

BRASETH 42ND  
4532 42ND AVENUE SW  
SEATTLE, WASHINGTON 98116



EARLY DESIGN GUIDANCE  
DPD #3019962  
JULY 2, 2015

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





# PROJECT INTRODUCTION



SITE LOCATION

**ADDRESS:** 4532-4536 42nd Ave SW  
**DPD PROJECT #:** 3019962  
**OWNER:** Mark Braseth  
3835 West Marginal Way SW  
Seattle, Washington 98106

**APPLICANT:** Nicholson Kovalchick Architects  
**CONTACT:** Steve Fischer  
310 1st Avenue S, Suite 4S  
Seattle, Washington 98104

## DEVELOPMENT OBJECTIVES

The project is a 6-story (plus a small partial mezzanine) mixed-use building with approximately 84 dwelling units and ground-level street relating retail/office spaces. Although no parking is required in the zone, the project will provide parking for approximately 70 vehicles. Parking is proposed at and below-grade on the alley-side of the building. Additionally, the project aims to improve the pedestrian nature of 42nd Ave SW with ground-level activity including office/retail, landscaping, and outdoor space.

The approximate sizes of the proposed building and its uses are as follows:

- Approximately 84 Units
- Approximately 70 Stalls
- Area of Residential Uses: approximately 59,000 sf
- Area of Retail/Office Uses: approximately 3,400 sf
- Area of Parking Uses: approximately 20,800 sf
- Total Area: approximately 83,500 sf

## EXISTING SITE

The project site consists of two parcels located mid-block on the east side of 42nd Avenue SW between SW Oregon Street and SW Alaska Street. The north parcel (4532 42nd Ave SW) is currently used as a gravel parking lot. A duplex currently occupies the south parcel (4536 42nd Ave SW) and will be demolished. The existing structure is currently being used as a construction office for the project being built on the corner of SW Alaska St. and California Ave SW. The site is bounded by a 20'-0" wide alley to the south and a 16'-0" wide alley to the east. A 2'-0" alley dedication will be required to widen the alley to the east.

Each parcel is currently served by a curb cut along 42nd Avenue SW. Additional vehicular access for the parcels occurs from the alley to the east. The topography of the site has an approximate 15'-0" slope from the northwest corner to the southeast. The north parcel is slightly bermed up from the sidewalk on 42nd Avenue SW with rockery. The site slopes back down to the alley along its eastern property line. The site does not include any environmentally critical areas. An exceptional 30.6" cedar tree is located close to the north property line. Several cherry trees are adjacent to the site along 42nd Avenue SW fronting the north parcel.

## ZONING AND OVERLAY DESIGNATION

The site is located in the West Seattle Junction Hub Urban Village and within a Frequent Transit Corridor. Frequent transit is measurable along SW Alaska Street within 1,320' of the site and complies with the requirements of draft Director's Rule 6-2015. The site is predominately zoned NC3-65. The southern 25'-0" of the site is zoned NC3-85. The area immediately surrounding the project site is zoned NC3-65 to the north, NC3-85 to the west and south, and LR3 to the east across the alley.

## NEIGHBORING DEVELOPMENT

The West Seattle Junction Hub Urban Village is a densely developed area consisting of a variety of building scales and types and a vibrant pedestrian character. Recently, the neighborhood has seen an increase in development activity including several large-scale mixed-use buildings, new retail, and improvements to the pedestrian realm. The immediate site vicinity represents this cross-section of building scales and new development activity. Across the alley to the south, is the 7-story Capco Plaza / Altamira Apartments with ground-floor retail including QFC and Petco. A single family house sits directly to the north of the site. Further north on the block, is a three-story medical office building and the recently completed 7-story Oregon 42 Apartments. Directly across 42nd Avenue SW is a large surface parking lot that provides time-limited parking for visitors to the Junction. To the south of the parking lot is a 9-story multi-family building and the Junction Plaza Park. A future 7-story multi-family apartment building will be located just north of the large surface parking lot. Town homes occupy the sites located directly east across the alley. These homes are served by parking located directly off the alley. A senior home is in the planning stages that will occur just north of these town homes.

# SITE ANALYSIS

URBAN CONTEXT

SURROUNDING CONTEXT

9 BLOCK GRID / AERIAL VIEW

DETAIL SURROUNDING MASSING VIEW

FIGURE GROUND ANALYSIS

EXISTING SITE PLAN

STREETSCAPES

EXISTING DEVELOPMENT

EXISTING TREE INFORMATION

EXISTING TREE IMAGES

EXCEPTIONAL TREE

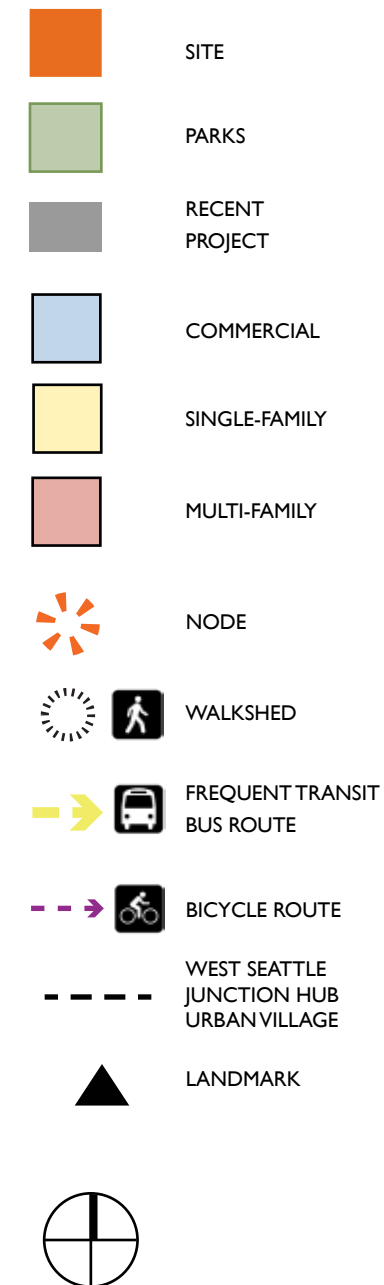
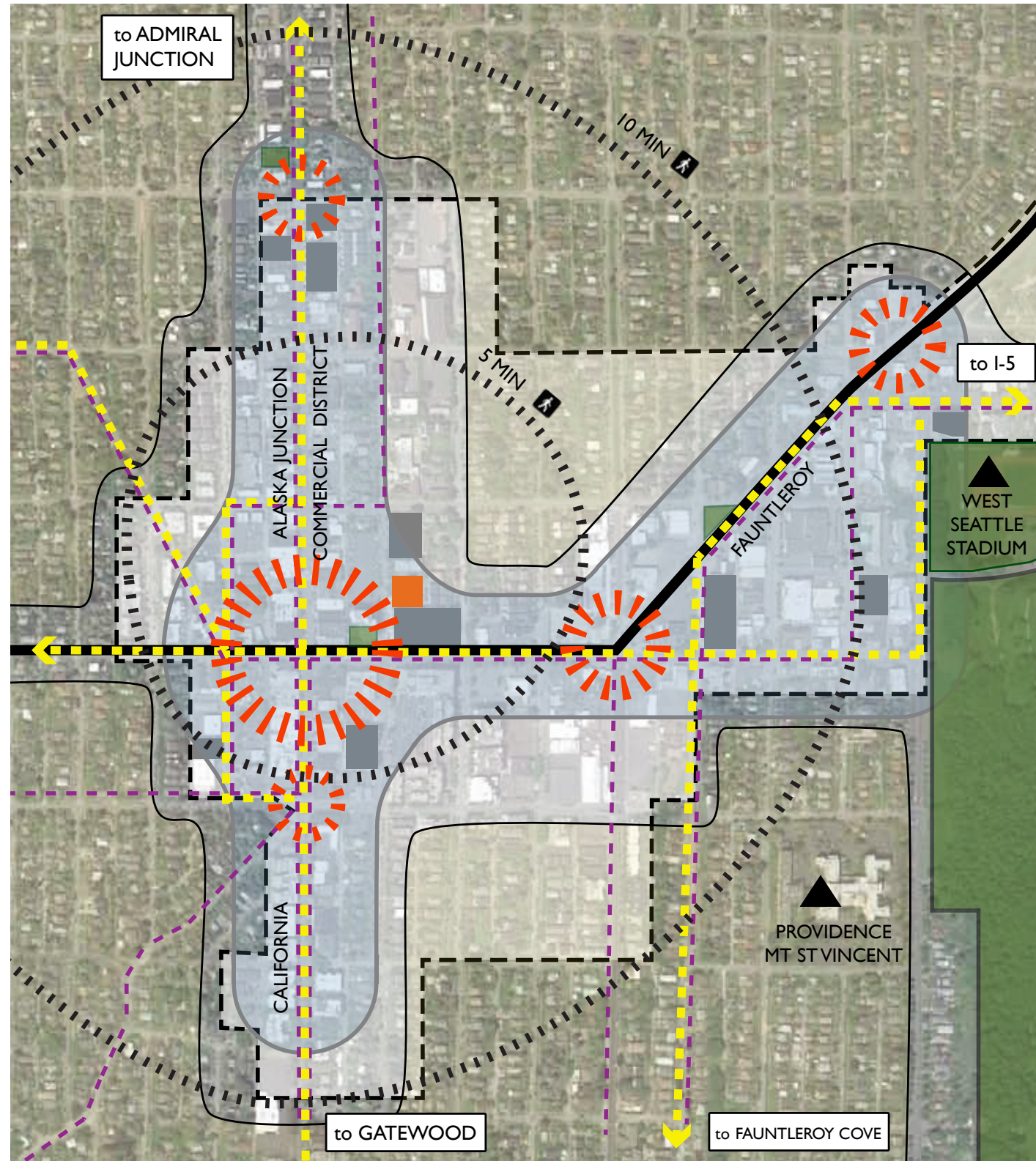
ADJACENT PROPERTIES

ZONING SUMMARY



# SITE ANALYSIS

## URBAN CONTEXT



### OPPORTUNITIES & CONSTRAINTS

The project site is located just one block east of the heart of the Junction, the intersection of California Avenue SW and SW Alaska St. The Junction is characterized by low-rise retail and lively pedestrian activity. Walk-able neighborhood commercial amenities and pedestrian-oriented activities include shops, restaurants, grocery stores, community buildings, and parks. The project's location between two mixed-use buildings, Capco Plaza to the south and Oregon 42 to the north, provides an opportunity to add ground level pedestrian oriented activities to fill the gap along 42nd Avenue SW. The proposed project will also enhance the pedestrian nature of the neighborhood with landscaping, a street-facing courtyard, and tenant gathering spaces.

To the east, the character is generally residential in nature. There are several churches and schools in the immediate site vicinity. Single family homes and townhouses are located across the alley. This low-rise zoned development affords unobstructed views from the site to the east. 42nd Avenue SW is located along a ridge line, providing excellent view opportunities, particularly from a shared tenant roof deck including views toward the Puget Sound and Olympic Mountains to the west. The split zoning of the site enables the proposed project to provide a variety of unit types include top floor mezzanine units that can take advantage of view opportunities.

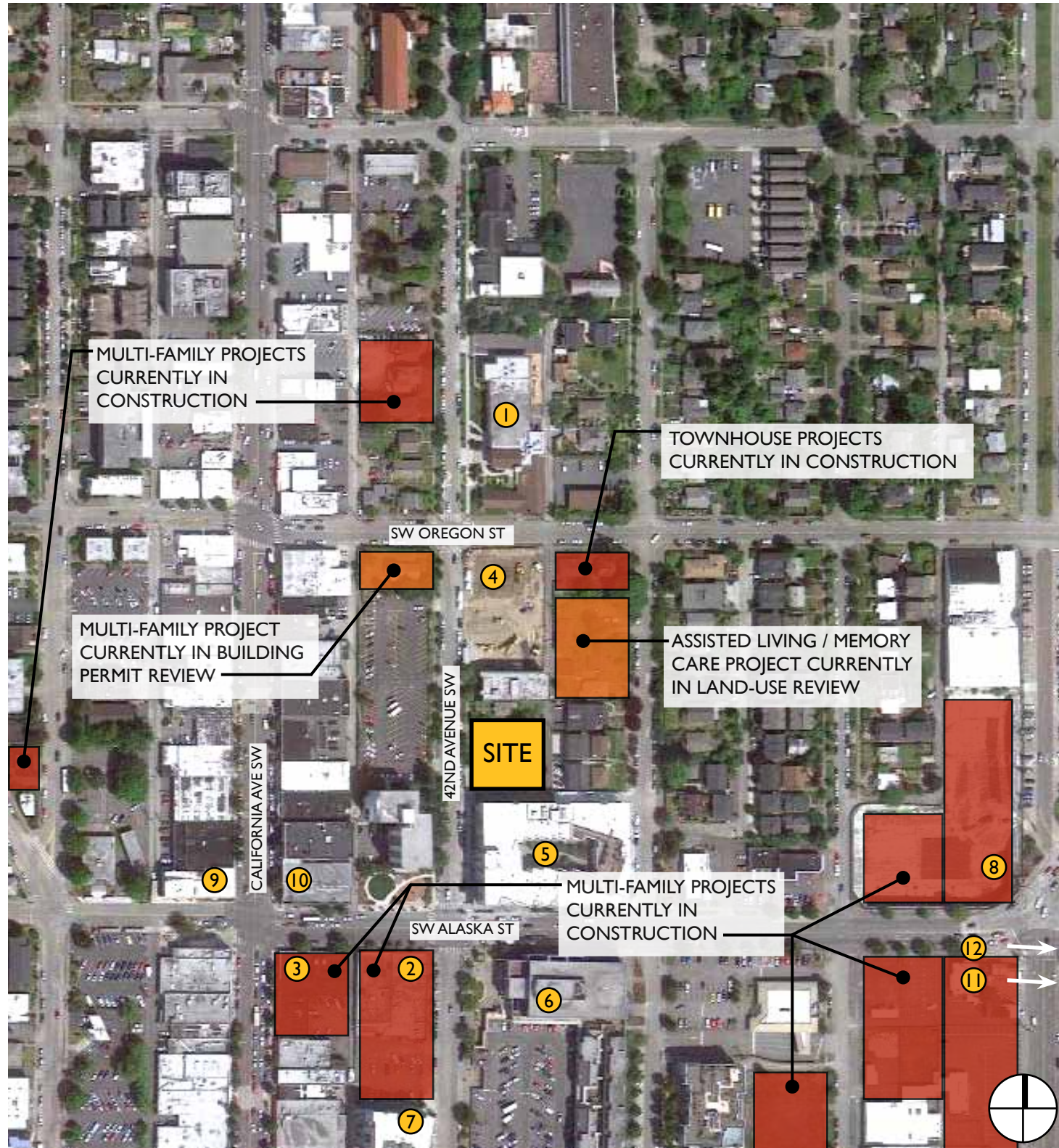
The neighborhood is well served by both public transit and bicycle routes. The site also has easy bicycle and vehicular access to the West Seattle Bridge via Fauntleroy and Avalon Way. The alley to the east provides vehicular access opportunities that can take advantage of the site's sloping topography to maximize two-levels of on-site parking.

Along 42nd Avenue SW, the grade slopes down approximately 8'-0", from north to south. The proposed building design will negotiate this grade change to maximize street-level access along this façade for retail/office and tenant lobby functions. The abutting alleyways to the south and east as well as the street frontage along 42nd Avenue SW, provide an opportunity to develop three facades for the building and increase access to light and views for tenants. In turn, these views enhance natural surveillance opportunities to help improve neighborhood safety.



# SITE ANALYSIS

## SURROUNDING CONTEXT



① HOPE LUTHERAN CHURCH



② JUNCTION 47 (@ 42ND AVE SW)



③ JUNCTION 47 (@ CALIF.AVE SW)



④ OREGON 42 APARTMENTS



⑤ CAPCO PLAZA & QFC



⑥ JEFFERSON SQUARE COMMERCIAL



⑦ MIXED-USE MURAL APARTMENTS



⑧ SPRUCE



⑨ EASY STREET RECORDS



⑩ CUPCAKE ROYALE



⑪ LINK APARTMENTS



⑫ NOVA APARTMENTS



# SITE ANALYSIS

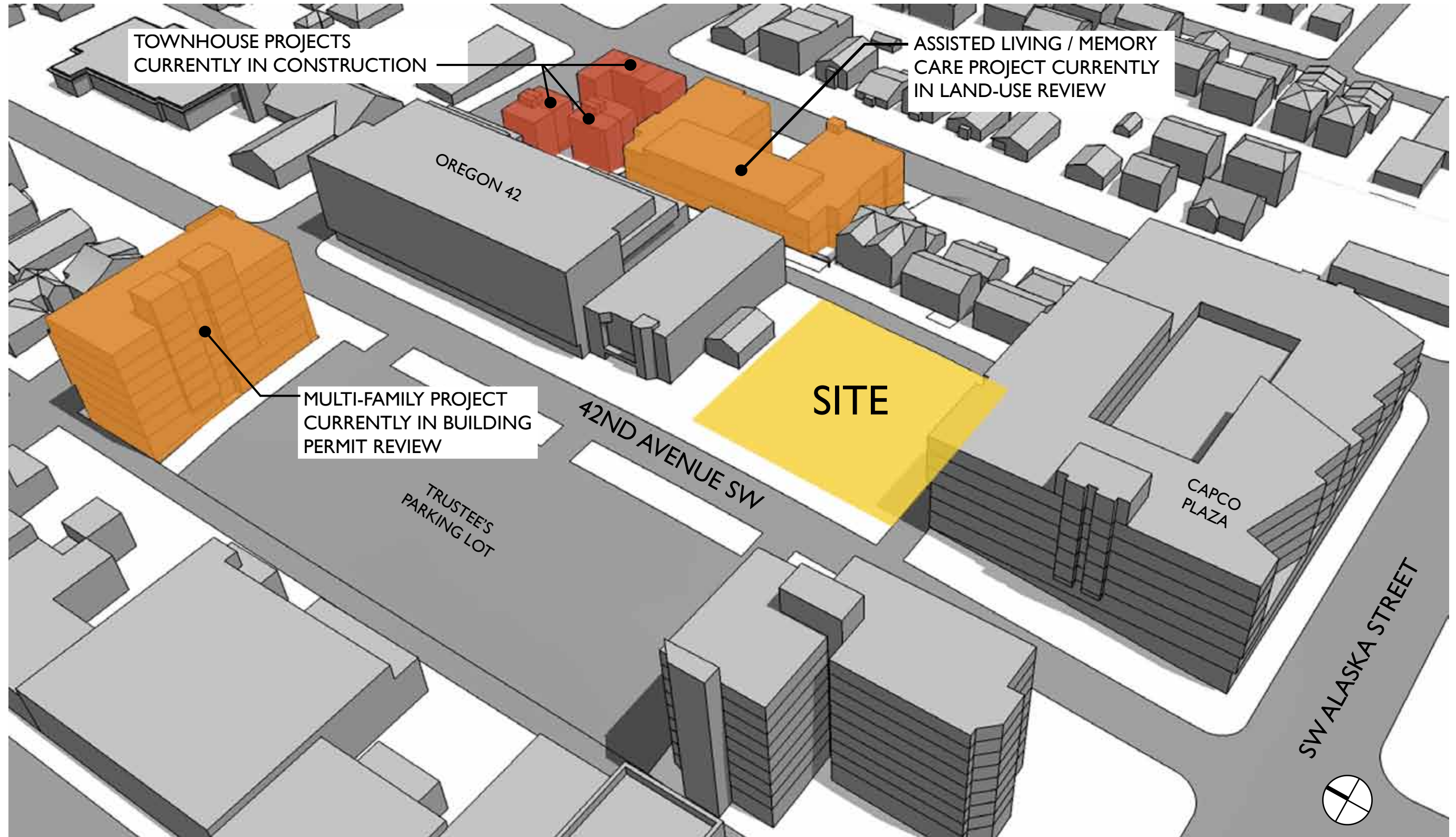
9 BLOCK GRID - AERIAL VIEW SHOWING CURRENT CONSTRUCTION AND PROJECTS IN REVIEW





# SITE ANALYSIS

DETAIL SURROUNDING MASSING VIEW



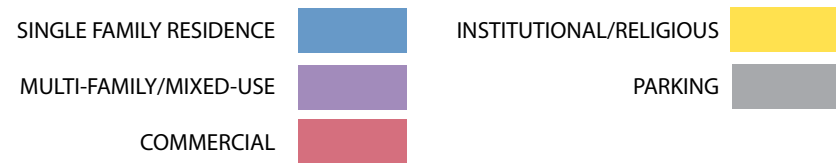
# SITE ANALYSIS

## FIGURE GROUND ANALYSIS

### FIGURE GROUND ANALYSIS

The project site lies in the heart of the West Seattle Junction where a large amount of new construction has occurred and where new projects continue to be introduced within the vibrant neighborhood hub. These new projects are primarily focused on providing residential uses in the form of multi-family or mixed-use structures shown in purple on the adjacent figure ground analysis. These larger scale residential structures are replacing some of the commercial only structures but are primarily replacing single family homes that are left over from a time when the Junction was more suburban and rural in nature and thus less dense. As the City of Seattle grows, the West Seattle Junction is also growing into a more densely populated urban hub.

