

CAPELOUTO 42ND  
4505 42ND AVENUE SW, SEATTLE WA



EARLY DESIGN GUIDANCE  
DPD #3016195

WEST SEATTLE JUNCTION DESIGN REVIEW MEETING JANUARY 30, 2014

310 First Avenue S, Suite 4S,  
Seattle, WA 98104  
206.933.1150  
[www.nkarch.com](http://www.nkarch.com)



PROJECT DESCRIPTION



SITE LOCATION

ADDRESS: 4505 42nd Avenue SW, Seattle WA  
DPD PROJECT #: 3016195  
TAX PARCEL #: 095200-6385  
OWNER: Leon Capelouto  
APPLICANT: Nicholson Kovalchick Architects  
CONTACT: Steve Fischer

DEVELOPMENT OBJECTIVES

The general development objective is to construct a new 7-story building containing between 50 and 68 residential units, between 3,000 and 7,000 square feet of commercial retail space, potentially 2 or 3 Live-Work units, and below grade automobile parking. Due to the proximity of the project to the West Seattle Junction, the retail component will play an important role in the building design. A goal of the retail is to create a strong connection to the adjacent sidewalks by including an extensive amount of window transparency thus enlivening the sidewalk realm with retail activity. Live-Work is also a potential sidewalk related component of the design and if applied the Live-Work should ideally provide the same transparency and sidewalk connection as the retail use. Above the ground level commercial uses, the remaining structure is to be dedicated to residential units. These residential units will vary in size including both Studios and 1-Bedroom units. A large common roof top outdoor terrace is planned for resident use that will provide expansive territorial views of the region. Below grade parking is also proposed including approximately 16 vehicles although parking is not specifically required due to the location of the project site being within the West Seattle Junction Hub Urban Village.

The project team endeavors to reinforce the existing pedestrian scale of SW Oregon Street and 42nd Avenue 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, Elliott Bay, downtown Seattle, and the Cascade Mountains to the east.

PROJECT PROGRAM

Number of Residential Units:	Between 50 &68
Number of Parking Stalls:	Approximately 16
Area of Retail Uses:	Between 3,000 & 7,000 Sq. Ft.
Area of Residential Uses:	Between 20,000 & 26,000 Sq. Ft.
Area of potential Live/Work Units:	Approximately 1,700 Sq. Ft.
Total Area:	Approximately 42,000 Sq. Ft.

EXISTING SITE

The project site consists of a single parcel, located on the southwest corner of the SW Oregon Street and 42nd Avenue SW intersection. The site has a total area of 6,900 square feet. The project includes demolition of the single-family house that currently occupies the site. The site is bounded on the west by a 16'-0" wide alley (a 2' alley dedication is required in order to widen the alley). The site gradually slopes down from 42nd Avenue SW towards the alley by approximately 5 feet. The site does not include any environmentally critical areas. Several trees currently occupy the site; several of the trees appear to be within the public right-of-way and do not comply with city standard. None of the trees on the site or adjacent to the site are exceptional, per the tree survey; several are considered invasive and all the existing trees on site have been recommended for removal. Overhead high voltage power lines also run adjacent to the site both on 42nd Avenue SW and the alley.

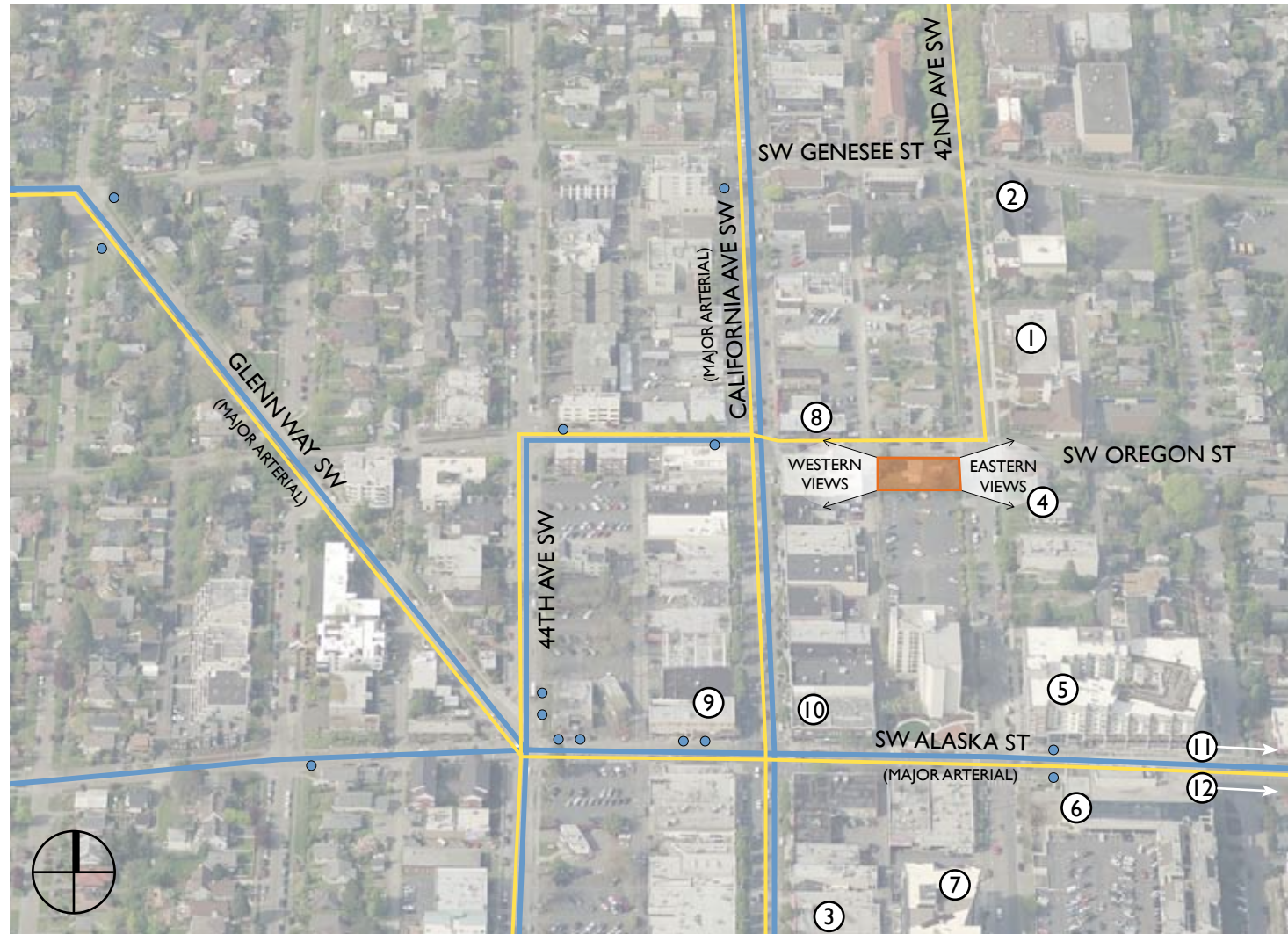
ZONING AND OVERLAY DESIGNATION

The parcel is zoned NC3-85 and is located within the West Seattle Junction Hub Urban Village. The area immediately surrounding the project site is zoned NC2-40 across SW Oregon Street to the north, NC3-65 across 42nd Avenue SW to the east, NC3-85 & NC3P-85 to the south, and NC3P-85 across the alley to the west. 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 one long block from the lively intersection of California Avenue SW and SW Alaska Street. The general character of this block and surrounding blocks is a mix of uses and development densities. To the west across the alley and along California Avenue SW is the highly recognizable pedestrian friendly low-rise retail uses characterizing the Junction. To the north, the retail uses continue with a sprinkling of single family homes that have been converted to business uses; some of these single family homes are targeted for demolition due to the higher density development zone in which they are located. Also to the north are several churches and related religious functions. Directly to the east is a new 7-story mixed use development with a similar program to the proposed project. Directly to the south is a large surface parking lot that provides time limited parking for shopping patrons of the Junction. Beyond the parking lot to the south is more low-rise retail uses typical of the junction along with several large scale mixed use projects that have been more recently developed. The site is very pedestrian friendly and within good proximity to the major West Seattle Junction public transit hub. There are multiple shops, restaurants, cafés, and grocery stores all within walking distance of the site.



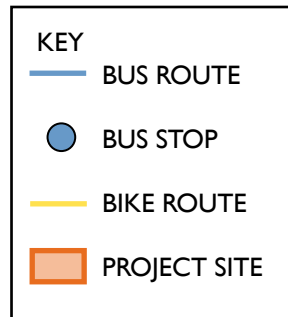


#### SITE-INFORMED CONCEPT STRATEGY

The project site is located on the southwest corner of SW Oregon Street and 42nd Avenue SW. The vehicular traffic on Oregon is somewhat busy since motorists tend to use Oregon to bypass the Junction traffic. For this reason SW Oregon Street is designated a minor arterial.

The site is presently occupied by single family home. Surrounding uses include the parking lot to the south, commercial businesses, homes that have been converted to businesses, religious related structures, and the new mid-rise project across 42nd Avenue. This last house at the intersection seems slightly out of place since the home and especially the landscape material that surrounds the home is intended to hide the house from the adjacent pedestrian and vehicular traffic.

Redevelopment of this site would eliminate this lack of connectivity in a neighborhood where connectivity, especially ground level connectivity is prevalent.



① HOPE LUTHERAN CHURCH



② CONNER BUILDING (CONSTR)



③ 4730 CALIFORNIA (CONSTR)



④ OREGON42 APARTMENTS (CONSTR)



