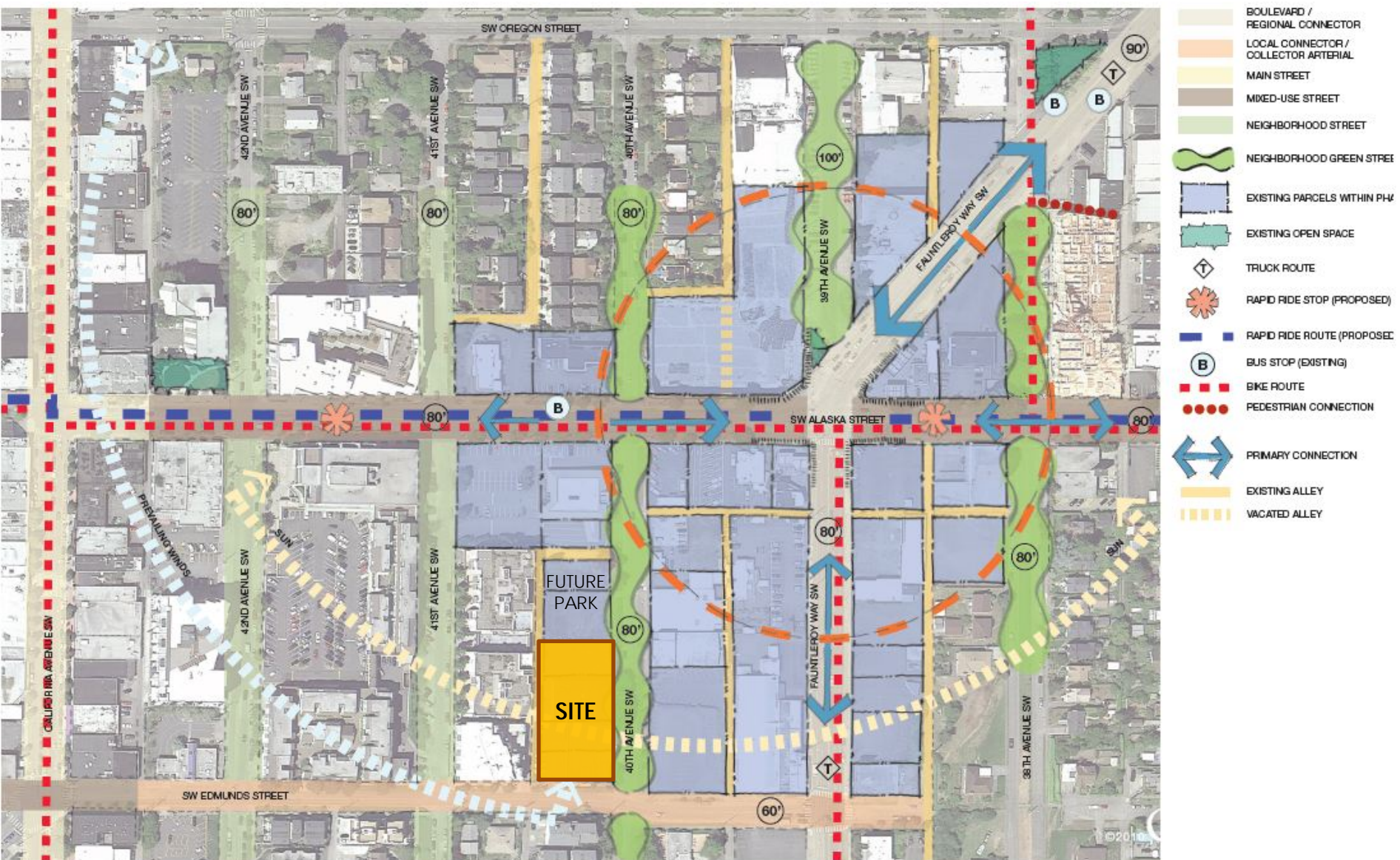


4745 40th Ave. SW
Early Design Guidance

DPD #3014877



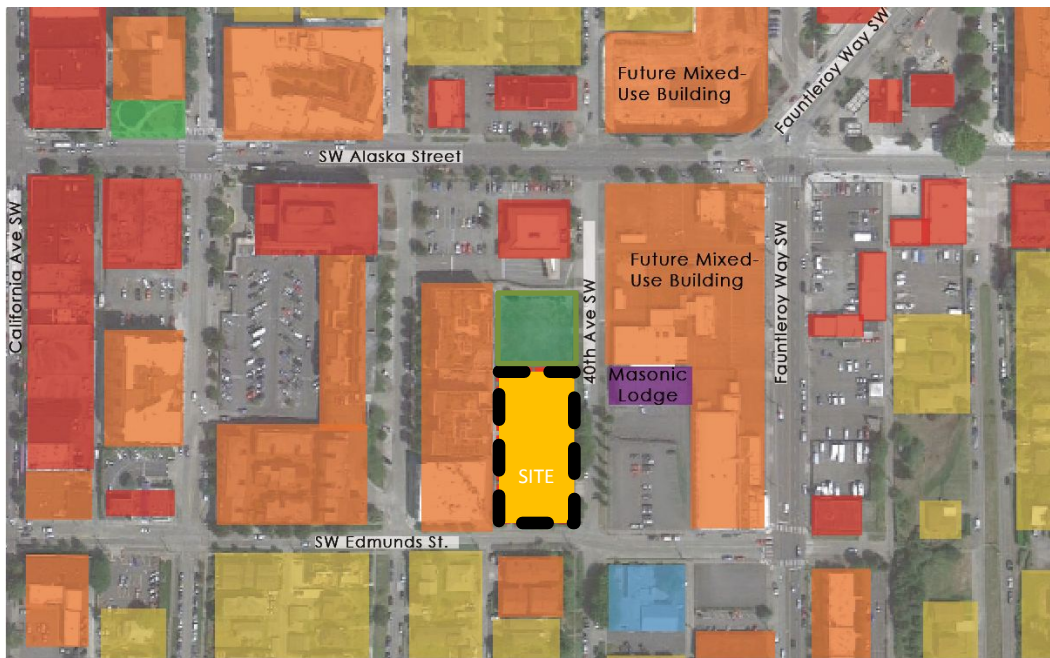
Urban Design Diagram from West Seattle Junction Urban Design Framework

Fautleroy / Alaska Blocks - Streetscape Concept Overview

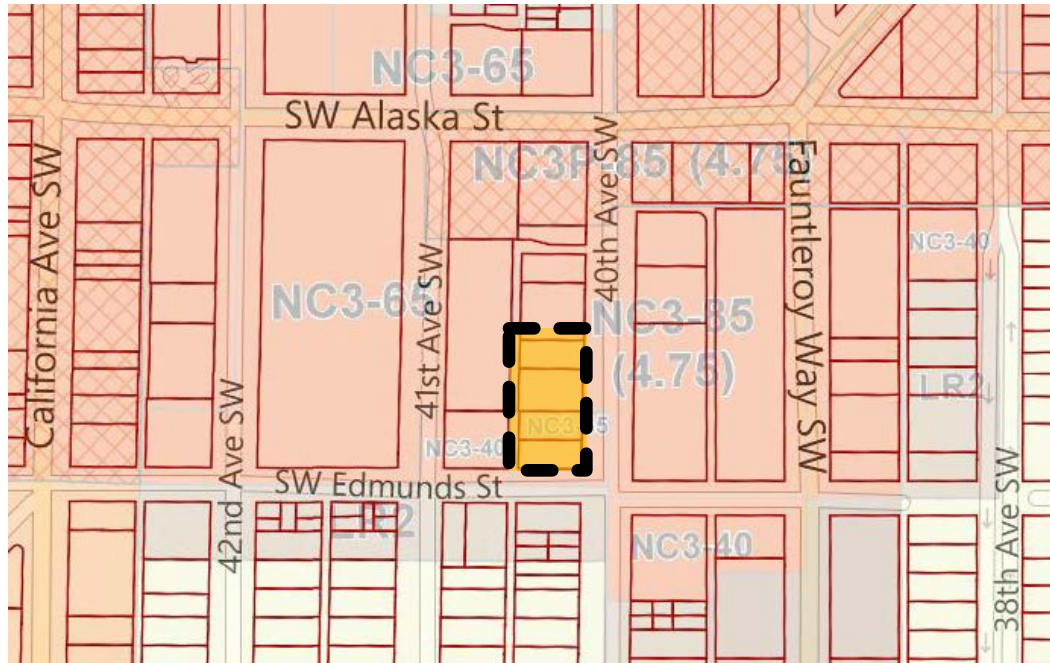
The streetscape concept overview for the Fautleroy / Alaska Blocks shows preferred configuration for infill development on large underused sites in the area. Key recommendations include:

