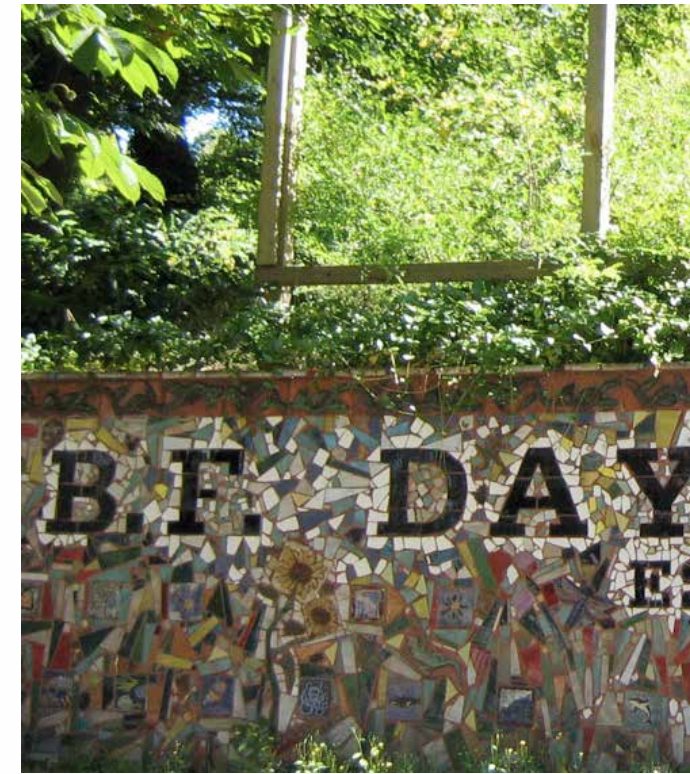


# 3806 Fremont





## DESCRIPTION

Design and construct a ten-unit townhouse development centered around a shared courtyard. Access to individual covered surface parking will be provided from the alley to the east.

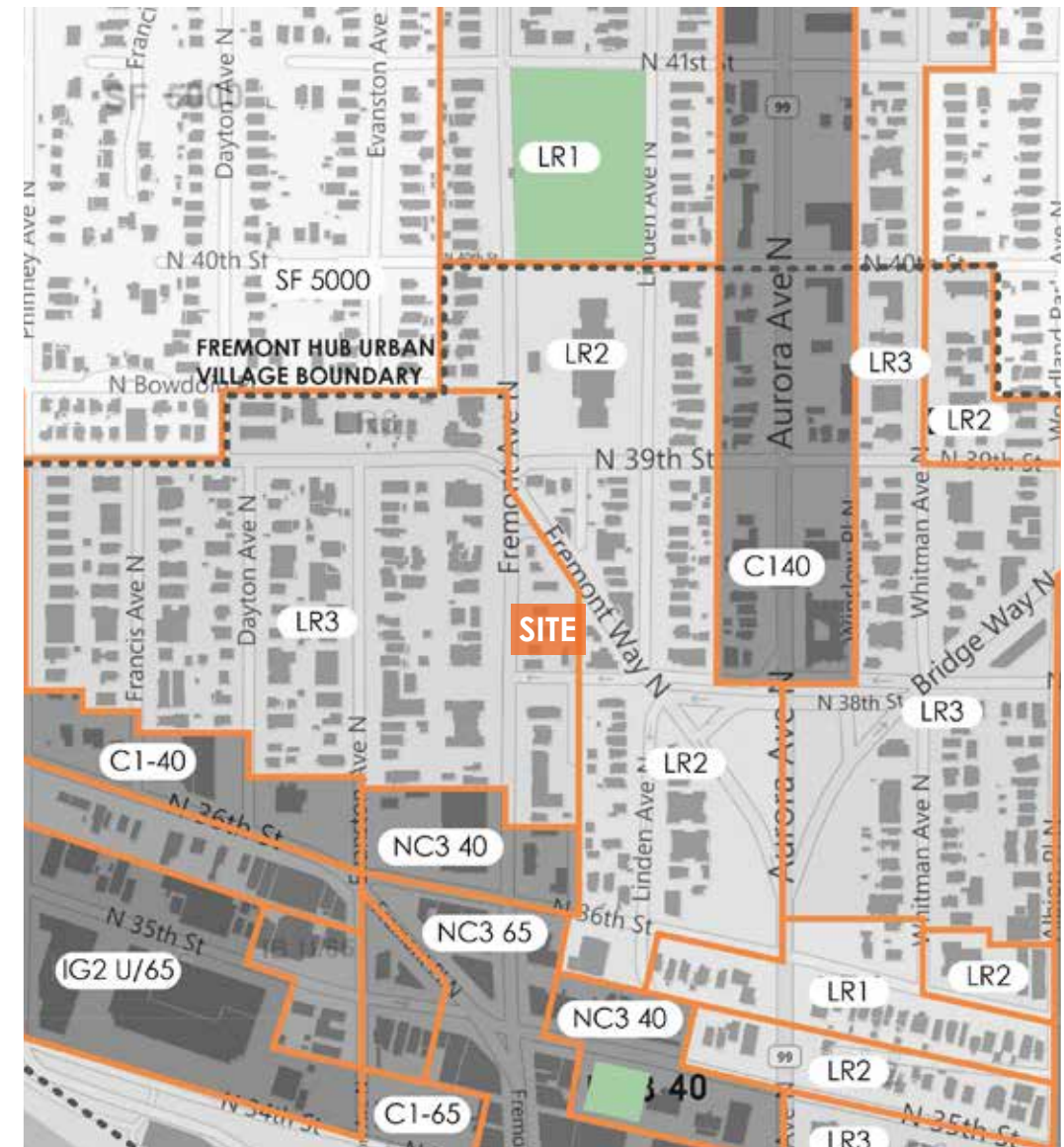
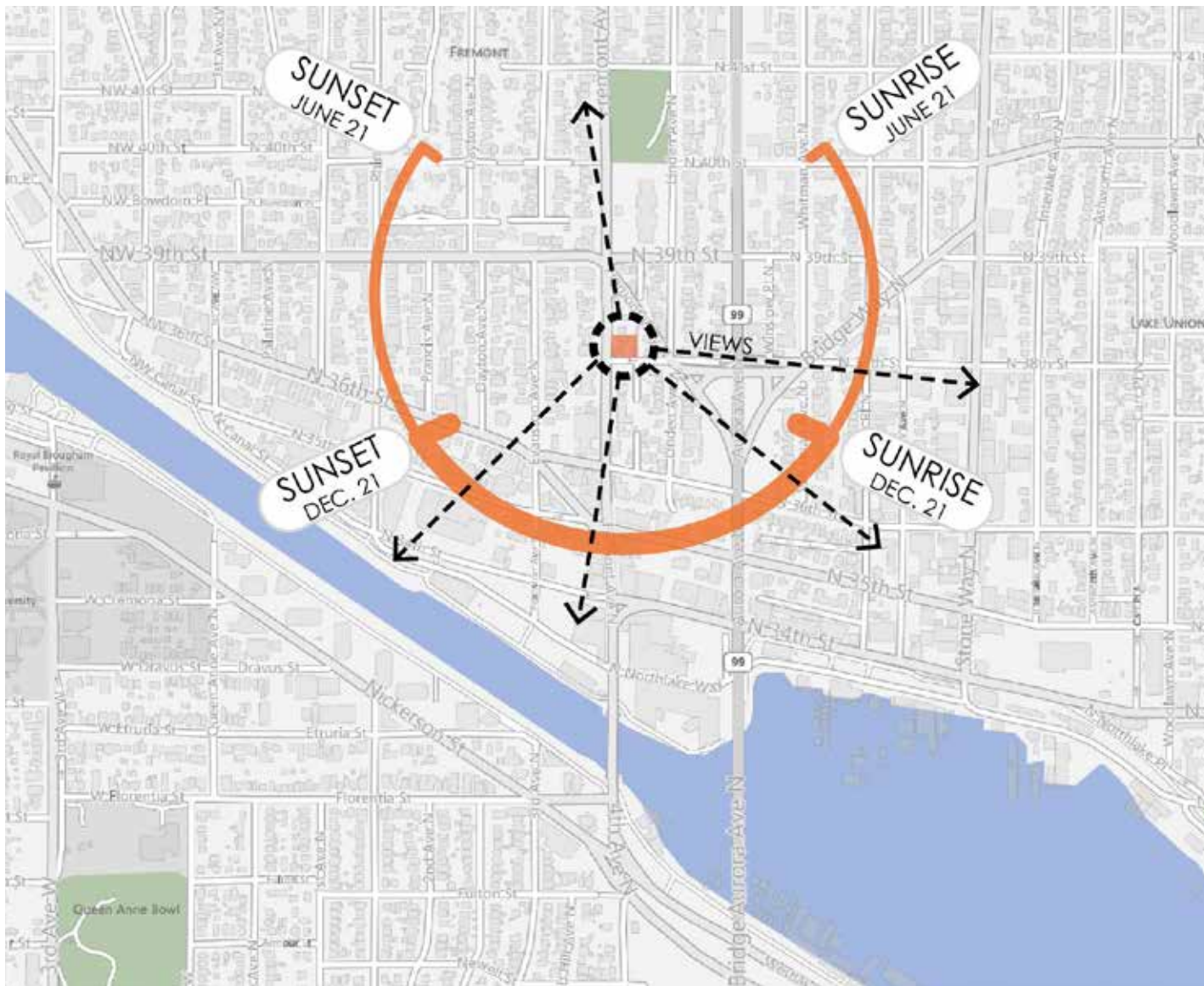
## GOALS

### Sustainability

Achieve a 4-Star Built Green certification.  
Preserve existing trees where possible.  
Utilize reclaimed materials.

### Community

The proposal will be designed around a central courtyard and walkway that connects the site from east to west.



Seattle DPD Zoning Map

## INFORMATION

### Address

3806 & 3812 Fremont Avenue N.

### Lot Size

10,080 square feet (two parcels combined)

### Zoning

Lowrise LR-3 with Fremont Hub Urban Village Overlay

### SEPA Review

Required with construction of over 8 dwelling units in LR-3.

