3400 STONE WAY

Early Design Guidance
September 19, 2011 DPD #3012601

SKANSKA
LMN
SWIFT COMPANY LLC

3400 Stone Way

SKANSKA

Skanska has developed over 10 million square feet in Europe and the Nordics within the last 30 years. Skanska Development started in the US three years ago with a focus on building highly sustainable Class A office projects and mixed use developments in core urban markets.
This year (2011), Skanska opened a development operations office in Seattle to utilize its unique development and financial platform and extend its development and sustainability strategies to a market and a community that is highly receptive to highly sustainable, urban projects. Skanska's Seattle executives have worked in the local Seattle marketplace for over 15 years.

"The great use of life is to spend it on something that will outlast it." *- William James*

Skanska seeks to have all our neighbors, clients, customers and users feel our desire and passion for sustainable place making. Our development projects promote:

1. High Livability: building for people and community;
2. Elegant Harmony: balancing design and local context;
3. High level of Operational Effectiveness: maximizing value for users.

We intend to lead the next building cycle with innovation and a commitment to Deep Green, dictating market trends and shifting market desires (be the cycle).

PROJECT VISION

The goal of this Project is to achieve the highest level of sustainable design practice within the parameters of market rate tenancy in commercial office space, using the Living Building Pilot Program as a baseline. The Project team is dedicated to encouraging market acceptance of DEEP GREEN development strategies.

The Project is being designed to meet 100% of the Seattle's Living Building Challenge Pilot Program (as baseline minimum). The Project will pursue greater levels of achievement for the Living Building Challenge elements as time and budget permit. ***THE key goal of the Project is to push Deep Green development strategies (beyond LEED) into market acceptance AND into becoming market standards.***

DEVELOPMENT INFORMATION

Approximately 113,850 sq ft of commercial office space
Approximately 20,000 sq ft of ground level retail
Approximately 216 below-grade parking stalls

Seattle Living Building Pilot Program

THE LIVING BUILDING CHALLENGE

The Living Building Challenge is a performance-based standard that creates the next stage in understanding the relationships between a built project and the natural and human systems in which they are embedded. The Living Building Challenge establishes benchmarks for project teams seeking to move beyond current green building standards, such as the LEED Rating System, into a performance-based, post-occupancy evaluation of a project's efforts to maximize efficiency and sustainability. Projects striving to meet these criteria will need to employ innovative strategies and systems. The program is organized around twenty imperative grouped into seven distinct petals.
A compelling distinction of The Living Building Challenge versus the LEED Rating System is its inclusion of human and cultural factors of the built environment beyond just maximizing resource efficiency, as reasonable decisions regarding resources must be made by healthy people.

SEATTLE LIVING BUILDING PILOT PROGRAM

Seattle's Living Building Pilot Program was created to provide flexibility in Seattle Land Use Code development standards to assist projects attempting to pursue the Living Building Challenge. The Program allows flexibility from the strict standards of the Land Use Code through the use of departures to assist a living building in achieving:

a) Natural daylighting
b) Natural ventilation
c) Solar energy
d) Water collection;
e) Other Living Building Challenge features

Per the Seattle Land Use Code, projects participating in the Pilot Program must achieve a minimum of:

1. 60% of the Living Building Challenge imperatives
2. Energy Use that is equal to 75% or less of an average comparable building;
3. Water Use that is equal to 75% or less of an average comparable building;
4. Stormwater onsite capture/reuse that is equal to 50% or greater than comparable building.

CODE AMENDMENT TO SEATTLE LIVING BUILDING PILOT PROGRAM

The goal of the Living Building Pilot Program is to encourage the development of buildings that meet the Living Building Challenge by allowing departures from code requirements that might otherwise discourage or prevent buildings from meeting this standard. In the process of developing design concepts for this project, the applicant team identified additional areas of potential code departure that would provide strong incentives for the development of living buildings in a manner that promote neighborhood quality and increase market performance. Specifically, current regulations do not go far enough to promote the inclusion of pedestrian-oriented uses at street level in living building projects. By expanding the scope of available departures to exempt from FAR the area of such street-level pedestrian uses and to allow additional building height to accommodate properly-proportioned street level spaces, the pilot program can support living buildings that will fit better into existing neighborhoods. Such additional height provides the added benefit of increasing the opportunity for natural light penetration into upper building floors.

For these reasons, DPD is considering the concept of amending the Living Building Pilot Program regulations to incorporate these additional departure authorizations. Under this potential Code Amendment, the area of street-level pedestrian-oriented uses would not be charged against building FAR, as a departure. Additional height of up to 20 feet could be granted as a departure as well. There appears to be interest on the part of DPD and the City Council in exploring these concepts in a Code Amendment process. Since these additional departures are critical to the feasibility of the project, we are assuming their adoption as part of this design review process. We will continue to coordinate closely with DPD Staff, the City Council, and the Design Review Board on the timing of this necessary process.

LIVING BUILDING PILOT PROGRAM MATRIX

PETAL	IMPERATIVE	IDENTIFIED STRATEGY	TBD
SITE	Limits to Growth	•	
	Urban Agriculture	•	
	Habitat Exchange	•	
	Car Free Living	•	
WATER	Net Zero Water	•	
	Ecological Water Flow	•	
ENERGY	Net Zero Energy	•	
HEALTH	Civilized Environment		•
	Healthy Air	•	
	Biophilia	•	
MATERIALS	Red List		•
	Embodied Carbon Footprint	•	
	Responsible Industry		•
	Appropriate Sourcing		•
	Conservation + Reuse	•	
EQUITY	Human Scale + Humane Places	•	
	Democracy + Social Justice	•	
	Rights to Nature	•	
BEAUTY	Beauty + Spirit	•	
	Inspiration + Education	•	

Seattle Living Building Pilot Program

SITE PETAL

01 Limits to Growth
Projects may only be built on grayfields, brownfields, or previously developed sites.

The current site for the Project is located on a previously developed piece of land. The site is not located near any sensitive habitat areas and plans to landscape the site using all native plant species.

02 Urban Agriculture
All projects must integrate opportunities for agriculture appropriate to the scale and density of the project using its Floor Area Ratio as the basis for calculation.

Appropriate development density is defined by living transect methodology – each of the six transects represents a different density of the built environment. The Project falls into the L5 Transect, Urban Center Zone. Transect L5, Urban Center Zone, which states that the inclusion of urban agriculture into a project is appropriate when the project's building floor area is equal to or less than 2.99 times the project site area.

Building floor area for the Project exceeds 2.99. However, the Project is developed at an urban development ratio and is exempt from this transect in the LBC given that urban sites typically do not have the area to offer urban agriculture However, the Project seeks to incorporate selective agricultural elements which will demonstrate to the community that urban food production throughout the year is possible on a commercial site.

03 Habitat Exchange
For each hectare of development, an equal amount of land must be set-aside in perpetuity as part of a habitat exchange.

The Project is working with the Biomimicry Institute, a not-for-profit organization that promotes the study and imitation of nature's designs through Habitat Exchange programs. The Project will work with the Institute to review opportunities for Project participation in one of the Institution's Habitat Exchange programs.

04 Car Free Living
For Building and Neighborhood projects, with the intent to increase walkability, the proposed development may not lower the development density of the existing site or the catchment area of the Transect.

The Project is a market rate commercial office building designed with a community-centric, vibrant retail base. Parking demand requested by Tenants within the Fremont/ Wallingford area is 2.0 stalls per 1000 square feet of office area, largely given that all the newer office buildings have been built at this ratio. The Project is providing parking well below the market-desired ratio. To ensure Project financing, tenant leasing, and the promotion of Car Free Living, the Project provides a reasonable level of parking THEN reduces parking demand with an active pedestrian base connected to the community which supports a car free lifestyle. The Project strategy is to wean the market from its auto dependency and over time dedicate more garage space for alternative modes of transportation, other creative uses, or added living building features.

Lastly, the Project will provide 300 jobs in a predominately residential area, encouraging a greater number of trips to work to be achieved via walking, bicycling, or transit, further reducing the demand for parking.

WATER PETAL

05 Net Zero Water
The Seattle Living Building Pilot Program calls for the Project to use 75% less water than a comparable non-living building.

The Project will meet this criterion. The Project will evaluate options to capture and treat rainwater, and will investigate the reuse of graywater. Cistern sizing and location options are currently being studied, although the cistern will not be a significant building design feature. Other water saving features may be incorporated into the building design.

06 Ecological Water Flow
The Seattle Living Building Pilot Program requires that 50% of the stormwater must be captured & reused onsite.

The project will meet this criterion. Several options are being explored to meet the criteria, including:

a) Capturing and reusing rainwater;
b) Reducing the amount of impervious surfaces to increase natural percolation; and
c) Reducing storm water run-off through methods that would be consistent with the site objectives (e.g. green roof, site evaporation, etc).

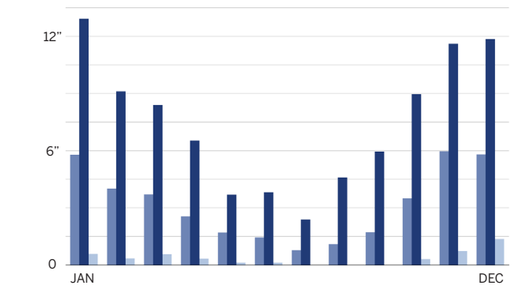
ENERGY PETAL

07 Net Zero Energy
The Seattle Living Building Pilot Program calls for the Project to use 75% less energy than a comparable non-living building.

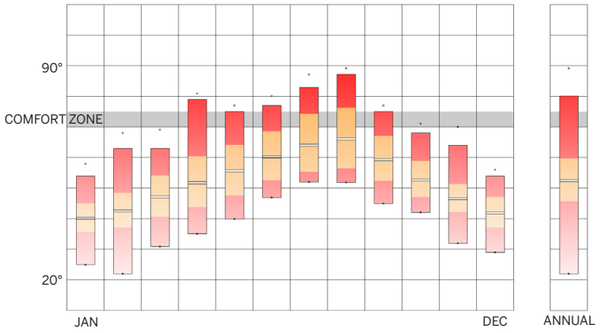
The Project will meet this criterion. Current options applied in the Project design to reduce energy consumption include:

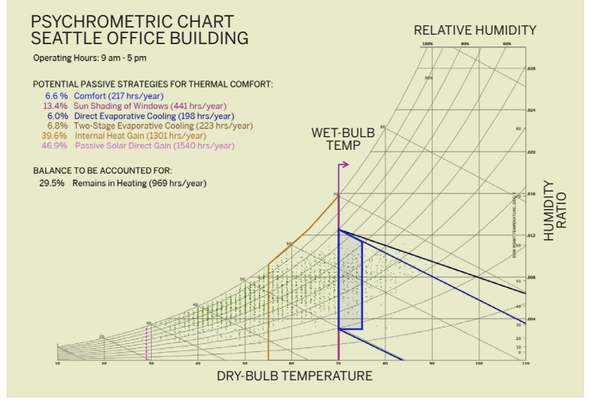
1. Highly efficient building envelope;
2. Maximum glazing 40%;
3. Optimizing building form and orientation;
4. Building form and floor to floor heights to maximize effective daylighting;
5. Advanced energy metering and consumption management systems;
6. Air Source heat pumps;
7. Hydronic Chilled Beams;
8. Natural Ventilation.