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





Neighborhood Uses



Neighborhood Zoning



4218 SW Alaska St.



Junction Plaza Park



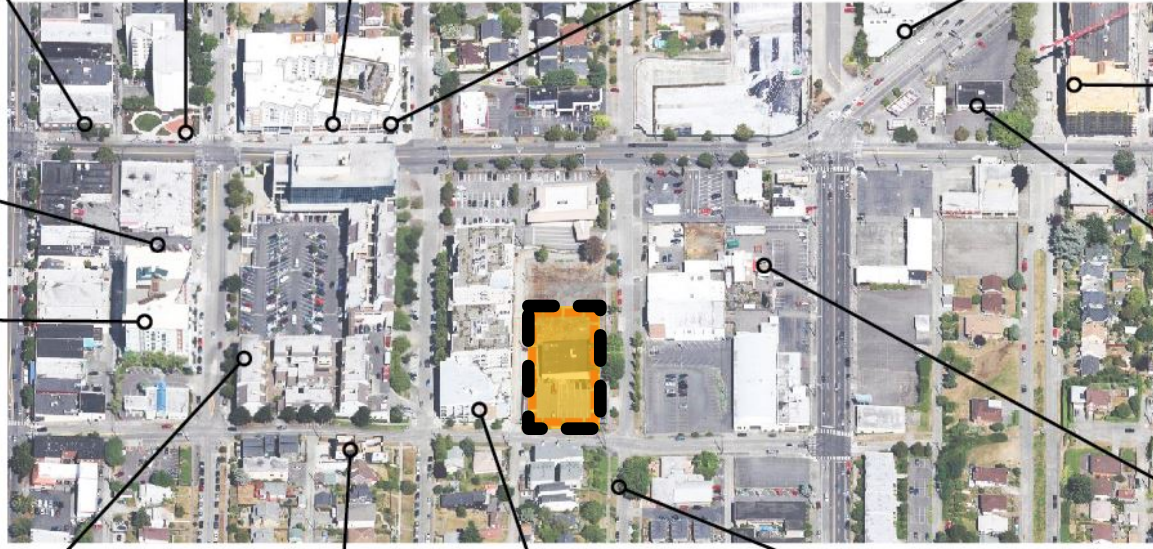
QFC/Altamira Apts.



QFC/Altamira Apts.



Trader Joe's



Mural Apts.



Mural Apts.



Link Apartments



Family Wellcare



Safeway/Jefferson Square



Multi-family @ SW Edmunds and 41st St. SW



Condominium @ SW Edmunds and 41st St. SW



40th Ave SW



Proposed Whole Foods



SW Edmunds St.



40th Ave SW

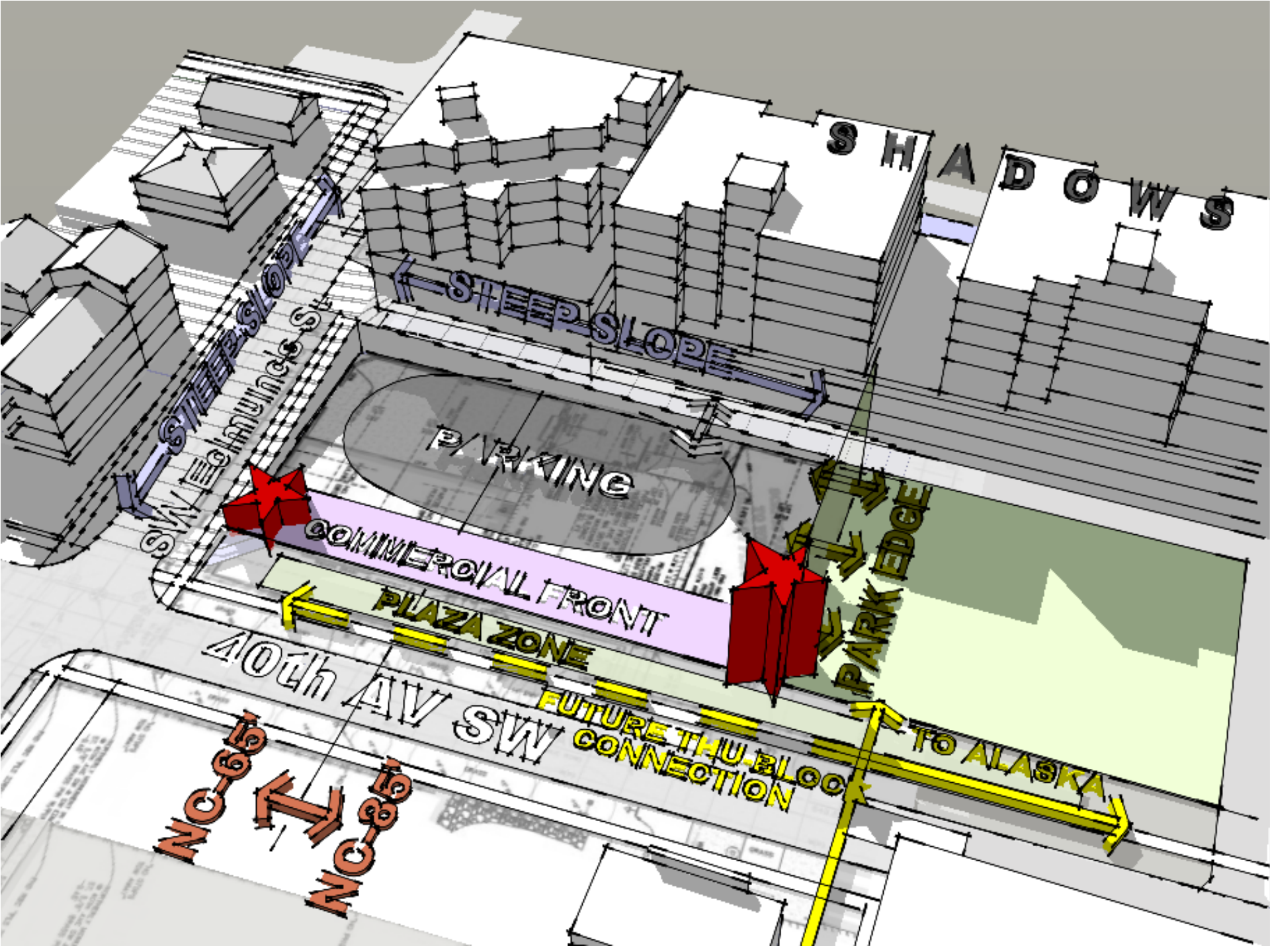


Alley



SW Edmunds St.