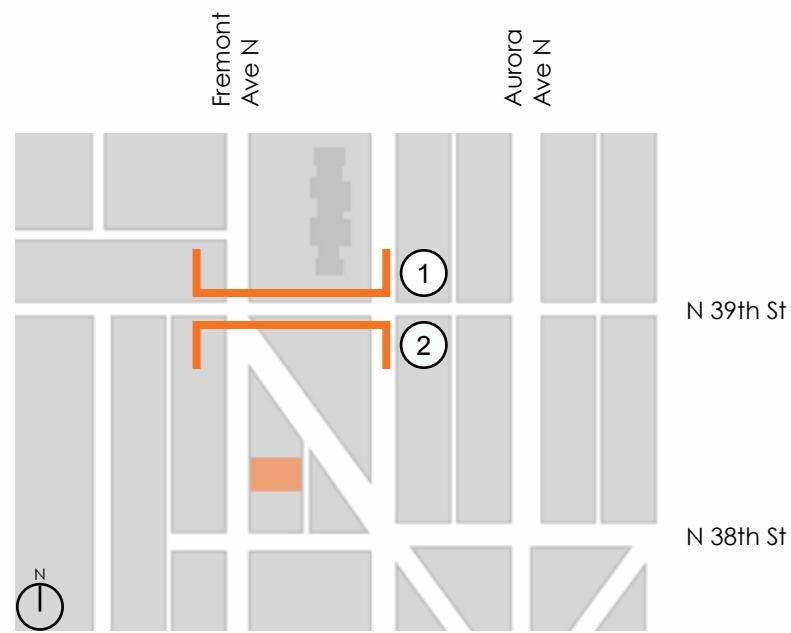
<b>Fremont Ave N</b>	Slopes generously and consistently from south to north, rising from 20 ft. at the ship canal to an elevation of roughly 350 ft. above sea level at the Woodland Park Zoo. The site is located at an elevation of 130 ft. Parking is allowed on both sides of the street. Connects N 46th St (main east-west connector) to the Fremont Bridge and Nickerson St, Westlake Ave N and Dexter Ave N beyond.
<b>Fremont Way N</b>	Slopes slightly uphill from northwest to southeast. Heavy traffic from Aurora Ave N. No street parking on either side.
<b>Fremont Ln (alley)</b>	Slopes slightly uphill south to north. Used for parking access and garbage pickup.
<b>N 38<sup>th</sup> St</b>	Residential street slopes steeply uphill from west to east, rising roughly 38 ft. in one block.
<b>N 39<sup>th</sup> St</b>	Major residential street slopes downhill east to west and connects to Aurora, parking allowed on the north side only.



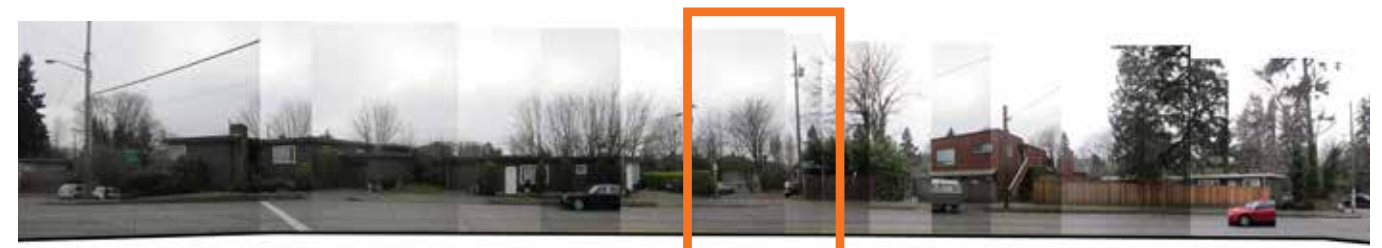
① panoramic view along N 39th St looking north



② panoramic view along N 39th St looking south



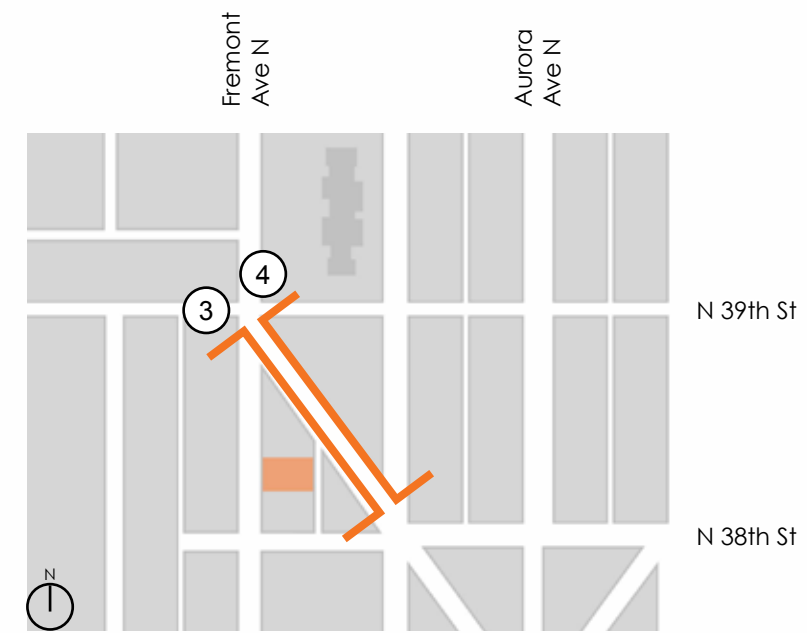
context panoramic photos



③ panoramic view along Fremont Way N looking south

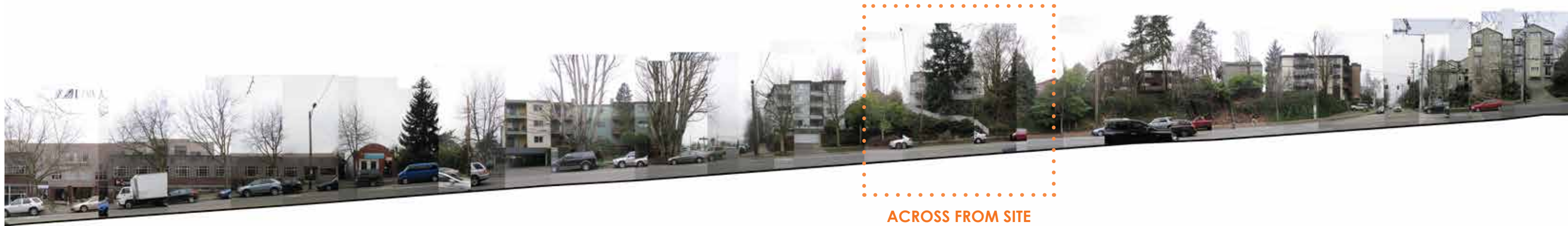


④ panoramic view along Fremont Way N looking north



N 38th St

N 39th St



ACROSS FROM SITE

5 panoramic view along Fremont Ave N looking west

N 39th St

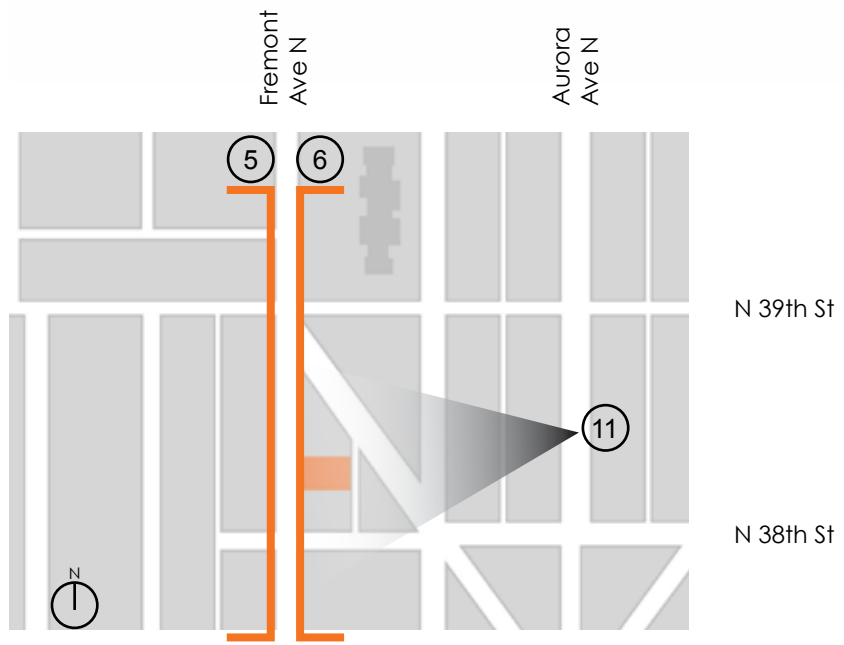
Fremont Way N

N 38th St



SITE

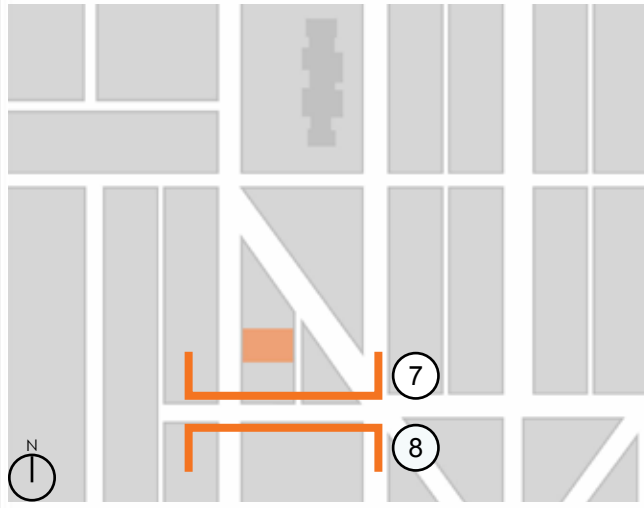
6 panoramic view along Fremont Ave N looking east



11



context panoramic photos



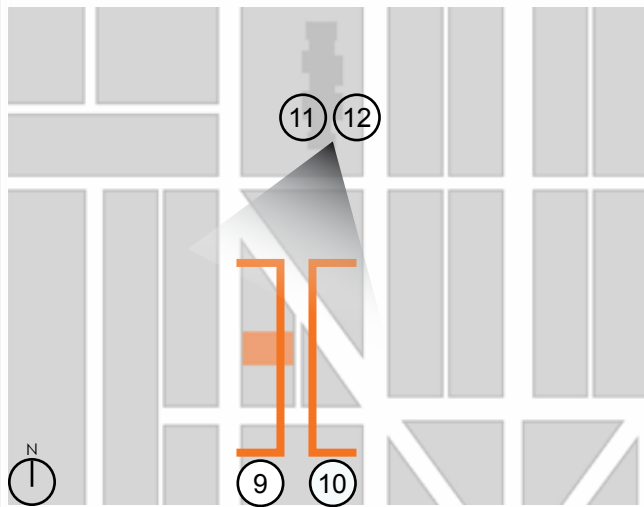
⑦ panoramic view along N 38th St looking south



⑧ panoramic view along N 38th St looking north



⑪ view of Fremont Ln, the named alley and parking access at east edge of site



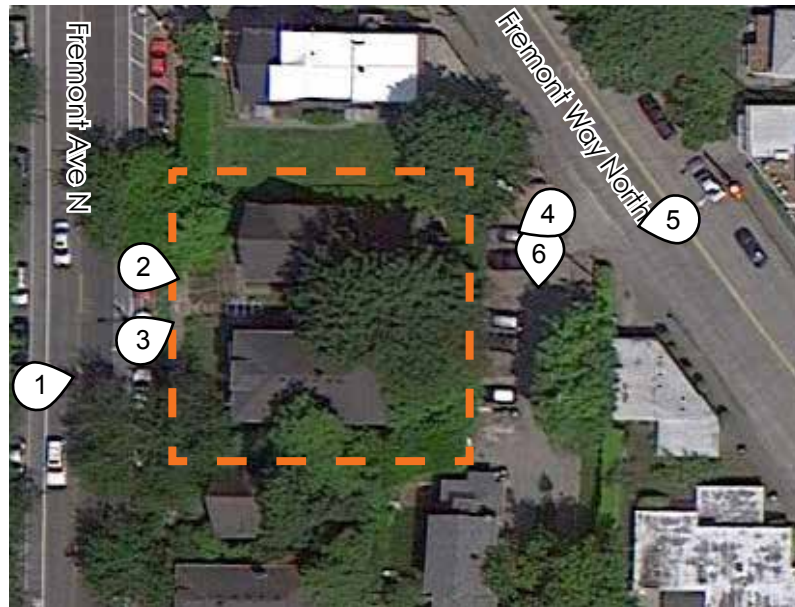
⑨ panoramic view along Fremont Ln looking west



⑩ panoramic view along Fremont Ln looking east



⑫ view of Fremont Ln, the named alley and parking access at east edge of site



① View of site from Fremont Ave N

④ View of lot looking west, mature trees and slope

**EXISTING SITE CONDITIONS**

Our site is located on two parcels along the south facing Fremont Ave N, mid-block between N 39th St and N 38th St. Two existing single-family structures, both of which have been converted into apartment dwellings, currently occupy the site and will be demolished. Several large trees that include a big leaf maple and mountain ash occupy the site and may be saved. The entire property sits 4-10 ft. above street level and slopes moderately from south to north and significantly from west to east, rising 18-24 ft. up to the named alley Fremont Lane. The site dimensions are approximately 112 ft. east-west and 60 ft. north-south.

