

# STONE

INTERSECT / CONNECT

# 34

## 3400 STONE WAY

### Early Design Guidance 2

November 21, 2011

DPD #3012601



**SKANSKA**  
**LMN**  
**SWIFT** COMPANY LLC





About:

Over past 30 years, Skanska has developed over 10 million square feet in Europe and the Nordics. Skanska started de-veloping in the US 3 years ago with a focus on building deep green, sustainable projects in core urban markets.

This year (2011), Skanska opened its west coast office in Seattle to utilize its unique development and financial plat-form to create projects with its place making strategies to a market and a community that is receptive to highly sustain-able, urban projects.

Skanska's Seattle executives have worked in the local Se-attle marketplace for over 15 years.

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

Project Vision:

Create a true intersection of neighbors, clients, customers and users for community place making. The project will promote:

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

We intend to dictate building in the next development cycle with innovation and a commitment to Deep Green strate-gies, dictating market trends and shifting market desires (be the cycle).

Skanska Sustainable Leadership Timeline (abridged)

- 2011  
The Sunday Times (UK)  
Best Green Companies Award: Winner, all categories
- 2010  
US Green Building Council Leadership Award
- 2009  
Founding partner for Polish, Czech + Swedish Green Building Coun-cils;
- 2006  
Built EU's first non-residential Passive Energy building;
- 2006  
Skanska sets lowest Maximum Carbon Limit for new cars in Sweden;
- 2006  
Skanska signatory to EU Forest Law Enforcement and Trade Initiative;
- 2005  
Global 100 Most Sustainable - Skanska ONLY construction company;



DEVELOPMENT INFORMATION

The project site, at a key intersection in the Fremont and Wall-ingford neighborhoods, was chosen for its visibility, opportunity for place making and potential for a vibrant community connec-tor. Since the project's first EDG meeting, the project team has participated in no less than 10 different community meetings involving various groups in Fremont and Wallingford to formu-late our proposed project.

113,850 sq ft FAR  
20,000 sq ft of ground level retail  
8,500 sq ft open space

Approximately 216 below-grade parking stalls (1.78 stalls per 1,000 sq ft) - ability to convert lowest level for building utility.



SUSTAINABLE DESIGN 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 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

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.

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.

The Project is being designed to meet 100% of Seattle’s Living Building 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.**

Seattle’s Living Building Pilot Program (LBPP) provides flexibility in city codes to help projects pursue Living Building challenges. Specifically the codes challenge:

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

CODE AMENDMENT TO SEATTLE LIVING BUILDING PILOT PROGRAM

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.

PILOT PROGRAM MATRIX

| PETAL     | INTENT  | IMPERATIVE                  | IDENTIFIED STRATEGY | PILOT PROGRAM | TBD |
|-----------|---|-----------------------------|---------------------|---------------|-----|
| SITE      | The intent of the Site Petal is to clearly articulate where it is acceptable for people to build, how to protect and restore a place once it has been developed, and to encourage the creation of communities that are once again based on the pedestrian rather than the automobile. | Limits to Growth            | ●                   |               |     |
|           |   | Urban Agriculture           | ●                   |               |     |
|           |   | Habitat Exchange            | ●                   |               |     |
|           |   | Car Free Living             | ●                   |               |     |
| WATER     | The intent of the Water Petal is to realign how people use water and redefine 'waste' in the built environment, so that the water is respected as a precious resource.  |                             |                     |               |     |
|           | The Seattle Living Building Pilot Program calls for the project to use 75% less water than a comparable non-living building.  | Net Zero Water              |                     | ●             |     |
|           | The Seattle Living Building Pilot Program calls for 50% of the project's stormwater to be captured & reused onsite.   | Ecological Water Flow       |                     | ●             |     |
| ENERGY    | The intent of the Energy Petal is to signal a new age of design, wherein the built environment relies solely on renewable forms of energy and operates year round in a pollution-free manner.   |                             |                     |               |     |
|           | The Seattle Living Building Pilot Program calls for the project to use 75% less energy than a comparable non-living building.   | Net Zero Energy             |                     | ●             |     |
| HEALTH    | The intent of the Health Petal is to focus on the major conditions that must be present to create robust, healthy spaces, rather than to address all of the potential ways that an interior environment could be compromised.   | Civilized Environment       |                     |               | ●   |
|           |   | Healthy Air                 | ●                   |               |     |
|           |   | Biophilia                   | ●                   |               |     |
| MATERIALS | The intent of the Material Petal is to induce a successful materials economy that is non-toxic, transparent, and socially equitable.  | Red List                    |                     |               | ●   |
|           |   | Embodied Carbon Footprint   | ●                   |               |     |
|           |   | Responsible Industry        |                     |               | ●   |
|           |   | Appropriate Sourcing        |                     |               | ●   |
| EQUITY    | The intent of the Equity Petal is to correlate the impacts of the design and development to its ability to foster a true sense of community.  | Conservation + Reuse        | ●                   |               |     |
|           |   | Human Scale + Humane Places | ●                   |               |     |
|           |   | Democracy + Social Justice  | ●                   |               |     |
|           |   | Rights to Nature            | ●                   |               |     |
|           |   | Beauty + Spirit             | ●                   |               |     |
| BEAUTY    | The intent of the Beauty Petal is to recognize the need for beauty as a precursor to caring enough to preserve, conserve, and serve the greater good.   | Inspiration + Education     | ●                   |               |     |
|           |   |                             |                     |               |     |



SMC Living Building Pilot Program Available Departures

SMC 23.41.012.D.1: Criteria for Departures for the Living Building Program: Departures allowed if:

- 1) Departure results in development that better meets the intent of the design review guidelines;
- 2) Departure results in a development that better meets the goals of the LBC;
- 3) Board shall consider whether not granting Departure will compromise the environmental performance of the building.



| DEPARTURES REQUESTED   | STRATEGY AND OBJECTIVE  | DESIGN GUIDELINES BETTER MET   | BETTER MEETS THE LBPP GOALS  | ENVIRONMENTAL RESULTS WITHOUT DEPARTURE  |
|--|---|--|--|--|
| Living Building Pilot Program<br>65' in Structure Height<br>(+20 feet)       | STRATEGY: Use Height Departure to CREATE a vibrant pedestrian connection and amenity at a HIGHLY traveled multi-modal intersection; Over 8,000 square feet carved away from each floor plate to create pedestrian areas<br><br>OBJECTIVE: Take lost square footage on ground floor and add to 5th Floor; Create Narrower Floor Plate to increase day light into building (reduce artificial lighting) | A-1: Corner plaza activates and connects to highly visible intersection and Burke-Gilman Trail;<br><br>A-4: Open space and ground level retail promote active streetscape;<br><br>A-10: Open space orients to corner and provides transition to the building;<br><br>B-1: Diverse open space provides set back of building mass and offers transition from the mass to the existing neighborhood context;<br><br>C-2: Site design and open space differentiate ground level uses from office;<br><br>C-3: Open space design provides human scale detail and experience;<br><br>D-1: Corner plaza offers community gathering space and enhances pedestrian oriented activity;<br><br>E-2: Generous open area offers diversity of spaces and landscape design. | Health: Civilized Environment;<br><br>Equity: Human Scale + Humane Places;<br><br>Site: Car Free Living;<br><br>Beauty: Beauty + Spirit          | Loss of height reduces spatial quality and daylight penetration of each floor which has a direct impact on human comfort, health and productivity (issues with Civilized Environment).<br><br>Loss in height precludes corner Open Area, eliminating community amenity that addresses key intersection and precludes opportunities for meeting LBPP petals related to Health and Equity;<br><br>Additionally, loss of Ground Floor Pedestrian Areas on all street frontages decreases Community Connection, increasing auto-dependency (issues with Human Places and Car Free Living). |
| Living Building Pilot Program<br>15% Increase to Floor Area                  | STRATEGY: Use 15% FAR Departure for Incorporating Advanced Building Systems (Design + Technology Allowances)<br><br>OBJECTIVE: Incorporate Advance Design Concepts and Green Technologies to create a Market Rate Building that meets LBPP (e.g. rain water & gray water collection cisterns, water filtration systems, thermal storage, mechanical system & heat recovery unit).                     | N/A<br><br>Related to pilot program/environmental goals, but not inconsistent with design guidelines.  | Energy: Energy Reduction (>75%);<br><br>Water: Storm + Water Usage;<br><br>Health: Civilized Environment;<br><br>Beauty: Inspiration + Education | Loss of bonus FAR does not allow room for advanced environmental building systems;<br><br>No bonus FAR results in no offset of additional costs associated with advanced environmental building systems and Pilot Program projects, nor is it financially viable (issues with Providing Energy Reduction and Systems for Storm and Water Reduction)<br><br>Project is no longer market rate or financially viable (Issues will all Petals of LBPP)   |
| Living Building Pilot Program<br>Exempt Ground Floor Retail<br>Uses from FAR | STRATEGY: Use the FAR Retail Exemption Departure for Ground Floor Areas that Activate the Pedestrian Environment and Increase Walkability of the Area and Site.<br><br>OBJECTIVE: Create an enhanced pedestrian environment by encouraging the Project to provide usable, accessible spaces within the public realm.  | A-1: Ground level retail enhances plaza activity;<br><br>A-4: Ground level retail promotes active streetscape experience;<br><br>A-10: Primary corner retail space orients building activity to key intersection;<br><br>B-1: Ground level retail breaks down scale of building;<br><br>C-2: Retail uses provide diversity in architectural expression of building;<br><br>C-3: Retail articulation, signage and lighting provide human scale;<br><br>D-1: Retail detailing contributes to site design diversity;<br><br>E-2: Corner retail activity and circulation engage building and plaza with the community.   | Equity: Human Scale + Humane Places;<br><br>Site: Car Free Living;<br><br>Beauty: Beauty + Spirit;<br><br>Health: Biophilia                      | No FAR exempt retail use departure results in no ground level pedestrian oriented uses which discourages pedestrian activity and places for the entire neighborhood to use (issues with Equity, Car Free Living, Health and Beauty petals of the LBPP).  |

# Seattle Living Building Pilot Program

## SITE PETAL

The intent of the Site Petal is to clearly articulate where it is acceptable for people to build, how to protect and restore a place once it has been developed and to encourage the creation of communities that are once again based on the pedestrian rather than the automobile.

### 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. Site design concepts include landscape planting 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.

The project site, as determined by transect methodology, is classified as Transect L5 Urban Center Zone which is defined as medium to high density mixed-use development found in the first ring of a larger city. The L5 transect includes a requirement for urban agriculture when the building floor area is equal to or less than 2.99 times the project site area. The effective building floor area for this project is in excess of 2.99 and therefore there is no urban agriculture requirement. However, the project seeks to incorporate selective agricultural elements which will demonstrate to the community that urban food production 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 team 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, 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.

The design will incorporate multiple features to encourage Care Free living. Ideas being considered include multiple bike racks in various locations throughout the project including covered areas to keep bikes out of the weather. The project site was specifically chosen because of its proximity to the Burke Gilman trail, further encouraging car free living.

Lastly, the project will provide 300 jobs in a diversely zoned area that includes residential uses, encouraging a greater number of trips to work to be achieved via walking, bicycling, or transit, further reducing the demand for parking.

## WATER PETAL

The intent of the Water Petal is to realign how people use water and redefine ‘waste’ in the built environment, so that water is respected as a precious resource.

### 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 for non-potable uses. Cistern sizing and location options are currently being studied, although the cistern will not be a significant building design feature. Other water conserving features will also be incorporated into the building design.

Because City of Seattle requirements stipulate potable water must come from city supplied water the building will not achieve net zero water initially. However, true “net zero water” usage has been identified as potentially viable should on-site treatment for potable use be allowable in the future. For this reason, strategies that enable a changeover to this approach are being investigated further by the design team.

