

BCK JUNCTION FLATS
4433-4441 42ND AVENUE SW, SEATTLE, WA

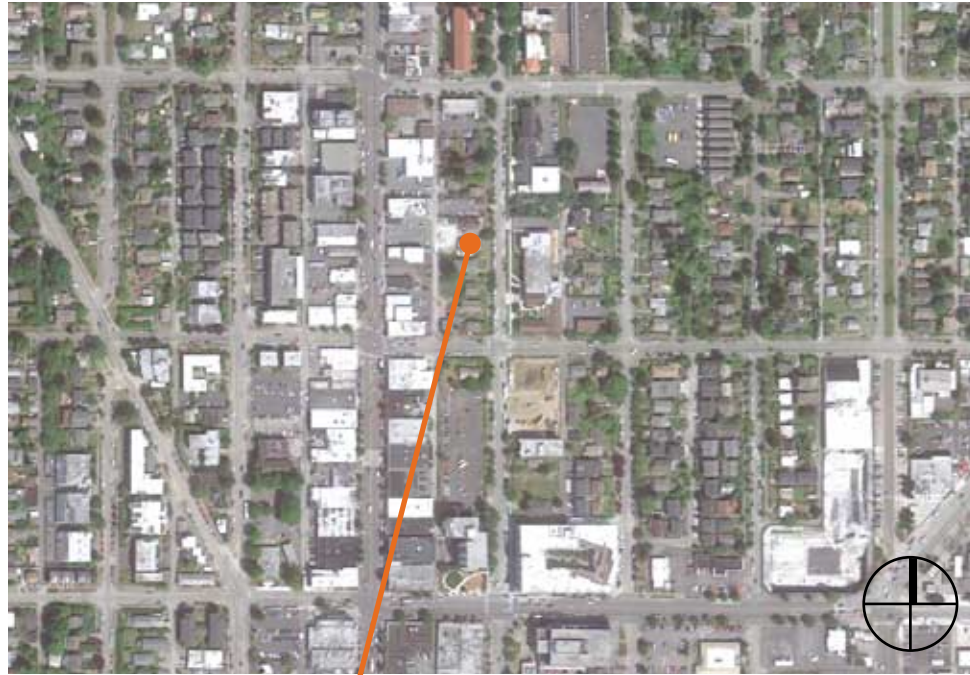


EARLY DESIGN GUIDANCE
DPD #3013912

310 First Avenue S, Suite 4S,
Seattle, WA 98104
206.933.1150
www.nkarch.com



PROJECT DESCRIPTION



SITE LOCATION

ADDRESS: 4433 42nd Avenue SW, Seattle, WA
DPD PROJECT #: 3013912
OWNER: BCK Investments, LLC
APPLICANT: Nicholson Kovalchick Architects
CONTACT: Tom Steidl - AIA, LEED AP

DEVELOPMENT OBJECTIVES

New Construction of an approximately 71 unit residential building, including potentially 2-3 ground-level live/work units along the building's 42nd Ave SW facade. Although no parking is required, parking will be provided for approximately 57 vehicles in a below-grade parking structure, and due to the site's proximity to the heart of the West Seattle Junction Hub Urban Village, should help to reduce the possibility of street overcrowding.

The project team endeavors to reinforce the existing pedestrian scale of 42nd Ave SW, while at the same time, increase density and community connectivity of the West Seattle Junction neighborhood. The project will take advantage of its site along the West Seattle ridge by maximizing views to the Puget Sound and Olympic Mountains to the west, and Elliott Bay, Downtown, and the Cascades to the east.

PROJECT PROGRAM

Number of Residential Units:	Approximately 71
Number of Parking Stalls:	Approximately 57
Area of Residential Uses:	Approximately 46,000 sf
Area of Live/Work Units:	Approximately 1,300 sf
Total Area:	Approximately 55,000 sf

EXISTING SITE

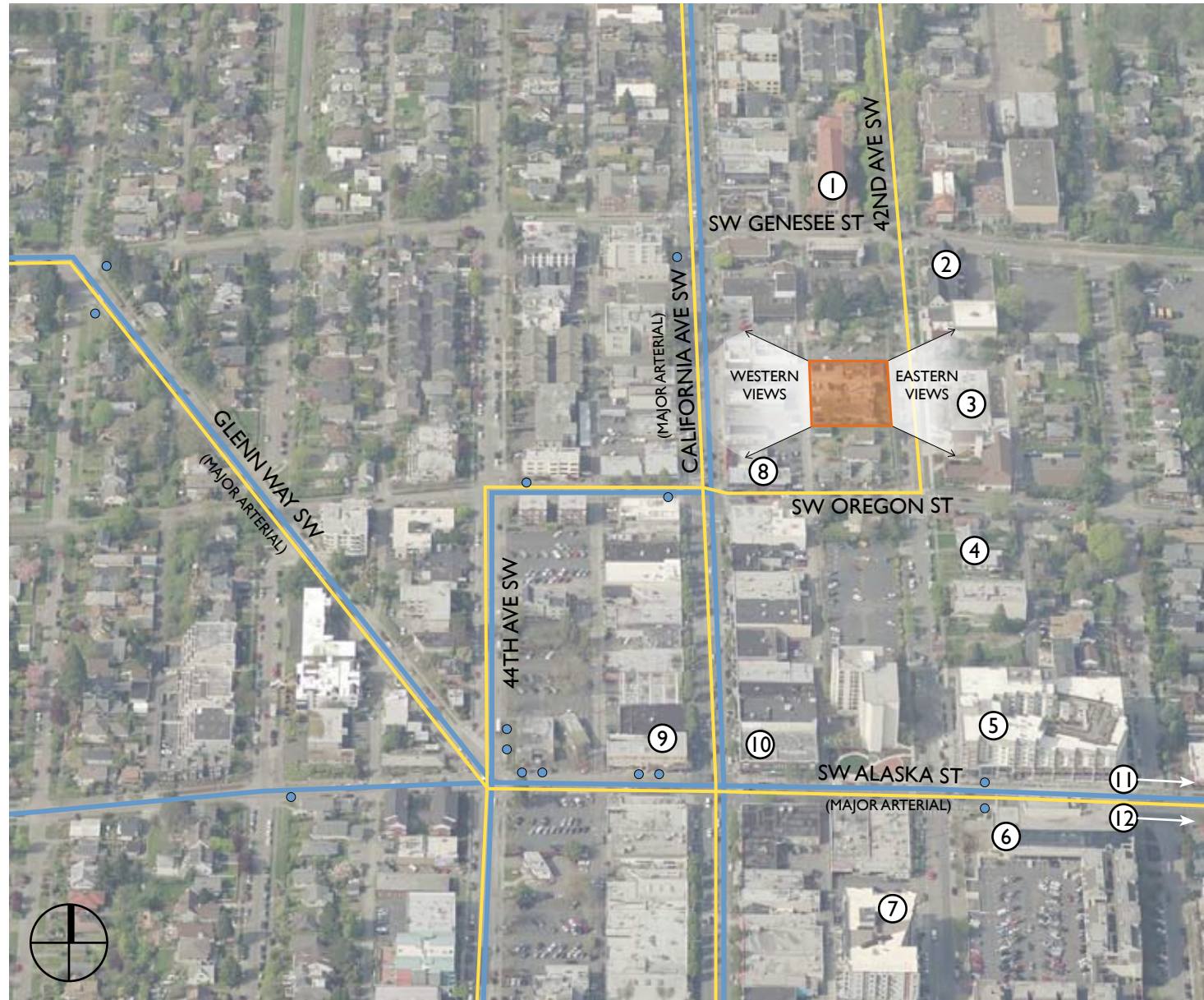
The project site consists of three parcels, located mid-block along 42nd Avenue SW, between SW Oregon Street and SW Genesee Street, with a total area of 17,250 sf. The project includes the relocation and/or demolition of three single-family houses currently located on those parcels. The site is bound on the west by a 16'-0" wide alley. The site gradually slopes down by approximately 5'-0" from the north to the south.

ZONING AND OVERLAY DESIGNATION

The parcel is zoned NC2-40 and is located within the West Seattle Junction Hub Urban Village. The area immediately surrounding the project site is zoned NC2-65 & LR3 to the west, NC3-65 to the south, and LR2 immediately to the east, with SF 5000 zoning located at 41st Ave SW and eastward. The site is also located within a Frequent Transit Corridor.

NEIGHBORING DEVELOPMENT

The project site is located within the West Seattle Junction Hub Urban Village, and only 1.5 blocks to the northeast of the intersection of California Ave SW and SW Alaska St. While zoned NC2-40, the general character of this block of 42nd Ave SW is generally residential in nature. Single family homes, duplexes and triplexes are located along the project site's side of the street to both the north and south. A church and parochial school is located directly across the street to the east. There are several other churches and schools in the immediate vicinity. A new 65'-0" residential building is under construction a half block to the south, and the relatively new Capco Plaza/QFC and Mural mixed use buildings are within 2 blocks to the south. The site is very pedestrian friendly, and within 1,000 feet of the major West Seattle Junction public transit hub. There are multiple shops, restaurants, cafés, and grocery stores all within walking distance of the site.



SITE-INFORMED CONCEPT STRATEGY

The project site is located on a block presently characterized by single story wood framed and clad bungalows on the west, and several church and school buildings to the east and north. Hope Lutheran, directly across the street from the project site, is partially clad in a delicately detailed wood screening system. The overall neighborhood is characterized by a mix of low wood and masonry buildings to the north, east, and west, with taller, concrete and metal clad buildings to the south.

The surrounding blocks are all zoned for a min. of 40', so it's likely that the neighborhood will continue to follow its current path of multifamily development. Since there exists only one or two storey houses on the west side of 42nd Ave SW, this project has the opportunity to set a precedent for other buildings to come, in terms of material quality and craftsmanship, sense of permanence, ground level connectivity, and an engaging surrounding landscape.

