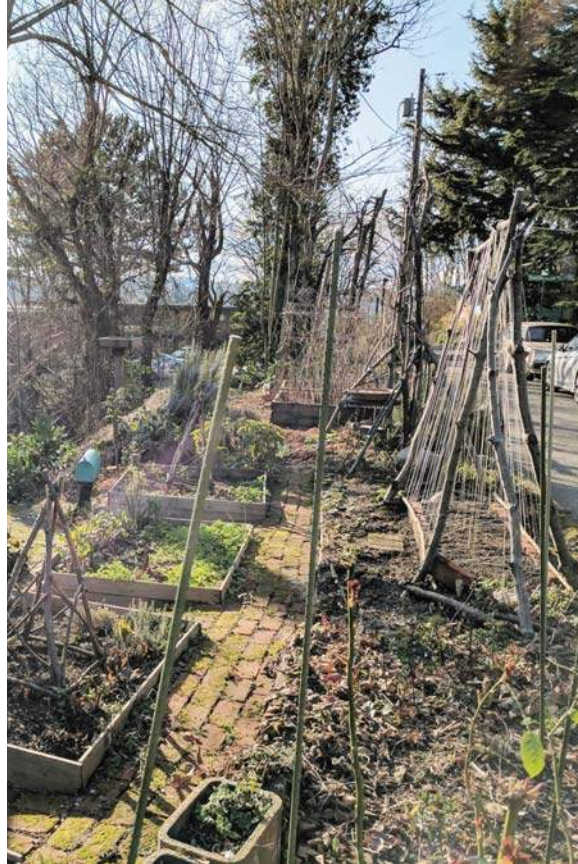




ADMINISTRATIVE DESIGN REVIEW RECOMMENDATION PACKET #3026875

3959 - 3965 FREMONT AVE N
January 30, 2020



NEIMAN TABER

ARCHITECTURE FOR THE NORTHWEST

1435 34TH AVENUE

SEATTLE, WA 98122

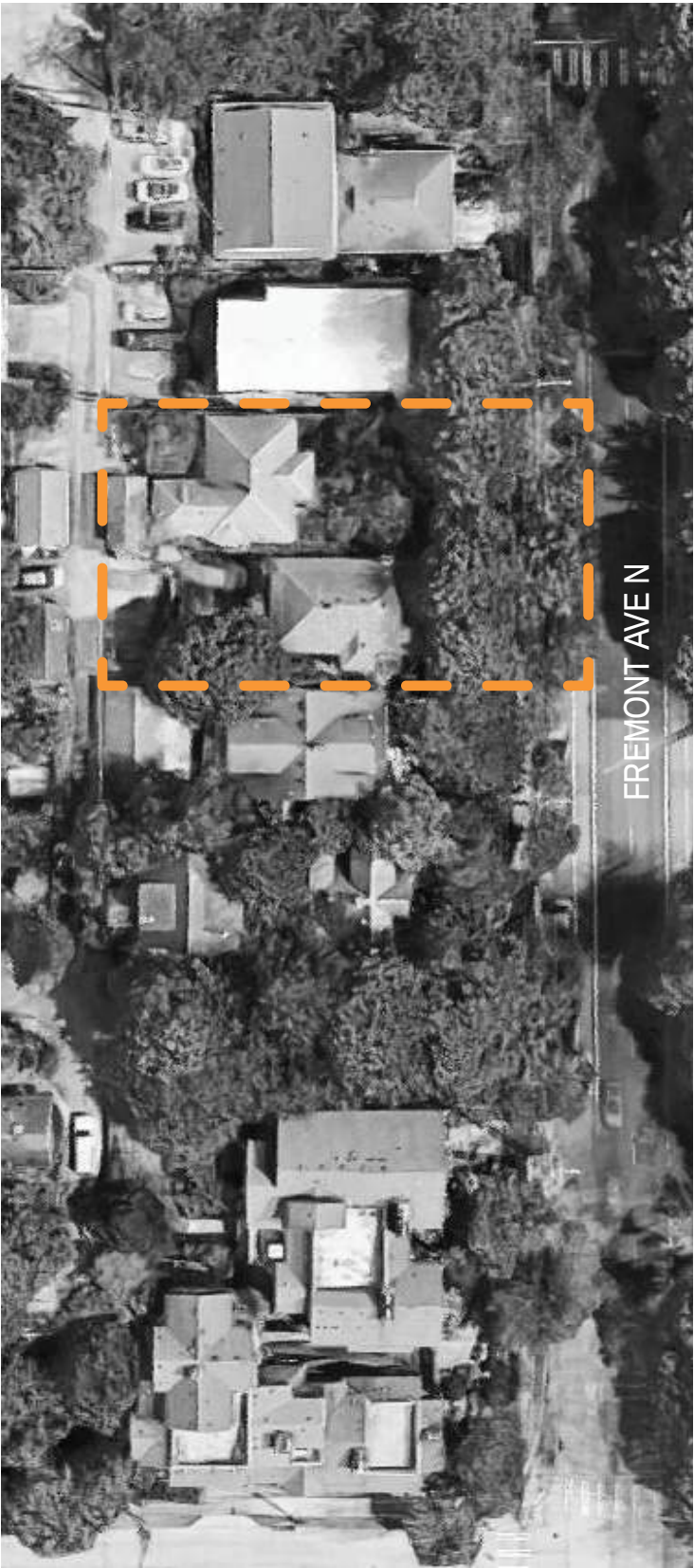
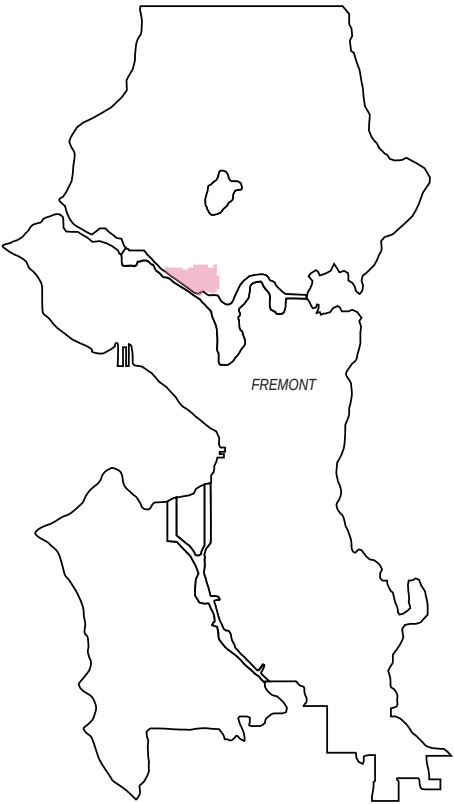
(206) 760-5550

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CONTENTS

INDEX

1. PROJECT BACKGROUND	03
2. URBAN DESIGN ANALYSIS	04
AERIAL VIEW: FREMONT + THE CITY	
AERIAL VIEW: IMMEDIATE CONTEXT	
NEIGHBORHOOD CONTEXT	
ZONING + USE	
DEVELOPMENT CONTEXT	
STREET ELEVATIONS	
3. SITE ANALYSIS	18
SURVEY + SITE FEATURES	
SITE CHARACTER	
SITE CONSIDERATIONS	
SITE CHARACTER	
4. STANDARDS + GUIDELINES	24
5. EDG CONCEPTS	26
SCHEMES FROM EDG	
OPTION 3 OVERVIEW AND PLANS	
6 . PURPOSED DESIGN	29
PLANS	
SUN STUDY	
SECTIONS	
ELEVATIONS	
7 . PRIORITIES & BOARD RECOMMENDATIONS	40
STREET & ALLEY INTERACTION	
SAFETY & SECURITY	
ARCHITECTURAL CONCEPT & FIT IN THE NEIGHBORHOOD	
RETAIN THE EXCEPTIONAL TREE	
8. DEVELOPMENT STANDARD DEPARTURES	46
9. LANDSCAPE DESIGN	48
10. LIGHTING DESIGN	49
11. BUILDING SIGNAGE	50
12. DESIGN DEVELOPMENT	52
PRECEDENTS	
13. APPENDIX A: PRIOR WORK	54
14. MATERIAL BOARD	56



PROJECT INFORMATION

SITE ADDRESS	3959 - 3965 Fremont Ave N
PARCEL NUMBER	1930300220 + 1930300215
PROJECT NUMBER	3026875
APPLICANT	Neiman Taber Architects 1435 34th Avenue Seattle, WA 98122 (206) 760-5550
CONTACT	David Neiman dn@neimantaber.com
OWNER	Blake Lanz + Vann Lanz
ARCHITECT	Neiman Taber Architects 1435 34th Avenue Seattle, WA 98122 (206) 760-5550
GEOTECHNICAL	TBD
SURVEYOR	Touma Engineering and Land Surveyors, PLLC
LANDSCAPE	Vireo Design Studio
STRUCTURAL	TBD

PROJECT CRITERIA

ZONING	LR2
OVERLAYS	FREEMONT HUB URBAN VILLAGE FREQUENT TRANSIT
NEARBY ZONES	SF-5000 (Adjacent West), LR3 (South), LR1 (North)
LOT SIZE	8,000 SF
CURRENT USE	SINGLE FAMILY RESIDENTIAL
ALLOWABLE FAR	1.3 Built Green 4-Star (10,400 SF)
REQUIRED BIKE PARKING	20 Bikes (75% of 24 SEDUs & 25% of 8 Units)
REQUIRED PARKING	None
FREQUENT TRANSIT	Yes
PROPOSED UNITS	32
ACCESS	Alley and Fremont Ave N
ECAs	None on site
EXCEPTIONAL TREES	(1) Japanese Maple

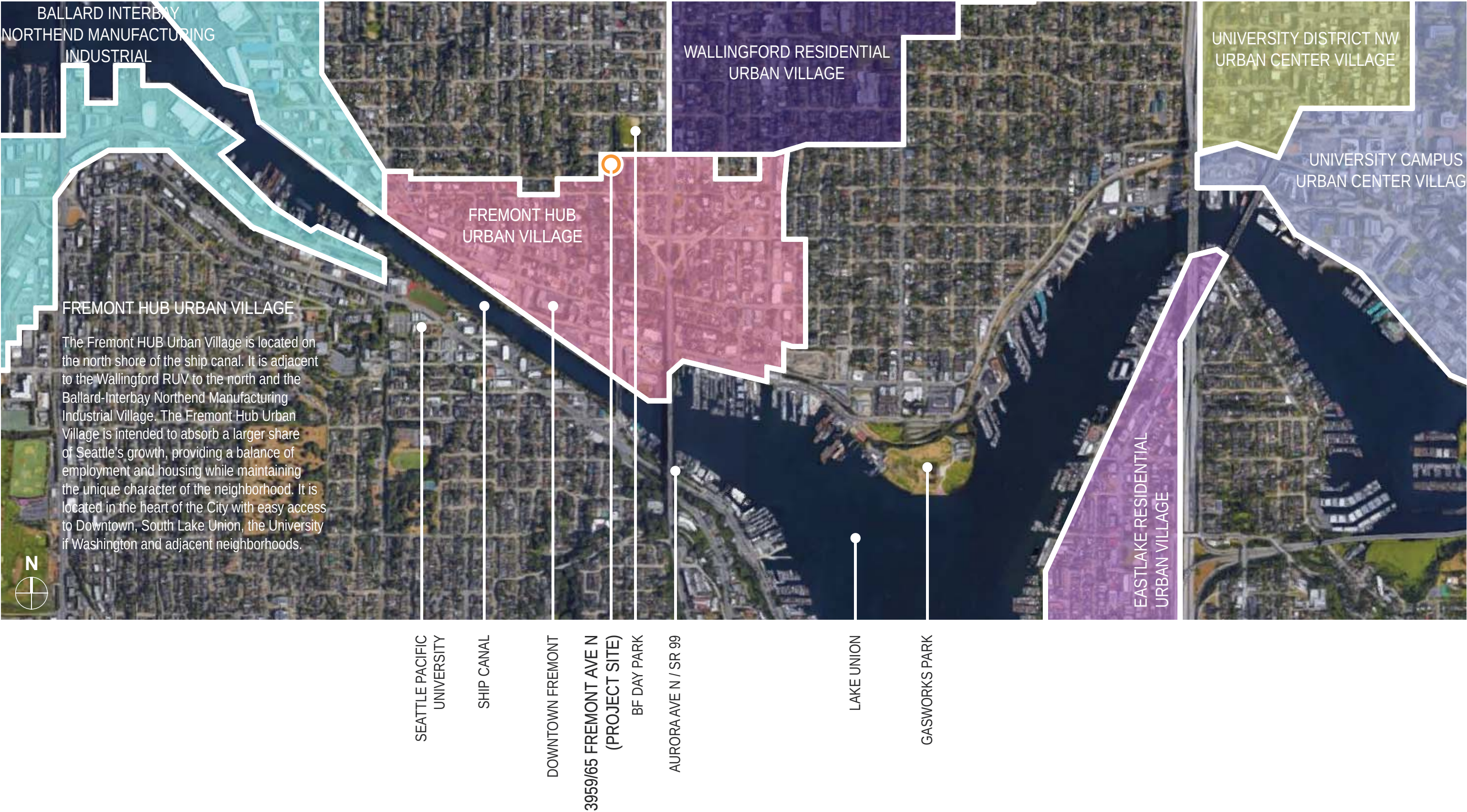
PROPOSAL

- The proposed development is a 2-story + basement, apartment building containing 32 residential units.
- The site is comprised of two parcels. The proposal calls for the demolition of an existing single family residence and an existing duplex.
- SEDUs account for greater than 50% of proposed units.
- The project site is in Seattle’s Fremont neighborhood. Fremont Avenue North, a neighborhood arterial, runs along the eastern edge of the site. The site is two blocks west of the commercial and transit corridor, Aurora Avenue North.
- No parking is to be provided.
- The immediate vicinity is residential, primarily single family to the west and small multi-family to the north and south. A public school, BF Day Elementary School, is directly east across Fremont Ave N.
- The site is on an ECA steep slope, which slopes east/west from the alley down to Fremont Ave N. The slope on the parcels is relatively gradual, dropping 18’ over the 100’ property line. A more drastic drop occurs in the right of way between the east property line and the sidewalk, where grade drops 18’ over about 18’ of run. An existing access stair at the southeast corner connects the site to Fremont Ave N.
- The proposed design takes advantage of existing topography. Where the building is adjacent to smaller residences, the scale of the building is reduced by burying the first level. As the topography drops away, the lowest level is daylight.
- The proposal responds to the site topography, neighborhood context, and development objectives by offering affordable units within a cluster of buildings that have similar height and scale to the surrounding single family and small multi-family buildings.

PROJECT GOALS

1. RESIDENTIAL ALLEY CONTEXT
Develop a contextual response to the residential alley. Reinforce and extended existing elements: active pedestrian walk and entry, appropriate character of scale and material.
2. PRESERVE EXCEPTIONAL TREE
Preserve exceptional tree and incorporate into the design.
3. HIGH QUALITY / AFFORDABLE HOUSING
Create high-quality, livable, small unit, affordable housing. Focus on views and natural light.
4. PRIVACY RELATIONSHIPS
Manage privacy relationships with existing adjacent properties. Zone active areas and intensity of development accordingly.

URBAN DESIGN ANALYSIS
AERIAL VIEW: FREMONT + THE CITY



URBAN DESIGN ANALYSIS

AERIAL VIEW: IMMEDIATE CONTEXT



FREMONT HUB URBAN VILLAGE

Fremont is one of 6 Hub Urban Villages designated by the city of Seattle as:

- Areas that have development capacity.
- Areas expected to receive residential as well as employment growth.
- Space for commercial development to serve the village and beyond.
- Strategic transportation location with connections to the rest of the city.

Current status of the Fremont neighborhood:

- Self-styled “Center of the Universe.”
- Traditionally a center of Seattle’s arts and counter culture and home of the Solstice Parade.
- Recently Fremont has experienced gentrification with the addition of high-end housing.
- Companies such as Google, Tableau, Brooks Sports and others, have established their corporate offices in the area.

LENIN STATUE

PROJECT SITE

FREMONT TROLL

BF DAY SCHOOL

PASEO

AURORA AVE N

URBAN DESIGN ANALYSIS

NEIGHBORHOOD CONTEXT

NEIGHBORHOOD CIRCULATION

SITE
Located on Fremont Avenue N, a minor north-south arterial connecting the Fremont Neighborhood to Woodland Park and Neighborhoods to the north.

PUBLIC TRANSPORTATION

- Site designated as Frequent Transit.
- Bus lines 5, and 28 provide regular access to downtown, and South Lake Union.
- Transit Score: 65 (source: walksocre.com)

AUTOMOBILE

- Fremont Ave N and Aurora Ave N provide strong automobile connections to the greater city.

