



3612 FRANCIS AVE N

3038838-EG

Halverson Design Build - Owner

SHW - Architect

Root of Design - Landscape

Terrane - Surveyor

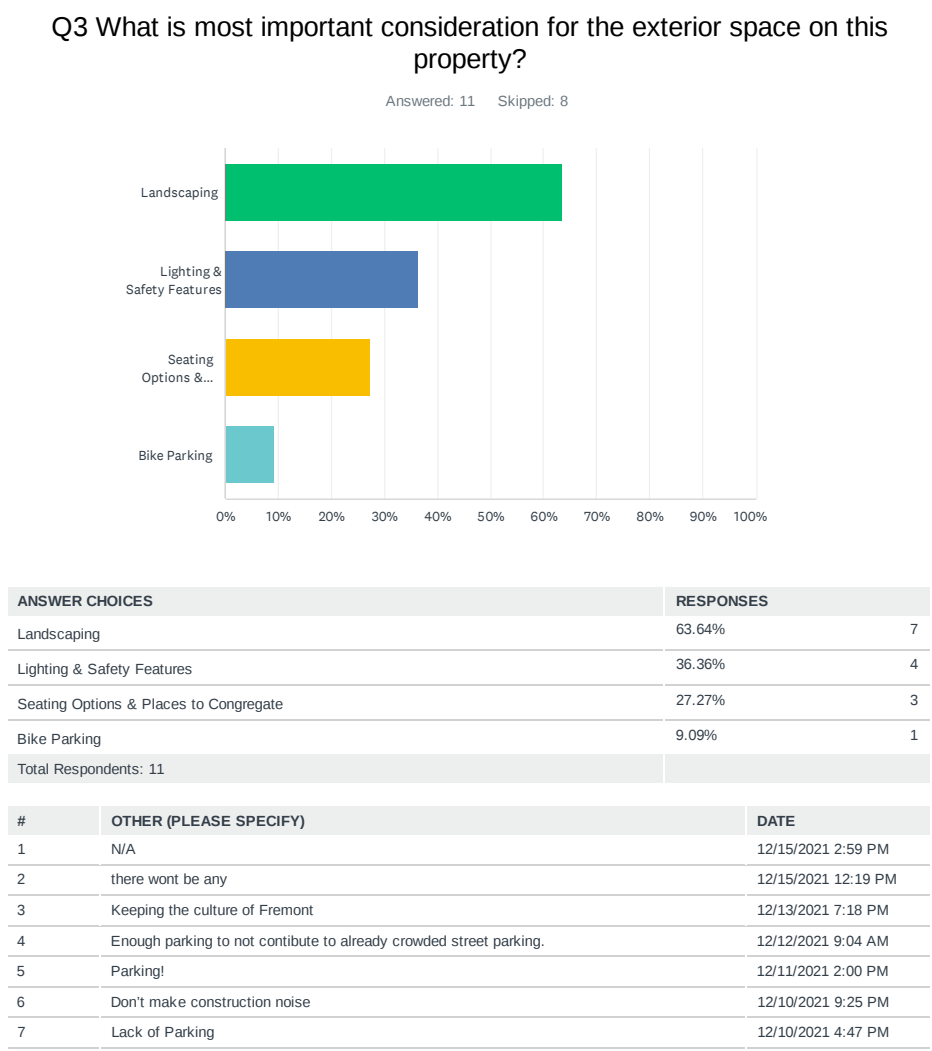
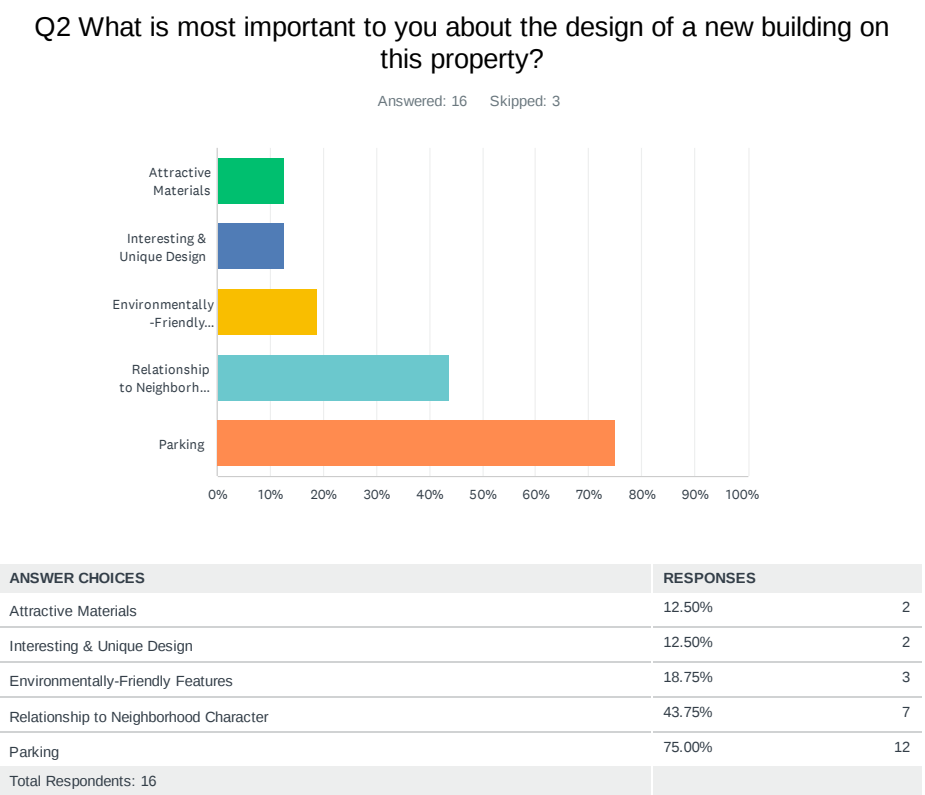
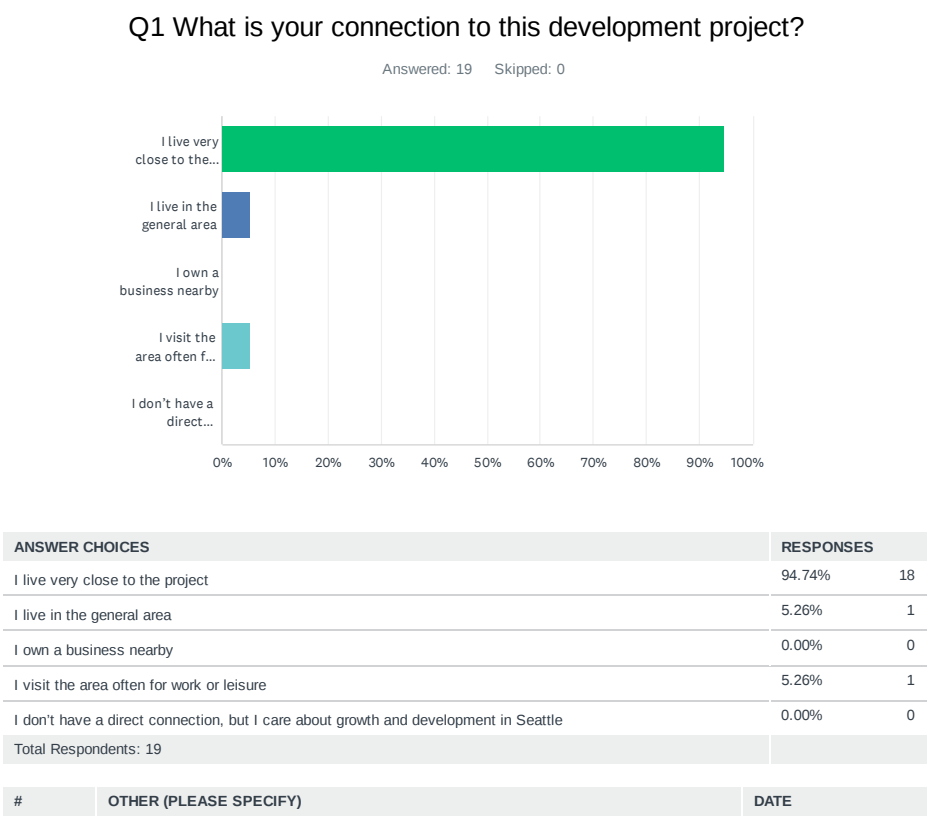
SHW

COMMUNITY OUTREACH

PROJECT WEBSITE RECEIVED 1 TOTAL RESPONSE. ONLINE SURVEY RECEIVED 19 TOTAL RESPONSES. PROJECT EMAIL ACCOUNT RECEIVED 3 TOTAL RESPONSES.

SUMMARY OF COMMENTS/QUESTIONS

- DESIGN & CHARACTER: When asked what is most important about the design of a new building on this property, 75 percent of survey respondents said parking; 44 percent said relationship to neighborhood character; 19 percent said environmentally friendly features; 13 percent said interesting and unique design; and 13 percent said attractive materials.
- EXTERIOR: When asked what the most important consideration is for the exterior space on this property, 63 percent said landscaping; 37 percent said lighting and safety features; 27 percent said seating options and places to congregate; and 9 percent said bike parking. A couple of respondents encouraged having greenery and attractive landscaping.
- SCALE: One respondent encouraged making the building shorter and more appropriately sized. Another respondent expressed concern that the building may block views.



PROJECT BRIEF

This proposal involves the demolition of one existing 4-plex + associated site features and the construction of six new 4-story townhome units in 2 buildings. Each townhome will have a ground level accessory dwelling unit. One accessible parking stall is proposed.

Project goals:

- To provide 6 well-designed and well-constructed townhomes with 6 accessory dwelling units.
- To contribute to the vibrant and pedestrian oriented experience of the Fremont Urban Village.
- To maximize the development potential of the property while supporting the City's planning objectives and respecting the existing community's scale and character.
- Meet Built Green 4-Star standard.

PROJECT INFO

Zoning	LR3 (M)
Overlays	Fremont UV
Lot Area	4,996 SF
Proposed Units	6 Townhomes + 6 ADUs
Vehicle Parking	1
Bicycle Parking	8
GSF	10,771 SF

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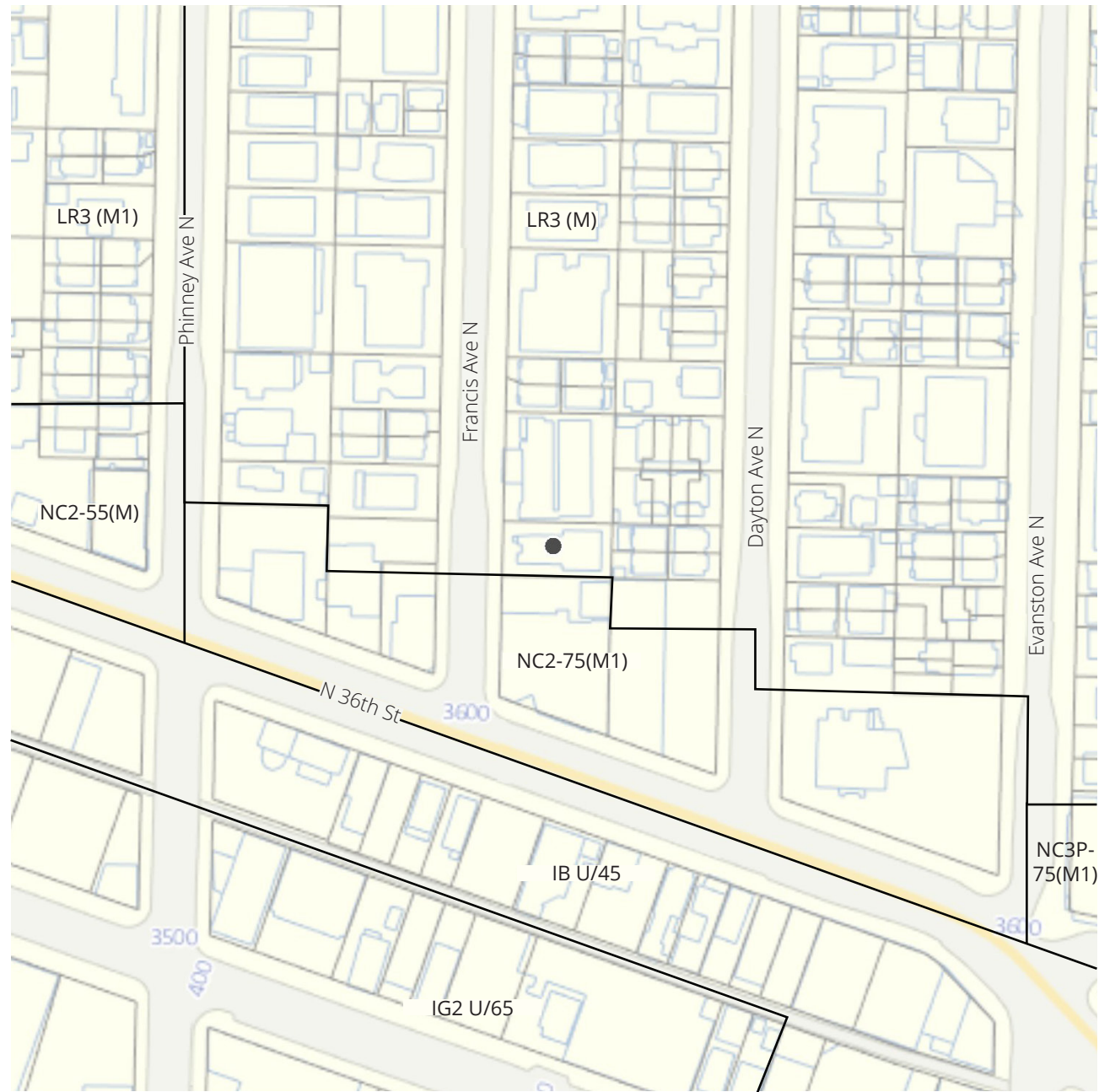
ZONING SUMMARY