⑤ CAPCO PLAZA & QFC



⑥ JEFFERSON SQUARE COMMERCIAL



⑦ MIXED-USE MURAL APARTMENTS



⑧ SHADOWLAND



⑨ EASY STREET RECORDS



⑩ CUPCAKE ROYALE



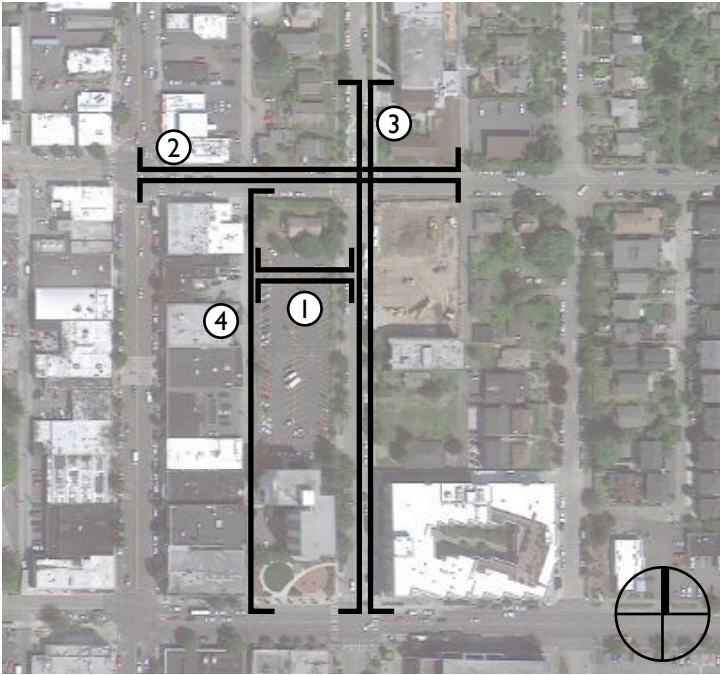
⑪ LINK APARTMENTS



⑫ NOVA APARTMENTS



STREETSCAPE PHOTOMONTAGES



PROJECT SITE



① ADJACENT PARKING LOT LOOKING NORTH

ACROSS FROM PROJECT SITE



② SW OREGON STREET LOOKING NORTH

PROJECT SITE



② SW OREGON STREET LOOKING SOUTH



ACROSS FROM PROJECT SITE



③ 42ND AVENUE SW LOOKING EAST

PROJECT SITE



③ 42ND AVENUE SW LOOKING WEST

PROJECT SITE

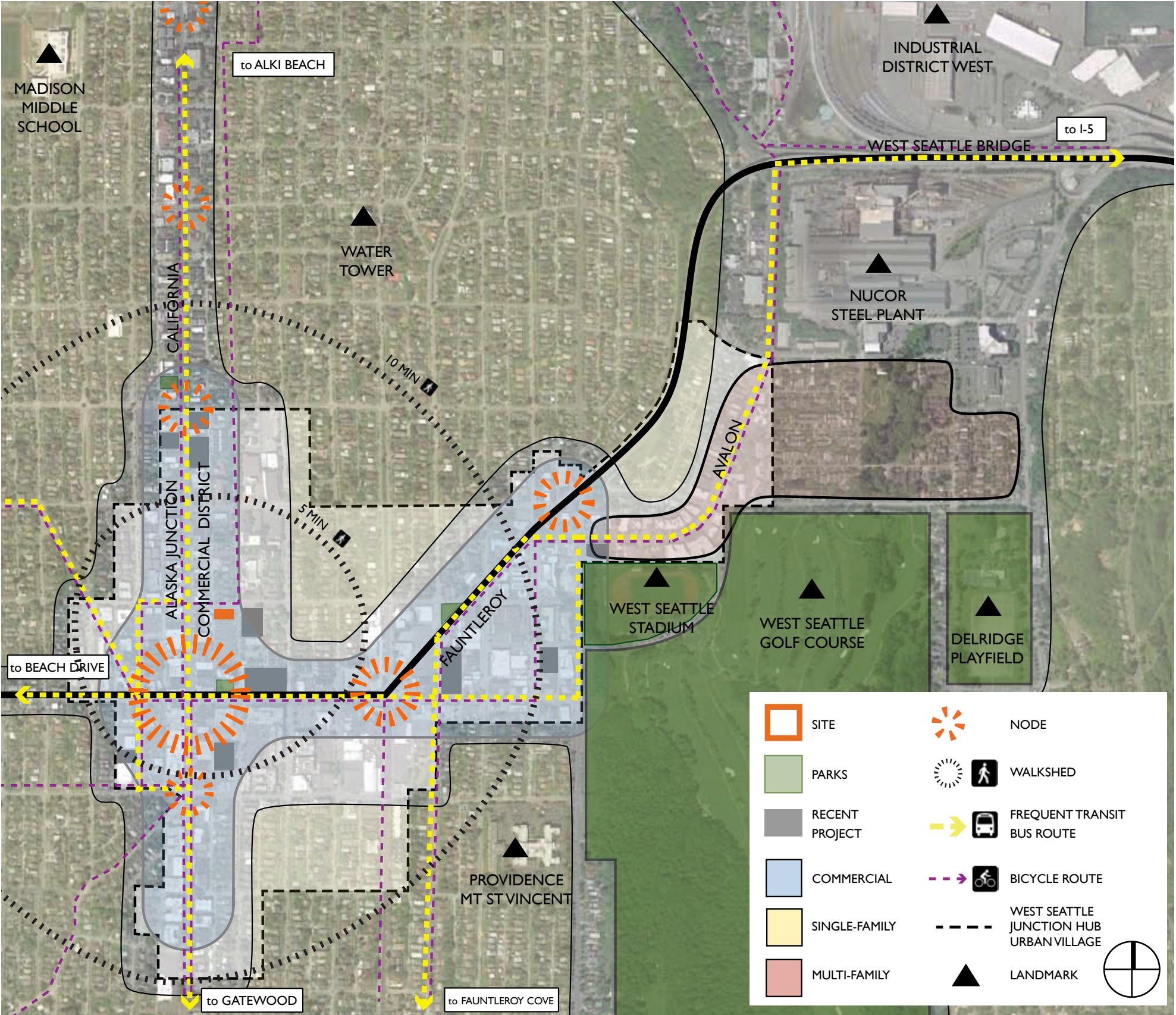


④ THE ALLEY LOOKING EAST



① ADJACENT PARKING LOT LOOKING SOUTH





OPPORTUNITIES & CONSTRAINTS

The project site is located within the West Seattle Junction Hub Urban Village, and only one long block 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 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). There is an clear opportunity to contribute to the increasing residential, retail density, and project to sidewalk connectivity at the Junction.

The project site is bound to the west by a 16'-0" wide alley. Beyond the alley are the rear service and public entrances to retail businesses along California Avenue SW including the West Seattle Senior Center. This proximity to thriving retail and pedestrian activity creates an excellent opportunity for extending this retail and pedestrian environment further east along Oregon Street and around the corner onto 42nd Avenue.

The grades along Oregon Street slope gently up to the east while the grades along 42nd are relatively flat. Street-level access is possible and desirable along portions of this façade although building and zoning code limits may push the finish floor of the sidewalk related uses below grade.

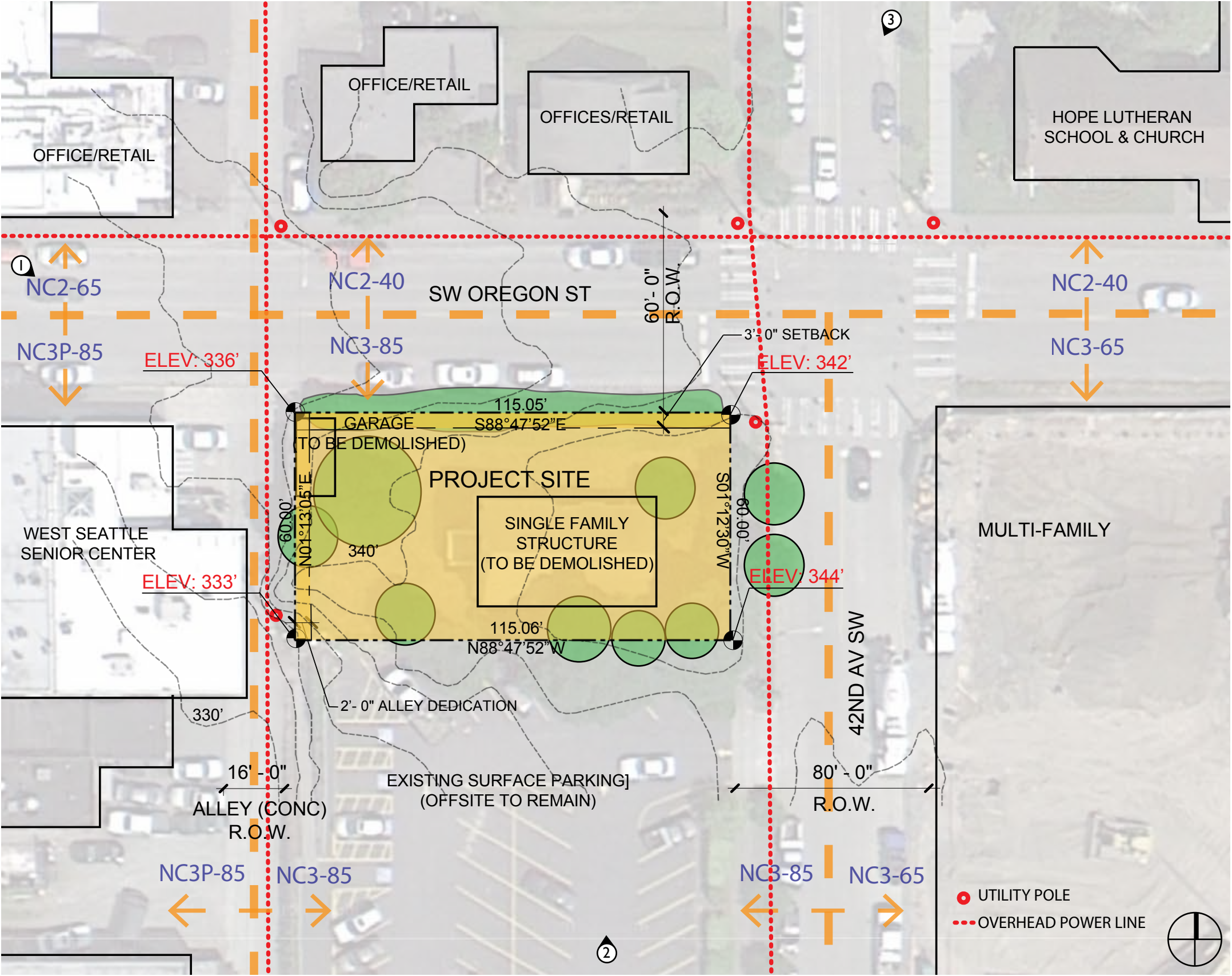
The lowest perimeter grade elevation for the site occurs at the southwest corner of the site adjacent to the alley. This low point provides an excellent location for the automobile access to any below grade parking especially since the location is well clear of the alley to Oregon Street intersection.

The site being located near the natural geological ridge that forms the spine of the West Seattle peninsula provides the opportunity for territorial views above the second level of any new development on the site. Since the development along California Avenue to the west is currently 2-story, the views from the site toward the Puget Sound and the Olympic Peninsula will be seen above the second floor. Other partial territorial views towards Mount Rainier, the Cascades, and downtown Seattle will also be available towards the south and west.

The tree survey noted seven trees on the property, none of which are considered exceptional. One locust tree straddles the south property line and is slated for removal. Trees in the right of way and on the adjacent property will be protected as necessary.

The most significant constraint is the existing Seattle City Light overhead power lines that run within the alley to the west and along 42nd Avenue to the east. These power lines will require a 10' minimum clearance between the proposed development and the power lines meaning that the upper levels of the project may need to step back away from the power lines where effected.





① PROJECT SITE LOOKING EAST UP SW OREGON ST



② PROJECT SITE LOOKING NORTH ACROSS PARKING LOT



③ PROJECT SITE LOOKING SOUTH ON 42 ND AVE SW  
NOTE: BUILDING ENVELOPE IS APPROXIMATELY 85' IN ABOVE IMAGES



ADDRESS: 4505 42<sup>ND</sup> AVENUE SW  
PARCEL #: 095200-6385  
ZONING: NC3-85  
OVERLAYS: West Seattle Junction Hub Urban Village  
(including Frequent Transit).  
LOT AREA: 6,900 Square Feet

Permitted outright:

- Residential
- Residential Uses Restricted to 20% at the Ground Floor
- Commercial Uses
- Live-Work Units

In all neighborhood commercial zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade within a zone that has a height limit of 85 feet or higher.

A setback of at least ten feet from the street lot line 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.

Single-purpose:	4.5
Mixed-use:	6.0

- Base height limit of 85'.
- An additional 4' is allowed for open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls.
- An additional 15' is allowed for mechanical equipment if less than 20% of the total roof surface or 25% of the roof surface if stair, elevator penthouses, and screen mechanical equipment are included in the calculation.
- An additional 16' is allowed for stair and elevator penthouses.

No setbacks required

- Landscaping that achieves a Green Factor score of .30 or greater is required.
- Street trees are required when any development is proposed. Existing

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.

No minimum parking requirement for residential uses in commercial within urban villages if the residential use is located within 1,320 feet of a frequent transit service.

Primary trash and recyclable room shall be a minimum of 375 square feet for a structure containing 26-50 residential units or 375 square feet for project containing 50-100 units plus an additional 4 square feet per unit over 50. Mixed use developments required additional area for nonresidential uses (50% of stand alone requirements); 41 square feet for nonresidential uses less than 5,000 square feet and 63 additional square feet for nonresidential uses more than 5,000 but less than 15,000 square feet.

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DESIGN GUIDELINE PRIORITIES

CONTEXT AND PRIORITY ISSUES: WEST SEATTLE JUNCTION

- The site is located inside the Urban Village, Commercial Core, and Neighborhood Commercial areas. It also abuts Multifamily areas.
- I. Pedestrian Environment
- The proposed project is located on the corner of 42nd Avenue SW and SW Oregon Street. It will provide an improved linkage from the surrounding residential neighborhood to the commercial core of California Avenue SW with improved sidewalks and an engaging streetscape.
  - This project encourages a mix of activities and uses.
  - The project will extend the business district east, connecting future developments as well as the existing services offered in the immediate area through the extension of the existing pedestrian network.
2. Height, Bulk and Scale Compatibility
- The site is zoned for 85', design options include both 85' and 70' versions. Due to the allowable height and larger FAR, the site can be built out with a larger scale structure. Proposed massing is consistent with new projects built or in construction on nearby sites (zoned NC2-40, NC2-65, NC3-65, NC3-85, & NC3P-85).
3. Architectural Character
- The anticipated architectural character is to embrace contemporary design pursuing both contemporary construction methods and relating to the newer structures that are evolving around the Junction. Design attention will still be given to human scale, window proportions, repeating elements, and materials.