The site has phenomenal access to both the Fremont neighborhood and greater Seattle. The shops, restaurants and bus stops in downtown Fremont are a 5-minute walk. Metro bus lines numbers 5, 16, 26, 28, 31, 32, 40 and 82, serving downtown Seattle, University of Washington, Ballard, Wallingford, Greenwood, Greenlake, Lower Queen Anne, Shoreline and Northgate are also within a 5-minute walk. Access to the Burke-Gilman Trail is equally as close. For vehicular accessibility, the site is near to several major east-west and north-south thoroughfares including immediate access to Aurora Ave N.



② Existing structure on south side of lot



③ Existing structure on north side of lot



⑤ View of site through alley entrance off Fremont Way N



⑥ View of rear alley parking looking south



A planter wall provides a transition to existing grade enclosing a landscaped area. A loosely composed walkway breaks down the scale of the pedestrian walkway.



Planter walls of varying heights combine with front stoops provide a transition and buffer to the sidewalk.



Terraced planters transition to the sidewalk to a maximum height of 5'-2". Recessed entries create a rhythm and provide privacy.



Generous landscaping and careful porch detailing provides a sensitive buffer from the sidewalk.



Landscaping complements building massing.



Lining the reclaimed brick walkway with landscaping creates an inviting entry from the street.



A sloped retaining wall transitions from a minimum height of 6" to the top of the landing at 5'-2".

### pedestrian environment examples and analysis



# ANALYSIS OF RETAINING WALLS ON FREMONT AVENUE NORTH

## ENTRY STAIR



## PUBLIC SPACE



## LANDSCAPE BUFFER



① Both stair and walkway are defined by the rockery retaining wall.

② Stair plunges up steep slope without a relationship to the adjacent retaining wall.

③ Rockery retaining wall defines one edge of the stair

④ A small public gathering space is defined by the walls at the foot of a public stair.

⑤ The entry to a generously wide public stair is marked by the 5' high retaining walls.

⑥ A decorative mosaic is applied to the face of the wall to mark a significant corner in the neighborhood.

⑦ A planter defined by wooden railroad ties slopes down to the sidewalk to generate a soft transition between building and sidewalk.

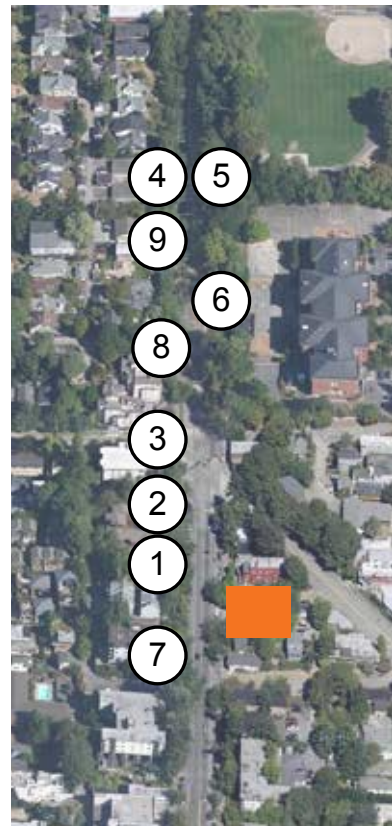
⑧ A steeper example employs rockery and planting to separate public and private zones.

⑨ The most abrupt example, a vertical wall at the street strictly demarcates public and private.

N 40th St

N 39th St

N 38th St





- Parking access for the site includes the street parking available in the above mentioned locations and off-street parking accessed via the Fremont Ln alley
- 3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.**

**Zoning**

The site, shown above in orange on the aerial photo and zoning map on page 3 is located in the LR3 zone. The LR3 zone stretches south of N 39th St to north of N 36th St, and continues west from the site. A mix of commercial and residential zones are common in the vicinity. The entire area south of N 39th St falls under the Fremont Hub Urban Village Overlay.

**Uses and Physical Features**

The predominant use in the immediate vicinity of the site is a variety of two, three and four-story multifamily residential buildings. In addition, the Fremont Village, beginning two blocks from the site south of N 36th St is a mix of one to three story commercial buildings, with several six story mixed-use structures. The Fremont Hub Urban Village supports a vibrant mix of cafés and restaurants, bars, music venues, retail uses, grocery stores as well as software companies like Getty Images and Adobe Systems Inc. Uses to the north of N 39th St include one, two and three story single family dwellings. BF Day Playground park and the Burke-Gilman ship canal waterfront areas provide open space access within 5 minutes walk. The vicinity is physically defined by the steeply south to north sloping hill up

Fremont Ave N and the boundaries created by Aurora Ave N to the east and the ship canal to the south.

**Existing Architecture**

The architecture along Fremont Ave N and in the immediate vicinity of the site varies to a large degree in scale, building type and architectural style. Immediately adjacent to the north and south of the site are one to three story wood framed single-family homes that have been converted to multi-family dwellings. Surrounding the site along Fremont Ave N there are several larger four-story apartment buildings. Numerous townhome structures have been built recently along N 39th St. Downtown Fremont is predominately characterized by one to three-story brick commercial structures. In general, the building stock surrounding the site is not dominated by any single typology or architecture.

**Views**

All new homes will have territorial and possible downtown, mountain and Sound views from roof top decks.

**Community Landmarks**

Fremont is the self-proclaimed "Center of the Universe" and as such is home to several community and Seattle landmarks. The Lenin Statue, the Fremont Rocket, The Fremont Troll, "Waiting for the Interurban Statue" and the Center of the Universe Guidepost are all located in a small several block radius in and around downtown Fremont and are all a 5 minutes walk from the site. North of the site on Fremont Ave N is the Fremont Solstice Parade Power House



① View of the site looking northeast on Fremont Ave N



② BF Day School at N 39th St and Linden Ave N



③ Lenin Statue and Rocket, Cultural Landmarks

analysis of context - neighborhood



④ View of nearby BF Day Playground



⑦ Apartment Building at N 39th St and Fremont Ave N



⑩ Apartment Building on Fremont Ave N



⑤ Various shops near N 35th St and Fremont Ave N



⑧ Fourplex on N 38th St and Fremont Ave N



⑪ Multi-family building on Evanston Ave N



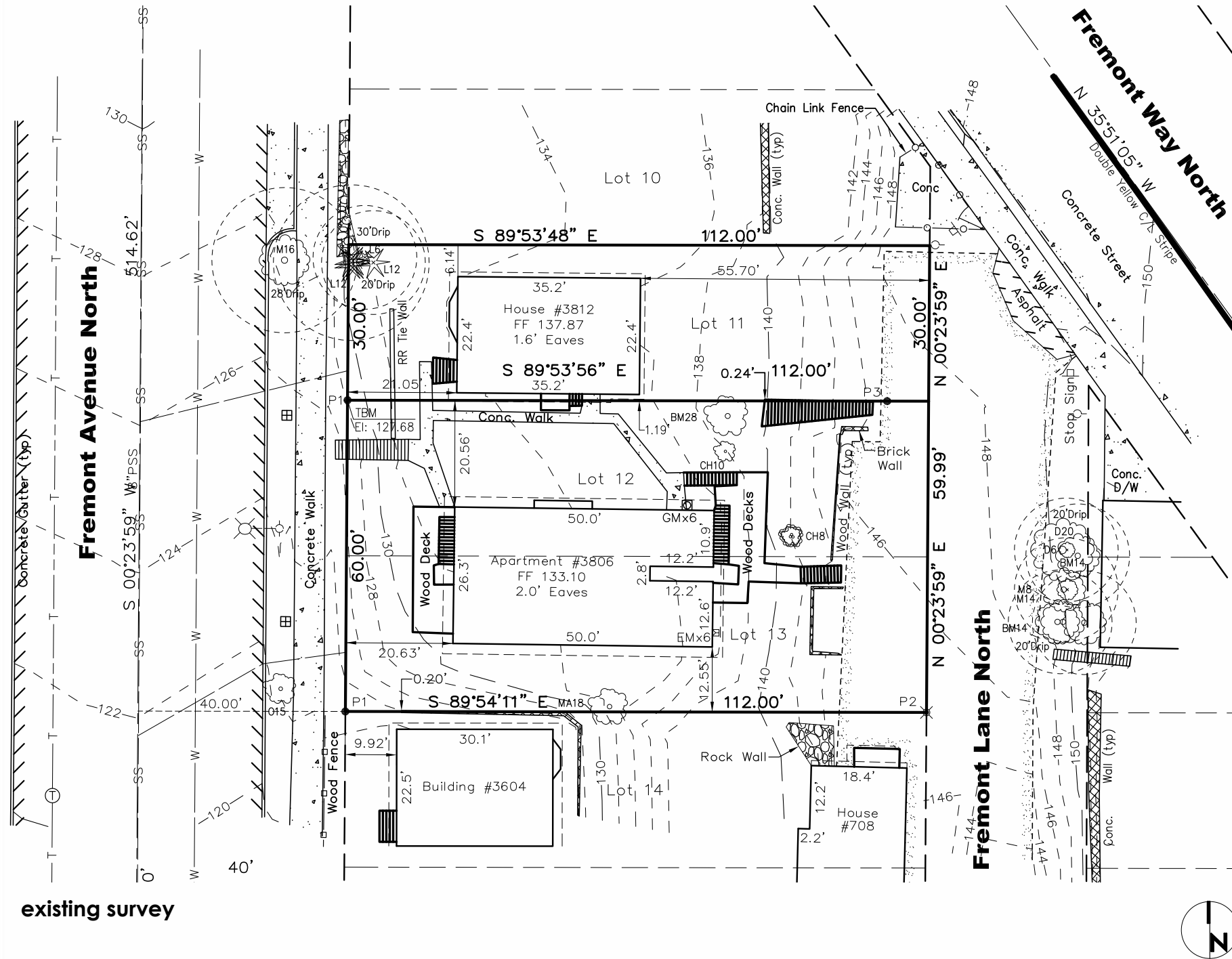
⑥ New development adjacent the Fremont Rocket



⑨ Duplex on Fremont Ave N



⑫ Single family home on N 39th St



existing survey

proposal

**4. PROPOSAL**

Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx), amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departure from development standards.

**Development Objectives**

We strive to create a compelling community of homes while contributing to the character of the neighborhood. The new homes will acknowledge the area and the times, while injecting fresh concepts and energy into a vibrant existing neighborhood. The site strategy will prioritize the ability to daylight the interior of the homes as well as the courtyard while limiting the impact of the automobile.

