

3806 Fremont





Downtown Fremont

INFORMATION

Address

3806 & 3812 Fremont Avenue N.

Lot Size

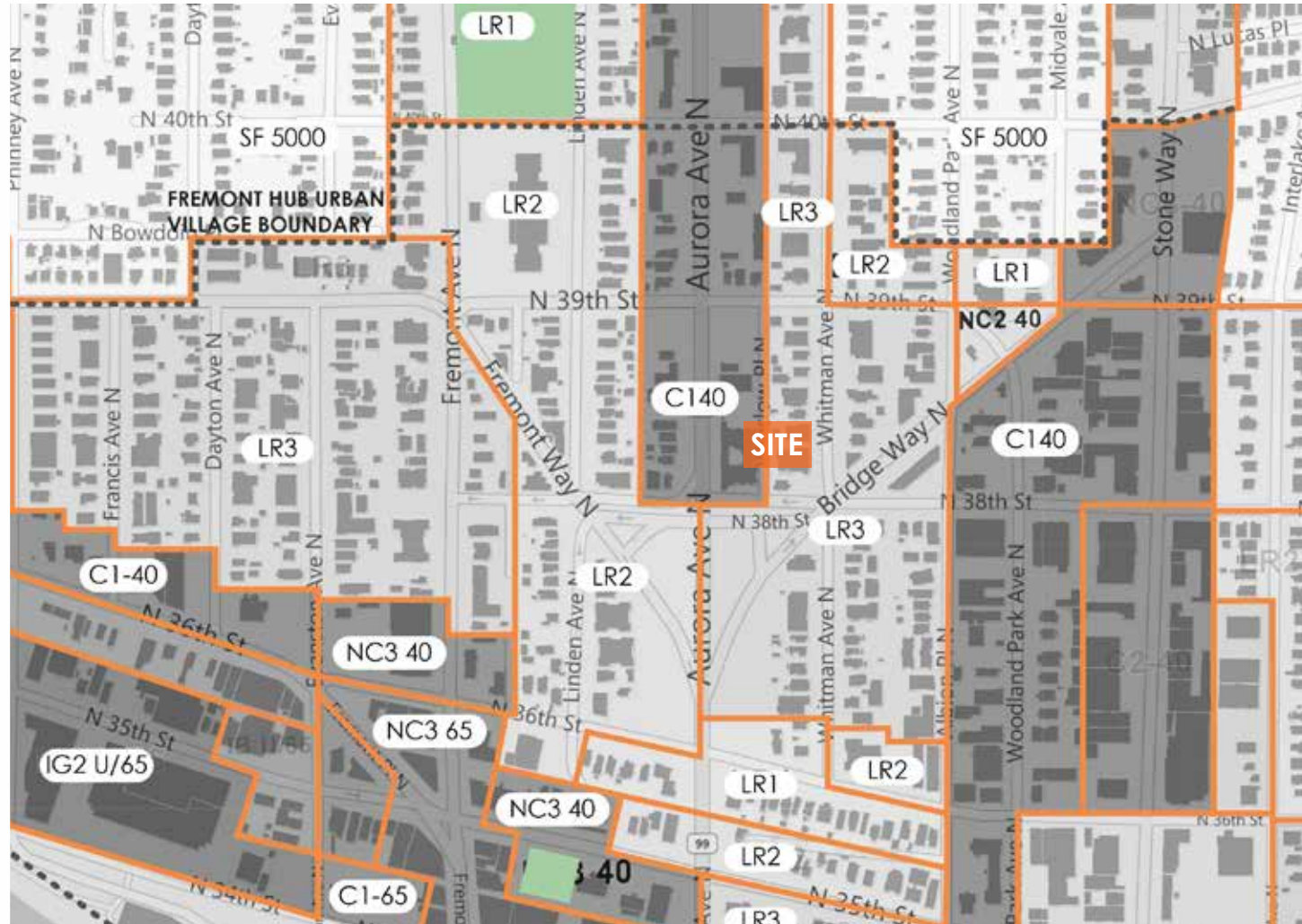
10,080 square feet (two parcels combined)

Zoning

Lowrise LR-3 with Fremont Hub Urban Village Overlay

SEPA Review

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



Seattle DPD Zoning Map

DESCRIPTION

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

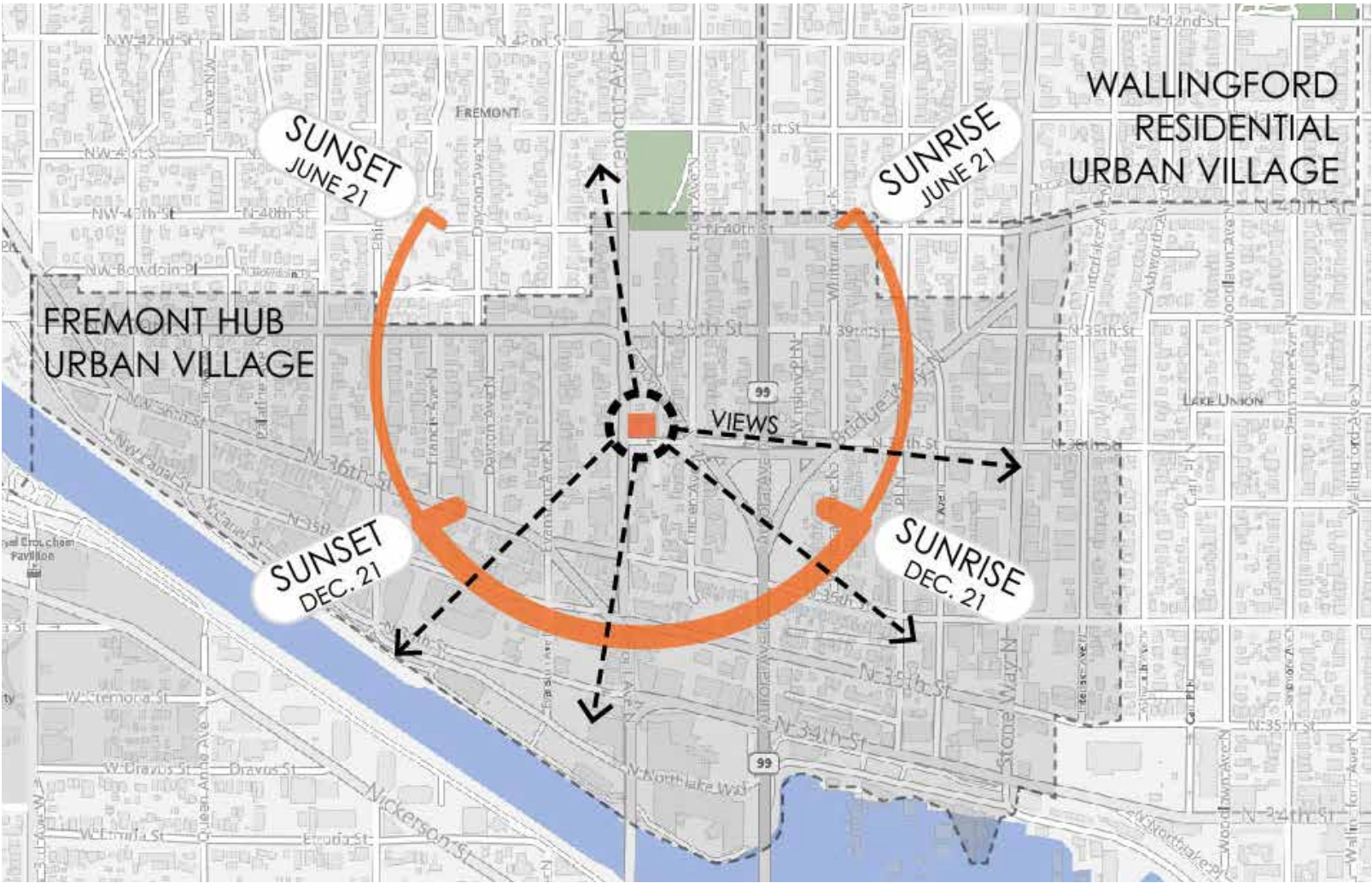
GOALS

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.



Territorial Views and Solar Exposure Map

SITE ANALYSIS

Fremont Ave N	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.
Fremont Way N	Slopes slightly uphill from northwest to southeast. Heavy traffic from Aurora Ave N. No street parking on either side.
Fremont Lane (Alley)	Slopes slightly uphill south to north. Used for parking access and garbage pickup.
N 38th St	Residential street slopes steeply uphill from west to east, rising roughly 38 ft. in one block.
N 39th St	Major residential street slopes downhill east to west and connects to Aurora, parking allowed on the north side only.
Views	All new homes will have territorial and possible downtown, mountain and Sound views from roof top decks.



30. September.
2013

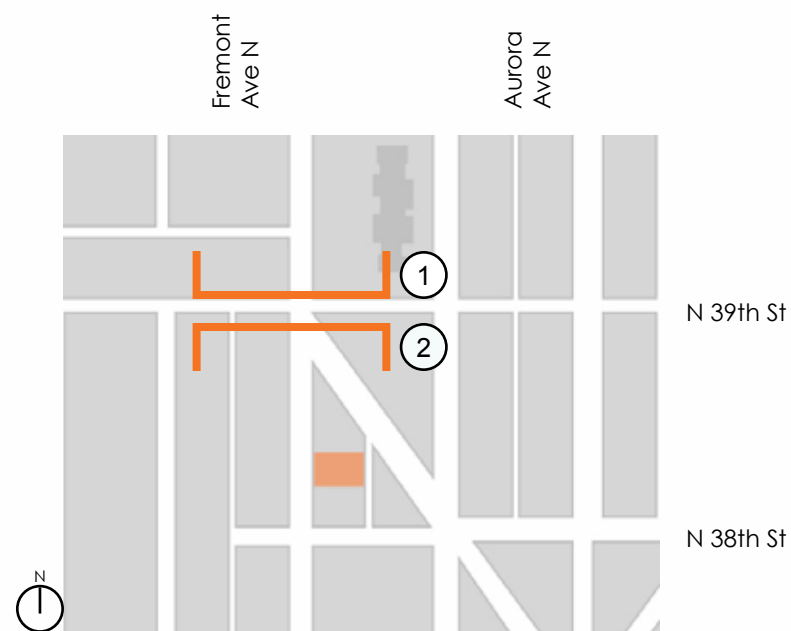
3806 Fremont Ave N.
MUP #3014630



① panoramic view along N 39th St looking north



② panoramic view along N 39th St looking south

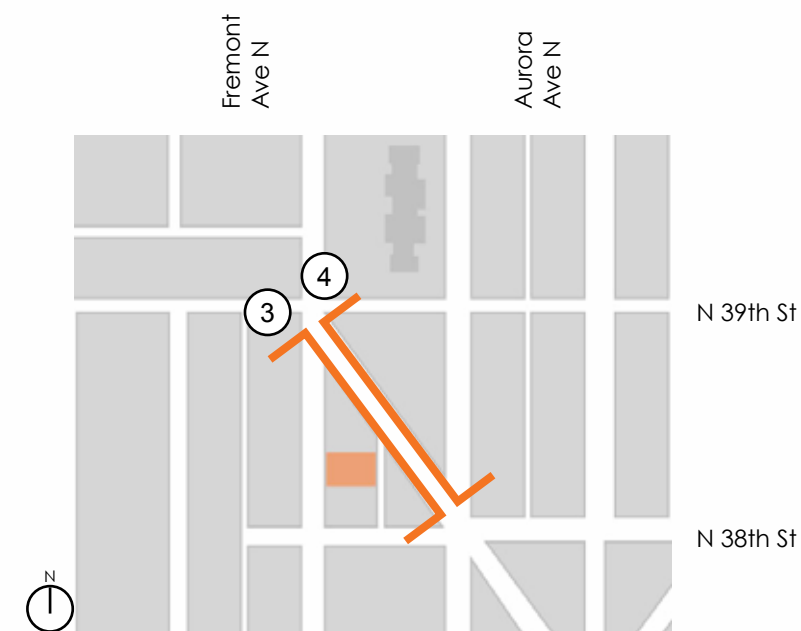


SITE

③ panoramic view along Fremont Way N looking south



④ panoramic view along Fremont Way N looking north



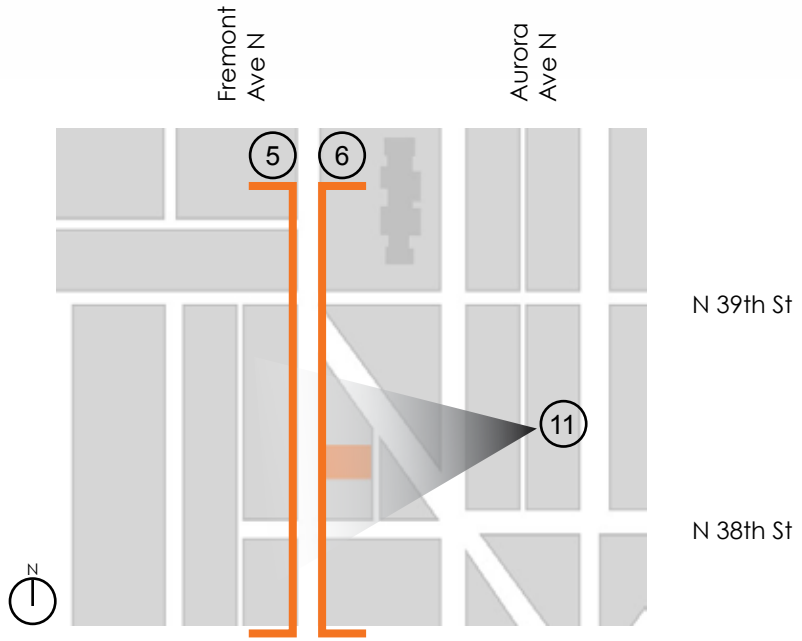
context panoramic photos



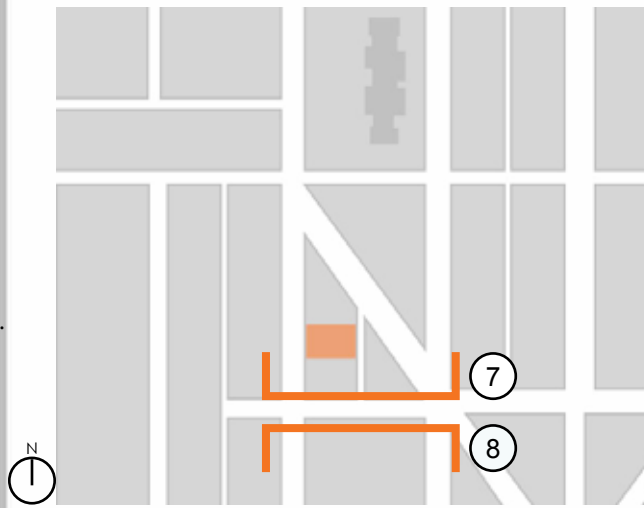
⑤ panoramic view along Fremont Ave N looking west



