



SMC FOR C1-40	REQUIRED	PROPOSED
23.47A.004 PERMITTED AND PROHIBITED USES	COMMERCIAL USES INCLUDING EATING & DRINKING ESTABLISHMENTS, SOME ENTERTAINMENT USES, FOOD PROCESSING AND CRAFT WORK, LAB/ RESEARCH FACILITIES, LODGING, MEDICAL SERVICES, OFFICES AND SALES ARE ALLOWED. LIVE-WORK UNITS PERMITTED. RESIDENTIAL USES PERMITTED.	COMMERCIAL USES, LIVE-WORK UNITS AND RESIDENTIAL USES PROPOSED
23.47A.005 STREET-LEVEL USES	B. MINI-WAREHOUSES, WAREHOUSES, OR UTILITY USES MAY NOT ABUT A STREET-LEVEL STREET-FACING FACADE IN A STRUCTURE THAT CONTAINS MORE THAN ONE RESIDENTIAL DWELLING UNIT.	COMMERCIAL USES, LIVE-WORK UNITS, RESIDENTIAL LOBBY AND VEHICULAR ACCESS PROVIDED ON STREET-LEVEL STREET-FACING FACADES.
23.47A.008 STREET-LEVEL DEVELOPMENT STANDARDS	A.2.b. BLANK SEGMENTS OF THE STREET-FACING FACADE BETWEEN 2 FEET AND 8 FEET ABOVE THE SIDEWALK MAY NOT EXCEED 20 FEET IN WIDTH. A.2.c. THE TOTAL OF ALL BLANK FACADE SEGMENTS MAY NOT EXCEED 40% OF THE WIDTH OF THE FACADE OF THE STRUCTURE ALONG THE STREET. B.2.a. 40% OF THE STREET-FACING FACADE BETWEEN 2FT AND 8FT ABOVE THE SIDEWALK SHALL BE TRANSPARENT. B.2.b. TRANSPARENT AREAS OF FACADES SHALL BE DESIGNED AND MAINTAINED TO ALLOW UNOBSTRUCTED VIEWS FROM THE OUTSIDE INTO THE STRUCTURE OR, IN THE CASE OF LIVE-WORK UNITS, INTO DISPLAY WINDOWS THAT HAVE A MIN. 30 INCH DEPTH. B.3. NONRESIDENTIAL USES SHALL EXTEND AN AVERAGE DEPTH OF AT LEAST 30FT AND A MIN. DEPTH OF 15FT FROM THE STREET-LEVEL STREET-FACING FACADE. B.3.b. NONRESIDENTIAL USES AT STREET LEVEL SHALL HAVE A FLOOR TO FLOOR HEIGHT OF AT LEAST 13FT. D.1. AT LEAST ONE OF THE STREET-LEVEL STREET-FACING FACADES CONTAINING A RESIDENTIAL USE SHALL HAVE A VISUALLY PROMINENT PEDESTRIAN ENTRY. D.2. THE FLOOR OF A DWELLING UNIT LOCATED ALONG THE STREET-LEVEL STREET-FACING FACADE SHALL BE AT LEAST 4FT ABOVE OR BELOW SIDEWALK GRADE, OR BE SET BACK AT LEAST 10FT FROM THE SIDEWALK. E. WHEN A LIVE-WORK UNIT IS LOCATED ON A STREET-LEVEL STREET-FACING FACADE, PORTION OF EACH SUCH LIVE-WORK UNIT IN WHICH BUSINESS IS CONDUCTED MUST BE LOCATED BETWEEN THE PRINCIPAL STREET AND THE RESIDENTIAL PORTION OF THE LIVE-WORK UNIT.	
23.47A.012 STRUCTURAL HEIGHT	A.1.a.1. THE HEIGHT OF A STRUCTURE MAY EXCEED UP TO 4FT IF a) A FLOOR-TO-FLOOR HEIGHT OF 13 FT OR MORE IS PROVIDED FOR NONRESIDENTIAL USES AT STREET LEVEL. C.2. OPEN RAILINGS, PLANTERS, PARAPETS AND FIREWALLS MAY EXTEND UP TO 4FT ABOVE HEIGHT LIMIT. C.4. MECHANICAL EQUIPMENT CAN EXTEND UP TO 15FT ABOVE HEIGHT LIMIT. STAIR AND ELEVATOR PENTHOUSES MAY EXTEND UP TO 16FT ABOVE HEIGHT LIMIT, AS LONG AS THE COMBINED TOTAL COVERAGE OF ALL FEATURES DOES NOT EXCEED 20% OF THE ROOF AREA, OR 25% OF THE ROOF AREA IF THE TOTAL INCLUDES STAIR OR ELEVATOR PENTHOUSES OR SCREENED MECHANICAL EQUIPMENT. C.7. PLANTERS AND NON-FIREWALL PARAPETS SHALL BE LOCATED AT LEAST 10FT FROM THE NORTH EDGE OF THE ROOF UNLESS A SHADOW DIAGRAM IS PROVIDED THAT DEMONSTRATES THAT LOCATING SUCH FEATURES WITHIN 10FT OF THE NORTH EDGE OF THE ROOF WOULD NOT SHADE PROPERTY TO THE NORTH ON JANUARY 21ST AT NOON MORE THAN WOULD A STRUCTURE BUILT TO MAX. PERMITTED HEIGHT AND FAR.	
23.47A.013 FLOOR AREA RATIO	B. 3.25 FAR ALLOWED.	
23.47A.014 SETBACK REQUIREMENTS	B.3. FOR A STRUCTURE CONTAINING A RESIDENTIAL USE, A SETBACK IS REQUIRED ALONG ANY SIDE OR REAR LOT LINE THAT ABUTS A LOT IN A RESIDENTIAL ZONE. a. 15FT FOR PORTIONS OF STRUCTURES ABOVE 13FT IN HEIGHT TO A MAX. 40FT. b. FOR EACH PORTION OF A STRUCTURE ABOVE 40FT IN HEIGHT, ADDITIONAL SETBACK AT THE RATE OF 2FT. B.5. NO ENTRANCE, WINDOW, OR OTHER OPENING IS PERMITTED CLOSE THAN 5FT TO AN ABUTTING RESIDENTIALLY ZONED LOT. E.3. RAMPS OR OTHER DEVICES NECESSARY FOR ACCESS FOR THE DISABLED AND ELDERLY, WHICH MEET SEATTLE BUILDING CODE, CHAPTER 11, ARE PERMITTED IN REQUIRED SETBACK.	
23.47A.016 LANDSCAPING AND SCREENING STANDARDS	A.2. GREEN FACTOR SCORE OF 0.3 OR GREATER REQUIRED. B.1. STREET TREE REQUIRED.	
23.47A.022 LIGHT AND GLARE STANDARDS	A. EXTERIOR LIGHTING MUST BE SHIELDED AND DIRECTED AWAY FROM ADJACENT USES. B. INTERIOR LIGHTING IN PARKING GARAGES MUST BE SHIELDED TO MINIMIZE NIGHTTIME GLARE AFFECTING NEARBY USES. C. DRIVEWAYS AND PARKING AREAS FOR MORE THAN TWO VEHICLES SHALL BE SCREENED FROM ADJACENT PROPERTIES.	
23.47A.024 AMENITY AREA	A. 5% OF TOTAL GROSS FLOOR AREA IN RESIDENTIAL USE REQUIRED. B. REQUIRED AMENITY AREAS SHALL MEET THE FOLLOWING STANDARDS: 1. ALL RESIDENTS SHALL HAVE ACCESS TO AT LEAST ONE COMMON OR PRIVATE AMENITY AREA 2. AMENITY AREAS SHALL NOT BE ENCLOSED 3. PARKING AREAS, VEHICULAR ACCESS EASEMENT, AND DRIVEWAYS DO NOT COUNT AS AMENITY AREAS 4. MIN. HORIZONTAL DIMENSION OF 10 FT. AND MIN. SIZE OF 250 SF.	
23.54.015 REQUIRED PARKING	TABLE A.II.J & TABLE B.II.M: NO PARKING REQUIRED IN URBAN VILLAGES THAT ARE NOT WITHIN AN URBAN CENTER OR THE STATION AREA OVERLAY DISTRICT, IF LOCATED WITHIN 1320FT OF A STREET WITH FREQUENT TRANSIT SERVICE, MEASURED AS THE WALKING DISTANCE FROM THE NEAREST TRANSIT STOP TO THE LOT LINE. TABLE E.D.2: 1 BICYCLE PARKING REQUIRED PER 4 UNITS.	PER LETTER FROM BRADLEY WILBURN, SENIOR LAND USE PLANNER, DATED APRIL 26, 2013, IT HAS BEEN DETERMINED THAT EXEMPTIONS LISTED IN 23.54.020.F.2 CAN BE APPLIED TO THIS PROJECT, ADDITIONALLY, BECAUSE THE PROJECT SITE IS LOCATED WITHIN FREMONT HUB URBAN VLLAGE, NO VEHICLE PARKING IS REQUIRED.
23.54.040 SOLID WASTE AND RECYCLABLE MATERIALS STORAGE AND ACCESS	TABLE A. RESIDENTIAL DEVELOPMENT 51-100 DWELLING UNITS REQUIRE 375SF PLUS 45F FOR EACH ADDITIONAL UNIT ABOVE 50, NONRESIDENTIAL DEVELOPMENT OF 0-5,000SF REQUIRE 825F. B. MIXED USE DEVELOPMENT SHALL MEET THE STORAGE SPACE REQUIREMENTS SHOWN IN TABLE A FOR RESIDENTIAL DEVELOPMENT, PLUS 50% OF THE REQUIREMENT FOR NONRESIDENTIAL DEVELOPMENT. STORAGE SPACE FOR GARBAGE MAY BE SHARED BETWEEN RESIDENTIAL AND NONRESIDENTIAL USES, BUT SEPARATE SPACE FOR RECYCLING SHALL BE PROVIDED.	

