



## TABLE of CONTENTS

<b>A</b>	
<b>PROJECT DESCRIPTION   ZONING SUMMARY</b>	<b>1-2</b>
<b>ANALYSIS OF CONTEXT, SITE</b>	<b>3-15</b>
<b>PROPOSAL SUMMARY</b>	<b>16</b>
<b>DESIGN GUIDELINES</b>	<b>17-19</b>
<b>ZONING ANALYSIS</b>	<b>20-21</b>
<b>B</b>	
<b>PROPOSAL ALTERNATIVES</b>	<b>22-23</b>
ALTERNATIVES ANALYSIS	24-27
40' DESIGN ALTERNATIVE	28-29
DESIGN ALTERNATIVE 1	30-31
DESIGN ALTERNATIVE 2	32-33
DESIGN ALTERNATIVE 3 (Preferred)	34-37
<b>COMPARISON OF ALTERNATIVES</b>	<b>38-41</b>
<b>SOLAR STUDIES</b>	<b>42-44</b>
<b>C</b>	
<b>PRECEDENT STUDIES</b>	<b>45</b>
<b>EXAMPLES OF BUILT WORK</b>	<b>46</b>

## SITE INFORMATION

**Address**  
743 N 35th St

**Lot Size**  
9,314 square feet

**Zoning**  
NC3-40 within Fremont Hub Urban Village Overlay

**SEPA Review**  
Required with construction of over 4 dwelling units in NC3.

## GOALS

**Sustainability**  
Achieve a 4-Star Built Green certification.  
Utilize reclaimed materials.

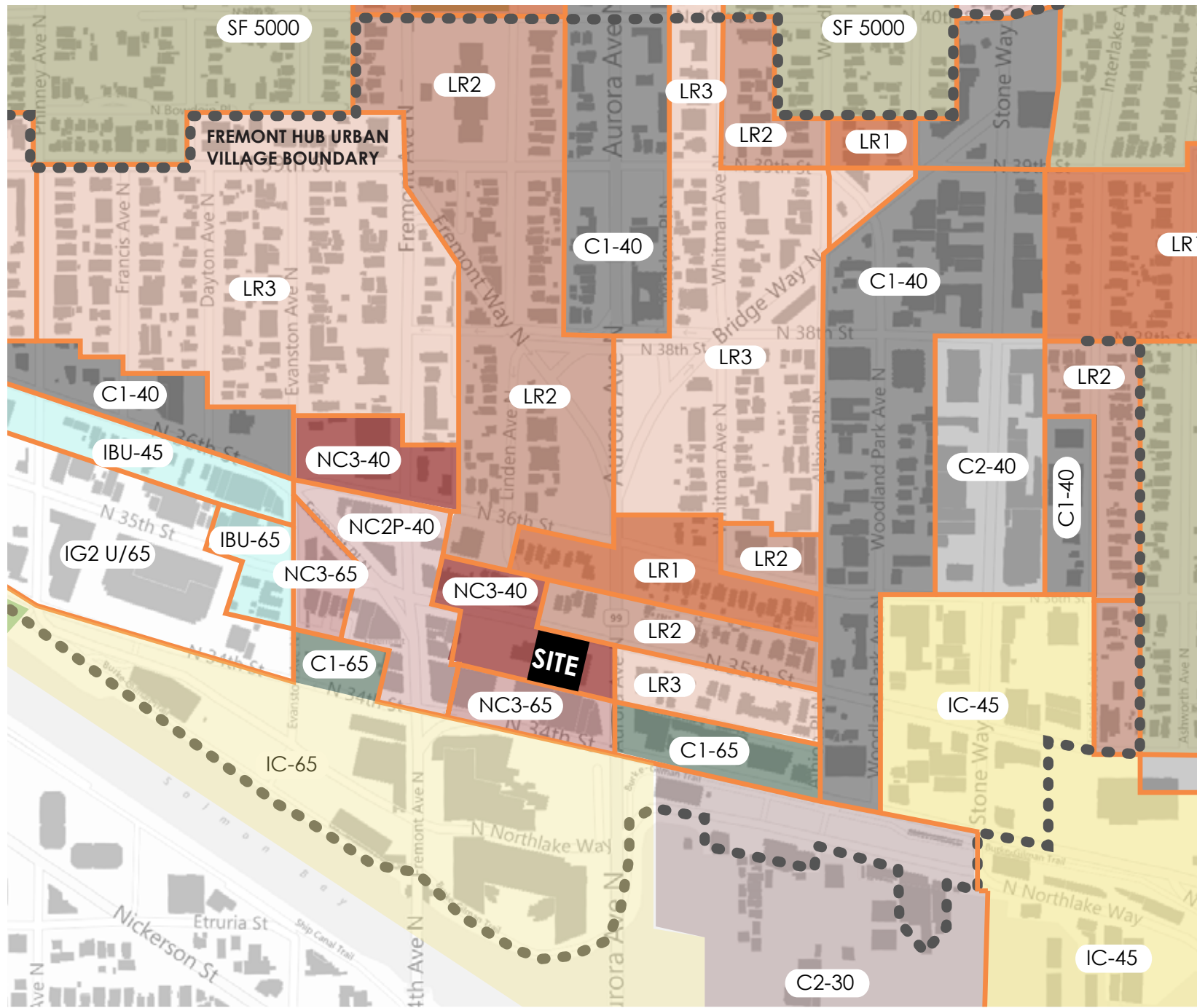
**Community**  
The proposal will be designed around a central courtyard and walkway that connects the site from north to south.

## DESCRIPTION

Design and construct a mixed-use building containing 56 apartment units and 2 commercial units centered around a shared courtyard. Access to below-grade parking will be provided from the alley to the south.

## TEAM

ARCHITECT	b9 architects
DEVELOPMENT	Fremont Apartment LLC
STRUCTURAL	MalsamTsang Engineering
GEOTECHNICAL	PanGEO, Inc.



Seattle DPD Zoning Map

**23.47A.004 Permitted Uses:**

- Residential permitted outright, commercial permitted with limitations based on use.

**23.47A.008 Street Level Development:**

- Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width and may not exceed 40 percent of the width of the facade of the structure along the street.
- For structures with street-level nonresidential uses in NC zones sixty percent of the street-facing facade

between 2 feet and 8 feet above the sidewalk shall be transparent. 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 minimum 30-inch depth.

- Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.
- Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.

**23.47A.012 Height:**

In zones with a 40 foot mapped height limit:

- The height of a structure may exceed the otherwise applicable limit by up to 4 feet provided either a floor-to-floor height of 13 feet or more is provided for nonresidential uses at street level or a residential use is located on a street-level, street-facing facade, and the first floor of the structure at or above grade is at least 4 feet above sidewalk grade.

In zones with a 40 foot or a 65 foot mapped height limit:

- Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend up to 4 feet above the otherwise applicable height limit, whichever is higher.
- Mechanical equipment may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment.
- Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.

**23.47A.013 Floor Area Ratio:**

- 40' Height Limit -  $3.25 \times 9,314 = 30,270.5$  square feet allowable
- 65' Height Limit -  $4.75 \times 9,314 = 44,241.5$  square feet allowable

**23.47A.014 Setback Requirements**

None required

**23.47A.016 Landscaping and Screening Standards**

- Landscaping that achieves a Green Factor score of 0.30 or greater is required.
- Street trees are required when any development is proposed. Existing street trees shall be retained unless the Director of Transportation approves their removal.
- If it is not feasible to plant street trees in a right-of-way planting strip, a 5-foot setback shall be planted with street trees along the street property line or landscaping other than trees shall be provided in the planting strip, subject to approval by the Director of Transportation.

**23.47A.022 Light and Glare**

- Exterior lighting must be shielded and directed away from adjacent uses.
- Interior lighting in parking garages must be shielded to minimize nighttime glare affecting nearby uses.

**23.47A.024 Amenity Area**

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

**23.47A.032 Parking Location and Access**

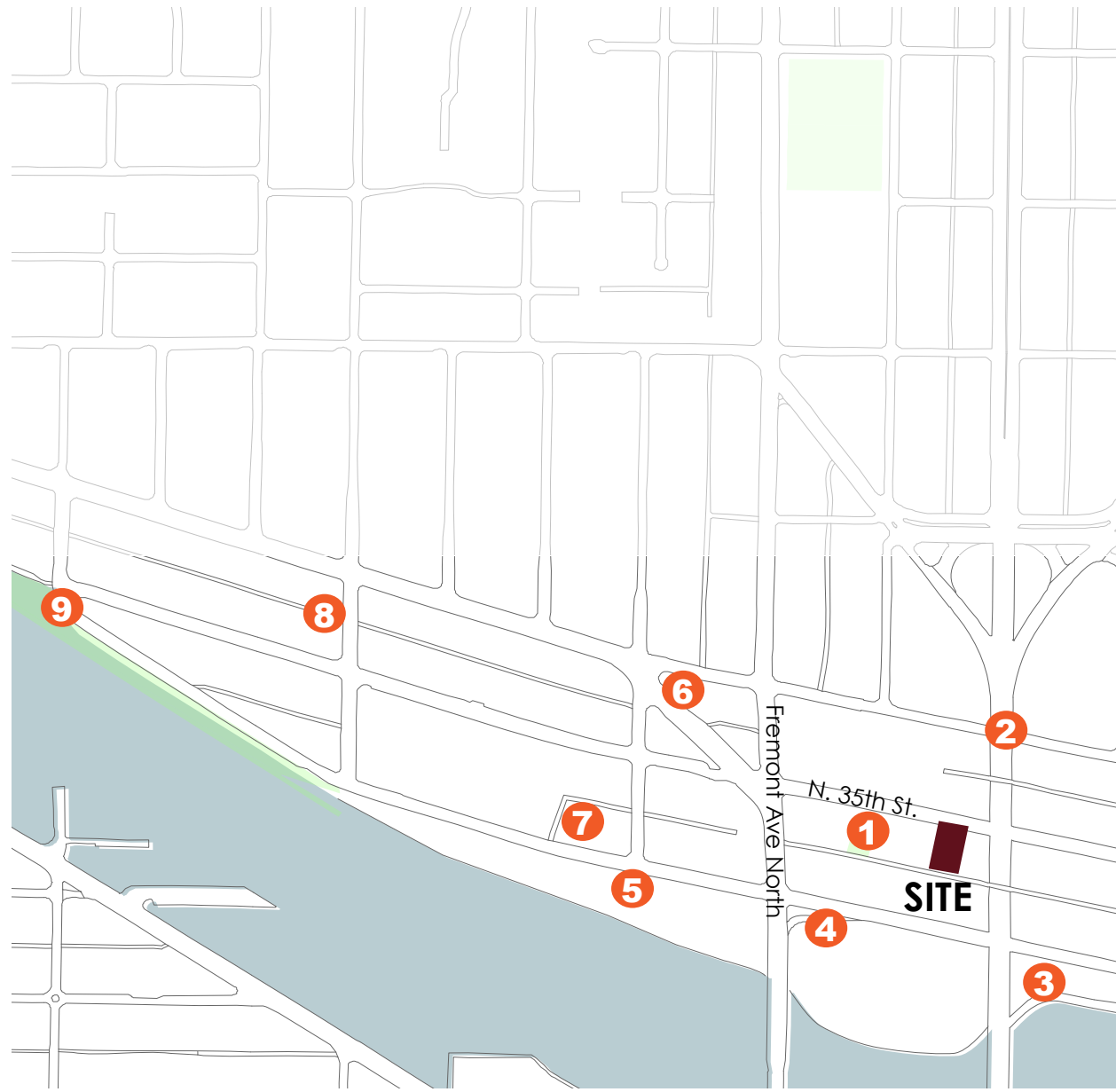
- Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C

**23.54.015 and 23.54.030 Parking:**

- For nonresidential uses in Urban Villages that are not within an Urban Center or the Station Area Overlay District, if the nonresidential use is located within 1,320 feet of a street with frequent transit service, then there is no minimum requirement.
- For all residential uses in commercial and multifamily zones within Urban Villages that are not within an Urban Center or the Station Area Overlay District, if the residential use is located within 1,320 feet of a street with frequent transit service then there is no minimum requirement.
- 1 bicycle parking space will be required per every 4 residential units.

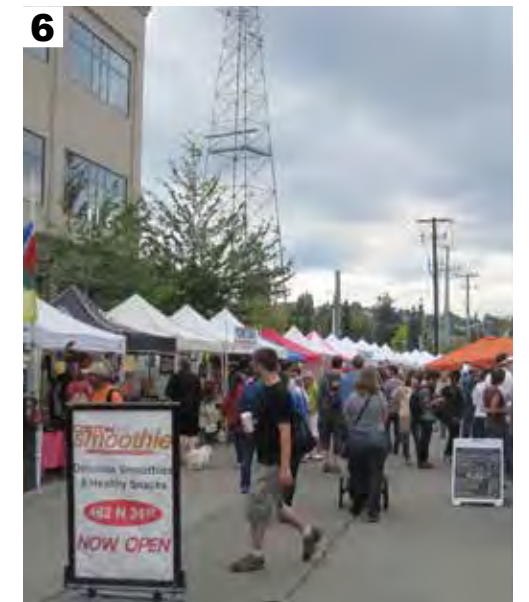
**23.54.040 Solid Waste**

- Mixed use development that contains both residential and nonresidential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for nonresidential development. In mixed use developments, storage space for garbage may be shared between residential and nonresidential uses, but separate spaces for recycling shall be provided.
- For developments with 9 dwelling units or more, the minimum horizontal dimension of required storage space is 12 feet.



### PUBLIC SPACE IN FREMONT

The design team has conceived of the project as an extension of a pattern that has been established in the neighborhood. The following analysis illustrates some examples from which the project might draw upon as the design develops in such a way that is consistent with established neighborhood patterns.





### 1 PUBLIC SEATING

A.B. Ernst Park features a series of small scale terraced seating that might be used for informal gatherings or to take advantage of views of lower Fremont. The seating is little more than concrete blocks, a durable material that will endure the weather over time.

### 2 GATHERING ADJACENT TO RIGHT-OF-WAY

The Fremont Troll pulls space from the right of way to create a pocket of space where people congregate. One block from the project site, the design team seeks to draw on the neighborhood's eclectic character in considering the nature of the project's courtyard.

### 3 INTIMATE SCALE

The Statue of Peace Leader Sri Chinmoy, a recent addition to the Burke Gilman Trail provides a moment of pause from the trail. The grass area around the statue and park bench nearby provides a smaller, more intimate scale for gathering and sitting by the water.

### 4 LARGE SCALE PLAZA

Adobe Plaza offers a generous amount of exterior seating and a substantial setback from the street edge. The plaza meanders between two structures that supply retail and food options at ground level, helping to activate the public space.

### 5 TERRACED PUBLIC SPACE

Terraced seating along the Burke Gilman trail becomes an ideal space for people watching, sun bathing, and eating lunch. With a playful use of concrete and surface texture, the public space becomes a more memorable landmark along the water's edge.

### 6 REPURPOSED STREET

The Fremont Sunday Market repurposes the traffic roads each week to bring an eclectic market to the neighborhood. The lively character of the market is indicative of the Fremont neighborhood as a whole.

### 7 LANDMARK GATHERING SPACE

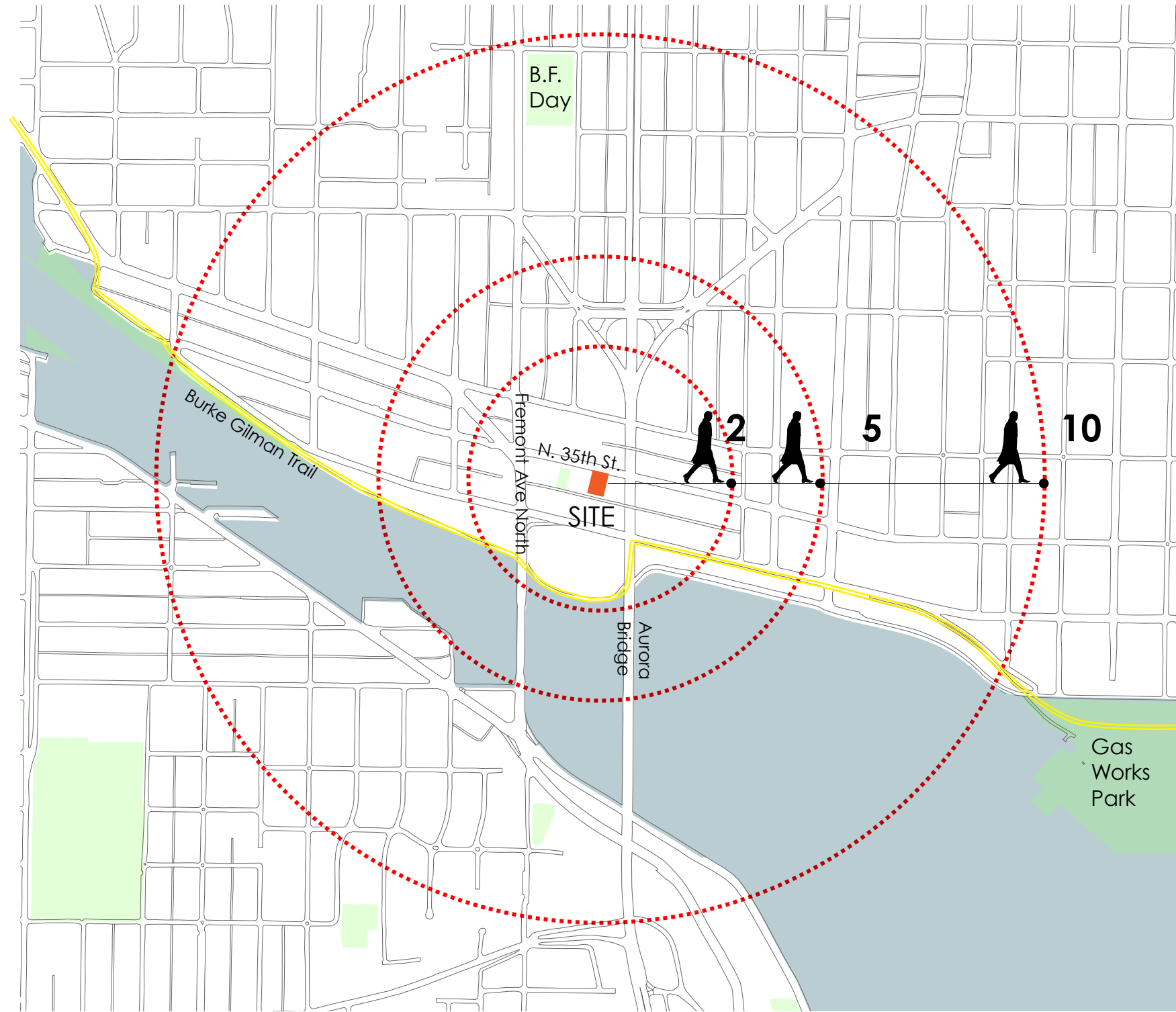
Fremont contains an extensive catalogue of memorable landmarks that contribute to the vitality of the neighborhood. As with the Lenin Statue, public space can be oriented toward a recognizable center that encourages gathering and provides a convenient meeting place.

### 8 REPURPOSED EMPTY LOT

The space utilized for the Fremont Outdoor Movies provides an example of the neighborhoods resourcefulness and the ability of urban design to transform the empty, underutilized spaces of our neighborhoods into powerful event spaces that allow a community to come together.

### 9 LINEAR PARK

The Burke-Gilman trail is not only a vital connector for the city, but also provides access to smaller scale pockets of space, each with their own distinct character and advantages. One pictured here, for example, provides seating, access to water, and a unique position beneath a large scale piece of urban infrastructure.



10

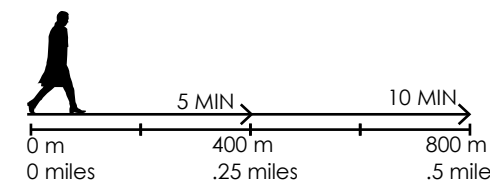
Minutes

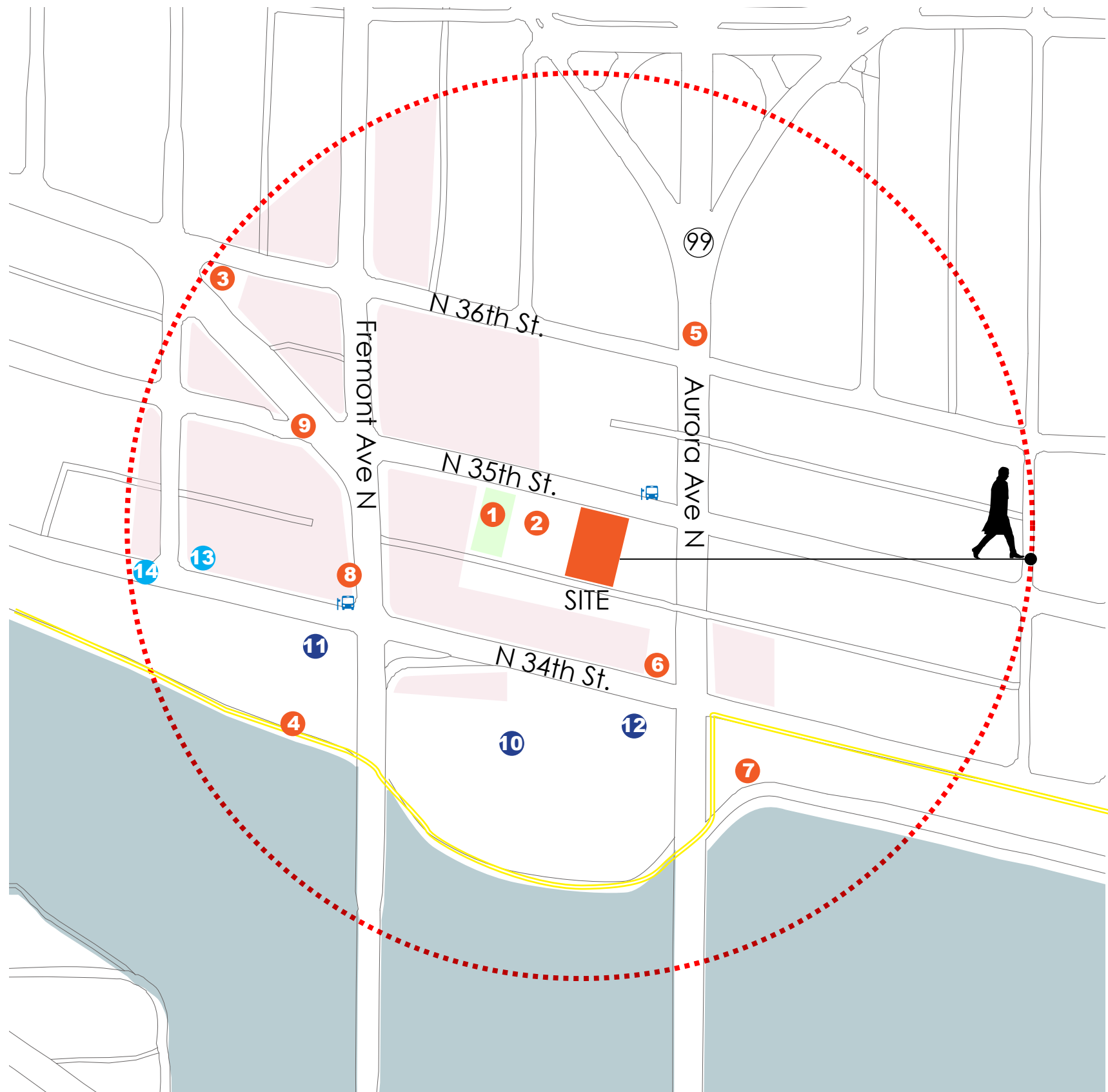
- Access to Queen Anne
- BF Day Playground
- Marina Access
- Canal Park
- South Ship Canal Trail
- West Ewing Mini Park
- Gas Works Park
- 60+ Restaurants & Shops

5

Minutes

- PCC Market
- Farmers Sunday Market
- Fremont Troll
- Fremont Bridge
- AB Ernst Park
- Aurora Bridge
- Burke Gilman Trail
- 30+ Restaurants & Shops



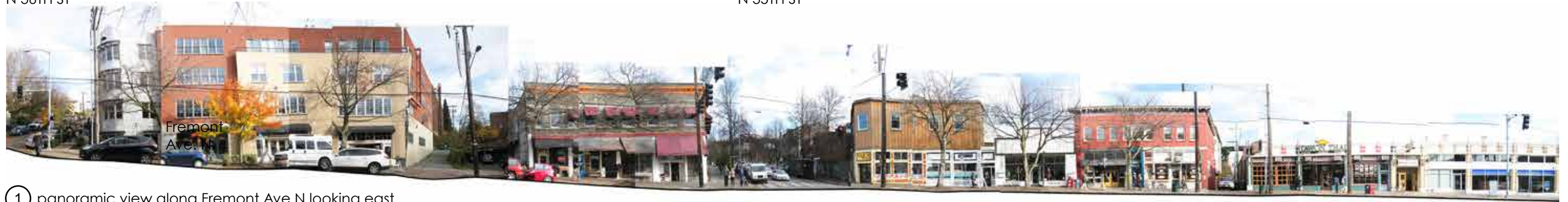


## 2 Minutes (zoomed in view)

- 1 AB Ernst Park
- 2 Fremont Library
- 3 Lenin Statue
- 4 Burke Gilman Trail
- 5 Fremont Troll
- 6 Fremont Chamber of Commerce
- 7 Lake Washington Rowing Club
- 8 Bus Lines 26, 28, 31, 32, 40
- 9 Center of the Universe
  
