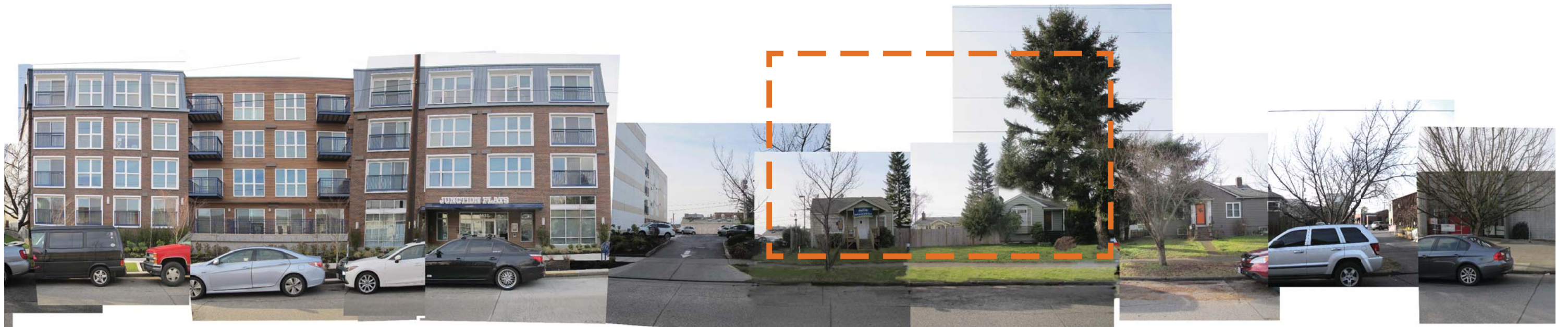


JUNCTION LANDING

4417-4423 42ND AVENUE SW, SEATTLE, WA



EARLY DESIGN GUIDANCE

SDCI #302666 I

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

nk
NICHOLSON KOVALCHICK ARCHITECTS

PROJECT TEAM

OWNER:	Junction Landing, LLC P.O. Box 16489 Seattle, WA 98116
APPLICANT: CONTACT:	Nicholson Kovalchick Architects Steve Fischer 310 1st Avenue S, Suite 4S Seattle, Washington 98104
LANDSCAPE:	Thomas Rengstorf Associates Brian Stark 811 First Avenue, Suite 615 Seattle, WA 98104

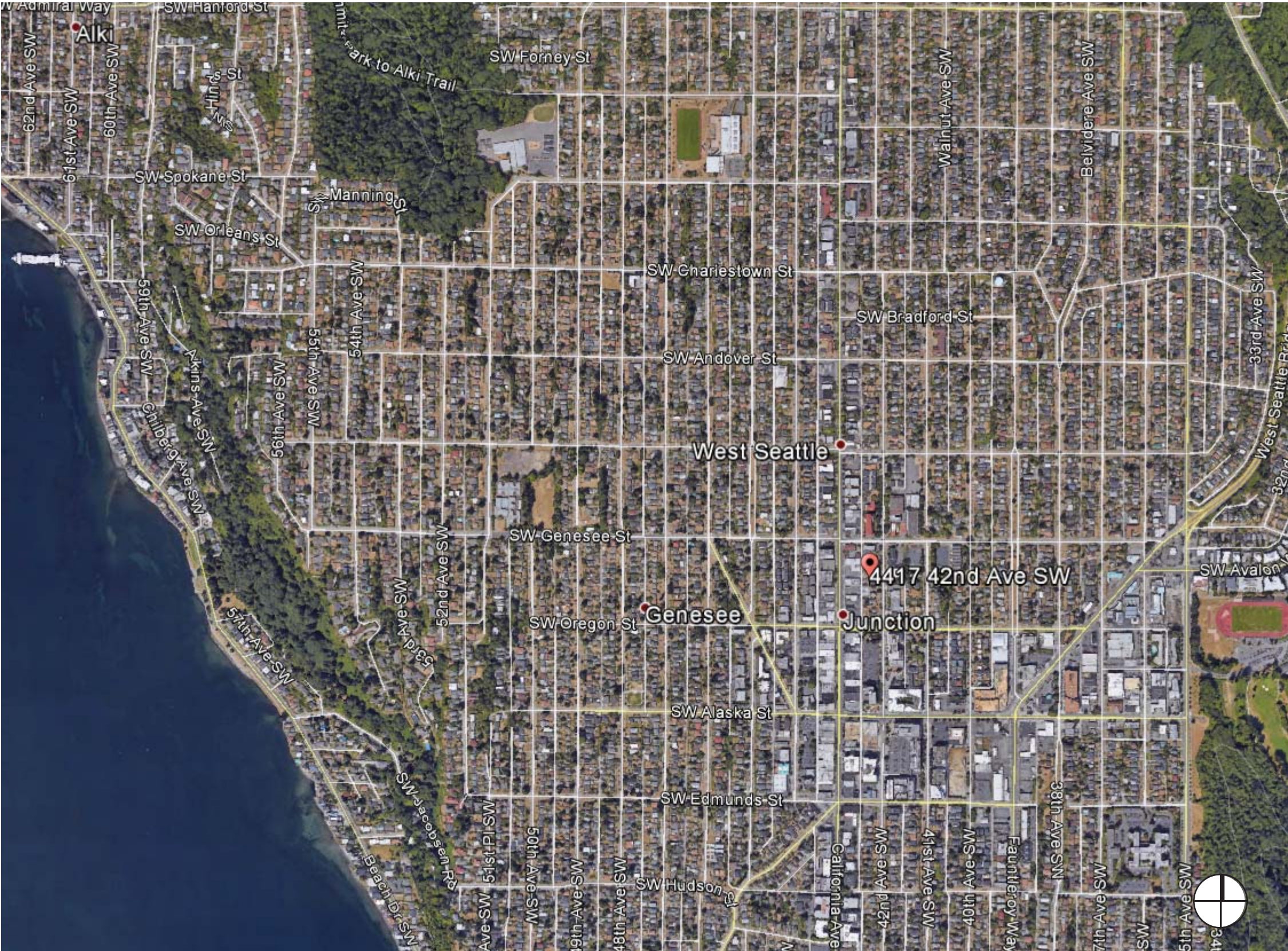


TABLE OF CONTENTS

CONTEXT ANALYSIS

- Project Location
- Urban Analysis
- Site Context

SITE ANALYSIS

- Zoning Analysis
- Existing Site Plan
- Streetscapes
- Existing Tree Plan & Information
- Existing Tree Images

DESIGN OPTIONS

- Design Guidelines
- Design Inspiration
 - Option 1
 - Option 2
 - Option 3
- Comparison
- Shadow Study
- Landscape

APPENDIX

- Arborist Reports
- Tree Study
- Proposed Materials
- Departures
- Recent Projects

PROJECT INFORMATION

ADDRESS: 4417 42nd Avenue SW
Seattle, WA 98116

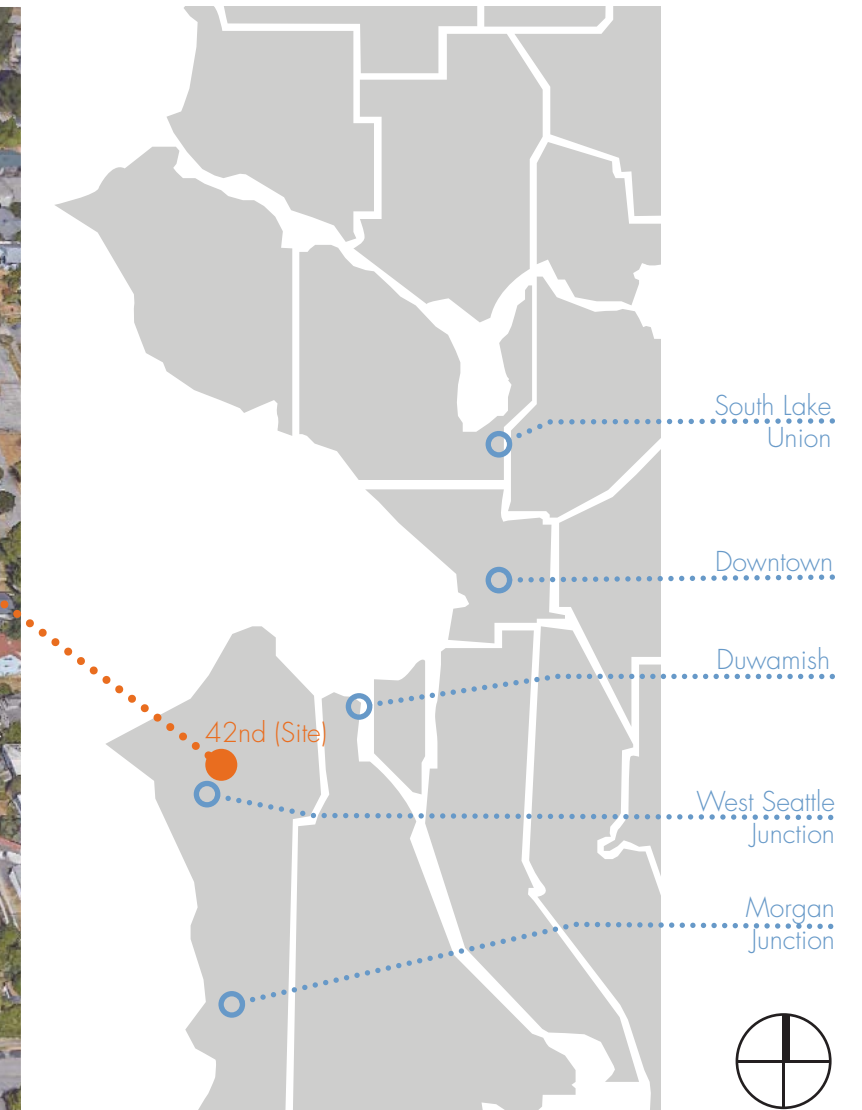
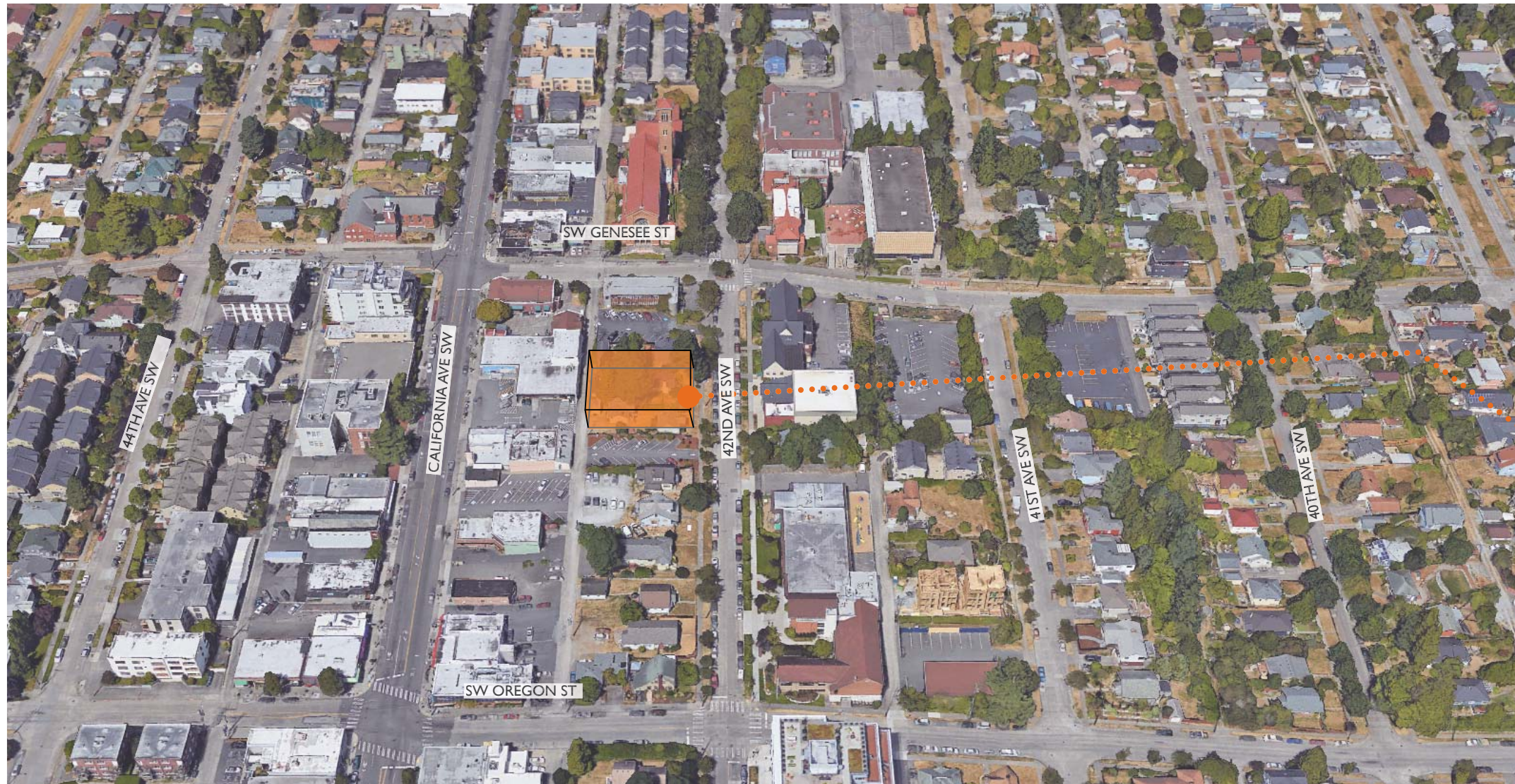
SDCI PROJECT #: 3026661

OWNER: Junction Landing, LLC
P.O. Box 16489
Seattle, WA 98116

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

Context Analysis

PROJECT LOCATION



DEVELOPMENT OBJECTIVES

New Construction of an approximately 62 unit residential building, including potentially 4 ground-level retail/ live/work units along the building's 42nd Ave SW facade. Although no parking is required, parking will be provided for approximately 29 vehicles in a below-grade parking structure, and due to the site's proximity to the heart of the West Seattle Junction Hub Urban Village, should help to reduce the possibility of street overcrowding.

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

PROJECT PROGRAM

Number of Residential Units:	Approximately 62
Number of Parking Stalls:	Approximately 29
Area of Residential Uses:	Approximately 30,000 sf
Area of Live/Work Units:	Approximately 2,600 sf
Total Area:	Approximately 47,000 sf

EXISTING SITE

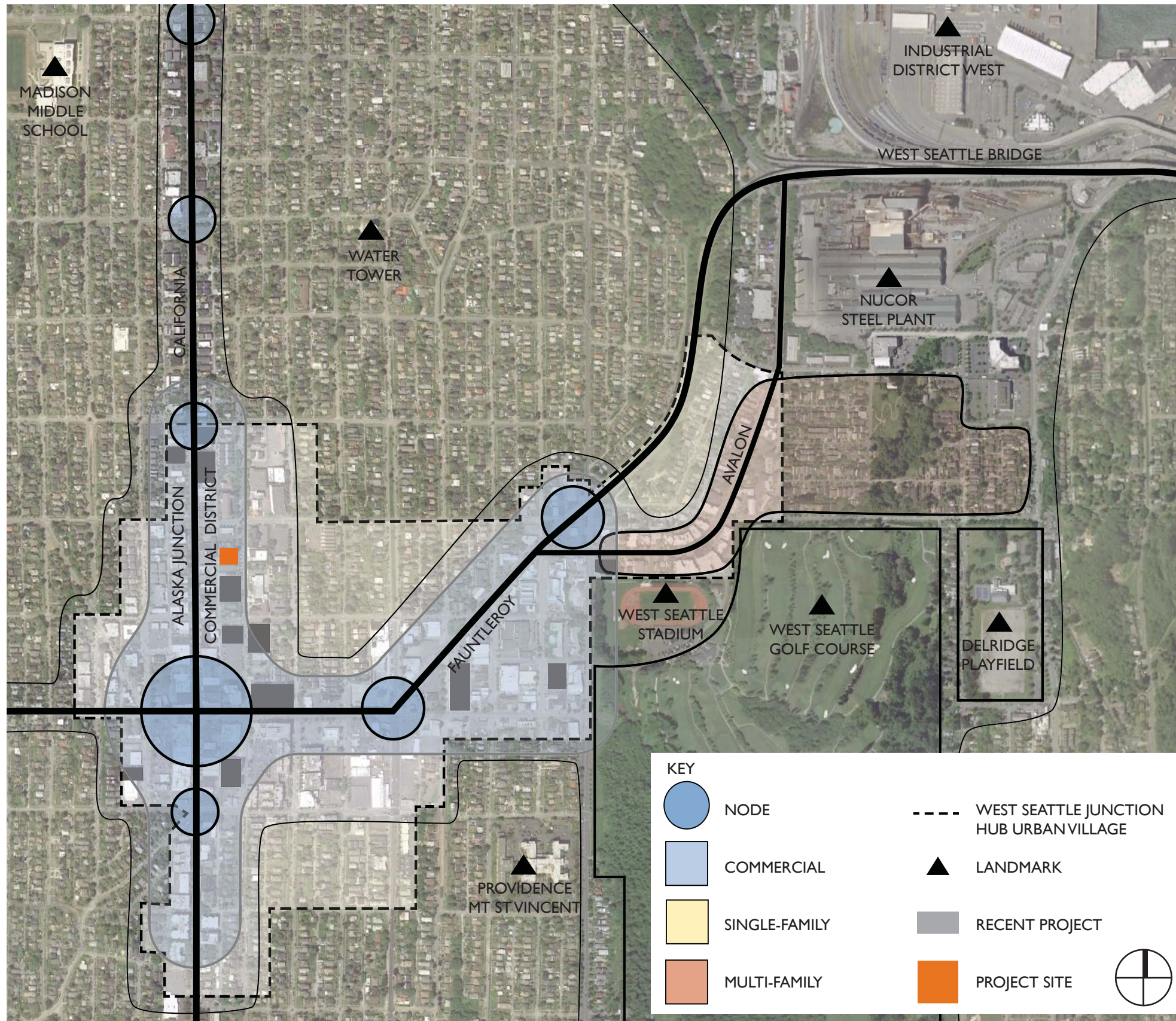
The project site consists of two parcels, located mid-block along 42nd Avenue SW, between SW Oregon Street and SW Genesee Street, with a total area of 11,500 sf. The project includes the demolition of three single-family houses currently located on those parcels. The site is bound on the west by a 16'-0" wide alley. The site gradually slopes down by approximately 2'-0" from the north to the south.