PEDESTRIAN

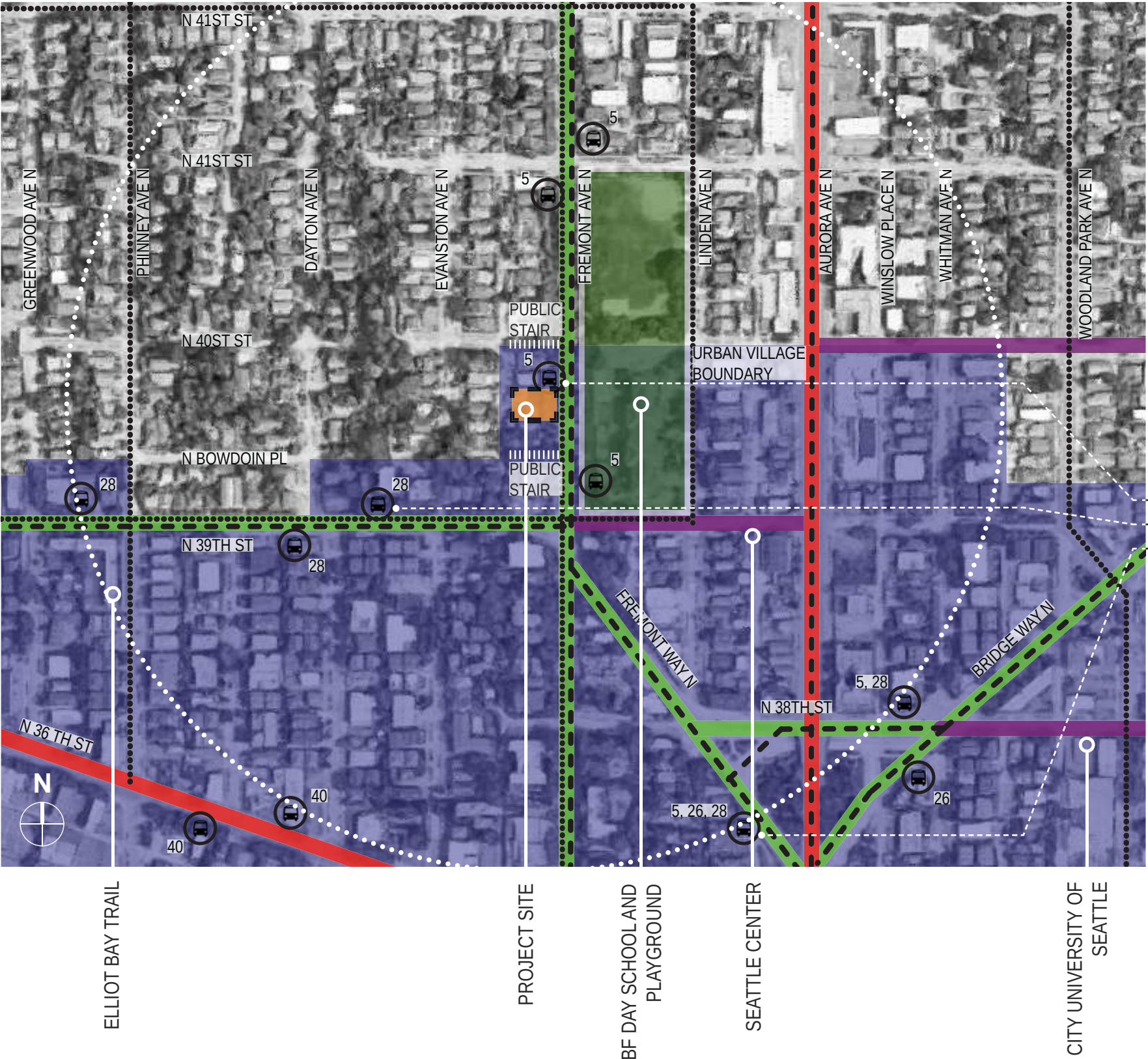
- The site is located a 1/4 of a mile away from downtown Fremont, where numerous shops, restaurants, and services are located.
- Two public stairs connect the alley at the site with Fremont Ave.
- Walk Score: 91 (source: walksocre.com)

BICYCLE

- Numerous bike paths connect the site to downtown Fremont, University District, and Downtown Seattle.
- Bike Score: 76 (source: walksocre.com)

LEGEND

- 5 MINUTE WALK RADIUS
- MAJOR ARTERIAL
- MINOR ARTERIAL
- COLLECTOR ARTERIAL
- BUS ROUTE
- BUS STOP | RAPIDRIDE STOP
- PUBLIC STAIR
- DESIGNATED BIKE ROUTE - PLANNED + EXISTING
- PARK | OPEN SPACE
- URBAN VILLAGE
- PROJECT SITE



FREQUENT TRANSIT / PARKING

23.54.015 - Required parking

Table B (item M)

No minimum parking requirement if:

All residential uses in commercial 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 1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the residential use.

Bus lines within 1,320 ft of the building:

- Line 5: 10 ft
- Line 28: 615 ft
- Line 26: 1180 ft

URBAN DESIGN ANALYSIS

ZONING + USE



- MULTIFAMILY
 - SINGLE FAMILY
 - INSTITUTIONAL
 - PROJECT SITE
- 500 FOOT CIRCLE
750 FOOT CIRCLE
3959/65 FREMONT AVE N
(PROJECT SITE)



- SF 5000
 - LR1
 - LR2
 - LR3
- PROJECT SITE

ZONING

- Site located in LR2 zone.
- The zone is intended to provide multifamily neighborhoods of low scale and density.
- Across the alley to the west, the zoning is SF 5000.

USE

- The site is in a transitional zone between single family to the west and multifamily along Fremont Ave N.
- B.F. Day Elementary School and Playground are situated across the site on Fremont Ave N.
- North and south, along Fremont Ave N are small scale commercial, mixed use, and some larger apartment buildings.
- The buildings span a variety of ages and conditions.
- There are several new residential developments along Fremont Ave N, both in the form of townhouses and apartments.

URBAN DESIGN ANALYSIS
DEVELOPMENT CONTEXT: EXISTING | PROPOSED BUILDINGS

PROJECT LOCATION KEY



3832 EVANSTON AVE N / SDCI #3023825
TOWNHOMES
PROGRAM: 4 Townhouses / 3 Parking Stalls



3623 FREMONT AVE N / SDCI# 3024574
APARTMENTS
PROGRAM: 11 Units / 3 Parking Stalls



4212 FREMONT AVE N / SDCI# 3018100
LIVE/WORK + TOWNHOMES
PROGRAM: 2 Live-work / 3 Townhomes / 5 Parking Stalls



743 N 35TH ST / SDCI #3016369
MIXED USE BUILDING
PROGRAM: 55 Units / 1,915 SF Commercial / 10 Parking Stalls

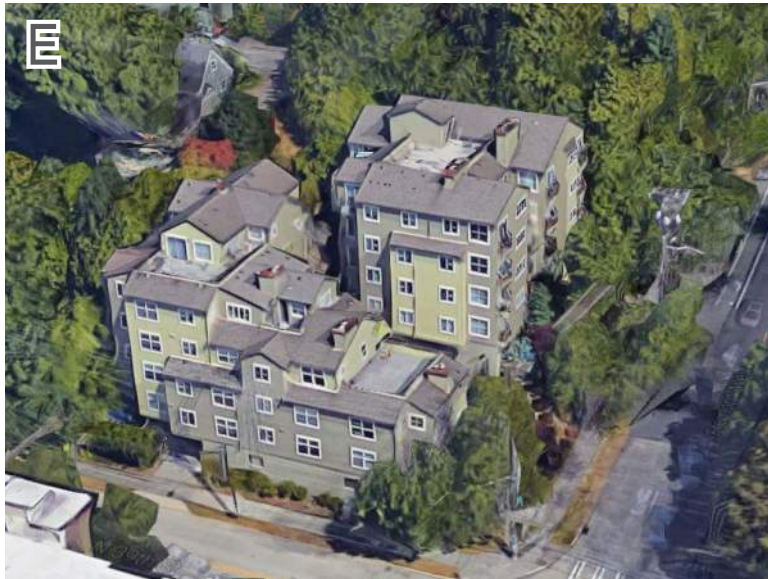
URBAN DESIGN ANALYSIS

DEVELOPMENT CONTEXT: EXISTING BUILDINGS

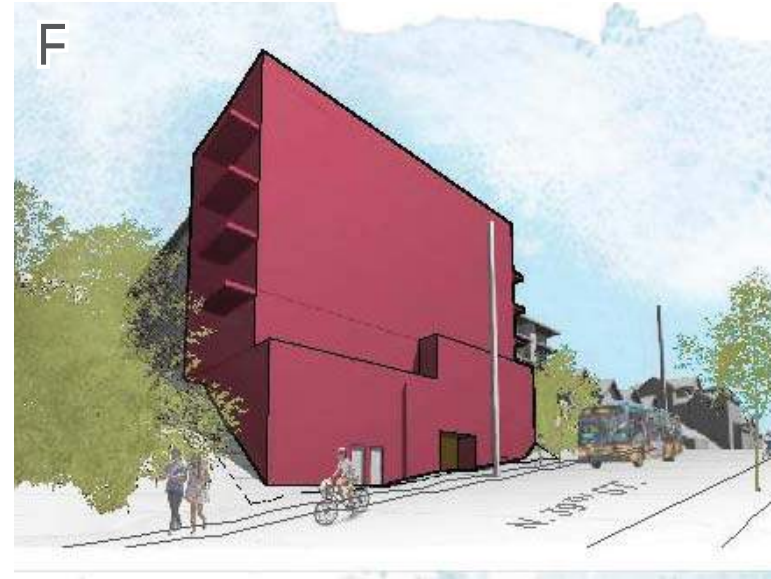
DEVELOPMENT PRECEDENTS

The Fremont neighborhood, like many in Seattle is composed of layers of development from the time of settlement to present. On most blocks there is a mix of housing types including single family, townhouses, and small to medium apartment buildings.

For comparably scaled apartment buildings there is a mix of ages, scales and styles. The palette of materials and secondary architectural elements varies wildly both between and within eras.



3901 FREMONT AVE N / Bowdoin Place Condominiums
CONDOMINIUMS
PROGRAM: 26 Units / Basement Parking



519 N. BOWDOIN PL / Cliffside Apartments
APARTMENTS
PROGRAM: 7 Units / 6 Parking Stalls



200-204 N 36TH ST & 3600-3604 PALATINE AVE N
WORK LOFT
PROGRAM: 6 Live-Work / 5 Parking Stalls



3810-3816 EVANSTON AVE N
TOWNHOUSES
PROGRAM: 8 Units / 8 Parking Stalls



3651-3659 WHITMAN AVE N
TOWNHOUSES
PROGRAM: 7 Units / Underground Parking



611 N 41ST ST
APARTMENTS
PROGRAM: 9 Units

URBAN DESIGN ANALYSIS
STREET ELEVATIONS



ALLEY
FACING WEST

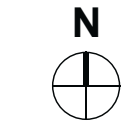
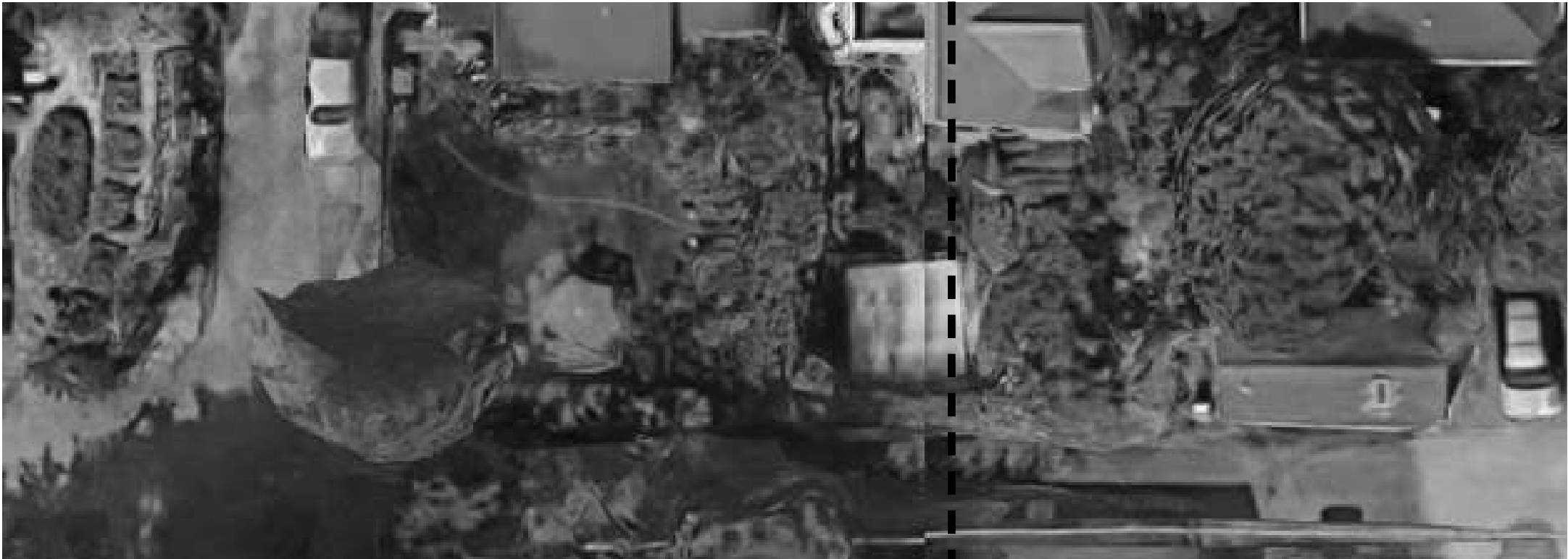


