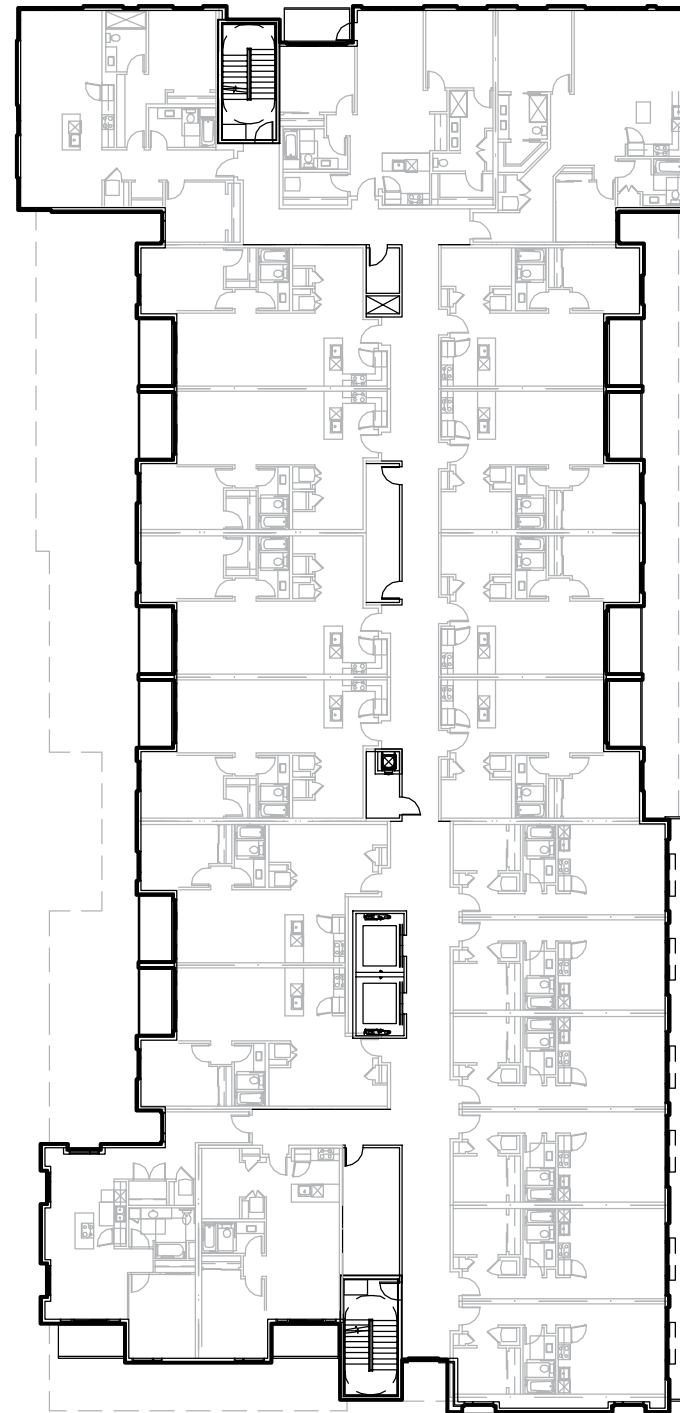
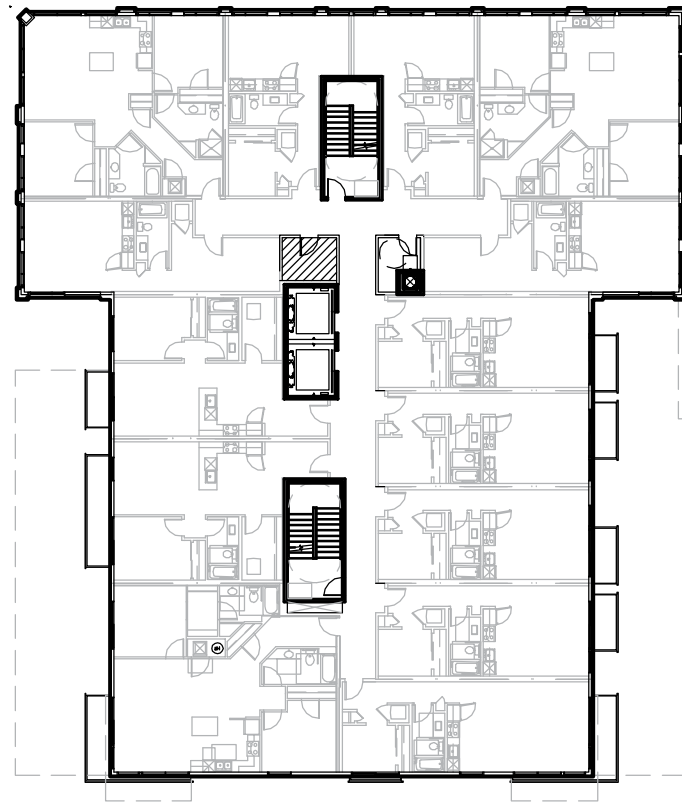


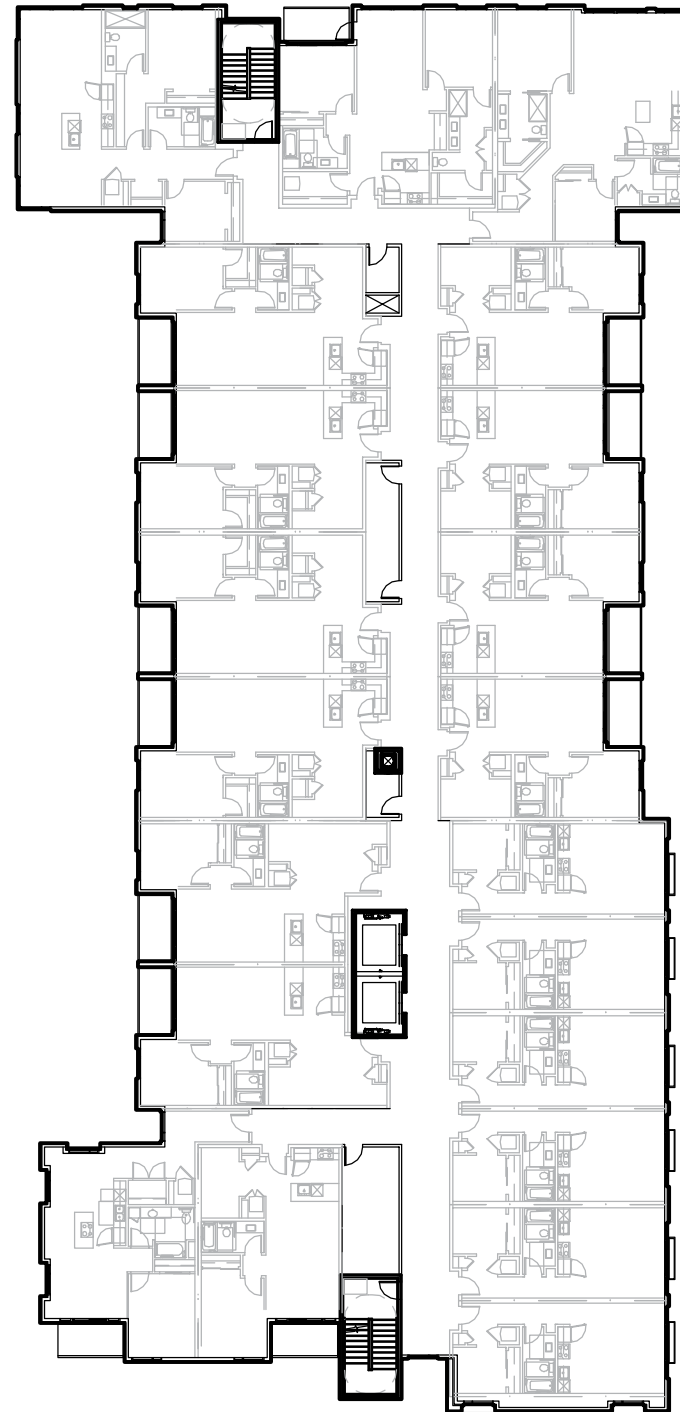
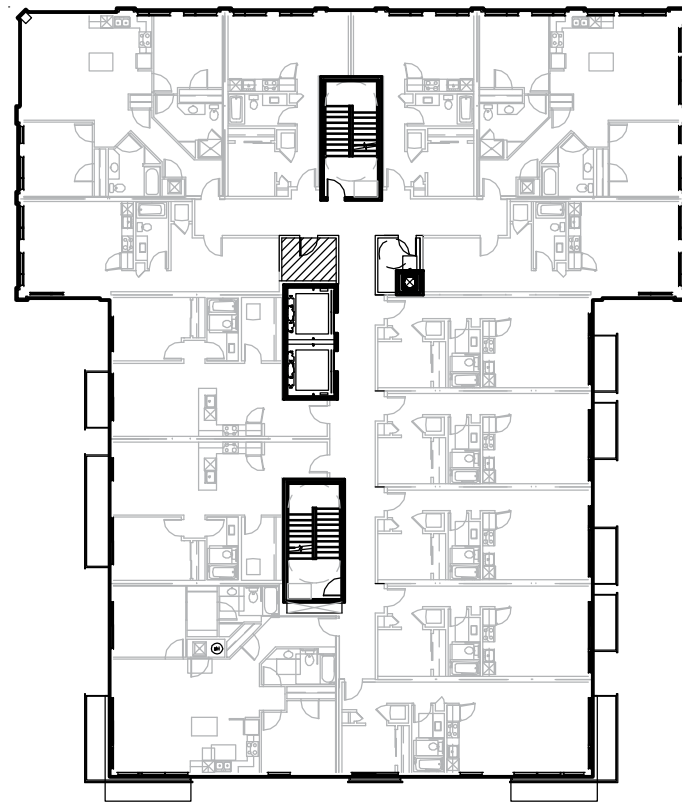


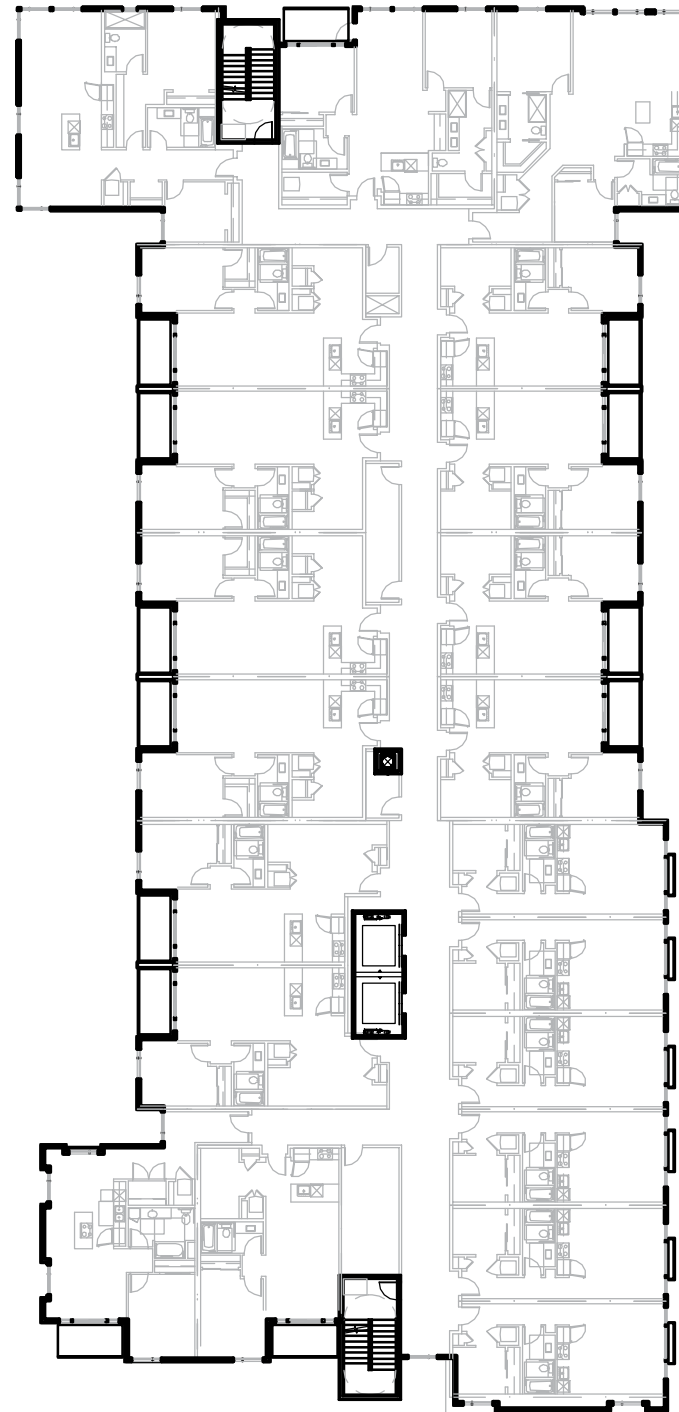
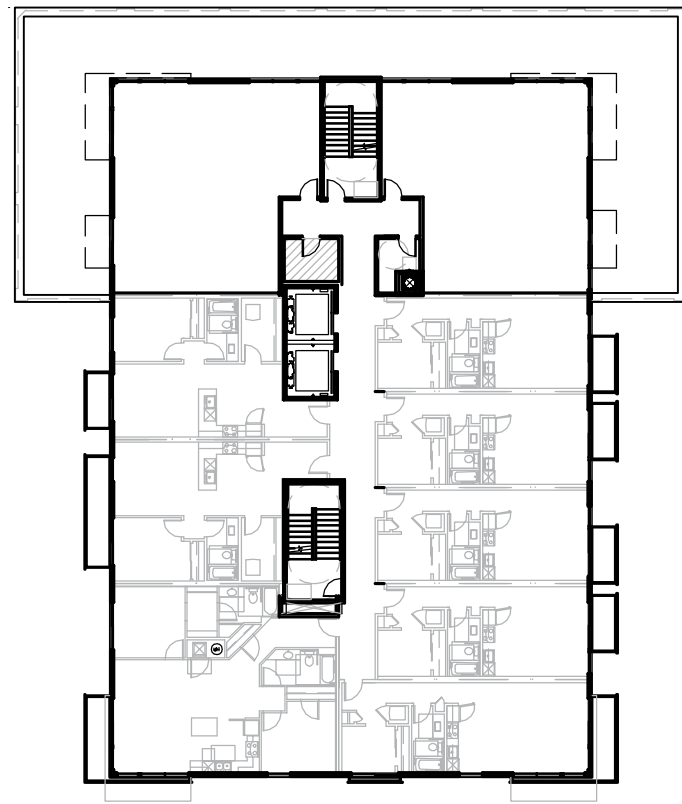


