



Braseth 42nd

Early Design Guidance #2 Meeting
4532 42nd Avenue SW, Seattle WA
DPD #3019962



Introduction

At an Early Design Guidance (EDG) meeting, held on Thursday, July 16th 2015, the Southwest Design Review Board requested that we return for a second EDG meeting to explore an alternative massing option that preserves, what was deemed at the time, an "Exceptional" tree, allows for more visual relief for pedestrian access in the alley, carefully reviews the open space and maintains sensitivity to adjacent sites.

In this package, the context and site analysis are summarized, previous design options are presented, board comments reviewed, and the enhanced urban response of the Preferred Concept will be discussed.

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Project Information

Project Address

4532-4536 42nd Ave.. SW, Seattle WA 98116

DPD Project #:

3019962

Owner:

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Seattle WA 98106

Architect:

Nicholson Kovalchick Architects
Steve Fischer
310 1st Avenue S, Suite 4S
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Landscape:

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Development Goals

The project is a 6-story (plus a small partial mezzanine) mixed-use building with approximately 75 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 63 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.

Program Goals

Unit Count	73 Units
Parking Stalls	63 Stalls
Residential Area	46,848 SF
Lobby	1,477 SF
Retail/Office Area	3,781 SF
Parking Area	20,451 SF
Building Area	81,630 SF

Context

Project Location

Existing Site

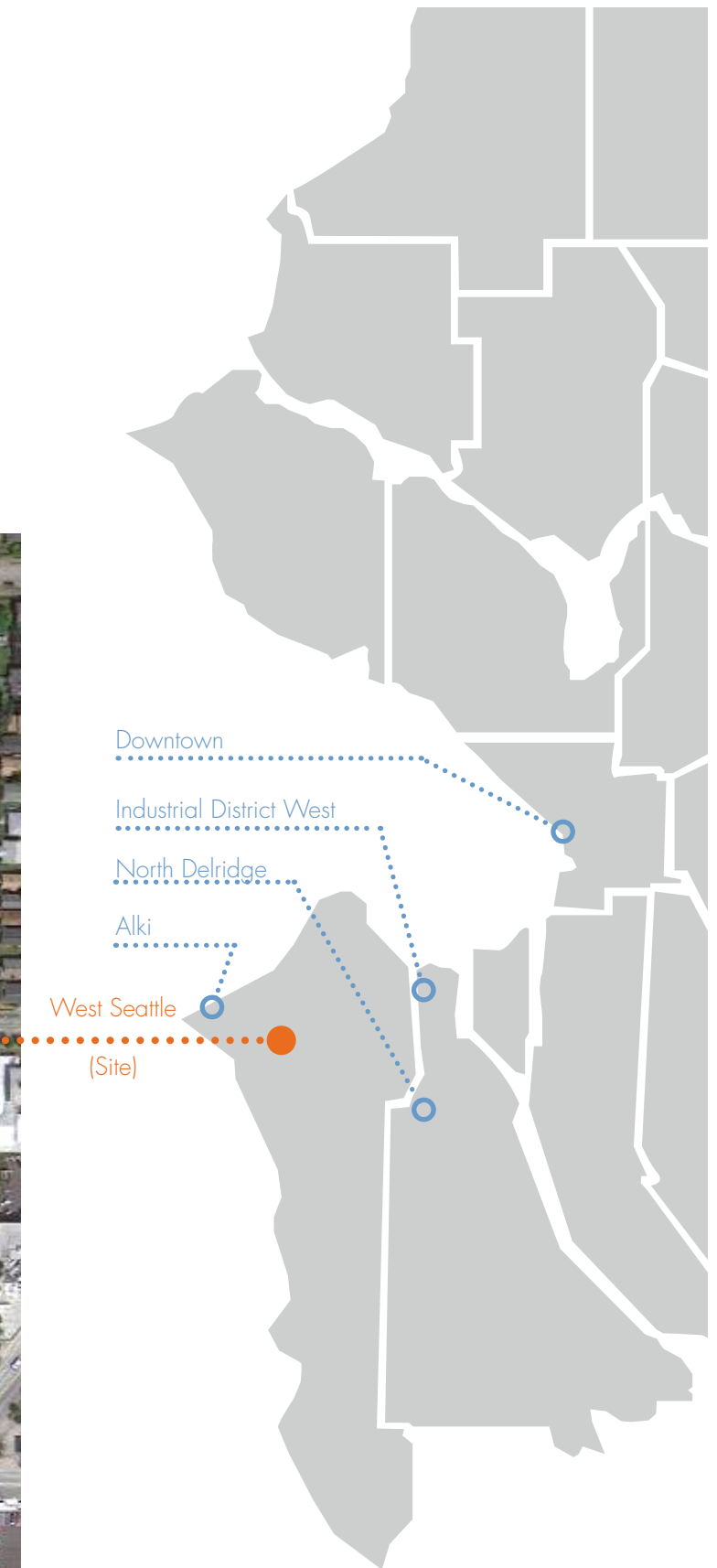
The project site consists of two parcels located mid-block on the east side of 42nd Avenue SW between SW Oregon Street and SW Alaska Street. The north parcel (4532 42nd Ave SW) is currently used as a gravel parking lot. A duplex currently occupies the south parcel (4536 42nd Ave SW) and will be demolished. 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. A 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.

Neighborhood 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.

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.



Context

Urban Fabric

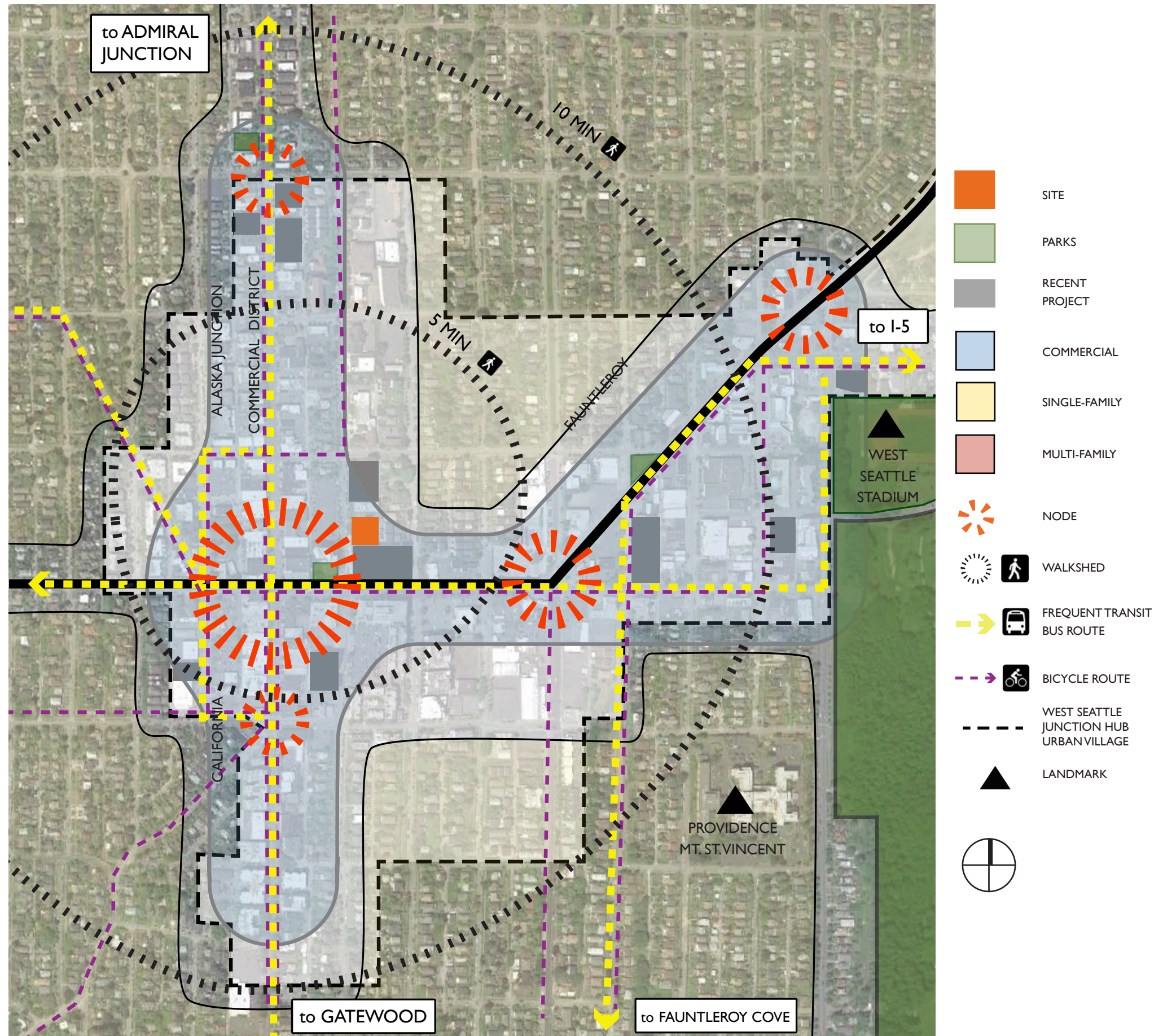
Opportunities & Constraints

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.



Context

Figure Ground

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.

- Single Family Residence
- Multifamily Residence
- Commercial
- Institutional/Religious
- Parking



Context

Zoning Analysis

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 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

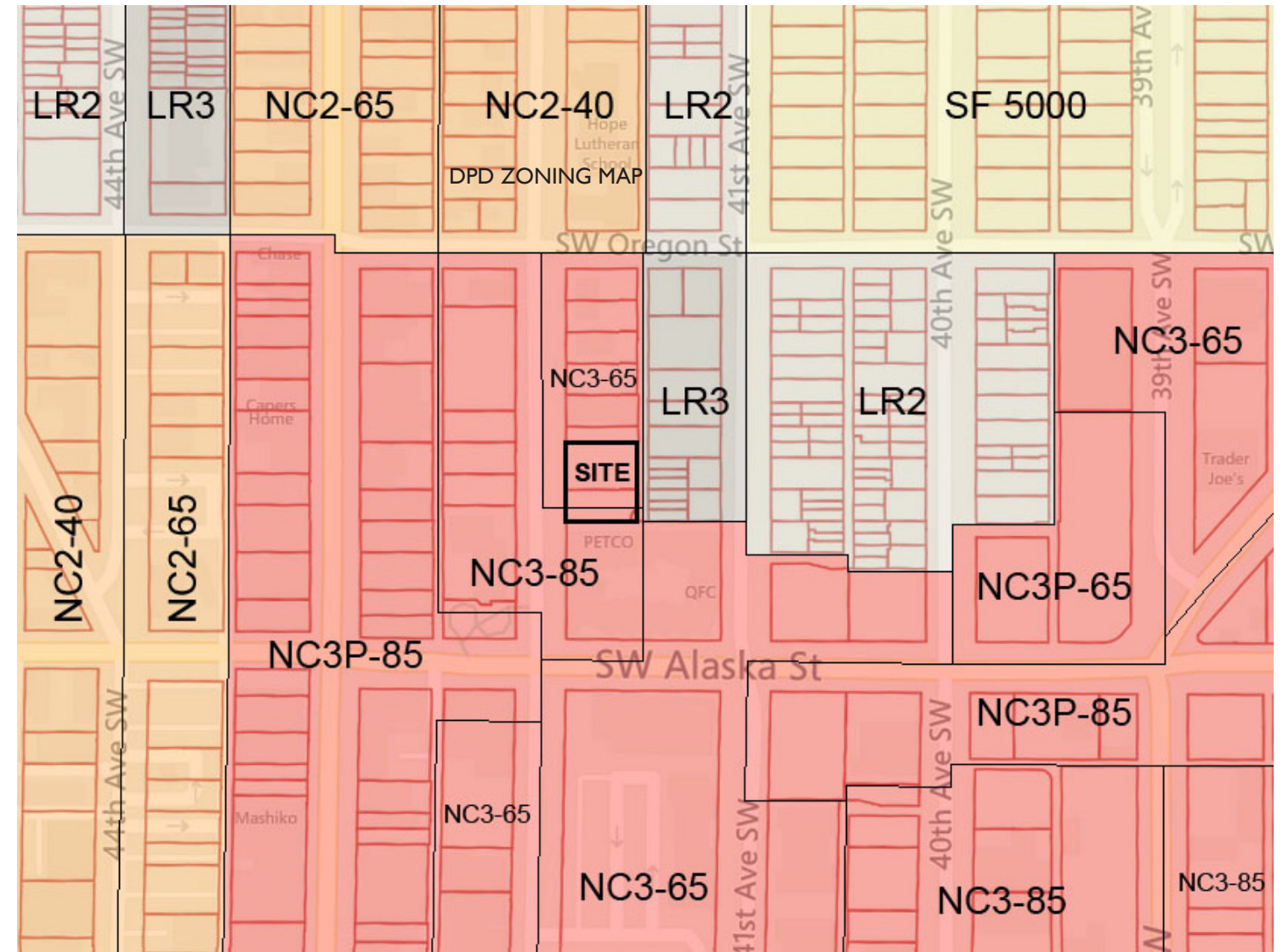
More than 51-100 units:

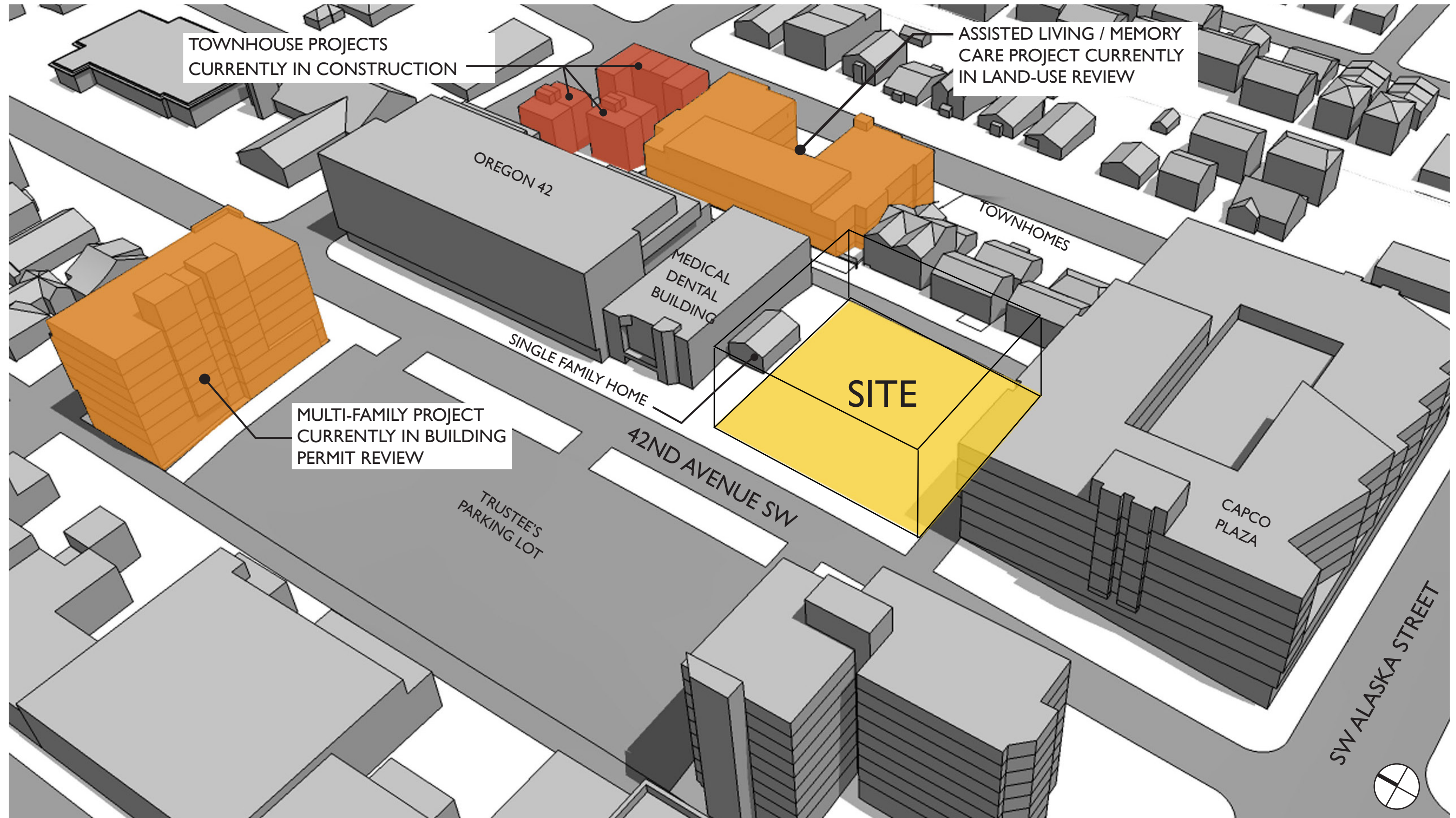
- 375 SF, plus 4 SF for each additional unit above 100
- Min. storage area may be reduced 15% if min. horizontal dimension is 20'

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.





