

# 4755 Fauntleroy Way SW

DPD # 3013803





THIS PAGE LEFT INTENTIONALLY BLANK



# Contents

<b>Project Overview</b>	<b>5</b>		
Project Overview	7		
Site Plan	8		
Street Level Plan	9		
Floor Plans	10		
Floor Plans	11		
<b>North Building</b>	<b>13</b>		
N. Building NE Perspective	15		
N. Building NW Perspective	16		
N. Building SW Perspective	17		
N. Building SE Perspective	18		
<b>South Building</b>	<b>19</b>		
S. Building NE Perspective	21		
S. Building NW Perspective	22		
S. Building SW Perspective	23		
S. Building SE Perspective	24		
<b>Pedestrian Experience - North Building</b>	<b>25</b>		
NE Corner Plaza	27		
Whole Foods Entrance	28		
View Along SW Alaska St	29		
NW Corner Plaza	30		
View Along 40th Ave Green Street	31		
40th Ave Residential Entry	32		
Small Shops Along Fauntleroy	33		
<b>Pedestrian Experience - Mid Block Connector</b>	<b>35</b>		
Cross Connector Plan View	37		
Cross Connector from East	38		
Cross Connector from East	39		
Cross Connector from West	40		
Cross Connector from West	41		
<b>Pedestrian Experience - South Building</b>	<b>43</b>		
40th Ave Residential Entry	44		
Residential Lobby Along Fauntleroy	45		
Drug Store	46		
<b>Landscape Design</b>	<b>47</b>		
Landscape Plan	49		
Landscape - Plaza A	50		
Landscape - Plaza B	51		
Landscape - Plaza C	52		
Landscape - Plaza D	53		
Landscape - Plaza E	54		
		Landscape - Podium And Roof Plan	55
		<b>Response To Early Design Guidance</b>	<b>57</b>
		<b>Requested Departures</b>	<b>69</b>
		<b>Colors &amp; Materials</b>	<b>73</b>
		N. Building East Elevation	74
		N. Building North Elevation	75
		N. Building West Elevation	76
		N. Building South Elevation	77
		S. Building East Elevation	78
		S. Building North Elevation	79
		S. Building West Elevation	80
		S. Building South Elevation	81
		East Courtyard Elevation	82
		West Courtyard Elevation	83
		South Courtyard Elevation	84
		Material Palette North Building	85
		Material Palette South Building	86
		<b>Selected Renderings</b>	<b>87</b>
		NE Corner	89
		NW Corner	90
		40th Avenue	91
		Mid-Block Connector	92
		<b>Appendix</b>	<b>93</b>
		Mural Preservation in Mid-Block Connector	95
		Circulation Diagram	96
		Approach from Fauntleroy	97
		Conceptual Grocery Plan	98
		Neighborhood Context	99
		Neighborhood Use Context	100
		W. Seattle Triangle Plan Recommendations	101
		Massing from EDG	102
		Nine Block Circulation Study	103
		Zoning Analysis	104



THIS PAGE LEFT INTENTIONALLY BLANK



4755 Fauntleroy Way SW

# PROJECT OVERVIEW



THIS PAGE LEFT INTENTIONALLY BLANK



# ZONING

NC3P-85 & NC3-85  
85' Height Allowed (70' Proposed)  
5.5 FAR Allowed (4.0 Proposed)

# 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 (69,560 SF)

## RESIDENTIAL

372 Residential Units (380,466 SF)

## PARKING (all underground)

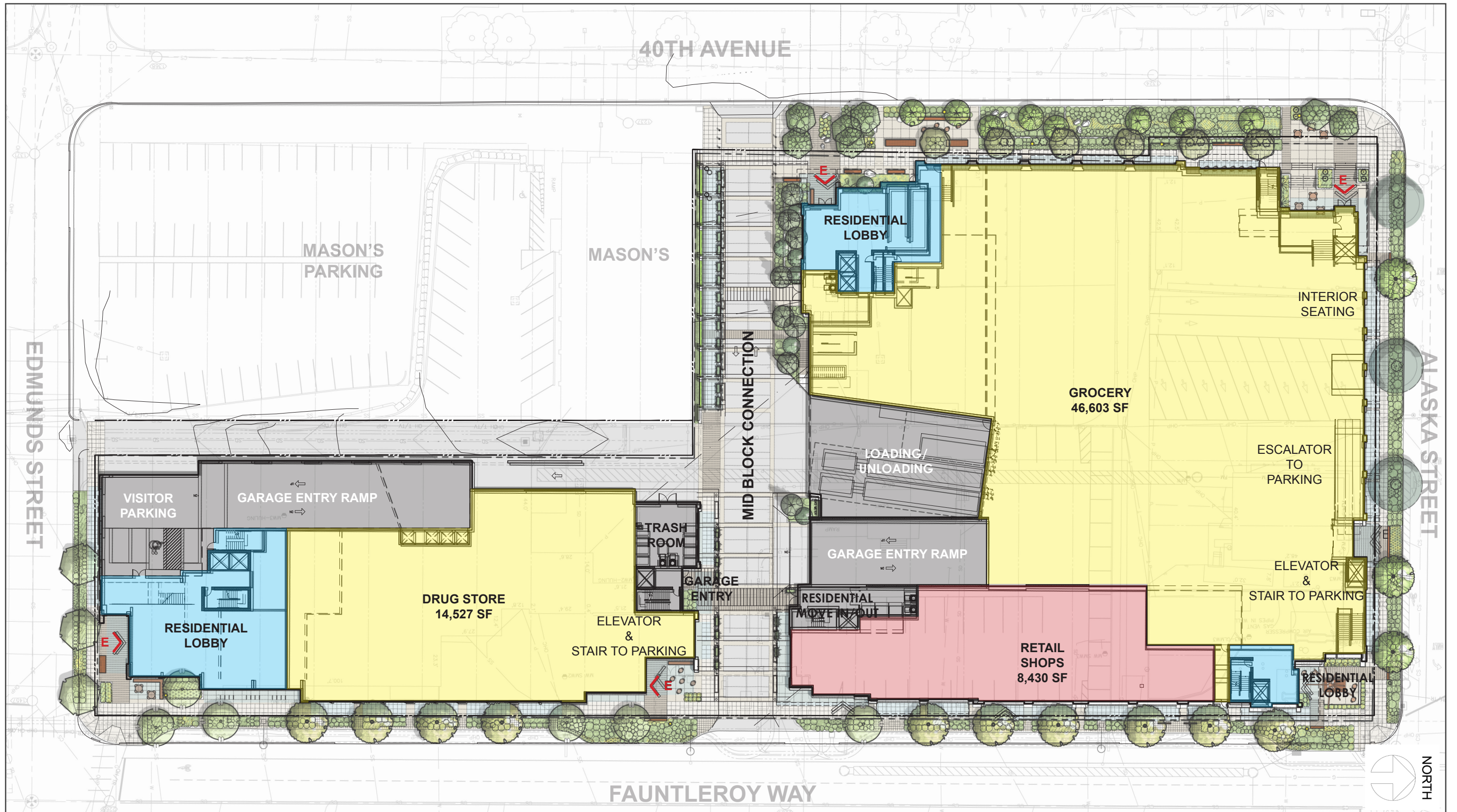
195 stalls: Whole Foods Market (4.18/1,000 sf)  
80 stalls: Other Stores & Small Shop Tenants: (3.49/1,000 sf)  
312 stalls: Residential (0.8 stalls/Unit)



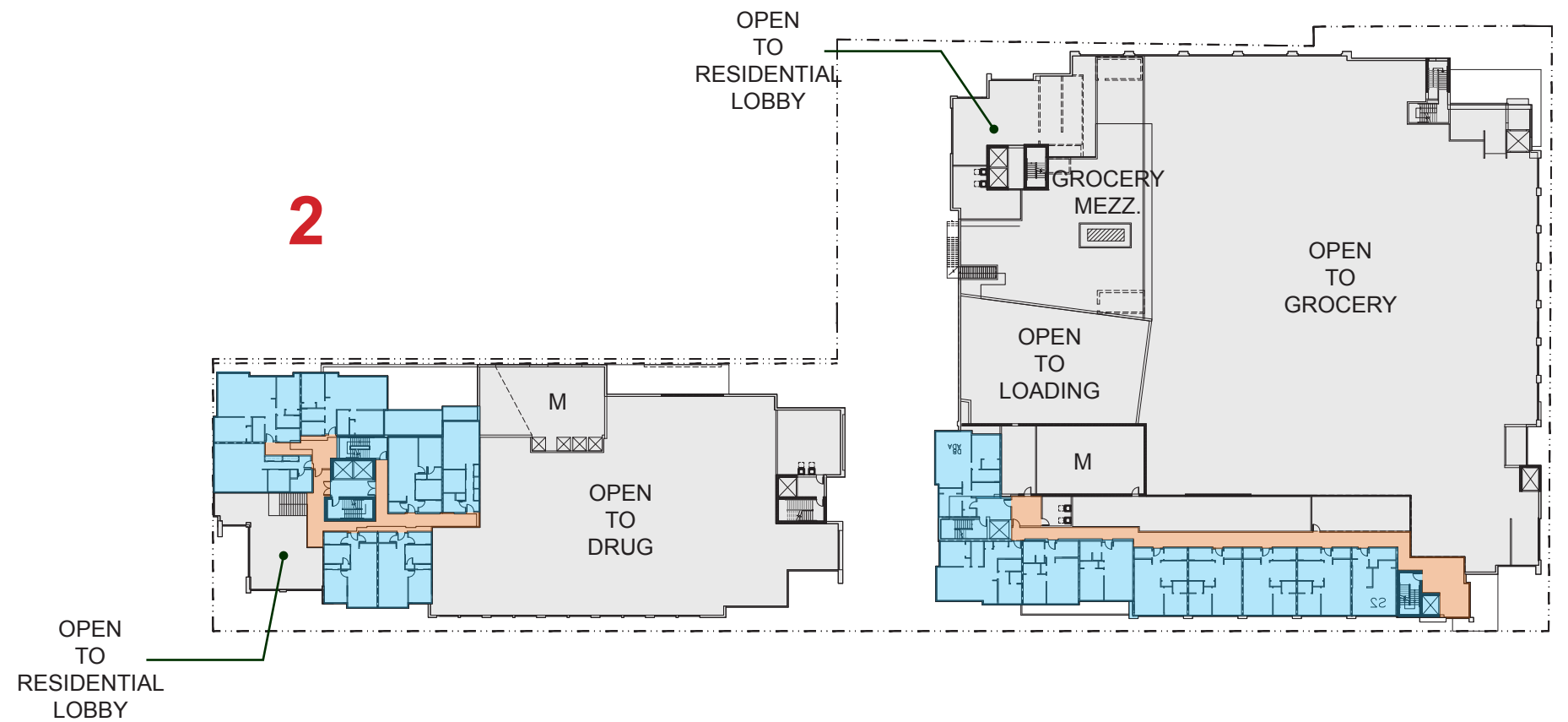
Approaching Site from Fauntleroy



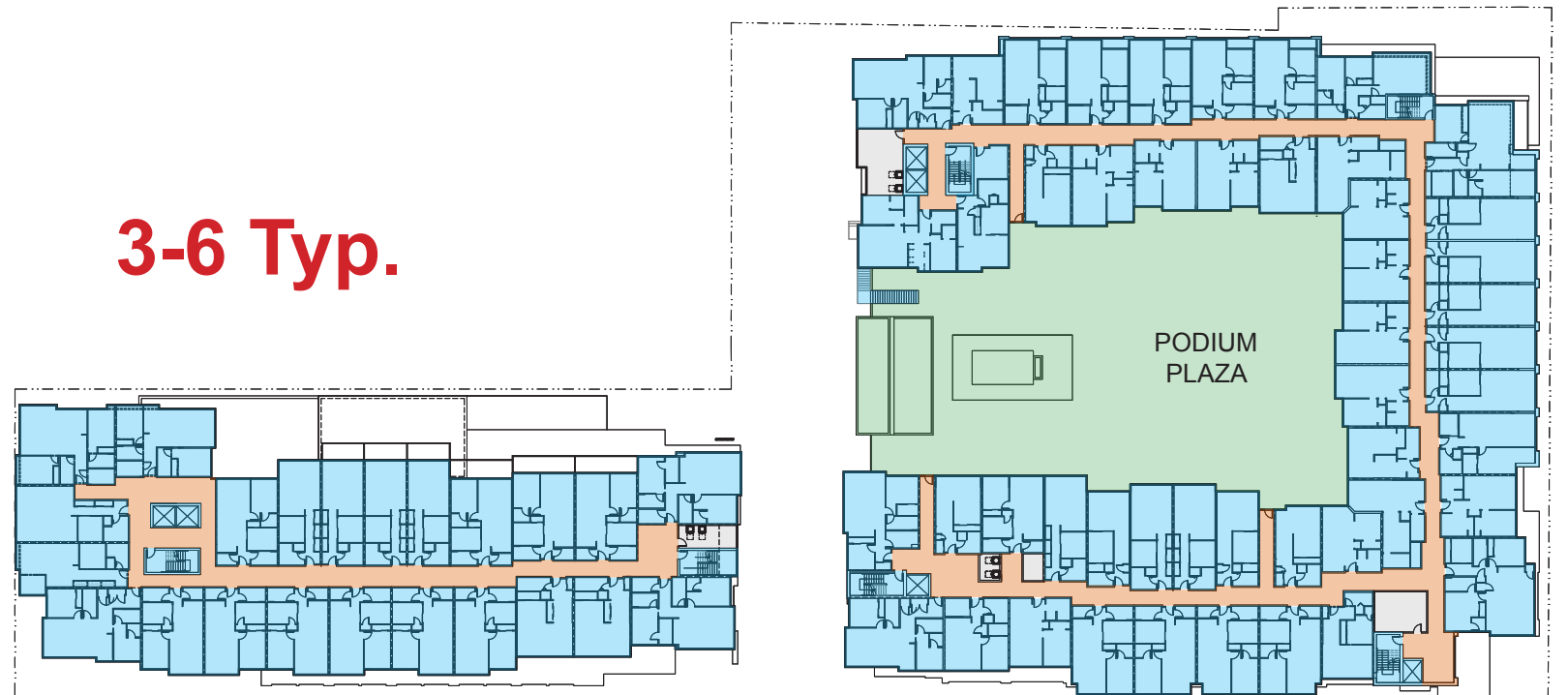




- RESIDENTIAL
- CORRIDOR
- AMENITY
- OTHERS(TRASH, STORAGE, etc.)

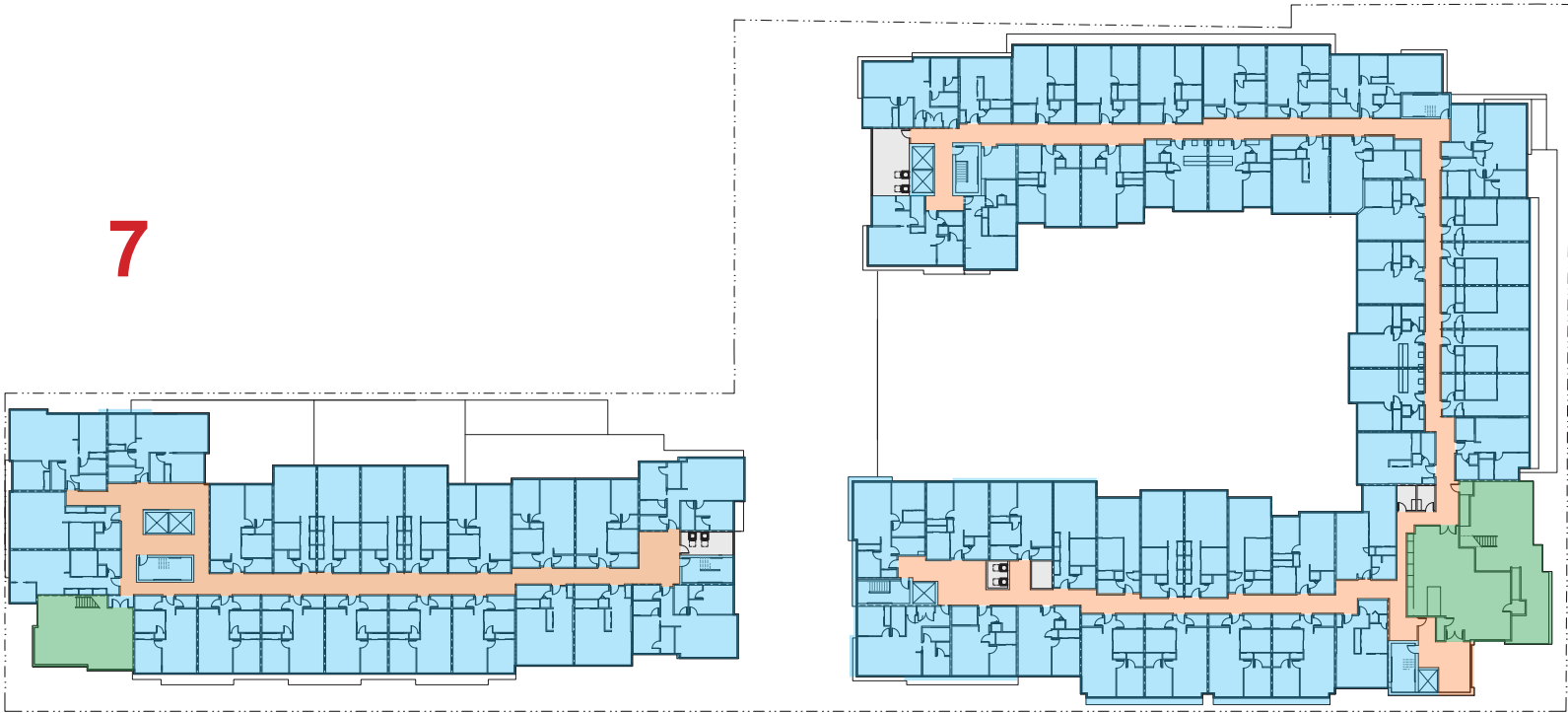


3-6 Typ.





- RESIDENTIAL
- CORRIDOR
- AMENITY
- OTHERS(TRASH, STORAGE, etc.)



Roof



THIS PAGE LEFT INTENTIONALLY BLANK

4755 Fauntleroy Way SW

---

# NORTH BUILDING

FOUR VIEWS



THIS PAGE LEFT INTENTIONALLY BLANK















4755 Fauntleroy Way SW



# **SOUTH BUILDING**

FOUR VIEWS

THIS PAGE LEFT INTENTIONALLY BLANK

















4755 Fauntleroy Way SW

---

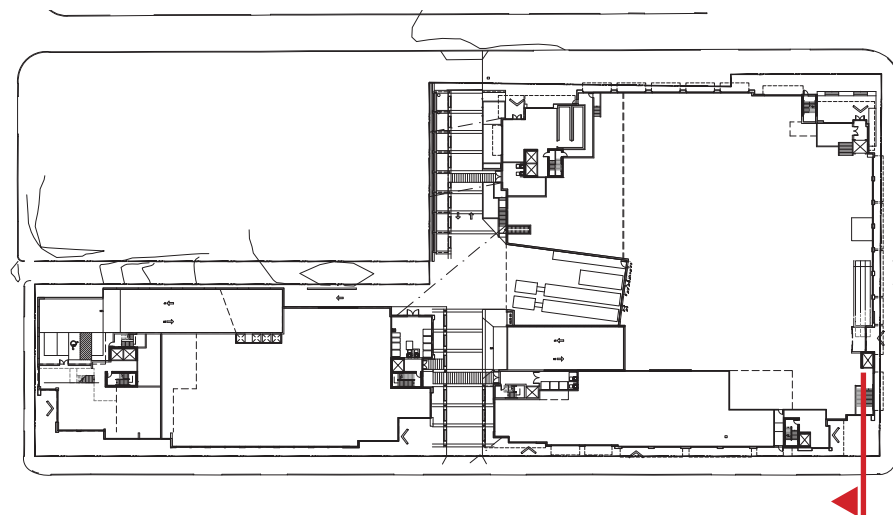
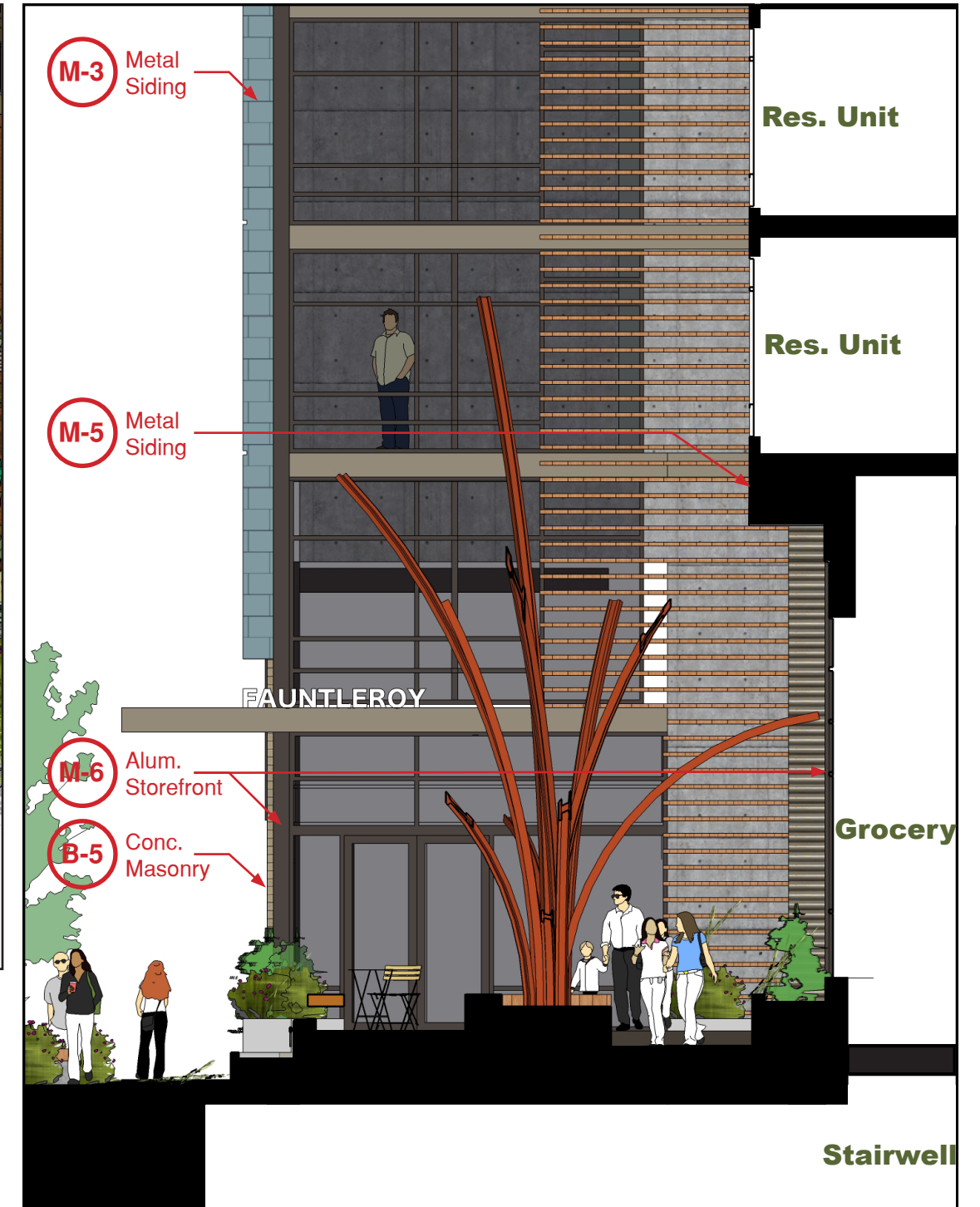
# **PEDESTRIAN EXPERIENCE**