## 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

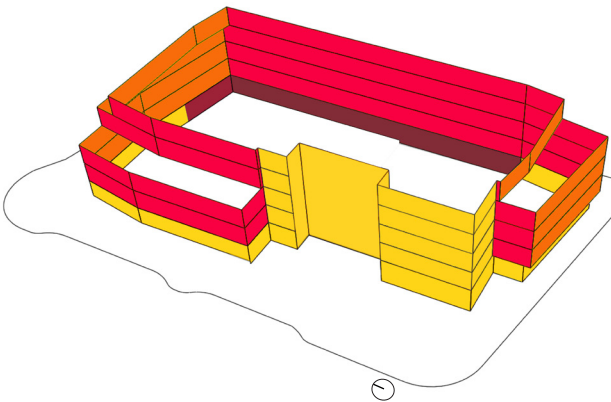
The intent of the Energy Petal is to signal a new age of design, wherein the built environment relies solely on renewable forms of energy and operates year round in a pollution free manner.

### 07 Net Zero Energy

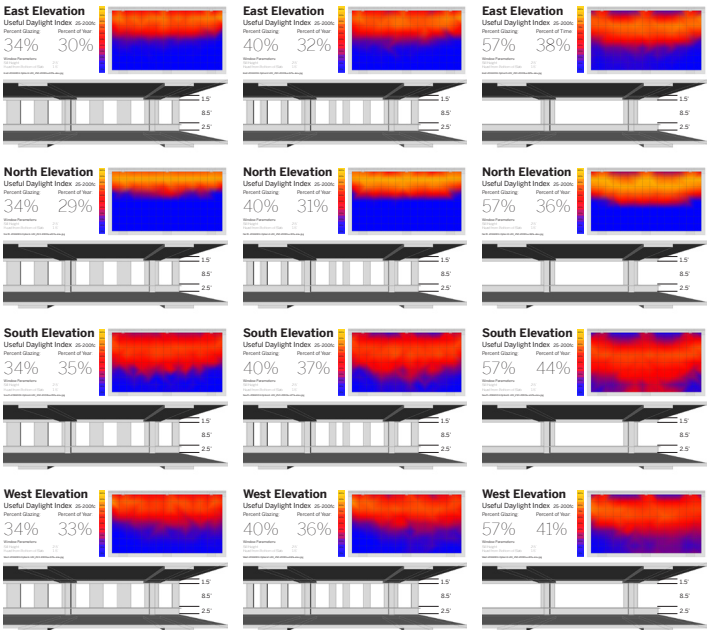
The Seattle Living Building Pilot Program calls for the Project to use 75% less energy than a comparable non-living building.

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;
- 4) Floor plate configuration and floor to floor heights to maximize effective daylighting;
- 5) Advanced energy metering and consumption management systems;
- 6) Hydronic Free Cooling;
- 7) Hydronic Chilled Beams;
- 8) Diurnal phase change thermal storage system with heat recovery chiller
- 9) Dedicated outdoor air ventilation system with heat recovery of building exhaust
- 10) High performance lighting design



**Transparency Diagram** less more  
Exterior envelope shown without floorplates. The building entry, ground level retail spaces, and the southwest corner elevations have the most glazing. North and south exposures are more transparent than east and west.



**Useful Daylight Index Studies**



# Seattle Living Building Pilot Program

## HEALTH PETAL

*The intent of the Health Petal is to focus on the major conditions that must be present to create robust, healthy spaces, rather than to address all of the potential ways that an interior environment could be compromised.*

### 08 Civilized Environment

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

With the additional floor to floor height allowed by the LBPP and code amendment departures, the project seeks to provide a workplace environment that maximizes daylight penetration into occupied areas of the proposed floor plates and that has spatial characteristics that are beneficial to human comfort and productivity. Analysis and implementation are an iterative balancing act for this project. The project is attempting to maximize daylight penetration to decrease ambient lighting requirements and provide better, natural light for the occupants. However, extensive glazing creates higher solar gain and potentially higher peak loads for cooling. A higher percent of glazing enhances the occupant experience and comfort by creating more connectivity to the outdoors. All of these factors are being weighed and the locations and size of the openings carefully selected in order to maximize the occupant comfort and address the concepts that include a civilized environment while not precluding the objectives from other imperatives.

This project is adjacent to the transfer station and has arterials on three sides and presents a situation where exemptions from the fresh air imperative is justified because of traffic and transfer station noise, as well as significant concerns around the odors and particulates created at the transfer station. Despite this, our team continues to study ways to incorporate operable windows in strategic locations, while not relying on this feature as a primary function of our HVAC system. Instead the primary air ventilation will be achieved through fresh air ventilation through a ducted system.

### 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.*

A primary element of this project is the open space at the corner of 34th Street and Stone Way, creating a “trailhead” location for the Burke Gilman Trail and a community gathering place. Associated with the open space is the building entry and signature stair element. Within these design features, the six types of biophilic design elements will be represented. The design team is currently evaluating the potential for these elements including water and water processes, natural materials, views, façade greening, spatial diversity, inside-outside spaces, geographic and cultural connection to place and spirit of place.

The relationship of the open space and the building to the Burke Gilman Trail 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).

## MATERIALS PETAL

*The intent of the Materials Petal is to induce a successful materials economy that is non-toxic, transparent and socially equitable.*

### 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 challenging (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 challenging (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 challenging (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.

# Seattle Living Building Pilot Program

## EQUITY PETAL

The intent of the Equity Petal is to correlate the impacts of design and development to its ability to foster a true sense of community.

### 16 Human Scale and 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 focus for this project is the connection to and the enhancement of the Wallingford Fremont pedestrian and bicycle oriented activity currently at and envisioned for the project site. Fostering community through human scaled activity is proposed through active ground level retail spaces and associated entries distributed on all three street frontages, a community engaged building entry, stair and lobby design and a place specific site design that consists of a diversity of appropriately sized open spaces located within both the project boundaries and in the streetscape that support a variety of activity ranging from more public to more intimately scaled. Trees, other landscape elements, seating, water elements and artwork contribute to the pedestrian experience. The focal civic space at the corner of 34th Street and Stone Way creates a vibrant pedestrian node, gathering venue and direct connection to the Burke Gilman Trail.

### 17 Democracy + Social Justice

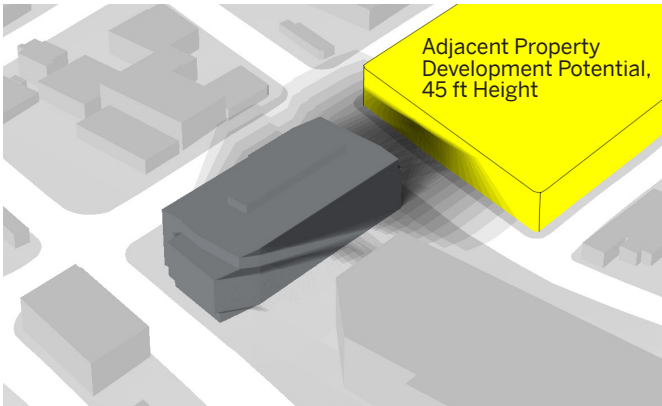
*For all projects types located in Transect L3-L6, street furniture (such as benches) must be provided for and accessible to all members of society.*

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. The proposed project does not share a party wall with an adjacent property; therefore, analysis of access to sunlight is limited to an evaluation of shading on adjacent properties on the Winter Solstice (Dec. 21) between 10 a.m. and 2:00 p.m. The analysis diagram illustrates that the proposed massing, incorporating setbacks on the north and west facades as well as a step along Stone Way, has been designed to avoid shadowing on any adjacent facades or rooftops above the established criteria of 15 meters. Additionally, the proposed design provides publicly accessible open space and preserves views of the lake and the city.



In Transect L5, shading of the development potential on adjacent properties is limited to 15 meters (~49 feet). The yellow block north of the project site represents the 45 ft zoning envelope. Shadows cast by 3400 Stone Way fall well below the roofline.

## BEAUTY PETAL

*The intent of the Beauty Petal is to recognize the need for beauty as a precursor to caring enough to preserve, conserve and serve the greater good.*

### 19 Beauty and Spirit

*The Project must contain design features intended solely for human delight and the celebration of culture, spirit and place appropriate to its function.*

This Project provides the opportunity to create a civic space for the Wallingford and Fremont neighborhoods, with an active, vibrant and connected site design. The building design will respond to the community context and highlight human movement and activity.

Our team expects the intent will be achieved partly by starting with an unusually large open space for an urban development and layering in multiple design feature that complement and enhance the human experience. One strategy to achieve this imperative includes the concept of using common features in creative ways. Ideas being developed include multifunctional furnishings in the plaza such as bike rack/sculptural artistic pieces as well as landscape features that separate and define program functions of the plaza and also create seating and gathering areas. The site design balances softscape landscaping and hardscape functionality.

The team continues to study those features that embrace the culture of the community and our region and celebrate the unique features of the site and the Wallingford and Fremont neighborhoods.

### 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.

## TECHICAL ADVISORY GROUP MEETING #1

Project Team's meeting with Seattle's Technical Advisory Group ("TAG") highlighted the Project's Living Building Pilot Program Minimum Objectives.

- Energy reduction of >75%
- Water Usage reduction of >75%
- Stormwater capture and reuse of >50%

Key items addressed in TAG#1 were:  
a) Confirmation of Assumptions;  
b) Benchmarking methodology;  
c) Design Strategies to accomplish Objectives.  
d) Required user collaboration necessary for design and operations.

Key TAG and Project Team discussions centered on the inherent tension between competing objectives, including:  
1. Floor to floor heights for increasing day lighting vs. Energy Efficient Envelope  
2. Decreasing Glazing for Energy Efficiency vs. Occupant Access to Natural Light.  
3. Reduce Glass to Core Dimensions vs. Marketable Floor Plate Size and Envelope Costs.

Our project team is studying these criteria and implementing the deep green features and configurations that best accomplish all the project goals and provides a class A office building attractive to market rate tenants.



# Urban Context Analysis

## Neighborhood Character

- Diversity of Uses
- Streetscape
- Stone Way View
- Linkages
  - Burke-Gilman Trail
  - Cheshiahud Loop
  - Waterway 22
  - Gasworks Park





