



EARLY DESIGN GUIDANCE

# A LIVING OFFICE BUILDING

900 NORTH 34TH STREET

08.08.2016 | 16-009 SDCI Project #3024100

CoU, LLC



WEBER THOMPSON

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PHOTO CREDIT: MICHAEL MATTI VIA FLICKR

# CONTENTS

- INTRODUCTION & PROJECT OVERVIEW . . . . . 4
- PROJECT GOALS . . . . . 5
- THE LIVING BUILDING PILOT PROGRAM . . . . . 6-7
- ZONING SUMMARY & LAND USE ANALYSIS . . . . . 8-9
- NEIGHBORHOOD CONTEXT . . . . . 10-11
- NEIGHBORHOOD ARCHITECTURAL CHARACTER . . 12
- NEIGHBORHOOD CONNECTIONS & TRANSIT . . . . . 13
- SITE CONTEXT PHOTOS . . . . . 16-20
- PRIORITY DESIGN GUIDELINES . . . . . 22
- ARCHITECTURAL CONCEPT / PARTI . . . . . 23
- ZONING POTENTIAL . . . . . 24
- MASSING SCHEME ALTERNATES . . . . . 25-31
- SHADOW DIAGRAMS . . . . . 32
- WATERSHED STRATEGY . . . . . 33
- LANDSCAPE CONCEPT . . . . . 34
- LANDSCAPE INSPIRATION . . . . . 35
- INSPIRATION & PRECEDENTS . . . . . 36-37
- PROPOSED DEPARTURES . . . . . 38-39
- DESIGN GUIDELINES . . . . . 40-44



# INTRODUCTION & PROJECT OVERVIEW

## PROJECT DESCRIPTION

The site is located within the Fremont Urban Center Village, with its address along N 34th Street, bounded by Troll Avenue N to the west and an alley to the north. The zoning is CI-65' with an adjacent property zoned CI-65. Across the alley to the north is an LR3 zone. The site is currently occupied by two small commercial retail tenants, a Turkish cafe and a coffee shop.

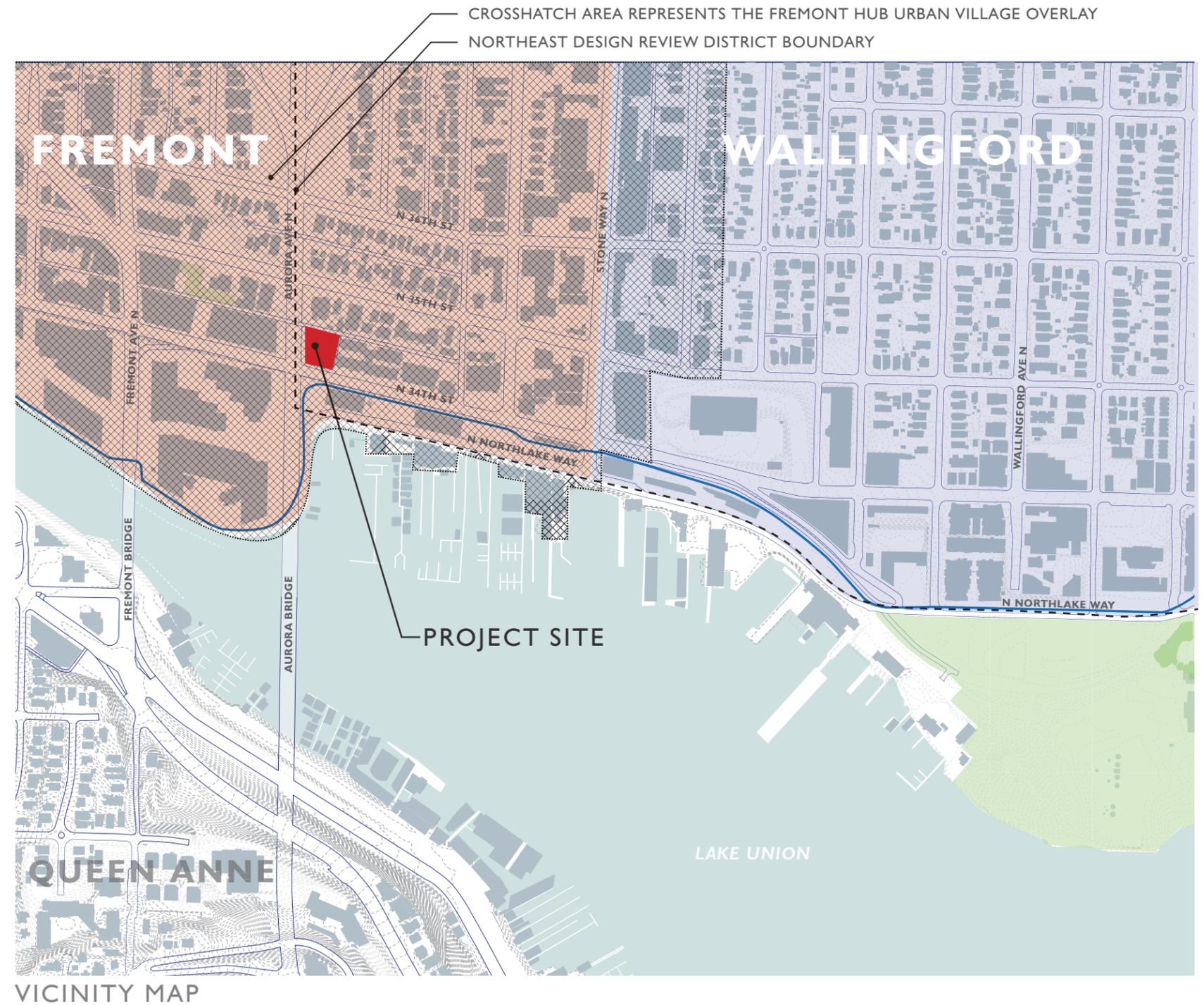
The project proposes demolition of existing structures on site, and new construction of seven levels above grade at N. 34th Street. At grade this includes service, bike storage and shower facilities, an office lobby and approximately 5,500 sf of retail spaces (11,250 total square feet) primarily located along N 34th Street and Troll Avenue. Six levels of commercial office (approximately 43,600 gross square feet) will be provided above the ground floor – constructed as core and shell (both single tenant and multi-tenant arrangements will be considered by the owner for leasing). The project currently anticipates one level of at-grade parking (6,800 gross square feet) for approximately 20 vehicle stalls, accessed off of the alley on Level 3. The current preferred scheme includes approximately 70 bike stalls (16 bikes are required by Seattle Land Use code).

## FREMONT/WALLINGFORD NEIGHBORHOODS

The Fremont neighborhood of Seattle is situated along the Fremont Cut of the Lake Washington Ship Canal to the north of Queen Anne, the east of Ballard, the south of Phinney Ridge, and the southwest of Wallingford. Its boundaries are not formally fixed, but they can be thought of as consisting of the Ship Canal to the south, Stone Way N. to the east, N. 50th Street to the north, and 8th Avenue N.W. to the west.

The Wallingford neighborhood of Seattle is bounded by the north shore of Lake Union to the south, the University District and I-5 to the east, N. 60th Street and Green Lake to the north, and the Fremont neighborhood from Aurora Ave. N and Stone Way to the west.

The main thoroughfares are Fremont, Aurora Ave N. and Stone Way N. (north- and southbound) and N. 34th, 36th, 40th, 45th, and 46th Streets (east- and westbound). The Aurora Bridge (George Washington Memorial Bridge) carries Aurora Avenue (State Route 99) over the Ship Canal to the top of Queen Anne Hill, and the Fremont Bridge carries Fremont Avenue over the canal to the hill's base. Two major shopping districts are centered on Fremont Avenue N. just north of the bridge as well as along N. 45th Street between Stone Way and I-5.



# PROJECT VISION & GOALS

## PROJECT VISION STATEMENT

The project will display elegance in simplicity, through a refined and restrained form and façade. The form will support the function, and the function will support the ecological context of the site.

The project will be a showcase for the Seattle Living Building Pilot Program, demonstrating achievable, high-quality, high-performance design and increased height and FAR executed in a way that is sensitive to context. It takes full advantage of its unique place, with excellent orientation and solar access, and as a confluence of rainwater finding its way to Lake Union. It will use an integrated design process to ensure consultant integration happens early, and synergies of systems can be realized.

The project will complete, complement and frame the improvements to the Troll Ave right of way, and create a gateway to The Fremont Troll, one of Seattle's iconic attractions. The project will reach beyond the site boundary to mitigate impacts of harmful highway stormwater runoff and help preserve the health of Lake Union similar to the project to the west of Troll Avenue. The project will strive to create a tangible narrative of the local water cycle and its importance to the environment and the community.

### TOP PROJECT GOALS

#### 1. STORMWATER MANAGEMENT

- Incorporate a bioswale and bioretention planters in Troll Ave ROW to clean Aurora Bridge and Troll Ave stormwater prior to Lake Union discharge.
- Filter and treat building stormwater through stormwater planters integrated with the architecture.
- Reclaim and reuse rainwater for building water needs.

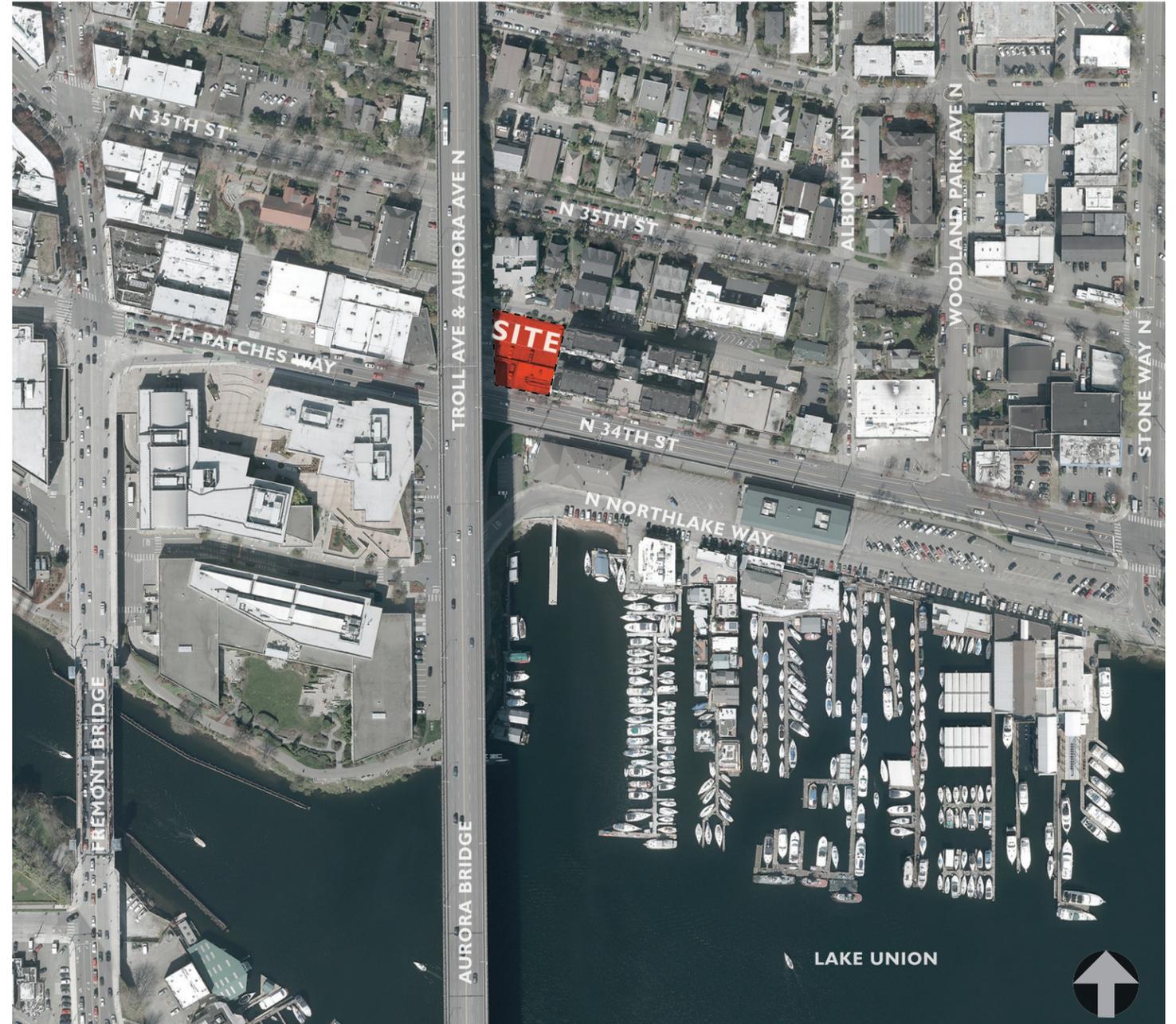
#### 2. REDUCED ENERGY USAGE

- Develop a glazing strategy that significantly reduces solar heat gain through exterior shading devices, incorporation of advanced glazing technology or a combination of the two.
- Provide daylight autonomy to office space through careful placement of exterior courts and glazing.
- Encourage occupant behavior that promotes energy efficiency, e.g. using the stairs instead of elevators.

#### 3. ACHIEVE MATERIALS PETAL AS PART OF THE PETAL CERTIFICATION FOR THE LIVING BUILDING CHALLENGE

- Intensive materials research and vetting with participation of all project team members.
- Selecting locally sourced, natural materials including salvage from the existing building when possible.

### STRATEGIES



AERIAL PHOTOGRAPH



# THE LIVING BUILDING PILOT PROGRAM

## GOING BEYOND THE FREMONT OFFICE BUILDING (SDCI #3018639)

The mixed-use office building currently under construction at 744 N 34th Street, across Troll Ave to the west, is being delivered by the same owner / architect / contractor team as the proposed project. The prior project had ambitious energy goals in design, targeting LEED Gold Core & Shell v2009, promoting daylighting and energy efficiency, and a very progressive stormwater strategy (toward Salmon Safe certification).

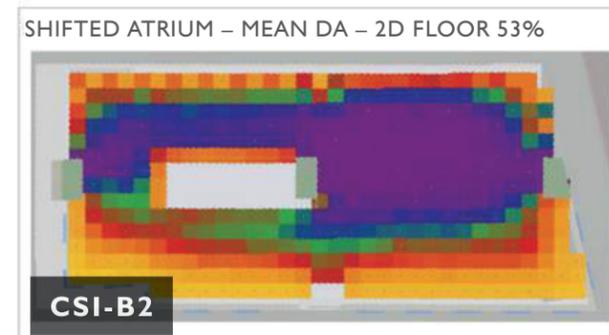
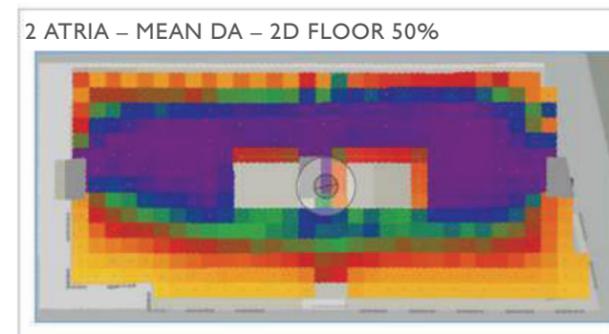
This project looks across the street for inspiration, and looks to build off that success, taking the sustainability goals even further by participating in the Seattle Living Building Pilot Program. Because of its size and relatively simple program, it is a great candidate for this unique incentive program, based on the Living Building Challenge, and written in partnership with the International Living Future Institute (ILFI) and the Seattle Department of Construction & Inspections (SDCI).



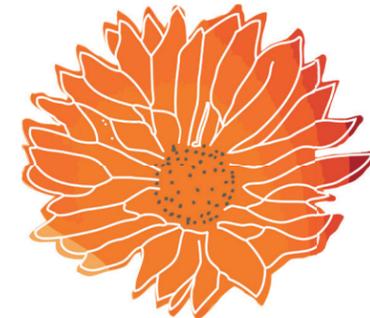
HORIZONTAL SHADES AND VERTICAL FINES  
744 N 34TH STREET



BIORETENTION PLANTER DESIGN AT TROLL AVE  
744 N 34TH STREET



DAYLIGHT AUTONOMY STUDIES  
744 N 34TH ST



LIVING  
BUILDING  
CHALLENGE<sup>®</sup>

### PROJECT VISION (FROM P.5):

THE PROJECT WILL BE A SHOWCASE FOR THE SEATTLE LIVING BUILDING PILOT PROGRAM, DEMONSTRATING HIGH-PERFORMANCE DESIGN AND INCREASED HEIGHT AND FAR EXECUTED IN A WAY THAT IS SENSITIVE TO CONTEXT.

## THE LIVING BUILDING CHALLENGE

The Living Building Challenge™ is a building certification program, advocacy tool and philosophy that defines the most advanced measure of sustainability in the built environment possible today and acts to rapidly diminish the gap between current limits and the end-game positive solutions we seek.

The Challenge is comprised of seven performance categories called Petals: Place, Water, Energy, Health & Happiness, Materials, Equity and Beauty. Petals are subdivided into a total of twenty Imperatives, each of which focuses on a specific sphere of influence. This compilation of Imperatives can be applied to almost every conceivable building project, of any scale and any location—be it a new building or an existing structure. For more information, go to: <http://living-future.org/lbc>

## 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.

To be eligible for this program, your project must achieve Living Building Challenge full certification, or achieve Petal Recognition, including:

- Achieve at least three of the seven petals (site, water, energy, health, materials, equity, and beauty), including at least one of the following petals: energy, water, or materials.
- Reduce total energy usage by 25 percent, or more of the energy consumed by a standard reference design building as compared to the Seattle Energy Code in effect when you submit your building permit.
- Reduce total building water usage by 75 percent, not including harvested rainwater, as compared to baselines estimated by Seattle Public Utilities or other baseline approved by the Seattle DCI director.
- Capture and use at least 50 percent of stormwater on site.

For more information, go to: <http://www.seattle.gov/dpd/permits/greenbuildingincentives/livingbuildingpilot/>



# LBC PETAL

# PETAL INTENT

# IMPERATIVES

# PROJECT DESIGN APPLICATION

## PLACE

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

## WATER

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

## 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 safe, pollution-free manner.

## HEALTH & HAPPINESS

The intent of the Health and Happiness Petal is to focus on the most important environmental 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.

## MATERIALS

The intent of the Materials Petal is to help create a materials economy that is non-toxic, ecologically regenerative, transparent and socially equitable.

## EQUITY

The intent of the Equity Petal is to transform developments to foster a true, inclusive sense of community that is just and equitable regardless of an individual's background, age, class, race, gender or sexual orientation.

## 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.

### PLACE

01 LIMITS TO GROWTH

02 URBAN AGRICULTURE

03 HABITAT EXCHANGE

04 HUMAN POWERED LIVING

The project will incorporate food production into 1% of project area, and identify the required infrastructure, harvest, and end use.

The project is proposing 77 bike stalls and six showers in a shared facility in the building, exceeding the recommendation to provide storage for 15% of occupants.

### MATERIALS

10 RED LIST

11 EMBODIED CARBON FOOTPRINT

12 RESPONSIBLE INDUSTRY

13 LIVING ECONOMY SOURCING

14 NET POSITIVE WASTE

The integrated project team includes a specifications writer with deep green product specification experience, and a Living Building facilitation consultant; both will assist in vetting materials for red list compliance. Discussions between owner, architect, and contractor regarding the materials selection and vetting process began very early in the project timeline.

The integrated project team is documenting the source of each product listed in the project to meet the requirements.

The design will strive to salvage materials from the existing building on site and incorporate into the new construction and landscape.

### BEAUTY

19 BEAUTY & SPIRIT

20 INSPIRATION & EDUCATION

The project will contain design features intended solely for human delight and the celebration of culture, spirit and place appropriate to its function and meaningfully integrate public art.

Interpretive signage will be incorporated into the design to teach visitors about the project, specifically around performance goals, major systems and concepts.



# ZONING SUMMARY

## Site Address

900 N 34th Street, Seattle WA 98103

## King County Assessors Parcel Numbers

197220-2575 (Lot size: 12,900 SF) The Property is currently occupied by a paid parking lot, a small commercial building with rooftop, parking.

## Zoning Classification: CI-65

## Neighborhood / Overlay

Fremont Hub Urban Village  
Frequent Transit Corridor (per SDCI GIS)  
Not a Pedestrian Area (per SDCI GIS)

## Environmental Critical Areas: None per SDCI GIS map

## Approximate Site Dimensions:

120' depth from N 34th Street to alley  
93' width along N 34th street  
120' width along alley  
123' along Troll Street

## Topography

The U.S. Geological Survey (USGS) Seattle North, WA 7.5-Minute Quadrangle Topographic Map (Figure 1), indicates that the ground surface of the Property is sloping down to the south towards Lake Union. The elevation of the Property is approximately 55 feet above mean sea level (msl).

## LAND USE CODE ANALYSIS:

### Floor Area Ratio [23.47A.013]

#### Minimum FAR is 2.0

Gross area not counted toward minimum FAR:

- GFA below grade
- GFA containing parking

#### Maximum FAR is 4.25

12,811 SF site area x 4.25 FAR = 54,448 sq ft.