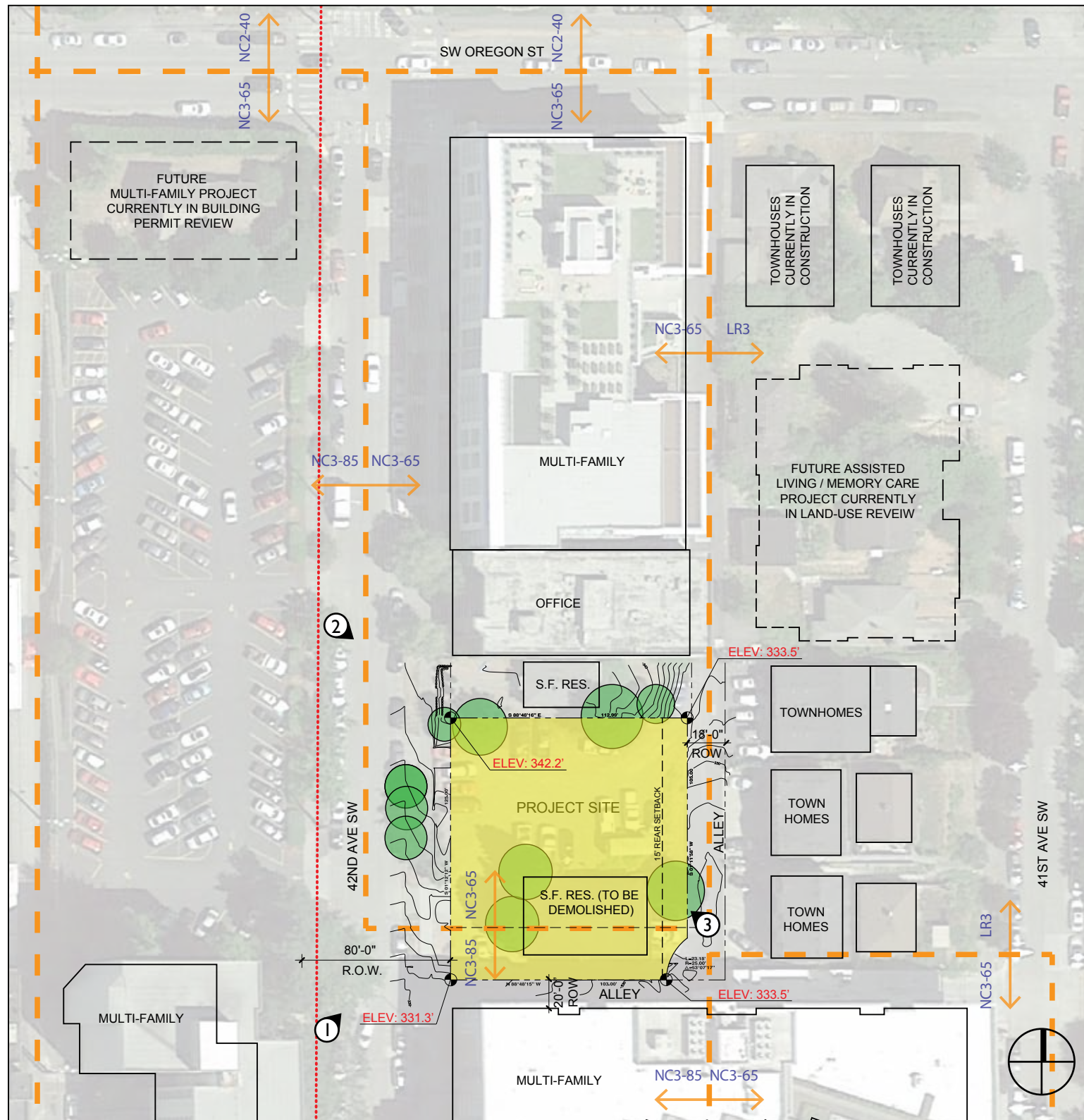
The proposed new project as defined in this presentation takes its design queues from the newer more urban mixed-use and multi-family buildings in the area. The massing of the structure strives to fill the subject site, contribute the growing density of the Junction, provide a good transition to the fronting pedestrian realm, and fit comfortably into the neighborhood.





# SITE ANALYSIS

## EXISTING SITE PLAN



① PROJECT SITE LOOKING NORTH UP 42ND AVE SW



② PROJECT SITE LOOKING SOUTHEAST DOWN 42ND AVE SW

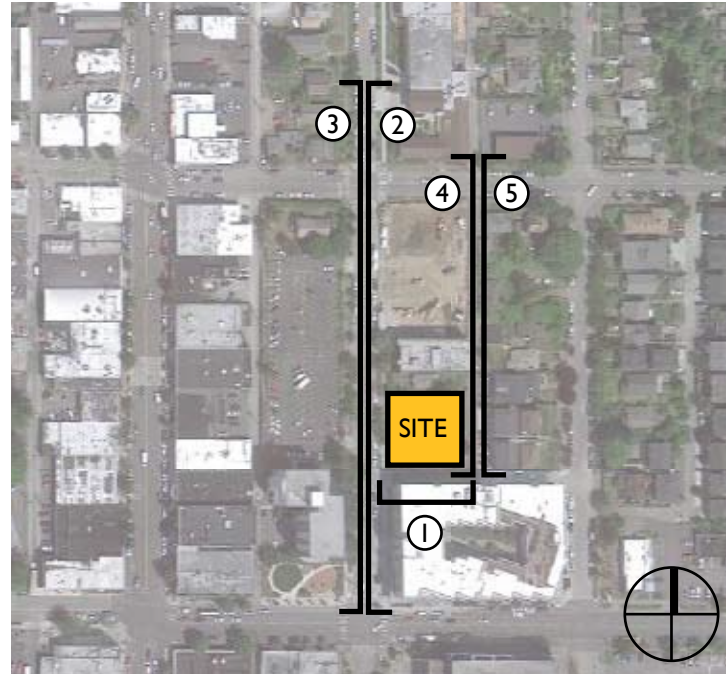


③ PROJECT SITE LOOKING NORTHWEST FROM ALLEY



# SITE ANALYSIS

## STREETSCAPES



PROJECT SITE



① ALLEY LOOKING NORTH

PROJECT SITE



② 42ND AVE SW LOOKING EAST



③ 42ND AVE SW LOOKING WEST



# SITE ANALYSIS

STREETSCAPES

PROJECT SITE



CONTINUED FROM ABOVE



TOWNHOUSES CURRENTLY IN CONSTRUCTION

ASSISTED LIVING / MEMORY CARE PROJECT CURRENTLY IN LAND-USE REVIEW

④ ALLEY LOOKING WEST



⑤ ALLEY LOOKING EAST



# SITE ANALYSIS

## EXISTING DEVELOPMENT



The small medical building engages the street in a similarly open way, creating a pass-through at the first floor with glazing and entries. Although it appears to appeal to an automotive visitor, the concept of engaging the street and creating an enclosed space with a sequence of entry is still successful. This pattern is not evident in the multifamily tower on the south end of the block and is singularly set apart from an active street life. Its entrance, below, is not pedestrian friendly.



The NOVA building with a prominent corner feature, varied materials, and strong horizontal delineation of the ground floor.



Contemporary buildings in the greater neighborhood continue the pattern of a strong base with retail connections at the ground level. Most of the newer buildings include a corner feature, which often dominates the perception of the building. Materials include concrete, brick, metal, wood, and painted panels.



Nearby midblock structures (The Vue) include inset sections and protected entry.

### NEIGHBORING BUILDINGS

42nd Avenue SW has a unique condition in that the four corners of the street are anchored with tall mixed use structures. The midblock on the west is a surface parking lot and the east is the project site and the remnant single family house. The zoning and existing multistory structures set up a street wall condition along the sloped street. Existing structures typically have strong horizontal elements with vertical punctuation.

The diagram above illustrates some of the potential datums that exist across the site. Although the buildings step down with the hillside, various levels are highlighted with strong horizontals. This pattern is continued on the west side of the street in the proposed multistory project at the corner of Oregon Street. Typically, the ground floor is dominated by entries, offices, and retail spaces.



Various building in the neighborhood provide a significant transition from base to upper floors, often corresponding to a change in use, as can be seen in Capco Plaza and the Senior Center.



4704 California Ave SW



OREGON 42 (4502 - 42nd Ave SW)



THE LINK APTS (4550 - 38th Ave SW)



THE VUE (3261 SW Avalon Way)



# SITE ANALYSIS

## EXISTING DEVELOPMENT

### NEIGHBORHOOD FIT

The figure ground diagram shows the transition from the solid streetwall of California Street to the residential nature of 41st Ave SW. It is clear that the size of structures and placement vary per block. The Trustees Parking Lot provides a large open area, though it is a surface parking lot. The parking lot primarily serves the businesses along California, the major pedestrian and retail corridor. Use peaks in the evenings.

It is also clear that the remnant single family dwelling to the north of the site is no longer relevant and will not be considered for context.

All three options appear in scale with development in the immediate area. The block transitions from the lower density residential neighborhood to more commercial, higher density main street.

Options 2 & 3 include a courtyard space that provides the building occupants with a respite from the parking lot across the street.

### COURTYARD

The courtyard is intended to be an active, inviting space. It will serve as the transition between the commercial streetfront and the residential nature of the building. The courtyard begins the de-escalation towards the residential neighborhood to the east.

- opportunities for sunlight and air
- varied levels
- usable spaces
- residential entries
- opportunities for overlook
- sense of place
- open and inviting



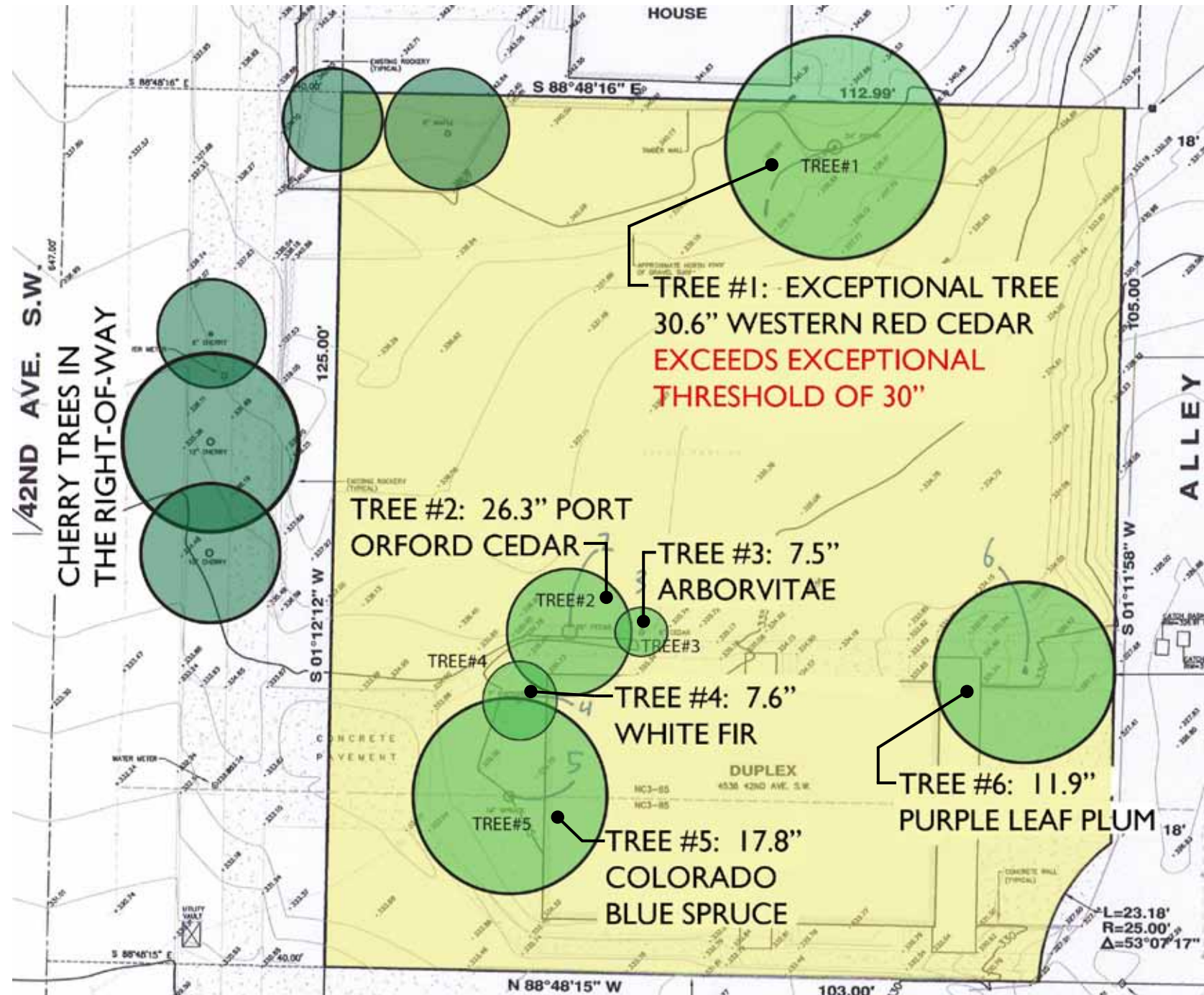
- entry sequence
- residential scale
- security private and public zones
- signage
- lush greenery
- relationship to street
- eyes on the space
- varied materials
- varied landscape
- lighting
- flexible hardscapes
- clear entries





# SITE ANALYSIS

## EXISTING TREE PLAN AND INFORMATION



**Table of Trees**  
4532-4536 42nd Ave SW  
Seattle, WA 98116

TREE #1: EXCEPTIONAL TREE

Tree ID	Scientific Name	Common Name	DSH (inches)	DSH Multi-stem (Inches)	Health Condition	Structural Condition	Drip line Radius (feet)				Exceptional Threshold	Exceptional	Proposed Action	Notes
							North	East	South	West				
1	<i>Thuja plicata</i>	Western redcedar	30.6		Good	Good	16	15	14	16	30.0	Yes	Retain	
2	<i>Chamaecyparis lawsoniana</i>	Port Orford cedar	26.3	8.9, 18.1, 12.6, 11.3	Good	Good	8	11	9	9	30.0	No	Remove	Co-dominant trunk, parking area to north and building to south
3	<i>Thuja occidentalis</i>	Arborvitae	7.5		Good	Good	3	3	3	3	11.8	No	Remove	Parking area to north and building to south
4	<i>Abies concolor</i>	White fir	7.6		Good	Good	5	6	6	6	24.3	No	Remove	Parking area to north and building to south
5	<i>Picea pungens</i>	Colorado blue spruce	17.8		Good	Good	12	13	15	12	19.3	No	Remove	Exposed roots; gravel and rock piled at base; existing building foundation close
6	<i>Prunus cerasifera</i> 'Thundercloud'	Purple leaf plum	11.9	8.8, 6.2, 5.0	Good	Good	6	16	19	11	21.0	No	Remove	Small planting area

### EXISTING TREE INFORMATION

An arborist's report was prepared on May 6th, 2015 surveying the on site existing trees. The result of this report was that six significant trees were identified on site and that one of these trees was identified as 'exceptional' per City of Seattle Director's Rule 16-2008. All of the trees were found to be in good health and structural condition, and no trees posed a high level of risk.

The exceptional tree is noted as Tree #1 on the adjacent map. This tree is 30.6" diameter Western Red Cedar. The exceptional threshold for this species of tree is 30" and this particular tree exceeds that threshold by 0.6". Per the arborist's report, this tree species does not tolerate root loss or soil compaction well, therefore they are vulnerable to severe decline after construction activities occur with their root zone.

Director's Rule 16-2008 protects all Exceptional Trees from development although this rule also allows for exceptions when the protection of the trees on site inhibits the use of the site to its full potential. Tree #1 occurs in a portion of the site that still allows development to occur but it does make a considerable impact to where the development area occurs and the result is a retained tree and associated open space in an area of the site that is least viewed and appreciated by the neighborhood. The project proposes removal of this tree that barely exceeds the exceptional tree threshold in order to provide future landscaped area and open space in an area that benefits the neighborhood and the adjacent sidewalk along 42nd Ave SW.

Three existing Cherry Trees occur in the right-of-way along 42nd Ave SW. The SDOT arborist has not yet been contacted regarding these trees. Cherry Trees are not an approved species in the right-of-way and it is our assumption that these trees will be replaced with a compliant tree species.



# SITE ANALYSIS

EXISTING TREES IMAGES



GENERAL VIEW OF ALL ON SITE TREES



DETAIL VIEW OF TREE #1



VIEW OF TREE #1 FROM THE ALLEY



GENERAL VIEW OF ALL ON SITE TREES



DETAIL VIEW OF TREE #1 TRUNK

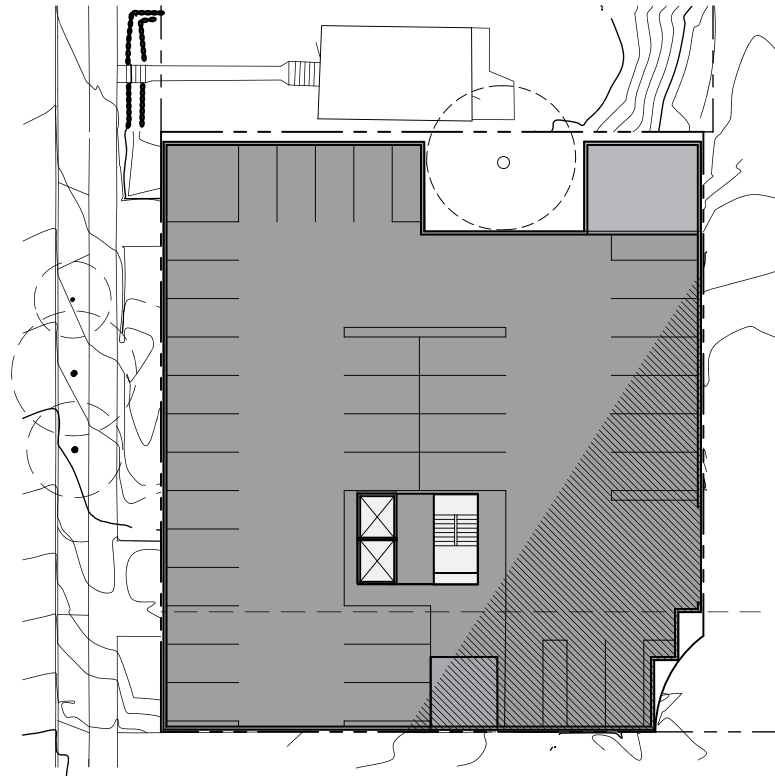


VIEW OF THE CHERRY TREES IN THE RIGHT-OF-WAY



# SITE ANALYSIS

## EXCEPTIONAL TREE



LEVEL P1



### PRESERVING THE TREE

Plans showing how the building could be formed to preserve the existing cedar tree, an exceptional tree.

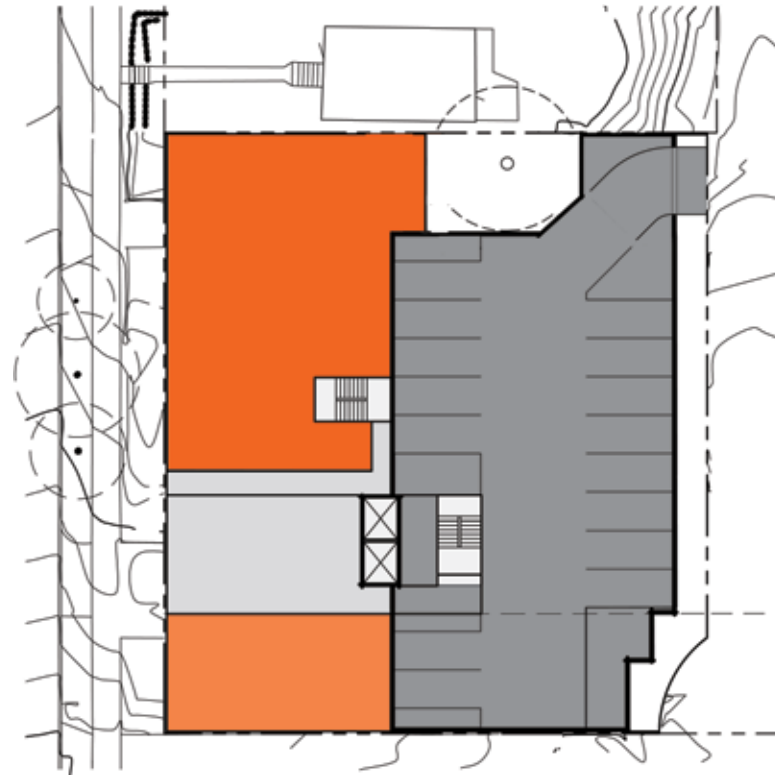
Residential Units: 84 Units  
Retail / Office Area: 4,400 sq. ft.  
Parking Stalls: 53 stalls

### PROS

- Preserves tree
- Provides additional retail space.