⑥ panoramic view along Fremont Ave N looking east



context panoramic photos



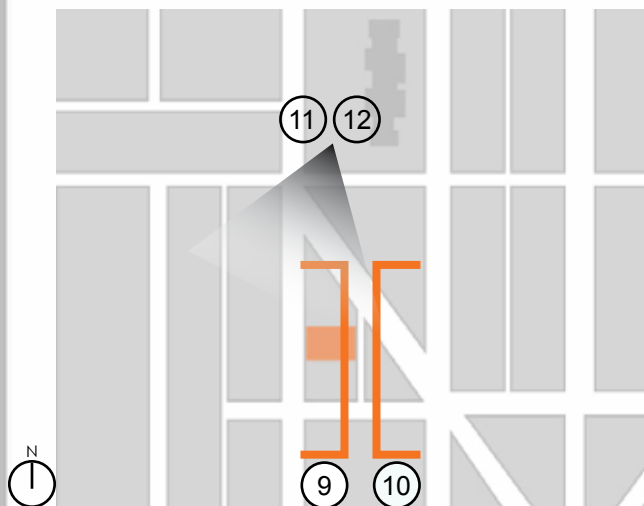
⑦ panoramic view along N 38th St looking south



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



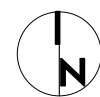
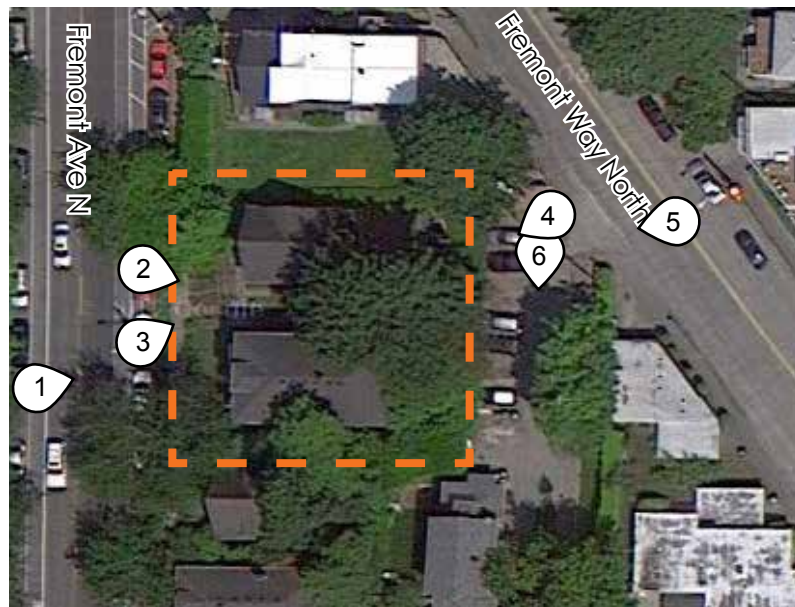
⑨ panoramic view along Fremont Ln looking west



⑩ panoramic view along Fremont Ln looking east



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



EXISTING SITE CONDITIONS

Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

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 deconstructed. Several large trees that include a big leaf maple and mountain ash occupy the site and may be candidates for saving. 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 Ln. 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.



① View of site from Fremont Ave N



④ View of lot looking west, mature trees and slope



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 transitions with grade to enclose landscaping. A loosely composed walkway breaks down the scale of the sidewalk.



Planter wall combined with small planter at the sidewalk that acts as a buffer.



Proposed project: 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.



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



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

RETAINING WALLS ON FREMONT AVENUE NORTH

ENTRY STAIR



PUBLIC SPACE

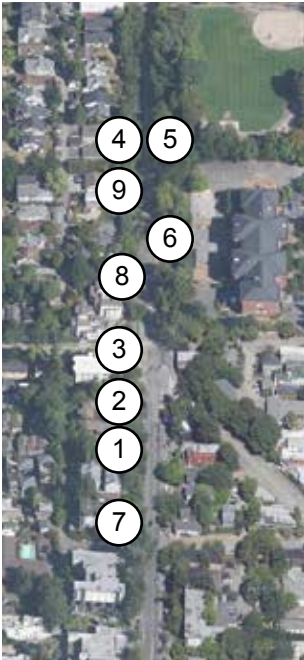


LANDSCAPE BUFFER



- ① Both stair and walkway are defined by the retaining wall.
- ② Stair plunges up steep slope without a relationship to the adjacent retaining wall.
- ③ Rocky 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 more steep 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





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 in orange on the adjacent page in the aerial photo and zoning map 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. One block east of the site (beyond Linden Ave N and Fremont Ave N) the zoning transitions to LR2. The LR3 zone transitions to areas of C1-40, C1-65 and NC3-40 along the north side of N 36th St and along Fremont Ave N south of N 36th St. One block north of N 39th St, the zone becomes SF 5000. Zones IB U/65, IC-65 and IG U/65 stretch between N 36th St and the Ship Canal. 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 Urban Hub 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-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. These sculptures are all important landmarks signifying the cultural identity of Fremont and greater Seattle. Directly north of the site on Fremont Ave N is the important community institution Fremont Solstice Parade Power House workshop. Also just north of the site is the public BF Day Elementary School and the BF Day Playground park, which is open to the public and includes open field space, athletic fields, basketball court, benches and a playground. Seattle's Woodland Park Zoo is also just over ten blocks to the north.



