



CoU, LLC

# FREMONT OFFICE BUILDING

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744 NORTH 34TH STREET

EARLY DESIGN GUIDANCE

02.02.2015 | 14-054

DPD Project #3018639



WEBER THOMPSON





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# INTRODUCTION & PROJECT OVERVIEW

## PROJECT DESCRIPTION

The site is located within the Fremont Urban Center Village, with its address along N 34th Street, bounded by Troll Avenue N to the east and an alley to the north. The zoning is NC3-65' with adjacent properties zoned the same. Across the alley to the north is an NC3-40' zone. The site is currently occupied by a variety of small commercial retail tenants, an informal history museum of Fremont and an auto parts store.

The project proposes demolition of existing structures on site, and new construction of five levels above grade. At grade this includes one level of service, parking and loading accessed by the alley, and an office lobby and retail spaces (approximately 15,211 net square feet) primarily located along N 34th Street and Troll Avenue. Four levels of commercial office (approximately 105,432 gross square feet) will be provided above the ground floor – constructed as core and shell (both single tenant and multi-tenant arrangements will be considered by the owner for leasing). The project currently anticipates two and a half levels of below grade parking (93,129 gross square feet, including parking access at grade) for approximately 244 vehicle stalls, contingent on the results of a geotechnical analysis. The current preferred scheme includes approximately 62 bike stalls (34 bikes are required by Seattle Land Use code).

## FREMONT NEIGHBORHOOD

The Fremont neighborhood of Seattle is situated along the Fremont Cut of the Lake Washington Ship Canal to the north of Queen Anne, the east of Ballard, the south of Phinney Ridge, and the southwest of Wallingford. Its boundaries are not formally fixed, but they can be thought of as consisting of the Ship Canal to the south, Stone Way N. to the east, N. 50th Street to the north, and 8th Avenue N.W. to the west.

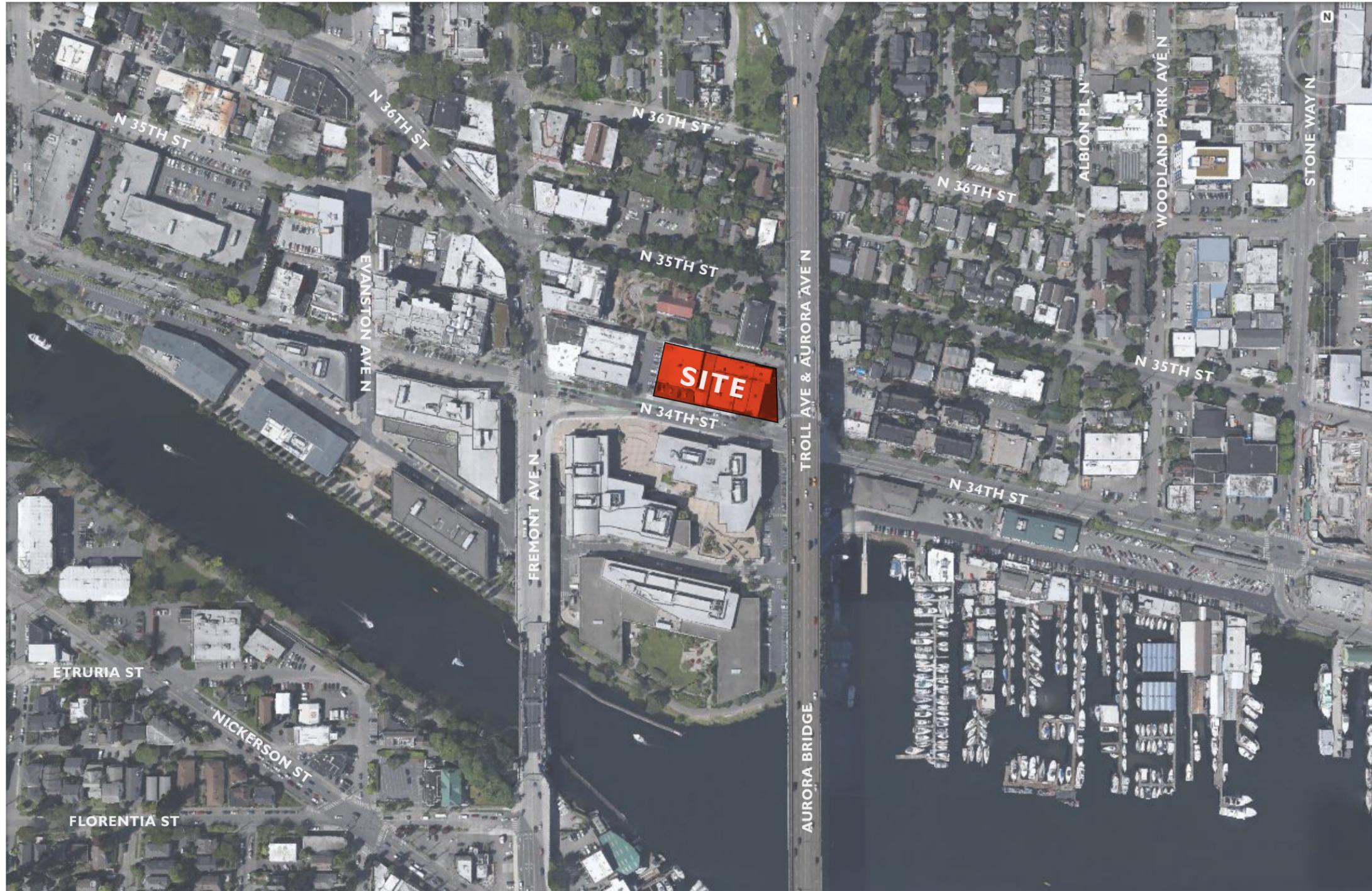
The neighborhood's main thoroughfares are Fremont and Aurora Avenues N. (north- and southbound) and N. 46th, 45th, 36th, and 34th Streets (east- and westbound). The Aurora Bridge (George Washington Memorial Bridge) carries Aurora Avenue (State Route 99) over the Ship Canal to the top of Queen Anne Hill, and the Fremont Bridge carries Fremont Avenue over the canal to the hill's base. A major shopping district is centered on Fremont Avenue N. just north of the bridge.



VICINITY MAP



# INTRODUCTION & PROJECT OVERVIEW



AERIAL PHOTOGRAPH



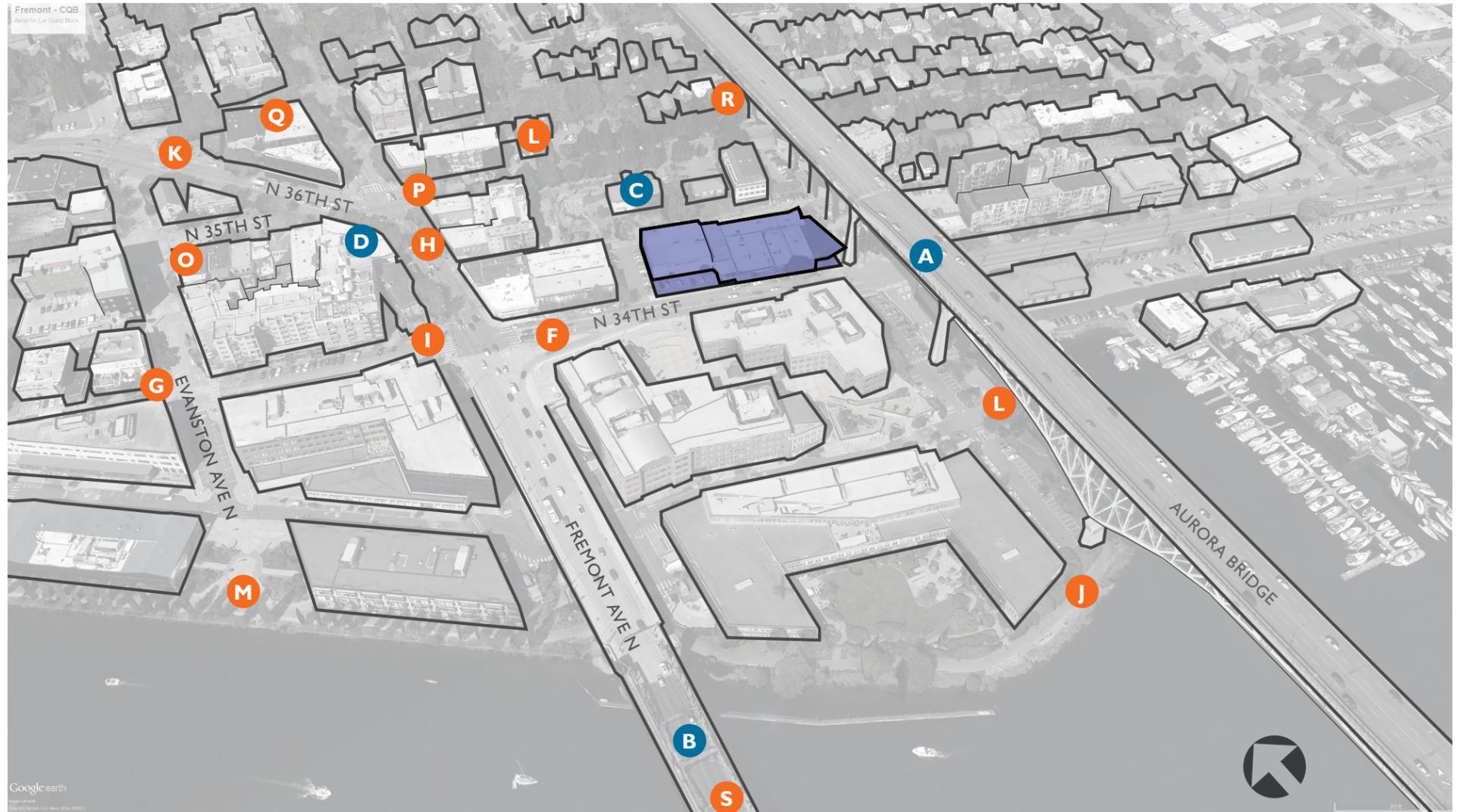
# CONTEXT

Fremont is a quirky, independent neighborhood full of artists coexisting happily with a Sunday Market ( G ), Outdoor Cinema, significant international companies and a thriving retail, food and events scene. Home of the Fremont Arts Council, it is a center of celebration arts including the Solstice Parade ( H ) and Trolloween, and was declared officially the Center of the Universe ( S ) in 2003 by a King County Council Proclamation. Two of Seattle’s major art installations regularly voted best in the city — the Fremont Troll ( R ) and Waiting for the Interurban ( F )— will flank this new building and, in 2014, the American Planning Association awarded Fremont as one of the Top 10 Best Places in the country.

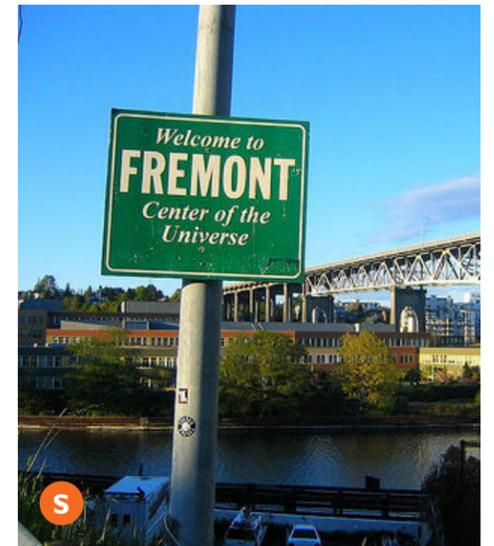
Signs along the main arterials to Fremont extorting travelers to “Set your watch back five minutes,” “Set your watch forward five minutes,” and “Throw your watch away.” welcome visitors to a unique community.

(Source: Fremont’s publicist)

- SITE
- PLACES AND EVENTS
- SEATTLE LANDMARKS



# CONTEXT



# NEIGHBORHOOD CONNECTIONS & TRANSIT

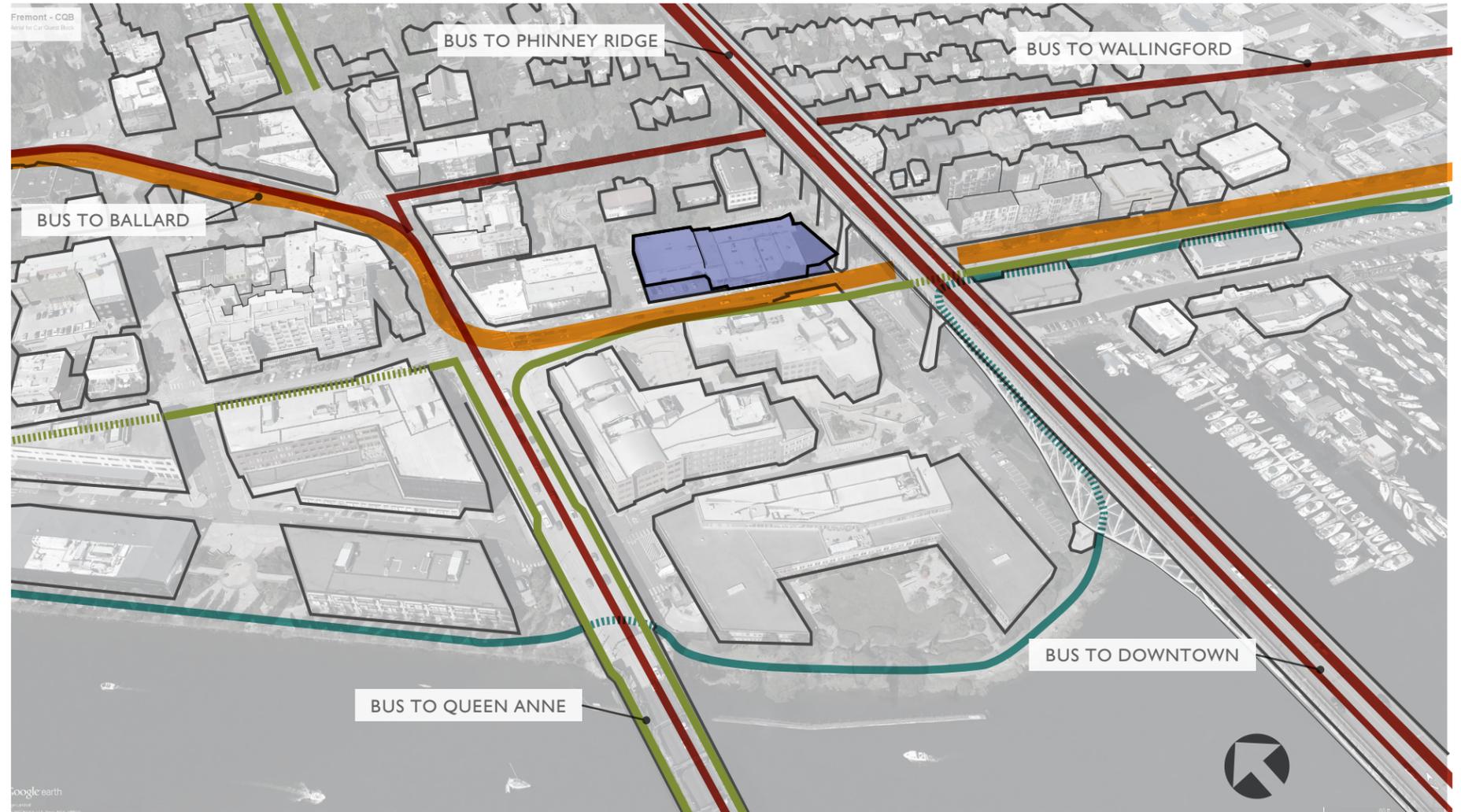
The site is well-connected and multi-modal. It is situated within a Frequent Transit Corridor, recognizing the number of stops and frequency of King County Metro bus routes through the area and accessing points in all directions.

N 34th Street is identified as an arterial street, and a scenic route (Ordinance 97025 and April 1987 Open Space Policies Recommendation) by Exhibit I – SEPA Scenic Routes Map, North Seattle. It has dedicated bike lanes. It is also a venue for several events throughout the year, including a 5k race and the Fremont Solstice Parade.

The site has excellent bike access, heading both east and west on N 34th Street, and onto the Burke Gilman trail, by heading one block south from the intersection of Troll Ave N and N 34th Street.

While technically outside of the Pedestrian Area identified by zoning, the site is very walkable, and within proximity to the heart of Fremont along Fremont Ave N between N 34th Street and N 36th Street.