### CONS

- Fewer parking stalls
- Courtyard is grade separated
- Interior units do not have views
- Building extends to north lot line
- Smaller units with less exposure



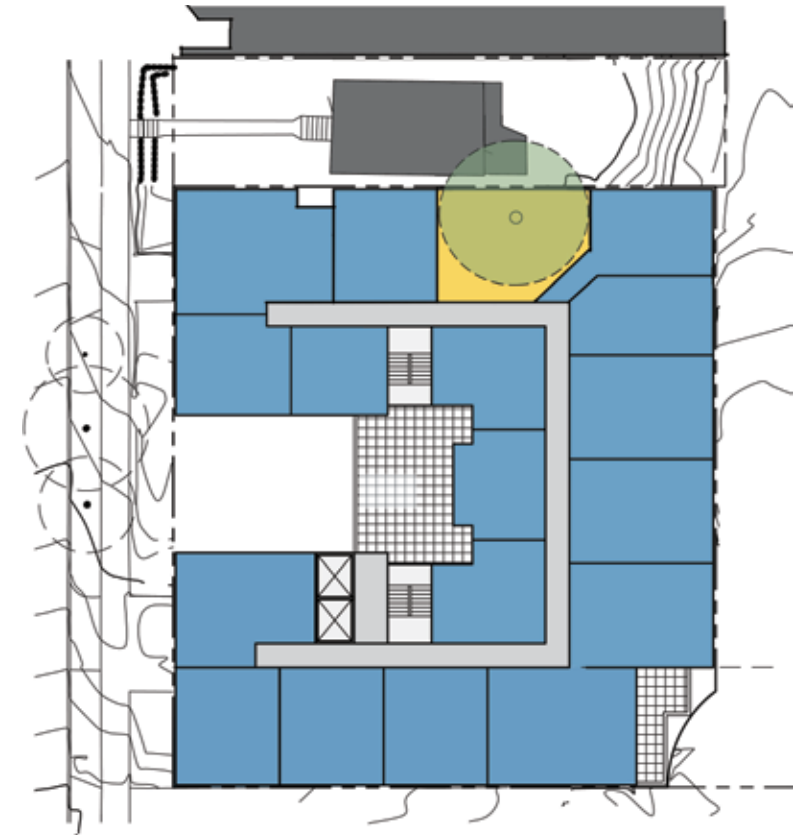
LEVEL I



Preserving the existing tree in the preferred scheme presents some difficulties. Garage access and circulation is similar to Option 1, reducing the parking count by seventeen stalls. The ground floor shown is also similar to option 1, lifting the residential courtyard up to the second level. To recapture the lost square footage (yellow) the building expands to the north property line. Although the ground floor corner unit could be accessed fairly easily, upper level units would require a rather awkward access path.

Because the tree is an evergreen, the building can approach it quite closely. The space around the tree becomes quite enclosed, particularly if one imagines the northerly lot being developed to its potential. Again, because of the type of tree, it is unlikely that the ground level experience would be in keeping with a usable, active space. Situated on the northern edge of the property, the space will be light deprived.

The units along the north property line become more ungainly, as those units must get light and air only from the tree area or the right-of ways. A small light well is shown to provide some opportunity for light and air from the north, however, future development could easily reduce the well's efficacy.



LEVEL 2 (3-6 SIMILAR)



THE EXCEPTIONAL TREE



# SITE ANALYSIS

## ADJACENT PROJECTS



4526 42ND AVENUE SW

- minimal windows
- setback from property line (2'-3" to 2'-9")

### SINGLE FAMILY RESIDENCE

The last holdout on the block, built in 1950, this one story house is listed as a "low average" grade construction in "average condition" by King County. Approximately 610 sf with a full, unfinished basement, this 1 bedroom / 1 bath house is no longer the context, but the anomaly.

This site has the potential for a six story building.



- CS2 C. MIDBLOCK SITE  
Where adjacent properties are underdeveloped, design party walls to provide visual interest through materials, color, texture, or other means.

1438 NW 46TH STREET  
EDITH MACEFIELD HOSUE

- CS3 A. Evolving Neighborhoods  
In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.



4100 42ND AVENUE SW - CAPCO PLAZA

- service access
- utility area

- large corner windows
- regularly spaced windows
- building overhang
- blank wall at driveway
- intervening space



4100 42ND AVENUE SW - SERVICE DRIVE



4100 42ND AVENUE SW - NW CORNER



- backside of townhouses face the alley
- minimal windows
- parking in alley

TOWNHOUSES TO THE EAST ALONG ALLEY



# SITE ANALYSIS

## ZONING SUMMARY

**PARCEL #:** 0952006565, 0952006580  
**ZONING:** NC3-65, NC3-85  
**OVERLAYS:** West Seattle Junction Hub Urban Village  
 Frequent Transit Corridor  
**LOT AREA:** 13,985 SF

### 23.47A.004 PERMITTED USES

Permitted outright:

- Residential
- Retail
- Office

### 23.47A.005 STREET-LEVEL USES

Residential Uses at Street-level (NC3-85):

- may occupy no more than 20% of street-level street-facing facade

### 23.47A.008 STREET-LEVEL DEVELOPMENT STANDARDS

Basic Street-Level Requirements:

- Blank segments of the street-facing facade between 2'-8' above sidewalk may not exceed 20' in width
- Total of blank facade segments may not exceed 40% of the width of a street-facing facade
- Street-level street-facing facades shall be located within 10' of the street lot line unless wider sidewalks, plazas, landscaped or open space provided

Non-residential Street-Level Requirements:

- 60% of the street-facing facade between 2'-8' above the sidewalk shall be transparent
- Non-residential uses shall extend 30' deep average, 15' minimum deep from street-level, street-facing facade
- Non-residential uses at street level shall have a minimum floor-to-floor height of 13'

Residential Street-Level Requirements:

- At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry
- The floor of a dwelling unit located along a street-level street-facing facade shall be at least 4' above or 4' below sidewalk grade or setback 10' from the from the sidewalk

### 23.47A.012 STRUCTURE HEIGHT

Allowed Maximum Structure Height (NC3-65 / NC3-85):

- Base Height: 65' / 85'
- 4' additional allowed for parapets: 69' / 89'
- 15' additional allowed for mech equipment: 80' / 100'
- 16' additional allowed for stair/elevator: 81' / 101'

### 23.47A.013 FLOOR AREA RATIO

Allowed Maximum FAR (NC3-65 / NC3-85):

- Allowed single purpose: 4.25 / 4.5
- Allowed mixed-use: 4.75 / 6

### 23.47A.014 SETBACK REQUIREMENTS

Required front setback: 0'

Required side setback: 0'

Required rear setback adjacent to residential zone:\*

- 0'-13' above grade: 0'
- 13'-40' above grade: 15'
- >40' above grade: Additional 2' per 10' in height over 40'

\*One-half of alley width may be counted as part of the required setback

### 23.47A.016 LANDSCAPING REQUIREMENTS

Green Factor Required: Minimum 0.3

### 23.47A.024 AMENITY AREA

Required: 5% of gross floor area in residential use

General requirements:

- All residents shall have access to a private or common amenity area
- Amenity areas shall not be enclosed
- Common amenity areas shall have a minimum horizontal dimension of 10' and a minimum area of 250 sf
- Private balconies and decks shall have a minimum horizontal dimension of 6' and a minimum area of 60 sf

### 23.54.015 REQUIRED PARKING

- No parking is required for residential and nonresidential uses located in urban villages within 1,320' of frequent transit service. Measurable frequent transit is provided within 1,320' of the site in compliance with draft Director's Rule 6-2015.
- Bicycle short-term parking: 1 per 40,000 sf for offices  
1 per 4,000 sf for retail
- Bicycle long-term parking: 1 per 4 units for residential uses  
1 per 4,000 sf for offices  
1 per 12,000 sf for retail

### SMC 23.47A.032 PARKING LOCATION AND ACCESS

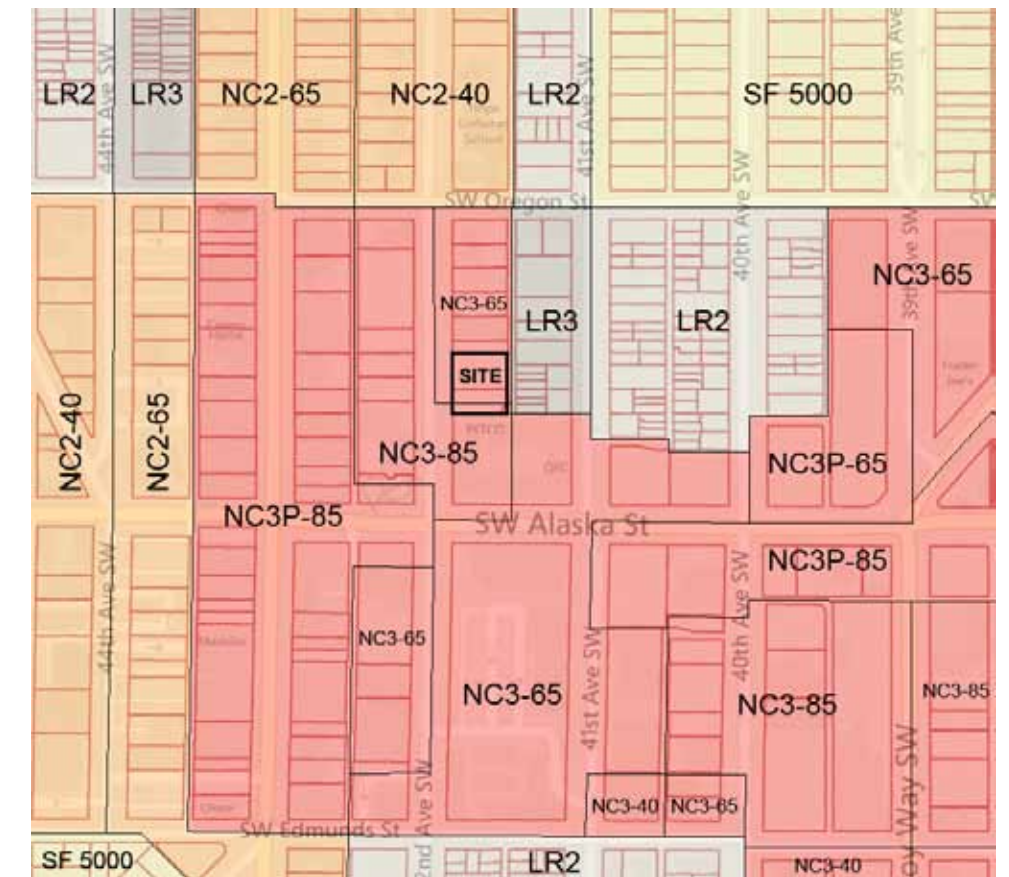
Access to parking shall be from the alley if the lot abuts an alley.

### 23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE & ACCESS

More than 51-100 units:

- 375 SF, plus 4 SF for each additional unit above 100
  - Min. storage area may be reduced 15% if min. horizontal dimension is 20'
- Non-residential uses, 0-5,000 sf:
- Minimum 82 sf

Note: Minimum Trash and Recyclable Storage Room areas are negotiable with Seattle Public Utilities without departure approval.



DPD ZONING MAP

ZONING DEPARTURES	OPTION 1	OPTION 2	OPTION 3
REAR SETBACK: ABOVE 13' & BELOW 40'		X	X
REAR SETBACK: ABOVE 40'-0"		X	X



# DESIGN CONCEPTS

DESIGN CONCEPT FACTORS

DESIGN OPTION 1

DESIGN OPTION 2

PREFERRED OPTION 3

LANDSCAPING

DESIGN OPTIONS

DEPARTURES

DESIGN GUIDELINES

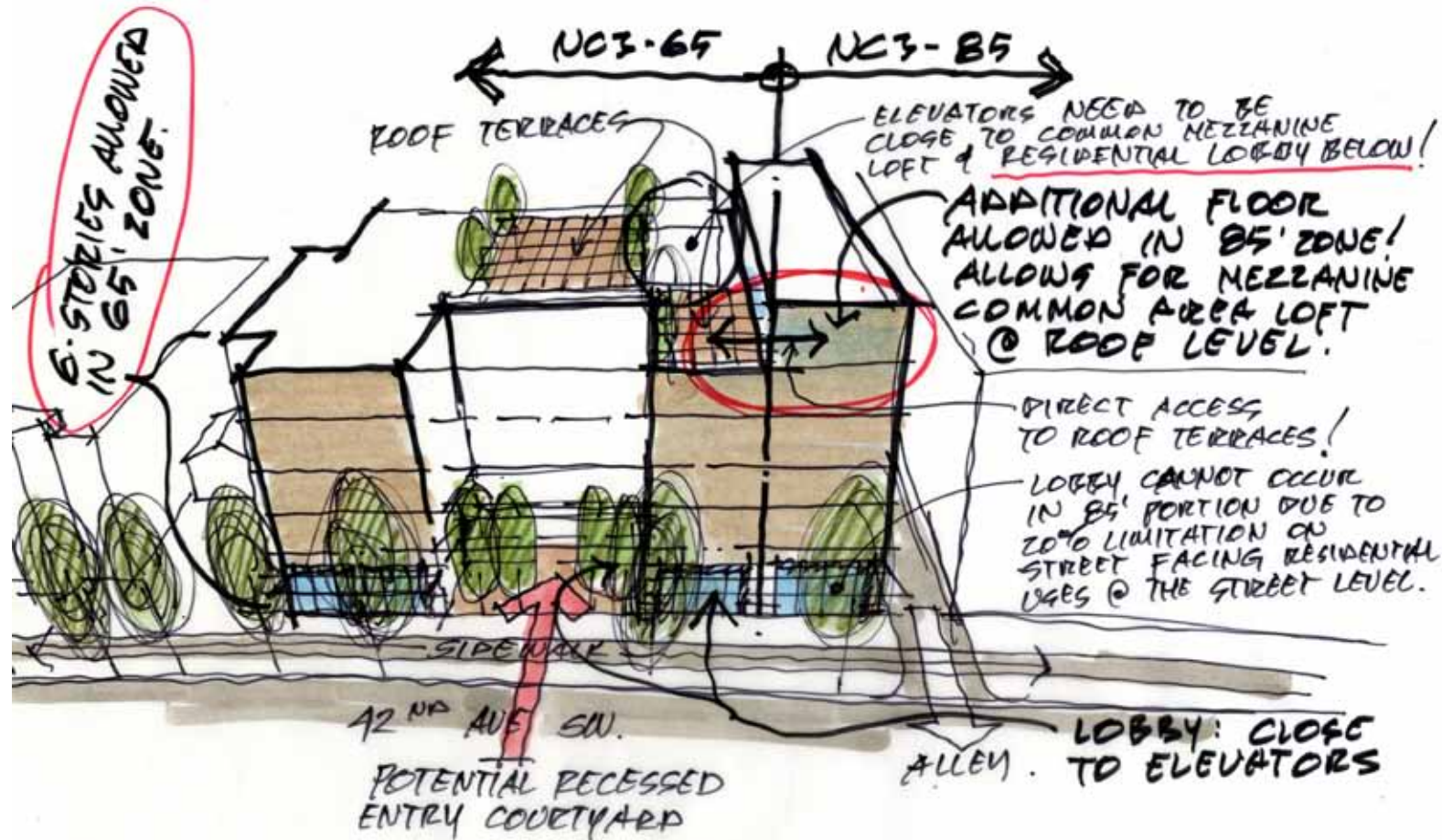
SHADOW STUDIES (PREFERRED OPTION 3)