N BOWDOIN PL

SF 5000



OPPOSITE FROM
PROJECT SITE



URBAN DESIGN ANALYSIS STREET ELEVATIONS



SF 5000

N 40TH ST

OPPOSITE FROM
PROJECT SITE



URBAN DESIGN ANALYSIS
STREET ELEVATIONS



ALLEY
FACING EAST



PEDESTRIAN STAIR
CONNECTING N 40TH ST TO
FREMONT AVE N

LR2

PROJECT SITE





LR2

PEDESTRIAN STAIR
CONNECTING N BOWDOIN PL
TO FREMONT AVE N

PROJECT SITE



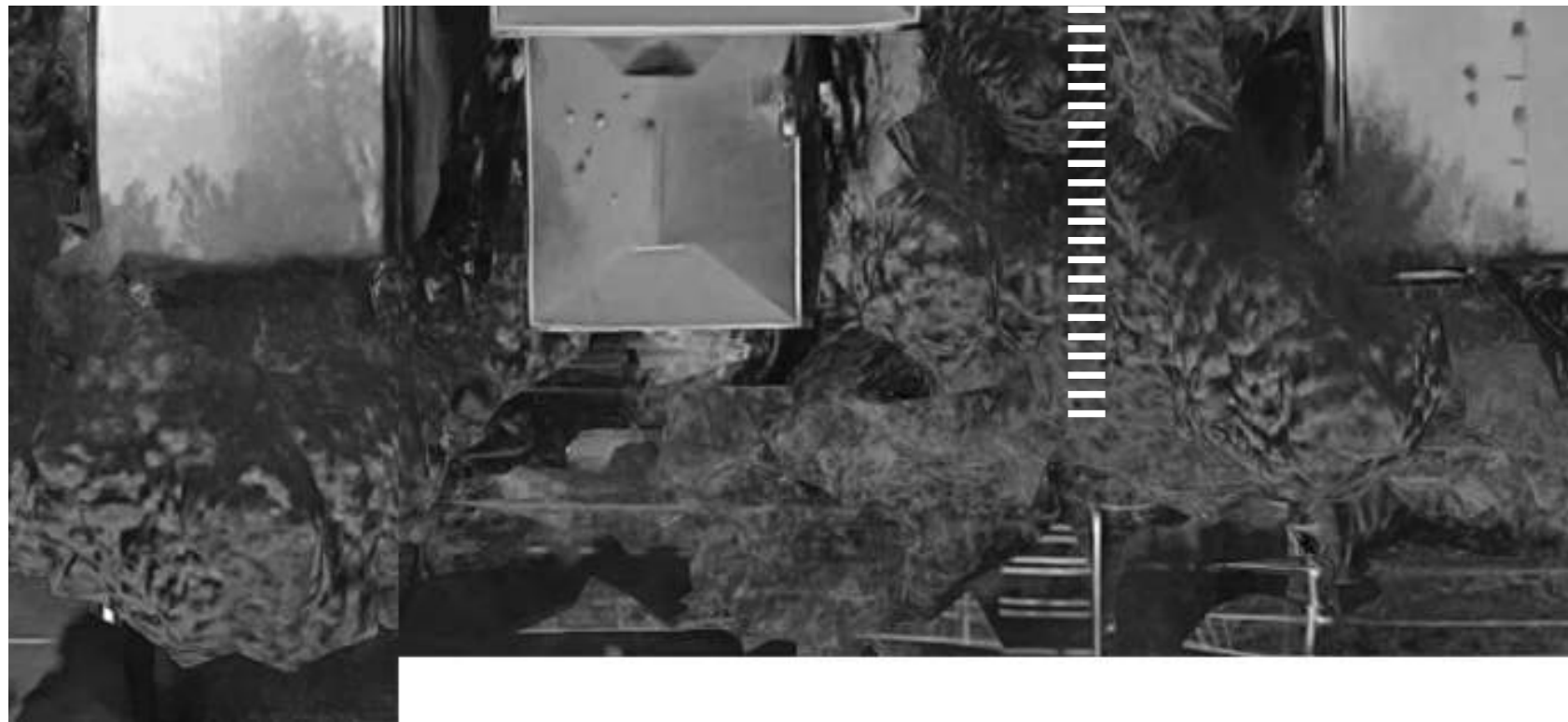
URBAN DESIGN ANALYSIS
STREET ELEVATIONS





LR2

PEDESTRIAN STAIR
CONNECTING N 40TH ST TO
FREMONT AVE N



URBAN DESIGN ANALYSIS
STREET ELEVATIONS



LR1

OPPOSITE FROM
PROJECT SITE





LR1

N 39TH ST

OPPOSITE FROM
PROJECT SITE



SITE ANALYSIS
SURVEY + SITE FEATURES

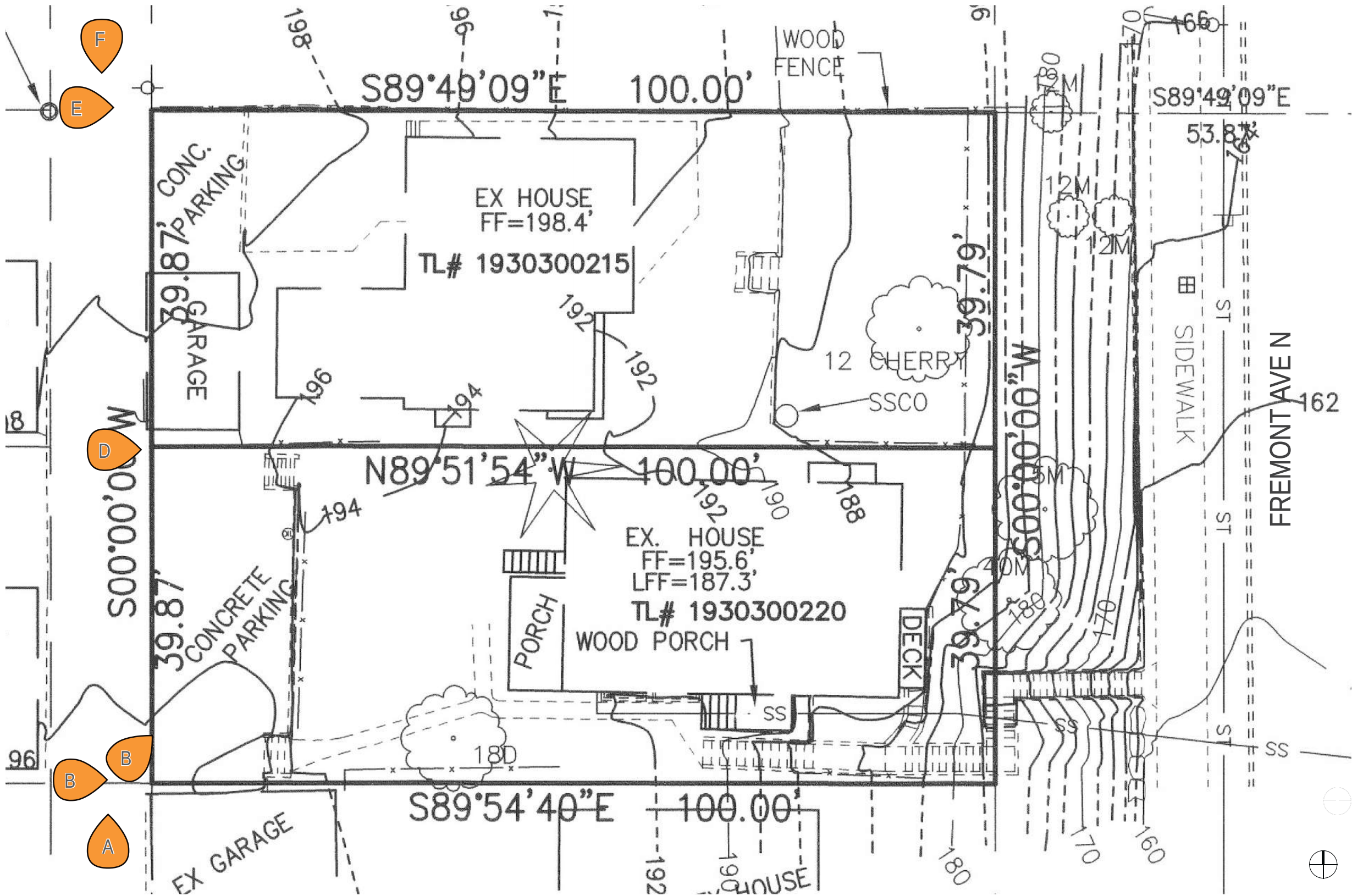
SURVEY

LOT 3, BLOCK 3, B.F. DAY'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE 147, RECORDS OF KING COUNTY, WASHINGTON. SITUATED IN THE COUNTY OF KING, STATE OF WASHINGTON.

LOT 4, BLOCK 3, B.F. DAY'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE 147, RECORDS OF KING COUNTY, WASHINGTON. SITUATED IN THE COUNTY OF KING, STATE OF WASHINGTON.

SITE FEATURES

The project site is composed of two lots that totals 8,000 sf. It is currently occupied by two older structures, a single family house and a duplex as well as associated structures. The site generally slopes from the northeast corner to the southeast corner with a gentle 2' - 3' slope north-south and more pronounced 12' - 18' slope east-west. To the west is a narrow paved alley and a row of houses and associated garages. To the east is a forested slope that is part of the Fremont Ave N right of way.

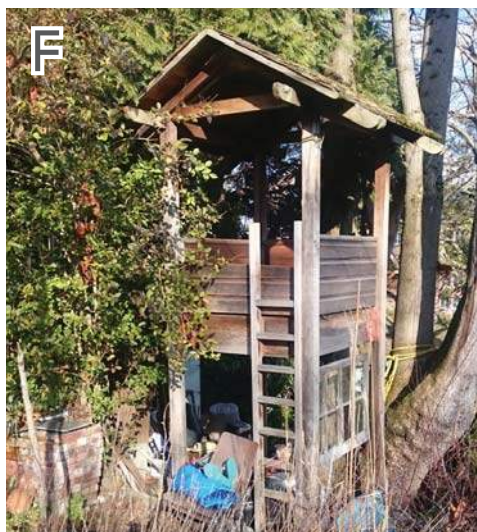
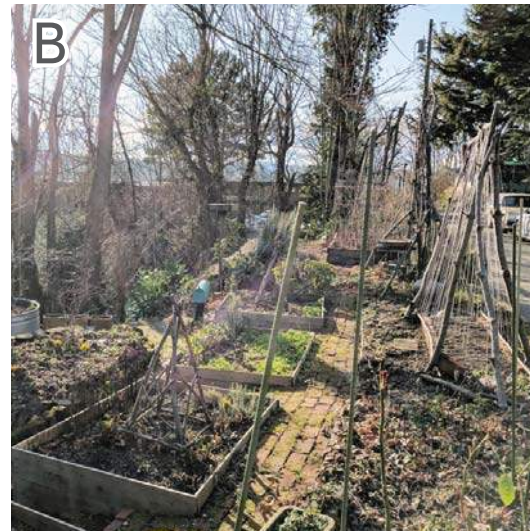




SITE ANALYSIS

SITE CHARACTER

The neighborhood around the site is a mix of single and multifamily housing from a variety of eras. What is characteristic of the area is the small scale elements and the over all care residents and the city put into the neighborhood. Along the alley and right of way gardens, trellises and small structures add depth and interest to public ways. The city has carried this spirit forward in mosaics and other decorative elements that have been included in the public stairs and retaining walls., which connect the alley with Fremont Ave.

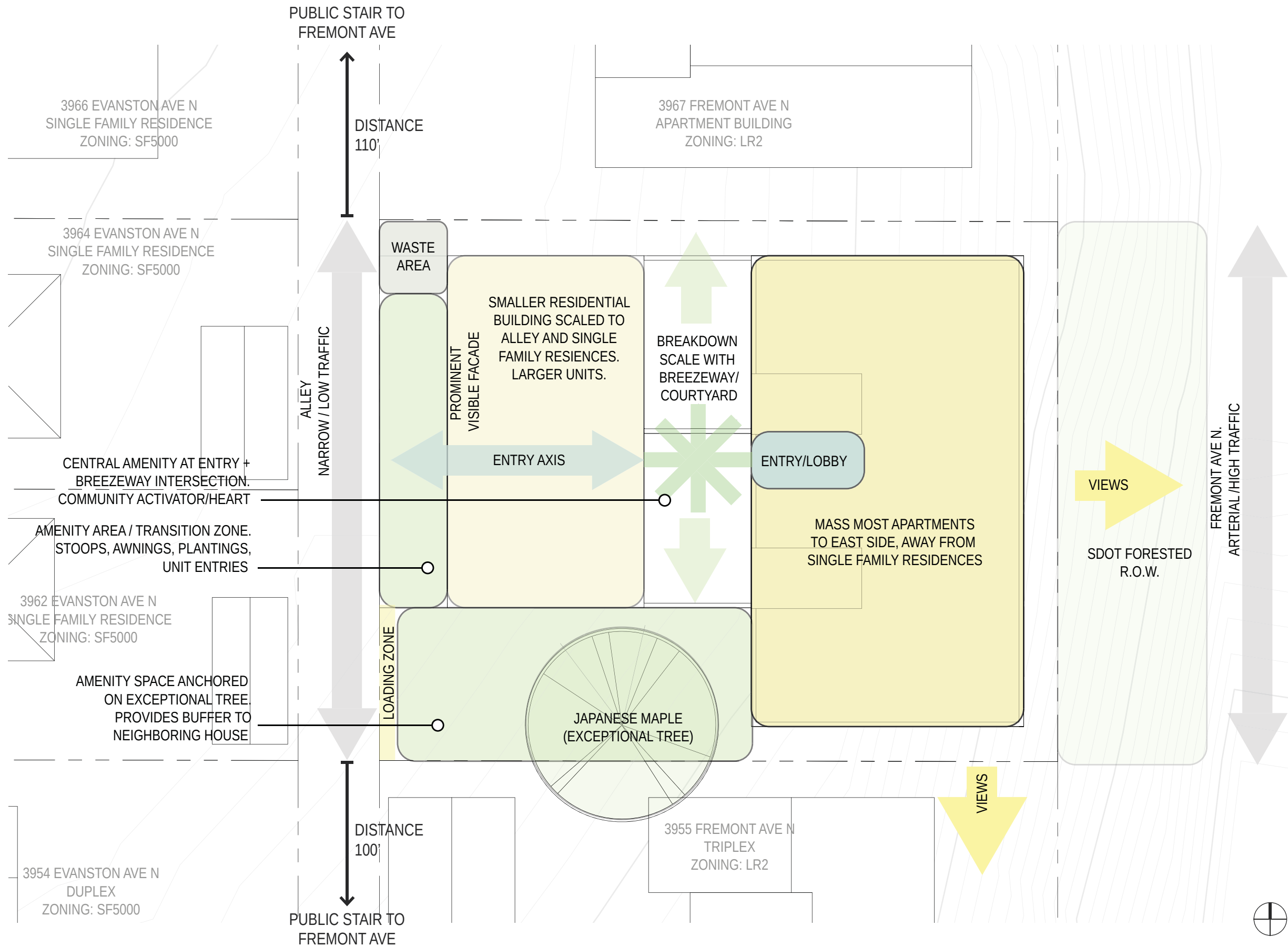


SITE ANALYSIS

SITE CONSIDERATIONS

The site is organized around principles derived from the context:

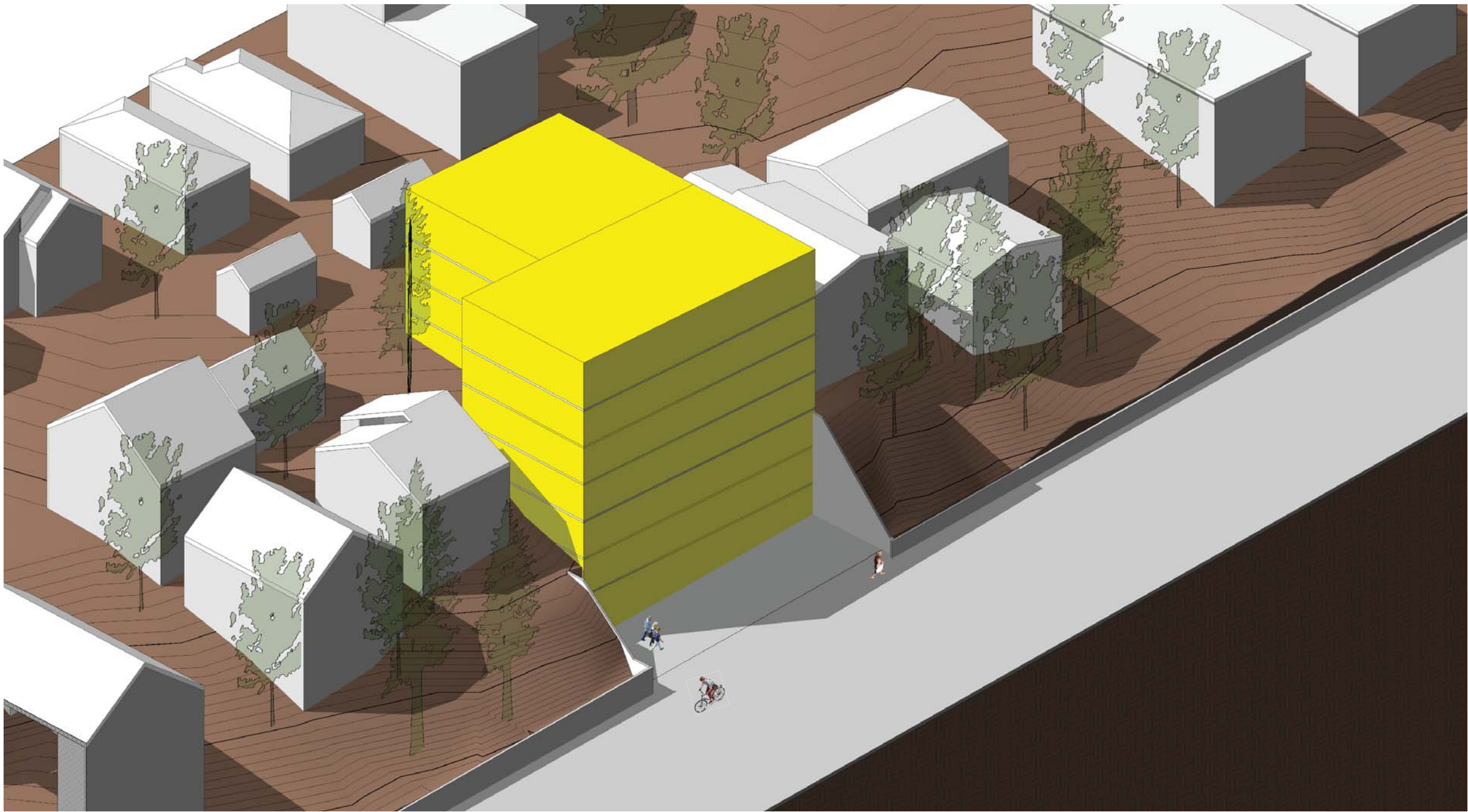
- Place most mass to the east away from single family residences
- Preserve the existing tree
- Maximize privacy for residents of existing and proposed units
- Split the mass to breakdown the scale and provide light and air
- Create a buffer along the alley in scale with existing conditions



SITE ANALYSIS
SITE CHARACTER

The land use code was updated in March 2019 as part of Seattle's Mandatory Housing Affordability legislation. Under current code the building height is allowed to be 40ft above average grade, ten feet taller than what is proposed in the current proposal.

This illustration depicts the massing of the building if we were to redesign the project to current code using Fremont Avenue as the entry point. This development strategy would require a mass excavation of the entire hillside, resulting in a seven story facade along Fremont avenue. This massing would be significantly taller and bulkier than the surrounding context, in sharp contrast to the adjacent landscaped hillside.



