Lemons Architecture PLLC

Fremont **Urban Apartments**
3623 Fremont Ave N
SDCI #:3024574

Early Design Guidance Proposal Package

Table of Contents

Project Information

Address: 3623 Fremont Ave N, Seattle, WA 98136

SDCI Project Number: 3024574

Legal Description: DENNY & HOYTS ADD

Parcel #: 1972201050

Site Area: 3360sf

Zoning: LR3

Overlays: Fremont Hub Urban Village

Misc: Detached ADU's, Frequent Transit

ECA: None

Existing Use: Existing Building & Garage

Max FAR: Apartments: 2.0 (3,360 x 2.0 = 6,720sf)

Max Density: Apartments: No Limit

Height: 44' Above AGP Allowed/Provided (5-Stories Including Partially Below Grade Level Meeting SMC Exemption per Use/Zone)

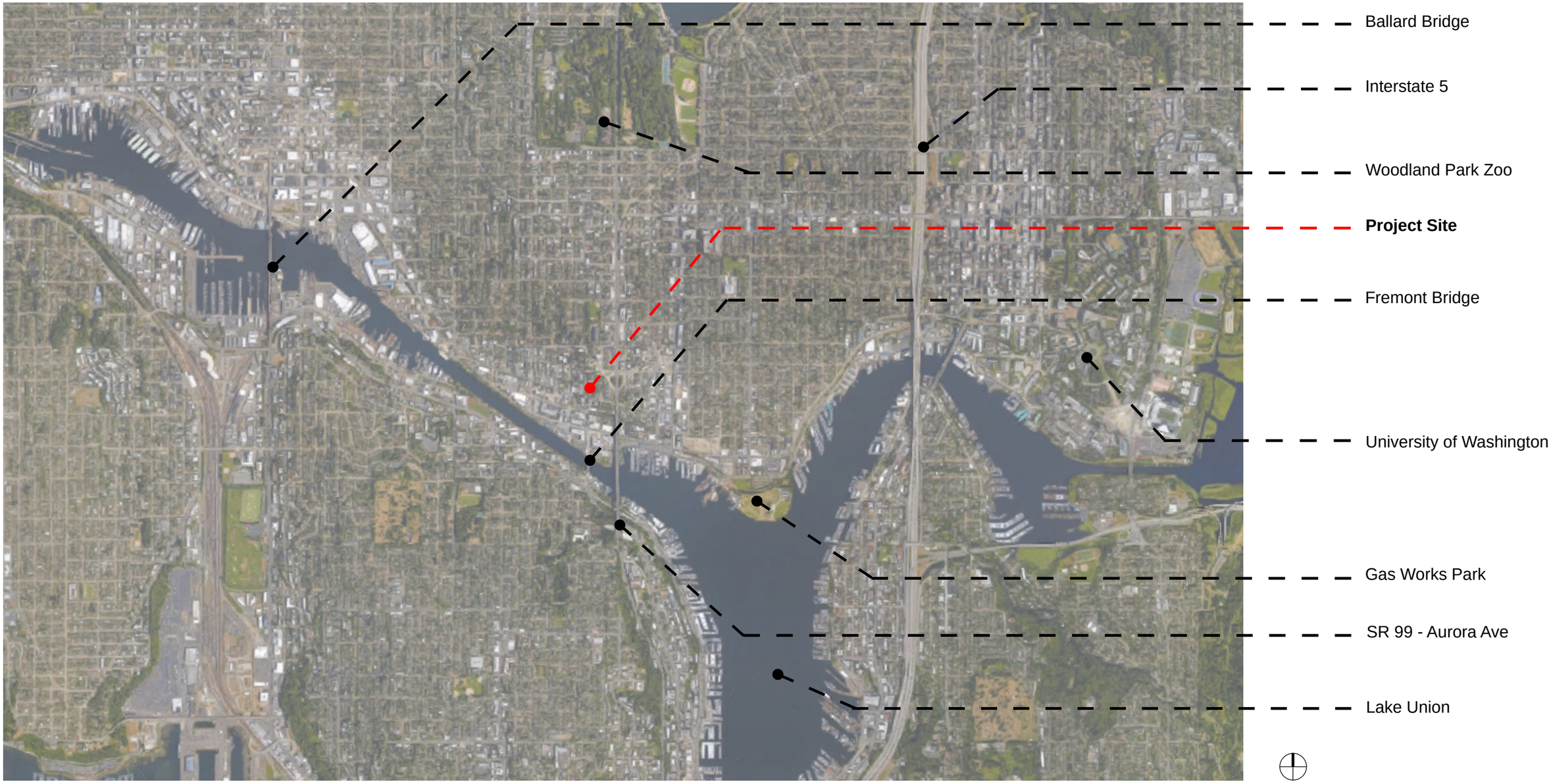
Proposed DRB Departures:

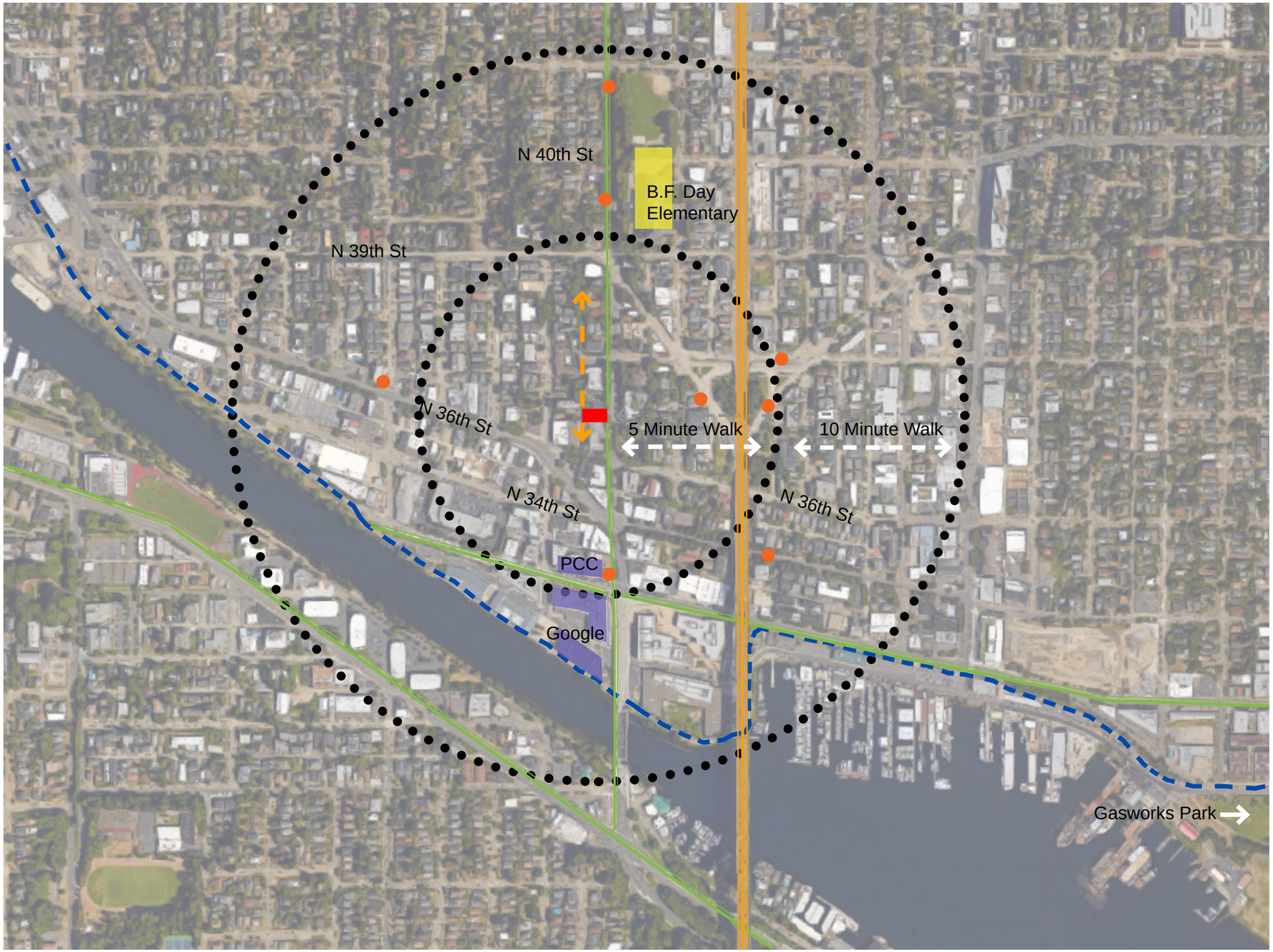
1. 65% Max Facade Length = 72.74'
   If Increased by 10% = 80.014' Proposed = 80', 9.9%

2. Up to 50% Side Setback Reduction
   Proposed: 40% on North Side (2')

Project Team:

Owner: Claremont Partners LLC
Architect: Lemons Architecture PLLC


Ballard Bridge
Interstate 5
Woodland Park Zoo
Project Site
Fremont Bridge
University of Washington
Gas Works Park
SR 99 - Aurora Ave
Lake Union



Site

Rapid Ride | Bus Stop

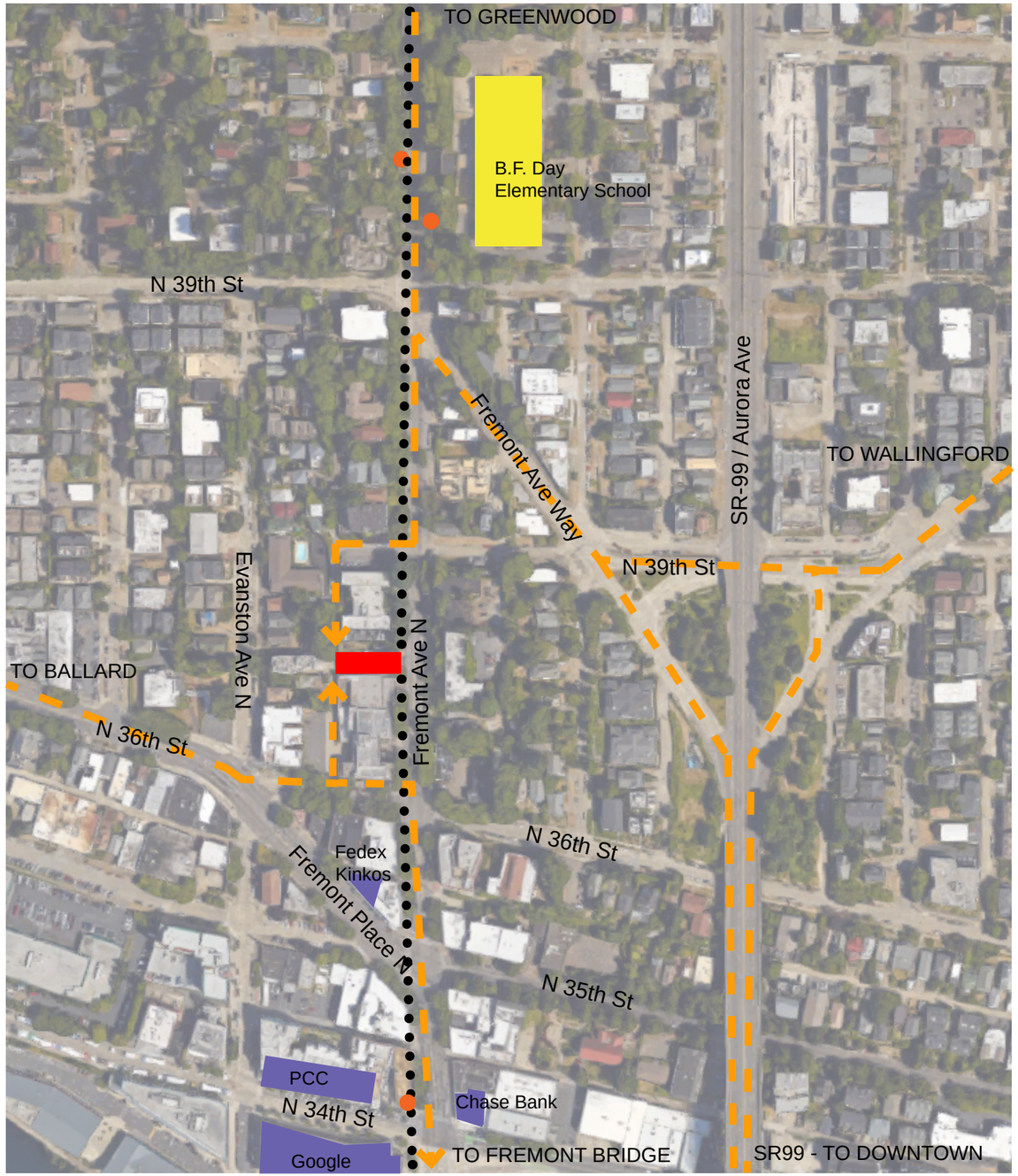
Pedestrian Circulation

Alley

Bicycle-Friendly Roads

Burke-Gilman Trail - Ballard to Bothell

SR 99 | Aurora Ave

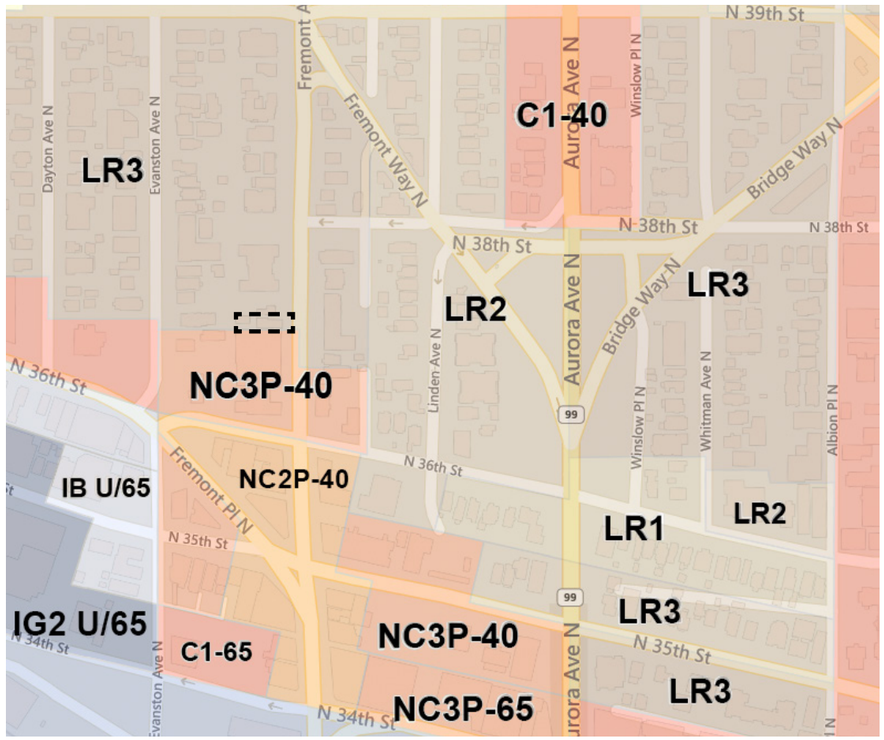


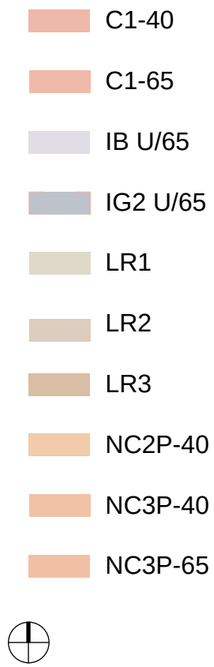
Site

Bus Stop

Vehicular Circulation to/from Site

Pedestrian Circulation


LR3
C1-40
LR2
LR3
NC3P-40
IB U/65
NC2P-40
LR1
LR2
LR3
IG2 U/65
C1-65
NC3P-40
NC3P-65
LR3
N 39th St
N 38th St
N 36th St
N 35th St
N 34th St
Fremont Way N
Aurora Ave N
Bridge Way N
Dayton Ave N
Evanston Ave N
Fremont Pl N
Linden Ave N
Winslow Pl N
Whitman Ave N
Albion Pl N
99