RECENT NK PROJECTS



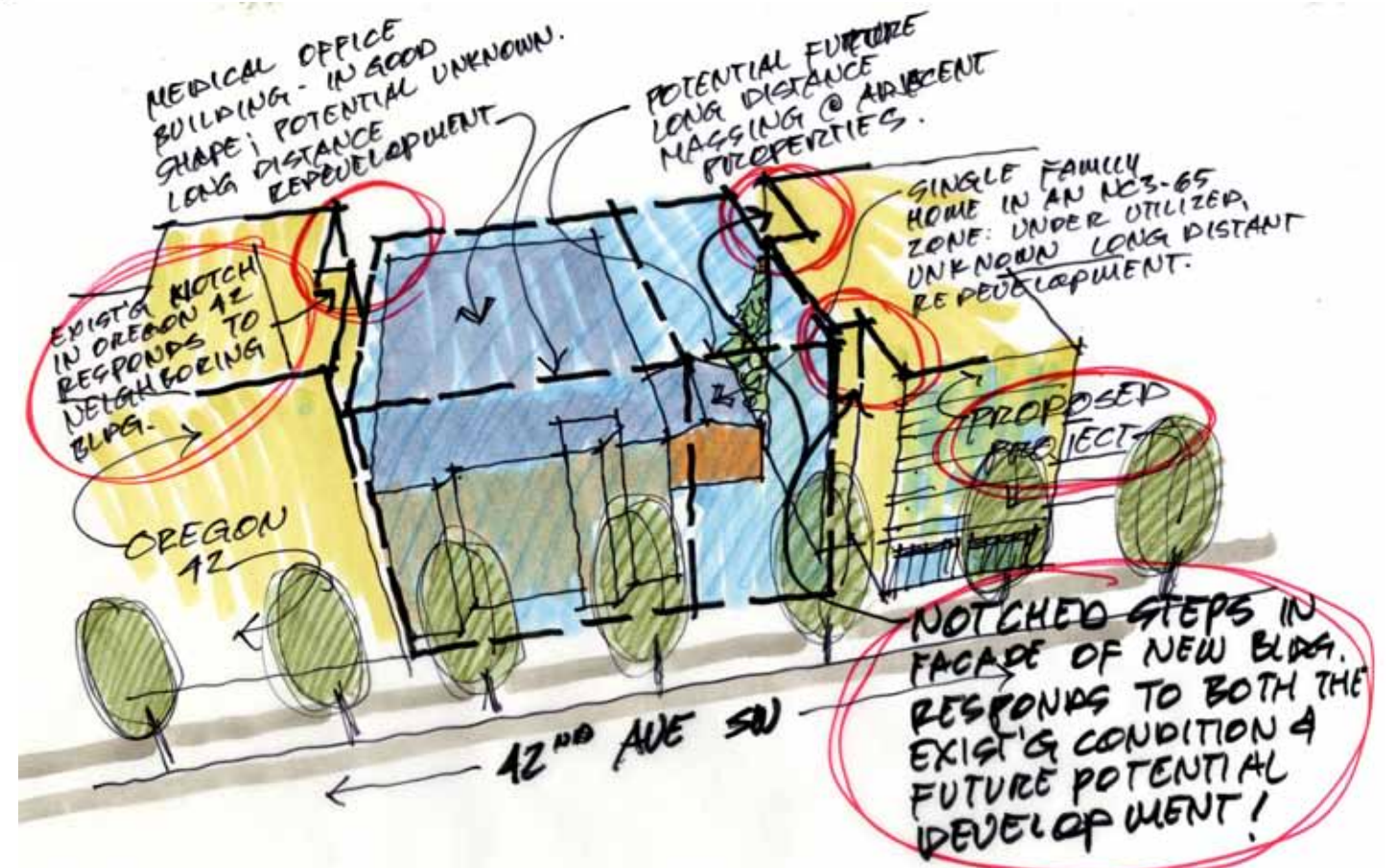
# DESIGN CONCEPTS

## DESIGN CONCEPT FACTORS



SKETCH OF FACADE AND USE FACTORS  
DESIGN FACTORS NOTED IN SKETCHES

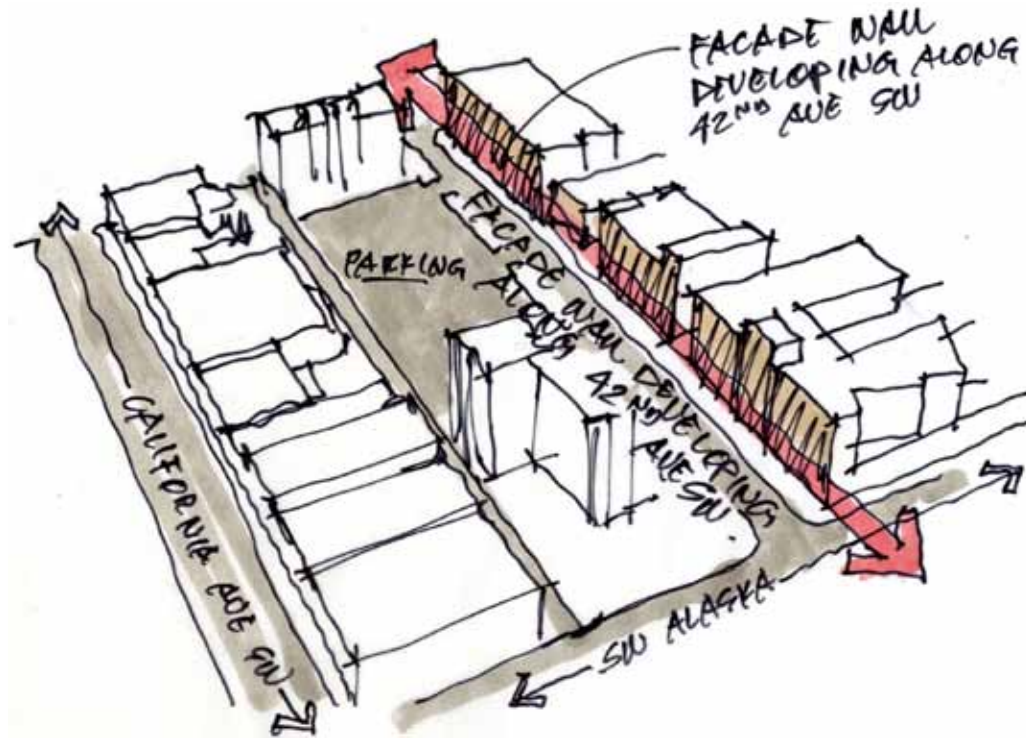
- Transition from the 65' zone to the 85' zone allows for an additional floor in the 85' portion that is only 25' wide and toward the southern end of the property.
- This extended floor height allows for mezzanine loft units and a mezzanine common room loft that ultimately will have direct access to the roof top landscaped terraces.
- Since the 85' zoning portion is only 25' wide, the residential lobby cannot occur in this portion due to the 20% limitation of residential uses in the street facing facade. Since the elevators should relate closely to the upper level common area mezzanine loft and the lobby should relate closely to the elevator location, the residential lobby needs to occur as far south on the street facade as possible without extending into the 85' zone.
- The proposed centralized entry courtyard will provide good access to the residential lobby as well as adjacent commercial space.
- The single family home that in an NC3-65 zone located just north of the site is prime for redevelopment. The medical building to the north of the single family home is in good shape and may not be redeveloped for a long time. The proposed design seeks to respond to both the current and perceived future conditions by building to the lot line in the middle of the site and setting back for windows in both an eastern and western notch in the building. This will allow for future development of the single family home site without blocking windows in the currently proposed design or creating a strange future gap between structures since once developed, the single family home will not have the same opportunity to setback since that parcel is only 25' wide. This proposed notch is similar to the notch already construction on the Oregon 42 project.



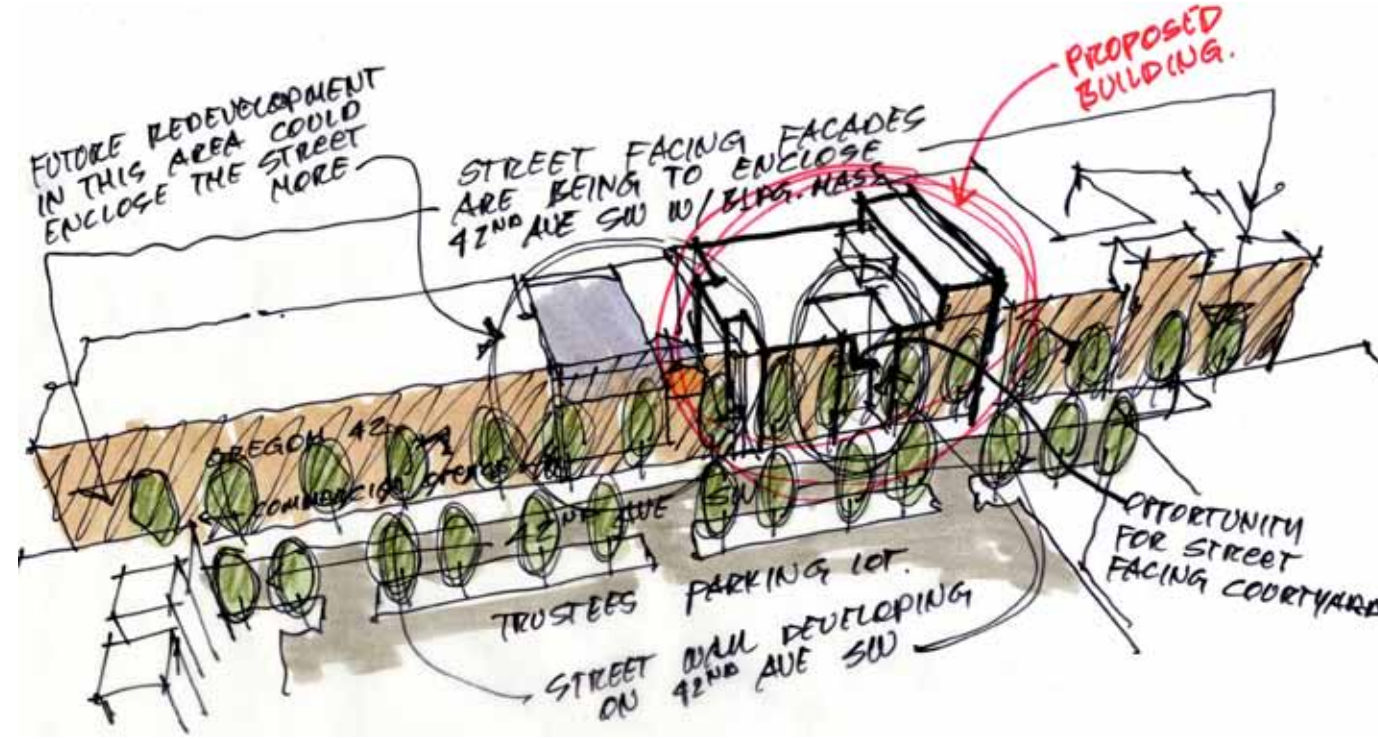


# DESIGN CONCEPTS

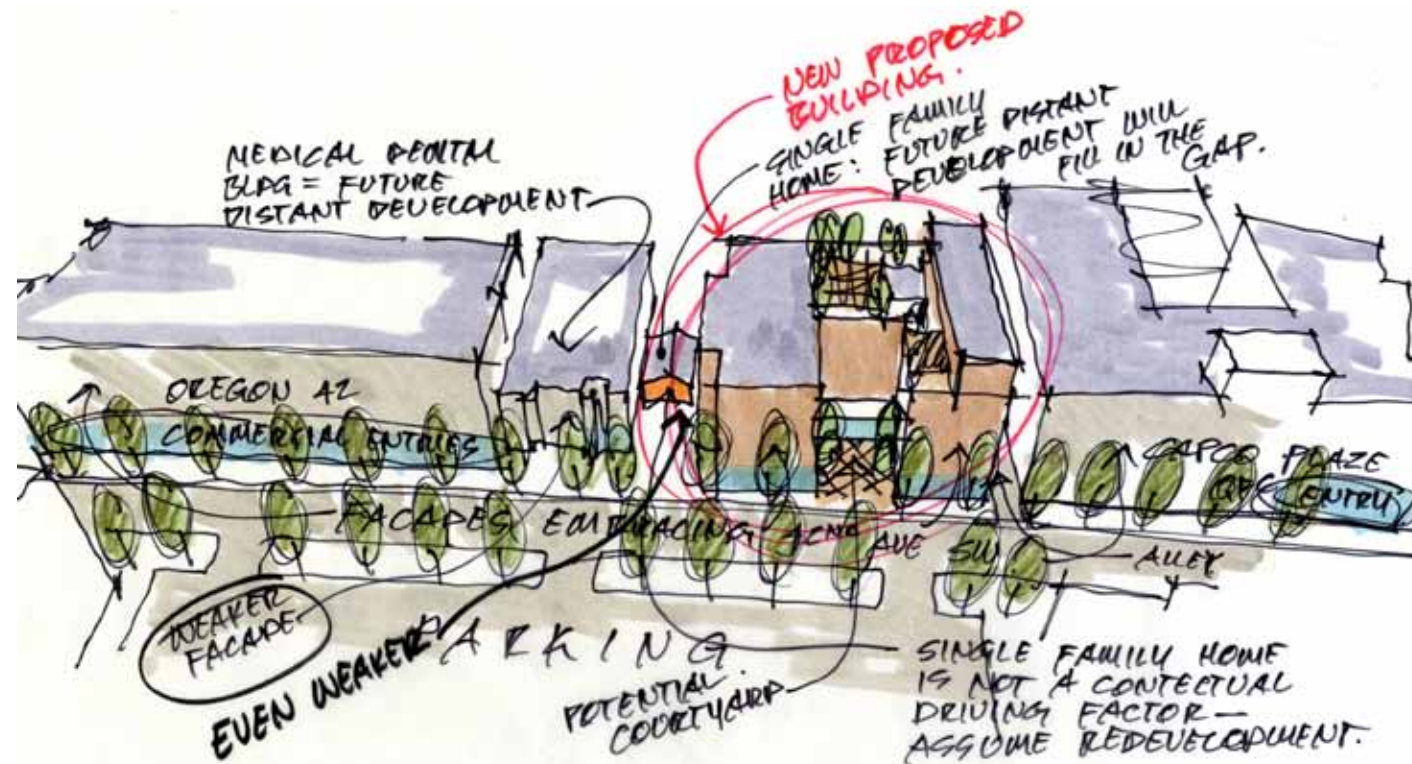
## DESIGN CONCEPT FACTORS



SKETCH OF DEVELOPING FACADE STREET WALL MASSING ALONG 42ND AVE SW



SKETCH OF DEVELOPING FACADE STREET WALL MASSING ALONG 42ND AVE SW



SKETCH OF DEVELOPING FACADE STREET WALL MASSING ALONG 42ND AVE SW

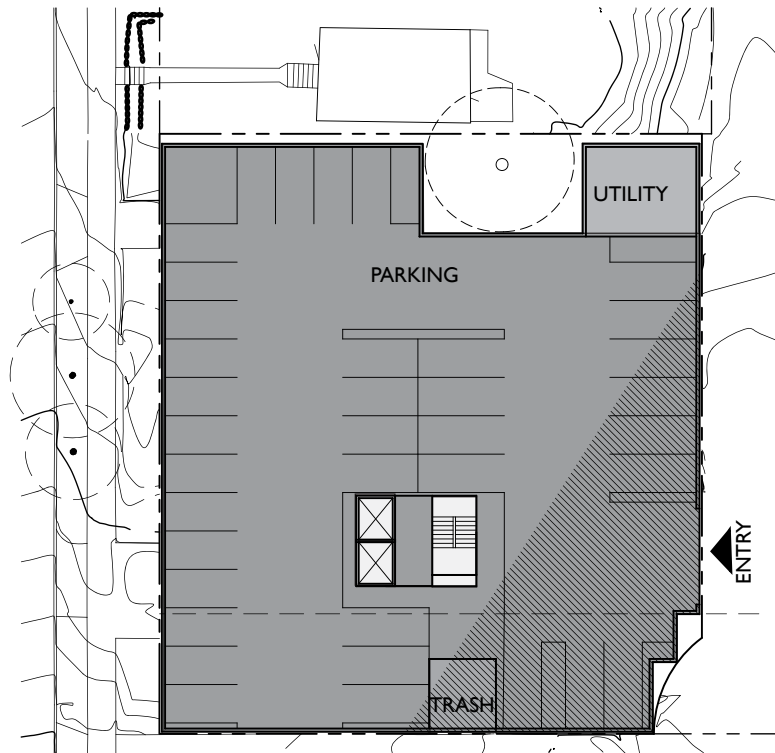
### DESIGN FACTORS NOTED IN SKETCHES

- With the development of Capco Plaza and the Oregon 42 projects, buildings are starting to enclose 42nd Ave SW with a nice strong line of street facing massing facades which is creating a nice urban edge along 42nd Ave SW.
- The subject project proposes to add to this facade wall by bringing tall massing facades out to engage 42nd Ave SW. Although we feel that the strong wall of massing is a great opportunity, we also feel the breaking a portion of this facade with a ground related open air entry plaza would provide a nice recess of landscaped plaza area along the public sidewalk. Our design options include two scenarios with street facing entry plazas with the preferred scheme being an open air entry courtyard with recess massing above.
- The existing medical dental building to the north of the subject site appears to be in good condition and redevelopment of that site is most likely not in the near future. This structure does setback slightly from the right-of-way but does not feel inconsistent or uncomfortable with the developing street wall of facades.
- The single family home just north of the subject site is inconsistent with the NC3-65 zone and uncomfortable in the current context. This structure has not been an influencing factor in the design of the subject site although notched setbacks are proposed in the subject site design that are intended to respond to both the current and perceived future adjacent conditions.



# DESIGN OPTION I

## FLOOR PLANS



LEVEL P1

### DISTINGUISHING FEATURES

Code compliant option that preserves the 30.6" diameter western red cedar tree in the north east corner of the site. The exceptional tree threshold for a western red cedar is 30". The primary open space and landscape feature occurs where the exceptional tree occurs. Development capacity is forced to the 42nd Ave SW street façade. Rear yard setbacks comply with code which creates odd terracing of the building.

Residential Units: 74 Units  
 Retail / Office Area: 4,388 sq. ft.  
 Parking Stalls: 53 stalls

### PROS

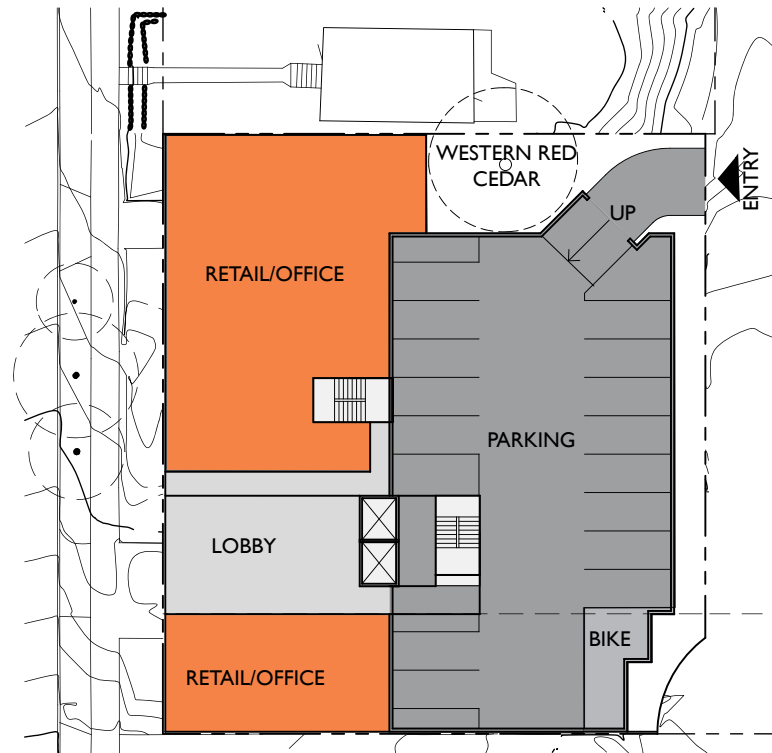
- Code compliant.
- Façade street wall is created along 42nd Ave SW.

### CONS

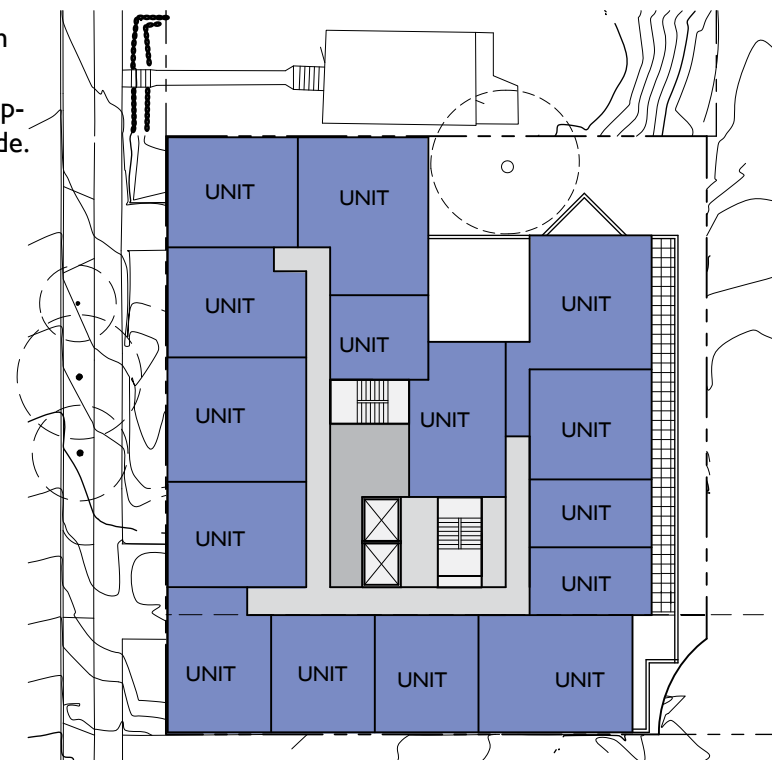
- Façade street wall may lack façade interest.
- Primary landscape and open space is hidden in the alley where the exceptional tree occurs.

### POTENTIAL DEPARTURES

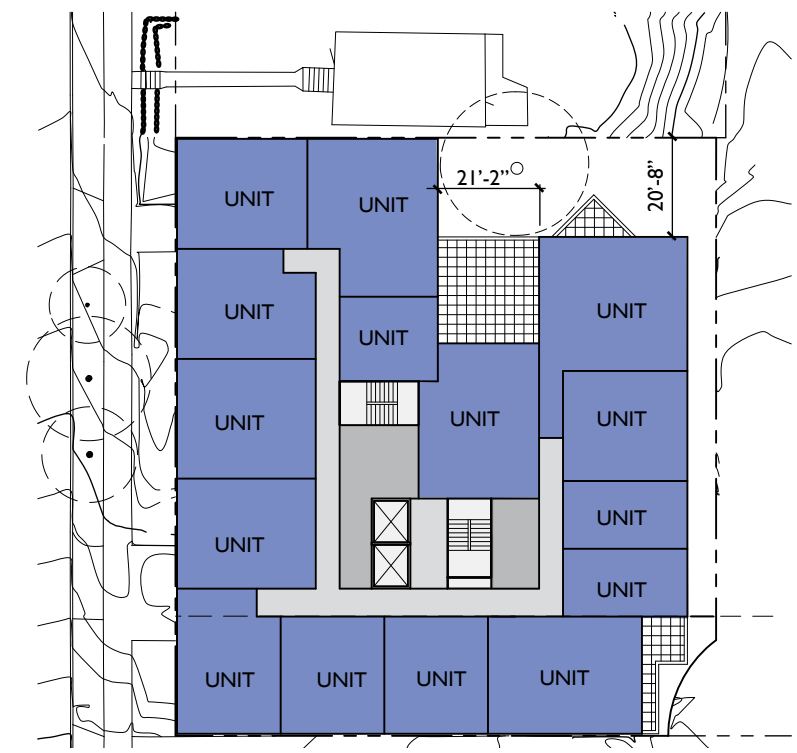
- None.



