

106 NW 36TH STREET

106 NW 36TH ST 98107

EARLY DESIGN GUIDANCE

SDCI # 3036407 - EG

01.11.2021





TABLE OF CONTENTS

1. DEVELOPMENT OBJECTIVES

• PROJECT INFORMATION

• PUBLIC OUTREACH

6

8

2. URBAN FRAMEWORK

• VICINITY MAPS

• ZONING CODE ANALYSIS

• CIRCULATION, TRANSIT, ENVIRONMENT ANALYSIS

• ADJACENT USES

• SITE PHOTOS

• STREETScape

• CONCEPT DRAWING

• SURVEY PLAN

• SITE SECTION

• ZONING CODE ANALYSIS

10

12

13

14

16

20

24

25

26

28

3. DESIGN GUIDELINES AND ANTICIPATED DEPARTURES

• DESIGN GUIDELINES

32

4. DESIGN OPTIONS

• DESIGN CONCEPTS

• OVERALL MASSING STUDY

• SCHEME 1

• SCHEME 2

• SCHEME 3

• LANDSCAPE

36

37

39

45

51

59

5. APPENDIX

CLIMATE ANALYSIS

PUBLIC OUTREACH(CONTINUED)

62

63

PROJECT TEAM

OWNER / DEVELOPER

NORTH AMERICA DEVELOPMENT GROUP LLC
CONTACT: VINCENT ZHANG
EMAIL: VINCENTZ@NORTHAMAMG.COM
ADDRESS: 1550 140TH AVE NE, STE: 201
BELLEVUE, WA 98005
PHONE: 425.647.5980

ARCHITECT



MZA
CONTACT: ROBERT R ORTIZ
EMAIL: ROBERT.ORTIZ@MZA-US.COM
ADDRESS: 600 108TH AVE NE, STE: 108
BELLEVUE, WA 98004
PHONE: 617.999.8082

CIVIL ENGINEERS



D. R. STRONG CONSULTING ENGINEERS
CONTACT: MAHER JOUDI
EMAIL: MAHER.JOUDI@DRSTRONG.COM
ADDRESS: 620 7TH AVENUE
KIRKLAND, WA 98033
PHONE: 425.827.3063

LANDSCAPE ARCHITECT

Karen Kiest | Landscape Architects

KAREN KIEST
CONTACT: KAREN KIEST
EMAIL: KKIEST@KK-LA.COM
ADDRESS: 111 WEST JOHN ST., STE: 306
SEATTLE, WA 98119
PHONE: 206.323.6032

STRUCTURAL ENGINEER

LUND OPSAHL
CONTACT: PETER OPSAHL
EMAIL: POPSAHL@LUNDOPSAHL.COM
ADDRESS: 1201 1ST AVENUE SOUTH, STE: 310
SEATTLE, WA 98134
PHONE: 206.402.5156

MEP

ROBISON ENGINEERING INC
CONTACT: JON ROBISON
EMAIL: JROBISON@ROBISONENGINEERING.COM
ADDRESS: 19401 40TH AVE W, STE: 302
LYNNWOOD, WA 98036
PHONE: 206.364.3343

GEOTECH

PANGEO
CONTACT: SIEW L. TAN
EMAIL: STAN@PANGEOINC.COM
ADDRESS: 3213 EASTLAKE AVE E, STE: B
SEATTLE, WA 98102
PHONE: 206.262.0370

SURVEYOR

DAVID EVANS AND ASSOCIATES INC.
CONTACT: ROBERT E. WALLIS
EMAIL: BOB.WALLIS@DEAINC.COM
ADDRESS: 14432 SE EASTGATE WAY, #400
BELLEVUE, WA 98007
PHONE: 425.415.2022

1

DEVELOPEMENT OBJECTIVES



NEIGHBORHOOD

Fremont is located along the cut of the Lake Washington ship canal, this neighborhood is north of Queen Anne, east of Ballard, south of Phinney Ridge, and 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 NW to the west.

NEIGHBORHOOD PROFILE

With a 12,472 growing population and a median age of 32.3, Fremont is one of Seattle’s liveliest neighborhoods. It is home to sculptural curiosities and an awesome mix of bistros, artist studios, boutiques and coffee shops. Fremont is known for its fun and eclectic attitude, it is referred to as the “center of the Universe”. In 1991 local scientists determined that the universe was centered in the city’s business district. A rocket was planned to launch into space from the city, and it stands today ready to launch over a business’ doorway. Staying with this theme, many buildings in the area display many space related art statues, like spaceships and planets as accents.

NEIGHBORHOOD HISTORY

Fremont was originally a stand-alone city. It was named after Fremont, Nebraska, the hometown of the founders, Luther H. Griffith and Edward Blewett. In 1891 it was annexed to Seattle. 5000 early pioneers lived in Fremont in 1891, growing their community with their own wood mill, a draw-bridge-free commute to downtown, railroads, and trolleys. In 1888 developers hired foreign laborers to widen the stream leading to salmon bay, but rail transportation is what established the early economic fortunes. Fremont went into decline when passenger transit faded out in the 1930s, and 40s. In the 1960s it became a mecca for local artists to establish their studios.



PROJECT SUMMARY

ADDRESS: 106 Northwest, 36th Street Seattle, Washington

SITE AREA: 14,798 SF

ZONE: NC2-55 (Neighborhood Commercial 55)

OVERLAYS: Fremont (Hub Urban Village)

MAXIMUM FAR: 3.75

MAXIMUM HEIGHT: 55'

PROPOSED NUMBER OF RESIDENTIAL UNITS: 76 (PREFERRED OPTION)

PROPOSED COMMERCIAL SF: 4,600 SF (PREFERRED OPTION)

PROPOSED NUMBER OF PARKING STALLS: 32 (PREFERRED OPTION)

REFER TO PAGES 12 AND 13 FOR ZONING CODE SUMMARY



EARLY COMMUNITY OUTREACH FOR DESIGN REVIEW
106 NW 36TH ST

Outreach Documentation: 106 NW 36th St

SUMMARY OF OUTREACH

Cascadia Consulting Group conducted the following outreach activities on behalf of the site developer, Infinity Investment Group, LLC, as part of the Department of Neighborhood's (DON) Early Design Guidance process. Cascadia's approved outreach plan is included as an appendix to this document.

- 1. Project Webpage (Multi-Prong Method)**
The project website launched on October 12, 2020. The website included a project overview, design approach, hotline information, and the feedback survey. The project website had 124 unique visitors who viewed the site a total of 145 times.
- 2. Project Hotline (High-Impact Method)**
The project hotline phone number launched on October 12, 2020 and appeared on web and print materials. We received no voicemails during the project. The project email address was also on web and print materials. We used the same address to send emails to community organizations. We received no emails from residents in the area.
- 3. Online Survey (High-Impact Method)**
The online survey was embedded into the project webpage. It consisted of nine questions with a combination of multiple-choice and open-ended response formats. The survey was open from October 12 to November 2, 2020. We received 27 responses.
- 4. Email to Community Organizations (Multi-Prong Method)**
On October 16, we sent an email to nine community organizations inviting them to provide feedback on the project. The email included a PDF of the direct-mail flyer.
- 5. Direct Mailing (High-Impact Method)**
We promoted the project website and the online survey through a direct-mail flyer sent to households within a 500-ft radius of the project site. We sent the mailing to recipients on October 16, 2020.

SUMMARY OF COMMUNITY FEEDBACK

All project feedback was captured through the online survey (see appendices for a detailed response summary and individual responses). Most of the individuals who responded live very close to the proposed project site. The majority of respondents heard about the project through the mail flyer. Some of the key themes from the feedback include:

- **Interest in ensuring that small or local business occupy the retail space.** When asked what types of businesses they would like to see in the commercial space, sixty-one percent (11 out of 18) indicated that they prefer small or local businesses. One respondent hopes the building will continue to lease to the current tenants (Fremont Gym, Carver Salon).
- **Interest in (and concern for) affordability.** About one third of respondents indicated that the most important aspect of the new building is that it is affordable for residents and businesses. When asked about their overall concerns, about one quarter responded with affordability.



- o One respondent noted that “making it more affordable to those in the area...accessible to the artists and low-income individuals in the area” would help the building be successful. Another respondent commented that Fremont needs “affordable rentals to support the neighborhood” rather than “luxury apartments for outrageous rates.”
- **Concerns about parking and congestion.** Over a third of respondents noted concern that the building would make driving and parking in the neighborhood more difficult. Some respondents commented that parking in Fremont is already a challenge and sufficient and/or off-site parking is an important feature of the new building.
- **Concerns around scale and aesthetic.** Respondents value an appropriate/small scale that fits the neighborhood and expressed concern that they will not like the way it looks. Five out of 18 respondents noted concern that the building will feel out of scale with other buildings nearby.
 - o When asked, “What is most important to you about a new building on this property?” one respondent voiced concern that the building is too big for the area, and another did not feel it will fit with the character of the neighborhood.
 - o One respondent requested that the history and character of Fremont be considered and recommended consulting Fremont Arts Council. Another respondent recommended reaching out to artist communities to build from the neighborhood’s artsy and eccentric history.
- **Interest in sustainability and new amenities.** When asked, “What is most important to you about a new building?” a quarter of respondents (4 out of 19) hoped the property design will consider environmental sustainability and include new services or amenities.
- **Prioritization of sidewalk and landscape improvements.** When asked, “Which are the most important for designing the public areas?” one third respondents favored pedestrian accessibility, and some other respondents chose plants/greenery, seating/places to congregate, and lighting.
 - o One respondent specifically noted that pedestrian traffic is crucial to the neighborhood livability. Another respondent said that the building “should contribute to the greenery...be interactive with the pedestrian in the form of benches, green design, architecture, etc.”.

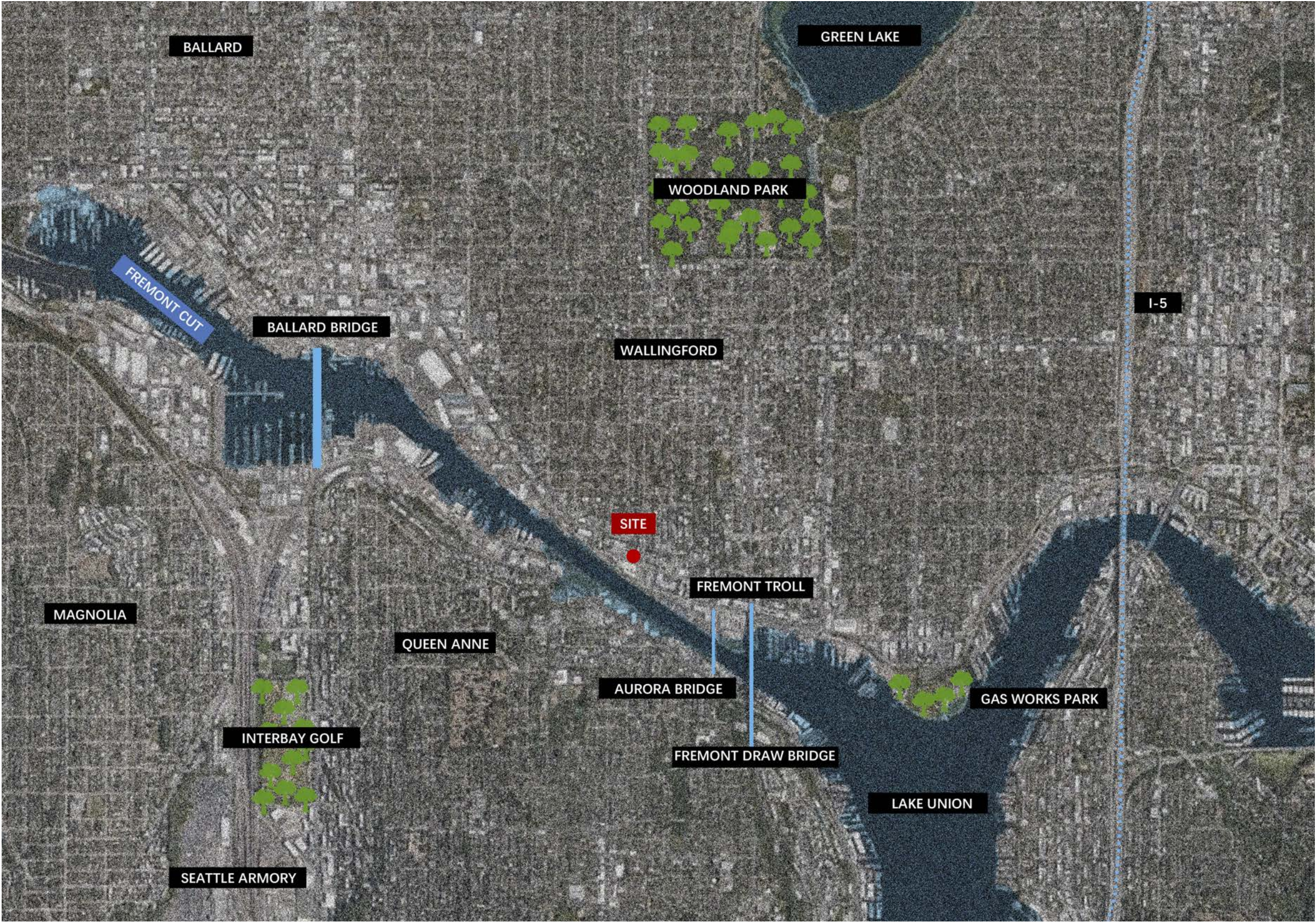
FULL COMMUNITY OUTREACH PACKAGE IN APPENDIX










2

URBAN FRAMEWORK





-  SCHOOLS
-  LIBRARIES
-  CINEMAS
-  ART GALLERIES
-  ZOO

2. URBAN FRAMEWORK

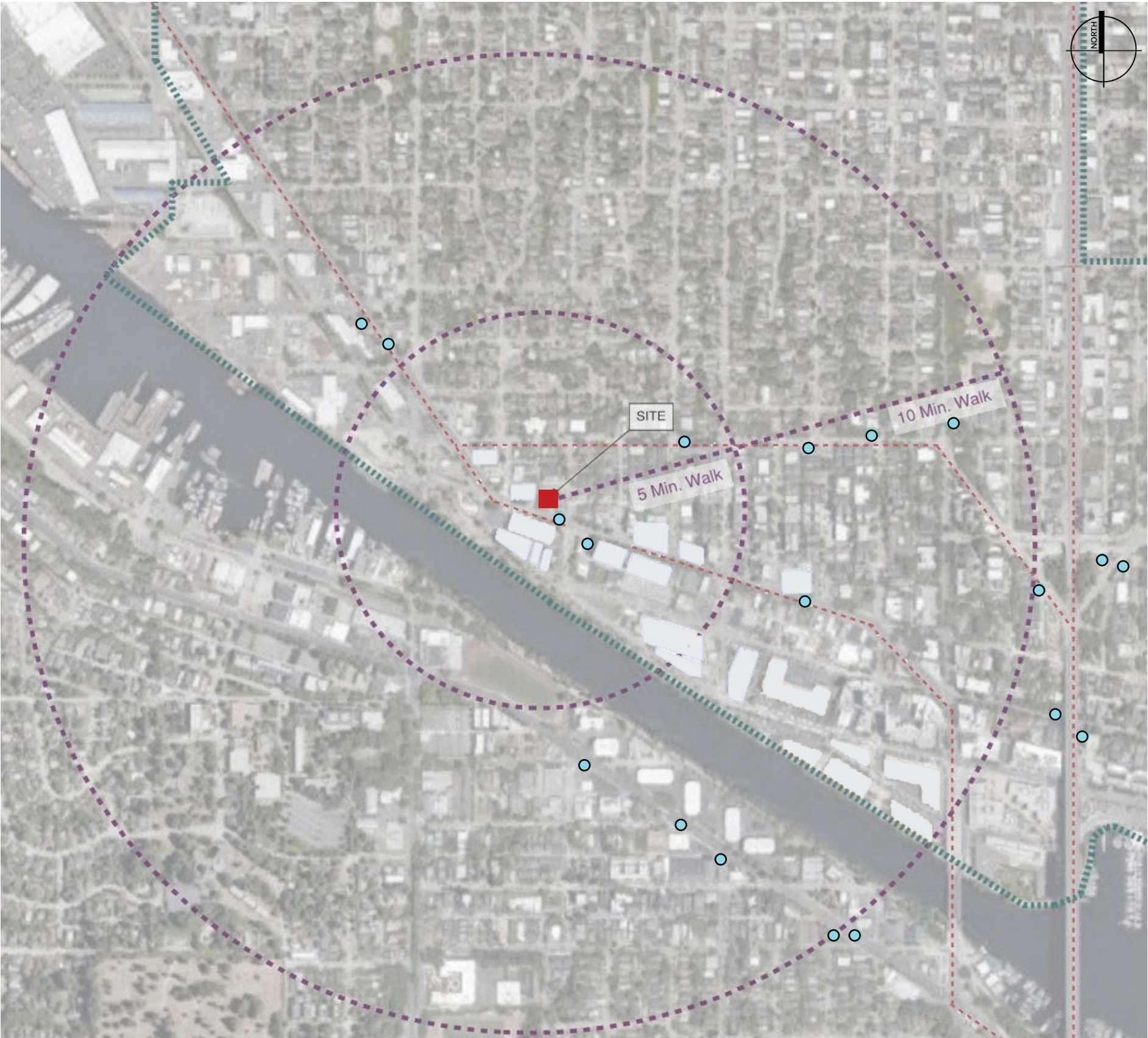


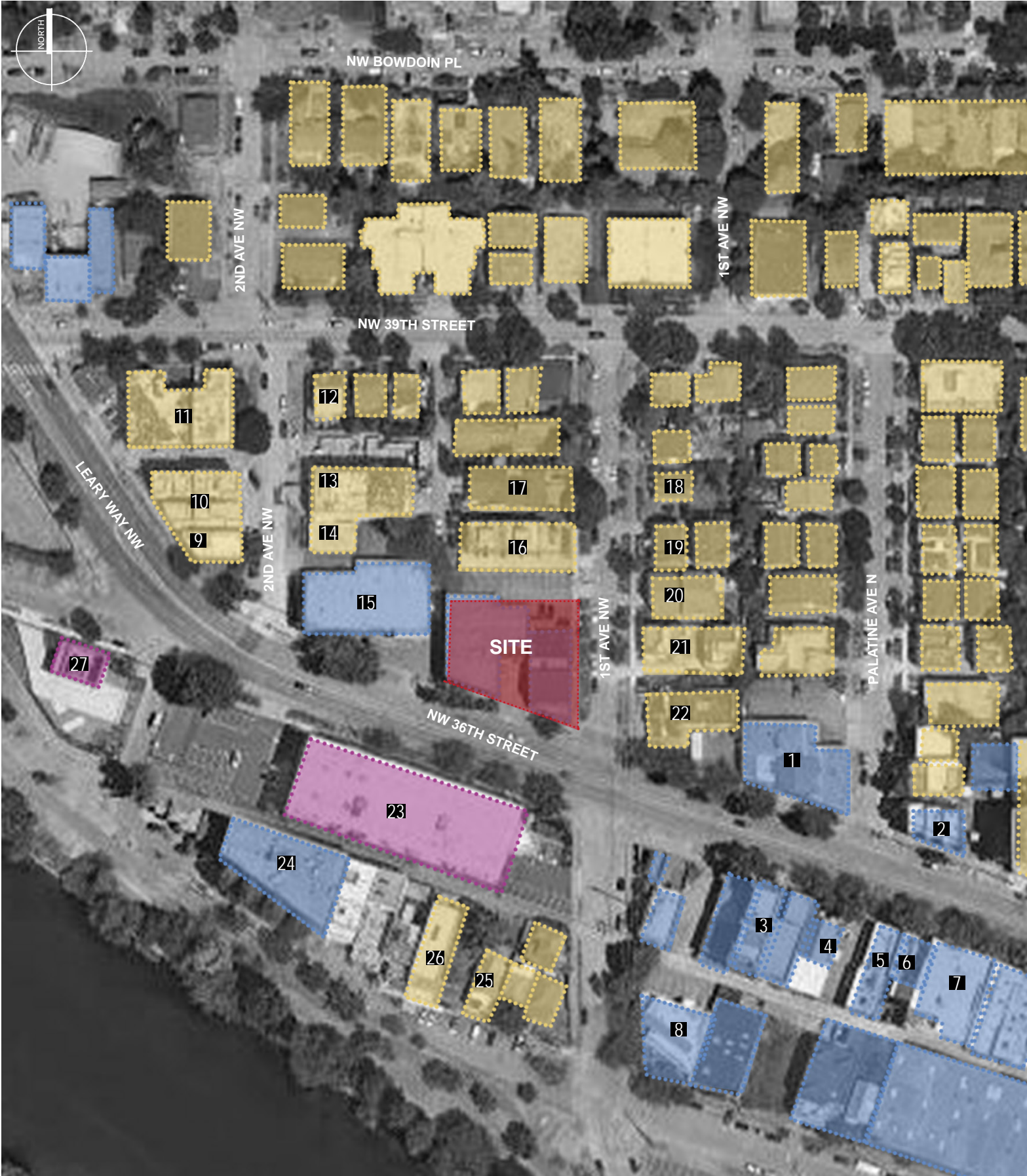
- PEDESTRIAN CIRCULATION 5/10 MIN RADIUS
- FREQUENT TRAFFIC ROUTE
- BIKE PATH OF GREENWAY
- BUS STOP

The existing immediate context for the project contains a variety of uses. There are numerous smaller buildings and surface parking lots, many of which are slated for redevelopment. Nearby existing uses include educational facilities, office, residential and miscellaneous retail, including cafes, art galleries, etc.

The site is located at the northwest corner of NW 36th Street and 1st Avenue NW in the Fremont neighborhood. This neighborhood is bordered by 3rd and 8th Avenue NW to the West, Lake Union to the South, State Route 99/Stone Way to the East, and roughly NW Market Street and N 50th Street to the North.

Primary access to the neighborhood is provided by State Route 99 and Leary Way NW, while local roads providing access through the neighborhood are Greenwood Avenue and Fremont Avenue North.





- SITE
- RESIDENTIAL
- COMMERCIAL
- INSTITUTIONAL

- 1

COMMERCIAL BUILDING (3- STORY)
- 2

COMMERCIAL BUILDING (3 - STORY)
- 3

COMMERCIAL BUILDING (5 - STORY)
- 4

COMMERCIAL BUILDING (1 - STORY)
- 5

COMMERCIAL BUILDING (1 - STORY)
- 6

COMMERCIAL BUILDING (1 - STORY)
- 7

COMMERCIAL BUILDING (1 - STORY)
- 8

COMMERCIAL BUILDING (2 - STORY)
- 9

MULTI-FAMILY (6 - STORY)
- 10

TOWN HOUSE (4 - STORY)
- 11

MULTI-FAMILY (4 - STORY)
- 12

TOWN HOUSE (3 - STORY)
- 13

MULTI-FAMILY (4 - STORY)
- 14

SINGLE FAMILY (2 - STORY)
- 15

COMMERCIAL BUILDING (1 - STORY)
- 16

TOWN HOUSE (4 - STORY)
- 17

SINGLE FAMILY (1 - STORY)
- 18

SINGLE FAMILY (1 - STORY)
- 19

TOWN HOUSE (3 - STORY)
- 20

SINGLE FAMILY (3 - STORY)
- 21

TOWN HOUSE (3 - STORY)
- 22

CONSTRUCTION SITE
- 23

LEUKEMIA & LYMPHOMA SOCIETY (3 - STORY)
- 24

COMMERCIAL BUILDING (3 - STORY)

2.6 ADJACENT USES - AERIAL



- SITE**

RESIDENTIAL

COMMERCIAL

INSTITUTIONAL

1 COMMERCIAL BUILDING (3- STORY)

2 COMMERCIAL BUILDING (3 - STORY)

3 COMMERCIAL BUILDING (5 - STORY)

4 COMMERCIAL BUILDING (1 - STORY)

5 COMMERCIAL BUILDING (1 - STORY)

6 COMMERCIAL BUILDING (1 - STORY)

7 COMMERCIAL BUILDING (1 - STORY)

8 COMMERCIAL BUILDING (2 - STORY)

9 MULTI-FAMILY (6 - STORY)

10 TOWN HOUSE (4 - STORY)

11 MULTI-FAMILY (4 - STORY)

12 TOWN HOUSE (3 - STORY)

13 MULTI-FAMILY (4 - STORY)

14 SINGLE FAMILY (2 - STORY)

15 COMMERCIAL BUILDING (1 - STORY)

16 TOWN HOUSE (4 - STORY)

17 SINGLE FAMILY (1 - STORY)

18 SINGLE FAMILY (1 - STORY)

19 TOWN HOUSE (3 - STORY)

20 SINGLE FAMILY (3 - STORY)

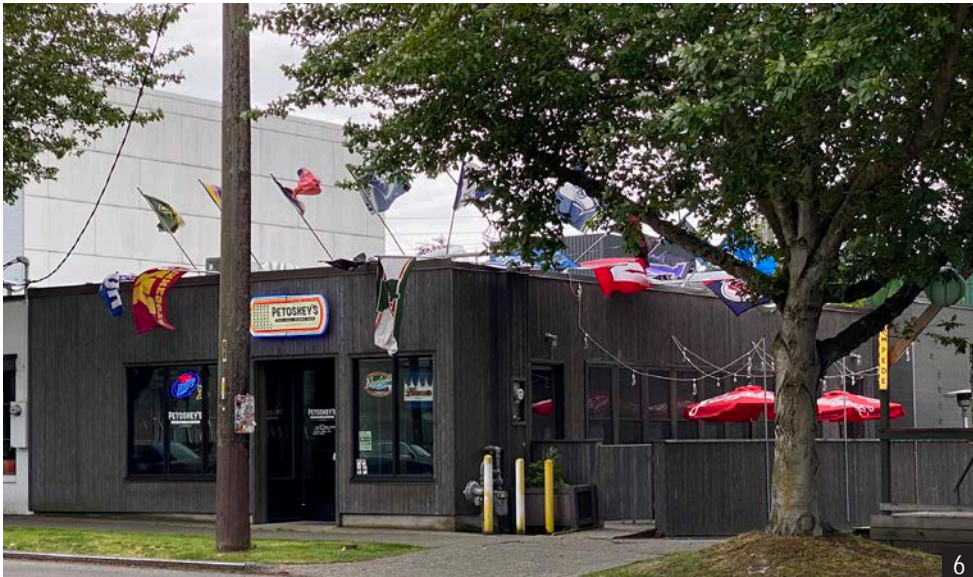
21 TOWN HOUSE (3 - STORY)