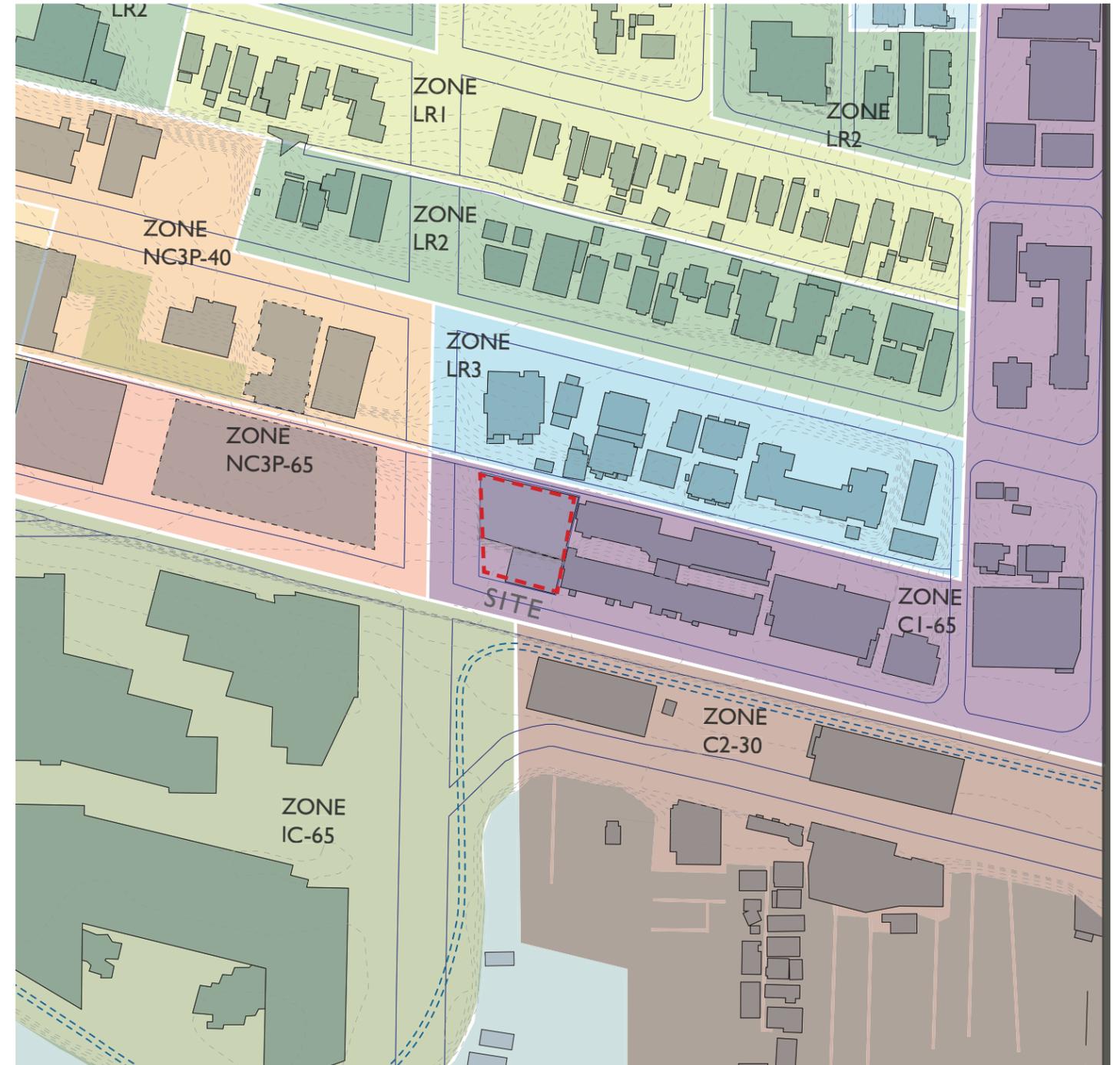
An additional 15% FAR may be added for projects participating in the Living Building Pilot Program per SMC 23.40.060

54,448 sq ft max X 15% = **62,615 sq ft (4.89 FAR)**

### Gross Floor Area (GFA)

Gross area not counted toward maximum FAR:

- Underground gross floor area
- All portions of a story that extend no more than 4' above existing or finished grade (whichever is lower) excluding access



ZONING PLAN



# LAND USE ANALYSIS

## Structure Height [23.47A.012]:

In addition to the departures allowed under subsection 23.41.012.B, departures for projects participating in the Living Building Pilot Program established under Section 23.40.060 may also be granted for additional structure height up to 20 feet for development in zones with height limits greater than 45 feet, to allow increased floor-to-floor heights so long as the additional height allowed for the structure will not allow an additional story beyond the number that could be built under the otherwise applicable height limit. Rooftop features may be allowed to extend above the structure height approved pursuant to this subsection 23.41.012.D.2. e, if they are consistent with the applicable standards established for rooftop features within the zone

Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend as high as the highest ridge of a pitched roof permitted by subsection 23.47A.012.B or up to 4 feet above the otherwise applicable height limit, whichever is higher.

In zones with height limits of 65 feet or more, solar collectors may extend up to 7 feet above the otherwise applicable height limit, with unlimited rooftop coverage.

Except as provided below, the following rooftop features may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height listed in this subsection 23.47A.012.C.4 does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment:

- Solar collectors;
- Mechanical equipment;
- Play equipment and open-mesh fencing that encloses it, as long as the fencing is at least 15 feet from the roof edge;
- Wind-driven power generators;
- Minor communication utilities and accessory communication devices, except that height is regulated according to the provisions of Section 23.57.012; and
- Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.

## Structure Height [23.47A.012] continued:

Greenhouses that are dedicated to food production are permitted to extend 15 feet above the applicable height limit if the combined total coverage of all features gaining additional height listed in this subsection 23.47A.012.C does not exceed 50 percent of the roof area, and the greenhouse adheres to the setback requirements in subsection 23.47A.012.C.7.

The rooftop features listed in this subsection 23.47A.012.C.7 shall be located at least 10 feet from the north edge of the roof unless a shadow diagram is provided that demonstrates that locating such features within 10 feet of the north edge of the roof would not shade property to the north on January 21st at noon more than would a structure built to maximum permitted height and FAR:

- Solar collectors;
- Planters;
- Clerestories;
- Greenhouses and solariums;
- Minor communication utilities and accessory communication devices permitted pursuant to the provisions of Section 23.57.012
- Non-firewall parapets;
- Play equipment.

## PERMITTED AND PROHIBITED USES

### Offices: Must meet NC3 zone standards per 23.47A.010.D, otherwise FAR limited to 1.0 or 35,000 sf.

Sales and rental of motorized vehicles: permitted outright  
**Sales and services, general and multipurpose, major durables, non-household: permitted outright**

Commercial sales, heavy: permitted up to 25,000 SF  
Commercial services, heavy: prohibited  
Manufacturing, light: permitted up to 25,000 SF  
Manufacturing, general and heavy: prohibited  
Parks and open space: permitted outright

### Amenity Area [23.47A.024]

N/A – only applies to GFA in residential use.

### Street Level Uses [23.47A.005C Map 8]

N/A (property is subject only to Street-level residential use limits identified in 23.47A.005.C)

## Street Façade Requirements [23.47A.008]

To meet NC3 zone standards per 23.47A.010.D, Blank segments of street facing facade between 2 and 8 feet above sidewalk Transparency & Blank Facades may not exceed 20' in width. Total of all blank facade segments may not exceed 40% of width of facade along the street.

Street-level street-facing facades shall be located within 10' of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

## Non-residential street-level requirements:

Transparency: 60% of street-facing facade between 2' and 8' shall be transparent, i.e. designed and maintained to allow unobstructed views from outside into structure (or for L/W units into display windows with 30" min. depth).

Non-residential uses shall extend an average depth of 30' and a minimum depth of 15' from street-level street-facing facade.

Non-residential uses at street level shall have a floor-to-floor height of 13' min.

## Landscaping and screening standards [23.47A.016]

Green Factor score of 0.30 or greater is required.  
Street trees are required and existing street trees retained unless approved by SDOT.

## D.3. Table D

Parking garage occupying any portion of the street-level street-facing facade between 5 and 8 feet above sidewalk grade requires:

- A 5-foot-deep landscaped area along the street lot line; or
- Screening by the exterior wall of the structure; or
- 6-foot-high screening between the structure and the landscaped area (Exhibit B for 23.47A.016)

## Parking requirements [23.47A.030]

**Non-residential uses in urban villages that are not within an urban center or the Station Area Overlay District – No Minimum Requirement, if non-residential use is located within 1,320' of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the non-residential use.**

## Bicycle Parking required per Table E:

Offices & laboratories: 1 space per 4,000 sq ft long-term; 1 per 40,000 sq ft. short term.

Sales & Services, general: per 12,000 sq ft long term; 1 per 4,000 sq ft short term.

## Minimum Bike Parking Requirement for project:

Short Term: (Retail + Office): 7 stalls

Long Term (Retail + Office): 27 stalls

Total: 34 bike stalls required

## Parking location & access [23.47A.032]

The following rules apply in NC zones and to Office use in C1 in excess of 35,000 SF, except as provided under subsections 23.47A.032.A.2 and 23.47A.032.D:

- Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts.
- If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.
- If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1.
- For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.

Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.

Parking shall be screened according to the provisions of Section 23.47A.016

Loading berth requirements and space standards [23.54.035] Offices, business incubator, and business support services are considered low demand per Table for 23.54.035.A: For 40,001 to 60,000 sq ft of GFA, 1 loading berths required



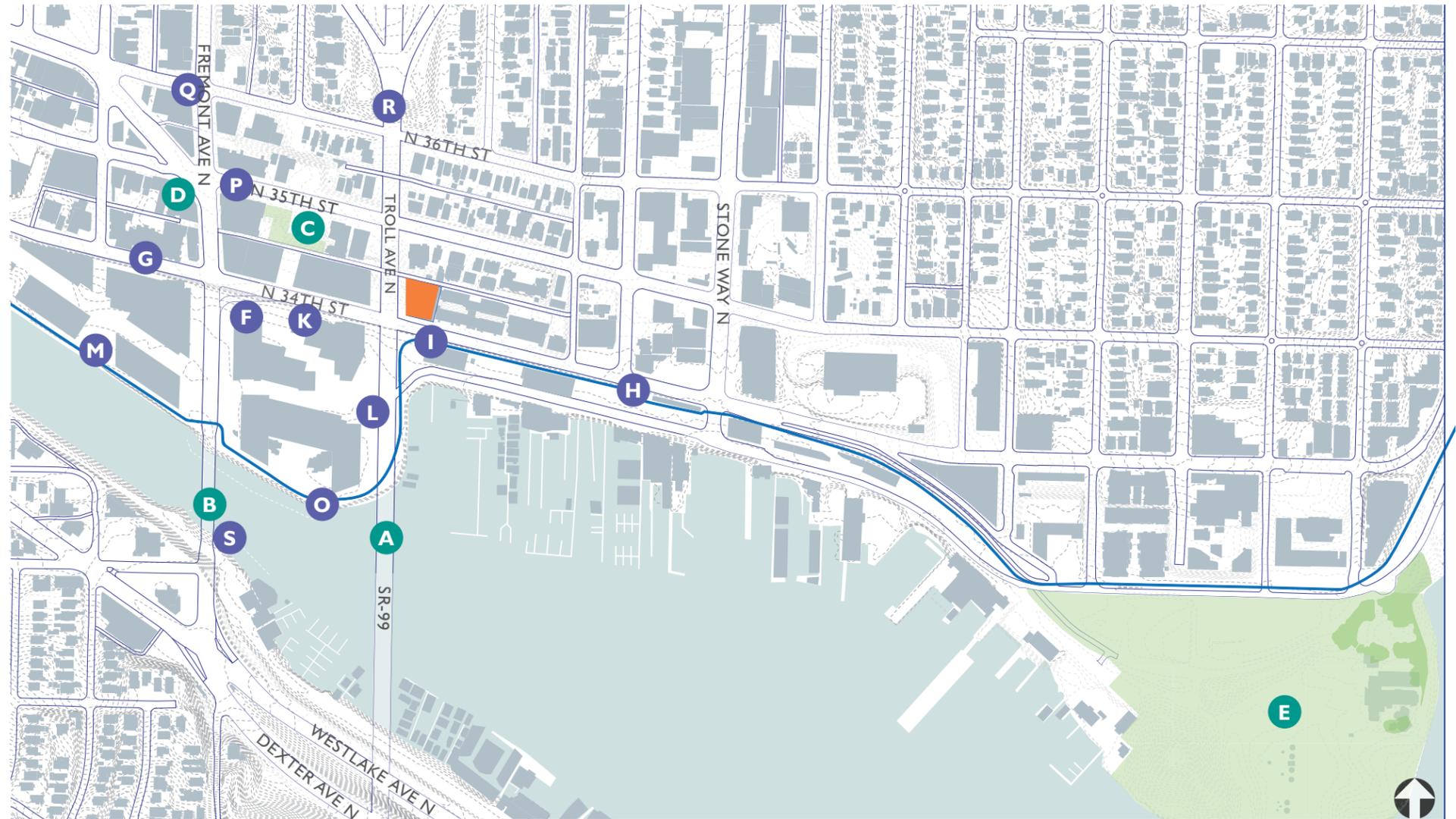
# NEIGHBORHOOD CONTEXT

Fremont is a quirky, independent neighborhood full of artists coexisting happily with a Sunday Market ( G ), Outdoor Cinema, significant international companies and a thriving retail, food and events scene. Home of the Fremont Arts Council, it is a center of celebration arts including the Solstice Parade ( H ) and Trolloween, and was declared officially the Center of the Universe ( S ) in 2003 by a King County Council Proclamation. Two of Seattle’s major art installations regularly voted best in the city, the Fremont Troll ( R ) and Waiting for the Interurban ( F ), will flank this new building, and in 2014, the American Planning Association awarded Fremont as one of the Top 10 Best Places in the country.

Signs along the main arterials to Fremont extorting travelers to “Set your watch back five minutes,” “Set your watch forward five minutes,” and “Throw your watch away.” welcome visitors to a unique community.

(Source: Fremont’s publicist)

- SITE
- PLACES AND EVENTS
- SEATTLE LANDMARKS



A AURORA BRIDGE



B FREMONT BRIDGE



C FREMONT LIBRARY



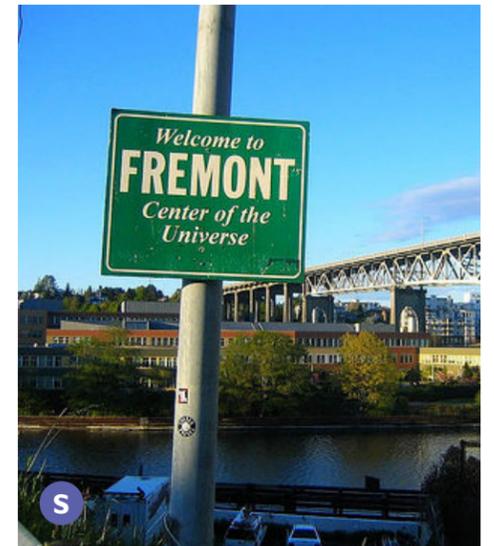
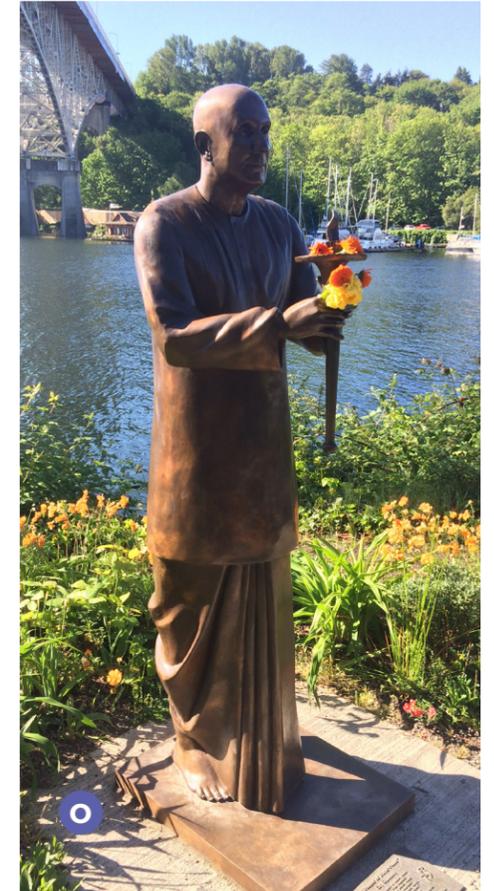
D FREMONT HOTEL



E GAS WORKS PARK



# NEIGHBORHOOD CONTEXT



# NEIGHBORHOOD ARCHITECTURAL CHARACTER



NEIGHBORHOOD EXAMPLES OF RESIDENTIAL, COMMERCIAL AND INDUSTRIAL BUILDINGS



# NEIGHBORHOOD CONNECTIONS & TRANSIT

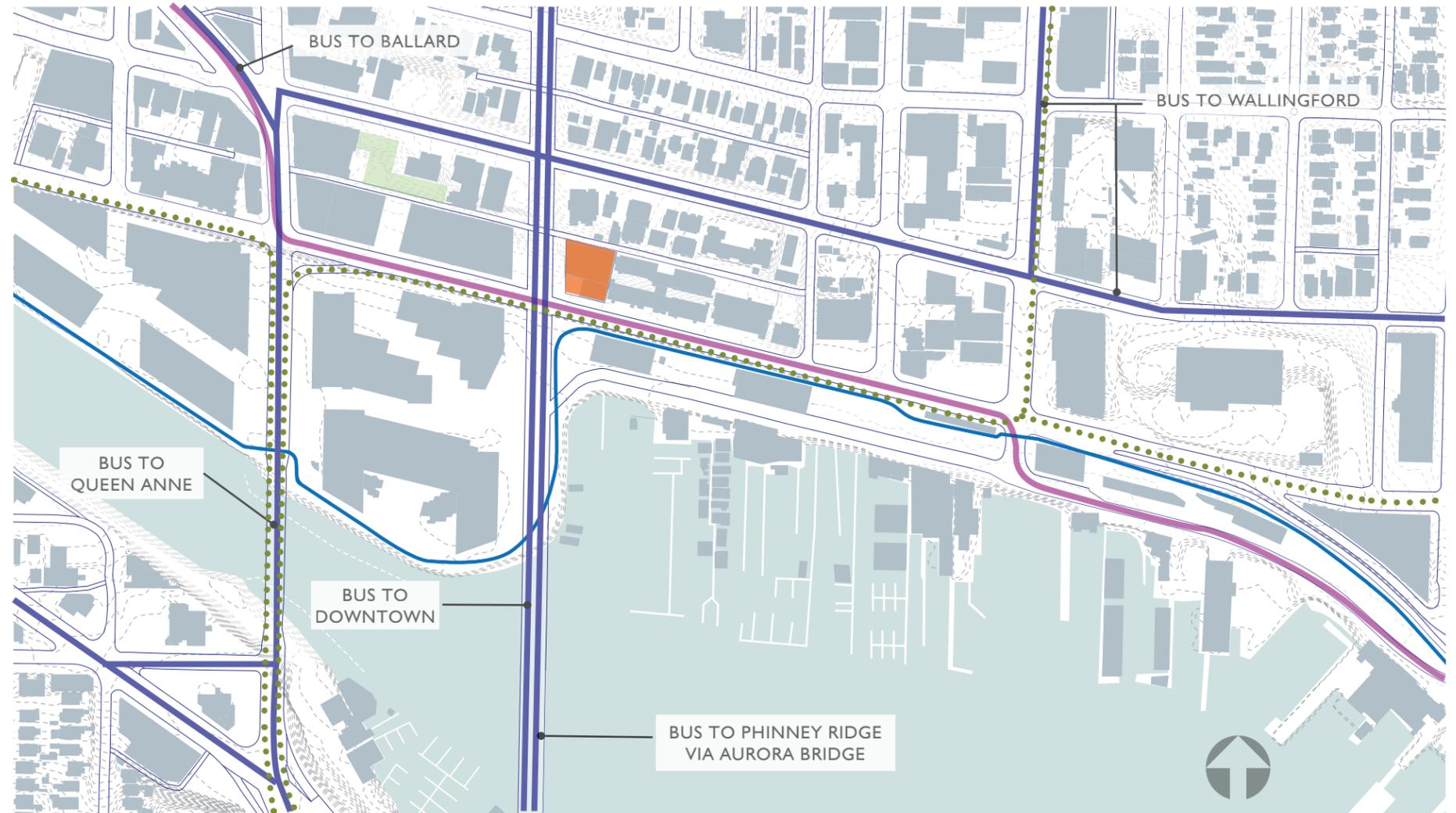
The site is well-connected and multi-modal. It is situated within a Frequent Transit Corridor, recognizing the number of stops and frequency of King County Metro bus routes through the area and accessing points in all directions.

N 34th Street is identified as an arterial street, and a scenic route (Ordinance 97025 and April 1987 Open Space Policies Recommendation) by Exhibit I – SEPA Scenic Routes Map, North Seattle. It has dedicated bike lanes. It is also a venue for several events throughout the year, including a 5k race and the Fremont Solstice Parade.

The site has excellent bike access, heading both east and west on N 34th Street, and onto the Burke Gilman trail, by heading one block south from the intersection of Troll Ave N and N 34th Street.

While technically outside of the Pedestrian Area identified by zoning, the site is very walkable, and within proximity to the heart of Fremont along Fremont Ave N between N 34th Street and N 36th Street.

- SITE
- BIKE CIRCULATION ON THE STREET
- CIRCULATION ON BURKE GILMAN TRAIL
- PRIMARY KING COUNTY METRO BUS ROUTE
- FREMONT SOLSTICE PARADE ROUTE