40th Ave SW



SHADOWS

STEEP SLOPE

PARKING

COMMERCIAL FRONT
PLAZA ZONE

PARK EDGE

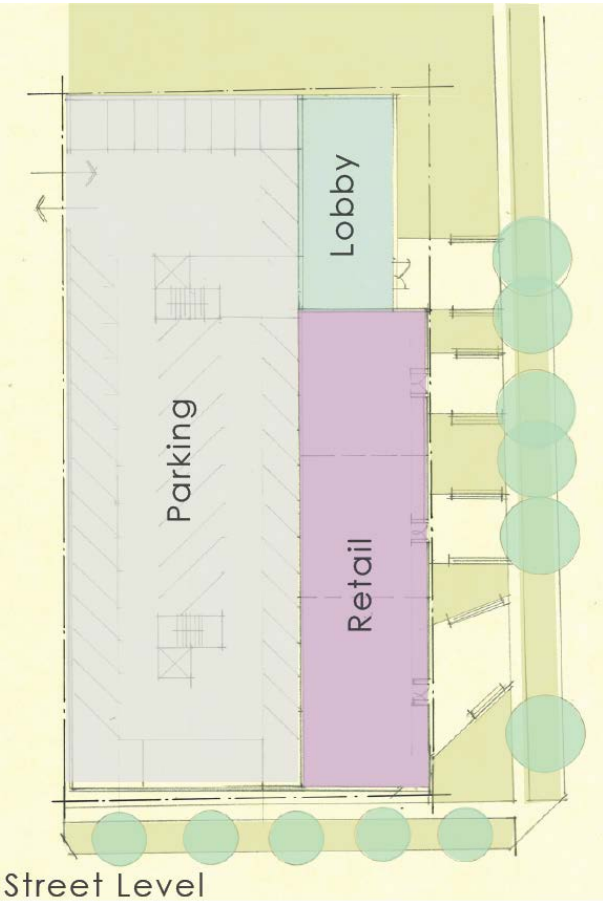
FUTURE THU-BLOC CONNECTION
TO ALASKA

40th AV SW

NC-66
NC-85

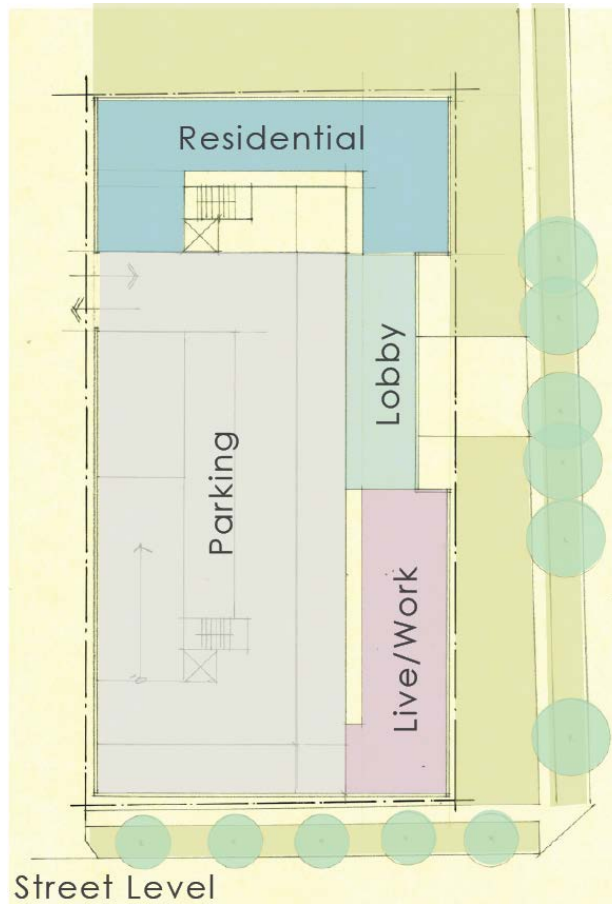
SW SHADOWS

Street Level Options



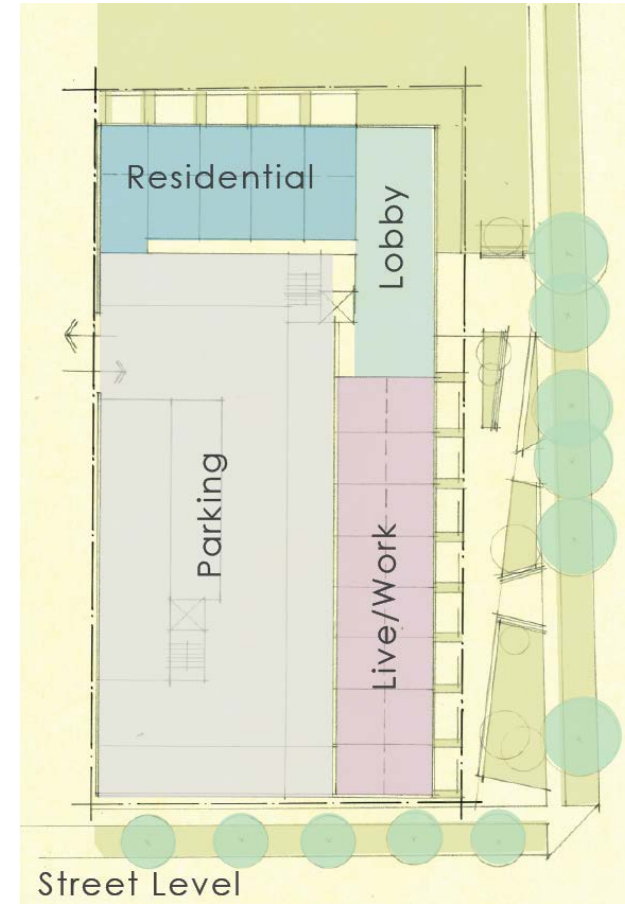
Option 1

- Maximize commercial frontage
- Lobby at north
- Single Level Parking



Option 2

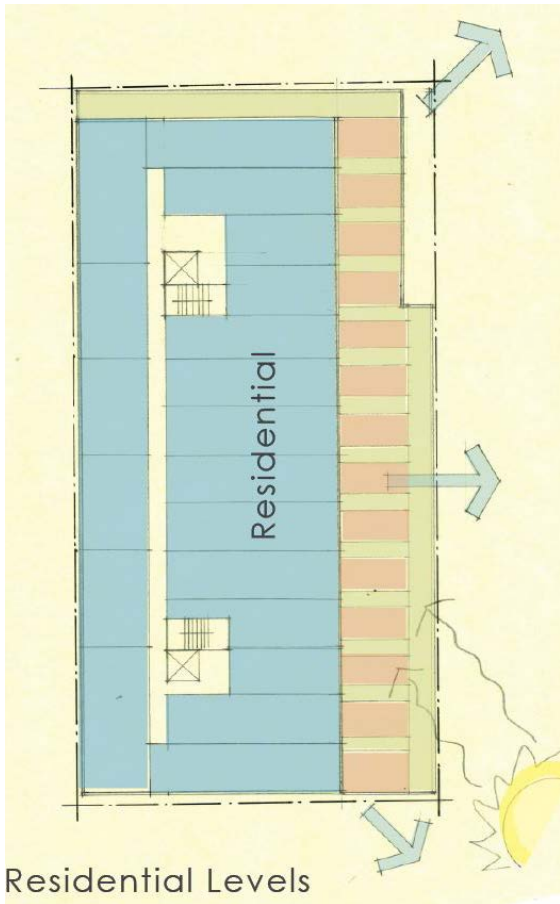
- Maximize residential on park
- Lobby at center
- Multi-Level parking



Option 3 (Preferred)

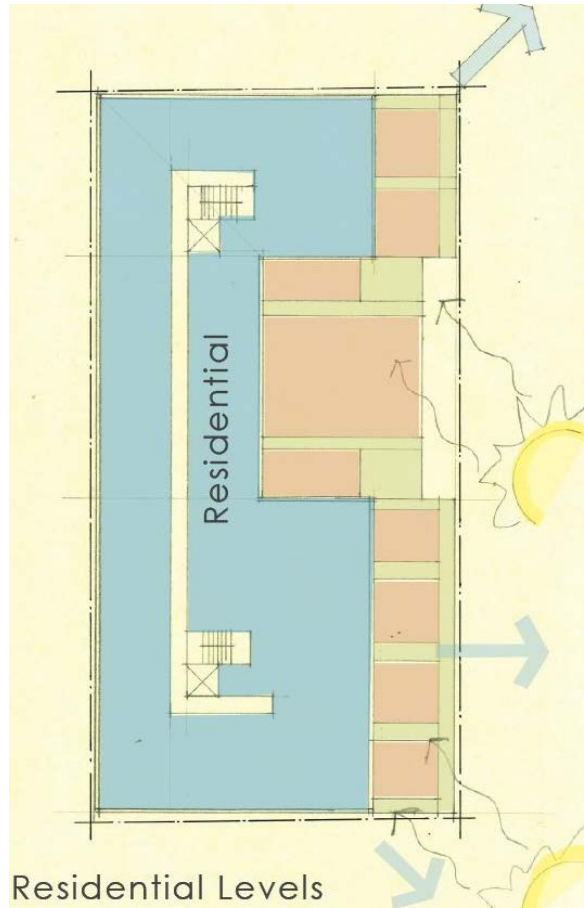
- Setback residential on park
- Lobby at north
- Multi-Level parking