# Site Plan

## Topographic Character

- Glacial History/Bowl
- Toe of the Slope
- Immediate Site

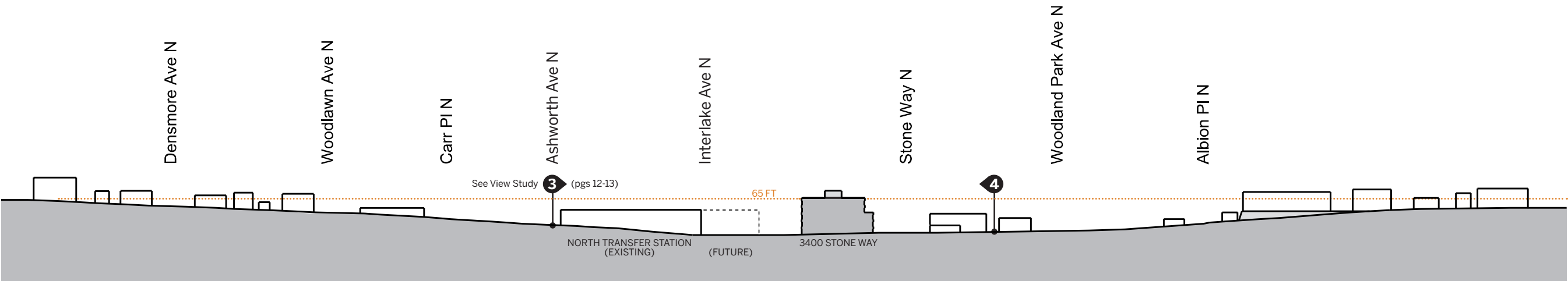
## Movement Patterns

- Burke-Gilman Trail
- Bike Routes
- Public Transportation

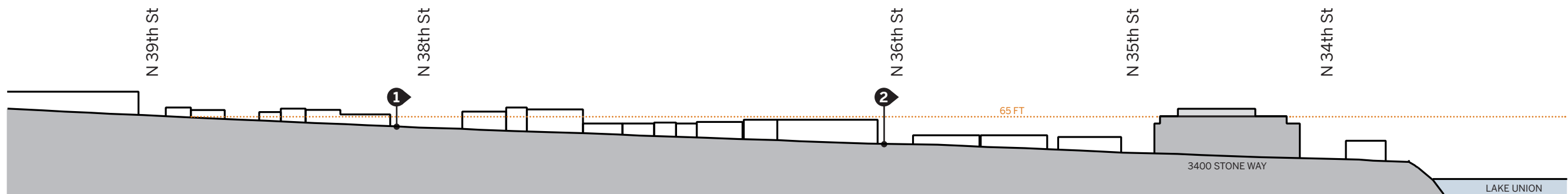




Site Sections



East/West Site Section through N 35th St, Looking South



North/South Site Section through Stone Way, Looking East



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



View Studies



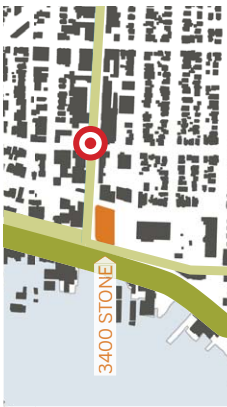
1 View South on Stone Way at N 38th St



Existing view



View with current massing of 3400 Stone Way



2 View South on Stone Way at N 36th St



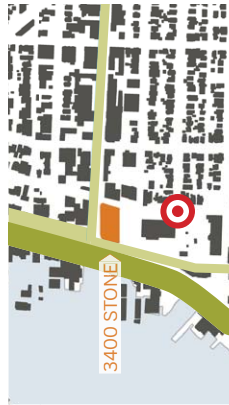
Existing view



View with current massing of 3400 Stone Way



**3** View West on N 35th St at Ashworth Ave N

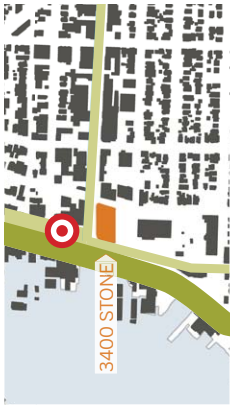


Existing view



View with current massing of 3400 Stone Way

**4** View East on N 34th St



Existing view



View with current massing of 3400 Stone Way



# Massing Strategy

The massing strategy for the proposed project captures the favorable characteristics of massing option two and three from EDG 1 in a hybrid solution that appropriately distributes the height, bulk and scale of the building in direct response to neighborhood context.

## EDG 1, OPTION 2

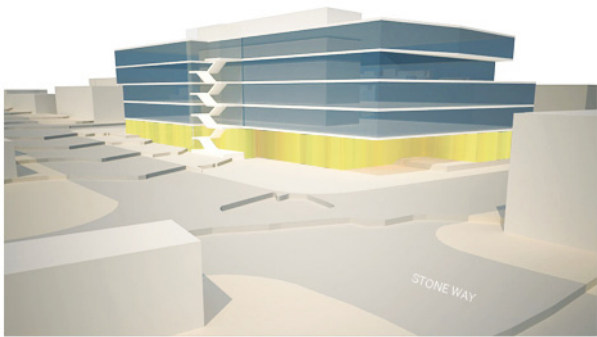
- offset planes provide modulation of building mass
- perceived setback of floor plates responsive to neighborhood context



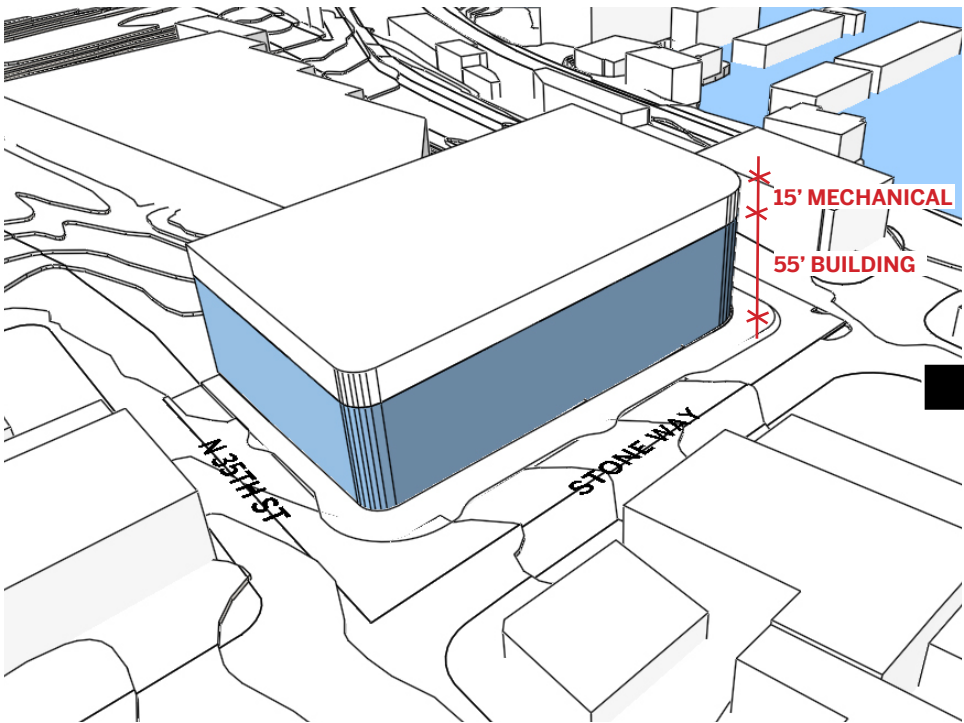
Street View from Southwest

## EDG 1, OPTION 3

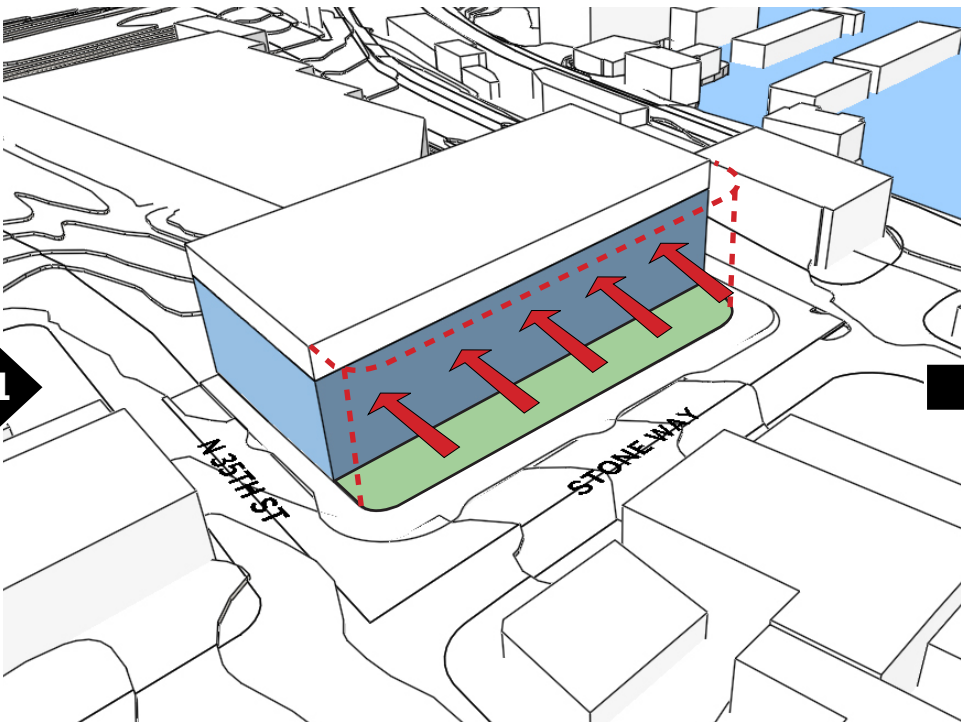
- step in building massing along Stone Way provides generous open space at the key intersection of 34th Street and Stone Way, connecting with the Burke Gilman Trail and providing a diversity of pedestrian oriented spaces distributed around the site
- massing approach results in narrow floor plates throughout most of the building, larger floor plate areas on level two and three are oriented to capture desirable north daylight