KEY	
	BUS ROUTE
	BUS STOP
	BIKE ROUTE
	PROJECT SITE



① HOLY ROSARY CHURCH



② WEST SEATTLE CHRISTIAN CHURCH



③ HOPE LUTHERAN CHURCH



④ OREGON42 APARTMENTS



⑤ CAPCO PLAZA & QFC



⑥ JEFFERSON SQUARE COMMERCIAL



⑦ MIXED-USE MURAL APARTMENTS



⑧ SHADOWLAND



⑨ EASY STREET RECORDS



⑩ CUPCAKE ROYALE

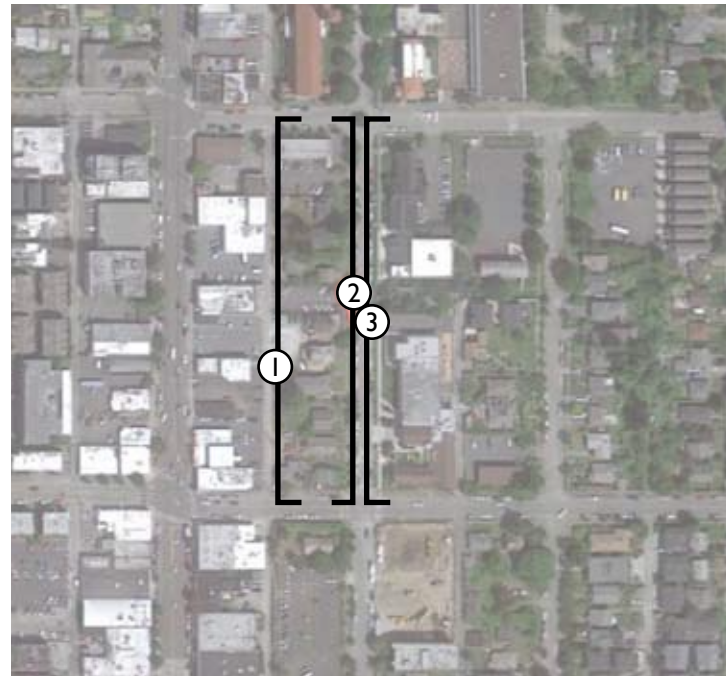


⑪ LINK APARTMENTS



⑫ NOVA APARTMENTS

STREETSCAPE



PROJECT SITE



① ALLEY LOOKING EAST

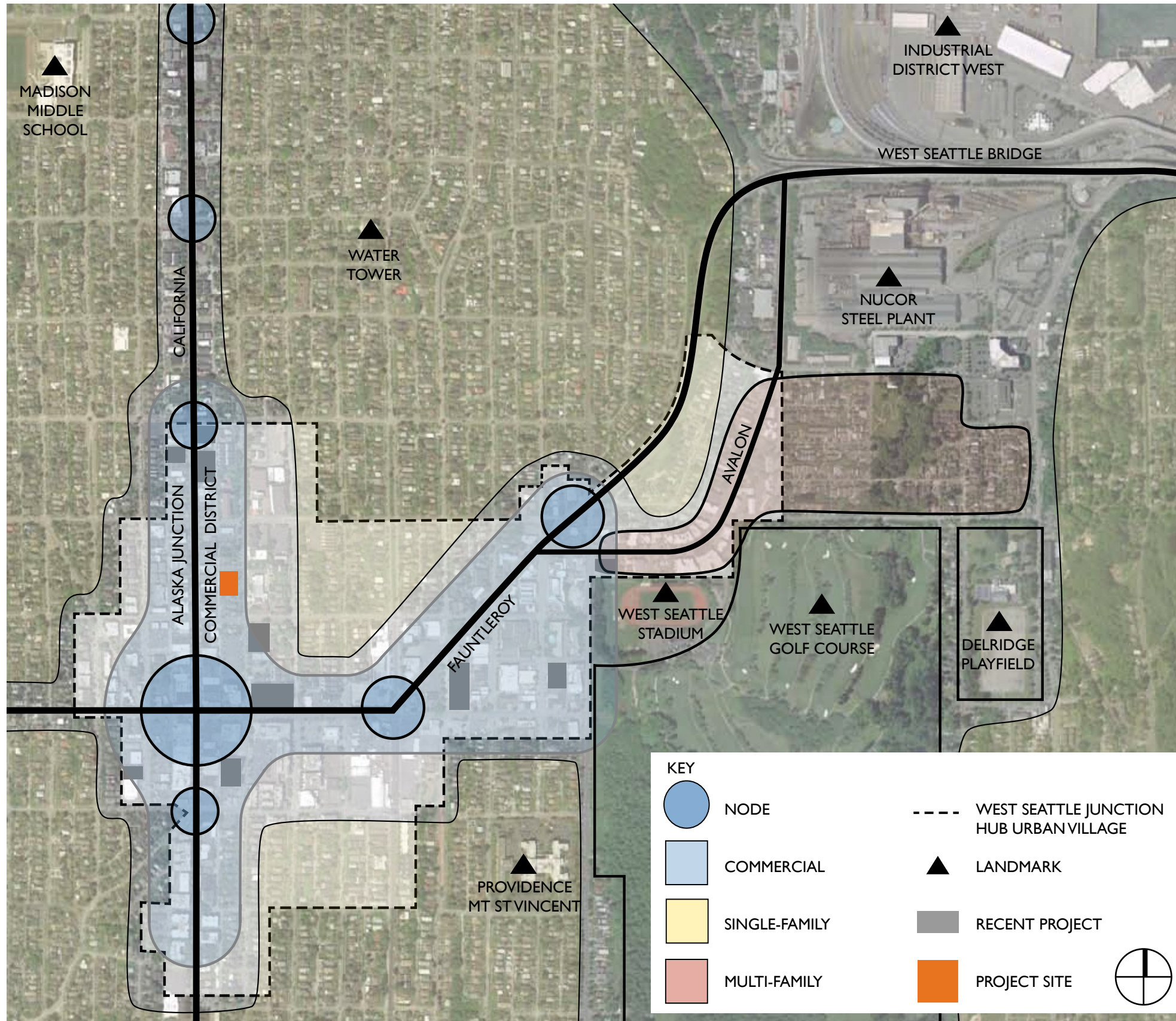
PROJECT SITE



② 42ND AVE SW LOOKING WEST



③ 42ND AVE SW LOOKING EAST



OPPORTUNITIES & CONSTRAINTS

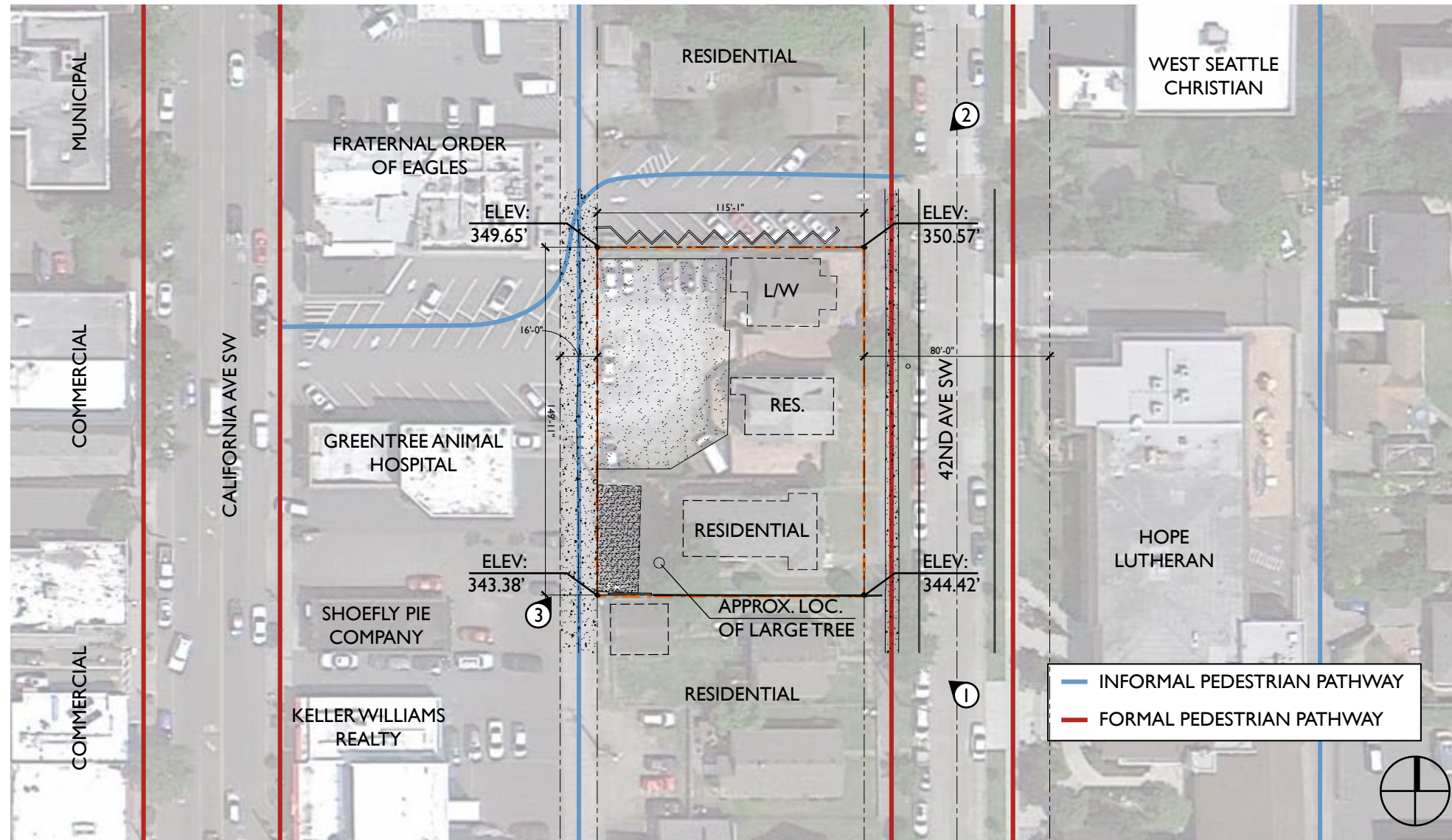
The project site is located within the West Seattle Junction Hub Urban Village, and only 1.5 blocks to the northeast of the intersection of California Ave SW and SW Alaska St. The neighborhood is very pedestrian friendly, and there are multiple shops, restaurants, cafés, and grocery stores all within walking distance of the site. There are several relatively new mixed-use developments in the adjacent area, including the Capco Plaza/QFC, Mural apartments, and Oregon42 (under construction). However, the residentially oriented nature of this part of 42nd Ave SW is not conducive to true retail use. Thus, there is a clear opportunity to create a condition which enhances connectivity, both through and across the site, but that is not specifically commercial in character or in practice.

The project site is bound on its west by a 16'-0" wide alley. Beyond the alley however are parking lots for various businesses along California Ave SW, which allow for high visibility of the project from California Ave SW. This visibility presents an opportunity for a dual façade scenario, where both the east and west façades are equally active and inviting.

Along 42nd Ave SW, the grade gently slopes down approximately 5'-0", from north to south. While street-level access is possible and desirable along portions of this façade, the gradual slope does allow for some level of vertical separation between the sidewalk and the units. This separation provides not only a sense of identity and form to the lower level residential units, but also, coupled with grade-level landscaping and planters, promotes privacy along the sidewalk edge. There also exists the potential to create stoops with direct access from the lower level residential units to the sidewalk. However, these stoops would be as high as 7 feet above sidewalk grade, necessitating an undesirably long run of stairs. This raises the question of whether raised decks would be a more appropriate and useful solution. In both cases, the 9 to 14 foot deep area between the edge of the sidewalk and the face of the building is an excellent opportunity to utilize landscaping elements to transition from public to semi-private decks or stoops.

The most significant constraints to the site are existing Seattle City Light overhead power lines that run along both the east and west property lines. These power lines will require an approximately 13'-0" diameter clearance, which may have an effect on the project's upper levels. However, these constraints may be able to help with the West Seattle Junction design guidelines for upper floor setbacks, stepbacks, and façade modulation.

EXISTING SITE PLAN



① PROJECT SITE SOUTHEAST CORNER



② PROJECT SITE NORTHEAST CORNER



③ PROJECT SITE SOUTHWEST CORNER

DESIGN GUIDELINE PRIORITIES

A-2 Streetscape Compatibility

- Primary pedestrian access to the project will be from the public sidewalk along 42nd Ave SW, and will be appropriately scaled to the existing character of the neighborhood.

A-4 Human Activity

- The project will have a well articulated building façade that will help to shape the pedestrian environment along 42nd Ave SW. Lower level unit entries may be provided directly from the public sidewalk, encouraging activity and site permeability, while directional down-lighting will help to enhance security along the street level façade at night.

B-1 Height, Bulk, and Scale Compatibility

- The proposed building will continue the density expansion within the West Seattle Junction core that has been occurring over the past several years. As the site is zoned NC2-40, the proposed structure will create a “step-down” from the taller, NC2-65 & NC3-65 zones to the west and south. Additionally, the existing overhead power lines will create a de facto upper level setback along the alley, which will allow more light to penetrate to the lower levels of the west façade, and reduce the possibility of a canyon effect once the adjacent site across the alley is built to its full potential.

C-1 Architectural Context

- The project’s material palette and architectural features will be consistent with and inspiration will be drawn from the West Seattle Junction’s existing architectural context.

C-2 Architectural Concept and Consistency

- The project will have strong design concept that is carried throughout the entire building. Due to the parking lots that currently exist to the west (alley side) of the site, the project will have a presence on California Ave SW for some time to come. The Architectural Concept will be carried through to the and incorporated into the building’s west facade.

C-3 Human Scale

- The project will incorporate street level elements and articulation to enhance the existing pedestrian scale. Architectural elements will be appropriately scaled, and will be considered as both tenant and neighborhood amenities.

D-1 Pedestrian Open Spaces and Entrances

- A combination of façade articulation, landscaping elements, and tenant and pedestrian pathways will be provided at the ground level.

D-5 Visual Impacts of Parking Structures

- All provided parking will be below grade, and the entrance to the parking garage will be provided from the alley, thus not interrupting the pedestrian flow and street level activity that exists along 42nd Ave SW.

PARCEL #: 0952006070, 0952006080, 0952006090
 ZONING: NC2-40
 OVERLAYS: West Seattle Junction Hub Urban Village
 LOT AREA: 17,250 sf

23.47A.004 PERMITTED USES, TABLE A

- Permitted outright:
- Residential
 - Restricted Ground Floor Commercial Uses
 - Live-Work Units

SMC 23.47A.009 STANDARDS APPLICABLE TO SPECIFIC AREAS

A setback of at least ten feet from the street lot line, or a minimum separation of four feet above sidewalk grade is required along non-arterial north-south avenues for at least 25 percent of the lot frontage or 100 feet of the lot frontage, whichever is less. Required setback and areas separating structures shall include landscaping, paving and lighting. Sidewalks for pedestrian access, plazas or other approved amenity or landscaped areas are permitted in required setback or separation areas.