C1-40
C1-65
IB U/65
IG2 U/65
LR1
LR2
LR3
NC2P-40
NC3P-40
NC3P-65

- Site
- Residential / Multi-Family
- Mixed Use
- Commercial
- Institutional
- Development Site
- Library

1. 3-Story Townhouses
2. 3-Story Townhouses
3. 3-Story Lofts
4. 4-Story Townhouses
5. Existing 1-Story Single Family. Proposed 3 Story Townhouses
6. 3-Story Townhouses
7. 4-Story Apartments
8. 5-Story Mixed Use Building
9. 6-Story Mixed Use Building
10. Site Under Development - Proposed Mixed Use Building
11. Fremont Bridge
12. Adobe Office and Aurora Bridge
13. Burke-Gilman Trail
14. Google
15. View of Commercial Buildings on N 36th St and Evanston
16. Commercial Buildings on N 36th St
17. Commercial Building on Fremont Pl and Fremont Ave N
18. Looking North Fremont Ave N - Commercial Buildings
19. Fremont Art Council - B.F. Day Elementary


1

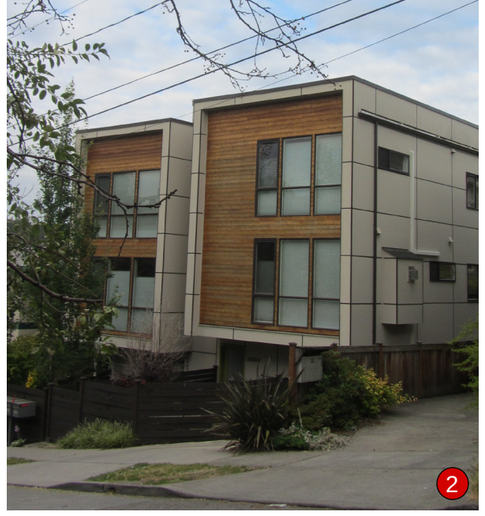

3


5


8


6


Peet's Coffee & Tea
3401
9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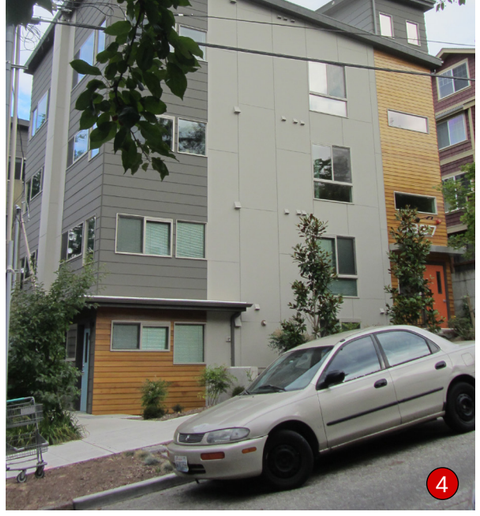
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7


10


11


Google
14


FREMONT PL W
17


12


ALBERT LEE
STOP
High Dive
Edge of Glass
15


18


13


BALLROOM
PIZZA
NORM'S EATERY & ALE HOUSE
16


19

1. Statue of Lenin (0.1 mile)
2. The Rocket (0.2 mile)
3. Fremont Sunday Market (0.2 mile)
4. Fremont Canal Park (0.5 mile)
5. Fremont Troll (0.2 mile)
6. Seattle Public Library - Fremont (0.2 mile)
7. Waiting for the Interurban (0.2 mile)
8. Gasworks Park (1.0 mile)
9. Fremont Abbey Arts Center (0.5 mile)