- 10 Adobe Systems
- 11 Google Seattle
- 12 Tableau Software
  
- 13 PCC Market
- 14 Farmers Sunday Market
  
- Restaurants & Retail

N 36TH ST

N 35TH ST



① panoramic view along Fremont Ave N looking east

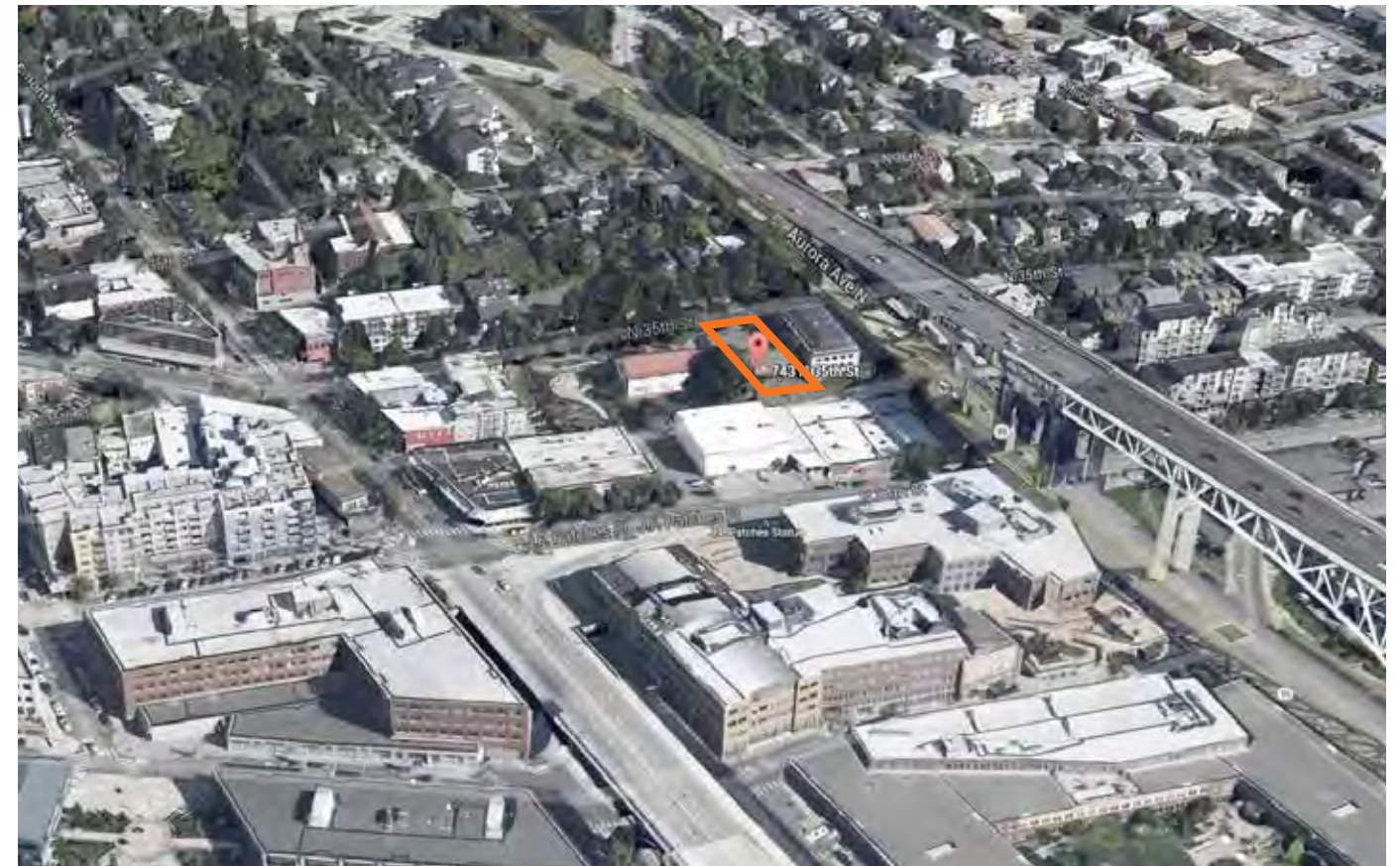
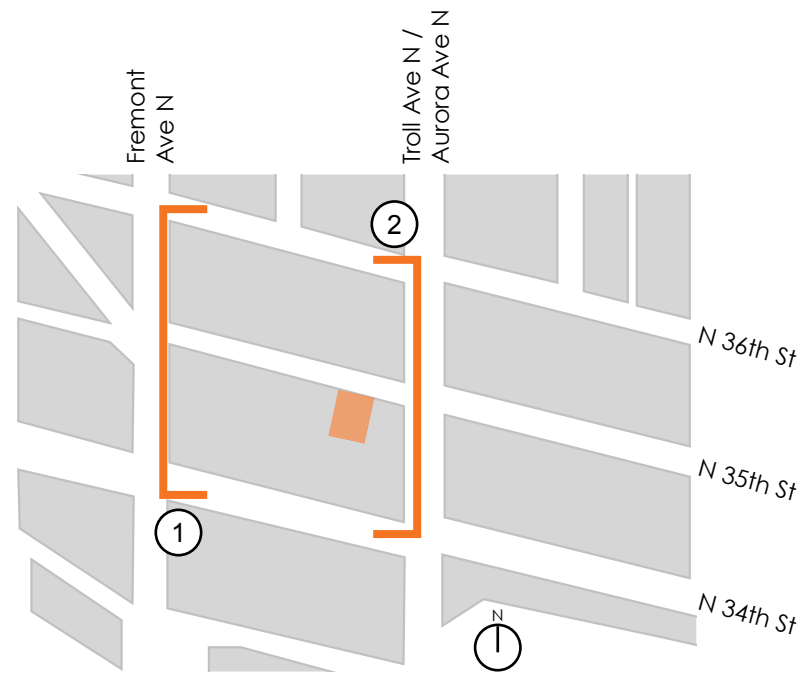
N 34th St

N 35th St

N 36th St



② panoramic view along Troll Ave N looking west



9 block area surrounding the site



Fremont Ave N

Aurora Ave N  
Troll Ave N



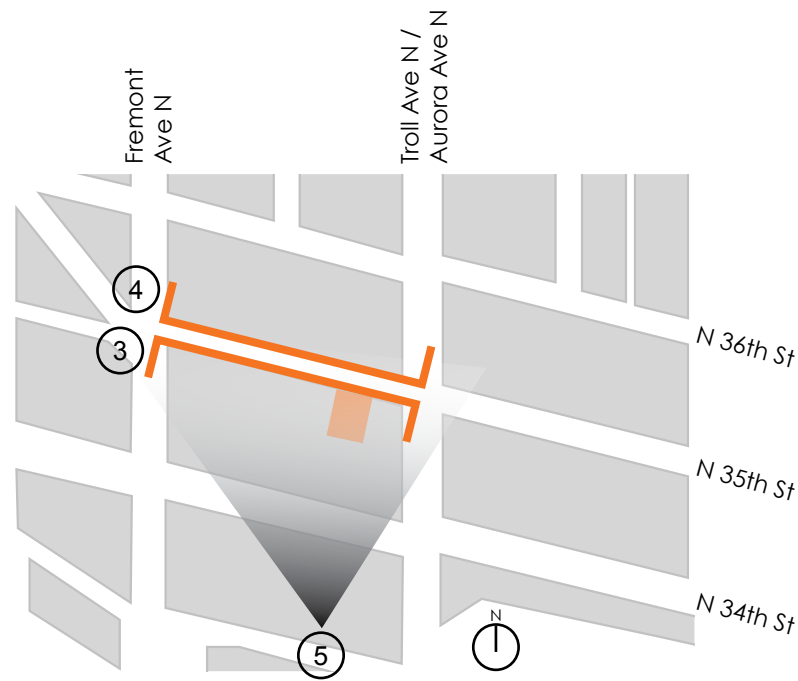
③ panoramic view along N 35th Street looking north

Aurora Ave N  
Troll Ave N

Fremont Ave N



④ panoramic view along N 35th Street looking south



⑤



### EXISTING SITE CONDITIONS

Our site is located on the south side of N 35th Street, mid-block between Fremont Ave N and Troll Ave N. A commercial structure with a surface parking lot currently occupies the site and will be demolished. The site dimensions are approximately 120 ft. north-south and 77 ft. east-west.

The site has phenomenal access to both the Fremont neighborhood and greater Seattle. The shops and restaurants in downtown Fremont are less than 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 several major east-west and north-south thoroughfares including access to Aurora Ave N.



① View of the site looking southeast on N 35th Street



② View of site from N 35th St



③ View of site looking southwest on N 35th



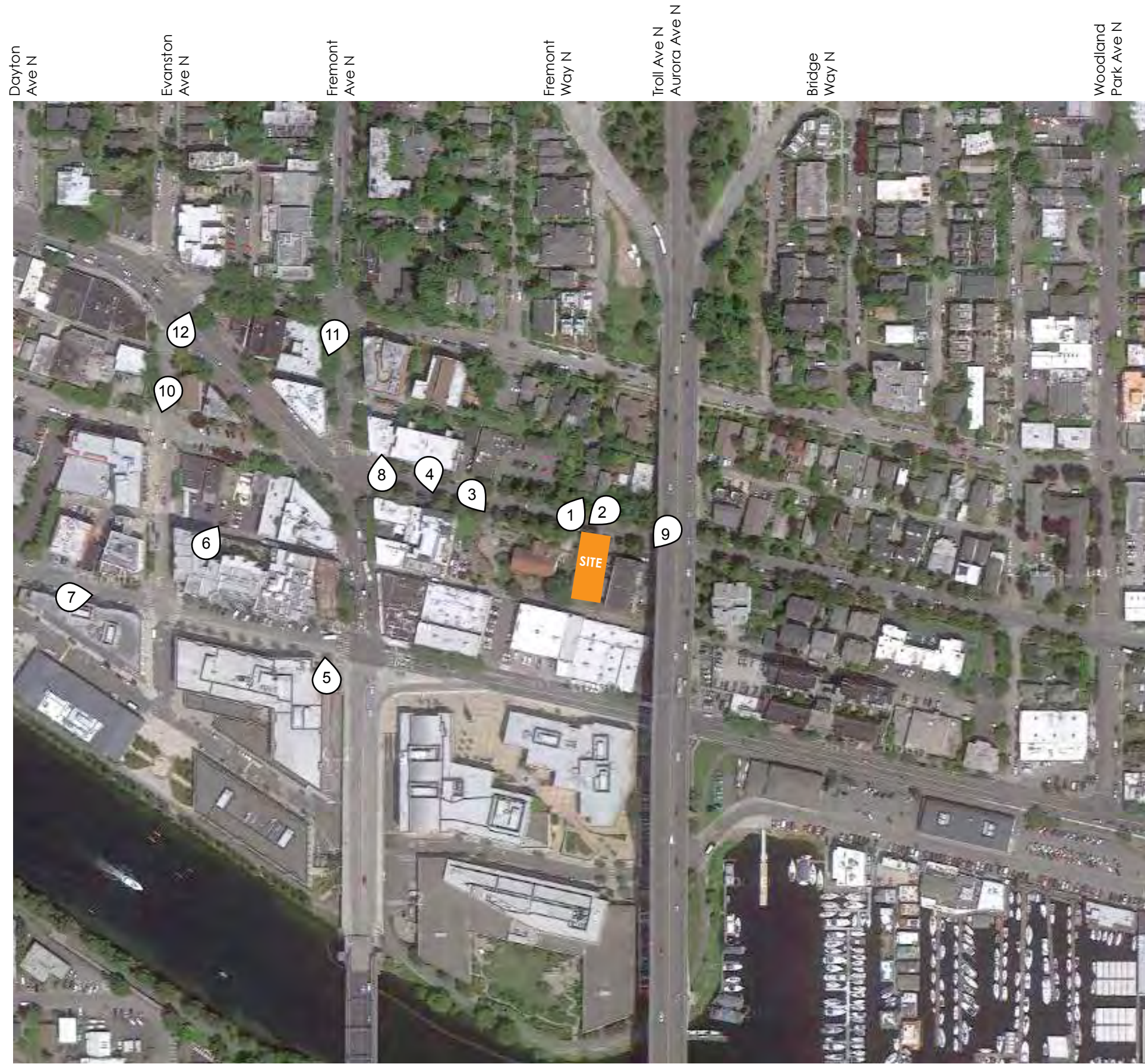
④ West elevation of existing site from Library



⑤ View of alley looking northeast



⑥ View of alley looking northwest



① Single family home on N 35th St



② Fremont Public Library on N 35th St



③ AB Ernst Park on N 35th St

### analysis of context - neighborhood



④ 17-unit Apartment Building on N 35th St



⑤ Epicenter Apartments, PCC, and various shops on N 34th St



⑥ Alley with outdoor space



⑦ Fremont Sunday Market



⑧ 45-unit Apartment Building on N 35th St



⑨ Fremont Professional Center



⑩ Saturn Building adjacent the Fremont Rocket on Evanston Ave N and N 35th St



⑪ Commercial spaces along Fremont Ave



⑫ Lenin Statue

The design cues taken from the Fremont neighborhood will focus on the various elements of scale, color and materiality as shown in these contextual photos. The variations of public space as described in the site analysis on page 4 and 5 will also inform the design.

**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 NC2-40 zone. It is located in an area of diverse zoning, including IC-65, C1-65, NC3-65, NC2P-40, IBU-65, C1-40, C2-40, LR3, LR2 and LR1. This density of varied zones contributes to the eclectic quality of Fremont with uses ranging from Industrial to Office, Retail, Residential and Parks. The site is located in 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 commercial and mixed-use structures. The Fremont Hub Urban Village supports a vibrant mix of cafés and restaurants, bars, music venues, retail uses, grocery stores, such as PCC, as well as software companies like Getty Images and Adobe Systems Inc. Structures range in scale from one-story multifamily and commercial structures to newer six story mixed-use structures. The Burke-Gilman ship canal waterfront area provides open space access within a 2-minute walk. The vicinity is physically defined by a slope south to north up Fremont Ave N and the boundaries created by Aurora Ave N to the east and the ship canal to the south. The Aurora bridge provides a strong visual barrier to the east above Troll Avenue N.

**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 east and west of the site are the Fremont Library and A.B. Ernst Park and a three-story commercial building. South of the site across the alley are one and two-story commercial structures that front N 34th Street. Opposite the site on N 35th Street are one and two-story commercial and residential structures. A recent addition in 2008 to the existing commercial structure on the west side of A.B. Ernst Park provides, new ground floor retail, 7 live-work studios and one apartment. Other recent development in the neighborhood

include the Saturn building and the PCC building. Although downtown Fremont is predominately characterized by one to three-story brick commercial structures, the building stock surrounding the site is not dominated by any single typology or architecture.

**Views**

The site will have views to the south, east and west over the ship canal and to Lake Union and possibly beyond.

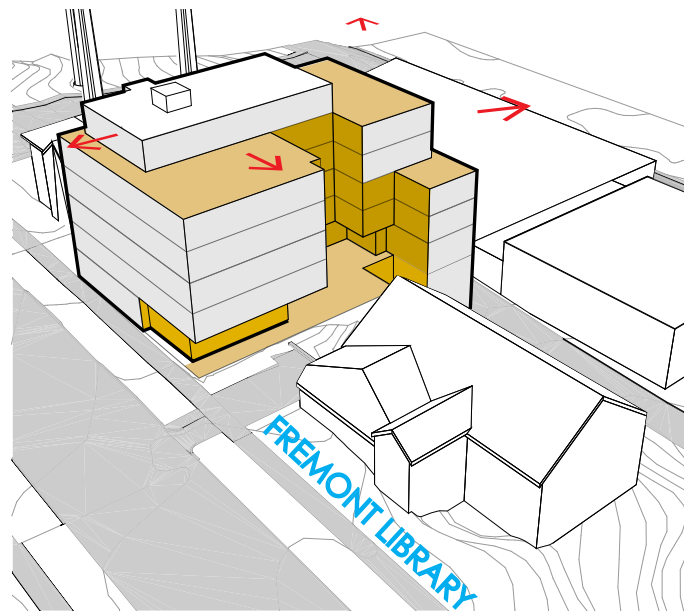
**Community Landmarks**

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.

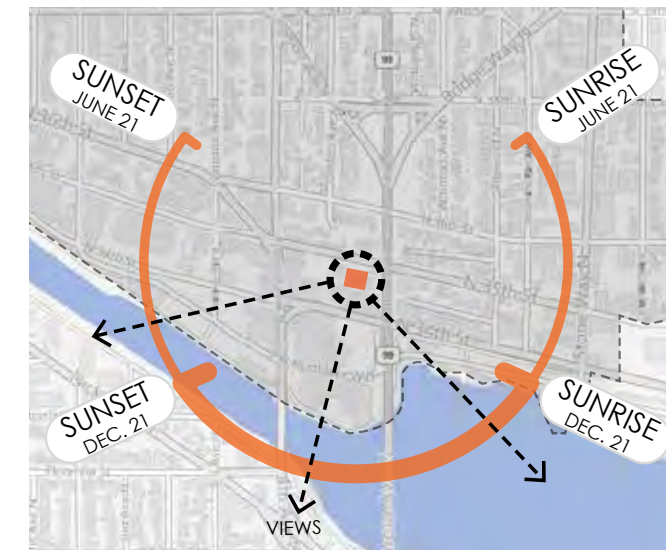
### VIEWS TO FREMONT

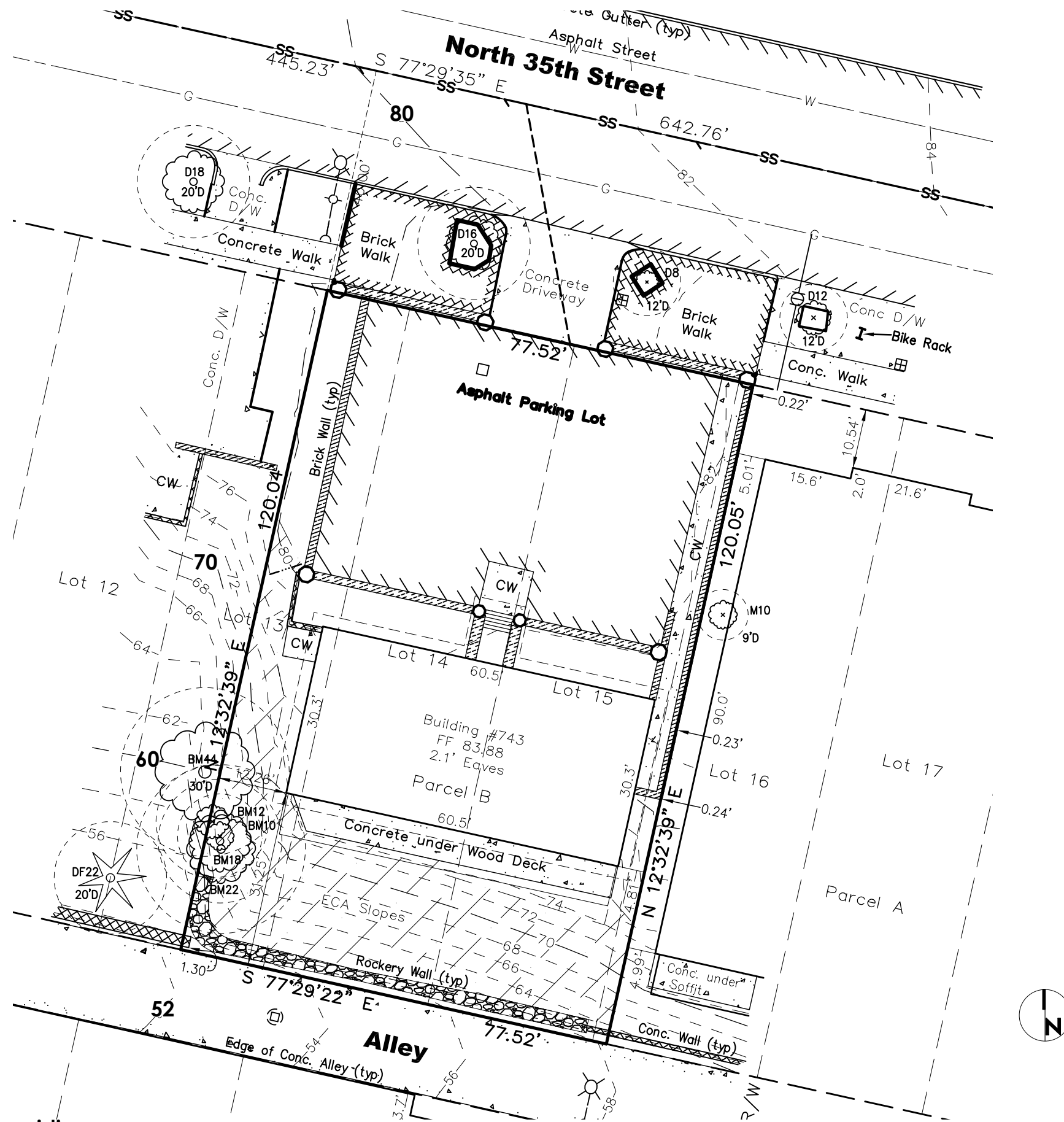
As the project develops, the design will consider the adjacent sites and the potential views from the project to the Fremont neighborhood and beyond.

The stepped massing will direct views that will provide a 360° view of the site's surroundings.



360°





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 community of apartments and commercial storefront spaces organized around a central courtyard. The proposed development seeks a contract rezone from NC3-40 to NC3-65 to better integrate city goals to focus growth in our Urban Villages and Centers. The proposal responds to site constraints and surroundings while offering a semi-public courtyard as an extension of the open space surrounding the Fremont Library.

**Desired Uses**

We are proposing between 56 and 62 one-bedroom apartments distributed throughout the site. Two commercial storefronts activate N 35th Street, extending the commercial core of Fremont and buffer the semi-public courtyard at the center of the project. A courtyard at grade as well as common and private decks and roof decks will create opportunities for interaction about residents and visitors.

**Structure Height**

All design alternatives utilize the maximum height allowed, with the 40-foot alternative proposing the largest building footprint. The three 65-foot design alternatives modulate the massing to varying degrees as a way of reducing height and bulk in response to our site analysis. Design Alternative 3 is the most modulated and provides the least height to its edges.

**Parking**

Although the parking is not required, the development proposes to provide parking in all 65-foot design alternatives. Currently between 20 and 25 stalls will be provided for the apartments.

**Departures**

All Design Alternative are code compliant.





## 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.

### CS-1 Natural Systems and Site Features A. Energy Use and B. Sunlight and Natural Ventilation

#### RESPONSE

The project is organized and modulated to allow natural light to access the courtyard at the center of the structure as well as all apartments.

### CS-1 Natural Systems and Site Features C. Topography

#### RESPONSE

Located on N 34th Street, the site is adjacent to the Fremont Library and A.B. Ernst Park, a half block from Fremont Avenue N. The site, 77.5 feet east-west and 120 feet north-south, is primarily flat, at the elevation of N 34th Street, then slopes steeply down 20 plus feet to the concrete alley to the rear. The proposal addresses the topography by stepping the building mass down at the rear of the site. Near the rear of the site on the adjacent library property is an exceptional Big Leaf Maple. Based on an arborist report the proposed development provides ample buffer to the tree roots.

### CS-1 Natural Systems and Site Features D. Plants and Habitat and E. Water

#### RESPONSE

The proposal maintains clearance to the adjacent Big Leaf Maple on the Library parcel based on an arborist's recommendation.

The proposal will provide planters on multiple levels that address mitigation of storm water.

### CS-2 Urban Pattern and Form A. Location in the City and Neighborhood

#### RESPONSE

The courtyard at the center of the project is conceived as an extension of the open space surrounding the Fremont Library, extending from A.B. Ernst park to the west.



### CS-2 Urban Pattern and Form B. Adjacent Sites, Streets, and Open Spaces

#### RESPONSE

All Design Alternatives provide a lobby that connects to N 34th Street. In the 40-foot Design Alternative the lobby is accessed directly from the sidewalk. Design Alternatives 1, 2 and 3 provide a connection to a central courtyard and internal lobby. In all options the commercial frontages activate the street frontage. Alternatives 2 and 3 create large courtyards at the center of site with a covered visible shared walkway. This space acts as a transition from the public street to the semi-public courtyard to the private apartment lobby. It also extends the open space surrounding the library and has direct visual access to the western commercial space.

### CS-2 Urban Pattern and Form C. Relationship to the Block

#### RESPONSE

The site and block front are zone Neighborhood Commercial. Current uses include office, library, park and retail with apartments above. Across the street is a similar mix of uses and includes apartments and other residential uses. The existing structure on the site is set back far from the street with a large surface parking lot abutting the street. The proposal creates a mixed-use structure compatible with existing surrounding uses. Transparent commercial storefronts engage the public right-of-way along 35th with apartments above and beyond. Both uses activate the streetscape, a half block from the center of Fremont.

### CS-2 Urban Pattern and Form D. Height, Bulk, and Scale

#### RESPONSE

All design alternatives propose code compliant schemes with all but Design Alternative 3 utilizing the additional height permitted for stair penthouses.

The 40-foot Design Alternative maintains a continuous 40-foot height for the entire width and depth of the lot. Variations in the massing provides the recommended clearance for an adjacent exceptional tree and allows access to daylight for apartments at the center of the structure.

The 65-foot Design Alternatives each progressively reduces the amount of proposed height, bulk and mass. A "subtractive" approach extracts mass and floor area from the project's center to create a courtyard and its edges to modulate the structure and reduce the overall massing and height. The concept also responds to the topography of the site with a "break" in the massing, effectively lowering the height as it steps down the slope to the south. Further development of the preferred alternative provides a 40-foot mass closest to the historic Fremont Library as well as increased modulation at all edges of the site.

The proposal provides a strong presence along 35th Street, similar to most other uses in the neighborhood. Each design alternative responds to adjacent sites somewhat differently.

The 40-foot Design Alternative effectively fills the site at the street level, providing setbacks to access daylight, to the existing exceptional tree to the west and to the alley at the rear.

### CS-2 Urban Pattern and Form D. Height, Bulk, and Scale (continued)

#### RESPONSE

Design Alternative 1 creates a small courtyard at the center of the site with a connection to the street and a setback to the existing exceptional tree to the west.

Design Alternatives 2 and 3 expand the courtyard and open it up to the west. This extends the open space surrounding the library into the development site.

Finally Design Alternative 3, the preferred alternative, provides significant modulation on all sides to better respect the adjacent context. To the north its top floor pulls away from the street in response to the residential uses across N 34th and significantly away from the library to the west. Stair penthouses no longer access the high roof, reducing the total height of the structure. The mass closest to the neighboring Big Leaf Maple is lowered in height to three stories above the street level. The east wall is also modulated to respect the adjacent office building. Additional modulation on all façades adds scale and visual interest to the massing of the structure, suggestive of architectural solutions to be developed.