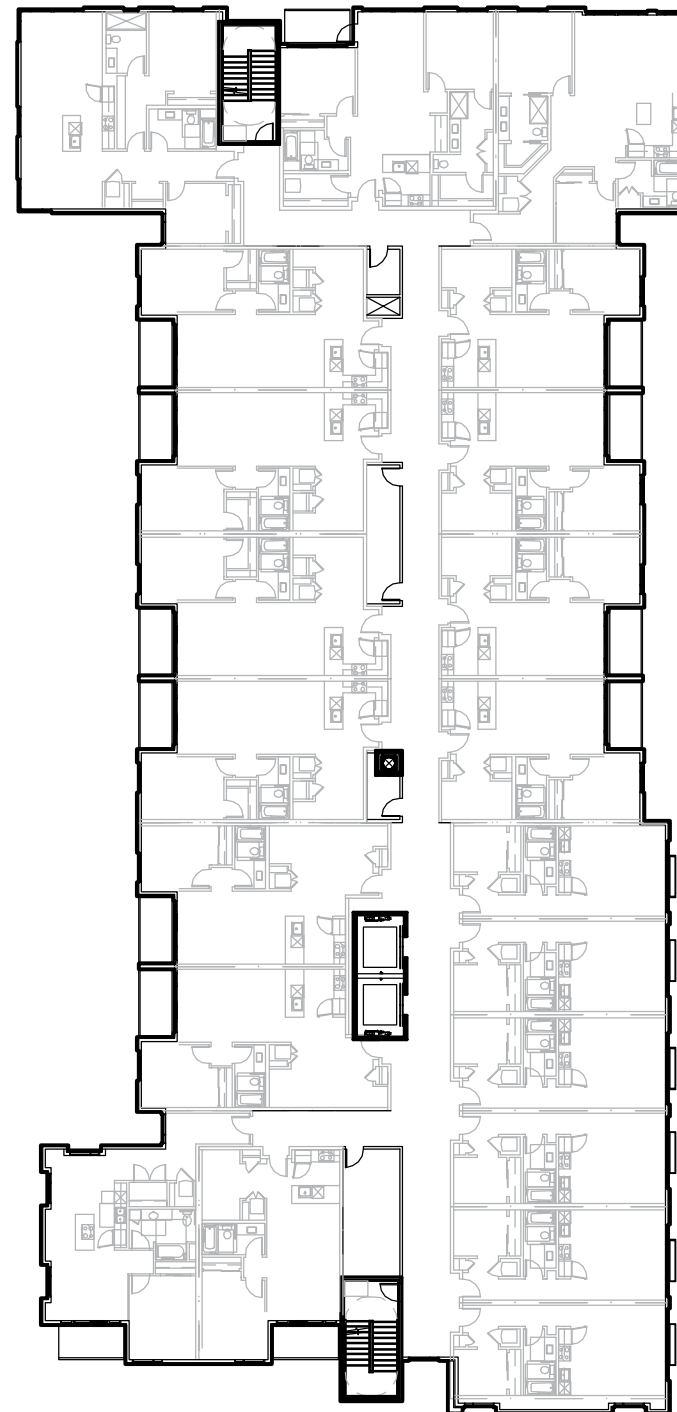
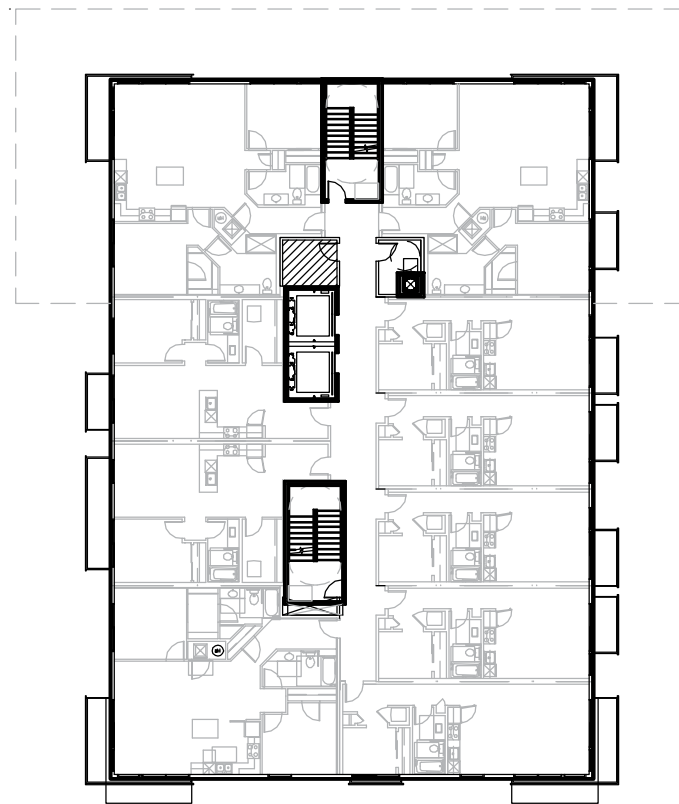


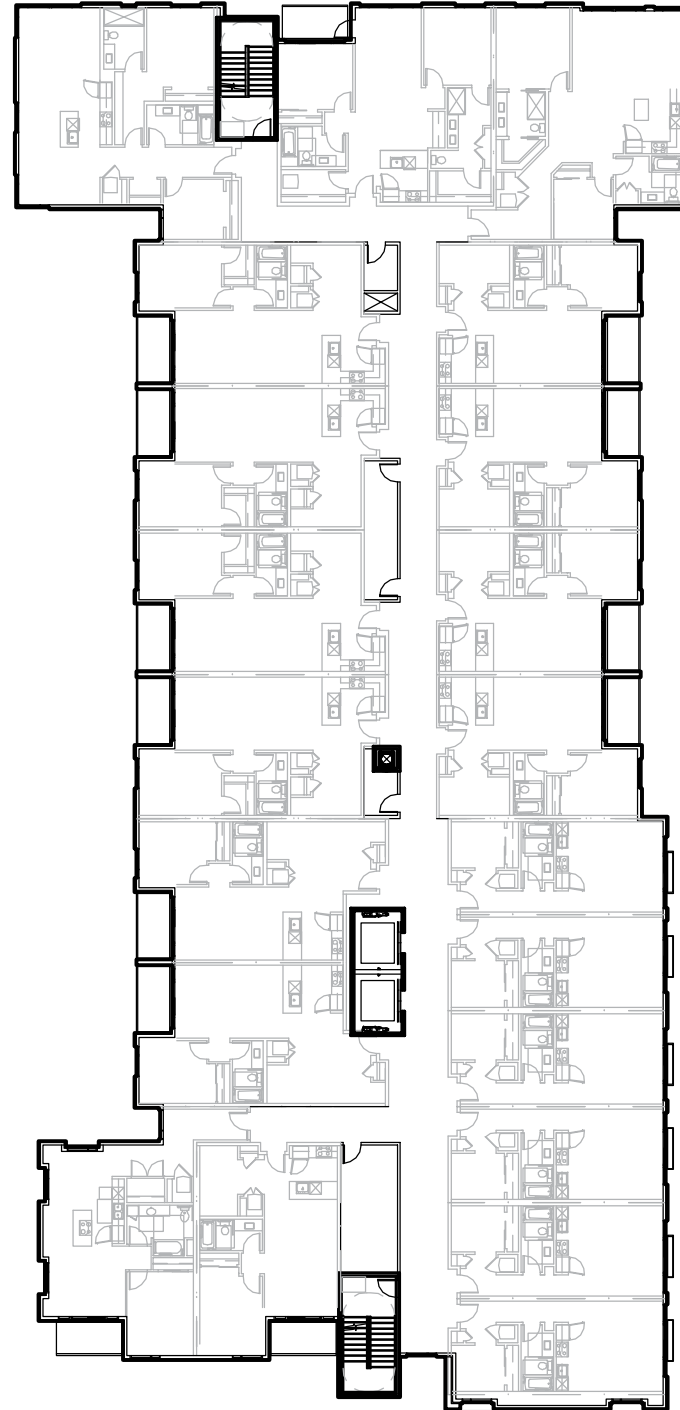
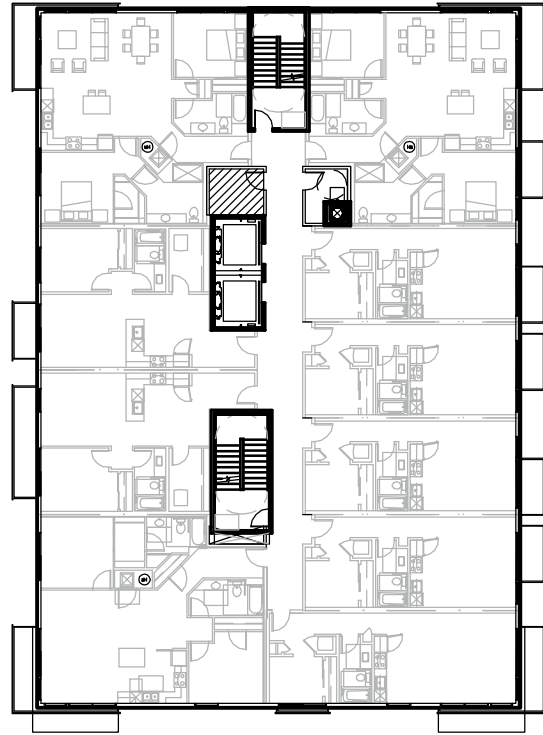


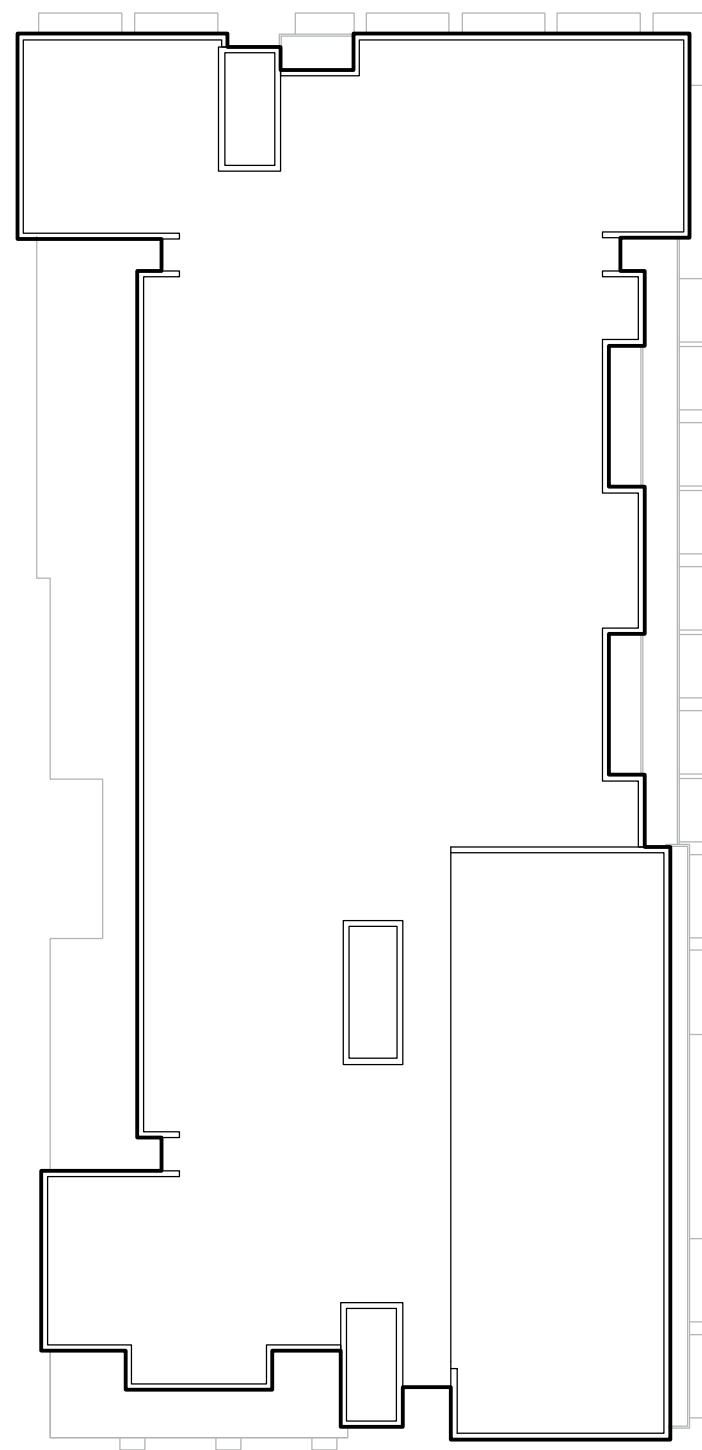
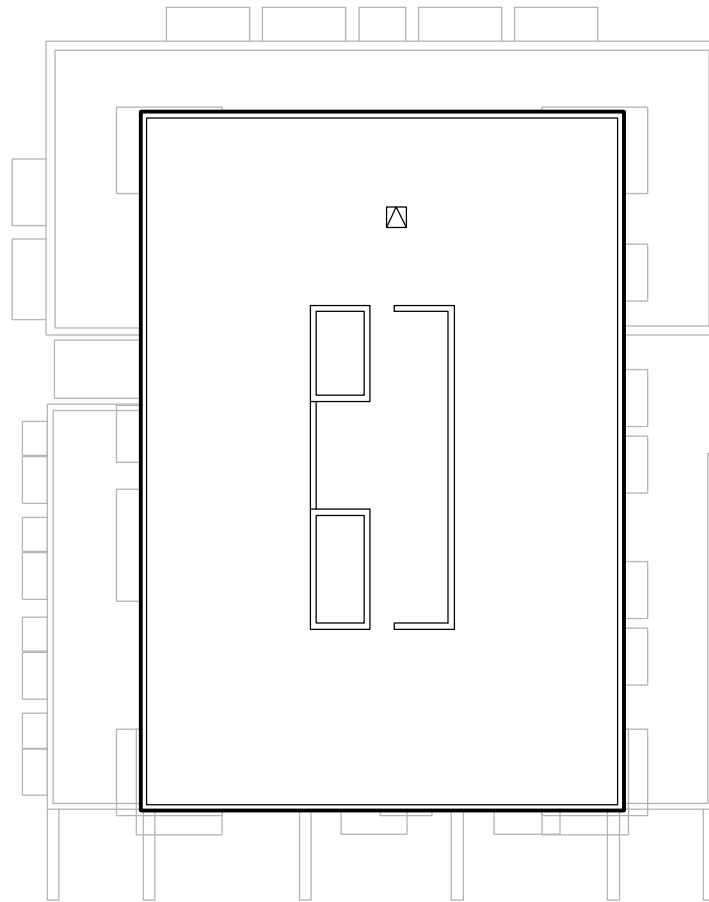