URBAN ANALYSIS

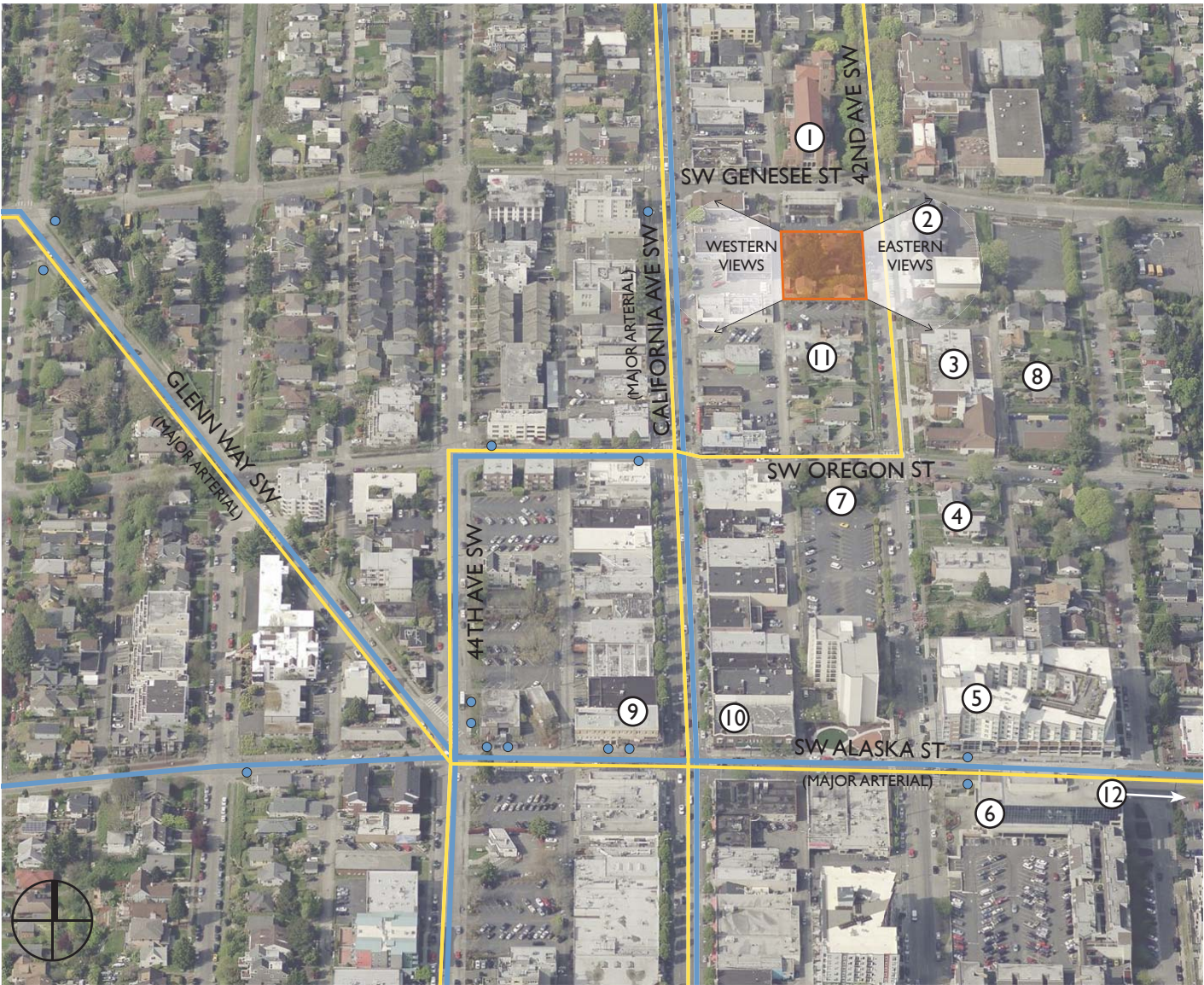
The project site is located within the West Seattle Junction Hub Urban Village, and only 1.75 blocks to the northeast of the intersection of California Ave SW and SW Alaska St. The neighborhood is very pedestrian friendly, and there are multiple shops, restaurants, cafés, and grocery stores all within walking distance of the site. There are several relatively new mixed-use developments in the adjacent area, including the Capco Plaza/QFC, Mural apartments, Junction Flats and Oregon42. However, the residentially oriented nature of this part of 42nd Ave SW is not conducive to true retail use. Thus, there is a clear opportunity to create a condition which enhances connectivity, both through and across the site, but that is not specifically commercial in character or in practice.

Along 42nd Ave SW, the grade gently slopes down approximately 2'-0", from north to south. The potential design allows street-level access along portions of the East façade. This access provides not only a sense of identity and form to the lower level residential units, but also, coupled with grade-level landscaping and planters, can increase privacy along the sidewalk edge and provide eyes on the street. In both cases, the 9 to 14 foot deep area between the edge of the sidewalk and the face of the building is an excellent opportunity to utilize landscaping elements to transition from public to semi-private decks or stoops.

The most significant constraints to the site are existing Seattle City Light overhead power lines that run along both the east and west property lines. These power lines will require an approximately 14'-0" diameter clearance, which may have an effect on the project's upper levels. However, these constraints may be able to help with the West Seattle Junction design guidelines for upper floor setbacks, stepbacks, and façade modulation.



SITE CONTEXT



SITE-INFORMED CONCEPT STRATEGY

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

The surrounding context of buildings has a mix of concrete fiber board, masonry, and concrete. For apartment buildings articulation of their facades including recessed entries with canopies and large punched windows along major thoroughfares. To relate to the existing buildings along the junction and the churches the use of brick on the proposed building will help integrate into the neighborhood. The right of way along 42nd ave sw creates a opportunity for lush landscaping. Planting to frame commercial entries and protect residential privacy.

KEY

BUS ROUTE

BUS STOP

BIKE ROUTE

PROJECT SITE



① HOLY ROSARY CHURCH



② WEST SEATTLE CHRISTIAN CHURCH



③ HOPE LUTHERAN CHURCH



④ OREGON42 APARTMENTS



⑤ CAPCO PLAZA & QFC



⑥ JEFFERSON SQUARE COMMERCIAL



⑦ CAPELOUTO APARTMENTS



⑧ OREGON 41 APARTMENTS



⑨ EASY STREET RECORDS



⑩ CUPCAKE ROYALE



⑪ JUNCTION FLATS APARTMENTS



⑫ NOVA APARTMENTS

Site Analysis

PARCEL #: 095200-6040, 095200-6055
ZONING: NC2-40
OVERLAYS: West Seattle Junction Hub Urban Village
LOT AREA: 11,500 sf

23.47A.004 PERMITTED USES, TABLE A

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

SMC 23.47A.009 STANDARDS APPLICABLE TO SPECIFIC AREAS

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

SMC 23.47A.013 FLOOR AREA RATIO

Single-purpose – 3.00
Mixed-use – 3.25

SMC 23.47A.012 STRUCTURE HEIGHT

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

SMC 23.47A.014 SETBACK REQUIREMENTS

No setbacks required

SMC 23.47A.016 LANDSCAPING AND SCREENING STANDARDS

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

SMC 23.47A.024 AMENITY AREA

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

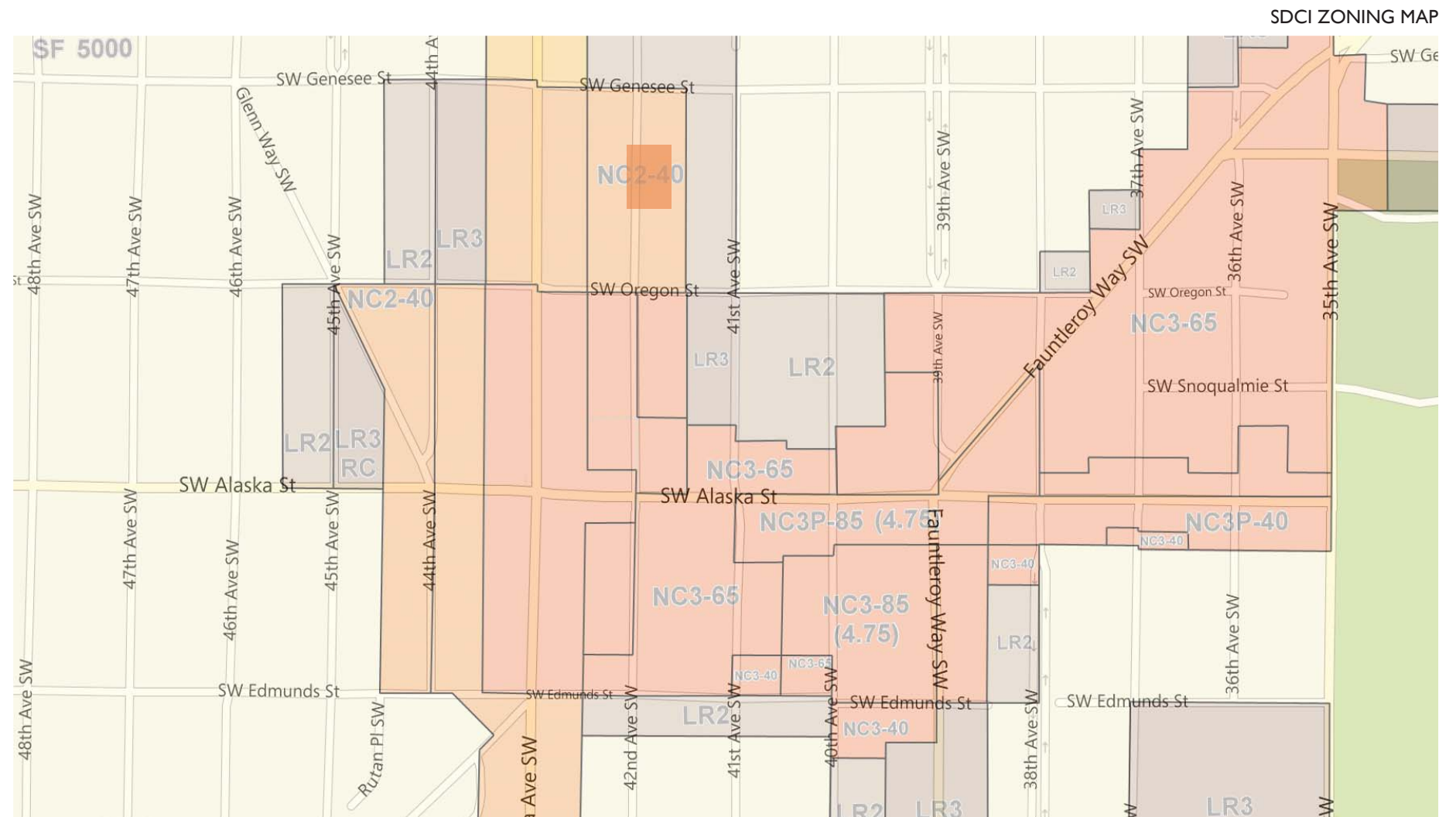
23.47A.030 REQUIRED PARKING

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

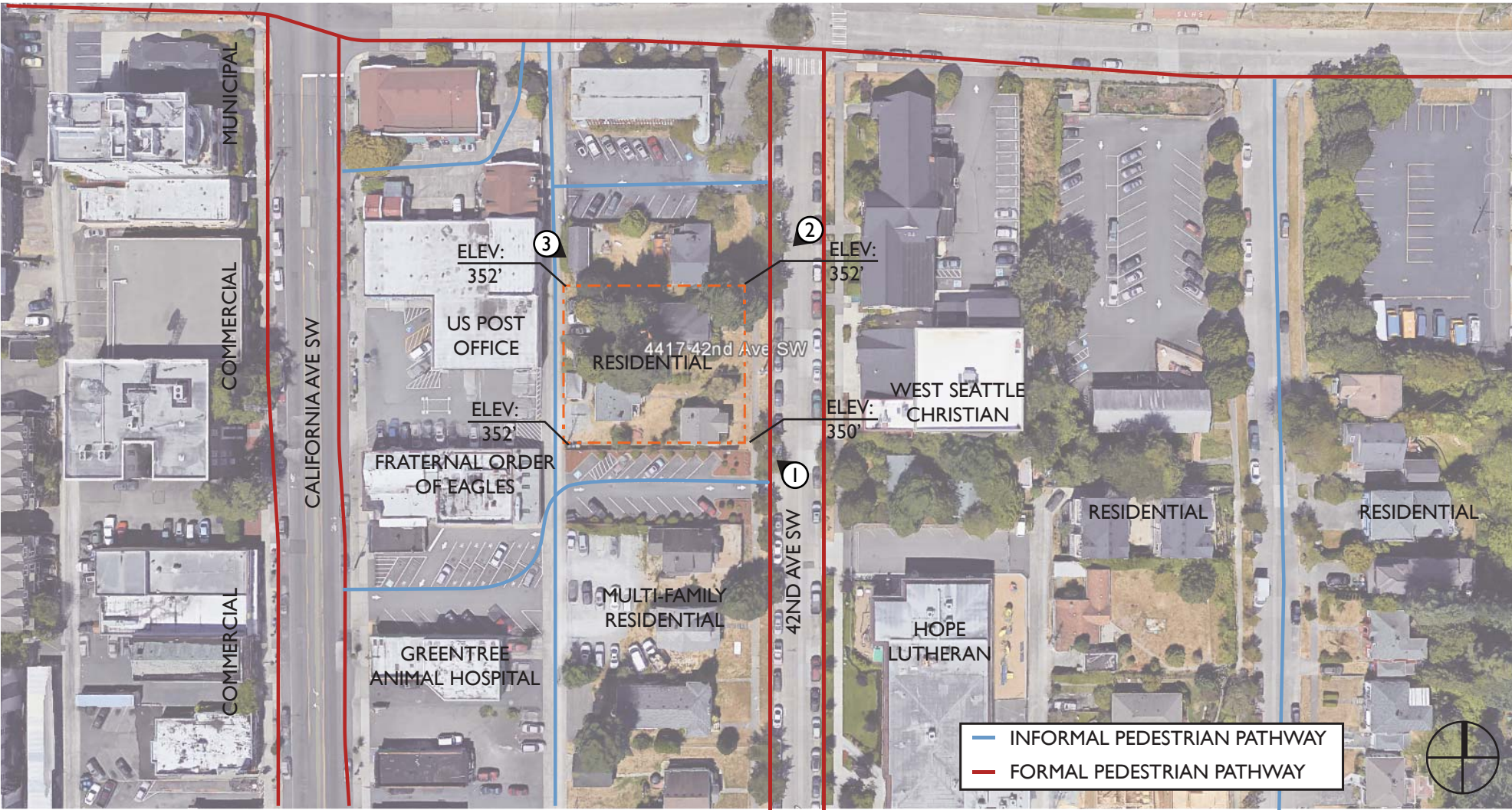
SMC 23.47A.032 PARKING LOCATION AND ACCESS

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

ZONING ANALYSIS



EXISTING SITE PLAN



EXISTING SITE PLAN

The existing site consists of two lots with (3) three single family houses with one house having a detached garage. All structures have been built in the early 1940s but none of the houses are of any historical significance. The site is fairly flat topography sloping from the highest point at the Northwest and slopes towards 42nd Ave SW to the Southeast corner. The longest dimensions are on the North and South property lines with the shortest along the alley and 42nd Ave SW. The alley is 16 feet wide and stretches 614 feet from heavy arterial streets of SW Genesee Street to SW Oregon Street. The alley is currently being used for access to the sites boarding the alley. The site contains a handful of trees with three being of an exceptional size.