### CS3. Architectural Context and Character A. Emphasizing Positive Neighborhood Attributes

#### RESPONSE

Located a half block west of Fremont Avenue N, the site is surrounded by a mix of architectural typologies and styles. The existing structure is a one-story office building constructed in 1952. Set far back from the street, its parking lot is more visible than the structure. The property adjacent to the site to the east contains a 14,000 square foot three-story brick office building built in 1931. East of that parcel is Troll Avenue N with the Aurora Bridge located directly above it. Immediately adjacent to the west is the Fremont Public Library, a landmark building since 2003. It was design by the City Architect, Daniel R. Huntington in what he called the Italian Renaissance style and built in 1921 through a grant from Andrew Carnegie. The 7,100 square foot building was renovated in 2004 and reopened in 2005. A.B. Ernst Park, a 7,200 square foot public space is located immediately west of the library. Designed to step down the steep slope, the park provides a path, garden walls, and pedestrian connections between the library and Fremont's core. There is seating in the park for 150 to 200 people. An empty lot is located west of the park. West of it, fronting Fremont Avenue N, is a single parcel with several commercial structures, with some residential above grade. Across the street are parcels containing multifamily residential structures. Adjacent to it to the west is a single-family residence zoned multifamily and a split zone parcel with a two-story commercial structure and large surface parking lot. To the east across the street is a one-story four-plex fronting Troll Avenue N. The four parcels at the east end of the street are separated from the street by a steep slope of approximately 10 to 14 feet in height.



**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.**

EDG packet

28 April 2014

743 N 35th Street

DPD Project #  
3016369

early design guidance 743 N 35th Street

**PL-1 Open Space Connectivity**

**A. Network of Open Spaces C. Outdoor Uses and Activities**

**RESPONSE**

The courtyard at the center of the project is conceived as an extension of the open space surrounding the Fremont Library, extending from A.B. Ernst park to the west. In addition, landscaping is proposed to activate the courtyard and roof decks as well as the pedestrian connections to the sidewalk

**PL2. Walkability**

**A. Accessibility and B. Safety and Security**

**RESPONSE**

Access to all spaces will be from N 35th Street, with commercial spaces immediately connected to the street front and all spaces including the residential lobby connected to the courtyard.

Transparent commercial storefronts provide a connection to the street and draw the vibrant human activity of Fremont to the site. The proposal acknowledges its immediate neighbors, with particular attention to the Fremont Public Library to the west. Exterior semi-public and private spaces offer opportunities for interaction and visual connection.

Pedestrian areas will be well lit and safe. In Design Alternatives 2 and 3 the pedestrian connection to the courtyard is visible from the adjacent library property in an open more public space. A secure lobby connects to the street and courtyard where it occurs. Commercial storefronts proposed along N 35th Street will add to pedestrian safety in a location currently dominated by a surface parking lot. This proposal increases the pedestrian safety as a whole for N 35th by extending the commercial activity of the core of Fremont to the west.

**PL2. Walkability**

**C. Weather Protection and D. Wayfinding**

**RESPONSE**

Weather protection will be provided along N 35th Street and within the courtyard. Overhangs will allow interior spaces to extend beneath cover.

The courtyard is clearly connected to the street, its access distinguished from the storefront commercial spaces.

**PL3. Street Level Interaction**

**A. Entries**

**RESPONSE**

Commercial storefronts connect directly to the street along with a lobby entrance for the apartments above and beyond. Above grade, apartments connect back to the street in select moments.

**PL-4 Active Transit**

**A. Entry Locations and Relationships**

**RESPONSE**

Located a half-block east of Fremont Avenue N, the structure provides safe and convenient access for all modes of travel. Within a few blocks one can access the Burke Gilman trail, main connector and side streets as well as 99.

**PL-4 Active Transit**

**B. Planning Ahead for Bicyclists and C. For Transit**

**RESPONSE**

With such incredible proximity to the Burke Gilman trail bicycle facilities will be provided for residents and visitors.

There is planning to link Fremont's center with downtown and Ballard with future transit to supplement/complement the current system of buses. Both streetcar and Link Light Rail have been discussed as means of connecting Fremont via Westlake. Expansion of either rail network to Fremont supports the need for focused development in this location, a half block from Fremont Ave N.



## 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.

### DC-1 Project Uses and Activities A. Arrangement of Interior Uses

#### RESPONSE

The large central courtyard is located with direct access to the street at N 35th Street, with access to daylight and connection to the Fremont Public Library and A.B. Ernst park beyond to the west. Apartment access is through a lobby directly connected to the courtyard. One of the two commercial storefronts is set back from the street front to encourage interior retail/commercial uses to spill onto the sidewalk and into the courtyard.

### DC-1 Project Uses and Activities B. Vehicular Access and Circulation

#### RESPONSE

Access to a below grade parking structure for approximately 20 to 25 automobiles and bicycle parking will be from the alley. Due to 20 to 24-foot the grade change between N35th Street and the alley the entrance will be visible only from the alley. It will be positioned in the southeast corner of the site and will be wide enough to allow two directions of traffic to enter/exit the garage.

The parking structure is accessed from the alley and visible only from that side of the site. Photographs included in the packet depict the 20 to 24-foot grade change from N 35th Street down to the alley. The parking structure will be only at the lowest story of the structure at the elevation of the alley. A single garage door wide enough to allow the passage of two automobiles and a man door for access for bicycle parking will connect to the alley.

### DC-1 Project Uses and Activities A. Parking and Service Uses

#### RESPONSE

Parking is not provided in the 40-foot Design Alternative. For the other three Design Alternatives, parking is provided at the lowest level with access directly from the alley. There will be one floor of below grade common parking for approximately 20 to 24 vehicles. Bicycle parking will also be provided.

All dumpsters, utilities and service areas will be screened from the alley, located inside the below grade parking structure.

### DC-2 Architectural Concept A. Massing

#### RESPONSE

The preferred alternative (design alternative 3) best exemplifies the architectural concept for the project. Each alternative progressively demonstrates a development of the concept, created iteratively in response to an analysis of the site and proposed program. Each scheme progressively reduces the amount of proposed bulk and mass with a greater commitment to addressing our site analysis. Diagrams throughout the packet demonstrate the "subtractive" approach, extracting mass from the project's center to create a courtyard and its edges to modulate the structure and reduce the overall massing. The concept also responds to the topography of the site with a "break" in the massing as it steps down the slope to the south. The courtyard at the center of the project is conceived as an extension of the open space surrounding the Fremont Library, extending from A.B. Ernst park to the west.

### DC-2 Architectural Concept B. Architectural and Façade Composition

#### RESPONSE

The design proposal will feature an open and transparent façade at the street and interior courtyard. Design alternatives 1, 2 and 3 access a parking structure that is primarily below grade parking from alley. Stepped concrete retaining walls at the garage will minimize their impact to the east and west due to the large grade change between the street and alley. In addition those same alternatives propose several apartments below street level abutting the alley to minimize blank walls at the rear of the site.

### DC-2 Architectural Concept C. Secondary Architectural Features and D. Scale and Texture

#### RESPONSE

Elements of human scale are evident in the proposal, engaging the public right of way with clearly identifiable entrances and variations in massing to create interest and opportunities for inhabitation. Modulation occurs at several scales to address human scale, first at the site scale with the creation of the courtyard, second at the building scale with recesses and varied massing and third, through projections and glazing at the individual unit scale. These elements all contribute to a concept that opens the building and site to its surroundings while creating a level of activity for the neighborhood and occupants.

### DC-3 Open Space Concept A. Building-Open Space Relationship, B. Open Spaces Uses and Activities and C. Design

#### RESPONSE

Residential open space (amenity area) is provided in various forms in the design alternatives. All alternatives feature a common roof deck. Design Alternatives 1, 2 and 3 include a courtyard, of varying sizes at street level, with additional private roof decks proposed as well.

Open spaces are proposed in three locations in our design alternatives: common roof decks, common courtyard (in most design alternatives) and private and common decks connected to living floors. Entrances are clearly marked with the residential entrances distinguished from the commercial entrances at the street. Residential entrances are proposed in to activate the proposed courtyard at grade at the center of the project.

The existing Big Leaf Maple on the Library parcel will be given ample room for growth. The courtyard will be the focus of the landscape design for the project, providing a welcoming and active space for occupants and visitors. In the preferred design alternative it extends open space that surrounds the library from A.B. Ernst Park into the site.

Retaining walls will be minimized in the courtyard and at street level. Where necessary to support existing grades to the east and west retaining walls will be provided, stepped in height where possible to minimize their impact.

### DC-4 Exterior Elements and Materials A. Exterior Elements and Finishes

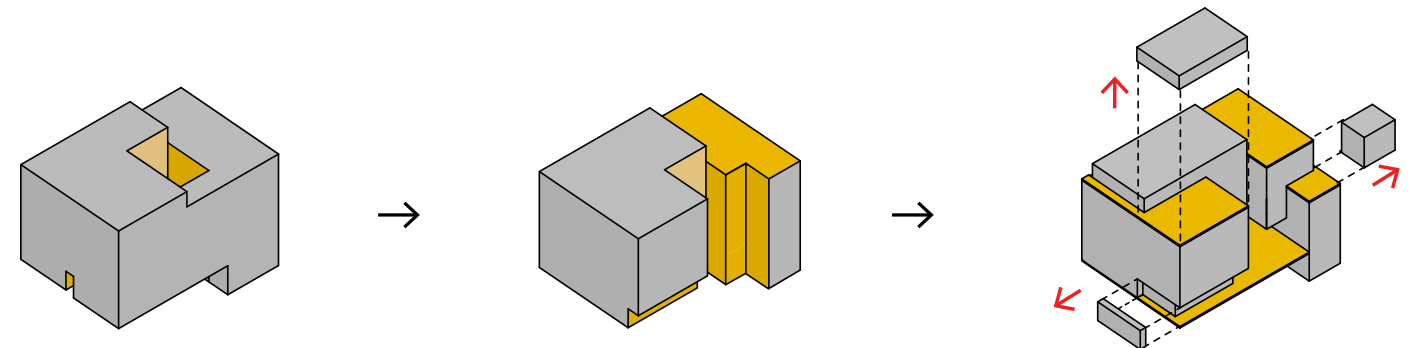
#### RESPONSE

Exterior finish materials will be durable and maintainable. The proposed structure is for rent and will be held and maintained by the current owner, the project developer.

### DC-4 Exterior Elements and Materials D. Trees, Landscape and Hardscape Materials

#### RESPONSE

The dominant landscaping feature adjacent to our site are the street trees lining both sides of N 35th Street. Shrubs and small trees are located in the front setback of both adjacent sites with similar landscape elements following the path into A.B. Ernst Park. Similar landscaping will be proposed along the outdoor walkway connecting residents and visitors to the proposal's central courtyard. A setback is proposed for the commercial space adjacent to this walkway to provide room for additional landscape elements and places for people to linger.



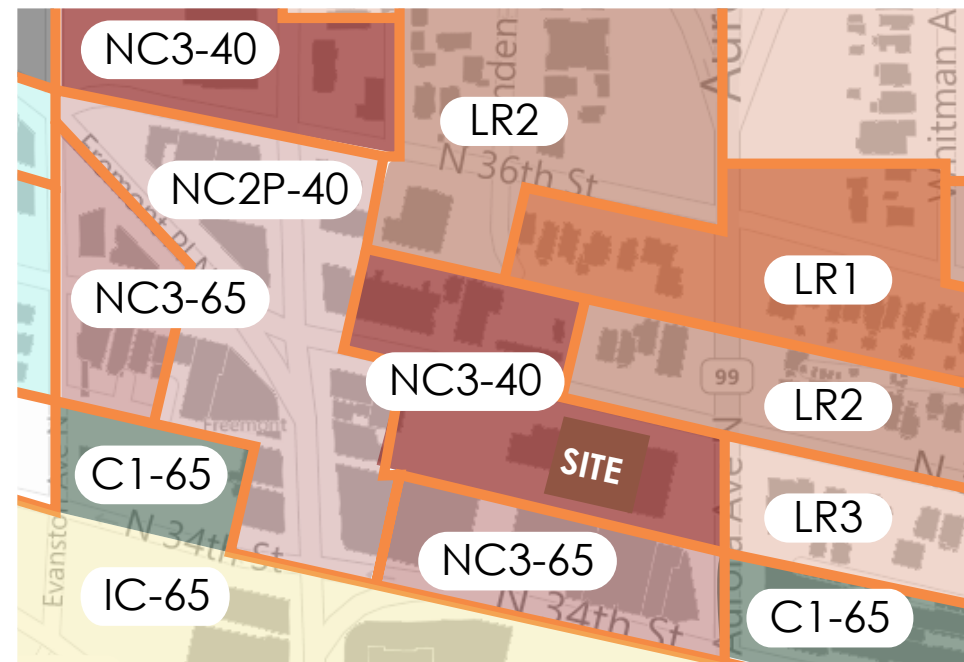


Project Site 65' Contract Rezone

Maximum Zoning Envelope of Surrounding Buildings

Existing Structure Built to C1-65 Zoning Height

aerial view from west

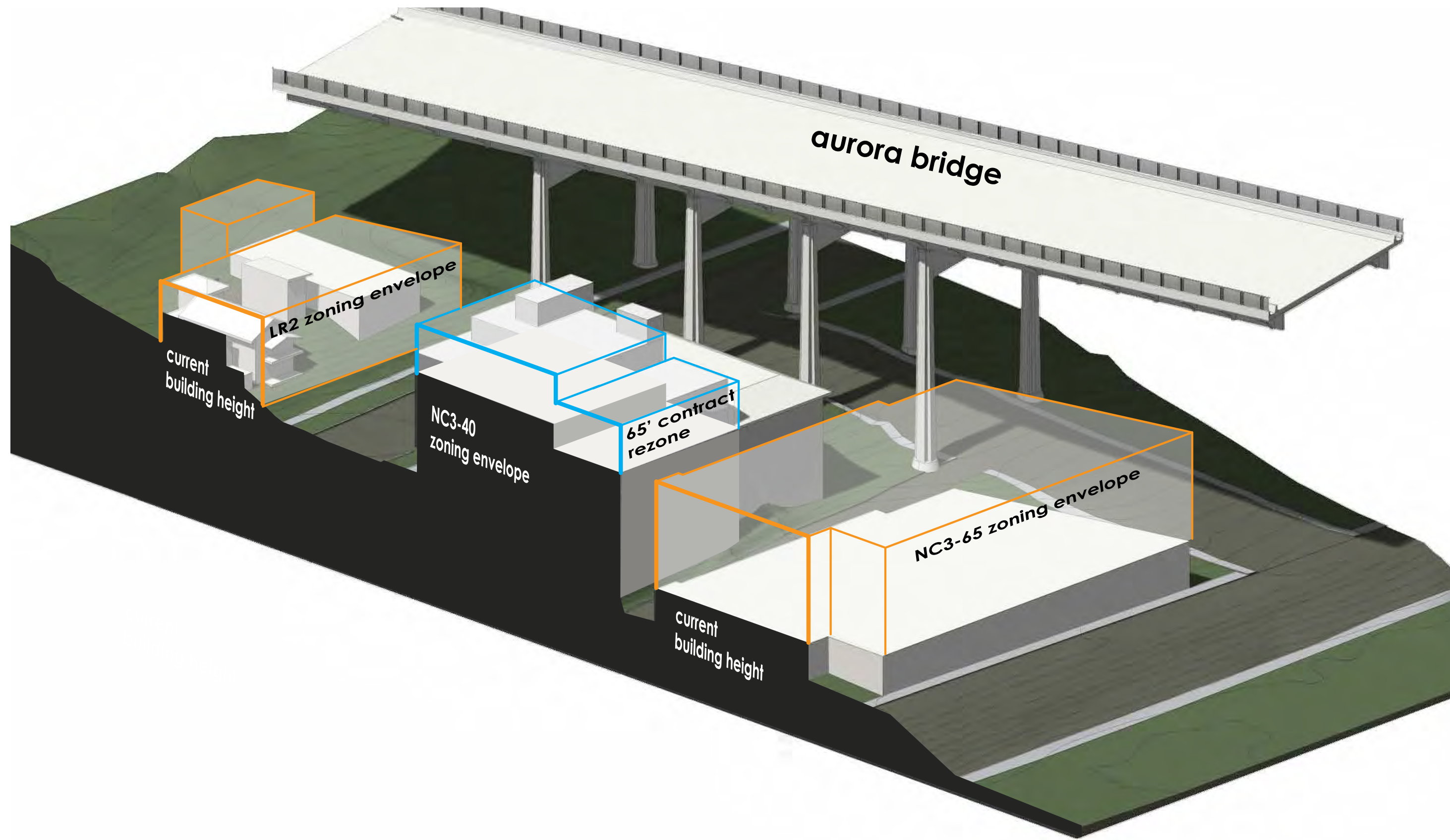


zoning map

**Neighborhood Zoning Context:**

The diagrams and maps shown on this spread examine the zoning surrounding the project site. The site, immediately adjacent to NC3-65, LR2 and NC3-40 zoning is also surrounded by IC-65 and C-65 as well.

The above section and aerial view on the opposite page demonstrate the zoning envelope potential at the current zoning in yellow with the proposal shown in blue at the proposed rezone height of 65 feet. As the surrounding area changes and develops over time, the current zoning regulations provide the area with the potential for higher buildings and conversely focus density at the core of Fremont. The following proposal explores the benefits and opportunities of a 65' contract rezone at the project site based on the city's strategy of focusing growth in the Urban Villages and Urban Centers. The development site is located a half block from Fremont Ave N at the center of the Fremont Hub Urban Village. This immediate proximity to all that is Fremont and access to multiple modes of transportation including the Burke Gilman Trail, bus and potential future Light Rail suggests the need to reconsider the site's current zoning.



section through site



light



people



cars/parking

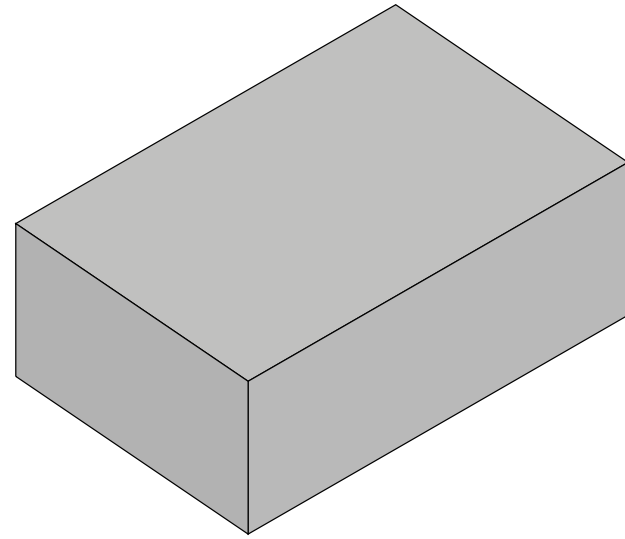


library

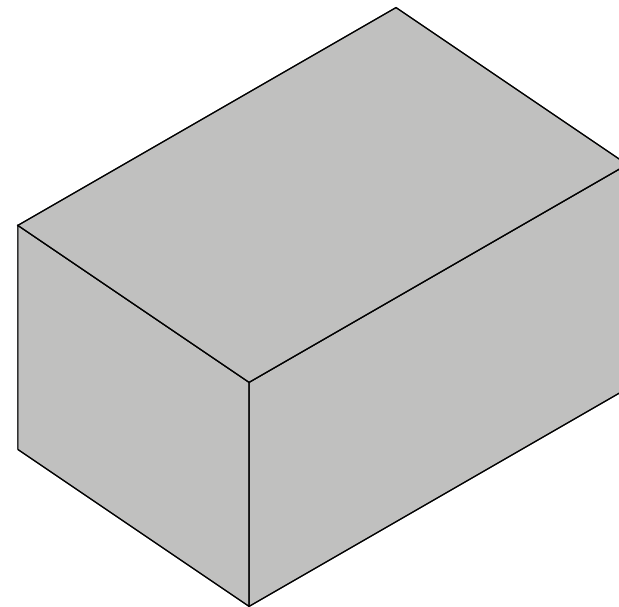
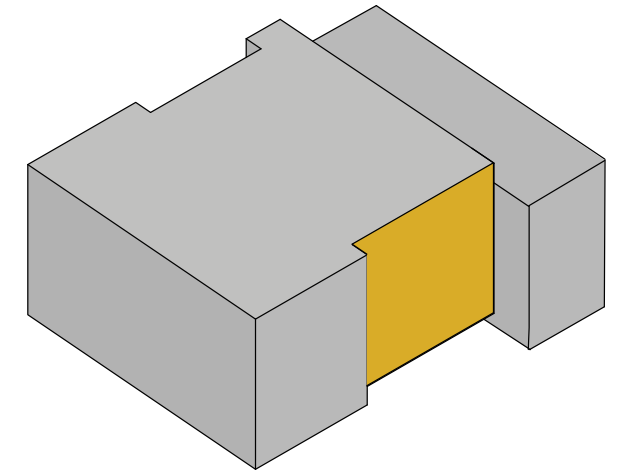
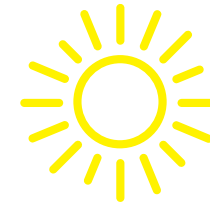
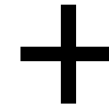


center of the universe  
(Fremont neighborhood)

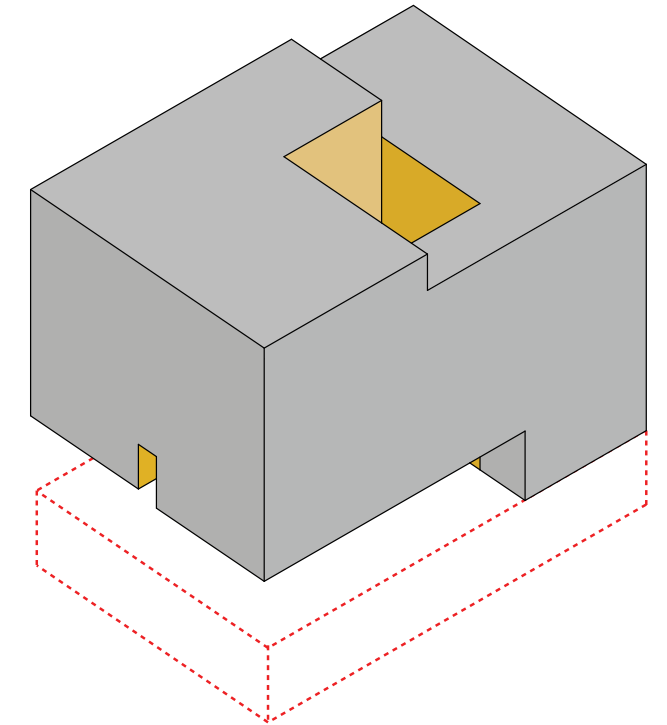
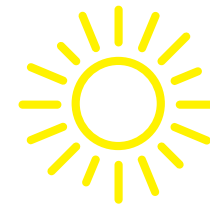
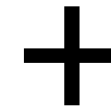
Baseline Allowable FAR Massing