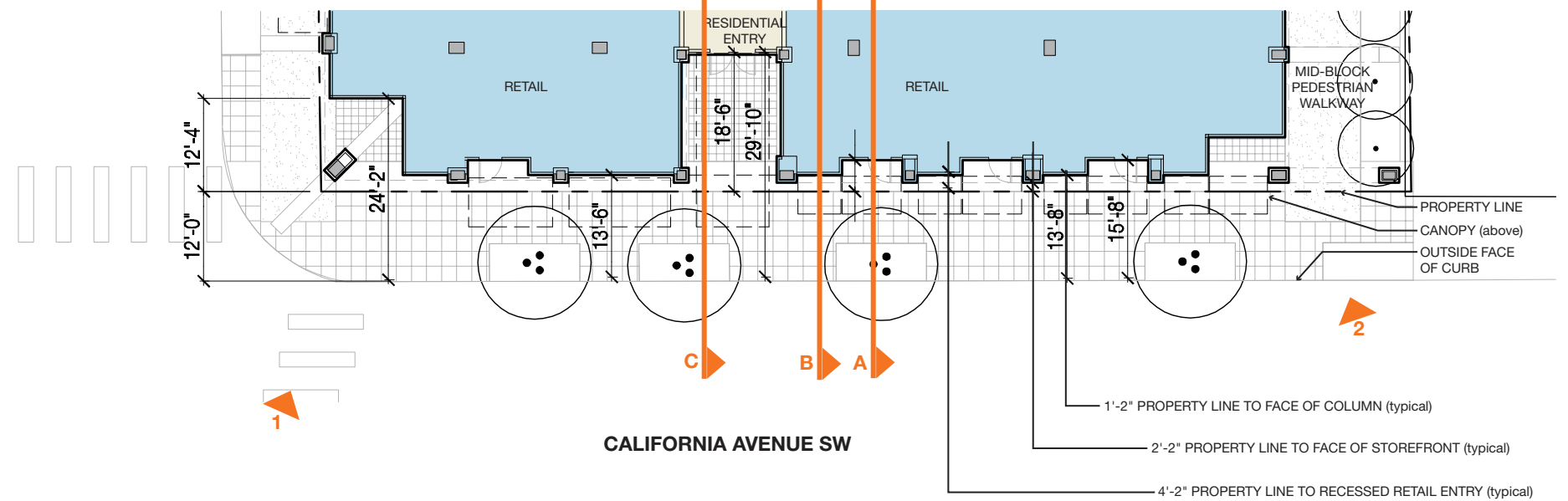












Key Plan



WEST SEATTLE JUNCTION | ELEVATION — CALIFORNIA AVENUE SW

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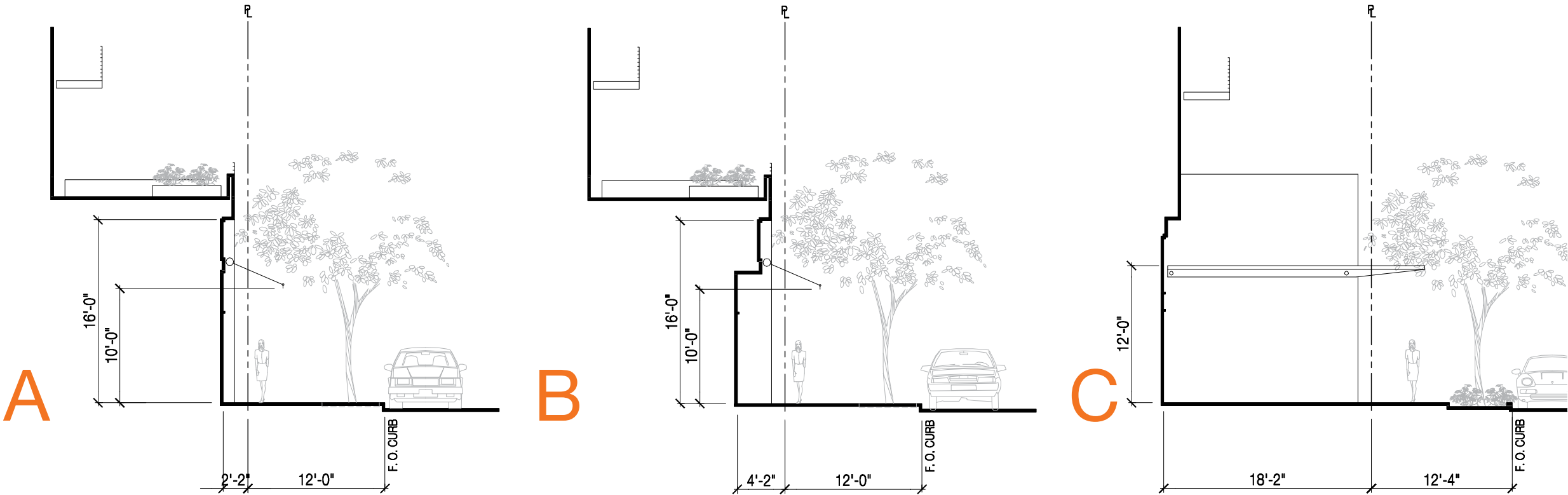




1. California Avenue SW Streetscape at Dusk



2. Entry to Mid-block Pedestrian Walkway from California Avenue SW





Key Plan



WEST SEATTLE JUNCTION | ELEVATION — SW ALASKA STREET

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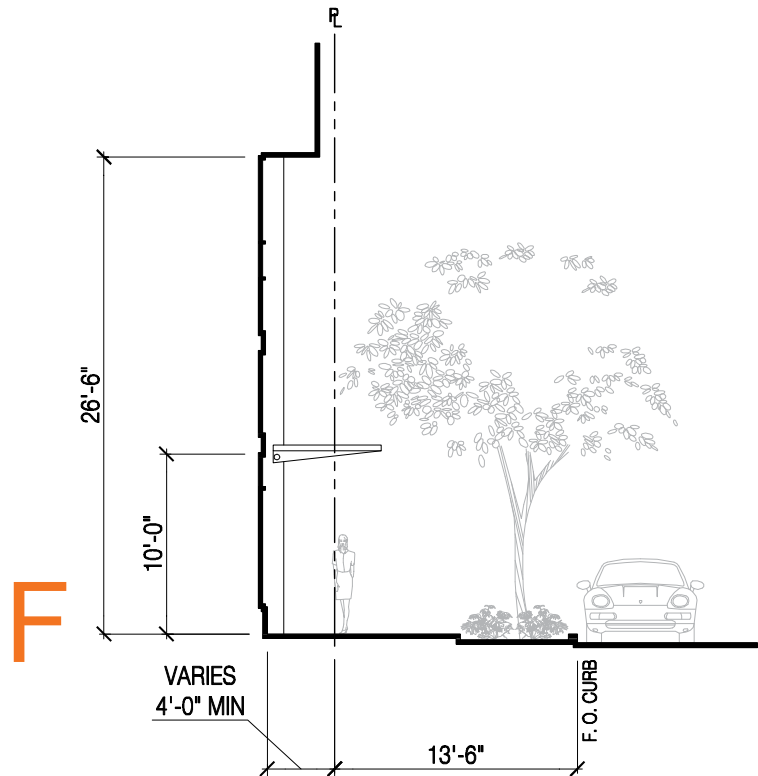
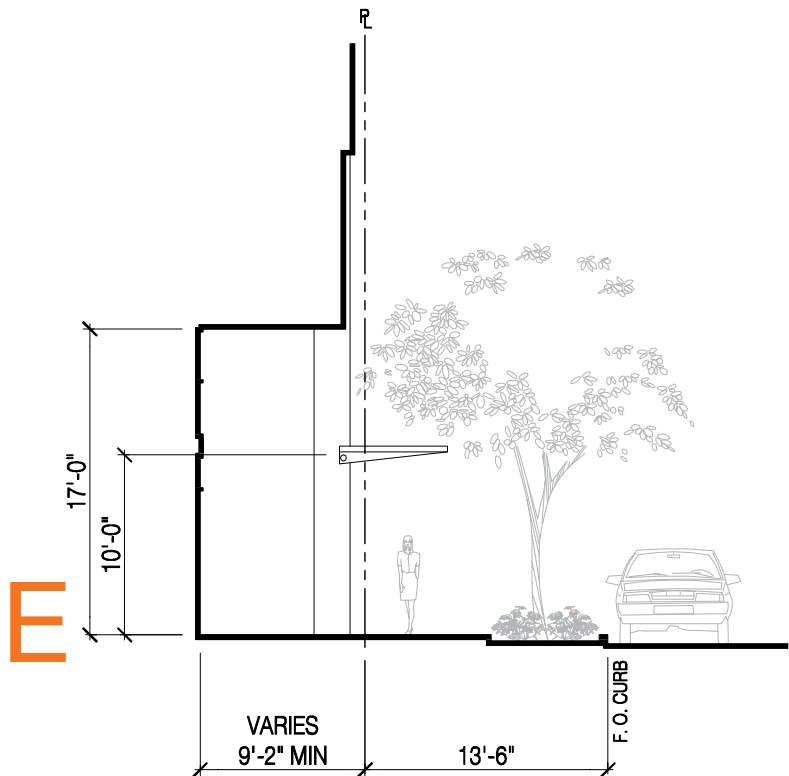
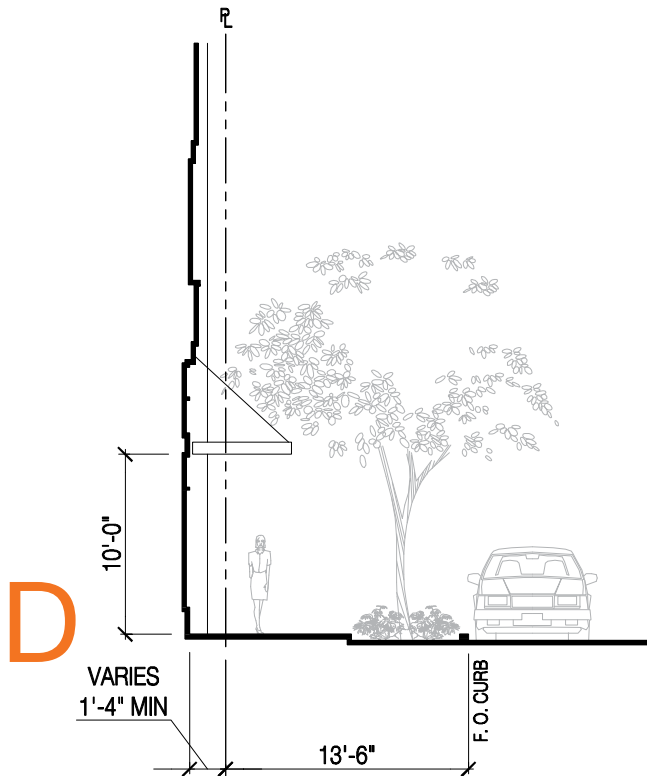
3. Intersection of SW Alaska and 42nd Avenue

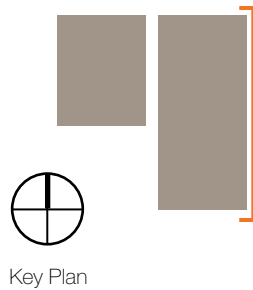
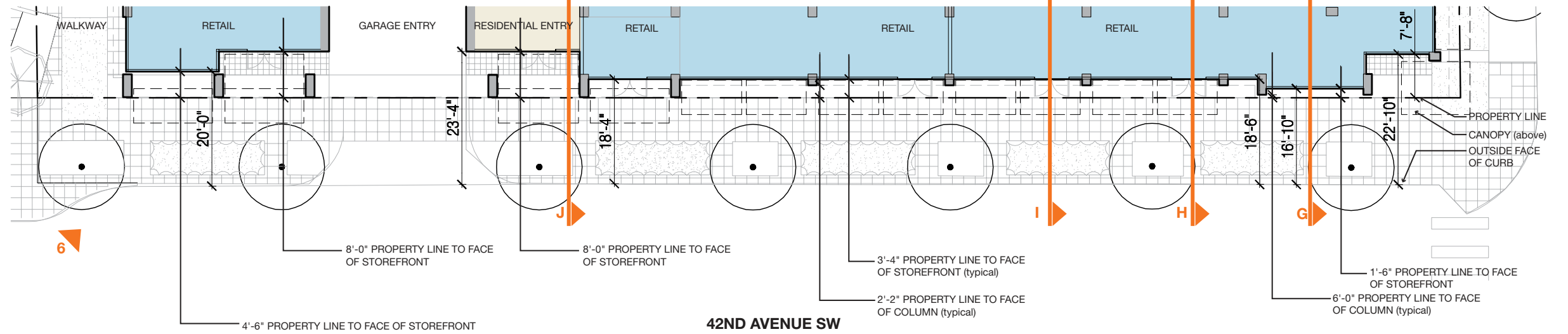


4. Alley Entry from SW Alaska Street



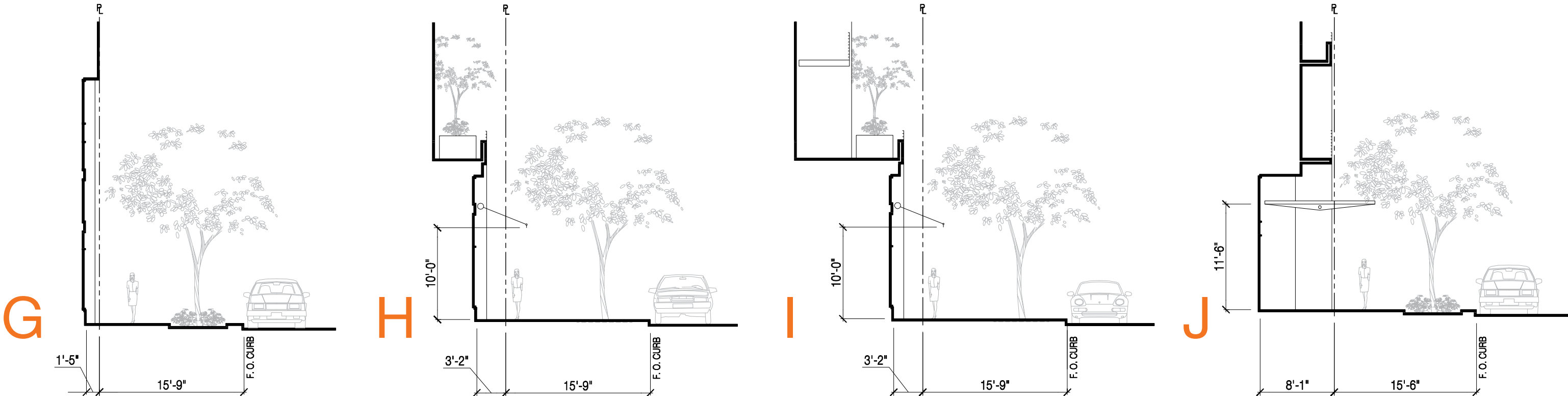
5. Intersection of SW Alaska and California

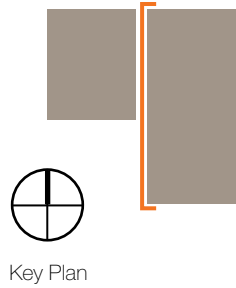
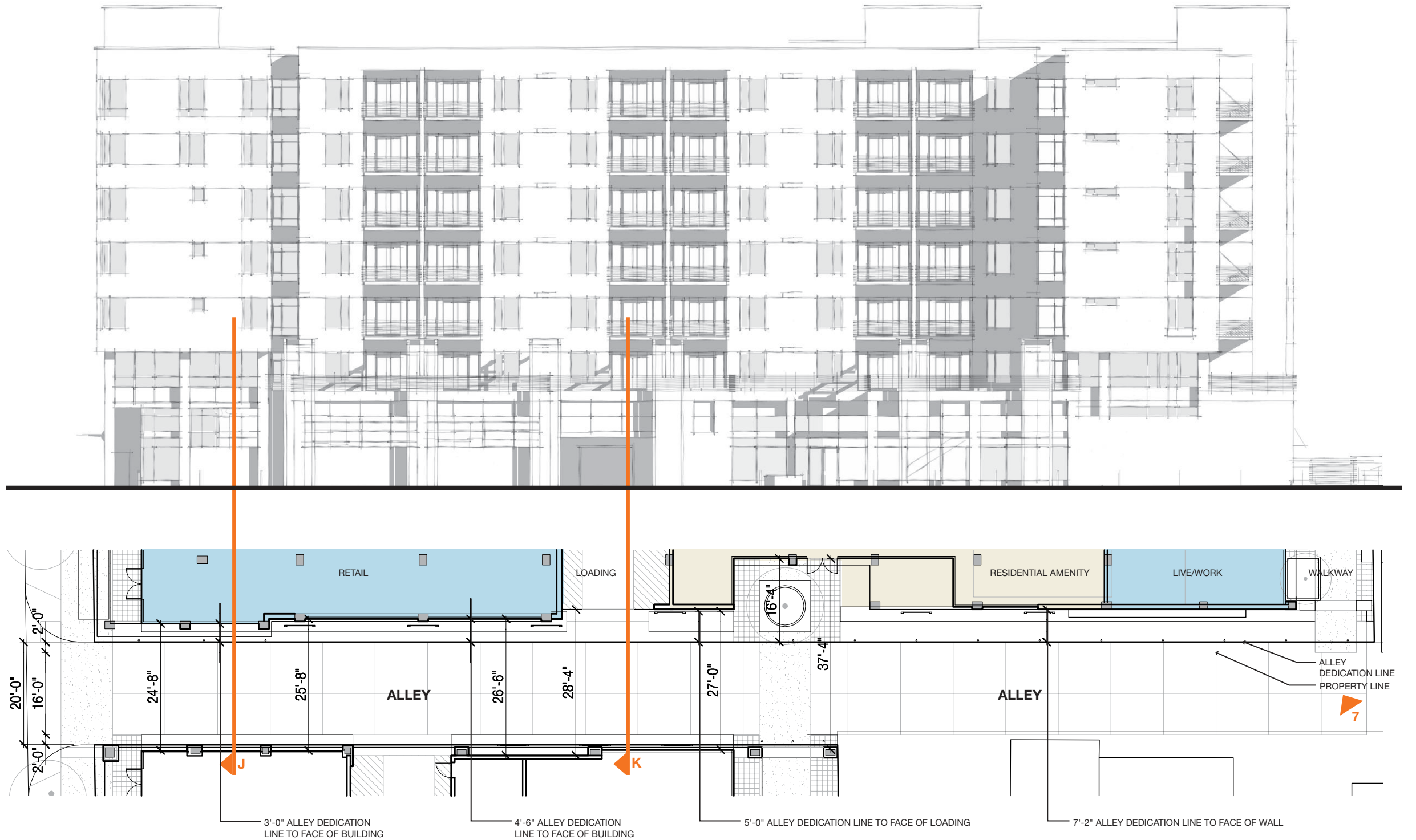