LR3 (M)		Fremont Urban Village Overlay, Parking Flexibility	
23.45.504	Permitted Uses	Residential permitted outright.	
23.45.510	Floor Area Ratio (FAR) Limits	2.3 Max. FAR Lot Area : Max. Floor Area Allowed: Proposed:	4,996 SF 11,491 (4,996 x 2.3) 9,675 SF
23.45.512	Density Limits	No Density Limits LR3 (M) Proposed:	6 Townhome Units + 6 ADUs
23.45.514	Structure height	50' Max. Height 60' Max. Penthouse Height	36'-3" Proposed 48'-3" Proposed
23.45.518	Setbacks and Separations	Required: Front - 5' Min. / 7' Avg. Rear - 5' Min. / 7' Avg. Side - 5' Min. Building Separation - 10' Min.	Compliant Compliant Compliant Compliant
23.45.522	Amenity Area	25% of Lot area req'd / 50% at grade Lot area: Total req'd: Req'd @ grade: Proposed:	4,996 SF 1,249 SF (4,996 x 0.25) 625 SF (1,249 x 0.5) 2,359 SF total / 626 SF @ grade
23.45.524	Landscaping	Minimum 0.6 Green Factor req'd. Street trees req'd.	Compliant - Landscape Plan provided
23.45.527	Structure Width & Max. Facade Length	120' max. width 65% of lot depth Proposed:	Compliant 64.9' (99.83' x 0.65) 64.58'
23.54.015 23.54.015.D	Required Parking Residential Bicycle Parking	No Parking Required Req'd Long Term: Req'd Short Term. Provided:	Urban village / parking flexibility 1 per dwelling unit 1 per 20 units 6 long term / 2 short term
23.54.040	Waste & Recycling Storage	Provided: Shared hybrid trash storage per SPU approved SDCI Presubmittal Minutes	(3) 96 gal. carts garbage (4) 96 gal. carts recycle (1) 96 gal. cart yard/food waste



Figure - Ground

NO ADJUSTMENTS REQUESTED



Zoning

The project site is zoned LR3 and located within the Fremont Hub Urban Village overlay; MHA applies. LR3 zoning extends for the length of the block to the north on both sides of Francis Ave N. The site abuts an NC2-75(M1) zone to the south which fosters some of the most iconic commercial establishments of the Fremont Urban Village along N 36th St. The site represents a transition in zoning from the vibrant activity of Fremont's main commercial center to the south and the multifamily residences to the north.



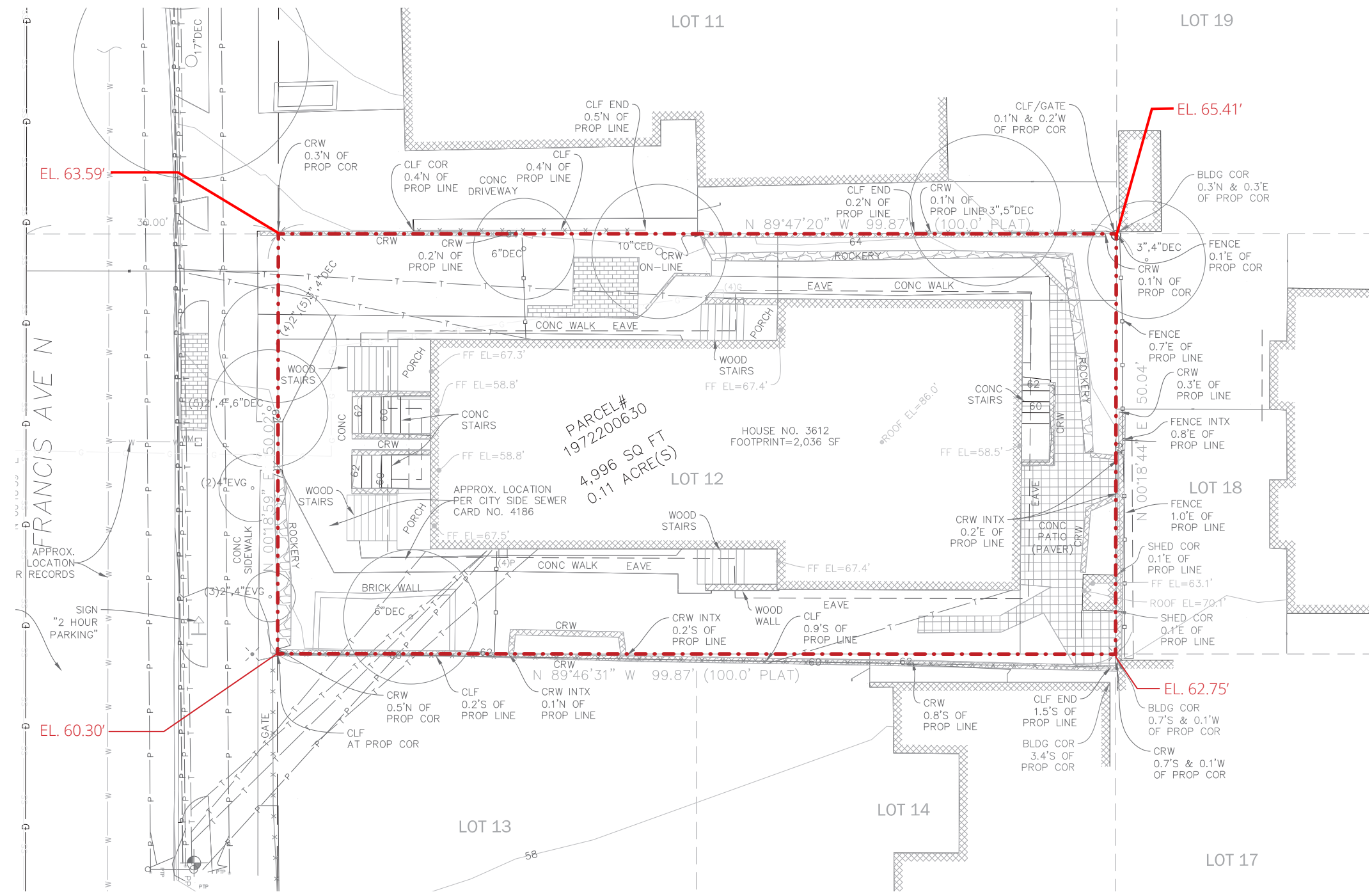
Single Family	Mixed-Use	Institution	Proposed/ Under Construction
Commercial	Multi-Family	Office	Site

Adjacencies & Circulation

The site is immediately adjacent to the heart of Fremont's commercial core along N 36th St which provides walkable access to public transit and many dining + shopping establishments. Commercial, mixed-use, and low rise multifamily buildings constitute the majority of existing uses in the vicinity. Three apartment buildings neighbor the project to the north along Francis Ave N.



EXISTING CONDITIONS: SURVEY



Tax Parcel No. 1972200630

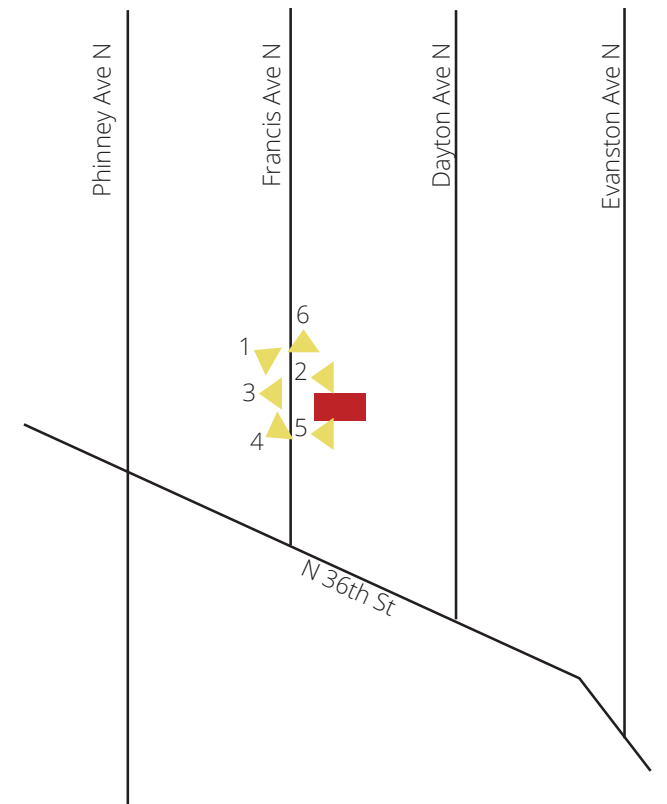
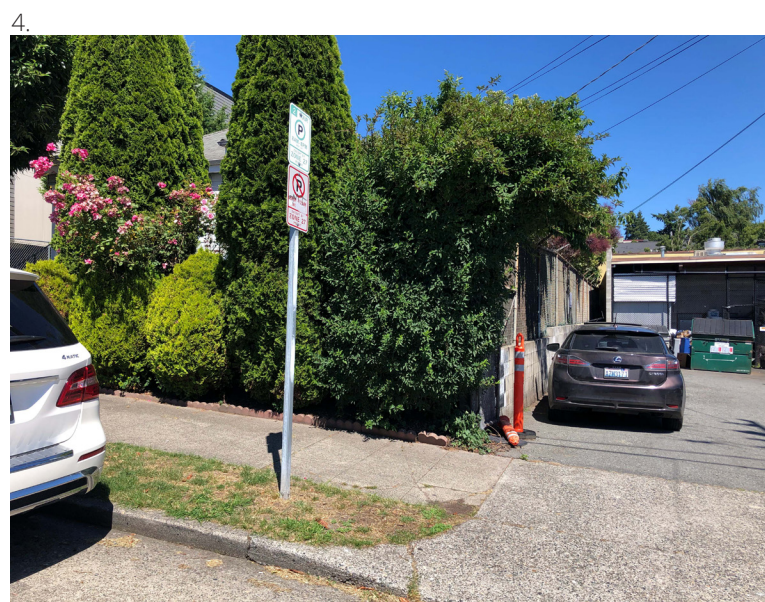
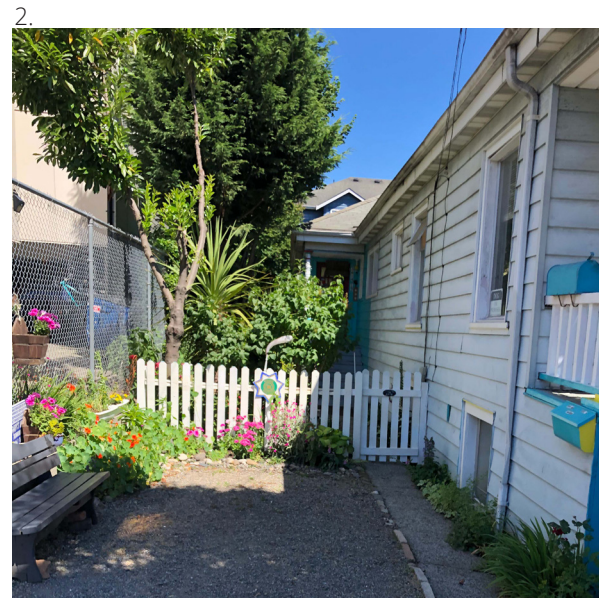
LOT 12, BLOCK 7, DENNY & HOYT'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 136, IN KING COUNTY, WASHINGTON.
SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

Parcel Area = 4,996 Sq. ft.

Surveyor: Terrane
Date: 07/22/21

Site Considerations:
3612 Francis Ave N is currently occupied by a 2-story 4-plex with no on-site parking. The site slopes down from north to south and is mostly level in the east west direction. A 4-story apartment building borders the property to the north with a driveway along the common property line. A parking lot for a the adjacent commercial building abuts the south property line. Existing site trees will be removed.