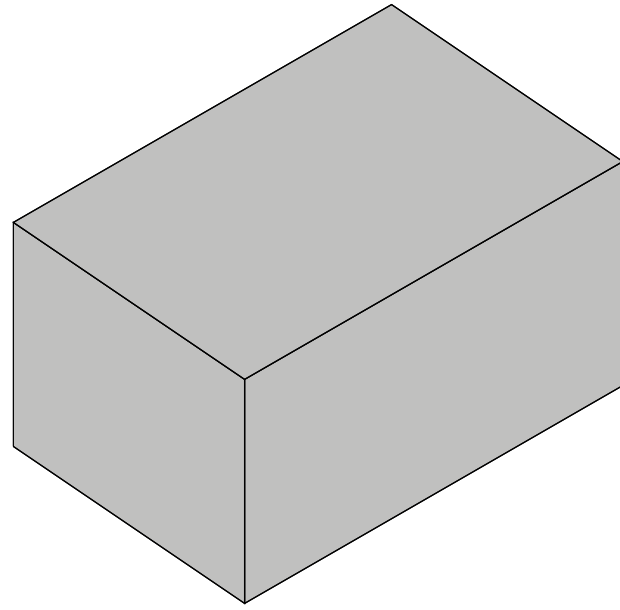
40' design alternative



design alternative 1

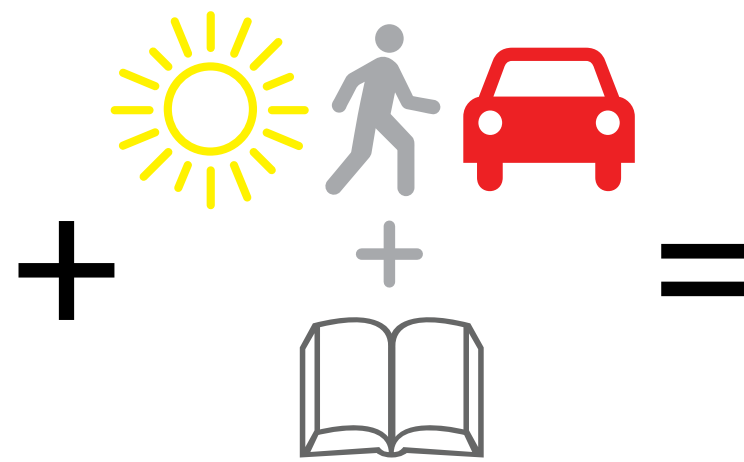


Baseline Allowable FAR Massing

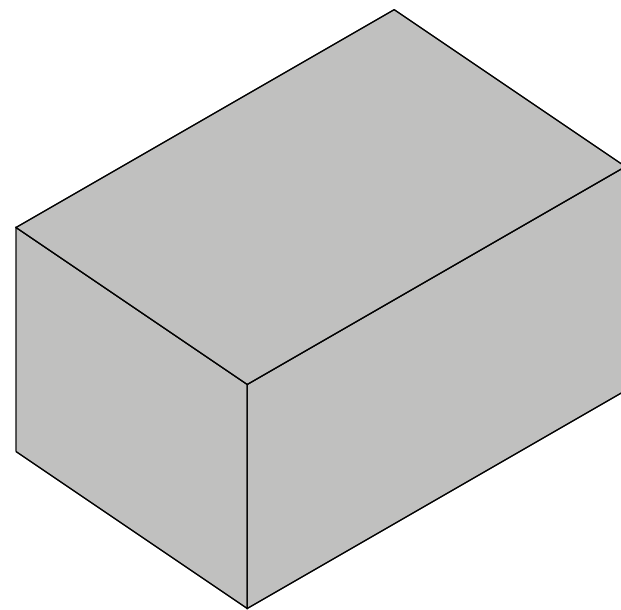
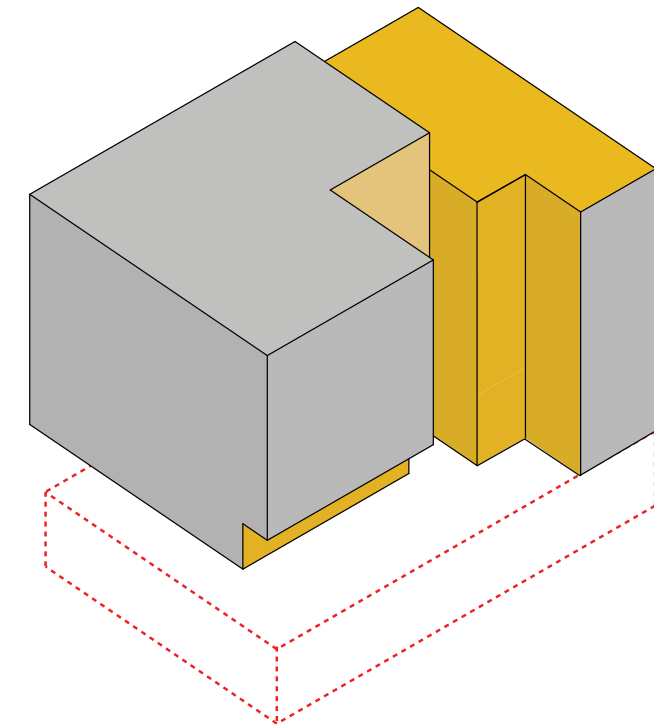


design alternative 2

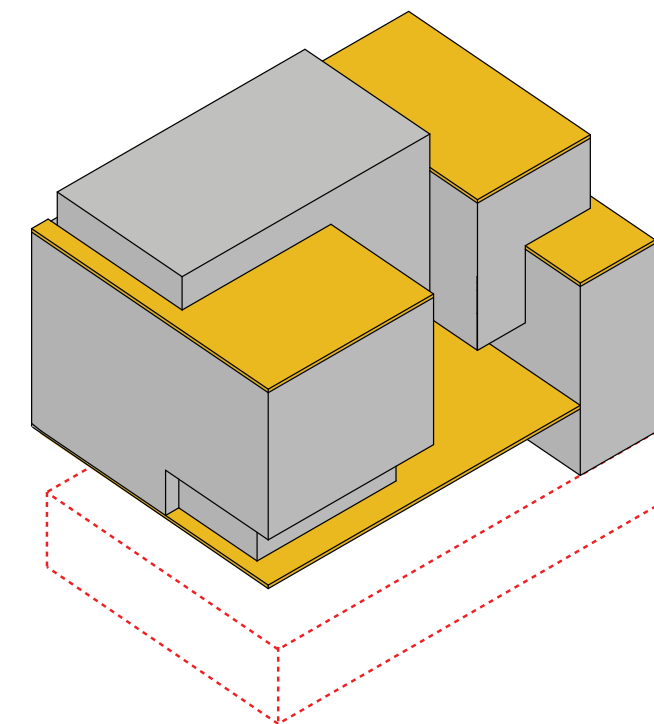
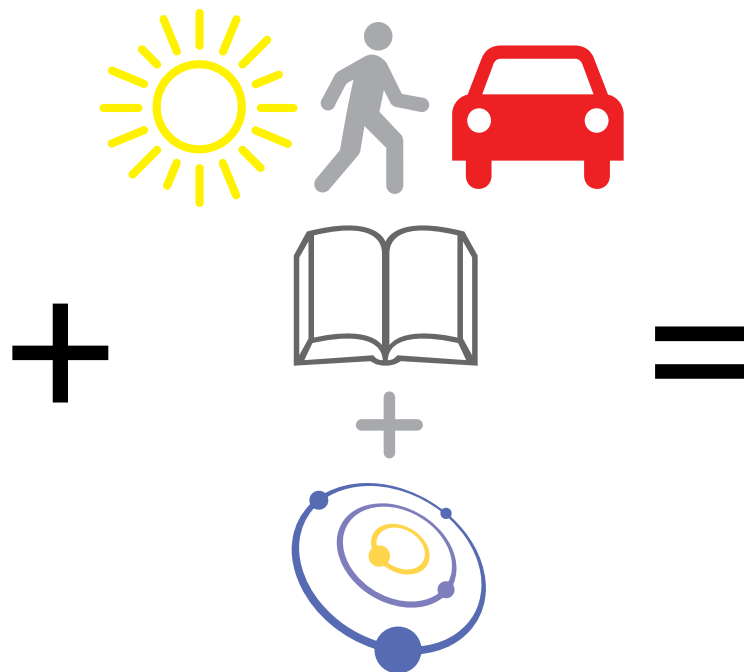
Form Modifiers



Modified Massing

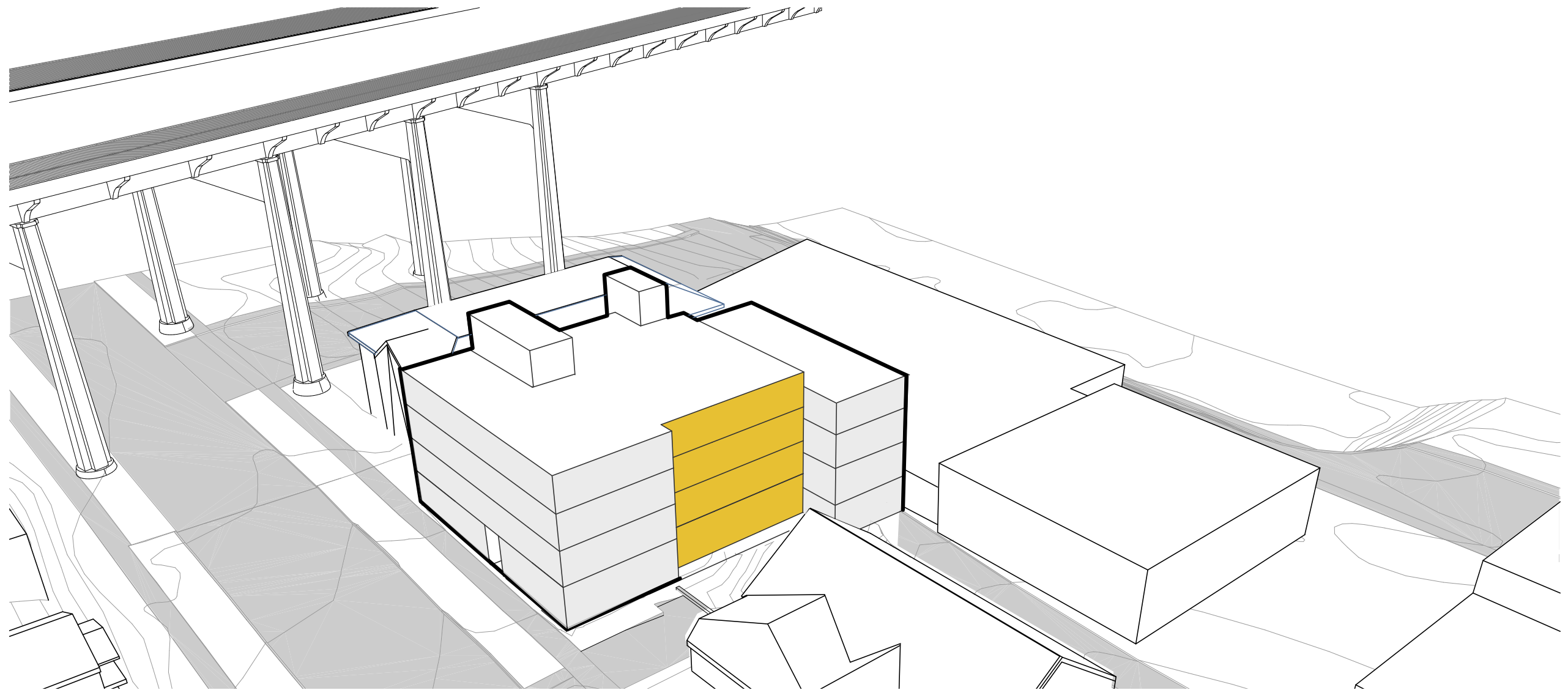
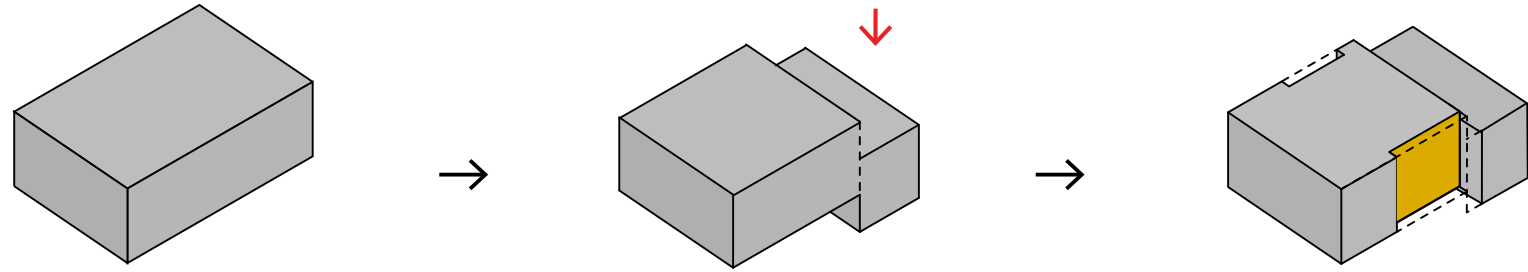


design alternative 3 (preferred)



**40' Design Alternative:**

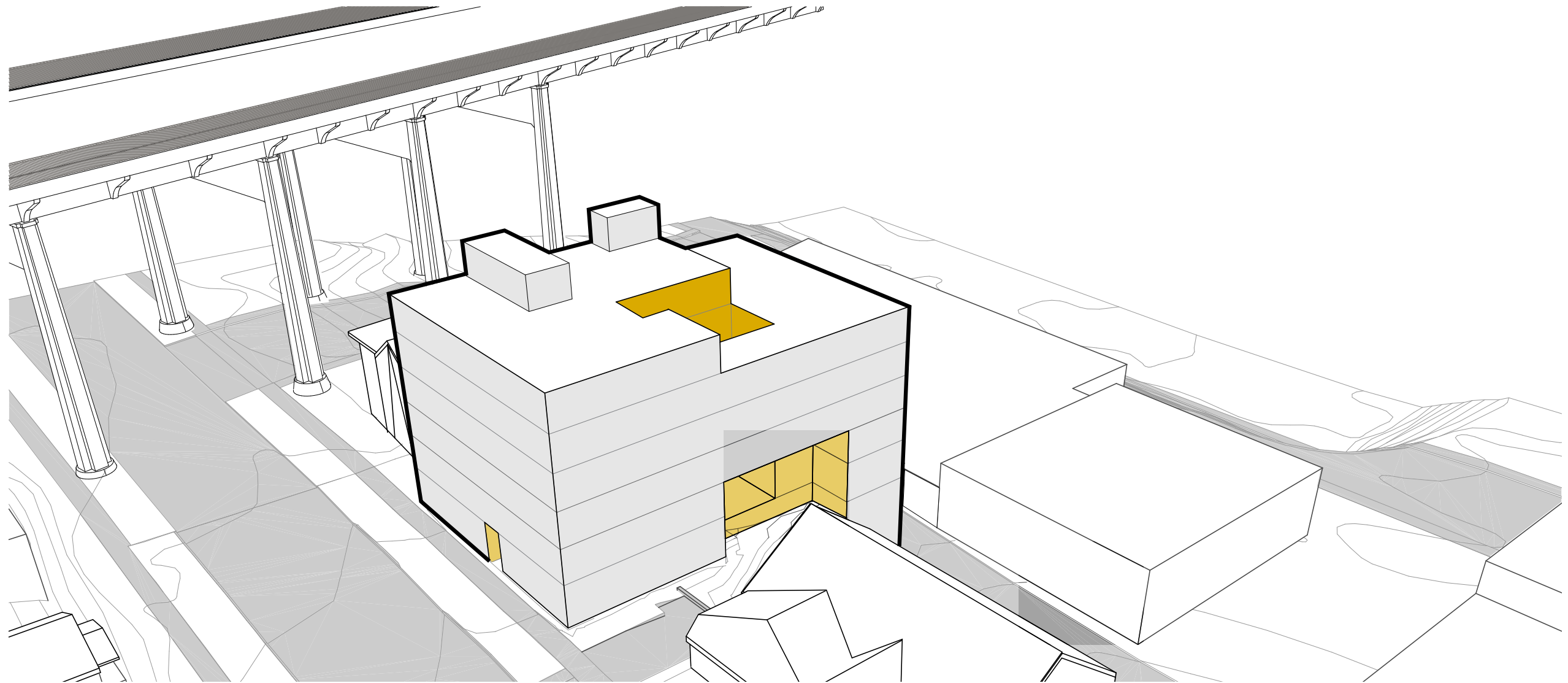
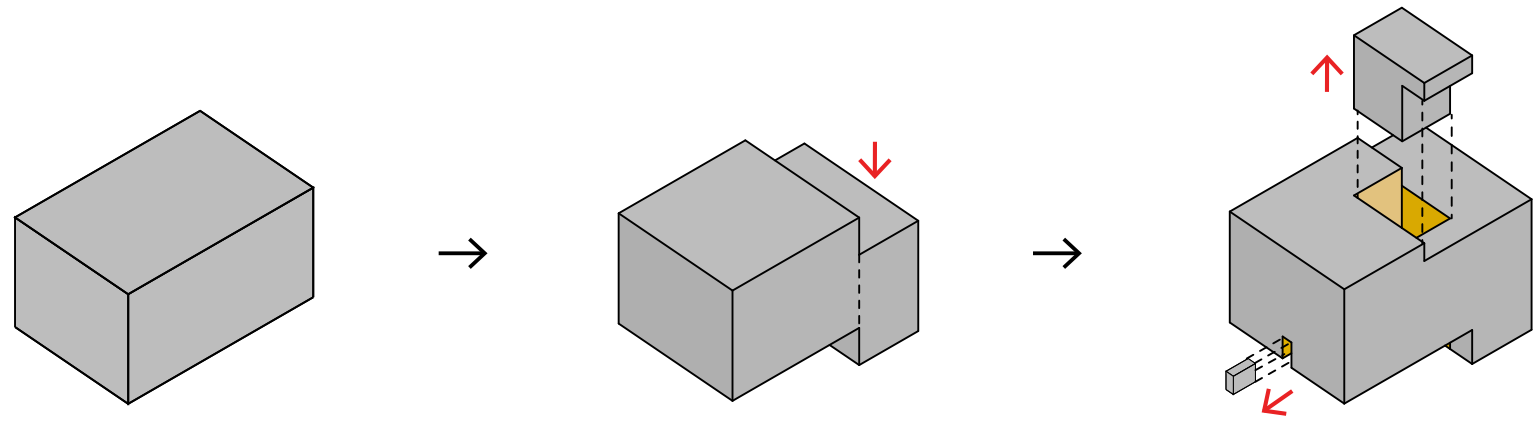
The 40' Design Alternative is a code-compliant scheme that proposes 44 units at the 40' height limit.



early design guidance 743 N 35th Street

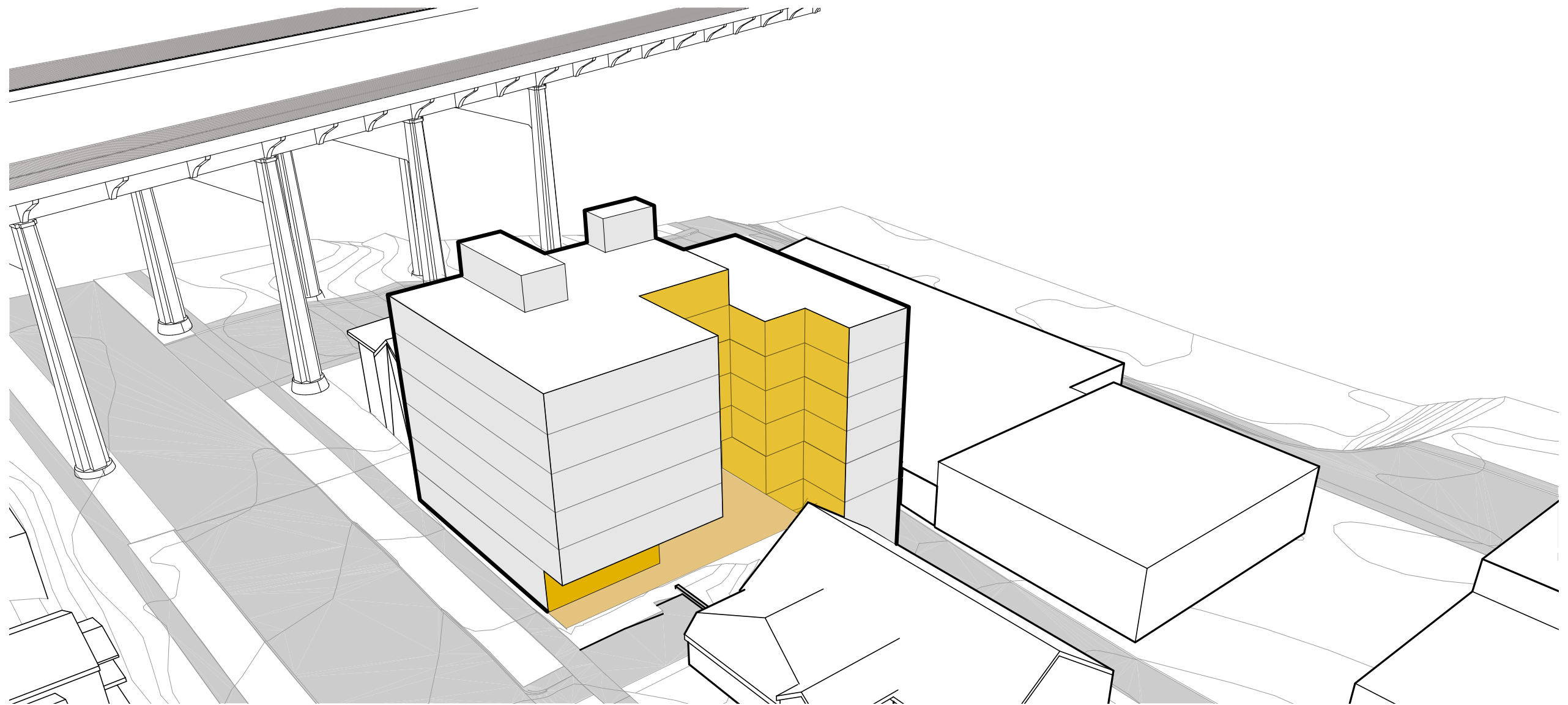
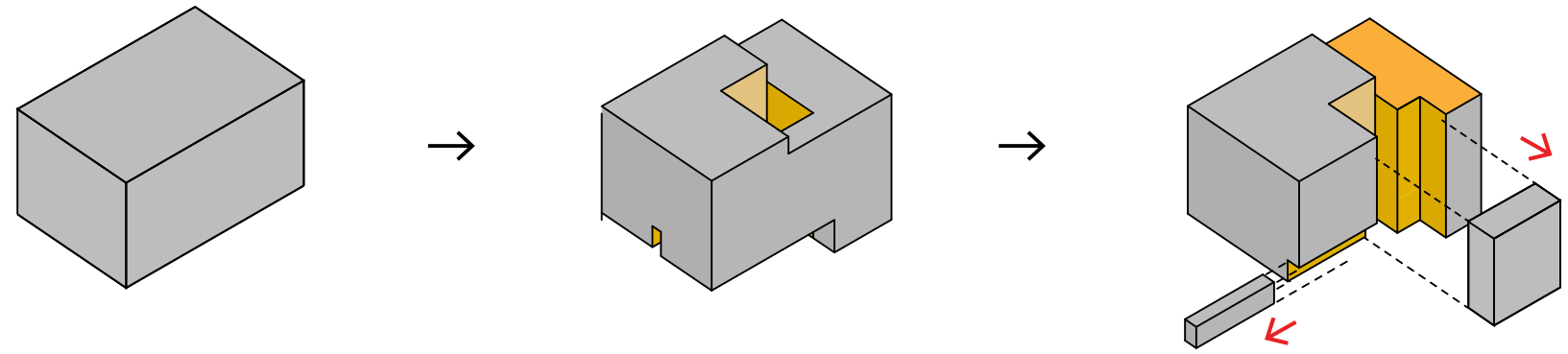


**Design Alternative 1:**  
Design Alternative 1 utilizes additional height from a contract rezone to achieve 62 units.



**Design Alternative 2**

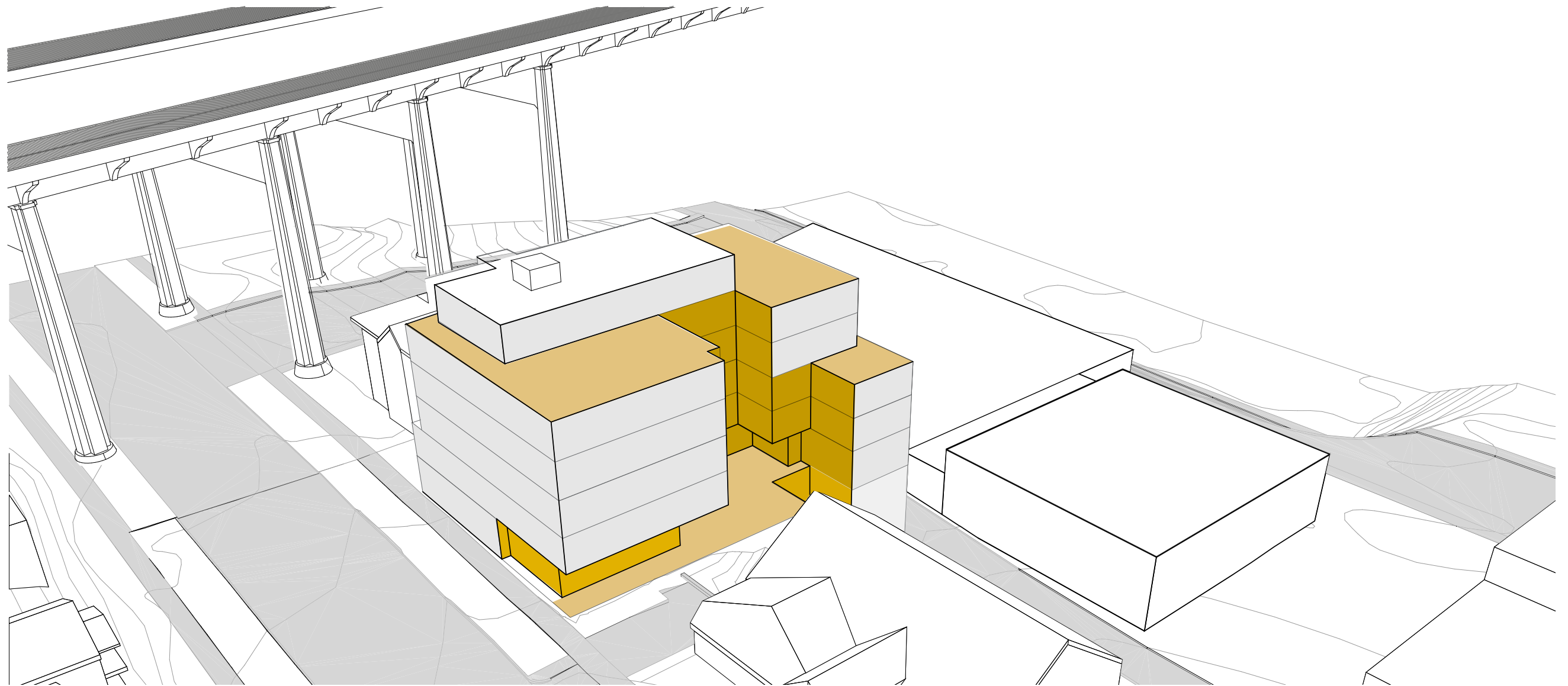
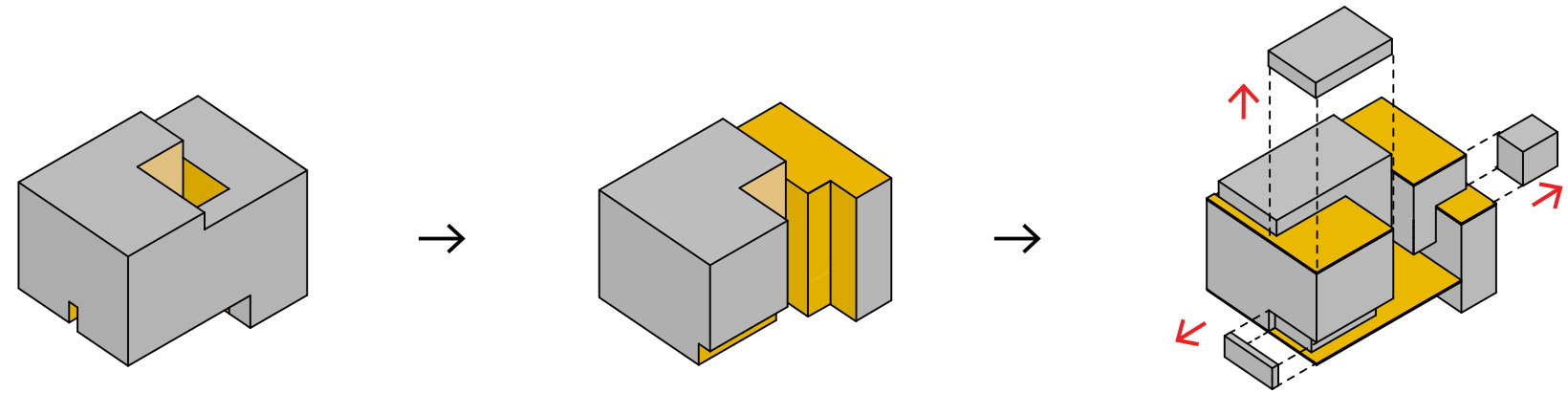
Design Alternative 2 utilizes additional height from a contract rezone to achieve 58 units.



early design guidance 743 N 35th Street

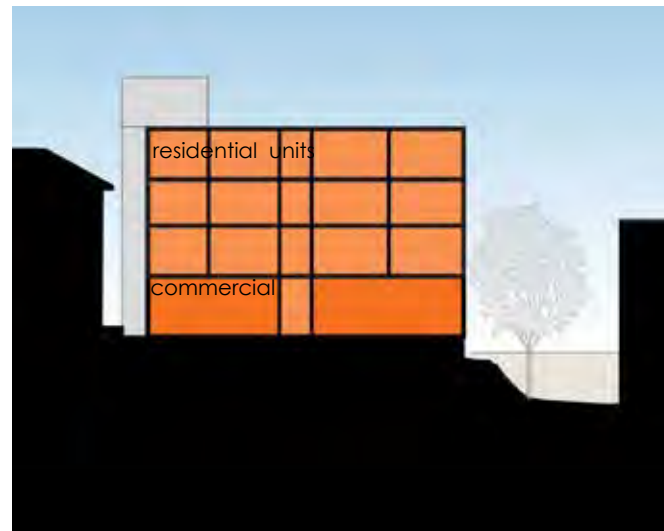
**Design Alternative 3 (Preferred):**

Design Alternative 3 utilizes additional height from a contract rezone to achieve 56 units.