Context

Neighborhood Buildings



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

Existing Site Plan



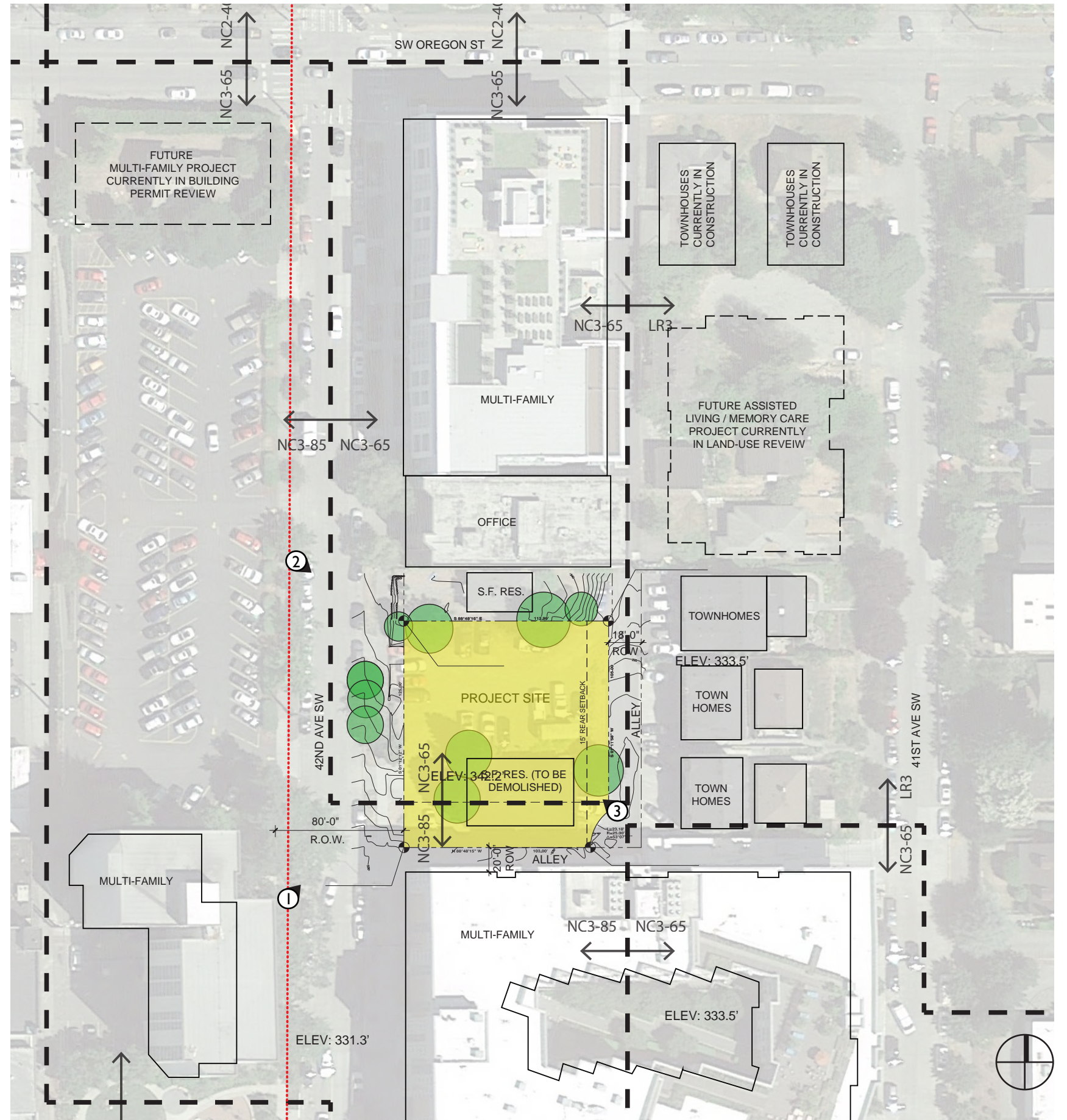
① PROJECT SITE LOOKING NORTH UP 42ND AVE. SW



② PROJECT SITE LOOKING SOUTHEAST DOWN 42ND AVE. SW



③ PROJECT SITE LOOKING NORTHWEST FROM ALLEY



Site

Adjacent Properties



4526 42ND AVENUE SW

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. It is within the NC3-65 zoning boundary with the potential to build 6 stories.



Minimal windows on the side
Setback from property line (2'-3" to 2'-9")

Service access
Utility area



4502 42ND AVENUE SW
Oregon 42 Apartments

Regularly spaced windows
Large corner windows
Building overhang
Blank wall at driveway
Intervening space



4100 42ND AVENUE SW - CAPCO PLAZA



4100 42ND AVENUE SW - SERVICE DRIVE



4100 42ND AVENUE SW - NW CORNER

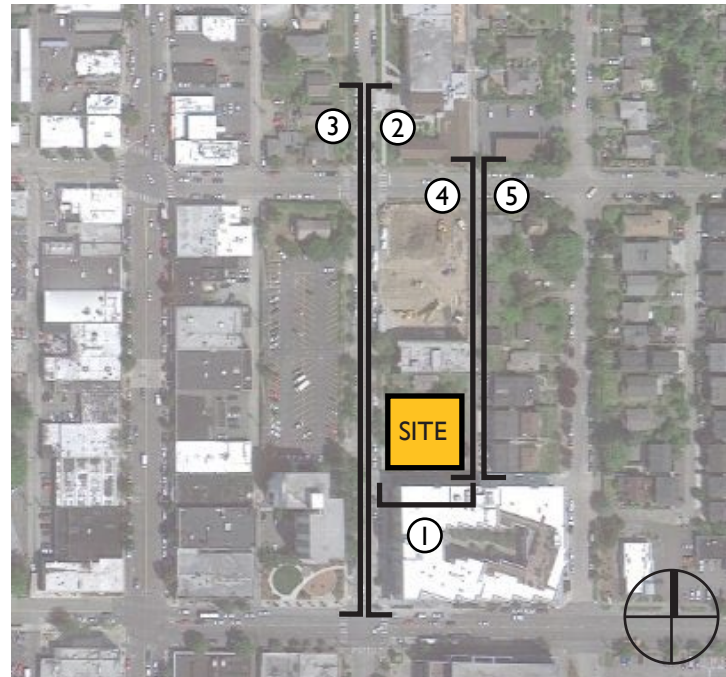


Backside of townhouses face the alley
Minimal windows
Parking in alley

TOWNHOUSES TO THE EAST ALONG ALLEY

Site

Streetscape



PROJECT SITE



① ALLEY LOOKING NORTH

PROJECT SITE



② 42ND AVE. SW LOOKING EAST



③ 42ND AVE. SW LOOKING WEST

PROJECT SITE



CONTINUED BELOW

CONTINUED FROM ABOVE



TOWNHOUSES CURRENTLY IN CONSTRUCTION

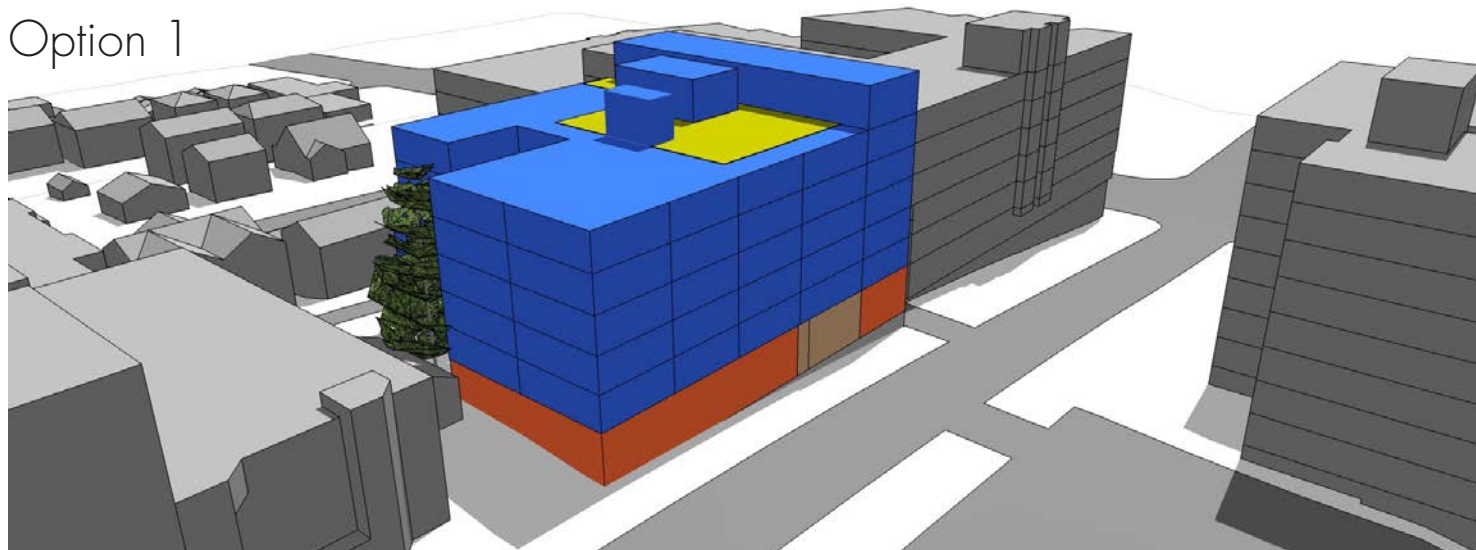
ASSISTED LIVING / MEMORY CARE PROJECT CURRENTLY IN LAND-USE REVIEW

④ ALLEY LOOKING WEST



⑤ ALLEY LOOKING EAST

Option 1



Design Option 1 Summary

Code compliant that preserves a Western red cedar tree in the north east corner of the site. The primary open space and landscape feature occurs where the tree occurs. Development capacity is forced to the 42nd Ave. SW street facade. Rear yard setbacks comply with code which creates odd terracing of the building.

Residential Units: 74 Units

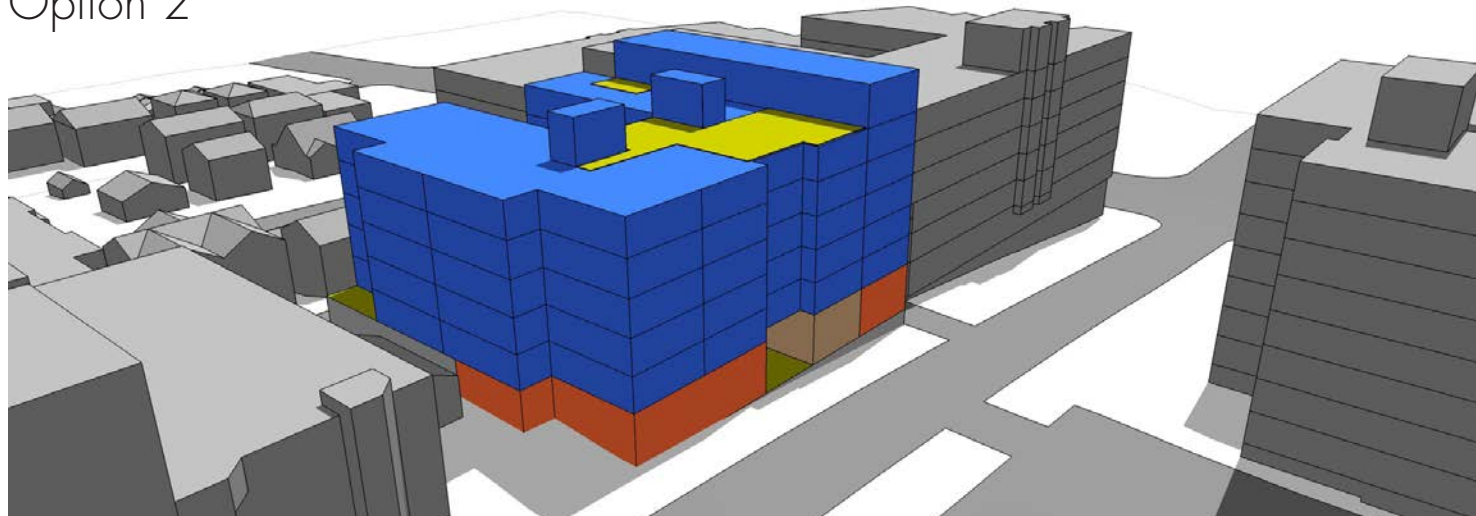
Retail / Office Area: 4,388 SF

Parking Stalls: 53 Stalls

Board Comments

- Option 1 preserved the tree and provided the required rear setback along the alley
- Provide open space on the north side of the site to help activate and enrich pedestrian experience along 42nd Ave.
- Inclined to consider departure for rear setback if tree preserved, modulation relief and attention to open spaces at east

Option 2



Design Option 2 Summary

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

Residential Units: 79 Units

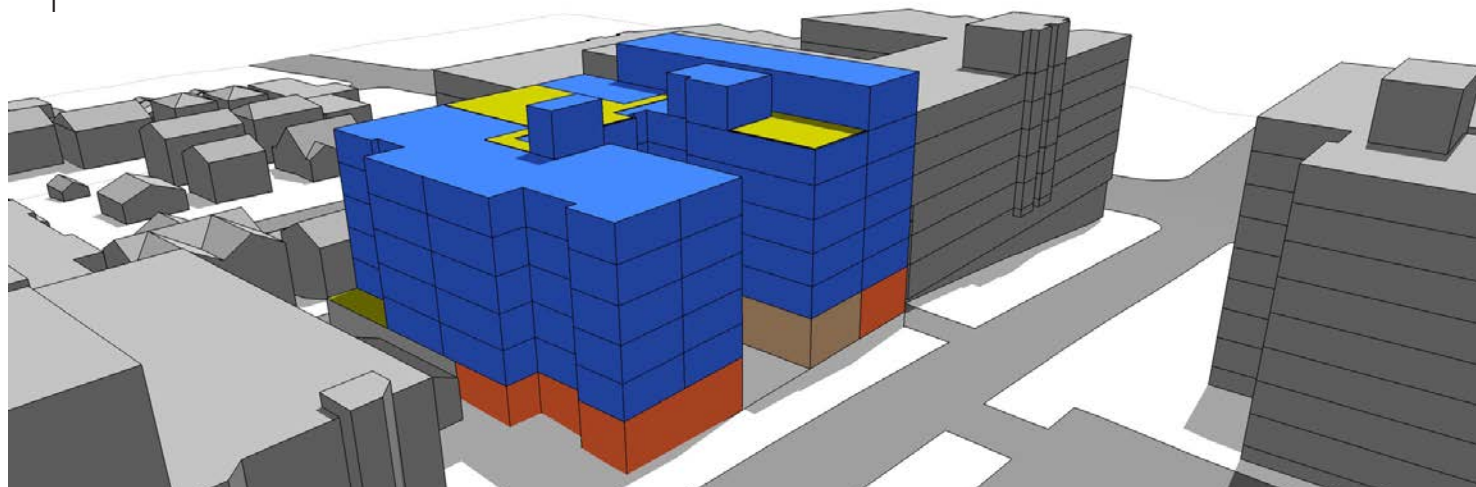
Retail / Office Area: 4,120 SF

Parking Stalls: 69 Stalls

Board Comments

- Alley-facing courtyard well perceived and welcomed relief to the Lowrise zone across alley to the east
- Appreciated notches at the NE and NW corners minimized bulk impacts on the structure to north
- Suggestion that proposed open spaces and modulation be integrated towards north and eastern edges

Option 3



Design Option 3 Summary - Preferred by Applicant

Scheme includes a landscape courtyard / open space at grade on the west facing street facade. This courtyard will tie in with the adjacent sidewalk providing a relief in the facade and direct pedestrian access to the primary building entrance. This courtyard will receive good natural sun light in the afternoon and evenings. Additional parking provided and Roof terrace has great views to downtown Seattle.