SMC 23.47A.013 FLOOR AREA RATIO

Single-purpose – 3.00
 Mixed-use – 3.25

SMC 23.47A.012 STRUCTURE HEIGHT

- In zones with a 30 foot or 40 foot mapped height limit, the height of a structure may exceed the otherwise applicable limit by up to 4 feet if either a) A floor-to-floor height of 13 feet or more is provided for nonresidential uses at street level; or b) A residential use is located on a street-level, street-facing facade, and the first floor of the structure at or above grade is at least 4 feet above sidewalk grade.
- An additional 4' is allowed for parapets, open railings, and planters
- An additional 15' is allowed for mechanical equipment
- An additional 16' is allowed for elevator penthouses

SMC 23.47A.014 SETBACK REQUIREMENTS

No setbacks required

SMC 23.47A.016 LANDSCAPING AND SCREENING STANDARDS

- Landscaping that achieves a Green Factor score of .30 or greater is required.
- Street trees are required when any development is proposed. Existing street trees shall be retained unless the Director of Transportation approves their removal. The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided.

SMC 23.47A.024 AMENITY AREA

Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential uses. Amenity areas shall not be enclosed. Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size. Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.

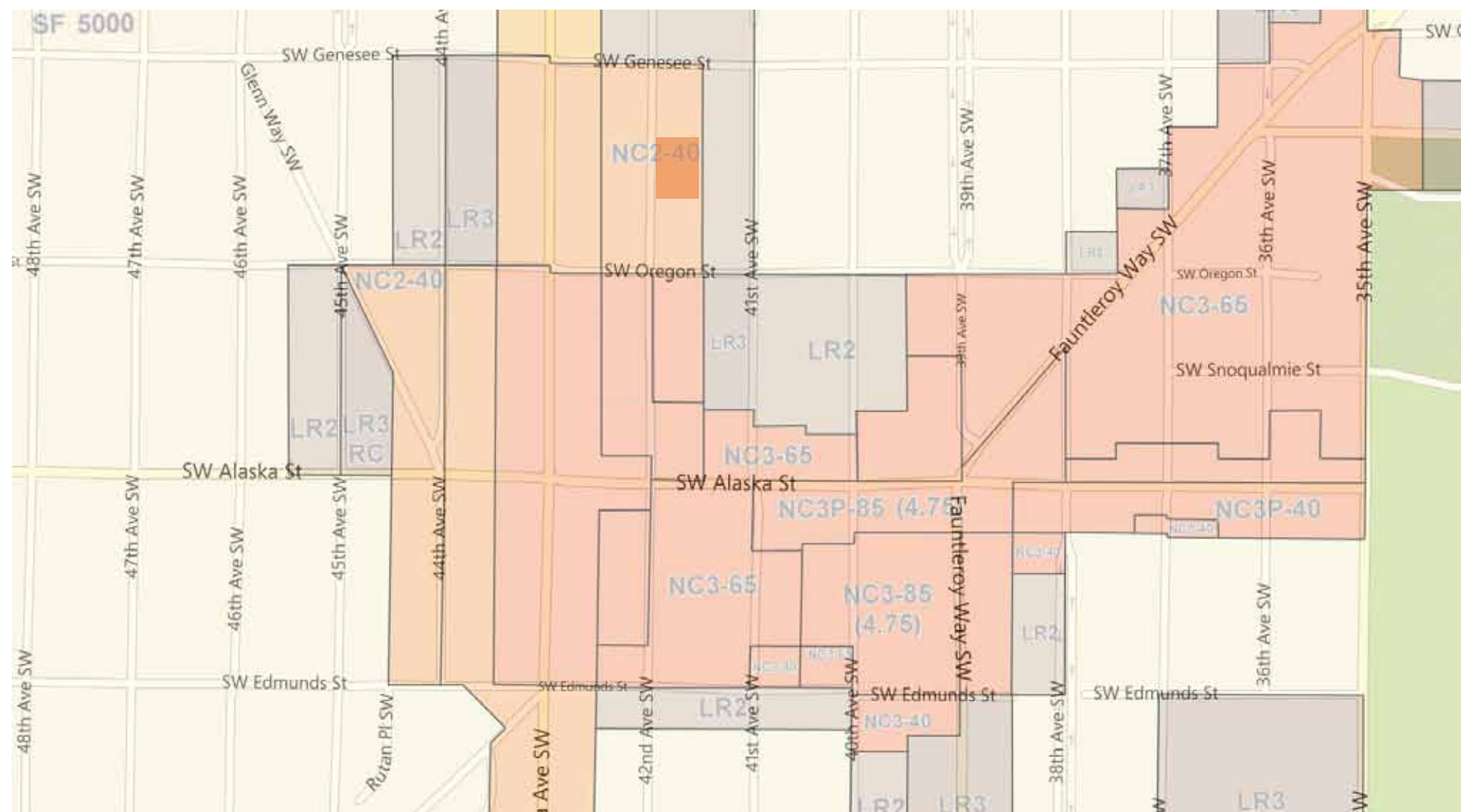
23.47A.030 REQUIRED PARKING

No parking is required for all residential uses in commercial and multifamily zones within urban villages, if the residential use is located within 1,320 feet of a street with frequent transit service.

SMC 23.47A.032 PARKING LOCATION AND ACCESS

Access to parking shall be from the alley if the lot abuts an alley.

DPD ZONING MAP



OPTION I

DISTINGUISHING FEATURES

- 73 residential units plus 3 Live/Work units with 58 parking stalls total
- 55,700 gsf / 46,800 residential sf
- Main building & lobby accessed from large, central courtyard
- Live/Work entries directly from sidewalk
- Potential for up to 5 Live/Work units total
- Bicycle storage area in garage
- Maximizes building envelope

PROS

- Courtyard along 42nd Ave SW breaks up length of facade
- Opportunities to activate the street with either Live-Work or true ground-level residential

CONS

- Geometry of the courtyard does not allow for ample light to enter at all times of the year
- Ability to articulate the alley facade is limited
- Many units face the side property lines
- First floor grade is low at alley
- Low clearances at alley garage entrance

REQUESTED DEPARTURES

- Departure for residential units within 4 feet vertically of sidewalk grade, or within 10 feet of property line