SEATTLE MONTHLY RAINFALL (max, min, & average)



SEATTLE TEMPERATURE RANGE (max, min, & average)





Seattle Living Building Pilot Program

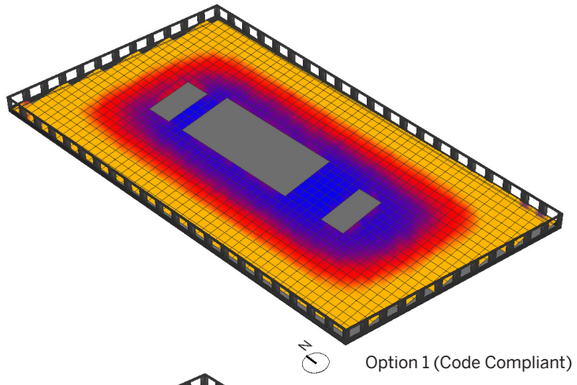
HEALTH PETAL

08 Civilized Environment

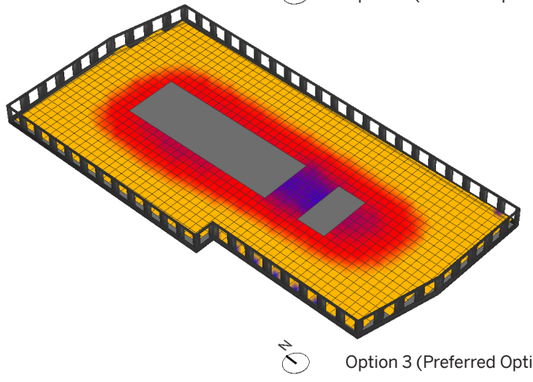
Every occupied space must have operable windows that provide access to fresh air and daylight.

The Project seeks to maximize daylight penetration into occupied areas of the floorplate within the parameters of a building envelope required to achieve reduced energy use. Opportunities for strategic openings in the building envelope that better connect office activity with the natural environment and outside air are being pursued. The Project's site characteristics (bounded on three sides by arterials and a transfer station) include noise and particulate conditions that must be balanced in order to provide a truly Civilized Environment. Therefore, ducted, fresh air ventilation from mechanical systems will provide space users with fresh air.

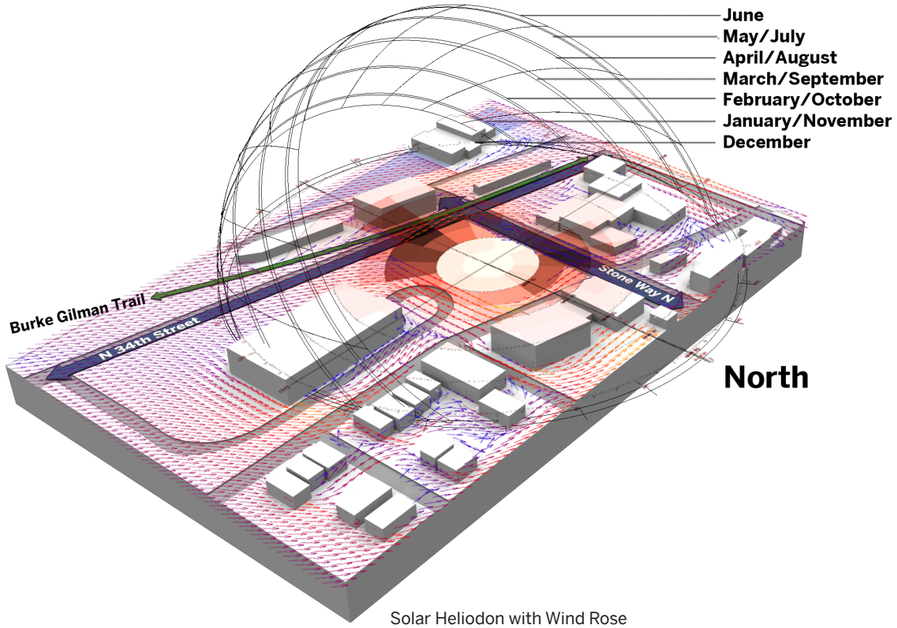
FLOORPLATE DAYLIGHTING ANALYSIS (footcandles) target



Option 1 (Code Compliant)

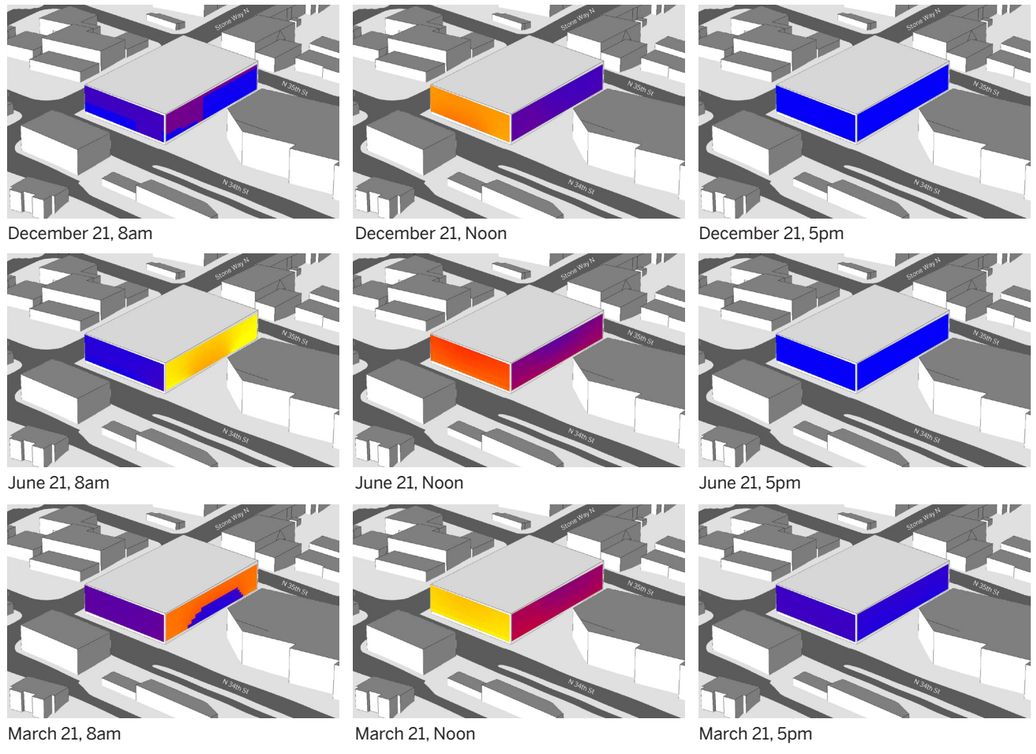


Option 3 (Preferred Option)



Solar Heliodon with Wind Rose

EXTERIOR EXPOSURE ANALYSIS with RADIANCE ILLUMINANCE (lux) highest



December 21, 8am | December 21, Noon | December 21, 5pm

June 21, 8am | June 21, Noon | June 21, 5pm

March 21, 8am | March 21, Noon | March 21, 5pm

09 Healthy Air

To promote good indoor air quality, Renovations, Buildings and buildings completed as part of Neighborhood projects must meet the following criteria:

- *Entryways must have an external dirt track-in system and an internal dirt track-in system contained within a separate entry space.*
- *All kitchens, bathrooms, copy rooms, janitorial closets and chemical storage spaces must be separately ventilated and exhaust directly to outside air.*
- *Ventilation rates must be designed to comply with ASHRAE 62 and equipment must be installed to monitor level of carbon dioxide, temperature and humidity.*
- *Smoking must be prohibited within the project boundary.*
- *Conduct air quality testing at pre-occupancy and after nine months of occupancy to measure levels of Respirable Suspended Particulates (RSP) and Total Volatile Organic Compounds (TVOC)*

The Project design strategy as currently planned shall meet the above criteria established for this imperative.

10 Biophilia

The project must be designed to include elements that nurture the innate human attraction to natural systems and processes. Each of the six established Biophilic Design Elements must be represented for every 2,000 m2 of the project: Environmental features, Natural shapes and forms, Natural patterns and processes, Light and space, Place-based relationships, and Evolved human-nature relationships.

The Project's adjacency to the Burke Gilman Trail creates a "trailhead" location and enhanced community connection for the public and building occupants. This relationship will help promote healthful living and connection to a natural environment afforded by the trail (lake, parks, etc), as well as an opportunity to promote natural patterns and evolved human-nature relationships through outdoor activities (walking, running, biking, movement). The Project intention is to foster visual and physical connectivity to the trail and its environs to promote place-based relationships, AND create a public connection point.

Seattle Living Building Pilot Program

MATERIALS PETAL

11 Red List
The building cannot contain any of a list of 13 materials that have been determined to be unhealthy at some stage in their life cycle.

The Project is committed to create the first market rate product to achieve a high level of attainment for the City of Seattle's Living Building Pilot Program. Skanska is working collaboratively with other LBC participants to continue to expand local knowledge of products that are available and are not on the Red List for LBC use. Although achieving 100% of this imperative is likely financially infeasible (and not collectively required for the Pilot Program), the Project will seek to increase its attainment level during the design and construction process and receive a high level of percentage compliance.

12 Embodied Carbon Footprint
The project must account for the total footprint of embodied carbon (tCO2e) from its construction and projected replacement parts through a one-time carbon offset tied to the project boundary.

The Project will seek to meet the criteria and account for the total embodied carbon, likely through a one-time carbon offset.

13 Responsible Industry
The project must advocate for the creation and adoption of third-party certified standards for sustainable resource extraction and fair labor practices. Applicable raw materials include stone and rock, metal and timber. For timber, all wood must be certified by the Forest Stewardship Council (FSC), from salvaged sources or from the intentional harvest of timber onsite for the purpose of clearing the area for construction.