Residential Units: 84 Units

Retail / Office Area: 3,350 SF

Parking Stalls: 70 Stalls

Board Comments

- Appreciated notches at the NE and NW corners minimized bulk impacts on the structure to north
- Enhanced massing solution with main landscaped open space facing the street with direction connection to pedestrian environment
- Break in the street wall facade adds visual interest to 42nd Ave. SW
- Supportive to reinforce positive aspects of the urban street wall in relation to nearby Oregon 42 building

Comment Type A:
Setback for LR-3 Neighbors

- Orient open space towards neighbors
- Pull back massing at NE and NW corners
- Protect access to light and air for neighbors

Comment Type B:
Setback for North Property

- Orient open space towards neighbors
- Pull back massing at NE and NW corners
- Protect access to light and air for neighbors

Comment Type B:
42nd Ave SW Street Wall

- Hold street wall, courtyard to the east
- Provide facade modulation
- Continue feeling of Oregon 42

Comment Type D:
Existing Site Features

- Preserve existing tree at NE corner
- Provide mid-block connection along North side of side due to heavy pedestrian traffic

Massing Explained

Comment Type A:
Setback for LR-3 Neighbors

- Courtyard to the East
- Massing Relief for Neighbors

Comment Type B:
Setback for North Property

- Orient open space towards neighbors
- Pull back massing at NE and NW corners
- Protect access to light and air for neighbors

Comment Type C:
42nd Ave SW Street Wall

- Face street, courtyard in back
- Provide facade modulation
- Continue feeling of Oregon 42

Comment Type D:
Existing Site Features

- Preserve tree
- Provide mid-block connection for heavy pedestrian traffic

Relinquished Building Opportunity Exhibit

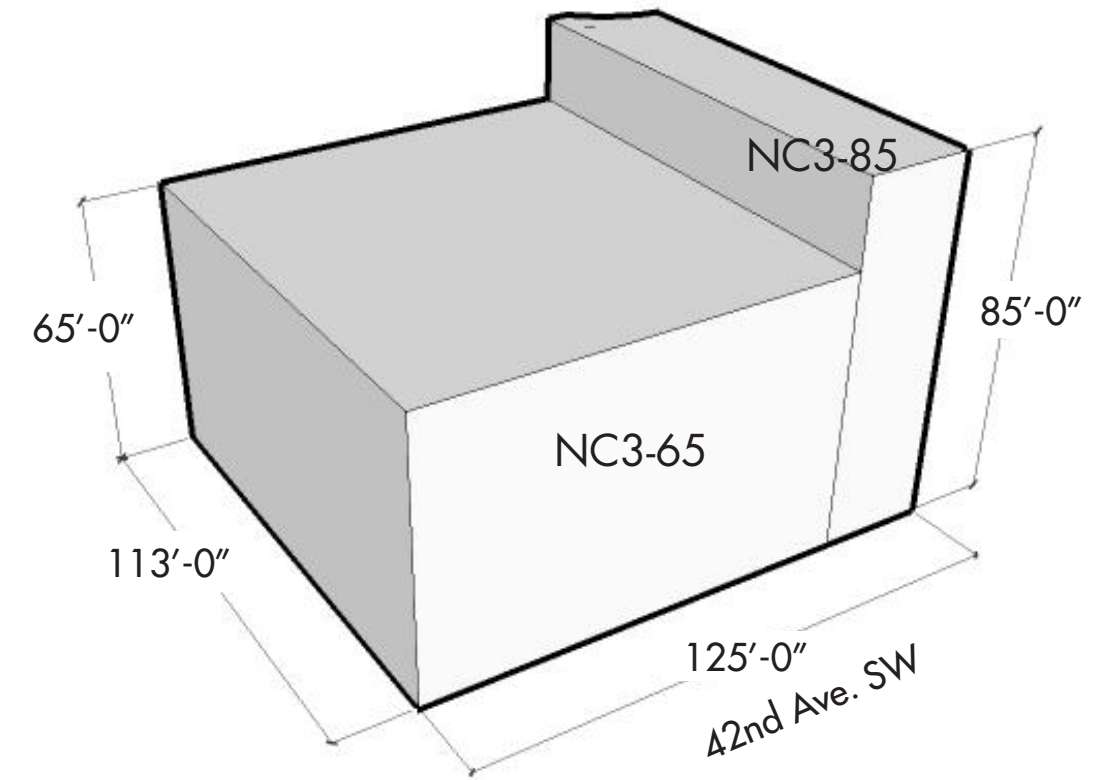
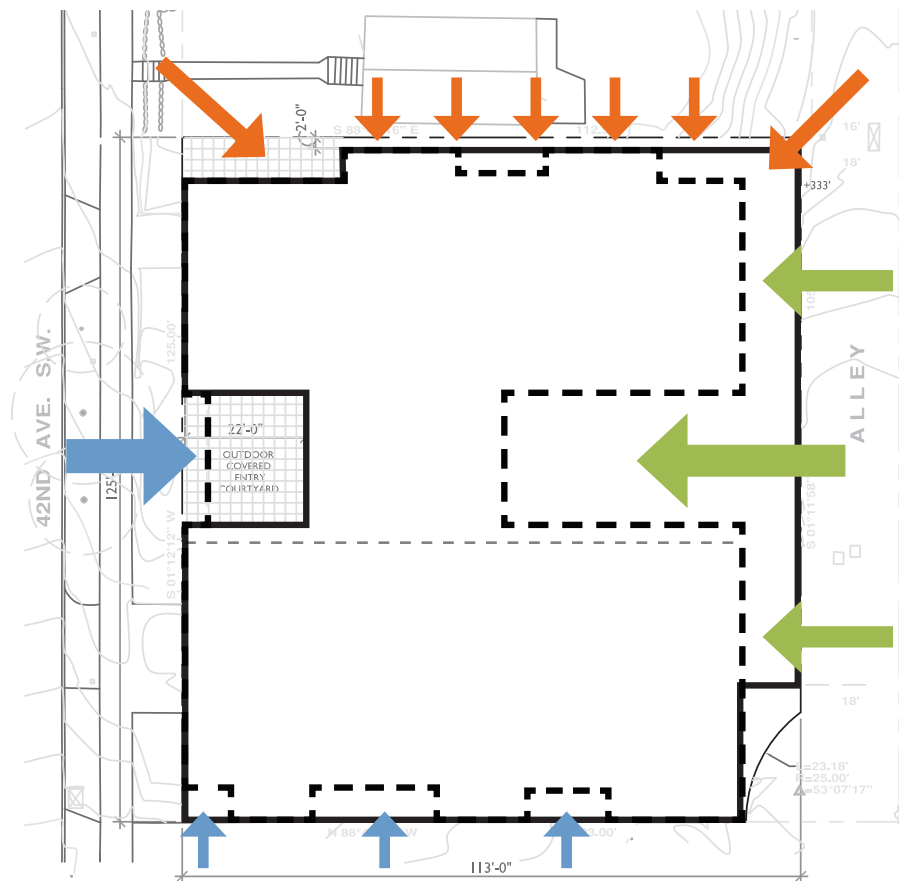
Previous board comments encouraged the investigation of a building massing that pulled away from adjacent neighboring properties, considered future development, and complied with the design guidelines.

The preferred massing option benefits the adjacent LR zoned neighborhood to the east with code compliant setbacks and an east facing courtyard that pulls the massing back even more.

The property to the north is addressed with a setback the length of the property for relief and the removal of the northwest corner to allow light into the property.

An entry court off of 42nd Avenue creates a clear and visible building entry, provides a threshold for public/private activities, and breaks up the massing along the block's 42nd Avenue street wall.

The public street life is enhanced with continuous canopies and retail along the street.

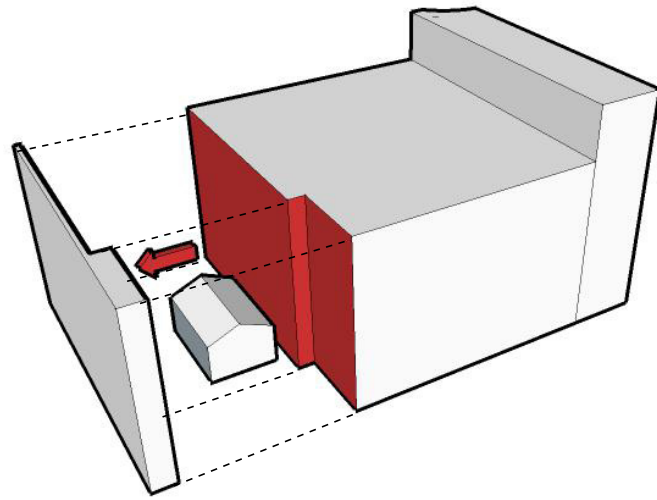


Baseline Allowable Massing

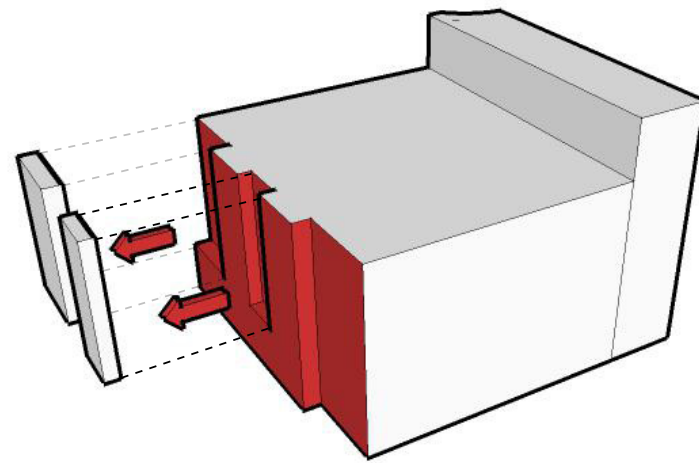
Demonstrates the full extent of buildable opportunity per the zoning code.

Massing Moves Made

1. NW Corner Removed & Building Setback
2. Two Setbacks on North Facade
3. Inset Entry Courtyard on West Facade
4. Facade Modulation on West Facade
5. Inset for Major Courtyard on East Facade
6. Two Setback on East Facade for Required Setback
7. Unused Height in NC3-85 Zone
8. Three Setbacks on South Facade

