



A. Alley from 40th Ave, Looking East



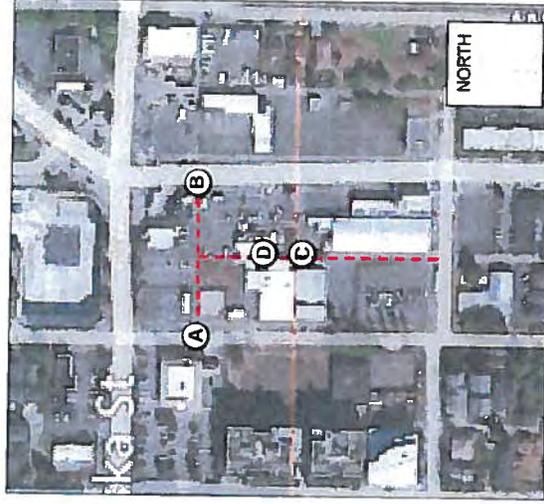
B. Alley from Fauntleroy Way SW, Looking West

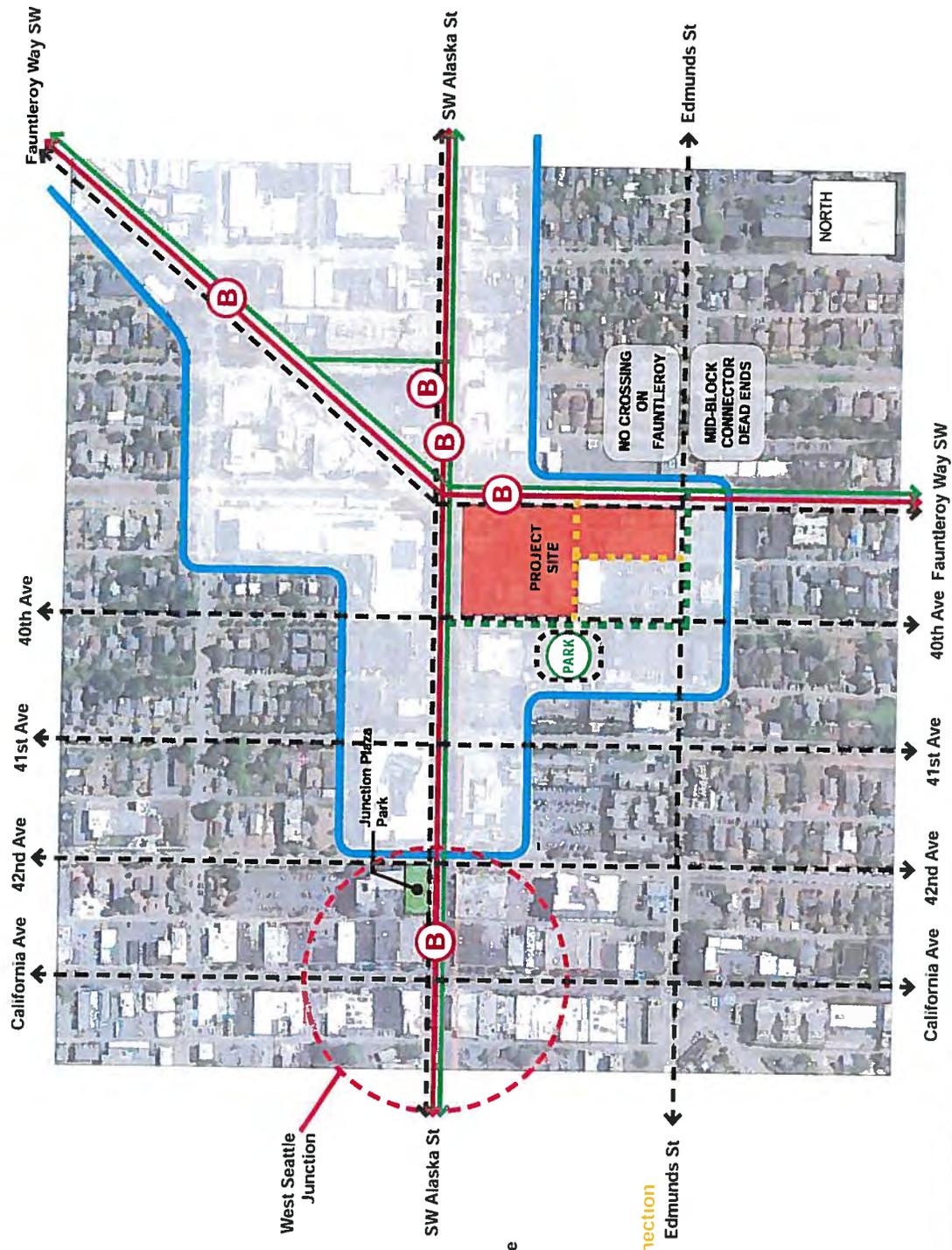


C. Existing blocked Alley from South



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

1411 Fourth Ave., Suite 1306
Seattle, WA 98101
Tel. 206.862.6170

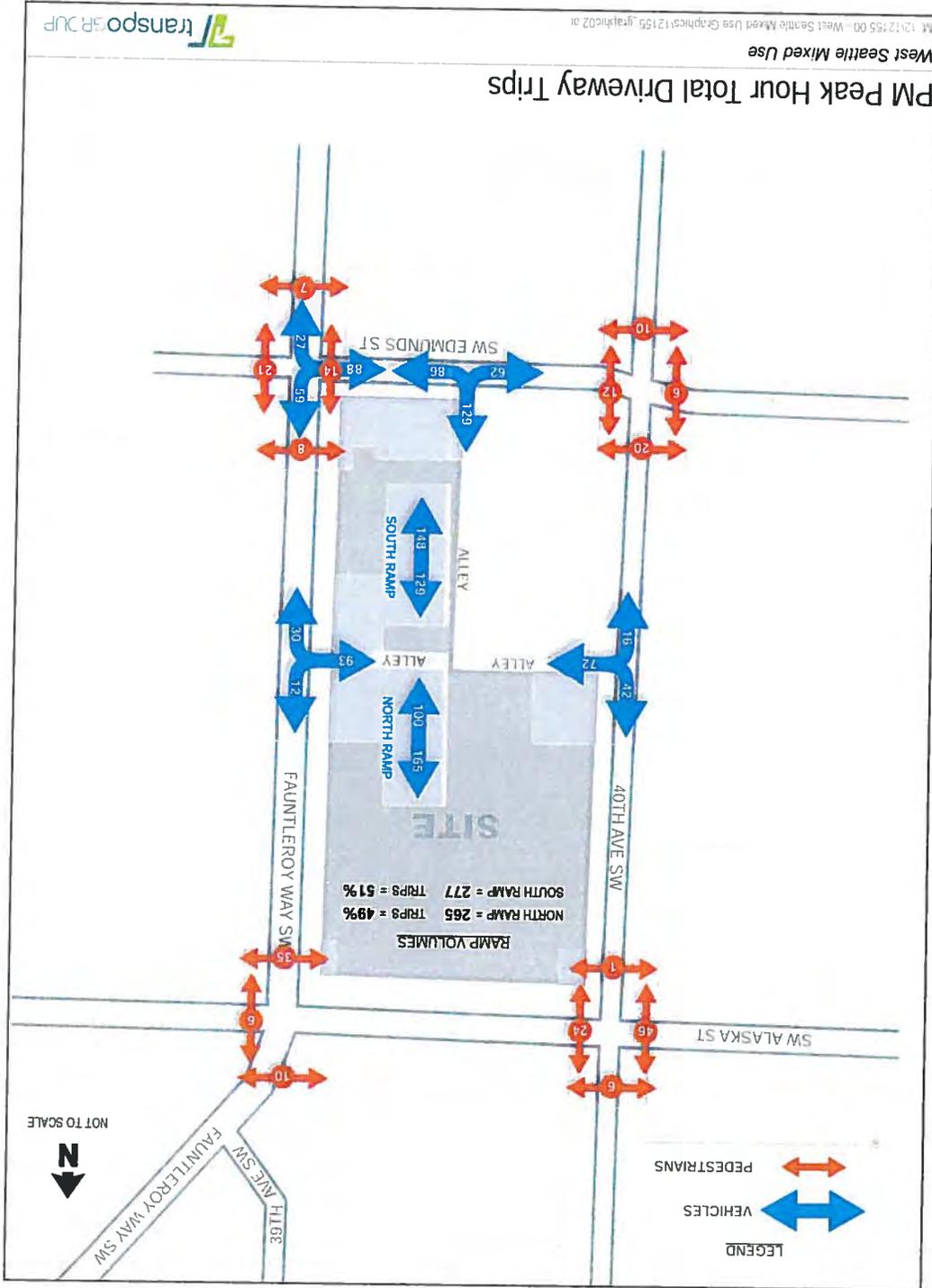
FULLER • SEARS
ARCHITECTS

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 Gravel (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_nettl@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

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jeremy.febus@kpff.com

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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.