① View of site looking west on Fremont Ave N



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



③ Lenin Statue and Rocket, Cultural Landmarks



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

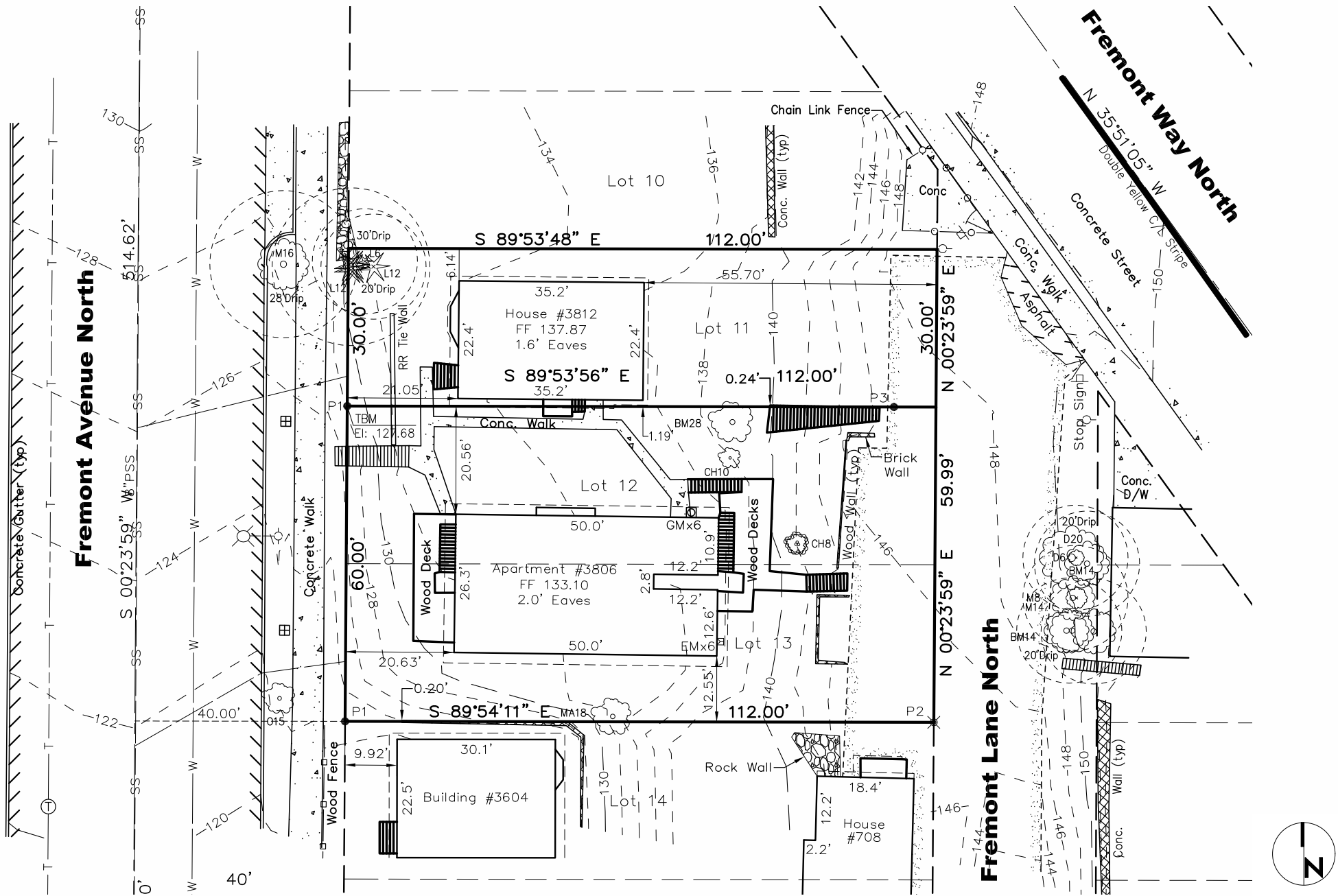


⑨ Duplex on Fremont Ave N



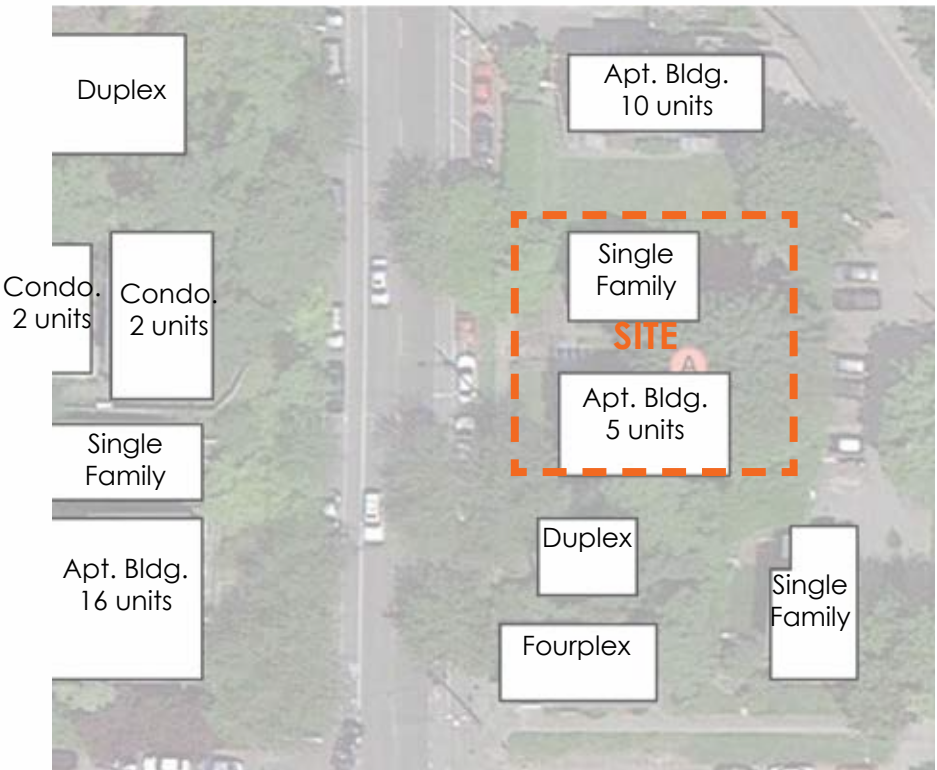
⑫ Single family home on N 39th St

MUP Recommendation Packet 3806 Fremont Ave. N



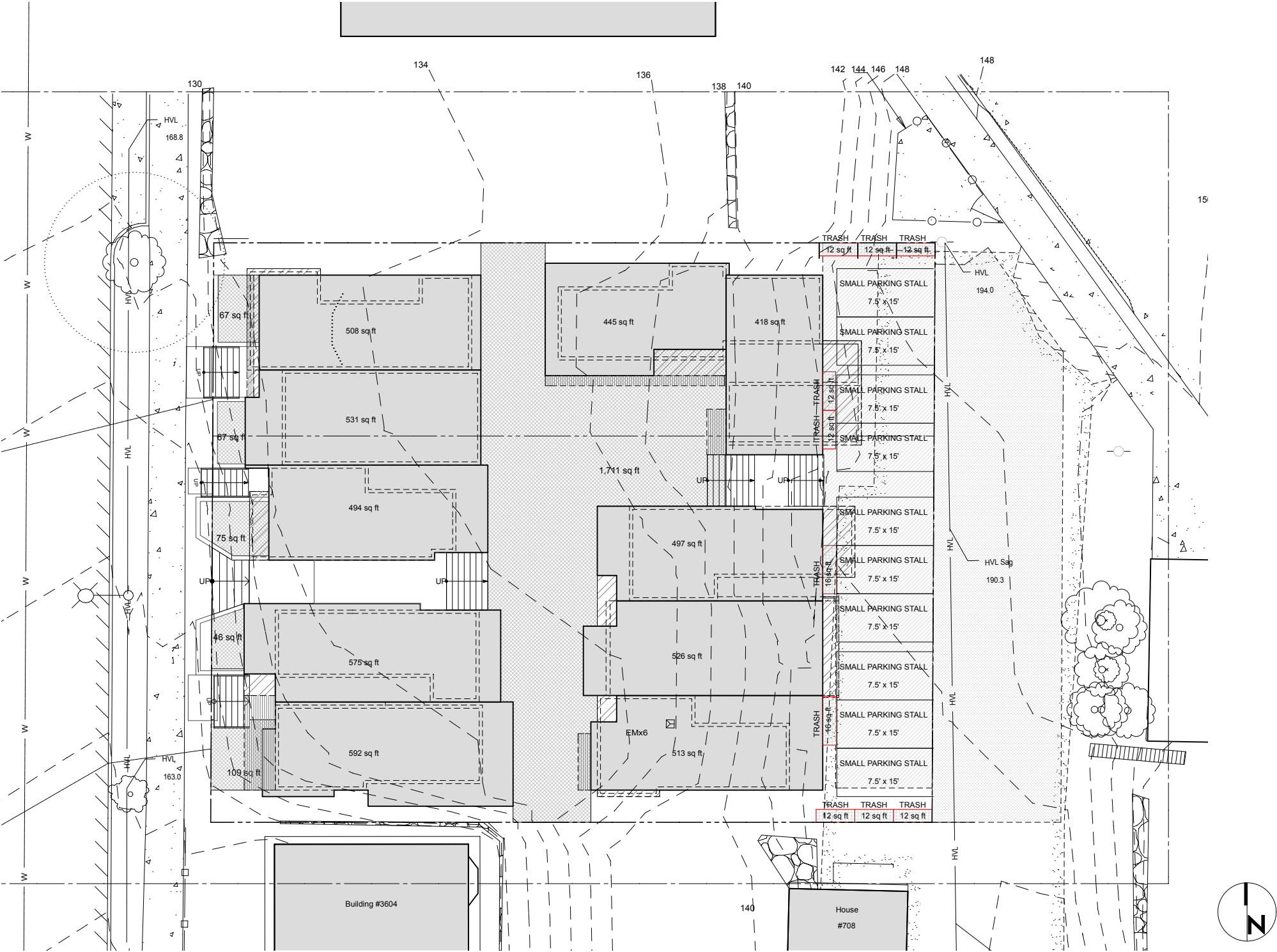
existing survey

site survey



adjacent uses

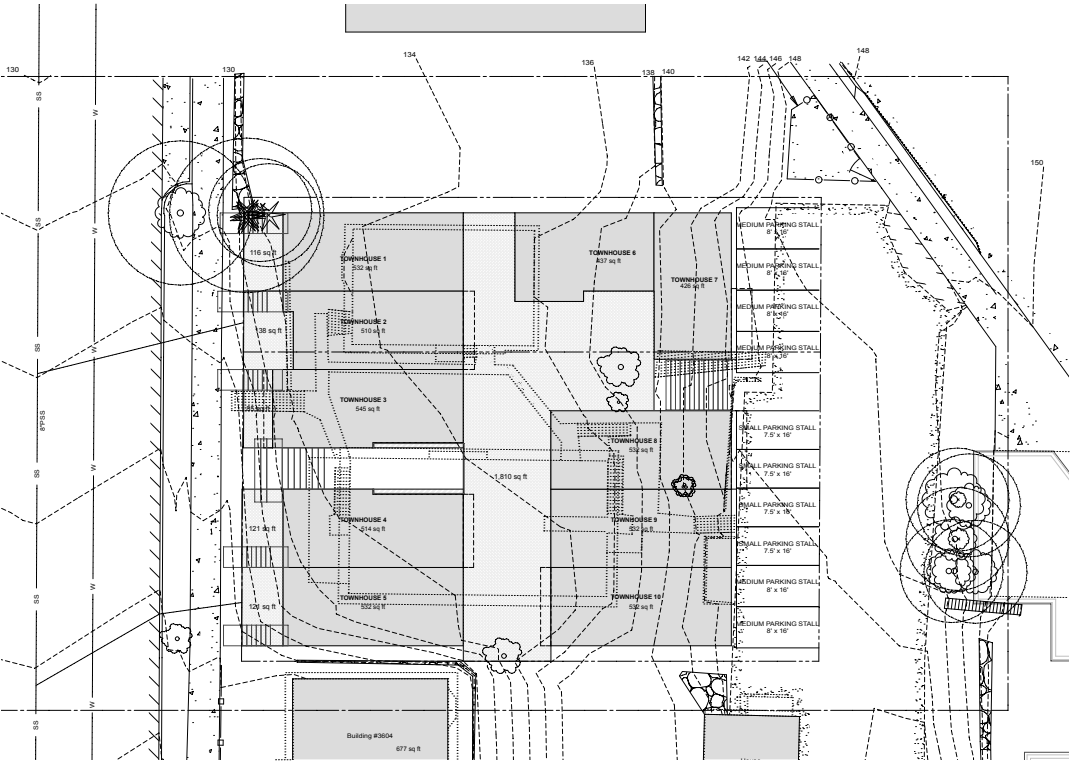
MUP



Summary of Response to
Early Design Guidance

- The design team has carefully considered the impact of the departure requests at the north and south edges. In response, side setbacks have increased to provide more light and air to adjacent parcels and reduce the amount of the departure requested.
- The design features a more modulated approach to all facades of the project. Increased material variation complements the modulated massing and reduces bulk adjacent to the adjacent properties and the rights-of-way.
- The team has responded to guidance with respect to the alley by treating it as frontage to an active street. The team has proposed a high level of material detail for the surfaces and edges of the space adjacent to the alley. Increased modulation, additional planting, surface treatment and second story projections reach into the alley to provide a true front to the improved alley.

EDG (Preferred Alternative)



EDG



In response to guidance from the Design Review Board, the design team has produced greater modulation on all facades in response to the following Design Guidelines:

- A-2** Streetscape Compatability
- A-5** Respect for Adjacent Sites
- B-1** Height, Bulk and Scale
- C-1** Architectural Context
- C-2** Architectural Concept and Consistency
- C-3** Human Scale

The frontage along Fremont Ave. N, shown at right, demonstrates this through an increase in massing variation of both structures highlighted with material changes.

MUP



Additional views below illustrate the design evolution from EDG to MUP, and a response to the following guidelines:

- A-2 Streetscape Compatability
- A-5 Respect for Adjacent Sites
- B-1 Height, Bulk and Scale
- C-1 Architectural Context
- C-2 Architectural Concept and Consistency
- C-3 Human Scale

Along the north and south property lines increased massing variation results in a significantly reduced side setback departure request, with much of the wall code compliant, and provides more visual interest resulting from material distinction.

The environment of the alley is improved through several strategies: 1) the addition of permeable paving for the parking area, 2) trees and additional landscaping is proposed between parking spaces and against the structures. 3) screening to adjacent properties to the north and south of trash storage and parking and 4) increased modulation is expressed with material variation. The alley becomes another “front” facade for the project (Guidelines A-7, Residential Open Space and D-1, Pedestrian Open Space and Entrances.

EDG

MUP

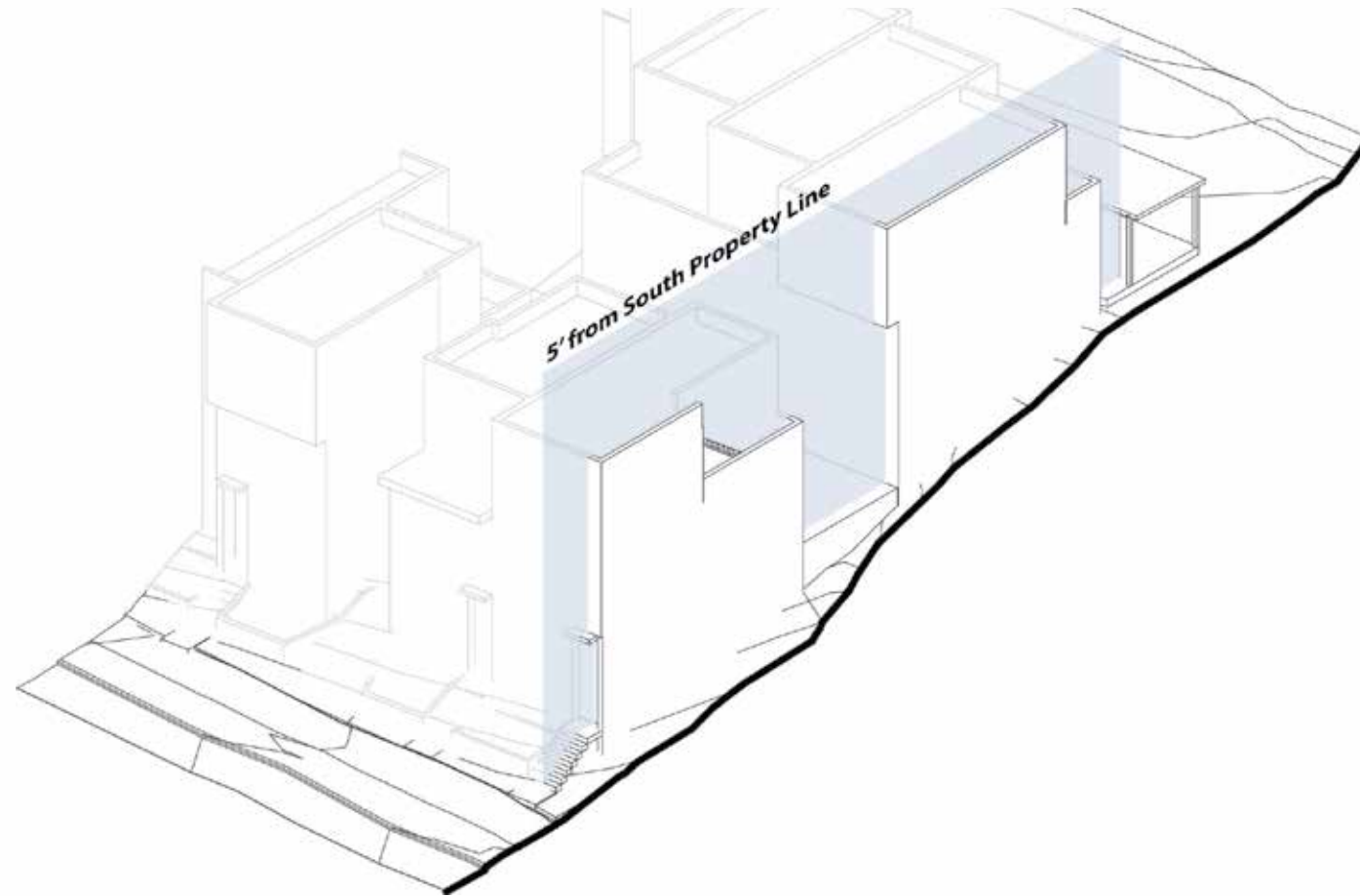
EDG

MUP



early design guidance response

EDG

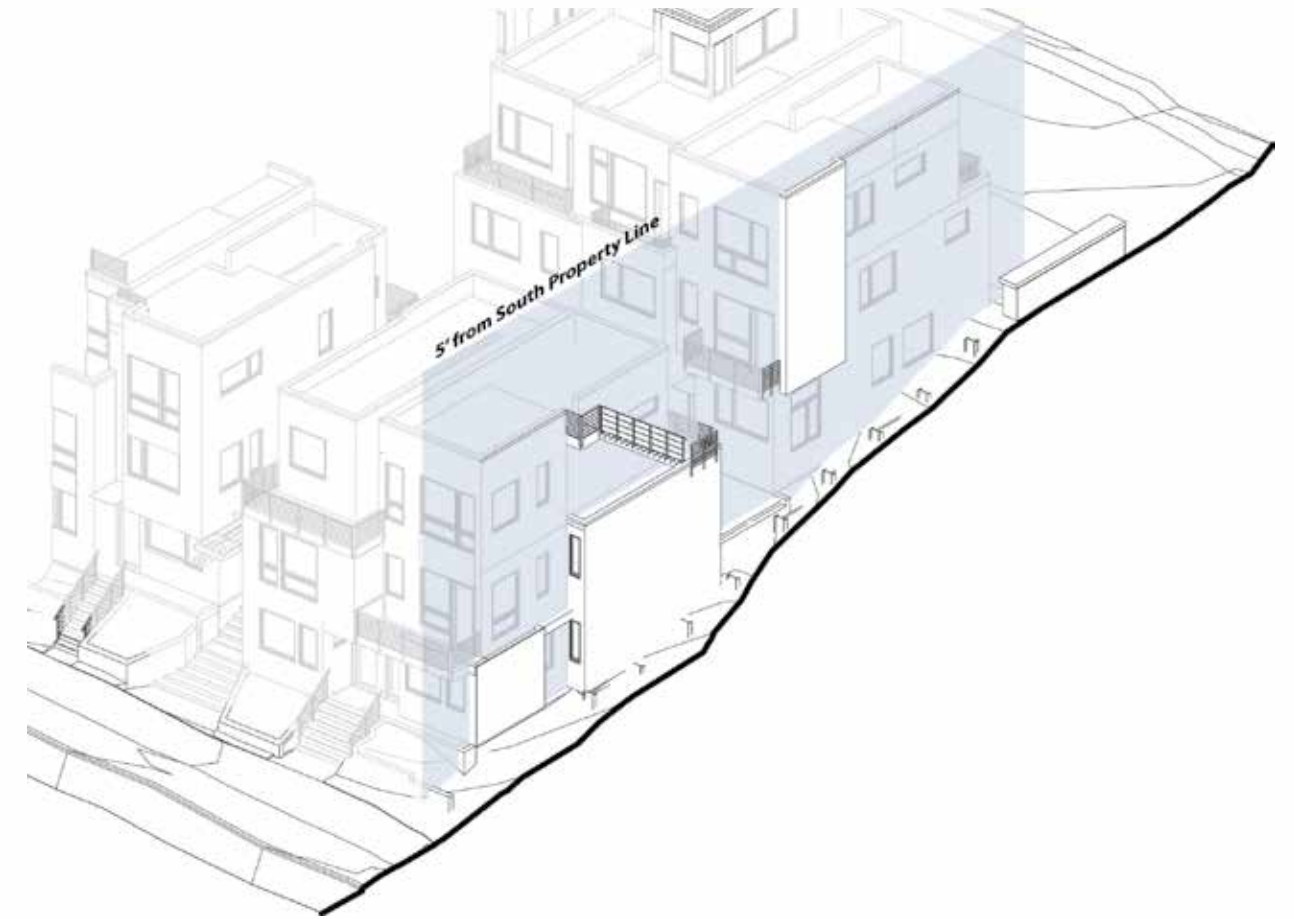


A-5 Respect for Adjacent Sites

The proposal:

- maintains a front setback consistent with the adjacent property to the south (8 feet).
- reduces its mass to two stories at its' eastern edge where it abuts a less intensive zone (LR2).
- 3 of the 10 homes require stair penthouses to access roof decks
- window placement respects privacy of adjacent properties
- planting along the north and south edges maintain privacy
- glazing and decks are focused to east and west
- significant modulation and material variation consistent on all edges

MUP





16" Horizontal Fiber Cement
Panel Painted Yellow
5' from Property Line

4'x8' Fiber Cement
Panel Painted Gray
5' from Property Line

Reclaimed
Hardwood
4' from Property Line

Reclaimed
Hardwood
6' from Property Line

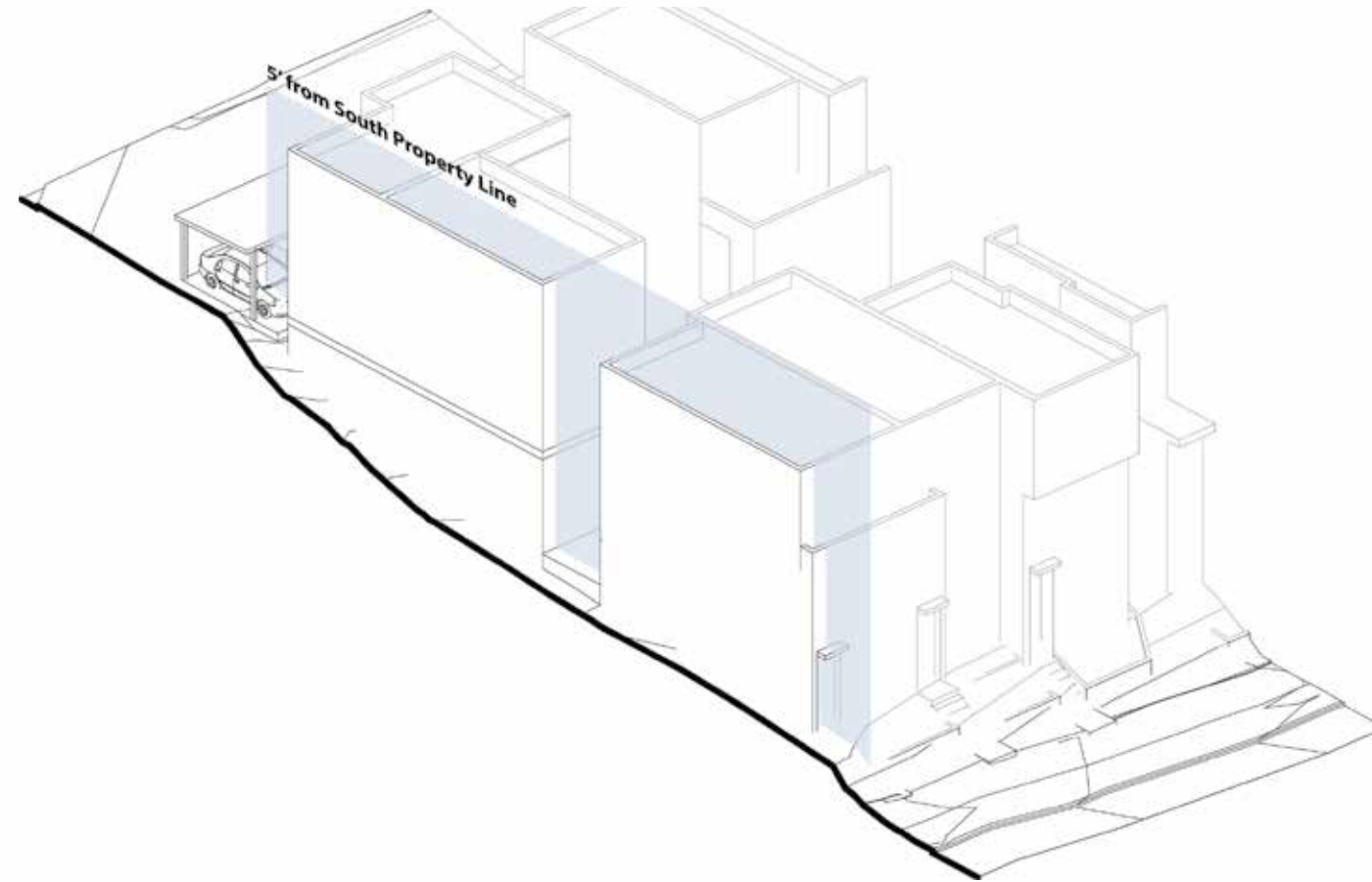
16" Horizontal Fiber Cement
Panel Painted Yellow
2'-6" from Property Line

4'x8' Fiber Cement
Panel Painted Gray
5' from Property Line

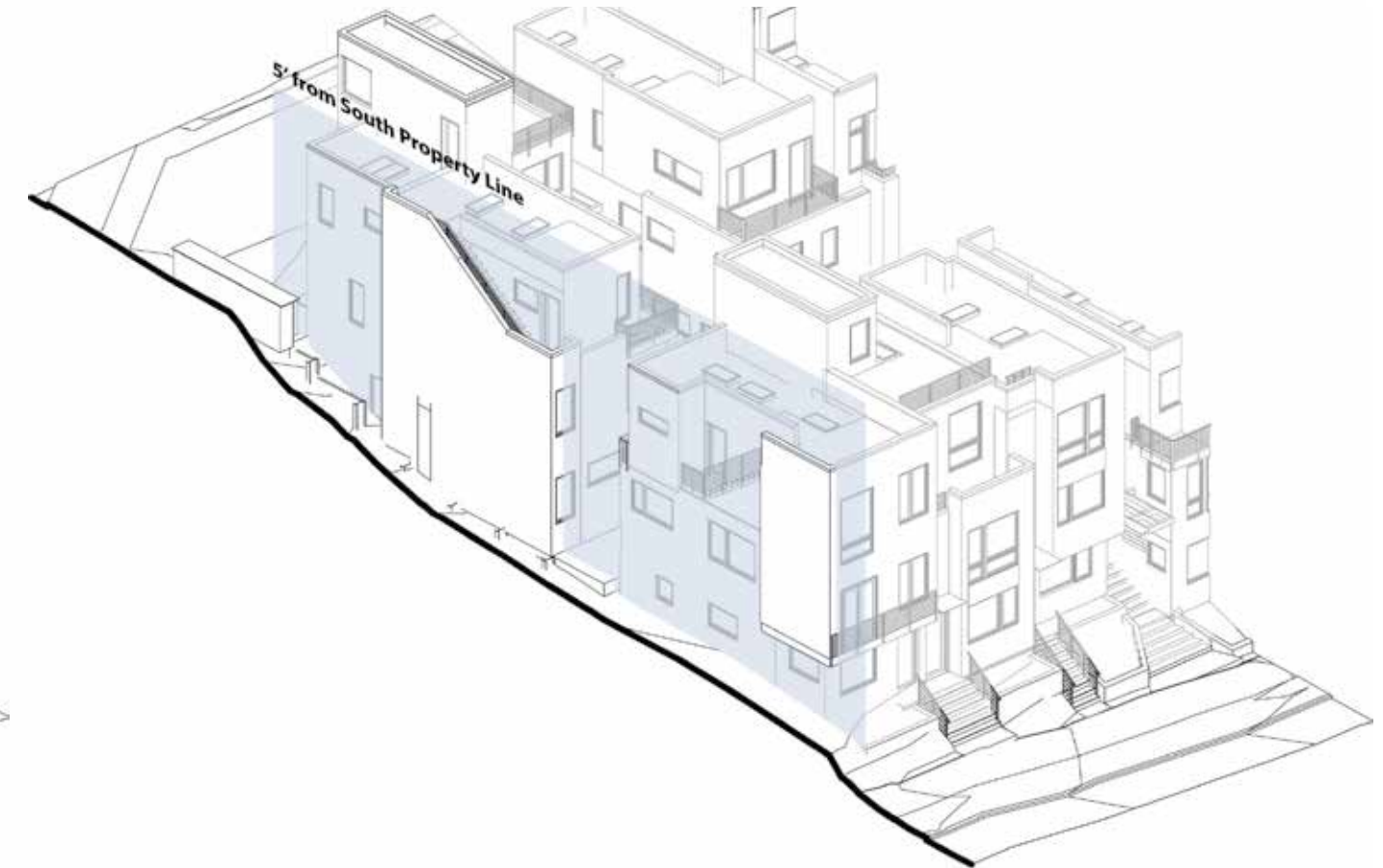
Reclaimed
Hardwood
4' from Property Line

reduction in facade areas requesting departure for
side setback results from added modulation

EDG



MUP





reduction in facade areas requesting departure for
side setback results from added modulation

alley

The Board encouraged the applicant to design the parking to acknowledge the conditions along the named alley. A detailed study of the alley experience should inform the design treatments to mitigate surface parking whether covered or not adjacent to the alley. This documentation should be included in the Recommendation design phase. (A-5, A-8)



view of alley from N 38th St.



view of alley from Fremont Way N

surface



existing surface of compacted dirt and gravel is not uniform and discourages walkability.



parking locations are poorly defined and unmaintained.



proposed surface of permeable pavers and defined pathways.



a paver of contrasting color or roadway dot may be used to define parking spaces. (image of plantable concrete systems from Soil Retention)

edges



the eastern edge is low and provides some much needed greenery with a relatively well-defined pathway



the western edge is a jumble of overlapping uses: trash storage, parking, and access into the site

use



parking occupies most of the rear of the site currently with 8 parking spots.



the proposal imposes an order on the western edge: defining entry with canopies, parking with surfaces, and trash with enclosures.

a multimodal approach is taken in the proposal which supplies bicycle parking and a more pedestrian friendly environment.



proposed surface of permeable pavers and defined pathways.

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 propose to create a community of homes that prioritize the pedestrian and minimize the automobile. A series of communal and private exterior spaces offer varied opportunities for interaction. Responding to the proximity to and eclectic qualities of the Fremont Hub Urban Village, the scheme infuses a dynamic approach to infill development. All sides of the proposal are highly modulated resulting in a site specific solution that engages its edges and neighbors with respect and enthusiasm. The street and alley design engage the site's topography while the courtyard establishes a shared space for access and intended habitation at center of the slope and site. Oriented north-south with a large outdoor "living room", the courtyard is designed to maximize access to daylight and to connect all homes internally.

Type of Uses

We are proposing ten new homes in four structures (two duplex and two triplex), assembled around a central courtyard that is directly accessible from all of the homes. The courtyard provides a communal space at the heart of the project and is accessible from both sides of the site. Private roof decks will extend the interior living spaces and take advantage of 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 will be limited and oriented to minimize impacts on adjacent sites.