AERIAL VIEW FROM SOUTHEAST



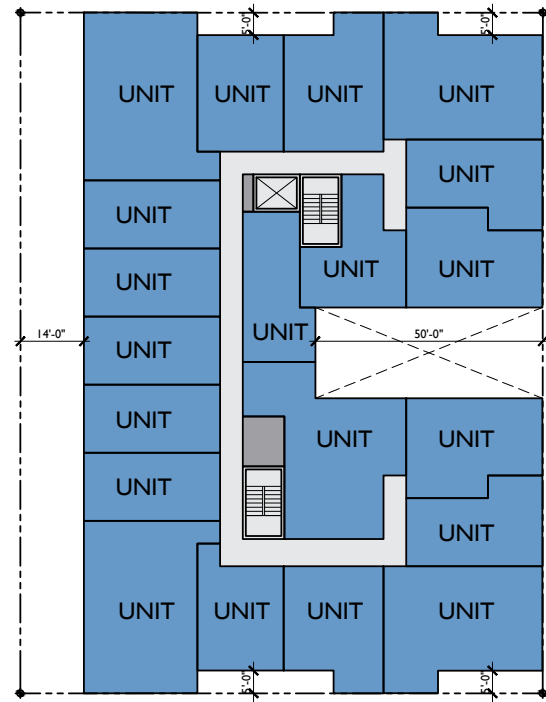
AERIAL VIEW FROM NORTHWEST



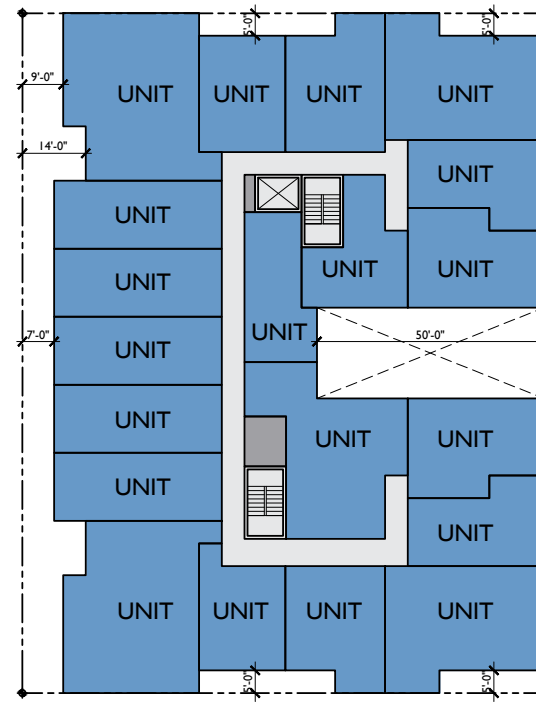
GROUND LEVEL VIEW FROM SOUTHEAST



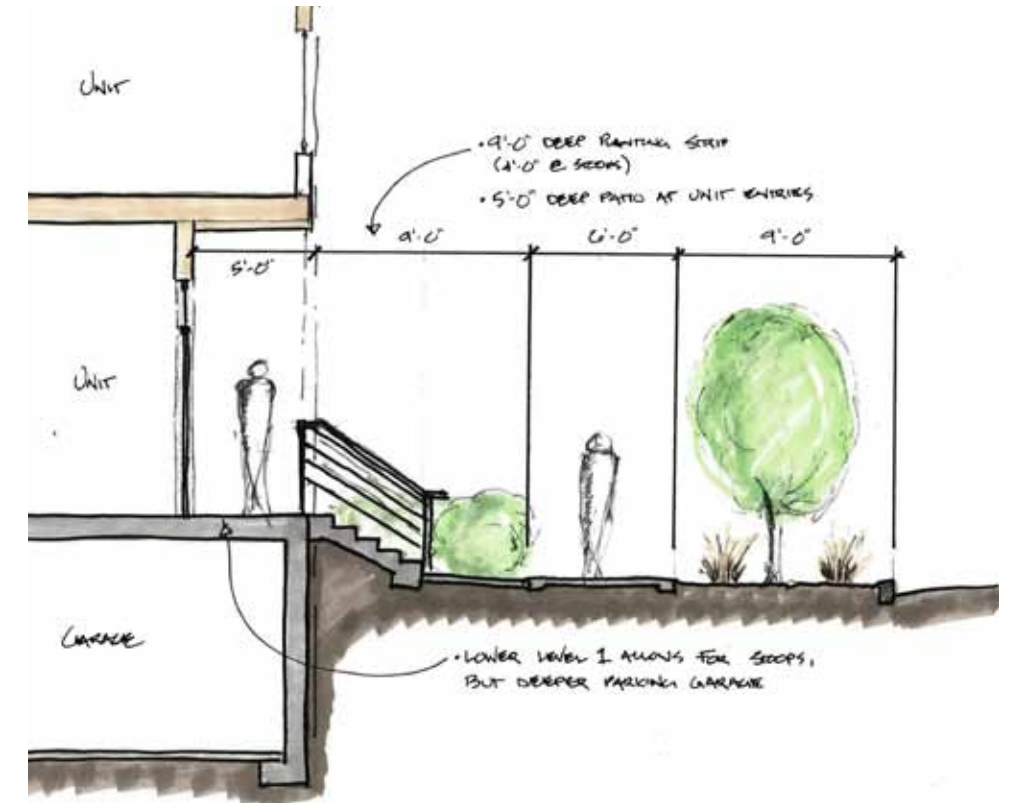
GROUND LEVEL VIEW FROM NORTHEAST



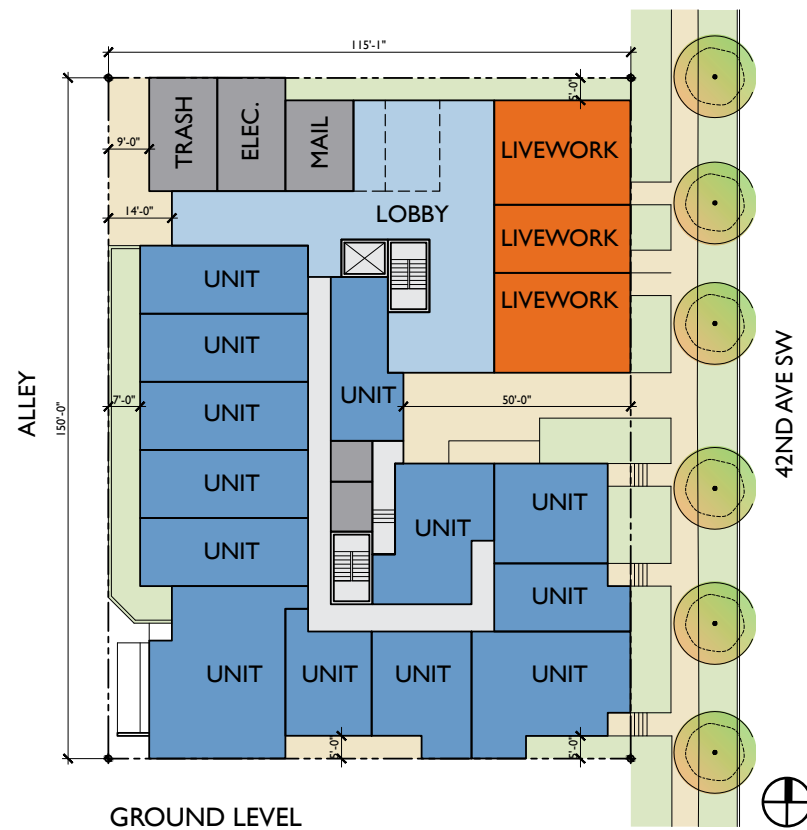
LEVELS 03-04



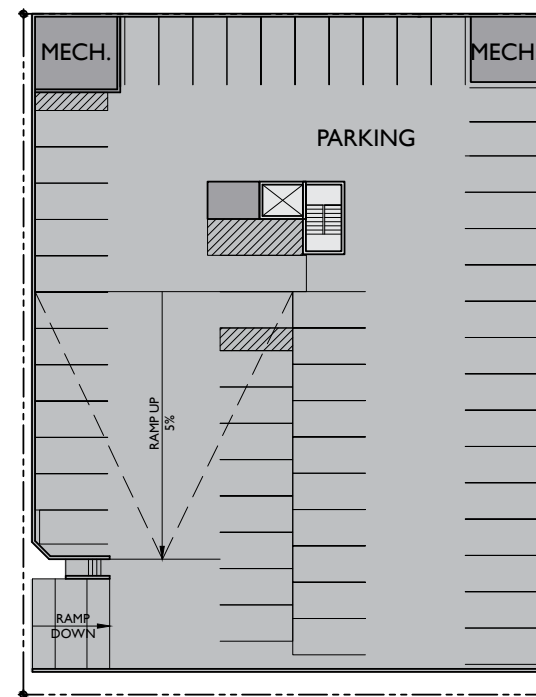
LEVEL 2



LOW PODIUM, LEVEL 1 UNIT STOOP ENTRY

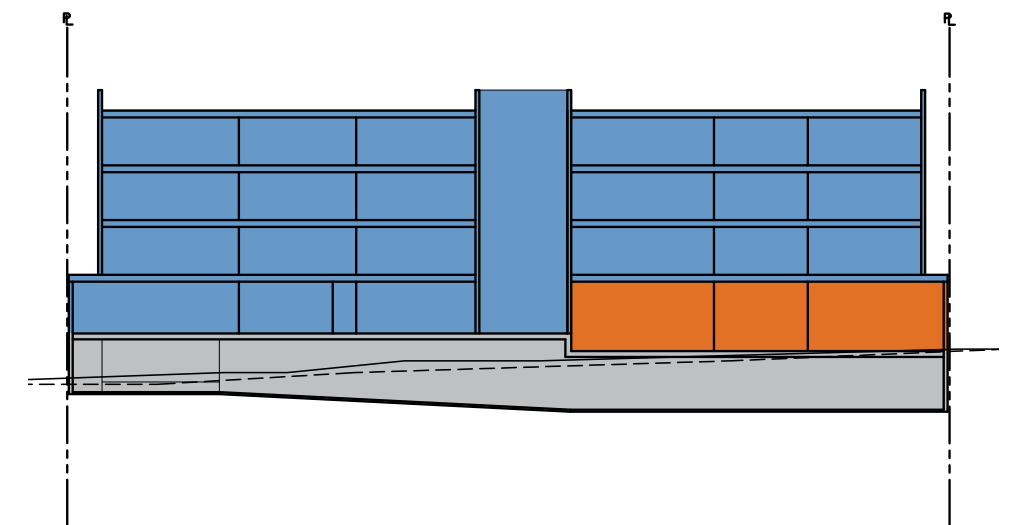


GROUND LEVEL



LOWER LEVEL PARKING

- CIRCULATION
- PARKING
- UTILITIES
- RESIDENTIAL
- LANDSCAPE
- HARDSCAPE
- LIVELINE



NORTH-SOUTH SECTION

OPTION 2

DISTINGUISHING FEATURES

- 69 residential units plus 2 Live/Work units with 58 parking stalls total
- 54,000 gsf / 46,700 residential sf
- Main building/lobby entrance from northeast corner of site
- Lobby has opportunity to create a connection through the building
- Live/Work entries directly from sidewalk
- Bicycle storage area in garage
- Central courtyard, the majority of which is raised above sidewalk grade, with both private and shared common areas

PROS

- Courtyard along 42nd Ave SW breaks up length of facade with greater degree of articulation than Option 1
- Opportunities to activate the street with either Live-Work or true ground-level residential

CONS

- Ability to articulate the alley facade is limited
- Large number of units along the alley will be in close proximity to and future development along California Ave to the west