SEVEN VIEWS, NORTH BUILDING



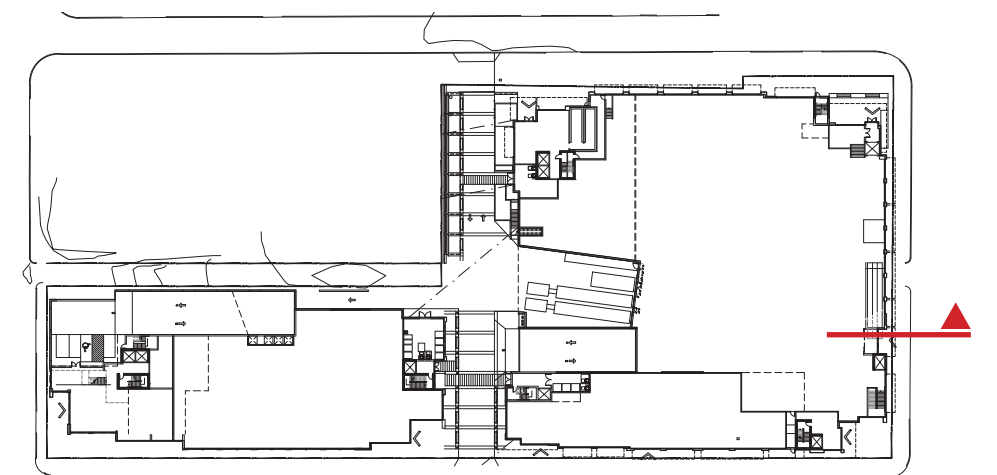
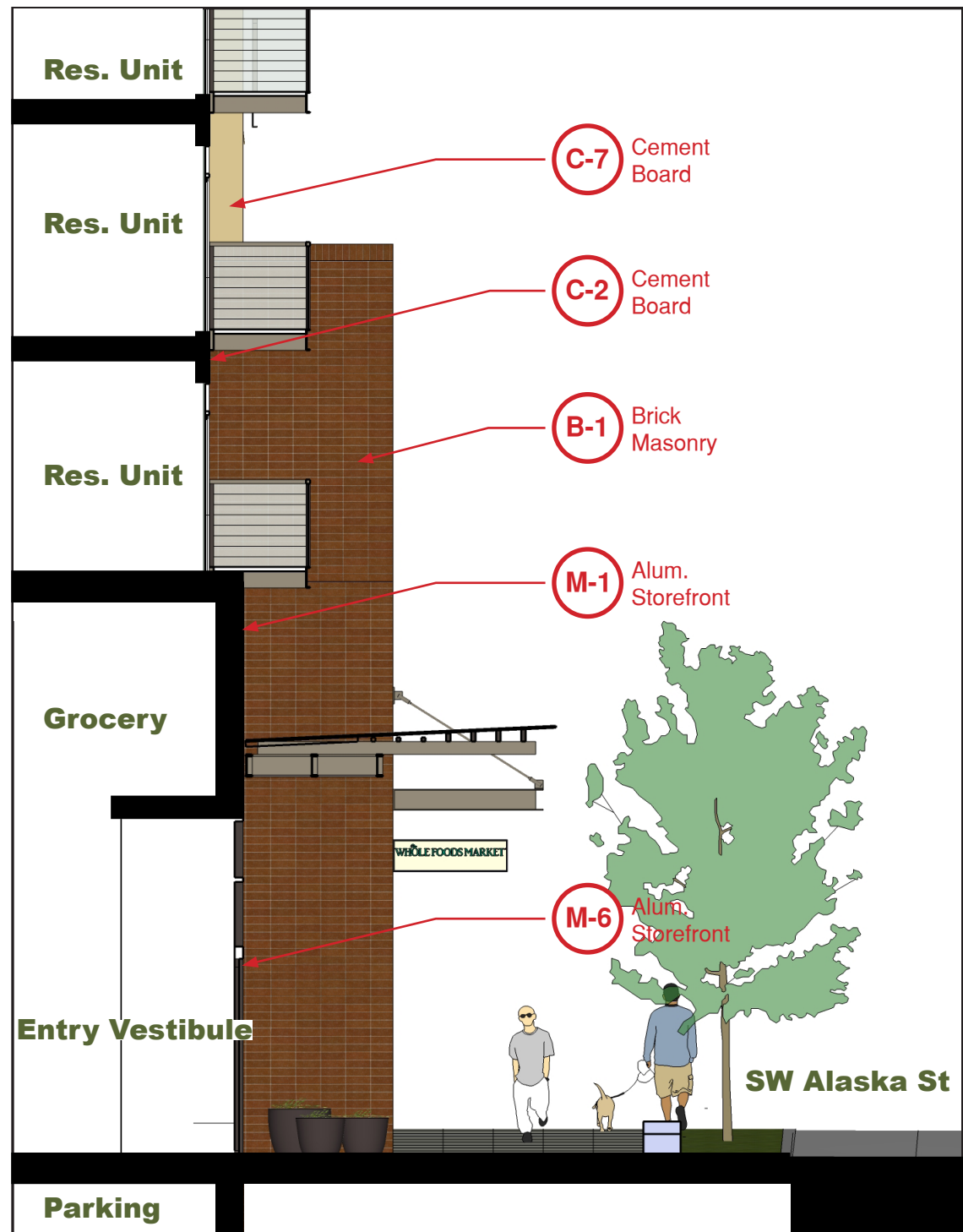
THIS PAGE LEFT INTENTIONALLY BLANK





## NE CORNER PLAZA





## WHOLE FOODS ENTRANCE

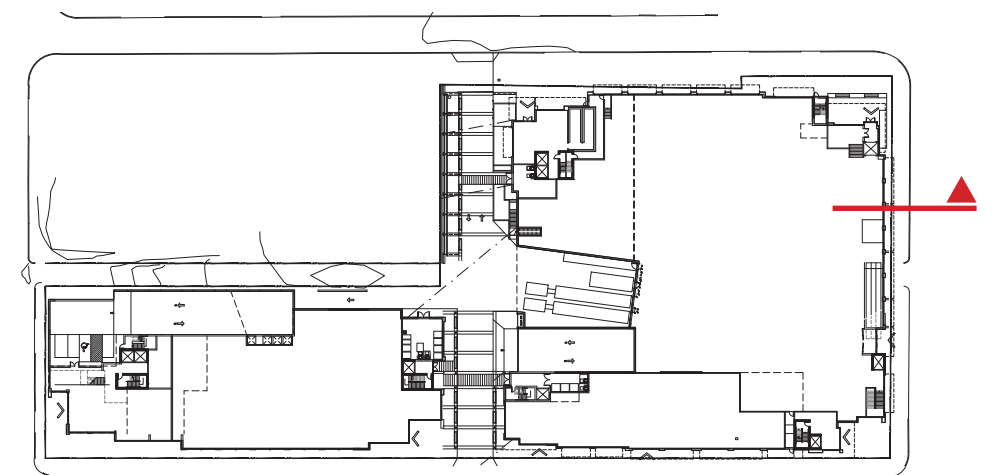
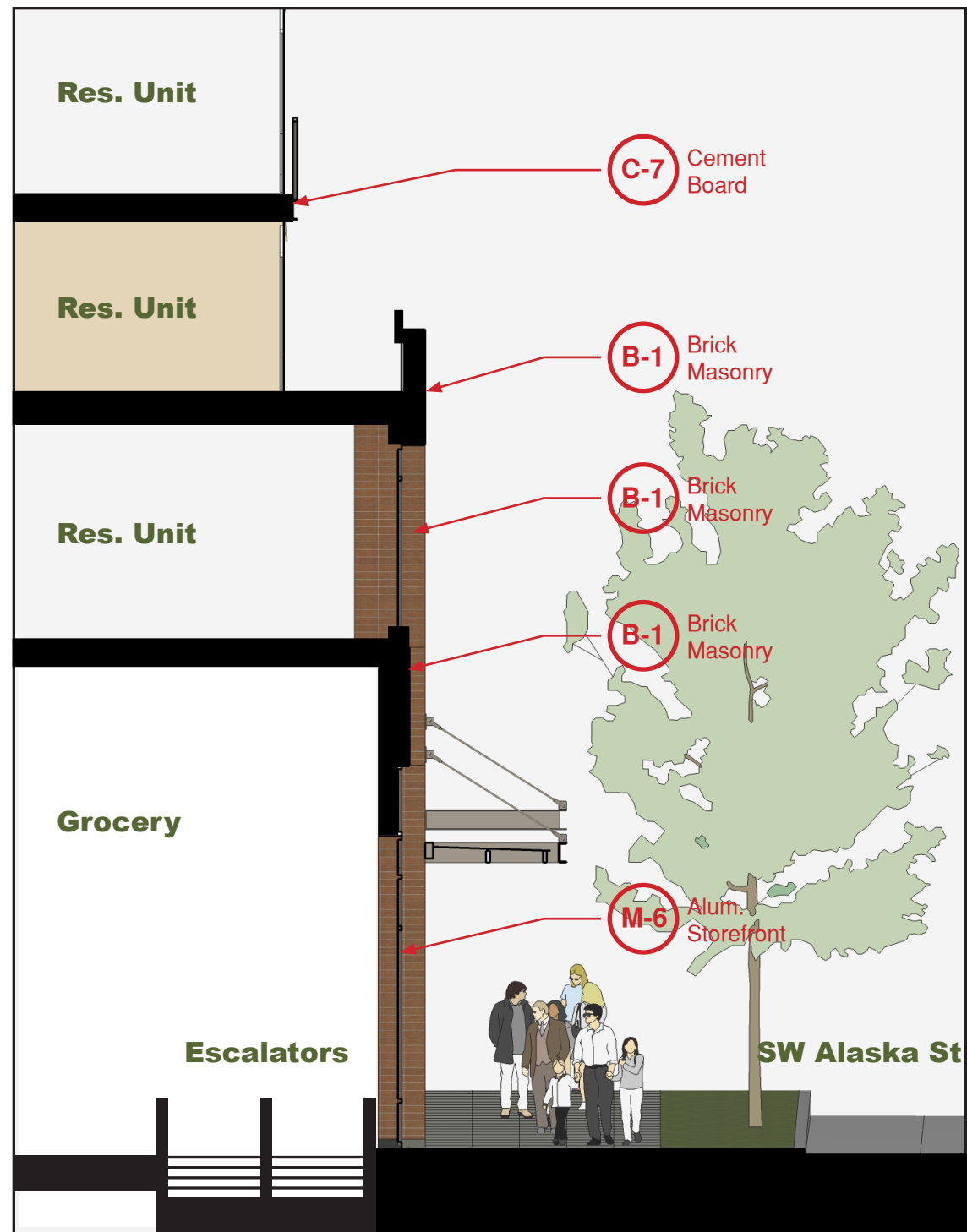
4755 FAUNTLEROY WAY SW

DESIGN RECOMMENDATION DPD# 3013803

Whole Foods Entrance

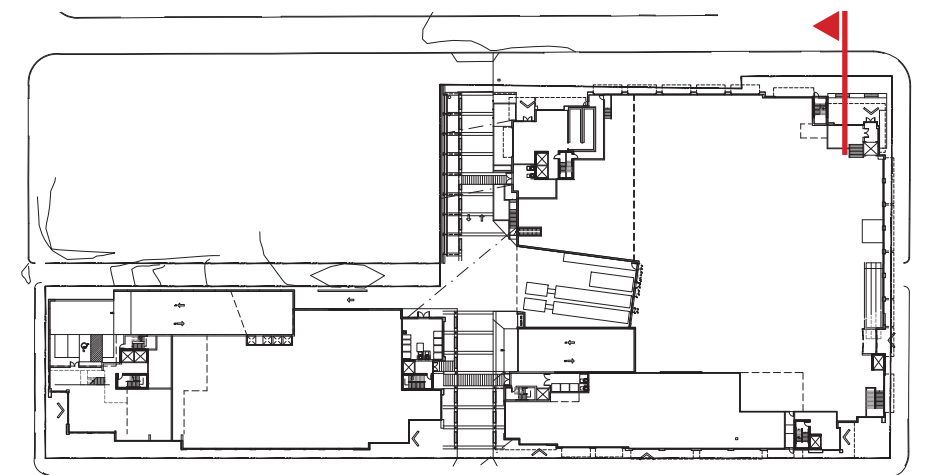
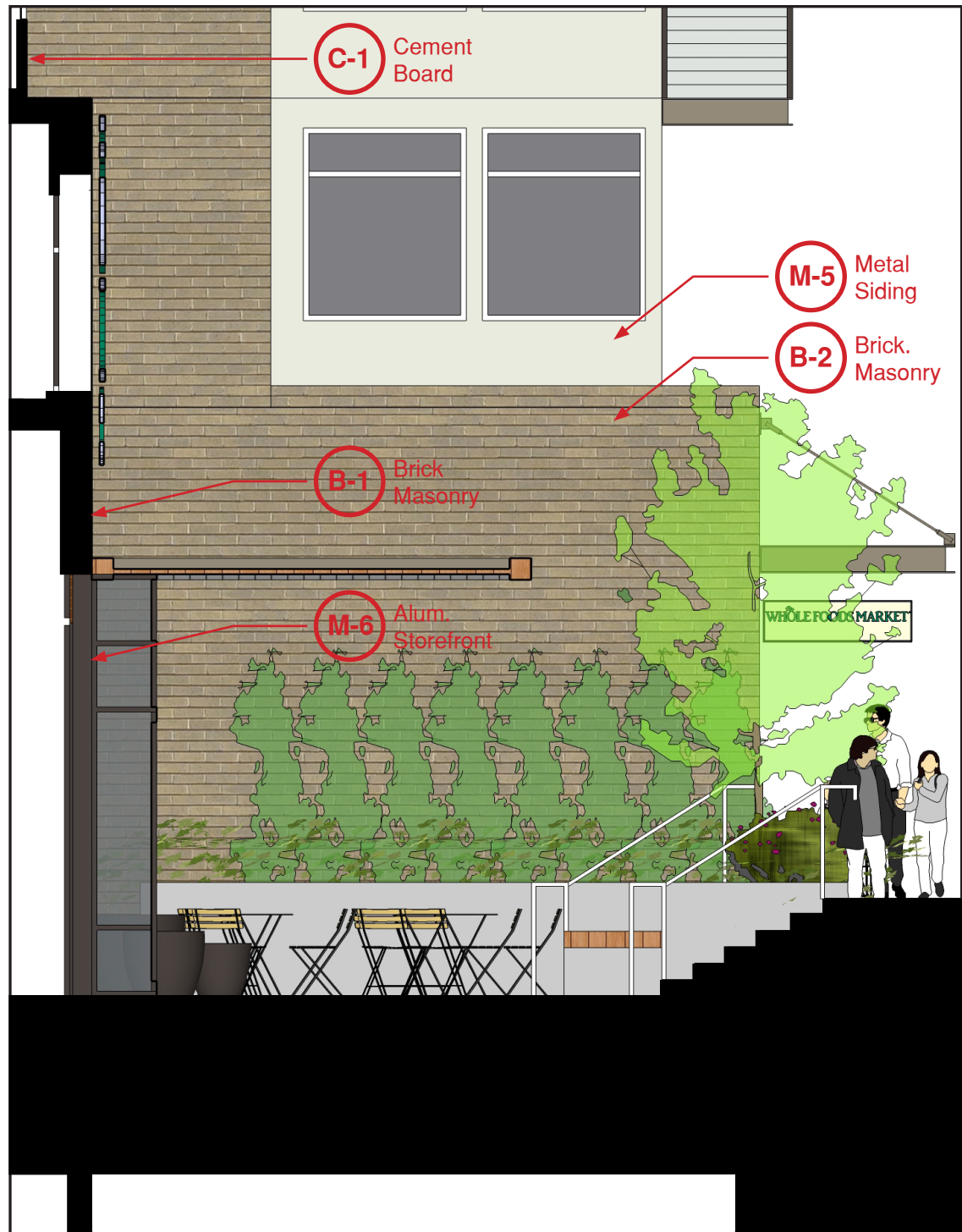
March 28, 2013





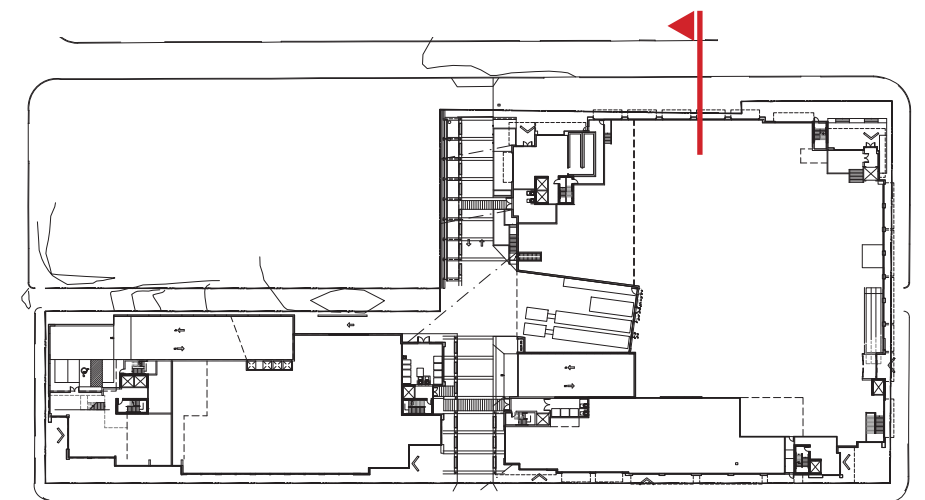
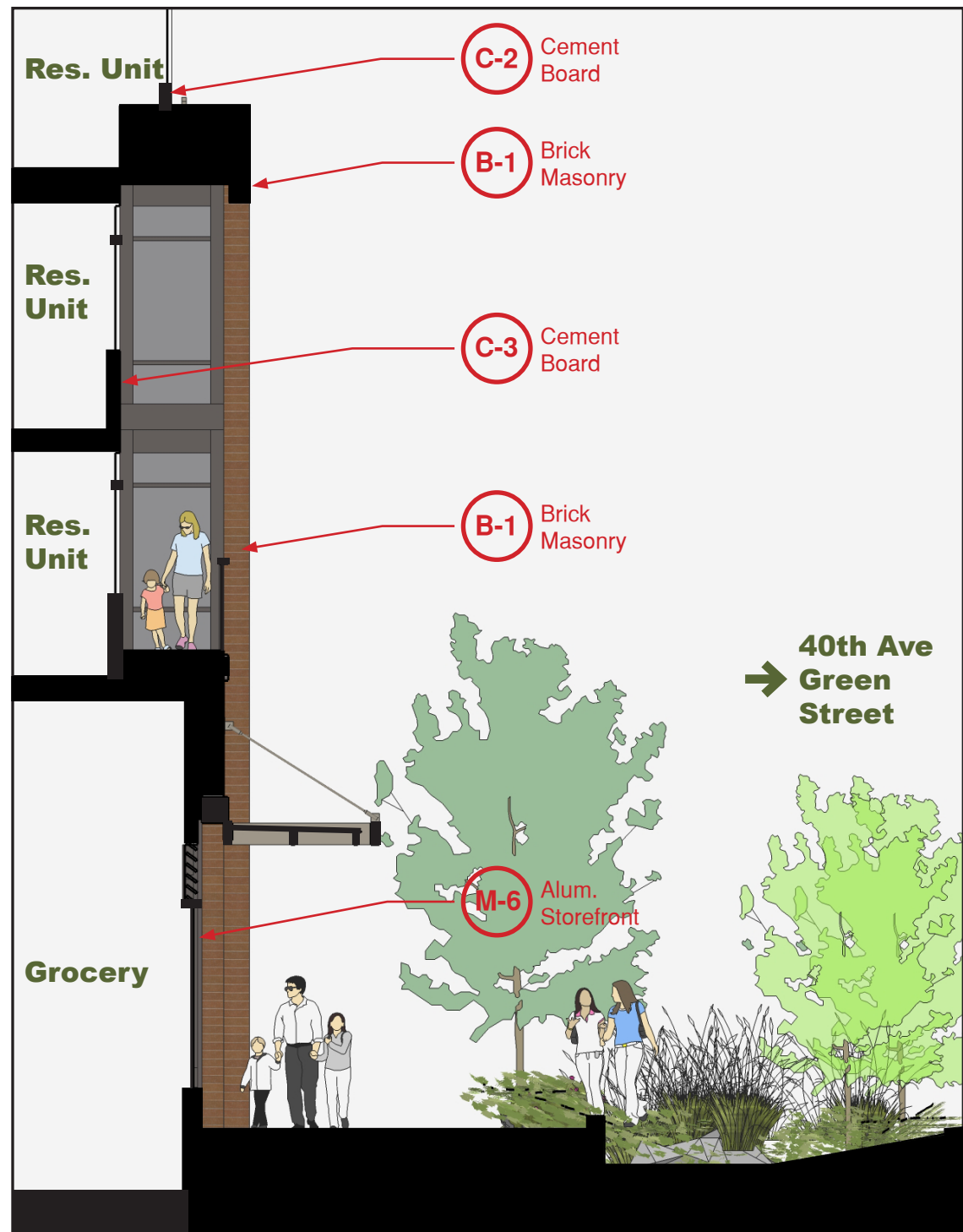
## VIEW ALONG SW ALASKA ST





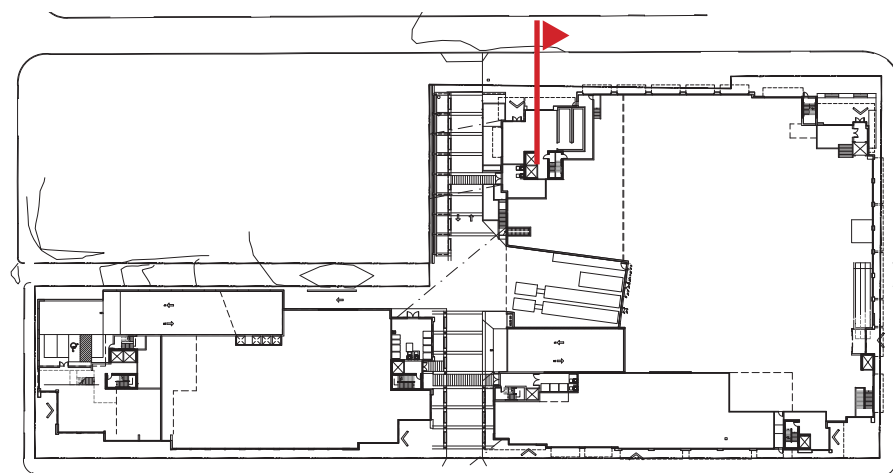
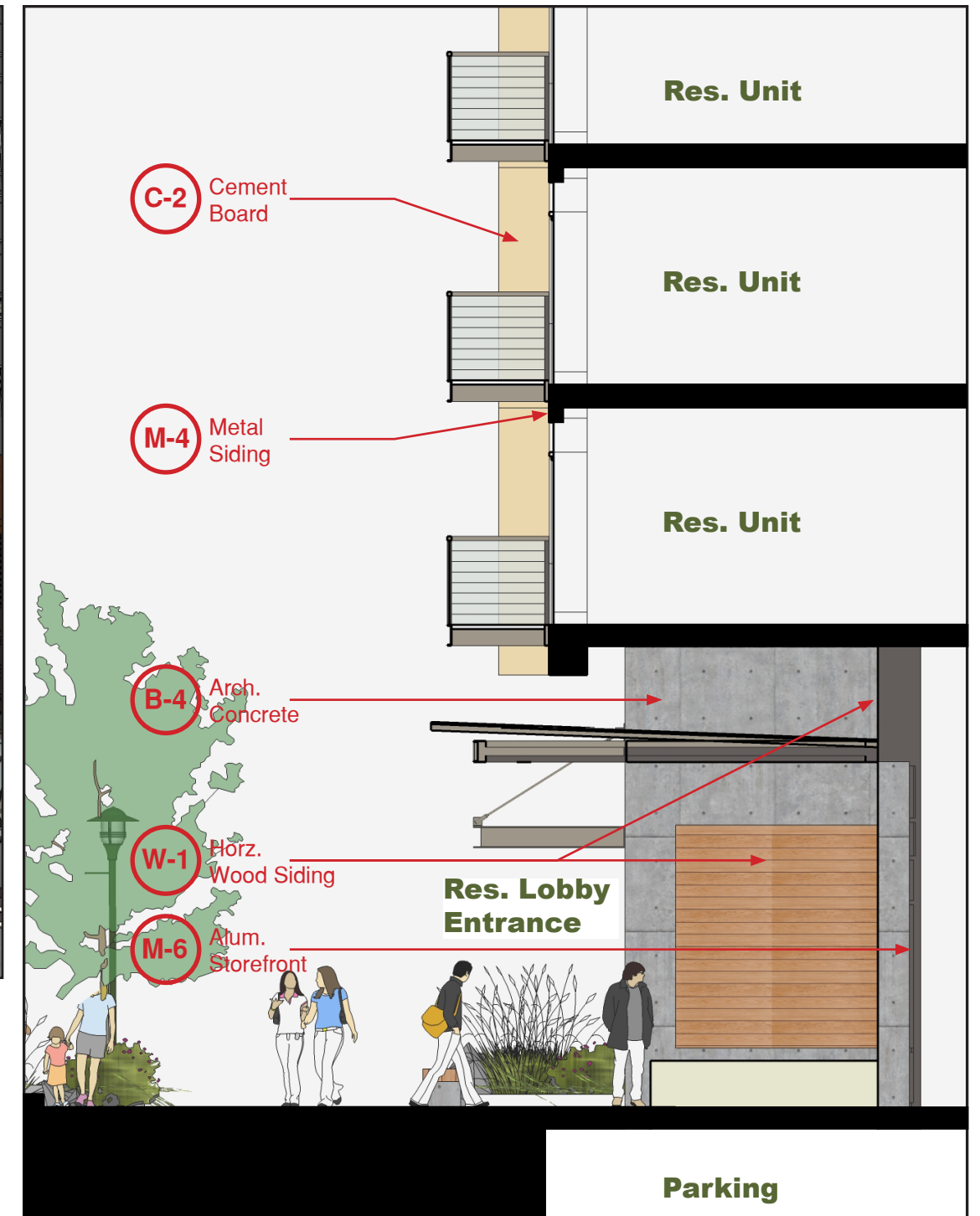
## **NW CORNER PLAZA**