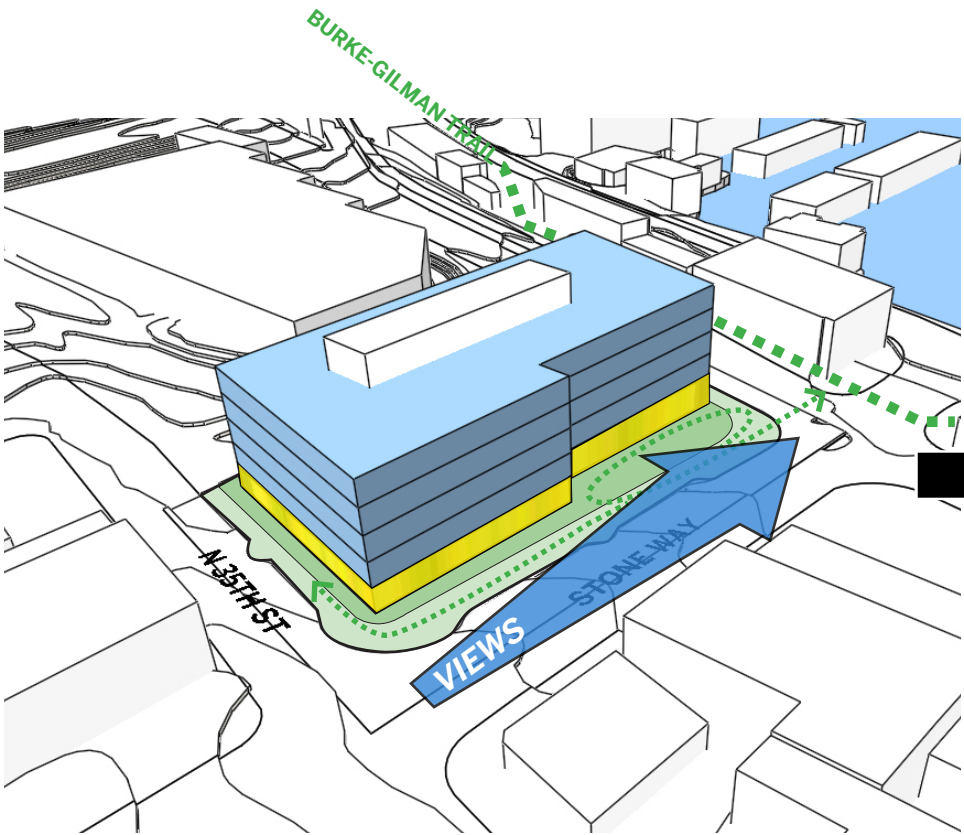
Street View from Southwest



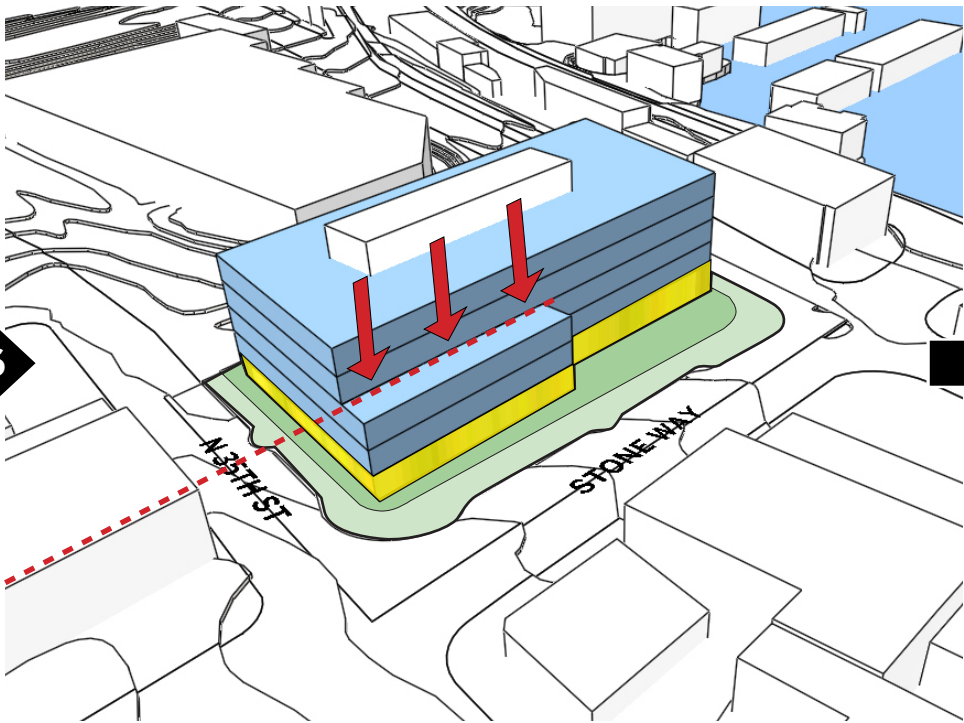
Existing Zoning Envelope



Push the building back to provide significant open space at grade

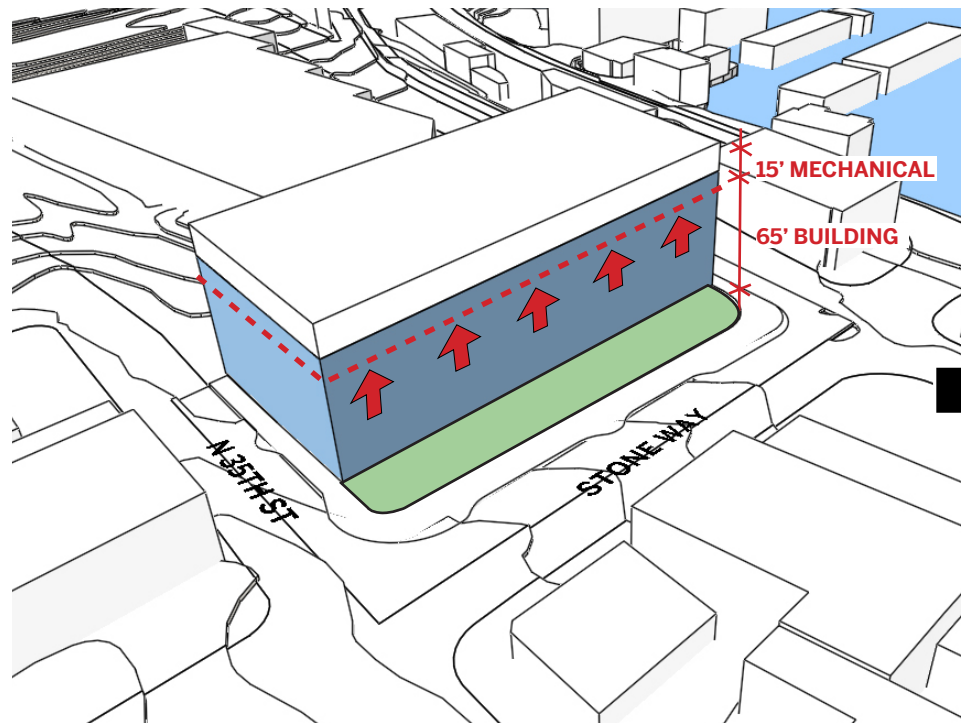


Reconfigure open space to bolster Burke-Gilman connection; open up corner to scenic views

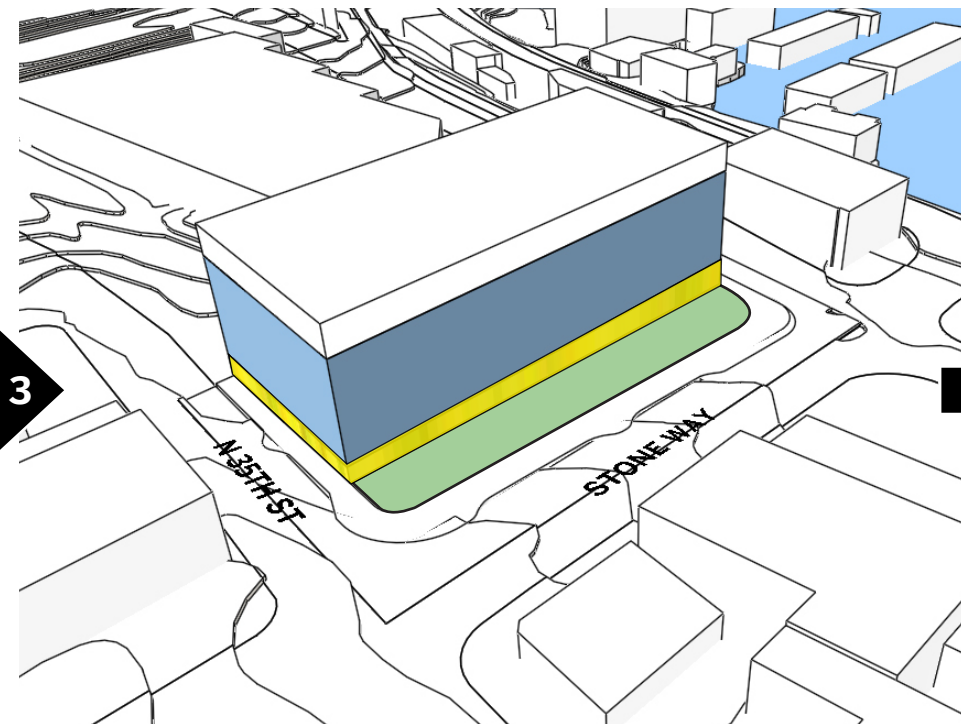


Step back along Stone Way to address existing scale; Create exterior terrace to add to street character

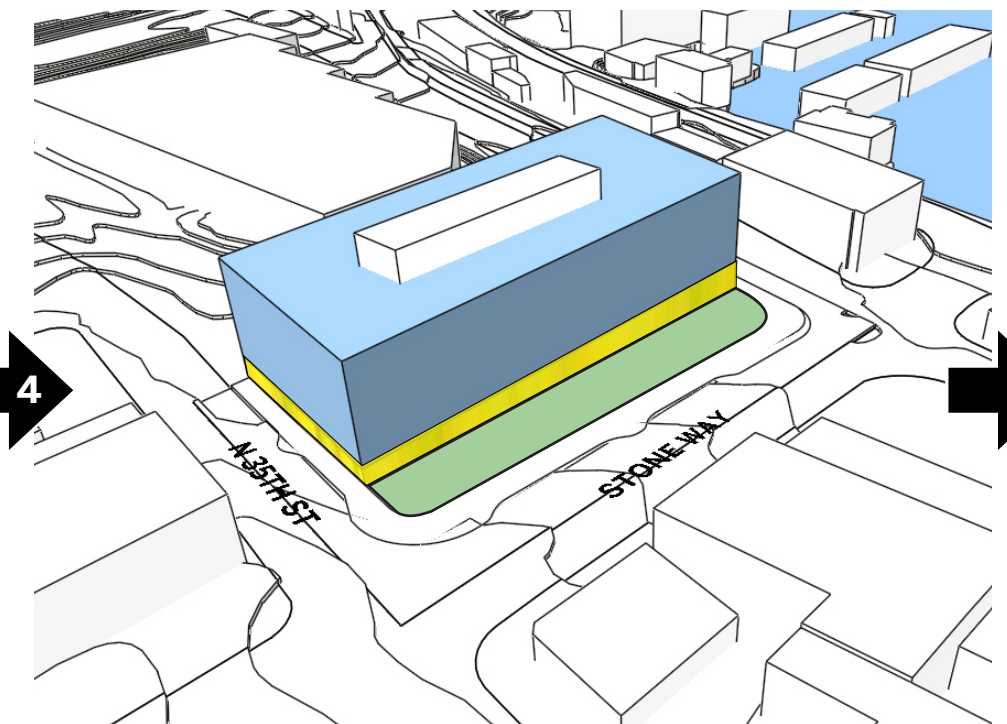




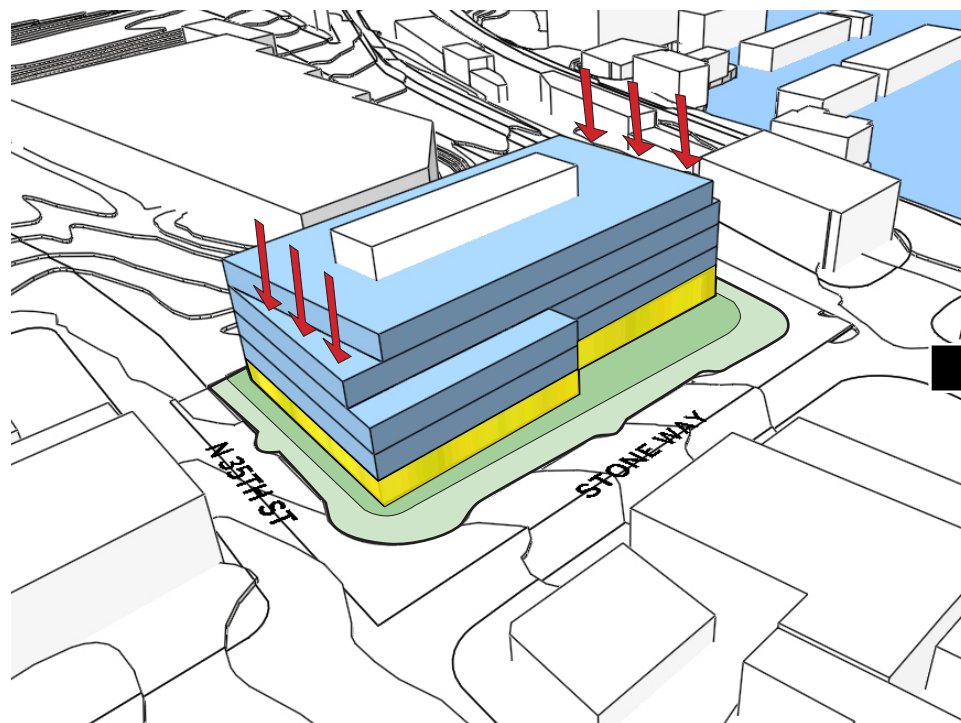
In exchange for open space at grade, allow additional building height and narrower floorplates, up to 65 ft in height