① PROJECT SITE SOUTHEAST CORNER



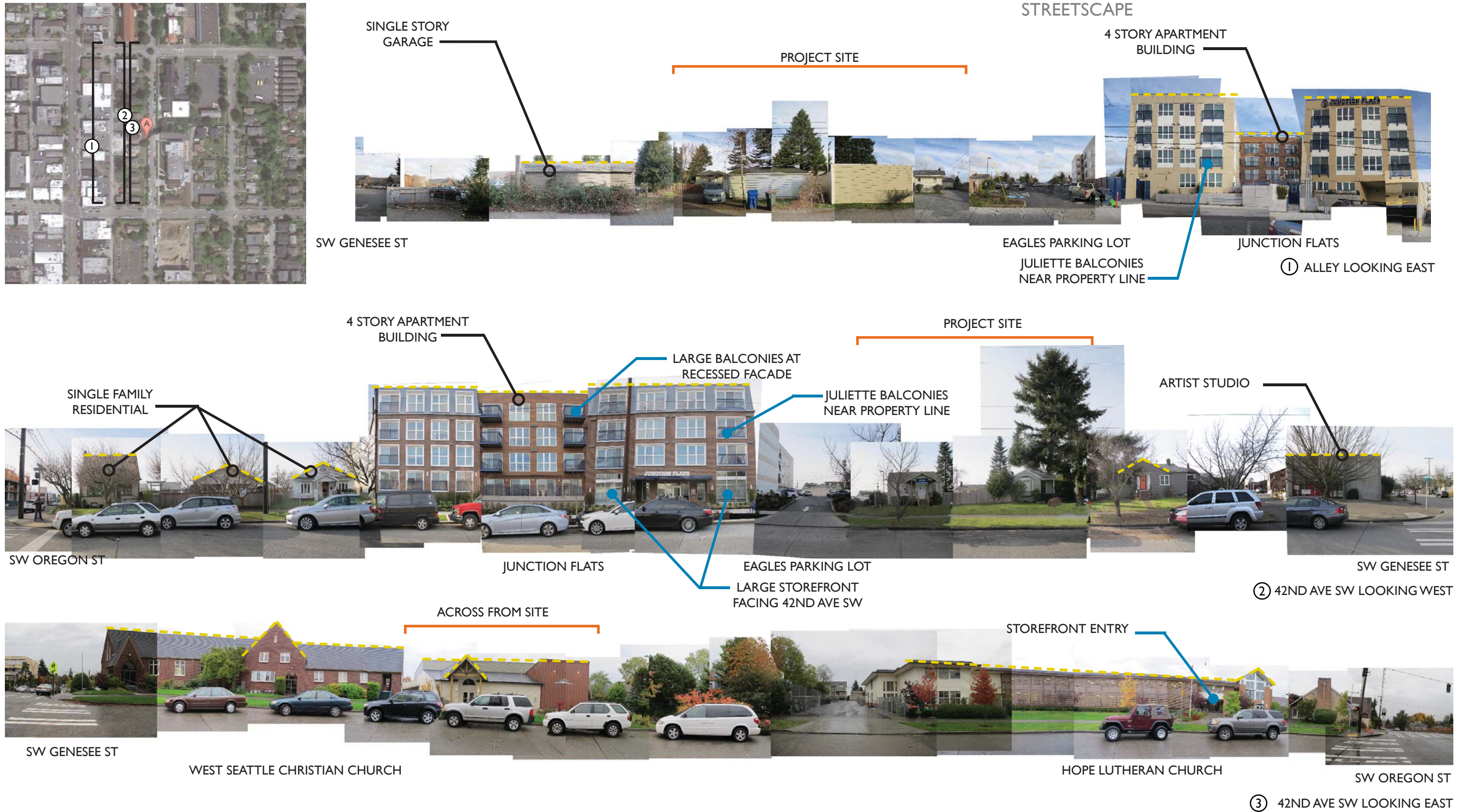
② PROJECT SITE NORTHEAST CORNER



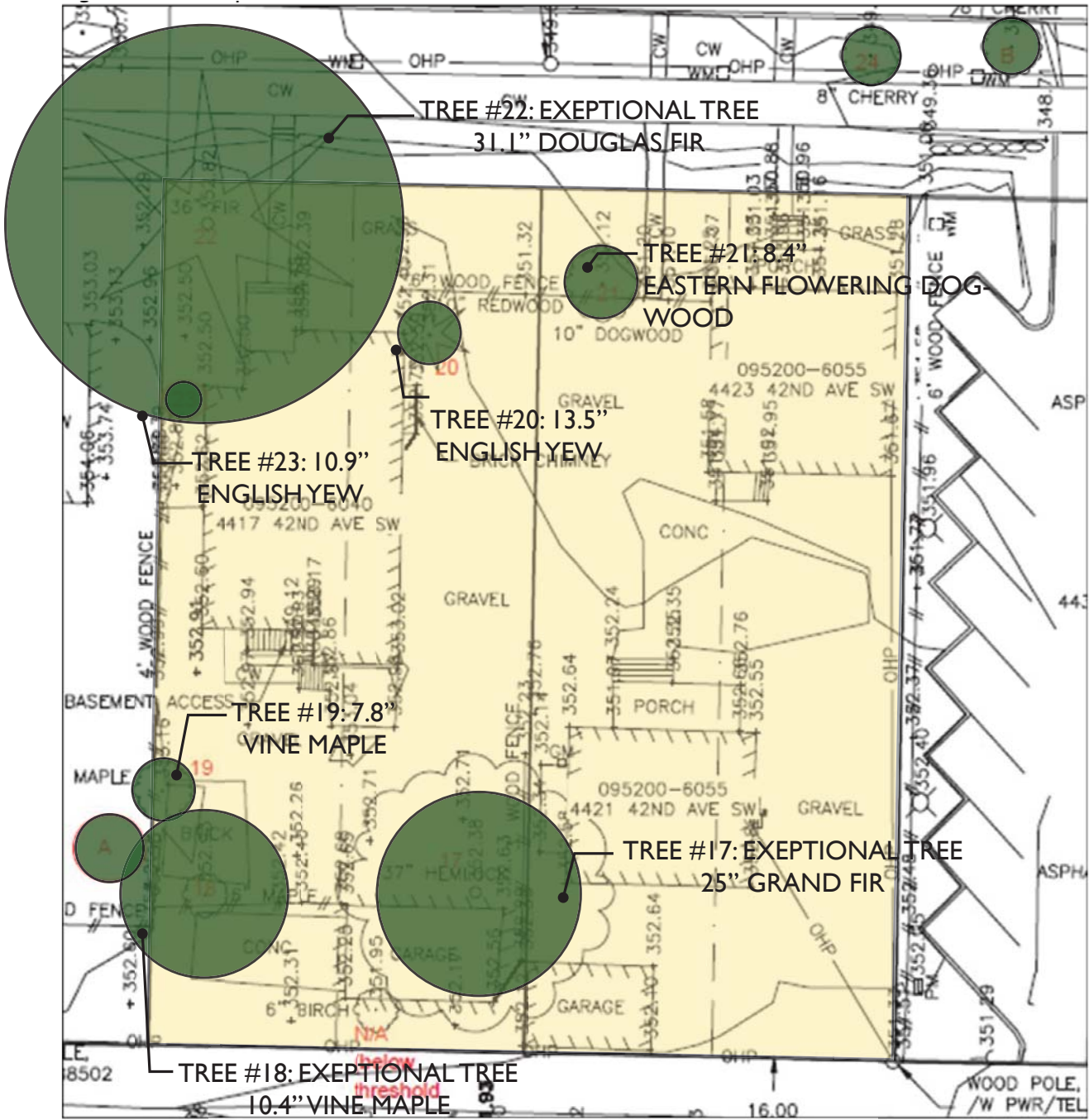
③ PROJECT SITE NORTHWEST CORNER

Site Analysis

STREETSCAPE



EXISTING TREE PLAN AND INFORMATION



EXISTING TREE INFORMATION

An arborist report was prepared on February 3, 2017 surveying the on-site existing trees. The arborist determined that the site contains seven significant trees with three of which are Exceptional per City of Seattle Director’s Rule 16-2008.

The exceptional trees are noted as tree 17, the grand fir with a surveyed diameter of 25” which is 1” bigger than the threshold diameter. Tree 18, a vine maple, with a surveyed diameter of 10.4” which is 2.4” bigger than the threshold diameter. Tree 22 the Douglas fir, with a surveyed diameter of 31” which is 1” bigger than the threshold diameter.

These trees are being slated to be removed to accommodate a new multi-family housing with parking. The Director’s rule protects all exceptional trees from development with exceptions when the protection of the trees on site inhibits the use of the site to it’s full potential. The Grand Fir, tree 17, has it’s roots under the existing garage and won’t be able to survive the demolition and construction. The Vine maple, tree 18, has been poorly pruned and would need careful attention to maintain it during construction. The Douglas fir has a crown raised and will need to be pruned annually away from the high voltage lines. The landscape plan of the new development will provide new trees that will work more with the site and building.

The existing Cherry Trees that occur in the right of way along 42nd Ave SW are not an approved species in the right of way by the city arborist and that these trees are required to be replaced with compliant tree species.

Figure 1: Tree Inventory

Tree No.	Common Name	Botanical Name	DSH *	Dripline **	General Health	Exceptional	Notes
17	Grand fir	Abies grandis	25.0	13	Good	Yes	Some roots under garage, deep soil
18	Vine maple	Acer circinatum	10.4	11	Good	Yes	Adjacent to fence on west side, poorly pruned in past
19	Vine maple	Acer circinatum	7.8	14	Good	No	Adjacent to fence on north side, poorly pruned in past
20	English yew	Taxus baccata	13.5	10	Fair	No	Shrub grown into tree form, topped/hacked
21	Eastern flowering dogwood	Cornus florida	8.4	13	Good	No	Sprouts at base
22	Douglas-fir	Pseudotsuga menziesii	31.1	26	Good	Yes	Crown raised
23	English yew	Taxus baccata	10.9	10	Fair	No	Shrub grown into tree form, topped/hacked
Offsite Trees							
24	Cherry	Prunus sp.	8.0	7	Fair	No	Multi-stem at base, severe pruning in past, crossing stems
A	English holly	Ilex aquifolium	13.0	12	Good	No	Neighboring tree, on property to north. The canopy is extending just over the property line.
B	Black cherry	Prunus serotina	8.9	12	Good	No	Neighboring tree, on property to south

EXCEPTIONAL TREES



TREE #17: EXEPTIONAL TREE
25" GRAND FIR



TREE A (OFFSITE): 8"
ENGLISH HOLLY

TREE #18: EXEPTIONAL
TREE 10.4" VINE MAPLE

TREE #19: 7.8"
VINE MAPLE



TREE #22: EXEPTIONAL
TREE 31.1" DOUGLAS FIR

Site Analysis

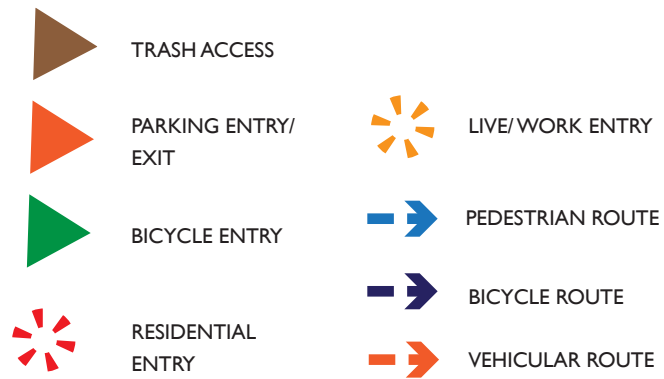
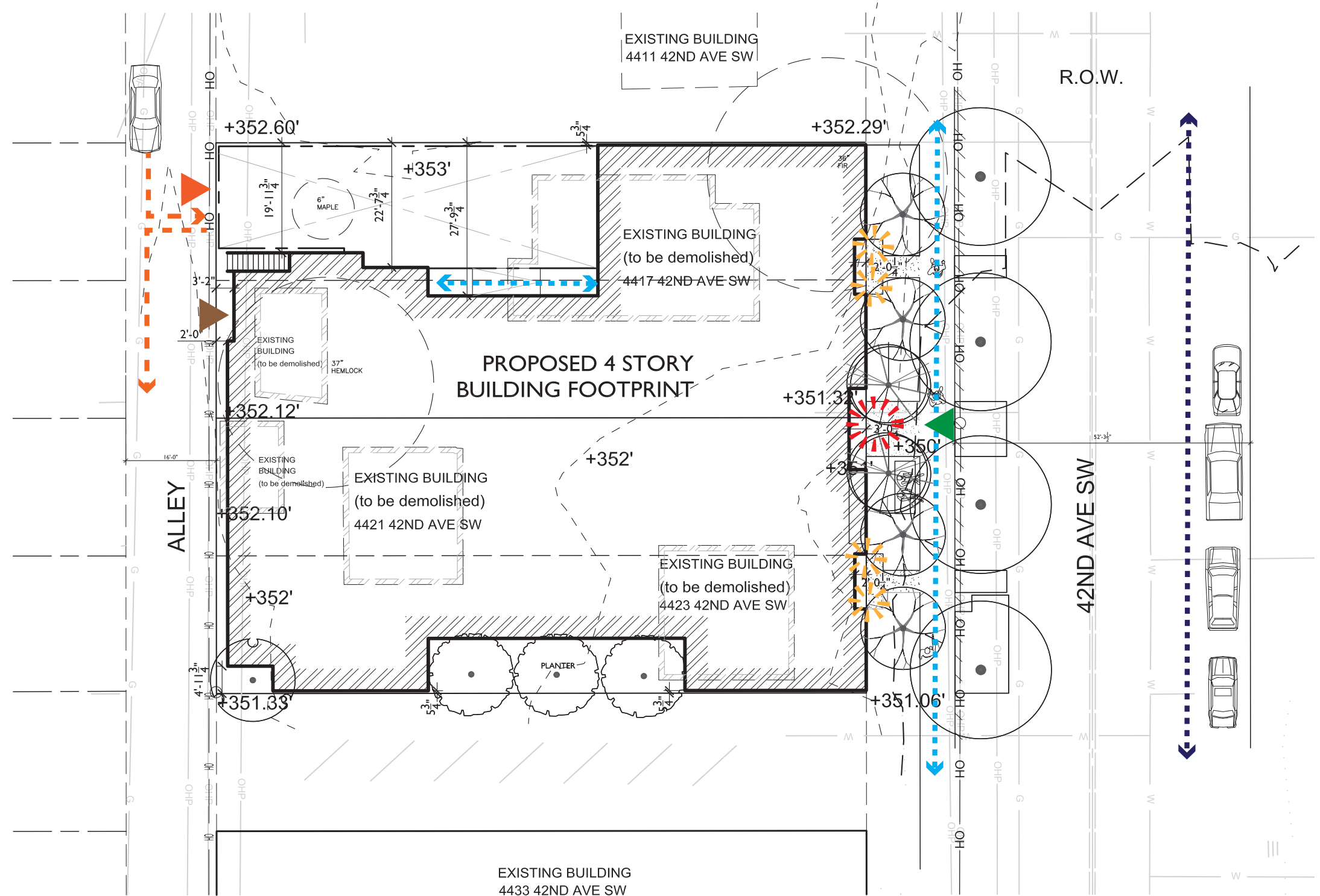
TRAFFIC & CIRCULATION

42nd Ave is not classified as an arterial or a transit street,, but is parallel to California Ave which is a Major Transit Street and a bicycle path. The proposal will allow for pedestrian path along it's East portion of the site. The Eastern portion of the site will be scaled accordingly to the pedestrian scale. The trash and vehicular access will be through the alley in accordance with land-use and design guidelines.

STREETSCAPE

The proposal proposes live/work units along 42nd ave, allowing an opportunity for residential and future retail once the Junction develops even more in the near future. The proposed vehicular entry/exit will have clear sight lines to provide vehicles that are entering and exiting the proposed buildings opportunities to see other vehicles going through the alley.

PRELIMINARY SITE PLAN



Design Options

WEST SEATTLE JUNCTION NEIGHBORHOOD DESIGN GUIDELINES

CONTEXT AND SITE

CS2 – Urban Pattern & Form

A. Streetscape Compatibility: New Development – particularly on SW Alaska, Genesee, Oregon and Edmunds Streets- will set the precedent in establishing desirable siting and design characteristics in the right of way by reducing the scale and providing recessed entries.

Response: Primary pedestrian access to the proposed project will be from the public sidewalk along 42nd Ave SW, and will be appropriately scaled to the existing character of the neighborhood. The entry to the building is recessed and pulled off of the sidewalk along with recessed entries for the live/work units.

B. Height, Bulk, and Scale Compatibility: The West Seattle Junction area is in transition from developing the NC-65 zones to the NC-40 to the small scale of the single family LR2 & LR3 zones. Patterns of urban form and setbacks of massing need to be utilized to aid in the transition of the various zones.

Response: The proposed building will continue the density expansion within the West Seattle Junction core that has been occurring over the past several years. As the site is zoned NC2-40, the proposed structure will create a “step-down” from the taller, NC2-65 & NC3-65 zones to the west and south. Additionally, the existing overhead power lines will create a de facto upper level setback along 42nd, which will allow more light to penetrate to the lower levels of the east façade.

CS3 – Architectural Context and Character

A. Architectural Context: West Seattle Junction guidance directs new development to provide façade articulation and reflect the original pattern of scale of the original buildings and take architectural cues of common features from the storefronts of the Junction’s buildings.



Response: The project’s material palette and architectural features will be consistent with and inspiration will be drawn from the West Seattle Junction’s existing architectural context. Preliminarily the use of brick on the lower levels to give a foundation with glazing to reflect similar patterns found in the Junction.

PUBLIC LIFE

PLI – Connectivity:

A. Human Activity: An active and interesting sidewalk can engage pedestrians with transitions between the public and private areas. Building facades should give shape to the space of 42nd ave through arrangement and scale of elements. In exchange of a loss of development potential at the ground level the Board should entertain requests for departures to exceed the lot coverage for mixed use projects.

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

PL2 – Walkability

A. Human Scale: The Junction guideline is to create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways. Facades will contain elements to enhance pedestrian activity

Response: The project will incorporate street level elements and articulation to enhance the existing pedestrian scale. Architectural elements will be appropriately scaled, and will be considered as both tenant and neighborhood amenities. Usage of canopies and recessed entries will encourage pedestrian activity to the proposed building.



B. Pedestrian Open Spaces and Entrances: Sites are encouraged to create street wall breaks that will enhance pedestrian movement to the building. Pedestrian enhancements should especially be considered in the street frontage where a building sets back from the sidewalk.

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



DESIGN CONCEPTS

DCI – Project Uses and Activities:

A. Visual Impacts of Parking Structure: The design and siting of the parking garage should minimize the visual break of the structure and encourage safety and pedestrian access and circulation. Integrate the parking structure with the building’s overall design.

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



DC2 – Architectural Concepts:

A. Architectural Concept and Consistency: New developments are to consider methods to integrate a building’s upper and lower levels. Provide façade modulation and articulation; window and fenestration patterns; trim and moldings; grilles and railings; and lighting and signage.

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

B. Human Scale: Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

Response: Façade breaks will be created with articulation of units and setback of the upper floor. The recessed entries provide visual interest along with proposed materials of brick and metal along the street façade.

DC4 – Exterior Elements and Finishes

A. Human Scale: Signage should add interest along the main street environment; pedestrian-oriented blade and window signs; marquee signs and appropriately sized neon sized signs.