**Desired Uses**

We are proposing between ten and eleven new homes in multiple structures, assembled around a central exterior space that is directly accessible from all of the homes. In alternative 1 the central space is a woonerf for automobile and pedestrian access. In alternatives 2 and 3, a central courtyard provides a communal pedestrian space at the heart of the project and is accessible from all homes. Private roof decks will extend the interior living spaces and take advantage of potential views to the south. A combination of outdoor decks and porches will contribute to a communal pedestrian environment as well.

**Structure Height**

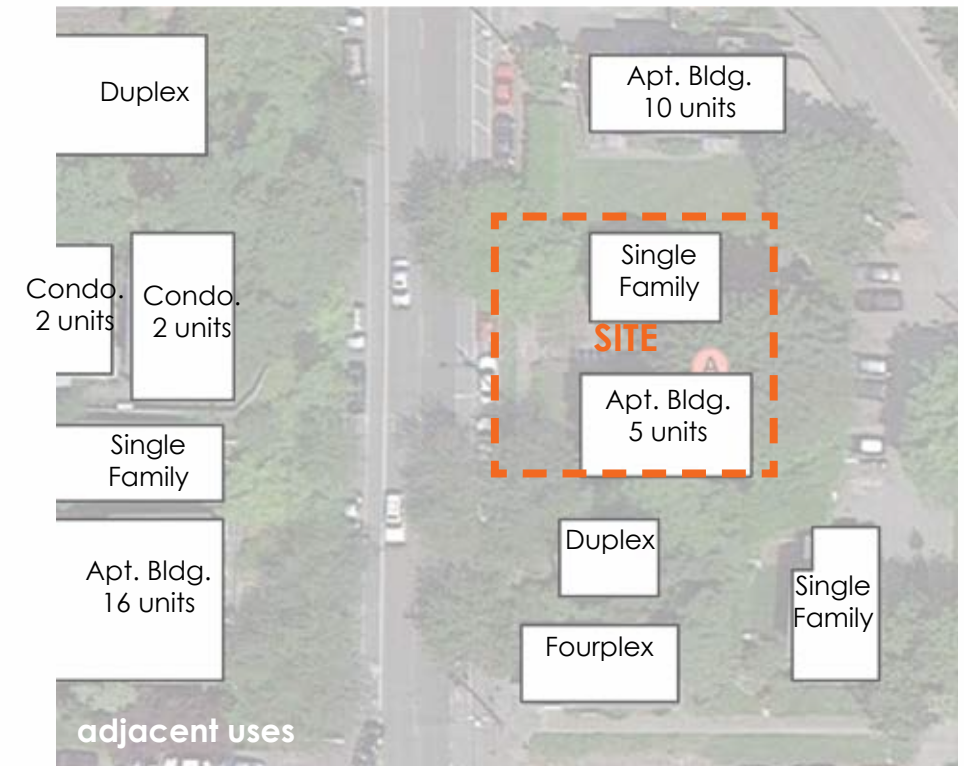
While the townhomes will use the maximum allowable height, stair penthouses, if provided, will be limited and oriented to minimize impacts on adjacent sites.

**Parking**

Although the parking is not required, the development proposes to provide parking for all homes. Alternative 1 provides private garages that are to be accessed from the central woonerf. Alternatives 2 and 3 provide individual covered surface spaces at the east edge of the site to be accessed by the alley. The existing gravel alley will be improved for the extent of the project site.

**Departures**

Alternative 1 is code compliant. Alternatives 2 and 3 request departures for facade length and setbacks and separations.



adjacent uses

## 5. Design Guidelines.

A brief description of how the proposal meets the intent of the applicable citywide and neighborhood design guidelines. Identify design guidelines most relevant to the proposal.

### A-1 Respond to Site Characteristics

The design should respond to specific site conditions and opportunities.

#### RESPONSE

The two most significant site characteristics to which the project is responding are the extreme grade change from east to west and the presence of a 28" diameter big leaf maple at the center of the site. The massing follows the terrain and maintains a direct pedestrian connection through the site from east to west. The preferred scheme also makes space at the central courtyard to preserve the big leaf maple.



### A-6 Transition Between Residence and Street:

The design should respond to specific site conditions and opportunities.

#### RESPONSE

In all schemes, residences can be accessed from Fremont Avenue and all units on the west side will have porches and planting areas to provide a level of privacy from the street. In Alternative 3, the access to the central courtyard becomes a central pathway into the site a creates a central space to allow residents to interact and gather.



### A-2 Streetscape Compatibility:

The siting of buildings should acknowledge and reinforce the existing desirable characteristics of the right-of-way.

#### RESPONSE

The street frontage along Fremont Ave will be composed of generous landscaping combined with stoops. A 10' wide pathway to a central courtyard will also be accessed from the sidewalk and allow pedestrian access through the entire site. The façade on Fremont Ave will also be modulated to allow for small scale decks and porches. All units at the west side of the street will have entries facing Fremont Avenue.



### A-7 Residential Open Spaces:

The siting of buildings should acknowledge and reinforce the existing desirable characteristics of the right-of-way.

#### RESPONSE

The three alternatives explore a variety of residential open space. Alternative 1 mixes the open space with traffic to allow access to private garages at each unit. Alternative 2 creates a north-south linear courtyard. Alternative 3 is arranged around a cross shaped open space that allows the most amount of light into the courtyard as well as into the units themselves.



### A-3 Entrances Visible from the Street:

Entries should be clearly identifiable and visible from the street.

#### RESPONSE

The site is a prominent corner in Capitol Hill. We are treating it respectfully by creating a strong urban presence at the corner in a similar manner to neighborhood patterns. The building level is approximately 6 feet above the street. We are responding to that by lowering entries and creating stoops for the rowhouses and a generous stair for access to the courtyard and other homes.



### A-8 Parking and Vehicle Access

Entries should be clearly identifiable and visible from the street.

#### RESPONSE

Alternative 1 is designed around vehicle access to each unit, combining the pedestrian and vehicular environment throughout the site. Alternatives 2 and 3 propose to keep parking on the alley underneath a landscaped roof.

(Below: an example from a previous project that softened a carport by integrating a green roof.)



### A-4 Human Activity:

New development should be sited and designed to encourage human activity on the street.

#### RESPONSE

The site is a prominent corner in Capitol Hill. We are treating it respectfully by creating a strong urban presence at the corner in a similar manner to neighborhood patterns. The building level is approximately 6 feet above the street. We are responding to that by lowering entries and creating stoops for the rowhouses and a generous stair for access to the courtyard and other homes. (Below: An example of generous landscaping.)

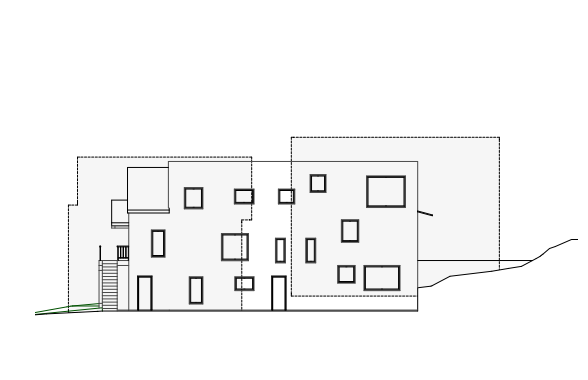


### A-5 Respect for Adjacent Sites:

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

#### RESPONSE

Neighboring structures have been documented and will be considered as the project moves into later design phases. The structures will step down the hill to follow grade. In Alternative 3, the structures to the south will set back at portions of their upper levels to reduce the impact on neighboring structures.



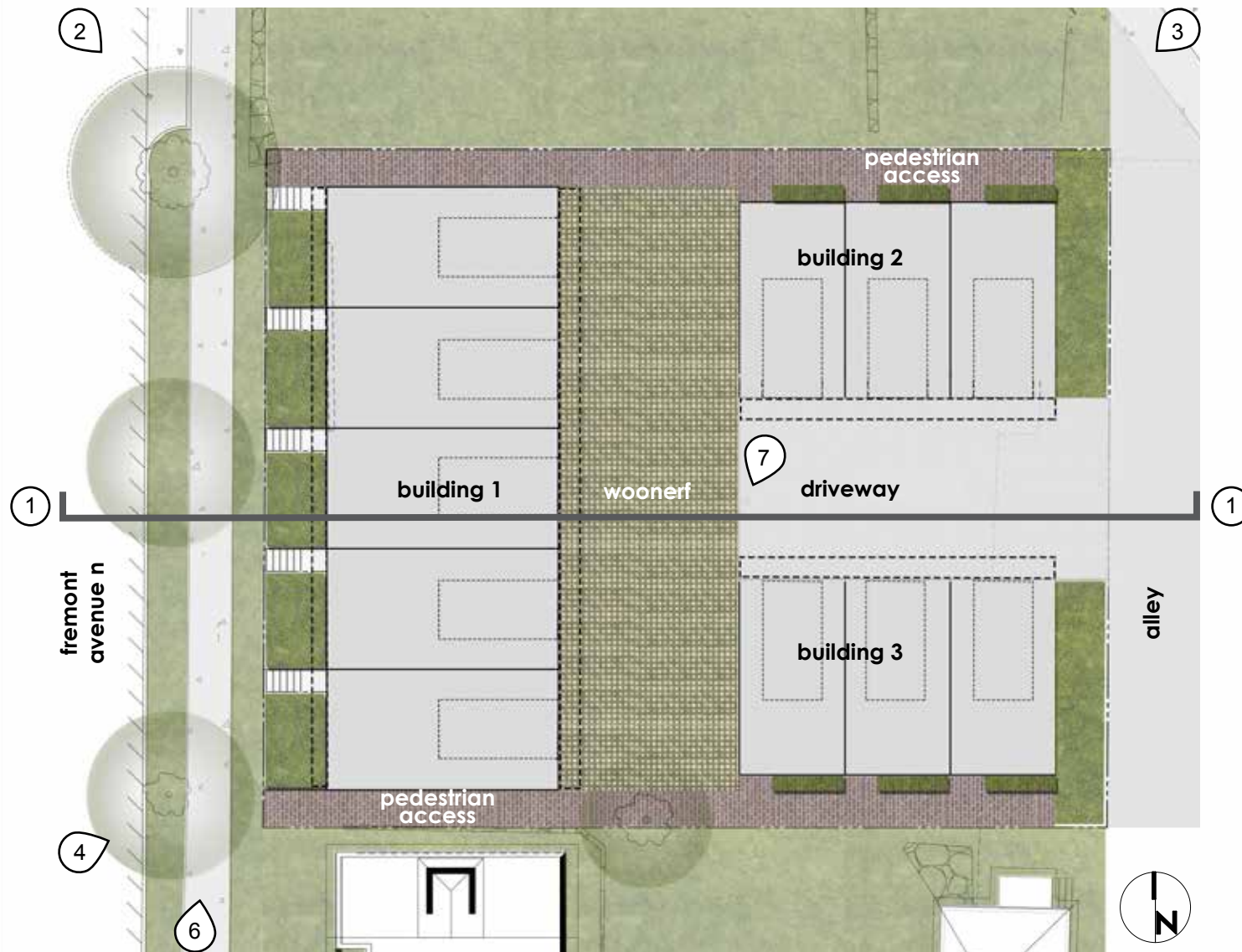
### B-1 Height, Bulk, and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies and provide a transition to less-intensive zones.