22 CONSTRUCTION SITE

23 LEUKEMIA & LYMPHOMA SOCIETY (3 - STORY)

24 COMMERCIAL BUILDING (3 - STORY)

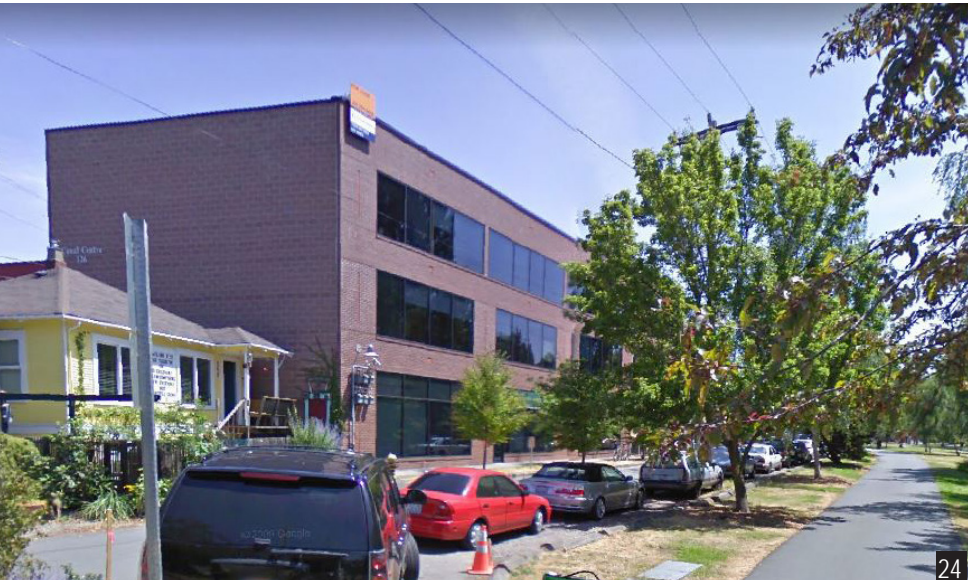
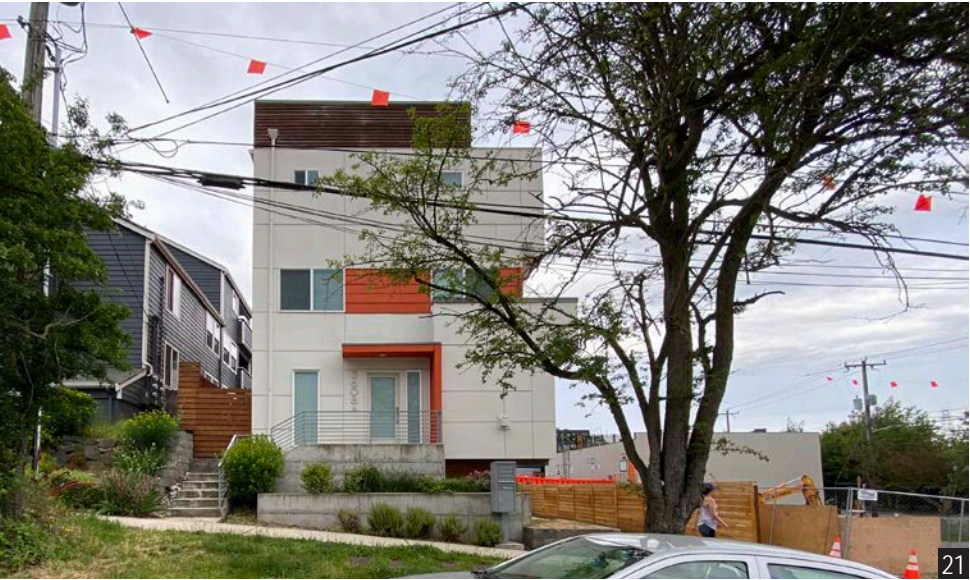
2.7 SITE PHOTOS



2.7 SITE PHOTOS



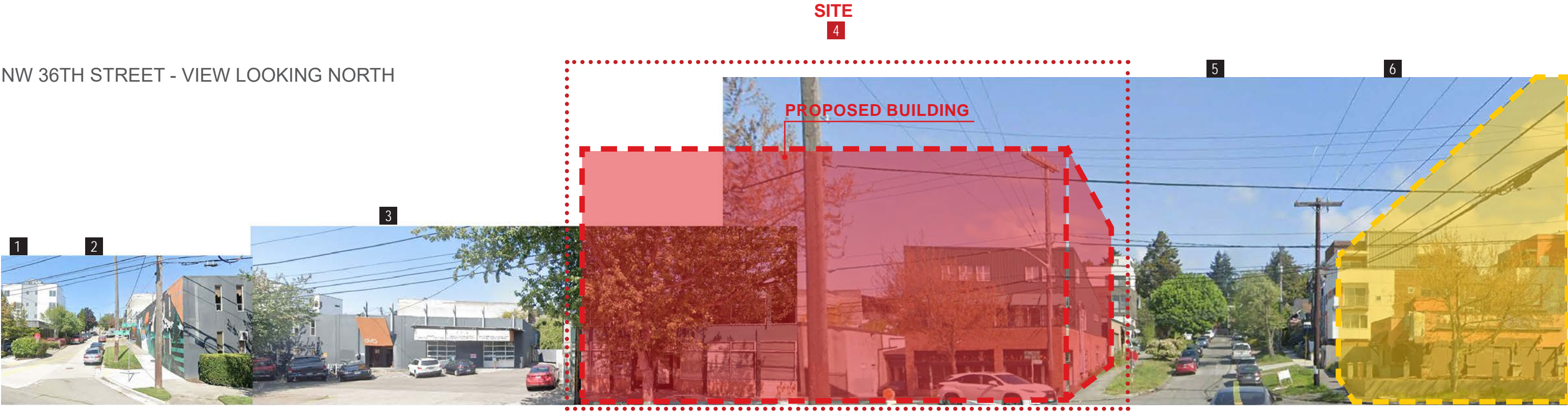
2.7 SITE PHOTOS

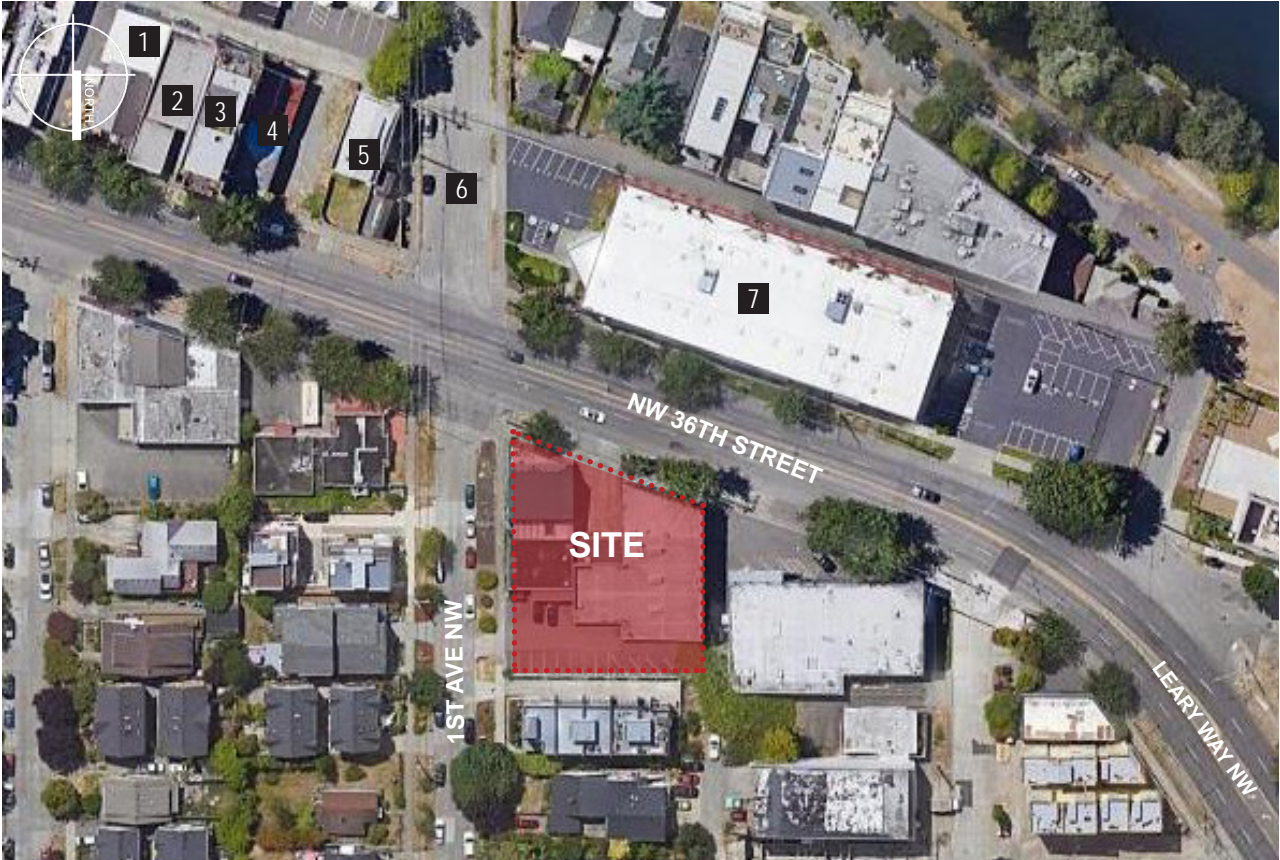






NW 36TH STREET - VIEW LOOKING NORTH

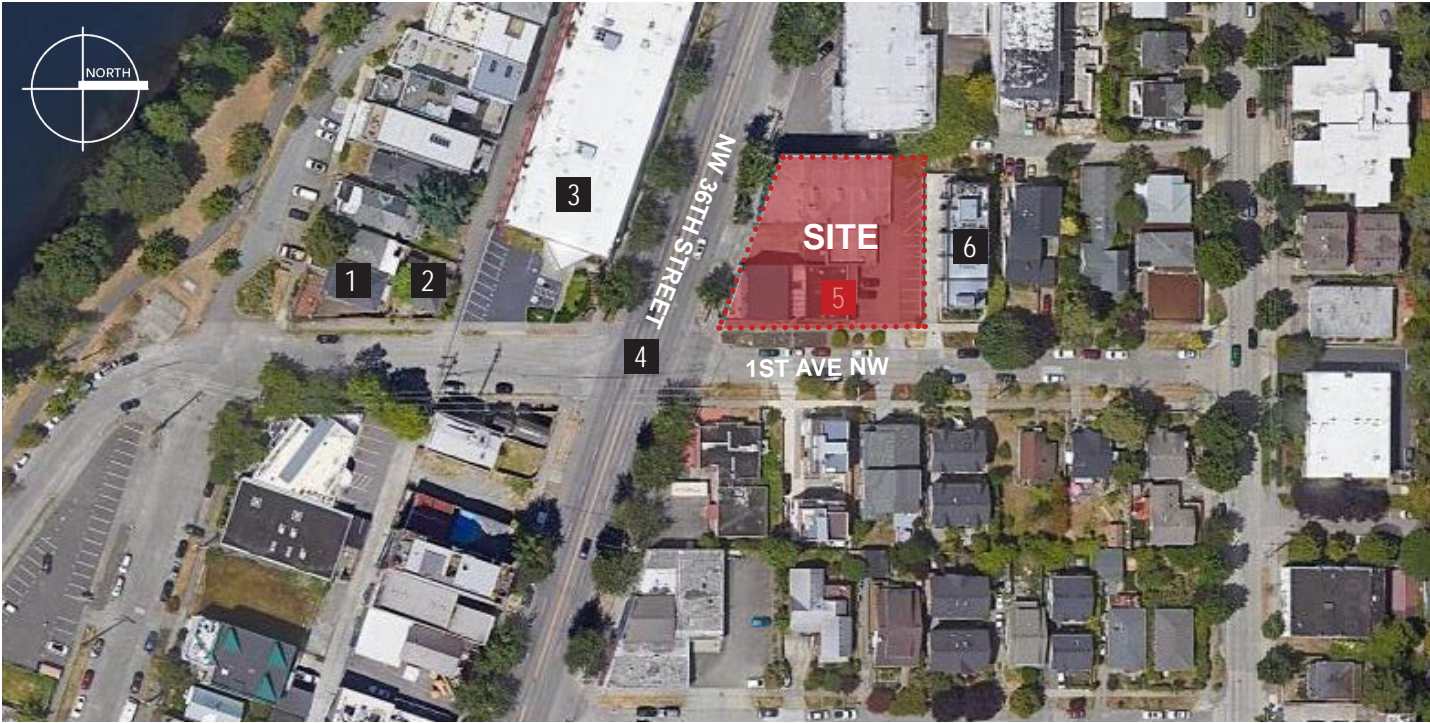




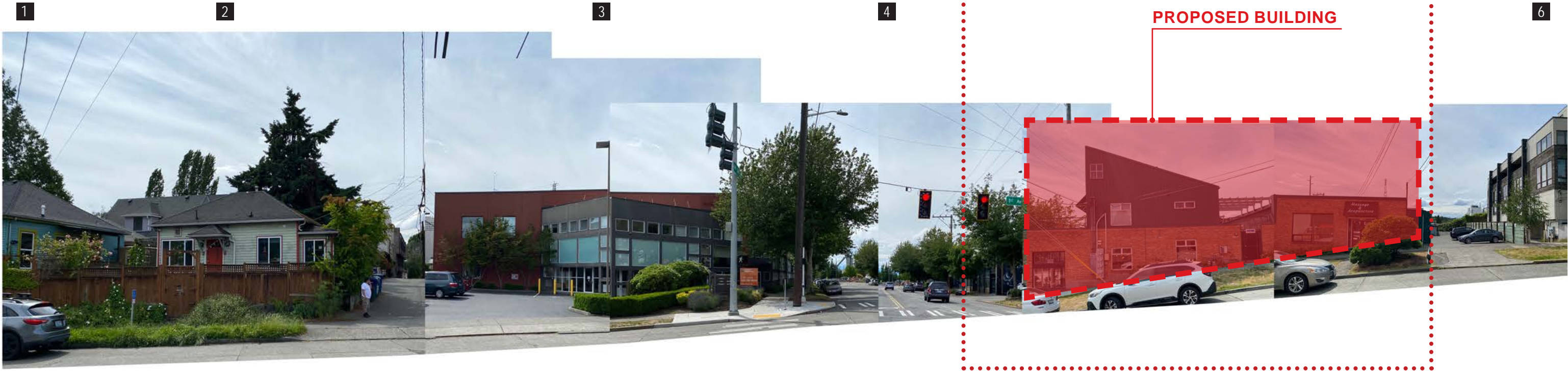
NW 36TH STREET - VIEW LOOKING SOUTH

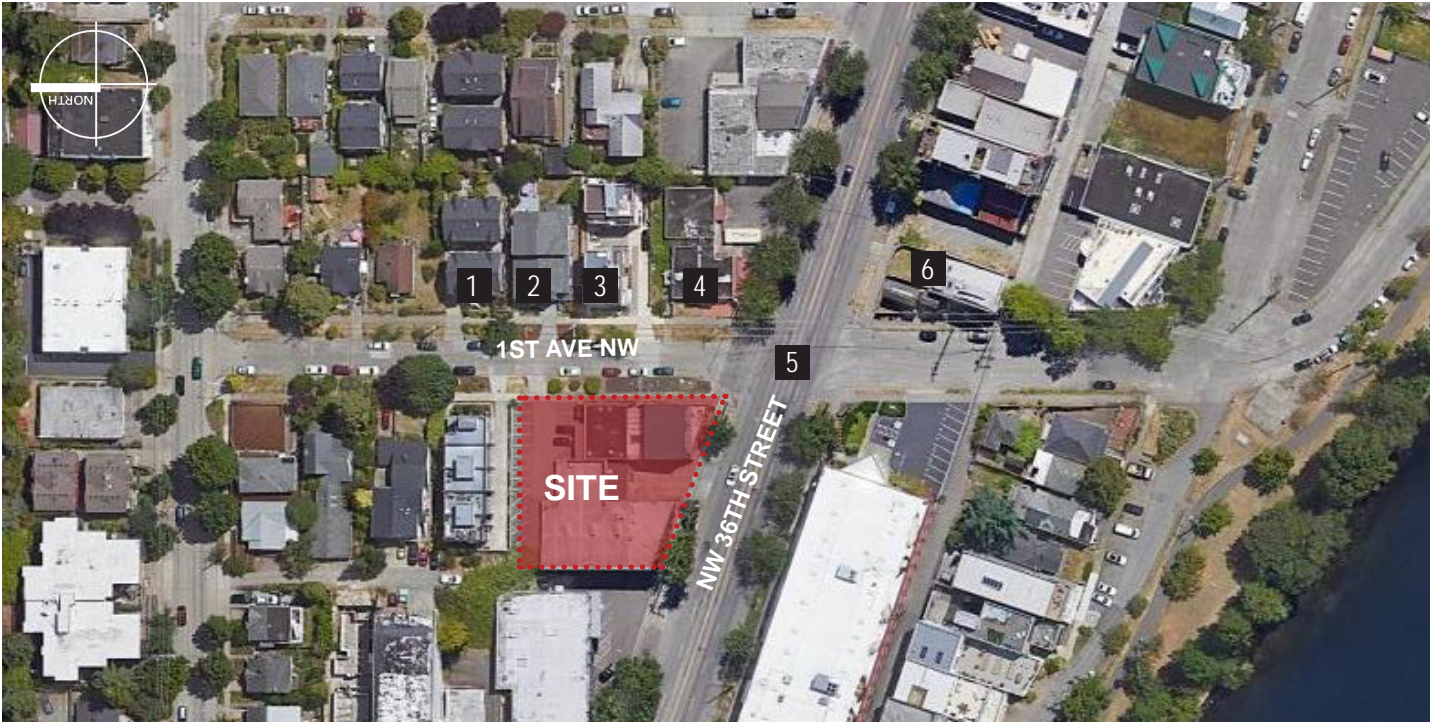
- 1
- 2
- 3
- 4
- 5
- 6
- 7





1ST AVENUE NW - VIEW LOOKING WEST



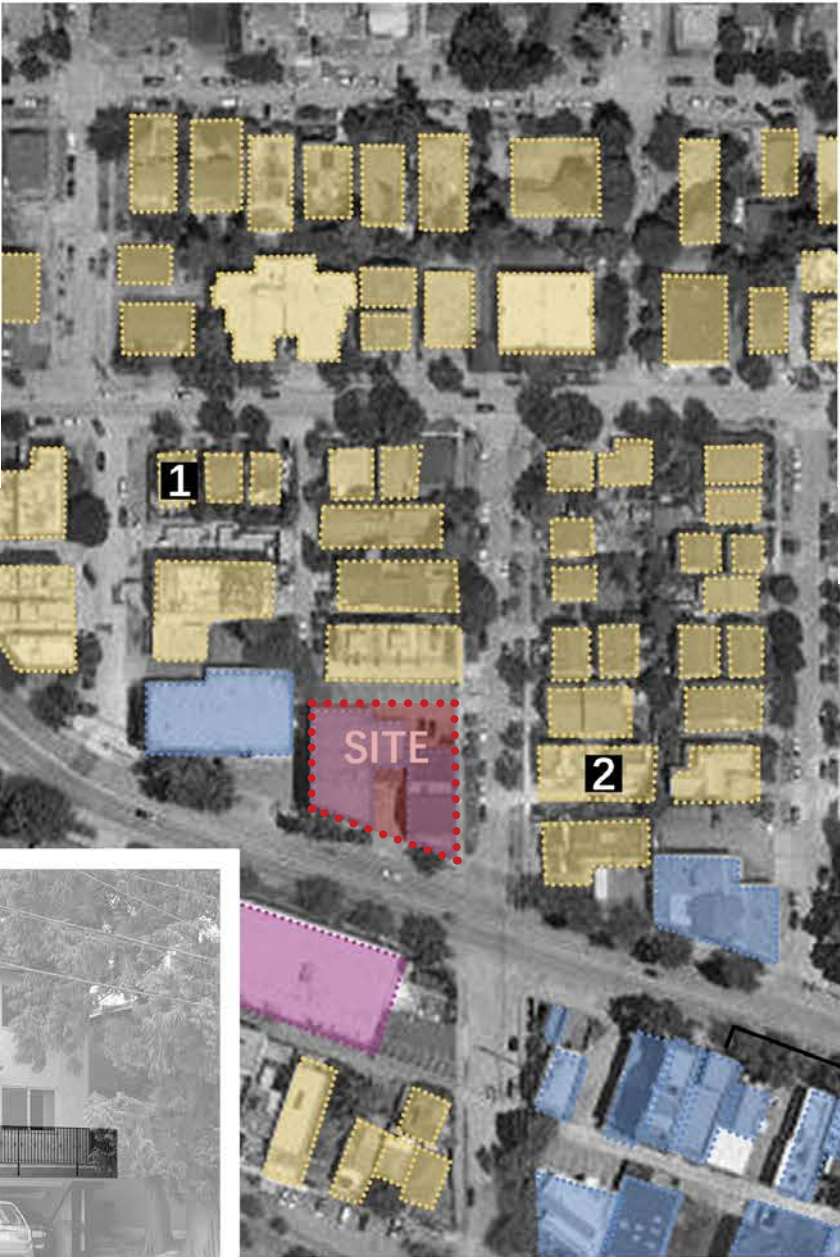


1ST AVENUE NW - VIEW LOOKING EAST





BREAK DOWN MASSING



STEP BACK

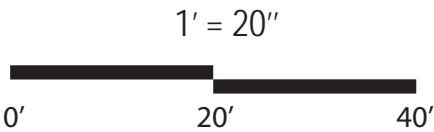
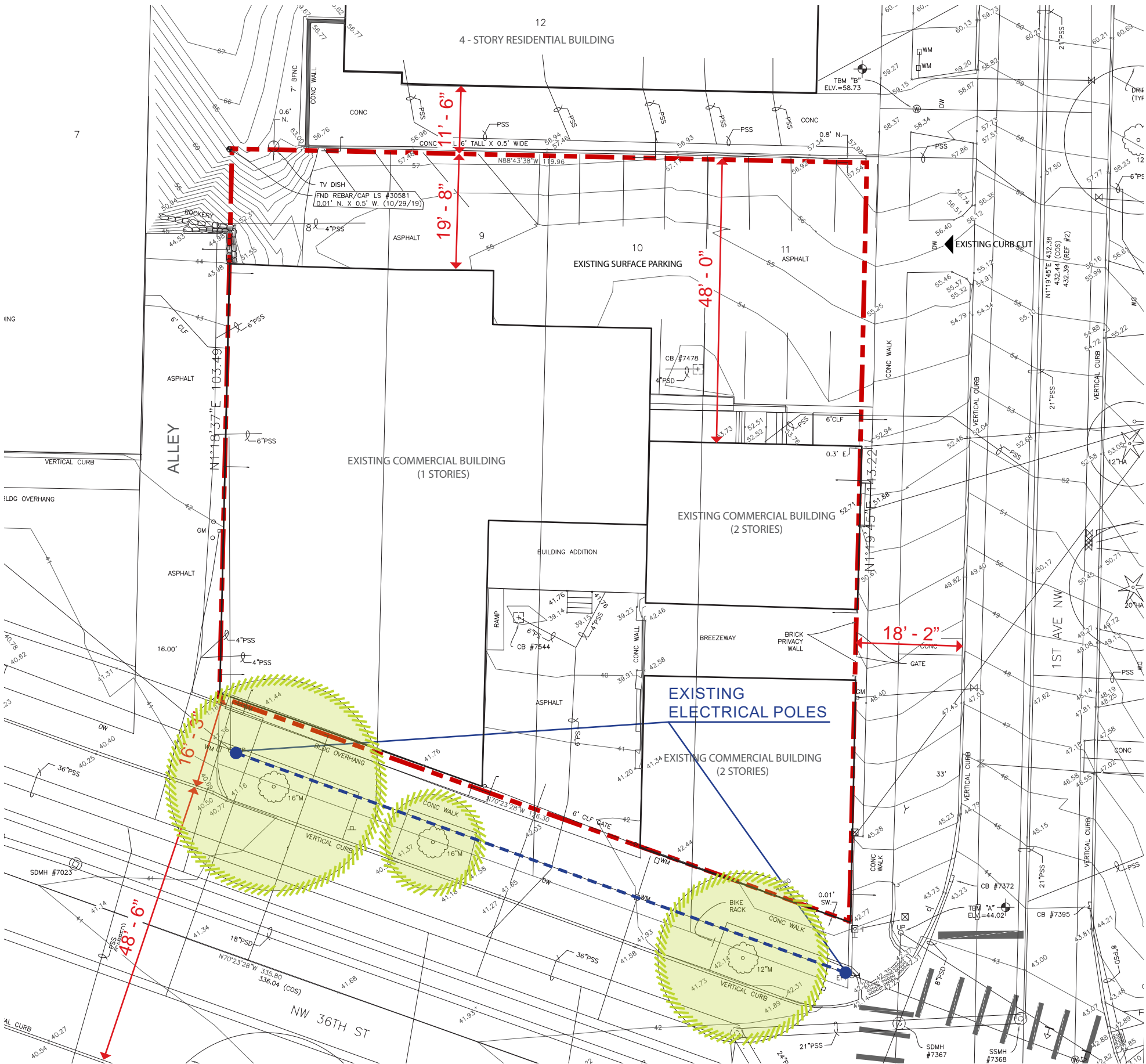


BALCONY



GLASS STREETFRONT





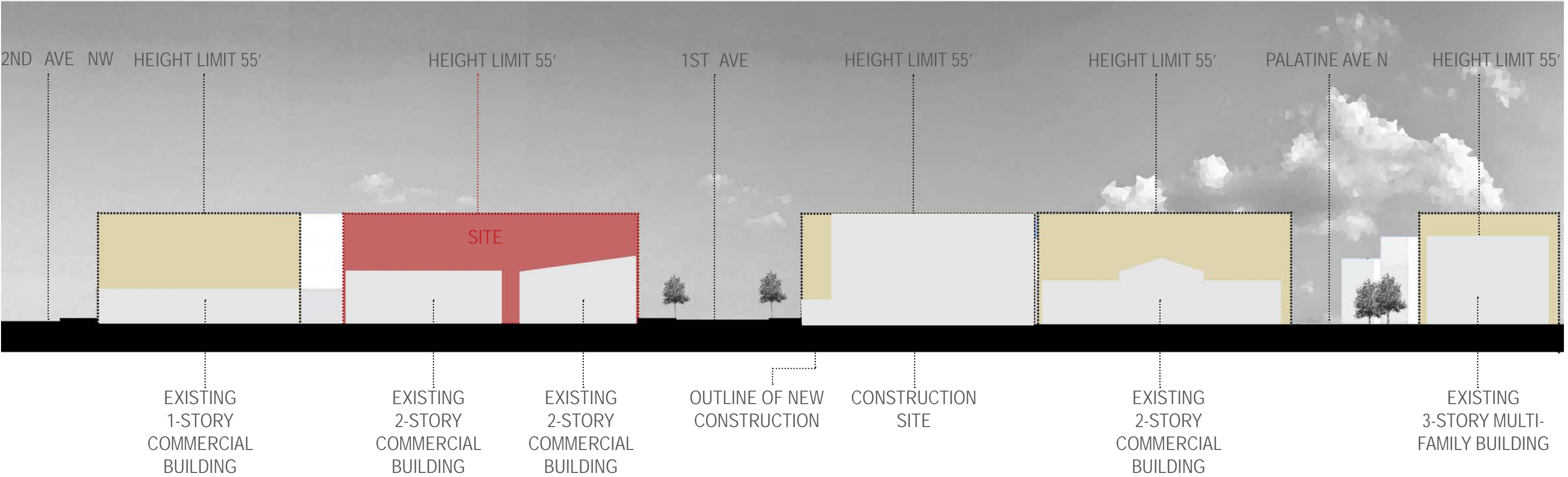
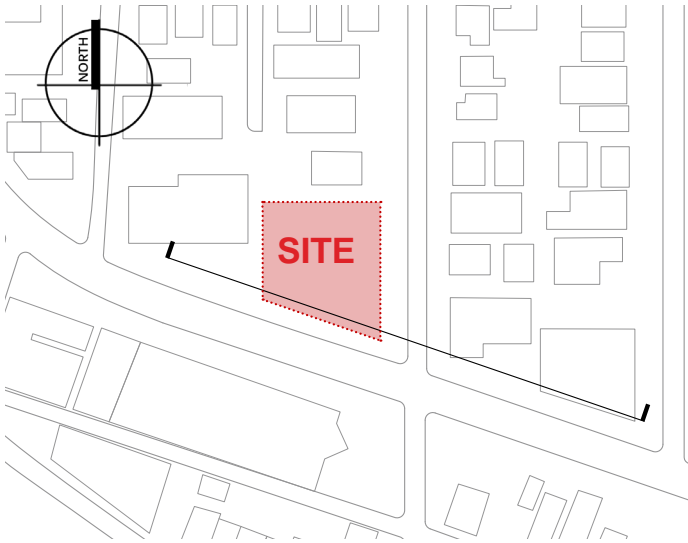
LEGAL DESCRIPTION