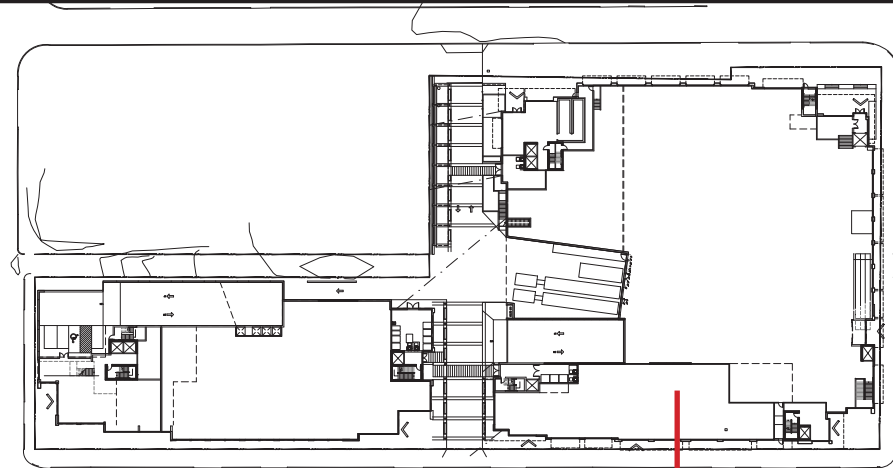
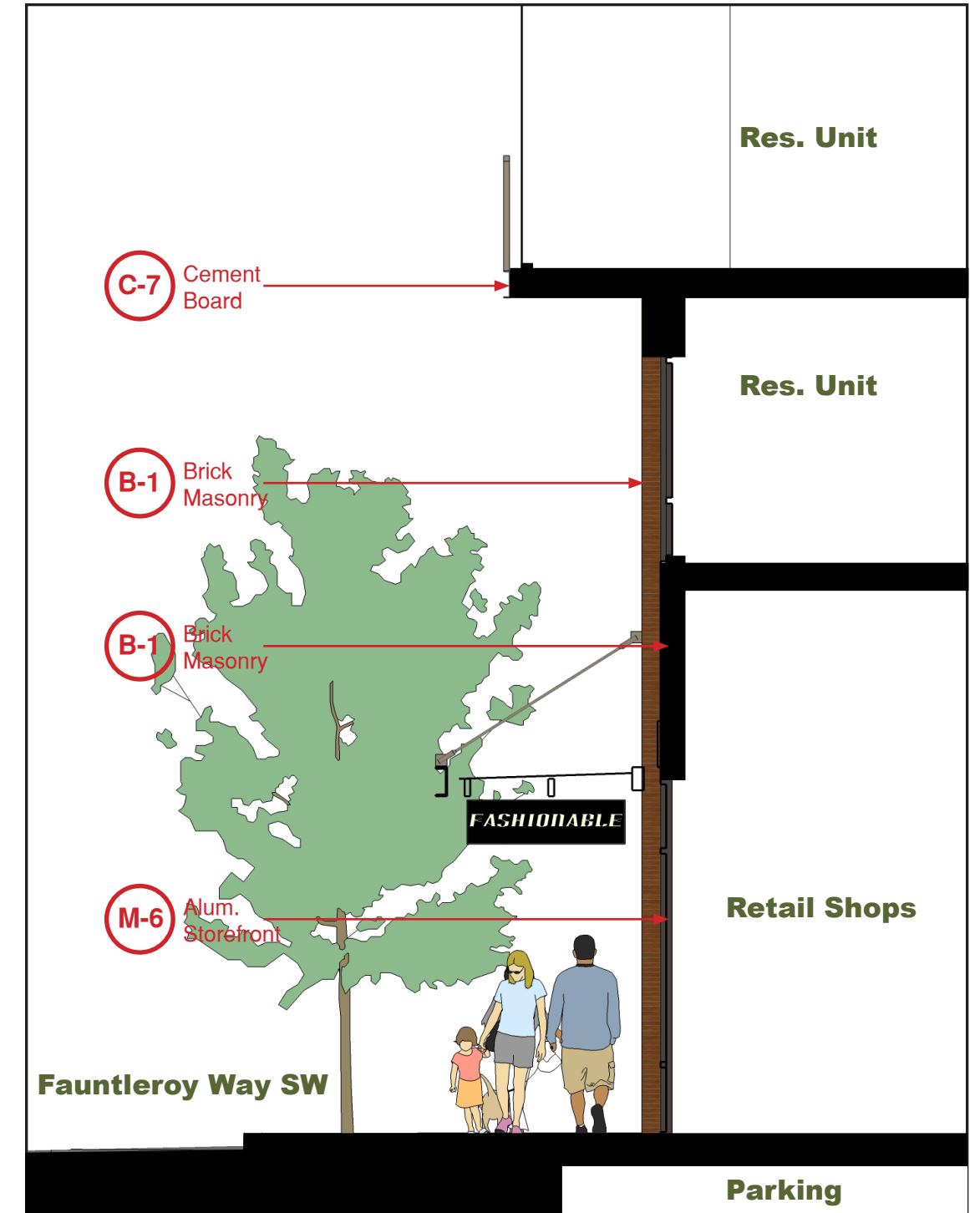
## **VIEW ALONG 40TH AVE GREEN STREET**





## 40TH AVE RESIDENTIAL ENTRY





## **SMALL SHOPS ALONG FAUNTLEROY**

THIS PAGE LEFT INTENTIONALLY BLANK



4755 Fauntleroy Way SW

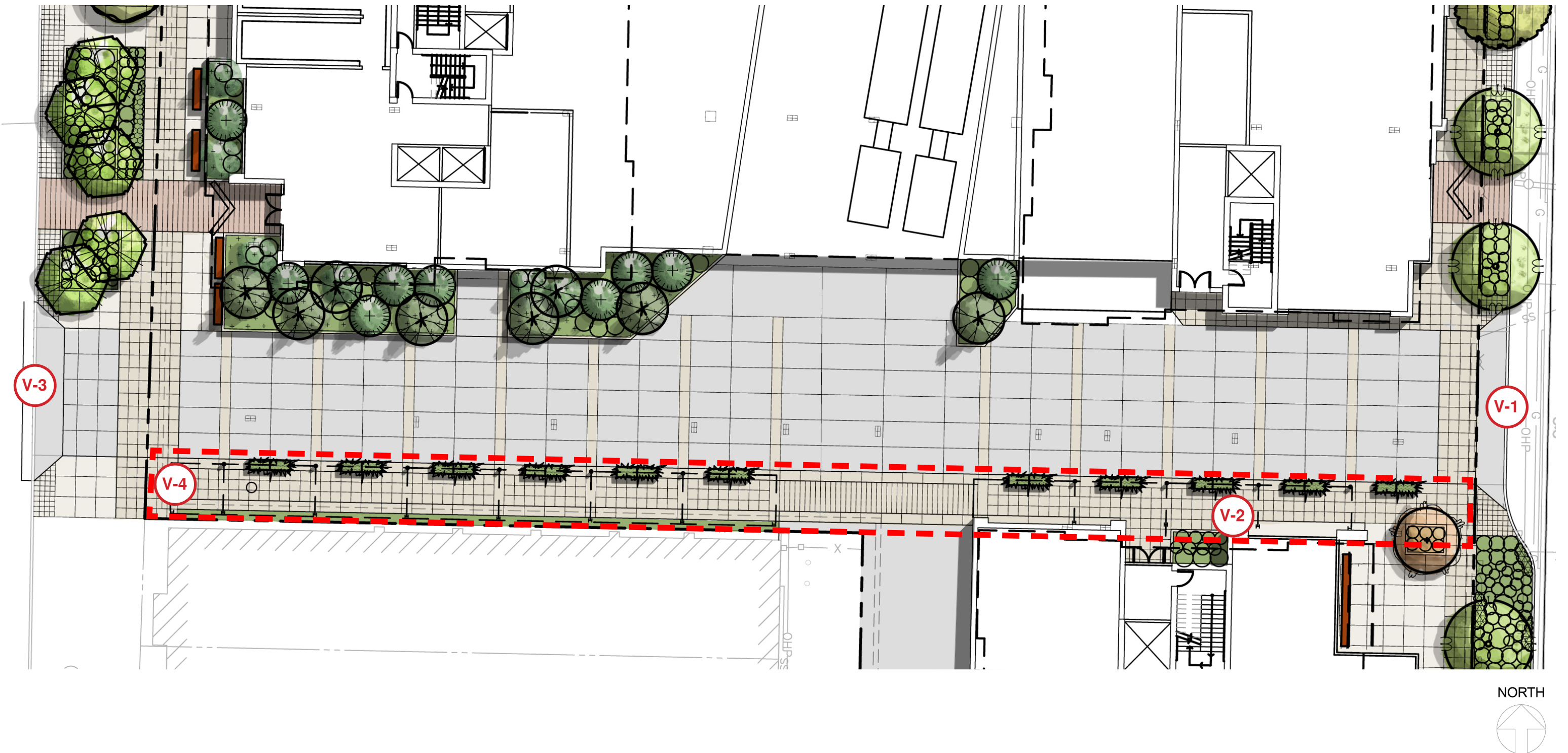
---

# PEDESTRIAN EXPERIENCE

FIVE VIEWS, MID-BLOCK CONNECTOR



THIS PAGE LEFT INTENTIONALLY BLANK





















THIS PAGE LEFT INTENTIONALLY BLANK

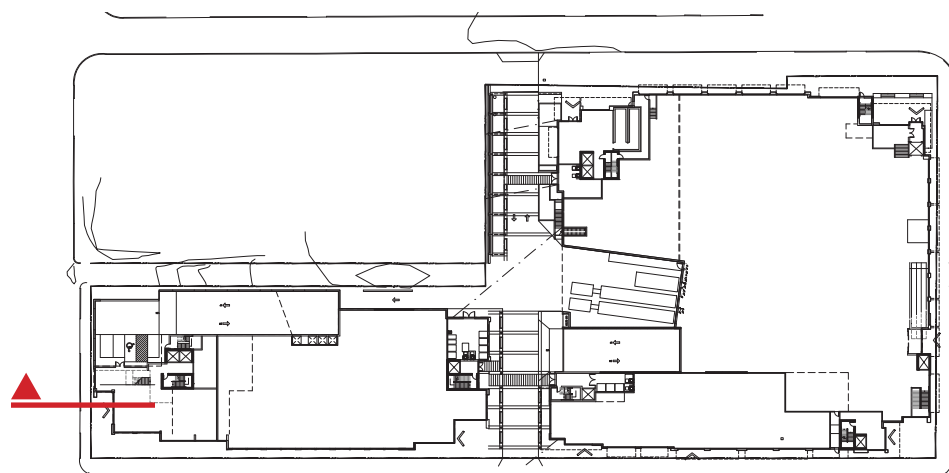
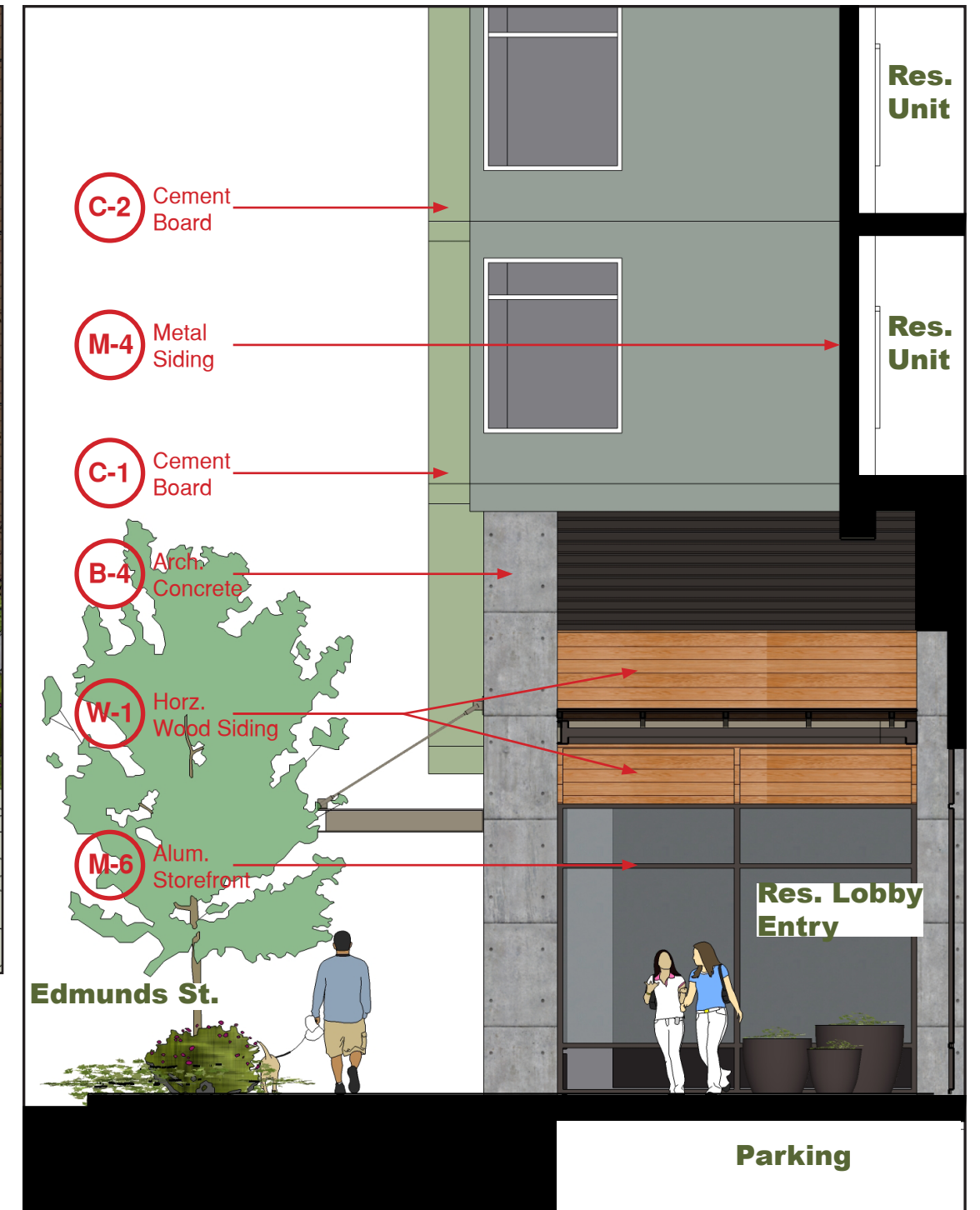


4755 Fauntleroy Way SW

---

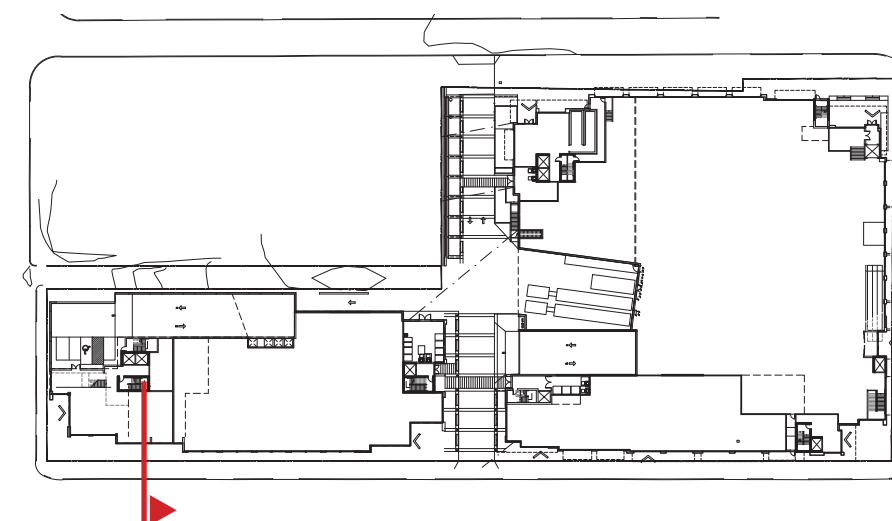
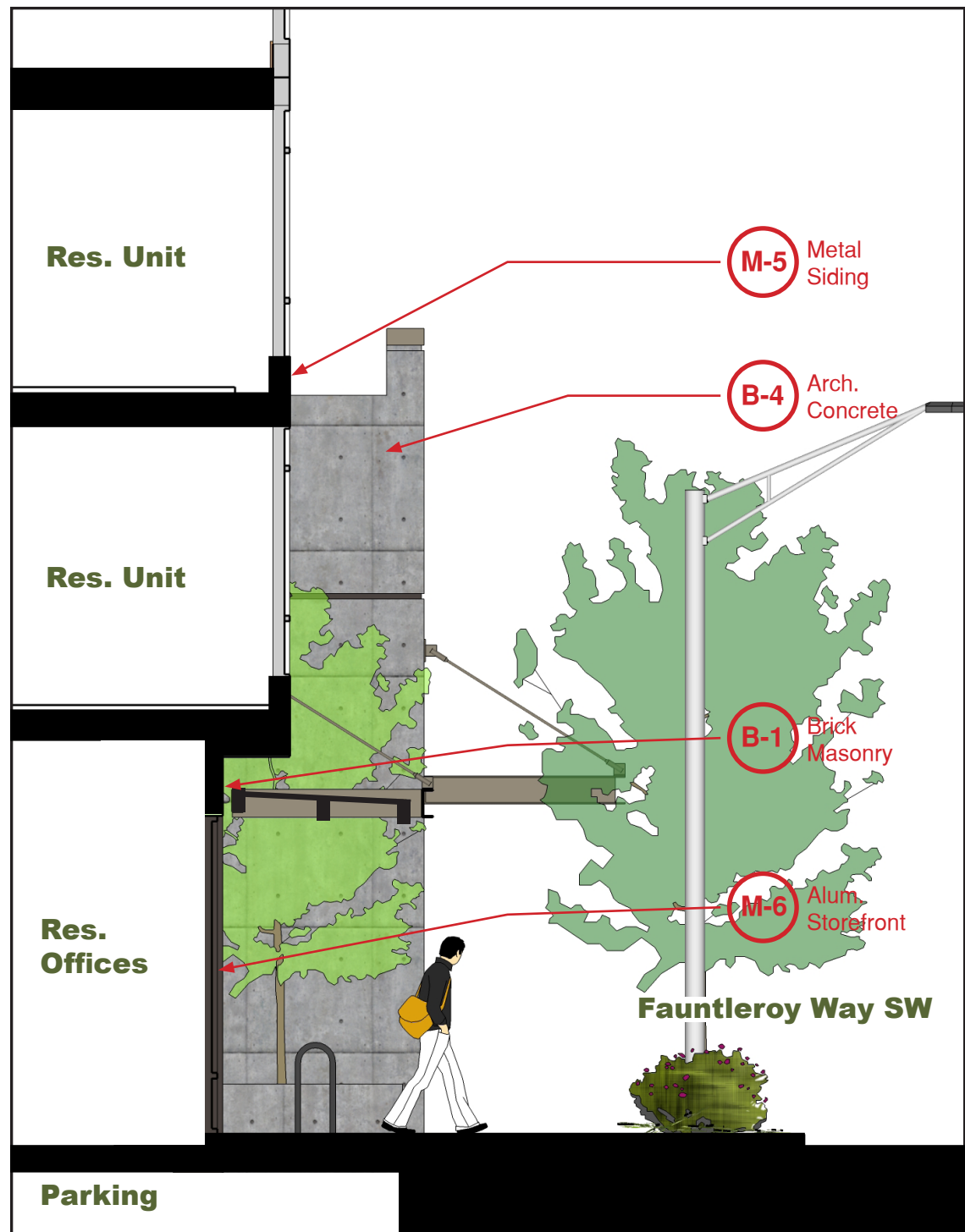
# PEDESTRIAN EXPERIENCE

