

Alaska and Fauntleroy Project

Alley Vacation Petition

January 24, 2013

4755 Fauntleroy Way S.W.

DPD Project No. 3013803

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#1—Filing Fee

A check for \$450.00 for the filing fees, made to the City of Seattle Department of Finance, has been submitted to SDOT and accepted for this petition.

#2—Required Signatures

Signed and completed petition with signatures representing ownership of 2/3 of the property abutting the right-of-way to be vacated as required by state law. Specifically, the petition must contain the signatures of the property owners on both sides of the affected alley, even though only a portion is sought for vacation. For property owned by a business entity, the petition must include notarized signatures of two authorized officers. The submittal must include documentation (such as articles of incorporation or other organizational documents demonstrating the authority to bind the organization) and names and titles of officers who are authorized to bind the corporation.

The signatures to the petition have been submitted to SDOT and accepted.

#3—Community Information

The Street vacation Policies require community notification prior to beginning the vacation review process. List the community or neighborhood organizations and business groups that were provided information about the project, and include contact names, addresses, phone numbers, and email addresses.

Community Group/Neighbor	Contacts met with	Contact information	Meeting Dates
Masonic Temple	Jeffery Tosh	(206) 938-3554	Sept 11, Nov 2
	Martin Monk	(206) 938-3554	Sept 11, Nov 2
	Danan Margason	(206) 938-3554	Oct 18 (phone), Nov 2
West Seattle Junction Association	Susan Melrose	susan@wsjunction.org	July 30 and 31 (phone), Aug 14 and 30 (phone), Sept 5, Sept 13, Oct 16, Nov 27, Dec 10
	Heather Leaman/Bakery Nouveau	206-923-0534	Sept 12 (phone)
	T. Frick/Bin 41	bin41@me.com, 206.937.0411	Sept 11, Nov 27
	Josh Sutton/YMCA	206-658-3331 (cell), jsutton@seattleymca.org	Nov 27, Dec 10
West Seattle Chamber of Commerce	Dave Montoure/West 5 - President	206-719-3283 (cell)	July 26, July 30 (phone), Aug 21 (phone), Sept 5, Sept 13, Sept 25 (presented to Chamber Board) , Oct 16, Oct 29 (email), Nov 27
Chaco Canyon Café	Chris Maykut, owner	chacocanyoncafe@gmail.com	Nov 27
West Seattle Junction Neighborhood Assn	Rene Commons	rcommons@comcast.net , 206-373-5003	Sept 11, Nov 27, Dec 10
	Abdy Farid	af.1@comcast.net	Sept 11, Nov 27, Dec 10
West Side Baby	Nancy Woodland, owner	nancy@westsidebaby.org , 206-767-1662	Nov 27
Morgan Junction Community Association	Deb Barker	djb124@earthlink.net , 206-940-2255	Nov 27
Fairmount Community Association	Sharonn Meeks	smeeks50@comcast.net , 206-938-1007 (home), 206-287-4404 (office)	Sept 11, Nov 27
Admiral neighbor	Diane Vincent	divincent@aol.comm , 206-949-7377	Nov 27

The Project has also been subject to two Early Design Guidance meetings, at which members of the public submitted public comment. The project will be subject to Design Commission meetings, also public meetings, to review the alley vacation petition, and the project will be further subject to at least one more Design Review Board Recommendation meeting. Both Design Commission meetings and Design Review Board meetings include public comment opportunities.

Attached are letters of support for the project and the vacation; we will continue to submit letters of support and additional project information as it is received.



West Seattle Junction Association
4210 SW Oregon Street, Suite A
Seattle, WA 98116
P: 206.935.0904 F: 206.932.5753
www.wsjunction.org

September 17, 2012

Lennar Multi Family
Attn: Peter Schellinger
25 Enterprise, Suite 300
Aliso Viejo, CA 92656

Re: West Seattle Triangle Development Proposed for 4755 Fauntleroy Way SW and Vicinity

Dear Peter:

Thank you for including the West Seattle Junction Association in your outreach efforts for the proposed development at 4755 Fauntleroy Way SW. This is an important site as it is a critical gateway to our neighborhood.

Based on our conversations and the information you provided, the project will be a positive addition to West Seattle. Our Community has spent considerable effort planning for the future development of this site and the West Seattle Junction Association looks forward to a mixed use development that provides new residential and retail options.

This type of development must be planned and implemented with care, but based on our communications so far, we support the vision presented by this project.

Best,

Susan Melrose
Director

September 10, 2012

Lennar Multi Family
Attn: Peter Schellinger
25 Enterprise, Suite 300
Alto Viejo, CA 92656

Re: West Seattle Triangle Development Proposed for 4755 Fauntleroy
Way SW and Vicinity

Dear Peter:

Thank you for taking the time to meet with us on August 21, 2012 to discuss your proposed project. We and our neighbors have a longstanding interest in seeing the West Seattle Triangle thoughtfully renewed, and appreciate that you are seeking the thoughts of community members in advance of submitting your applications to the City.

Based on our conversations and the information you provided, it appears that the development you have proposed for the corner of Fauntleroy Way and SW Alaska Street will fulfill many of the goals West Seattleites and the City as a whole have for this neighborhood. A mixed use development that provides new residential and retail options would help reenergize the neighborhood and should also offer needed local employment opportunities. This type of development must be planned and implemented with care, but based on our communications so far, we support the vision presented by this project.

We look forward to continuing work toward a revitalized West Seattle Triangle neighborhood.

Very truly yours,



Dave Montoure
Chairman/Board of Directors
West Seattle Chamber of Commerce

#4—Development Team

Provide information about the development team, including the architect, engineer, land use attorney, artist, or other team members and include name, address, phone number and email address.

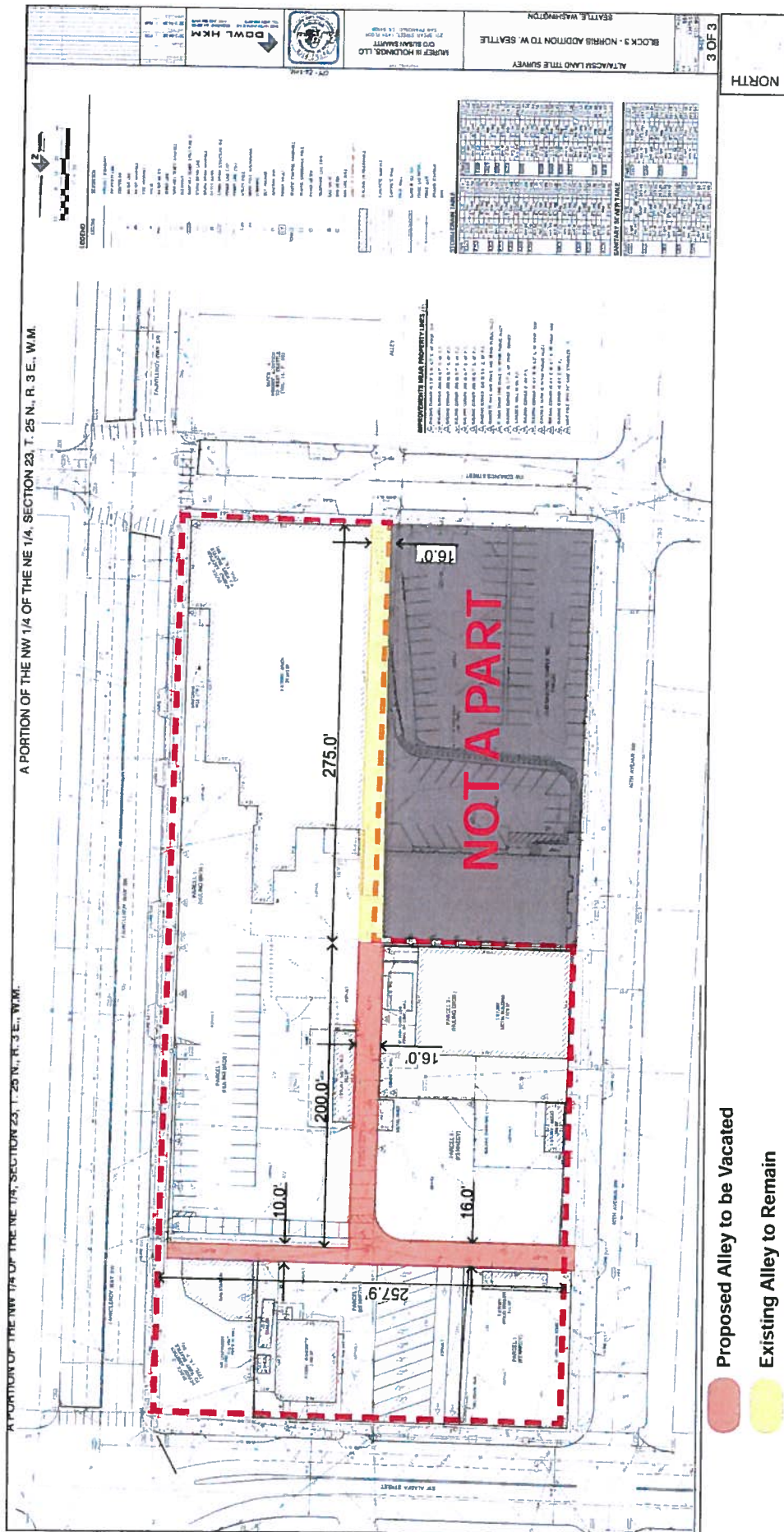
Project Developers:	Joint Venture between Lennar Multifamily and Weingarten Realty Lennar Contact: Steve Orser Steve.orser@lennar.com Weingarten Contact: Lance Sherwood Lsherwood@weingarten.com
Project Design:	Fuller Sears Architects Bill Fuller: bfuller@fullersears.com Steve Sears: ssears@fullersears.com
Landscape Design:	Weisman Design Group Andy Rasmussen andy@wdginc.com
Civil Engineer:	KPFF, Inc. Jeremy Febus Jeremy.febus@kpff.com
Transportation:	The Transpo Group Mike Swenson Mike.swenson@transpogroup.com
Land Use Attorneys:	McCullough Hill Leary, P.S. Jack McCullough and Jessie Clawson jack@mhseattle.com or jessie@mhseattle.com

#5—Alley Proposed for Vacation

Identify the public right-of-way proposed for vacation. Provide a legal description of the right-of-way proposed to be vacated; survey and title work may be required.

Please see the attached site plan showing the alley proposed to be vacated, and a depiction of the configuration of the site following alley vacation.

Please also see the attached legal description of the alley proposed to be vacated.



Proposed Alley to be Vacated

Existing Alley to Remain

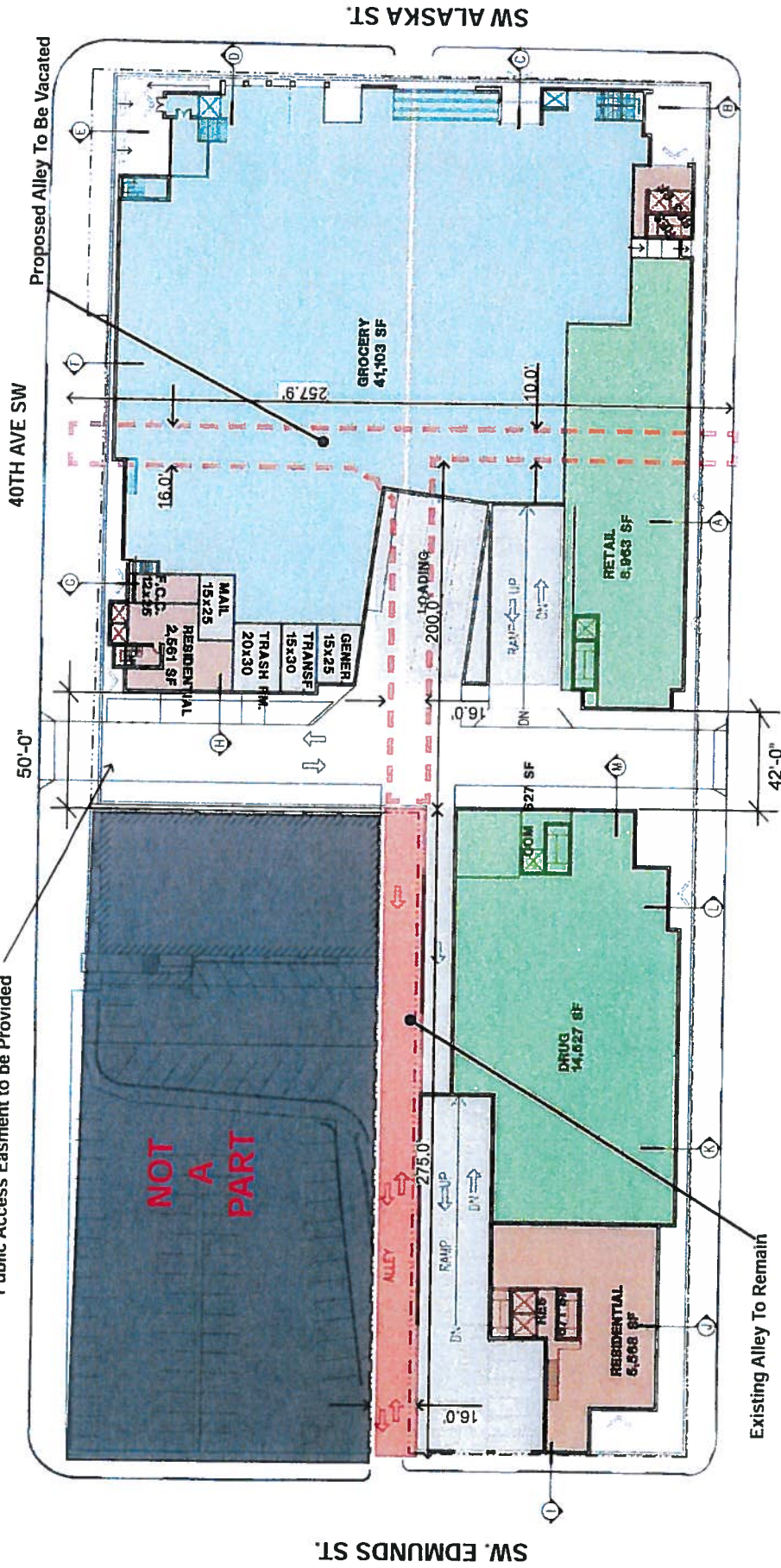
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1411 Fourth Ave., Suite 1308
Seattle, WA 98101
Tel. 206.662.6170

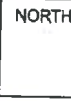
4755 Fauntleroy Way SW
West Seattle, Seattle, Washington

Alley Vacation Summary
Alley Vacation Petition, 1/24/2013

250' Mid-Block Connector per West Seattle Triangle Plan-
Public Access Easement to be Provided



FAUNTLEROY WAY SW



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4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

Ground Level Plan

Alley Vacation Petition, 1/24/2013

**EXHIBIT A
LEGAL DESCRIPTION
ALLEY VACATION**

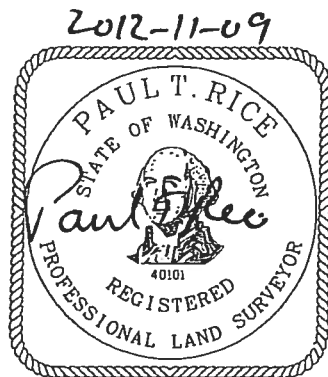
THOSE PORTIONS OF THE PUBLIC ALLEYS, LYING WITHIN BLOCK 3, NORRIS ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 93, RECORDS OF KING COUNTY;

TOGETHER WITH THAT PROPERTY CONVEYED TO THE CITY OF SEATTLE FOR STREET PURPOSES, AS RECORDED UNDER RECORDING NUMBERS 6689470 AND 6689471, RECORDS OF KING COUNTY, WASHINGTON;

LYING NORTHERLY OF THE SOUTHERLY BOUNDARY, AND ITS EASTERLY AND WESTERLY EXTENSION THEREOF, OF LOT 39, IN SAID BLOCK 3, NORRIS ADDITION TO WEST SEATTLE.

EXCEPTING THEREFROM, ANY PORTION OF SAID PUBLIC ALLEYS LYING WITHIN SAID BLOCK 3, NORRIS ADDITION TO WEST SEATTLE, PREVIOUSLY VACATED BY CITY OF SEATTLE ORDINANCE NUMBER 99278;

SAID PORTION TO BE VACATED CONTAINS 6,597 SQUARE FEET, OR 0.151 ACRES OF LAND, MORE OR LESS.



#6—Project Location

Provide the project address; the boundaries of the block where the project is located; the neighborhood or area of the City; the Neighborhood Planning Area; the current zoning for the area and any zoning overlays or special review districts.

Project address: 4755 Fauntleroy Avenue S.W., Seattle, WA 98166

Boundaries of block: The block is bounded by S.W. Alaska Street to the north, Fauntleroy Way S.W. to the east, 40th Avenue S.W. to the west, and S.W. Edmunds Street to the south.

Current zoning of site: The northern third of the project site is zoned Neighborhood Commercial 3 with a pedestrian overlay and a height limit of 85 feet (“NC3P-85”), while the southern two-thirds of the project site is zoned NC3-85.

Comprehensive Plan designation: Mixed Use/Commercial; West Seattle Junction Hub Urban Village.

Neighborhood Planning Area: West Seattle Junction Neighborhood Plan, West Seattle Triangle Urban Design Framework

Design Review Board: Southwest Design Review Board

Please see attached area plan and surrounding area context photos.

ADDRESS: 4755 Fauntleroy Way SW
 DPD PROJECT #: 3013803
 OWNER/APPLICANT: Lennar Multi Family
 AGENT: Fuller Sears Architects

DEVELOPMENT OBJECTIVES

Our objective is to develop a true retail-based mixed-use project that contributes to the character of its surroundings by:

- Adding to the retail activity and character along SW Alaska
- Providing clearly defined entrances and convenient access to surrounding neighborhood and nearby transit systems.
- Creating an urban density while minimizing the impact of parking and loading and their access.
- Making light-filled units that create great spaces for urban living inside and out.
- Defining and activating the street edges with uses which complement the various street characters and adjoining surroundings.
- Supporting and implementing the intent and vision of the West Seattle Triangle Plan.

PROJECT PROGRAM

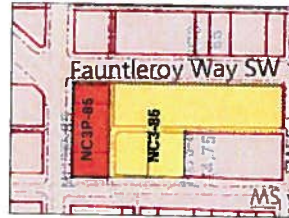
Number of Residential Units: 370
 Number of Parking Stalls: 570
 Total Residential Area: 338,500 Square Feet
 Total Retail Area: 66,000 Square Feet including grocery, drug store, and shops

EXISTING SITE

- 115,223 SF Proposed with alley vacation
- 108,771 SF Existing without alley vacation
- Existing Fuel Station and Funeral home on 2 of 3 lots. Empty car dealership structures on remaining property.
- Grade change +/- 11 feet from NW corner (high) to NE corner (low)

ZONING

- NC3P-85 & NC3-85
- 85 feet maximum height
- 5.5 Floor Area Ratio/FAR



SITE LOCATION

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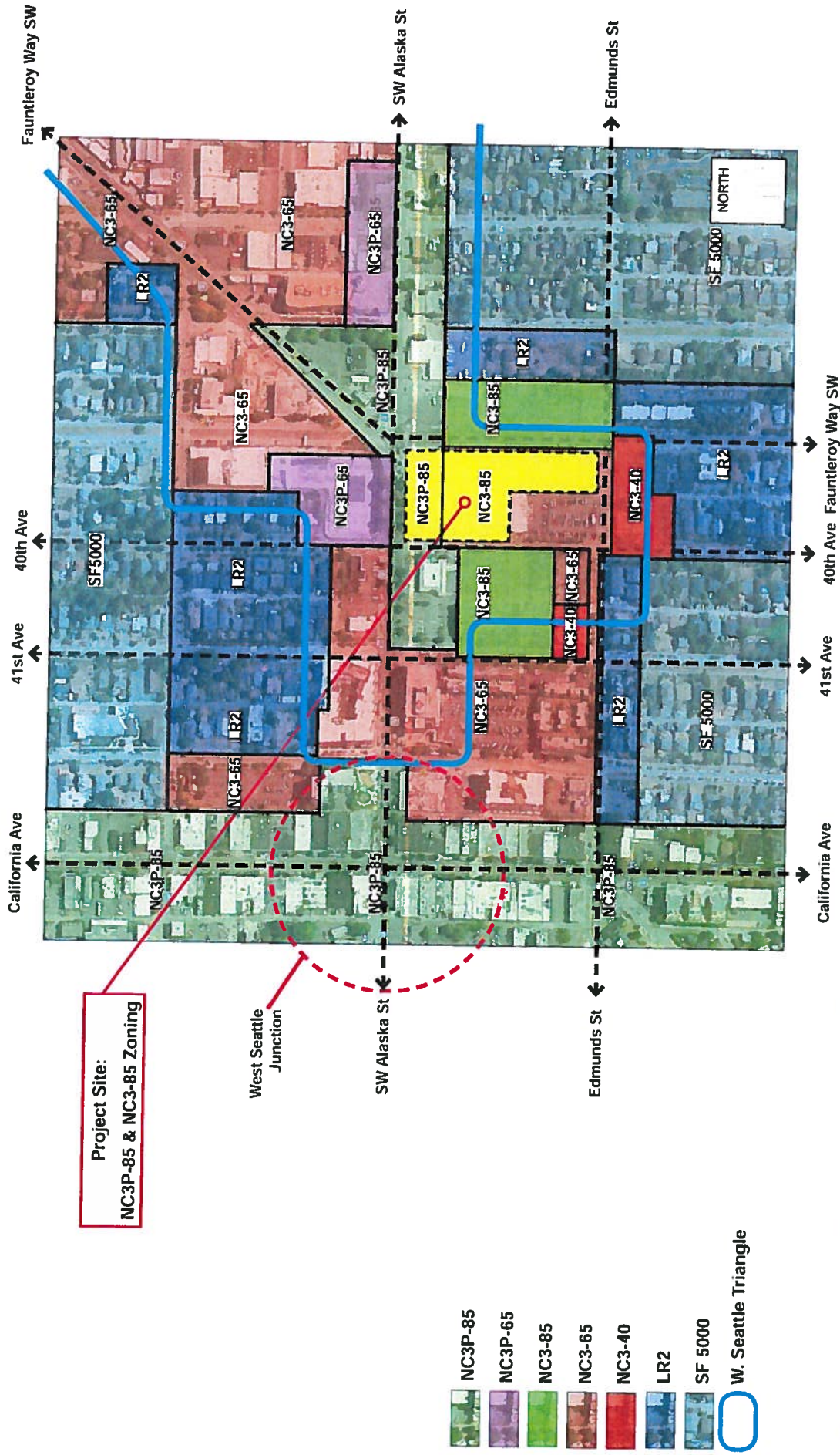
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 Seattle, WA 98101
 Tel. 206.682.6170

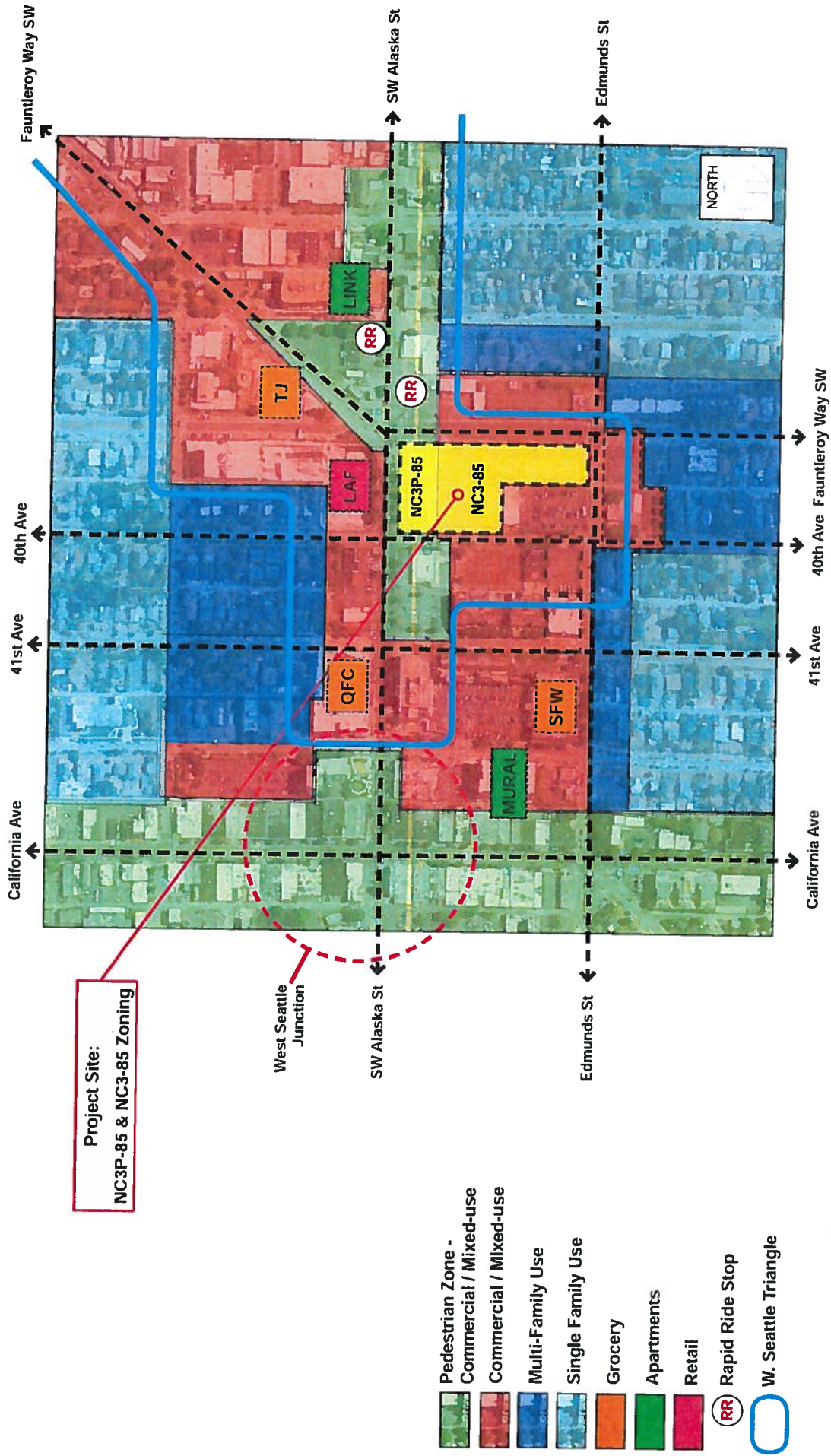
4755 Fauntleroy Way SW

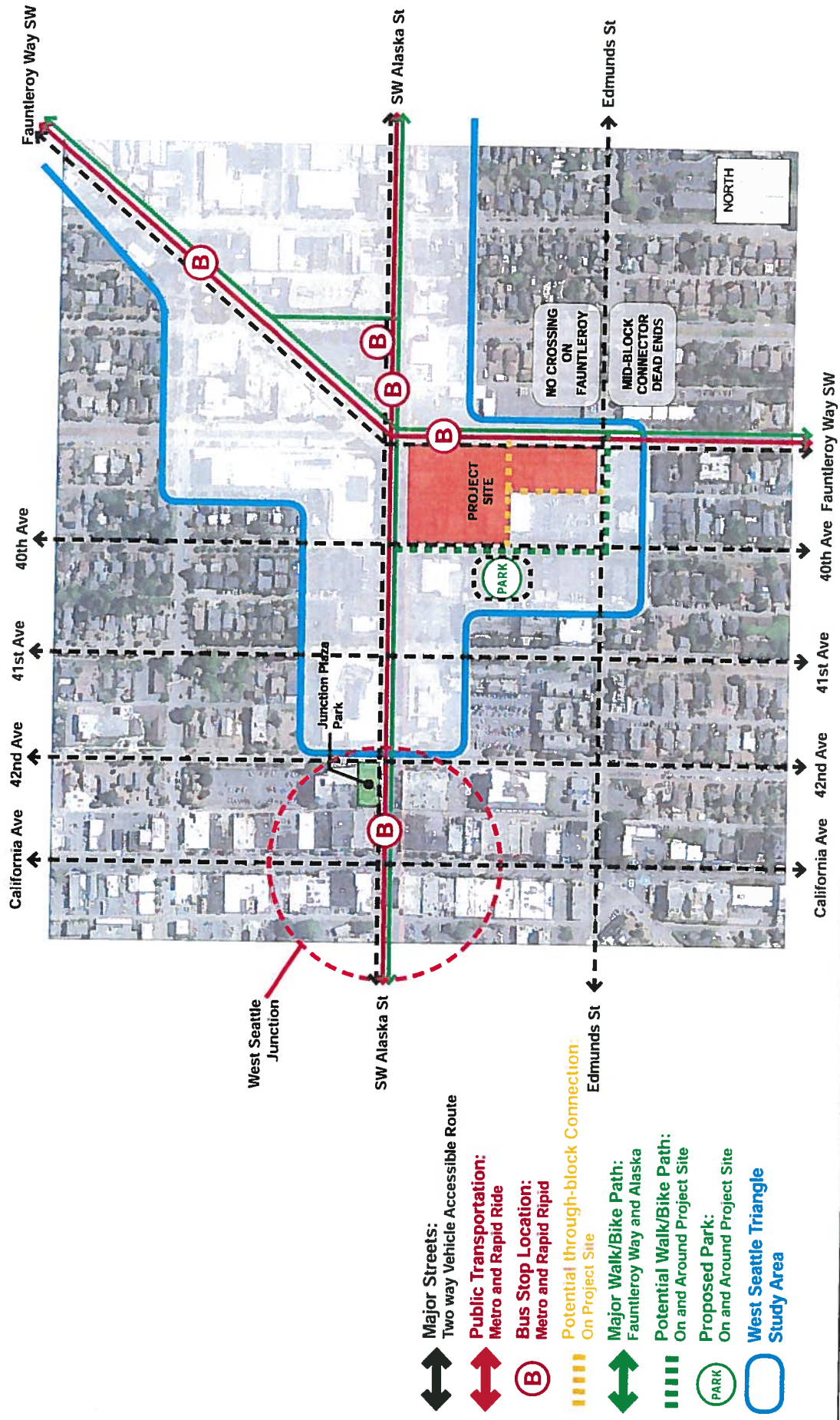
West Seattle, Seattle, Washington

Project Overview

Alley Vacation Petition, 1/24/2013



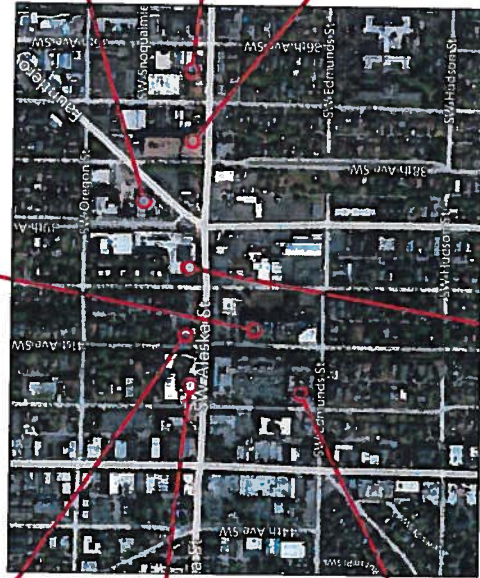
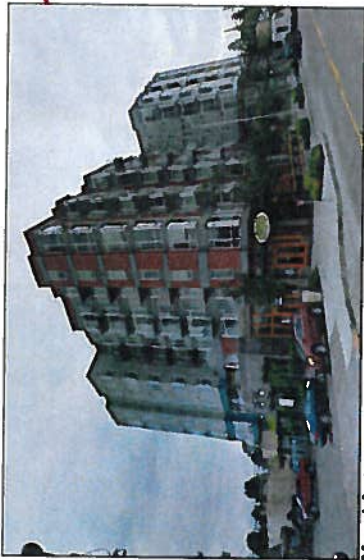




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4755 Fauntleroy Way SW
 West Seattle, Seattle, Washington

Nine Block Circulation Diagram
 Alley Vacation Petition, 1/24/2013



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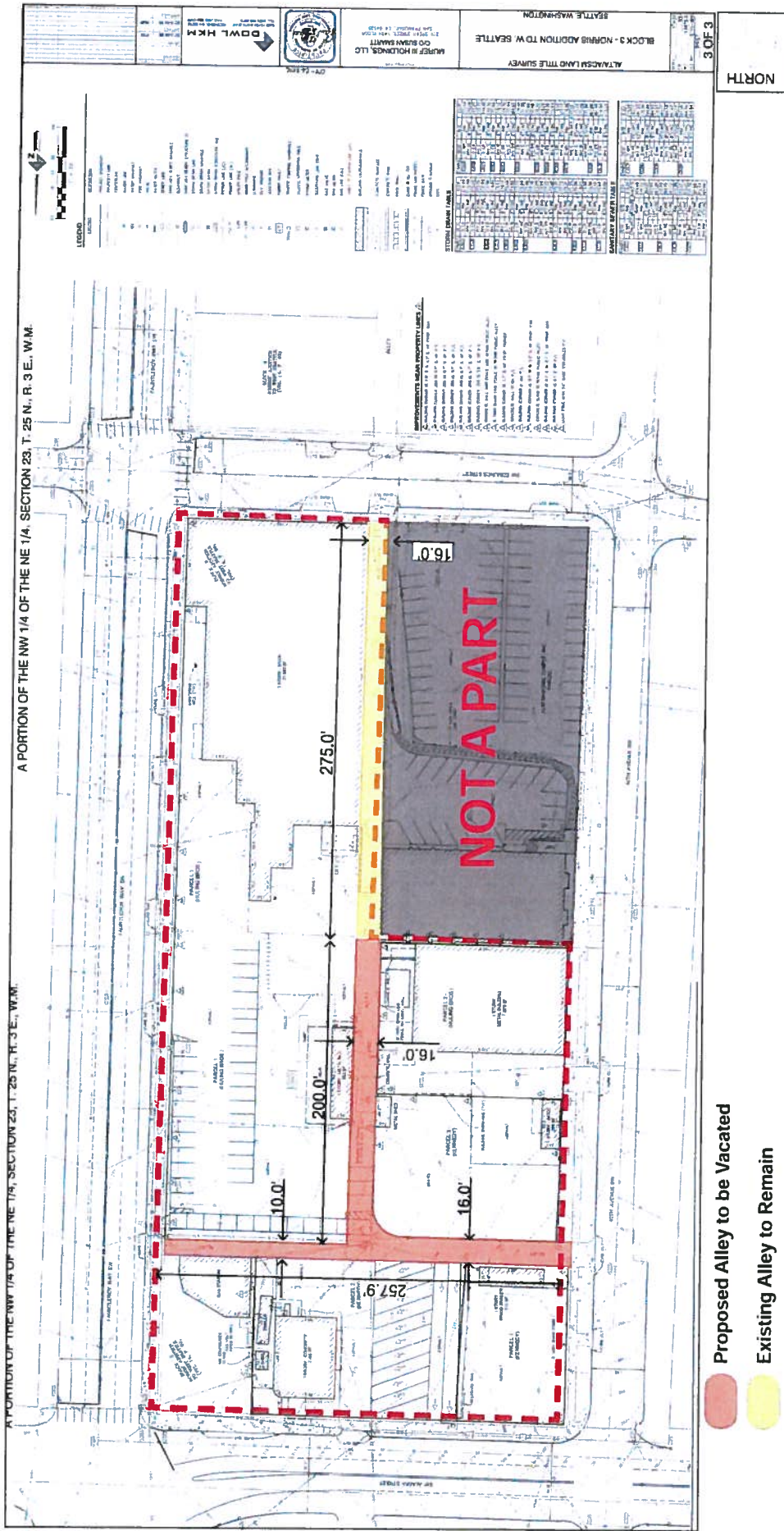
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4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

Neighborhood Context

Alley Vacation Petition, 1/24/2013



Proposed Alley to be Vacated

Existing Alley to Remain

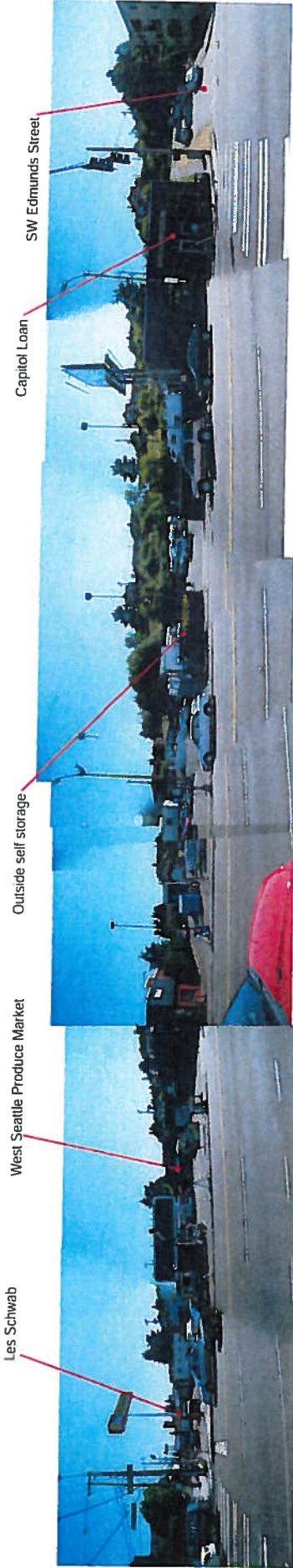
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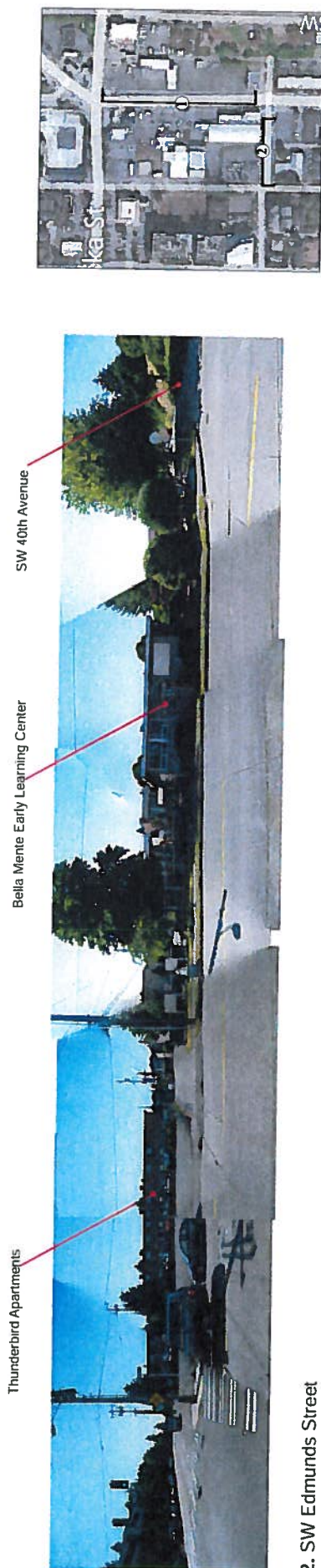
4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

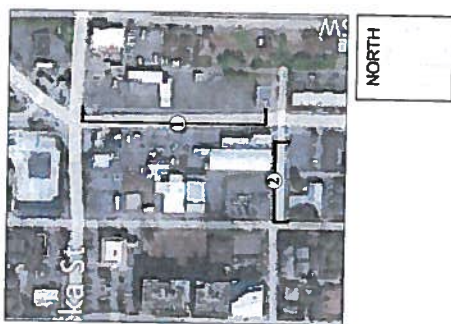
Alley Vacation Summary
Alley Vacation Petition, 1/24/2013



1. SW Fauntleroy Way



2. SW Edmunds Street



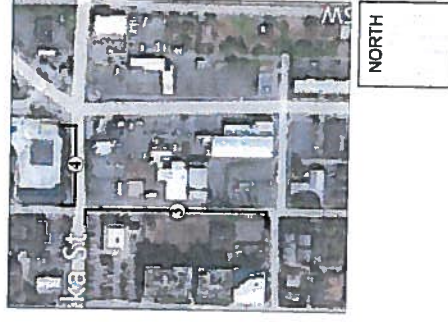


3. SW 40th Avenue

Permitted Mixed-Use



4. SW Alaska Street





1. View from Northeast: corner of Fauntleroy & Alaska



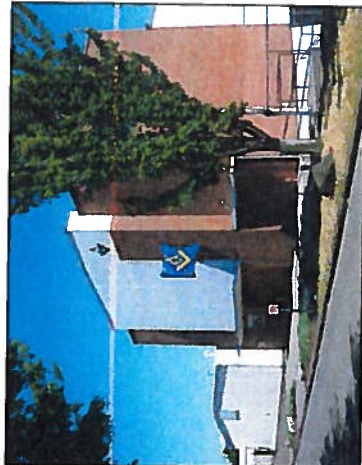
1. View from Northwest: corner of Alaska & 40th



1. View from Southwest: corner of Fauntleroy & Edmunds



1. View from Southeast: corner of Edmunds & 40th



1. View from Southeast towards Masonic Temple



1. View from Northeast across site

Uses

The site occupies approximately 3/4 of the entire block. There is an existing Funeral home and fuel station on the site, in addition to numerous empty building shells.

Topography

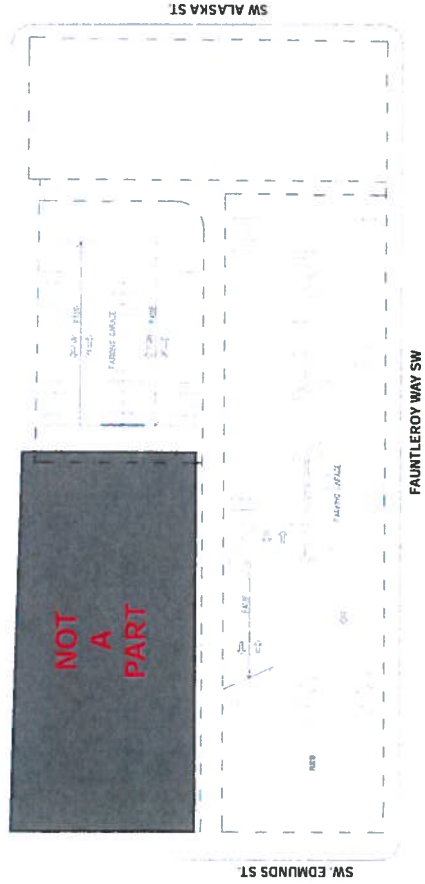
The site is almost entirely paved. It slopes from west to east 12' along SW Alaska St and gradually from south to north, which follows the grade of the two adjacent streets (40th Ave SW & Fauntleroy Way SW).

Access

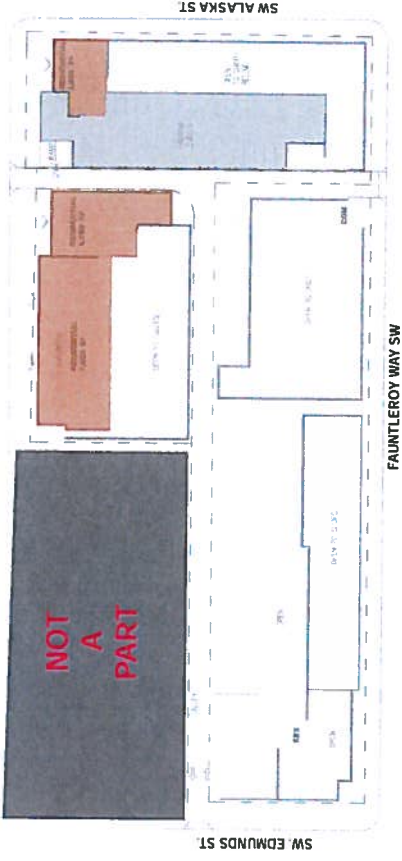
The site fronts four streets: SW 40th Ave to the West, Fauntleroy Way SW to the East, Edmunds St to the South, and SW Alaska Way to the north. There is one alley that provides access to the site. The alley is located approximately one third of the way through the site, bisecting from Fauntleroy Way to SW 40th Ave. The other access points are as follows: three locations along Fauntleroy Way SW, two along SW Edmunds St, three along SW 40th Ave, and two along SW Alaska St.



40TH AVE SW

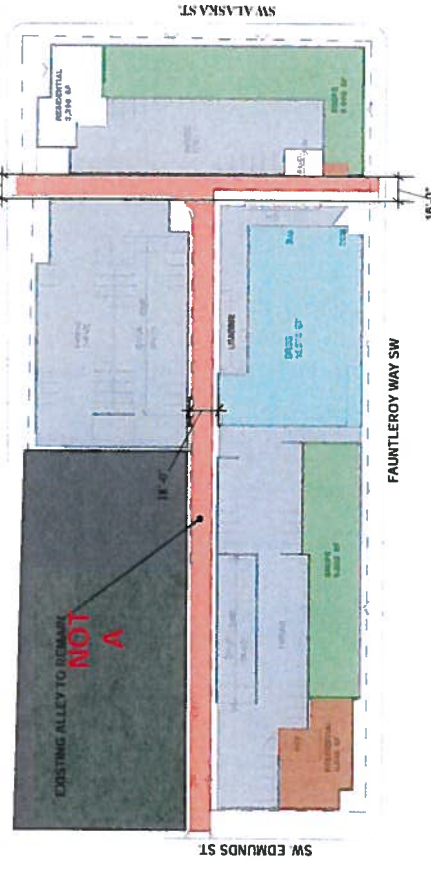


40TH AVE SW



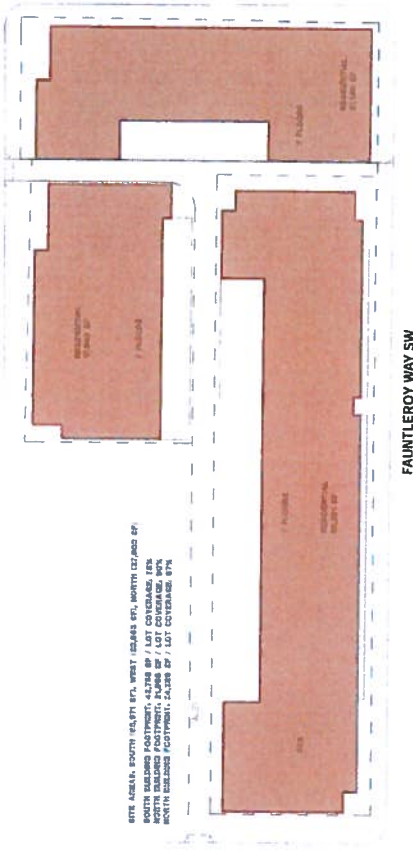
16'-0"

40TH AVE SW



FAUNTLEROY WAY SW

40TH AVE SW



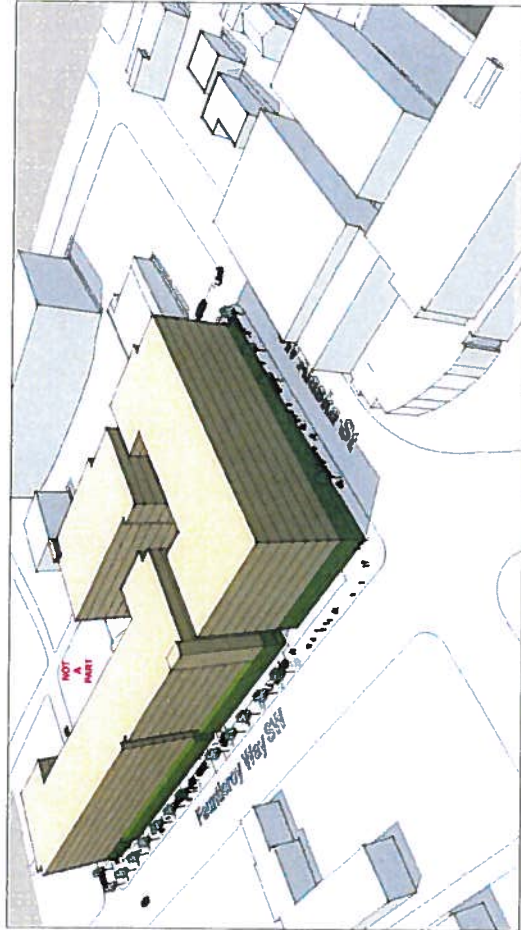
FAUNTLEROY WAY SW

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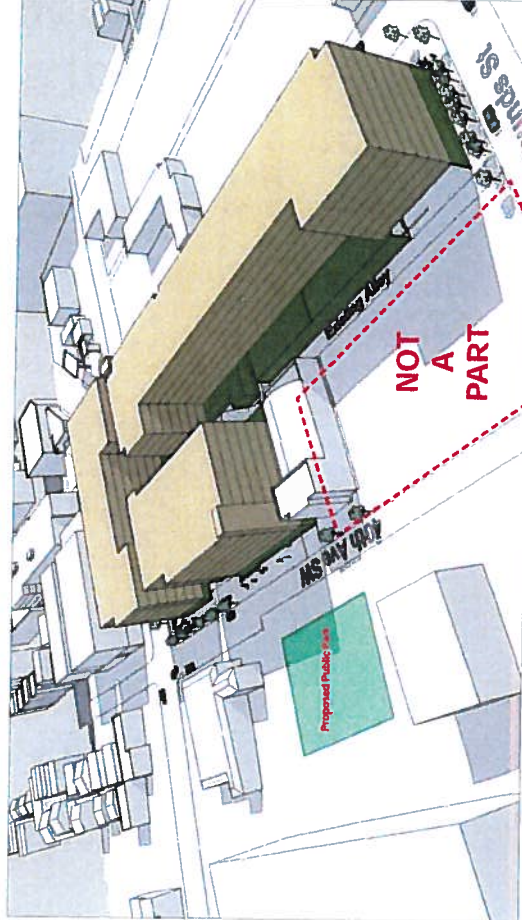
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Tel. 206.682.6170

4755 Fauntleroy Way SW
West Seattle, Seattle, Washington

No Vacation - Proposal Overview
Alley Vacation Petition, 1/24/2013



Without Vacation Alternative - View from Northeast



Without Vacation Alternative

No Alley vacations with (3) individual projects on multiple parcels. Garage access, truck loading and drive-up is accessed via existing alleys. Upper residential is provided on all sites. Residential is 7 levels to 85' foot height maximum over 1 level commercial base.

Total Areas:

No Grocery, Drug 14,573SF, Retail Shops 18,212SF, Residential 562,470SF (Units: 682), Total Area (not including underground garage 595,255SF.

Pros:

No alley vacation which simplifies permitting, expedites approvals and reduces unpredictability of final design.
Continuous retail frontage along Fauntleroy and Alaska.
Garage access is via alleys.
Main residential entry and leasing is at south end of site away from commercial emphasis.

Cons:

No Cross connector is provided, only existing alleys.
No Grocery is accommodated due to parcel sizes.

Without Vacation Alternative - View from Southwest

Project development efficiency and costs are severely affected.
North site residential is severely under parked due to small site width which doesn't allow underground parking.
Residential mass with minimal setback and 85' height provides no relief to sidewalk pedestrian experience.

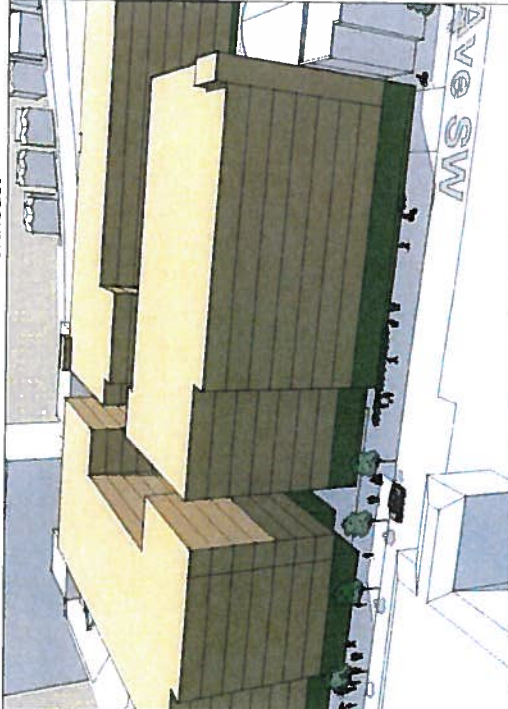
Departures:

South building length of 475 feet will exceed the maximum allowed building length of 275 feet.
Exceeds maximum lot coverage of 80%.

Option 1

Site & Scheme Square Footages	
Drug: 14,573 sf	Units: 682
Retail: 18,212 sf	
Residential: 540,700 sf	
Site Area: 108,771 sf	
Lot Coverage: 84%	
South Building Area: 263,688 sf	
West Building Area: 21,537 sf	
East Building Area: 14,573 sf	
North Building Area: 23,209 sf	
Total Above Ground Area: 603,176 sf	
5.5 FAR (5.5 FAR Maximum)	

Without Vacation Alternative - View from East to West



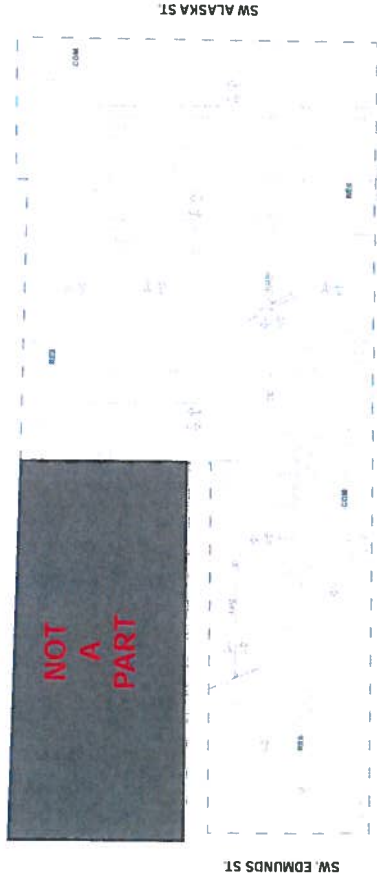
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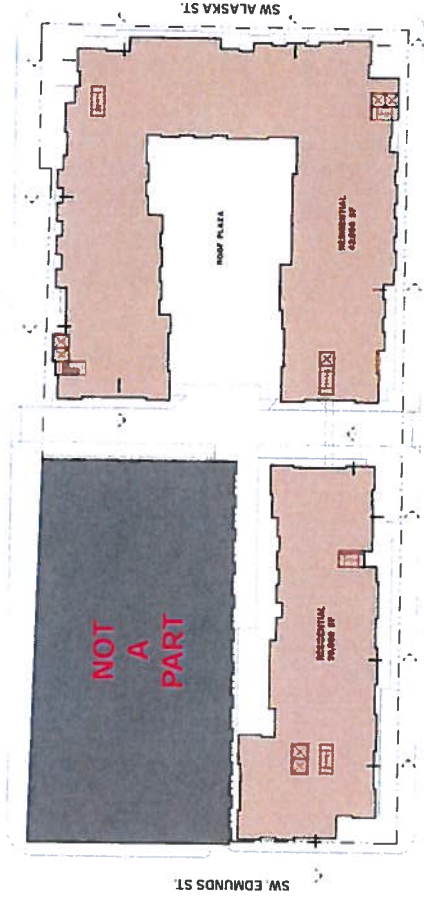
4755 Fauntleroy Way SW
West Seattle, Seattle, Washington

No Vacation - Overview
Alley Vacation Petition, 1/24/2013

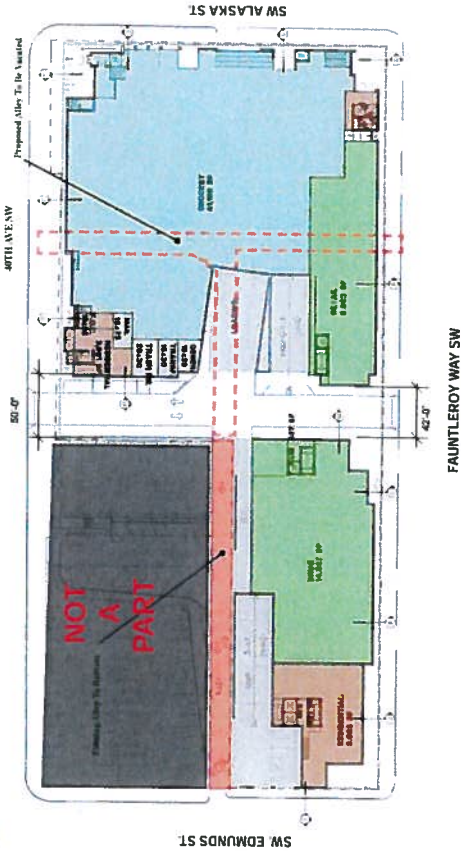
40TH AVE SW



40TH AVE SW



FAUNTLEROY WAY SW

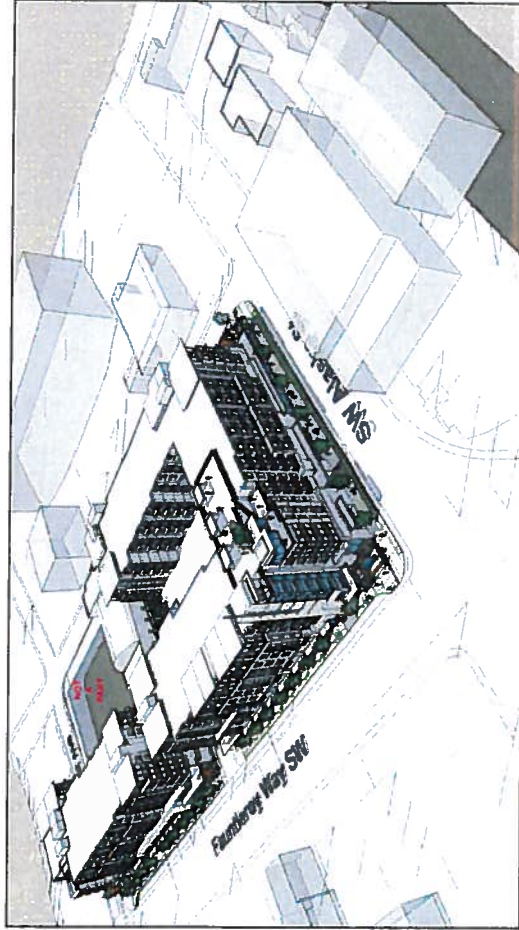


FAUNTLEROY WAY SW

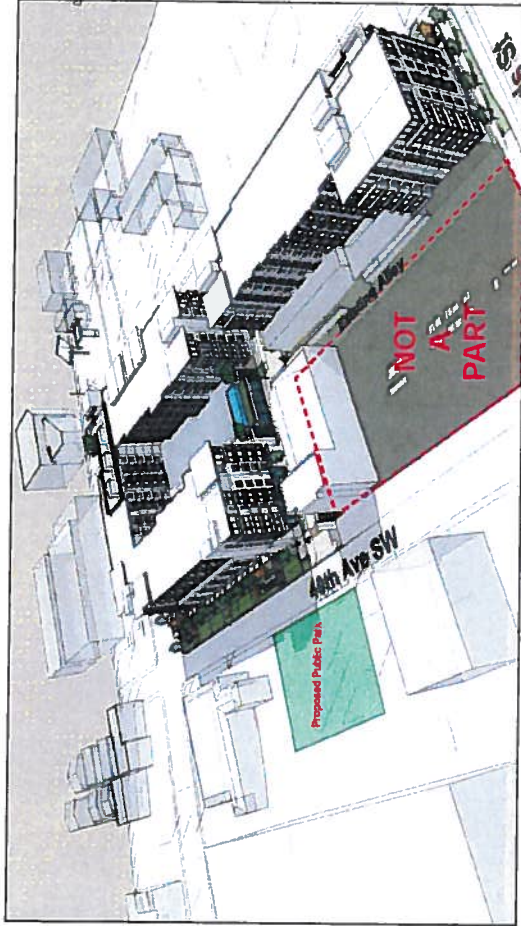


Preferred Scheme Site & Scheme Square Footages

Site Area: 115,223 sf
 Lot Coverage: 78%
 South Building Area: 21,158 sf
 North Building Area: 56,326 sf
 Grocery: 41,103 sf
 Drug: 14,527 sf
 Retail: 8,963 sf
 Residential: 338,567 sf
 Units: 398
 3.75 FAR (5.5 FAR Maximum)
 Total Above Ground Area:
 432,500 sf
 Max Height Allowed: 85'
 Height Proposed: 70'



View from Northeast



View from Southwest
With Vacation Preferred Alternative

Option Description:

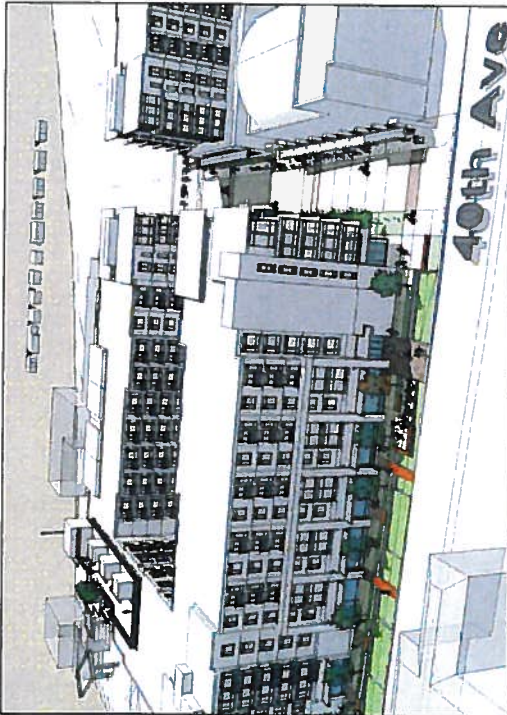
Alleys vacated on north half of site and mid-block connector provided per West Seattle Triangle Plan. Garage access, truck loading and drive-up is accessed via this cross-connector remaining alley. Residential mass is "I" shaped on south half of site and "C" shaped on north half of site. Residential 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.



View from West to East

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.

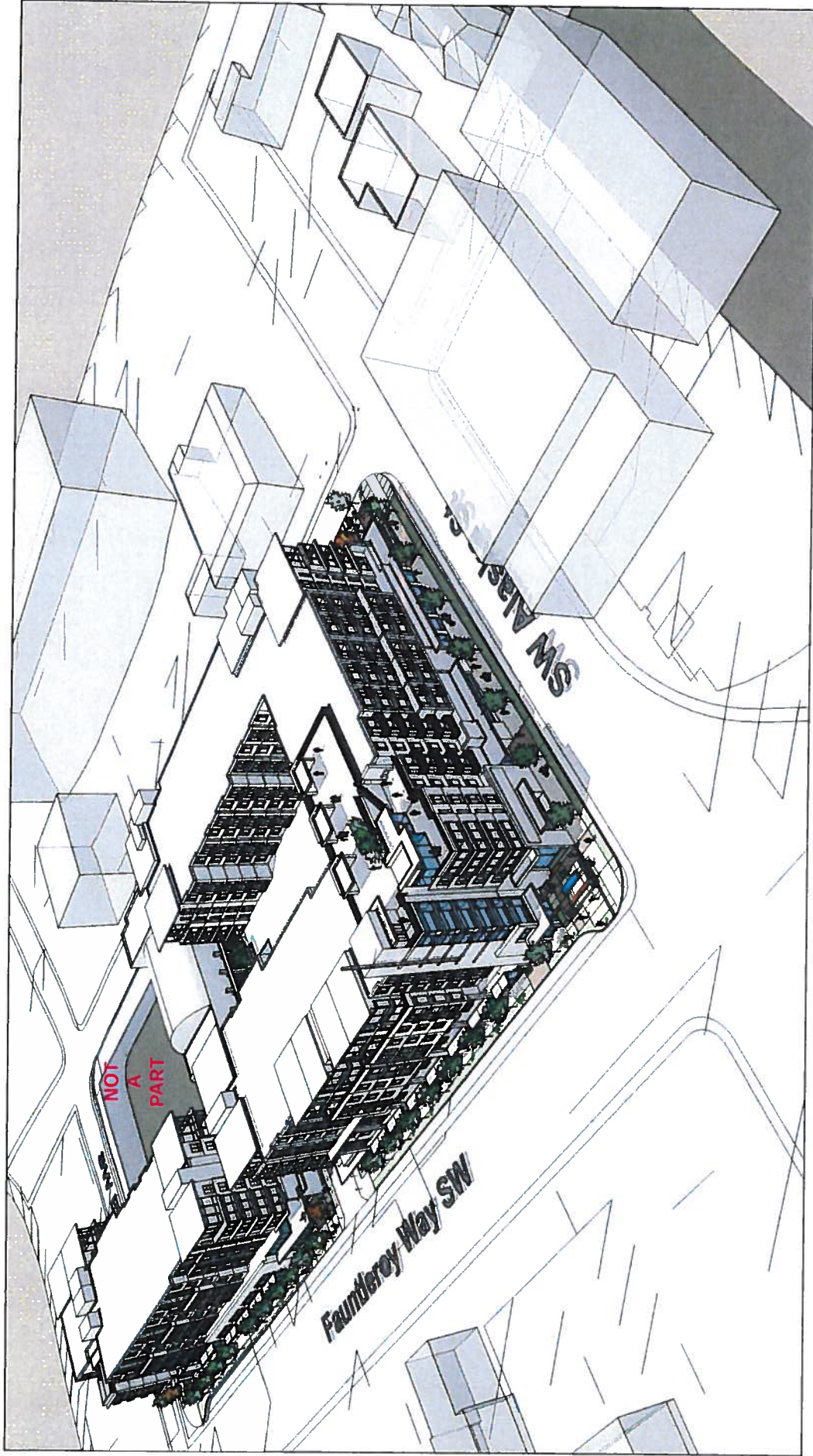
Grocery loading position contains maneuvering on cross-connector and alley. North-south alley connects to cross-connector access easement.

"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.