REQUESTED DEPARTURES

- None



AERIAL VIEW FROM SOUTHEAST



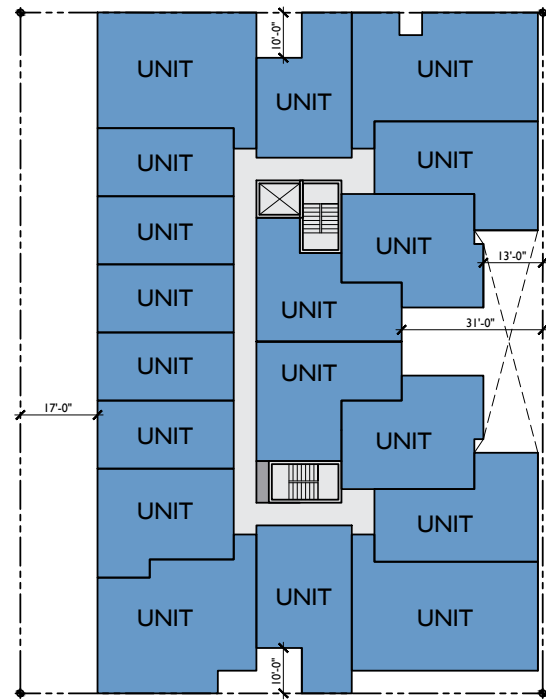
AERIAL VIEW FROM NORTHWEST



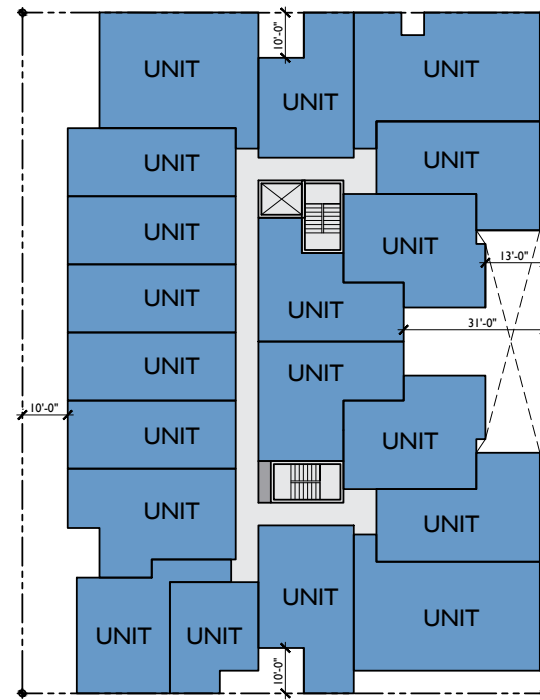
GROUND LEVEL VIEW FROM SOUTHEAST



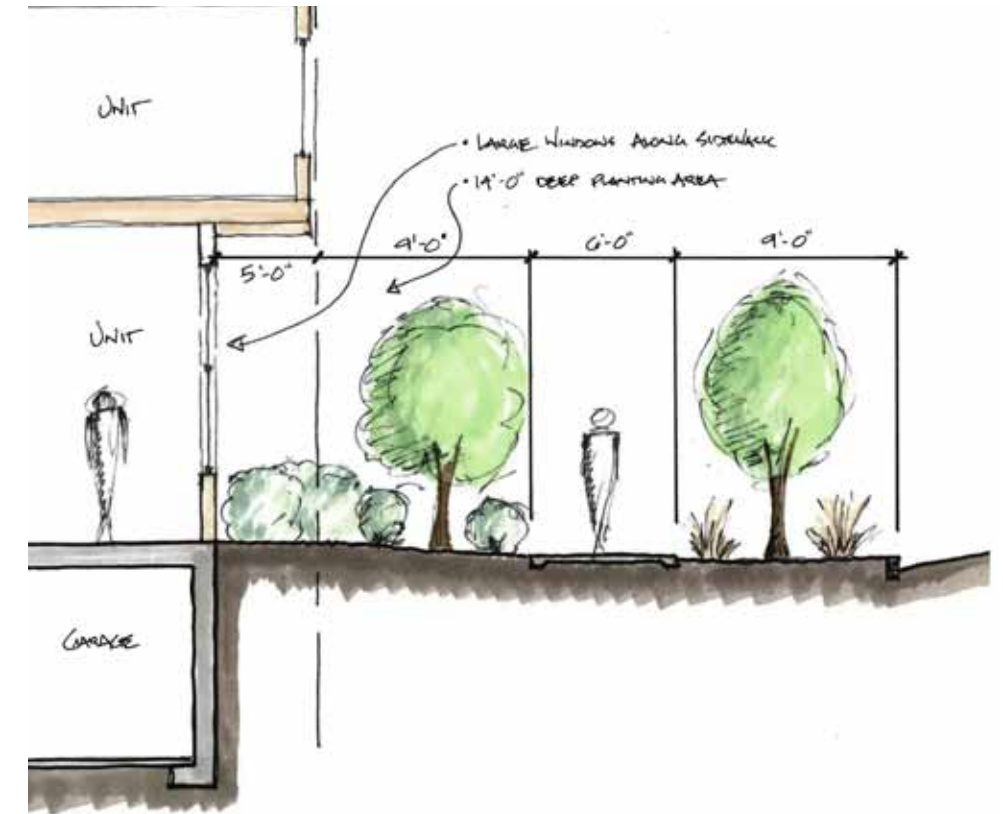
GROUND LEVEL VIEW FROM NORTHEAST



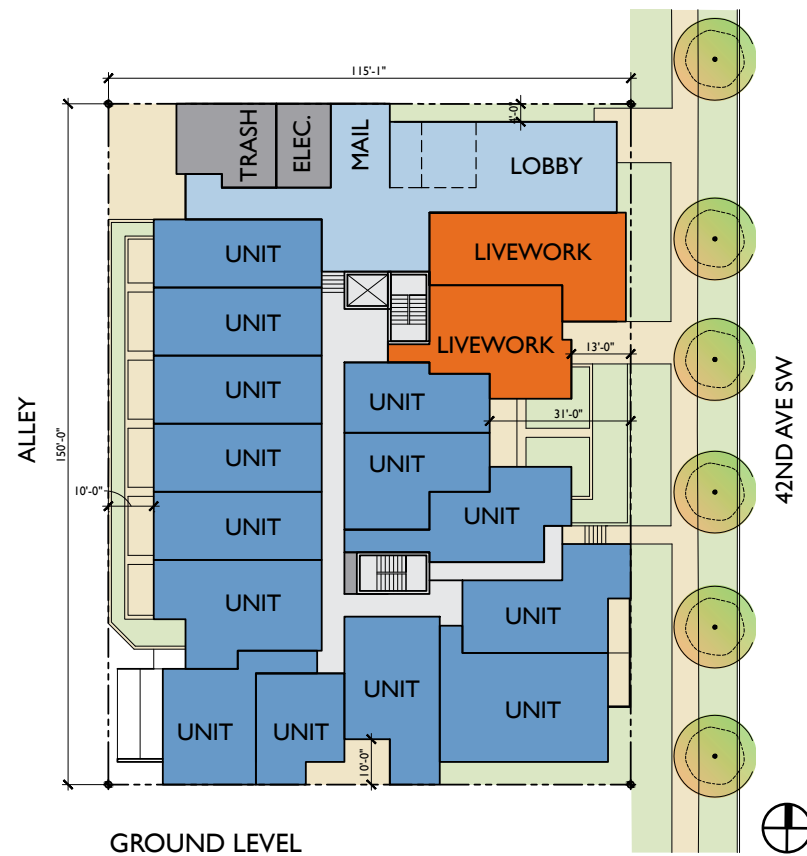
LEVELS 03-04



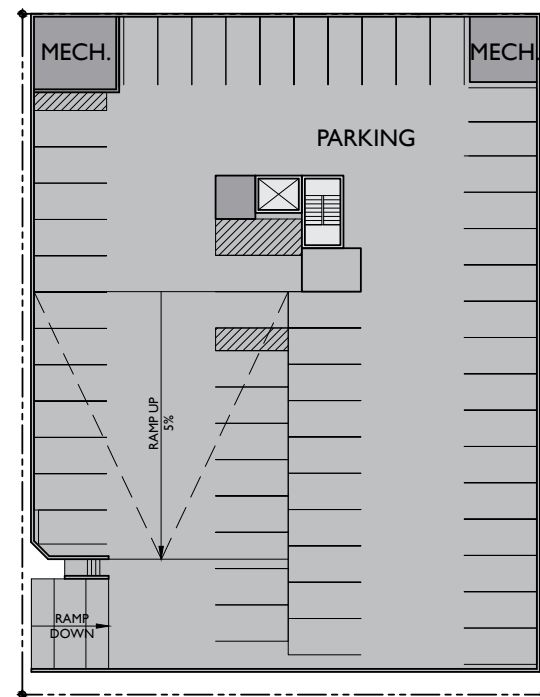
LEVEL 2



LOW PODIUM, LEVEL 1 UNIT GRADE ENTRY

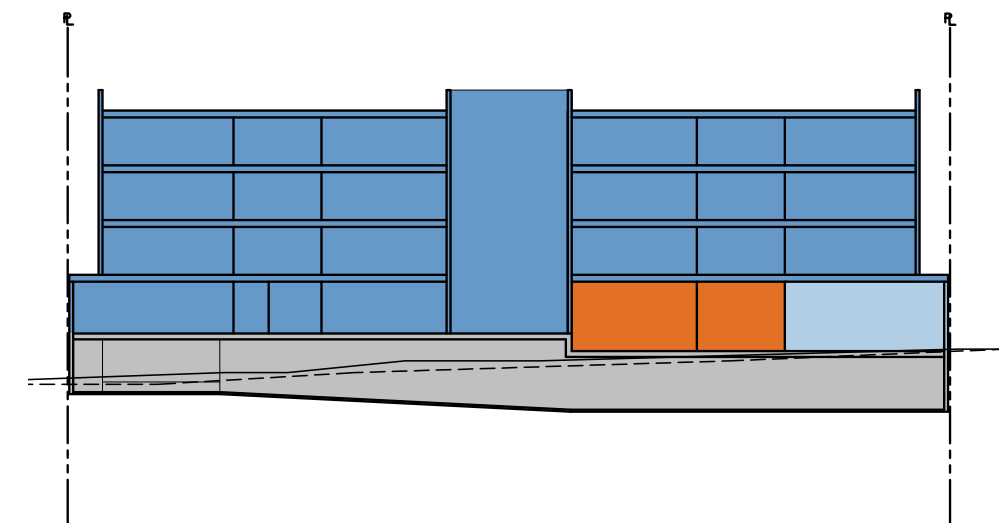


GROUND LEVEL



LOWER LEVEL PARKING

- CIRCULATION
- PARKING
- UTILITIES
- RESIDENTIAL
- LANDSCAPE
- HARDSCAPE
- LIVEWORK



NORTH-SOUTH SECTION

OPTION 3 (PREFERRED)

DISTINGUISHING FEATURES

- 69 residential units plus 2 Live/Work units with 57 parking stalls total
- 54,200 gsf / 46,500 residential sf
- Main building/lobby entrance from northeast corner of site
- Lobby has opportunity to create a connection through the building
- Live/Work entries directly from sidewalk
- Bicycle storage area in garage
- Large alley-facing central courtyard, raised above grade, with both private and shared common areas

PROS

- Strong street-facing building wall defines the edge along the west side of 42nd Ave SW
- Courtyard along the alley allows for an active west facade in addition to the main building facade on the east
- Opportunities to activate the street with either recessed Live-Work or true ground-level residential
- Potential for either raised decks along 42nd Ave SW

CONS

- The strong east-facing building wall is a departure from the existing street modulation