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STANDARDS + GUIDELINES

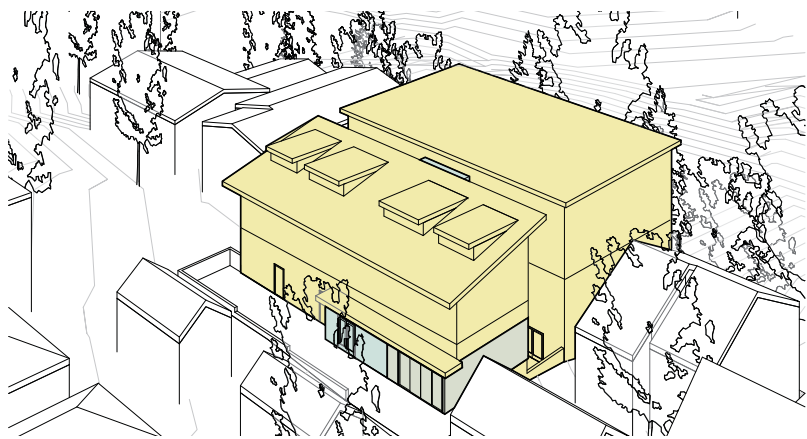
ZONING: LR2 / FREMONT HUB URBAN VILLAGE

CITATION	TOPIC	USED CODE STATEMENT	CURRENT CODE STATEMENT	NOTES
23.45.510	FAR Limit	1.3 (Built Green 4-Star)	1.4 (MHA)	1.29 Provided
23.45.512	Density Limit	No Limit (Built Green 4-Star)	No Limit (MHA)	
23.45.514.A	Structure Height	30' Base Height Limit +5' for sloped roof (min. 6:12) +3' for shed and butterfly roofs +4' for partially below grade stories (not permitted within 50' of SF zone) +4' for parapet +10' for penthouse (max. 15/20% roof coverage)	40' Base height Limit (MHA) +5' for sloped roof (min. 3:12) +3' for shed and butterfly roofs +4' for partially below grade stories (not permitted within 50' of SF zone) +4' for parapet +10' for penthouse (max. 15/20% roof coverage)	See section on page 36
23.45.518	Setbacks and Separations	Front 5' min. Rear 10' min. with alley Side 5' min. - facades 40 or less in length 5' min., 7' avg. - facades 40' or greater in length	Front 5' min. Rear 10' min. with alley Side 5' min. - facades 40 or less in length 5' min., 7' avg. - facades 40' or greater in length	Side setback average departure required to accomodate exceptional tree
23.45.522	Amenity areas	25% of lot area (2,000 sf), 50% at grade (1,000 sf)	25% of lot area (2,000 sf), 50% at grade (1,000 sf)	2085 sf provided, 1500 sf at grade
23.45.524	Landscaping	Green Factor of 0.6 or greater, street trees required	Green Factor of 0.6 or greater, street trees required	
23.45.527	Structure Width and Facade Length	90' Max. Structure width 65% of length of lot line withing 15' of property line	90' Max. Structure width 65% of length of lot line withing 15' of property line	69' 5" Provided Facade length departure requested to accomodate exceptional tree
23.54.015	Parking	None required - frequent transit in an Urban Village	None required - frequent transit in an Urban Village	No parking provided
23.54.015	Bicycle Parking	1 per 4 dwelling units / 0.75 per SEDU	1 per dwelling unit / 1 per SEDU	24 SEDU + 8 EDU = 18 + 2 = 20 Bikes
23.54.040	Solid waste and recycling	375 SF Required	375 SF Required	SPU Approval Required

CATEGORY	CITATION	RESPONSE
NATURAL SYSTEMS + SITE FEATURES CS1.B2 / DAYLIGHT AND SHADING	Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.	The building is designed to provide light and air to the residents of the proposed building and the existing neighboring buildings. As the design evolves windows placement will be done in such a way as to protect the privacy of residents of the existing and proposed buildings.
URBAN PATTERN AND FORM CS2 C5/ RESPECT FOR ADJACENT SITES	Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.	The proposed building has the majority of its mass placed on the east side of the site where it will have the lowest impact on single family residences to the west. The western building is both smaller and shorter in deference to adjacent sites.
CS2.A1 / SENSE OF PLACE	Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. Examples of neighborhood and/or site features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community.	Many of the adjacent properties are collections of small buildings linked by pathways, plantings, yards, etc. The proposed project mimics this by breaking the building into smaller pieces linked by pathways and plantings. As the project evolves design cues will be taken from the neighborhood to create a project that complements and adds to the neighborhoods sense of place. These design cues can include materials, forms, secondary elements, landscape features, etc.
CS2.D3 / ZONE TRANSITIONS	For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.	The alley to the west is the line between SF5000 to the west and LR2 to the east. The proposed building responds to this condition by splitting the building in two and placing the majority of the mass on the east side of the site. The western structure is both smaller and shorter in deference to adjacent sites.
PUBLIC LIFE PL3.A2 / ENSEMBLE OF ELEMENTS	Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features. Consider a range of elements such as: a. overhead shelter: canopies, porches, building extensions; b. transitional spaces: stoops, courtyards, stairways, portals, arcades, pocket gardens, decks; c. ground surface: seating walls; special paving, landscaping, trees, lighting; d. building surface/interface: privacy screens, upward-operating shades on windows, signage, lighting.	The proposed site plan divides the mass into two structures. The western structure is several apartments accessed from individual entries, the eastern mass will have a common entry. Clearly delineating the site entry sequence and identifying the various entries will be crucial to the project success. As the design evolves elements such as canopies, porches, paving, plantings and other secondary features will be incorporated to help define the site.
DC2 ARCHITECTURAL CONCEPT DC2.D1 / HUMAN SCALE	Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.	The proposed site plan divides the building in two and places the majority of the mass on the east side of the site with a smaller building adjacent to the alley. This division creates a more human scale for the project and allows for opportunities for the addition for secondary features that will further bring down the scale of the structures.
DC3 OPEN SPACE CONCEPT DC3.C2 / AMENITIES AND FEATURES	Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features, such as planters, green roofs and decks, groves of trees, and vertical green trellises along with more traditional foundation plantings, street trees, and seasonal displays.	The proposed site plan preserves an exceptional tree on the southwest corner of the site and divides the building in two, placing the majority of the mass on the east side of the site with a smaller building adjacent to the alley. This site plan allows for a networks of plantings, pathways and decks as part of the entry sequence.
BUILDING MATERIALS DC4.A1 / EXTERIOR FINISH MATERIALS	Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.	As the design evolves durable and maintainable materials will be incorporated into the building and landscaping,

EDG CONCEPT OPTIONS

SCHEMES PRESENTED AT EARLY DESIGN GUIDANCE



SCHEME A - DOUBLE BAR

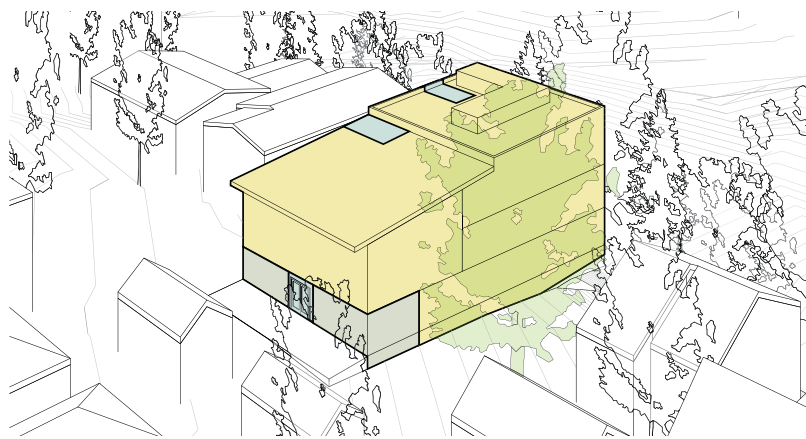
Units: 32
Parking: 0
Gross Floor Area: 10,352 s.f.
FAR = 1.29

OBJECTIVE
Maximize development potential, maximize unit count while creating high quality housing.

DESCRIPTION
Scheme A maximizes the development potential by seeking a departure from the exceptional tree along the alley. A high count of small units are organized around interior circulation and light wells along the north and south facades. The units on the 1st and 2nd floors are lofted.

- ADVANTAGES**
- High unit count
 - Small units = more affordable
 - Lofted units

- CHALLENGES**
- Exceptional tree departure (removal) required.
 - Lack of unit diversity (all SEDU)
 - Minimal open space [\[DC3.C2 Amenities and Features\]](#)
 - Largest impact on neighboring property [\[CS2.C5 Respect for Adjacent Sites\]](#)



SCHEME B - SINGLE BAR

Units: 31
Parking: 0
Gross Floor Area: 10,433 s.f.
FAR = 1.30

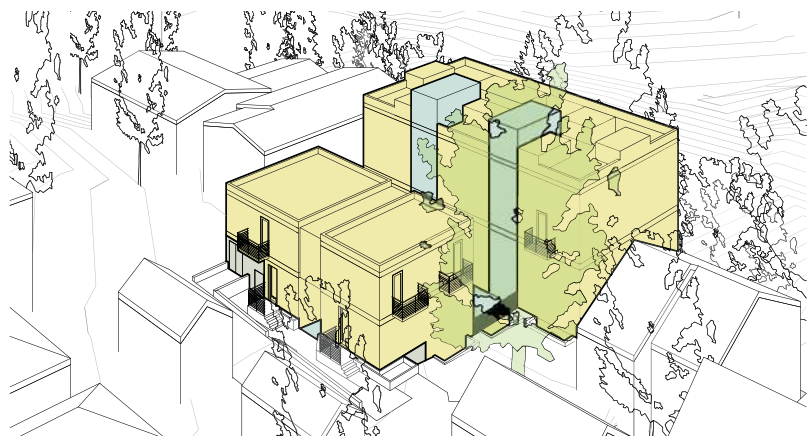
OBJECTIVE
Maximize development potential while preserving the exceptional tree.

DESCRIPTION
The building is set on an east-west axis, with the units organized around a double loaded corridor. The building is set on the north end of the site to accommodate the exceptional tree on the south of the site.

- ADVANTAGES**
- Most units with good light + ventilation [\[CS1.B2 Daylight and Shading\]](#)
 - Smaller units = Greater affordability

- CHALLENGES**
- Privacy with neighboring sites [\[CS2.C5 Respect for Adjacent Sites\]](#)
 - Less unit diversity
 - Bulky massing [\[CS2.D3 / Zone Transition\]](#)

- DEPARTURES**
- Facade length departure required to accommodate exceptional tree



SCHEME C - BREEZEWAY
(Preferred Scheme)

Units: 29
Parking: 0
Gross Floor Area: 10,395 s.f.
FAR = 1.30

OBJECTIVE
Maximize development potential, create more diverse units while observing privacy relationships with the neighbors.

DESCRIPTION
The building is broken up into two volumes with most of the mass placed to the east and a smaller volume placed to the west to address the scales of the residential alley and Fremont Ave. Splitting the building in two creates a more humans scale that reflects the existing neighborhood pattern while providing greater unit diversity and better privacy relationships.

- ADVANTAGES**
- Most units with good light + ventilation [\[CS1.B2 Daylight and Shading\]](#)
 - Unit diversity - Family sized units
 - Lofted units
 - Amenity area along alley creates buffer zone with single family residences
 - Stepped buildings lowers impact on adjacent SFR's [\[CS2.D3 Zone Transition\]](#)
 - Greater privacy for units and adjacent buildings [\[CS2.C5 Respect for Adjacent Sites\]](#)

- DEPARTURES**
- Balcony setback departure required to accommodate exceptional tree
 - Facade length departure required to accommodate exceptional tree
 - Side setback average departure required to accommodate exceptional tree

Units: 29
Parking: 0
Gross Floor Area: 10,395 s.f.
FAR = 1.30

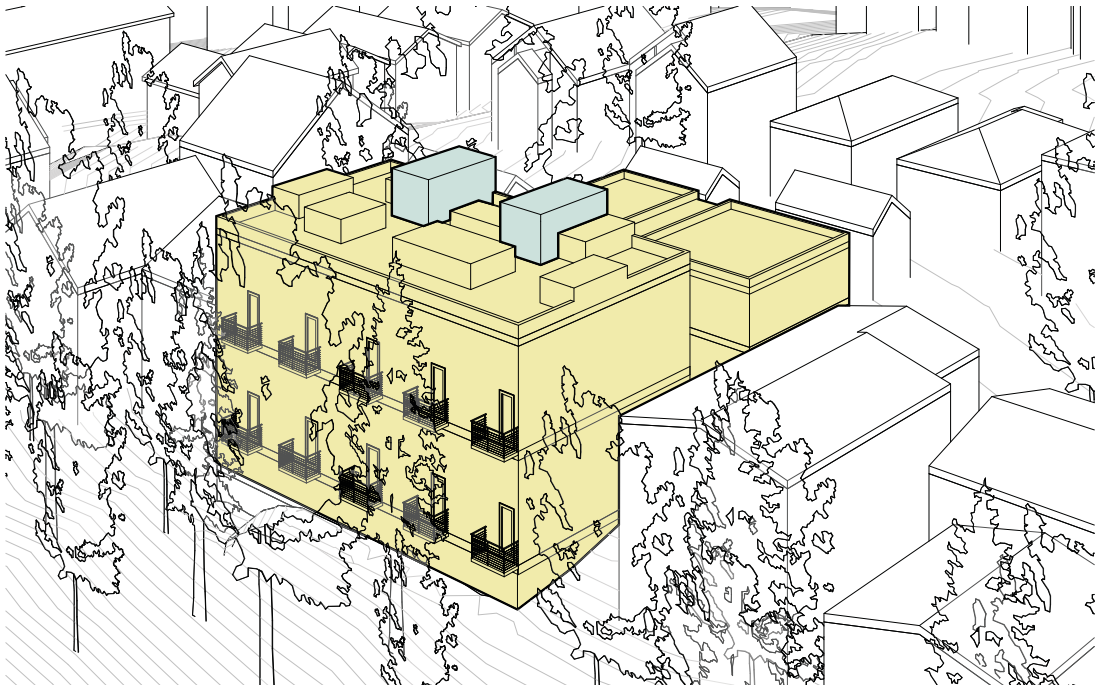
OBJECTIVE
Maximize development potential, create more diverse units while observing privacy relationships with the neighbors.

DESCRIPTION
The building is broken up into two volumes with most of the mass placed to the east and a smaller volume placed to the west to address the scales of the residential alley and Fremont Ave. Splitting the building in two creates a more humans scale that reflects the existing neighborhood pattern while providing greater unit diversity and better privacy relationships.

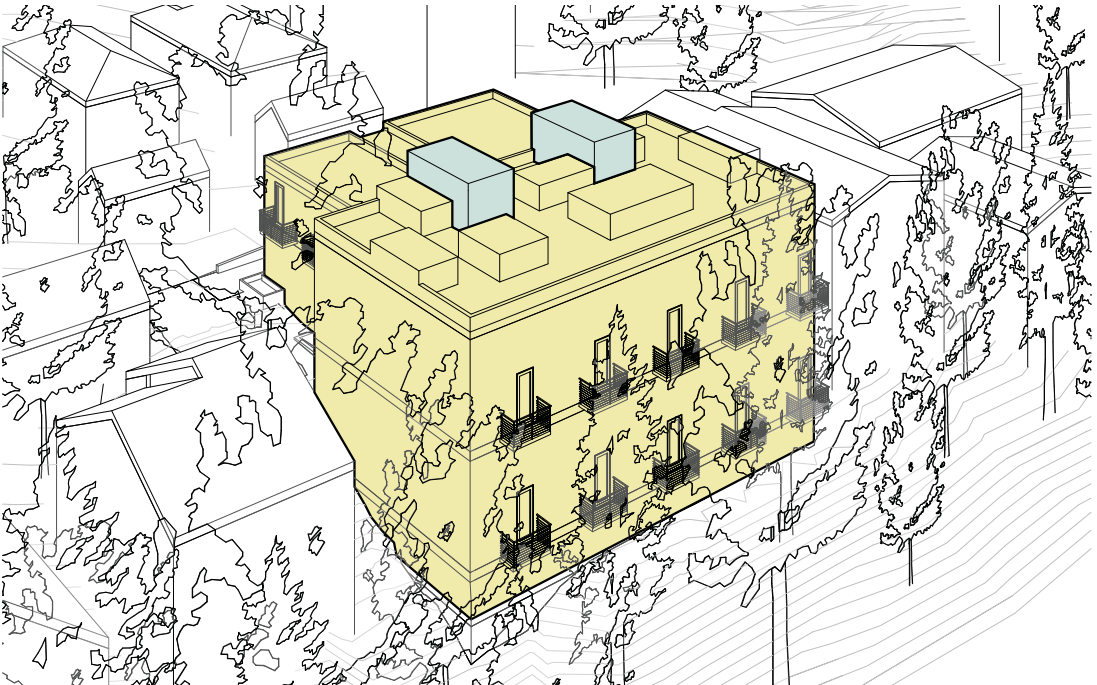
- ADVANTAGES**
- Most units with good light + ventilation [CS1.B2 Daylight and Shading]
 - Unit diversity - Family sized units
 - Lofted units
 - Amenity area along alley creates buffer zone with single family residences
 - Stepped buildings lowers impact on adjacent SFR's [CS2.D3 Zone Transition]
 - Greater privacy for units and adjacent buildings [CS2.C5 Respect for Adjacent Sites]

- DEPARTURES**
- Balcony setback departure req. to accommodate exceptional tree
 - Facade length departure req. to accommodate exceptional tree
 - Side setback average departure req. to accommodate exceptional tree

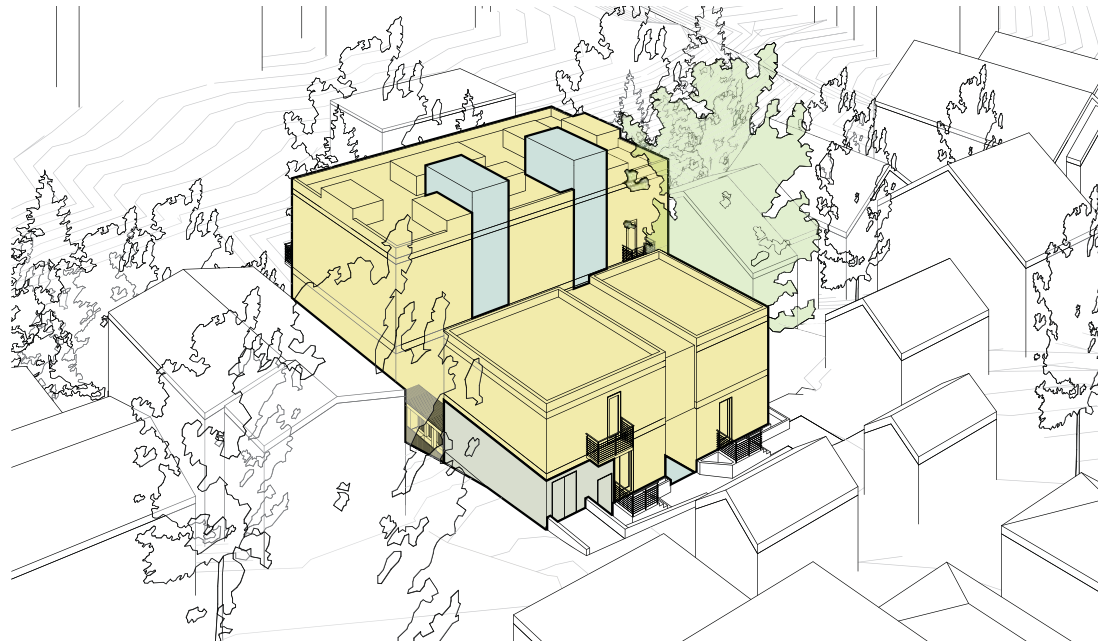
PROJECT GOALS	SCHEME A
1. ALLEY CONTEXT	●
2. EXCEPTIONAL TREE	●
3. QUALITY HOUSING	●
4. PRIVACY RELATIONSHIPS	●