- SITE
- BIKE CIRCULATION ON THE STREET
- CIRCULATION ON BURKE GILMAN TRAIL
- PRIMARY KING COUNTY METRO BUS ROUTE
- FREMONT SOLSTICE PARADE ROUTE



CONNECTIONS AND TRANSIT MAP

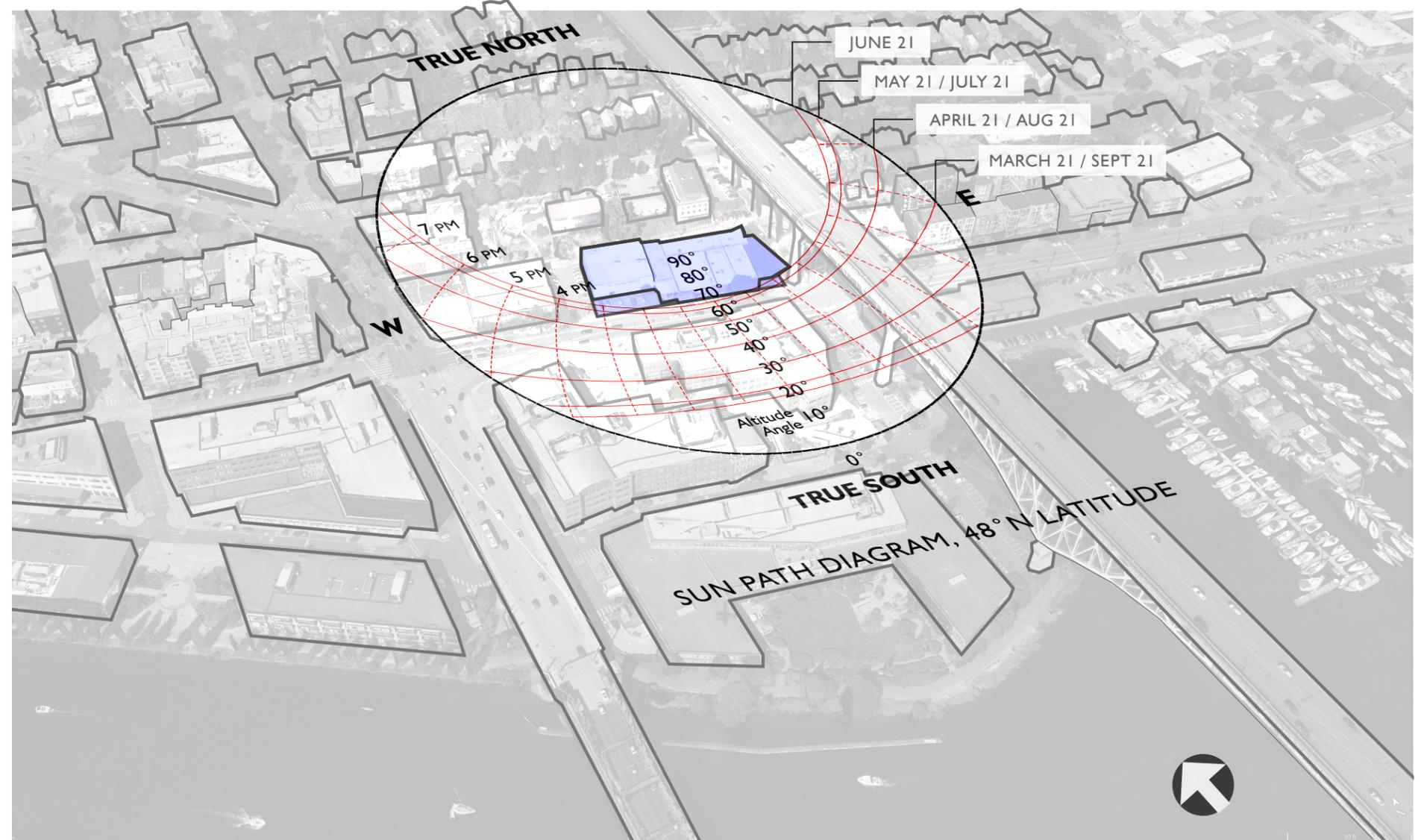
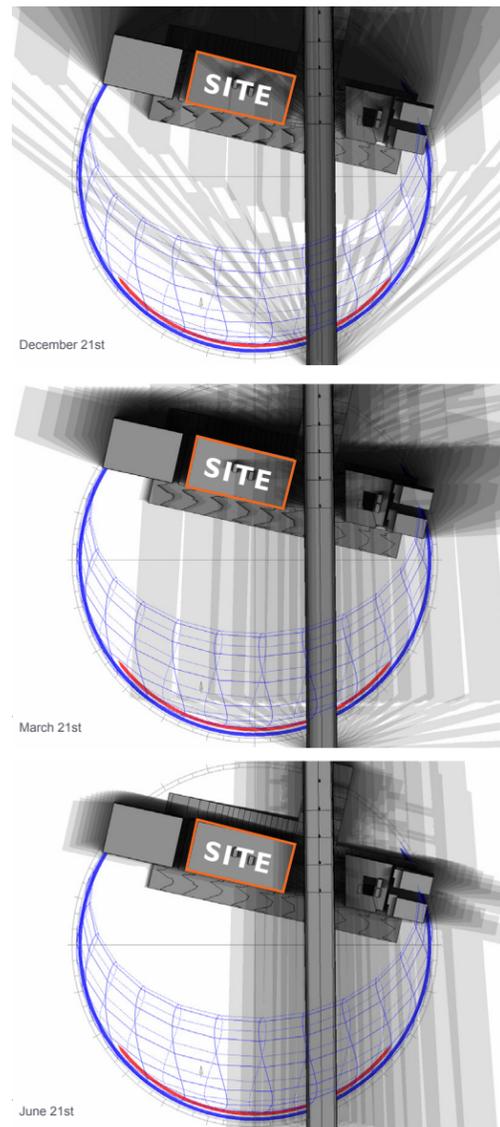


# SOLAR ANALYSIS

As outlined in Citywide Guidelines in CS-1.B, the project team has begun to take a deep look at the solar exposure of the project, including an assessment of the opportunities and liabilities.

Local engineering and sustainable systems firm WSP performed a preliminary analysis on the solar access of the site, primarily the shading effect of the Aurora Bridge onto our project. They have also begun initial analysis on daylighting autonomy for massing options (see pages 27&29), and rooftop solar capability given the development potential and site constraints.

## SOLAR ACCESS DIAGRAMS



SUN PATH DIAGRAM, 48°N LATITUDE



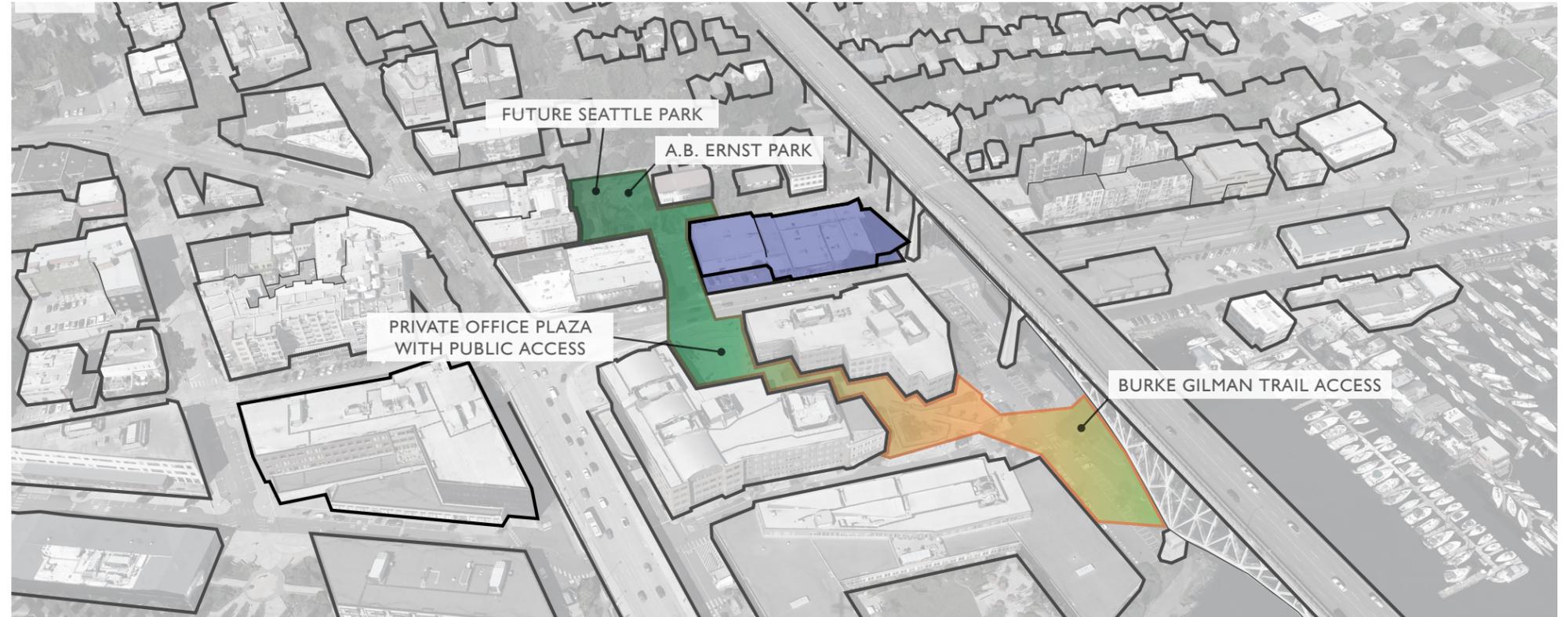
# OPEN SPACE CONTINUITY

The project is sited among a significant number of open spaces. From north to south, they include A.B. Ernst Park, another future Seattle park on recently dedicated land, a publicly accessible, privately-maintained plaza in the office park along N 34th St, and the Burke-Gilman Trail, accessed by N. Northlake Way adjacent to Quadrant Lake Union Center under the Aurora Bridge.

The opportunity for connections – physical, spatial, and visual – between these spaces via this building and site presents a major opportunity for the project.



A.B. ERNST PARK



OPEN SPACE CONTINUITY DIAGRAM



FUTURE SEATTLE PARK



OFFICE PLAZA



LOWER ENTRY TO MID-BLOCK OPEN SPACE



BURKE GILMAN TRAIL





# ZONING SUMMARY

## Site Address

744 N 34th Street, Seattle WA 98103  
760 N 34th Street, Seattle WA 98103

## King County Assessors Parcel Numbers

197220-2710 (Lot size: 14,400 SF) The Property is currently occupied by an auto parts retail store (Carquest) with underground parking and workshops in the western portion of the Property.

197220-2730 (Lot size: 16,860 SF) The Property is currently occupied by a multi-use single story structure with no basement in the eastern portion of the Property. Recent occupancy of the eastern portion of the Property has included restaurants and cafés, dance and yoga studios, health services, and a community museum.

**Zoning Classification:** NC3-65

## Neighborhood / Overlay

Fremont Hub Urban Village  
Frequent Transit Corridor (per DPD GIS)  
Not a Pedestrian Area (per DPD GIS)

**Environmental Critical Areas:** None per DPD GIS map

## Approximate Site Dimensions:

120' depth from N 34th Street to alley  
~276' width along N 34th street  
~249' width along alley  
~124' along Troll Street

## Topography

The U.S. Geological Survey (USGS) Seattle North, WA 7.5-Minute Quadrangle Topographic Map (Figure 1), indicates that the ground surface of the Property is sloping down to the south towards Lake Union. The elevation of the Property is approximately 55 feet above mean sea level (msl).

## Floor Area Ratio [23.47A.013]

### Maximum FAR is 4.25

31,260 SF site area x 4.25 FAR = 132,855 sq ft max.

### Gross Floor Area (GFA)

Gross area not counted toward maximum FAR:

- Underground gross floor area
- All portions of a story that extend no more than 4' above existing or finished grade (whichever is lower) excluding access

### Minimum FAR is 2.0

Gross area not counted toward minimum FAR:

- GFA below grade
- GFA containing parking

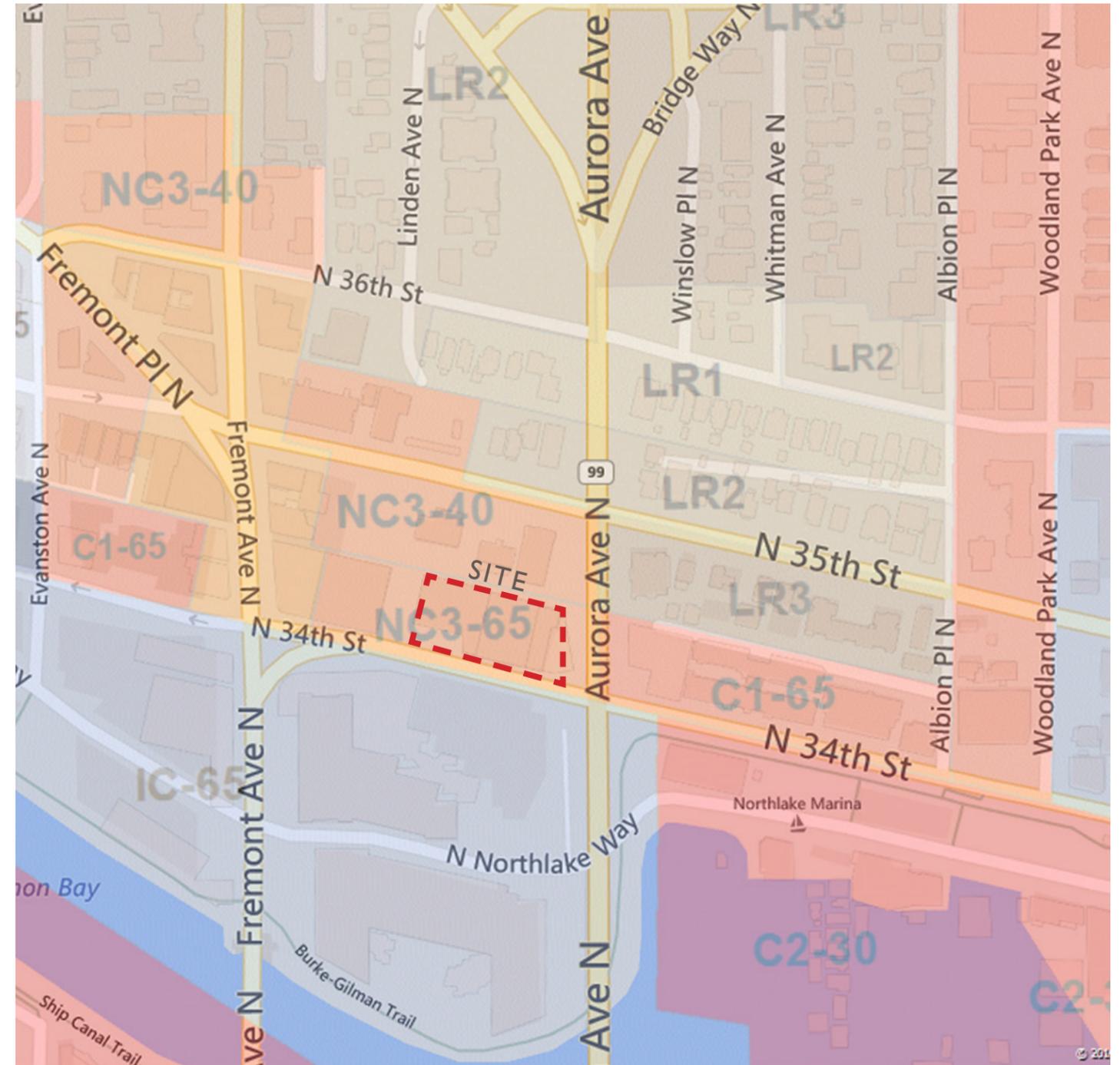
## Structure Height [23.47A.012]:

Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend as high as the highest ridge of a pitched roof permitted by subsection 23.47A.012.B or up to 4 feet above the otherwise applicable height limit, whichever is higher.

In zones with height limits of 65 feet or more, solar collectors may extend up to 7 feet above the otherwise applicable height limit, with unlimited rooftop coverage.

Except as provided below, the following rooftop features may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height listed in this subsection 23.47A.012.C.4 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:

- Solar collectors;
- Mechanical equipment;
- Play equipment and open-mesh fencing that encloses it, as long as the fencing is at least 15 feet from the roof edge;
- Wind-driven power generators;
- Minor communication utilities and accessory communication devices, except that height is regulated according to the provisions of Section 23.57.012; and
- Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.



ZONING PLAN



# ZONING SUMMARY

## Structure Height [23.47A.012] continued:

Greenhouses that are dedicated to food production are permitted to extend 15 feet above the applicable height limit if the combined total coverage of all features gaining additional height listed in this subsection 23.47A.012.C does not exceed 50 percent of the roof area, and the greenhouse adheres to the setback requirements in subsection 23.47A.012.C.7.

The rooftop features listed in this subsection 23.47A.012.C.7 shall be located at least 10 feet from the north edge of the roof unless a shadow diagram is provided that demonstrates that locating such features within 10 feet 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 maximum permitted height and FAR:

- a. Solar collectors;
- b. Planters;
- c. Clerestories;
- d. Greenhouses and solariums;
- e. Minor communication utilities and accessory communication devices permitted pursuant to the provisions of Section 23.57.012
- f. Non-firewall parapets;
- g. Play equipment.

## PERMITTED AND PROHIBITED USES

### Offices: permitted outright

Sales and rental of motorized vehicles: permitted outright

**Sales and services, general and multipurpose, major durables, non-household: permitted outright**

Commercial sales, heavy: permitted up to 25,000 SF

Commercial services, heavy: prohibited

Manufacturing, light: permitted up to 25,000 SF

Manufacturing, general and heavy: prohibited

Parks and open space: permitted outright

### Amenity Area [23.47A.024]

N/A – only applies to GFA in residential use.

### Street Level Uses [23.47A.005C Map 8]

N/A (property is subject only to Street-level residential use limits identified in 23.47A.005.C)

## Street Façade Requirements [23.47A.008]

Blank segments of street facing facade between 2 and 8 feet above sidewalk Transparency & Blank Facades may not exceed 20' in width. Total of all blank facade segments may not exceed 40% of width of facade along the street.

Street-level street-facing facades shall be located within 10' of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

### Non-residential street-level requirements:

Transparency: 60% of street-facing facade between 2' and 8' shall be transparent, i.e. designed and maintained to allow unobstructed views from outside into structure (or for L/W units into display windows with 30" min. depth).

Non-residential uses shall extend an average depth of 30' and a minimum depth of 15' from street-level street-facing facade.

Non-residential uses at street level shall have a floor-to-floor height of 13' min.

### Landscaping and screening standards [23.47A.016]

Green Factor score of 0.30 or greater is required.

Street trees are required and existing street trees retained unless approved by SDOT.

### D.3. Table D

Parking garage occupying any portion of the street-level street-facing facade between 5 and 8 feet above sidewalk grade requires:

- A 5-foot-deep landscaped area along the street lot line; or
- Screening by the exterior wall of the structure; or
- 6-foot-high screening between the structure and the landscaped area (Exhibit B for 23.47A.016)

### Parking requirements [23.47A.030]

**Non-residential uses in urban villages that are not within an urban center or the Station Area Overlay District – No Minimum Requirement, if non-residential use is located within 1,320' of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the non-residential use.**

## Bicycle Parking required per Table E:

Offices & laboratories: 1 space per 4,000 sq ft long-term; 1 per 40,000 sq ft. short term.

Sales & Services, general: per 12,000 sq ft long term; 1 per 4,000 sq ft short term.

### Minimum Bike Parking Requirement for project:

Short Term: (Retail + Office): 7 stalls

Long Term (Retail + Office): 27 stalls

Total: 34 bike stalls required

## Parking location & access [23.47A.032]

The following rules apply in NC zones, except as provided under subsections 23.47A.032.A.2 and 23.47A.032.D:

- a. Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts.
- b. If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.
- c. If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1.
- d. For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.

Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.