ZONING CODE ANALYSIS

PROJECT DATA

06.26.2013 36 FREMONT GREEN - EARLY DESIGN GUIDELINE PACKET
3601 GREENWOOD AVENUE N. / DPD PROJECT NUMBER: 3015117

DEVELOPMENT STATISTICS SUMMARY

Lot size : 15,189 sf
FAR : 3.25
Allowable : 49,364 sf
Planned : 49,000 sf

Number of units : 67
Number of parking stalls : 16
Parking NOT required



City of Seattle
Department of Planning and Development
Diane M. Sugimura, Director

April 26, 2013

Radim Blazej
2505 3rd Ave. Suite #300C
Seattle WA 98121

Re: 3015150 – 3601 Greenwood Ave North
Applicability of SMC 23.54.020.F.2

Dear Mr. Blazej.

This letter is in response to your request for an early determination of the applicability of reductions to minimum parking requirements for development within multifamily and commercial zones when located with 1,320 feet of a frequent transit service pursuant to SMC 23.54.020.F.2.

Based on the information provided (site map and frequent transit service calculation table) and verification of Metro routes, it has been determined that exemptions listed in 23.54.020.F.2 can be applied to your project. Additionally, because the project site is located within Fremont Hub Urban Village no vehicle parking will be required. Bicycle parking will be required.

Feel free to provide a copy of this letter when applying for the building permit.

Sincerely,

(Signature on file)

Bradley Wilburn
Land Use Planner, Senior
Department of Planning and Development

APPLICABILITY OF SMC 23.54.020.F.2

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DESIGN TEAM

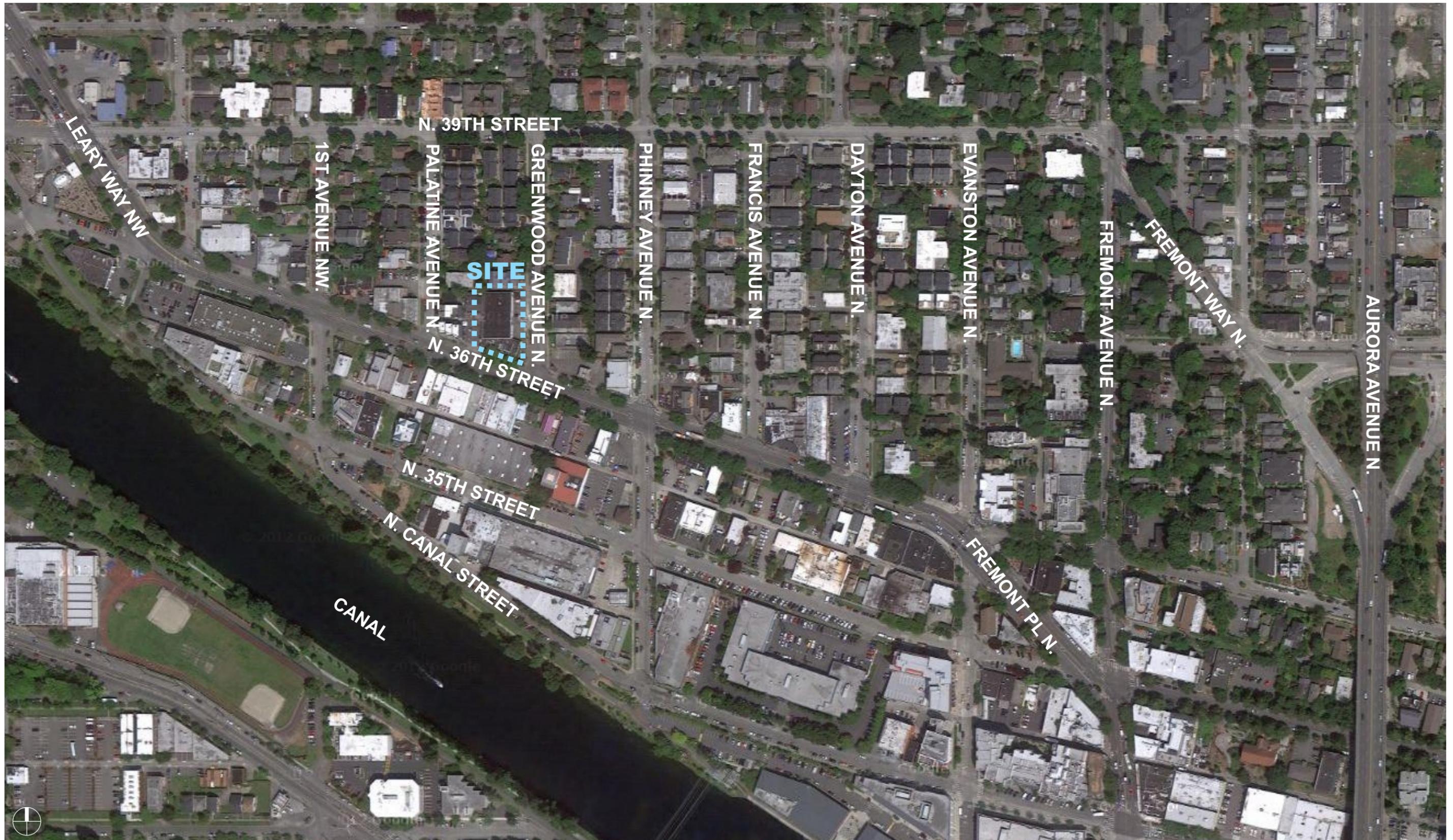
OWNER

36 FREMONT GREEN LLC
950 N. 72ND ST. SUITE 100
SEATTLE, WA 98103

ARCHITECT

CARON ARCHITECTURE
2505 3RD AVE. SUITE 300C
SEATTLE, WA 98121

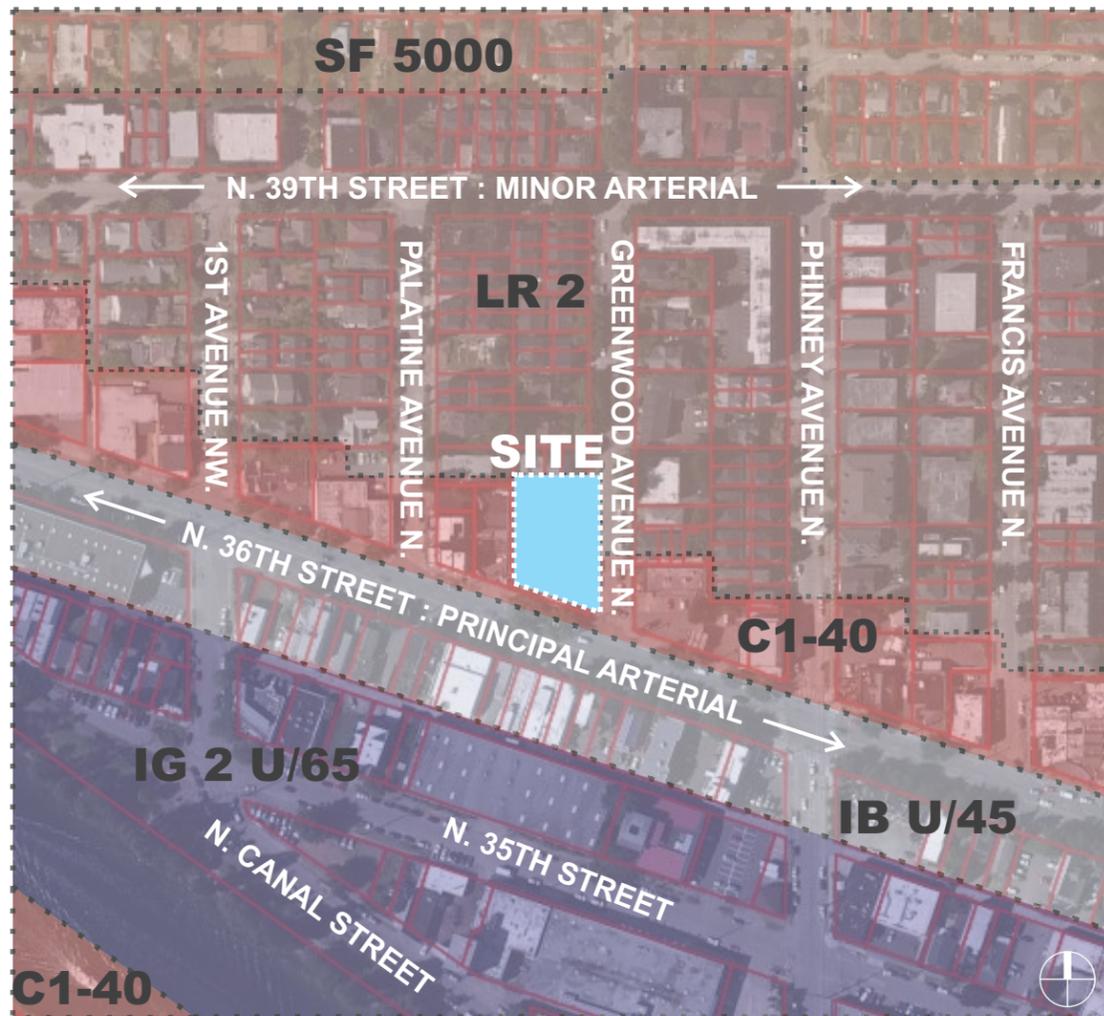




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ZONING LEGEND

- SF 5000 SINGLE FAMILY
- LR 2 LOWRISE 2
- C1-40 COMMERCIAL 1
- IB U/45 INDUSTRIAL BUFFER
- IG 2 U/65 GENERAL INDUSTRIAL 2

THE SITE IS LOCATED ALONG A COMMERCIAL STREET IN THE FREMONT NEIGHBORHOOD. THE AREA IS COMPRISED OF VARIOUS ZONING TYPES, RANGING FROM INDUSTRIAL TO RESIDENTIAL, ALLOWING FOR DIVERSITY IN BUILDING TYPES, SCALES AND AGE. THE SITE IS ZONED C1-40, AND IS SURROUNDED BY THE SAME ZONING, WITH THE EXCEPTION OF THE ADJACENT NORTH PROPERTY, WHICH IS ZONED LR2.