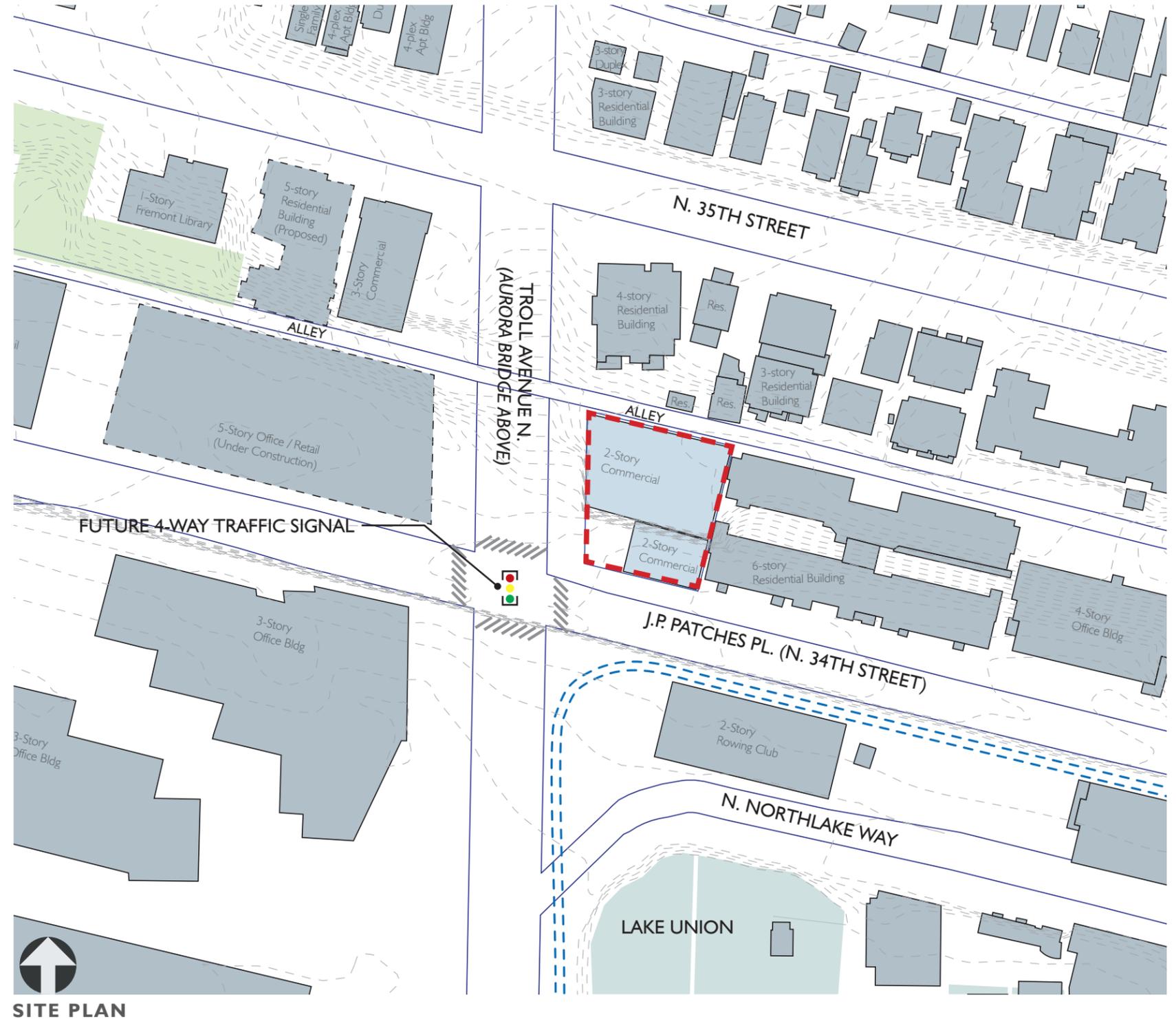
CONNECTIONS AND TRANSIT MAP



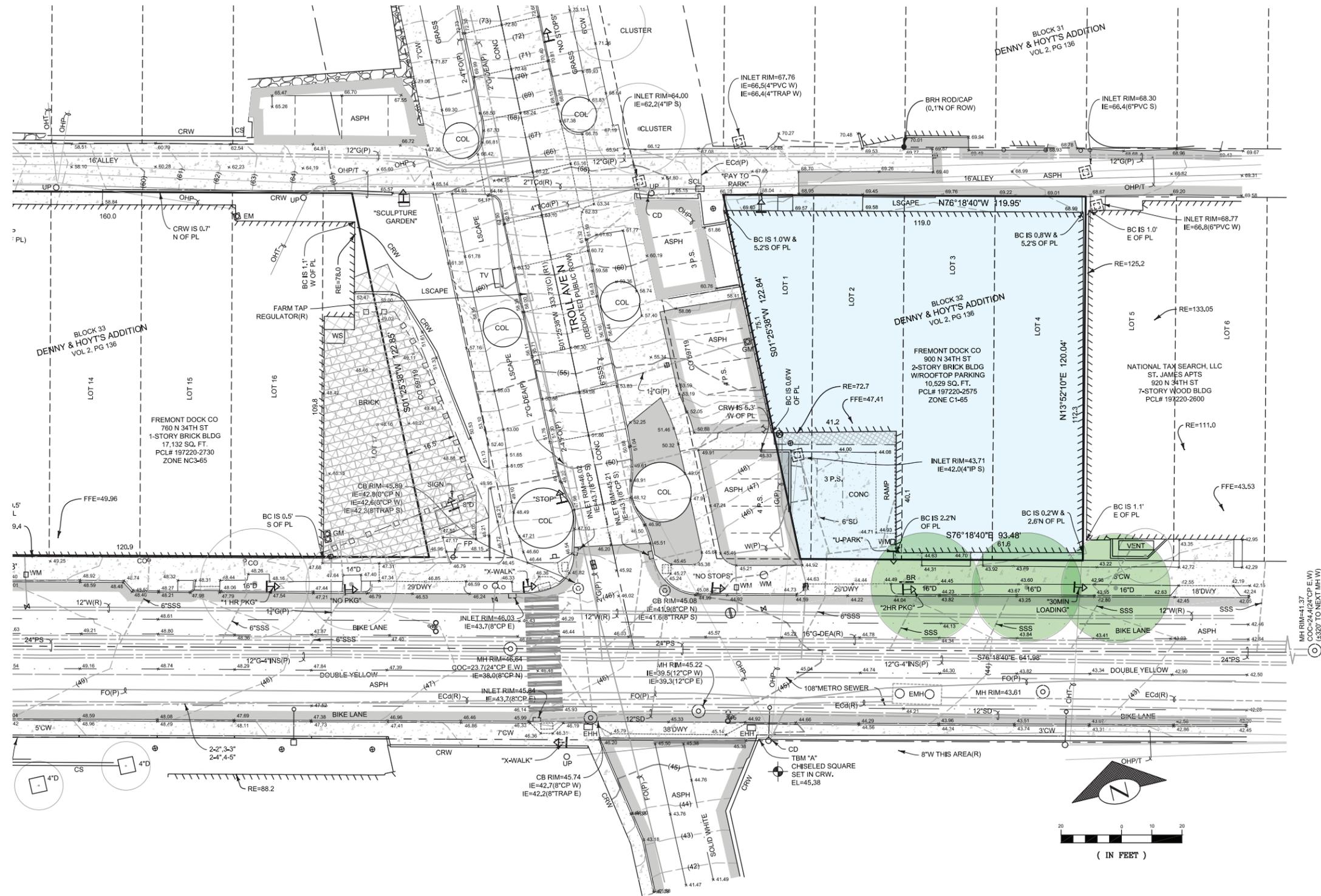
# SITE CONTEXT

SEVERAL ASPECTS OF THE SITE AND IMMEDIATE CONTEXT MAKE THIS PROJECT LOCATION UNIQUE:

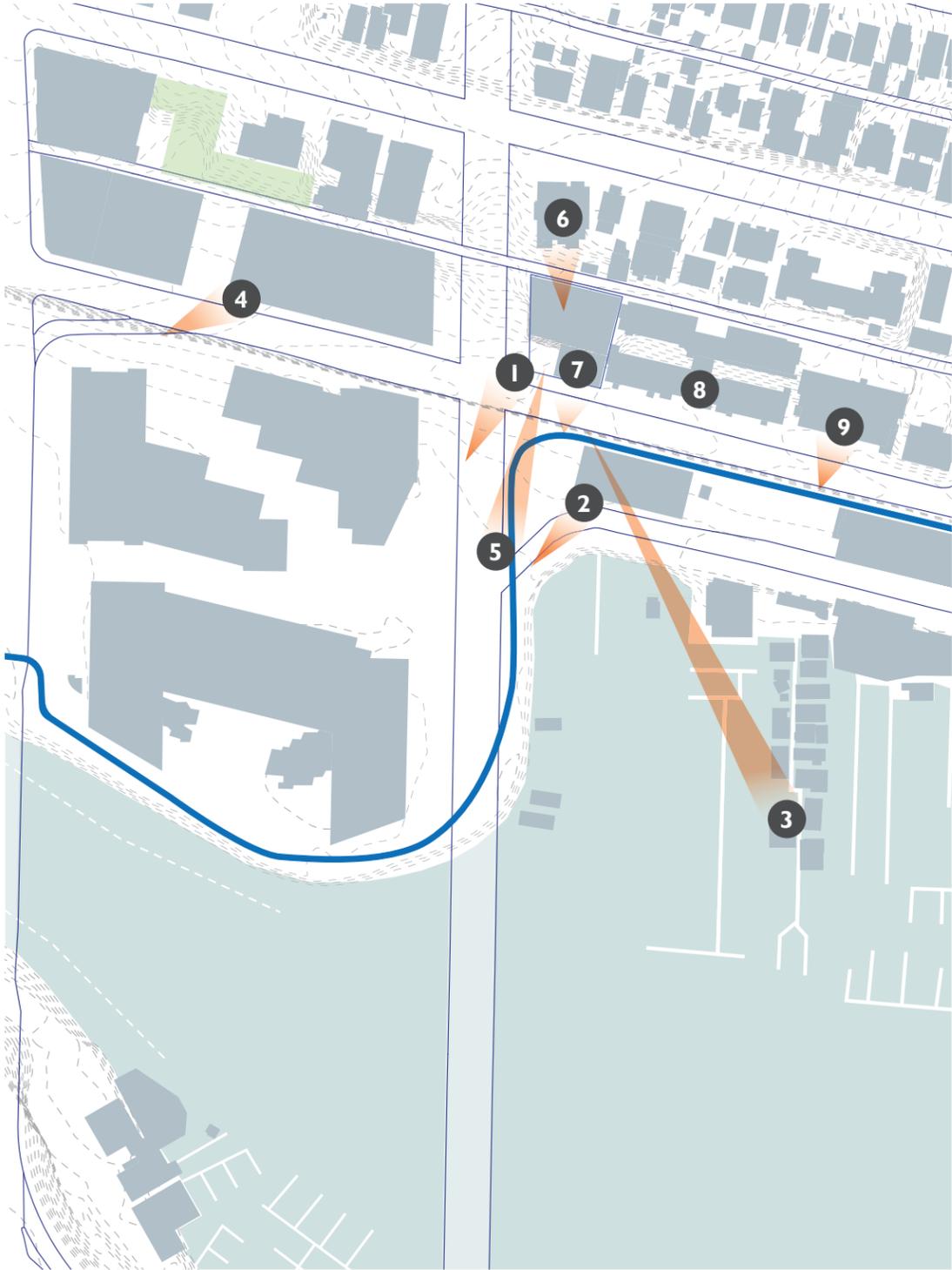
- The proximity to Aurora Bridge – both the structural columns and the highway deck have an impact on the site
- The confluence of industrial, commercial and residential zoning (see photos on p. 9,14)
- The immediate zoning transitions: LR3 to the north, NC3P-65 to the west and IC-65 & C2-30 to the south
- The project location in a Frequent Transit Corridor
- The extra-wide right-of-way to west of property (parcel was condemned by the state and is managed by SDOT).
- 34th Street as an arterial, with active but discontinuous retail
- A growing presence of office remodels and new construction, especially with technology-based tenants
- The significant grade change from SW corner up to NW corner (along Troll Ave)
- Aurora Bridge and access to Troll Avenue creates a natural gateway to the Fremont Troll and provides for an opportunity for wayfinding and public art.



# SITE SURVEY



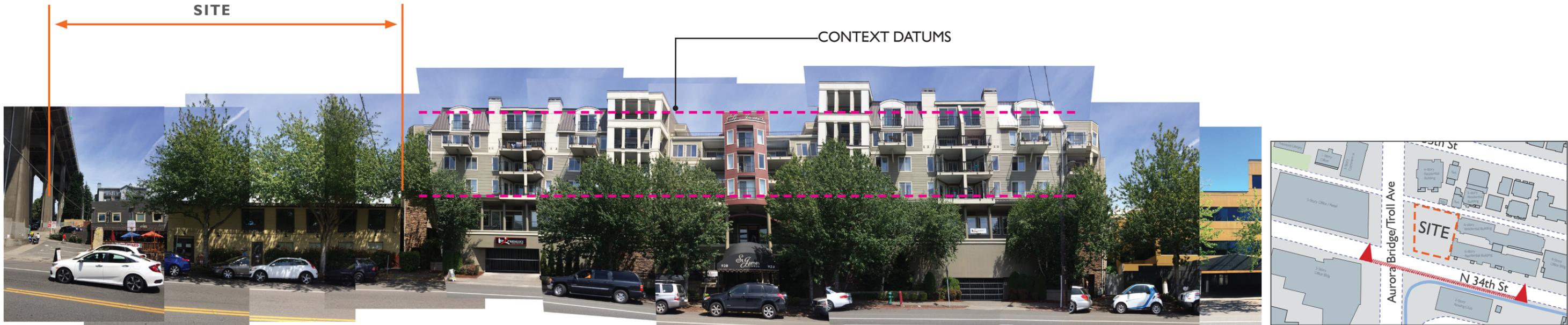
# SITE CONTEXT PHOTOS



# SITE CONTEXT PHOTOS



ELEVATION: LAKE UNION (LOOKING NORTH)

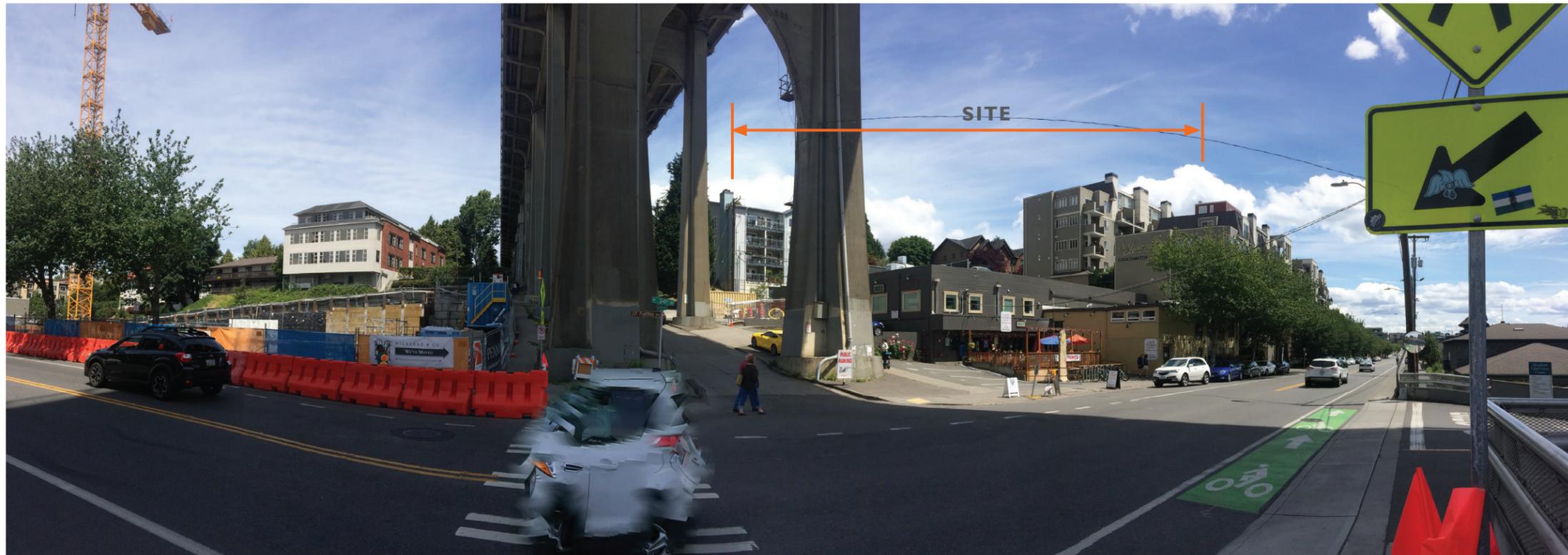


ELEVATION: N. 34TH ST (LOOKING NORTH) – DETAIL

# SITE CONTEXT PHOTOS



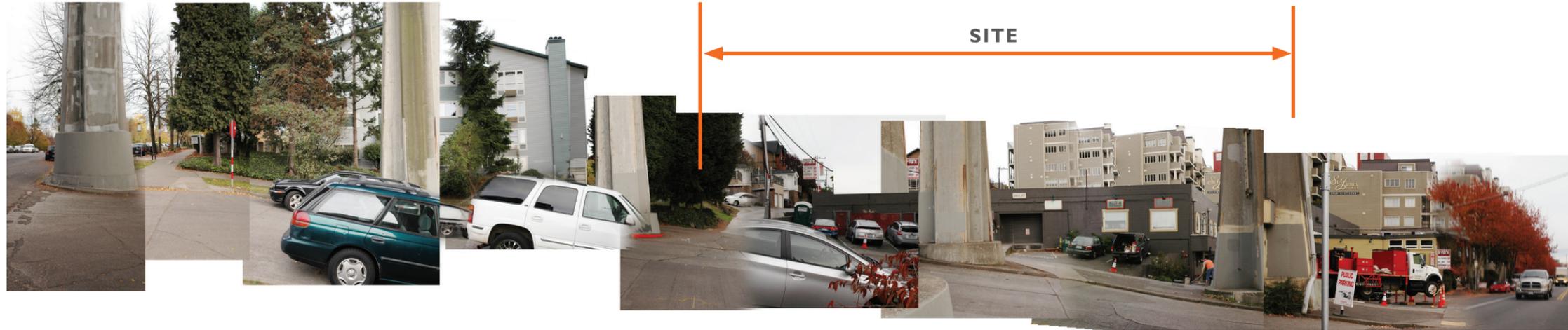
TROLL AVE N LOOKING WEST (ACROSS FROM SITE)



N 34TH ST LOOKING NORTH – PANORAMIC VIEW A



# SITE CONTEXT PHOTOS



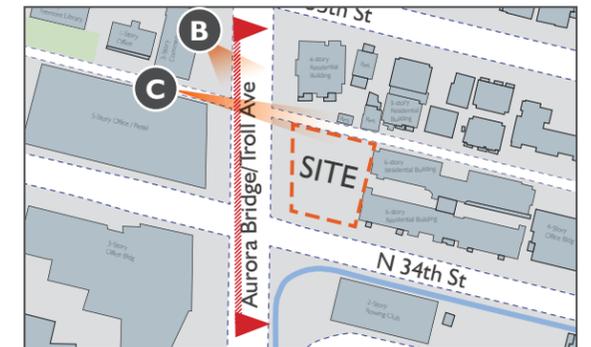
TROLL AVE N LOOKING EAST



TROLL AVE N LOOKING SOUTHEAST, VIEW B



ALLEY LOOKING EAST, VIEW C



# SITE CONTEXT PHOTOS



ELEVATION: N.34TH ST (LOOKING SOUTH) – ACROSS FROM SITE



ELEVATION: N.34TH ST (LOOKING SOUTH) – ACROSS FROM SITE (DETAIL)



# MASSING STUDIES

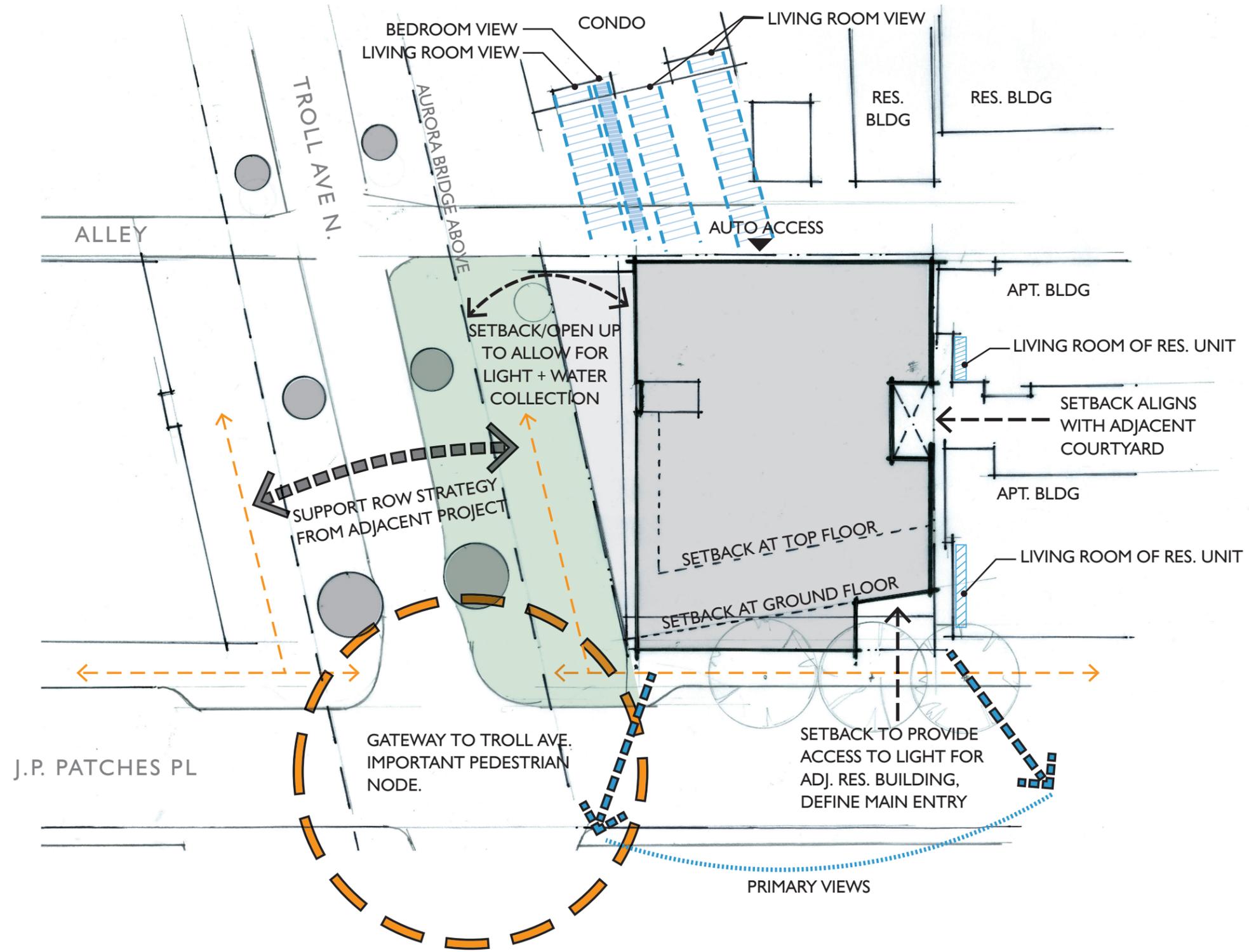
# EDG PRIORITY DESIGN GUIDELINES

GUIDELINE	SUB-GUIDELINE	DESCRIPTION
CS1. Natural Systems and Site Features	E. Water	Use project drainage systems as opportunities to add interest to the site through water-related design elements.
CS2. Urban Pattern and Form	A. Location In the City & Neighborhood	Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.
CS2. Urban Pattern and Form	D. Height, Bulk, and Scale	Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.
PL1. Open Space Connectivity	B. Walkways and Connections	<p>Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.</p> <p>Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.</p>
PL3. Street-Level Interaction	II. Human Activity	If not already required by code for new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features, particularly along North 45th Street, where existing sidewalks tend to be too narrow.
PL4. Active Transportation	B. Planning Ahead for Bicyclists	Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.
DC2. Architectural Concept	A. Massing	<p>Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.</p> <p>Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.</p>
DC3. Open Space Concept	A. Building-Open Space Relationship	Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.
DC4. Exterior Elements and Finishes	II. 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.

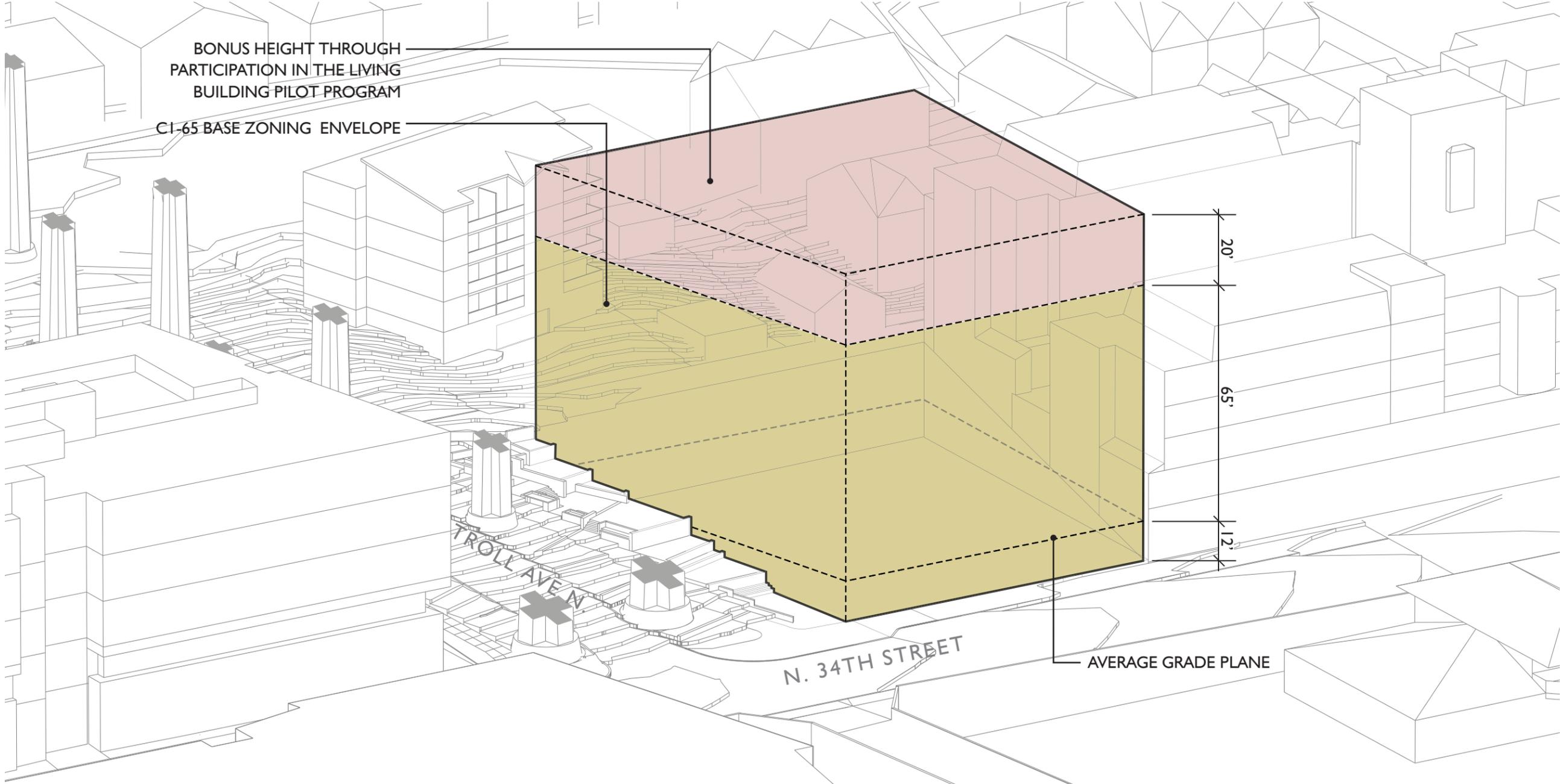
\* The project team feels that these design guidelines are most applicable to the project location/site context at Early Design Guidance. Additional guidelines will influence the design development for DRB recommendation and have been highlighted on pages 40-44.