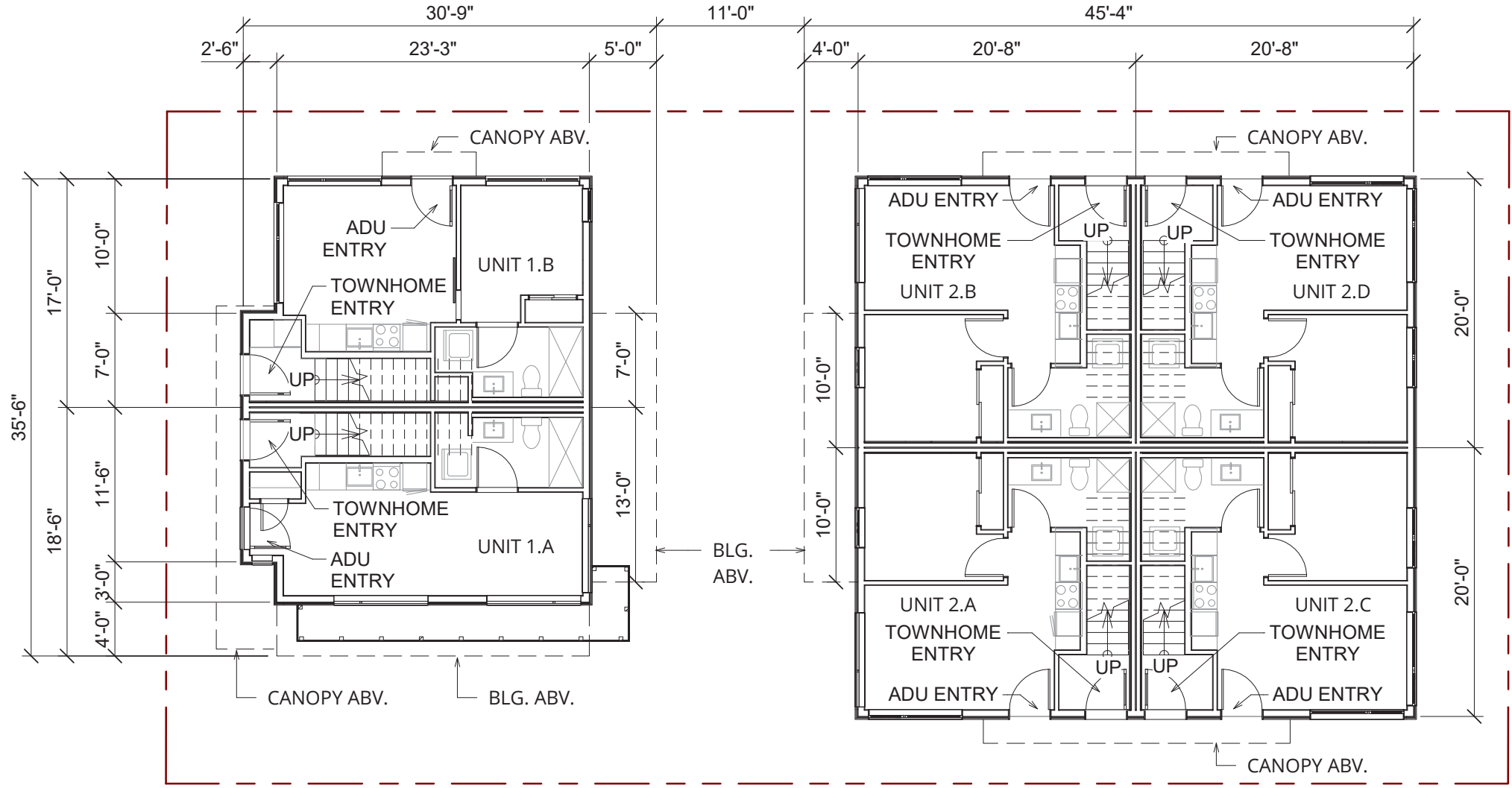
--- Property Line



Key

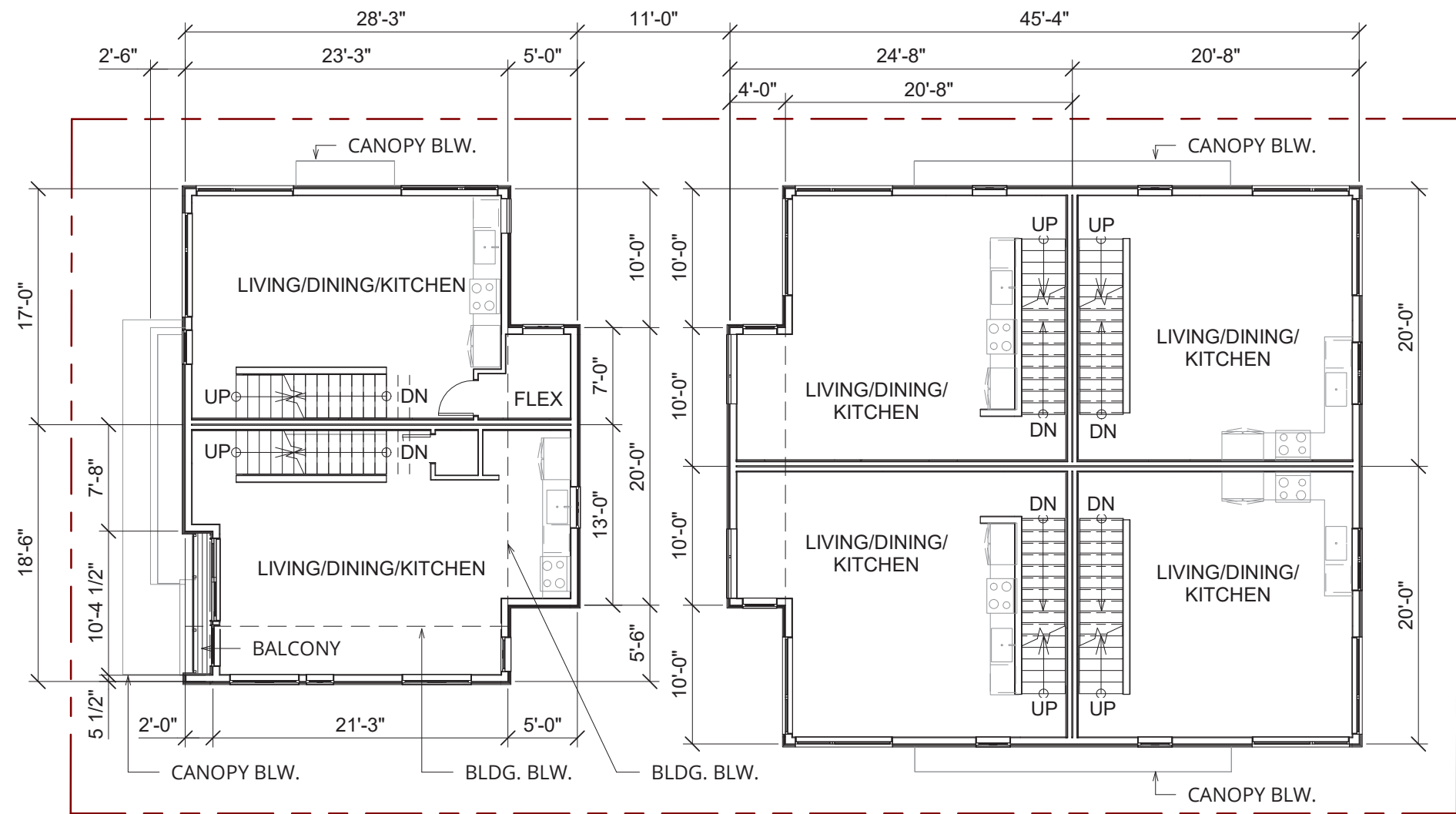
Images from SDCI site visit.

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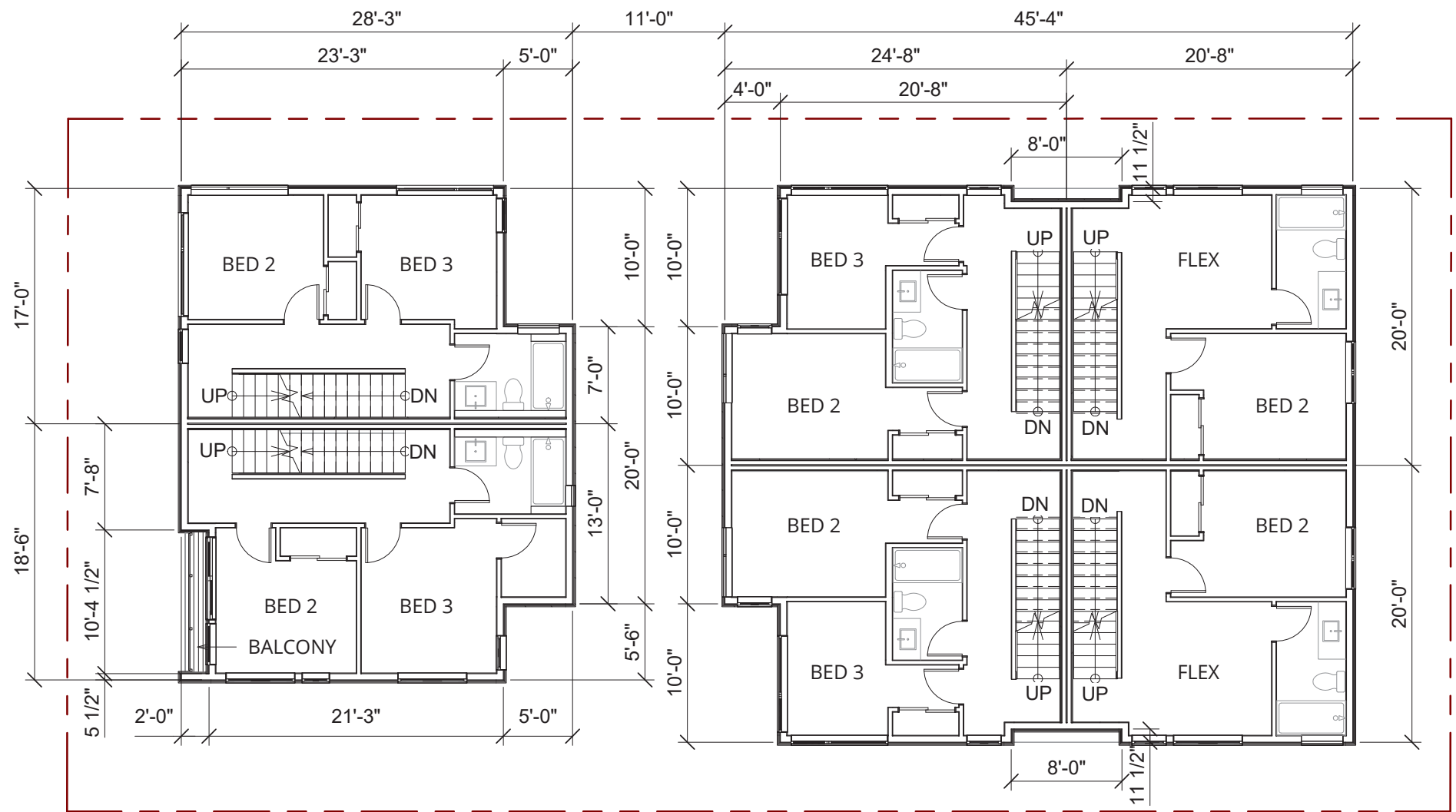


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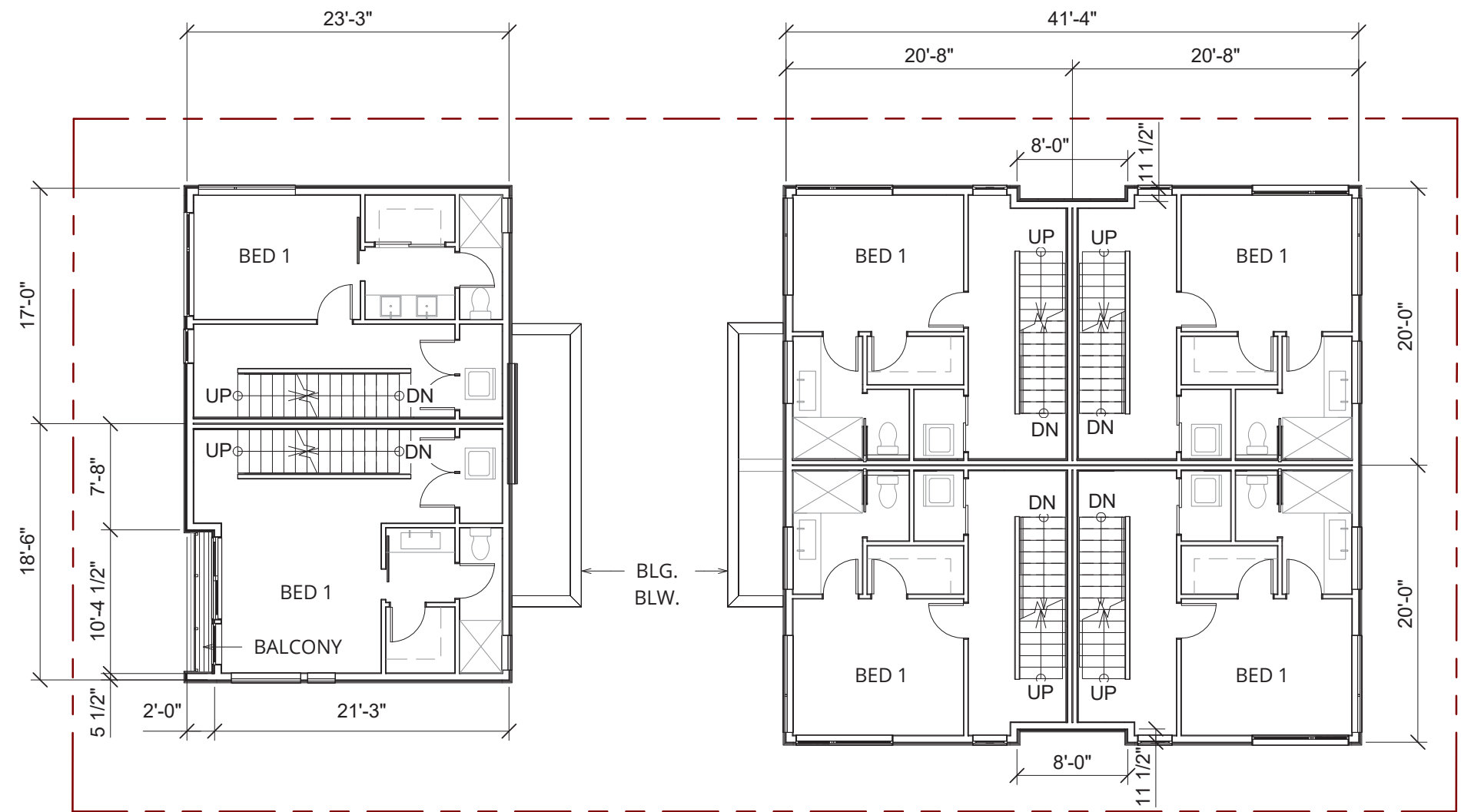