Response: The proposed project will incorporate marquee signage along 42nd ave above the entrances for the live/work units and the main entry of the building.



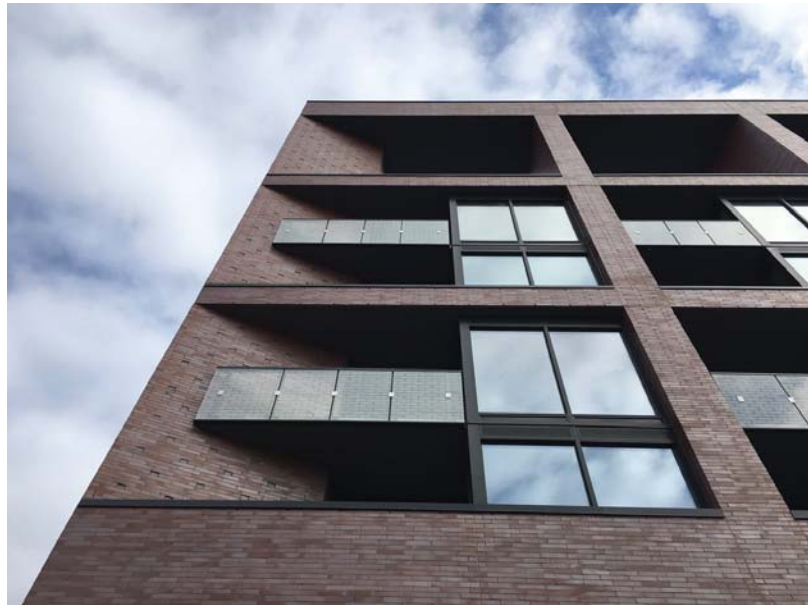
SMALL PUNCHED WINDOWS



BRICK PATTERN



STEPPED BACK UPPER LEVEL & MATERIAL



WINDOWS IN BRICK



METAL CLAD BAYS



EXTENDED BALCONIES



RECESSED WINDOWS



DESIGN INSPIRATION

OPTION I

DISTINGUISHING FEATURES

Total Units: 53 Units, 51 residential units plus 2 Live/Work units

- Residential Parking: 0 provided
- Total Building Area: 34,090 Sq Ft
- Live/Work Gross Floor Area: 1,567 Sq Ft
- Residential Gross Floor Area: 29,475 Sq Ft
- Residential FAR Achieved: $29,475 / 11,500 = 2.64$
- Residential FAR Target: 3.00
- FAR Gross Floor Area: 33,067 Sq Ft
- FAR Achieved: $33,067 / 11,500 = 2.88$
- FAR Target: 3.25
- Maximizes building envelope preserving 3 significant trees

PROS

- Preserves Vine Maple, Douglas Fir, and Grand Fir
- Keeps portions of the existing landscape

CONS

- Creates locked in units that if there is development to the north or south would prevent the units from receiving sun-light.
- No parking can occur on site in order to save the tree
- Loss of unit type mix – creates more studios
- Much smaller units
- Lack of modulation which leads to large spans of blank walls in conflict of Design Guidelines CS3 Architectural Context and Character and DC2 Architectural Concept and Consistency
- The building creates a tall scale along 42nd Ave, taking away public benefit to the street and eradicates pedestrian connection to the building in conflict of Design Guidelines PL2 walkability and DC2 Human Scale.
- Less harmonious site development in conflict of several Design Guidelines

REQUESTED DEPARTURES

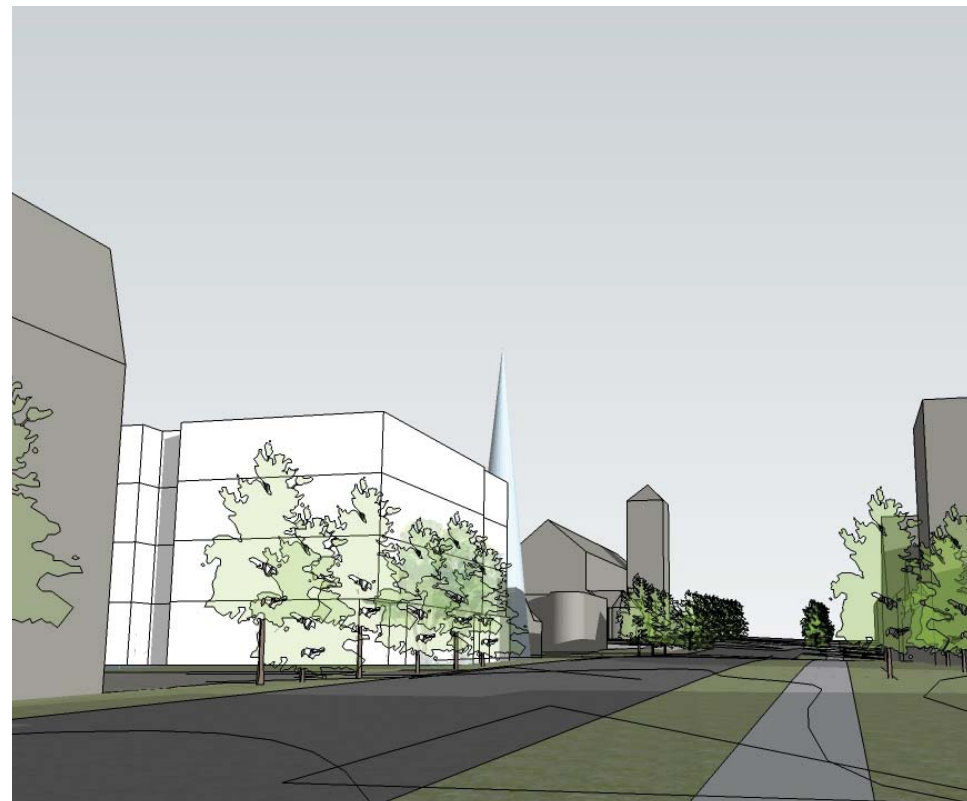
- None requested



AERIAL VIEW FROM SOUTHEAST



AERIAL VIEW FROM NORTHEAST

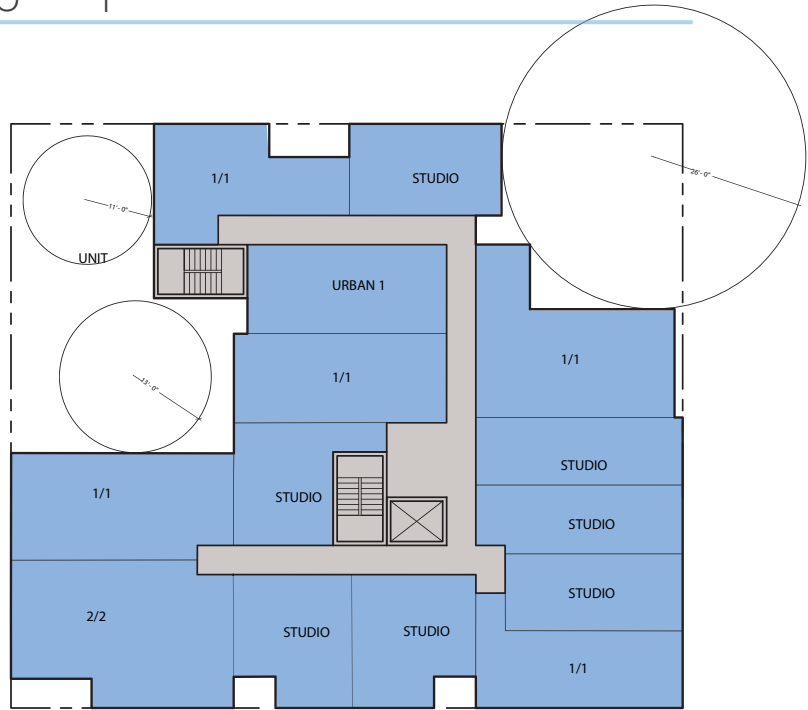


GROUND LEVEL VIEW FROM SOUTHEAST

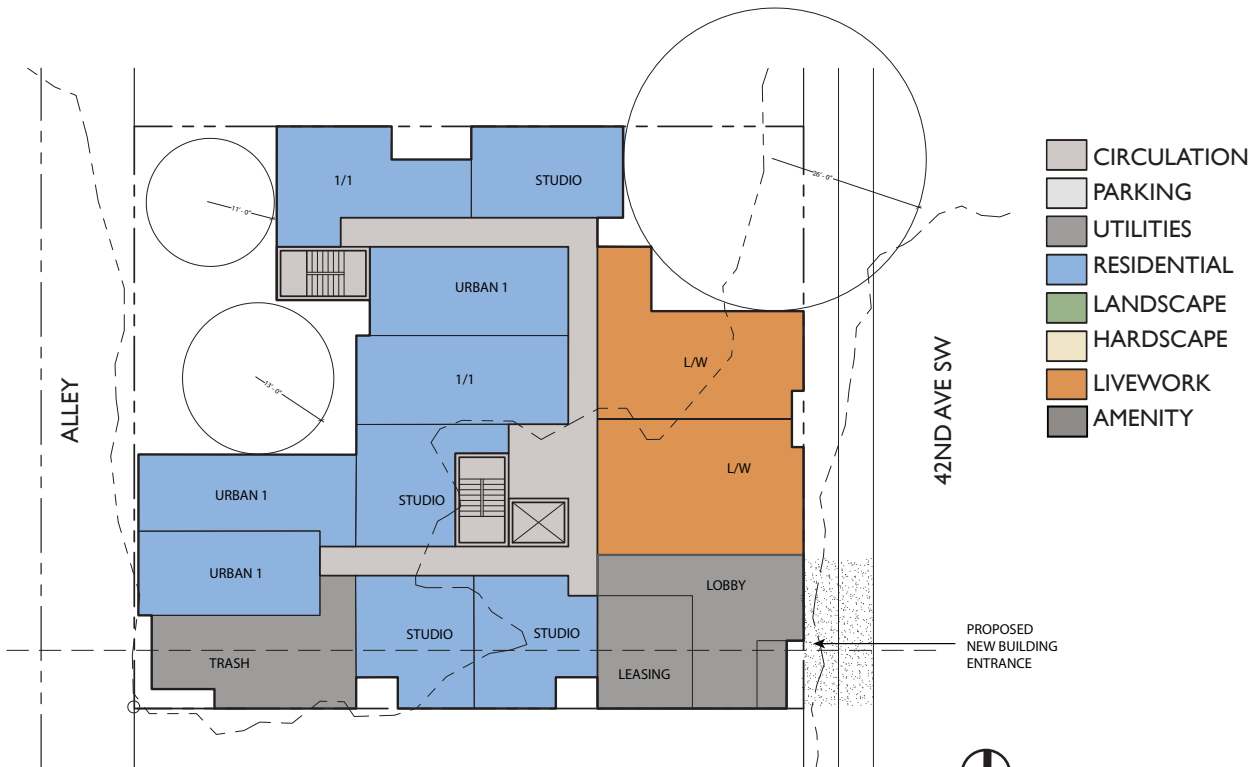


GROUND LEVEL VIEW FROM NORTHEAST

Design Options

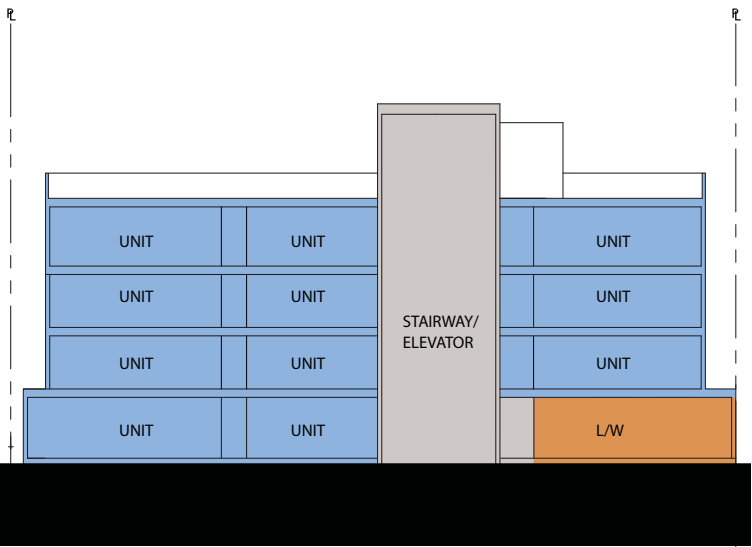


LEVELS 2-4



GROUND LEVEL

OPTION I



NORTH-SOUTH SECTION

OPTION 2

DISTINGUISHING FEATURES

- Total Units: 59 Units, 55 residential units plus 4 Live/Work units
- Residential Parking: 29 provided
- Total Building Area: 47,833 Sq Ft
- Live/Work Gross Floor Area: 2,907 Sq Ft
- Residential Gross Floor Area: 32,663 Sq Ft
- Residential FAR Achieved: $32,663 / 11,500 = 2.84$
- Residential FAR Target: 3.00
- FAR Gross Floor Area: 36,062 Sq Ft
- FAR Achieved: $37,375 / 11,500 = 3.14$
- FAR Target: 3.25
- Bicycle storage area in garage
- Maximizes building envelope

PROS

- Parking for residents
- Central lobby which creates connections through the building
- Live/Work frontage to engage the public

CONS

- Simple form along side property lines
- Buried Fitness room
- No articulation along 42nd Ave or break in scale