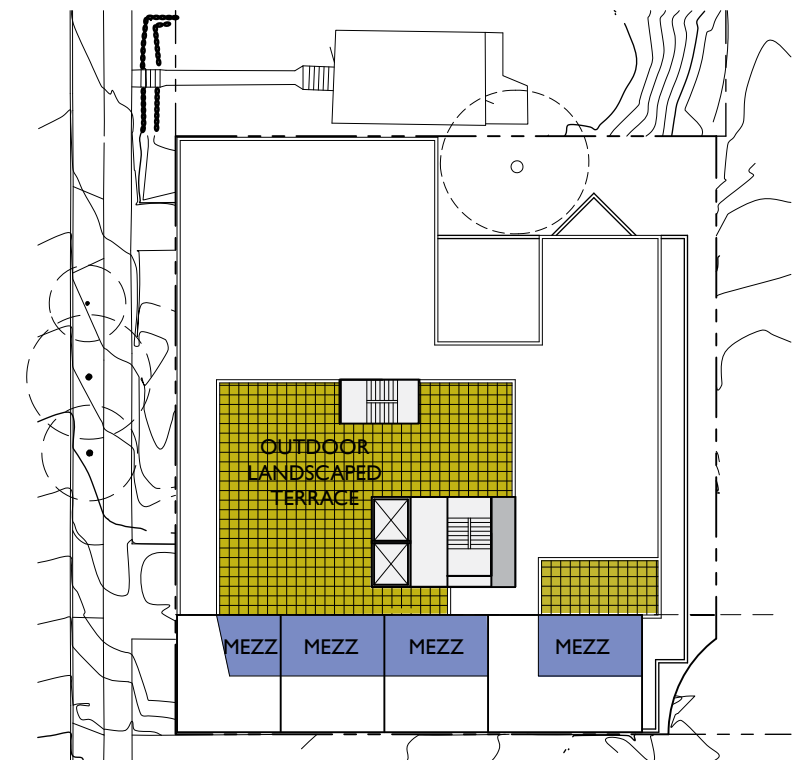
LEVEL 1



LEVEL 4-6



LEVEL 2-3

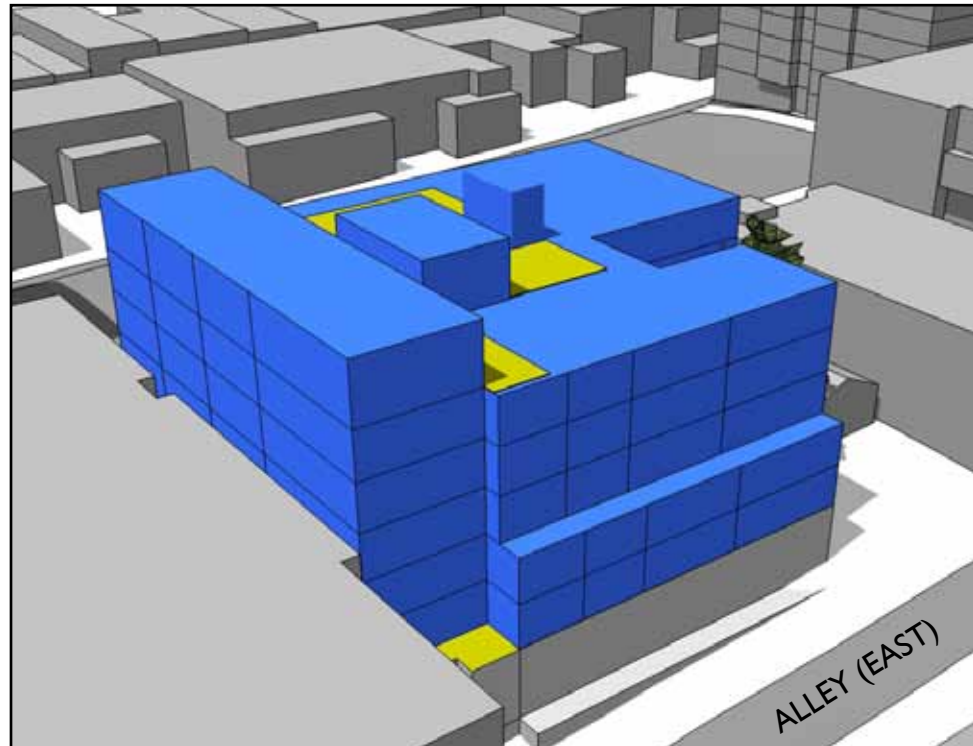


ROOF

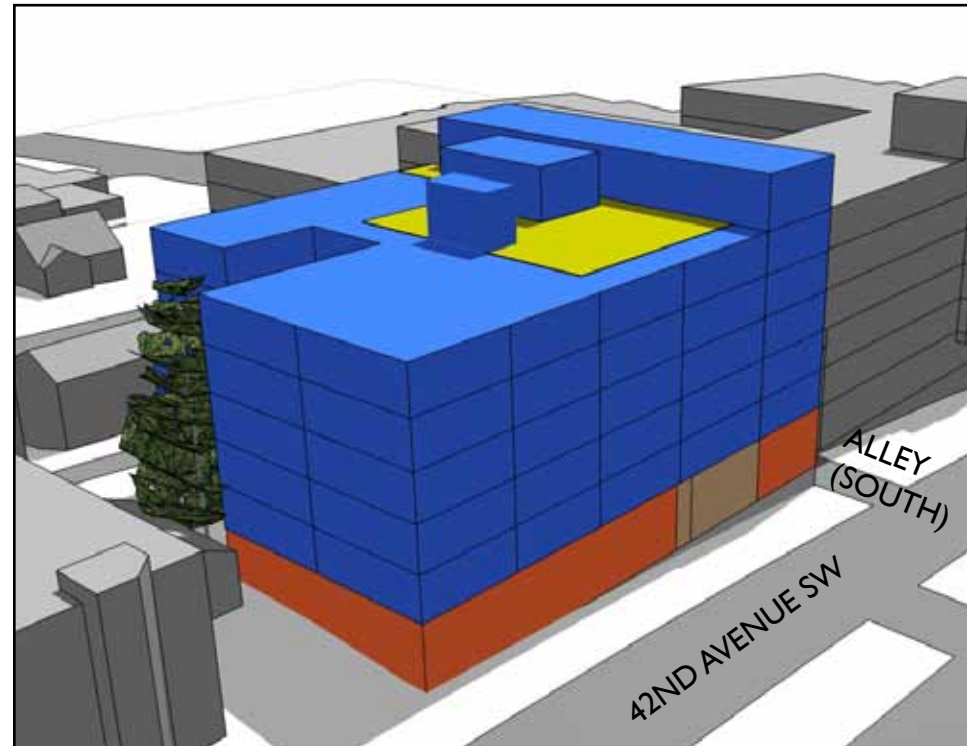


# DESIGN OPTION 1

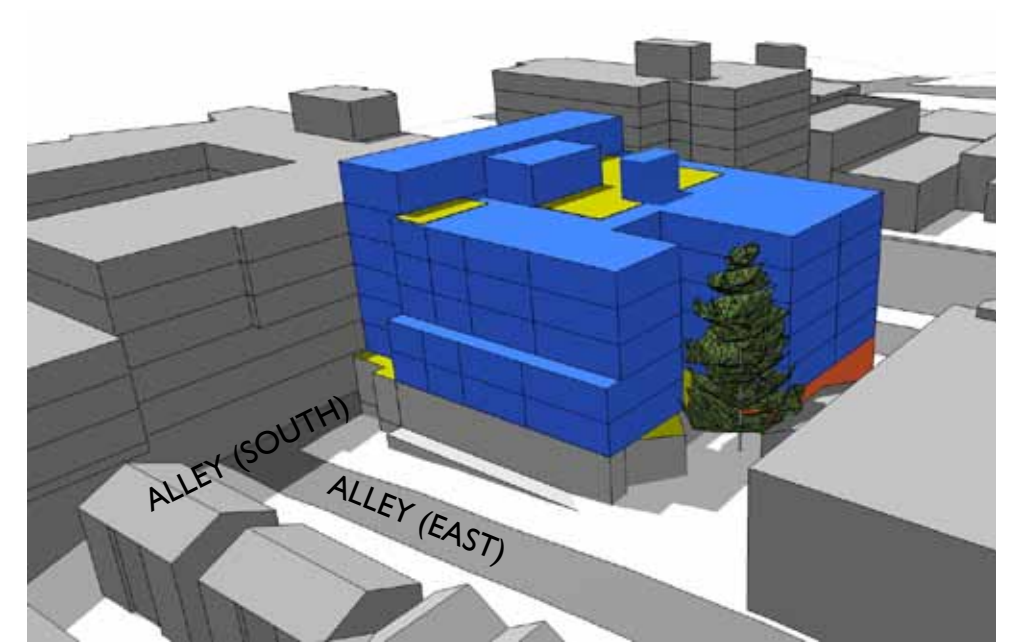
PERSPECTIVES



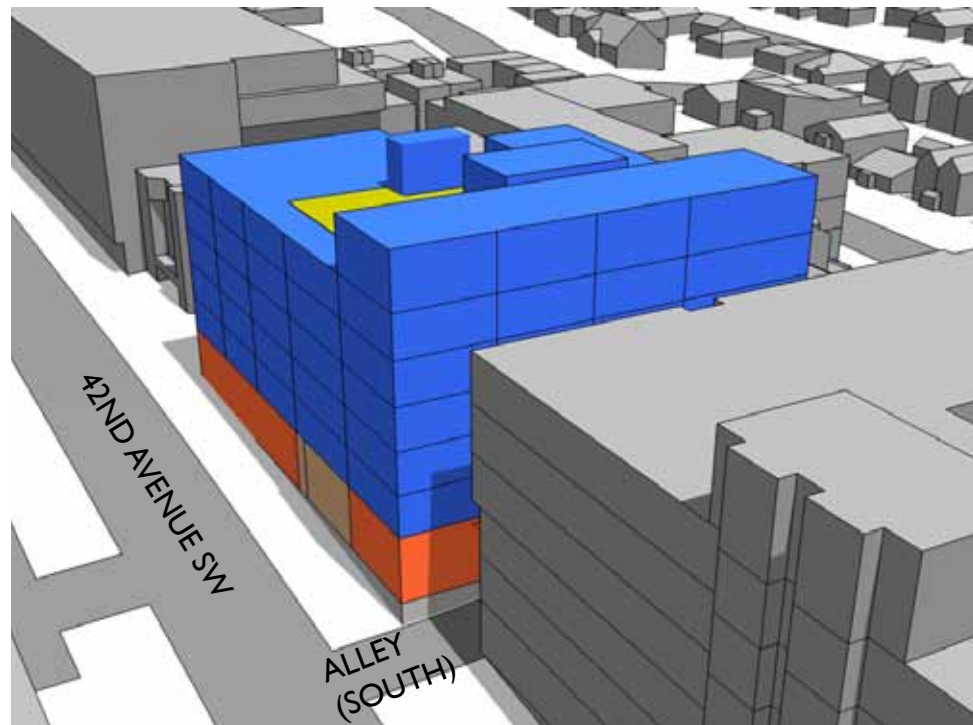
AERIAL VIEW LOOKING NW



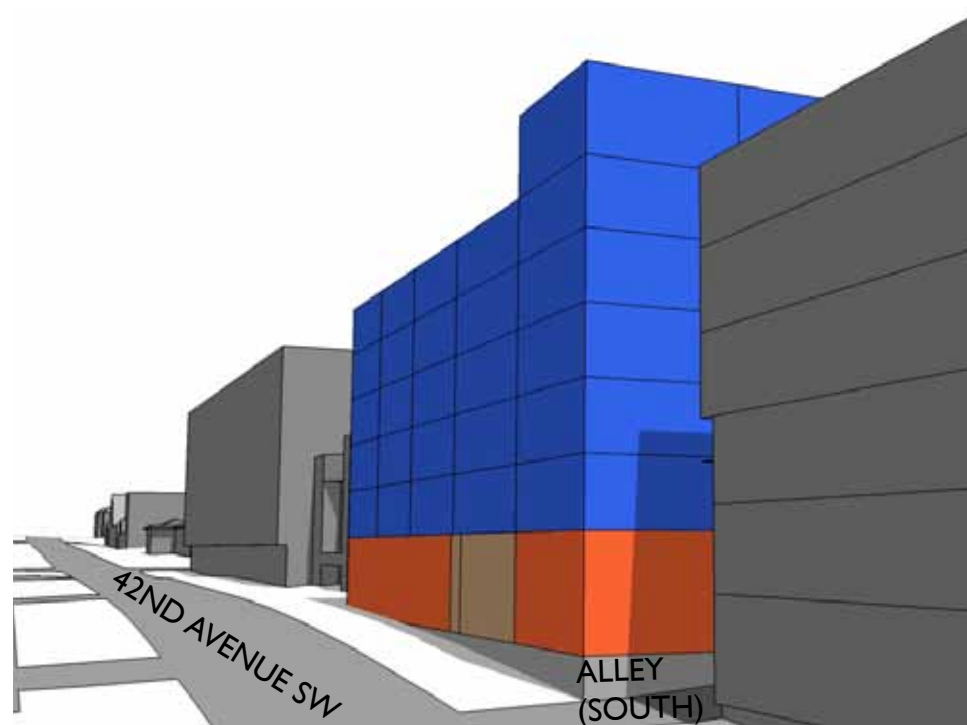
AERIAL VIEW LOOKING SE



AERIAL VIEW LOOKING SW



AERIAL VIEW LOOKING NE



STREET VIEW LOOKING NORTH ON 42ND AVE SW



VIEW FROM THE TRUSTEES PARKING LOT

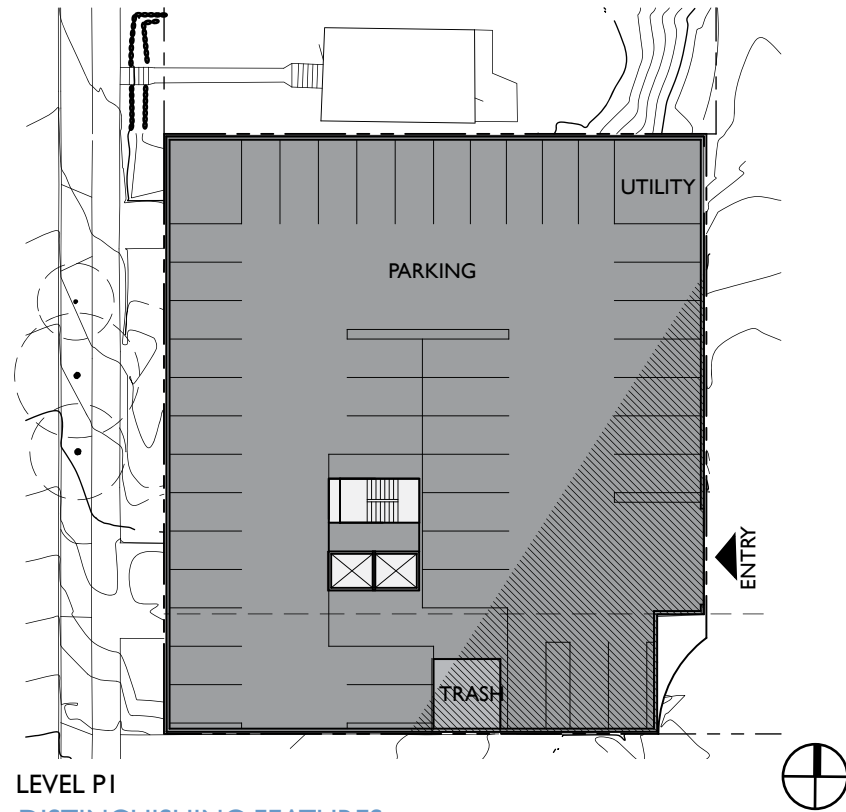
BRASETH 42ND - DPD #3019962

EARLY DESIGN GUIDANCE



# DESIGN OPTION 2

## FLOOR PLANS



LEVEL P1

### DISTINGUISHING FEATURES

The building massing embraces 42nd Ave SW creating a street wall along 42nd filling in the gap between the Oregon 42 project, the medical dental building, and Capco Plaza. This option includes a large private courtyard on Level 2 that faces east and will receive good morning sun light with potential views to downtown. Development capacity is still along the 42nd Ave SW street façade as in Option 1. This massing is similar to the Oregon 42 project.

Residential Units: 79 Units  
 Retail / Office Area: 4,120 sq. ft.  
 Parking Stalls: 69 stalls

### PROS

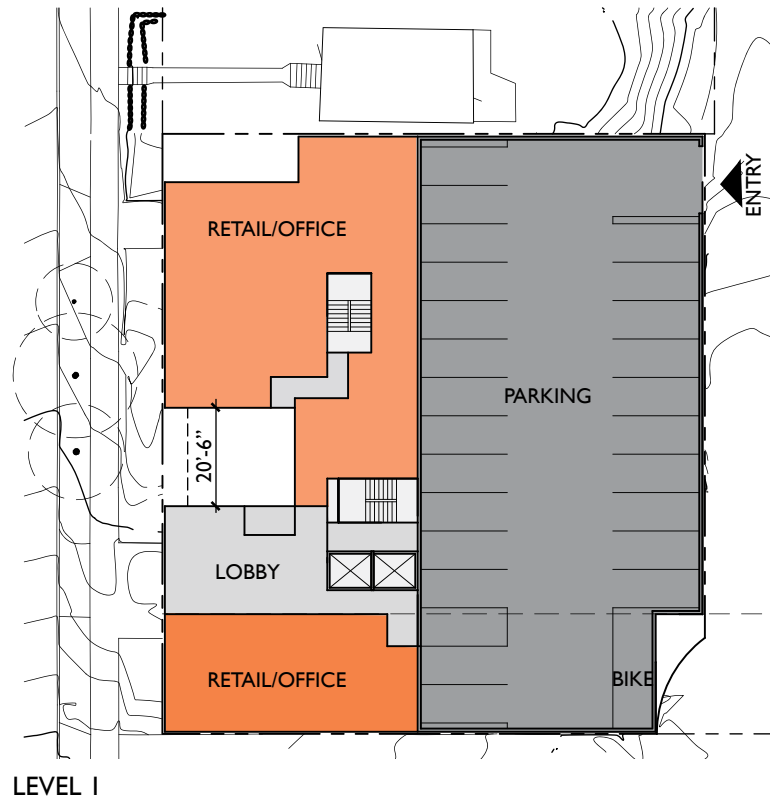
- Better massing solution matching context of the Oregon 42 project.
- Good short term and long term design solution at the north property line / small single family home.
- Façade street wall is created along 42nd Ave SW.
- More parking is provide as compared to Option 1.

### CONS

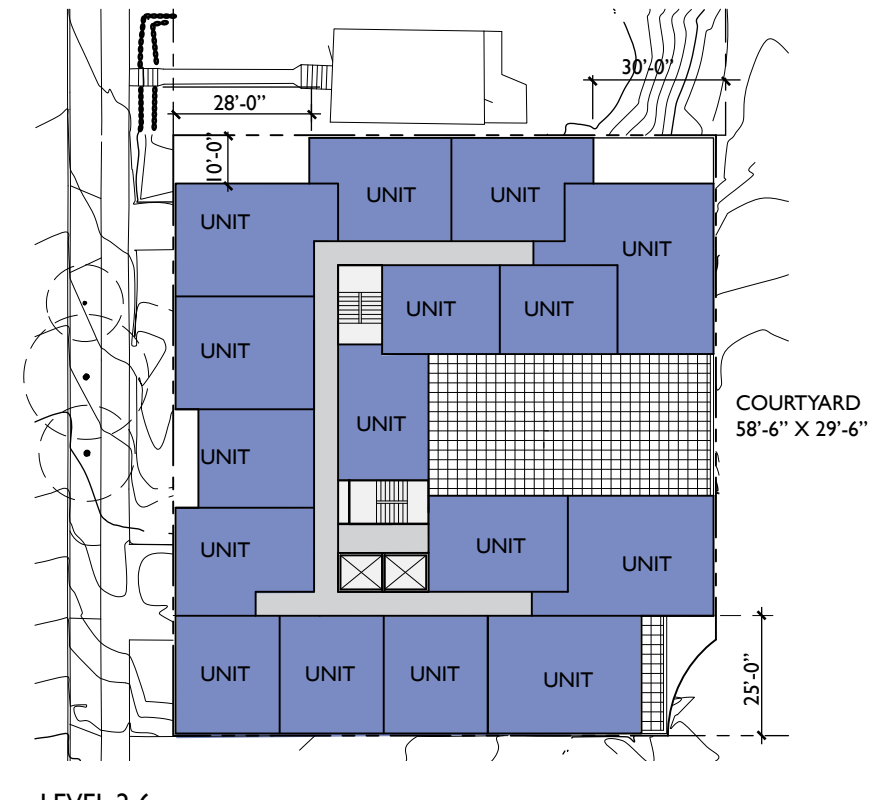
- Façade street wall may lack façade interest.
- Private courtyard / open space is hidden in the alley.