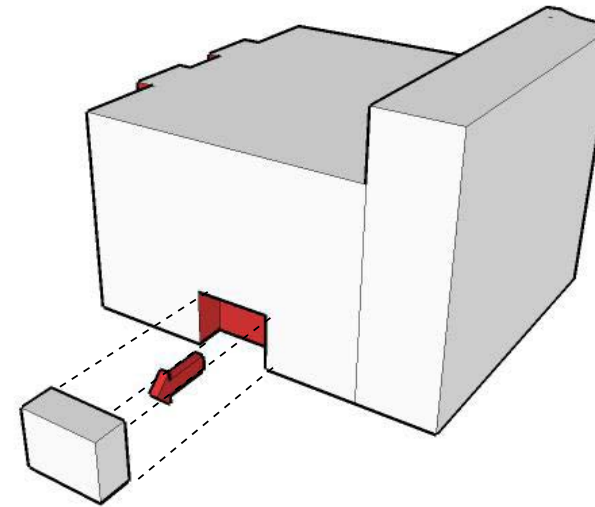


1. NW Corner Removed & Building Setback

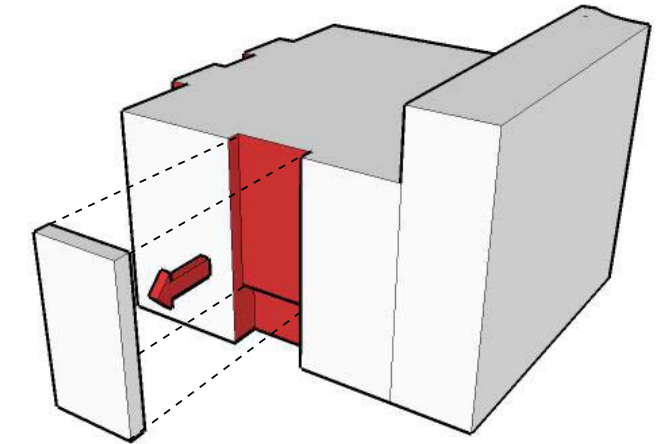


2. Two setbacks on North facade

Setback for North Property

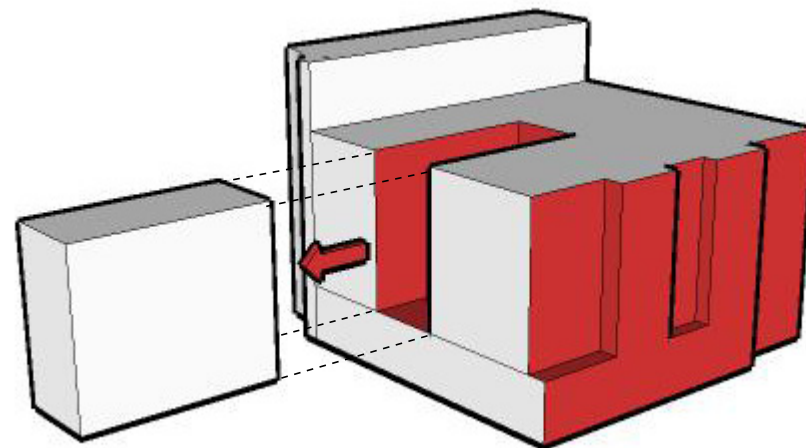


3. Inset Entry Courtyard on West Facade



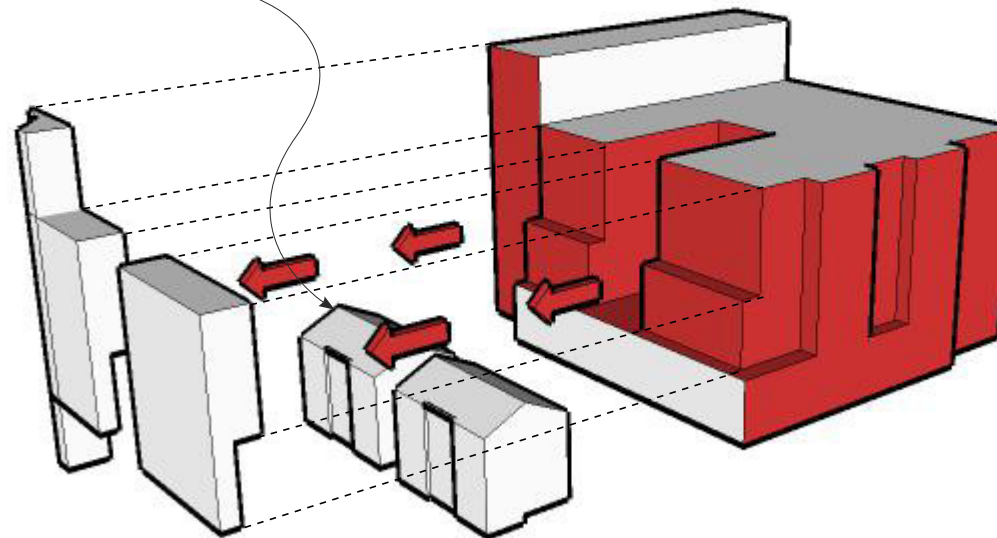
4. Facade Modulation on West Facade

42nd Ave SW Street Wall

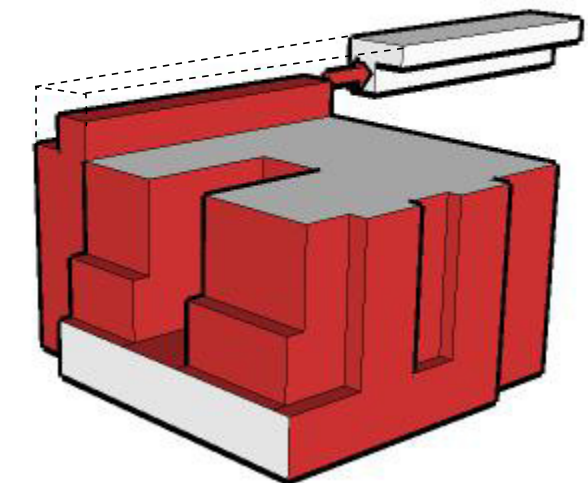


5. East Courtyard

Neighboring Townhomes

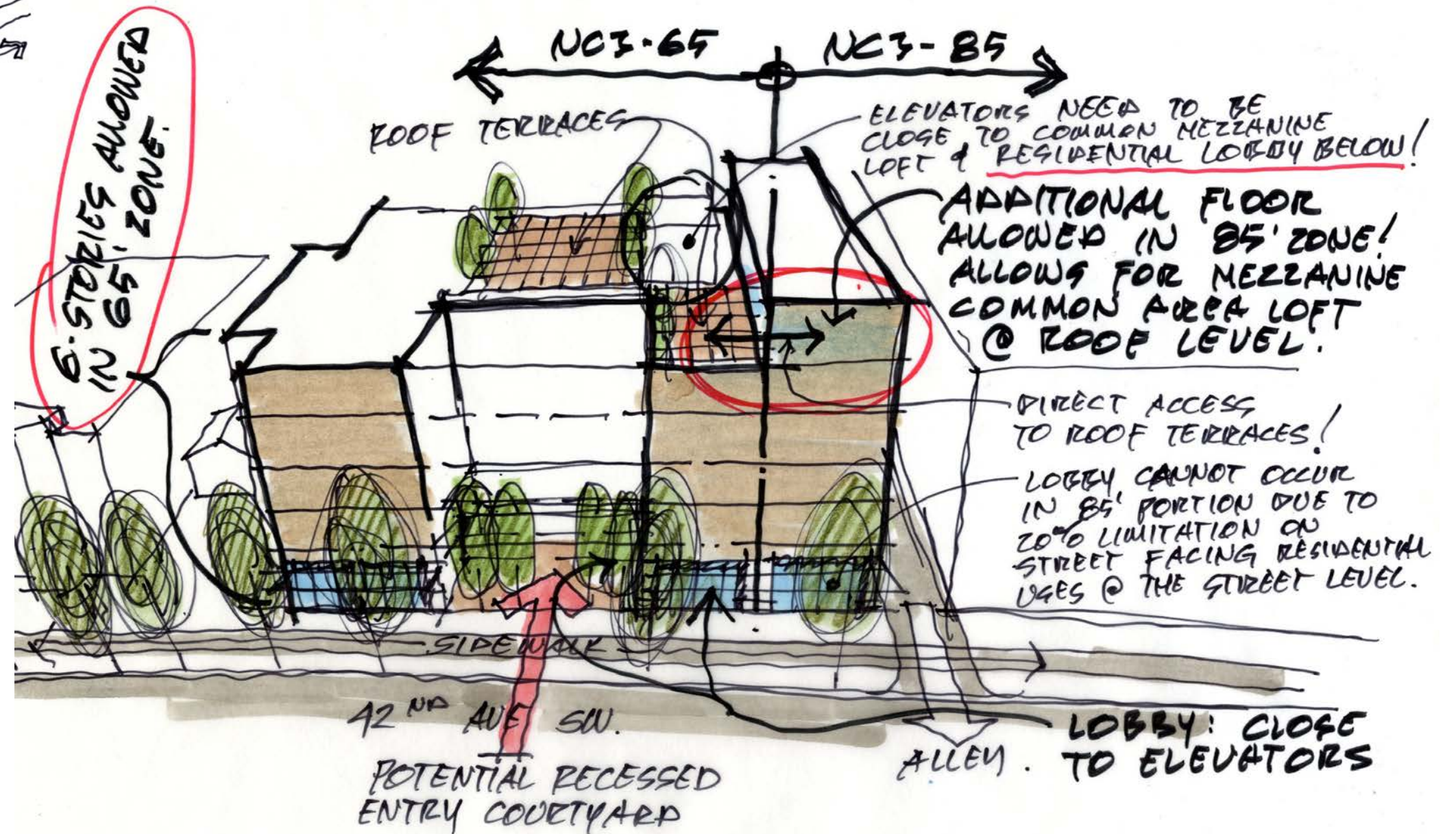
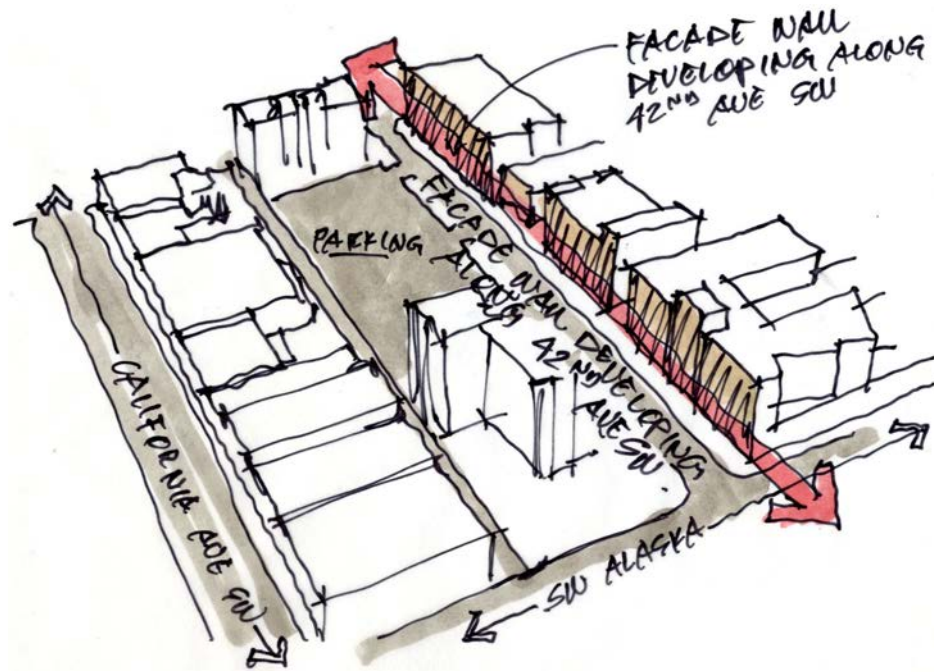


6. East Terraces



7. Unused Height in NC-85 Zone

Setback for LR-3 Neighbors



Concept:

Residential units are surrounded by a field of terraces and outdoor spaces across three levels. A central courtyard creates a destination for gathering.



PL3



PL2



CS1



DC3



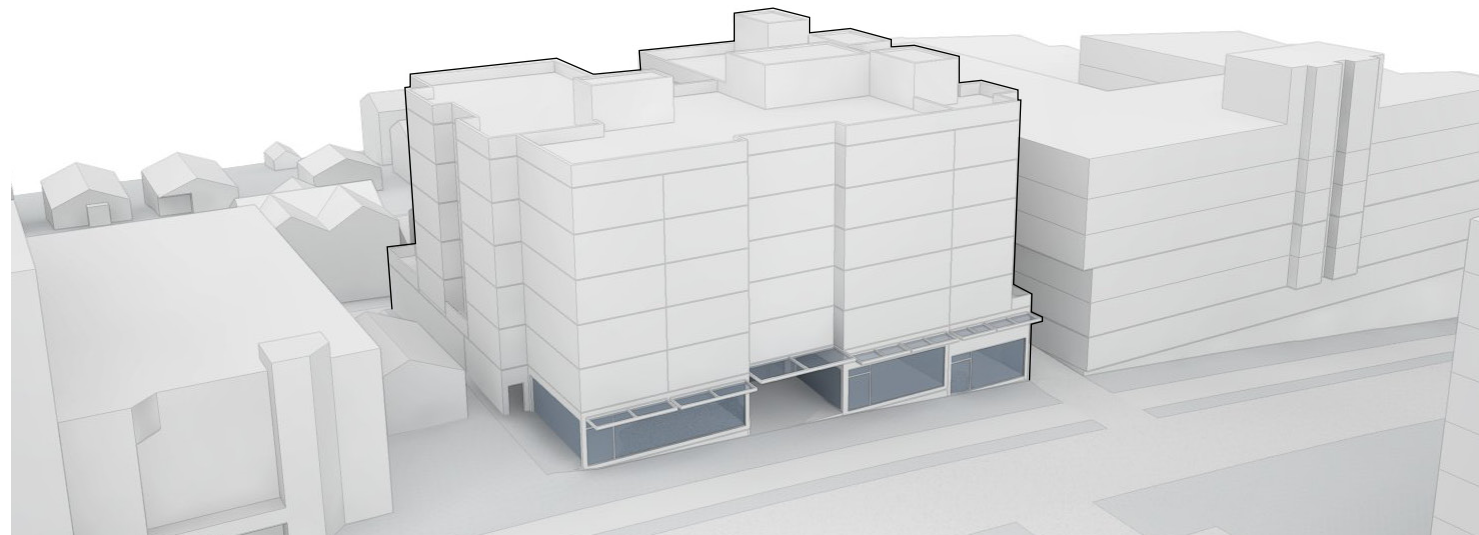
DC2

EDG #2 - Preferred Option

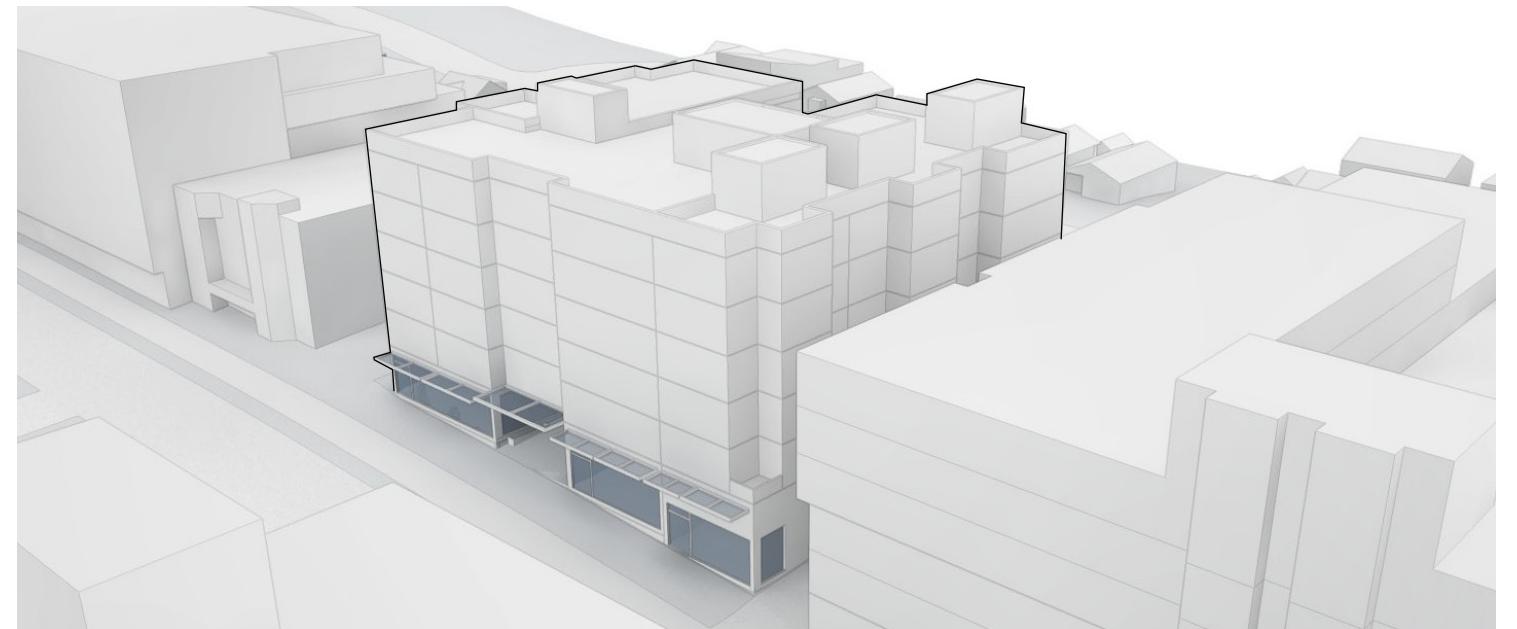
Masing Perspectives

This scheme meets or exceeds all setback minimums.

- The north foundation wall is pulled away from the adjacent lot by 2' along the entire property line.
- The northwest corner is pulled back 8'-0" to provide light and air to the adjacent northern property.
- The west facade fronts 42nd Ave. SW while enhancing the pedestrian experience with overhead weather protection, a covered entry courtyard and contextual materials.
- The eastern facade is setback twice creating two levels of terraces. The setbacks are 15'-0" and 21'-0" from the alley center line.
- A generously deep courtyard on the eastern edge allows additional relief for the adjacent LR-3 neighborhood.