THREE VIEWS, SOUTH BUILDING



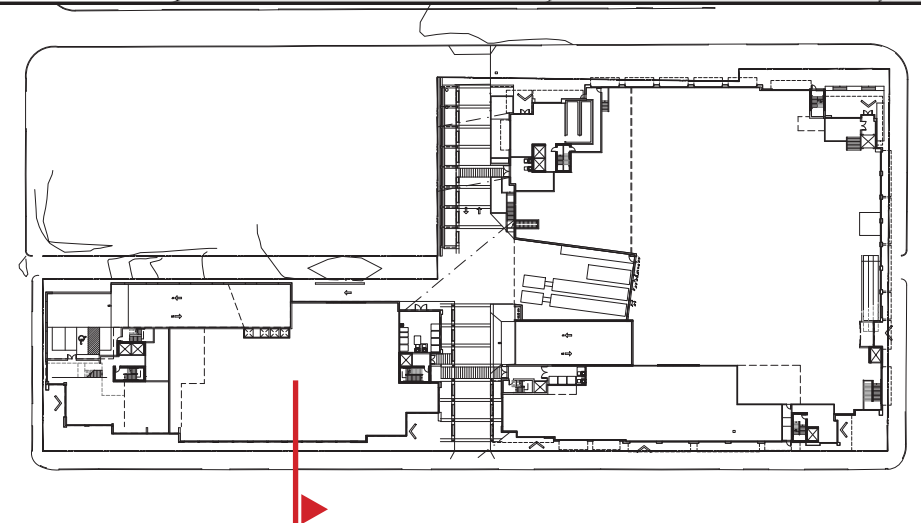
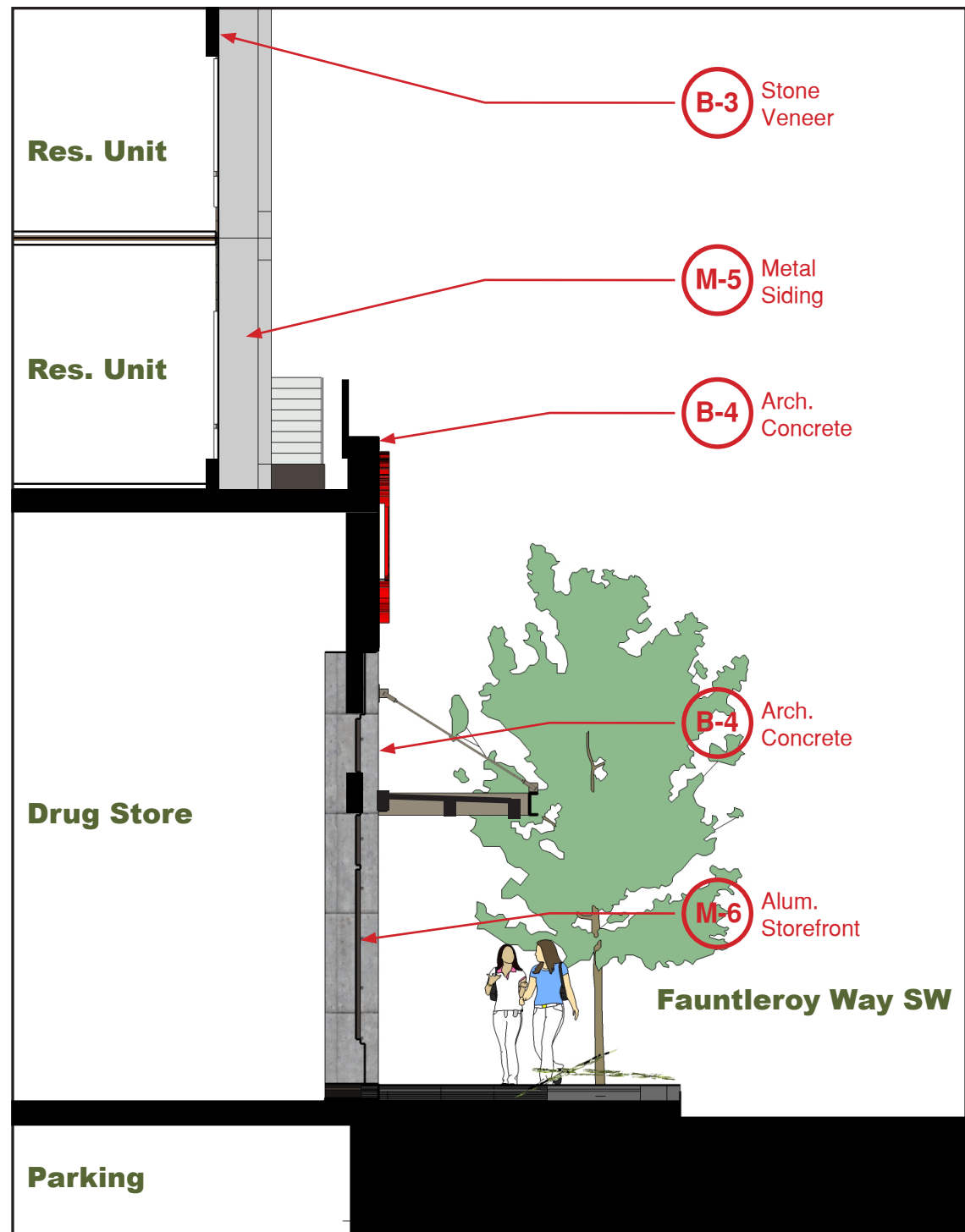
## 40TH AVE RESIDENTIAL ENTRY