View from Northeast

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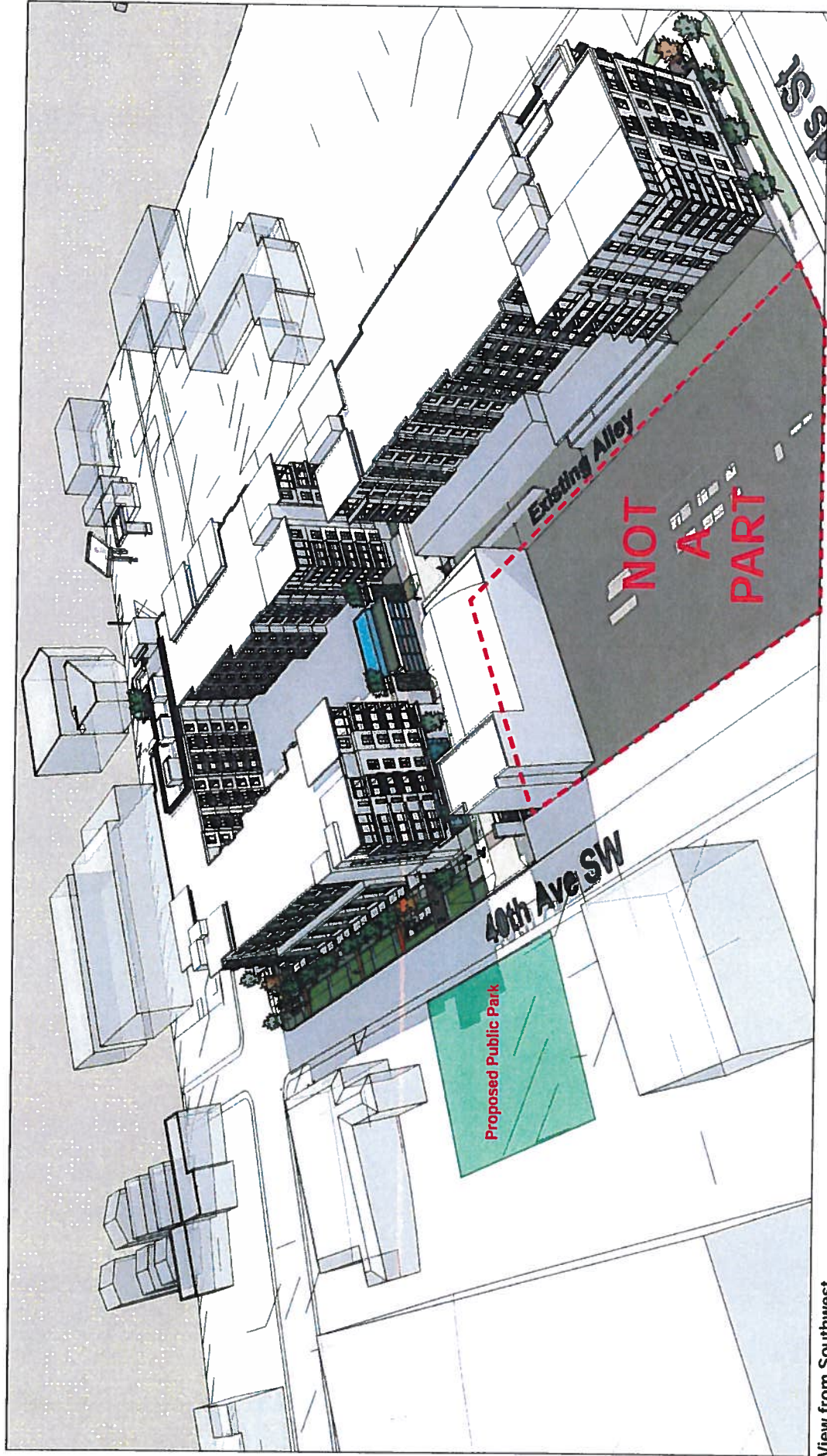
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4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

View from Northeast

Alley Vacation Petition, 1/24/2013



View from Southwest

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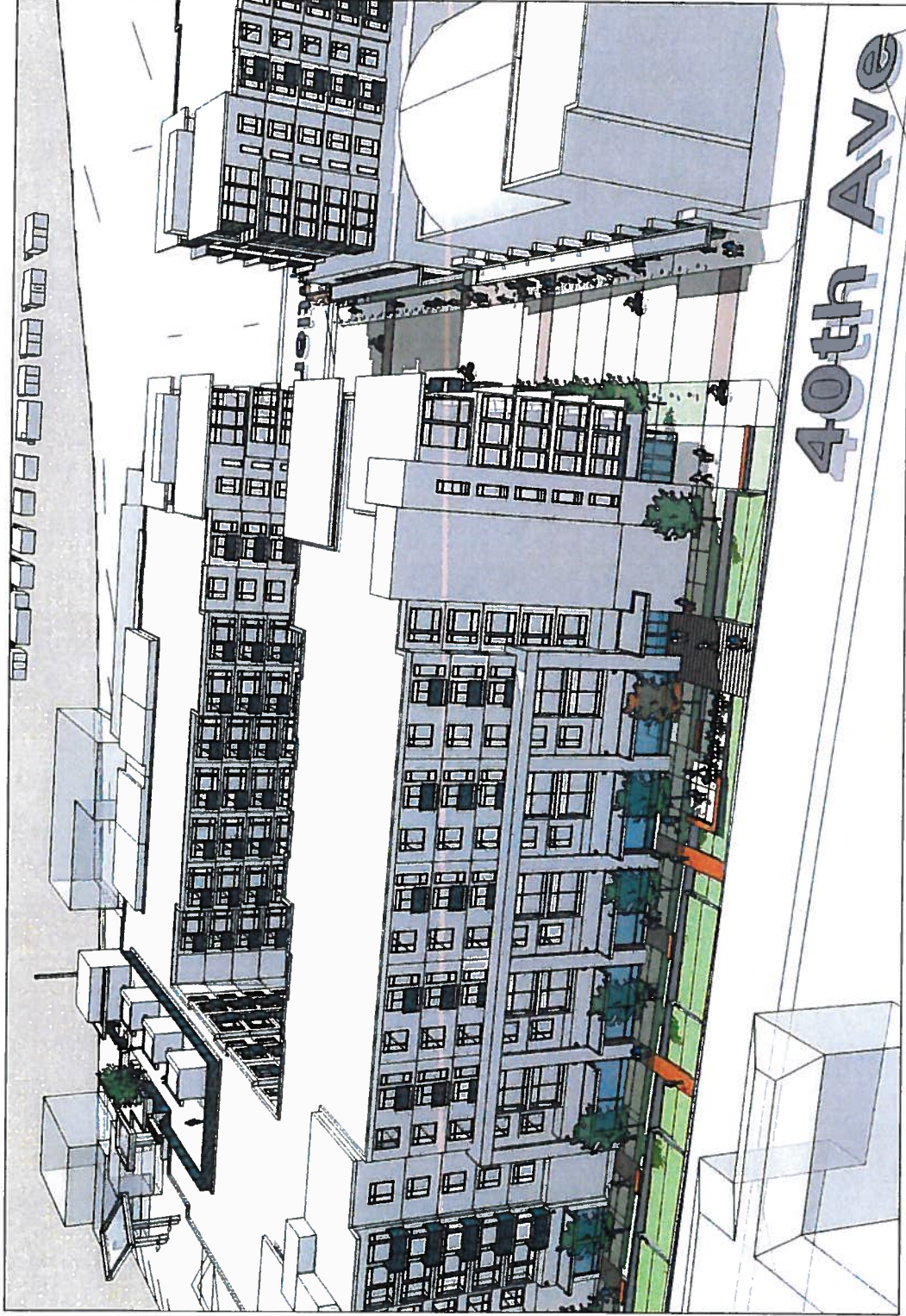
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4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

View from Southwest

Alley Vacation Petition, 1/24/2013



View from West to East

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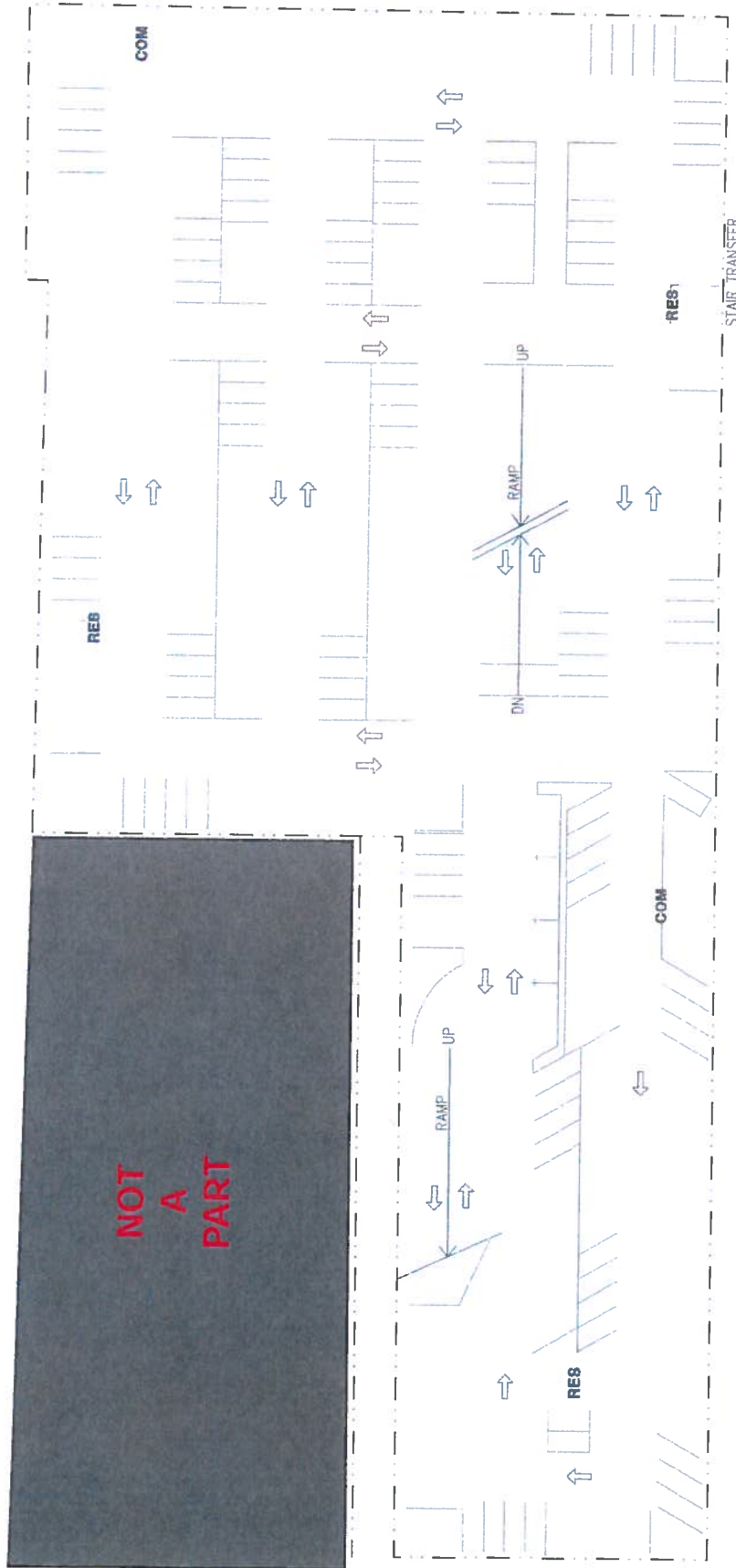
4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

View from West to East

Alley Vacation Petition, 1/24/2013

40TH AVE SW

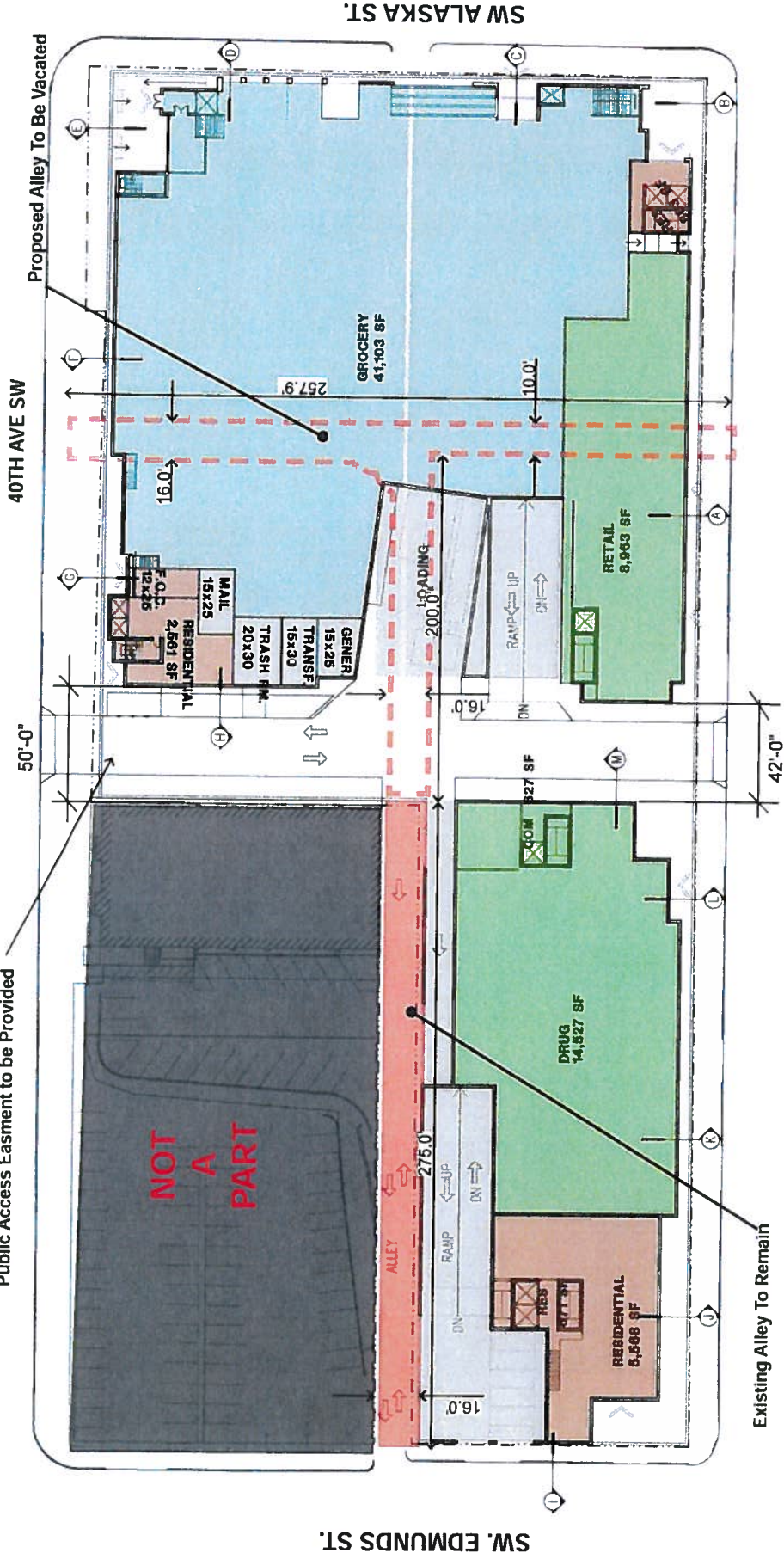


SW ALASKA ST.

NORTH

FAUNTLEROY WAY SW

250' Mid-Block Connector per West Seattle Triangle Plan-
Public Access Easment to be Provided



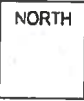
40TH AVE SW



SW EDMUNDS ST.

SW ALASKA ST.

FAUNTLEROY WAY SW



#7—Reason for the Alley Vacation

Describe why the vacation is being sought and list specifically what the vacation contributes to the development of the project to provide a “no vacation” alternative that describes what could be built on the site without a vacation. Include existing conditions and any constraints, such as the topography that impact the potential development of the site.

a. Proposal

The project site currently consists of seven separate parcels and is bisected by two alleys that intersect in a “T” at the northern third of the project site. The alley running north and south connects to S.W. Edmunds Street but is blocked by a retaining wall approximately 280 feet north of Edmunds. There is no through connection to the east-west running alley. South of the retaining wall the alley is asphalt paved with widths varying from 11 to 15 feet. The north-south alley will not be vacated adjacent to or south of the Masonic Temple, but will be improved and widened to the code-required 18 foot paved width as part of the project. The north half of this alley is proposed to be vacated.

The east-west alley proposed to be vacated is the top of a tee. The east-west segment connects Fauntleroy Avenue S.W. to 40th Avenue S.W. The alley is asphalt paved with widths varying from 10 to 16 feet within the right-of-way. Adjacent properties appear to use this alley segment as a rear driveway access; however, all of the properties adjacent to this segment of the alley to be vacated will be part of the future project.

In place of the vacated alley and vacated alley segment, the project will construct a mid-block connector bisecting the project site in the block’s midpoint. The mid-block connector is an amenity that is encouraged on this site by the community-inspired, and Council-approved, West Seattle Triangle Urban Design Framework (“Framework”). The connector is intended by the Framework to break down large blocks and to add both vehicular and

pedestrian connections through the large blocks in West Seattle. The connector is not proposed to be rededicated to the public as a public alley, but will remain open to the public for public use by way of an easement; the connector will be maintained by the private owner of the proposed project. The connector will range from 51 feet wide at its intersection with 40th Avenue S.W. to 41 feet wide at its intersection with Fauntleroy Avenue S.W. The connector will provide traditional alley and back of house functions to the project such as loading and parking access, and will also provide a weather-protected and bollard-protected walkway on the south side of the connector to provide safe passage for pedestrians as directed by the Framework and by the Design Guidelines. In addition, the connector will be wide enough to accommodate truck turning radii for the types of trucks that will visit the grocery store tenant. The connector's pedestrian passage also delineates a very clear path for pedestrians, so that pedestrian and automobile/truck interactions will be lessened. Finally, the connector connects pedestrians through the block to the proposed park that will exist in the future immediately to the west of the proposed project across 40th Avenue S.W. The project also includes all of the aspects of the West Seattle Triangle Urban Design Framework that are applicable to the project site, including several plazas throughout the site and green infrastructure in the form of a very generous linear rain garden along 40th Avenue S.W.

Vacating the alley will allow the proposed project to combine the parcels now separated by the east-west alley, creating a more efficient development (two buildings instead of four buildings). The parcel combination allows the project to provide a space for a grocery store tenant in the north building, which allows the project to perform at a higher economic level. Due to the inclusion of the anchor tenant, the building's economics allow it to develop to one story lower (70 feet) than what the zoning designation allows (85 feet), thereby reducing the height, bulk, and scale impacts of the building on the neighborhood. The alley vacation also allows for the development of a continuous below-grade parking structure, which adds to the economic viability and efficiency of the proposed project.

b. "No vacation" alternative

If the alley were not vacated, the resulting “no vacation” alternative would consist of four separate and much smaller development parcels. The no vacation alternative would not provide a floor plate large enough to accommodate a grocery or larger retail tenant. Therefore, the project would need to maximize its height and number of apartments in order to be economically viable, meaning the project would be 85 feet instead of approximately 70 feet. In addition, the no-vacation alternative would not include the mid block connector, due to the fact that there would be alleys bisecting the site. The no-alley vacation alternative does not meet the goals of the West Seattle Urban Design Framework, which encourages a mid-block connector specifically on this site. The Framework was reviewed and approved by the City Council.

Please see the attached site plans and massing studies of the project site with the alley vacation and without the alley vacation

#8—Project Description

Describe the current conditions on the site and the existing uses. Provide specific project information. This should include a clear description of the project, including: the uses, dimensions, height, stories, parking spaces, etc. in sufficient detail to understand how the site will be developed and how the project will function.

a. Current conditions and existing uses.

The current site is occupied by a large vacant auto dealership building (former Huling Brothers auto dealership), vacant associated out buildings, a Shell gas station, and a funeral home and several associated large surface parking lots.

b. Specific project information.

The project is proposed to consist of two separate buildings separated by a mid-block connector and will include a gross square footage of 404,500 s.f. The proposed project includes 370 total residential units over 65,000 s.f. of ground floor retail and 570 parking stalls in one connected below-grade parking garage. The buildings would be approximately 7 stories/70 feet tall. The east-west alley bisecting the project site will be vacated, and the northern portion of the north-south alley bisecting the project site will be vacated. To reconnect the urban framework, a connector at mid-block will be built into the project; the connector ranges in width from 51 feet to 41 feet, and will include both vehicular, loading, and pedestrian access, with a separated pedestrian walkway along the south side of the connector. This mid-block connector is recommended to be included on the project site by the Council-approved West Seattle Urban Design Framework.

The project includes retail uses at ground level, including a large grocery store anchor tenant in the ground floor of the northern building. Loading and back of house functions would be located on the

south side of the north building accessing the mid-block connector. Smaller retail uses and a smaller retail anchor tenant would be located at ground level in the southern building, with back of house and loading functions taking place off the existing north-south alley. Access to the below grade parking structure (which is connected to both the north and south buildings) would be from the north-south alley for the south building, and from the mid-block connector for the north building. It is expected that most of the residential tenants will utilize the southern building's parking entrance, which the majority of parkers accessing the grocery store will access the parking entrance in the north building. Above the retail level, apartments and residential amenity space, including a large roof deck, will be constructed.

As part of the alley vacation, public benefit will be provided. Please see the information related to the public benefit package for more detail related to public benefits.

#9—Other Land Use Actions

Provide information about other land use actions, such as a rezone, Major Institution Master Plan, or administrative or Council conditional use, or review from the Landmarks Preservation Board, or any other special review. SDOT will need final recommendations resulting from these reviews when they become available.

Other Land Use Actions required for the project include:

- Early Design Guidance (completed)
- Master Use Permit Application (application submitted December 11, 2012)
- SEPA Review (included in Master Use Permit)
- Zoning Review (included in Master Use Permit)
- Design Review Board Recommendation (included in Master Use Permit)

Aside from the alley vacation, no other council-related actions will be required of the project.

The project will require a Street Improvement Permit (“SIP”) from SDOT. The 30% Design Guidance SIP meeting was held on December 4, 2012. The official meeting minutes from that meeting will be forwarded to SDOT following their approval (normally two week time period); these meeting minutes have still yet to be received by the applicant.

#10—Vacation Policies/Transportation Impacts

Describe the transportation impacts and address both the impacts from the loss of the right-of-way currently and in the future as well as the transportation impacts from the new development. Describe any impacts on the transportation system, which includes impacts to pedestrians, bicycles, transit and vehicles. Describe impacts to the street grid and development pattern in the area and open space value of the alley right-of-way; address both current and future impacts. A traffic analysis will be required but you may submit the traffic analysis later in the process with any other required environmental documents.

The City Council will not vacate a public right-of-way unless it determines that the potential development and use of the vested right-of-way would serve the public interest in a significant way. This project will serve the public by advancing the specific goals outlined in the City's Comprehensive Plan, the West Seattle Junction Neighborhood Plan, and by adhering to the City's alley vacation policies by providing open space, environmentally friendly features, and other amenities that will attract pedestrians, businesses, and new residents to this emerging West Seattle Triangle neighborhood. Specifically, the City will consider the public trust functions of the alley, the land use impacts of the proposal, and whether the vacation proposal provides a long-term benefit for the public. Each of these components is analyzed in this alley vacation petition, as stated by the City's alley vacation policies, which can be found in Resolution 31142 (Clerk File 310078).

a. Public Interest

Vacation requests may be approved only when they are clearly in the public interest. Rights-of-way will be retained unless it can be shown that they are not required for a current or foreseeable public use.

The public interest with respect to street vacations has three major components, all of which must be present for any vacation to occur.

These components are:

- Protection of the public trust: defined as providing for circulation, access, utilities, light, air, open space, and views;
- Protection from adverse land use effects: defined as assuring that the project developed is consistent with City policies; and
- Provision of public benefit: defined as providing a long-term benefit for the general public.

i. Public Trust Policy 1: Circulation and Access

Vacations may be approved only if they do not result in negative effects on both the current and future needs for the City's vehicular, bicycle, or pedestrian circulation systems or on access to private property, unless the negative impacts can be mitigated.

Guideline 1.1.F: Alleys

The primary purposes of an alley are to provide access to individual properties, to provide loading functions, to provide utility corridors, and to provide access to off-street public services such as water, sewer, solid waste, and electricity. In addition, alleys may provide other public purposes and benefits including pedestrian and bicycle connections, and commercial and public uses. Alleys should be retained for their primary purposes and other public purposes and benefits. Alley vacations may be approved only when they would not interrupt an established pattern in a vicinity, such as continuity of an alley through a number of blocks or grid, which is a consistent feature of neighborhood scale. The impacts on future service provision to adjacent properties if utilities are displaced will be reviewed. In commercial zones, alleys may be considered for vacation when their loading, service, delivery and access to parking functions are retained on the petitioner's property and the number of curb cuts along commercial frontage is not likely to be increased

as a result of the proposed vacation. Proposed vacations which may encourage violation of the traffic code will not be approved. Impacts to pedestrians and bicycles must also be analyzed.

b. Project Analysis

The proposed vacation will not result in a negative impact on both the current and future need for the City's circulation systems.

First, the current alley configuration is not the originally platted condition. Based on the King County Assessor's map, it appears that in the original plat, there was no east-west alley on the project site, but the north-south alley went the full width of the block from S.W. Edmunds Street to S.W. Alaska Street. As part of Ordinance 99298, passed in 1970 on behalf of the funeral home, the portion of the north-south alley was vacated, and the east-west portion of the alley was created. The clerk's file associated with this action is attached to this section.

The east-west portion of the subject alley does continue to the east across Fauntleroy Avenue S.W. but continues for only three blocks, reconfiguring slightly for two additional blocks to the east and then terminating at the golf course. In addition, in the block east of 38th Avenue, the alley appears to be unimproved, creating an interrupted alley pattern. The alley does not continue to the west of the project site. Thus, vacation of the subject alley would not interrupt a well-established alley pattern.

The north-south portion of the alley already terminates at the north end of the project site due to the vacation in 1970. The alley continues on the block across Alaska to the north and continues to the block south of S.W. Edmunds Street. As stated above, the north-south portion of the alley to be vacated is not a through route, but is interrupted by multiple fences and by a retaining wall.

Currently, the only parcels that utilize the east-west alley are parcels that will become part of the development. The parcel that is not part of the

development, the Masons' property, does not front the east-west alley that is proposed to be vacated, and the north-south alley north of the Masons is inaccessible due to the previously mentioned retaining wall. Therefore, vacation will not impact access for any other property not included as part of the development.

Regarding potential future development of the Masons' property, the vacation of the east-west alley and the portion of the north-south alley will not impact the ability of the Masons to obtain access or develop their property. First, the Masons property does not border the east-west alley proposed to be vacated. Second, the northern portion of the alley proposed to be vacated is physically blocked by a retaining wall and grade change and so does not serve any access function for the Masons property. The Masons property borders both 40th Avenue S.W. and S.W. Edmunds Street, which provides ample access (and the existing access) for the Masons property. Finally, the Masons do not oppose the alley vacation and have signed the petition document as additional petitioners.

Pedestrian and bicycle circulation will not be hindered by the alley vacation proposal. Very little pedestrian and no bicycle activity is seen in the alley areas, particularly the north-south portion of the alley to be vacated, due to the grade change and retaining wall. Pedestrians normally use the sidewalks surrounding the site to circulate in the area. Bicyclists normally use the right-of-way and the bike lane on Fauntleroy to circulate in the area. Neither of these functions will be hindered by the proposed vacation.

The proposal with the vacation will improve circulation for cars, pedestrians, and bicyclists. The proposal includes an alley-like connector that will connect 40th Avenue S.W. to Fauntleroy. The connector will be in the middle of the very large block, and will range between 51 and 41 feet wide. The connector is envisioned on the project site in the West Seattle Triangle Urban Design Framework, and will serve several functions. First, it will provide traditional alley functions by providing a wide area for truck loading for the retail tenant, and for move-in/move-out for residents.

Second, it will provide access for retail parking in the below grade garage. Third, it will provide a cut through for bicycles. Fourth, it will provide a wide, bollard-protected and weather protected walkway along the south side of the connector for pedestrian use. The connector also directly connects Fauntleroy Way to the newly proposed park that will be located across 40th Avenue S.W. (also a green street) from the proposed project. In addition, the sidewalks along the exterior of the proposed project will be upgraded and widened as part of the public benefit proposal, creating a pleasant place for pedestrian activity and movement. A new bike lane will be constructed on Fauntleroy Way as part of the project, making a safer area for bicyclists in the area.

The proposal also does not propose any curb cuts beyond those proposed by the connector (which is called for in the West Seattle Urban Design Framework). This will reduce the number of curbcuts on the project site from 18 to 2.

Conclusion: The proposed alley vacation will improve circulation options for all transportation modes and will hopefully encourage more pedestrian and bicycling activity in this previously auto-dominated area. proposed vacation and reconfiguration will improve circulation beyond existing conditions, and beyond the “no vacation” option.

The project is in the process of completing a transportation impact analysis. This will be submitted to SDOT and DPD upon completion.



City of Seattle Legislative Information Service

Information retrieved on December 5, 2012 2:22 PM

Council Bill Number: 90880

Ordinance Number: 99298

AN ORDINANCE vacating portion of the North-South Alley in Block 3, Norris Addition to West Seattle, on petition of Howden-Kennedy Funeral Home.

Status: Passed

Date passed by Full Council: September 21, 1970

Date filed with the City Clerk: September 24, 1970

Date of Mayor's signature: September 24, 1970

(about the signature date)

Date introduced/referred to committee: September 14, 1970

Committee: Streets and Sewers

Index Terms: VACATING, ALLEYS, FAIRMOUNT-PARK, WEST-SEATTLE, JUNCTION

References/Related Documents: Related: [CF 265434](#)

Fiscal Note: (No fiscal note available at this time)

No text for this document is available on-line. You may view this document at [the Office of the City Clerk](#). If you are unable to visit the Clerk's Office, you may request a copy or scan be made for you by Clerk staff. Scans and copies provided by the Office of the City Clerk are subject to [copy fees](#), and the timing of service is dependent on the availability of staff.



Ordinance No. 99298

AN ORDINANCE vacating portion of the North-South Alley in Block 3, Norris Addition to West Seattle, on petition of Howden-Kennedy Funeral Home.

9-15-70 - pass

COMPTROLLER
FILE NUMBER 256434

Council Bill No. 90880

INTRODUCED: SEP 14 1970	BY: Streets & Sewers
REFERRED: SEP 14 1970	TO: Streets & Sewers
REFERRED:	
REFERRED:	
REPORTED: SEP 21 1970	SECOND READING: SEP 21 1970
THIRD READING: SEP 21 1970	SIGNED: SEP 21 1970
PRESENTED TO MAYOR: SEP 22 1970	APPROVED: SEP 24 1970
SENT TO CITY CLERK: SEP 24 1970	PUBLISHED: SEP 26 1970
VETOED BY MAYOR:	VETO PUBLISHED:
PASSED OVER VETO:	VETO SUSTAINED:

0000.1.07

CW

ORDINANCE NO. 99298

AN ORDINANCE vacating portion of the North-South Alley in Block 3, Norris Addition to West Seattle, on petition of Howden-Kennedy Funeral Home.

WHEREAS there has been filed with the City Council the petition of Howden-Kennedy Funeral Home (City Comptroller's File No. 256434) for the vacation of portion of the North-South Alley in Block 3, Norris Addition to West Seattle, as therein fully described; and

WHEREAS at the hearing on said petition on the 30th day of September, 1968, said petition was duly granted by the City Council; and

WHEREAS, pursuant to RCW 35.79.030, the petitioner has paid to the City \$2,111.50 on April 7, 1969, which amount is one half of the appraised value of the property to be vacated, according to an appraisal obtained by the City Engineer; Now, Therefore,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That

Portion of the North-South Alley in Block 3, Norris Addition to West Seattle, as recorded in Volume 14 of Plats, page 93, Records of King County, Washington, being that portion of the north-south alley between Fauntleroy Way Southwest and 40th Avenue Southwest, from the south line of Southwest Alaska Street to the production east of the south line of Lot 4, said block;

be and the same is hereby vacated, reserving to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any alley abutting upon said property after said vacation; and further, reserving to the City of Seattle the right to reconstruct, maintain and operate any existing overhead or underground utilities in said alley until the beneficiaries of said vacation arrange with the owner or owners thereof for their removal.

(To be used for all Ordinances except Emergency.)

Section 2.... This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 21 day of September, 1970,
and signed by me in open session in authentication of its passage this 21 day of
September, 1970

President Pro Tem of the City Council.

Approved by me this 24 day of September, 1970
Wm. Uhlman
Mayor.

Filed by me this 24 day of September, 1970

Attest: C. H. Glendon
City Comptroller and City Clerk.

(SEAL)

Published SEP 26 1970

By D. F. Fenton
Deputy Clerk.

(GENERAL.)

FILE NO. 256434

Res 31644

OFF
OF THE BOARD

FOR VACATION OF PORTION OF LOT 4, SOUTH
BLOCK 3, HARRIS ESTATE N 1/4 SEC 11, T 12N
FAUNTLEROY AVE. S.W. AND 2 1/2 S.W., FROM THE
LINE OF S.W. LADRA TO THE PRODUCTION EAST
SOUTH LINE OF LOT 4, SAID BLOCK.

8-29-66 B.P.

8-20-68 Having Set 9-24-8

9-24-68 per I in accord with BPA + prep legal

RES NO.

DATE AUGUST 2, 1966

C. G. ERLANDSON
CONTROLLER AND CITY CLERK

BY *M. A. Williams* DEPUTY

ACTION OF THE COUNCIL

APPROVED AUGUST 29, 1966	TO A
APPROVED	TO
APPROVED	TO
REPORTED SEP 30 1968	DISPOSITION GRANTED
RE-REFERRED	TO
REPORTED	DISPOSITION

LESLIE W. EASTMAN, JR., M.A.I., S.R.A.
Real Estate Appraiser and Consultant
5811 N.E. Fifty-ninth Street
Seattle, Washington 98105

LA. 5-7920

December 17, 1968

Reviewed By: *J. De Vaux*
Date: *12-30-68*
Approved: *Emt*
Date: *12/20/68*

Mr. E. M. Whiting
Supervising Senior Engineer
City of Seattle Department of Engineering
Seattle Municipal Building
Seattle, Washington

Re: Vacation Petition No. 256434
S.W. Alaska Street and 40th Avenue S.W.
Seattle, Washington

Dear Mr. Whiting:

In reference to your letter dated December 3, 1968, I have inspected the above-referenced properties noted on your sketch to be vacated and that property noted to be rededicated.

The area outline in red for rededication for alley purposes totals 819 sq. ft. The area in yellow for vacation running out into S.W. Alaska Street totals 670 sq. ft. The portion facing S.W. Alaska Street between 40th Avenue S.W. and Cantler Way S.W. is estimated to have a value by comparison of \$4.00 per sq. ft. or \$6,680. OK JD

The portion lying southerly of S.W. Alaska Street on 40th Avenue S.W. to be rededicated is inferior to the S.W. Alaska Street frontage and given a value by comparison of \$3.00 per sq. ft. or \$2,457. The two areas under consideration both are level and on grade, zoned CG. The highest and best use is of a commercial nature, new and used car lots prevalent in the area. The strips are appraised as if a portion of the larger parcel, no deductions considered due to the shape or size.

If I can be of further assistance, please contact me.

Very truly yours,

Leslie W. Eastman, Jr.
Leslie W. Eastman, Jr., MAI, SRA

LWE:le
Encl.

70 OCT 14 PM 3:11
CITY OF SEATTLE
FILED
COMPTROLLER AND CITY CLERK

CITY OF SEATTLE

MEMORANDUM OF PROPOSED STREET VACATION

Notice is hereby given that the petition of property owners (City Comptroller's File No. 256434) for the vacation of:

Portion of the North-South Alley in Block 3, Norris Addition to West Seattle, as recorded in Volume 14 of Plats, page 93, Records of King County, Washington, being that portion of the north-south alley between Fauntleroy Way Southwest and 40th Avenue Southwest, from the south line of Southwest Alaska Street to the production east of the south line of Lot 4, said block; reserving to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any alley abutting upon said property after said vacation; and further, reserving to the City of Seattle the right to reconstruct, maintain and operate any existing overhead or underground utilities in said alley until the beneficiaries of said vacation arrange with the owner or owners thereof for their removal;

will be considered by the **STREETS AND SEWERS COMMITTEE** of the City Council in the Council Chambers, Room 1101, Seattle Municipal Building, on

TUESDAY, SEPTEMBER 24, 1968, at 2:00 P.M.

at which time petitions for and protests against such vacation will be heard.

For further information, call in person at the office of the City Engineer, Room 902, Seattle Municipal Building, or contact Mr. Bruce Wassell by telephone 583-2833.

A map, indicating the portion of the alley described in the petition, has been attached to the notice posted on the site of the proposed vacation for your examination.

E-207

VAC: THE N.-S. ALLEY IN BLK 3, NORRIS ADD. TO WEST SEATTLE

FILE: 256434

SKETCH: 1663

15 NOTICES MAILED 9-6-68

Petitioner	NAME	ADDRESS	Lot	Blk	Add.
	ATTN: MR. DICK KENNEDY				
	HOWDEN - KENNEDY FUNERAL HOME	3909 SW. ALASKA ST.	-16-	-	-
TR	PEOPLES NATIONAL BANK OF WASH.	1414 - 4th AVE.	-01-	1,2	3
	AC. WILCOX H H P. 1254				
	PEOPLES NATIONAL BANK OF WASH.	1414 - 4th AVE.	-01-	1,2	3
	ARLENE M.				
	RICHARD MORRIS KENNEDY	3700 - S.W. ADMIRAL WAY	-26-	3,4,5,6	3
	LORNE C. HOWDEN	4511 - 35th AVE. S.W. APT. 406	-26-	3,4,5,6	3
TR	HOWDEN KENNEDY FUNERAL HOME	REPEAT 2300 - 2nd AVE. S.W.	-26-	3,4,5,6	3
TR	WYCKOFF COMPANY	560 WHITE HENRY STUART BLDG.	98101	7,8	3
TR	THE SAFE INVESTMENT Co.	900 - UNITED PACIFIC BLDG.	-04-	9-12	3
	EST. OF CLARENCE L. WIEDERHOLD & WIF.				
	HAZEL M. WIEDERHOLD % Chester D. McMillin	900 - UNITED PACIFIC BLDG.	-04-	9-12	3
	EST. OF Ruth THEODORA WESTLUND				
	% DE Witt C. Kirby	1215 S. LUCILE St.	-08-	9-12	"
TR	% MALCOLM J. BENNETT				
	VERBAG VETERANS OF WEST SEATTLE INC.	3857 - 38th S.W.	-26-	13-16	"
	JOHNSON & MALONE CONSTRUCTION Co.	4755 - FAUNTLEROY AVE. S.W.	-16-	17-27	"
TR	RALPH E. MALONE	4755 - FAUNTLEROY AVE. S.W.	-16-	17-27	"
TR	FLOYD E. JOHNSON	4755 - FAUNTLEROY AVE. S.W.	-16-	17-27	"
TR	WEST SIDE MASONIC TEMPLE INC.				
	% John H. Von Dreele	4403 - S.W. ADMIRAL WAY 101	-16-	28-34	"
TR	GENE FIEDLER CHEVROLET Co.	4100 - S.W. ALASKA St.	-16-	39-42	"

1663

NORRIS ADD. TO WEST SEATTLE

RESOLUTION NO.

A RESOLUTION providing for the hearing on the petition of the Howden-Kennedy Funeral Home for the vacation of portion of the North-South Alley in Block 3, Norris Addition to West Seattle.

WHEREAS there has been filed with the City Council the petition of the Howden-Kennedy Funeral Home (City Comptroller's File No. 256434) for the vacation of portion of the North-South Alley in Block 3, Norris Addition to West Seattle, as recorded in Volume 14 of Plats, page 93, Records of King County, Washington, being that portion of the north-south alley between Fauntleroy Way Southwest and 40th Avenue Southwest, from the south line of Southwest Alaska Street to the production east of the south line of Lot 4, said block; reserving to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any alley abutting upon said property after said vacation; and further, reserving to the City of Seattle the right to reconstruct, maintain and operate any existing overhead or underground utilities in said alley until the beneficiaries of said vacation arrange with the owner or owners thereof for their removal; and

WHEREAS said petition is signed by the owners of more than two-thirds of the property abutting on the portion of the alley therein sought to be vacated; Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE:

That Tuesday, the 24th day of September, 1968, at the hour of 2:00 o'clock P. M., in the City Council Chambers in the Seattle Municipal Building, be and the same is hereby fixed as the time and place when and where the Streets and Sewers Committee of the City Council will consider said petition, and the City Clerk is directed to give due notice of such hearing in the manner provided by law. A map, indicating the portion of the alley described in the petition, shall be affixed to and become a part of the notice required by law to be posted in a conspicuous place on the alley sought to be vacated.

ADOPTED by the City Council the 26th day of August, 1968, and signed by me in open session in authentication of its adoption this 26th day of August, 1968.

President of the City Council

Filed by me this 26th day of August, 1968.

City Comptroller and City Clerk

By _____
Deputy Clerk

BPW recommendation: Grant
with stipulations.

THE CITY OF SEATTLE

J D BRAMAN MAYOR



BOARD OF PUBLIC WORKS

E G HENRY SECRETARY

404 Seattle Municipal Building • Seattle, Washington 98104 • JUNiper 3-2040

BOARD OF PUBLIC WORKS

ROY W MORSE CITY ENGINEER CHAIRMAN
J RAY HEATH SUPT OF WATER
FRED B. MCCOY SUPT OF BUILDINGS
JOHN M. NELSON, SUPT. OF LIGHTING

August 31, 1966

Re: Council File No. 256434

SEP 2 4 08 PM '66
SEATTLE ENGINEERING

Mr. Roy W. Morse, Chairman
Street Vacation Committee
Board of Public Works
City of Seattle

Dear Sir:

The attached council file, being petition of Lorne C. Howden and Richard M. Kennedy of Howden-Kennedy Funeral Home for vacation of a portion of the north-south Alley, Block 3, Morris Addition (between Fauntleroy Way Southwest and 40th Avenue Southwest, from the south line of Southwest Alaska Street to the production east of the south line of Lot 4, said block) was before the Board of Public Works in regular session today.

It was the recommendation of the Board that said file be referred to the Street Vacation Committee for investigation, report, and recommendation.

Yours very truly,

BOARD OF PUBLIC WORKS

E. G. Henry
Secretary

BGH:jfd

cc: J. R. Heath
P. N. Buswell ✓



THE CITY COUNCIL OF THE CITY OF SEATTLE
1106 SEATTLE MUNICIPAL BUILDING
SEATTLE WASHINGTON 98104

August 29, 1966

Board of Public Works
City of Seattle

Gentlemen;

Attached is File No. 256434, petition of property owners for vacation of a portion of the north-south Alley, Block 3, Norris Addition to West Seattle, between Fauntleroy Way Southwest and 40th Avenue Southwest, from the south line of Southwest Alaska Street to the production east of the south line of Lot 4, said block.

Will you please return the file, together with your report and recommendation in duplicate.

Very truly yours,

STREETS AND SEWERS COMMITTEE

M. B (Mike) Mitchell, Chairman

MJ
Att.

THE CITY OF SEATTLE

J D BRAMAN, MAYOR



BOARD OF PUBLIC WORKS

E. G. HENRY, SECRETARY

404 Seattle Municipal Building • Seattle, Washington 98104 • JUniper 3-2040

BOARD OF PUBLIC WORKS

RO / W MORSE, CITY ENGINEER, CHAIRMAN
JOHN M NELSON, SUPT. OF LIGHTING
KENNETH M. LOWTHIAN, SUPT. OF WATER
C B MCCORMICK, SUPT. OF BUILDINGS
EDWARD J JOHNSON, SUPT. OF PARKS
AND RECREATION

Re: Council File No. 256434
Vacation of portion of N-S Alley in
Block 3, Norris Addition to West Seattle

August 14, 1968

Honorable Streets and Sewers Committee
of the City Council
City of Seattle

Gentlemen:

The above council file, being a petition of property owners,
Lorne C. Howden and Richard M. Kennedy of Howden-Kennedy Funeral
Home, for the vacation of a portion of the N-S Alley in Block 3,
Norris Addition to West Seattle, is herewith returned together
with a copy of a report of our Street Vacation Committee thereon,
dated August 7, 1968.

In regular session today, the Board of Public Works concurred
in this report and, in accordance therewith, it is recommended
that the vacation be granted, subject to the standard utility
reservation but that the vacation should not be consummated
until after alley widening, etc., as recommended by the Engineer-
ing Department is accomplished.

The Board further recommended that the file be returned to your
Honorable Body for your consideration and necessary legislative
action.

Yours very truly,

BOARD OF PUBLIC WORKS


E. G. Henry
Secretary

BGH:lh

CC: R. W. Morse
K. M. Lowthian
E. J. Johnson
P. M. Buswell
B. Wasell

Att.



CITY OF SEATTLE
DEPARTMENT OF ENGINEERING
ROY W. MORSE, CITY ENGINEER
MEMBER, BOARD OF PUBLIC WORKS

J. D. Braman, Mayor

Seattle Municipal Building, Room 910
800 Fourth Avenue, Seattle, Washington 98104

August 7, 1968

RE: Council File 256434

Honorable Board of Public Works
Seattle, Washington

Gentlemen:

Returned herewith is Comptroller's File No. 256434, petition of Lorne C. Howden and Richard M. Kennedy of Howden-Kennedy Funeral Home for the vacation of portion of the N-S Alley in Block 3, Norris Addition to West Seattle, with the Committee's report and recommendation.

The petition contains valid signatures of the owners of the abutting property.

The vacation is desired to consolidate the petitioners' property for expansion of funeral home facilities.

Circulation of the various city departments and utilities reveals the following:

The Engineering Department recommends that before the vacation is granted, the north 6 ft. of Lot 46, plus a 20-ft. radius at the northeast corner of said lot should be deeded for alley purposes and the alley crossing on 40th Avenue S. W. should be widened to 16 ft. On S. W. Alaska Street the alley crossing should be removed, the curb, sidewalks and planting strip should be restored.

The Lighting Department and Pacific Northwest Bell requests that the City reserve rights to maintain existing utility installations.

BOARD OF PUBLIC WORKS	
Date	8-14-68
Approved	<input checked="" type="checkbox"/>
Denied	<input type="checkbox"/>
Committee of Whole	<input type="checkbox"/>
Referred	<input type="checkbox"/>
Other	<input type="checkbox"/>

RECEIVED
3 A. M. 8 30
CITY ENGINEER
BOARD OF PUBLIC WORKS

Honorable Board of Public Works
Page 2

August 7, 1968

The Street Vacation Committee believes that this vacation would not be adverse to the public interest and therefore recommends that the vacation be granted, subject to the standard utility reservation but that the vacation should not be consummated until after alley widening, etc., as recommended by the Engineering Department is accomplished.

Very truly yours,

RWMorse
ROY W. MORSE, City Engineer

Kenneth M. Lowthian
KENNETH M. LOWTHIAN, Supt. of Water

E. J. Johnson
EDWARD J. JOHNSON, Acting Supt.
of Parks and Recreation

PMB:lht
Attchs.

cc - Water Dept.
Lighting Dept.
Park Dept.
Bruce Wasell

15
17

40th AVE. S.W.

FAUNTLEROY WY. S.W.

MAP OF PROPERTY CO

VALID SIGNATURES SHOWN_____

PETITION DENIED _____ ON 1

UTILITY RIGHTS

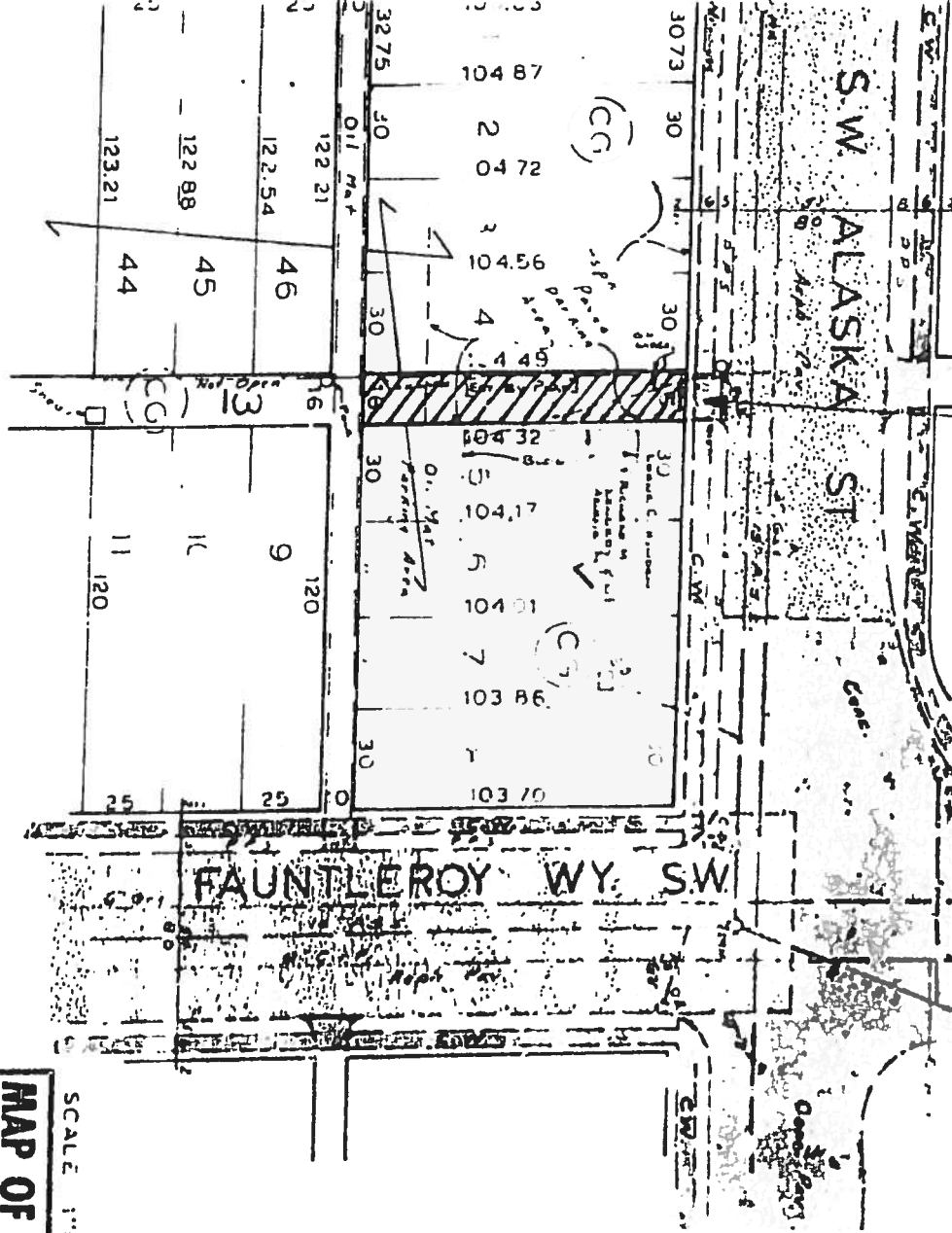
MADE BY 8-24 CHECKED BY 222

ALLEY CROSSING TO BE REMOVED;
CUTS SIDEWALK AND PAVEMENT
SHALL BE RESTORED

1663
1797

S.W. ALASKA ST

FAUNTLEROY WY. SW



SCALE 1"=50' NE 23-24-3

MAP OF PROPERTY COVERED BY

VACATION PETITION NO. 256434

VALID SIGNATURES SHOWN ✓

INVALID SIGNATURES SHOWN

PETITION DENIED ON FILE

VACATED BY ORDINANCE NO.

MISCELLANEOUS ORDINANCES VOL.

UTILITY RIGHTS

MADE BY B.M. CHECKED BY 2nd DATE 11-22-22

NORRIS' ADDITION TO

WEST SEATTLE VOL. 14-93

E SOLD OR
PRIVATE GAIN



EJH

E-137

Comments of the members of the Board of Public Works on the petition for vacation of
 Portion of the North-South Alley in Block 3,
 Norris Addition to West Seattle.

Council File No. 256434

REASON FOR VACATION: To consolidate
 petitioners' property for expansion of
 funeral home facilities.

Department	Name	Date Received	Comment	Date Forwarded
Supt. Light				
City Engineer	<i>Philip M. B. U. well</i>		Recommend grant - see below	Aug. 7, 1968
Supt. Water				
Supt. Bldgs.				
Dir. of Operations	Design Engineer	Fire Department	Planning Commission	
Traffic Engineer	Super. Sewer Utility	Franch. & Utilities	Park Department	
District Engineer	Bridge & Arterial Design	Street Use		

Please make comments and return to the City Engineer.

Additional comments if desired.

.....The north 6 ft. of Lot 46, plus a 20-ft. radius at the north-
 east corner of said lot should be deeded for alley purposes
 and the alley crossing on 40th Ave. S. W. should be widened
 On S. W. Alaska St.
 to 16 ft. /The alley crossing should be removed, the curb,
 sidewalks and planting strip should be restored.

WEPS:mm:11-30-66

E-137

*Office Services
to Light Dept.*

Comments of the members of the Board of Public Works on the petition for vacation of
..... Portion of the North-South Alley in Block 3,
..... Norris Addition to West Seattle.

Council File No. 256434

REASON FOR VACATION: To consolidate
petitioners' property for expansion of
funeral home facilities.

Department	Name	Date Received	Comment	Date Forwarded
✓ Supt. Light	<i>James M. Nelson</i>	Dec. 1, '66	Approved with reservations.	Dec. 2, '66
City Engineer				
Supt. Water				
Supt. Bldgs.				

*Comment
per*

Dir. of Operations	Design Engineer	Fire Department	Planning Comm.
Traffic Engineer	Super. Sewer Utility	Franch. & Utilities	Park Department
District Engineer	Bridge & Arterial Design	Street Use	

Please make comments and return to the City Engineer.

Additional comments if desired.

..... Approved by R. K. Walker with reservations as follows: To provide for
..... utilities, the Lighting Department requests that the vacation ordinance
..... provide that the City retain an easement in respect to the vacated land
..... for the operation, reconstruction, repair, and maintenance of existing
..... public utility facilities above and below ground.

E-137

City Planning
RECEIVED
 NOV 30 1966

CITY PLANNING COMMISSION

Comments of the members of the Board of Public Works on the petition for vacation of

..... **Portion of the North-South Alley in Block 3, Norris Addition**

..... **to West Seattle**

Council File No. 256434

REASON FOR VACATION: To consolidate
 petitioners' property for expansion of
 funeral home facilities.

Department	Name	Date Received	Comment	Date Forwarded
Supt. Light				
City Engineer				
Supt. Water				
Supt. Bldgs.				
Dir. of Operations	Design Engineer	Fire Department	✓ Planning Commission	
Traffic Engineer	Super. Sewer Utility	Franch. & Utilities	Park Department	
District Engineer	Bridge & Arterial Design	Street Use		

Please make comments and return to the City Engineer.

December 1, 1966

Additional comments if desired.

Street Vacation - Alley Block 3, Norris Addition.....

Recommendation - GRANT

.....

The vacation of this street would not be in conflict with any determined feature
 of the Comprehensive Plan. Therefore we have no objection to this vacation.

P. D. E.

e.w.
 12/1/1966

WEPS:mm:11-30-66

E-137

*Mr. Heath
Supt. of Water*

Comments of the members of the Board of Public Works on the petition for vacation of

..... Portion of the North-South Alley in Block 3,

..... Norris Addition to West Seattle.

Council File No. 256434

REASON FOR VACATION: To consolidate
petitioners' property for expansion of
funeral home facilities.

Department	Name	Date Received	Comment	Date Forwarded
Supt. Light				
City Engineer				
✓ Supt. Water <i>Mr. Heath</i>	<i>Ray Heath</i>	<i>11/19/66</i>	<i>—</i>	<i>11/30/66</i>
Supt. Bldgs.				

Dir. of Operations	Design Engineer	Fire Department	Planning Commission
Traffic Engineer	Super. Sewer Utility	Franch. & Utilities	Park Department
District Engineer	Bridge & Arterial Design	Street Use	

Please make comments and return to the City Engineer.

Additional comments if desired.

WEPS:mm:11-30-66

E-137

Mr. McCormick
Supt of Bldg.

Comments of the members of the Board of Public Works on the petition for vacation of

..... Portion of the North-South Alley in Block 3, Narria.....

..... Addition to West Seattle.

Council File No. 256434

REASON FOR VACATION: To consolidate
petitioners' property for expansion of
funeral home facilities.

Department	Name	Date Received	Comment	Date Forwarded
Supt. Light				
City Engineer				
Supt. Water				
✓ Supt. Bldgs.	<i>C. J. McCormick</i>		<i>OK</i>	<i>12/1/66</i>

Dir. of Operations	Design Engineer	Fire Department	Planning Commission
Traffic Engineer	Super. Sewer Utility	Franch. & Utilities	Park Department
District Engineer	Bridge & Arterial Design	Street Use	

Please make comments and return to the City Engineer.

Additional comments if desired.

Fire Dept.

E-137

Comments of the members of the Board of Public Works on the petition for vacation of
 Portion of the North-South Alley in Block 3, Norris Addition
 to West Seattle.

Council File No. 256434

REASON FOR VACATION: To consolidate
 petitioners' property for expansion of
 funeral home facilities.

Department	Name	Date Received	Comment	Date Forwarded
Supt. Light				
City Engineer				
Supt. Water				
Supt. Bldgs.				
Dir. of Operations	Design Engineer	<input checked="" type="checkbox"/> Fire Department	Planning Commission	
Traffic Engineer	Super. Sewer Utility	Franch. & Utilities	Park Department	
District Engineer	Bridge & Arterial Design	Street Use		

Please make comments and return to the City Engineer.

Additional comments if desired.

RECEIVED
 Nov 30 2 52 PM '66
 HEADQUARTERS
 FIRE DEPT

..... The Fire Department has no objection to this vacation.

Chief Leonard Mackay

WEPS:wm:11-30-66

E-137

RECEIVED
NOV 30 1966
SEATTLE
PARK DEPT.

Park Dept.

Comments of the members of the Board of Public Works on the petition for vacation of
..... Portion of the North-South Alley in Block 3, Norris Addition
..... to West Seattle.

Council File No. 256434

REASON FOR VACATION: To consolidate
petitioners' property for expansion of
funeral home facilities.

Department	Name	Date Received	Comment	Date Forwarded
Supt. Light				
City Engineer				
Supt. Water				
Supt. Bldgs.				

Dir. of Operations	Design Engineer	Fire Department	Planning Commission
Traffic Engineer	Super. Sewer Utility	Franch. & Utilities	✓ Park Department
District Engineer	Bridge & Arterial Design	Street Use	

Please make comments and return to the City Engineer.

Additional comments if desired.

No comment

Noted E.H.

John Sandusky
Per Elgre

E-125

REPORT ON VACATION PETITION

11 - 27 - 66

File No. 256434

Vacation of portion of the N^W 3 Alley in Block 3, Norris Add. to West Seattle

(See petition for description)

From _____

To _____

Total Frontage (L.F.) _____

208.81 '

Frontage with
Valid Signatures (L.F.) _____

208.81 '

Valid Signatures _____

100.00 %

Incomplete Signatures _____

Invalid Signatures _____

King County _____

Worked by _____

Approved by _____

3
12/1/66

E-23.1

HOWDEN-KENNEDY FUNERAL HOME
Circulated by Attn: Mr. Dick KennedyAddress 3909 Southwest Alaska St. Tel. No. WE 2-0356
98116

TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE:

We, the undersigned, being the owners of more than two-thirds of the property abutting on that portion of

THE NO 'H-SOUTH ALLEY IN BLOCK 3, NORRIS ADDITION TO WEST SEATTLE herein sought to be vacated, petition your Honorable Body to vacate:

PORTION OF THE NORTH-SOUTH ALLEY IN BLOCK 3, NORRIS ADDITION TO WEST SEATTLE, as recorded in Volume 14 of Plats, page 93, Records of King County, Washington, being that portion of the north-south alley between Fauntleroy Way Southwest and 40th Avenue Southwest, from the south line of Southwest Alaska Street to the production east of the south line of Lot 4, said block;

OR, in the alternative, to vacate any portion of said alley so particularly described;

RESERVING to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any alley abutting upon said property after said vacation; and further

RESERVING to the City of Seattle the right to reconstruct, maintain and operate any existing overhead or underground utilities in said alley until the beneficiaries of said vacation arrange with the owner or owners thereof for their removal.

PETITION CHECKED
AND FILING FEE PAID

R. W. MORSE, City Engineer

BY Mary M. McCallum / DATE 8-24-66

OWNER	DESCRIPTION OF PROPERTY
<u>Lorne C. Howden</u> LORNE C. HOWDEN	LOTS THREE (3) AND FOUR (4), BLOCK THREE (3), NORRIS' ADDITION TO WEST SEATTLE, WASHINGTON, ACCORDING TO PLAT RECORDED IN VOLUME 14 OF PLATS, PAGE 93, RECORDS OF SAID COUNTY,
<u>DECEASED</u> <u>Vera I. Howden</u> VERA I. HOWDEN	
<u>Richard Morris Kennedy</u> RICHARD MORRIS KENNEDY	EXCEPT THAT PORTION THEREOF CONDEMNED FOR W. ALASKA STREET IN KING COUNTY SUPERIOR COURT CAUSE NO. 70682, UNDER ORDINANCE NO. 21302, CITY OF SEATTLE.
<u>Arlene M. Kennedy</u> ARLENE M. KENNEDY	
<u>Lorne C. Howden</u> LORNE C. HOWDEN	LOTS FIVE (5) AND SIX (6), BLOCK THREE (3), NORRIS' ADDITION TO WEST SEATTLE, ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 93, RECORDS OF SAID COUNTY,
<u>DECEASED</u> <u>Vera I. Howden</u> VERA I. HOWDEN	
<u>Richard Morris Kennedy</u> RICHARD MORRIS KENNEDY	EXCEPT PORTION THEREOF CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 70682 FOR STREET PURPOSES AS PROVIDED BY ORDINANCE NO. 21302 OF THE CITY OF SEATTLE.
<u>Arlene M. Kennedy</u> ARLENE M. KENNEDY	



A. Alley from 40th Ave, Looking East



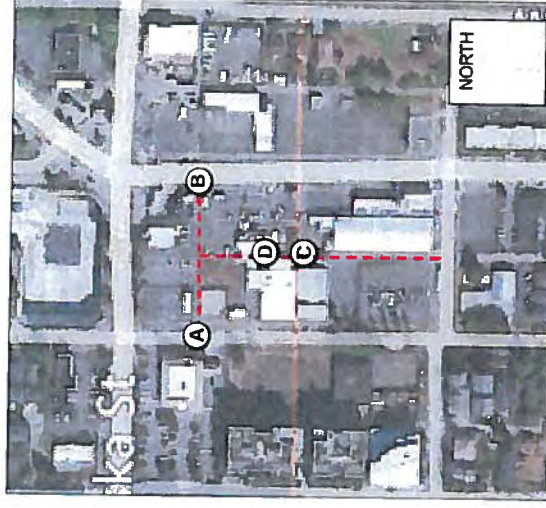
B. Alley from Fauntleroy Way SW, Looking West

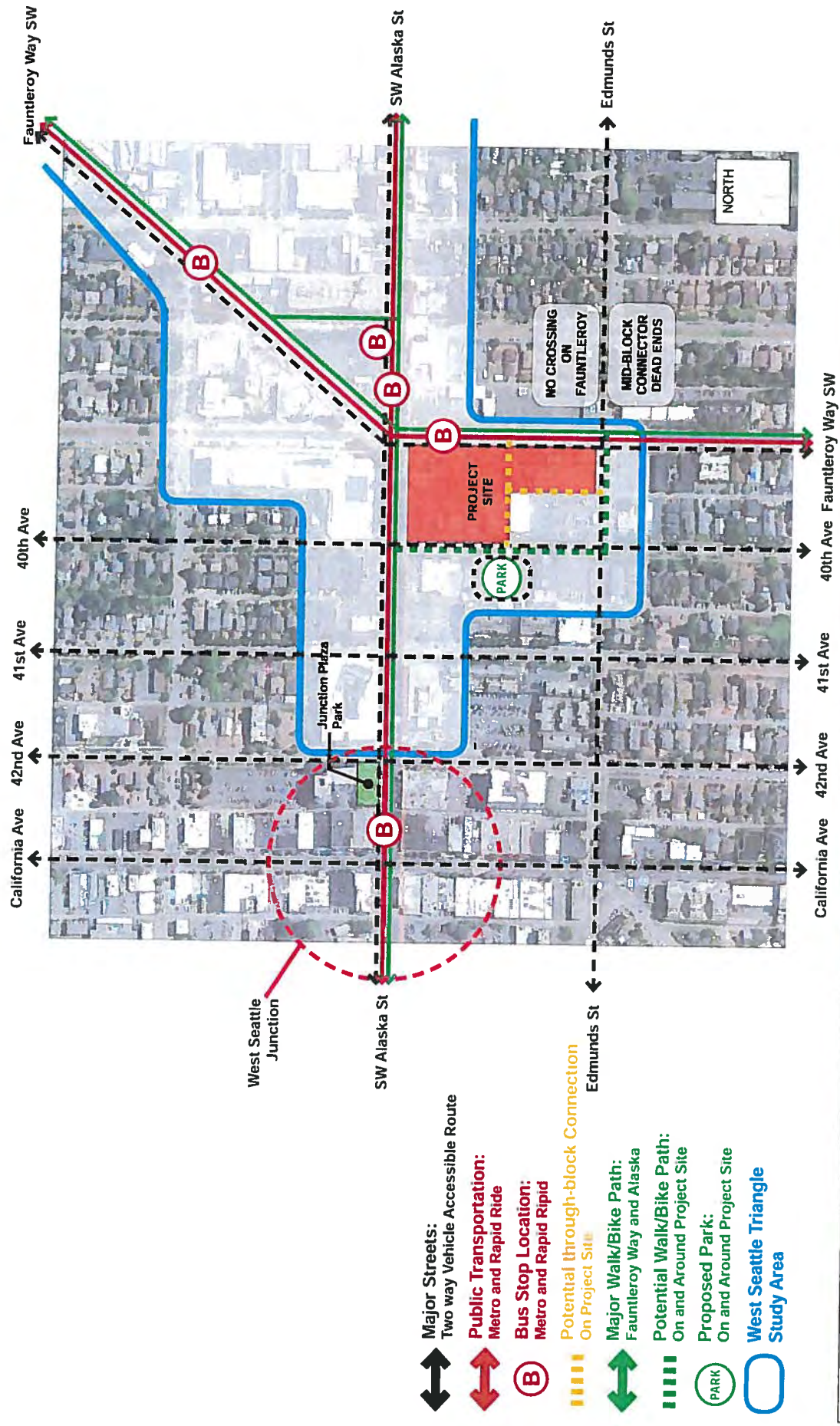


C. Existing blocked Alley from South



D. Existing blocked Alley from North





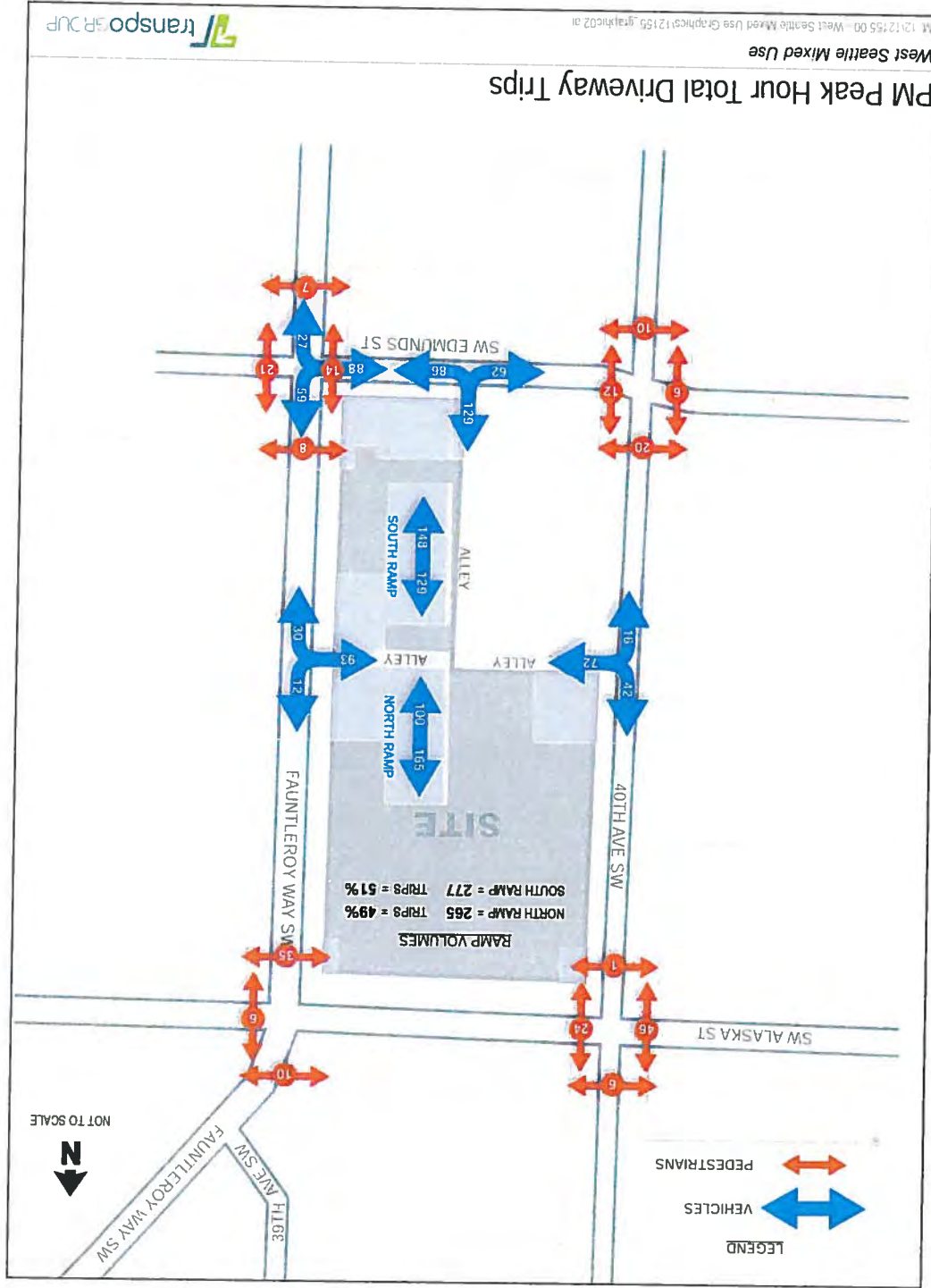
- Major Streets:
Two way Vehicle Accessible Route
- Public Transportation:
Metro and Rapid Ride
- Bus Stop Location:
Metro and Rapid Rapid
- Potential through-block Connection
On Project Site
- Major Walk/Bike Path:
Fauntleroy Way and Alaska
- Potential Walk/Bike Path:
On and Around Project Site
- Proposed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

FULLER • SEARS
ARCHITECTS

1411 Fourth Ave., Suite 1306
Seattle, WA 98101
Tel. 206.882.6170

4755 Fauntleroy Way SW
West Seattle, Seattle, Washington

Nine Block Circulation Diagram
Alley Vacation Petition, 1/24/2013



#11—Vacation Policies/Utility Impacts

During City review of the proposed vacation, the Petitioner should work with the utilities that may be impacted by the vacation and develop a utility mitigation plan to address, in detail, how utilities impacts will be addressed. This plan must be completed before the petition proceeds to City Council review.

i. Public Trust Policy 2: Utilities

Rights-of-way which contain or are needed for future utility lines or facilities may be vacated only when the utility can be adequately protected with an easement, relocation, fee ownership or similar agreement satisfactory to the utility owner.