Residential Tower Options



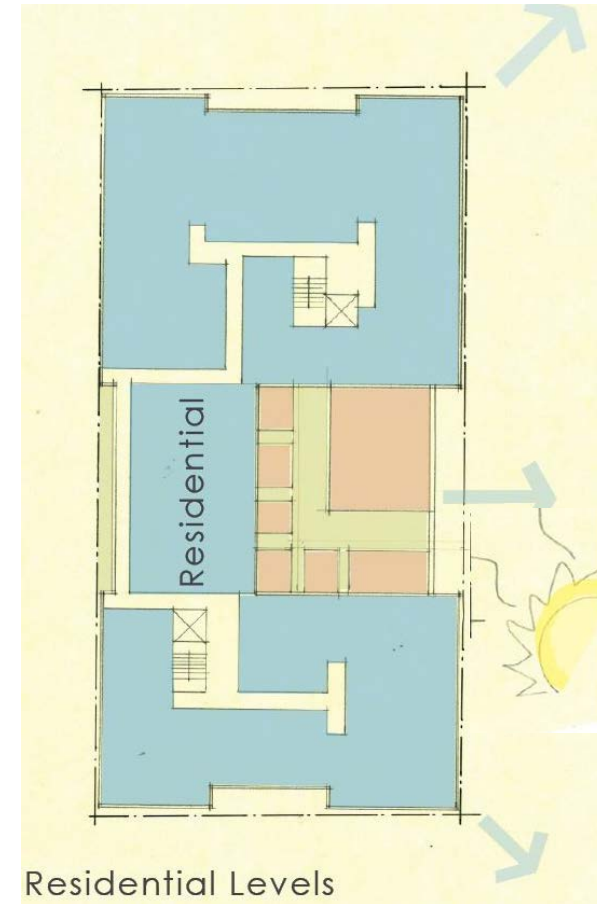
Massing Scheme A

- Maximize views
- Maximize morning sun in private amenity spaces
- Minimize bulk on park



Massing Scheme B

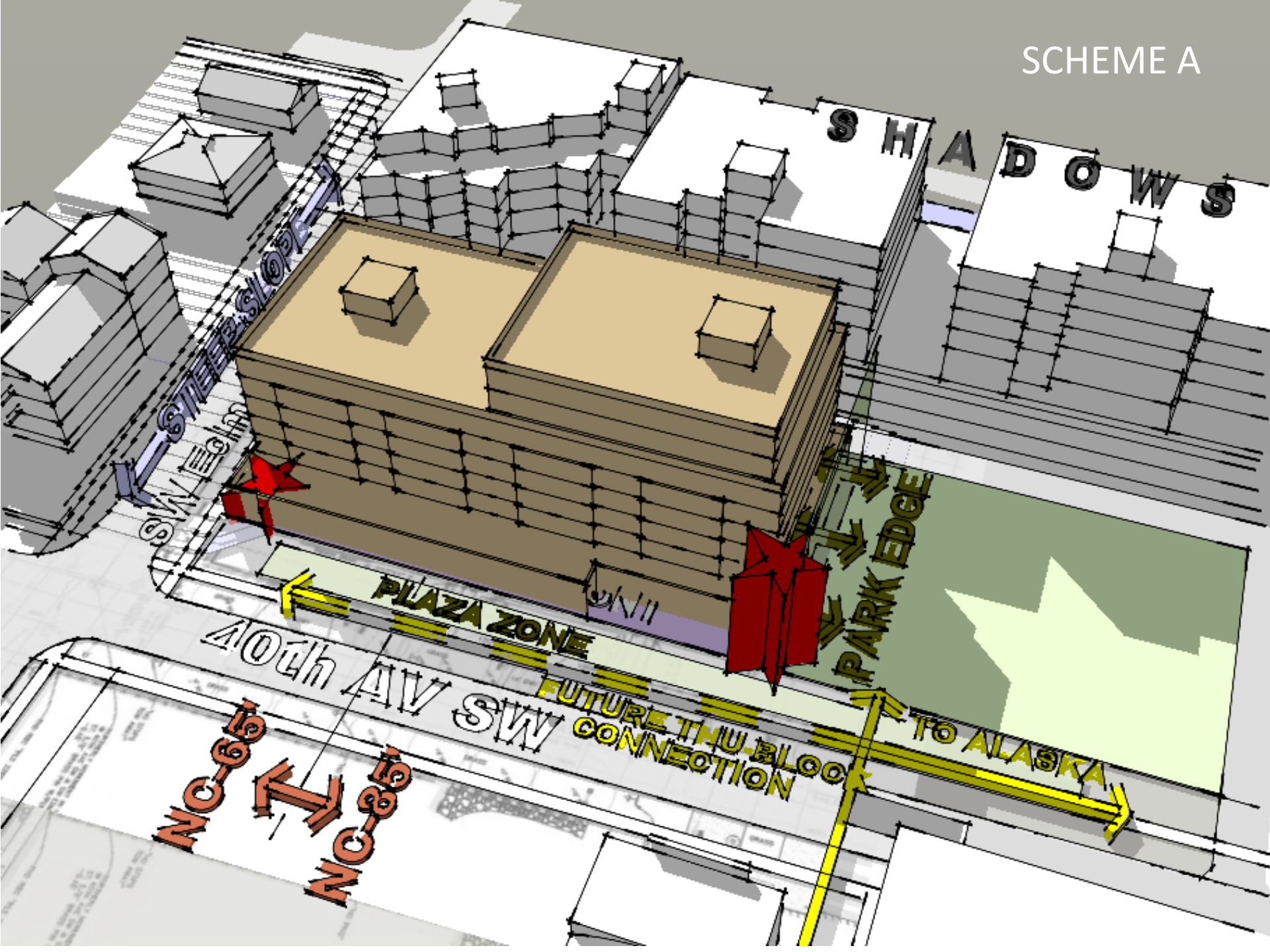
- Balance views and neighborhood massing
- Balance private and shared amenity space
- Tower edge at park