THE VEHICULAR AND PEDESTRIAN TRAFFIC IS HEAVY IN THE AREA. FREQUENT PUBLIC TRANSIT IS READILY AVAILABLE WITH MAJOR BUS ROUTS ON N. 36TH STREET. THE SITE IS LOCATED WITHIN THE FREMONT HUB URBAN VILLAGE, WHICH REQUIRES NO VEHICULAR PARKING.

THE SITE SLOPES ABOUT 10FT DOWN FROM NORTH TO SOUTH, AND REMAINS RELATIVELY FLAT FROM EAST TO WEST. THE SITE ABUTS A TOWNHOUSE BUILDING TO THE NORTH, AND A SPORTS BAR TO THE WEST.



SITE ANALYSIS

06.26.2013 36 FREMONT GREEN - EARLY DESIGN GUIDELINE PACKET
 3601 GREENWOOD AVENUE N. / DPD PROJECT NUMBER: 3015117



① N. 36th Street



② Greenwood Ave. N



③ Greenwood Ave. N



④ Greenwood Ave. N



⑤ N. 36th Street



⑥ N. 36th Street



⑦ Greenwood Ave. N



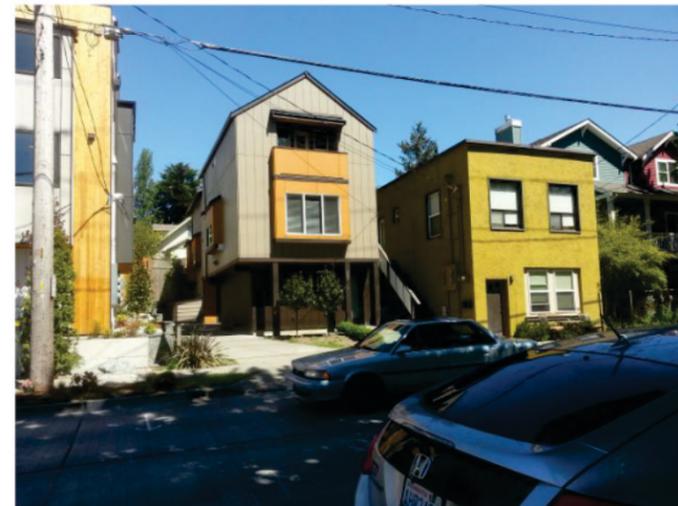
⑧ N. 36th Street



⑨ Greenwood Ave. N



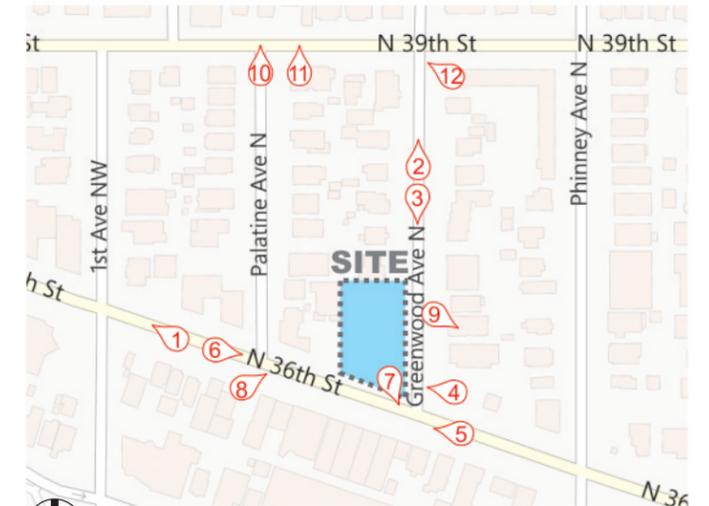
⑩ N. 39th Street



⑪ N. 39th Street



⑫ N. 39th Street



KEY MAP

NEIGHBORHOOD PHOTOS

06.26.2013 36 FREMONT GREEN - EARLY DESIGN GUIDELINE PACKET
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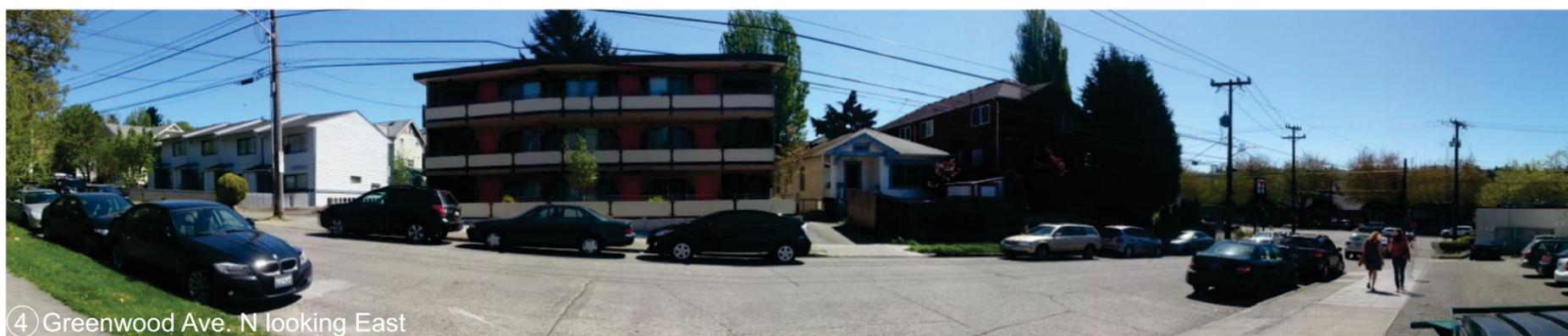
① N. 36th Street looking South



② Greenwood Ave. N looking West



③ N. 36th Street looking North

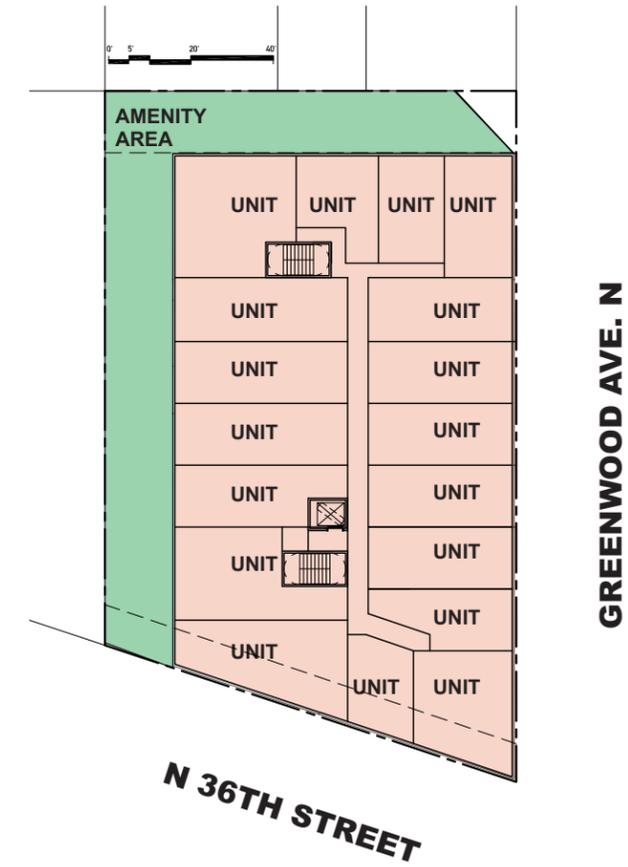
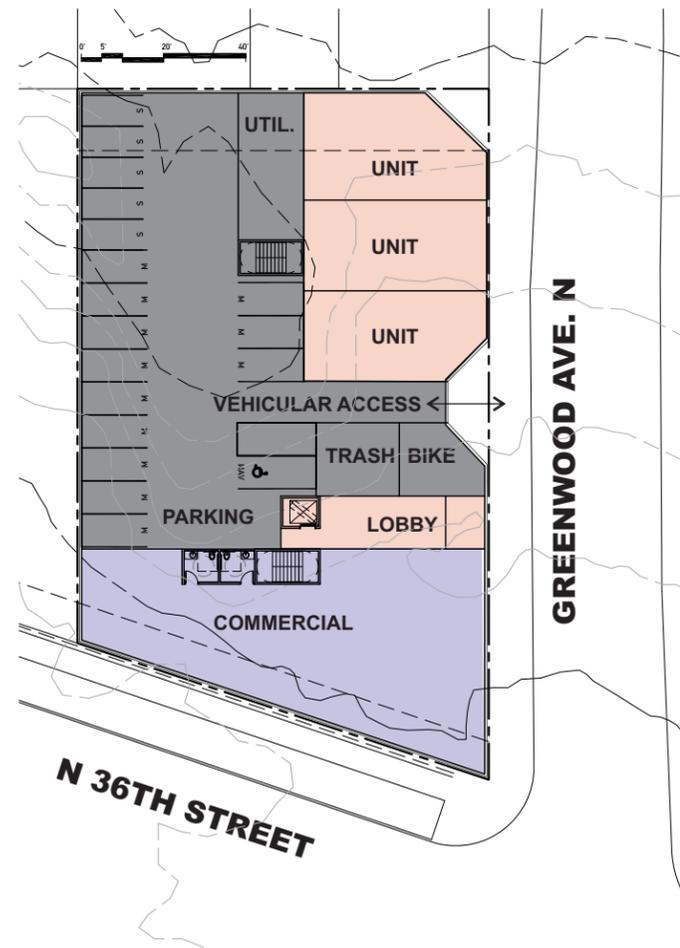