The Project is committed to create the first market rate product to achieve a high level of attainment for the City of Seattle's Living Building Pilot Program. Skanska is working collaboratively with other LBC participants to continue to expand local knowledge of products that are available and are available for LBC use. Although achieving 100% of this imperative is likely financially infeasible (and not collectively required for the Pilot Program), the Project will seek to increase its attainment level during the design and construction process and receive a high level of percentage compliance.

14 Appropriate Sourcing
The project must incorporate place-based solutions and contribute to the expansion of a regional economy rooted sustainable practices, products and services.

The Project is committed to create the first market rate product to achieve a high level of attainment for the City of Seattle's Living Building Pilot Program. Skanska is working collaboratively with other LBC participants to continue to expand local knowledge of products that are available and are available for LBC use. Although achieving 100% of this imperative is likely financially infeasible (and not collectively required for the Pilot Program), the Project will seek to increase its attainment level during the design and construction process and receive a high level of percentage compliance.

15 Conservation + Reuse
All project teams must strive to reduce or eliminate the production of waste during design, construction and operation in order to conserve natural resources.

The design and construction process implemented by the Project will meet the requirements of this criterion. The strong benefit of the team is that the developer and the general contractor are one and understands and knows all requirements to integrate strong source reduction techniques and to aid in the achievement of this imperative.

Fremont celebrates the virtues of the Materials Petal at its annual Summer Solstice Parade.

EQUITY PETAL

16 Human Scale + Humane Places
The project must be designed to create human-scaled rather than automobile-scaled places, so that the experience brings out the best in humanity and promotes culture and interaction. In context of the character of each Transect, there are specific maximum (and sometimes minimum) requirements for paved areas, street and block design, building scale and signage that contribute to livable places.

A strong design focus for the Project is how the building grounds itself at the site and activates and connects with the community. The corner of 34th and Stone is a strong community gateway/trailhead and will incorporate a vibrant pedestrian node and gathering venue at the southwestern edge of the site, with at-grade entrances, seating, public art and appropriately-scaled landscaping. Promoting activity and connection with the Burke Gilman Trail, which encourages walking, biking, and outdoor activity, is a primary design theme.

17 Democracy + Social Justice
For all projects types located in Transect L3-L6, street furniture (such as benches) must be provided for and accessible to all members of society.

This Project plans to incorporate an array of design features that are accessible to all members of society. Public amenities are being reviewed throughout the design process.

18 Rights to Nature
The project may not block access to, nor diminish the quality of fresh air, sunlight and natural waterways for any member of society or adjacent developments.

This Project will not diminish the quality of fresh air or natural waterways to any neighboring population. Throughout the design process, the team will review access to sunlight with the different massing plans still under development. The design studies underway include setbacks on the southern portion of the site in an effort to provide more public area and increase the sunlight and views of the lake.

BEAUTY PETAL

19 Beauty + Spirit
The project must contain design features intended solely for human delight and appropriate to its function.

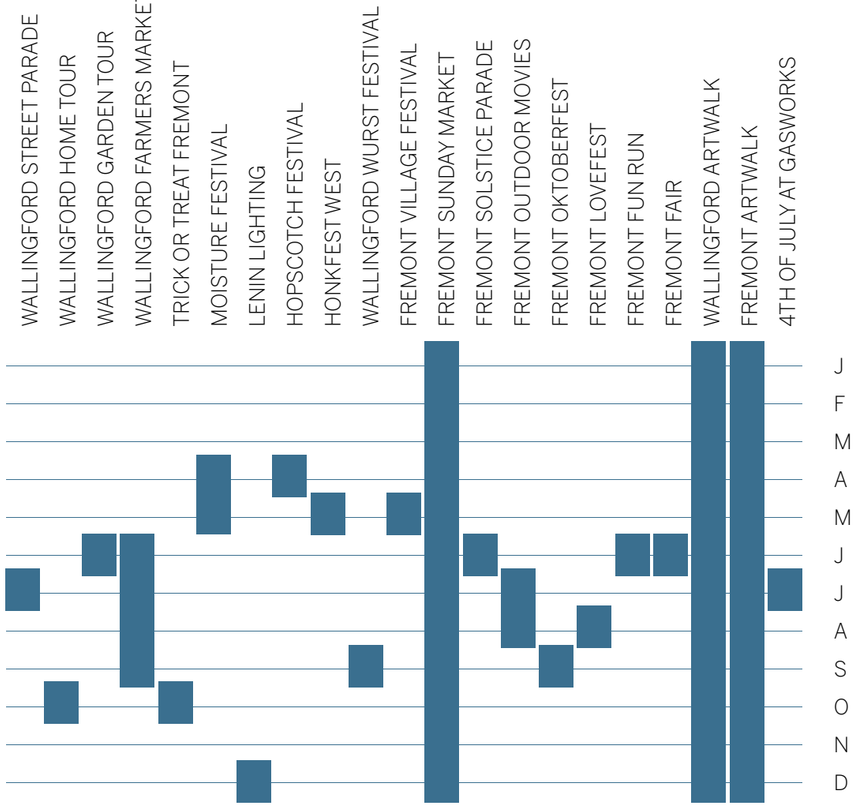
This Project provides the opportunity to create a civic gateway to the Wallingford and Fremont neighborhoods, with an active, vibrant and connected site design. The building design will accentuate and celebrate the "theater" that is created at the base of 34th and Stone. The building design will respond to the community context and highlight human movement and activity.

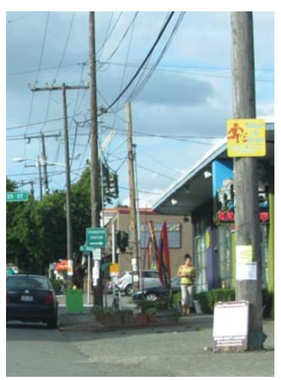
20 Inspiration + Education
Educational materials about the performance and operation of the project must be provided to the public to share successful solutions and to motivate others to make change.

Given the Project's prominence, the opportunities to incorporate discreet, yet visible, education about the Project's features will seek to inspire users and the marketplace. Given the increased foot traffic existing and anticipated in the area and around the site, incorporating public spaces that share Project green features and sustainable actions is an opportunity that will be pursued. We are excited to share information with the public regarding the first market rate Living Building in Seattle and hope to inspire other market-rate office developments to commit to Deep Green.

The building design will accentuate the "theater" that is created at the base of 34th and Stone.

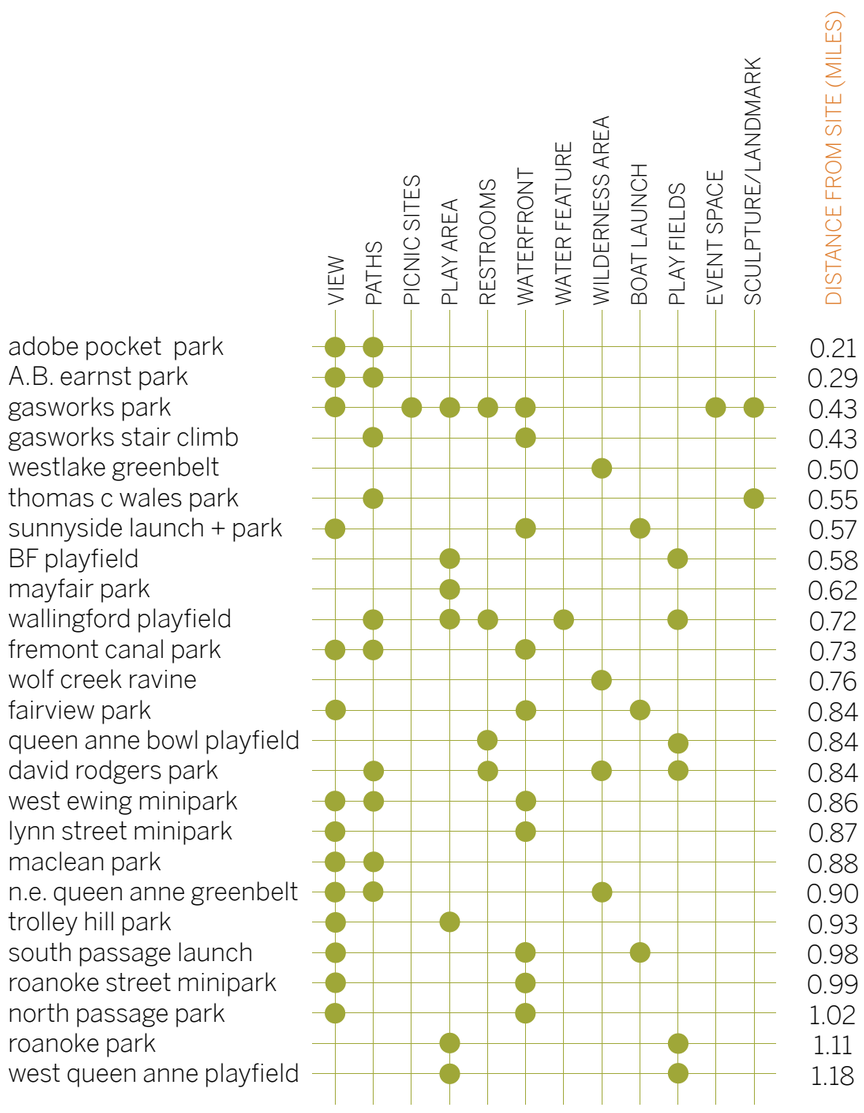
Neighborhood Analysis
Landmarks + Resources + Events