Fremont Pl N
Nourish
Nail Parlour
MASSAGE
1


ONE WAY
2


501
FREMONT SUNDAY MARKET
STREET CLOSED
3


4

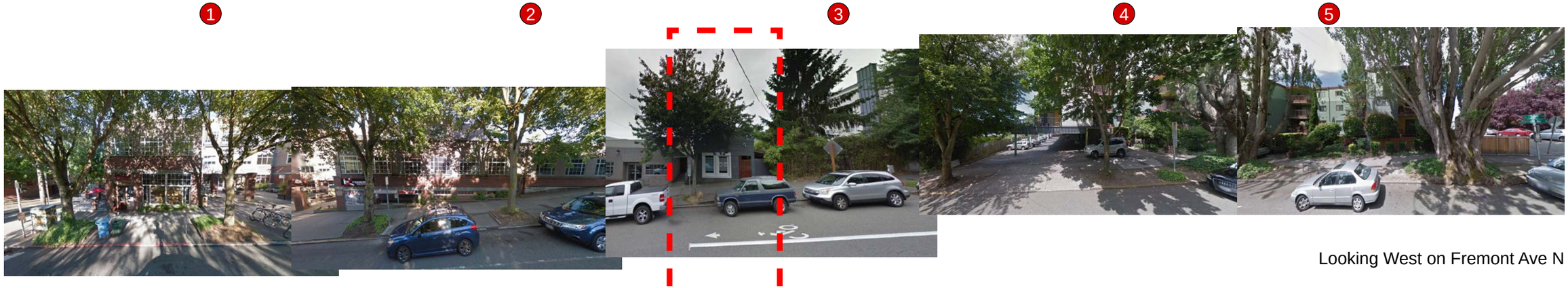

5


FREMONT BRANCH
SEATTLE PUBLIC LIBRARY
731
6

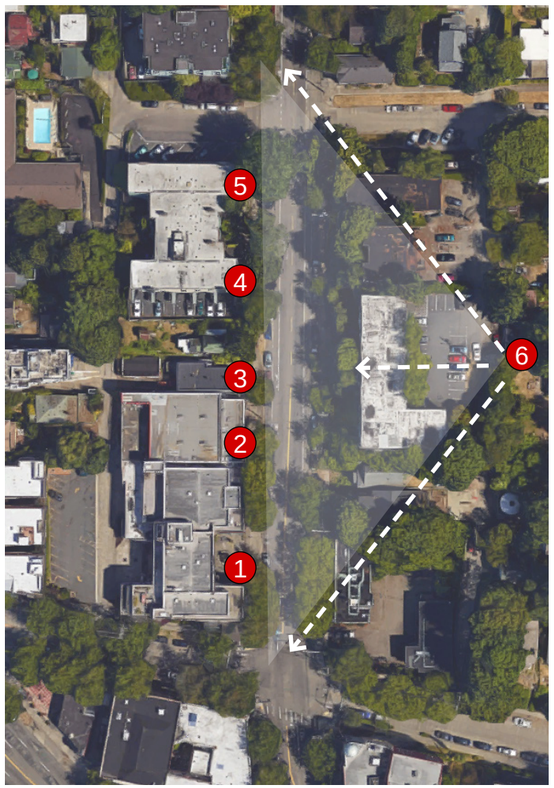

Quiznos Sub
7

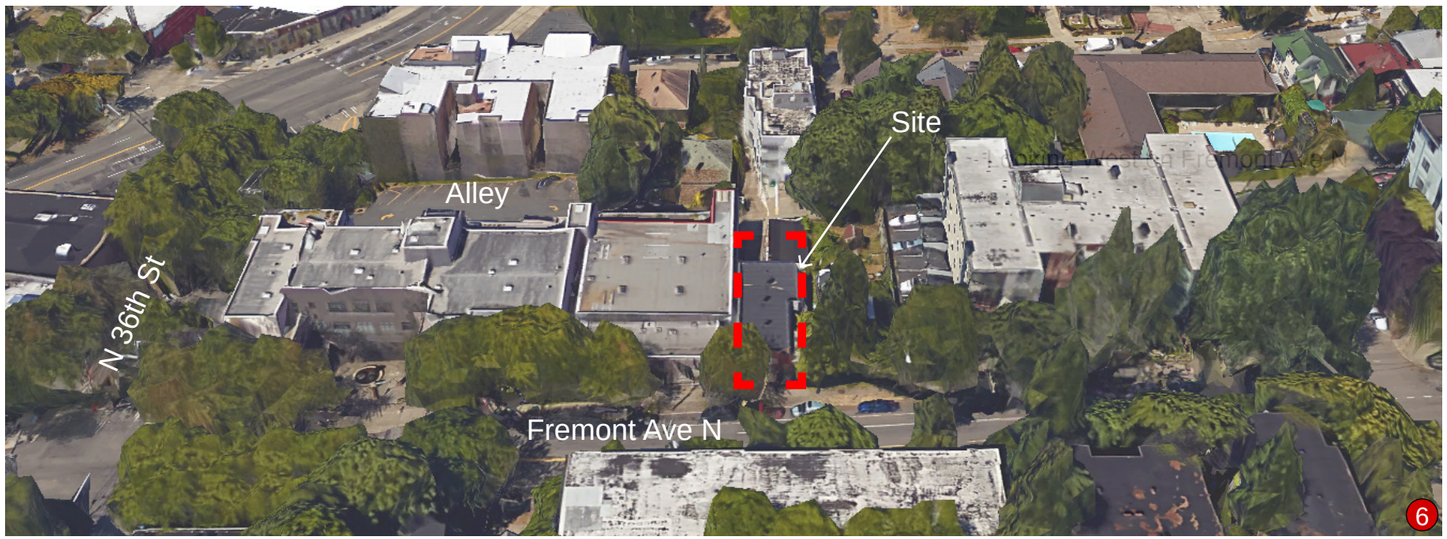

8


9



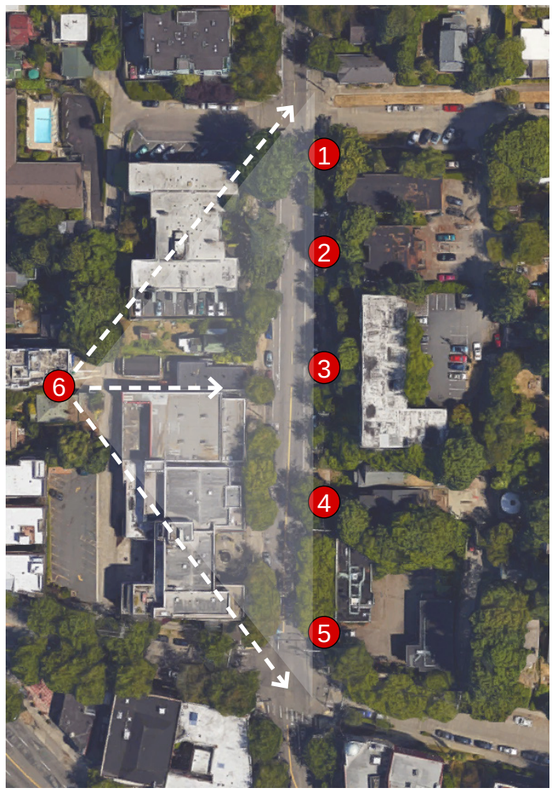
Looking West on Fremont Ave N

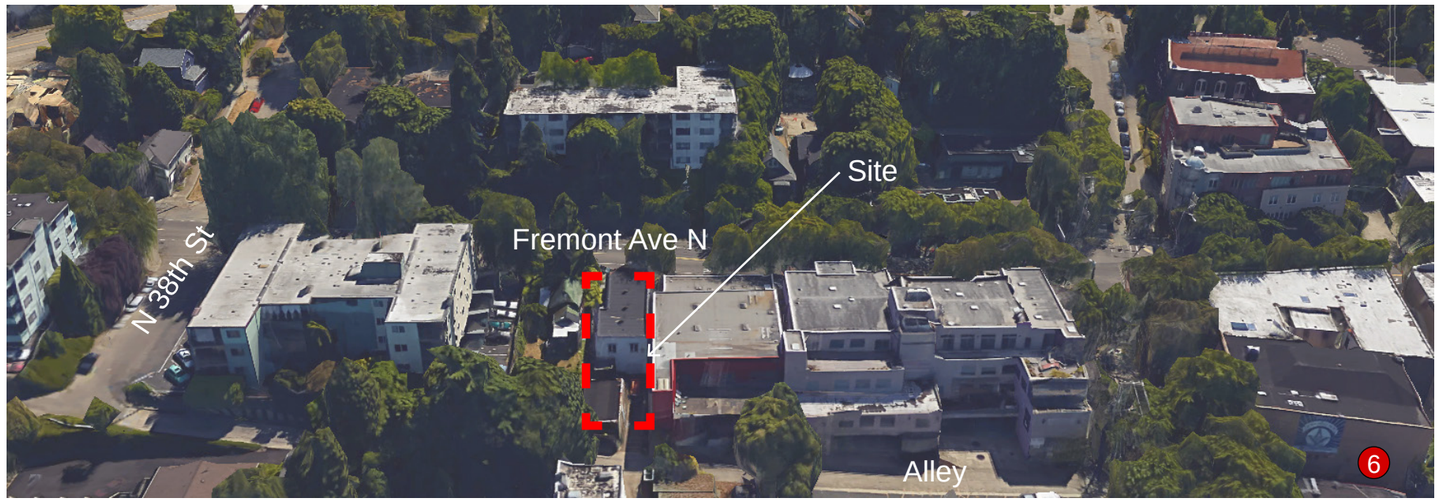




Across from Site

Looking East on Fremont Ave N





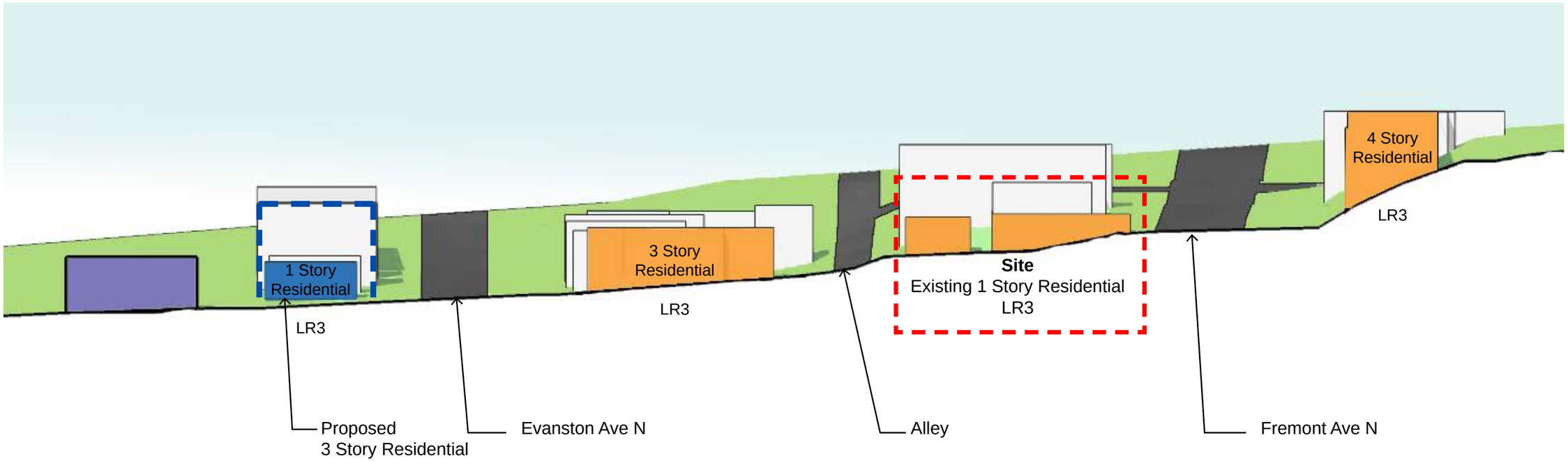
The surrounding built environment is a mixture of multifamily and single family homes with a few small businesses located nearby along Fremont Ave N. Public transportation is easily accessible from the site with the closest bus stop less than a 2 minute walk to the South. The site is ideal since it is less than a 5 minute walk from various restaurants, bars, and coffee shops. Within close proximity is also AB Ernst Park, the Fremont Public Library, and Aurora Ave N/ Highway 99 allowing quick access to the greater Seattle area.

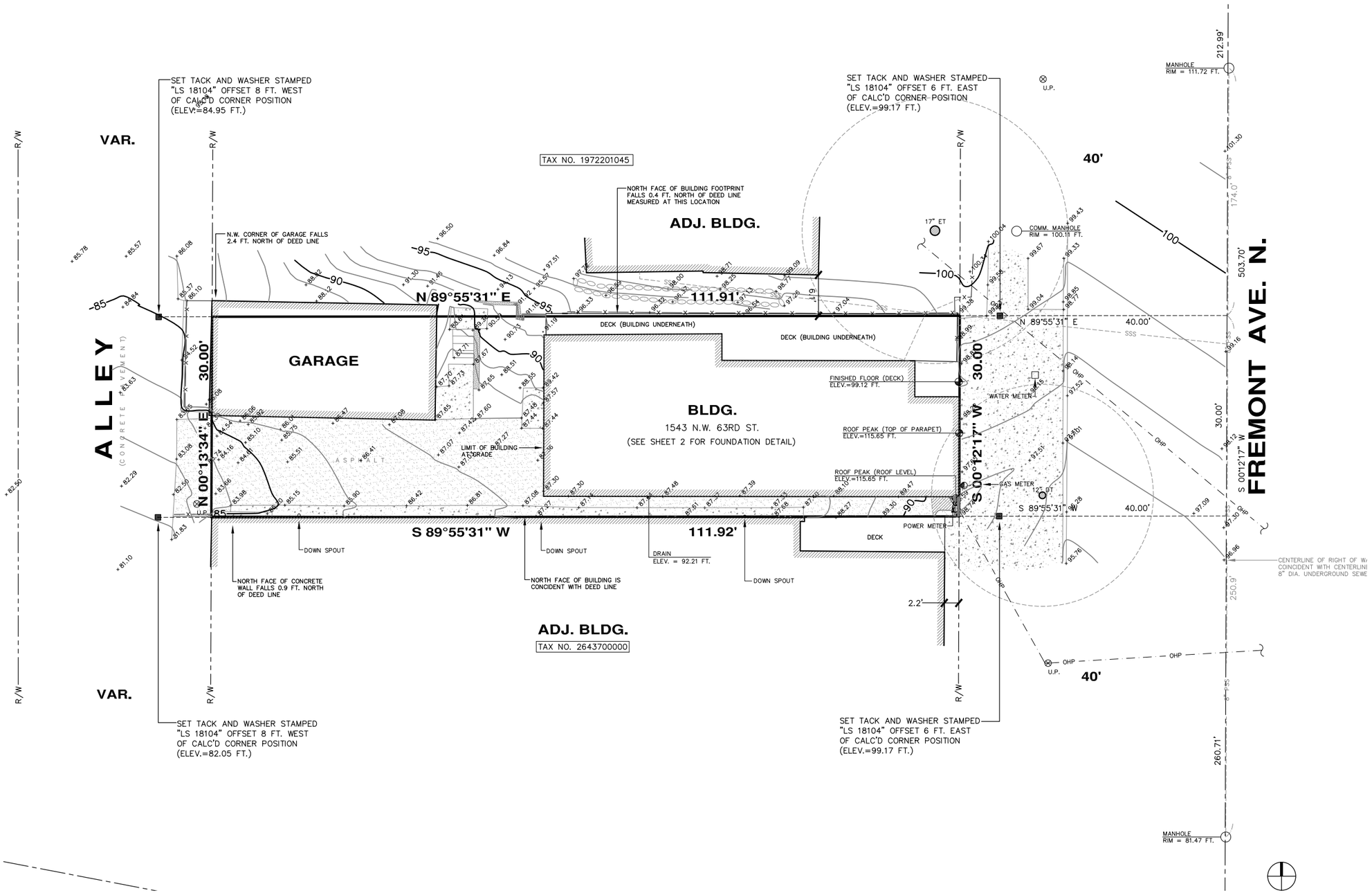
- Site
- Residential / Multi-Family
- Mixed Use
- Commercial
- Development Site

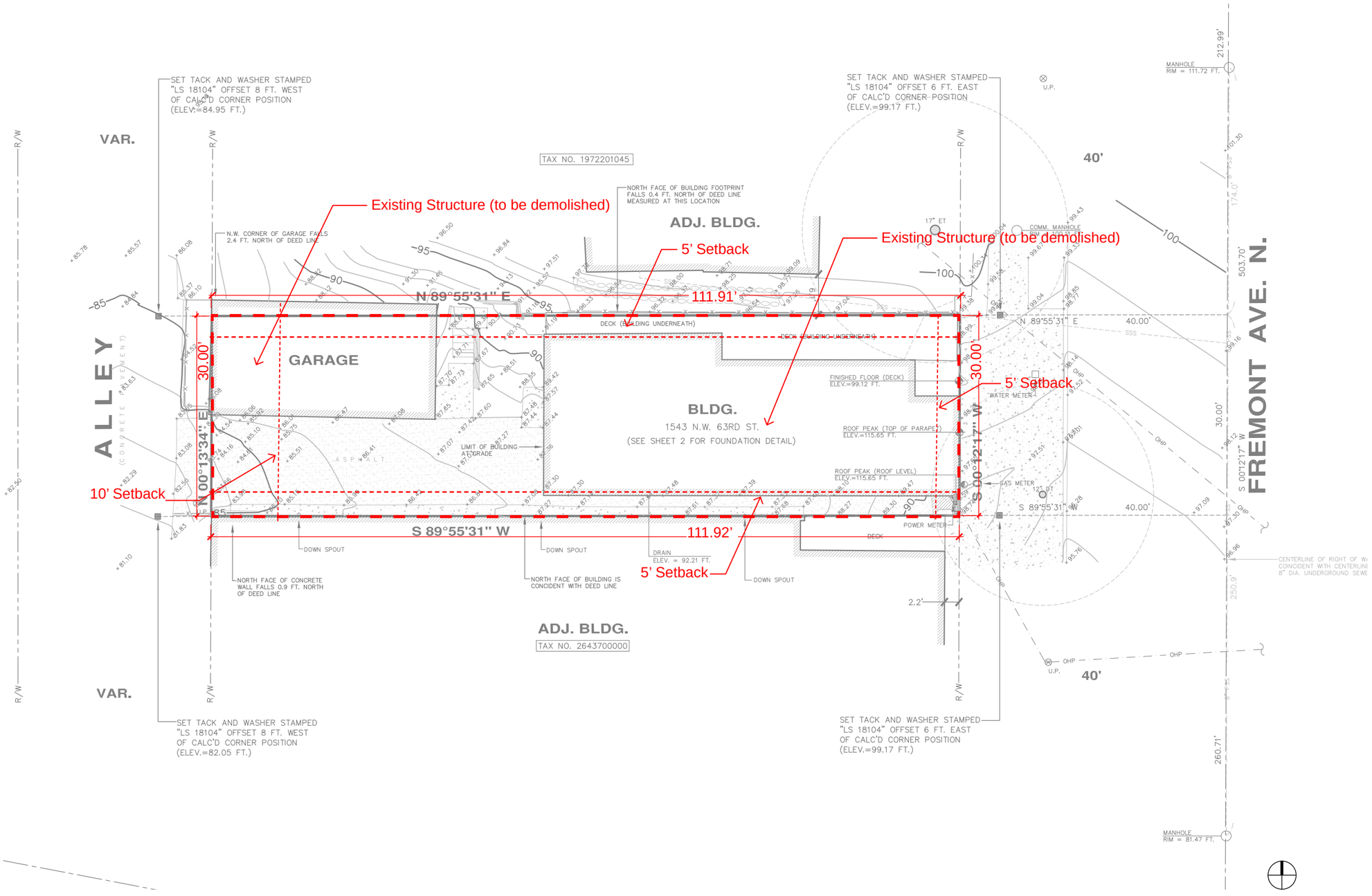
1. Site | Existing 1-Story Residential
2. 3-Story Commercial
3. 4-Story Multi-Family
4. 2-Story Commercial
5. 2-Story Single Family Residence
6. 2-Story Single Family Residence
7. 4-Story Multi-Family
8. 4-Story Multi-Family
9. 4-Story Multi-Family
10. 4-Story Mixed Use
11. Existing 1-Story Residential | Proposed 3 Story Townhouses
12. Existing 1-Story Residential | Proposed 3 Story Townhouses

Commercial Character

Residential Character




SET TACK AND WASHER STAMPED "LS 18104" OFFSET 8 FT. WEST OF CALC'D CORNER POSITION (ELEV.=84.95 FT.)
SET TACK AND WASHER STAMPED "LS 18104" OFFSET 6 FT. EAST OF CALC'D CORNER POSITION (ELEV.=99.17 FT.)
VAR.
R/W
TAX NO. 1972201045
NORTH FACE OF BUILDING FOOTPRINT FALLS 0.4 FT. NORTH OF DEED LINE MEASURED AT THIS LOCATION
ADJ. BLDG.
N.W. CORNER OF GARAGE FALLS 2.4 FT. NORTH OF DEED LINE
N 89°55'31" E
111.91'
DECK (BUILDING UNDERNEATH)
GARAGE
BLDG.
1543 N.W. 63RD ST.
(SEE SHEET 2 FOR FOUNDATION DETAIL)
FINISHED FLOOR (DECK) ELEV.=99.12 FT.
ROOF PEAK (TOP OF PARAPET) ELEV.=115.65 FT.
ROOF PEAK (ROOF LEVEL) ELEV.=115.65 FT.
LIMIT OF BUILDING AT GRADE
ALLEY
(CONCRETE PAVEMENT)
ASPHALT
30.00'
N 00°13'34" E
S 89°55'31" W
111.92'
S 00°12'17" W
N 89°55'31" E
40.00'
S 89°55'31" W
40.00'
DOWN SPOUT
NORTH FACE OF CONCRETE WALL FALLS 0.9 FT. NORTH OF DEED LINE
NORTH FACE OF BUILDING IS CONCIDENT WITH DEED LINE
DRAIN ELEV. = 92.21 FT.
POWER METER
GAS METER
WATER METER
DECK
17" ET
COMM. MANHOLE RIM = 100.13 FT.
MANHOLE RIM = 111.72 FT.
MANHOLE RIM = 81.47 FT.
FREMONT AVE. N.
212.99'
503.70'
174.0'
250.9'
260.71'
OHP
U.P.
2.2'
CENTERLINE OF RIGHT OF W
COINCIDENT WITH CENTERLIN
8" DIA. UNDERGROUND SEWE
ADJ. BLDG.
TAX NO. 2643700000
VAR.
SET TACK AND WASHER STAMPED "LS 18104" OFFSET 8 FT. WEST OF CALC'D CORNER POSITION (ELEV.=82.05 FT.)
SET TACK AND WASHER STAMPED "LS 18104" OFFSET 6 FT. EAST OF CALC'D CORNER POSITION (ELEV.=99.17 FT.)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VAR.
R/W
TAX NO. 1972201045
Existing Structure (to be demolished)
NORTH FACE OF BUILDING FOOTPRINT FALLS 0.4 FT. NORTH OF DEED LINE MEASURED AT THIS LOCATION
ADJ. BLDG.
5' Setback
Existing Structure (to be demolished)
N.W. CORNER OF GARAGE FALLS 2.4 FT. NORTH OF DEED LINE
N 89°55'31" E
111.91'
DECK (BUILDING UNDERNEATH)
GARAGE
ALLEY
(CONCRETE PAVEMENT)
30.00'
N 00°13'34" E
10' Setback
BLDG.
1543 N.W. 63RD ST.
(SEE SHEET 2 FOR FOUNDATION DETAIL)
FINISHED FLOOR (DECK) ELEV.=99.12 FT.
ROOF PEAK (TOP OF PARAPET) ELEV.=115.65 FT.
ROOF PEAK (ROOF LEVEL) ELEV.=115.65 FT.
LIMIT OF BUILDING AT GRADE
ASPHALT
S 00°12'17" W
5' Setback
WATER METER
GAS METER
POWER METER
DECK
S 89°55'31" W
111.92'
DOWN SPOUT
DRAIN ELEV. = 92.21 FT.
NORTH FACE OF CONCRETE WALL FALLS 0.9 FT. NORTH OF DEED LINE
NORTH FACE OF BUILDING IS CONCIDENT WITH DEED LINE
5' Setback
2.2'
ADJ. BLDG.
TAX NO. 2643700000
40'
40.00'
MANHOLE RIM = 111.72 FT.
COMM. MANHOLE
17" ET
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CONCIDENT WITH CENTERLINE
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SET TACK AND WASHER STAMPED "LS 18104" OFFSET 6 FT. EAST OF CALC'D CORNER POSITION (ELEV.=99.17 FT.)