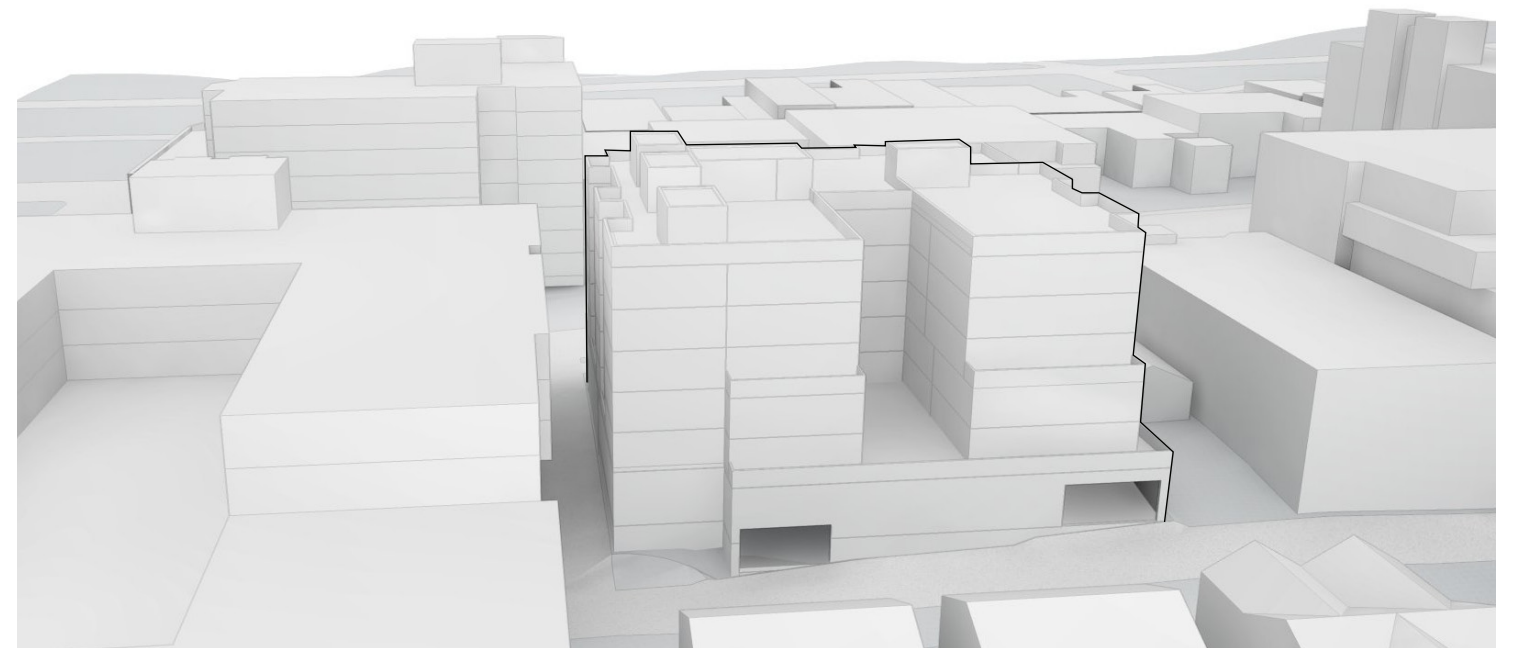
Northwest Corner - 42nd Ave. SW



Southwest Corner - 42nd Ave. SW



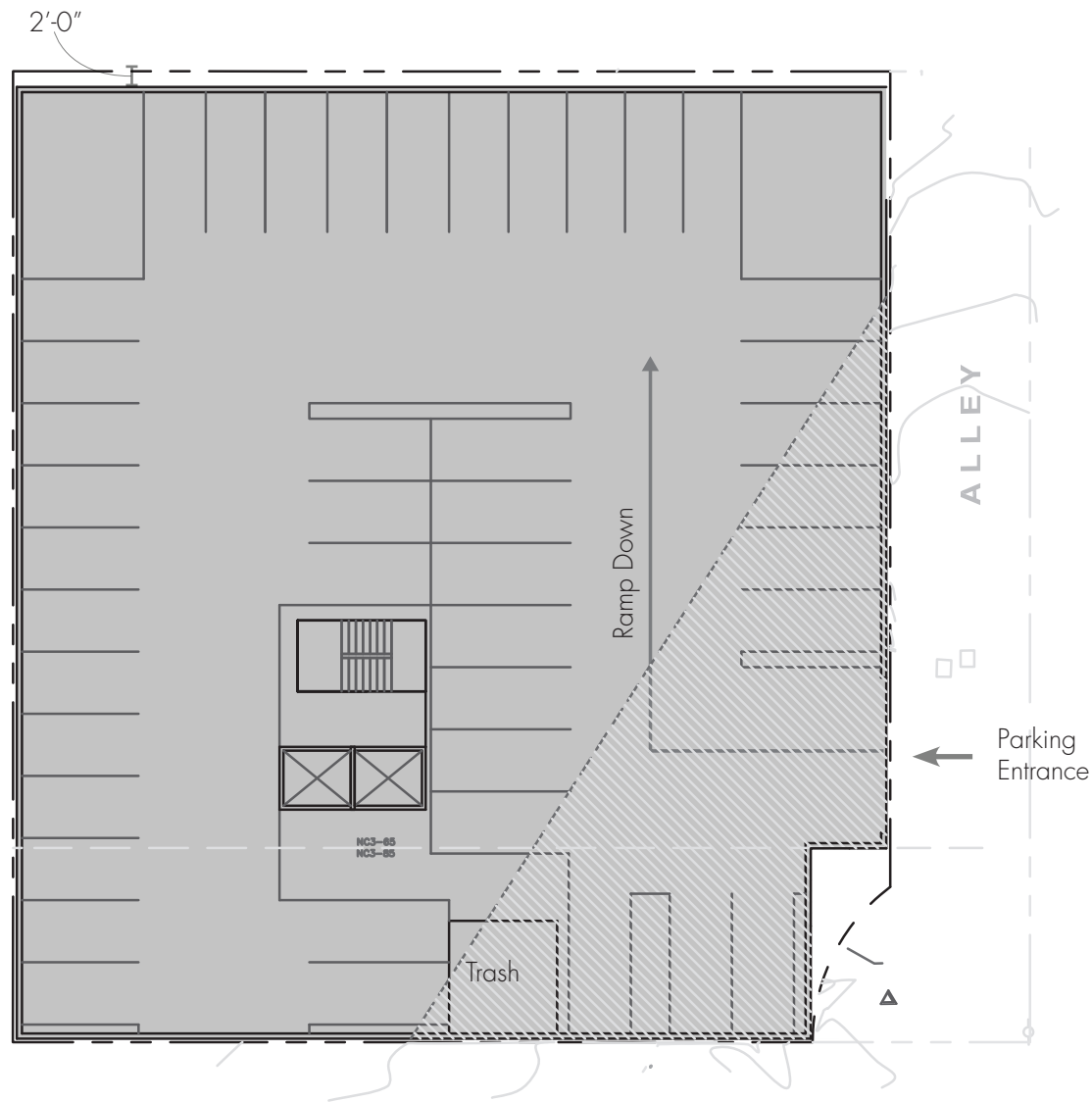
Northeast Corner - Alley



Northwest Corner - Alley

EDG #2 - Preferred Option

Plans - Ground Levels



Parking Level

43 Parking Stalls



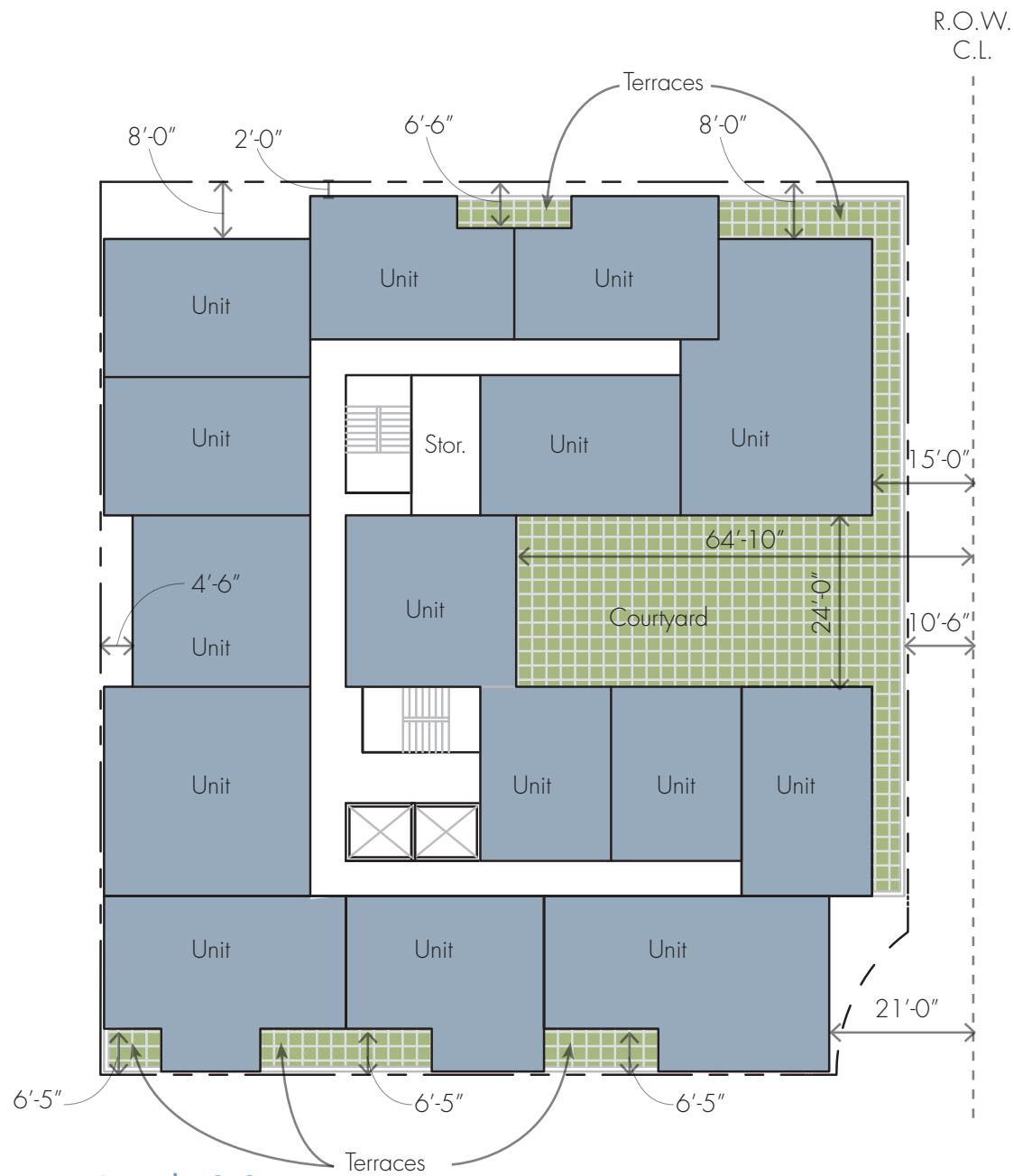
Ground Level

23 Parking Stalls

Total Parking Stalls in Project: 66 Stalls

EDG #2 - Preferred Option

Plans - Upper Levels



Levels 2-3
Level 2: Terrace Level



Levels 4-6
Level 4: Terrace Level
Level 6: Includes Amenity Space

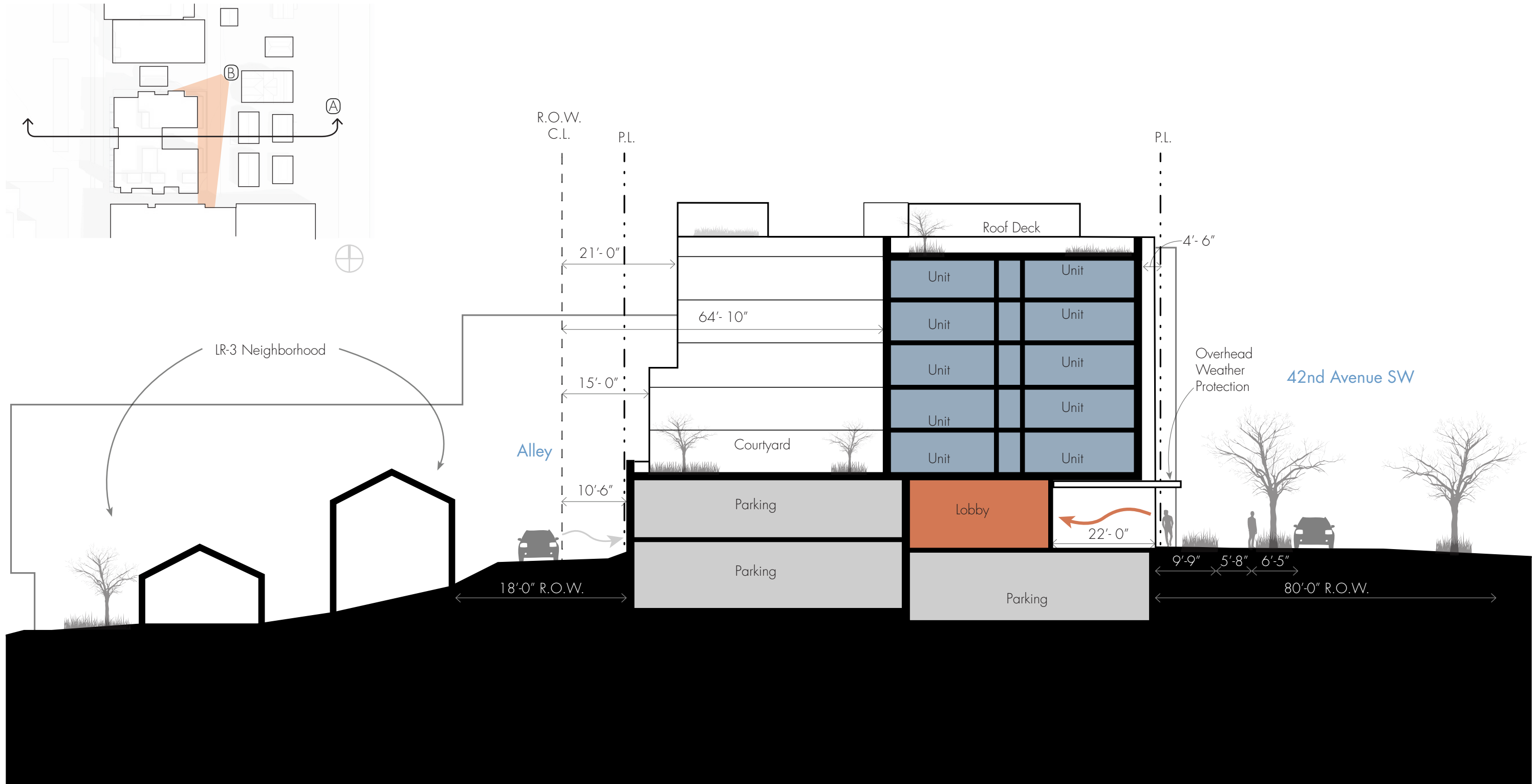


Roof Level

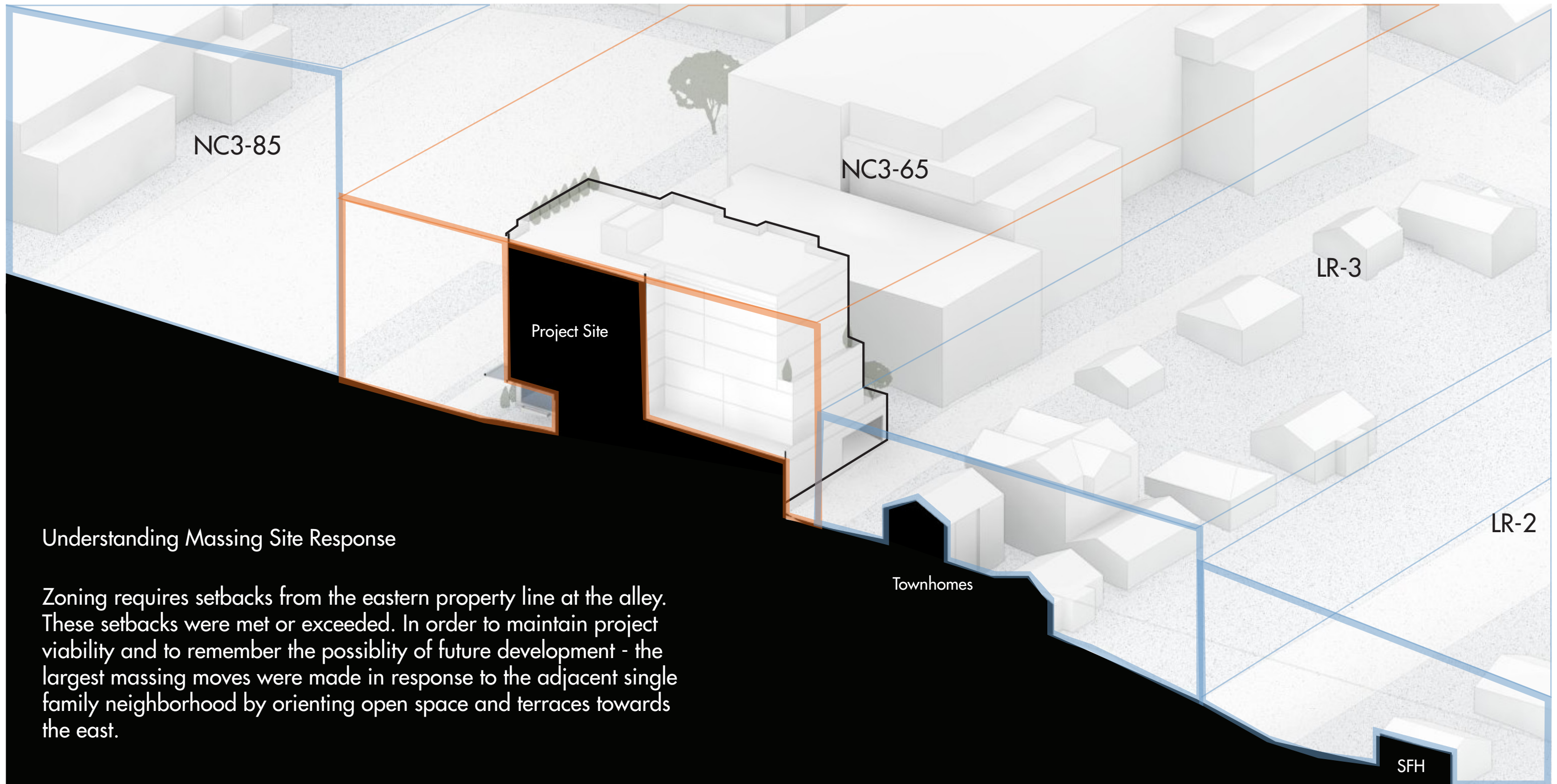


EDG #2 - Preferred Option

Building Section



DC1.A DC2.A DC3



Understanding Massing Site Response

Zoning requires setbacks from the eastern property line at the alley. These setbacks were met or exceeded. In order to maintain project viability and to remember the possibility of future development - the largest massing moves were made in response to the adjacent single family neighborhood by orienting open space and terraces towards the east.