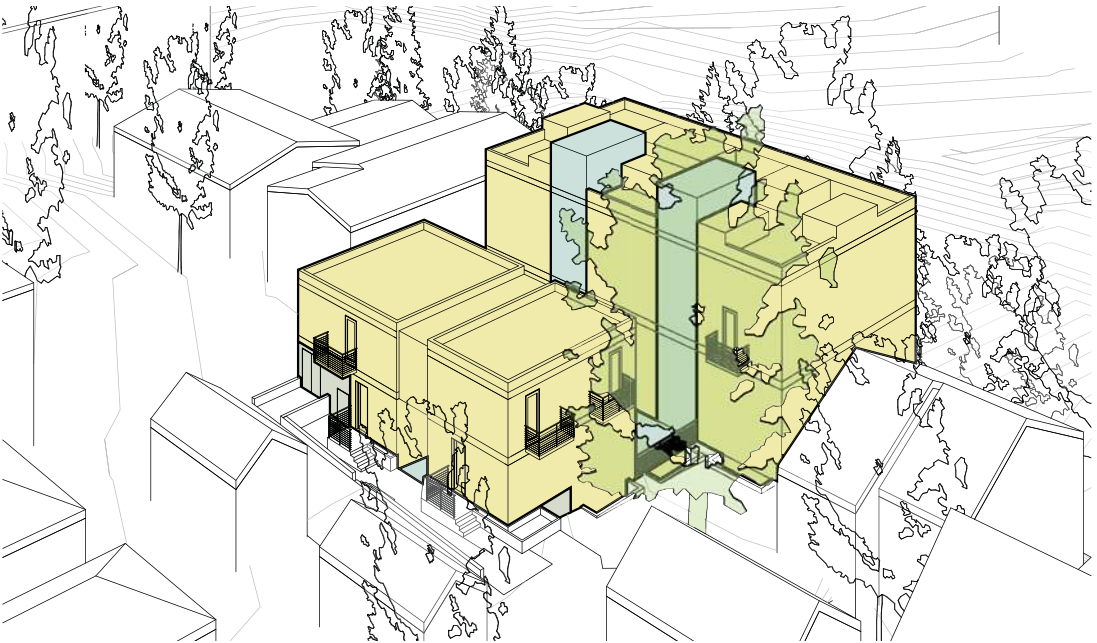
PERSPECTIVE: NORTHEAST



PERSPECTIVE: SOUTHEAST



PERSPECTIVE: NORTHWEST



PERSPECTIVE: SOUTHWEST

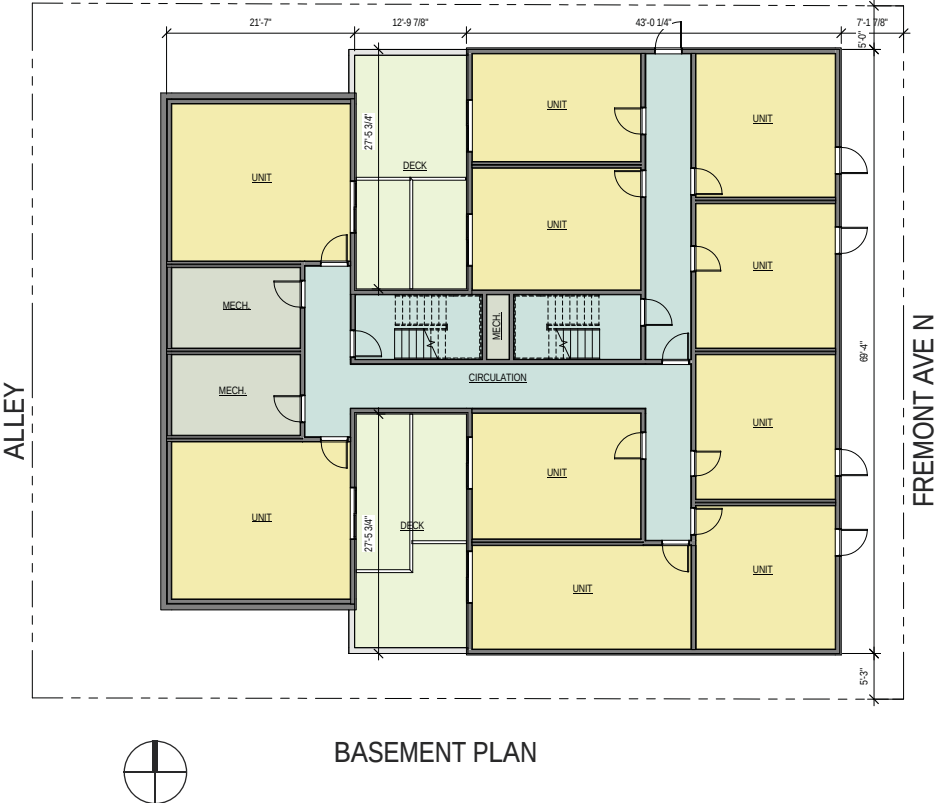
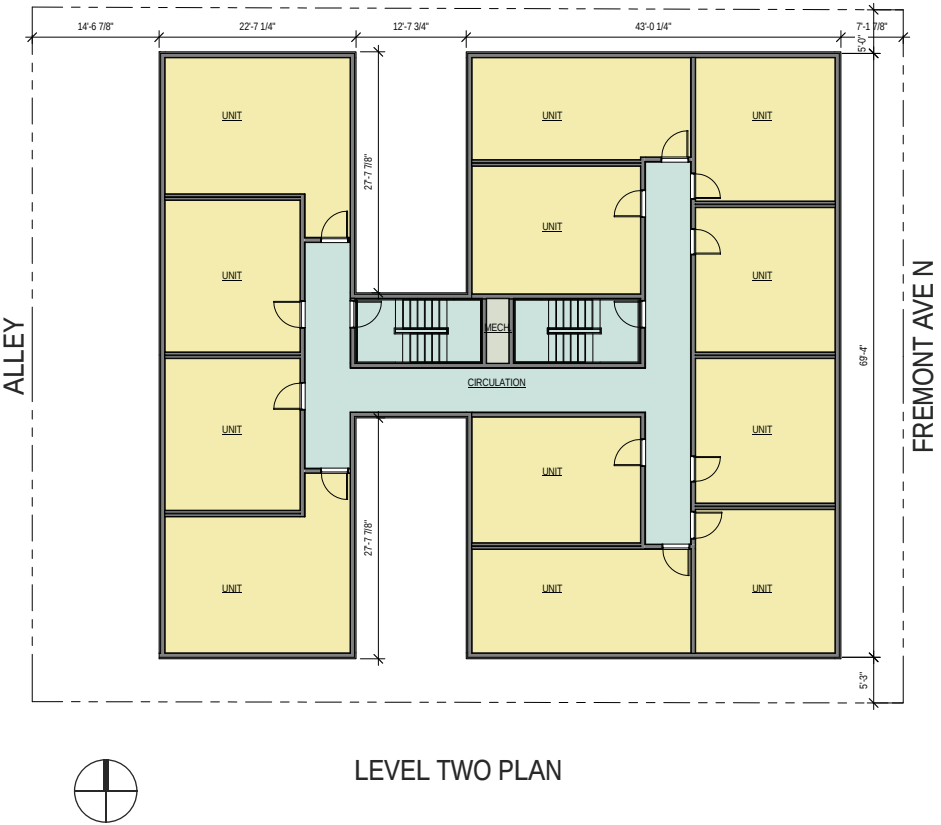
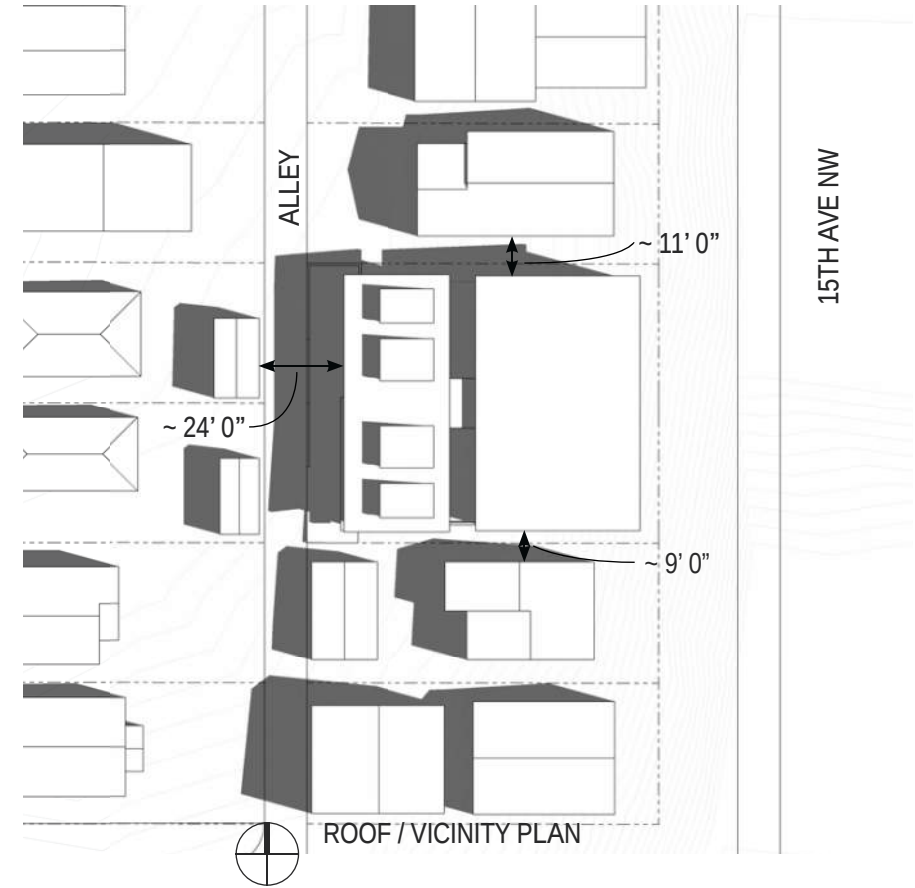
COMMONS

CIRCULATION

AMENITY

UNIT

EDG CONCEPT
FLOOR PLANS



- BIKE ROOM
- UTIL.
- CIRCULATION
- UNIT
- AMENITY

LEVEL PLANS
BASEMENT

LIST OF SIGNIFICANT CHANGES

- Vertical circulation has been relocated.
- A new lightwell has been created to bring light down to the unit in the north-west corner.
- The bike room has been relocated to the main floor.
- Units have been further developed.

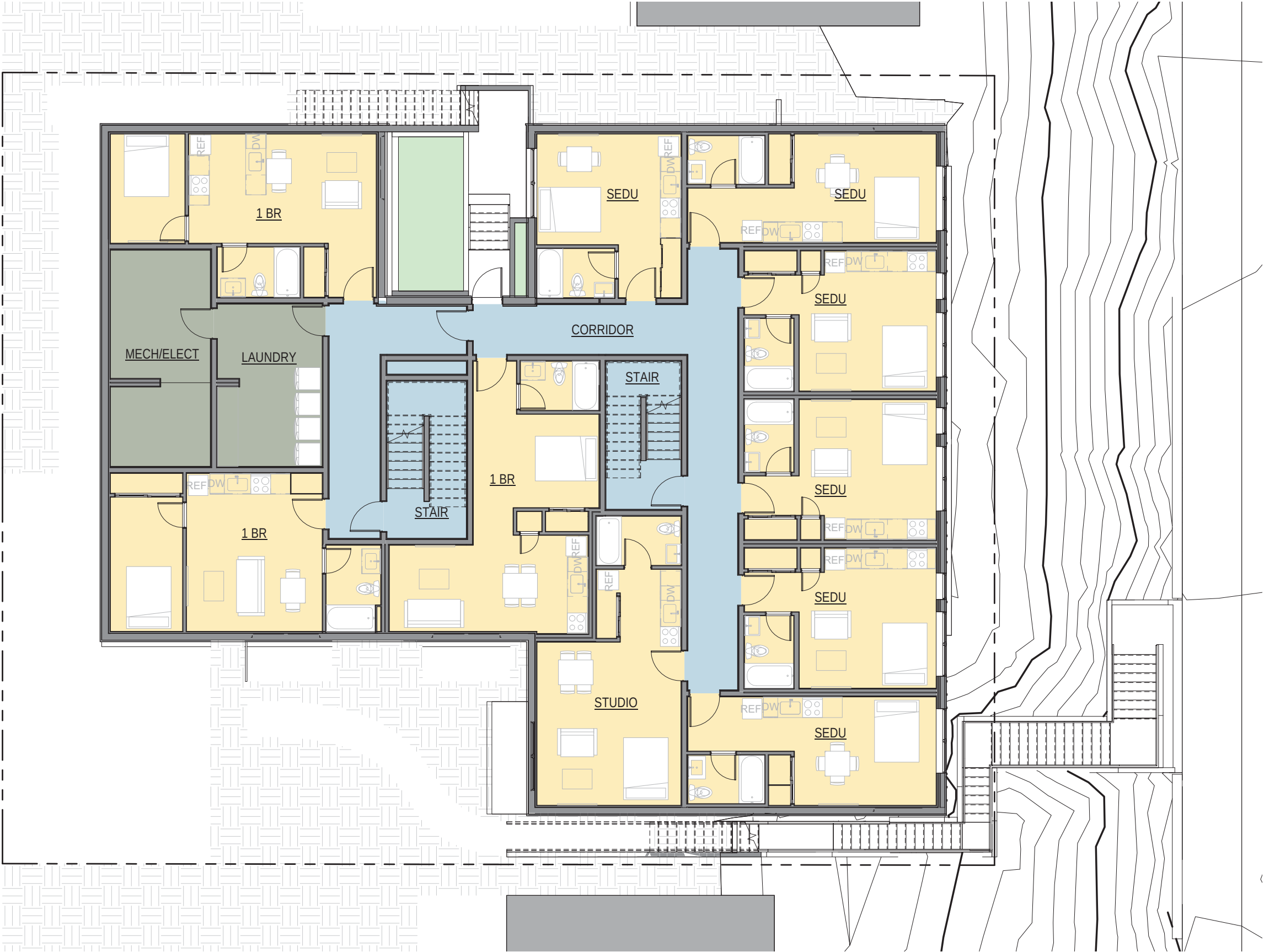


figure p1



LEVEL PLANS

LEVEL 1

LIST OF SIGNIFICANT CHANGES

- Vertical circulation has been relocated.
- The building entry has been relocated to the south side of the building.
- The bike room has been relocated to the main floor.
- The waste area has been relocated.
- Additional lobby space has been added to the main floor.
- A pedestrian path has been added to connect the main entry to Fremont Avenue

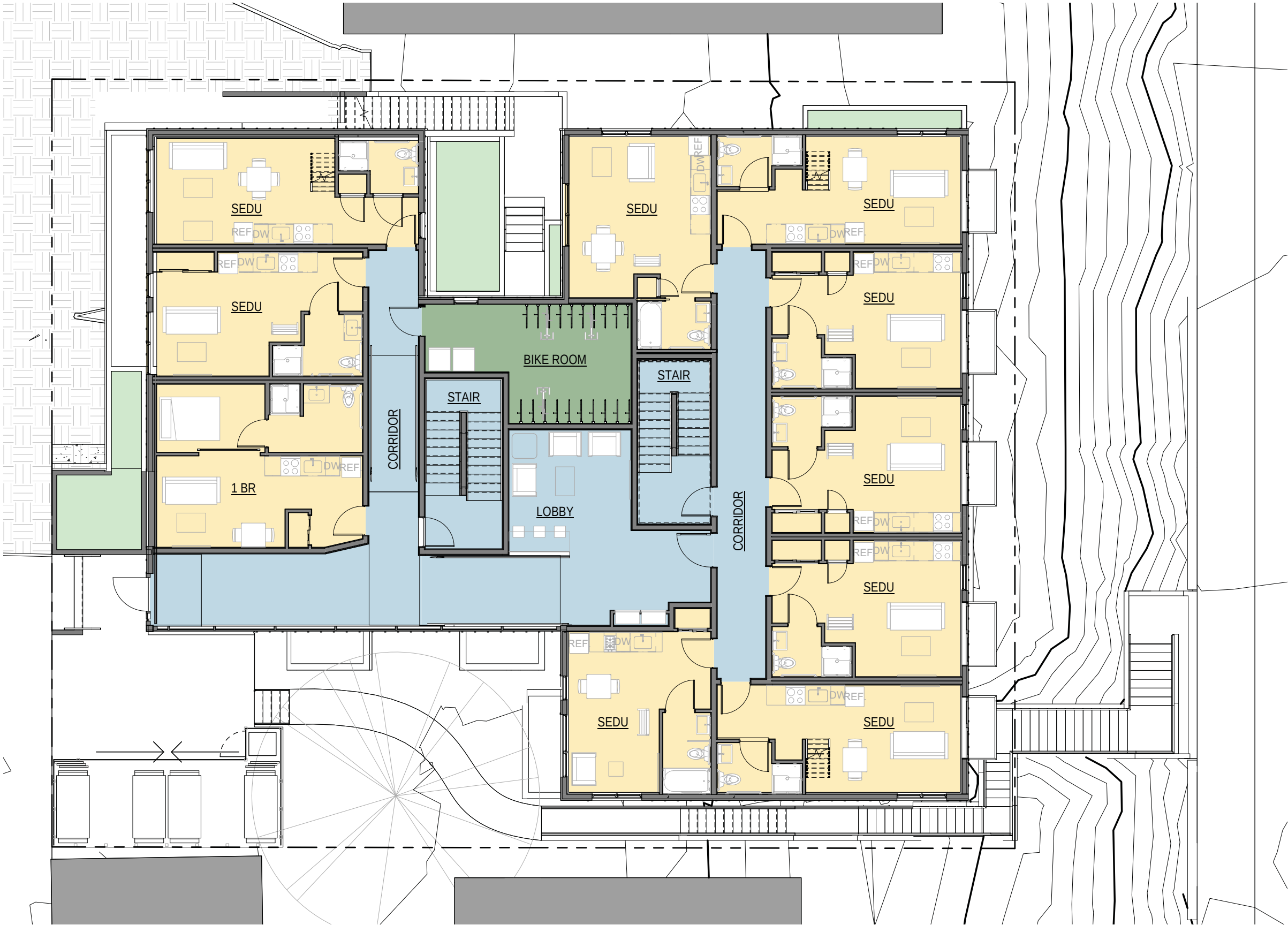


figure p2

LEVEL PLANS
LEVEL 2

LIST OF SIGNIFICANT CHANGES

- Vertical circulation has been relocated.
- Unit layouts have been further developed.