View of Site from Fremont Ave N

Alley

View from Fremont Ave N and N 38th St

View of Site From Alley

Building Behind Site

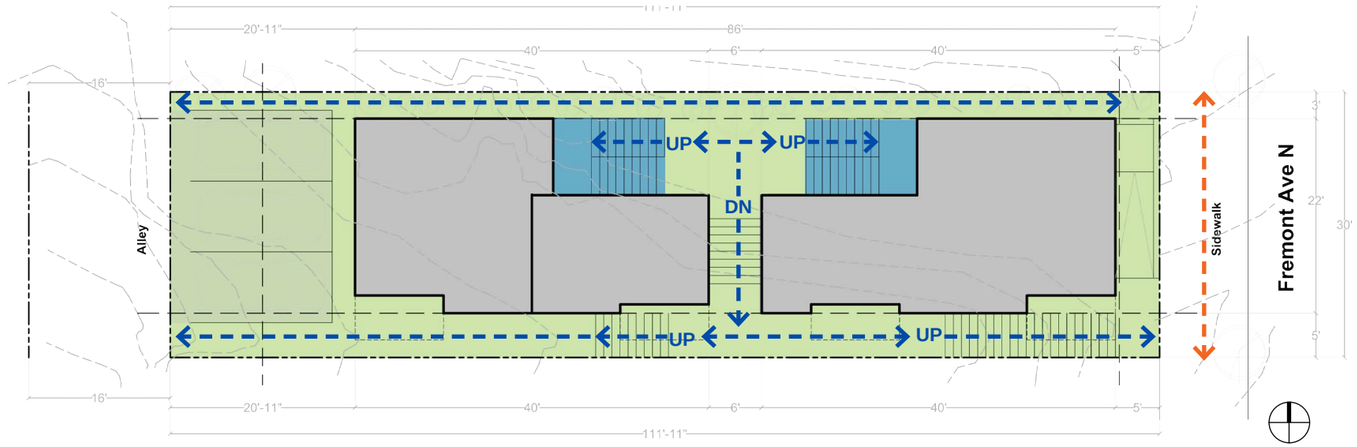
Multi-Family Across Street From Site

PL1 **Connectivity**
B. Walkways and Connections

DC3 **Open Space Concept**
C. Design

Design Response

The design will create a better connection to the public realm by improving the current connection of the site to the sidewalk. The private circulation located on the center courtyard and South side of the site will connect the project to the public pedestrian sidewalk.



PL4 **Active Transportation**
C. Planning Ahead for Transit

Design Response

The project will be easily accessible to nearby public transportation. Private circulation will directly connect residents with public walkways to alternative modes of transportation.

Private Vertical Circulation

Private circulation

Public Circulation

Bus Stop

Seattle Design Guidelines

PL2 **Walkability**

B. Safety and Security

Design Response

The location of windows, as well as the private balconies and roof decks, will encourage natural surveillance along Fremont Ave N and the Alley located on the West. Stairs, pathways and entries will be well lit to improve pedestrian security.

CS2 **Urban Pattern and Form**

D. Height, Bulk, and Scale

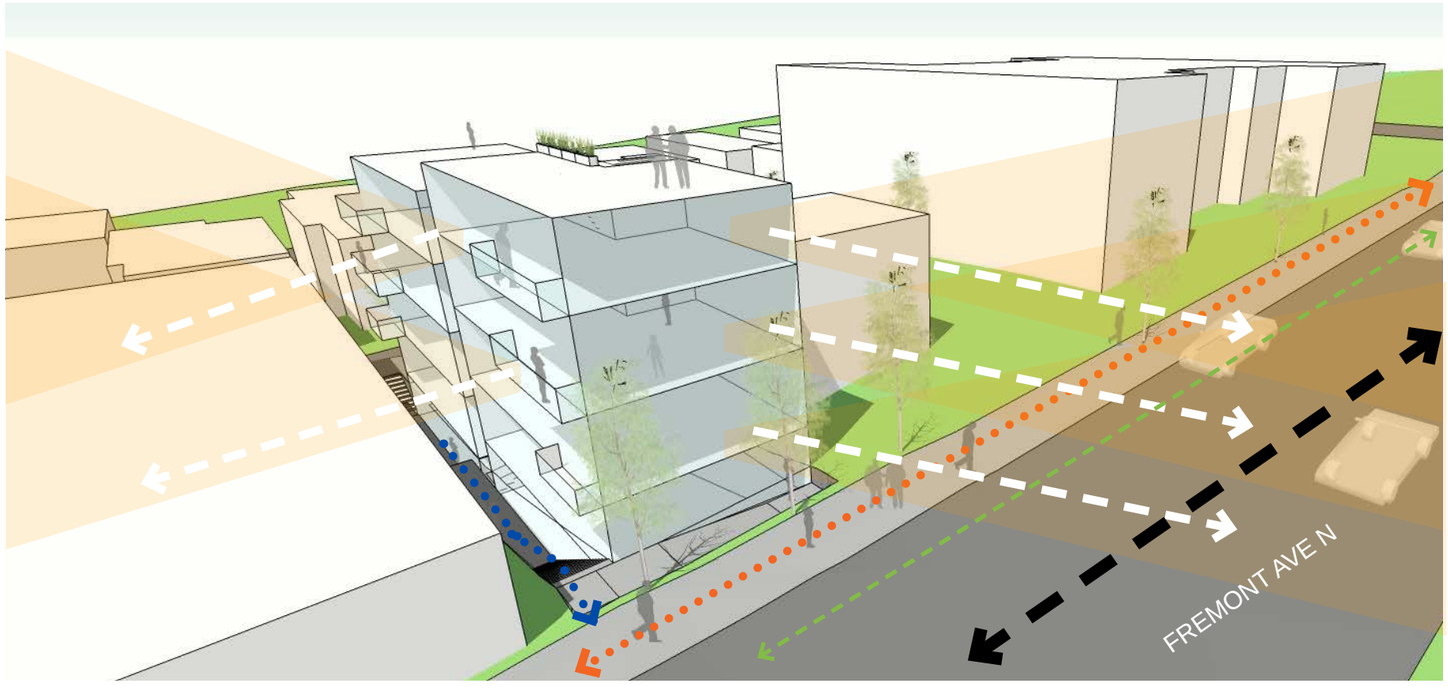
DC2 **Architectural Concept**

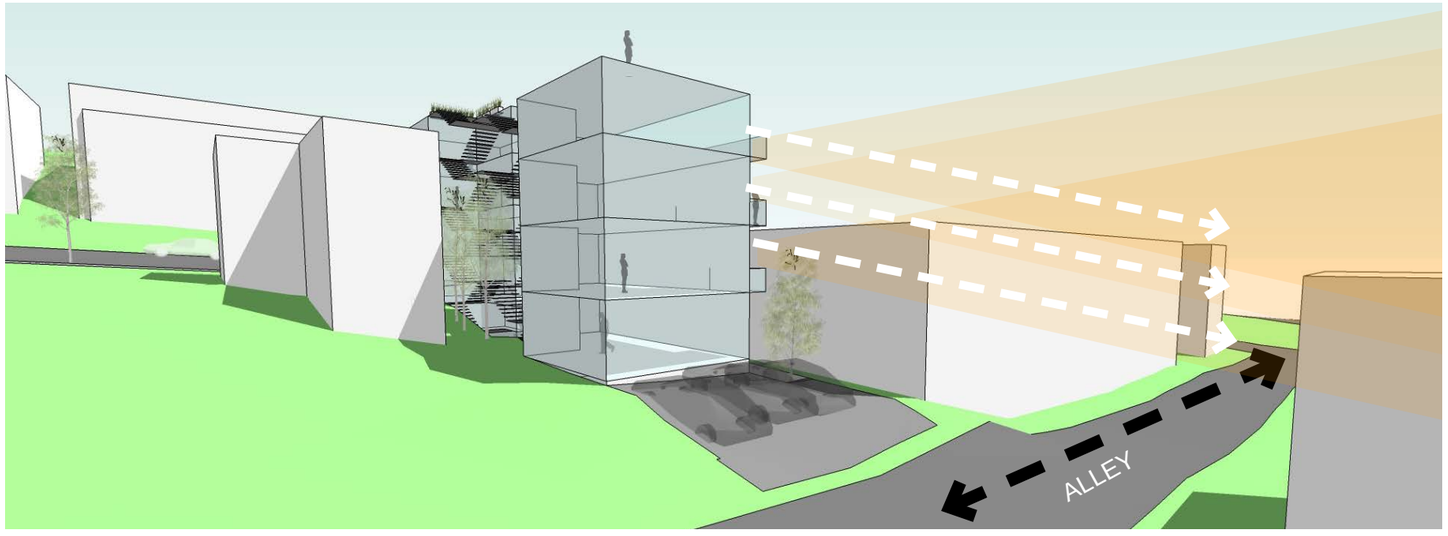
A. Massing

E. Form and Function

Design Response

The breaking up the mass of the building into two allows the design fit better within the surrounding context and considers the characteristics of the site. The smaller buildings terrace down following the slope and compliment the adjacent properties without disrupting their privacy or views.





Private circulation

Public Circulation

Bike Lane

Vehicular Circulation

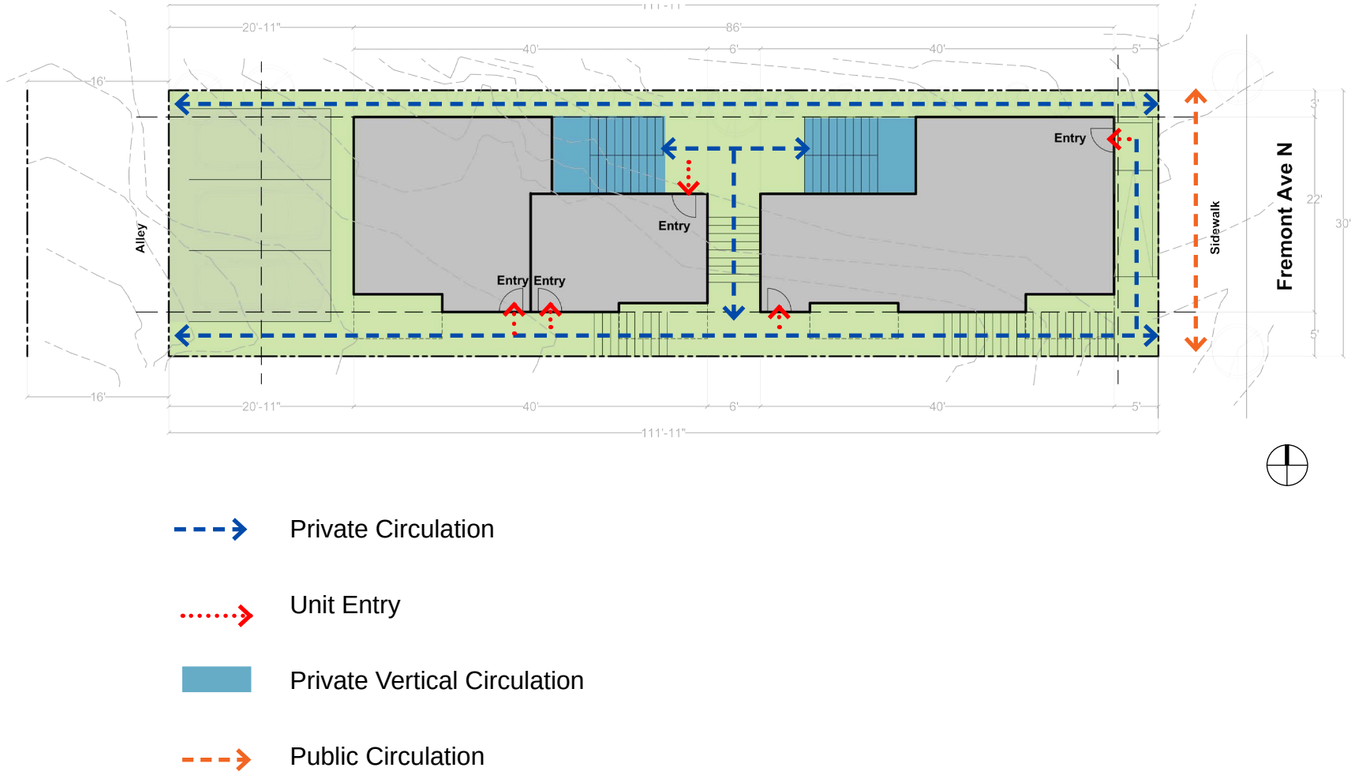
PL2 **Walkability**
- **C. Weather Protection**
- **D. Wayfinding**

PL3 **Street Level Interaction**
- **A. Entries**
- **B. Residential Edge**

DC4 **Exterior Elements and Finishes**
- **B. Signage**

Design Response

Each of the individual units has its own private covered entrance to help distinguish the unit entrances on the street level. At night, each of the entry canopies are further illuminated with a light fixture. Entries located on the main level will be recessed from the main public pedestrian areas, they will be detailed appropriately and landscape will help provide a more intimate type of entry for residents. The location of the vertical circulation creates a semi-private space courtyard provides a privacy and security buffer for residents. Landscaping along the edge of the site will provide residents with privacy and will make entries and circulation visually identifiable and welcoming.