# ARCHITECTURAL CONCEPT / PART I

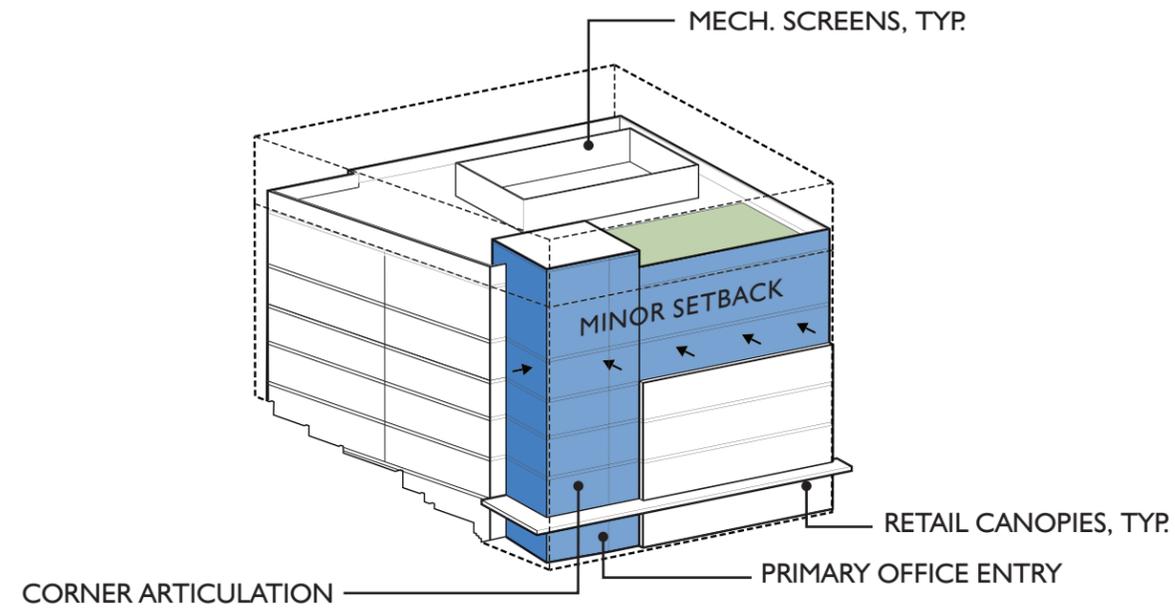


# ZONING POTENTIAL

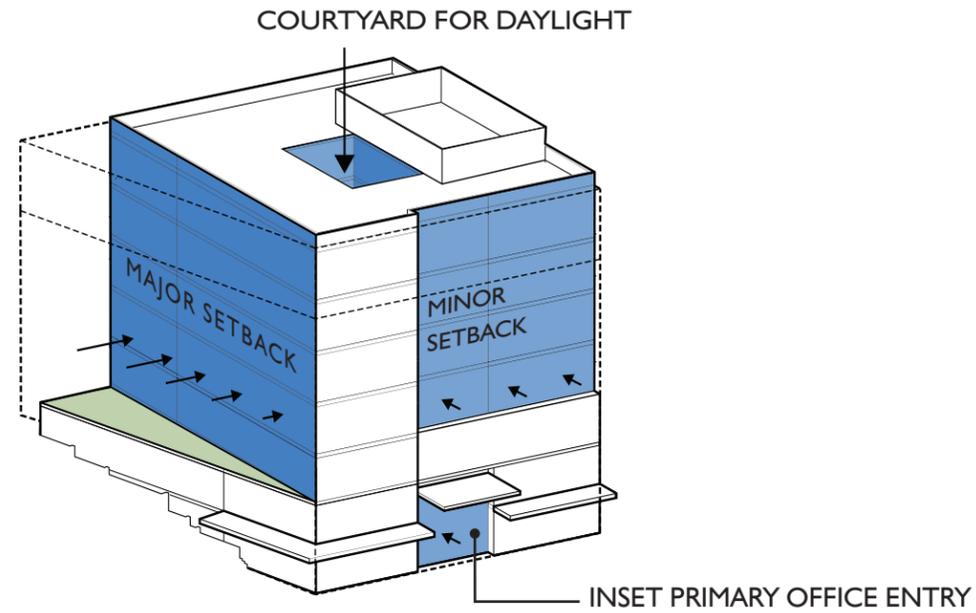


# MASSING SCHEME ALTERNATES

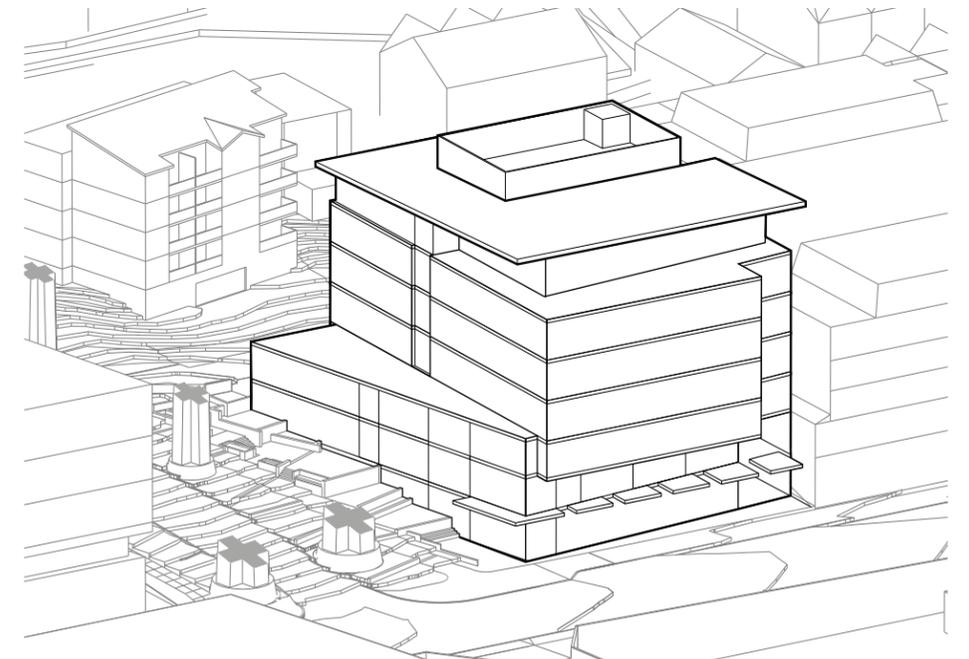
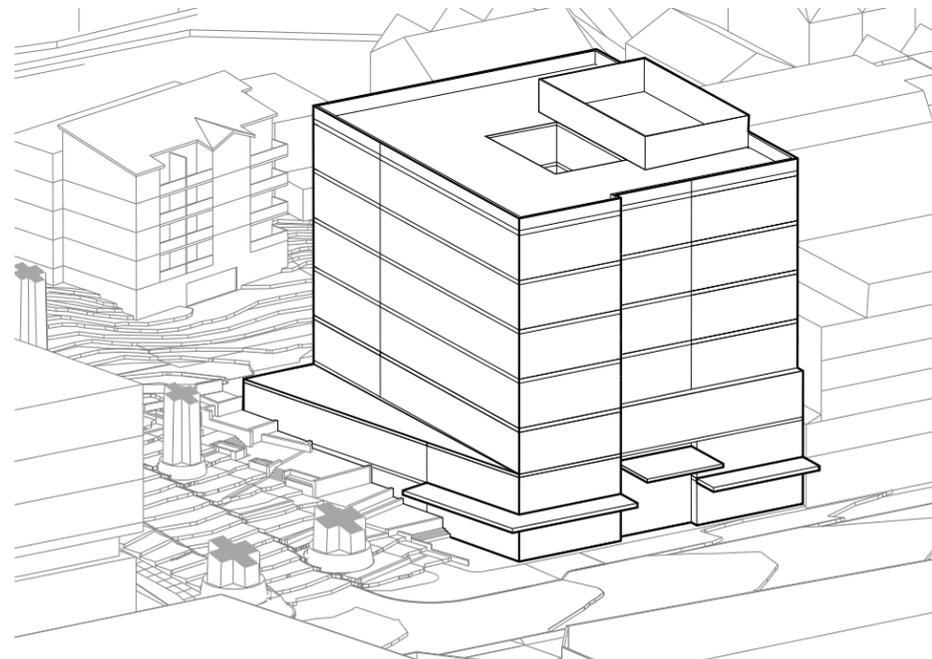
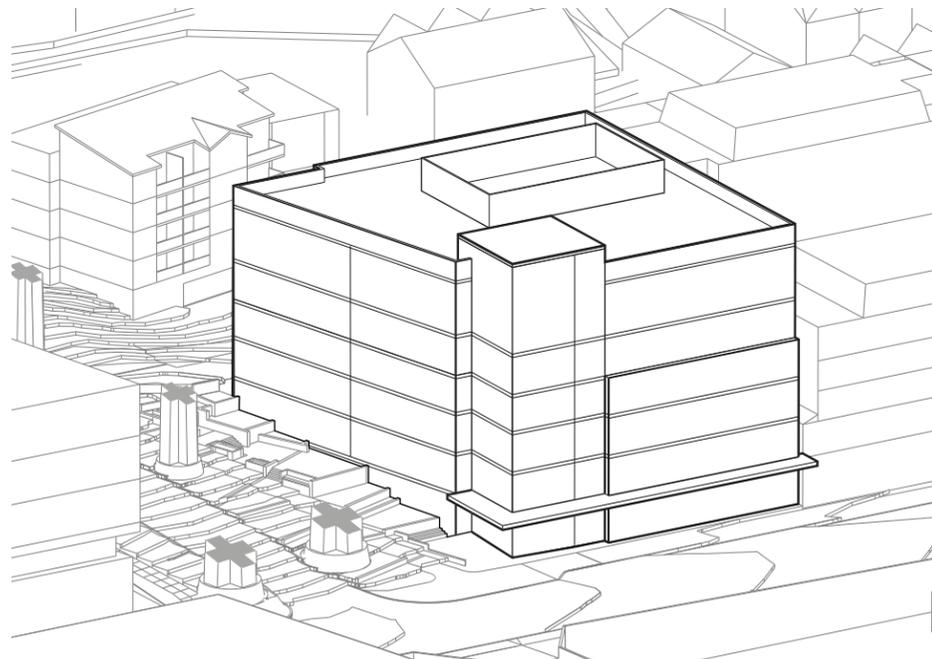
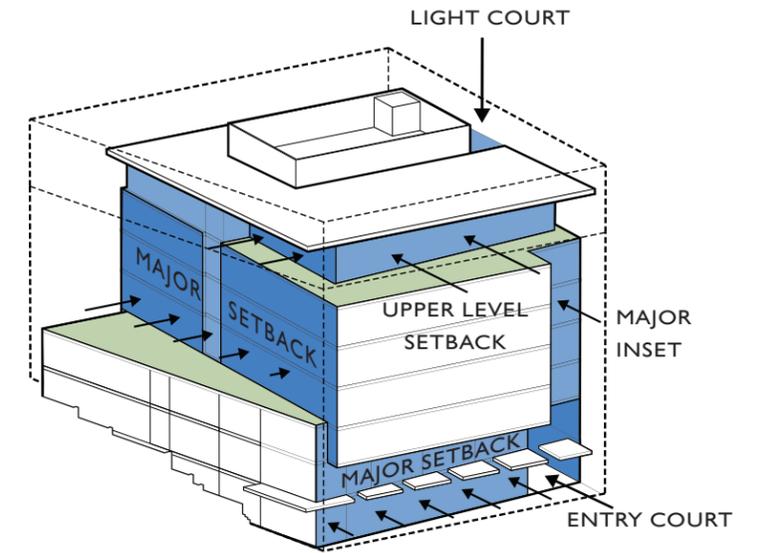
SCHEME A



SCHEME B



SCHEME C – PREFERRED

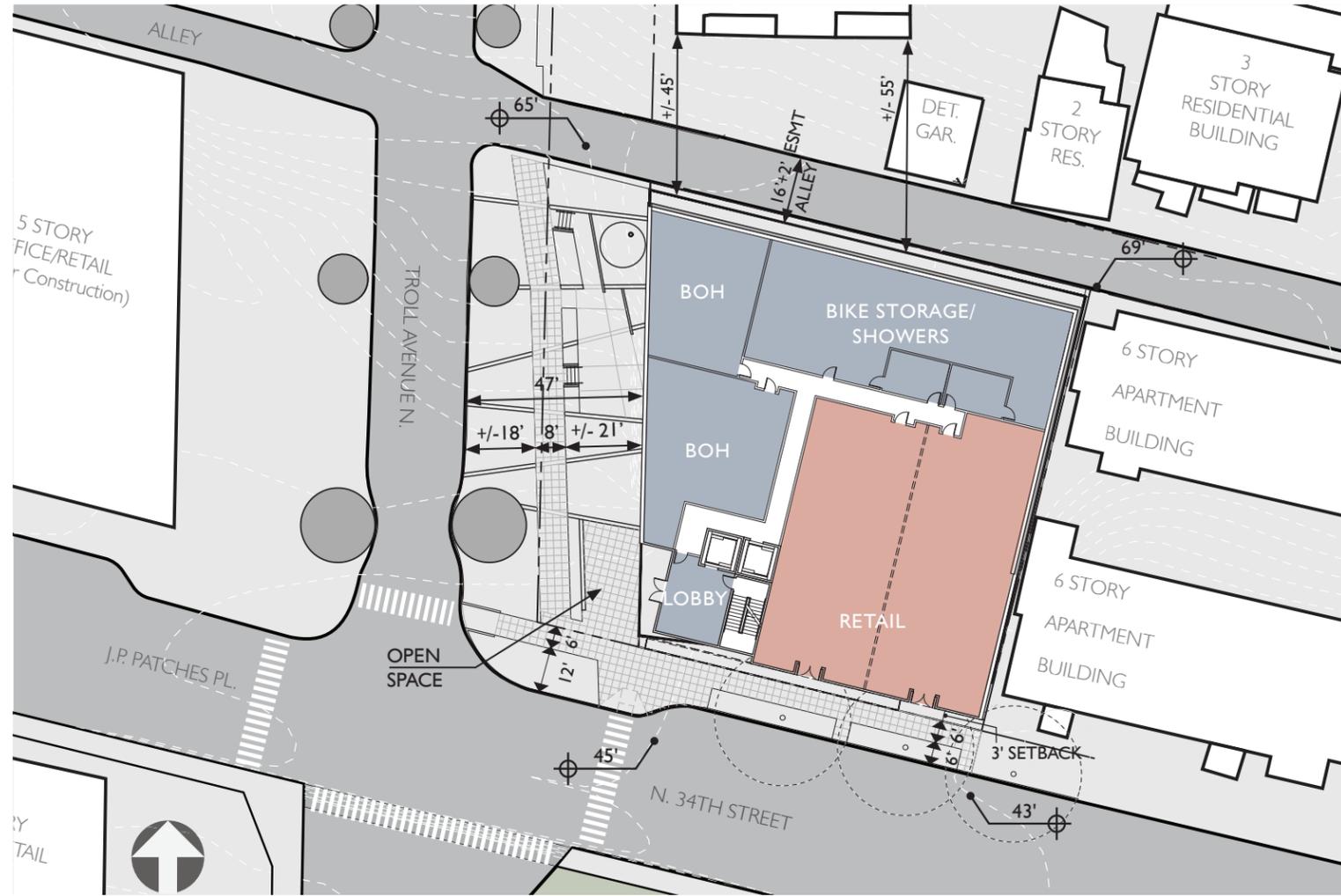


- LEGEND
- SETBACK/MODULATION
  - OUTDOOR AMENITY SPACE



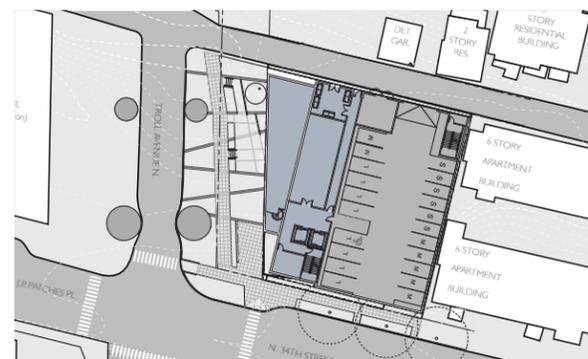
# MASSING SCHEME A

LBPP BONUS FAR, NO BONUS HEIGHT

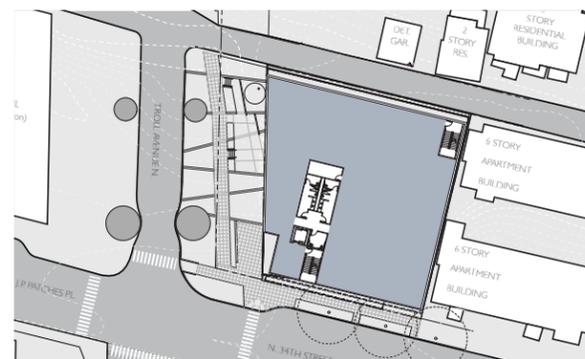


- PARKING
- OFFICE / LOBBY
- RETAIL
- EXT. AMENITY

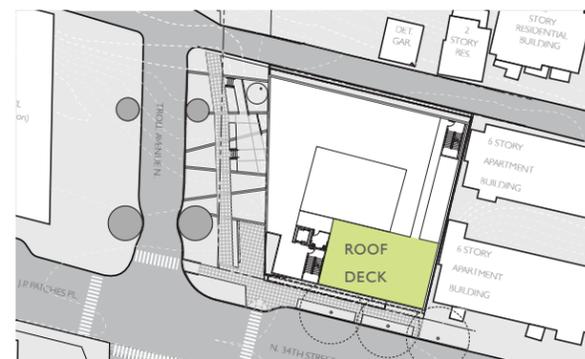
SITE PLAN



LEVEL 3 PARKING



LEVELS 2,4-6 OFFICE



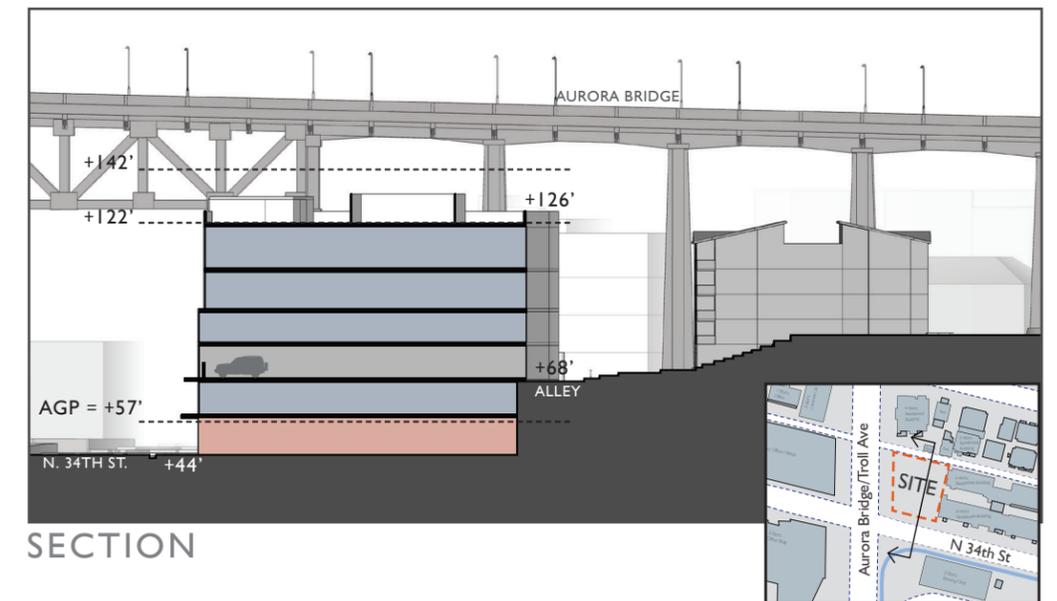
ROOFTOP

## Opportunities:

- Bonus FAR maximized in six story volume (CS-2.D)
- Corner tower articulation and feature stair reinforce gateway nature of intersection of Troll Ave N. and N. 34th Street. (CS-2.A, CS-3.A, DC-2.A)
- Viable retail edge along length of N. 34th St with widened sidewalk (required by SDOT) activating the streetscape (PL-3.C, PL3.II)
- Simple form / massing reduces complexity for building envelope and reduces construction costs (DC-2.A, DC-2.B)

## Constraints:

- Minimal modulation of massing in order to meet development goals. (DC-2.A)
- Longest alley facade of the options. Increases visual privacy conflicts with LR3 zone to the north. (CS-2.I)
- Full-height, solid party wall facing apartments to the east which increases perceived scale of massing (CS-2.D)
- Limited access to windows at grade along Troll Ave N. would relegate office use to storage and service areas. (PL-3.II, DC-1.A)
- Deep floor plates do not maximize daylighting opportunities for tenants (CS-1.B)
- Daylighting needs at the north facade conflict with privacy concerns with adjacent LR3 zone (CS-1.B, CS-2.I)