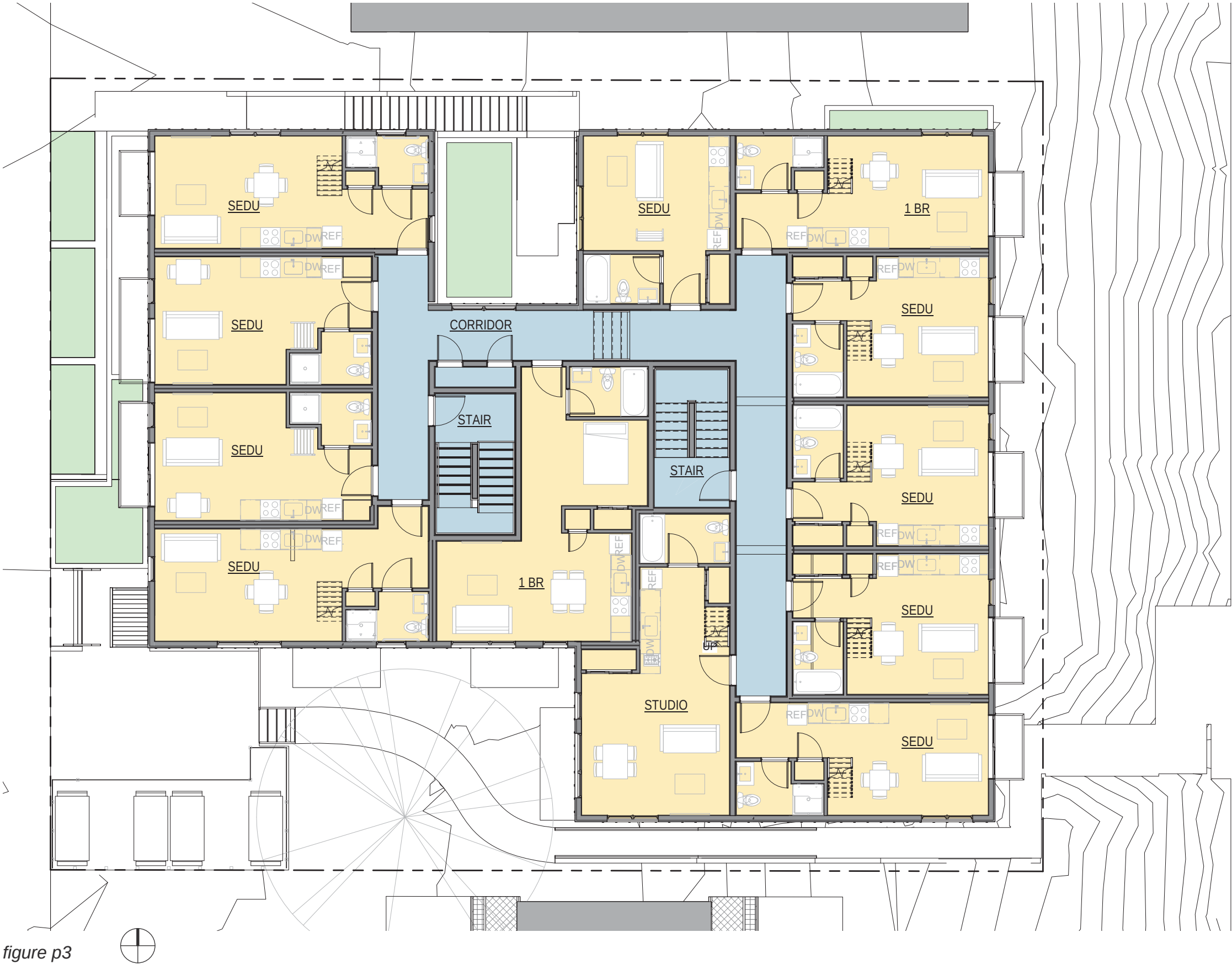


figure p3

LEVEL PLANS
ROOF

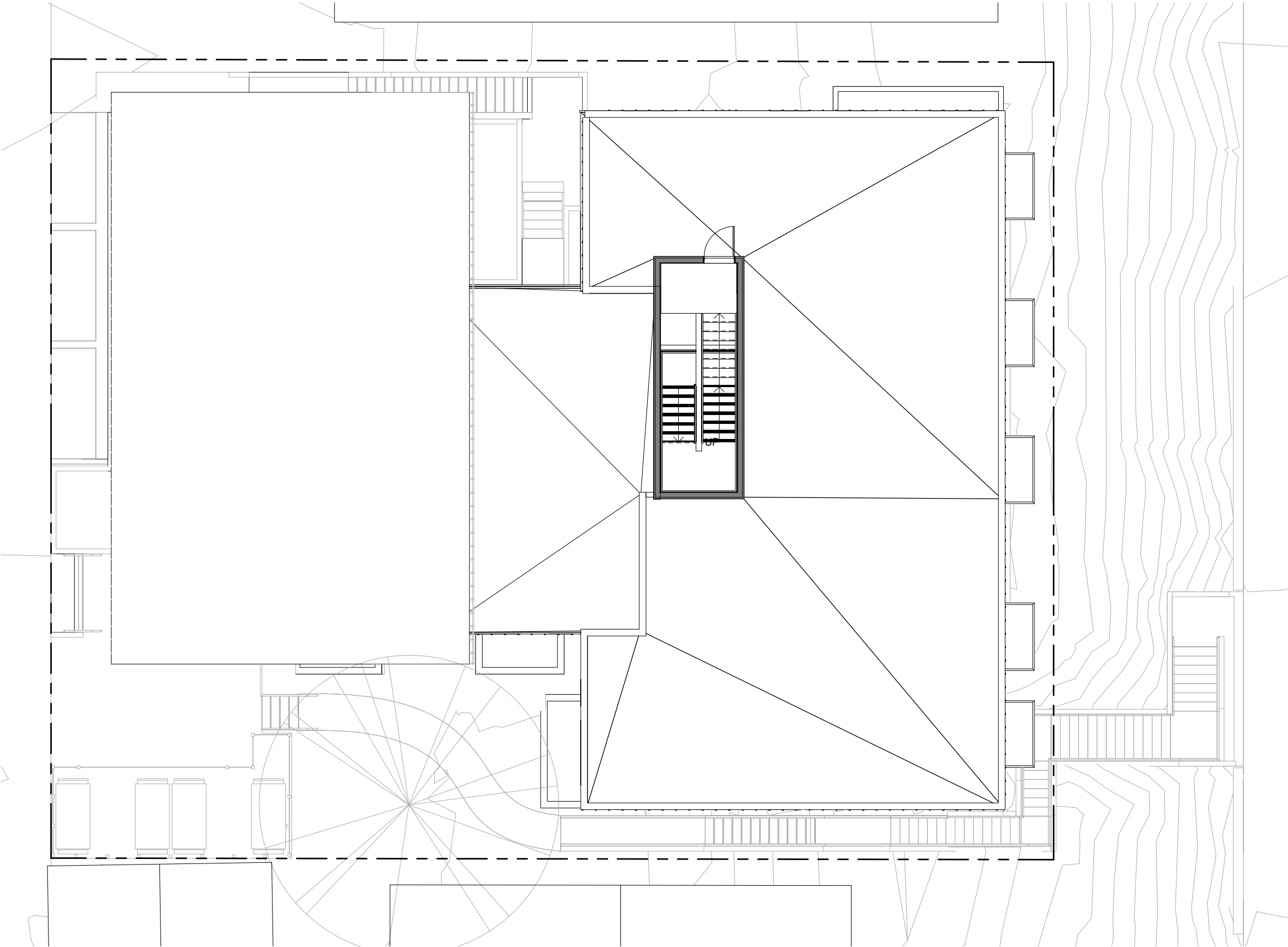


figure p4



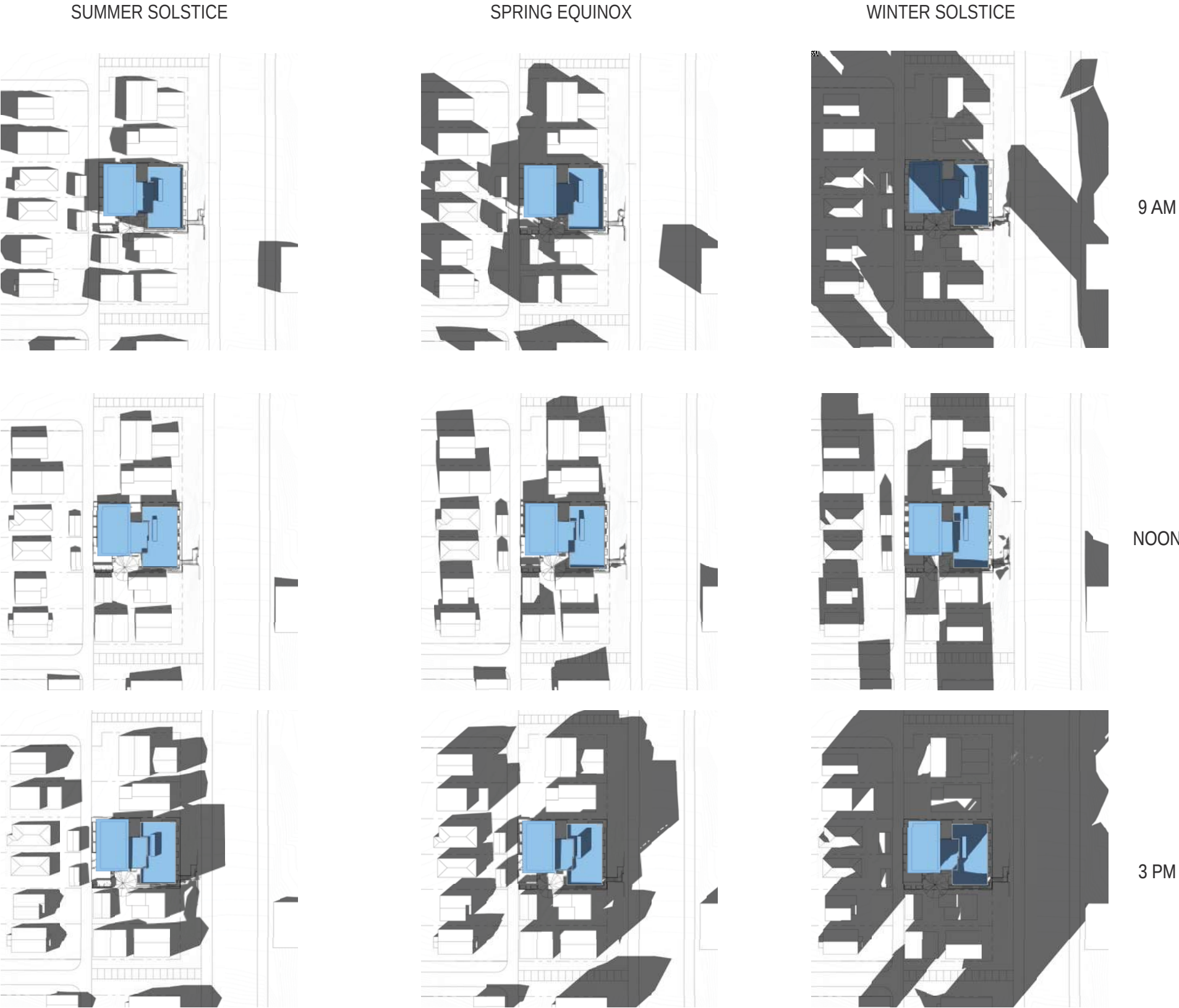


figure ss1

SECTION
EAST-WEST

LIST OF SIGNIFICANT CHANGES

- The west roof form has been redesigned in order to better fit into the neighborhoods in the alley.
- Connect the two separate building masses into one building.
- The bike room has been relocated to the main floor.



SECTION
NORTH-SOUTH

LIST OF SIGNIFICANT CHANGES

- The west roof form has been redesigned in order to better fit into the neighborhoods in the alley.
- The bike room has been relocated to the main floor.



figure s2

ELEVATION WEST - ALLEY

LIST OF SIGNIFICANT CHANGES

- The west roof form has been redesigned in order to better fit into the neighborhoods in the alley.
- The main entry has be relocated to the south.



BOARD AND BATTEN
SIDING



ACCENT PAINT
SIDING



CONCRETE



LASER JET CORTEN STEEL
ENCLOSURE
PLANTERS



BLACK VYNL
WINDOWS
SLIDERS



STANDING SEAM
METAL ROOFING



figure e1

ELEVATION EAST - FREMONT AVE N

LIST OF SIGNIFICANT CHANGES

- The connection between Fremont Ave N and the building entry has been further designed.



figure e2



BOARD AND BATTEN
SIDING



ACCENT PAINT



CONCRETE



LASER JET CORTEN STEEL
ENCLOSURE
PLANTERS



BLACK VYNL
WINDOWS
SLIDERS



STANDING SEAM
METAL ROOFING

ELEVATION
NORTH

LIST OF SIGNIFICANT CHANGES

- The west roof form has been redesigned in order to better fit into the neighborhoods in the alley.
- Connect the two seperate building masses into one building.



BOARD AND BATTEN
SIDING



ACCENT PAINT
SIDING



CONCRETE



LASER JET CORTEN STEEL
ENCLOSURE
PLANTERS



BLACK VYNL
WINDOWS
SLIDERS



STANDING SEAM
METAL ROOFING



figure e3

ELEVATION SOUTH



figure e4

LIST OF SIGNIFICANT CHANGES

- The west roof form has been redesigned in order to better fit into the neighborhoods in the alley.
- Connect the two separate building masses into one building.
- The connection between Fremont Ave N and the building entry has been further designed and more focused around the exceptional tree.



BOARD AND BATTEN SIDING



ACCENT PAINT



CONCRETE



LASER JET CORTEN STEEL ENCLOSURE PLANTERS



BLACK VYNL WINDOWS SLIDERS



STANDING SEAM METAL ROOFING

PRIORITIES & BOARD RECOMMENDATIONS

1. Street & Alley Interaction:

The development is perched at the top of Fremont Avenue North steep right of way edge with the easiest access via an improved alley; however, the development should provide an enhanced physical connection to the Fremont Urban Village and Fremont Avenue North. (CS2A, B,C; PL2A: DC1A,B; DC2A; PL3A)

a. Despite the perceived easy access of the alley the development must create an identifiable front facade pedestrian entry on Fremont Avenue North. The front façade entrance should be recognizable and useable for residents and visitors.

The existing path between the site and Fremont Ave N will be re-built as a code compliant SDOT stair, creating a direct pedestrian access to the building entry. Signage will be provided to indicate the address at the base of the stair along with a painted mural facing Fremont Ave N, making the route more visually prominent and inviting (as shown on figure r2). The design as illustrated in the REC packet is also subject to review and approval by SDOT as part of the Street Improvement Permit application process.

b. The existing steps between the project site and Fremont Avenue North need to be repaired or replaced in as much as SDOT will allow.

The existing path between the site and Fremont Ave N will be re-built as a code compliant SDOT stair. The design as illustrated in the REC packet is also subject to review and approval by SDOT as part of the Street Improvement Permit application process.

c. Signage on Fremont must indicate the project address and other wayfinding per SDOT standards.

Prominent address signage will be provided at the base of the stairs along Fremont. The entire hillside will be re-landscaped to remove overgrown invasive plantings and provide a desirable pedestrian environment with open sightlines (as shown on figure r2).

d. Redesign the alley entry to be a secondary entry designed for some load and unload and delivery practicality.

Fair housing laws require that the project have an accessible point of arrival. The accessible entrance cannot be a secondary entrance. The entrance for able-bodied people must be one and the same as for people with ambulatory disabilities. Therefore, the alley entrance must remain as the primary entrance for the building.