#### RESPONSE

The proposed project is at an intermediate scale of those directly adjacent to it. By stepping the project down the hill to the south, it transitions from the 3 story structure to the north to the single-family homes to the south. Other strategies, such as setting back at the third story, will be employed to be less impactful where necessary. The site borders a less intensive zone (LR-2) to the east across the alley. Alternatives 2 and 3 propose sinking the eastern buildings into the hill so that there will only be a two story volume adjacent to the less intensive zone.





site plan

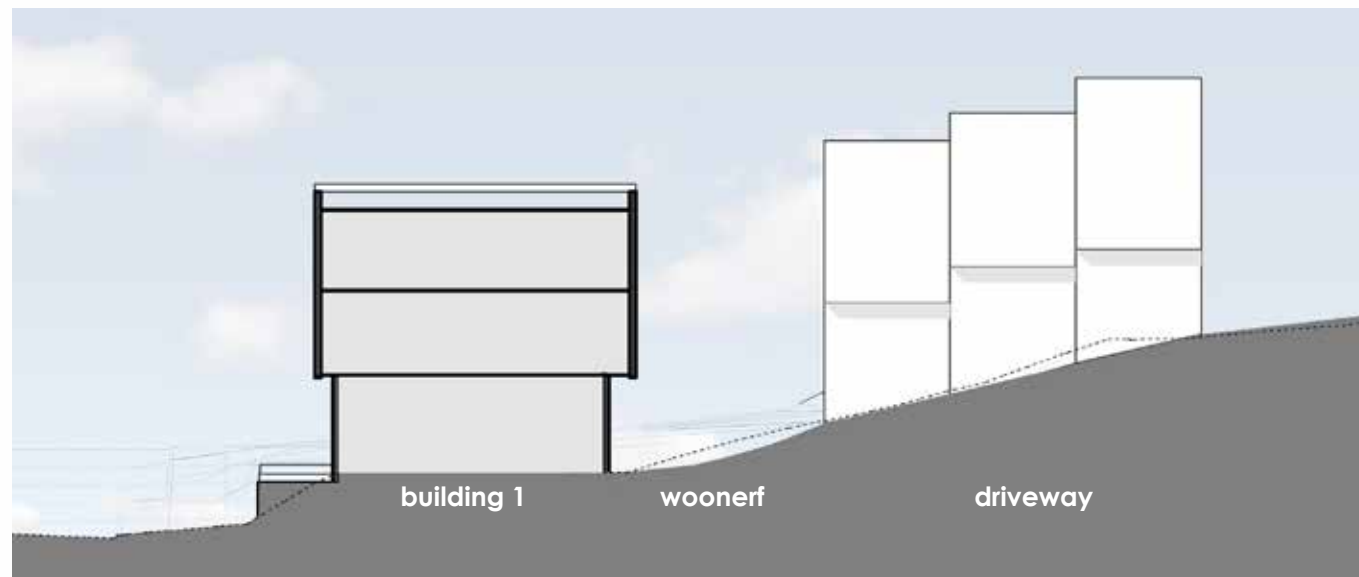
Code Compliant Scheme

Alternative 1:

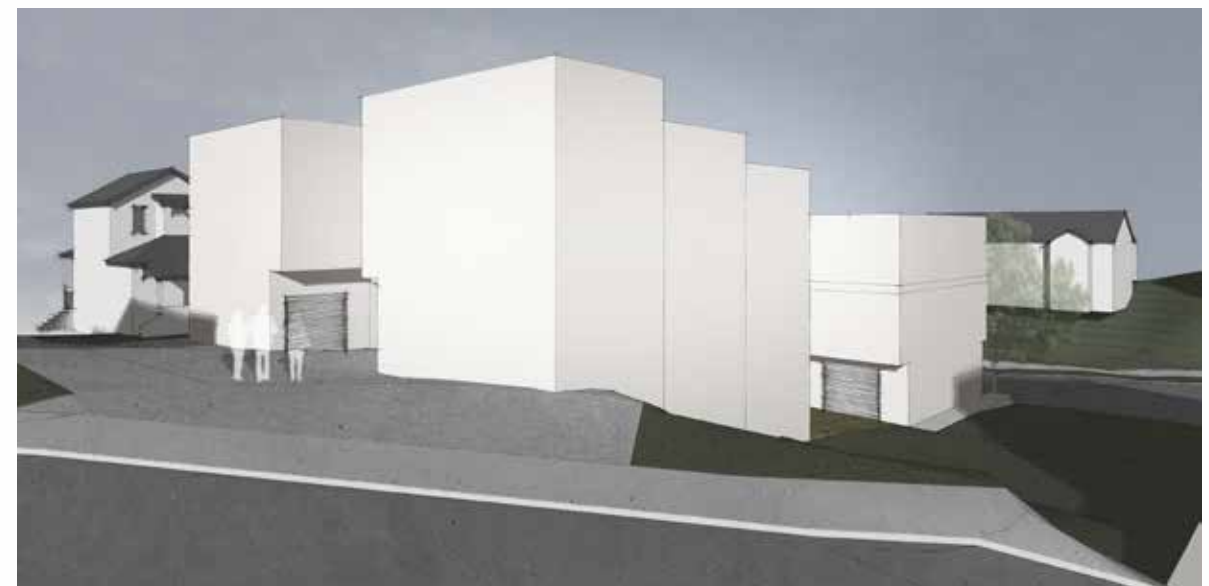
Alternative 1 is a code-compliant scheme that proposes 11 townhomes in 3 structures around a woonerf. Each home has a private garage to be accessed from the alley to the east. Pedestrian access to the back of the site is by way of the side setbacks. Each home facing the street will have a small front yard and every home will have a roof deck. The woonerf will contribute to the amenity area requirement.



view from Fremont Ave N. to the southeast



section A-A through woonerf



view from northeast on the alley

alternative 1 - townhouses



④ view from the southwest on Fremont Ave. N



⑤ aerial view from southwest



⑥ view from the south on Fremont Ave. N

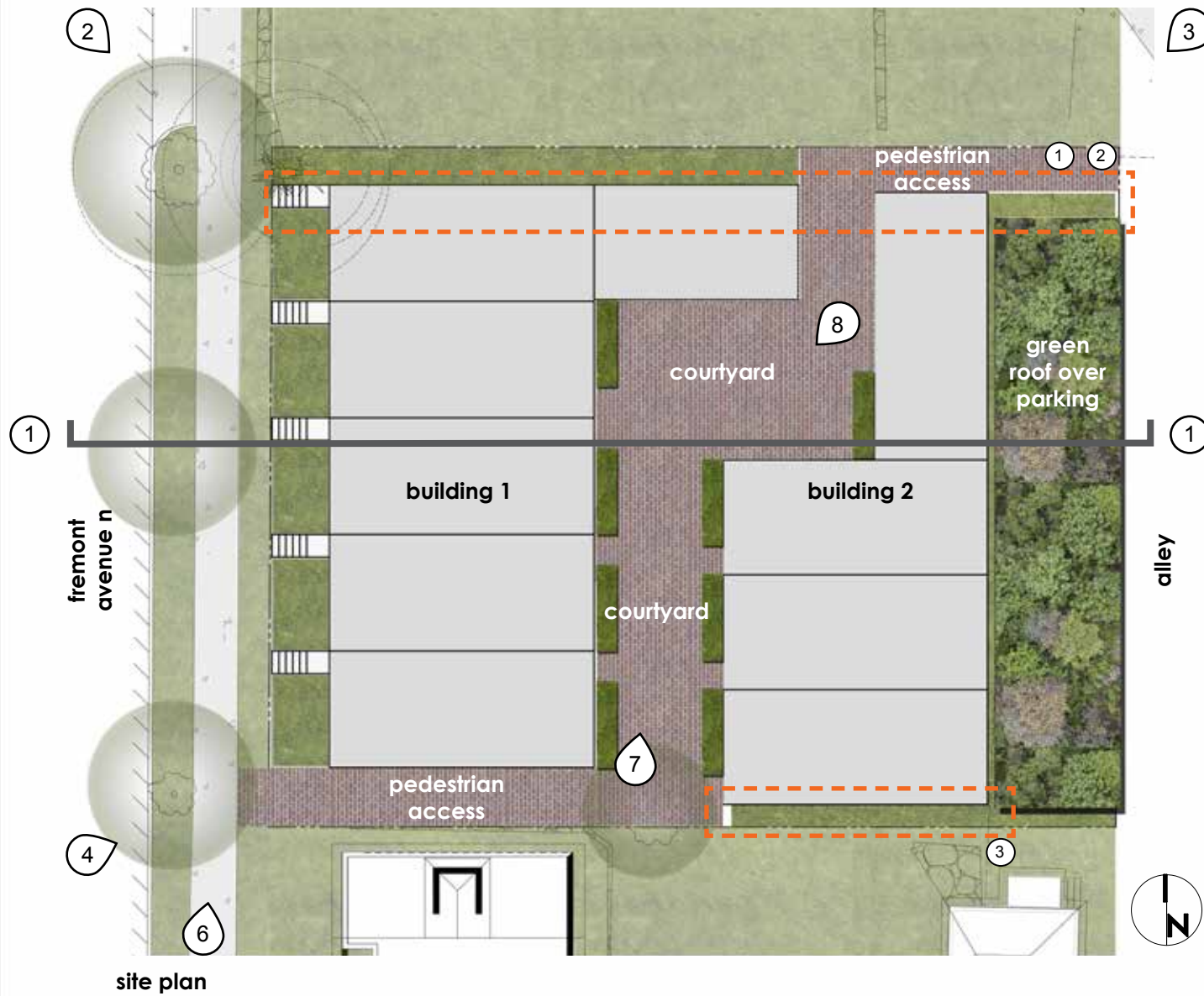


⑦ view from the south on Fremont Ave. N

alternative 1 - code compliant townhouses

206.297.1284 p  
206.284.7572 f  
www.b9architects.com





site plan

**Requested Departures:**

- ① North Side Facade Length
- ② North Side Setback
- ② South Side Setback

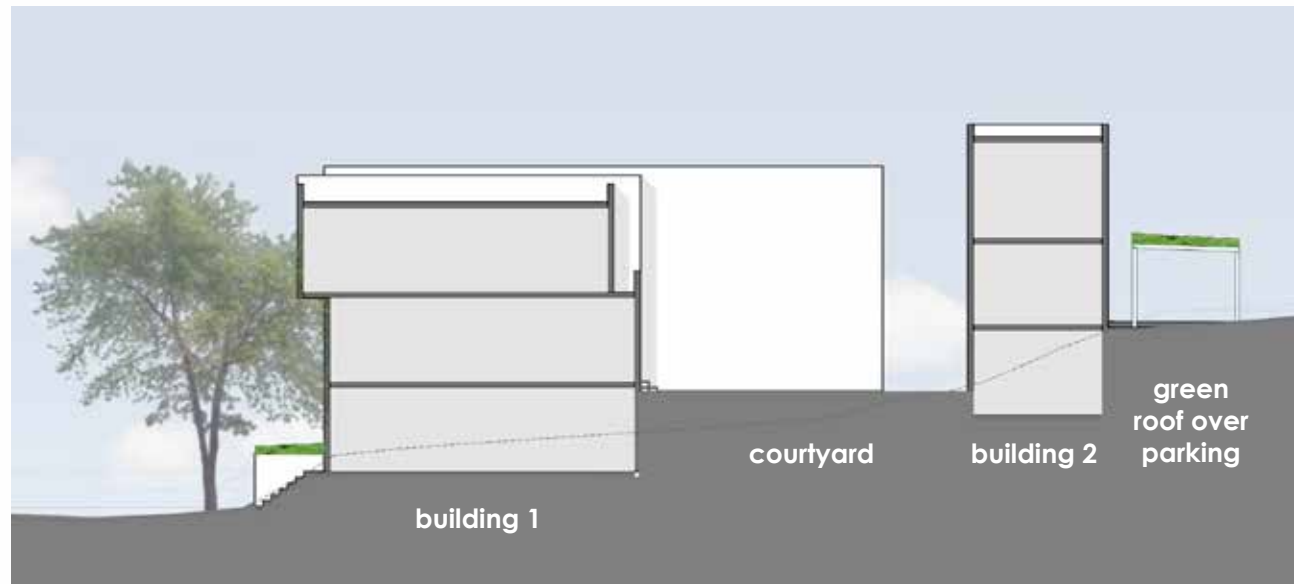
\* Refer to page 21 for departure details

**Alternative 2:**

Alternative 2 proposes 10 homes in two structures interlocking around a central courtyard. Each home will connect directly to the courtyard and have a private roof deck. The street-facing homes have small front yards. Covered surface parking is at the east edge of the site accessed from the alley.