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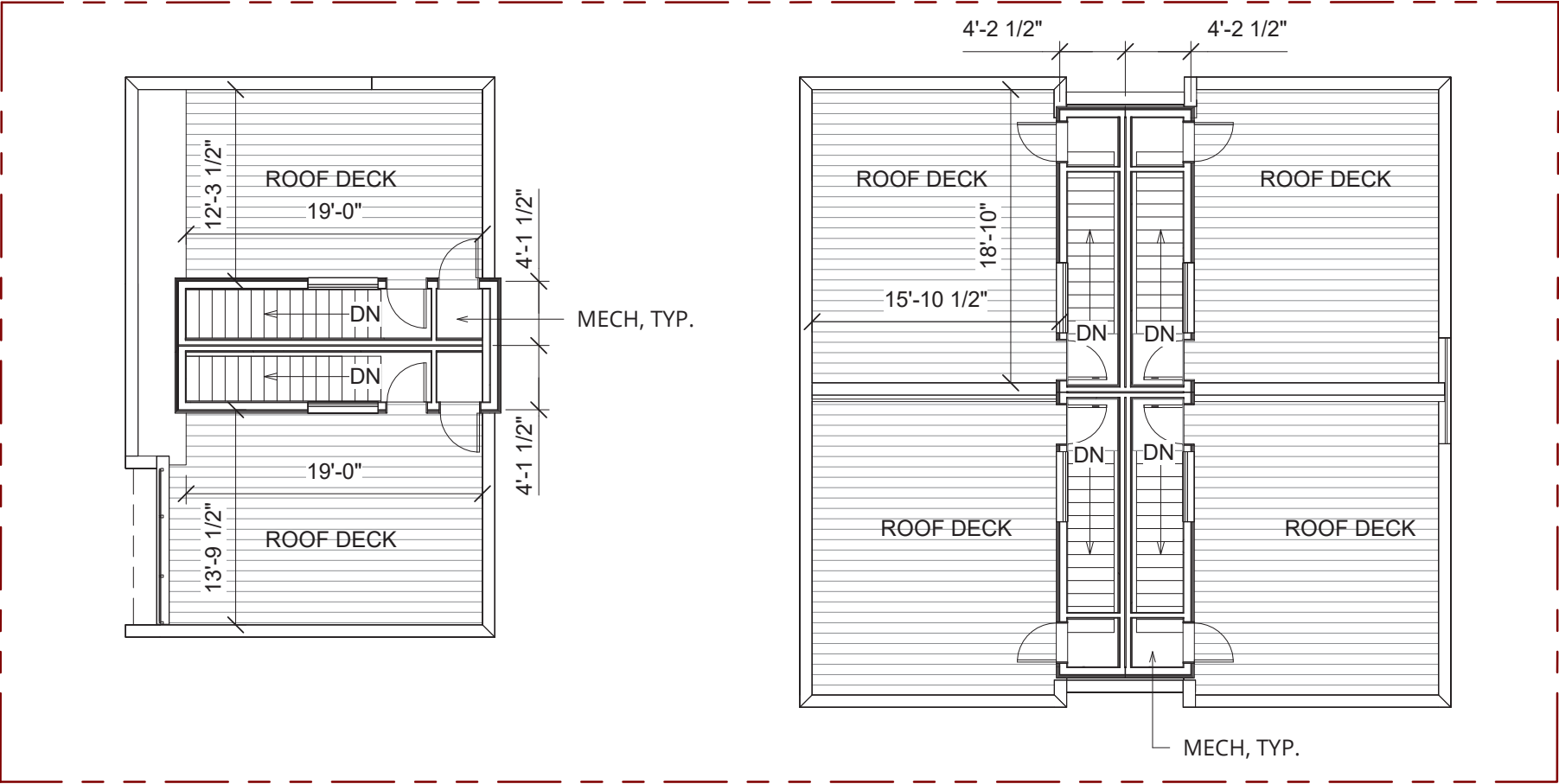


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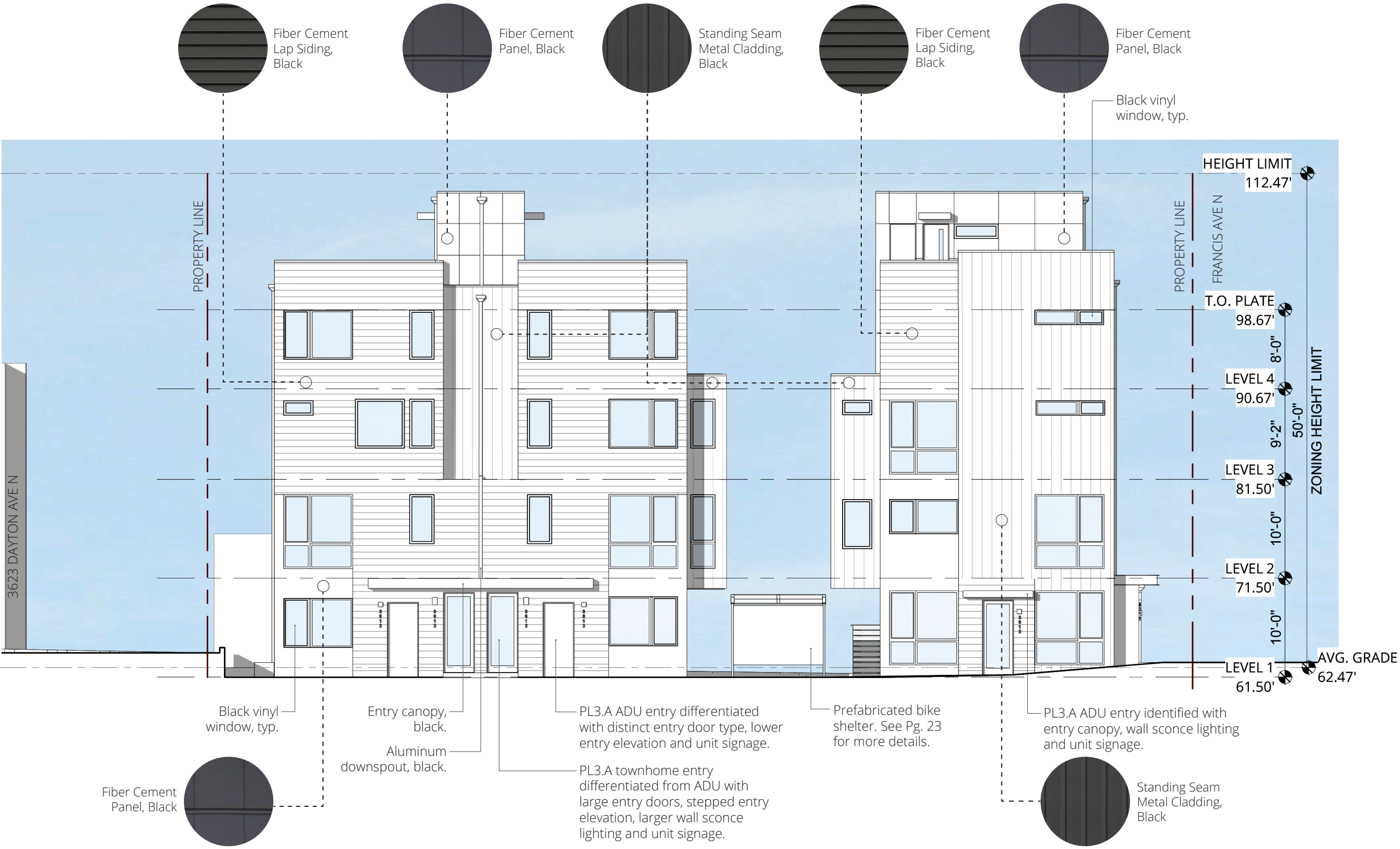


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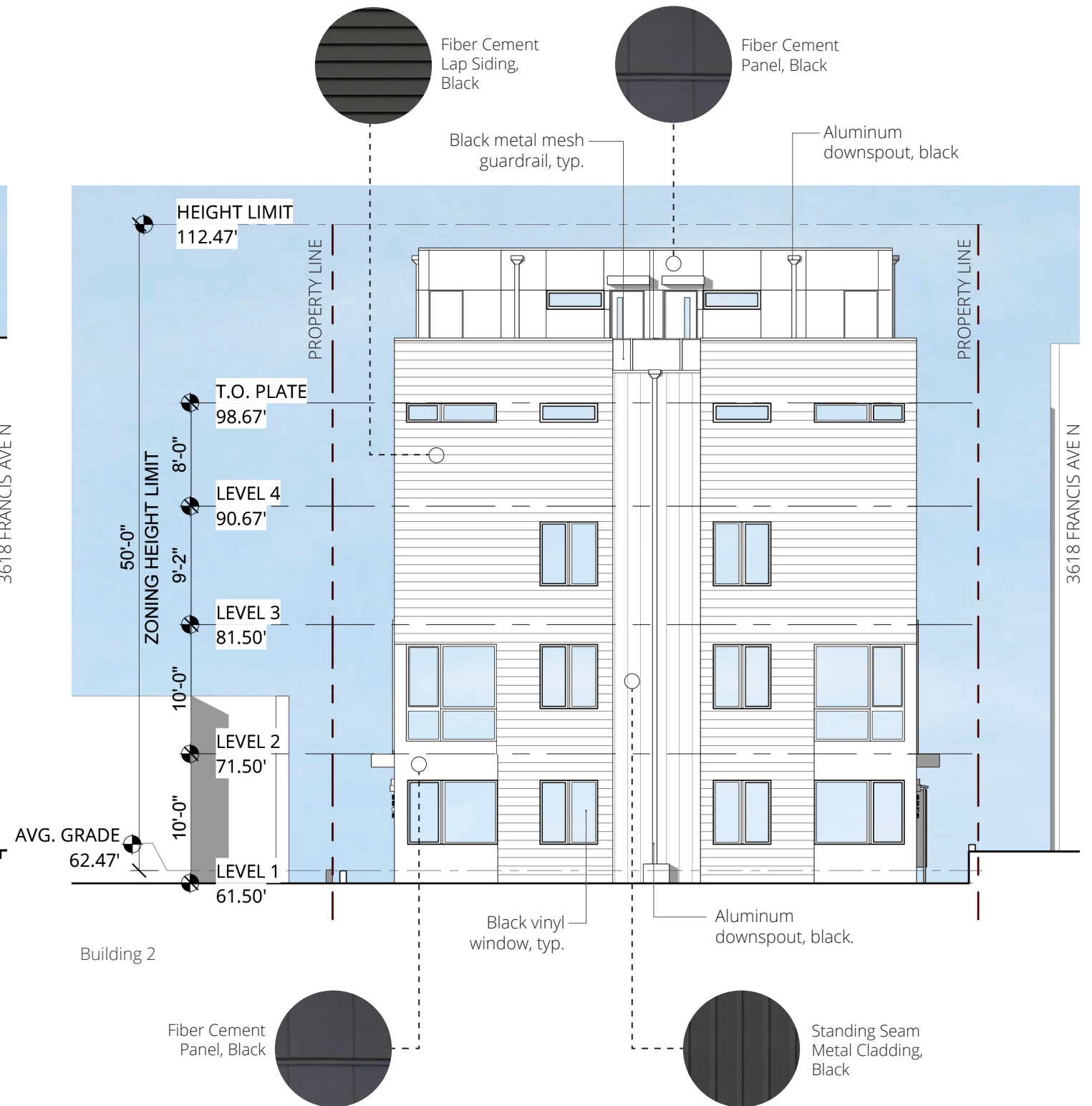
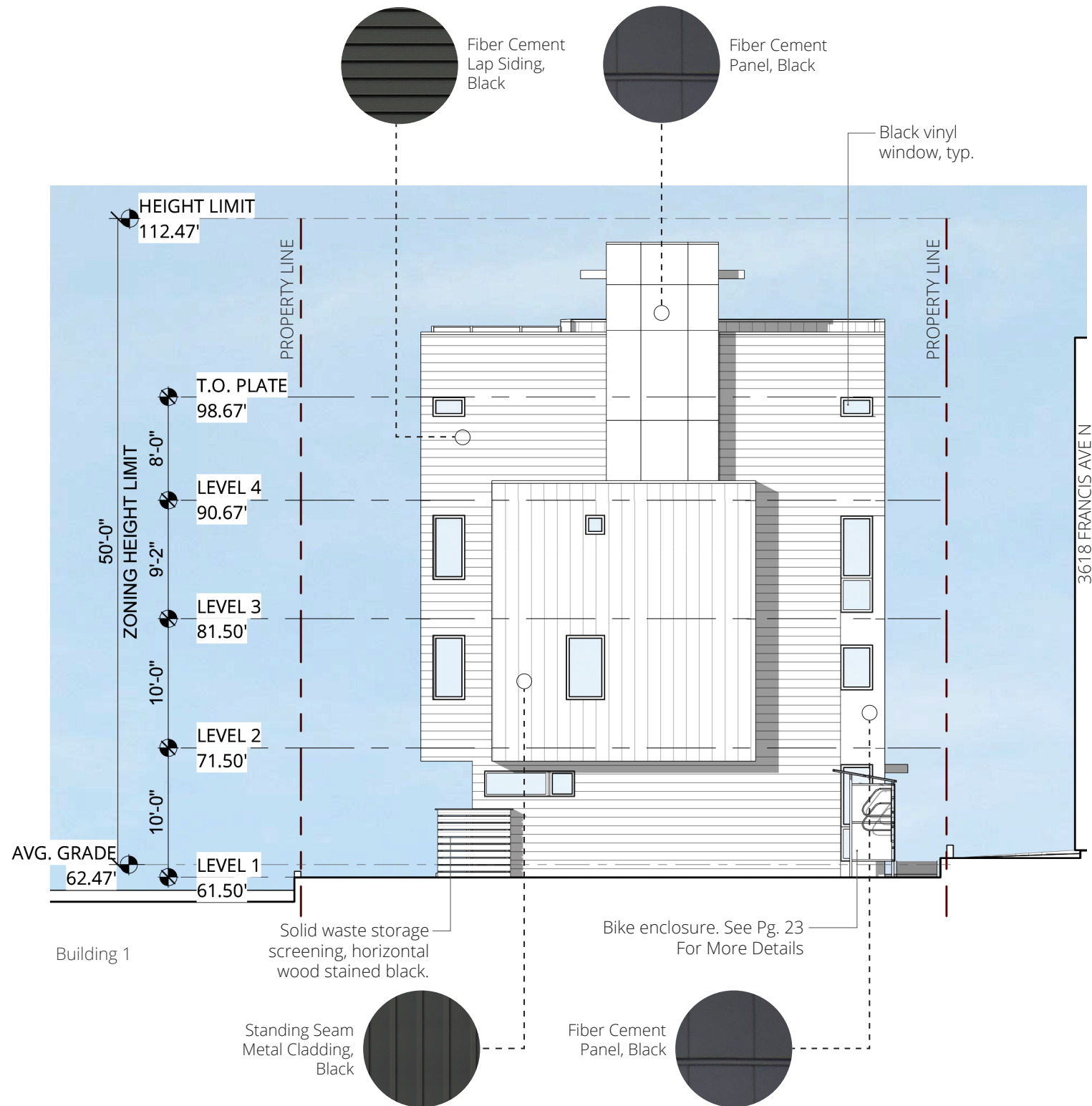