④ Greenwood Ave. N looking East



SITE PHOTOS

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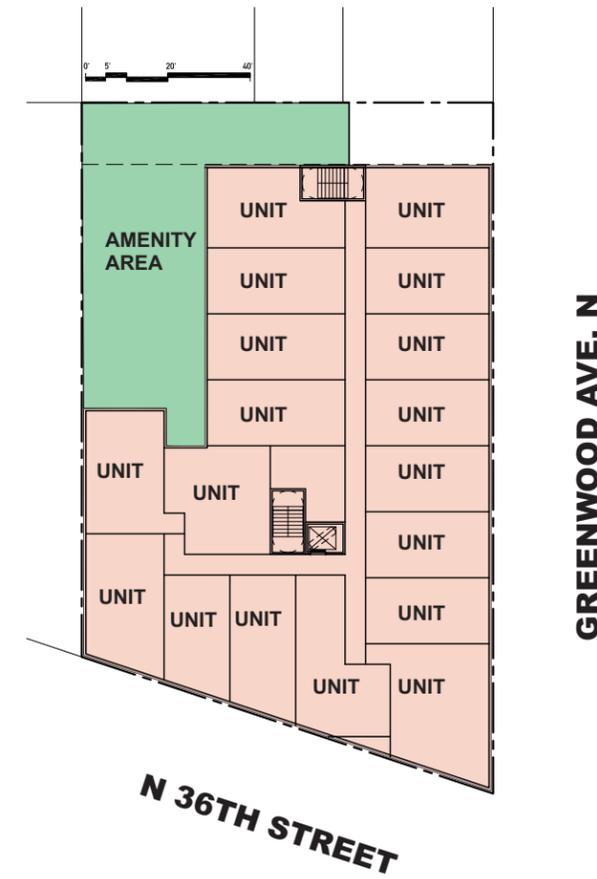
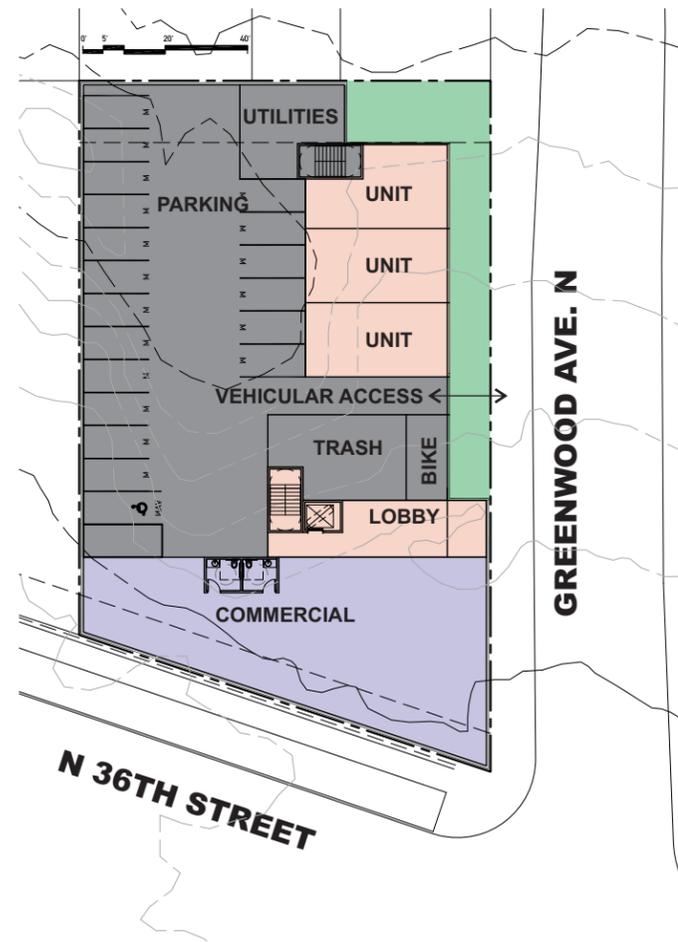


PROS: APPEARS LESS MASSIVE ALONG N. 36TH STREET
 LARGER AMENITY SPACE ALONG WEST ON THE PODIUM LEVEL
 CODE COMPLIANT

CONS: APPEARS MORE MASSIVE ALONG GREENWOOD AVE. N.
 VEHICULAR ACCESS IN THE MID BLOCK
 MOST UNITS FACING EAST/WEST

MASSING OPTION A - CODE COMPLIANT

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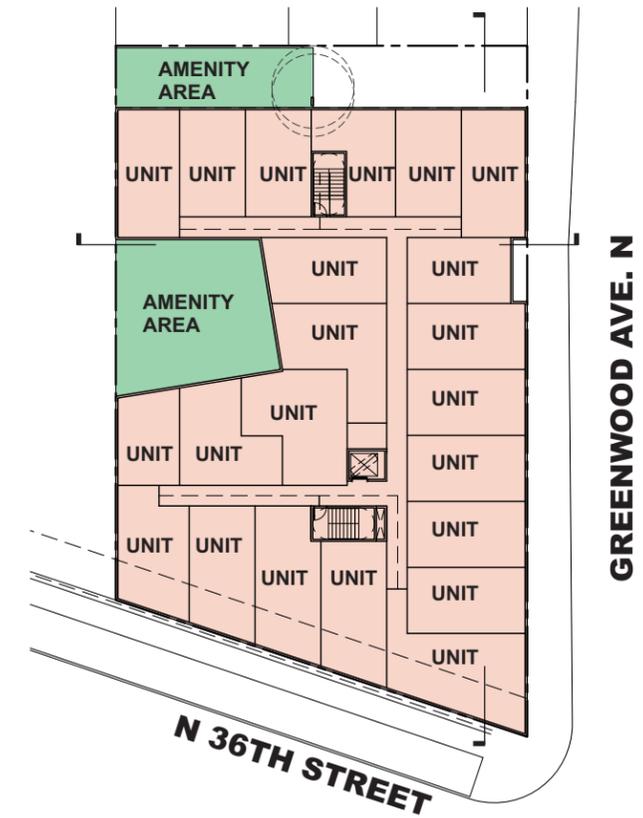
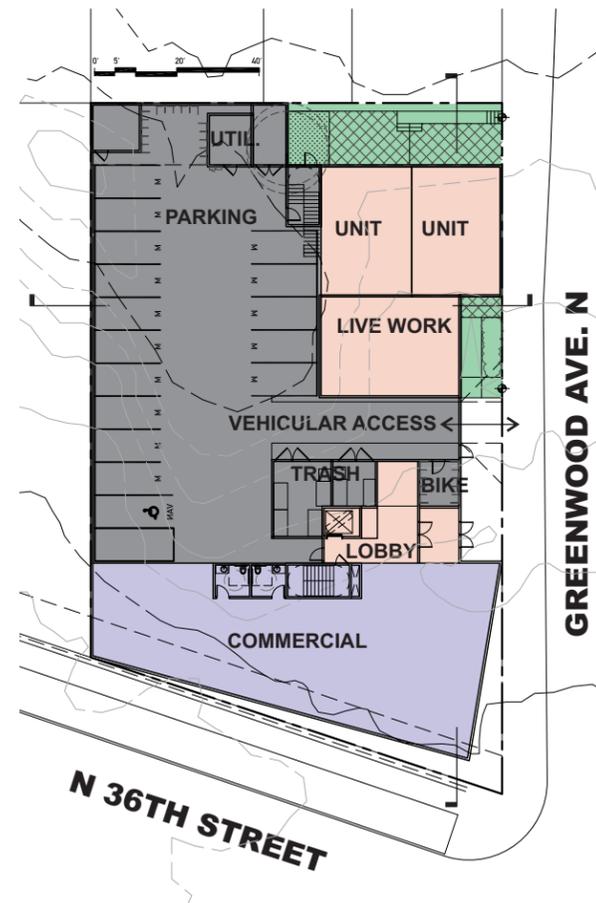


PROS: LESS MASS TOWARDS LESS INTENSE ZONING

CONS: APPEARS MORE MASSIVE ALONG N. 36TH STREET
 APPEARS MORE MASSIVE ALONG GREENWOOD AVE. N.
 VEHICULAR ACCESS IN THE MID BLOCK