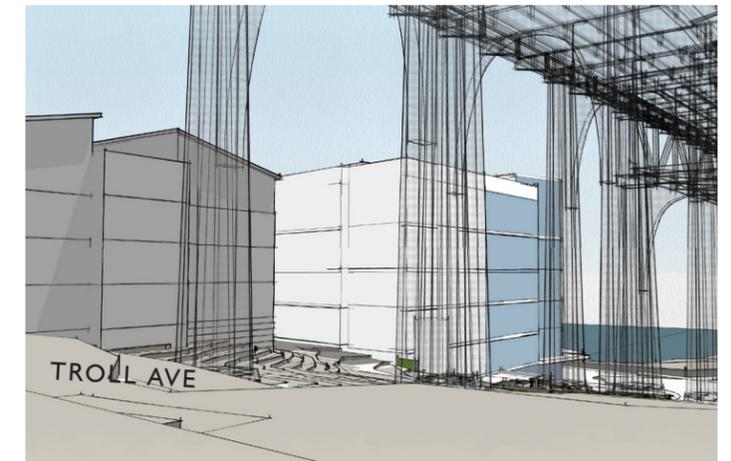
SECTION



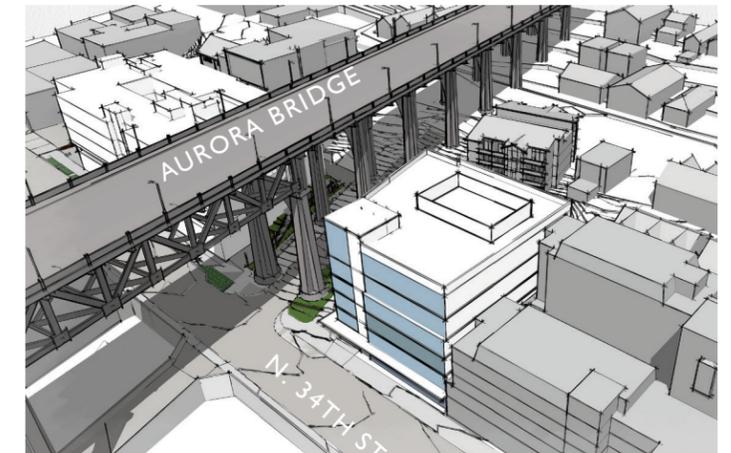
# MASSING SCHEME A



OVERVIEW FROM SOUTHWEST



STREET VIEW ON N 35TH ST LOOKING SOUTHEAST



SOUTHEAST AERIAL VIEW

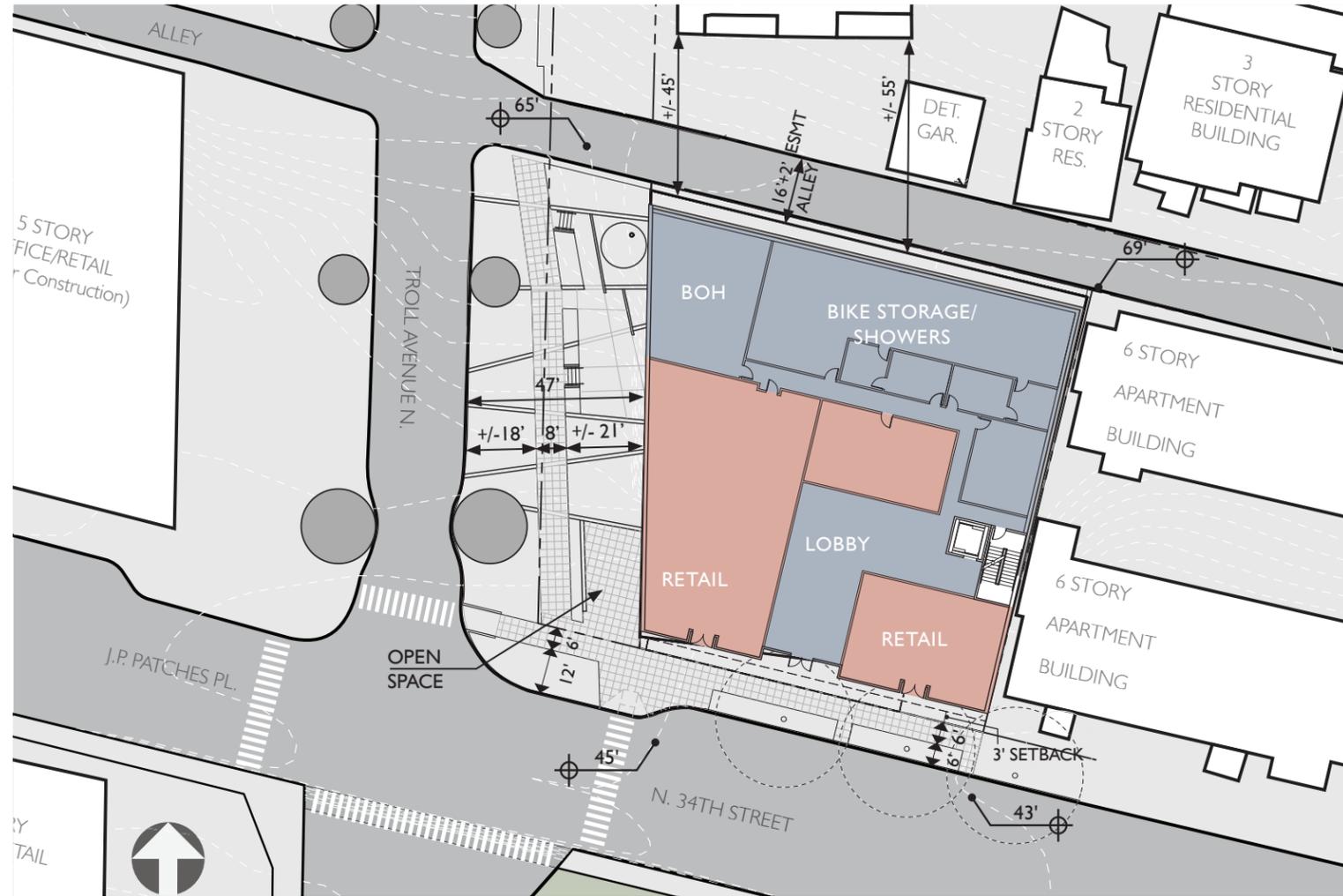


PEDESTRIAN VIEW FROM N. 34TH STREET

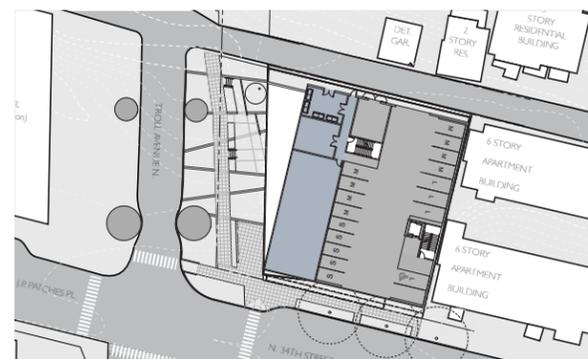


# MASSING SCHEME B

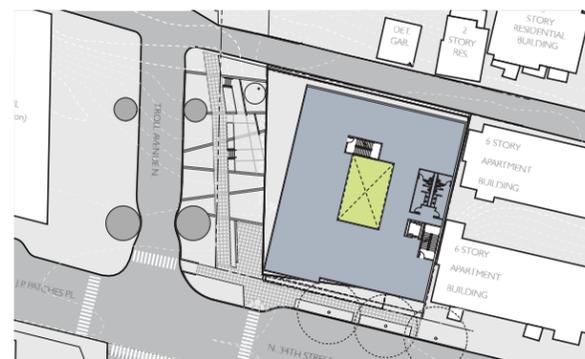
LBPP BONUS FAR AND BONUS HEIGHT



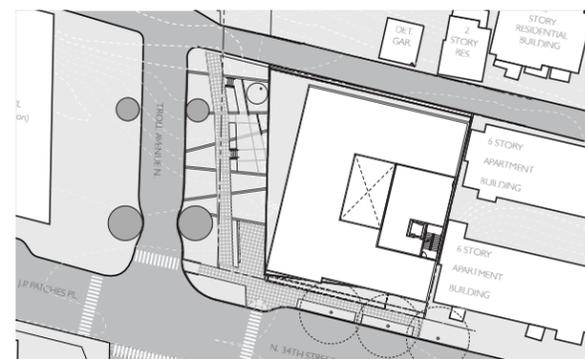
SITE PLAN



LEVEL 3 PARKING



LEVELS 4-6 OFFICE



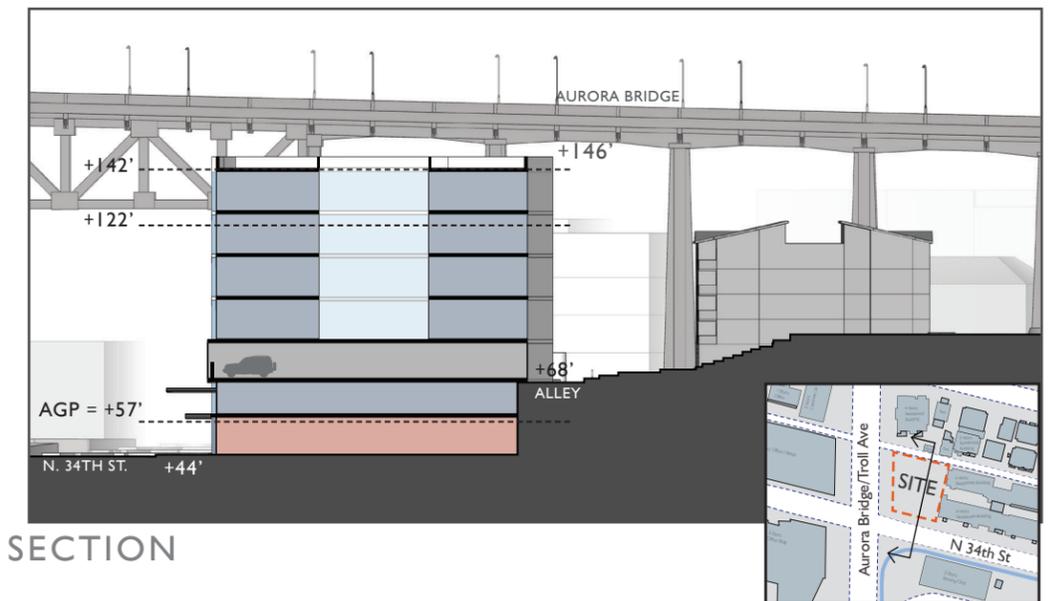
ROOFTOP

## Opportunities:

- Viable retail edge along length of N 34th St with widened sidewalk (required by SDOT) activating the streetscape. (PL-3.C, PL-3.II)
- West setback provides access to light along Troll Ave N. and creates a roof terrace that will provide amenity space for office tenants and activate the street frontage. (DC-3.A, DC-2.A, DC-4.II)
- Narrower alley facade better mitigates privacy conflicts with LR3 zone to the north. (DC-2.A)
- Introduction of central courtyard creates a more efficient office floor plate and increases daylighting opportunities. (CS-1.B)

## Constraints:

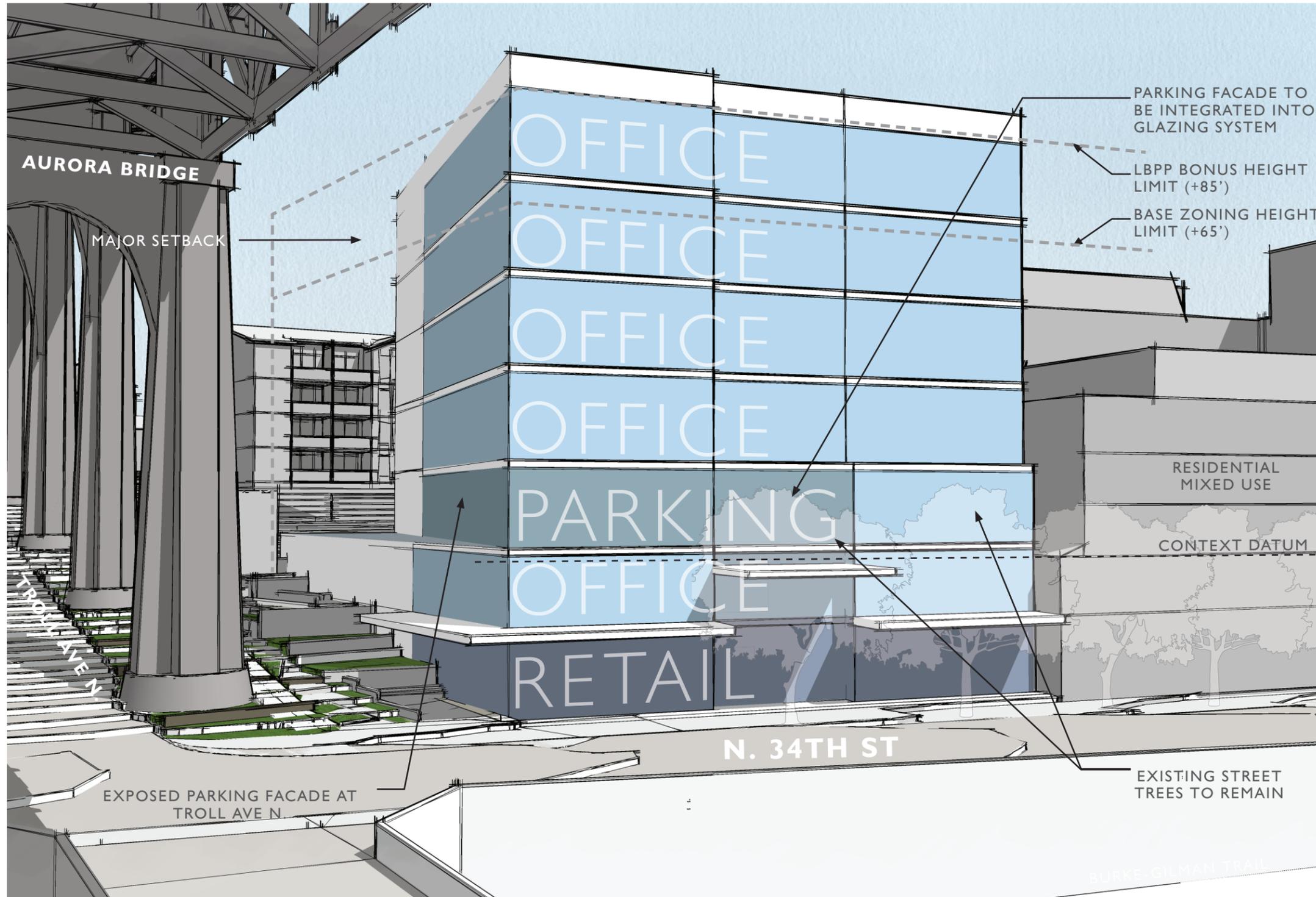
- Minimal modulation of massing along N. 34th Street increases perceived bulk and scale. (DC-2A, CS-2.D)
- Taller full-height, solid party wall facing apartments to the east which increases perceived scale of massing. (CS-2.D)
- East party wall limits access to light and air for adjacent residential building. (CS-2.I)
- Parking at Level 3 is exposed to Troll Avenue which would need to be mitigated with landscape and screening. (DC-1.A, DC-1.C)
- Terrace at Level 3 could have security issues due to its adjacency to alley and would require security fencing. (PL-2.III)
- Daylighting needs at the north facade conflict with privacy concerns with adjacent LR3 zone. (CS-1.B, CS-2.I)



SECTION



# MASSING SCHEME B



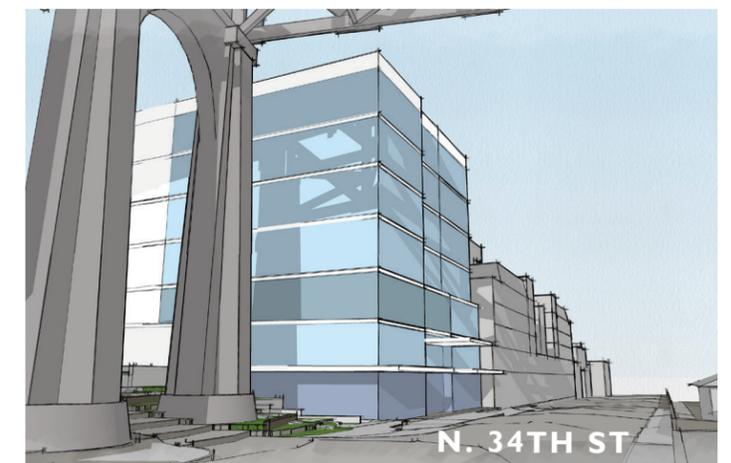
OVERVIEW FROM SOUTHWEST



STREET VIEW ON N 35TH ST LOOKING SOUTHEAST



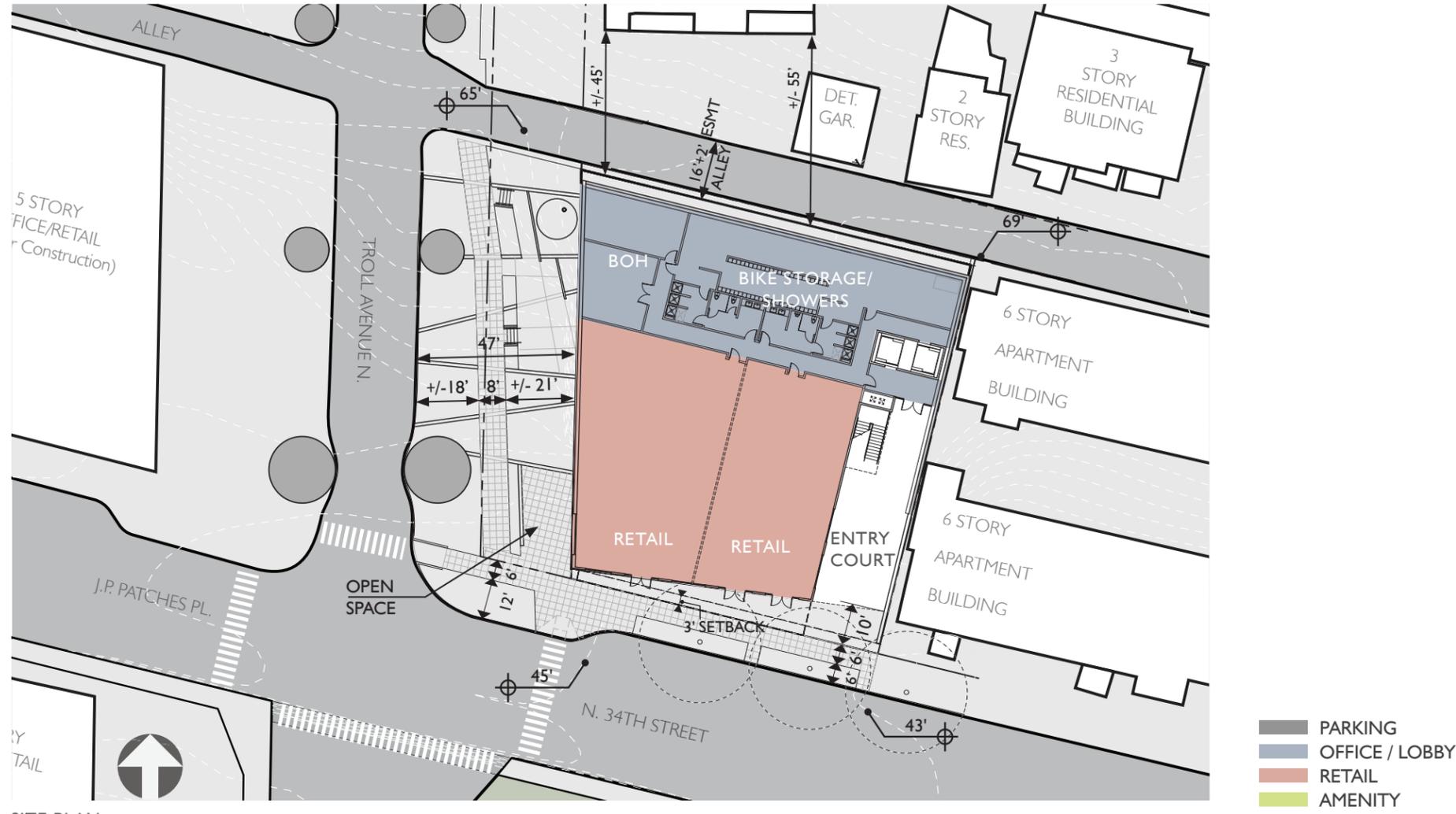
SOUTHEAST AERIAL VIEW



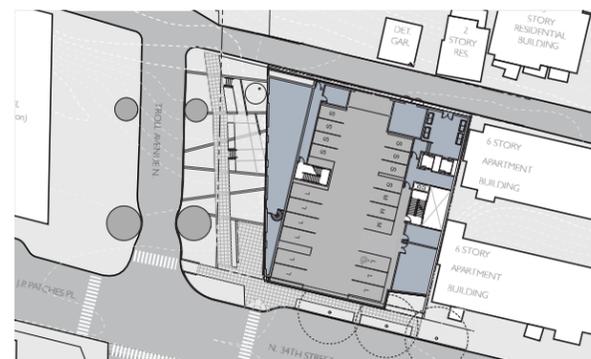
PEDESTRIAN VIEW FROM N. 34TH STREET

# MASSING SCHEME C – PREFERRED

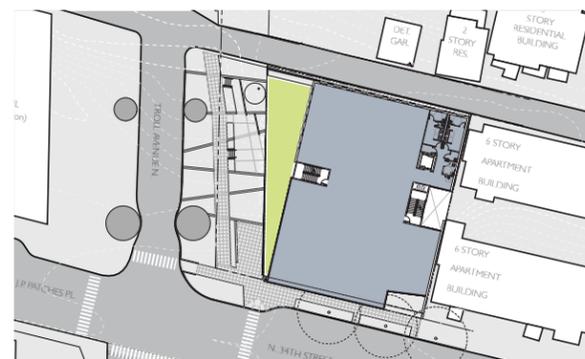
LBPP BONUS FAR AND BONUS HEIGHT



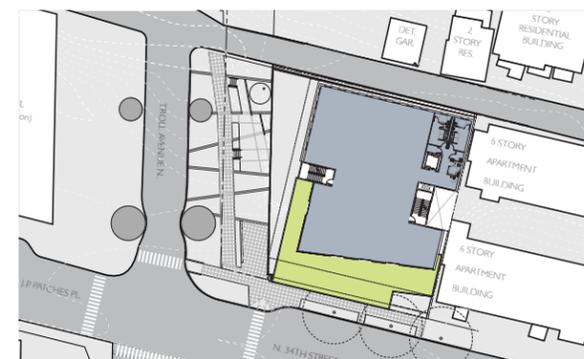
SITE PLAN



LEVEL 3 PARKING



LEVELS 4-6 OFFICE



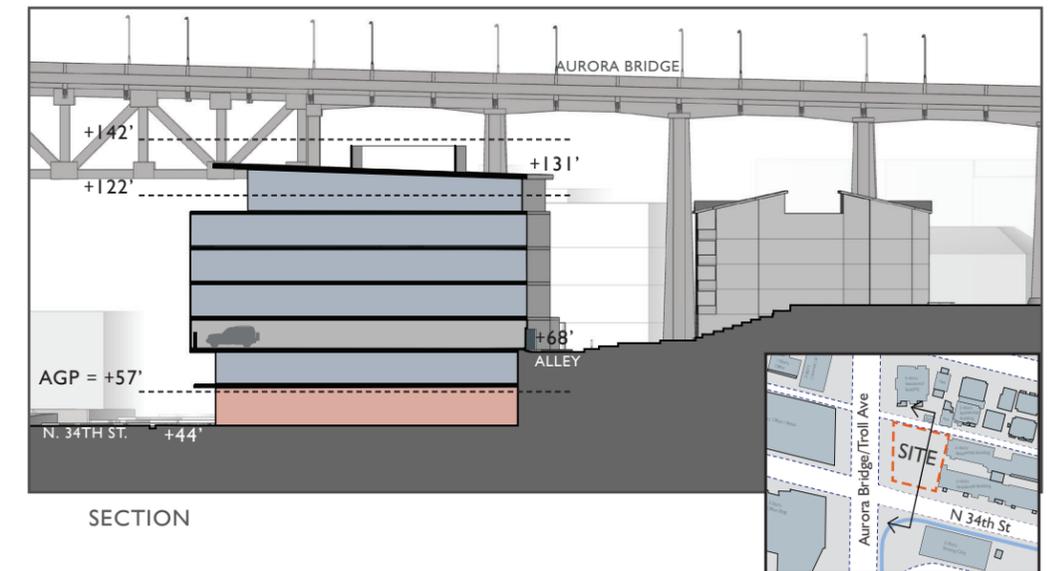
LEVEL 7

## Opportunities:

- Ground level setback increases viability of retail edge along length of N 34th St with widened sidewalk (required by SDOT) activating the streetscape. (PL-3.C, PL-3.II)
- Exterior entry court at grade increases public/private pedestrian frontage along N. 34th Street. (PL-2.I, PL3.II)
- Increased west setback provides access to light along Troll Ave and creates a roof terrace at Level 4 that will provide amenity space for office tenants and activate the street frontage. (PL-3.II, DC-3.A, DC-4.II)
- Narrower alley facade better mitigates privacy conflicts with LR3 zone to the north. (DC-2.A)
- Exterior light court at the east brings light into floor plate and breaks up the bulk and scale of the east facade respecting the courtyard at the adjacent residential building. (CS-1.B)
- Upper level setback mitigates the scale of the building along N. 34th Street and creates outdoor amenity space for office tenants. (CS-2.D)
- Parking is screened from Troll Ave with addition of small office plate. (DC-1.A, DC-1.C)
- SE corner of building is setback 10' to improve adjacent residential building's access to light. (CS-2.I)