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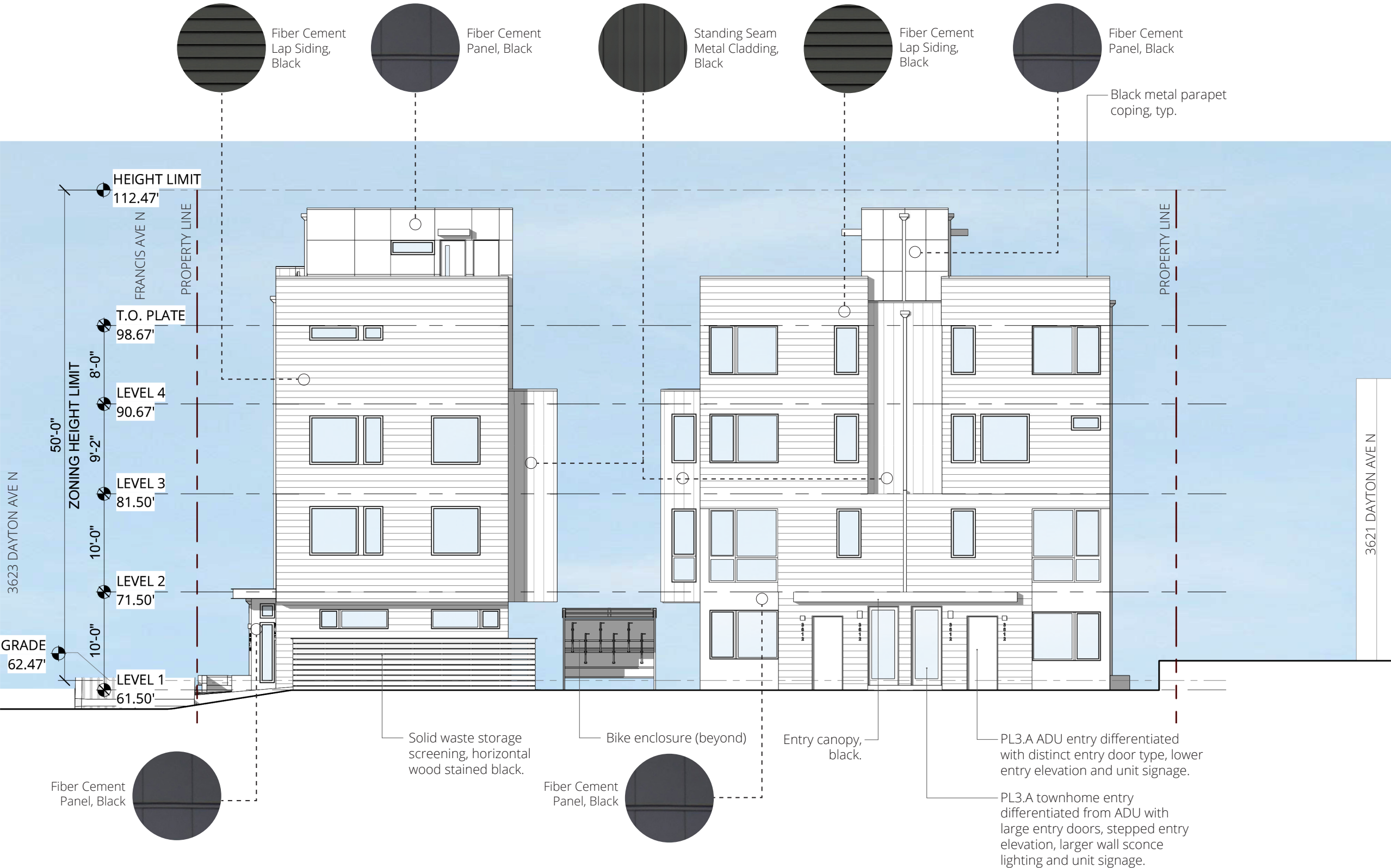




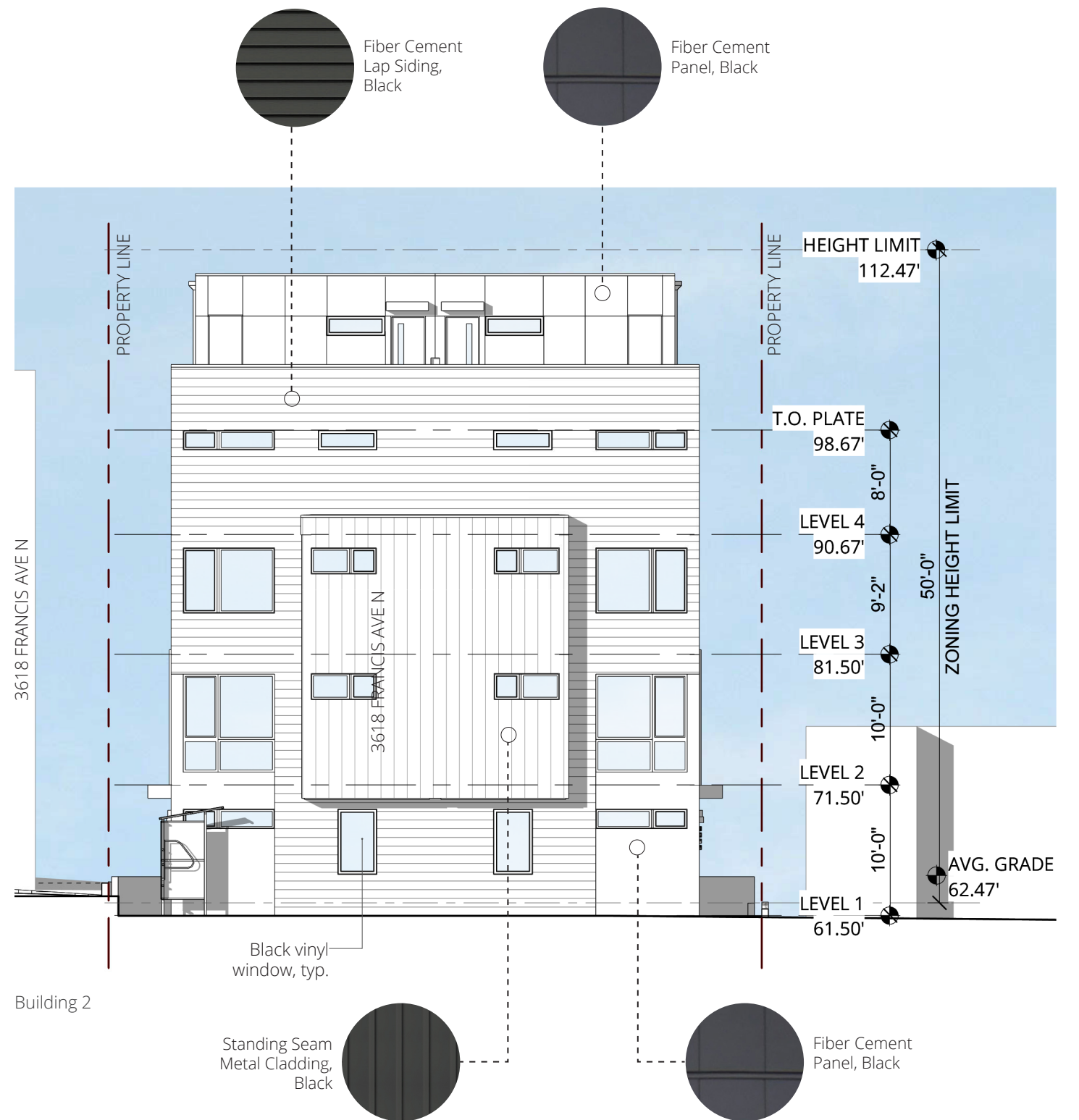
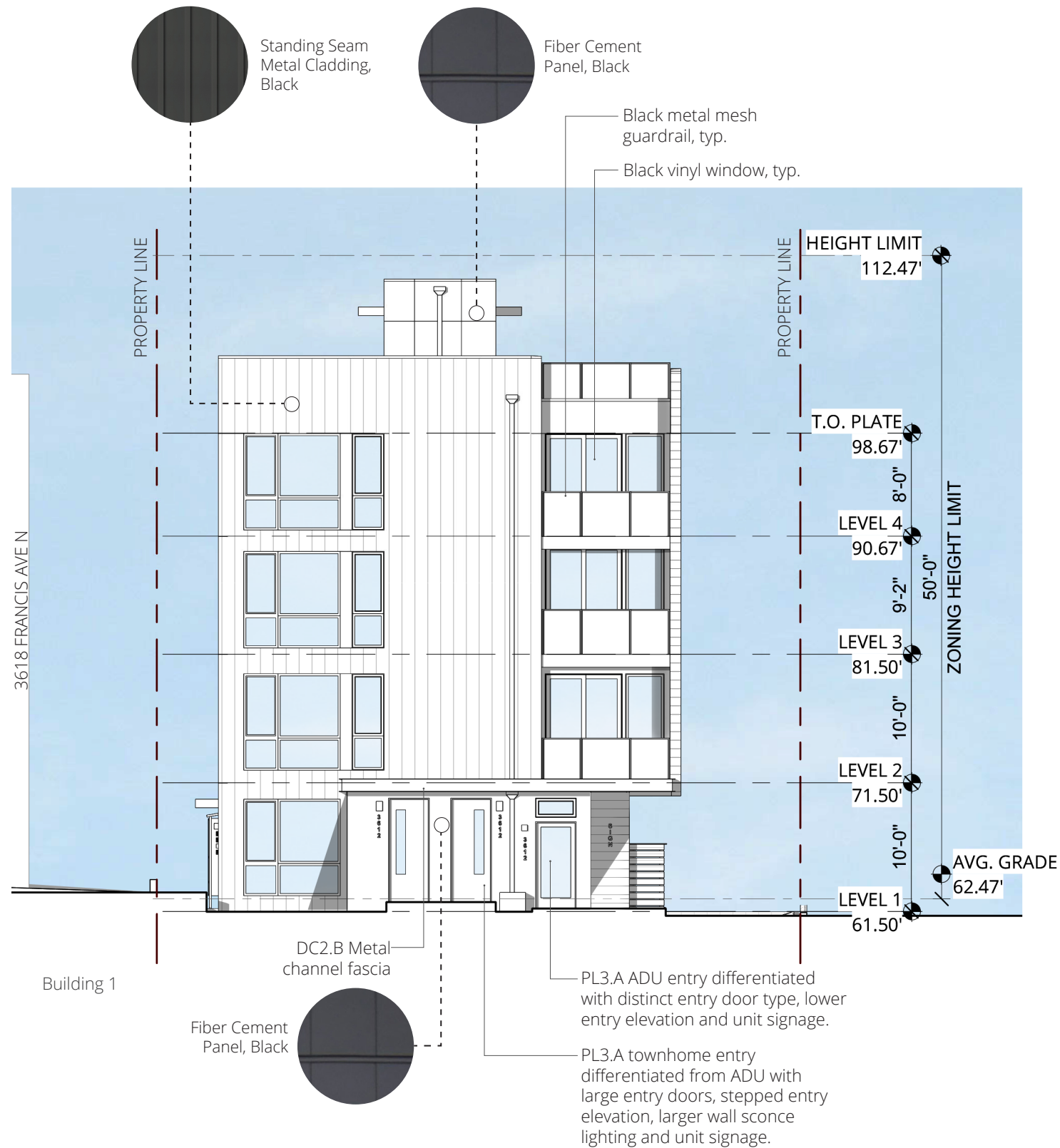
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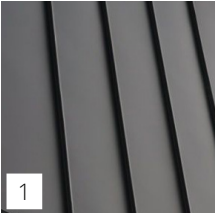
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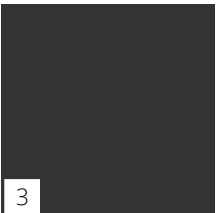
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1
Standing Seam Metal Cladding, Black



2
Fiber Cement Lap Siding, Black



3
Fiber Cement Infill Panel, Black

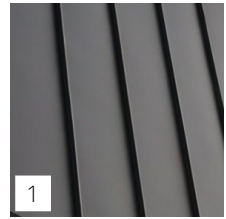


4
Vinyl Window, Black



5
Metal Mesh Guardrail, Black

SCALE: 3/32" = 1'-0"



1
Standing Seam Metal
Cladding, Black



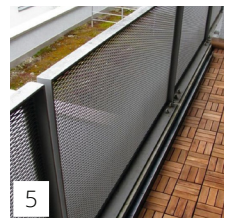
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Fiber Cement Lap Siding,
Black