Parking shall be screened according to the provisions of Section 23.47A.016



# FREMONT ARCHITECTURAL CHARACTER



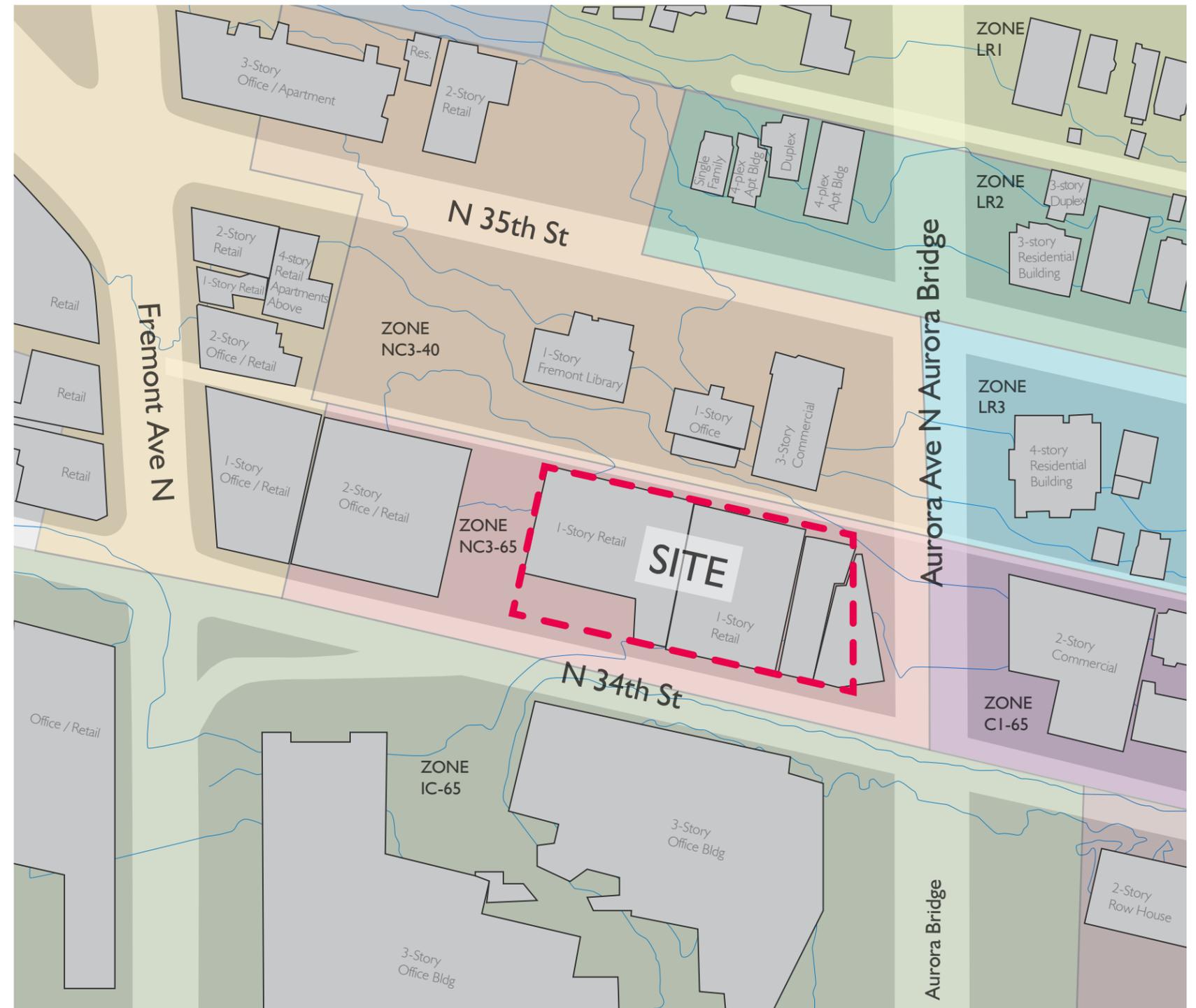
NEIGHBORHOOD EXAMPLES OF RESIDENTIAL, COMMERCIAL AND INDUSTRIAL BUILDINGS



# SITE CONTEXT

SEVERAL ASPECTS OF THE SITE AND IMMEDIATE CONTEXT MAKE THIS PROJECT LOCATION UNIQUE:

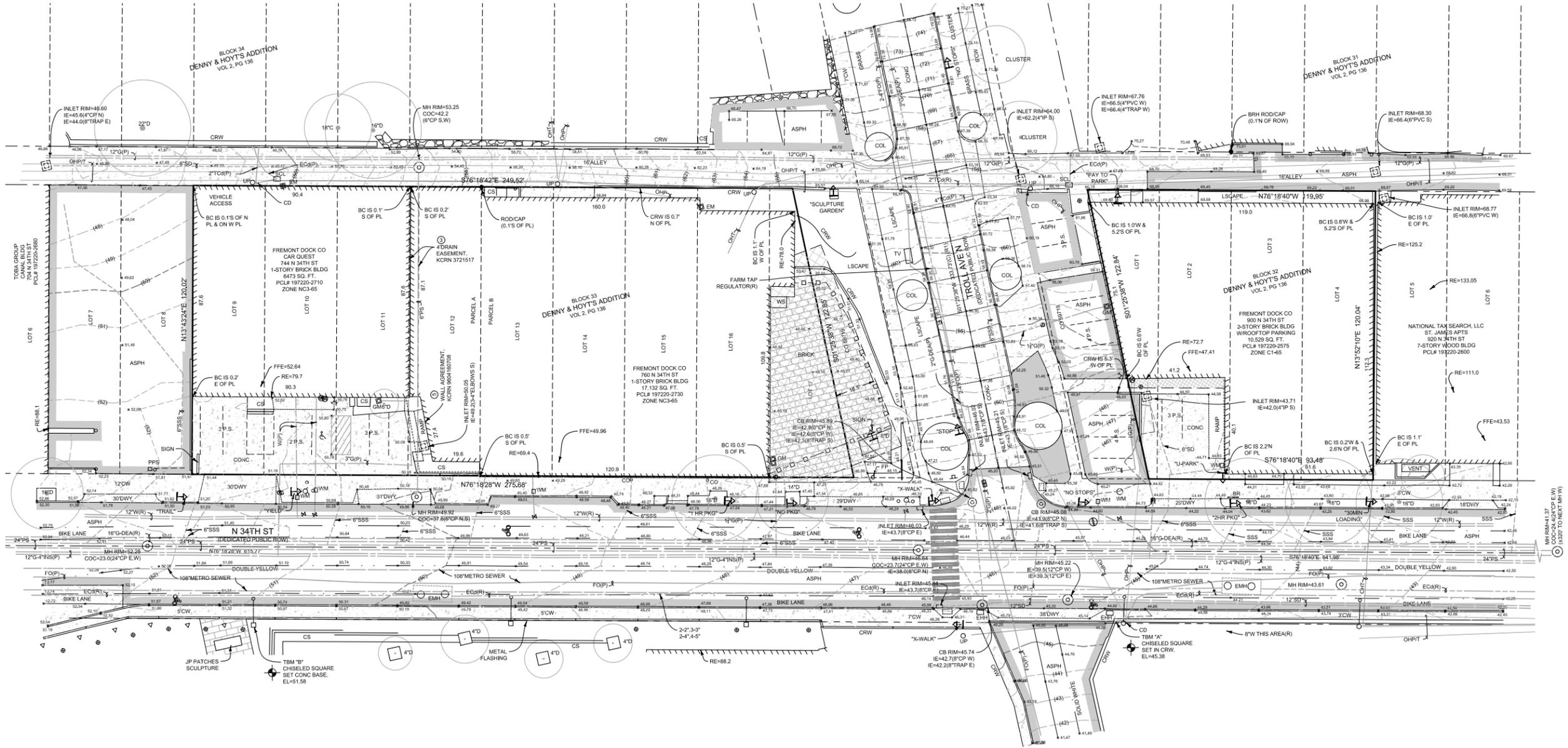
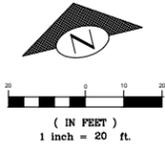
- The proximity to Aurora Bridge – both the structural columns and the highway deck have an impact on the site
- The rare instance in Seattle of a long block oriented east-west
- The confluence of industrial, commercial and residential zoning (see photos on p. 11)
- The immediate zoning transitions: NC3-40 to the north, IC-65 to the south
- The project location in a Frequent Transit Corridor
- The extra-wide right-of-way to east of property (parcel was condemned by the state and is managed by SDOT).
- The proximity to the Fremont Library (Seattle landmark) and adjacent Seattle Parks
- 34th Street as an arterial, with active but discontinuous retail
- A growing presence of office remodels and new construction, especially with technology-based tenants
- The significant grade change, especially from SE corner up to NE corner (along Troll Ave) and from NW corner up to NE corner (along the alley)



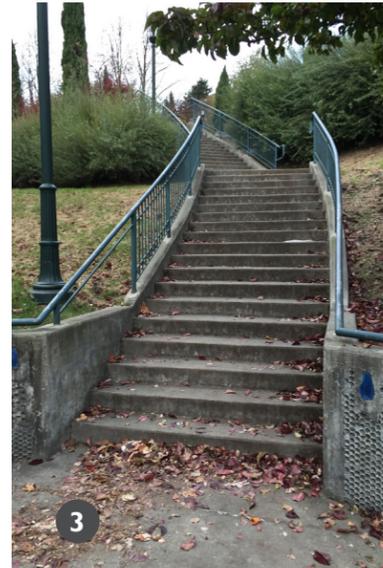
SITE PLAN



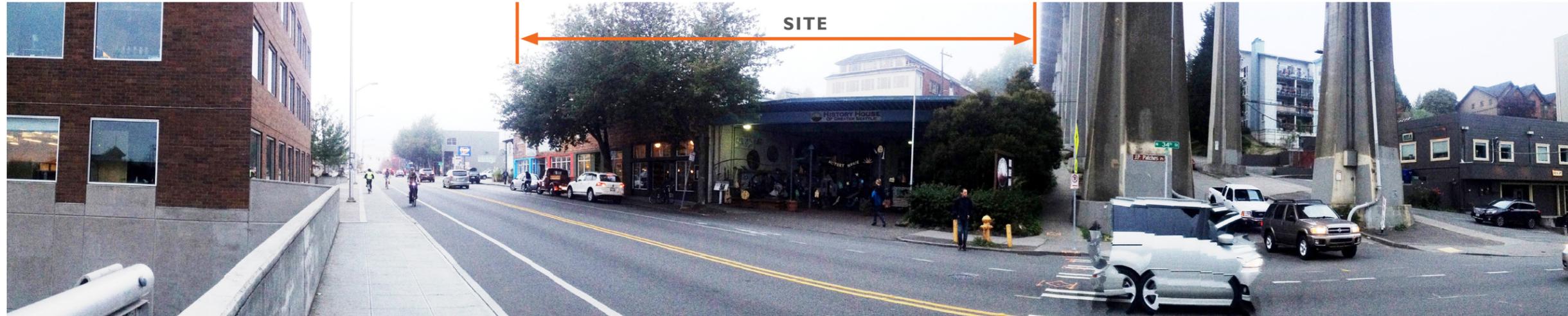
# SITE SURVEY



# CONTEXT PHOTOS



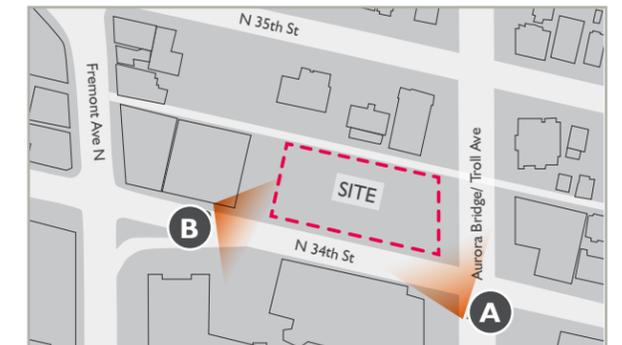
# CONTEXT PHOTOS



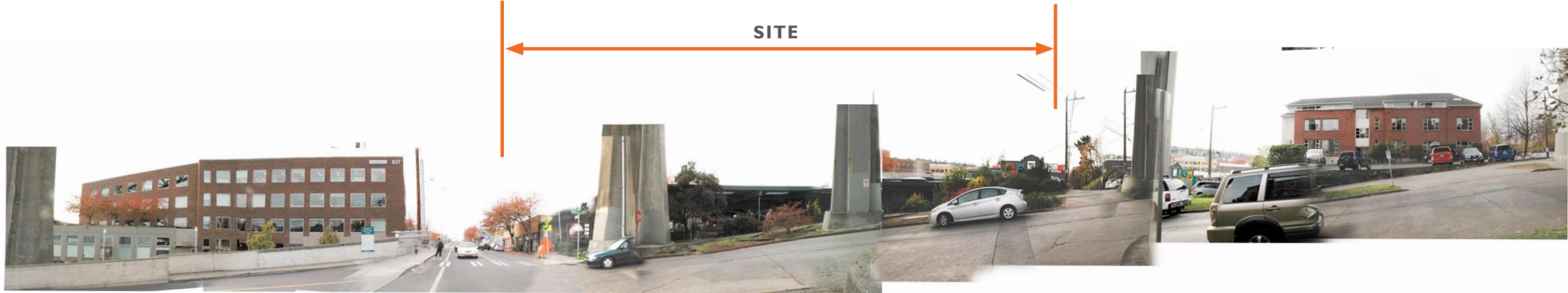
N 34TH ST LOOKING NORTH – PANORAMIC VIEW A



N 34TH ST LOOKING SOUTH – PANORAMIC VIEW B



# CONTEXT PHOTOS



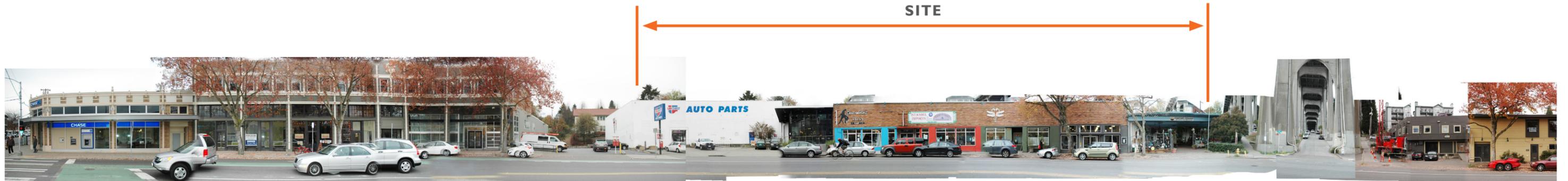
TROLL AVE N LOOKING WEST



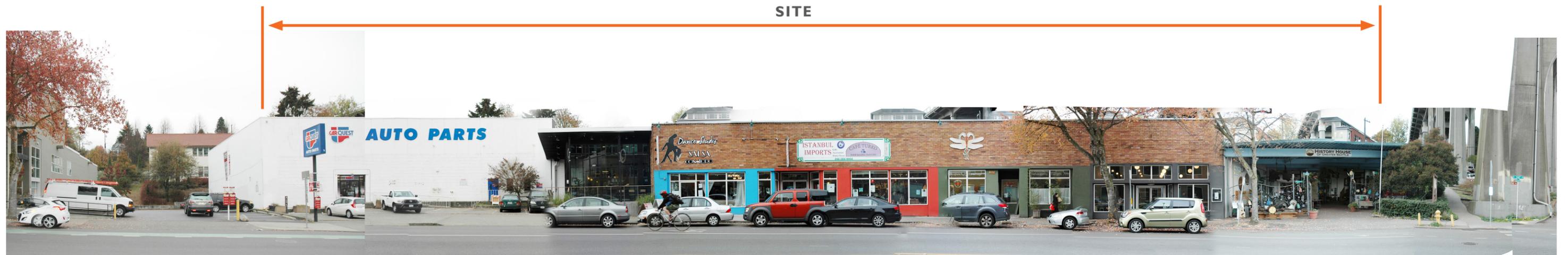
TROLL AVE N LOOKING EAST (ACROSS FROM SITE)



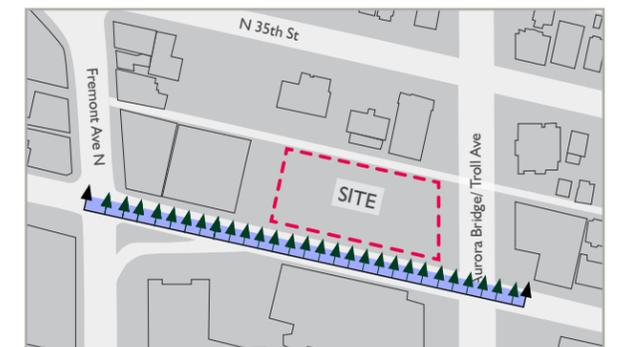
# CONTEXT PHOTOS



ELEVATION; 34TH AVE ST (LOOKING NORTH)



ELEVATION; 34TH AVE ST (LOOKING NORTH) – DETAIL



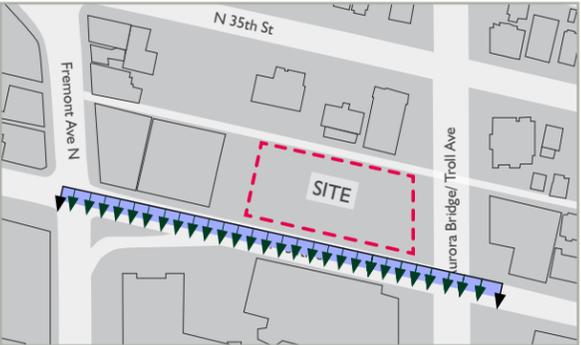
# CONTEXT PHOTOS



ELEVATION; 34TH AVE ST (LOOKING SOUTH) – ACROSS FOM SITE



ELEVATION; 34TH AVE ST (LOOKING SOUTH) – ACROSS FOM SITE (DETAIL)