PL4 **Active Transportation**
B. Planning Ahead for Bicyclists
C. Planning Ahead for Transit

DC1 **Project Uses and Activities**
A. Arrangement of Interior Uses

Design Response

Vehicular access will be located of the Alley on the West side of the site, minimizing conflict between vehicles and non-motorist. Sidewalks and bike paths will be clearly designated to improve security for users. Stalls will be screened from adjacent sites in order to reduce light and glare.

Private Vertical Circulation
Vehicular Circulation to Site
Bicycle Circulation
Public Pedestrian Circulation
Parking

DC2 **Architectural Concept**

A. Massing

B Architectural and Facade Composition

D. Scale and Texture

DC4 **Exterior Elements and Finishes**

D. Trees, Landscape and Hardscape Materials

C. Lighting

Design Response

The design breaks up the mass into two buildings reducing the scale and better responding to the surrounding, while considering the characteristics of the site without disrupting the privacy or views of adjacent sites. Balconies and material modulation will help reinforce that scale, in addition to providing smaller outdoor spaces. All facades are well-proportioned and large blank walls are avoided. Balconies and material modulation give variation and depth to the façade. Each unit in the building is designed with a level a detail that gives the building a more human scale, without deterring from the architectural concept of the overall mass. The proposed façade design promotes a more active and vibrant street front for the site. Lighting will be used to highlight the architectural and landscape details, while avoiding off-site glare and light pollution. Plants and vegetation will accent the building materials and help create inviting courtyards and interior spaces for gathering.

DC3 **Open Space Concept**

B. Open Space Uses and Activities

Design Response

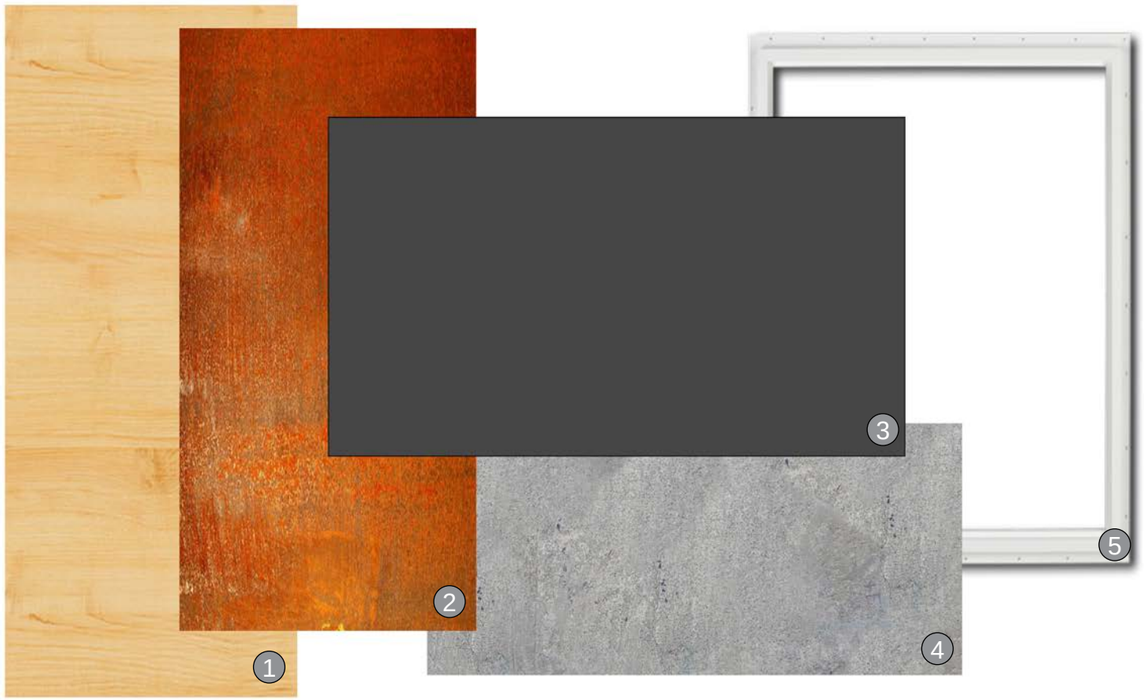
The breaking of the mass in two buildings allows for walkways and open spaces to be integrated into the design which give pedestrian better circulation space paths. The courtyard created by the two buildings and the rooftop decks will help facilitate human interaction and activity.

DC4 **Exterior Elements and Finishes**

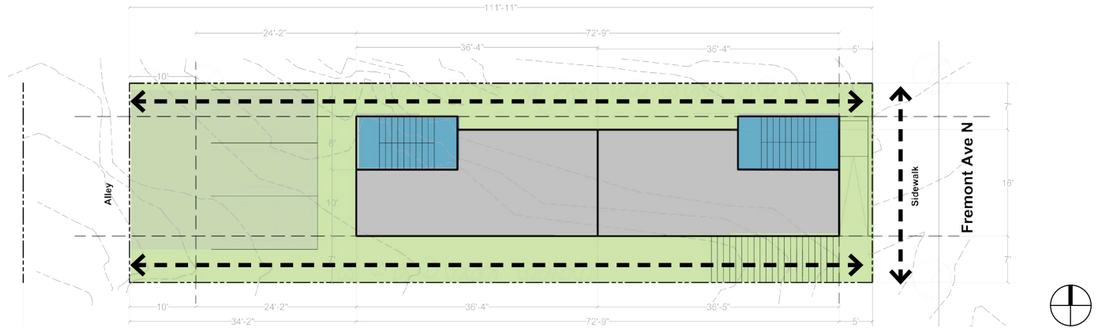
A. Building Materials and Finishes

Design Response

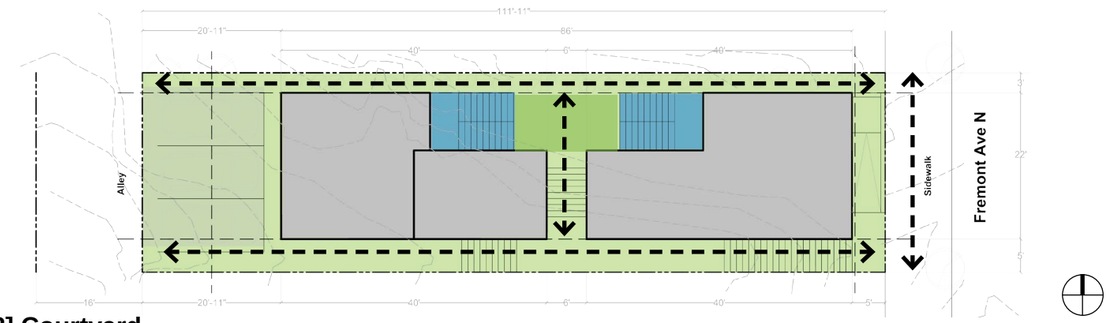
The overarching goal of the project through the design phase was to keep the building form inherently simple in order to use high quality materials and finishes that will be durable and easy to maintain in Seattle's climate. The façade design, lighting and landscape are coordinated to complement the concept and provide a strong overall design to users and public in general.



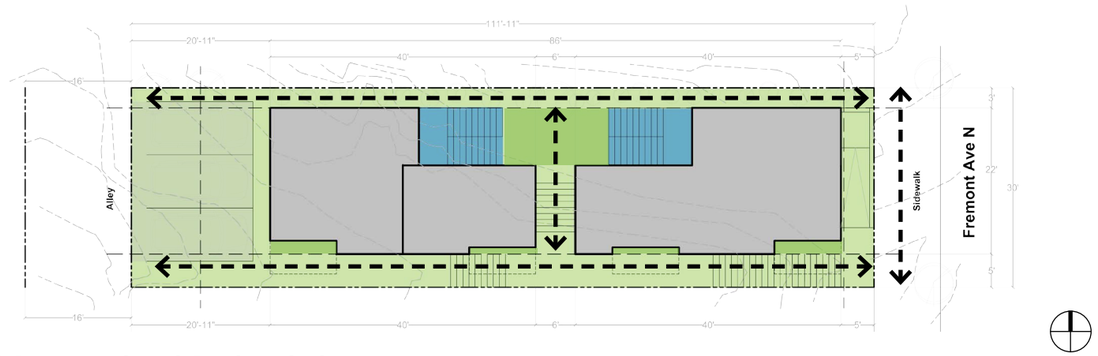
1. Composite Panel
2. Composite Panel
3. Gray Fiber Cement Panel
4. Concrete
5. Window



[1] Volume



[2] Courtyard



[3] Courtyard and Sculpted Views

Pedestrian Circulation

Building Mass

Vertical Circulation

Open Space, Courtyards, and Circulation

Scheme 1: Volume

Scheme 1 focuses on a high density design layout, by creating one main structure. Vertical circulation and main unit access is located on the North side of the site. Pedestrian pathways to access the site are located along the North and South edge of the site. The volume scheme also is consistent with the existing neighborhood residential edge.

GSF: 6,302GSF

Number of Units: 10 Units

Number of Parking Stalls: 3 Medium Stalls

Positives:

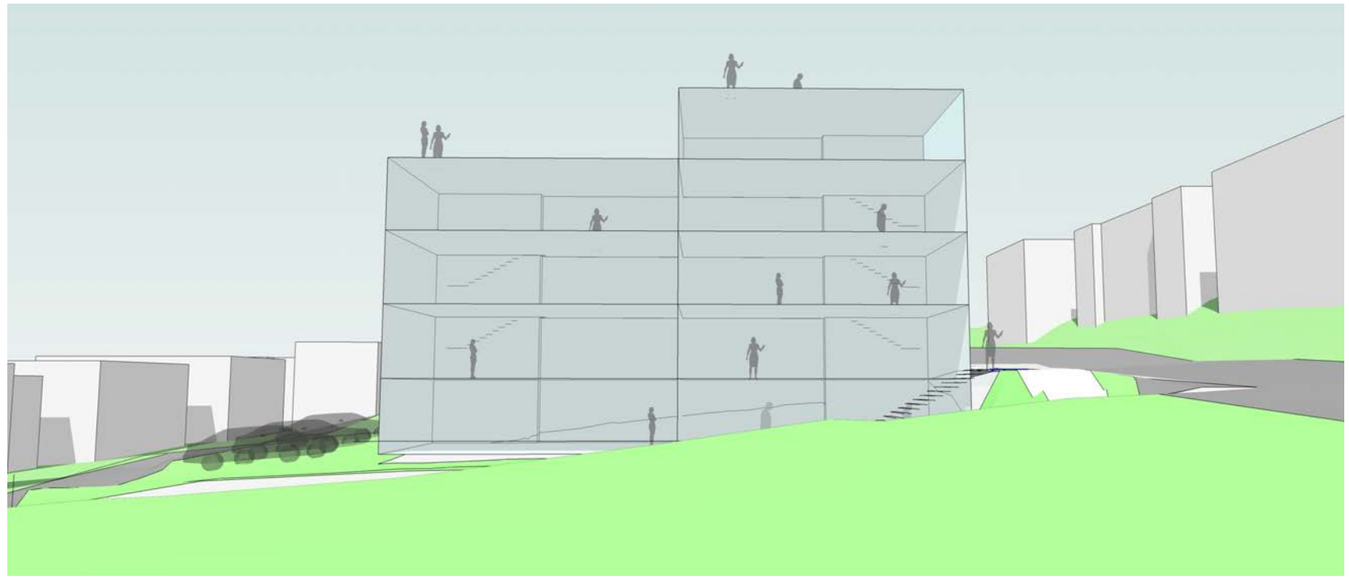
1. Unifies all units into one building.
2. No departures needed.

Negatives:

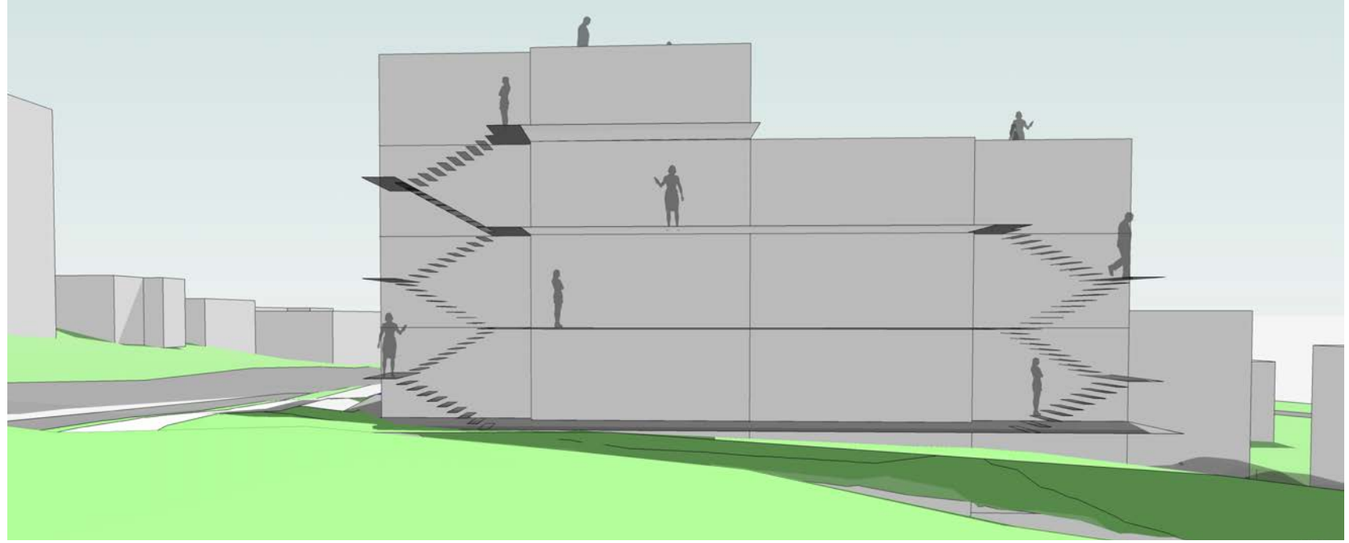
1. Limited access to natural light and views.
2. Street view of vertical circulation.
3. Parking does not allow each unit to have a personal stall.
4. Larger building floor-plate.