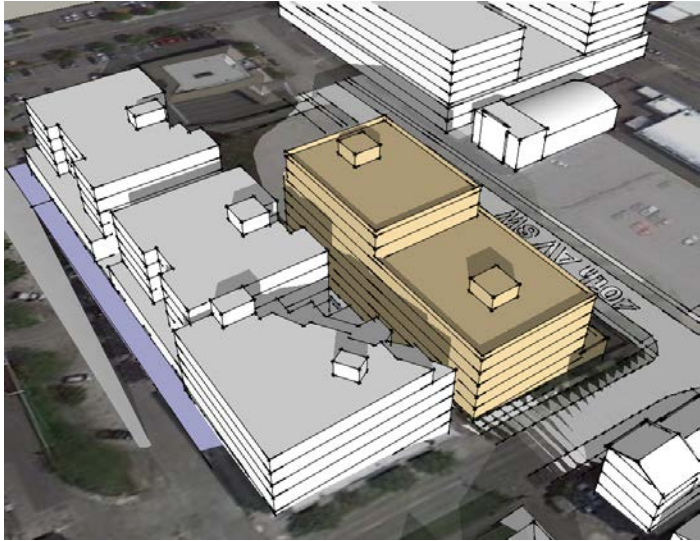
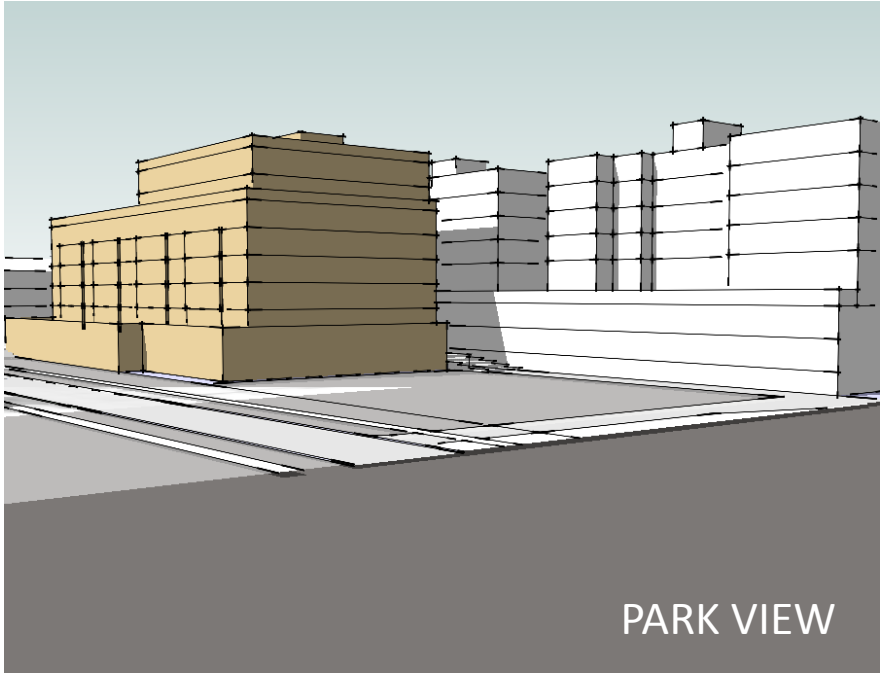
Massing Scheme C (Preferred)

- Follow neighborhood pattern
- Traditional C shape courtyard
- Lower, wider tower at park

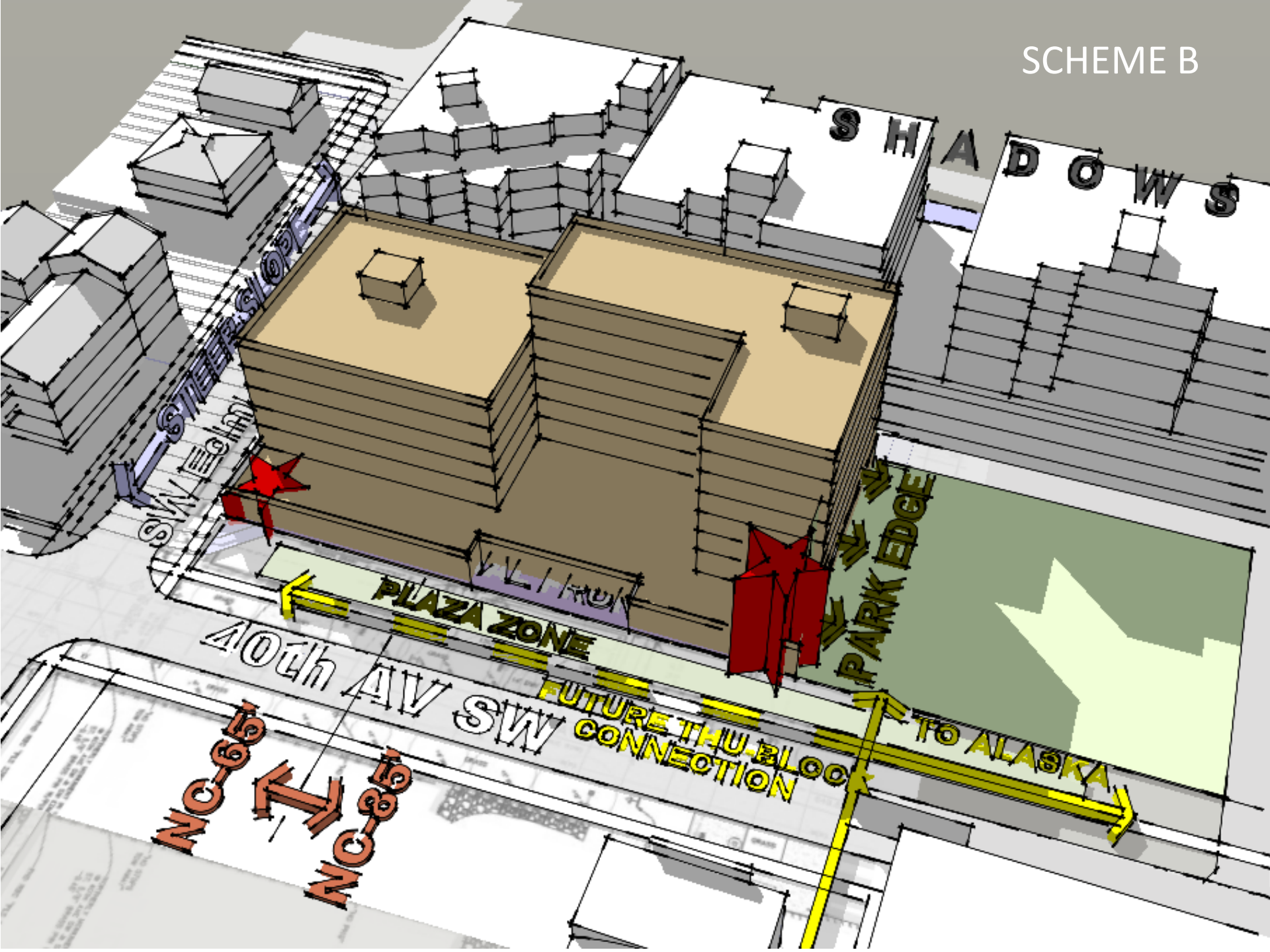
SCHEME A



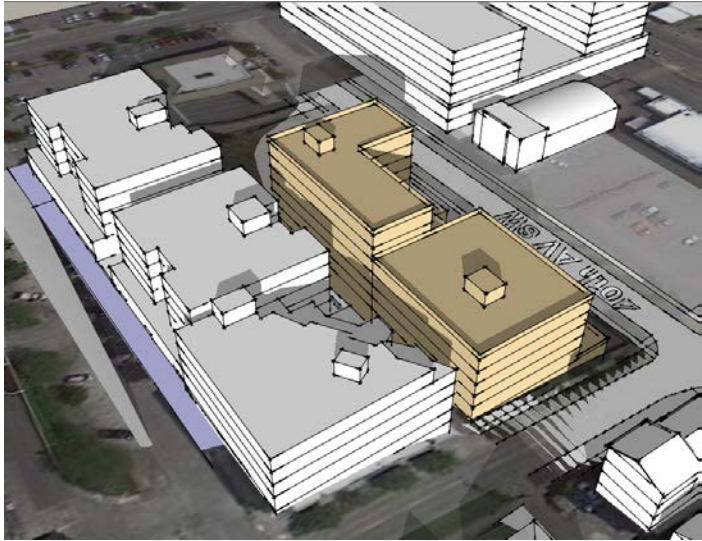
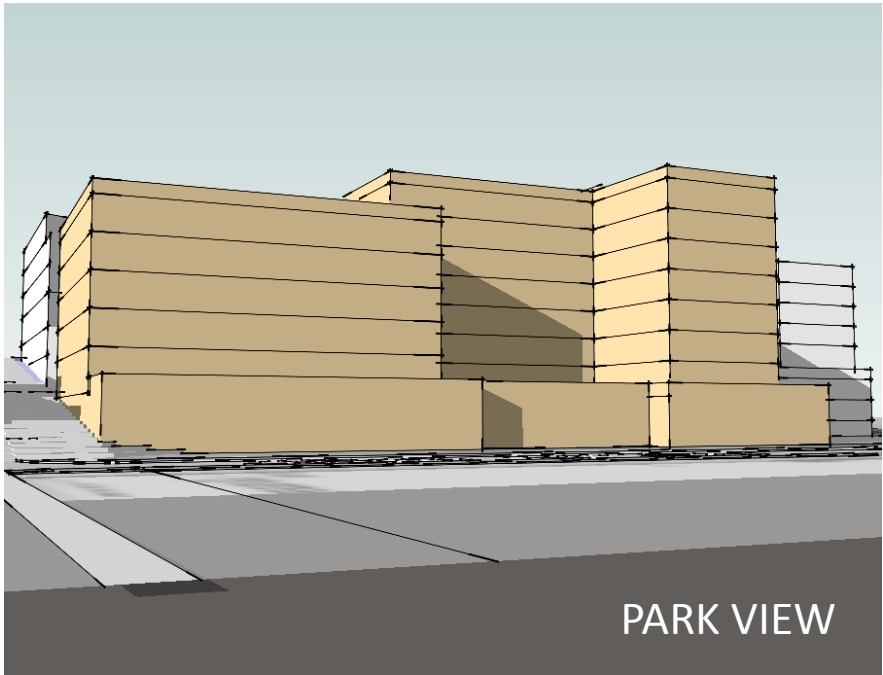
SCHEME A