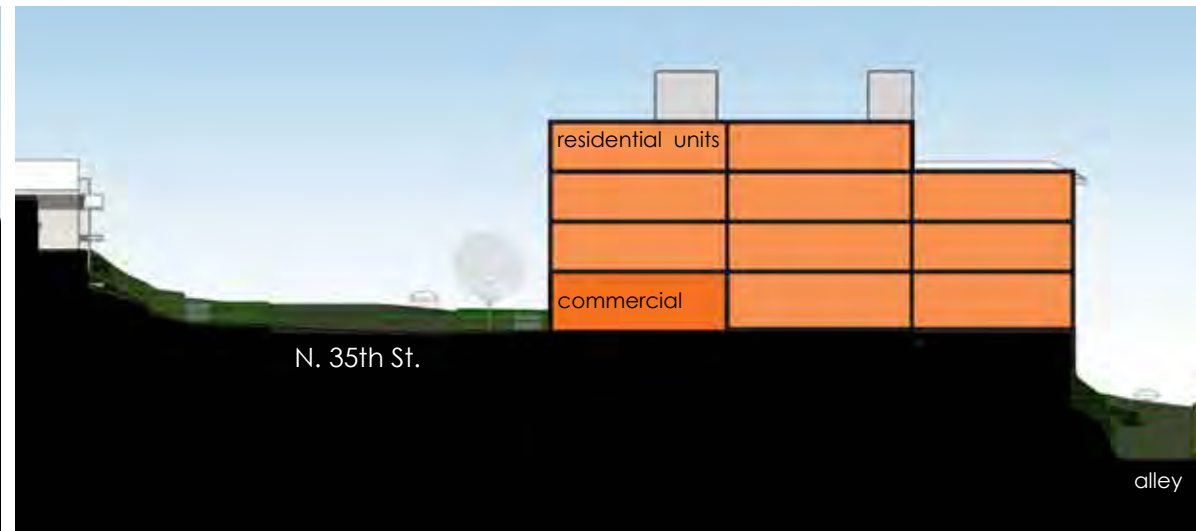




1 aerial view from south west



building section A



building section B

### 40' Design Alternative

The 40-foot design alternative is a code compliant scheme that proposes 44 one-bedroom apartments within the 40-foot height limit. The proposal locates the structure away from the alley all at street level. It provides no parking for the apartments and maximizes the allowable floor area and height. Stair penthouses benefit from additional allowable height to access the shared roof deck. Pedestrian access to the apartments is from N 35th Street to an interior lobby between two commercial spaces.

#### Advantages:

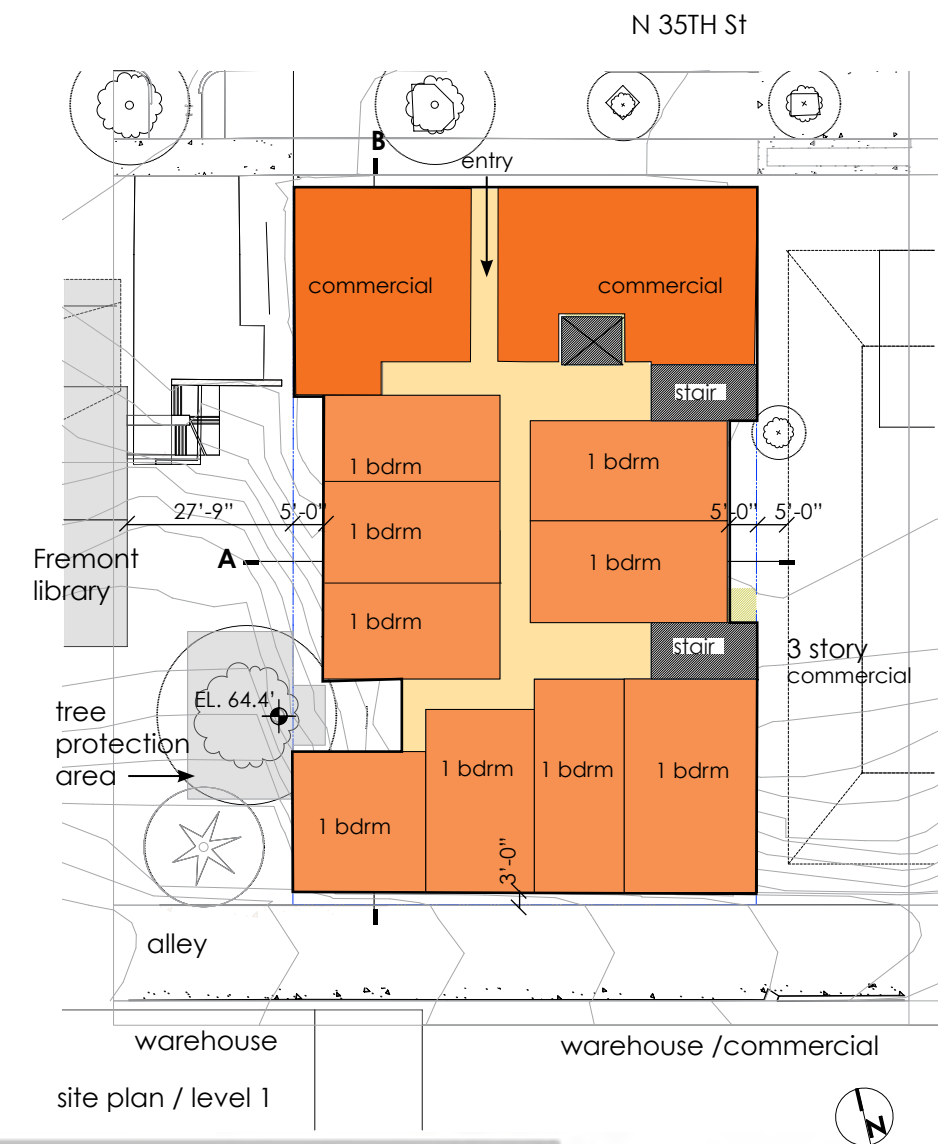
- code compliant building at existing zoning

#### Issues:

- no parking
- more building mass at grade to achieve maximum unit count
- additional height at stair penthouses to provide roof access
- limited modulation

#### Departures:

- none requested



site plan / level 1

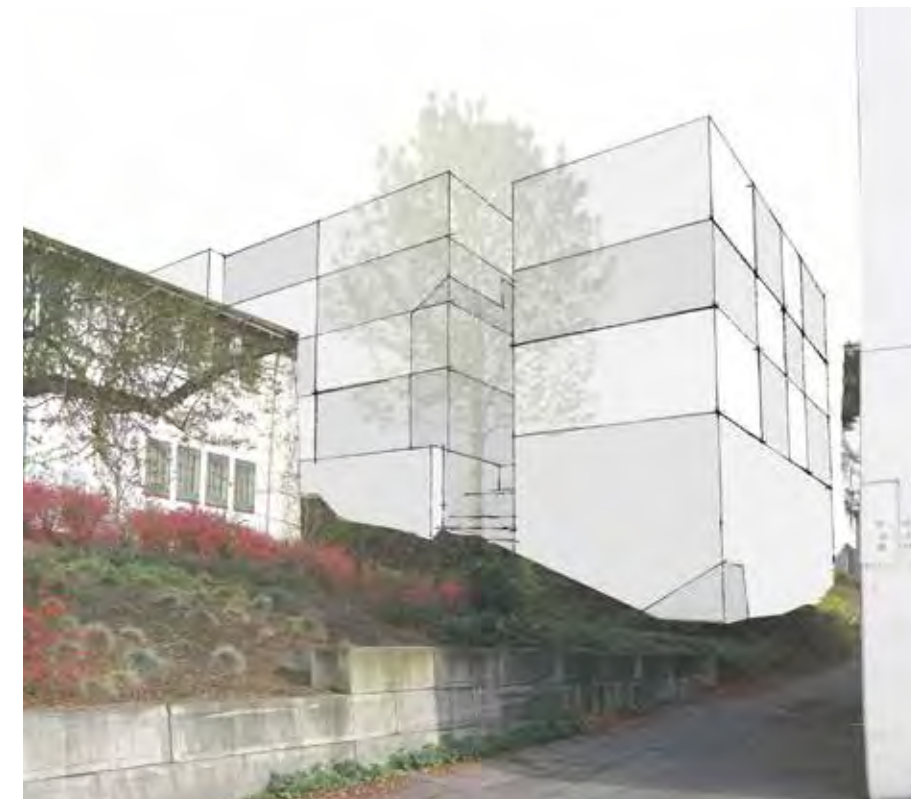
## 40' design alternative



① perspective view looking east



② perspective view looking south west



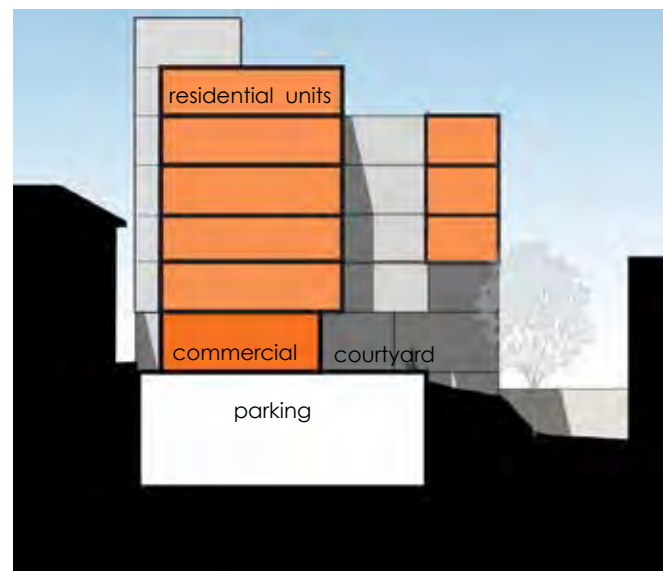
③ perspective view looking north east



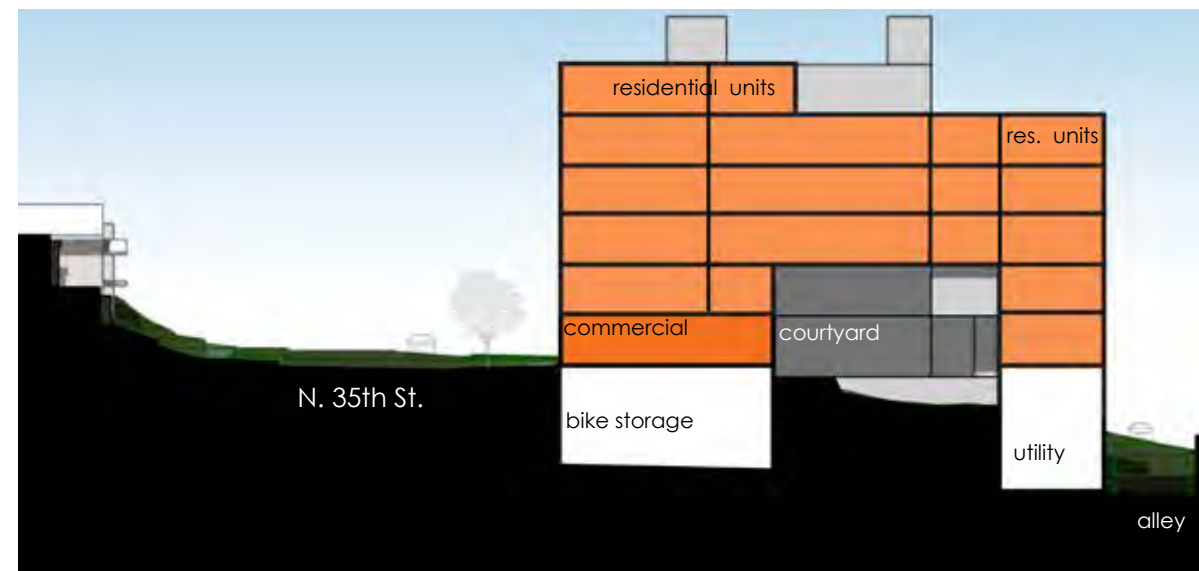
④ perspective view looking north west



1 aerial view from south west



building section A



building section B

Alternative 1

Design Alternative 1 proposes a 65-foot code compliant scheme that proposes 62 one-bedroom apartments. This scheme seeks a contract rezone for the parcel to NC3-65 from NC3-40. The proposal includes a structure that fills the site. Mass and bulk are balanced through a courtyard at the center of the structure which steps down the slope towards the alley. It provides a below grade parking structure with 20 to 25 parking spaces for the apartments and maximizes the allowable floor area and height. Stair penthouses benefit from additional allowable height to access the shared roof deck. Pedestrian access to the apartments is from N 35th Street through a breezeway between two commercial spaces to the central courtyard that connects to an interior lobby.

Advantages:

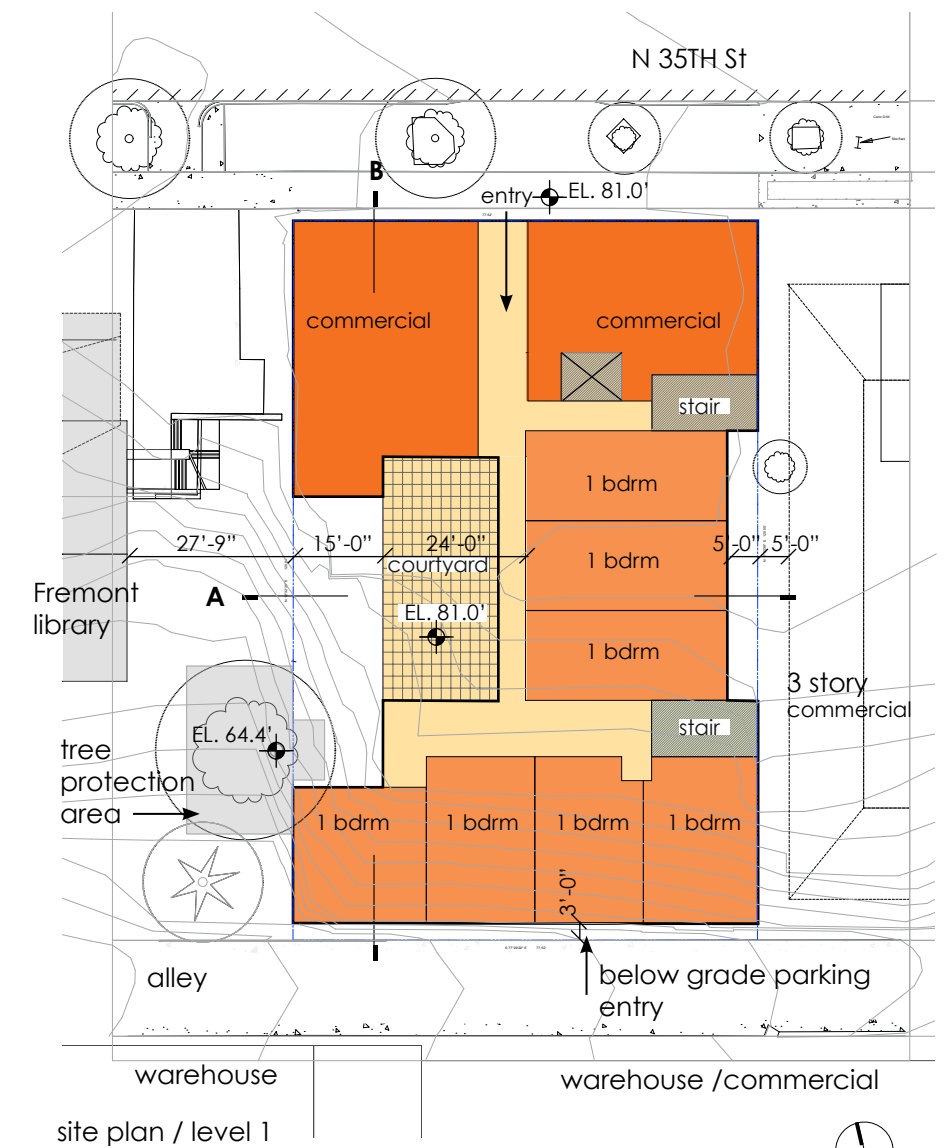
- code compliant building
- maximizes potential of site at 65-foot height limit with small courtyard
- provides parking for some apartments

Issues:

- contract rezone proposed
- more building mass at grade to achieve maximum unit count
- additional height at stair penthouses to provide roof access

Departures:

- none requested



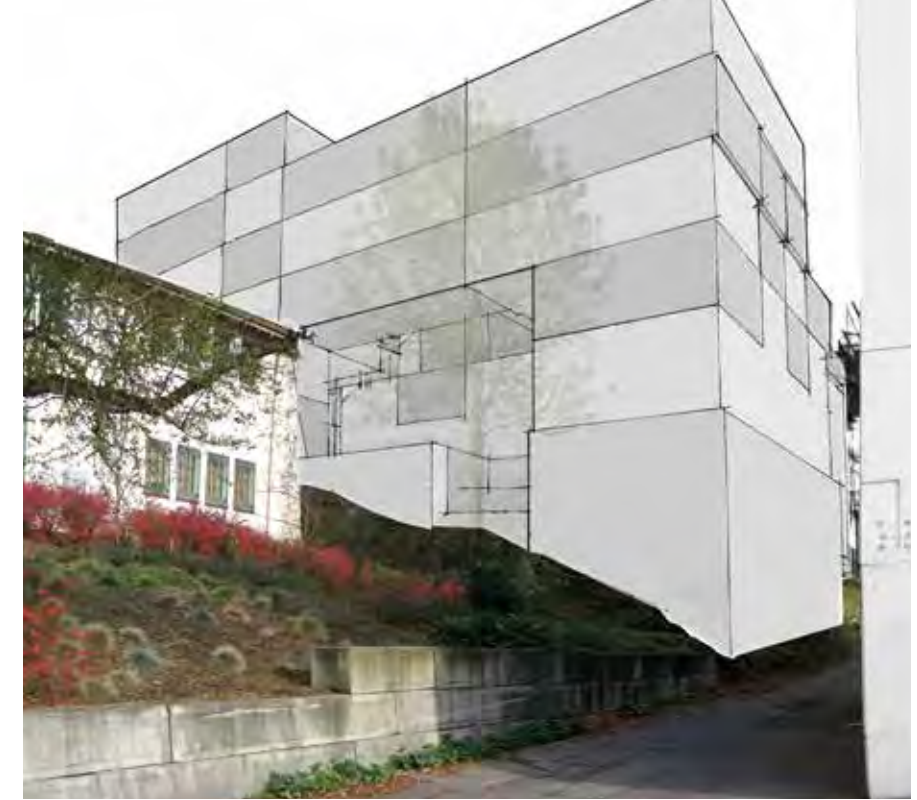
design alternative 1



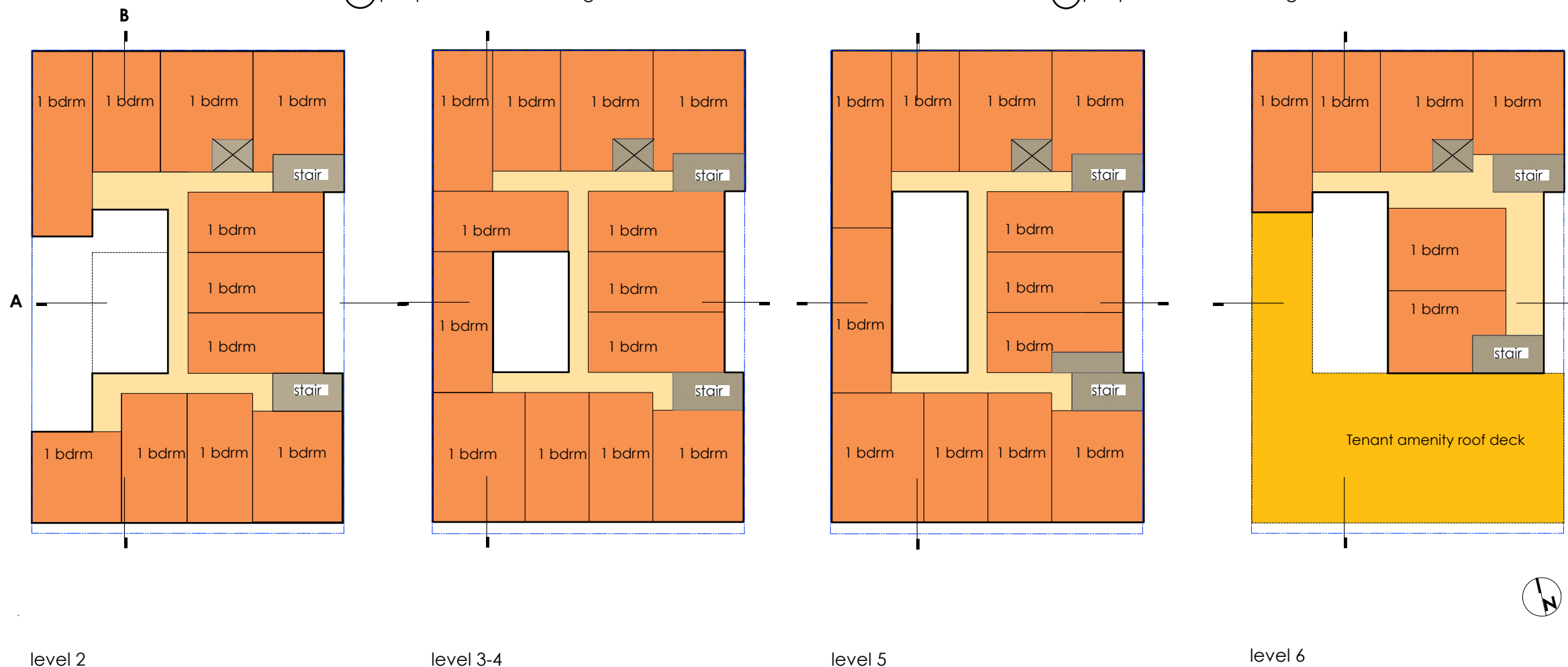
① perspective view looking east



② perspective view looking south west



③ perspective view looking north east



level 2

level 3-4

level 5

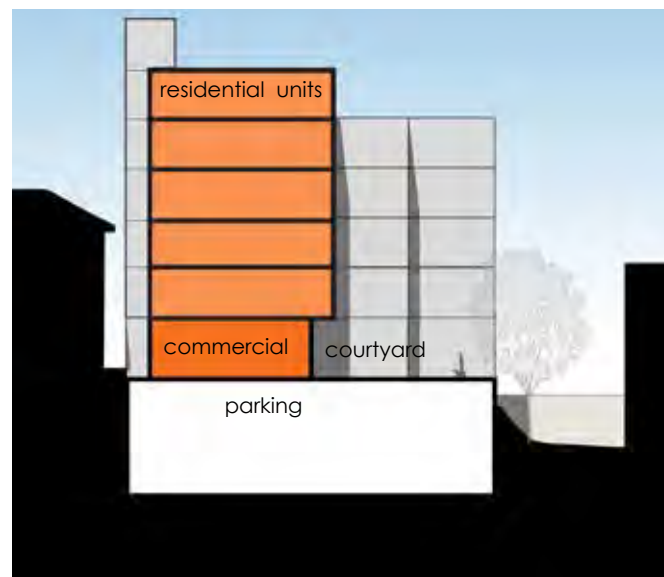
level 6



④ perspective view looking north west



1 aerial view from south west



building section A



building section B

Alternative 2

Design Alternative 2 proposes a 65-foot code compliant scheme that proposes 58 one-bedroom apartments. This scheme seeks a contract rezone for the parcel to NC3-65 from NC3-40. The proposal includes a structure that extends to the edges of the site. Mass and bulk are balanced to manage the additional height requested as part of the contract rezone through a courtyard at the center of the structure that steps down the slope towards the alley and opens to the west to the historic Fremont Library. It provides a below grade parking structure with 20 to 25 parking spaces for the apartments accessed from the alley. Although the proposal maximizes the allowable height, floor area is reduced. Stair penthouses benefit from additional allowable height to access the shared roof deck. Pedestrian access to the apartments is from N 35th Street through a breezeway at the west edge of the site adjacent to two commercial spaces to the central courtyard that connects to an interior lobby.