6. 42nd Avenue SW Streetscape Looking North





WEST SEATTLE JUNCTION | ELEVATION — EAST ALLEY

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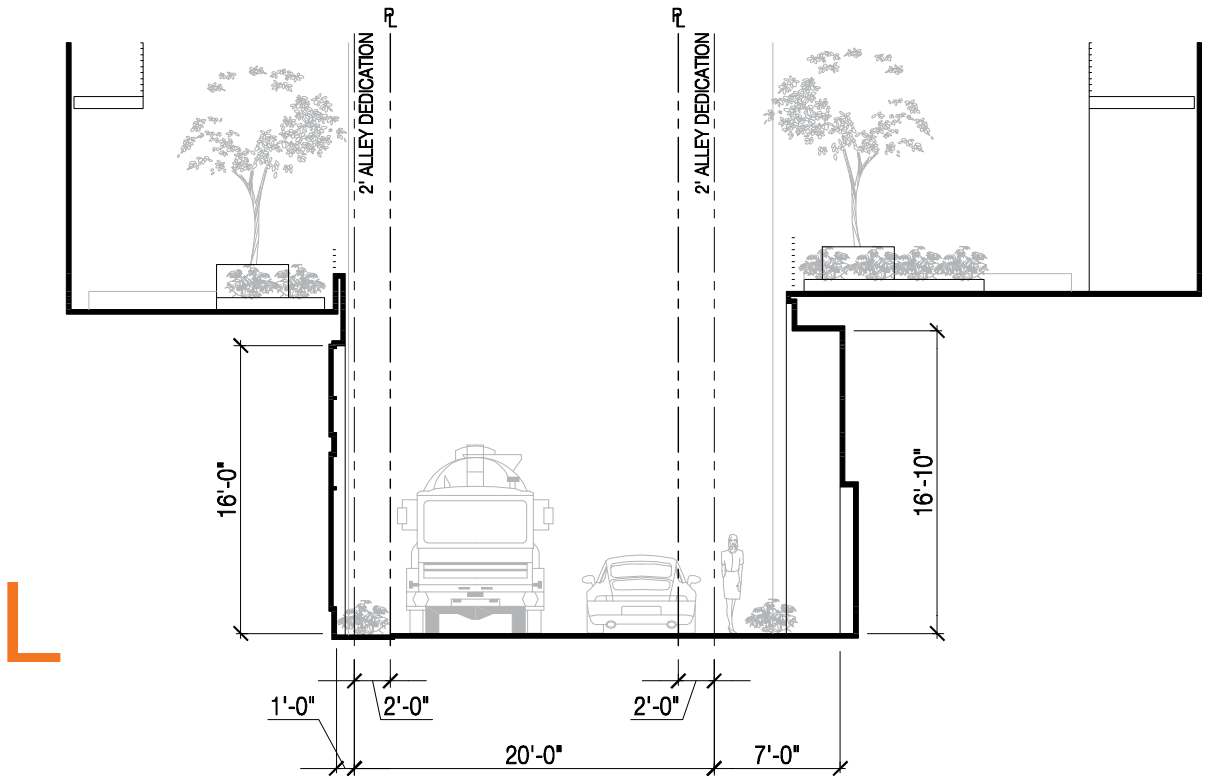
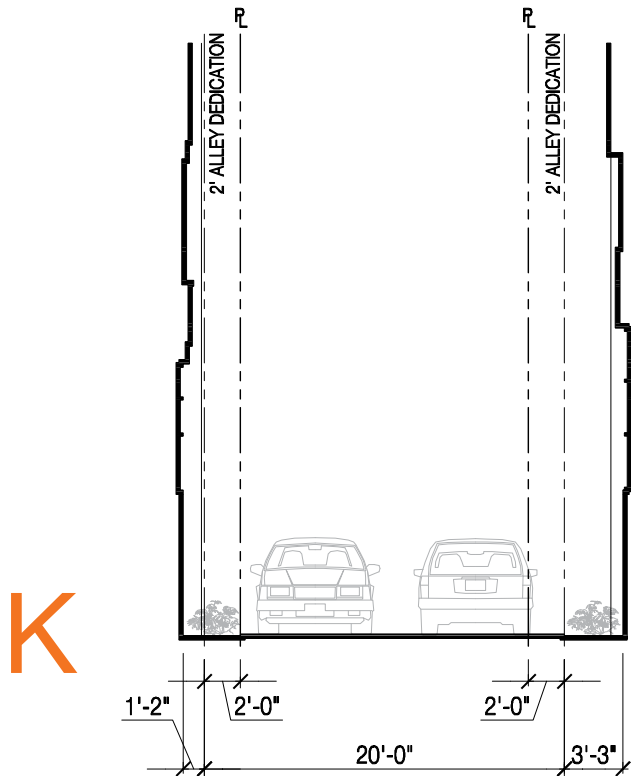
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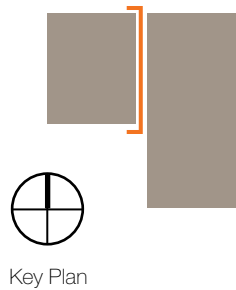
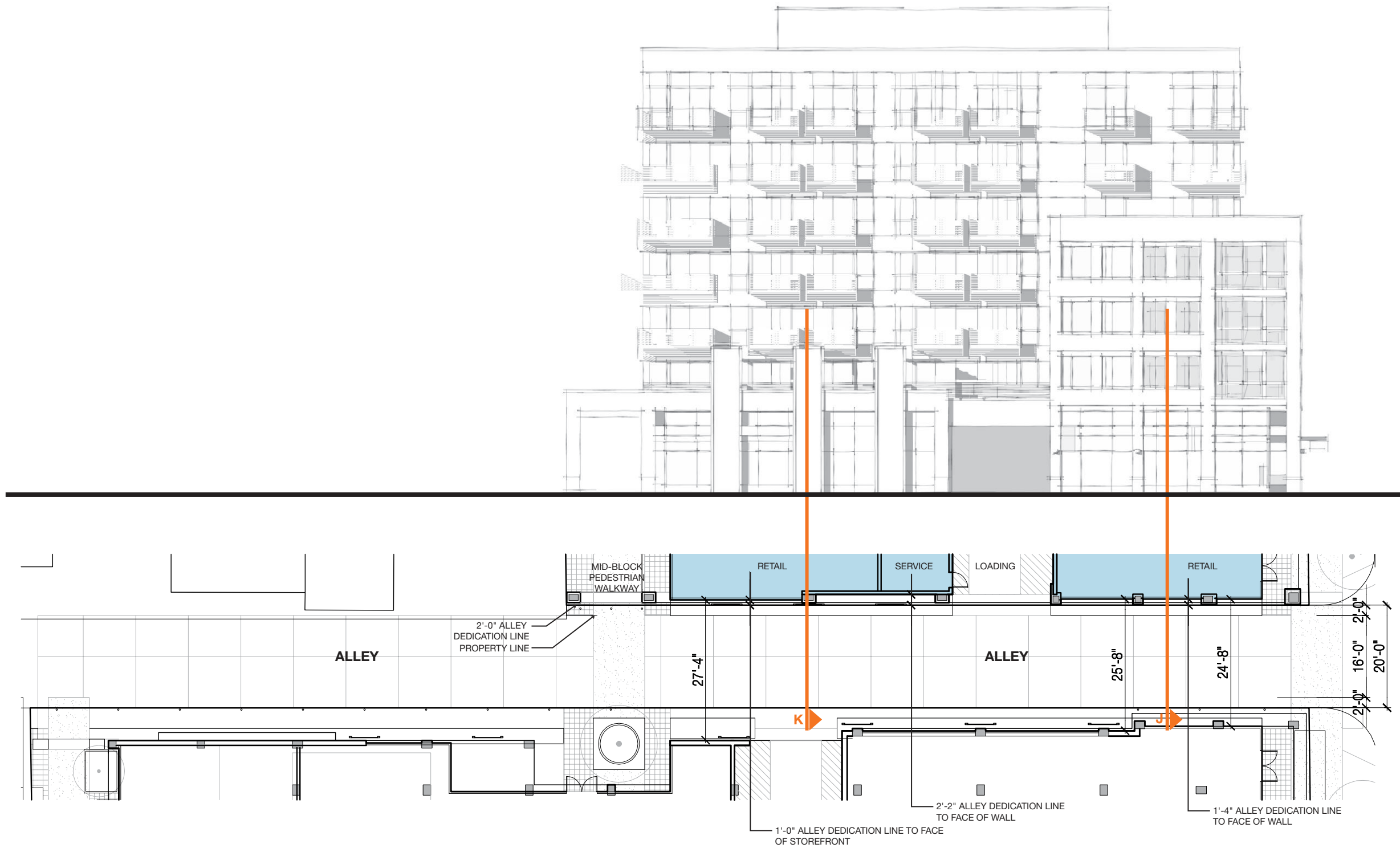
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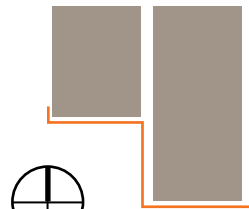
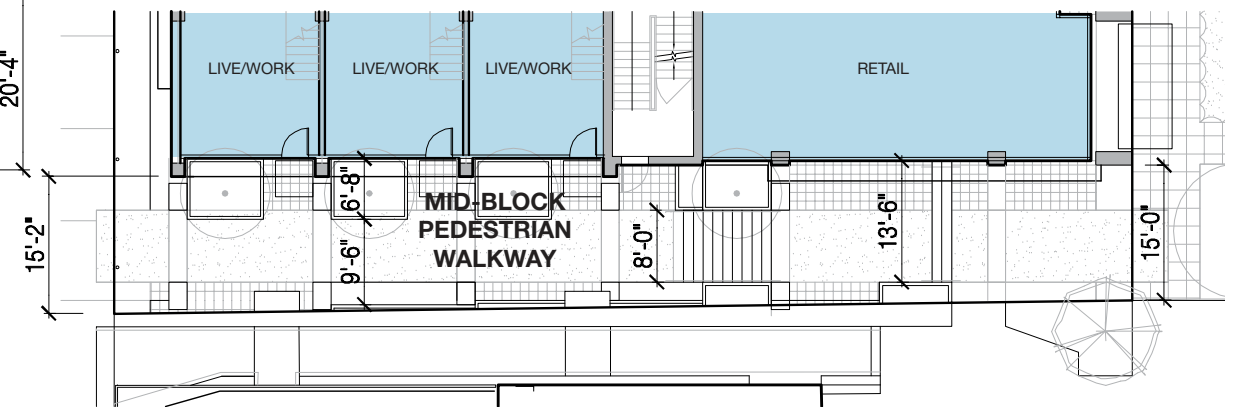
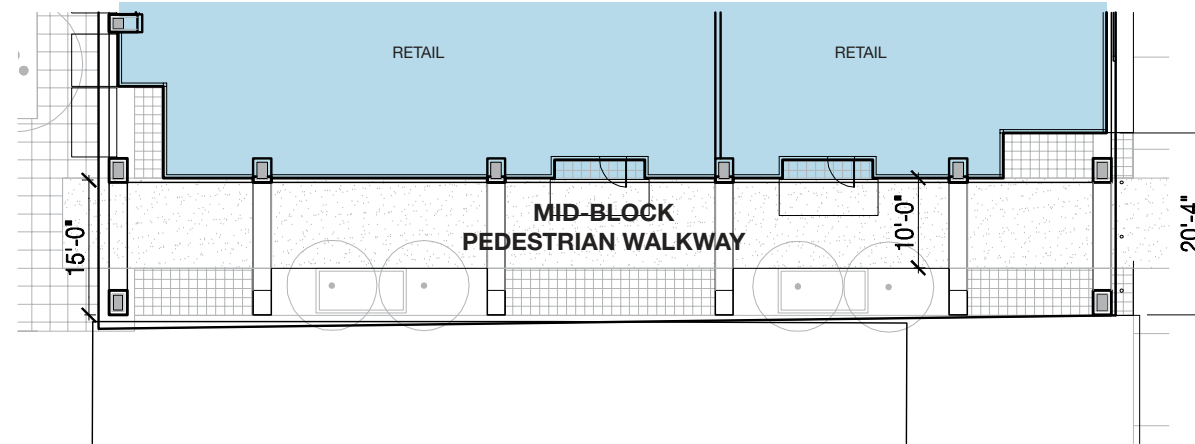




7. Alley Looking North at Mid-block Connector to 42nd Avenue SW







Key Plan



WEST SEATTLE JUNCTION | ELEVATION — MID-BLOCK PEDESTRIAN WALKWAY

03.12.09

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APPENDIX: SITE CONTEXT

The project site is located within the Urban Village Boundary identified in the West Seattle Junction Neighborhood Plan. The project consists of two adjacent parcels, separated by an alley, located on the block bounded by SW Edmunds Street, California Avenue SW, SW Alaska Street, and 42nd Avenue SW.