Public rights-of-way provide utilities with corridors for the efficient transportation and delivery of utility services to the public in the least costly manner possible. Utilities generally assess vacation petitions from an operational perspective in order to ensure that a vacation will not impair current service reliability and capacity levels nor limit the ability to expand services in the future. The growth of telecom utilities above and below ground, increased urban densities, and demand for undergrounding of utility facilities all place pressure on the value of public rights-of-way, particularly alleys, for future utilities needs.

ii. Project Analysis

Currently, Seattle City Light maintains an overhead power line and Comcast and Century Link maintain overhead communications lines in the alley segments to be vacated. Seattle Public Utilities has no facilities in the alley proposed to be vacated. Seattle City Light has no issues with the alley vacation, as power service to the Masons building will be fed from a new line off of S.W. Edmunds Street. In sum, the alley right-of-way is not needed for utility provision, and any utility provision to the project, to

surrounding buildings, and to the general surroundings can be located either on the street right-of-way or within the mid block connector.

Please see the following table for status of utilities and contacts.

Utility	Location prior to alley vacation	Location after alley vacation	Agency Contact
Seattle City Light	Some high and low voltage overhead lines, including transformers, in the alley.	Alaska, Fauntleroy, 40 th , and Edmunds (likely undergrounded or at least partially undergrounded)	Thomas Gravell (206) 386-1672 Thomas.gravell@seattle.gov
CenturyLink (Phone and Internet)	Overhead lines in alley	The project will pay for relocation of the lines (underground) in Alaska, Fauntleroy, and Edmunds.	Brandon Squyres (206) 345-6117 Brandon.squyres@centurylink.com
Comcast (Cable and Internet?)	Overhead lines in alley	The project will pay for relocation of the lines (underground) in Alaska, Fauntleroy, and Edmunds.	Arthur Nettles Arthur_nettnles@cable.comcast.com 425-255-0093
Water , Sewer, Storm/Seattle Public Utilities	No facilities in alley to be vacated	Surrounding streets	Steve Resnick Steve.resnick@seattle.gov
Gas/PSE	In Fauntleroy frontage	Same location	No specific contact at this time.
Fiber Internet/DoIT	No facilities in alley to be vacated.	Same location	Kristine Henry-Simmons (206)684-0265 Kristine.henry-simmons@seattle.gov

Please see the attached emails from SPU, Seattle City Light, DoIT, and CenturyLink confirming these issues.

Jessica Clawson

From: Jeremy Febus <Jeremy.Febus@kpff.com>
Sent: Wednesday, November 14, 2012 6:53 AM
To: Jessica Clawson
Cc: Ignatius deChabert; Lance Sherwood; steve.orser@lennar.com; Jordan Brown
Subject: FW: Alaska and Fauntleroy (4755 Fauntleroy) Alley Vacation

Follow Up Flag: Follow up
Flag Status: Flagged

Jessica,

Below is an email from SPU regarding the alley vacation. They raise one drainage concern with the south portion of the alley that is not being vacated. We were aware of this concern, and have plans to address it. Most importantly, the SPU email concludes that we should proceed with our alley vacation petition. I think that this gives you everything you needed requested from us. Let me know how else we can help.

Thanks,

Jeremy Febus, PE, LEED AP | Associate

KPFF Consulting Engineers
1601 Fifth Avenue, Suite 1600
Seattle, Washington 98101

O: (206) 622-5822 D: (206) 926-0675
C: (206) 795-8953 F: (206) 622-8130
jeremy.febus@kpff.com

www.kpff.com

From: Resnick, Steve [<mailto:Steve.Resnick@seattle.gov>]
Sent: Tuesday, November 13, 2012 4:14 PM
To: Jordan Brown
Subject: RE: Alaska and Fauntleroy (4755 Fauntleroy) Alley Vacation

Hi Jordan,

Just to follow-up on our phone conversation regarding this request. I did speak with Herman and got some more info from him.

Although SPU does not appear to have existing utilities in the alley, the drainage of the alley is an issue. The existing closed contour low point (I think your sketch shows it going on to private property at the Masonic Temple) is problematic and could result in the denial of the vacation petition. At a minimum, I think that it would necessitate some provision in the design of the alley to provide drainage collection and eliminate the current situation, which is very undesirable from SPU's perspective.

At this point I do not have much additional info for you. I think you should proceed with the formal vacation request petition through SDOT. This will result in a more formal review from all of the stakeholders, including SPU.

Thanks,

Steve

From: Jordan Brown [<mailto:Jordan.Brown@kpff.com>]
Sent: Wednesday, November 07, 2012 8:50 AM
To: Resnick, Steve
Subject: RE: Alaska and Fauntleroy (4755 Fauntleroy) Alley Vacation

Hi Steve,

To follow up from the voice message I left you this morning, the land use attorney (Jack McCullough and Jessica) is leading the vacation process in coordination with Beverly.

This is similar to a previous alley vacation the office did in Interbay for the Block 20 development. The email you provided in 2010 for that process was sufficient.

This is their request:

Utilities impacts analysis	KPFF—need to understand what utilities are in the alley, and where they will be located after vacation. KPFF needs to contact SCL, SPU/Water, SPU Storm, King County Metro (wastewater), phone, gas, cable, internet to verify they have no problem with the alley vacation. We need to submit the emails with our petition.
----------------------------	--

Since there are no SPU facilities in the portion to be vacated, I would expect there would be no concern from SPU.

Thanks,
-Jordan

926-0490

From: Jordan Brown
Sent: Tuesday, November 06, 2012 4:56 PM
To: 'Resnick, Steve'
Subject: RE: Alaska and Fauntleroy (4755 Fauntleroy) Alley Vacation

Thanks for the info Steve.

The project team has been working with Beverly on this and so are now compiling emails to include with the petition.

I'll call you tomorrow.

Thanks,

-Jordan

From: Resnick, Steve [<mailto:Steve.Resnick@seattle.gov>]
Sent: Monday, November 05, 2012 4:14 PM
To: Jordan Brown
Cc: Jeremy Febus
Subject: RE: Alaska and Fauntleroy (4755 Fauntleroy) Alley Vacation

Jordan,

Street/alley vacations are a whole process unto themselves that involve City Council. SPU is part of the departmental review process, but I believe that it comes to us from SDOT, then SPU Real Property, then to SPU Engineering/Plan Review. I think the starting point for any request should be SDOT.

<http://www.seattle.gov/transportation/streetvacations.htm>

Towards the bottom, there is some contact info for Beverly Barnett and Moira Gray. I would give them a call.

It sounds like in this case there is already some kind of an agreement in place, so that may streamline the process for you. However I would still start with SDOT and they can better direct you on how to proceed.

Thanks,

Steve

From: Jordan Brown [<mailto:Jordan..Brown@kpff.com>]
Sent: Monday, November 05, 2012 12:06 PM
To: Resnick, Steve
Cc: Jeremy Febus
Subject: Alaska and Fauntleroy (4755 Fauntleroy) Alley Vacation

Hi Steve,

A new project is coming in West Seattle at the former Huling Bros dealership, south of SW Alaska St.

To accommodate the redevelopment of the site, a portion of an existing alley is to be vacated.

This is consistent with the adopted West Seattle Triangle Concept Plan (DPD DR-02-2012/SDOT DR-04-2012).

The portion to be vacated is shown on the attached color pdf [4755 Fauntleroy - SPU -Alley Vac-2012-11-05.pdf].

The red hatched area is the is a T-shaped area that apparently has no SPU utilities.

I have attached a GIS map of the area, showing no SPU utilities in the alley: [KPFF-FauntleroyWaySWAlaska6oscaleUtilsSchem.pdf]

As I understand, we just need to have an email confirmation from SPU that it is acceptable to vacate the areas.

Could you provide this or let me know who could?

Please let me know if you have any questions.

Thank you,
-Jordan



Jordan R. Brown | Civil Project Manager, Engineer

KPFF Consulting Engineers

1601 Fifth Avenue, Suite 1600

Seattle, Washington 98101

D: (206) 926-0490 O: (206) 622-5822 F: (206) 622-6130

Jordan.Brown@kpff.com www.kpff.com

Jessica Clawson

From: Jeremy Febus <Jeremy.Febus@kpff.com>
Sent: Tuesday, November 13, 2012 8:36 AM
To: Jessica Clawson
Cc: Lance Sherwood; Ignatius deChabert; Jordan Brown; steve.orser@lennar.com
Subject: FW: W. Seattle Whole Foods (Old Huling Bros Site) - ALLEY VACATION Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Jessica,

Below is the email from SCL in support of the alley vacation. I think that this is the most critical one for your purposes. We are still waiting on the Franchise providers. SPU doesn't have any facilities in the portions of the alley to be vacated, and we have been working on getting an email from them acknowledging that.

Regards,

Jeremy Febus, PE, LEED AP | Associate

KPFF Consulting Engineers
1601 Fifth Avenue, Suite 1600
Seattle, Washington 98101

O: (206) 622-5822 D: (206) 926-0675
C: (206) 795-8953 F: (206) 622-8130
jeremy.febus@kpff.com

www.kpff.com

From: Gravell, Thomas [<mailto:Thomas.Gravell@seattle.gov>]
Sent: Tuesday, November 13, 2012 8:07 AM
To: Ignatius deChabert
Cc: Jeremy Febus; Jordan Brown; Ramos, Ray; Ho, Kyle; Chi, Lin-fa
Subject: RE: W. Seattle Whole Foods (Old Huling Bros Site) - ALLEY VACATION Comments

Ignatius,

SCL will be removing all our high & low voltage OH lines, including transformers, in the north portion of the alley between Fauntleroy & 40th. As of now there are several OH secondary service drops coming off the alley pole(s). All but one will be removed for demo. The only service to concerned with is the Masonic Hall, which will be re-fed UG secondary from a pole on SW Edmunds. There will be no need for a transformer vault in the alley to re-feed the Masonic Hall. A pulling hand hole may be necessary though. But, depending on the 480V temp service, this project may still need to put a vault in the south portion of the alley. It would be less costly to figure out a OH option to get 480 temp power to the site, either a temporary OH primary feed from Edmunds north down the west side of the alley over the Masonic Hall property, or north down the 40th Ave "RoW" from Edmunds.

Thomas Gravell
Senior Electric Service Consultant
Seattle City Light
3613 4th Ave S Bldg A/132
Seattle, WA 98134
206 386-1672

From: Ignatius deChabert [<mailto:Ignatius.deChabert@kpff.com>]
Sent: Monday, November 12, 2012 5:26 PM
To: Gravell, Thomas
Cc: Jeremy Febus; Jordan Brown; Ramos, Ray
Subject: W. Seattle Whole Foods (Old Huling Bros Site) - ALLEY VACATION Comments

Hi Tom/Ray,

We are preparing the Alley Vacation Petition Package, to formally apply for the vacation through SDOT. We have been asked to obtain preliminary feedback on impact of the alley vacation on SCL infrastructure, and what conditions might be placed on the project in order to vacate the north portion of the alley (the area noted as Delta 1 on the attached diagram). Please note, I'm only requesting comments related to the Alley Vacation, not the project design as a whole. The issue of the building service and related vista switch/fusing does NOT need to be addressed in this correspondence.

I anticipate the official SCL comments will be generated at a later date, once SDOT has circulated the formal application to solicit your comments. For now, we just need documentation of your major concerns. This can just be a summary of our discussions to date.

Please reply back to me this week, if at all possible.

Thanks,
Ignatius

Ignatius deChabert | Project Manager

KPFF Consulting Engineers
1601 Fifth Avenue, Suite 1600
Seattle, Washington 98101

O: (206) 622-5822 D: (206) 926-0533
F: (206) 622-8130
ignatius.dechabert@kpff.com

www.kpff.com

Jessica Clawson

From: Ignatius deChabert <Ignatius.deChabert@kpff.com>
Sent: Tuesday, November 27, 2012 12:12 PM
To: Jessica Clawson
Cc: Lance Sherwood; steve.orser@lennar.com; Jeremy Febus; Jordan Brown
Subject: FW: W. Seattle Whole Foods (Old Huling Bros Site) - ALLEY VACATION Comments

Jessica,

Please see Comcast response below, indicating that they are generally in favor of the vacation, and that their relocated infrastructure will need to be underground and in place prior to removal of the lines in the alley.

This should wrap up dry utility providers in the alley. If there is anything else you need from me, let me know.

Best,

Ignatius deChabert | Project Manager

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From: Nettles, Arthur [mailto:Arthur_Nettles@cable.comcast.com]
Sent: Tuesday, November 27, 2012 8:46 AM
To: Ignatius deChabert
Subject: RE: W. Seattle Whole Foods (Old Huling Bros Site) - ALLEY VACATION Comments

Ignatius,

I apologize I over looked responding to your last email.

My major concern is that the underground along Fauntleroy & Edmonds would have to be placed prior to me vacating the north end. Other than that I see no other concerns.

Thanks

Art Nettles
Engineering/Construction Coordinator
Comcast--Washington Market
1525 75th AVE SW, #200
Everett, WA 98203
Office: 425-263-5364
Mobile: 206-255-0093
Mon-Fri 7:00 am-3:30 pm
E-Mail; arthur_nettles@cable.comcast.com

From: Ignatius deChabert
Sent: Monday, November 12, 2012 5:31 PM
To: 'Nettles, Arthur'
Cc: Jeremy Febus; Jordan Brown
Subject: FW: W. Seattle Whole Foods (Old Huling Bros Site) - ALLEY VACATION Comments

Hi Art,

We are preparing the Alley Vacation Petition Package, to formally apply for the vacation through SDOT. We have been asked to obtain preliminary feedback on impact of the alley vacation on Comcast infrastructure, and what conditions might be placed on the project in order to vacate the north portion of the alley (the area noted as Delta 1 on the attached diagram).

I anticipate the official Comcast comments will be generated at a later date, once SDOT has circulated the formal application to solicit comments from all affected agencies. For now, we just need documentation of your major concerns. This can just be a summary of our discussions to date.

Please reply back to me this week, if at all possible.

Thanks,
Ignatius

Ignatius deChabert | Project Manager

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Seattle, Washington 98101

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Jessica Clawson

From: Ignatius deChabert <Ignatius.deChabert@kpff.com>
Sent: Monday, November 26, 2012 6:00 PM
To: Jessica Clawson
Cc: Lance Sherwood; steve.orser@lennar.com; Jeremy Febus; Jordan Brown
Subject: FW: W. Seattle Whole Foods (Old Huling Bros Site) - ALLEY VACATION Comments

Hi Jessica,

Please see below for DoIT's response for the Alley Vacation. It confirms that they do not have lines in the alley.

Let me know if you need anything else at this time.

Ignatius deChabert | Project Manager

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From: Henry-Simmons, Kristine [<mailto:Kristine.Henry-Simmons@seattle.gov>]
Sent: Monday, November 26, 2012 2:38 PM
To: Ignatius deChabert
Cc: Jeremy Febus; Jordan Brown; Henry-Simmons, Kristine
Subject: RE: W. Seattle Whole Foods (Old Huling Bros Site) - ALLEY VACATION Comments

DoIT does not have any cables in the alley west of Fauntleroy, east of 40th Av SW, south of SW Alaska St and north of SW Edmunds St.

Ignatius for installing the conduit on the south side for Alaska from the east side of Fauntleroy, with a manhole at the SE corner to the SW corner of 40th Av SW & SW Alaska St. We will need a manhole at the SW corner of Fauntleroy and Alaska. We have an aerial splice there that goes to the SDOT cabinet at the NW corner and aerial cable crossing. I am assuming that we will be able to come out of the SDOT pole to still cross aerially? Unless SDOT is getting conduit crossing Alaska there? Then we would just need to a conduit to their handhole..

Kris Henry-Simmons
Fiber Program Manager
City of Seattle, Department of Information Technology (DoIT)
PO Box 94709
Seattle, WA 98124-4709

Desk (206) 684-0265
Cell (206) 255-6258

For Deliveries:
Kris Henry-Simmons
Fiber Program Manager
City of Seattle, Department of Information Technology (DoIT)
700 5th Av, Suite 2700
Seattle, WA 98104

From: Ignatius deChabert [<mailto:Ignatius.deChabert@kpff.com>]
Sent: Monday, November 12, 2012 5:30 PM
To: Henry-Simmons, Kristine
Cc: Jeremy Febus; Jordan Brown
Subject: FW: W. Seattle Whole Foods (Old Huling Bros Site) - ALLEY VACATION Comments

Hi Kris,

We are preparing the Alley Vacation Petition Package, to formally apply for the vacation through SDOT. We have been asked to obtain preliminary feedback on impact of the alley vacation on DOIT infrastructure, and what conditions might be placed on the project in order to vacate the north portion of the alley (the area noted as Delta 1 on the attached diagram). I don't even know if you have any concerns, since I think we concluded that DOIT doesn't have any existing infrastructure in the alley, but you know better than I.

I anticipate the official DOIT comments will be generated at a later date, once SDOT has circulated the formal application to solicit comments from all affected agencies. For now, we just need documentation of your major concerns. This can just be a summary of our discussions to date.

Please reply back to me this week, if at all possible..

Thanks,
Ignatius

Ignatius deChabert | Project Manager

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Jessica Clawson

From: Ignatius deChabert <Ignatius.deChabert@kpff.com>
Sent: Tuesday, November 13, 2012 10:28 AM
To: Jessica Clawson
Cc: Lance Sherwood; Jeremy Febus; Jordan Brown; steve.orser@lennar.com
Subject: FW: W. Seattle Whole Foods (Old Huling Bros Site) - ALLEY VACATION Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Jessica,

From our discussions with CenturyLink over the past several months, they are in support of the alley vacation, provided their infrastructure in the alley get's rerouted to the adjacent right of way. See CenturyLink's response below.

The discussion with Comcast has been similar. For DOIT, they don't appear to have any facilities that will be affected by the vacation, but I have requested a response from them to that affect. I'll forward their responses once I receive them.

Best,

Ignatius deChabert | Project Manager

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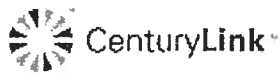
From: Squyres, Brandon [<mailto:Brandon.Squyres@CenturyLink.com>]
Sent: Tuesday, November 13, 2012 9:35 AM
To: Ignatius deChabert
Subject: RE: W. Seattle Whole Foods (Old Huling Bros Site) - ALLEY VACATION Comments

Ignatius,

As discussed before, Centurylink does have aerial facilities in the portion of alley to be vacated. Centurlink will require payment of actual costs to relocate out of the alley to the perimeter of the new building in the public right-of-way.

Thanks,

Brandon Squyres
Engineer II
CenturyLink, Inc.
1208 NE 64th St. (Rm #402)
Seattle, WA 98115
Main: (206) 345-6117
Fax: (206) 345-5754
Email: Brandon.Squyres@CenturyLink.com



From: Ignatius deChabert [<mailto:Ignatius.deChabert@kpff.com>]
Sent: Monday, November 12, 2012 5:32 PM
To: Squyres, Brandon
Cc: Jeremy Febus; Jordan Brown
Subject: W. Seattle Whole Foods (Old Huling Bros Site) - ALLEY VACATION Comments

Hi Brandon,

We are preparing the Alley Vacation Petition Package, to formally apply for the vacation through SDOT. We have been asked to obtain preliminary feedback on impact of the alley vacation on CenturyLink infrastructure, and what conditions might be placed on the project in order to vacate the north portion of the alley (the area noted as Delta 1 on the attached diagram).

I anticipate the official CenturyLink comments will be generated at a later date, once SDOT has circulated the formal application to solicit comments from all affected agencies. For now, we just need documentation of your major concerns. This can just be a summary of our discussions to date.

Please reply back to me this week, if at all possible.

Thanks,
Ignatius

Ignatius deChabert | Project Manager

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#12—Vacation Policies/Land Use Impacts

Address the land use impacts; specifically address the increase in development potential attributable to the vacation. Provide specific information on the difference in the development of the site with our without a vacation. Address issues such as scale, building orientation, and access to the site that may be impacted by the vacation. Address neighborhood character and design issues and describe how your project fits into the specific neighborhood in which it is located. Discuss applicable Comprehensive Plan and other city and neighborhood land use and planning goals for the area.

i. **Vacation Policy 4: Land Use**

A proposed vacation may be approved only when the increase in development potential that is attributable to the vacation would be consistent with the land use policies adopted by the City Council. The criteria considered for making individual vacation decisions will vary with the land use policies and regulations for the area in which the right-of-way is located. The City Council may place conditions on a vacation to mitigate negative land use effects.

Vacations can affect the land use and development patterns in an area by adding to the developable land base, altering the local pattern of land division, and increasing the development potential on the vacated and abutting properties. These changes may allow development that is inconsistent with adopted land use policies and have a negative effect on the area of the proposed vacation and other rights-of-way. The Petitioner shall provide the City with information about the expected completed density of the project and the development potential of the property without a vacation. Such information should be provided as both the percentage increase in the development potential and the additional square footage added to the project. The Petitioner shall also provide the City with information as to how the project advances City planning goals and meets the zoning criteria in the area where the project is located. It is the

obligation of the Petitioner to provide a justification for the vacation and to provide information on whether there are feasible alternatives that do not require a vacation.

ii. Project Analysis

The proposed alley vacation will include approximately 6,600 square feet of property. The alley is proposed to be replaced by a mid block connector that will range from 41 feet wide to 51 feet wide and will be a total of 13,000 s.f. The mid block connector will be retained by the project's owner, but the owner will grant an easement for public ingress and egress in perpetuity over the mid block connector, while retaining private maintenance obligations. Thus, the project does not gain developable area as a result of the alley vacation; it will actually lose developable area (-6,400 s.f.) as a result of the alley vacation and the provision of the mid block connector.

The expected density of the project, with vacation, will be a gross square footage of 404,500 s.f. The project will include 370 residential units, 570 parking stalls, and 66,000 s.f. of retail.

The benefit to the project of vacating the alley is two-fold: first, it allows the consolidation of properties on both sides of the east-west alley. The consolidation of these properties allows the north building to accommodate a floor plate suitable for a grocery store anchor tenant. The anchor tenant provides the project with a measure of economic stability, such that it does not need to maximize its developable area—the project is proposing to develop only to 70 feet rather than 85 feet due to the addition of the grocery tenant. Second, the project will further increase its efficiency by being able to construct one contiguous below grade garage that connects the north and south buildings, rather than construct more expensive and wasteful separate garages for each building.

As part of the project, the developer will widen the north-south alley to 18 feet as required by the Seattle Municipal Code. It will also create a mid

block connector for the public and for “alley” functions. The mid-block connector is specifically asked for on the property by the West Seattle Triangle Urban Design Framework; the provision of the mid-block connector helps realize this key piece of the framework plan.

Without vacation, the project would be divided into four buildings. The without vacation option would have increased unit count and overall square footage, but because of the small floor plates not suitable for retail, the building would need to be maximized to 85 feet in height. The resulting buildings would be much larger in terms of height, bulk and scale.

Regarding land use, the project with the vacation meets the applicable zoning criteria for the zone—it does not exceed any densities (measured by floor area ratio in this case), and it stays within the NC3P-85 and NC3-85 zoning envelopes and meets zoning requirements. In addition, the with-vacation option advances the City and Neighborhood planning goals for the area, as follows:

Comprehensive Plan Goals and Policies: Mixed-Use Commercial Areas

Land Use Goal 17: Create strong and successful commercial and mixed-use areas that encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.

Land Use Goal 18: Support the development and maintenance of areas with a wide range of characters and functions that provide for the employment, service, retail and housing needs of Seattle’s existing and future population.

Land Use Goal 19: Include housing as part of the mix of activities accommodated in commercial areas in order to provide additional opportunities for residents to live in neighborhoods where they can walk to services and employment.

Land Use Policy 103: Prioritize the preservation, improvement and expansion of existing commercial areas over the creation of new business districts.

Land Use Policy 104: Consistent with the urban village strategy, prefer the development of compact commercial areas, or nodes, in which many businesses can be easily accessed by pedestrians, to the designation of diffuse, sprawling commercial areas along arterials, which often require driving from one business to another.

Land Use Policy 114: Encourage residential development in mixed-use buildings to ensure healthy business districts that provide essential goods, services, and employment to the residents of Seattle.

Land Use Policy 116: Seek to focus development in transit and pedestrian-friendly urban villages while maintaining compatibility between new development and the surrounding area through standards regulating the size and density of development.

Land Use Policy 117: Generally permit a greater intensity of development in pedestrian and transit supportive environments found in pedestrian-oriented commercial areas within urban villages than is permitted in general commercial areas or outside of urban villages.

Land Use Policy 118: Ensure a compatible scale and intensity of development and control such impacts as shadows, bulk and traffic associated with high-rise development through density limits for development in commercial zones.

Land Use Policy 119: Manage the bulk of structures in commercial areas to maintain compatibility with the scale and character of commercial areas and their surroundings, to limit the impact on views, and to provide light, air and open space amenities for occupants.

Land Use Policy 128: Use pedestrian-oriented zones to promote commercial areas with a development pattern, mix of uses, and intensity of activity generally oriented to pedestrian and transit use by maintaining areas that already possess these characteristics and encouraging the transition necessary in other areas.

Land Use Policy 132: Locate parking facilities in pedestrian-oriented commercial zones where conflicts with pedestrian circulation and interruptions in the continuity of the street frontage will be minimized, such as to the side or rear of the building, below grade, or built into the building and screened from the street.

Transportation Policy 16: recognize the important function of alleys in the transportation network. Consider alley, especially contiguous alleys, a valuable resource for access to abutting properties to load/unload, locate utilities, and dispose of waste.

West Seattle Junction Neighborhood Plan Goals and Policies

Fauntleroy gateway into the junction Policy 8 Seek to integrate Fauntleroy Way into the neighborhood physically, aesthetically, and operationally while, at the same time, maintaining its arterial functions.

Fauntleroy gateway into the junction Policy 9: Seek to enhance pedestrian safety and improve pedestrian circulation along Avalon Way, Fauntleroy Way, and SW Alaska Street from 35th Ave SW to California Ave SW.

Transportation Goal 4: A neighborhood which facilitates movement of people and goods with a particular emphasis on increasing safety, supporting the economic centers, and encouraging a full range of transportation choices.

West Seattle Triangle Plan Urban Design Framework Recommendations

Urban Design and Land Use Recommendation 1 (p.13 & 15): Create a strong focus intersection at the confluence of Fauntleroy Way and SW Alaska Street to anchor the center of the neighborhood and mark its entry

- Create a prominent urban intersection by placing mass and scale in a way that frames the intersection. This may include vertical articulation, prominent entries, and architectural elements presenting directly to the intersection

Urban Design and Land Use Recommendation 2 (p.13, 18): A lattice of green spaces with a series of street parks enhances open space.

- Place a special focus for green street improvements on 40th Ave S.W. where substantial new development on adjacent properties is likely. Provide a street park space on the east side of the street that is 20 to 30 feet wide including the sidewalk zone

Urban Design and Land Use Recommendation 3 (p.13, 15, 17): Break down horizontal scale of the longest blocks to ensure livability with new development.

- Encourage east/west midblock crossings
- Where midblock crossings are added ensure perceptible massing breaks that provide visual relief and space for light air and amenity.
- Transition height to lower density abutting residential zones.
- Consider reconfiguration of alleys on large infill blocks to create sites more in keeping with city block sizes in the range of 250 feet in length
- Explore shared, multi use midblock crossings that can accommodate pedestrians, vehicles, and public amenities.

Urban Design and Land Use Recommendation 6 (p.13, 19): Make SW Alaska Street a connecting main street with vibrant street character and activating retail uses.

- Encourage vibrant retail frontages along S.W. Alaska Street as a key pedestrian linkage between the triangle business district and the junction business district.

Seattle Municipal Code Zone Function and Locational Criteria

SMC 23.34.078: The NC3 zone is intended to support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area.

An NC3 zone is most appropriate on land that is generally characterized by the following conditions: 1. The primary business district in in an urban center or hub urban village; 2. Served by principal arterial; 3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense commercial areas; 4. Excellent transit service.

#13—Vacation Policies/Public Benefit

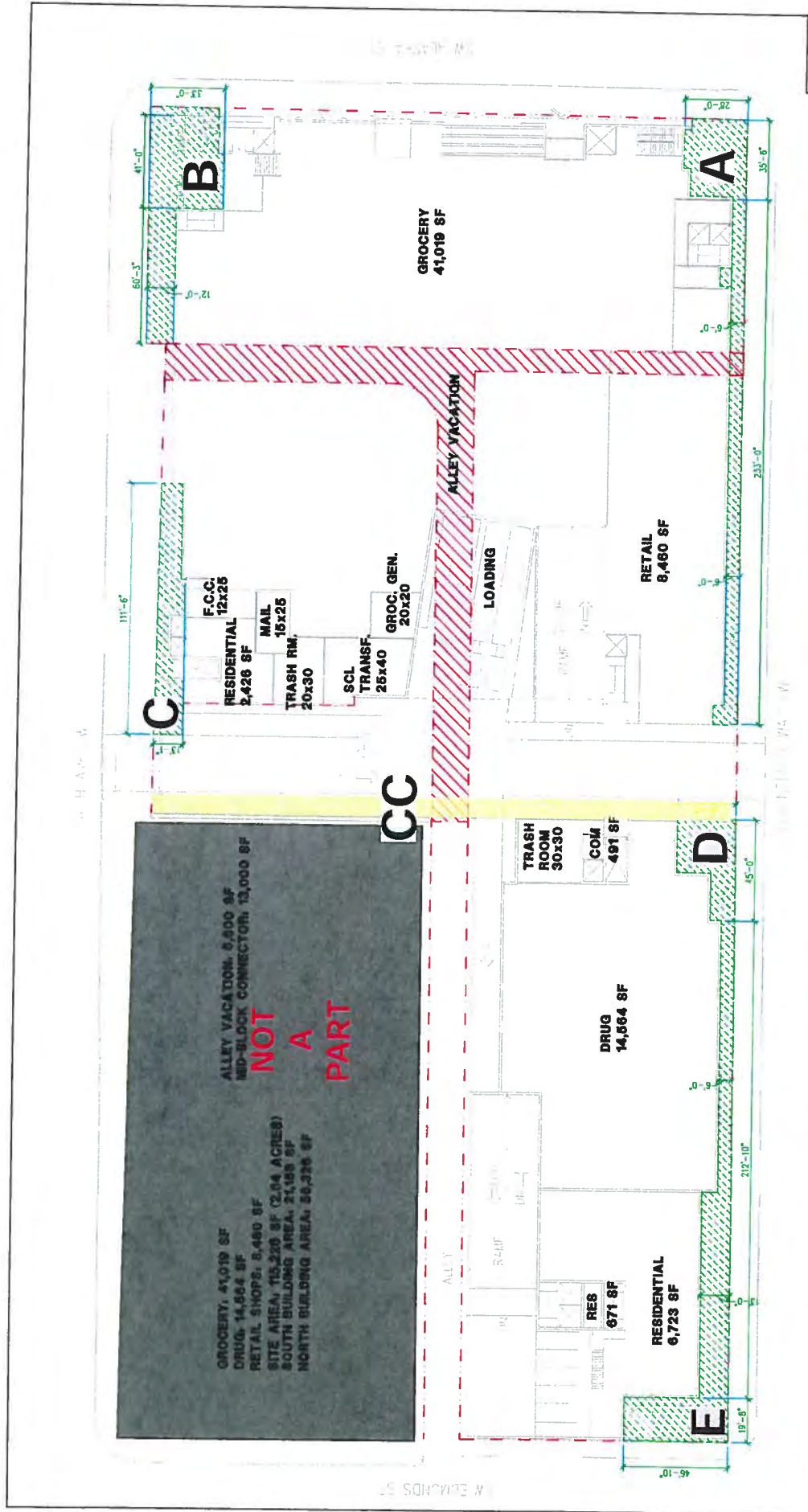
Provide a discussion of the public benefit proposal including how the public benefit proposal serves the general public. Include an itemized list that provides a detailed description of each element of the proposed public benefit. Benefits must be long term and must serve the general public not merely the users of the development. The public benefit must be benefits that are not required by the land use code or other regulations and for which no development credit is sought.

The project will provide a significant, long-term public benefit to the West Seattle neighborhood and to the entire community. First, the project seeks to be the first to provide the following items called for by the West Seattle Triangle Urban Design Framework, including:

- Create a strong focus at the confluence of Fauntleroy Way and SW Alaska Street to anchor the center of the neighborhood and mark its entry; the project proposes to incorporate a public plaza at this corner with public seating, potential art pieces, and a place of refuge for the public as they make their way to and from the Rapid Ride stops across the street.
- Place a special focus for green street improvements on 40th Ave S.W. where substantial new development on adjacent properties is likely. The project will provide green street improvements along 40th Ave. S.W. and will provide two public plazas along the 40th Avenue S.W. frontage that will create gathering areas for the public. The space at the corner of 40th and Alaska will be a particularly important space as it is the corner closest to the West Seattle Junction and will likely be very activated by the grocery entry spilling out to the plaza. Care has been taken in the design of the plaza to ensure that the space does not feel too “private” or too dominated by the grocery retailer’s presence. 40th Ave. will also include a linear rain garden. Ultimately, the 40th Avenue frontage will be a lush, activated and very generous area.

- Provide a mid-block connector specifically contemplated on this site by the West Seattle Triangle Plan. The connector will be wide enough to accommodate traditional alley functions such as service uses, loading, and parking access, and will include a weather-protected, bollard-protected pedestrian walkway completely separate from the auto-oriented zone to allow pedestrians to utilize the connector in a safe manner. The connector leads pedestrians directly from Fauntleroy to the newly proposed and acquired City of Seattle park that will exist directly across 40th Avenue from the terminus of the connector. The connector looks to take advantage of the proximity of the park, while also offering a very generous (ranging from 41 to 51 feet wide) area that helps circulation in the area by breaking up the large block.
- Provide a contribution to the future park across 40th Avenue S.W.

Several more public benefits will be provided with the project; the goal of the public benefit package is to help make the area more walkable, usable, and more inviting to visitors, users of the retail, residents, and the surrounding neighborhood. Please see the attached renderings of the public benefit areas, as well as a complete public benefit table.



NORTH

FULLER-SEARS
ARCHITECTS

1411 Fourth Ave., Suite 1306
Seattle, WA 98101
Tel. 206.682.6170

4755 Fauntleroy Way SW

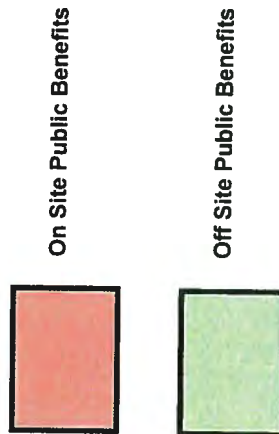
West Seattle, Seattle, Washington

Site Following Alley Vacation
Alley Vacation Petition, 1/24/2013

Public Benefit	Description	Existing	Required	Proposed
A	Gateway Plaza: Fauntleroy & Alaska			
	• Benchwall seating	0	0	25 LF
	• Accent Planting	0	0	150 SF
	• Pedestrian Scale Street Lamps	0	0	2
	• Water Feature or Public Art Element	0	0	1
	• Decorative Accent Paving	0	0	350 SF
B	• Wall Mounted Historical Signage	0	0	1
	Corner Plaza: Alaska & 40th			
	• Benchwall seating	0	0	20 LF
	• Accent Planting	0	0	200 SF
	• Pedestrian Scale Street Lamps	0	0	2
	• Café style Tables & Chairs	0	0	6
C	• Neighborhood Way-Finding Kiosk	0	0	1
	• Decorative Paving	0	0	150 SF
	Cross Connector Plaza: 40th Ave			
	• Benchwall seating	0	0	60 LF
	• Accent Planting	0	0	200 SF
	• Café style Tables & Chairs	0	0	4
D	• Pedestrian Scale Street Lamps	0	0	2
	• Bike Racks	0	0	1
	• Decorative Paving	0	0	200 SF
	Cross Connector Plaza: Fauntleroy			
	• Benchwall seating	0	0	30 LF
	• Accent Planting	0	0	50 SF
	• Pedestrian Scale Street Lamps	0	0	1
	• Covered Canopy Weather Protection	0	0	150 SF

Public Benefit	Description	Existing	Required	Proposed
E	Corner Plaza: Fauntleroy & Edmunds			
	• Benchwall seating	0	0	40 LF
	• Accent Planting	0	0	100 SF
	• Pedestrian Scale Street Lamps	0	0	2
	• Covered Bike Racks	0	0	3
	• Decorative Paving	0	0	450 SF
LR	Linear Rain Garden			
	• Benchwall seating	0	0	20 LF
	• Accent Planting	0	0	600 SF
	• Pedestrian Scale Street Lamps	0	0	2
	• Rain Garden Area	0	0	1700 SF
	• Interpretive Signage	0	0	1
CC	Cross Connector			
	• Lit Bollards	0	0	10
	• Walk defining Planters	0	0	10
	• Pedestrian Accent Paving	0	0	800 SF
	• Continuous Weather Protection	0	0	1200 SF
	• Vegetated Green Wall System	0	0	100 LF
MISC	Miscellaneous			
	• Continuous Weather Protection Canopies	0	0	900 LF
	• Underground power service	No	No	Yes
	• Fewer curb cuts	18	n/a	3
	• Functional Alleyway	No	No	Yes
	• New on Street Parking	No	No	Yes
	• New Bike Lane	No	No	2800 SF
	• Contribution to Future Park	No	No	Yes

TOTAL BENEFIT AREA - 9,100 SF
Total Area Of Alley Vacation - 6,600 SF



Fauntleroy / Alaska Blocks - Streetscape Concept Overview

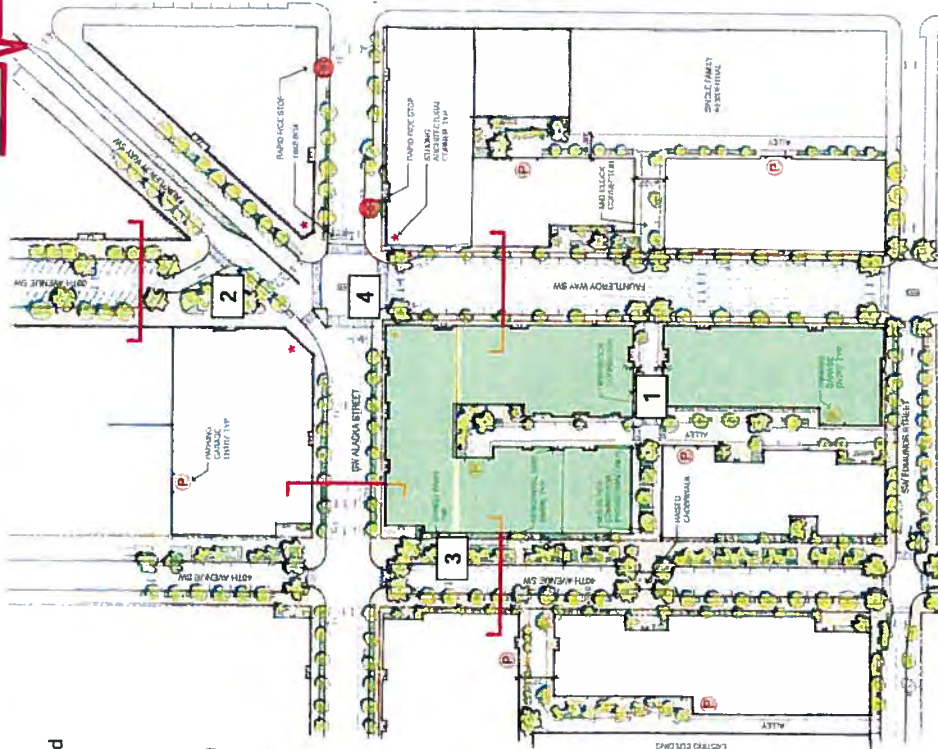
The streetscape concept overview for the Fauntleroy / Alaska Blocks shows preferred configuration for infill development on large underused sites in the area. Key recommendations include:

- 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.



November 2011

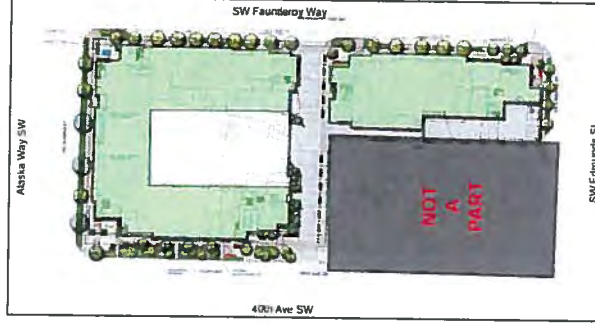
West Seattle Triangle Urban Design Framework
Seattle Department of Planning and Development

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

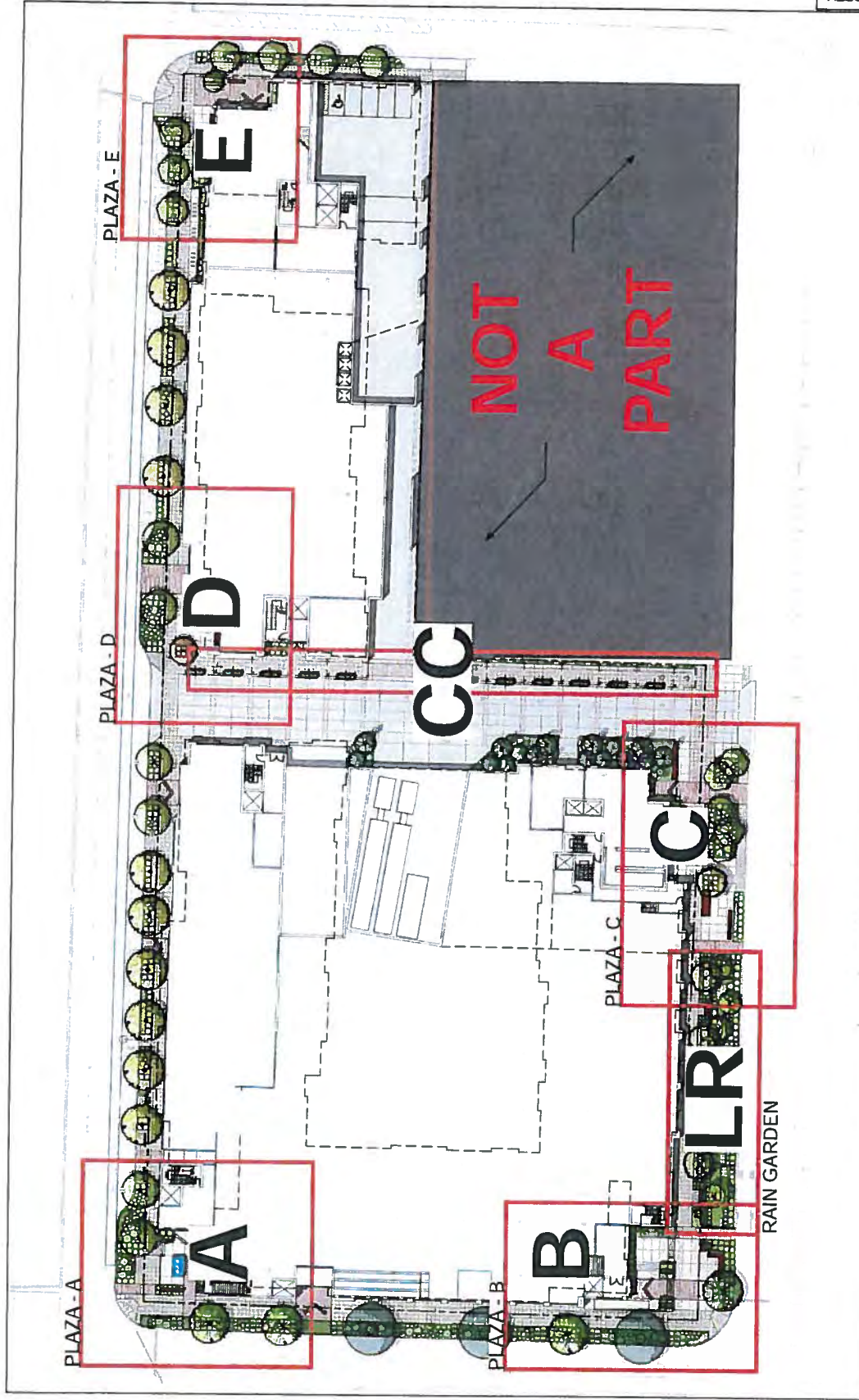


FULLER • SEARS
ARCHITECTS

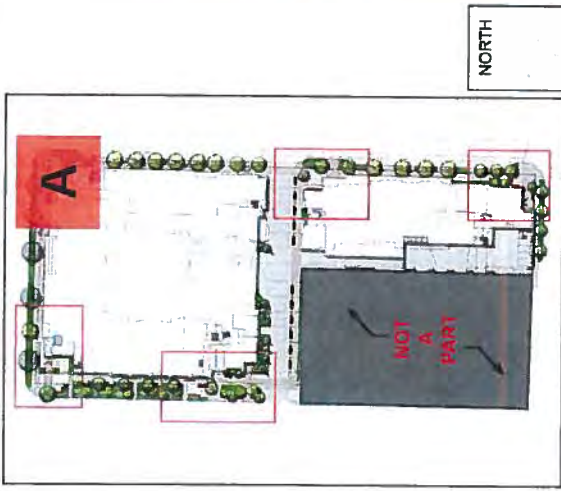
1411 Fourth Ave., Suite 1308
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Tel. 206.862.8170

4755 Fauntleroy Way SW
West Seattle, Seattle, Washington

West Seattle Triangle Plan - Recommendations
Alley Vacation Petition, 1/24/2013



NORTH



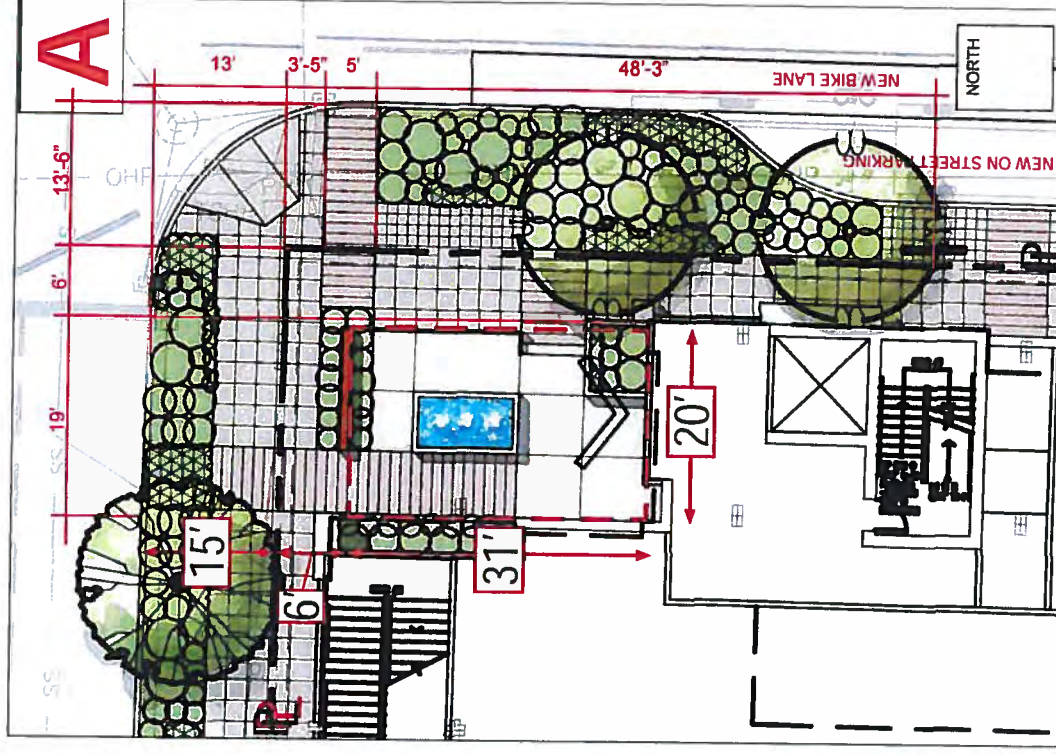
GATEWAY PLAZA: FAUNTLEROY & ALASKA

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

This Plaza provides a respite for pedestrians as they walk east-west along Alaska Street between California Avenue to the west and the Rapid Ride stop to the east, as well as north-south walk along Fauntleroy Avenue between future developments to the north and the communities to the south. This plaza is also in close proximity to the whole foods entrance as well as the rapid ride stop. Both of these streets are considered to be major pedestrian gateways in the West Seattle triangle plan.

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

The total area of this plaza is 600 SF



**FULLER-SEARS
ARCHITECTS**

1411 Fourth Ave., Suite 1308
Seattle, WA 98101
Tel. 206.862.8170

4755 Fauntleroy Way SW
West Seattle, Seattle, Washington

A. Gateway Plaza: Alaska & Fauntleroy
Alley Vacation Petition, 1/24/2013

A



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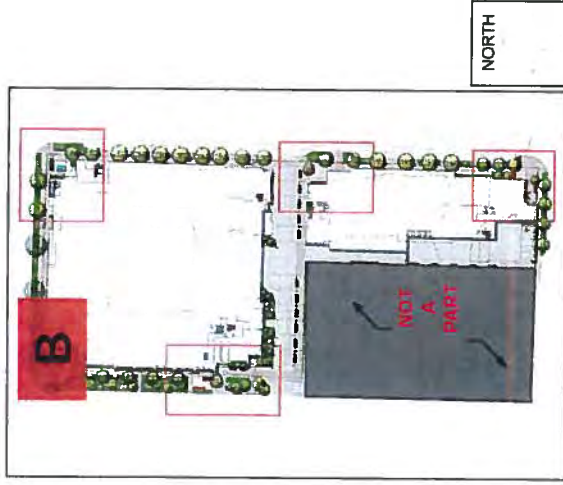
1411 Fourth Ave., Suite 1306
Seattle, WA 98101
Tel. 206.682.6170

4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

A. Gateway Plaza: Fauntleroy & Alaska

Alley Vacation Petition, 1/24/2013



CORNER PLAZA: ALASKA & 40TH AVE

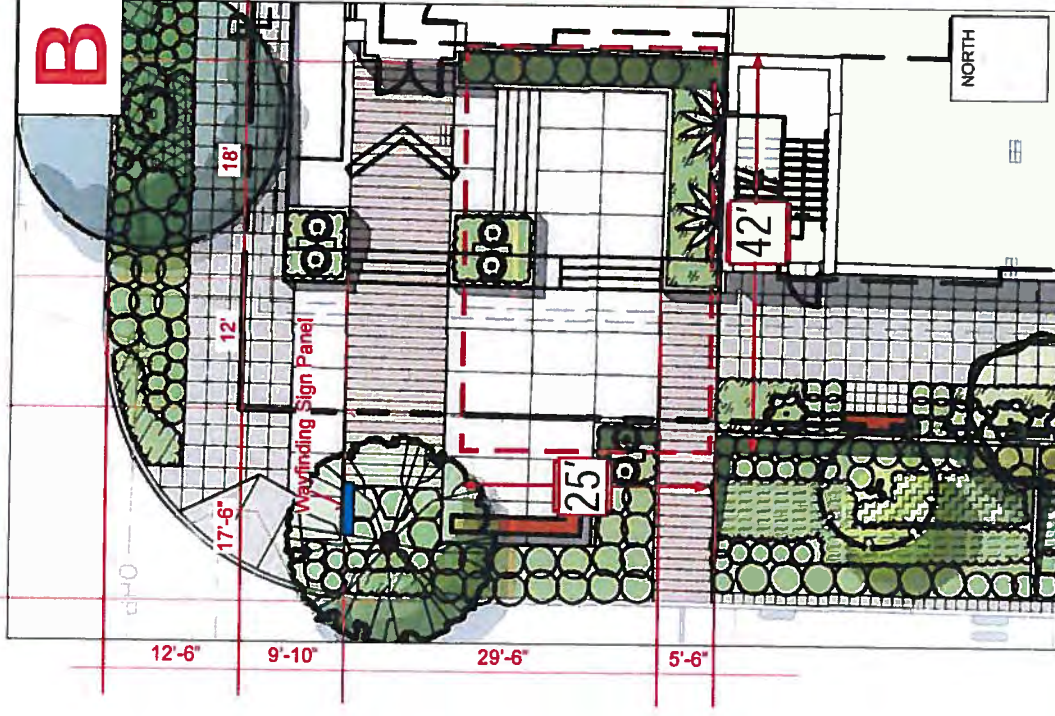
This corner of the project was identified by the design team and public as a less busy corner where longer term gathering and seating was appropriate. This corner has been identified by the West Seattle triangle plan as a recommended location for a corner street park/plaza to encourage social activity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

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

The total area of this plaza is 1000 SF

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4755 Fauntleroy Way SW
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B. Corner Plaza: Alaska & 40th
Alley Vacation Petition, 1/24/2013



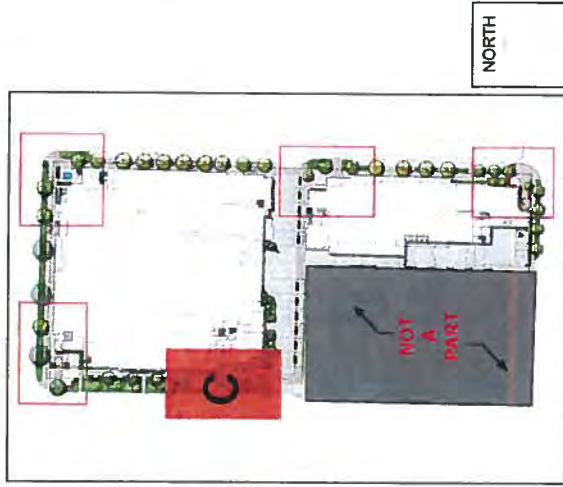
B

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B. Corner Plaza: Alaska & 40th Ave
Alley Vacation Petition, 1/24/2013

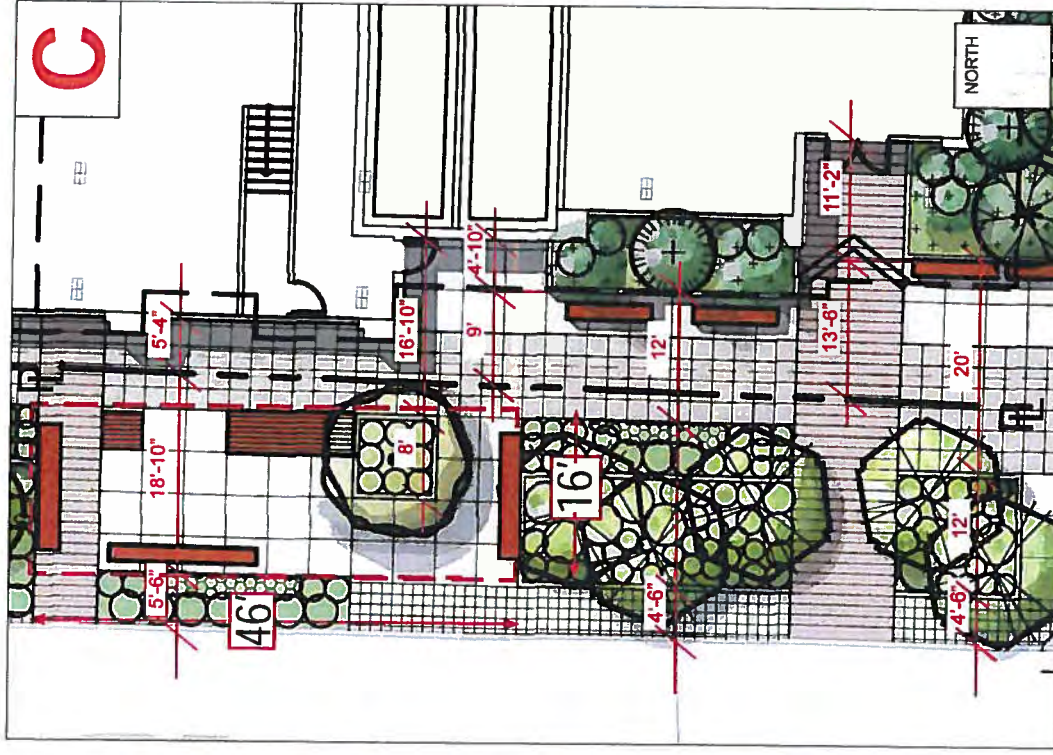


CROSS CONNECTOR PLAZA: 40TH AVE

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

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

The total area of this plaza is 1200 SF



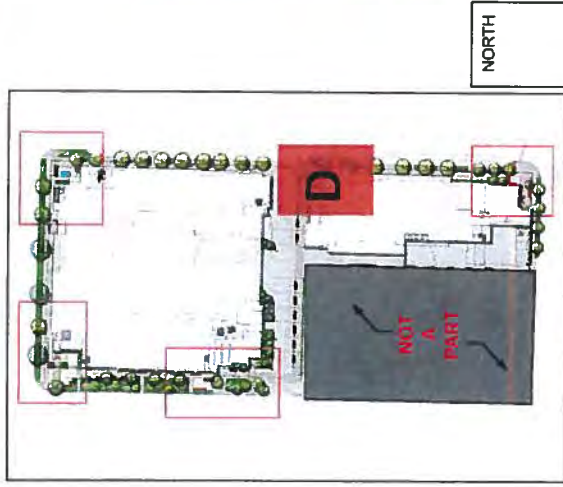


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4755 Fauntleroy Way SW
West Seattle, Seattle, Washington

C. Cross Connector Plaza: 40th
Alley Vacation Petition, 1/24/2013

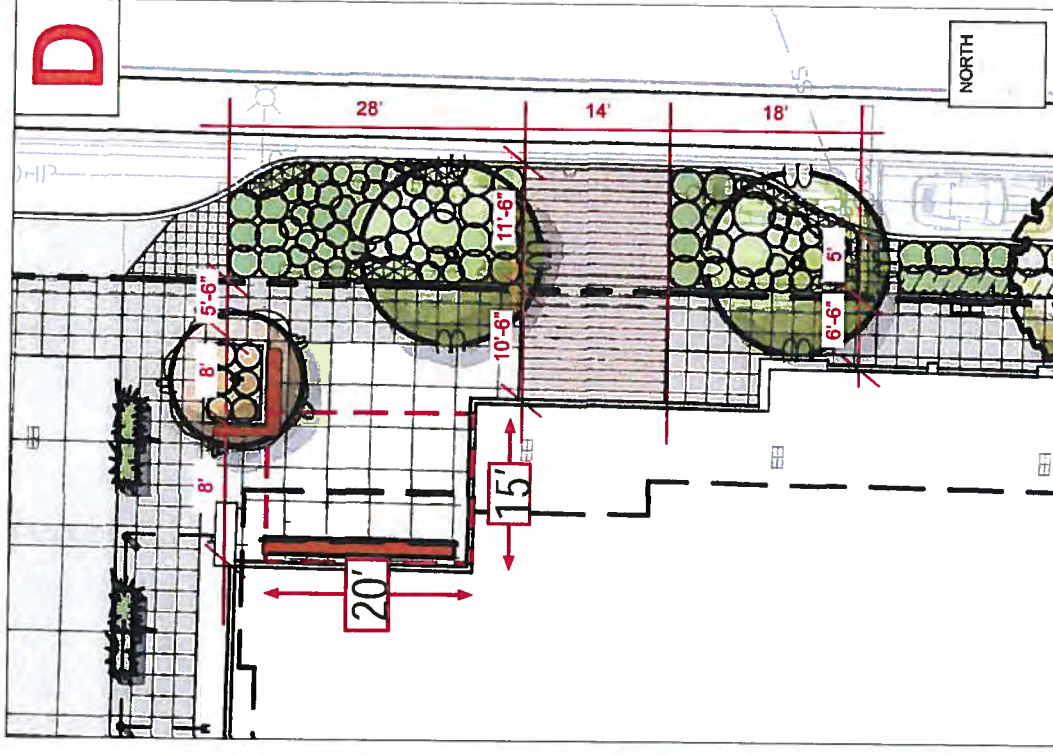


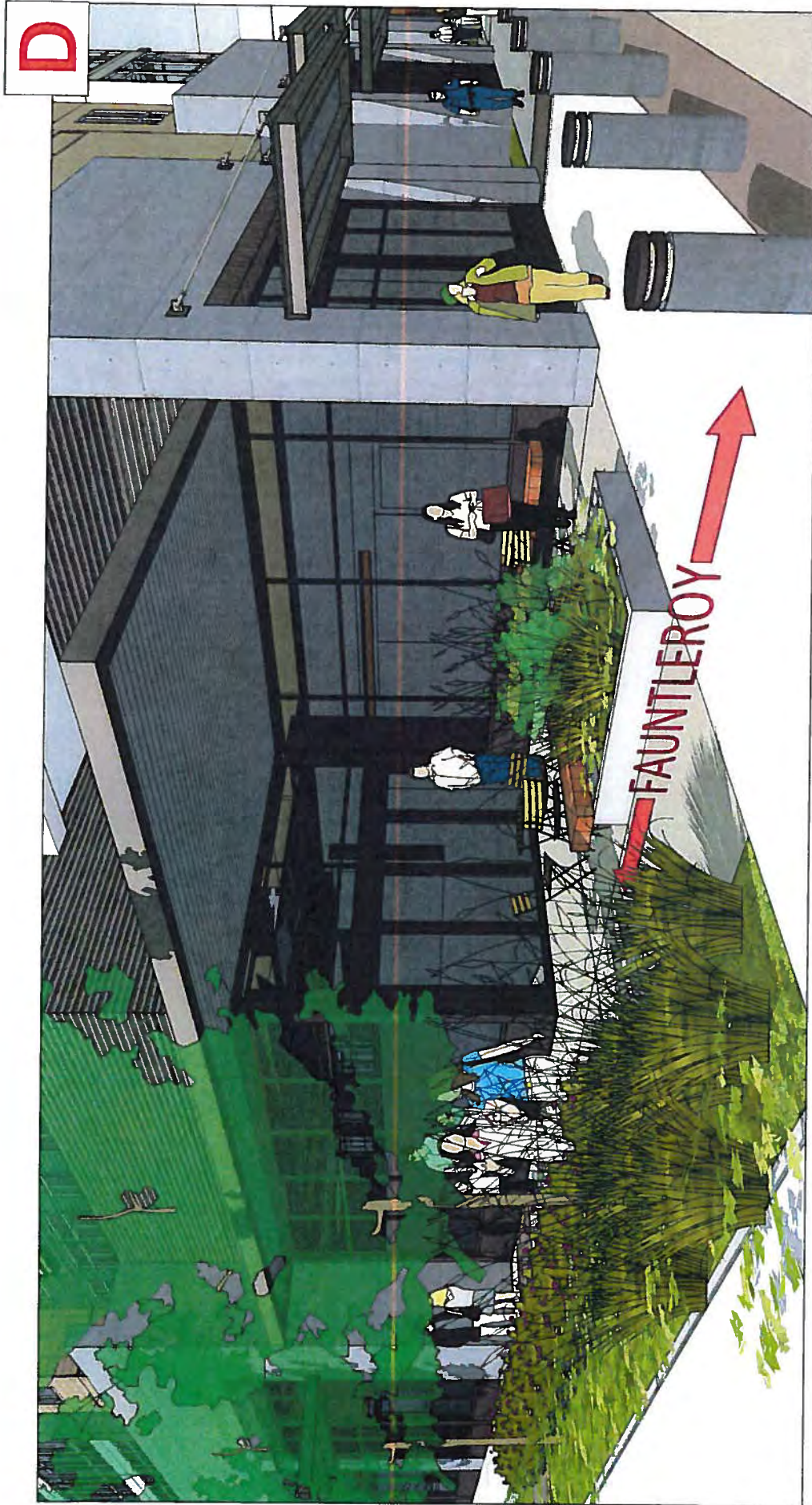
CROSS CONNECTOR PLAZA: FAUNTLEROY

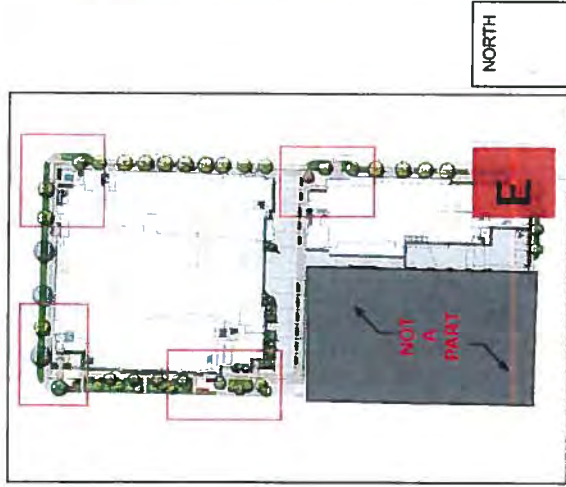
A smaller plaza space was created adjacent to the cross connector and retail entry to provide a gathering point set back from the busy street. Strategically located mid-block to create a resting point between the larger plaza at the north and south end of Fauntleroy street, this plaza and building set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

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

The total area of this plaza is 500 SF







CORNER PLAZA: FAUNTLEROY & EDMUNDS

The Southeast corner of the project will be a prominent feature when coming from the Morgan Junction/Fauntleroy area.