The new stair will provide for a convenient route from the building down to Fremont Ave N that is visually prominent and aesthetically appealing.

A paved area near the alley entrance will facilitate occasional load/unload and turnaround for the building.

e. Omit the suggested six-foot privacy fence along the east property line.

The privacy fence has been removed from the design.



PRIORITIES & BOARD RECOMMENDATIONS

2. Safety & Security:

Organize the site and building elements for a sense of safety. (PL2A, B; DC4 B)

a. Provide sight lines in and out of the development for a sense of safety and security.

The entry along the alley provides large amounts of transparency, allowing for sight lines towards the alley and the amenity area surrounding the Japanese maple tree. Balconies and windows along the alley create natural surveillance of the public way, and balconies and large windows provide views towards Fremont Ave N.

b. Provide opportunities for eyes on the alley and the Fremont Avenue right of way by including windows, decks, and balconies, windows, and lighting.

The entry along the alley provides large amounts of transparency, allowing for sight lines towards the alley and the amenity area surrounding the Japanese maple tree. Balconies and windows along the alley create natural surveillance of the public way, and balconies and large windows provide views towards Fremont Ave N.

c. Provide pedestrian access to activate the Fremont Avenue right of way and alley right of way.

The existing path between the site and Fremont Ave N will be re-built as a code compliant SDOT stair, creating a direct pedestrian connection between the Fremont Avenue right of way and alley right of way (see Figure d1).

d. Provide low level pedestrian lighting on the site. Avoid light trespass to neighboring properties.

The lighting plan proposes shielded fixtures to clearly and attractively illuminate the pedestrian paths and amenity areas, while shielding the fixtures from disturbing the neighboring properties (see figure L1).

e. Specify low, native landscaping which melds with the restored hillside and which enhances sight lines for a sense of security.

The landscape plan provides for the clearing and replanting of the slope along the Fremont Ave N. ROW with native, short plantings which will allow for improved sightlines to the street and sidewalk (see figure r2).

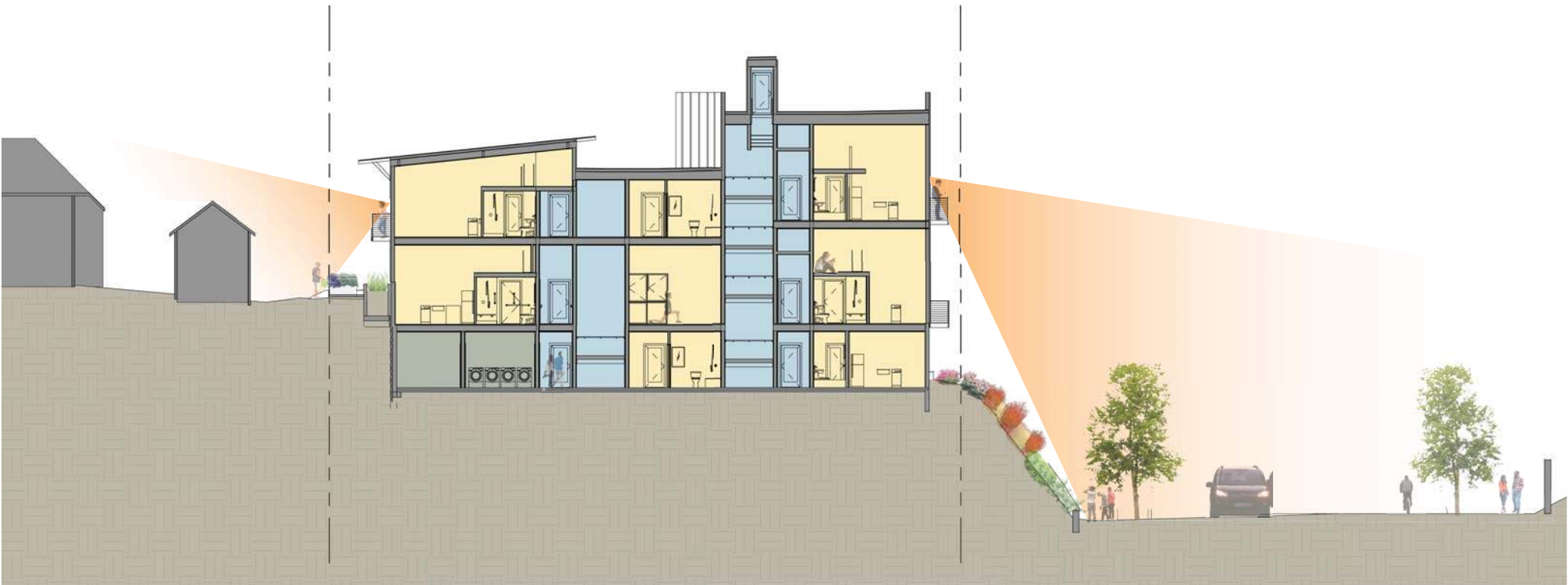


figure d2

PRIORITIES & BOARD RECOMMENDATIONS

3. Architectural Concept and Fit in the Neighborhood:

Overall the concept Option #3 is an interesting concept. However, it appears overly programmed and cumbersome in some respects like a unit under the trash room on the north side, and two levels of courtyard. Use the guidance below to adjust uses, carve away height, bulk and scale and create units with light and air to respond to livability. Refine the concept proposal to create a good springboard for design choices and against which you can test design ideas. What is the big idea or inspiration for the proposal? What is the controlling design direction? For instance, at this site, based on opportunities and constraints, public comments, and site analysis the design concept could be hilltop village, cliff dwelling, community around a common courtyard, carriage house/mansion, or forest community lookout. (CS2C; PL3 A; DC1A,B,C;DC2A,B; DC3,BDC4 B,D)

a. Further reduce the height, bulk, and scale of the building on the alley façade.

The basic massing of the project has been organized to move height and bulk away from the alley side of the project. The building at the alley is only two stories tall. To further mitigate perceived mass of the structure along the alley, the slope of the roof of the west structure has been reversed to slope down toward the west (see figure d2).

b. The single roof line creates too much bulk. Create a smaller scale building with lower and more traditional roof forms similar to those which predominate the neighborhood such as low and high-pitched roof forms which characterize the alley buildings.

The massing as illustrated is relatively low in scale and perceived bulk. Reversing the direction of slope of the roof significantly reduces the perceived scale of the project along the alley. The roof of the west portion of the structure has been maintained as a single slope in order to maintain a clear and compatible relationship with the rest of the project structure. We are attempting to design a building with an overall coherent design aesthetic that is modified and accented along the west side with additional elements that gesture toward the step down in scale and use from multi-family to single-family (see figure d2).

In March 2019, the zoning for this site was changed allowing an additional 10' of height in this zone. Along the alley side, the project is 13' lower than what is allowed under current zoning.

c. The breezeway adds bulk. Redesign the alley building, or west building, into two or three forms to reduce the bulk, consider moving the circulation to the north or south of the building and joining the units together at that location.

In order to respond to the guidance regarding the location of the entry, we moved the building entry to the south.

PROPOSED ALLEY FACADE @ EDG



PROPOSED ALLEY FACADE



figure r1

PRIORITIES & BOARD RECOMMENDATIONS

3. Architectural Concept and Fit in the Neighborhood:



figure r2

d. Modulate the alley façade to express the units and uses. Modulate the building height and roof lines to reduce the building height, bulk and scale at the alley.

The roofline slopes toward the alley in order to minimize the height and bulk of the building along that face. This massing strategy allows us to keep the massing low along the side of the building facing the single-family zoning. Any further complication or modulation of the roofline would only raise the rooflines and increase the height of the building along the alley. The alley façade is modulated by the addition of broad eave overhangs, decks, and an entry canopy. Textured board and batten siding and exposed roof rafters using stained natural wood provide additional warmth and visual interest to the alley façade (see figure r1).

e. Reduce the prominence of the trash room. The trash room façade entry plane is the same as the unit next to it. Recess the entry plane or make it less noticeable in some way. What is the small room next to it? The concrete apron in front of the trash room should be large enough to accommodate all trash on pick up day without impacting the alleyway.

The waste pickup area has been moved to an exterior waste corral, away from the building entry. The waste area surround is made from Corten steel panels, cut with a water jet to create visually attractive decorative patterns. Corten steel panels are also used for the nearby community planting beds in order to help integrate the waste area into the design as a whole.

f. The alley entry appears to be a tunnel. Redesign the secondary entry concept. Open the entry to the sky and continue the entry to the front façade via the courtyard and tree.

The breezeway has been removed, and the entry along the alley has been moved to the southern edge of the alley building. The entry is open towards the south, creating a natural path along the edge of the amenity area that features the preserved exceptional Japanese maple tree.

g. Create a one level courtyard with access to the sky and all points of the compass. The north, lower courtyard looks to be too low, dark, and dank.

The project has been significantly redesigned since EDG. At EDG a central courtyard served as the entry to the building. With the relocation of the entry to the south face of the building, this courtyard element no longer exists. There is still a notch on the north side of the building but it is merely a light court dedicated to bringing in natural light to the adjacent units. The northern light well has ample access to natural light.

h. Create a managed pet area onsite with drainage and hose bib.

A pet area with a hose bib will be provided in the amenity area near the maple tree.

PRIORITIES & BOARD RECOMMENDATIONS

3. Architectural Concept and Fit in the Neighborhood:

i. The entry sequence needs to connect the alley and front façade. Expand the internal courtyard with a primary entry on Fremont and a secondary entry on the alley which could be to the south of the west building rather than the central tunnel.

The project has been significantly redesigned since EDG. At EDG a central courtyard served as the entry to the building. With the relocation of the entry to the south face of the building, this courtyard element no longer exists.

Fair housing laws require that the project have an accessible point of arrival. The accessible entrance cannot be a secondary entrance. The entrance for able-bodied people must be one and the same as for people with ambulatory disabilities. Therefore, the alley entrance must remain as the primary entrance for the building.

The new stair will provide for a convenient route from the building down to Fremont Ave N that is visually prominent and aesthetically appealing (see figure r2).

j. Reduce the scale of the east building to provide a quality entry experience and welcoming façade modulation. The entry should not feel like a tunnel entry, but more like a courtyard entry, compression is fine if there is an expansion of space a few steps away. Carve away the building to create an airy and welcoming forest edge entry. If possible, lower the building into the grade at the east façade.

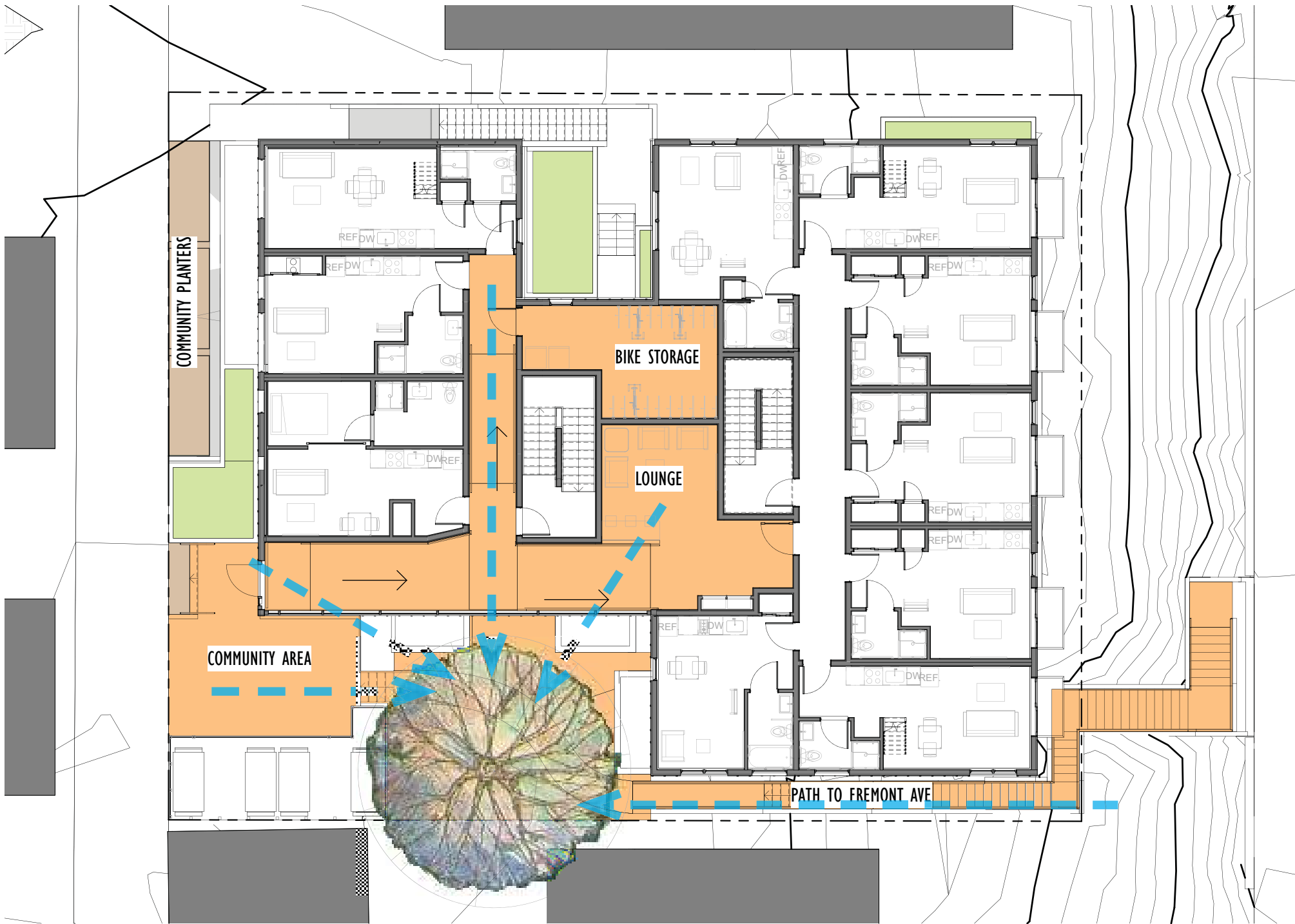
The entry has been moved to the south of the project so that the entry path is visually connected to the tree courtyard. We have dropped the floor lines of the buildings as low as we can while preserving an accessible route into the building and throughout the main floor.

k. Create a residential community by designing informal gathering points. For instance, mail pick up, garden court, pet area, east entry patio, etc.

The project preserves the existing exceptional Japanese maple and its connection to the alley. It is also the focal point of the entry sequence, both from the alley, as well as the pedestrian access from Fremont Ave N. The SDOT ROW slope will be cleared and revegetated, enhancing the pedestrian experience along Fremont Ave N. The entry sequence to the building, the Fremont stairs, the tree courtyard, the pet area, the main lobby, and the mail drop are all part of a linear entry sequence of visually attractive and functional elements that will help bring residents into contact with one another. The entry to the building is 7' wide with generous glazing facing the Japanese maple amenity area. The mailboxes are also located in this space, which creates a natural opportunity for the residents to interact. The vegetable garden along the alley provides another place where the residents of the building can meet each other and their neighbors.

l. Omit the suggested six-foot privacy fence along the east property line.

The fence has been omitted.



PRIORITIES & BOARD RECOMMENDATIONS

4. Retain the exceptional tree:

The exceptional tree is an asset to the site and community. (CS1D1)

a. It appears that the exceptional tree can be retained. Provide for site circulation which allows residents to walk by the tree to enjoy its beauty and seasonal interest.

The exceptional Japanese maple will be retained and is used as the centerpiece for the amenity areas, as well as the building entry. The entry has been moved to the south of the alley structure, providing all residents views towards the Japanese maple. The pedestrian path from Fremont Ave N also passes along the Japanese maple amenity area.

b. Move the east building mass to the north where the entry tunnel is located and relocate access to the south to give the tree more space and to relocate the pedestrian entry into the site from the alley.

The east building is pushed towards the north to provide enough space allow the canopy and the root zone to remain intact, to both preserve the health of the Japanese maple, and give it enough room to be a comfortable fit visually within the courtyard. A departure has been requested to keep the building mass farther away from the maple tree.



DEVELOPMENT STANDARD DEPARTURES

Setbacks and Separations (SMC 23.45.518.I1 & SMC 23.45.518.L1)

DEPARTURE #1

DEVELOPMENT STANDARD*	23.45.518.I1 - Setbacks and Separations
REQUIREMENTS	Unenclosed decks and balconies may project a maximum of 4 feet into required setbacks if each one is: <i>No closer than 5 feet to any lot line.</i>
PROPOSED	1'-10" balcony setback along East lot line
RELATED STANDARDS / GUIDELINES	DC3.A.1: Interior/Exterior Fit Balconies allow for the interior space to flow and relate to the exterior. DC3.C.2: Amenities and Features Allows for more activity along the facade of Fremont Ave. DC2.C.1: Visual Depth and Interest Creates depth and interest to the facade
DESIGN IMPOVEMENTS	The addition of balconies along the Fremont Ave facade provides a well balanced relationship between the building and the neighborhood, while also breaking up the mass and adding visual depth and interest. By increasing the amenity area and allowing the residents exterior space, we are also providing the opportunities for eyes on Fremont Ave, increasing security and the sense of safety.