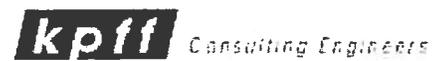
I have attached a GIS map of the area, showing no SPU utilities in the alley: [KPFF-FauntleroyWaySWAlaska6oscaleUtilsSchem.pdf]

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

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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

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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: Gravel, 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

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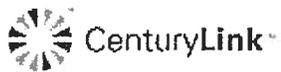
From: Squyres, Brandon [<mailto:Brandon.Squyres@CenturyLink.com>]
Sent: Tuesday, November 13, 2012 9:35 AM
To: Ignatius deChabert
Subject: RE: W. Seattle Whole Foods (Old Huling Bros Site) - ALLEY VACATION Comments

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.

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 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.

Public Benefit	Description	Existing	Required	Proposed
A	Gateway Plaza: Fauntleroy & Alaska <ul style="list-style-type: none"> Benchwall seating Accent Planting Pedestrian Scale Street Lamps Water Feature or Public Art Element Decorative Accent Paving Wall Mounted Historical Signage 	0	0	25 LF 150 SF
		0	0	2
		0	0	1
		0	0	350 SF
		0	0	1
B	Corner Plaza: Alaska & 40th <ul style="list-style-type: none"> Benchwall seating Accent Planting Pedestrian Scale Street Lamps Café style Tables & Chairs Neighborhood Way-Finding Kiosk Decorative Paving 	0	0	20 LF 200 SF
		0	0	2
		0	0	6
		0	0	1
		0	0	150 SF
C	Cross Connector Plaza: 40th Ave <ul style="list-style-type: none"> Benchwall seating Accent Planting Café style Tables & Chairs Pedestrian Scale Street Lamps Bike Racks Decorative Paving 	0	0	60 LF 200 SF
		0	0	4
		0	0	2
		0	0	1
		0	0	200 SF
D	Cross Connector Plaza: Fauntleroy <ul style="list-style-type: none"> Benchwall seating Accent Planting Pedestrian Scale Street Lamps Covered Canopy Weather Protection 	0	0	30 LF 50 SF
		0	0	1
		0	0	150 SF
		0	0	
		0	0	

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

Public Benefit	Description	Existing	Required	Proposed
E	Corner Plaza: Fauntleroy & Edmunds			
	<ul style="list-style-type: none"> Benchwall seating Accent Planting Pedestrian Scale Street Lamps Covered Bike Racks Decorative Paving 	0 0 0 0 0	0 0 0 0 0	40 LF 100 SF 2 3 450 SF
LR	Linear Rain Garden			
	<ul style="list-style-type: none"> Benchwall seating Accent Planting Pedestrian Scale Street Lamps Rain Garden Area Interpretive Signage 	0 0 0 0 0	0 0 0 0 0	20 LF 600 SF 2 1700 SF 1
CC	Cross Connector			
	<ul style="list-style-type: none"> Lit Bollards Walk defining Planters Pedestrian Accent Paving Continuous Weather Protection Vegetated Green Wall System 	0 0 0 0 0	0 0 0 0 0	10 10 800 SF 1200 SF 100 LF
MISC	Miscellaneous			
	<ul style="list-style-type: none"> Continuous Weather Protection Canopies Underground power service Fewer curb cuts Functional Alleyway New on Street Parking New Bike Lane Contribution to Future Park 	0 No 18 No No No No	0 No n/a No No No No	900 LF Yes 3 Yes Yes 2800 SF Yes

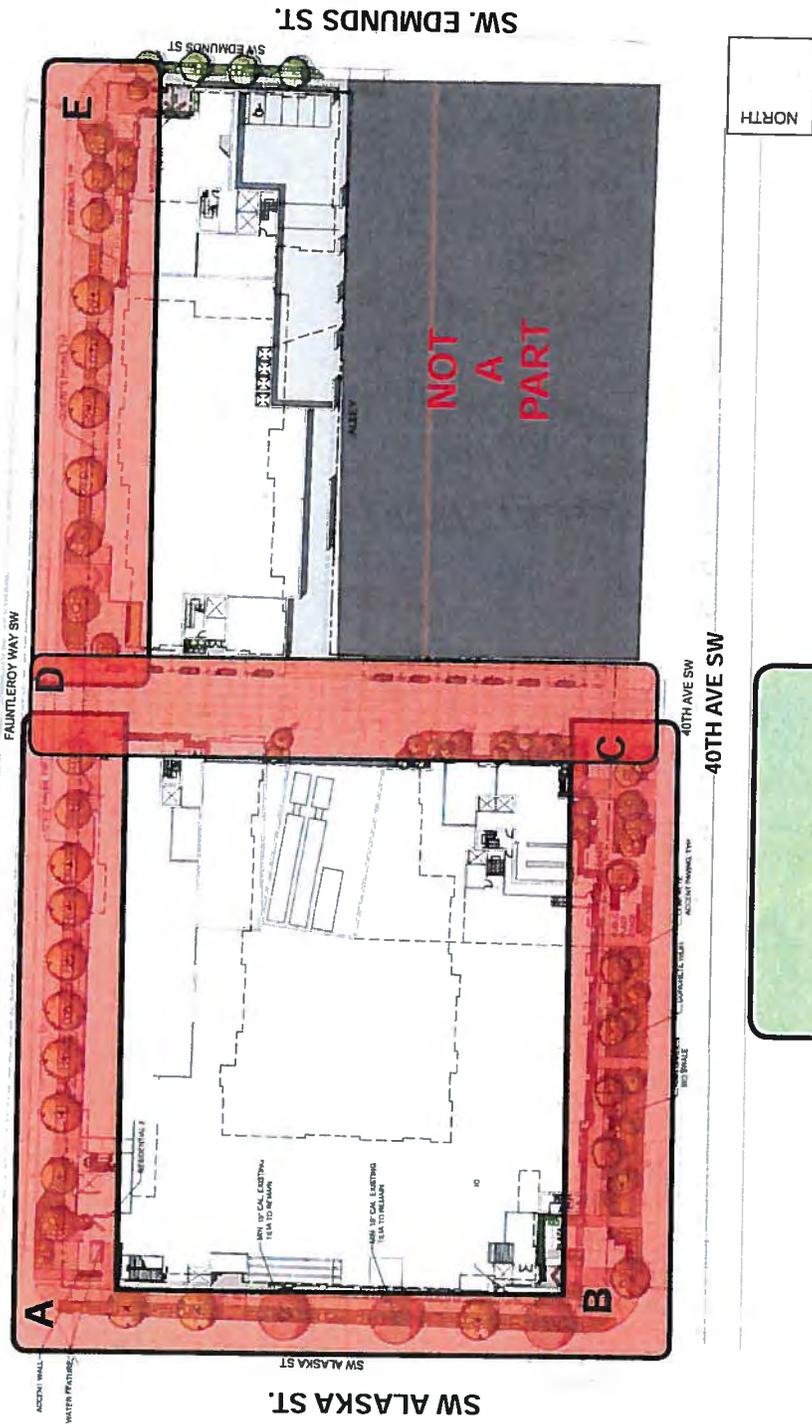
TOTAL BENEFIT AREA - 9,100 SF
Total Area Of Alley Vacation - 6,600 SF

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Public Benefit Summary
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On Site Public Benefits

Off Site Public Benefits

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Proposed Public Benefits
 Alley Vacation Petition, 1/24/2013