REQUESTED DEPARTURES

- None



AERIAL VIEW FROM SOUTHEAST



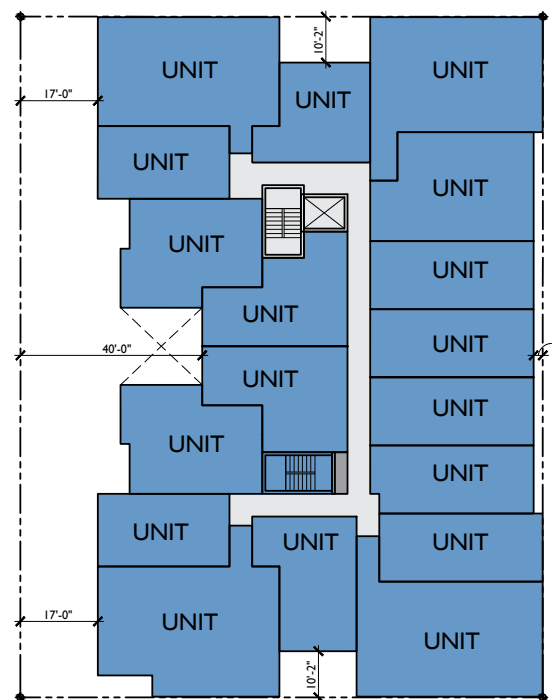
AERIAL VIEW FROM NORTHWEST



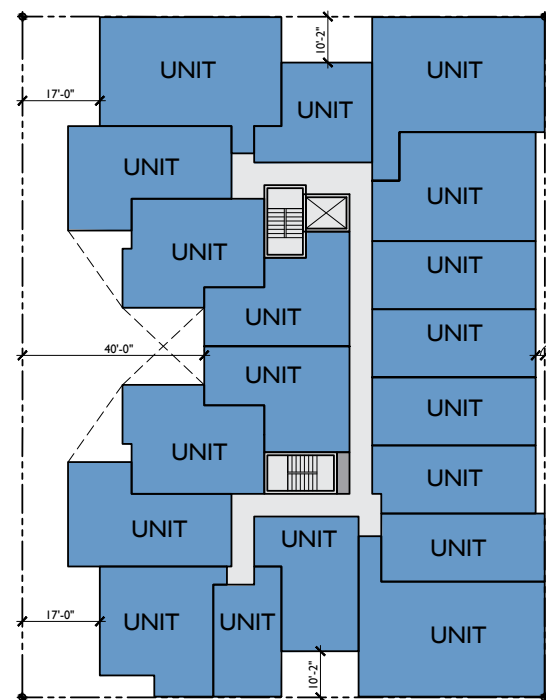
GROUND LEVEL VIEW FROM SOUTHEAST



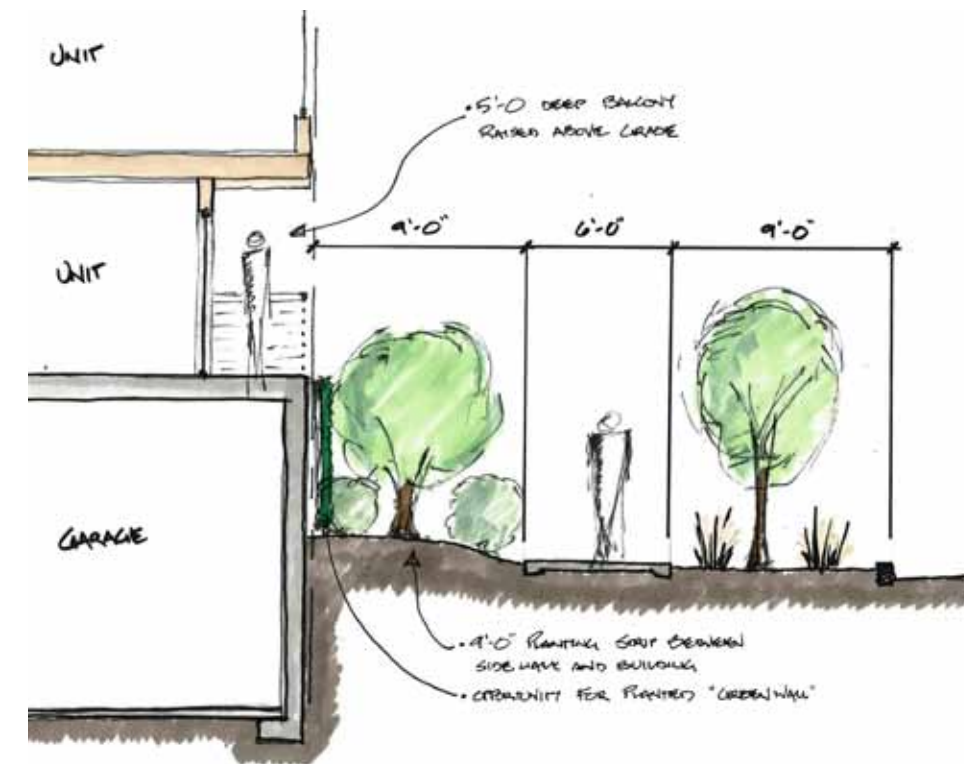
GROUND LEVEL VIEW FROM NORTHEAST



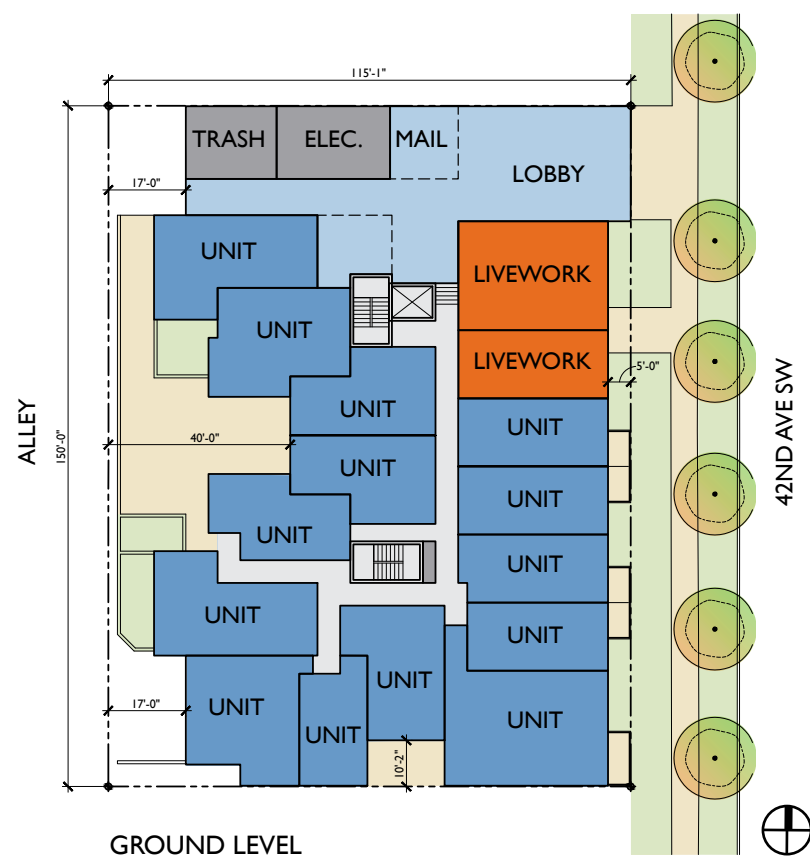
LEVELS 03-04



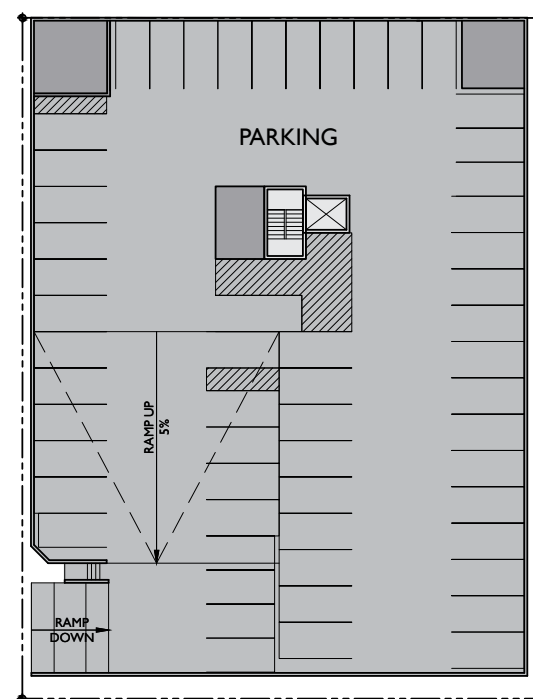
LEVEL 2



HIGH PODIUM, LEVEL 1 UNIT BALCONY

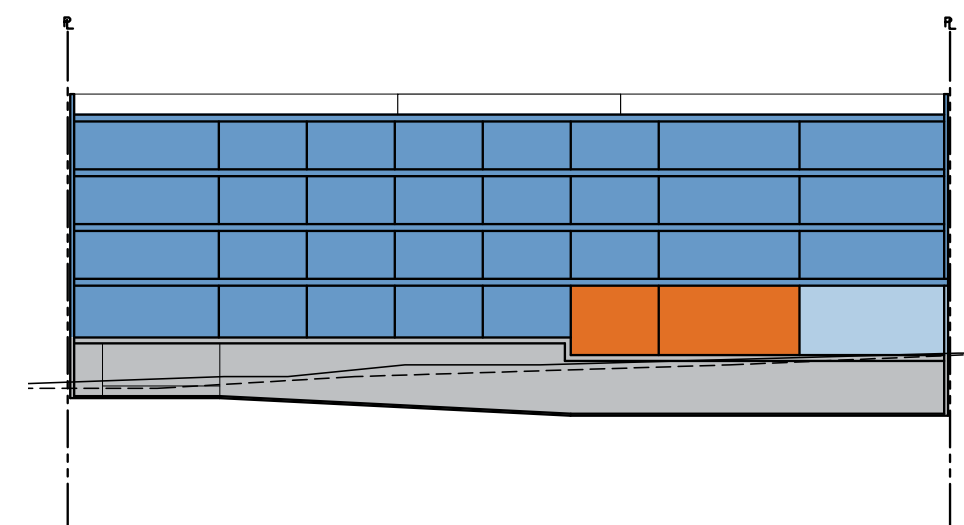


GROUND LEVEL



LOWER LEVEL PARKING

- CIRCULATION
- PARKING
- UTILITIES
- RESIDENTIAL
- LANDSCAPE
- HARDSCAPE
- LIVEWORK



NORTH-SOUTH SECTION



TO: John Ales, NK Architects

JOB SITE: 4433-4441 42nd Ave SW, Seattle, WA 98116

SUBJECT: Tree Inventory & Assessment

DATE: 4 January 2013

PREPARED BY: Haley Galbraith, Certified Arborist #PN-7512A
Associate Consultant, Tree Solutions Inc.

Summary

There are five significant trees on site, 6-inches in diameter or greater. One of the trees, # 1, is considered Exceptional by City of Seattle Director's Rule 16-2008. This tree has a risk rating on the high end of Moderate risk (8 out of 12 points).

The Exceptional tree, #1, was tested using a micro-resistance drill, which confirmed the presence of internal decay. **Based on my training and experience, I do not believe tree #1 is a candidate for retention.** In my opinion, the tree has a low safe and useful life expectancy considering its structural condition, extent of decay and proximity to proposed site development.

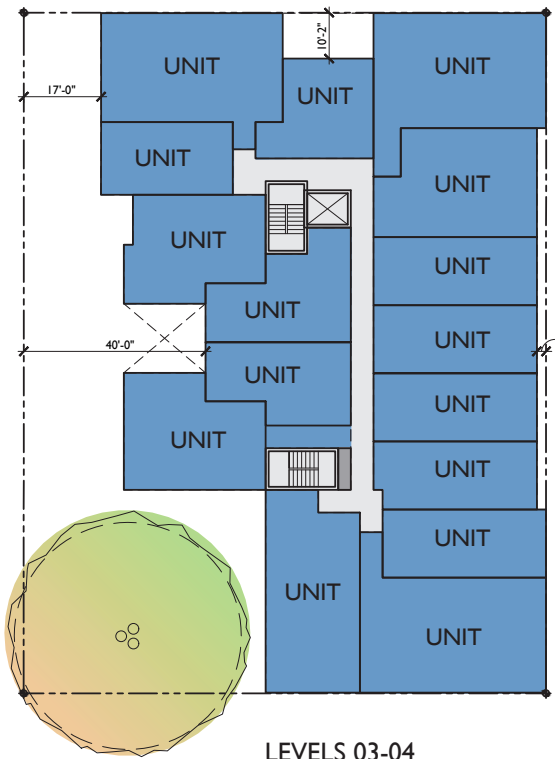
Four street trees will need protection in accordance with the City of Seattle's Standard Plan 133 in the event of any clearing, grading or other construction on site.

DISTINGUISHING FEATURES

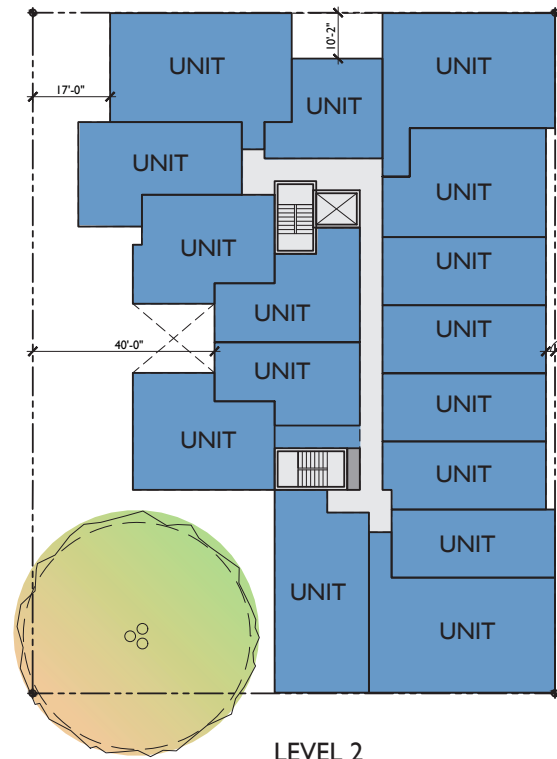
- Multi-trunk base Black Locust
- 33.2" diameter single stem equivalent
- Approx. 20'-25' drip line
- Moderate Risk Rating - 8 out of 12 points
- Six-leader trunk likely to cause problems in the future
- Fungal fruiting body visible at the base of the tree
- Testing indicated the presence of continuing internal decay
- Risk of impacting the health of the tree during construction



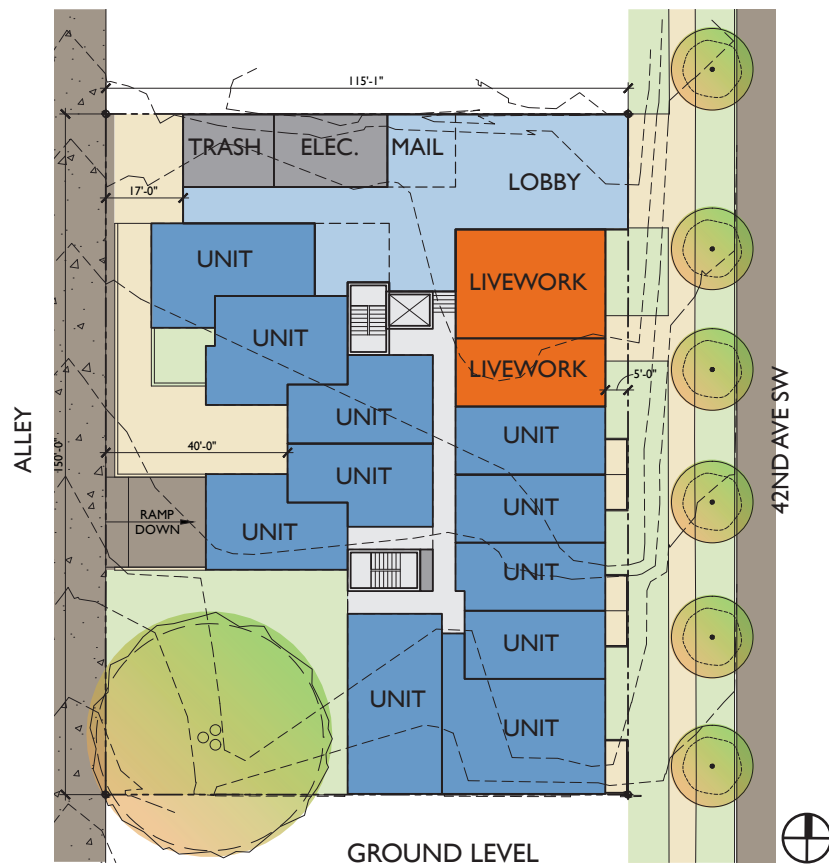
EXCEPTIONAL TREE - BASE OF TRUNK



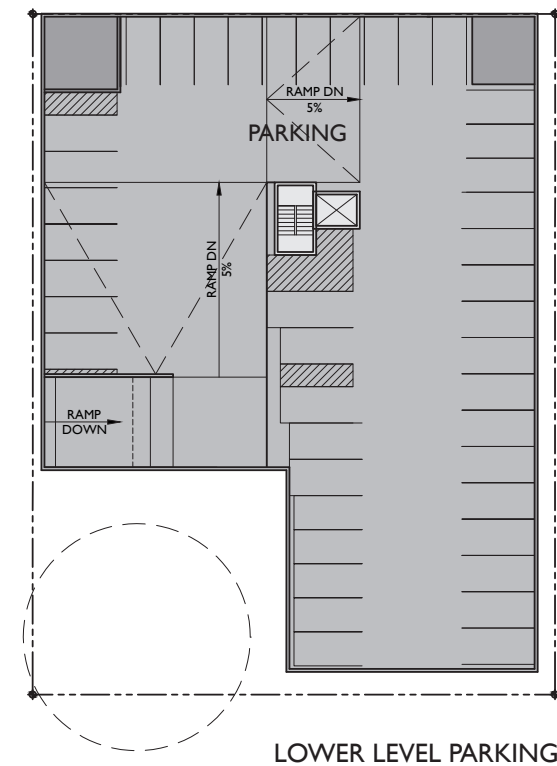
LEVELS 03-04



LEVEL 2



GROUND LEVEL



LOWER LEVEL PARKING

- CIRCULATION
- PARKING
- UTILITIES
- RESIDENTIAL
- LANDSCAPE
- HARDSCAPE
- LIVEWORK

DISTINGUISHING FEATURES

- 59 residential units plus 2 Live/Work units with 43 parking stalls total
- 48,000 gsf / 41,000 residential sf