EDG #2 - Preferred Option

Oregon 42 Streetlife

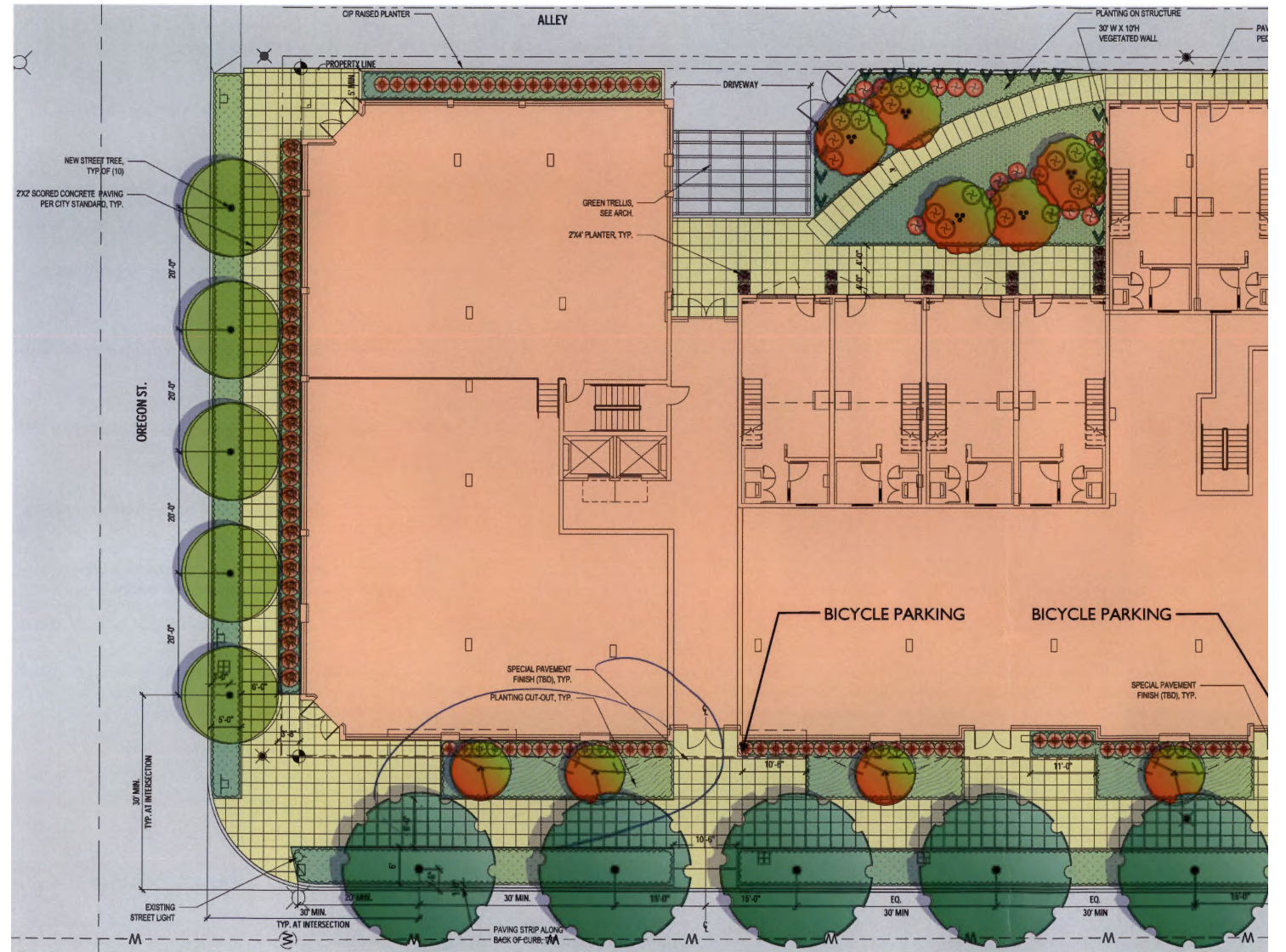


Defining Streetlife

Oregon 42 Apartments occupies the corner of Oregon St. and 42nd Ave. SW. The building's massing and street character will be used as a contextual precedent per the board's comments.

The proposed preferred scheme will continue the languages of entries with overhead weather protection, lively signage, balconies providing eyes-on-the street, staggered planting strips, and street trees that take advantage of the properties large right-of-way setback.

An inset entry courtyard will add character while providing wayfinding and a place to pause midway through the block. The material palette will diverge from the Oregon 42 electric colors in favor of more contextual materials, such as brick, that are reminiscent of Old West Seattle.



EDG #2 - Preferred Option

Landscape Plan - Ground Level



-  CS1
-  PL2
-  DC2.C
-  DC3



to north, Oregon+42nd transitions residential to retail, with 6' sidewalk



to south, transitions from retail to residential with 6' sidewalk

STREETSCAPE



- CS1
- PL2
- DC2.C
- DC3

0 16 32 ^ N

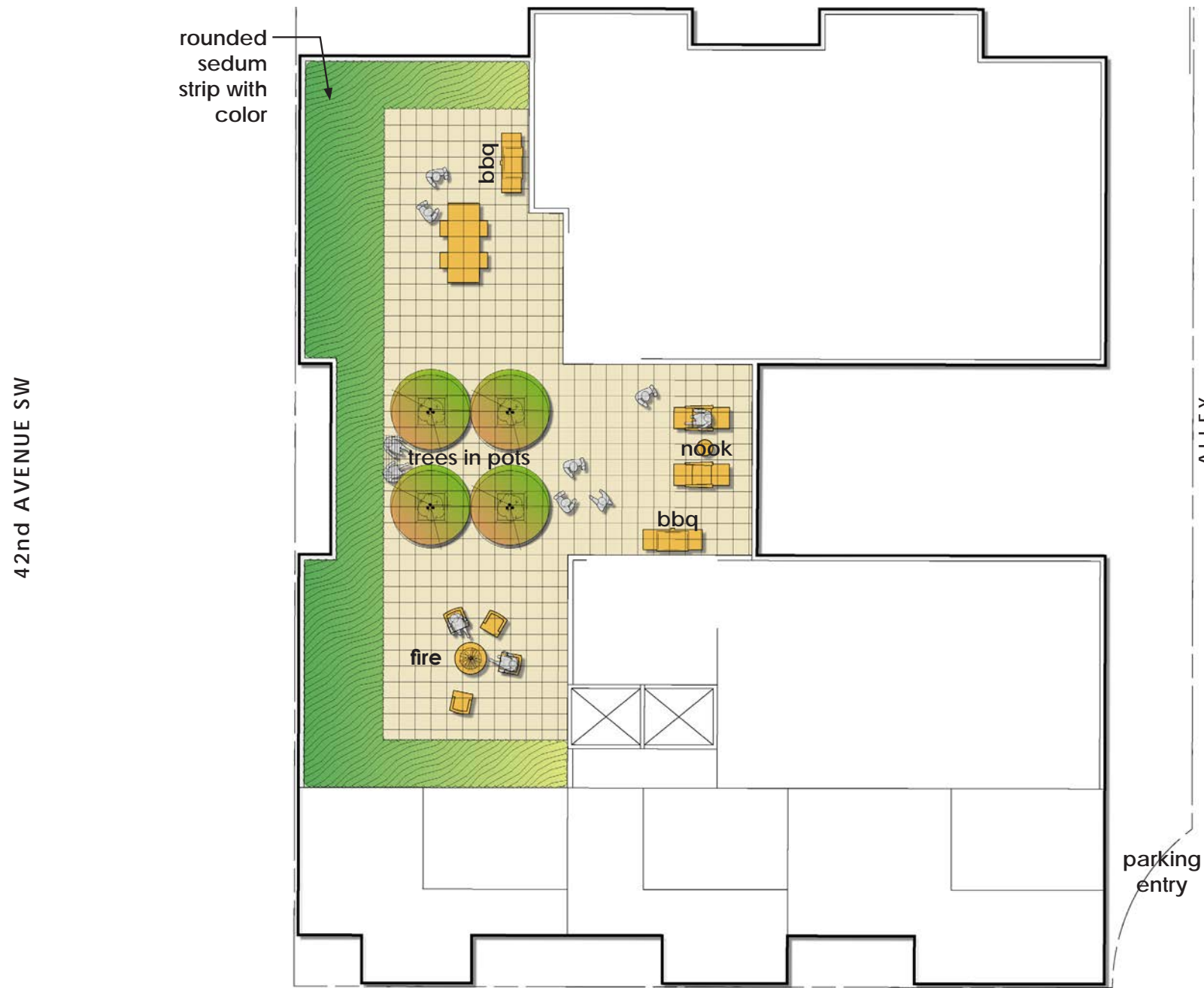


Trees in raised central planter on podium with privacy screens at units



Trees in mounded central planter on podium

PODIUM



PL1

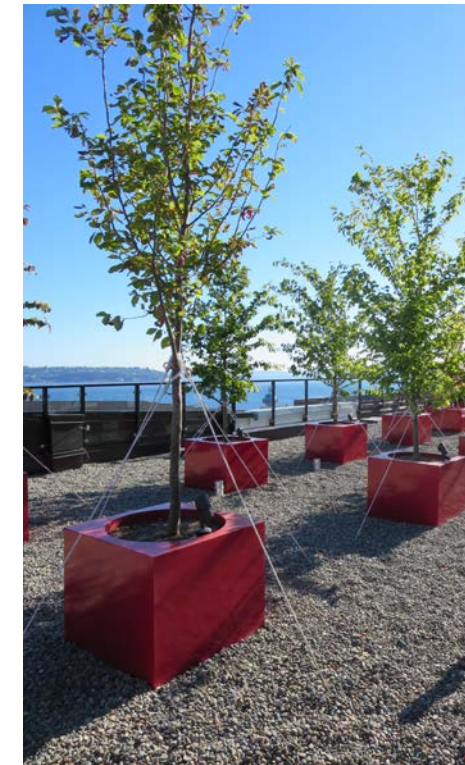


DC2.C

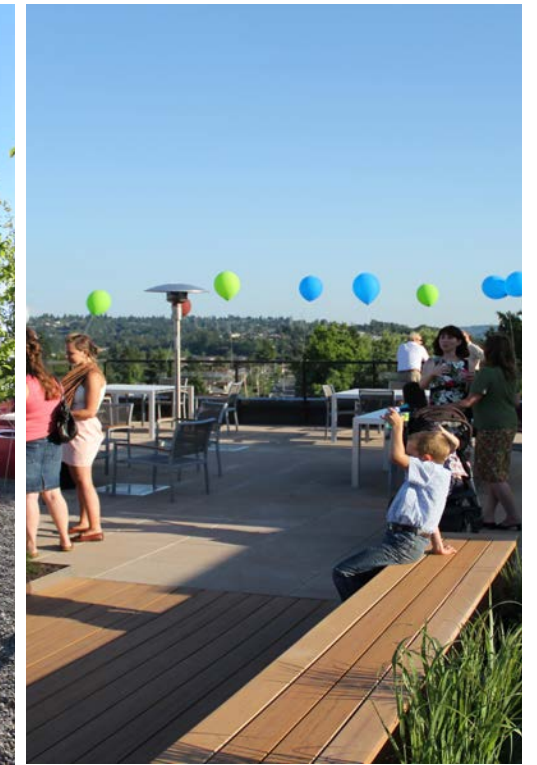


DC3

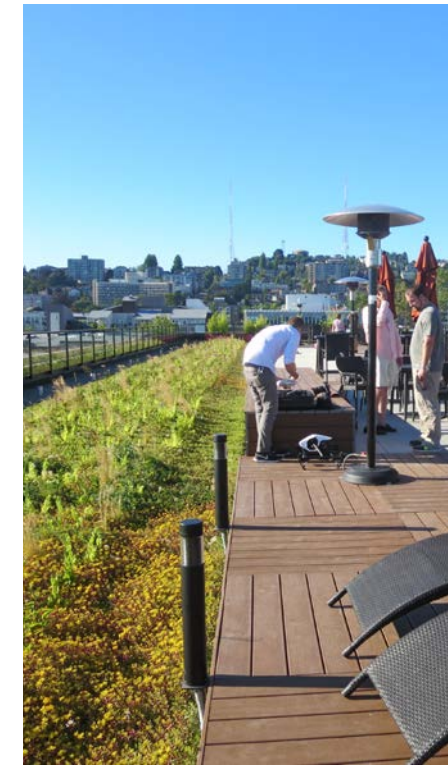
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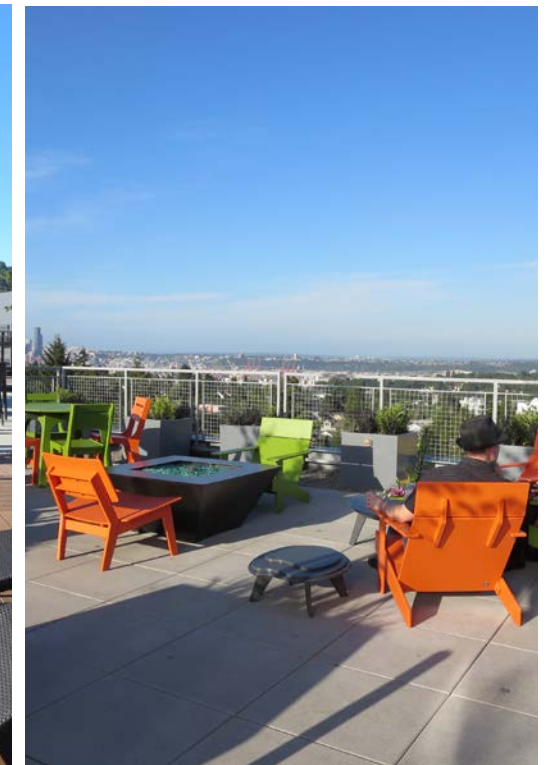
fun pots



bench edge



rounded sedum strip with color



informal fire

ROOF

Appendix

Material Concept

Fine Grain at Terraces

The building concept creates a variety of terraces, or moments where the user is able to experience the building close up. Materials at this terrace experience should be tactile, human scale, and fine grain.

Visual Delight on Street

42nd Street's facade material should articulate at least one of the following: texture, pattern, color, or scale in a vibrant manner that remains contextual.

Tall Strong Base

Speaks to the two-story historic buildings on adjacent California Avenue with a defined, heavy base material that enhances the pedestrian experience.

Clean Lines as a Backdrop

Walls that are less accessible to the eye should be finished in tones compliment Classic West Seattle.

Color Intention: Classic West Seattle

- Clean Lines
- Natural Tones
- Darker Window Frames for Historic Appearance



Tree Study - Not An Option

In an effort to preserve the existing western red cedar at the north end of the site, a thorough study was done to maximize the building opportunity and evaluate the impact on the program, the public and tree throughout the life time of the building.

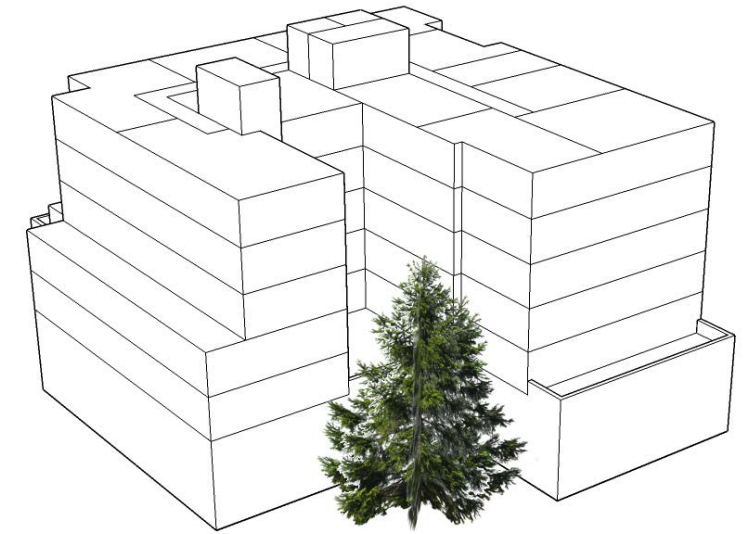
It was determined through three comprehensive reports by professional arborists that the tree does not meet DPD's definition of an "exceptional tree".

(Please see the adjacent page for those reports.)

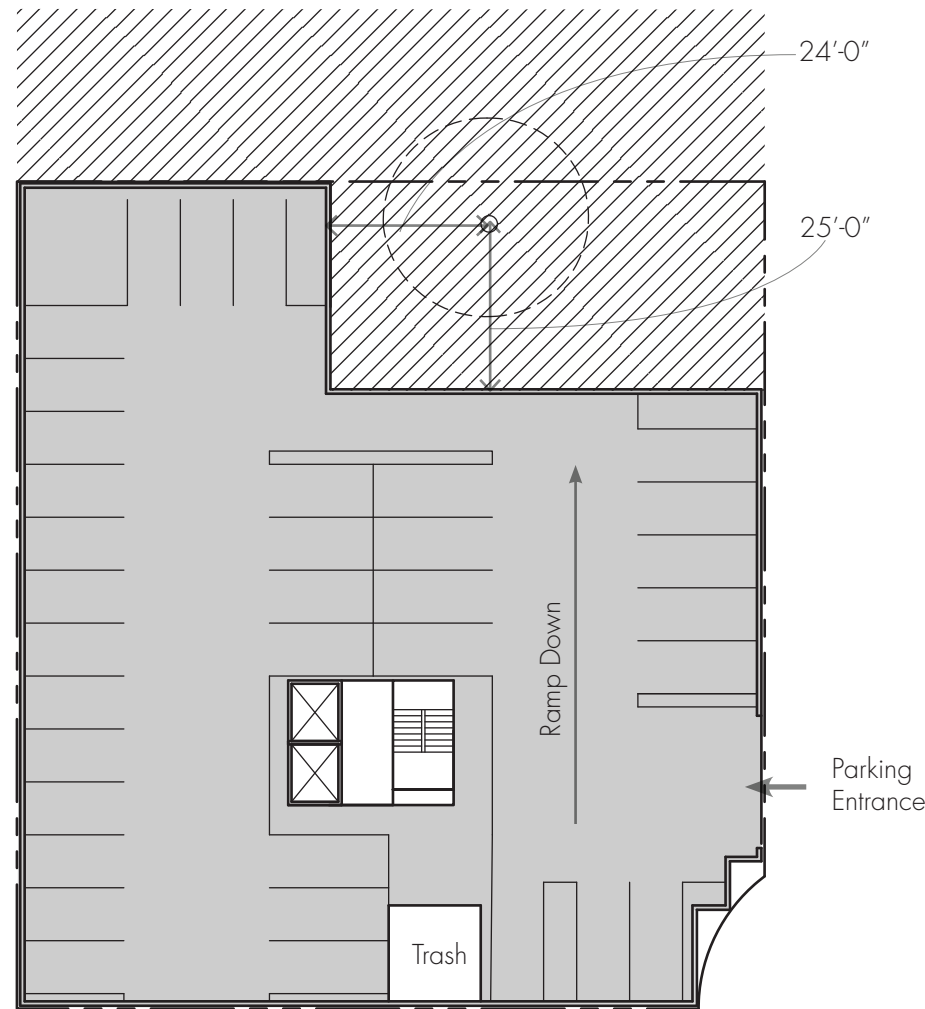
Also, in order for the tree to survive a "tree protection area" was prescribed that would require the northern lot to remain undeveloped and for a substantial portion of the northeastern corner to be removed from the building.