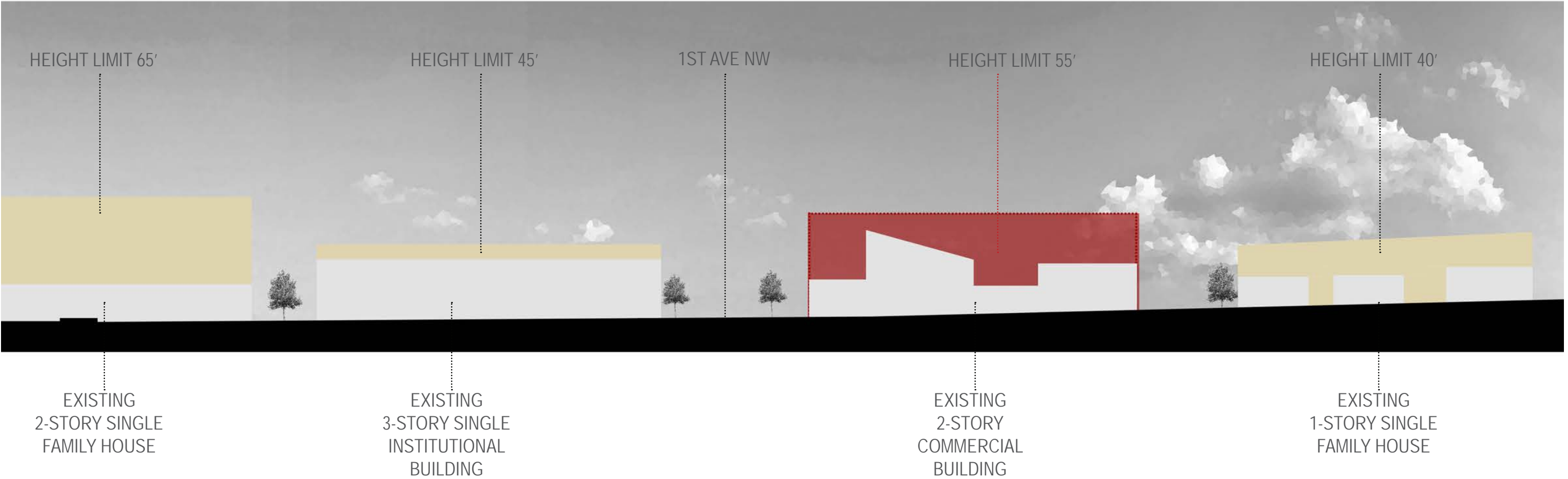
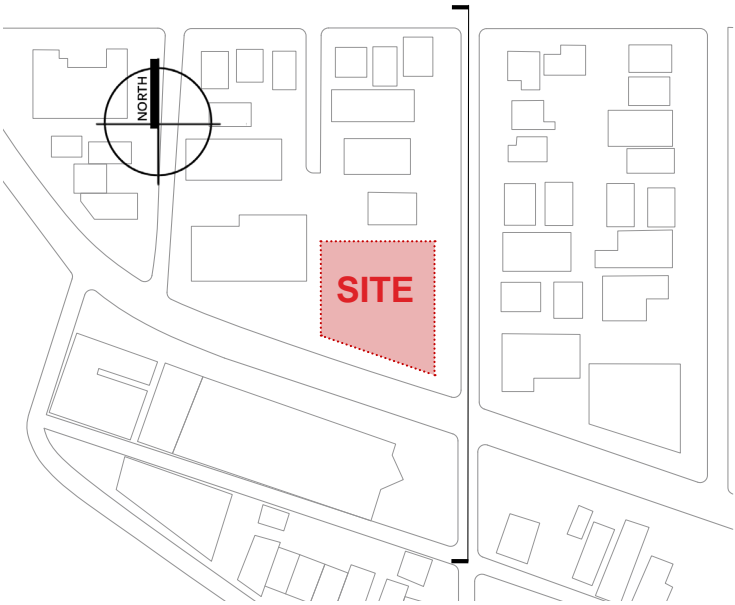
Lots 8,9,10 and 11. Block 2, Denny & Hoyt's addition to the City of Seattle, According to the plat thereof recorded in volume 2 of plats, page 136, in King county, Washington:

Except that portion thereof condemned for Leary Avenue (Now Northwest 36th Street) in King county Superior court cause No. 69865 under ordinance No. 21303 pf the City of Seattle.

Situate in the City of Seattle, County of King, State of Washington.

- EXISTING TREES TO REMOVE
- PROPERTY LINE
- OHPL





CODE REGULATION		PROPOSAL
SITE ADDRESS	106 NORTHWEST, 36TH STREET SEATTLE, WASHINGTON	
PARCEL NUMBER	1972200120	
SITE DIMENSIONS	120' (NW 36TH ST) X 143' 1/2" (1ST AVE NW)	
LOT SIZE	14,798 SF	
ZONING CLASSIFICATION	NC2-55 (NEIGHBORHOOD COMMERCIAL 55)	
NEIGHBORHOOD OVERLAY	FREMONT (HUB URBAN VILLAGE)	
BUILDING TYPES	SINGLE PURPOSE COMMERCIAL STRUCTURES, MULTI-STORY MIXED USE AND RESIDENTIAL STRUCTURES.	RETAIL & MULTI-FAMILY, MIXED USE
MISC	AIRPORT OUTER TRANSITIONAL SURFACE, FREQUENT TRANSIT	
HEIGHT (23.47A.012)	THE HEIGHT LIMIT FOR STRUCTURES IN NC2-55(M) IS 55 FEET. APPLICABLE HEIGHT EXCEPTIONS ARE: - OPEN RAILINGS, PLANTERS, CLERESTORIES, GREENHOUSES, SOLARIUMS, PARAPETS, AND FREWALLS MAY EXTEND UP TO 4 FEET ABOVE THE OTHERWISE APPLICABLE HEIGHT LIMIT. - 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 DOES NOT EXCEED 20 PERCENT (25 PERCENT IF THE TOTAL INCLUDES STAIR OR ELEVATOR PENTHOUSES) SOLAR COLLECTORS MECHANICAL EQUIPMENT, STAIR AND ELEVATOR PENTHOUSES (MAY EXTEND UP TO 16 FEET ABOVE THE APPLICABLE HEIGHT LIMIT)	PROPOSED BUILDING HEIGHT=55' AVERAGE GRADE = 48'-3"
STREET LEVEL USE REQUIREMENTS	MEDIUM-SIZED GROCERY STORE, DRUG STORE, COFFEE SHOP, CUSTOMER SERVICE OFFICE, OR MEDICAL/DENTAL FACILITY, AND APARTMENTS.	PROPOSED USE : MULTI-FAMILY RESIDENTIAL AND RETAIL USE AT STREET LEVEL.
RESIDENTIAL USE REQUIREMENTS (23.47A.005)	SINGLE PURPOSE COMMERCIAL STRUCTURES, MULTI-STORY MIXED-USE AND RESIDENTIAL STRUCTURES. NON-RESIDENTIAL USES TYPICALLY OCCUPY THE STREET FRONT. NO LIMIT ON MIX OF RESIDENTIAL AND NONRESIDENTIAL USES, EXCEPT WHERE P ZONES OR OTHER MAPPED AREAS LIMIT RESIDENTIAL PRESENCE AT STREET LEVEL.	

CODE REGULATION		PROPOSAL
STREET LEVEL DEVELOPMENT (23.47A.008)	<p>A. 1. THE PROVISIONS OF SUBSECTION 23.47A.008.A APPLY TO : STRUCTURES IN NC ZONES</p> <p>A.2.B BLANK SEGMENTS OF THE STREET-FACING FACADE BETWEEN 2 AND 8 FEET ABOVE THE SIDEWALK MAY NOT EXCEED 20 FEET IN WIDTH.</p> <p>A.2.C THE TOTAL OF ALL BLANK FACADE SEGMENTS MAY NOT EXCEED 40 PERCENT OF THE WIDTH OF THE FACADE OF THE STRUCTURE ALONG THE STREET</p> <p>A.3 STREET FACING FACADES SHALL BE LOCATED WITHIN 10 FEET OF THE STREET LOT LINE, UNLESS WIDER SIDEWALKS, PLAZAS, OR OTHER APPROVED LANDSCAPED OR OPEN SPACES ARE PROVIDED.</p> <p>B. NON-RESIDENTIAL USES AT STREET LEVEL REQUIREMENTS:</p> <p>B.2.A 60% OF THE STREET-FACING FACADE BETWEEN 2 AND 8 FEET ABOVE THE SIDEWALK SHALL BE TRANSPARENT.</p> <p>B.3.A- NON-RESIDENTIAL-USES SHALL EXTEND AN AVERAGE DEPTH OF AT LEAST 30 FEET AND MINIMUM DEPTH OF 15 FEET FROM THE STREET-LEVEL, STREET-FACING FACADE.</p> <p>B.4 NON-RESIDENTIAL USES AT STREET LEVEL SHALL HAVE A FOOR TO FOOR HEIGHT OF AT LEAST 13 FEET.</p> <p>D. WHERE RESIDENTIAL USES ARE LOCATED ALONG A STREET-LEVEL STREET-FACING FACADE, THE FOLLOWING REQUIREMENTS APPLY:</p> <p>D.1 AT LEAST ONE OF THE STREET-LEVEL STREET-FACING FACADES CONTAINING A RESIDENTIAL USE SHALL HAVE A VISUALLY PROMINENT PEDESTRIAN ENTRY.</p> <p>- D.2 THE FLOOR OF A DWELLING UNIT LOCATED ALONG THE STREET-LEVEL STREET-FACING FACADE SHALL BE AT LEAST 4 FEET ABOVE OR BELOW SIDEWALK GRADE OR SET BACK AT LEAST 10 FEET FROM THE SIDEWALK.</p>	
FLOOR AREA RATIO (23.48.020)	<p>FLOOR RATIO (FAR)</p> <p>- ALL GROSS FLOOR AREA NOT EXEMPT UNDER 23.48.020</p> <p>- THE APPLICABLE FAR LIMIT APPLIES TO NON-EXEMPT GROSS FLOOR AREA OF ALL STRUCTURES ON THE LOT.</p> <p>FLOOR AREA EXEMPT FROM FAR CALCULATIONS;</p> <p>- ALL UNDERGROUND STORIES OR PORTIONS OF STORIES.</p> <p>- PORTIONS OF A STORY THAT EXTEND NO MORE THAN 4 FEET ABOVE EXISTING OR FINISHED GRADE, WHICHEVER IS LOWER.</p> <p>- 3.5% OF THE CHARGEABLE GFA IS EXEMPT AS MECHANICAL EQUIPMENT.</p>	
MAXIMUM AREA	FAR MAX = 3.75	FAR(3.75) * SITE AREA (14,798 SF) = 55,493 SF
VEHICLE PARKING (23.54.015)	ALL RESIDENTIAL USES IN COMMERCIAL, RSL AND MULTIFAMILY ZONES WITHIN URBAN VILLAGES THAT ARE NOT WITHIN URBAN CENTER OR THE STATION AREA OVERLAY DISTRICT, IF THE RESIDENTIAL USE IS LOCATED WITHIN A FREQUENT TRANSIT SERVICE AREA: NO MINIMUM REQUIREMENT	46 STALLS = 1.5 STALLS/ UNIT (PREFERRED OPTION) EV REQUIREMENTS IN 23.54.030L

CODE REGULATION		PROPOSAL
BICYCLE PARKING (23.54.015)	RESIDENTIAL: 1 PER 1 DWELLING UNIT RETAIL: 1 PER 5000SF	69 SPACES (1 PER UNIT) 7297.73/ 5000 = 1.5 SPACES BIKING 1 PER UNIT, ALL WEATHER PROTECTED MUST MEET BICYCLE REQUIREMENTS 23.54.015K, NO UP AND DOWN STAIRS SHORT TERM BIKE STORAGE 1 PER 20 UNITS, MUST BE ROUNDED UP TO EVEN WHOLE NUMBER, CAN POSSIBLY BE PLACED IN RIGHT OF WAY, DO NOT NEED TO BE WEATHER PROTECTED.
SOLID WASTE AND RECYCLABLE STORAGE AND ACCESS (23.54.040 TABLE A)	RESIDENTIAL: 575 SQUARE FEET PLUS 4 SQUARE FEET FOR EACH ADDITIONAL UNIT ABOVE 100 NON RESIDENTIAL: 50% (PER 23.54.040.B) OF 500 SQUARE FEET 15% REDUCTION PERMITTED IF TRASH ROOM HAS A LINEAR DIMENSION IN EXCESS OF 20'	STORAGE SPACE: - RESIDENTIAL: 375 SQ FT - COMMERCIAL: 125 SQ FT STORAGE SPACE FOR GARBAGE MAY BE SHARED BETWEEN RESIDENTIAL AND NON-RESIDENTIAL USES, BUT SEPARATE SPACES FOR RECYCLING SHALL BE PROVIDED.
LANDSCAPE REQUIREMENT PER PARKING STALLS	FOR 46 STALLS, 18 SQ-FT PER ONE STALL	
BUILDING SETBACK REQUIREMENTS (23.47A.014)	STREET: 0' SIDE: 0' ALLEY: 0' REAR: 5' OF LANDSCAPE UPPER LEVEL (13' TO 65') SETBACK: 10' - 23.47A.014.B	STREET: 0' SIDE: 0' ALLEY: 0' REAR: 17' - 0" (OPTION 1&2) 21' - 6" (OPTION 3)
SCREENING AND LANDSCAPING	GARBAGE DUMPSTERS: 6' WALLS UNENCLOSED PARKING GARAGE ON A LOT ABUTTING A RESIDENTIAL LOT: 5' DEEP LANDSCAPE AND 6' HIGH WALL ALONG EACH SHARED LOT LINE	6' WALLS 6' WALL AND 5' DEEP LANDSCAPE
LANDSCAPING REQUIREMENTS	MUST COMPLY WITH SECTION 23.47A.16 LANDSCAPING THAT ACHIEVES A GREEN FACTOR SCORE OF 0.3 OR GREATER PURSUANT TO SECTION 23.86.019	GREEN FACTOR: 3
NOISE STANDARDS (23.47A.018)	ALL MANUFACTURING, FABRICATING, REPAIRING, REFUSE COMPACTING AND RECYCLING ACTIVITIES SHALL BE CONDUCTED WHOLLY WITHIN AN ENCLOSED STRUCTURE.	REFUSE COMPACTING AND RECYCLING ARE WITHIN THE BUILDING
ODOR STANDARDS (23.47A.020)	THE VENTING OF ODORS, VAPORS, SMOKE, CINDERS, DUST, GAS, AND FLUMES SHALL BE AT LEAST 10 FEET ABOVE FINISHED SIDEWALK GRADE, AND DIRECTED AWAY TO THE EXTENT POSSIBLE FROM USES WITHIN 50 FEET OF THE VENT.	WILL COMPLY
LIGHT AND GLARE STANDARDS (23.47A.022)	- 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. - DRIVEWAYS AND PARKING AREAS FOR MORE THAN TWO VEHICLES SHALL BE SCREENED FROM ADJACENT PROPERTIES BY A FENCE OR WALL BETWEEN 5 FEET AND SIX FEET IN HEIGHT, OR SOLID EVERGREEN HEDGE OR LANDSCAPED BERM AT LEAST 5 FEET IN HEIGHT.	WILL COMPLY
AMENITY AREA (23.47A.024)	AMENITY AREAS AREA REQUIRED IN AN AMOUNT EQUAL TO 5% 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 - PARKING AREAS, VEHICULAR ACCESS EASEMENTS, AND DRIVEWAYS DO NOT QUALIFY AS AMENITY AREAS, EXCEPT THAT A WOONERF MAY PROVIDE A MAX. OF 50% OF AMENITY AREA , IF THE DESIGN IS APPROVED, THROUGH A DESIGN REVIEW PROCESS. - COMMON AMENITY AREAS SHALL HAVE A MINIMUM HORIZONTAL DIMENSION OF 10', AND N 250 SF MIN. - PRIVATE BALCONIES AND DECKS 60 SF MIN, AND NO HORIZONTAL DIMENSION SHALL BE LESS THAN 6'. - ROOFTOP AREAS EXCLUDED	AMENITY AREA REQUIRED OF 5% OF RESIDENTIAL AREA:

An aerial photograph of a city street scene. A river flows along the left side of the image. A large, multi-story building with a flat roof is highlighted with a red outline. A red location pin is placed on the roof of this building. The surrounding area includes other buildings, trees, and a parking lot.

3

DESIGN GUIDELINES

CS1 Natural Systems and Site Features



CS1 Natural Systems and Site Features

- B. Sunlight and Natural Ventilation
- C. Topography

Design Response:

Massing steps back at NW 36th and 1st Ave NW to reduce shadow impact on street and street corner. Floor-to-ceiling windows at the south and west facades to maximize the natural sunlight.

The step back of the North facade allows sunlight access to the property north of the site. It is designed to respect the adjacent building. The sun study diagram below shows the adjacent building getting ample amounts of natural daylight due to this upper level step back.

The current site topography has a 13’ elevation change along 1st Ave NW. This topography allows most of the parking structure to be hidden underground in the North half of the site. The perceived mass from the North is reduced because most of levels 1 &2 are underground.

CS2 Urban Pattern and Form



CS2 Urban Pattern and Form

- A. Location in the City and Neighborhood
- B. Adjacent Sites, Streets, and Open Spaces
- C. Relationship to the Block
- D. Height, Bulk, and Scale

Design Response:

The proposed project is on the prominent corner at NW 36th Street and 1st Avenue NW with strong visibility within the neighborhood. This building serves as a focal point in the area. The massing is articulated at the corner to provide a strong urban edge with full-height storefronts at the corner retail space, to engage and activate the sidewalk along the NW 36th commercial street.

We understand this development can act as a zone transition between the busy commercial street of NW 36th Street and the Northern residential district. The building is articulated both horizontally and vertically to create a variety of masses respecting the residential neighborhood along 1st Ave NW Street, helping to keep the building in scale with development in the vicinity.

This site is zoned NC2-55 with a 55’ height limit and the neighboring commercial blocks all have a height limit of 40’ or above. Therefore, our building will fit in with all current and future context. The large setbacks at the top level at the SE corner helps reduce the bulk and scale of the building plus it creates visual interest.

The residential amenity, roof deck is orientated towards the south, away from adjacent residential neighbors to ensure privacy. The dwelling units are mostly facing streets or the alley and the north units have beyond-code separation to the adjacent townhouses for better privacy. A 6’ screen-wall at the rear setback allows for a landscape buffer.

CS3 Architectural Context and Character



CS3 Architectural Context and Character

- A. Emphasizing Positive Neighborhood Attributes

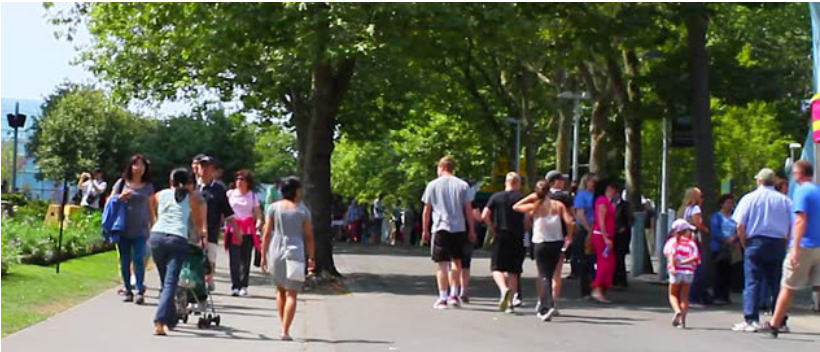
PL1 Connectivity



PL1 Connectivity

- A. Network of Open Spaces
- B. Walkways and Connections
- C. Outdoor Uses and Activities

PL2 Walkability



PL2 Walkability

- A. Accessibility
- B. Safety and Security
- C. Weather Protection

PL3 Street-Level Interaction



PL3 Street-Level Interaction

- A. Entries
- B. Residential Edges
- C. Retail Edges

PL4 Active Transportation



PL4 Active Transportation

- A. Entry Location and Relationships
- B. Planning ahead for Bicyclists
- C. Planning ahead for Transit

Design Response:

The proposed retail spaces along NW 36th St provide transparent street-level facades directly connecting to the existing public sidewalk. Outdoor seating areas, lighting, overhead weather protection, and landscaping will be provided to create an interactive, pedestrian oriented sidewalk.

The retail at the SE corner creates a strong retail edge. Pedestrians have maximum visibility into these spaces encouraging additional interaction.

Elevating the residential units helps with any possible security or privacy issues and creates a strong residential edge. The feature Southeast corner brightens up the pedestrian sidewalk at night with lighting and a weather-protecting canopy wrapping the corner and extending the length of NW 36th st. The primary residential entrance is located on NW 36th St so it is easily visible and slightly setback for identification. The top level residential deck promotes a resident connection.

Public transportation is easily accessible from this site. The proximity to multiple bus stops is within one block from the site. Having the residential lobby on NW 36th street will directly connect residents to public transportation.

DC1 Project Uses and Activities



DC2 Architectural Concept



DS3 Open Space Concept



DS3 Open Space Concept



DC1 Project Uses and Activities

- B.Vehicular Access and Circulation
- C.Parking and Service Uses

DC2 Architectural Concept

- A. Massing
- B. Architectural and Façade Composition
- C. Secondary Architectural Features
- D. Scale and Texture
- E. Form and Function

DC3 Open Space Concept

- A. Building-Open Space Relationship
- B. Open Spaces Uses and Activities
- C. Design

DC4 Exterior Elements and Finishes

- A. Exterior Elements and Finishes
- D. Trees, Landscape and Hardscape Materials

Design Response:

We are proposing that surface parking maintain its existing location off 1st Ave NW. Loading and garage parking will be accessed from the alley on the west, without disruption to the sidewalk along NW 36th Street. This garage design allows for 46 parking spaces. Loading area for both commercial and residential tenants is accessed through the parking garage. There are multiple private and public bicycle parking areas with easy access from the street. Secured residential bike parking is off 1st Ave NW.

Although the development is designed as a single building, the exterior massing is intended to fit with the residential neighborhood. The façade is broken down into several visually separate masses to scale appropriately with the neighborhood. Building elements such as balconies and canopies are located along the facades on the South and East.

High quality, durable, modern finish materials are intended for the building. Colors will be researched and carefully selected to be compatible with the neighborhood context.

The limited amount of gathering space on the ground level is made up with a large private roof deck for residents’ use. Community activities such as barbequing, lounging, urban agriculture and social events will be popular in this space. Future solar arrays can be added on the roof top. Landscaping will enhance the roof deck and reinforce the architecture. Sustainable landscape design with a sensitive selection of vegetation will further enhance the community’s outdoor activity space.

4

DESIGN OPTIONS





4.1 DESIGN CONCEPTS

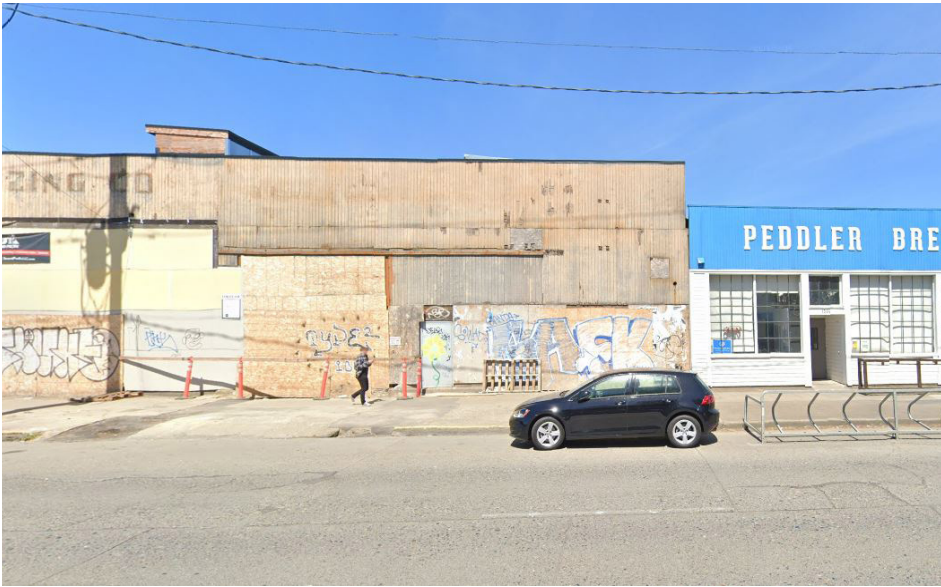
SCHEME 1: FREMONT INDUSTRIAL PAST

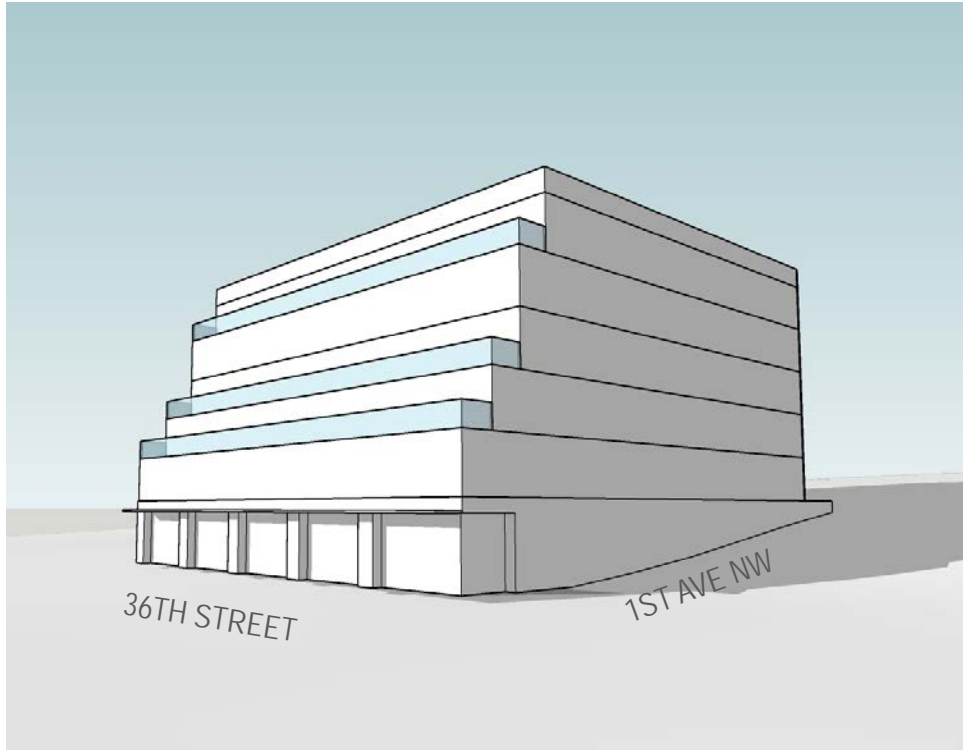


SCHEME 2: FREMONT COMMERCIAL



SCHEME 3: FREMONT RESIDENTIAL

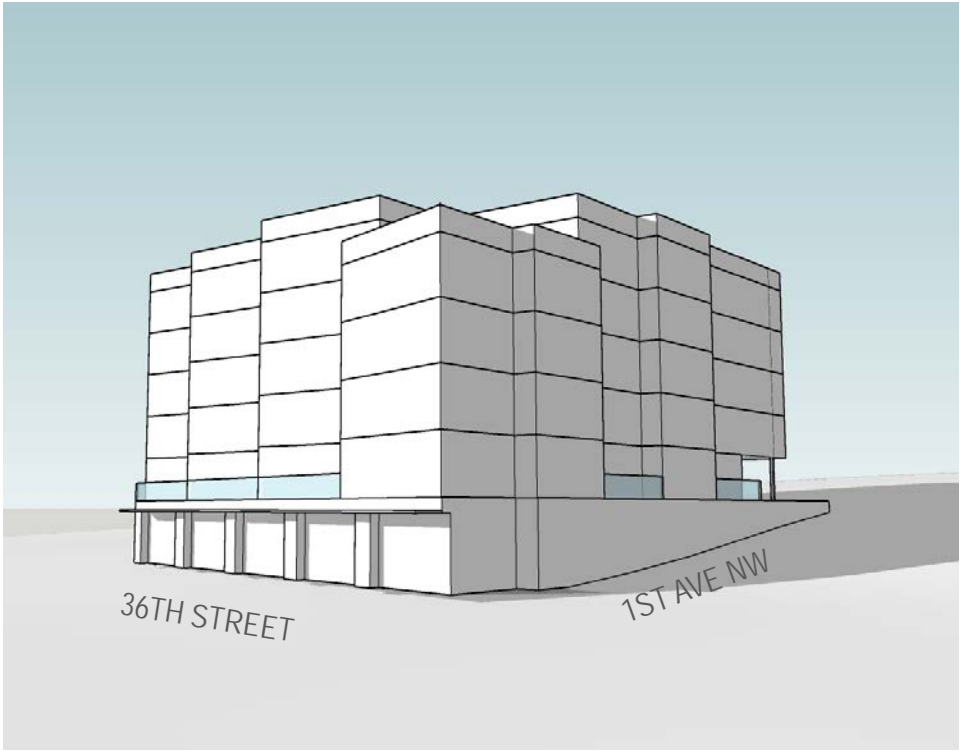




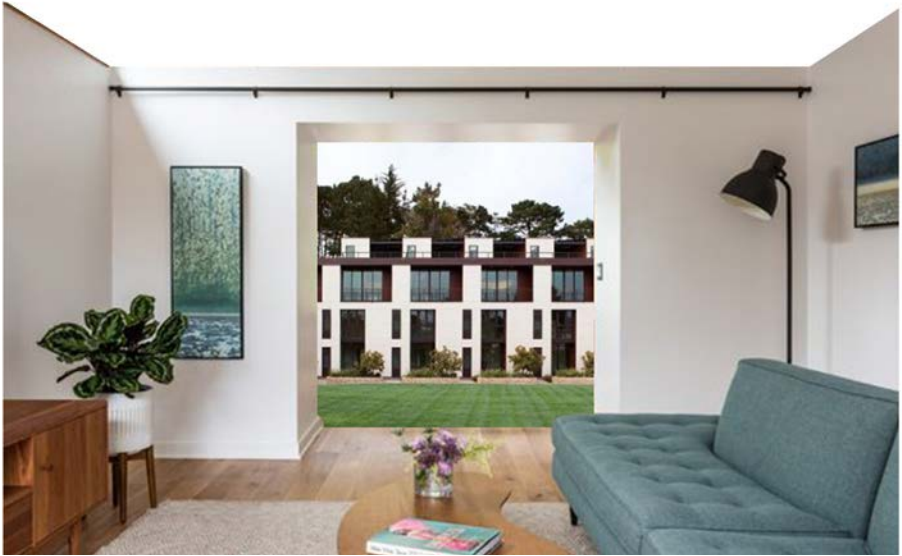
SCHEME 1
INDUSTRIAL



SCHEME 2
COMMERCIAL



SCHEME 3
RESIDENTIAL





SCHEME 1: FREMONT INDUSTRIAL PAST

FAR | 3.75
NO DEPARTURE REQUESTED

PROS

- 1. Code Compliant
- 2. Common rooftop amenities
- 3. Simple design on facade
- 4. Fit with Fremont's other commercial buildings in the district

CONS

- 1. Lack facade modulation, flat retail facade not encouraging pedestrian
- 2. Not fit in scale of residential street -1st Ave. NW
- 3. Obsequious, common design.