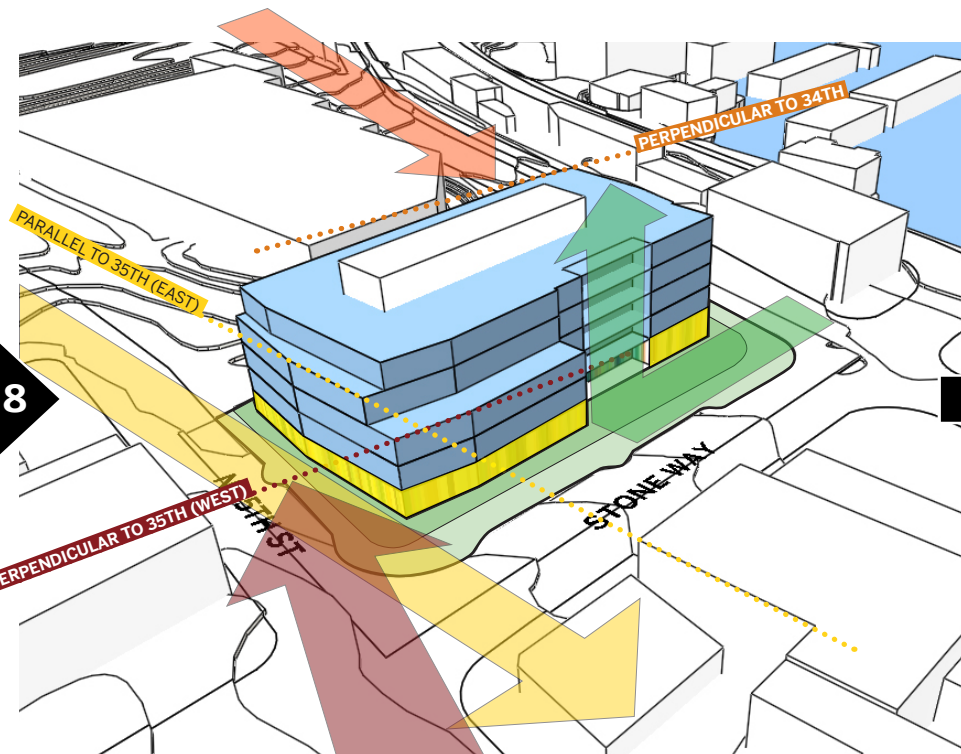
Provide retail at grade



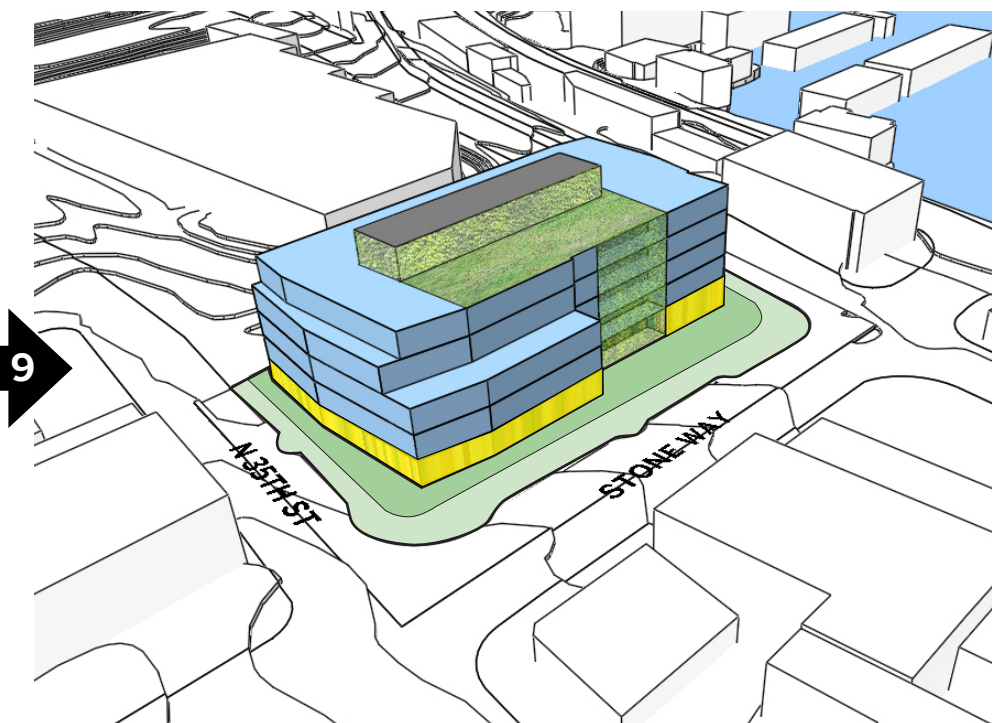
Limit and consolidate rooftop mechanical coverage



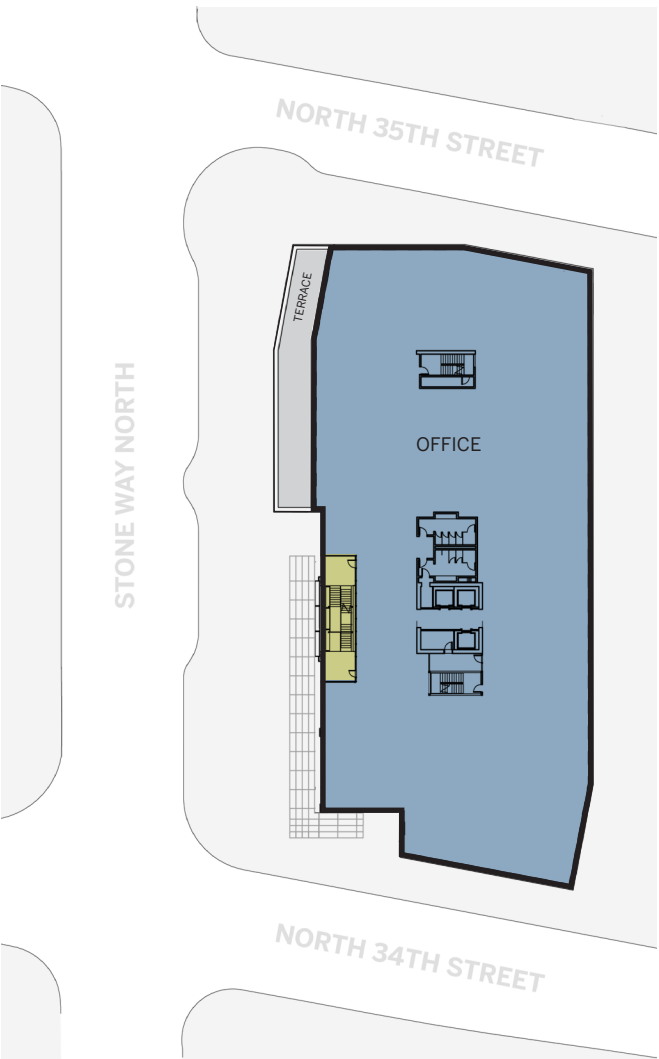
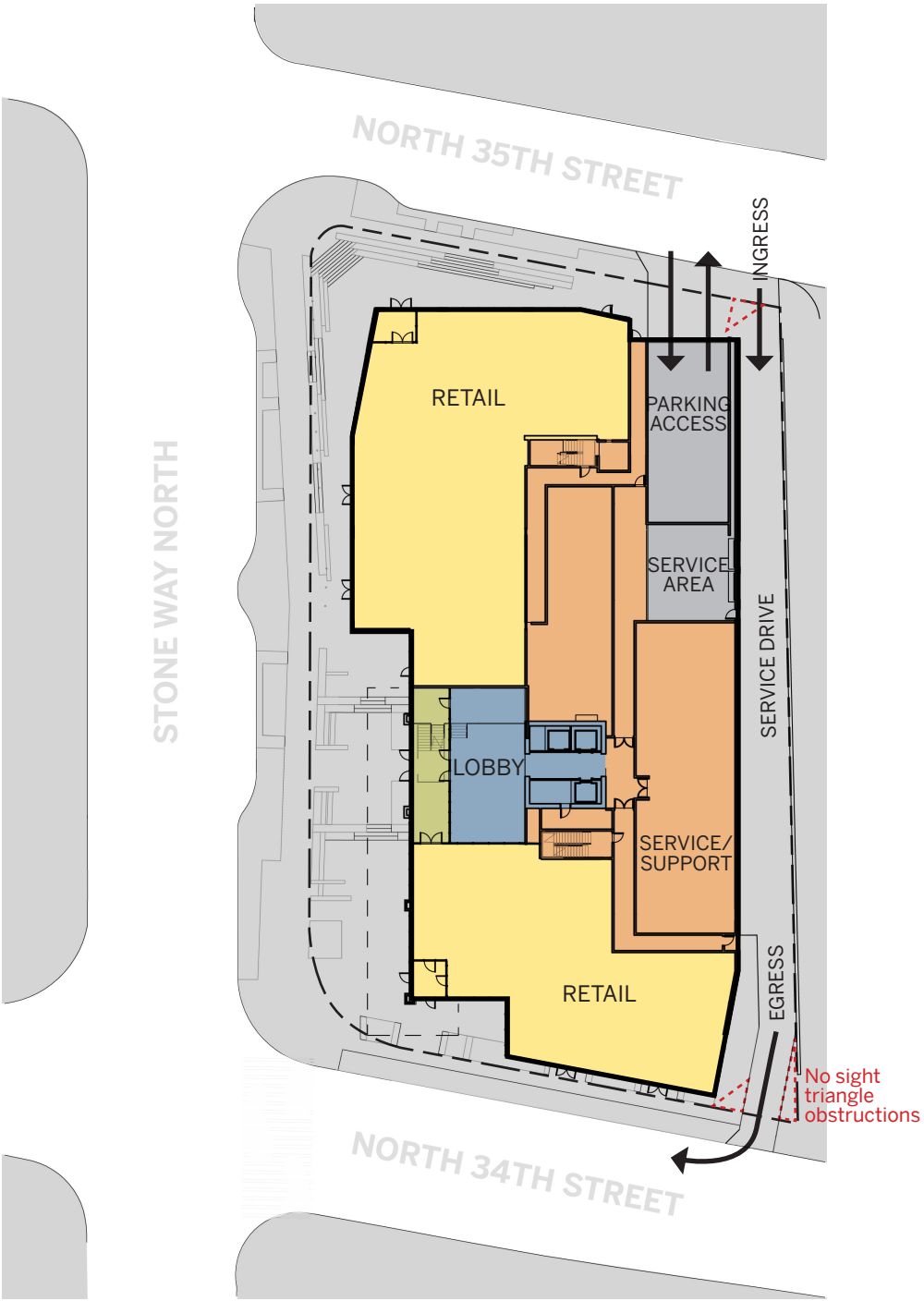
Set back Fifth Floor in response to neighborhood context; Create upper level terraces



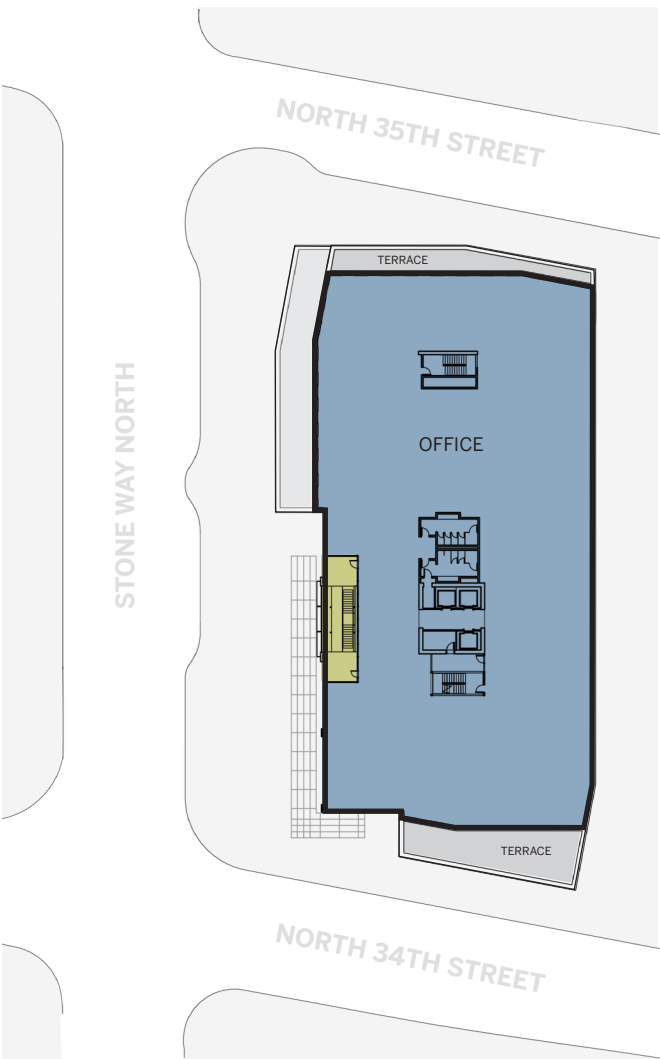
Sculpt corners to unique conditions of project site