MASSING OPTION B

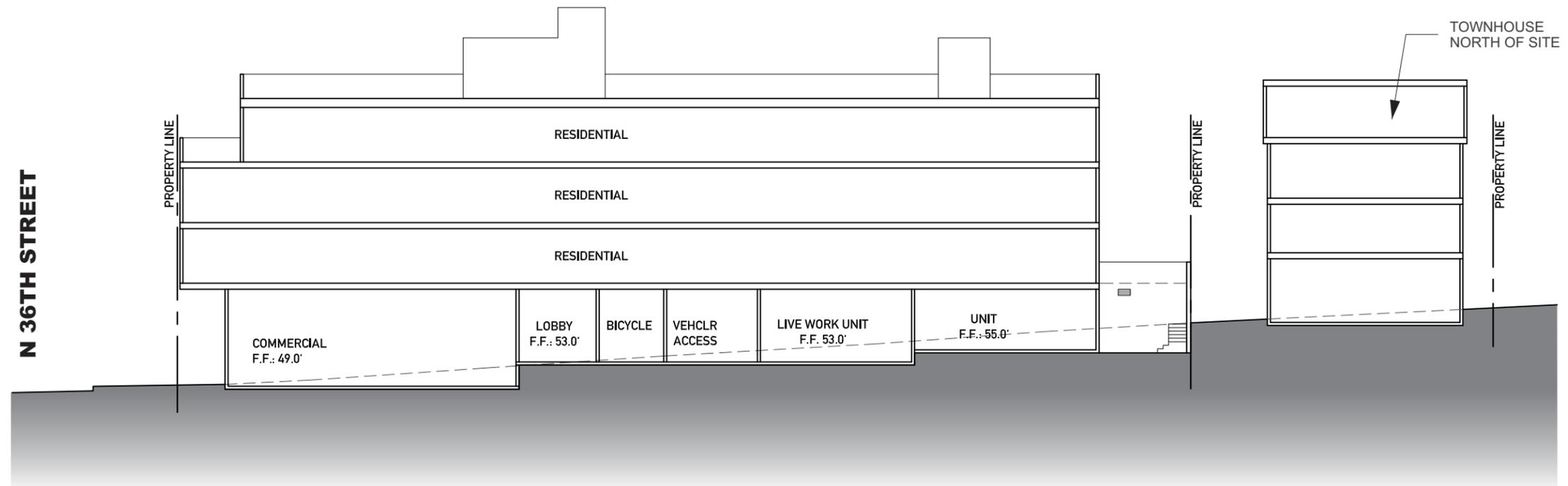
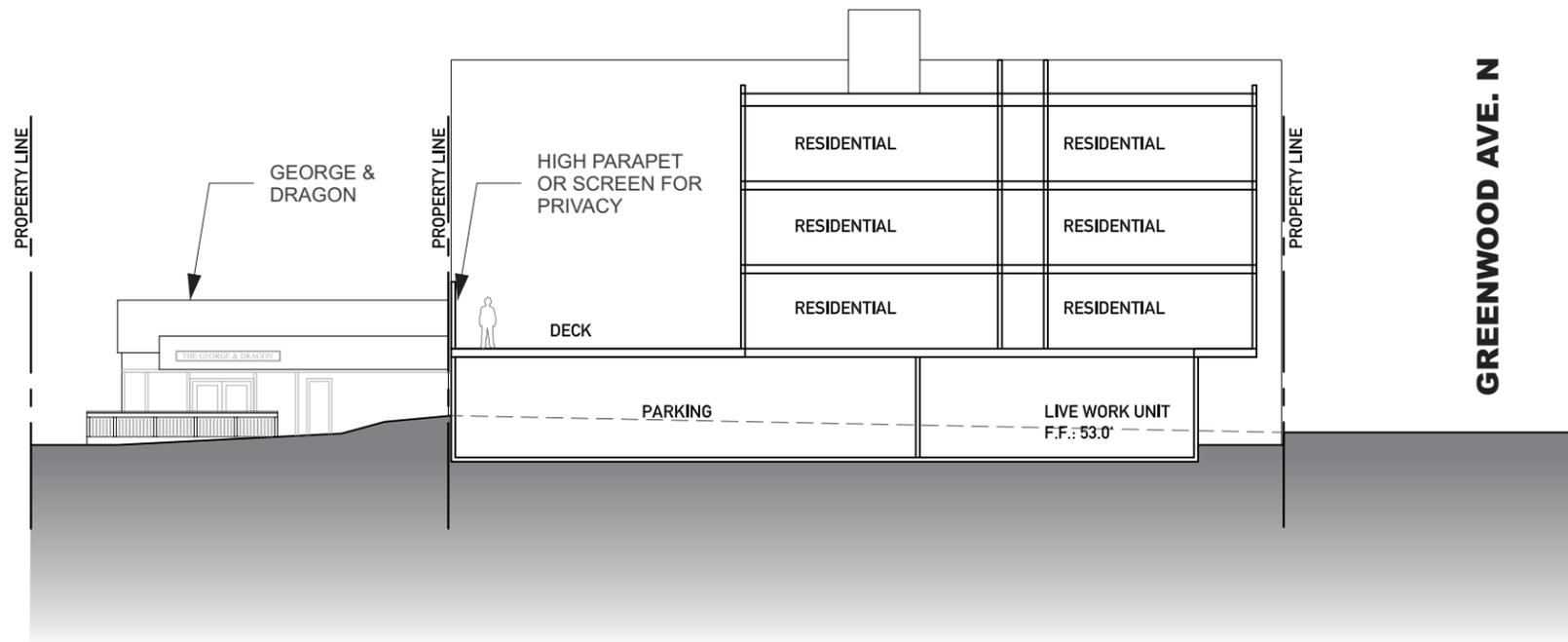
06.26.2013 36 FREMONT GREEN - EARLY DESIGN GUIDELINE PACKET
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- PROS: APPEARS LESS MASSIVE ALONG GREENWOOD AVE. N
 MORE DYNAMIC MASSING FITTING WITH THE NEIGHBORHOOD
 GREATER SETBACK ON NORTH TOWARDS LESS INTENSE ZONING
 SMALLER MASSING ON NORTH TOWARDS RESIDENTIAL ZONE
- CONS: SMALLER AMENITY SPACE ON PODIUM LEVEL
 VEHICULAR ACCESS IN THE MID BLOCK

PREFERRED MASSING OPTION C

06.26.2013 36 FREMONT GREEN - EARLY DESIGN GUIDELINE PACKET
 3601 GREENWOOD AVENUE N. / DPD PROJECT NUMBER: 3015117



PREFERRED MASSING OPTION C - SECTIONS

06.26.2013 36 FREMONT GREEN - EARLY DESIGN GUIDELINE PACKET
 3601 GREENWOOD AVENUE N. / DPD PROJECT NUMBER: 3015117

DEVELOPMENT OBJECTIVES

PROPOSED DEVELOPMENT WILL CREATE A MIXED-USE BUILDING WITH RESIDENTIAL UNITS ABOVE GROUND FLOOR COMMERCIAL SPACES. THE GROUND LEVEL WILL CONSIST OF ONE LIVE/WORK UNIT, TWO RESIDENTIAL UNITS, COMMERCIAL COMPONENTS, RESIDENTIAL LOBBY AND PARKING SPACES. OTHER UTILITARIAN FUNCTIONS WILL ALSO BE PROVIDED ON THE GROUND FLOOR FOR EASE OF ACCESS AND MAINTENANCE. THE SECOND FLOOR THROUGH FOURTH FLOOR WILL HOUSE A MIX OF STUDIO, ONE BEDROOM, AND TWO BEDROOM UNITS. THE ROOF WILL BE ACCESSIBLE AND BE USED AS THE MAIN AMENITY SPACE FOR TENANTS WITH OPPORTUNITIES FOR ENTERTAINING, GARDENING AND RELAXATION.

THE PROJECT IS NOT REQUIRED TO PROVIDE PARKING SINCE IT IS LOCATED WITHIN THE URBAN VILLAGE. HOWEVER, STRUCTURED PARKING WILL BE PROVIDED ON THE GROUND LEVEL WITH ACCESS OFF OF GREENWOOD AVE. N.

THE MAIN DESIGN CUES OF THE ARCHITECTURAL CONCEPT ARE INFLUENCED BY THE UNIQUE NEIGHBORHOOD CHARACTERISTICS OF FREMONT. THE ECLECTIC AND VIBRANT QUALITIES ARE TRANSLATED TO A SHIFT OF VOLUMES THAT, IN TURN, REVEAL INTERSTITIAL SPACES BETWEEN THE MASSING. THE DESIGN CELEBRATES THESE INTERSTITIAL SPACES, JUST AS FREMONT CELEBRATES THE MULTIFARIOUSNESS AND SYNERGY OF THE NEIGHBORHOOD CHARACTERISTICS.

THE MASSING OPTION C TAKES ADVANTAGE OF THE NON-RECTANGULAR SHAPE OF THE SITE. THE BUILDING PLAYS OFF THE IRREGULARITY AND ANGLED LINES TO CREATE DYNAMIC SPACES WITHIN, AS WELL AS TO ALLOW MORE LIGHT IN TO THE MASSING CORE.