# ARCHITECTURAL CONCEPT / PARTI

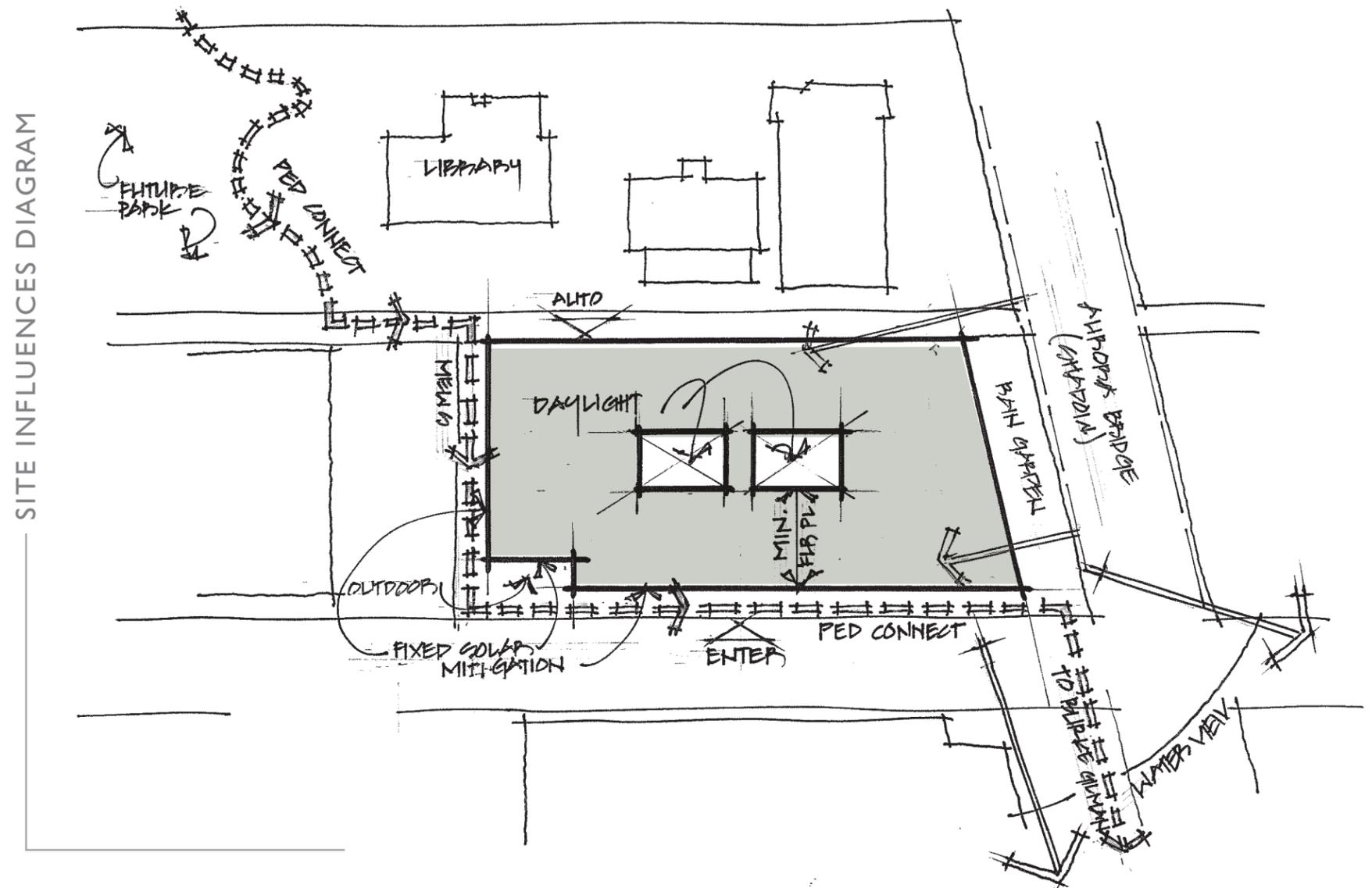
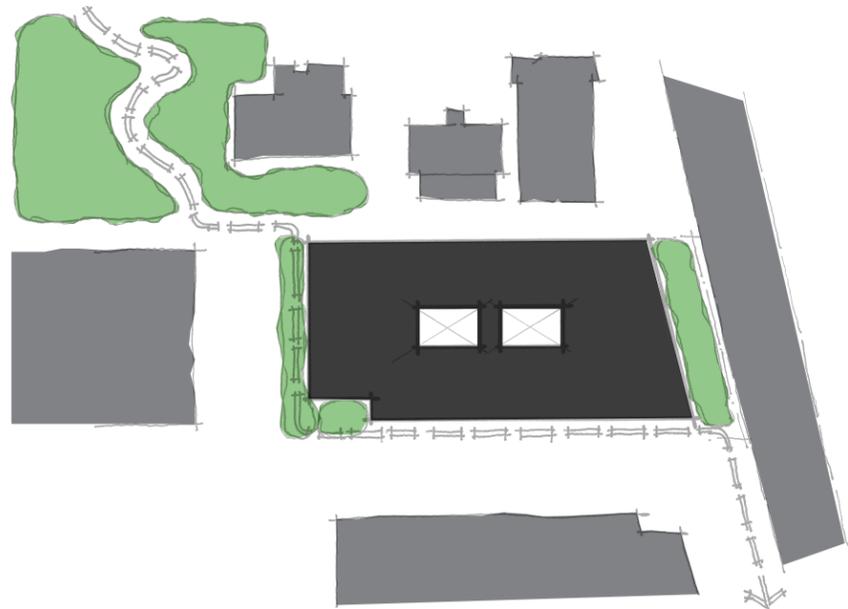
## PROJECT VISION STATEMENT

1. This project is a **good neighbor**, reaching out to the public realm, generously offering amenities to the public. It cherishes nearby historic landmarks and is aware of the rhythms of pedestrians, cyclists, and other vehicles throughout the day and year. The first floor belongs to the neighborhood as vibrant shops activate the ground plane and passage through and around the site.

2. This project is **at the cutting edge of building performance** appropriate to its type and tenants. It takes full advantage of its unique place, with excellent orientation and solar access, and as a brief stop along the hill where rainwater finds its way to Lake Union. It will voluntarily align with the goals of the Seattle 2030 District, although it is not within the geographic boundary. It will use an integrated design process to ensure consultant integration happens early, and synergies of systems can be realized. Its place in the market is analogous to the vision of The Terry Thomas ten years ago. Its forward-looking design and construction will keep the building as a valuable asset for many years to come.

3. This project **represents timeless design**, at once both a destination and a patch in the quirky quilt work of Fremont. It uses natural materials and human scale to give the technology sector and modern design additional character and warmth.

## PARTI DIAGRAM (PREFERRED SCHEME)



### TOP PROJECT GOALS

<b>Storm water management</b>	Incorporate a bioswale and bioretention planters in Troll Ave ROW to clean Aurora Bridge and Troll Ave storm water prior to Lake Union discharge.
<b>Reduced energy usage</b>	Meet the 2030 Challenge goal of 70% reduction from baseline (despite having a site outside the Seattle 2030 District Boundary).
<b>Enhance neighborhood connection</b>	Provide a mews / pedestrian passage between A.B. Ernst park and the Burke-Gilman Trail.

### STRATEGIES

Filter and treat building stormwater through storm water planters integrated with the architecture.	Reclaim and reuse rainwater for building water needs.
Provide daylight autonomy to office space through careful placement of exterior courts and glazing.	Encourage occupant behavior that promotes energy efficiency, e.g. using the stairs instead of elevators.
Provide generous, active outdoor areas at grade and on roof. Enhance indoor/outdoor connections through facade transparency.	Provide a bike lobby and facilities and ample storage, and thoughtful bike access.

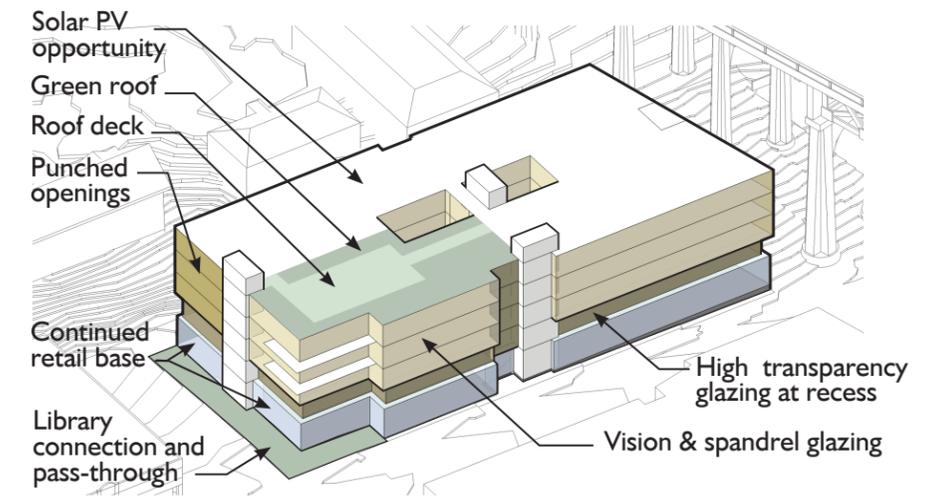
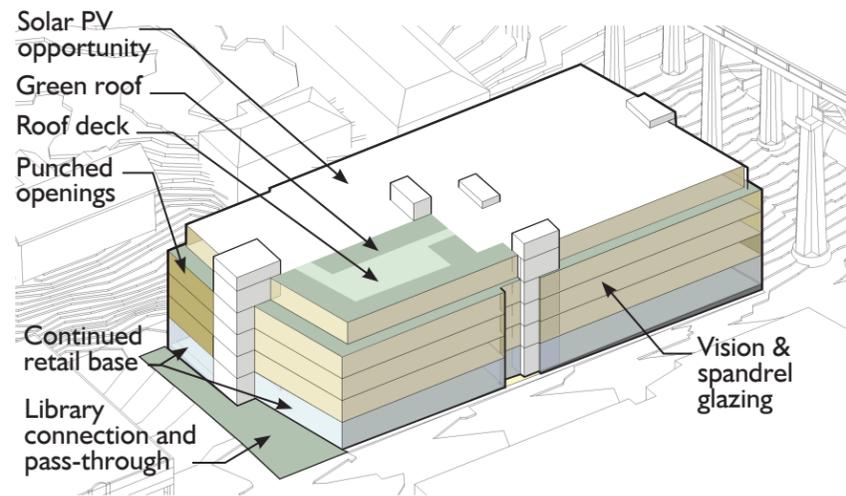
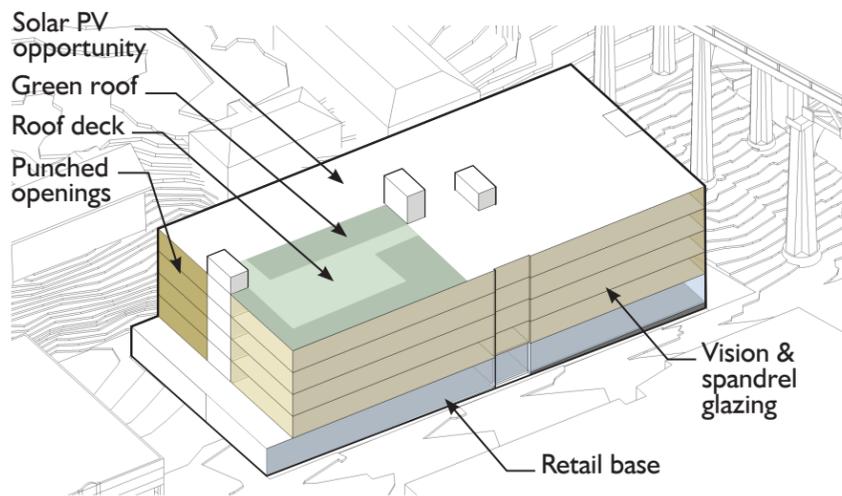
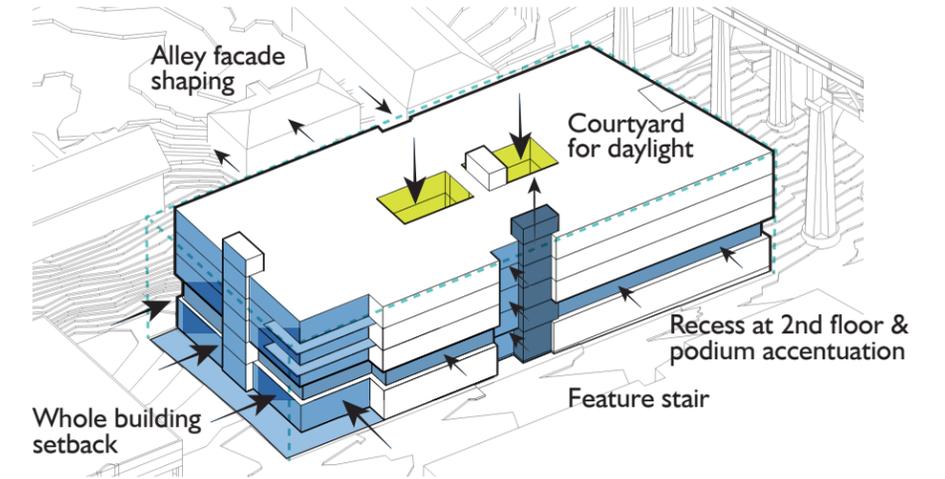
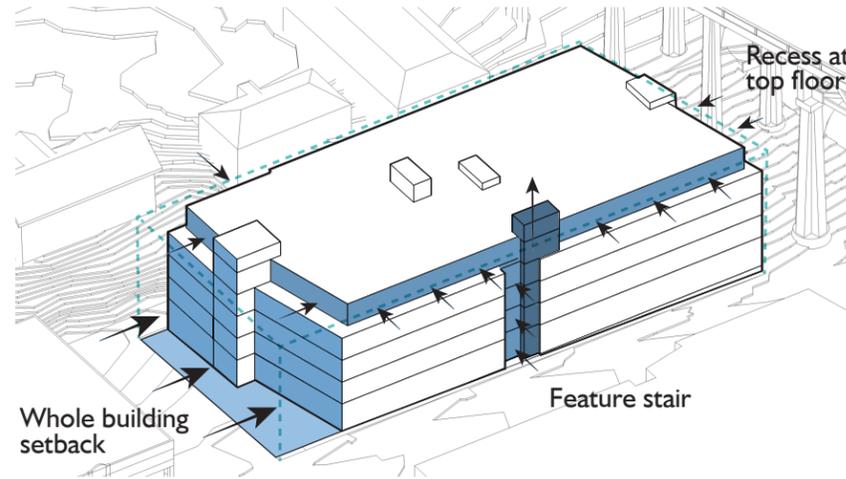
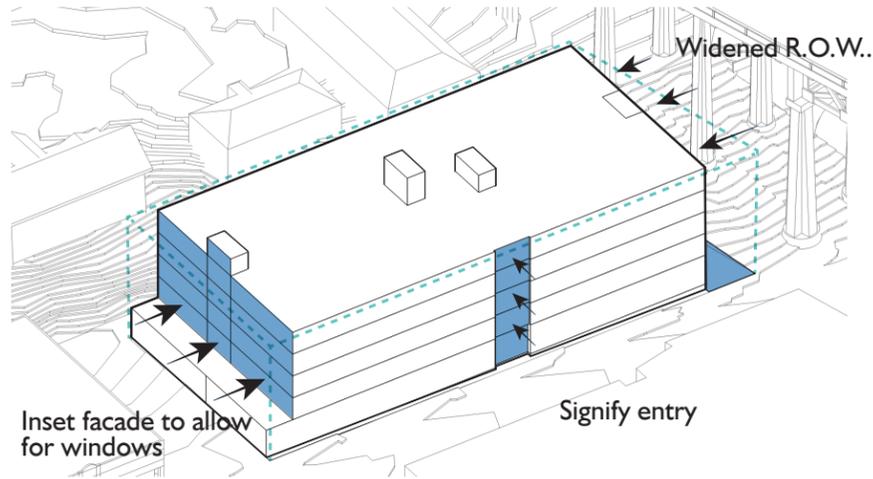


# PRIORITY DESIGN GUIDELINES

GUIDELINE	DESCRIPTION	SUB-GUIDELINE
<b>CS1. Natural Systems and Site Features</b>	Use natural systems and features of site and its surroundings as a starting point for project design.	B. Sunlight and Natural Ventilation
		C. Topography
		E. Water
<b>CS2. Urban Pattern and Form</b>	Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces and open spaces in the surrounding area.	D. Height, Bulk, and Scale
<b>CS3. Architectural Context and Character</b>	Contribute to the architectural character of the neighborhood.	A. Emphasizing Positive Neighborhood Attributes
<b>PL1. Open Space Connectivity</b>	Complement and contribute to the network of open spaces around the site and the connections among them.	A. Network of Open Spaces
<b>PL3. Street-Level Interaction</b>	Encourage human interaction and activity at the street-level with clear connections to building entries and edges.	B. Retail Edges
<b>PL4. Active Transportation</b>	Incorporate design features that facilitate active forms of transportation such as walking, bicycling and use of transit.	B. Planning Ahead for Bicyclists
<b>DC2. Architectural Concept</b>	Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.	A. Massing
		B. Architectural and Façade Composition
<b>DC3. Open Space Concept</b>	Integrate open space design with the design of the building so that each compliments the other.	A. Building-Open Space Relationship



# MASSING SCHEME ALTERNATES



## SCHEME A

Scheme A is the most literal application of the 4.25 allowable FAR on the site. Open space at grade is provided at the east end of the site, adjacent to the already widened ROW to provide the benefit of public space that is privately maintained at the intersection of Troll Ave and N 34th Street. A central notch along 34th St marks the main office entry. The office levels (L2-L5) are set back along the western property line to allow more glazing on the west facade of the building, and maintain some visual connection to the Fremont Library from 34th St.

## SCHEME B

Scheme B begins to explore the idea of setting back the entire building at the west property line approximately 15' all the way to grade, to provide a pedestrian through-block connection from N 34th Street to the Fremont Library / A.B. Ernst Park to the north and west. The pass-through would be activated with retail for its entire depth. The SW corner is eroded to provide greater open space. The central notch of the primary office entry is further marked with a feature stair tower. A setback is provided at the top floor for the length of 34th St, and along the eastern and western edges of the building.