CONTEXT AND SITE

CS2 Urban Pattern and Form

- I. Streetscape Compatibility
- SW Oregon Street is noted as an "Important Pedestrian Connector."
  - Primary pedestrian access to the project will be from the public sidewalk along SW Oregon Street with possible access along 42nd Avenue SW.
  - Emphasis shall be given to the street level northwest corner for the retail commercial space although guidance is sought for this item.
  - The length of the grade level along SW Oregon Street will be broken by the character of the residential entrance.
  - Commercial components at street level shall be organized by regularly spaced facade partitions that allow for a variety of retail spaces.
  - Norwegian Maple trees (species to be approved by SDOT) will be planted in accordance with city standards along SW Oregon Street. Two existing street trees along 42nd Avenue SW shall remain.
- II. Corner Lots
- The site is not designated as a Gateway location.
  - The corner is anticipated to contain a significant amount of glazing and be occupied by active retail.
  - The sidewalk along 42nd Avenue SW is quite wide creating the potential for a large outdoor seating area at the corner.

III. Height, Bulk and Scale

- 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 NC3-85, the proposed structure will augment other taller structures that have been recently developed and are currently being developed.
- The Commercial Retail component of the structure, at street level, is to include high floor to floors (13' min.) creating nice ceiling volumes.
- A clear horizontal line above the Commercial Retail level provides a base for the building with the Residential levels above, following the predominant commercial building heights along California Ave SW and the two story Senior Center adjacent to the site.
- The building bays will follow a logical pattern, likely corresponding with the apartments on the upper floors. The preferred scheme accentuates the regularity of the articulation through the use of bay windows.
- Providing vertical modulation that aligns with the residential entry allows the building to be articulated into three sections thus mitigating the buildings scale and providing visual interest.

CS3 Architectural Context and Character

I. Architectural Context

- The project's material palette and architectural features will be consistent with other structures near the Junction. Inspiration will be drawn from the West Seattle Junction's architectural context.
- Currently, there one multi-story building in the immediate vicinity of the site; it is currently under construction across 42nd Avenue SW from the site. Although the zoning on adjacent parcels allows for multi-story construction, development on the Hope Lutheran School & Church, West Seattle Senior Center, and the West Seattle Trust Property sites are unlikely in the near future. The proposed building will look to precedents outside the immediate vicinity.
- The facade along SW Oregon St. is intended to be separated into segments, similar in length to modulations found along California Avenue SW.
- The street level shall include display windows and entries to compliment the retail activities provided at ground level.

PUBLIC LIFE

PLI Connectivity

I. Human Activity

- The project will have a well articulated building facade helping to shape the pedestrian environment along both street frontages. Lower level entries and windows will be provided near the public sidewalk, encouraging activity along the adjacent sidewalks, and increasing transparency into the site.
- Both direct and indirect lighting will increase the night time sense of security.
- The adjacent sidewalks are to be replaced and opportunities for outdoor seating associated with the retail is a goal of the project. The removal of the existing encroaching hedge will greatly improve this condition.
- Commercial level fenestration shall encourage pedestrian activity and provide for smaller scale interaction.

PL2 Walkability

I. Human Scale

- Retail and residential entries, display windows, and the proposed overhangs will provide visual interest and protection to pedestrians.
- II. Pedestrian Open Spaces and Entrances
- A combination of facade articulation and pedestrian entrances will be provided at the ground level.
  - The project proposes wide sidewalks as a connection to the Alaska Junction from the surrounding neighborhood.

DESIGN CONCEPT

DC1 Project Uses and Activities

I. Visual Impacts of Parking Structures

- Parking will be provided below grade and the entrance to the parking garage will be from the alley, thus minimizing the interruption of pedestrian flow and street level activity along the adjacent sidewalks.
- The entrance to the parking area will be incorporated into the overall building design to minimize its visual importance.
- Trash and recycling areas will be recessed off the alley and screened or concealed within the building.
- The alley facade will be incorporated into the overall design of the building as a secondary facade.

DC2 Architectural Concept

I. Architectural Concept and Consistency

- The project will have a strong design concept, including building materials, textures, and colors, that carry throughout the entire building to create a unified structure.
- The building's facades shall respond to the length and context of each property edge. Street facades shall focus on pedestrian inter-activity through appropriately sized and placed windows, doors, and planar shifts.
- The building's primary massing of the commercial level and residential levels will be built to the front and side property lines, as allowed, on all sides.

II. Human Scale

- The project will incorporate street level elements and articulation to enhance the existing pedestrian scale.

DC4 Exterior Elements and Finishes

I. Human Scale

- Signage will generally be located and sized at a pedestrian scale. Retail signage will occur below the residential uses thus activating the pedestrian environment and the retail spaces. A larger building identification sign is anticipated and would occur as part of the upper portion of the structure. This larger sign will be of high quality and will compliment the overall design of the structure.



OPTION I

DISTINGUISHING FEATURES

- 62 residential units plus 6 Live/Work units with 16 parking stalls total
- 52,154 gsf / 37,477 residential sf
- Main building/lobby entrance from southeast corner of site
- Live/Work entries directly from SW Oregon Street sidewalk
- Bicycle storage area in garage
- Maximizes building envelope

PROS

- Live/Work units facing Oregon St. provide flexibility as surrounding properties transition from single family to commercial use.
- Provides 16 parking spaces in underground garage even though no parking is required.
- Amenity deck provided on top floor softens top of building profile.
- Facade modulations and a utility setback along the alley for levels 2 and above reduces the building's bulk.

CONS

- Maximizes allowable height and is taller than adjacent existing buildings.
- Live/Work may not activate the street level like dedicated retail space.

REQUESTED DEPARTURES

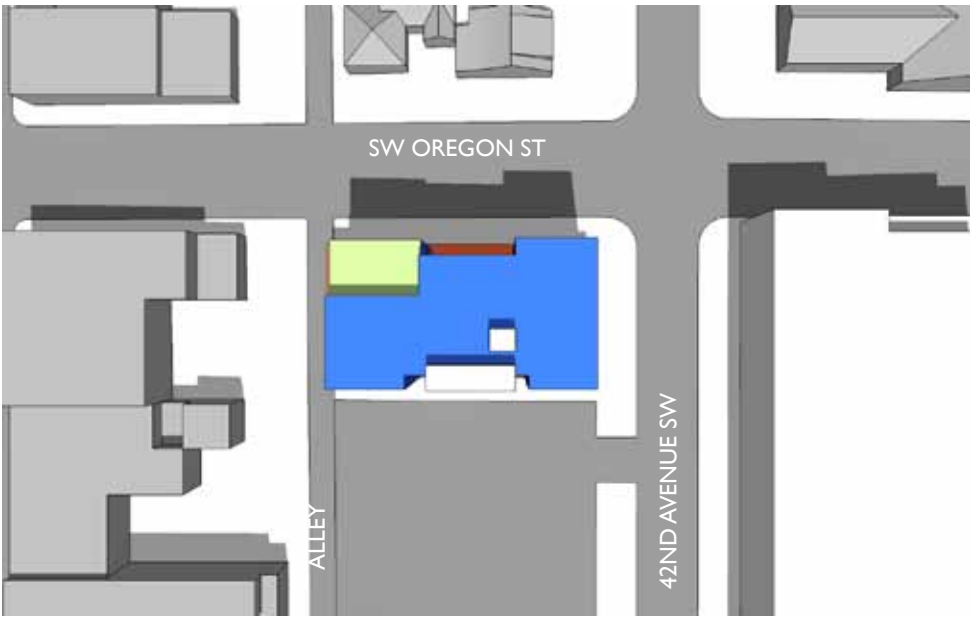
- None.