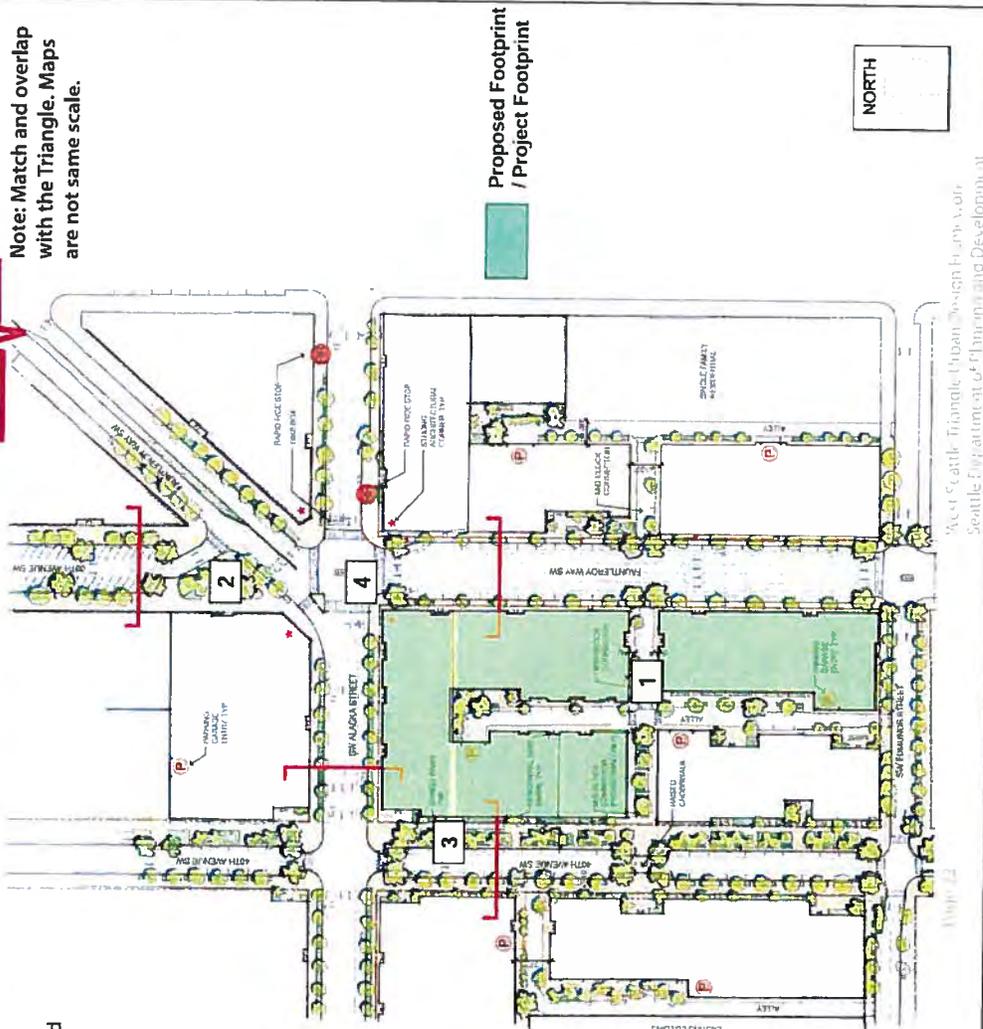
Fauntleroy / Alaska Blocks - Streetscape Concept Overview

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

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

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

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



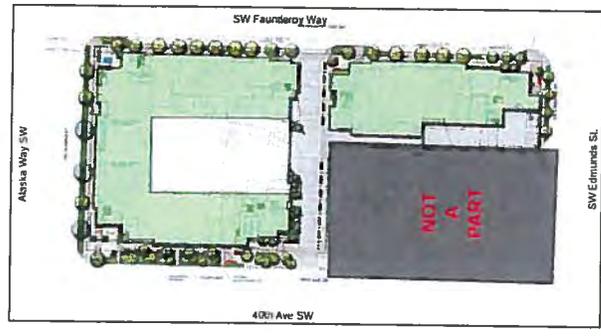
Note: Match and overlap with the Triangle. Maps are not same scale.

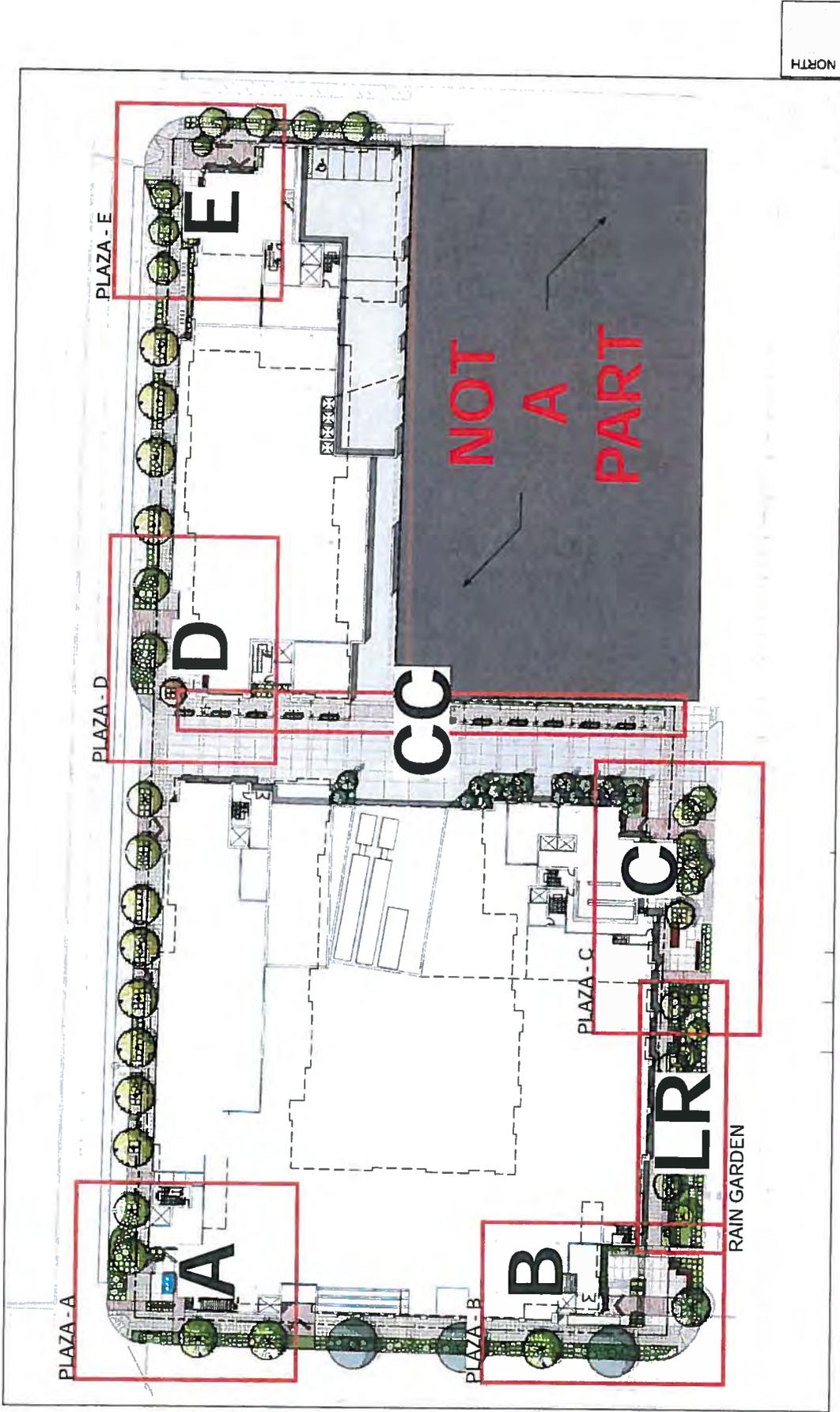
WEST SEATTLE TRIANGLE PLAN - RECOMMENDATIONS

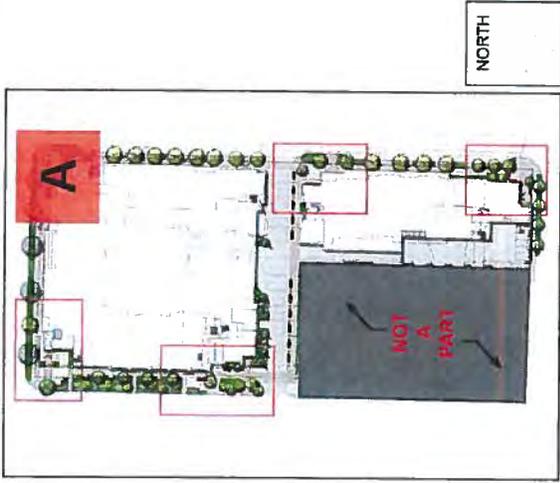
The West Seattle Triangle Plan highlights the potential for streetscapes and strategic open spaces to produce a community lattice of green spaces to better connect the neighborhood. A large focus of this is mid-block crossing to connect designated green streets.