## SCHEME C – PREFERRED

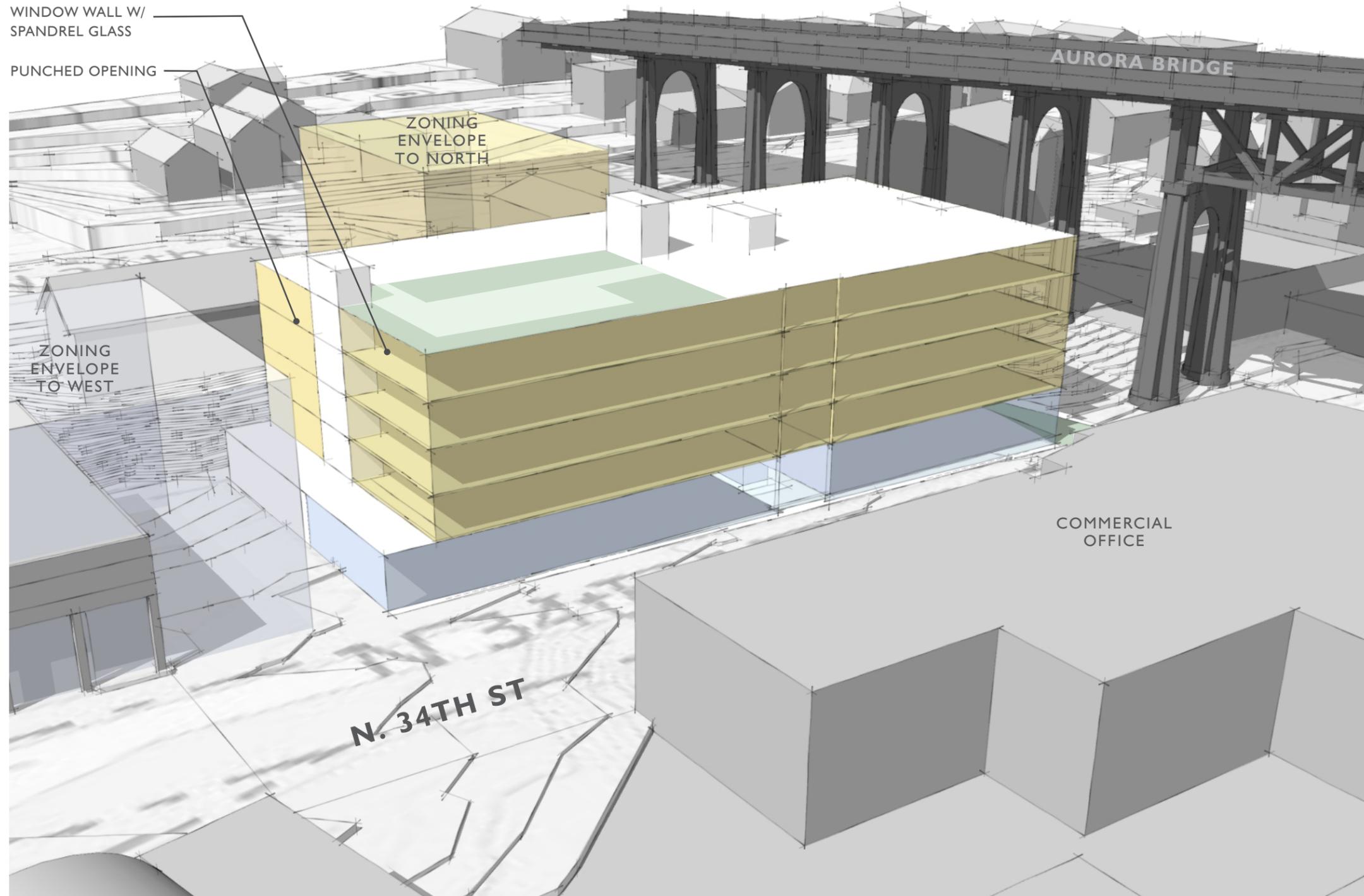
Scheme C, the applicant's preferred option, also sets back the building at the west property line approximately 15' all the way to grade, to provide a pedestrian through-block connection. The pass-through would be activated with retail for its entire depth. Additionally, there is a setback at the SW corner from the south property line, to "erode" the mass of the building adjacent to the proposed pass-through and add open space facing N 34th Street. Central courtyards promote daylight autonomy within the office space, and as a result reduce the demand for artificial lighting while improving occupant comfort and health.







# MASSING SCHEME A



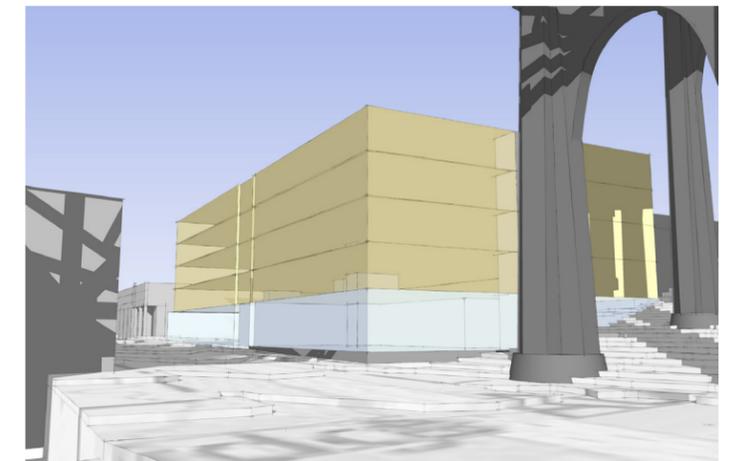
OVERVIEW FROM SOUTHWEST



STREET VIEW ON N 34TH ST LOOKING NORTHEAST



VIEW FROM A.B. ERNST PARK



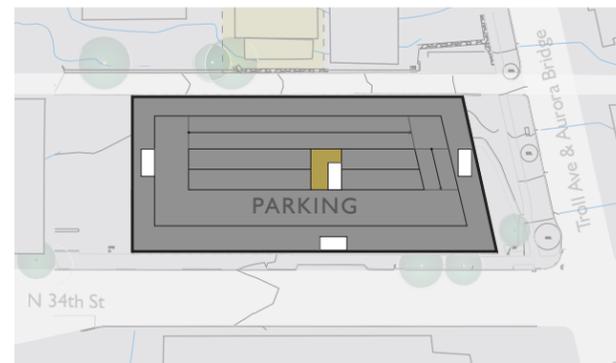
STREET VIEW ON N 34TH ST LOOKING NORTHWEST



# MASSING SCHEME B



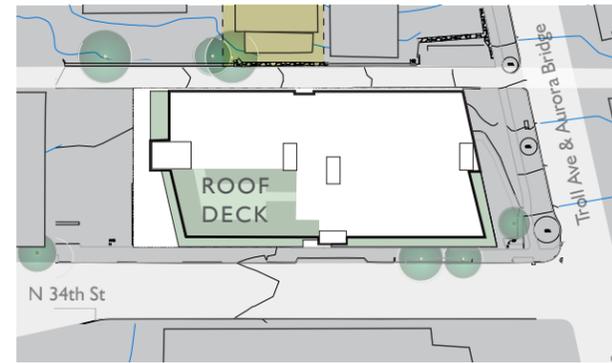
SITE PLAN SCHEME B



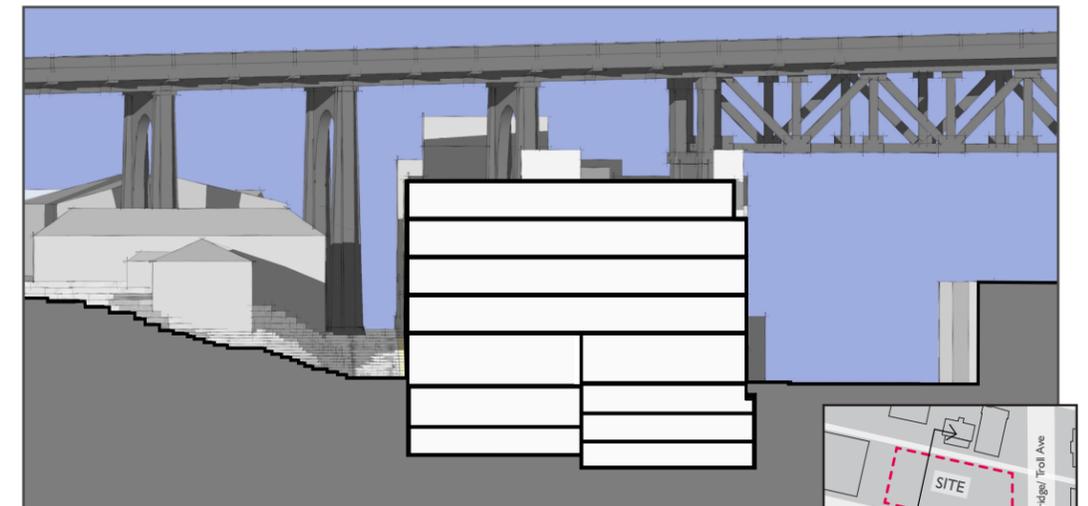
PARKING PLAN



TYPICAL FLOOR PLAN



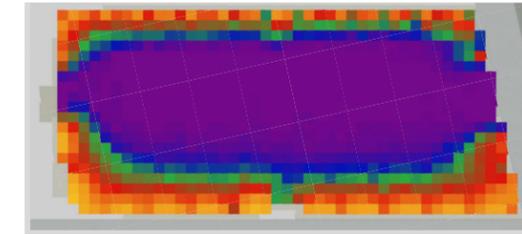
ROOF PLAN



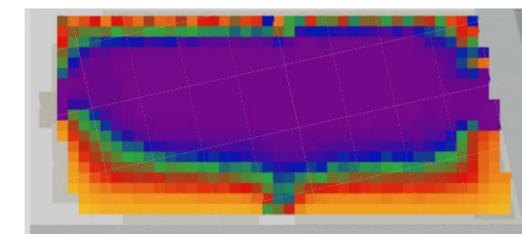
SECTION

← SITE MASSING →

## DAYLIGHT AUTONOMY STUDY



4TH FLOOR: 32% DAYLIGHT



2TH FLOOR: 32% DAYLIGHT



Typical lighting in an office

## Opportunities:

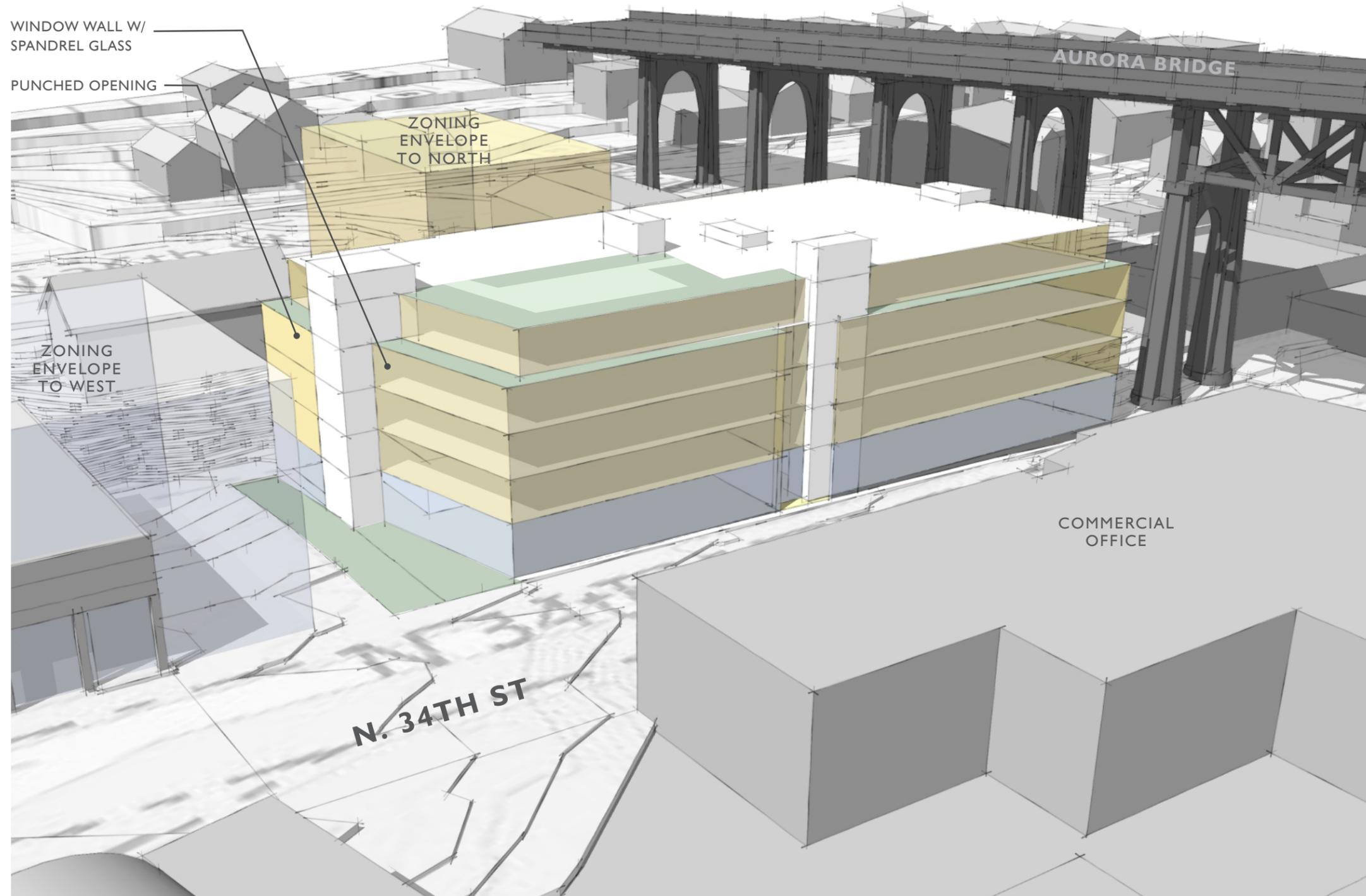
- Viable retail edge along length of N 34th St with widened sidewalk (required by SDOT) activates the streetscape (Guideline PL3.B)
- West setback allows pedestrian pass-through to Fremont Library & park contributes to network of open spaces, while allowing more transparency on the west façade. Also provides easy access to alley and project bike parking for bicyclists (Guideline PL1.A, PL4.B, DC2.B, DC3.A)
- Shaping of mass at west end creates more open space, relationship to open space to the south across 34th St, and improves viability for outdoor seating associated with retail (Guideline PL3.B, DC3.A)
- Further articulation of central “notch” and transparent stair tower help to break down south façade; notch and massing help break down north façade (Guideline DC2.A)
- Rooftop deck along south property line provides both desired amenity for office tenants, as well as perceived reduction in massing to four stories (Guidelines CS2.D, DC2.A)

## Constraints:

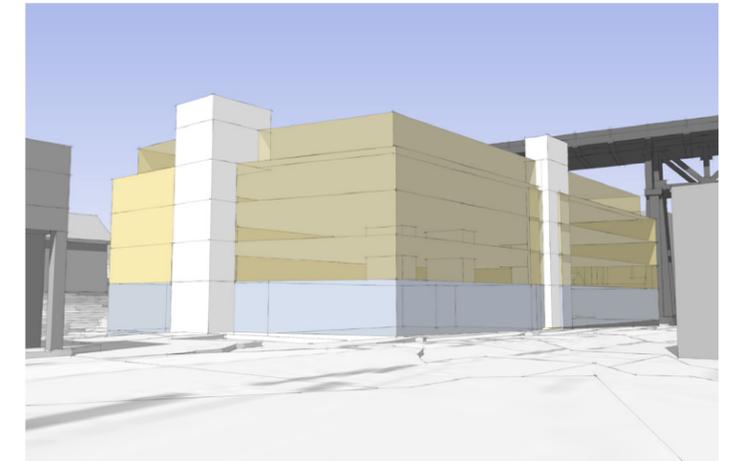
- Deep floor plates do not maximize daylighting opportunities for tenants (Guideline CSI.B)
- Long façade along N 34th St contributes to a more monolithic building massing (Guideline DC2.A)
- Outdoor area associated with retail is oriented to western pass-through, does not take on full potential to activate N 34th St (Guideline PL3.B)



# MASSING SCHEME B



OVERVIEW FROM SOUTHWEST



STREET VIEW ON N 34TH ST LOOKING NORTHEAST



VIEW FROM A.B. ERNST PARK



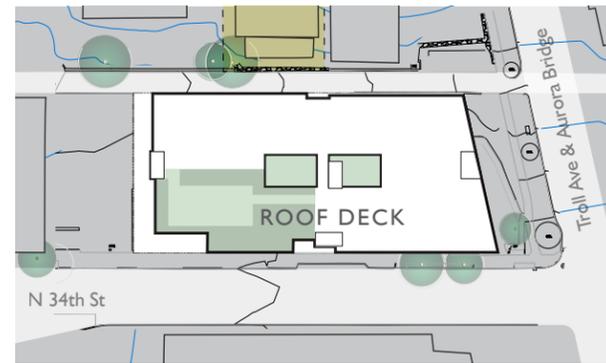
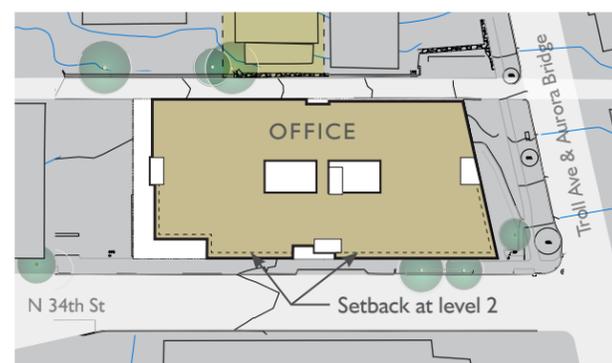
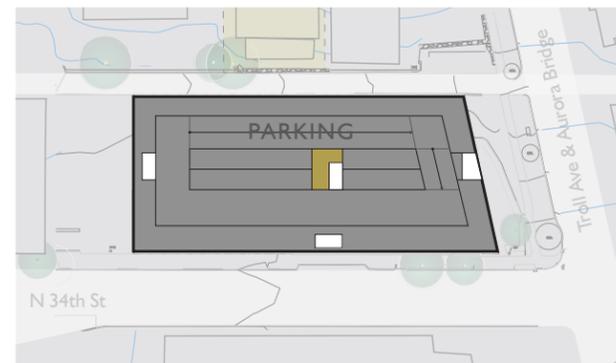
STREET VIEW ON N 34TH ST LOOKING NORTHWEST