## RESIDENTIAL LOBBY ALONG FAUNTLEROY





## DRUG STORE ALONG FAUNTLEROY



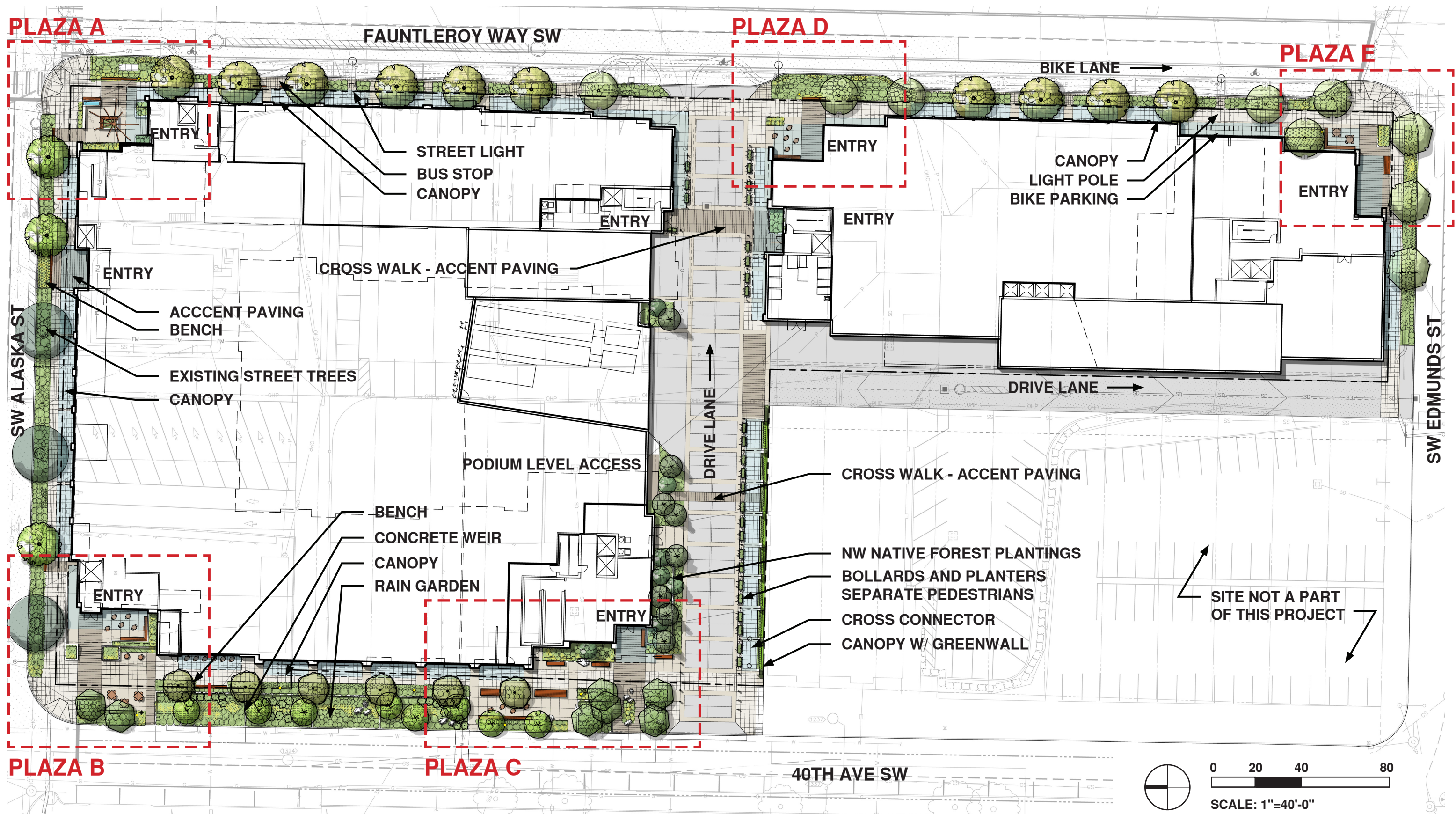
4755 Fauntleroy Way SW

---

# LANDSCAPE DESIGN



THIS PAGE LEFT INTENTIONALLY BLANK



WEISMANDESIGNGROUP

LANDSCAPE  
ARCHITECTURE

2329 E MADISON ST  
SEATTLE WA 98112

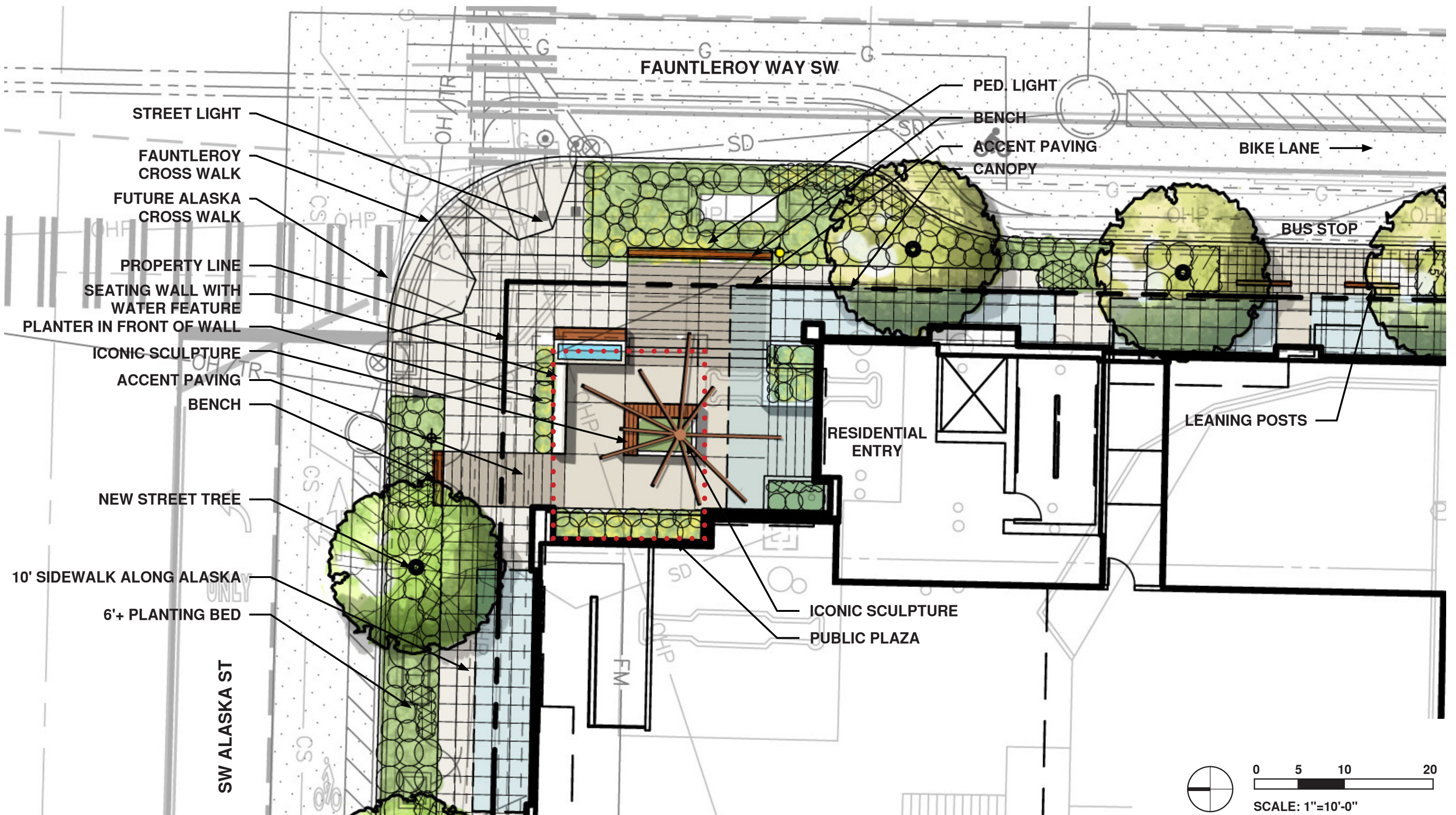
206-322-1732  
WWW.WDGINC.COM

**4755 FAUNTLEROY WAY SW**

DESIGN RECOMMENDATION DPD# 3013803

March 28, 2013





WEISMANDESIGNGROUP

LANDSCAPE  
ARCHITECTURE

2329 E MADISON ST  
SEATTLE WA 98112

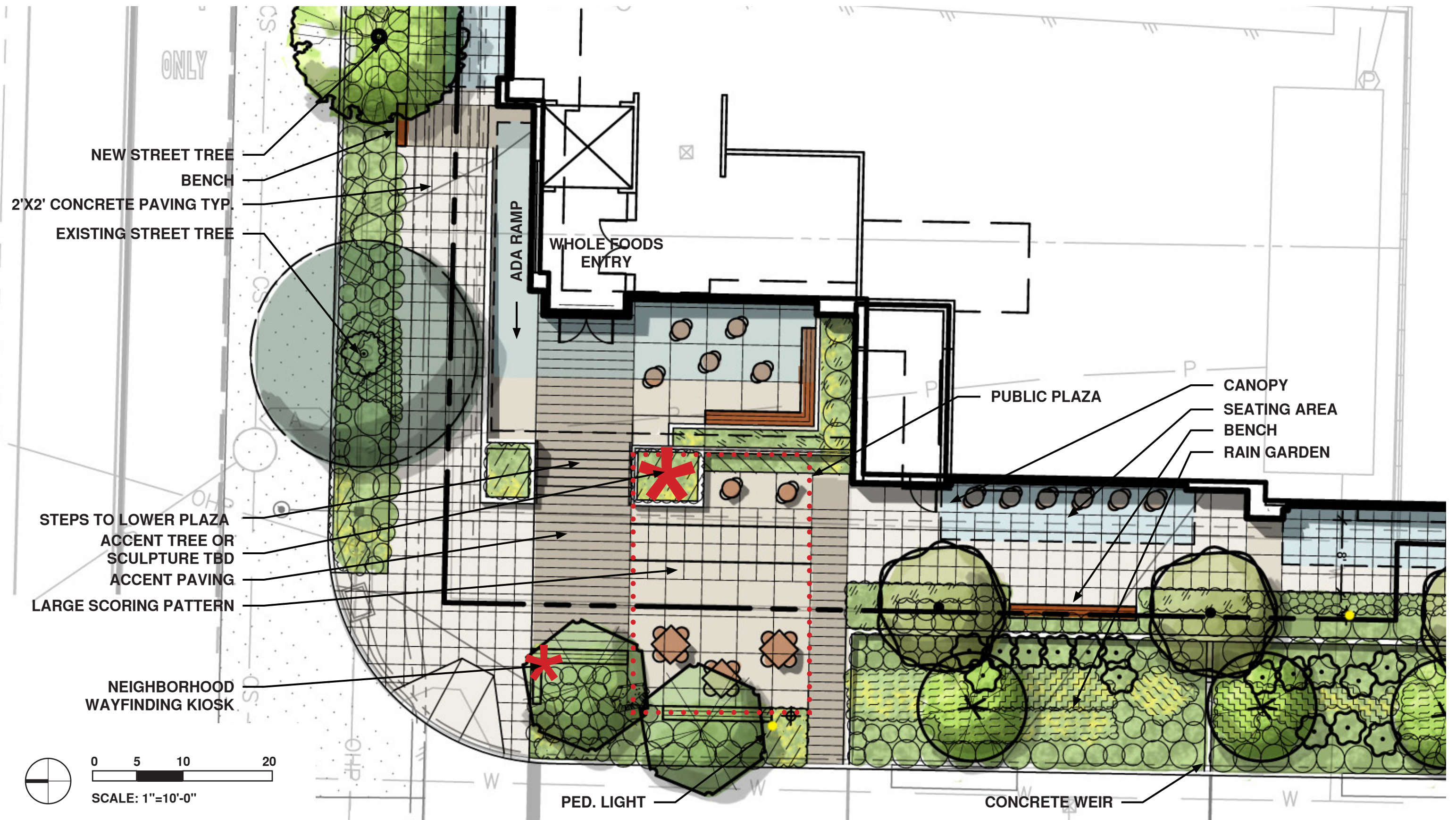
206-322-1732  
WWW.WDGING.COM

**4755 FAUNTLEROY WAY SW**

DESIGN RECOMMENDATION DPD# 3013803

March 28, 2013





WEISMANDESIGNGROUP

LANDSCAPE  
ARCHITECTURE

2329 E MADISON ST  
SEATTLE WA 98112

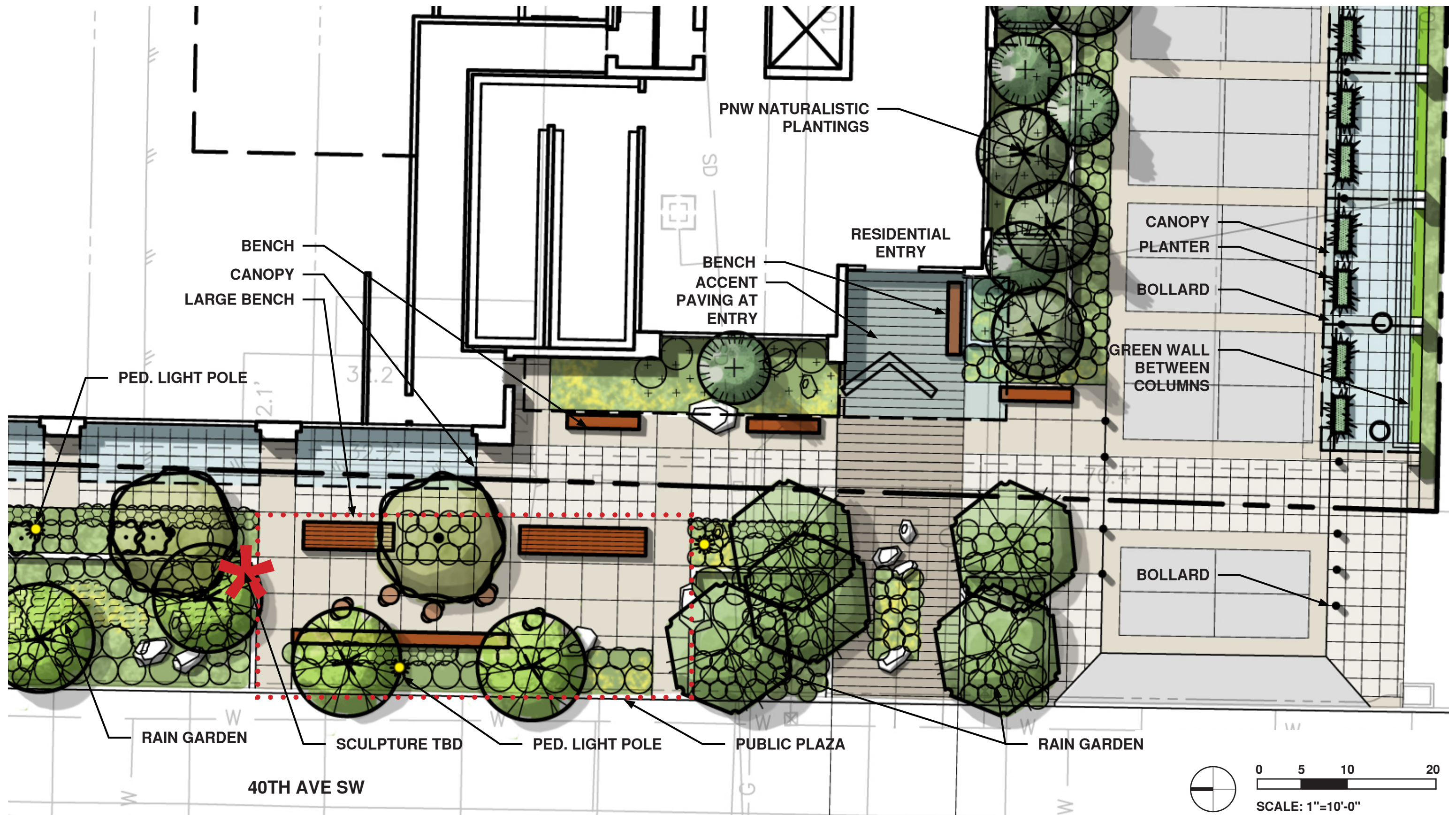
206-322-1732  
WWW.WDGINC.COM

**4755 FAUNTLEROY WAY SW**

DESIGN RECOMMENDATION DPD# 3013803

March 28, 2013





WEISMAN**DESIGN**GROUP

LANDSCAPE  
ARCHITECTURE

2329 E MADISON ST  
SEATTLE WA 98112

206-322-1732  
WWW.WDGINC.COM

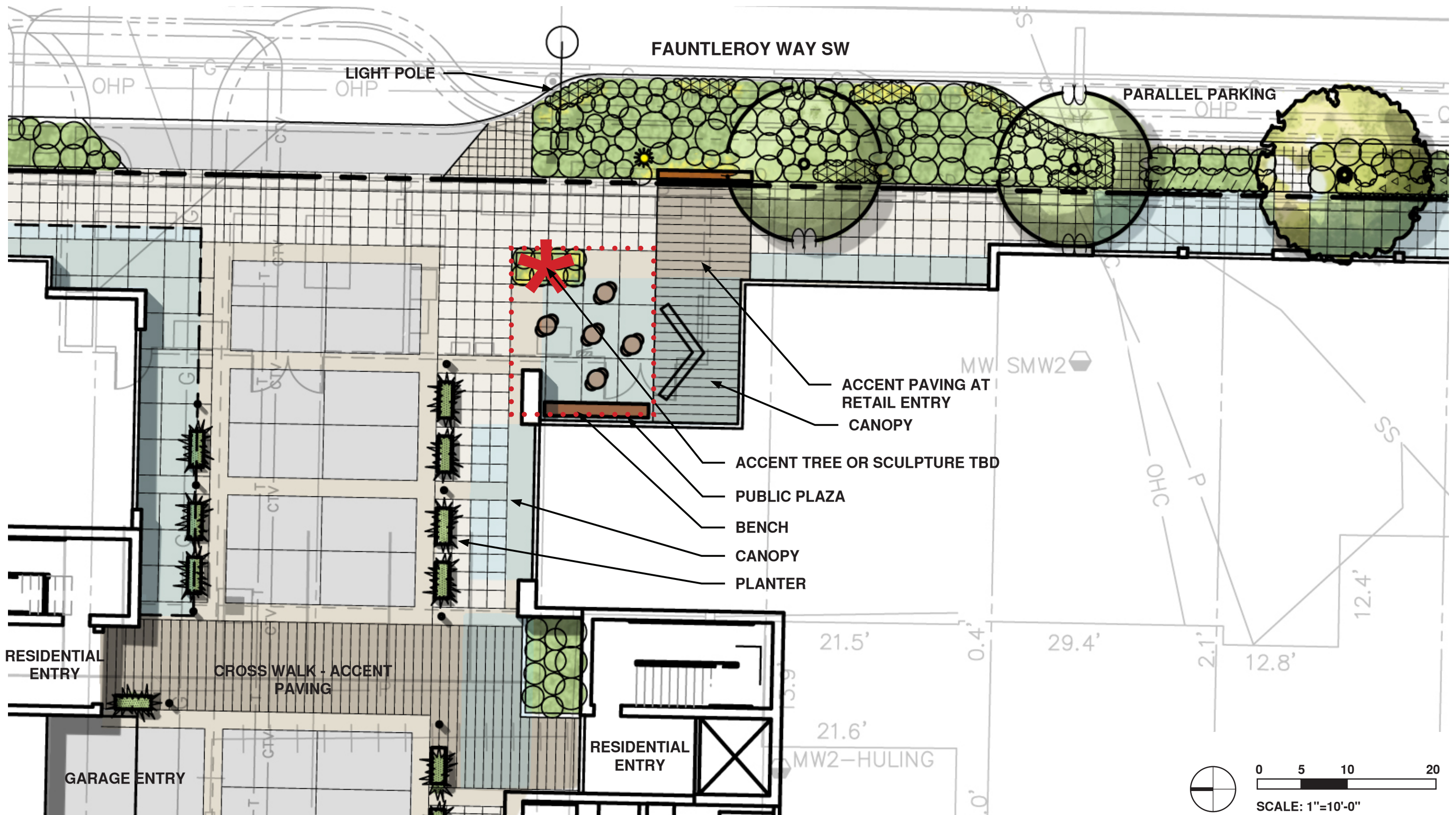
**4755 FAUNTLEROY WAY SW**

DESIGN RECOMMENDATION DPD# 3013803

**Landscape - Plaza C**

March 28, 2013





WEISMAN**DESIGN**GROUP

LANDSCAPE  
ARCHITECTURE

2329 E MADISON ST  
SEATTLE WA 98112

206-322-1732  
WWW.WDGINC.COM

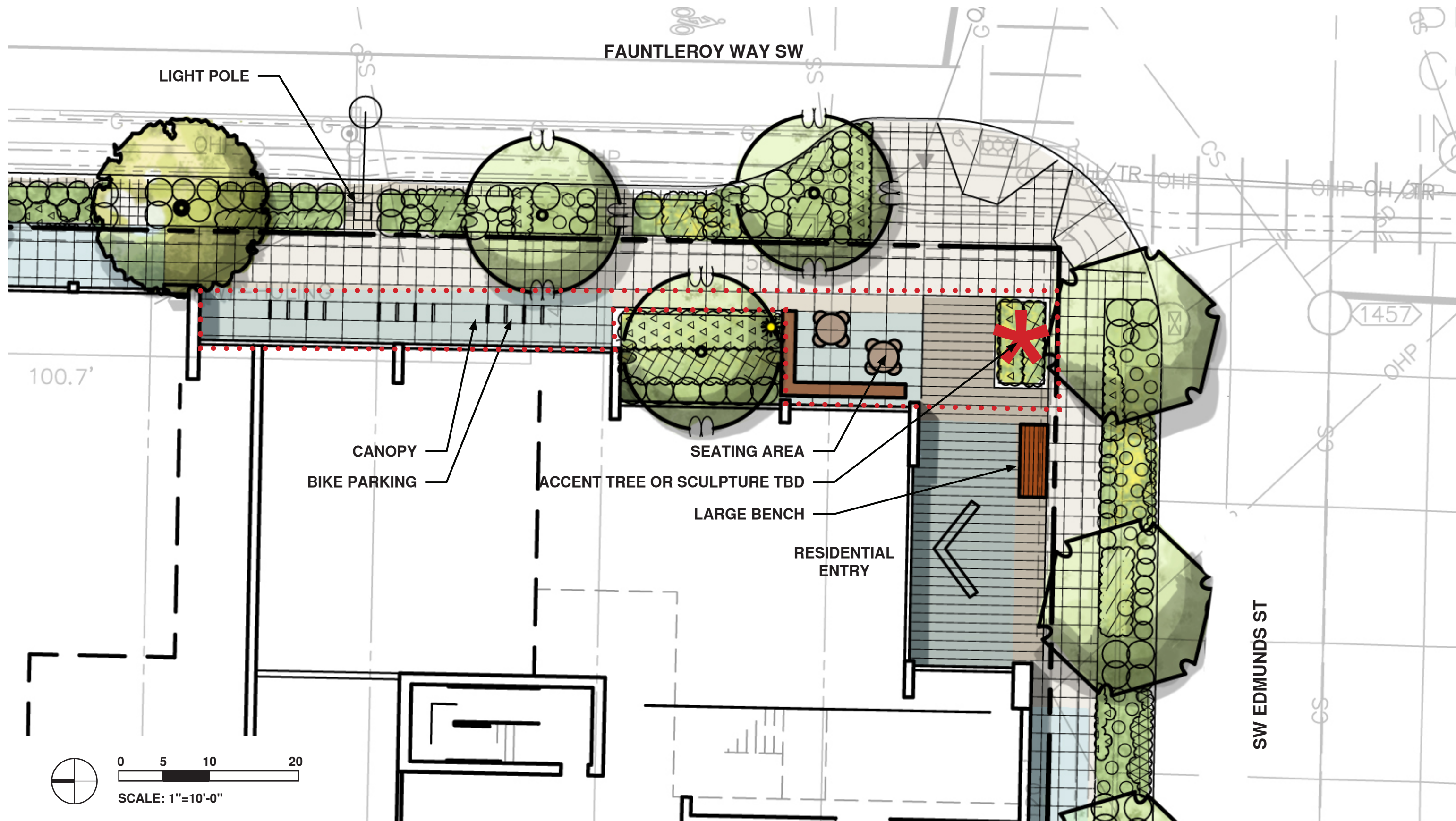
**4755 FAUNTLEROY WAY SW**

DESIGN RECOMMENDATION DPD# 3013803

**Landscape - Plaza D**

March 28, 2013





WEISMAN**DESIGN**GROUP

LANDSCAPE  
ARCHITECTURE

2329 E MADISON ST  
SEATTLE WA 98112

206-322-1732  
WWW.WDGINC.COM

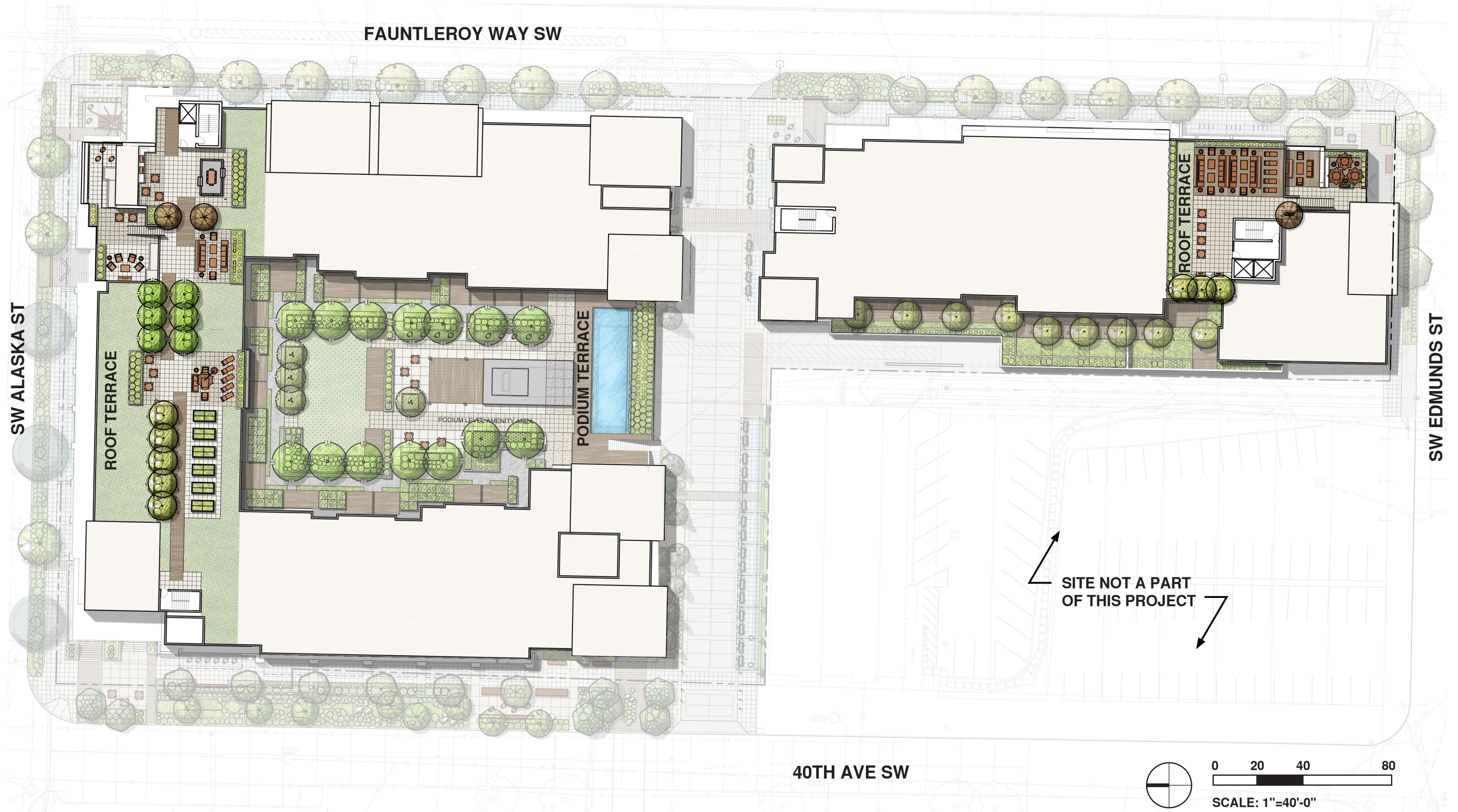
**4755 FAUNTLEROY WAY SW**

DESIGN RECOMMENDATION DPD# 3013803

**Landscape - Plaza E**

March 28, 2013





WEISMAN**DESIGN**GROUP

LANDSCAPE  
ARCHITECTURE

2329 E MADISON ST  
SEATTLE WA 98112

206-322-1732  
WWW.WDGINC.COM

**4755 FAUNTLEROY WAY SW**

DESIGN RECOMMENDATION DPD# 3013803

**Landscape - Podium And Roof Plan**

March 28, 2013



THIS PAGE LEFT INTENTIONALLY BLANK



4755 Fauntleroy Way SW

---

# RESPONSE TO EARLY DESIGN GUIDANCE



THIS PAGE LEFT INTENTIONALLY BLANK



	DESIGN REVIEW BOARD CRITERIA	RECOMMENDATION:	RESPONSE:
A-1	Responding to Site Characteristics. The 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.		
A-2	<p>Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.</p> <p>West Seattle Junction -specific supplemental guidance: A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined). New development—particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.</p>	<p>EDG #1 Provide continuous canopies along the three major streets. See the Board discussion of commercial transparency under guidance D-11.</p> <p>EDG #2: The architect's and landscape architect's should design with the goal of producing a strong sense of place but one connected to the W. Seattle Triangle and the Alaska Junction.</p>	<p>This projects significance due to its prominent location at the entrance to the Alaska Junction and West Seattle triangle is well noted. Not only does this project need to create a sense of place but also an introduction to the quality and architectural character of this neighborhood.</p> <p>Some of the unique site characteristics are It's adjacency to Alaska Street with its pedestrian emphasis, adjacency to 40th Ave. Green-street as a park like pedestrian promenade, as well as adjacency to Fauntleroy Avenue with its heavy automobile counts yet need for suitable pedestrian experience.</p> <p>The buildings northeast corner design in relationship to the intersection of Fauntleroy Avenue and Alaska Street will be discussed later in A-10.</p> <p>The buildings street-level façades have been pulled back as requested in the Triangle Plan to improve the pedestrian experience with generous sidewalks and landscape planting. Canopies will be as continuous as allowed by the architectural treatment of the façades. Some minor breaks in canopies will be needed to differentiate the various façade designs and avoid monotonous pedestrian level detailing.</p> <p>The building massing respects and reflects the scale of the approved building design to the north across Alaska Street. Being of similar height yet not maximizing the allowable zoning height, this project will continue an appropriate building scale in a north-south continuation between Fauntleroy and 40th Avenue. The building also respects the Masonic Temple by pulling back approximately 50 feet while providing the East-West cross connector. See D-8 for further discussion of the cross connector design</p>
A-3	Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.		

	DESIGN REVIEW BOARD CRITERIA	RECOMMENDATION:	RESPONSE:
A-4	<p>Human Activity. New development should be sited and designed to encourage human activity on the street.</p> <p>West Seattle Junction -specific supplemental guidance:</p> <p>An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realm. Particularly in the California Avenue Commercial Core, proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.</p>	<p>EDG # 1: Careful design attention to the plazas at the two corners on SW Alaska, ensuring adequate transparency along the commercial edges of the complex and to the landscaping in the rights of way, will create a streetscape that encourages pedestrian activity. Detailing of the building to a fine grain and texture should also provide a scale relatable to the pedestrian.</p> <p>EDG #2: Continued refinement of the plazas and other landscape features with attention to their relationship to the storefronts will remain a critical element in meeting the expectations of this guideline.</p>	<p>All pedestrian entrances front on to the street and provide appropriately scaled pedestrian plazas for their use.</p> <p>Residential entrances:</p> <p>The Southwest residential entrance plaza has been enlarged to accommodate exterior seating and acknowledge the presence of a future park across 40th Ave. by internalizing the core and pulling back the façade and providing more glazing.</p> <p>The north east residential entrance plaza has slightly elevated and the lobby facade has more glazing to improve interaction with the plaza.</p> <p>Commercial entrances:</p> <p>The north grocery entrance has been widened as well as the blank wall widths along Alaska Street have been reduced to maximize storefront openings and transparency.</p> <p>The Northwest entry plaza has increased in size and has maximum transparency to the grocery and the potential for large folding doors for indoor/outdoor seating.</p> <p>Generous sidewalks will be bordered by active retail on the project side and continuous landscape including street trees, shrubs, and ground-cover on the street side to create a comfortable pedestrian experience. Project entries and plazas will have lush landscaping and site amenities to encourage pedestrian activity. Building canopies will provide year round comfort for pedestrians along street frontages and at building entries.</p>
A-5	<p>Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.</p>		
A-7	<p>EResidential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.</p>	<p>EDG #1: Elaboration of residential open spaces will occur during design development.</p> <p>EDG #2: Board deliberation focused on the mid-block pedestrian connector, the alley and the corner plazas. Other residential open spaces, including those above grade, remain subject to further scrutiny as the design progresses as well.</p>	<p>Generous residential open-space has been provided at the Northeast, Southwest and Southeast residential entrances.</p> <p>The central podium Plaza has added a rooftop Pavilion building as well as lowered/stepped planter over the top of the truck loading entrance. Also a convenient tenant access stair has been provided between the cross-connector and the podium plaza. These additions will provide both an improved visual and physical connection between the cross connector and the podium plaza.</p> <p>In addition to the previous rooftop Plaza areas An additional rooftop plaza has been added to the south end of the South building.</p>



	DESIGN REVIEW BOARD CRITERIA	RECOMMENDATION:	RESPONSE:
A-8	Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.	<p>EDG #1: The design of the mid-block passage should minimize the impact of trucks and other vehicles on the pedestrian. See guidance for D-8.</p> <p>EDG #2: The Board acknowledged the consolidation of the drugstore's loading area and drive-through lane adjacent to the north/south bound alley. With the newly proposed city park across 40th Ave SW roughly in alignment with the alley/mid-block pedestrian connector, the Board's concern focused on the link between these elements. A larger landscape area or curb bulb on 40th where the pergola meets the right of way would enhance this connection both visually and for pedestrian safety. The adjacency of the Masonic Temple places some constraints on the size of this connection.</p>	<p>The design minimizes the impact of automobile and truck loading on the pedestrian experience. All garage access, truck loading, and drive-through access is provided off the cross connector or south alley. Also the pedestrian cross connection is consolidated along the south side of the cross-connector with only one pedestrian crossing at the alley. This pedestrian cross connection is provided with continuous overhead canopies, planter separation from the automobile lanes as well as a colonade backdrop with green wall.</p> <p>A bulb out at the end of the cross-connector canopy on 40th Ave. is not possible due the displacement of on-street parking and vehicular turning movements.</p>
A-10	<p>Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.</p> <p>West Seattle Junction -specific supplemental guidance: Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding interest to the street while providing clear space for movement. New buildings should reinforce street corners, while enhancing the pedestrian environment</p>	<p>EDG #1: The site's highly visible corner at SW Alaska St/ Fauntleroy Way SW warrants special treatment. For the next meeting, the Board requested alternative designs for this corner. Sketches should be produced to illustrate how these alternatives read from a distance (a vehicle traveling on Fauntleroy, for example) and from close up. The designs should address the larger neighborhood scale and the smaller pedestrian or human scale. A considerable challenge is the desire to create at once a visual landmark signifying the entrance to the neighborhood and a useable open space. Consideration should be given to signage (the Board cited the Wallingford sign at the QFC on N. 45th St.), to a partially covered space for pedestrian activity that enables an animated streetscape, and an to armature or massing of the structure that defines the plaza but does not fall into the cliché architectural devices common in recent mixed use buildings. The massing may possibly warrant a higher structure or tower at the corner than what was presented at the meeting.</p> <p>EDG #2: The Board endorsed the idea of soliciting community input to help design the plaza at the corner of SW Alaska St/Fauntleroy Way SW. See guidance D-1 for landscaping comments.</p> <p>Continue design development of the tower at this prominent corner. The tower should stand proud of the larger mass. The Board noted that its height was not as dramatic a difference as it could be.</p>	<p>The northeast corner tower has been further developed to match the significance of this prominent corner. Following feedback from the community as well as the DRB several adjustments have been made to the design. The tower has increased in height with with a vertical slot window to slenderize and rendered in a contrasting material to the adjacent façades. An additional feature material has been layered over this tower to add additional iconic distinction. Additional vertical emphasis has been provided with a distinctive continuous vertical widow façade of the elevator vestibules. The residential lobby entrance has increased glazing and reduced the amount of solid walls for a stronger connection to the plaza. The top spire has been removed and replaced with a vertical glass slot providing windows into the stairway. We believe this will provide a distinctive, iconic and landmark element which has roots in the West Seattle Triangle neighborhood while being a compatible part of the building composition.</p> <p>By pulling the building back 20 feet to the west and 30 feet to the south, a human scaled plaza is provided that sets the building back approximately 50' from Alaska street and 40' from Fauntleroy Way. Seating areas and pedestrian scaled features such as artwork or a water feature will be provided as well as grade separation, plantings, and decorative wall elements to allow a place for pedestrians to stop and rest or gather before crossing into the neighborhood.</p>

	DESIGN REVIEW BOARD CRITERIA	RECOMMENDATION:	RESPONSE:
B-1	<p>Height, Bulk, and Scale Compatibility. 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 in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.</p> <p>West Seattle Junction -specific supplemental guidance: Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65' (and higher) zoning designations permitted within the Commercial Core would result in development that exceeds the scale of existing commercial/mixed-use development. More refined transitions in height, bulk and scale—in terms of relationship to surrounding context and within the proposed structure itself—must be considered.</p>	<p>EDG #1: The overall massing concept of Alternative # 4 appeared suitable to the Board. Provide more modulation, however, on the two Fauntleroy elevations. As the design develops, the Board will continue to review height, bulk and scale issues.</p> <p>EDG #2: With the exception of the northeast corner tower, the roofs of the two structures are quite planar or flat with little variation. Enhance the height and massing by making more significant modulations to the extensive roof plane.</p> <p>Otherwise, the Board found the overall massing concept acceptable.</p>	<p>Additional vertical modulation has been added to the parapet and roof heights within the constraints of the building code. Further distinction between the North and South buildings has been emphasized by the different use of forms and façade materials. The intent of this distinction is to provide two buildings which appear similar but not identical to provide a varied architectural design along Fauntleroy Avenue. The north building features lower, more horizontal proportioned corner elements with roof overhangs. In contrast the south building provides taller more slender corner elements with no roof overhangs. Also the north building features taller building façades with no roof overhang but the south building provides roof overhangs at the major façades. Brick is featured at the building base of the north building while the south building features refined architecture concrete and tile.</p>
C-1	<p>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 neighboring buildings.</p> <p>West Seattle Junction -specific supplemental guidance: Facade Articulation: To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural embellishment are important considerations in mixed use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core.</p> <p>Architectural Cues: New mixed-use development should respond to several architectural features common in the Junction's best storefront buildings to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced - provided they are accompanied by strong design linkages.</p>		



	DESIGN REVIEW BOARD CRITERIA	RECOMMENDATION:	RESPONSE:
C-2	<p>Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.</p> <p>West Seattle Junction-specific supplemental guidance: New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher - should reflect the scale of the overall building. 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.</p>	<p>EDG #1: By the next EDG meeting, the architect must develop convincing character sketches of the facades that convey a strong and consistent architectural concept.</p> <p>EDG #2: The proposed complex has numerous significant corners in which the architect uses the design to anchor the large site. The architect's strategy has been to increase the amount of glazing and lift the roof slightly at the corners. The architect should continue to refine these elements by increasing the perception of verticality. Allow these vertical volumes to step away from the larger mass by introducing reveals to separate the corner from the bulk of the mass. In addition, emphasize the opaque/transparent relationships to differentiate the masses in order to clarify the corner's relationship to the larger horizontal mass. The Board noted that the design shown on p.22 of the 2nd EDG booklet best represented the ideal condition. The detail and articulation of the various towers and corners should intimate that they belong to the same family.</p>	<p>There is little or no architectural context in the immediate adjacent properties to warrant compatibility. The Masonic Temple's modern brick façade is respected in the 40th Ave. façade. The larger buildings at the corner of Alaska Street and 41st Ave. provides no inspiration to our project other than their 6-7 story mass. The approved design for the future building across Alaska Street is a two-story base with four stories of residential on top, of which we are providing a very similar base/mass relationship in our north façade. We have taken design clues from various buildings in the area especially along California Avenue where one to two-story brick punched opening façades are prevalent. Building materials have been chosen to reflect the uses within while avoiding a complete separation of commercial base from residential above. The brick façade of the north building steps up with the topography as you move around the building from Fauntleroy Avenue to Alaska Street to 40th Ave. Base facade heights reflect the need for the appropriately scaled pedestrian environment for each street/side-walk.</p> <p>The east side composition along Fauntleroy Avenue builds up in height at the northeast corner while stepping down at the southeast corner in respect of the lower zoning heights to the south. We have further enhanced the verticality of the corner elements by the use of vertically proportioned window patterns, stacked balconies, contrasting materials, and have also increased the offset of these corner elements from the adjacent façades. We have also used this visual technique to identify the various Whole Foods and residential entries.</p>
C-3	<p>Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.</p> <p>West Seattle Junction-specific supplemental guidance: Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.</p> <p>Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.</p> <p>Signage: Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on street.</p>	<p>EDG #1: Character sketches developed for the second EDG meeting should begin to intimate the architect's awareness that achieving a human scale mollifies the project's vast scale.</p> <p>EDG #2: The deliberation did not focus on this guideline. As design development occurs, this will become an important Board consideration.</p>	<p>Overhead weather protection is designed to be functional as well as an architectural amenity, each supportive of the character of the various façades. The tallest canopies are provided at the residential entrances and major commercial entrances to be distinctly identifiable from the typical storefront areas. Building base modulation with various façade treatments along each ROW will provide an interesting pedestrian scale experience.</p> <p>Additional signage design will be presented at the DRB Meeting.</p>

	DESIGN REVIEW BOARD CRITERIA	RECOMMENDATION:	RESPONSE:
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, pattern, or lend themselves to a high quality of detailing are encouraged.		
C-5	Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.	<p>EDG #1: Integration of a mid-block pedestrian connection into the design elevates the importance of the building design at the alley/connector as it represents another street frontage.</p> <p>EDG #2: The applicant presented several sketches illustrating possible truck maneuvering schemes based on variations in the angle of the grocery truck loading area and garage ramp as they meet the alley. The Board did not deliberate on this access issue.</p>	<p>The exterior base of the buildings will provide substantial permanent materials with good visual interest and detailing. The upper level façades will feature cement board, flat-panel metal, and corrugated metal or horizontal siding. These will be presented at the DRB meeting.</p> <p>The various truck loading and automobile circulation diagrams presented at the last EDG meeting illustrated the importance of our preferred design. The truck loading and parking access locations, as well as the mid-block connector, have been accepted by the DRB. We understand that these items are also subject to review by SDOT and DPD.</p>
D-1	<p>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.</p> <p>West Seattle Junction -specific supplemental guidance: Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.</p>	<p>EDG #1: The West Seattle Triangle Plan provides a broad framework for providing open spaces and landscaping along the site's perimeter and mid-block through the site.</p> <p>EDG #2: The key open spaces (including the alley/pedestrian crossing) should possess a shared identity or common theme that forms a holistic connection, as if these significant plazas and the landscaping that connects them belonged to the same family. Accomplishing this will produce a sense of place or relatedness to the large complex. Common materials, design motifs and pedestrian amenities will produce a strong relationship among these critical open spaces/entrances.</p>	<p>The West Seattle Triangle plan designates a corner park at the northwest corner of the site as well as a cross connection between 40th Ave. and Fauntleroy Avenue in a mid-block position. Pedestrian plazas are designed around common design elements to fit in with the context of the neighborhood and site. Consistent use of natural materials of wood, stone, concrete, and metal, will be used throughout the site amenity package with slight differences at each plaza to make them unique but of the same family. Paving materials of warm toned colored concrete and pavers will be used to create distinctive accent banding to highlight plaza areas and entries. Decorative pedestrian pole lighting will be added at plaza areas to provide appropriately scaled fixtures that match the exiting neighborhood pole style along Alaska Street. Consistent landscape materials including native and adapted accent plants will surround the pedestrian spaces to help tie them together.</p>
D-2	Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.	<p>EDG #1: Attention to achieving a maximum amount of commercial level transparency along the rights of way would meet this guideline's intent.</p> <p>EDG #2: The concept sections along the major streets proved helpful in understanding the relationship between grade and the building program.</p>	