REQUESTED DEPARTURES

- 20% Slope for garage ramp



AERIAL VIEW FROM SOUTHEAST



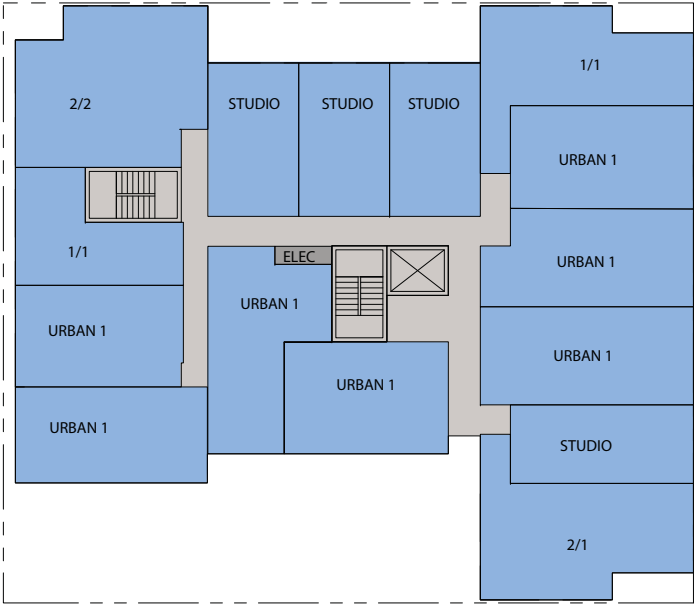
AERIAL VIEW FROM NORTHEAST



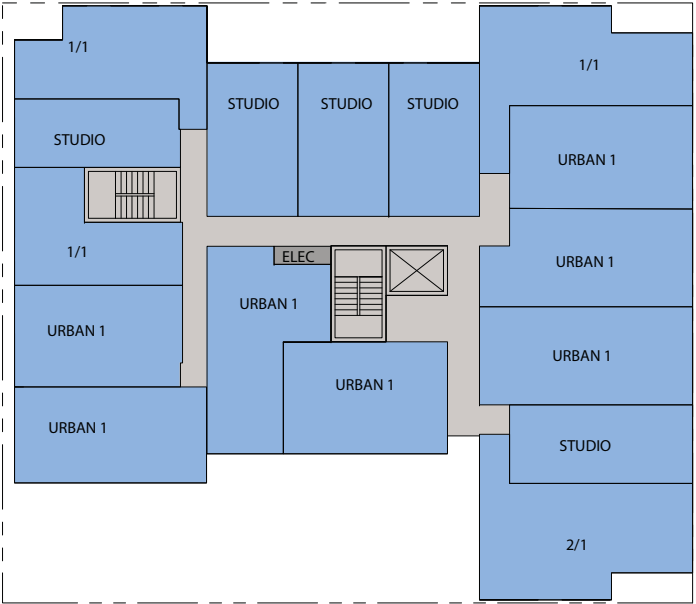
GROUND LEVEL VIEW FROM SOUTHEAST



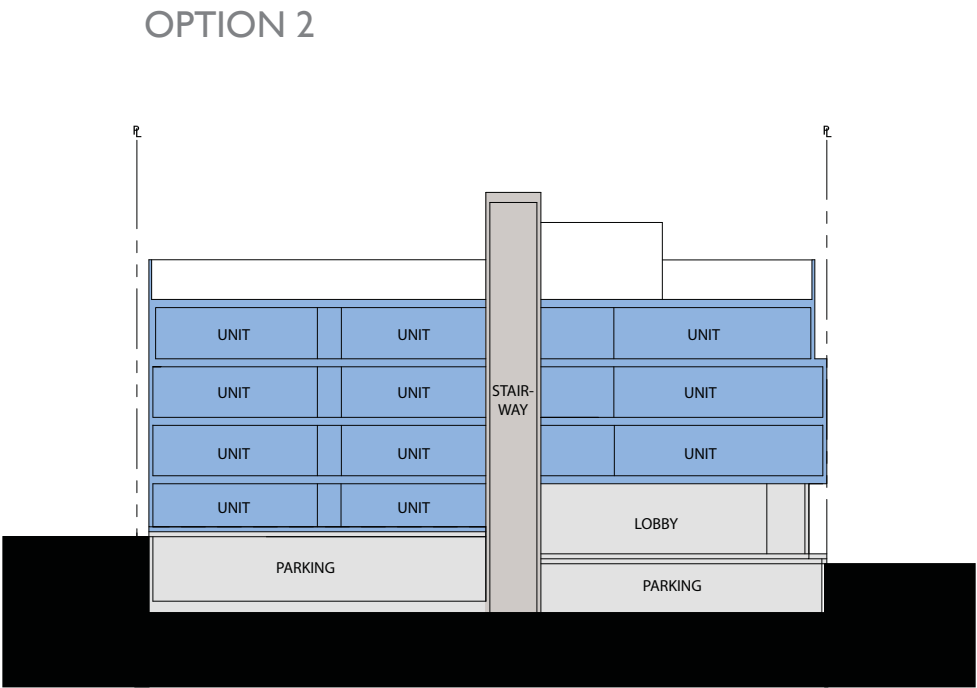
GROUND LEVEL VIEW FROM NORTHEAST



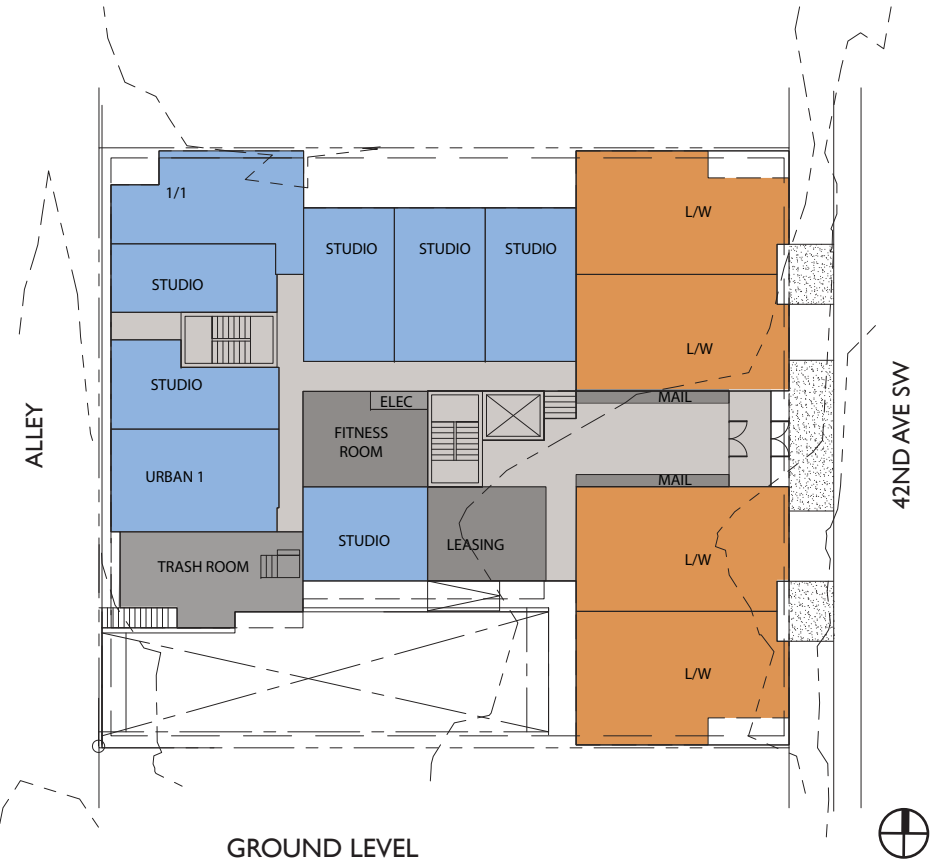
LEVEL 4



LEVELS 2-3



NORTH-SOUTH SECTION



GROUND LEVEL



LOWER LEVEL PARKING

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

OPTION 3 (PREFERRED)

DISTINGUISHING FEATURES

- Total Units: 62 Units, 58 residential units plus 4 Live/Work units
- Residential Parking: 29 provided
- Total Building Area: 49,166 Sq Ft
- Live/Work Gross Floor Area: 2,664 Sq Ft
- Residential Gross Floor Area: 33,950 Sq Ft
- Residential FAR Achieved: $33,950 / 11,500 = 2.95$
- Residential FAR Target: 3.00
- FAR Gross Floor Area: 37,355 Sq Ft
- FAR Achieved: $37,355 / 11,500 = 3.25$
- FAR Target: 3.25
- Bicycle storage area in garage
- Maximizes building envelope

PROS

- Parking for residents to help preserve the character of the neighborhood by taking cars off the street. Responding to DC1.A visual impacts of parking structure.
- Central lobby which is recessed, creates connections from 42nd ave through the building responding to CS2.A. streetscape capability & CS3.A architectural context
- Live/Work frontage to engage the public with entries directly from sidewalk responds to CS2.A. streetscape combatability, CS3.A. architectural context, PL1.A. human activity & PL2 walkability
- Modulation along all elevations to break down scale and provide architectural relief responding to CS2 Urban Pattern & form, PL1.A human activity, PL2 walkability, & DC2 architectural concepts
- Potential for decks and balconies along 42nd Ave responding to CS2 urban pattern & form, PL2 walkability, DC2.B. human scale
- The building design incorporates thoughtful and active landscape experiences right at ground level off of 42nd ave without the exceptional tree inhibiting the building form. The proposed trees integrate with the urban landscape better than the existing exceptional trees, which better meets the West Seattle Design Guidelines of PL1 connectivity and PL2 walkability.

CONS

- East and West dominated units which is different modulation than the existing context

REQUESTED DEPARTURES

- 20% Slope for garage ramp



AERIAL VIEW FROM SOUTHEAST



AERIAL VIEW FROM NORTHEAST



GROUND LEVEL VIEW FROM SOUTHEAST



GROUND LEVEL VIEW FROM NORTHEAST

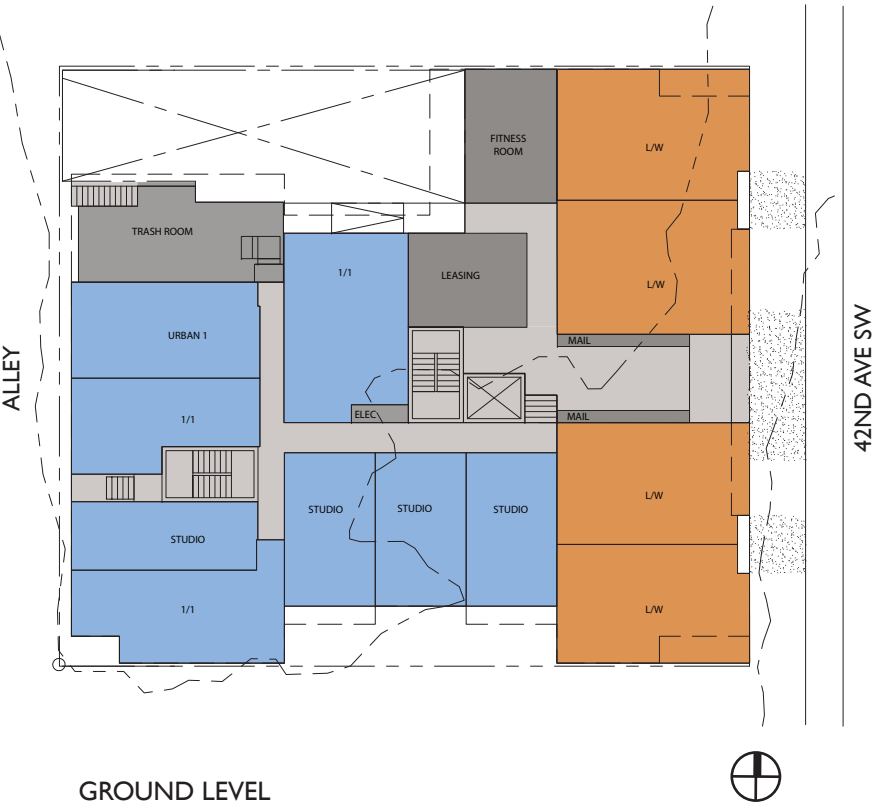
Design Options



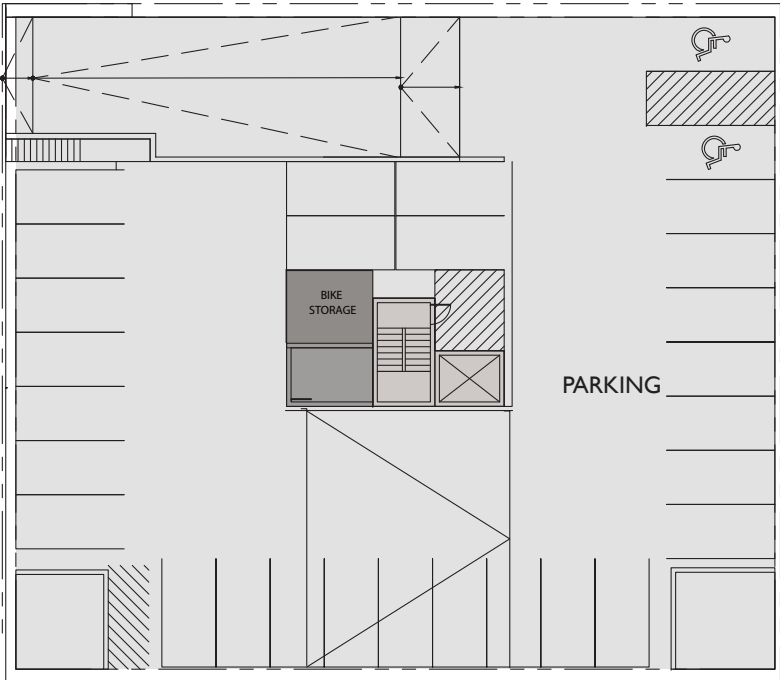
LEVEL 4



LEVELS 2-3



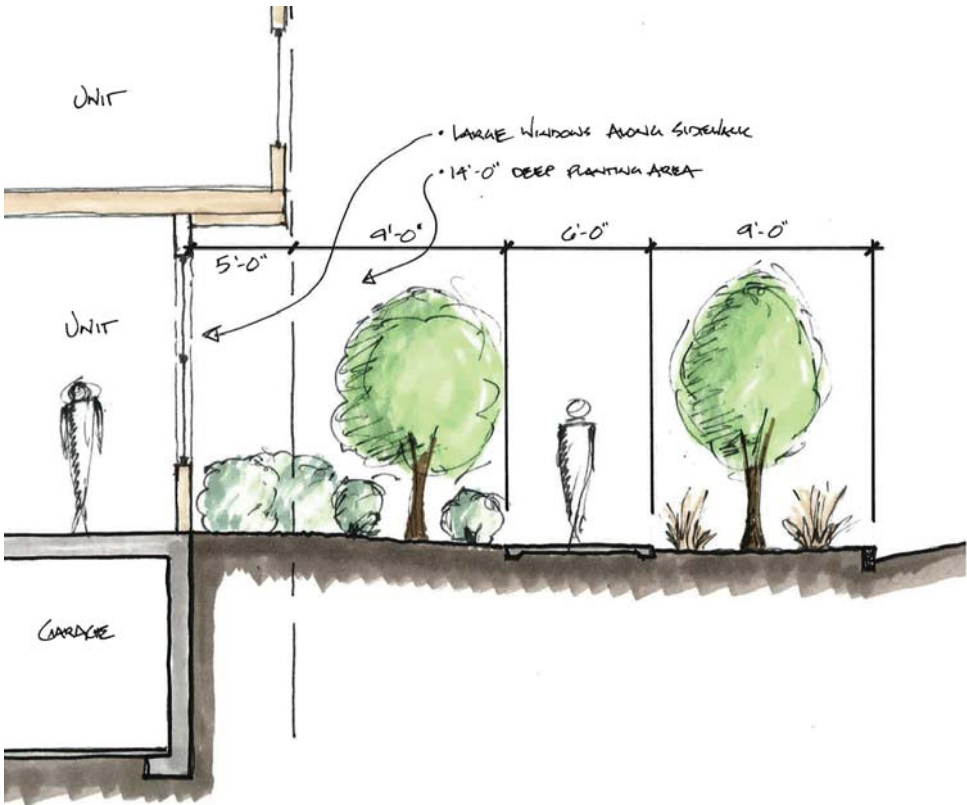
GROUND LEVEL



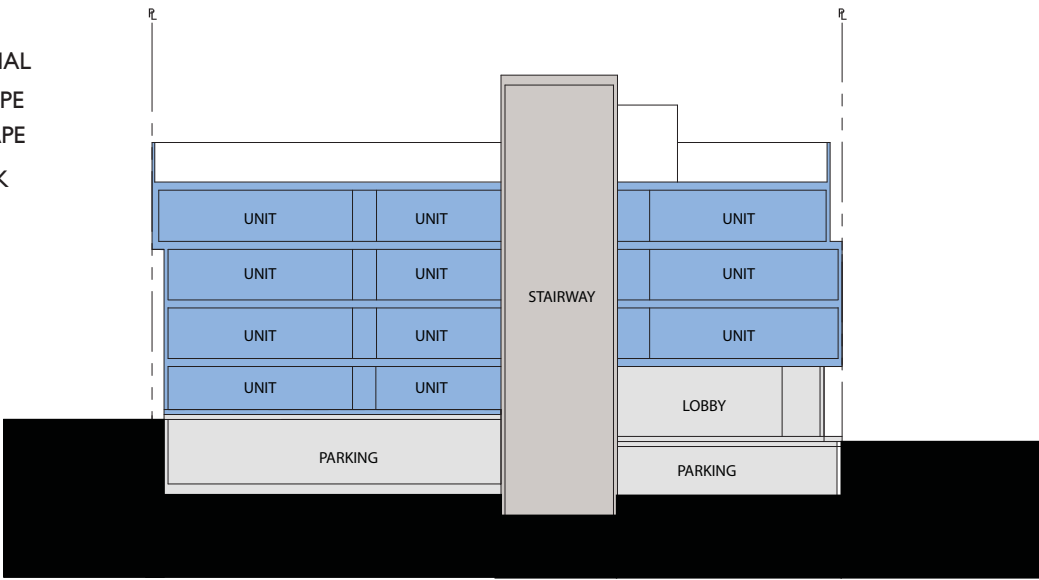
LOWER LEVEL PARKING

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

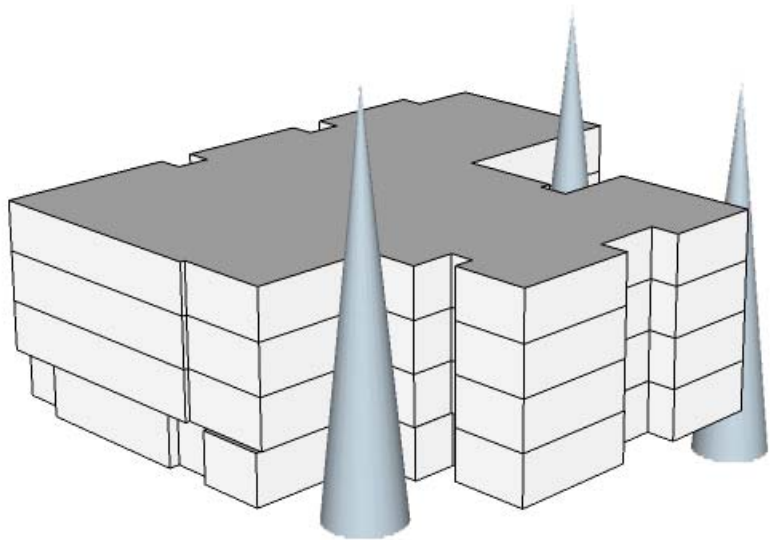
OPTION 3 (PREFERRED)



HIGH PODIUM, LEVEL 1 UNIT BALCONY



NORTH-SOUTH SECTION



OPTION 1 - “T” SCHEME

PROS

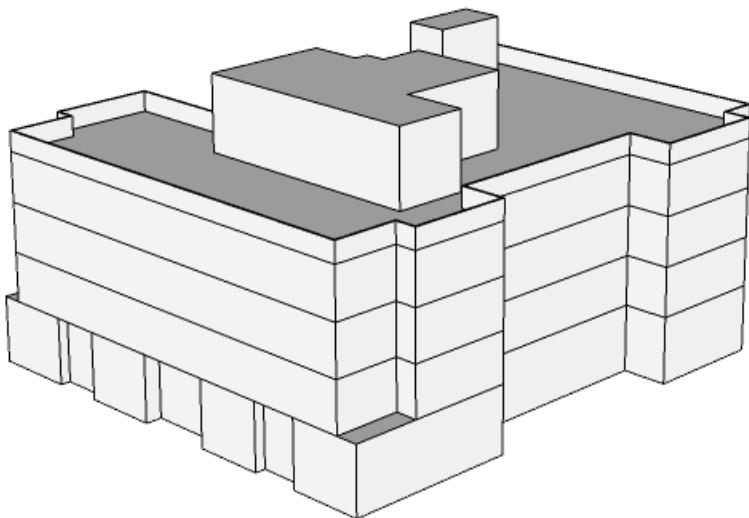
- Preserves Vine Maple, Douglas Fir, and Grand Fir
- Keeps portions of the existing landscape

CONS

- Creates locked in units that if there is development to the north or south would prevent the units from receiving sun-light.
- No parking can occur on site in order to save the tree
- Loss of unit type mix – creates more studios
- Much smaller units
- Lack of modulation which leads to large spans of blank walls in conflict of Design Guidelines CS3 Architectural Context and Character and DC2 Architectural Concept and Consistency
- The building creates a tall scale along 42nd Ave, taking away public benefit to the street and eradicates pedestrian connection to the building in conflict of Design Guidelines PL2 walkability and DC2 Human Scale.
- Less harmonious site development in conflict of several Design Guidelines