Departures:

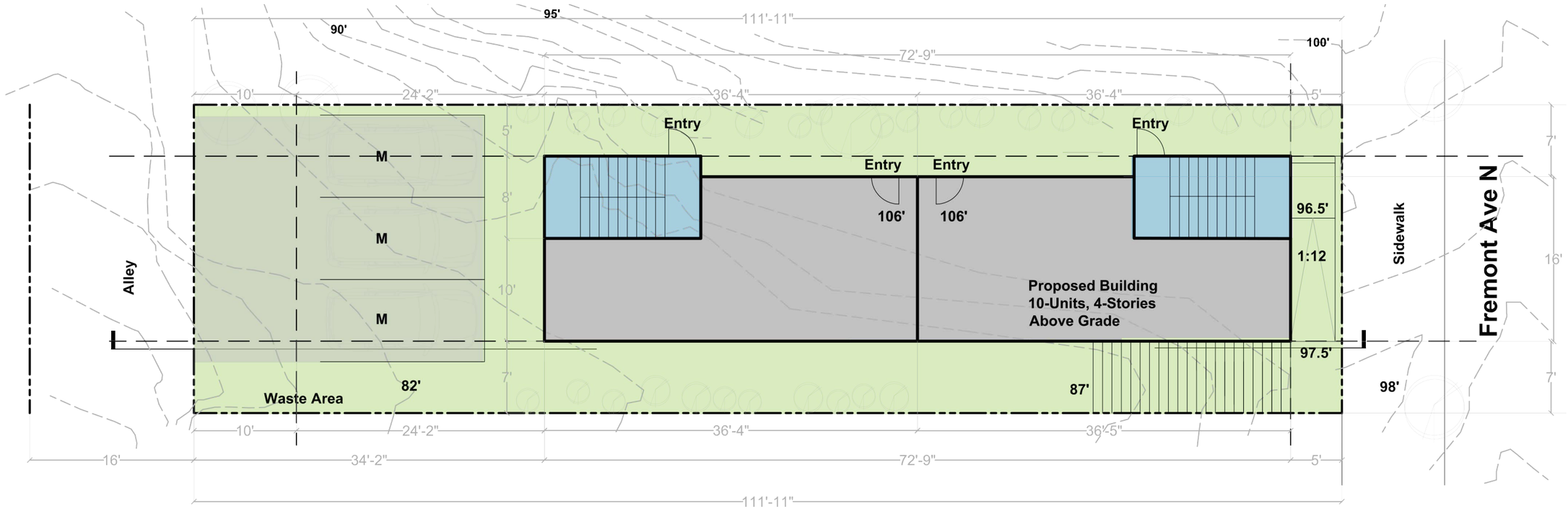
No departures requested



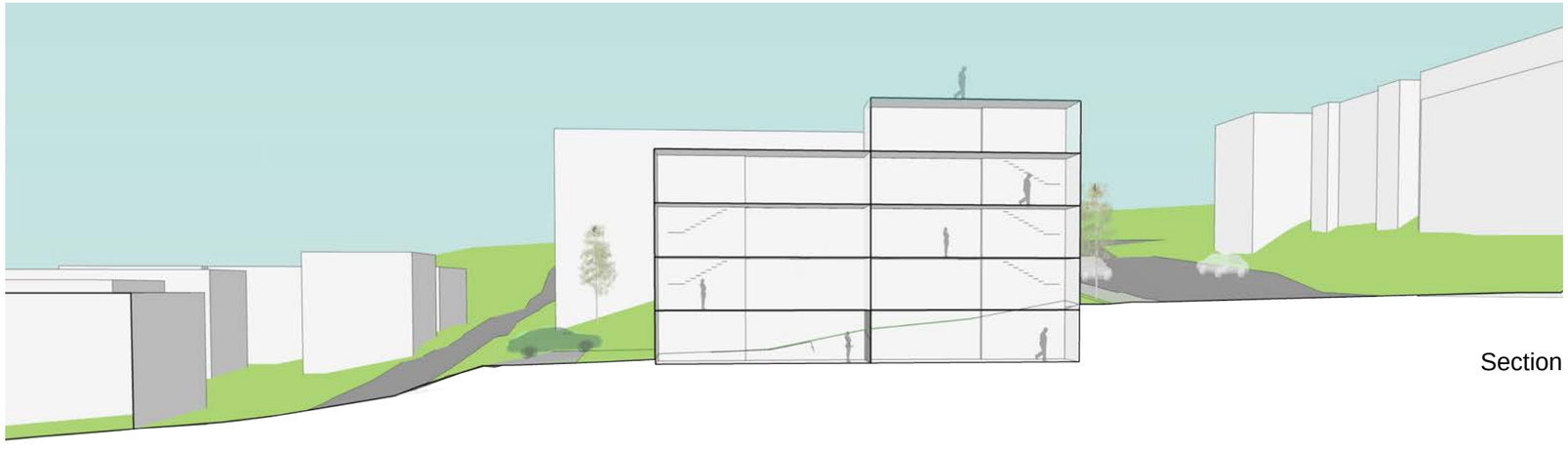
View North



View South



Site Plan
3/32" = 1'



Section

Scheme 2: Courtyard

Scheme 2 separates the main building mass into two structures. This along with the location of the vertical circulation towards the center of the site, create private circulation pathways and courtyard, as well as giving a safer entry for residents. Separating the volume into two buildings allows for better natural lighting and ventilation for the units. This design remains consistent with current residential edge, and allows for minimal disturbance to site.

GSF: 7,576GSF

Number of Units: 14 Units

East Building: 7 Units
West Building: 7 Units

Number of Parking Stalls: 3 EV Stalls

Positives:

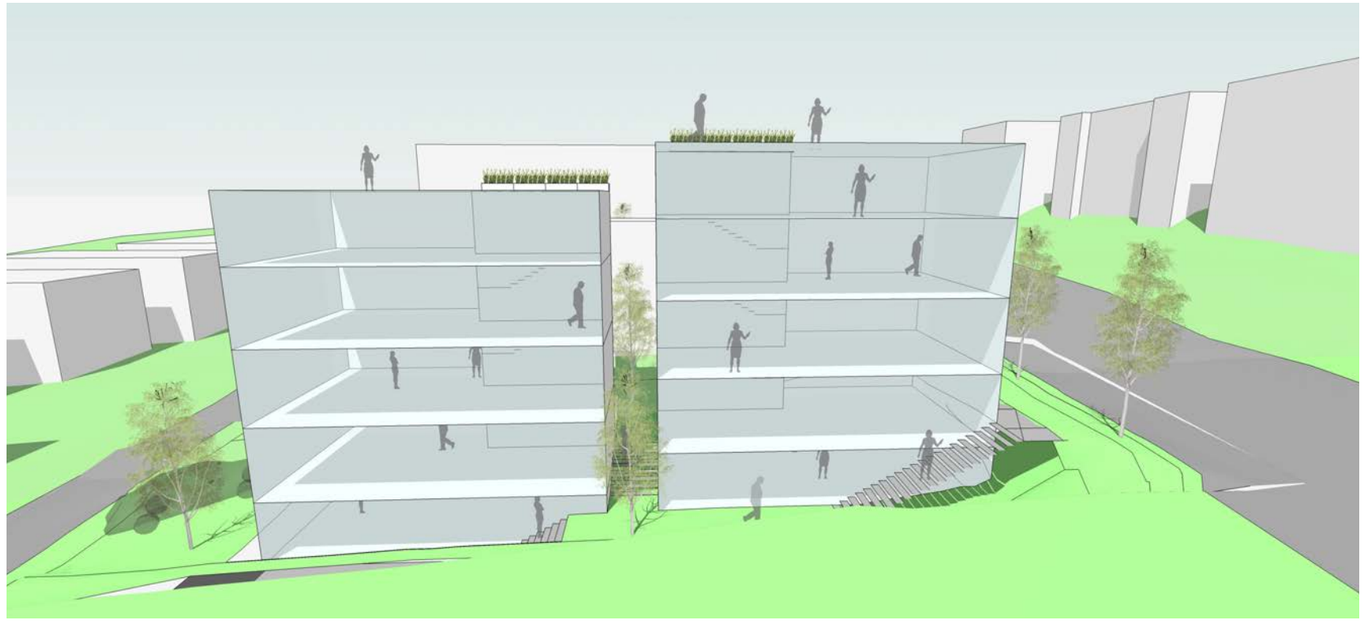
1. Strong pedestrian walkway.
2. Interior courtyards open up to vertical circulation.
3. Volume break up to allow natural light and ventilation.
4. Consistent with existing neighborhood residential edge.
5. Minimal site disturbance.

Negatives:

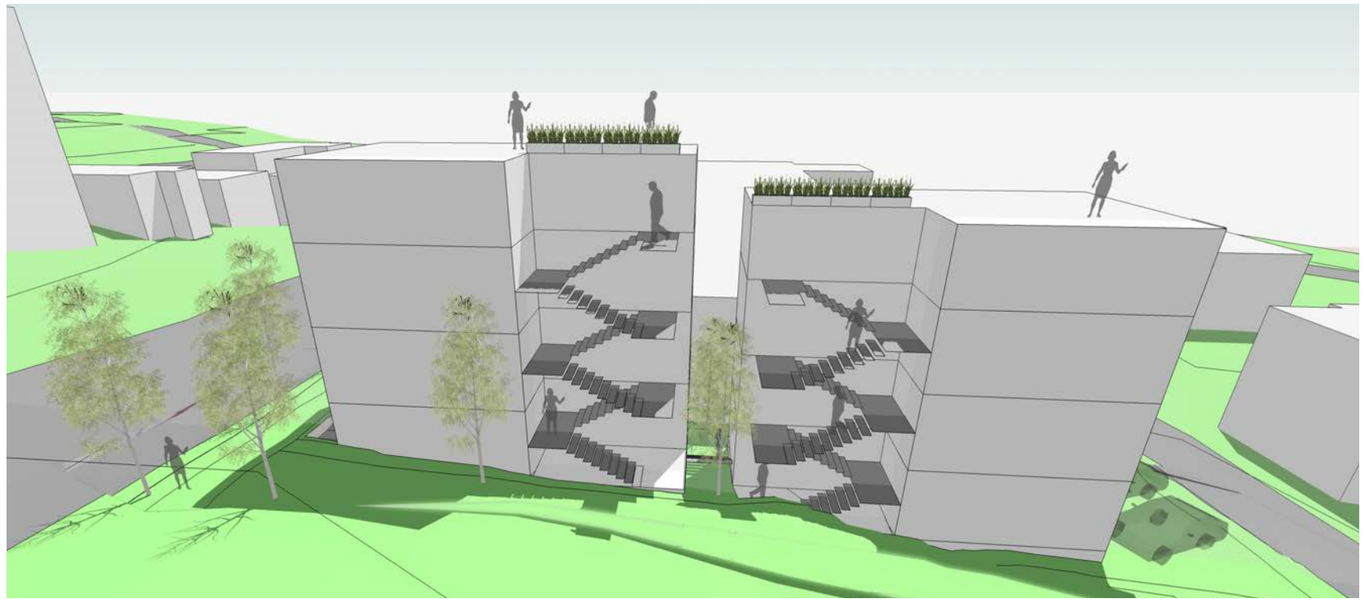
1. No Facade variation on South side of building.

Departures:

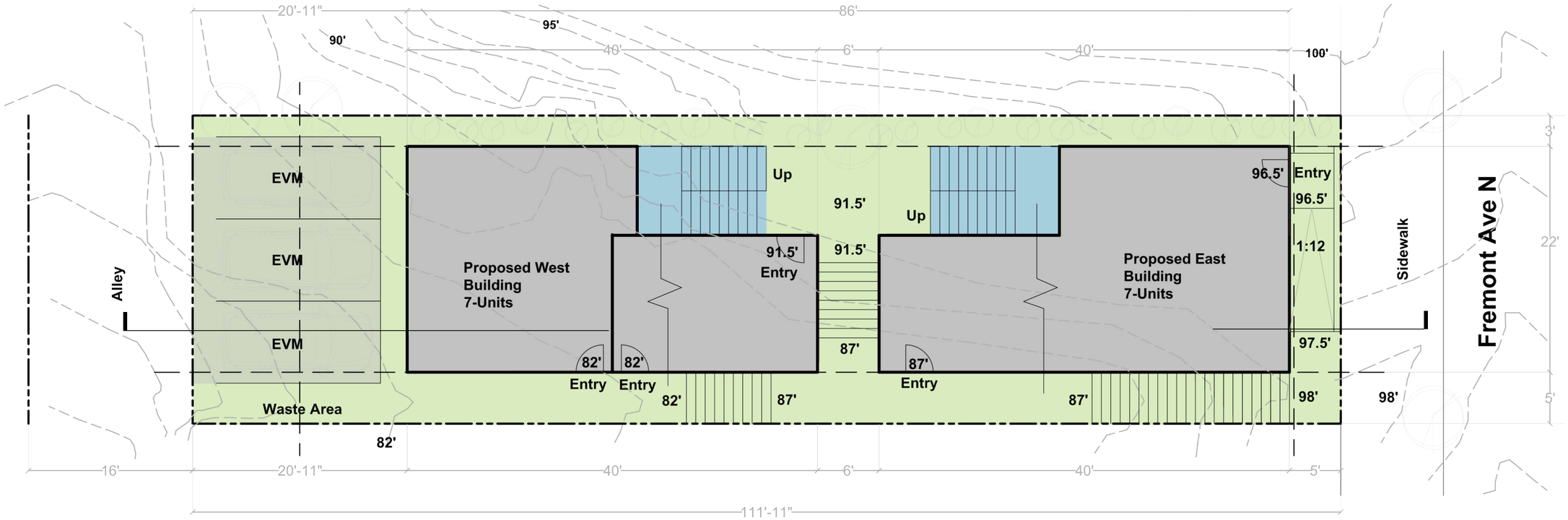
1. Increase max facade length by 10% (23.45.527.B.1)
2. Reduce North side setback by 50% (23.45.518.A)



View North into Interior Courtyard



View South



Site Plan
3/32" = 1'

Section

Scheme 3: Courtyard and Sculpted Views (Preferred)

Scheme 3 is the most responsive to the site conditions and building usage. The volume is broken down into two separate buildings along the center of the site and vertical circulation is placed towards the center creating an outdoor courtyard area and private circulation pathway. This variation allows for better light and ventilation to enter the units. Entry to the units is located off the main public circulation providing privacy and security for residents. Balconies are added to the South facade to give variation and provide residents with private outdoor space. The addition of balconies provides the opportunity for modulation along the facade, and by carving the space the building becomes sculpted towards views of the surrounding neighborhood. This design allows for minimal disturbance and maintains the existing residential edge.