DEVELOPMENT STATISTICS SUMMARY

Lot size : 15,189 sf
FAR : 3.25
Allowable : 49,364 sf
Planned : 49,000 sf

Number of units : 67
Number of parking stalls : 16



PREFERRED MASSING OPTION C

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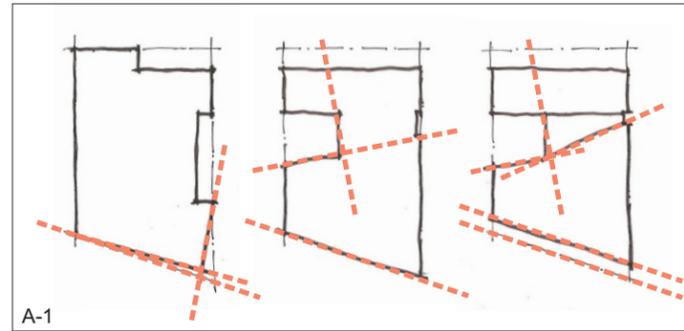
caron

A. SITE PLANNING

A-1 RESPONDING TO SITE CHARACTERISTICS

THE SITING OF BUILDINGS SHOULD RESPOND TO SPECIFIC SITE CONDITIONS AND OPPORTUNITIES SUCH AS NON-RECTANGULAR LOTS, LOCATION ON PROMINENT INTERSECTIONS, UNUSUAL TOPOGRAPHY, SIGNIFICANT VEGETATION AND VIEWS OR OTHER NATURAL FEATURES.

THE SITE HAS A NON-RECTANGULAR SHAPE, WITH AN ANGLED LINE ALONG THE SOUTH PROPERTY LINE. THE PROJECT PLAYS OFF THAT IRREGULARITY AND ANGLED LINES TO CREATE DYNAMIC SPACES, AS WELL AS TO ALLOW MORE LIGHT IN TO THE PROJECT.



A-2 STREETScape COMPATIBILITY

THE SITING OF BUILDINGS SHOULD ACKNOWLEDGE AND REINFORCE THE EXISTING DESIRABLE SPATIAL CHARACTERISTICS OF THE RIGHT-OF-WAY.

THE SITE IS SITUATED AT THE CORNER OF N. 36TH STREET, WHICH HAS A COMMERCIAL FABRIC, AND GREENWOOD AVE. N., WHICH HAS A MORE RESIDENTIAL FABRIC. THE PROJECT ACKNOWLEDGES THIS DIFFERENCE IN THE EXISTING FABRIC OF THE STREETS AND RESPONDS ACCORDINGLY. COMMERCIAL SPACE IS PROVIDED FACING N. 36TH STREET, AND WRAPS AROUND A PORTION OF GREENWOOD AVE. N., WITH PROMINENT CORNER TREATMENT. RESIDENTIAL LOBBY AND UNITS ARE PROVIDED FACING GREENWOOD AVE. N.

A-3 ENTRANCES VISIBLE FROM THE STREET

ENTRIES SHOULD BE CLEARLY IDENTIFIABLE AND VISIBLE FROM THE STREET.

GIVEN THE SITE BEING A CORNER SITE, THE COMMERCIAL SPACE WILL HAVE PROMINENT ENTRY AT THE CORNER. RESIDENTIAL ENTRY WILL ALSO HAVE IDENTIFIABLE TREATMENTS, SUCH AS AWNINGS AND SIGNAGE, FACING GREENWOOD AVE. N.

A-4 HUMAN ACTIVITY

NEW DEVELOPMENT SHOULD BE SITED AND DESIGNED TO ENCOURAGE HUMAN ACTIVITY ON THE STREET.

THE PROJECT WILL HAVE MAXIMUM GLAZING ALONG STREET FACADES, CREATING INTERESTS FOR PEDESTRIANS.

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.

THE SITE IS SURROUNDED BY ADJACENT PROPERTIES THAT ARE ZONED COMMERCIAL, EXCEPT FOR THE ADJACENT NORTH PROPERTY THAT IS ZONED RESIDENTIAL. PROJECT IS PROPOSED TO SET BACK 15FT EVEN AT THE GROUND FLOOR FOR THE HALF OF THE NORTH PROPERTY LINE, WITH ATTRACTIVE LANDSCAPING.

A-7 RESIDENTIAL OPEN SPACE

RESIDENTIAL PROJECTS SHOULD BE SITED TO MAXIMIZE OPPORTUNITIES FOR CREATING USABLE, ATTRACTIVE, WELL-INTEGRATED OPEN SPACE.

THE MAIN RESIDENTIAL OPEN SPACE WILL BE PROVIDED ON THE ROOF LEVEL WITH RICH LANDSCAPING, OPPORTUNITIES FOR GARDENING AND OTHER ACTIVITIES. SMALLER PRIVATE OPEN SPACES WILL BE PROVIDED THROUGHOUT THE BUILDING SUCH AS ON 2ND FLOOR PODIUM AND 4TH FLOOR ALONG SOUTH PROPERTY LINE.

A-8 PARKING AND VEHICLE ACCESS

SITING SHOULD MINIMIZE THE IMPACT OF AUTOMOBILE PARKING AND DRIVEWAYS ON THE PEDESTRIAN ENVIRONMENT, ADJACENT PROPERTIES AND PEDESTRIAN SAFETY.

PARKING ACCESS WILL BE PROVIDED ON GREENWOOD AVE. N. WITH THE LEAST AMOUNT OF WIDTH POSSIBLE. PARKING WILL BE COMPLETELY VISUALLY SHIELDED FROM THE STREET.

A-10 CORNER LOTS

BUILDING ON CORNER LOTS SHOULD BE ORIENTED TO THE CORNER AND PUBLIC STREET FRONTS. PARKING AND AUTOMOBILE ACCESS SHOULD BE LOCATED AWAY FROM CORNERS.

THE CORNER OF THE SITE WILL BE TREATED MORE PROMINENTLY WITH THE COMMERCIAL ENTRY. PARKING ACCESS IS AWAY FROM THE CORNER FACING GREENWOOD AVE. N.



DESIGN GUIDELINES

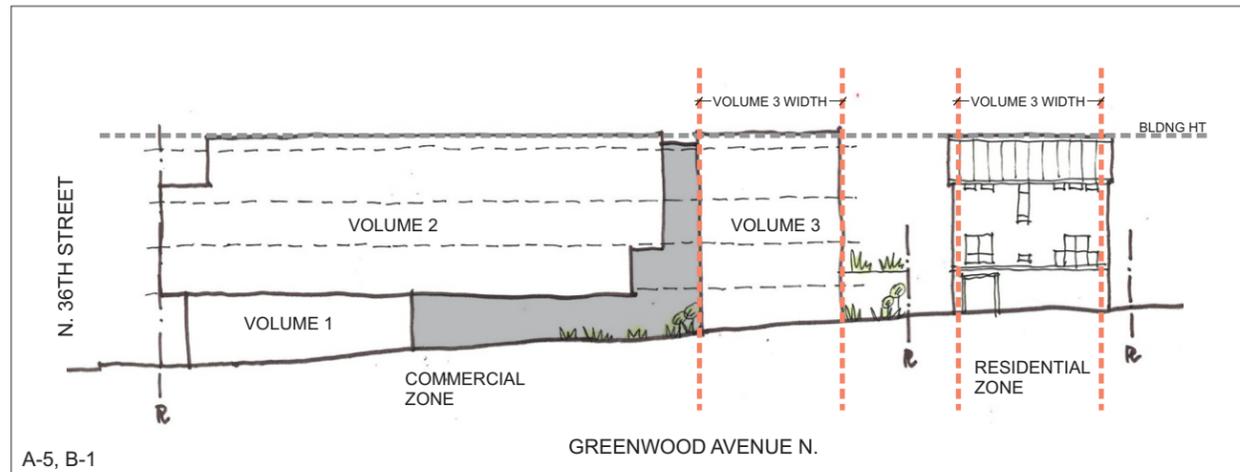
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B. HEIGHT, BULK AND SCALE

B-1 HEIGHT, BULK AND SCALE COMPATIBILITY

PROJECTS SHOULD BE COMPATIBLE WITH THE SCALE OF DEVELOPMENT ANTICIPATED BY THE APPLICABLE LAND USE POLICIES FOR THE SURROUNDING AREA AND SHOULD BE SITED AND DESIGNED TO PROVIDE A SENSITIVE TRANSITION TO NEAR-BY, LESS-INTENSIVE ZONES. PROJECTS ON ZONE EDGES SHOULD BE DEVELOPED IN A MANNER THAT CREATES A STEP IN PERCEIVED HEIGHT, BULK AND SCALE BETWEEN THE ANTICIPATED DEVELOPMENT POTENTIAL OF THE ADJACENT ZONES.

THE SITE IS SURROUNDED BY COMMERCIAL ZONE TO THREE SIDES AND A RESIDENTIAL ZONE TO NORTH. PROJECT PROPOSES A MASSING THAT BREAKS NORTH SIDE SMALLER, MORE APPROPRIATE TO THE RESIDENTIAL SCALE. THE WIDTH AND HEIGHT OF THE NORTH MASSING IS SIMILAR TO THE ADJACENT BUILDING TO NORTH, CREATING APPROPRIATE TRANSITION TO RESIDENTIAL ZONE TO NORTH.



C. ARCHITECTURAL ELEMENTS AND MATERIALS

C-1 ARCHITECTURAL CONTEXT

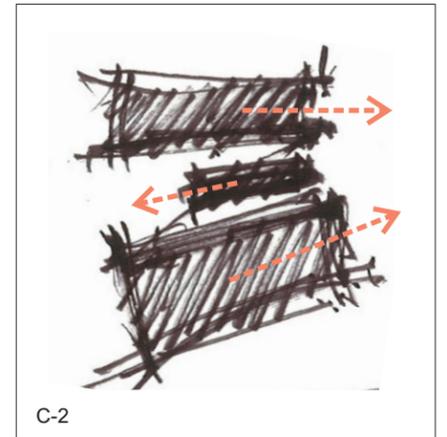
NEW BUILDINGS PROPOSED FOR EXISTING NEIGHBORHOODS WITH A WELL-DEFINED AND DESIRABLE CHARACTER SHOULD BE COMPATIBLE WITH OR COMPLEMENT THE ARCHITECTURAL CHARACTER AND SITING PATTERN OF NEIGHBORING BUILDINGS.