REQUESTED DEPARTURES

- None requested



OPTION 2 - “I” SCHEME

PROS

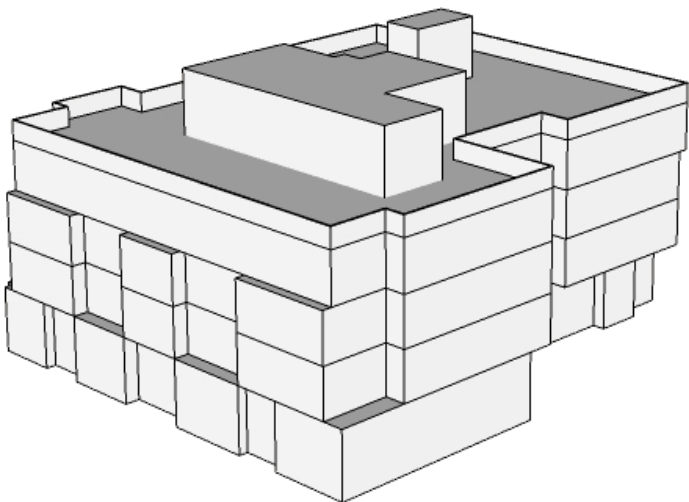
- Parking for residents
- Central lobby which creates connections through the building
- Live/Work frontage to engage the public

CONS

- Simple form along side property lines
- Buried Fitness room
- No articulation along 42nd Ave or break in scal

REQUESTED DEPARTURES

- 20% slope for garage ramp



OPTION 3 - “L” SCHEME (PREFERRED)

PROS

- Parking for residents
- Central lobby which creates connections through the building
- Live/Work frontage to engage the public with entries directly from sidewalk
- Modulation along all elevations to break down scale and provide architectural relief
- Potential for decks and balconies along 42nd Ave
- Provides two modulated faces along 42nd ave and the alley

CONS

- East and West dominated units which is different modulation than the existing context to capture views

REQUESTED DEPARTURES

- 20% slope for garage ramp

Design Options

SOLAR STUDIES - SUMMER SOLSTICE

9AM - JUNE 21



12 PM - JUNE 21



3 PM - JUNE 21



OPTION 1



OPTION 2



OPTION 3 - PREFERRED

SOLAR STUDIES - SPRING/FALL EQUINOX

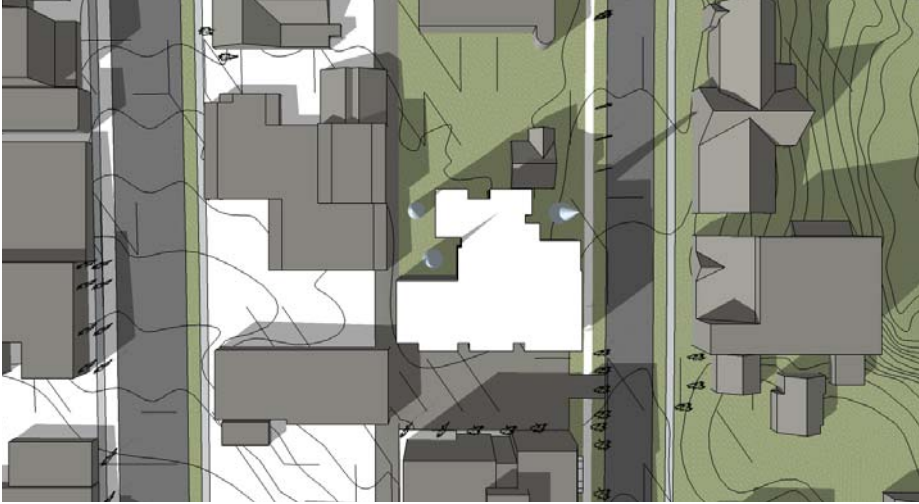
9 AM - MARCH/SEPTEMBER 21



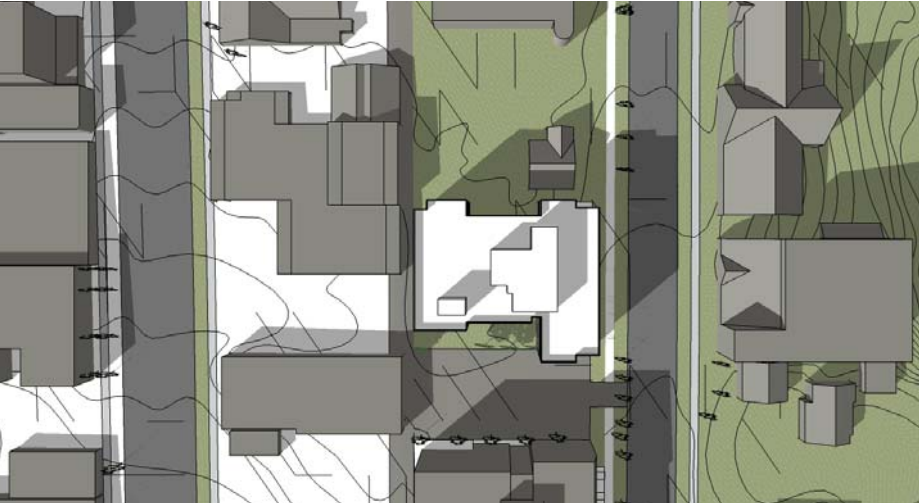
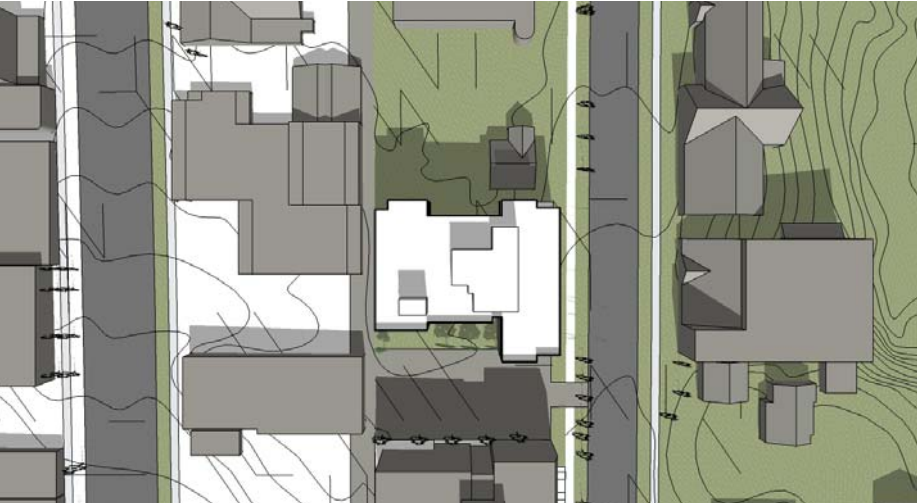
12 PM - MARCH/SEPTEMBER 21



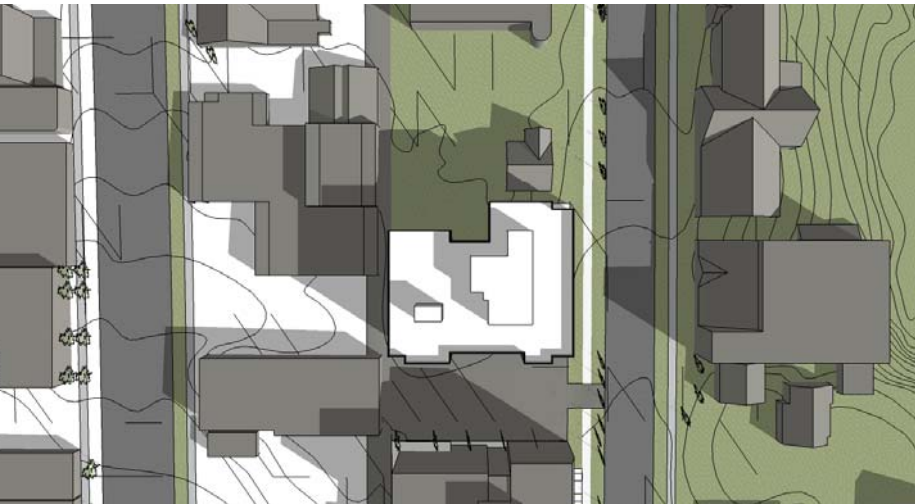
3 PM - MARCH/SEPTEMBER 21



OPTION 1



OPTION 2



OPTION 3 - PREFERRED

Design Options

SOLAR STUDIES - WINTER SOLSTICE

10 AM - DECEMBER 21



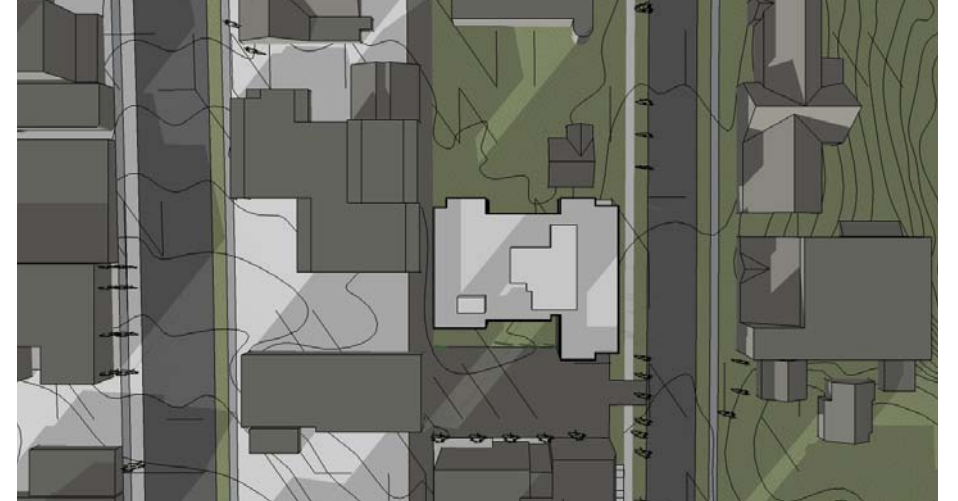
12 PM - DECEMBER 21



2 PM - DECEMBER 21



OPTION 1

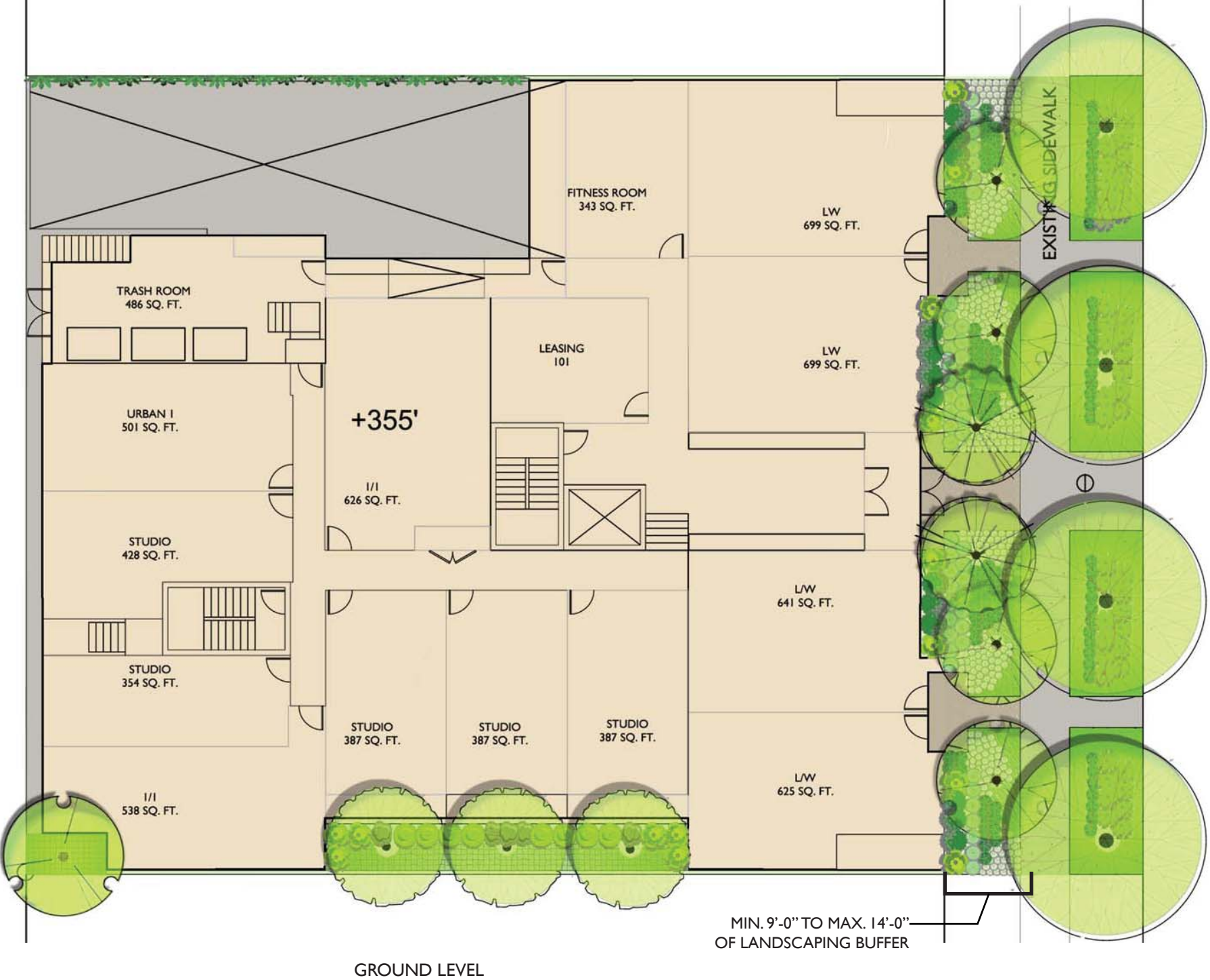


OPTION 2



OPTION 3 - PREFERRED

LANDSCAPE & HARDSCAPE DESIGN

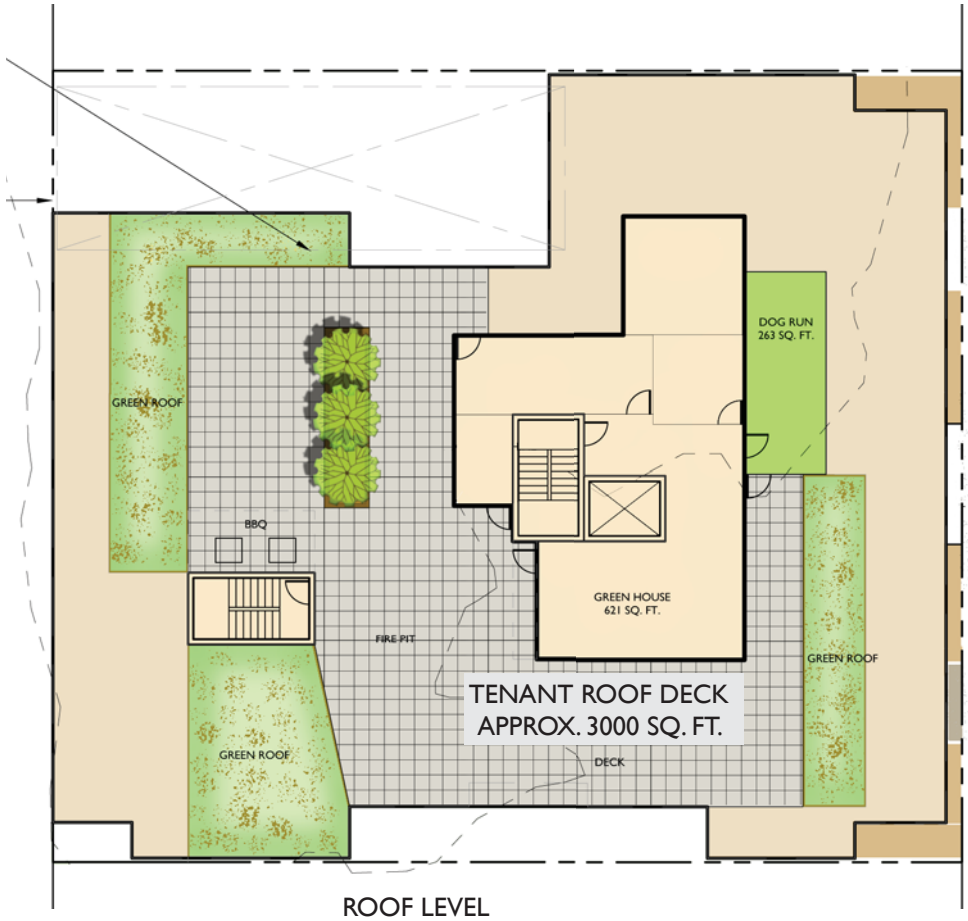


TREE REPLACEMENT DATA

EXCEPTIONAL TREES
(# IN REFERENCE TO TABLE OF TREES INVENTORY BY TREE SOLUTIONS DATE OF INVENTORY 03.03.2017)

#	CANOPY AREA
17	530 SF
18	380 SF
22	2,123 SF
TOTAL	3,033 SF

TOTAL SITE CANOPY REPLACEMENT CALCULATION					
ACER CIRCINATUM	314 SF	QTY 1	TOTAL	314 SF	
MAGNOLIA KOEUS	314 SF	QTY 2	TOTAL	628 SF	
QUERCUS 'CRIMSON'	176 SF	QTY 3	TOTAL	528 SF	
STYRAX JAPONICUS	490 SF	QTY 4	TOTAL	1,960 SF	
TOTAL				3,430 SF	



Appendix

ARBORIST REPORT



Consulting Arborists

Arborist Report

Project No. TS - 5766

TO: Kevin Krout, Junction Landing, LLC
SITE: 4423 42nd Ave SW, Seattle, WA 98116
RE: Site Inspection and Tree Inventory
DATE: February 3, 2017
PROJECT ARBORIST: Scott Baker, Registered Consulting Arborist #414
ISA Certified Arborist #PN-0670B
ISA Qualified Tree Risk Assessor

Tim Coye, Arborist Technician

REVIEWED BY: J. Casey Clapp
ISA Certified Arborist #PN-7475A
ISA Qualified Tree Risk Assessor

Summary

Seven (7) significant trees currently exist on site. Three (3) Exceptional trees are present on the site. The trees on the site are all within the new building envelope. The project has a good area for tree planting on the east side of the parcel.