SCHEME 2: FREMONT COMMERCIAL

FAR | 3.75
NO DEPARTURE REQUESTED

PROS

- 1. Articulated facade modulation on street fronts
- 2. Create continuous retail frontage and strong presence
- 3. Code Compliant

CONS

- 1. Lack facade modulation, flat retail facade not encouraging to pedestrians
- 2. Not fit in scale of residential street - 1st Ave. NW
- 3. Obsequious, common design.



SCHEME 3: FREMONT RESIDENTIAL

FAR | 3.75
DEPARTURE REQUESTED
FOR USE OF EXISTING CURB
CUT OFF OF 1ST AVE NW

PROS

- 1. Modulated facade reduces scale of building mass
- 2. Compatible with 1st Ave NW residential neighborhood
- 3. "Stepping" uphill massing
- 3. Corner retail setback provides additional outdoor space
- 4. An outdoor amenity space carved out of the top SE corner adds dynamics and activities to the major street corner

CONS

- 1. Small retail due to plaza at the corner
- 2. More costly to build with facade articulation
- 3. Fewer units

FREMONT INDUSTRIAL PAST



4.3 SCHEME 1

The massing for this scheme shows the code allowed base form. Minimal setback along NW 36th Street and 1st Ave NW creates a street wall that helps define and enclose the street corridor. That adds to a sense of activity and intensity and fosters an interactive relationship between the pedestrian on the sidewalk and the commercial activities within the building.

Located at the north side of the building, and 1st Ave. NW the residential entrance allows residents to walk directly into the main lobby on the second level. The North façade of the building is setback to create more space between neighboring buildings and allow, for more natural light. Additional parking is accessed from the alley.

Total Gross Area : 75,710 sf
Number of Units: 81 Residential units
Retail Area: 4,000 sf
Number of Parking Stalls: 35

- Positives:
- 1. Code Compliant
 - 2. Common rooftop amenities
 - 3. Simple design on facade
 - 4. Fit with Fremont's other commercial buildings in the district
 - 5. Terraced south facade to align with the adjacent one story & two-story buildings

- Negatives:
- 1. Lack facade modulation, flat retail facade not encouraging pedestrian
 - 2. Not fit in scale of residential street -NW 1st street
 - 3. Obsequious, common design.

No Departures Requested



NORTHEAST CORNER



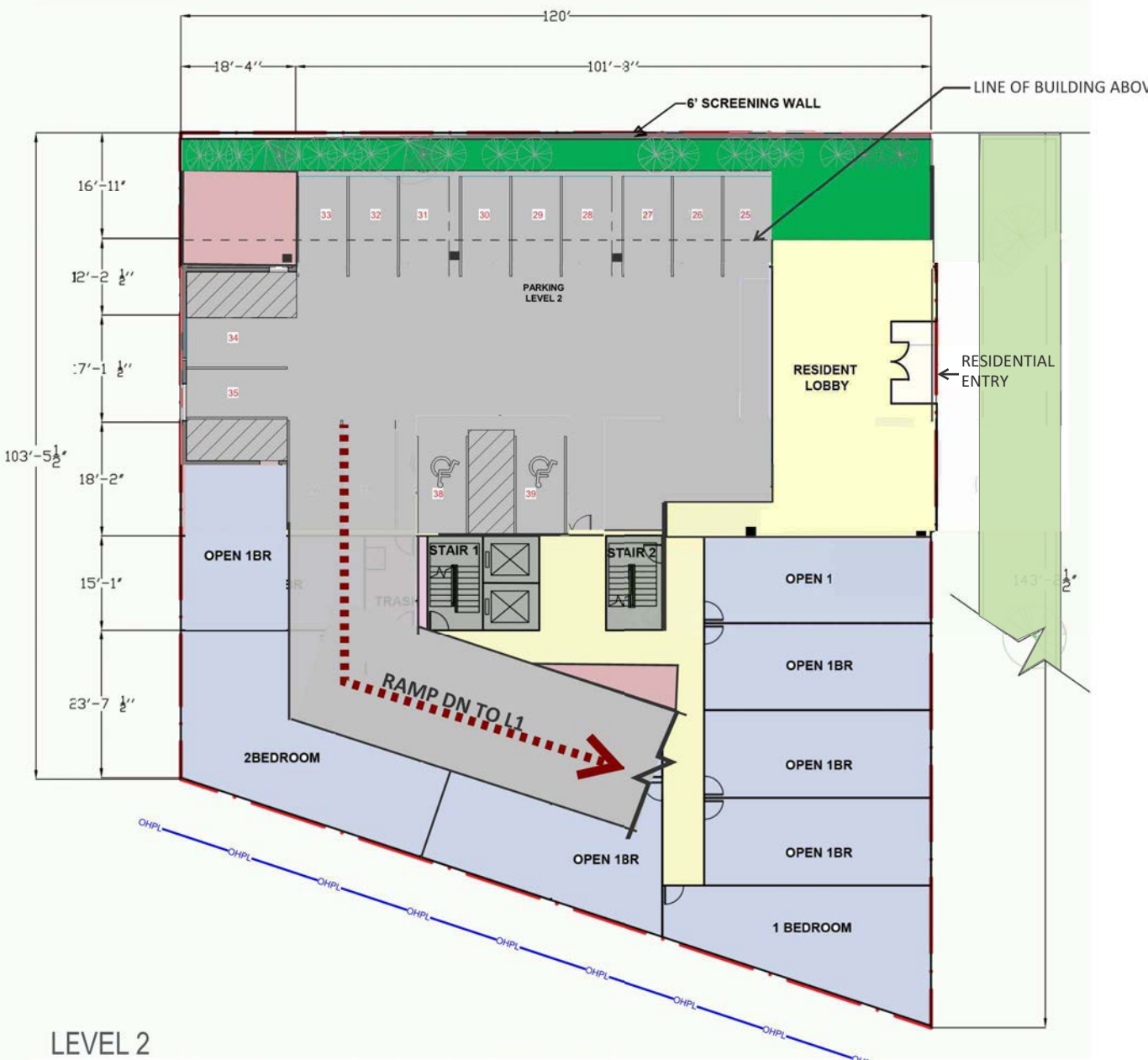
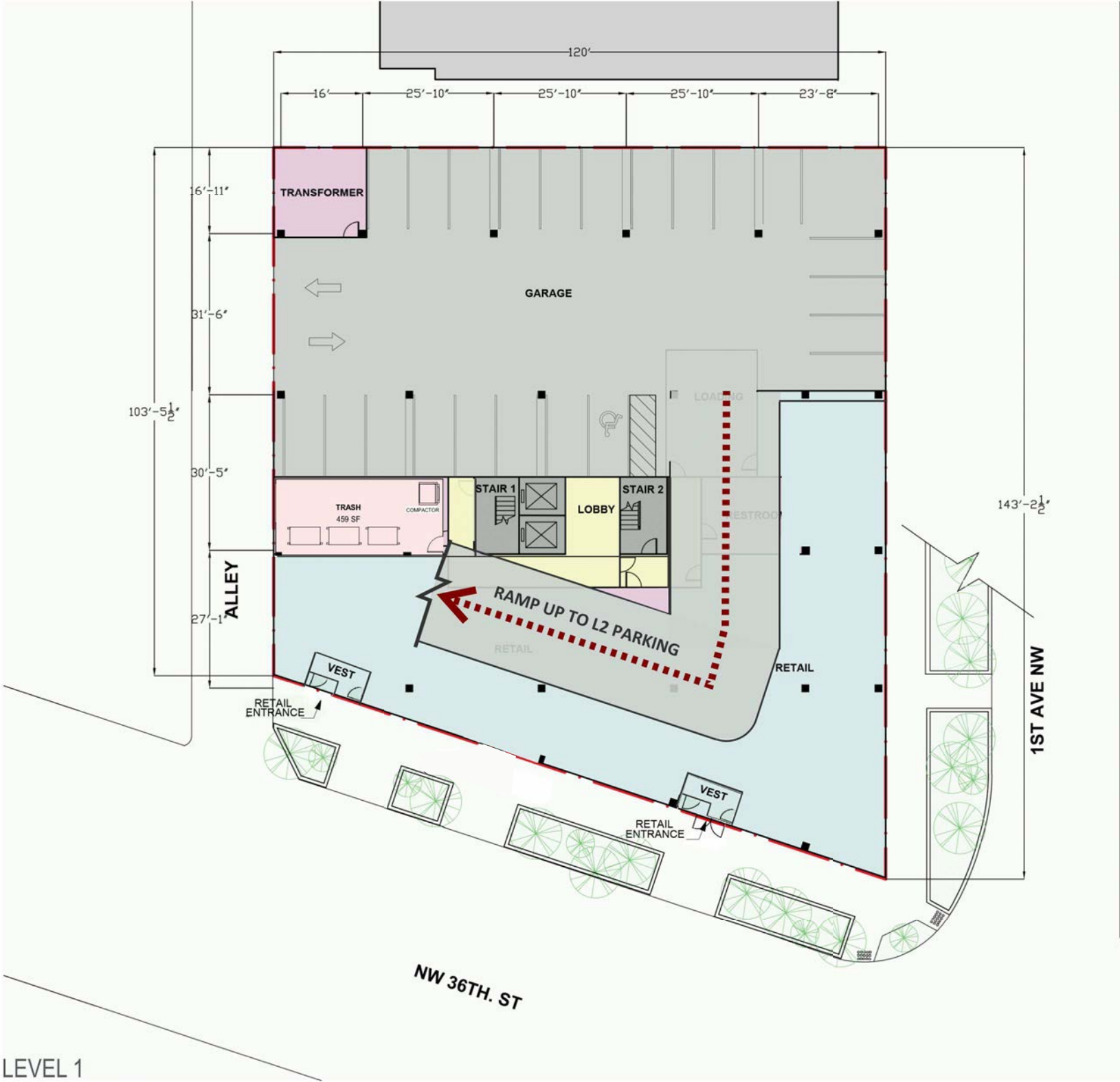
SOUTHEAST CORNER



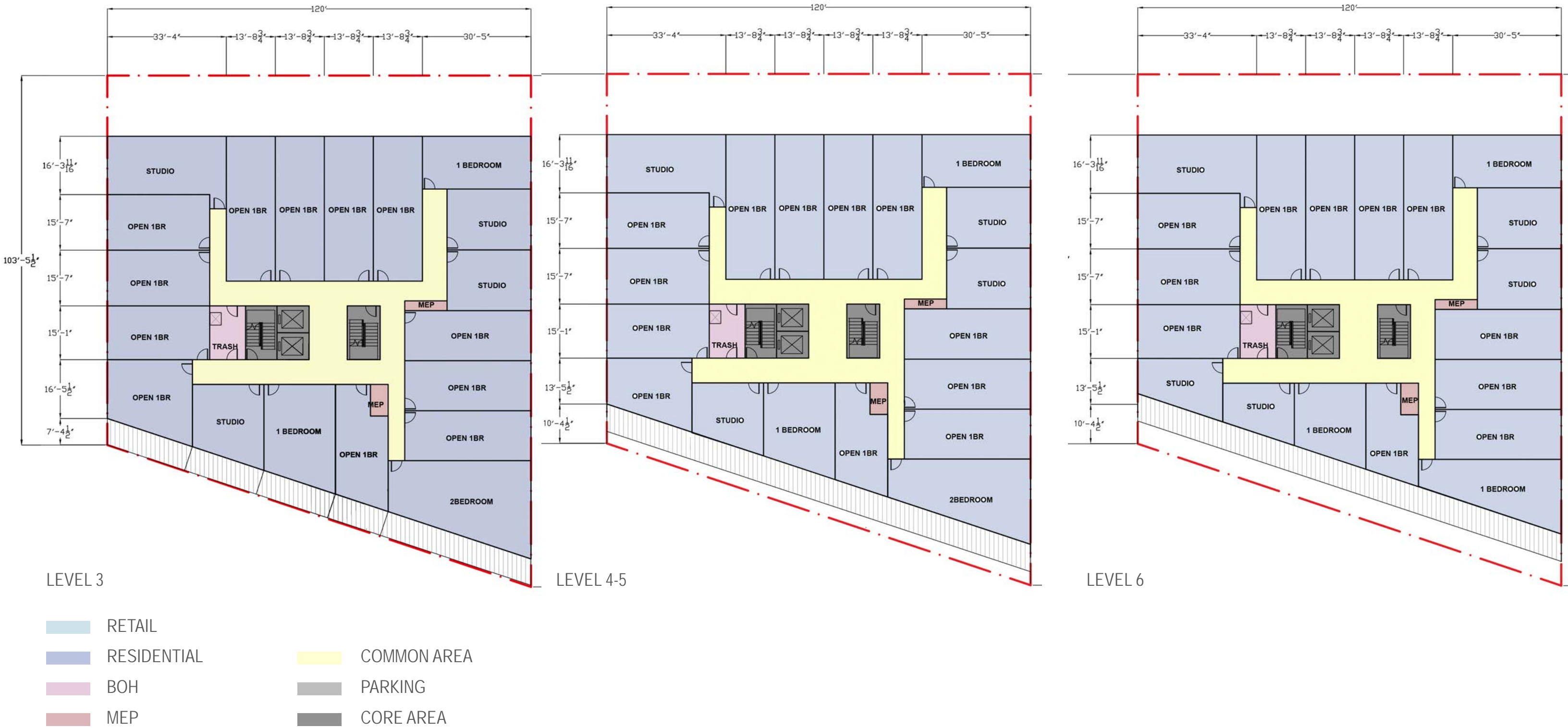
SOUTHEAST CORNER



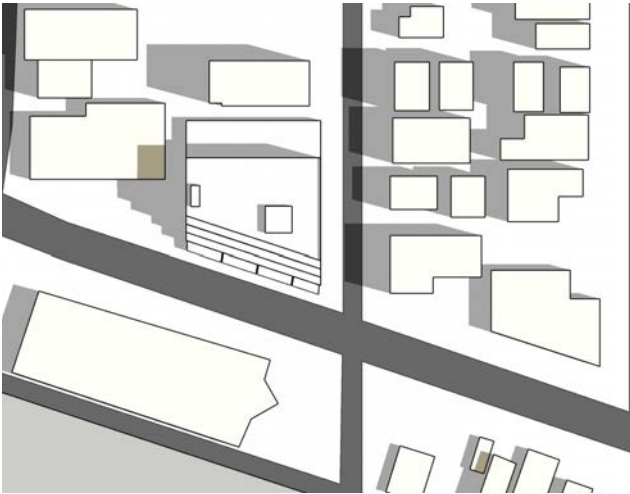
SOUTHWEST CORNER



- RETAIL
- RESIDENTIAL
- BOH
- MEP
- COMMON AREA
- PARKING
- CORE AREA



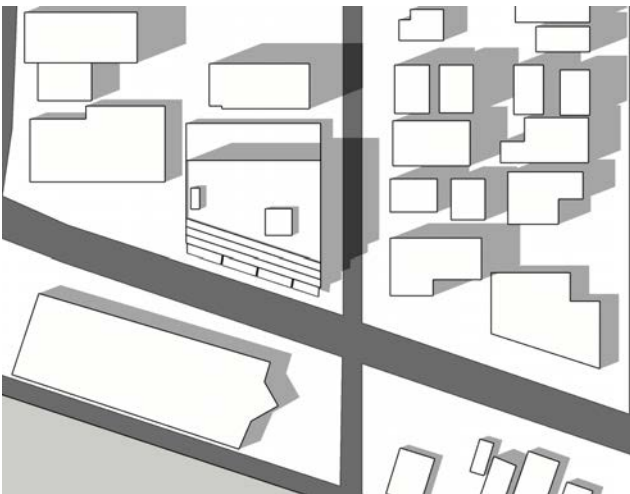
SCHEME1 I SUMMER SOLSTICE



9AM

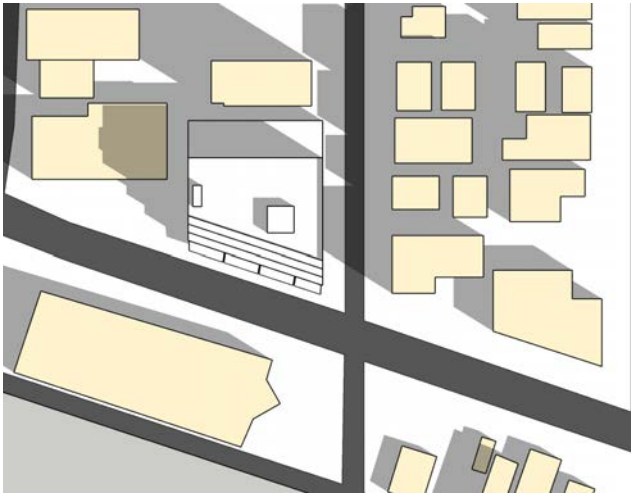


12PM

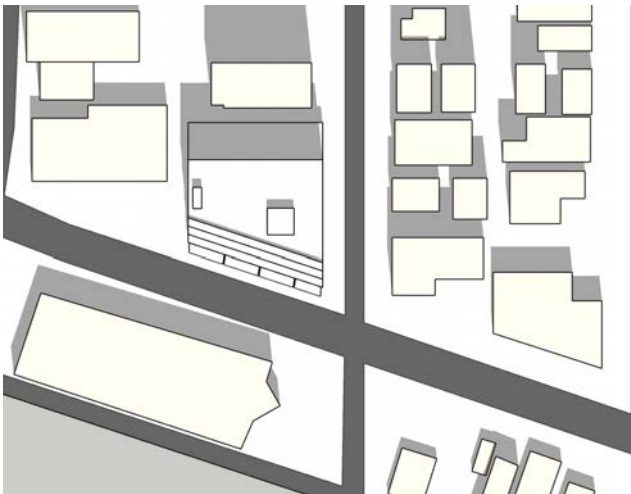


3PM

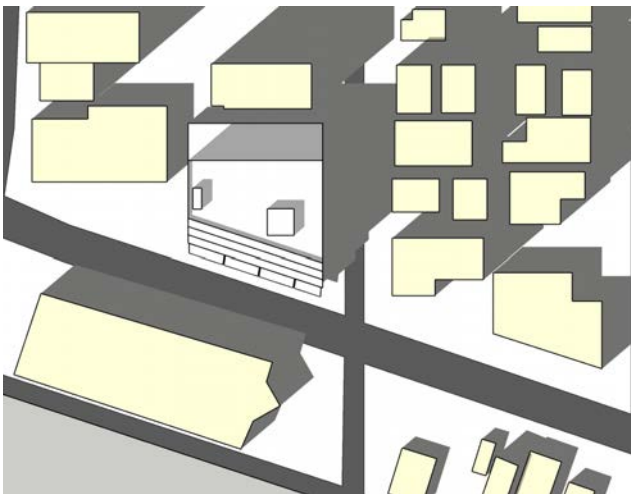
SCHEME1 I SPRING/FALL EQUINOX



9AM

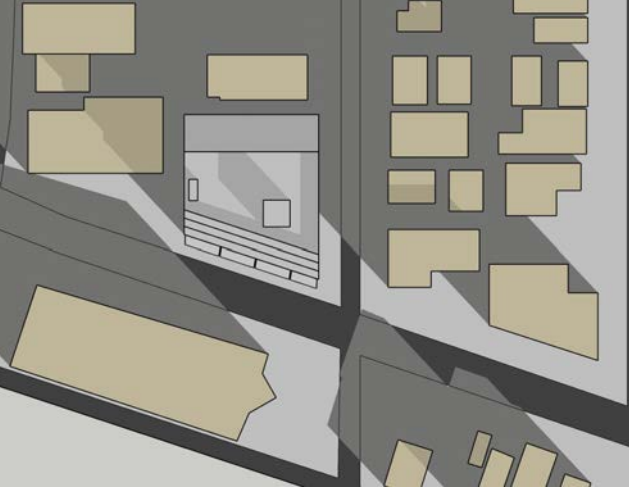


12PM

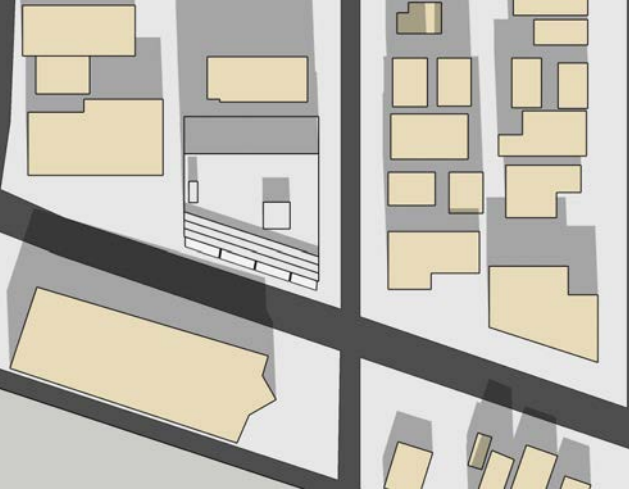


3PM

SCHEME1 I WINTER SOLSTICE



9AM

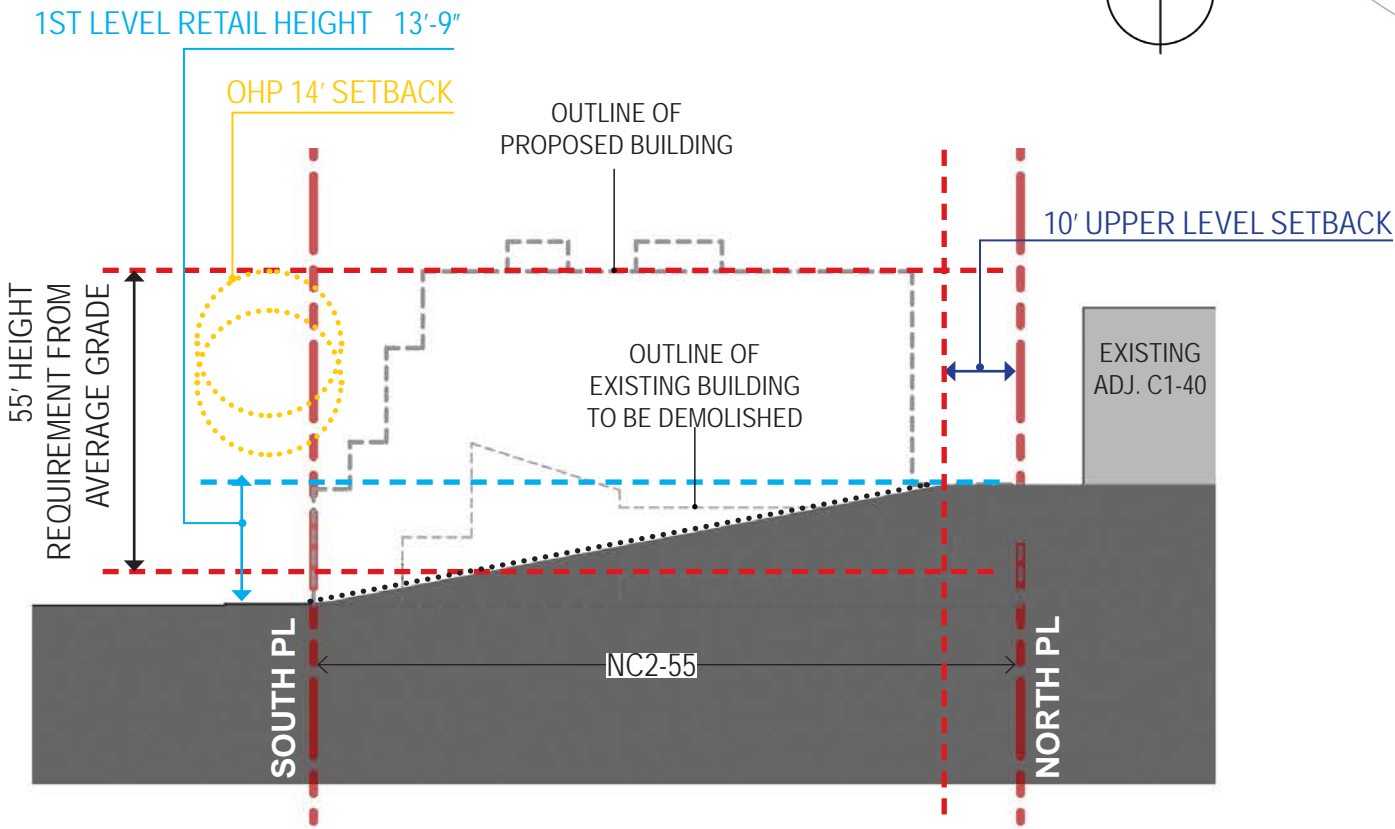
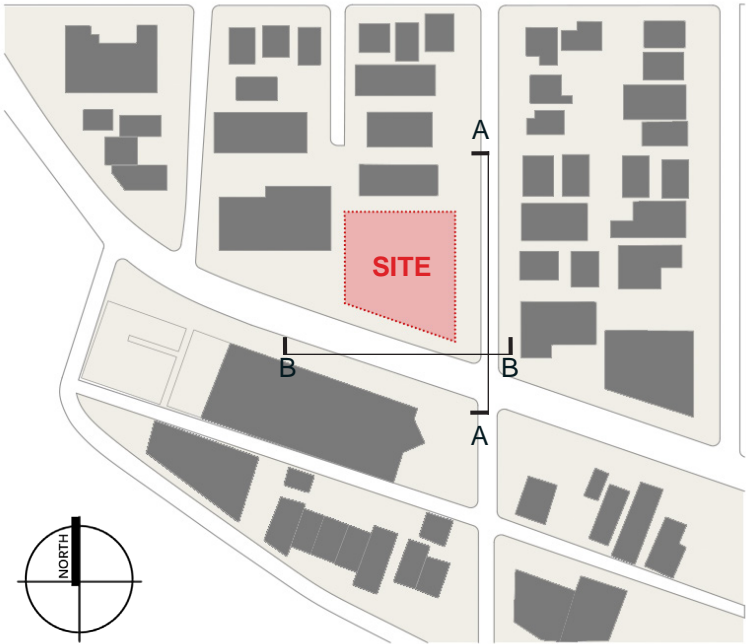