This plaza supports the need for a casual seating area along the Fauntleroy Avenue pedestrian connection as identified by the West Seattle triangle plan.

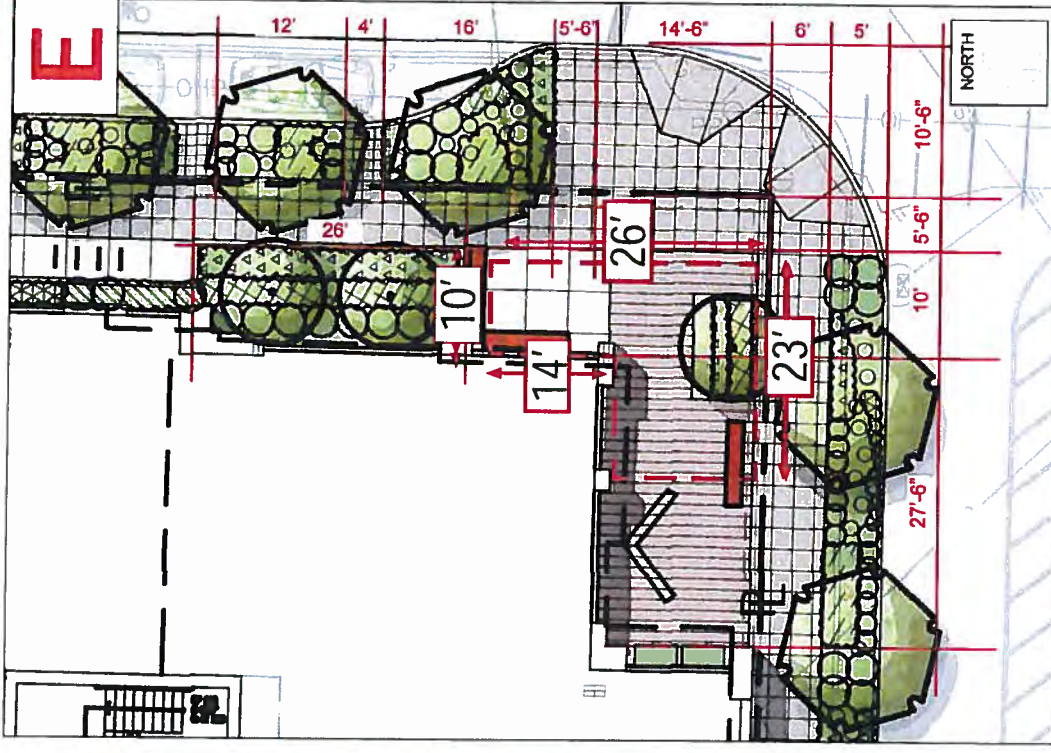
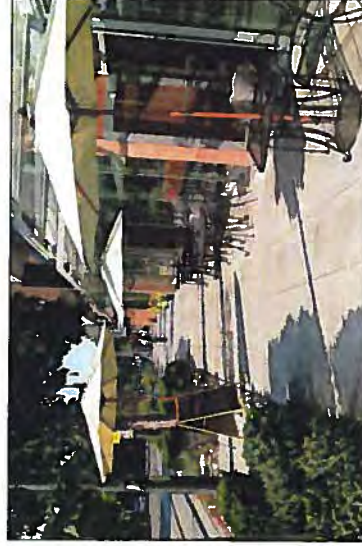
This plaza will face south allowing for a sunny seating area where pedestrians can stop and rest set back from traffic. The leasing office entry is located on this corner to activate this plaza while an open design makes it inviting to the public.

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

The total area of this plaza is 600 SF

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4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

E. Corner Plaza: Fauntleroy & Edmunds
Alley Vacation Petition, 1/24/2013



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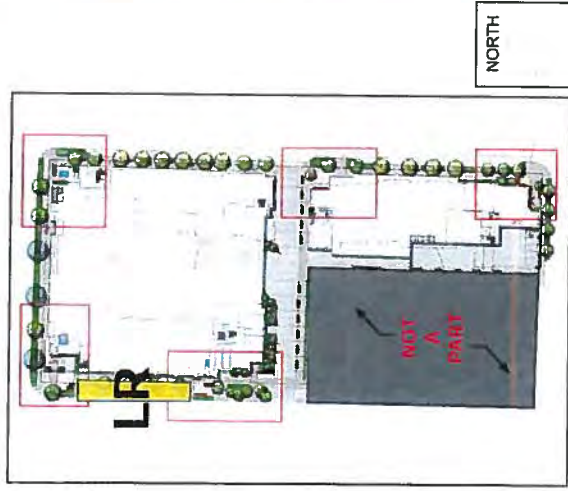
1411 Fourth Ave., Suite 1306
Seattle, WA 98101
Tel. 206.682.6170

4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

E. Corner Plaza: Fauntleroy & Edmunds

Alley Vacation Petition, 1/24/2013



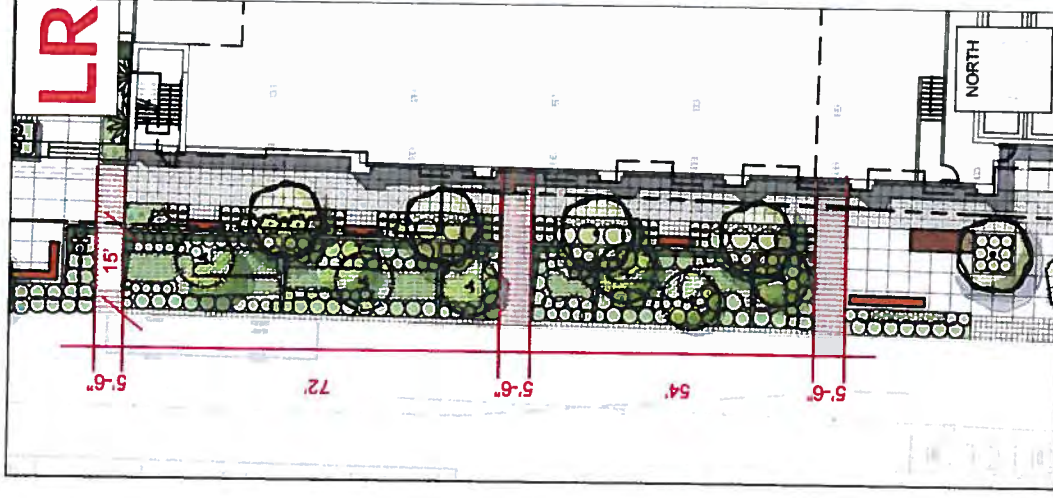
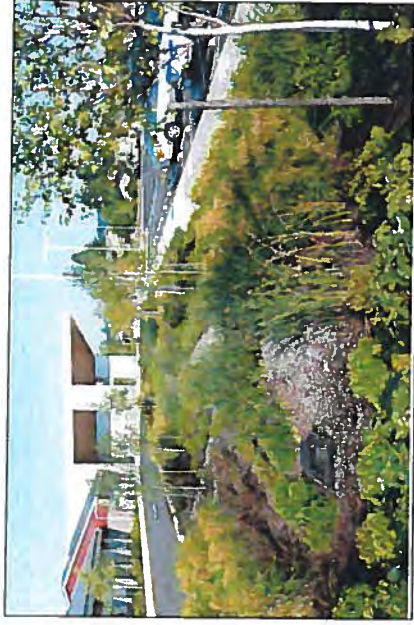
LINEAR RAIN GARDEN

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

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

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

The total area of the Linear Rain Garden is 1700 SF



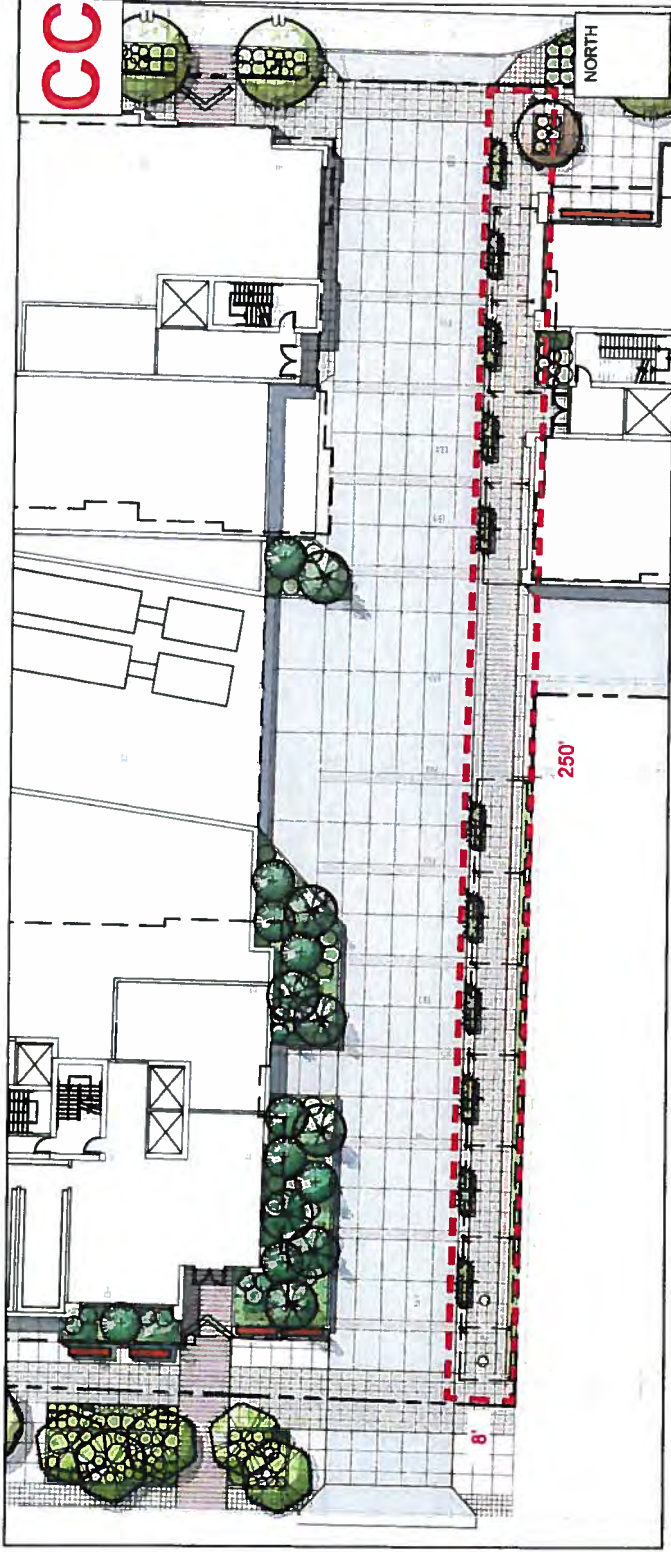
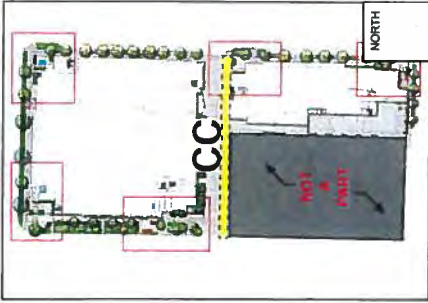
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Linear Rain Garden Overview
Alley Vacation Petition, 1/24/2013





CROSS CONNECTOR

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

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

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



#14—Public Benefit Matrix

A number of factors will be considered in balancing your public benefit proposal with the public interest; please provide a matrix that includes:

- Zoning designation
 - Street classification
 - Assessed value of adjacent property: per square foot
 - Lease rates in the general vicinity for similar projects: per square foot
 - Size of project: in square feet
 - Size of area to be vacated: in square feet
 - Contribution of the vacated area to the development potential of the site: percentage increase of the project and additional square feet.
-

Zoning Designation	NC3-85/NC3P-85
Street Classifications	Fauntleroy: Principal Arterial S.W. Alaska: Minor Arterial S.W. Edmonds Street: Collector Arterial 40 th Avenue S.W.: Access Street
Assessed value of adjacent property to alley to be dedicated (per square foot)	Please see attached map.
Size of project in square feet	404,500 s.f.
Size of area to be vacated in square feet	6,600 s.f.
Contribution of the vacated area to the development potential of the site	0 s.f. Midblock connector provided to public includes 13,000 s.f.
Increase in square footage of site due to vacation	0 s.f. Midblock connector provided to public includes 13,000 s.f.

Legal Description	Parcel Number	Current Use	Parcel Size	Price per square foot (assessed value)
Block 3, Lots 1 & 2, Norris Addition to West Seattle, according to the Plat thereof recorded in Vol. 14 of Plats, Page 93, records of King County	6126600465	Small office building	7,554 s.f.	\$124.99/s.f.
Block 3, Lots 3 through 6, Norris Addition to West Seattle, according to the Plat thereof recorded in Vol. 14 of Plats, Page 93, records of King County, together with the alley vacated by City of Seattle Ordinance No. 99278	6126600485	Funeral home	14,194 s.f.	\$125.07/s.f.
Block 3, Lots 7 & 8, Norris Addition to West Seattle, according to the Plat thereof recorded in Vol. 14 of Plats, Page 93, records of King County	6126600495	Shell gas station	6,232 s.f.	\$214.76 /s.f.
Block 3, Lots 43 through 46, Norris Addition to West Seattle, according to the Plat thereof recorded in Vol. 14 of Plats, Page 93, records of King County, except for that area deeded to the City of Seattle under recording numbers 6689470 and 6689471.	6126600780	Surface parking lot	11,469 s.f.	\$129.36/s.f.
Block 3, Lots 39	6126600755	Vacant auto	12,422 s.f.	\$124.58/s.f.

through 42, Norris Addition to West Seattle, according to the Plat thereof recorded in Vol. 14 of Plats, Page 93, records of King County		dealership/body shop		
Block 3, Lots 9 through 27, Norris Addition to West Seattle, according to the Plat thereof recorded in Vol. 14 of Plats, Page 93, records of King County except for that area deeded to the City of Seattle under recording numbers 6689470 and 6689471.	6126600555	Vacant auto dealership/showroom building	57,000 s.f.	\$125.18/s.f.

West Seattle Parcels—King County Assessed Values

Parcel No: 6126600465

Assessed Value:

Land 931,700
Improvement 0
Total 931.700

Parcel No: 6126600485

Assessed Value:

Land 1,774,200
Improvement 1,000
Total 1,775.200

Parcel No: 6126600495

Assessed Value:

Land 779,000
Imprvmt 559,400
Total 1,338.400

Parcel No: 6126600780

Assessed Value:

Land 1,433,600
Improvement 0
Total 1,483.600

Parcel No: 6126600755

Assessed Value:

Land 1,552,700
Improvement 1,000
Total 1,553.700

Parcel No: 6126600555

Assessed Value:

Land 7,125,000
Improvement 1,000
Total 7,126.000

Parcel No: 6126600735

Assessed Value:

Land 2,291,400
Improvement 600
Total 2,292.000

40th Ave SW

Fauntleroy Way SW

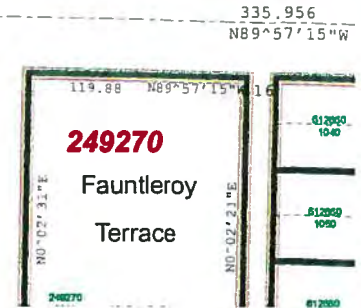
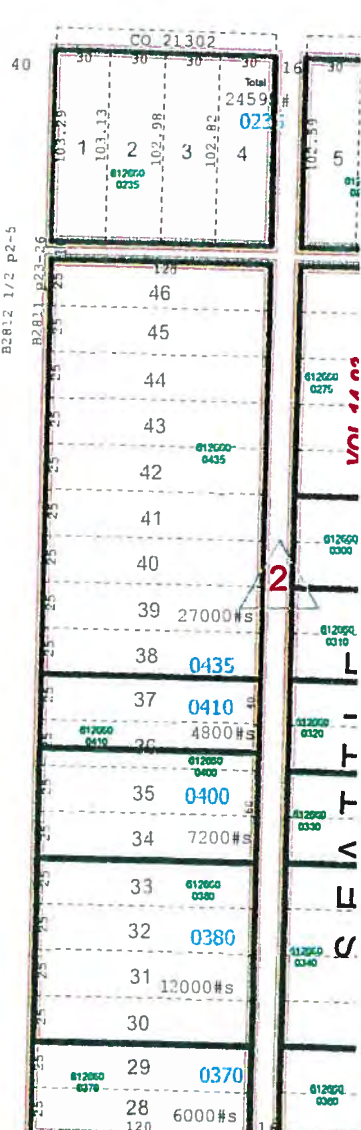
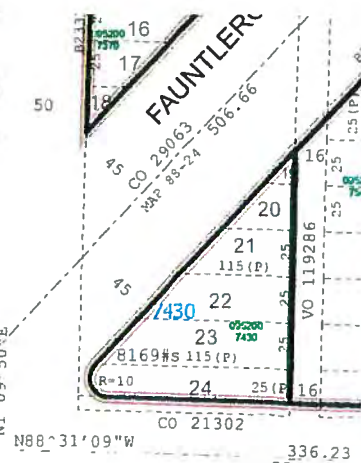
SW Edm

#15—Site Maps

A copy of the plat map is required. Provide maps of the block containing the project site that show all dimensions of the property and the development, and include total square footage. Provide the current ownership of each lot on the block.

Legal Description	Parcel Number	Current Ownership	Current Use
Block 3, Lots 1 & 2, Norris Addition to West Seattle, according to the Plat thereof recorded in Vol. 14 of Plats, Page 93, records of King County	6126600465	Kennedy Family Limited Partnership	Small office building
Block 3, Lots 3 through 6, Norris Addition to West Seattle, according to the Plat thereof recorded in Vol. 14 of Plats, Page 93, records of King County, together with the alley vacated by City of Seattle Ordinance No. 99278	6126600485	Kennedy Family Limited Partnership	Funeral home
Block 3, Lots 7 & 8, Norris Addition to West Seattle, according to the Plat thereof recorded in Vol. 14 of Plats, Page 93, records of King County	6126600495	Key Corporation R/E Capital Markets	Shell gas station
Block 3, Lots 43 through 46, Norris Addition to West Seattle, according	6126600780	Kennedy Family Limited Partnership	Surface parking lot

to the Plat thereof recorded in Vol. 14 of Plats, Page 93, records of King County, except for that area deeded to the City of Seattle under recording numbers 6689470 and 6689471.			
Block 3, Lots 39 through 42, Norris Addition to West Seattle, according to the Plat thereof recorded in Vol. 14 of Plats, Page 93, records of King County	6126600755	Huling Brothers Property LLC	Vacant auto dealership/body shop
Block 3, Lots 9 through 27, Norris Addition to West Seattle, according to the Plat thereof recorded in Vol. 14 of Plats, Page 93, records of King County except for that area deeded to the City of Seattle under recording numbers 6689470 and 6689471.	6126600555	Huling Brothers Property LLC	Vacant auto dealership/showroom building

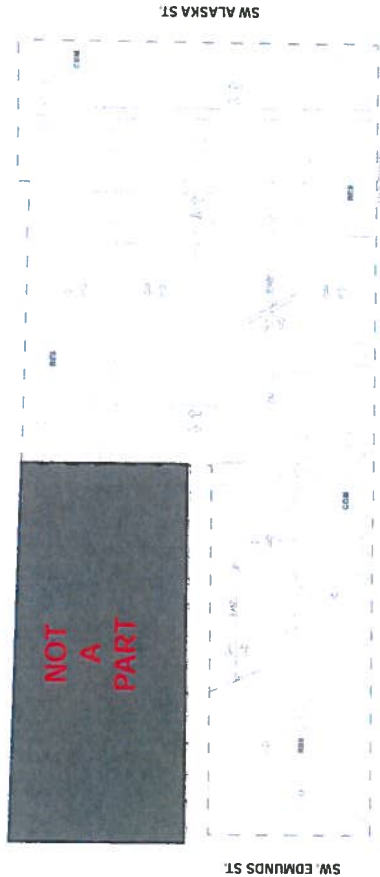


#16—Project Maps

Provide maps and sketches of the project design; include plot plans, elevations, project sketches or conceptual drawings.

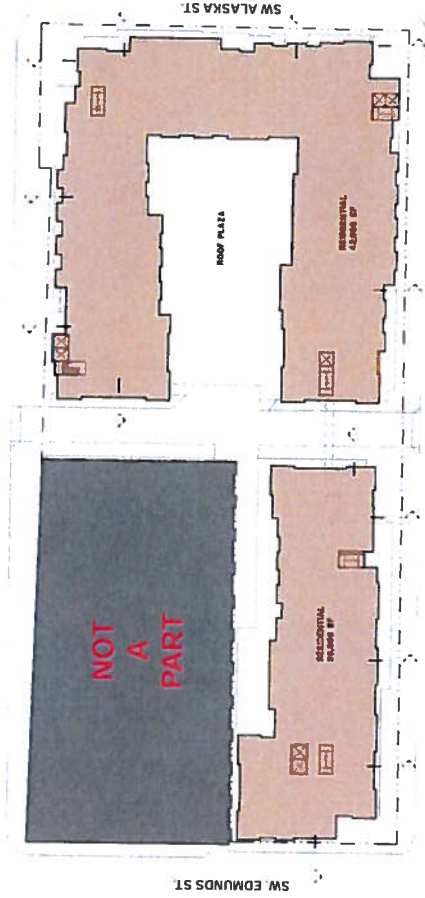
The Master Use Permit intake occurred on December 12, 2012. Included in this package are elevations and site plans included in the MUP submittal.

40TH AVE SW



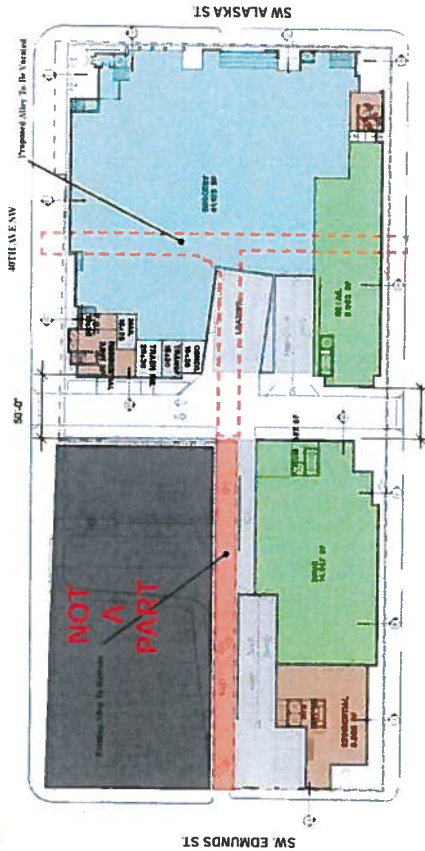
FAUNTLEROY WAY SW

40TH AVE SW



FAUNTLEROY WAY SW

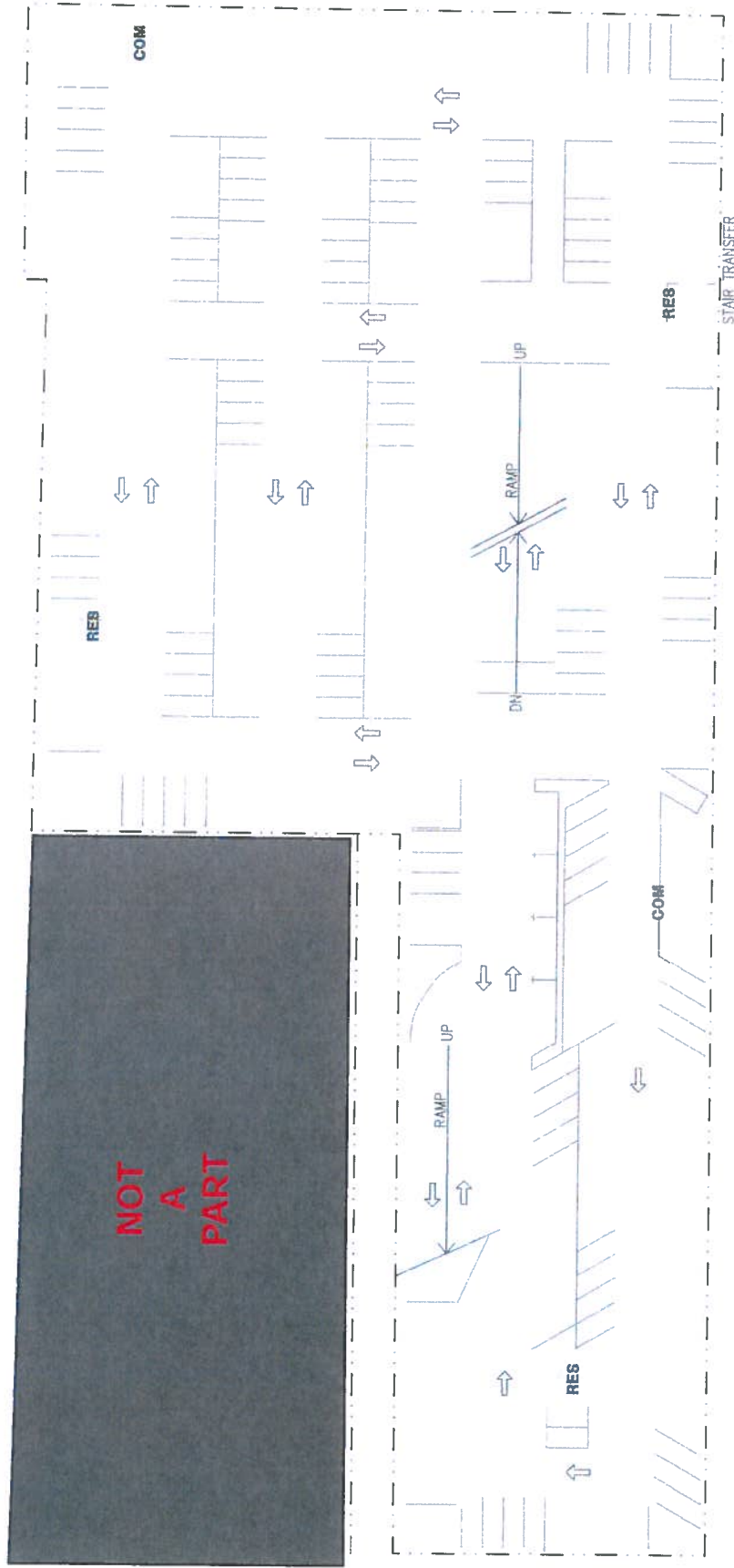
Preferred Scheme	
Site & Scheme Square Footages	
Site Area: 115,223 sf	
Lot Coverage: 78%	
South Building Area: 21,158 sf	
North Building Area: 56,326 sf	
Grocery: 41,103 sf	
Drug: 14,527 sf	
Retail: 8,963 sf	
Residential: 338,567 sf	
Units: 398	
3.75 FAR (5.5 FAR Maximum)	
Total Above Ground Area:	432,500 sf
Max Height Allowed: 85'	
Height Proposed: 70'	



FAUNTLEROY WAY SW



40TH AVE SW



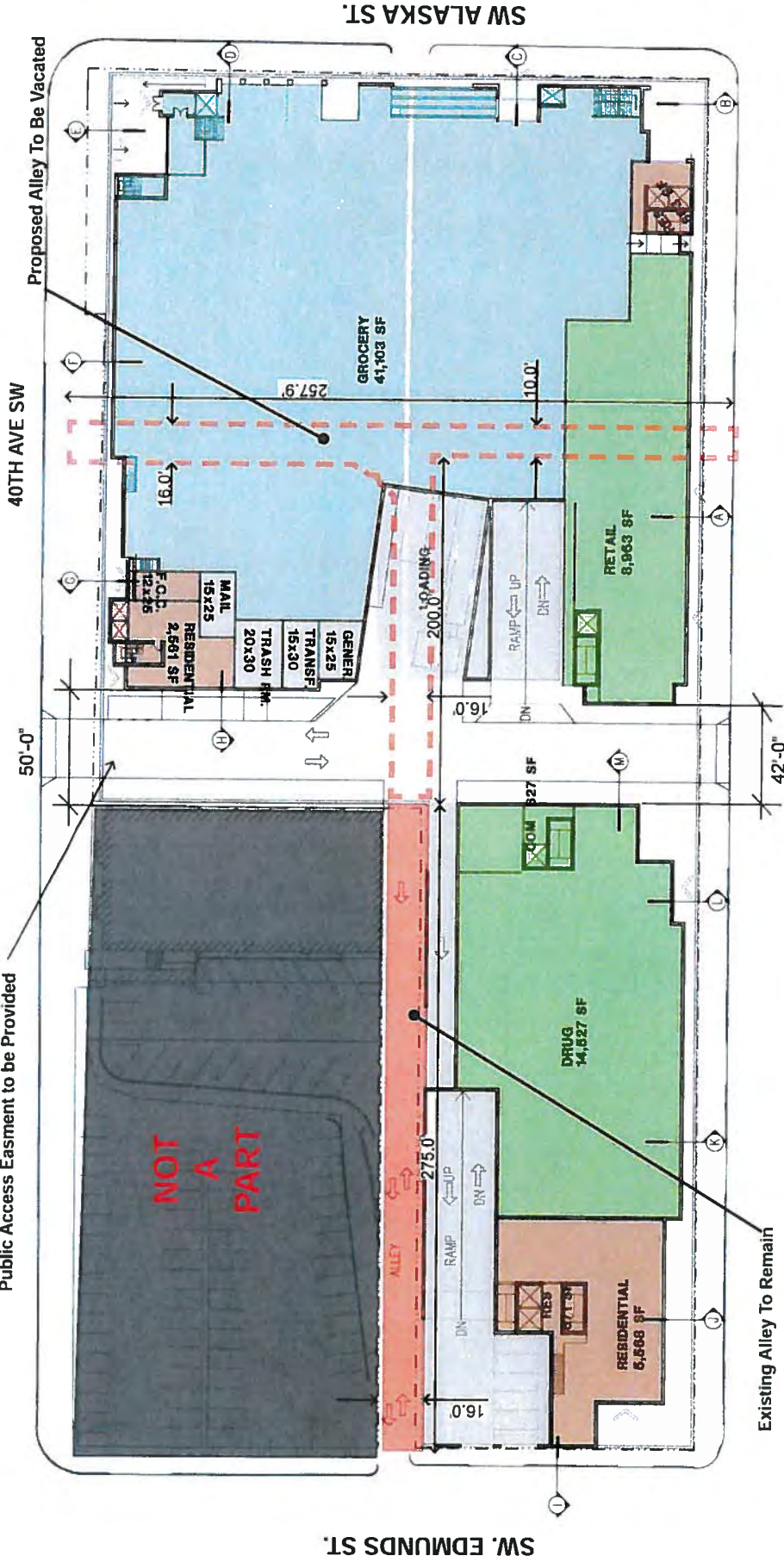
SW ALASKA ST.

SW. EDMUNDS ST.

FAUNTLEROY WAY SW

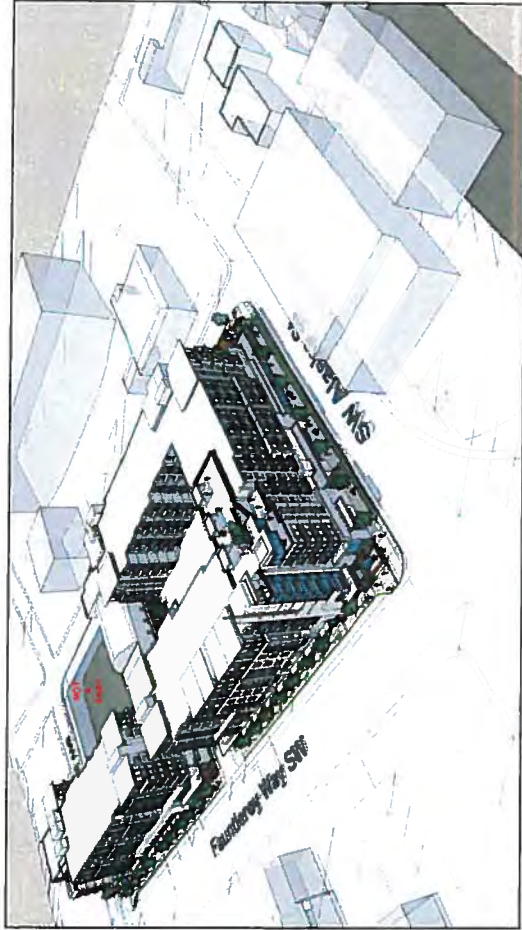


250' Mid-Block Connector per West Seattle Triangle Plan-
Public Access Easment to be Provided

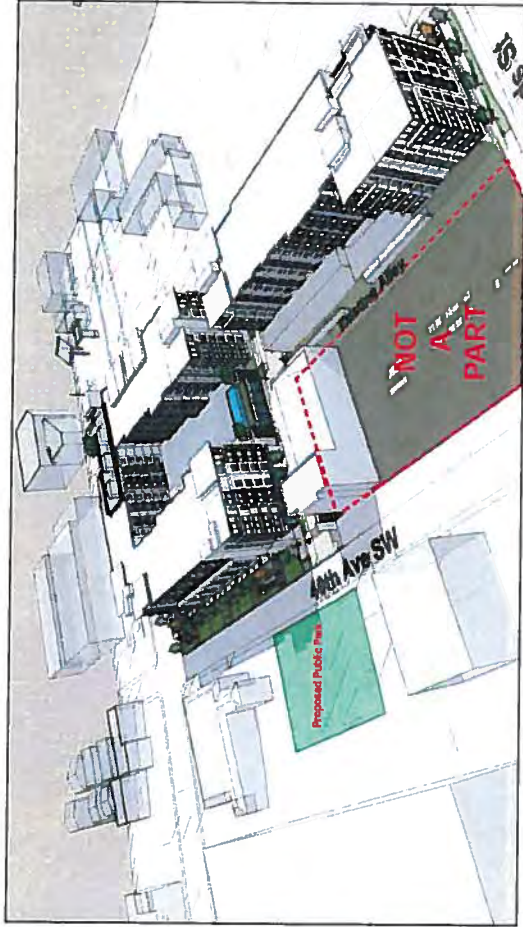


40TH AVE SW





View from Northeast



View from Southwest
With Vacation Preferred Alternative

Option Description:

Alleys vacated on north half of site and mid-block 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: 399), 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.

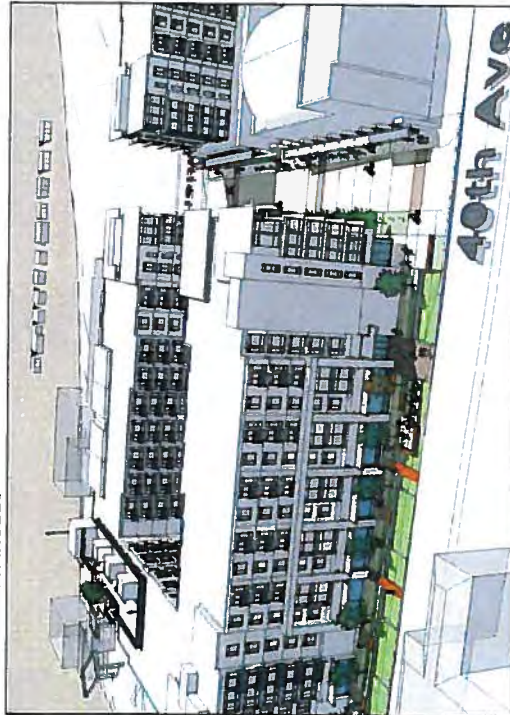
"C" shaped residential mass provides improved natural light to roof plaza and interior facing units.

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.



View from West to East

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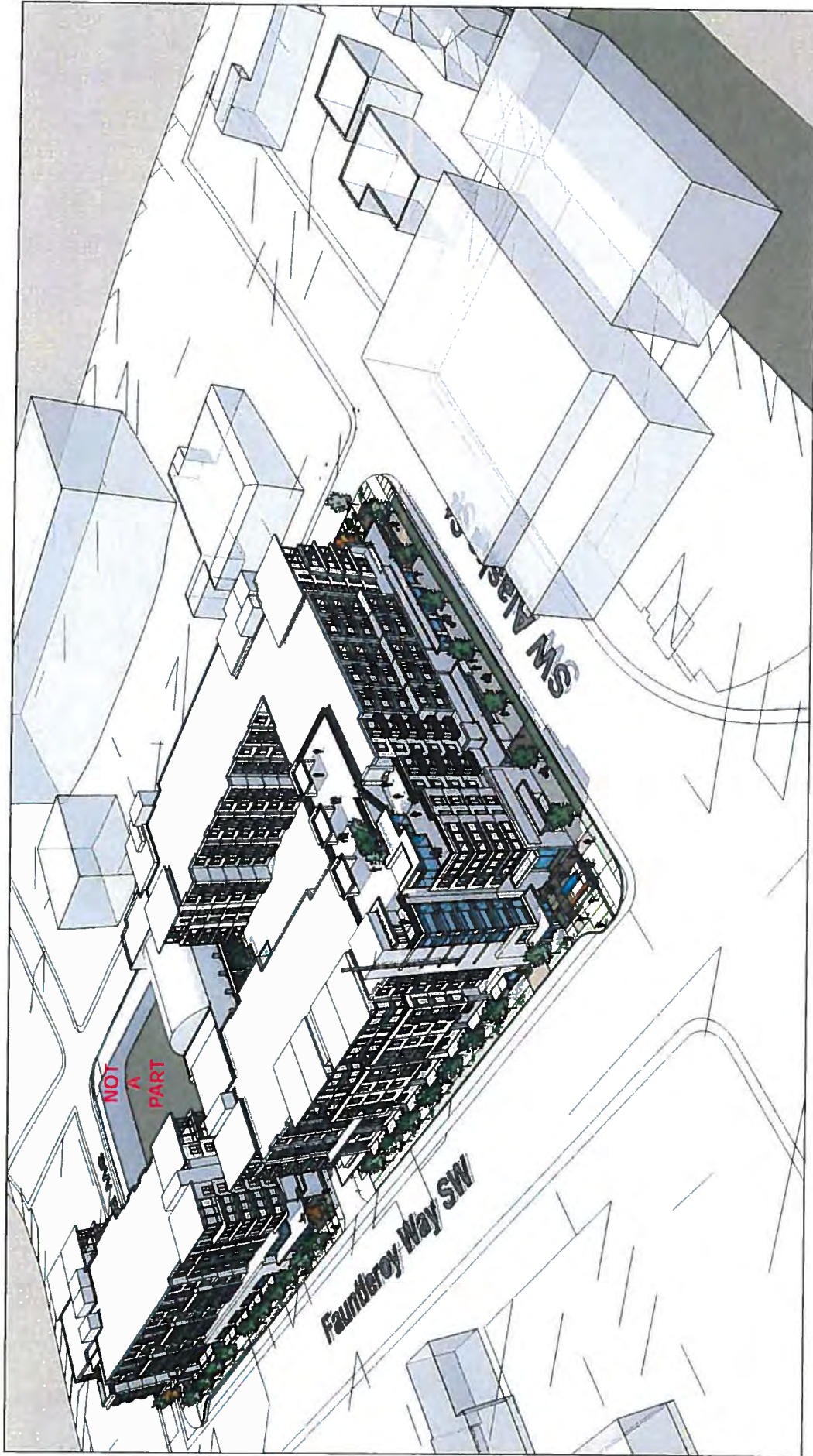
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Tel. 206.462.6170

4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

Overview

Alley Vacation Petition, 1/24/2013



View from Northeast

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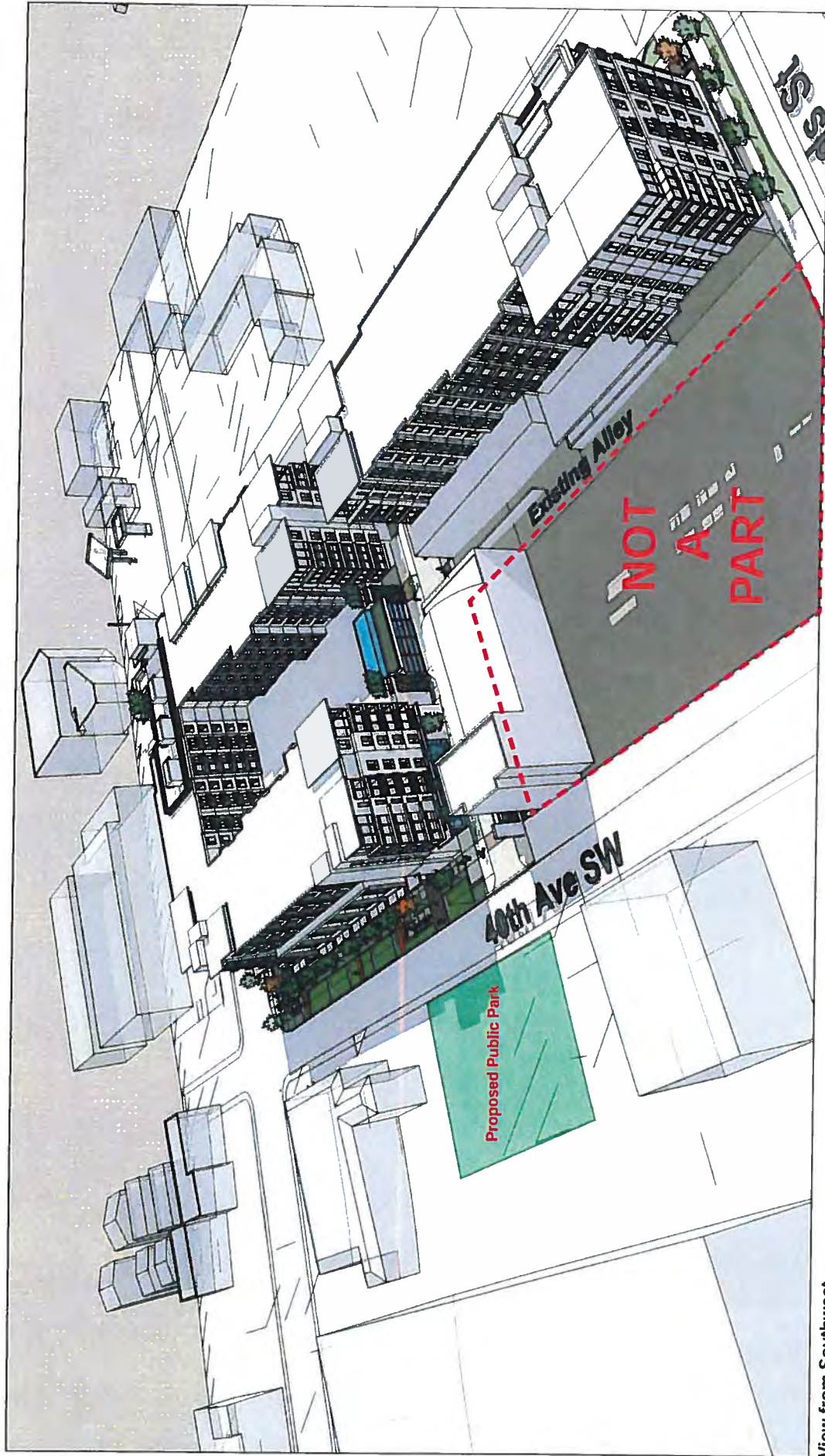
1411 Fourth Ave., Suite 1306
Seattle, WA 98101
Tel. 206.682.5170

4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

View from Northeast

Alley Vacation Petition, 1/24/2013



View from Southwest

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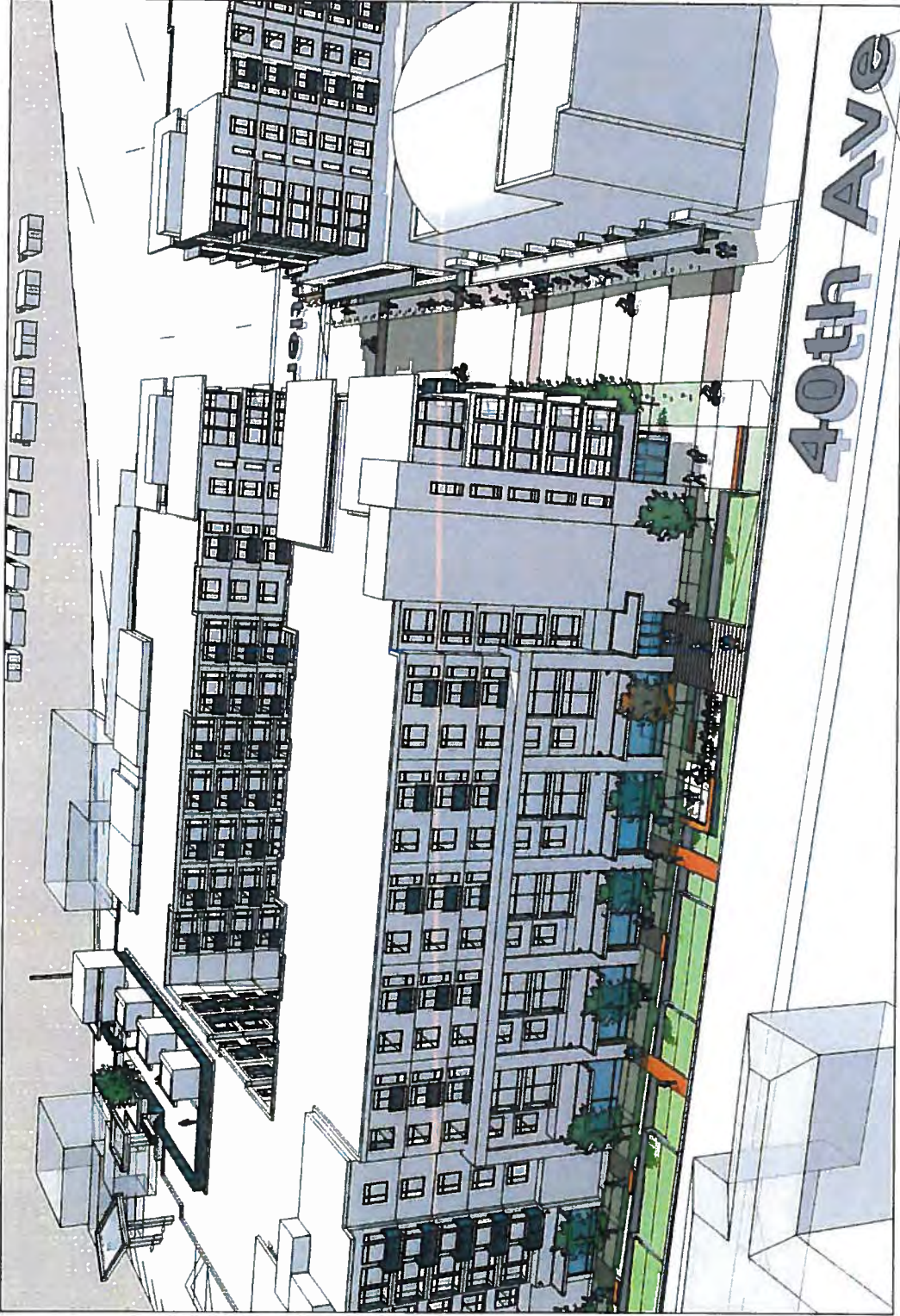
1411 Fourth Ave., Suite 1306
Seattle, WA 98101
Tel. 206.882.6170

4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

View from Southwest

Alley Vacation Petition, 1/24/2013



View from West to East

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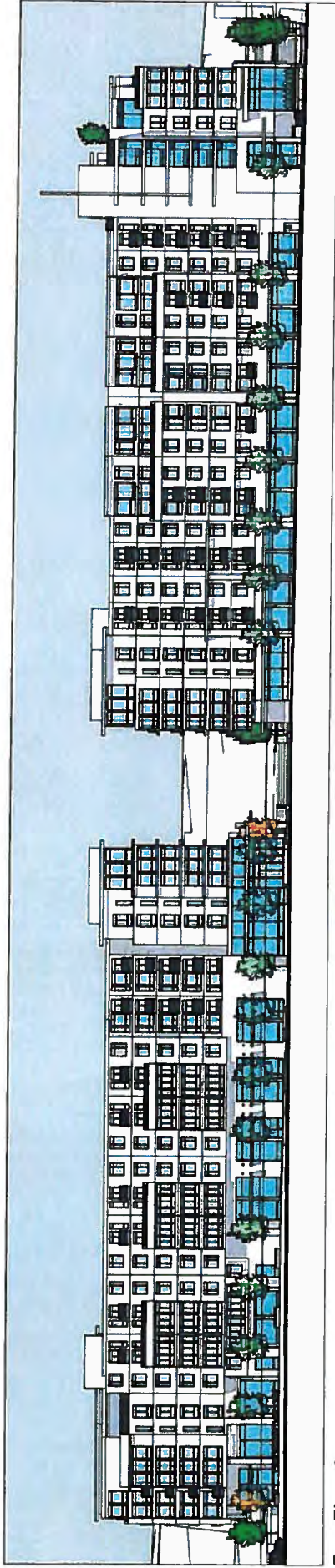
1411 Fourth Ave., Suite 1306
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4755 Fauntleroy Way SW

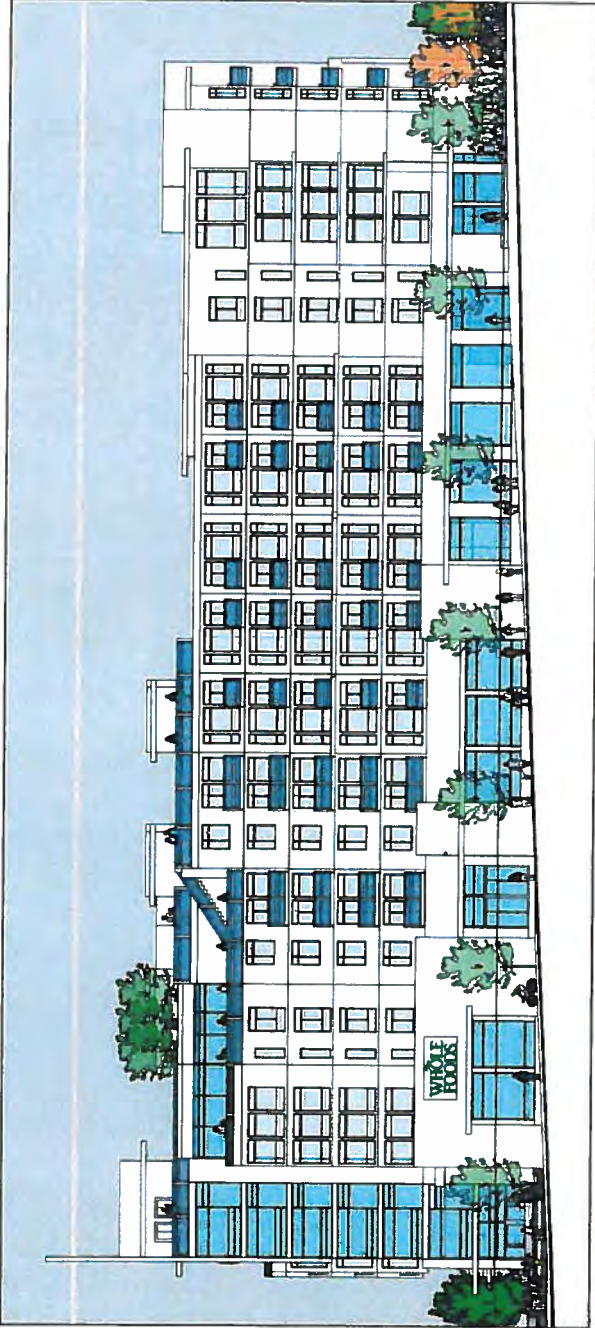
West Seattle, Seattle, Washington

View from West to East

Alley Vacation Petition, 1/24/2013



East Elevation



North Elevation

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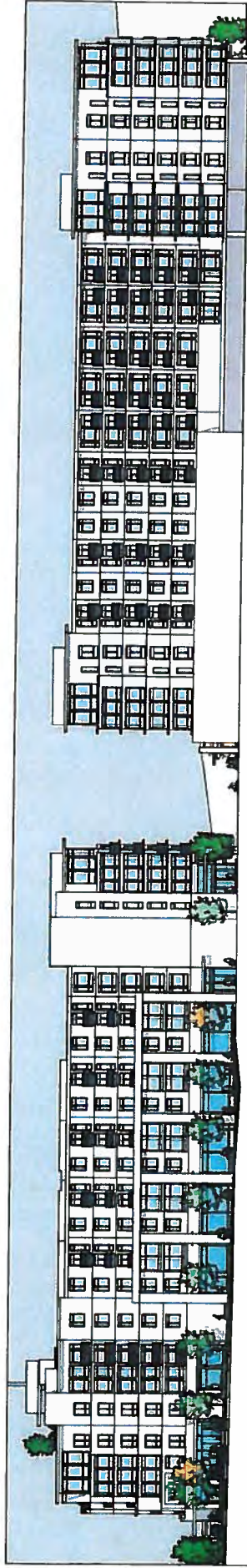
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4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

Elevations

Alley Vacation Petition, 1/24/2013



West Elevation



South Elevation

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4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

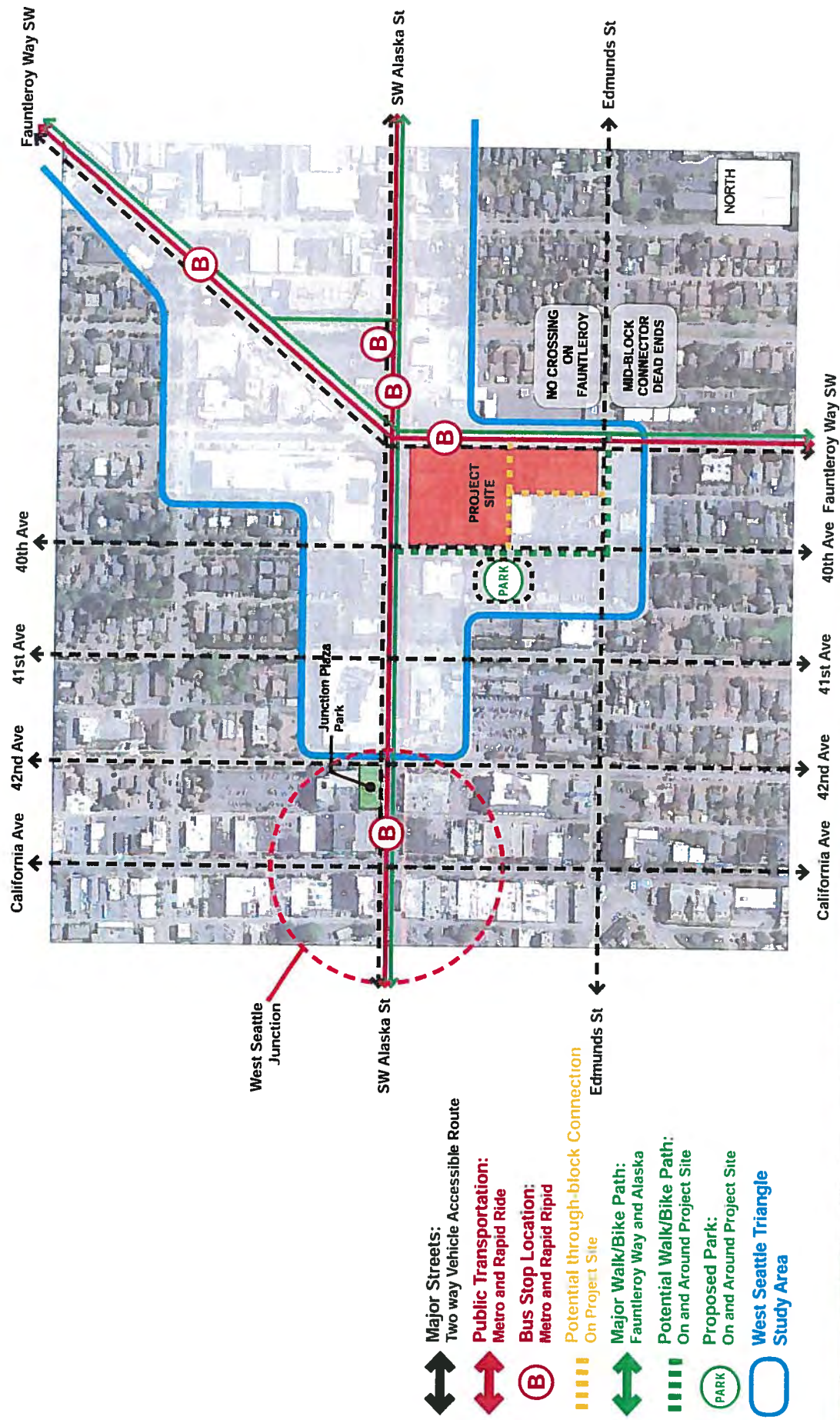
Elevations

Alley Vacation Petition, 1/24/2013

#17—9-block Urban Design Analysis

Provide maps of the 9-block area to show the urban design context of the proposed project. Include current development showing current uses and development patterns, zoning of the area, the street grid and traffic patterns, and public uses.

Please see the attached 9-block urban design analyses. The analyses show the way in which the alley does not continue through, the traffic patterns in the area, the zoning patterns in the area, and the major transportation routes in the area.



ADDRESS: 4755 Fauntleroy Way SW
 DPD PROJECT #: 3013803
 OWNER/APPLICANT: Lennar Multi Family
 AGENT: Fuller Sears Architects

DEVELOPMENT OBJECTIVES

Our objective is to develop a true retail-based mixed-use project that contributes to the character of its surroundings by:

- Adding to the retail activity and character along SW Alaska
- Providing clearly defined entrances and convenient access to surrounding neighborhood and nearby transit systems.
- Creating an urban density while minimizing the impact of parking and loading and their access.
- Making light-filled units that create great spaces for urban living inside and out.
- Defining and activating the street edges with uses which complement the various street characters and adjoining surroundings.
- Supporting and implementing the intent and vision of the West Seattle Triangle Plan.

PROJECT PROGRAM

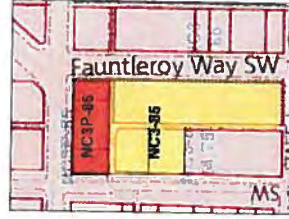
Number of Residential Units: 370
 Number of Parking Stalls: 570
 Total Residential Area: 338,500 Square Feet
 Total Retail Area: 66,000 Square Feet Including grocery, drug store, and shops

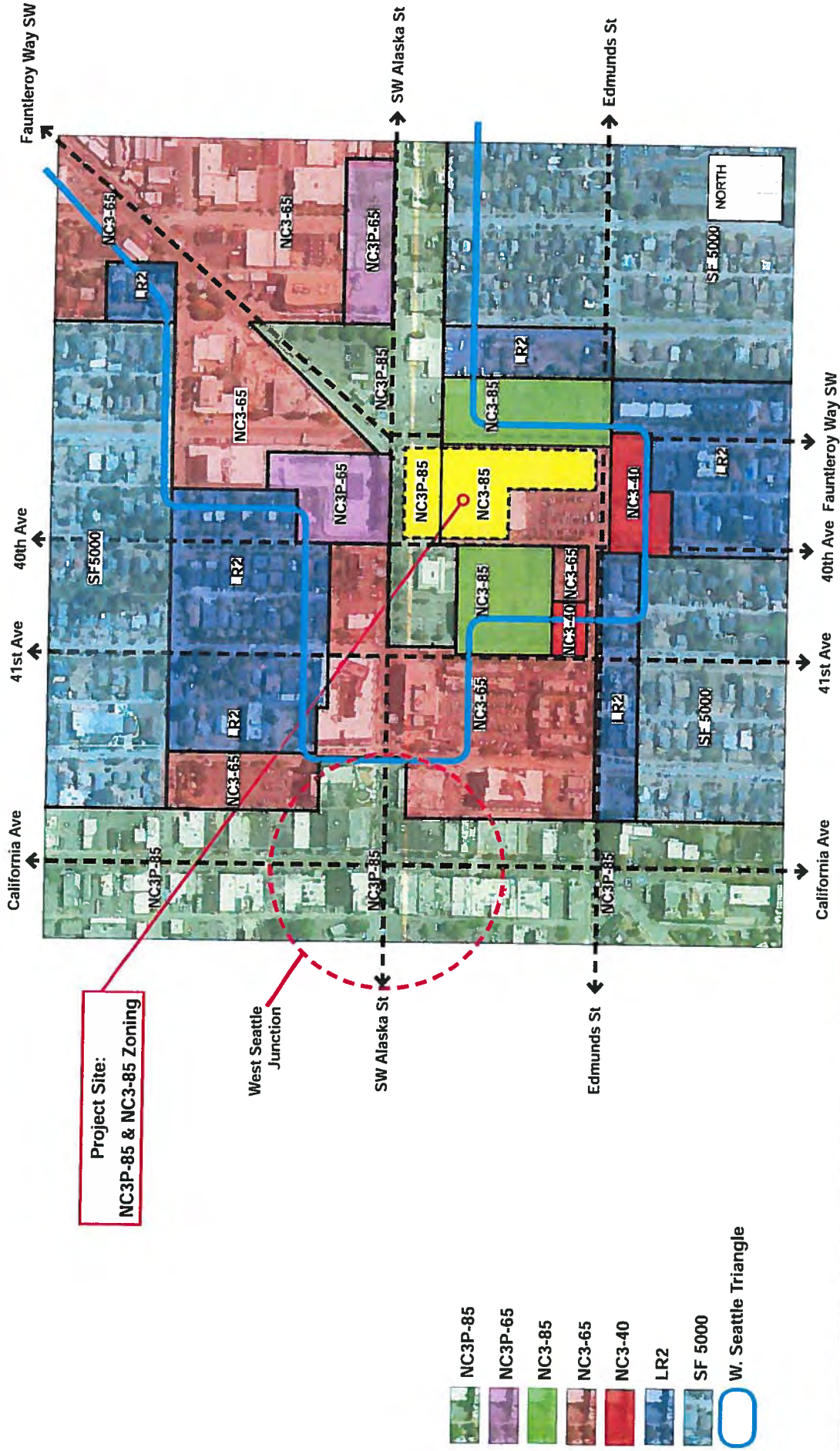
EXISTING SITE

- 115,223 SF Proposed with alley vacation
- 108,771 SF Existing without alley vacation
- Existing Fuel Station and Funeral home on 2 of 3 lots. Empty car dealership structures on remaining property.
- Grade change +/- 11 feet from NW corner (high) to NE corner (low)

ZONING

- NC3P-85 & NC3-85
- 85 feet maximum height
- 5.5 Floor Area Ratio/FAR





1411 Fourth Ave., Suite 1306
Seattle, WA 98101
Tel. 206.882.6170

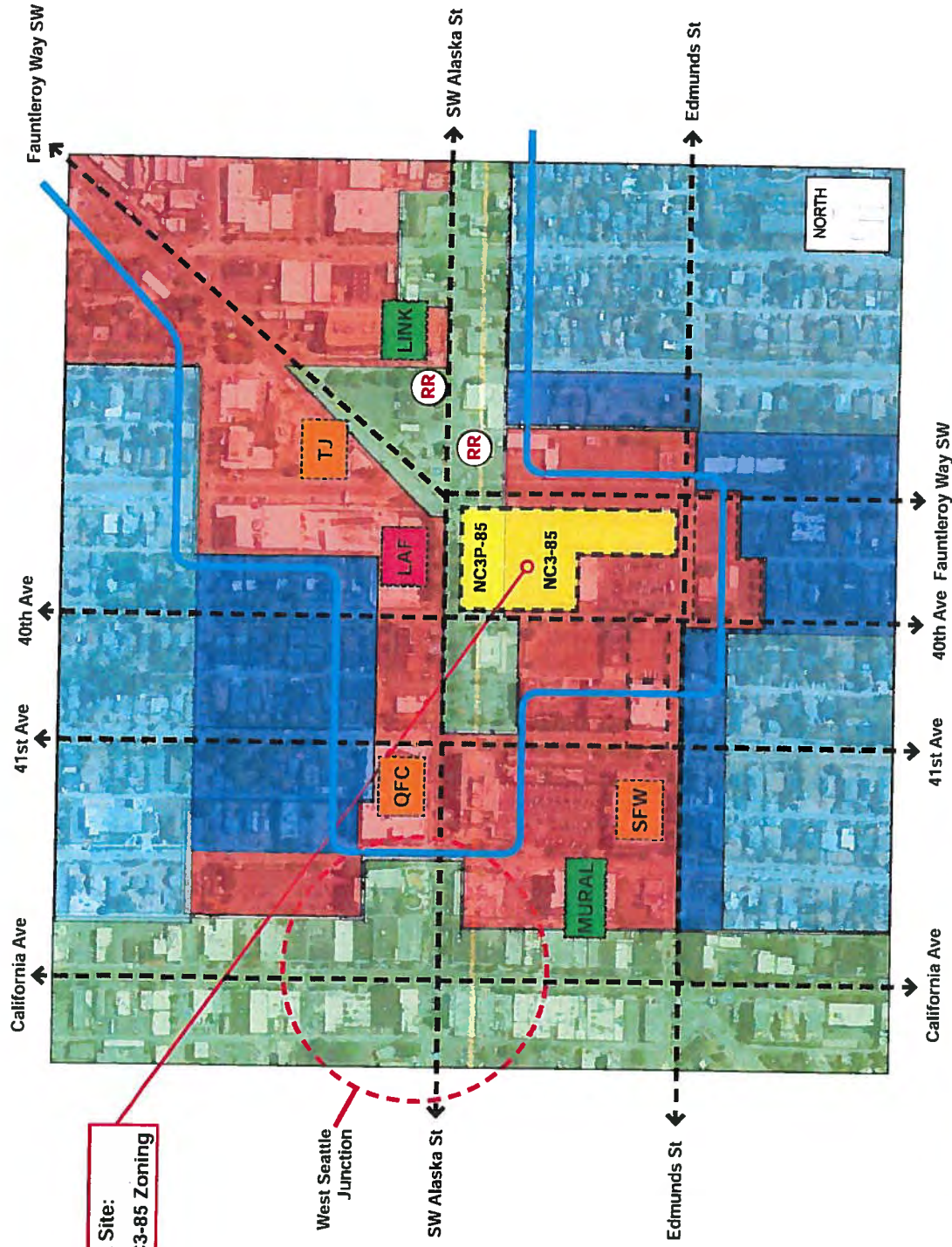
FULLER SEARS
ARCHITECTS

4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

Zoning Context

Alley Vacation Petition, 1/24/2013



Project Site:
NC3P-85 & NC3-85 Zoning

- Pedestrian Zone -
- Commercial / Mixed-use
- Commercial / Mixed-use
- Multi-Family Use
- Single Family Use
- Grocery
- Apartments
- Retail
- Rapid Ride Stop
- W. Seattle Triangle

FULLER • SEARS
ARCHITECTS

1411 Fourth Ave., Suite 1306
Seattle, WA 98101
Tel. 206.682.6170

4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

Neighborhood Use Context

Alley Vacation Petition, 1/24/2013

#18—Impact on Public Transportation Projects

If your project site is in the vicinity of a major transportation project such as Sound Transit, provide information about how your project responds to the public project.