Assignment & Scope of Report

This report outlines the site inspection by Scott Baker and Tim Coye of Tree Solutions Inc, on January 31, 2017. Included are observations and data collected at the site located at 4423 42nd Ave SW, Seattle, WA 98116. We were asked to visit the site and provide a formal report including findings and management recommendations. Kevin Krout of Junction Landing, LLC, requested these services to acquire information for project planning.

We were asked to evaluate the significant trees on site, with reference to site plans for proposed development provided to us by Leon Holloway. We were asked to produce an Arborist Report including our findings and recommendations.

The tree size, species, health and structural condition, and related notes and recommendations for each tree can be found in [Figure 1: Tree Inventory](#). A site map with tree locations can be found in [Figure 2: Site Map](#). Photographs, Glossary, and References follow the site map. Limits of assignment can be found in [Appendix A](#). Methods can be found in [Appendix B](#). Additional assumptions and limiting conditions can be found in [Appendix C](#).

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Report: Junction Landing Inventory Report
February 3, 2017

p.2 of 15

Observations

Site

The 11,500 square foot site fronts 42nd Ave SW in the Alaska Junction neighborhood of Seattle. Five structures currently exist on site: three single family homes and two garages. The site is flat with little vegetation present beyond the inventoried trees. We tested the soil with a probe and found the soil to be soft and deep with no probe resistance to a depth of 40 inches. A small tree had been removed somewhat recently in the northwest corner of the property, and wood chips were spread throughout this area.

The development planned for the site is a four story building with underground parking beneath. The building will cover the site to the property lines with the exception of a portion of the building along the south property line.

Three phase power distribution lines run along the street on the east side of the property and the right-of-way (ROW) extends into the existing yards.

Trees

Seven significant trees currently exist on site, three of which are Exceptional. One tree that was identified on the survey was not inventoried because it fell below the significant size threshold of 6 inches diameter at standard height (DSH). Tree A, an English holly (*Ilex aquifolium*) tree, and tree B, a cherry street tree (*Prunus* sp.), are on adjacent property with overhanging drip lines. Tree 24 is located in the adjacent right-of-way.

The Exceptional trees are tree 17, the grand fir (*Abies grandis*), tree 18, a vine maple (*Acer circinatum*), and tree 22, the Douglas-fir (*Pseudotsuga menziesii*).

All of the trees would be removed to construct the building and underground parking.

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February 3, 2017

p.4 of 15

Discussion

Based on the proposed plans for the site, we do not believe that that any of the trees on the site can be retained. The street tree could be retained, but its condition favors replacement with a new tree. The footprint for the development, which includes an underground parking garage, utilizes nearly all of the square footage of the site. Retention of the trees will not be feasible without significant changes to the planned building. Permitting will be required for the removal of the Exceptional trees.

Tree 24 is a street tree that could potentially be retained due to planned landscaping within the right of way. However, this tree has had severe pruning performed in the past and has crossing co-dominant stems. We would recommend replacement with a better specimen of tree. The project will include a landscaped area along the east side of the building where replacement trees could be installed. Trees planted in this location should be chosen with species characteristics suitable for planting beneath power lines.

Recommendations

- Remove all trees for the purposes of development.
- Replace tree 24 with a better specimen.
- Plan for new trees in the landscaped area east of the new building suitable for planting underneath power lines.
- Obtain all proper permitting before any tree removal.

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TREE STUDY - OPTION I

In an effort to preserve the existing and the Douglas fir a thorough study was done to maximize the building potential and evaluate the impact on the project and the tree. Loss of potential building area is discouraged in areas of higher density: Urban centers and Urban villages.

It was determined through the included arborist's report that there were three trees that met the SDCI's definition of an exceptional tree. The drip edge for the Douglas fir would be 26 feet. In order to maximize the development potential of the site, building close to the tree's drip edge is mandatory. The building would pull back from the northeast corner of the site. The following option shows the potential building wrapping around the Douglas Fir.

PRESERVING I TREE

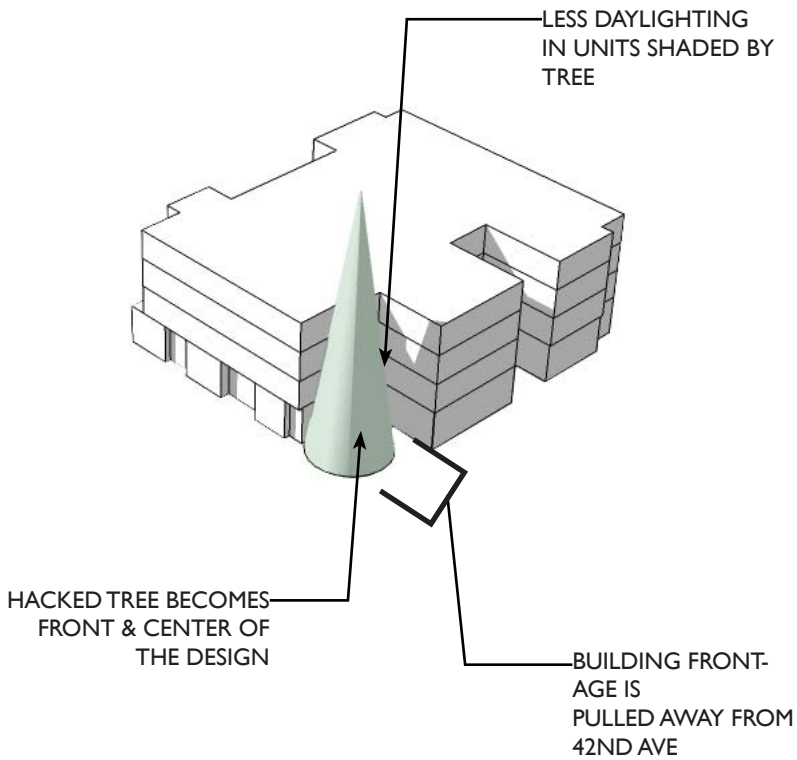
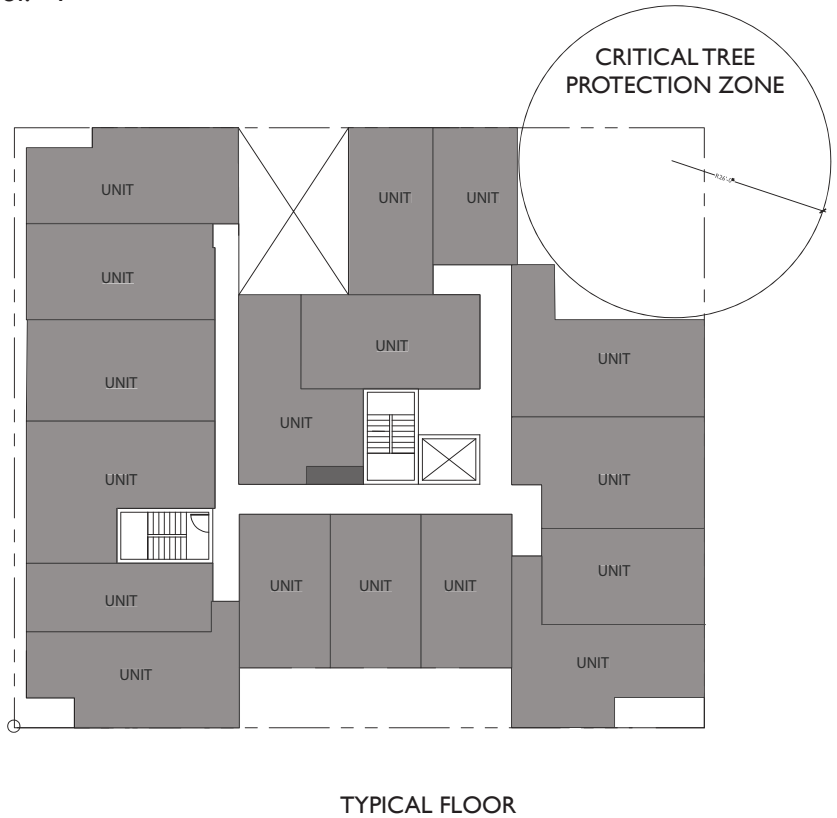
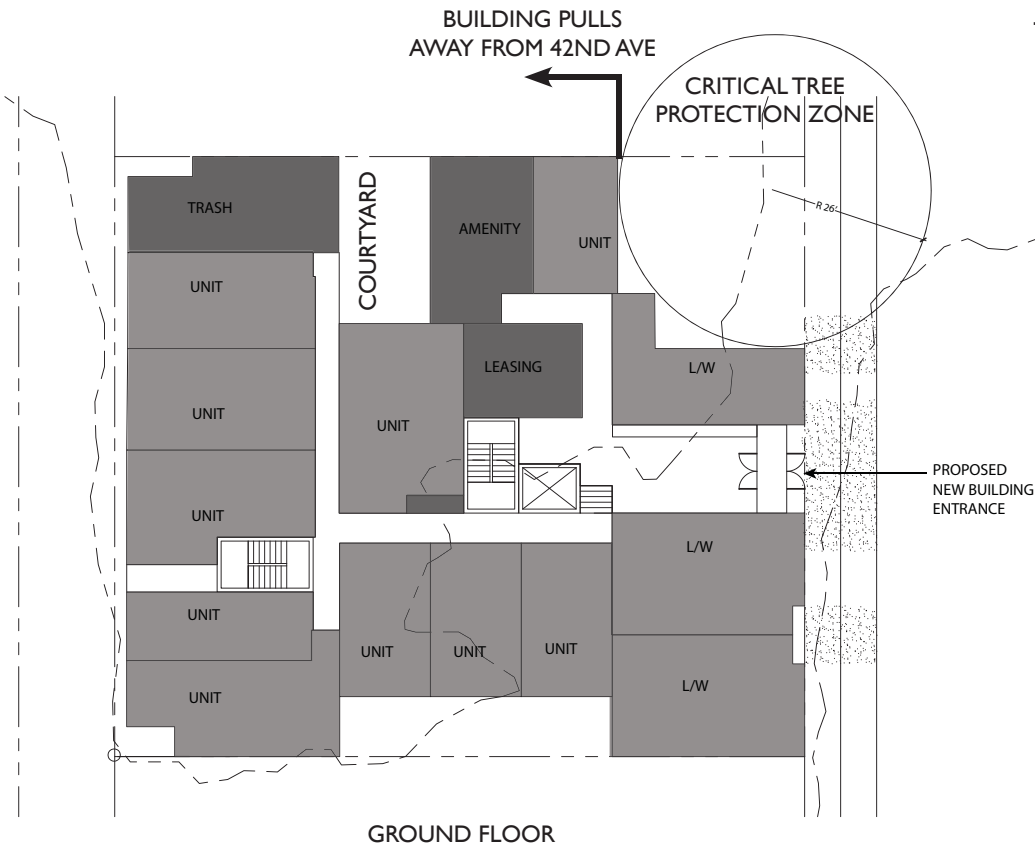
Preserving 1 tree

Pros:

- Preserves Douglas Fir

Cons:

- Creates locked in units that if there is development to the north or south would prevent the units from receiving sunlight.
- No parking can occur on site in order to save the tree
- Loss of unit type mix
- Much smaller units
- Lack of modulation which leads to large spans of blank walls in conflict of Design Guidelines CS3 Architectural Context and Character and DC2 Architectural Concept and Consistency
- Building irregularities leads to not using brick on lower floor in conflict of Design Guidelines DC2 Human Scale and DC4 Exterior Elements and Finishes.
- The building pulls away from 42nd Ave, taking away public benefit to the street and eradicates pedestrian connection to the building in conflict of Design Guidelines CS2 Urban Pattern & Form and CS3 Architectural Context and Character.
- Loss of square footage of 1,749 from the preferred option
- Loss of FAR from 3.25 to 3.10
- Unit increase of: +1



TREE STUDY - OPTION 2

The drip edges for the trees would be 26 feet for the Douglas Fir and 13 feet for the Grand Fir. In order to maximize the development potential of the site, building close to the tree's drip edge is mandatory. The building would pull back from the northeast corner of the site and split away from the Grand Fir in the middle of the site. The following option shows the potential building wrapping around the trees.

PRESERVING 2 TREES

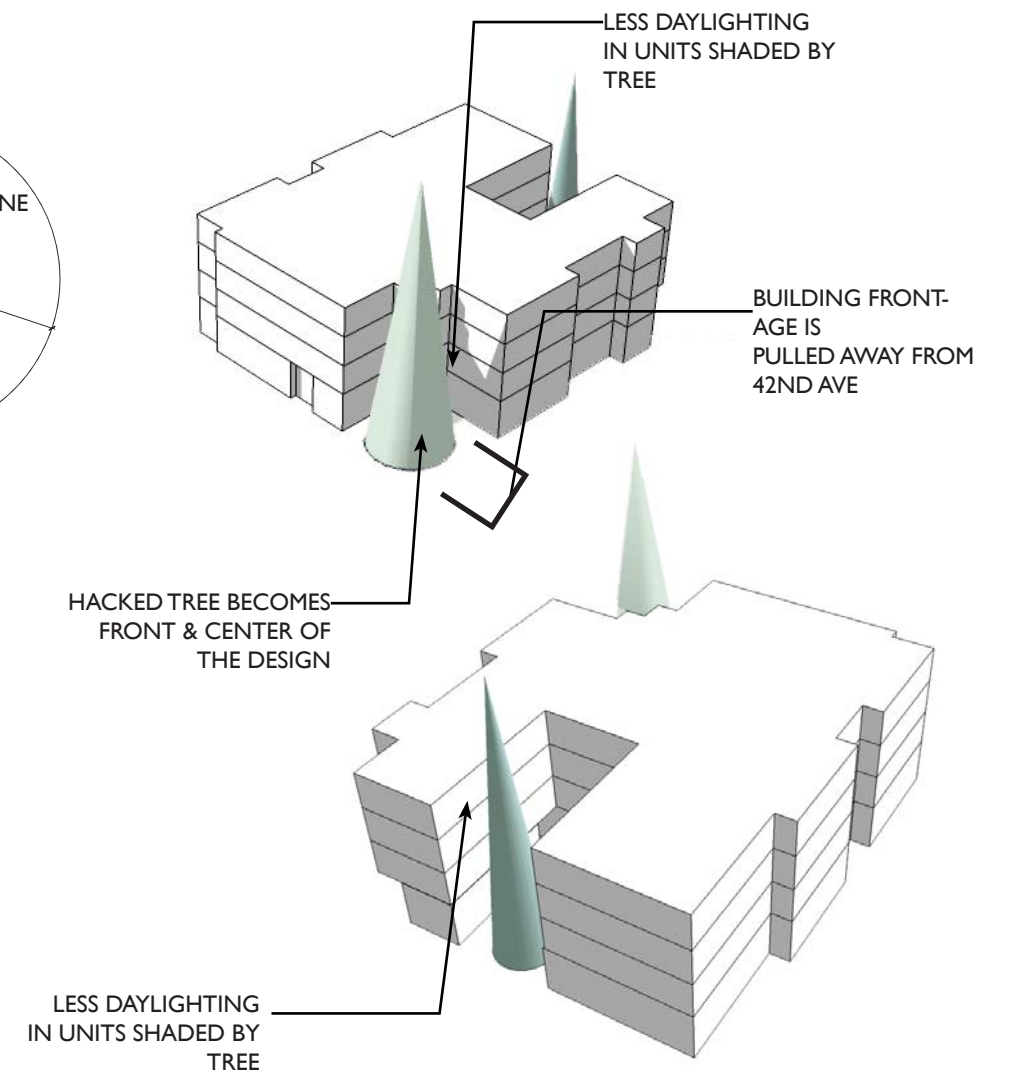
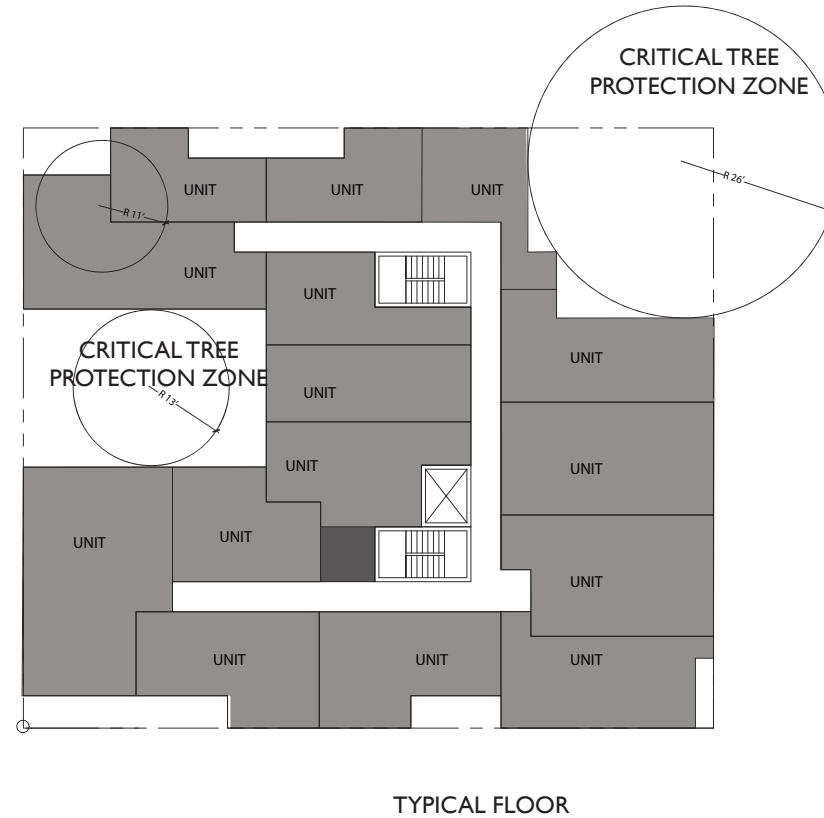
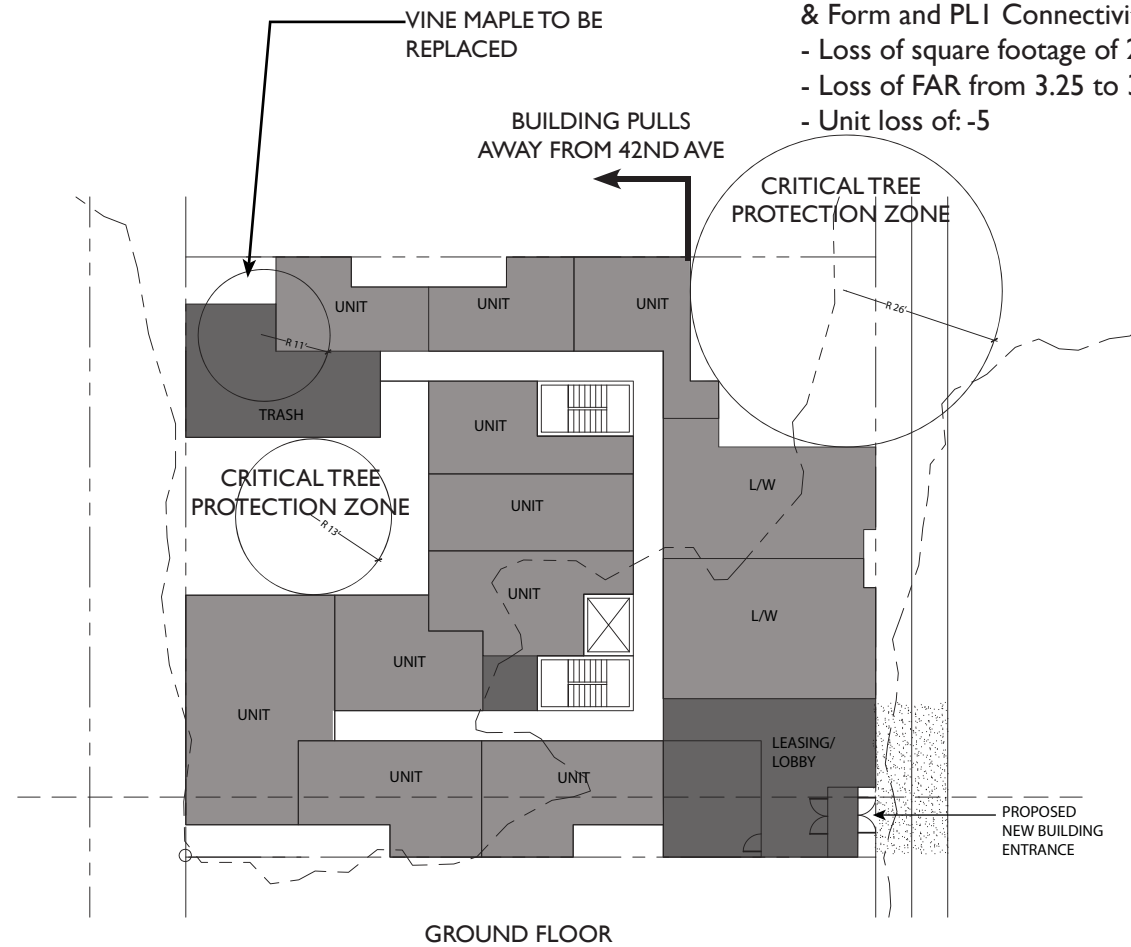
Preserving 2 trees