THE SITE IS LOCATED IN FREMONT NEIGHBORHOOD, WHICH BOASTS ECLECTIC AND DIVERSE CHARACTERISTICS. PROJECT WILL REFLECT THAT DYNAMIC CHARACTERISTICS WITH ITS SIDING MATERIALS, WINDOW PATTERNS AND MODULATION IN MASSING.

C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY

BUILDING DESIGN ELEMENTS, DETAILS AND MASSING SHOULD CREATE A WELL-PROPORTIONED AND UNIFIED BUILDING FORM AND EXHIBIT AN OVERALL ARCHITECTURAL CONCEPT.

REFLECTING THE NEIGHBORHOOD CHARACTERISTICS IS ONE OF THE MAIN CUE IN ARCHITECTURAL CONCEPT FOR THIS PROJECT. ECLECTIC AND VIBRANT NATURE OF FREMONT NEIGHBORHOOD IS TRANSLATED TO FLUID SLIP & SLIDE OF VOLUMES THAT, IN TERN, REVEAL INTERSTITIAL SPACE. THE BUILDING CELEBRATES THESE INTERSTITIAL SPACES JUST AS FREMONT CELEBRATES THE MULTIFARIOUSNESS THAT THE NEIGHBORHOOD EMBRACES, AND THE SYNERGY IT BRINGS. TAKING NATURE AS REFERENCE, THE BUILDING CAN BE THOUGHT OF AS TECTONIC PLATES SLIPPING AND SLIDING OFF ONE ANOTHER TO CREATE DRAMATIC CANYONS, AND THE CANYONS BECOME FILLED WITH LIGHT, WATER, AIR - FILLED WITH LIFE.



C-3 HUMAN SCALE

THE DESIGN OF NEW BUILDINGS SHOULD INCORPORATE ARCHITECTURAL FEATURES, ELEMENTS AND DETAILS TO ACHIEVE A GOOD HUMAN SCALE.

THE PROJECT MASSING IS BROKEN DOWN TO TWO PIECES WITH PERCEIVED GAPS. EACH MASSING IS THEN FURTHER MODULATED TO CREATE SMALLER SCALE. HUMAN SCALE WILL BE ACHIEVED BY INCORPORATING SIDING PATTERNS, DYNAMIC WINDOW PATTERNS, AND USE OF AWNINGS AND SIGNAGE.

C-4 EXTERIOR FINISH MATERIALS

BUILDING EXTERIORS SHOULD BE CONSTRUCTED OF DURABLE AND MAINTAINABLE MATERIALS THAT ARE ATTRACTIVE EVEN WHEN VIEWED UP CLOSE. MATERIALS THAT HAVE TEXTURE, PATTERN, OR LEND THEMSELVES TO A HIGH QUALITY OF DETAILING ARE ENCOURAGED.

PROPOSED BUILDING WILL UTILIZE A TYPE OF MASONRY IN THE BASE OF THE BUILDING, AND THE MIX OF FIBER CEMENT BOARD, COMPOSITES AND/OR METAL ON UPPER LEVELS. ALUMINUM STOREFRONT WILL BE USED FOR COMMERCIAL SPACE.

C-5 STRUCTURED PARKING ENTRANCES

THE PRESENCE AND APPEARANCE OF GARAGE ENTRANCES SHOULD BE MINIMIZED SO THAT THEY DO NOT DOMINATE THE STREET FRONTAGE OF A BUILDING.

THE PARKING ACCESS WILL BE AT MINIMUM REQUIRED WIDTH AND WILL BE SET BACK TO LESSEN THE PRESENCE ON THE STREET.

D. PEDESTRIAN ENVIRONMENT

D-1 PEDESTRIAN OPEN SPACE AND ENTRANCES

CONVENIENT AND ATTRACTIVE ACCESS TO THE BUILDING'S ENTRY SHOULD BE PROVIDED.

COMMERCIAL ENTRY WILL BE AT THE CORNER OF THE BUILDING, WHICH WILL BE PROMINENT. RESIDENTIAL ENTRY WILL FACE GREENWOOD AVE. N. AND WILL BE SIGNIFIED WITH AWNINGS AND SIGNAGE.

D-5 VISUAL IMPACTS OF PARKING STRUCTURES

THE VISIBILITY OF ALL AT-GRADE PARKING STRUCTURES OR ACCESSORY PARKING GARAGES SHOULD BE MINIMIZED.

PARKING WILL BE TUCKED INSIDE THE BUILDING, VISUALLY SHIELDED FROM THE STREET.

D-6 SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS

BUILDING SITES SHOULD LOCATE SERVICE ELEMENTS LIKE TRASH DUMPSTERS, LOADING DOCKS AND MECHANICAL EQUIPMENT AWAY FROM THE STREET FRONT WHERE POSSIBLE.

COMMERCIAL DUMPSTER WILL BE FACING LESS BUSY GREENWOOD AVE. N. HOWEVER, THE DUMPSTER WILL BE SCREENED WITH ATTRACTIVELY DESIGNED GATE.

D-9 COMMERCIAL SIGNAGE

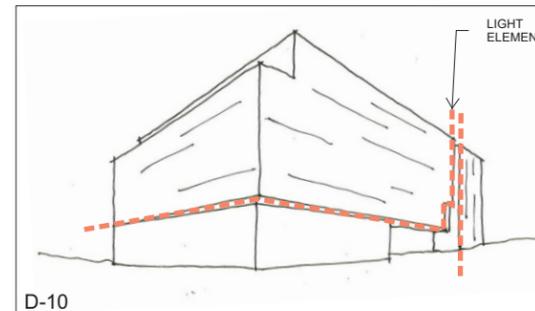
SIGNS SHOULD ADD INTEREST TO THE STREET FRONT ENVIRONMENT AND SHOULD BE APPROPRIATE FOR THE SCALE AND CHARACTER DESIRED IN THE AREA.

ATTRACTIVE AND WELL DESIGNED COMMERCIAL SIGNAGE WILL BE PROVIDED.

D-10 COMMERCIAL LIGHTING

APPROPRIATE LEVELS OF LIGHTING SHOULD BE PROVIDED IN ORDER TO PROMOTE VISUAL INTEREST AND A SENSE OF SECURITY FOR PEOPLE IN COMMERCIAL DISTRICTS DURING EVENING HOURS.

APPROPRIATE LEVELS OF LIGHTING WILL BE PROVIDED TO PROMOTE SENSE OF SECURITY AND VISUAL INTEREST. BUILDING WILL ALSO UTILIZE EXTERIOR LIGHTING AS DESIGN ELEMENTS.



D-11 COMMERCIAL TRANSPARENCY

COMMERCIAL STOREFRONTS SHOULD BE TRANSPARENT, ALLOWING FOR A DIRECT VISUAL CONNECTION BETWEEN PEDESTRIANS ON THE SIDEWALK AND THE ACTIVITIES OCCURRING ON THE INTERIOR OF THE BUILDING.

MAXIMUM TRANSPARENCY WILL BE PROVIDED FOR COMMERCIAL SPACE ALONG N. 36TH STREET AND GREENWOOD AVE. N. IT WILL CREATE VISUAL INTERESTS FOR PEDESTRIANS.

D-12 RESIDENTIAL ENTRIES AND TRANSITIONS

FOR RESIDENTIAL PROJECTS IN COMMERCIAL ZONES, THE SPACE BETWEEN THE RESIDENTIAL ENTRY AND THE SIDEWALK SHOULD PROVIDE SECURITY AND PRIVACY FOR RESIDENTS AND A VISUALLY INTERESTING STREET FRONT FOR PEDESTRIANS.

RESIDENTIAL ENTRIES ARE PROVIDED FACING LESS INTENSE GREENWOOD AVE. N. ENTRIES ARE SET BACK FROM THE STREET WITH APPROPRIATE LANDSCAPING BUFFER TO CREATE SECURITY AND PRIVACY.

DESIGN GUIDELINES

06.26.2013 36 FREMONT GREEN - EARLY DESIGN GUIDELINE PACKET
3601 GREENWOOD AVENUE N. / DPD PROJECT NUMBER: 3015117

E. LANDSCAPING

E-1 LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES

LANDSCAPE SHOULD REINFORCE THE CHARACTER OF NEIGHBORING PROPERTIES AND ABUTTING STREETScape.

PROJECT WILL PROVIDE STREET TREES ALONG BOTH N. 36TH STREET AND GREENWOOD AVE. N. IT ALSO PROVIDES MORE POTENTIAL AREAS FOR LANDSCAPING ALONG GREENWOOD AVE. N. TO RESPOND TO EXISTING SITE CHARACTERISTICS.

E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE

LANDSCAPING SHOULD BE APPROPRIATELY INCORPORATED INTO THE DESIGN TO ENHANCE THE PROJECT.

COMMUNITY ORIENTED LANDSCAPING FEATURES ARE EASILY SEEN IN FREMONT NEIGHBORHOOD. THE PROJECT RESPONSE TO THAT DESIRE AND PROVIDE P-PATCH FOR THE TENANTS.