12PM

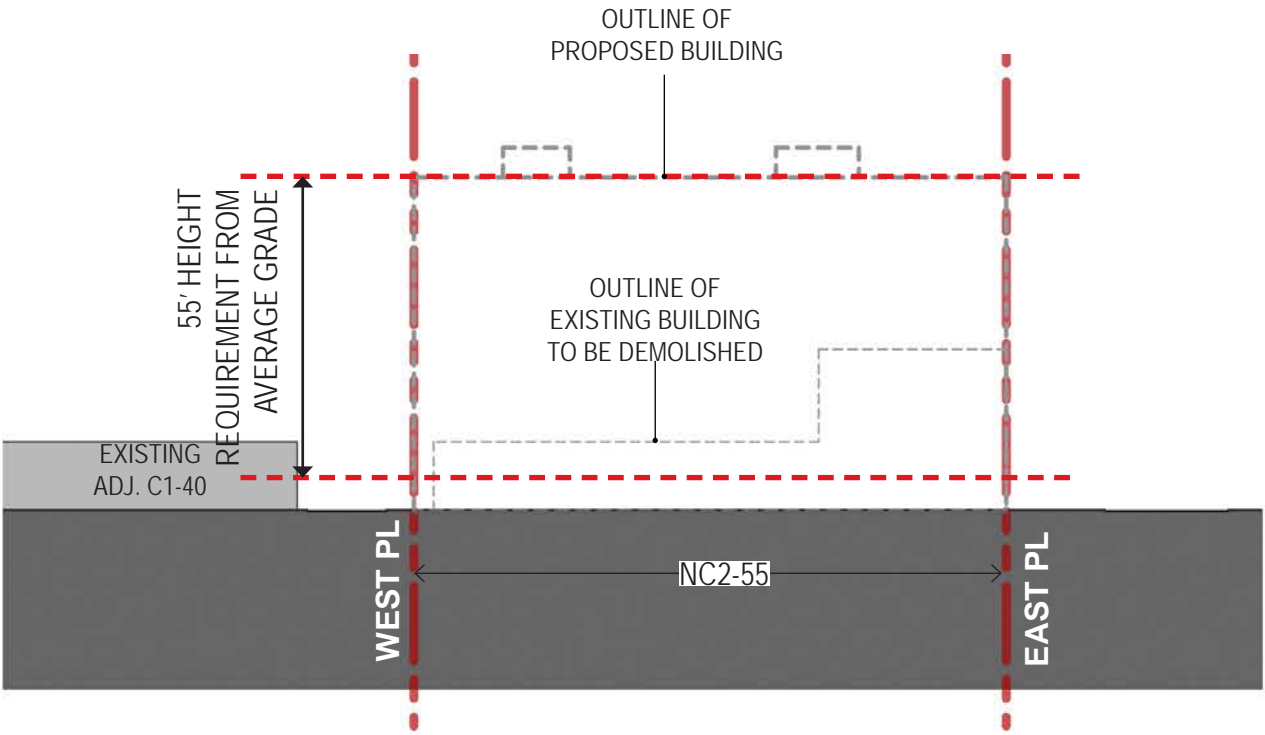


3PM

SCHEME 1 SITE EDGE CONDITION



SECTION A
NORTH / SOUTH PROPERTY LINES



SECTION B
EAST / WEST PROPERTY LINES

FREMONT COMMERCIAL



4.4 SCHEME 2

The massing of scheme 2 is reduced by angled facade modulation on 1st Ave NW and setting back retail and residential entries on the south facade. Retail wraps around the major corner with indents to encourage pedestrian interaction. Retail and residential loading is accessed off NW 36th street through the alley.

The North facade of the building is setback to create more space between neighboring buildings and allow for more natural light. Parking is accessed from the alley.

Total Gross Area: 78,225 sf
Number of Units: 70 Residential units
Retail Area: 4,000 sf
Number of Parking Stalls: 38

- Positives:
- 1. Articulated facade modulation on street fronts
 - 2. Create continuous retail frontage and strong presence
 - 3. Code Compliant

- Negatives:
- 1. Angled facade not compatible with 1st Ave NW residential neighborhood
 - 2. Less efficient residential floor plan with angled shape
 - 3. Flatter front facade on NW 36th street

No Departures Requested



NORTHEAST CORNER



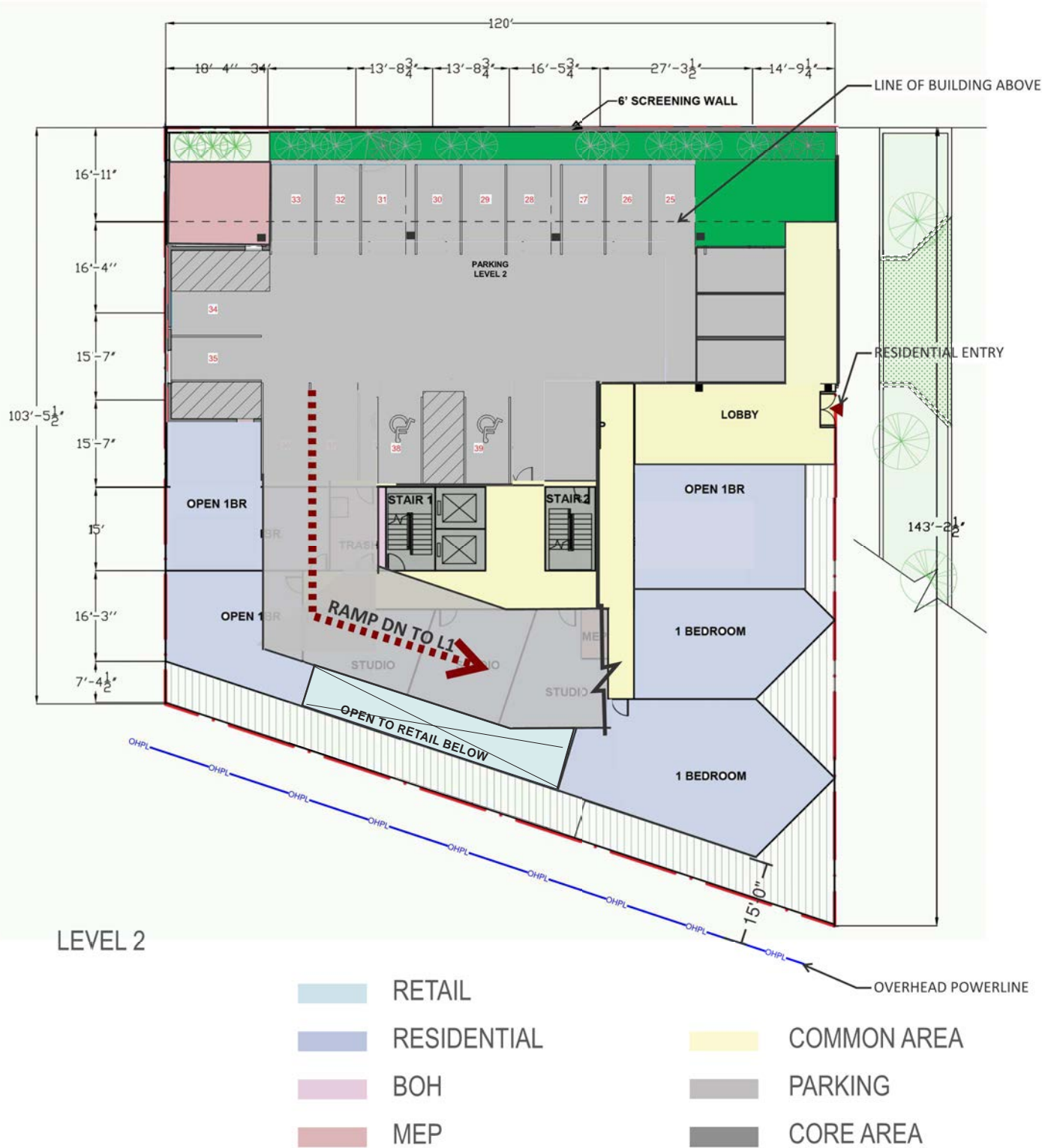
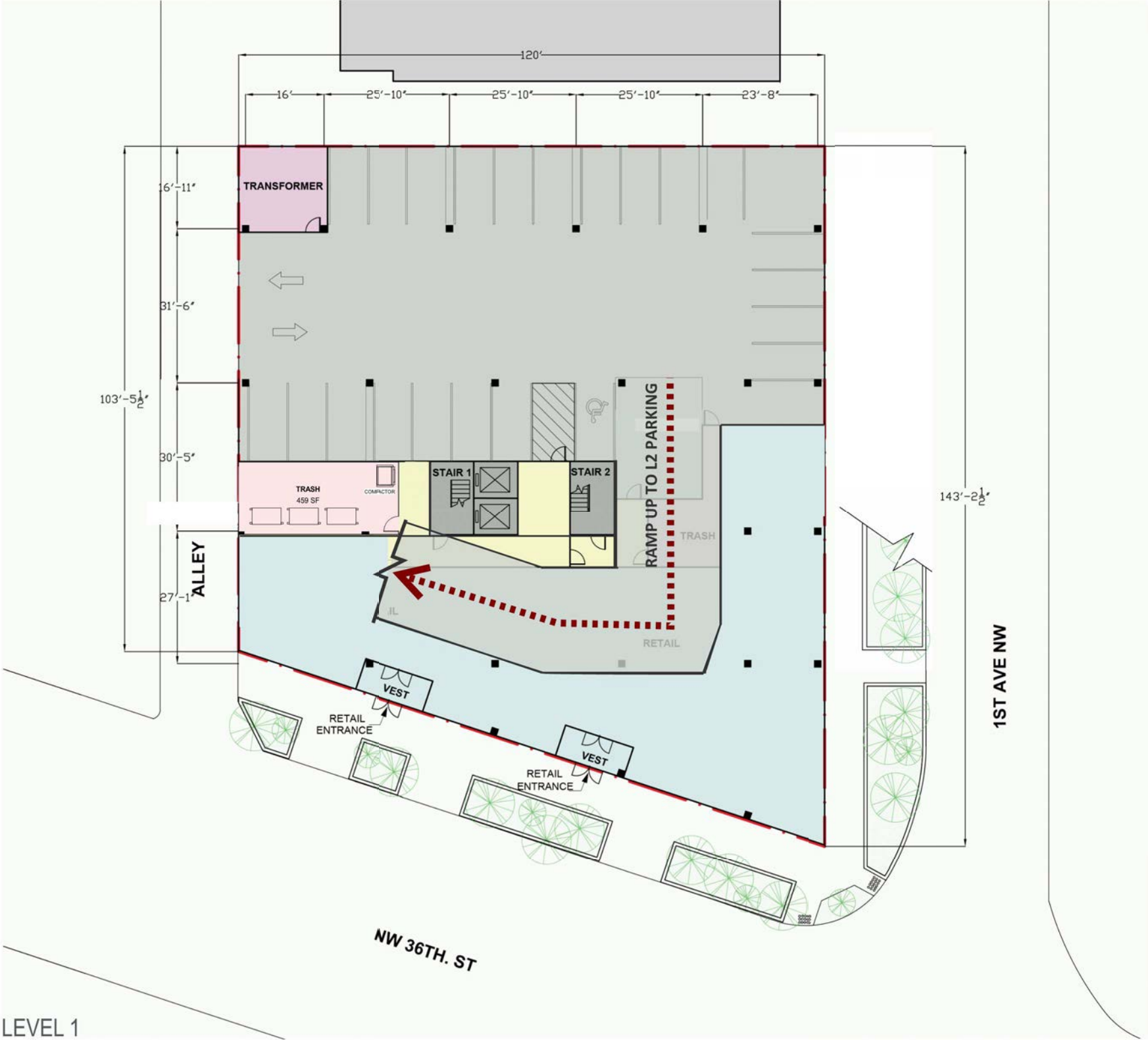
SOUTHEAST CORNER



SOUTHEAST CORNER



SOUTHWEST CORNER





LEVEL 3-5

- RETAIL
- RESIDENTIAL
- BOH
- MEP
- COMMON AREA
- PARKING
- CORE AREA

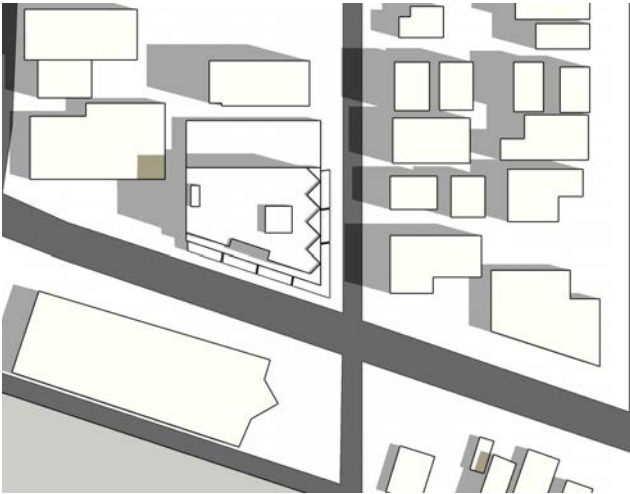


LEVEL 6

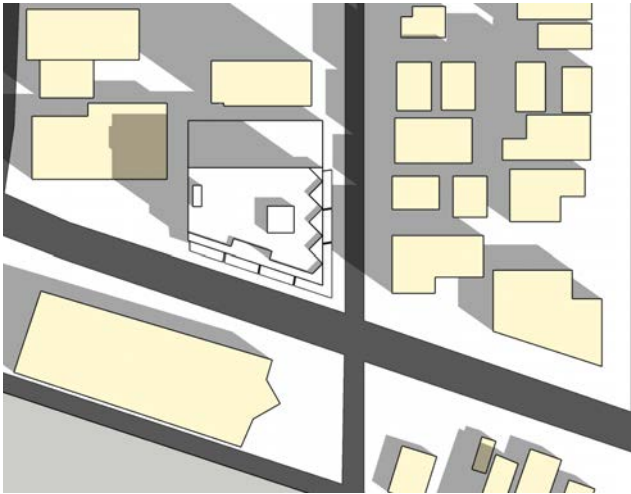
SCHEME2 I SUMMER SOLSTICE

SCHEME2 I SPRING/FALL EQUINOX

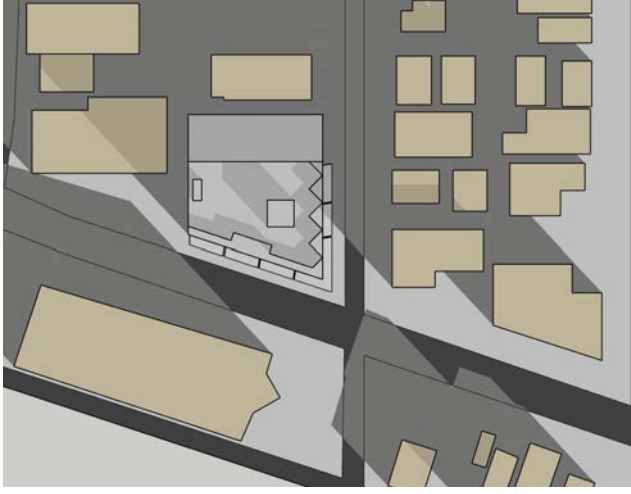
SCHEME2 I WINTER SOLSTICE



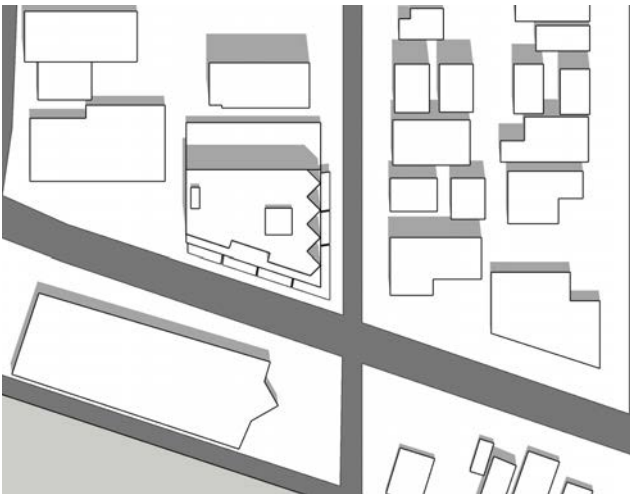
9AM



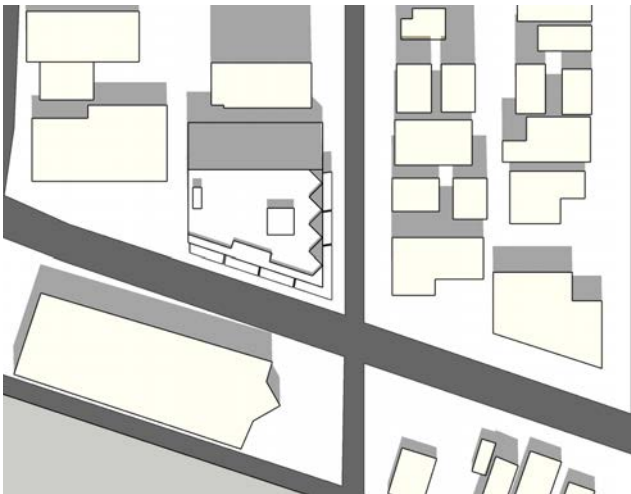
9AM



9AM



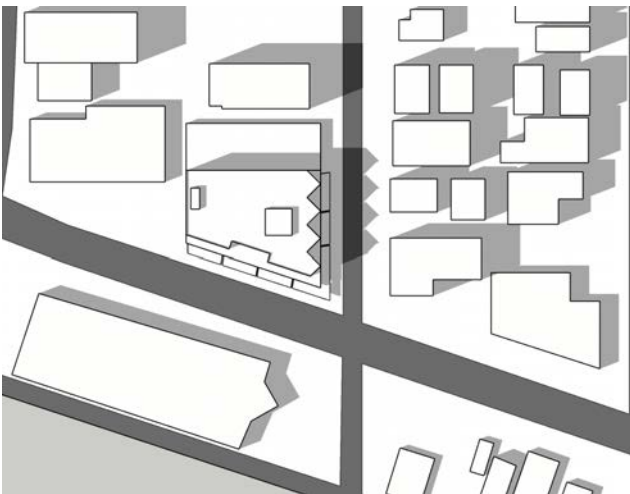
12PM



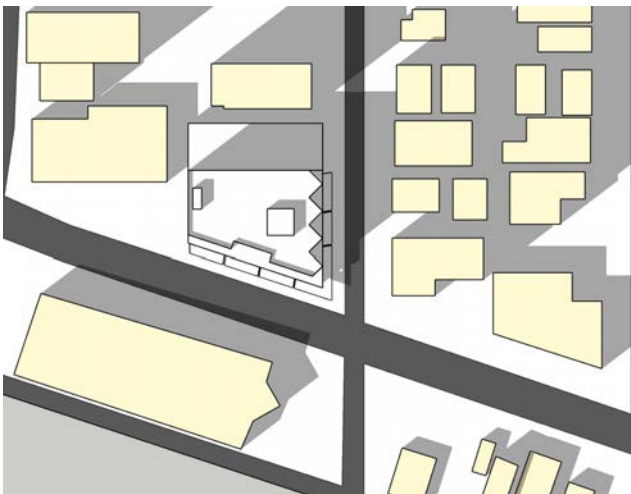
12PM



12PM



3PM

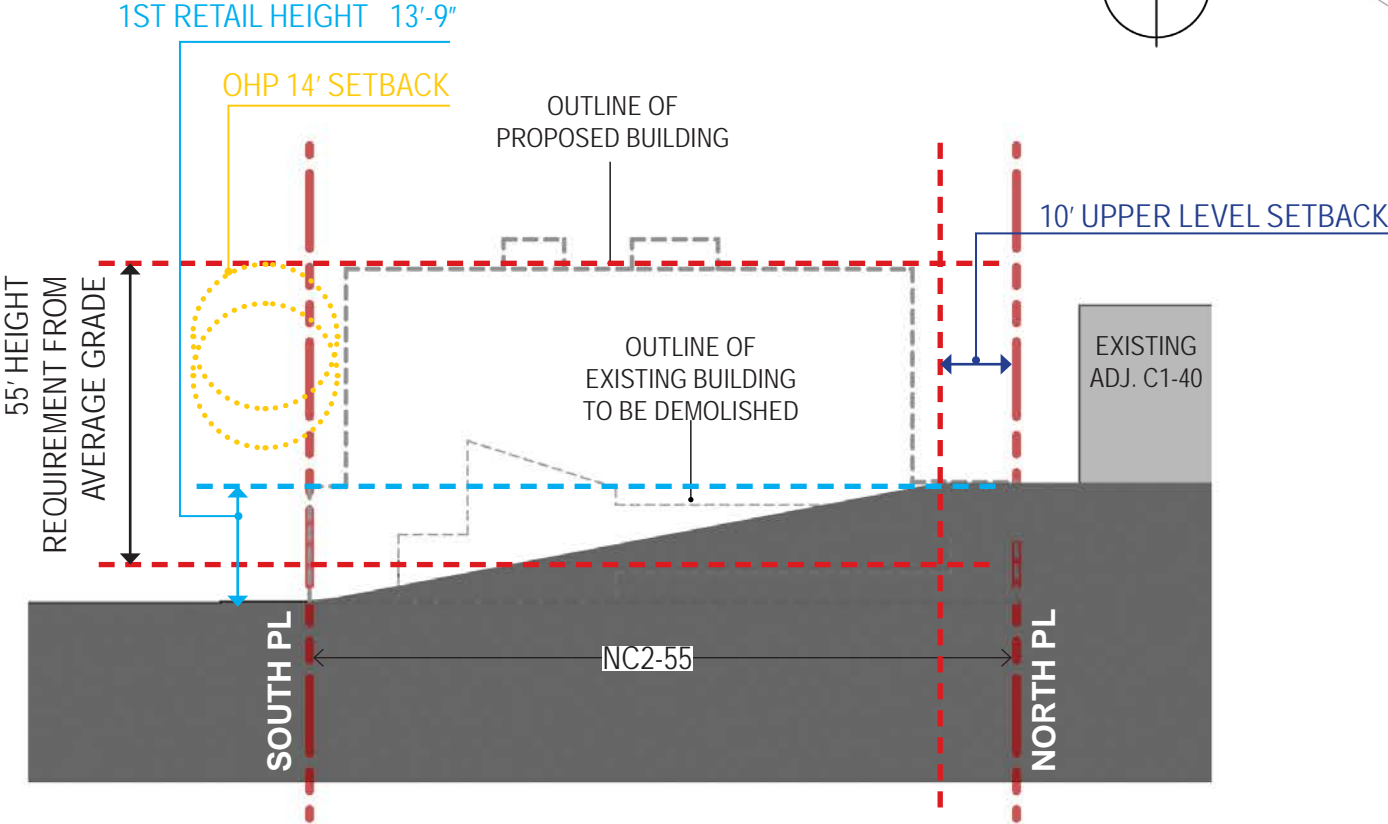
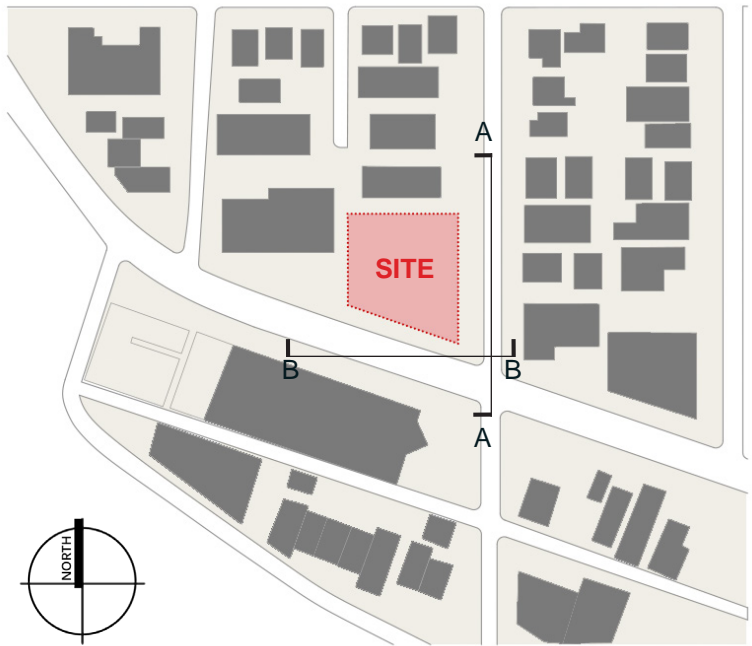