	DESIGN REVIEW BOARD CRITERIA	RECOMMENDATION:	RESPONSE:
D-5	<p>Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.</p> <p>West Seattle Junction -specific supplemental guidance: Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses. The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.</p>		
D-6	<p>Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.</p>		
D-7	<p>Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.</p>	<p>EDG #1: Ensuring commercial transparency, well designed plazas and sidewalks will begin to achieve this guideline.</p> <p>EDG #2: The Board questioned the extent of pedestrian safety in the alley and how this could be achieved with the quantity of vehicles in the alley. See D-8. Response:</p>	<p>All parking structures as well as at-grade loading/service areas are screened from view and accessible from the alley or cross-connector. See D-8 for a description of the north-south alley.</p>

	DESIGN REVIEW BOARD CRITERIA	RECOMMENDATION:	RESPONSE:
D-8	<p>Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.</p>	<p>EDG #1: The new east/west bound alley (connector) needs to be successful for pedestrians. The Board observed that the alley attempts to accommodate too many functions. All of the grocery and drugstore loading, garage access for commercial customers and residents, and the drugstore drive-thru assert the dominance of truck delivery and vehicle ingress and egress over the West Seattle Triangle Plan's desire for a mid-block connection to encourage pedestrian activity. The Board requested that the architect's redesign the service functions providing greater emphasis on the pedestrian. Consider locating truck loading within the garage and shifting the drive-thru to the north/south alley. The vehicular access to the garage on the south portion of the site ought to accommodate most traffic. A traffic study should document that this would occur with two garage access points.</p> <p>EDG #2: The mid-block pedestrian connection and the alley need further improvements. Develop a more robust landscape plaza to link to the mid-block pedestrian connector with the proposed park, add more landscaping in the pedestrian connection/alley, enhance the paving beyond that of brushed concrete, and strengthen the connections that cross the alley. The design of the north side of the east/west alley should not prohibit pedestrians from crossing in front of the truck loading area and garage ramp. While not ideal to cross in front, pedestrians will otherwise most likely walk in the alley rather than cross over 40 to 50 feet to the other side. The Board noted its skepticism regarding the efficaciousness of the green screens along the pedestrian corridor in the alley. Staff note: consider the structure along the walkway as a pergola rather than a canopy resembling ones over commercial storefronts. Interesting metal or art work could enliven the southern portion of the pergola parallel to the north wall of the Masonic Temple. This could be potentially more interesting than a green wall. Instead of bollards populating the north side of the walkway consider landscaping to provide the protection needed from truck maneuvering.</p> <p>Clarify the operations of the north/south alley. It appears one way in places and two ways in others. How will this function? How will it impact the operations of the Masonic Temple's parking and loading?</p>	<p>Additional improvements/refinements of the midblock cross connector have been done to improve the pedestrian connection, safety and experience.</p> <p>The pedestrian cross connection has been concentrated to the south side of the cross connector. Due to the automobile and truck loading circulation patterns we feel this provides the safest and best pedestrian experience for the cross-block pedestrian connection. The west half of this pedestrian connection will be provided with a continuous canopy, landscape planters buffering from drive lanes, and decorative architectural grill and greenwall within a colonade along the Masonic lodge. Across the cross connector from this pedestrian connection along the residential lobby, we have added an enlarged landscape planter and resident stair up to the podium plaza. The east half of the pedestrian connection features a pedestrian walkway with canopy coverage and bollards along the along the drugstore façade and commercial pedestrian access to parking garage.</p> <p>The green wall system will be fully planted and irrigated at installation with appropriately sized soil volume in the vertical wall elements to ensure plant material success. The green wall system faces north allowing lush shade tolerant vegetation such as ferns to thrive.</p> <p>Our traffic engineers will weigh in on the issue pedestrian circulation in the cross-connector and will work through it with John Shaw. However, it must be noted that the applicant disagrees with this statement. First, there is no evidence that the current configuration will "cause" pedestrians to walk in the alley. In fact, the separated, weather-protected pedestrian connection along the south side of the alley is a safe and convenient method of access down the mid-block connector. Placing sidewalks in front of truck loading areas and in front of a parking access will encourage pedestrian/car/truck conflicts. Our design separates pedestrians from this area and we believe is the best and safest design. Please see Pedestrian &amp; Vehicular Circulation Diagram.</p>



	DESIGN REVIEW BOARD CRITERIA	RECOMMENDATION:	RESPONSE:
D-9	Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.	EDG #1: Design of signage at the corner of Alaska and Fauntleroy ought to complement the massing and form of the architecture.  EDG #2: The retail signage should not dominate the identity of the building. The Board will want a careful consideration of the signage including placement, size and type.	Noted and both commercial and residential signage will be presented at the DRB meeting.
D-10	Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.	EDG #1: Commercial lighting will be an important consideration as the review process continues.  EDG #2: Provide a concept lighting plan by the Recommendation meeting.	Noted and both commercial and residential lighting will be presented at the DRB meeting.
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.	EDG #1: The significant grades surrounding the site, particularly along Alaska St. and 40th Ave SW, challenge the designers to achieve maximum transparency particularly the accommodation of a grocery store. The Board conveyed its desire for the project to achieve the code required transparency on the three major streets in order to ensure that the project generates animated street fronts. The Board noted that commercial transparency on Fauntleroy Way was no less important than the other streets. At the next EDG meeting, the applicant will need to produce multiple conceptual site sections in both directions showing the relationship of the proposed massing with the varying grades.  EDG #2: Following-up the Board's request at the earlier meeting, the applicant produced a series of sections showing the relationship of the massing, in particular the commercial level, with the grades. The Board did not request revisions.	Commercial transparency along Fauntleroy Ave., Alaska Street, Edmunds and 40th Ave. exceeds the 60% minimum code requirements. All the North Building's façades as well as the South Building's east façade exceeds 70% transparency.
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 privacy for residents and a visually interesting street front for pedestrians. 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.	EDG #1: Consider creating a visible vertical connection between the residential lobby and the second level courtyard.  EDG #2: Where entrances occur at the significant open spaces, use a common material to visually join the interior residential lobby or commercial area, creating a seamlessness that allows building and plaza to reach into one another.	A visible vertical connection/stair is being provided between the cross connector and the podium plaza level which we feel serves the intent of the above EDG comment. Pedestrian plazas/courts with landscaping are provided at each of the residential entries. The Southwest residential entry plaza has been enlarged to respect the need for public to private space transition as well as relate to the future park space across 40th Ave.

	DESIGN REVIEW BOARD CRITERIA	RECOMMENDATION:	RESPONSE:
E-1	Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.	<p>EDG #1: After studying the open spaces, the Board conveyed its desire to have a larger at grade plaza occupying the Alaska St. and 40th Ave SW corner. Quieter, closer to the Junction, and possibly possessing better solar exposure, this space would likely attract users and achieve synergy with the grocery store and the “street park” concept along 40th Ave. This plaza should possess well designed pedestrian oriented amenities.</p> <p>EDG #2: The Board did not offer specific comments on this guidance.</p>	The existing landscape context is minimal and does not provide significant design direction. The proposed landscape design reinforces principals outlined in the Triangle guidelines and provides a buffer for pedestrians from the busy streets. The NW corner plaza will provide generous seating areas and amenities. The addition of the rain garden provides a quilter park like setting as the streetscape transitions towards the proposed park site to the 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.	<p>EDG #1: The Board encouraged creating green infrastructure on all of the adjacent streets.</p> <p>EDG #2: Design of green infrastructure was not discussed at the 2nd EDG meeting.</p>	Planting beds are provided along all street frontages to enhance the pedestrian experience. Site furniture planters and screen walls are provided at the plaza areas where appropriate. Green infrastructure in the form of rain gardens are provided along 40th street where the R.O.W. depth can accommodate this infrastructure successfully without competing with pedestrian circulation, and vehicle and utility requirements.
E-3	Landscape Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.	<p>EDG #1: See the Board’s A-10 guidance for the Alaska and Fauntleroy corner.</p> <p>EDG #2: See A-7, A-10, D-1, and D-8.</p>	The landscape has been carefully designed to accommodate pedestrian circulation needs while providing buffering from busy streets, framing views of the project, and surrounding public plaza spaces. Consistent plantings and site amenities help define the project and connect it to the neighborhood. Planters, bollards, distinctive paving and green walls address the unique site conditions at the cross connector.
	<p><b>DEVELOPMENT STANDARD DEPARTURES</b></p> <p>The Board’s recommendation on the requested departure(s) will be based upon the departure’s potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board’s recommendation will be reserved until the final Board meeting.</p> <p>At the time of the Early Design Guidance meeting, the applicant indicated an interest in requesting departures for street level development standards and blank façade/transparency requirements along Alaska St. The Board’s response asserted its expectation of achieving the maximum amount of commercial transparency along the three major streets.</p>		The applicant has modified the design to avoid departure requests for street level development standards along Alaska Street.



4755 Fauntleroy Way SW

---

# REQUESTED DEPARTURES

THIS PAGE LEFT INTENTIONALLY BLANK



NOTICE COMMENTS	DEVELOPMENT STANDARD REQUIREMENT	REQUEST / PROPOSAL	JUSTIFICATION
#5	SMC 23.47A.009A3 limits the width of all portions of the structure parallel to north-south streets to 275’.	We are requesting a departure from the 275’ maximum width requirement of the South building parallel to Fauntleroy to allow a 279’-1” width	We have pulled back the SE portion of the Fauntleroy Avenue frontage 40 feet to reduce the apparent building width. Therefore the building width along the Fauntleroy Avenue property line is 262’-6”. A building is seldom seen in “true elevation”, but actually experienced in perspective therefore the building mass will appear shorter than the required maximum width. We believe this meets the intent of the code.
#7	SMC 23.47A.032A1a requires alley access and does not permit access from both streets and alleys. Proposed access is from an alley, and two streets (Alaska and 40th).	We are requesting a departure to access the East-West Cross-connector from Fauntleroy Way SW, 40th Ave SW and the North-South alley.	The East-West cross-connector is not an alley but a private drive that provides vehicular access to the below grade parking as well as a pedestrian East-West pathway. The East-West Cross-connector is a recommendation from The Triangle Plan. The alley stops at the south side of the Cross-connector, serves the south building’s parking ramp, drug store drive-up and drug store loading area. The East-West Cross-connector serves the North Building’s parking ramp and grocery’s loading area. To comply with this code requirement would increase the number of curb-cuts and require additional access from 40th Ave, Alaska Street or Fauntleroy Way.
#7	SMC 23.47A.032F: Access to a loading berth shall be from the alley if the lot abuts an alley improved to the standards of subsection 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate right-of-way impacts.	We are requesting a departure to access the loading berths from Fauntleroy Way via the East-West Cross connector.	We anticipate egress from the loading berths to be via the alley to the South. Note that access to loading berths via the North/South alley has been studied and it is not feasible per computer generated truck movements. Please note description of North-South Cross-connector and North-South Alley in previous Departure Request.
#7	SMC 23.47A.032B1a: Surface parking is not permitted between a structure and street lot line.	We are requesting a departure to locate street level parking with-in the structure for a portion of the Edmunds street frontage.	The DPD interpretation classifies this as “surface parking between the structure and the street”. The parking provided is for residents/visitors to access to the residential lobby. We are mitigating the parking location by having it partially screened by the building walls, landscape plantings and architectural grill/screen. It is important for visitors to be able to find this parking and not have it totally hidden from view