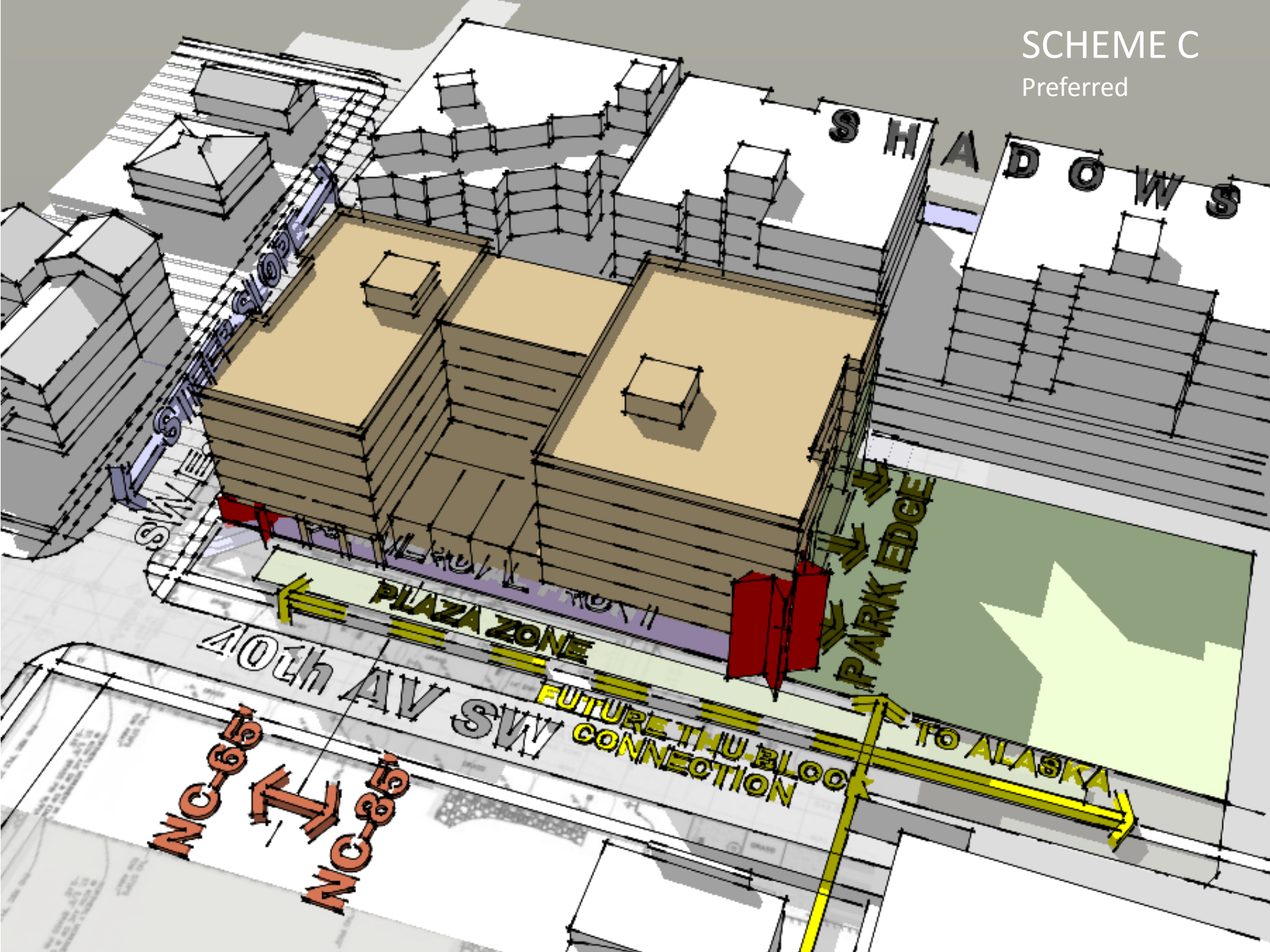
SCHEME B



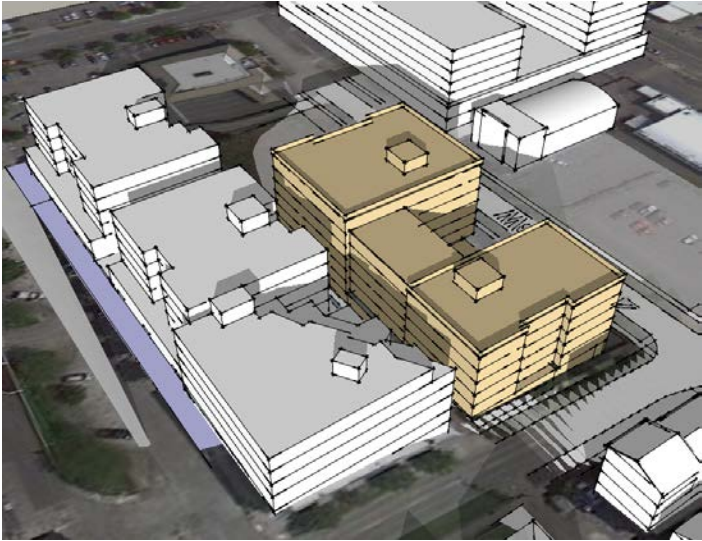
SCHEME B



SCHEME C
Preferred



SCHEME C Preferred





WEST SEATTLE JUNCTION
urban village

**Design
Guidelines**

Effective August 26, 2001



1. Pedestrian Environment
2. Height, Bulk and Scale Compatibility
3. Architectural Character

A-2 Streetscape Compatibility

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in Junction's mixed use areas.