Parking

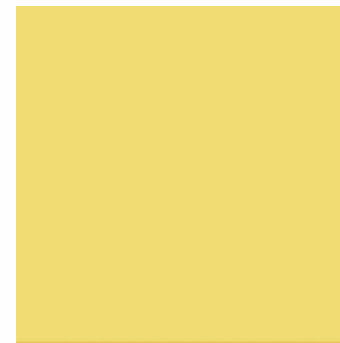
The development proposes to provide 10 parking spaces at the east edge of the site to be accessed by the alley. The existing gravel alley will be improved for the extent of the project site.



view from Fremont Ave. North



sustainable dark wood
horizontal siding



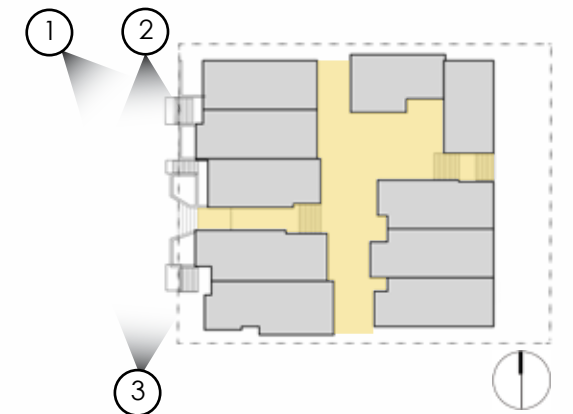
cement board
horizontal siding



4 x 8 cement
board panel



4 x 8 cement
board panel





2

view from sidewalk looking south on Fremont Ave North

C-2 Architectural Concept

The proposal:

- organizes the site to create a large shared courtyard at its center.
- provides clear access points from each right-of-way enhancing the streetscape and pedestrian experience.
- structures follow the topography of the site and create a well-scaled architectural solution.
- rhythm and modulation highlighted by resilient materials identify individual homes.
- parking incorporated sensitively along the alley at the rear of the site.



parapet cap



steel exterior railing



steel trellis



stair and stoop



3

view from sidewalk looking north on Fremont Ave North



street view from fremont ave. north

A-1 Responding to Site Characteristics

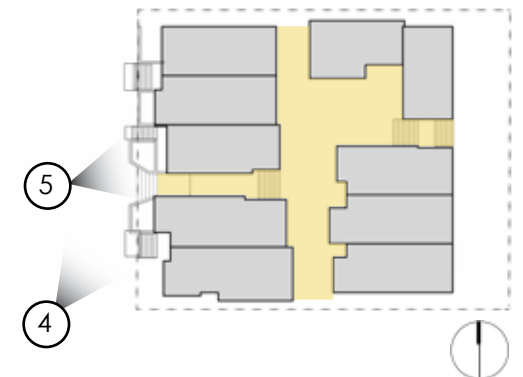
The proposal:

- creates multiple smaller structures to follow the topography of the site
- maintains a low, two-story profile at it's eastern edge

A-2 Streetscape Compatability

The proposal:

- maintains a front setback consistent with it's neighbor to the south
- stoops and planter walls are compatible with the streetscape in the area
- at the western edge where the proposal meets it's busiest edge: Fremont
- provides generous planting areas to blend in with the adjacent sites
- provides a wide, semi-public stair that leads to the center of the project
- separated into two structures in order to better integrate the proposal into the neighborhood
- entry locations identified easily through material change, recesses and canopies





street view from fremont ave. north

A-3 Entrances Visible from the Street

- street-facing entrances identified easily through material change, recesses and canopies and stoops from the sidewalk
- courtyard facing homes have entrances that are accessed through a common walkway identified at the street with an arbor and wide stair.
- addresses for courtyard facing homes attached at arbor over shared walkway.

A-6 Transition Between Residence and Street

- a wide semi-public stairway connects Fremont Ave N to the center of the project.
- usable private outdoor spaces provide a transition between residence and street
- existing grade change is embraced
- trees are provided between sidewalk and residence to identify homes and provide privacy
- first floors of the street facing units are lifted off of the sidewalk
- front stoops provide a place to interact with passers-by

B-1 Height, Bulk, and Scale Compatability

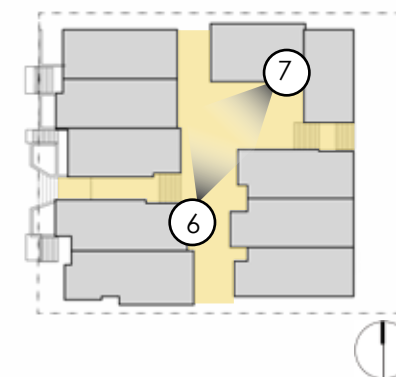
- structures on the site are positioned to follow the existing topography
- this approach results in structures set lower than allowable height
- setback is consistent with property to south
- massing is thoughtfully varied, scaled to one and two-story volumes to better integrate with the context.
- deck projections and material contrast add further detail and visual interest to all façades.
- most structures set back at their third floor to lessen the impact on the adjacent structures
- structures are primarily two stories at the west side of the courtyard and abutting the alley across the alley lessening the impact on adjacent properties
- all but 3 of the homes access roof decks through exterior stairs
- stair penthouses are located away from property edges to reduce bulks.

C-3 Human Scale

- massing expressed in one and two-story volumes, highlighted by material changes.
- material textures vary with color
- entrances highlighted by distinct material at stoop and canopy at door
- arbor at shared walkway access provides visual cue for communal space at project's center.
- thoughtful placement of windows and doors provide scale elements
- central courtyard and alley are treated similarly.



courtyard view





courtyard view

A-4 Human Activity

- The proposal:
- celebrates the shared entry to the courtyard between the street-facing homes,
 - provides a wide access point, flared to the sidewalk, with gradual stairs leading up the slope to the center of the site.
 - all homes connect to the courtyard
 - a second shared walkway connects the courtyard to parking at the rear of the site
 - individual stoops and low planter walls engage the pedestrian realm along Fremont Ave N.
 - all these elements, combined with decks and roof decks allow residents and passers-by to easily interact

E-3 Landscape Design to Address Special Site Conditions

- landscape at Fremont Ave N is sloped and sculpted to create a softer edge adjacent to the sidewalk
- resolves significant grade change along the street.
- landscaped courtyard located at center of site and at the midpoint of the east-west slope
- courtyard is designed to allow for varied scale inhabitation defined through the use of distinct landscape elements including permeable pavers, wood decks planters and seating



bench



planter wall



paver



paver



alley view

D-6 Screening of Dumpsters, Utilities, and Service Areas

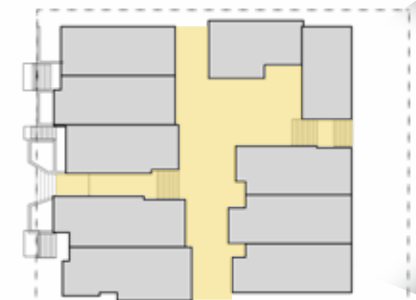
- garbage and recycling containers are located at the rear of the site
- provide additional screening of parking to adjacent properties to north and south

D-8 Treatment of Alleys

- active modulated façade engages alley as a “front” of the project
- 20-foot wide alley improvement will extend from south property line to Fremont Way N
- trellis structures sponsor vines and highlight the entry to the project's center
- driveable grass at parking creates a more inviting experience from the alley
- permeable paver material extends from the central courtyard to the east property line

C-1 Architectural Context

- The proposal takes cues from the neighborhood architectural context in terms of how it meets the ground and in its eclectic expression
- The proportions of the mass of the building are broken into two and one story volumes to complement the surrounding



8

9

8



courtyard view



aerial view

A-5 Respect for Adjacent Sites

The proposal:

- maintains a front setback consistent with the adjacent property to the south (8 feet).
- reduces its mass to two stories at its' eastern edge where it abuts a less intensive zone (LR2).
- 3 of the 10 homes require stair penthouses to access roof decks
- window placement respects privacy of adjacent properties
- planting along the north and south edges maintain privacy
- glazing and decks are focused to east and west
- significant modulation and material variation consistent on all edges

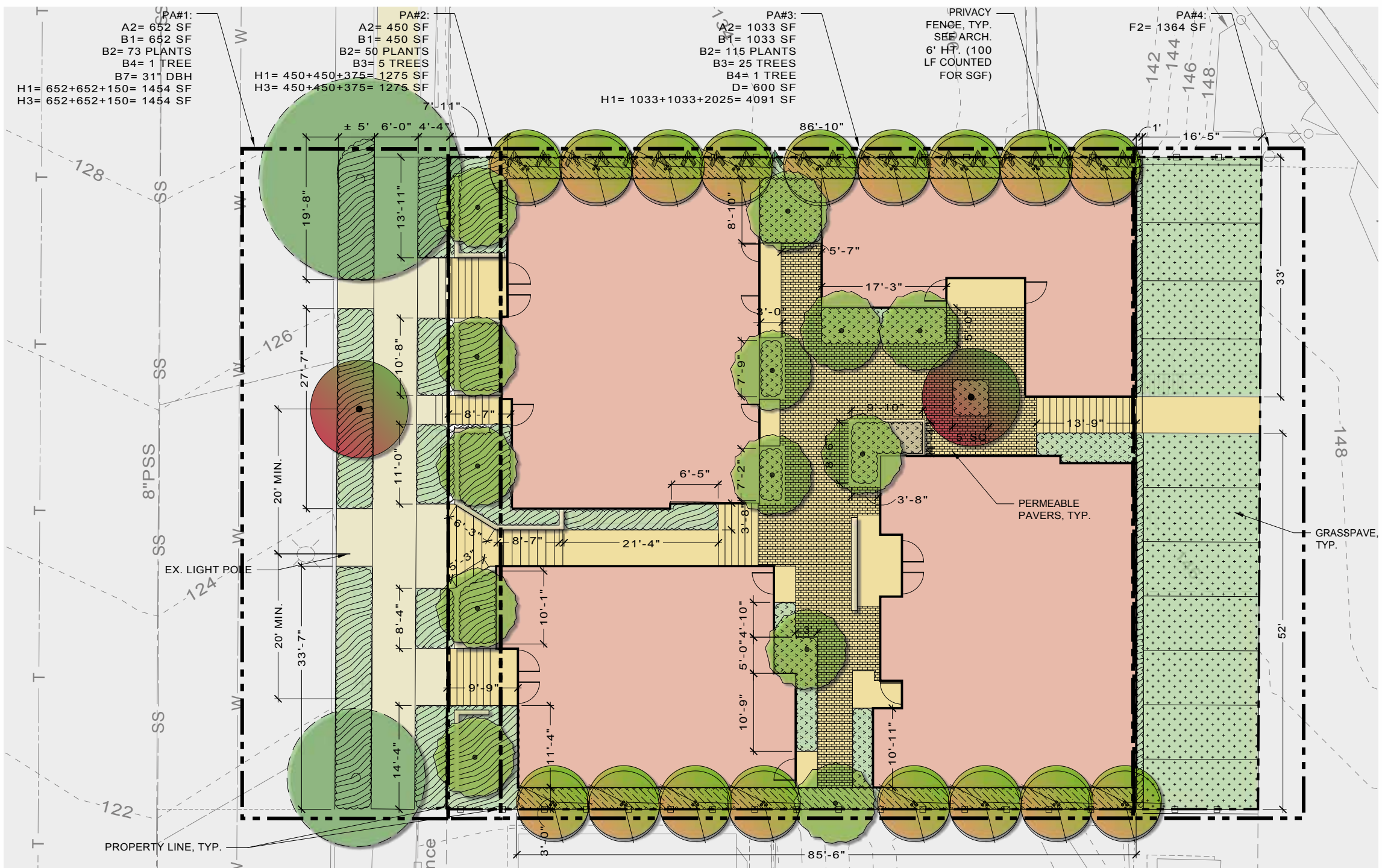


aerial view

11

30. September.
2013

3806 Fremont Ave N.
MUP #3014630



magnolia x loebneri

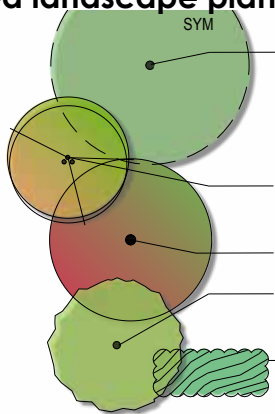


"Pacific Sunset Maple"

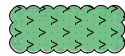


loniera pileata "Privet Honeysuckle"

rendered landscape plan
NTS



BOTANICAL NAME	COMMON NAME	SIZE	COND.	SPACING
EXISTING ROW LANDSCAPE				
EXISTING STREET TREES TO BE PROTECTED PER CITY OF SEATTLE STANDARD PLAN NO 133				
SITE TREES				
ACER CIRCINATUM *	VINE MAPLE	8'-10" HT.	MULTI, FIELD GROWN	PER PLAN
ACER TRUNCATUM X ACER PLATANOIDES, PER BILL AMES	PACIFIC SUNSET MAPLE	1 1/2" CAL.	B&B	PER PLAN
MAGNOLIA X LOEBNERI	LOEBNER MAGNOLIA	6'-8' HT.	B&B	PER PLAN
STREETSCAPE				
EUPHORBIA ROBBIAE *	EUPHORBIA	1 GAL.	CONT.	30" O.C.



COURTYARD

ILEX CRENATA COMPACTA *	'COMPACT' JAPANESE HOLLY	5 GAL.	CONT.	30" O.C.
EPIMEDIUM 'RUBRUM'	RED EPIMEDIUM	1 GAL.	CONT.	30" O.C.
PIERIS 'CAVATINE'	'CAVATINE' PIERIS	1 GAL.	CONT.	30" O.C.
TAXUS X MEDIA 'HICKSII'	'HICKS' JAPANESE YEW	1 GAL.	CONT.	30" O.C.
PARTHENOCISSUS CINQUEFOLIA *	VIRGINIA CREEPER	5 GAL.	CONT.	AS SHOWN



SIDE YARDS

GAULTHERIA SHALLON	SALAL	5 GAL.	CONT.	30" O.C.
SYMPHORICARPOS ALBUS *	SNOWBERRY	5 GAL.	CONT.	30" O.C.
POLYSTICHUM MUNITUM	SWORD FERN	1 GAL.	CONT.	30" O.C.



polystichum munitum "Sword Fern"



gaultheria shallon "Salal"



epemedium 'rubrum'