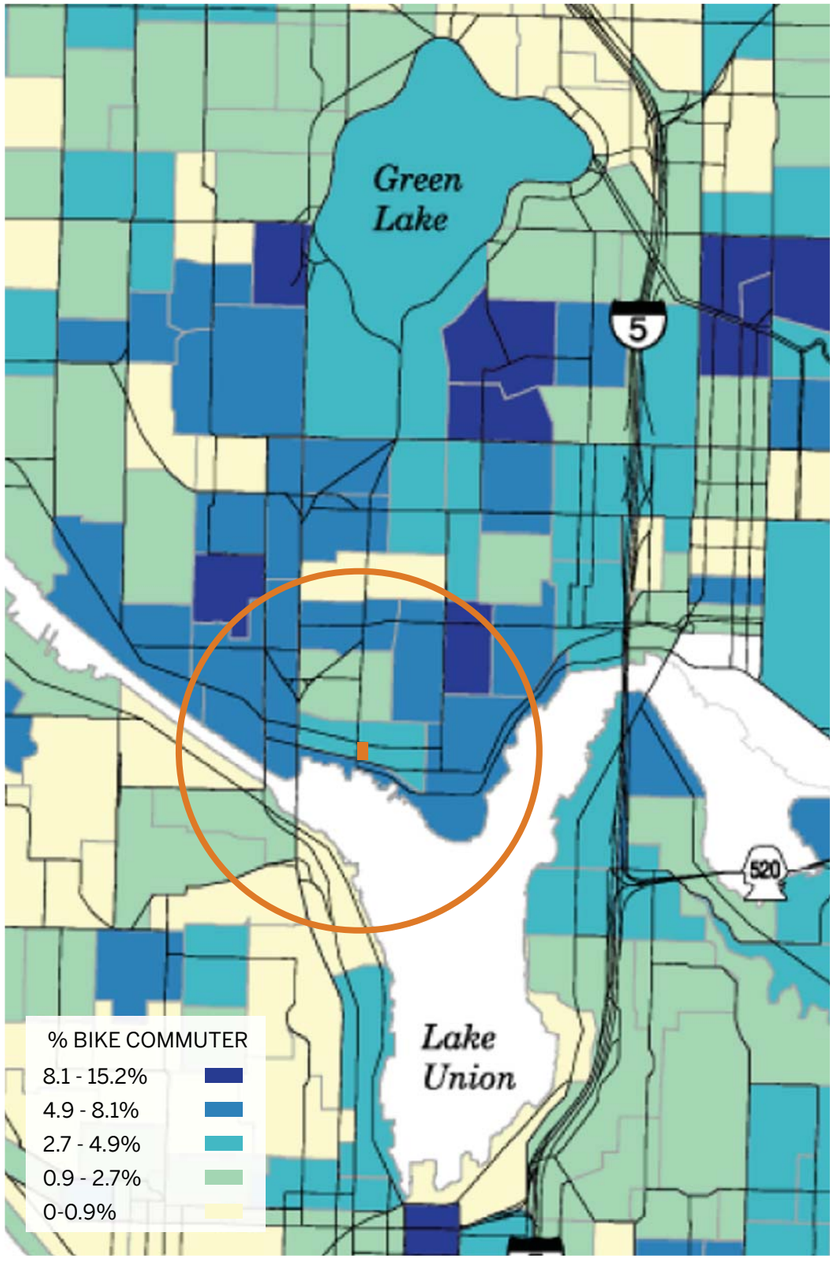
Neighborhood Analysis
Parks + Public Space + Tree Canopy

source: City of Seattle Parks and Recreation



Neighborhood Analysis
Movement Patterns + Flows

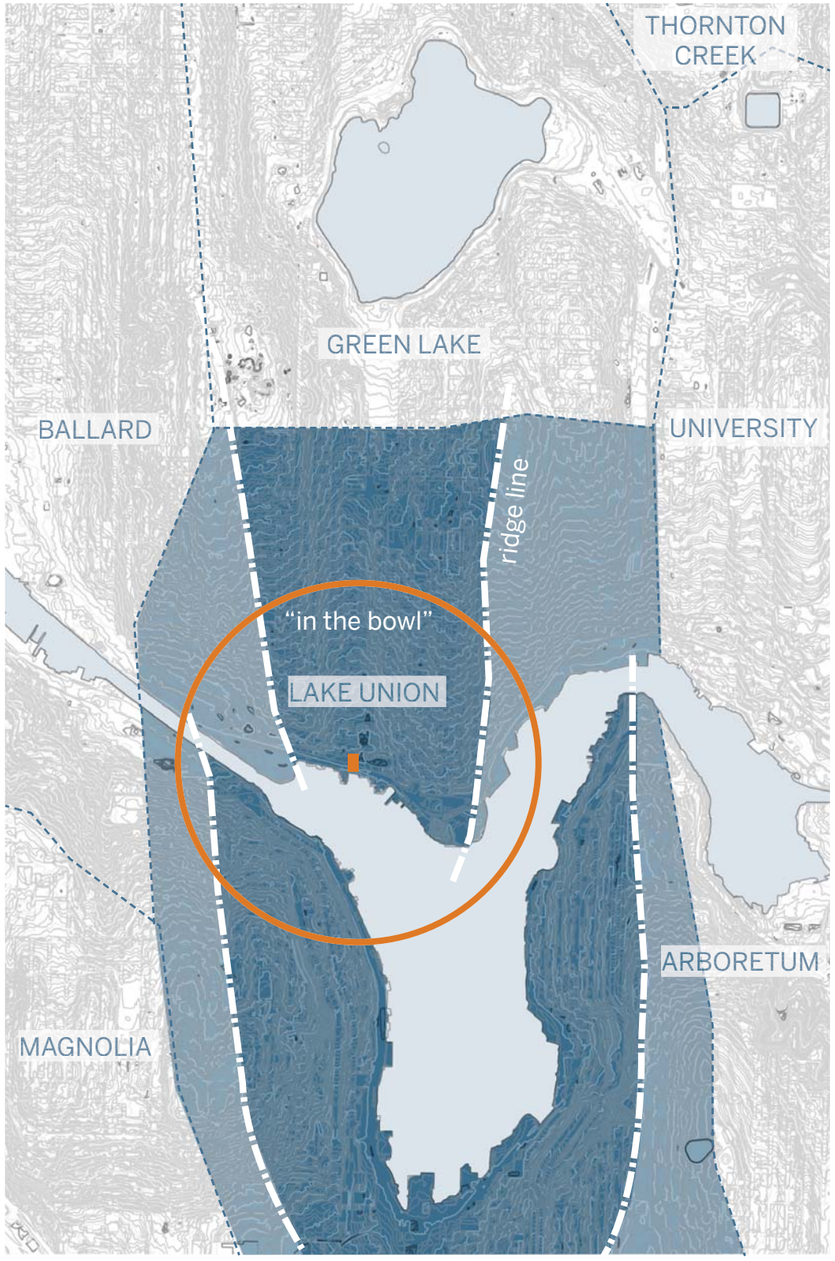
source: Seattle Bicycle Master Plan

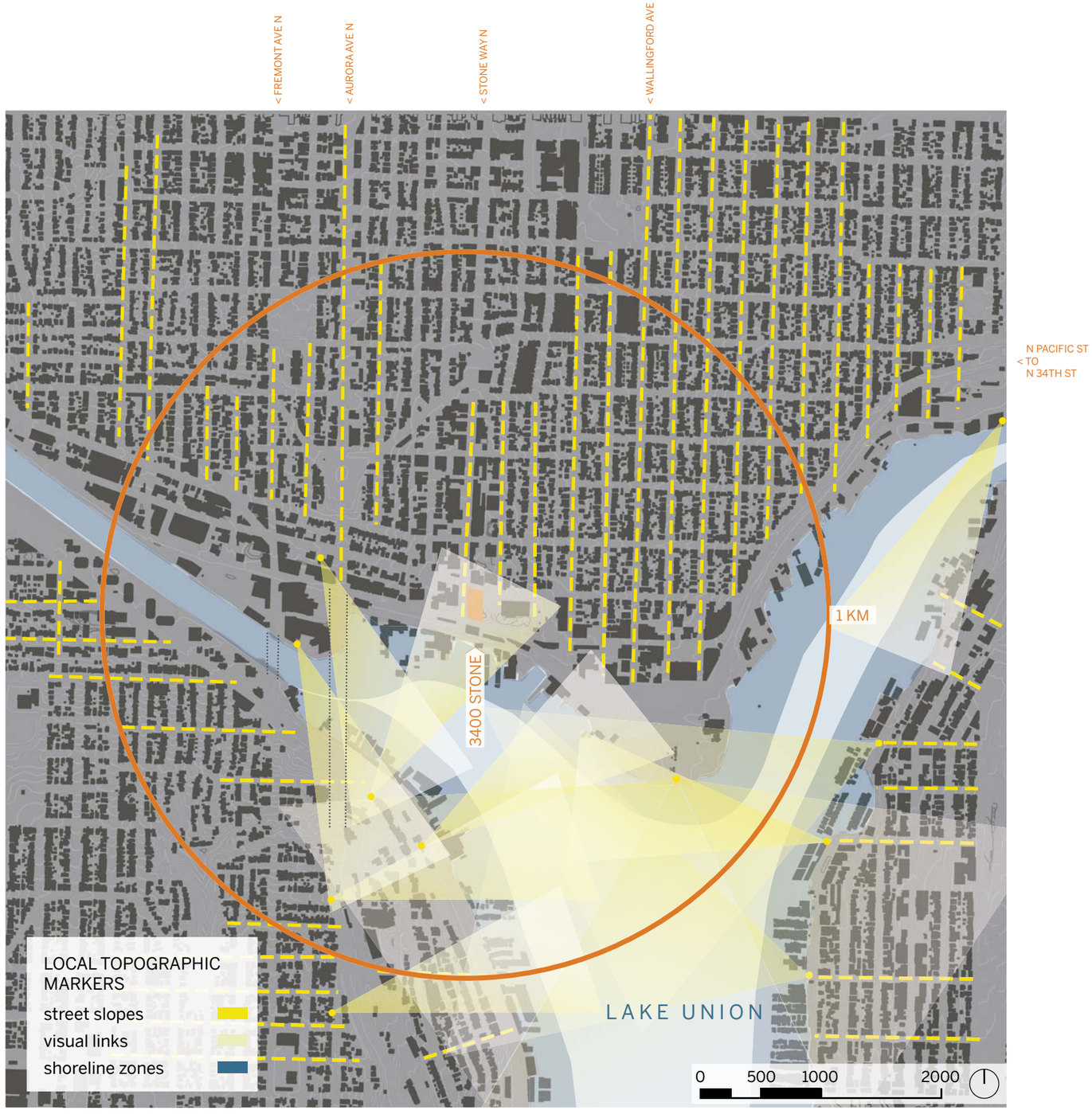


Neighborhood Analysis

Landform Context: Topographic Character + View Linkages

source: Open Space Seattle 2100





Urban Design Analysis
Urban Village + Immediate Context

Urban Design Analysis
Streetscape

N 34TH STREET NORTH ELEVATIONS

N 34TH STREET SOUTH ELEVATIONS

N 35TH STREET NORTH ELEVATIONS

N 35TH STREET SOUTH ELEVATIONS

STONE WAY WEST ELEVATIONS

STONE WAY EAST ELEVATIONS

Site Analysis
Street Character

The feature characteristic of the streetscape at this site is the daylighting of the Burke Gilman Trail at the intersection of Stone Way and N. 34th St, immediately adjacent to the site. The energy of this intersection is dominated by the bicycle and pedestrian activity generated by the Burke Gilman Trail. This energy spills into the neighborhood through bicycle lanes and pedestrian pathways that connect into the trail. The unique opportunity for this site is to create a sense of place, a trailhead, for the Burke Gilman that engages, supports and expands on this activity.