# MASSING SCHEME C – PREFERRED



SITE PLAN SCHEME C

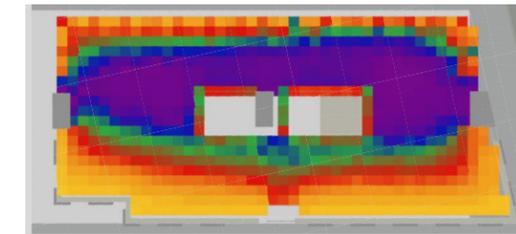
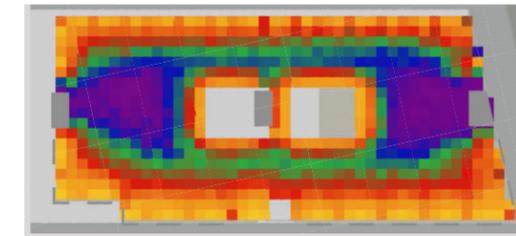


PARKING PLAN

TYPICAL FLOOR PLAN

ROOF PLAN

## DAYLIGHT AUTONOMY STUDY



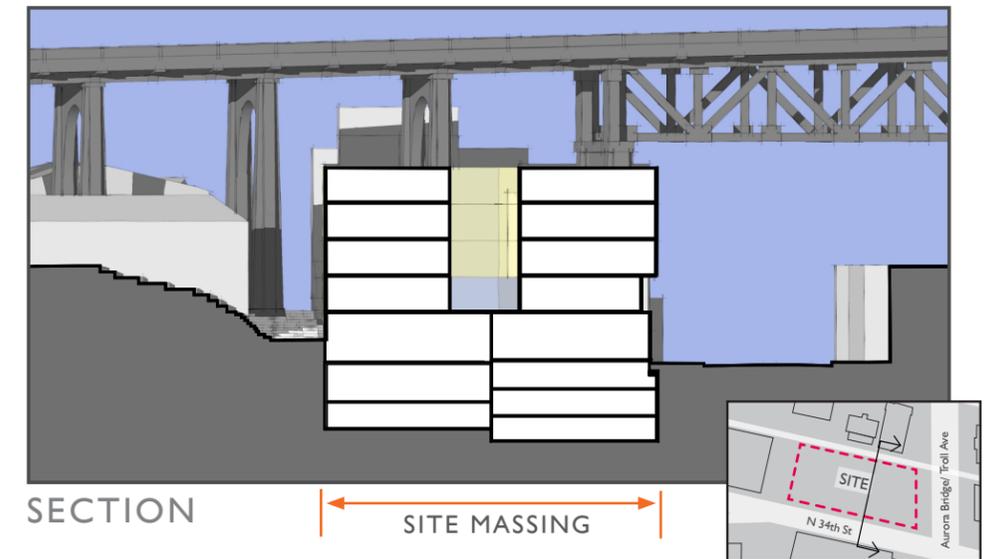
Daylit office space adjacent to a central courtyard

## Opportunities:

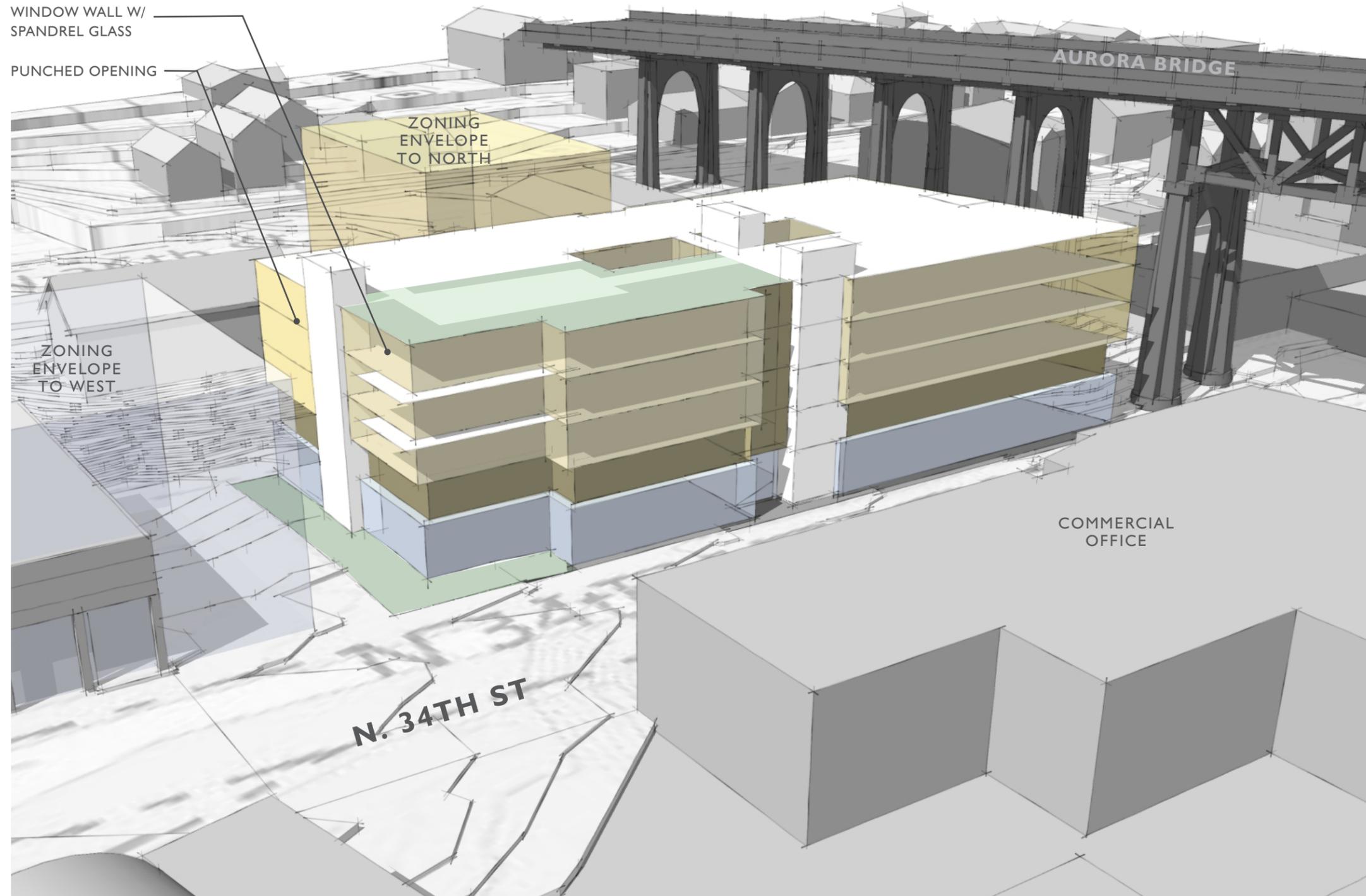
- Viable retail edge along length of N 34th St with widened sidewalk (required by SDOT) activates the streetscape (Guideline PL2.B, PL3.B, PL3.C)
- West setback allows pedestrian pass-through to Fremont Library & park, contributes to network of open spaces, while allowing more transparency on the west façade. Also provides easy access to alley and project bike parking for bicyclists (Guideline PL1.A, PL4.B DC2.B, DC3.A)
- Eroding of SW corner contributes to open space and retail outdoor seating, breaks down massing and provides visual interest along N 34th St and the pedestrian pass-through. (Guideline PL3.B, DC2.A, DC3.A)
- Further articulation of central “notch” and transparent stair tower help to break down south façade. A similar notch and massing help break down north façade (Guideline DC2.A)
- Central courtyards improve daylighting for office work areas and provide additional transparency through building from the public realm (Guideline CSI.B)

## Constraints:

- Potentially has a perceived taller mass (Guideline DC2.A)
- Pedestrian pass-through is narrower at N 34th Street, sufficient for pedestrian connection only with modest seating, and with an impact to the ratio of solid wall to glazing (Guidelines DC3.A, DC2.B)
- Rooftop deck does not have adjacent indoor amenity space



# MASSING SCHEME C – PREFERRED



OVERVIEW FROM SOUTHWEST



STREET VIEW ON N 34TH ST LOOKING NORTHEAST



VIEW FROM A.B. ERNST PARK



STREET VIEW ON N 34TH ST LOOKING NORTHWEST



# INSPIRATION



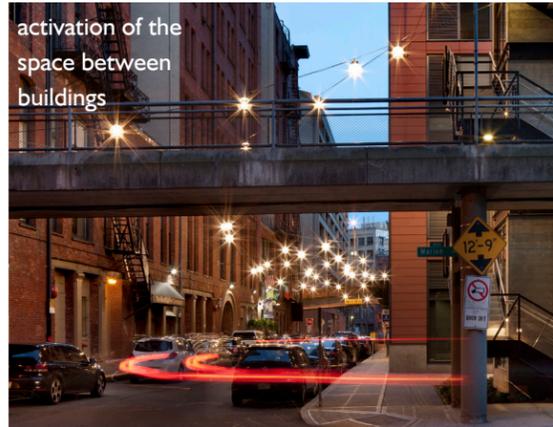
transparency of an office building from the public realm

331 FOOTHILL ROAD



human scale through horizontal elements

CLUBDUB



activation of the space between buildings

THE POST – ALLEY FESTOON LIGHTING



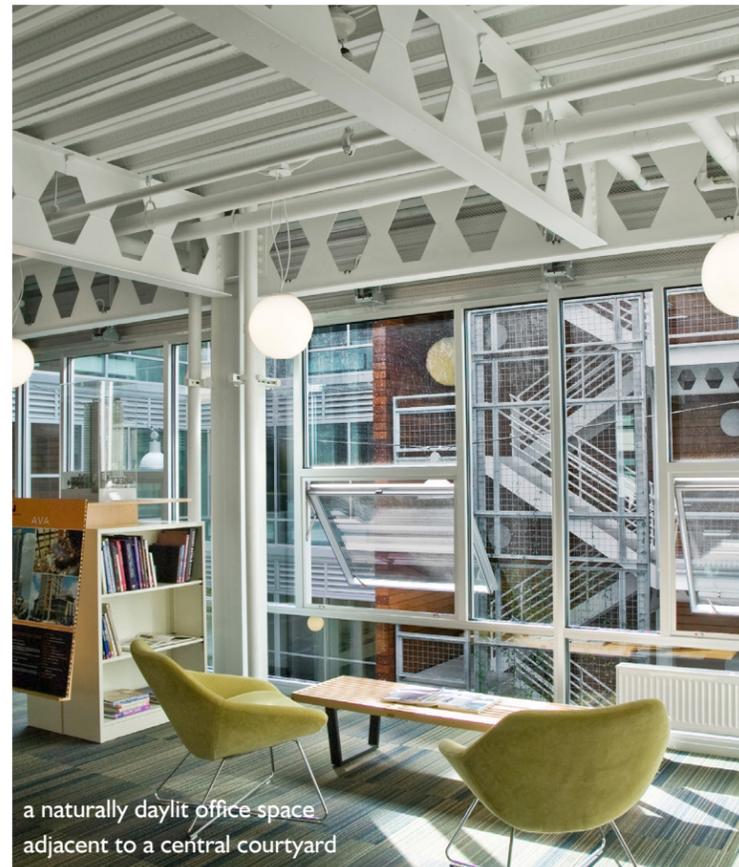
a balance of variety and consistency in facade design

LA SERENISSIMA



a balance of opaque, translucent, and transparent facade elements

SF JAZZ / MARK CAVAGNERO ASSOCIATES



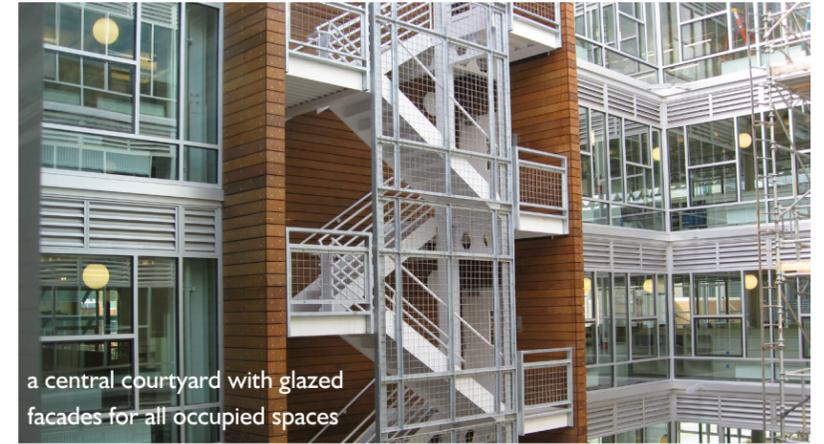
a naturally daylit office space adjacent to a central courtyard

TERRY THOMAS – INTERIOR



vertical and horizontal shading fins made of translucent glass

SEATTLE CITY HALL



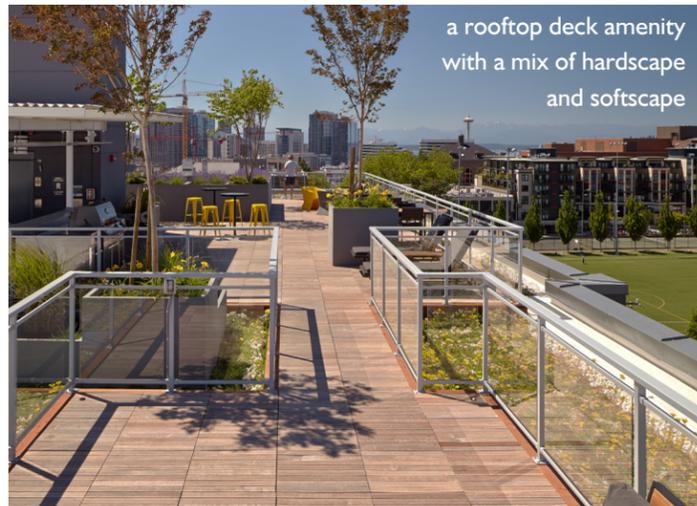
a central courtyard with glazed facades for all occupied spaces

TERRY THOMAS – COURTYARD



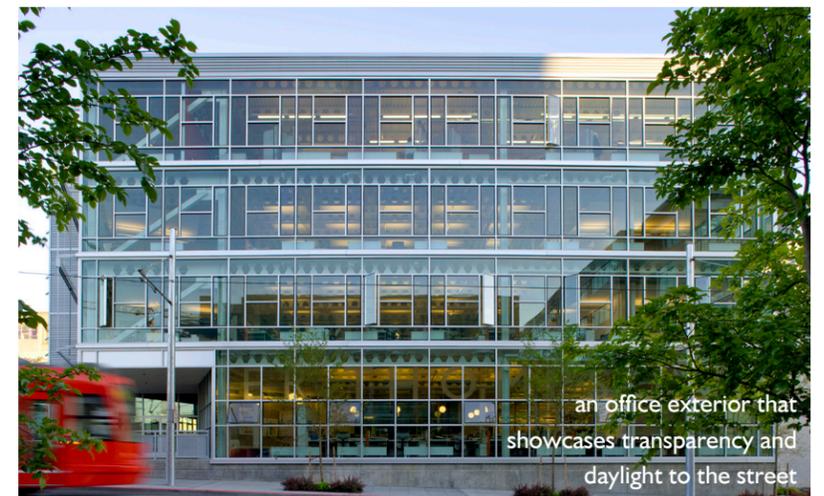
variegated, textured masonry and the integration of plant life

ZENTRO OFFICE BUILDING



a rooftop deck amenity with a mix of hardscape and softscape

SUNSET ELECTRIC – ROOF DECK



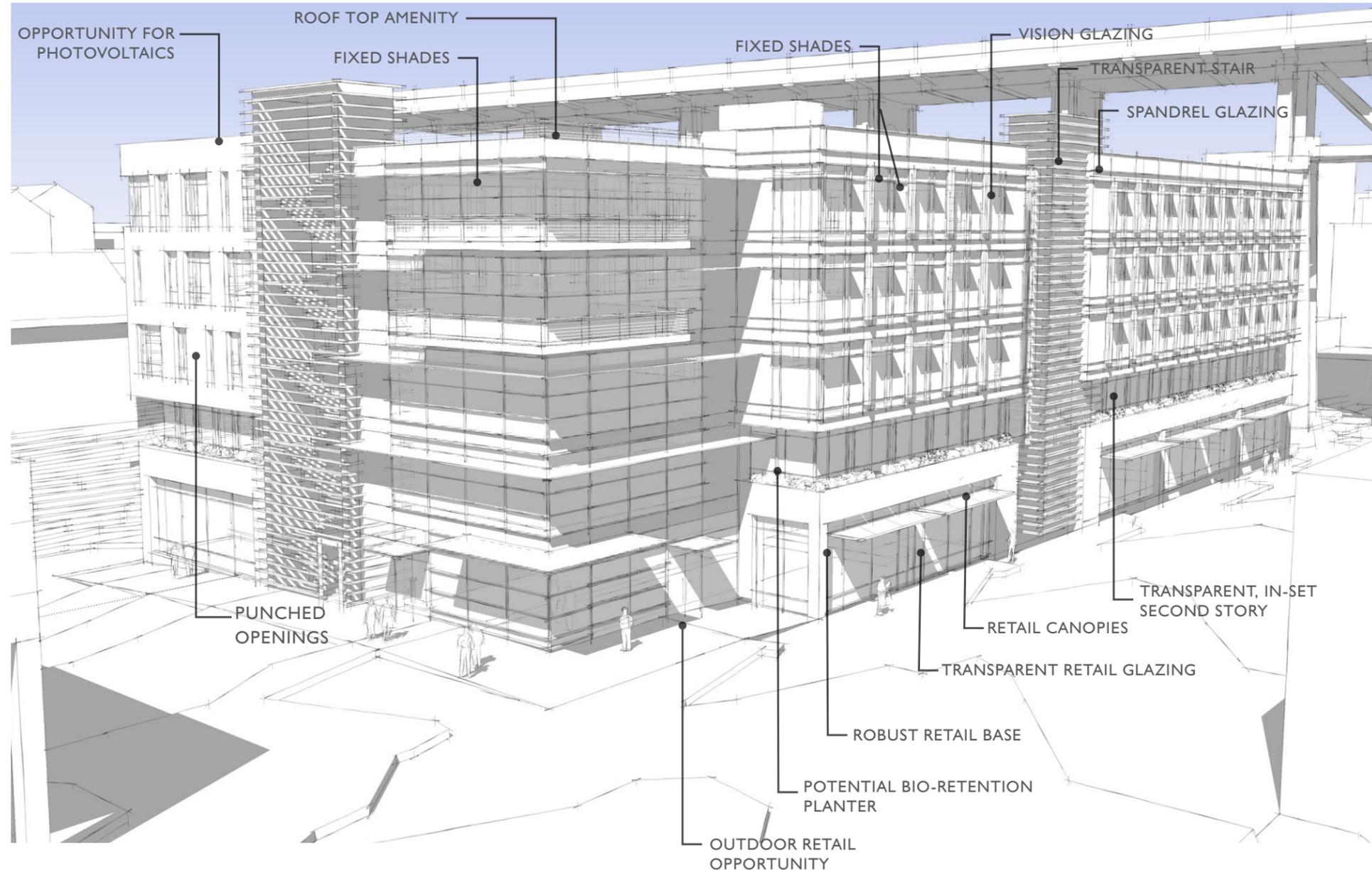
an office exterior that showcases transparency and daylight to the street