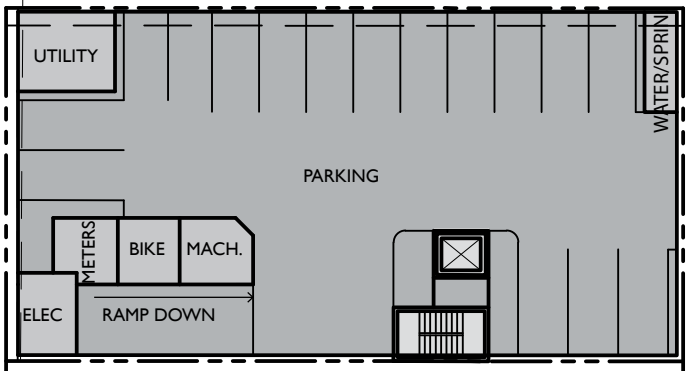
AERIAL VIEW LOOKING NORTHWEST



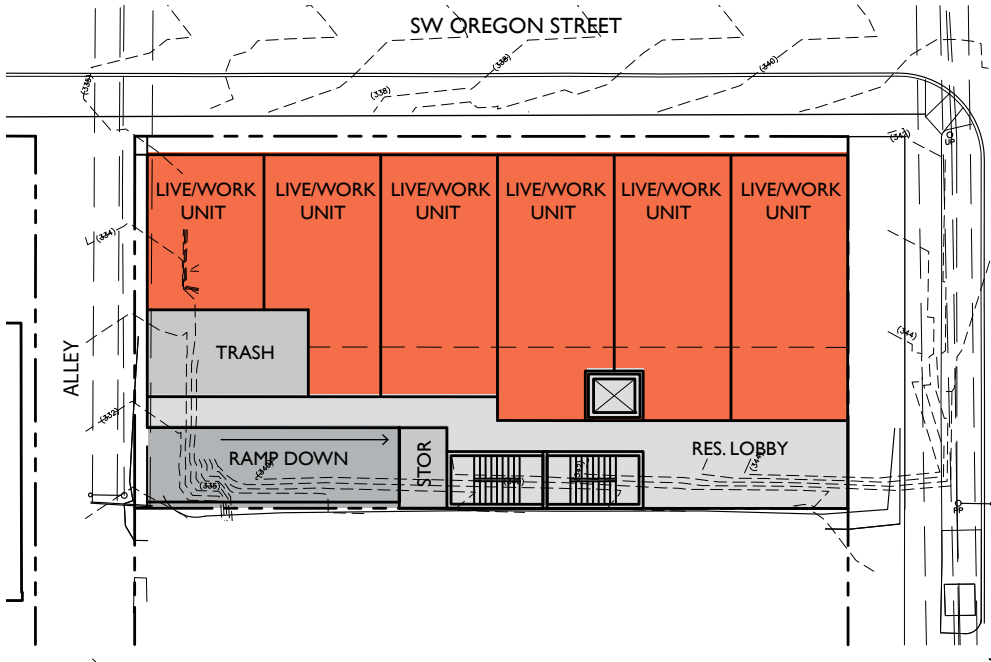
AERIAL VIEW LOOKING SOUTHEAST



ROOFVIEW

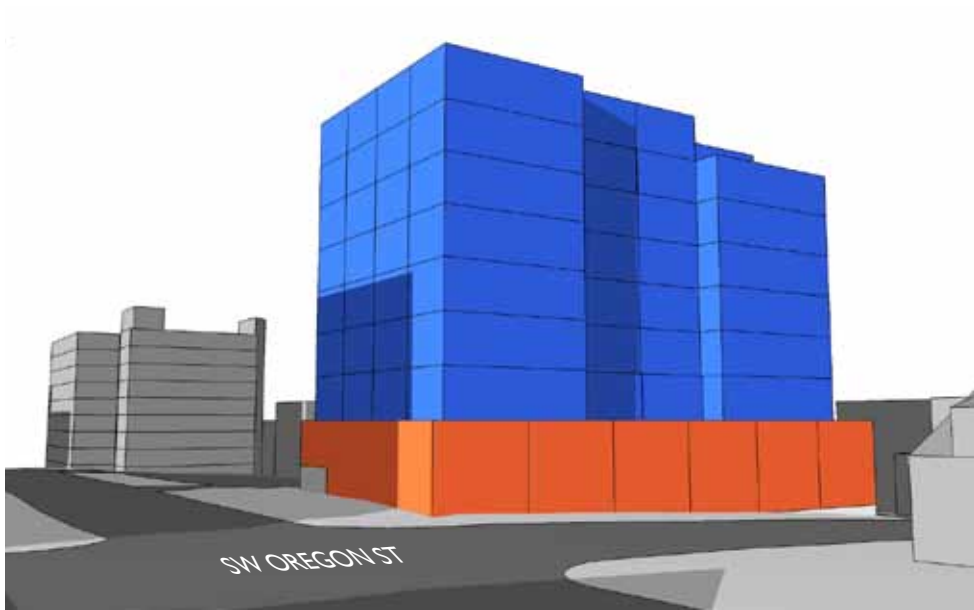


LOWER LEVEL PARKING

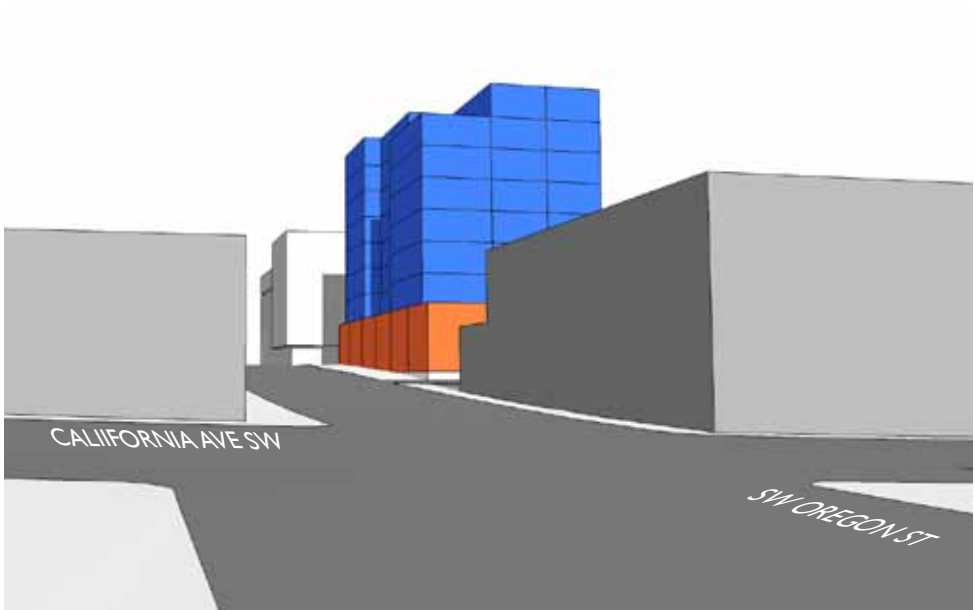


GROUND LEVEL

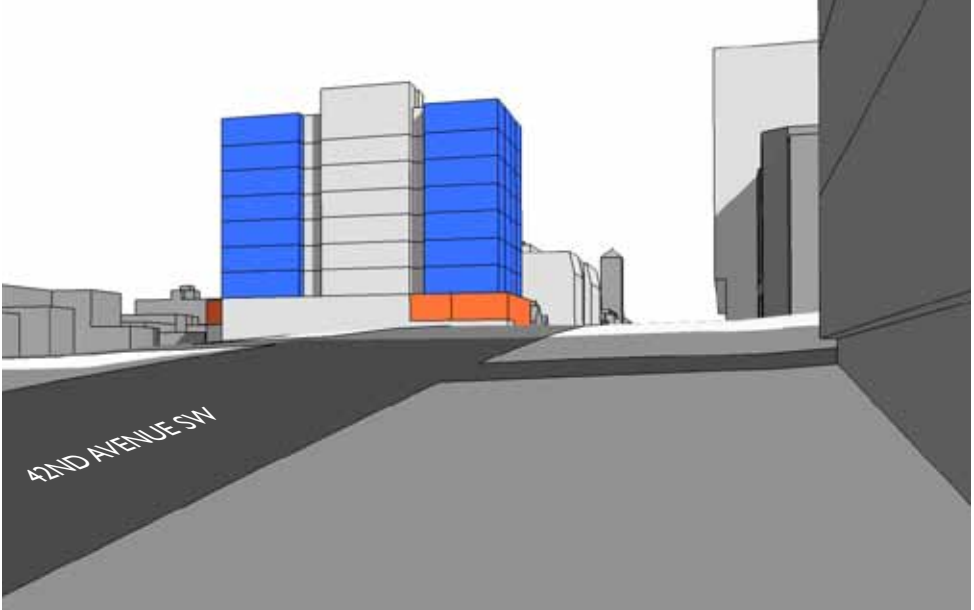




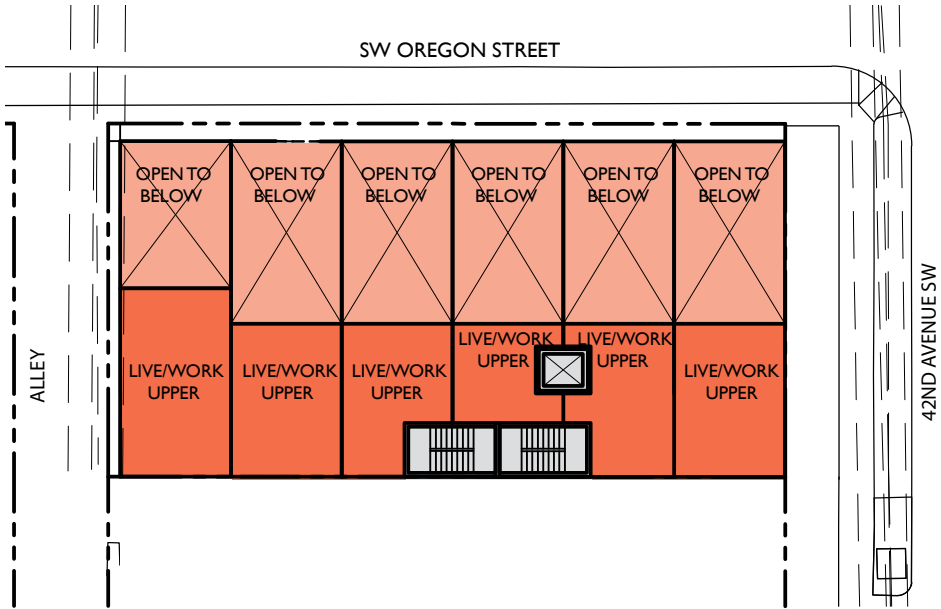
STREETVIEW LOOKING SOUTH ON 42ND AVE SW



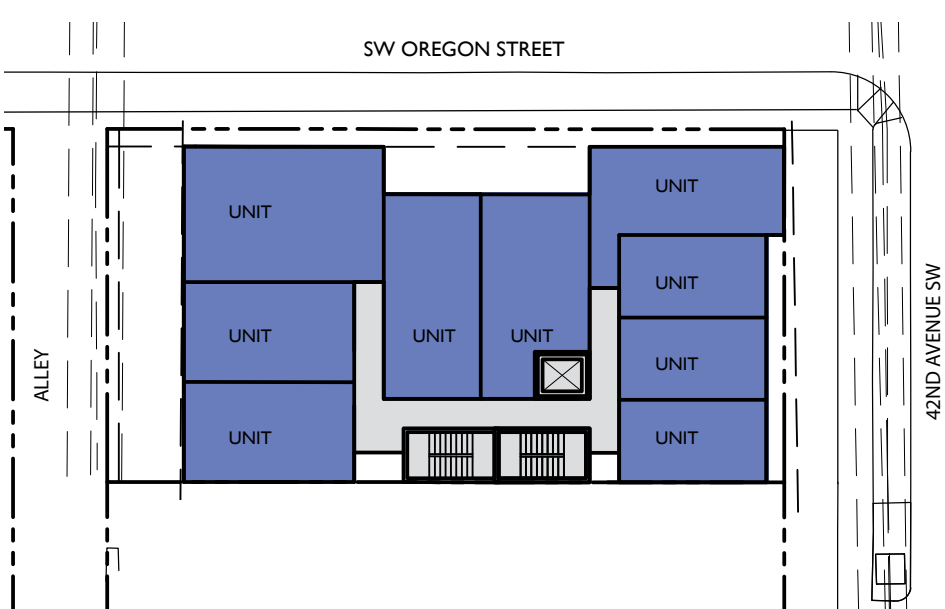
STREETVIEW LOOKING EAST ON SW OREGON ST



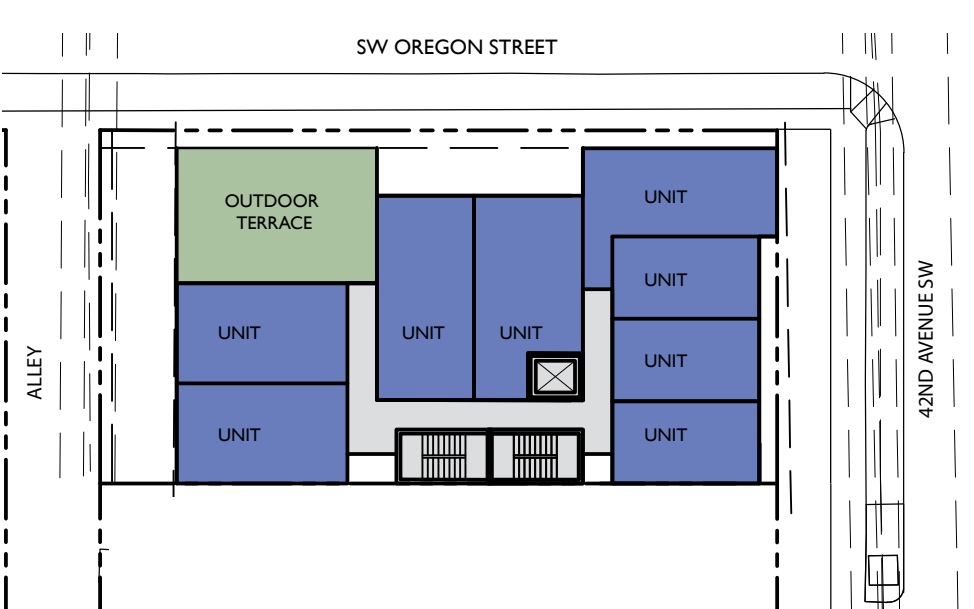
STREETVIEW LOOKING NORTH ON 42ND AVE SW



LEVEL 2



LEVELS 3-8



LEVEL 9



OPTION 2

DISTINGUISHING FEATURES

- 50 residential units plus 6 Live/Work units with 16 parking stalls total
- 48,846 gsf / 35,640 residential sf
- Main building/lobby entrance from southeast corner of site
- Live/Work entries directly from SW Oregon Street sidewalk
- Bicycle storage area in garage

PROS

- Live/Work units facing Oregon St. provide flexibility as surrounding properties transition from single family to commercial use.
- Provides 16 parking spaces in underground garage even though no parking is required.
- Power lines along alley moved underground improving neighborhood sight lines.

CONS

- Live/Work may not activate the street level like dedicated retail space.
- Minimal facade articulation in order to minimize building height.

REQUESTED DEPARTURES

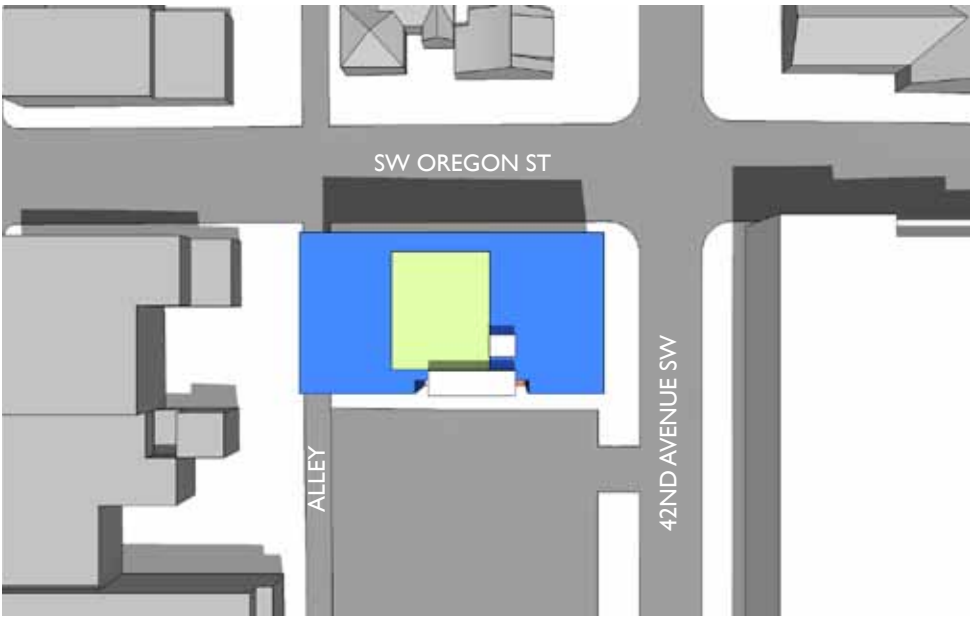
- No departures, however Structural Building Overhangs above the SDOT required 3' setback along Oregon St. do require board approval.