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

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







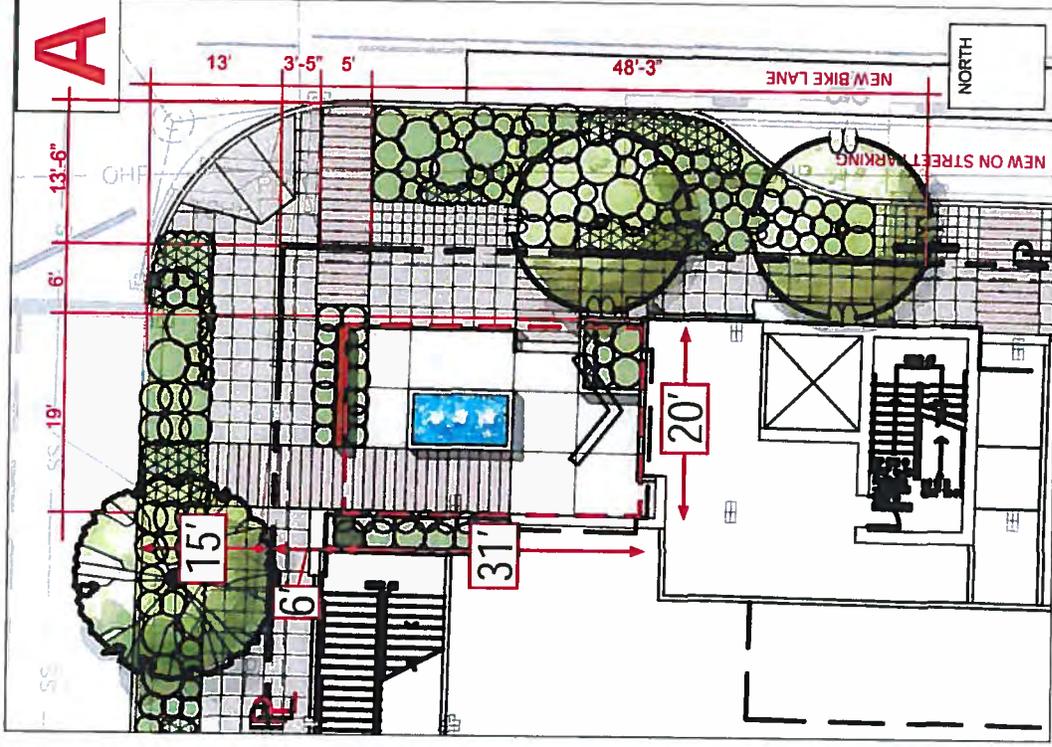
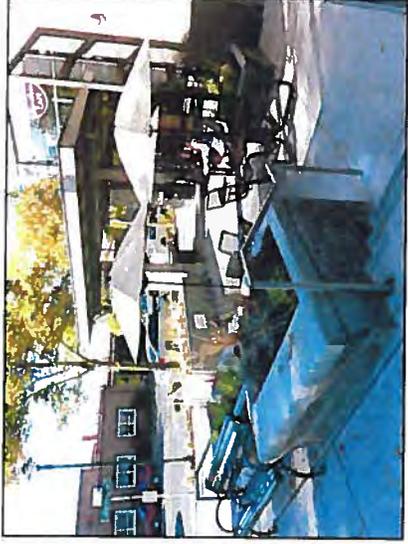
GATEWAY PLAZA: FAUNTLEROY & ALASKA

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 whole foods entrance to the south. This plaza is also in close proximity to the 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



A



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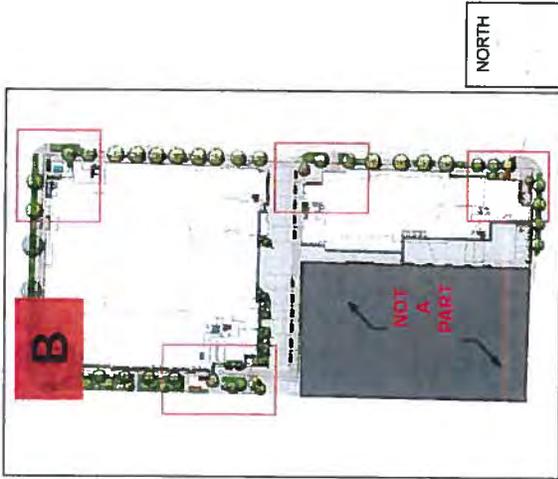
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A. Gateway Plaza: Fauntleroy & Alaska

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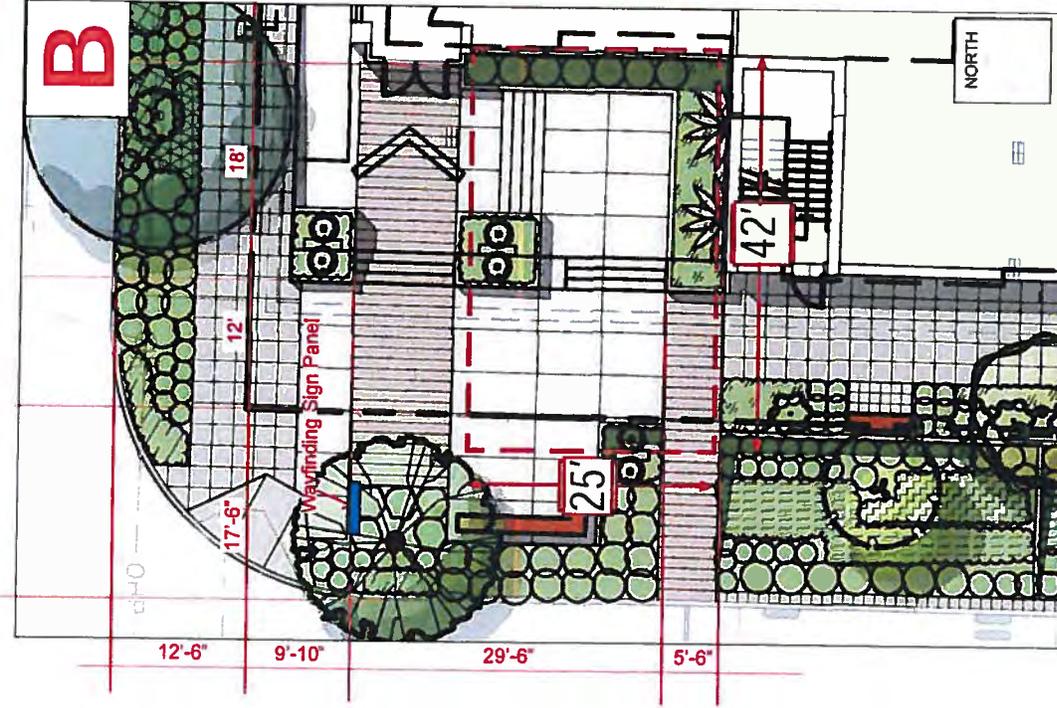


CORNER PLAZA: ALASKA & 40TH AVE

This corner of the project was identified by the design team and public as a less busy corner where longer term gathering and seating was appropriate. 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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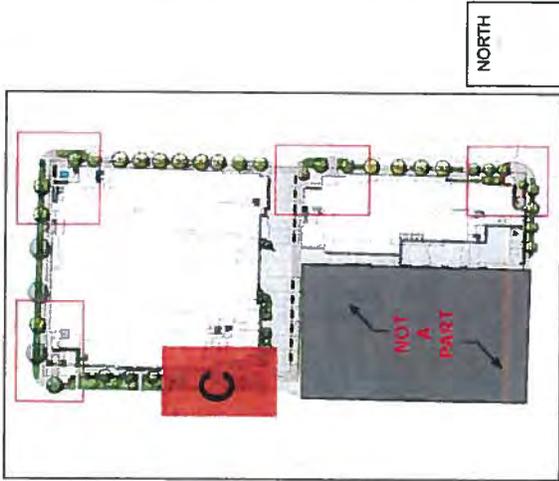
B. Corner Plaza: Alaska & 40th
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B. Corner Plaza: Alaska & 40th Ave
Alley Vacation Petition, 1/24/2013