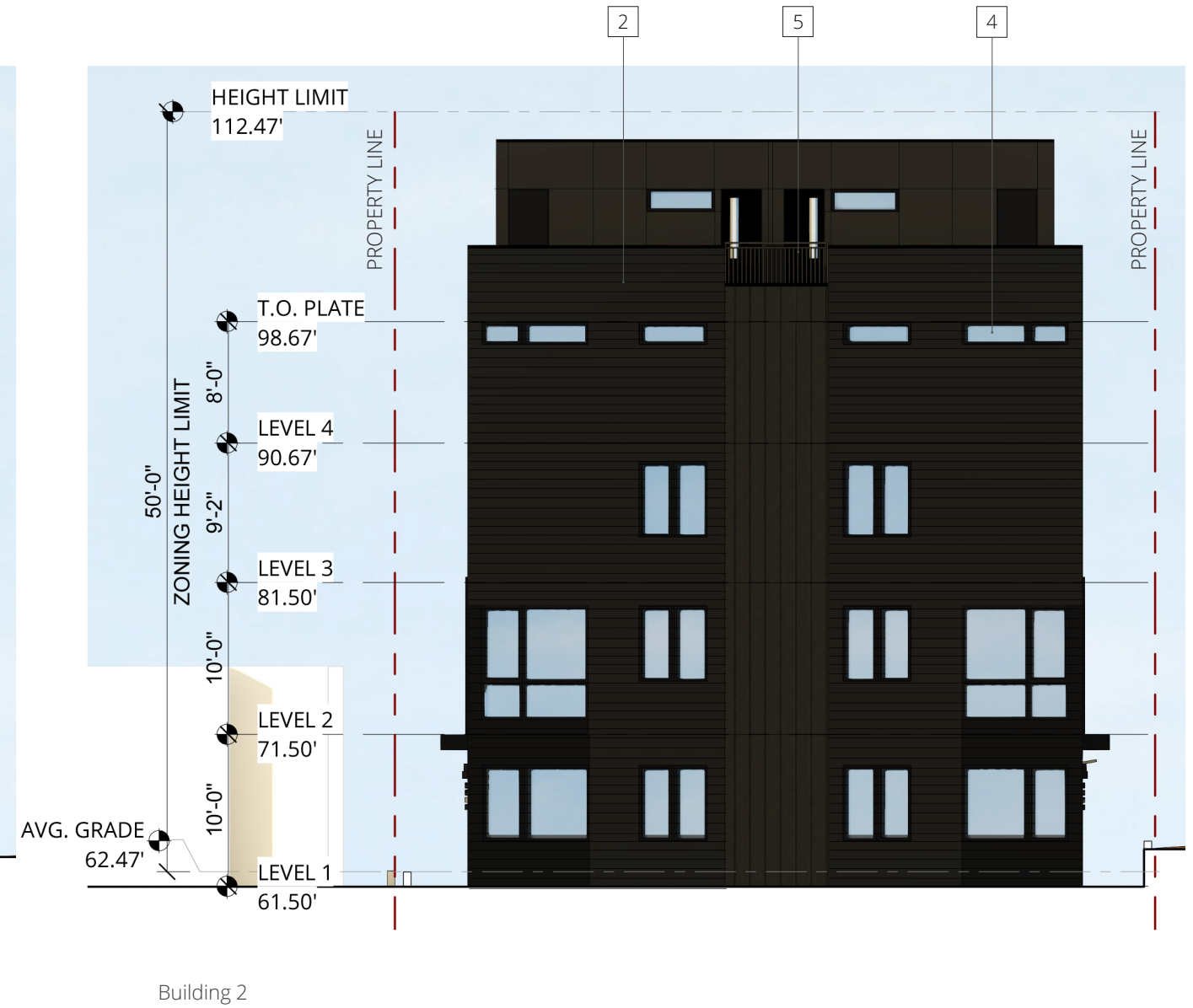
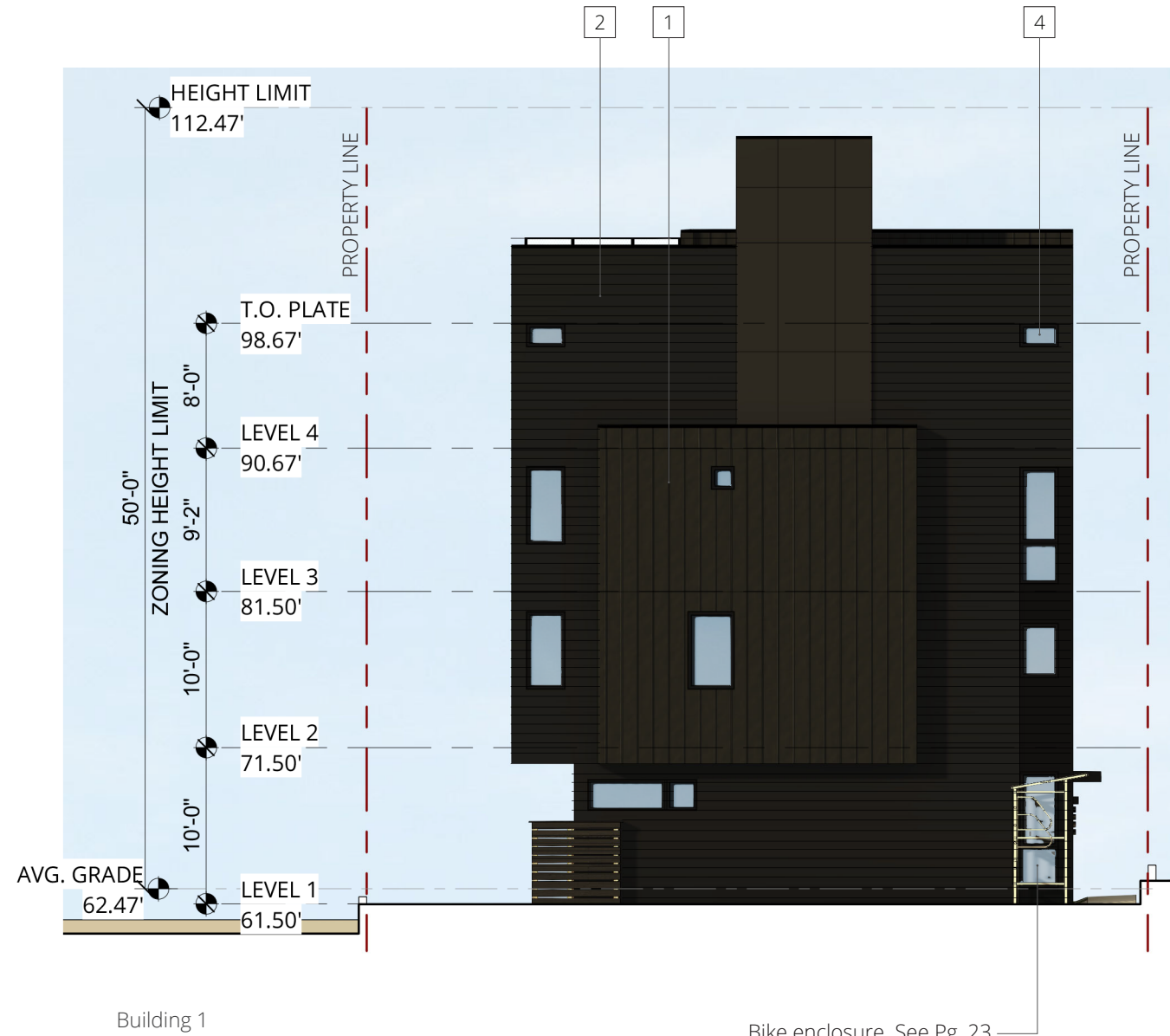
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Fiber Cement Infill Panel,
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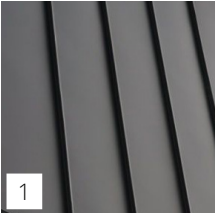
4
Vinyl Window, Black



5
Metal Mesh Guardrail,
Black



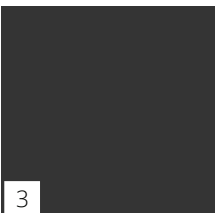
SCALE: 3/32" = 1'-0"



1 Standing Seam Metal Cladding, Black



2 Fiber Cement Lap Siding, Black



3 Fiber Cement Infill Panel, Black

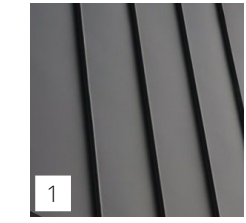


4 Vinyl Window, Black



5 Metal Mesh Guardrail, Black

SCALE: 3/32" = 1'-0"



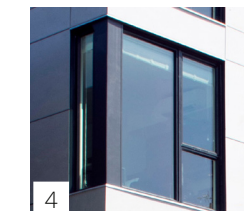
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Standing Seam Metal
Cladding, Black



2
Fiber Cement Lap Siding,
Black



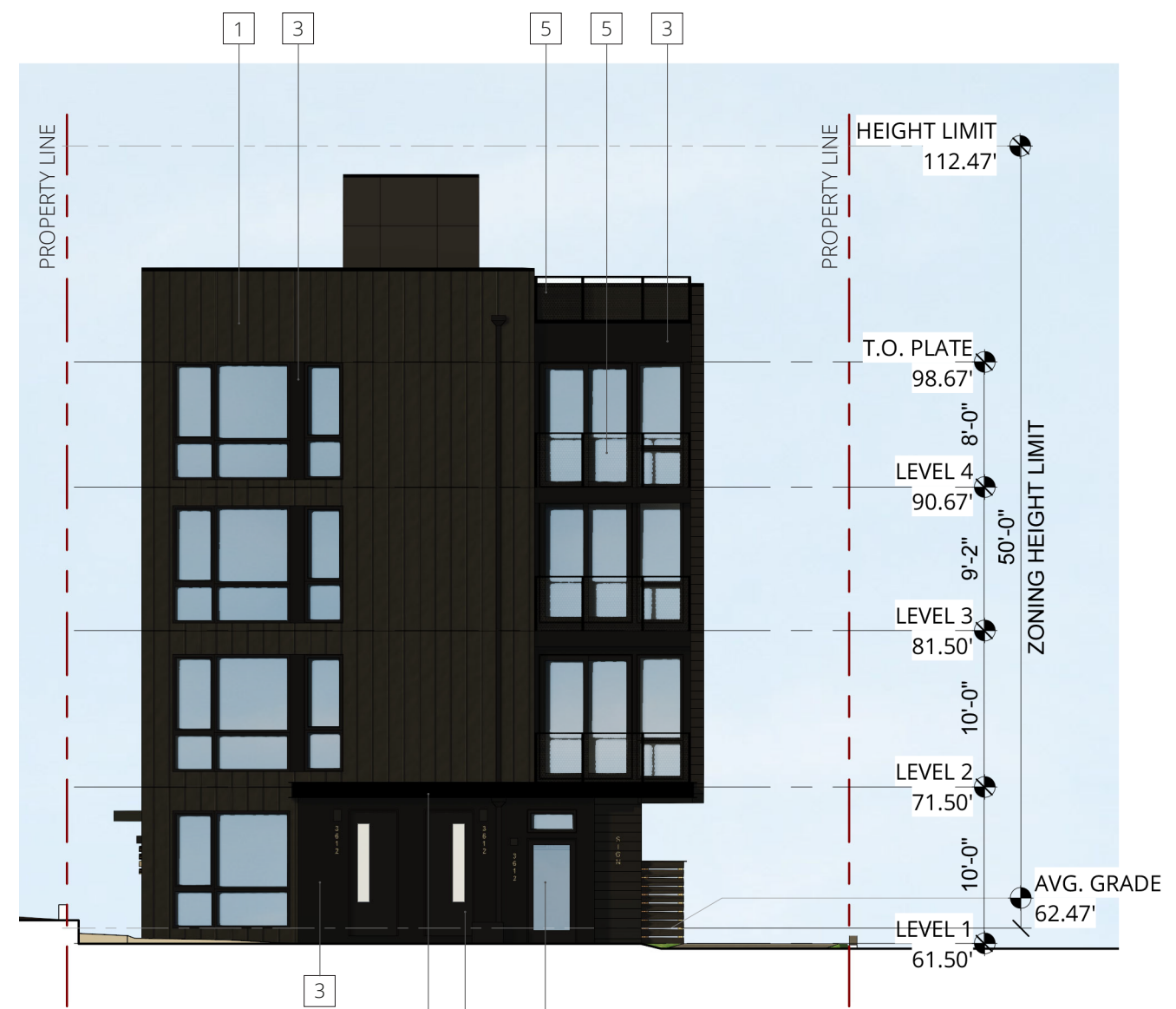
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Fiber Cement Infill Panel,
Black



4
Vinyl Window, Black



5
Metal Mesh Guardrail,
Black

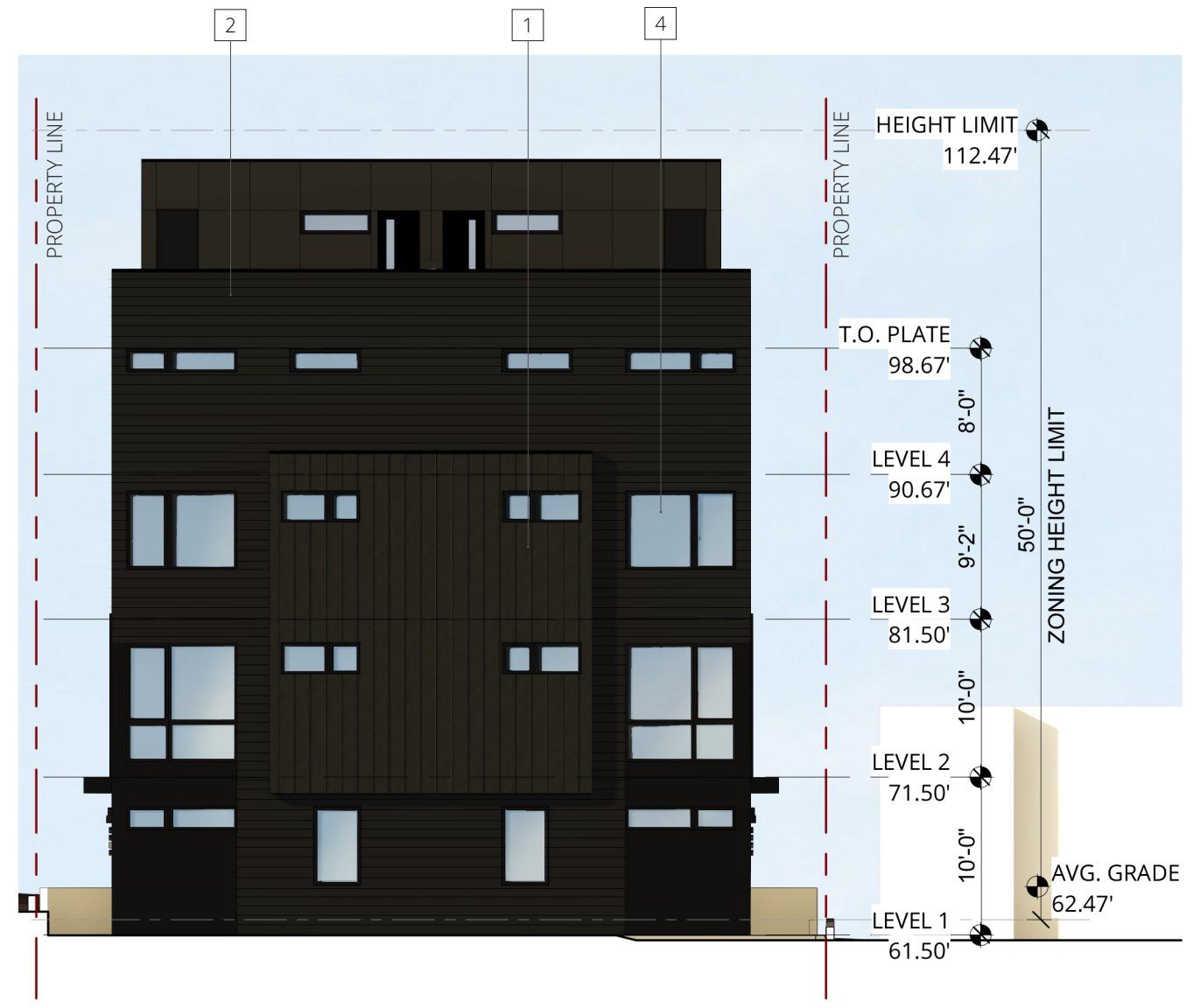


Building 1

PL3.A ADU entry differentiated with distinct entry door type, lower entry elevation and unit signage.