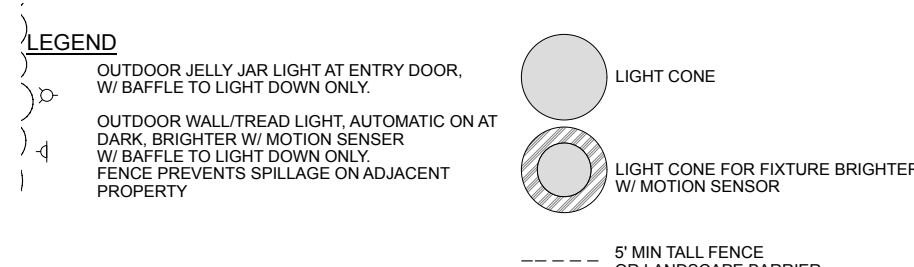
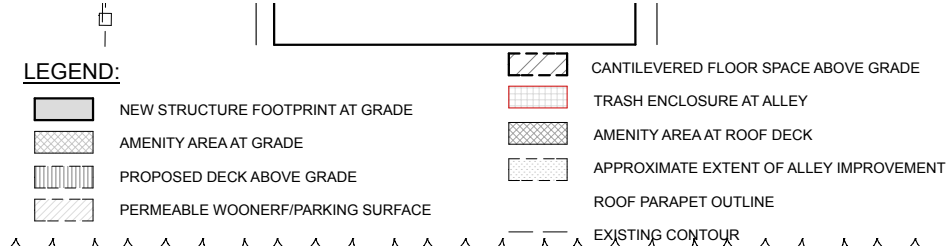
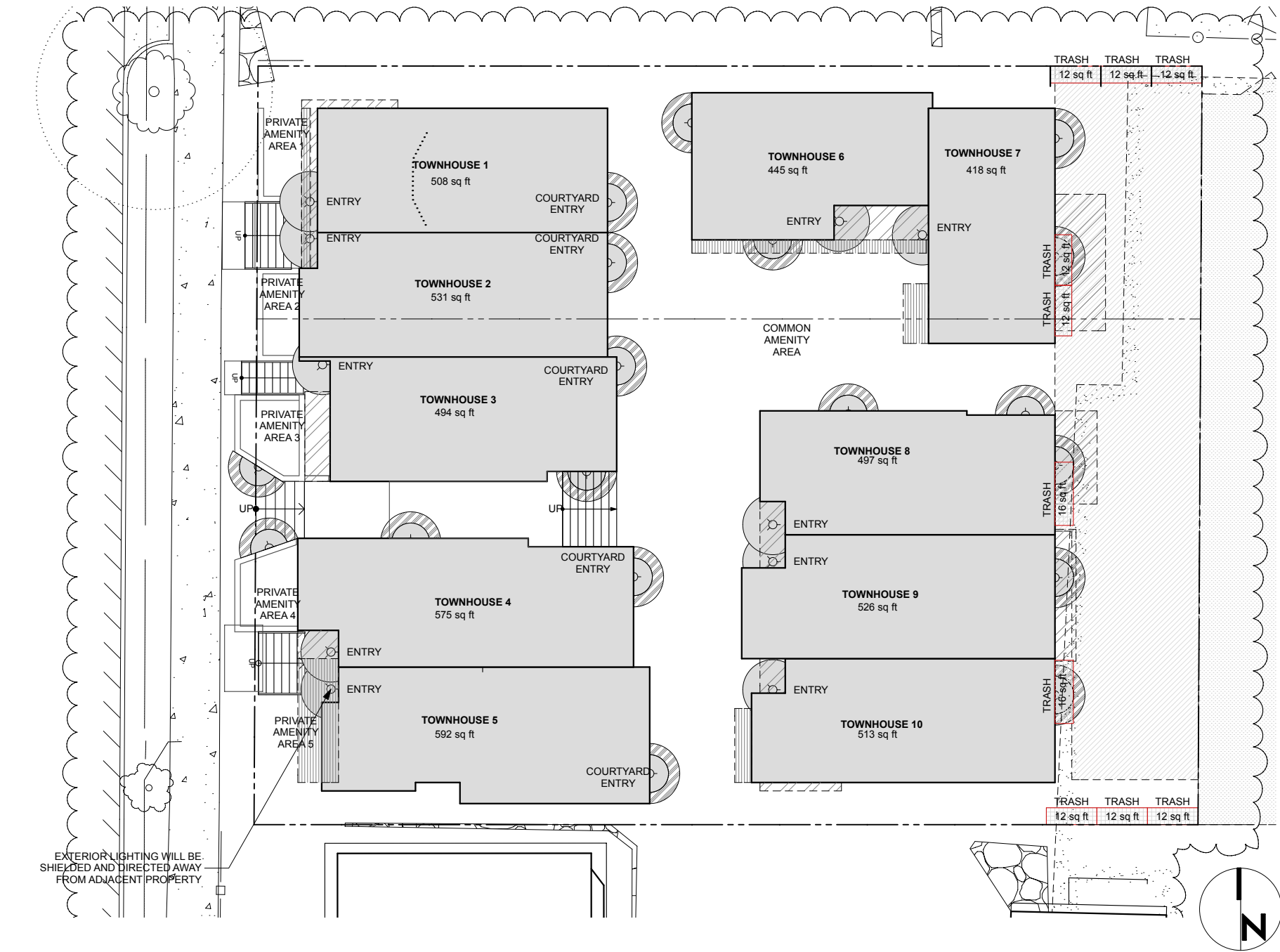
symphoricarpos albus "Snowberry"



spiraea japonica "Anthony Waterer"



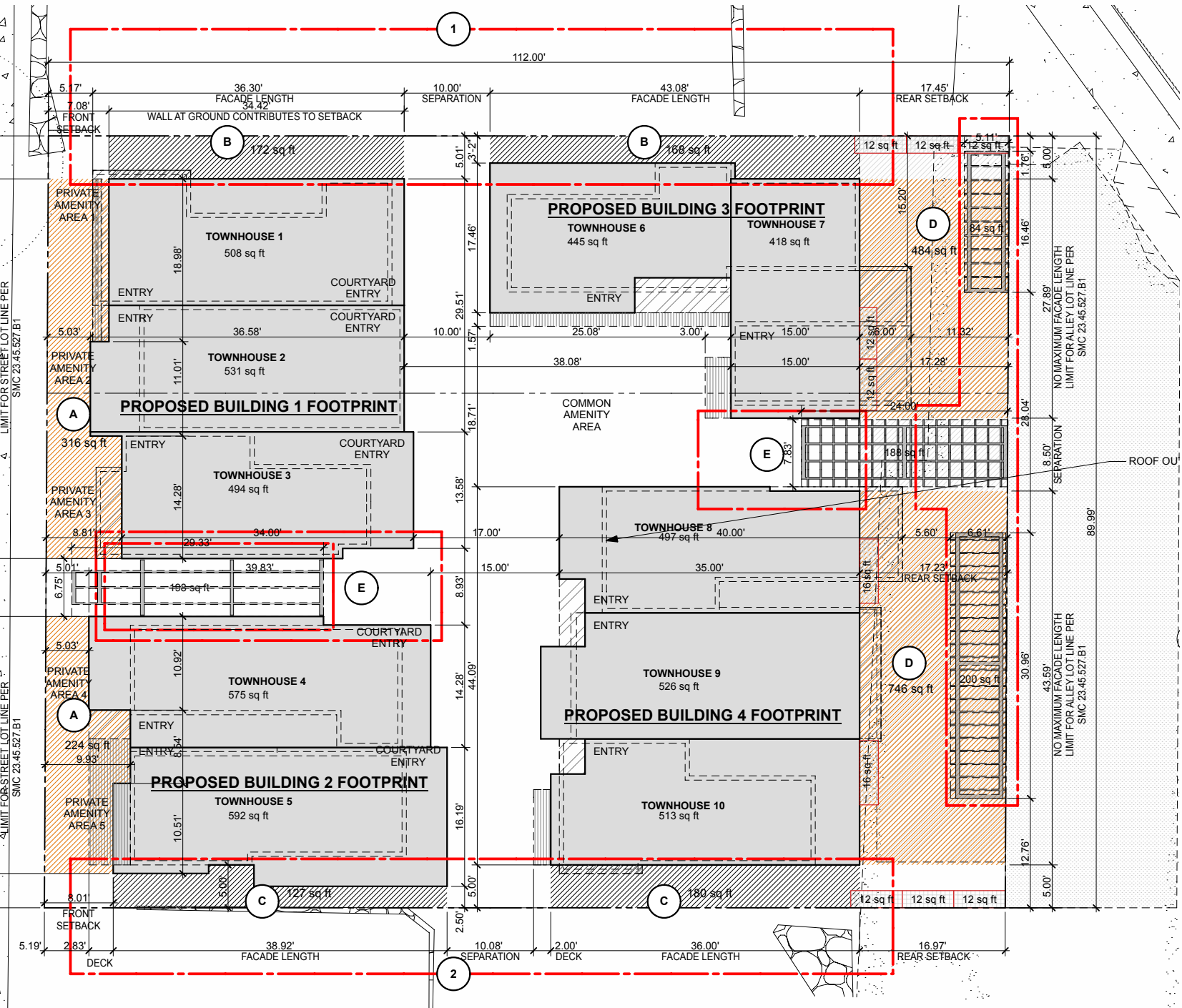
euphorbia robbiae



light and glare plan
1/16" = 1'-0"

From Early Design Guidance the Board recommended that the team develop the preferred alternative.

The preferred alternative requested departures for facade length, side setbacks, separations and projections in permitted setbacks and separations. These departure requests result directly from the decision to separate one large structure along the front and rear of the site into multiple structures with clear pedestrian access points. This site strategy creates a design scheme that is better suited to its surrounding context by reducing its height and bulk (Design Guideline B-1), improving its relationship to human scale (Design Guideline C-1) and establishing clear access and hierarchy to pedestrian open space and entrances (Design Guideline D-1).



FACADE LENGTH CALCULATION:

LOT DEPTH: 112'
65% x 112'-0" = 72'-9 5/8" Maximum limit 65% per SMC 23.45.527.B.1

WEST PROPERTY LINE:
STREET FACING FACADE HAS NO LIMIT PER SMC 23.45.527.B.1

EAST PROPERTY LINE:
ALLEY FACING FACADE HAS NO LIMIT PER SMC 23.45.527.B.1

NORTH PROPERTY LINE DEPARTURE REQUESTED:

1 WITHOUT DECK PROJECTIONS:
 $36.3' + 43.08' = 79.38' = 0.709$
 $\frac{112'}{112'} = 1$
FACADE LENGTH 70.9%

SOUTH PROPERTY LINE DEPARTURE REQUESTED:

2 WITHOUT DECK PROJECTIONS:
 $38.92' + 36' = 74.92' = 0.668$
 $\frac{112'}{112'} = 1$
FACADE LENGTH 66.8%

SETBACK CALCULATIONS:

PER 23.86.012.A.C MULTIFAMILY ZONE SETBACK MEASUREMENT, SETBACKS ARE MEASURED HORIZONTALLY FROM THE LOT LINE TO THE FACADE OF THE STRUCTURE, AT THE POINT THAT THE STRUCTURE MEETS THE GROUND.

FRONT SETBACK: (7' AVERAGE, 5' MIN. REQUIRED)

BUILDING 1:
316 SF/44.27' = 7.14' AVERAGE, 5'-0 5/16" MIN.

BUILDING 2:
224 SF/29.97' = 7.48' AVERAGE, 5'-0 3/8" MIN.

2 NORTH SIDE SETBACK: DEPARTURE REQUESTED

BUILDING 1:
172 SF/34'-42" = 5'-0" AVERAGE, 5'-0" MIN. (5' MIN REQUIRED)

BUILDING 3:
168 SF/43.08' = 3.9' AVERAGE, 3'-2" MIN. (7' AVERAGE, 5' MIN. REQUIRED)

2 SOUTH SIDE SETBACK: DEPARTURE REQUESTED:

BUILDING 2:
127 SF/38.92' = 3.26' AVERAGE, 2'-6" MIN. (5' MIN. REQUIRED)

BUILDING 4:
180 SF/36' = 5'-0" AVERAGE, 5'-0" MIN. (5' MIN. REQUIRED)

REAR SETBACK:

BUILDING 3:
484 SF/27.89' = 17.35' AVERAGE, 11'-3 1/4" MIN (7' AVERAGE, 5' MIN. REQUIRED)

BUILDING 4:
746 SF/43.59' = 17.11' AVERAGE, 12'-2 3/4" MIN (7' AVERAGE, 5' MIN. REQUIRED)

3 BUILDING SEPARATION DEPARTURE REQUESTED:

(10' MIN. REQUIRED)
6'-9" REQUESTED AT STREET
8'-6" REQUESTED AT ALLEY

4 PROJECTIONS IN SEPERATIONS:

50 SF OF ARBOR IN THE BUILDING SEPARATION BETWEEN BUILDING 1 AND BUILDING 2 STRUCTURES (MAX. 40 SF REQUIRED)

98 SF OF ARBOR IN REAR SETBACK (MAX. 30 SF REQUIRED)

Development Standard	Required	Proposed	Design Guidelines Supported by Anticipated Departure	Comment / Rationale by Architect.
1. 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. (Lot line length: 112'-0")	North side façade length is 79'-4 1/2" or 70.9% of the length of the lot line. South side façade length is 74'-11" or 66.8% of the length of the lot line.	A-2, A-7, B-1, D-7	A 4'-8 3/8" extension of the north façade length is requested in order to maximize the shared space of the courtyard. The footprint of the duplex in the northeast corner is proposed as an L-shape in order to define and contain the shared courtyard and responds to Design Guideline A-7, Residential Open Space. Deck projections provide opportunities for residents to have a visual connection to the street, supporting Guideline D-7 Pedestrian Safety. In addition they provide visual interest and modulation to the façade responding to B-1, Height, Bulk and Scale and A-2 Streetscape Compatibility.
2. Side Setback 23.45.518.A	For façades less than 40 feet in length for townhouse uses, the side setback shall be 5 feet. For façades greater than 40 feet in length for townhouse uses, the side setback shall be 7 feet average, 5 feet minimum.	3'-11" average and 3'-2" minimum for the north side setback at Building 3. 3'-3 1/4" average and 2'-6" minimum for the south side setback at Building 2.	A-2, A-4, B-1,	The proposal consists of four townhouse structures arranged around a vibrant, well-scaled communal space at the center. The reduction in the side setbacks allows pedestrian access from both the street and the alley to the shared communal space in the center and also reduces the massing of the entire site. This priority of open communal space supports Design Guidelines A-4, Human Activity and B-1, Height, Bulk and Scale.
3. Separation Between Multiple Structures 23.45.518.F1	The minimum required separation between two structures shall be 10 feet	6'-9" separation requested at street, widens to 8'-11 1/8" at courtyard. 8'-6" separation requested at alley, widens to 10'-0" at upper floor.	A-4, A-7, C-2, B-1	The proposed design includes four structures located around a central courtyard, responding to Design Guideline A-4, Human Activity, and A-7, Residential Open Space. Narrowing the building separation creates a variation of scale that frames the entry walks in from the abutting rights of way and celebrates the openness of the shared courtyard, responding to Design Guideline C-2, Architectural Concept and Consistency. It also supports a reduction of the overall massing, per B-1 Height, Bulk and Scale.
4. Projections Permitted in All Required Setbacks and Separations 23.45.518.H9	In each required setback or separation, an arbor may be erected with no more than a 40 square foot footprint to a maximum height of 8 feet. In each required setback abutting a street, an arbor over a private pedestrian walkway with no more than a 30 square foot footprint may be erected to a maximum height of 8 feet.	50 square foot arbor in the building separation between Building 1 and Building 2 higher than 8 feet 98 square feet of arbors in the rear setback. 7 square foot arbor in front setback abutting street higher than 8 feet.	A-1, A-2, A-3, A-4, B-1. C-2	The arbors proposed in the separation between structures extend to the street and alley to engage the pedestrian realm and help signify the shared entry conditions. The one at Fremont Ave N will also include address signage for the structures at the rear of the project. It is higher than the allowable 8 feet due to the significant topography of the site. Located between the structures it allows more light into the common walkway. Arbors proposed in the rear setback mitigate the visual impact of the parking abutting the alley. This is an improvement over the current parking condition at the site. These arbors support Design Guidelines A-1 Responds to Site Characteristics, A-2 Streetscape Compatibility, A-3 Entrances Visible from the Street, A-4 Human Activity, B-1 Height Bulk and Scale Compatibility and C-2 Architectural Concept and Consistency.