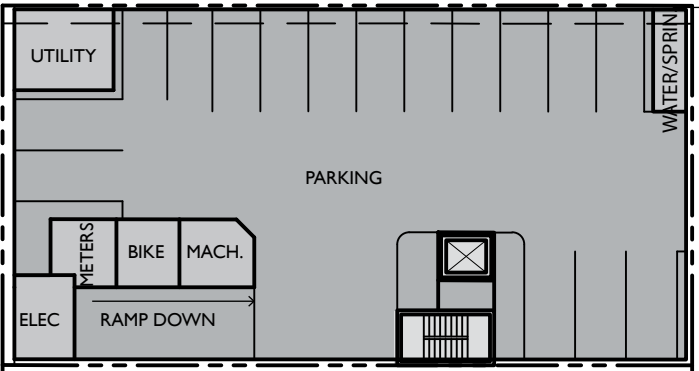
AERIAL VIEW LOOKING NORTHWEST



AERIAL VIEW LOOKING SOUTHEAST



ROOFVIEW

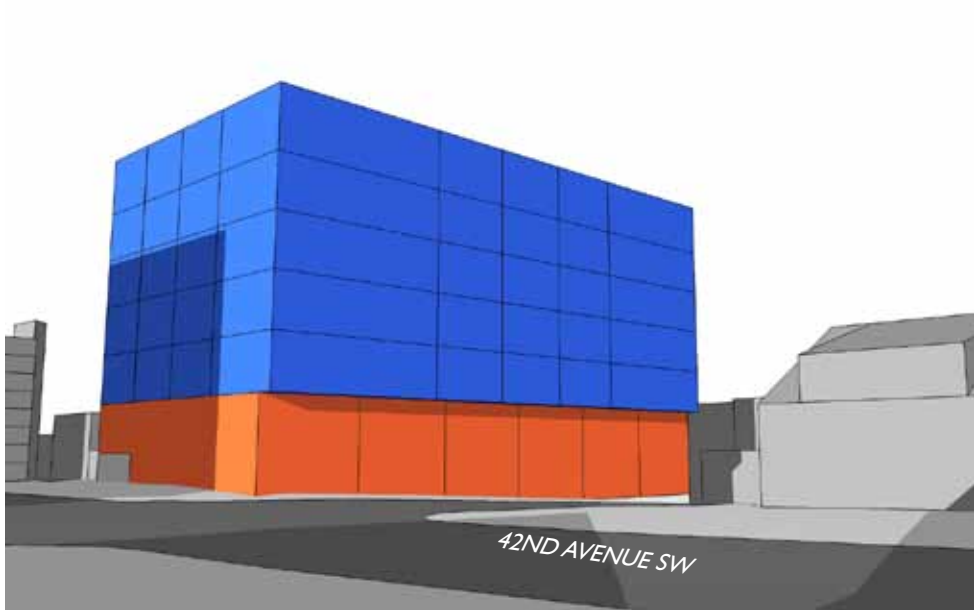


LOWER LEVEL PARKING

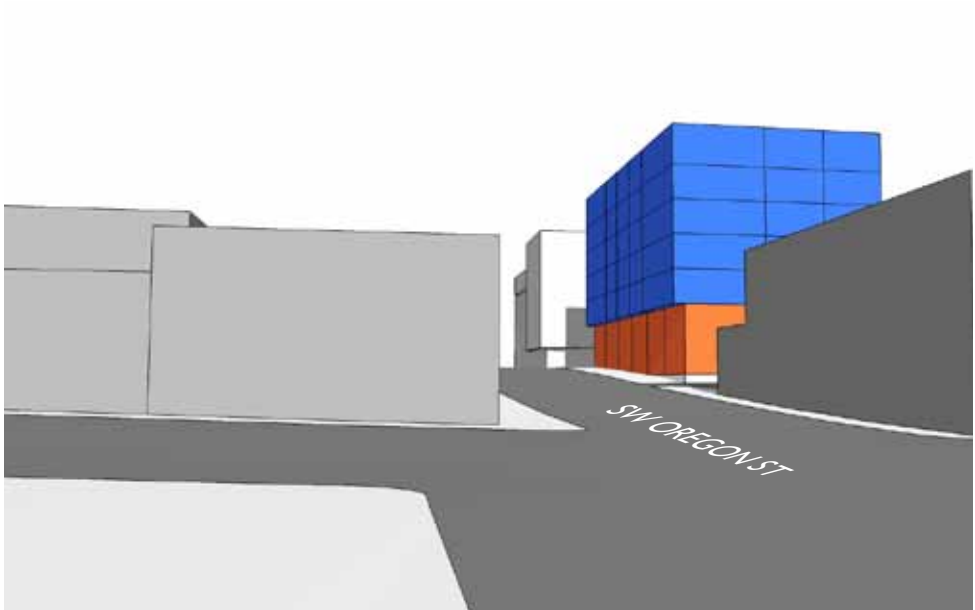


GROUND LEVEL

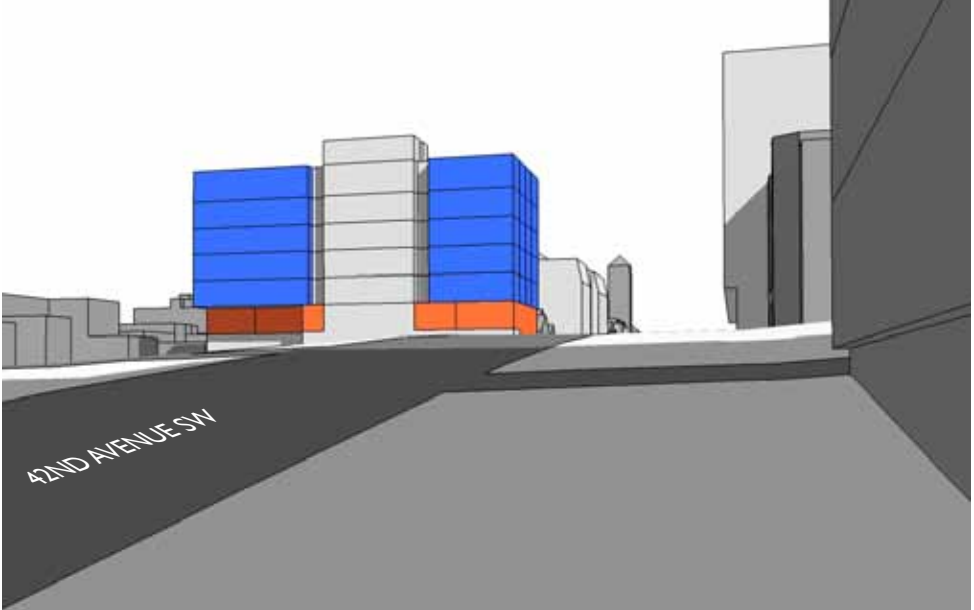




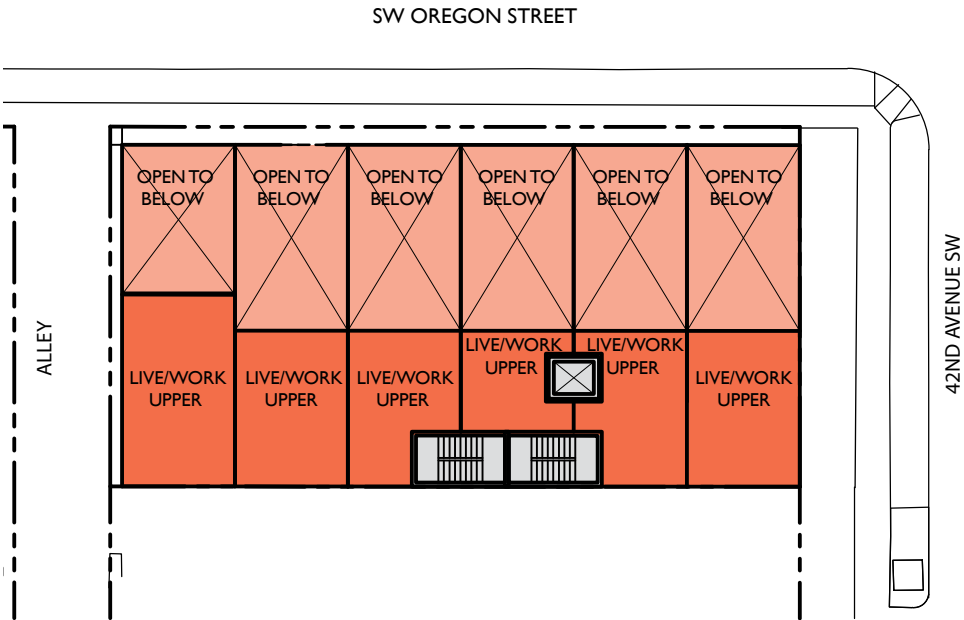
STREETVIEW LOOKING SOUTH ON 42ND AVE SW



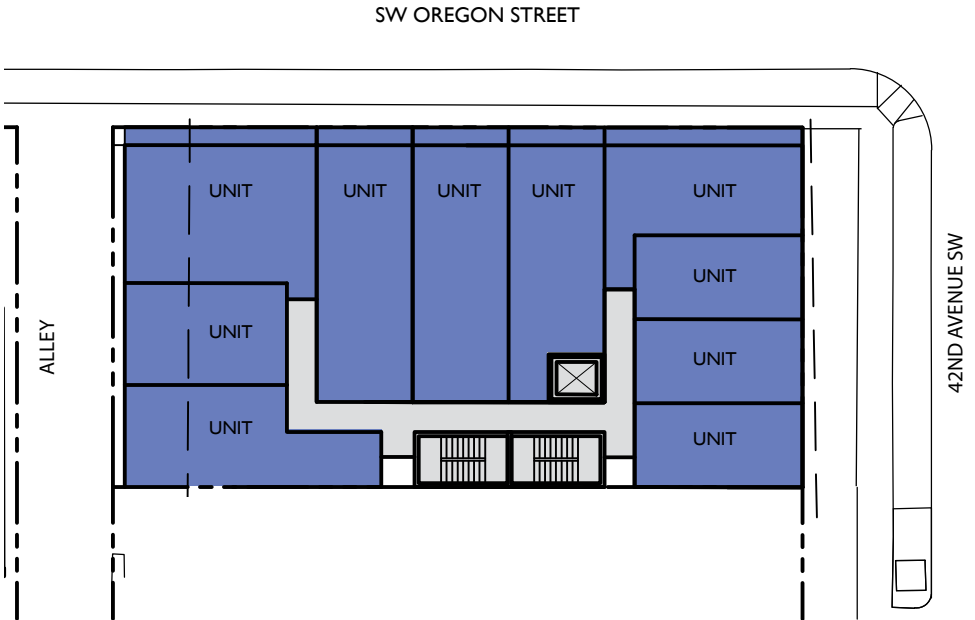
STREETVIEW LOOKING EAST ON SW OREGON ST



STREETVIEW LOOKING NORTH ON 42ND AVE SW



LEVEL 2



LEVELS 3-7



OPTION 3 (PREFERRED)

DISTINGUISHING FEATURES

- 50 residential units with 16 parking stalls total
- 47,226 gsf / 29,080 residential sf
- Large Retail space accessed from the sidewalk with an administration space mezzanine
- Main building/lobby entrance from north side of site
- Bicycle storage area in garage