Advantages:

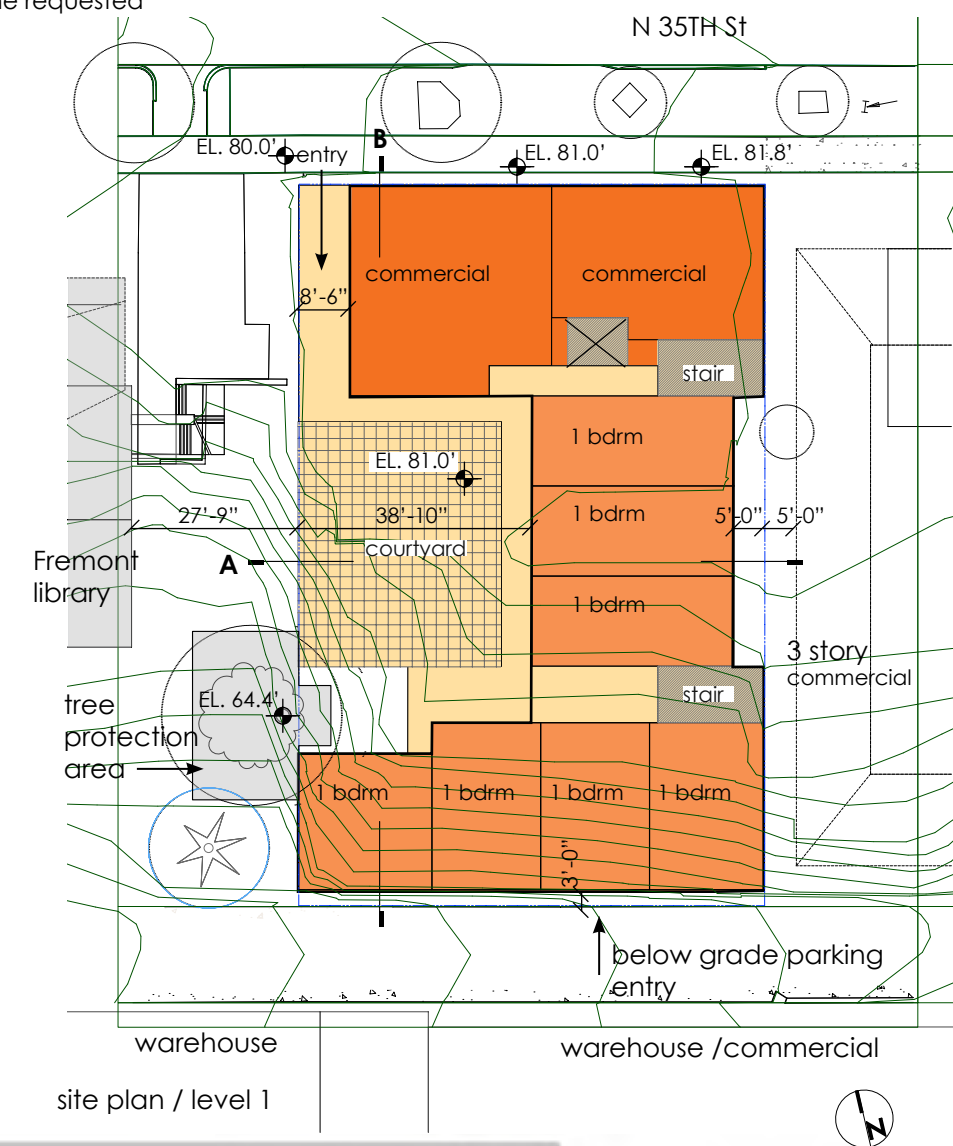
- code compliant building
- smaller footprint resulting from larger courtyard area at grade
- more prominent entry
- provides parking for some apartments

Issues:

- contract rezone proposed
- additional height at stair penthouses to provide roof access

Departures:

- none requested



site plan / level 1

design alternative 2





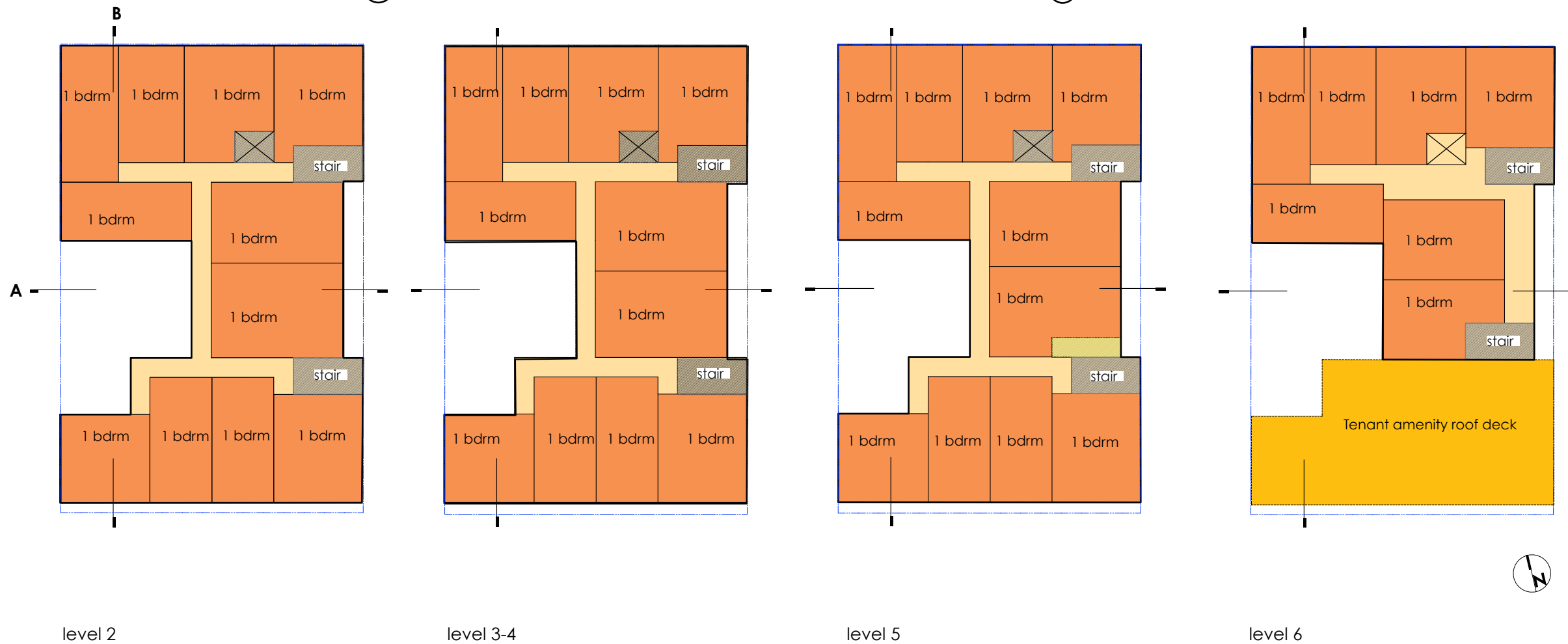
① perspective view looking east



② perspective view looking south west



③ perspective view looking north east



④ perspective view looking north west



1 aerial view from south west

**Alternative 3 - Preferred Scheme** 65-foot alt 3

Design Alternative 3 (the preferred alternative) proposes a 65-foot code compliant scheme that proposes 51 one-bedroom units and 8 two-bedrooms units. This scheme seeks a contract rezone for the parcel to NC3-65 from NC3-40. The proposal includes a structure that extends to the edges of the site and is modulated in response to an analysis of the site and its surroundings. Mass and bulk are balanced through several strategies to manage the additional height requested through the contract rezone: 1) the structure steps down the slope to create a smaller mass at the south; 2) a courtyard at the center of the structure opens to the west to the historic Fremont Library as an extension of the open space that originates in A.B. Ernst Park; 3) upper floors recede from their edges to reduce the amount of mass and height; 4) roof decks created through the reduction in mass eliminate the need for the additional height utilized in the previous alternatives to gain stair access to the highest roof; 5) further reduction of mass to the southwest protects solar access to the project's central courtyard and homes as well as the Fremont Library to the west. It provides a below grade parking structure with 20 to 25 parking spaces for the apartments accessed from the alley. Although the proposal maximizes the allowable height, it locates it strategically to minimize the impact on adjacent sites. In addition, floor area is reduced below the allowable FAR at 65 feet. Pedestrian access to the apartments is from N 35th Street through a breezeway at the west edge of the site adjacent to two commercial spaces to the central courtyard that connects to an interior lobby.

**Advantages:**

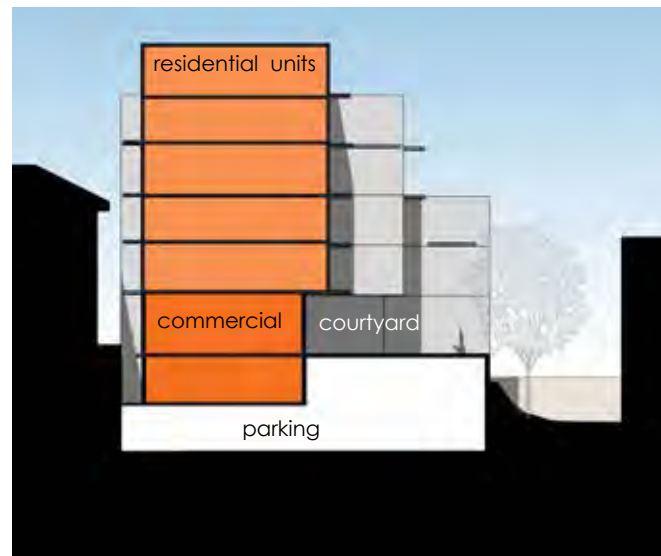
- code compliant building
- smaller footprint resulting from larger courtyard area at grade
- more prominent entry
- provides parking for some apartments
- roof access at 6th floor eliminating the need for additional height at roof
- maximum modulation of building facades and roof heights resulting in reduced bulk and scale in response to surroundings

**Issues:**

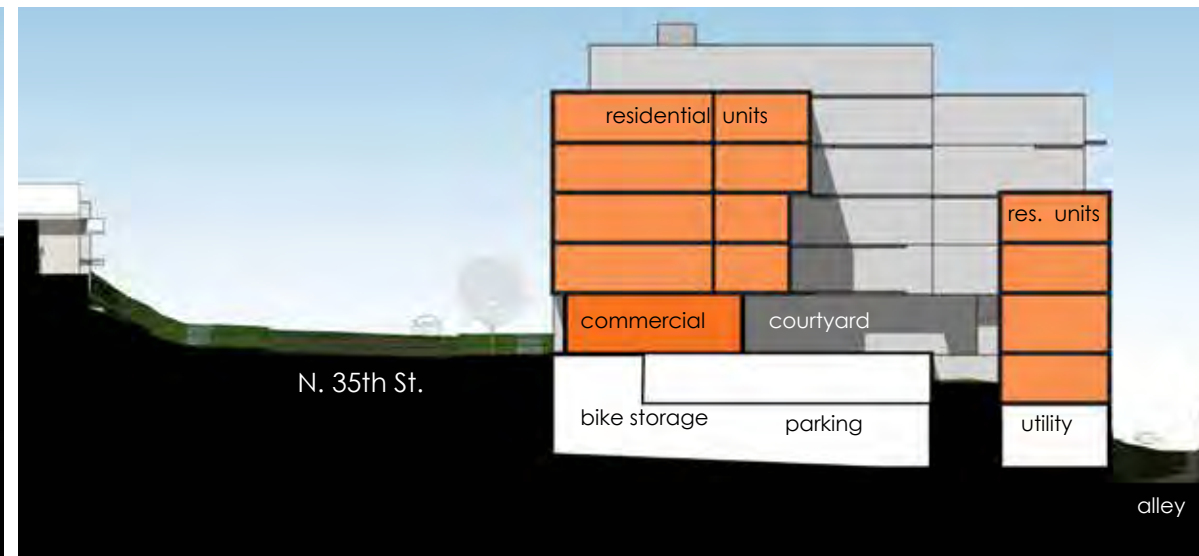
- contract rezone proposed

**Departures:**

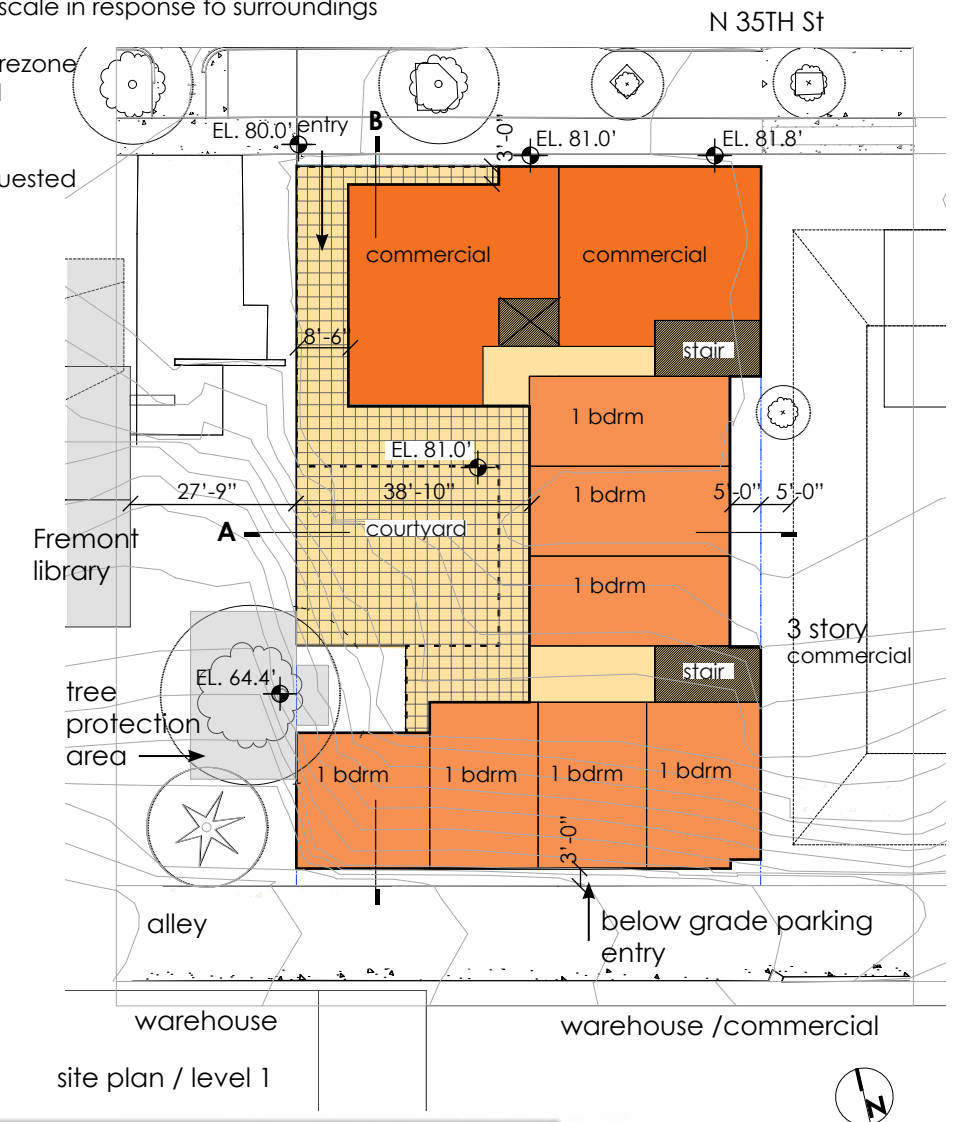
- none requested



building section A



building section B



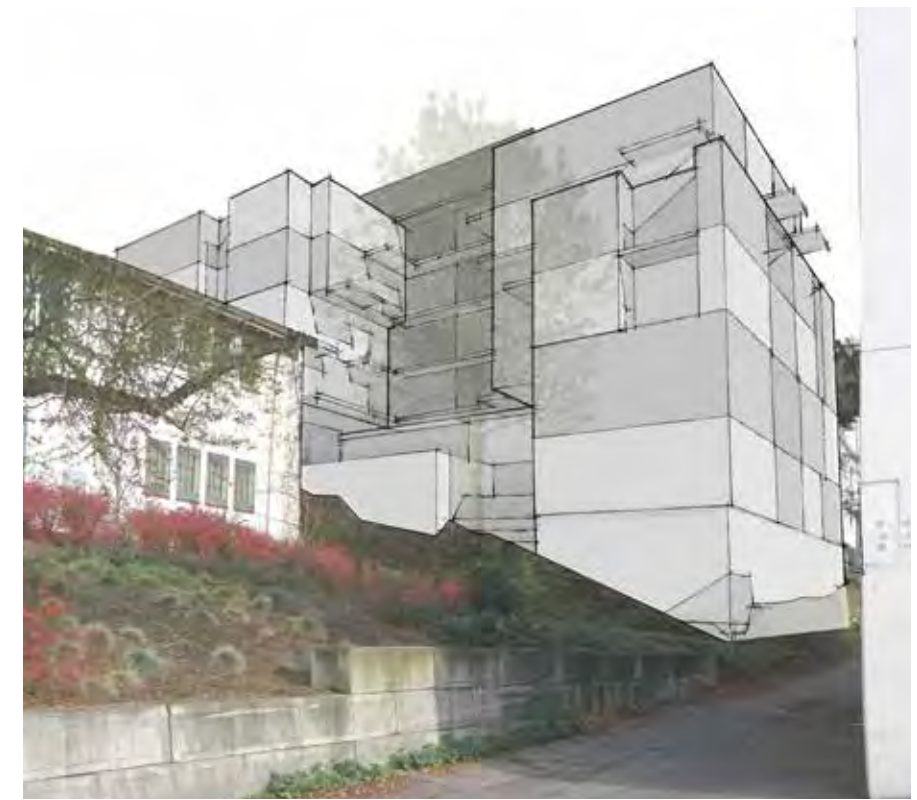
**design alternative 3 - preferred scheme**