PROS

- Tree preserved
- Large green space provided in the SW corner of the site

CONS

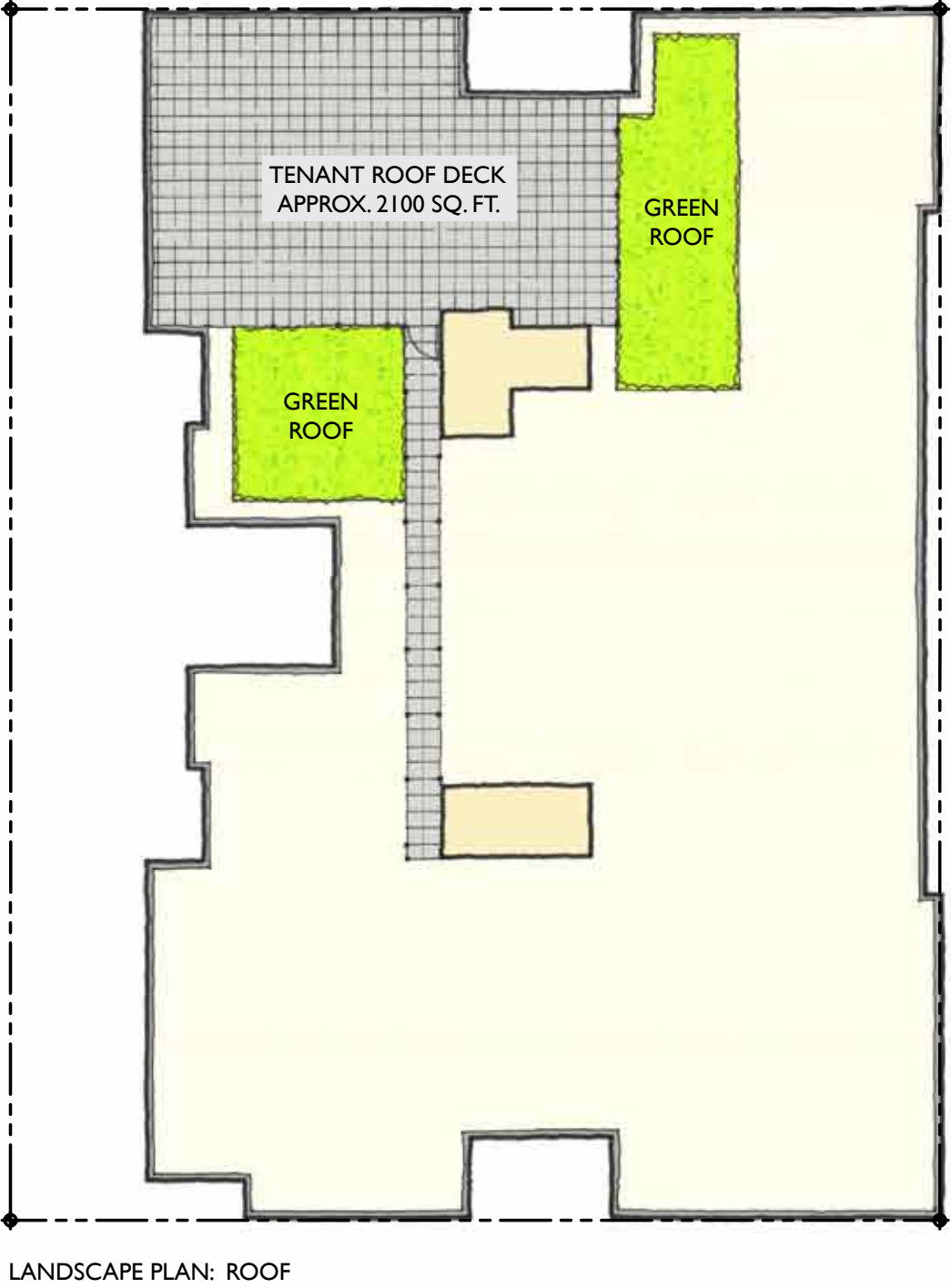
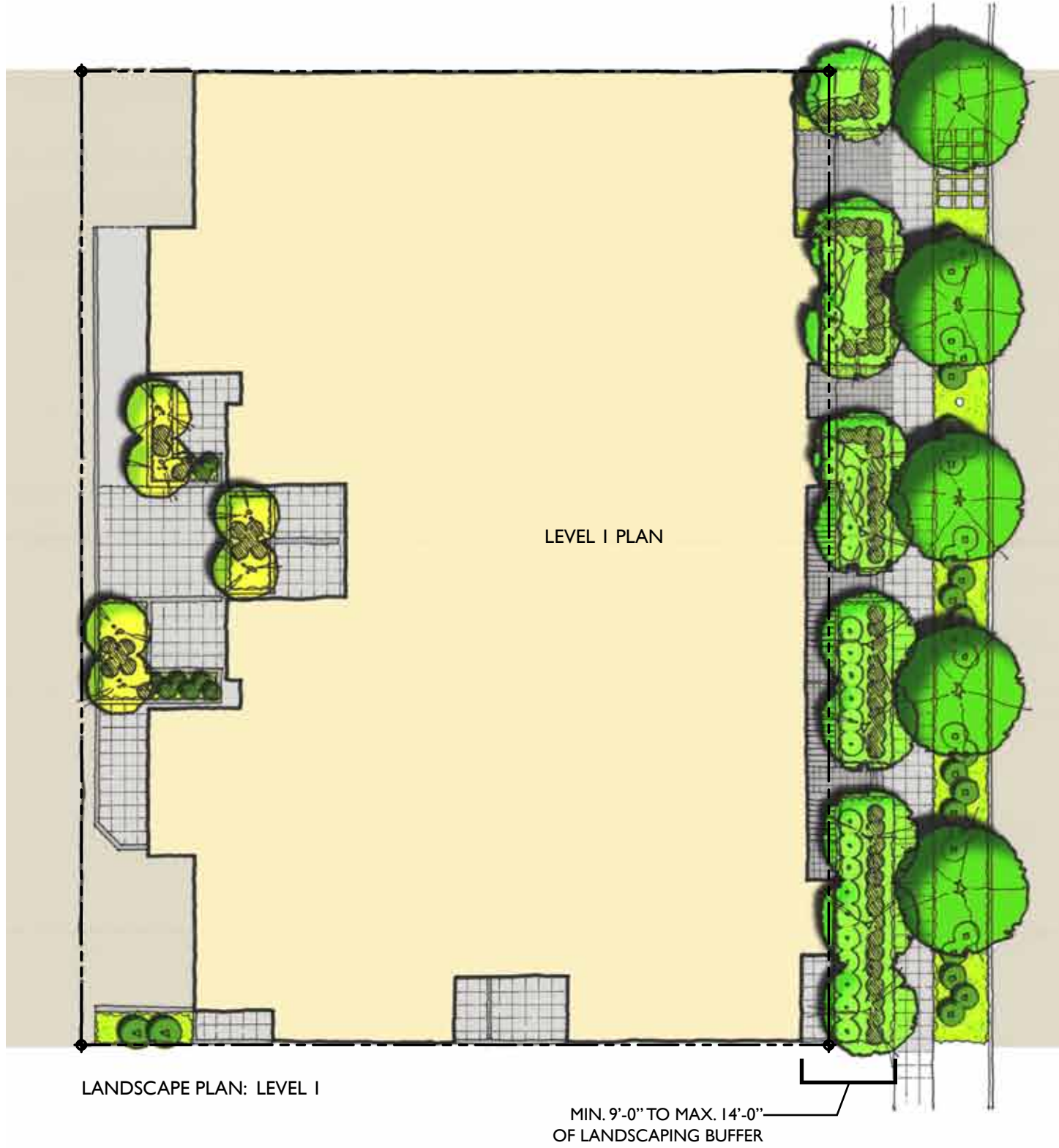
- Minimum loss of 10 units (approx. 14%) and 14 parking stalls (approx. 25%) from the Preferred Option
- No viable departures to pursue & no required parking to reduce, per SMC 25.11.080
- Risk of impacting the health of the tree during construction