### POTENTIAL DEPARTURES

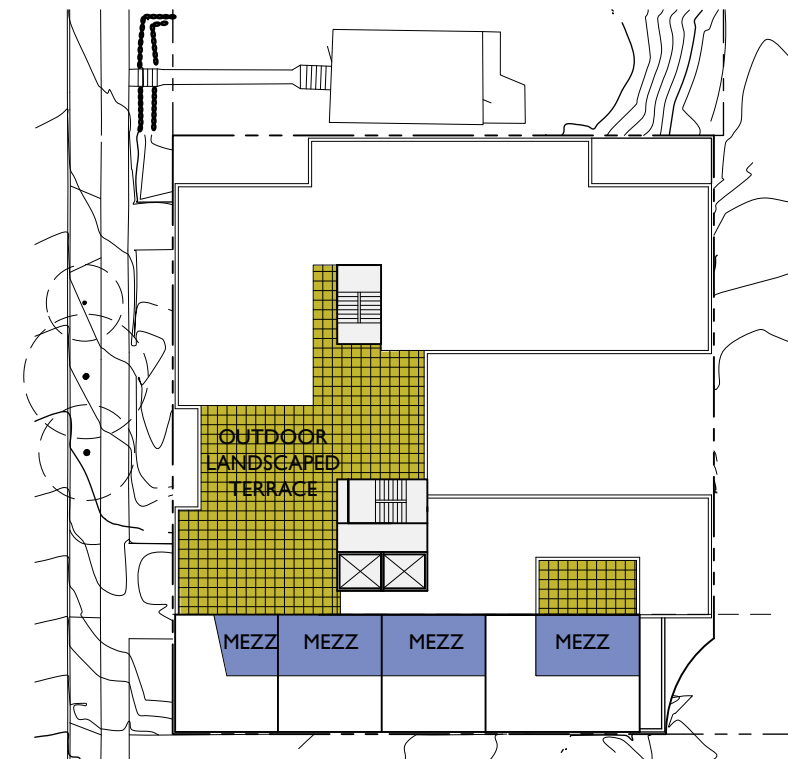
- Removal of the exceptional tree and rear lot line departures when adjacent to a residentially zoned lot.



LEVEL 1



LEVEL 2-6

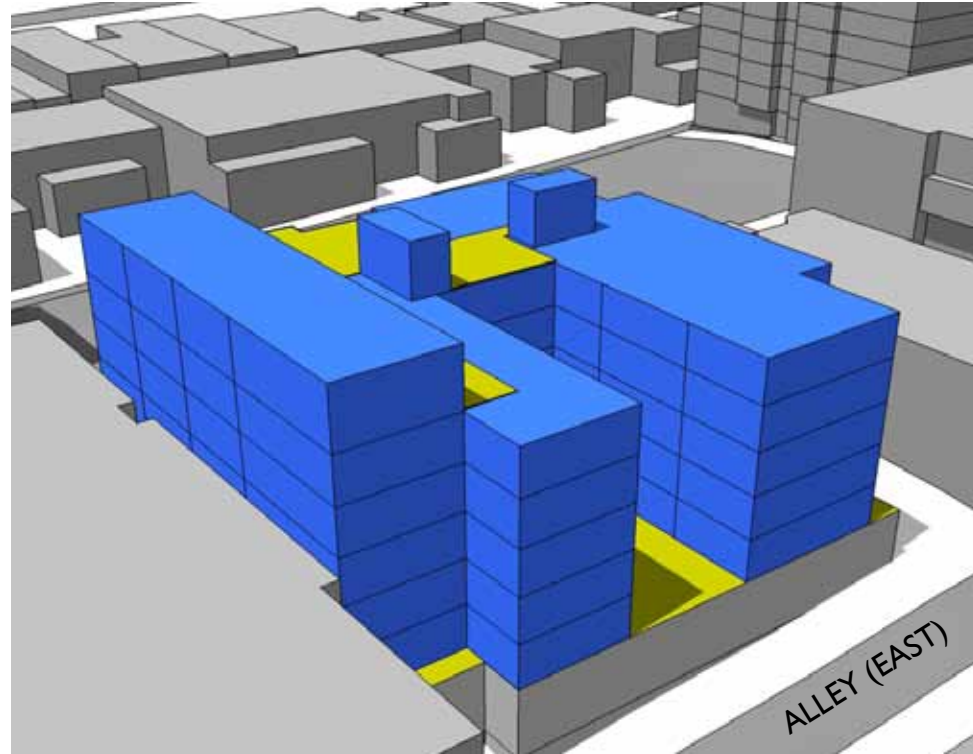


ROOF

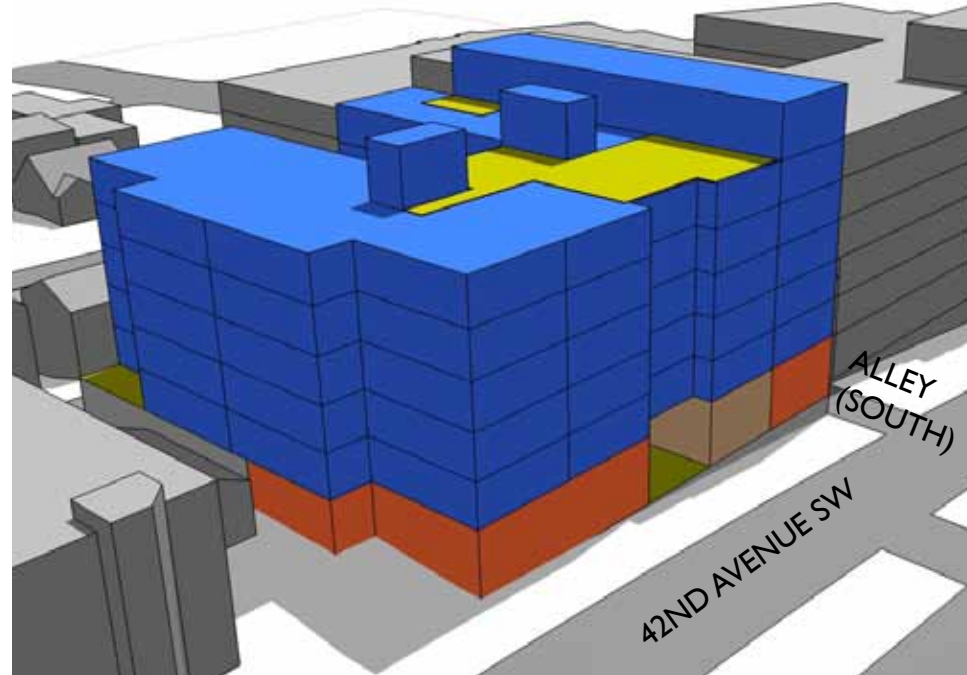


# DESIGN OPTION 2

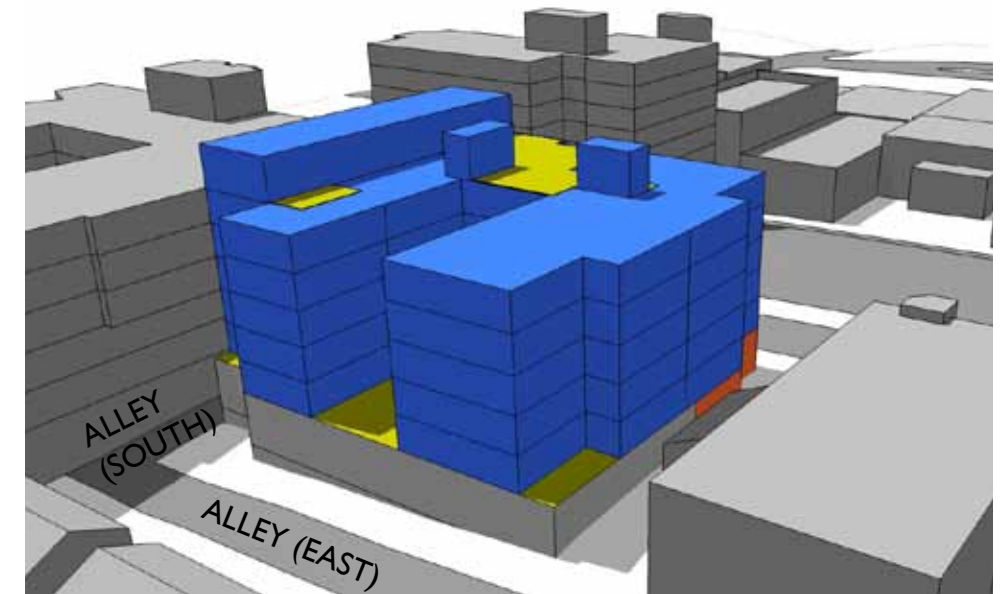
PERSPECTIVES



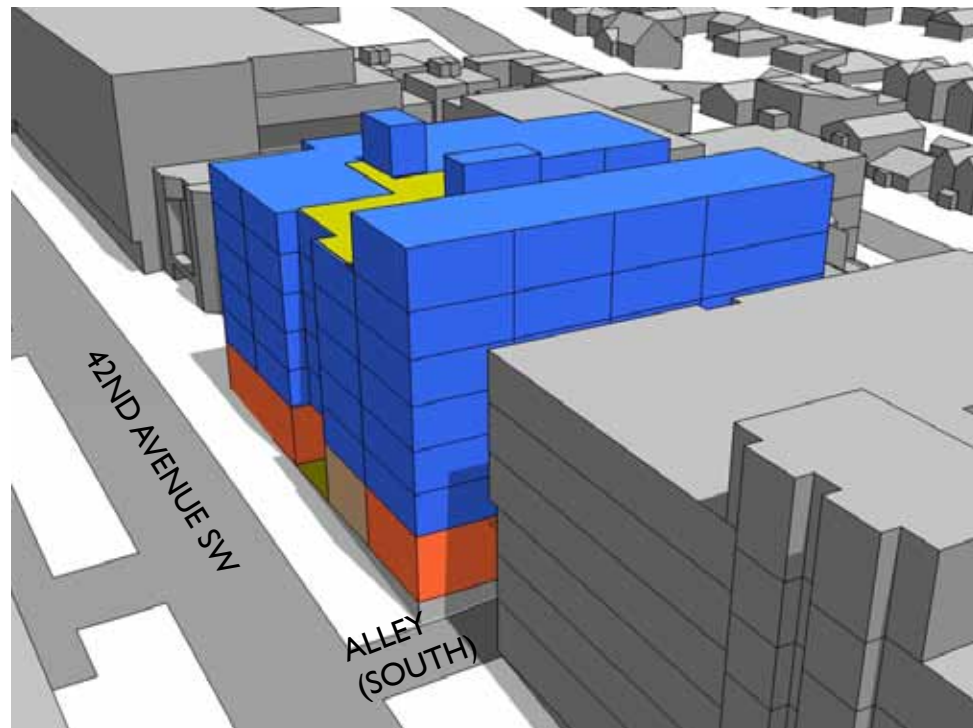
AERIAL VIEW LOOKING NW



AERIAL VIEW LOOKING SE

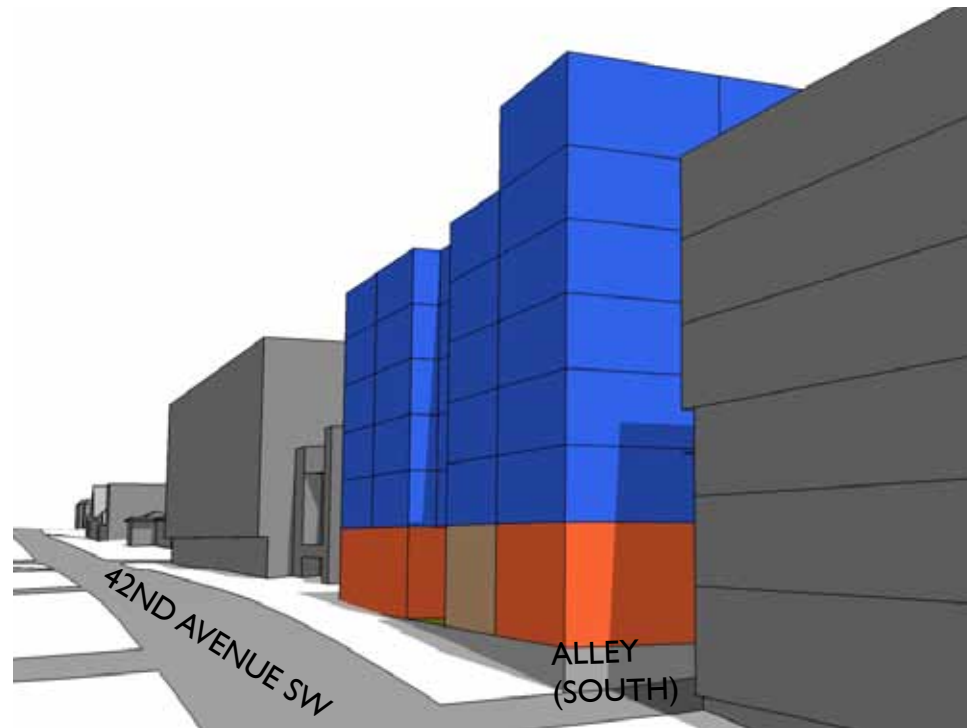


AERIAL VIEW LOOKING SW



AERIAL VIEW LOOKING NE

BRASETH 42ND - DPD #3019962



STREET VIEW LOOKING NORTH ON 42ND AVE SW



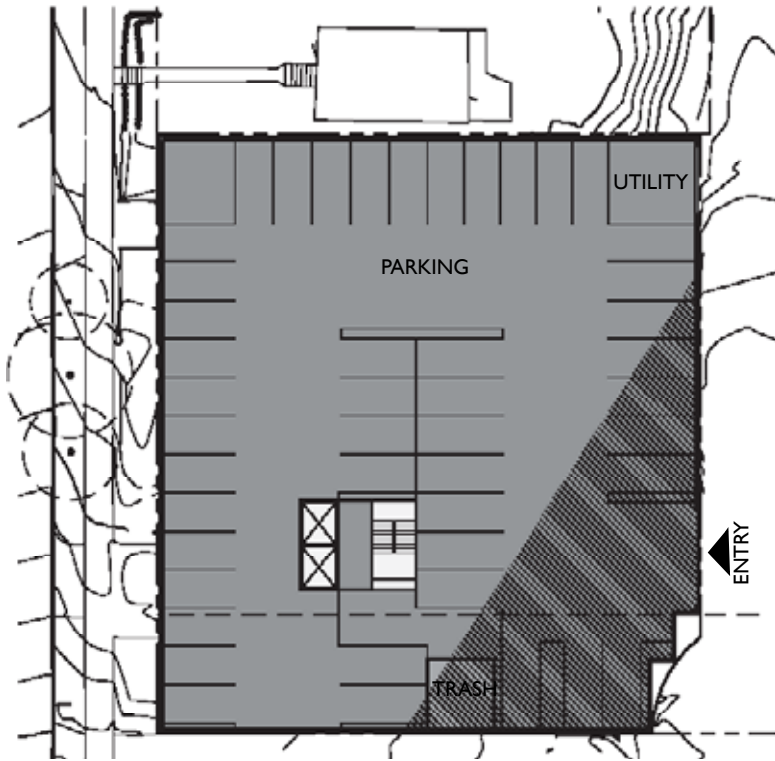
VIEW FROM THE TRUSTEES PARKING LOT

EARLY DESIGN GUIDANCE



# PREFERRED OPTION 3

## FLOOR PLANS



LEVEL P1  
DISTINGUISHING FEATURES

Scheme includes a landscape courtyard / open space at grade on the west facing street façade. This courtyard will tie in with the adjacent sidewalk providing a relief in the façade and direct pedestrian access to the primary building entrance. This courtyard will receive good natural sun light in the afternoons and evenings.

Residential Units: 84 Units  
Retail / Office Area: 3,350 sq. ft.  
Parking Stalls: 70 stalls

### PROS

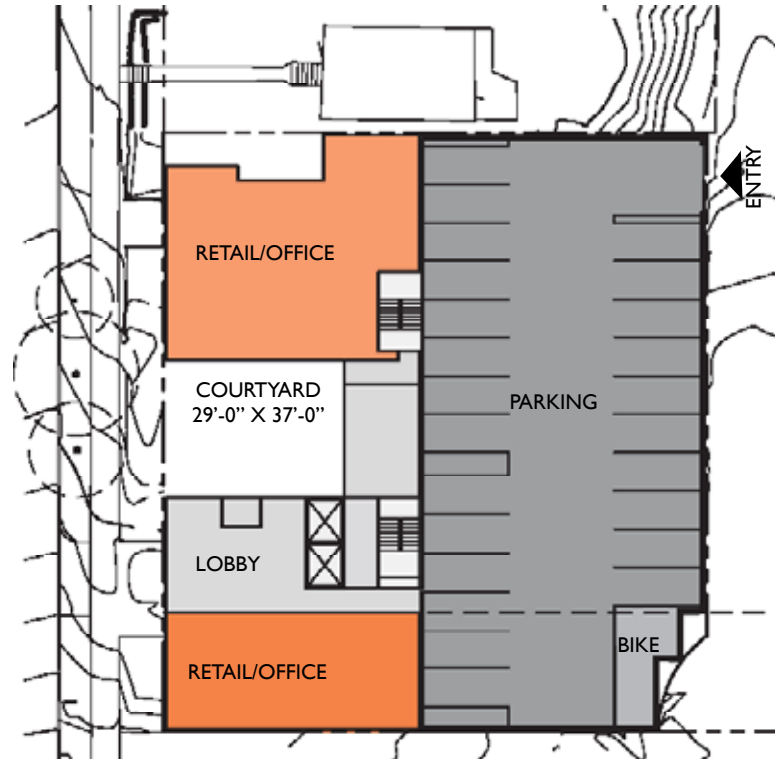
- Better massing solution with main landscaped open space facing the street with direction connection to the pedestrian environment.
- Good short term and long term design solution at the north property line / small single family home.
- More parking is provided.
- Break in the street wall façade adds visual interest to 42nd Ave SW.
- Roof Terrace has good views to downtown Seattle without having to look across the non-occupied roof.

### CONS

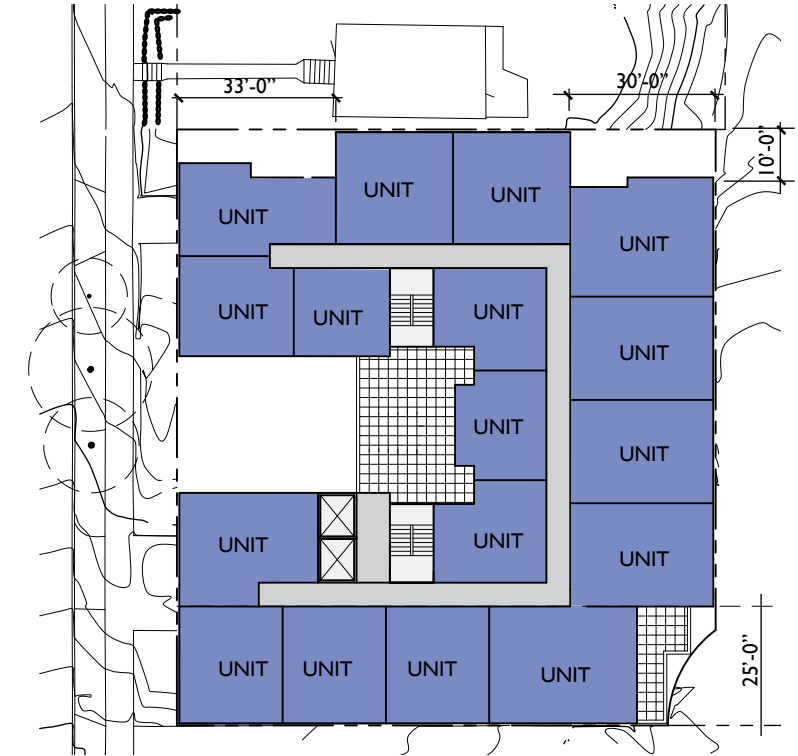
- None.