## Constraints:

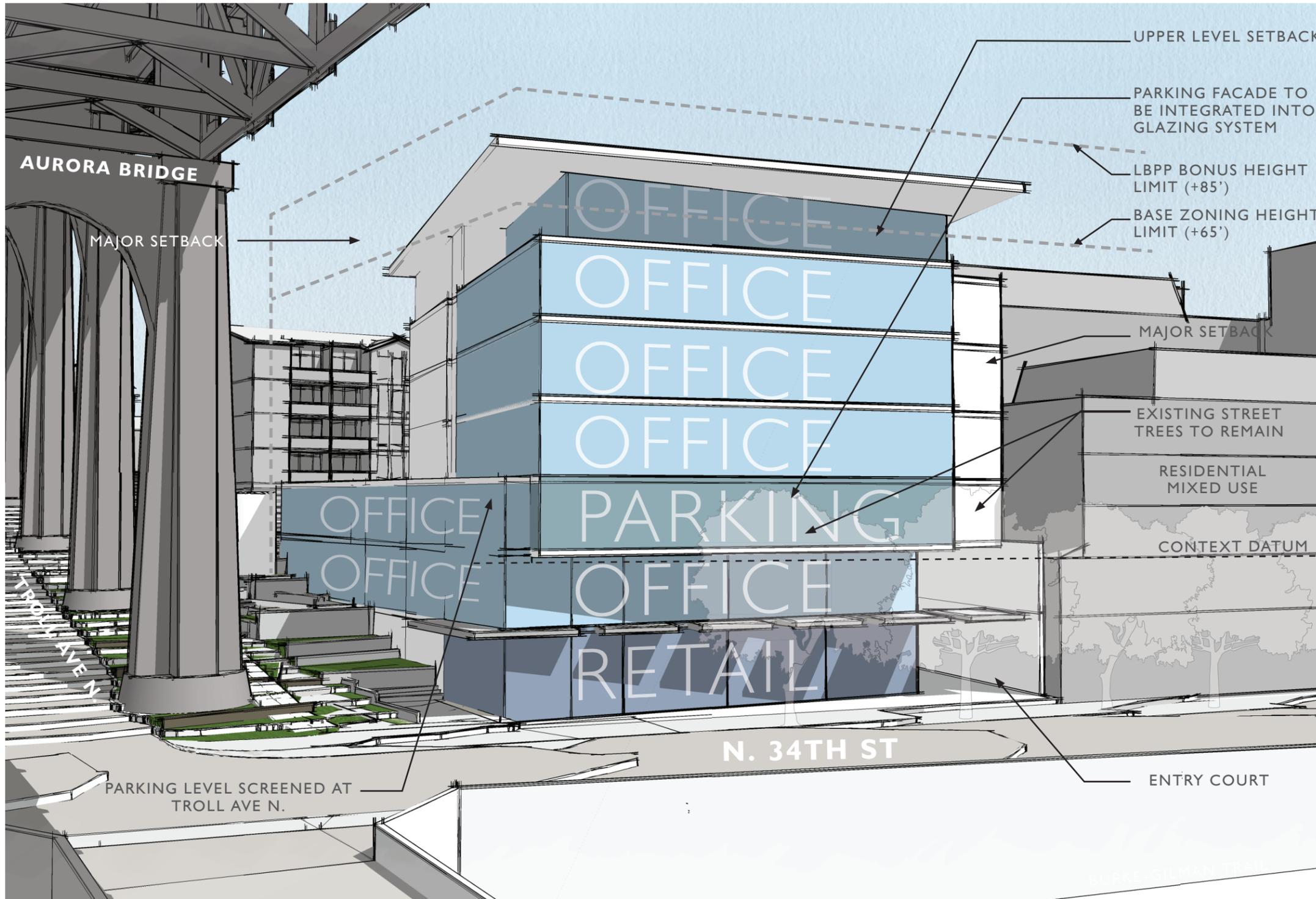
- Increased overhang of upper roof needed for rainwater capture. (CS-1.E)
- Daylighting needs at the north facade conflict with privacy concerns with adjacent LR3 zone. (CS-1.B, CS-2.I)
- Parking facing N. 34th St. will need screening and headlight barriers. (DC-1.C)



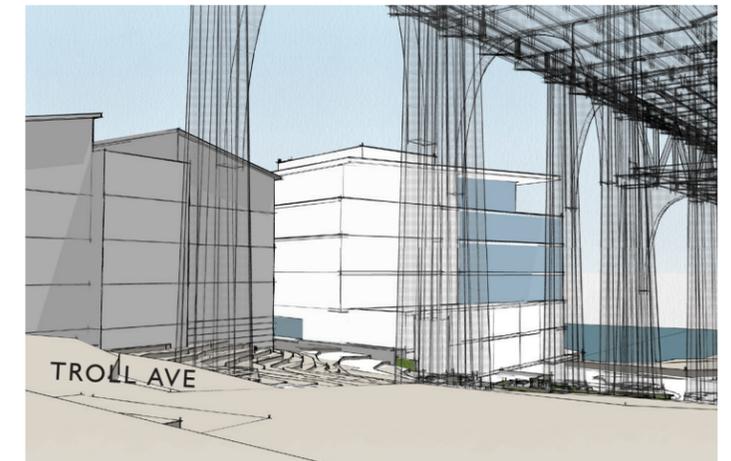
SECTION



# MASSING SCHEME C – PREFERRED



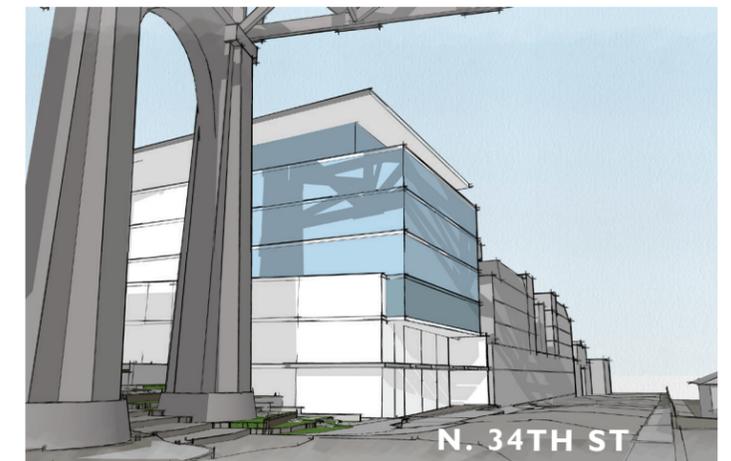
OVERVIEW FROM SOUTHWEST



STREET VIEW ON N 35TH ST LOOKING SOUTHEAST



SOUTHEAST AERIAL VIEW



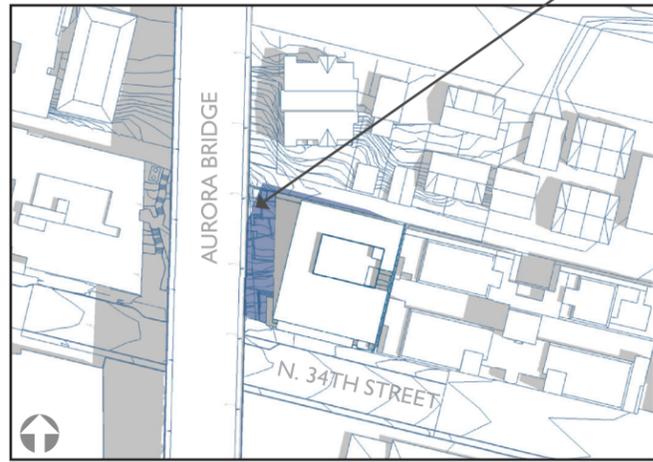
PEDESTRIAN VIEW FROM N. 34TH STREET



# SHADOW DIAGRAMS – PREFERRED SCHEME

SUMMER  
SOLSTICE

10:00 AM



COLORED AREA INDICATES  
NET ADDITIONAL  
SITE SHADING FROM  
PREFERRED SCHEME  
COMPARED TO EXISTING  
CONDITIONS, TYP.

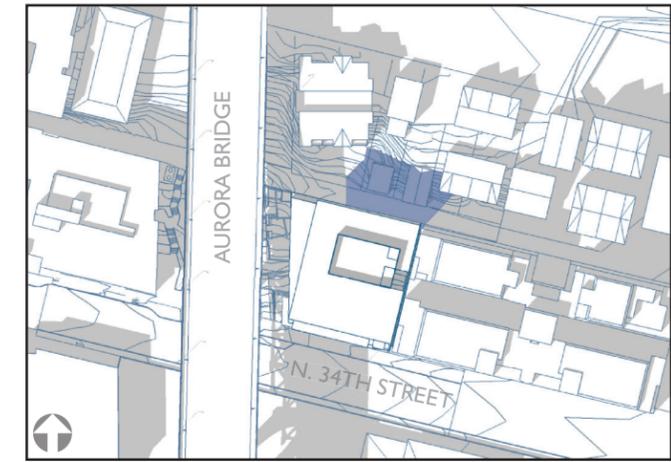
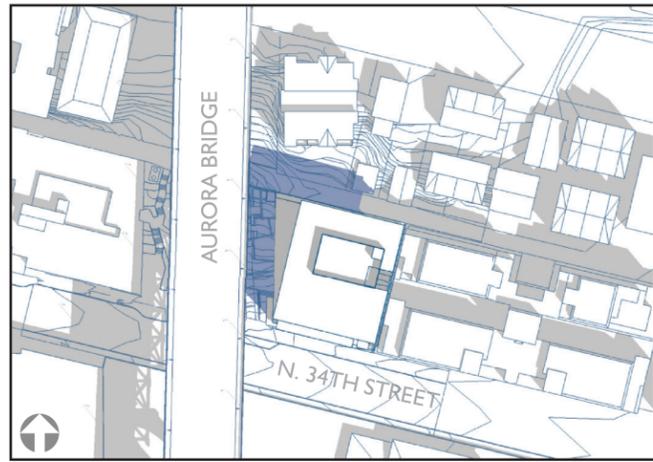
12:00 PM



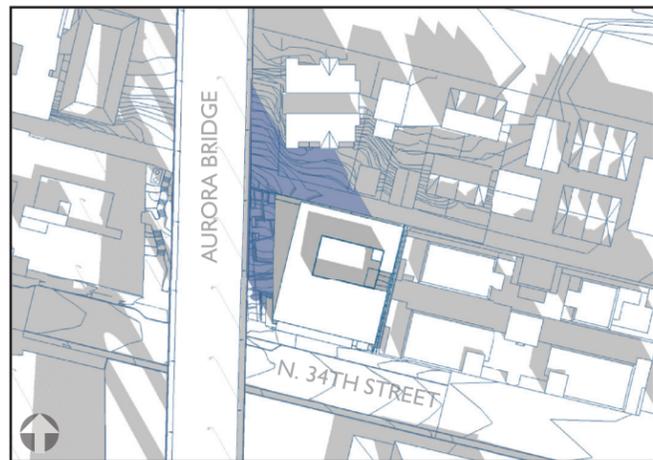
2:00 PM



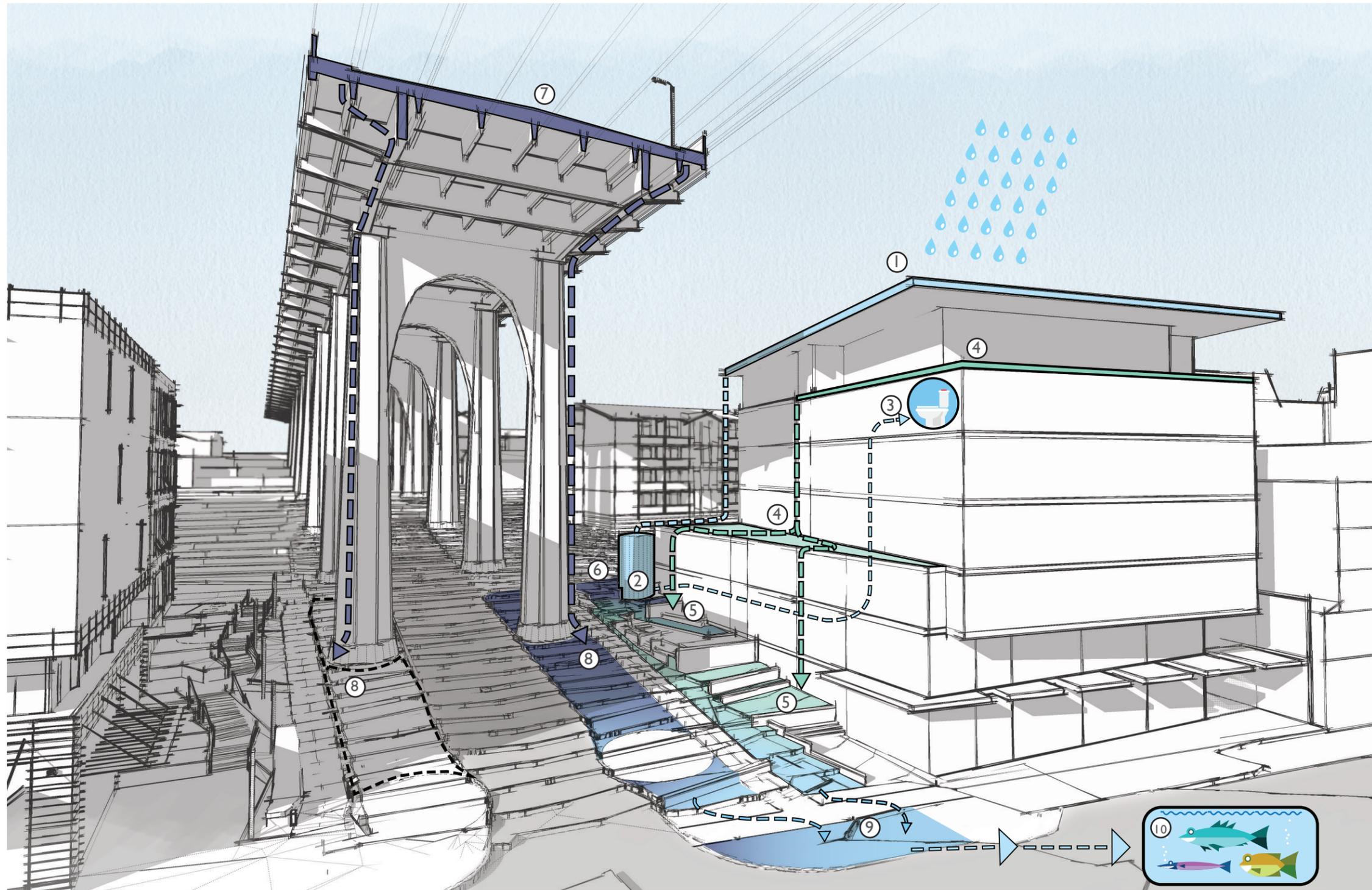
EQUINOX



WINTER  
SOLSTICE



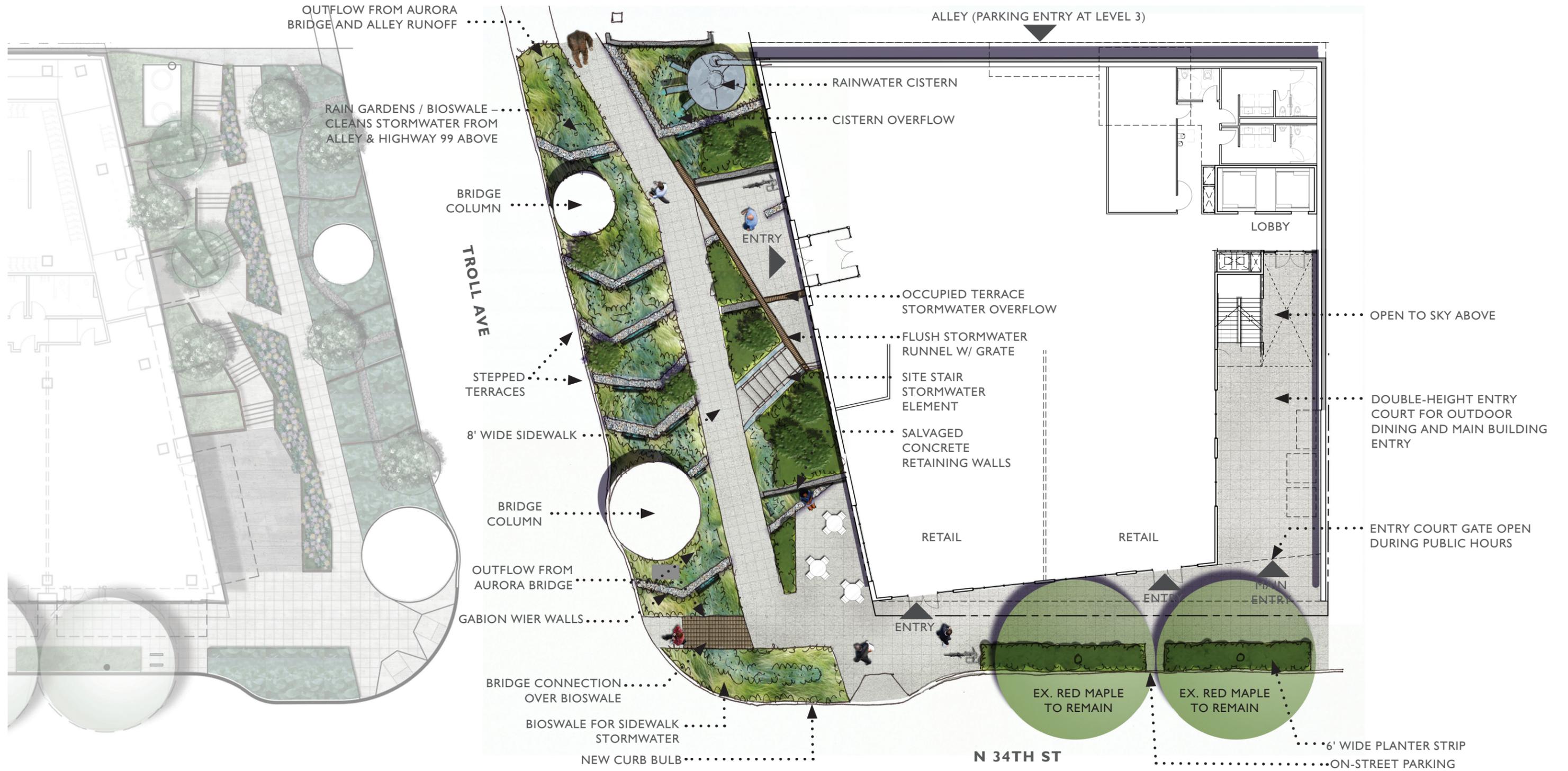
# WATERSHED STRATEGY



- ① RAINWATER IS CAPTURED BY THE UPPER ROOF. LARGE OVERHANGS AND A SLOPED SURFACE MAXIMIZE THE AMOUNT OF WATER HARVESTED AND DELIVER IT TO A RAIN LEADER AT THE NORTH EDGE OF THE ROOF.
- ② CAPTURED RAINWATER IS STORED IN A 20,000 GAL CISTERN WAITING TO BE RECYCLED FOR POTABLE USE. OVERFLOWS DURING HEAVY RAIN EVENTS WILL BE DIVERTED TO THE RAIN GARDEN.
- ③ AFTER BEING FILTERED, THE HARVESTED RAINWATER IS PUMPED BACK INTO THE BUILDING FOR USE IN FLUSHING TOILETS AND IRRIGATING LANDSCAPED AREAS.
- ④ RAINWATER THAT FALLS ON OCCUPIED ROOF AREAS IS UNABLE TO BE REUSED FOR POTABLE USES AND IS COLLECTED AND DIVERTED TO THE R.O.W.
- ⑤ THE R.O.W. RAIN GARDENS FILTER BUILDING STORMWATER AND PROMOTE EVAPORATION.
- ⑥ STORM WATER RUNOFF FROM THE ALLEY IS DIVERTED INTO THE BIOSWALES IN THE R.O.W.
- ⑦ STORM WATER RUNOFF FROM THE AURORA BRIDGE IS COLLECTED AND DISTRIBUTED TO RAIN LEADERS.
- ⑧ THE STORM WATER RUNOFF FROM THE AURORA BRIDGE IS COLLECTED IN A BIOSWALE AND FILTERED AS IT MAKES ITS WAY DOWN THE TROLL AVENUE R.O.W.
- ⑨ THE RUNOFF FROM THE BIOSWALE AND THE RAINGARDEN HAS BEEN FILTERED AND IS COLLECTED BEFORE BEING SENT INTO THE DEDICATED STORM SEWER WHERE IT WILL EVENTUALLY MAKE ITS WAY INTO LAKE UNION.
- ⑩ BY MINIMIZING THE VOLUME OF STORM WATER THROUGH REUSE AND EVAPORATION AND BY TREATING THE STORM WATER RUNOFF FROM THE HIGHWAY & STREET SURFACES, THE IMPACTS TO THE WATER QUALITY OF LAKE UNION ARE GREATLY REDUCED.