Effects of Preserving Tree:

- Loss of 16 parking stalls
- Loss of feasible unit type mix
- Mass encroaches on Eastern single family homes
- Mass blocks access to light for Northern single family home
- No public benefit to the street life of 42nd Ave. SW
- Awkward parking layout with unfeasible parking entrances that do not take advantage of topography due to the loss of access at northeast corner
- Difficult unit layout with wasted space and smaller units
- Difficult to design for much needed 2-bedroom units
- Loss of nearly 9,000 square feet of rentable area compared to preferred option
- Uses only 83.9% FAR compared to preferred options use of 97% FAR
- Loss of Retail & Lobby square footage
- Loss of space for covered and secure bicycle parking in garage

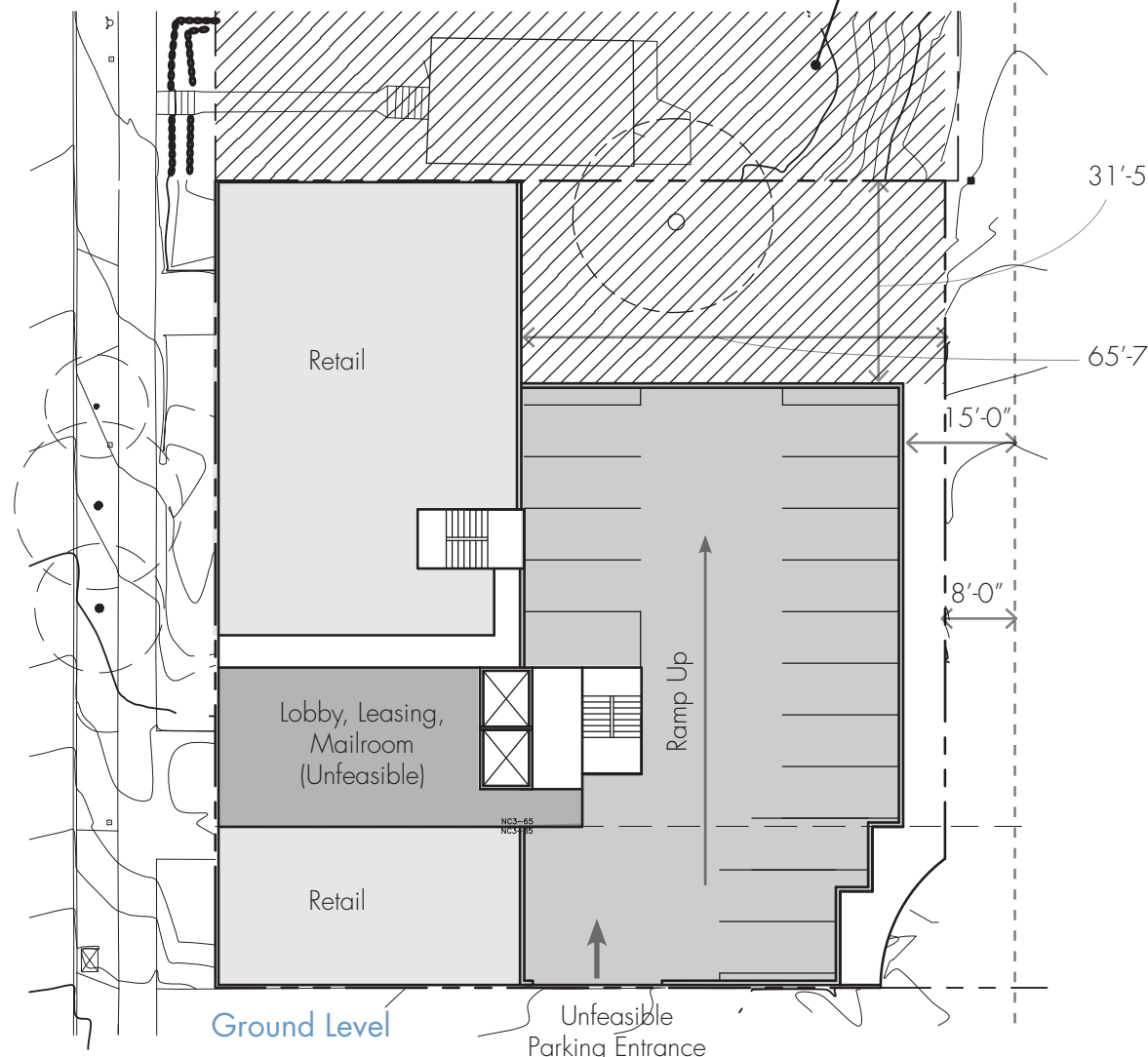


Hatch Indicates Tree Protection Area
Per Arborist Report: "If the north adjacent property is developed it's not likely the tree will survive."



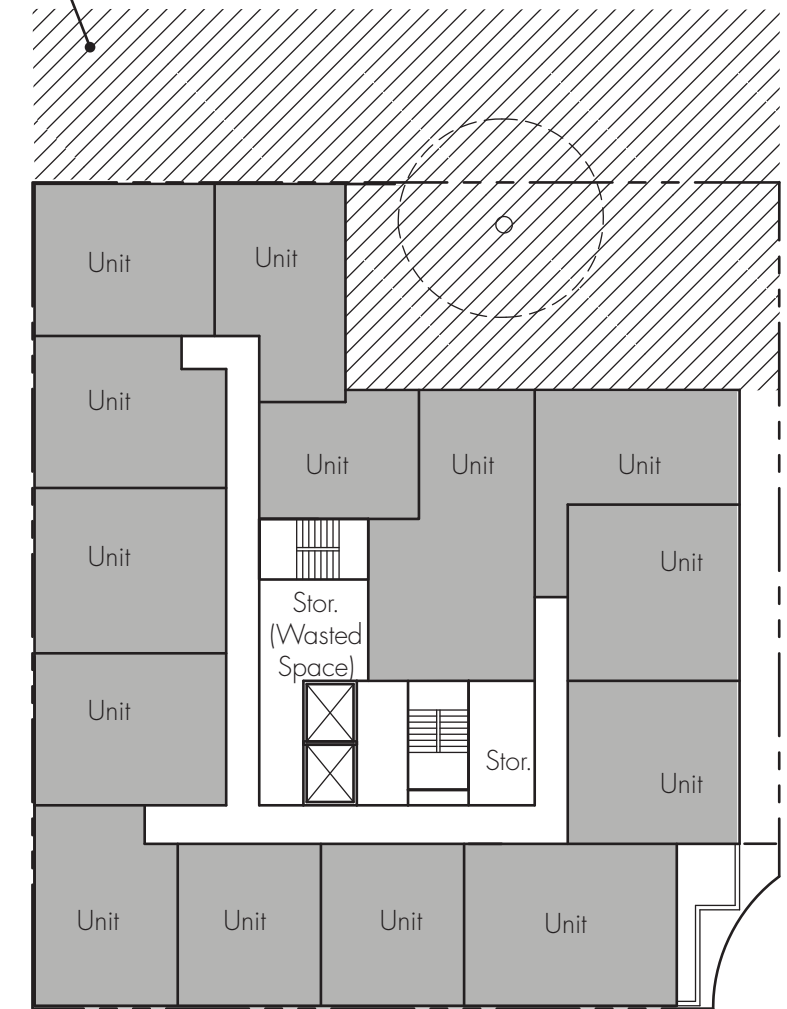
Parking Level

Provides 35 Stalls



Ground Level

Provides 15 Stalls
Total Parking Stalls Lost: 16 Stalls



Residential Level, Typical

Provides 15 Small Units Per Floor
Loss of Ability to Vary Unit Types (i.e. 2 Bedrooms, 1 Bedrooms)

Arborist Reports

The following arborist reports were obtained in order to understand the health, size, and requirements for survival of the Western red cedar tree located at the north property line. Three (3) separate investigations were completed and it was determined that the tree is not exceptional. It was also determined that if the tree at the northeastern corner of the site was preserved, a substantial amount of protection area would be required in order for the tree to survive. This area would include area of the adjacent northern lot meaning for the tree to survive that lot would need to remain undeveloped in the future.

The following reports conclude that the Western red cedar at the north property line does not meet the definition of "Exceptional Tree". To be preserved the tree would require a substantial portion of the northern lot to remain undeveloped.

Header box for Tina Cohen, Certified Arborist, Northwest Arborvitae, 8318 26th Ave NW, Seattle, WA 98117. Includes contact info: phone 206-789-3283, http://tinacohen.com/, email tina@tinacohen.com.

Tree Risk Assessment of a Western Red Cedar at 4532 42nd Avenue SW, Seattle, WA Gilles Consulting August 16, 2015 Page 3 of 9



Project No. TS - 4802

August 12, 2015

To: Milo Braseth, Braseth Construction
From: Tina Cohen, Certified Arborist
Site: Proposed development, 4532 - 4536 42nd Ave SW, Seattle 98116
Site visit: August 11, 2015

Arborist Services: Western Red Cedar Status & Tree Protection Zone

Dear Mr. Braseth: We met on August 11th to measure a Western red cedar, Thuja plicata, located near the north property line of your property. The goal was to determine if the cedar is within the threshold of Exceptional status per the DPD Directors Rule 16-2008. This letter also includes the dimensions of the Tree Protection Zone, where there can be no disturbance or construction activities including grading.

DPD Status I measured and marked the trunk at 4.5 feet high on the lowest and highest sides of the trunk, then divided the distance between the two points. The trunk diameter at that mid-point was 29.7 inches. Therefore on August 11th the tree does not meet the 30-inch threshold that defines Exceptional for this species. Obviously this is very close and DPD will make the final determination.

Canopy Drip Line The radius of the edge of the canopy (known as drip line) is one rule of thumb for determining where the roots can be found. With conifers the roots may extend double this distance. In this situation the tree has been pruned, so the current dripline isn't a fair representation of the location of the roots. On August 11th, the drip line radii measured from center of the trunk were as follows: North = 15 feet, South = 15 feet, East = 16 feet, West = 16 feet

Tree Protection Zone, TPZ The purpose of establishing a Tree Protection Zone is to prevent injury to the canopy and to save as many roots as possible. The roots are not located in a symmetric pattern. On this site, cars have been parking beneath the canopy on the south side of the trunk since 2008. This has compacted the soil and restricted the roots. The excellent density and vigor of the canopy suggests the favorable root zone is to the north, where there is open space (lawn) and possibly a sewer line where the roots can exploit water and nutrients. Cedars are very sensitive to reduction in water, so if the north adjacent property is developed it's not likely the tree will survive. However their project arborist will need to determine the outcome and TPZ on that site.

The building height and excavated parking area were factors in determining the TPZ. It must be large enough to protect the canopy and provide space for the roots. The TPZ's undisturbed area beyond the



EXECUTIVE SUMMARY

It is my judgment that while large and healthy, the subject tree does not meet the size threshold for an Exceptional Tree at this time. In order to retain the tree the Tree Protection Fences delineating the Tree Protection Zone would need to be substantial.

ASSIGNMENT

Milo Braseth, of Braseth Construction, contracted with Gilles Consulting to evaluate a large Cedar Tree at 4532 42nd Avenue SW in Seattle, Washington. The property is being re-developed and the City of Seattle requires an analysis of the tree as part of the permit process. Specifically Mr. Braseth requested that I evaluate the tree to determine its general health, whether or not the tree meets the requirements for an Exceptional Tree, and, if the tree is to be retained, what the Tree Protection Zone will need to be.

METHODOLOGY

To evaluate the tree for risk, as well as to prepare this report, I drew upon my 30+ years of experience in the field of arboriculture and my formal education in natural resources management, dendrology, forest ecology, plant identification, and plant physiology. I followed the protocol of the International Society of Arboriculture (ISA) for tree risk assessment. Published in 2011, the Best Management Practices, Tree Risk Assessment, ANSNI A300 Part 9 was developed to aid in the interpretation of professional standards and guide work practices based upon current science and technology. Using this process, now called the Tree Risk Assessment Qualification, or TRAQ for short, I performed a Level Two assessment which included looking at the overall health of the tree as well as the site conditions. This is a scientifically based process to look at the entire site, surrounding land and soil, as well as a complete look at the tree itself.

In examining the tree, I looked at such factors as: size, vigor, canopy and foliage condition, density of needles, injury, insect activity, root damage and root collar health, crown health, evidence of disease-causing bacteria, fungi or virus, dead wood and hanging limbs.

I reviewed Seattle Department of Planning, (DPD), Director's Rule 16-2008 which defines the criteria for determining whether a tree qualifies as an Exceptional Tree or not. Finally, I also reviewed Seattle Department of Planning and Development Client Assistance Memo, CAM 242 Tree Protection Regulations in Seattle regulates what can and cannot be done with Exceptional Trees on development and re-development sites.

OBSERVATIONS

IDENTIFICATION: Species: Western Red Cedar, Thuja plicata.

Memorandum

TO: Steve Fischer, NK Architects
SITE: 4532-4536 42nd Ave SW Seattle, WA 98116
RE: Site Assessment and Tree Inventory
DATE: May 6, 2015; revised July 28, 2015
PREPARED BY: J. Casey Clapp, ISA Certified Arborist #PN- 7475A, ISA Qualified Tree Risk Assessor
REVIEWED BY: Chris Madison, ISA Certified Arborist #PN-7671A, ISA Qualified Tree Risk Assessor

I was asked to visit the site and conduct an inventory of the trees that currently exist on site (see attached Tree Inventory). I assessed each tree for health and structural condition, and documented the species, DSH, and drip lines of each tree, as well as any related notes.

The site has a single building located on it, currently used as an office space. The site was mostly covered in gravel and used as a parking area.

There were six significant trees on site. No Exceptional trees exist on site. All of the trees were found to be in good health and structural condition, and no trees posed a high level of risk to surrounding targets.

I met with a project architect on site and he expressed that the footprint of their project would encompass the majority of the site. This would require the removal of all the trees on site.

Tree number 1 was measured at the time of the tree inventory as 30.6 inches. The tree was re-measured once clearance to the tree was made and access to all sides of the tree was opened. Upon re-inspection, the tree was measured to have a DSH of 29.7 inches. This tree is not exceptional per City of Seattle Director's Rule 16-2008.

The drip line for tree one is 16 feet to the north, 15 feet to the east, 14 feet to the south, and 16 feet to the west. The critical root zone for this tree is half of each of these distances away from the stem, or 8 feet to the north, 7.5 feet to the east, 7 feet to the south, and 8 feet to the west.

Recommendations:

- Get all necessary permits prior to beginning any construction activity on site regarding tree removals.

Pedestrian Traffic Study

A pedestrian traffic study was performed to better understand the way that the public currently uses the site and adjacent streets. It was determined that there is substantial foot traffic along 42nd Avenue SW running east and west between Oregon Street and Alaska Street, however there is little to no foot traffic desiring to travel north/south through our site.

The report concludes that a mid-block connection is unjustified.