② view from Fremont Ave N. to the southeast



① section A-A through courtyard



③ view from northeast on the alley

**alternative 2 - townhouses**





④ view from the southwest on Fremont Ave. N



⑤ aerial view from southeast



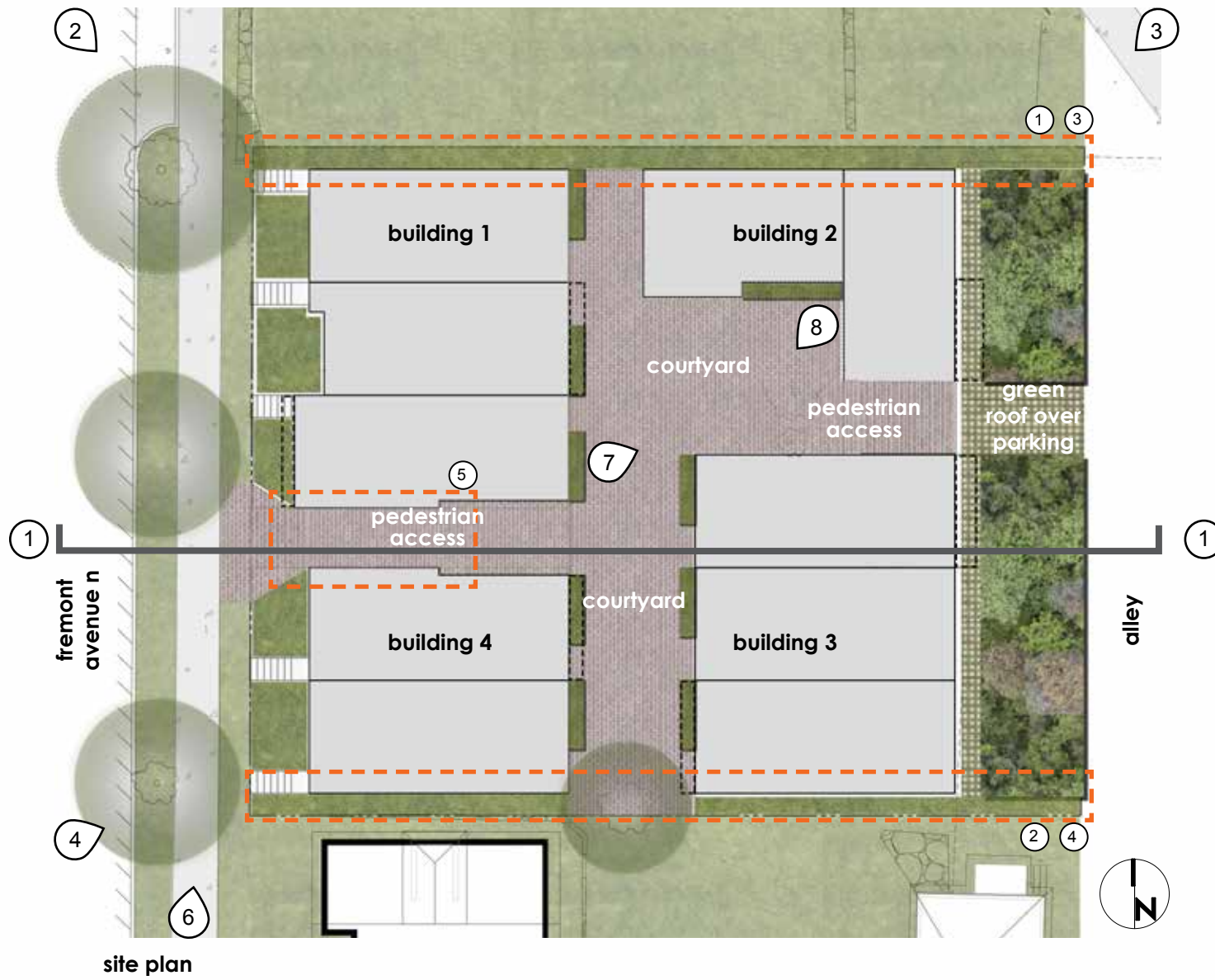
⑥ view from the south on Fremont Ave. N



⑦ view of interior courtyard



⑧ view of interior courtyard



**Requested Departures:**

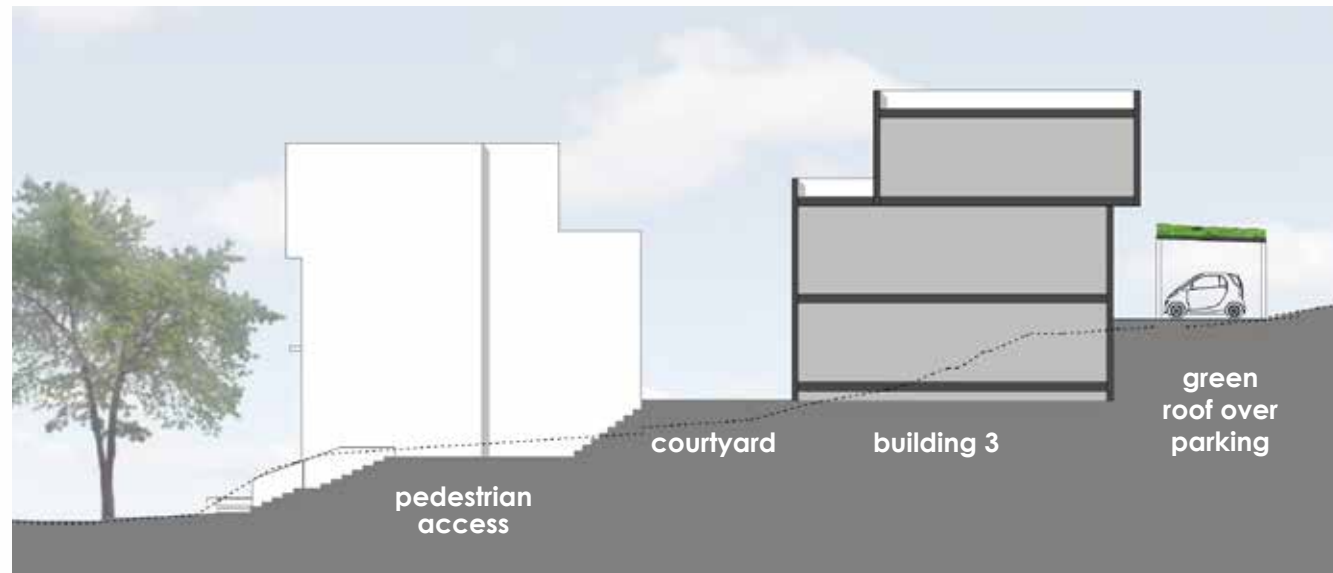
- ① North Side Setback
- ② South Side Setback
- ③ North Facade Length
- ④ South Facade Length
- ⑤ Separation between townhouses to be less than 10'

\* Refer to page 21 for departure details

**Alternative 3:**  
 Alternative 3 proposes 10 homes in four structures organized around a central courtyard and that connects Fremont Ave N to the alley. Each home will connect directly to the courtyard and have a private roof deck. The street-facing homes have small front yards. Covered surface parking is at the east edge of the site accessed from the alley. The courtyard extension to the west and east provides visual relief at the street and alley facades, generating a well-scaled integration with the surrounding context.



② view from Fremont Ave N. to the southeast



① section A-A through courtyard



③ view from northeast on the alley

**alternative 3 - townhouses (preferred)**



④ view from the southwest on Fremont Ave. N



⑤ aerial view from southeast



⑥ view from the south on Fremont Ave. N



⑦ view of interior courtyard



⑧ view of interior courtyard

**alternative 3 (preferred)**

206.297.1284 p  
206.284.7572 f  
www.b9architects.com

**b9** architects

Baseline Allowable FAR Massing

Form Modifiers

Modified Massing and Departures

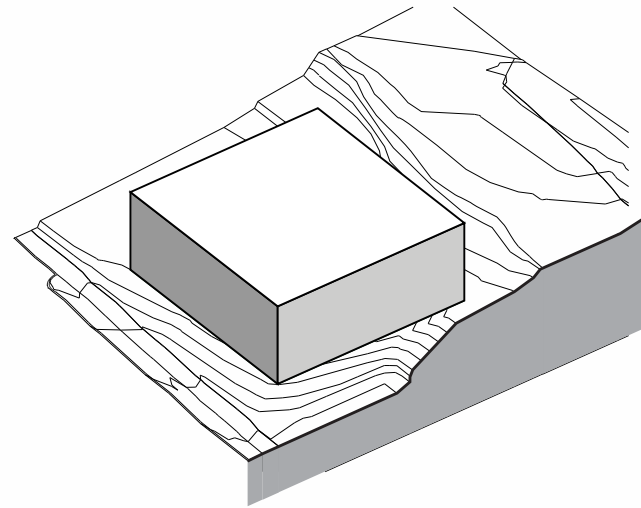
Communal Open Space and Urban Connections