Pros:

- Preserves the Douglas Fir and Grand Fir, removes Vine Maple
- Keeps a good portion of the existing landscape and allows the Grand Fir to be flanked by the building.

Cons:

- Units run east/west with windows facing North & South which if there is development to the north or south would prevent the units from receiving sunlight.
- No parking can occur on site in order to save the trees
- Loss of unit type mix
- Much smaller units
- Modulation is more internal which can be cut off from the street and sunlight in conflict with Design Guideline CS2 Height, Bulk and Scale Compatibility
- The building pulls away from 42nd Ave, taking away public benefit to the street in conflict with Design Guidelines CS2 Urban Pattern & Form and PL1 Connectivity and PL2 Walkability.
- Loss of square footage of 2,857 from the preferred option
- Loss of FAR from 3.25 to 3.00
- Unit loss of: -5



TREE STUDY - OPTION 3

The drip edge of 13 feet for the Grand Fir which splits the building around it. In order to maximize the development potential of the site, building close to the tree's drip edge is mandatory. The building would pull back from the Grand Fir in the middle of the site, allowing the building to create building wings on either side of the tree. The following option shows the potential building wrapping around the tree.

PRESERVING 1 TREE

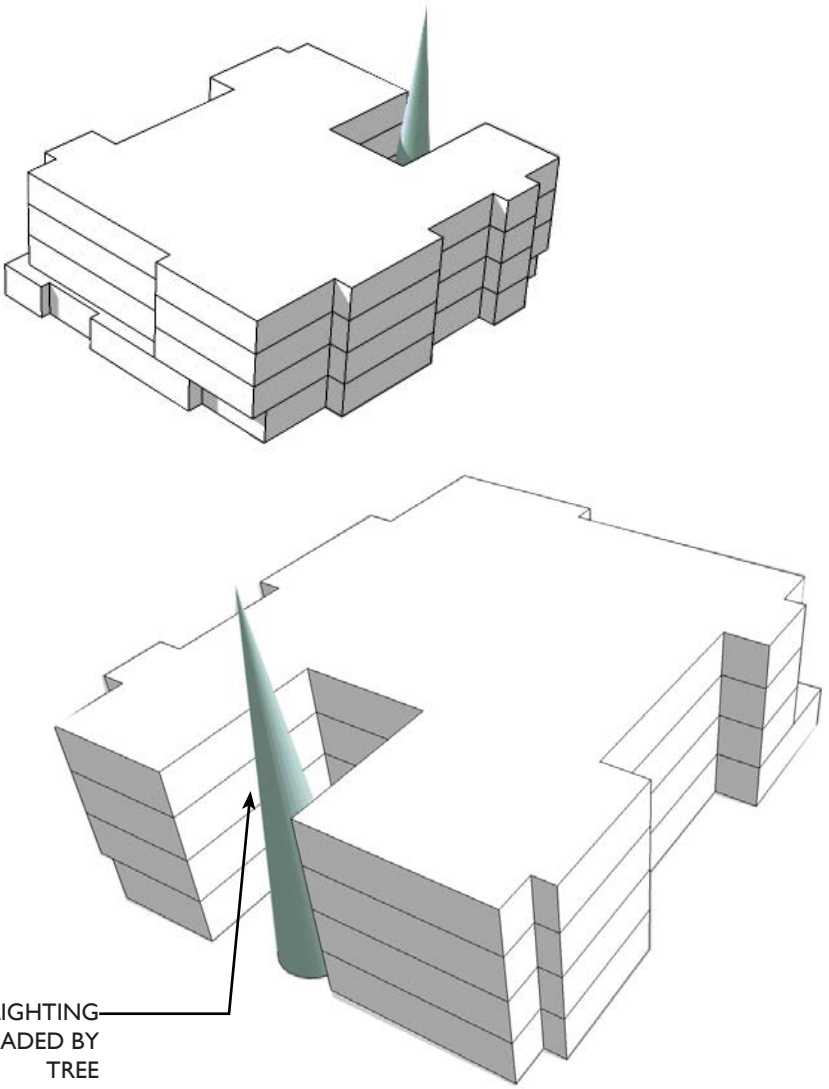
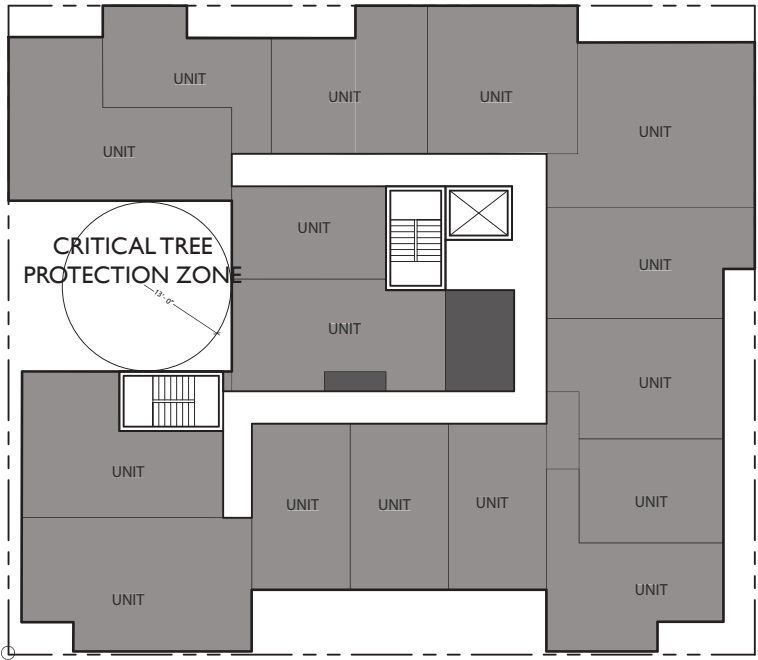
Preserving 1 tree

Pros:

- Preserves Grand Fir
- Keeps a portion of the existing landscape

Cons:

- Creates locked in units that if there is development to the north or south would prevent the units from receiving sunlight.
- No parking can occur on site in order to save the tree
- Loss of unit type mix
- Much smaller units
- Lack of modulation which leads to large spans of blank walls in conflict of Design Guidelines CS3 Architectural Context and Character and DC2 Architectural Concept and Consistency
- The building creates a tall scale along 42nd Ave, taking away public benefit to the street and eradicates pedestrian connection to the building in conflict of Design Guidelines PL2 Walkability and DC2 Human Scale.
- Loss of square footage of 1,729 from the preferred option
- Loss of FAR from 3.25 to 3.10
- Loss of units of: -2



MATERIALS



BRICK: "FOREST BLEND", MISSION FINISH



CAST IN PLACE CONCRETE: ARCHITECTURAL FINISH



WOOD SIDING:



FIBER CEMENT SIDING:

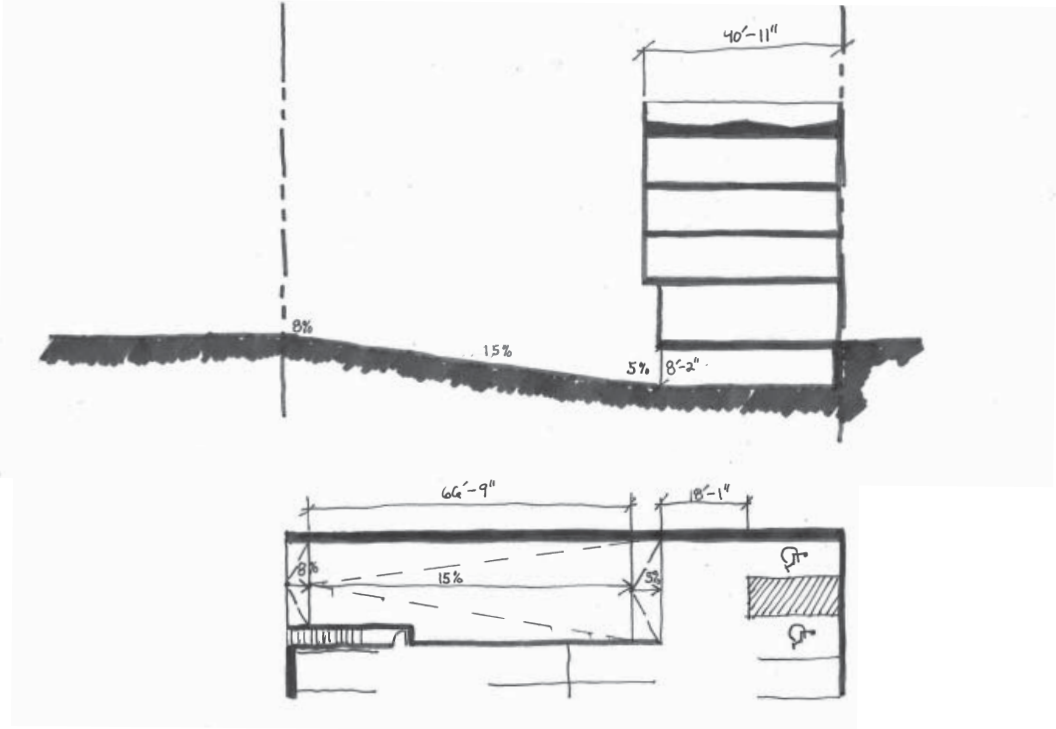


STOREFRONT SYSTEM: CLEAR ANODIZED ALUMINUM

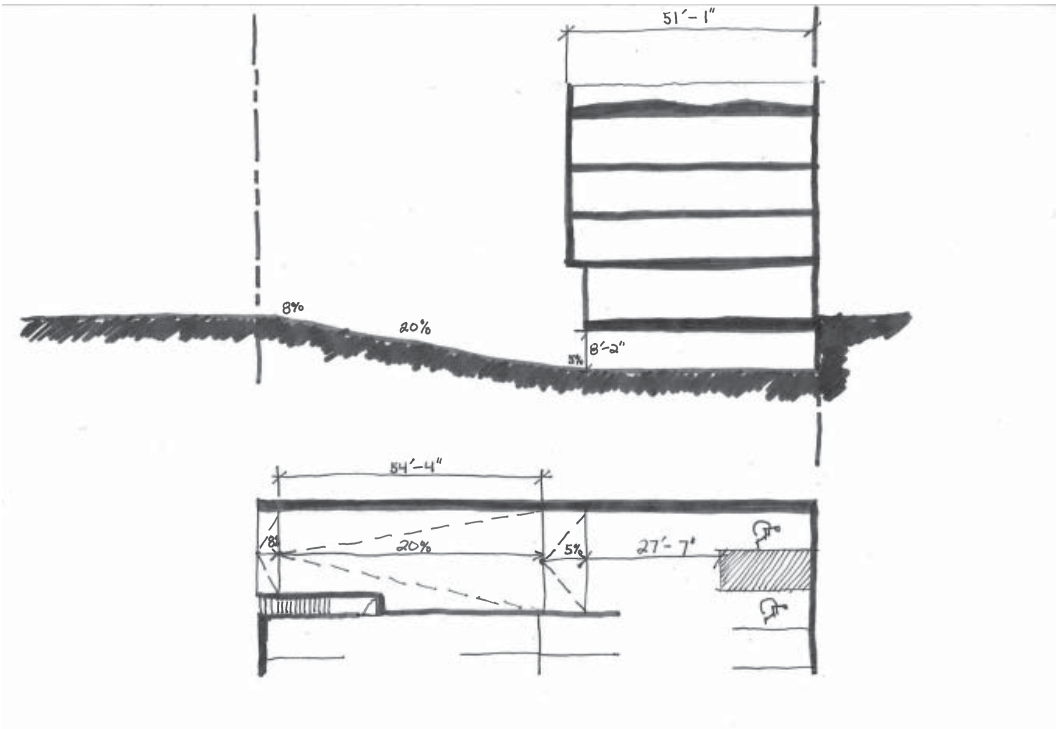
Departures

ZONING CODE	REQUIREMENT	REASON FOR DEPARTURE/IMPROVEMENT TO DESIGN GUIDELINES	PROPOSED	DESIGN REVIEW GUIDELINES
23.54.030.D.3	DRIVEWAY SLOPE FOR ALL USES. NO PORTION OF A DRIVEWAY SHALL EXCEED A SLOPE OF 15%. THE DIRECTOR MAY PERMIT A DRIVEWAY SLOPE OF MORE THAN 15%.	WITH SHALLOW AND RELATIVELY FLAT SITE, IN ORDER TO PROVIDE CLEARANCE FOR AN ACCESSIBLE VAN UTILIZING A STEEPER RAMP OF 20% FOR 54 FEET ALLOWS FOR PARKING CLEARANCE WHILE ALLOWING THE BUILDING TO OCCUPY THE MAJORITY OF THE SITE. IT WILL ALLOW THE PARKING GARAGE TO BE ENVELOPED BY THE BUILDING DESIGN THAT WILL MEET THE DESIGN GUIDELINES AND NOT BECOME A FEATURE. THE GARAGE WON'T BE VISIBLE FROM 42ND AVE AND WILL ALLOW PARKING FOR RESIDENTS. 20% WILL BE THE LEAST AMOUNT TO PROVIDE ACCESSIBILITY AND CLEARANCE INTO THE GARAGE	20%	<ul style="list-style-type: none">DC1 - PROJECT USES AND ACTIVITIES: A: VISUAL IMPACTS OF PARKING STURCTURE - BEING ABLE TO FULLY BURY THE PARKING GARAGE WILL ALLOW THE BUILDING TO NOT BE BROKEN GIVING A MORE PLEASANT VISUAL FROM 42ND AVE.DC2 - ARCHITECTURAL CONCEPTS:A: ARCHITECTURAL CONCEPTS AND CONSISTENCY: BURYING THE GARAGE WILL ALLOW FOR THE FACADE TO BE CONSISTENT AND ALLOW FOR HIGER QUALITY OF MATERIALS ALONG 42ND.

CODE COMPLIANT GARAGE SLOPE



PROPOSED GARAGE SLOPE



RECENT NK PROJECTS



WESTLAKE VILLAGE



DAKOTA



JUNCTION FLATS



TRIAD 12TH



VIEW 222



H2O APARTMENTS - LEED-H PLATINUM TARGET



BROADSTONE KOI - LEED-NC CERTIFIED TARGET



ARTHOUSE



APERTURE - BUILT GREEN 3-STAR TARGET

RECENT DEVELOPER PROJECTS



OSBORN



DAKOTA



JUNCTION FLATS