PROS

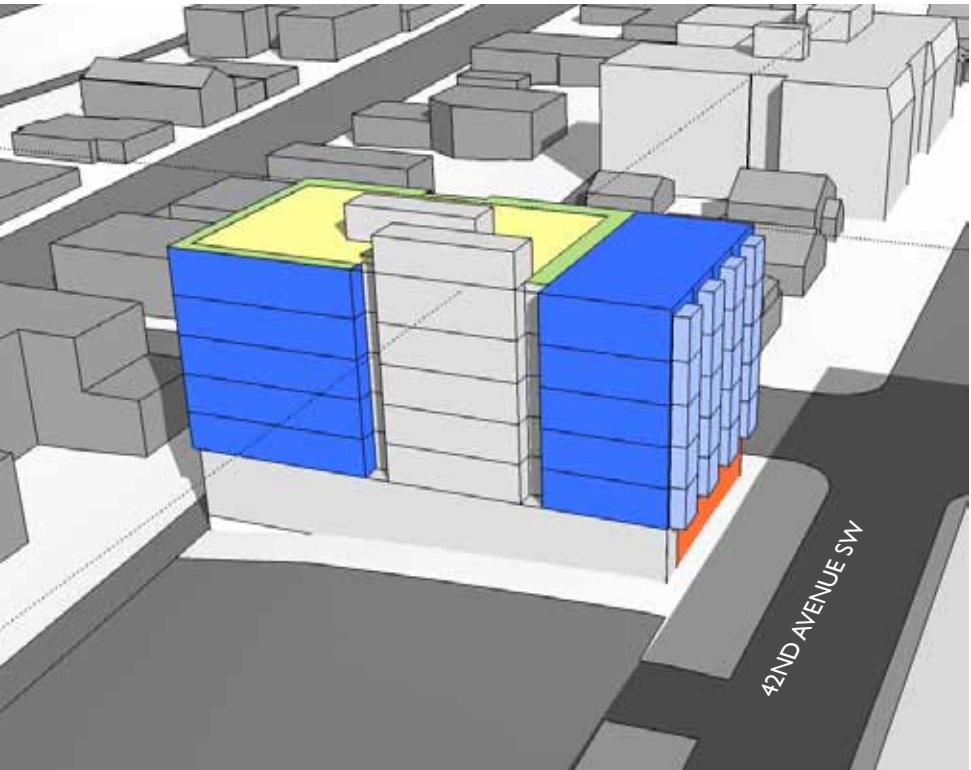
- Retail space at grade provides a more active streetscape and connects new commercial development to the east with businesses on California.
- Provides 16 parking spaces in underground garage even though no parking is required.
- Power lines along alley moved underground improving neighborhood sight lines.

CONS

- Minimal facade articulation in order to minimize building height.

REQUESTED DEPARTURES

- No departures, however Structural Building Overhangs above the required SDOT setback along Oregon St. do require board approval.