3PM

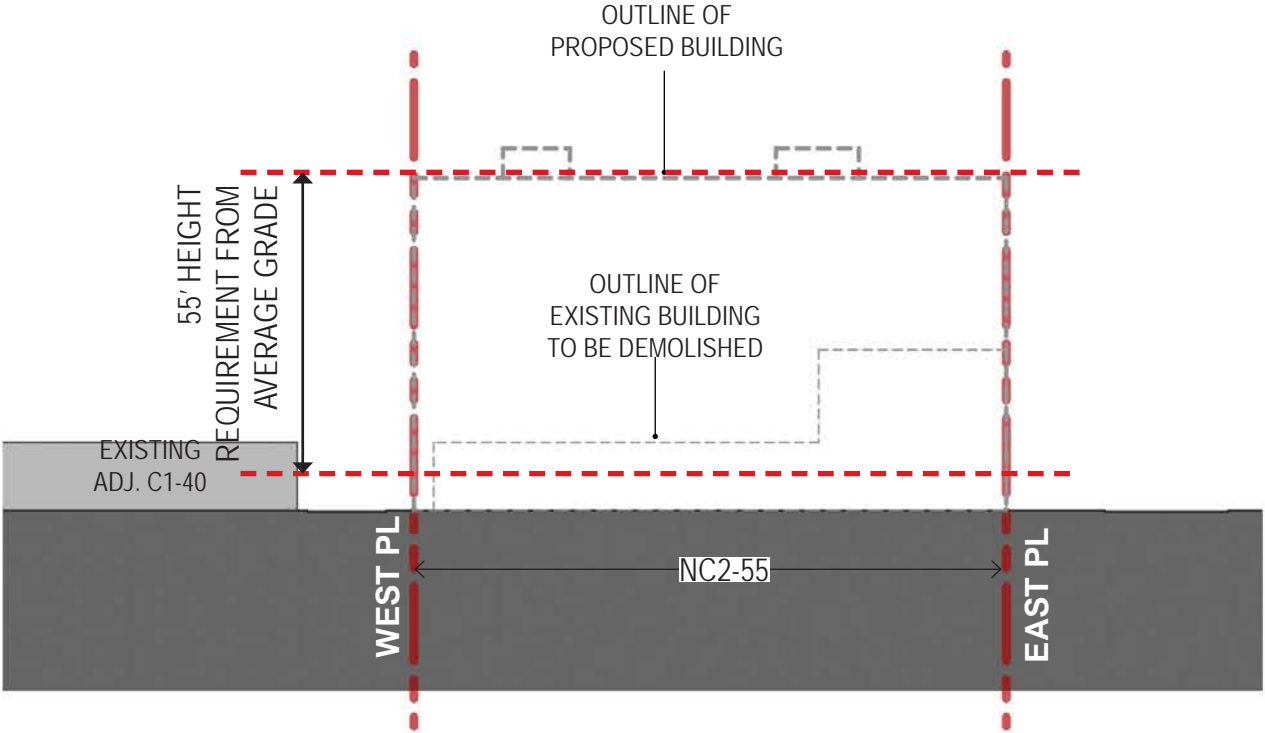


3PM

SCHEME 2 SITE EDGE CONDITION

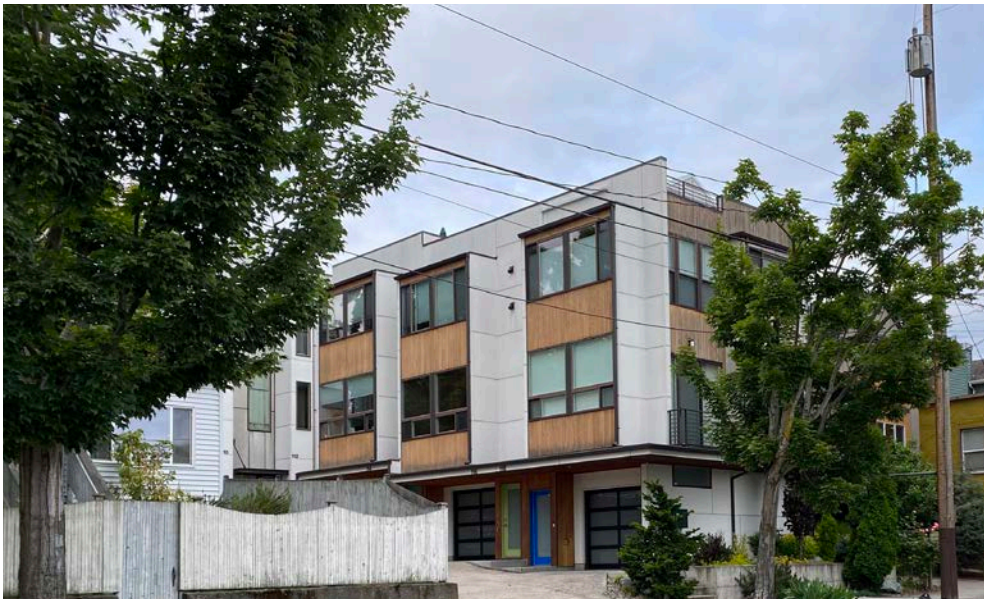


SECTION A
NORTH / SOUTH PROPERTY LINES



SECTION B
EAST / WEST PROPERTY LINES

FREMONT RESIDENTIAL



4.4 SCHEME 3 - PREFERRED

The massing of scheme 3 is reduced by articulated facade modulation on 1st Ave NW and NW 36th street both vertically and horizontally. Setting back retail at the SE corner to create a “pause moment” for the pedestrian to engage street level retail. Roof deck encourages outdoor activities and interactions among residents.

Retail and residential loading is provided off NW 36th street alley.

The North façade of the building is setback to create more space between neighboring buildings and allow for more natural light. Parking is accessed from the alley and from 1st Ave NW.

Total Gross Area: 75,554 sf
Number of Units: 76 Residential units
Retail Area: 4,600 sf
Number of Parking Stalls: 32

- Positives:
- 1. Modulated facade reduces the scale of building mass
 - 2. Compatible with 1st Ave NW residential neighborhood
 - 3. “Stepping” uphill massing
 - 3. Corner retail setback provides additional outdoor space
 - 4. An outdoor amenity space carved out of the top SE corner, adding dynamics and activities to the major street corner
 - 5. Elevates the massing to a level up from the pedestrian sidewalk at the NE corner, maintaining the current building scale at the street level and visual connection to the west

- Negatives:
- 1. Small retail with due to plaza at the corner
 - 2. More costly to build with facade articulation
 - 3. Fewer units
- Departures:
- 1. Re-use existing parking access off 1st Ave NW

Departures Requested



NORTHEAST CORNER



SOUTHEAST CORNER



SOUTHEAST CORNER



SOUTHWEST CORNER



- RETAIL
- RESIDENTIAL
- BOH
- MEP
- COMMON AREA
- PARKING
- CORE AREA

4.4 SCHEME 3 - PREFERRED



- RETAIL
- RESIDENTIAL
- BOH
- MEP
- COMMON AREA
- PARKING
- CORE AREA



4.4 SCHEME 3 - PREFERRED

SCHEME3 I SUMMER SOLSTICE

SCHEME3 I SPRING/FALL EQUINOX

SCHEME3 I WINTER SOLSTICE



9AM



9AM



9AM



12PM



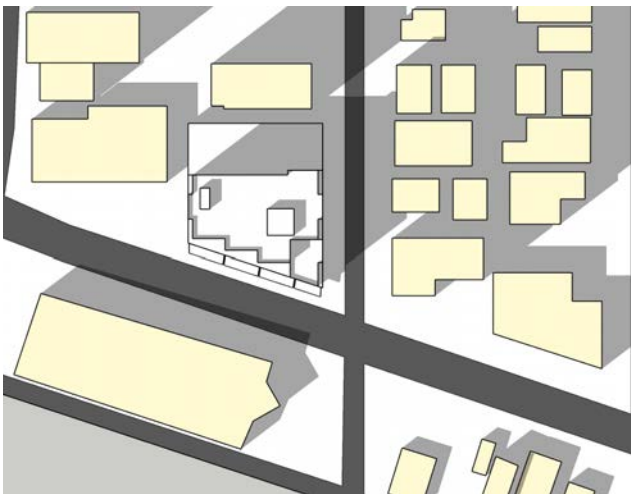
12PM



12PM



3PM

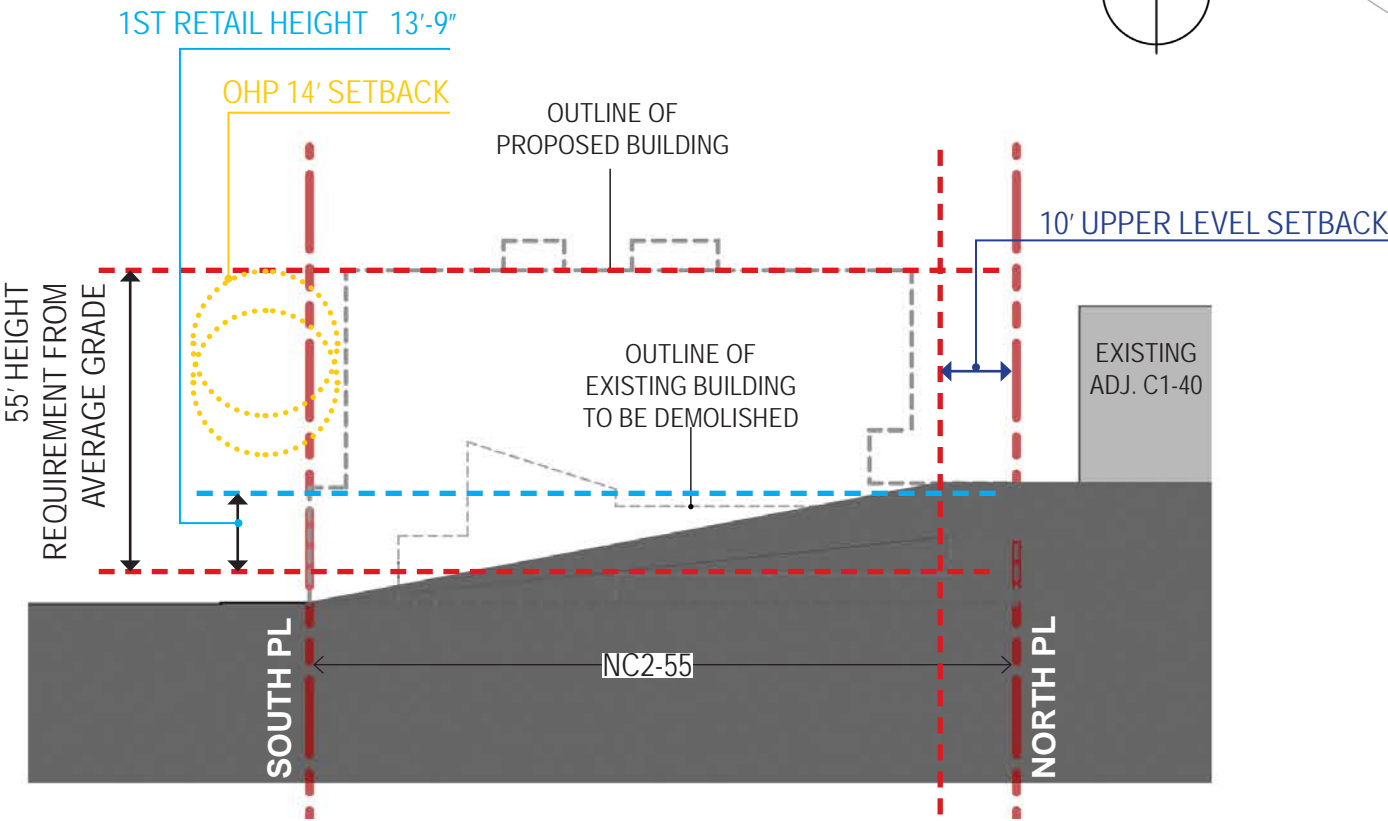
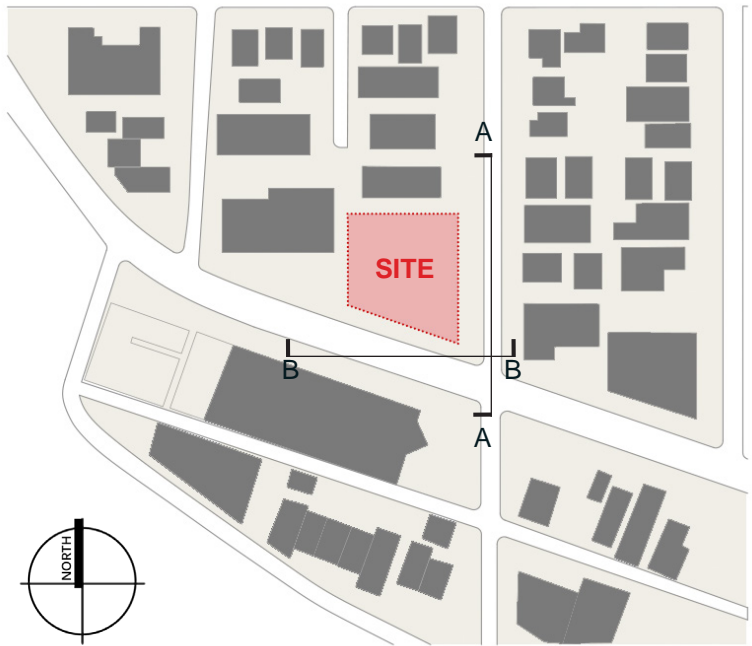


3PM

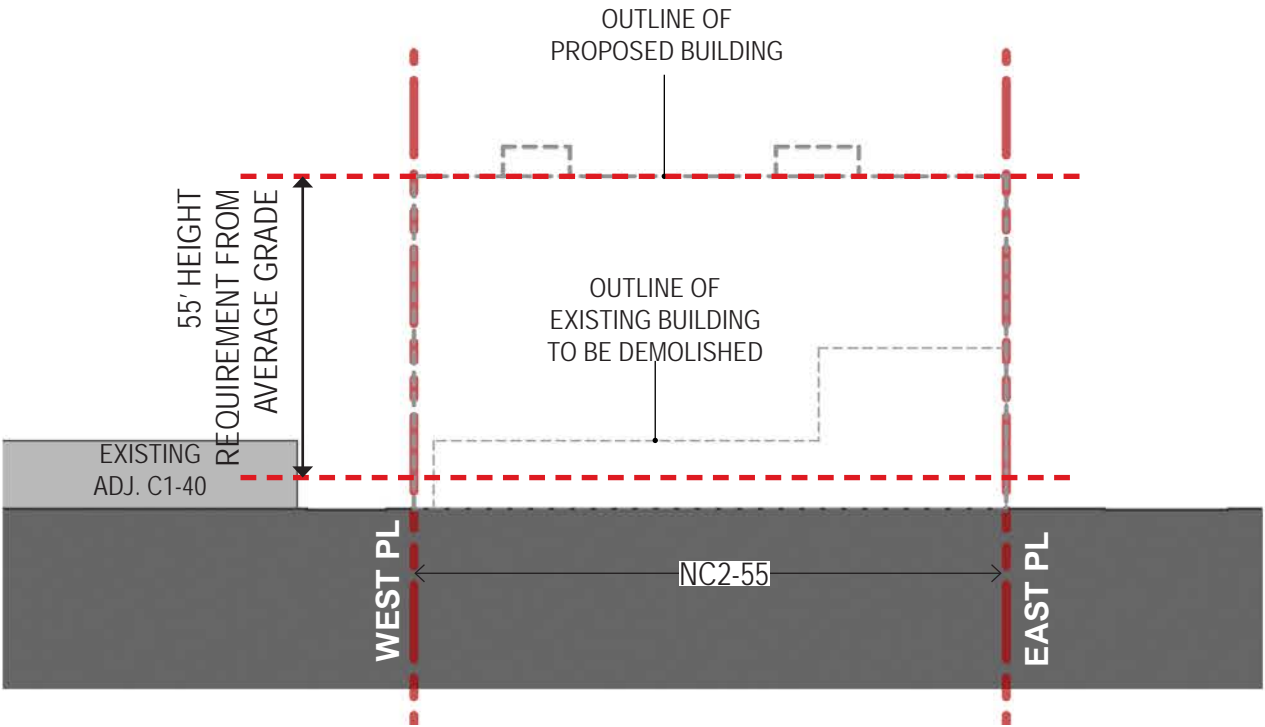


3PM

SCHEME 3 SITE EDGE CONDITION



SECTION A
NORTH / SOUTH PROPERTY LINES



SECTION B
EAST / WEST PROPERTY LINES

POTENTIAL DEPARTURES // PARKING ACCESS

Departure Request #1: 23.47A.032

Parking Access

Standard: Per 23.47A.032.A1

NC zones. 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 subsection 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts. If alley access is infeasible, the Director may allow street access.

Proposed:

Proposed design has two levels of parking. Level 1 parking is accessed through alley on the west. The Code does not allow driveway access along 1st Avenue because an alley is available to provide access. However the site topography and the existing curb cut on 1st Avenue arrives itself an opportunity for additional parking and access on level 2.

Rationale:

Based on neighborhood outreach report and our experiences when visiting the site, the limited on-street parking supply in the surrounding streets has always been an issue. If we take away the current parking lot access and use, future residents and retail patrons will have little choice but to rely on the already limited on-street parking in the neighborhood, further contribute to this problem.

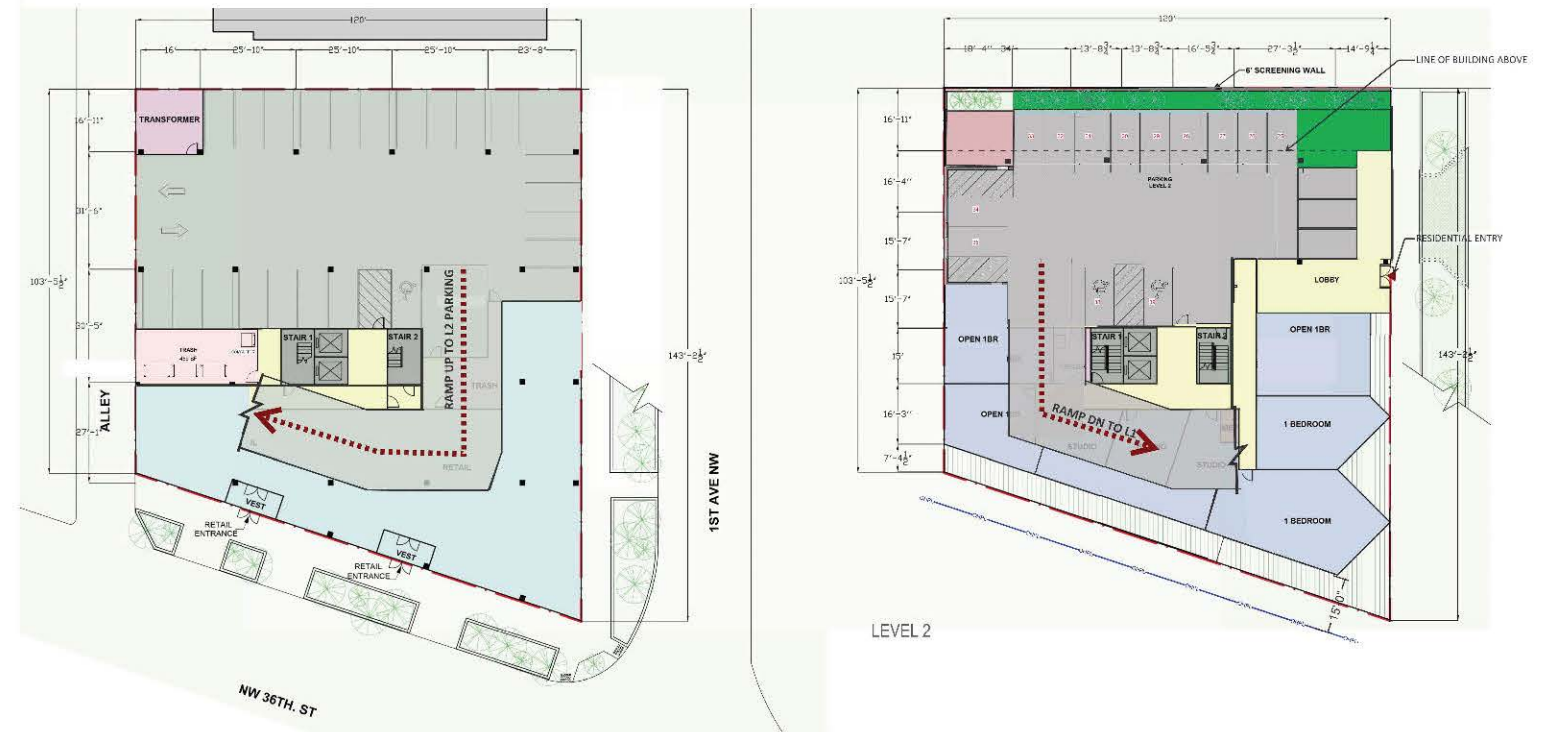
The design team is proposing to maintain the existing off-street parking, accessible from 1st Avenue NW by keeping the current curb cut and replace the present surface parking area with an off-street parking area with enhanced landscaped buffers.

The proposed parking will be shared between the residents, retailers and visitors on premise. The access off the 1st Avenue will maintain the neighborhood's off-street parking supply and reduce demand stress to the adjacent neighborhood street parking for both area residents and retail visitors.

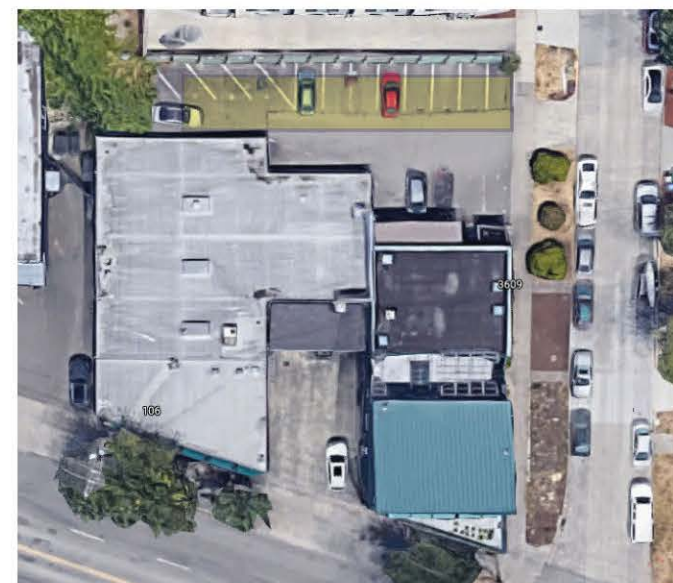
The design team studied numerous parking layouts and access strategies, including ramp scenarios from the alley. However, the requirement for a parking ramp to reach above the required retail use results a lengthy and dangerously steep internal ramp layout and making the street level retail space almost unusable. Adding an underground parking level is not feasible as there is no shoring option with the neighbors to the north.

CODE STANDARD: ACCESS FROM ALLEY

- LOSS OF RETAIL SPACE 1300sf



ALTERNATIVE: ACCESS FROM 1ST AVE NW, KEEP CURRENT CURB CUT
replacing the current parking with new parking



CURRENT CONDITION



PROPOSED

POTENTIAL DEPARTURES // PARKING ACCESS

Departure Request #1: 23.47A.032

Parking Access

Standard: Per 23.47A.032.A1

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

Proposed:

Maintain the current curb cut on 1st ave NW and provide parking access to street level parking.

Rationale:

Option 1 & 2 (code compliant) sits the massing down on the street level at the northeast corner, forms a strong separation of the property from the neighboring space.

Option 3 elevates the massing to a level up from the pedestrian sidewalk, maintaining the current building scale at the street level and visual connection to the west. The proposed community activity deck and the green space will enhance the connectivity, neighborhood interaction and access to nature.



OPTION 1 - VIEW FROM 1ST AVE NW



OPTION 1 - VIEW FROM 1ST AVE NW

Reduced bulk & break up mass of the building to respect the residential zone to the north (CS2.D)

Community Deck -
Emphasizing positive neighborhood attributes and Adding to public life (CS3.A&PL1.A.2)
Year-round Outdoor uses and activities (PL1.C)

A DEEPER SETBACK
minimize shading on adjacent sites (CS1B.2)

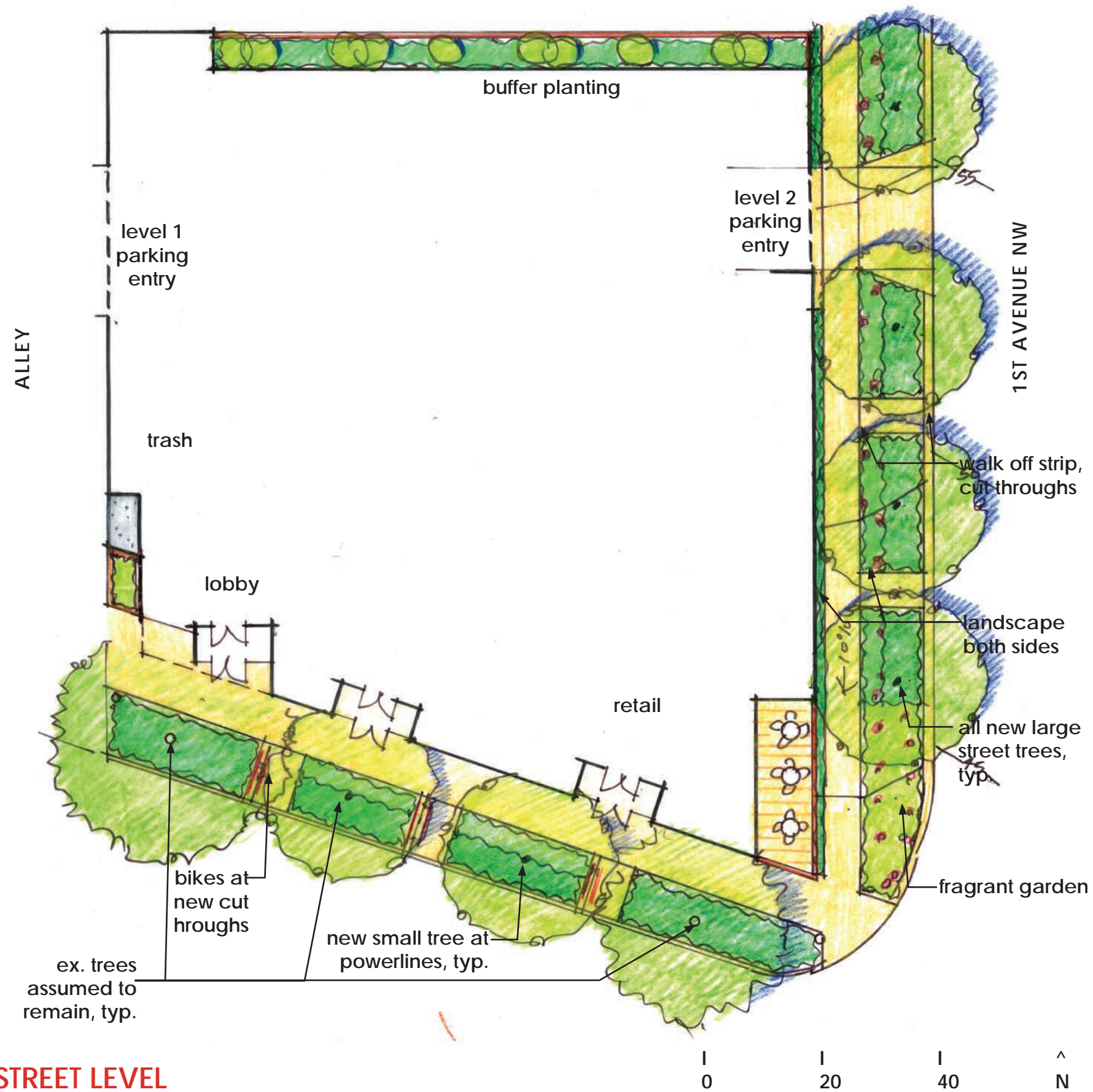


OPTION 3 - VIEW FROM 1ST AVE NW



OPTION 3 - VIEW FROM 1ST AVE NW

Street-level transparency-
keeping view open into spaces beyond. (PL2.B)