EDG packet

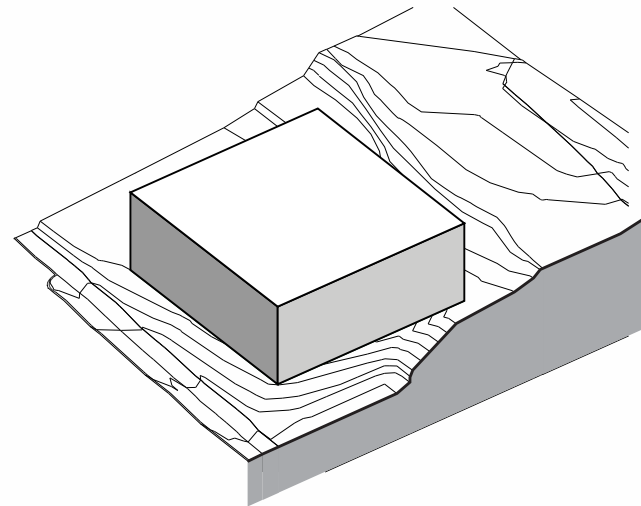
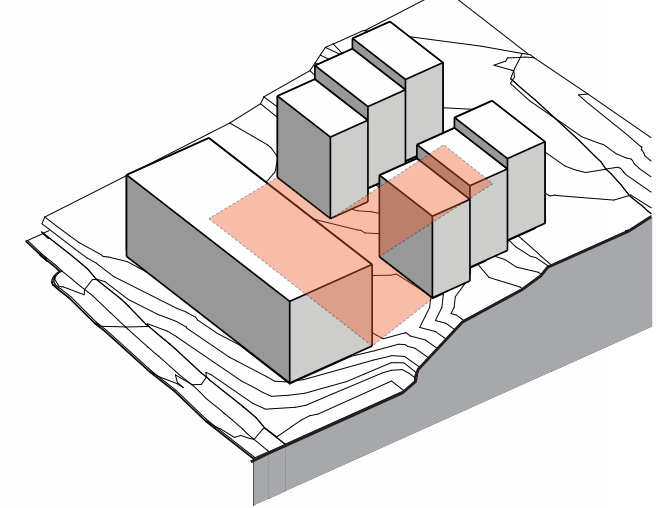
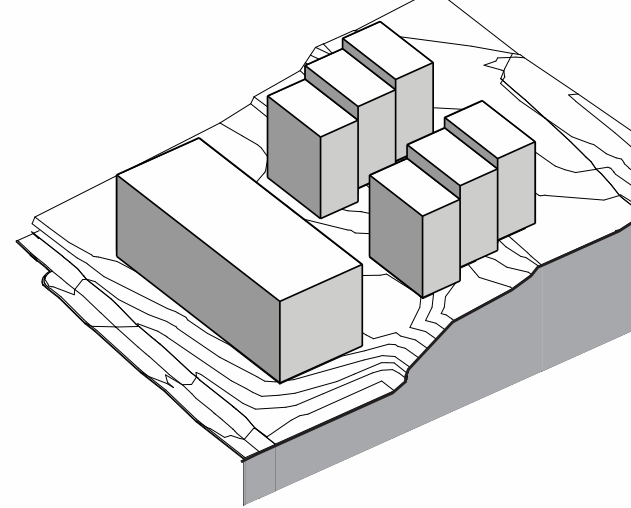
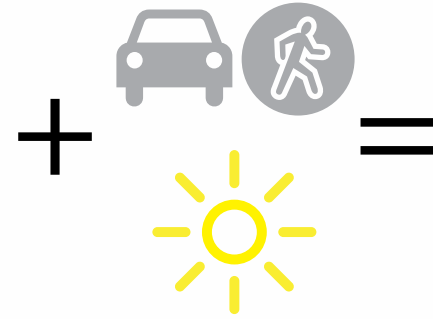
12 April, 2013

3806 Fremont Ave N

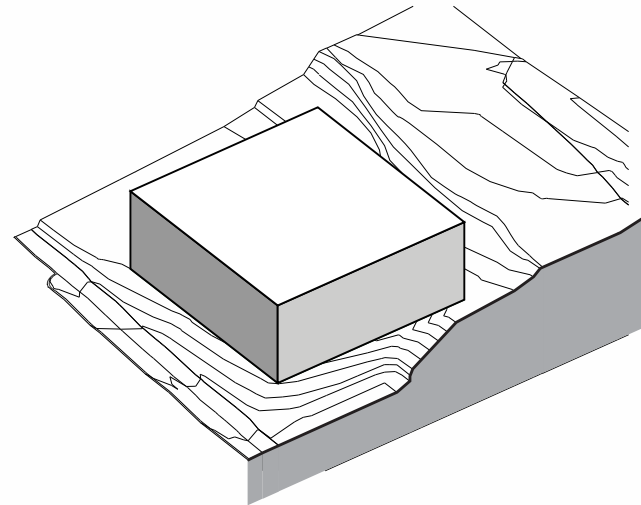
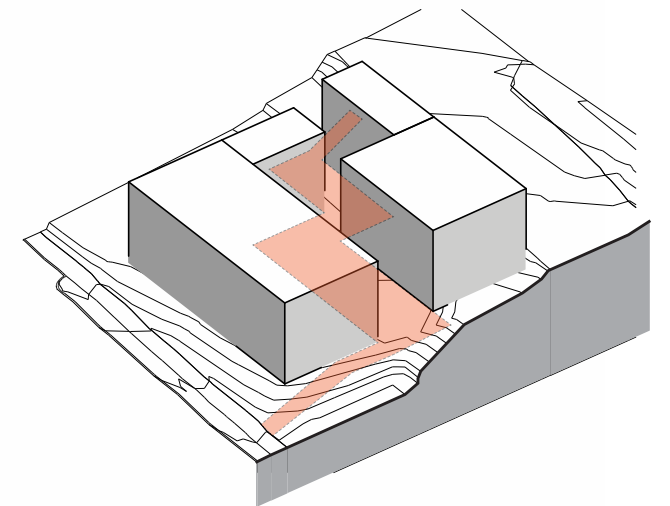
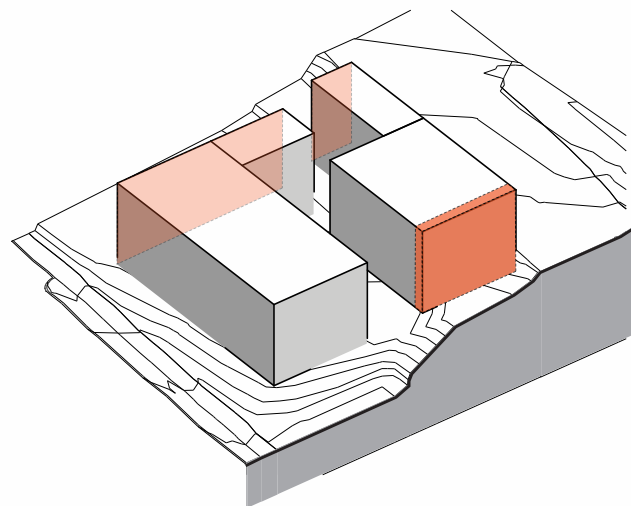
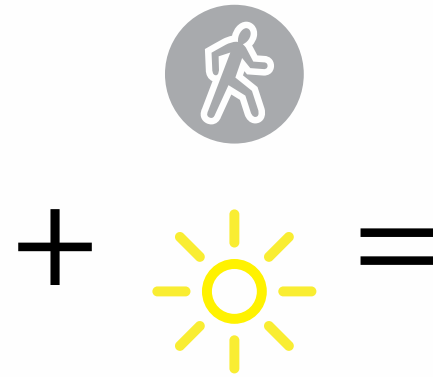
early design guidance 3806 Fremont Ave N



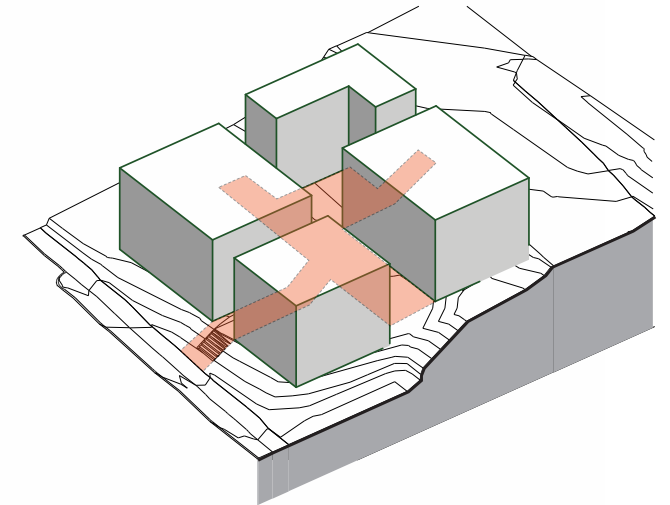
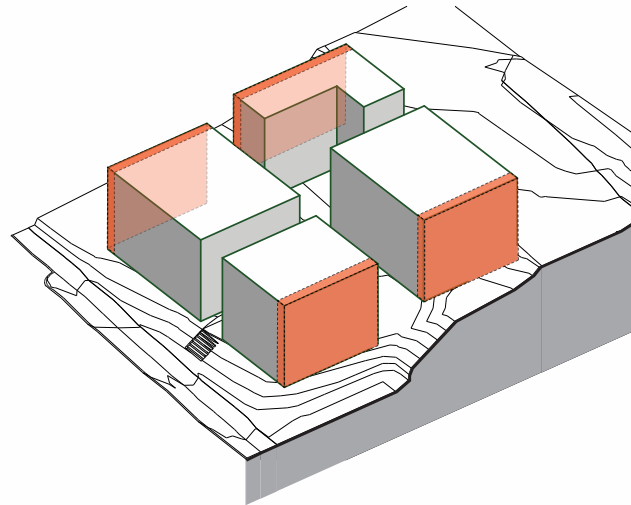
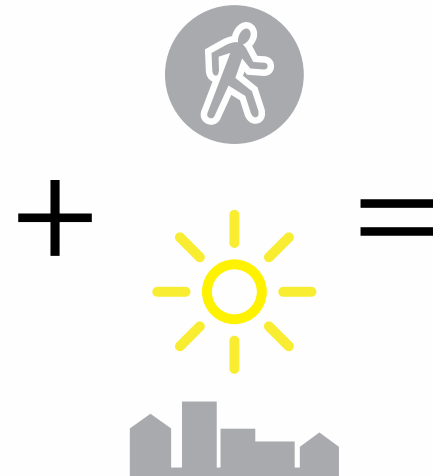
ALTERNATIVE 1  
(Code Compliant)



ALTERNATIVE 2



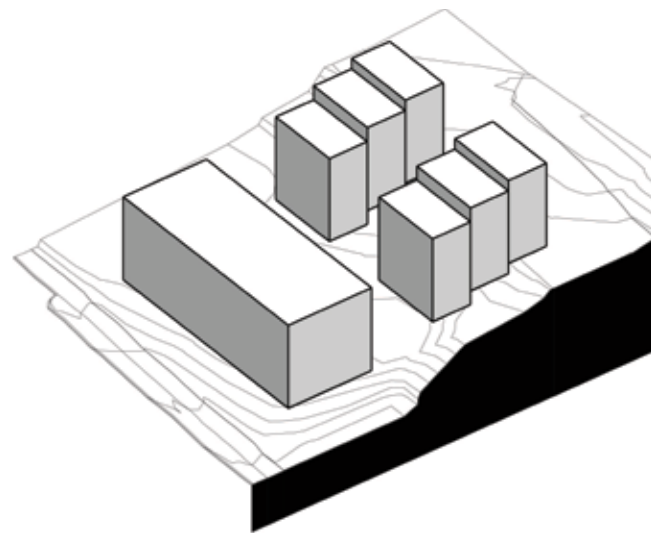
ALTERNATIVE 3  
(Preferred)



comparison of alternatives

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206.284.7572 f  
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FOOTPRINT AREA : 4,644 SF

**Alternative 1**

**Brief Description**

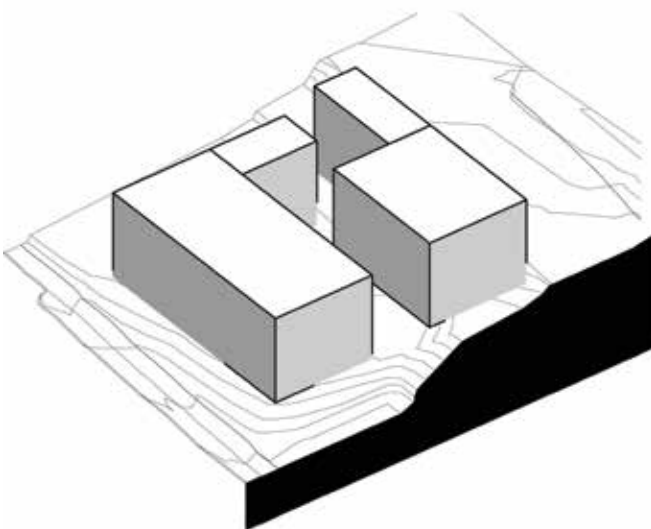
This design includes three townhouse structures. Parking is provided for each of the homes in private garages accessed through a shared woonerf off of the alley.