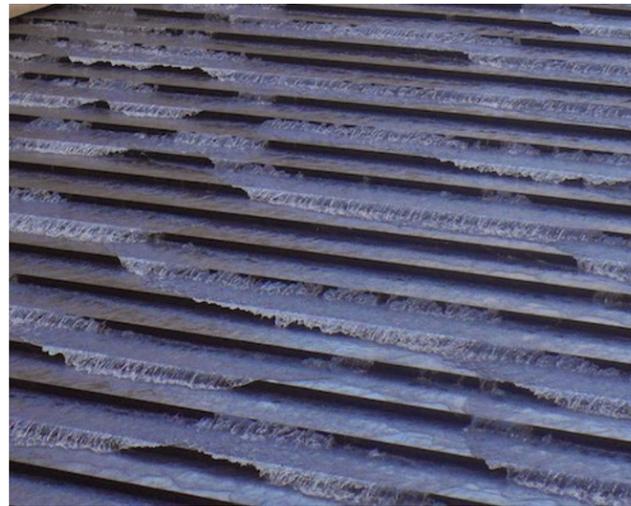
# LANDSCAPE CONCEPT



COMPOSITE SITE PLAN AND GROUND FLOOR PLAN



# LANDSCAPE INSPIRATION



# INSPIRATION & PRECEDENTS



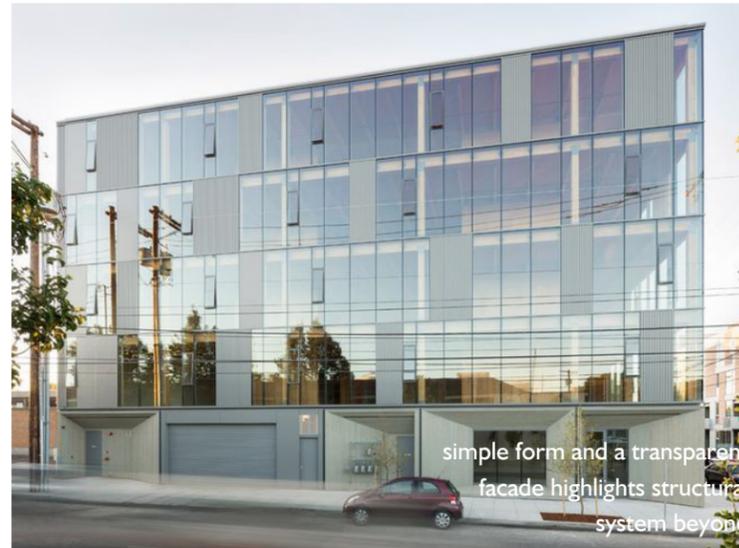
warm wood tones as a counterpoint to glazing

OFFICE BUILDING



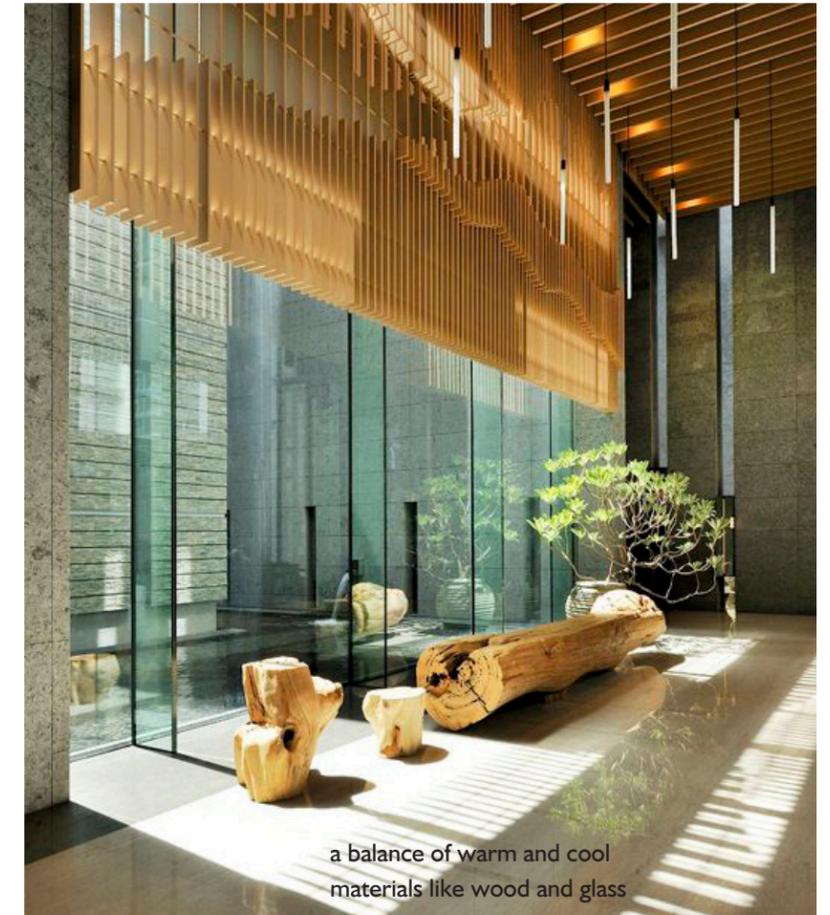
balance of a hard edge and a more open frame

ROLLUX SHOWROOM +ARQUITECTOS



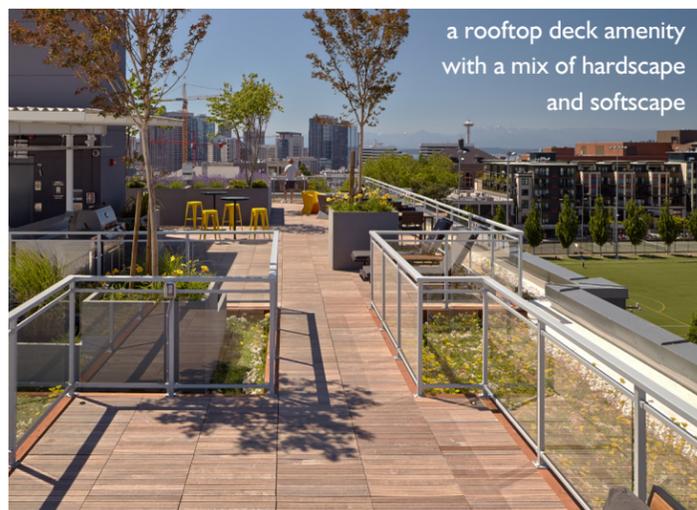
simple form and a transparent facade highlights structural system beyond

FRAMEWORK / WORKS PARTNERSHIP ARCHITECTURE



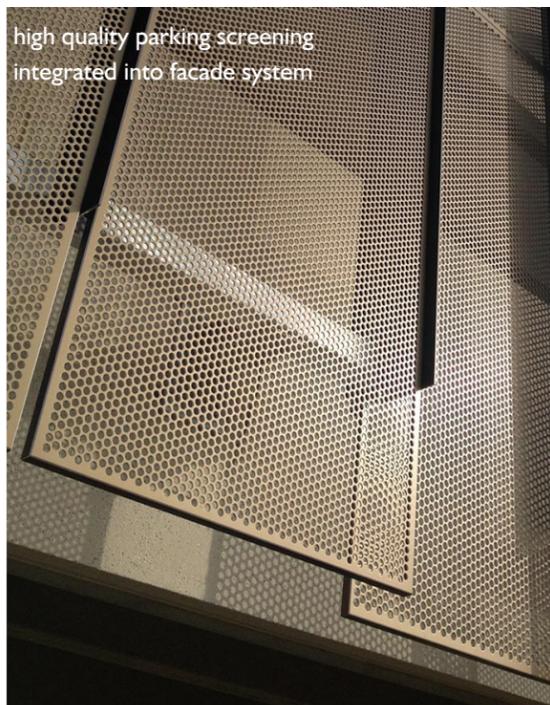
a balance of warm and cool materials like wood and glass

ENTRY LOBBY



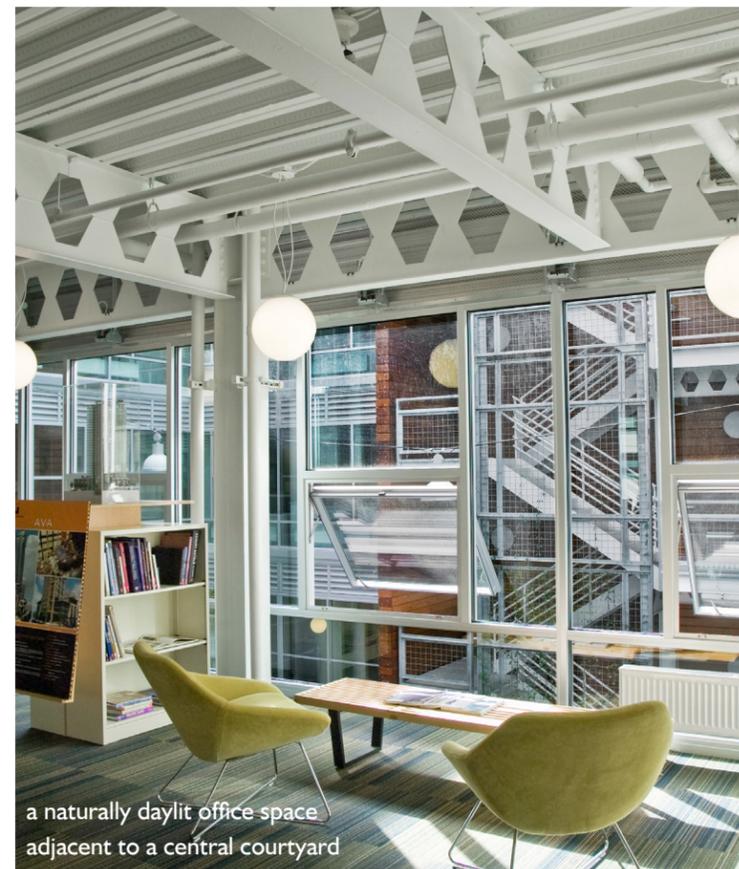
a rooftop deck amenity with a mix of hardscape and softscape

SUNSET ELECTRIC – ROOF DECK



high quality parking screening integrated into facade system

STANFORD UNIVERSITY PARKING GARAGE



a naturally daylit office space adjacent to a central courtyard

TERRY THOMAS – INTERIOR



an office exterior that showcases transparency and daylight to the street

TERRY THOMAS – EXTERIOR



# INSPIRATION & PRECEDENTS



internal retail court provides rich pedestrian experience

CHOPHOUSE ROW



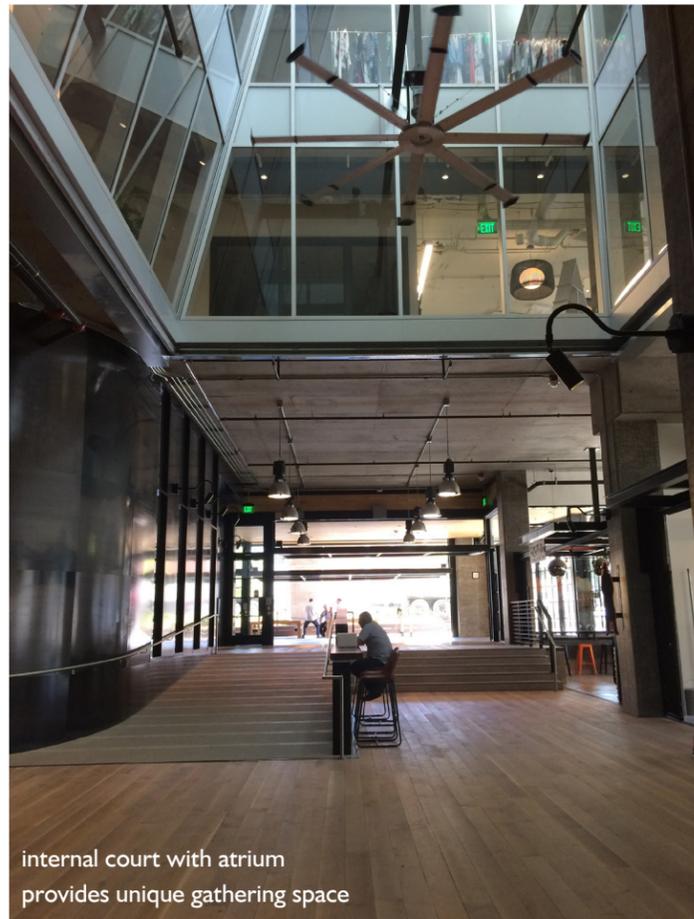
bringing the outside in with a greenwall

LOBBY



playful drainage tells the story of water usage

POST ALLEY



internal court with atrium provides unique gathering space

400 FAIRVIEW



high quality glazing with gracious grade level setbacks

ALLEN INSTITUTE



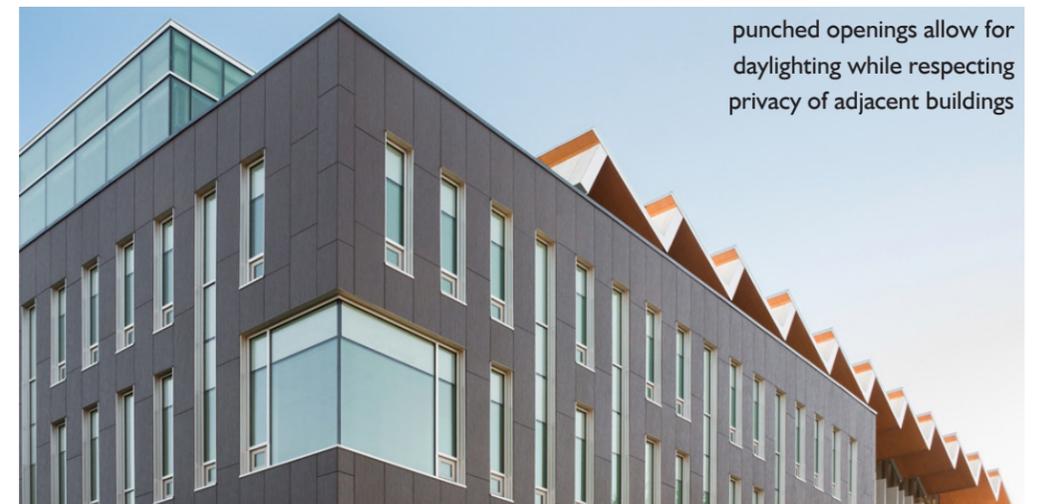
retail friendly outdoor seating

TALLULAH'S CAFE



retail friendly outdoor seating

LUNCHBOX LABORATORY



punched openings allow for daylighting while respecting privacy of adjacent buildings

UNIVERSITY OF BRITISH COLUMBIA



# PROPOSED DEPARTURES

## LIVING BUILDING PILOT PROGRAM ALLOWABLE DEPARTURES

### DEPARTURE 1

#### 23.47A.013.B FLOOR AREA RATIO

DEPARTABLE UNDER 23.41.012.D.2

"In addition to the departures allowed under subsection 23.41.012.B, departures for projects participating in the Living Building Pilot Program established under Section 23.40.060 may also be granted for the following... Floor area ratios up to 15 percent above the otherwise applicable limit."

The design team is seeking a departure to allow for an increase of 15% to the allowable Floor Area Ratio (FAR) for participation in the Living Building Challenge Pilot Program per 23.40.060. The increased FAR will allow for increased area needed for enhanced plumbing and filtration systems needed to provide rainwater reuse and maximum flexibility for vertical shafts for the mechanical system. The bonus FAR would also provide a financial offset to allow for the higher cost of these high efficiency systems.

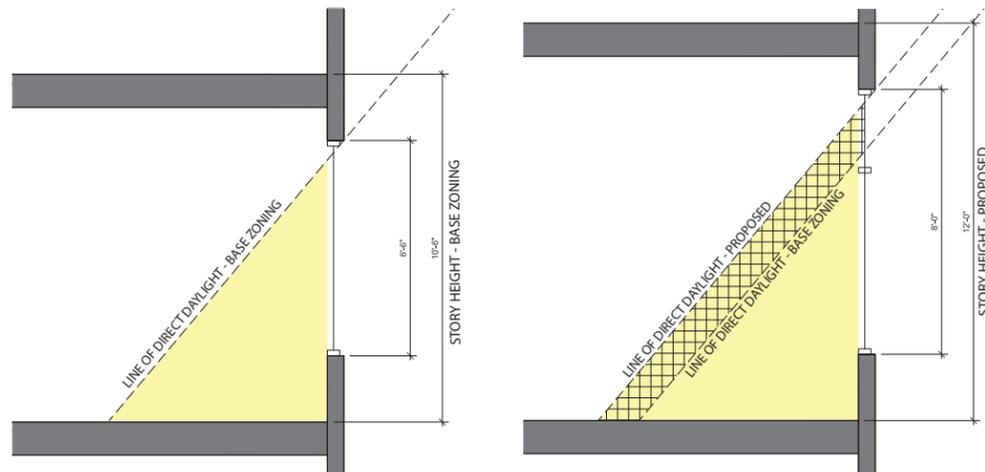
### DEPARTURE 2

#### 23.47A.012 STRUCTURE HEIGHT

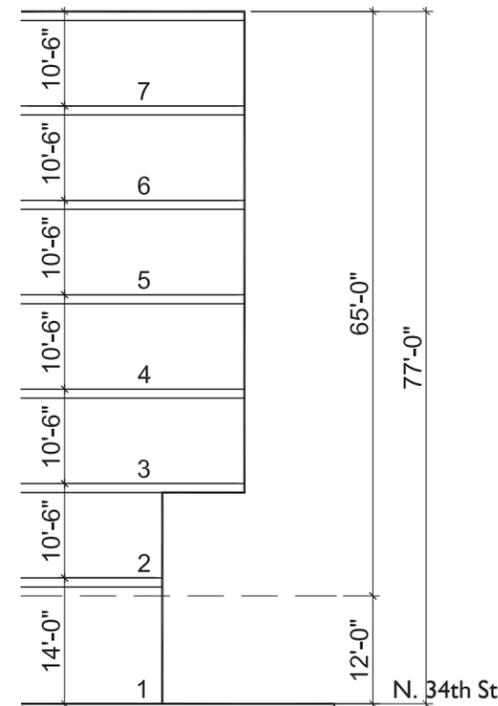
DEPARTABLE UNDER 23.41.012.D.2

"In addition to the departures allowed under subsection 23.41.012.B, departures for projects participating in the Living Building Pilot Program established under Section 23.40.060 may also be granted for the following... Structure height up to 20 feet for development in zones with height limits greater than 45 feet, to allow increased floor-to-floor heights. The additional height allowed for the structure will not allow an additional story beyond the number that could be built under the otherwise applicable height limit and rooftop features may be allowed to extend above the structure height approved pursuant to this subsection 23.41.012.D.2. e, if they are consistent with the applicable standards established for rooftop features within the zone"

The design team is seeking a departure to allow for an increase of approximately 10' to the allowable structure height for participation in the Living Building Challenge Pilot Program per 23.40.060. The proposed structure would not gain an additional story over what would be allowed by the existing zoning code. The added height will allow for higher floor-to-floor heights which will increase the daylighting opportunities and decrease energy needs in order to meet the requirements of the LBPP.

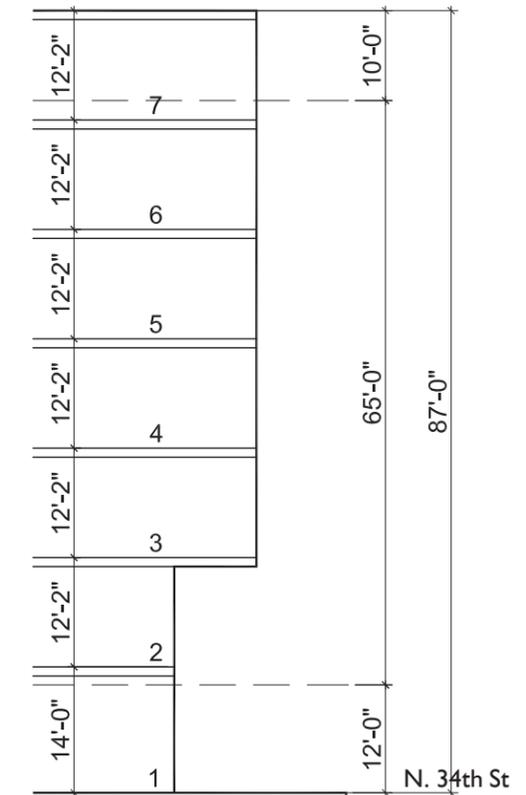


### DEPARTURE 2 – BUILDING HEIGHT DIAGRAM



#### BASE ZONING HEIGHT

12' average grade plane + 65' height = +77' from grade at N. 34th St  
 77' - 14' for LI retail @ N. 34th St = 63' remaining.  
 63' / 6 stories = 10.5' per story above level 1.  
 1 story @ 14' + 6 stories @ 10.5' = 7 stories @ +77'



#### PROPOSED LBPP HEIGHT

12' average grade plane + 65' height = +77' from grade at N. 34th St  
 77' + 10' for LBPP = 87'.  
 87' - 14' for LI retail @ N. 34th St = 73' remaining.  
 73' / 6 stories = 12.2' per story above level 1.  
 1 story @ 14' + 6 stories @ 12.2' = 7 stories @ +87'



# PROPOSED DEPARTURES

## DEPARTURE 3

### 23.54.035.A LOADING BERTH REQUIREMENTS

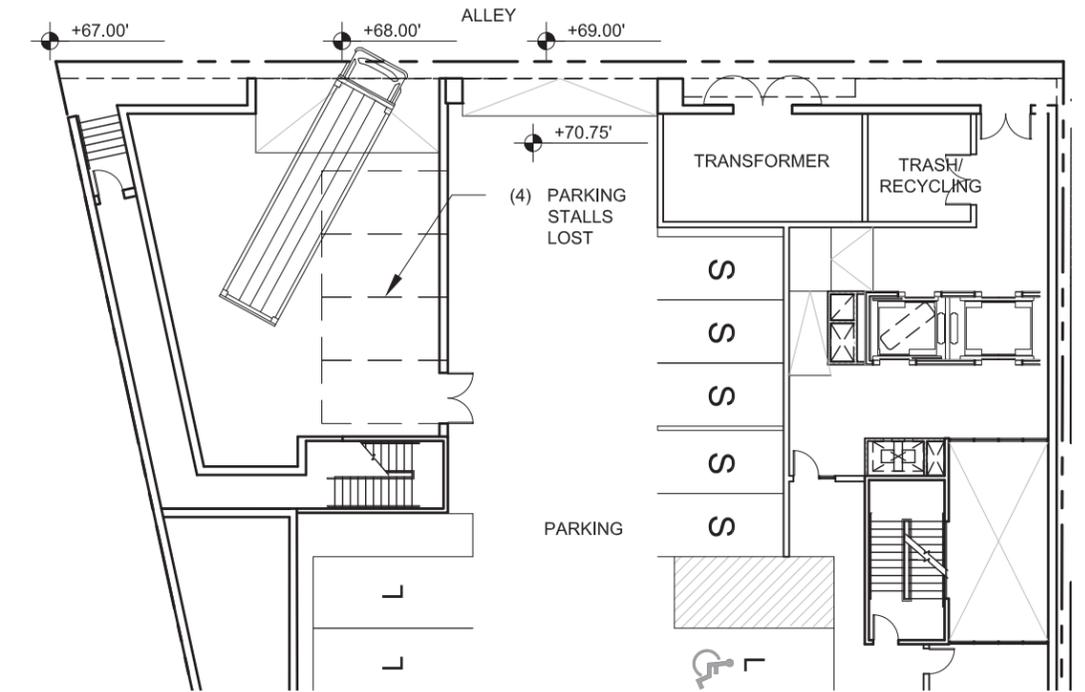
DEPARTABLE UNDER 23.41.012.D.2

*“In addition to the departures allowed under subsection 23.41.012.B, departures for projects participating in the Living Building Pilot Program established under Section 23.40.060 may also be granted for the following... Quantity of parking required:”*

The design team is seeking a departure to remove the requirement for a loading berth for participation in the Living Building Challenge Pilot Program per 23.40.060. We are applying for a commercial loading space with SDOT to be located on N. 34th St. directly in front of the main entry court and elevator lobby in lieu of a loading berth at the alley. With 10 year leases being typical, the office use will not require frequent loading. The retail use located along N. 34th St. will use the loading space more frequently and benefit from a shorter path to deliveries than a loading berth two floors above at the alley.