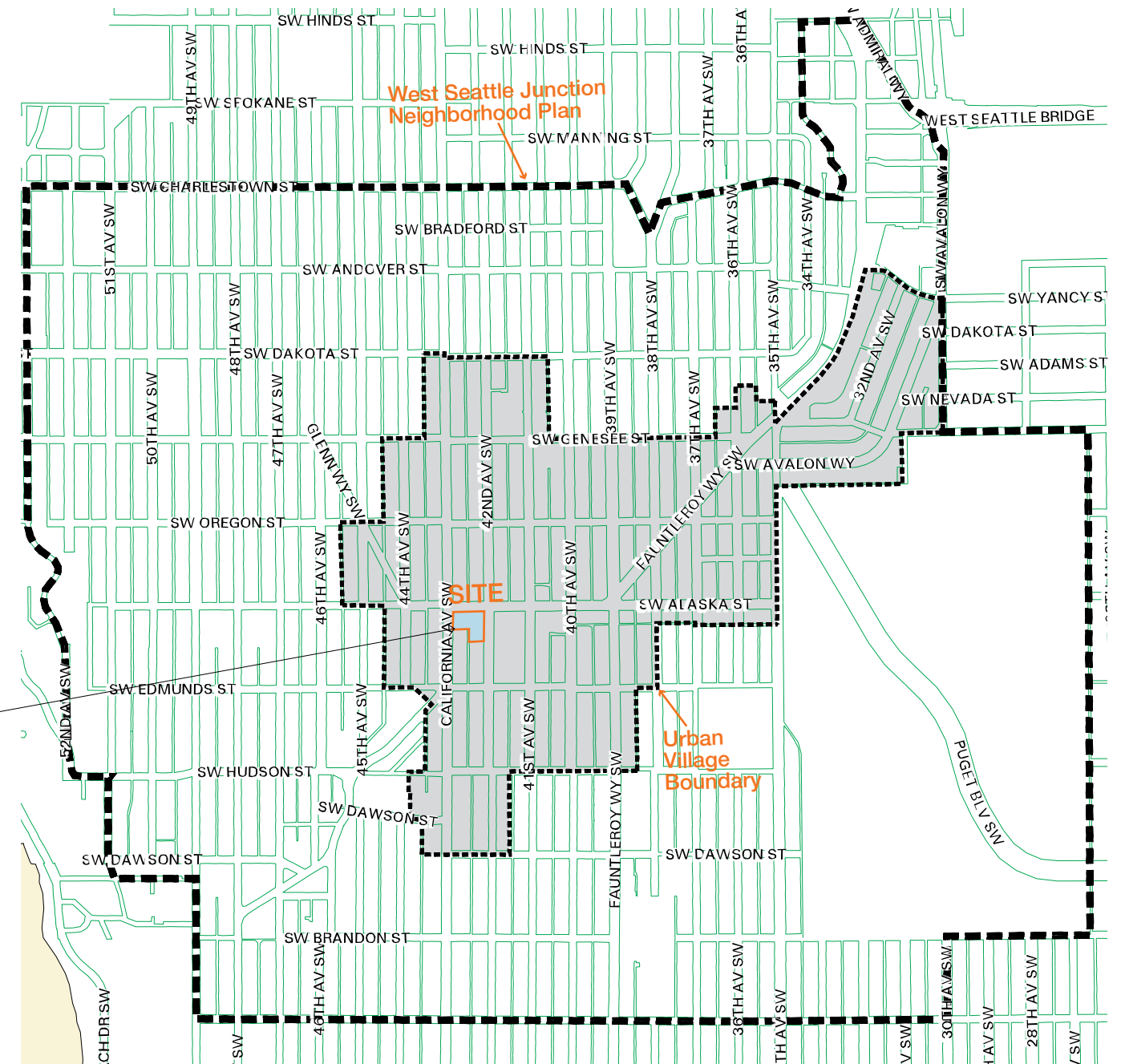
The East parcel, number 7579200205, is addressed 4203 SW Alaska Street. It consists of the north 5 feet of lot 35, all of lots 36 — 44 all in Block 1, Scenic Park Addition according to plat thereof, recorded in Volume 15 of Plats at page 34, in King County, Washington.

The West parcel, number 7579200005, is addressed 4706 California Avenue SW. It consists of lots 1 – 5 in Block 1, Scenic Park Addition according to plat thereof, recorded in Volume 15 of Plats at page 34, in King County, Washington.



"The Junction Hub Urban Village is one of seven Hub Urban Villages in Seattle, and is the smallest of the seven in acreage. Hub Urban Villages are defined in the Comprehensive Plan as areas that have a core business district surrounded by residential uses."

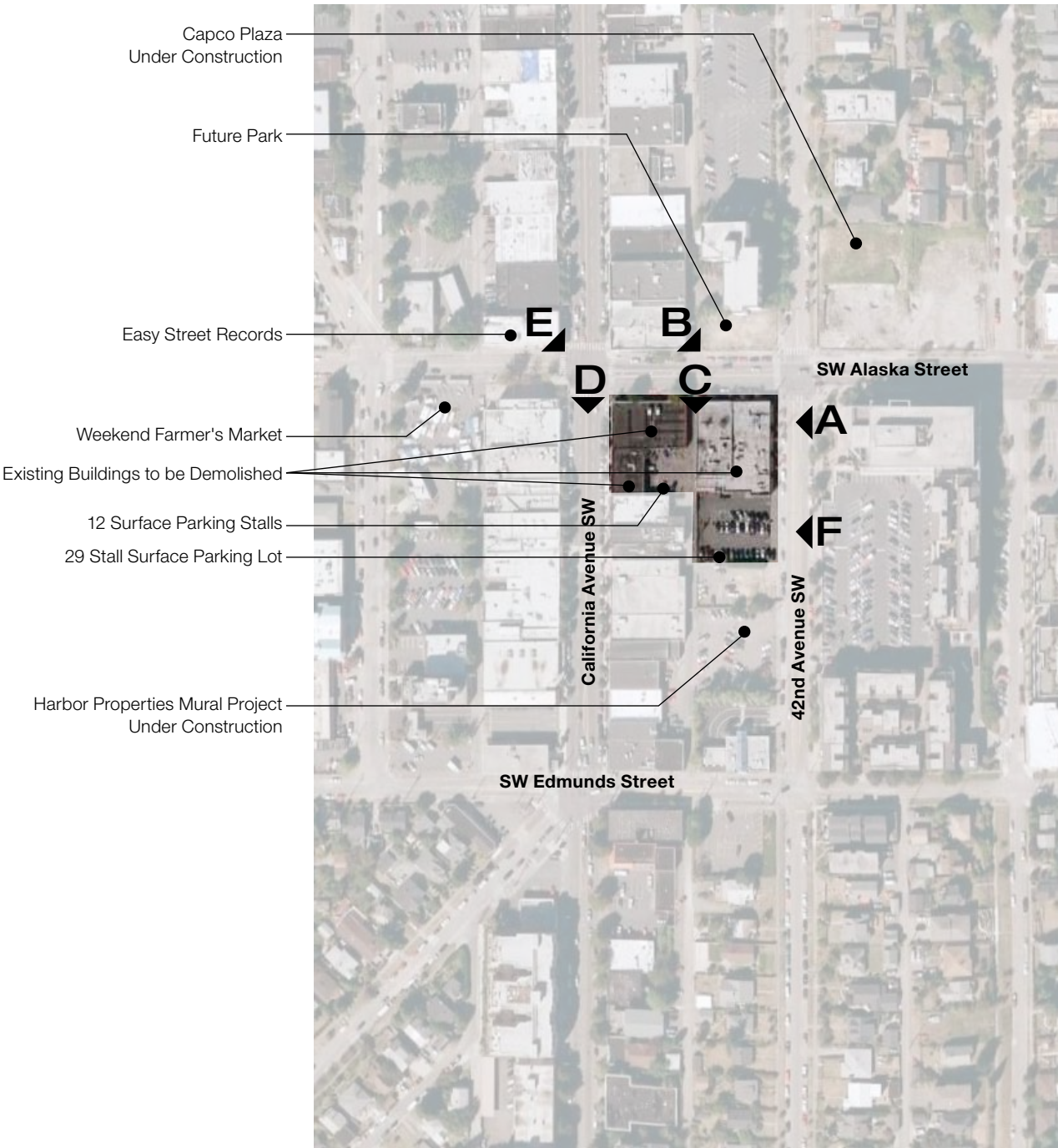
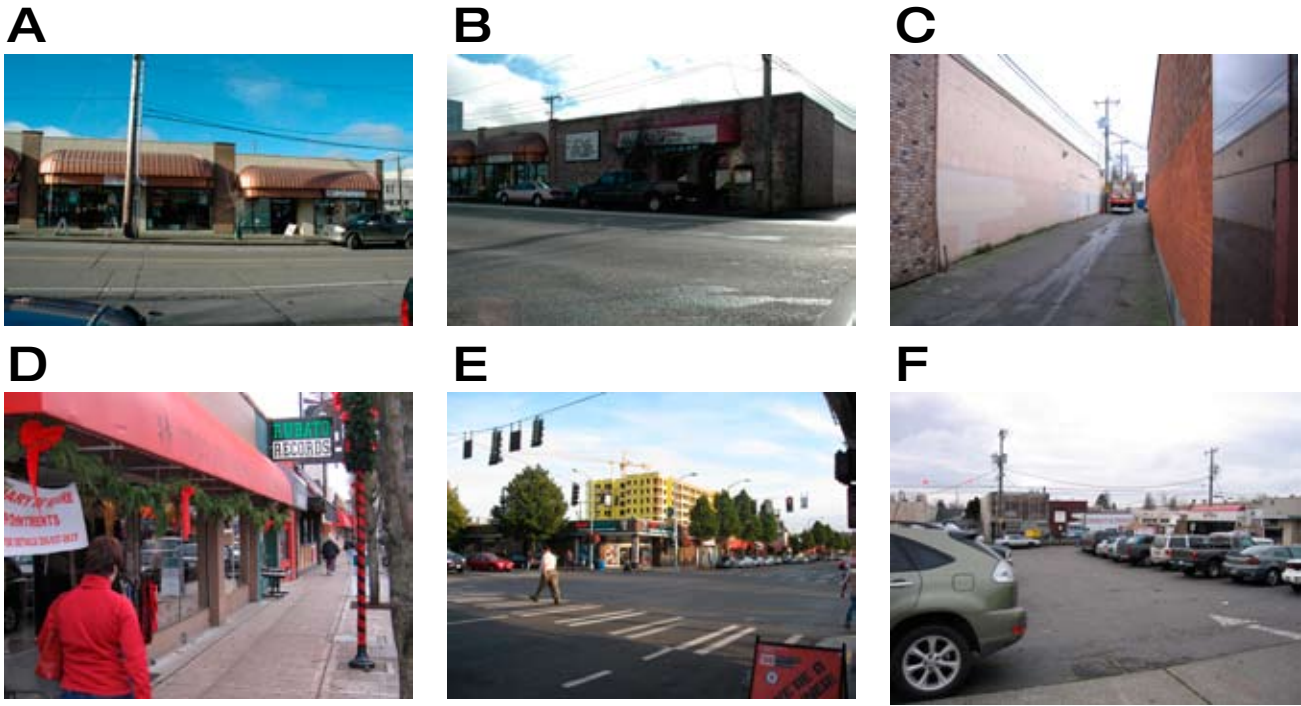
—West Seattle Junction Hub Urban Village Neighborhood Plan,
01/22/99, page 2



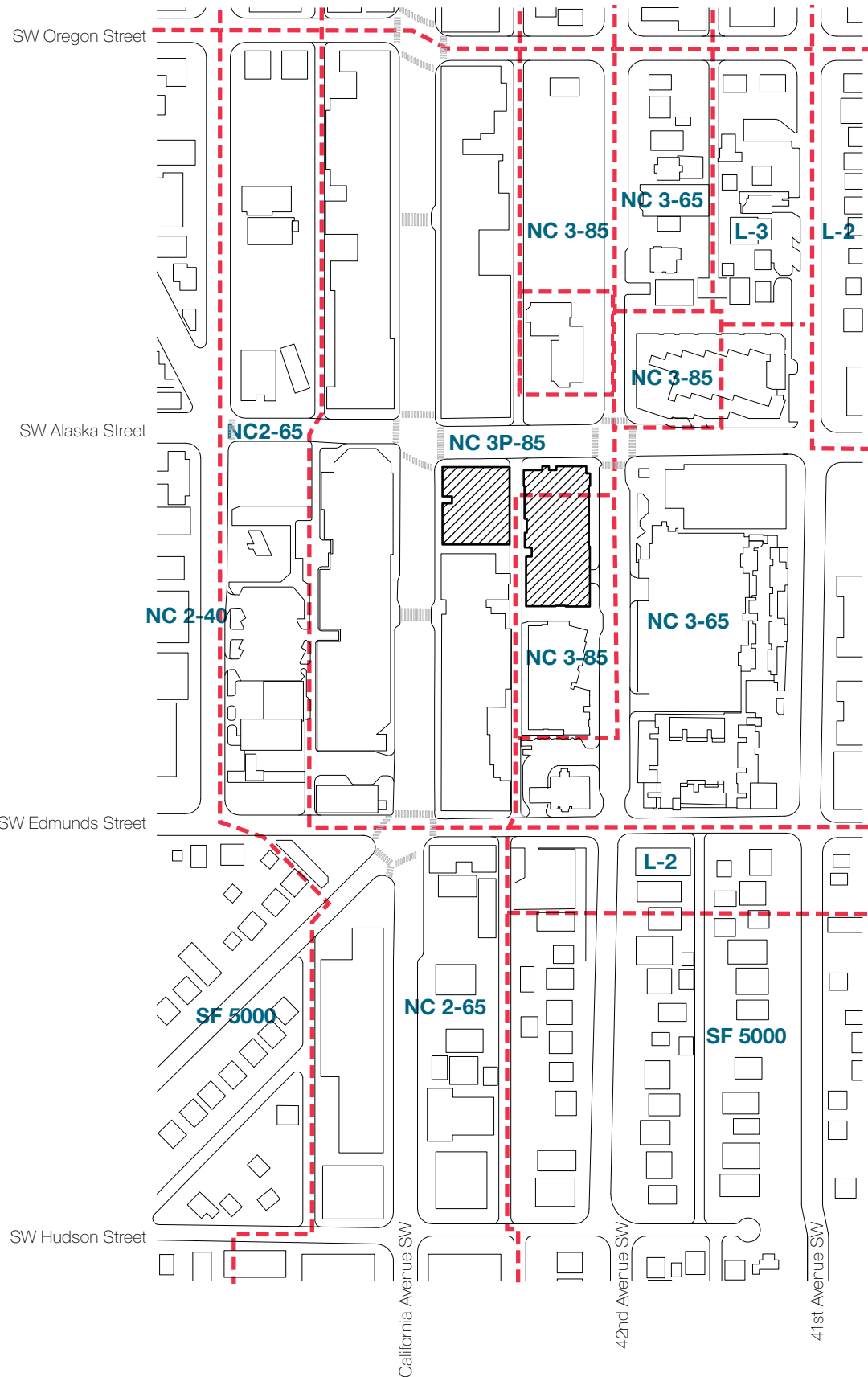
Current Site Context

Three separate single story buildings occupy the site. The existing buildings house a number of retail and restaurant tenants ranging in size from 442 sf at the smallest up to the largest at 6361 sf. All existing parking on the site is for merchants on the site. The blocks are rectangular with overall dimensions roughly 610 feet long and 290 feet wide. The active existing commercial alley is used for deliveries as well as parking and public alley access to many of the merchants on the block.