STREET LEVEL



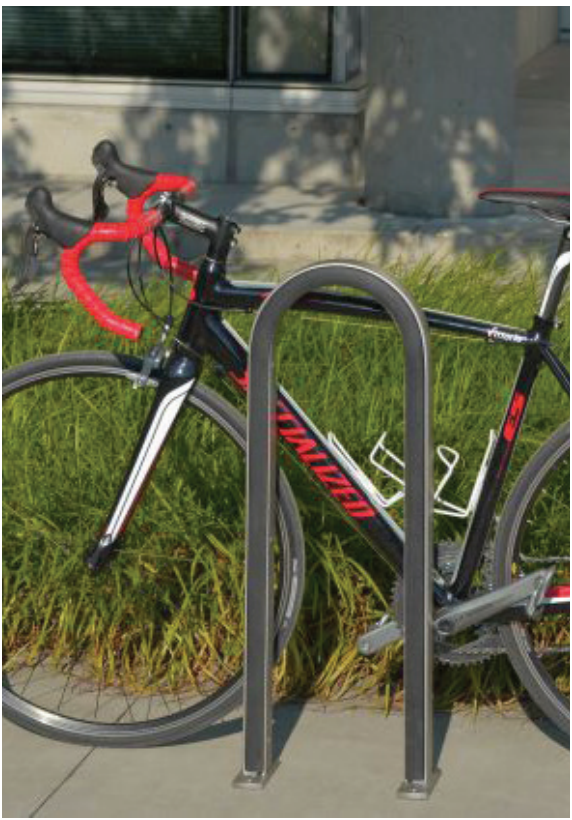
landscape both sides



sidewalk/retail shuffle



fragrant garden



Tofino - better bike rack

4.5 LANDSCAPE



ROOF



food and fun



cozy corner and killer view



trees and seating and views



fire spot and killer view

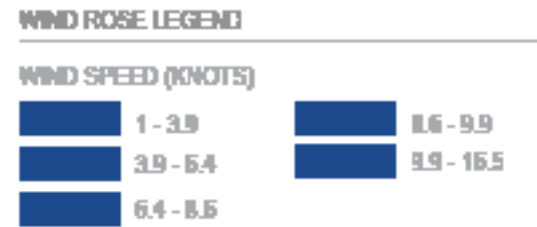
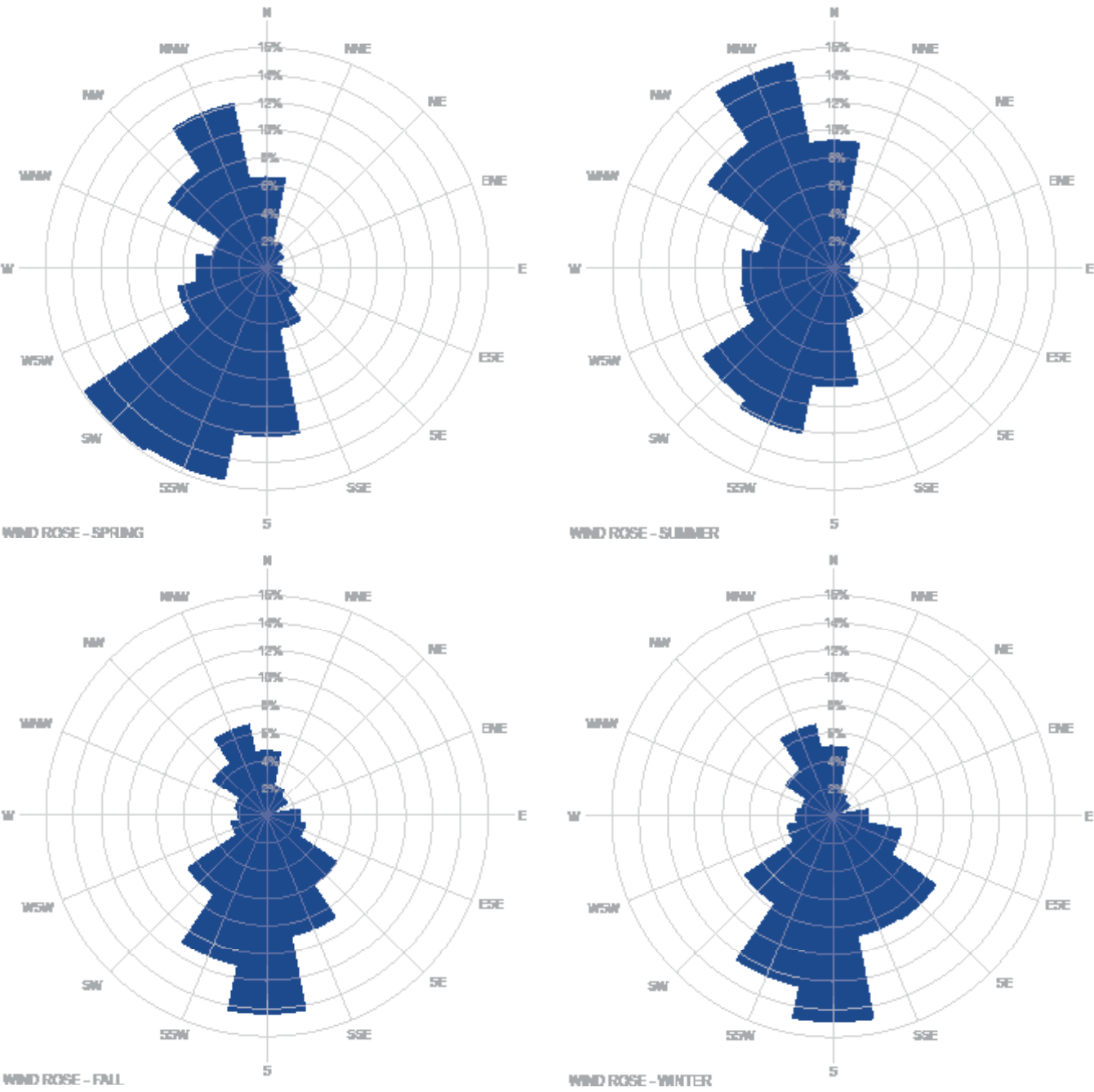
5

APPENDIX

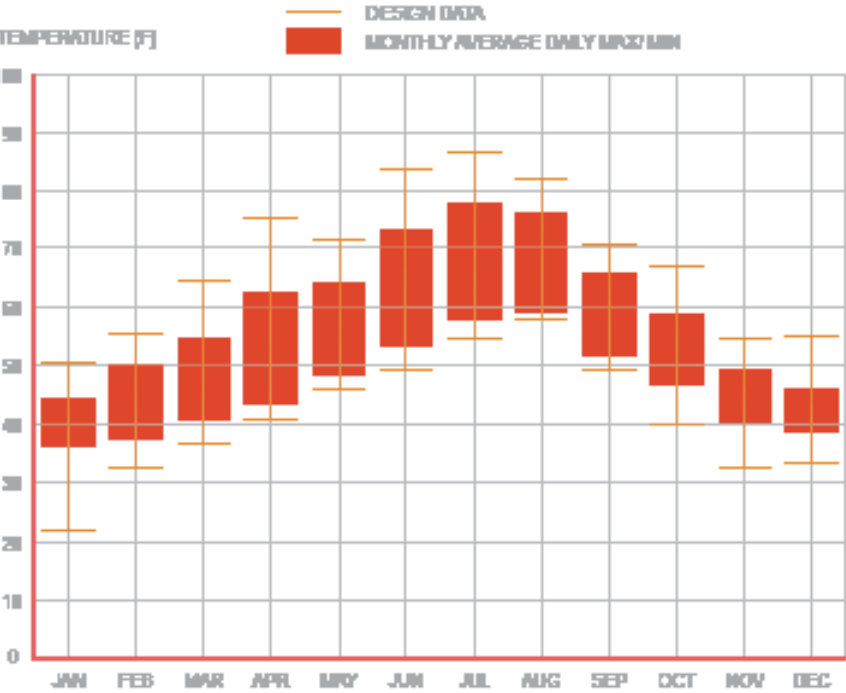


CLIMATE ANALYSIS

WIND ROSE ANALYSIS



MONTHLY DESIGN DATA (THRESHOLD OF 2%)



Outreach Documentation: 106 NW 36th St

SUMMARY OF OUTREACH

Cascadia Consulting Group conducted the following outreach activities on behalf of the site developer, Infinity Investment Group, LLC, as part of the Department of Neighborhood's (DON) Early Design Guidance process. Cascadia's approved outreach plan is included as an appendix to this document.

1. Project Webpage (Multi-Prong Method)

The project website launched on October 12, 2020. The website included a project overview, design approach, hotline information, and the feedback survey. The project website had 124 unique visitors who viewed the site a total of 145 times.

2. Project Hotline (High-Impact Method)

The project hotline phone number launched on October 12, 2020 and appeared on web and print materials. We received no voicemails during the project. The project email address was also on web and print materials. We used the same address to send emails to community organizations. We received no emails from residents in the area.

3. Online Survey (High-Impact Method)

The online survey was embedded into the project webpage. It consisted of nine questions with a combination of multiple-choice and open-ended response formats. The survey was open from October 12 to November 2, 2020. We received 27 responses.

4. Email to Community Organizations (Multi-Prong Method)

On October 16, we sent an email to nine community organizations inviting them to provide feedback on the project. The email included a PDF of the direct-mail flyer.

5. Direct Mailing (High-Impact Method)

We promoted the project website and the online survey through a direct-mail flyer sent to households within a 500-ft radius of the project site. We sent the mailing to recipients on October 16, 2020.

SUMMARY OF COMMUNITY FEEDBACK

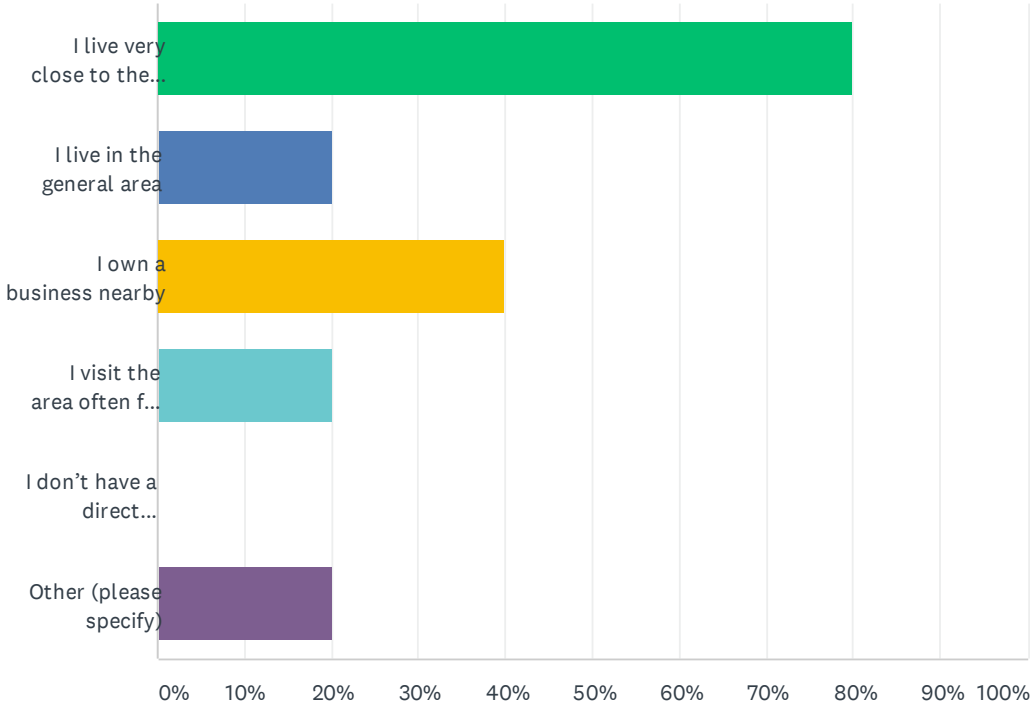
All project feedback was captured through the online survey (see appendices for a detailed response summary and individual responses). Most of the individuals who responded live very close to the proposed project site. The majority of respondents heard about the project through the mail flyer. Some of the key themes from the feedback include:

- **Interest in ensuring that small or local business occupy the retail space.** When asked what types of businesses they would like to see in the commercial space, sixty-one percent (11 out of 18) indicated that they prefer small or local businesses. One respondent hopes the building will continue to lease to the current tenants (Fremont Gym, Carver Salon).
- **Interest in (and concern for) affordability.** About one third of respondents indicated that the most important aspect of the new building is that it is affordable for residents and businesses. When asked about their overall concerns, about one quarter responded with affordability.

- One respondent noted that “making it more affordable to those in the area...accessible to the artists and low-income individuals in the area” would help the building be successful. Another respondent commented that Fremont needs “affordable rentals to support the neighborhood” rather than “luxury apartments for outrageous rates.”
- **Concerns about parking and congestion.** Over a third of respondents noted concern that the building would make driving and parking in the neighborhood more difficult. Some respondents commented that parking in Fremont is already a challenge and sufficient and/or off-site parking is an important feature of the new building.
- **Concerns around scale and aesthetic.** Respondents value an appropriate/small scale that fits the neighborhood and expressed concern that they will not like the way it looks. Five out of 18 respondents noted concern that the building will feel out of scale with other buildings nearby.
 - When asked, “What is most important to you about a new building on this property?” one respondent voiced concern that the building is too big for the area, and another did not feel it will fit with the character of the neighborhood.
 - One respondent requested that the history and character of Fremont be considered and recommended consulting Fremont Arts Council. Another respondent recommended reaching out to artist communities to build from the neighborhood's artsy and eccentric history.
- **Interest in sustainability and new amenities.** When asked, “What is most important to you about a new building?” a quarter of respondents (4 out of 19) hoped the property design will consider environmental sustainability and include new services or amenities.
- **Prioritization of sidewalk and landscape improvements.** When asked, “Which are the most important for designing the public areas?” one third respondents favored pedestrian accessibility, and some other respondents chose plants/greenery, seating/places to congregate, and lighting.
 - One respondent specifically noted that pedestrian traffic is crucial to the neighborhood livability. Another respondent said that the building “should contribute to the greenery...be interactive with the pedestrian in the form of benches, green design, architecture, etc.”

Q1 What is your connection to this development project? (select all that apply)

Answered: 5 Skipped: 24

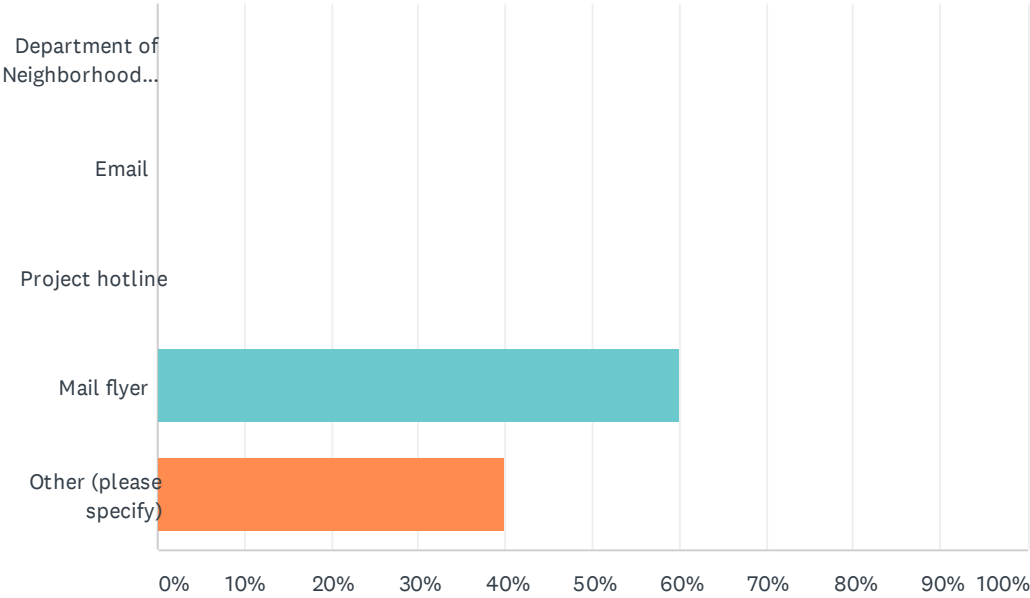


ANSWER CHOICES		RESPONSES	
I live very close to the project		80.00%	4
I live in the general area		20.00%	1
I own a business nearby		40.00%	2
I visit the area often for work or leisure		20.00%	1
I don't have a direct connection, but I care about growth and development in Seattle		0.00%	0
Other (please specify)		20.00%	1
Total Respondents: 5			

#	OTHER (PLEASE SPECIFY)	DATE
1	I own rental property within a block of this property.	11/6/2020 12:11 PM

Q2 How did you hear about this project? (select all that apply)

Answered: 5 Skipped: 24

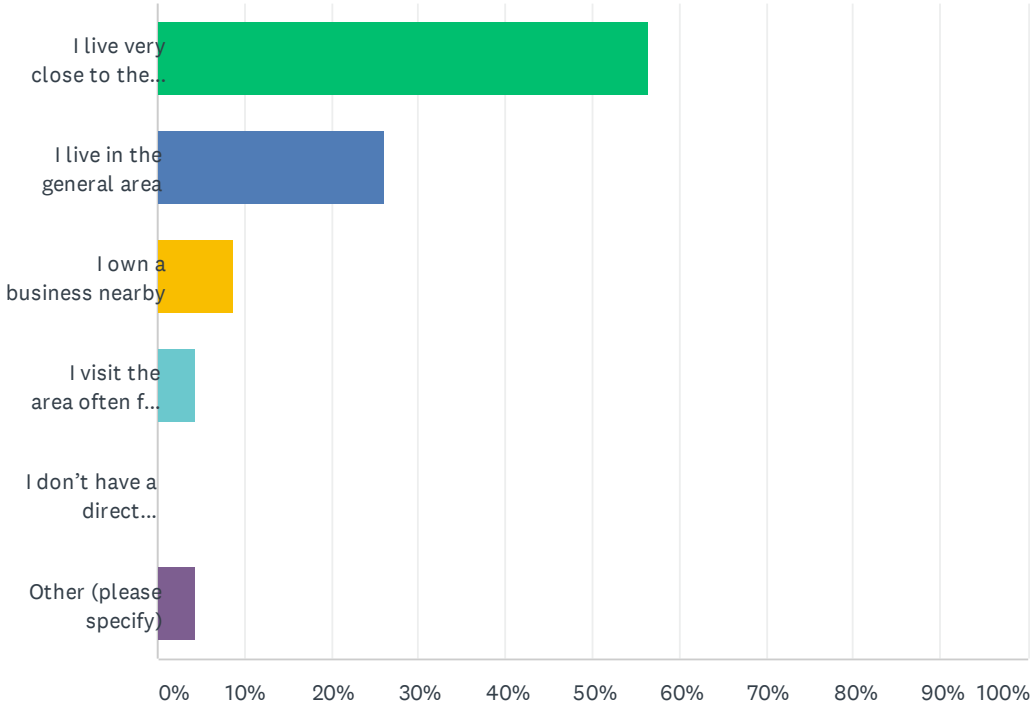


ANSWER CHOICES		RESPONSES	
Department of Neighborhoods website		0.00%	0
Email		0.00%	0
Project hotline		0.00%	0
Mail flyer		60.00%	3
Other (please specify)		40.00%	2
Total Respondents: 5			

#	OTHER (PLEASE SPECIFY)	DATE
1	Neighbors	11/6/2020 12:11 PM
2	Family member told me	10/29/2020 5:42 PM

Q3 What is your connection to this development project? (select all that apply)

Answered: 23 Skipped: 6

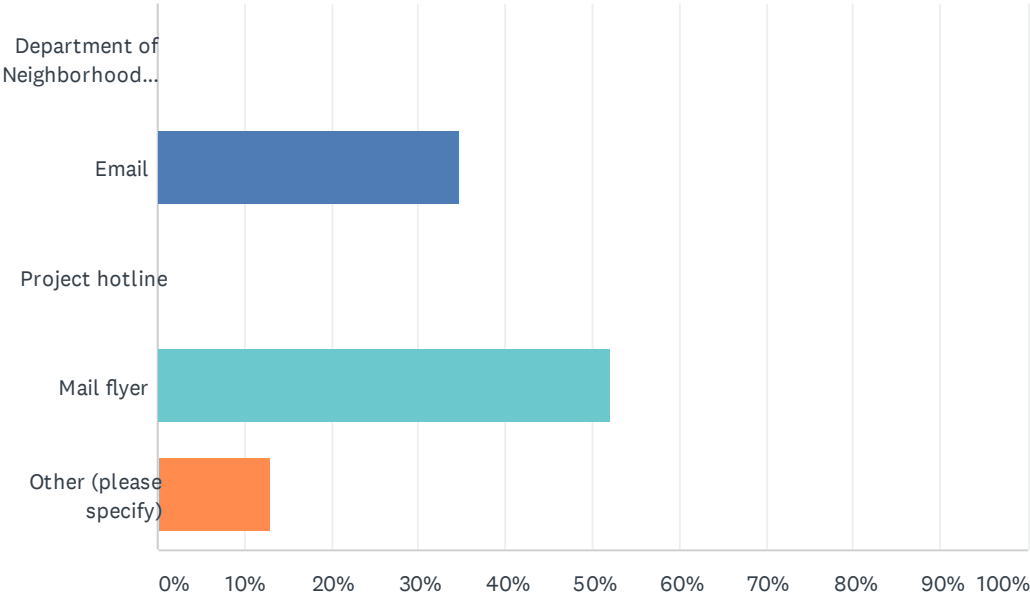


ANSWER CHOICES		RESPONSES	
I live very close to the project		56.52%	13
I live in the general area		26.09%	6
I own a business nearby		8.70%	2
I visit the area often for work or leisure		4.35%	1
I don't have a direct connection, but I care about growth and development in Seattle		0.00%	0
Other (please specify)		4.35%	1
TOTAL			23

#	OTHER (PLEASE SPECIFY)	DATE
1	"Select all that apply" does not work! Here are my choices: --I own a business nearby; --I live in the general area; --I visit the area often for work or leisure.	10/16/2020 12:37 PM

Q4 How did you hear about this project? (select all that apply)

Answered: 23 Skipped: 6

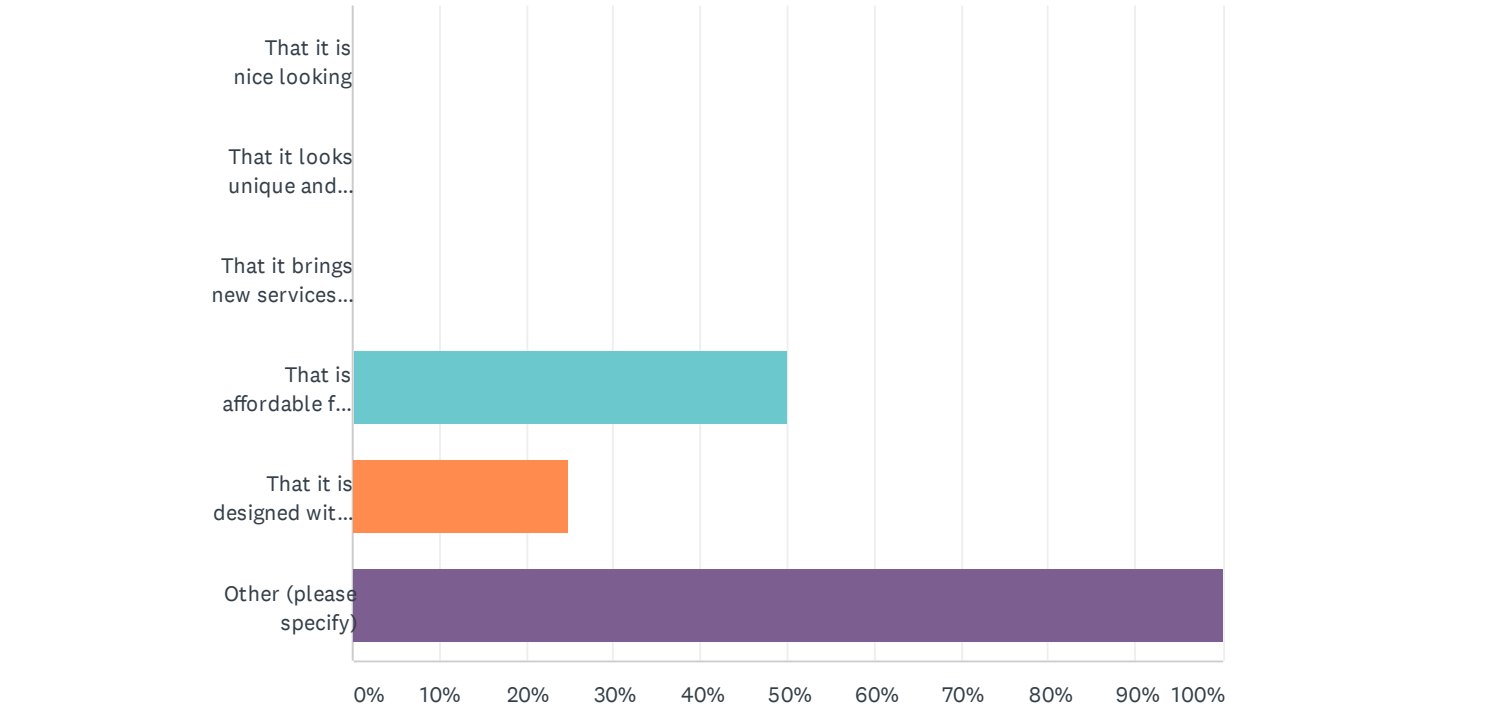


ANSWER CHOICES		RESPONSES	
Department of Neighborhoods website		0.00%	0
Email		34.78%	8
Project hotline		0.00%	0
Mail flyer		52.17%	12
Other (please specify)		13.04%	3
TOTAL			23

#	OTHER (PLEASE SPECIFY)	DATE
1	Local school info	10/21/2020 8:19 AM
2	Our elementary school	10/20/2020 5:47 PM
3	Fremont Chamber	10/20/2020 3:10 PM

Q5 What is most important to you about a new building on this property?
(select up to two)

Answered: 4 Skipped: 25

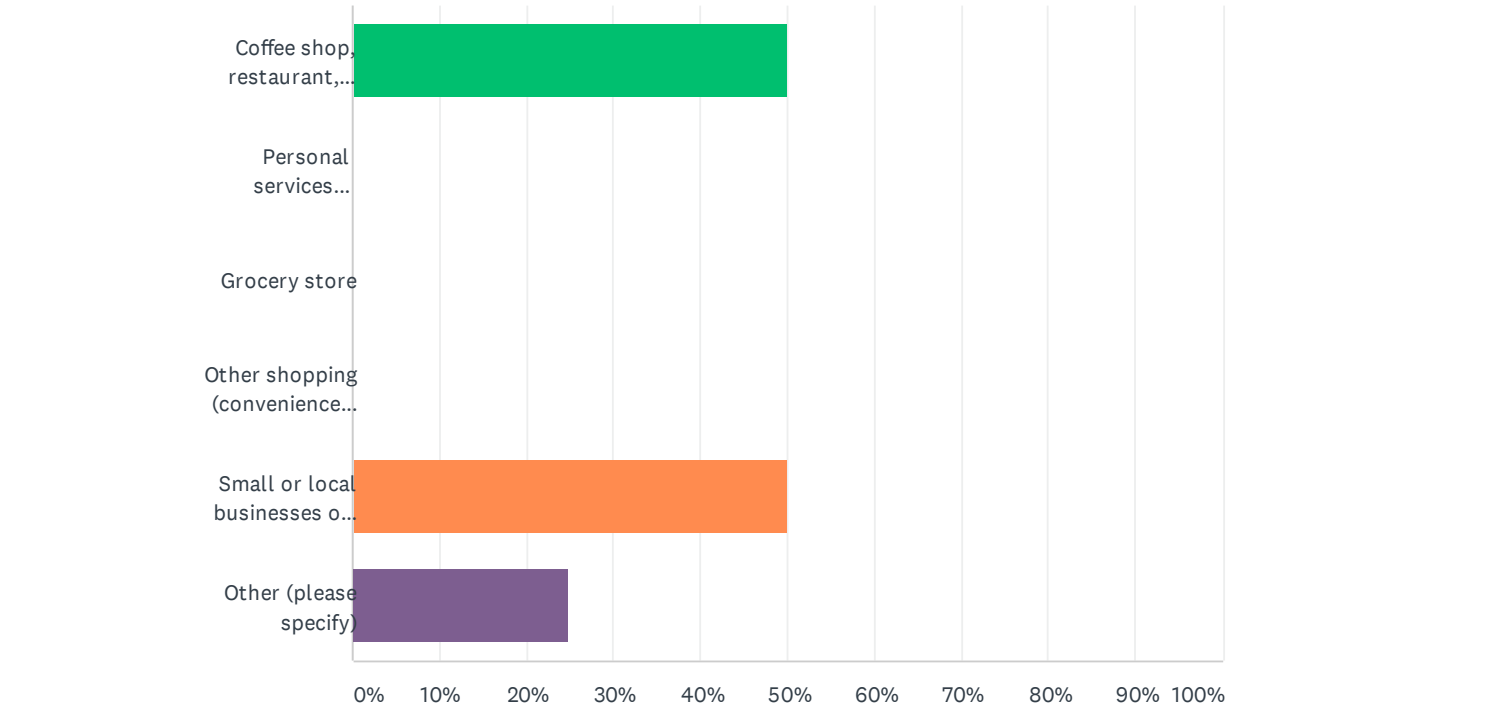


ANSWER CHOICES		RESPONSES	
That it is nice looking		0.00%	0
That it looks unique and interesting		0.00%	0
That it brings new services or amenities to the area (businesses, open space, etc.)		0.00%	0
That is affordable for residents and/or businesses		50.00%	2
That it is designed with environmental sustainability in mind		25.00%	1
Other (please specify)		100.00%	4
Total Respondents: 4			