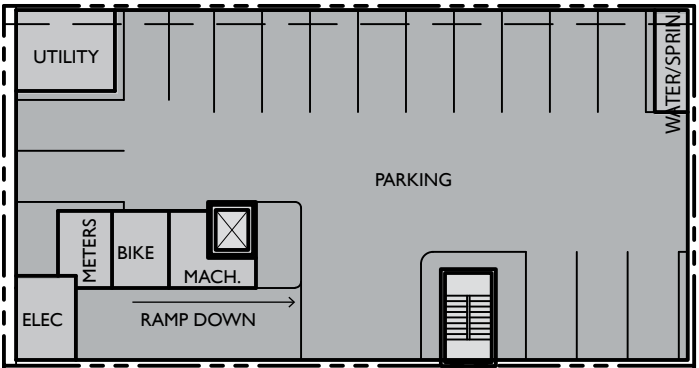
AERIAL VIEW LOOKING NORTHWEST



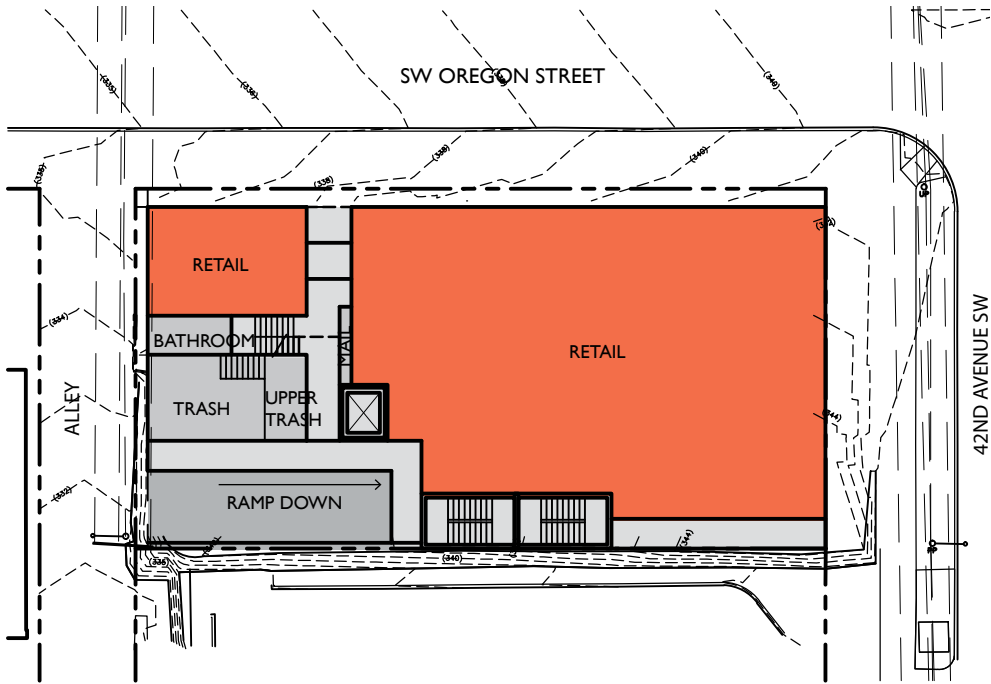
AERIAL VIEW LOOKING SOUTHEAST



ROOFVIEW



LOWER LEVEL PARKING

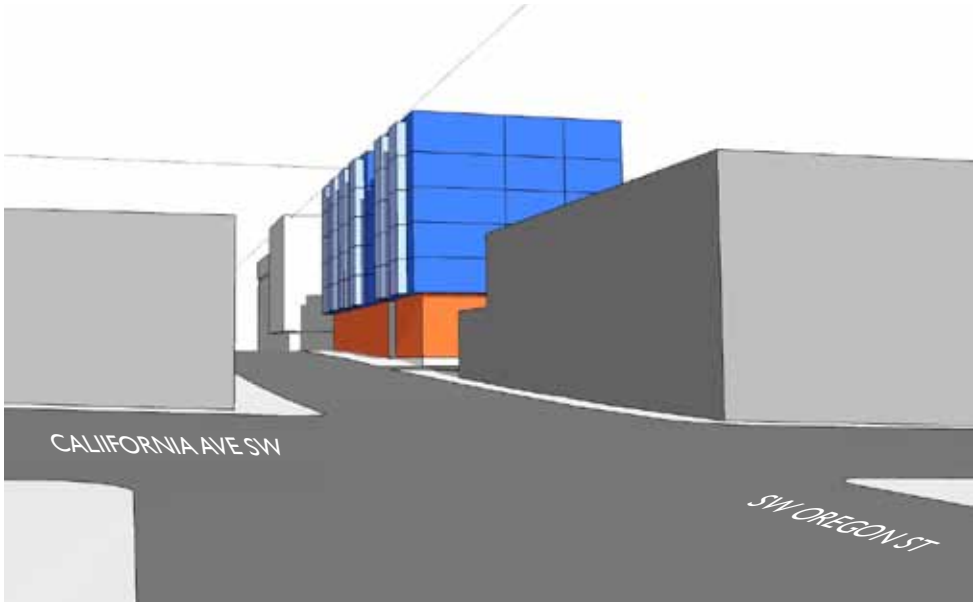


GROUND LEVEL

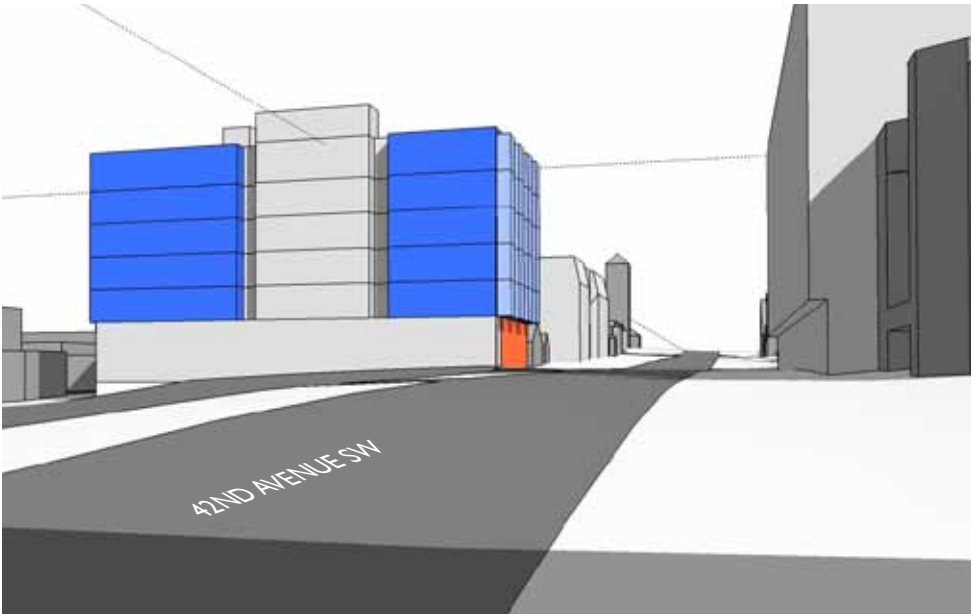




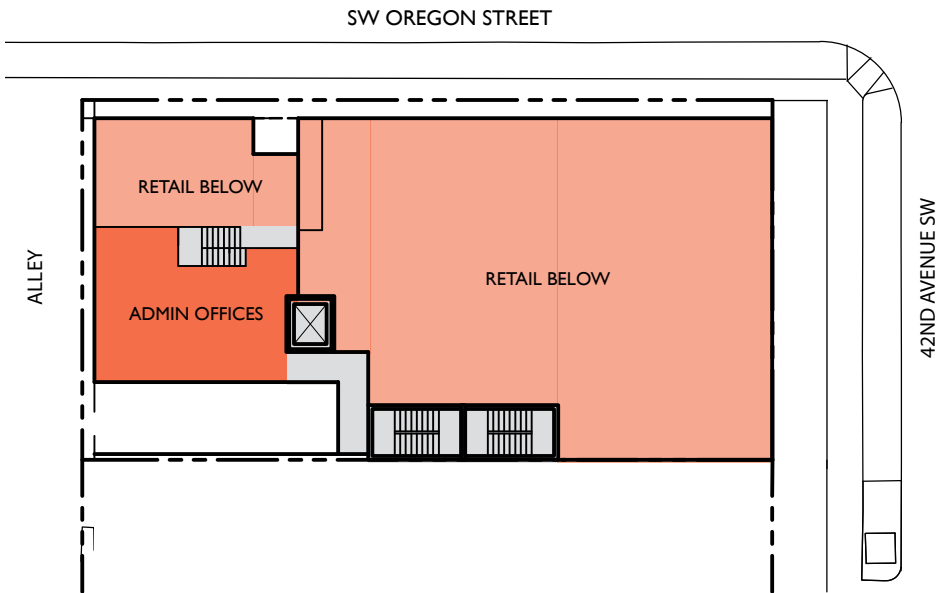
STREETVIEW LOOKING SOUTH ON 42ND AVE SW



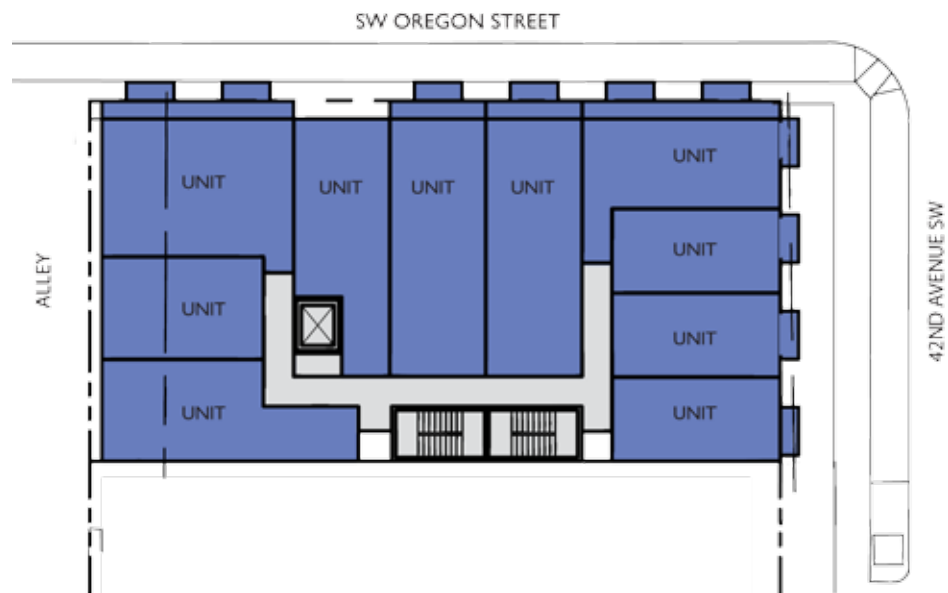
STREETVIEW LOOKING EAST ON SW OREGON ST



STREETVIEW LOOKING NORTH ON 42ND AVE SW

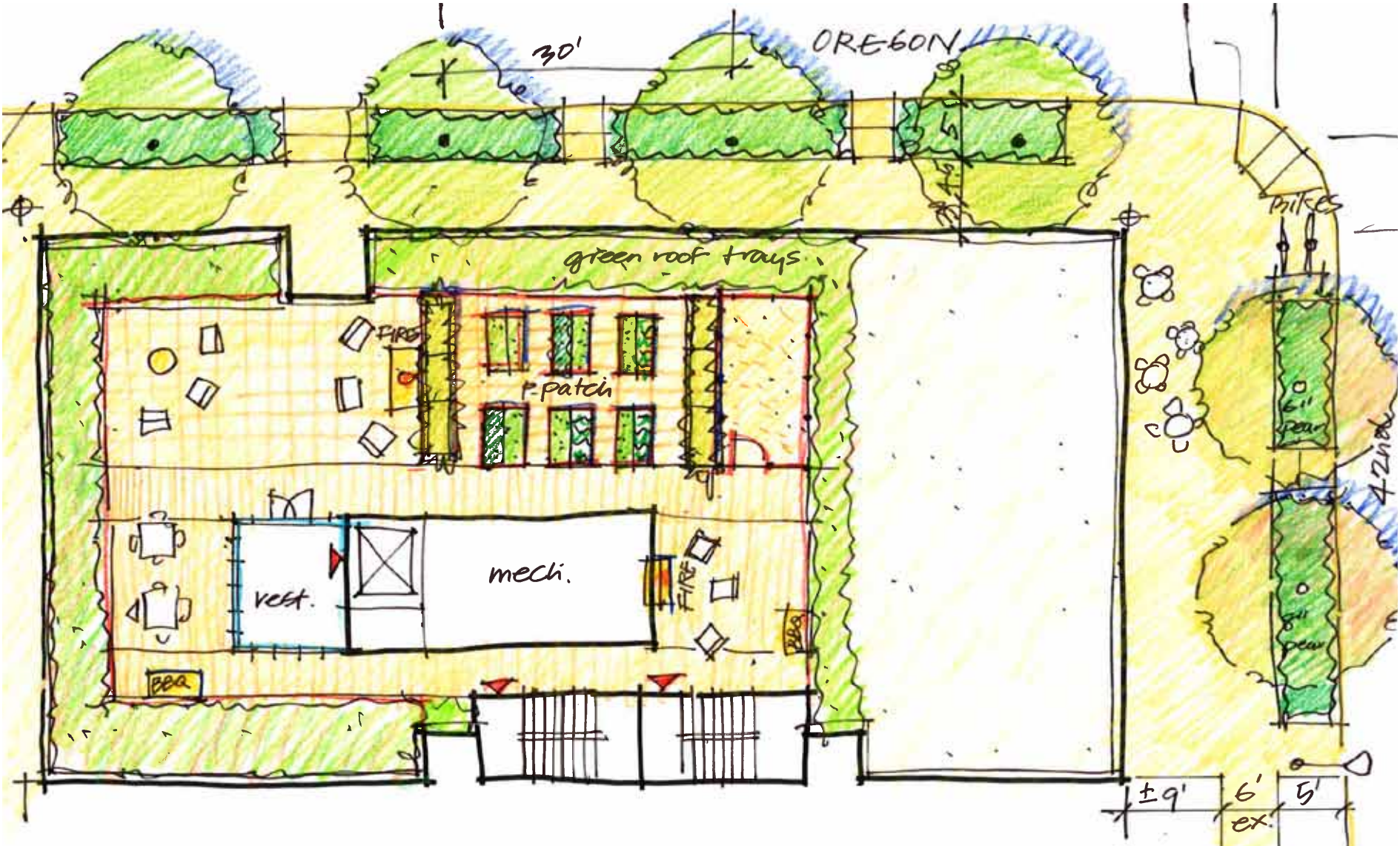


LEVEL 2



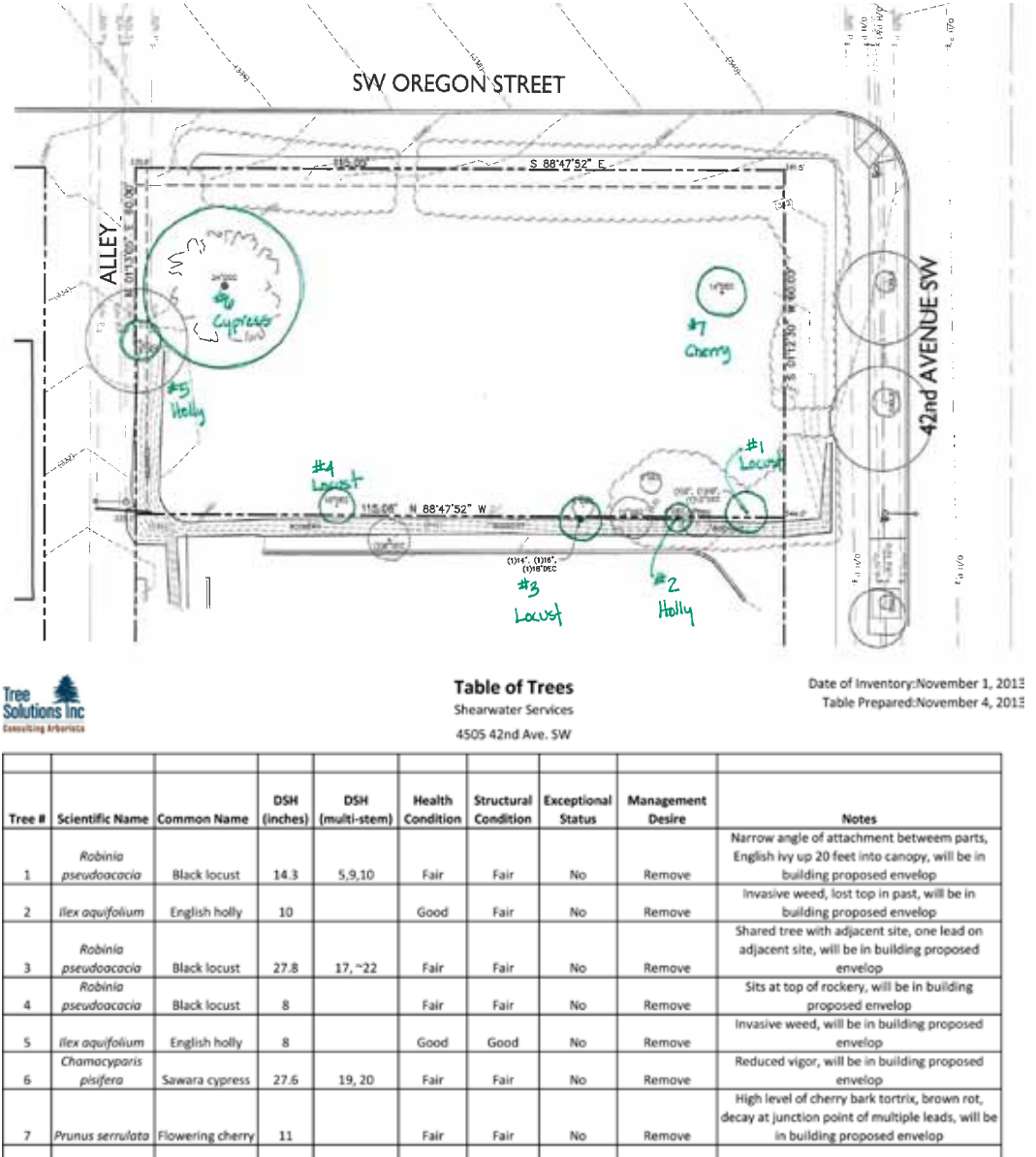
LEVELS 3-7





OVERALL LANDSCAPE PLAN WITH ROOF ABOVE

EXISTING SITE TREE SURVEY



FURNISHINGS, PLANTS, BAR



SECLUDED LOUNGING



GREEN ROOF



FIRE PIT



PLANTERS SET IN PEBBLES