**Braseth 42nd
Traffic Impact Analysis**

Prepared for: Braseth Construction
Submitted to: City of Seattle
DPD #3019962

October 2015



GTC #15-193

The level of service analysis shows that development is not anticipated to change the level of service at the off-site study intersections and the off-site study intersections are anticipated to operate at LOS C or better with the development.

5.3 Pedestrian Analysis

The AM peak-hour (7-9 AM) and PM peak-hour (4-6 PM) data was collected on Tuesday September 29, 2015 to determine the number of pedestrians utilizing the alley network and crossing the existing site to evaluate if a mid-block pedestrian connection is warranted.

The peak-hours and direction for pedestrians utilizing the east-west alley off of 42nd Avenue SW to reach the north-south alley are:

PEAK-HOUR	WESTBOUND	EASTBOUND
7:00 – 8:00 AM	5	1
4:15 - 5:15 PM	0	5

This is compared to the 71 pedestrians using the frontage of 42nd Avenue SW during the PM peak-hour vehicular peak.

The peak-hours and direction for pedestrians utilizing the north-south alley off of SW Oregon Street are:

PEAK-HOUR	NORTHBOUND	SOUTHBOUND
8:00 – 9:00 AM	4	4
4:30 - 5:30 PM	5	5

During the AM peak-hour there was one pedestrian which crossed the site in the westbound direction. In the PM peak-hour there were two pedestrians which crossed the site in the westbound direction and one in the eastbound direction. Only one pedestrian in the 4-hours of counts walked to/from SW Oregon Street and 42nd Avenue SW utilizing the alley network. The remaining pedestrians which were counted used the alley network to reach housing along the north-south alley.

The data shows that there was only one pedestrian which cut across the site to get to/from Oregon Street. With such a small number of pedestrians using the alley network to reach the frontage of Oregon Street or 42nd Avenue SW, providing a pedestrian connection along the north side of the site is unjustifiable. In addition, providing a mid-block connection would not reduce the distance of travel which would be the same as utilizing existing alley network.

Gibson Traffic Consultants, Inc.
info@gibsontraffic.com

October 2015
GTC #15-193

Context & Priority Issues

West Seattle Junction

The site is located inside the Urban Village, Commercial Core, and Neighborhood Commercial areas.

1. 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. The Pedestrian Pathway along SW 42nd Street is accentuated with a generous streetscape, landscaping and access to an inviting entry Courtyard. This better meets the guidelines by treating this space to stop, and enjoy as opposed to an entry directly off sidewalk. Preferred massing offers more open space along 42nd through building modulation and expanding the pedestrian experience and extending it into the site. The exterior landscape walkway connects the main courtyard lobby entry.
- 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.

2. 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.

3. Architectural Character

- The anticipated architectural character is to embrace the traditional character of the community while 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.

Design Guidelines

Context and Site

CS1 Natural Systems and Site Features

- **CS1.A: Energy Use**
Energy loss will be mitigated by a responsibly insulated building envelope and performance windows.
- **CS1.B: Sunlight & Natural Ventilation**
Interior program and massing were considered to make sure light and air can be accessed by all units regardless of future development.
- **CS1.C: Topography**
The slope of the site allows parking access to be minimized. Retail storefronts and a pedestrian sidewalk step along the 42nd Ave.. SW slope.
- **CS1.D: Plants & Habitat**
Street trees (species to be approved by SDOT) will be planted in accordance with city standards along 42nd Ave. SW.
- **CS1.E: Water**
Site drainage and site permeability will be mitigated with green planting strips and landscaping.

CS2 Urban Pattern & Form

- **CS2.A: Location in the City & Neighborhood**
The length of the grade level along 42nd Ave. SW will be broken by the character and courtyard associated with the residential entrances.
- **CS2.B: Adjacent Sites, Streets & Open Spaces**
Primary pedestrian access to the project will be from the public sidewalk along 42nd Ave. SW, which will be activated by mixed-use retail storefronts. The building massing steps away from adjacent single family home structures for access to light. An entry courtyard will activate and break up the street facade.
- **CS2.C: Relationship to the Block**
Other buildings on the block share the same U-shaped building massing with a frontage onto 42nd Ave. SW which this project continues. The massing steps back away from the LR3 single family home neighborhood in the adjacent block.
- **CS2.D: Height, Bulk, Scale**
The building height matches the adjacent apartment buildings height and only partially takes advantage of the southern NC3-85 zoning height allowance. The building bulk and scale are in proportion with other adjacent structures and setback where necessary.

CS3 Architectural Context & Character

- **CS3.A: Emphasizing Positive Neighborhood Attributes**
Nearby neighborhood amenities include the Junction Plaza Park and neighborhood grocery store next door. Our site will address access to these sites by fronting 42nd Ave.. SW thereby continuing the mixed-use pedestrian experience.
- **CS3.B: Local History & Culture**
The project will respond to the character of historic West Seattle buildings, specifically California Ave., Through the use of materials, finish colors and scale.

Public Life

PL1 Connectivity

- **PL1.A: Network of Open Spaces**
An active sidewalk with commercial uses and an entry courtyard for public and private mixing and threshold definition will add life to the pedestrian experience.
- **PL1.B: Walkways & Connections**
The project will address the public open space of the sidewalk by connecting the neighboring commercial uses with a pedestrian experience that is filled with similar site features and character.
- **PL1.C: Outdoor Uses & Activities**
The sidewalk will be larger than typical due to the property line's relationship with the right-of-way. There will be an opportunity for an additional planting strip and site furniture.

PL2 Walkability

- **PL2.A: Accessibility**
The project will meet all required accessibility requirements. The entry court will provide an opportunity for a pedestrian travelling the length of the block to rest or pause at the midpoint of the block.
- **PL2.B: Safety & Security**
Residences above the street and the leasing office's view from the entry courtyard will provide eyes on the street, down-lighting along the facade will provide the sidewalk with lighting and commercial uses at the ground level will provide transparency.
- **PL2.C: Weather Protection**
Canopies along the 42nd Ave. SW facade will shelter pedestrian from weather. The entry courtyard is covered by units above and will provide the amble room to stand outdoors while remaining protected from the elements.
- **PL2.D: Wayfinding**
A pronounced entry courtyard help to identify the primary building entrance. Storefront signage will be placed along 42nd Ave. SW.

PL3 Street-Level Interaction

- **PL3.A: Entries**
The residential entry is articulated by the inset entry courtyard, retail entries will be called out with signage and canopies, the leasing office will be able to see out onto the entry courtyard for security.
- **PL3.B: Retail Edges**
The sidewalk provides the opportunity for a significant buffer between the building and the street.
- **PL3.C: Residential Edges**
Glazed storefront windows allow pedestrians to interact visually with the buildings at the ground level.

PL4 Active Transportation

- **PL4.A: Entry Locations & Relationships**
The building entrance is public and located on the active street.
- **PL4.B: Planning Ahead for Bicyclists**
Bike storage will be provide within the parking garage levels and accessed from the alley, away from the faster vehicular travel of the street.
- **PL4.C: Planning Ahead for Transit**
Transit is easily accessed from the adjacent Alaska Street. The building entrance and active sidewalk experience encourage access to transit.

Design Concept

DS1 Project Uses & Activities

- **DS1.A: Arrangement of Interior Uses**
The residential units are arranged so that every unit has an unobstructed view east or west and never has to look directly at a neighboring north or south wall.
- **DS1.B: Vehicular Access & Circulation**
Parking is accessed from the alley and the trash collection is off of the side alley, away from the pedestrian experience of 42nd Ave. SW.
- **DS1.C: Parking & Service Uses**
One level of parking is below grade and a second half-level is located at the ground level behind the retail. 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 accessed from the alley and concealed within the building.

Design Guidelines, Continued

The alley facade will be incorporated into the overall design of the building as a secondary facade.

DS2 Architectural Concept

- **DS2.A: Massing**
The massing is setback from adjacent properties to provide relief for existing structures and plan for possible future development. Notches and terraces in the facade reduce the perceived massing.
- **DS2.B: Architectural & Facade Composition**
The facade will be composed of a careful system of materiality and fenestration. The building is wider than is tall so that horizontal volume will be broken up using materiality transitions and vertical elements.
- **DS2.C: Secondary Architectural Features**
Windows will add rhythm and depth as well as contribute toward energy efficiency, and canopies will provide street-level scale and detail while also offering weather protection.
- **DS2.D: Scale & Texture**
Texture will be encouraged at any of the terrace experiences to enhance the experience of being next to that finish material. Ground level uses will be provided a sense of scale through landscaping, canopies and taller ceilings to create volume.
- **DS2.E: Form & Function**
The building's form follows the existing language of apartment buildings in the neighborhood, making it easily understood. Functionally, the building has been designed with a responsible unit mix to meet current need with the ability to remove partitioning walls for larger units if the future demands.

DS3 Open Space Concept

- **DS3.A: Building Open Space Relationship**
Many, if not all, of the units will have access to an outdoor space. Terraces are located on levels 2 and 4 and provide ample private outdoor spaces for an enhanced living experience.

- **DS3.B: Open Space Uses & Activities**
The roof deck provides a shared gathering space for the residents. It provides uninterrupted views out to the water and a secondary deck space off of a residence amenity room. While many of the private decks face east, the west facing roof deck provides residents with an open space to use during either time of day.
- **DS3.C: Design**
The open spaces will be articulated with planters, furniture, landscaping features and high quality finishes.

DS4 Architectural Concept

- **DS4.A: Exterior Elements & Finishes**
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. The building will incorporate high quality materials that include brick, pre-finished metal panels, commercial grade fiber cement panels, metal railing/canopies and attractive exterior light fixtures.
- **DS4.B: Signage**
Signage will be integrated into the building street facade and coordinated with entries, canopies and lighting. 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.
- **DS4.C: Lighting**
Direct and indirect lighting will be integrated into the building facade and coordinated with entries, canopies and signage.
- **DS4.D: Trees, Landscape & Hardscape Materials**
Landscaping will provide a sense of scale, texture and contrast to the built form. SDOT approved street trees will be added to the site.

March

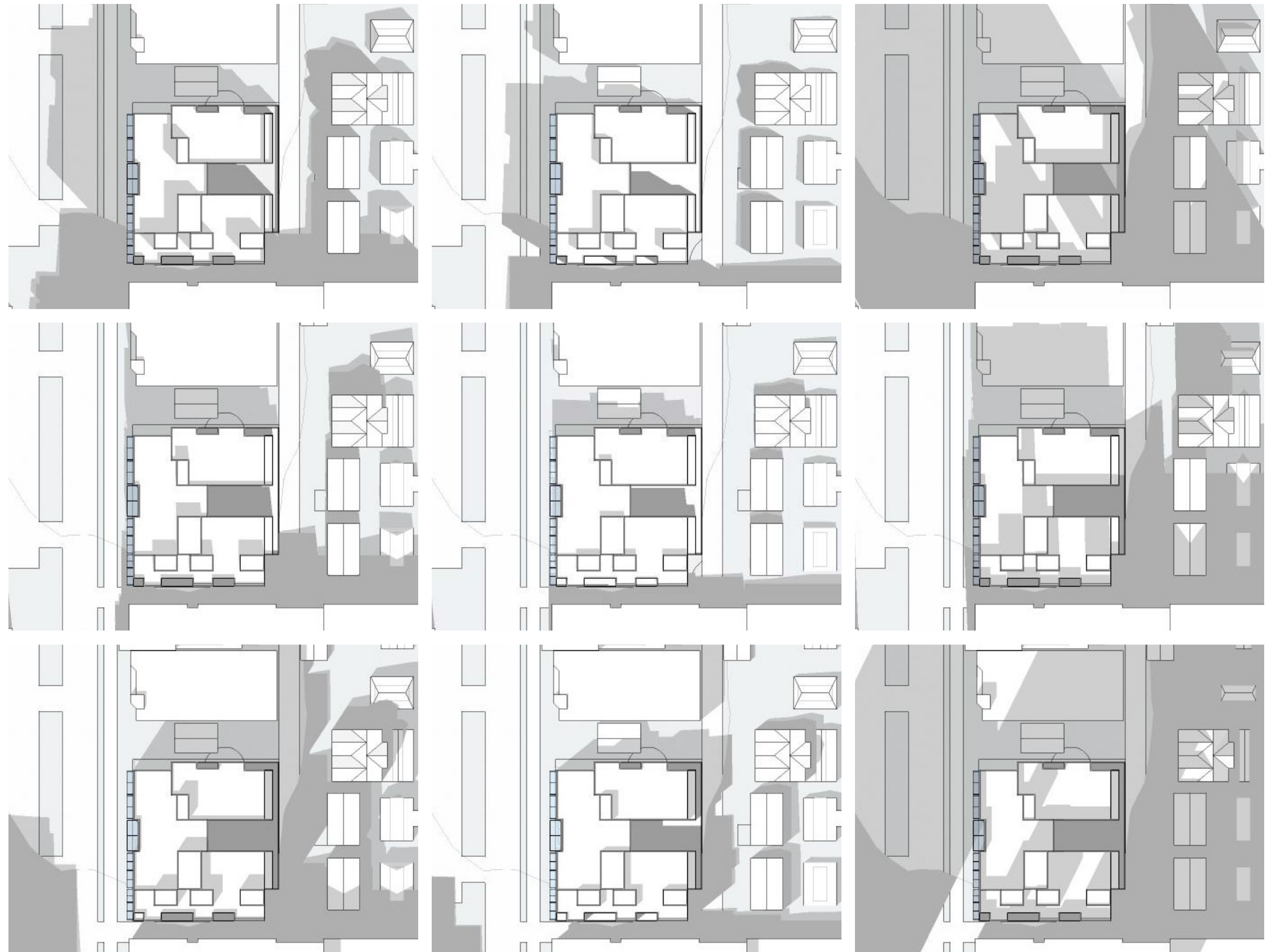
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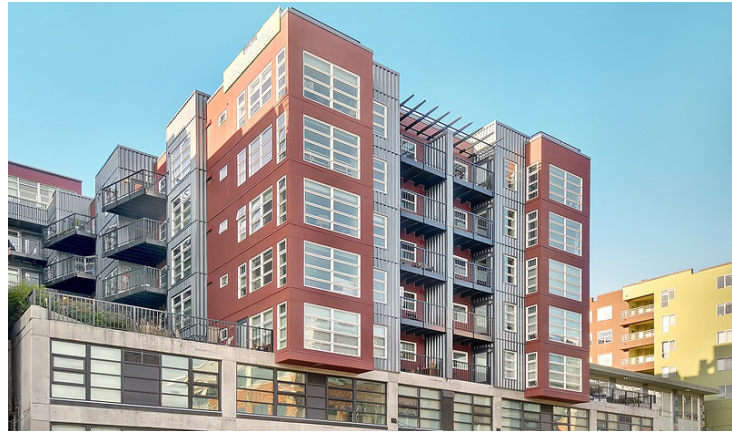
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Appendix
NK Projects



WESTLAKE VILLAGE



DAKOTA



CHELAN RESORT SUITES



IDENTITY 12TH



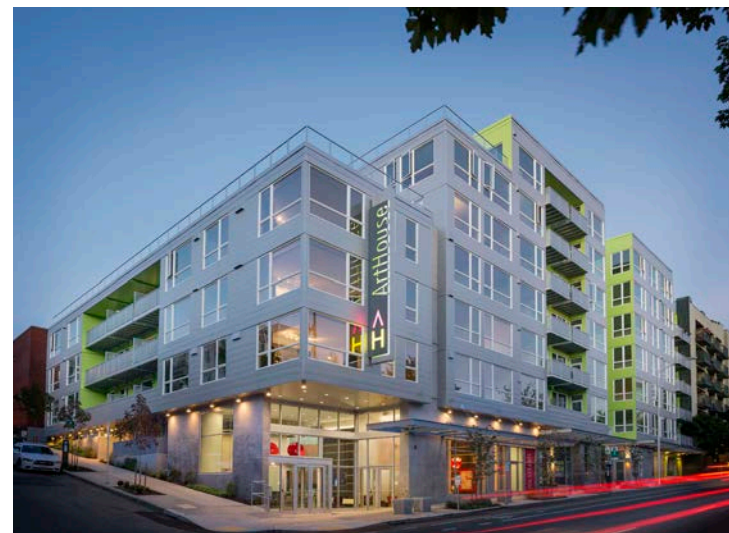
VIEW 222



H2O APARTMENTS - LEED-H PLATINUM TARGET



BROADSTONE KOI - LEED-NC CERTIFIED TARGET



ARTHOUSE



APERTURE - BUILT GREEN 3-STAR TARGET