The departures requested by the design team allow the project to more fully realize the intent of Seattle's Design Guidelines. The following provides a brief description of how the Design Guidelines are supported by each departure:

Facade Length Departures Enhance:

- A-2 Streetscape Compatability
 - Breaking the street and alley frontage into two buildings reinfores existing patterns along Fremont Ave N.
- A-7 Residential Open Space
 - By providing a large common space at the central courtyard to organize the elements of the project.
- B-1 Height Bulk and Scale Compatability
 - By modulating massing on all facades to reduce the overall scale of the structures and increase compatibility with its surroundings.
- D-7 Pedestrian Safety
 - By providing exterior decks that establish a stronger connection the public rights of way along Fremont Ave N and the adjacent alley.

Side Setback Departures Enhance:

- A-2 Streetscape Compatability
 - By shifting mass into the side setback, the project breaks into two buildings and reinforces existing patterns.
- A-4 Human Activity
 - By creating a break and central courtyard for informal gathering and a wide, semi-public stair at the street.
- B-1 Height, Bulk and Scale Compatability
 - Modulating setbacks provide a more sensitive edge to adjacent parcels and allow the project to break down to a scale more compatible with the neighborhood.
- D-1, Pedestrian Open Spaces and Entrances
 - Break between structures pushes portions of facades into setbacksinto the side setbacks.

Separation Departures Enhance:

- A-4 Human Activity
 - By varying the scale from the wide entry on Fremont Ave N to the central courtyard and encouraging a variety of locations for informal encounters between residents and passers by.
- A-7 Residential Open Space
 - By providing a well scaled, landscaped space that relates to the sidewalk at the center of the project.
- C-2 Architectural Concept and Consistency
 - By allowing the building to modulate at the spaces of shared access from Fremont Ave N and the alley.
- D-1, Pedestrian Open Spaces and Entrances
 - Trellis at separation between structureshighlights entrance to shared open space at project's center.

Projection Departures Enhance:

- A-1 Responding to Site Characteristics
 - By developing a language that registers the topography of the site and creates linear breaks related to pedestrian access.
- A-2 Streetscape Compataility
 - By breaking down the scale of constructed elements and signify shared entries.
- A-3 Entrances Visible from the Street
 - By signifying shared access from Fremont Ave N. and the alley to the five townhomes on the east portion of the site.
- A-4 Human Activity
 - By providing cover and a space for activity to occur on the street and alley frontage.





1 | SOUTH RENDERED ELEVATION
SCALE: N.T.S.



1 | NORTH RENDERED ELEVATION
SCALE: N.T.S.

4" FLASHING AT TERMINUS OF PARAPET
RECLAIMED HARDWOOD

VINYL WINDOW PAINTED DARK GRAY
16" HORIZONTAL FIBER CEMENT BOARD
PANEL PAINTED YELLOW

4'x8' FIBER CEMENT BOARD
PANEL PAINTED GRAY

STEEL RAILING POWDER COATED BLACK



1 | EAST RENDERED ELEVATION
SCALE: N.T.S.



1 | COURTYARD WEST RENDERED ELEVATION
SCALE: 1/8" = 1'-0"



1 | COURTYARD SOUTH RENDERED ELEVATION
SCALE: 1/8" = 1'-0"



1 | COURTYARD NORTH RENDERED ELEVATION
SCALE: N.T.S.

4" FLASHING AT TERMINUS OF PARAPET
 STEEL RAILING POWDER COATED BLACK
 VINYL WINDOW PAINTED DARK GRAY
 16" HORIZONTAL FIBER CEMENT BOARD
 PANEL PAINTED YELLOW

RECLAIMED HARDWOOD

4'x8' FIBER CEMENT BOARD
 PANEL PAINTED GRAY



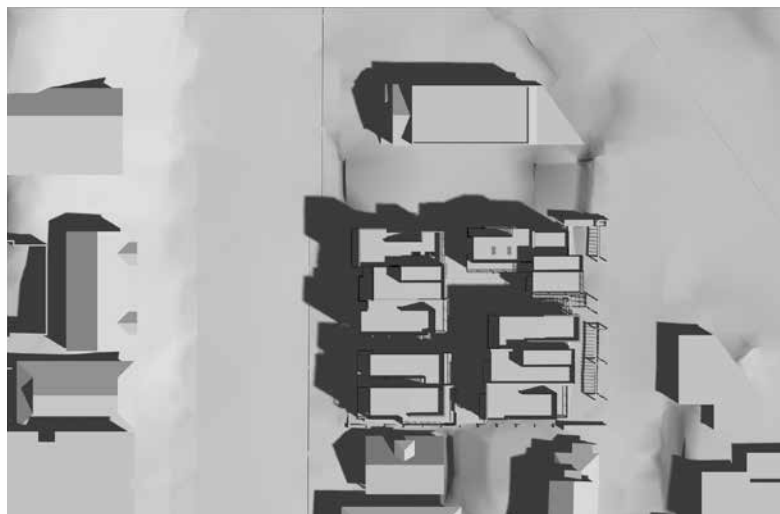
1 | COURTYARD EAST RENDERED ELEVATION
 SCALE: 1/8" = 1'-0"

9 am

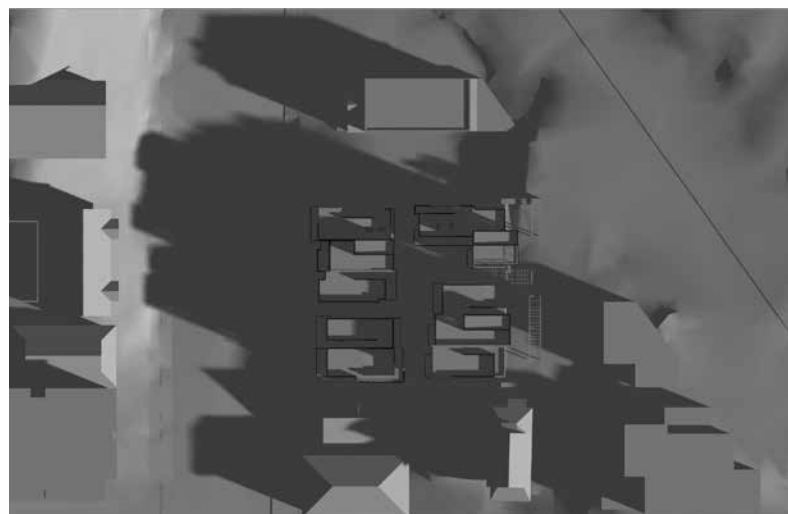
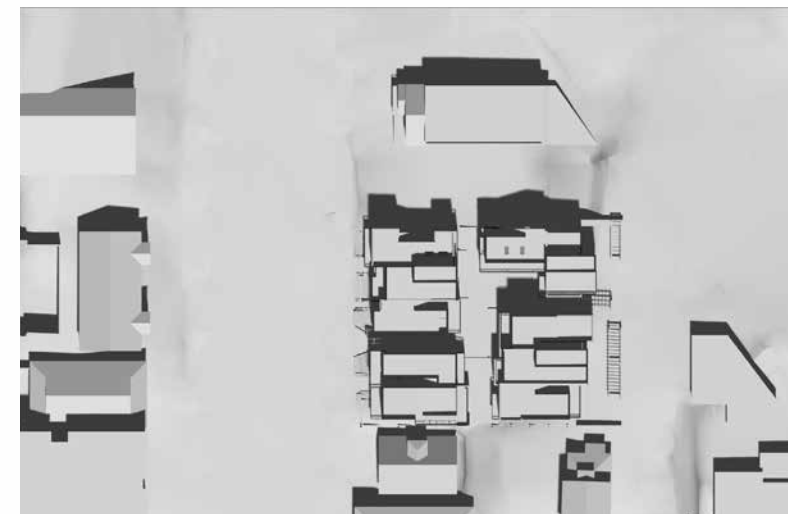


June 21

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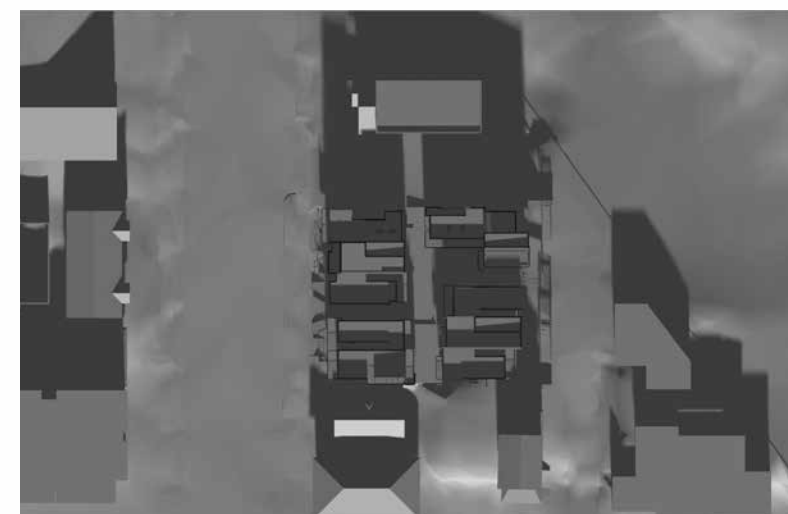
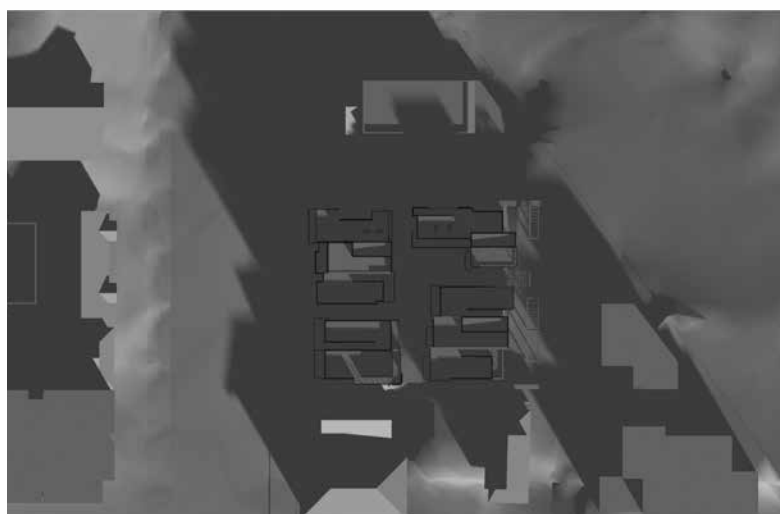
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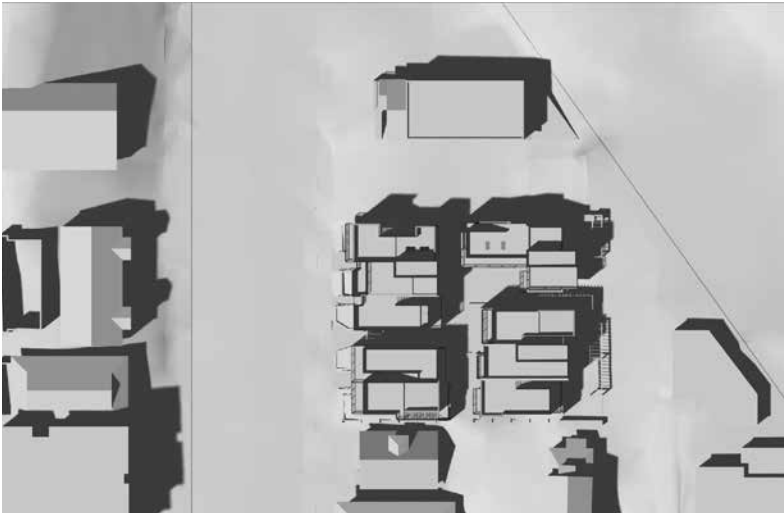