TERRY THOMAS – EXTERIOR

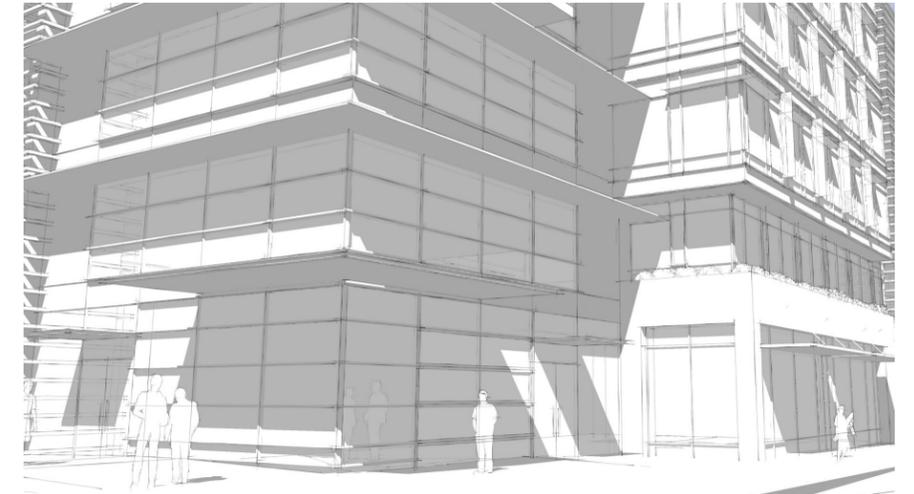


# ARCHITECTURAL DETAIL – SKETCHES

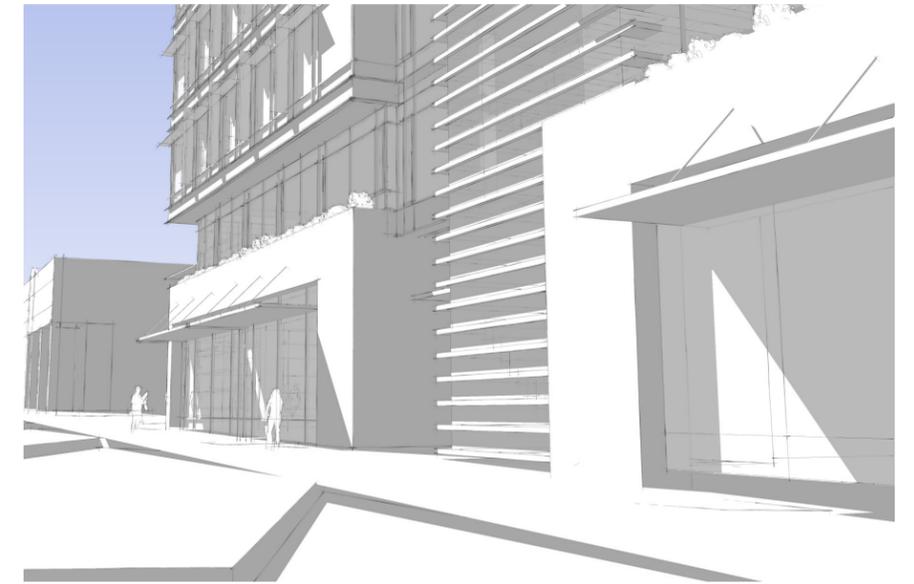
EXPLORATIONS OF PATTERN AND DETAIL ON PREFERRED SCHEME



PEDESTRIAN VIEW LOOKING NORTHEAST ACROSS N 34TH STREET



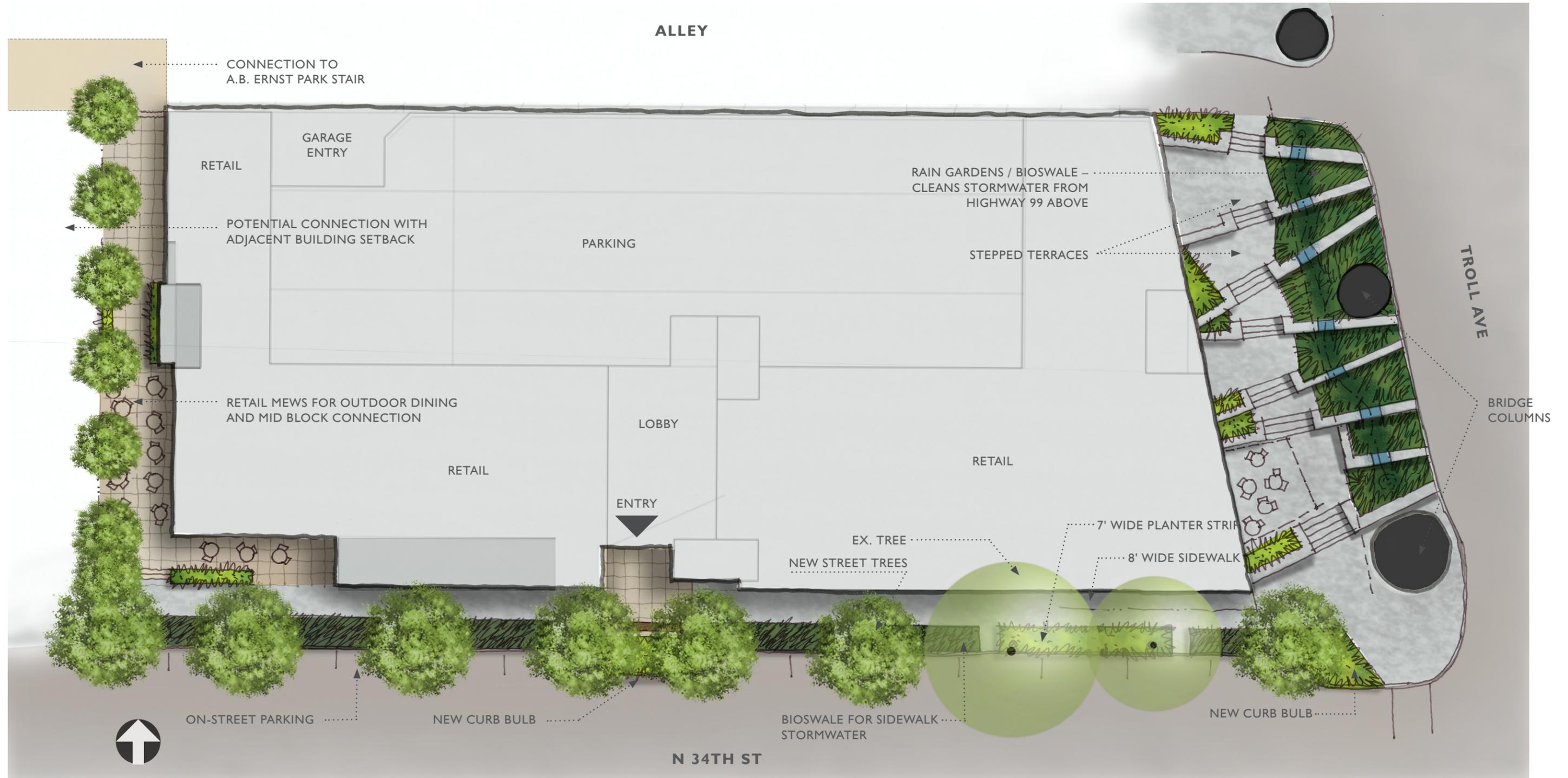
VIEW OF CORNER PLAZA AND MEWS



PEDESTRIAN VIEW LOOKING WEST ALONG N 34TH STREET



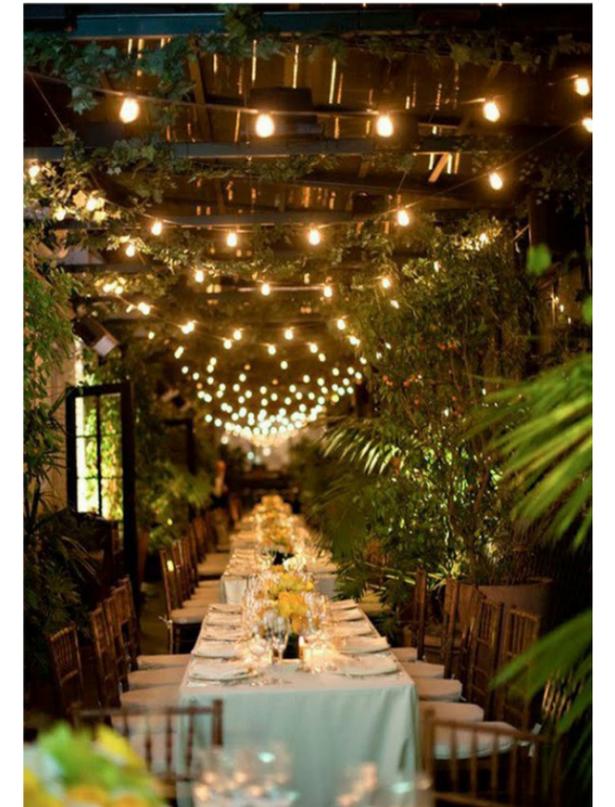
# LANDSCAPE CONCEPT



COMPOSITE SITE PLAN AND GROUND FLOOR PLAN



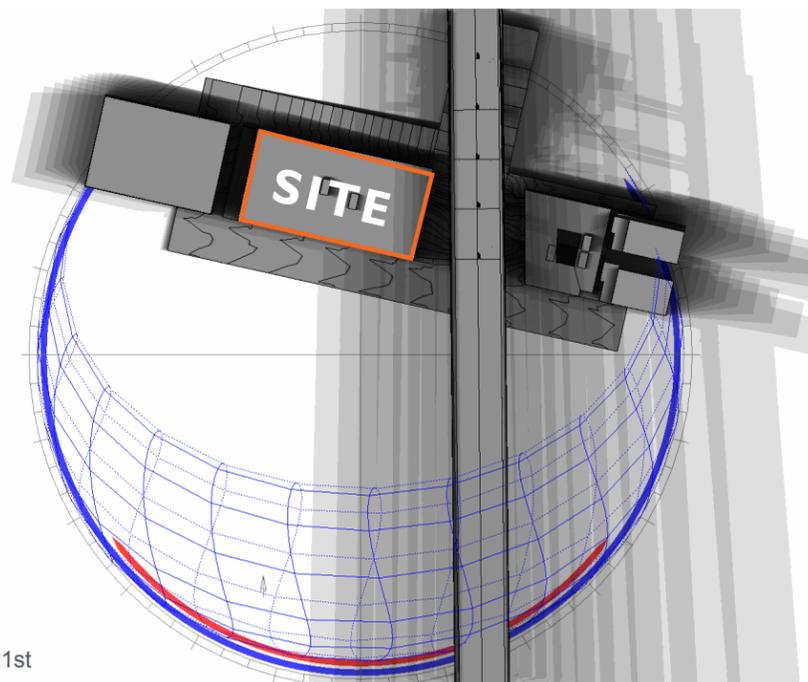
# LANDSCAPE INSPIRATION



# DESIGN GUIDELINES

## DESIGN REVIEW – CITYWIDE GUIDELINES

GUIDELINE	SUB-GUIDELINE	KEY ISSUE FOR OUR SITE / PROJECT	APPLICANT RESPONSE	SEE PAGE #
<b>CSI. Natural Systems and Site Features</b>	B. Sunlight and Natural Ventilation	The property has excellent solar exposure to south and west, and long E-W orientation to maximize passive solar strategies. Aurora Bridge casts a significant shadow on site.	The preferred scheme features a courtyard parti. Provide narrow office floor plate widths for daylighting & ventilation opportunities. Look at viability of PV panels on northern and western edge of roof.	7, 19, 27
	C. Topography	Steep slopes along Troll Ave and alley will be challenging for vehicle access, loading, and public right-of-way relationship to the ground floor elevation.	Project will provide the building parking garage entry at low corner (NW) of the alley. Design of eastern right-of-way to accommodate grade and maximize relationships to interior. Main building entry at midpoint along N 34th Street.	12, 13
	E. Water	The site will need to address management of rainwater that falls on the building site, as well as right of ways of N 34th Street, a pedestrian pass-through, and the alley which currently has a closed contour near the site. The project will also be adjacent to surface runoff from Troll Ave; runoff from the Aurora Bridge deposits directly at grade, currently causing a nuisance. The storm sewer in this vicinity deposits directly into Lake Union.	The project will incorporate green stormwater infrastructure in on-site and roof plantings and in the adjacent right of way, and will work to incorporate water strategies with the architectural to make water treatment visible to the public. The design of the ROW adjacent to the building on the east will aim to voluntarily treat Troll Ave and SR-99 runoff through bio-swales and bio-retention. The applicant is currently working with appropriate agencies to confirm the viability of these measures.	16, 34, 35



June 21st

SUNLIGHT & VENTILATION (CSI-B)



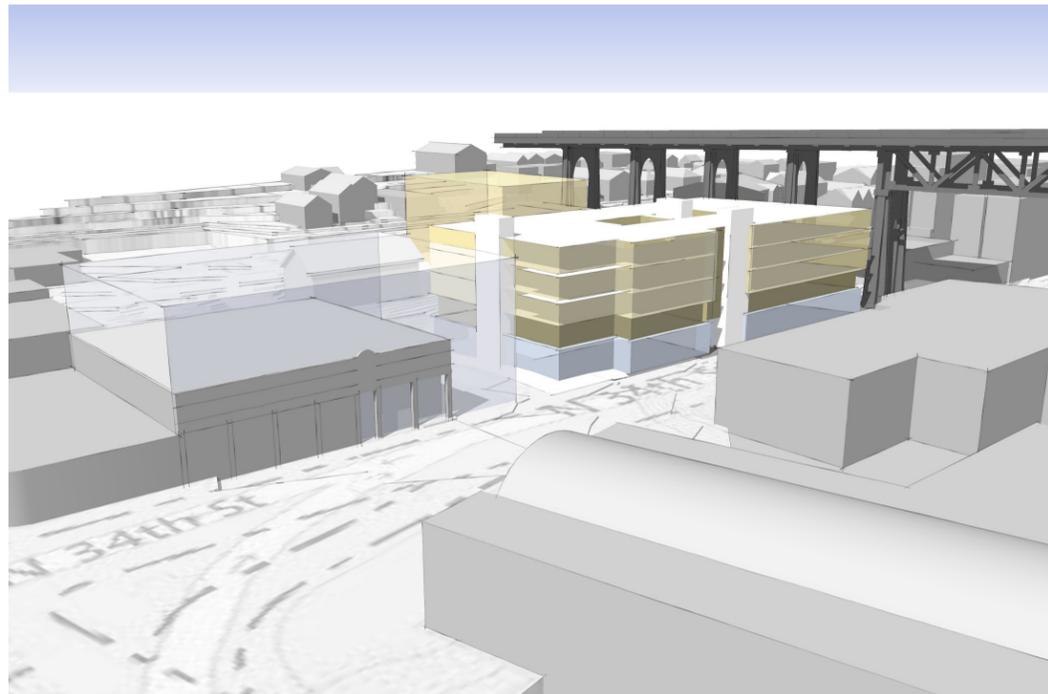
TOPOGRAPHY (CSI-C)



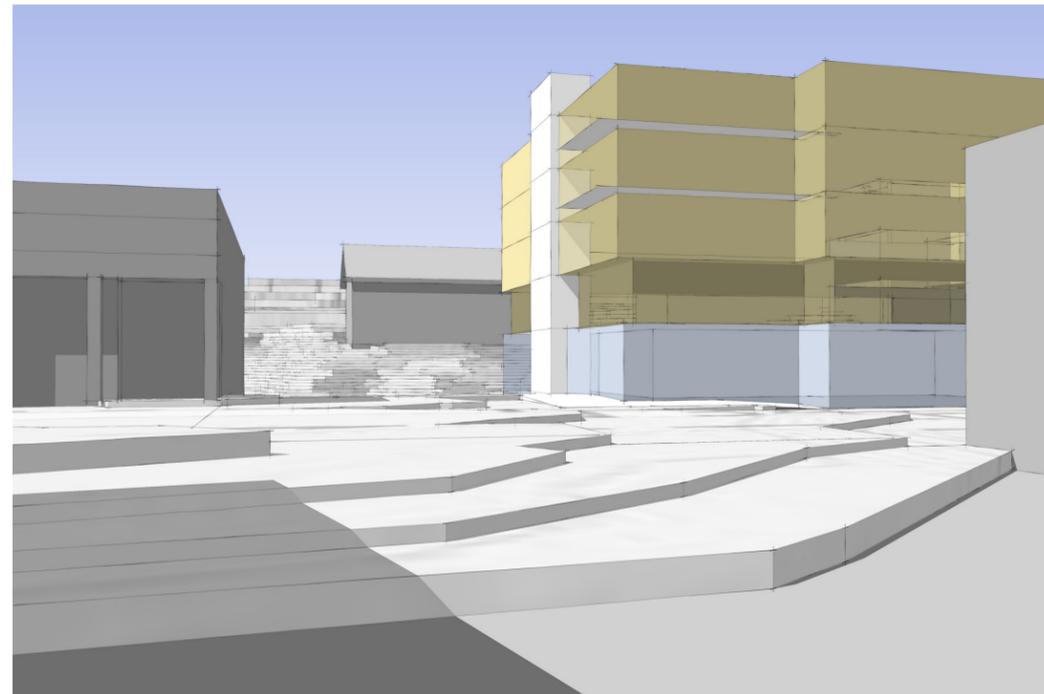
# DESIGN GUIDELINES

## DESIGN REVIEW – CITYWIDE GUIDELINES

GUIDELINE	SUB-GUIDELINE	KEY ISSUE FOR OUR SITE / PROJECT	APPLICANT RESPONSE	SEE PAGE #
<b>CS2. Urban Pattern and Form</b>	D. Height, Bulk, and Scale	The project is located on a long block. The adjacent and nearby buildings are not all developed to full zoning potential. Zoning transitions to the north, south, and east.	The project will consider both current and potential future conditions in massing studies. Massing to break up long, continuous street wall along N 34th Street.	4, 12, 20
<b>CS3. Architectural Context and Character</b>	A. Emphasizing Positive Neighborhood Attributes	Fremont is an eclectic, vibrant, artistic neighborhood. The best of the recent trend of technology offices and retail along N 34th Street should be reflected in the design.	The project will celebrate and explore opportunities for public art and active engagement with the public. The building will also respond to nearby historic landmarks such as the Fremont Library through enhanced pedestrian connectivity.	4-5, 11