- 26,419 sf of existing retail
- 41 existing surface parking stalls



APPENDIX: URBAN ANALYSIS



Overlay Zones

--- Zoning Boundary

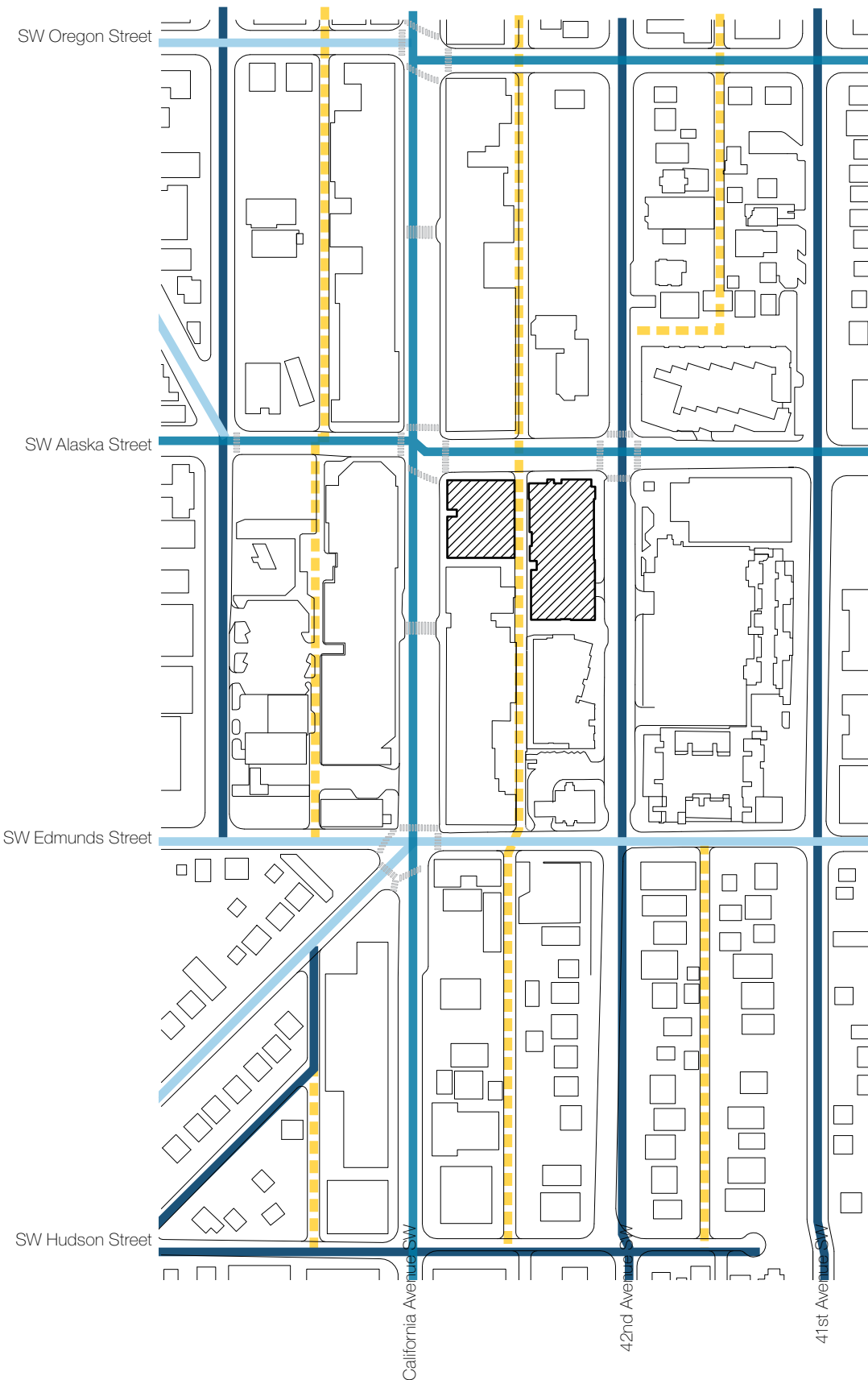
NC2-65 Zoning Description



Development

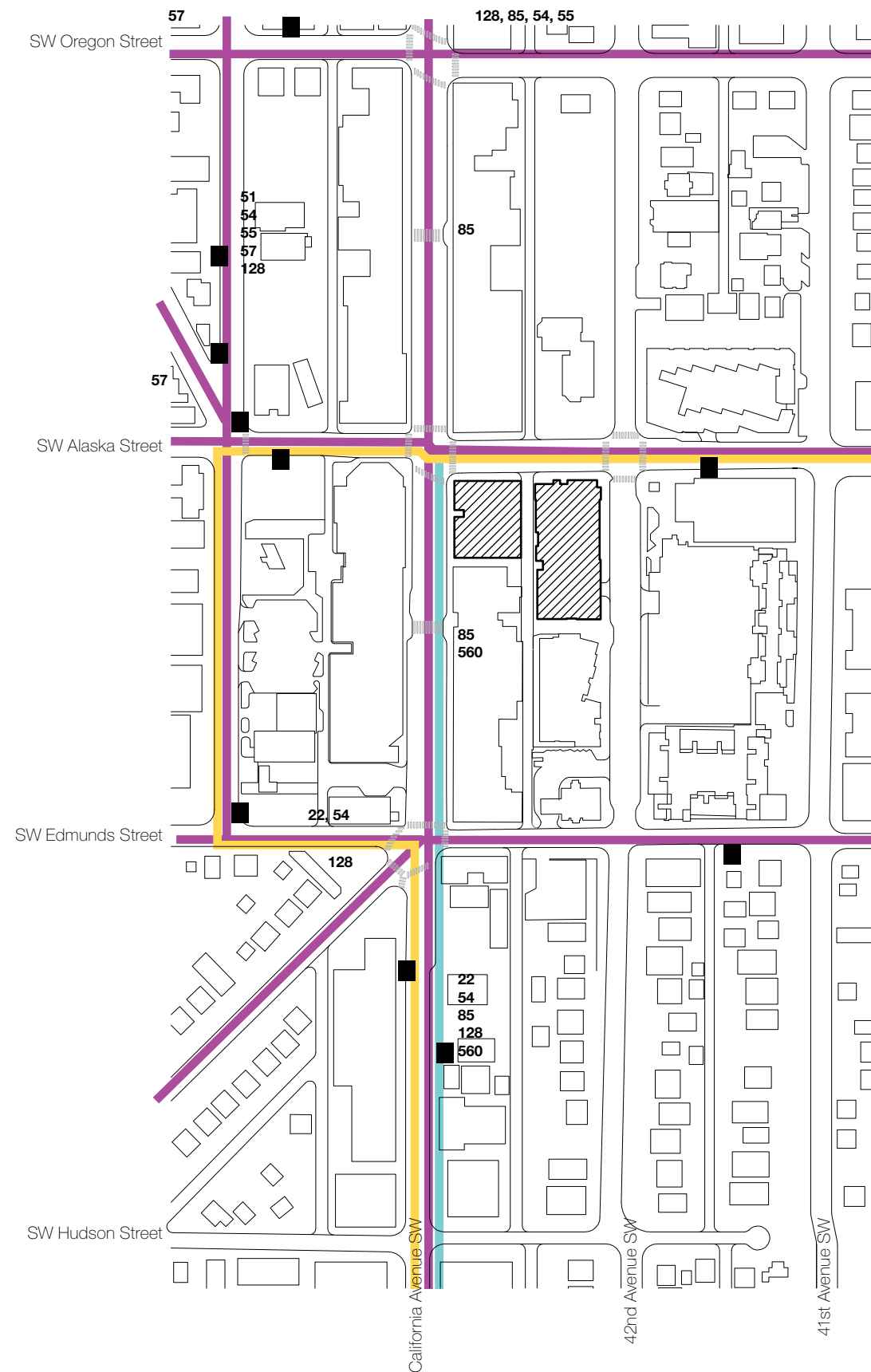
- Current Construction
- 1 Harbor Properties Mural
- 2 Capco Plaza
- Planned Construction
- 3 4706 California Ave SW
DPD # 3007764
- 4 4203 SW Alaska Street
DPD # 3007765
- 5 4532 42nd Ave SW
DPD# 3004482
- 6 4502 42nd Ave SW
DPD# 3007547





Street Classification

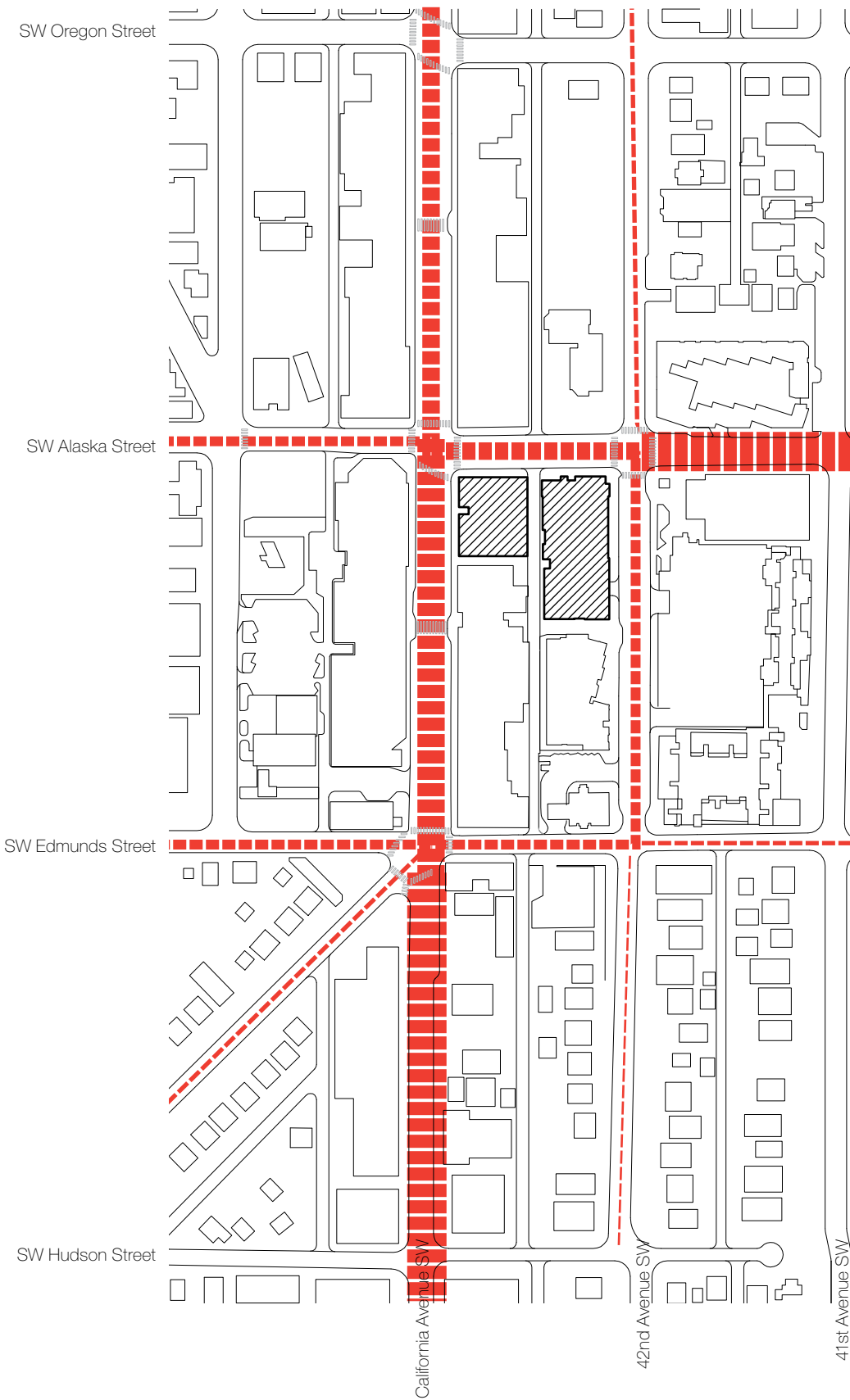
- Minor Arterial
- Collector Arterial
- Access Street
- Alley



Transit Routes

- Existing Bus Stops
- Metro Transit
- Future Rapid Ride Route
- Sound Transit Ride