Burke-Gilman Trail approaching Stone Way at southwest corner of the project site

Trailhead

Runners on the Burke-Gilman Trail at Stone Way

Cyclists on the Burke-Gilman Trail at Stone Way

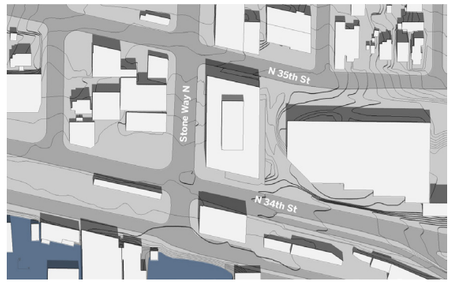
N 34th Street Panorama from the east side of Stone Way

N 34th Street Panorama from the west side of Stone Way

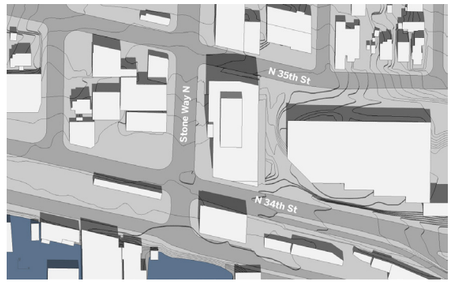
Site Analysis
Site Character

Located at 3400 Stone Way N., the site fronts three arterials; Stone Way N., N. 34th St. and N. 35th St. The North Transfer Station occupies the site to the east. At the foot of both Stone Way and N. 34th St., a distinctive characteristic of the site is the discernible sense that the site sits within a bowl created by the surrounding topography and other features such as the Aurora Bridge. The 39.600sf site is currently occupied by a 1 story brick building and a 1 story wood frame building.

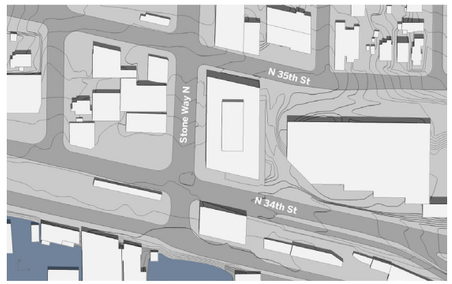
SHADOW STUDIES



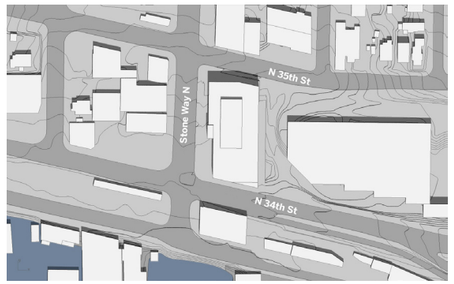
Code Compliant Option, March 21, Noon



Preferred Option, March 21, Noon



Code Compliant Option, June 21, Noon

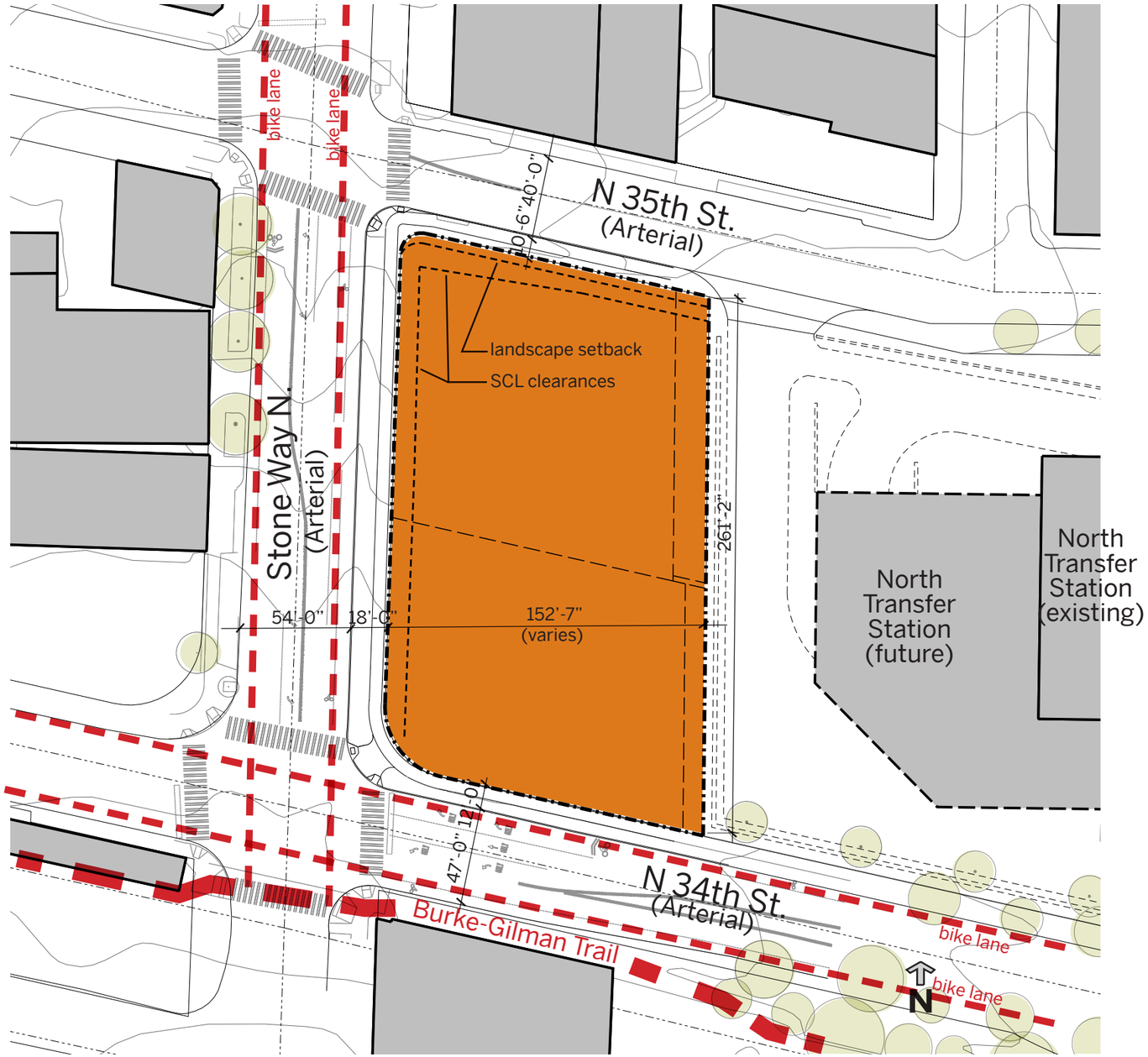


Preferred Option, June 21, Noon

Code Compliant Option, December 21, Noon

Preferred Option, December 21, Noon

SITE PLAN



Code Analysis
Land Use Summary + Zoning Map

Address	3400 Stone Way N, Seattle, WA
Site Area	39,600 sq. ft.
Site Zoning	IC-45
Overlay District	Fremont Urban Village
Floor Area Ratio	FAR: 2.5 [IC zone base] + 15% increase [LBC Pilot Program] = 113,850 sq. ft.
FAR Exemptions	1. Gross floor area located on the rooftop of a structure and used for any of the following: mechanical equipment, stair and elevator penthouses, and communication equipment and antennas 2. Gross floor area associated with the following uses located at the ground floor: General Sales and Service Uses; Eating and Drinking Establishments; and Entertainment Uses [Seattle LBC Pilot Program Code Amendment]
Pedestrian Zone	No
Adjacent Zoning	North: IC-45, East: IC-45, West: IC-45, South: IC-45/UM
Permitted Uses	Office, Retail Services, Eating and Drinking Establishments
Street Level Uses	No Requirement
Structure Height	45'-0" w/ 1 floor min. 15'-0" in height; otherwise 40'-0" [IC-45 zoning base] 65'-0" w/ LBC Pilot Program Code Amendment Height increase up to 20'-0"
Rooftop Features	Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend 4 feet above height limit with unlimited rooftop coverage. Solar collectors may extend up to 7 feet above the applicable height limit, with unlimited rooftop coverage. Solar collectors, stair and elevator penthouses, mechanical equipment may extend up to 15 feet above height limit, as long as the combined total coverage of all features does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes screened mechanical equipment.
Required Setbacks	A five (5) foot setback shall be required from all street property lines where street trees are required and it is not feasible to plant them in accordance with City standards.
Utility Setbacks	Required clearances from power lines: A minimum 20'-0" horizontal clearance required during construction. Permanent minimum 10'-0" required from the closest power line to a building or structure, including any equipment utilized to maintain the building. A 12-6"-13-6" vertical is also required [depending on location and function].
Landscaping	All property zoned Industrial Commercial (IC) and within a designated urban village or urban center shall achieve a Green Factor score of .30 or greater.
Required Parking	Office: 1 space for each 1,000 square feet Eating and Drinking Establishments: 1 space for each 250 square feet Sales and Services: 1 space for each 500 square feet
Required Bicycle Parking	Office: 1 per 4,000 sq ft [long term]; 1 per 40,000 sq ft.[short term] Eating and Drinking Establishments: 1 per 12,000 sq ft [long term] 1 per 4,000 sq ft Sales and Services: 1 per 12,000 sq ft [long term] 1 per 4,000 sq ft
Required Loading	2 Loading Berths

Design Guidelines
Checklist + Priority Guidelines

		PRIORITY
A	**SITE PLANNING**	
A-1	Responding to Site Characteristics	•
A-2	Streetscape Compatibility	•
A-3	Entrances Visible from the Street	
A-4	Human Activity	•
A-5	Respect for Adjacent Sites	
A-6	Transition Between Residence and Street	
A-7	Residential Open Space	
A-8	Parking and Vehicle Access	
A-9	Location of Parking on Commercial Street Fronts	
A-10	Corner Lots	•
B	**HEIGHT, BULK AND SCALE**	
B-1	Height, Bulk, and Scale Compatibility	•
C	**ARCHITECTURAL ELEMENTS AND MATERIALS**	
C-1	Architectural Context	•
C-2	Architectural Concept and Consistency	•
C-3	Human Scale	•
C-4	Exterior Finish Materials	•
C-5	Structured Parking Entrances	
D	**PEDESTRIAN ENVIRONMENT**	•
D-1	Pedestrian Open Spaces and Entrances	•
D-2	Blank Walls	
D-3	Retaining Walls	
D-4	Design of Parking Lots Near Sidewalks	
D-5	Visual Impacts of Parking Structures	
D-6	Screening of Dumpsters, Utilities and Service Areas	
D-7	Personal Safety and Security	
D-8	Treatment of Alleys	
D-9	Commercial Signage	•
D-10	Commercial Lighting	•
D-11	Commercial Transparency	•
D-12	Residential Entries and Transitions	
E	**LANDSCAPING**	
E-1	Landscaping to Reinforce Design Continuity with Adjacent Sites	•
E-2	Landscaping to Enhance the Building and/or Site	•
E-3	Landscape Design to Address Special Site Conditions	•

A SITE PLANNING

A-1 Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

The parallelogram shaped site defined by N 34th Street, N35th Street and Stone Way offers the opportunity for a uniquely shaped building mass that reinforces these three street frontages. A unique feature of this site is the "day-lighting" of the Burke Gilman Trail at the intersection of N.34th Street and Stone Way. The proposed building will reinforce the street edges along N. 34th Street and Stone Way and orient building modulation and open space to frame views towards Lake Union, enhance pedestrian and bicycle circulation and promote human activity. Street level commercial spaces will further connect the building to and reinforce both N 34th Street and Stone Way.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

The distinctive characteristic of the right-of-way at this site is the pedestrian and bicycle activity generated by the Burke Gilman Trail and connecting bicycle routes and pedestrian pathways. The project proposes to develop ground level retail and open space that will engage the activity of the trail and establish this project as a trailhead to the Burke Gilman Trail, activating both the N 34th Street and Stone Way street frontages.