The alley is already congested with monthly residential move-ins for the St. James Apartments, garbage and recycling pick up and residential access for the condominiums to the north. Given the site geometry, topography and the intent to significantly set back the building along Troll Avenue to better adhere to the design guidelines, there is little room remaining for loading, parking and utility access at the north frontage. The inclusion of a loading berth would make the Level 3 office plate infeasible. This loss in office area would also result in a loss of transparency and activation along Troll Avenue. It would also require the lost area to be captured in the floors above with a reduction in the proposed modulation. Additionally, if a loading berth were located off of the alley, the proposed building would need to be increased by approximately 5 feet in height in order to meet loading berth requirements at Level 3 and meet our daylighting goals as stated in Departure 2.

## DEPARTURE 3 – LOADING DIAGRAM



## DEPARTURE 4

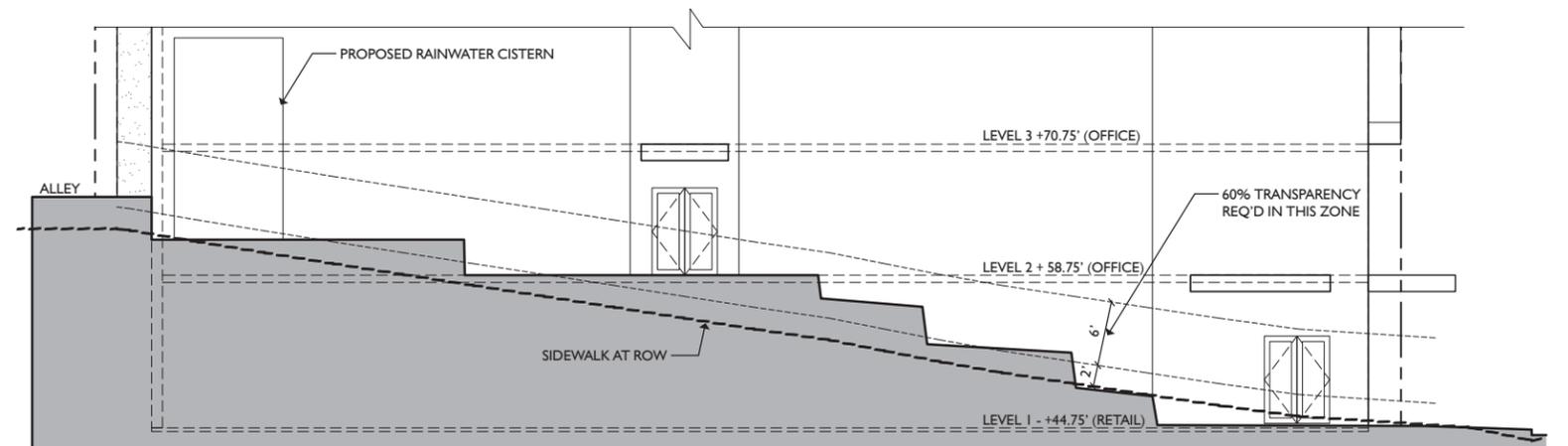
### 4. 23.47A.008.B.2 TRANSPARENCY (STREET-LEVEL DEVELOPMENT STANDARDS )

DEPARTABLE UNDER 23.41.012

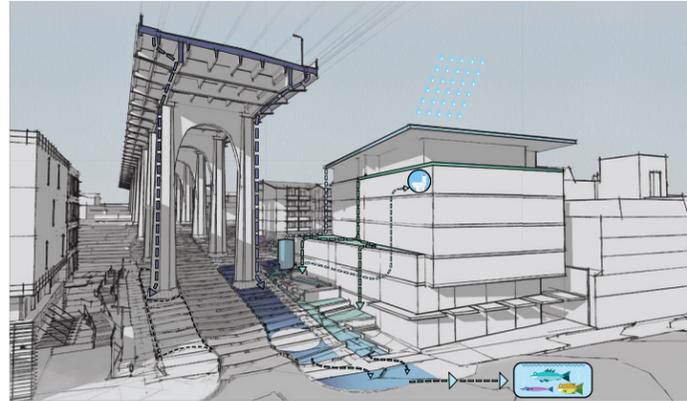
*“Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.”*

The design team is seeking a departure to allow for a lower percentage of transparency along Troll Avenue N. due to the significant grade change from N. 34th Street to the alley. The sidewalk is located between 18' and 25' away from the building facade. The project proposes to extensively enhance the adjacent right-of-way with landscaping, public plazas and terraces that will activate the frontage where transparency can't be achieved.

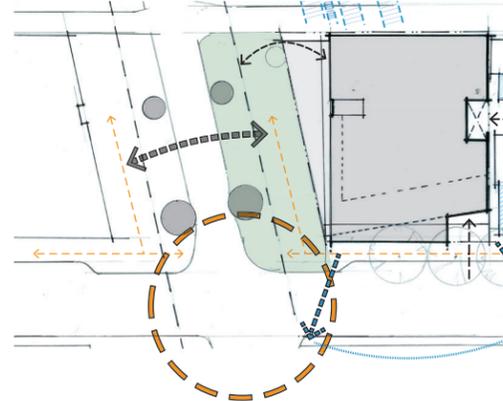
## DEPARTURE 4 – TRANSPARENCY DIAGRAM



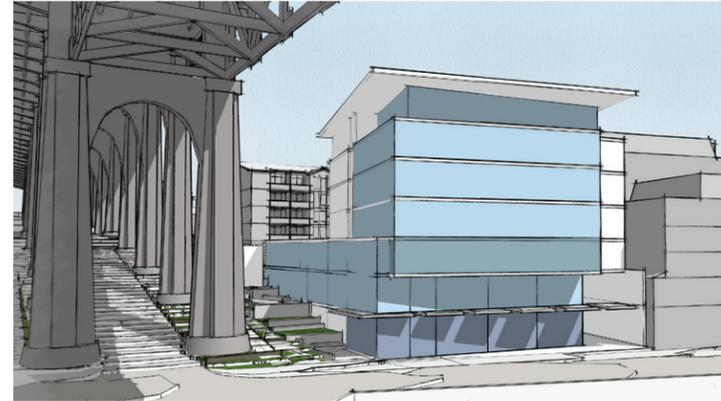
# DESIGN GUIDELINES



CS-1: STORMWATER MITIGATION



CS-2: GATEWAY LOCATION



CS-2: SIMPLE MASSING; QUALITY MATERIALS



CS-3: PUBLIC ART AND ENGAGEMENT

THEME	TITLE	*SDG / WDG	DESIGN GUIDELINE	KEY ISSUES FOR SITE/PROJECT	APPLICANT RESPONSE	SEE PAGE
CONTEXT AND SITE	CS-1 NATURAL SYSTEMS AND SITE FEATURES: Use natural systems and features of the site and its surroundings as a starting point for project design.	SDG	A. Energy Use	As a participant of the LBPP, the project must meet energy and water efficiency and stormwater mitigation measures beyond code (see p.6 ) The storm sewer in this vicinity deposits directly into Lake Union. The Aurora Bridge casts a significant shadow on site, and must be analyzed to assess rooftop solar opportunities. Steep slopes along Troll Ave and alley create a challenge for vehicle access, loading, and the public right-of-way relationship to the interior floor elevation. The geometry and size of the site make a parking ramp within the building very inefficient.	The project will address rainwater capture and reuse via an overhanging roof. The project will work to incorporate water strategies with the architecture to make water treatment visible by the public. The design of the ROW adjacent to the building on the east will voluntarily treat Troll Ave and SR-99 runoff through bio-swales and bio-retention. The preferred scheme “notches” the eastern façade to provide daylighting for interior common core areas. The team is locating occupied roof decks where sun exposure is the best relative to the Aurora Bridge, and analyzing the viability of PV panels on the roof.	25, 33
		SDG	B. Sunlight and Natural Ventilation			
		SDG	C. Topography			
		SDG	D. Plants and Habitat			
		SDG	E. Water			
	CS-2 URBAN PATTERN AND FORM: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces and open spaces in the surrounding area.	WDG	I. Landscape Design to Address Special Site Conditions	The project is located on a prominent intersection, identifiable because of the Aurora Bridge immediately to the west, and the Fremont Troll two blocks to the north. The site is seen as a “gateway” between Wallingford and Fremont neighborhoods.  The zoning transitions from commercial at the project site to low-rise residential at the north. The project has a zero-lot line condition with an existing apartment building to the east. As a participant in the LBPP, the project is seeking a departure for additional height.  The site has a trapezoidal geometry, a significant slope along Troll Ave N, and views to the south of Lake Union, downtown, and Mount Rainier.	The project will strive to create a sense of place, especially as the building meets grade. Wayfinding will be incorporated into the project to reinforce its unique place in the neighborhood. Simple yet quality design, with attention to detail and articulation, will contribute to the block and street as a whole.  The project will be sensitive to the zoning transition to the north and provide mitigation measures. It will be demonstrated that bulk is a more critical aspect to the building massing than height. The major setback in the preferred scheme “regularizes” the building geometry, and provides better sunlight and relief to the public open space at the Troll Ave right of way.  The proposed project fits in with the nearby structures along 34th, with horizontal datum lines tying in to the context. Where the projects sets back from the sidewalk, paving materials will be differentiated to visually reinforce the street wall.	10, 14, 24, 25
		SDG	A. Location in the City and Neighborhood			
		SDG	B. Adjacent Sites, Streets, and Open Spaces			
		SDG	C. Relationship to the Block			
CS-3 ARCHITECTURAL CONTEXT AND CHARACTER: Contribute to the architectural character of the neighborhood.	SDG	D. Height, Bulk, and Scale	Fremont is an eclectic, vibrant, artistic neighborhood. The best of the recent trend of technology offices and retail along N 34th Street should be reflected in the design.	The project will celebrate and explore opportunities for public art and active engagement with the public.	34, 35	
	WDG	I. Responding to Site Characteristics				
	WDG	II. Streetscape Compatibility				
	WDG	III. Corner Lots				
		WDG	IV. Height, Bulk, and Scale Compatibility			
		SDG	A. Emphasizing Positive Neighborhood Attributes			
		SDG	B. Local History and Culture			
		WDG	I. Architectural Context			

KEY GUIDELINES HIGHLIGHTED IN BLUE

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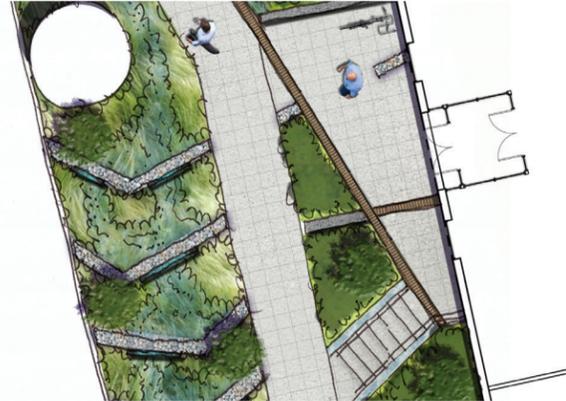
# DESIGN GUIDELINES



PL-1: WALKWAYS & CONNECTIONS



PL-2: WAYFINDING



PL-2: PEDESTRIAN OPEN SPACES & ENTRANCES



PL-2: PEDESTRIAN OPEN SPACES & ENTRANCES

THEME	TITLE	*SDG / WDG	DESIGN GUIDELINE	KEY ISSUES FOR SITE/PROJECT	APPLICANT RESPONSE	SEE PAGE
PUBLIC LIFE	PL-1 <b>CONNECTIVITY:</b> Complement and contribute to the network of open spaces around the site and the connections among them.	SDG SDG SDG WDG	A. Network of Open Spaces <b>B. Walkways and Connections</b> C. Outdoor Uses and Activities I. Pedestrian Open Spaces and Entrances	With this mixed-use office project, and the current construction of 744 N. 34th Street to the west, along with a new traffic signal at the intersection of 34th and Troll scheduled by SDOT, additional pedestrian volumes on sidewalks adjacent to this site are anticipated.  The corner of Troll Ave and N. 34th Street, activated by retail, presents an opportunity for a lively, pedestrian-oriented open space.	The pedestrian environment will be carefully considered in the architecture and landscape design at grade, including pedestrian scale signage – lighting and landscaping will be part of a comprehensive streetscape design.	34
	PL-2 <b>WALKABILITY:</b> Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features	SDG SDG SDG SDG WDG WDG	A. Accessibility B. Safety and Security C. Weather Protection <b>D. Wayfinding</b> <b>I. Pedestrian Open Spaces and Entrances</b> <b>III. Personal Safety and Security</b>	Fremont has a tradition of playful wayfinding, encouraging pedestrian activity and exploration to appreciate public art and landmarks.  Both Troll Ave and 34th Street will benefit from convenient and attractive access to building entries.  Safety and security are a concern in this neighborhood, especially in underlit areas and alleys.	Design features such as wayfinding will be incorporated into the design, especially at the corner of 34th Street and Troll, directing passersby to nearby landmarks.  Protected pedestrian entries, with lighting and continuous, well-scaled overhead weather protection, are planned for both 34th Street (the primary office entry), 34th Street retail, and the secondary office entry along Troll Ave.  The project will provide enhanced security measures through pedestrian-scale lighting, while attempting to minimize spill on to adjacent sites.	34

**KEY GUIDELINES HIGHLIGHTED IN BLUE**

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# DESIGN GUIDELINES



PL-3: RETAIL EDGES



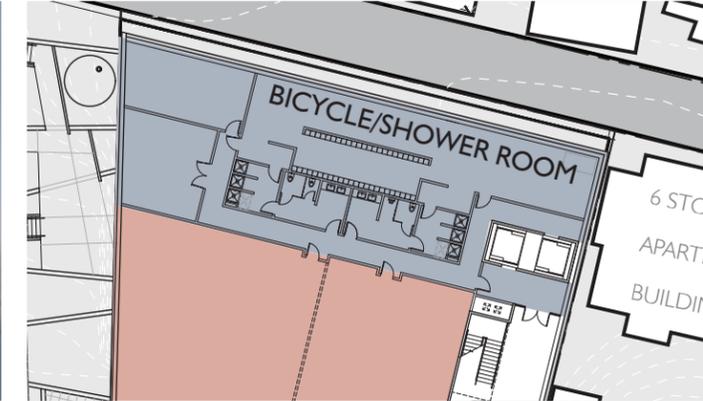
PL-3: HUMAN ACTIVITY



PL-3: HUMAN ACTIVITY



PL-4: PLANNING FOR BICYCLISTS



THEME	TITLE	*SDG / WDG	DESIGN GUIDELINE	KEY ISSUES FOR SITE/PROJECT	APPLICANT RESPONSE	SEE PAGE
PUBLIC LIFE	PL-3	STREET LEVEL INTERACTION: Encourage human interaction and activity at the street level with clear connections to building entries and edges.	SDG A. Entries SDG B. Residential Edges <b>SDG C. Retail Edges</b> WDG I. Entrances Visible From Street <b>WDG II. Human Activity</b>	Retail frontage is relatively continuous between the heart of Fremont and this site, and is beginning to emerge along Stone Way to the east.  Applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features.	Several retail spaces are proposed along a large portion of the ground floor along N 34th Street and partially along Troll Ave (where grade permits). The retail depth, area and floor level are all carefully considered to make the retail viable and contribute positively to street life. The design presents an opportunity to have retail share open space with the primary entrance, featuring an open air lobby. Ground-level setback increases from west to east to include the sidewalk and provide relief.	30, 31
	PL-4	ACTIVE TRANSPORTATION: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.	SDG A. Entry Locations and Relationships <b>SDG B. Planning Ahead for Bicyclists</b> SDG C. Planning Ahead for Transit	The project location benefits from direct access to the Burke Gilman trail to the south, and to the heart of Fremont to the west. There is currently a strong bike presence with traffic in both directions on N 34th Street.	The proposed design will carefully consider bike access onto the property, and provide internal bike storage and changing/shower facilities for tenants, with clear signage and bicycling information.	30

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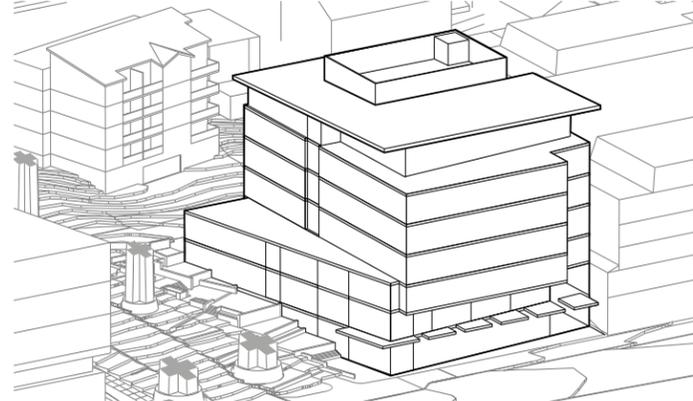
# DESIGN GUIDELINES



DC-1: ARRANGEMENT OF INTERIOR USES



DC-2: MASSING



DC-2: ARCHITECTURAL CONCEPT



DC-2: RETAINING WALLS

THEME	TITLE	*SDG / WDG	DESIGN GUIDELINE	KEY ISSUES FOR SITE/PROJECT	APPLICANT RESPONSE	SEE PAGE
DESIGN CONCEPT	DC-1 PROJECT USES AND ACTIVITIES: Optimize the arrangements of uses and activities on site.	SDG	A. Arrangement of Interior Uses	The three-sided site with sloping grade presents a unique puzzle for the various proposed program – office, parking, and retail.  With the parking garage at L3, the garage will have some street frontage along N 34th Street and Troll Ave.	The preferred scheme addresses the programmatic needs in a thoughtful way. The project looks to maximize the use of exterior gathering spaces on occupied roof decks, located strategically for views and relationships to open space. Flexibility is being designed into the floor plans for multiple retail configurations and multiple office tenant scenarios.  The preferred scheme includes office program screening the garage from Troll Ave N. The visual impact of the parking will be mitigated through the design and patterning of the façade and screening along N. 34th Street.	30, 31
		SDG	B. Vehicular Access and Circulation			
		SDG	C. Parking and Service Uses			
		WDG	I. Parking Vehicle Access			
		WDG	II. Location of Parking on Commercial Street Fronts			
	WDG	III. Design of Parking Lots Near Sidewalks				
	DC-2 ARCHITECTURAL CONCEPT: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.	SDG	A. Massing	The retail ground floor, parking level, and ideal office floor heights drive the overall building height. The steep grade establishes the average grade plane for both code maximum and LBPP incentive height. The project is pursuing a 15% increase in maximum FAR allowed through the LBPP. The elevations must be designed on all sides, including the alley, and respond to adjacent properties in a sensitive manner.  Rooftop building systems, including mechanical equipment, should be screened from all key observation points. Distinctive building features and signage should provide architectural detail and interest.  Because of the steep grade along Troll Ave, retaining walls in this location are unavoidable.	The project considers three viable massing approaches that maximize development potential and address the public realm and adjacent properties, while looking for ways to reduce the perceived height, bulk, and scale of the project.  The project plans to wrap façade language around all façades in a unified composition. The glazing and shading system will add texture to the façade. The secondary features of the building including the rainwater system, canopies, shading devices, artwork and signage will complement the simple, restrained façades.  The mechanical equipment will be screened from all key observation points, in a feature that is consistent with the material palette and massing. Distinctive building features and signage will provide architectural detail and interest.  The design will seek to minimize retaining wall height, provide a well-proportioned, textured surface with sensitively designed reveal lines at the west-facing Troll Ave and alley concrete walls.	25, 31, 34, 36
		SDG	B. Architectural and Façade Composition			
		SDG	C. Secondary Architectural Features			
		SDG	D. Scale and Texture			
SDG		E. Form and Function				
WDG	I. Architectural Concept and Consistency					
WDG	II. Human Scale					
WDG	III. Retaining Walls					

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# DESIGN GUIDELINES



DC-3: DESIGN



DC-4: BUILDING MATERIALS



DC-4: DESIGN CONTINUITY WITH ADJACENT SITES



DC-4: LANDSCAPING TO ENHANCE BUILDING



THEME	TITLE	*SDG / WDG	DESIGN GUIDELINE	KEY ISSUES FOR SITE/PROJECT	APPLICANT RESPONSE	SEE PAGE
DESIGN CONCEPT	DC-3 OPEN SPACE CONCEPT: Integrate open space design with the design of the building so that each complements the other.	SDG SDG SDG WDG	A. Building-Open Space Relationships B. Open Space Uses and Activities C. Design I. Residential Open Space	N. 34th Street is a heavy vehicle, bicycle and pedestrian corridor and hosts the annual Solstice Festival Parade in June. Enhanced pedestrian areas that allow for retail uses or parade viewing will benefit the project and the community. Opportunities exist at the Troll Ave right-of-way to provide elevated views to Lake Union and the parade route.	The preferred scheme recedes the exterior wall at the ground plane along the N. 34th Street frontage to allow for cafe seating and a larger entry plaza which could accommodate larger crowds during events.  The landscape and hardscape design for the Troll Avenue right of way enhancements looks to create small terraces and plazas that would allow for views from the site for public benefit.	34
	DC-4 EXTERIOR ELEMENTS AND FINISHES: Use appropriate and high quality elements and finishes for the building and its open spaces.	SDG SDG SDG SDG SDG WDG WDG	A. Building Materials B. Signage C. Lighting D. Trees, Landscape and Hardscape Materials E. Project Assembly and Lifespan I. Landscaping to Reinforce Design Continuity with Adjacent Sites II. Landscaping to Enhance the Building and/or Site	Troll Ave, in its current condition, is lacking in the pedestrian experience.  As the building will be built nearly to the property line on all sides, it will require good integration of landscape to create a pleasant urban environment.	Substantial landscaping will be incorporated in the Troll Ave ROW, to buffer sidewalks from building edges. A planted roof deck at L4 will provide a visual extension of the Troll Ave ROW, and be visible from above.	25, 30, 31

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# ECOLOGICAL ARTWORK STUDY