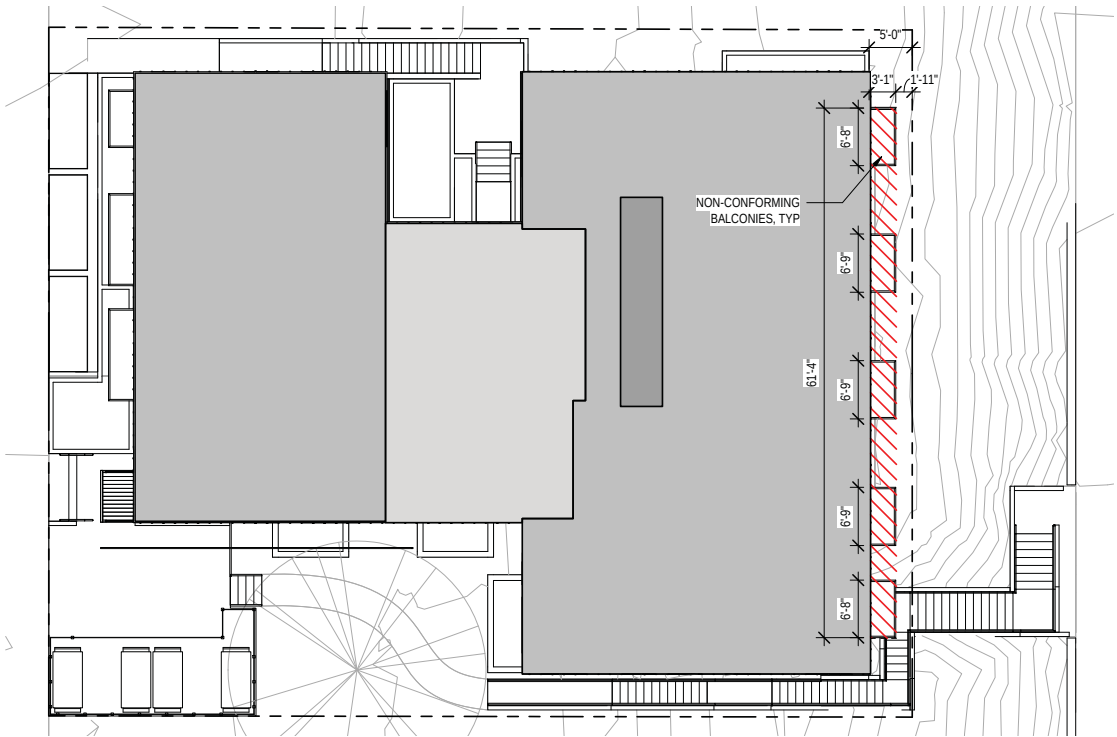


figure dep1

DEPARTURE #2

DEVELOPMENT STANDARD*	23.45.518.L1 -Setbacks and Separations
REQUIREMENTS	In LR zones, a minimum upper-level setback from all street lot lines is required in addition to any required ground-level setback, as follows: <i>For structures with a 30 foot height limit according to Table A for 23.45.514 the upper-level setback requirement is 12 feet above a height of 34 feet.</i>
PROPOSED	5' Upper-level setback to a street lot line
RELATED STANDARDS / GUIDELINES	CS2.A.2: Architectural Presence Adds articulation to the street facade and invites social interaction. CS3.A.3: Established Neighborhoods Creating a presence that relates to the existing surrounding buildings DC3.A.1: Interior/Exterior Fit Connects the interior and exterior, allowing tenants to interact with the outside
DESIGN IMPOVEMENTS	By encroaching on the upper-level setback we are creating a more coherent building mass that is keepig with the simple platonic building forms found throughout the neighborhood.

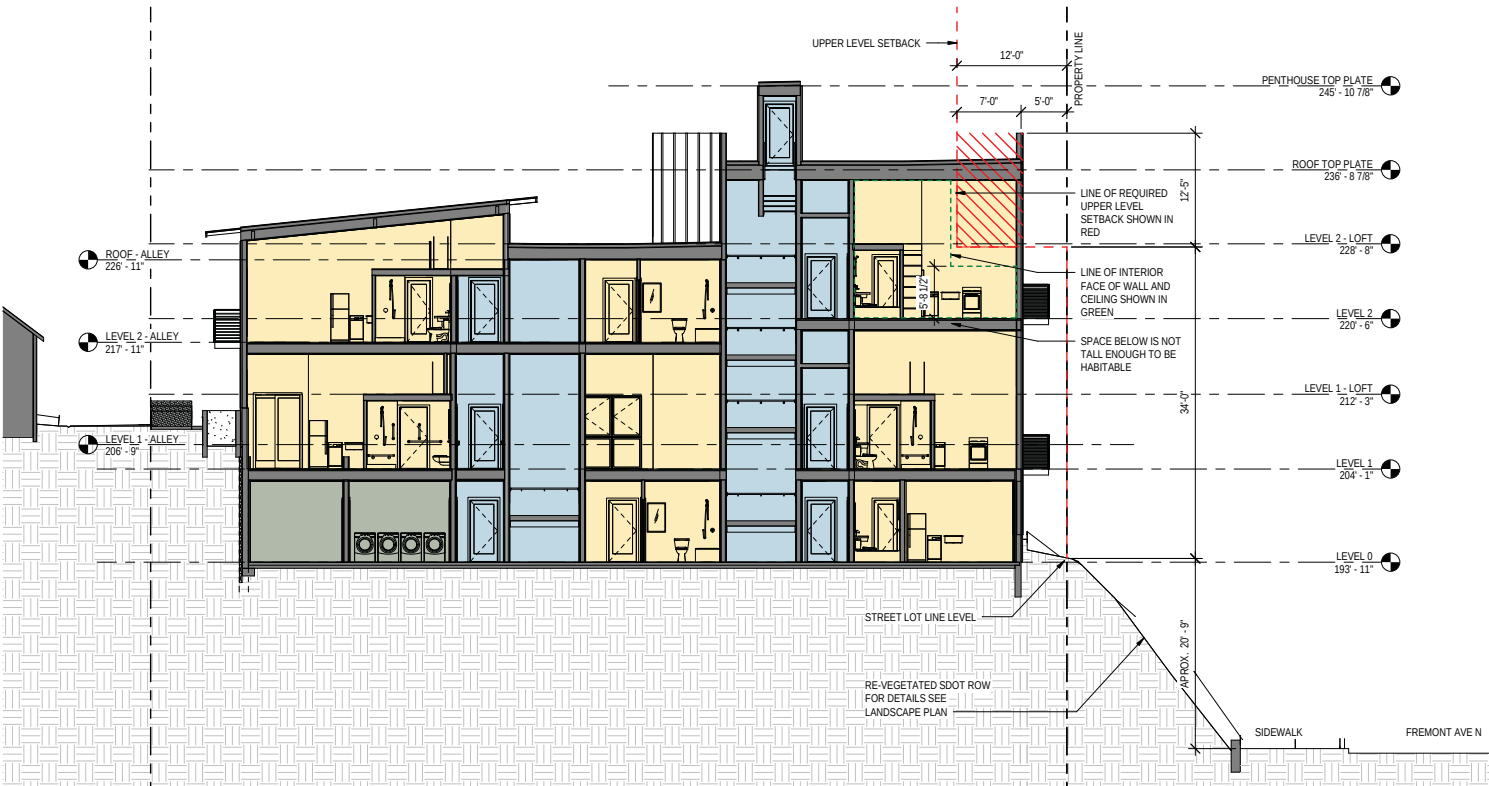


figure dep2

* PROJECT WAS VESTED ON NOVEMBER 28, 2017. REFER TO DEVELOPMENT STANDARD CODE FROM ARCHIVED VERSION: NOVEMBER 20, 2017

SHEET UPDATED ON 3/31/2020

DEVELOPMENT STANDARD DEPARTURES
Facade Length Limits in LR Zones (SMC 23.45.527.B1)

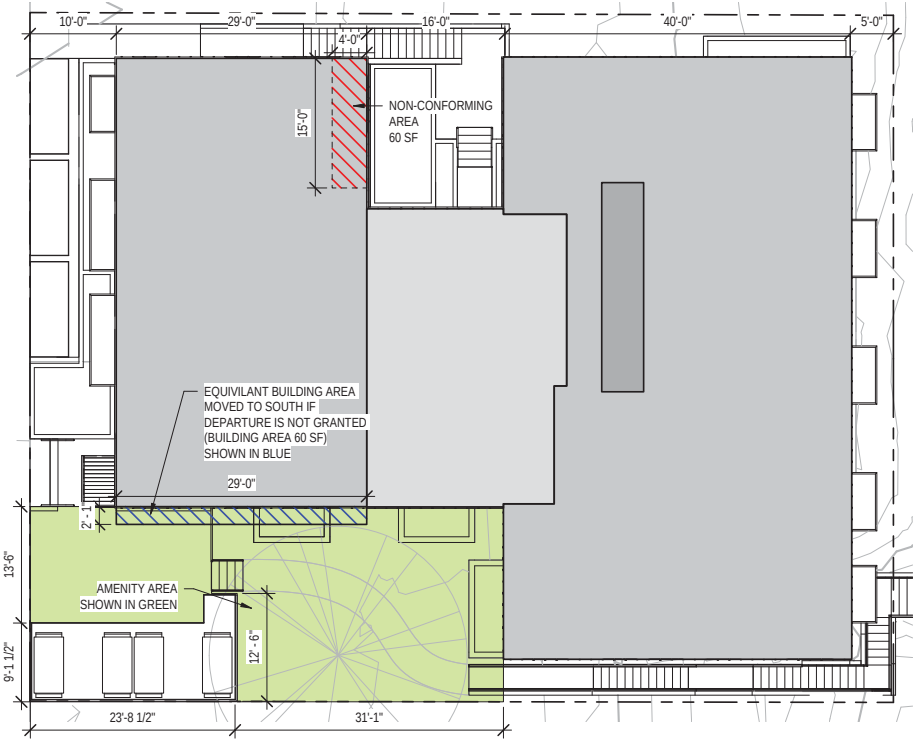


figure dep3

DEPARTURE #3

DEVELOPMENT STANDARD*

23.45.527.B1 - Facade Length Limits in LR Zones

REQUIREMENTS

The maximum combined length of all portions of facades 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% of the length of that lot line, except as specified in subsection 23.45.527.B.2

PROPOSED

69' Combined facade length along north property line

RELATED STANDARDS / GUIDELINES

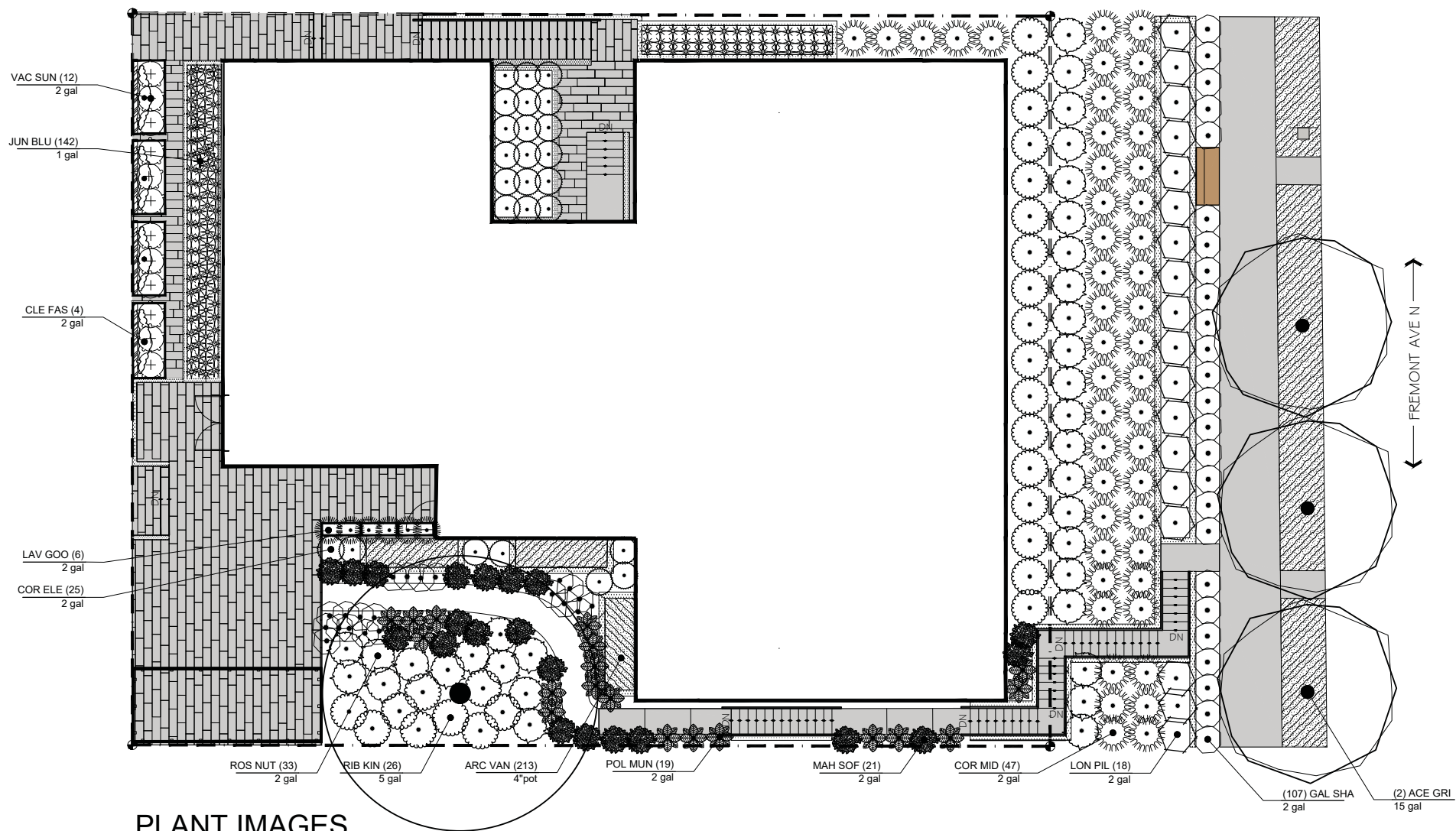
- DC3.C.3: Support Natural Areas
- By relocating the building mass to the North facade we are providing more space for the exceptional tree.
- DC3.C.2: Amenities and Features
- The larger space around the tree allows for a more attractive outdoor space.

DESIGN IMPOVEMENTS

By relocating the 60SF of building from the southern facade to the north we allocating more space for the exceptional Japanese Maple and providing an area for ciruclation around the tree for residents to walk by and enjoy it's beauty.

* PROJECT WAS VESTED ON NOVEMBER 28, 2017. REFER TO DEVELOPMENT STANDARD CODE FROM ARCHIVED VERSION: NOVEMBER 20, 2017

LANDSCAPE DESIGN



PLANT SCHEDULE SITE

TREES	CODE	BOTANICAL NAME	COMMON NAME	CONT
	ACE GRI	Acer gnseum	Paperbark Maple	15 gal
	EXI TRE	Existing Tree	Existing Tree to Remain	Existing
SHRUBS	CODE	BOTANICAL NAME	COMMON NAME	SIZE
	COR ELE	Cornus alba `Elegantissima`	Silveredge Dogwood	2 gal
	COR MID	Cornus sanguinea `Midwinter Fire`	Blood-Twig Dogwood	2 gal
	LAV GOO	Lavandula x gingsin `Goodwin Creek Gray`	Goodwin Creek Gray Lavender	2 gal
	LON PIL	Lonicera pileata	Privet Honeysuckle	2 gal
	MAH SOF	Mahonia eurybracteata `Soft Caress`	Mahonia Soft Caress	2 gal
	VAC SUN	Vaccinium x `Sunshine Blue`	Blueberry	2 gal
EMERGENT	CODE	BOTANICAL NAME	COMMON NAME	SIZE
	JUN BLU	Juncus inflexus `Blue Arrow`	Blue Arrow Juncus	1 gal
NATIVE SHRUBS	CODE	BOTANICAL NAME	COMMON NAME	SIZE
	GAL SHA	Gaultheria shallon	Salal	2 gal
	POL MUN	Polystichum munitum	Western Sword Fern	2 gal
	RIB KIN	Ribes sanguineum `King Edward VII`	Red Flowering Currant	5 gal
	ROS NUT	Rosa nutkana	Nootka Rose	2 gal
VINE/ESPAUIER	CODE	BOTANICAL NAME	COMMON NAME	SIZE
	CLE FAS	Clematis integrifolia `Fascination`	Fascination Clematis	2 gal
GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME	CONT
	ARC VAN	Arctostaphylos uva-ursi `Vancouver Jade`	Vancouver Jade Bearberry	4"pot

PLANT IMAGES



Acer griseum



Arctostaphylos 'Vancouver Jade'



Cornus alba



Cornus midwinter fire



Gaultheria shallon



Juncus Blue Arrows



Lavendula 'Goodwin Creek'



Lonicera pileata



Mahonia Soft Caress



Polystichum munitum



Vaccinium 'Sunshine Blue'



Ribes sanguineum



Rosa nutkana

figure LP1



figure L1



L1 - DOWNLIGHT



L2 - SCNCE



L3 - INSET STAIR LIGHT



L4 - STAKE LIGHT

BUILDING SIGNAGE



3959-3965 FREMONT AVE N
#3026875

CORTEN STEEL
ENCLOSURE/ FENCE/ PLANTERS



BLACK VINYL WINDOWS &
ALUMINUM STOREFRONTS



CONCRETE STAIRS AND
FOUNDATION WALLS



BOARD & BATTEN SIDING



ACCENT PAINT