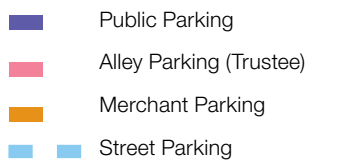


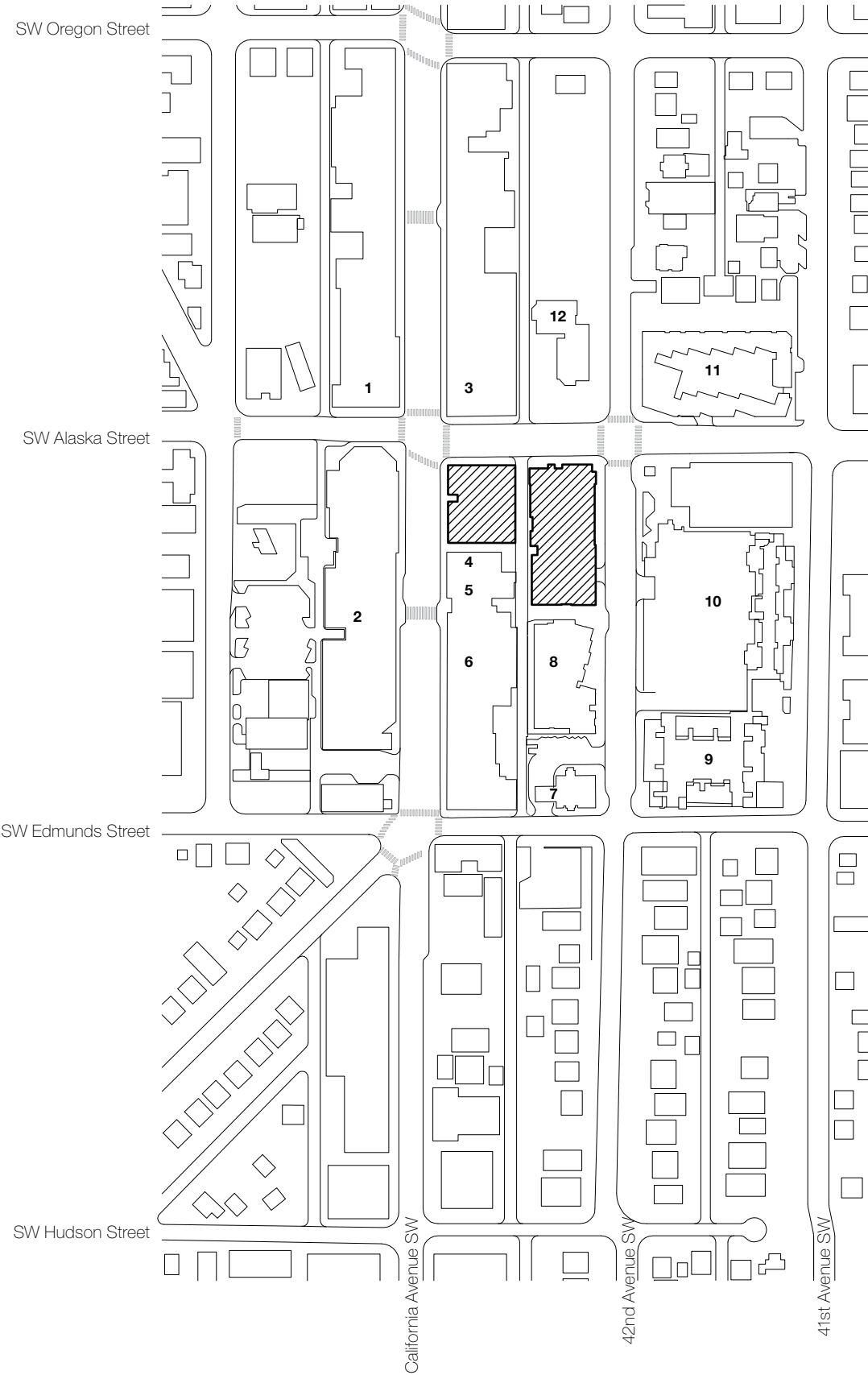


Peak Hour Traffic Volume Patterns



Parking

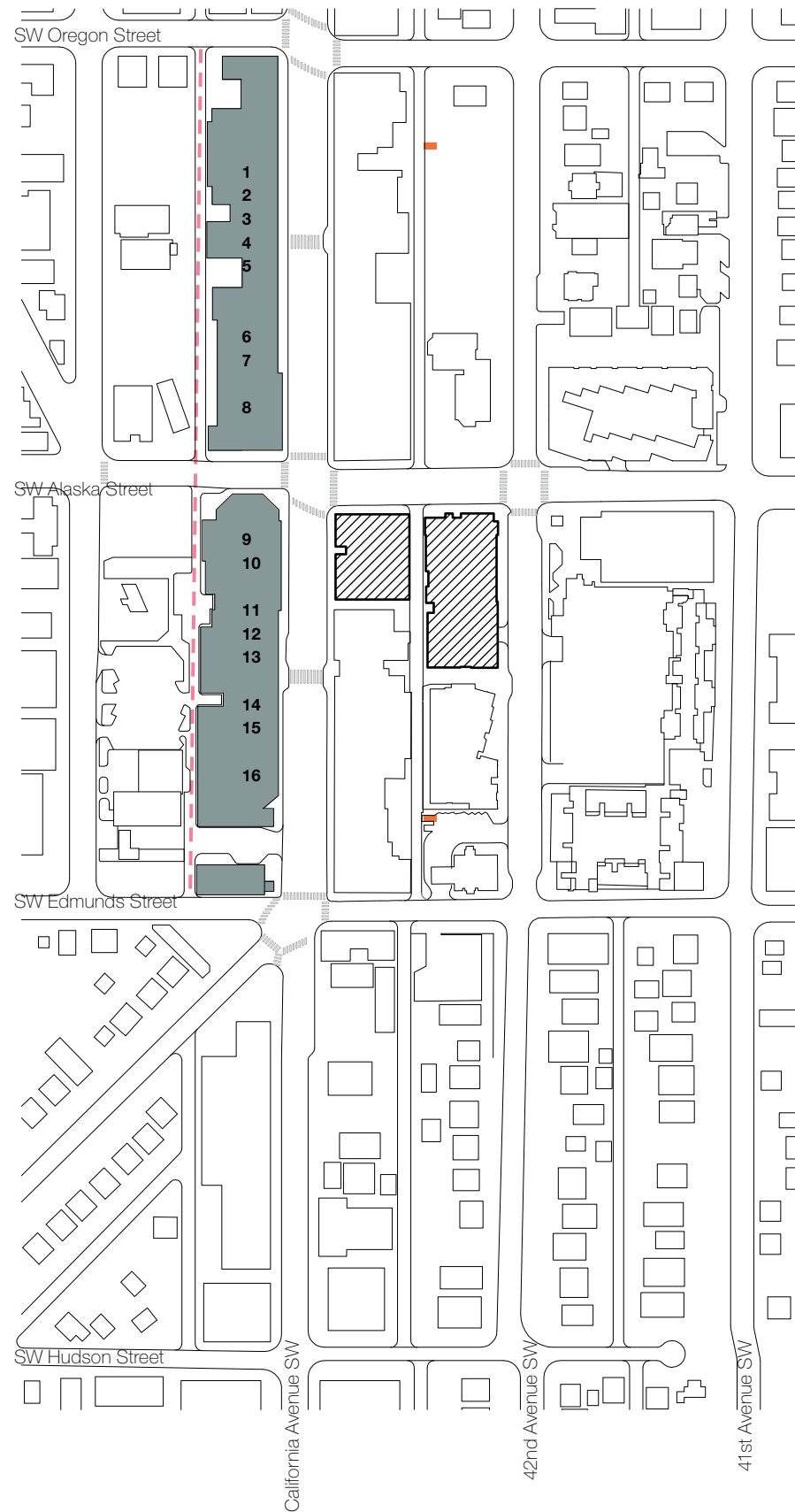




Commercial

- 1 Easy Street Records
- 2 Husky Deli
- 3 Cupcake Royale
- 4 Talarico's Italian Lounge
- 5 Elliott Bay Brewery & Pub
- 6 Petco
- 7 U.S. Bank
- 8 Harbor Properties Mural
- 9 Safeway
- 10 Jefferson Square
- 11 Capco Plaza
- 12 Alaska House Senior Housing





Public and Staff Alley Entries West of California

- 1 Be's
- 2 Liquor & Wine
- 3 Walk-through to California Ave
- 4 Capers Restaurant
- 5 Azuma Sushi
- 6 American Cancer Society
- 7 West 5 Restaurant
- 8 Next to Nature
- 9 Pharmaca
- 10 Arts West
- 11 Taqueria
- 12 Husky Deli
- 13 Passage Way to California Ave
- 14 Northwest Art
- 15 Bakery Nouveau
- 16 Sleepers in Seattle
- 17 West Seattle Computers
- 18 Village Woodworks
- 19 Friends & Company Rubber Stamps
- 20 Maharaja Cuisine
- 21 Eight Limbs Yoga
- 22 Elliott Bay Brewery
- 23 Peter Yi Dentistry
- 24 Petco
- 25 Liberty Bell Printing
- 26 Curious Kidstuff
- 27 Q Cleaners
- 28 Yummy Teriyaki

Public Stair to Alley



2



3



4



7



8



9



11



13



16





Public and Staff Alley Entries East of California

- 1 Be's
- 2 Liquor & Wine
- 3 Walk-through to California Ave
- 4 Capers Restaurant
- 5 Azuma Sushi
- 6 American Cancer Society
- 7 West 5 Restaurant
- 8 Next to Nature
- 9 Pharmaca
- 10 Arts West
- 11 Taqueria
- 12 Husky Deli
- 13 Passage Way to California Ave
- 14 Northwest Art
- 15 Bakery Nouveau
- 16 Sleepers in Seattle
- 17 West Seattle Computers
- 18 Village Woodworks
- 19 Friends & Company Rubber Stamps
- 20 Maharaja Cuisine
- 21 Eight Limbs Yoga
- 22 Elliott Bay Brewery
- 23 Peter Yi Dentistry
- 24 Petco
- 25 Liberty Bell Printing
- 26 Curious Kidstuff
- 27 Q Cleaners
- 28 Yummy Teriyaki

Public Stair to Alley ■



18



21



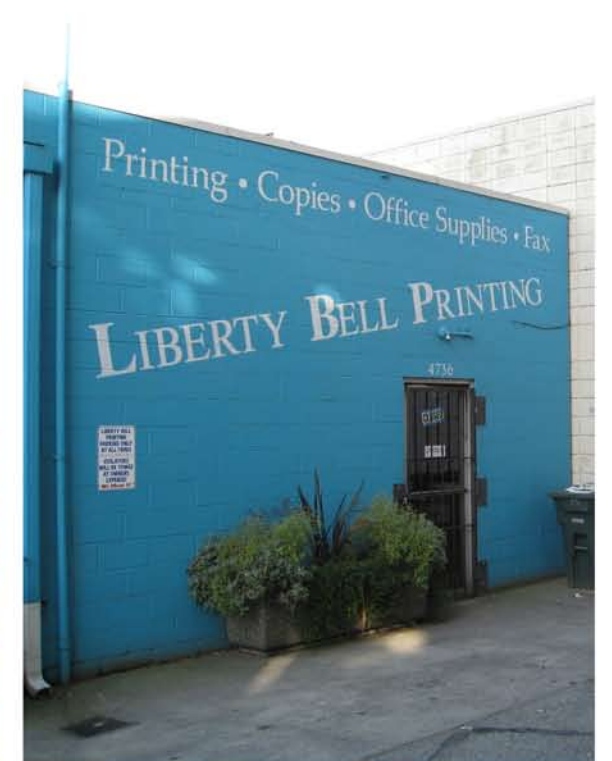
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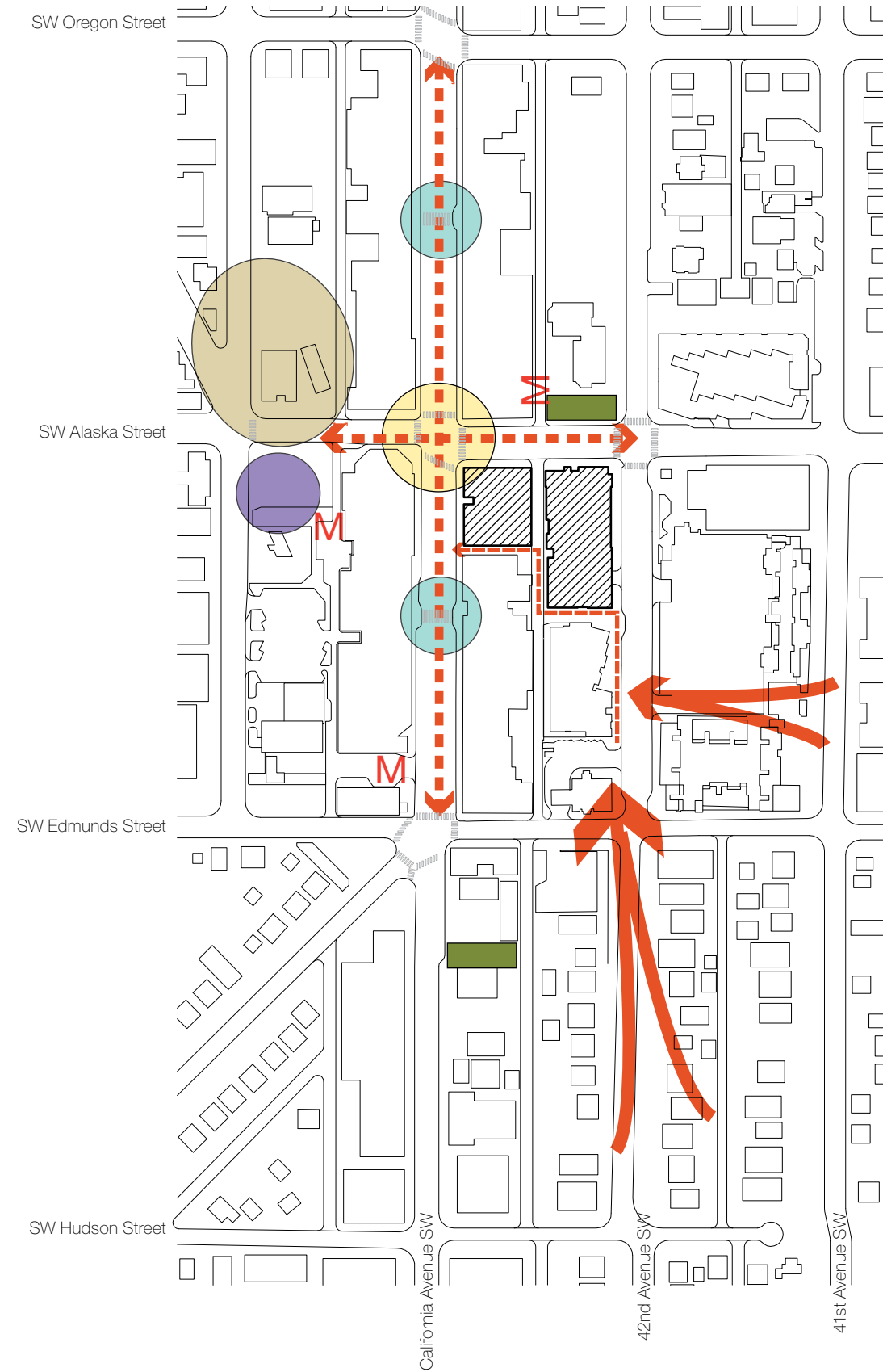
27 & 28





Residential Areas

- Multi Family
- Single Family
- Single Family Zones

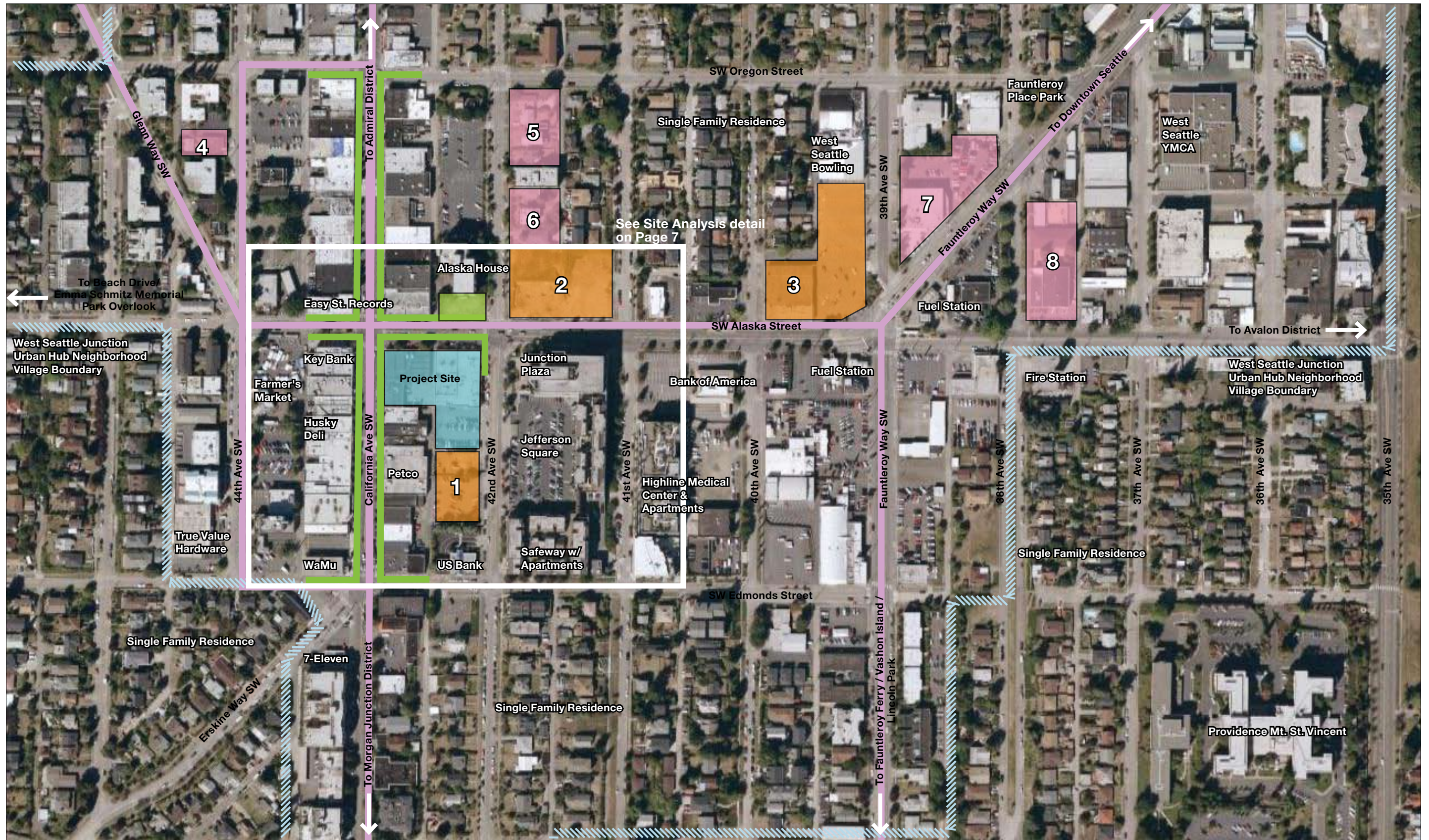


Pedestrian Circulation

- Ped. Circulation
- Mid-Block Ped. Crosswalk
- The Junction; All Ways Crosswalk
- Transit Station
- Farmer's Market
- Future Park
- M West Seattle Mural