ROOFTOP P-PATCH



CAFE SEATING

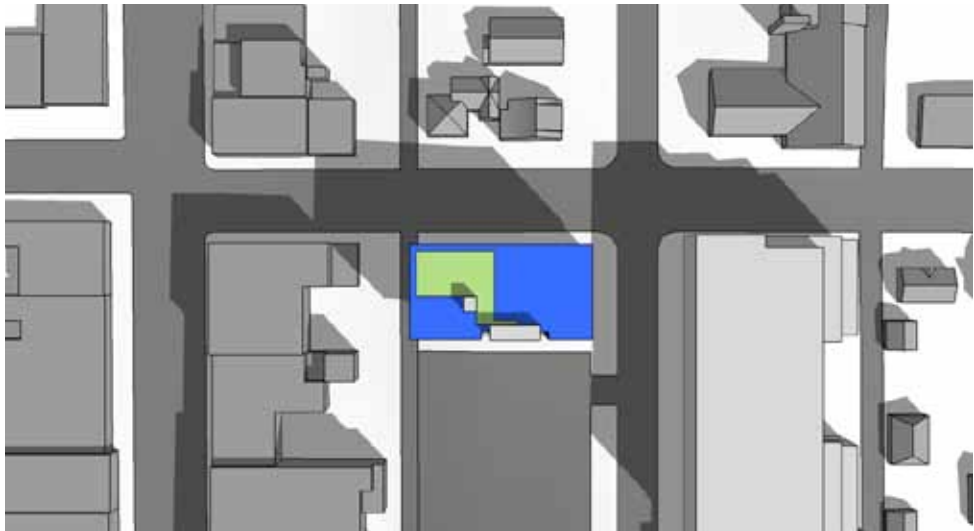


CONTINUOUS PLANTER

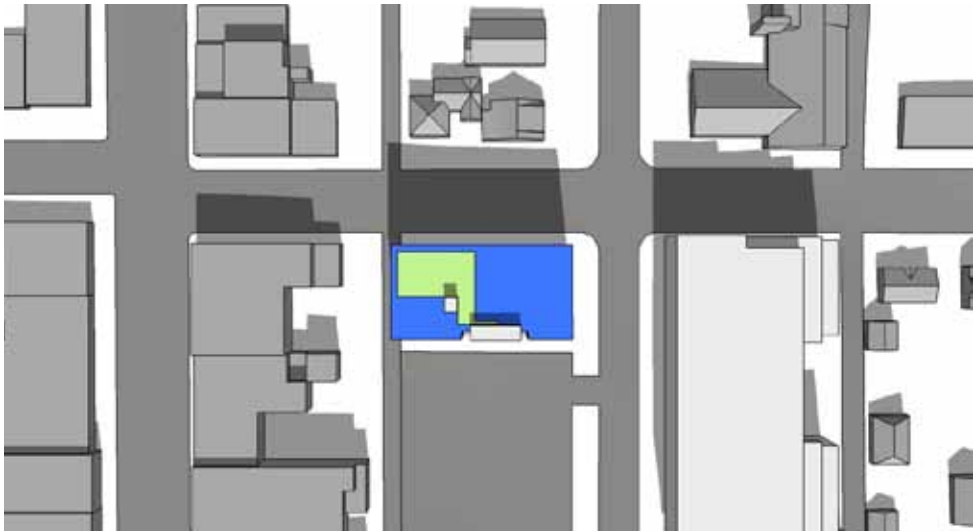
STREETSCAPE

nk NICHOLSON KOVALCHICK ARCHITECTS

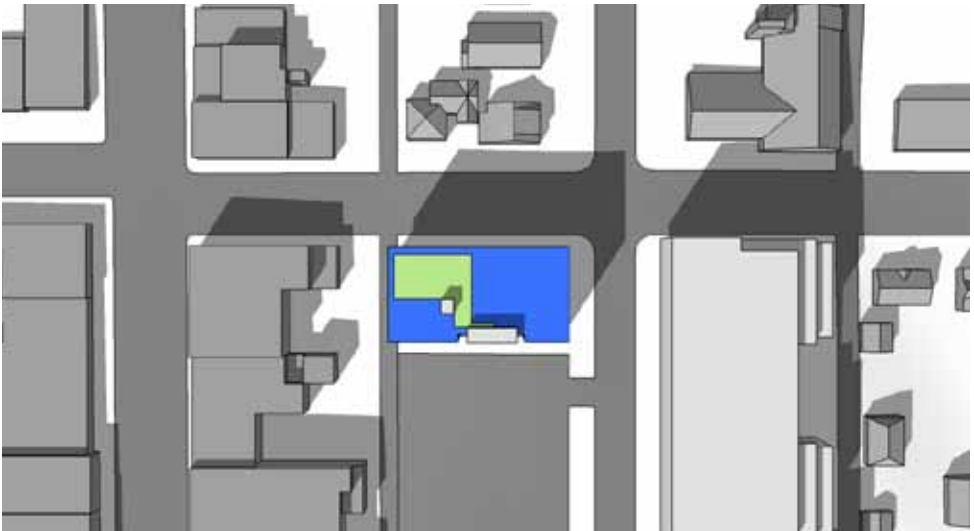




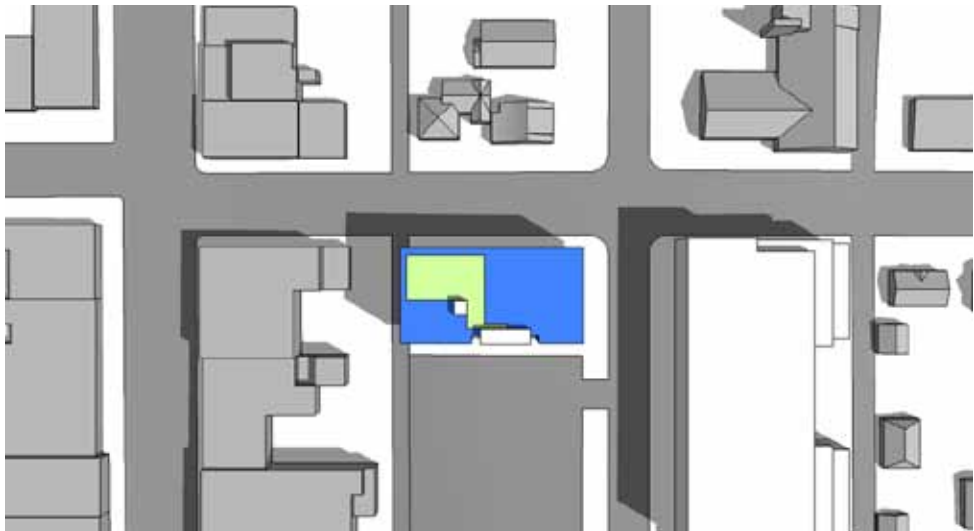
10 AM - MARCH/SEPTEMBER 21



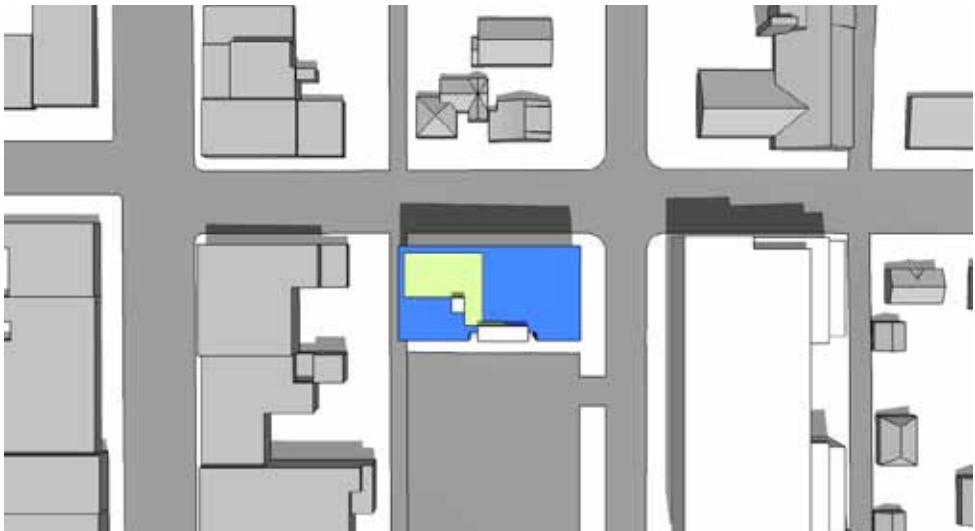
12 PM - MARCH/SEPTEMBER 21



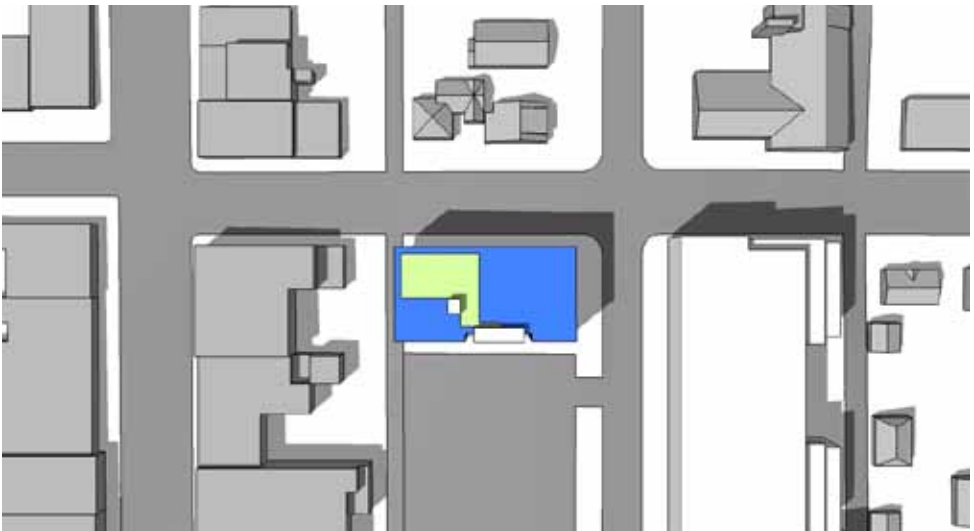
2 PM - MARCH/SEPTEMBER 21



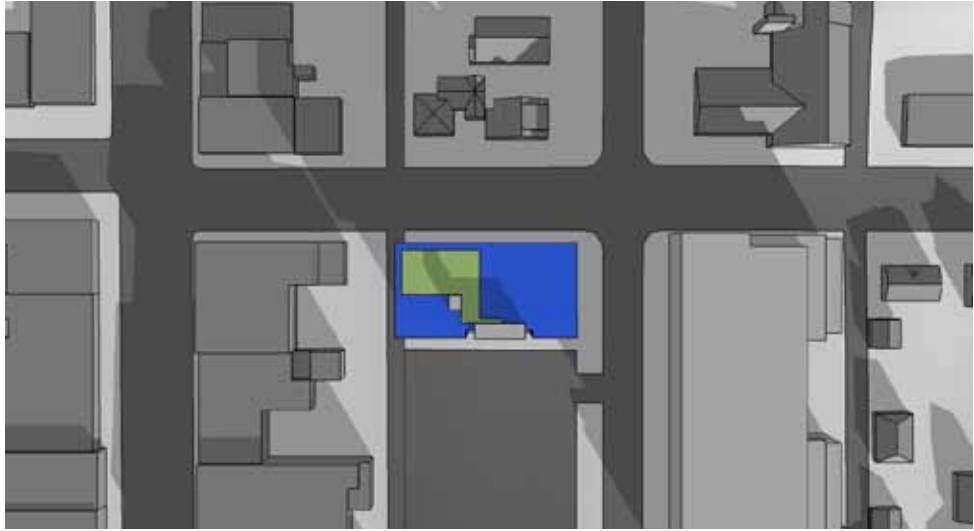
10 AM - JUNE 21



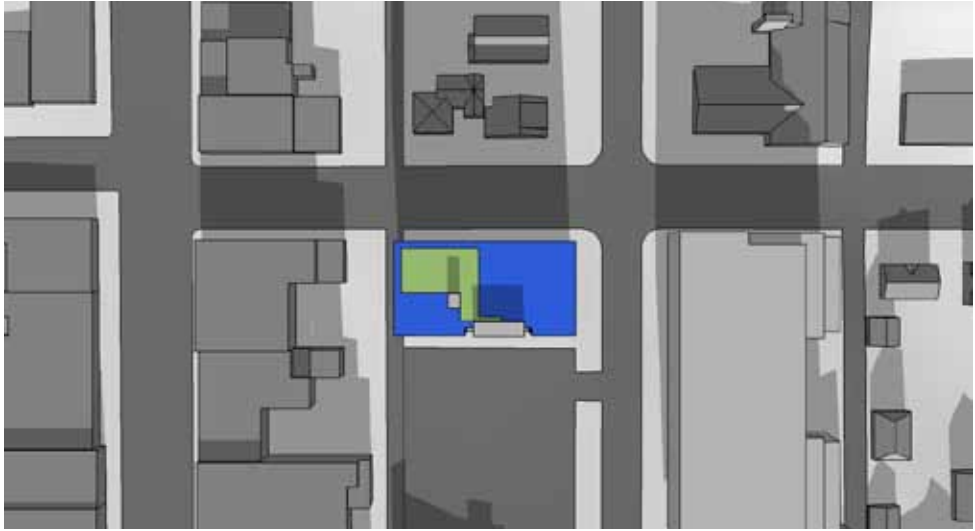
12 PM - JUNE 21



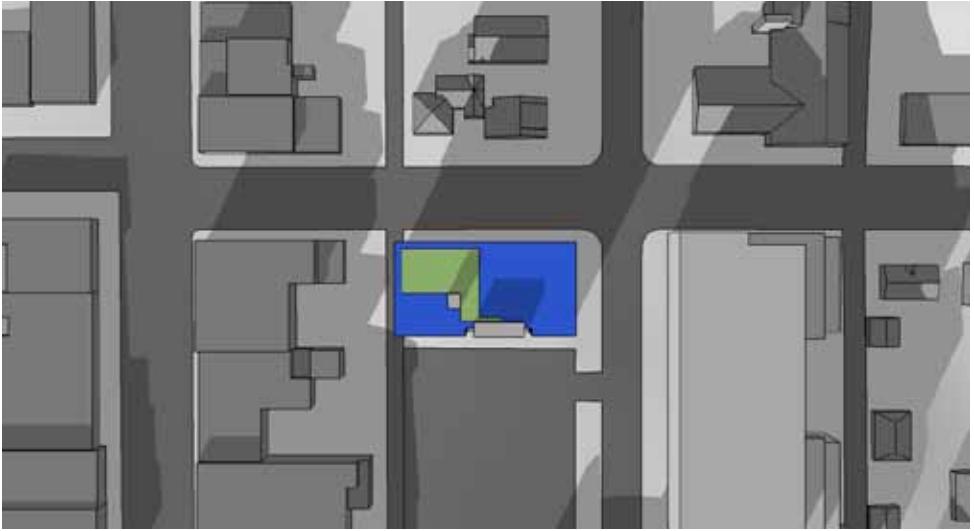
2 PM - JUNE 21



10 AM - DECEMBER 21



12 PM - DECEMBER 21



2 PM - DECEMBER 21



DESIGN INSPIRATION







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