Number of Units: 14 Units

East Building: 7 Units
West Building: 7 Units

Number of Parking Stalls: 3 EV Stalls

Positives:

1. Strong pedestrian walkway
2. Interior courtyards open up to vertical circulation
3. Volume break up to allow natural light and ventilation.
4. Private balconies
5. Consistent with existing neighborhood residential edge
6. Minimal disturbance.
7. Privacy and security for unit entries.

Negatives:

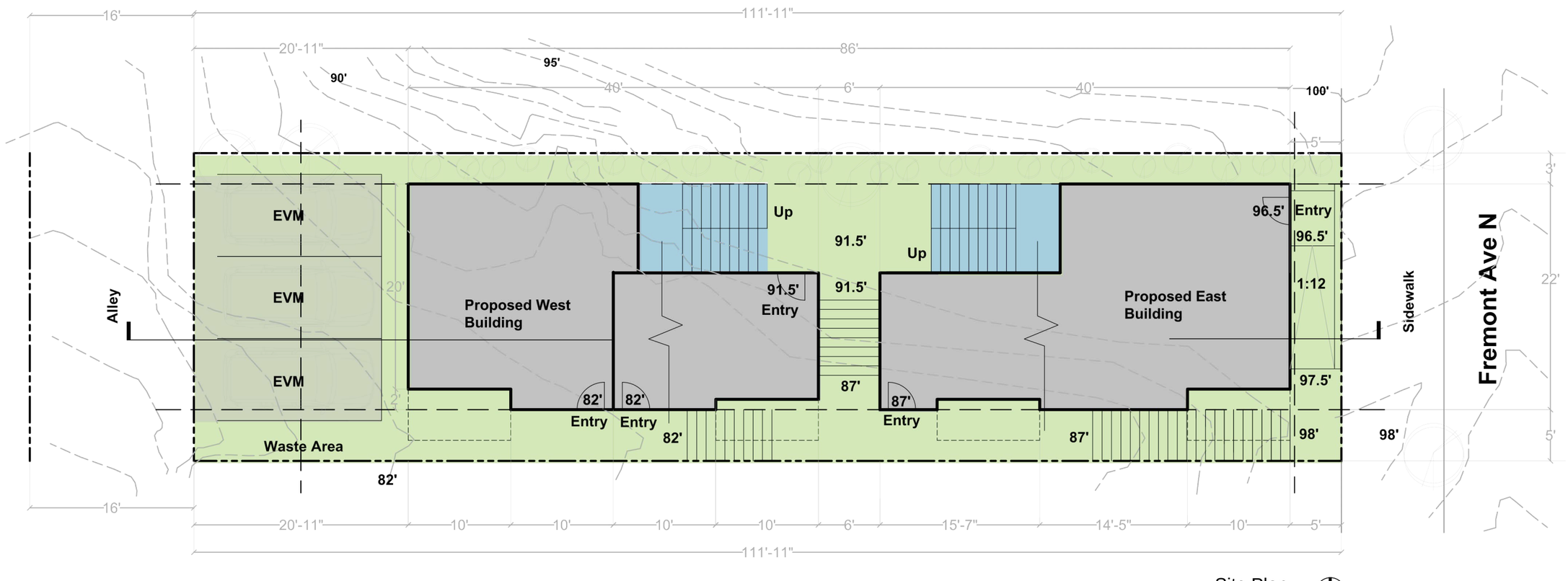
1. Parking does not allow each unit to have a personal stall

Departures:

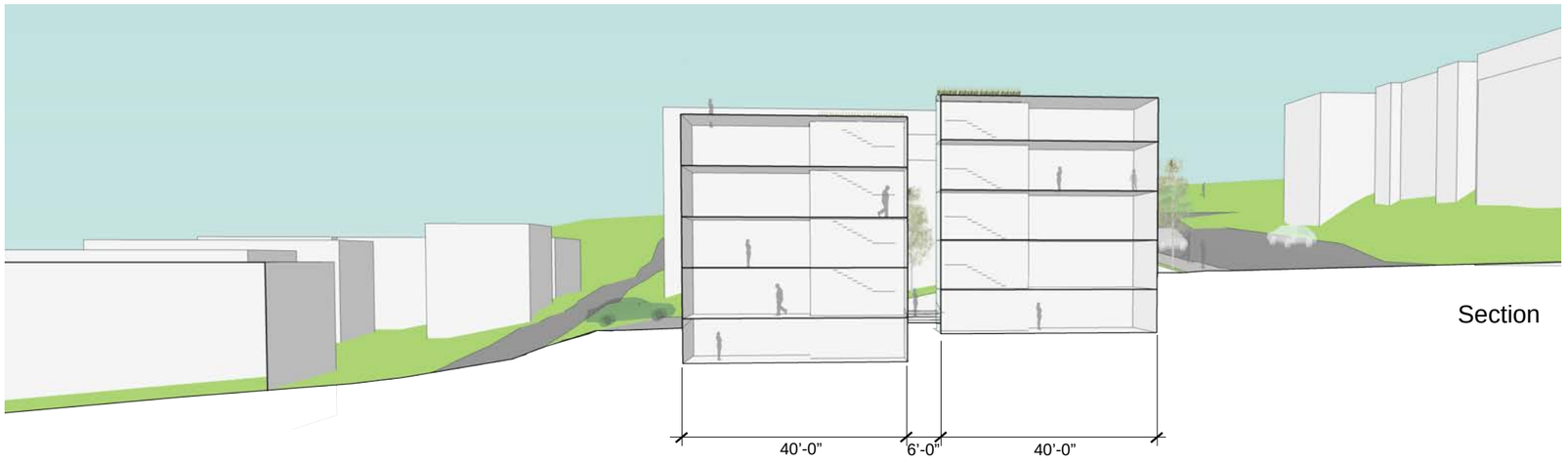
1. Increase max facade length by 10% (23.45.527.B.1)
2. Reduce North side setback by 50% (23.45.518.A)

View North into Interior Courtyard

View South into Interior Courtyard



Site Plan
3/32" = 1'



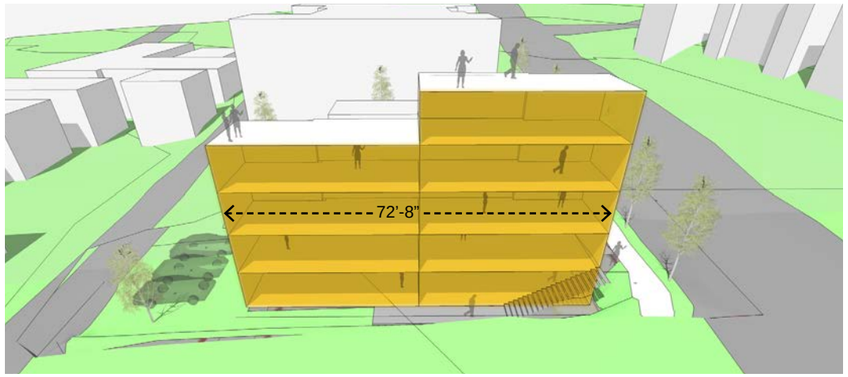
Section

Departure 1: EDG Scheme 3 (Preferred)

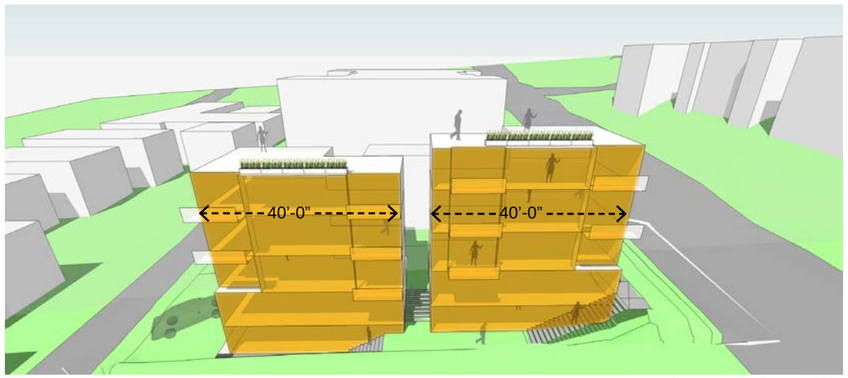
Code: 23.45.527.B.1: The maximum combined length of all portions of façades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line, except as specified in subsection 23.45.527.B.2.

Departure: Requesting departure to increase maximum facade length by 10%

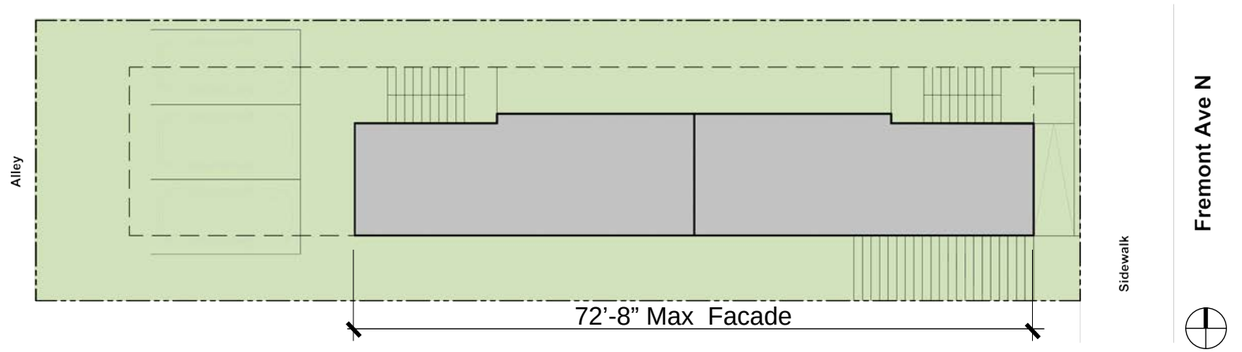
Reasoning: By allowing increase in facade length by 10%, this will allow for the separation into two buildings. Minimal effects to the land, surrounding buildings, and views.



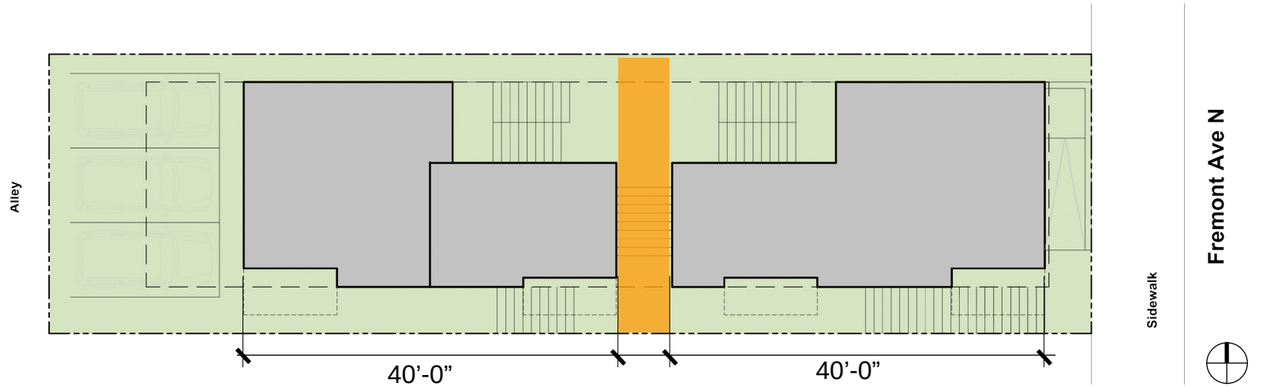
No Departures: Max Facade length at 72’-8”



Departures: Max Facade Length at 80’



No Departures: Max Facade length at 72’-9”



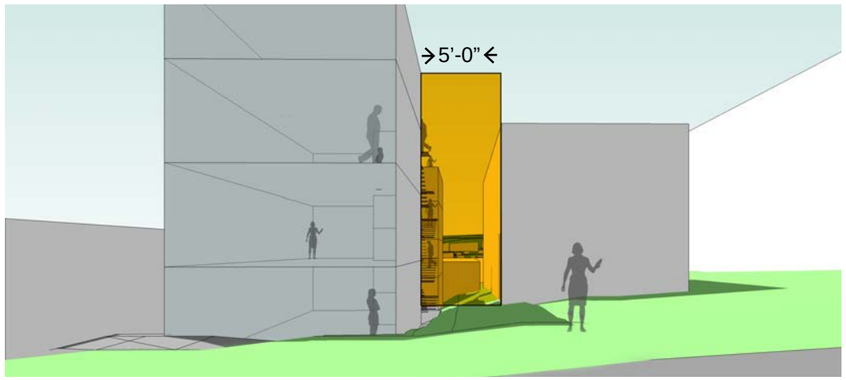
Departures: Max Facade Length 80’-0”

Departure 2: EDG Scheme 3 (Preferred)

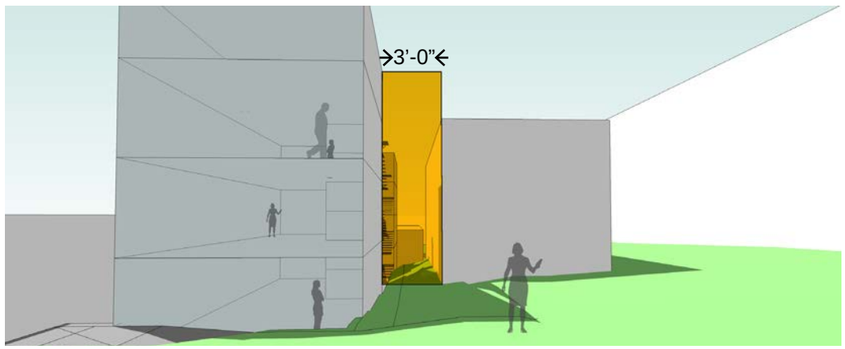
Code: 23.45.518.A Side setbacks for facades 40 feet or less in length for townhouse developments and apartments are 5 feet.