HEIGHT, BULK & SCALE (CS2-D)



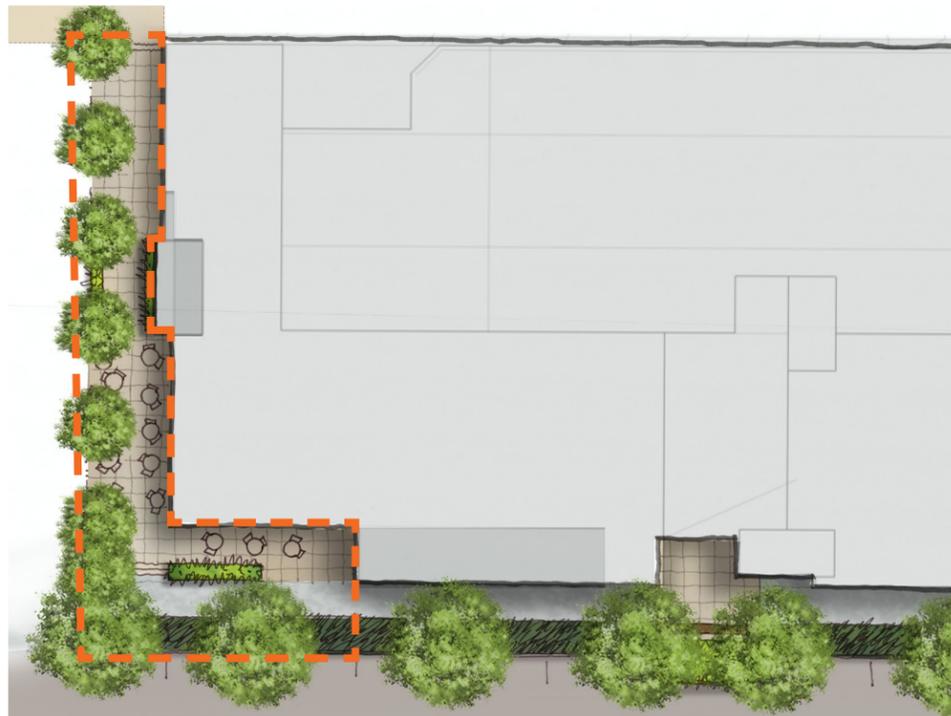
NEIGHBORHOOD (CS3-A)



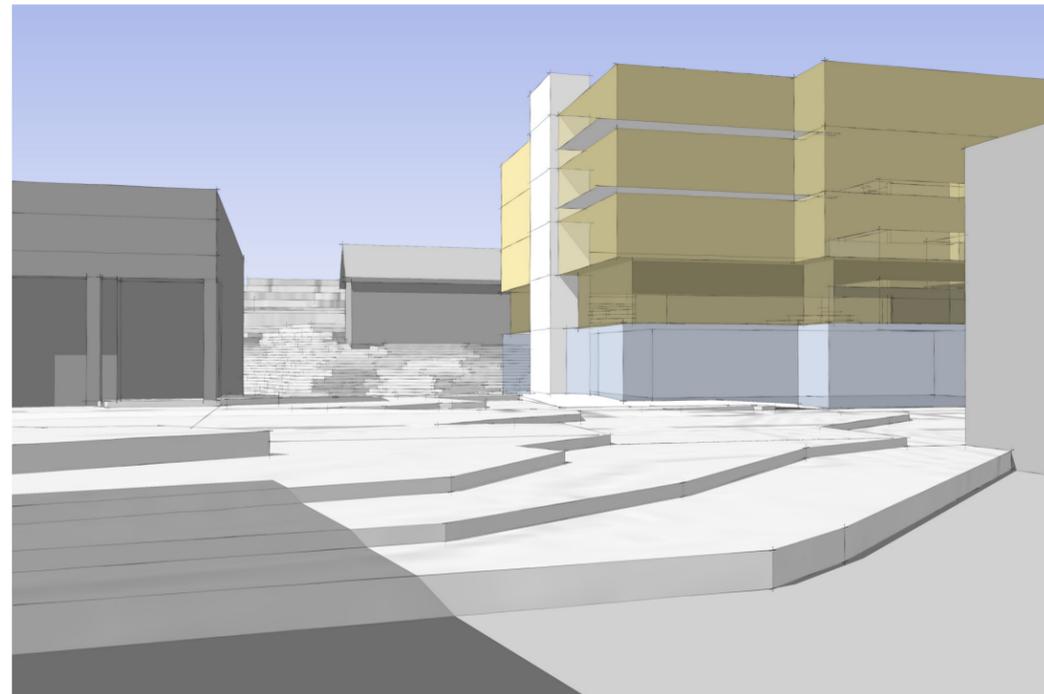
# DESIGN GUIDELINES

## DESIGN REVIEW – CITYWIDE GUIDELINES

GUIDELINE	SUB-GUIDELINE	KEY ISSUE FOR OUR SITE / PROJECT	APPLICANT RESPONSE	SEE PAGE #
<b>PL1. Open Space Connectivity</b>	A. Network of Open Spaces	Nearby city parks and access to open spaces demand a design response and provide excellent opportunities to tie the building to an existing network.	The project will provide a mid-block pass-through, and activate it with retail and well-designed hardscape, landscape, lighting, wayfinding, etc.	8, 18
<b>PL3. Street-Level Interaction</b>	B. Retail Edges	Retail activation at grade is important to the success of the project, as it continues retail from the heart of Fremont, west of the site.	A significant band of retail is proposed along a large portion of the ground floor along N 34th Street and turns north onto the newly proposed mews/ pedestrian pass-through. Retail depth, area and floor level is considered to make the retail viable, and contribute positively to street life.	27, 32
<b>PL4. Active Transportation</b>	B. Planning Ahead for Bicyclists	The project location benefits from direct access to the Burke-Gilman trail to the south, and to the heart of Fremont to the west. There is currently a strong bike presence in both directions on N 34th Street.	The proposed design will carefully consider bike access through and onto property, along with routes to internal bike storage and facilities for tenants.	6, 19



OPEN SPACES (PL1-A)



RETAIL EDGES (PL3-B)



BICYCLISTS (PL4-B)



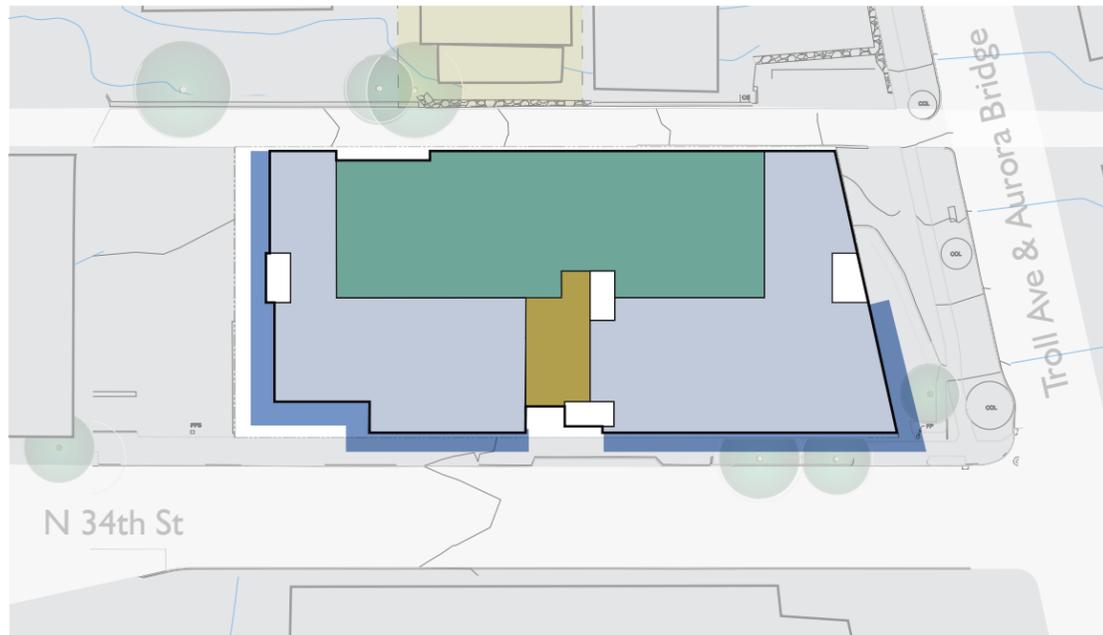
# DESIGN GUIDELINES

## DESIGN REVIEW – CITYWIDE GUIDELINES

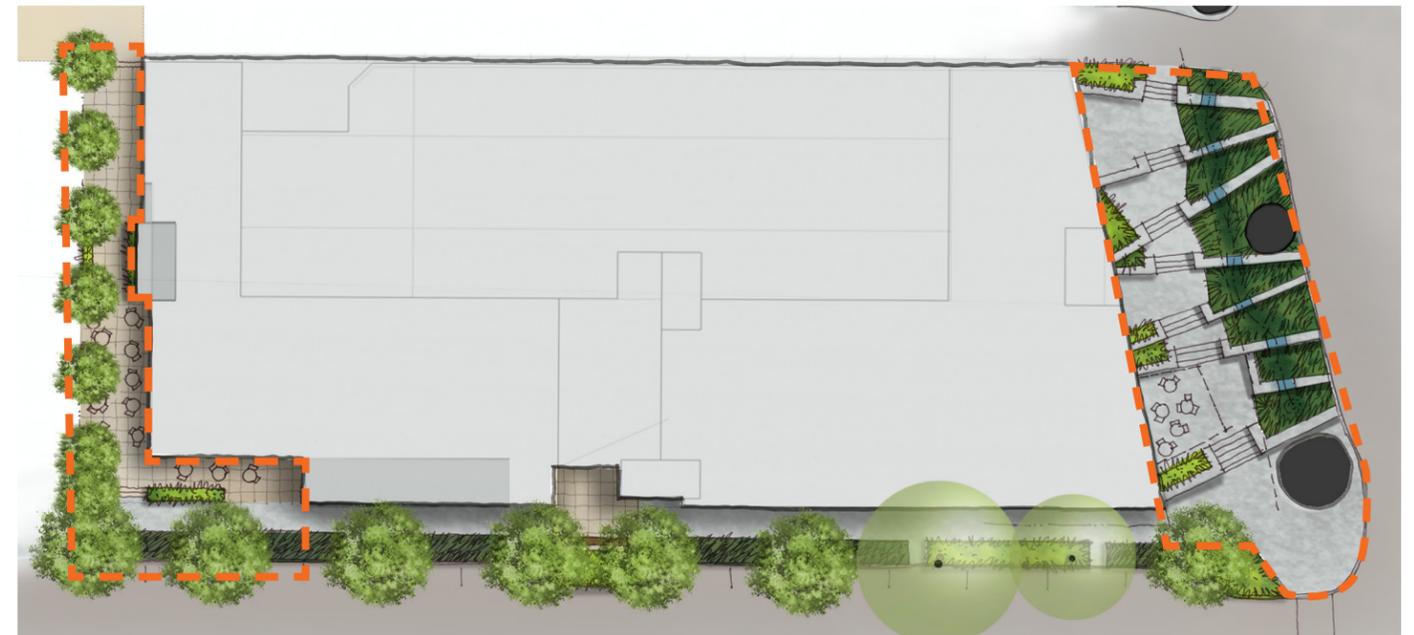
GUIDELINE	SUB-GUIDELINE	KEY ISSUE FOR OUR SITE / PROJECT	APPLICANT RESPONSE	SEE PAGE #
<b>DC2. Architectural Concept</b>	A. Massing	In order to achieve the maximum FAR and provide open space at grade, office development on this site will be five stories. Typical ground floor and office floor heights will produce a building mass that is close to the 65' zoning height limit.	The project considers three viable massing approaches that maximize development potential while addressing the public realm and adjacent properties, and looking for ways to reduce the perceived height, bulk, and scale of the project.	20, 22-27
	B. Architectural and Façade Composition	Careful façade composition can help break down the building's mass as perceived from the street. The elevations must be designed on all four sides, and respond to adjacent properties in a sensitive manner.	The project reduces blank walls in the preferred scheme by pulling the building face back, away from the west property line to allow glazing and activation. The project will use unified architectural language on all façades including the alley. Shading devices will add texture to the façade.	26, 27, 34, 35
<b>DC3. Open Space Concept</b>	A. Building-Open Space Relationship	The Fremont Library and A.B. Ernst Park to the north and west, and the wide right-of-way to the east along Troll Ave N are unusual and rich opportunities to design the building and landscape in tandem.	In the preferred scheme, the applicant proposes a pedestrian pass-through on the west end of the site and is designing the west façade architecturally to reinforce activity. The open space at the east right of way (at Troll Ave N) will also be designed as a hill climb, with a strong relationship to the east building facade, with options for secondary entry points. Guideline DC4.D Trees Landscape and Hardscape Materials also applies, as the design, surface treatment and planting will contribute to the success of the spaces.	8, 19, 28



MASSING (DC2-A)



FACADE COMPOSITION (DC2-B)

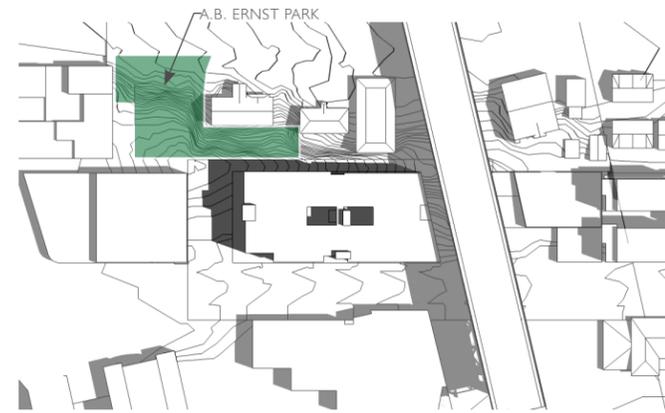


BUILDING OPEN SPACE (DC3-A)



# SHADOW DIAGRAMS

## SUMMER



JUN 21: 10AM



JUN 21: 12 NOON



JUN 21: 2PM

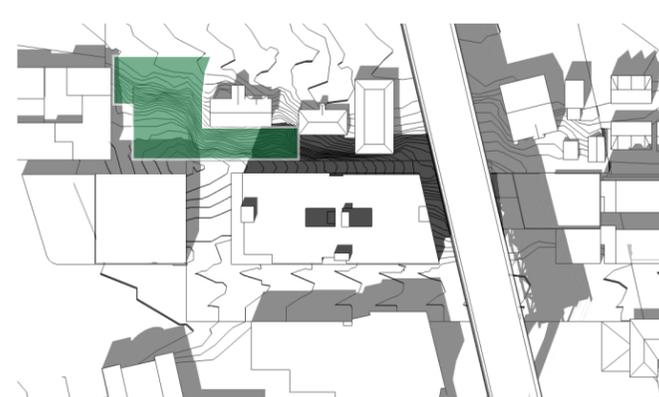
## SPRING/AUTUMN



MAR/SEP 21: 10AM



MAR/SEP 21: 12 NOON

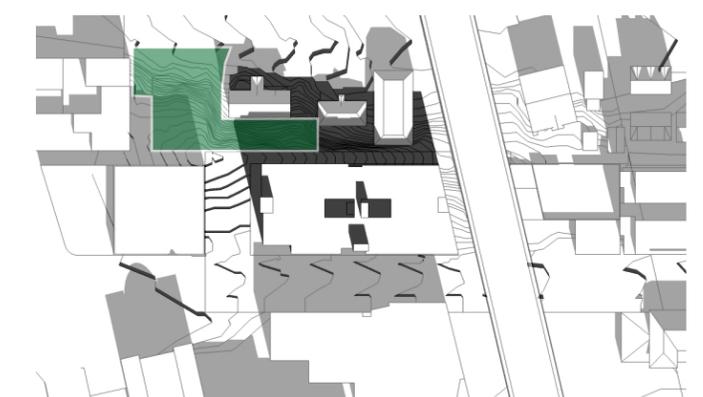


MAR/SEP 21: 2PM

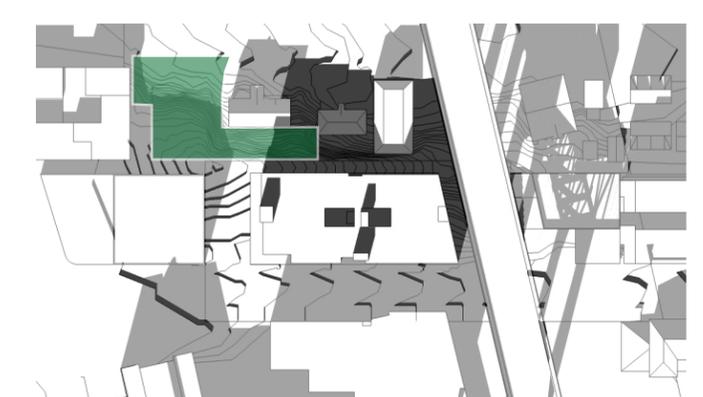
## WINTER



DEC 21: 10AM



DEC 21: 12 NOON



DEC 21: 2PM