### POTENTIAL DEPARTURES

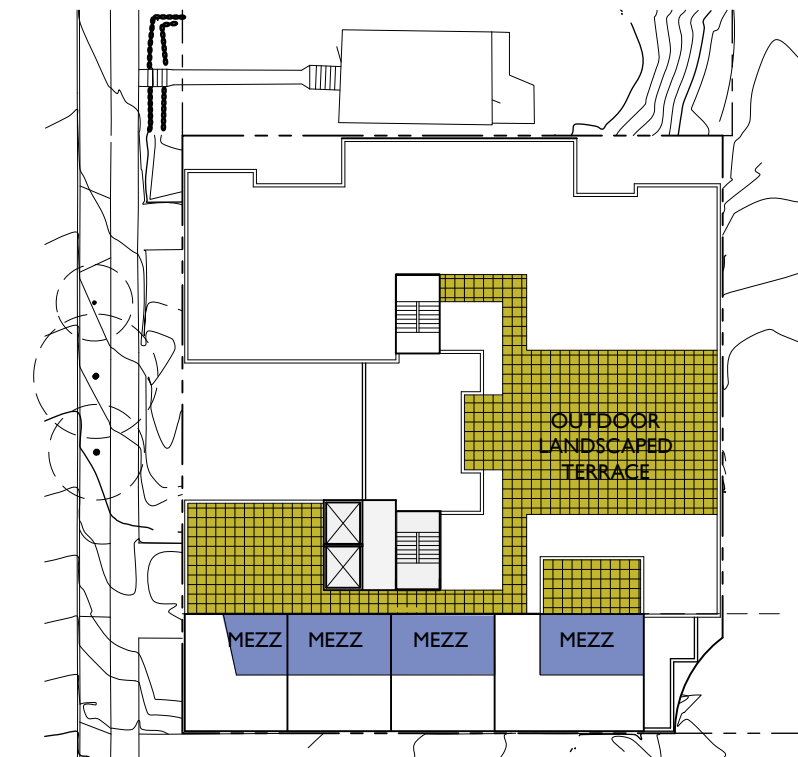
- Removal of the exceptional tree and rear lot line departures when adjacent to a residentially zoned lot.



LEVEL I



LEVEL 2-6

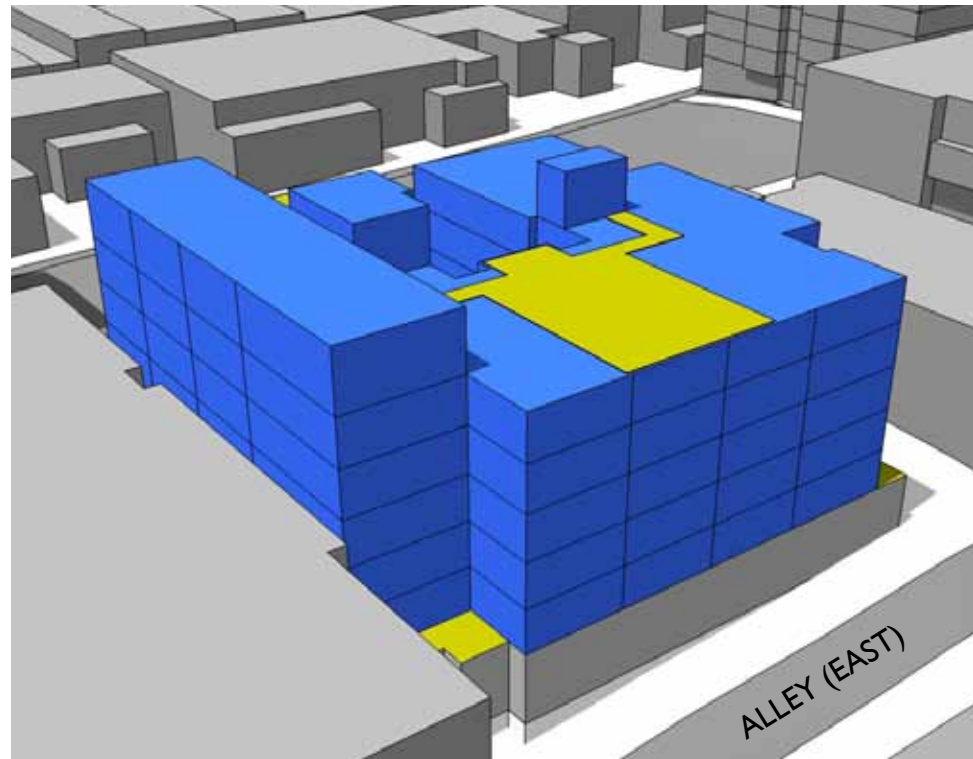


ROOF

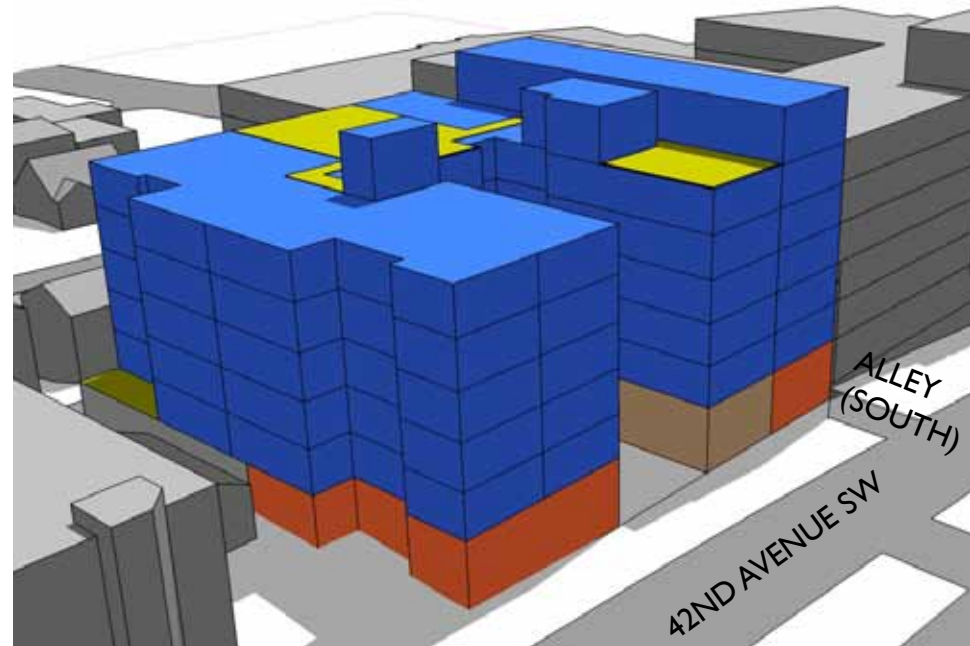


# PREFERRED OPTION 3

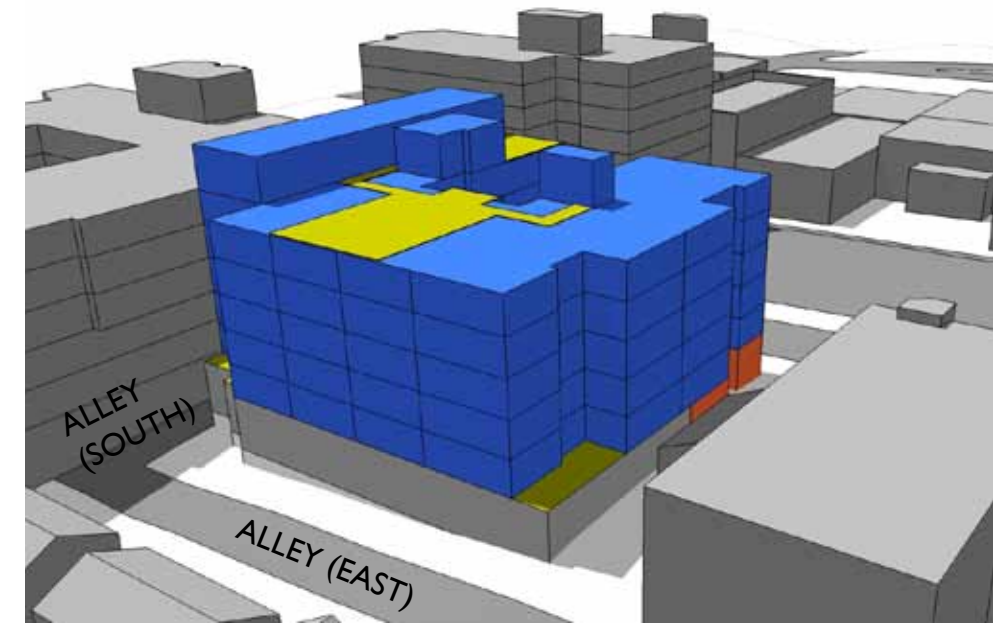
PERSPECTIVES



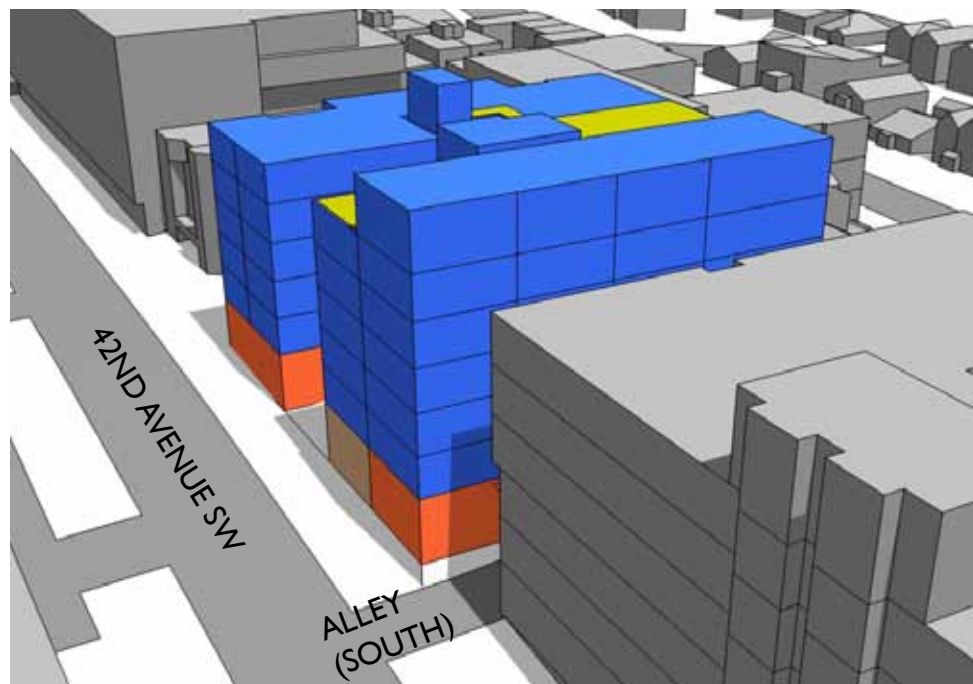
AERIAL VIEW LOOKING NW



AERIAL VIEW LOOKING SE



AERIAL VIEW LOOKING SW



AERIAL VIEW LOOKING NE  
BRASETH 42ND - DPD #3019962



STREET VIEW LOOKING NORTH ON 42ND AVE SW

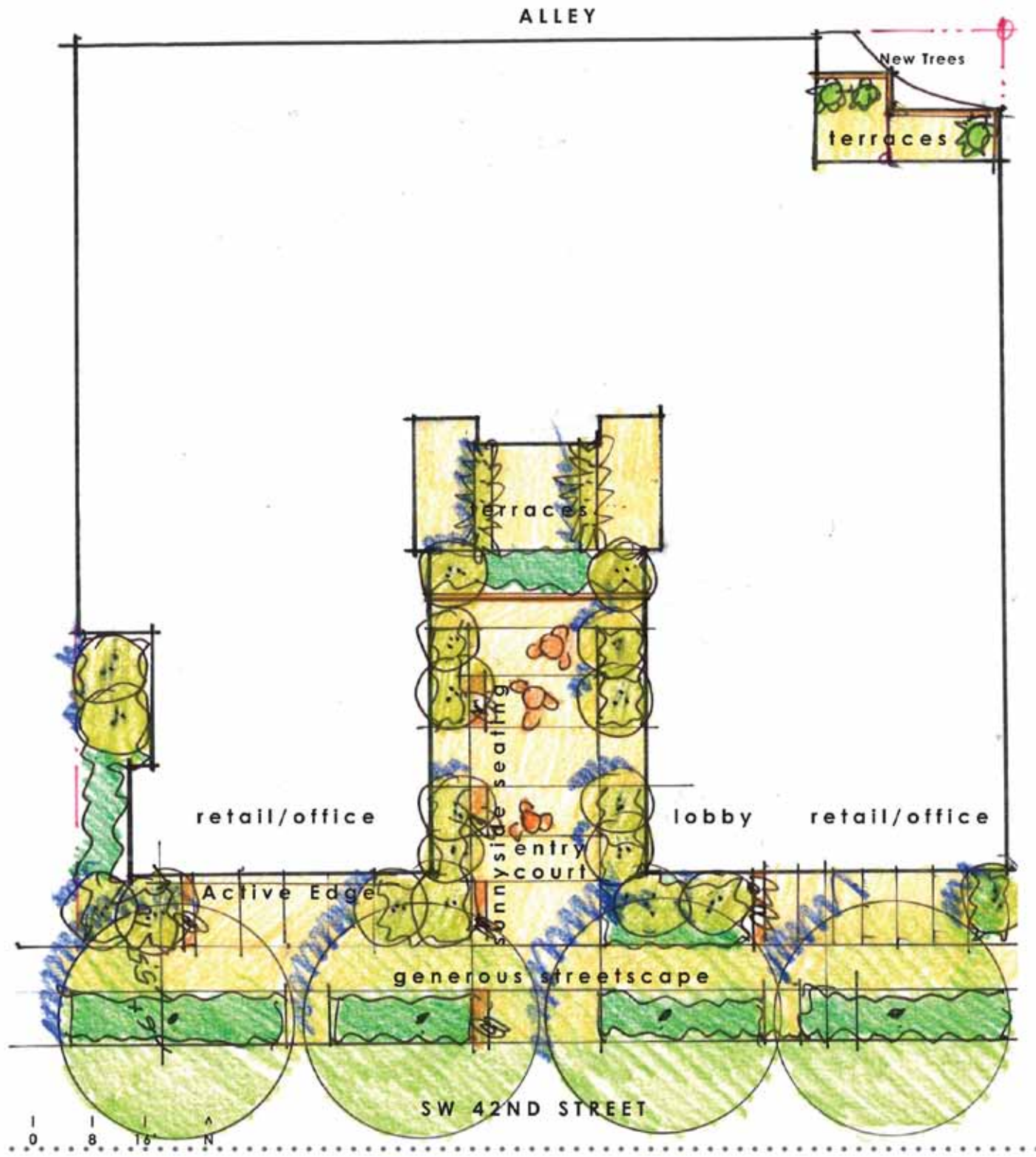


STREET VIEW FROM THE TRUSTEES PARKING LOT  
EARLY DESIGN GUIDANCE



# LANDSCAPING

GROUND LEVEL / LEVEL 2 LANDSCAPE PLAN & INSPIRATION IMAGES



generous streetscape



active edge



sunnyside seating

42nd Avenue SW • Karen Kiest | Landscape Architects

nk NICHOLSON KOVALCHICK ARCHITECTS

STREETSCAPE



# LANDSCAPING

## ROOF LEVEL LANDSCAPE PLAN & INSPIRATION IMAGES



0 8 16' N

42nd Avenue SW • Karen Klest | Landscape Architects

BRASETH 42ND - DPD #3019962



fun pots



bench edge



informal fire

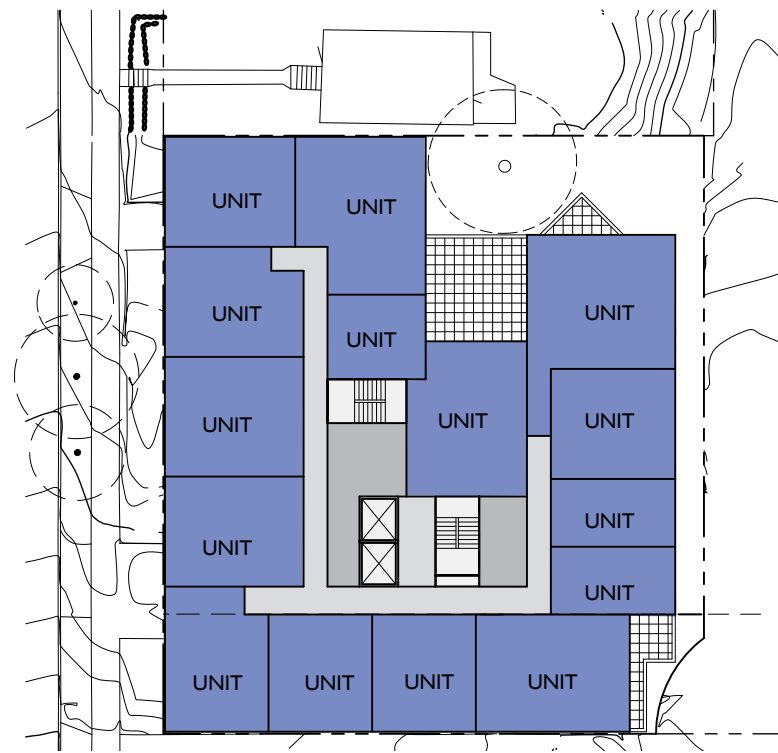
**ROOF**

EARLY DESIGN GUIDANCE

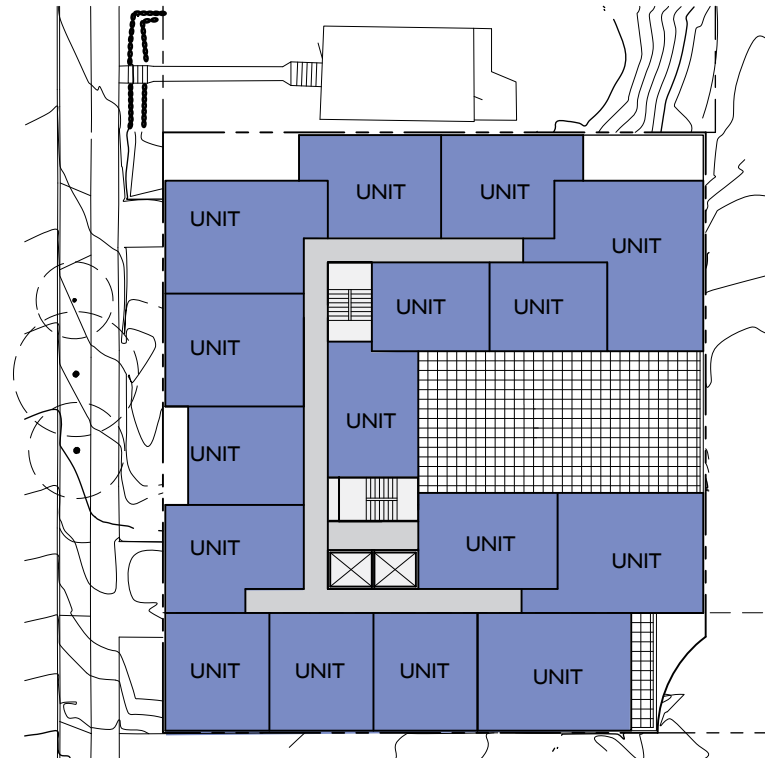


# DESIGN OPTIONS

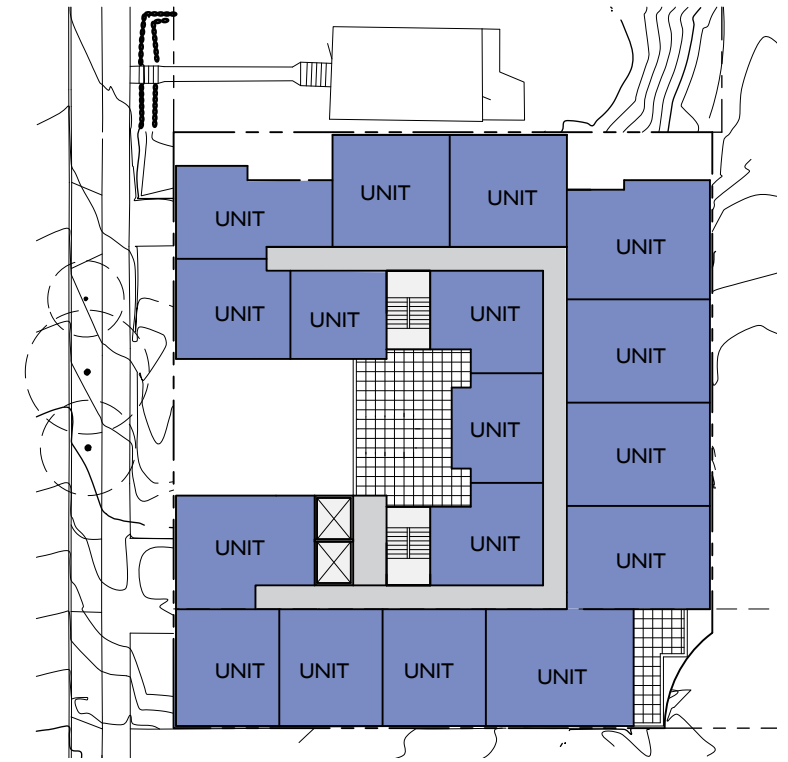
## OPTIONS COMPARITIVE



OPTION 1



OPTION 2



OPTION 3

### OPTION 1 DESIGN FEATURES

- Code compliant version with landscaped courtyard and open space associated with the exceptional tree located in the northeast corner of the site.
- Massing is forced to the western portion of the site.
- Northern property line is designed in response to exceptional tree location.