The project is not in the vicinity of Sound Transit, but is located along a major bicycle way, and along a major transit corridor.

Regarding bicycles, the project will improve the bicycle lane along the project's frontage on Fauntleroy.

Regarding transit, The project site is well served by transit with transit routes operating adjacent to the project site. King County Metro has eight routes near the project site that offer service between West Seattle, Vashon Island, and Downtown Seattle. Transit service in the study area is summarized in Table 1.

Table 1. Existing Transit Operations Summary

Route	Service Area	Nearest Stop	Approximate Commute Headways ¹
Rapid Ride C Line	West Seattle, Downtown Seattle		10 min
KCM 21	Westwood Village, Downtown Seattle		9 – 18 min
KCM 22	Alaska Junction, Arbor Heights		60 min
KCM 37	Downtown Seattle, Alaska Junction		45 – 60 min
KCM 55	Downtown Seattle, Admiral District		10 – 20 min
KCM 116	Downtown Seattle, Fauntleroy Ferry Terminal		15 – 20 min
KCM 118	Vashon Island (shuttle), Downtown Seattle		30 – 60 min
KCM 119	Vashon Island (shuttle), Downtown Seattle		60 – 90 min

1. Headways between bus arrivals during the weekday AM (approx. 7:00 AM to 9:00) and PM (approx. 4:00 to 6:00) commute periods.

#19—Environmental Impact Statement (EIS)

If DPD determines that an EIS is required, the Petition may not proceed to City Council until this work is completed. DPD will require that the EIS contain a “no vacation” alternative. Provide a copy of the Draft and Final EIS with vacation/no vacation alternatives, or an environmental checklist, if applicable.

The project’s SEPA checklist is attached. It is unlikely that DPD will require an Environmental Impact Statement for this project.



ENVIRONMENTAL (SEPA) CHECKLIST

(Revised 2/2/2008)

Purpose of Checklist

The State Environmental Policy Act (SEPA), Chapter 43.21 RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from your proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of Checklist for Nonproject Proposals

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply". IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (Part D). For nonproject actions, the references in the checklist to the words "project", "applicant", and "property or site" should be read as "proposal", "proposer", and "affected geographic area", respectively.

LEFT COLUMN TO BE COMPLETED BY APPLICANT.
RIGHT COLUMN FOR DPD USE ONLY.

A. BACKGROUND

1. Name of proposed project, if applicable:

FAUNTLEROY MIXED USE

2. Name of applicant:

Vahid Khastou – Fuller Sears Architects

3. Address and phone number of applicant and contact person:

1411 4th Ave. Suite 1306 Seattle, WA 98101

4. Date checklist prepared:

December 11, 2012

5. Agency requesting checklist:

Seattle DPD

6. Proposed timing or schedule (including phasing, if applicable):

Construction August 2013 through October 2014

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Subsurface Environmental Conditions, West Seattle Project

SoundEarth Strategies, report dated September 10, 2012

Draft Remedial Investigation/Feasibility Study, SKS Redevelopment

SoundEarth Strategies, report to be prepared January 2013.

Transportation impact analysis by the Transpo group forthcoming.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No

10. List any government approvals or permits that will be needed for your proposal, if known.

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Seattle master use permit, building permit, alley vacation and design review, street improvement permit.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Construction of two seven-story buildings that will include 374 residential units and 62,730 s.f. of retail space. 598 stalls of parking to be included in 2 levels below grade. The project will include an alley vacation; the existing east-west alley will be replaced by a wider mid-block connector. Approximately 104,188 c.y. of excavation will occur as part of the project. Existing on site structures totaling 35,136 s.f. will be demolished.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

4755 FAUNTLEROY WAY SW SEATTLE, WA 98116. Project located at the West Seattle and bounded by SW Alaska Street to the North, Fauntleroy Way SW to the East, SW Edmunds Street and Masonic Temple to the South, Masonic Temple and 40th Ave SW to the West.

Legal Description:

REFERENCE TITLE REPORT - TITLE REPORT ISSUED BY STEWART TITLE, FOURTH COMMITMENT, ORDER NO. 1034636, DATED APRIL 16, 2012

PARCEL 1:

LOTS 1 AND 2, BLOCK 3, NORRIS ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 93, RECORDS OF KING COUNTY, WASHINGTON;

TOGETHER WITH THAT PORTION OF VACATED 40TH AVENUE SE ADJACENT VACATED BY CITY OF SEATTLE ORDINANCE NUMBER 106898 AND RECORDED UNDER RECORDING NO. 7711070521;

**LEFT COLUMN TO BE COMPLETED BY APPLICANT.
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PARCEL 2:

LOTS 3, 4, 5 AND 6, BLOCK 3, NORRIS ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 93, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION CONDEMNED FOR SOUTHWEST ALASKA STREET IN KING COUNTY SUPERIOR COURT CAUSE NO. 21302;

TOGETHER WITH THAT PORTION OF VACATED ALLEY LOCATED BETWEEN LOTS 4 AND 5, VACATED BY CITY OF SEATTLE ORDINANCE NUMBER 99278;

PARCEL 3:

LOTS 43, 44, 45 AND 46, BLOCK 3, NORRIS ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 93, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION DEEDED TO THE CITY OF SEATTLE BY DEEDS RECORDED UNDER RECORDING NUMBERS 6689470 AND 6689471.

SURVEYOR'S NOTE: THE LEGAL DESCRIPTION FOR PARCEL 1 SHOULD BE REVISED TO REFLECT THE BARGAIN AND SALE SPECIAL WARRANTY DEED RECORDED UNDER AFN 8611140179, WHICH EXCEPTS OUT THE PORTION OF LOTS 1 AND 2 CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 70682 FOR STREET, AS PROVIDED BY ORDINANCE NO. 21302 OF THE CITY OF SEATTLE.

REFERENCE TITLE REPORT - TITLE REPORT ISSUED BY STEWART TITLE, FOURTH COMMITMENT, ORDER NO. 1034634, DATED APRIL 16, 2012

PARCEL 1:

LOTS 9 THROUGH 27, INCLUSIVE, BLOCK 3, NORRIS ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 93, RECORDS OF KING COUNTY, WASHINGTON;

PARCEL 2:

LOTS 39 THROUGH 42, INCLUSIVE, BLOCK 3, NORRIS ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 93, RECORDS OF KING COUNTY, WASHINGTON;

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON,

B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one):
Flat, rolling, hilly, steep slopes, mountainous,
other: rolling

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- b. What is the steepest slope on the site (approximate percent slope)? **East West direction 5%**
- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The site is covered by impervious surface (parking lot), an existing car dealership, gas station and office space.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No.

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Approximately 104,188 cubic yards cut. Maximum cut 25'

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

No.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 95%.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Best management practice will be used during construction.

2. Air

- a. What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke, greenhouse gases) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Potential dust emissions during demolition of buildings. Typical emissions during construction. Post-construction emissions would be typical for grocery store, retail shops, and apartment buildings.

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- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

None known.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Best management practice will be used during construction. sprinkling will be used to suppress dust during demolition of buildings.

3. Water

- a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

No.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

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No.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals ...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No.

c. Water Runoff (including storm water):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater collected via civil stormwater collection system.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

No.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Civil stormwater collection system.

4. Plants

a. Check or circle types of vegetation found on the site:

- ☒ deciduous tree: alder, maple, aspen, other
☒ evergreen tree: fir, cedar, pine, other
☒ shrubs
☒ grass
☐ pasture

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- ☐ crop or grain
- ☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Several smaller trees, small amounts of shrubs and grass.

c. List threatened or endangered species known to be on or near the site.

None.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

See landscape plans, which propose a mix of native vegetation.

5. Animals

a. Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds,

other: **birds**

mammals: deer, bear, elk, beaver,

other: **None**

fish: bass, salmon, trout, herring, shellfish,

other: **None**

b. List any threatened or endangered species known to be on or near the site.

None.

c. Is the site part of a migration route? If so, explain.

No.

d. Proposed measures to preserve or enhance wildlife, if any:

None.

6. Energy and Natural Resources

**LEFT COLUMN TO BE COMPLETED BY APPLICANT.
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- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electric For heating, Natural gas for residential stove/fire place and grocery, diesel oil (emergency generator),

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Energy efficient lamps; project is using Built Green level three.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

Petroleum-impacted soil will be excavated and transported to a licensed disposal/recycling facility.

- 1) Describe special emergency services that might be required.

Permitting and removal of unknown or abandoned underground storage tanks.

- 2) Proposed measures to reduce or control environmental health hazards, if any:

Preparation of an environmental soil management plan, hazardous materials health and safety training (HAZWOPER) for applicable personnel, segregation and covering of stockpiled soils, and periodic air monitoring.

- b. Noise

**LEFT COLUMN TO BE COMPLETED BY APPLICANT.
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- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment operation, other)?

Traffic, adjacent commercial and residential projects.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from site.

Construction, traffic, commercial and residential noises.

- 3) Proposed measures to reduce or control noise impacts, if any:

Truck loading is screened and covered; roof parking is screened from adjacent residential properties.

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8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties?

Site is a parking, office building, mortuary/cemetery/crematory, service building, and convenient store w/gas station. Adjacent property to the SW is commercial, vacant properties to the N, commercial and vacant to the S, commercial and vacant properties to the W, vacant and commercial to the E.

- b. Has the site been used for agriculture? If so, describe.

Not in recent years.

- c. Describe any structures on the site.

Site is a car dealership with parking, a mortuary/cemetery/crematory, convenient store w/gas station and modular office building.

- d. Will any structures be demolished? If so, what?

Small modular structure, one/two story structures and gas station.

- e. What is the current zoning classification of the site?

NC3P-85 and NC3-85

- f. What is the current comprehensive plan designation of the site?

West Seattle Junction – Urban Village

- g. If applicable, what is the current shoreline master program designation of the site?

NA

- h. Has any part of the site been classified as an “environmentally critical” area? If so, specify.

No

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- i. Approximately how many people would reside or work in the completed project?

794

- j. Approximately how many people would the completed project displace?

4

- k. Proposed measures to avoid or reduce displacement impacts, if any:

None

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project complies with the zoning designation for the site and will conform to the West Seattle Triangle Plan.

9. Housing

- a. Approximately how many units would be provided, if any?
Indicate whether high, middle, or low-income housing.

The development proposes approximately 373 units of middle-income residences

- b. Approximately how many units, if any, would be eliminated?
Indicate whether high, middle, or low-income housing.

None

- c. Proposed measures to reduce or control housing impacts, if any:

None.

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10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Approx. 75 feet above grade. Materials include masonry, metal/vinyl siding, cement board, and aluminum storefront/window.

- b. What views in the immediate vicinity would be altered or obstructed?

Southeast view from future proposed residential could be obstructed.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

The project will be required to undergo Design Review and will also be reviewed by the City's Design Commission due to the alley vacation.

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Typical commercial and residential lighting.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No.

- c. What existing off-site sources of light or glare may affect your proposal?

None known.

- d. Proposed measures to reduce or control light and glare impacts, if any:

Shielded lighting.

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12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

West Seattle Stadium and west Seattle golf course.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

None.

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

No

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

None.

- c. Proposed measures to reduce or control impacts, if any:

The project will be required to prepare and submit Appendices A for the existing structures located on the site that are more than 50 years old. The Appendices will be reviewed by the Department of Neighborhoods.

14. Transportation

**LEFT COLUMN TO BE COMPLETED BY APPLICANT.
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A traffic impact analysis is being prepared for this project by TranspoGroup Company. Details supporting the information in this section will be provided in that report.

- a. Identify public streets and highways serving the site, and describe the proposed access to the existing street system. Show on site plans, if any.

The site is served by Fauntleroy Way, SW Alaska Street, 40th Ave SW and SW Edmunds Street. Access to the street system will be via a mid block connector connecting Fauntleroy and 40th, and existing north-south alley.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Yes. There is a Metro transit stop located on NW of Fauntleroy Way SW and SW Alaska. There are also Metro transit stops located on SW Alaska street cross from NW corner within 100 feet of the site. Fauntleroy Way SW and SW Alaska street are classified as major transit routes

- c. How many parking spaces would the completed project have? How many would the project eliminate?

The site has 53 existing parking spaces in surface parking lots. The completed project would construct 590 underground parking spaces. The project would increase the number of on-site parking spaces by 537.

In order to accommodate the offsite delivery and street/sidewalk improvement, 10 existing on-street parking may need to be removed and 34 will be added.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Yes. Public streets will be improved.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project would not use water, rail, or air transportation.

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- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The development is anticipated to generate approximately 5,650 daily trips. The peak hour will likely be between 4 and 6 PM

- g. Proposed measures to reduce or control transportation impacts, if any.

See traffic study for proposed measures.

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

The site includes residential, an expanded wholefood and retail pad building. These uses represent an intensification of uses over the existing uses that could lead to modest increases in the need for public services due to the additional people living, working, and shopping at the proposed development.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

None.

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

Electricity, natural gas, water, refuse service, telephone, sanitary sewer are currently available on site.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in immediate vicinity which might be needed.

Electricity, natural gas, water, refuse service, telephone, sanitary sewer will be used. Electricity is provided by Seattle City Light. Water and Sewer are provided by the City of Seattle. Natural gas is provided by Puget Sound Energy.

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C. SIGNATURE

The above answers are true and complete to the best of my knowledge.
I understand the lead agency is relying on them to make its decision.

Signature:

Date submitted:

This checklist was reviewed by:

Land Use Planner, Department of Planning and Development

Any comments or changes made by the Department are entered in the
body of the checklist and contain the initials of the reviewer.

**LEFT COLUMN TO BE COMPLETED BY APPLICANT.
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D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(Do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

**LEFT COLUMN TO BE COMPLETED BY APPLICANT.
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Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally critical areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

**LEFT COLUMN TO BE COMPLETED BY APPLICANT.
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Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

#20—Neighborhood Plan

If your project is located within the boundaries of an adopted neighborhood plan, demonstrate how your project advances the goals of the plan. Provide a map of the neighborhood planning area.

The project is located within the West Seattle Junction Neighborhood Planning Area, as well as the West Seattle Triangle Urban Design Framework planning area. The maps of these areas are attached; the goals of both plans were addressed in #12 above.

#21—Comprehensive Plan and other City Plans and Goals

Provide information as to how your project advances City goals as identified in the Comprehensive Plan and any other relevant plans.

Please see responses to #12 above.

#22—Sustainable Practices

Provide information on green and sustainable construction and operational practices and to the level of LEED certification associated with the project.

The project will achieve Built Green Level III status.

#23—Design Review Board

Provide copies of the minutes and design material presented to the Design Review Board.

Please see the attached presentations and meeting minutes from the first and second Early Design Guidance meetings.



Department of Planning & Development
D. M. Sugimura, Director



SECOND EARLY DESIGN GUIDANCE OF THE SOUTHWEST DESIGN REVIEW BOARD

Project Number:	3013803
Address:	4755 Fauntleroy Way Southwest
Applicant:	Steve Sears
Date of Meeting:	Thursday, November 08, 2012
Board Members Present:	Laird Bennion Myer Harrell Robin Murphy Daniel Skaggs Norma Tompkins
DPD Staff Present:	Bruce P. Rips

SITE & VICINITY

Site Zone: Neighborhood Commercial Three with an 85' height limit (NC3 85). The northern portion of the site has a Pedestrian classification overlay (NC3P 85). The site lies within the West Seattle Junction Urban Village.

Nearby Zones: NC3 85 extends eastward to the alley between Fauntleroy Way SW and 38th Ave SW where zoning changes to Lowrise 2 (LR 2) and NC3 with a 40' height limit. South of SW Edmunds St., the zoning shifts to NC3 40 and to LR2 and LR3. To the west, the zoning transitions to NC3 65.

Lot Area: 115,223 square feet



Current Development:	A service station and a funeral home occupy two of the three parcels on the site's northern extent. A vacant auto dealership covers the majority of the development site.
Access:	A north/south bound alley and an east/west bound alley.
Surrounding Development & Neighborhood Character:	<p>The Masonic Temple and its parking lot occupy the southwest corner of the subject block. The West Seattle Triangle planning area possesses a gallimaufry of residential and commercial uses. Developments surrounding the immediate site include Trader Joe's and a large excavated area to the north; parking lots, a Bank of America branch, Safeway, and Highline Medical Plaza to the west; a childhood learning center, the Thunderbird apartment complex and a parking lot to the south; and the West Seattle Produce Market to the east. The West Seattle Golf Course and Recreation Center sits four blocks further to the east.</p> <p>New developments in the area include the Mural Apartments and a mixed use structure with a QFC grocery store on SW Alaska. A sizeable, mixed use project at the southeast corner of SW Oregon St and 42 Ave SW is currently under construction.</p> <p>The area terrain descends from west to east. At upper levels, the corner of Fauntleroy Way and Alaska St has potential views to Elliot Bay.</p>
ECAs:	The site does not have mapped environmental critical areas (ECA)

PROJECT DESCRIPTION

The applicant proposes a mixed use complex containing 66,000 square feet of grocery store, drugstore, and smaller commercial spaces; 370 apartment units above the commercial space; and a below grade garage containing 570 parking spaces for both the commercial and residential uses. The proposal at this preliminary stage has two separate structures above grade and a shared garage below grade. The proposed development would require alley vacations of the east/west alley and the northern most portion of the north/south alley. Design alternatives illustrate a pedestrian and vehicular mid-block passage between 40th Ave SW and Fauntleroy Way SW that provides ingress and egress for truck loading (grocery and drugstore), the customer and resident garage, and a drugstore drive-thru.

DESIGN DEVELOPMENT

The initial design packet offers four design options or alternatives. The first option illustrates a scheme without an alley vacation. Three separate structures border the two existing alleys. This alternative illustrates the notion that an ideal floor plate for a grocery store would not likely fit with the existing configuration of the block. The second option shifts the east/west alley

southward forming a rectangular parcel on the north and a panhandle shaped parcel to the south. On the north side of the complex, a grocery store forms the base for seven floors of residential use wrapped around a second floor courtyard. The second structure to the south consists of a north/south wing extended along Fauntleroy Way SW and a narrow east/west wing sitting between a new alley and the Masonic Temple. This structure houses a drugstore and small commercial tenants facing Fauntleroy and apartments above. Truck loading and a ramp to the garage occurs on both sides of the new 41 foot wide alley.

Alternative Three shifts the east/west alley farther to the south so that it meets the north property line of the Masonic Temple. The option increases the footprint of the grocery, maintains the seven floors of residential encircling a courtyard and utilizes a new 23' wide alley for loading. Similar to Alternative Two, loading occurs on both sides of the proposed alley and a second garage ramp closer to SW Edmunds St runs parallel to the north/south alley. The final option offers a 41 feet wide alley on the east that expands to 51 feet on the west half. All truck loading for the grocery and drugstore occurs on the alley as well as a drugstore drive-thru lane and one of two access ramps to the garage. At the upper levels, the architect opens the south wall of the residential floors to allow light into the upper level courtyard. The residential mass has five levels of units and modest modulations of the wall on each elevation.

By the second EDG meeting, the applicant had refined the massing of Alternative Three, added sections and presented landscaping concepts for the open spaces. The applicant also revised the dual use alley/ midblock pedestrian connector by relocating the drugstore loading zone and drive-thru from the east/west alley to an area parallel to the north/south bound alley.

PUBLIC COMMENT

Twenty-five members of the public affixed their names to the Early Design Review meeting sign-in sheet. The speakers raised the following comments.

Height, Bulk and Scale

- Keep the project in scale with the neighborhood. It should have a "Main Street" scale. Blend in the project with the contiguous neighborhood.
- The project needs another EDG meeting to discuss height, massing etc.
- This area is zoned for large commercial projects.
- The packet should have shown comparable projects as a basis for analysis.

Architectural Character

- The proposal will make West Seattle look like Ballard. Too boring.
- The proposal has too much aluminum and glass. It is cold and lacks personality. Use wood.
- We need a distinctive building, not a cliché. We want to be proud of this building.
- Seattle doesn't need another generic building.
- The new buildings in West Seattle are grey and boring. Use color. Create a presence.
- Provide more design options at the corner of Alaska and Fauntleroy. The corner needs to be activated by the uses surrounding it. Provide more choices in the design for the Board and the public to review.

- The entry portal at Alaska and Fauntleroy needs closer analysis.

Community Connection

- The booklet's neighborhood context section lacks accuracy.
- The booklet ignored the mural, a community landmark. What will happen to it?
- The site acts as the entrance to West Seattle. It represents a point of arrival.
- A pedestrian oriented connection linking W. Seattle Triangle and the Junction is key.
- This project is informed by the W. Seattle Triangle Plan. It has a lot of bang for the buck. It will bring significant improvements to the area.

Mid-block Connection (West Seattle Triangle Plan) / Alley Vacation

- Pedestrian safety is foremost in the alley or mid-block connector. It should be a two way alley.
- What are the public amenities gained from the alley vacation?
- The drawings presented do not show how the grades work on the north side.
- How do the grades work between the Masonic Temple and the project?
- Produce an analysis of how many vehicles will use both alleys.
- How are the large trucks and their maneuvering going to be compatible with the public walkway?
- The large retailers will have a significant impact on the alley.
- Alley serves as the main access to the Masonic Temple.
- What public benefit will occur from the alley vacation?

Street Design

- SW Edmunds St. is an arterial and carries significant amounts of traffic. Consider the pedestrian connections. SW Edmunds needs better crosswalks.
- Soften the streetscape with trees and plantings.
- There needs to be a better flow of traffic.
- Make the project as pedestrian friendly as possible.
- The east/west and north/south connections are important.

Other Issues

- The drawings presented do not show how the grades work on the north side.
- How do the grades work between the Masonic Temple and the project?
- The project proposal has too much parking. With the site's close proximity to the rapid ride stop, there is less need for the amount of parking proposed.
- Do we really need another grocery store?

At the second EDG meeting, nine people signed-in. Comments included the following:

Open Spaces/Landscaping

- Providing community based art in the plaza will build public interest. The northeast plaza and the surrounding structure should be a statement of what it means to live in W. Seattle. The design should "knock it out of the park".
- It is important that the residential lobby located at the northeast corner activate it. The proposal so far is a step in the right direction.

- Think about how to bring people down the street to the proposed park. The 40th Ave SW storefront should be activated.
- The landscaping overlooking the alley has no physical or visual connection to the community. It ought to be accessible.

Height, Bulk and Scale

- The massing of the project is inconsistent with the W. Seattle Triangle Plan. (This was mentioned several times.) It is a fortress like barrier to the community. It is more in keeping with the projects in South Lake Union.
- The proposed design does not break down the massive horizontal scale. There is token modulation.
- The revision does not satisfy the concern about the project's size.
- The massing at the northeast corner looks like a prison tower with a flag pole. The development team needs to work with the community.
- The scale is horrifying at the NE corner.

Architectural Character

- The northeast corner has not been designed. It doesn't meet standards for the West Seattle Triangle Plan. This important corner needs to have much more design development. Ensure that this will occur by requiring a third EDG meeting.
- The canopies should be continuous. Broken canopies do not protect the pedestrian from inclement weather.
- The project should connect in feel to the commercial development along California Ave. SW.

Community Connection

- The project should connect the entrance of the W. Seattle Triangle to the Junction.
- Ensuring the success of the northeast corner plaza is a big deal.
- The W. Seattle Triangle area is not pedestrian oriented. The project's design does not help pedestrian orientation. Pedestrians will have to contend with trucks at the Fauntleroy and Edmunds corner.
- The proposal is a huge improvement to what there is now. It is better to not over design it at this point. Use the community comments to make the project better.

Mid-block Connection (West Seattle Triangle Plan) / Alley Vacation

- The location of the solid waste storage area and the transformer takes away from the pedestrian experience along the mid-block connector.
- There is not an adequate trade-off for the proposed alley vacation.
- The alley as a true urban experience is not successful.
- The public benefit is not apparent in the proposal. (Stated by several speakers)
- The proposed city park across from the project on 40th Ave SW will need good pedestrian connections. Will truck maneuvering be problematic for the park?
- The walkway is a nice feature.
- The varying directions in traffic on the north/south bound alley are a problem.
- Proposed loading on the alley is not pedestrian oriented.

Traffic

- Traffic turning left onto Edmunds will block traffic.

Parking

- It is a benefit to have lots of parking.
- The project has too much parking for the amount of transit available.

Other Issues

- The increase in zoning height for this area was a contentious process.
- There has been no mention of the mural. Removal of it will set a poor precedence in West Seattle. There needs to be dialogue.
- Whole Foods' values are not those of the people who live in W. Seattle.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

A. Site Planning

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

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.

EDG #1

- Provide continuous canopies along the three major streets.
- See the Board discussion of commercial transparency under guidance D-11.

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.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

West Seattle Junction -specific supplemental guidance:

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.

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.

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.

A-5 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.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

EDG #1: Elaboration of residential open spaces will occur during design development.

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.

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.

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.

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.

A-10 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.

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.

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.

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.

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.

B. Height, Bulk and Scale

- B-1 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.

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.

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.

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.

Otherwise, the Board found the overall massing concept acceptable.

C. Architectural Elements and Materials

- 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 neighboring buildings.

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.
- **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.

- C-2 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.

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.

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.

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.

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

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.

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.

- **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.

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.

EDG #2: The deliberation did not focus on this guideline. As design development occurs, this will become an important Board consideration.

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.

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.

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.

D. Pedestrian Environment

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.

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.

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.

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.

- 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.

EDG #1: Attention to achieving a maximum amount of commercial level transparency along the rights of way would meet this guideline's intent.

EDG #2: The concept sections along the major streets proved helpful in understanding the relationship between grade and the building program.

- D-5 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.

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.

- D-6 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.

- D-7 Personal Safety and Security.** Project design should consider opportunities for enhancing personal safety and security in the environment under review.

EDG #1: Ensuring commercial transparency, well designed plazas and sidewalks will begin to achieve this guideline.

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.

D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.

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.

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.

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?

- 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.

- 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.

- 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.

- 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.

E. Landscaping

- 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.**

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.

EDG #2: The Board did not offer specific comments on this guidance.

- 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.**

EDG #1: The Board encouraged creating green infrastructure on all of the adjacent streets.

EDG #2: Design of green infrastructure was not discussed at the 2nd EDG meeting.

- 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.**

EDG #1: See the Board’s A-10 guidance for the Alaska and Fauntleroy corner.

EDG #2: See A-7, A-10, D-1, and D-8.

DEVELOPMENT STANDARD DEPARTURES

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.

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.

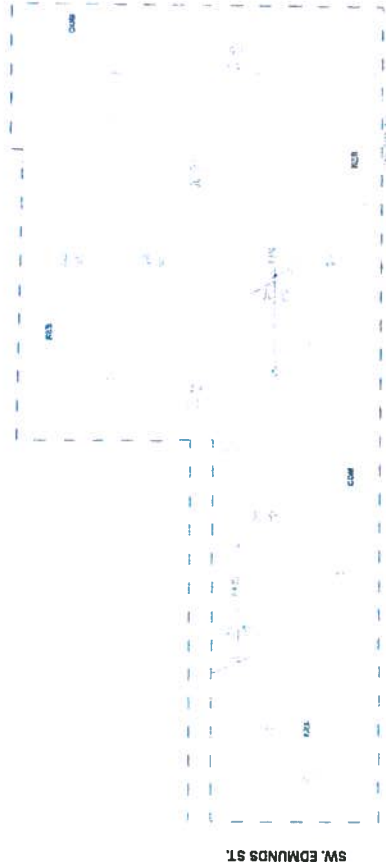
The applicant did not request departures at the 2nd EDG meeting.

BOARD DIRECTION

At the conclusion of the 2nd EDG meeting, the Board recommended the project should move forwards to MUP Application in response to the guidance provided at this meeting.

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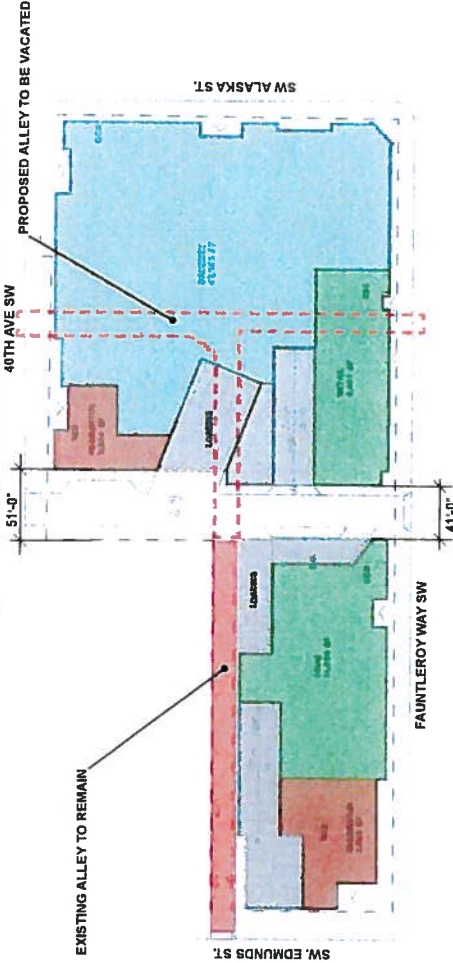
40TH AVE SW



SW EDMUNDS ST

FAUNTLEROY WAY SW

P-1 FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 4



EXISTING ALLEY TO REMAIN

40TH AVE SW

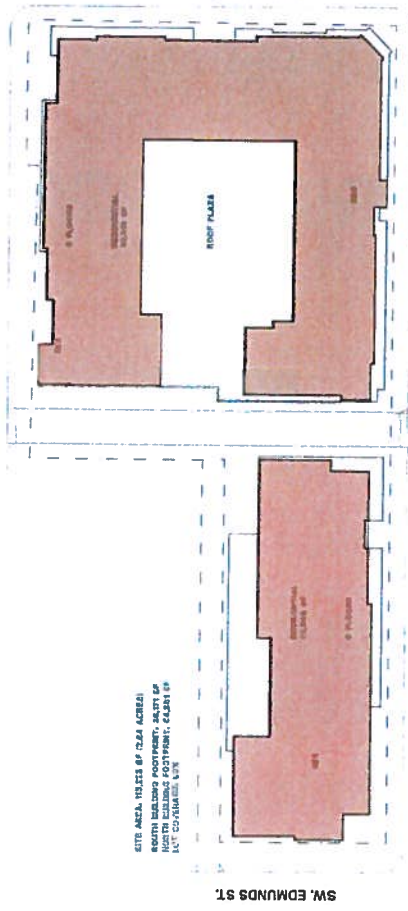
SW ALASKA ST

FAUNTLEROY WAY SW

RETAIL LEVEL FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 4

8-21-12

40TH AVE SW



SITE AREA, 10,125 SF (2.24 ACRES)
SOUTH BUILDING FOOTPRINT, 54,321 SF
NORTH BUILDING FOOTPRINT, 44,381 SF
TOTAL BUILDING FOOTPRINT, 98,702 SF

FAUNTLEROY WAY SW

RESIDENTIAL LEVEL TYP. FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 4

Option 4

Site & Scheme Square Footages

Site Area: 115,223 sf

Lot Coverage: 80%

South Building Area: 22,910 sf

North Building Area: 57,675 sf

Grocery: 43,383 sf

Drug: 14,550 sf

Retail: 8,437 sf

Residential: 338,567 sf

Units: 398

3.75 FAR (5.5 FAR Maximum)

Total Above Ground Area:

432,500 sf

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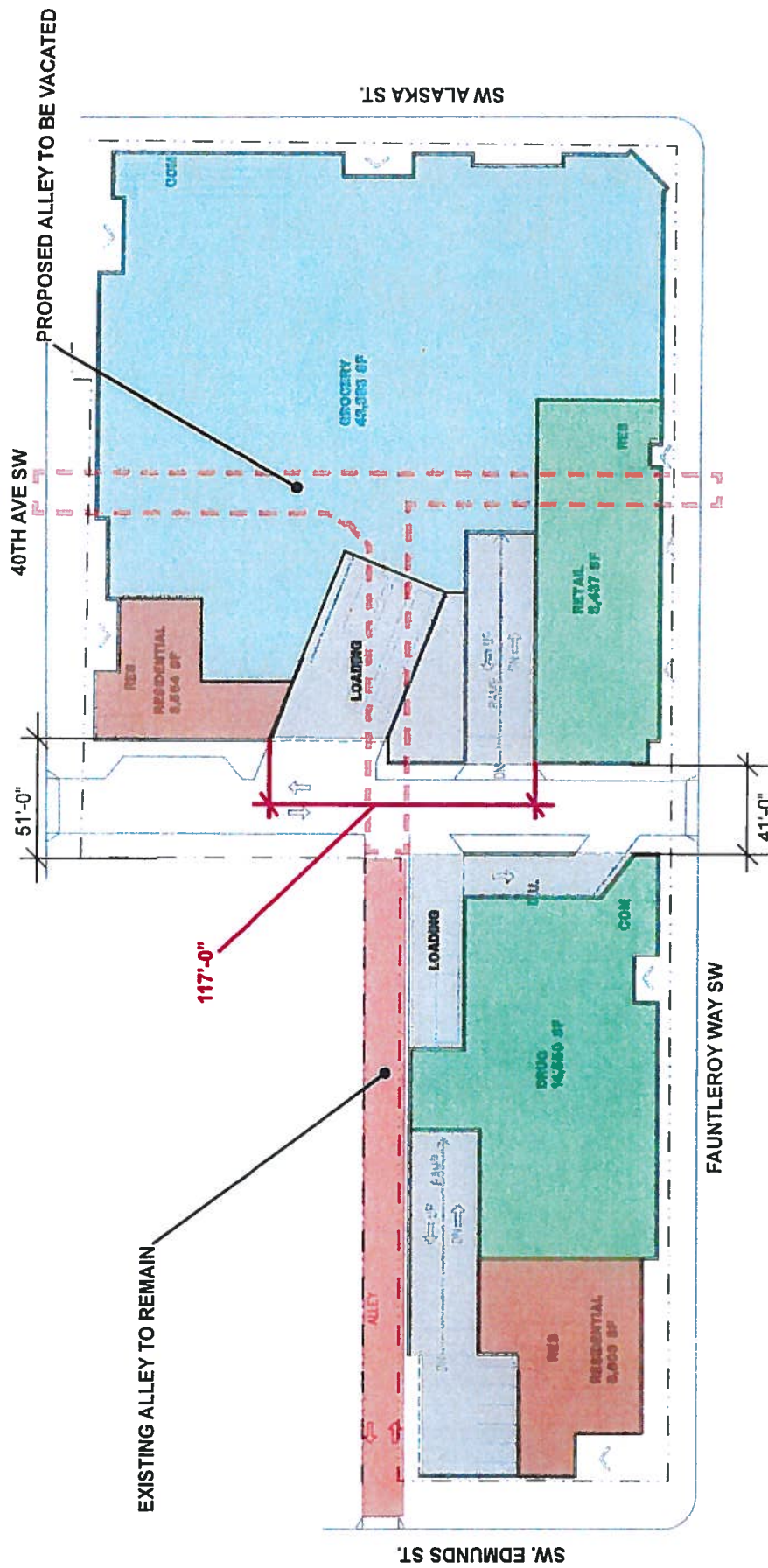
4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

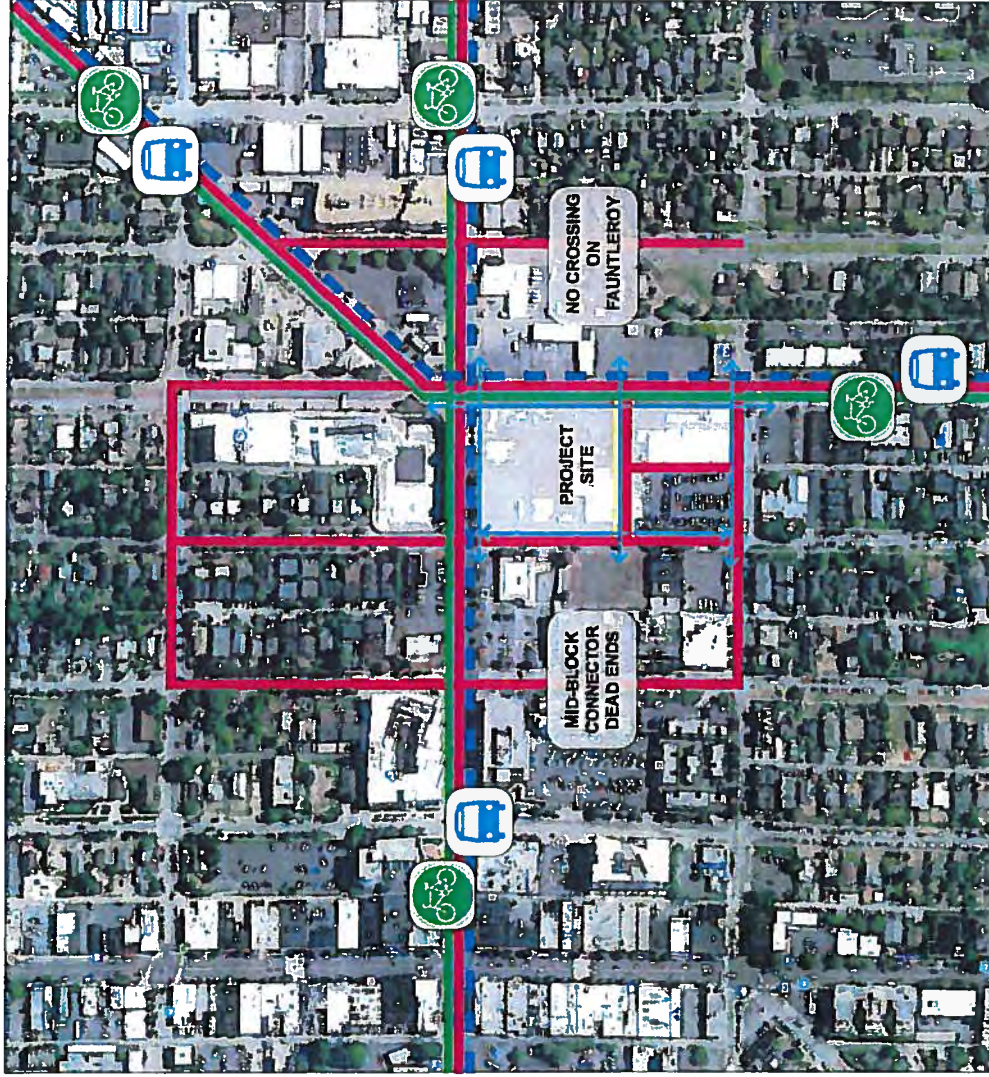
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Early Design Guidance Presentation, Sept. 27, 2012

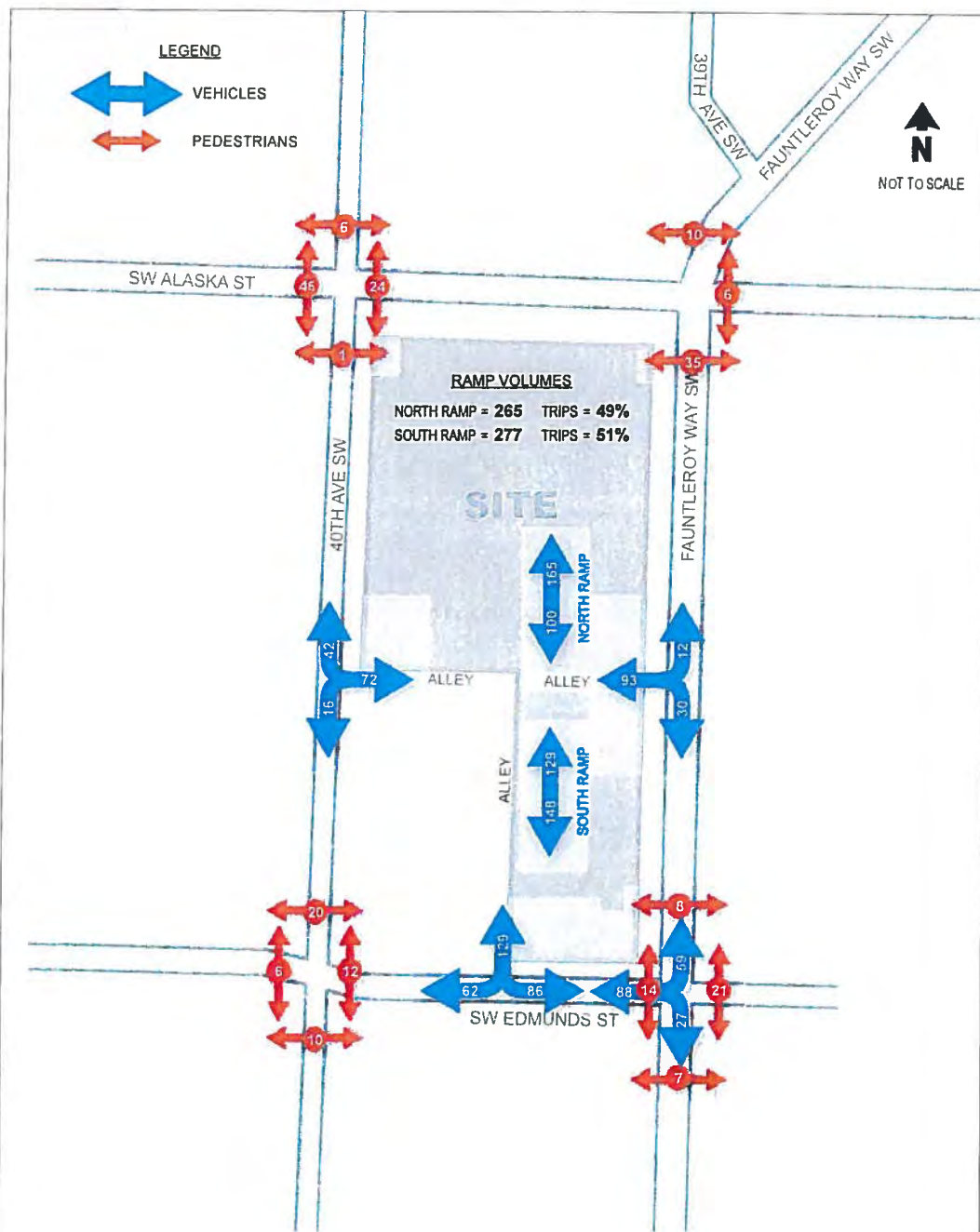
(Was Page 15) Page 1



RETAIL LEVEL FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 4



-  Bicycle Access
-  Transit Access
-  Pedestrian Access
-  Mid-Block Connector
-  Vehicular Access

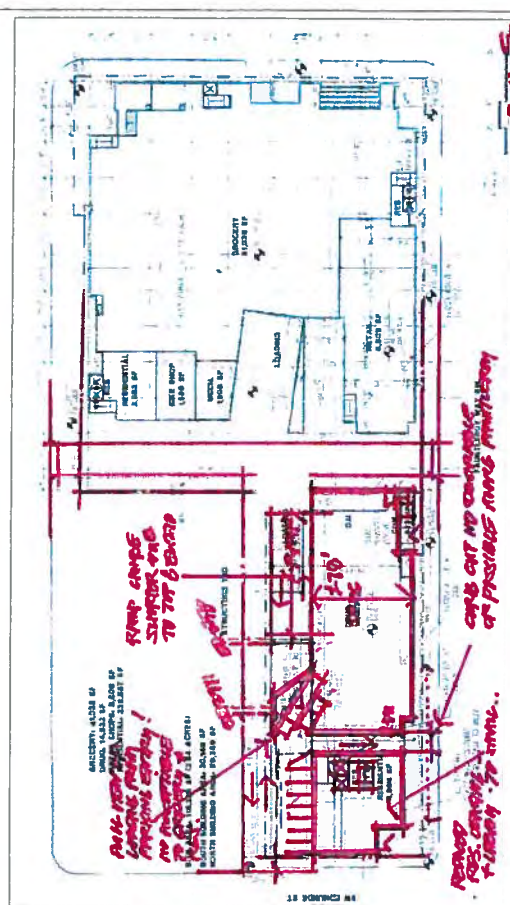
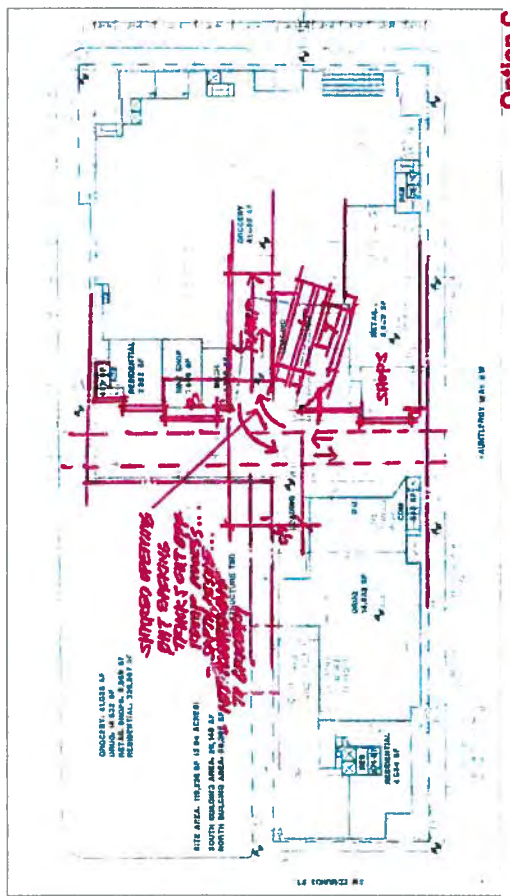
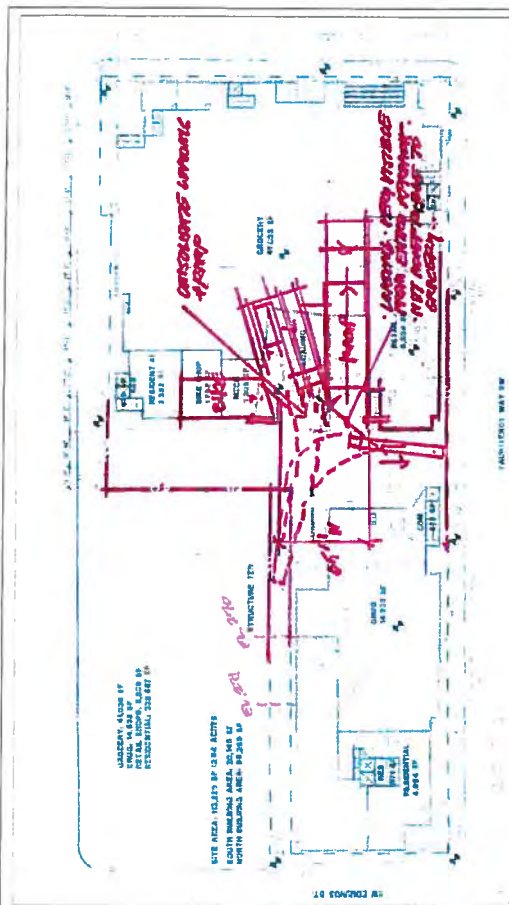
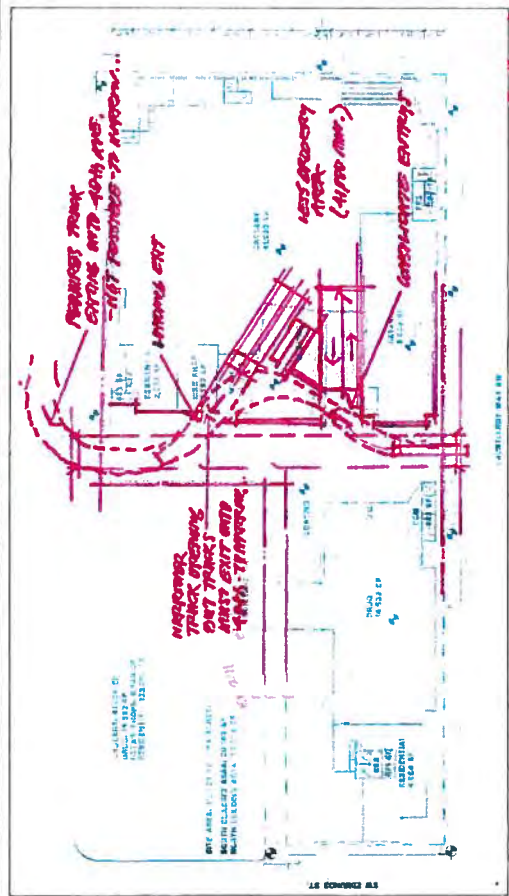


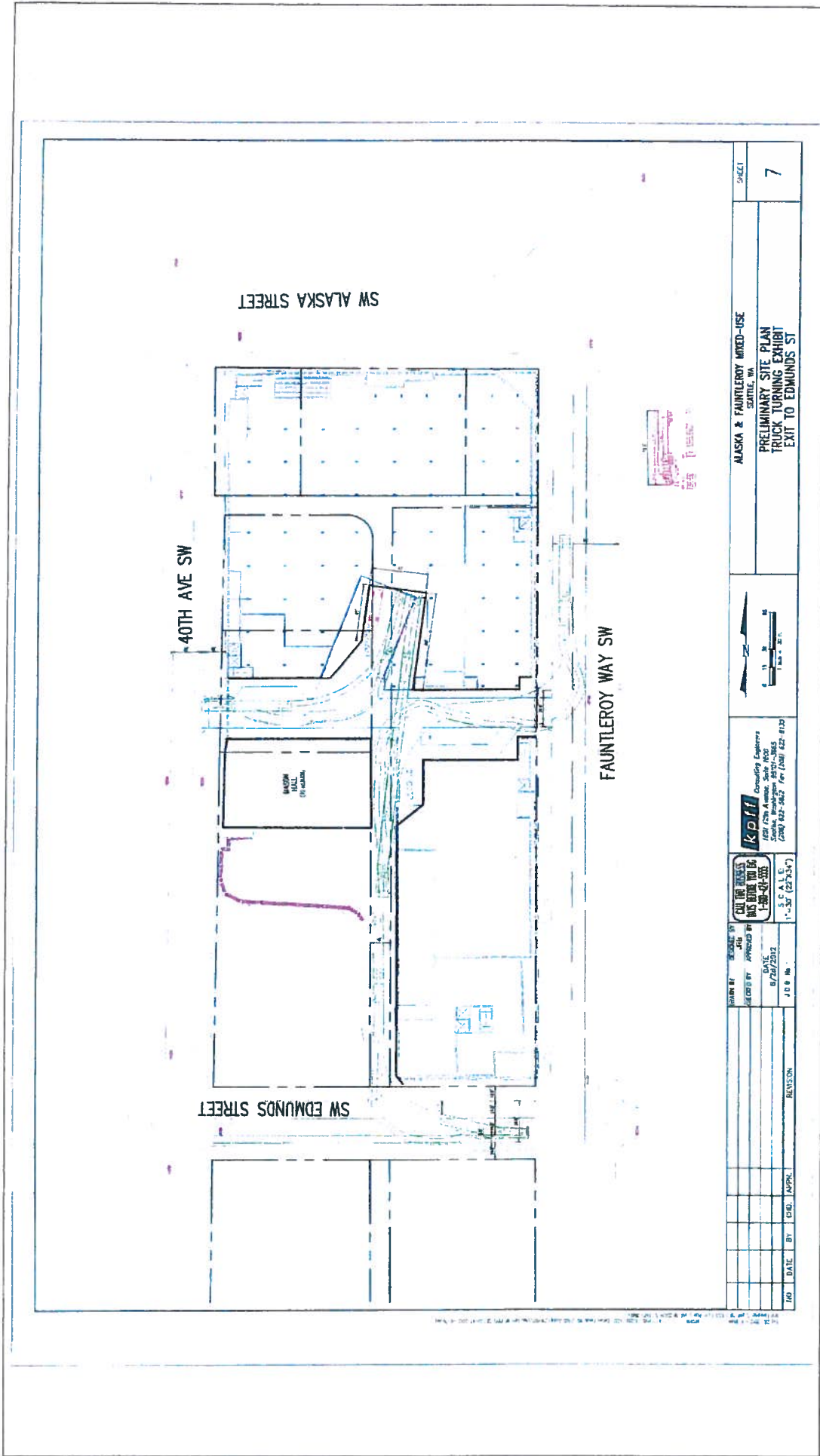
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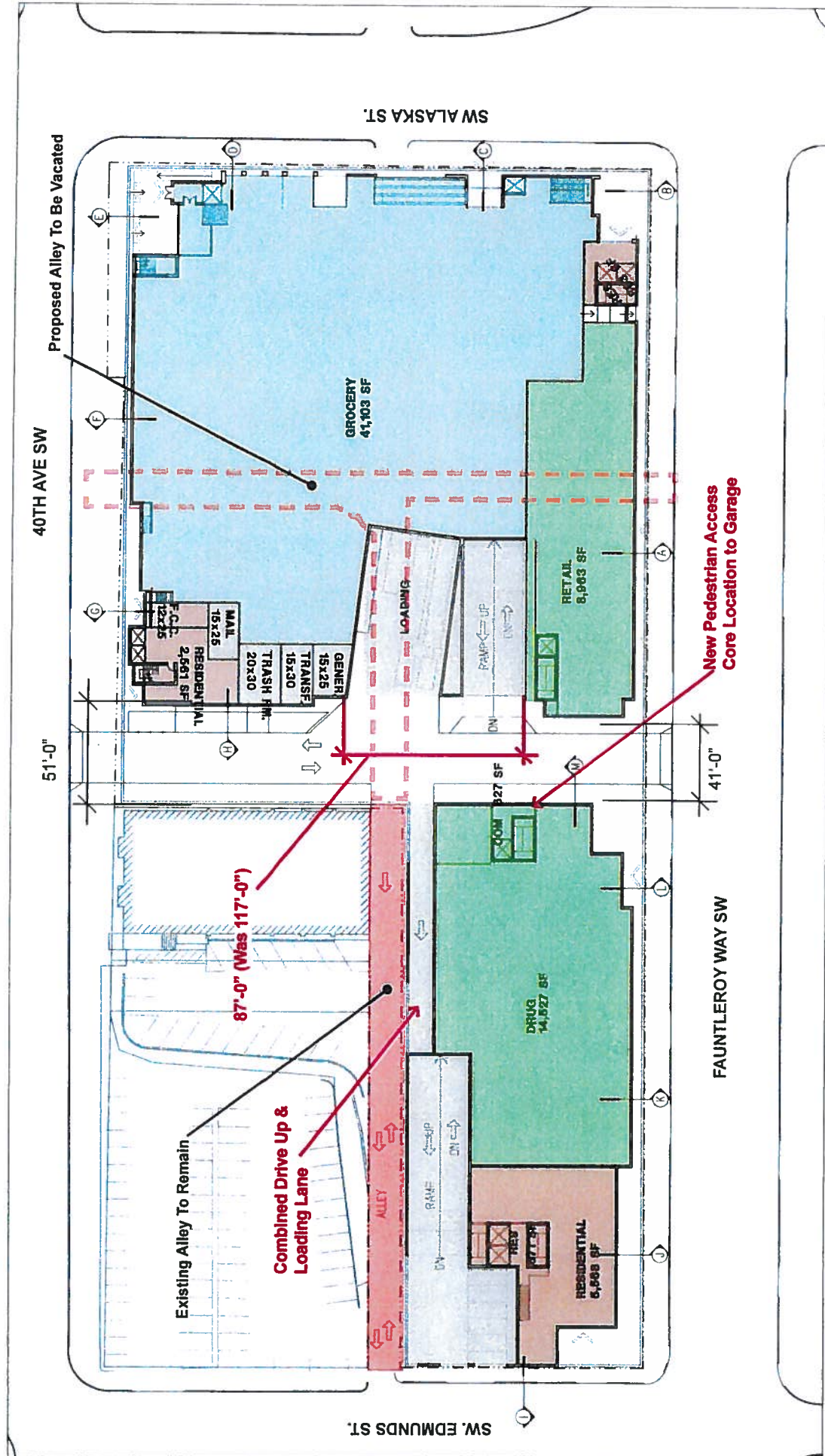
West Seattle Mixed Use

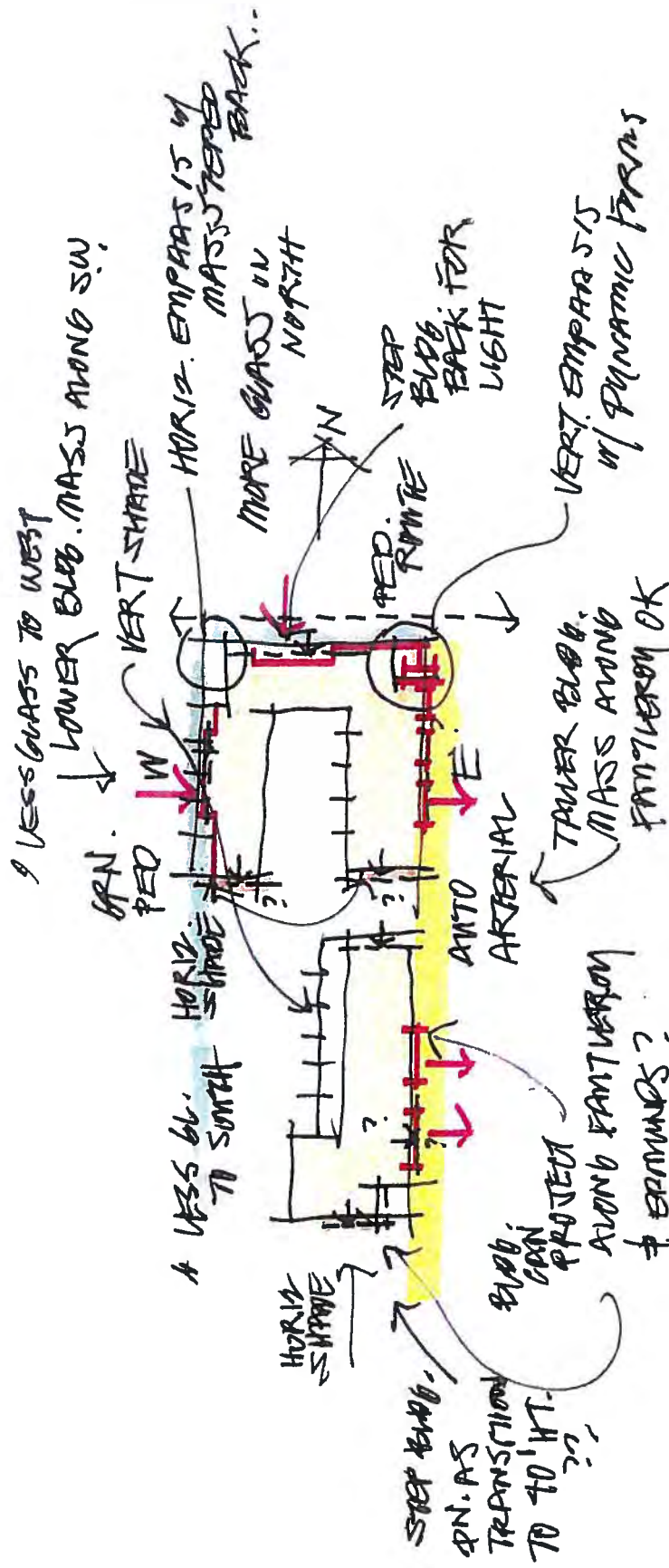
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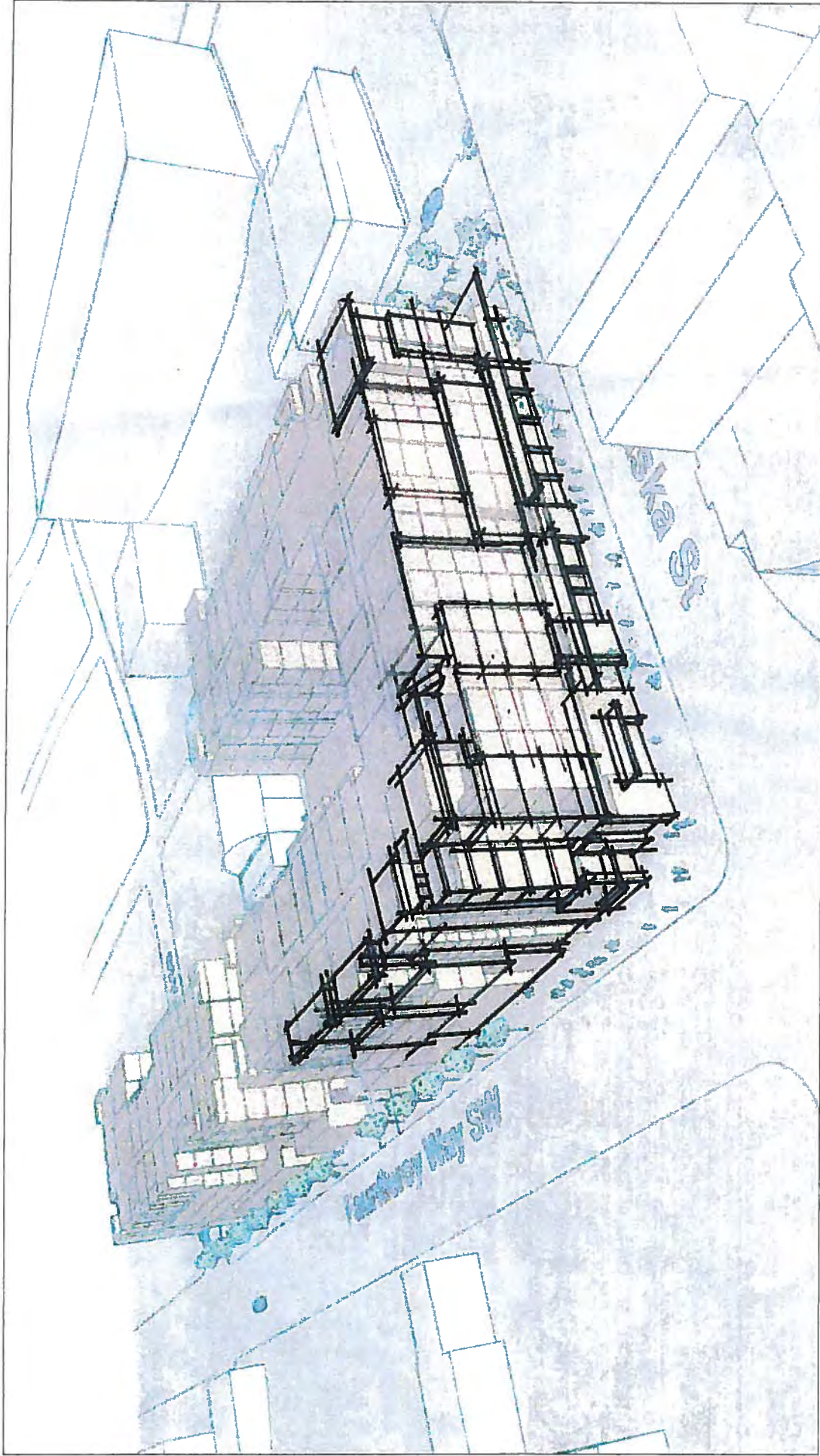