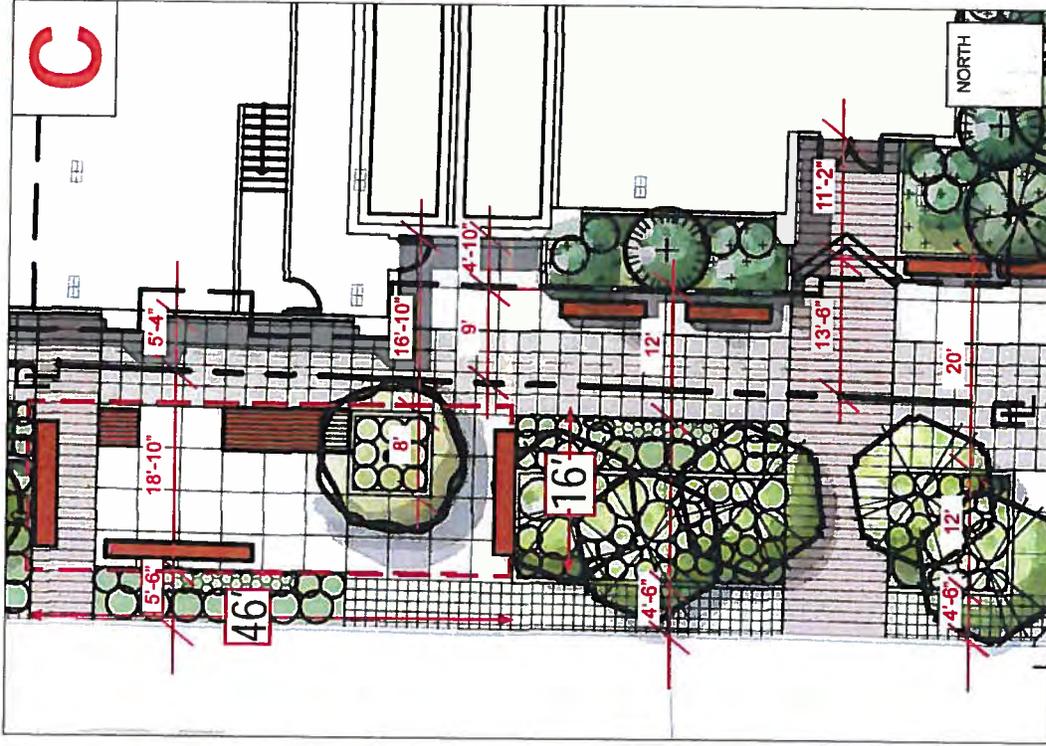


CROSS CONNECTOR PLAZA: 40TH AVE

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



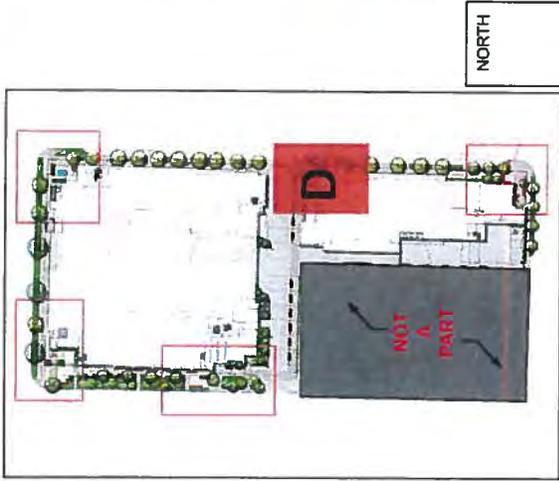


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C. Cross Connector Plaza: 40th
Alley Vacation Petition, 1/24/2013

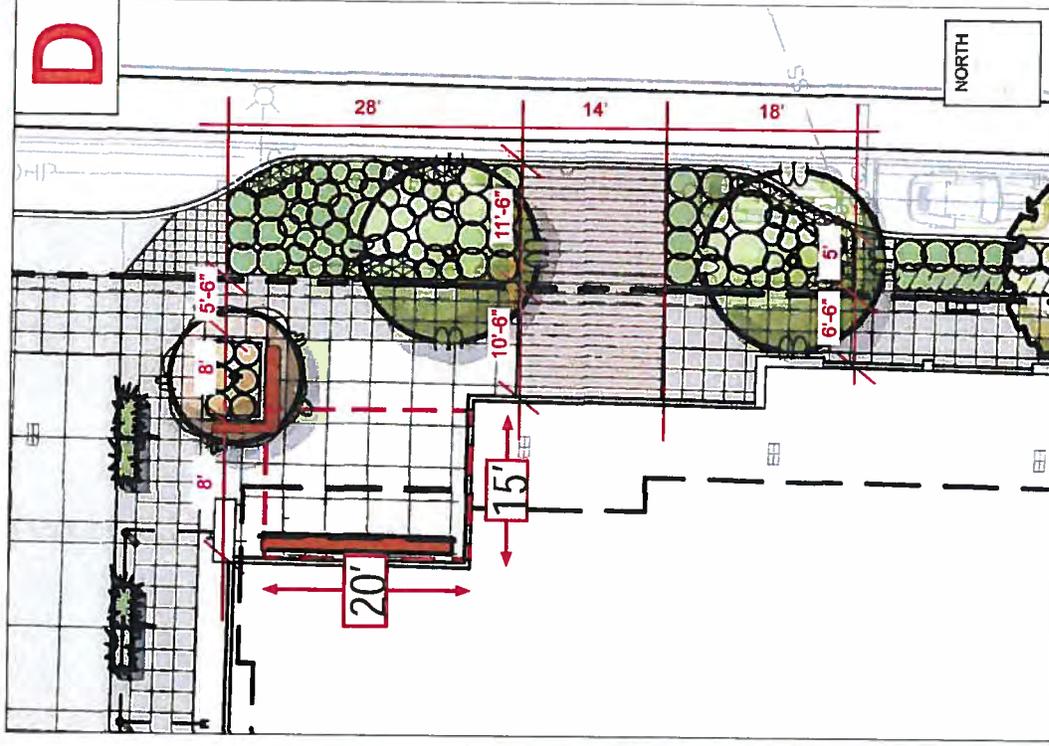
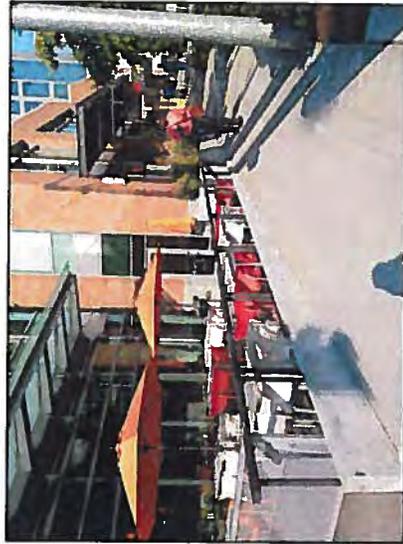


CROSS CONNECTOR PLAZA: FAUNTLEROY

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



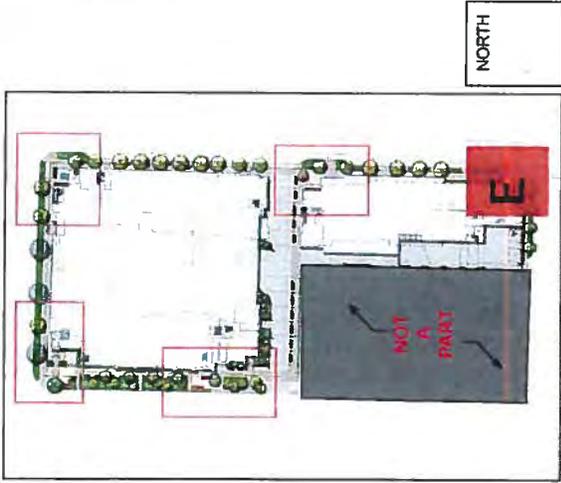


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D. Cross Connector Plaza: Fauntleroy
 Alley Vacation Petition, 1/24/2013



CORNER PLAZA: FAUNTLEROY & EDMUNDS

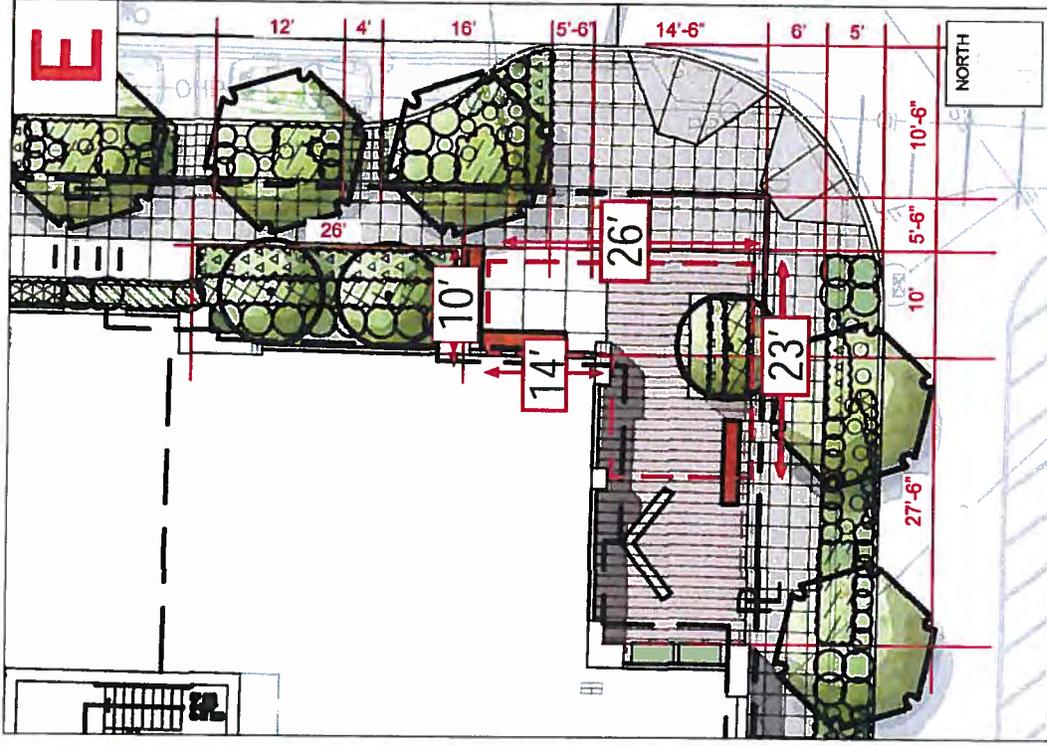
The Southeast corner of the project will be a prominent feature when coming from the Morgan Junction/Fauntleroy area.