A-4 Human Activity

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realm



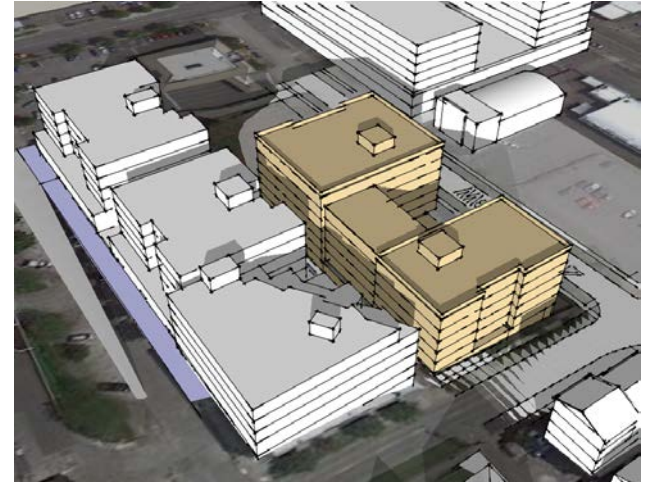
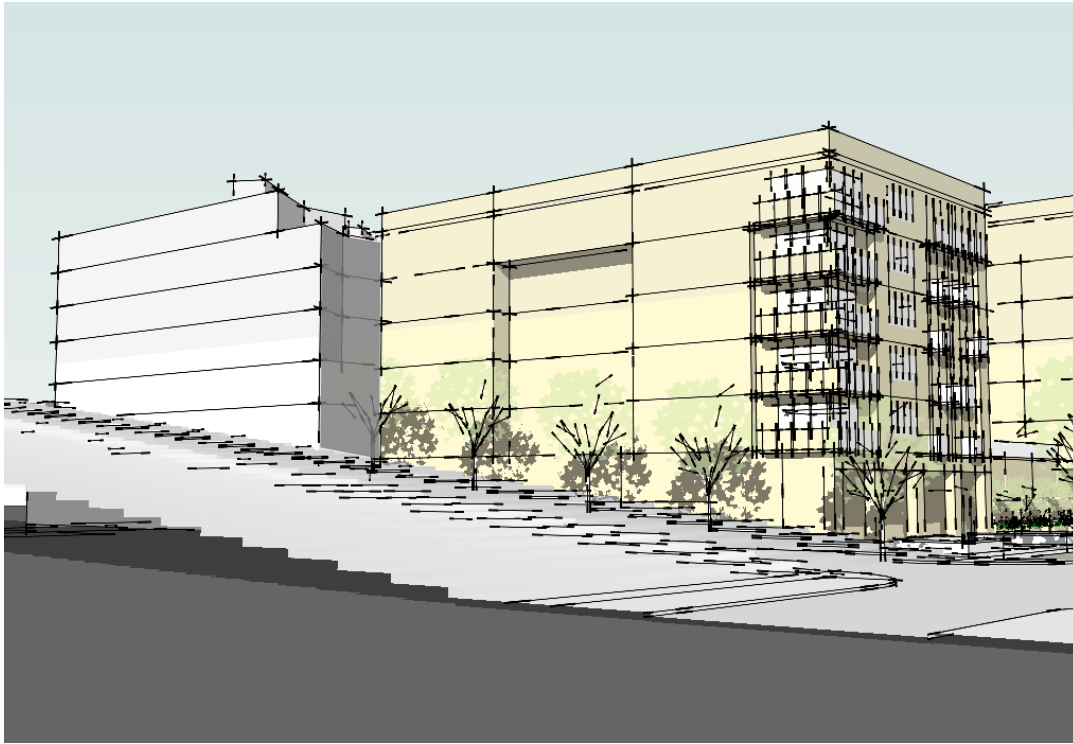
Character Study at Park

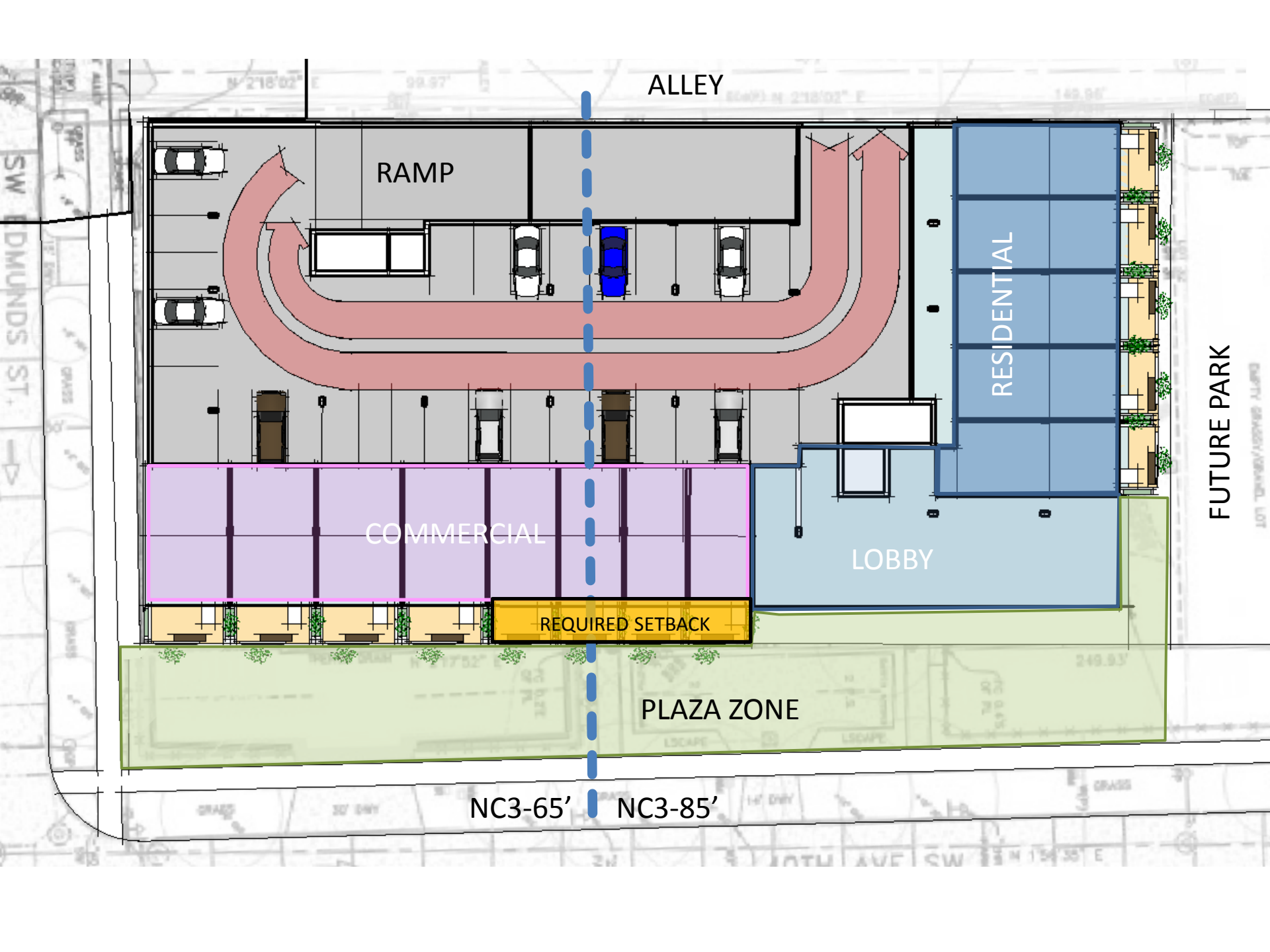


A-10 Corner Lots



B-1 Height, Bulk and Scale Compatibility





ALLEY

RAMP

COMMERCIAL

RESIDENTIAL

LOBBY

REQUIRED SETBACK

PLAZA ZONE

FUTURE PARK

NC3-65'

NC3-85'

SW EDMUNDS ST.

Potential Departure #1

23.54.030 Parking Space Standards

1. Residential Uses – when more than 5 parking stalls are provided, a minimum of 60% of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size.

Allow fewer number of medium sized stalls
in order to provide viable parking.

Potential Departure #2

23.47A.009 Standards Applicable to Specific Areas

b. A setback of at least ten feet from the street lot line is required along non-arterial north-south avenues for at least 25% of the lot frontage or 100 feet of the lot frontage, whichever is less.