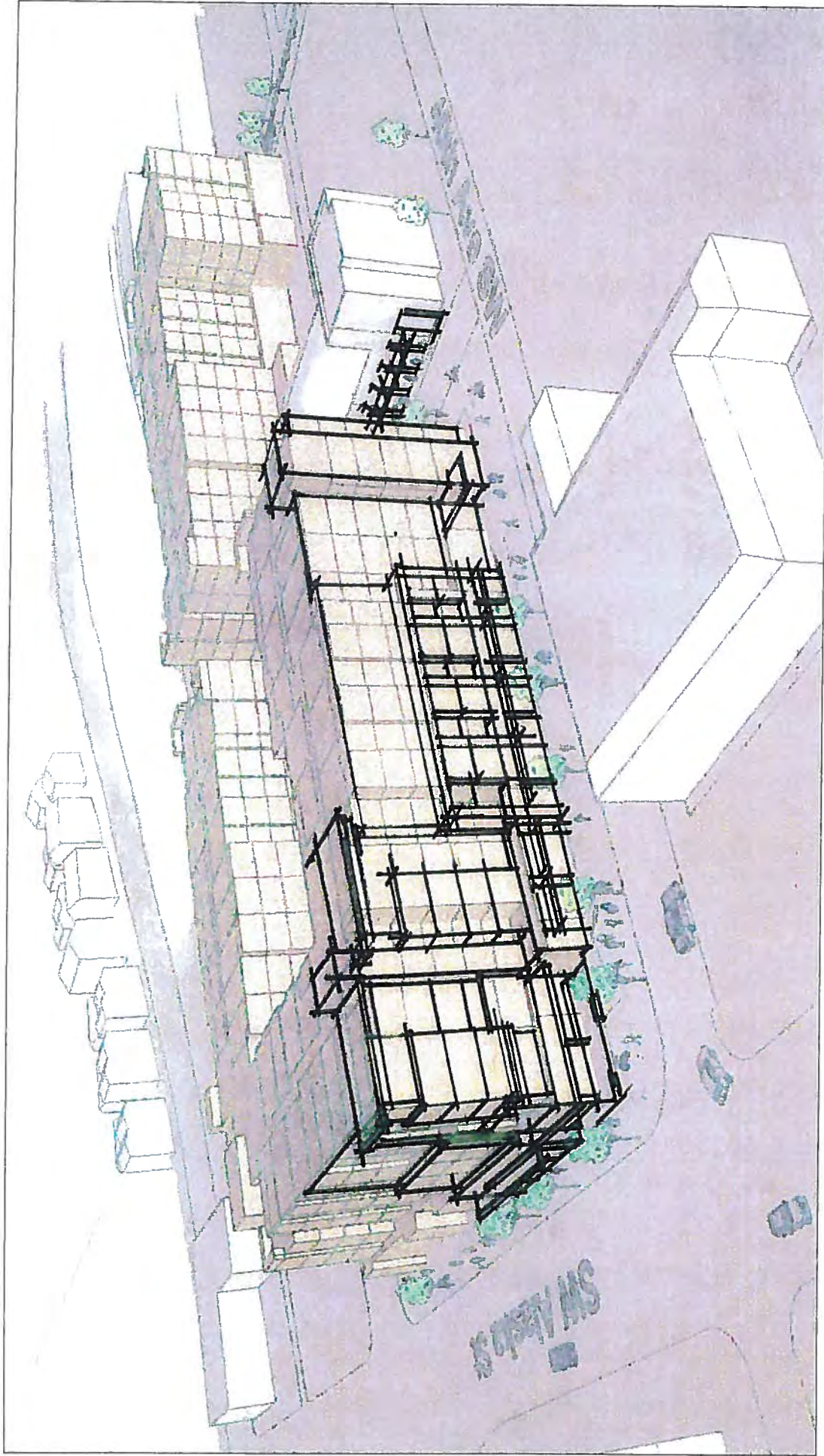






MASSING CONCEPT DIAGRAM





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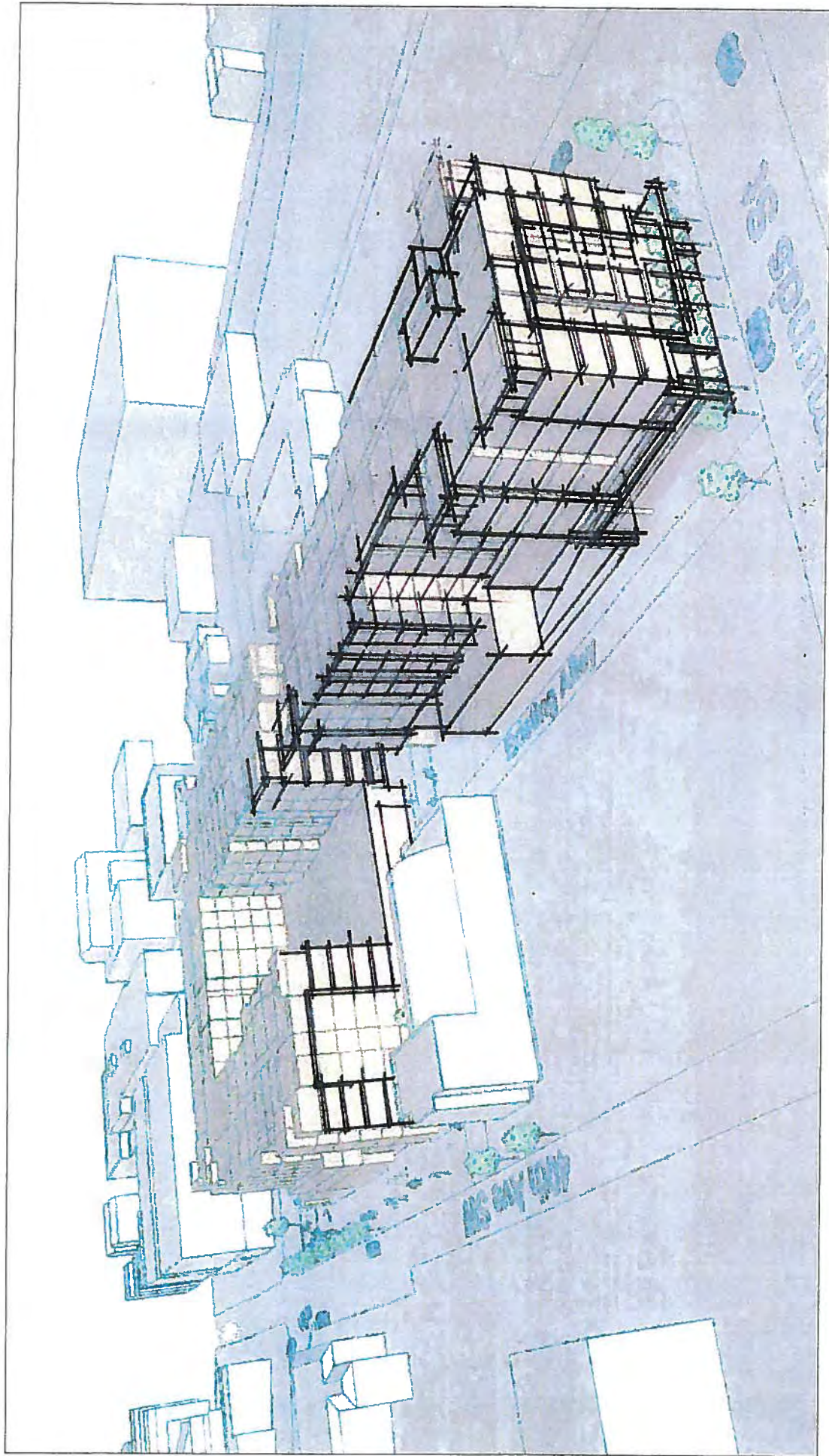
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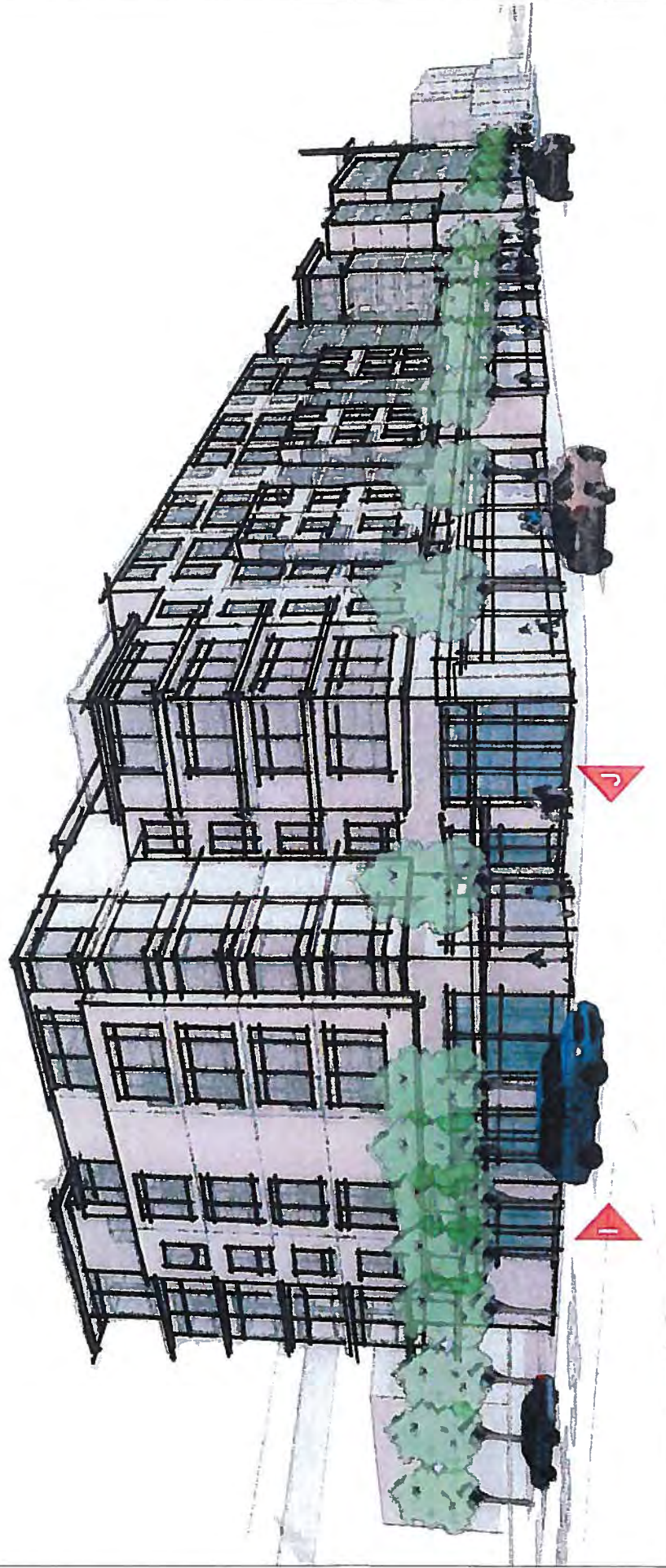
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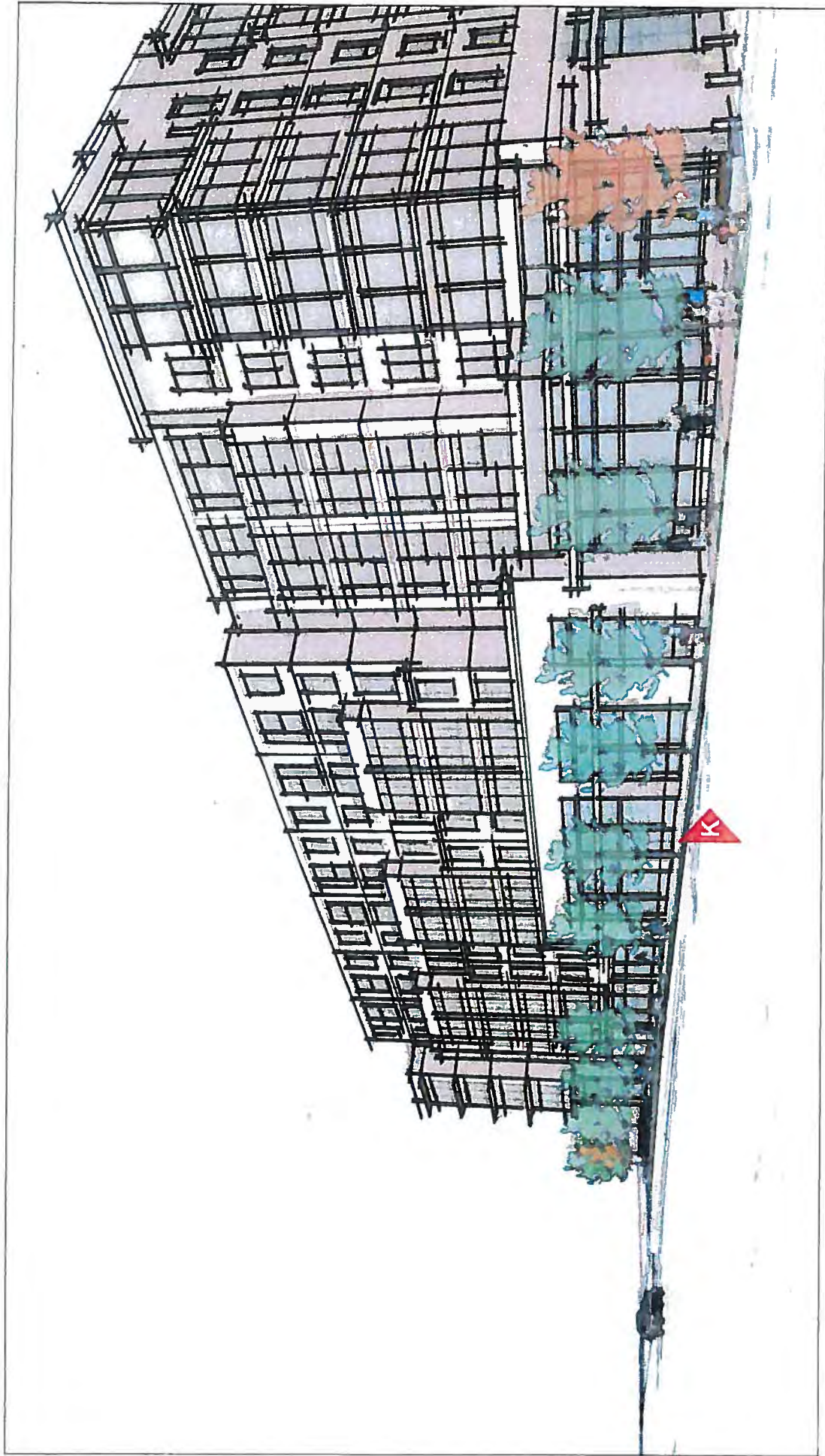
NW Corner Aerial

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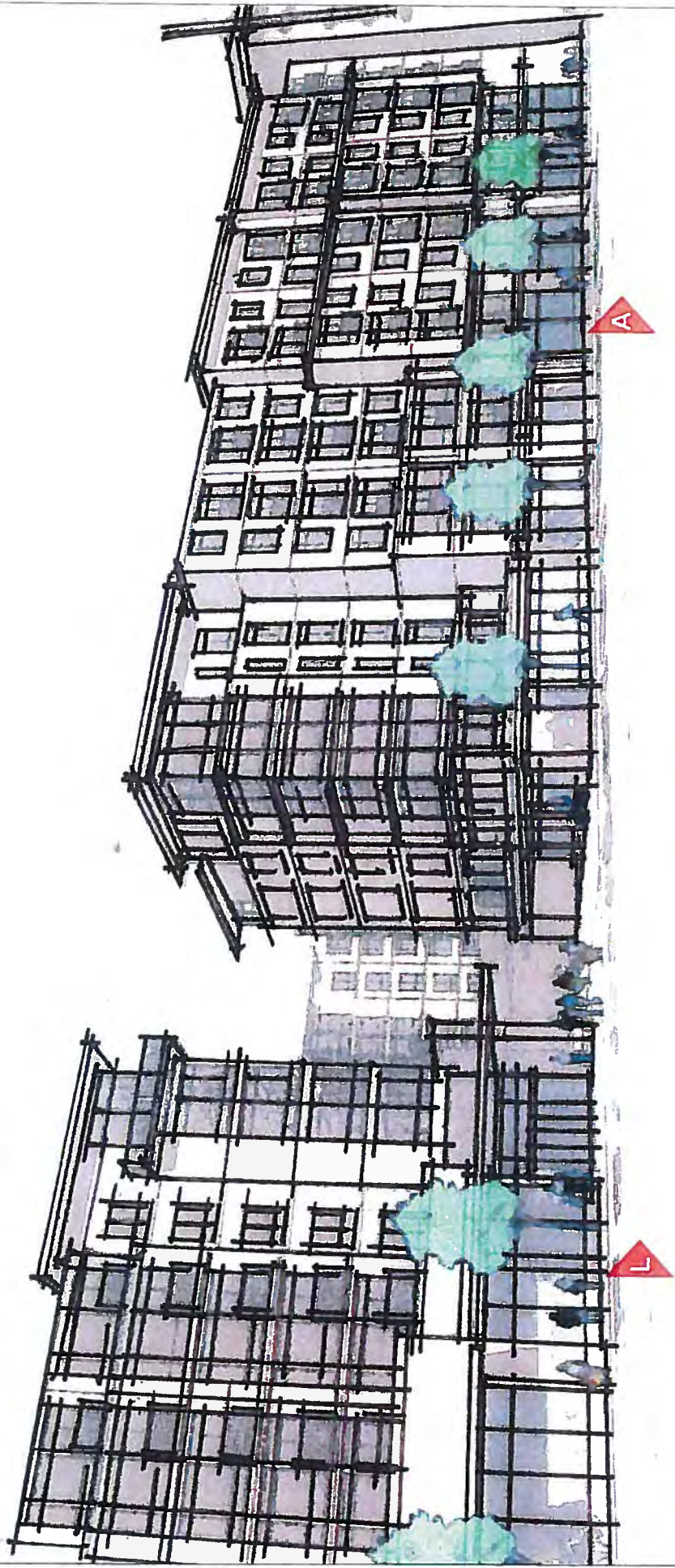
4755 Fauntleroy Way SW

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SE Along Fauntleroy Way

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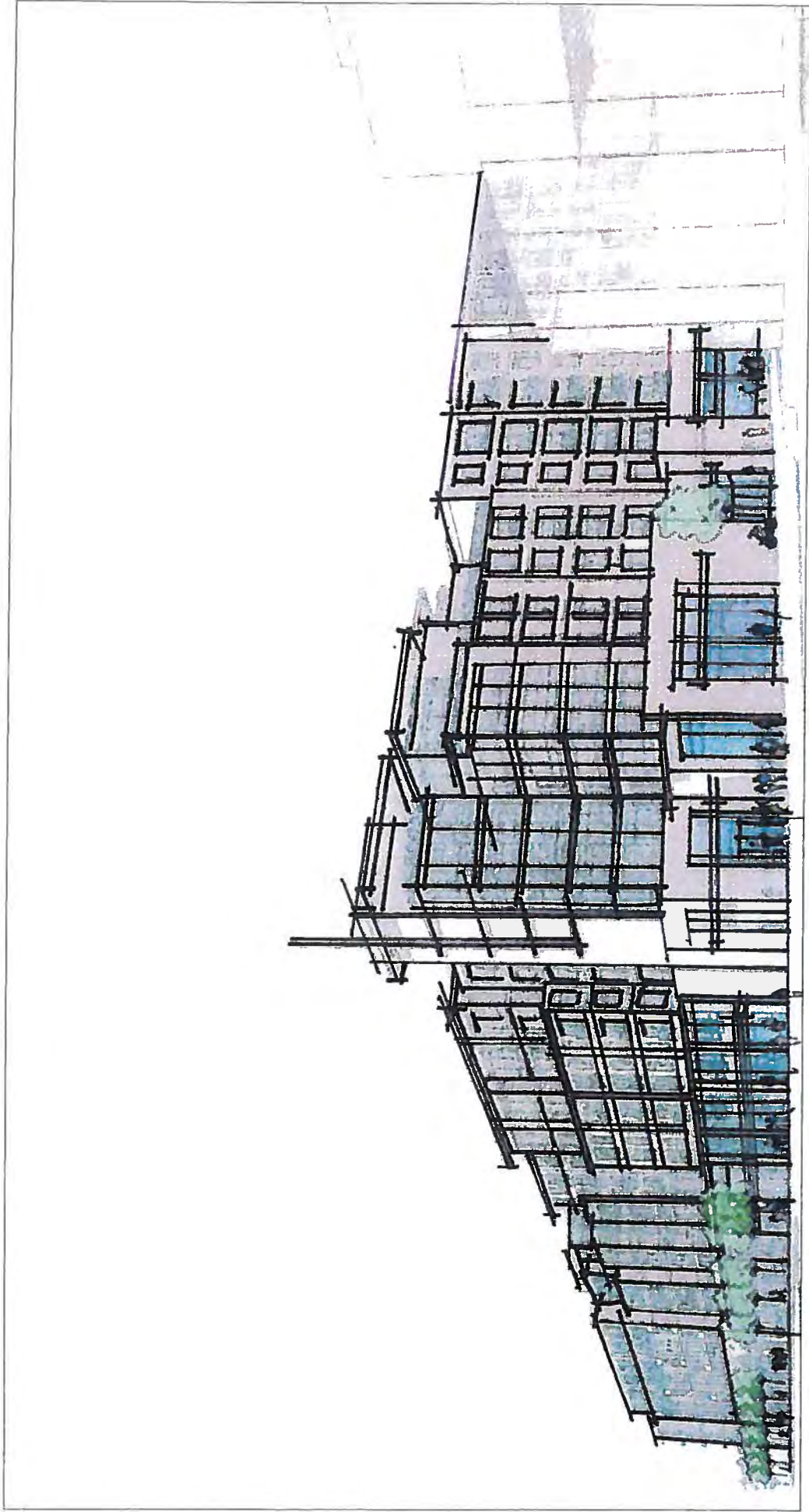
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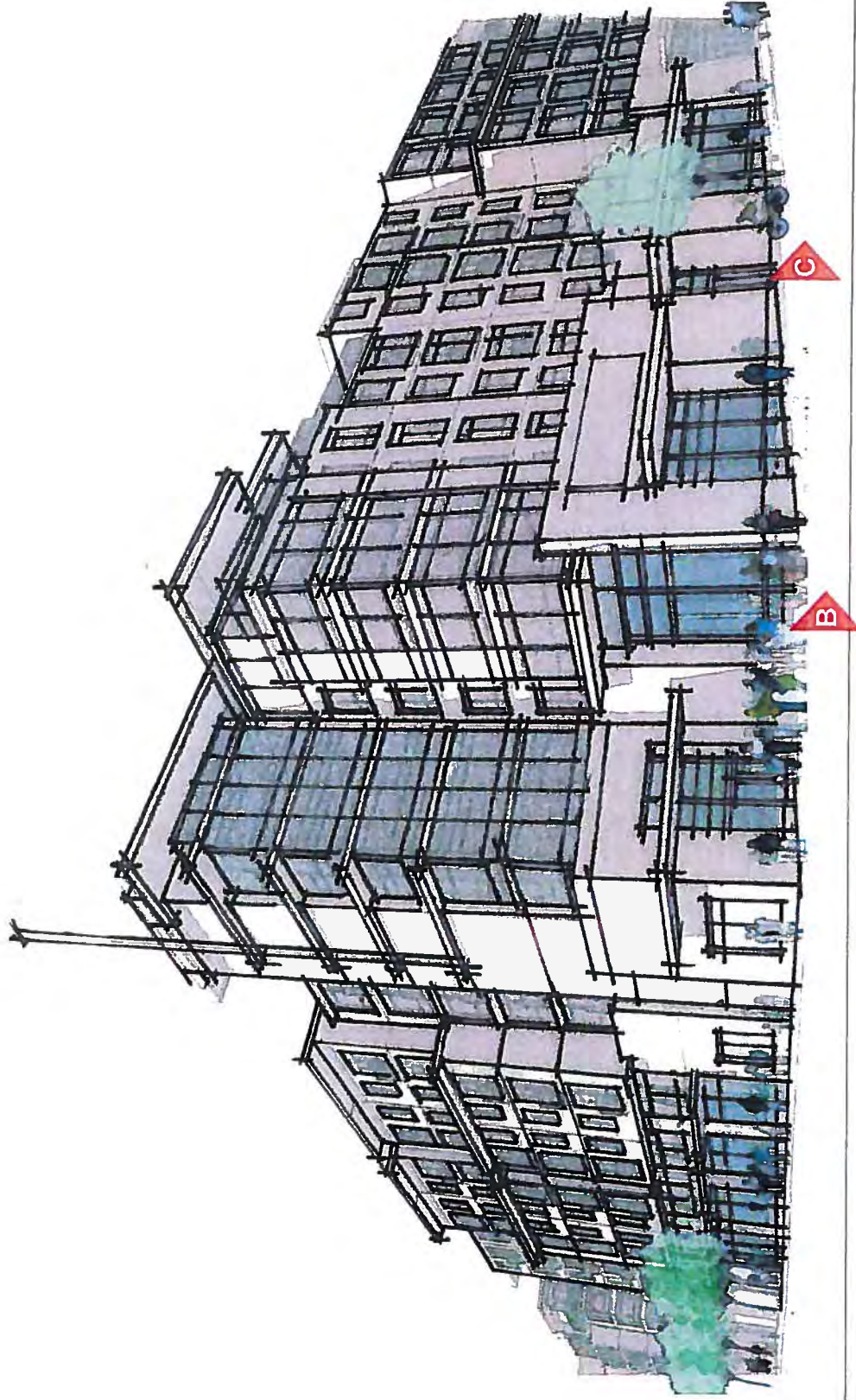
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NW Along Fauntleroy Way

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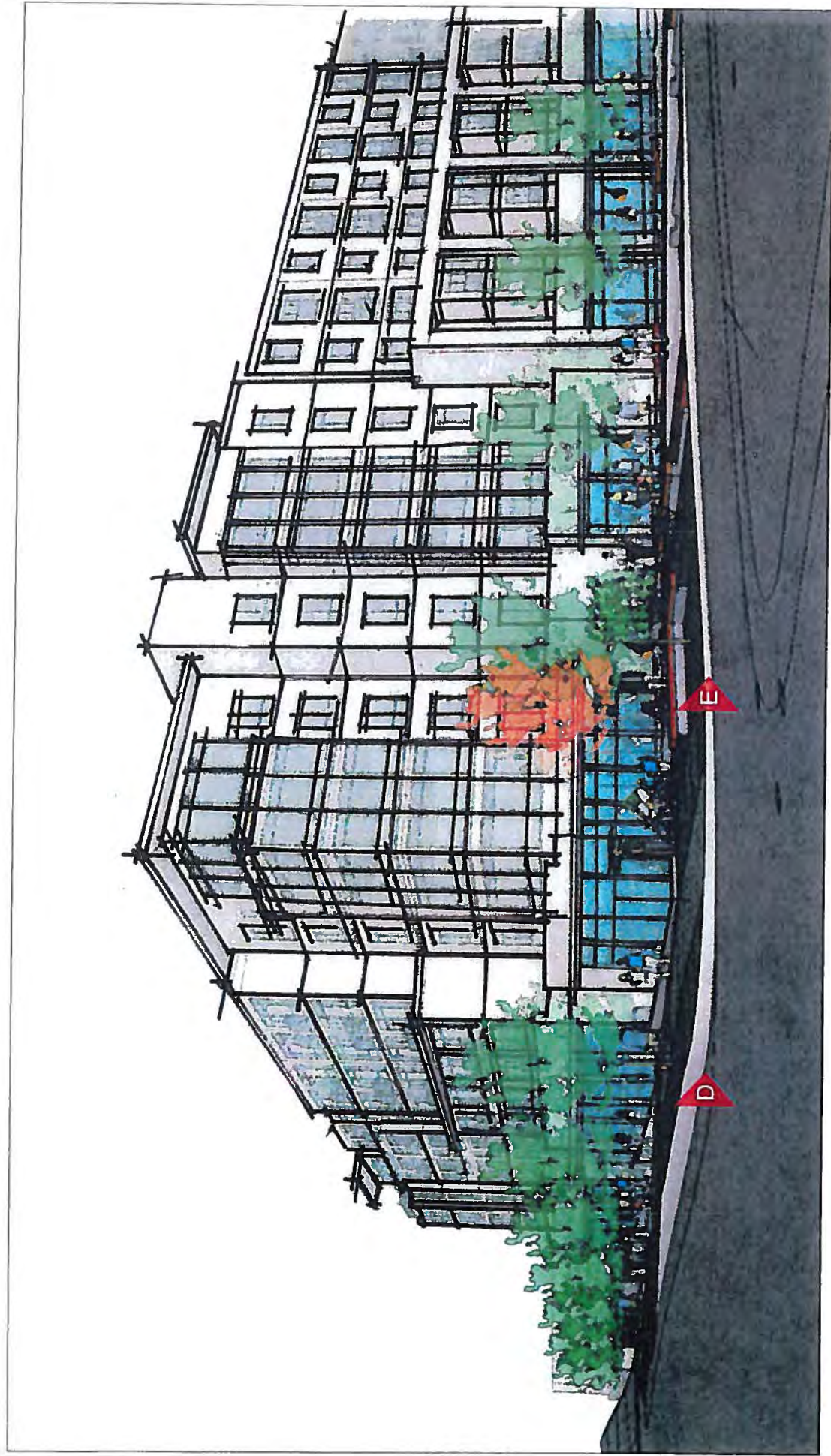
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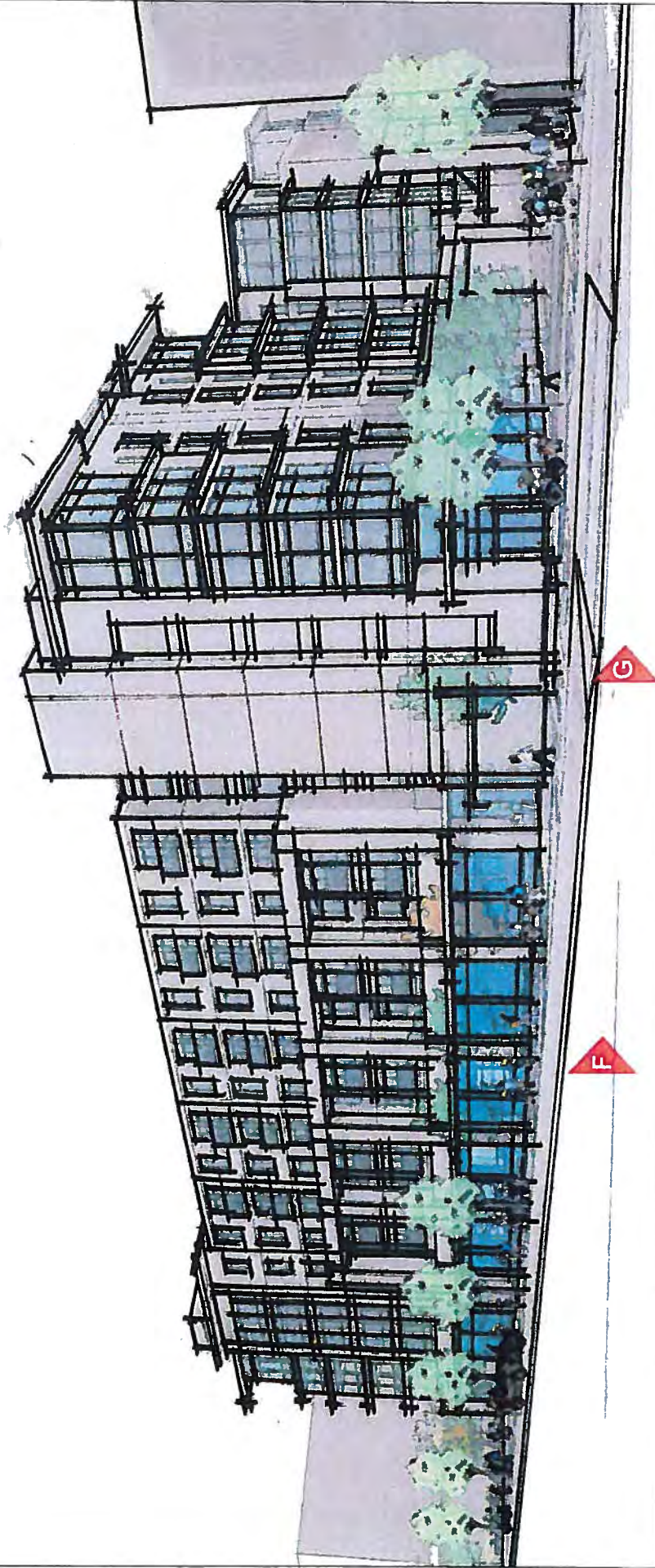
West Seattle, Seattle, Washington

NE Corner Pedestrian Level

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4755 Fauntleroy Way SW

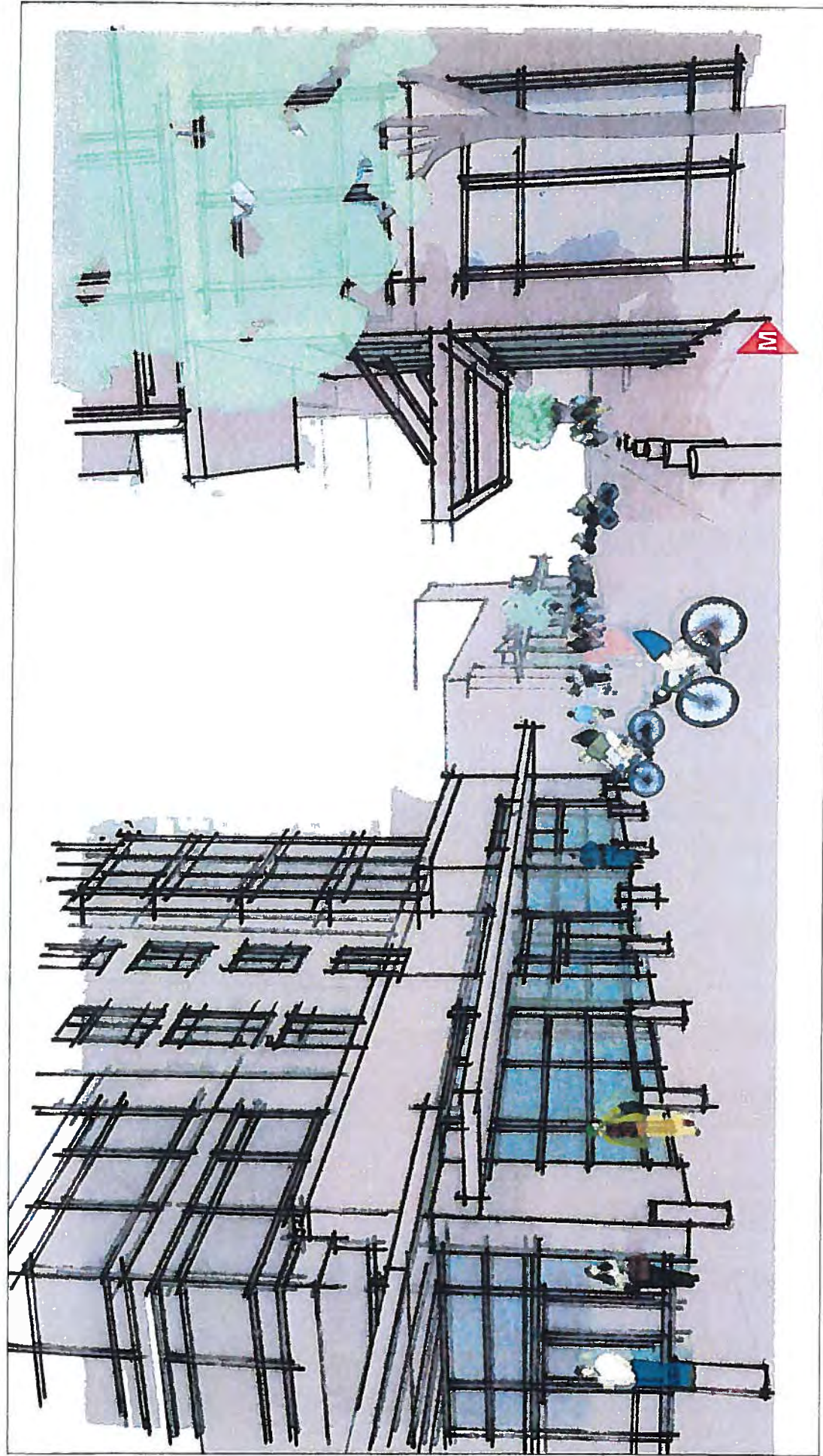
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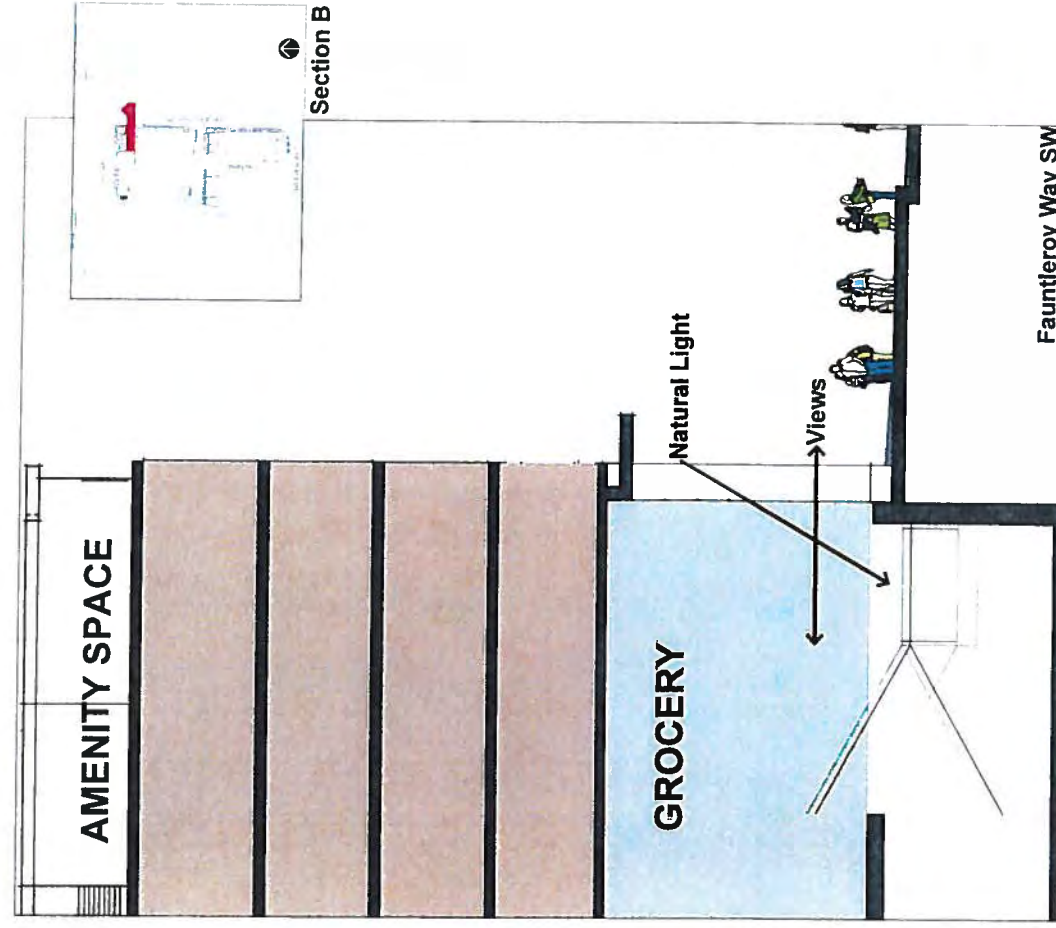
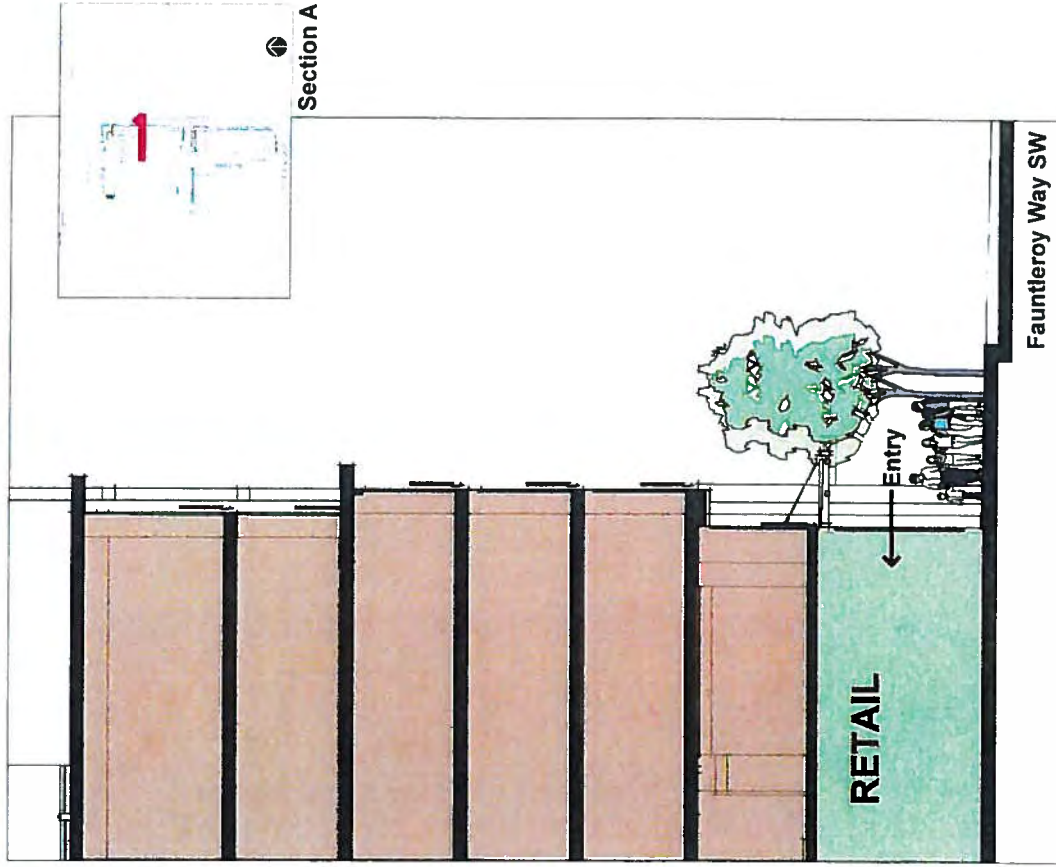
Along 40th Ave

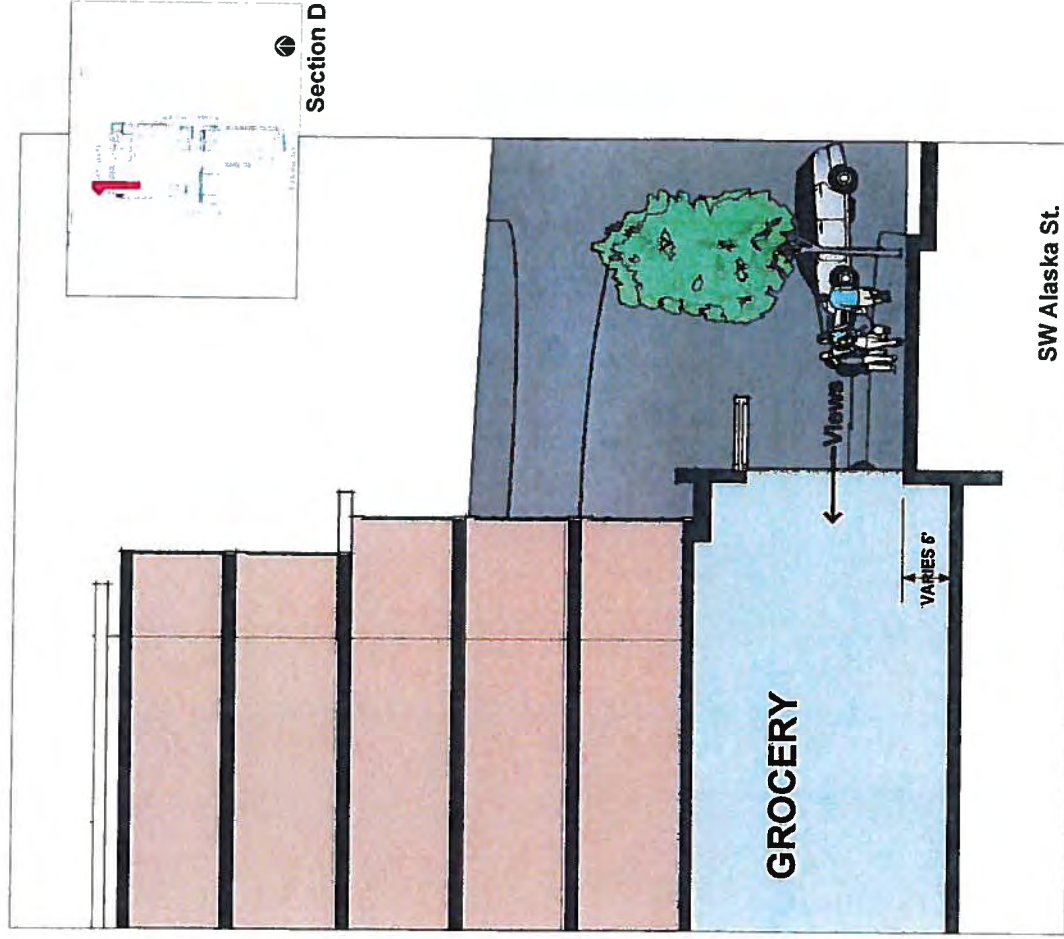
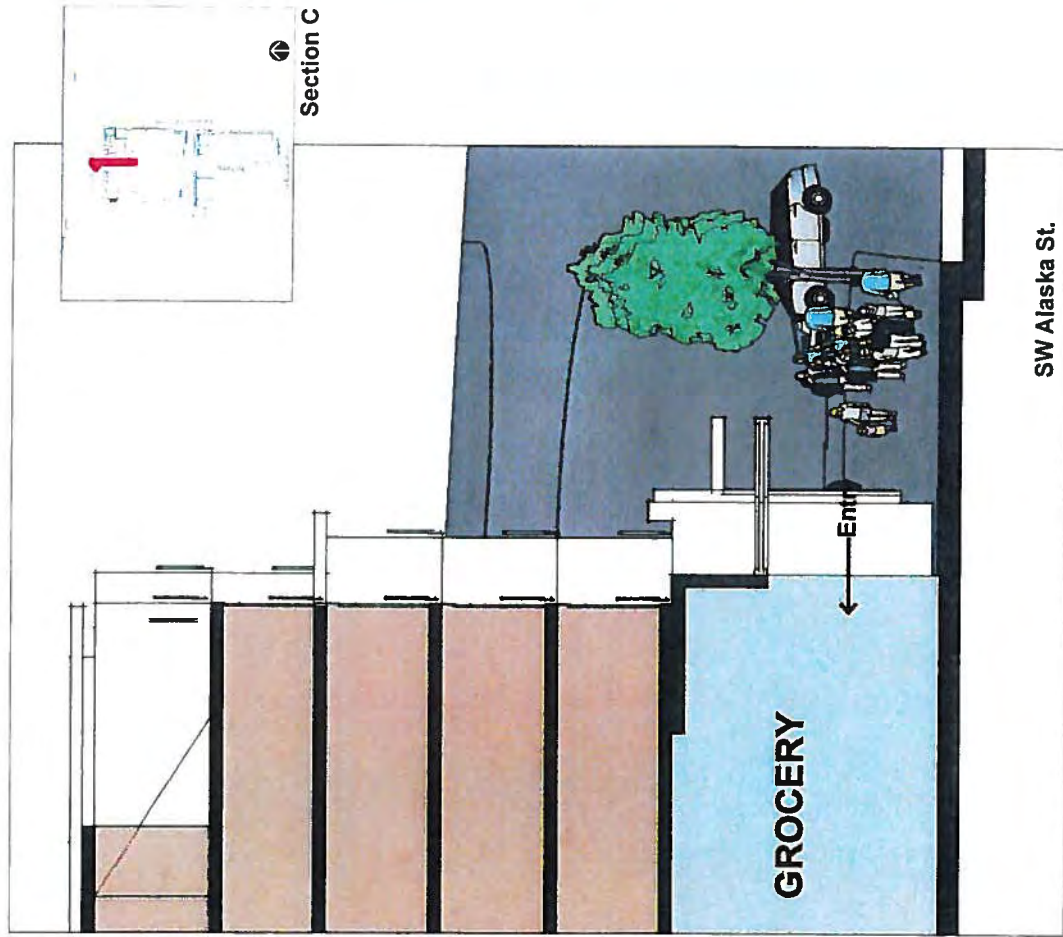
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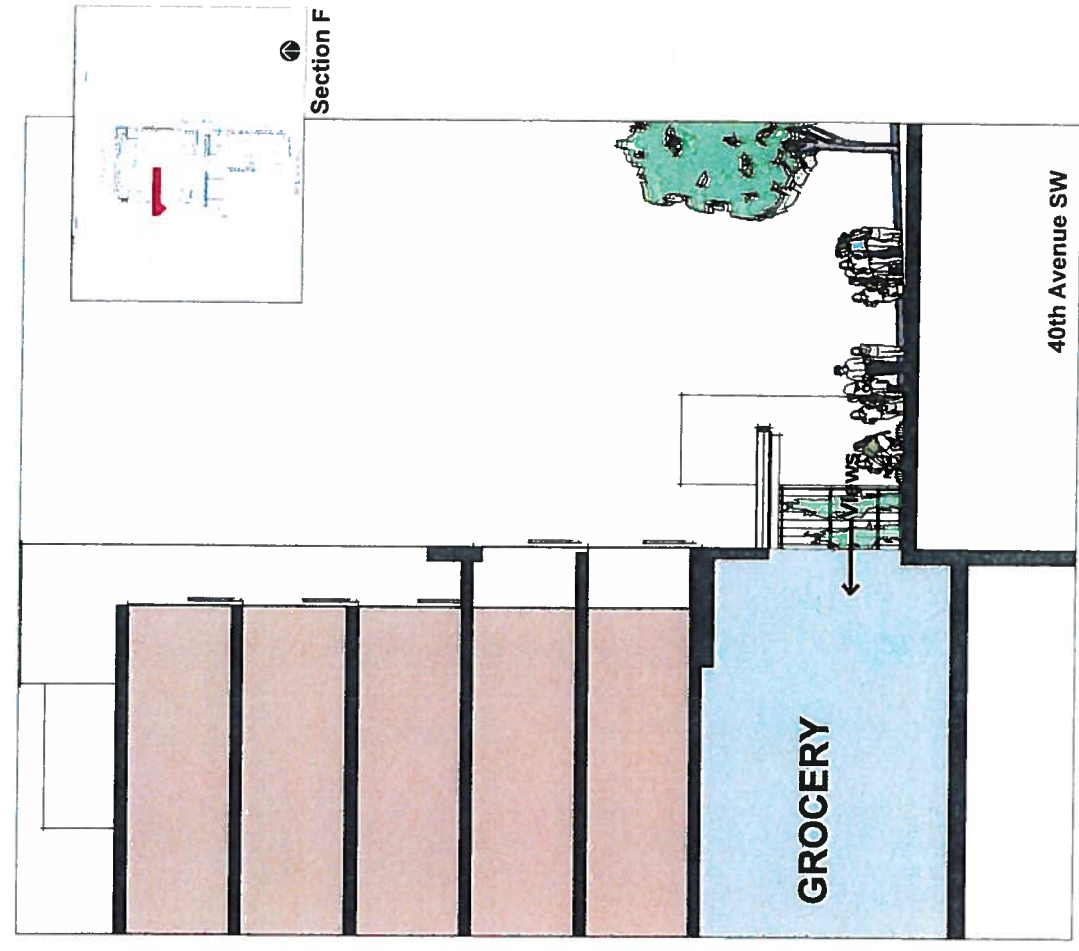
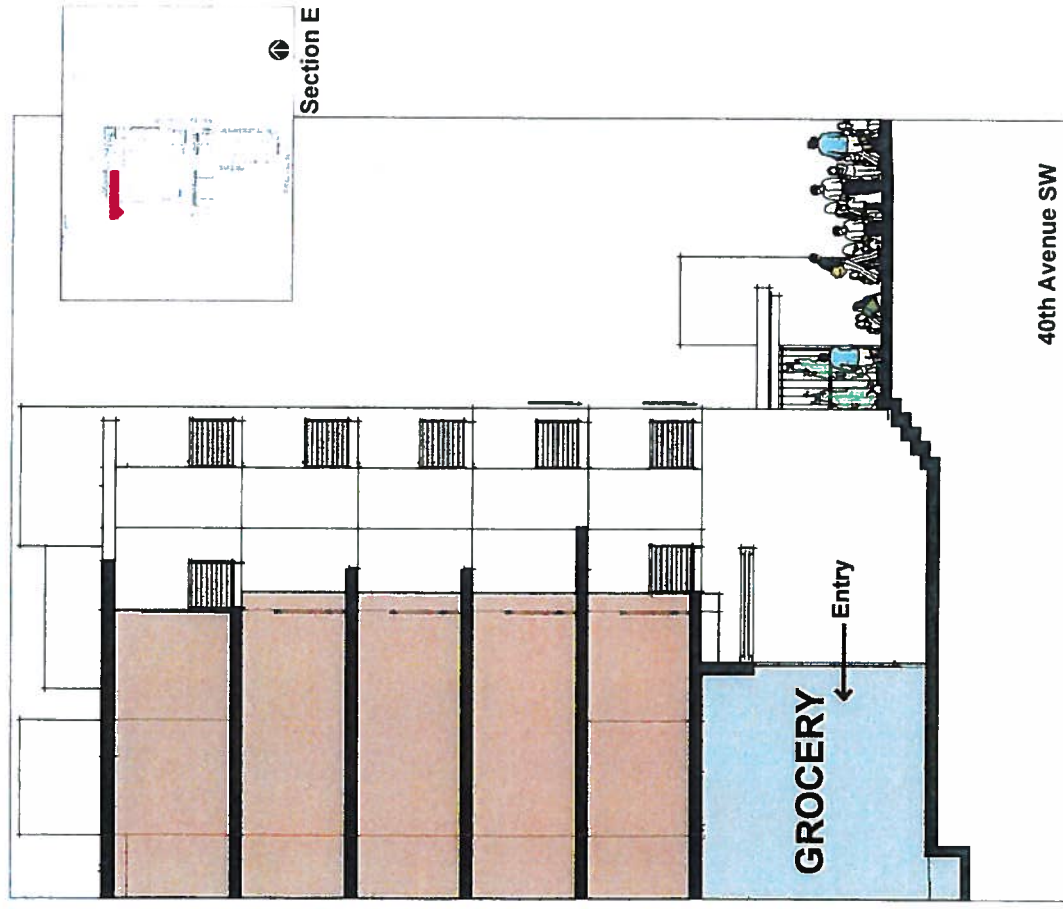
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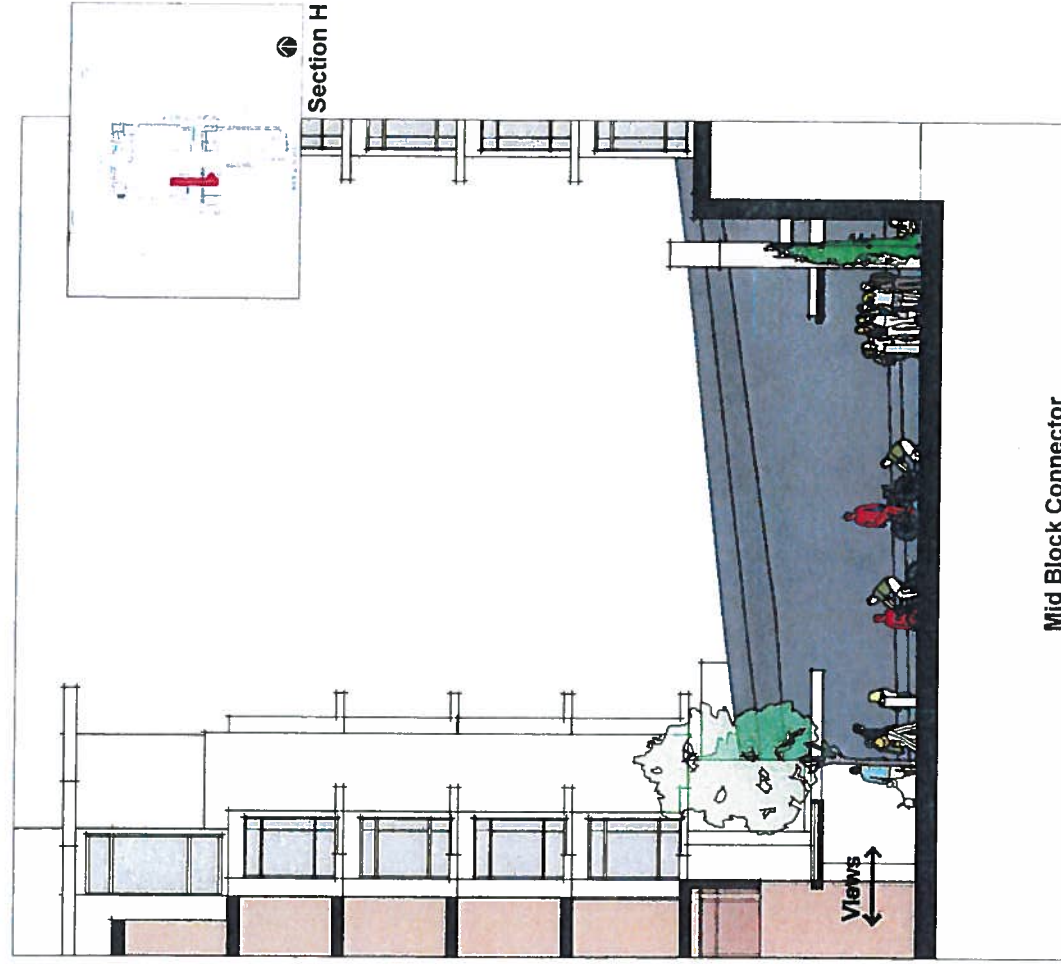
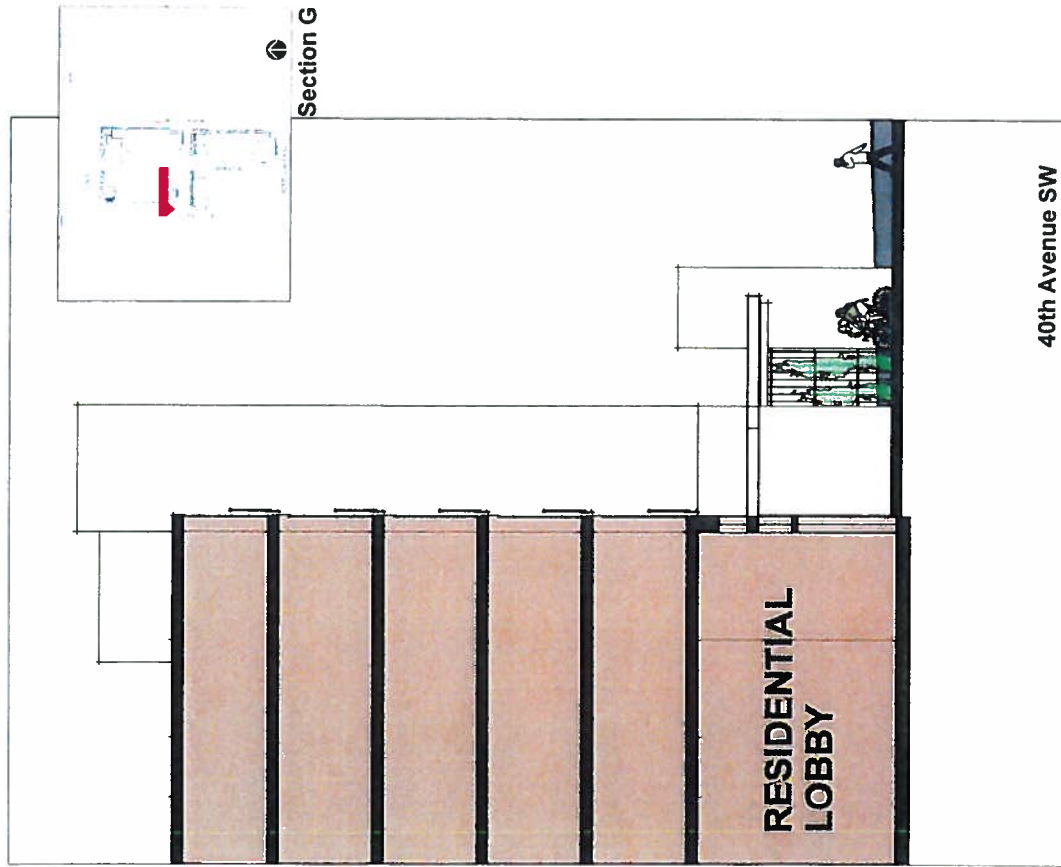
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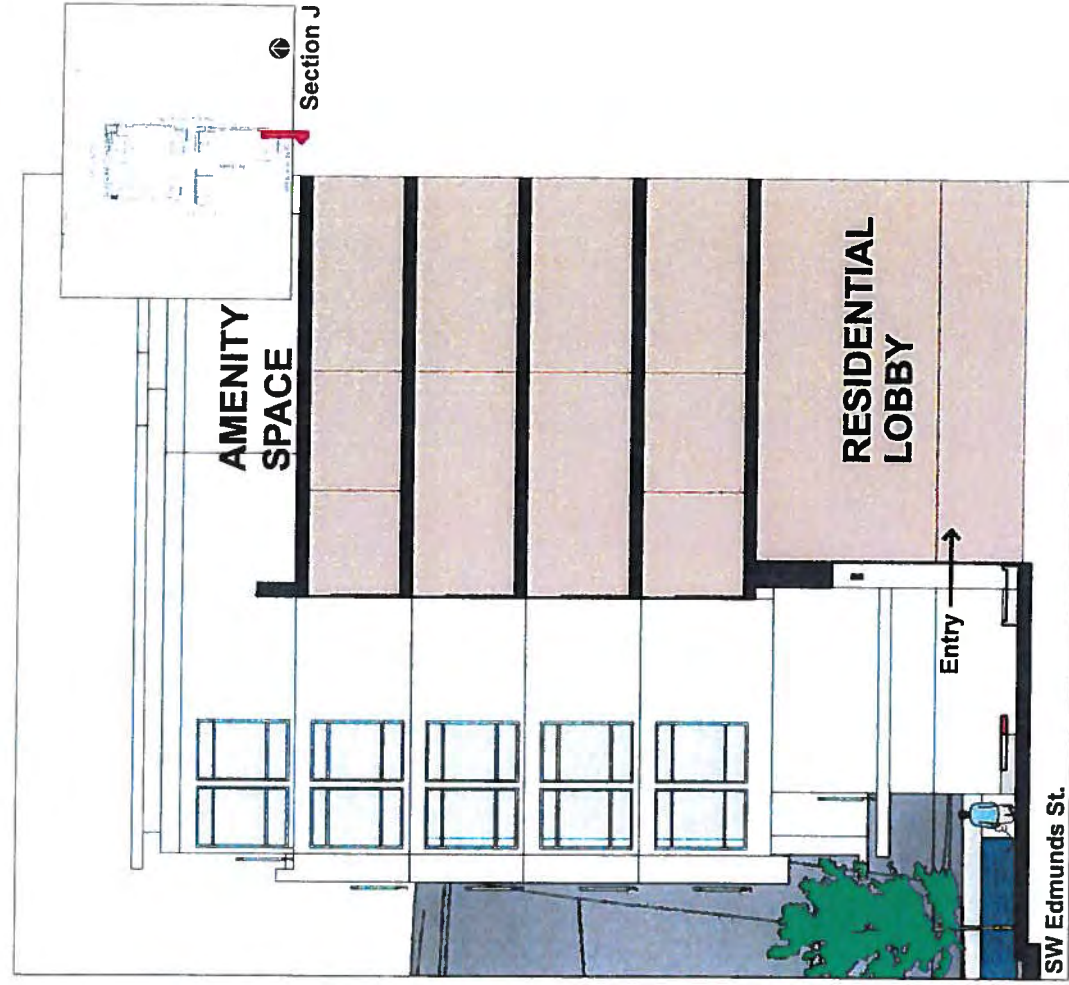
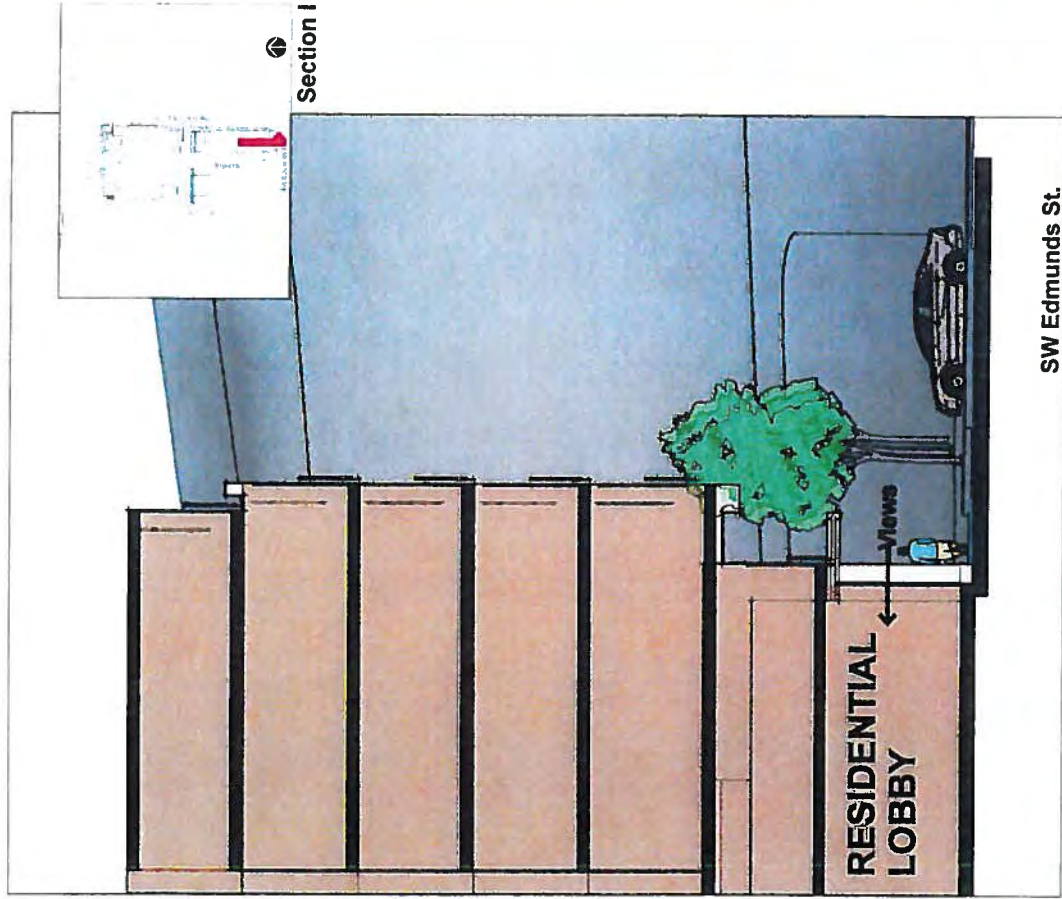
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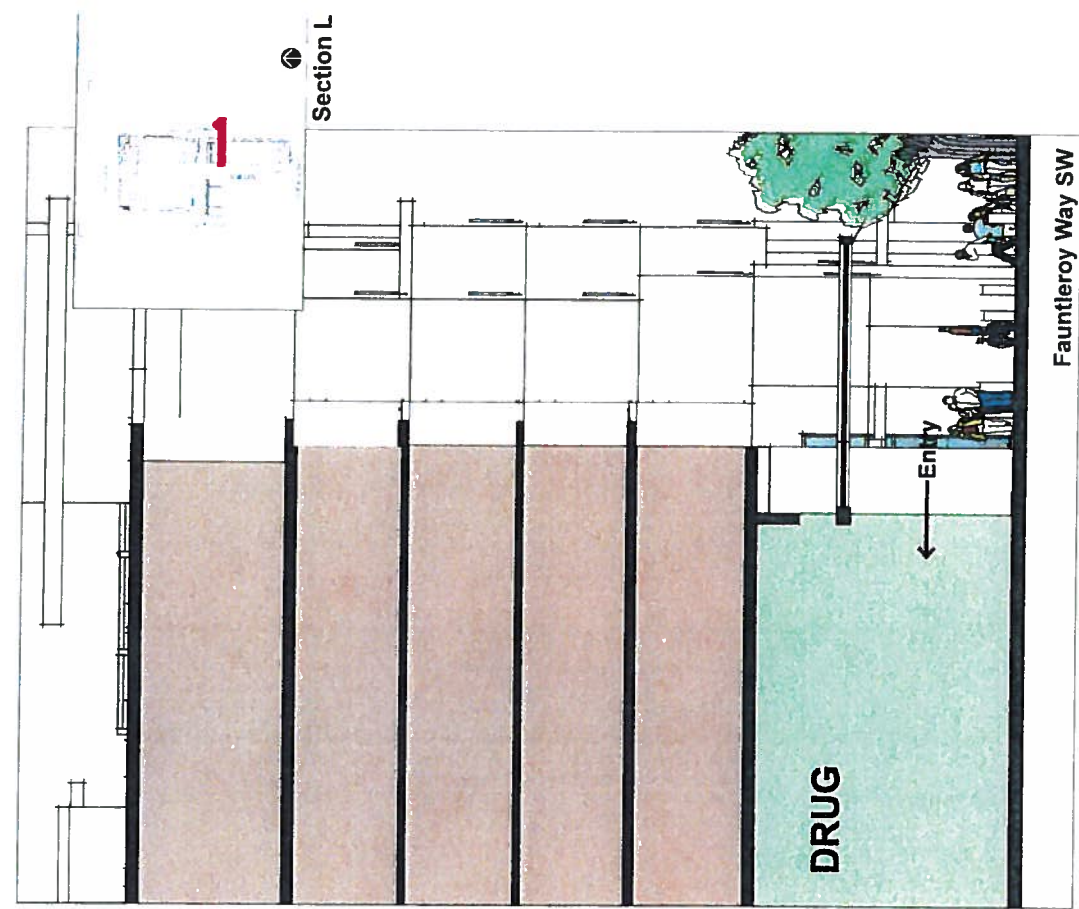
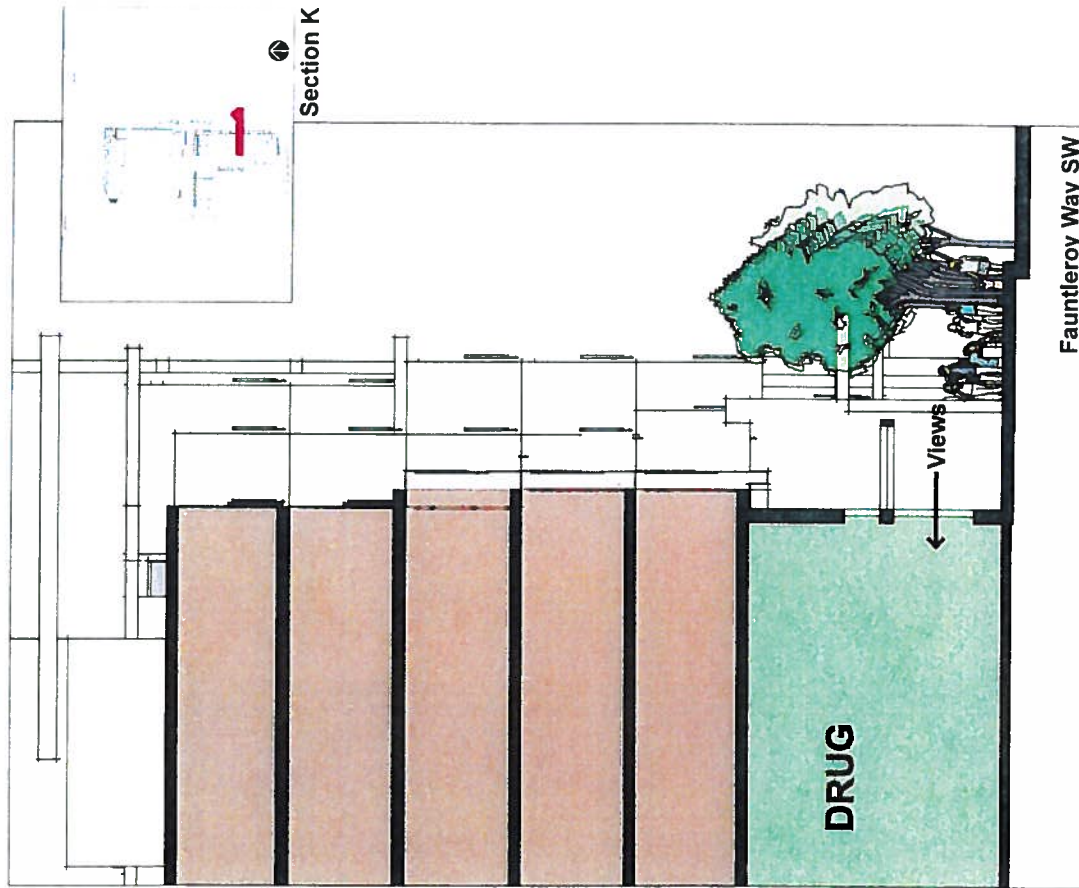
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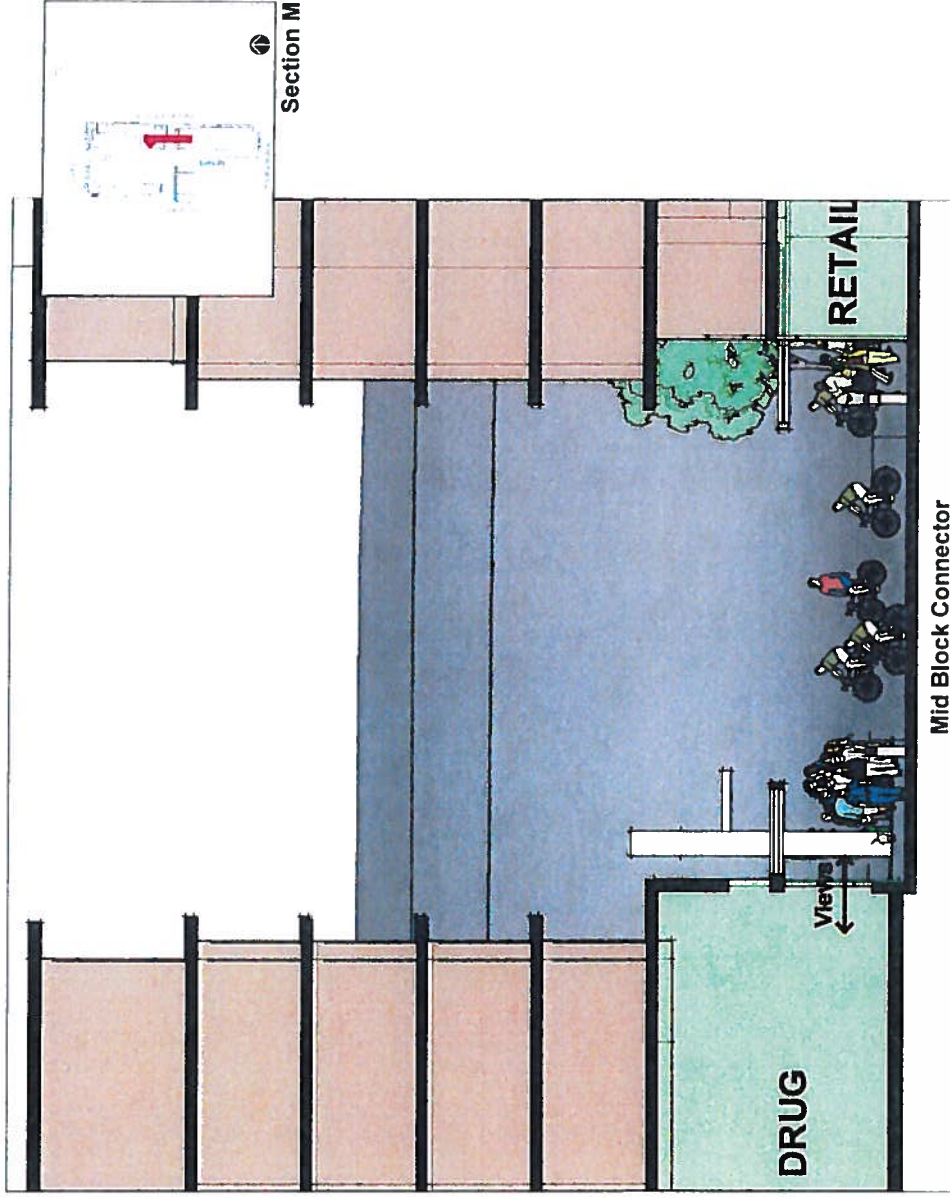
Early Design Guidance Presentation #2, Oct. 29, 2012

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Viking Bank



Altamira Apts. / QFC



Mural Apts.