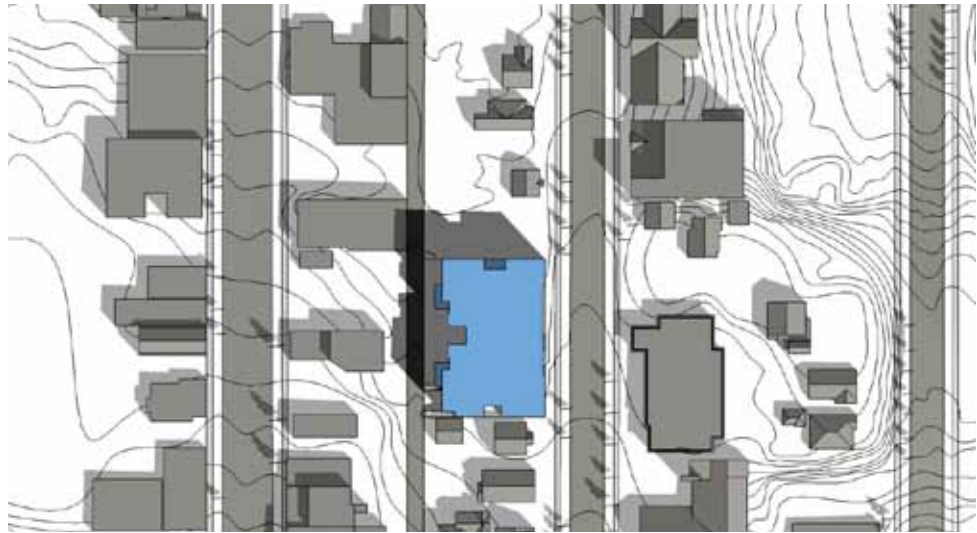
REQUESTED DEPARTURES

- None

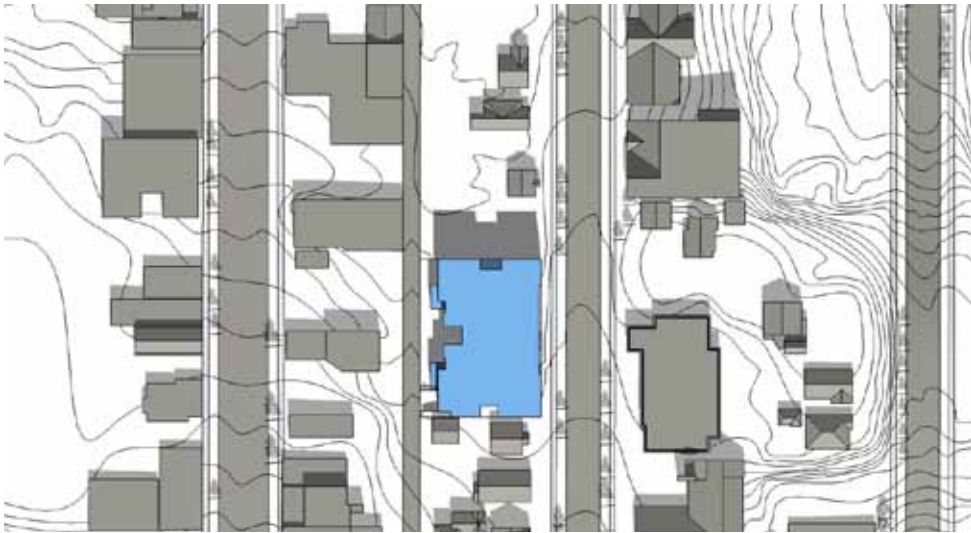


AERIAL VIEW FROM NORTHWEST

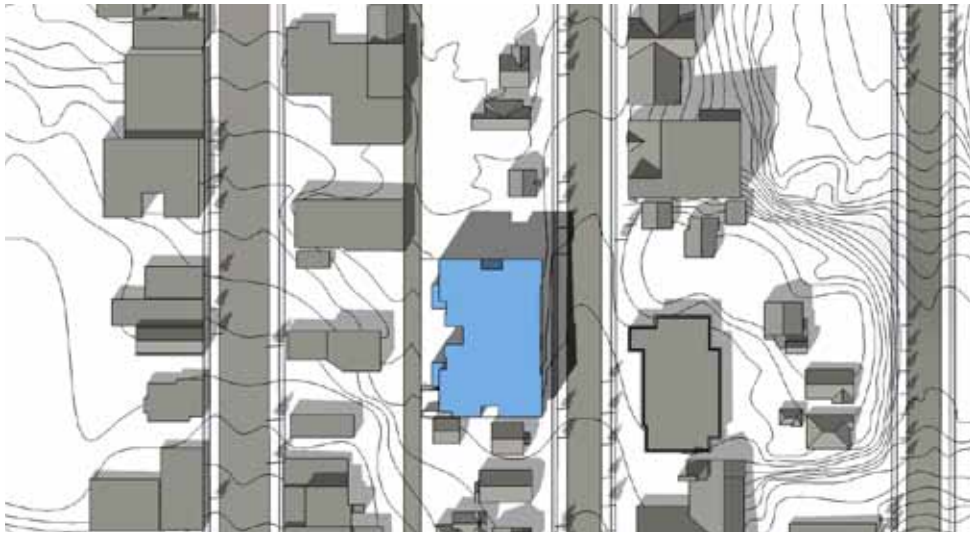




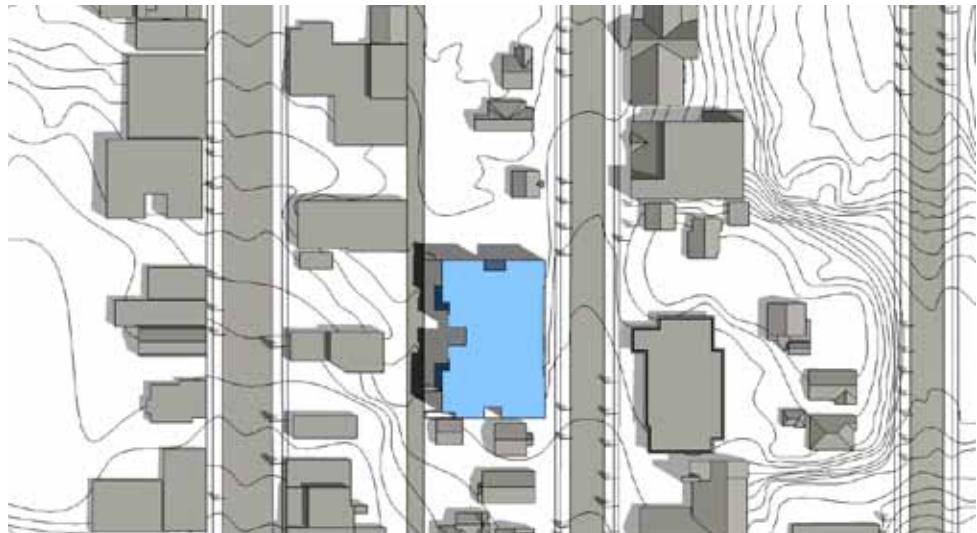
10 AM - MARCH/SEPTEMBER 21



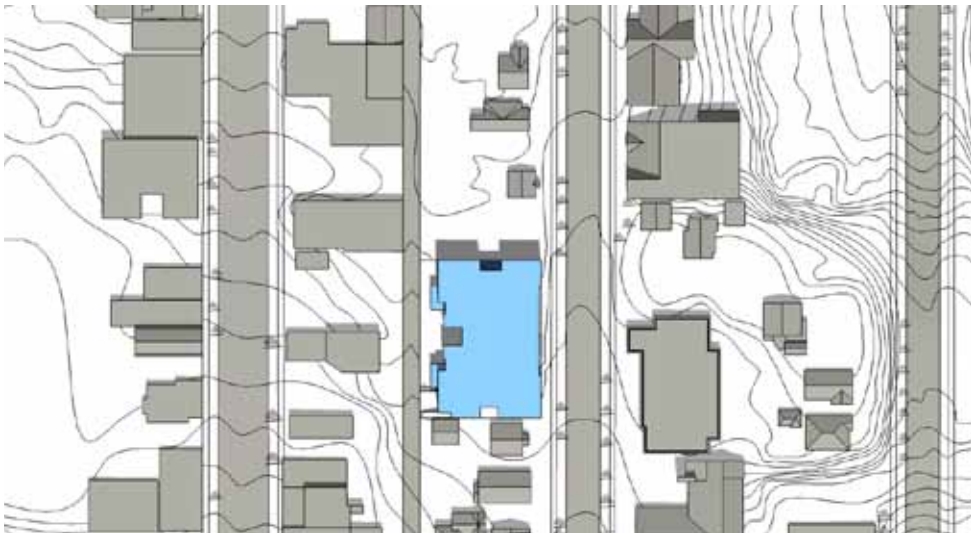
12 PM - MARCH/SEPTEMBER 21



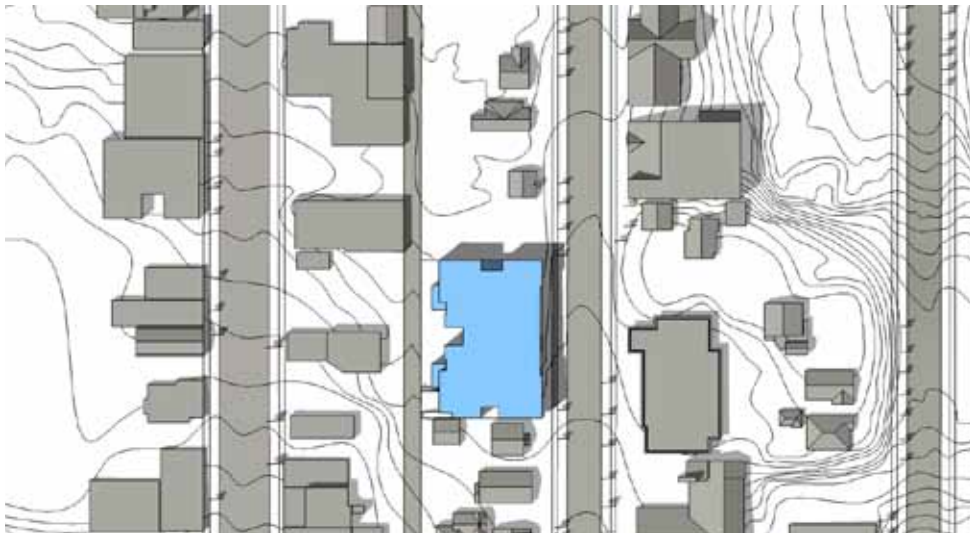
2 PM - MARCH/SEPTEMBER 21



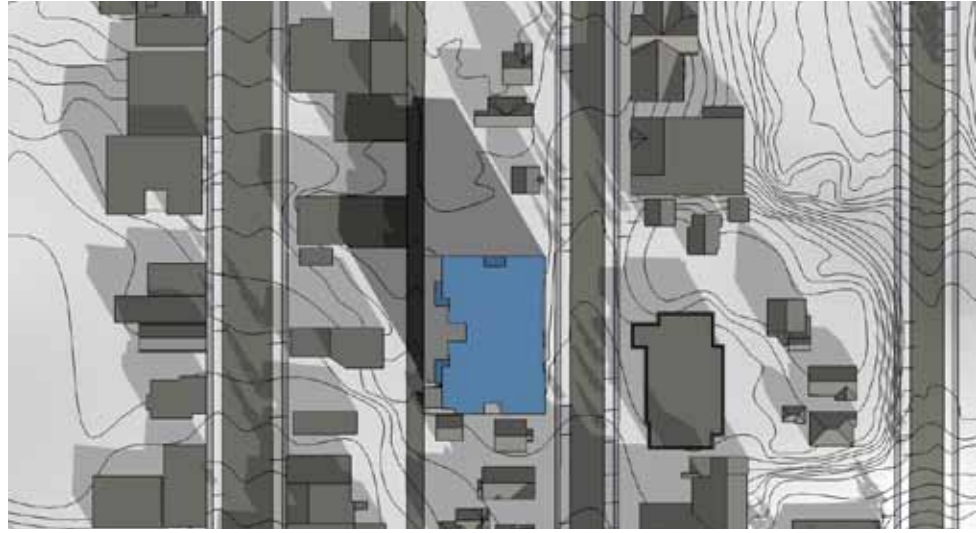
10 AM - JUNE 21



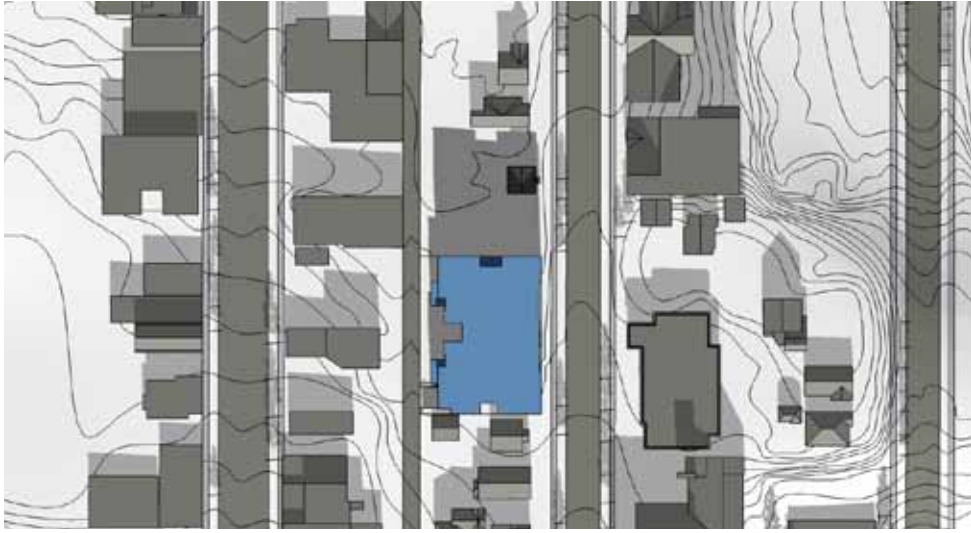
12 PM - JUNE 21



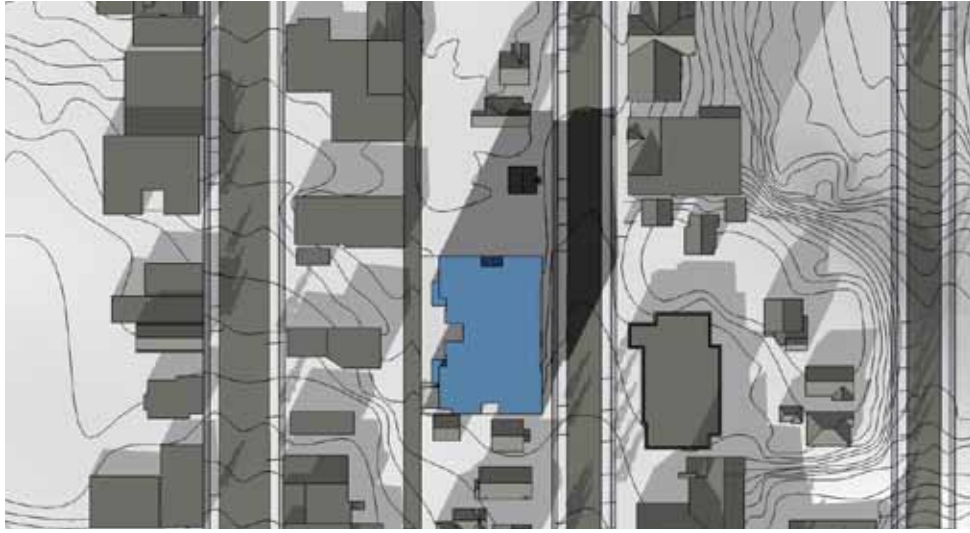
2 PM - JUNE 21



10 AM - DECEMBER 21



12 PM - DECEMBER 21



2 PM - DECEMBER 21

PRECEDENTS



MOLIERE 209 - POLANCO, MEXICO



MOLIERE 209 - POLANCO, MEXICO



CHARTRONS GYM - BORDEAUX, FRANCE



ROTTERDAM HISTORIC HOUSING - ROTTERDAM, NETHERLANDS



SOLUND RETIREMENT COMMUNITY - COPENHAGEN, DENMARK



BLOCK 64 - AMSTERDAM, NETHERLANDS



THE HEGEMAN - BROOKLYN, NEW YORK



THE HEGEMAN - BROOKLYN, NEW YORK



WESTLAKE VILLAGE



DAKOTA



CHELAN RESORT SUITES



TRIAD 12TH



VIEW 222



H2O APARTMENTS - LEED-H PLATINUM TARGET



BROADSTONE KOI - LEED-NC CERTIFIED TARGET



ARTHOUSE



APERTURE - BUILT GREEN 3-STAR TARGET

BCK Junction Flats - DPD #3013912

EARLY DESIGN GUIDANCE