**Advantages**

Private parking is provided for each of the homes. It provides the smallest footprint with the highest number of homes.

**Issues**

The code compliant scheme combines the space of the automobile with that of the pedestrian, limiting the opportunity for casual interaction among residents. Building footprint at the ground level is minimal but is entirely devoted to vehicle access which will limit pedestrian interaction. Private garages occupy valuable interior living space and separate living space from the woonerf.



FOOTPRINT AREA : 5,237 SF

**Alternative 2**

**Brief Description**

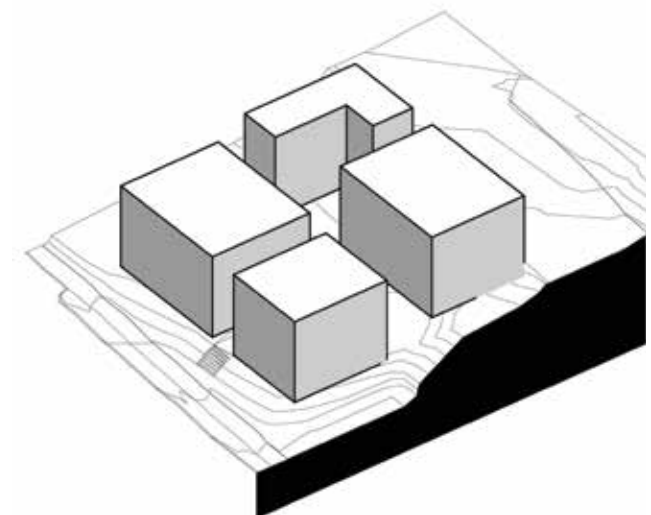
This design proposes two townhouse structures. The two buildings interlock around a central courtyard that can be accessed from the Fremont Ave side as well as the alley side of the site. Covered surface parking is provided at the alley.

**Advantages**

A central pedestrian courtyard provides a communal space for residents to interact. Surface parking allows for all interior space to be devoted to living. The position of the courtyard also provides the opportunity to preserve an existing maple tree on the site.

**Issues**

Departures for side setbacks and facade length are requested for alternative 2. The street-facing facade presents a similar mass to alternative 1.



FOOTPRINT AREA : 5,094 SF

**Alternative 3**

**Brief Description**

The preferred alternative proposes an evolution of alternative 2, breaking up the site into a combination of two- and three-unit structures. The four buildings interlock around a central courtyard that can be accessed from the Fremont Ave side as well as the alley side of the site. Covered surface parking is provided at the alley.

**Advantages**

This scheme breaks up the mass of the project with a mid-site pathway that leads into the central courtyard from Fremont Ave N. A combination of duplexes and triplexes reduces the bulk and mass of the project providing visual relief at the street and alley facades. The position of the courtyard also provides the opportunity to preserve an existing maple tree on the site. Requested departures will bring the proposed design into accord with the design guidelines. The anticipated departures allow the footprint and bulk and mass to be less than alternative 2, the more code compliant scheme.

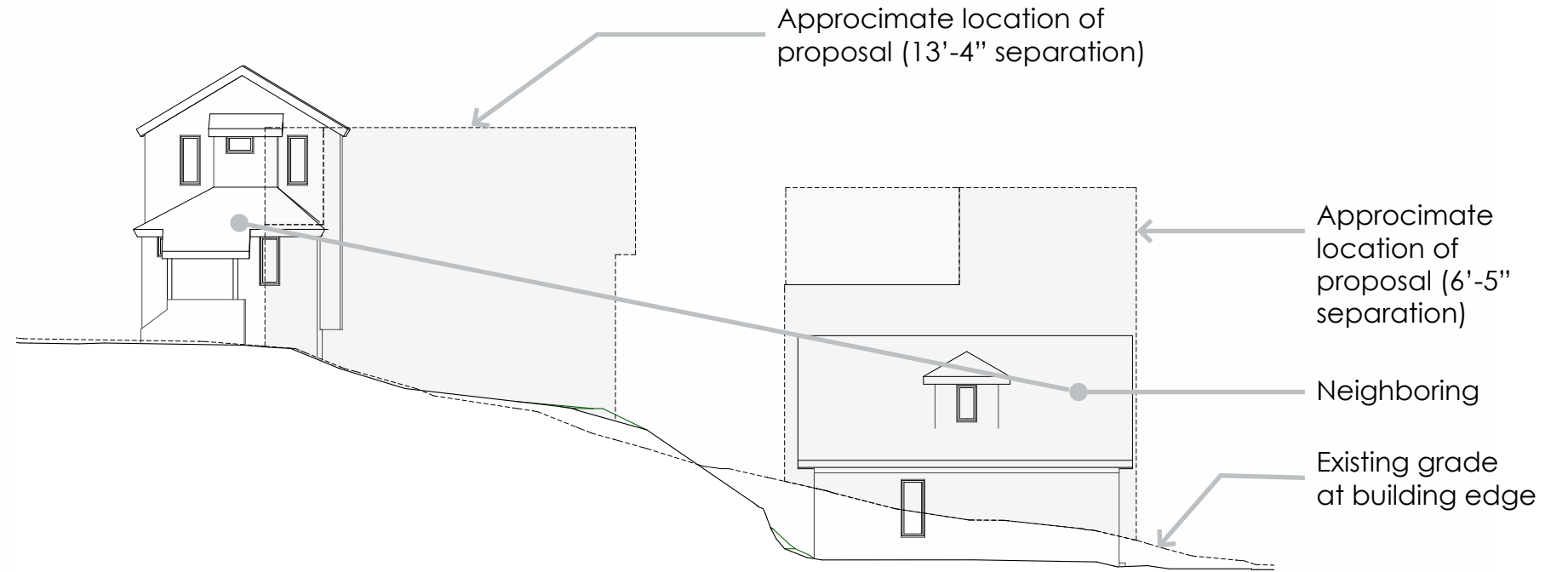
**Issues**

Departures for side setbacks, facade length and separations are requested for alternative 3. The courtyard extensions to Fremont Ave N and the alley provide separation between the four structures on the site leading to the departure requests along the north and south side setbacks.

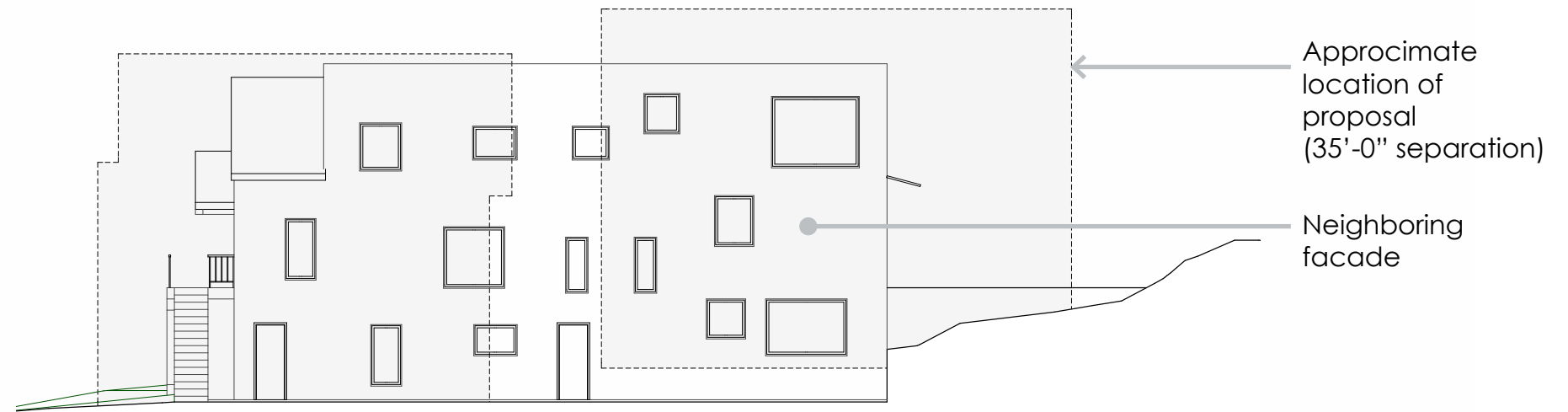


PROPOSED DEPARTURE MATRIX FROM DEVELOPMENT STANDARDS:

Development Standard	Required	Proposed	Design Guidelines Supported by Anticipated Departure	Comment / Rationale by Architect.
1. Side Setback 23.45.518.A	For façades greater than 40 feet in length for townhouse uses, the side setback shall be 7 feet average, 5 feet minimum.	<b>Alternative 2:</b> South Setback to be reduced to 3'-0" (5'-0" minimum) North Setback to be 5 foot average, 5 foot minimum <b>Alternative 3:</b> North & South Setbacks to be reduced to 3'-0" (5'-0" minimum)	A-7  A-2, A-3, A-6, A-7	Shifting the mass of the east building to the south creates access at the north side of the site and contributes to the open space at the center of the project in response to guideline A-7, Residential Open Space.
4. Separation 23.45.518.F.1	In LR and MR zones, the minimum required separation between principal structures at any two points on different interior facades is 10 feet, except for cottage housing developments, and principal structures separated by a driveway or parking aisle.	<b>Alternative 3:</b> Building separation to be reduced to 8'-0" at Fremont Ave entry. (10'-0" required)	A-2	Modulation of proposed structures at the street create a more visually compelling entry and street facade in response to guideline A-2.
5. Façade Length 23.45.527.B	The maximum combined length of all portions of facades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line.	<b>Alternative 2:</b> North Side Façade Length to be greater than 65% of lot length. (68.75% proposed) <b>Alternative 3:</b> North & South Façade Length to be greater than 65% of lot length. (68.75% for North Façade and 66% for south setback)	A-7	By aligning the buildings to the north edge, a larger north facade is created but more space is generated at the center of the project to allow for a more generous courtyard in response to guideline A-7, Residential Open Space  A larger north and south facade allows the project to create more open space at the center of the project in response to guideline A-7, Residential Open Space.



Southern Privacy Elevation



Northern Privacy Elevation



① 208 18th Ave. E. exterior view from street



② 1504 19th Avenue Duplex behind SF House



③ 1411 E. Fir St. exterior view from street



④ 1911 E. Pine St. courtyard view from a deck



⑤ 1911 E Pine St. view at interior of canyon

⑥ 1411 E. Fir St. interior boardwalk view



⑦ 1818 E Yesler Way. view of a woonerf



⑧ 1911 E. Pine St. view from street