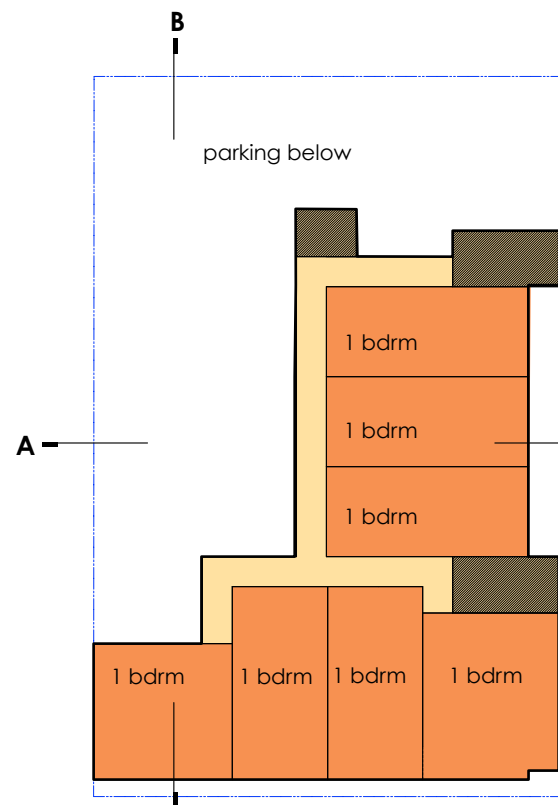
① perspective view looking east



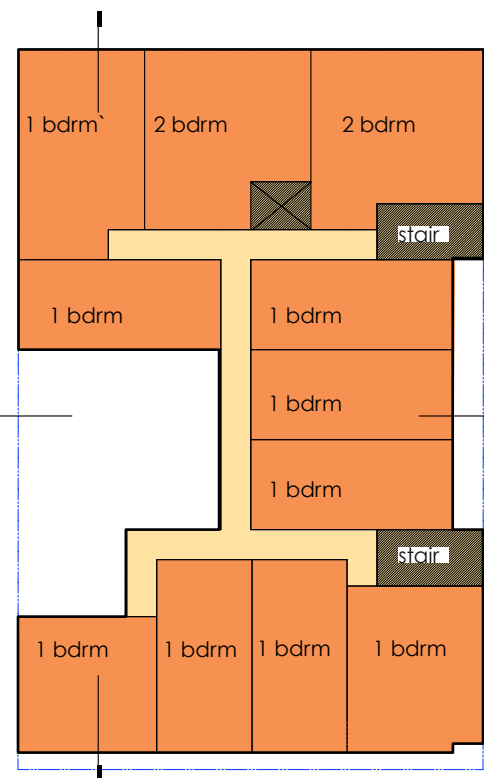
② perspective view looking south west



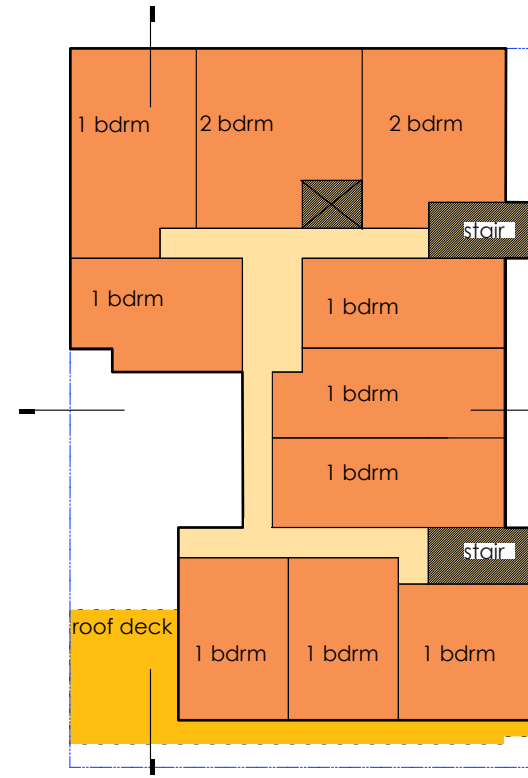
③ perspective view looking north east



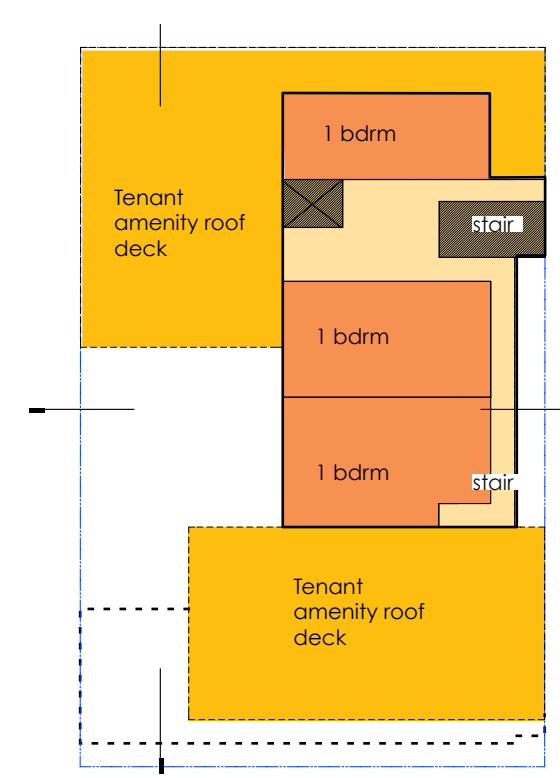
basement



level 2-3



level 4-5



level 6

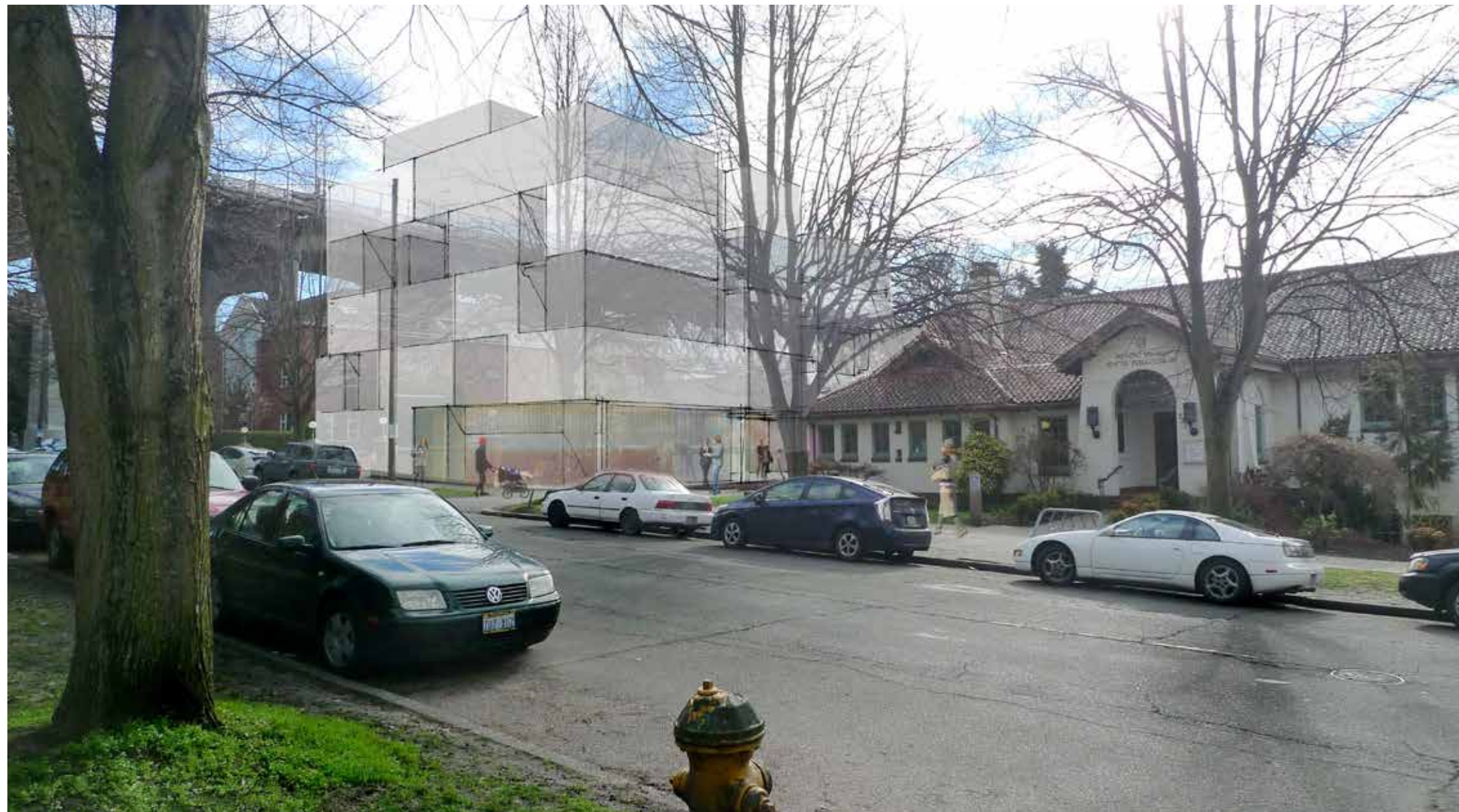


④ perspective view looking north west

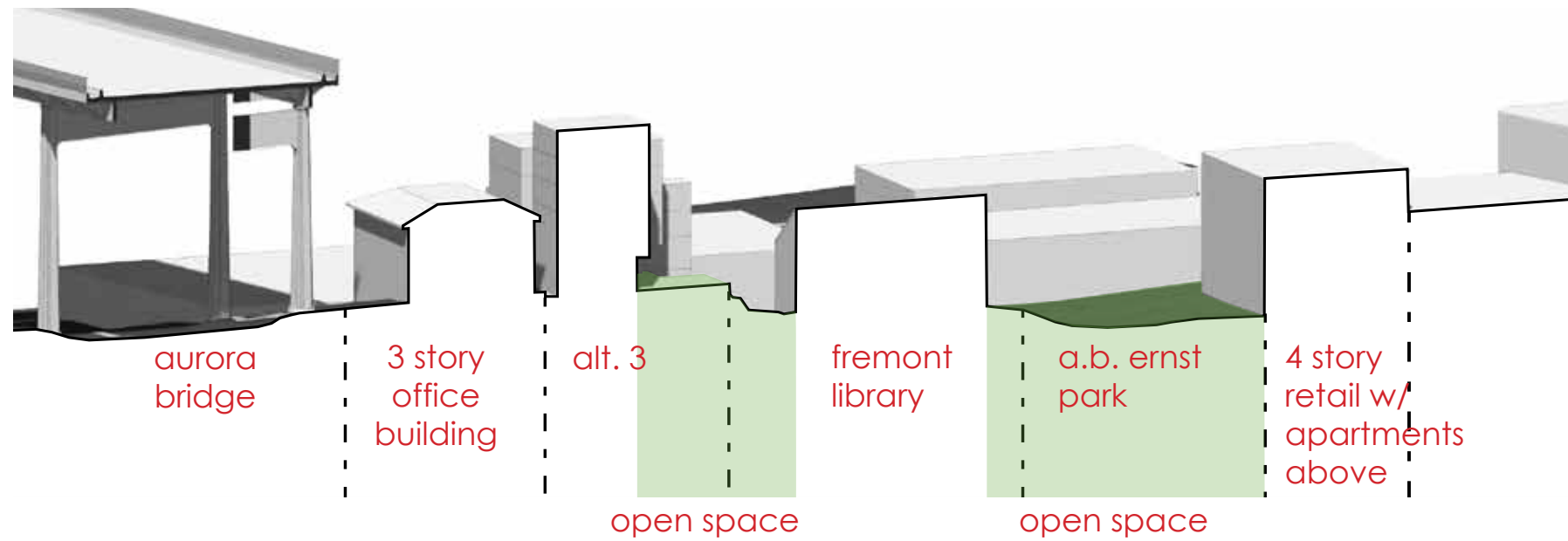
design alternative 3 - preferred scheme

204.297.1284 p  
204.284.7572 f  
www.b9architects.com





③ perspective view looking south east



open space section diagram

### design alternative 3 - preferred scheme



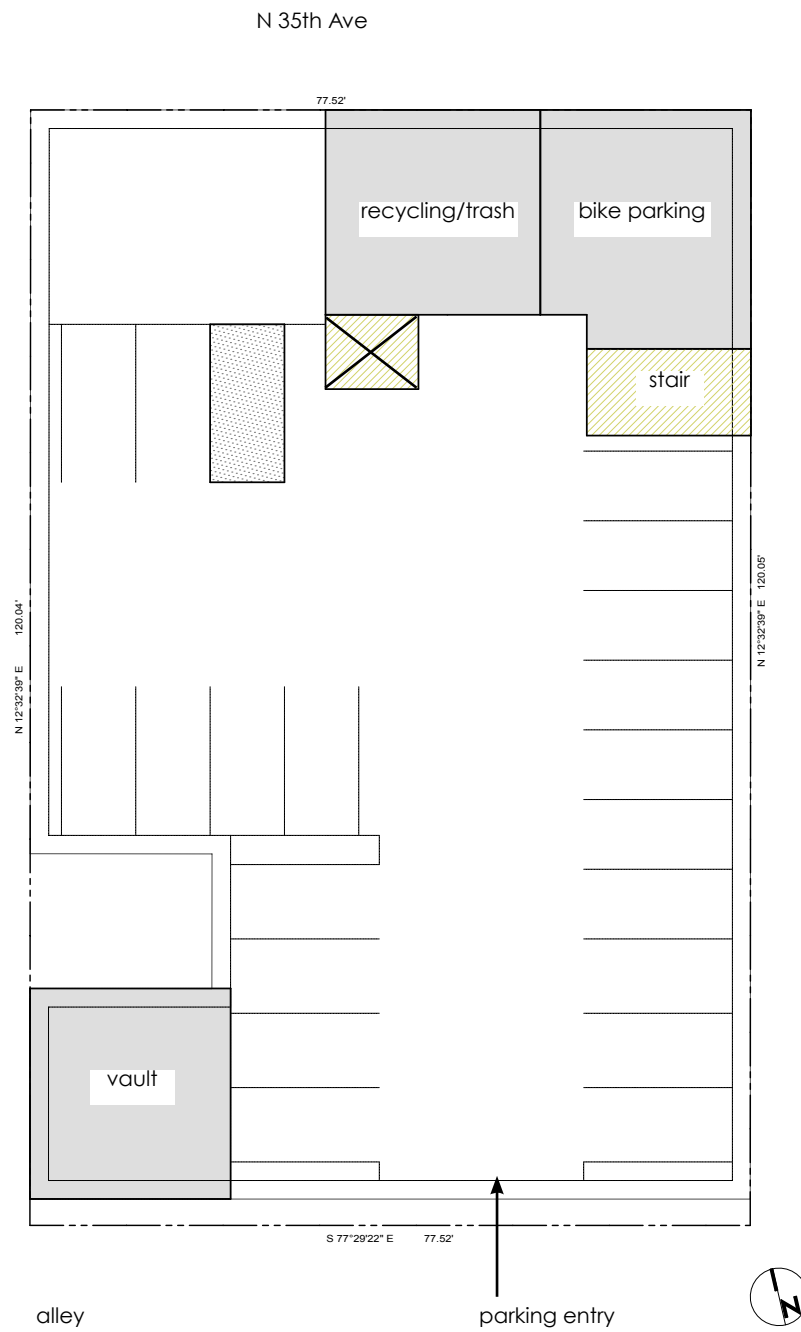
④ perspective view at entry on N 35th St.

design alternative 3 - preferred scheme

204.297.1284 p  
204.294.7572 f  
www.b9architects.com

b9 architects

design alternative comparisons



	40' Design Alternative	Design Alternative 1	Design Alternative 2	Design Alternative 3
Allowable FAR	3.25	4.75	4.75	4.75
Height	40'	65'	65'	65'
Allowable Floor Area	29712 SF	43425 SF	43425 SF	43425 SF
Proposed FAR	3.25	4.74	4.63	4.64
Proposed Floor Area	29696 SF	43368 SF	42290 SF	42412 SF
Parking	0	20	20	20
Apartments	44	62	58	59
Commercial	2	2	2	2
Total	46	64	60	61

parking plan for design alternatives 1, 2, and 3

**Brief Description:**

The 40' Design Alternative is a code-compliant scheme that proposes 44 units at the 40' height limit.

**Advantages:**

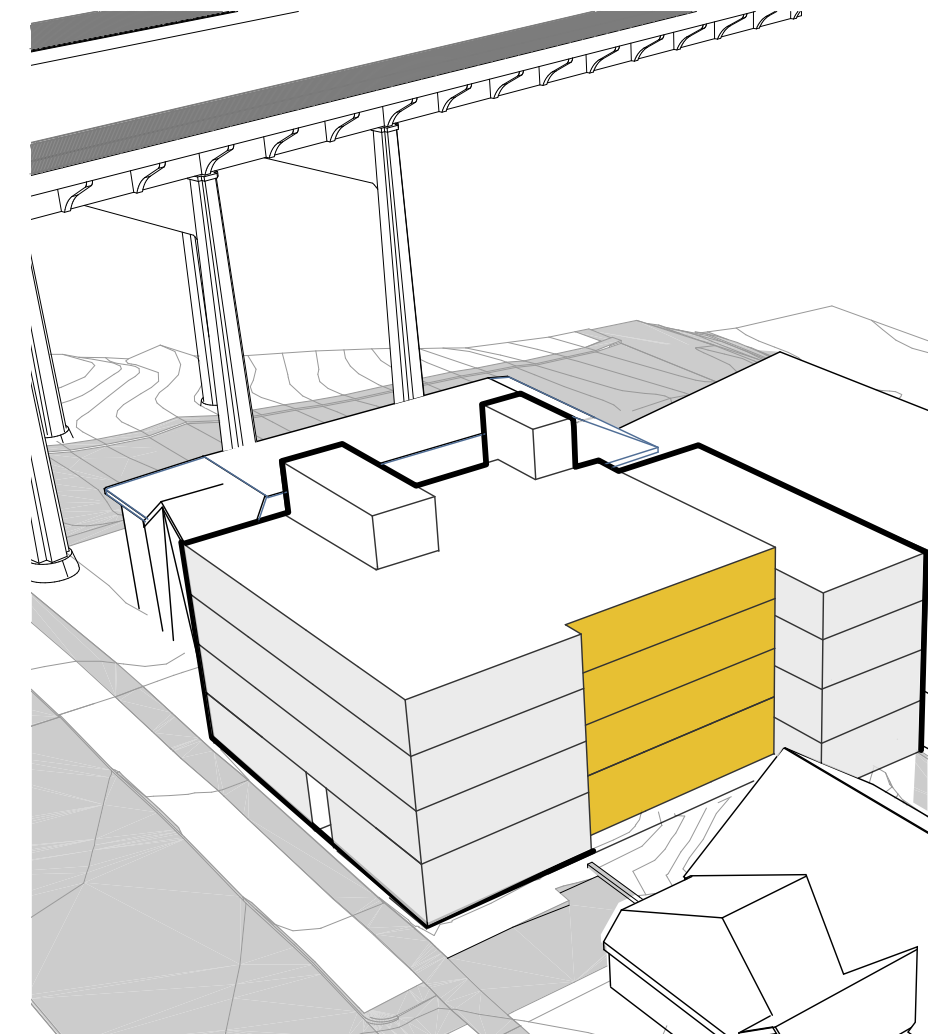
- code compliant building at existing zoning

**Issues:**

- no parking
- more building mass at grade to achieve maximum unit count
- additional height at stair penthouses to provide roof access
- limited modulation

**Departures:**

None requested



40' design alternative

**Brief Description:**

Design Alternative 1 utilizes additional height from a contract rezone to achieve 62 units. The proposal follows existing topography and provides a central contained courtyard.

**Advantages:**

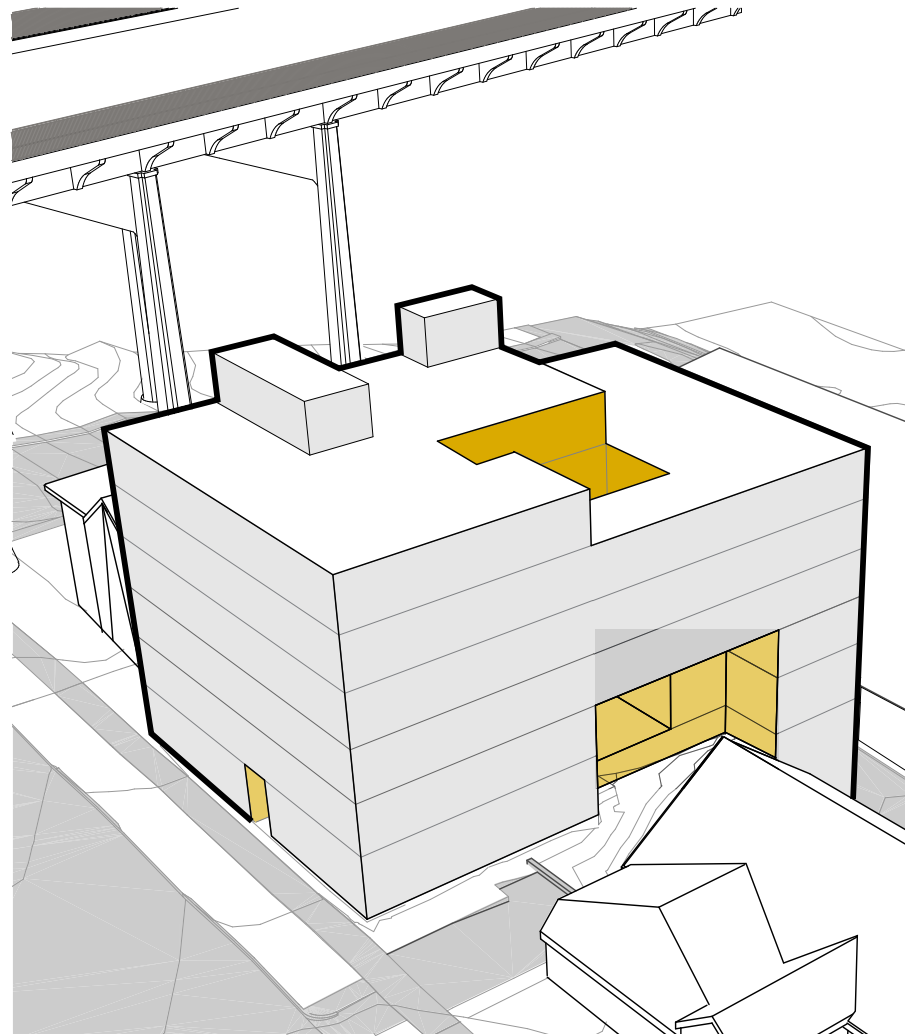
- code compliant building
- maximizes potential of site at 65-foot height limit with small courtyard
- provides parking for some apartments

**Issues:**

- contract rezone proposed
- more building mass at grade to achieve maximum unit count
- additional height at stair penthouses to provide roof access

**Departures:**

None requested



design alternative 1

**Brief Description:**

Design Alternative 2 utilizes additional height from a contract rezone to achieve 58 units. The proposal follows existing topography and provides a central courtyard open to the west.

**Advantages:**

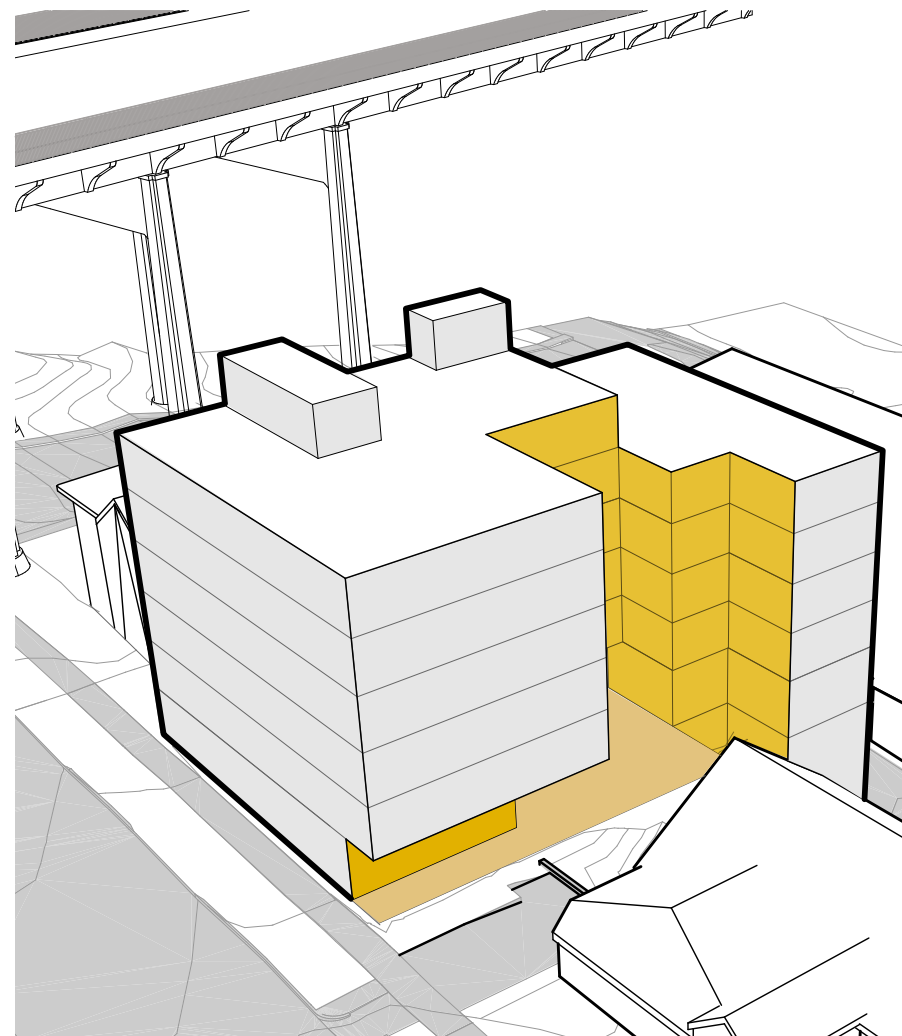
- code compliant building
- smaller footprint resulting from larger courtyard area at grade
- more prominent entry
- provides parking for some apartments

**Issues:**

- contract rezone proposed
- additional height at stair penthouses to provide roof access

**Departures:**

None requested



design alternative 2

**Brief Description:**

Design Alternative 3 utilizes additional height from a contract rezone to achieve 59 units. The proposal follows existing topography and provides a central courtyard open to the west.

**Advantages:**

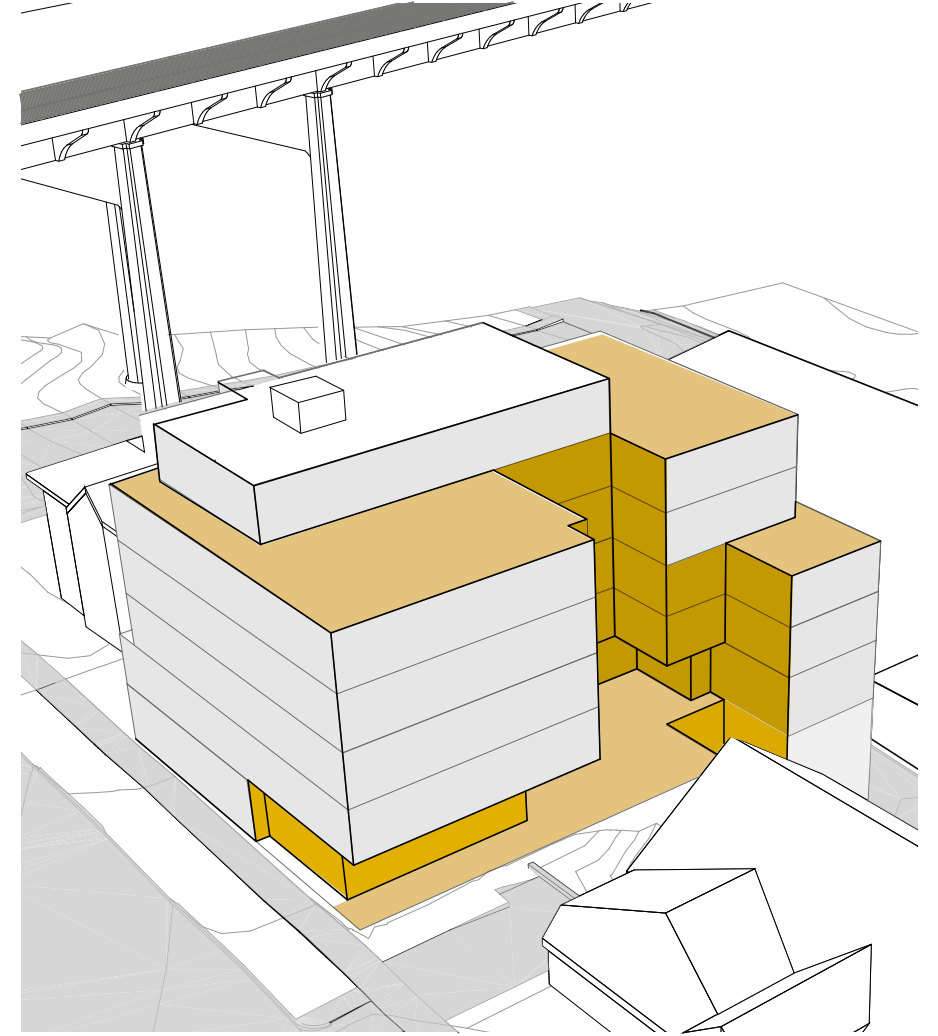
- code compliant building
- smaller footprint resulting from larger courtyard area at grade
- more prominent entry
- provides parking for some apartments
- roof access provided at 6th floor eliminating the need for additional height at roof
- maximum modulation of building facades and roof heights resulting in reduced bulk and scale in response to surroundings