A-4 Human Activity

New development should be sited and designed to encourage human activity.

Well designed and diverse open space in combination with ground level retail space will promote a lively street experience, dominated by human activity and supportive of the healthful, equitable and beautiful imperatives of the project.

A-10 Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from the corners.

The preferred massing strategy for this project proposes a step in the building and open space in response to this project's prominent location at the intersection of N. 34th Street and Stone Way. Articulation of the street level commercial spaces and entrances in addition to the building entrance and lobby will frame the corner open space and further engage the public realm.

Design Guidelines

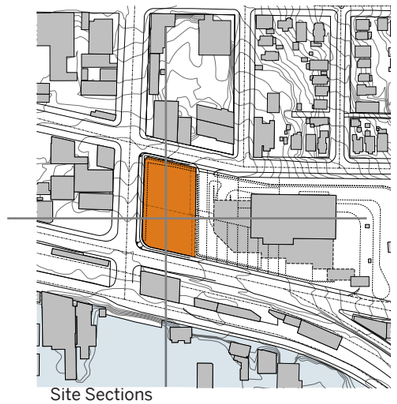
B HEIGHT, BULK AND SCALE

B-1 Height, Bulk and Scale Compatibility

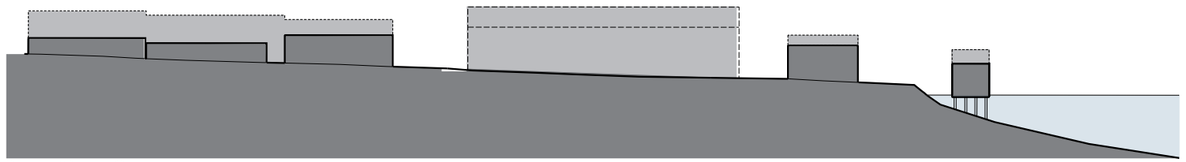
Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zone. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between anticipated development of the adjacent zones.

The current land use code anticipates development of the scale proposed for this project. The preferred massing strategy locates office area in four floors above a ground level commercial base. Set back from the property lines on Stone Way and N. 35th Street and stepped at the intersection of Stone Way and N. 34th Street, the massing strategy reduces the massing impact on adjacent structures, provides more "breathing room" along both street frontages and creates the opportunity for a ground plane/landscape strategy between the face of the building and the street curb that will gracefully transition the massing of the building to adjacent structures.

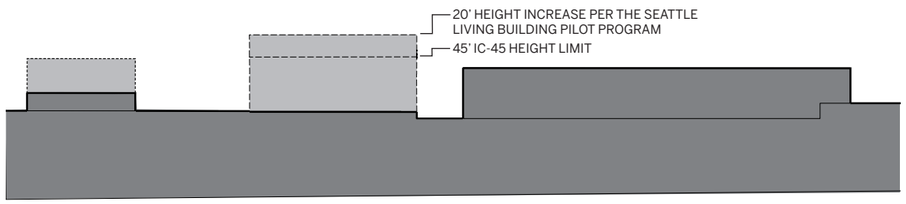
Stepping of the massing at the intersection of N. 34th Street and Stone Way opens up access to light and air, promotes street level activity and creates a sense of place at the corner - a trailhead to the Burke Gilman Trail - which is the cornerstone of this project.



Site Sections



North/South Section



East/West Section

C ARCHITECTURAL ELEMENTS AND MATERIALS

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

The architectural character of the immediate context is varied and includes the transfer station, warehouses and other commercial buildings in a variety of styles. The proposed building will be contemporary in architectural character and detailing; influenced by the Fremont ethos, the marine condition of South Lake Union and the sustainability goals of the project. Material selection will be of a high quality, durable and suitable for an environmentally responsible building designed for a long life.

C-2 Architectural Concept and Continuity

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit and overall architectural concept.
Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

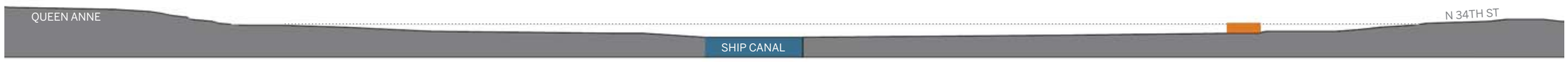
Central to the concept of this project is the development of a "trailhead" for the Burke Gilman Trail. Equally important are the other functions of the building: ground level retail and office space. The open space, the retail base and the office building entry/office component will each have a distinct identity while maintaining a cohesive whole through massing, material selection and detailing. Current considerations for rooftop use include human occupation/ building amenity and systems in support of the sustainability goals of the project.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

Design of good retail spaces and open space along the Design and detailing of the ground level retail spaces and open spaces along the Stone Way street frontage and at the corner of Stone Way and N 34th Street will address the human scale. Successful street level spaces in Fremont, especially those surrounding the Burke-Gilman and Fremont Bridge serve as good precedents for this development. Connection of sustainable elements of the building with human interaction will continue to be developed.

Site Section Looking East



Site Section Looking North

Design Guidelines

D PEDESTRIAN ENVIRONMENT

D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented space should be considered.

The generous open space proposed at street level in the preferred scheme will benefit the retail spaces and the building's entrance. The synergy created by co-locating these program elements will activate the building, the intersection of Stone Way and N 34th St, and the Trail across the street.

D-9, D-10 and D-11 Commercial Signage, Commercial Lighting and Commercial Transparency

This project proposes to integrate functional and pedestrian-oriented retail along N. 34th Street, N35th Street and Stone Way. Signage, lighting and transparency will be key to this functionality and will be illustrated in future documents as the design proposal progresses.

E LANDSCAPING

E-2 Landscaping to Enhance the Building and/or Site

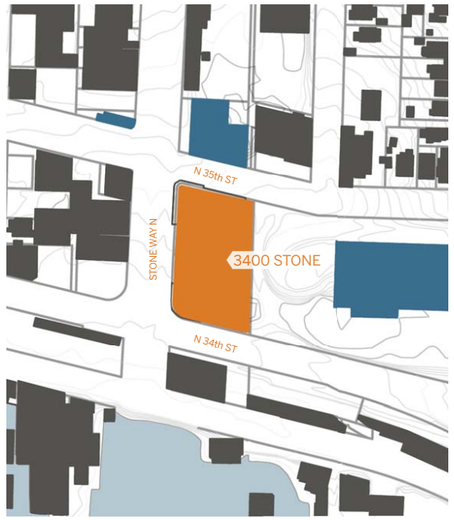
Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The proposed project will add to the partially existing established street tree alignments defining the adjoining streets and provide a unique landscape marking the toe of the slope at the intersection of Stone Way and N 34 th Street to serve as a landmark for the surrounding neighborhood at the intersection of the Burke-Gilman Trail.

E-3 Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas and boulevards.

The relationship to the Burke-Gilman Trail, Lake Union, the immediate context and well treed neighborhood calls for a signifi cant landscape response, providing pedestrian scale and amenity as well as project scale, and defined visual linkages to Lake Union, greenbelts and the city beyond. The open space is located to support the pedestrian connections to trails and walks.



LANDMARKS + RESOURCES + EVENTS

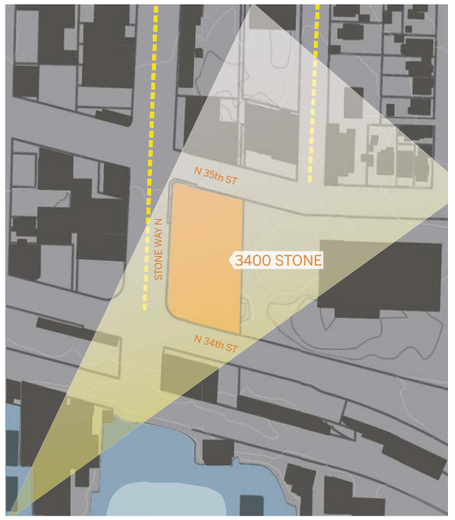
- Adjacent to SPU Transfer and Recycling Station scheduled to be redeveloped with significant public open space linkage.
- NE 34th and 35th streets serves as east – west connector to a diversity of community landmarks and resources such as the Fremont Library, Downtown Fremont, Gas Works Park, all within the 1-kilometer limit.
- Visual access to Lake Union and the seasonal activities of a working and recreational urban lake.

PARKS + PUBLIC SPACE + TREE CANOPY

- Selected existing street trees defi ne view linkages and street corridors and establish pedestrian scale.
- Extensive tree canopy in adjoining residential-neighborhood defi nes character.
- Multiple citywide and neighborhood parks, water access and trails occur with access via Burke-Gilman Trail and streets.
- Visual access to Lake Union.

MOVEMENT PATTERNS + FLOWS

- Stone Way and NE 34th Street are signifi cant arterials, bicycle routes and pedestrian connectors between adjoining neighborhoods.
- Bicycle faculties provided in multiple forms.
- Recent Stone Way ROW improvements have led to a 35% increase in bicycle traffic.
- Improved pedestrian and bicycle facilities on Stone Way has led to a signifi cant increase in pedestrian safety and comfort.