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

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

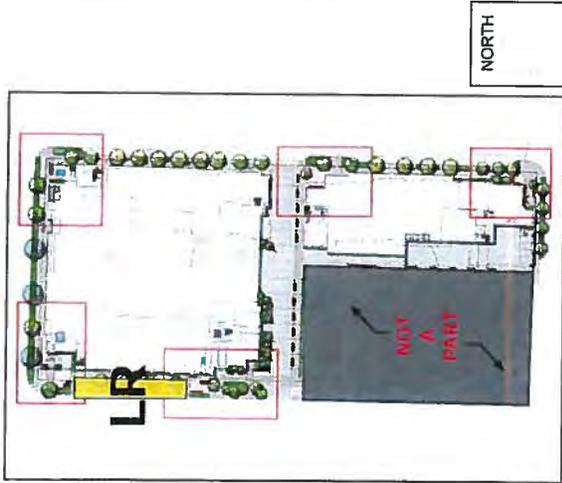


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E. Corner Plaza: Fauntleroy & Edmunds
Alley Vacation Petition, 1/24/2013



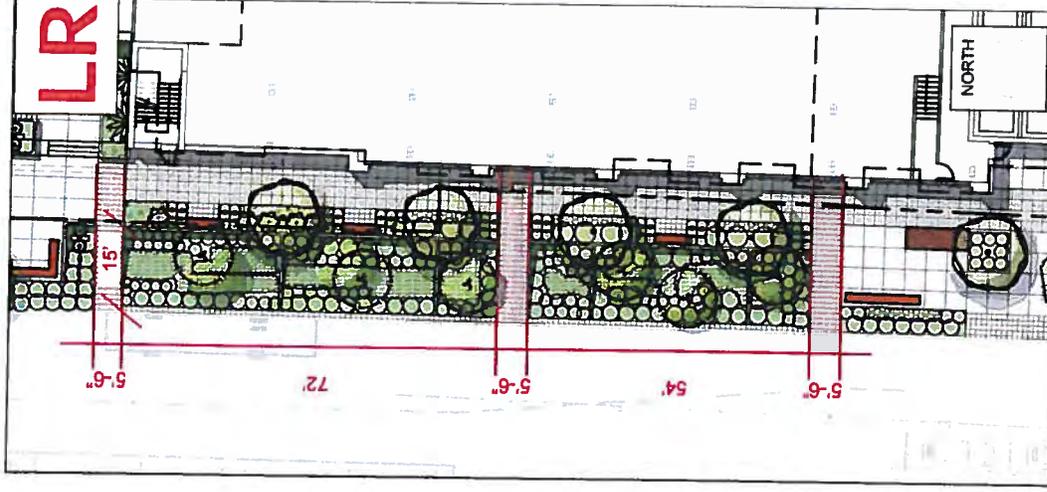
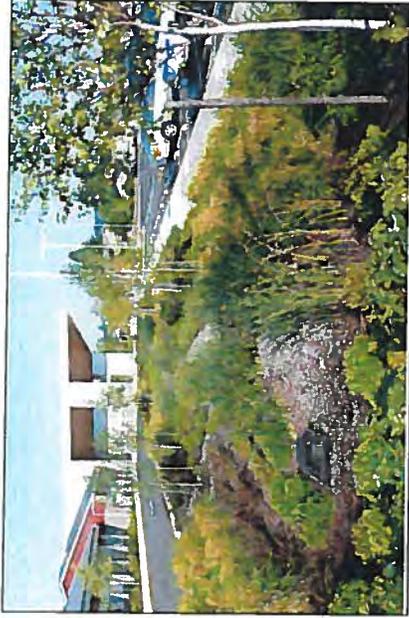
LINEAR RAIN GARDEN

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



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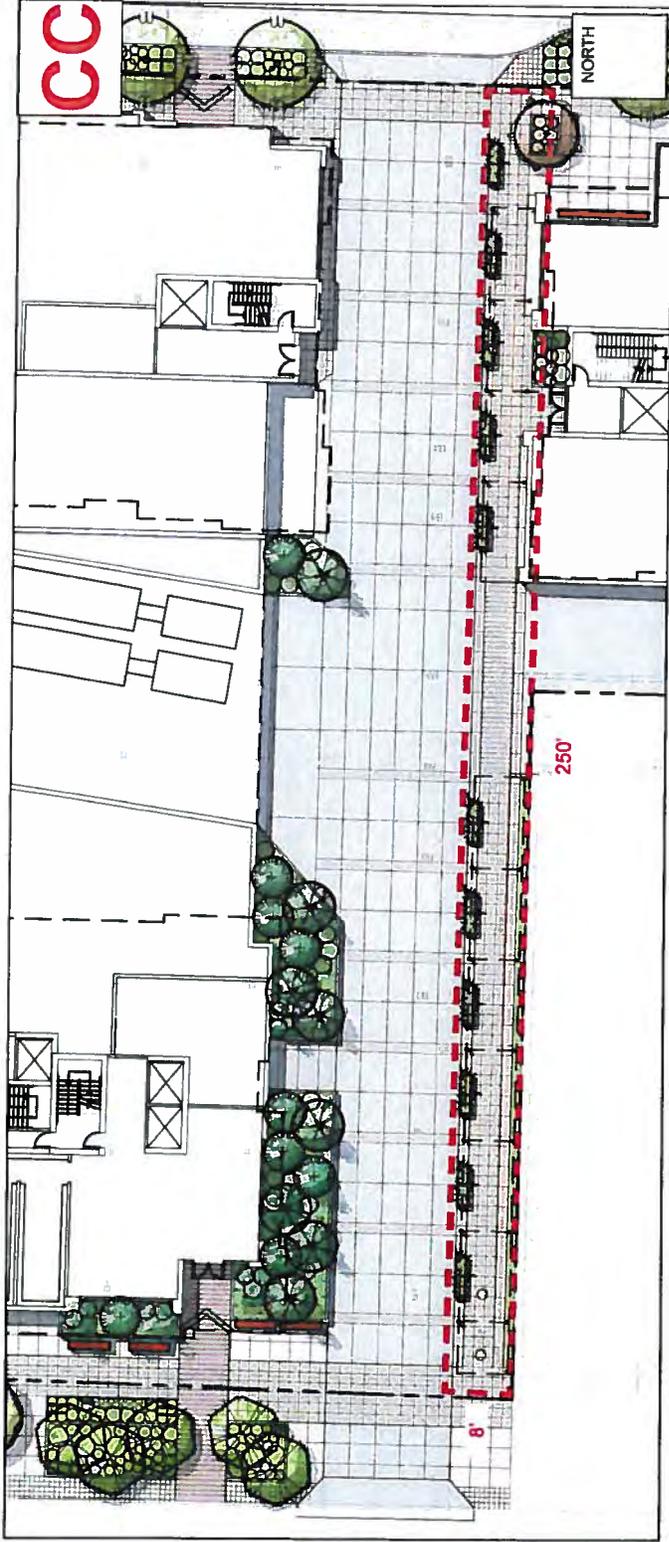
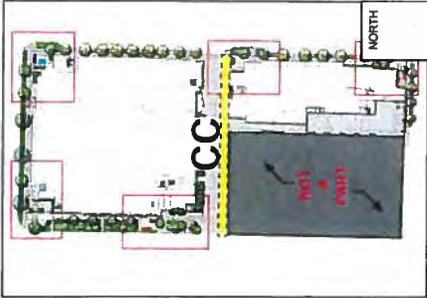
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Linear Rain Garden Visualization

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.