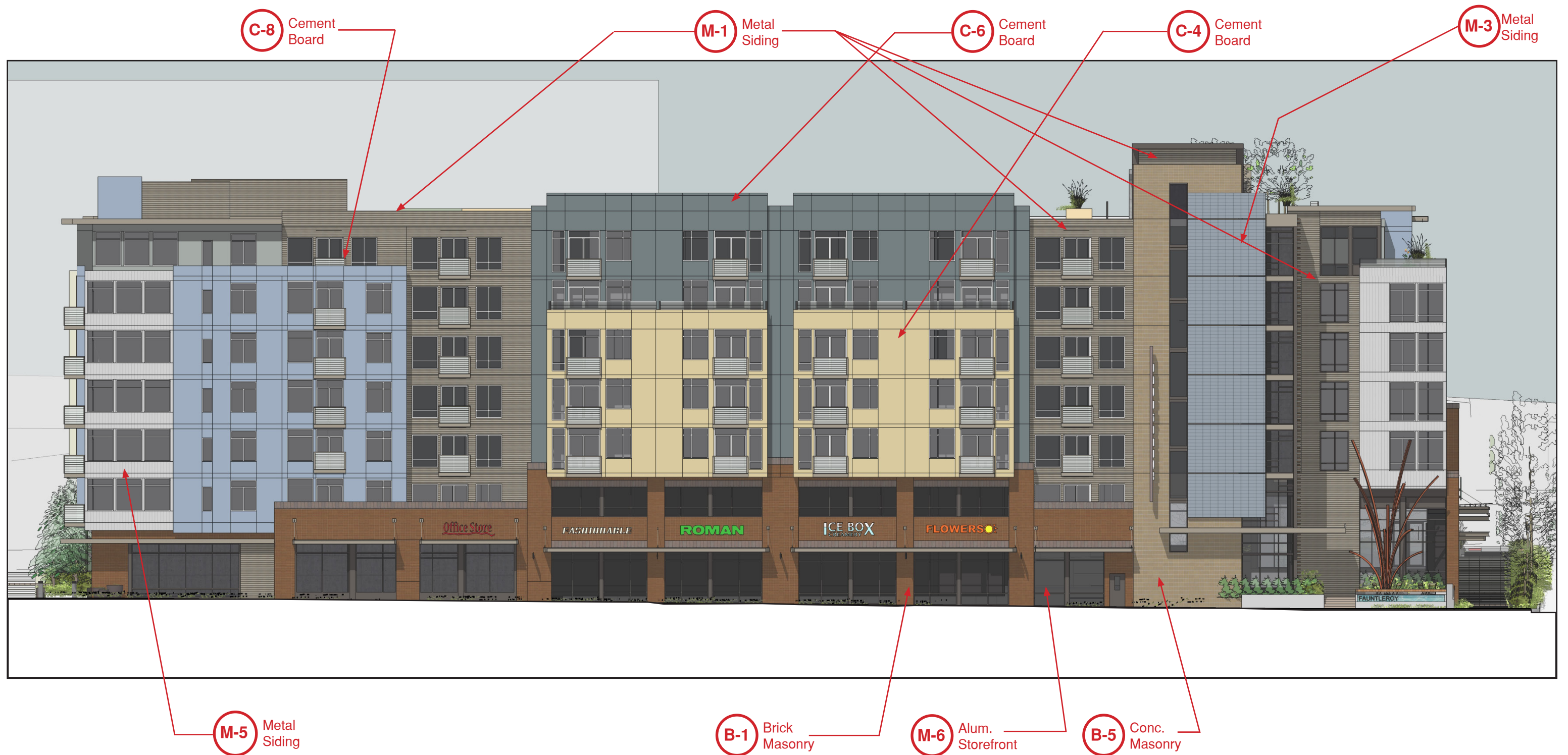
THIS PAGE LEFT INTENTIONALLY BLANK



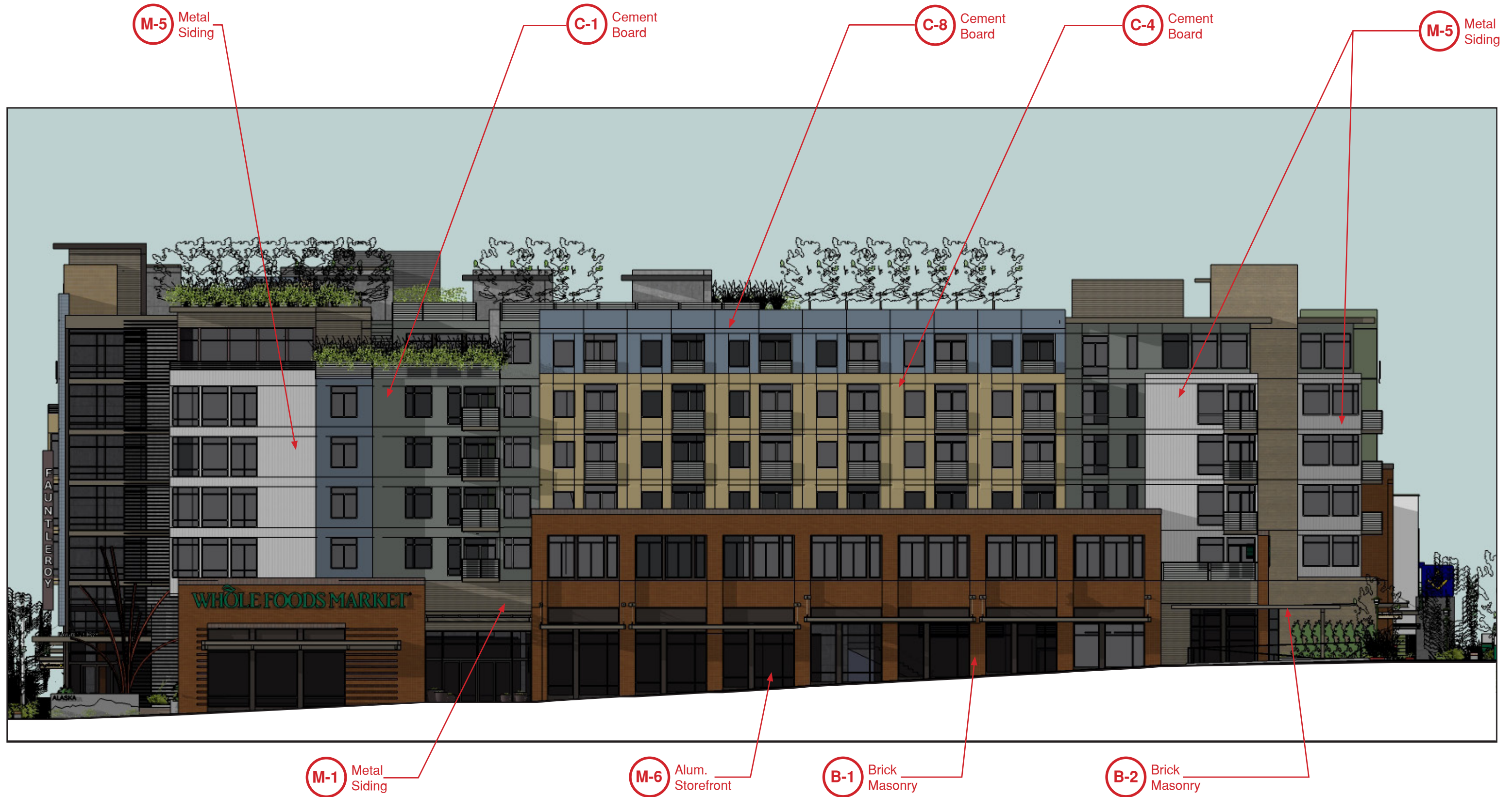
4755 Fauntleroy Way SW

---

# COLORS & MATERIALS

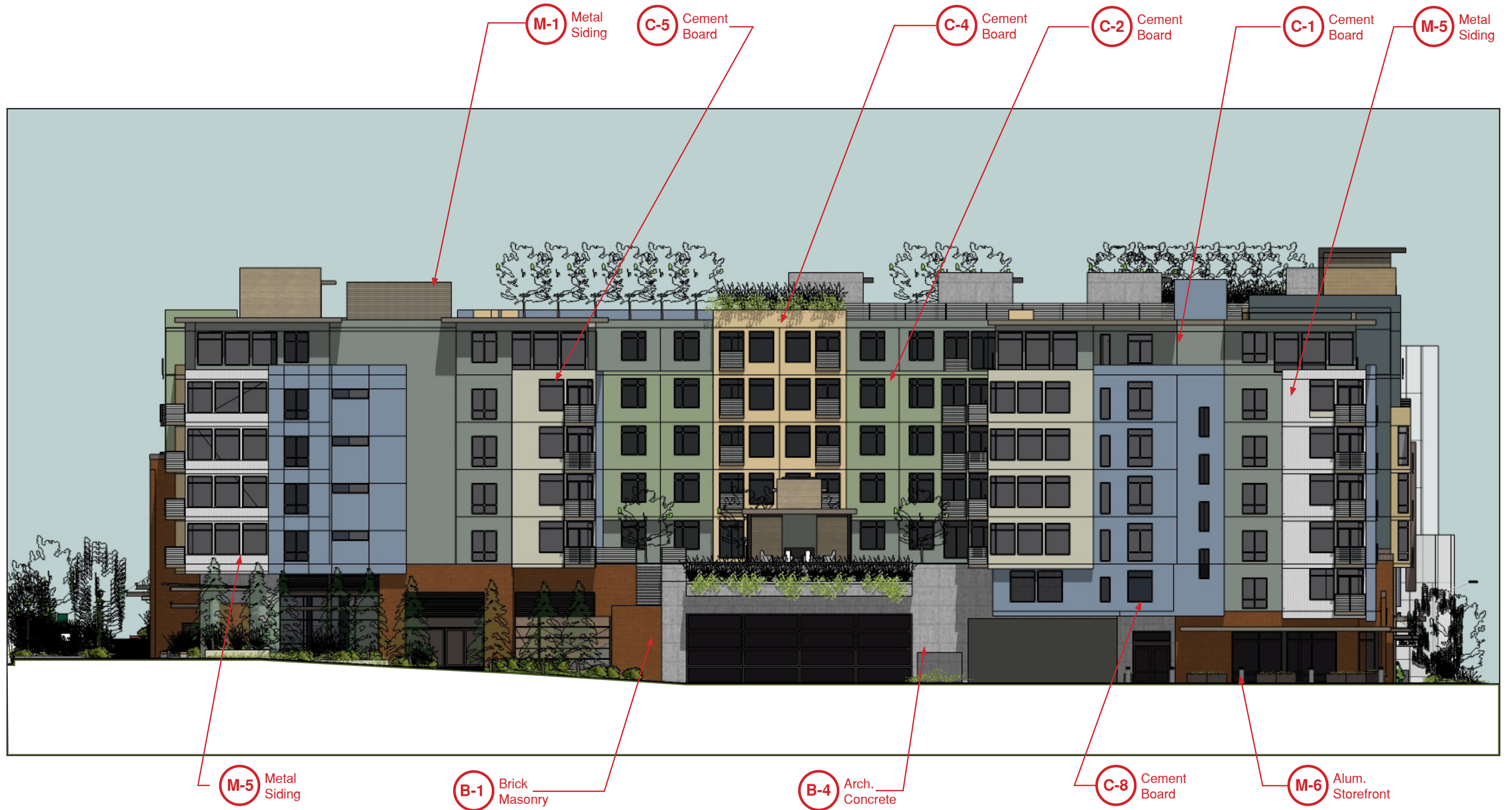






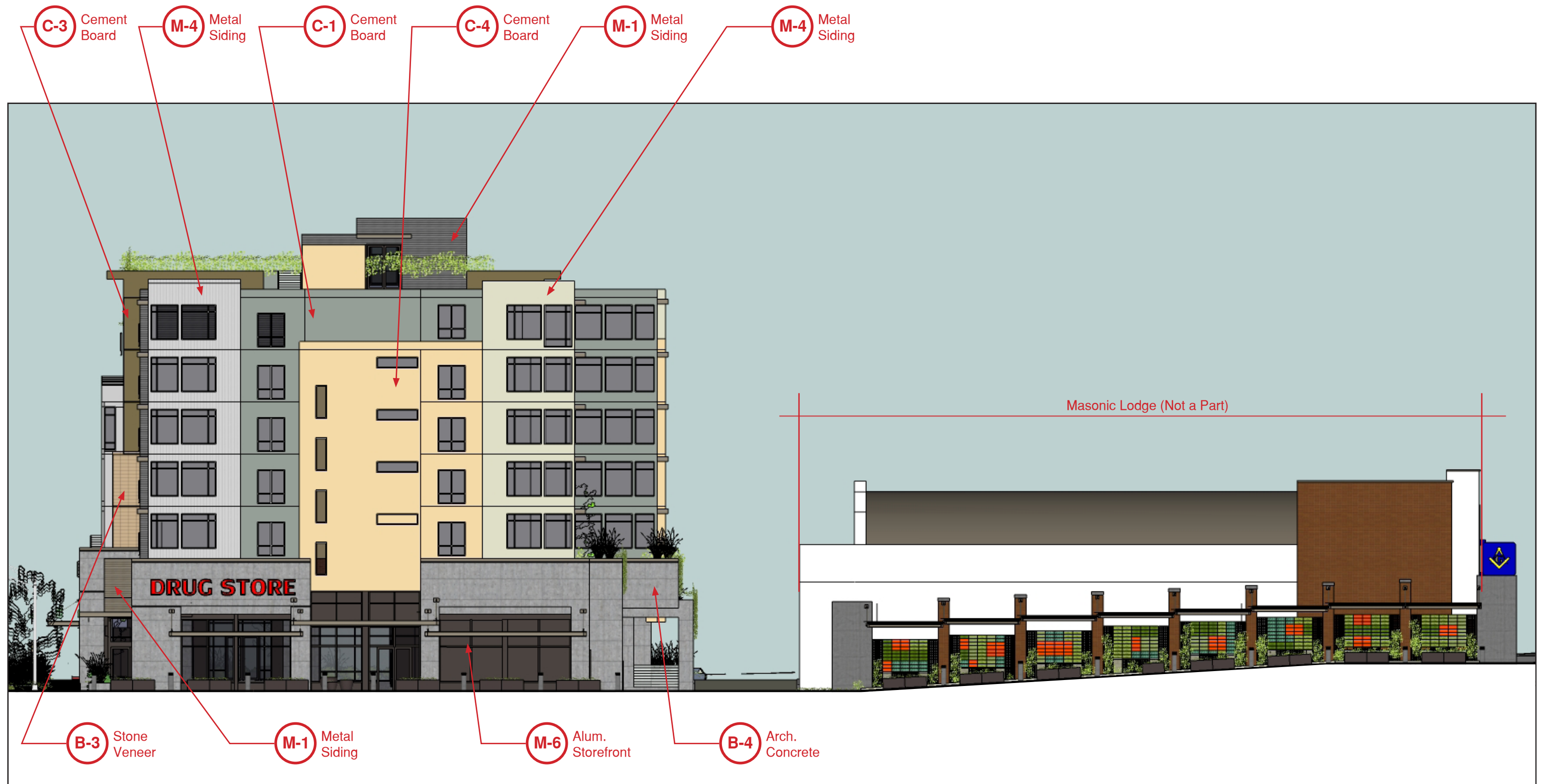






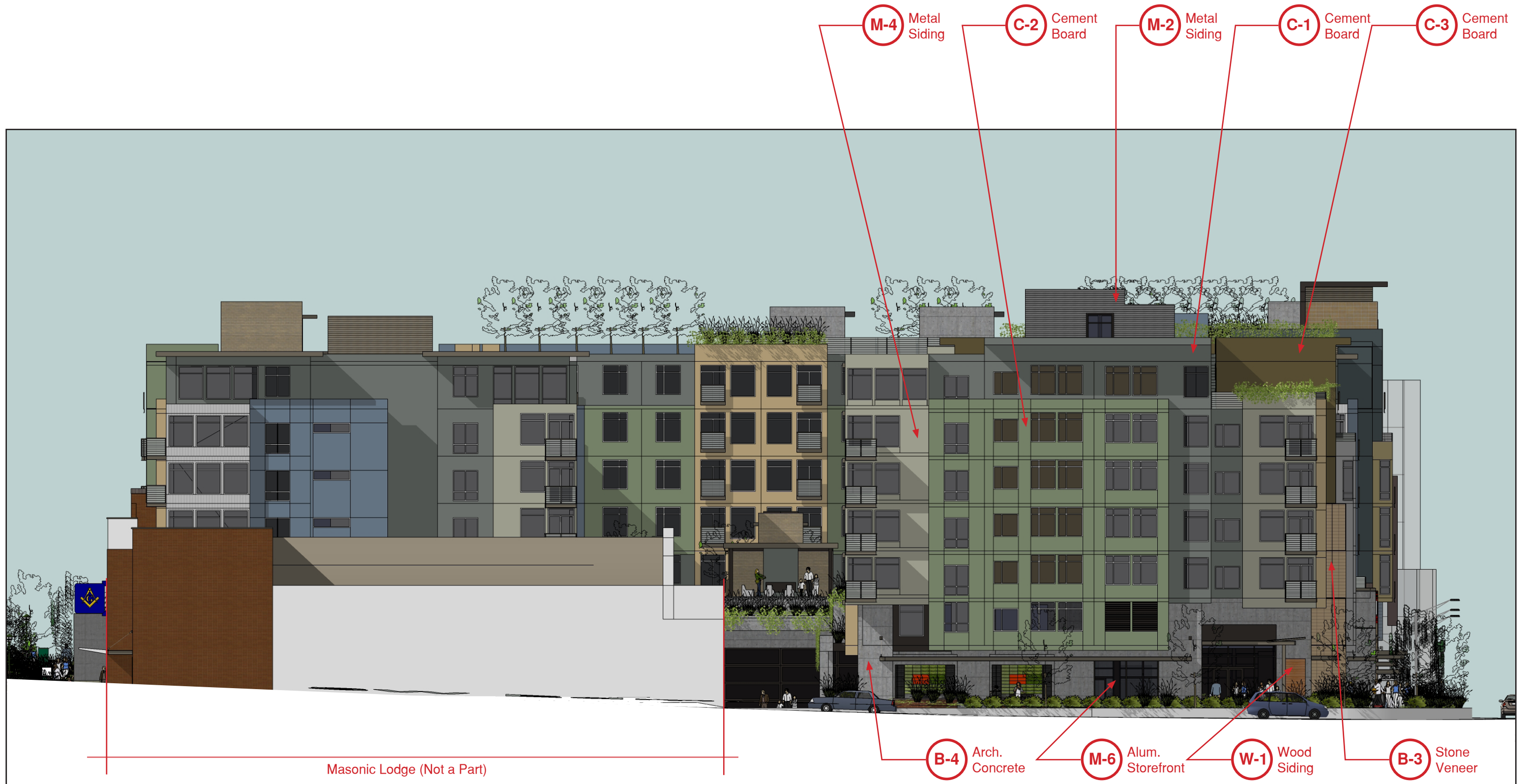








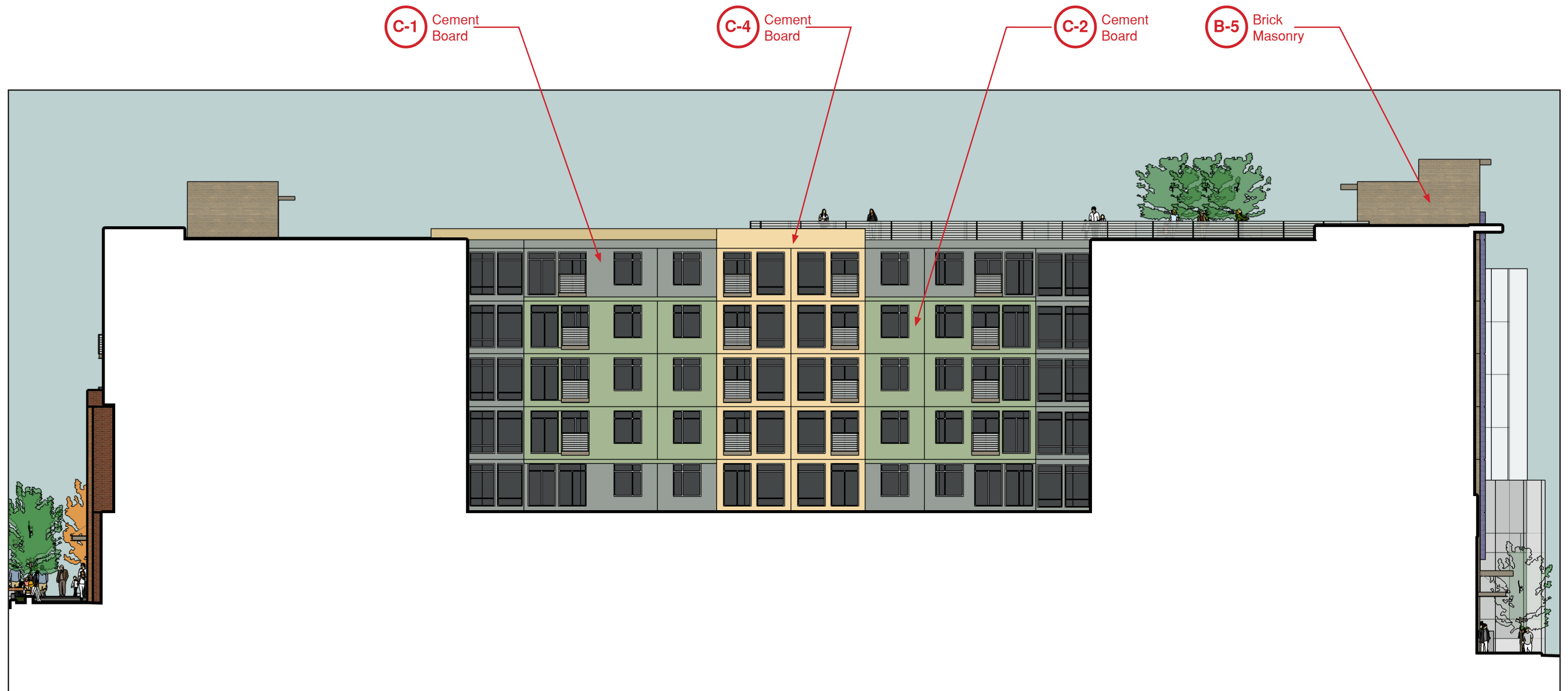




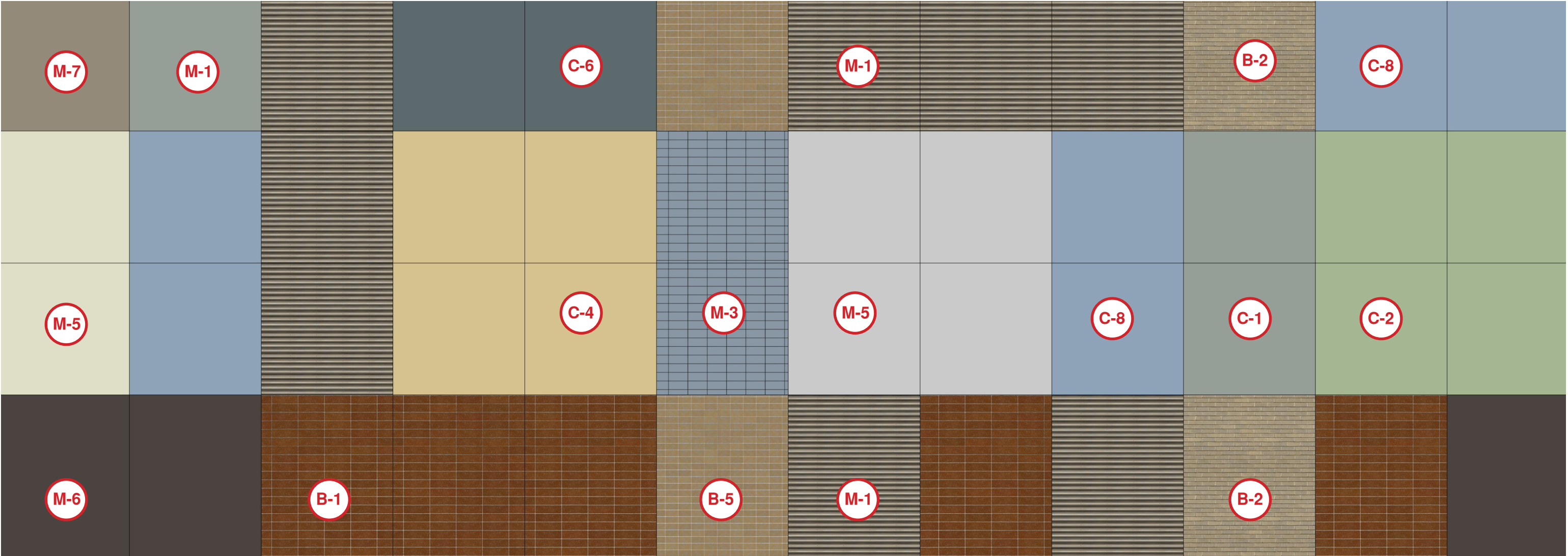












KEY	MATERIAL	DESCRIPTION	COLOR/MFR.	LOCATION
M-1	METAL SIDING	PRE-FINISHED CORRUGATED METAL SIDING AND FLASHING	METAL SALES INC V-LINE 32 (24GA) STANDARD COLOR	SEE ELEVATIONS
M-2	METAL SIDING	PRE-FINISHED CORRUGATED METAL SIDING AND FLASHING	METAL SALES INC V-LINE 32 (24GA) STANDARD COLOR	SEE ELEVATIONS
M-3	METAL SIDING	PRE-FINISHED METAL TILE SIDING AND FLASHING	OPT: PAC-CLAD 32 ALUMINUM FLAT SHEET ZINC METAL OPT: VERTICAL CORRUGATED METAL CUSTOM COLOR OPT: ZALMAG LIC BRONZE	SEE ELEVATIONS
M-4	METAL SIDING	FLAT METAL PANEL	KEITH PANELS COLOR 1	SEE ELEVATIONS
M-5	METAL SIDING	FLAT METAL PANEL	KEITH PANELS COLOR 2	SEE ELEVATIONS
M-6	STOREFRONT	2.5 X 6 ALUMINUM FRAMING	KAWNEER 1600 SYSTEM 1 COLOR TO MATCH	SEE ELEVATIONS
M-7	METAL CANOPIES	PRE-FINISHED METAL CANOPY	STANDARD COLOR TO MATCH	CANOPIES
C-1	CEMENT BOARD	HARDI-PANEL	COLOR 1	SEE ELEVATIONS
C-2	CEMENT BOARD	HARDI-PANEL	COLOR 2	SEE ELEVATIONS
C-3	CEMENT BOARD	HARDI-PANEL	COLOR 3	SEE ELEVATIONS
C-4	CEMENT BOARD	HARDI-PANEL	COLOR 4	SEE ELEVATIONS
C-5	CEMENT BOARD	HARDI-PANEL	COLOR 5	SEE ELEVATIONS
C-6	CEMENT BOARD	HARDI-PANEL	COLOR 6	SEE ELEVATIONS
C-7	CEMENT BOARD	HARDI-PANEL	COLOR 7	SEE ELEVATIONS
C-8	CEMENT BOARD	HARDI-PANEL	COLOR 8	SEE ELEVATIONS
W-1	WOOD SIDING	COMPOSITE DECK PLANK-SOLID PROFILE APPROX 1.5" X 5.5"	TIMBERTECH EARTHWOOD EVOLUTIONS PLANK	SEE ELEVATIONS
B-1	BRICK VENEER	4 X 4 X 16 NOMINAL, STACKED BOND	INTERSTATE BRICK RED	SEE ELEVATIONS
B-2	BRICK VENEER	4 X 4 X 16 NOMINAL, STACKED BOND	INTERSTATE BRICK TAN	SEE ELEVATIONS
B-3	STONE VENEER	MANUFACTURED STONE MASONRY UNIT	ARRISCRAFT 24"X12" RENAISSANCE MASONRY UNITS SMOOTH TAN	SEE ELEVATIONS
B-4	CAST IN PLACE CONCRETE	ARCHITECTURAL GRADE EXPOSED CONCRETE	NATURAL CONCRETE - SEALED	SEE ELEVATIONS
B-5	CMU VENEER	MANUFACTURED STONE MASONRY UNIT	WESTERN MATERIALS SMOOTH FACE KHAKI	SEE ELEVATIONS

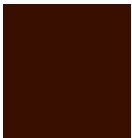


B-1

B-2

B-5

Vinyl Window Colors



Dark Bronze

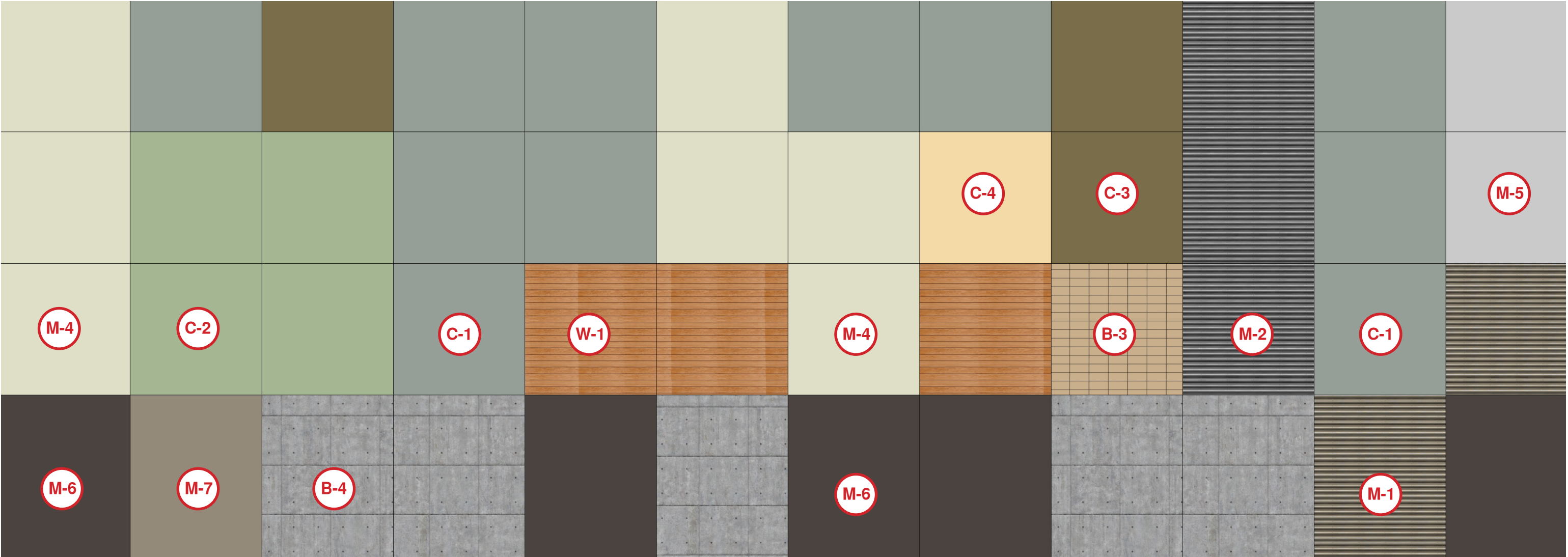


Adobe

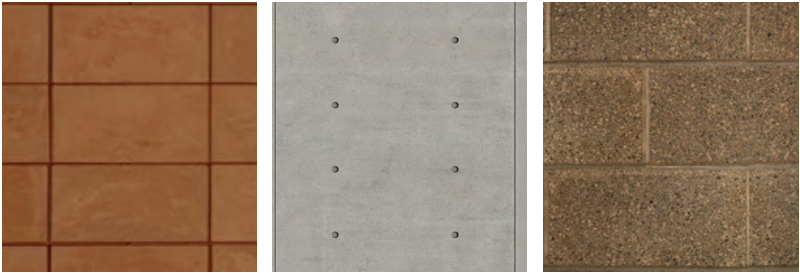


White





KEY	MATERIAL	DESCRIPTION	COLOR/MFR.	LOCATION
M-1	METAL SIDING	PRE-FINISHED CORRUGATED METAL SIDING AND FLASHING	METAL SALES INC V-LINE 32 (24GA) STANDARD COLOR	SEE ELEVATIONS
M-2	METAL SIDING	PRE-FINISHED CORRUGATED METAL SIDING AND FLASHING	METAL SALES INC V-LINE 32 (24GA) STANDARD COLOR	SEE ELEVATIONS
M-3	METAL SIDING	PRE-FINISHED METAL TILE SIDING AND FLASHING	OPT: PAC-CLAD 32 ALUMINUM FLAT SHEET ZINC METAL OPT: VERTICAL CORRUGATED METAL CUSTOM COLOR OPT: ZALMAG LIC BRONZE	SEE ELEVATIONS
M-4	METAL SIDING	FLAT METAL PANEL	KEITH PANELS COLOR 1	SEE ELEVATIONS
M-5	METAL SIDING	FLAT METAL PANEL	KEITH PANELS COLOR 2	SEE ELEVATIONS
M-6	STOREFRONT	2.5 X 6 ALUMINUM FRAMING	KAWNEER 1600 SYSTEM 1 COLOR TO MATCH	SEE ELEVATIONS
M-7	METAL CANOPIES	PRE-FINISHED METAL CANOPY	STANDARD COLOR TO MATCH	CANOPIES
C-1	CEMENT BOARD	HARDI-PANEL	COLOR 1	SEE ELEVATIONS
C-2	CEMENT BOARD	HARDI-PANEL	COLOR 2	SEE ELEVATIONS
C-3	CEMENT BOARD	HARDI-PANEL	COLOR 3	SEE ELEVATIONS
C-4	CEMENT BOARD	HARDI-PANEL	COLOR 4	SEE ELEVATIONS
C-5	CEMENT BOARD	HARDI-PANEL	COLOR 5	SEE ELEVATIONS
C-6	CEMENT BOARD	HARDI-PANEL	COLOR 6	SEE ELEVATIONS
C-7	CEMENT BOARD	HARDI-PANEL	COLOR 7	SEE ELEVATIONS
C-8	CEMENT BOARD	HARDI-PANEL	COLOR 8	SEE ELEVATIONS
W-1	WOOD SIDING	COMPOSITE DECK PLANK-SOLID PROFILE APPROX 1.5" X 5.5"	TIMBERTECH EARTHWOOD EVOLUTIONS PLANK	SEE ELEVATIONS
B-1	BRICK VENEER	4 X 4 X 16 NOMINAL, STACKED BOND	INTERSTATE BRICK RED	SEE ELEVATIONS
B-2	BRICK VENEER	4 X 4 X 16 NOMINAL, STACKED BOND	INTERSTATE BRICK TAN	SEE ELEVATIONS
B-3	STONE VENEER	MANUFACTURED STONE MASONRY UNIT	ARRISCRAFT 24"X12" RENAISSANCE MASONRY UNITS SMOOTH TAN	SEE ELEVATIONS
B-4	CAST IN PLACE CONCRETE	ARCHITECTURAL GRADE EXPOSED CONCRETE	NATURAL CONCRETE - SEALED	SEE ELEVATIONS
B-5	CMU VENEER	MANUFACTURED STONE MASONRY UNIT	WESTERN MATERIALS SMOOTH FACE KHAKI	SEE ELEVATIONS