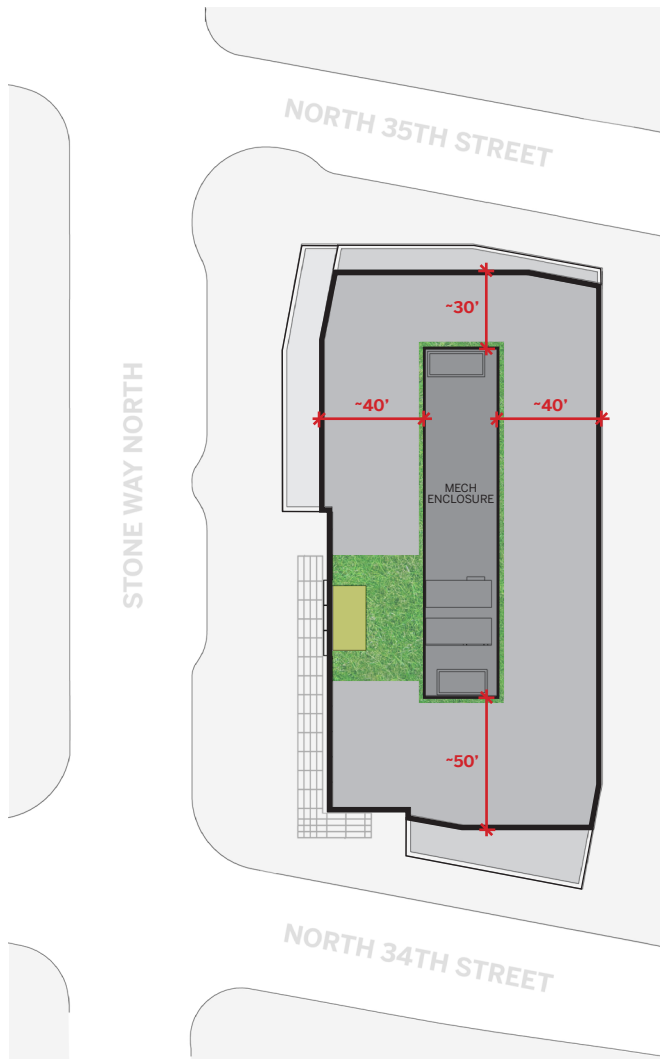
Clad lobby stair with vegetation



- Level 4
- Stone Way setback responds to neighborhood context and enhances view to Lake Union
  - Terrace connects building activity to community



- Level 5
- Setbacks at N 35th St and N 34th St respond to neighborhood context
  - Terraces connect building activity to community

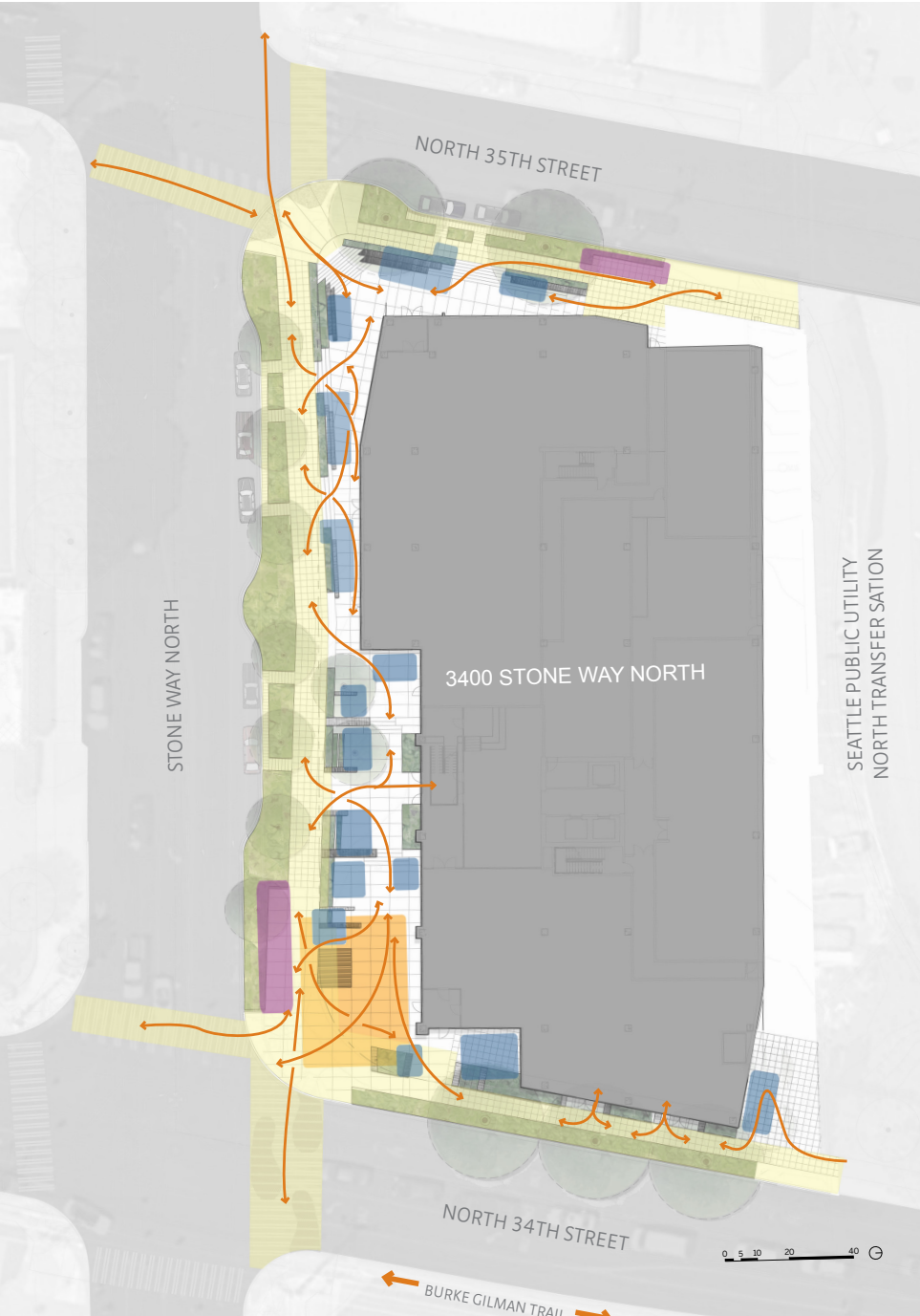


- Roof Level
- Landscape elements extend character of ground level open space vertically at stair and horizontally at roof plane
  - Rooftop appurtenances held back from building edges and screened with landscaping






- ⌚ Ground Level
- Open space at all street frontages
  - Levels 2 and 3 floorplates are similar, office use