### OPTION 2 DESIGN FEATURES

- Removal of the exceptional tree allows for better building massing.
- Option includes an east facing private/common courtyard taking advantage of morning sun light.
- West / street facing facade includes covered entry plaza.
- Northern property line is designed to respond to current and potential future design conditions.

### OPTION 3 DESIGN FEATURES

- Removal of the exceptional tree allows for better building massing.
- Option includes an west facing semi-public & private/common courtyard taking advantage of afternoon / evening sun light.
- West / street facing facade includes open air entry plaza.
- Northern property line is designed to respond to current and potential future design conditions.

### SIMILAR FEATURES BETWEEN ALL THREE OPTIONS

- All three options include a residential mezzanine floor in the southern 25' of the site within the NC3-85' zone. A portion of this additional floor is planned to be occupied by a mezzanine portion of the common area room that will allow direct access from the community room to the upper roof top landscaped terrace.
- All three options include a residential lobby that occurs in the southwest corner of the NC3-65' zone. This is because of the need to have the elevators relate to the mezzanine community room that occurs in the NC3-85' portion. Note that the lobby cannot occur in the NC3-85' portion since residential uses are limited to only 20% of the street facing facade in that small 25' wide portion of the site.
- The parking levels are generally the same with an upper level parking access at the higher end of the alley and access to the lower level parking area from the low end of the alley.



# DEPARTURES

## DEPARTURE MATRIX

ZONING CODE	REQUIREMENT	REASON FOR DEPARTURE \ IMPROVEMENT TO DESIGN GUIDELINES	PROPOSED	DESIGN REVIEW GUIDELINES
SMC 23.47A.014 SETBACK REQUIREMENTS		The setback requirement creates an odd terraced massing solution. This odd massing would occur at a portion of the building that is less visible. The proposed design solution provides a simpler massing solution with articulation on the street facing facade where it can add to a vibrant streetscape.		CS2-B.2 Connections to the street can be realized through the courtyard, which is maximized by pushing the bulk of the building towards the alley, similar to nearby buildings. CS2-D.2 Height, bulk & scale: Proposed construction closely matches existing adjacent properties.
ITEM B.3: For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or across an alley from a lot in a residential one, as follows:				CS3-A Emphasize positive neighborhood attributes: The departure continues the massing of recent construction. DC2-B Architectural facade composition: Providing the simpler massing along the alley enables a unified architectural concept within the zone transition.
a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet; and	15'-0" above 13' in height to a maximum of 40'.		Options 2 & 3: 0'-0"	
b. For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet.	Additional 2' of setback for every 10' in height above 40'.		Options 2 & 3: 0'-0"	
NOTE: One-half of the width of an abutting alley may be counted as part of the required setback. For the purposed of this Section 23.47A.014, the alley width and the location of the rear lot line shall be determined prior to any dedication that may be required for alley improvement purposes.				

ZONING DEPARTURES	OPTION 1	OPTION 2	OPTION 3
REAR YARD SETBACKS (RESIDENTIAL ADJACENCIES)			
REAR SETBACK: ABOVE 13'-0" TO 40'-0"		X	X
REAR SETBACK: ABOVE 40'-0"		X	X

### DEPARTURE DIAGRAM

- Orange: zoning envelope.
- Light Blue: required setbacks
- Dark Blue: compliant building form
- Purple: mximum area of departure



SITE SECTION



LOOKING NORTH IN THE ALLEY

EXISTING DEVELOPMENT INCLUDES MULTISTORY BUILDINGS ALONG THE ALLEY



LOOKING SOUTH IN THE ALLEY



# DESIGN GUIDELINES

## CONTEXT AND PRIORITY ISSUES: WEST SEATTLE JUNCTION

- The site is located inside the Urban Village, Commercial Core, and Neighborhood Commercial areas.
- Pedestrian Environment**
    - The proposed project is located on 42nd Avenue SW. It will provide an improved link from the immediate neighborhood to the commercial core of the Junction with improved sidewalks and an engaging streetscape.
    - This project encourages a mix of activities and uses.
    - The project will extend the business district north and east up 42nd Ave SW connecting future developments as well as the existing services offered in the immediate area through the extension of the existing pedestrian network.
  - Height, Bulk and Scale Compatibility**
    - The site is zoned for both 65' and 85'. The proposed massing is consistent with new projects built or in construction on nearby sites.
  - Architectural Character**
    - The anticipated architectural character embraces contemporary design pursuing both 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

### CSI Natural Systems and Site Features

- Topography
  - The slope of the site allows the parking access to be minimized.
- Plants and Habitat
  - The proposal includes removing the exceptional tree.
  - Street trees (species to be approved by SDOT) will be planted in accordance with city standards along 42nd Ave SW.

### CS2 Urban Pattern and Form

- Location in the City and Neighborhood
  - The length of the grade level along 42nd Ave SW will be broken by the character and courtyard associated with the residential entrances.
- Adjacent Sites, Streets, and Open Spaces
  - Primary pedestrian access will be from the public sidewalk along 42nd Ave SW. The preferred design option includes a landscaped entry courtyard.
  - Emphasis shall be given to the pedestrian oriented street level facade.
  - Visual and physical connectivity can be enhanced through the courtyard
  - Commercial components at street level shall be organized by regularly spaced facade partitions.
- Relationship to the Block
  - This proposal intends to continue the strong street edge as a midblock site
  - Party walls shall be designed to provide visual interest through materials, color, texture, or other means adjacent to underdeveloped properties.
- 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 NC3-65 and NC3-85, the proposed structure will augment other taller structures that have been recently developed and are currently being developed.

- The commercial at street level component is to include high floor to floors (13' min.) creating nice ceiling volumes.
- If included, building bays will follow a logical pattern, likely corresponding with the apartments on the upper floors. Bay windows may be used to accentuate the regularity of the building's articulation.
- Providing vertical modulation allows opportunities to visually divide the building into smaller sections, more in keeping with buildings in the Junction.

### CS3 Architectural Context and Character

- Emphasizing Positive Neighborhood Attributes
  - 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 contemporary architectural context.
  - Multiple multistory buildings are developing in the immediate vicinity of the site; these newer structures provide comparable context.
  - The street level shall include display windows and entries to compliment the activities provided at ground level.

## PUBLIC LIFE

### PL1 Connectivity

- Network of Open Spaces
  - The project will have a well articulated building facade including an inviting courtyard, helping to shape the pedestrian environment along the street frontage. Lower level entries and windows will be provided near the public sidewalk, encouraging activity along the adjacent sidewalk, and increasing transparency into the site.
  - Commercial level windows shall encourage pedestrian activity and provide for smaller scale interaction.
- Walkways and Connections
  - A combination of facade articulation and pedestrian entrances will be provided at the ground level.
  - The adjacent sidewalk is to be replaced.
- Outdoor Uses and Activities
  - A combination of facade articulation and pedestrian entrances will be provided at the ground level.

### PL2 Walkability

- Safety and Security
  - Both direct and indirect lighting will increase the night time sense of security.
- Weather Protection
  - Appropriate cover at entries will be included.

### PL3 Street-Level Interaction

- Entries
  - Commercial and residential entries, display windows, and awning canopies, will provide visual interest and protection to pedestrians.
  - Entries will be organized to provide privacy and security.

- Residential Edges
  - Security is a concern at the alley.

## DESIGN CONCEPT

### DC1 Project Uses and Activities

- Arrangement of Interior Uses
  - Connections between the residential, retail, and public realms take advantage of the ground floor arrangement and the activity on the street.
  - The commercial uses will be built to property edges to maximize the impact of these spaces on the adjacent sidewalk.
- Vehicular Circulation
  - Parking will be provided below grade and at grade in the alley with entrances to the parking garage 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.
- Parking and Service Uses
  - Trash and recycling areas will be accessed from the alley and concealed within the building.
  - The alley facade will be incorporated into the overall design of the building as a secondary facade.

### DC2 Architectural Concept

- Massing
  - 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. The Courtyard at the center of the project provides the opportunity to reduce the perceived massing of the project and provide a scaled feeling along the street.
- Architectural and Facade Composition
  - 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.
- Scale and Texture
  - The project will incorporate street level elements and articulation to enhance the existing pedestrian scale.

### DC4 Exterior Elements and Finishes

- Building materials
  - Exterior finish materials will be of high quality, similar to other nearby structures. The finishes will likely include concrete, masonry, metal, and painted finishes.
- Signage
  - Signage will generally be located and sized at a pedestrian scale. Commercial signage will occur below the residential uses thus activating the pedestrian environment and the commercial 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.



# SHADOW STUDIES

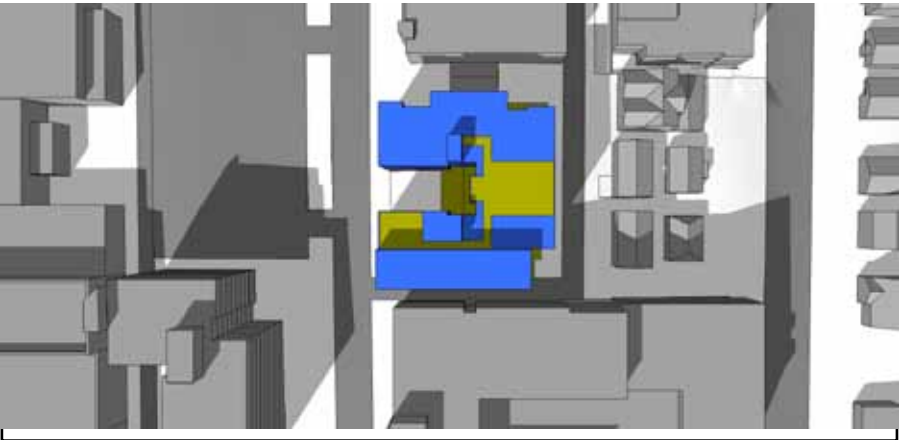
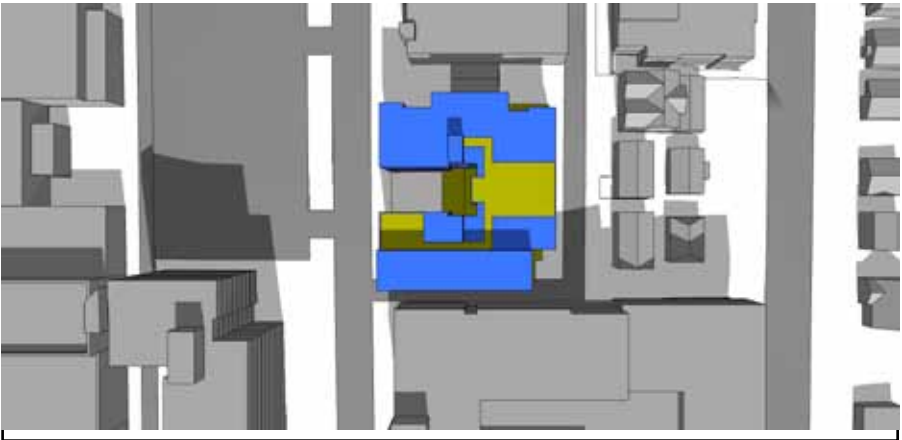
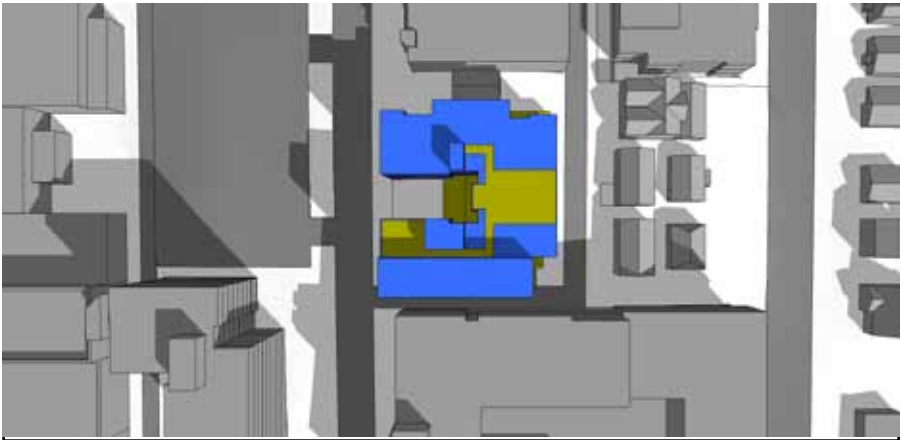
PREFERRED OPTION 3

10:00 AM

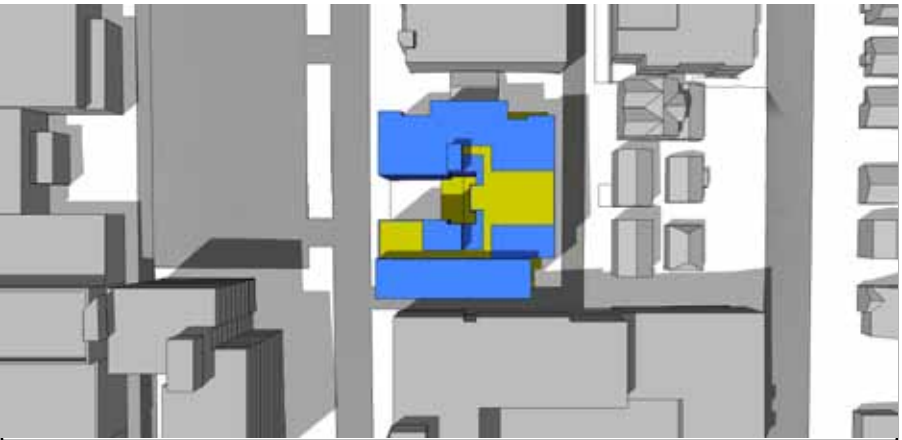
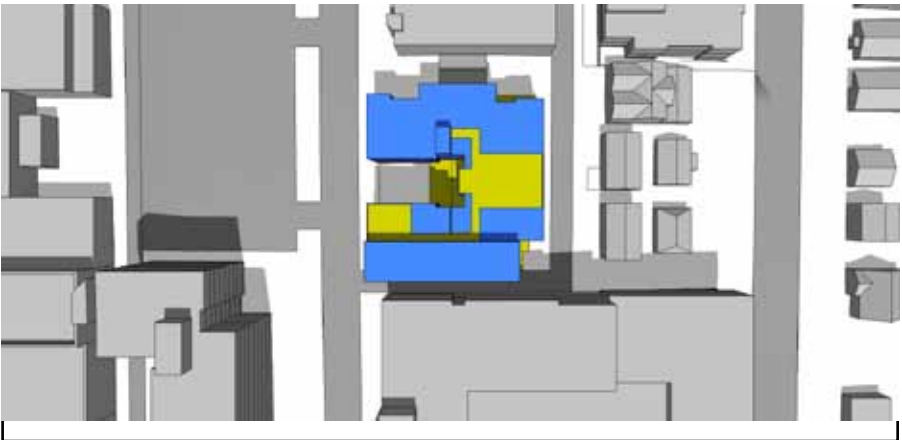
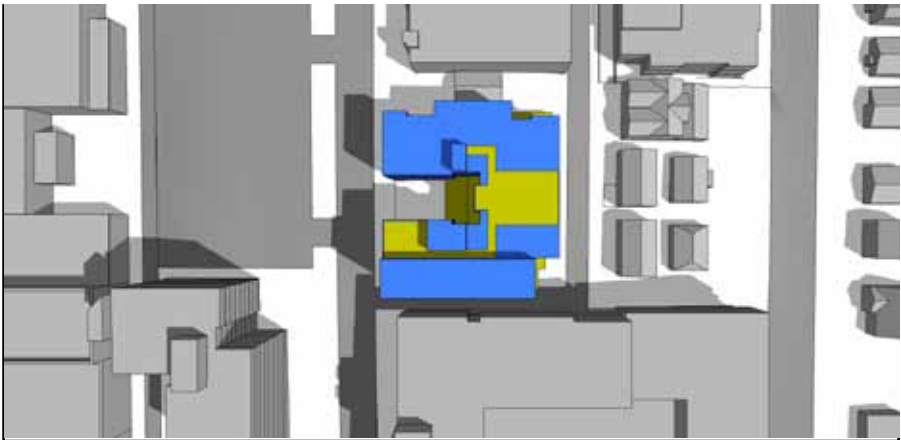
NOON

2:00 PM

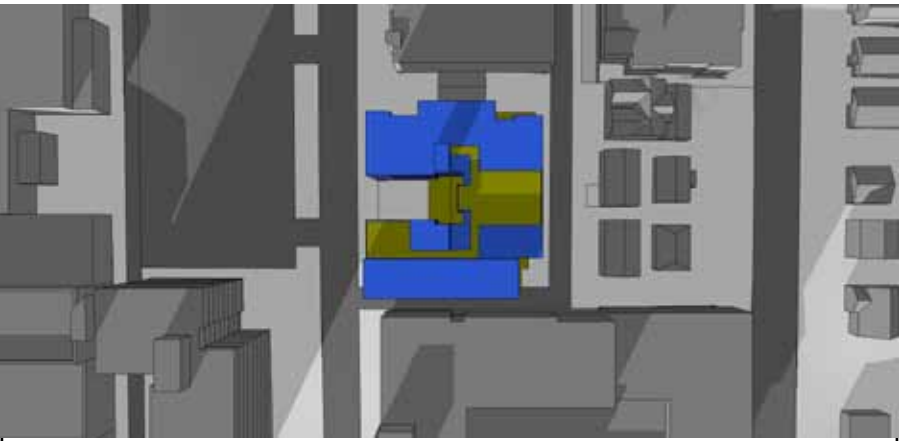
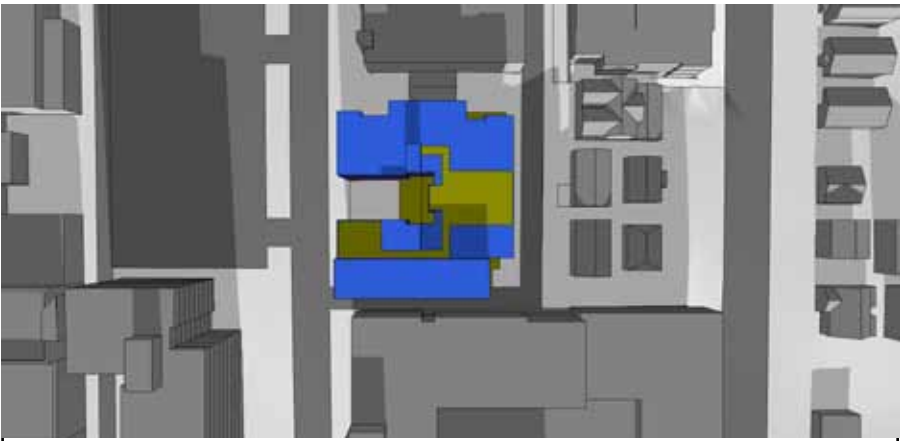
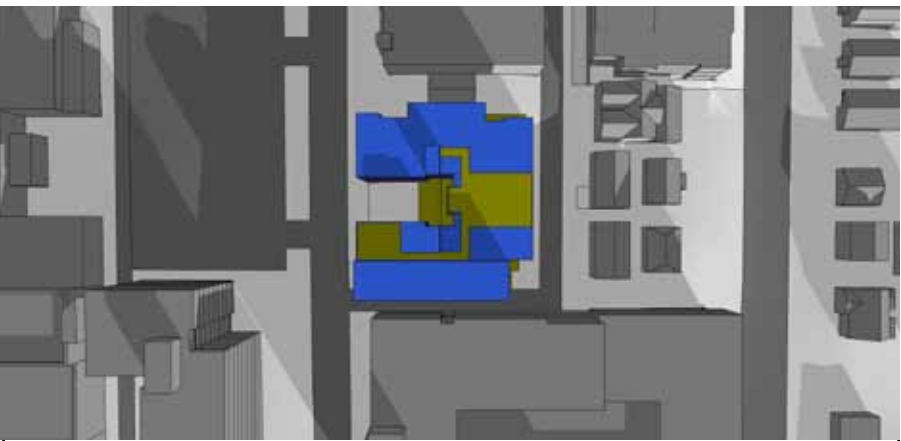
MARCH



JUNE



DECEMBER





# RECENT NK PROJECTS



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