Dec. 21



shadow studies

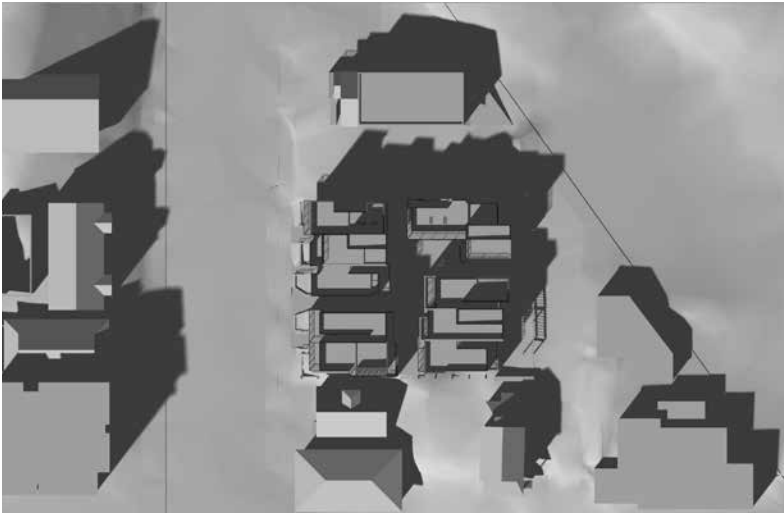
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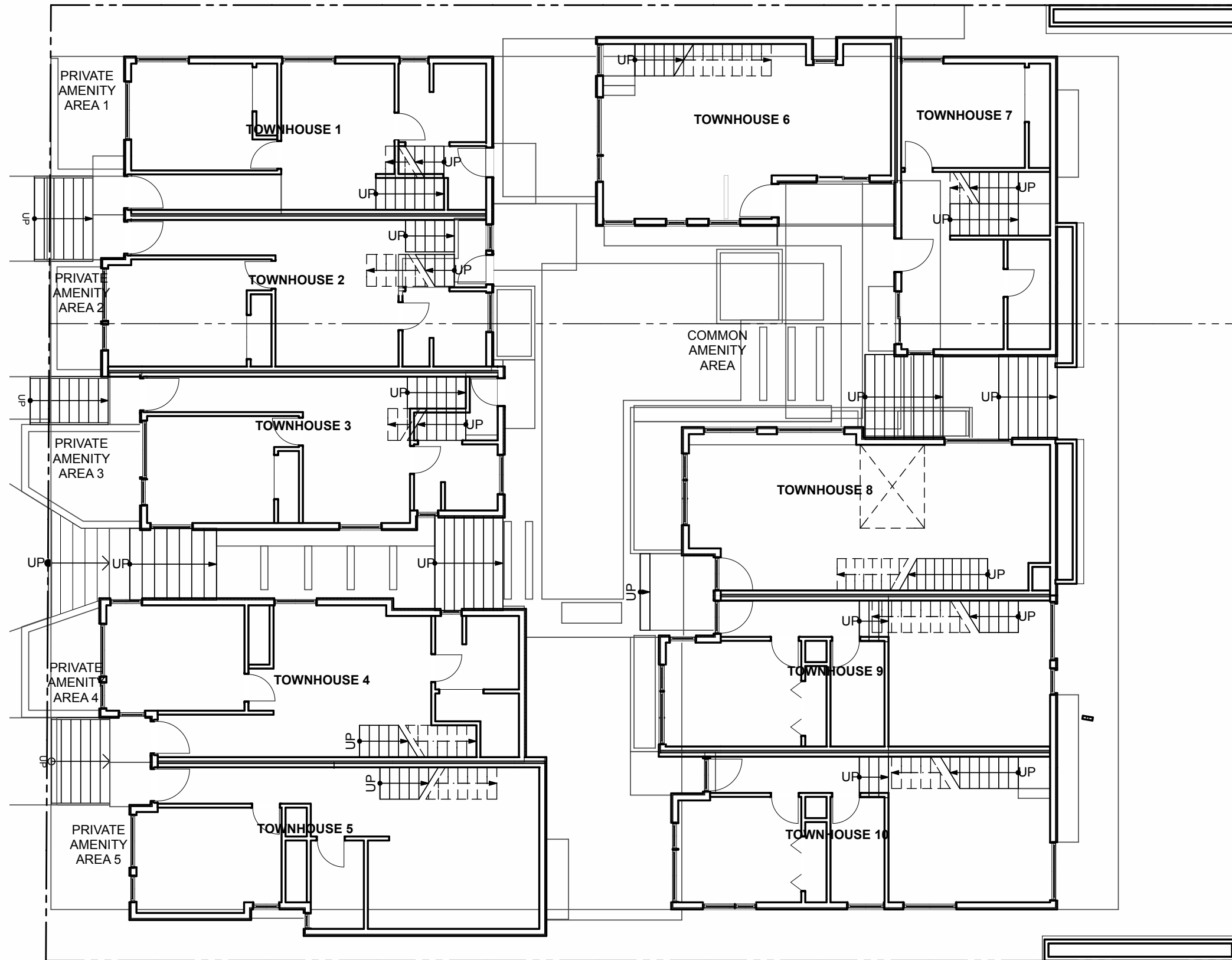


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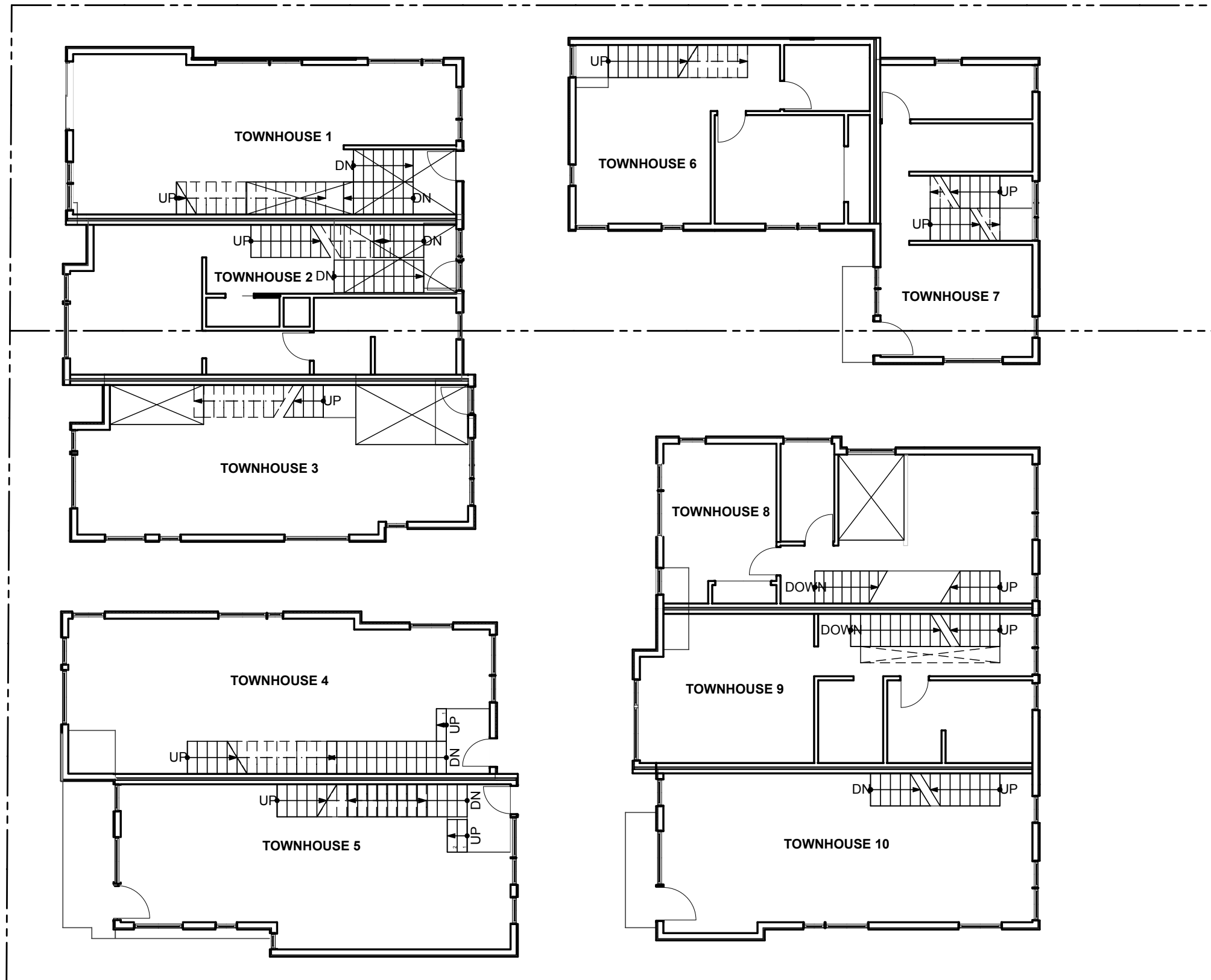
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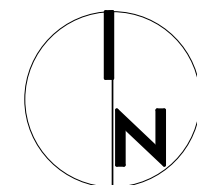
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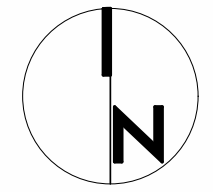
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2 | SECOND FLOOR PLAN

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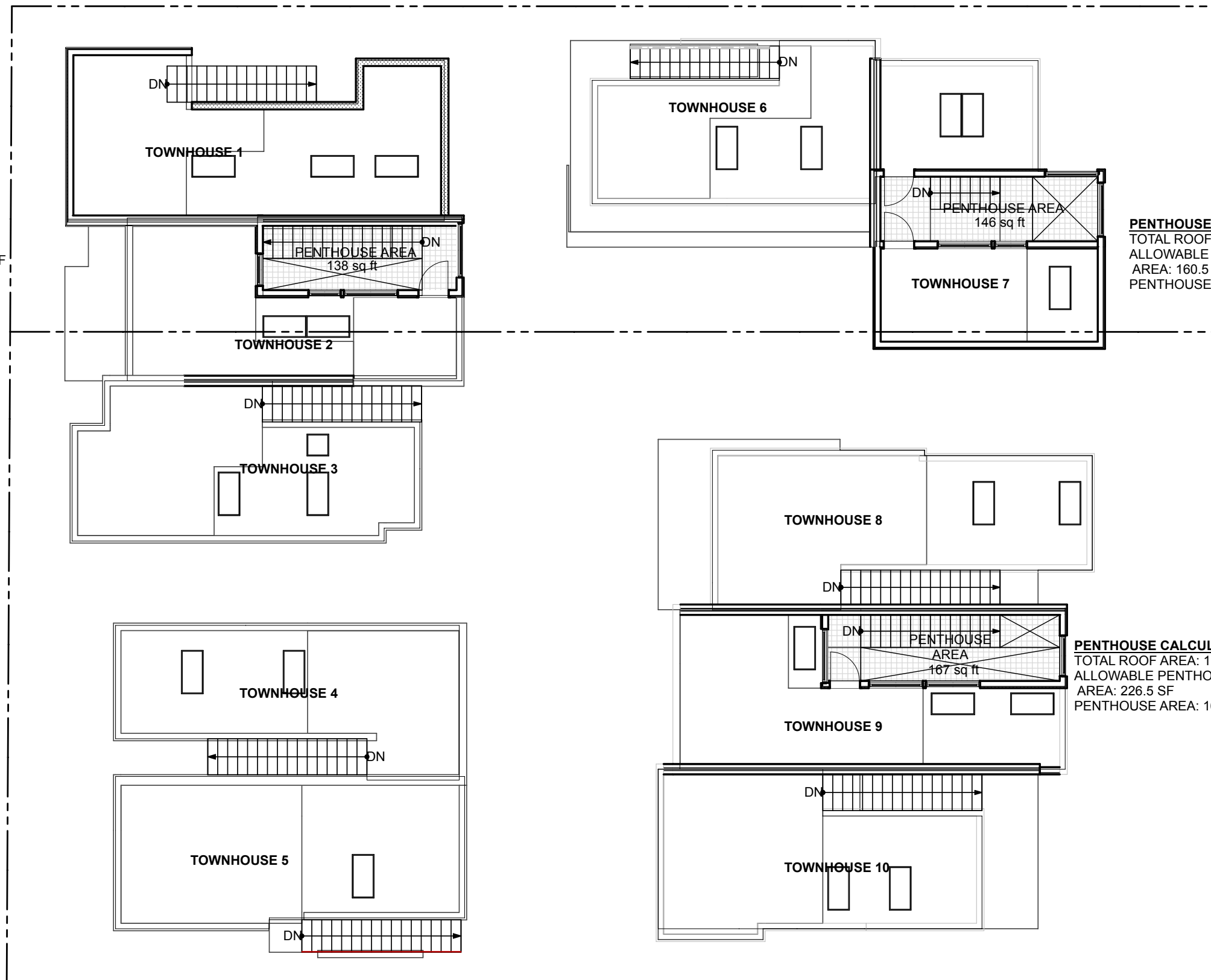




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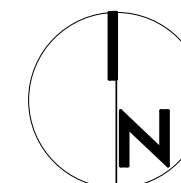
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PENTHOUSE CALCULATION
 TOTAL ROOF AREA: 1,393 SF
 ALLOWABLE
 PENTHOUSE AREA: 208.95 SF
 PENTHOUSE AREA: 138 SF



PENTHOUSE CALCULATION
 TOTAL ROOF AREA: 1,070 SF
 ALLOWABLE PENTHOUSE
 AREA: 160.5 SF
 PENTHOUSE AREA: 146 SF

PENTHOUSE CALCULATION
 TOTAL ROOF AREA: 1,510 SF
 ALLOWABLE PENTHOUSE
 AREA: 226.5 SF
 PENTHOUSE AREA: 167 SF



2 | UPPER ROOF PLAN

SCALE: 0' 4' 8' 16' 32'



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

⑧ 1911 E. Pine St. view from street



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