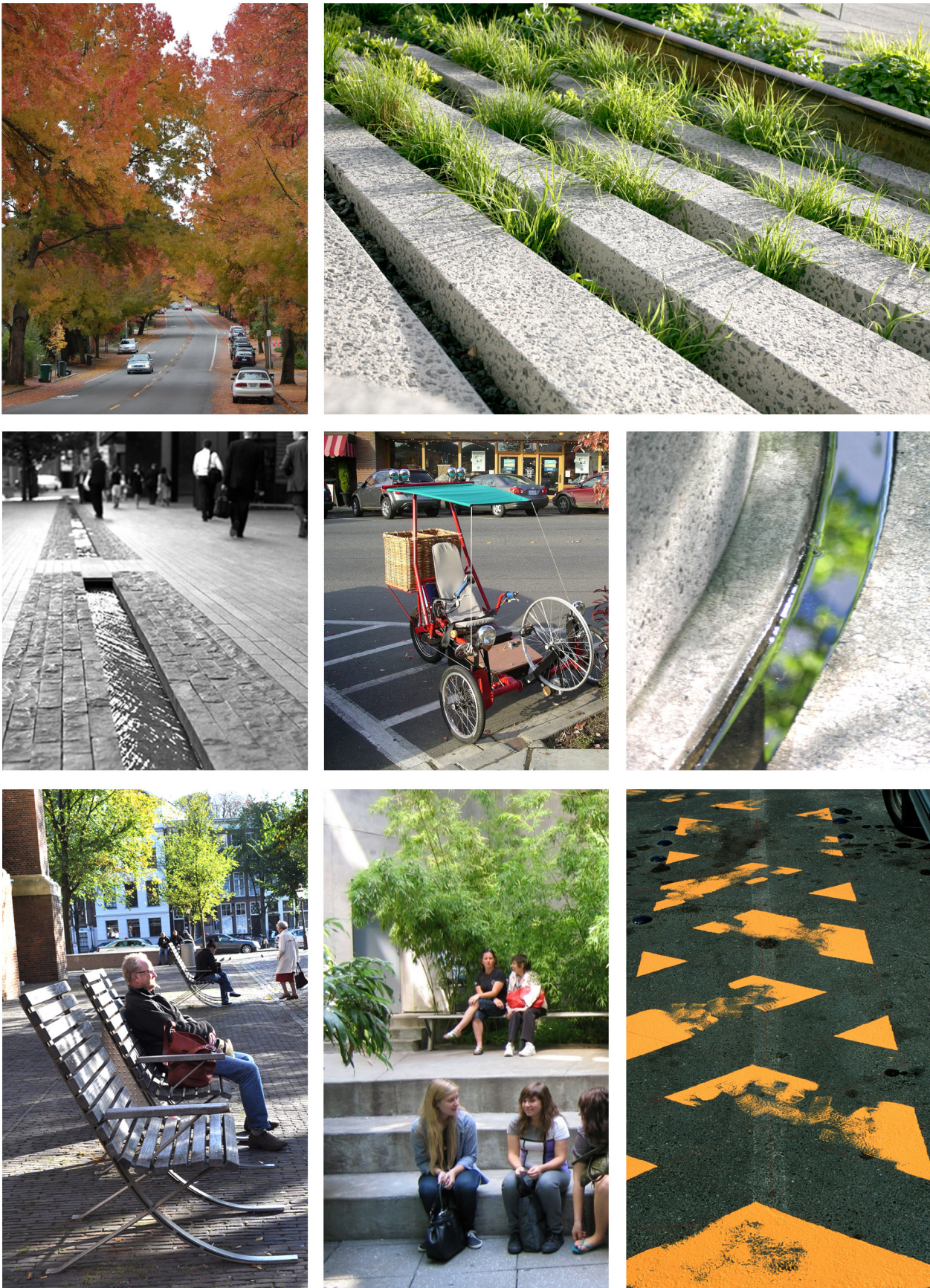
Urban Design Program Diagram



MOVEMENT AND GATHERING

- movement 
- pedestrian zone 
- gathering node 
- bicycle parking 
- public ROW 

Streetscape Elements

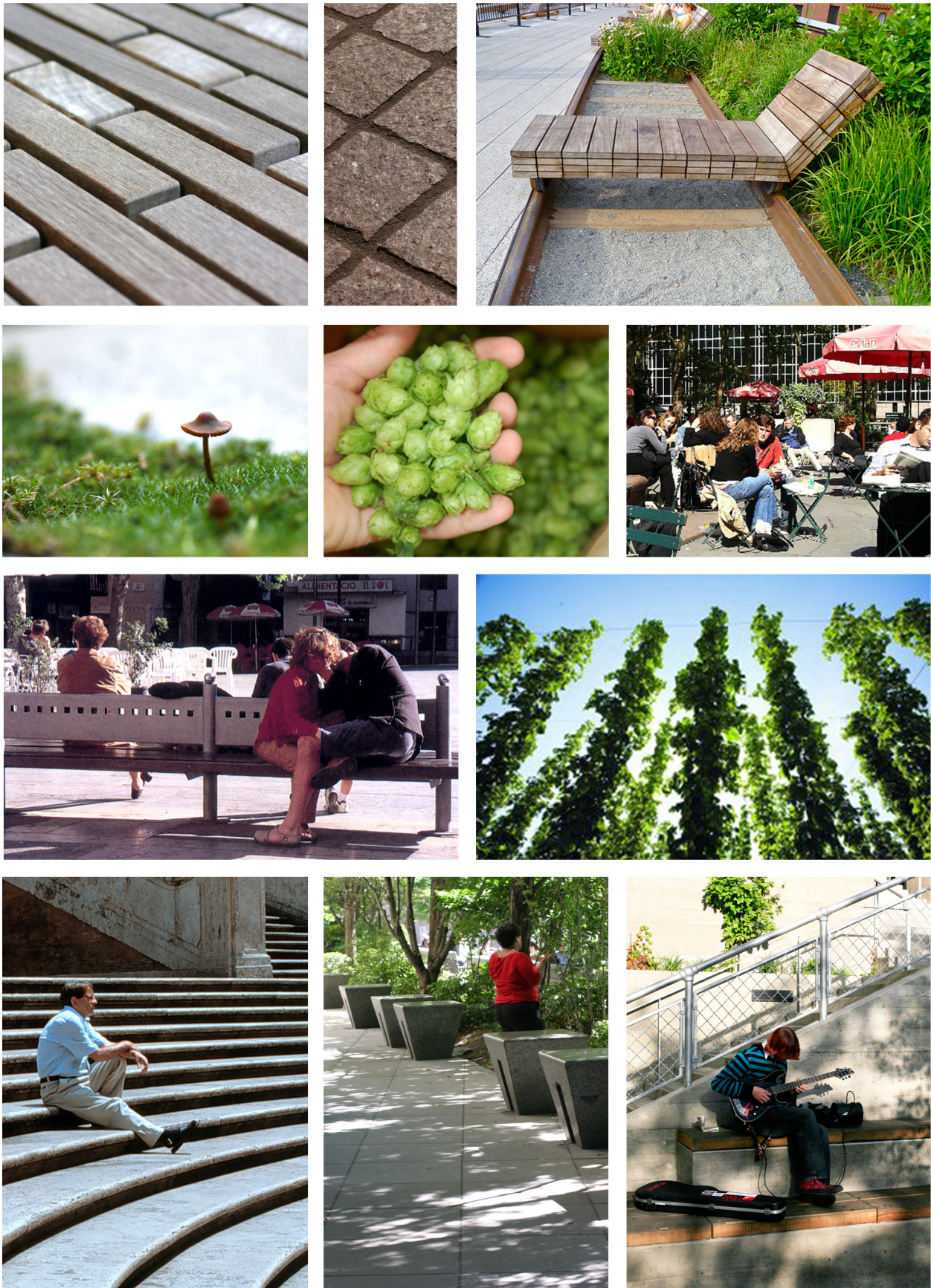




Site Plan Diagram



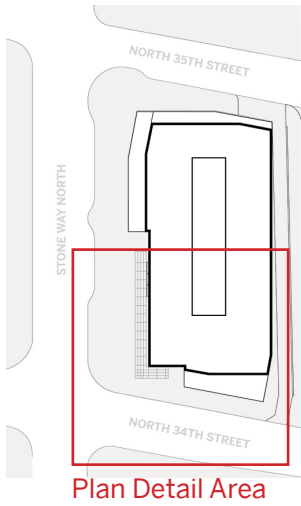
Streetscape Elements





# N 34th St and Stone Way






## Enlarged Program and Site Plan Diagrams



- Corner Plaza
- Building Entry/Stair
- N 34th St Open Space



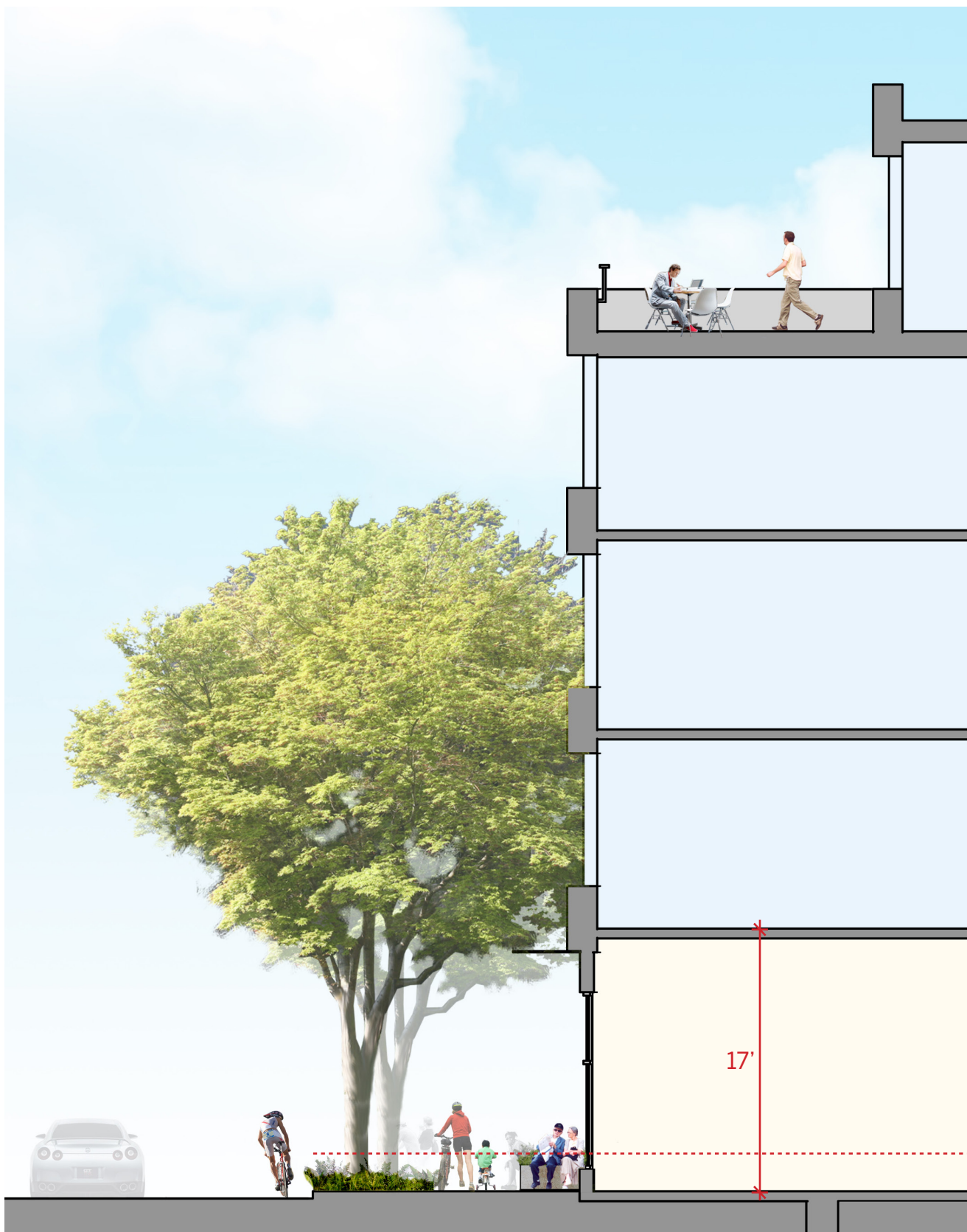
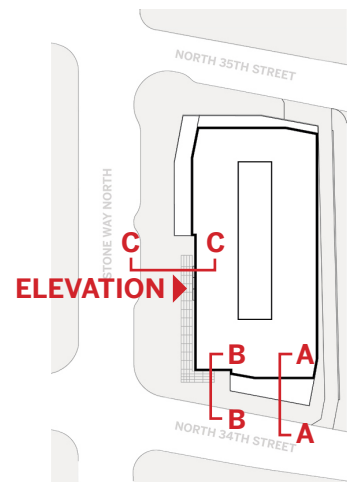
MOVEMENT AND GATHERING

- movement 
- pedestrian zone 
- gathering node 
- bicycle parking 
- public ROW 

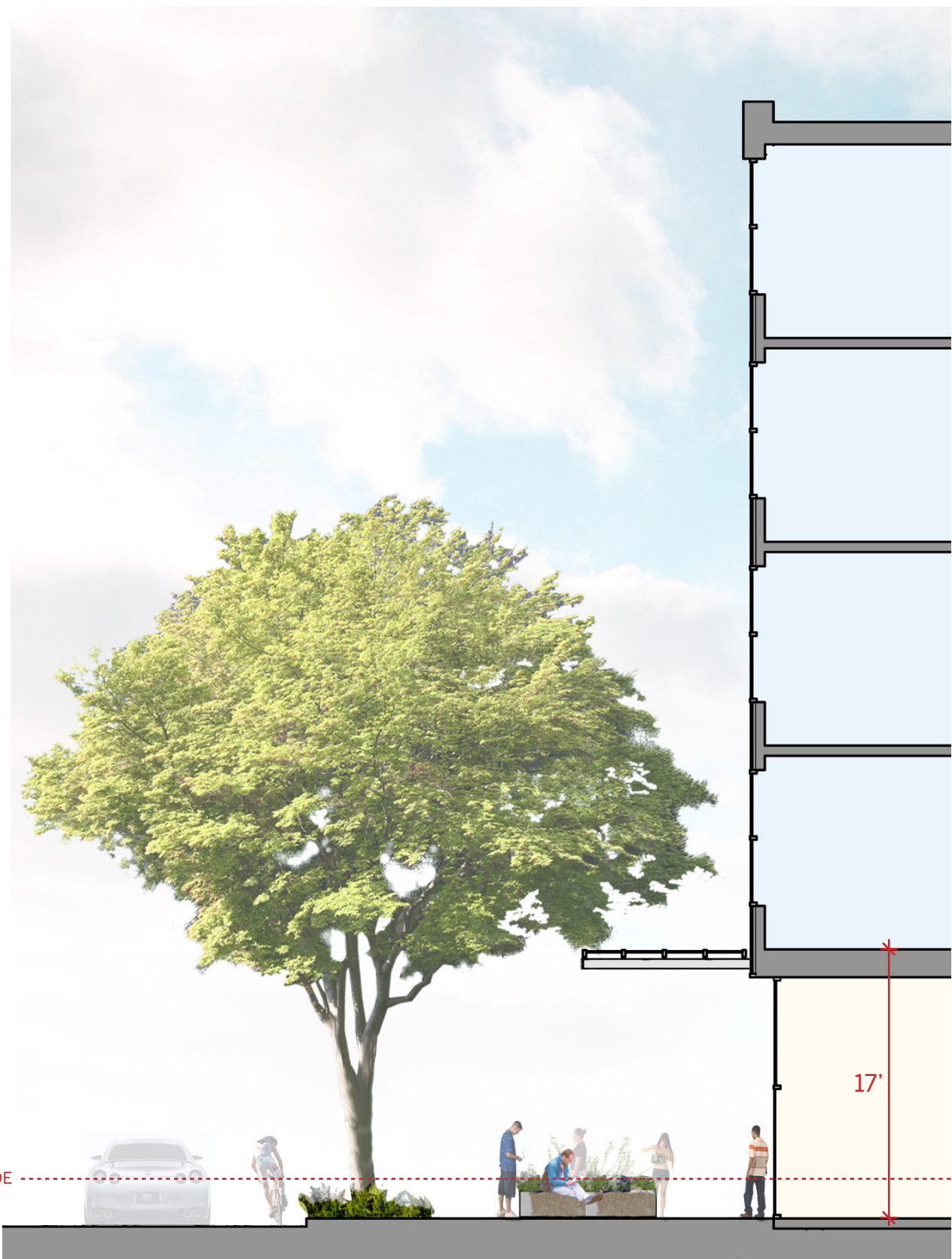




N 34th St



Section A-A through South Elevation



Section B-B through Southwest Corner



Entry Lobby



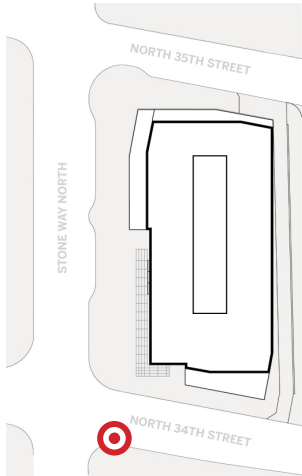
Section C-C through Entry Lobby



Exterior Elevation Entry Lobby

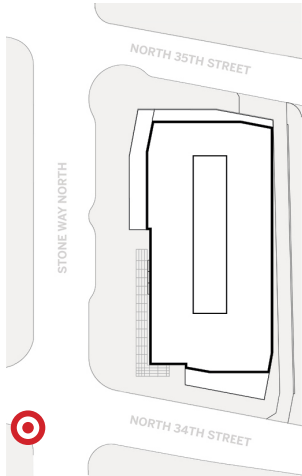


N 34th St and Stone Way





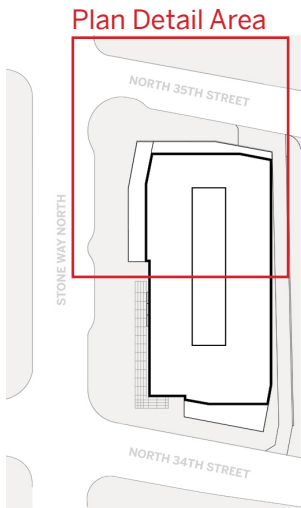
Stone Way





# N 35th St and Stone Way

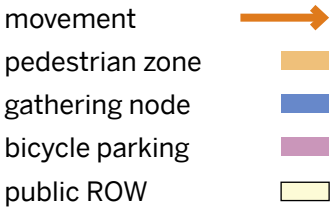
## Enlarged Program and Site Plan Diagrams