B-3

B-4

B-5

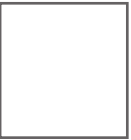
Vinyl Window Colors



Dark Bronze



Adobe



White



4755 Fauntleroy Way SW

---

# SELECTED RENDERINGS

THIS PAGE LEFT INTENTIONALLY BLANK



















4755 Fauntleroy Way SW



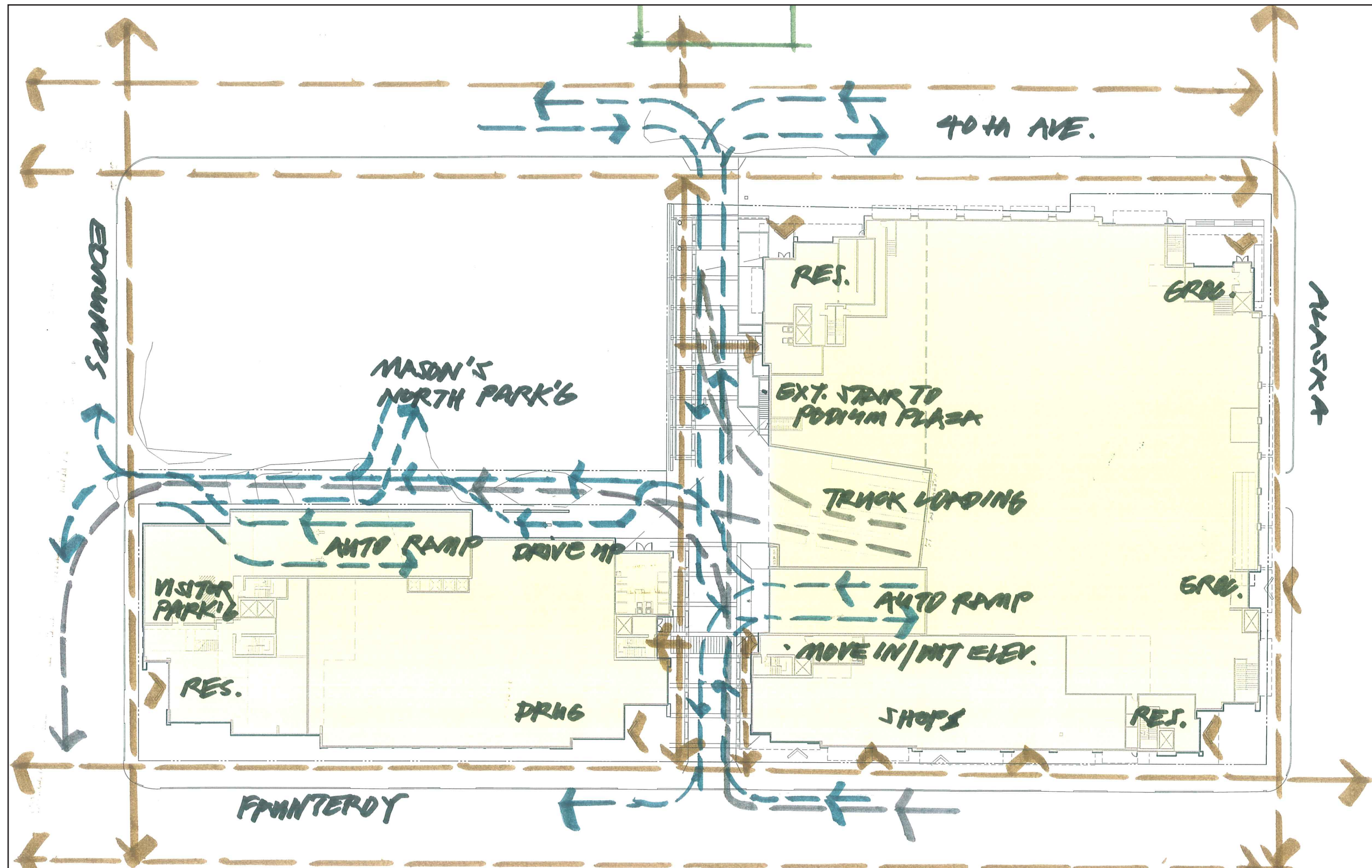
# APPENDIX

THIS PAGE LEFT INTENTIONALLY BLANK









 PEDESTRIAN CIRCULATION
  VEHICLE CIRCULATION
  TRUCK CIRCULATION





*Approaching Intersection*



*At Intersection on Fauntleroy*

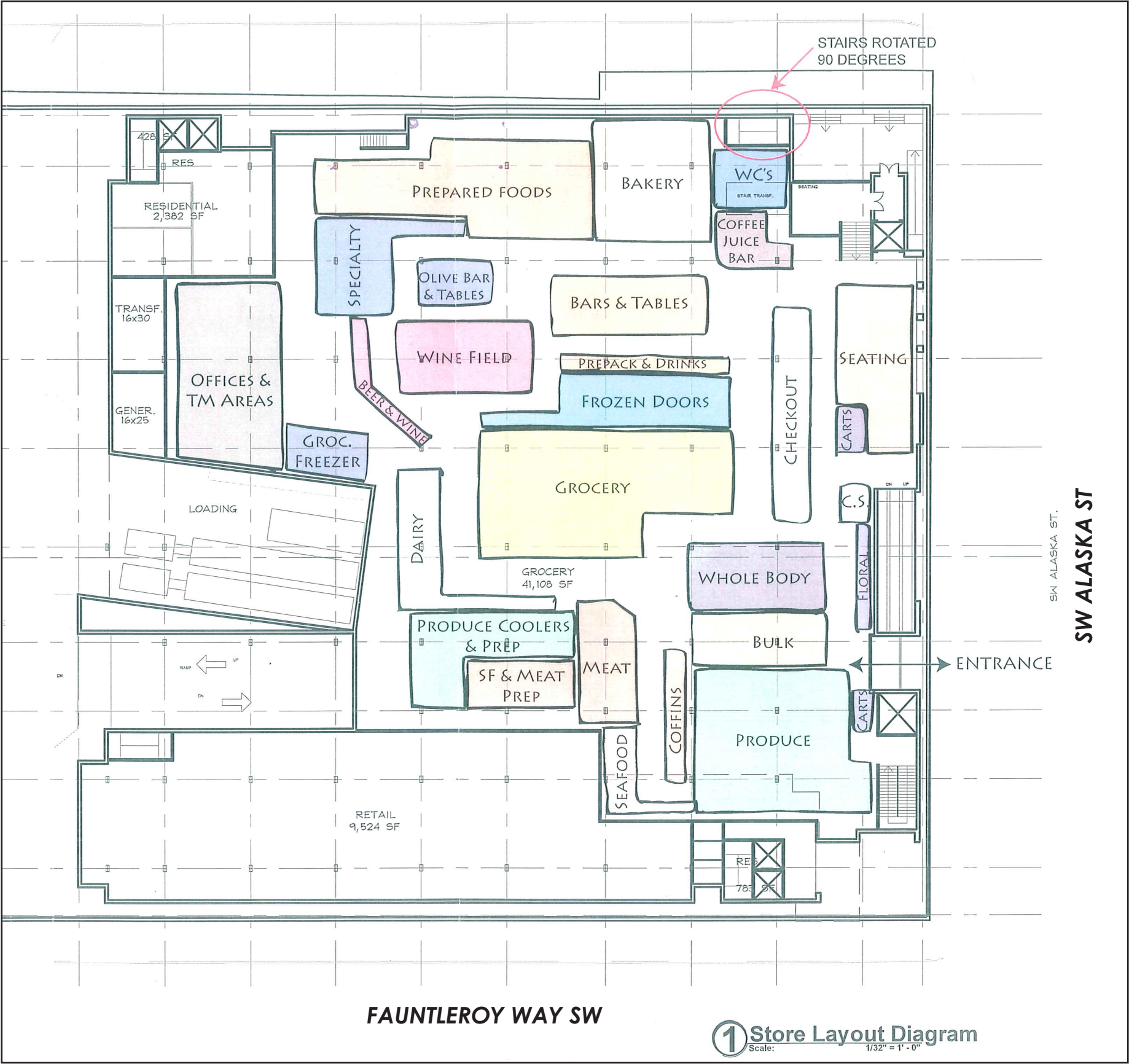


*View from Alaska St.*



*View from Fauntleroy*









Viking Bank



Highline Medical Plaza



Trader Joes



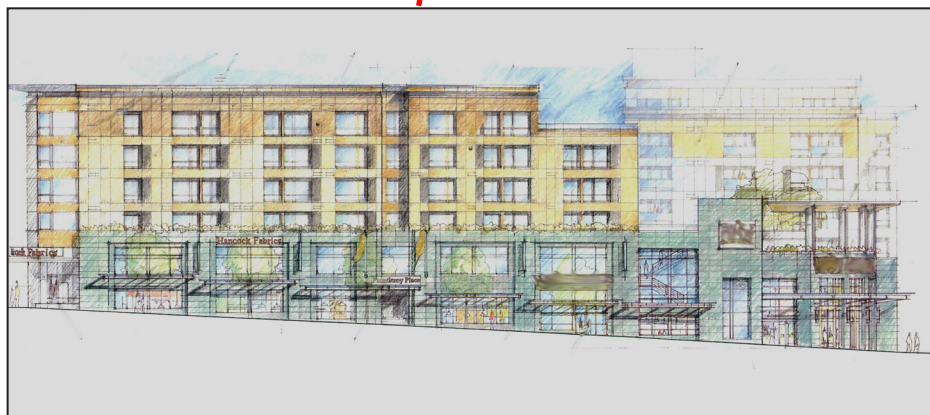
Altamira Apts. / QFC



Fire Station No. 32



Mural Apts.

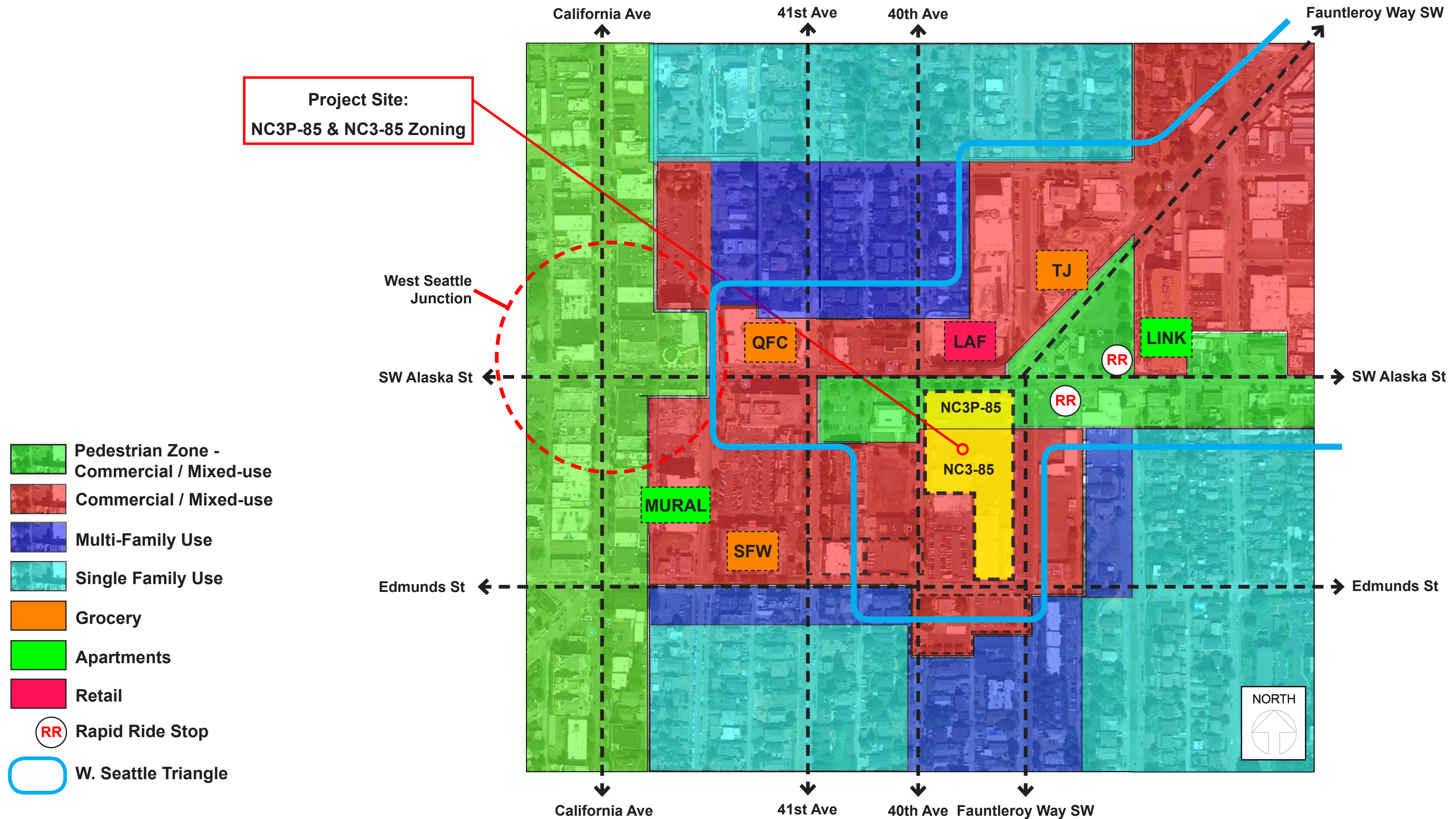


Permitted Mixed-Use



Link Apts.







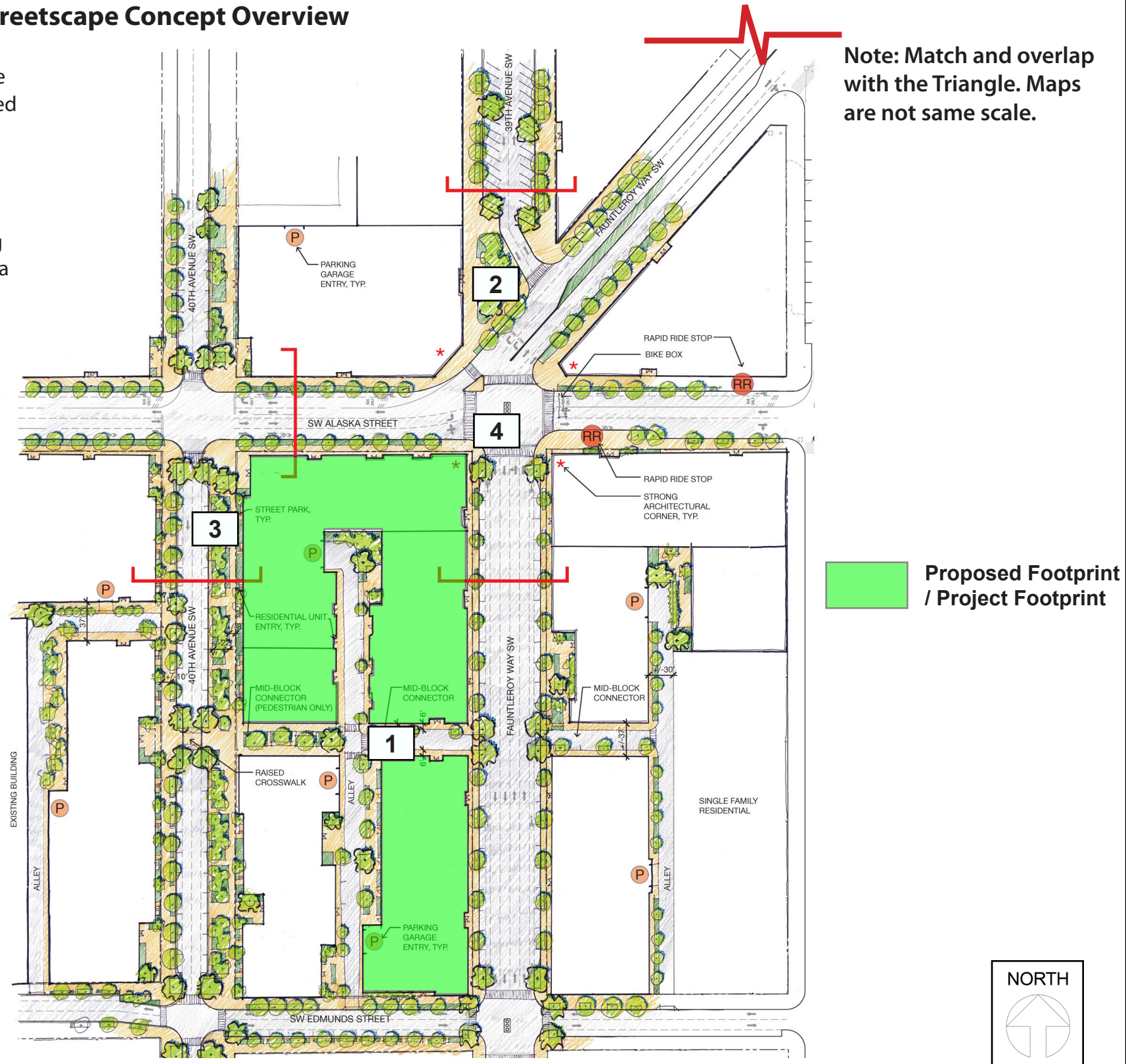
## Fauntleroy / Alaska Blocks - Streetscape Concept Overview

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:

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

**In response to these guidelines the applicant is proposing corner plazas at all four corners.**

**In response the applicant is also proposing sidewalk widening on all four streets.**



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

## WEST SEATTLE TRIANGLE PLAN - RECOMMENDATIONS

The West Seattle Triangle Plan highlights the potential for streetscapes and strategic open spaces to produce a community lattice of green spaces to better connect the neighborhood. A large focus of this is mid-block crossing to connect designated green streets.

The West Seattle Triangle Plan highlights an opportunity for, and the encourages the development of, an East/West mid-block crossing between Fauntleroy Way SW and 40th Ave SW.

**In response to this guideline, the applicant is proposing a heavily landscaped pedestrian mid-block crossing between Fauntleroy Way SW and 40th Ave SW**



November 2011

Page 22

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



## MASSING SCHEME D - PREFERRED

### Option Description:

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

### Total Areas:

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

### Pros:

Cross connector in ideal mid-block location is provided which reduces # of curb cuts while providing desired pedestrian cross block connection.

Wider cross-connector provides pedestrian circulation on both sides and more natural light.

Continuous retail frontage along Fauntleroy and Alaska w/ grocery entrances along Alaska St.

All loading and garage access is via cross connector or alley.

Main residential entry and leasing is at south end of site away from commercial emphasis.

Grocery loading position contains maneuvering on cross-connector and alley.

North-south alley connects to cross-connector access easement.

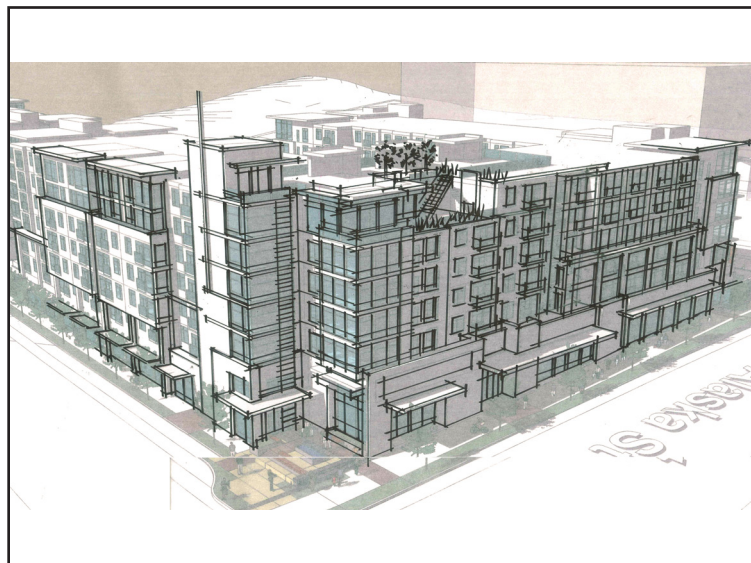
“C” shaped residential mass provides improved natural light to roof plaza and interior facing units.

Residential mass is stepped back with lower 70’ height provides comfortable sidewalk pedestrian experience.

Ideal grocery layout and size.

### Cons:

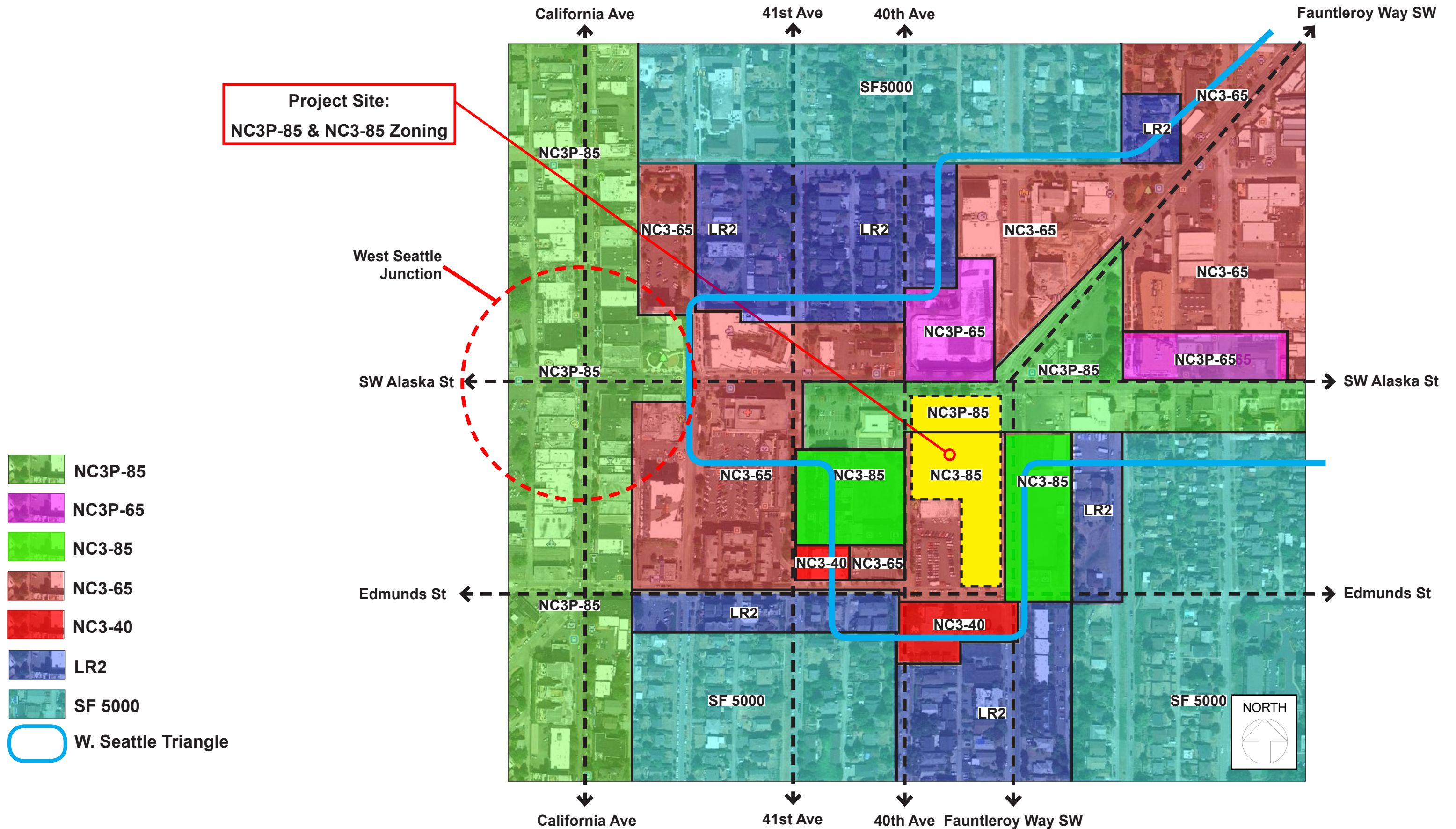
Major reduction in residential area and unit count.













THIS PAGE LEFT INTENTIONALLY BLANK

THIS PAGE LEFT INTENTIONALLY BLANK



4755 Fauntleroy Way SW



**END**