Highline Medical Plaza



Permitted Mixed-Use



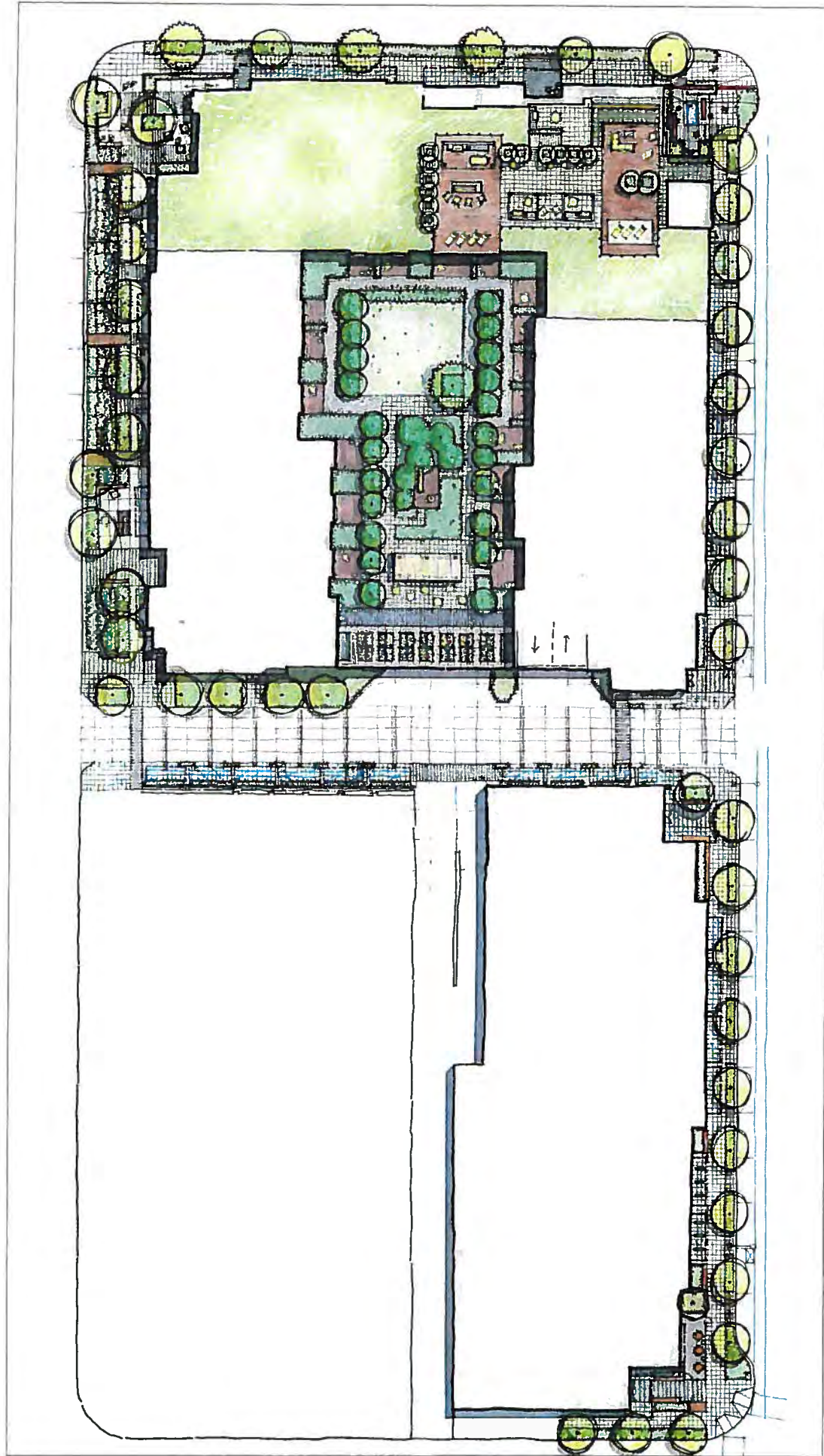
Trader Joe's



Fire Station No. 32



Link Apts.



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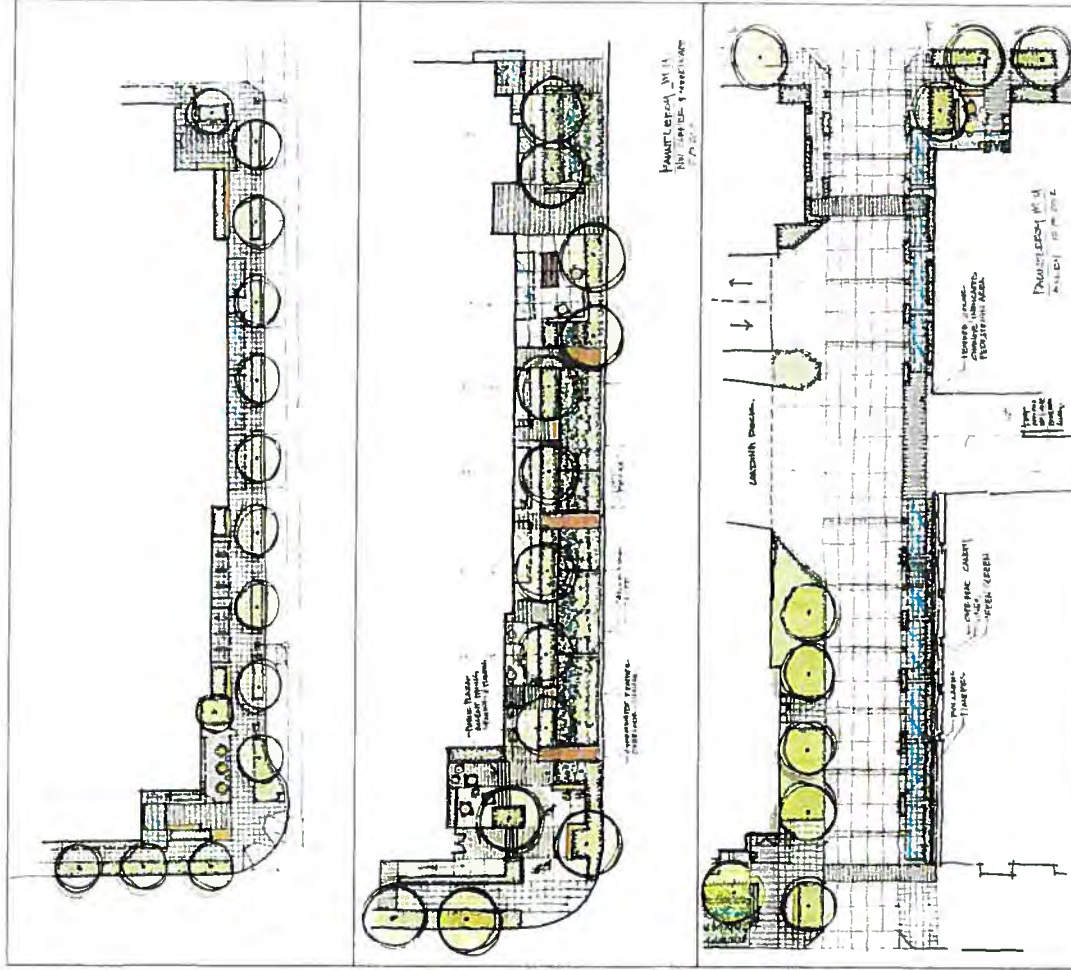
4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

Overall Landscape Concept Plan

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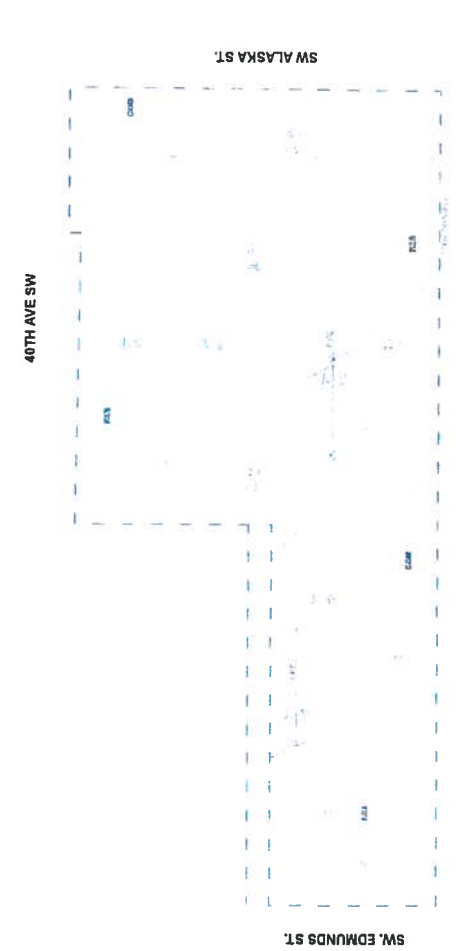
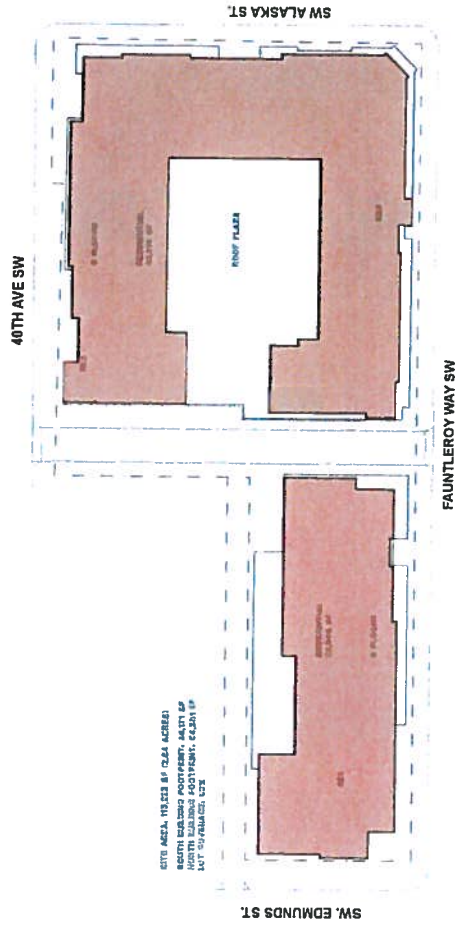
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Fauntleroy Way SW Streetscape

40th Ave SW Streetscape

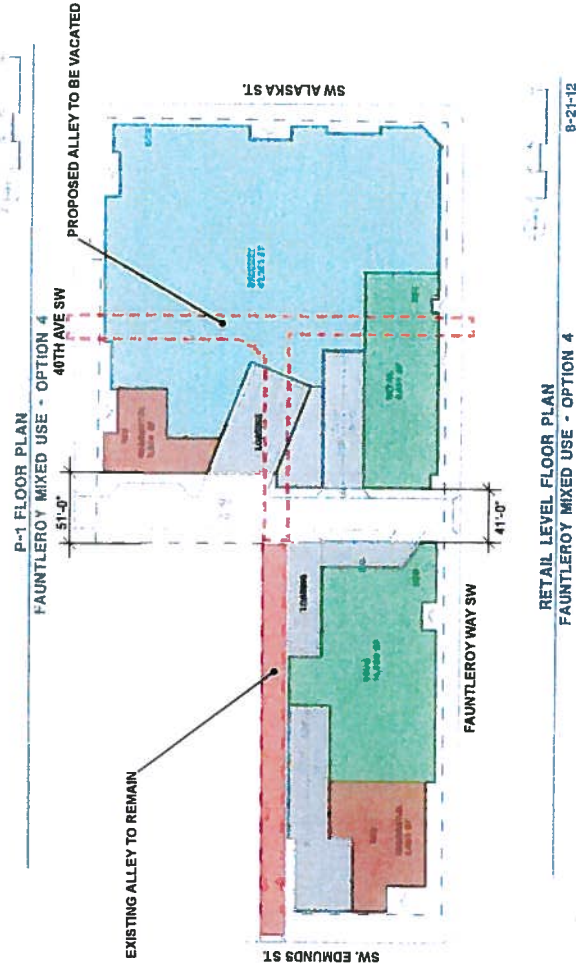
Mid Block Connector Streetscape

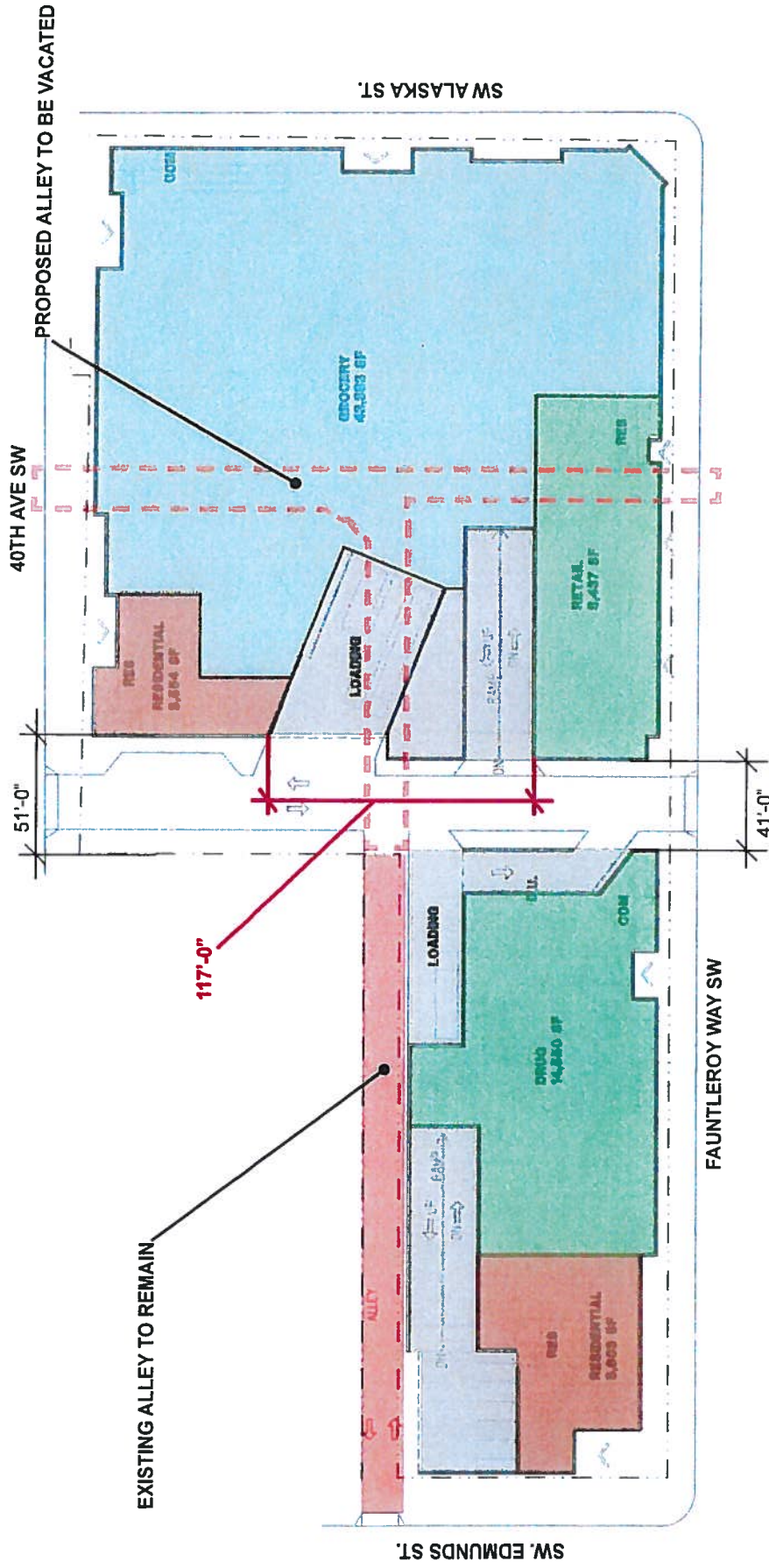


RESIDENTIAL LEVEL TYP. FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 4

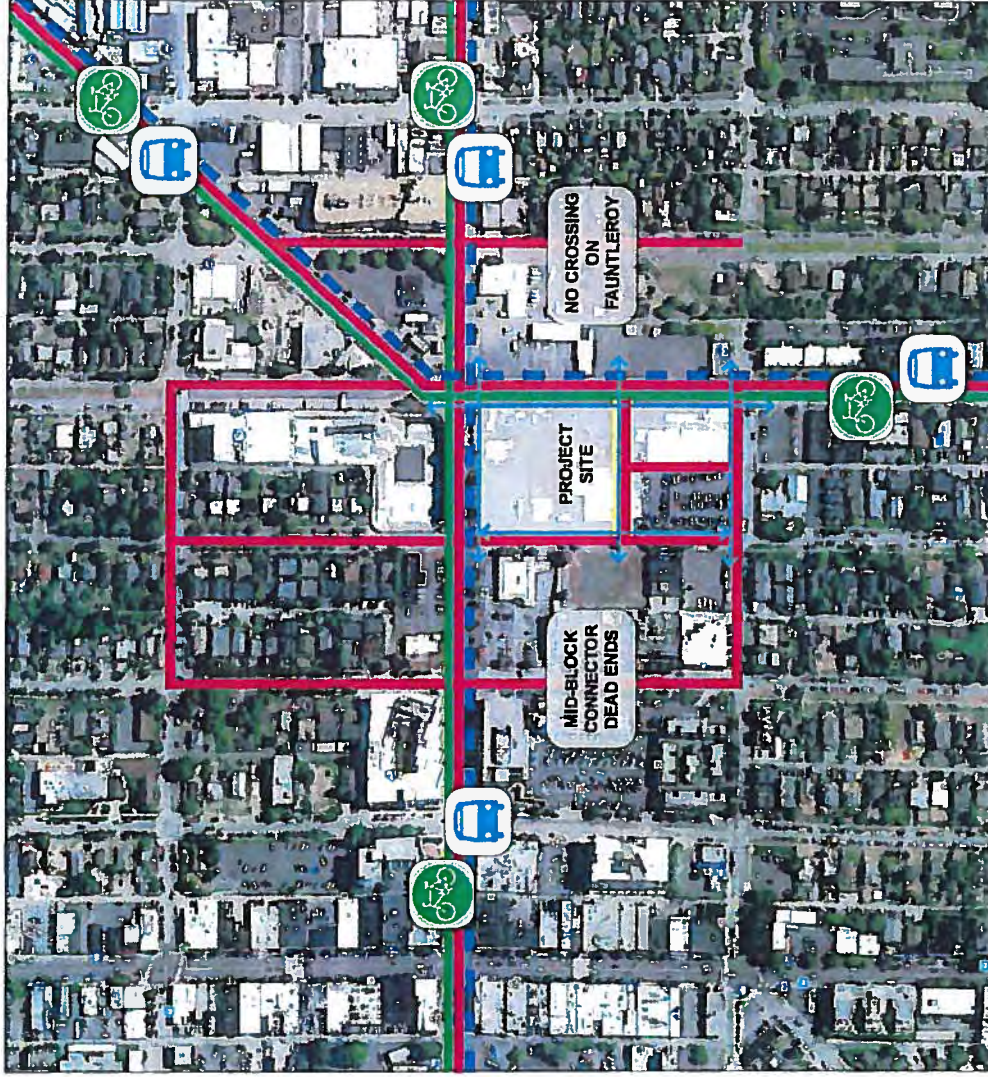
Option 4
Site & Scheme Square Footages

Site Area:	115,223 sf
Lot Coverage:	80%
South Building Area:	22,910 sf
North Building Area:	57,675 sf
Grocery:	43,383 sf
Drug:	14,550 sf
Retail:	8,437 sf
Residential:	338,567 sf
Units:	398
3.75 FAR (5.5 FAR Maximum)	
Total Above Ground Area:	432,500 sf

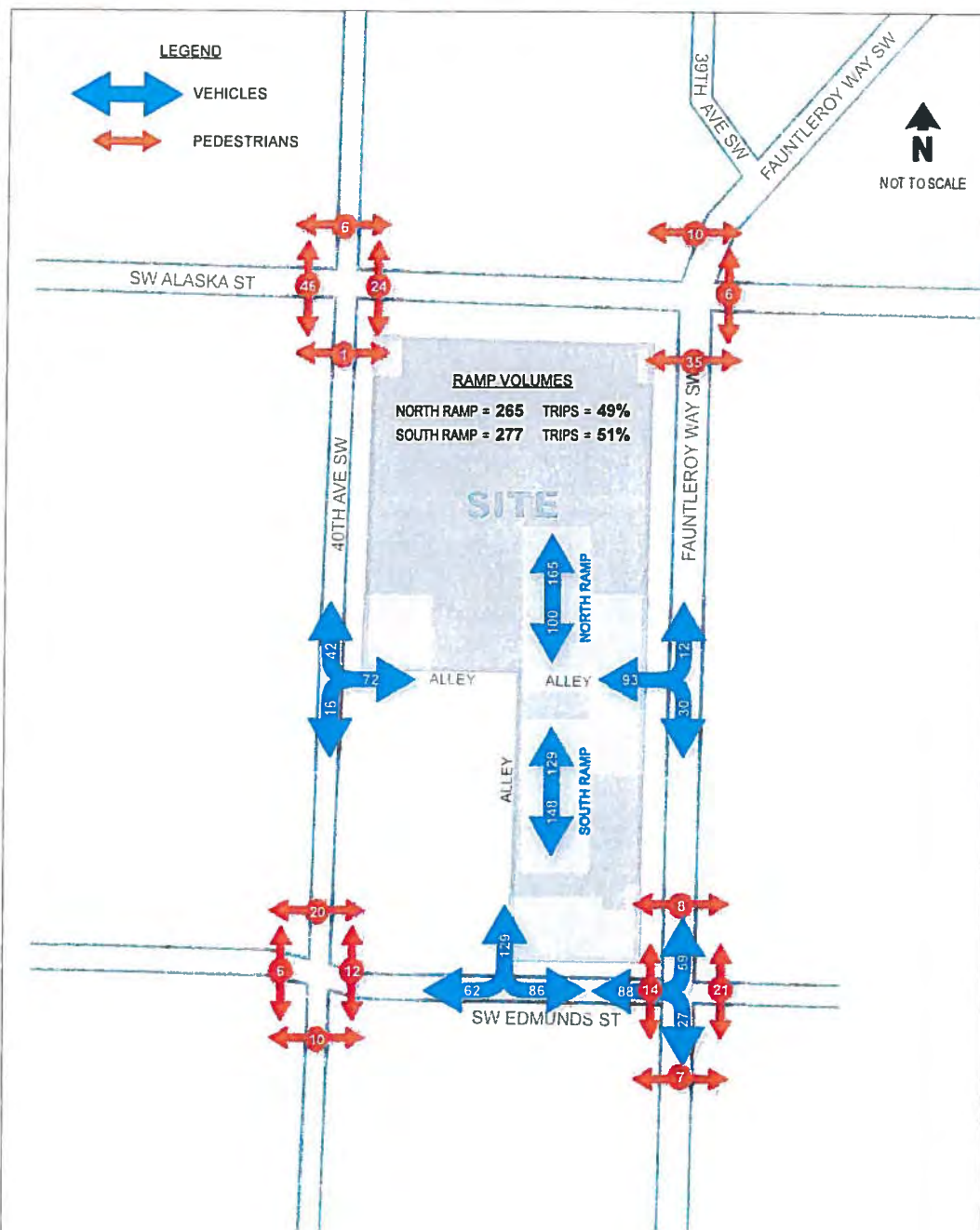




RETAIL LEVEL FLOOR PLAN
FAUNTLEROY MIXED USE - OPTION 4



-  Bicycle Access
-  Transit Access
-  Pedestrian Access
-  Mid-Block Connector
-  Vehicular Access

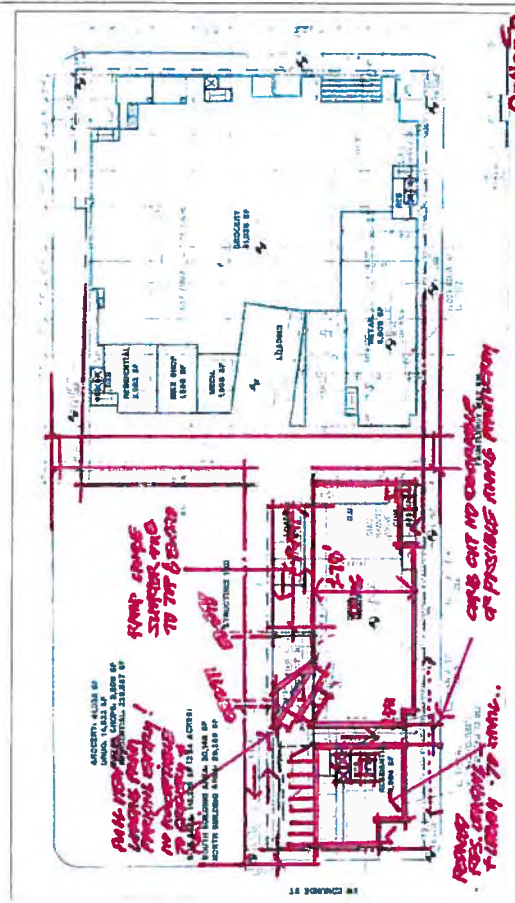
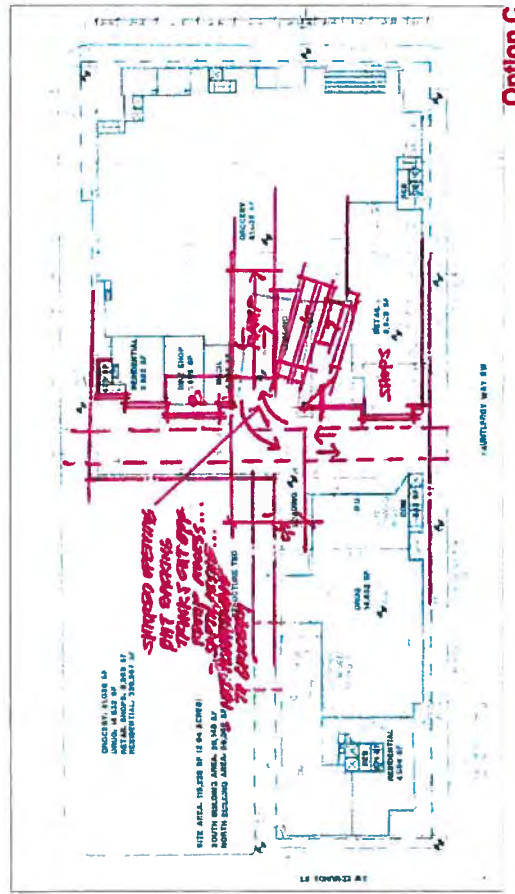
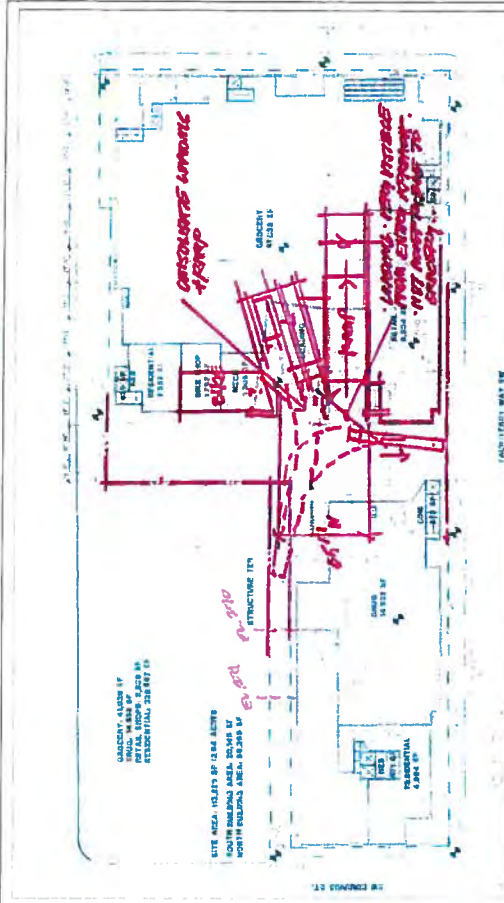
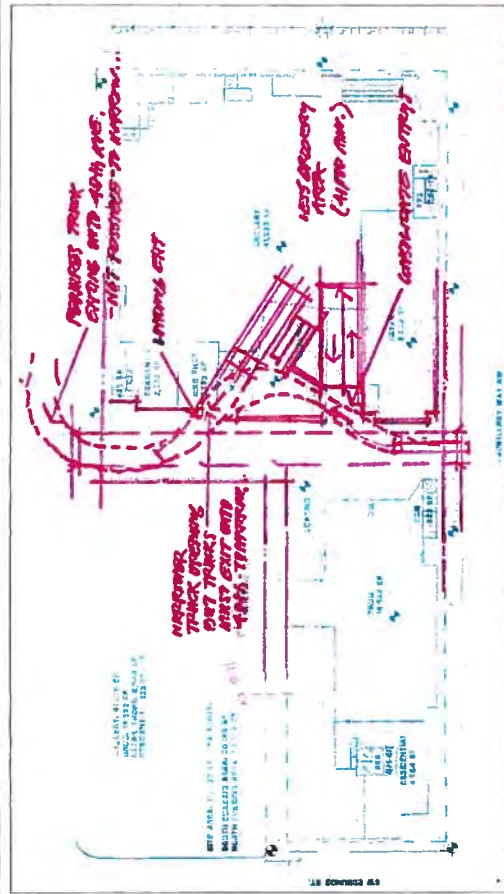


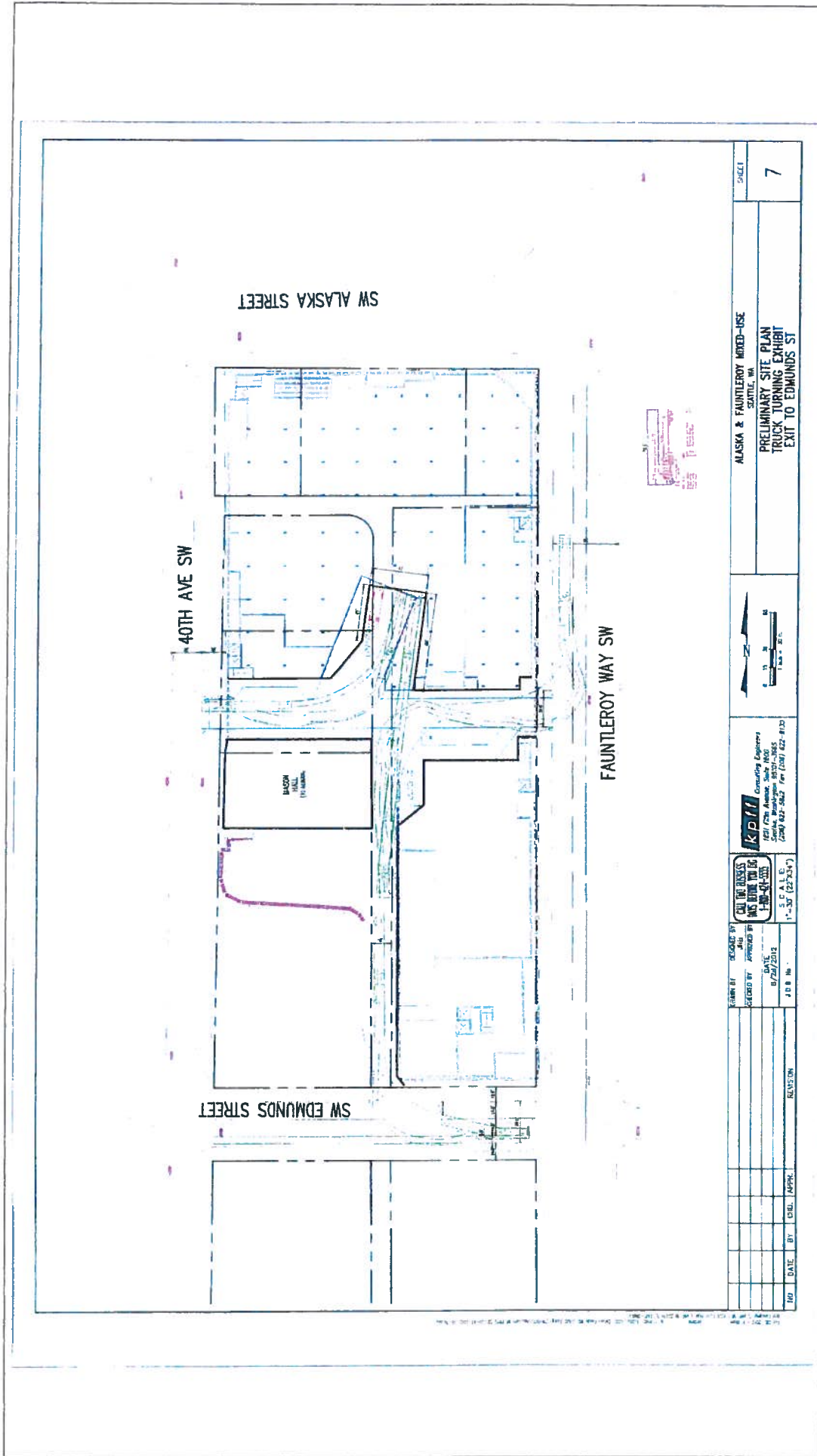
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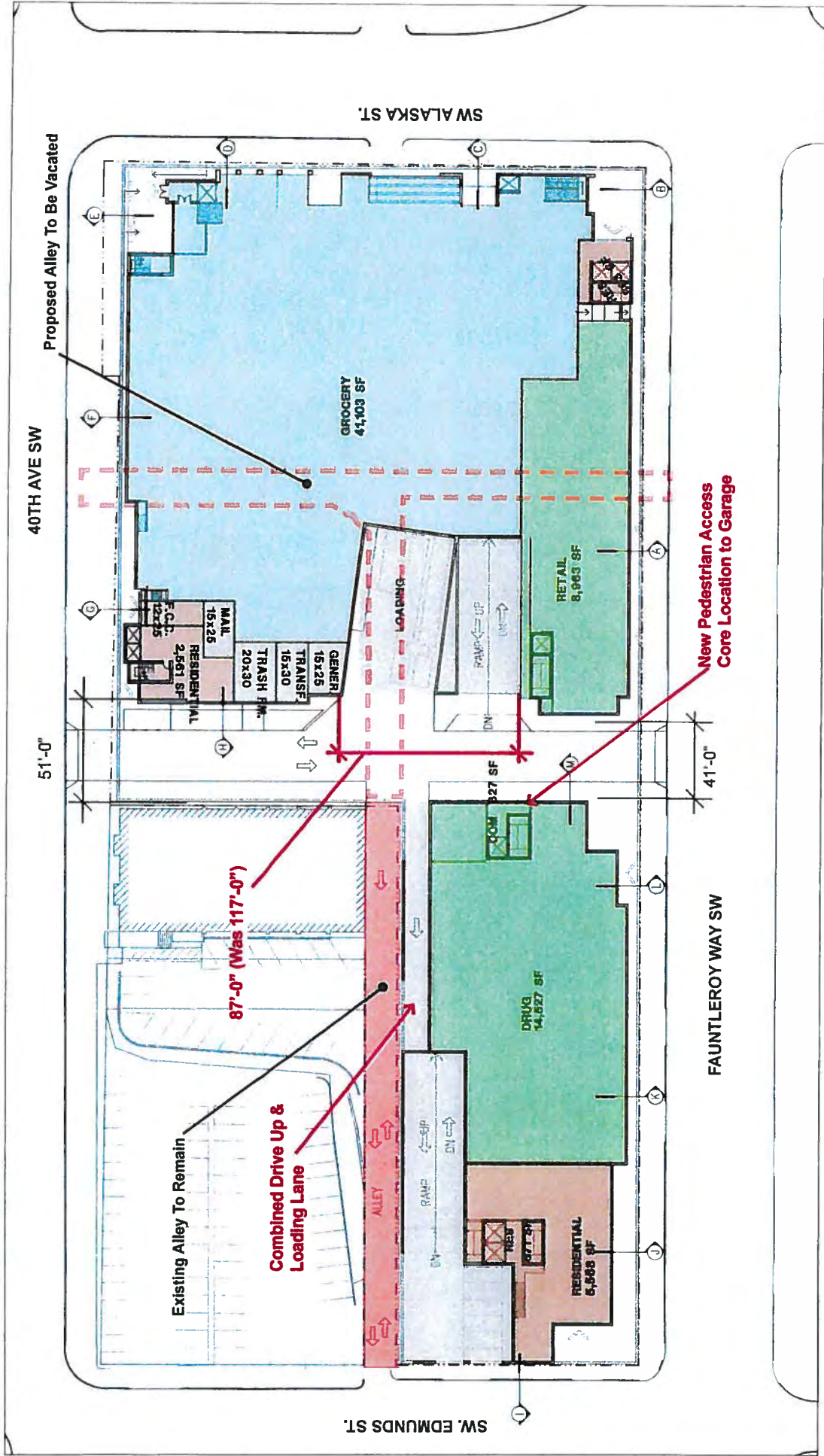
West Seattle Mixed Use

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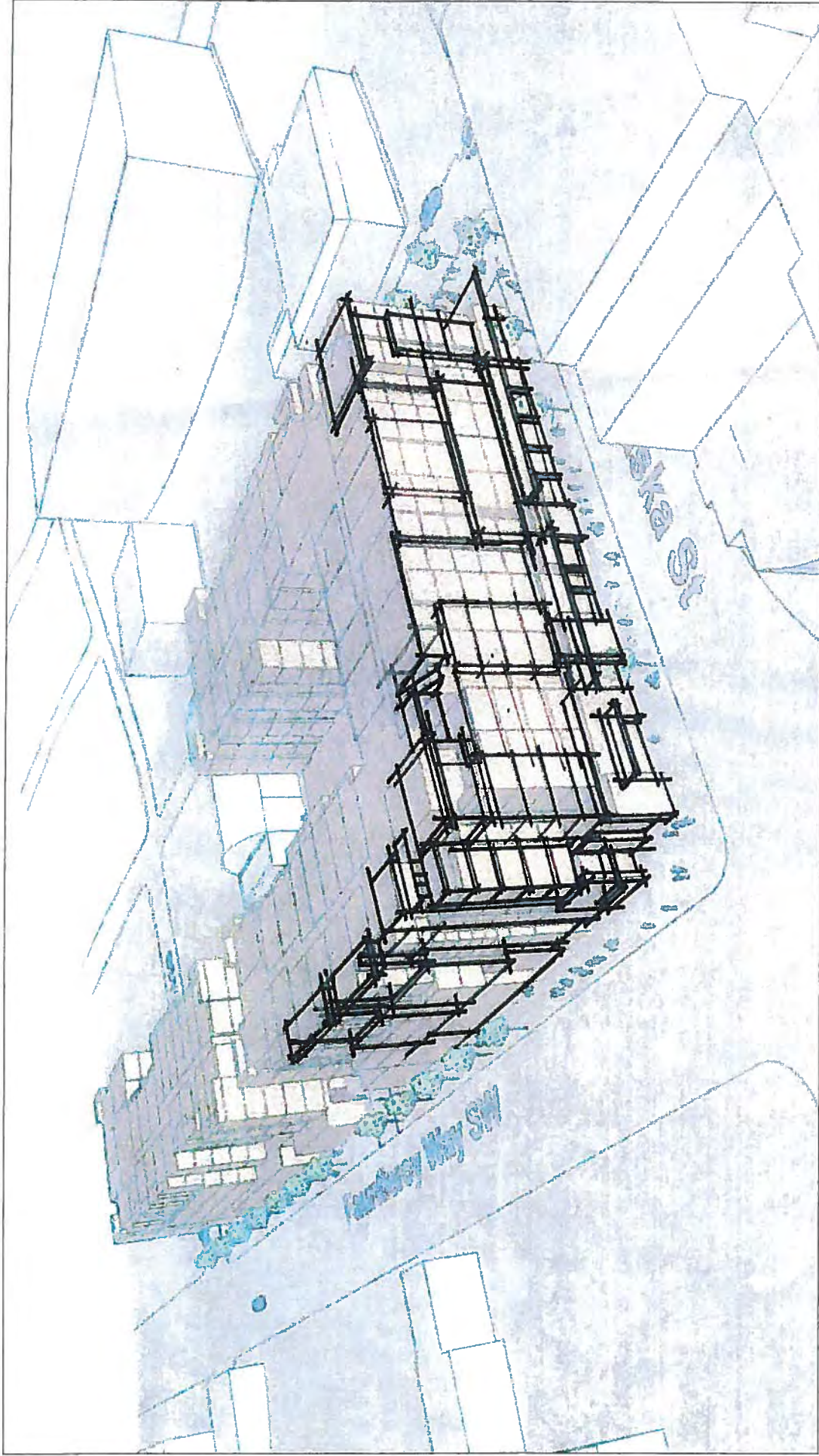


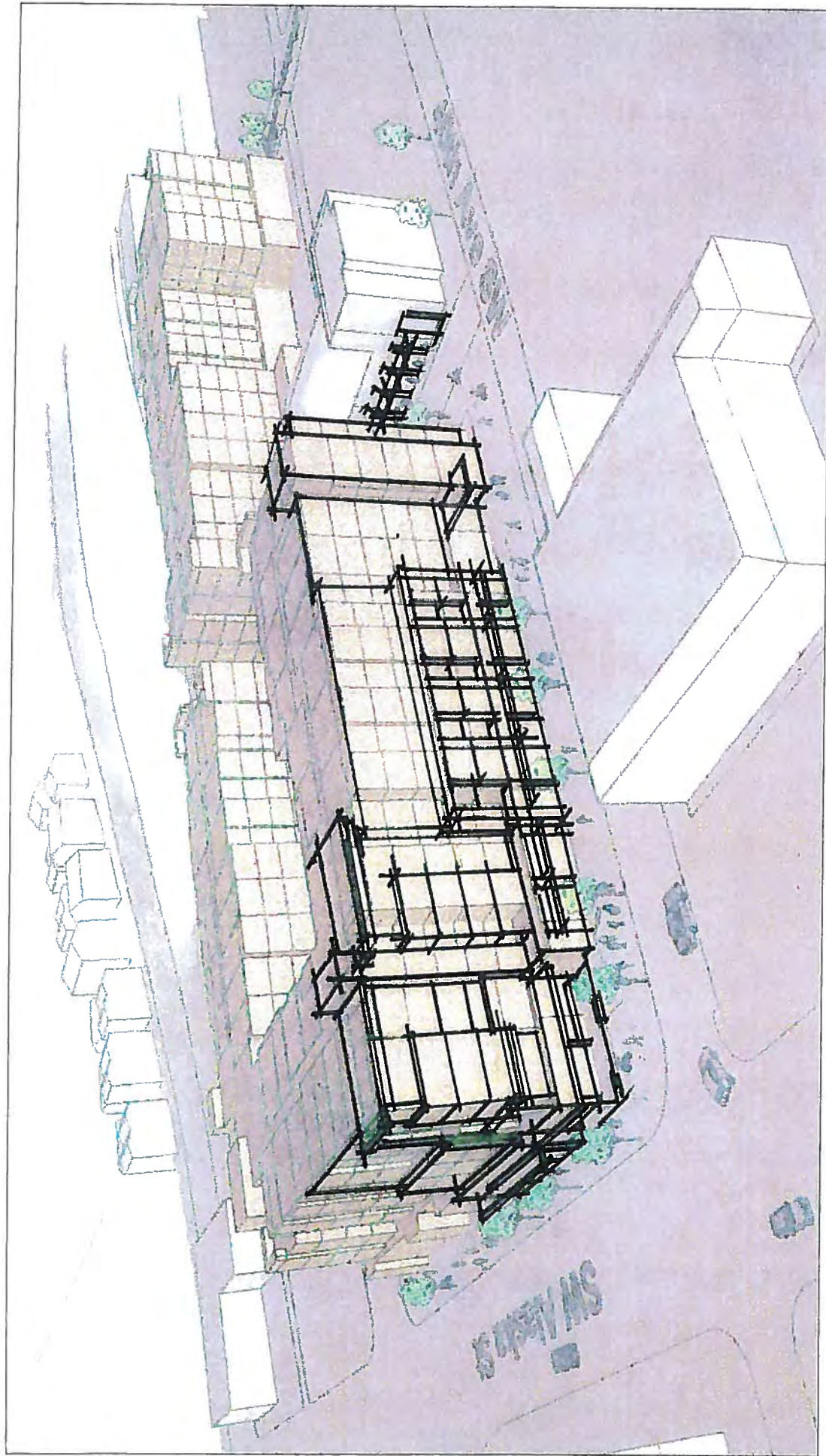


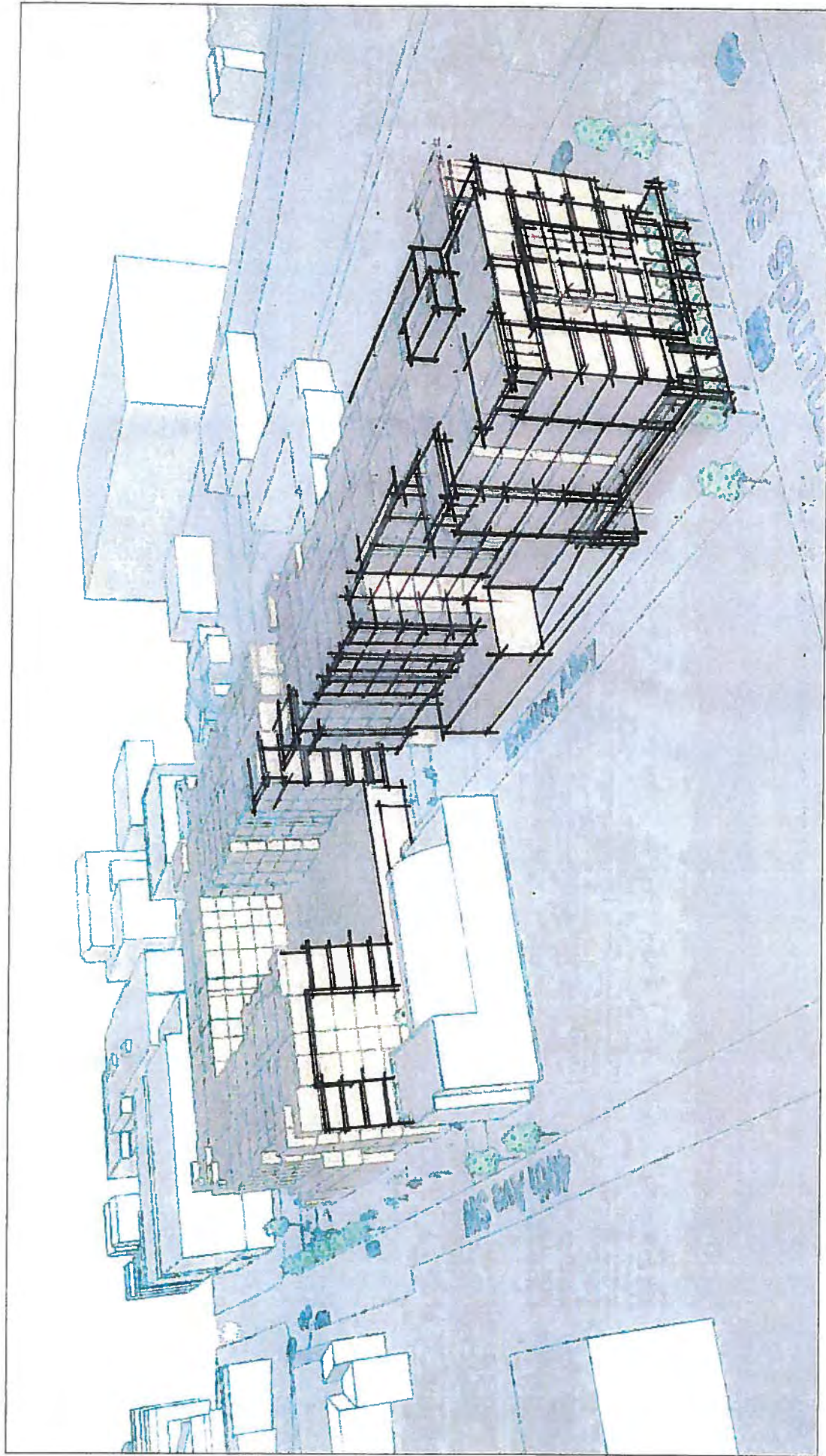


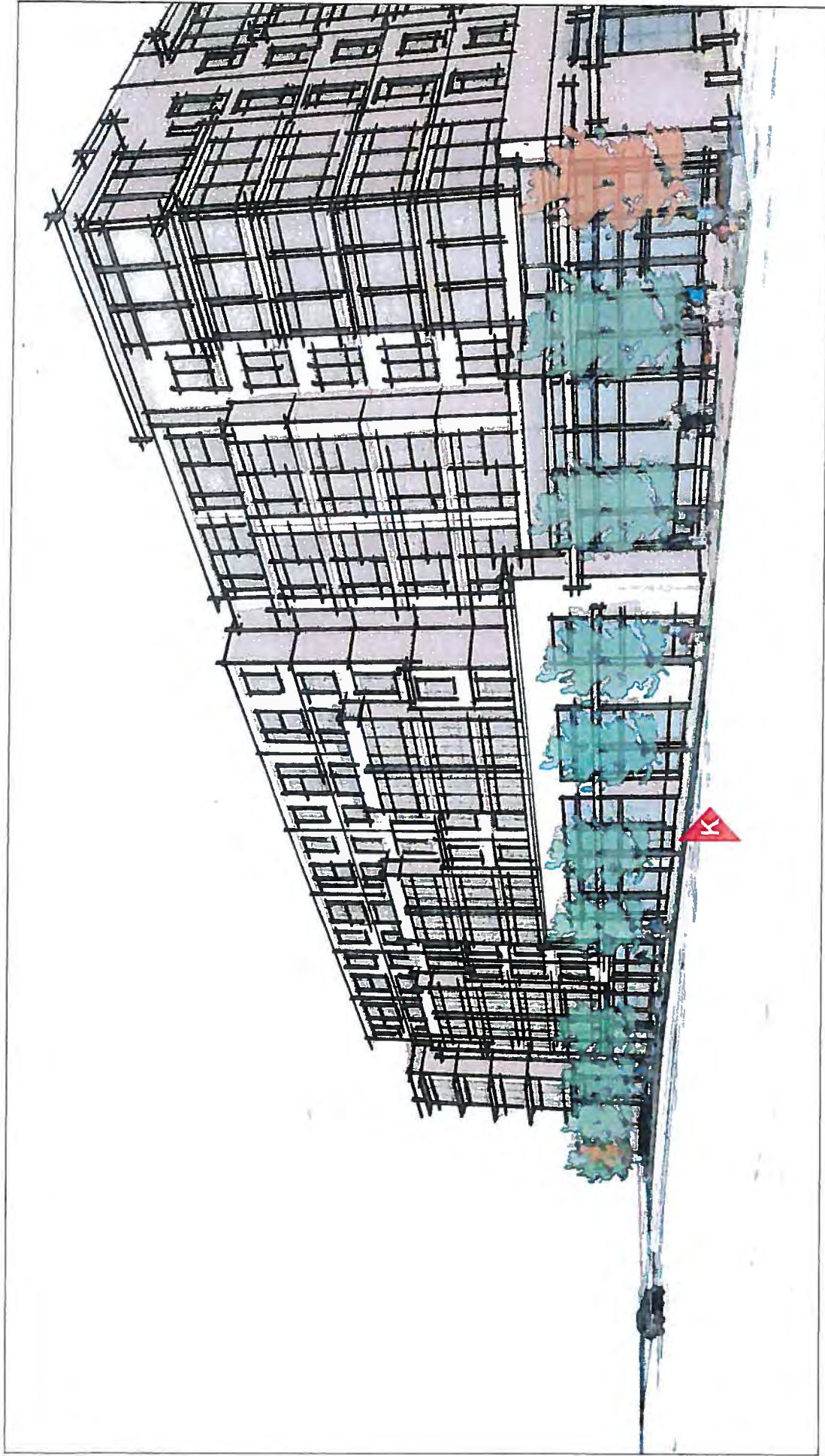












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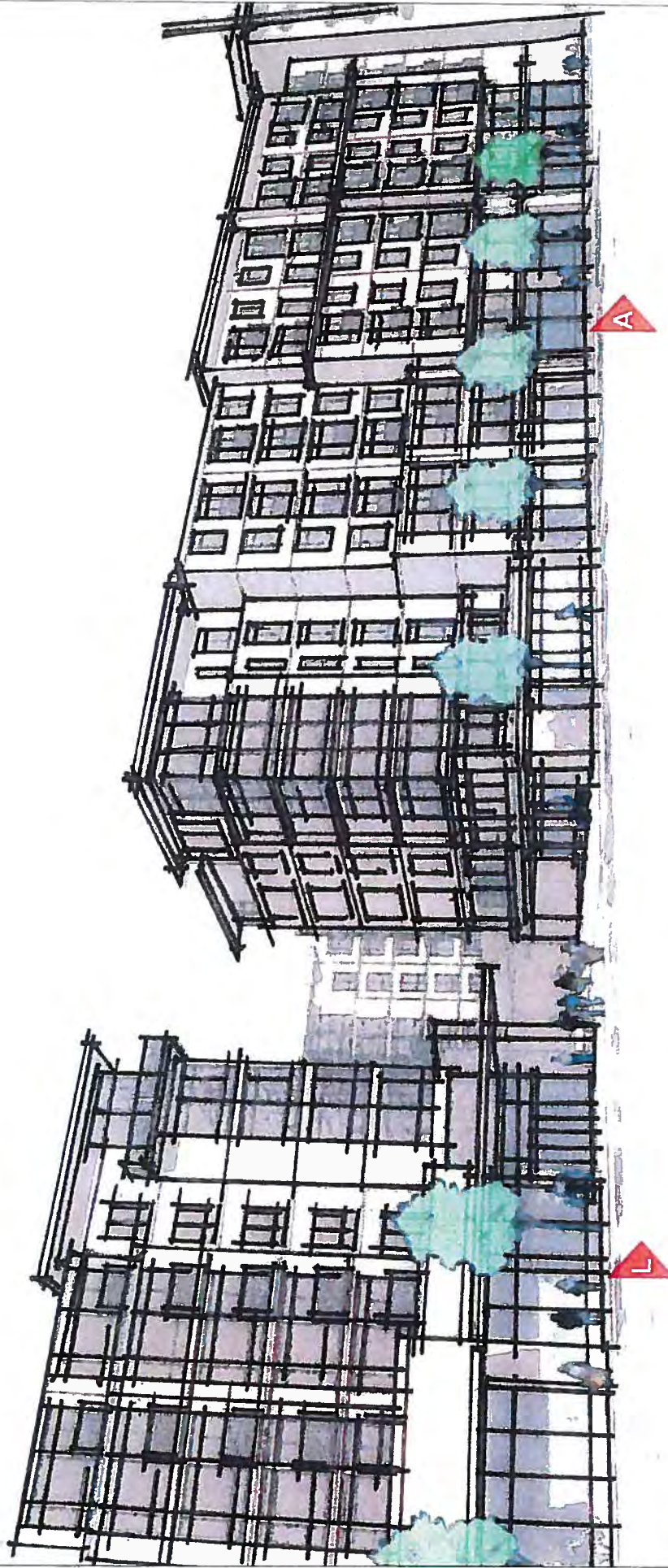
4755 Fauntleroy Way SW