TOPOGRAPHIC CHARACTER + VIEW LINKAGES

- 3400 Stone is at the toe of the slope at the edge of Lake Union.
- The topography is consistent refl ecting the region's glacial history and creates a bowl focused on Lake Union.
- View linkages to the Lake occur via the streets and multiple public viewpoints and public open spaces surrounding the site.
- 3400 Stone defines the edge of the Stone Way view.

OPTION 1 Street (Code Compliant)

Responding to the parameters of the zoning envelope and the site configuration, this massing strategy reinforces the street frontages and provides the potential for enhanced streetscape areas along Stone Way and N. 34th Street. From an urban design perspective this approach results in relatively simple massing. The ground level use, commercial office space, does not encourage human activity or community gathering in the open spaces.

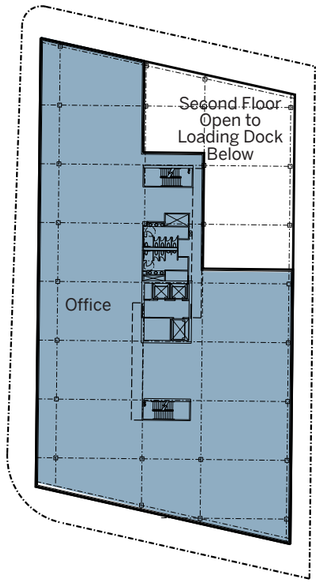
Office Area = 99,000 sq ft

Opportunities

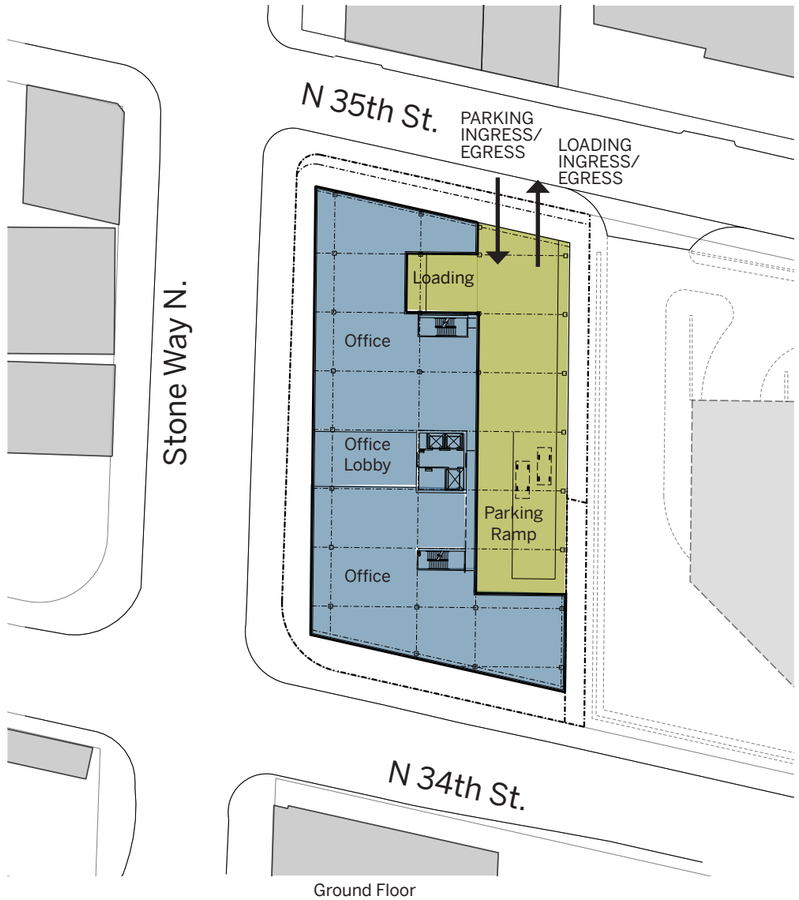
- Building edges parallel the adjacent streets, reinforcing unique shape of site and spatial characteristics of right-of-way.
- Fully code compliant.

Challenges

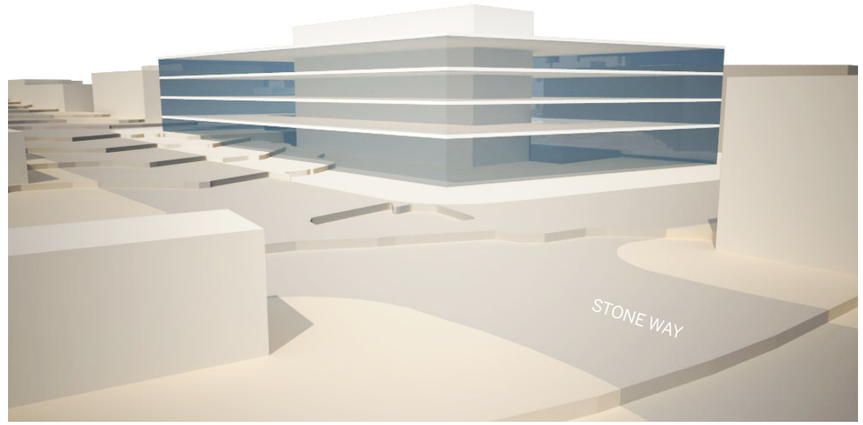
- Minimal, undifferentiated area for open space and informal gathering not in support of building and community use.
- Street level office use doesn't promote pedestrian activity.
- Loading dock configuration results in significant use of interior area.
- Daylighting opportunities are diminished by the minimal floor-to-floor height available within the zoning envelope.



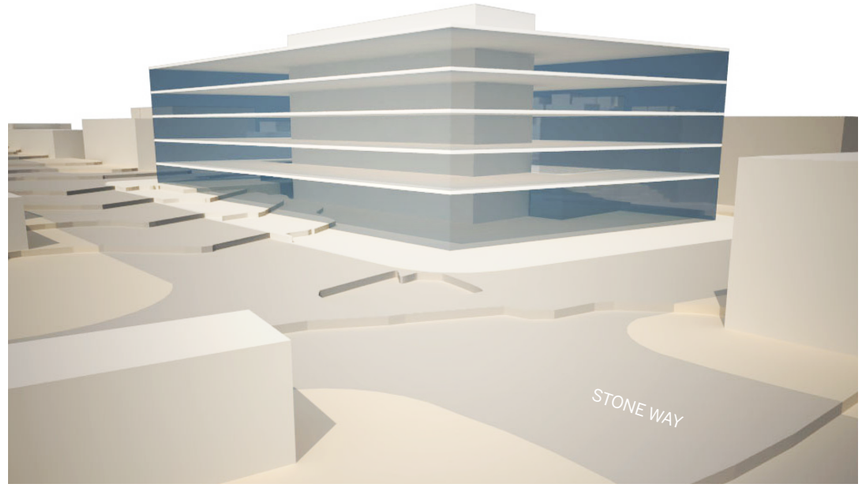
Typical Upper Floor



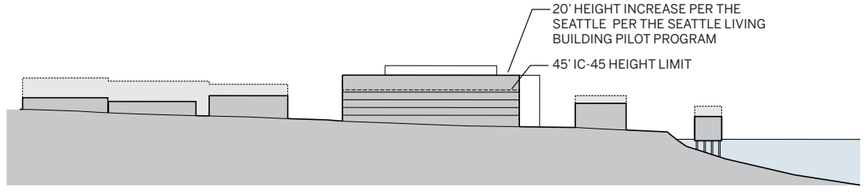
Ground Floor



Street View from Southwest (Code Compliant)



Street View from Southwest (Code Compliant with Seattle Living Building Pilot Program Departures)



North/South Section

OPTION 2 Offset Planes

This massing strategy modulates the building form through offset floorplates that seek to engage the pedestrian environment, the views and the Burke Gilman Trail. This approach provides an animated building massing in response to an active, lively neighborhood. The open space focuses primarily on N. 34th Street, connecting to the Burke Gilman Trail.

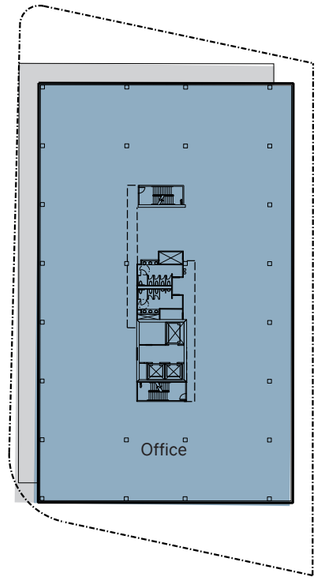
Office Area = 113,850 sq ft
Retail Area = 20,000 sq ft approx.

Opportunities

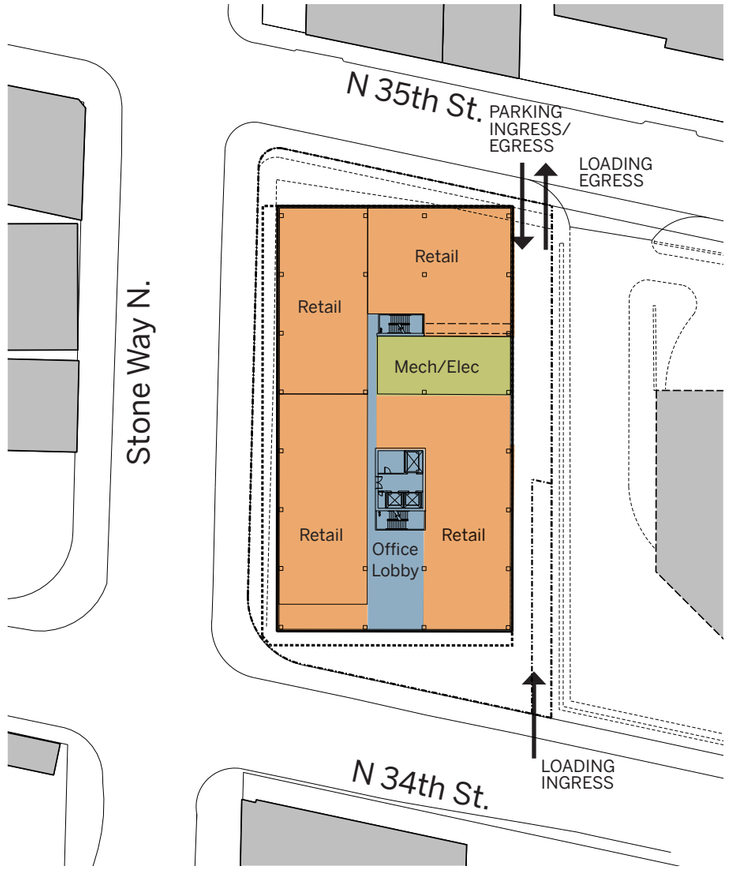
- Massing responds to corner lot and desirable views by locating signature moves at the intersection of Stone Way and N 34th Street.
- Open space is focused along N 34th Street, addressing the Burke Gilman Trail.
- Ground level retail encourages pedestrian activity.
- Increased floor-to-floor height from additional structure height improves daylighting.
- Parking and service access has limited impact on ground level retail spaces.