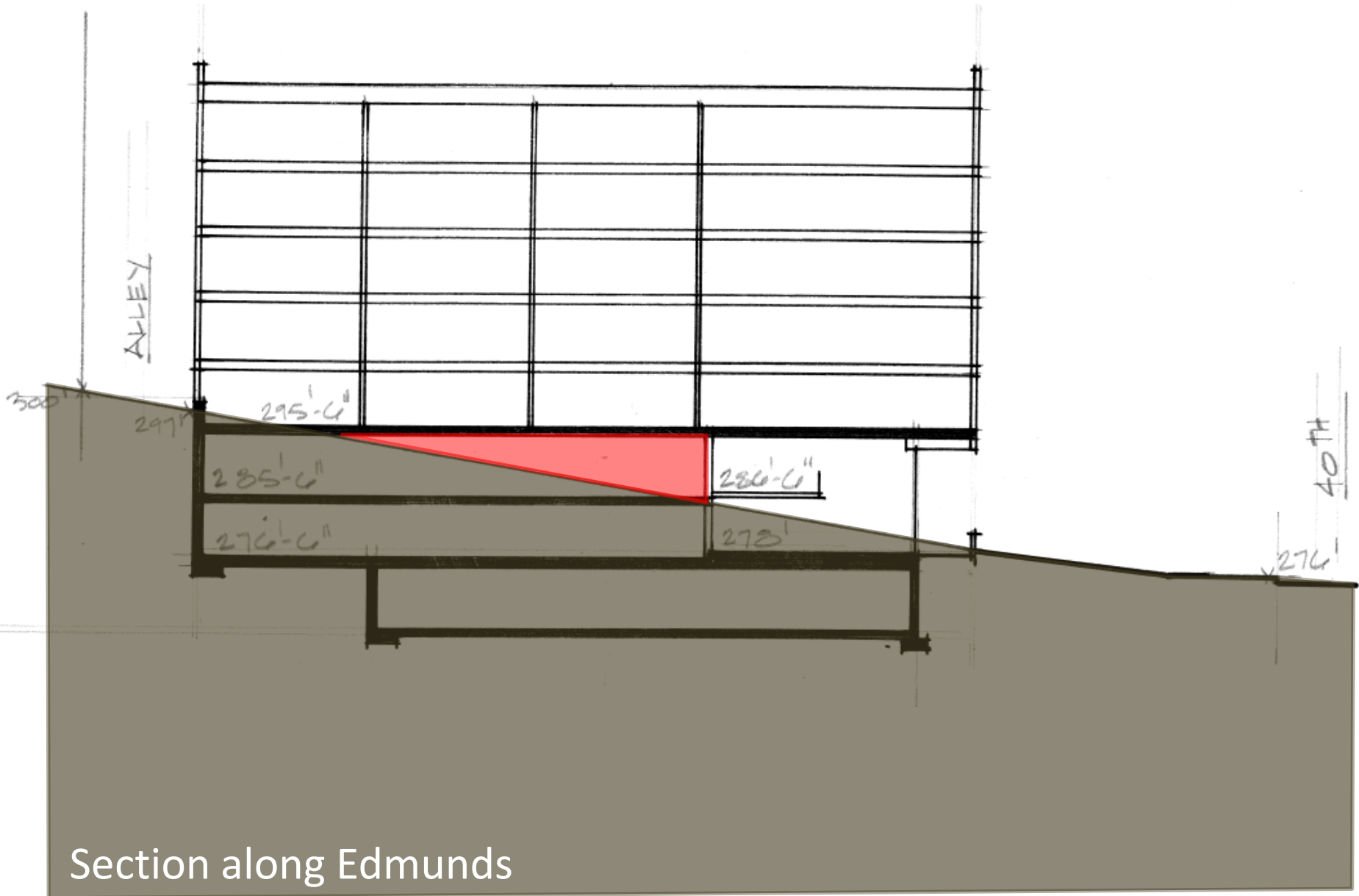
Reduce setback to 8' at street level to allow for viable parking and Live/Work units.

Potential Departure #3

23.47A.032 Parking Location and Access

Within a structure, street-level parking shall be separated from street-level, street facing facades by another permitted use.

Allow small portion of garage frontage on Edmunds to provide viable parking.

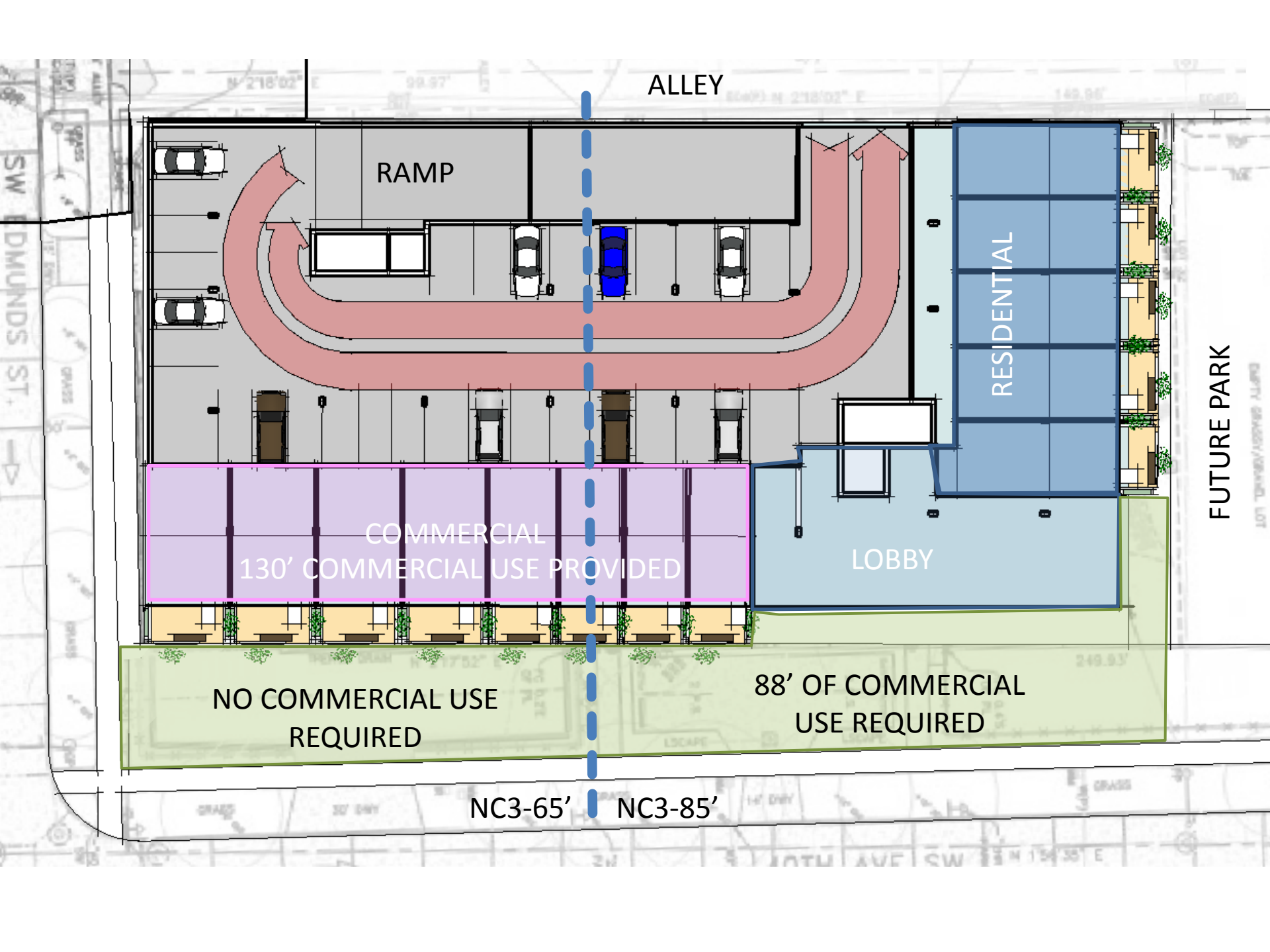


Potential Departure #4

23.47A.005 Street-level Uses

1. In all neighborhood commercial and C1 zones, residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing façade in the following circumstances or locations:
 - d. Within a zone that has a height limit of 85' or higher...

Reduce required commercial on North parcel,
and provide commercial on South parcel.



ALLEY

RAMP

RESIDENTIAL

LOBBY

COMMERCIAL
130' COMMERCIAL USE PROVIDED

NO COMMERCIAL USE
REQUIRED

88' OF COMMERCIAL
USE REQUIRED

FUTURE PARK

NC3-65' NC3-85'

Potential Departure #5

23.47A.008 Street-Level Development Standards

D. Where residential uses are located along a street-level street-facing façade the following requirements apply...

2. The floor of a dwelling unit along the street-level street-facing façade shall be at least 4' above or 4' below sidewalk grade or be set back at least 10' from the sidewalk.

Allow units closer to sidewalk due to steep slope along Edmunds.