DC2.B Metal channel fascia

PL3.A townhome entry differentiated from ADU with large entry doors, stepped entry elevation, larger wall sconce lighting and unit signage.



Building 2

SCALE: 3/32" = 1'-0"

PRIORITY GUIDELINES:

CITY WIDE GUIDELINE PL3: STREET LEVEL INTERACTION
Guideline Description: PL3.A Entries - Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.

Project Response: Unit entries are prominently identified through building massing and the composition of secondary architectural elements. Street facing unit entries are distinguished through a single story modulation in the building mass that steps down to a pedestrian scale. Street facing townhome entries feature large doors and are pronounced with entry lighting, unit signage and a step in elevation. Unit 1.A ADU entry is differentiated from townhome entries with a lower door that is integrated into an ensemble of openings. Unit 1.B ADU entry faces north taking advantage of the openness created by the adjacent property's driveway and is identified by an entry canopy, wall mounted lighting, and unit signage. Entries for the rear building are identified with a large canopy and a break in the building mass above. Townhome entries are differentiated from accessory dwelling unit entries through the use of distinct door types, entry elevation and entry lighting.

CITY WIDE GUIDELINE DC2: ARCHITECTURAL CONCEPT
Guideline Description: DC2.A Massing: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. DC2.B Architectural and Facade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement.

Project Response: The proposal responds the existing context of buildings along Francis Ave N with its 4-story height - an overall building scale that is 13'-9" below the height limit allowed by the site's zoning designation. Massing is clear and organized to create a building scale and character appropriate for a site that functions as a transition from the NC2-75 zone immediately to the south and residential apartment buildings to the north. A successful execution of the monochromatic color palette is fortified through the installation of high quality secondary architectural features such as black metal channel fascias on canopies, and black metal mesh guardrails on balconies and parapets. Fields of vertical standing seam metal cladding and contrasting horizontal lap siding provide a variation in texture within the monochromatic color palette for enhanced visual interest. Substantial building modulation defines the termination of cladding materials which is effectively used to reinforce building massing. Cladding materials, fenestration palette, and secondary architectural features are methodically applied to both buildings to ensure a cohesive architectural concept across the entire site.





DC2.B

DC2.B

DC2.B

DC2.B

PL3.A

PL3.A

Francis Ave N

PRIORITY GUIDELINES:

CITY WIDE GUIDELINE CS1.C&D: NATURAL SYSTEMS AND SITE FEATURES
Guideline Description: CS1.C Topography - Land Form: Use the natural topography and/or other desirable land forms or features to inform the project design. CS1.D Plants and Habitat - On-site Features: Incorporate on-site natural habitats and landscape elements such as: existing trees, native plant species or other vegetation into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

Project Response: The proposal utilizes existing topography along the east property line to provide private patios in the rear yard without diminishing the effectiveness of existing privacy fencing on adjacent properties. Finished grade for Unit 2.C and 2.D patios is set 3' below the existing grade of adjacent properties which ensures lines of sight across the property line are obscured in both directions. Furthermore, proposed retaining walls are set off the property line giving room for planting as a buffer between the rear yards of Units 2.C and 2.D and the neighboring fence. See rear yard section page 23.
The proposal provides opportunities for habitat connections by extending the existing habitats established at Canal Park to the south. Plant species currently found in Canal Park including Crimson Pygmy Barberry and Mount Vernon Laurel are featured throughout the site. Efforts to extend existing habitat connections are also reinforced with the selection of shoreline friendly and pollinator plants to support the plant and animal species already inhabiting the vicinity. See Landscape Plan and Planting Schedule, page 24.

CITY WIDE GUIDELINE PL1.B: OPEN SPACE CONNECTIVITY
Guideline Description: PL1.B Walkways and Connections - Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

Project Response: The site plan locates vehicular access along the south property line to create openness for the site both in terms of exposure to southerly sunlight and visual interaction with the pedestrian activity along N 36th St. Openness created by the driveway is extended north through a large separation between buildings ensuring that units throughout the site and the adjacent property to the north benefit from ample daylighting. The use of horizontal siding on the south facing facade of the front building draws the eye into the site towards the center of the site, giving a heightened sense of prominence to the rear building. Unit entries along the north and south face of the rear building allow for the perception of individual dwelling units from the street through unobstructed lines of sight along the north pedestrian pathway and the driveway on the south side.
Site circulation is designed to separate site amenities in a way that enhances the pedestrian experience for residents by providing access throughout the site from the north walkway without the use of the vehicular access driveway. Solid waste storage is consolidated along the driveway to minimize resident's exposure while navigating the site. Long term bicycle storage is presented as a feature in the separation between Buildings 1 + 2 with convenient access from any unit on-site and access to the street.

INTERIOR COURTYARD PARKING AREA

The proposed parking stall is designated as accessible. All ground level ADUs are accessible and the site plan is designed with minimal grade change from the proposed parking location to all ADUs. The proposed development offers private off-street accessible parking mitigating the challenges of existing ROW conditions adjacent to the site where Francis Ave N exceeds 7.5% slope.

PL2-A.1 Accessibility – Access for all
DC1-A.3 Flexibility

The driveway located on the south side of the site allows for a 9'-6" side setback (13'-6" at ground level) which provides a direct line of site from Francis Ave N to the rear building. This heightens the rear building's prominence as perceived from the public realm and creates a continuous sense of openness from the interior open space out to the public right of way. It also allows for an enhanced perception of unit entries and unit configuration on the rear building as perceived from the street.

CS2-B-2: Connection to the Street
PL3-A-1: Entries

The parking area and driveway create openness in the site plan towards the south to maximize sunlight exposure and to orient the focus of the interior courtyard space towards open areas on the adjacent site and towards the public life of N 36th St. This also establishes unobstructed lines of sight from Francis Ave N and N 36th St to the interior open space, the rear building, and the 3618 Francis Ave N apartments beyond ensuring a strong connection with the public realm.

CS2-B-3: Character of Open Space
PL1-A-1: Enhancing Open Space
DC3-B: Open Space Uses and Activities
DC3-C: (Open Space) Design
DC3-A-1: Building-Open Space Relationship

The parking configuration affords the opportunity to support long term bicycle parking with a larger open space where bicycles can be easily maneuvered without conflict with parked vehicles. The enclosure is easily accessed from Francis Ave N via a stepless path on the north side of the site and the bicycle enclosure is adequately separated from the street for added security.

PL4-B: Planning Ahead for Bicyclists

The proposed parking configuration minimizes conflict between vehicles and non-motorists by separating uses on either side of the site. An exclusive pedestrian access path is provided on the north side and exclusive vehicular access is provided on the south side. Pedestrian access, bicycle parking and vehicular parking are integrated into the interior courtyard space so that each use mutually benefits from the shared open space. Residents experience a ground level 20' building separation when walking through the site and the bicycle enclosure benefits from ample maneuvering space.

PL1-B-1: Pedestrian Infrastructure
DC1-B-1: (Vehicle) Access location and design
DC1-C-: Parking and Service Uses



Solid waste storage screening, horizontal wood stained black

Eco Priora permeable paving, charcoal.

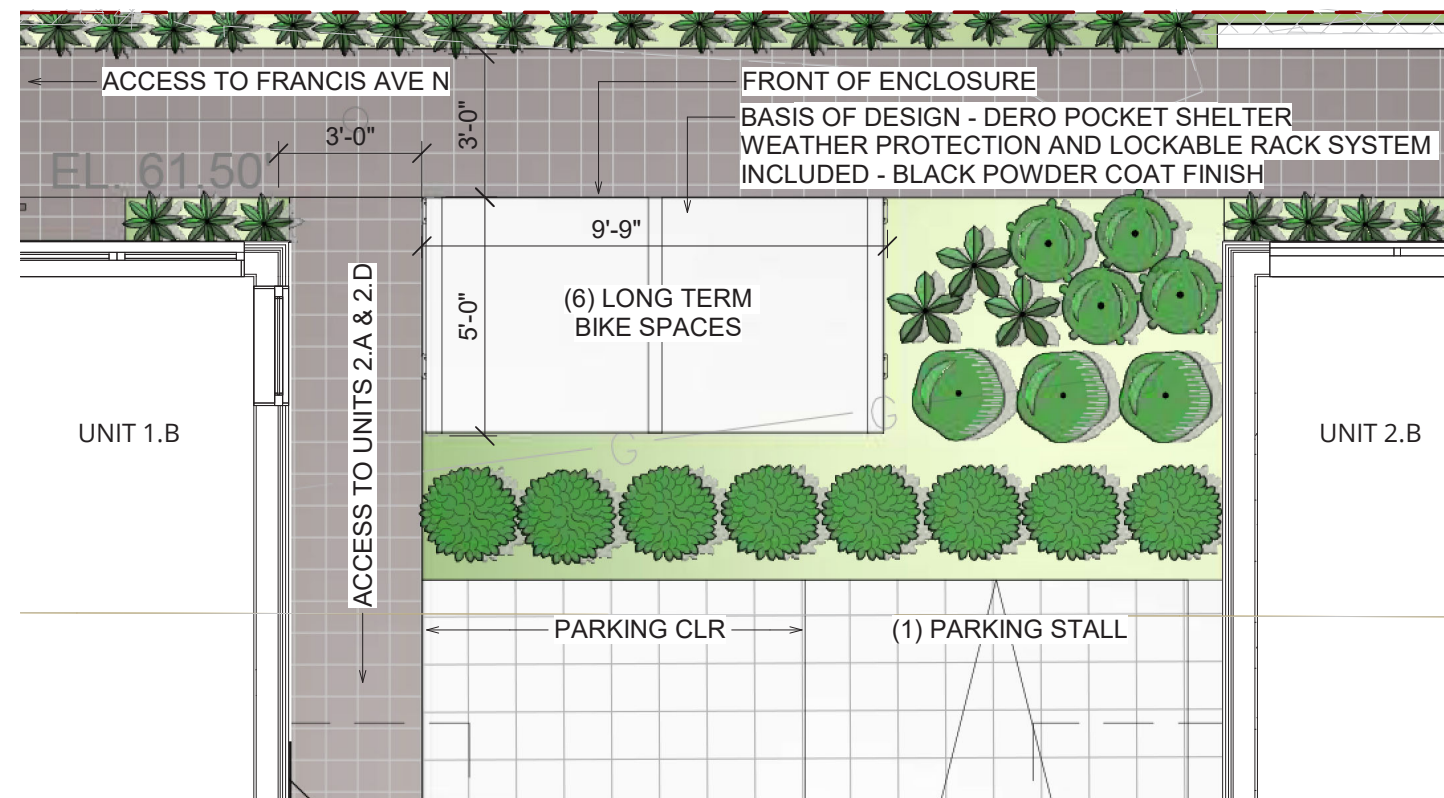
Paving differentiated for pedestrian path - Eco Priora permeable paving, charcoal.

Interior Courtyard

Design
On-site parking for this proposal is utilized as a strategy to bring positive design elements to the site that would otherwise not be feasible for a site in this zoning designation. The parking location and access driveway are the impetus to open the site up with a large separation between buildings and a large south side setback. This configuration benefits the project for the residents with connections to adjacent open spaces + sunlight exposure and responds appropriately to the surrounding context with a strong connection to the public realm directed towards Francis Ave N and N 36th St.