Challenges

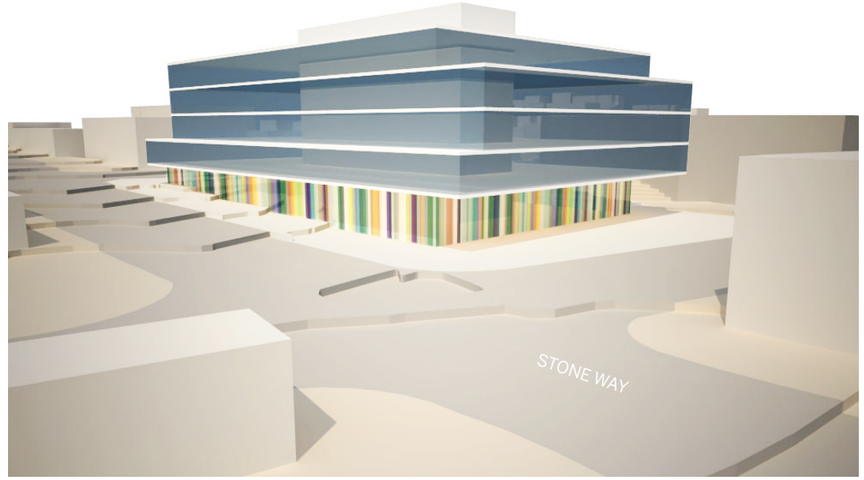
- Structural constraints limit extents of horizontal offsets
- "Inboard columns" at multiple locations around the perimeter limit floorplate flexibility and create inefficiencies in workplace and parking layouts.
- Offset floorplates create additional building envelope (soffits and roofs) and reduce energy efficiency of the building.
- Increased structure height required to optimize daylighting.



Floors 3 & 4

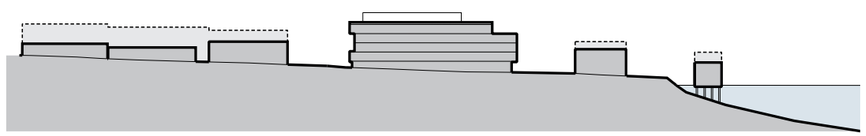


Ground Floor



Street View from Southwest

Street View form Northwest



North/South Section

OPTION 3 Stepped Facade (Preferred)

In response to the primary adjacency of the Burke Gilman Trail across N 34th Street and the importance of the intersection at N 34th Street and Stone Way, this option steps the building massing back from Stone Way to create a generous open space that engages both conditions. A feature stair exposes the activity of the building to the pedestrian environment, marks the building entry and expands the activity of the open space along Stone Way.

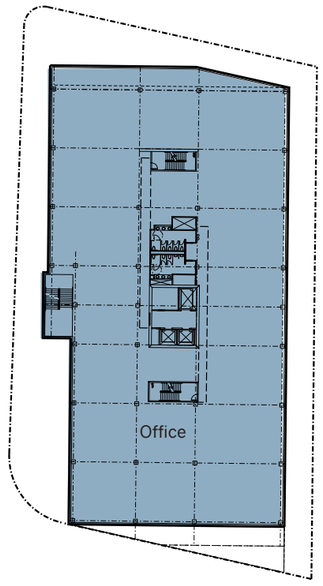
Office Area = 113,850 sq ft
Retail Area = 20,000 sq ft approx.

Opportunities

- Stepped building massing locates signature open space at the corner condition, addressing the Burke Gilman Trail and the neighborhood.
- Diversity of open spaces along the street frontages and at the corner support pedestrian movement and informal gathering.
- Ground level retail encourages pedestrian activity.
- Increased floor-to-floor height from additional structure height in combination with stepped floorplate provides best daylight penetration.
- Parking and service access has limited impact on office and retail spaces.

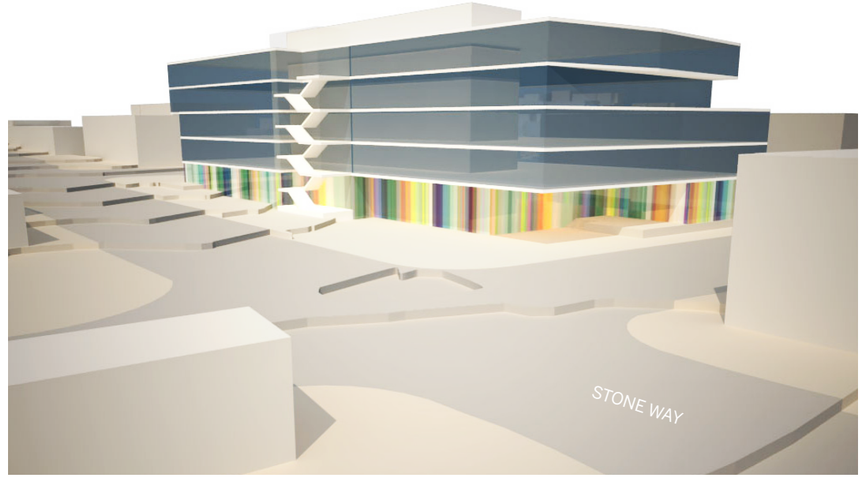
Challenges

- Increased structure height required to optimize daylighting.

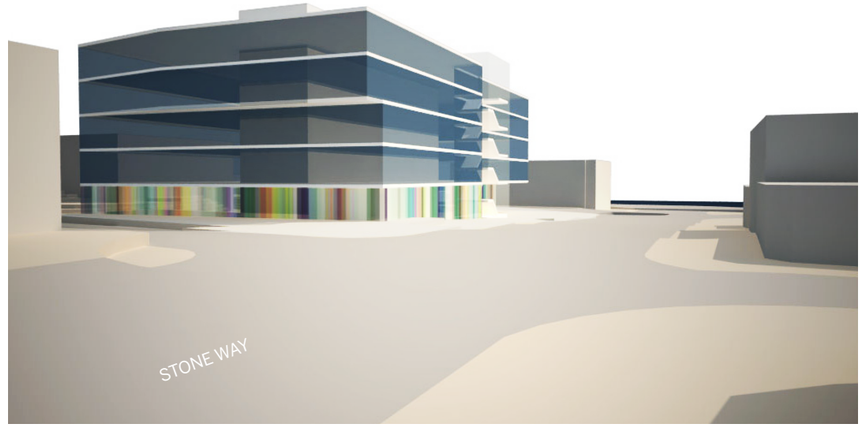


Typical Upper Floor Plan

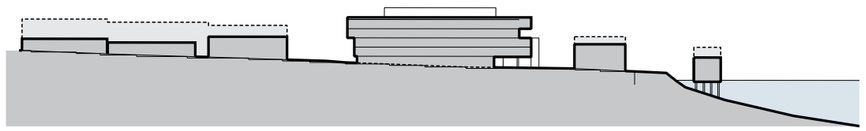
Ground Floor Plan



Street View from Southwest



Street View form Northwest



North/South Section

Requests for Land Use Code Departures

	Code Reference	Existing Standard	Proposed Departure	Rationale	Option 1 [Code Compliant]	Option 2	Option 3
DEPARTURES ASSOCIATED WITH SEATTLE LIVING BUILDING PILOT PROGRAM	**SMC 23.50.026** Structure Height in IC Zones	Maximum building height in an IC-45 zone is 45 feet	Projects pursuing the Seattle Living Building Pilot Program per SMC23.40.060 are permitted up to 20 feet above the applicable limit; we propose 20 feet above the 45' limit (for a total building height of 65'). See SMC 23.41.012.2.f.	Additional height is necessary to meet the goals and objectives outlined in SMC 23.40.060 D.2.f Living Building Pilot Program Ordinance, including proposed amendments to the current code. Market rate commercial buildings on wide lots are challenged in meeting LBC Imperatives for Civilized Environment, Healthy Air, and Human Scale/Humane Environment;	N/A	YES	YES
	SMC 23.50.028 Floor Area	FAR of 2.5	Projects pursuing the Seattle Living Building Pilot Program per SMC 23.40.060 allow a floor area increase up 15% increase above the otherwise allowable limit. See SMC 23.41.012.d.	Additional area will be necessary to meet the goals and objectives outlined SMC 23.40.060 D.2.d Living Building Pilot Program Ordinance. LBC projects will need to contribute more floor area to accommodate additional mechanical systems or storage facilities.	N/A	YES	YES
	SMC 23.50.028 Floor Area	FAR of 2.5 does not allow exemption for ground level retail uses	Projects pursuing the Seattle Living Building Pilot Program per SMC 23.40.060, gross floor area of the following uses located at street level shall be exempt from FAR calculations: General sales and service uses; Eating and drinking establishments; and entertainment uses. See SMC 23.41.012.2.l.	To meet the goals and objectives outlined SMC 23.40.060 Living Building Pilot Program Ordinance [including proposed amendments to the current code], active, pedestrian-oriented uses that promote livable, walkable communities should be encouraged	N/A	YES	YES
GENERAL DEPARTURES	**SMC 23.54.035 A.1** Loading Berth Requirements and Space Standards	SMC 23.54.035 A requires two [2] 10'x25' long loading berths with a 14 foot clearance.	We propose to provide the required loading berth area as part a private service access drive in lieu of abutting the access drive.	Providing the proposed service drive along the eastern edge of the property for loading and waste removal will provide more usable ground floor area for pedestrian-oriented uses such as retail and eating establishments. Dumpsters will be housed in an internal service/loading area and accessed via roll-up doors.	NO	NO	YES
	SMC 23.54.030 G4.a Sight Triangle Distance	Easement required with adjoining property if driveway is located within 10 feet of the property line	Departure requested to allow sight triangle to cross property line in lieu of formal easement due to proximity and site line of adjoining property	Proposed parking/loading access has been located to maximize retail and pedestrian experiences an minimize area given to motor vehicles. Due to locating the access along the eastern property line, the site triangle will cross over the property line onto the transfer station site. As an existing exit from the transfer station exists nearby [approx. 30 feet away] a site triangle is already established which would preclude the need for an easement as obstructions would already be prohibited	NO	YES	YES