STREET LEVEL

PROPOSED PROJECT AT THE STREET LEVEL WILL BE COMMERCIAL FACING N. 36TH STREET, AND PARTIALLY TO GREENWOOD AVE, N. ALONG GREENWOOD AVE. N., THERE WILL ALSO BE OTHER FUNCTIONS SUCH AS RESIDENTIAL LOBBY, PARKING ACCESS, LIVE-WORK UNIT AND TWO GROUND FLOOR RESIDENTIAL UNITS. CONCRETE, MASONRY, GLASS AND ALUMINUM WILL BE PRIMARY MATERIALS ON THE STREET LEVEL WITH POSSIBILITY OF OPENING UP THE FACADE USING OPERABLE WALLS AND/OR ROLL UP GARAGE DOORS. THIS WILL ALLOW THE INTERIOR FUNCTION TO SPILL OUT TO THE STREET, MAKING THE COMMERCIAL STREET MORE VIBRANT.

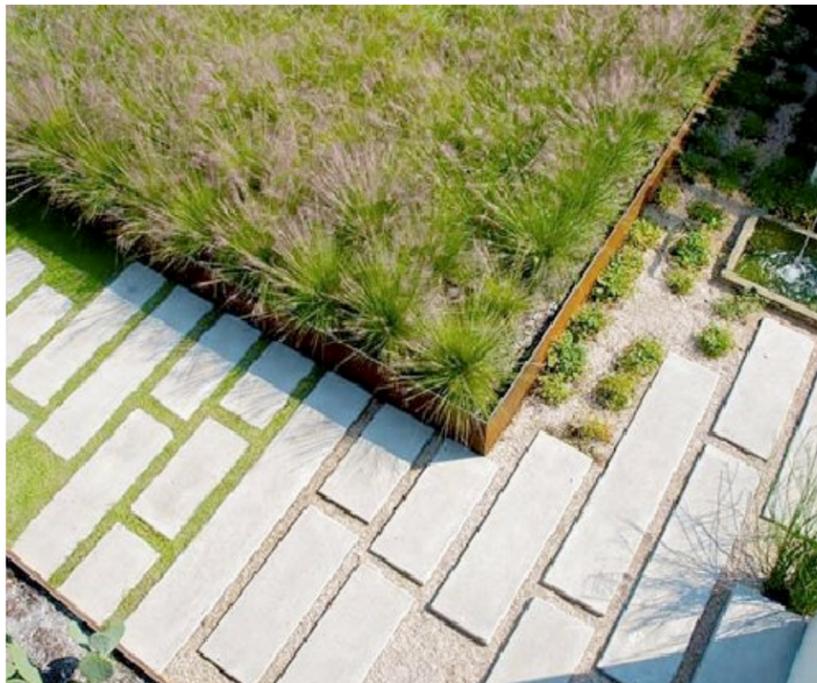


STREETSCAPE

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3601 GREENWOOD AVENUE N. / DPD PROJECT NUMBER: 3015117

PODIUM LEVEL AMENITY SPACES

PROPOSED PROJECT WILL HAVE MULTIPLE PRIVATE AMENITY SPACES AT 2ND FLOOR LEVEL AND 4TH FLOOR LEVEL. THESE ELEVATED AMENITY SPACES WILL PROVIDE OUTDOOR SPACE FOR PRIVATE USES, WHILE PROVIDING ADDITIONAL LIGHT FOR SOME UNITS, AND LANDSCAPING AREA.



OPEN SPACE

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ROOFTOP AMENITY SPACES

PROPOSED PROJECT WILL HAVE THE ROOFTOP AS THE MAIN OUTDOOR AMENITY SPACE FOR TENANTS. THE ROOFTOP AMENITY SPACE WILL ALLOW FOR ENTERTAINMENTS, RELAXATION AND GARDENING OPPORTUNITIES FOR TENANTS WHILE TAKING ADVANTAGE OF TERRITORIAL VIEW AND POTENTIAL VIEWS OF THE CANAL AND FREMONT BRIDGE. UNOBSTRUCTED DAY LIGHTING WILL BE OPTIMAL FOR GARDENING, SO THE PROJECT PROPOSES P-PATCH GARDEN IN THIS SPACE.



ROOF DECK

06.26.2013 36 FREMONT GREEN - EARLY DESIGN GUIDELINE PACKET
3601 GREENWOOD AVENUE N. / DPD PROJECT NUMBER: 3015117

9 AM



NOON



3 PM



DECEMBER 21ST
SHADOW STUDIES

JANUARY/ NOVEMBER 21ST

FEBRUARY/ OCTOBER 21ST

MARCH/ SEPTEMBER 21ST

06.26.2013 36 FREMONT GREEN - EARLY DESIGN GUIDELINE PACKET
3601 GREENWOOD AVENUE N. / DPD PROJECT NUMBER: 3015117



9 AM



NOON



3 PM

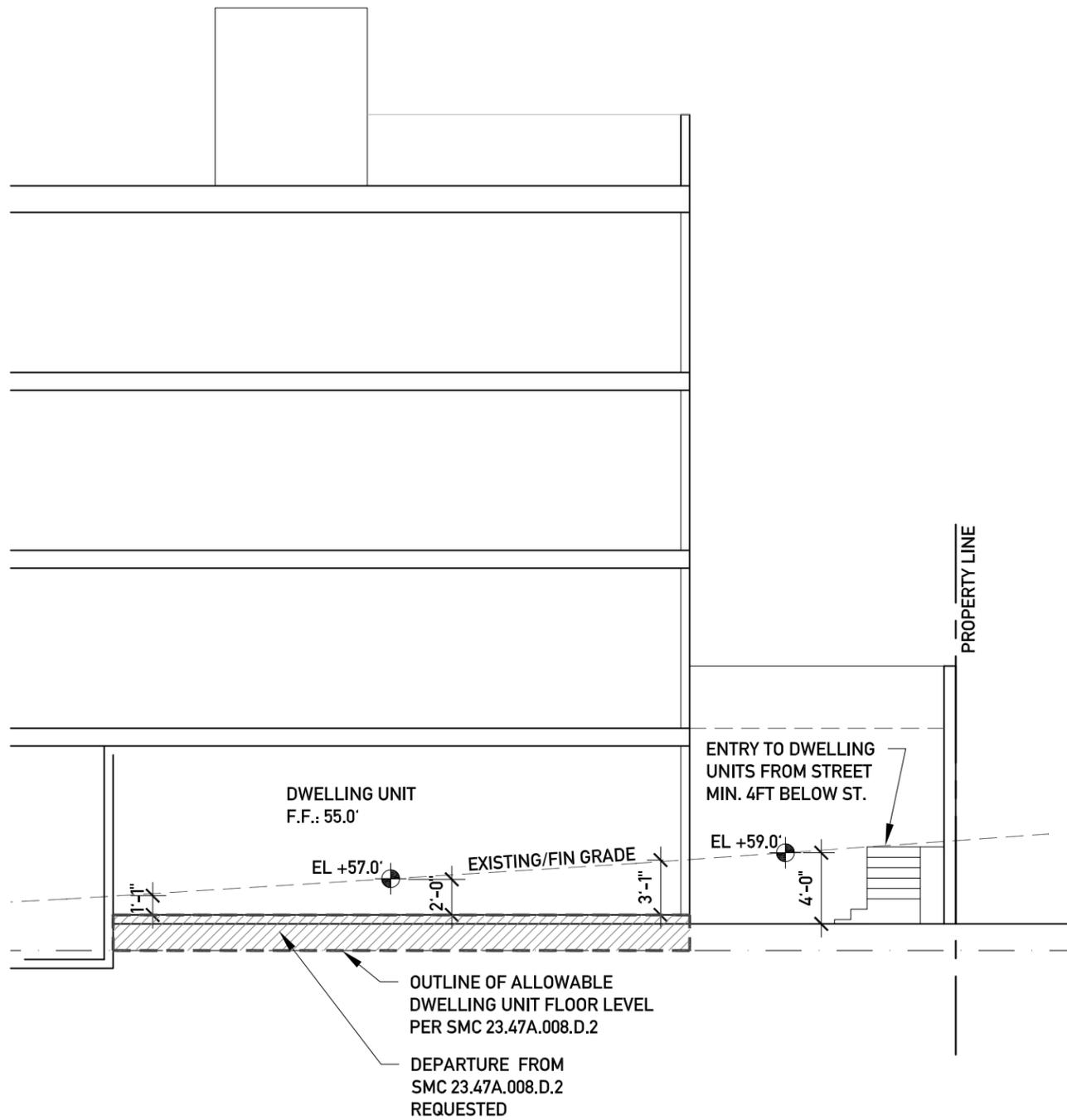
APRIL/ AUGUST 21ST

MAY/ JULY 21ST

JUNE 21ST

SHADOW STUDIES

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3601 GREENWOOD AVENUE N. / DPD PROJECT NUMBER: 3015117



DEPARTURE REQUESTED

SMC 23.47A.008.D.2

THE FLOOR OF A DWELLING UNIT LOCATED ALONG THE STREET-LEVEL STREET-FACING FACADE SHALL BE AT LEAST 4 FEET ABOVE OR 4 FEET BELOW SIDEWALK GRADE OR BE SET BACK AT LEAST 10 FEET FROM THE SIDEWALK.

DEPARTURES

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3601 GREENWOOD AVENUE N. / DPD PROJECT NUMBER: 3015117



12TH AVE. APARTMENT - SEATTLE, WA 2012
37 UNIT APARTMENT
UNDER CONSTRUCTION



306 QUEEN ANNE APARTMENT - SEATTLE, WA 2012
53 UNIT APARTMENT
UNDER CONSTRUCTION



MURIEL'S LANDING - SEATTLE, WA 2012
100 UNIT MIXED-USE APARTMENT
CONSTRUCTION COMPLETED

ARCHITECT'S RELATED PROJECTS

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3601 GREENWOOD AVENUE N. / DPD PROJECT NUMBER: 3015117