- Corner Gathering Place
- Stone Way and N 35th St Open Space

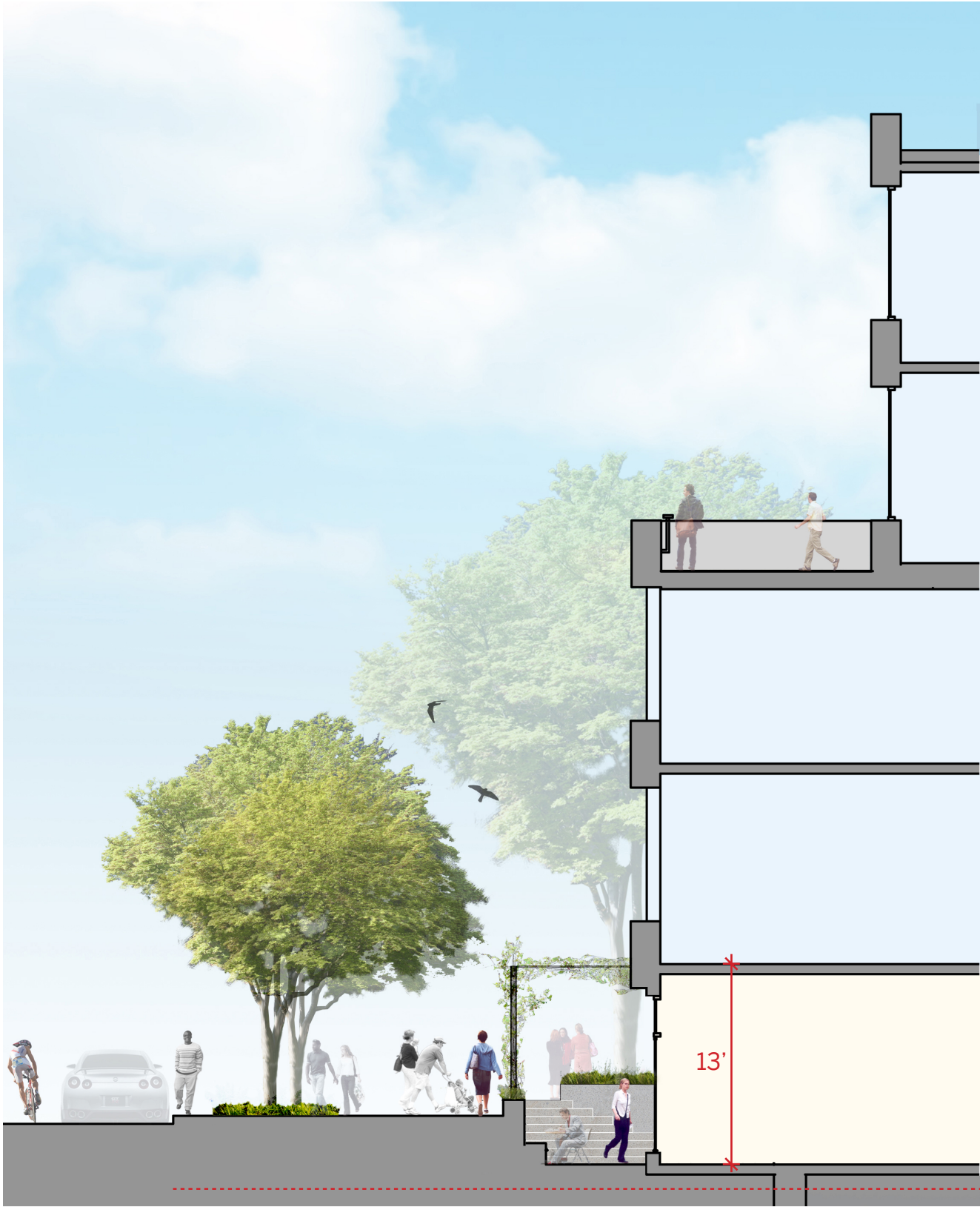
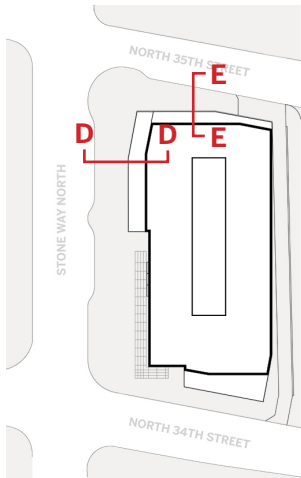


MOVEMENT AND GATHERING





N 35th St and Stone Way



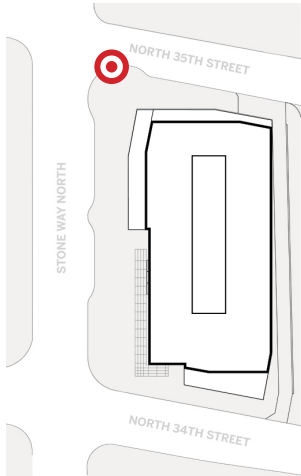
Section D-D through Northwest Corner



Section E-E through North Elevation

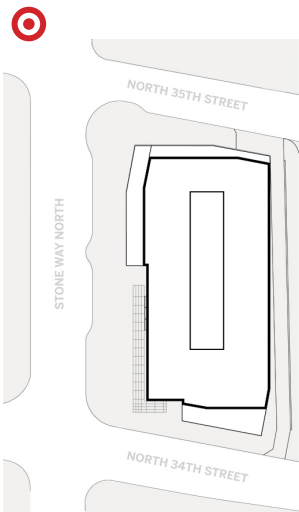


N 35th St and Stone Way





N 35th St and Stone Way





# Priority Design Review Guidelines

## 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-3 Entrances Visible from the Street

*Entries should be clearly identifiable and visible from the street.*

The proposed design integrates the building entry stair within the overall massing of the building while at the same time revealing the stair through a transparent layer of landscaping that transitions vertically from the open space below, identifying the building entry and being emblematic of the sustainable design goals for this project.

### A-4 Human Activity

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

Diverse open spaces in combination with ground level retail space will promote a lively street experience dominated by human activity and be supportive of the human spaces and humane places imperative of the project. Each street frontage has a distinct character that will be enhanced by the overall massing of the building, activated by appropriately sized open spaces and embellished by the design of the pedestrian level retail and building lobby spaces.

### A-8 Parking and Vehicle Access

*Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.*

Since the EDG meeting, discussions with SDOT and further analysis of anticipated traffic patterns for the adjacent north transfer station have resulted in a change in direction for the proposed one-way service drive. In order to present the least conflict with transit station truck ingress and egress, the service drive ingress will be from 35th Street and egress will be a right turn only onto 35th Street. Car park ingress/egress remains on 35th Street. Additionally, this approach eliminates sight line issues related to egress and eliminates a need for a land use departure.

### 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 approach to the proposed building massing incorporates a step in the building and provides open space in response to this project’s prominent location at the intersection of 34th Street and Stone Way. The retail corner at the base of the building corner will be fronted by a generous open space and will be highly visible and active and will engage the activity of the Burke Gilman Trail and the broader community. The retail at the corner of 35th Street and Stone Way is also fronted by open space but, in this case, is considered such that the open space and the retail are much more intimate and appropriately sized for the existing neighborhood scale along this edge of the property.

## 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 near-by, less-intensive zone. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development of the adjacent zones.*

The current massing of the building is a synthesis of strategies discussed in the previous EDG. The current massing approach pushes upper levels back, eliminating overhanging portions of building, while pulling lower portions of the of the building forward to provide a more direct relationship to the street, greater connectivity to pedestrians and responds to the scale of the neighborhood and reduces shading on adjacent properties. This stepping back provides opportunities for roof terraces on several floors allowing connectivity between the building user and the exterior environment. Additional sculpting of the building corners reinforces the unique shape of the site in relationship to the street grid.

The ‘stepping back’ exists in the vertical plane as the mass progressively regresses along Stone Way from the corner of N 35th Street to N 34th Street. This stepping back helps to maintain the view corridor looking south on Stone Way while simultaneously creating a series of pedestrian-activated open spaces at the ground floor retail areas to create a sense of place at the corner of N 34th and Stone Way.

The building lobby level is set at the median grade along Stone Way allowing the massing to ‘tuck into’ the northern portion of the site which provides a more intimate scale appropriate to the neighborhood context. The southern portion is more robust, responding to the greater activity and scale of the context.

## C ARCHITECTURAL ELEMENTS AND MATERIALS

### 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.*

As the design continues to evolve the retail character and the office character are evolving to relate to their own functions and respond to strategies that address the environmental sustainability commitment of the project. The retail areas will provide more transparency, texture, and pedestrian-scaled amenities and details. Functional elements, such as canopies and weather protection will reinforce the pedestrian/retail zone and provide a separation between the retail and office.

### C-3 Human Scale

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

The revised massing, the development of the open spaces into a series of unique pedestrian activity areas, pedestrian-scaled site amenities and the incorporation of building features such overhead weather protection help to achieve a good human scale.

### C-4 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.*

Detail related to exterior materials will be presented in the Recommendation meeting.



**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 proposed ground level open spaces serve as a vibrant active zone fronting the retail and building entries. Retail entries are proposed to be integrated into the design features of the open space. Landscaping transitions vertically to form a green layer at the office entry and signature stair, highlighting the building entry and emblematic of the sustainable design goals for this project. Overhead weather protection and other pedestrian amenities are planned.

**D-7 Personal Safety and Security**

*Project design should consider opportunities for enhancing personal safety and security in the environment under review.*

Multiple modes of transportation (walking, running, biking and driving) are active at the corner of 34th Street and Stone Way and around the project perimeter. The project proposes to add curb bulbs on Stone Way and on 35th Street to better separate pedestrian and other sidewalk activity from the established car and bike routes in the street. Expanded curb bulbs at each corner (34th and Stone and #5th and Stone) provide more generous areas for pedestrian waiting and activity transitioning to/from the street and the sidewalk.

**D-9 Commercial Signage**

*Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.*

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

**D-10 Commercial Lighting**

*Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas and/or on signage.*

Exterior lighting will be a critical component of the retail experience and the pedestrian experience of the public spaces immediately adjacent to retail and the building entry. Lighting solutions will need to be developed in concert with targeted energy usage as well as best practice and established lighting level criteria to minimize light pollution.

**D-11 Commercial Transparency**

*Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.*

The proposed approach to the retail storefronts consists of generous areas of glazing systems to provide direct connection between the interior activity and the pedestrian experience.

**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 adjoining streets and provide a unique landscape marking the toe of the slope and the intersection of Stone Way and 34th Street to serve as a landmark for the surrounding neighborhood at the intersection of the Burke Gilman Trail. The generous (publicly accessible) open space along Stone Way provides significant tree and ground level planting that will contribute to the site ecology. Seating and gathering places occur along the entire perimeter to engage pedestrians.

**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 significant 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 connection to trails and walks. The existing slope of the site will be utilized to provide on-site storm water collection and re-use and create distinct (sub) spaces within the larger open space. The open space is oriented to maximize access to sunlight on grade while providing opportunity for shade and shelter.



# Requests for Land Use Code Departures

## DEPARTURES ASSOCIATED WITH THE SEATTLE LIVING BUILDING PILOT PROGRAM

| Code Reference                                    | Existing Standard  | Proposed Departure  | Rationale   |
|---|--|---|---|
| SMC 23.50.026<br><br>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. Additional height helps to address Imperatives associated with human comfort, health, community connection, and car-free living. See Page 5 for detailed discussion on requested Departures |
| SMC 23.50.028<br><br>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 more advanced environmental systems. See page 5 for detailed discussion on requested Departures.   |
| SMC 23.50.028<br><br>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. See page 5 for detailed discussion on requested Departures   |

## GENERAL DEPARTURES

|   |  |  |  |
|---|--|--|--|
| SMC 23.54.035 A.1<br><br>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. |
|---|--|--|--|

## DEPARTURES REMOVED SINCE EDG #1:

SMC 23.54.030 G4.a Sight Triangle Distance