#	OTHER (PLEASE SPECIFY)	DATE
1	That it provide adequate parking for all tenants.	11/6/2020 12:13 PM
2	Building occupants and visitors don't consume already scarce on street parking.	11/6/2020 10:42 AM
3	It has enough parking for all units. AND that sustainability is not just "in mind" but is an actual feature of the design.	10/31/2020 10:04 PM
4	That it preserves the brick	10/29/2020 5:44 PM

Q6 We will be providing two retail units at the street-level. What types of
businesses would you like to see? (select up to two)

Answered: 4 Skipped: 25

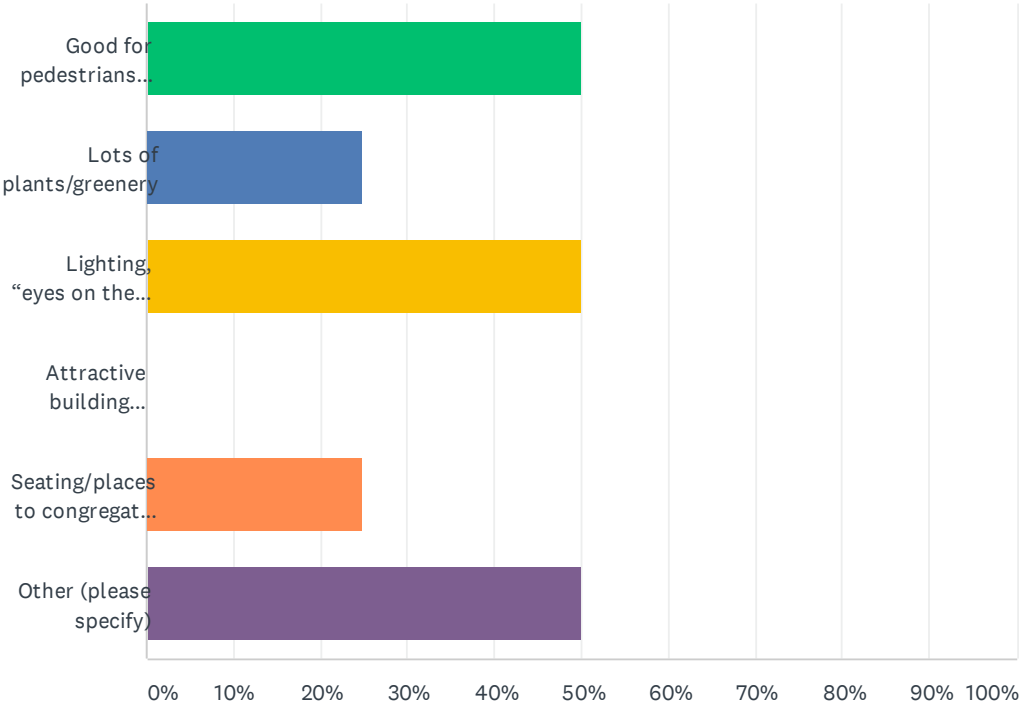


ANSWER CHOICES		RESPONSES	
Coffee shop, restaurant, pub, etc.		50.00%	2
Personal services (hair/nails, gym, laundry, etc.)		0.00%	0
Grocery store		0.00%	0
Other shopping (convenience store, drug store, gift shop, etc.)		0.00%	0
Small or local businesses of any type		50.00%	2
Other (please specify)		25.00%	1
Total Respondents: 4			

#	OTHER (PLEASE SPECIFY)	DATE
1	Hardware store like to former City People's	10/31/2020 10:04 PM

Q7 We will be improving the sidewalks and landscaping at the street-level. Which are the most important for designing the public areas? (select up to two)

Answered: 4 Skipped: 25

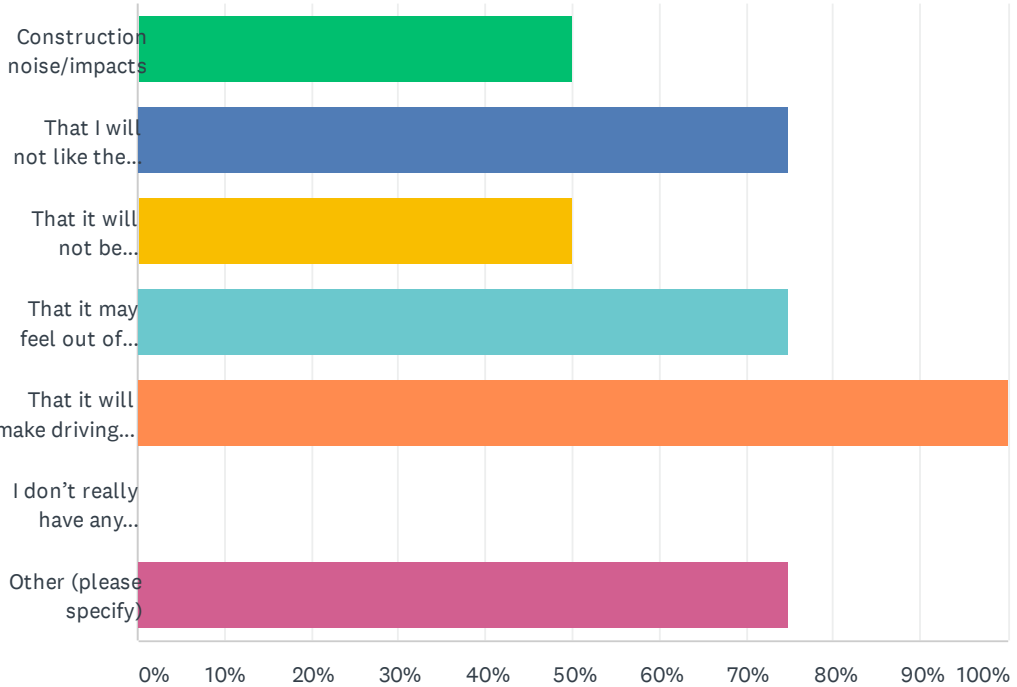


ANSWER CHOICES		RESPONSES	
Good for pedestrians (enough space to walk, etc.)		50.00%	2
Lots of plants/greenery		25.00%	1
Lighting, “eyes on the street”, and other designs for safety		50.00%	2
Attractive building materials at street-level (siding, windows, doors, signs, etc.)		0.00%	0
Seating/places to congregate (sidewalk cafes, benches, etc)		25.00%	1
Other (please specify)		50.00%	2
Total Respondents: 4			

#	OTHER (PLEASE SPECIFY)	DATE
1	Criminal vagrants are a big problem in the neighborhood so design that does not encourage 'camping out' or hiding in building nooks, would be desirable.	11/6/2020 10:42 AM
2	I would hope that the building itself would be "attractive materials" and have sufficient lighting.	10/31/2020 10:04 PM

Q8 What concerns do you have about the project? (select any/all that apply)

Answered: 4 Skipped: 25

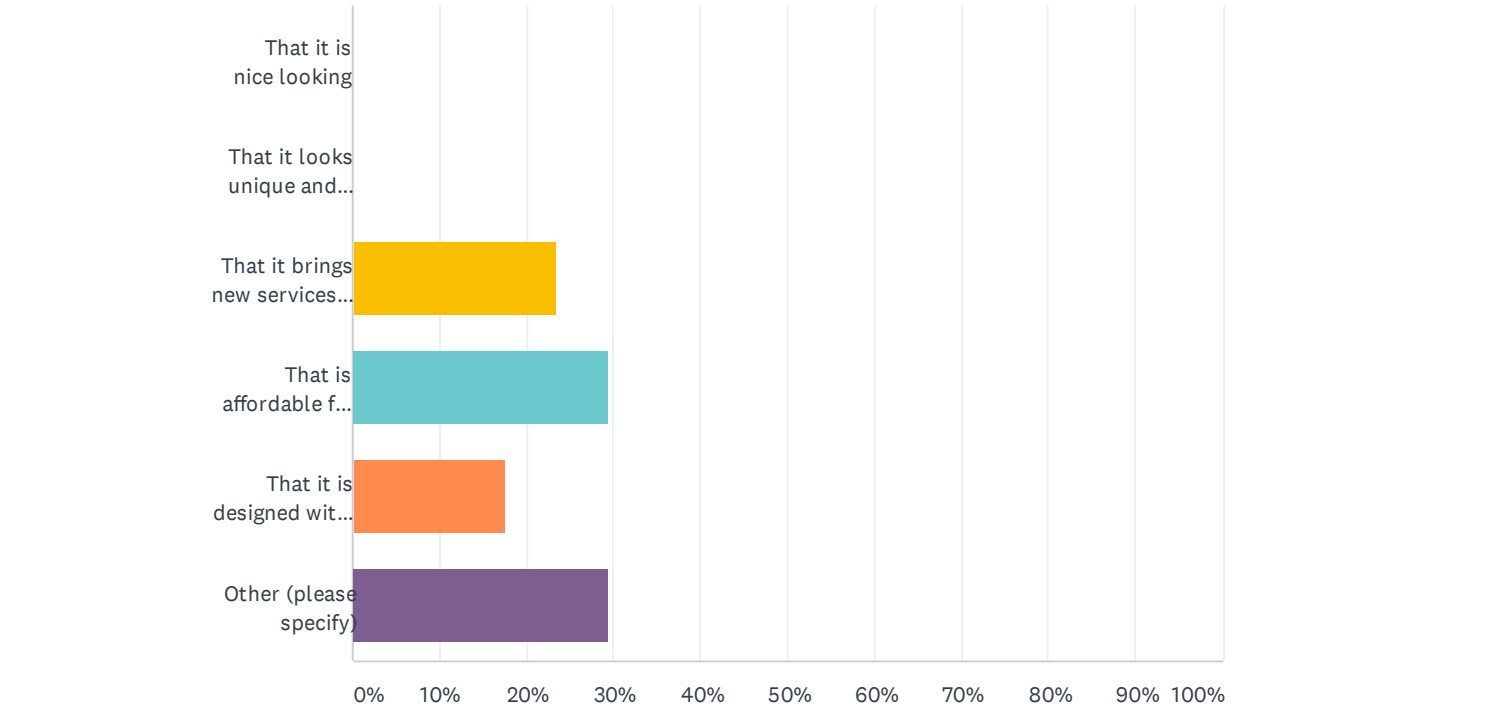


ANSWER CHOICES		RESPONSES	
Construction noise/impacts		50.00%	2
That I will not like the way it looks		75.00%	3
That it will not be affordable		50.00%	2
That it may feel out of scale with other buildings nearby		75.00%	3
That it will make driving and parking in the neighborhood more difficult		100.00%	4
I don't really have any specific concerns		0.00%	0
Other (please specify)		75.00%	3
Total Respondents: 4			

#	OTHER (PLEASE SPECIFY)	DATE
1	In this neighborhood, both parking and security are huge issues. The volume of burglaries, vandalism and rampant homelessness have degraded the neighborhood substantially.	11/6/2020 12:13 PM
2	Design that would allow vagrants to camp out on the property would not be desirable.	11/6/2020 10:42 AM
3	All of the above are serious concerns. Primary concern is noise during construction and lack of parking for resident of the new building.	10/31/2020 10:04 PM

Q9 What is most important to you about a new building on this property?
(select up to two)

Answered: 17 Skipped: 12

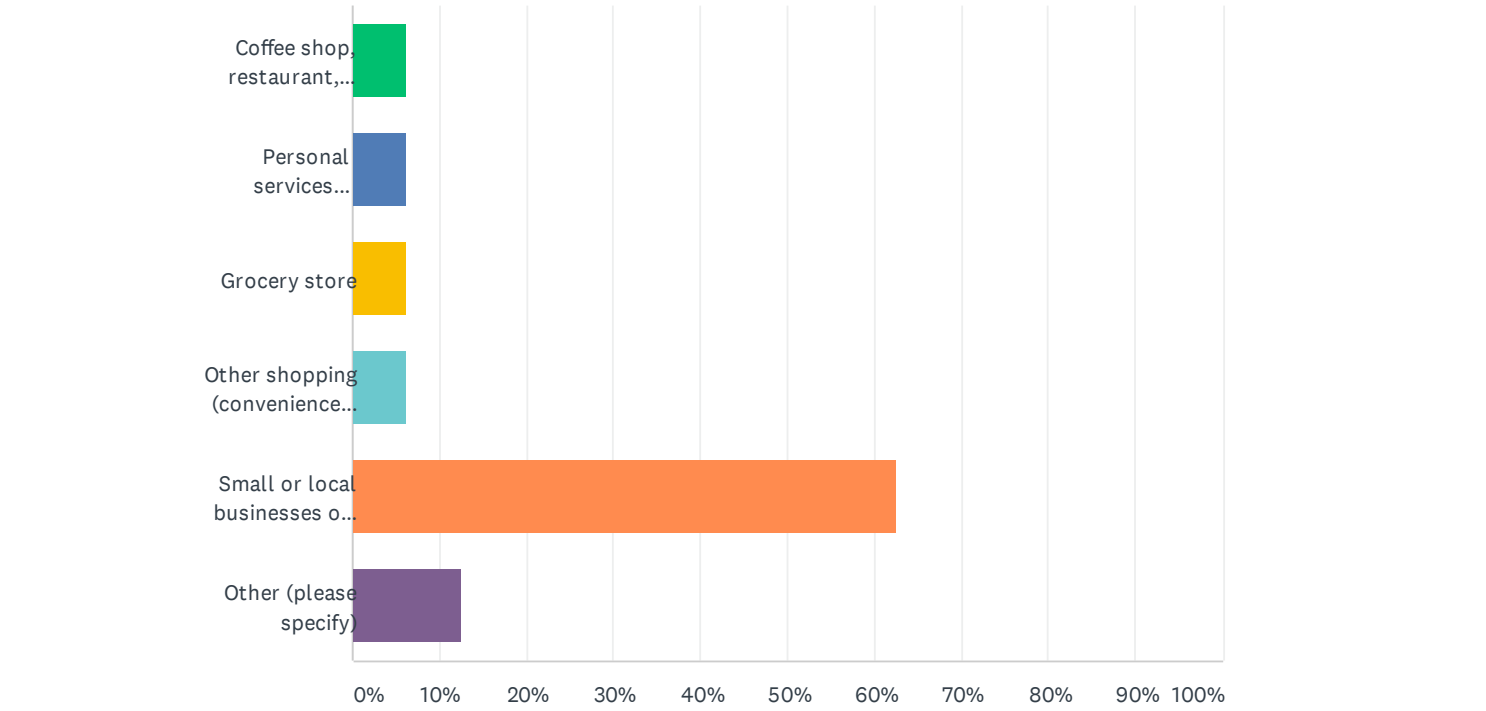


ANSWER CHOICES		RESPONSES	
That it is nice looking		0.00%	0
That it looks unique and interesting		0.00%	0
That it brings new services or amenities to the area (businesses, open space, etc.)		23.53%	4
That is affordable for residents and/or businesses		29.41%	5
That it is designed with environmental sustainability in mind		17.65%	3
Other (please specify)		29.41%	5
TOTAL			17

#	OTHER (PLEASE SPECIFY)	DATE
1	Parking	10/21/2020 1:14 PM
2	too big for area	10/20/2020 3:12 PM
3	That it fits in with the character of the neighborhood, which it certainly does NOT!.	10/19/2020 7:26 PM
4	Again, multiple selection does not work: --affordable; --new services (gathering place, open space)	10/16/2020 1:21 PM
5	asdg	10/8/2020 4:24 PM

Q10 We will be providing two retail units at the street-level. What types of
businesses would you like to see? (select up to two)

Answered: 16 Skipped: 13

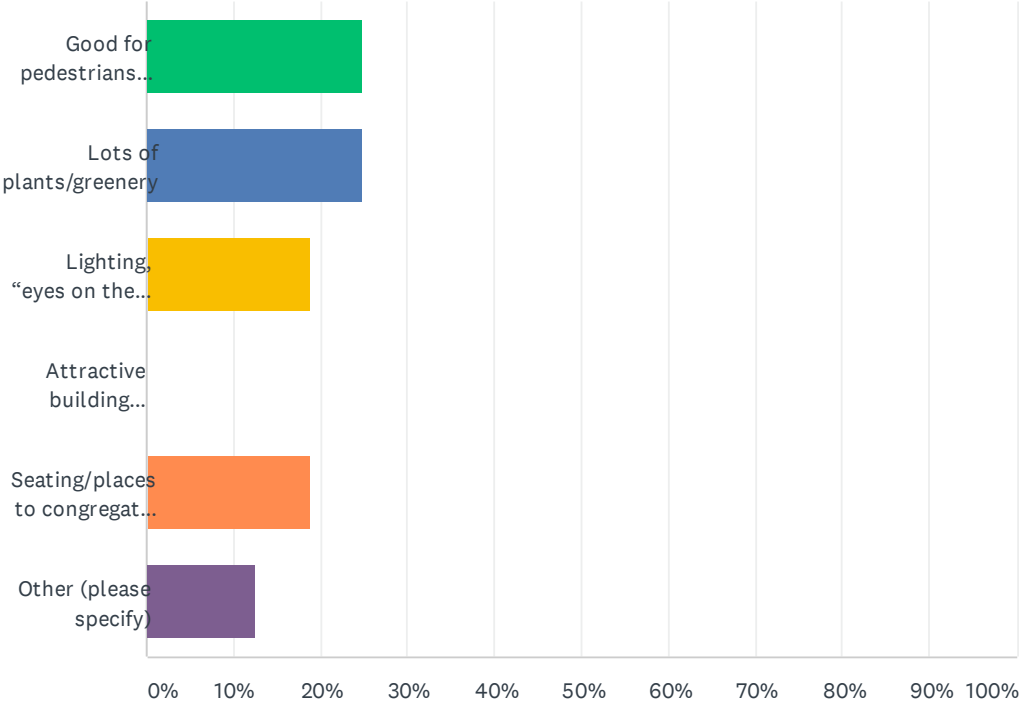


ANSWER CHOICES		RESPONSES	
Coffee shop, restaurant, pub, etc.		6.25%	1
Personal services (hair/nails, gym, laundry, etc.)		6.25%	1
Grocery store		6.25%	1
Other shopping (convenience store, drug store, gift shop, etc.)		6.25%	1
Small or local businesses of any type		62.50%	10
Other (please specify)		12.50%	2
TOTAL			16

#	OTHER (PLEASE SPECIFY)	DATE
1	Grocery Store	10/19/2020 7:26 PM
2	Same thing: --Coffee shop, restaurant, pub; --small AND local business in general	10/16/2020 1:21 PM

Q11 We will be improving the sidewalks and landscaping at the street-level. Which are the most important for designing the public areas? (select up to two)

Answered: 16 Skipped: 13

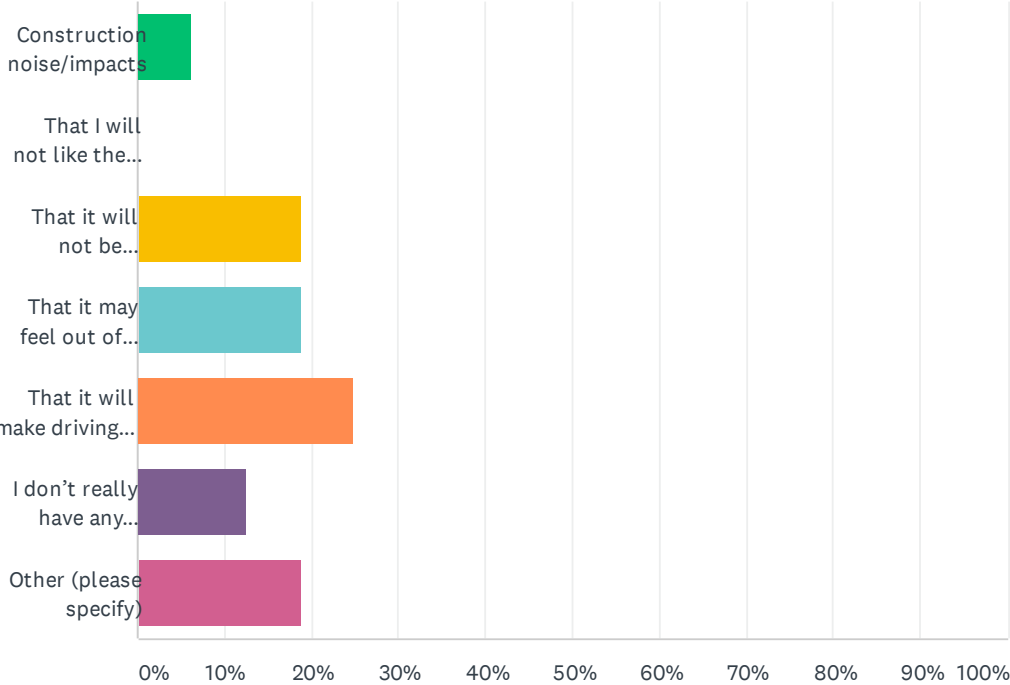


ANSWER CHOICES		RESPONSES	
Good for pedestrians (enough space to walk, etc.)		25.00%	4
Lots of plants/greenery		25.00%	4
Lighting, "eyes on the street", and other designs for safety		18.75%	3
Attractive building materials at street-level (siding, windows, doors, signs, etc.)		0.00%	0
Seating/places to congregate (sidewalk cafes, benches, etc)		18.75%	3
Other (please specify)		12.50%	2
TOTAL			16

#	OTHER (PLEASE SPECIFY)	DATE
1	Parking	10/21/2020 1:14 PM
2	Multiple: --seating & places to congregate; plants & greenery	10/16/2020 1:21 PM

Q12 What concerns do you have about the project? (select any/all that apply)

Answered: 16 Skipped: 13



ANSWER CHOICES		RESPONSES	
Construction noise/impacts		6.25%	1
That I will not like the way it looks		0.00%	0
That it will not be affordable		18.75%	3
That it may feel out of scale with other buildings nearby		18.75%	3
That it will make driving and parking in the neighborhood more difficult		25.00%	4
I don't really have any specific concerns		12.50%	2
Other (please specify)		18.75%	3
TOTAL			16

#	OTHER (PLEASE SPECIFY)	DATE
1	all first five above	10/20/2020 3:12 PM
2	I would choose several, but that option does seem to be working.	10/19/2020 7:26 PM
3	Multiple concerns: ugly, not appordable, out of scale, cheap construction, useless to community...!	10/16/2020 1:21 PM

Q13 Is there anything specific about this property or neighborhood that would be important for us to know?

Answered: 9 Skipped: 20

#	RESPONSES	DATE
1	Crime is big, unfortunately (I've been here for 30+ years and even though we've had waves of transients, it's so much worse and unsafe now than ever before).	11/6/2020 12:16 PM
2	There are many criminal vagrants, unauthorized homeless encampments (Canal Park, canal banks), derelict RVs in the neighborhood. Building and landscape design that does not allow criminal vagrants to hide and camp out would be desired.	11/6/2020 10:44 AM
3	This is a short, narrow block that will soon have major construction projects on 3 out of 4 corners. Plus at least two former single family sites being developed mid-block. There is one bus that services this part of the neighborhood. One bus, budget cuts on public transportation and NO parking planned in any of the projects.	10/31/2020 10:14 PM
4	Provide off street parking	10/21/2020 1:15 PM
5	Parking is really tough in the area. Neighborhood is prime for more restaurants, bars, coffee shops, maybe even something like Trader Joe's.	10/20/2020 11:07 PM
6	aren't you tearing down a relatively new building to build this? Also, you don't mention the size of the 69 units - efficiency, 1 bed, 2 bed, 3 bed? Also - parking in Fremont is already awful, you should really add parking.	10/20/2020 5:21 PM
7	we have enough vacancies, what we need is affordable housing from existing empty units	10/20/2020 3:13 PM
8	Any development here without highly-visible and somewhat outlandish art would be a travesty...! Please consider the history and character of Fremont. (-Ask FAC, if in doubt!)	10/16/2020 1:24 PM
9	we need affordable rentals to support the neighborhood not pseudo luxury apartments for outrageous rates	10/16/2020 10:12 AM

Q14 What else would help make the new building a successful part of the neighborhood?

Answered: 13 Skipped: 16

#	RESPONSES	DATE
1	Get tenants who will actually care about the neighborhood and are willing to engage to make it vibrant, safe and community-oriented. Too many of the apodment/efficiency apartments have tenants who don't engage other than visiting restaurants or bars occasionally. They're mostly passing through.	11/6/2020 12:16 PM
2	Parking in the building for all units. Scaled for a livable neighborhood. Does not hog the light nor the skyline. Environmentally sustainable.	10/31/2020 10:14 PM
3	making it actually affordable to those in the area. If you're going to tear down a perfectly good and beautiful brick building, you should be making it accessible to the artists and low income individuals in the area.	10/29/2020 5:45 PM
4	Provide off street parking	10/21/2020 1:15 PM
5	Appropriate scale!	10/21/2020 11:59 AM
6	It should somehow capture artsy-ness of Fremont.	10/20/2020 11:08 PM
7	it should look great and contribute to the greenery. The place should sort of be interactive with the pedestrian in the form of benches, green design, architecture, etc.	10/20/2020 11:07 PM
8	Continue leasing to current tenets (Fremont Gym, Carver Salon)	10/20/2020 8:01 PM
9	add parking.	10/20/2020 5:21 PM
10	smaller scale	10/20/2020 3:13 PM
11	A new design that is appropriate for the neighborhood	10/19/2020 7:27 PM
12	Pedestrian traffic is crucial to this area's livability.	10/16/2020 1:24 PM
13	build into neighborhoods artsy / eccentric history. Reach out to artists communities for murals / deisng	10/16/2020 10:12 AM

Q15 Would you like to be contacted about this project in the future? If so, please provide your email address.

Answered: 6 Skipped: 23

#	RESPONSES	DATE
1	leslie@hogedesign.biz	11/6/2020 12:17 PM
2	sharonanneen@gmail.com	10/31/2020 10:14 PM
3	NO	10/21/2020 1:15 PM
4	Sydneyadale@gmail.com	10/20/2020 8:02 PM
5	No	10/19/2020 7:26 PM
6	john@JohnThePuterTutor.com	10/16/2020 1:24 PM

- THANK YOU -