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Gross Connector Overview
 Alley Vacation Petition, 1/24/2013

#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: 6126600735
Assessed Value:
Land 2,291,400
Improvement 600
Total 2.292.000

Parcel No: 6126600555
Assessed Value:
Land 7,125,000
Improvement 1,000
Total 7.126.000

40th Ave SW

Fauntleroy Way SW

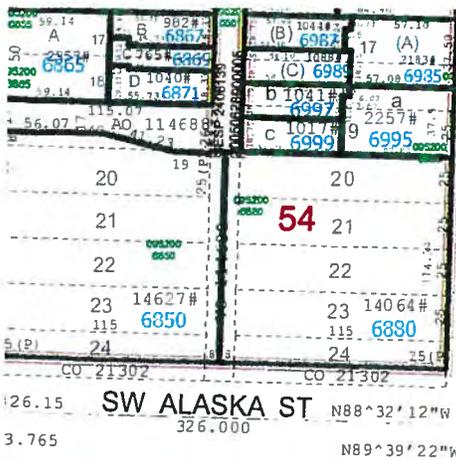
SW Edm

#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.

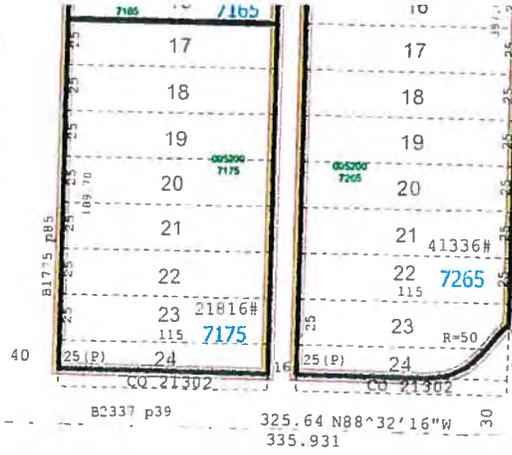
Legal Description	Parcel Number	Current Ownership	Current Use
Block 3, Lots 1 & 2, Norris Addition to West Seattle, according to the Plat thereof recorded in Vol. 14 of Plats, Page 93, records of King County	6126600465	Kennedy Family Limited Partnership	Small office building
Block 3, Lots 3 through 6, 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

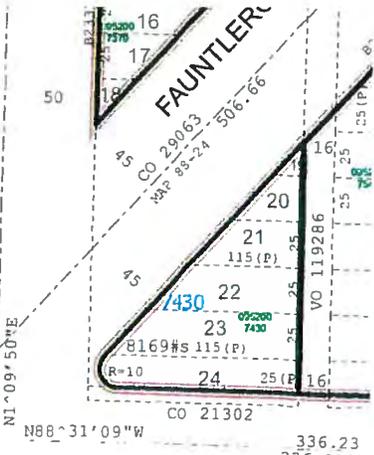


SEA SS 2401583²⁰⁰⁵
20040901900008

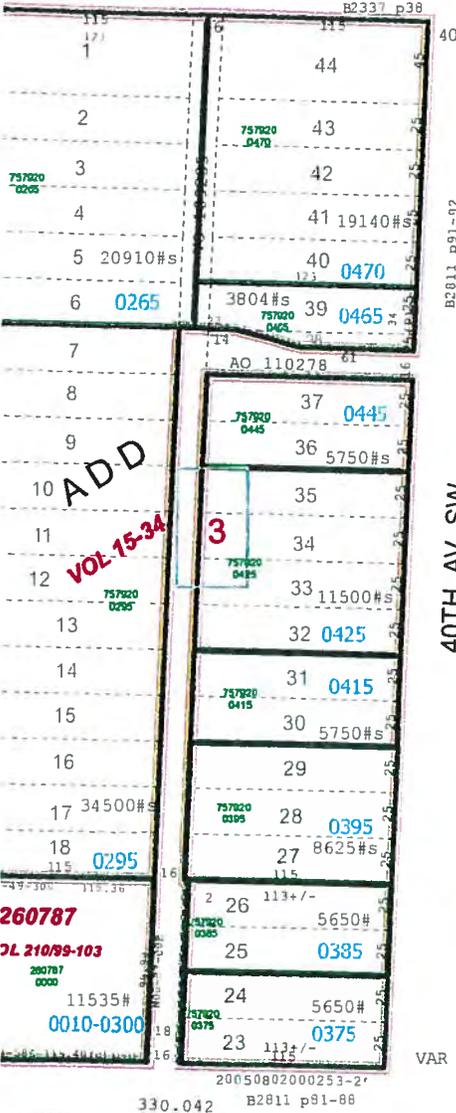
SW ALASKA ST N88°32'12"W
3.765 326.000 N89°39'22"W