Long term bicycle parking - Basis of design - Dero Pocket Shelter

Planting per Landscape to screen glare from vehicular use per SMC 23.47A.022



PARTIAL PLAN - BICYCLE ENCLOSURE



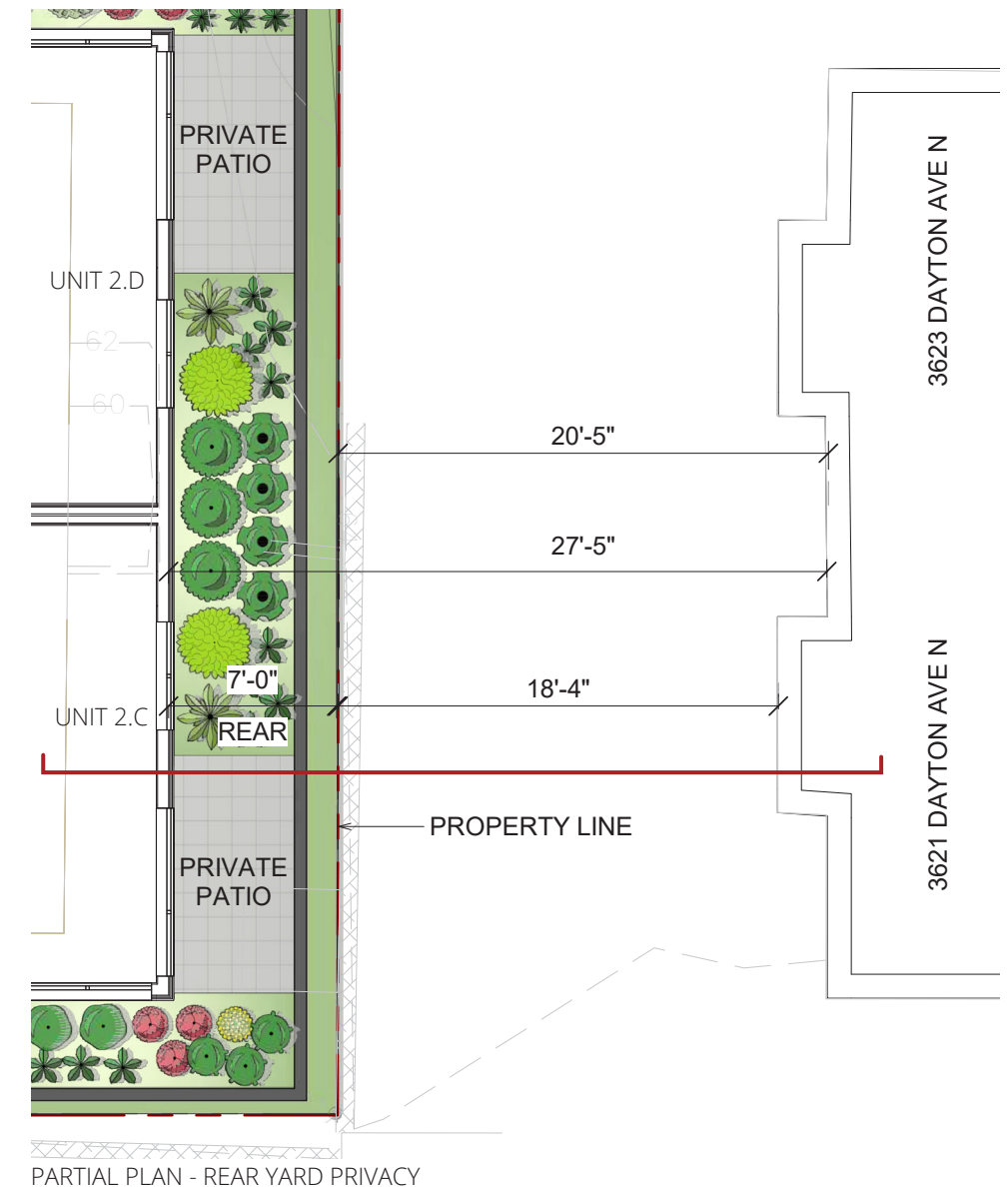
IMAGE OF DERO POCKET SHELTER

Bike Storage

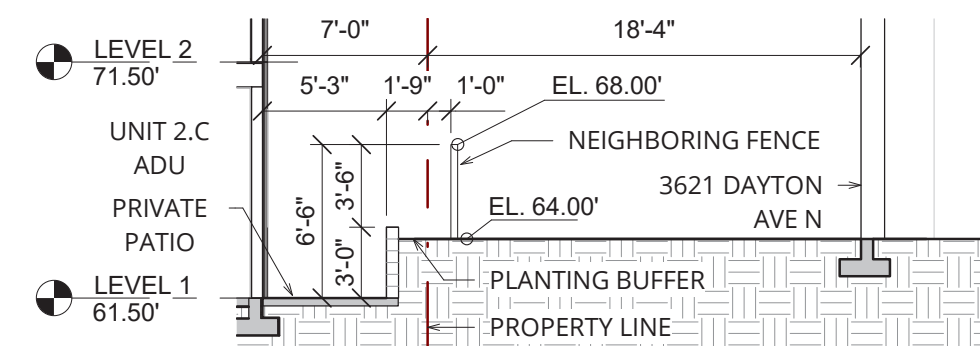
Long term bicycle storage is prominently featured in the generous separation between buildings as a celebrated component the site design. A prefabricated bicycle storage enclosure will be utilized to ensure high quality construction and well executed functionality of components. The enclosure is located ideally between all units providing easy access, ease of use and adequate separation from the street for security. Access to the street is entirely separated from vehicular access. Basis of design is Dero's Pocket Shelter, a product with customization options to match the project's design concept.

Rear Yard Privacy

The proposal capitalizes on existing grade conditions to ensure privacy for the east facing rear yards. Retaining walls along the east property line offset finished grade from the property to the east by 3' and are held off the property line with adequate distance to provide a planting area for privacy screening. This reinforces the existing privacy screening on the neighboring property without introducing redundant fencing with dead space in between. The existing townhomes to the east feature large private rear yards which will be preserved in nature with the proposal's rear yard design.



PARTIAL PLAN - REAR YARD PRIVACY

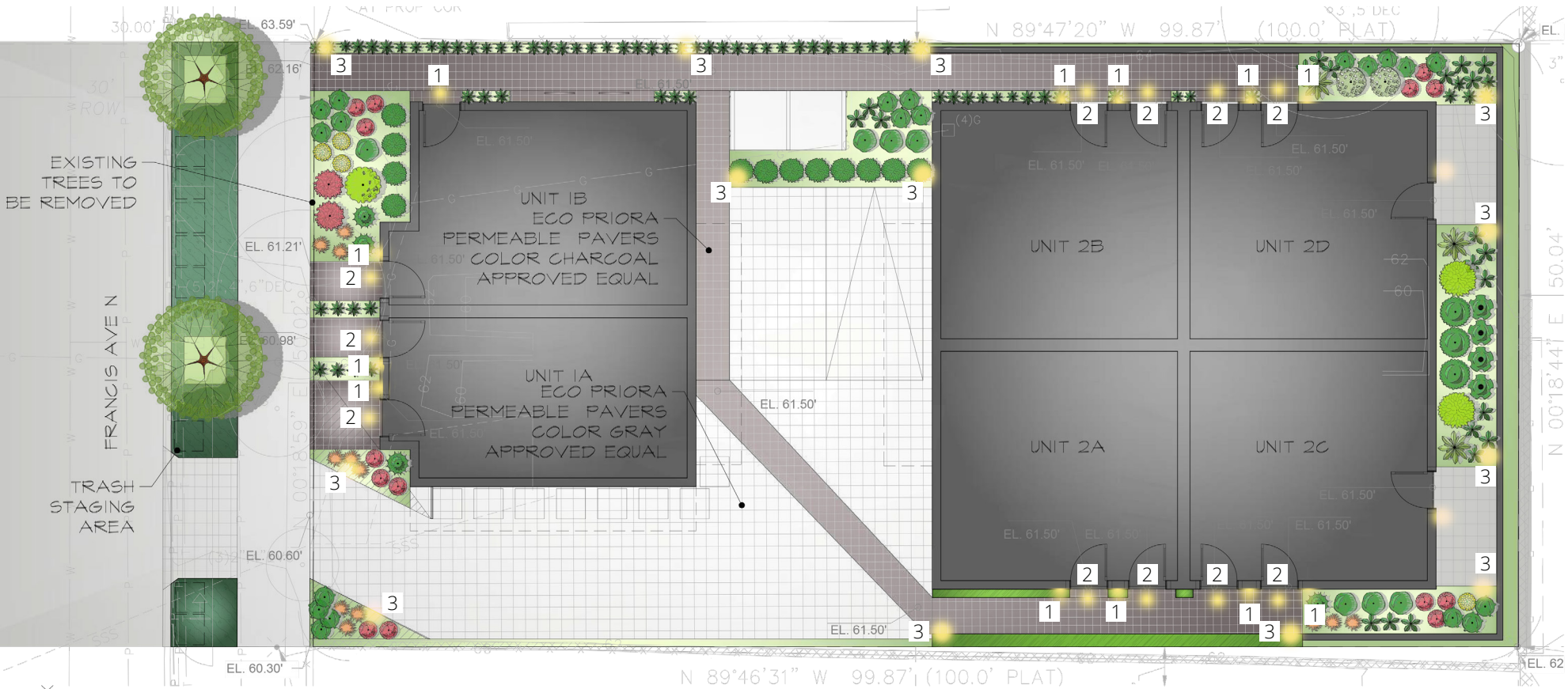


PARTIAL SECTION - REAR YARD PRIVACY

SCALE: NTS



LANDSCAPE / LIGHTING PLAN



RENDERED LANDSCAPE PLAN
NTS



Berberis t. 'Crimson Pygmy'



Carex testacea



Cornus sericea 'Kelsey'



Liriope muscari 'Big Blue'



Rudbeckia fulgida 'Goldstrum'

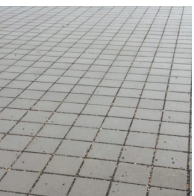


Polystichum munitum



Ribes sanguineum

1. Wall Sconce, Black
2. Surface Mount Canopy Light
3. Path Light



Eco Priora
Permeable Paving,
Gray



Eco Priora
Permeable Paving,
Charcoal

SHRUBS



BOTANICAL / COMMON NAME

Berberis thunbergii 'Crimson Pygmy' / Crimson Pygmy Barberry



Blechnum spicant / Deer Fern



Carex testacea / Orange Sedge



Cornus sericea 'Kelsey' / Kelsey Dogwood



Evonymus japonicus 'Greenspire' / Greenspire Upright Evonymus



Hydrangea paniculata 'Limelight' / Limelight Hydrangea



Liriope muscari 'Big Blue' / Big Blue Lilyturf



Mahonia eurybracteata 'Soft Caress' / Mahonia Soft Caress



Mahonia repens / Creeping Oregon Grape



Nandina domestica 'Gulf Stream' TM / Heavenly Bamboo



Polystichum munitum / Western Sword Fern



Prunus laurocerasus 'Mount Vernon' / Mount Vernon Laurel



Ribes sanguineum / Red Flowering Currant



Rudbeckia fulgida 'Goldstrum' / Goldstrum Coneflower



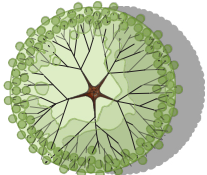
Sarcococca ruscifolia / Fragrant Sarcococca



Symphoricarpos albus / Compact Snowberry



Vaccinium ovatum / Evergreen Huckleberry



Stewartia pseudocamellia / Japanese Stewartia
Street Tree

GROUND COVERS



BOTANICAL / COMMON NAME

Fragaria chiloensis / Beach Strawberry



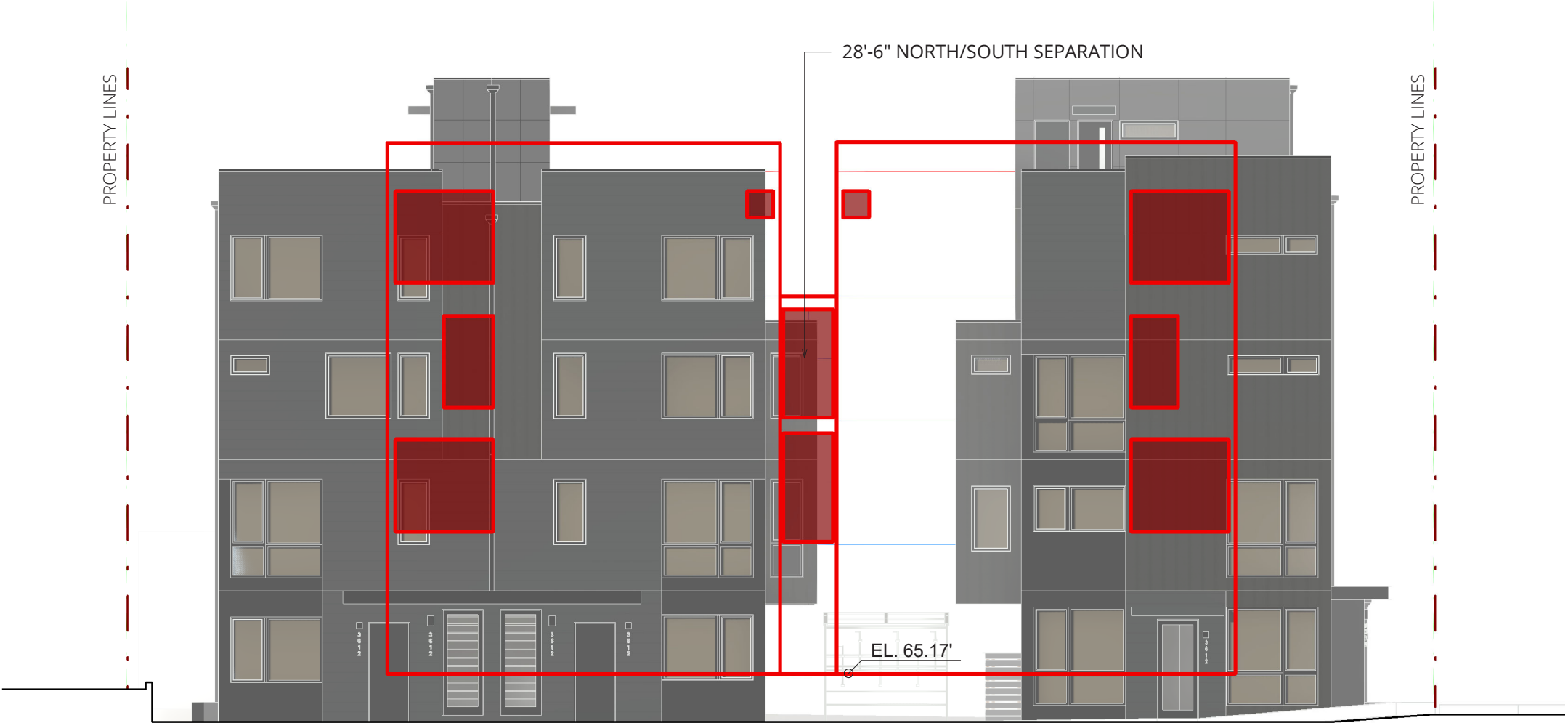
Vinca minor 'Bowles Blue' / Dwarf Periwinkle



SCALE: NTS

Neighbor to the North
The development to the north at 3618 Francis Ave N is a 4-story apartment building with parking on the ground level and is offset in elevation approximately 4' higher than the proposal at 3612 Francis Ave N. The primary groupings of windows for each building are offset. Windows in the center of the adjacent building are recessed approximately 13'-6" north of the common property line / 28'-6" total distance from the windows they directly face on the proposed building. Furthermore, the center stack of windows on the adjacent property benefit from the proposal's 20'-0" building separation at Level 4 and recessed modulation at levels 2-3 which provides clear southern sunlight exposure.

- Neighboring Building Outline
- Approximate Neighboring Window Location



North Elevation

RECENT WORK



3251 W Commodore Way - Seattle, WA



518 NW Bright St - Seattle, WA



122 17th Ave E - Seattle, WA



1114 16th Ave - Seattle, WA



111 E Hamlin St - Seattle, WA



5902 22nd Ave NW - Seattle, WA