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SE Along Fauntleroy Way

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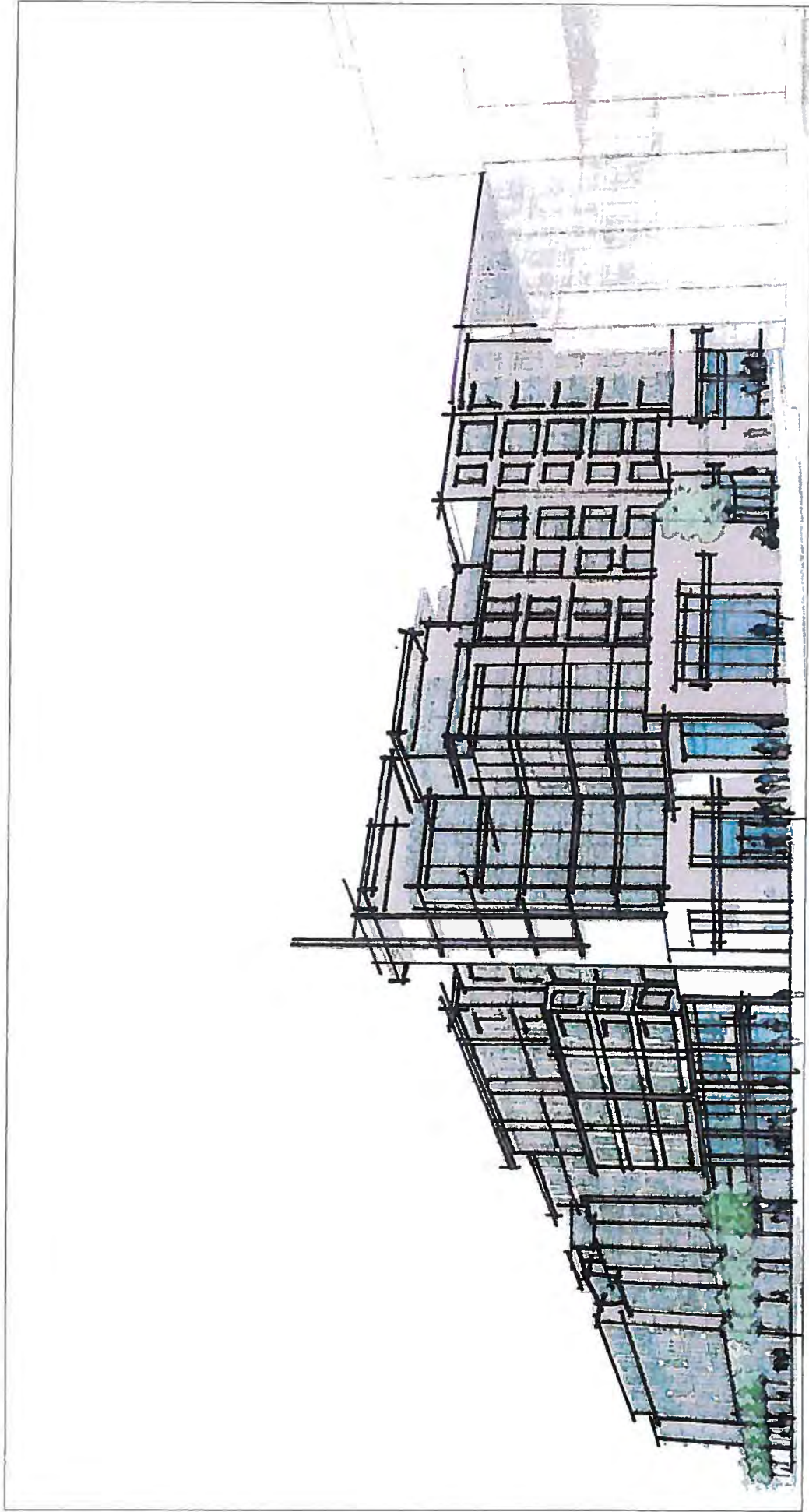
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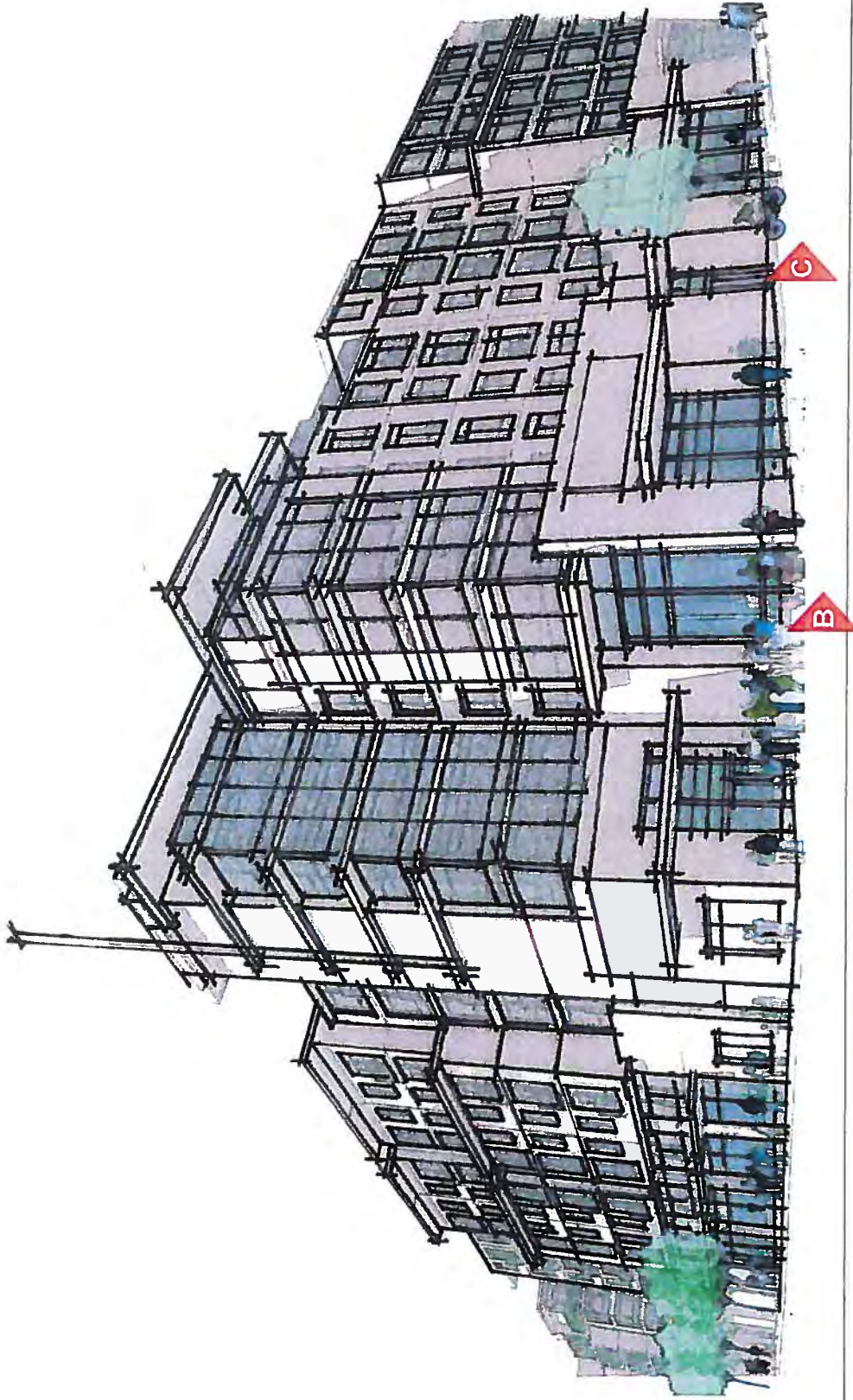
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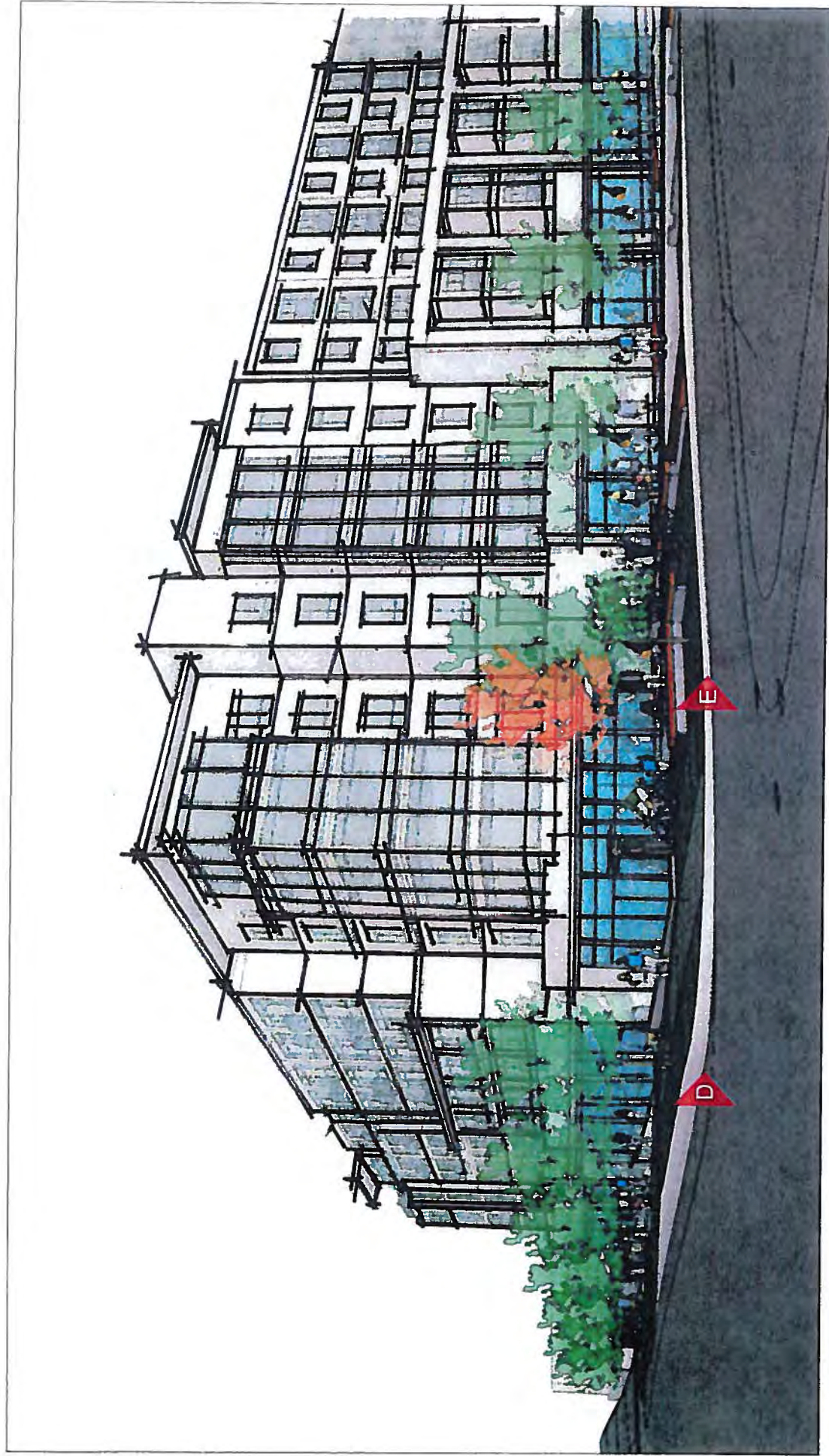
NW Along Fauntleroy Way

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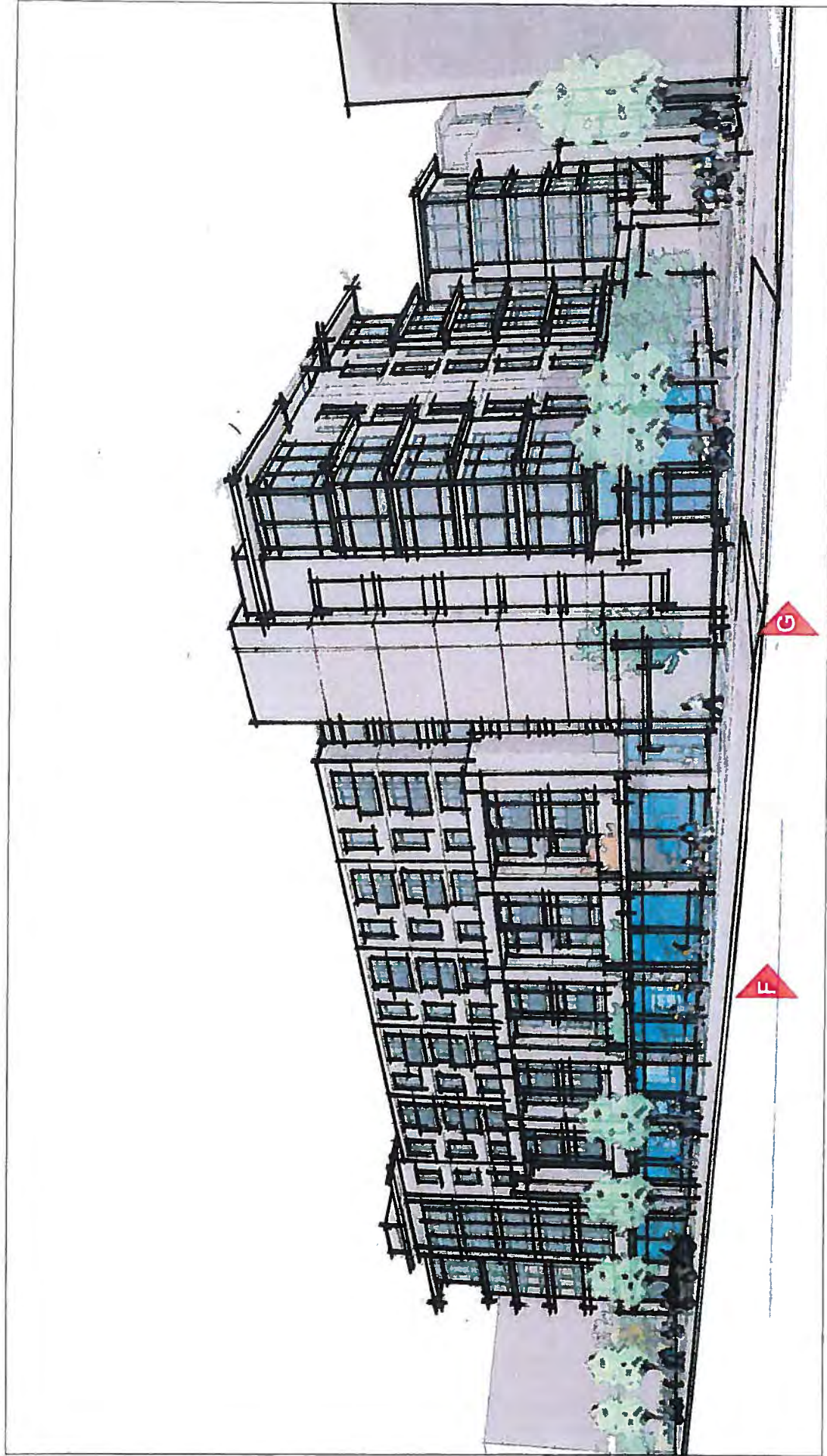
4755 Fauntleroy Way SW

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NW Corner Entrance

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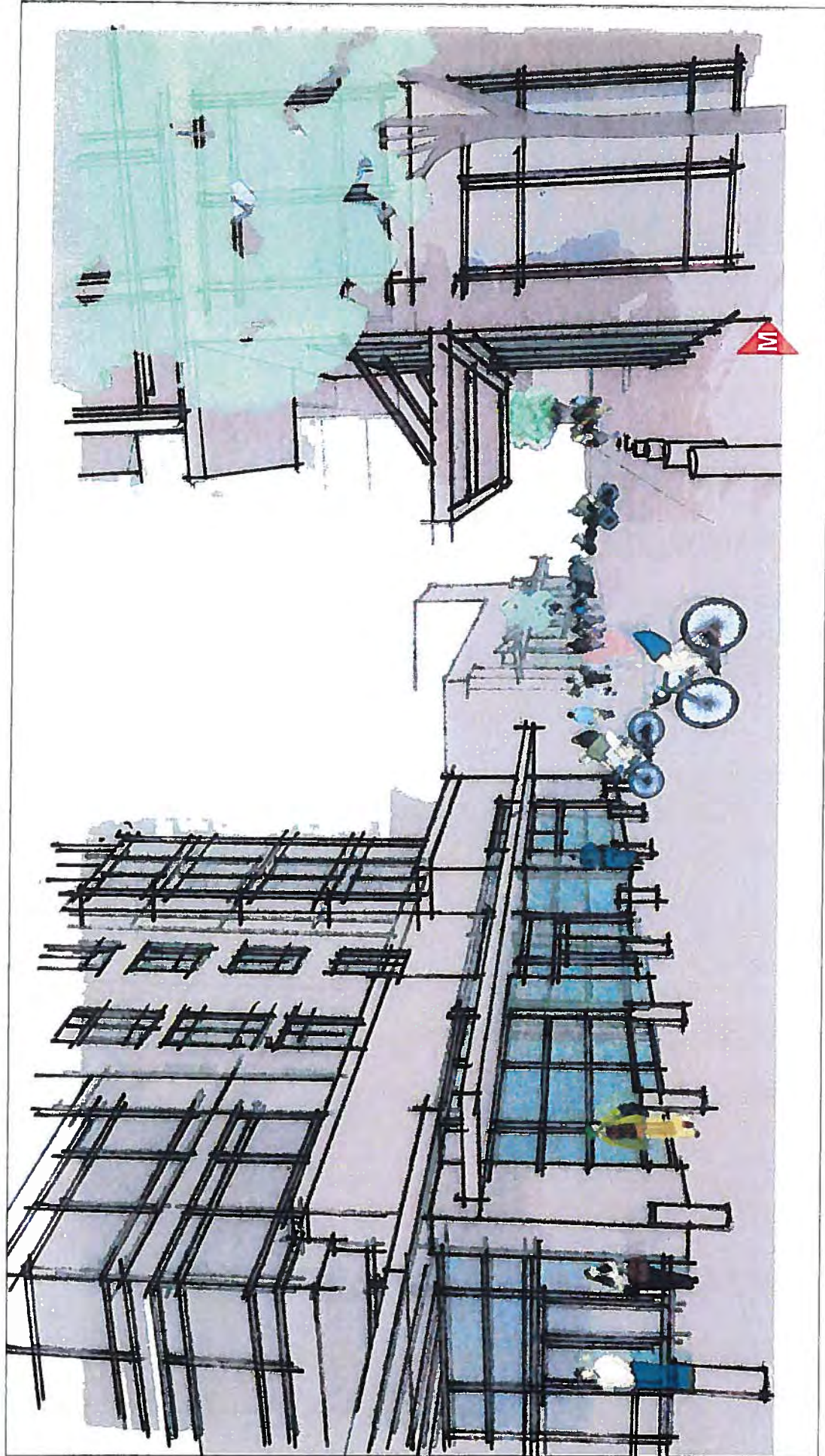
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Along 40th Ave

Early Design Guidance Presentation #2, Oct. 29, 2012

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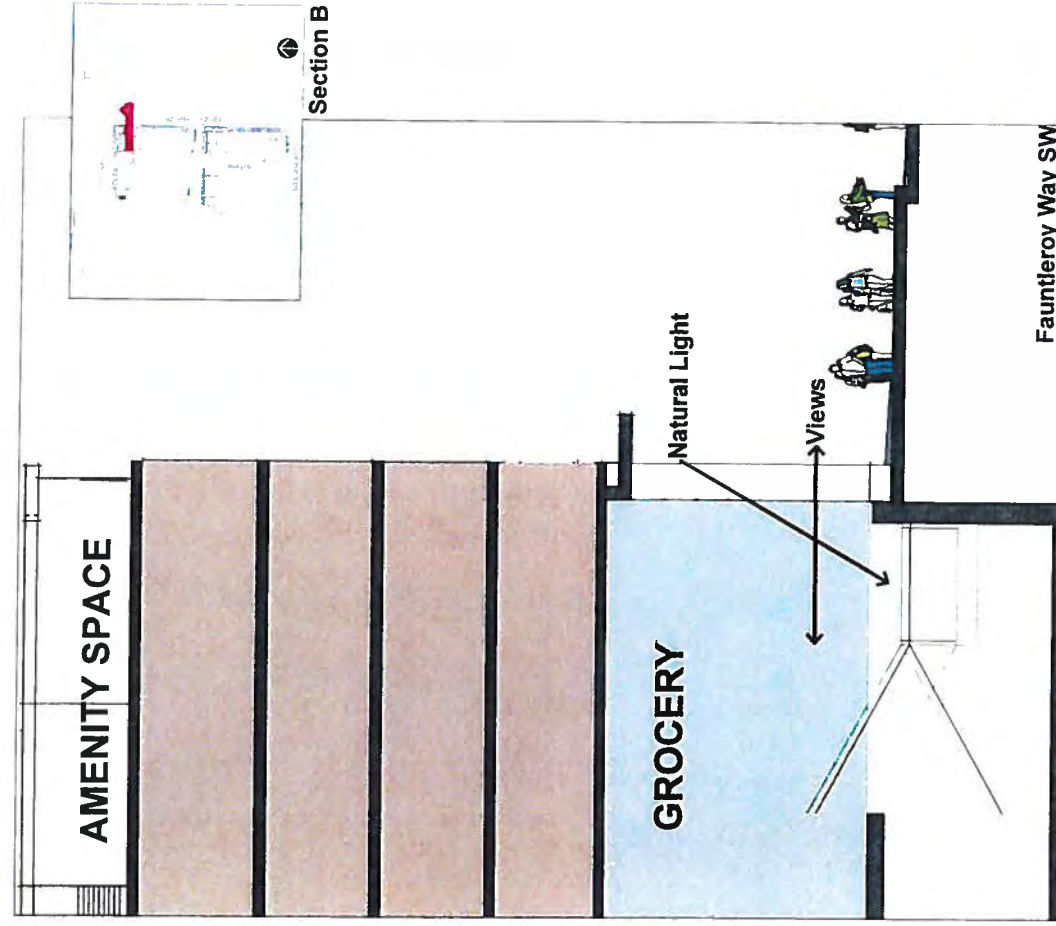
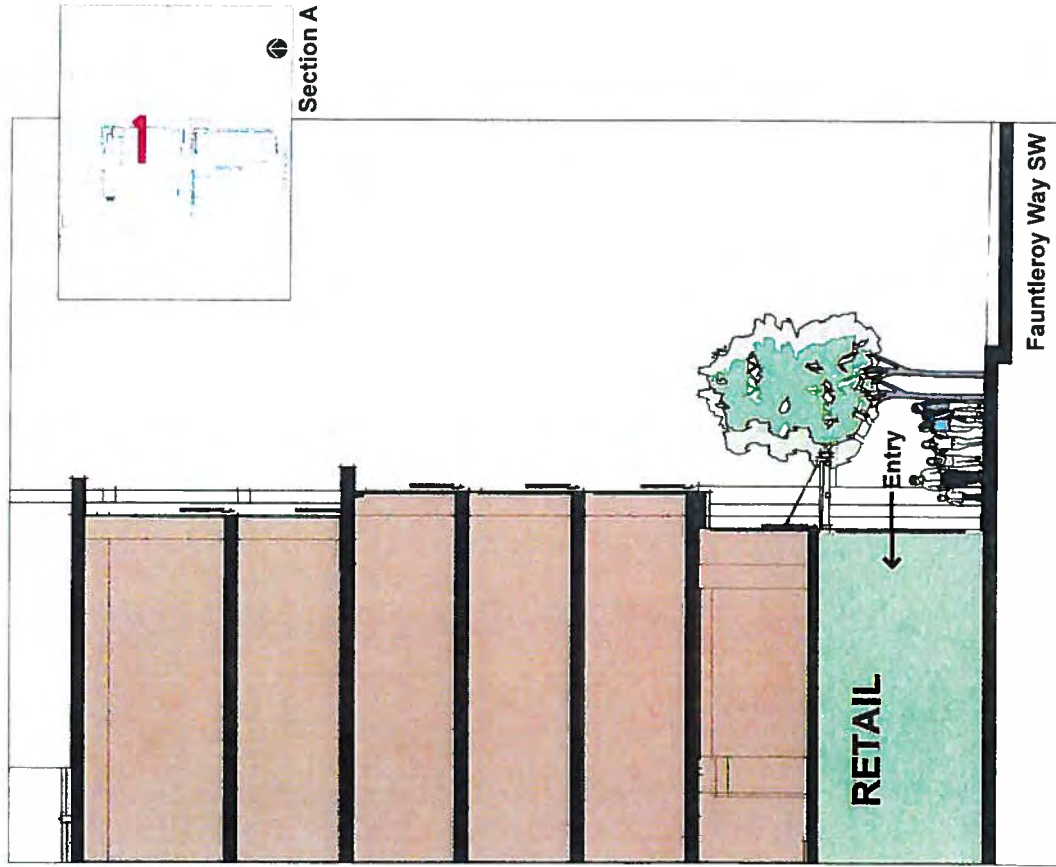
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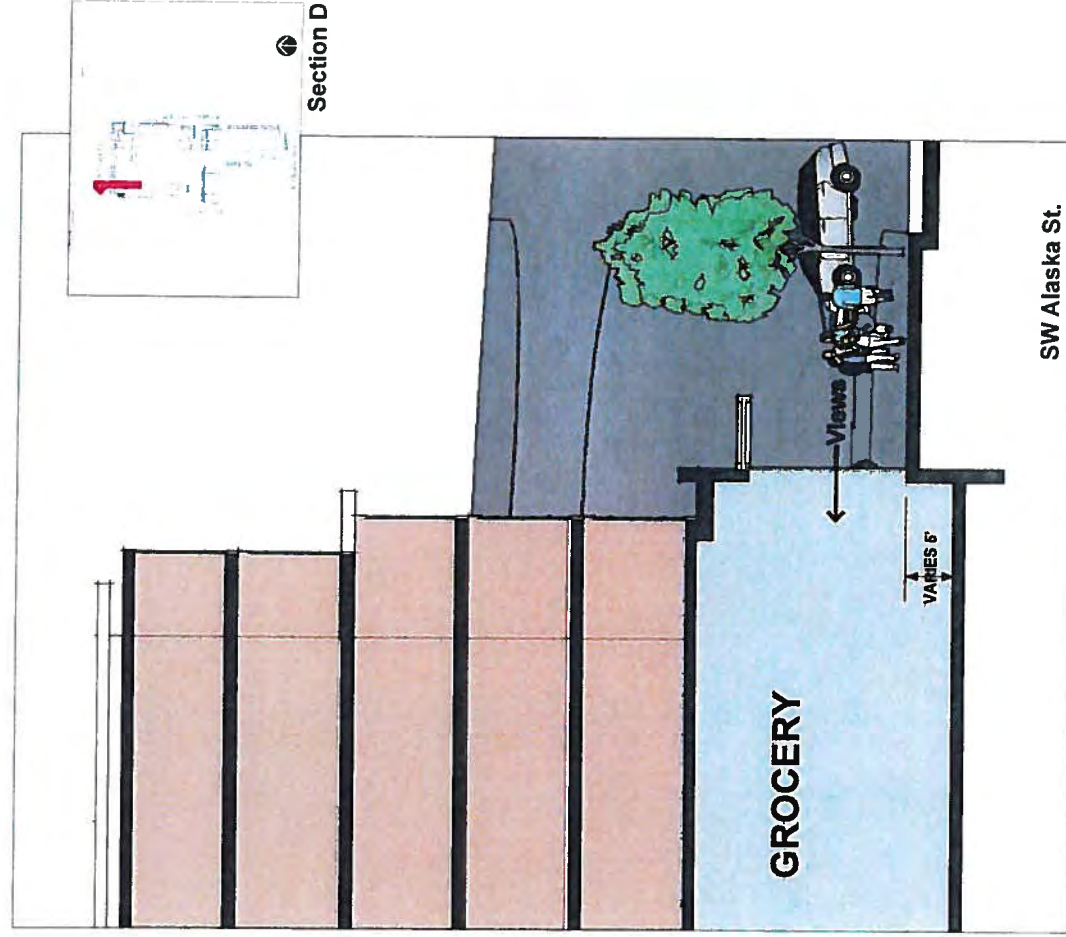
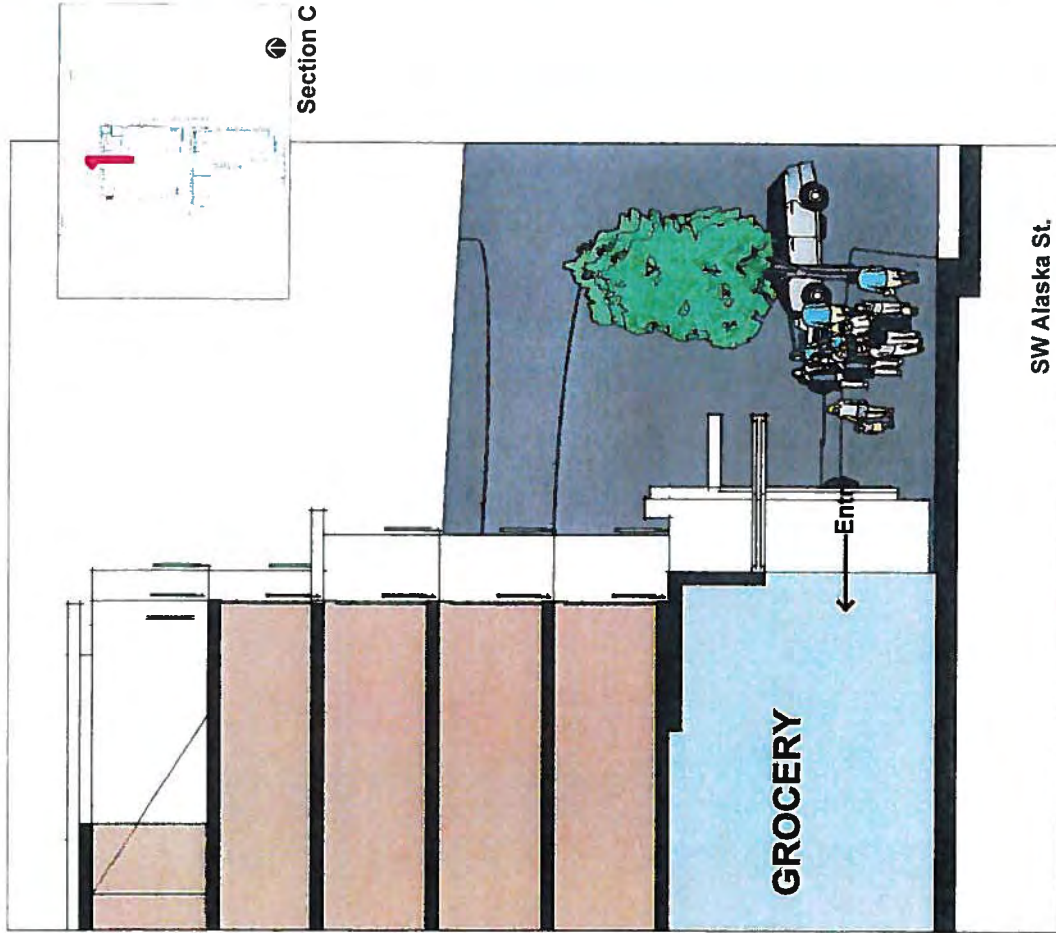
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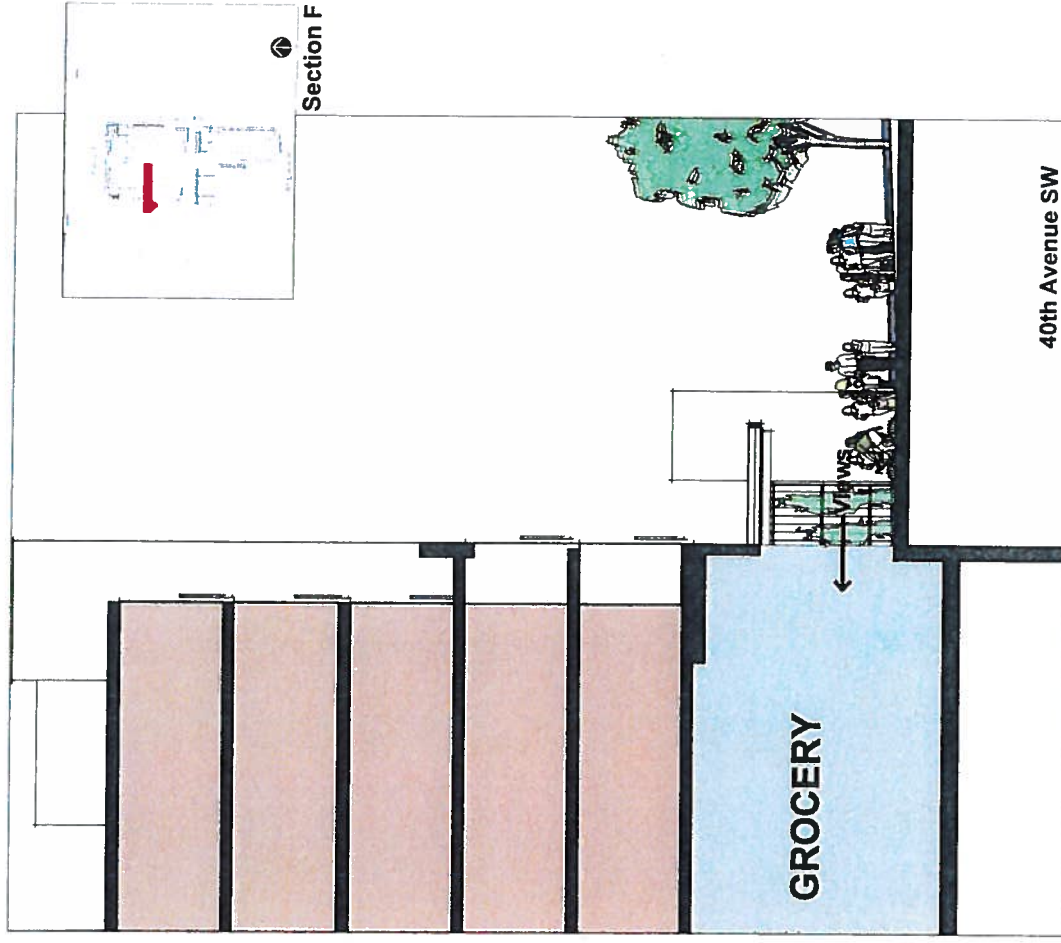
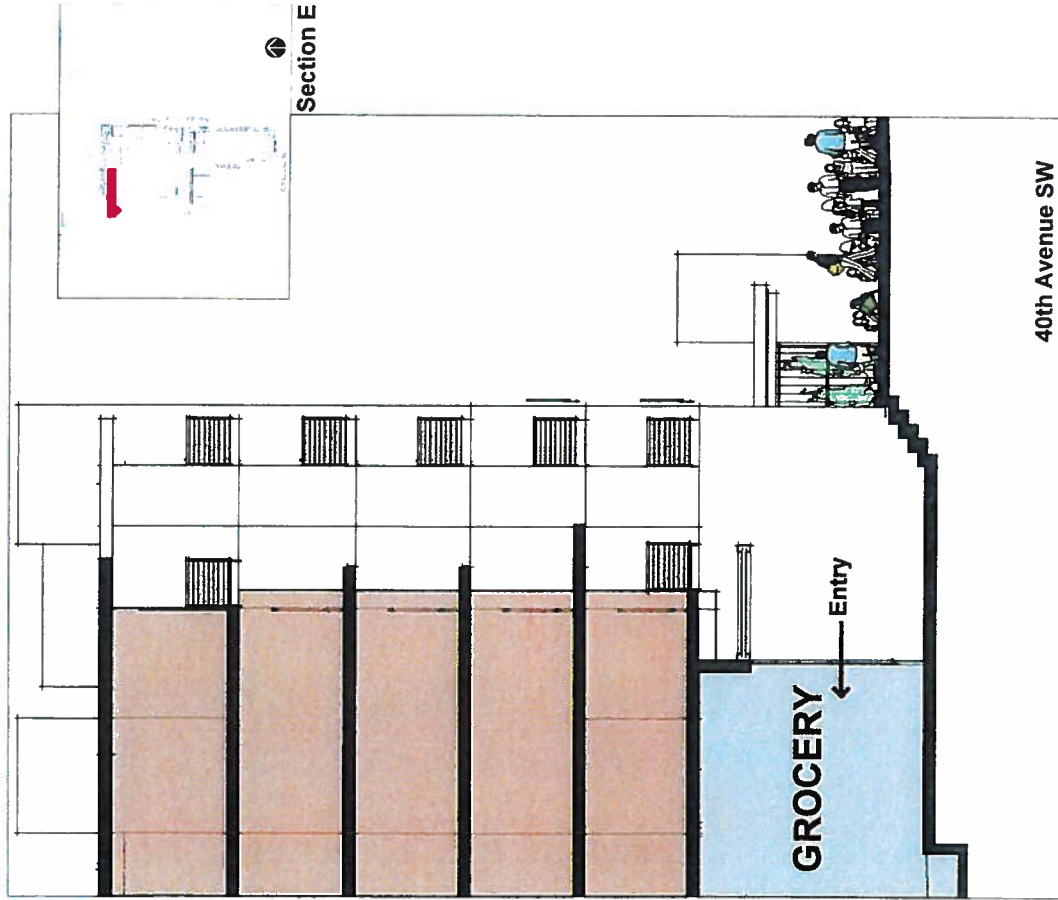
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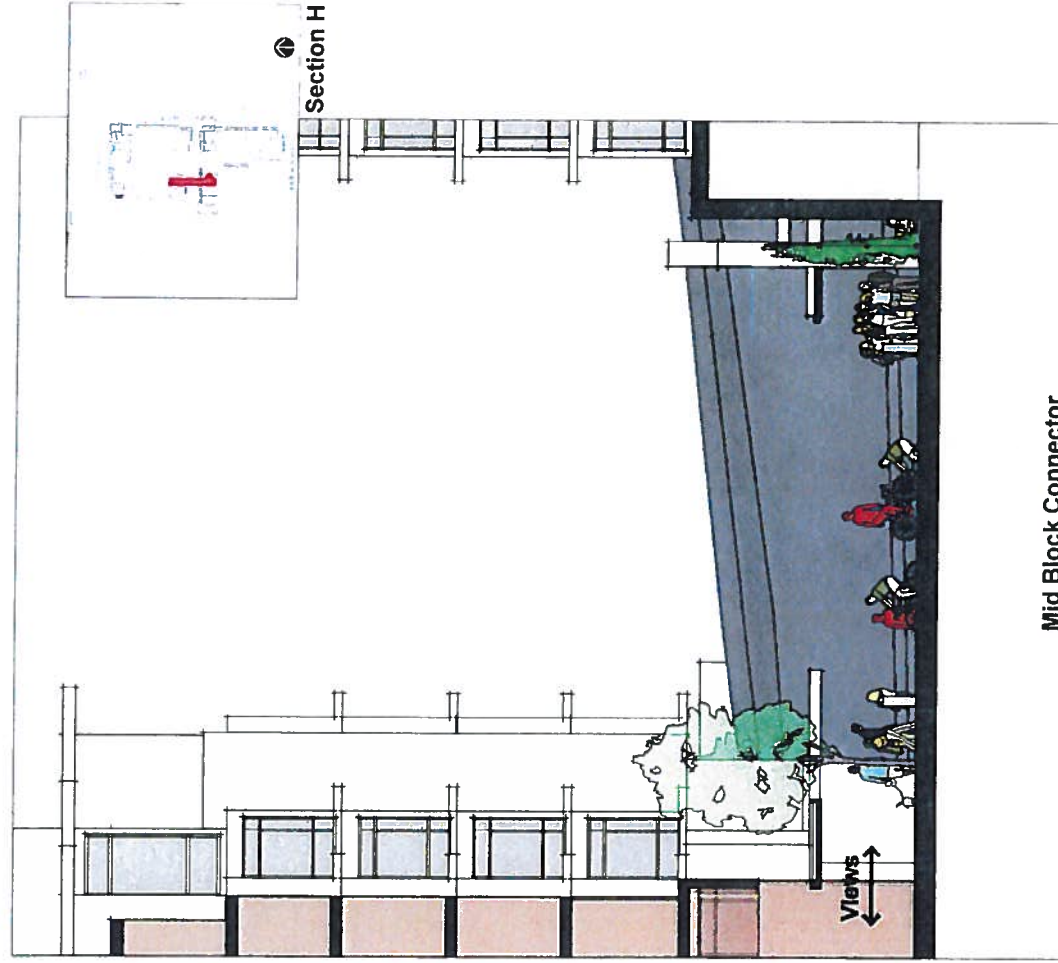
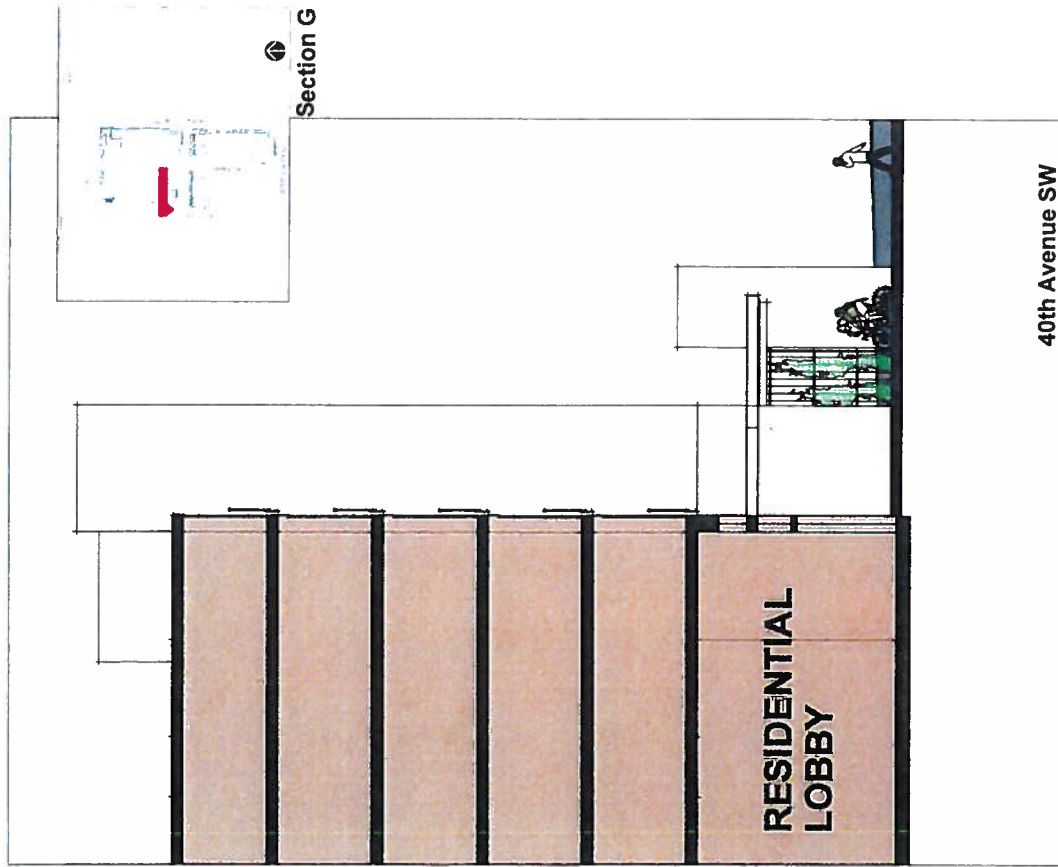
Early Design Guidance Presentation #2, Oct. 29, 2012

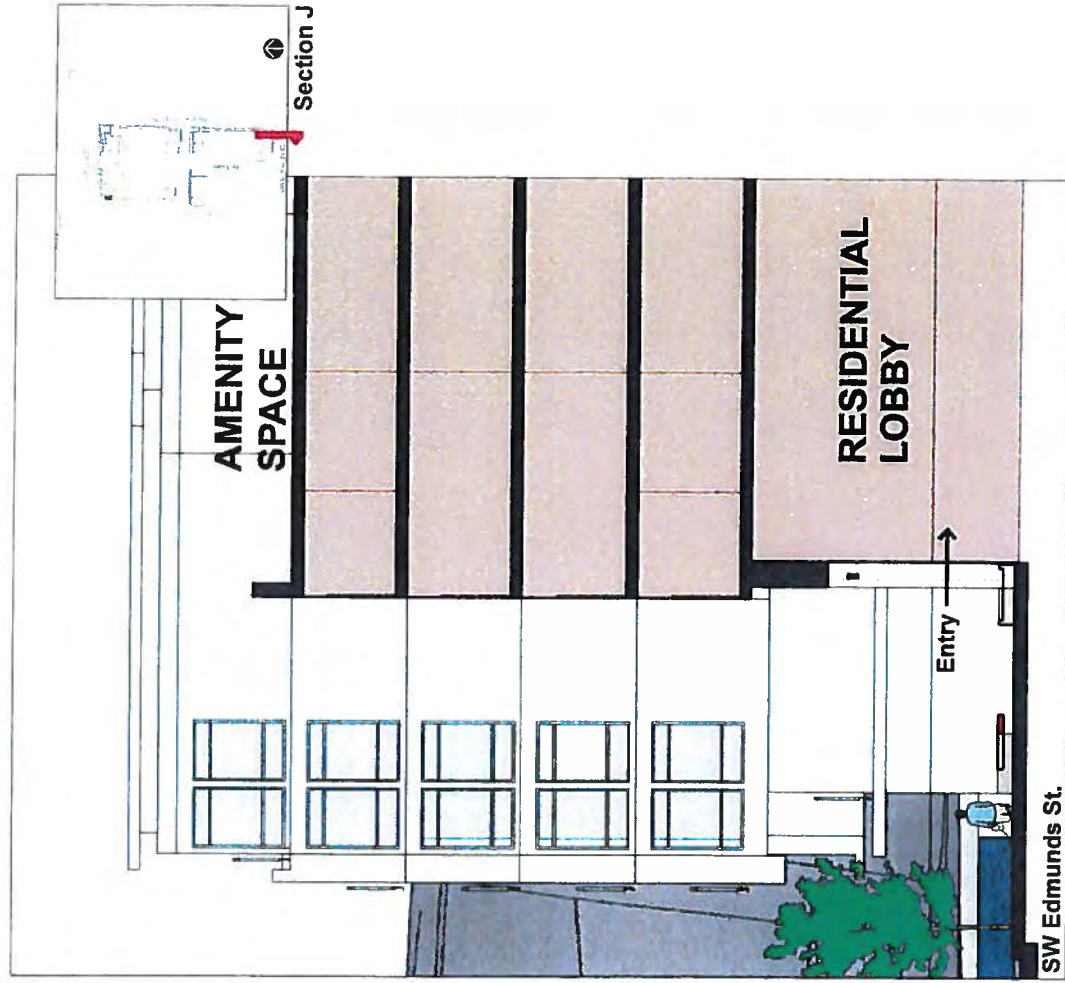
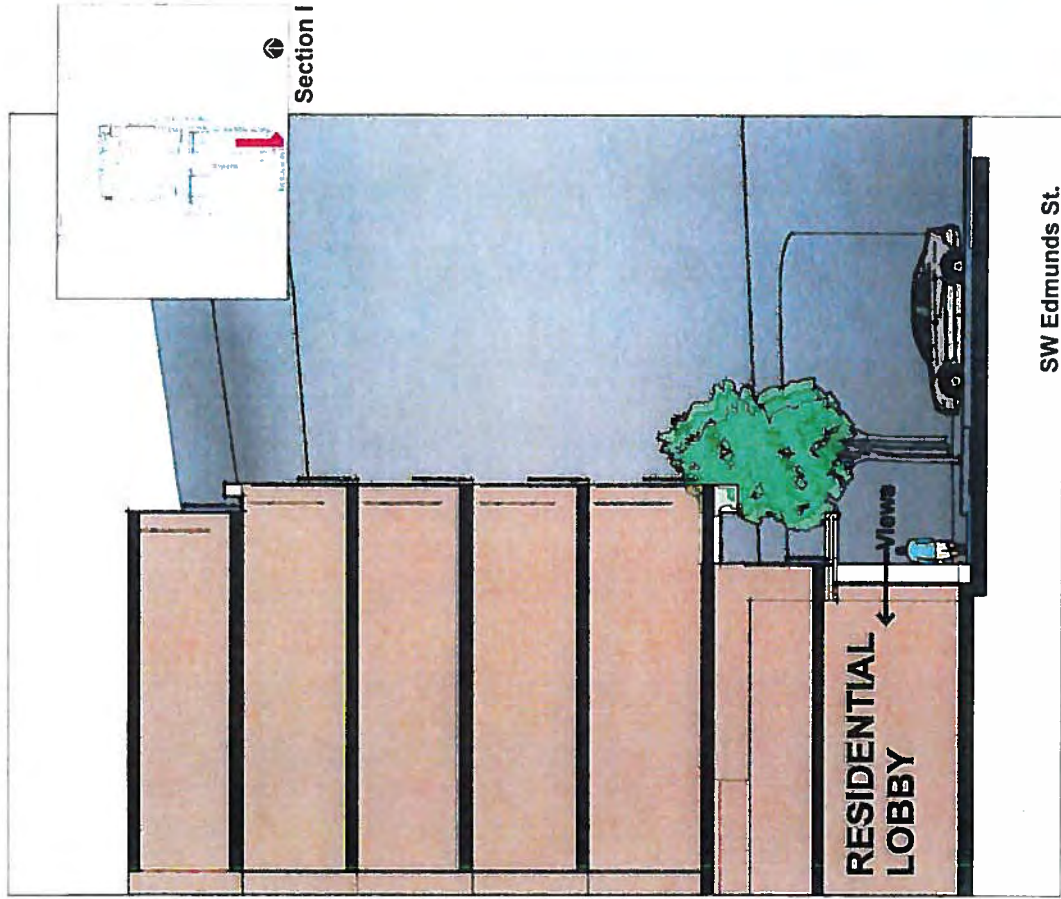
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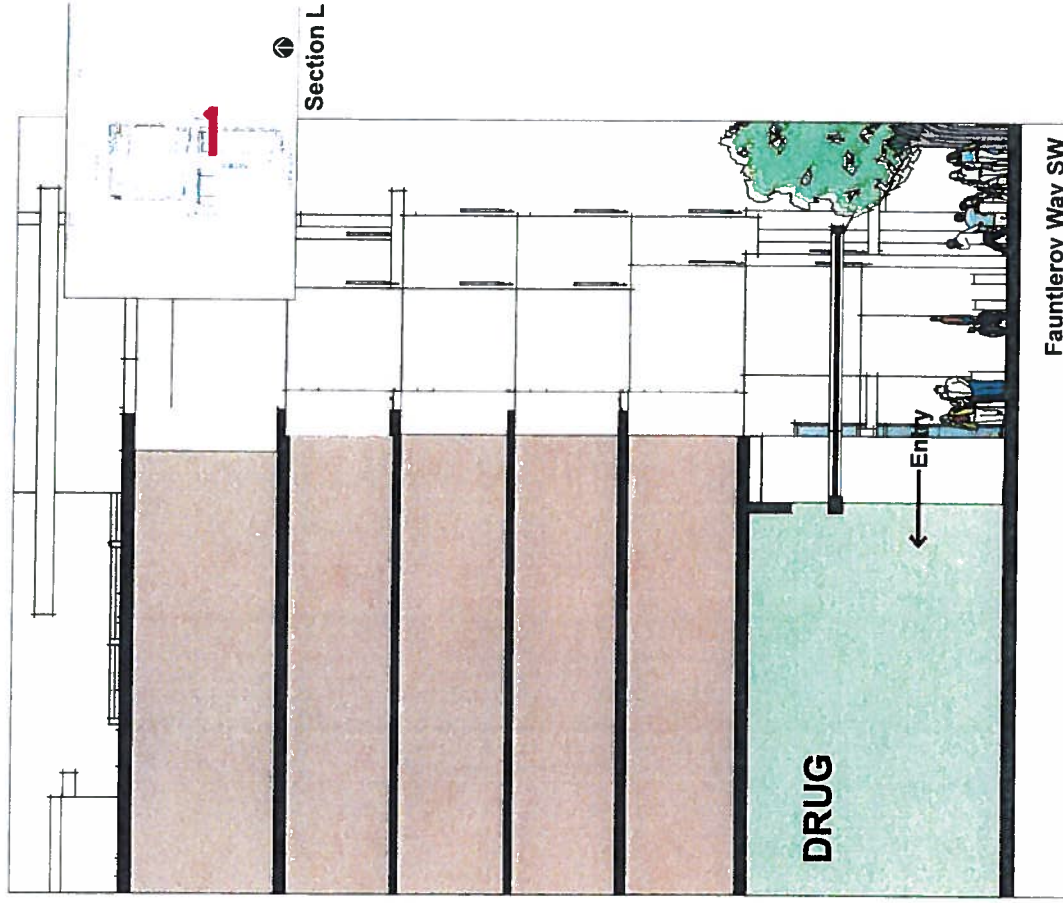
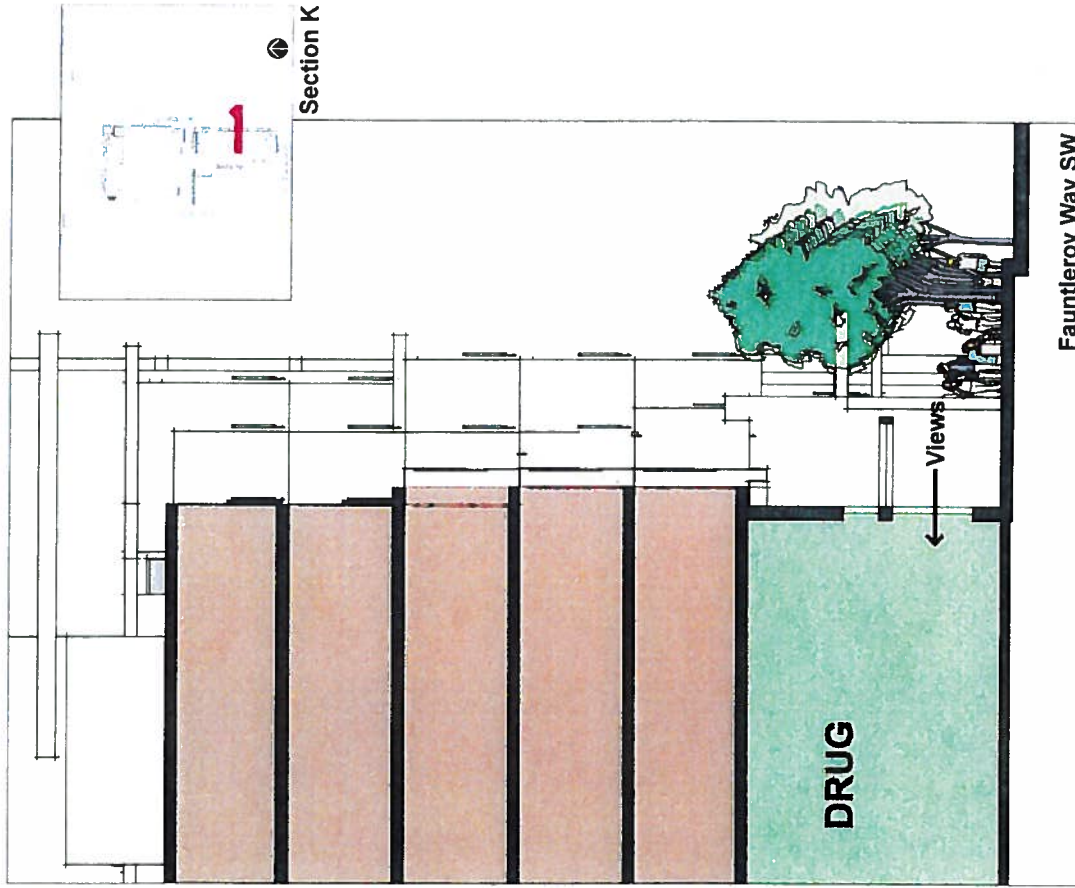


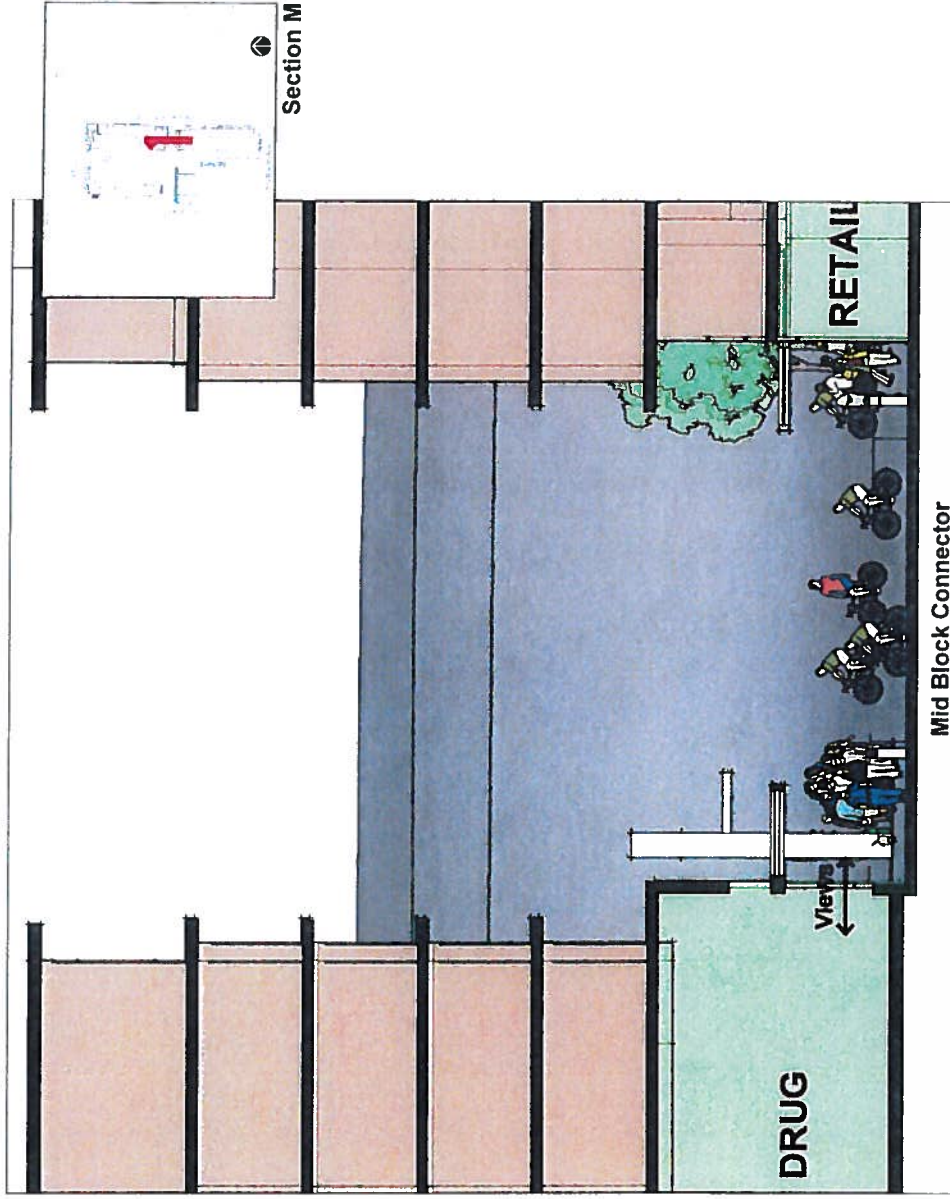














Viking Bank



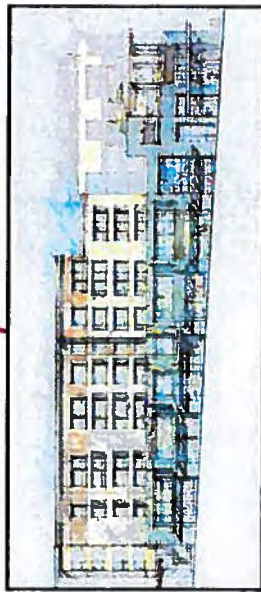
Altamira Apts. / QFC



Mural Apts.



Highline Medical Plaza



Permitted Mixed-Use



Trader Joe's



Fire Station No. 32

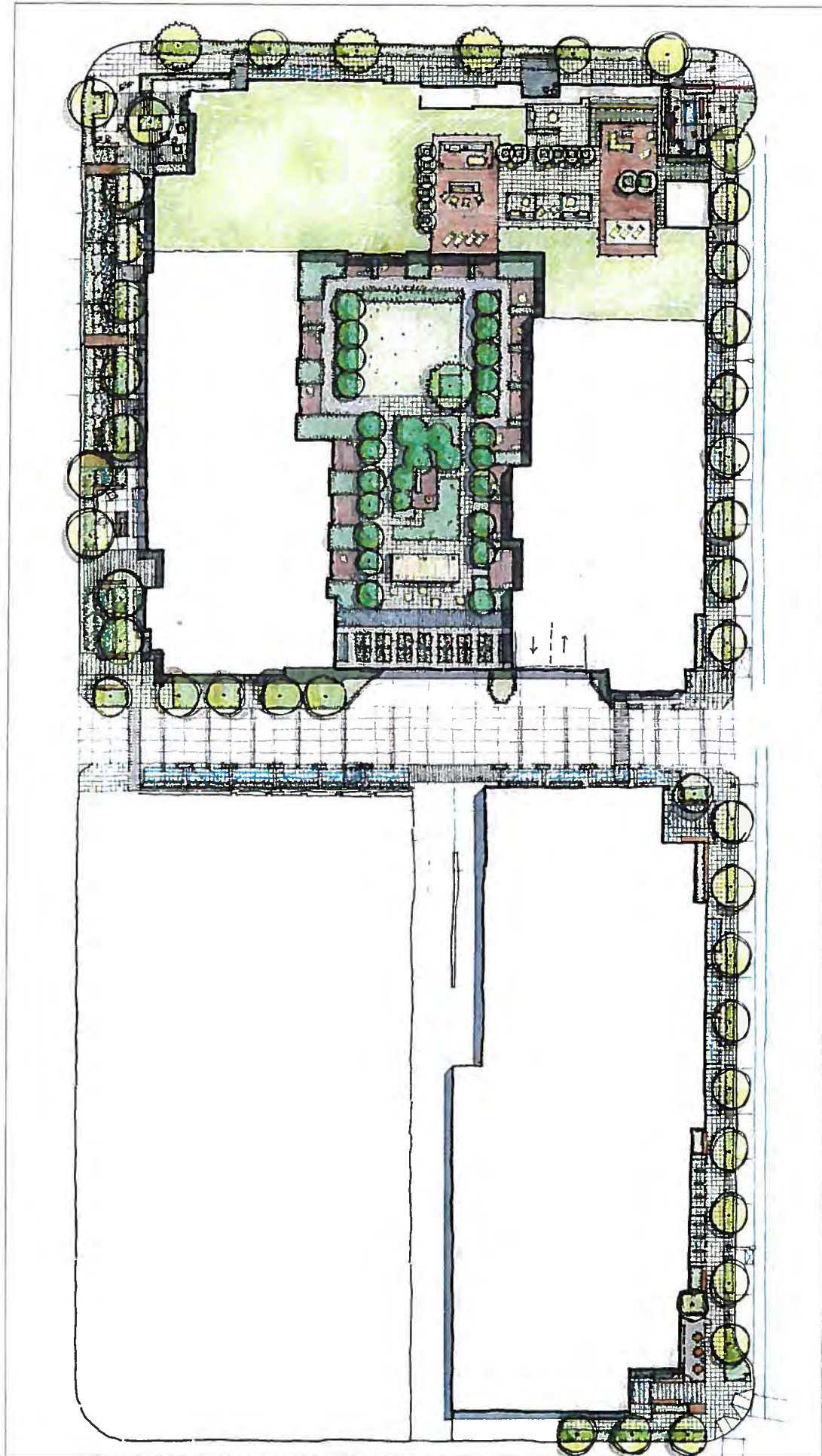


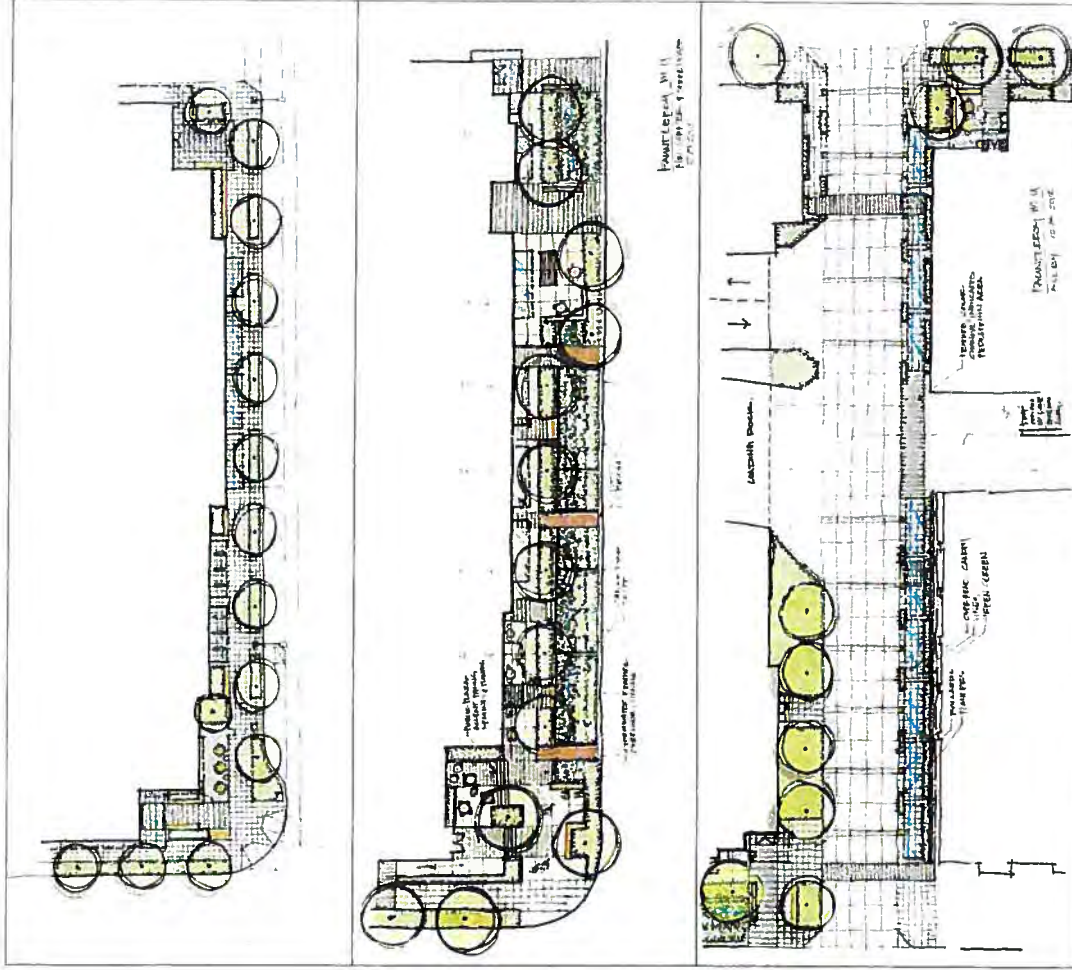
Link Apts.

FULLER-SEARS
1411 Fourth Ave., Suite 1305
Seattle, WA 98101
Tel. 206.862.8170
ARCHITECTS

4755 Fauntleroy Way SW
West Seattle, Seattle, Washington

Neighborhood Photos
Early Design Guidance Presentation #2, Oct. 29, 2012





Fauntleroy Way SW Streetscape

40th Ave SW Streetscape

Mid Block Connector Streetscape

#24—Company/Agency Information

Include background information about your business or agency, its history, how long at your present location, number of employees, etc. Describe how your business or agency will grow with the vacation, such as number of employees or patients, or students served by the proposed development.

Residential Partner:

LENNAR Multifamily Investors, LLC was founded in mid-2011 as an initiative to combine the financial strength and entrepreneurial spirit of Lennar Corporation, the nation's third-largest homebuilder, with the onset of increasingly favorable apartment fundamentals nationwide. Lennar Multifamily is pursuing core urban and suburban sites for high quality mixed use projects. Lennar focuses on innovative solutions that fit each individual project and builds to the highest standards available. Lennar Multifamily has the flexibility to develop and hold assets for long term ownership, as market conditions warrant.

Retail Partner:

Weingarten Realty was founded in 1948 initially as a family grocery store developer, then expanded to develop shopping centers. Weingarten Realty became a publicly traded company in 1985 and is listed as WRI on the NYSE. Weingarten's strategy is to grow the company's real estate portfolio with a financially conservative and disciplined approach.

#25—Development Schedule

Provide a proposed development schedule and timeline.

- Utility work begins August 2013
- Demolition of on-site buildings October 2013
- Excavation begin November 2013
- Opening of project: Fall 2015