Departure: Reduce North side setback by 50% (23.45.518.A)

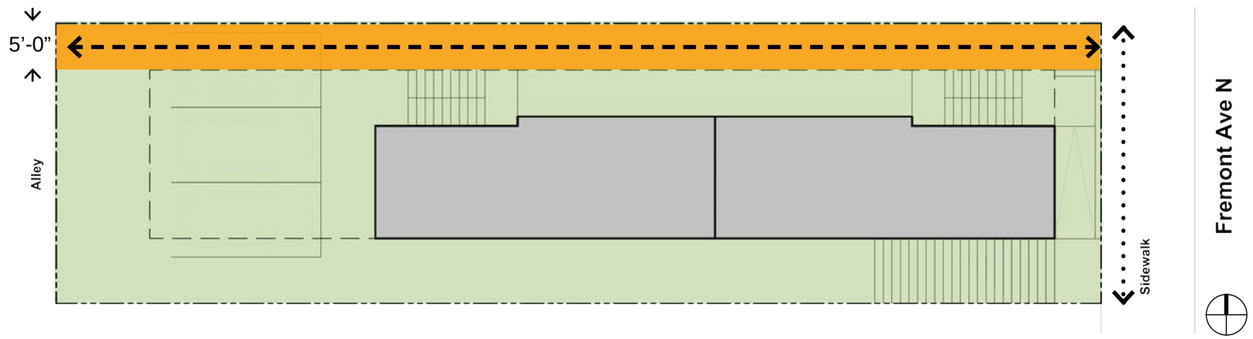
Reasoning: By reducing the north side setback to 3 feet this allows for more density, with minimal disturbance to pedestrian access.



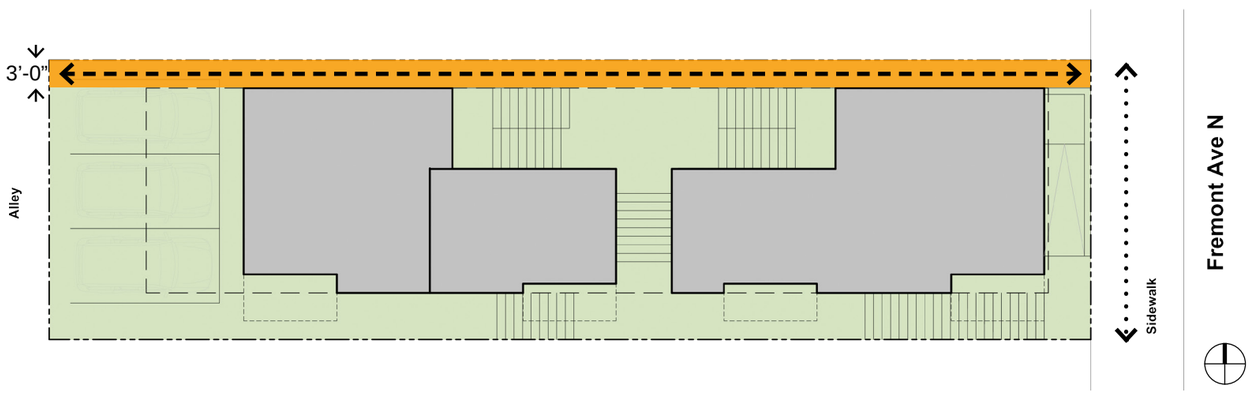
No Departures: Set back at 5’-0”



Departures: Set back at 3’-0”



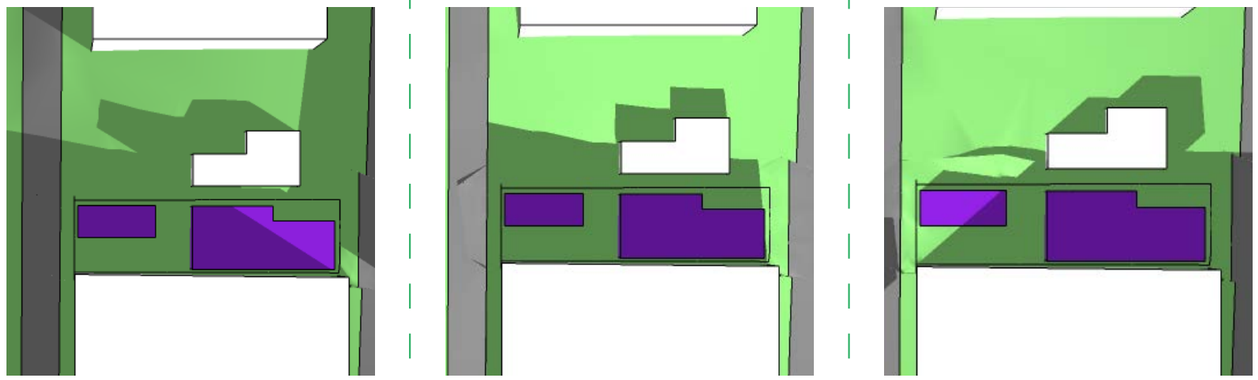
No Departures: Set back at 5’-0”



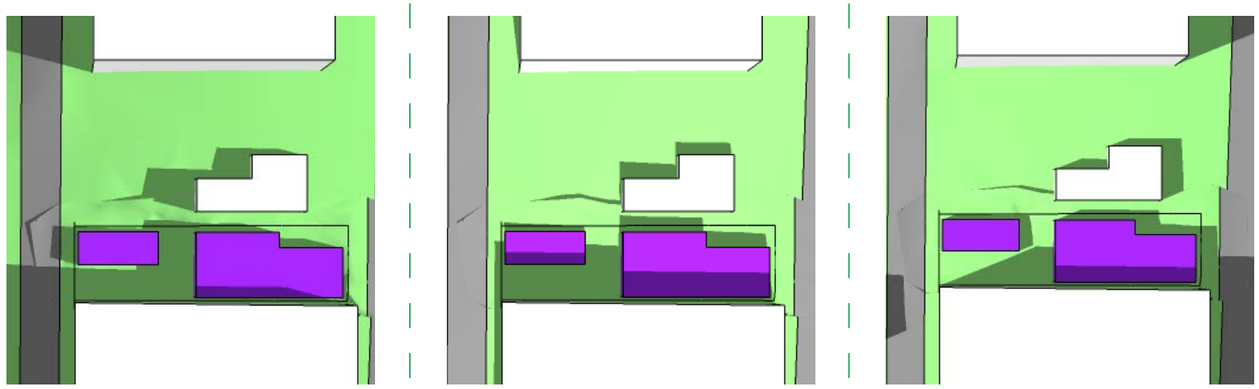
Departures: Setback at 3’-0”

9:00 am | 12:00 pm | 3:00 pm

March 21
(Vernal/ Autumnal Equinox)



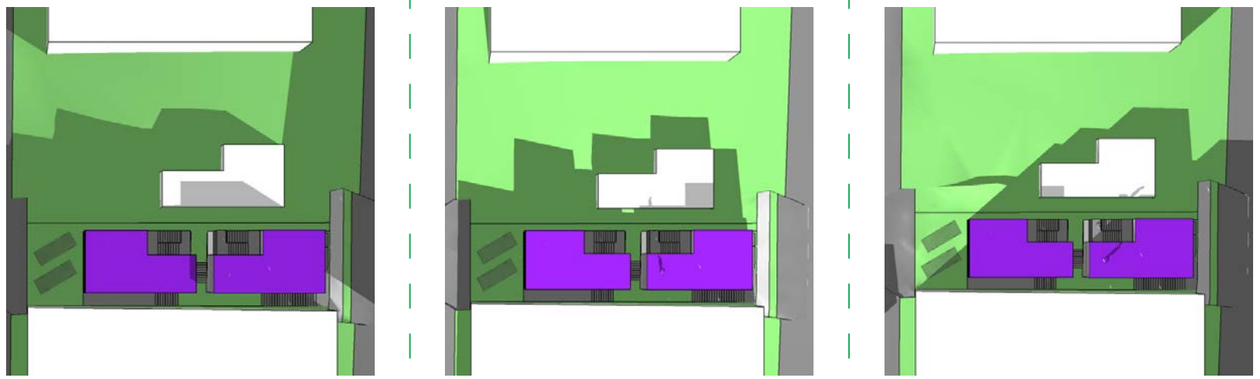
June 21
(Summer Solstice)



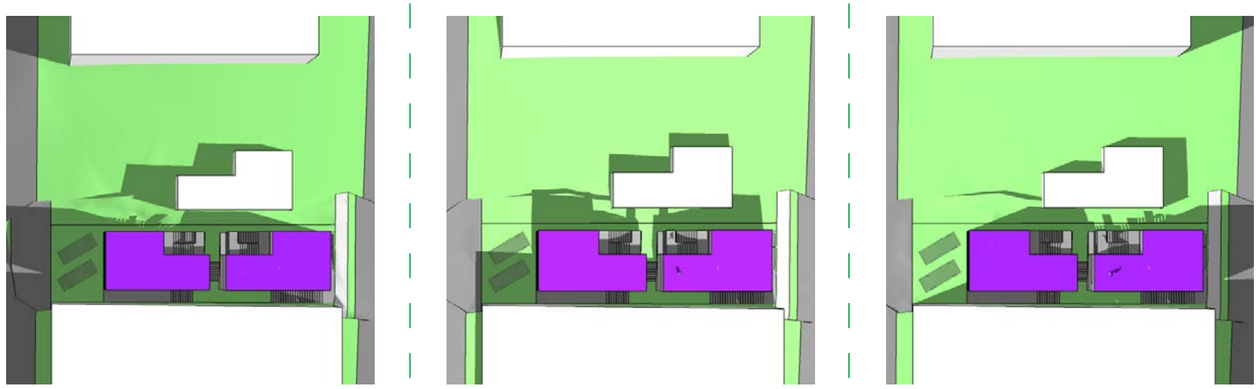
December 21
(Winter Solstice)

9:00 am | 12:00 pm | 3:00 pm

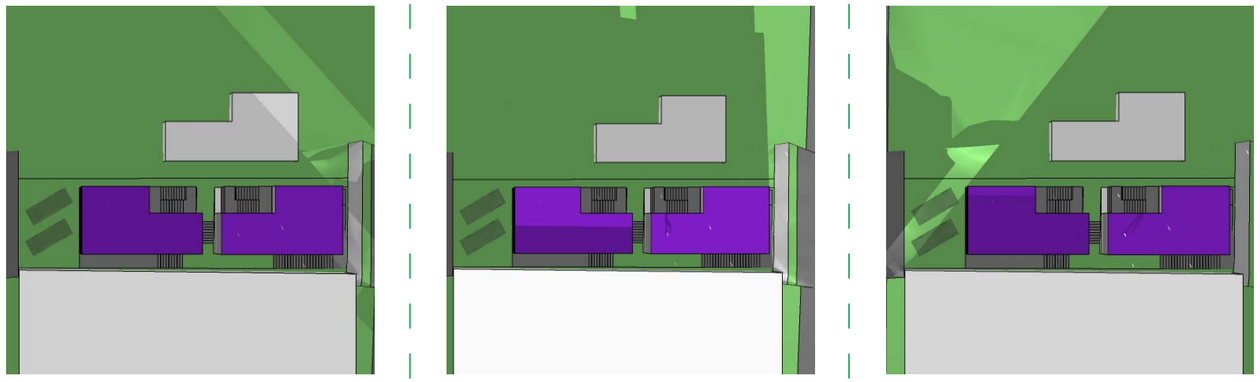
March 21
(Vernal/ Autumnal Equinox)



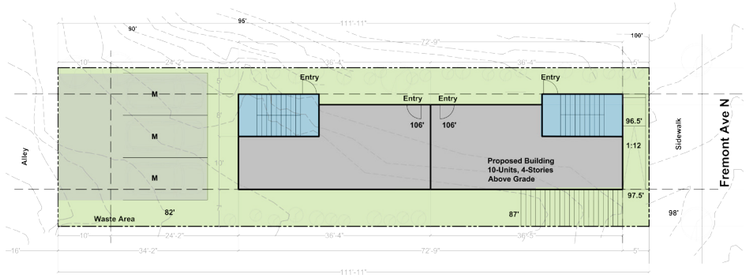
June 21
(Summer Solstice)



December 21
(Winter Solstice)



Scheme 1 : Volume

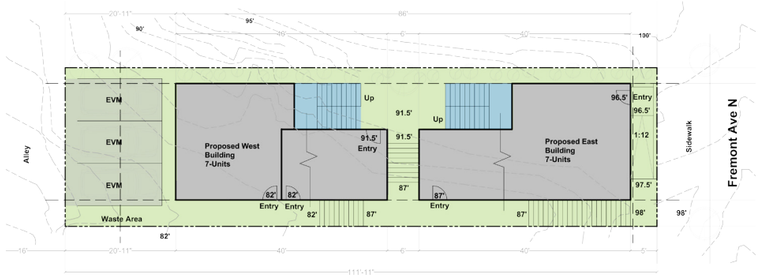


Positives:
1. Unifies all units into one building.
2. No departures needed.

Negatives:
1. Limited access to natural light and views.
2. Street view of vertical circulation.
3. Parking does not allow each unit to have a personal stall.
4. Larger building floor-plate.
5. No facade variation.

Departures:
No departures requested

Scheme 2: Courtyard

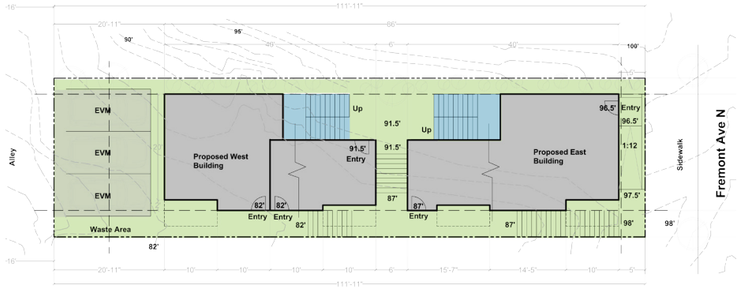


Positives:
1. Strong pedestrian walkway.
2. Interior courtyards open up to vertical circulation.
3. Volume break up to allow natural light and ventilation.
4. Consistent with existing neighborhood residential edge
5. Minimal site disturbance.

Negatives:
1. No Facade variation on South side of building.

Departures:
1. Increase max facade length by 10% (23.45.527.B.1)
2. Reduce North side setback by 50% (23.45.518.A)

Scheme 3 : Courtyard and Sculpted Views (Preferred)



Positives:
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