APPENDIX: SITE ANALYSIS



Project Analysis



Key

Project Site

Development Under Construction

Development Planned

future park

Pedestrian Zone

WSJ Urban Neighborhood Hub Village Boundary

Transit Route

1

Mural—Harbor Properties

2

Capco Plaza

3

Fauntleroy Place

4

4515 44th Avenue SW
DPD # 3007991 | EDG 4/11/08

5

4502 42nd Avenue SW
DPD # 3007547 | EDG 10/11/07

6

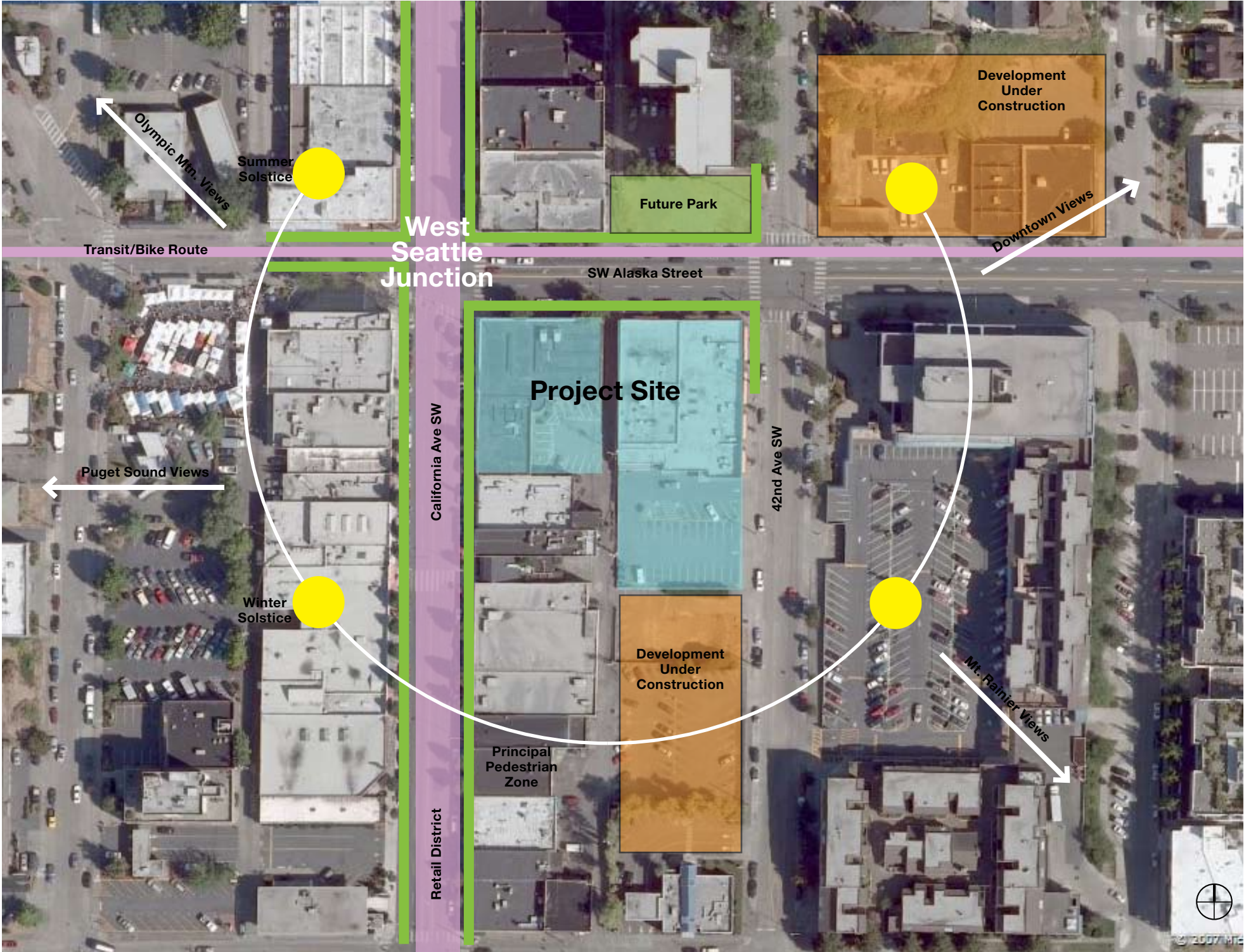
4532 42nd Avenue SW
DPD # 3004482 | Recommendation 10/11/07

7

Gateway Center

8

4550 38th Avenue SW
DPD # 3008656 | EDG 10/11/07



Site Analysis Detail

APPENDIX: ZONING ANALYSIS

LAND USE CODE ANALYSIS:

Zoning:	NC3-85
Overlays:	None
Existing Land Uses:	Commercial
Site Area (with 2' alley widening dedication):	East Building: 28,750 sf – 500 sf = 28,250 sf West Building: 16,675 sf – 290 sf = 16,385 sf
Permitted Uses:	Mixed-use, Residential, Office, Commercial.
Pedestrian Zone:	All of the west parcels & the north 45' of the east parcel
Pedestrian Streets:	California Avenue SW & SW Alaska Street
Street-level Non-Residential:	Blank facades (w/o windows, entries, stairs, decks, screening, landscaping) have requirements of: <ul style="list-style-type: none">• 20' maximum width between elevation +2' & +8',• 40% maximum of each street facade length,• 10' maximum setback unless behind plazas,• 60% min. facade area between elevation +2' & +8' shall be transparent• 30' average commercial depth (15' min),• 13' minimum floor to floor height• 80% of the pedestrian street face width shall be occupied by minor retail / commercial, restaurant, medical & institutional uses (uses identified in L.U.C. 23.47A.005.E.1); other uses permitted in the zone and residential access may occupy the remaining 20% of the facade width
Prohibited Uses:	Per 23.42A.005.D residential uses are generally permitted anywhere in a NC3 structure except that they may not occupy in aggregate more than 20% of street level, street facing facade. Access to residential use is limited to 20% of the pedestrian street-facing facade width.
Maximum Size of Non-residential use:	None for most typical uses including groceries. 25,000 sf Limit for heavy sales and wholesale showrooms <ul style="list-style-type: none">• Minimum 13' floor to floor height• Average 30' depth with a minimum of 15' depth
Outdoor Activities:	No maximum sales area limit, storage prohibited, loading berths setback 50' from a residential zone
Maximum Building Height:	85' to top of flat roofing; 85' + 4' for parapets, open railings, planters, skylights, clerestories, and greenhouses 85' + 15' for stair & elevator penthouses, solar collectors and screened mechanical equipment provided coverage of all features does not exceed 20% of roof area, or 25% when including stair/elevator penthouses or screened mechanical.
Residential Coverage:	Not applicable in the NBDS.

Floor Area Ratio (FAR):	Mixed-use: Floor Area Ratio = 6
East Building:	6 x 28,250 sf = 169,500 sf
West Building:	6 x 16,385 sf = 98,310 sf
F.A.R. Exemptions:	Areas below the lower of existing or finished grade.
Landscape & Screening:	Green Area Factor: landscaping that achieves a green factor score of 0.3 or greater as defined per 23.47A.016.
Setbacks:	N/A (no adjacent residential zones). Existing trees and street trees
Alley Widening:	The existing 16' wide alley will need a 2' wide dedication on each side to create a 20' wide alley.
Street Trees:	Required on new projects
Screening:	At blank facades: a 5' deep landscaped area with trees and shrubs.
Open Space:	N/A — replaced with Residential Amenity Area
Residential Amenity Area:	5% of total residential gross square footage is required as amenity space to a limit of 50% of the lot area including decks, balconies, terraces, roof gardens, plazas, play area, sport courts, and courtyards. Resident access is required to at least one amenity area — 10' & 250 sf minimum common area dimensions; 6' & 60 sf private balconies and decks; parking & driveways not included.
Parking Requirements Residential:	1 stall / residential unit in the Commercial zones Exception: Tandem stalls are allowed and are counted as 1.5 spaces for each double-stall-deep tandem space but where there is a 1/space per unit minimum, tandem stalls only count as 1 space towards that minimum.
Commercial:	1 space / 500 sf (1/250 sf for restaurant w/ first 2500 sf waived for each business) (The first 5,000 sf of general commercial use is exempt from parking requirements of each business establishment)
Office:	1 space / 1,000 sf
Service vehicle spaces:	10' wide x 14' high x 35'
Bicycles:	Commercial - Long term: 1 space / 12,000 sf of space, short term: 1 / 4,000 sf; Office: Long term: 1 / 4,000 sf, short term: 1/ 40,000 sf; Residential: 1 / each 4 units. (After first 50 spaces, additional spaces are provided at ½ the ratio indicated above)

CODE DEPARTURES:

We are seeking a departure from the SMC 23.47A.032.A1a and SMC 23.47A.032.A2a to have the garage entrance location on 42nd Avenue SW instead of in the alley per the zoning code sections cited.



APPENDIX: SUBTERRANEAN ALLEY VACATION PUBLIC BENEFIT



AREA CALCULATION

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

54% Increase in Public Area Over Existing Condition



CALIFORNIA AVENUE SW

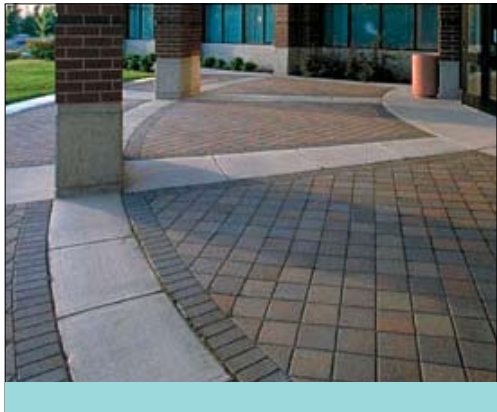
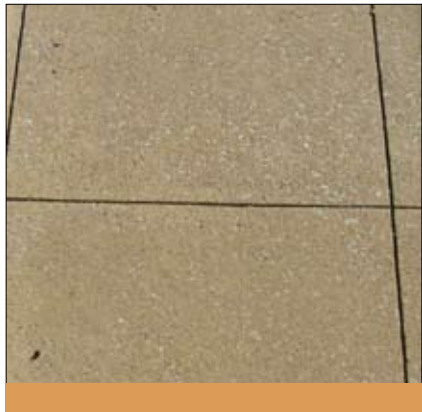
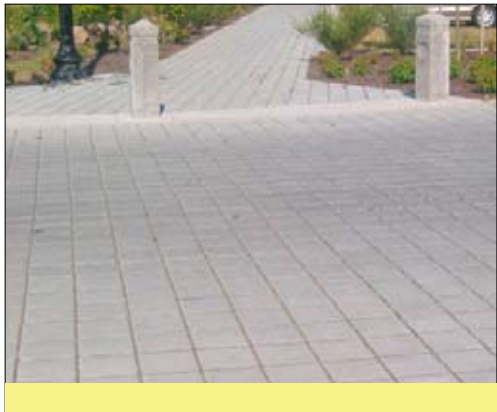
ALLEY

42ND AVENUE SW








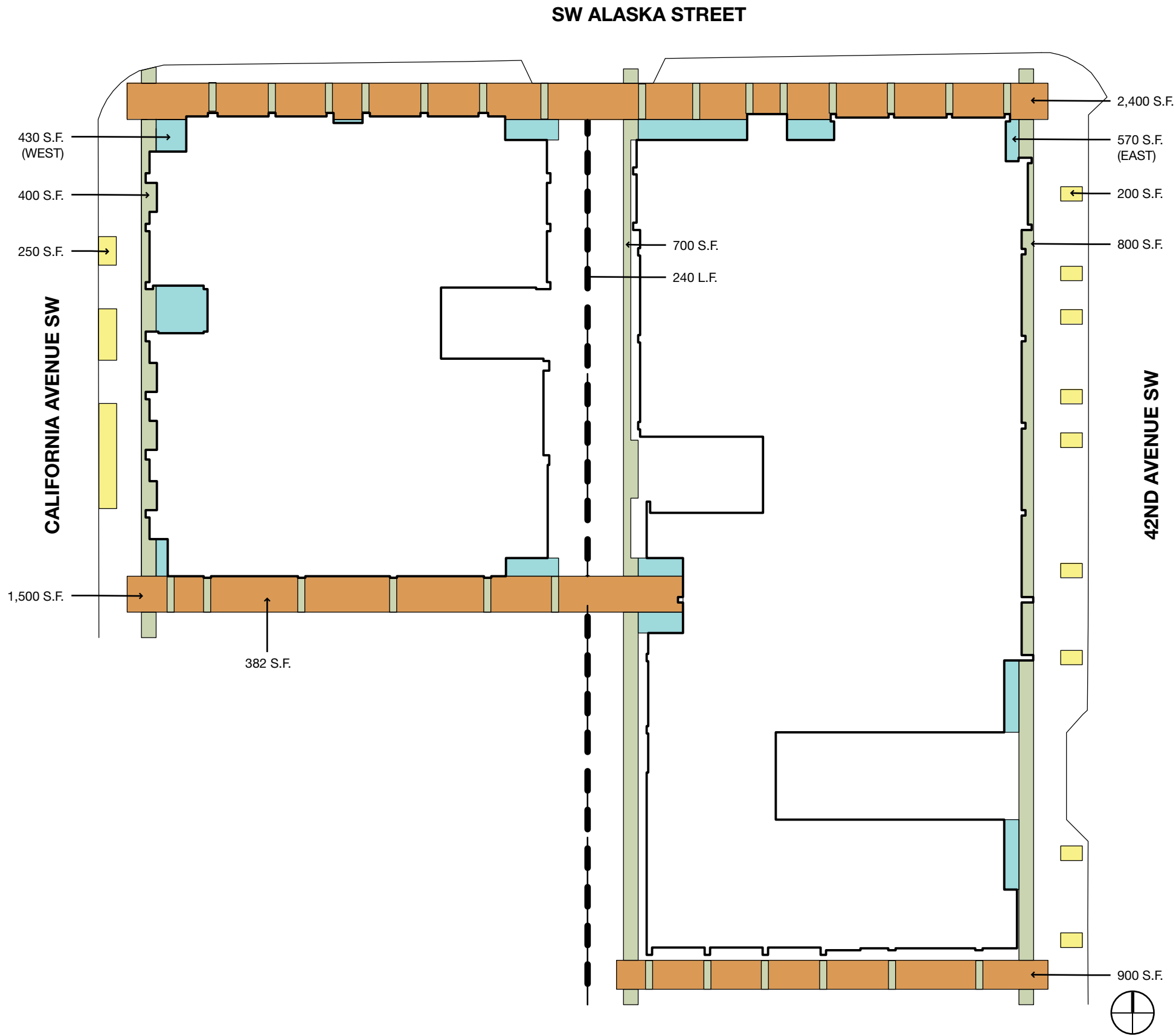
 Landscape Public Benefit Area 670 S.F.





AREA CALCULATION

	TOTAL
 Permeable Paver	450 S.F.
 Sandblasted Concrete	4,800 S.F.
 Colored Concrete	1,900 S.F.
 Concrete Paver	1,000 S.F.
TOTAL FEATURE PAVING	8,150 S.F.
 Drainable Joint	240 L.F.

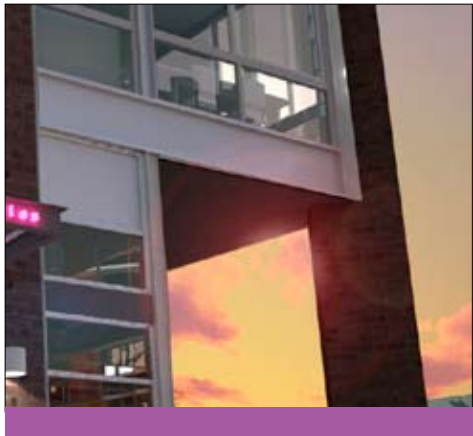




QUANTITY CALCULATION			TOTAL
4' Benches	—		20
Bollards	●		45
Bike Racks	+		16
Trash/Ash Bins	●		14
Tables	●		25

CALIFORNIA AVENUE SW





CALIFORNIA AVENUE SW



AREA CALCULATION

	WEST	EAST	TOTAL
Overhead Coverage (17' clear min)	341 S.F.	597 S.F.	938 S.F.
Canopies at Sidewalk (10' clear min)	840 S.F.	1,648 S.F.	2,488 S.F.
Additional Canopies (10' clear min)	0 S.F.	50 S.F.	50 S.F.
TOTAL COVERED AREA			3,476 S.F.

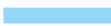




CALIFORNIA AVENUE SW

ALLEY

42ND AVENUE SW

CALCULATIONS

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



Area Public Benefit

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

Landscape Public Benefit

Planting	288	SF
Total Landscape Public Benefit	288	SF

Feature Paving Public Benefit

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

Street Furniture

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

Covered Area Public Benefit

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

Storefront Public Benefit

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