325.64 N88°32'16"W
335.931



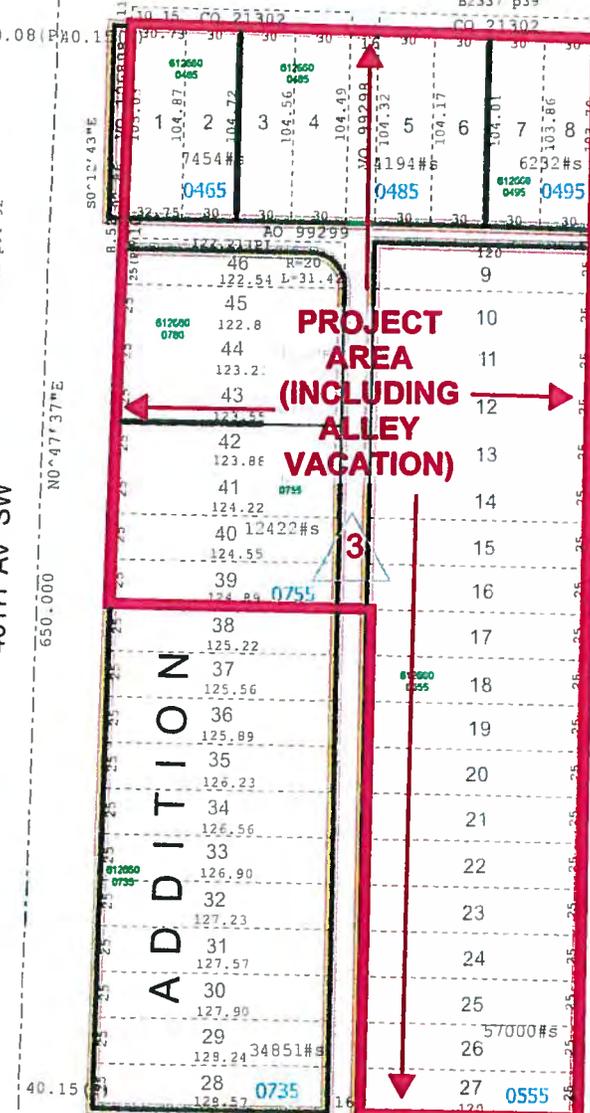
N88°31'09"W
336.23 336.000



260787
DL 210/99-103

11535#
0010-0300

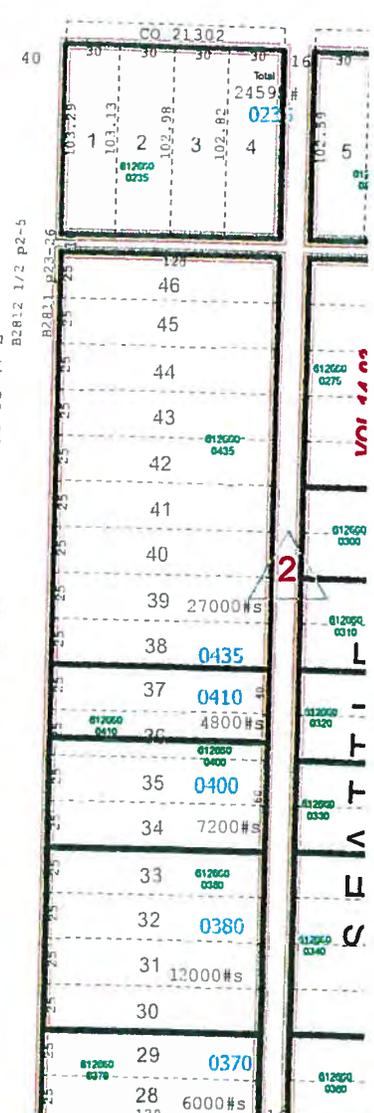
330.042 B2811 p91-88



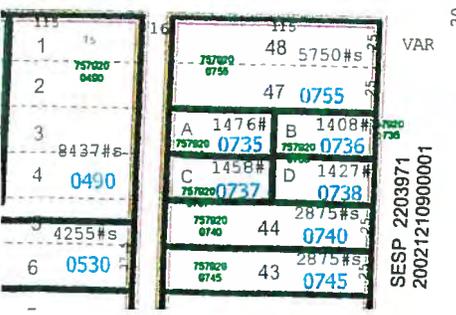
40TH AV SW

FAUNTLEROY WY SW

344.863 N89°56'48"N



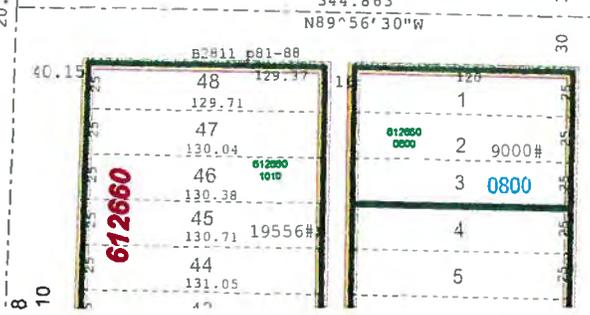
335.956 N89°57'15"W



0530

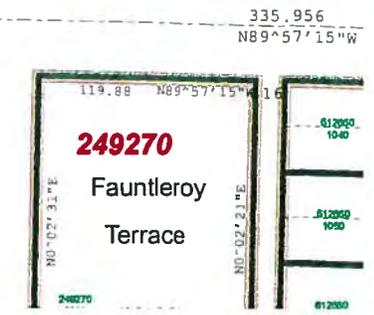
0490

SESP 2203971
20021210900001



612660

0800



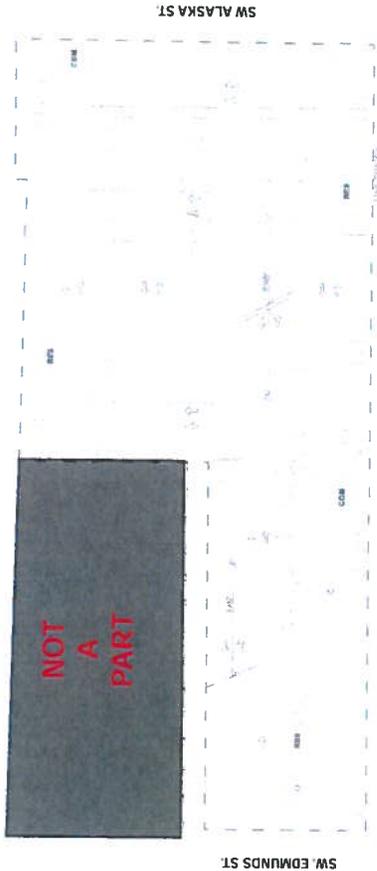
249270
Fauntleroy
Terrace

#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



40TH AVE SW

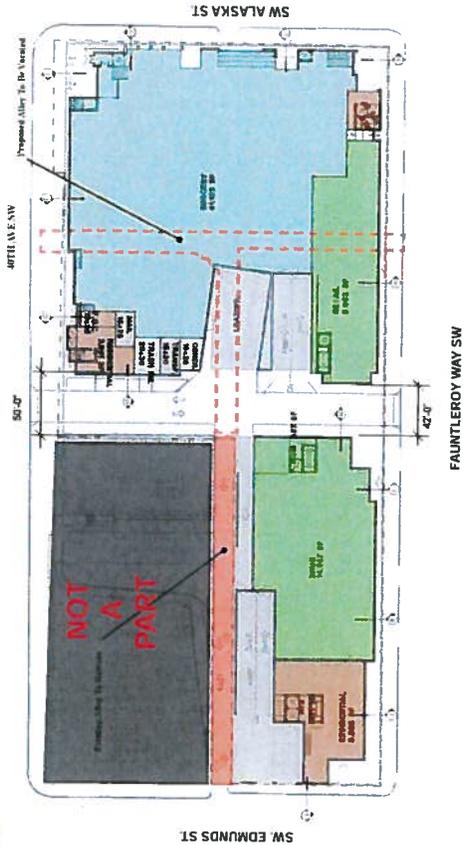
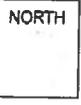


Preferred Scheme
Site & Scheme Square Footages

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'

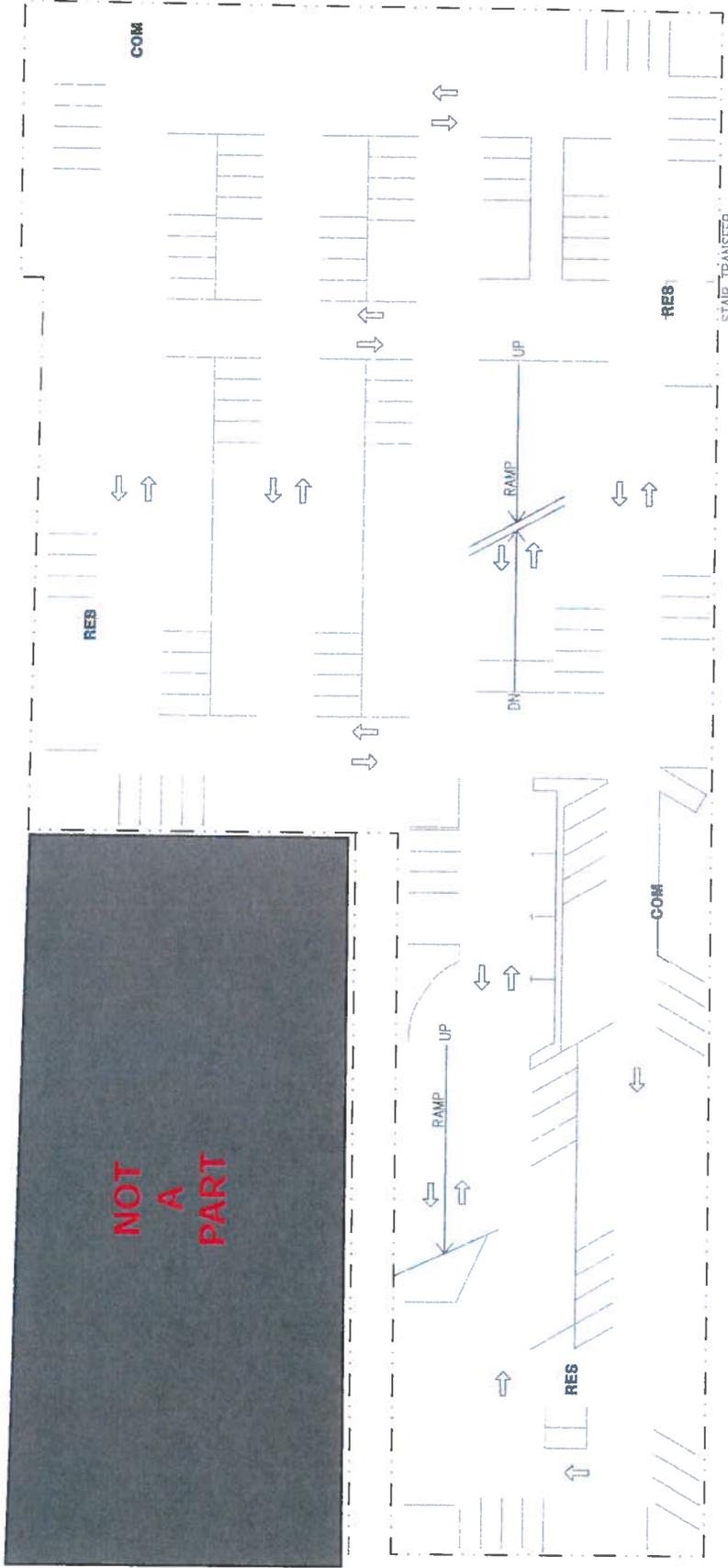


4755 Fauntleroy Way SW
 West Seattle, Seattle, Washington

With Vacation - Proposal Overview
 Alley Vacation Petition, 1/24/2013

FULLER-SEARS ARCHITECTS
 1411 Fourth Ave., Suite 1305
 Seattle, WA 98101
 Tel. 206.682.6170

40TH AVE SW



SW ALASKA ST.



FAUNTLEROY WAY SW

1411 Fourth Ave., Suite 1306
 Seattle, WA 98101
 Tel. 206.662.6170

FULLER-SEARS
ARCHITECTS

4755 Fauntleroy Way SW

West Seattle, Seattle, Washington

Typical Below Grade Parking
 Alley Vacation Petition, 1/24/2013