**Issues:**

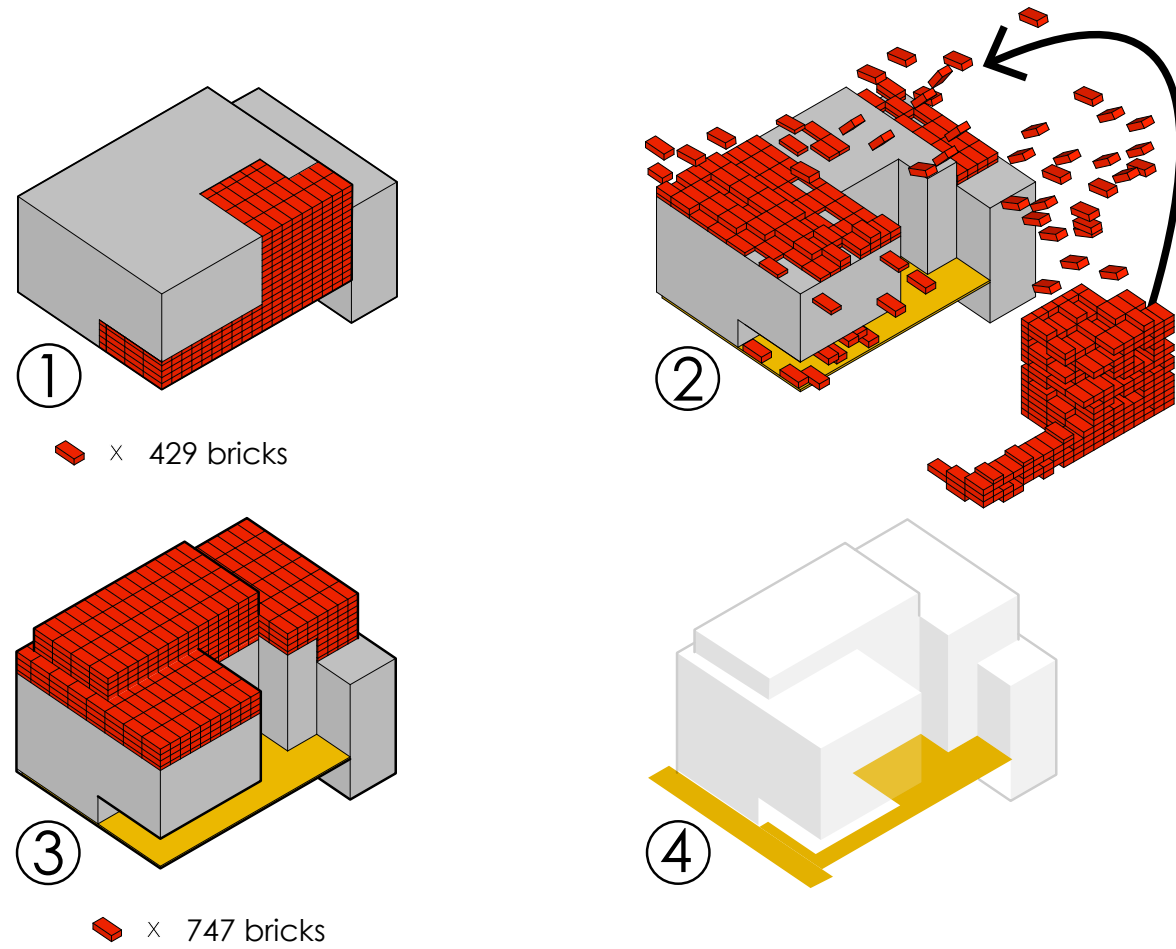
- contract rezone proposed

**Departures:**

None requested

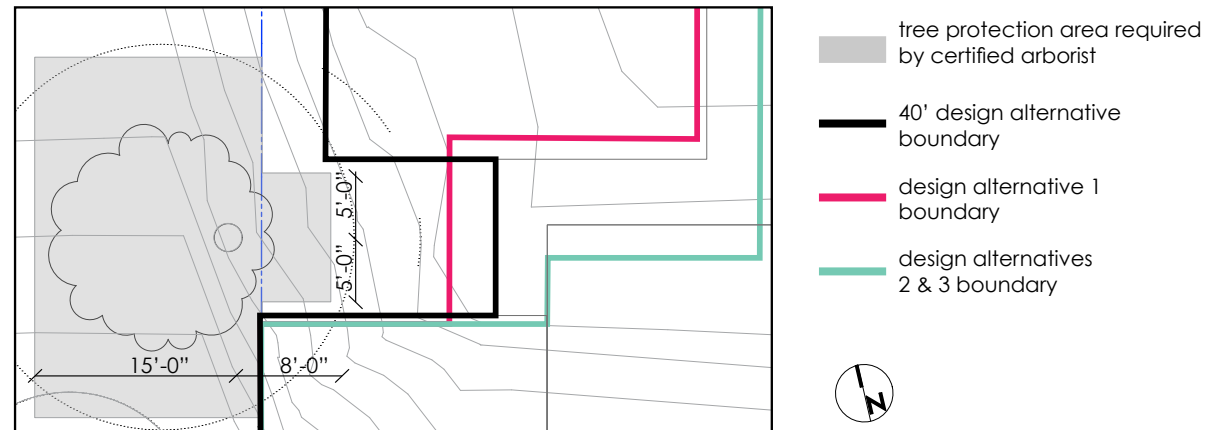


design alternative 3 - preferred scheme



### 40' design alternative vs. design alternative 3

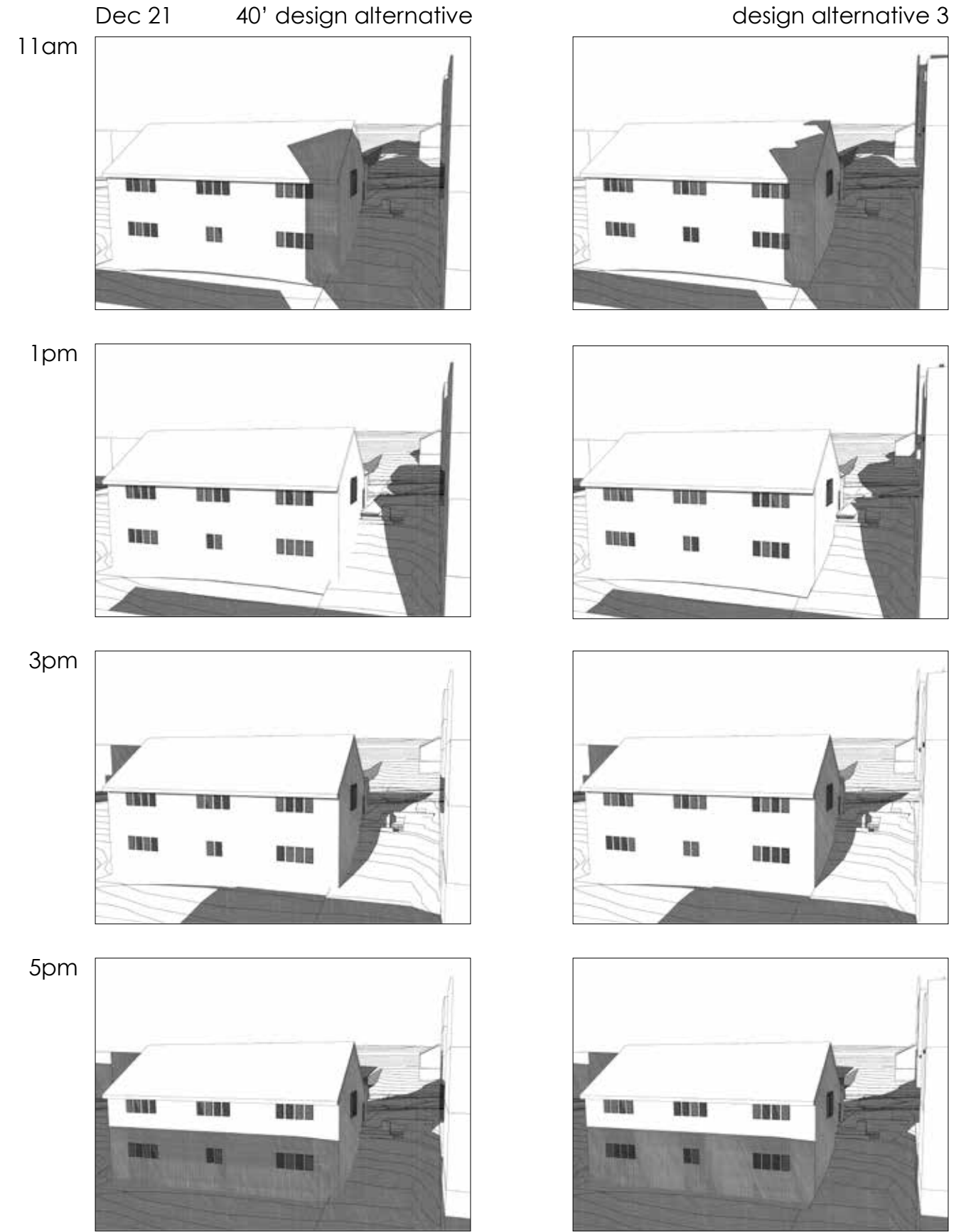
Compared to the other schemes, Design Alternative 3 proposes to significantly reduce its footprint on the site. The proposal begins with the 40' Design Alternative [1] and carves away volume [2]. That volume is then redistributed within the proposed 65' building envelope [3]. This creates a large courtyard at the ground that directly relates to the Fremont Library [4]. The redistributed area is placed deliberately so as to reduce the shadow and visual impact on neighboring buildings.



### tree protection comparison

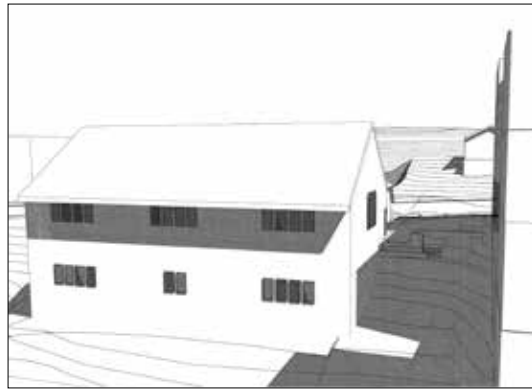
An exceptional tree sits near the west property line of the proposed site. In order to protect the roots and the health of the tree, a certified arborist outlined a tree protection area that all four proposals react to. This diagram outlines the footprints of the four proposals and how they relate to this protected area. Design Alternatives 2 & 3 provide the greatest amount of air and light for the existing tree.

### shadow impact on library





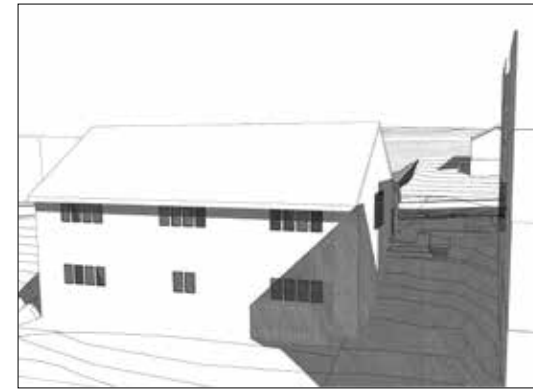
11am Jun 21 40' design alternative



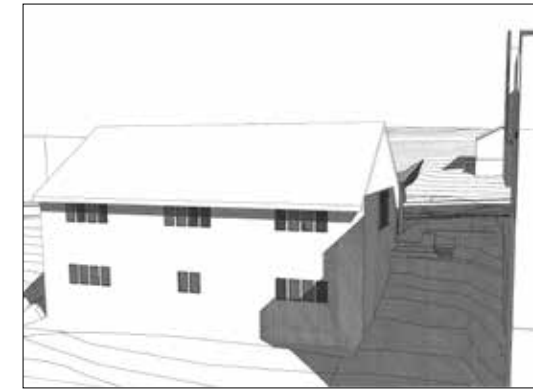
design alternative 3



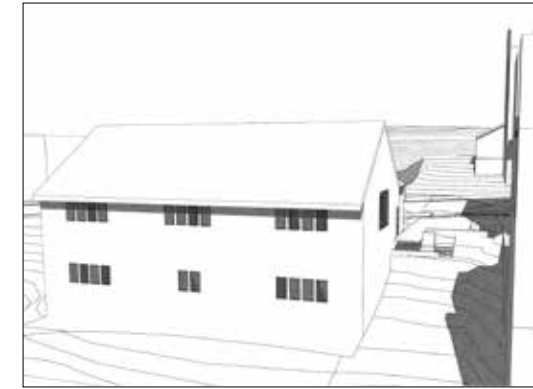
Sep 21 40' design alternative



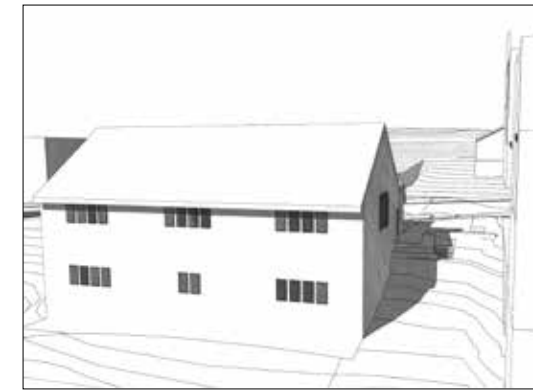
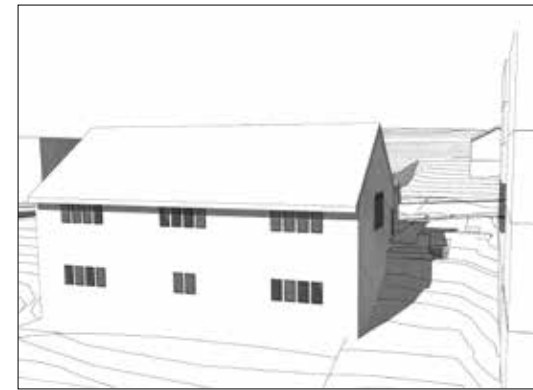
design alternative 3



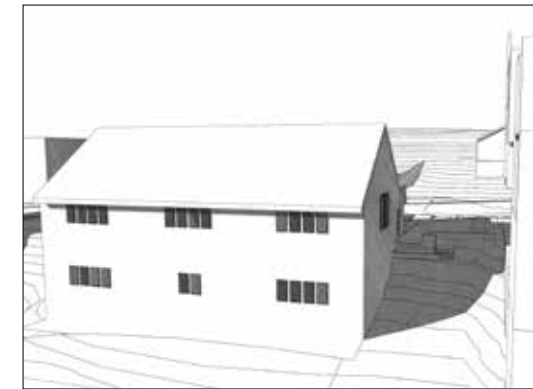
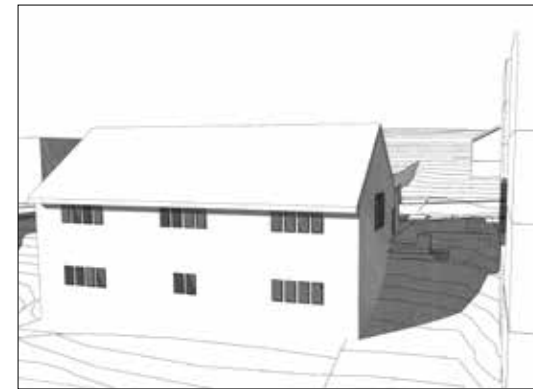
1pm



3pm



5pm



Dec 21

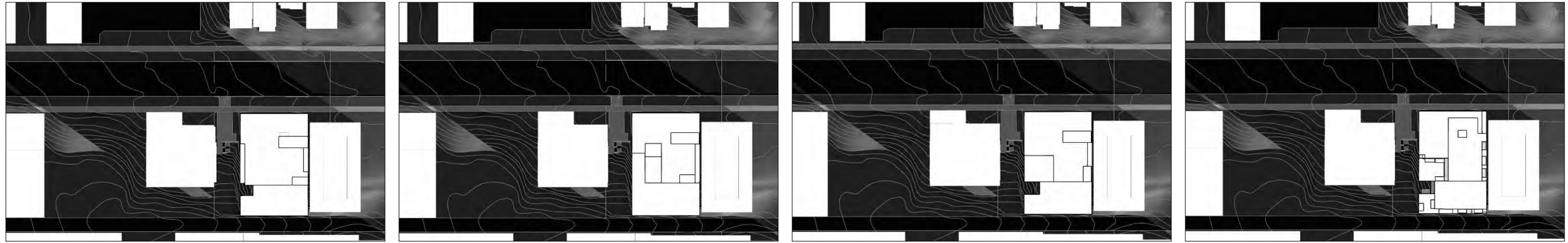
40' design alternative

design alternative 1

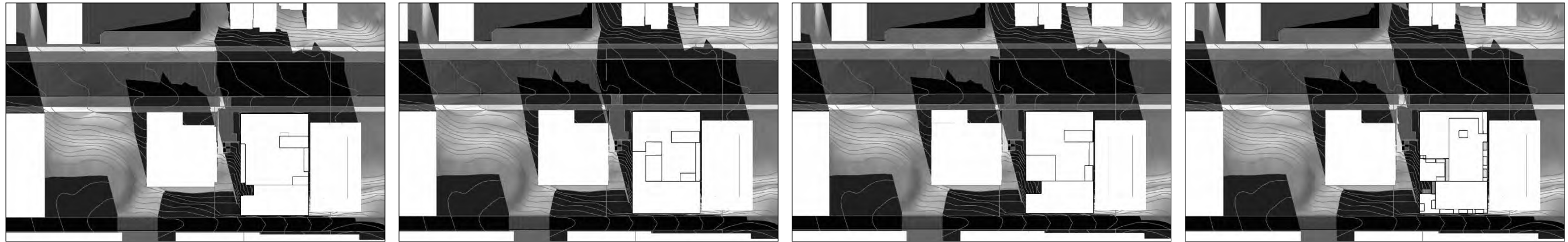
design alternative 2

design alternative 3

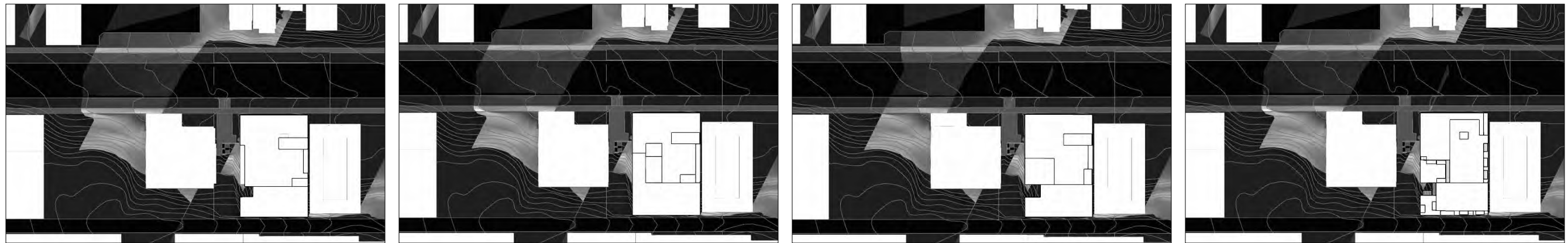
9am



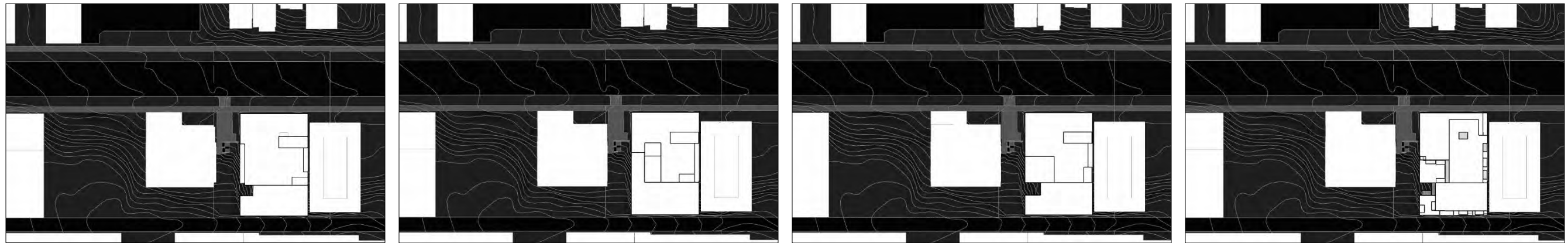
12pm



3pm



5pm



June 21

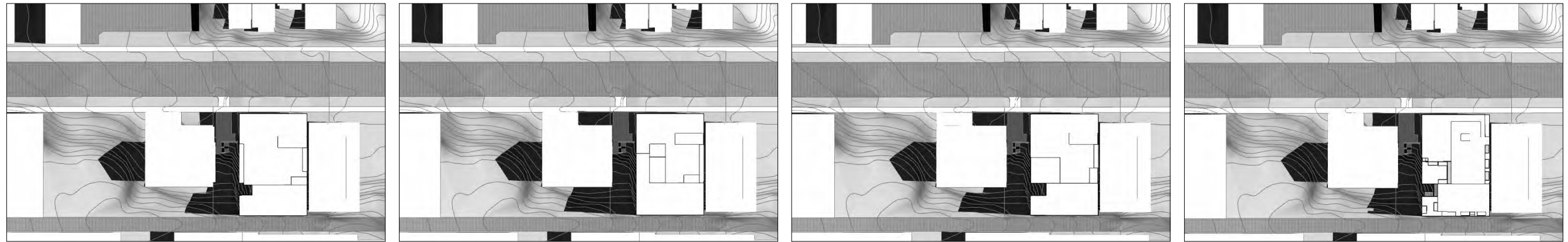
40' design alternative

design alternative 1

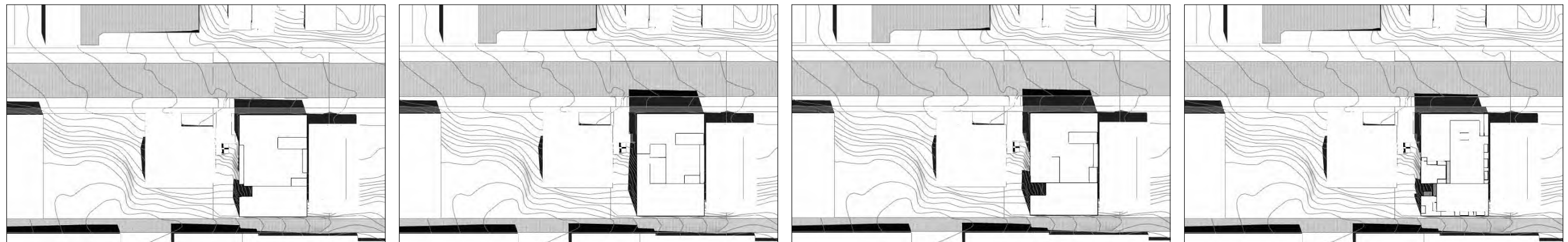
design alternative 2

design alternative 3

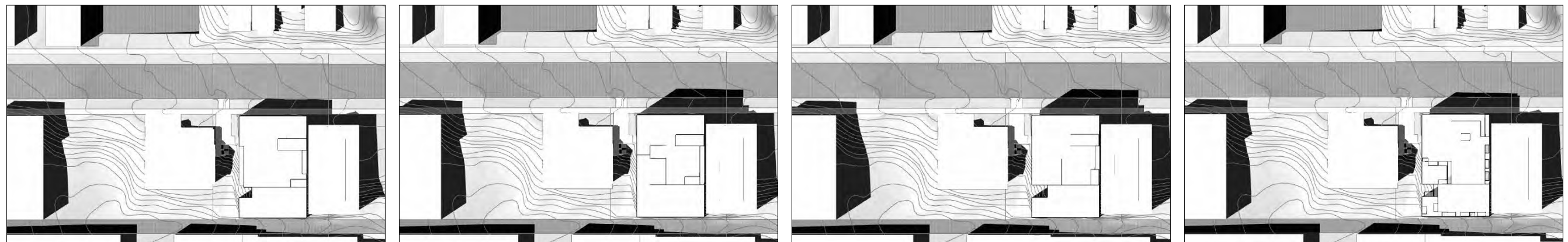
9am



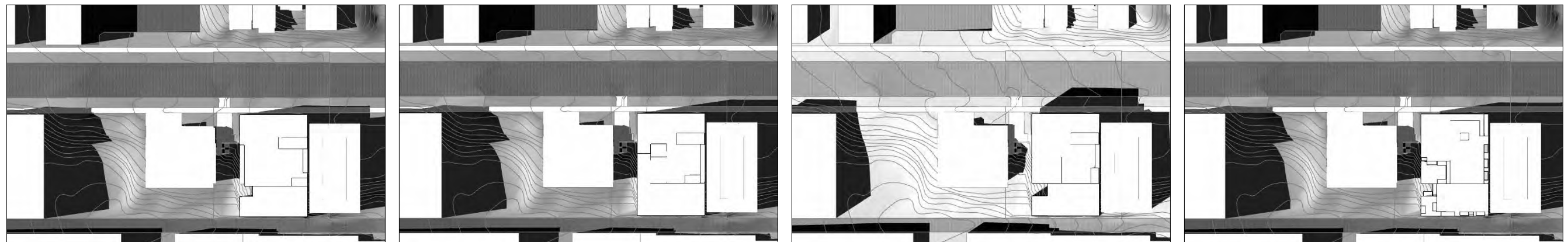
12pm



3pm



5pm



Sept 21

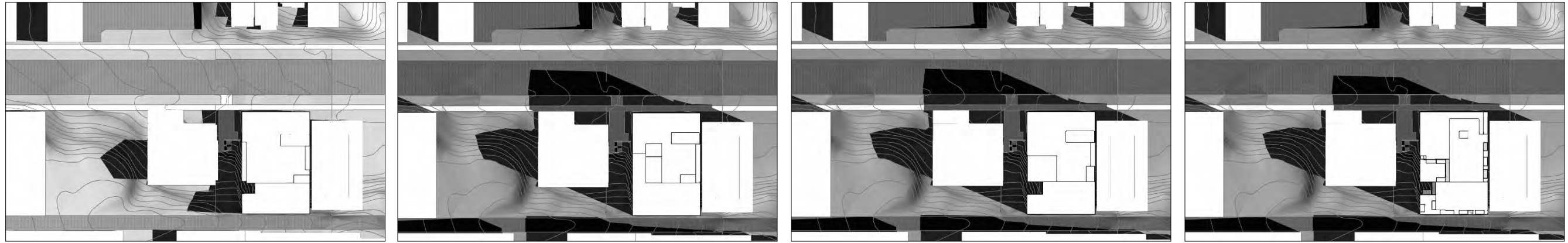
40' design alternative

design alternative 1

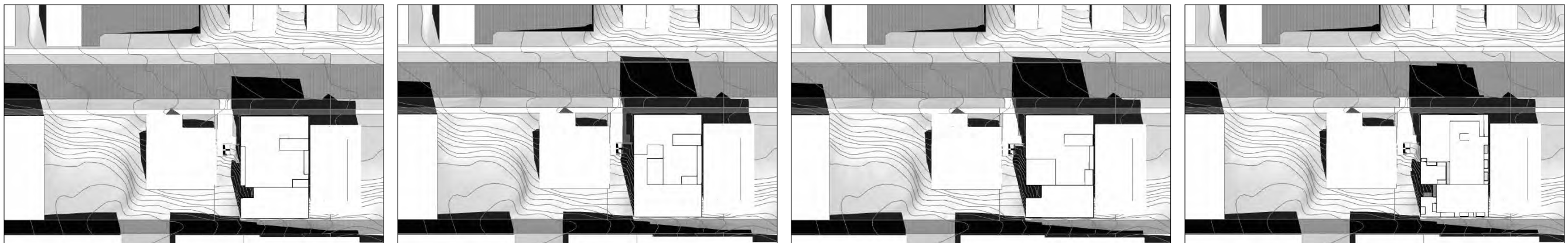
design alternative 2

design alternative 3

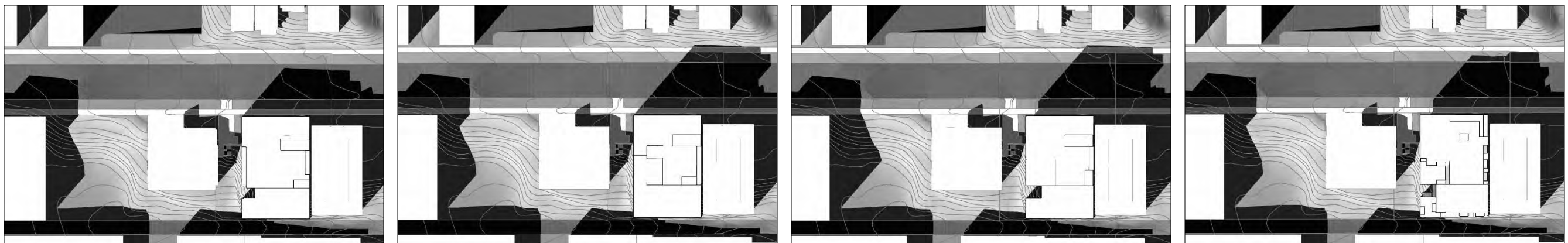
9am



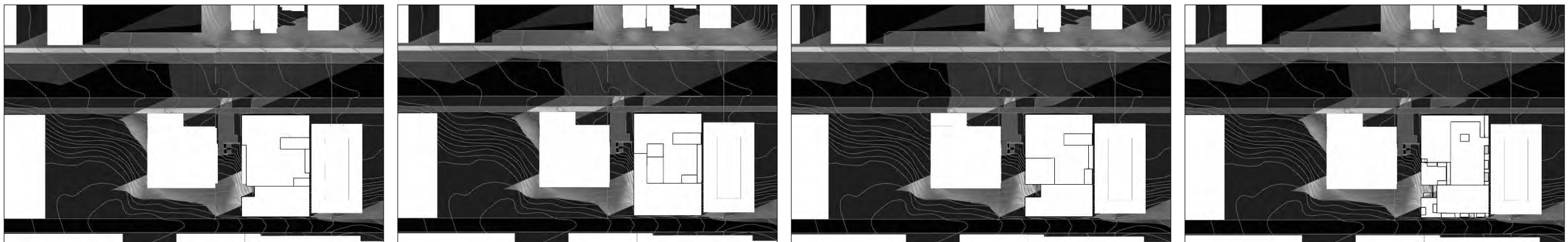
12pm



3pm



5pm





① Richardson Apartments, San Francisco

② View of courtyard, Richardson Apts.



③ Ground View of courtyard



④ Wozoco Housing, Amsterdam

⑤ Cattaneo Apartments, Zurich



## PRECEDENTS

The Richardson Apartments uses a variety of color, texture and modulation in the massing to break down the bulk and scale at the street facade.

The courtyard provides a semi-private space that encourages community interaction. Seating and landscaping elements and pops of bright color on an otherwise muted color pallet create an inviting atmosphere and a place to linger.

The Wozoco Housing uses punctures in the facade to create a dynamic pattern that provides breaks in the simple material pallet.

The Cattaneo Apartments uses a shifting pattern of solid panels against the glazed elements to break down the facade massing. The building massing is further broken down by carving out the edges of the building, creating exterior space at each floor level.



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



② 1818 E Yesler Way view of a woonerf



③ 1411 E. Fir St. exterior view from street



④ 1911 E. Pine St. courtyard view



⑤ 1911 E Pine St. view at interior of canyon

⑥ 1818 E. Yesler Way view from street



⑦ 1411 E. Fir St. interior boardwalk view



⑧ 1911 E. Pine St. view from street



